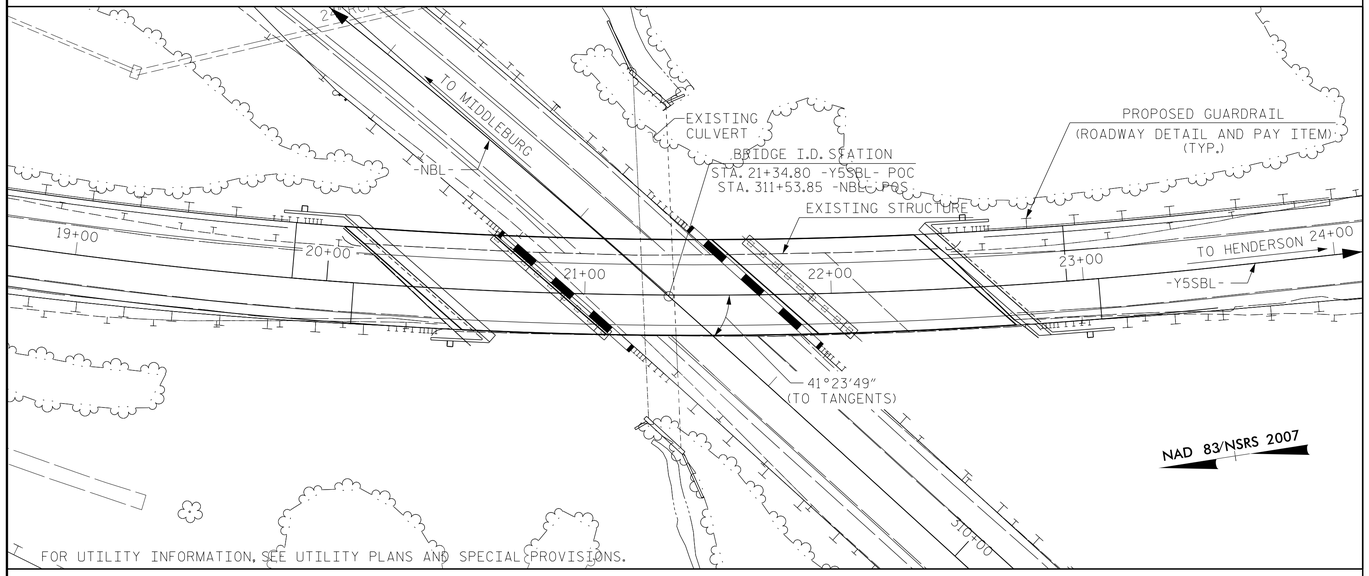
BM #132 RR SPIKE IN 42" WILLOW OAK, 74.96' LT. OF STA. 321+36.81 -NBL-, EL. 413.09'.



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL
	LUMP SUM	EACH	LUMP SUM	SQ.FT.	SQ.FT.	CU.YDS.	LUMP SUM	LBS.
SUPERSTRUCTURE				9,304	10,517		LUMP SUM	
END BENT NO. 1			LUMP SUM			96.9		12,029
BENT NO. 1						47.3		6,435
BENT NO. 2						44.2		6,456
END BENT NO. 2			LUMP SUM			88.0		10,921
TOTAL	LUMP SUM	2	LUMP SUM	9,304	10,517	276.4	LUMP SUM	35,841

TOTAL BILL OF MATERIAL (CONT'D)

	54" PRESTRESSED CONCRETE GIRDERS		24" PRESTRESSED CONCRETE PILE		HP 12 X 53 STEEL PILES		PILE REDRIVES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS
	NO.	LIN. FT.	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	SQ.YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	12	880.31						491.27		LUMP SUM	LUMP SUM
END BENT NO. 1					11	550			329		
BENT NO. 1			9	473			5				
BENT NO. 2			9	473			5				
END BENT NO. 2					10	600			420		
TOTAL	12	880.31	18	946	21	1150	10	491.27	749	LUMP SUM	LUMP SUM

GENERAL NOTES:

1. ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.
2. THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
3. THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
4. FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE STANDARD SHEET SN.
5. FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
6. FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
7. FOR CRANE SAFETY, SEE SPECIAL PROVISIONS,
8. FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS,
9. FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS,
10. THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
11. THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.
12. REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
13. THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON DWG. 1 SHALL BE EXCAVATED FOR A DISTANCE OF 28 FT, LEFT OF CENTERLINE ROADWAY (-Y5SBL-) AND 22 FT, RIGHT OF CENTERLINE ROADWAY (-Y5SBL-) AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.
14. THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
15. NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
16. FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
17. FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISION.
18. AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 2 @ 43' AND 2 @ 70' I-BEAM SPANS WITH 28 FT ROADWAY AND REINFORCED CONCRETE FLOOR ON CONCRETE CAPS ON CONCRETE PILES AND LOCATED AT PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
19. INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE."
20. THE EXISTING STRUCTURE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 402 OF THE STANDARD SPECIFICATIONS. IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, REMOVE THE SUBSTRUCTURE 2'-0" BELOW THE EXISTING GROUND LINE OR AS NECESSARY TO AVOID INTERFERENCE WITH CONSTRUCTION OF THE PROPOSED STRUCTURE.

FOUNDATION NOTES:

1. FOR FOUNDATION NOTES, SEE SHEET 2 OF 5.

NORTH CAROLINA PROFESSIONAL SEAL 11725 ENGINEER DAVID R. RUGGLES

DocuSigned by: David Ruggles 11/14/2014
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PROJECT NO. I-0914BA
VANCE COUNTY
STATION: 21+34.80-Y5SBL-POC

SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SBL US 1
OVER NBL I-85 BETWEEN
MIDDLEBURG AND HENDERSON

DWG. 4 OF 40

STEWART
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REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-89
1			3			TOTAL SHEETS
2			4			177

DRAWN BY: P. JACOB DATE: 02/14
CHECKED BY: D. RUGGLES DATE: 08/14
DESIGN ENGINEER OF RECORD: D. RUGGLES DATE: 08/14

11/14/2014 I-0914BA SITE 3
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USER:jloftus