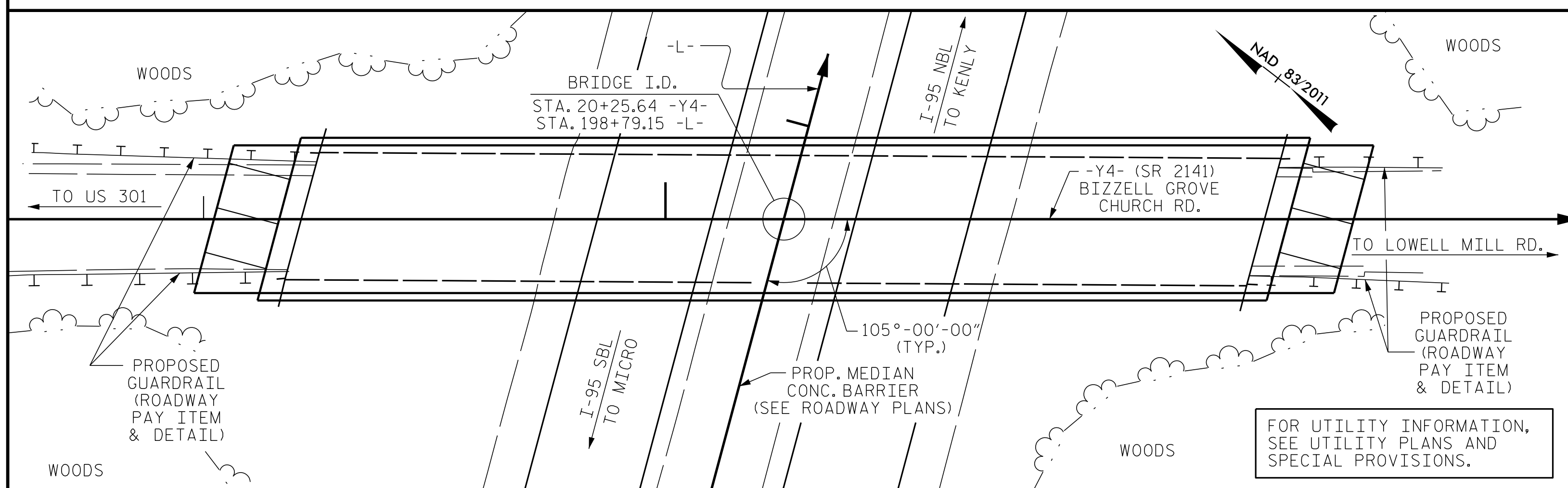


TBM #10 - 60d NAIL IN 17' PINE, 55' RT OF BL STA. 192+22.00 -L-, ELEV 186.45



LOCATION SKETCH

**TOTAL BILL OF MATERIAL**

	REMOVAL OF EXISTING STRUCTURE	4'-0" Ø DRILLED PIERS IN SOIL	PDA TESTING	SID INSPECTIONS	SPT TESTING	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	APPROX. 289,400 LBS. STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	HP 12 x 53 STEEL PILES	PILE REDRIVES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	DISC BEARINGS	ELASTOMERIC BEARINGS	ASBESTOS ASSESSMENT	
	LUMP SUM	LIN. FT.	EACH	EACH	EACH	EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	LUMP SUM	EA.	No.	LIN. FT.	EACH	LIN. FT.	SQ. YDS.	LUMP SUM	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM							8,576	8,111		LUMP SUM			LUMP SUM					433.54		LUMP SUM	LUMP SUM	
END BENT 1										36.6		5,329			7	7	410	4		240			
BENT 1		106.00		1	2	1				42.7		12,865	3,425										
END BENT 2										36.6		5,329			7	7	335	4		245			
TOTAL	LUMP SUM	106.00	1	1	2	1	LUMP SUM	8,576	8,111	115.9	LUMP SUM	23,523	3,425	LUMP SUM	14	14	745	8	433.54	485	LUMP SUM	LUMP SUM	LUMP SUM

**NOTES:**

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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.

THE ELEVATIONS AND CLEARANCES SHOWN ON THE PLANS AT THE POINTS OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATIONS ON THE EXISTING PAVEMENT AND CHECK THE CLEARANCE. REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM VERTICAL CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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".

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET 1 OF 3 SHALL BE EXCAVATED FOR A DISTANCE OF 50 FT EACH SIDE OF CENTERLINE ROADWAY 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.

THE EXISTING STRUCTURE CONSISTING OF 4 SPANS @ 52'-6" WITH A REINFORCED CONCRETE DECK ON 4 LINES OF I-BEAMS AND A CLEAR ROADWAY WIDTH OF 24'-1" ON REINFORCED CONCRETE BENTS ON PRESTRESSED PILES AND REINFORCED CONCRETE END BENTS ON PRESTRESSED PILES AND LOCATED AT THE PROPOSED STRUCTURE SITE SHALL BE REMOVED.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE 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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL SUBMIT A GIRDER ERECTION SEQUENCE TO THE ENGINEER FOR REVIEW AND APPROVAL.

PROJECT NO. I-5786  
JOHNSTON COUNTY  
 STATION: 20+25.64 -Y4-

SHEET 3 OF 3

ENGINEER OF RECORD:  
 Designed by: *Greg Gilliam*  
 Approved by: *Greg Gilliam*  
 NORTH CAROLINA PROFESSIONAL SEAL 37400  
 ENGINEER  
 GREGORY M. OLLAND  
 6/2/2017  
 WETHERILL ENGINEERING  
 1223 Jones Franklin Rd.  
 Raleigh, N.C. 27606  
 Bus: 919 851 8077  
 Fax: 919 851 8107  
 LICENSE NO. F-0377

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 GENERAL DRAWING  
 FOR BRIDGE ON BIZZELL GROVE CHURCH RD. (SR 2141) OVER I-95 BETWEEN LOWELL MILL RD. AND US 301

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	SHEET NO.
1			3			TOTAL SHEETS
2			4			31

DRAWN BY : D. HODGE DATE : 5/17  
 CHECKED BY : B.C. HUNT DATE : 5/17

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

P:\2017\I-5786\Structures\DM\Bizzell\Grove\_Y4\_I-5786\_Y4\_GD\_WE\_I.dgn  
 6/11/2017 3:30:52 PM