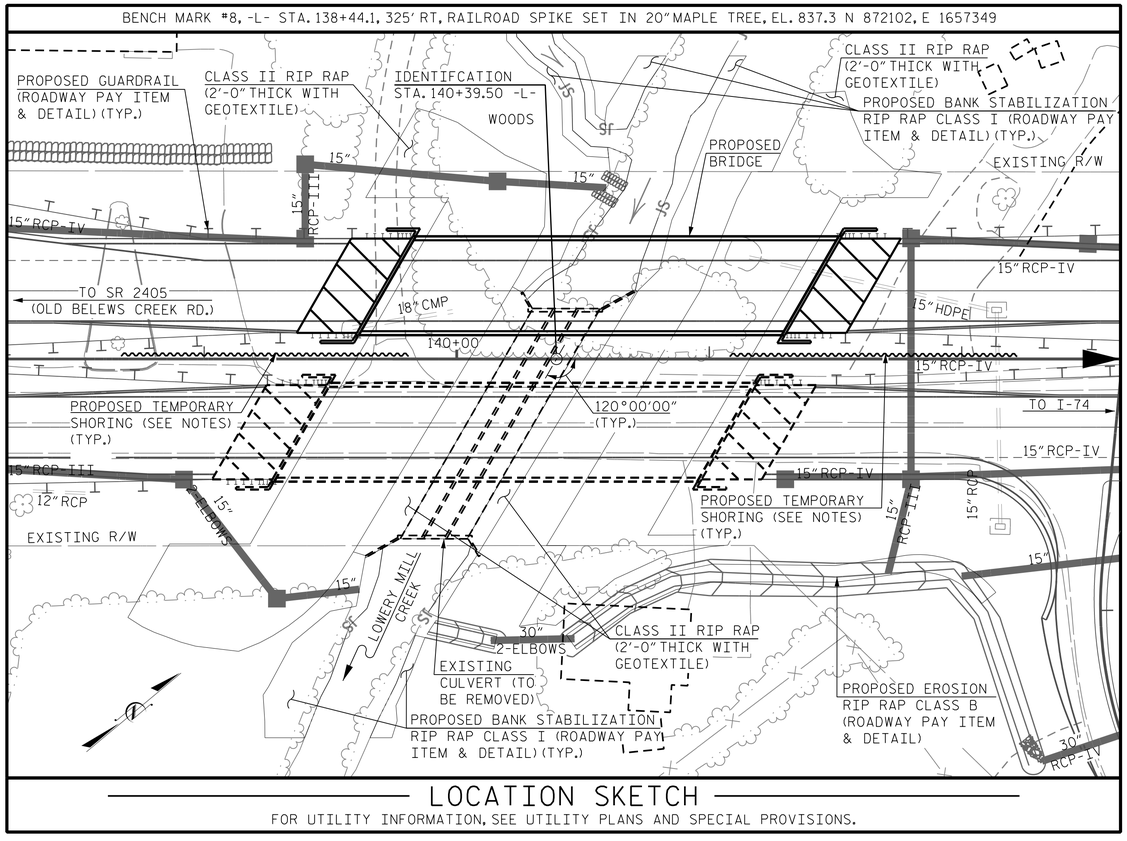
TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	3'-6"Ø DRILLED PIERS IN SOIL	3'-6"Ø DRILLED PIERS NOT IN SOIL	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	54" PRESTRESSED CONCRETE GIRDERS		PILE DRIVING EQUIPMENT SET UP FOR HP 12x53 STEEL PILES	HP 12x53 STEEL PILES		STEEL PILE POINTS	DYNAMIC PILE TESTING	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS
	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EA.	EA.	EA.	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	EA.	NO.	LIN. FT.	NO.	EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM	———	———	———	———	———	———	———	LUMP SUM	6,573	7,073	———	LUMP SUM	———	———	10	824.17	———	———	———	———	———	376.78	———	———	LUMP SUM	LUMP SUM
END BENT 1	———	20	28	———	———	———	———	———	———	———	———	71.4	———	8,186	———	———	———	9	9	160	———	———	———	640	715	———	———
BENT 1	———	———	———	21	24	———	———	———	———	———	———	49.6	———	13,843	2,287	———	———	———	———	———	———	———	———	✳ 200	✳ 225	———	———
END BENT 2	———	24	18	———	———	———	———	———	———	———	———	67.7	———	7,956	———	———	———	6	6	105	———	———	———	650	720	———	———
TOTAL	LUMP SUM	44	46	21	24	1	1	1	LUMP SUM	6,573	7,073	188.7	LUMP SUM	29,985	2,287	10	824.17	15	15	265	7	1	376.78	1,490	1,660	LUMP SUM	LUMP SUM

✳ STREAMBED



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

GENERAL 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 THE SEISMIC ZONE 1.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SL-35.

FOR SUBMITAL 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.

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

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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE MATERIAL SHOWN IN THE HATCHED AREA ON SHEET SL-1 SHALL BE EXCAVATED FOR A DISTANCE OF 107 FT LEFT AND 116 FT RIGHT 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.

REMOVAL OF THE EXISTING CULVERT SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING IN TO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE CULVERT IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THE STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18 - EVALUATING SCOUR AT BRIDGES."

THE EXISTING CULVERT CONSISTING OF TRIPLE 7 FT. X 10 FT. BOTTOMLESS REINFORCED CONCRETE BARREL CULVERT SHALL BE REMOVED. THE EXISTING CULVERT IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE EXISTING CULVERT DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

FOR FOUNDATION NOTES, SEE "FOUNDATION LAYOUT" SHEET.

FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

THE CLASS AA CONCRETE IN THE BIRDGE 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.

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 FOOT BELOW THE GROUND LINE.

THE SCOUR CRITICAL ELEVATION FOR BENT 1 IS ELEVATION 834.4. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

PROJECT NO. R-2577A
FORSYTH COUNTY
STATION: 140+39.50 -L-

SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

LOCATION SKETCH, TOTAL BILL OF MATERIAL AND GENERAL NOTES

LEFT LANE

BRIDGE NO. 330815

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Engineers | Construction Managers | Planners | Scientists
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Responsive People | Creative Solutions

NORTH CAROLINA PROFESSIONAL SEAL 48850 ENGINEER ODINE J. PAITEL
DocuSigned by: Odine Paitel
12/19/2023

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	SL-4
1			3			TOTAL SHEETS
2			4			35

DRAWN BY : T. K. BOYD DATE : SEP 2023
CHECKED BY : L. K. AUSTIN DATE : SEP 2023
DESIGN ENGINEER OF RECORD : O. J. PAITEL DATE : SEP 2023

opaitel
12/19/2023 R:\Structures\BRIDGE\LeftBridge\DGN\FINAL\R2577A_SMU_LS_330814.dgn