

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	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	PILE REDRIVES	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.	EA.	EA.	EA.	LUMP SUM	SO. FT.	SO. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	EA.	NO.	LIN. FT.	NO.	EA.	EA.	LIN. FT.	TONS	SO. 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										59.3		8,175			8	8	200	8				825	920			
BENT 1		6	27	-	-	-				48.5		12,991	2,117									635 *	705 *			
END BENT 2										60.4		7,803			6	6	120	6				605	675			
TOTAL	LUMP SUM	6	27	1	1	1	LUMP SUM	6,573	7,073	168.2	LUMP SUM	28,969	2,117	10	824.17	14	14	320	14	7	1	376.78	2,065	2,300	LUMP SUM	LUMP SUM

* STREAMBED QUANTITIES

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 SN.

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 SR-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.

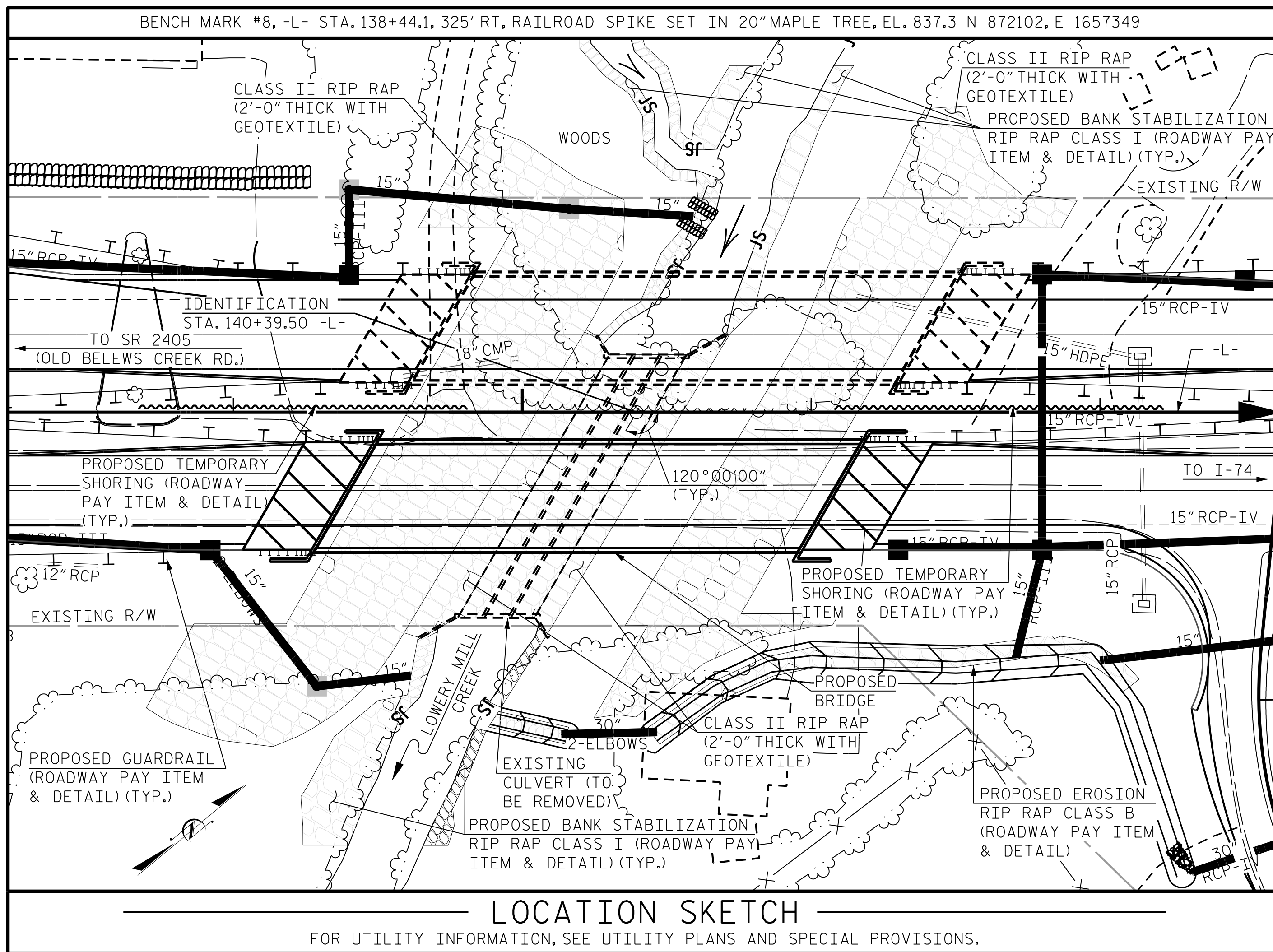
THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

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 838.5. 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-

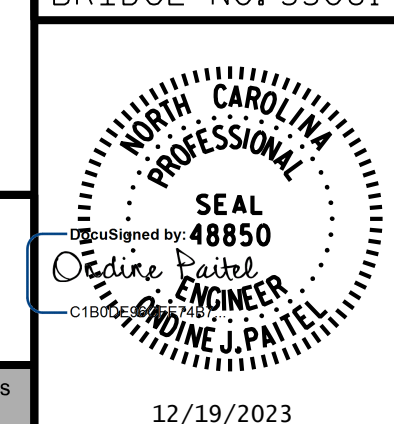
SHEET 4 OF 5



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

BRIDGE NO. 330814



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STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 LOCATION SKETCH, TOTAL
 BILL OF MATERIAL AND
 GENERAL NOTES
RIGHT LANE

REVISIONS

NO.	BY:	DATE:	NO.	BY:	DATE:	SHEET NO.
1			3			SR-4
2			4			TOTAL SHEETS 34

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**

12/19/2023 R:\Structures\Bridges\RightBridge\GDN\FINAL\R2577A_SMU_LS_330814.dgn

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