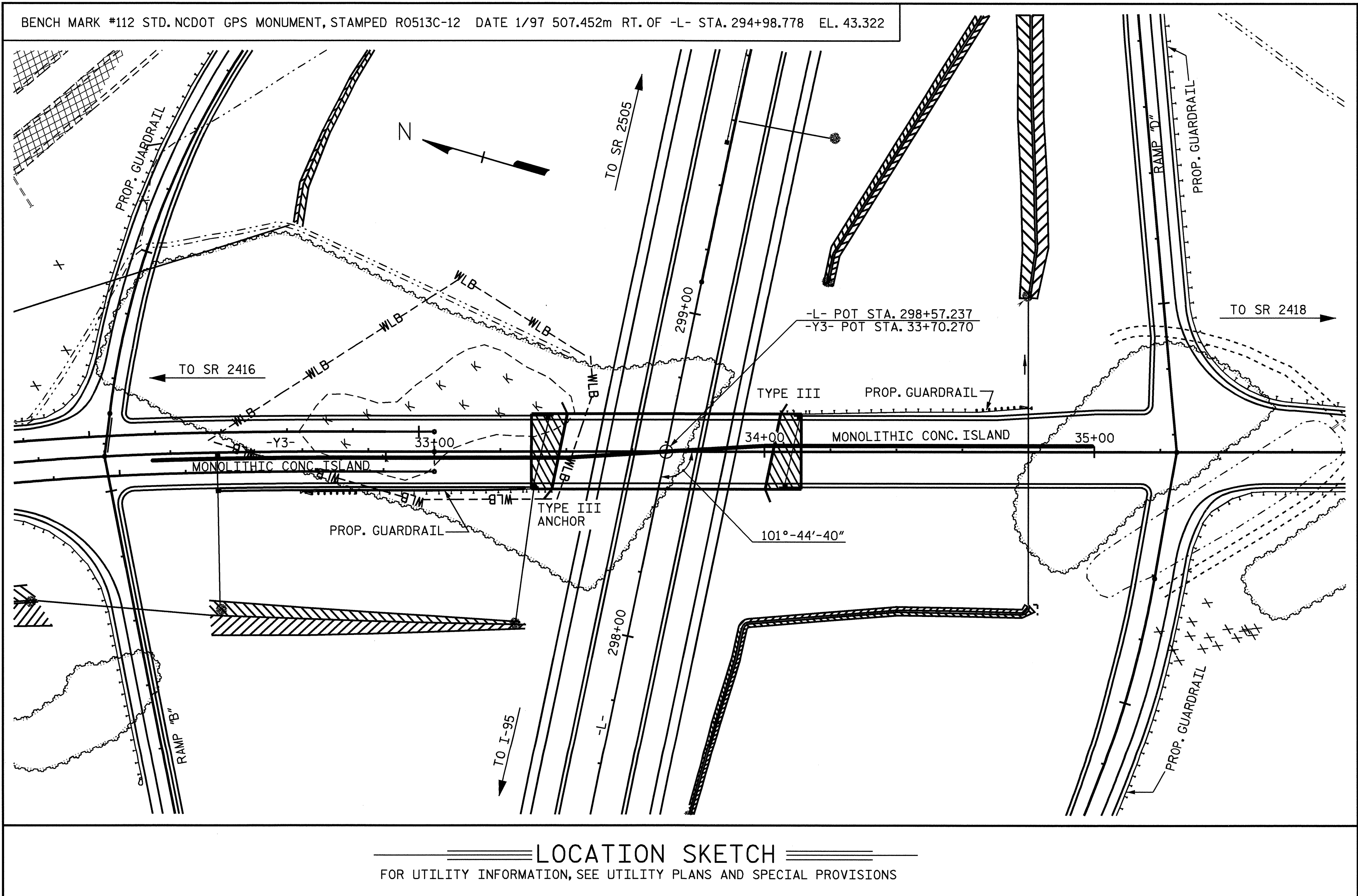


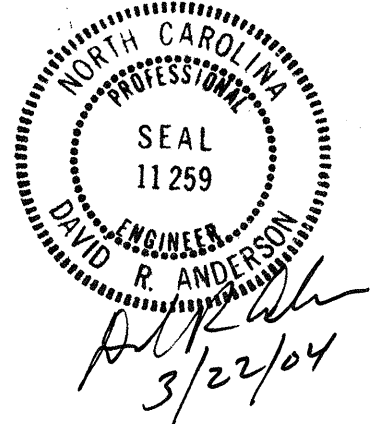
TOTAL BILL OF MATERIAL																
	FOUNDATION EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	STRUCTURAL STEEL	305mm PRESTRESSED CONCRETE PILES	CONCRETE BARRIER RAIL	2080mm CHAIN LINK FENCE	100mm SLOPE PROTECTION	POT BEARINGS	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS	
	LUMP SUM	SQ. METERS	SQ. METERS	CU. METERS	LUMP SUM	kg	kg	APPROX. kg	NO.	METERS	METERS	METERS	SQ. METERS	LUMP SUM	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		1480.3	1474.0		LUMP SUM			194,692			124,648	121.872		LUMP SUM	LUMP SUM	LUMP SUM
END BENT 1				43.0		3699			16	224.0		320				
BENT 1	LUMP SUM			64.6		7174	707		36	522.0						
END BENT 2				43.0		3699			16	256.0		320				
TOTAL	LUMP SUM	1480.3	1474.0	150.6	LUMP SUM	14,572	707	194,692	68	1002.0	124,648	121.872	640	LUMP SUM	LUMP SUM	LUMP SUM

NOTES

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 ALL ELEVATIONS ARE IN METERS.
 ASSUMED LIVE LOAD = MS 18 OR ALTERNATE LOADING.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SNSM.
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.
 THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.
 ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 345W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-7 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.
 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.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.
 FOR METRIC STRUCTURAL STEEL, SEE SPECIAL PROVISIONS.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 PILES FOR END BENTS NO.1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 450KN EACH.
 PILES FOR INTERIOR BENT NO.1 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 450KN EACH.
 THE CONTRACTOR SHALL OBSERVE A ONE MONTH WAITING PERIOD BEFORE BEGINNING ANY WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT. THE CONTRACTOR MAY BEGIN THE REINFORCED BRIDGE APPROACH FILL CONSTRUCTION AFTER COMPLETION OF END BENT INCLUDING WINGWALLS. NO OTHER WAITING PERIOD WILL BE REQUIRED FOR THE APPROACH SLAB CONSTRUCTION AT BOTH END BENTS.
 THE CONTRACTOR, AT HIS OPTION, MAY SUBSTITUTE PP305X9.5 STEEL CLOSED END PIPE PILES IN LIEU OF 305mm PRESTRESSED CONCRETE PILES AT NO ADDITIONAL COST TO THE DEPARTMENT.
 WORK SHALL NOT BE STARTED ON BENT NO.1 UNTIL FILL HAS BEEN PLACED.
 THE CONTRACTOR WILL BE REQUIRED TO SUBMIT PLANS SHOWING DETAILS OF THE OPTIONAL PIPE PILE FOR APPROVAL BY THE ENGINEER.



PROJECT NO. R-513C
ROBESON COUNTY
 STATION: 298+57.237 -L-
 SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 BRIDGE ON -Y3- OVER
 US 74 BETWEEN
 I-95 AND SR 2505

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			312
2			4			312

DRAWN BY : D.R. ANDERSON DATE : 8-11-03
 CHECKED BY : T.A. WALTER DATE : 2-9-04