

TOTAL BILL OF MATERIAL																			
	REMOVAL OF EXISTING STRUCTURE	FOUNDATION EXCAVATION	UNCLASSIFIED STRUCTURE 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	TEMPORARY SUPPORT AT INTERIOR BENT	
	LUMP SUM	LUMP SUM	CU. METERS	SQ. METERS	SQ. METERS		LUMP SUM	kg	kg	APPROX. kg	NO.	METERS	METERS	METERS	SQ. METERS	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM
SUPERSTRUCTURE				1202.6	1258.0		LUMP SUM			193,340		170.104	168.704		LUMP SUM	LUMP SUM	LUMP SUM		
END BENT 1			2300			27.8		2321			10	80.0		220					
BENT 1		LUMP SUM				51.5		4954	550		34	374.0						LUMP SUM	
END BENT 2			3600			27.6		2362			12	96.0		220					
TOTAL	LUMP SUM	LUMP SUM	5900	1202.6	1258.0	106.9	LUMP SUM	9637	550	193,340	56	550.0	170.104	168.704	440	LUMP SUM	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.
 WAITING PERIOD FOR APPROACH SLAB CONSTRUCTION SHALL BE WAIVED.
 FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMS OVER OR ADJACENT TO TRAFFIC, SEE SPECIAL PROVISIONS .
 EXISTING BRIDGE DECK, INTERIOR BENT CAP, AND END BENT CAPS WILL NEED TO BE CUT IN ORDER TO PROVIDE ADEQUATE SPACE FOR THE PROPOSED BRIDGE CONSTRUCTION. SEE DETAILS ON "BENT NO. 1", SHEET 3 OF 3 FOR LOCATION OF THESE CUTS.
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF APPROXIMATELY 27m LEFT OF -Y3- AND APPROXIMATELY 6m RIGHT OF -Y3- AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AS UNCLASSIFIED STRUCTURE EXCAVATION.
 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.

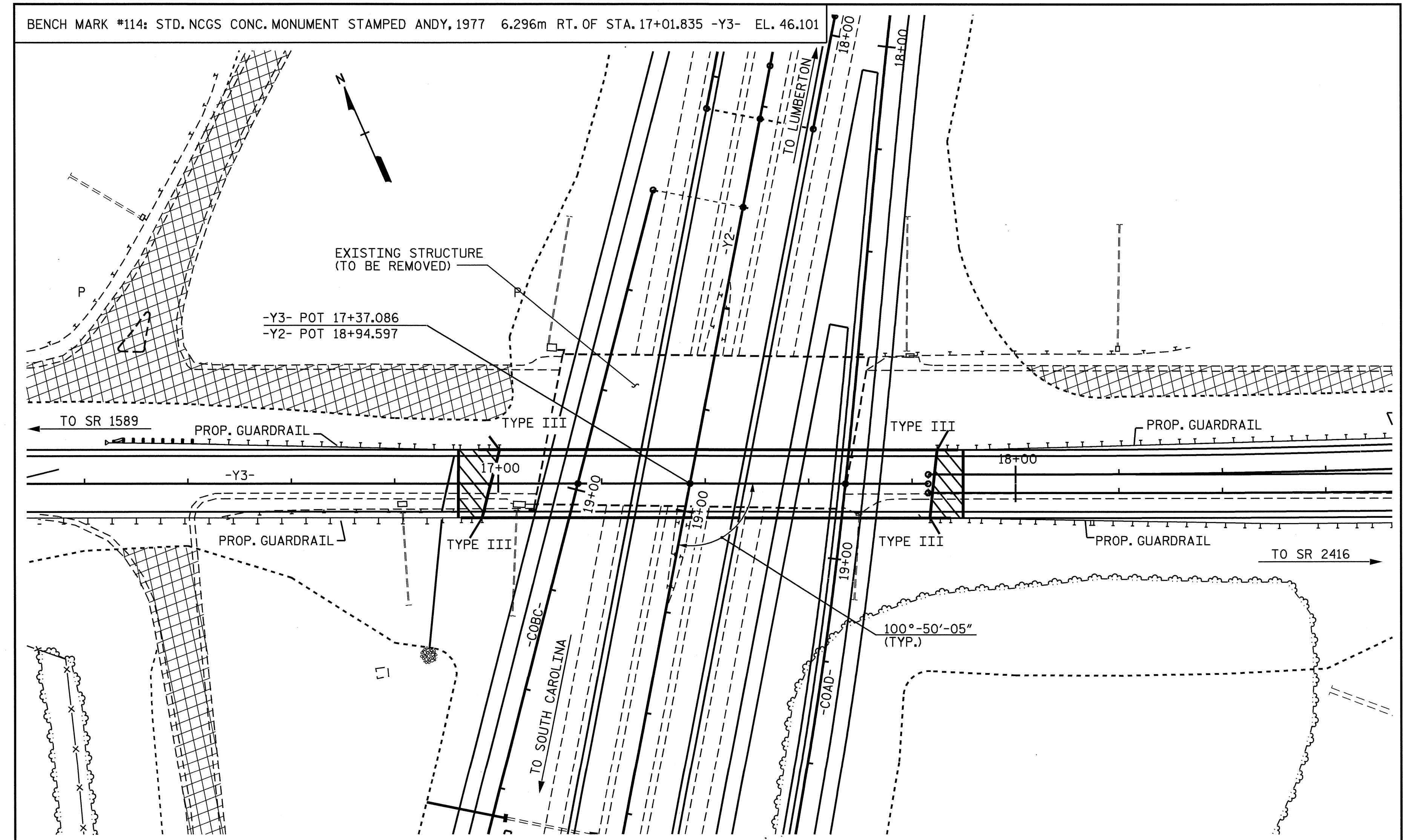
PROJECT NO. R-513C
ROBESON COUNTY
 STATION: 17+37.086 -Y3-
 SHEET 3 OF 3

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.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT PLANS SHOWING DETAILS OF THE OPTIONAL PIPE PILE FOR APPROVAL BY THE ENGINEER.

AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE (BR. NO. 55) CONSISTING OF 2 SPANS AT 29.7m, CLEAR ROADWAY WIDTH OF 29.8m, RC DECK ON CONTIN. I-BMS, EB: RC CAP/ P/S PILES, IB: RC P&B PILE FTGS. AND LOCATED AT THE 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 OF THE PROPOSED STRUCTURE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

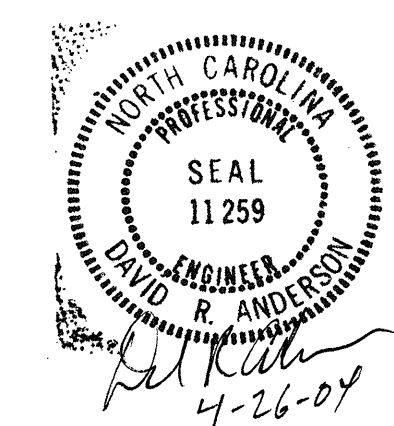
WORK SHALL NOT BE STARTED ON BENT NO. 1 UNTIL FILL HAS BEEN PLACED.



LOCATION SKETCH
 FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

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 AT STATION 17+37.086 -Y3-."

DRAWN BY : D.R. ANDERSON DATE : 7-10-03
 CHECKED BY : T.A. WALTER DATE : 2-9-04



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE ON EXISTING
 US 74 OVER I-95
 BETWEEN SR 1589
 AND SR 2416

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	5-212
1			3			TOTAL SHEETS
2			4			312