

## TOTAL BILL OF MATERIAL

	MOBILIZATION	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS AA CONCRETE	EPOXY COATED REINFORCING STEEL	STRUCTURAL STEEL	16" PRESTRESSED CONCRETE PILES	20" PRESTRESSED CONCRETE PILES	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS	ELECTRICAL SYSTEM	RAMP LIFT & LUBRICATION SYSTEM	PAVING OPERATION	STEEL BEAM GUARD RAIL	5/8" Ø ANCHOR ROD REPLACEMENT	CLEANING & PAINTING OF EXISTING LIFT BENT				
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YDS.	LBS.	APPROX. LBS.	NO.	LIN.FT.	NO.	LIN.FT.	LUMP SUM	NO.	LIN.FT.	LUMP SUM	LUMP SUM	LUMP SUM	LIN.FT.	EACH	LUMP SUM	
SUPERSTRUCTURE	LUMP SUM					41,600					LUMP SUM	14	474.25				124.1	7		
END BENT			LUMP SUM	8.9	1646		4	80												
BENT				7.7	1350				4	100										
PIVOT BENT				12.0	1896				5	125										
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	28.6	4892	41,600	4	80	9	225	LUMP SUM	14	474.25	LUMP SUM	LUMP SUM	LUMP SUM	124.1	7	LUMP SUM	

### NOTES

THE EXISTING LIFT BENT SHALL BE SPOT CLEANED AND PAINTED. SEE SPECIAL PROVISION FOR CLEANING AND PAINTING OF EXISTING LIFT BENT.

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.

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

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 36 UNLESS OTHERWISE NOTED ON THE PLANS.

THE EXISTING STRUCTURE AT RAMP 1 CONSISTING OF 5 SPANS (1 @ 17'-10", 2 @ 16'-11", 1 @ 17'-4" & 1 @ 35'-10") WITH A CLEAR ROADWAY WIDTH 14.2 FT. AND TIMBER FLOOR ON TIMBER JOIST AND TIMBER CAPS ON TIMBER PILES SHALL BE REMOVED. THE EXISTING STEEL LIFT RAMP SHALL ALSO BE REMOVED. THE EXISTING STRUCTURE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL IN TO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

DETAILS OF THE EXISTING SUBSTRUCTURE ARE 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.

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 COST RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASE PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 10+00.00 -RP1-".

ALL BAR SUPPORTS USED IN THE BENT CAPS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PRESTRESSED CONCRETE CORED SLAB UNITS SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR. SEE SPECIAL PROVISIONS FOR CALCIUM NITRITE CORROSION INHIBITOR.

CLASS AA CONCRETE SHALL BE USED IN ALL CAST-IN-PLACE SUBSTRUCTURE UNITS AND SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR. FOR CALCIUM NITRITE CORROSION INHIBITOR, SEE SPECIAL PROVISIONS.

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

PILES FOR THE END BENT, BENT, AND PIVOT BENT SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 60 TONS EACH.

THE SCOUR CRITICAL ELEVATION FOR THE BENT AND THE PIVOT BENT IS ELEVATION -15 FEET. THESE ELEVATIONS ARE FOR THE USE OF THE MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

THE CONCRETE IN THE PILES OF THE BENT AND PIVOT BENT SHALL CONTAIN SILICA FUME. SILICA FUME SHALL BE SUBSTITUTED FOR 5% OF THE PORTLAND CEMENT BY WEIGHT. IF THE OPTION OF ARTICLE 1024-1 OF THE STANDARD SPECIFICATIONS TO PARTIALLY SUBSTITUTE CLASS F FLY ASH FOR PORTLAND CEMENT IS EXERCISED, THEN THE RATE OF FLY ASH SUBSTITUTION SHALL BE REDUCED TO 1.0 LB. OF FLY ASH PER 1.0 LB. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.

THIS STRUCTURE CONTAINS THE NECESSARY CORROSION PROTECTION REQUIRED FOR A CORROSIVE SITE.

FOR ELECTRICAL SYSTEM, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR RAMP LIFT AND LUBRICATION SYSTEM, SEE SPECIAL PROVISIONS.

FOR PAVING OPERATIONS, SEE SPECIAL PROVISIONS.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE CENTERLINE OF THE EXISTING LIFT BENT WILL BE USED AS THE REFERENCE LINE FOR THE LAYOUT OF THE SUBSTRUCTURE.

FOR FALSEWORK & FORMWORK, SEE SPECIAL PROVISIONS.

THE BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 15FT. EACH SIDE OF CENTERLINE OF ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SPECIAL PROVISIONS.

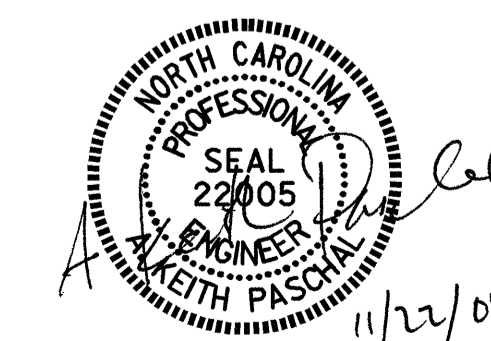
FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

PROJECT NO. F-4700  
CURRITUCK COUNTY  
 STATION: 10+00.00 -RP1-

SHEET 4 OF 4

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

GENERAL DRAWING  
 FOR CURRITUCK  
 FERRY BASIN



DRAWN BY : K. McCauley DATE : 11/26/03  
 CHECKED BY : A. K. Paschal DATE : 9/27/04

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REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			56