

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.
 FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
 THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
 THE STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18 - EVALUATING SCOUR AT BRIDGES".
 NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
 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 STAYING FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
 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.
 AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF FIVE (5) CORED SLAB SPANS TOTALING 200'-0"; 1 @ 40'-6", 3 @ 39'-8", 1 @ 40'-6", 24'-0" CLEAR ROADWAY WIDTH; REINFORCED CONCRETE DECK SLAB; FOUR (4) INTERIOR POST AND BEAM BENTS AND TWO (2) SPILL THROUGH END BENTS 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 BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
 THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECT REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
 THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED OF THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. 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.

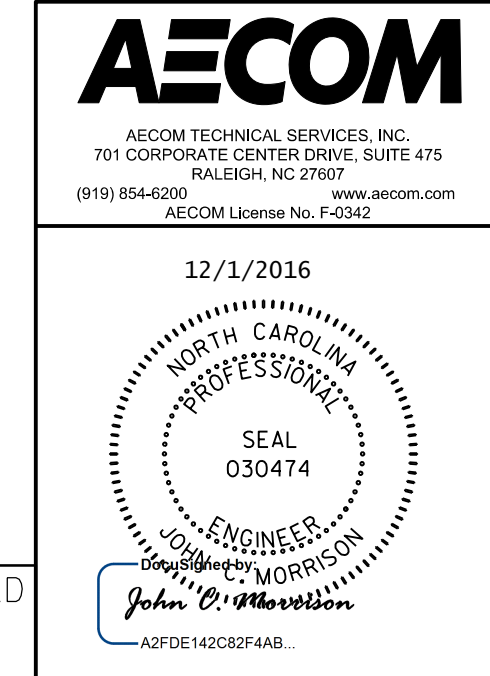
LOCATION SKETCH

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
 AT THE CONTRACTORS OPTION, AND UPON REMOVAL OF THE CAUSEWAY, THE CLASS II RIP RAP USED IN THE CAUSEWAY MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 147+80.00 -L-.
 FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR TEMPORARY SHORING PAY ITEM, SEE ROADWAY PLANS.
 FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.
 FOR SUBMITTAL 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.
 FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

TOTAL BILL OF MATERIAL													
	CONSTRUCTION, MAINTENANCE, & REMOVAL OF TEMP. ACCESS AT STA. 147+80.00 -L-	REMOVAL OF EXISTING STRUCTURE AT STA. 147+80.00 -L-	4'-0" Ø DRILLED PIERS IN SOIL	4'-0" Ø DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 4'-0" Ø DRILLED PIER	PDA TESTING	SPT TESTING	SID INSPECTION	CSL TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	SQ. FT.	SQ. FT.	CU. YD.	LUMP SUM
SUPERSTRUCTURE										25,401	25,491		LUMP SUM
END BENT 1												89.4	
BENT 1			184.3	74.0	124.3							104.2	
BENT 2			200.4	50.0	124.4							104.1	
END BENT 2												89.8	
TOTAL	LUMP SUM	LUMP SUM	384.7	124.0	248.7	1	12	2	4	25,401	25,491	387.5	LUMP SUM

TOTAL BILL OF MATERIAL												
	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS	HP 12x53 STEEL PILES	THREE BAR METAL RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	ASBESTOS ASSESSMENT		
	LBS.	LBS.	NO. LIN. FT.	NO. LIN. FT.	LIN. FT.	TONS	SQ. YD.	LUMP SUM	LUMP SUM	LUMP SUM		
SUPERSTRUCTURE			36 2,882.9		485.5			LUMP SUM	LUMP SUM	LUMP SUM		
END BENT 1	14,238			13 520		409	454					
BENT 1	59,342	8,147										
BENT 2	58,246	7,923										
END BENT 2	14,944			16 640		301	335					
TOTAL	146,770	16,070	36 2,882.9	29 1160	485.5	710	789	LUMP SUM	LUMP SUM	LUMP SUM		

PROJECT NO. U-4910A
CABARRUS COUNTY
 STATION: 147+80.00 -L-
 SHEET 4 OF 4



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE OVER ROCKY RIVER
 ON DERITA RD. (SR 1445)
 BETWEEN SR 1447 & SR 1394

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-04
1			3			TOTAL SHEETS
2			4			55

DRAWN BY : K.H. COMPTON DATE : 2/2016
 CHECKED BY : J.C. MORRISON DATE : 2/2016
 DESIGNED BY : K.H. COMPTON DATE : 2/2016

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 12/1/2016 TIME: 12:56:00 PM

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