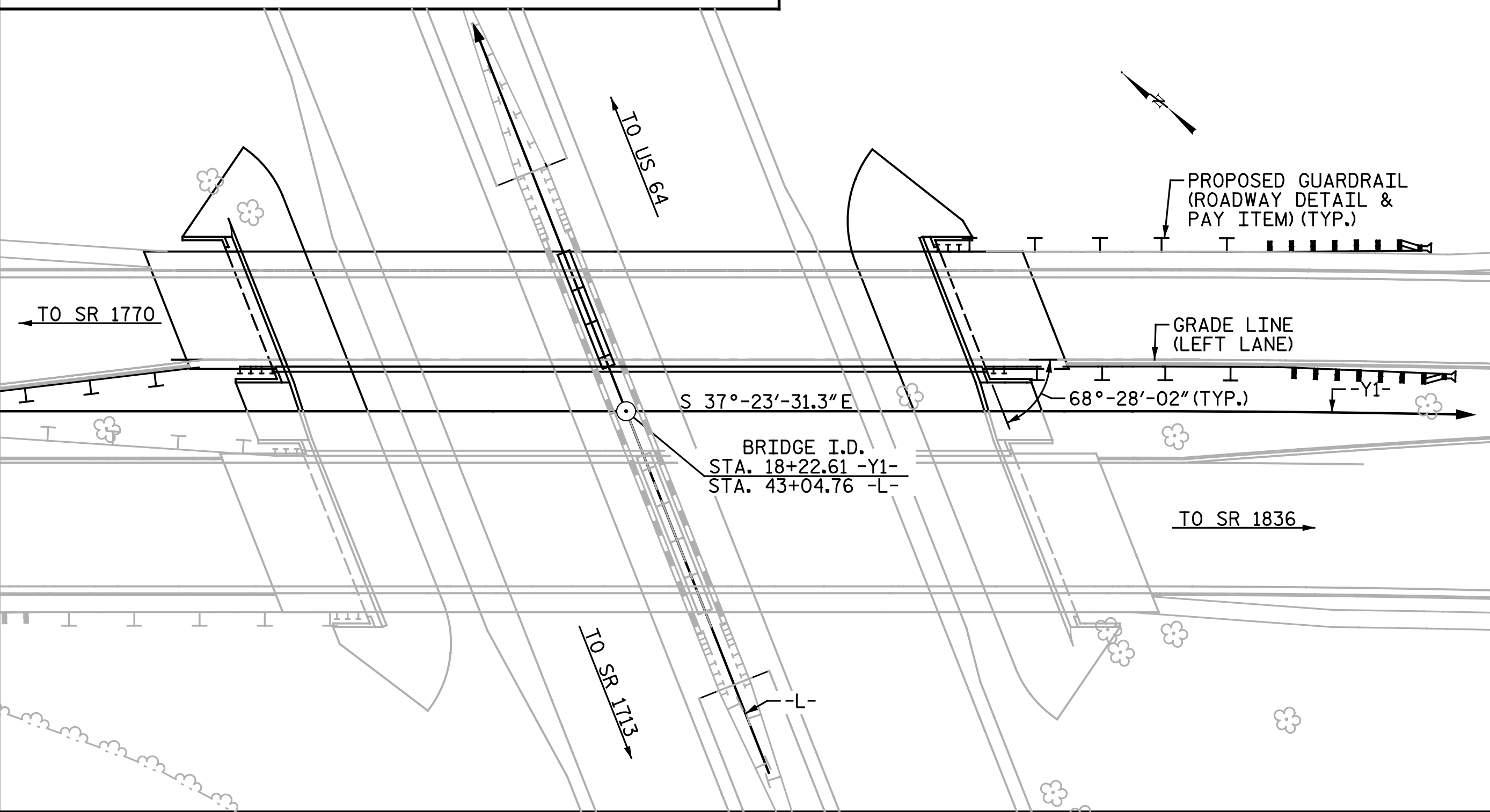


BM #2 - RR SPIKE IN 24" OAK, STA. 60+94.00 -L-, 420.00' RT., EL. 91.39



LOCATION SKETCH

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 SEISMIC ZONE 1.
- FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.
- FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.
- FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
- REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
- METAL STAY-IN-PLACE FORMS SHALL NOT BE WELDED TO BEAM OR GIRDER FLANGES IN THE ZONES REQUIRING CHARPY V-NOTCH TEST. SEE STRUCTURAL STEEL DETAIL SHEETS.
- NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
- ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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 PROJECTS 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 SPICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE PLUS A MINIMUM LAP SPICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 75 FT LEFT OF GRADE LINE AND 15 FT RIGHT OF GRADE LINE 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.

THE EXISTING STRUCTURE CONSISTING OF ONE 43'-6", TWO 55'-0", AND ONE 42'-6" SIMPLE SPANS WITH A CLEAR ROADWAY WIDTH OF 28'-0" AND REINFORCED CONCRETE FLOOR SUPPORTED BY STEEL I-BEAMS ON REINFORCED CONCRETE END BENTS WITH PRESTRESSED CONCRETE PILES AND REINFORCED CONCRETE POST AND BEAM INTERIOR BENTS LOCATED AT THE PROPOSED SITE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT.

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 18+22.61 -Y1-"

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS 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.

THE ELEVATION(S) AND CLEARANCE(S) SHOWN ON THE PLANS AT THE POINT(S) OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATION(S) ON THE EXISTING PAVEMENT AND CHECK THE CLEARANCE. REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM VERTICAL CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

TOTAL BILL OF MATERIAL

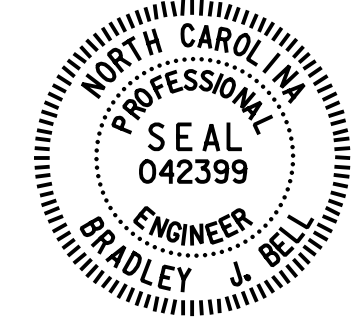
LOCATION	REMOVAL OF EXISTING STRUCTURE	3'-6" DIA. DRILLED PIERS IN SOIL	3'-6" DIA. DRILLED PIERS NOT IN SOIL	SID INSPECTIONS	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	STRUCTURAL STEEL	HP 12x53 STEEL PILES	
	LUMP SUM	LIN. FT.	LIN. FT.	EACH	EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	APPROX. LBS.	NO.	LIN. FT.
SUPERSTRUCTURE							7,560	6,350					221,471		
END BENT 1									39.1		7,538			6	150
BENT 1		16	26	1	1				37.7		8,423	1,890			
END BENT 2									37.8		7,052			6	120
TOTAL	LUMP SUM	16	26	1	1	LUMP SUM	7,560	6,350	114.6	LUMP SUM	23,013	1,890	221,471	12	270

TOTAL BILL OF MATERIAL (CONT'D.)

LOCATION	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	THREE BAR METAL RAIL	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	DISC BEARINGS	ELASTOMERIC BEARINGS	ASBESTOS ASSESSMENT
	EA.	LIN. FT.	LIN. FT.	SQ. YDS.	LUMP SUM	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		197.8	205.8		LUMP SUM	LUMP SUM	
END BENT 1	6			241			
BENT 1							
END BENT 2	6			264			
TOTAL	12	197.8	205.8	505	LUMP SUM	LUMP SUM	LUMP SUM

PROJECT NO. U-3330
NASH COUNTY
 STATION: 18+22.61 -Y1-
43+04.76 -L-
 SHEET 3 OF 4

DRAWN BY : C. E. MAYHEW DATE : 3-20-16
 CHECKED BY : B. J. BELL DATE : 9-8-16

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	 Documented by: <i>Bradley J. Bell</i> 2/10/2017		STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH GENERAL DRAWING FOR BRIDGE ON US 64 BUSINESS OVER US 301 BYPASS BETWEEN SR 1770 & SR 1836 LEFT LANES			
	REVISIONS					
	NO.	BY:	DATE:	NO.	BY:	DATE:
	1			3		
2			4			
Michael Baker INTERNATIONAL		Michael Baker Engineering 8000 Regency Parkway, Suite 600 Cary, North Carolina 27518 NC License No.: F-1084		SHEET NO. SI-3 TOTAL SHEETS 38		