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TOTAL BILL OF MATERIAL

	PIPE PLUGS	24" ENCASEMENT PIPE	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMP ACCESS	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	APPROX. 1,169,400 LBS. STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	HP 12x53 STEEL PILES	STEEL PILE POINTS	CONCRETE BARRIER RAIL	RAP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	SHOTCRETE REPAIRS	EPOXY RESIN INJECTION	STRIP SEAL EXPANSION JOINTS
	CU. YDS.	LIN. FT.	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LUMP SUM	EA.	LIN. FT.	EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	CU. FT.	LIN. FT.	LUMP SUM
SUPERSTRUCTURE	-	-	-	-	-	-	43,161	37,960	-	-	-	-	-	-	-	2,238.34	-	-	-	-	-	-
END BENT 1	0.1	34.0	-	-	-	-	-	-	35.1	-	4,702	-	-	330.0	-	-	290	325	-	-	-	-
BENT 1	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	2.0	-	-
BENT 2	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	3.3	-	-
BENT 3	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	10.5	3.0	-
BENT 4	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	8.3	2.0	-
BENT 5	-	-	-	-	-	-	-	-	55.9	-	8,590	-	-	-	-	-	-	-	-	3.7	-	-
BENT 6	-	-	-	-	-	-	-	-	53.7	-	11,345	-	-	-	-	-	-	-	-	-	-	-
BENT 7	-	-	-	-	-	-	-	-	53.7	-	11,345	-	-	-	-	-	-	-	-	-	-	-
BENT 8	-	-	-	-	-	-	-	-	56.1	-	8,590	-	-	-	-	-	-	-	-	3.2	-	-
BENT 9	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	13.6	2.0	-
BENT 10	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	10.7	-	-
BENT 11	-	-	-	-	-	-	-	-	18.8	-	3,891	-	-	-	-	-	-	-	-	19.7	-	-
BENT 12	-	-	-	-	-	-	-	-	20.4	-	4,202	-	-	-	-	-	-	-	-	44.1	-	-
END BENT 2	0.1	35.0	-	-	-	-	-	-	37.9	-	4,385	-	-	90.0	6	-	450	500	-	-	-	-
TOTAL	0.2	69.0	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	43,161	37,960	444.4	LUMP SUM	80,396	LUMP SUM	12	420.0	6	2,238.34	740	825	LUMP SUM	119.1	7.0	LUMP SUM

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 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 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.

THE RAILROAD TRACK TOP OF RAIL ELEVATIONS ON THE PLANS ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE TOP OF RAIL ELEVATIONS AND REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

AT THE CONTRACTOR'S 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 45+22.65 -EBL-.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH SYSTEM 5 OR SYSTEM 6 OF THE STRUCTURAL STEEL SHOP COATINGS PROGRAM AND SECTION 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30 FT EACH SIDE OF CENTERLINE ROADWAY 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 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.

PARTIAL 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.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS.

THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT THE EXISTING STRUCTURE WHICH IS TO REMAIN IN PLACE WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY PART OF THE EXISTING STRUCTURE WHICH IS TO REMAIN IN PLACE, THE DAMAGED AREA SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

ANY DAMAGE TO EXISTING REINFORCING STEEL THAT IS TO REMAIN IN PLACE DURING THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AND PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLANS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

FOR THERMAL SPRAYED COATINGS (METALLIZATION), SEE SPECIAL PROVISIONS.

FOR WORK IN, OVER OR ADJACENT TO NAVIGABLE WATERS, SEE SPECIAL PROVISIONS.

FOR NAVIGATIONAL SAFETY PLAN, SEE SPECIAL PROVISIONS.

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

FOR SHOTCRETE REPAIRS, SEE SPECIAL PROVISIONS.

FOR EPOXY RESIN INJECTION, SEE SPECIAL PROVISIONS.

FOR STRIP SEALS, SEE 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 45+22.65 -EBL-".

PROJECT NO. B-4626
STANLY, ROWAN
AND DAVIDSON COUNTY
 STATION: 45+22.65 -EBL-

SHEET 8 OF 8

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BILL OF MATERIAL
 AND GENERAL NOTES



DocuSigned by:
 Eric B. Nelson
 10/11/2021
 AC20000116074C0

PLANS PREPARED BY:
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DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S1-8
1			3			TOTAL SHEETS
2			4			125

DRAWN BY : J. MYA DATE : 04/2021
 CHECKED BY : J. YANNAACONE DATE : 05/2021
 DESIGN ENGINEER OF RECORD: R. NELSON DATE : 05/2021