

TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMP. ACCESS	REMOVAL OF EXISTING STRUCTURES	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	45° PRESTRESSED CONCRETE GIRDERS		PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 30 X 0.50 GALVANIZED STEEL PILES	HP 12 X 53 STEEL PILES		PP 30 X 0.50 GALVANIZED STEEL PILES		PILE REDRIVES
											NO.	FEET			NO.	LIN. FT.	NO.	LIN. FT.	
	LUMP SUM	LUMP SUM	LUMP SUM	EACH	LUMP SUM	SO. FT.	SO. FT.	CU. YDS.	LUMP SUM	LBS.			EACH	EACH					EACH
SUPERSTRUCTURE						26545	31593		LUMP SUM		45	2645.00							
END BENT 1								86.4		15452			17		17	1275			
BENT 1								121.1		16617				15			15	1425	
BENT 2								121.1		16617				15			15	1425	
END BENT 2								86.4		15669			17		17	1360			
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	3	LUMP SUM	26545	31593	415.0	LUMP SUM	64355	45	2645.00	34	30	34	2635	30	2850	32

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	CONCRETE BARRIER RAIL	CONCRETE MEDIAN BARRIER	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS
SUPERSTRUCTURE	395.71	227.97			LUMP SUM	LUMP SUM
END BENT 1			475	530		
BENT 1						
BENT 2						
END BENT 2			470	525		
TOTAL	395.71	227.97	945	1055	LUMP SUM	LUMP SUM

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 2.

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.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 AND 2 IS ELEVATION 118. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 100 FT RIGHT AND 60 FT LEFT OF THE 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.

FOR INTERIOR BENTS 1 & 2, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT SHEETS FOR REQUIRED GALVANIZED LENGTHS. PAYMENT FOR PARTIAL GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED PILES.

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 586+14.00 -L-.

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

STEEL SHEET PILING REQUIRED FOR SHORING SHALL BE HOT ROLLED.

TEMPORARY SHORING WILL BE REQUIRED IN THE AREAS INDICATED IN THE PLAN VIEW.

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.

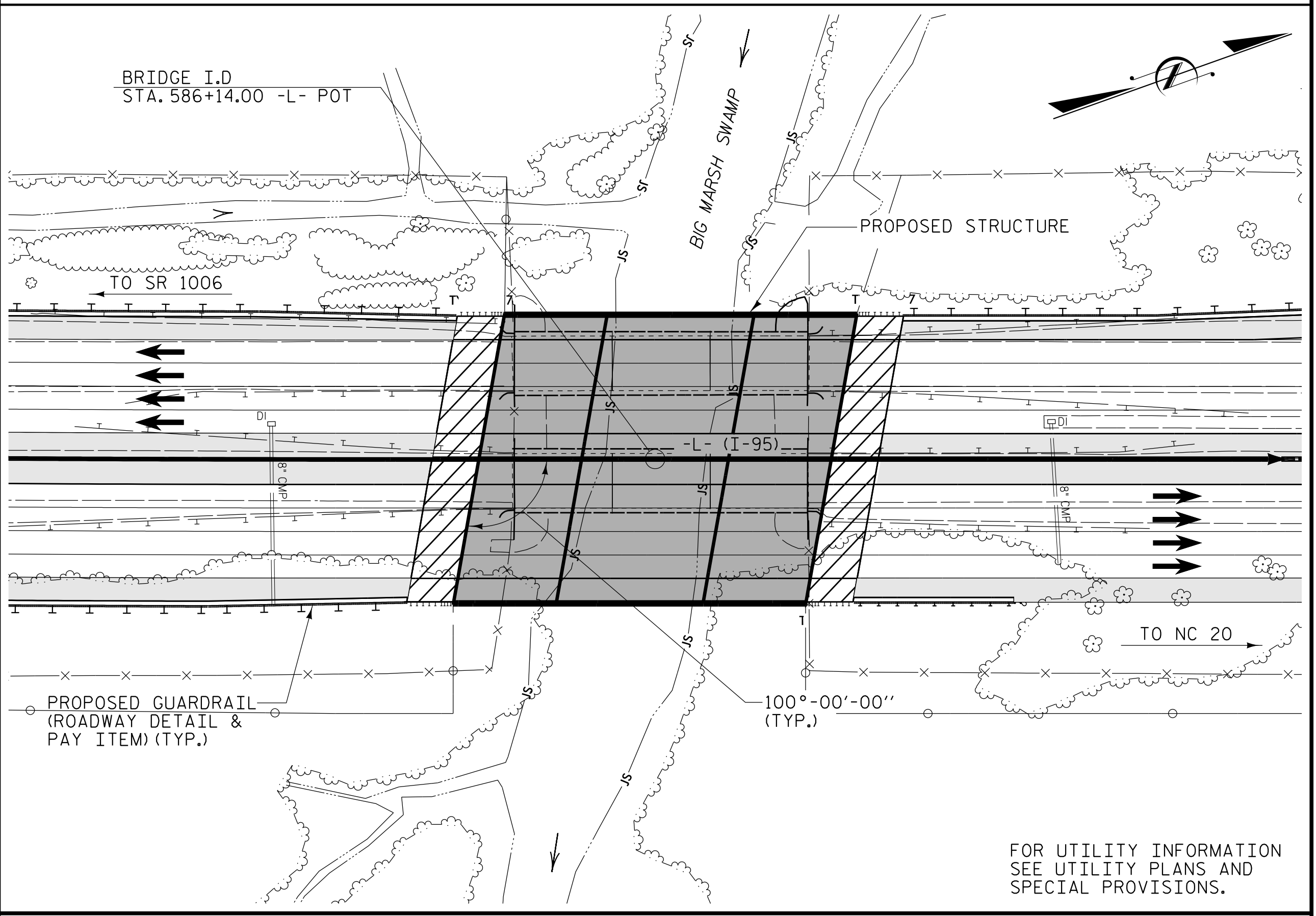
AFTER SERVING AS A TEMPORARY STRUCTURE (770156), THE EXISTING STRUCTURE CONSISTING OF 3 SPANS, 1 SPAN @ 50'-5", 1 @ 50'-0" AND 1 @ 50'-5", 28' CLEAR ROADWAY WIDTH, REINFORCED CONCRETE DECK ON PRESTRESSED PRECAST CONCRETE GIRDERS WITH END BENTS AND BENTS CONSISTING OF REINFORCED CAPS ON PRESTRESSED PRECAST CONCRETE PILES AND LOCATED CONCURRENT WITH STAGE II & III OF NEW CONSTRUCTION, 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.

AFTER SERVING AS A TEMPORARY STRUCTURE (770158), THE EXISTING STRUCTURE CONSISTING OF 3 SPANS, 1 SPAN @ 50'-4", 1 @ 50'-0" AND 1 @ 50'-4", 28' CLEAR ROADWAY WIDTH, REINFORCED CONCRETE DECK ON PRESTRESSED PRECAST CONCRETE GIRDERS WITH END BENTS AND BENTS CONSISTING OF REINFORCED CAPS ON PRESTRESSED PRECAST CONCRETE PILES AND LOCATED CONCURRENT WITH STAGE II & III OF NEW CONSTRUCTION, 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.

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.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON 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.

BM#33: RR SPIKE IN BASE OF 14" PINE TREE; 324.17' RT STA. 591+02.29 -L- ELEV. 149.44



FOR UTILITY INFORMATION SEE UTILITY PLANS AND SPECIAL PROVISIONS.

DRAWN BY : W. B. ALLEN DATE : 5/21
 CHECKED BY : G. F. WILSON DATE : 2/22
 DESIGN ENGINEER OF RECORD: L. K. AUSTIN DATE : 2/22

PLANS PREPARED BY:

NV5

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PROJECT NO. I-5987B
 ROBESON COUNTY
 STATION: 586+14.00 -L- POT

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING

FOR BRIDGE ON I-95
 OVER BIG MARSH SWAMP
 BETWEEN SR 1006 AND NC 20

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S5-5
1			3			TOTAL SHEETS
2			4			64

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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