

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURES	ASBESTOS ASSESSMENT	FOUNDATION EXCAVATION FOR BENT 1	PDA TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL
	LUMP SUM	LUMP SUM	LUMP SUM	EACH	SO. FT.	SO. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.
SUPERSTRUCTURE					32782	36762		LUMP SUM		
END BENT 1							139.3		19336	
BENT 1			LUMP SUM				236.7		43694	4984
END BENT 2							139.2		20336	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	4	32782	36762	515.2	LUMP SUM	83366	4984

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	MODIFIED 72" PRESTRESSED CONCRETE GIRDERS		PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR HP 14 X 73 STEEL PILES	HP 12 X 53 STEEL PILES	HP 14 X 73 STEEL PILES	PILE REDRIVES	CONCRETE BARRIER RAIL	CONCRETE MEDIAN BARRIER	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS		
	NO.	LIN. FT.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	SO. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	30	3182.50											LUMP SUM	LUMP SUM
END BENT 1			26		26	2340						37		
BENT 1					63	5670								
END BENT 2			24		24	2280						37		
TOTAL	30	3182.50	50	63	50	4620	63	5670	90	427.81	264.03	74	LUMP SUM	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 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.

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 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 MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, 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 617+12.20".

STEEL SHEET PILING REQUIRED FOR SHORING SHALL BE HOT ROLLED.

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

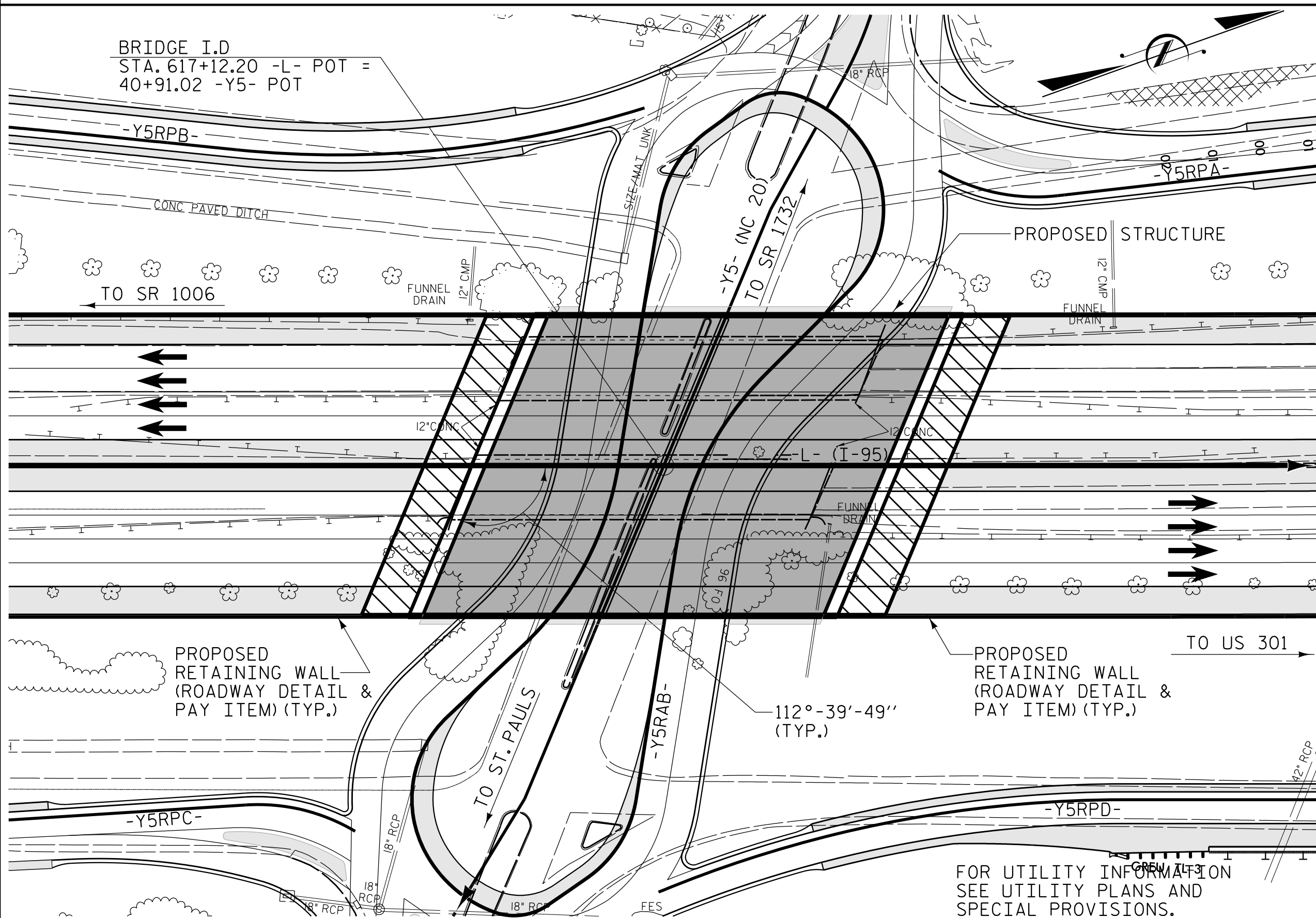
FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURES 770159 AND 770160 CONSISTING OF 52', 80', 52', STEEL GIRDER SPANS, 28' CLEAR ROADWAY WIDTH, CONCRETE DECK, ON PRECAST CONCRETE PILES AND LOADED 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. FOR REMOVAL OF EXISTING STRUCTURES, SEE SPECIAL PROVISIONS.

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.

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.

BM#35: RR SPIKE IN BASE OF 24" PINE TREE; 479.04' LT STA. 621+72.84 -L- ELEV. 164.21



LOCATION SKETCH

DRAWN BY : W.B. ALLEN DATE : 12/21
 CHECKED BY : M.D. METZGER DATE : 12/21
 DESIGN ENGINEER OF RECORD: L. K. AUSTIN DATE : 01/22

PROJECT NO. I-5987B
 ROBESON COUNTY
 STATION: 617+12.20 -L- POT

SHEET 4 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON -L- (I-95)
 OVER -Y5- (NC 20)
 BETWEEN SR 1006 AND US 301

PLANS PREPARED BY:

NV5 ENGINEERS & CONSULTANTS, INC.
 3300 REGENCY PARKWAY, SUITE 100
 CARY, NC 27518
 P: 919.851.1912 www.nv5.com
 NC License # F-1333

4/22/2022

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S6-4
1			3			TOTAL SHEETS
2			4			53