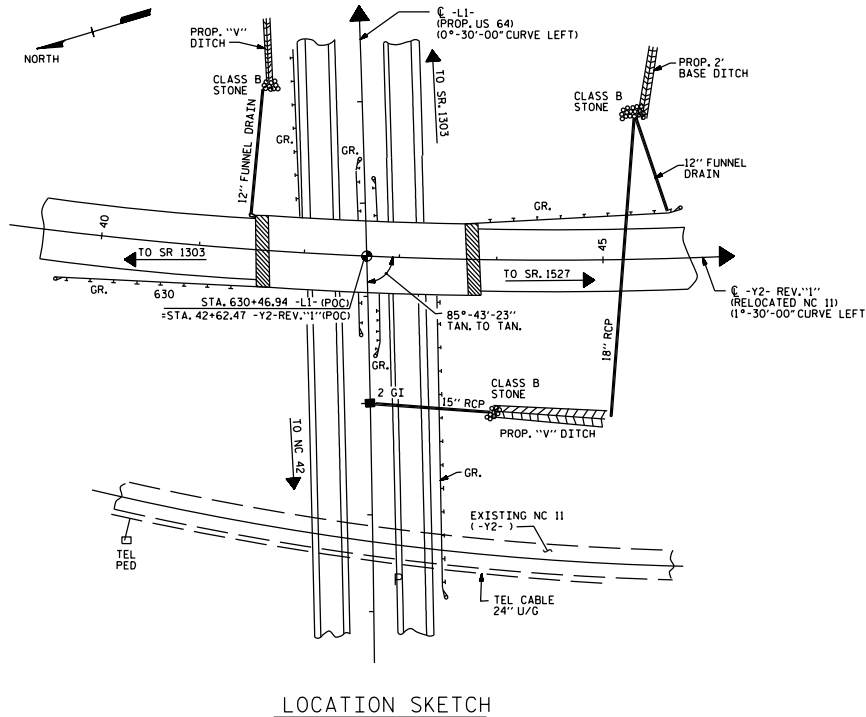


FIGURE 5 - 4

TOTAL BILL OF MATERIAL														
	FOUNDATION EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	45° PRESTRESSED CONCRETE GIRDERS	HP 12 X 53 STEEL PILES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEAL	
	CU.YDS.	SO.FT.	SO.FT.	CU.YDS.	LUMP SUM	LBS.	LBS.	NO.	LN.FT.	NO.	LN.FT.	SO.YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		14,409	14,742		LUMP SUM			36	1,702.41			383.82	LUMP SUM	LUMP SUM
END BENT 1				58.6		8,533			12	900		496		
BENT 1	145			92.0		13,755	3,187		35	1,925				
BENT 2	105			85.8		14,171	2,275		30	1,800				
BENT 3	152			91.1		13,552	2,083		35	1,925				
END BENT 2				58.7		8,241			12	960		471		
TOTAL	402	14,409	14,742	386.2	LUMP SUM	58,252	7,545	36	1,702.41	124	7,510	383.82	967	LUMP SUM

B.M.*18
RR SPIKE IN BASE OF POWER POLE
16' RT. OF STA. 35+67 -Y2-
EL.70.44



NOTES :

- ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING, EXCEPT THAT GIRDERS HAVE BEEN DESIGNED FOR HS25.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET 5N.
- THIS BRIDGE HAS BEEN DESIGNED BY STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO 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.
- DRIVE PILES AT END BENTS AND BENTS TO A REQUIRED BEARING CAPACITY OF 50 TONS PER PILE. THE REQUIRED BEARING CAPACITY IS EQUAL TO THE ALLOWABLE BEARING CAPACITY WITH A MINIMUM FACTOR OF SAFETY OF TWO.
- THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.
- THE CONTRACTOR SHALL OBSERVE A 3 MONTH WAITING PERIOD BEFORE BEGINNING ANY WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT. NO OTHER WAITING PERIOD WILL BE REQUIRED FOR THE APPROACH SLAB CONSTRUCTION AT BOTH END BENTS.
- 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 SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

SAMPLE BAR REPLACEMENT	
SIZE	LENGTH
*3	6'-2"
*4	7'-4"
*5	8'-6"
*6	9'-8"
*7	10'-10"
*8	12'-0"
*9	13'-2"
*10	14'-6"
*11	15'-10"

NOTE:
SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30' (SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND f = 60ksi.

PROJECT NO. EXAMPLE COUNTY _____
STATION: _____
SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING
BRIDGE OVER PROPOSED US 64
ON RELOCATED NC 11 BETWEEN
NC 42 & SR. 1303

DRAWN BY : _____ DATE : _____
CHECKED BY : _____ DATE : _____

REVISIONS				SHEET NO.
NO.	BY	DATE	NO.	TOTAL SHEETS
1			38	
2			41	