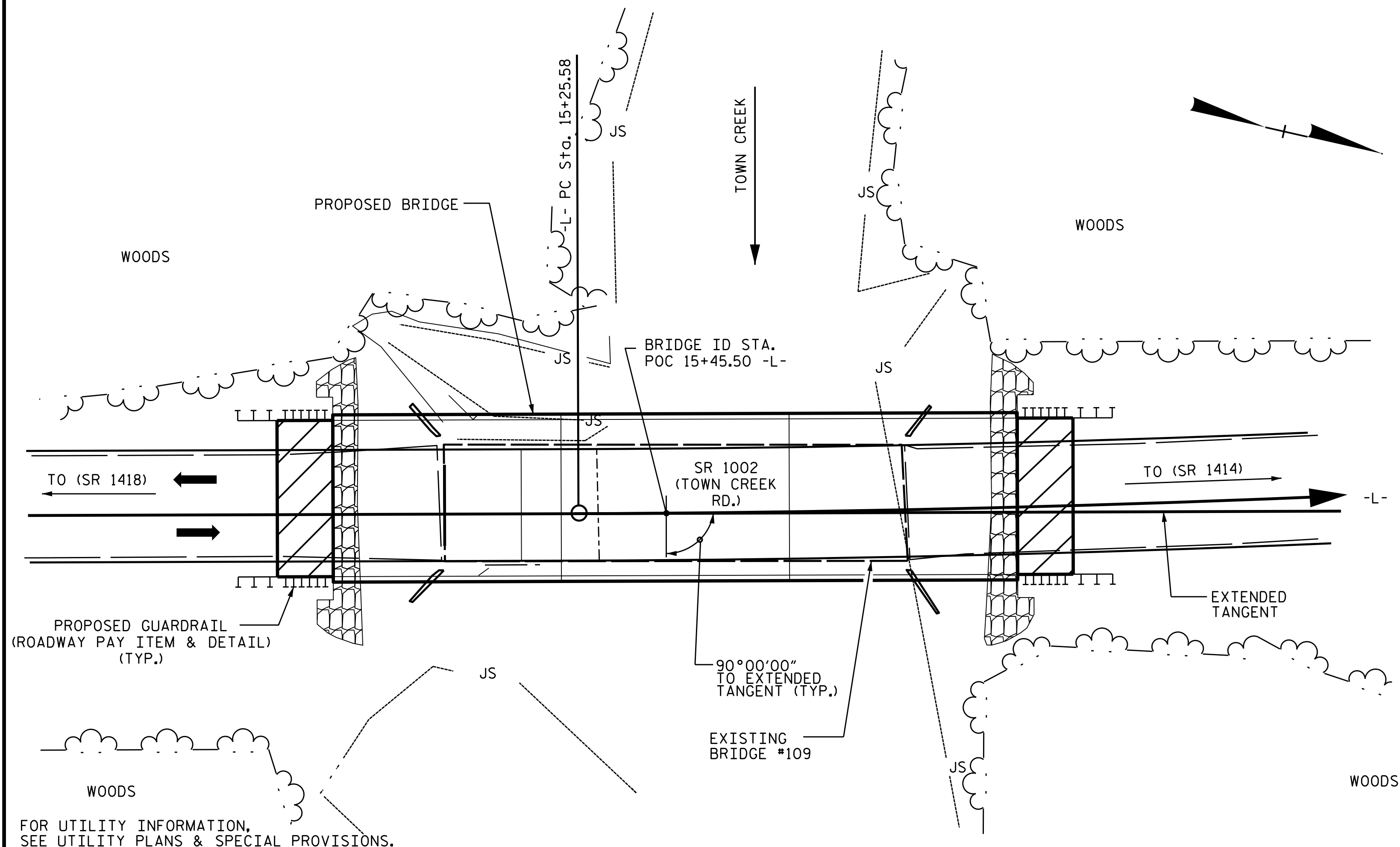


B.M.#1 = RR SPIKE IN BASE OF 38" GUM; STA. 14+18.00 -L-, 20' LEFT, ELEV.78.82



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 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.
 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 STATION 15+45.50 -L-
 ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITIES ON ROADWAY PLANS.

THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 15'-8", 1 SPAN @ 15'-0", 1 SPAN @ 15'-2", 1 SPAN @ 14'-10", 1 SPAN @ 15'-0" AND 1 SPAN @ 15'-8" TIMBER CAPS & PILES; REINFORCED CONCRETE DECK ON TIMBER JOISTS WITH 3" AWS AND CLEAR ROADWAY WIDTH OF 23'-0", SHALL BE REMOVED.

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.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 32 FT LEFT AND RIGHT 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.

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

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

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

HYDRAULIC DATA

DESIGN DISCHARGE	= 2191 CFS
FREQUENCY OF DESIGN FLOOD	= 10 YRS
DESIGN HIGH WATER ELEVATION	= 77.60
DRAINAGE AREA	= 52.9 SQ. MI.
BASE DISCHARGE (Q100)	= 4485 CFS
BASE HIGH WATER ELEVATION	= 79.36

OVERTOPPING FLOOD DATA

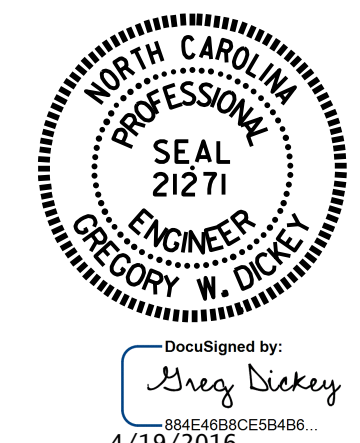
OVERTOPPING DISCHARGE	= 2191 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 10± YRS
OVERTOPPING FLOOD ELEVATION	= 77.5
	(APPROX. STA. 12+90.0 -L-)

TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		HP 14 X 73 GALVANIZED STEEL PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS		ASBESTOS ASSESSMENT
								NO.	LIN. FT.	NO.	LIN. FT.						NO.	LIN. FT.	
SUPERSTRUCTURE	LUMP SUM	LUMP SUM	EACH	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	TONS	SO. YD.	LUMP SUM	NO.	LIN. FT.	LUMP SUM
END BENT 1				LUMP SUM	21.6		2636	7	455			3		60	66				
BENT 1					10.7		2136			8	640	4							
BENT 2					10.7		2136			8	640	4							
END BENT 2				LUMP SUM	21.6		2636	7	420			3		65	72				
TOTAL	LUMP SUM	LUMP SUM	2	LUMP SUM	64.6	LUMP SUM	9544	14	875	16	1280	14	270.75	125	138	LUMP SUM	33	1485.00	LUMP SUM

PROJECT NO. B-5313
WILSON COUNTY
 STATION: 15+45.50 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 BRIDGE OVER TOWN CREEK
 ON SR 1002 BETWEEN
 SR 1418 AND SR 1414

DRAWN BY : GHOLAMREZA KOUCHEKI DATE : 8/26/15
 CHECKED BY : W.F. PARKER DATE : 1/16
 DESIGN ENGINEER OF RECORD: G.KOUCHEKI DATE : 8/26/15

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			19