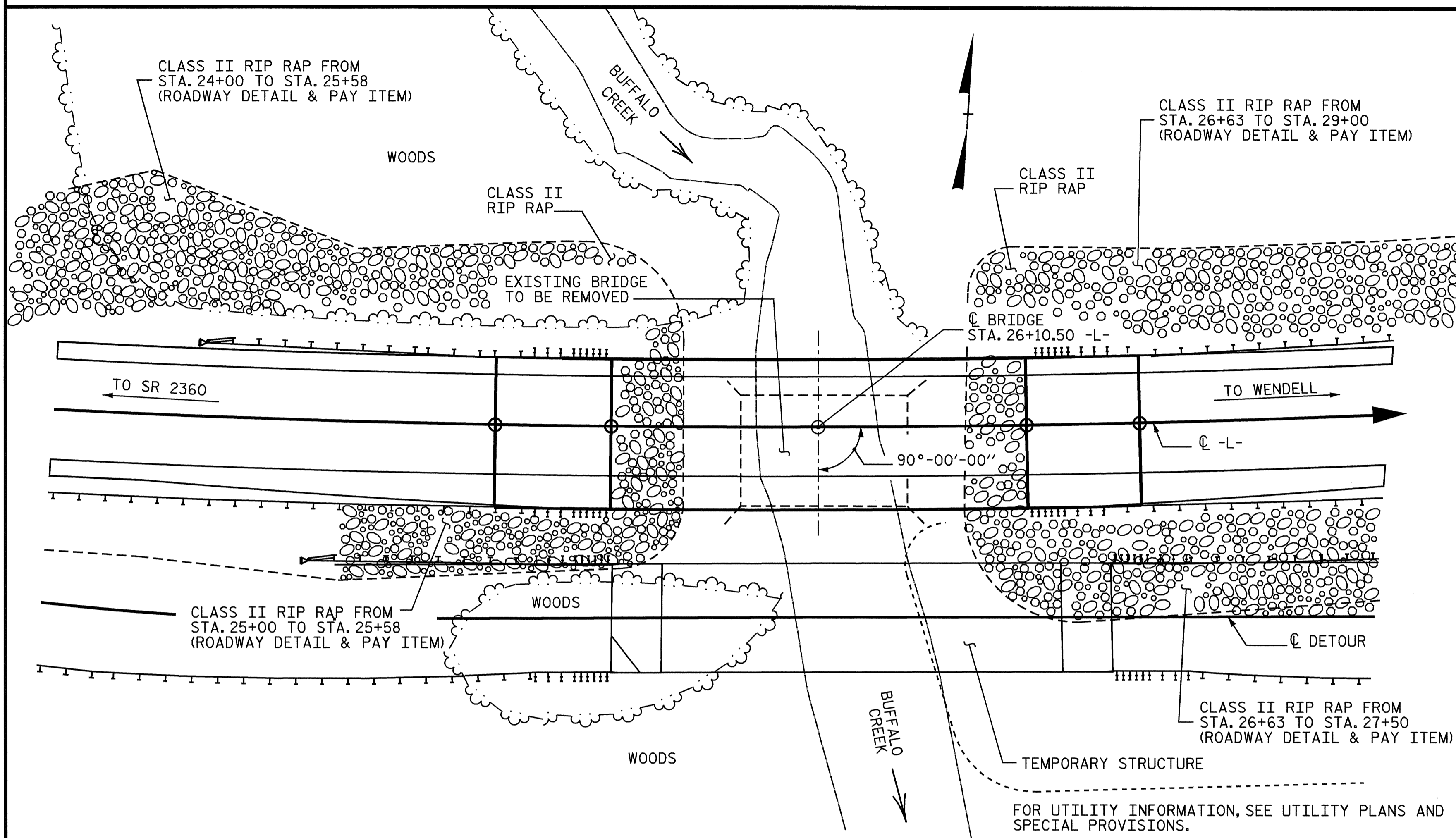
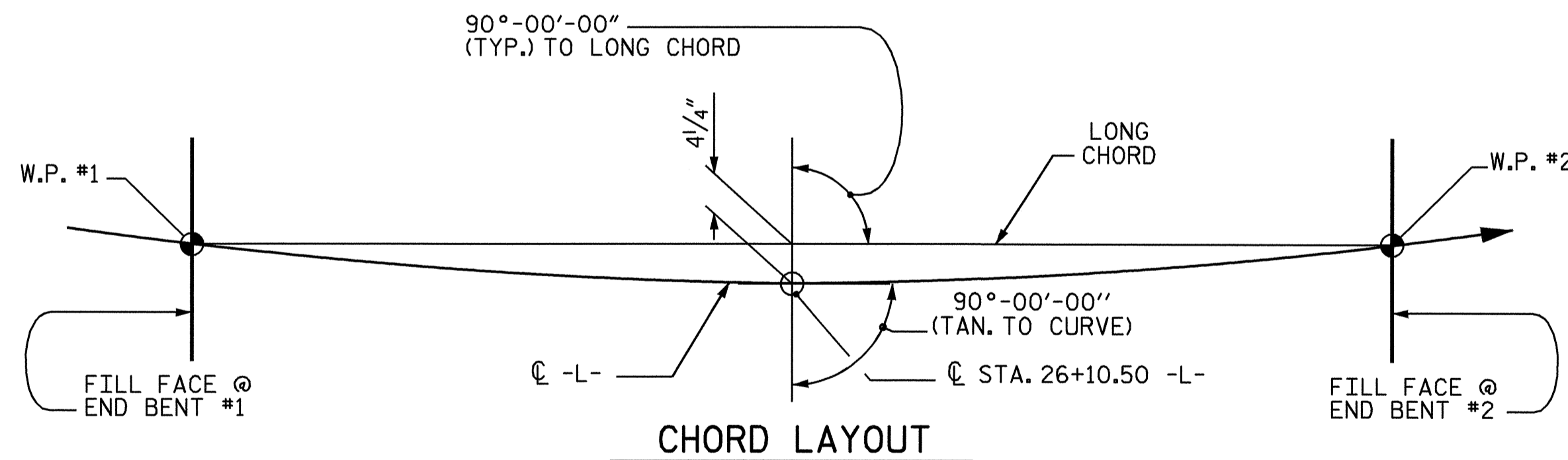


B.M. : TBM #2 STA. 26+62.70 -L-, 94.29 FT. RT. OF R.R. SPIKE IN 30 IN. SWEET GUM, EL. 258.48 FT., DATUM : NGVD 29



LOCATION SKETCH



CHORD LAYOUT

TOTAL BILL OF MATERIAL

	CONSTRUCTION MAINTENANCE & REMOVAL OF TEMPORARY STRUCTURE	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES	STEEL PILE POINTS	TWO BAR METAL RAIL	1'-2" X 2'-10 1/2" CONCRETE PARAPET	1'-2" X 3'-3 1/2" CONCRETE PARAPET	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS	3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAMS	CONCRETE WEARING SURFACE		
	LUMP SUM	LUMP SUM	CU. YDS.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	LUMP SUM	NO.	LIN. FT.	SQ. FT.
SUPERSTRUCTURE				4883		LUMP SUM					180.50	97.67	97.67			LUMP SUM	LUMP SUM	13	1270.75	3568
END BENT NO. 1			660		19.6		3255	11	120	11				162	180					
END BENT NO. 2			540		19.5		3255	11	90	11				167	186					
TOTAL	LUMP SUM	LUMP SUM	1200	4883	39.1	LUMP SUM	6510	22	210	22	180.50	97.67	97.67	329	366	LUMP SUM	LUMP SUM	13	1270.75	3568

DRAWN BY : M. POOLE DATE : 10/04
 CHECKED BY : J. R. DUGGINS DATE : 10/04

NOTES

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.
 THE EXISTING STRUCTURE CONSISTING OF 1-SPAN @ 50'-0" WITH TIMBER FLOOR ON STEEL GIRDER SUPERSTRUCTURE AND A CLEAR ROADWAY WIDTH OF 21'-1" ON A SUBSTRUCTURE CONSISTING OF CONCRETE ABUTMENTS AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 26+30.00 -DET- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE.

FOR SAND SEAL, SEE SPECIAL PROVISION.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 35 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AS UNCLASSIFIED STRUCTURE EXCAVATION.

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.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

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.

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.

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 BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

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 26+10.50 -L-.'

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

PILES FOR END BENT 1 AND END BENT 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 60 TONS EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

STEEL PILE POINTS ARE REQUIRED FOR PILES AT END BENT 1 AND END BENT 2. SEE SPECIAL PROVISION FOR STEEL PILE POINTS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

THE CONCRETE WEARING SURFACE SHALL NOT BE POURED UNTIL THE CONCRETE PARAPET HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI.

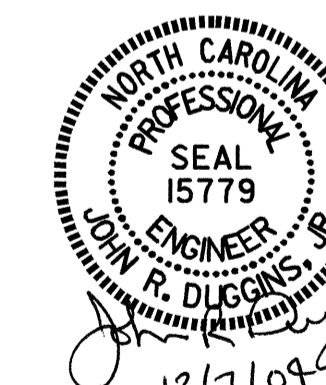
FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE.....	4400 CFS.
FREQUENCY OF DESIGN FLOOD.....	50 YEARS
DESIGN HIGH WATER ELEVATION.....	266.3
DRAINAGE AREA.....	14.7 SQ. MI.
BASIC DISCHARGE(Q100).....	4900 CFS.
BASIC HIGH WATER ELEVATION.....	267.0

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE.....	5200 CFS.
FREQUENCY OF OVERTOPPING FLOOD.....	100 YRS. +
OVERTOPPING FLOOD ELEVATION.....	267.3



PROJECT NO. B-3522
 WAKE COUNTY
 STATION: 26+10.50 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 FOR BRIDGE ON SR 1007 (POOLE ROAD)
 OVER BUFFALO CREEK
 BETWEEN SR 2360 AND WENDELL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			21

NC006