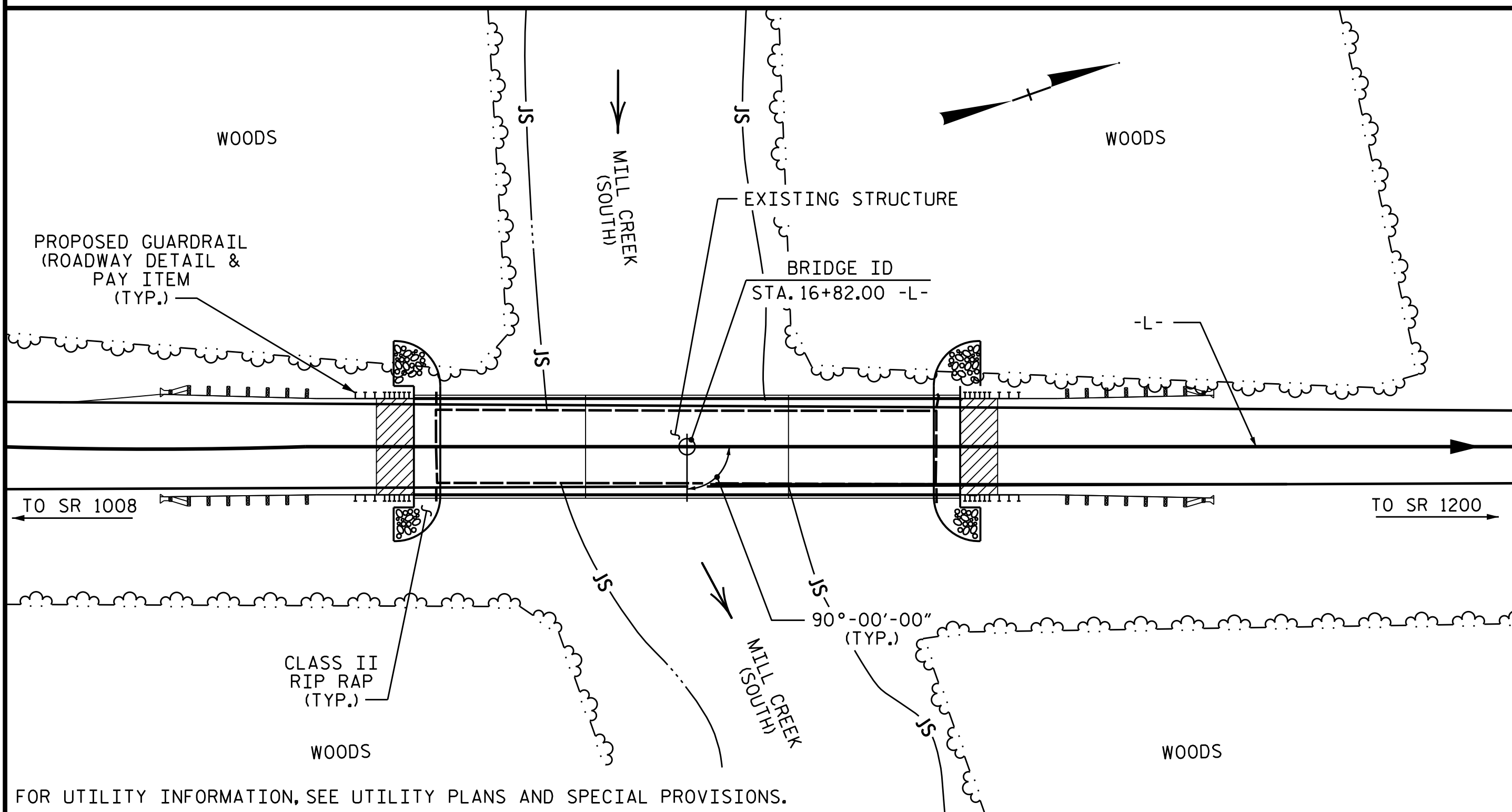


TBM #1: BRIDGE SPIKE IN POWER POLE, 32.54' RT OF STA. 21+99.18 -L-, EL. 87.04



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

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.

THIS BRIDGE SHALL BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

NO CRANE SHALL BE PLACED OR OPERATED ON SPAN B.

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.

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."

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 33 FEET EACH SIDE 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.

THE EXISTING STRUCTURE, CONSISTING OF 4 SPANS: 1 @ 40'-4", 2 @ 40'-1", & 1 @ 40'-4" WITH A CLEAR ROADWAY WIDTH OF 24'-0" WITH STEEL PLANK FLOOR ON STEEL BEAMS ON TIMBER CAPS AND PILES WITH STEEL CRUTCH BENTS AT BENT 2 AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. IN ADDITION, THE EXISTING ABANDONED PIERS FROM THE PREVIOUS BRIDGE (AS INDICATED ON SHEET S-1) 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 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.

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

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CONCRETE WEARING SURFACE	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 18 X 0.50 GALVANIZED STEEL PILES	HP 12 X 53 STEEL PILES	PP 18 X 0.50 GALVANIZED STEEL PILES	PIPE PILE PLATES	PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS	ASBESTOS ASSESSMENT			
	LUMP SUM	EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	EACH	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	LUMP SUM
SUPERSTRUCTURE				5404	5491																33	1925	
END BENT 1			LUMP SUM			22.7		2736	7		7	315		3				115	130				
BENT 1						11.1		2178	7	7		7	525	7	4								
BENT 2						11.1		2178	7	7		7	525	7	4								
END BENT 2			LUMP SUM			22.7		2736	7		7	315		3				115	130				
TOTAL	LUMP SUM	2	LUMP SUM	5404	5491	67.6	LUMP SUM	9828	14	14	14	630	14	14	14	14	350.5	230	260	LUMP SUM	33	1925	LUMP SUM

HYDRAULIC DATA

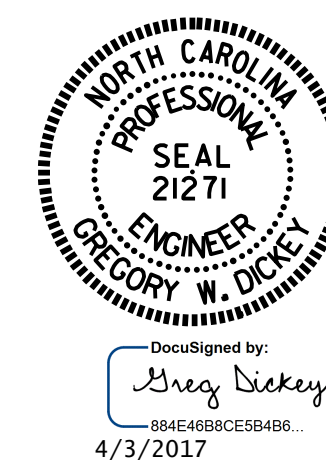
DESIGN DISCHARGE = 5600 C.F.S.
 FREQUENCY OF DESIGN FLOOD = 25 YRS.
 DESIGN HIGH WATER ELEVATION = 83.90 FT.
 DRAINAGE AREA = 174 SQ. MI.
 BASE DISCHARGE (Q100) = 8100 C.F.S.
 BASE HIGH WATER ELEVATION = 85.00 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 8000 C.F.S.
 FREQUENCY OF OVERTOPPING FLOOD = 50+ YRS.
 OVERTOPPING FLOOD ELEVATION = 84.80 FT.

PROJECT NO. B-4771
 JOHNSTON COUNTY
 STATION: 16+82.00 -L-

SHEET 3 OF 3



DocuSigned by:
 Greg Dickey
 4/3/2017

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE OVER MILL
 CREEK (SOUTH) ON SR 1201
 (RICHARDSON BRIDGE RD.)
 BETWEEN SR 1008 & SR 1200

DRAWN BY: J. P. ADAMS DATE: 6/2016
 CHECKED BY: W. F. PARKER DATE: 6/2016
 DESIGN ENGINEER OF RECORD: P. K. NEWTON DATE: 1/30/17

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			20