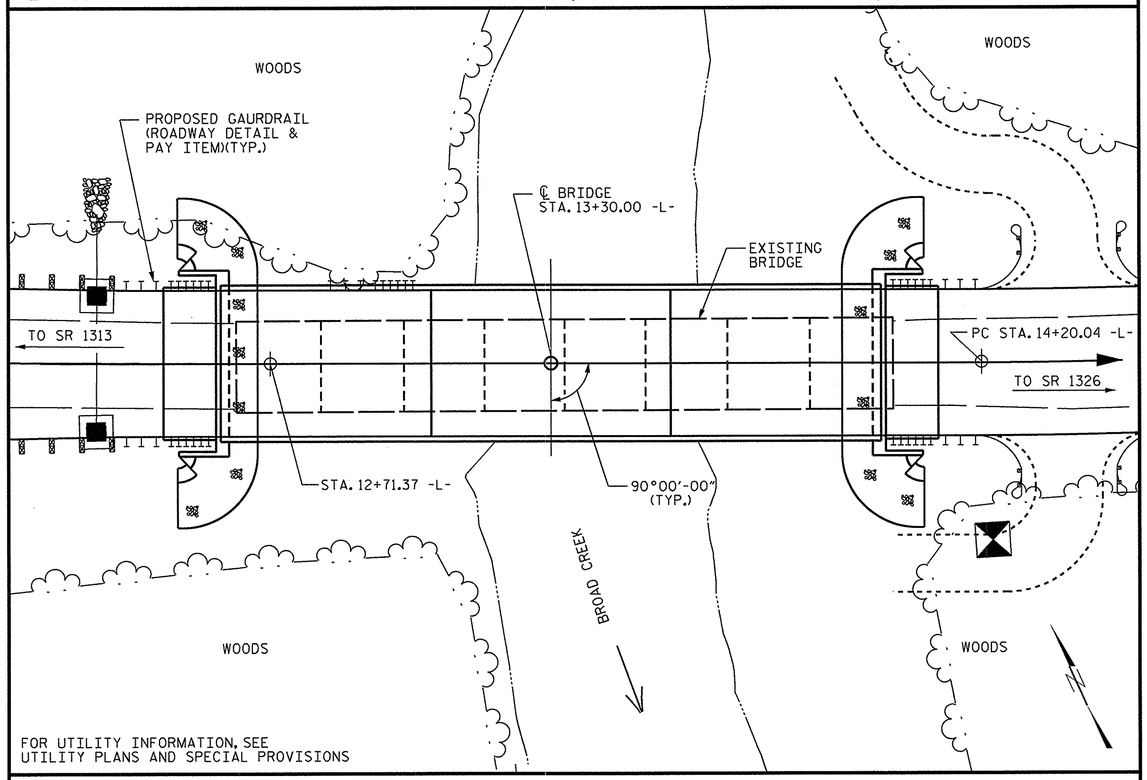
BM 1: RAILROAD SPIKE IN POWER POLE #20995, 38' RT OF -L- STA. 42+22, ELEV. 4.62', NAVD 88.



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS STRUCTURE CONTAINS THE NECESSARY CORROSION PROTECTION REQUIRED FOR A CORROSIVE SITE.

THE EXISTING STRUCTURE CONSISTING OF 8 SPANS, 1 @ 17'-10", 1 @ 17'-4", 1 @ 16'-10", 1 @ 16'-9", 1 @ 16'-11", 1 @ 17'-0", 1 @ 17'-3", AND 1 @ 17'-5" WITH A CLEAR ROADWAY WIDTH OF 19.1'. AN ASPHALT WEARING SURFACE ON TIMBER JOISTS SUPPORTED BY TIMBER CAPS AND TIMBER PILES AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY 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.

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.

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.

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

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

CLASS AA CONCRETE SHALL BE USED IN ALL CAST-IN-PLACE END BENT AND BENT CAPS AND SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL BAR SUPPORTS USED IN THE BARRIER RAIL, END BENT AND BENT CAPS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN IN THE HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 35 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.

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

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE	=	1600 C.F.S.
FREQUENCY OF DESIGN FLOOD	=	25 YR.
DESIGN HIGH WATER ELEVATION	=	5.8'
DRAINAGE AREA	=	21.5 SQ. MI.
BASE DISCHARGE (Q100)	=	3277 C.F.S.
BASE HIGH WATER ELEVATION	=	8.65'

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	=	1800 C.F.S.
FREQUENCY OF OVERTOPPING FLOOD	=	25+ YR.
OVERTOPPING FLOOD ELEVATION	=	6.61'

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS AA CONCRETE	BRIDGE APPROACH SLABS	EPOXY COATED REINFORCING STEEL	12" PRESTRESSED CONCRETE PILES		16" PRESTRESSED CONCRETE PILES		PREDRILLING FOR 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	
	LUMP SUM	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN.FT.	NO.	LIN.FT.	EA.	EA.	LIN.FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN.FT.
SUPERSTRUCTURE	LUMP SUM				LUMP SUM								280.75			LUMP SUM	33	1540
END BENT 1				12.8		2087	7	280				2		65	72			
BENT 1				10.3		2115			7	315	240	2						
BENT 2				10.3		2115			7	315	210	2						
END BENT 2				12.8		2087	7	280				2		70	78			
TOTAL	LUMP SUM	2	LUMP SUM	46.2	LUMP SUM	8404	14	560	14	630	450	8	280.75	135	150	LUMP SUM	33	1540

PROJECT NO. 17BP.2.R.59
BEAUFORT COUNTY
STATION: 13+30.00 -L-

SHEET 3 OF 3

NORTH CAROLINA PROFESSIONAL SEAL 22005 ENGINEER A. KEITH PASCHAL
5-28-14

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER BROAD CREEK ON SR 1326 BETWEEN SR 1313 AND SR 1327

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

DRAWN BY : S. STRICKLAND DATE : 5/14
CHECKED BY : P. N. HOLDER DATE : 5/14
DESIGN ENGINEER OF RECORD: A. K. PASCHAL DATE : 5/14

28-MAY-2014 11:36
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kpaschal