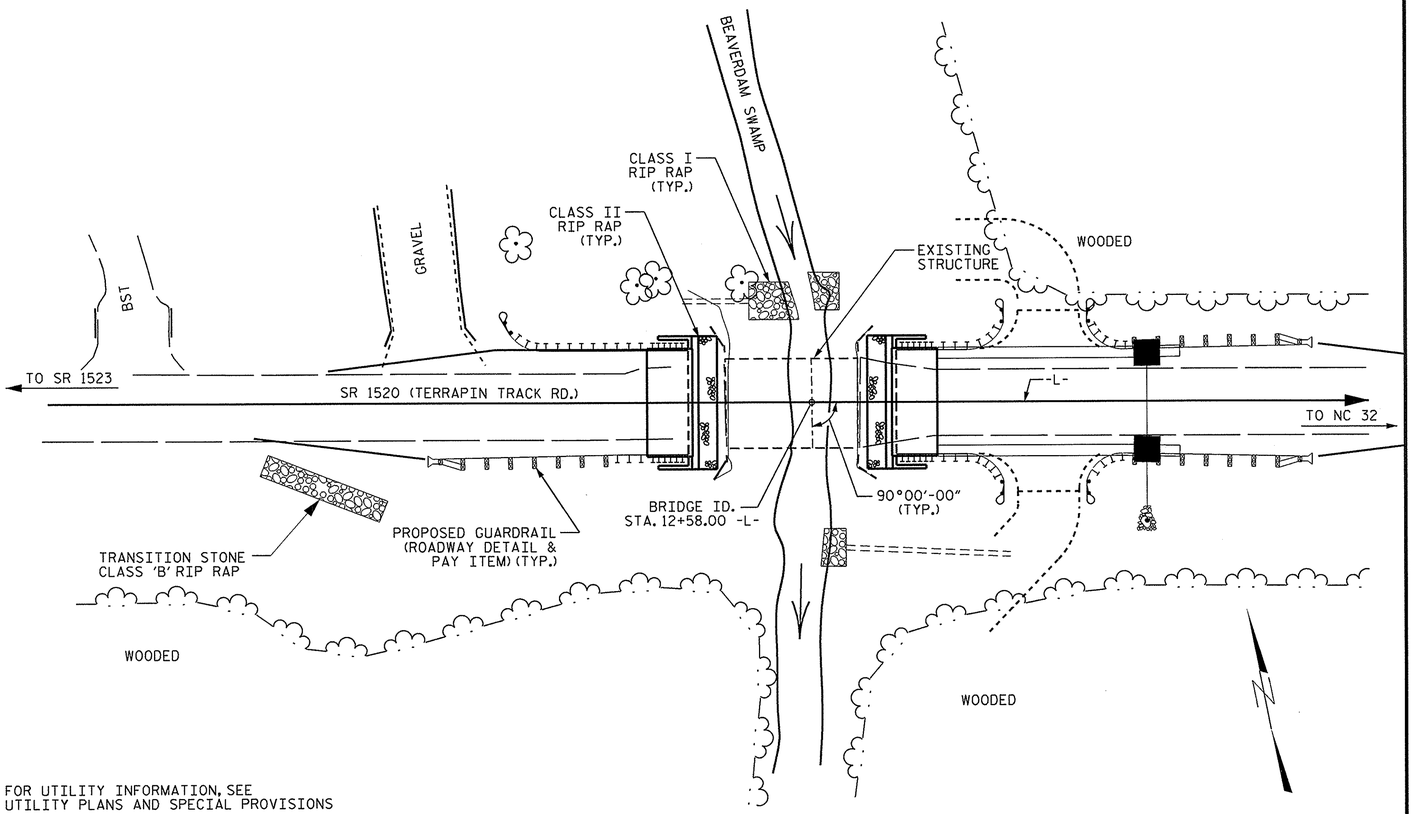
BENCH MARK: NCGS MON. "V 212", 34' LT OF -L- STA. 12+31.75, EL. 25.13, DATUM: NAVD 88



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE	= 650 CFS.
FREQUENCY OF DESIGN FLOOD	= 25 YRS.
DESIGN HIGH WATER ELEVATION	= 27.6
DRAINAGE AREA	= 5.3 SQ. MI.
BASE DISCHARGE (Q100)	= 1,000 CFS.
BASE HIGH WATER ELEVATION	= 28.23

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= - CFS.
FREQUENCY OF OVERTOPPING FLOOD	= 500 YRS.+
OVERTOPPING FLOOD ELEVATION	= 29.43

℄ @ STA. 14+35.00 -L-

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.

THE MATERIAL SHOWN IN THE HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 20 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 2 SPANS @ 17'-9", WITH A CLEAR ROADWAY WIDTH OF 24' WITH 5"RC/.25 AWS ON TIMBER DECK SUPPORTED BY TIMBER JOISTS ON TIMBER CAPS AND TIMBER PILES LOCATED AT THE SAME LOCATION AS 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, THE LOAD LIMIT MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT. FOR REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

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 EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	12" PRESTRESSED CONCRETE PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (3'-0" THICK)	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EA.	LIN. FT.	TONS	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE					LUMP SUM					110.25		LUMP SUM	10	550.00
END BENT 1				18.8		2449	5	275	5		27			
END BENT 2				18.8		2449	5	275	5		27			
TOTAL	LUMP SUM	2	LUMP SUM	37.6	LUMP SUM	4898	10	550	10	110.25	54	LUMP SUM	10	550.00

PROJECT NO. 17BP.2.R.55

BEAUFORT COUNTY

STATION: 12+58.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER BEAVERDAM SWAMP ON SR 1520 BETWEEN SR 1523 AND NC 32

NORTH CAROLINA PROFESSIONAL SEAL 26006 ENGINEER KEITH PASCHAL

9.19.14

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			14

DRAWN BY : D. G. ELY DATE : 7/9/14
CHECKED BY : A. K. PATEL DATE : 7/14
DESIGN ENGINEER OF RECORD: A. K. PASCHAL DATE : 7/25/14

19-SEP-2014 08:44
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kpaschal

NCDDS