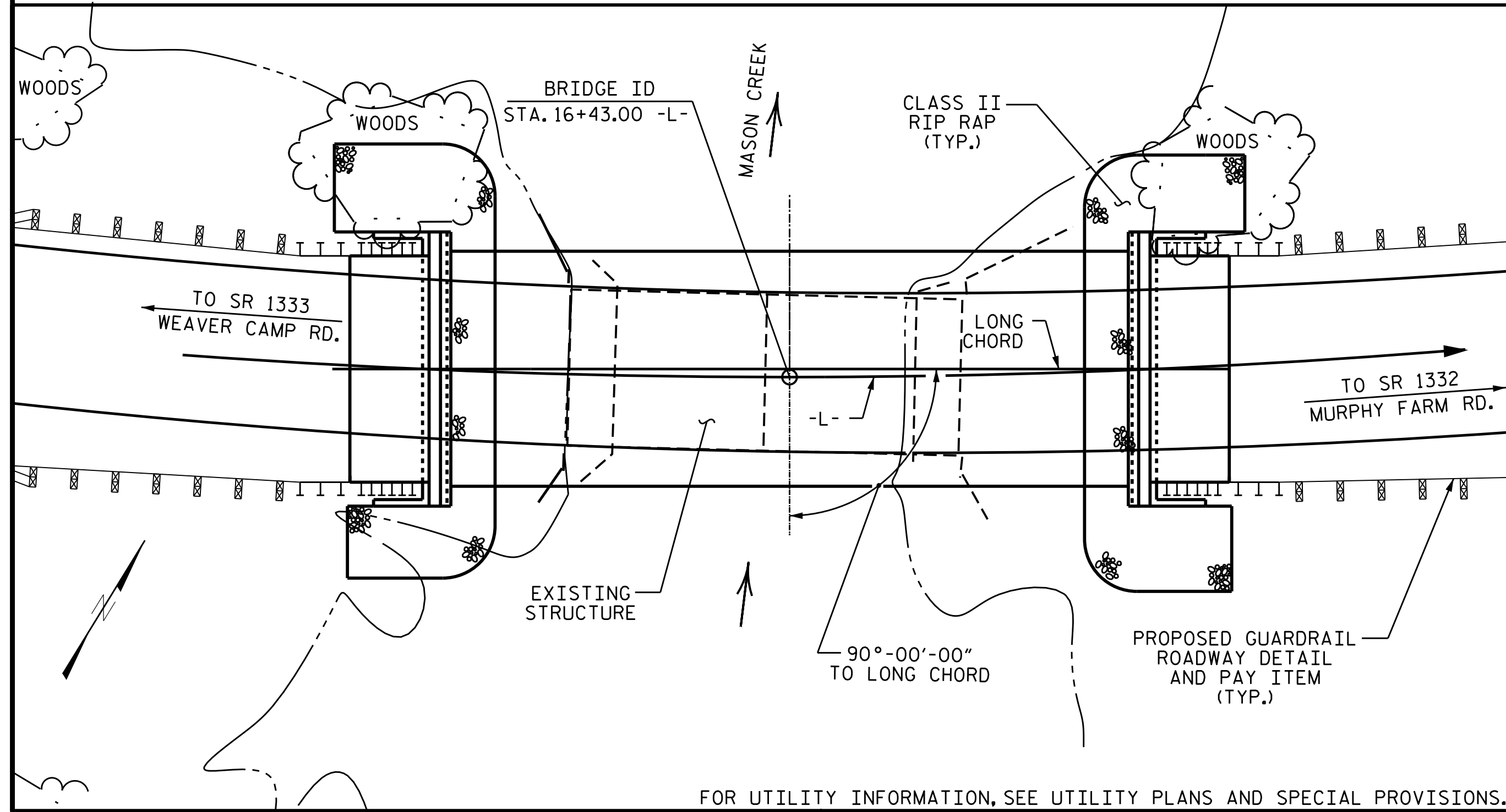


BENCH MARK #1: RAILROAD SPIKE IN POWER POLE, 37.95' RT. OF STA. 14+60.00 -L-, EL. 2.33



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.

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

ALL BAR SUPPORTS USED IN THE BARRIER RAILS, PRESTRESSED CONCRETE CORED SLAB UNITS, END BENTS, BENT CAPS, PRESTRESSED CONCRETE PILES, AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THE CONCRETE IN THE END BENTS, BENT CAPS, AND PRESTRESSED CONCRETE PILES SHALL CONTAIN SILICA FUME. SILICA FUME SHALL BE SUBSTITUTED FOR 5% OF THE PORTLAND CEMENT BY WEIGHT. IF THE OPTION OF ARTICLE 1024-1 OF THE STANDARD SPECIFICATIONS TO PARTIALLY SUBSTITUTE CLASS F FLY ASH FOR PORTLAND CEMENT IS EXERCISED, THEN THE RATE OF FLY ASH SUBSTITUTION SHALL BE REDUCED TO 1.0 LB OF FLY ASH PER 1.0 LB OF CEMENT. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30 FT 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 OF PRESTRESSED CONCRETE CHANNELS @ 30'-7" WITH A CLEAR ROADWAY WIDTH OF 24'-1" WITH AN ASPHALT WEARING SURFACE ON PRESTRESSED CONCRETE BENT AND END BENTS ON TIMBER PILES SHALL BE REMOVED. EXISTING PILES FROM A PREVIOUS BRIDGE SHALL ALSO BE REMOVED AND INCLUDED WITH THE LUMP SUM PAY ITEM 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.

THE EFFECTS OF THE HORIZONTAL CURVE SHALL BE NEGLECTED IN THE CONSTRUCTION OF THIS BRIDGE. THIS BRIDGE SHALL BE CONSTRUCTED ALONG THE LONG CHORD BETWEEN THE WORK POINTS AT THE FILL FACES AND ITS EXTENSIONS.

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

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS AA CONCRETE	BRIDGE APPROACH SLABS	EPOXY COATED REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR 12" PRESTRESSED CONCRETE PILES	12" PRESTRESSED CONCRETE 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
	LUMP SUM	EACH	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EACH	NO. LIN. FT.	NO.	LIN. FT.	TONS	SQ.YDS.	LUMP SUM	NO. LIN. FT.	LUMP SUM
SUPERSTRUCTURE					LUMP SUM					220,50			LUMP SUM	24 1320.0	
END BENT NO. 1			LUMP SUM	13.4		2168	7	7 210	4		120	135			
BENT NO. 1				17.7		3320	14	14 420	14						
END BENT NO. 2			LUMP SUM	13.4		2168	7	7 210	4		120	135			
TOTAL	LUMP SUM	2	LUMP SUM	44.5	LUMP SUM	7656	28	28 840	22	220.50	240	270	LUMP SUM	24 1320.0	LUMP SUM

HYDRAULIC DATA

DESIGN DISCHARGE = ----- CFS.

FREQUENCY OF DESIGN FLOOD = <5 YRS.

DESIGN HIGH WATER ELEVATION = -----

DRAINAGE AREA = 1.6 SQ. MI.

BASE DISCHARGE (Q100) = ----- CFS.

BASE HIGH WATER ELEVATION = 11.4

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 5,800 CFS.

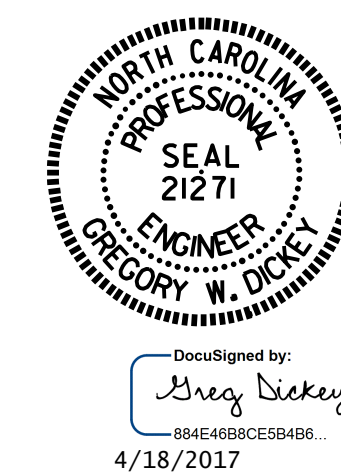
FREQUENCY OF OVERTOPPING FLOOD = <5 YRS.

OVERTOPPING FLOOD ELEVATION = 3.7

OVERTOPPING LOCATION OCCURS AT RIGHT EDGE OF PAVEMENT AT STA. 11+03.00 -L-

PROJECT NO. B-4598
PAMLICO COUNTY
 STATION: 16+43.00 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE ON SR 1324
 OVER MASON CREEK
 BETWEEN SR 1333
 AND SR 1332

DRAWN BY: William J. Parker DATE: 04/16
 CHECKED BY: A. Suresingh DATE: 09/16
 DESIGN ENGINEER OF RECORD: M.M. Ahmad DATE: 08/16

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			18