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NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET S-15.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

THE EXISTING STRUCTURE CONSISTING OF 3 SPANS (1@ 17'-9", 1 @ 17'-0", 1 @ 17'-10") WITH A REINFORCED CONCRETE FLOOR ON TIMBER JOISTS WITH A 24'-0" CLEAR ROADWAY WIDTH AND A SUBSTRUCTURE CONSISTING OF TIMBER CAPS ON TIMBER PILES AT 8 FT. CENTERS AT END BENTS AND INTERIOIR BENTS 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.

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.

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.

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

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 30 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 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".

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT CAPS MAY BE SUBSTITUED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDSEIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

FOUNDATION NOTES:

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 81 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 165 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR SCOUR.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 81 TONS PER PILE.

DRIVE PILES AT END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 175 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR SCOUR.

INSTALL PILES AT END BENT NO. 1 AND END BENT NO. 2 TO A TIP ELEVATION NO HIGHER THAN 52 FT.

THE SCOUR CRITICAL ELEVATION FOR END BENT NO. 1 AND END BENT NO. 2 IS ELEVATION 77 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

TESTING PILES WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PROJECT NO. 17BP.4.R.89
WAYNE COUNTY
STATION: 15+02.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING NOTES AND FOUNDATION NOTES

BRIDGE NO. 950290

NORTH CAROLINA PROFESSIONAL SEAL 14075 ENGINEER TIMOTHY L. COGGINS
Timothy L. Coggins
5/23/2018

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900 RIDGEFIELD DRIVE SUITE 350
RALEIGH, NC 27609-3960 (919) 878-9560
NC LICENSE NUMBER: F-0112

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			15

DRAWN BY : L.A. TUTT DATE : DEC. 2017
CHECKED BY : O.J. PAITEL DATE : DEC. 2017
DESIGN ENGINEER OF RECORD : T.L. COGGINS DATE : DEC. 2017

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1/26/2018 R:\Structures\DGN\FINAL PLANS\950290_STR_GN.dgn