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NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET S-21.

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 4 SPANS (1@ 17'-9", 2 @ 17'-0", 1 @ 17'-9") WITH AN ASPHALT WEARING SURFACE ON A REINFORCED CONCRETE DECK ON TIMBER JOISTS WITH A 24'-0" CLEAR ROADWAY WIDTH AND A SUBSTRUCTURE CONSISTING OF TIMBER CAPS/TIMBER PILES AT THE END BENTS AND 3 INTERIOIR BENTS AND 4 STEEL CRUTCH 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. FOR REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT 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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 25 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".

FOR INTERIOR BENT NO. 1, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT NO. 1 SHEET FOR REQUIRED GALVANIZED LENGTH, PAYMENT FOR PARTIALLY GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED STEEL PILES.

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

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND BENT CAPS MAY BE SUBSTITUTED 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 REDESIGN 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 51 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 TO REQUIRED DRIVING RESISTANCE OF 90 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR SCOUR.

INSTALL PILES AT END BENT NO. 1 TO A TIP ELEVATION NO HIGHER THAN 48 FT.

PILES AT BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 100 TONS PER PILE.

DRIVE PILES AT BENT NO. 1 TO REQUIRED DRIVING RESISTANCE OF 175 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR SCOUR.

INSTALL PILES AT BENT NO. 1 TO A TIP ELEVATION NO HIGHER THAN 36 FT.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 71 TONS PER PILE.

DRIVE PILES AT END BENT NO. 2 TO REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 IS ELEVATION 55.0 FT. THE SCOUR CRITICAL ELEVATION IS 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 SECTIONS 450 OF THE STANDARD SPECIFICATIONS.

PROJECT NO. 17BP.4.R.87

WAYNE COUNTY

STATION: 15+45.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER WEST BEAR CREEK ON SR 1719 BETWEEN SR 1003 (NEW HOPE RD.) AND SR 1714 (PARKSTOWN RD.)

BRIDGE NO. 950015

NORTH CAROLINA PROFESSIONAL SEAL 14045 ENGINEER TIMOTHY L. COGGINS
Timothy L. Coggins
5/16/2018

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

DRAWN BY : O. J. PAITEL DATE : JAN 2019
CHECKED BY : T. L. COGGINS DATE : JAN 2019
DESIGN ENGINEER OF RECORD : T. L. COGGINS DATE : JAN 2019

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