

NOTES

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING, EXCEPT THAT THE CORED SLAB UNITS HAVE BEEN DESIGNED FOR HS 25.

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

THE EXISTING STRUCTURE CONSISTING OF 2 TIMBER DECK SPANS (1 @ 24'-10" & 1 @ 25'-4" RESPECTIVELY) ON 15 LINES OF W12 X 32.5 I-BEAMS WITH A CLEAR ROADWAY WIDTH OF 24'-6" WITH TIMBER CAPS ON TIMBER PILES AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 40 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AS UNCLASSIFIED STRUCTURE EXCAVATION.

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.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLE OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 14+99.30 -L-."

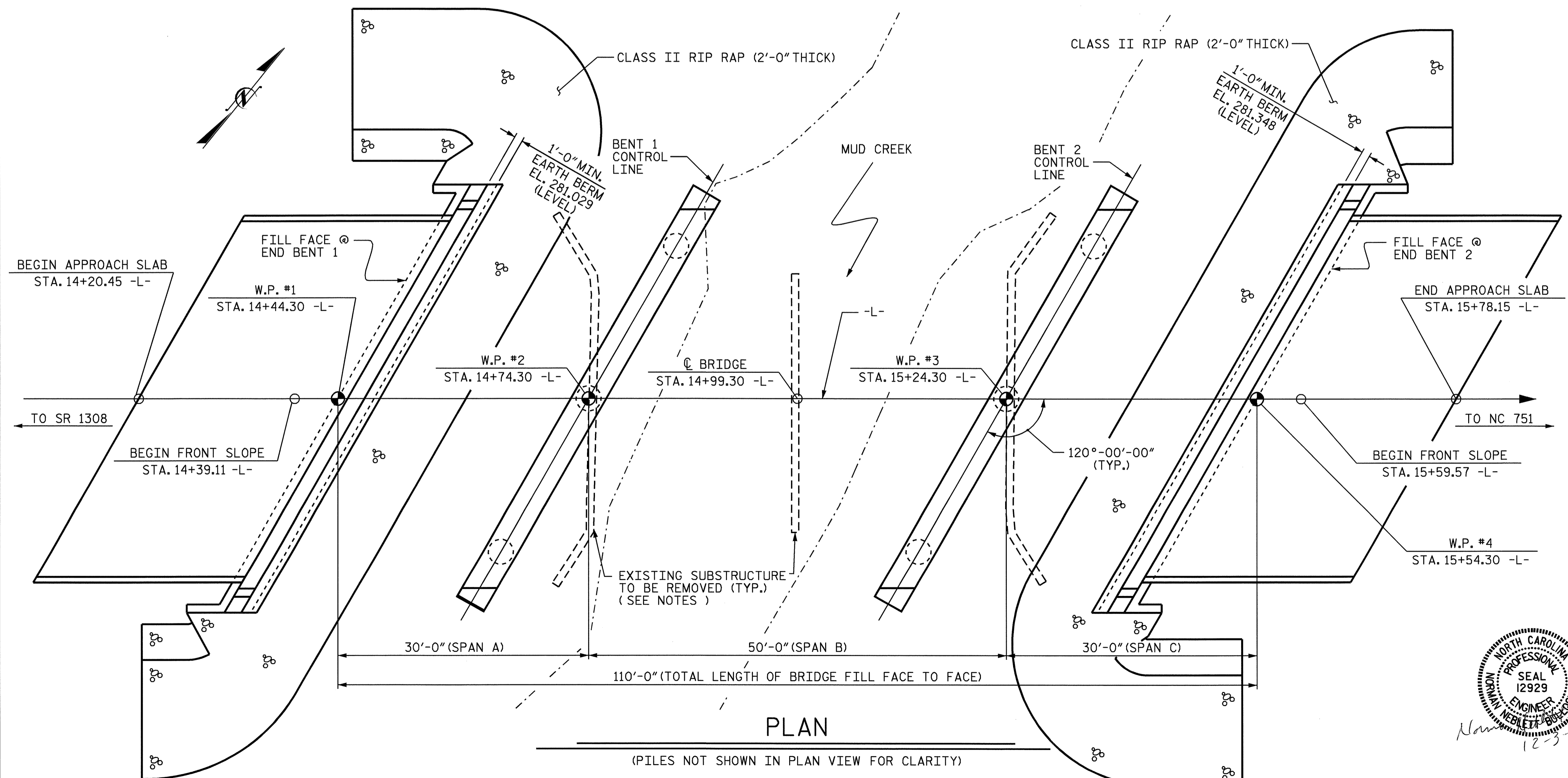
ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

FOR CONSTRUCTION OF SUPERSTRUCTURE, SEE SPECIAL PROVISIONS.

FOR CONSTRUCTION OF SUBSTRUCTURE, SEE SPECIAL PROVISIONS.

A 15 FOOT DRY LAND PASSAGE FOR WILDLIFE SHALL BE PROVIDED ON EACH SIDE OF THE CREEK.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.



DRAWN BY : T. A. HARRIS DATE : 6/5/03
 CHECKED BY : K. MCCAULEY DATE : 6/11/03

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 12929
 NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 14855

PROJECT NO. B-3451
 DURHAM COUNTY
 STATION: 14+99.30 -L-
 SHEET 1 OF 3 REPLACES BRIDGE NO. 119

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
GENERAL DRAWING FOR BRIDGE ON SR 1306 OVER MUD CREEK BETWEEN SR 1308 & NC 751					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS 27