

FOUNDATION LAYOUT

(DIMENSIONS LOCATING END BENT DRILLED PIERS ARE SHOWN TO CENTERLINE OF DRILLED PIERS)

FOUNDATION NOTES

DRILLED PIERS AT END BENT 1 AND 2 HAVE BEEN DESIGNED FOR BOTH SKIN FRICTION AND END BEARING. CHECK FIELD CONDITIONS FOR THE REQUIRED END BEARING CAPACITY OF 30 TSF.

DRILLED PIERS FOR END BENTS 1 AND 2 HAVE BEEN DESIGNED FOR AN APPLIED LOAD OF 207.87 TONS AND 259.18 TONS RESPECTIVELY, EACH AT THE TOP OF THE COLUMN.

PERMANENT STEEL CASING IS NOT REQUIRED FOR DRILLED PIERS AT END BENTS 1 AND 2.

DRILLED PIERS AT END BENT 1 MUST EXTEND TO AN ELEVATION NO HIGHER THAN 2391.5 FT. AND SATISFY THE REQUIRED END BEARING CAPACITY.

DRILLED PIERS AT END BENT 2 MUST EXTEND TO AN ELEVATION NO HIGHER THAN 2393.5 FT. AND SATISFY THE REQUIRED END BEARING CAPACITY.

FOR DRILLED PIERS, SEE DRILLED PIERS SPECIAL PROVISIONS.

SID INSPECTIONS MAY BE REQUIRED TO INSPECT THE BOTTOM CLEANLINESS OF THE DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR SID INSPECTIONS. SEE DRILLED PIERS SPECIAL PROVISION.

CSL TUBES ARE REQUIRED AND CSL TESTING MAY BE REQUIRED FOR THE DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR CSL TESTING. SEE CROSSHOLE SONIC LOGGING SPECIAL PROVISION.

DO NOT USE SLURRY CONSTRUCTION FOR THIS PROJECT.

NOTES :

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.

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 EXISTING STRUCTURE CONSISTING OF TWO (1 @ 43'-7" & 1 @ 43'-11") TIMBER DECK SPANS ON I-BEAMS WITH A CLEAR ROADWAY WIDTH OF 24'-2" ON REINFORCED CONCRETE CAP / RUBBLE MASONRY ABUTMENTS AND BENT AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE CONSTRUCTION OF THE PROPOSED DETOUR BRIDGE.

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 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.

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+81.00 -L-''.

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. THE ESTIMATED QUANTITY IS LESS THAN 500 CUBIC YARDS. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SPECIAL PROVISIONS.

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 B.

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 SAMPLES 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.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 14+81.00 L- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE.

FOR SAND SEAL, SEE SPECIAL PROVISION.

PROJECT NO. B-3205

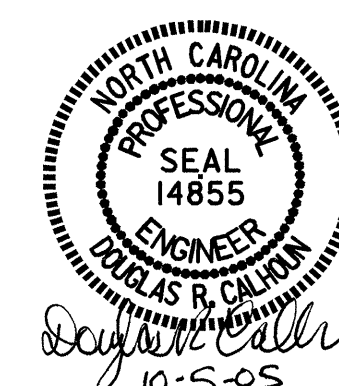
MADISON COUNTY

STATION: 14+81.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON NC 209
OVER SPRING CREEK BETWEEN
SR 1163 AND NC 63



DRAWN BY : E. G. ALLEN DATE : 5/25/05
CHECKED BY : T. A. HARRIS DATE : 6/10/05

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