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.

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

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.

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. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

ALL METALLIZED SURFACES SHALL RECEIVE A SEAL COATING AS SPECIFIED IN THE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).

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

FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTANCE OF TRAFFIC, SEE ROADWAY PLANS.

FOR BRIDGE DECK RIDEABILITY AND GROOVING, SEE SPECIAL PROVISIONS.

ALL BAR SUPPORTS USED IN THE PARAPET, DECK, BENT CAPS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THE CONCRETE IN THE BENT CAPS AND PILES OF BENT 1 THROUGH BENT 14 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 BY 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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH ``HEC 18-EVALUATING SCOUR AT BRIDGES.''

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 47 SPANS (1 @ 23'-0", 22 @ 21'-9", 1@ 25'-0", 22 @ 21'-9", 1 @ 23'-0") WITH A CONTINOUS REINFORCED CONCRETE MONOLITHIC SLAB, WITH END BENTS AND INTERIOR BENTS OF REINFORCED CONCRETE CAP ON PPC PILES WITH STEEL CRUTCH BENTS ADDED; CLEAR ROADWAY WIDTH 28 FEET AND LOCATED DOWNSTREAM FROM PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

FOR CONSTRUCTION MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS, SEE SPECIAL PROVISIONS.

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

PROJECT NO. B-4722B
CARTERET COUNTY
STATION: 47+75.00 -L-

SHEET 6 OF 6

NORTH CAROLINA PROFESSIONAL SEAL 22005 ENGINEER A. KEITH PASCHAL

DocuSigned by:
A. Keith Paschal
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1/16/2015

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

BRIDGE OVER NORTH RIVER
ON US 70 BETWEEN
BEAUFORT AND BETTIE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			42

DRAWN BY : B.N.BARODAWALA DATE : 8-5-14
CHECKED BY : D. G. ELY DATE : 10-2-14
DESIGN ENGINEER OF RECORD: A. K. PASCHAL DATE : 11-2014

16-JAN-2015 15:09
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kpaschal