

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.  
 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.  
 FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.  
 REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

THE RAILROAD TRACK TOP OF RAIL ELEVATIONS ON THE PLANS ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE TOP OF RAIL ELEVATIONS AND REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

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

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH THE "PAINTING OF STRUCTURAL STEEL" SPECIAL PROVISION, UNLESS OTHERWISE NOTED IN THE PLANS.

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 29+57.01 -L-."

THE EXISTING STRUCTURE CONSISTS OF 12 SPANS OF VARIOUS LENGTHS. THE SUPERSTRUCTURE CONSISTS OF VARIOUS SIZED I-BEAMS AND RC DECK GIRDERS WITH A CLEAR ROADWAY WIDTH OF 56 FT WITH A REINFORCED CONCRETE DECK. THE SUBSTRUCTURE CONSISTS OF RC CAP AND TIMBER PILES AT THE END BENTS AND RC POST AND BEAM FOR THE INTERIOR BENTS WITH A STEEL CRUTCH BENT AT BENT 10 AND IS LOCATED AT APPROXIMATELY THE SAME LOCATION AS THE PROPOSED STRUCTURE. THE EXISTING 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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

FOR ARCHITECTURAL CONCRETE SURFACE TREATMENT, SEE SPECIAL PROVISIONS.

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE PAVEMENT MARKING PLANS AND SHALL PROVIDE FOR BICYCLES.

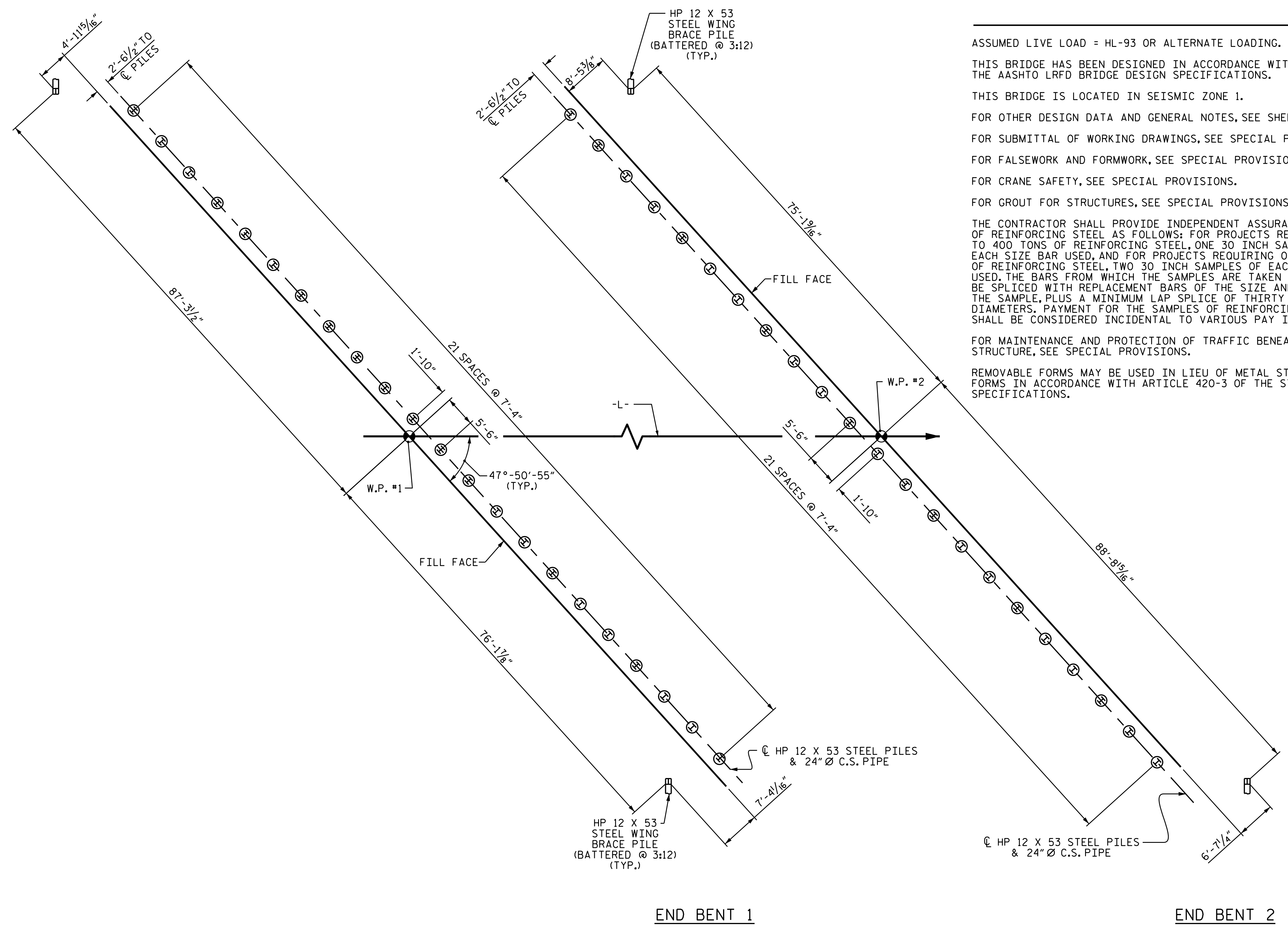
FOR CONCRETE PARAPET AND DECK AESTHETIC DETAILS, SEE SHEET S-22.

FOR APPLICATION OF BRIDGE COATING, SEE SPECIAL PROVISIONS.

FOR RAILROAD PROVISIONS, SEE SPECIAL PROVISIONS.

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

FOR AESTHETICALLY TREATED CONCRETE MEDIAN, SEE SPECIAL PROVISIONS.

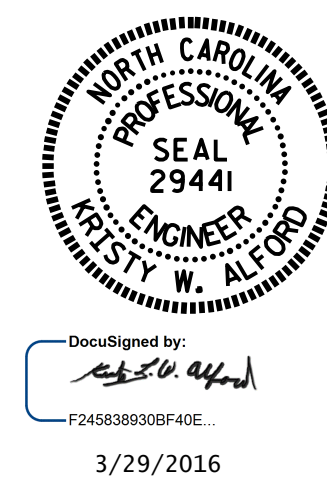


FOUNDATION NOTES

FOR PILES, SEE GEOTECHNICAL SPECIAL PROVISIONS AND SECTION 450 OF THE STANDARD SPECIFICATIONS.  
 PILES AT END BENT 1 AND END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 120 TONS PER PILE.  
 DRIVE PILES AT END BENT 1 AND END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.  
 TESTING THE FIRST PRODUCTION PILE WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING IS REQUIRED AT END BENT 1 AND END BENT 2. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.  
 INSTALL A 16 GAGE 24 INCH DIAMETER CORRUGATED STEEL PIPE FOR EACH END BENT PILE LOCATION THROUGH THE WALL BACKFILL ZONE DURING MSE WALL CONSTRUCTION. DRIVE END BENT PILES AT END BENT 1 AND END BENT 2 THROUGH THE PIPES AFTER COMPLETION OF THE MSE WALLS AND FILL THE PIPES WITH SAND BEFORE END BENT CAP CONSTRUCTION. FOR 16 GAGE 24 INCH DIAMETER CORRUGATED STEEL PIPES, SEE MSE WALL PLANS.

FOUNDATION LAYOUT  
 DIMENSIONS LOCATING PILES ARE SHOWN TO THE PILE CENTERLINE AT THE BOTTOM OF THE END BENT CAP.

DRAWN BY : J.P. ADAMS DATE : 8/2015  
 CHECKED BY : I.L. AVERETTE DATE : 8/2015



3/29/2016

PROJECT NO. B-4490  
 CUMBERLAND COUNTY  
 STATION: 29+57.01 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 GENERAL DRAWING  
 FOR BRIDGE ON NC 24-210  
 OVER CSX RAILROAD,  
 NORFOLK SOUTHERN RAILROAD

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS 84
2			4			