



LOCATION SKETCH

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 SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

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

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA (ON SHEETS 1 OF 7 & 3 OF 7) SHALL BE EXCAVATED FOR A DISTANCE OF 152 FT± LEFT AND 95 FT± RIGHT OF CENTERLINE ROADWAY AT END BENT 1, AND 131 FT± LEFT AND 113 FT± RIGHT AT END BENT 2 AS DIRECTED BY THE ENGINEER. IN ADDITION, THE CROSS-HATCHED AREA AROUND BENT 3 SHALL BE EXCAVATED TO THE LIMITS INDICATED ON SHEET 1 OF 7 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. WORK SHALL NOT BE STARTED ON THIS BRIDGE (OR SPECIFIC PARTS OF BRIDGE) UNTIL ROADWAY SECTION HAS BEEN EXCAVATED.

TEMPORARY SHORING WILL BE REQUIRED IN THE AREA INDICATED IN THE PLAN VIEW.

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

THE EXISTING STRUCTURE (BRIDGE 080016) CONSISTING OF (12 SPANS (1 @ 54'-0", 8 @ 88'-0", 2 @ 130'-0", 1 @ 160'-0") SIMPLY SUPPORTED AND CONTINUOUS SPANS; CLEAR ROADWAY WIDTH = 30'-0" REINFORCED CONCRETE DECK ON PRESTRESSED CONCRETE GIRDERS & STEEL PLATE GIRDERS ON REINFORCED CONCRETE CAPS & COLUMNS AND LOCATED 15'-0"± DOWNSTREAM OF THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY CLOSED.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE (BRIDGE 080017) CONSISTING OF (17 SPANS (3 @ 52'-7", 11 @ 52'-6", 2 @ 141'-0", 1 @ 160'-0") SIMPLY SUPPORTED AND CONTINUOUS SPANS; CLEAR ROADWAY WIDTH = 28'-0" REINFORCED CONCRETE DECK ON PRESTRESSED CONCRETE GIRDERS & STEEL PLATE GIRDERS ON REINFORCED CONCRETE CAPS & COLUMNS AND LOCATED 54'-0"± UPSTREAM OF THE 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.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, 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 118+81.78 -L-".

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

SAMPLE BAR REPLACEMENT	
SIZE	LENGTH
#3	6'-2"
#4	7'-4"
#5	8'-6"
#6	9'-8"
#7	10'-10"
#8	12'-0"
#9	13'-2"
#10	14'-6"
#11	15'-10"

NOTE:
SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30" (SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND $f_y = 60\text{ksi}$.

PROJECT NO. 48793.3.1
BLADEN COUNTY
STATION: 118+81.78 -L-

SHEET 6 OF 7

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER CAPE FEAR RIVER ON US 701 (N. POPLAR ST.) BETWEEN NC 87 (BUS) AND NC 53

DocuSigned by:
Paul Holshouser
BEE6A048516A143E

8/12/2020

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REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 107

DRAWN BY : J. N. AUSTIN DATE : 5-18-20
CHECKED BY : N.D. AIUTO DATE : 7-21-20
DESIGN E.O.R. : P. R. HOLSHOUSER DATE : 7-23-20

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