

NOTES : (CONTINUED FROM SHEET 1 OF 3)

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 20 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SPECIAL PROVISIONS.

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.

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.

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

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 SPICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

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 15+17.50 -L-."

AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE CAUSEWAY, THE CLASS II RIP RAP USED IN THE CAUSEWAY MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 15+17.50 -L-.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

THE DRILLED PIERS AT BENTS No. 1 AND 2 HAVE BEEN DESIGNED FOR BOTH SKIN FRICTION AND TIP BEARING. THE REQUIRED TIP BEARING CAPACITY IS 23 TSF.

THE REQUIRED TIP BEARING CAPACITY AT BENTS No. 1 AND 2 SHALL BE VERIFIED.

DRILLED PIERS FOR BENTS No. 1 AND 2 HAVE BEEN DESIGNED FOR AN APPLIED LOAD OF 165 TONS EACH AT THE TOP OF THE COLUMN.

PERMANENT STEEL CASING MAY BE REQUIRED FOR DRILLED PIERS AT BENTS No. 1 AND 2. IF REQUIRED, THE CASING SHALL NOT EXTEND BELOW ELEVATION 2,491 FT. AND 2,495 FT. WITHOUT THE ENGINEER'S PERMISSION. THE NEED FOR PERMANENT STEEL CASING WILL BE DETERMINED BY THE ENGINEER.

FOR PERMANENT STEEL CASING, SEE SPECIAL PROVISION FOR DRILLED PIERS.

DRILLED PIERS AT BENTS No. 1 AND 2 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 2,483 FT. AND 2,486 FT. AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

THE SCOUR CRITICAL ELEVATION FOR BENTS No. 1 AND 2 IS ELEVATION 2,489 FT. AND 2,493 FT. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR DRILLED PIERS, SEE SPECIAL PROVISIONS.

SPT TESTING IS NOT REQUIRED TO DETERMINE THE TIP BEARING CAPACITY OF THE DRILLED PIERS AT BENTS No. 1 AND 2.

SLURRY CONSTRUCTION SHALL NOT BE USED FOR THIS PROJECT.

SID INSPECTIONS ARE NOT REQUIRED TO DETERMINE THE BOTTOM CLEANLINESS OF THE DRILLED PIERS AT BENTS No 1 AND 2.

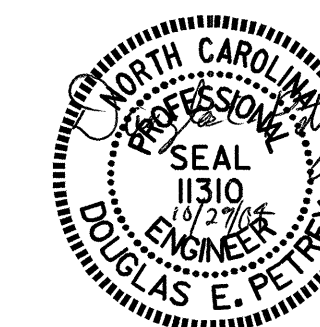
CSL TUBES ARE REQUIRED AND CSL TESTING MAY BE REQUIRED FOR THE DRILLED PIERS AT BENTS No. 1 AND 2. SEE SPECIAL PROVISION FOR CROSSHOLE SONIC LOGGING.

PILES FOR END BENTS No. 1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

STEEL PILE POINTS WITH TEETH ARE REQUIRED FOR PILES AT END BENTS No. 1 AND 2. SEE SPECIAL PROVISION FOR STEEL PILE POINTS.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

THE CONTRACTOR MAY CHOOSE TO UTILIZE THE STANDARD OVERHANG FALSEWORK BRACING SYSTEM. SEE "STANDARD OVERHANG FALSEWORK" SHEETS.



PROJECT NO. B-3403
ALLEGHANY COUNTY
 STATION: 15+17.50 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE ON
 SR 1422 (FOX RIDGE RD.)
 OVER BRUSH CREEK
 BETWEEN SR 1433 AND SR 1453

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2	
1			3			TOTAL SHEETS	
2			4			34	

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