



---- NOTES ----

FOR PHASING AND MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE THE ASPHALT WEARING SURFACE FROM STAGE 1 WITH A METHOD THAT DOES NOT DAMAGE THE CORE SLAB UNITS. IF THE CORED SLAB UNITS ARE DAMAGED, THEY SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER. SEE ROADWAY PLANS FOR QUANTITY AND PAYMENT OF REMOVAL OF EXISTING ASPHALT WEARING SURFACE.

AFTER REMOVAL OF THE ASPHALT WEARING SURFACE FROM STAGE 1, THE TOP SURFACE OF CORED SLAB UNITS FOR THE WIDTH SHOWN ON THE PLANS SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER SO AS TO PROVIDE A BONDING SURFACE FOR THE PARAPET AND THE EPOXY SAND SURFACE. THIS WORK SHALL BE PAID FOR IN THE VARIOUS PAY ITEMS.

FOR RAIL POSTS AND BASE ATTACHMENT DETAILS, SEE "WOODEN RAIL" SHEETS AND RAILING SYSTEM SPECIAL PROVISION.

IF RAIL POSTS ARE DAMAGED DURING THE LIFE OF THE PROJECT, THEY SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

RAIL POSTS ON STAGE 1 OF THE EXISTING BRIDGE ARE TO BE SPACED AT 6'-3" MAXIMUM CENTERS.

GUARDRAIL BEAMS, OFFSET BLOCKS, AND BEAM TO POST ATTACHMENTS ARE A STRUCTURE DETAIL AND PAY ITEM. SEE RAILING SYSTEM SPECIAL PROVISION.

FOR ADHESIVELY ANCHORED REINFORCING BARS (#5S10), SEE SPECIAL PROVISIONS FOR ADHESIVELY ANCHORED ANCHOR BOLTS AND DOWELS. THE YIELD LOAD FOR THE #5S10 BARS SHALL BE 18.5 KIPS. FIELD TESTING FOR THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.

THE TOP SURFACE OF THE CORED SLAB UNITS FOR THE FINISHED PEDESTRIAN WALKWAY SHALL BE SEALED WITH AN EPOXY SAND SURFACE. SEE SPECIAL PROVISIONS.

SEE TRAFFIC CONTROL PLANS FOR LOCATION OF THE PORTABLE CONCRETE BARRIER RAIL.

FOR TEMPORARY GUARDRAIL, SEE "TEMPORARY GUARDRAIL DETAILS" SHEETS.

PROJECT NO. B-3445
CURRITUCK COUNTY
 STATION 24+18.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

CONSTRUCTION SEQUENCE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			43



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