



LOCATION SKETCH

GENERAL NOTES

ALL ELEVATIONS ARE SHOWN IN FEET.

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF A 5 SPAN MABEY TRUSS (2 @ 118', 2 @ 133', AND 1 @ 162' = 664' TOTAL) AND LOCATED EAST OF THE PROPOSED STRUCTURE WITH A 24.1' CLEAR ROADWAY WIDTH, SUPPORTED ON INTERIOR BENTS CONSISTING OF CONCRETE FOOTINGS ON 12-2'Ø STEEL PIPE PILES AND END BENTS CONSISTING OF CONCRETE FOOTINGS ON 12-HP14X73 STEEL PILES WITH STEEL PILE BACKWALL, SHALL BE REMOVED. FOR REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS. 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.

REMOVAL OF EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE & SUBMIT PLANS FOR REMOVAL IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

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 ENGINEER OR THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON THE DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30" SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30" 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. ALL COSTS FOR PROVIDING REINFORCING STEEL SAMPLES SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL PAYMENT WILL BE MADE.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

ASPHALT WEARING SURFACE AND OPEN GRADED FRICTION COURSE (OGFC) ARE INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

THIS BRIDGE MAY BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY WORK BRIDGE OR TIMBER MATTING WILL ALSO BE PERMITTED. SEE GENERAL DRAWINGS SHEETS 2 AND 3 OF 8 FOR PROPOSED LOCATION OF WORK BRIDGES OR TIMBER MATTING.

FOR FOUNDATION NOTES AND CORROSION PROTECTION NOTES, SEE GENERAL DRAWING SHEET 8 OF 8.

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 3170+75 -L-."

THE EARTH MATERIAL IN THE AREA FOR THE RELOCATED SCOUR PROTECTION STONE SHOWN AT EACH PROPOSED END BENT SHALL BE EXCAVATED FOR A DISTANCE OF 25' LEFT AND 47' RIGHT 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 SECTION 412 OF THE STANDARD SPECIFICATIONS.

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

FOR PARTIAL REMOVAL OF 30" PRESTRESSED CONCRETE PILES, SEE "PARTIAL REMOVAL OF DRIVEN PILES" SPECIAL PROVISION.

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR CONCRETE SHEET PILE WALL, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR REINFORCED APPROACH FILLS, SEE GEOTECHNICAL SPECIAL PROVISIONS.

PROJECT NO. B-2500AB

DARE COUNTY

STATION: 3170+75.00 -L-

SHEET 7 OF 8



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
BRIDGE ON NC 12
OVER NEW INLET
AT PEA ISLAND

DRAWN BY : M.A. ALLEN DATE : 6/15
CHECKED BY : T.M. GARRISON, P.E. DATE : 6/15
DESIGN ENGINEER OF RECORD: T.M. GARRISON, P.E. DATE : 6/15

DocuSigned by:
T.M. Garrison
8/20/2015

| REVISIONS | | | | | | SHEET NO. |
|-----------|-----|-------|-----|-----|-------|--------------|
| NO. | BY: | DATE: | NO. | BY: | DATE: | TOTAL SHEETS |
| 1 | | | 3 | | | 44 |
| 2 | | | 4 | | | |