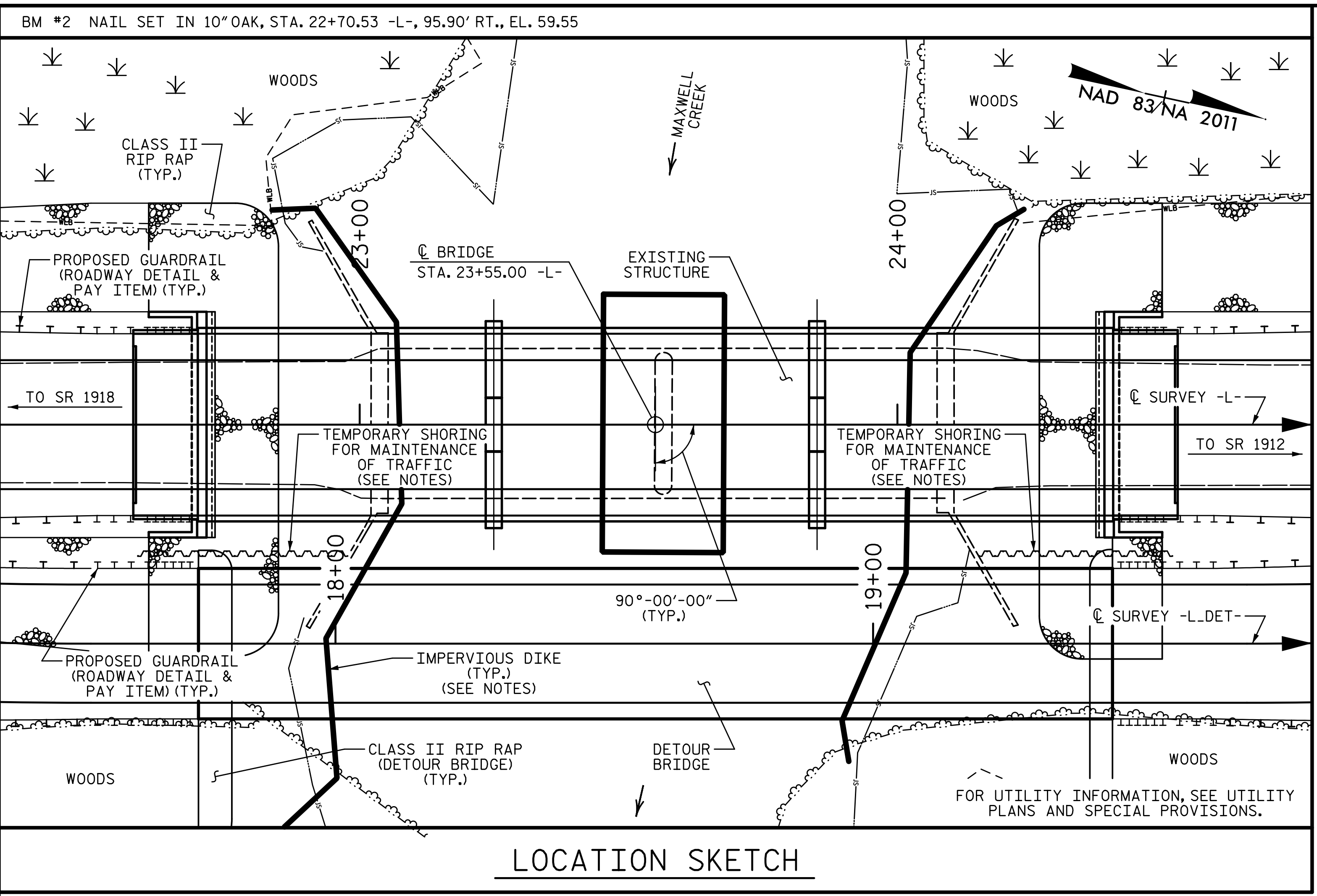


4/7/2020 4:10:47 PM G:\Projects\2018\Division 3 (SEA)\B-5639 (Duplin 36 NC11 over Maxwell Creek)\Structures\Drawings\Final\B5639_SMU_GD_300036.dgn



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.
- THIS BRIDGE SHALL BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- 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.
- THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 45 FT. LEFT AND RIGHT OF ROADWAY CENTERLINE AT END BENT 1 AND 40 FT. LEFT AND 50 FT. RIGHT OF ROADWAY CENTERLINE AT END BENT 2 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.
- THE EXISTING STRUCTURE CONSISTS OF 2 SPANS @ 54'-3". THE SUPERSTRUCTURE HAS A CLEAR ROADWAY WIDTH OF 28'-0" WITH CONCRETE DECK SLAB ON STEEL BEAMS. THE END BENTS CONSIST OF CONCRETE ABUTMENTS AND THE INTERIOR BENT CONSIST OF A CONCRETE PIER. THE EXISTING STRUCTURE, WHICH IS LOCATED AT THE SITE OF THE PROPOSED STRUCTURE, SHALL BE REMOVED. THE EXISTING INTERIOR POST AND WEB BENT SHALL BE COMPLETELY 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, THE LOAD LIMIT 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.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."
- 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.
- ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY 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 23+55.00 -L-."
- FOR INTERIOR BENTS 1 AND 2, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT SHEETS FOR REQUIRED GALVANIZED LENGTHS. PAYMENT FOR PARTIALLY GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED STEEL PILES.
- 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 CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STA. 18+59.50 -L-DET- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.
- CONTRACTOR MUST COMPLETELY REMOVE EXISTING CONCRETE PIER INCLUDING CONCRETE FOOTER AND REMOVE CONCRETE ABUTMENTS TO 1' ABOVE WATERLINE USING APPROVED NCDOT BMP METHODS. THE PLACEMENT OF THE IMPERVIOUS DIKES IS CONSIDERED INCIDENTAL TO THE REMOVAL OF THE EXISTING STRUCTURE.
- AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.
- FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

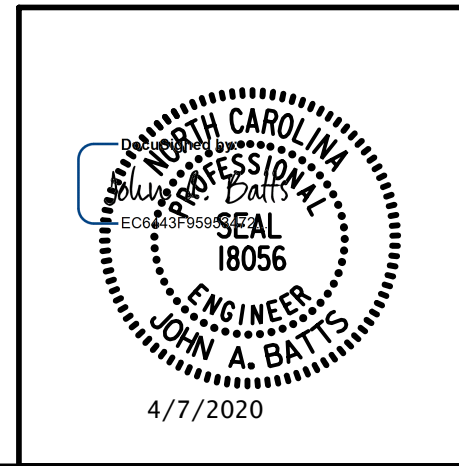
PROJECT NO. B-5639
DUPLIN COUNTY
 STATION: 23+55.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING

FOR BRIDGE ON NC HWY 11
 OVER MAXWELL CREEK
 BETWEEN SR 1918 AND SR 1912



PLANS PREPARED BY:
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DRAWN BY: T. BANKOVICH	DATE: 2-20
CHECKED BY: J.A. BATTS	DATE: 2-20
DESIGN ENGINEER OF RECORD: J.A. BATTS	DATE: 2-20

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			25

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**