GENERAL NOTES

ASSUMED LIVE LOAD FOR REPAIRS= HL93.

GENERAL DRAWING INFORMATION IS TAKEN FROM THE ORIGINAL PLANS AND THE MOST UP TO DATE ROUTINE INSPECTION REPORTS.

BRIDGE ORIENTATION CONFORMS TO THE EXISTING BRIDGE PLANS/ ROUTINE INSPECTION.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT DUE TO THE NATURE OF THE PRESERVATION PROJECTS, THE EXTENT OF WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO COMMENCEMENT OF WORK. REPAIR LOCATIONS AND ESTIMATES OF QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER SHALL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATION AND DESCRIPTION OF THE REPAIRS.

THE EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT FOR ANY DELAYS OF ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN WHAT IS SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS.

WORK ON THE BRIDGE(S) SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL BELOW, EXCEPT WHERE THE CONTRACTOR'S PLANS USE PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES TO CATCH THE MATERIAL. THE CONTRACTOR SHALL SUBMIT PLANS FOR CONSTRUCTION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS AND H 021.

THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT THE EXISTING STRUCTURE WHICH IS TO REMAIN IN PLACE WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY PART OF THE EXISTING STRUCTURE WHICH IS TO REMAIN IN PLACE, THE DAMAGED AREA SHALL BE REPAIRED AND REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AND PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.

FOR CONTROL OF TRAFFIC AND LIMITS ON PHASING OF CONSTRUCTION, SEE TRANSPORTATION MANAGEMENT PLANS.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL A COMPLETE SEQUENCE OF TASKS FOR EACH OPERATION AFFECTING THE BRIDGE SURFACE AND/OR TRAFFIC.

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

FOR ASPHALT RESURFACING ON I-95, SEE ROADWAY PLANS. ASPHALT APPROACH WORK FOR Y-LINES ARE INCLUDED IN THESE STRUCTURE PLANS.

REMOVING VEGETATION AND DEBRIS TO IMPROVE DRAINAGE FROM THE BRIDGE CORNERS SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS FOR THIS PROJECT. THE ENGINEER SHALL DIRECT VEGETATION REMOVAL AND NOTE ON THE DRAWINGS THE APPROXIMATE LOCATION AND DESCRIPTION OF THE REPAIRS.

ALL PAVEMENT MARKINGS WILL BE IN ACCORDANCE WITH THESE PLANS.

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE BRIDGE. THE CONTRACTOR SHALL TAKE CARE THAT ANY CONSTRUCTION DEBRIS THAT COLLECTS IN THE DRAINS IS CONTAINED. DRAINS IN SHOULDERS OF ADJACENT TRAVEL LANE(S) SHALL BE KEPT FREE AND CLEAR OF DEBRIS.

LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES.

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL CONFIRM SKETCHES THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING BRIDGES, ROADWAYS, UTILITIES, THE SURROUNDING AREA, AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

ANY COST FOR DEWATERING NECESSARY TO COMPLETE CULVERT WORK SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS FOR THE PROJECT.

FOR PAINTING CONTAINMENT AND POLLUTION CONTROL, SEE CLEANING AND PAINTING EXISTING BEARINGS WITH HRCSA SPECIAL PROVISION.

FOR SUBMITTAL OF WORKING DRAWINGS, 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 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 SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

FOR VOLUMETRIC MIXER, SEE SPECIAL PROVISIONS.

FOR HEAT STRAIGHTENING STEEL BEAM REPAIR, SEE SPECIAL PROVISIONS.

FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR SILICONE JOINT SEALANT FOR SLOPE PROTECTION, SEE SPECIAL PROVISIONS.

FOR RAIL REPAIRS FOR ONE BAR METAL RAIL, SEE SPECIAL PROVISIONS.

FOR POLYESTER POLYMER CONCRETE/EPOXY POLYMER CONCRETE MATERIALS, SEE SPECIAL PROVISO INS.

FOR LATEX MODIFIED CONCRETE OVERLAY - VERY EARLY STRENGTH, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

FOR SLOPE PROTECTION VOID FILLING, SEE SPECIAL PROVISIONS.

FOR EPOXY COATING AND DEBRIS REMOVAL, SEE SPECIAL PROVISIONS.

FOR CONCRETE DECK REPAIR FOR EPOXY OVERLAY, SEE SPECIAL PROVISIONS

FOR SURFACE PREPARATION FOR SILANE RAIL TREATMENTS AND SILANE RAIL TREATMENTS, SEE SPECIAL PROVISIONS.

FOR SHOTBLASTING BRIDGE DECK AND EPOXY OVERLAY SYSTEM TYPE II, SEE SPECIAL PROVISIONS.

FOR SCARIFYING BRIDGE DECKS AND PLACING AND FINISHING POLYMER CONCRETE OVERLAYS, SEE SPECIAL PROVISIONS.

FOR SCARIFYING BRIDGE DECKS, HYDRODEMOLITION OF BRIDGE DECKS AND PLACING AND FINISHING LATEX MODIFIED CONCRETE OVERLAYS - VERY EARLY STRENGTH, SEE SPECIAL PROVISIONS.

FOR SHOTBLASTING BRIDGE DECKS AND SILANE DECK TREATMENTS, SEE SPECIAL PROVISIONS.

FOR CLEANING AND PAINTING EXISTING BEARING PLATES WITH HRCSA, SEE SPECIAL PROVISIONS.

FOR TYPE I BRIDGE JACKING, SEE SPECIAL PROVISIONS.

FOR CFRP PEDESTAL REPAIR AND BEARING RETROFIT, SEE SPECIAL PROVISIONS.

BRIDGE COORDINATES		
	LATITUDE	LONGITUDE
770010	34°30′ 8.05″ N	79°18′ 26.43″ W
770012	34°30′ 9.19″ N	79°18′ 26.38″ W
770004	34°31′ 22.89″ N	79°16′ 36.17″ W
770086	34°32′ 4.80″ N	79°15′ 3.17″ W
770089	34°32′ 11.70″ N	79°14′ 38.37″ W
770090	34°32′ 23.89″ N	79°13′ 57.08″ W
770096	34°32′ 32.03″ N	79°13′ 35.60″ W
770098	34°32′ 55.27″ N	79°12′ 25.62″ W
770104	34°33′ 4.35″ N	79°11′ 57.77″ W
770106	34°33′ 36.91″ N	79°10′ 49.79″ W
770107	34°33′ 38.12″ N	79°10′ 50.86″ W
770124	34°34′ 8.85″ N	79°9′ 53.30″ W
770130	34°34′ 35.60″ N	79°9′ 5.86″ W
770131	34°35′ 12.35″ N	79°7′ 30.62″ W

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 = 60ksi.

BRIDGES: 770010, 770012, 770004, 770086, 770089, 770090, 770096, 770098, 770104, 770106, 770107, 770124, 770130, 770131

PROJECT NO. I-5939

ROBESON COUNTY

BRIDGE NO. MULTIPLE

DocuSigned by: Jacob H. Duke
NORTH CAROLINA PROFESSIONAL SEAL 043777 ENGINEER JACOB H DUKE
8/25/2021

KCA KISINGER CAMPO & ASSOCIATES
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RALEIGH, NC 27601 (919) 882-7839
NC FIRM LICENSE: C-1506

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL NOTES

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

SHEET NO. S4
TOTAL SHEETS 12

DRAWN BY : FIDEL L. FLORES DATE : 06/2021
CHECKED BY : DIEGO A. AGUIRRE DATE : 06/2021
DESIGN ENGINEER OF RECORD: JACOB H. DUKE DATE : 06/2021

8/25/2021
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