



LOCATION SKETCH

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL CONFIRM, 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.

2019 SURVEY DATUM

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NGS FOR MONUMENT "1 1" WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF NORTHING: 796876.50(ft) EASTING: 2987337.92(ft) ELEVATION: 2.90(ft)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99994128
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "1 1" TO L- STATION IS
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88
 ELEVATIONS BASED ON NGS MONUMENT "DAR-20" ELEVATION: 6.20 (ft)

NOTE: EXISTING PLANS - NVGD '29 DATUM

BRIDGE COORDINATES

LATITUDE	LONGITUDE
35°53' 42.16"	75°37' 51.58"

BL	POINT	DESC.	NORTH	EAST	ELEVATION
1	BL-1	REB/CAP SET	796576.6045	2993485.6670	2.34
2	BL-2	REB/CAP SET	796354.8045	2992584.1090	2.36
3	BL-3	REB/CAP SET	798215.5426	3000554.8050	8.85
4	BL-4	REB/CAP SET	798536.6506	3001394.0050	5.19

GENERAL NOTES (CONT.)

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE BRIDGE DECK. 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 AS SHOWN ON THE TYPICAL SECTION SHEETS.

ALL METALIZED SURFACES SHALL RECEIVE A SEAL COATING AS SPECIFIED IN TABLE 2 OF THE DEPARTMENT'S THERMAL SPRAYED COATINGS (METALLIZATION) PROGRAM. FOR THERMAL SPRAYED COATINGS, SEE SPECIAL PROVISIONS.

CONSTRUCTION JOINTS ARE PERMITTED ONLY AT LOCATIONS SPECIFIED IN THE PLANS. ADDITIONAL CONSTRUCTION JOINTS OR ALTERATIONS TO THOSE SHOWN REQUIRE THE ENGINEER'S APPROVAL.

ALL SURVEYING AND STAKING NECESSARY TO COMPLETE THE PROPOSED WORK IS INCIDENTAL TO ALL OTHER PAY ITEMS FOR THIS PROJECT.

FOR IN-WATER WORK, INCLUDING THE USE OF A BARGE, ONLY IN AREAS OVER SUBMERGED AQUATIC VEGETATION (SAV) OR OTHER SUBMERGED PROTECTED RESOURCES TO OCCUR. ENSURE THERE IS SUFFICIENT CLEARANCE FROM THE BOTTOM OF THE BARGE SUCH THAT NO DAMAGE TO EXISTING SAV OR RESOURCES WILL OCCUR WITHIN THE CONSTRUCTION LIMITS. WHEN USING A BARGE DURING CONSTRUCTION, ROTATE OR MOVE THE LOCATION OF THE BARGE EVERY TEN TO FOURTEEN DAYS TO ALLOW SUNLIGHT TO REACH THE EXISTING SAV BENEATH THE BARGE. THE BARGE SHALL NOT MOVE BACK TO THE PREVIOUS LOCATION FOR A MINIMUM OF FOUR DAYS.

HABITAT BEYOND THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED.

STANDARD CONSTRUCTION CONDITIONS SHALL BE IMPLEMENTED FOR THE FOLLOWING PROTECTED/ENDANGERED SPECIES AS APPLICABLE AND INCLUDED IN CONTRACT DOCUMENTS:

NORTHERN LONG-EARED BAT	WEST INDIAN MANATEE	EASTERN BLACK RAIL
PIPING PLOVER	RED KNOT	RED-COCKATED WOODPECKER
ROSEATE TERN	GREEN SEA TURTLE	HAWKSBILL SEA TURTLE
KEMP'S RIDLEY SEA TURTLE	LEATHERBACK SEA TURTLE	LOGGERHEAD SEA TURTLE
SEABEACH AMARANTH		

FOR WORK ADJACENT TO THE PUBLIC, THE CONTRACTOR IS RESPONSIBLE TO ADEQUATELY PROTECT THE TRAVELING PUBLIC. THIS INCLUDES, BUT IS NOT LIMITED TO FENCING OFF OPERATION, SIDEWALK CLOSURES, LANE CLOSURES, DEBRIS SHIELDS, ETC.

ACCESS TO THE BOAT LAUNCH AND PARKING LOT SHALL REMAIN OPEN TO THE PUBLIC THROUGHOUT THE LIFE OF THE PROJECT.

COORDINATE ANY FACILITY CLOSURES IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLAN AND SPECIAL PROVISIONS.

FOR ICT, SEE CONTRACT DOCUMENTS.

FOR ADDITIONAL NOTES, SEE BILL OF MATERIALS SHEET.

GENERAL NOTES

ALL DIMENSIONS ARE IN FEET AND INCHES.

DO NOT SCALE DRAWINGS FOR DIMENSIONS NOT GIVEN.

ASSUMED LIVE LOAD FOR REPAIRS = HS20-44. DESIGN BASED OFF ORIGINAL DESIGN PLANS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

ALL BAR SUPPORTS USED IN THE PARAPET, PILES, AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

SEE TRANSPORTATION MANAGEMENT PLANS FOR LANE WIDTHS, SEQUENCING AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF OVERLAY SURFACE PREPARATION AND POLYMER CONCRETE PLACEMENT.

GENERAL DRAWING INFORMATION IS TAKEN FROM THE ORIGINAL PLANS AND THE ROUTINE INSPECTION REPORT DATED 10/18/2018.

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 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.

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 OR 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 BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL BELOW, EXCEPT WHERE THE CONTRACTOR'S PLAN USES 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 THE PROJECT SPECIAL PROVISIONS.

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 OR 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 VEHICLE/MARINE TRAFFIC.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS. FORMS MUST BE SUPPORTED BY THE EXISTING STRUCTURE. FULL DEPTH COFFERDAMS WILL NOT BE ACCEPTED.

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 SIZE 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 THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE ELEVATION(S) AND CLEARANCE(S) SHOWN ON THE PLANS AT THE POINT OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATION(S) ON THE EXISTING PAVEMENT AND CHECK THE CLEARANCE. REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM VERTICAL CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

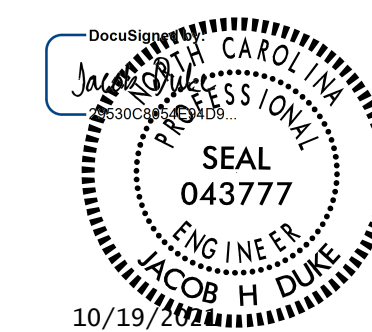
ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLANS.

PROJECT NO. 15BPR.46

DARE COUNTY

BRIDGE NO. 270012

SHEET 7 OF 7



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-8
1			3			TOTAL SHEETS
2			4			137

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY : DIEGO A. AGUIRRE DATE : 9/30/2020
 CHECKED BY : FIDEL L. FLORES DATE : 10/1/2020
 DESIGN ENGINEER OF RECORD : JACOB H. DUKE DATE : 10/1/2020