

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.

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.

REMOVING VEGETATION AND DEBRIS TO IMPROVE DRAINAGE FROM THE BRIDGE CORNERS, AND/OR TO CLEAR THE SUBSTRUCTURE OR SLOPES, 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.

FOR ANY BRIDGE(S) WHERE AN ASPHALT WEARING SURFACE (AWS) OVERLAY IS TO BE PLACED OVER THE EXISTING DECK SURFACE, THE CONTRACTOR SHALL TAKE CARE THAT THE DECK DRAINS ARE NOT BLOCKED OUT WITH ASPHALT.

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.

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

FOR PAINTING CONTAINMENT FOR ZONE PAINTING AND POLLUTION CONTROL, SEE ZONE PAINTING OF EXISTING STRUCTURE SPECIAL PROVISION.

FOR SUBMITTAL OF WORKING DRAWINGS, FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR VOLUMETRIC MIXER, SEE SPECIAL PROVISIONS.

FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, 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 BEARINGS WITH HRCSA, SEE SPECIAL PROVISIONS.

FOR ZONE PAINTING OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

FOR TYPE I BRIDGE JACKING, SEE SPECIAL PROVISIONS.

IN AS MUCH AS THE PAINT SYSTEM ON THE THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTORS 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 ITEMS ASSOCIATED WITH THE CLEANING AND REPAINTING OF THE FOLLOWING BRIDGES:

- 170171
- 170172
- 480006
- 480007
- 480051
- 480054
- 480065
- 480066
- 480072
- 480073
- 480096
- 480102
- 480104
- 480109
- 480123

THE CONTRACTOR SHALL SCHEDULE CLEANING AND REPAINTING OPERATIONS SUCH THAT THE STEEL REPAIR IS PERFORMED AFTER THE STEEL HAS BEEN CLEANED AND PRIMED. AFTER STEEL REPAIRS HAVE BEEN COMPLETED, THE REPAIR AREAS AND THE REMAINING STEEL SHALL BE PROPERLY PREPARED AND PAINTED ACCORDING TO THE 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 CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT REINFORCING STEEL BARS MAY HAVE BEEN REMOVED IN PRIOR DECK REPAIRS, PARTICULARLY IN FULL DEPTH DECK REPAIRS. THESE REPAIRS CAN BE IDENTIFIED BY FORMWORK THAT HAS BEEN LEFT IN PLACE UNDER THE DECK. THE CONTRACTOR SHALL FIELD VERIFY SUCH PRIOR REPAIRS, THAT ARE NOT ALREADY SHOWN IN THESE PLANS, AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PERFORM REPAIRS AS SHOWN IN THE "DECK REPAIR DETAILS" SHEET, AND AS DESCRIBED IN THE "LMC OVERLAY SURFACE PREPARATION" SPECIAL PROVISIONS. MISSING REINFORCING STEEL THAT IS DETERMINED BY THE ENGINEER TO BE SUPPLIED, SHALL BE PROVIDED IN KIND TO A POINT WHERE EXISTING REINFORCING STEEL IS FOUND AND IT IS SOUND, THIS MAY REQUIRE EXTENSION OF PRIOR REPAIRS. UNSOUND REINFORCING STEEL THAT IS DETERMINED BY THE ENGINEER TO BE REPLACED, SHALL BE REMOVED TO A POINT WHERE IT IS SOUND. THE PATCH SHALL EXTEND A SUFFICIENT DISTANCE BEYOND THIS POINT TO DEVELOP A SPLICED LENGTH AS SPECIFIED IN THE "DECK REPAIR DETAILS" SHEET. THE CONTRACTOR AND/OR THE DEPARTMENT SHALL HAVE NO CLAIM WHATSOEVER AGAINST DESIGNER FIRM OR THE ENGINEER OF RECORD IF SUCH PRIOR DECK REPAIRS FAIL OR BECOME UNSOUND, OR IF NEW REPAIRS ARE NOT IN ACCORDANCE WITH THESE PLANS AND THE PROJECT SPECIAL PROVISIONS.

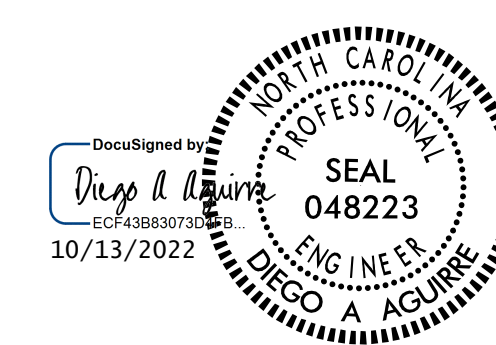
BRIDGE COORDINATES		
	LATITUDE	LONGITUDE
170171	35°42' 58.63"N	81°13' 23.66"W
170172	35°42' 59.33"N	81°13' 24.17"W
170177	35°43' 41.53"N	81°7' 22.73"W
170178	35°43' 42.08"N	81°7' 23.01"W
480006	35°44' 35.09"N	81°4' 28.94"W
480007	35°44' 35.49"N	81°4' 29.67"W
480051	35°45' 18.89"N	81°2' 43.06"W
480054	35°45' 19.51"N	81°2' 43.05"W
480065	35°45' 22.86"N	81°2' 34.02"W
480066	35°45' 23.54"N	81°2' 33.78"W
480072	35°46' 9.72"N	81°0' 23.56"W
480073	35°46' 10.10"N	81°0' 24.07"W
480096	35°47' 11.37"N	80°57' 29.77"W
480102	35°47' 11.85"N	80°57' 30.04"W
480104	35°47' 37.63"N	80°56' 9.35"W
480109	35°47' 38.07"N	80°56' 10.32"W
480123	35°48' 5.53"N	80°54' 18.79"W
480124	35°48' 5.99"N	80°54' 19.31"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"

BRIDGES: 170171, 170172, 170177, 170178
480006, 480007, 480051, 480054
480065, 480066, 480072, 480073
480096, 480102, 480104, 480109
480123, 480124

NOTE:
SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30" (SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND f_y = 60ksi.

PROJECT NO. I-5915B
CATAWBA/IREDELL COUNTY
BRIDGE NO. MULTIPLE



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
GENERAL NOTES					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					S4
					TOTAL SHEETS 9

DRAWN BY : FIDEL L. FLORES DATE : 01/2022
CHECKED BY : JACOB H. DUKE DATE : 01/2022
DESIGN ENGINEER OF RECORD: DIEGO A. AGUIRRE DATE : 01/2022

10/13/2022
I5915B.SMU.GN01.dgn
daguirre

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED