

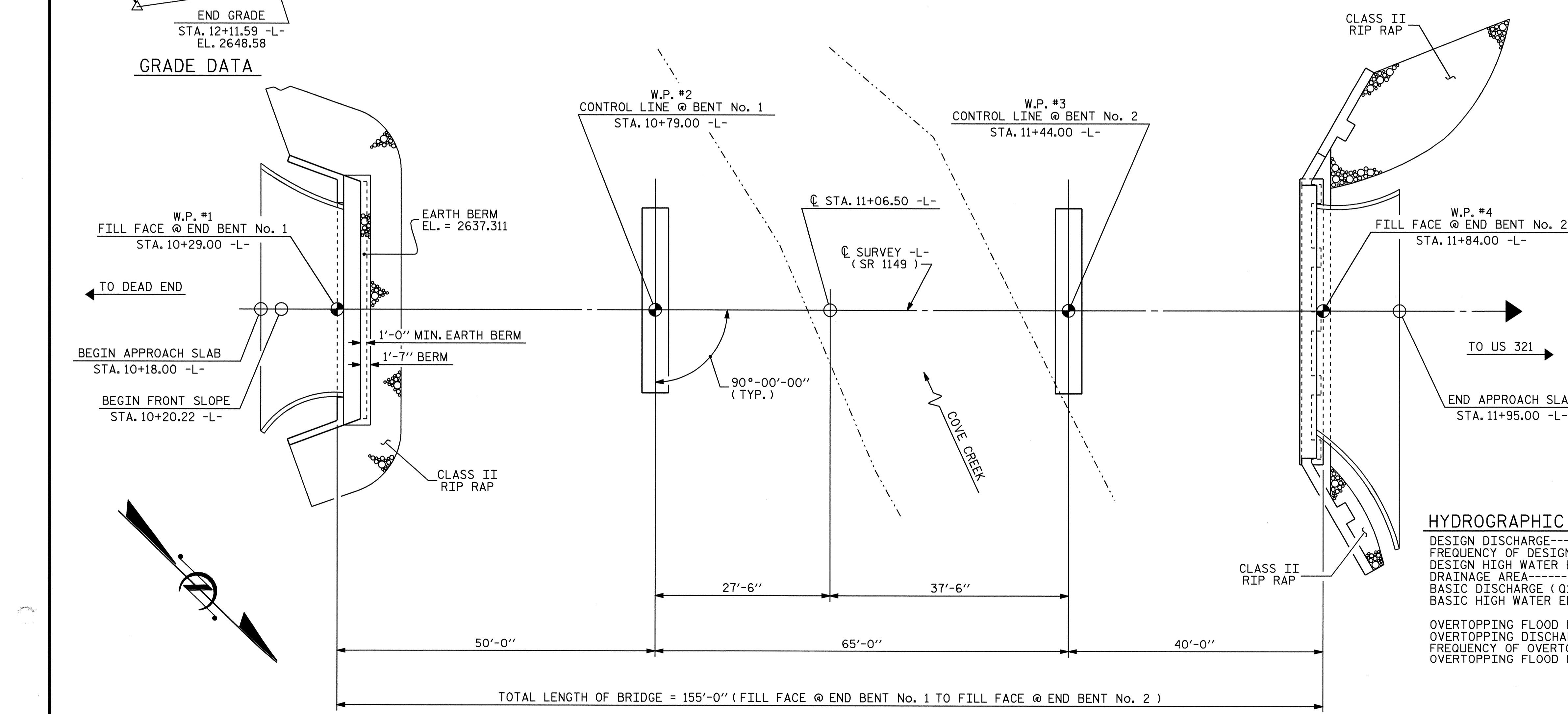
NOTES :

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
 FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
 REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
 THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS AT BENTS No. 1 AND No. 2 IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.
 AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE LOCATED APPROXIMATELY 75' UPSTREAM FROM THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
 THE EXISTING STRUCTURE CONSISTS OF THE FOLLOWING :
 SUPERSTRUCTURE - TIMBER FLOOR ON CONTINUOUS I-BEAMS
 SUBSTRUCTURE - END BENTS & BENTS 2 & 4; TIM. POST/CONC. SILL
 BENTS 1, 3 & 5; DRIVEN PILES
 SPANS - 1 @ 16'-5", 1 @ 14'-4" CONT.; 1 @ 20'-4", 1 @ 19'-8" CONT.;
 1 @ 12'-6", 1 @ 12'-9" CONT.
 CLEAR ROADWAY WIDTH - 19'-2"

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

THE EXISTING BRIDGE DESCRIBED IN THE NOTES IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS 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 DESCRIBED IN THE NOTES AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
 THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.
 THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.
 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE VERTICAL ABUTMENT AT END BENT No. 2 SHALL BE BACKFILLED WITH #57 STONE. SEE ROADWAY PLANS FOR DETAILS AND PAY ITEM.
 FOR FABRICATED METAL STAY-IN-PLACE FORMS, SEE SPECIAL PROVISIONS.
 NOTES CONTINUED ON SHEET 2 OF 3.



HYDROGRAPHIC DATA

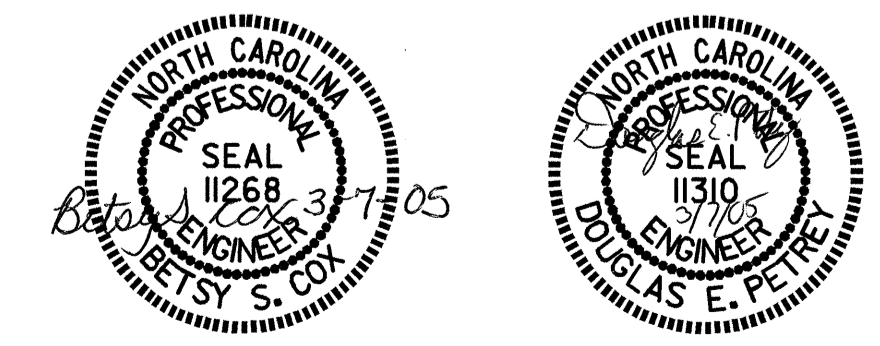
DESIGN DISCHARGE-----	4600 CFS
FREQUENCY OF DESIGN FLOOD-----	25 YR.
DESIGN HIGH WATER ELEVATION-----	2639.80
DRAINAGE AREA-----	32.6 SQ.MI.
BASIC DISCHARGE (Q100)-----	6900 CFS
BASIC HIGH WATER ELEVATION-----	2641.30
OVERTOPPING FLOOD DATA	
OVERTOPPING DISCHARGE-----	13300 CFS
FREQUENCY OF OVERTOPPING FLOOD-----	>500 YRS
OVERTOPPING FLOOD ELEVATION-----	2645.30

PROJECT No. B-3922
WATAUGA COUNTY
 STATION: 11+06.50 -L-

SHEET 1 OF 3 REPLACES BRIDGE #316

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE ON
 RELOCATED SR 1149
 OVER COVE CREEK BETWEEN
 US 321 AND DEAD END



DRAWN BY : MIKE BRITT DATE : 2-7-05
 CHECKED BY : A. R. CHESSON DATE : 2/05

REVISIONS						SHEET No.
No.	BY:	DATE:	No.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			41