BM#13: NAIL IN ROOT OF 150mm OAK 23.996m LEFT OF -L- STA. 184+55.993. EL. = 10.00 WOODS WOODS EXISTING -STRUCTURE (TO BE REMOVED) CONTROL LINE_ TO SR 1330/SR 1436 LEFT LANE ID STATION 182+87.400° -L-MED. WOODS CONTROL LINE (TYP.) RIGHT LANE TO SR 1330/SR 1439 WOODS CLASS II RIP RAP-WOODS (TYP.) MARSH FOR UTILITY INFORMATION, SEE UTILITY PLANS AND 本 MARSH 业 SPECIAL PROVISIONS. LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE = 40 cms

FREQUENCY OF DESIGN FLOOD = 50 yr

DESIGN HIGH WATER ELEVATION = 9.58 m

DRAINAGE AREA = 21 sq. km.

BASIC DISCHARGE (Q100) = 52 cms

BASIC HIGH WATER ELEVATION = 9.75 m

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 250 cms FREQUENCY OF OVERTOPPING FLOOD = 500+ yr OVERTOPPING FLOOD ELEVATION = 10.37 m

TOTAL BILL OF MATERIAL REMOVAL OF EXISTING PLAIN CONSTRUCTION, FILTER FABRIC 914mm X 533mm UNCLASSIFIED STRUCTURE BRIDGE APPROACH ELASTOMERIC BEARINGS HP 310 X 79 GALVANIZING CONCRETE REINFORCING RIP RAP MAINTENANCE, AND REMOVAL CLASS A PRESTRESSED STEEL PILES STEEL PILES BARRIER STEEL CLASS II CONCRETE STRUCTURE CONCRETE FOR EXCAVATION SLABS RAIL (600mm OF TEMPORARY DRAINAGE CORED SLABS ACCESS THICK) CU. METERS **METERS** LUMP SUM LUMP SUM LUMP SUM LUMP SUM LUMP SUM SQ. METERS LUMP SUM **METERS** NO. **METERS** METRIC TONS NO. kg 586.320 SUPERSTRUCTURE LUMP SUM LUMP SUM LUMP SUM LUMP SUM LUMP SUM 84.000 END BENT 1 11.1 1115 135 BENT 1 9.2 120 LUMP SUM 1244 LUMP SUM BENT 2 1244 9.2 112 END BENT 2 11.1 1115 98 99 101 425 30 230 236 TOTAL LUMP SUM LUMP SUM LUMP SUM 40.6 LUMP SUM 4718 LUMP SUM 84.000 LUMP SUM 42 586.320

(NOTES CONTINUED FROM SHEET 1)

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, 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.

AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE TEMPORARY WORK PADS & TEMPORARY ACCESS ROAD, THE CLASS II RIP RAP USED MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 182+87.400 -L-MED, LEFT LANE.

THE STEEL PILES AT BENT 1 AND 2 SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. FOR GALVANIZING STEEL PILES, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR PRESTRESSED CONCRETE MEMBERS, SEE SPECIAL PROVISIONS.

PROJECT NO. R-2514A

ONSLOW COUNTY

STATION: 182+87.400-L-MED.

SHEET 3 OF 3

GENERAL DRAWING
FOR BRIDGE ON US 17 OVER
STARKY'S CREEK BETWEEN

STATE OF NORTH CAROLINA

STARKY'S CREEK BETWEEN
SR 1330/SR 1436 AND
SR 1330/SR 1439
LEFT LANE

	CALLEGE STREET, STREET				
REVISIONS					SHEET NO.
BY:	DATE:	NO.	BY:	DATE:	S-3
		3			TOTAL SHEETS
		4			46

DRAWN BY: W.D. CRUTCHER/GMP DATE: 3-03
CHECKED BY: D.A. GLADDEN DATE: 4-1-03