

NOTES

Excavate the road to H 15 S-12

For other design data and general notes see sheet 50

Shaded area at End Bent 1 exclusive of that requires for the footings to be excavated by the structure contractor See Special Provisions.

Work is not to be started on Bent 1 until the roadway section has been excavated by the roadway contractor.

Unclassified structure excavation for Bent 1 to be removed from the roadway cut.

Existing End Bent 1 to be removed completely by the structure contractor. The entire cost of this work to be included in the contract price but for moving Existing Span A.

For method of moving existing Span A to proposed location see Special Provisions.

Computed foundation load for End Bent 1 equals 12 tons per sq. ft. and Bent 1 equals 26 tons per sq. ft.

Height of 11.74' to be maintained during construction of the structure.

Traffic on NC 149 & NC 150 to be detoured during construction of the structure.

For painting of existing structural steel and steel hardware, see Special Provisions.

For details of responsibilities in placing 6" Gas line, see Special Provisions.

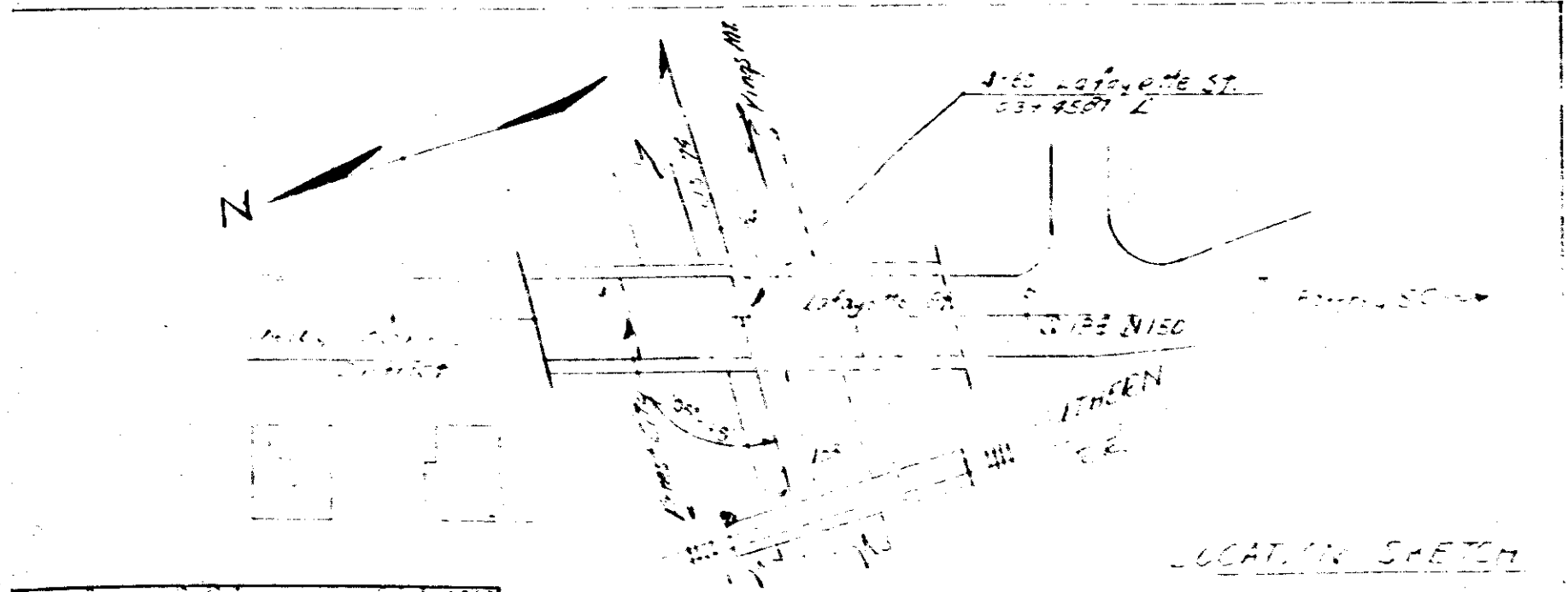
Full top on Bent 2 (Existing Bent 1) to be removed flush with top of cap. The extra cost of this work to be included in the contract price but for "Class A Concrete".

Bench Mark Nail in base of 36" Red Oak 148' LT. Station 1031+40 Elev. 1136.36

NOTE: 3" I.D. PIPES PLACED IN NEW & EXISTING SPANS (1100' SLAB) UNDER C.O. # 4.

Reel # 790
Pos # 1

NOTE: THIS STRUCTURE BUILT ACCORDING TO PLANS EXCEPT AS NOTED.
DRAWN BY: J.L. Nichols
CHKD BY: E.S. EDG



ITEM	QUANTITY	UNIT PRICE	TOTAL
Concrete	100	55.00	5500
Steel	100	66.88	6688
Exc. Bent #1	100	50.02	5002
Exc. Bent #2	100	50.57	5057
TOTAL	1100	55.00	60500

PROJECT NO. 8,18246

#32 CLEVELAND COUNTY

STATION: 1031+57.42 - 4785

(EXTENSION)

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

GENERAL DRAWING FOR PROPOSED EXTENSION

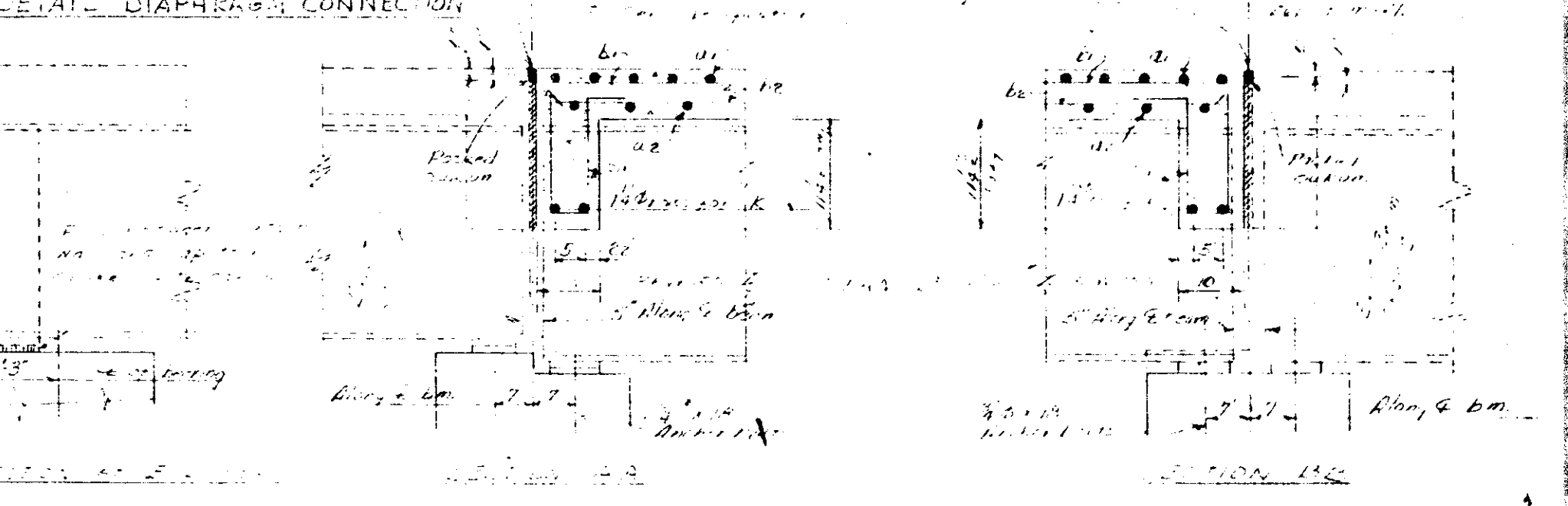
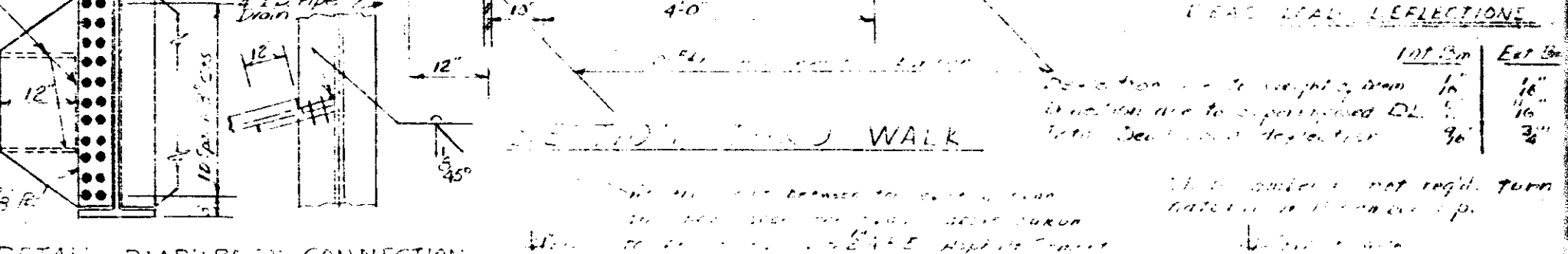
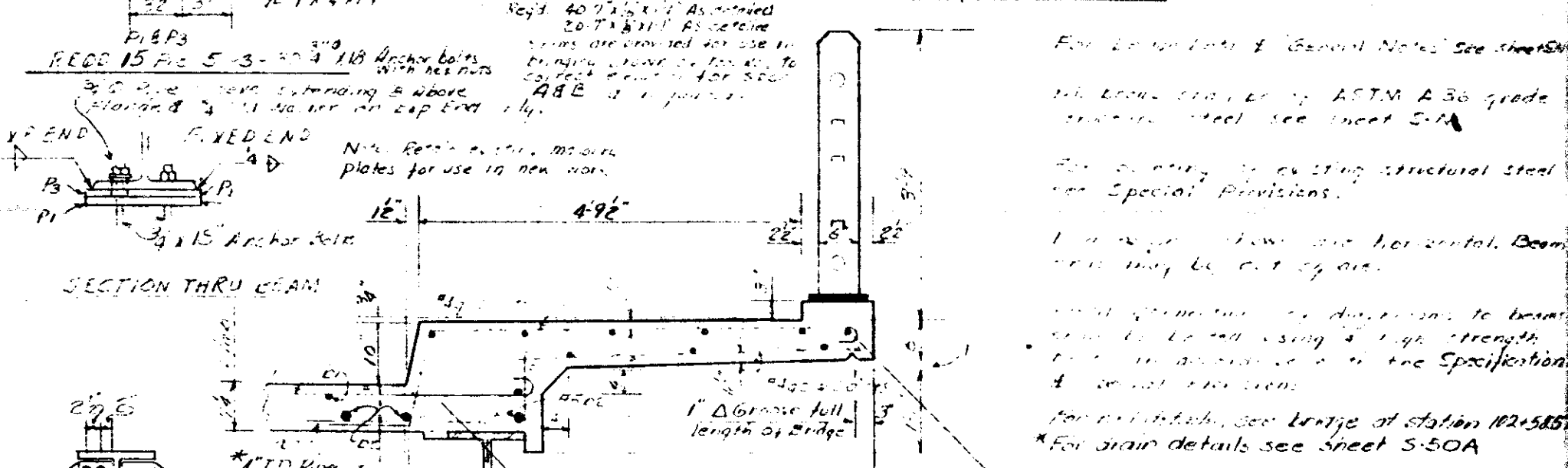
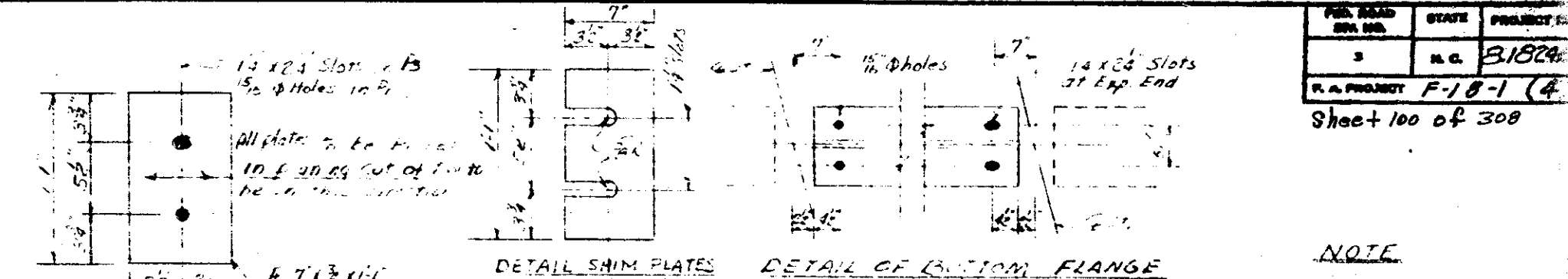
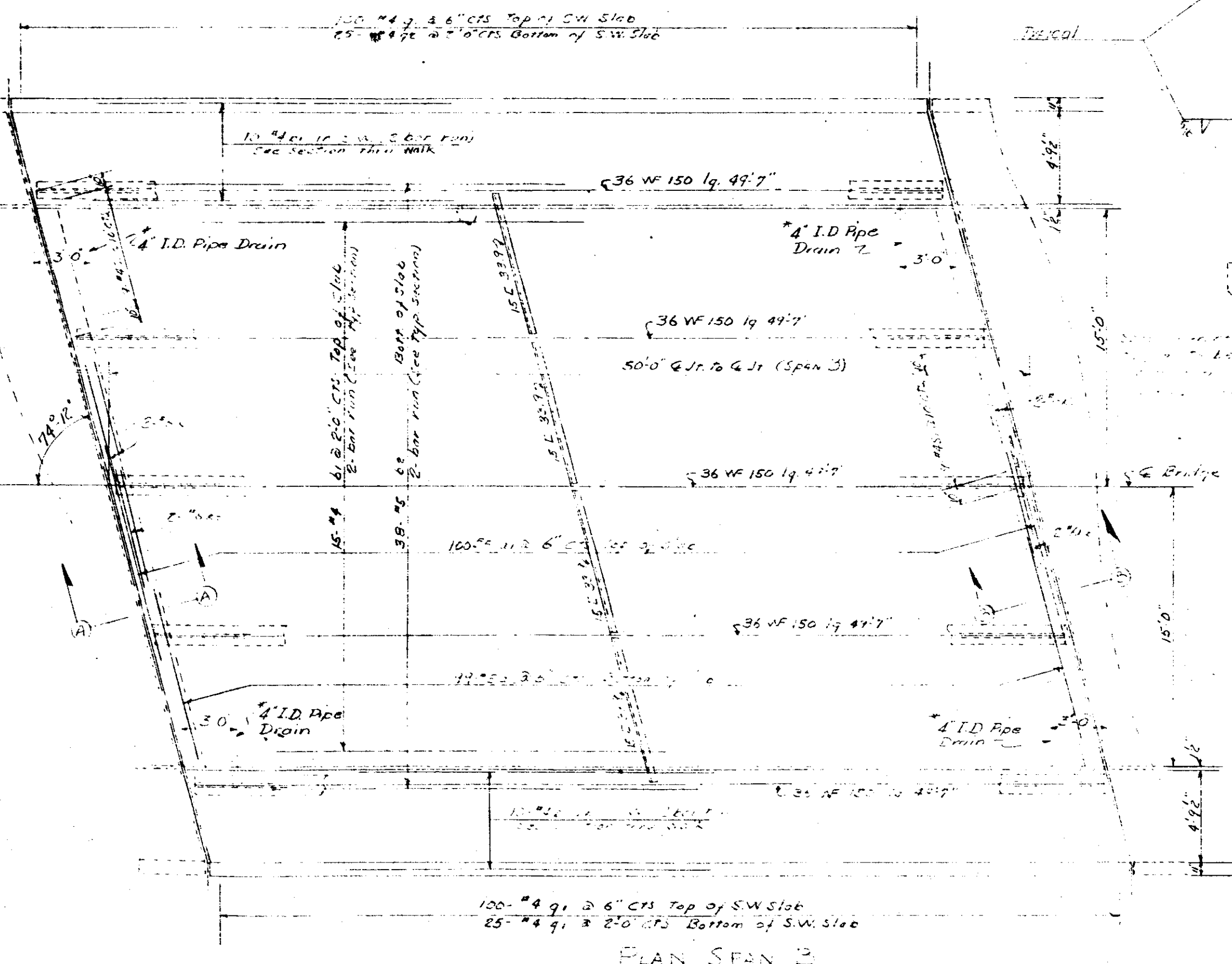
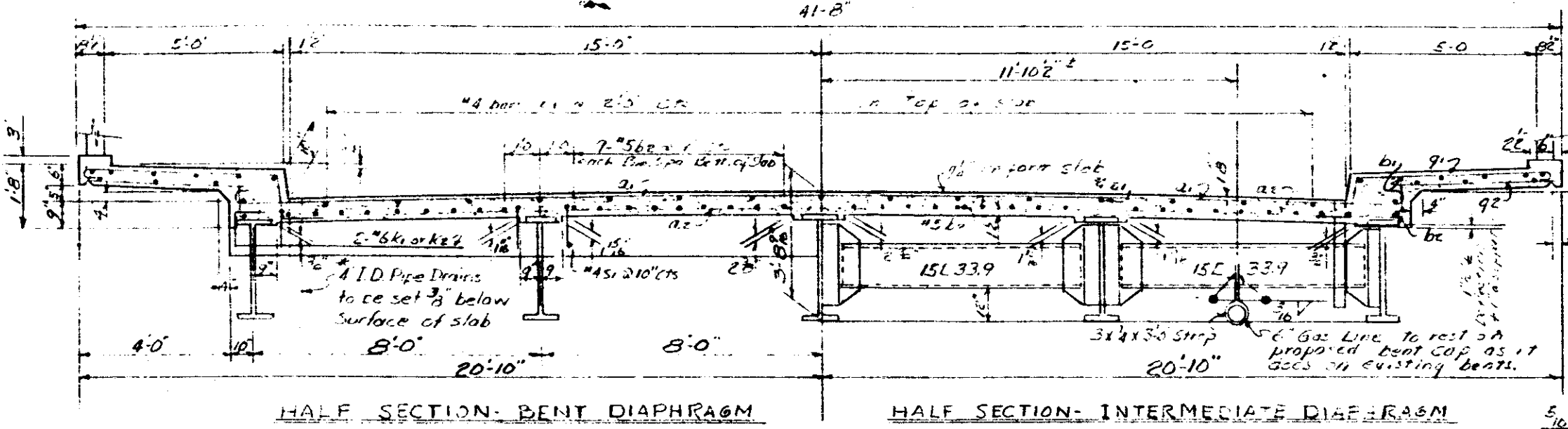
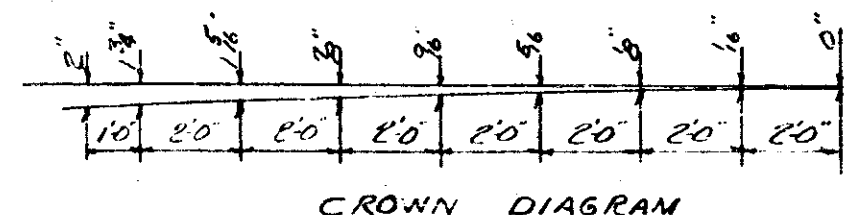
574 00 LAFAYETTE ST.

DATE: 1958

APPROVED BY: *J.L. Nichols*
ASSISTANT CHIEF ENGINEER - BRIDGE

DATE: 1/1/58

549



Rev #1 Revised to add 4" I.D. Pipe drains, by W.R. ✓ by A.L.B. 11-22-63

PROJECT No. 318246
CLEVELAND COUNTY
STATION 10+45.57 L

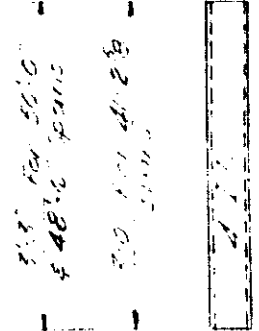
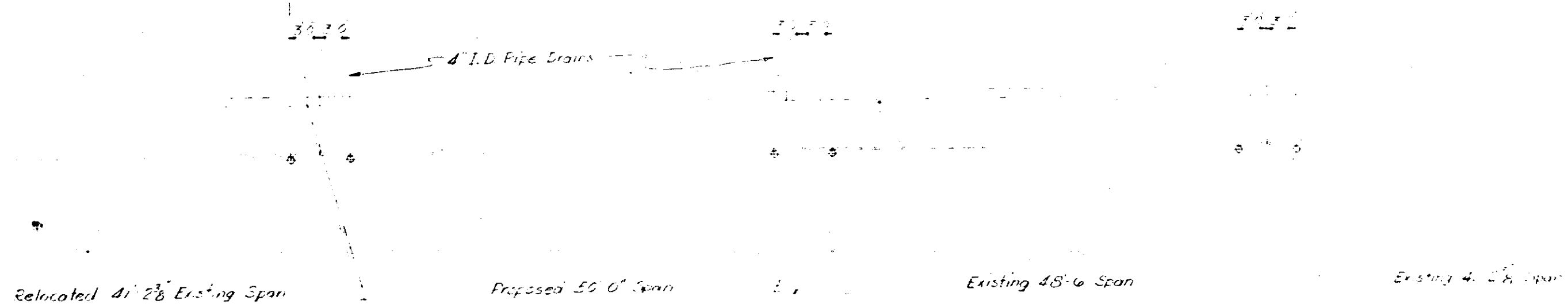
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RAILROAD
SUPERSTRUCTURE
SPAN B
TYPICAL SECTION, PLAN & STRUCTURAL STEEL
MAY

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
21	100	#5	1	357	2211
22	47	#5	2	311	1226
61	70	#4	37	256	1128
62	76	#5	37	259	2641
41	100	#4	3	372	1411
42	50	#4	37	47	151
43	4	#6	4	188	112
44	4	#6	4	216	121
51	72	#4	5	311	1226

Close A coil 64 575
Reopening Steel 185 122
Structural Steel 185 122
Metal 201 201

DRAWN BY James N Palmer DATE 10/18/62
CHECKED BY [Signature] DATE 11/22/63

Drill holes in existing slab for 4" I.D. Pipe drains and grout into place



Note: Drains to be Standard weight galvanized steel pipe. Paint with two field coats of aluminum paint. Tops of floor drains to be set $\frac{3}{8}$ below surface of slab.

DRAIN DETAIL

Required: 4 @ 3'-3"
Required: 4 @ 3'-0"
Weight of pipe drains 410 lbs.

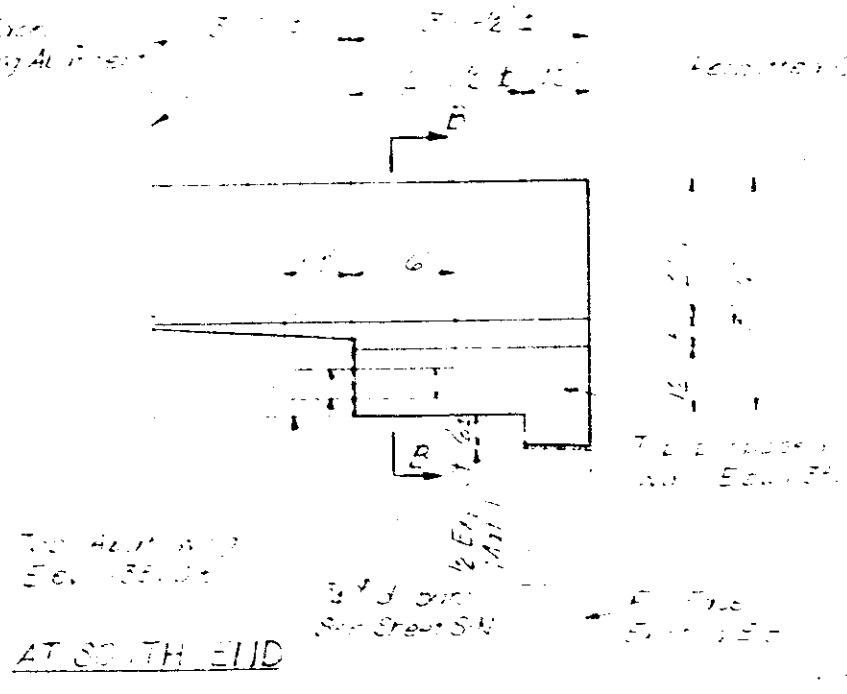
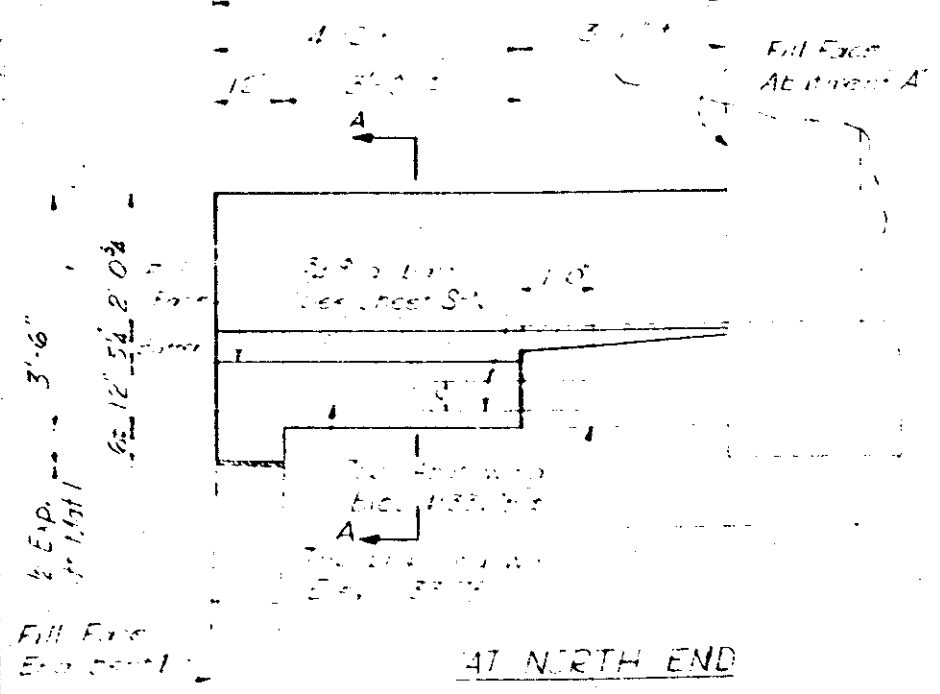
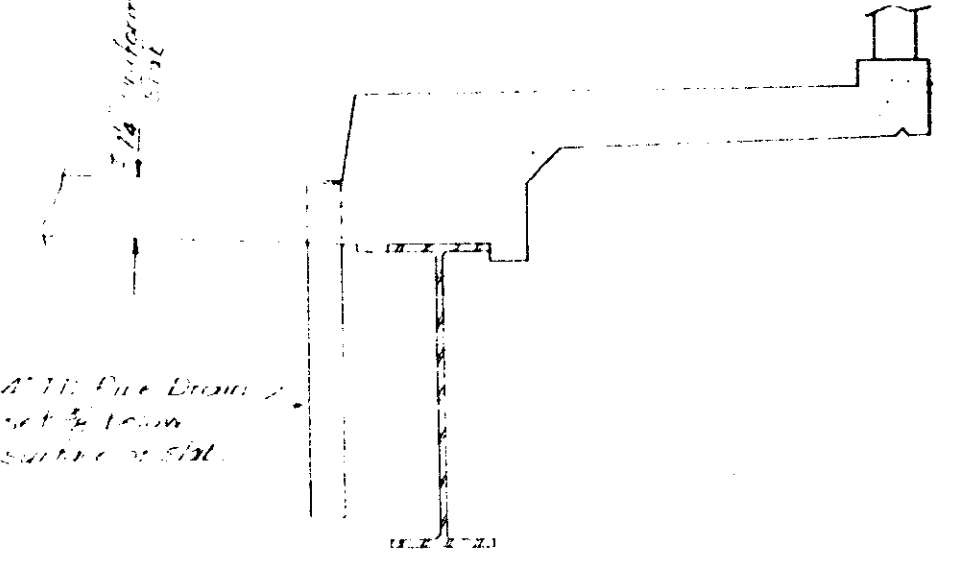
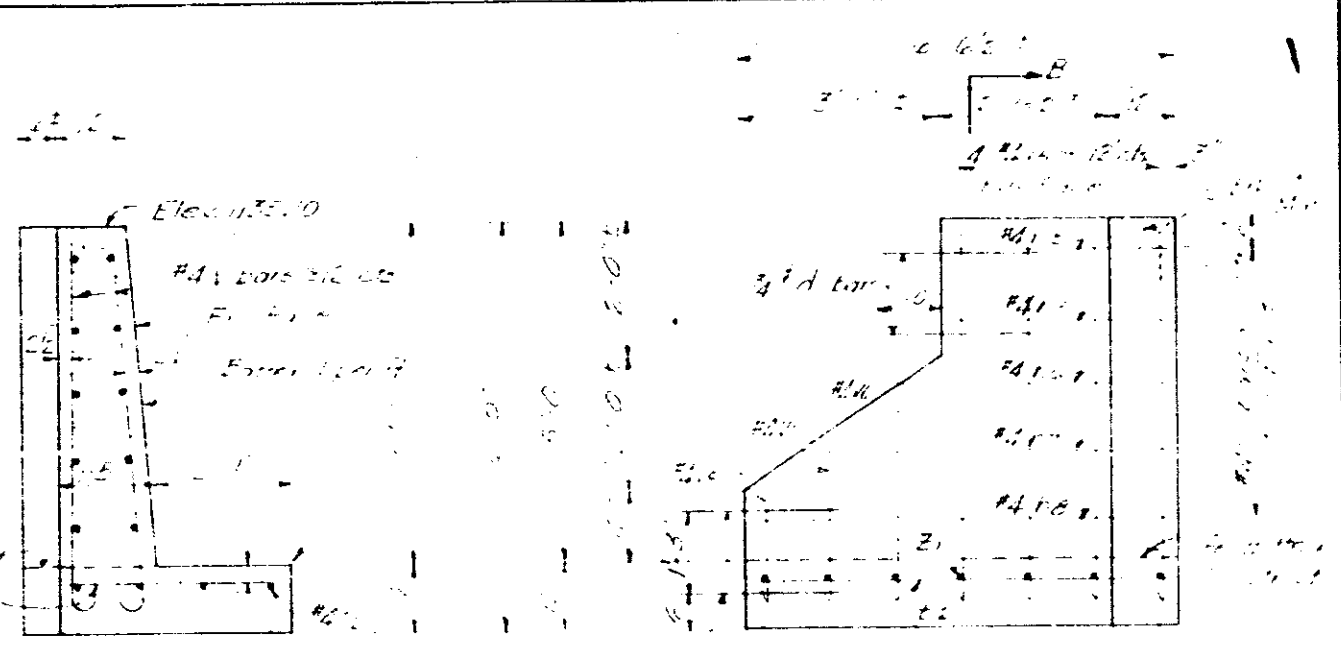
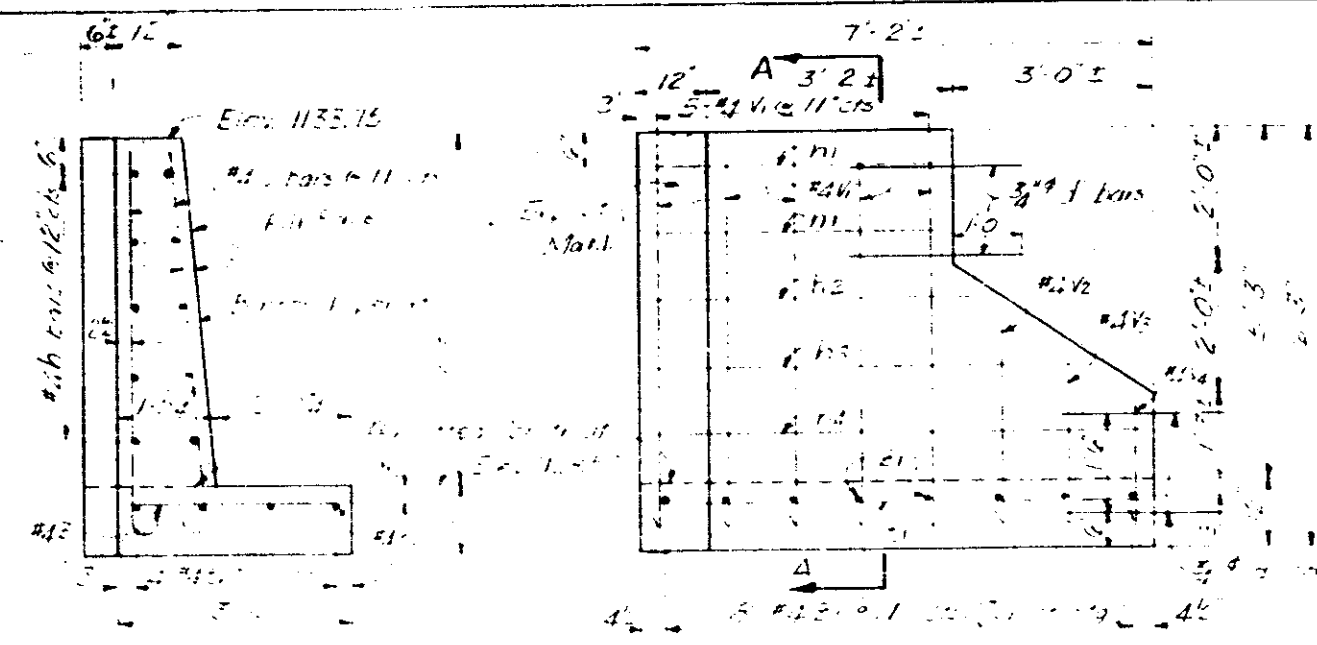
Break hole in existing slab for placement of 4" I.D. Pipe Drains and grout into place

PLAN STATION 103+45.87 L

Note:
For placement of drains in existing spans break holes in existing slab and grout drains into place to show surface of slab. Drains may be spot welded to exposed reinforcing steel.

NOTE

For placement of drains in existing spans break holes in existing slab and grout drains into place to show surface of slab. Drains may be spot welded to exposed reinforcing steel.



Bar No.	Location	Dim. A	Length	Weight	Bar No.	Location	Dim. A	Length	Weight
1	Top Deck	3'-0"	10'	1.0	1	Top Deck	3'-0"	10'	1.0
2	Top Deck	3'-0"	10'	1.0	2	Top Deck	3'-0"	10'	1.0
3	Top Deck	3'-0"	10'	1.0	3	Top Deck	3'-0"	10'	1.0
4	Top Deck	3'-0"	10'	1.0	4	Top Deck	3'-0"	10'	1.0
5	Top Deck	3'-0"	10'	1.0	5	Top Deck	3'-0"	10'	1.0
6	Top Deck	3'-0"	10'	1.0	6	Top Deck	3'-0"	10'	1.0
7	Top Deck	3'-0"	10'	1.0	7	Top Deck	3'-0"	10'	1.0
8	Top Deck	3'-0"	10'	1.0	8	Top Deck	3'-0"	10'	1.0
9	Top Deck	3'-0"	10'	1.0	9	Top Deck	3'-0"	10'	1.0
10	Top Deck	3'-0"	10'	1.0	10	Top Deck	3'-0"	10'	1.0
11	Top Deck	3'-0"	10'	1.0	11	Top Deck	3'-0"	10'	1.0
12	Top Deck	3'-0"	10'	1.0	12	Top Deck	3'-0"	10'	1.0
13	Top Deck	3'-0"	10'	1.0	13	Top Deck	3'-0"	10'	1.0
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PROJECT NO. 818246
CLEVELAND COUNTY
STATION: 103+45.87 L
102+58.57 L
102+29.42 L

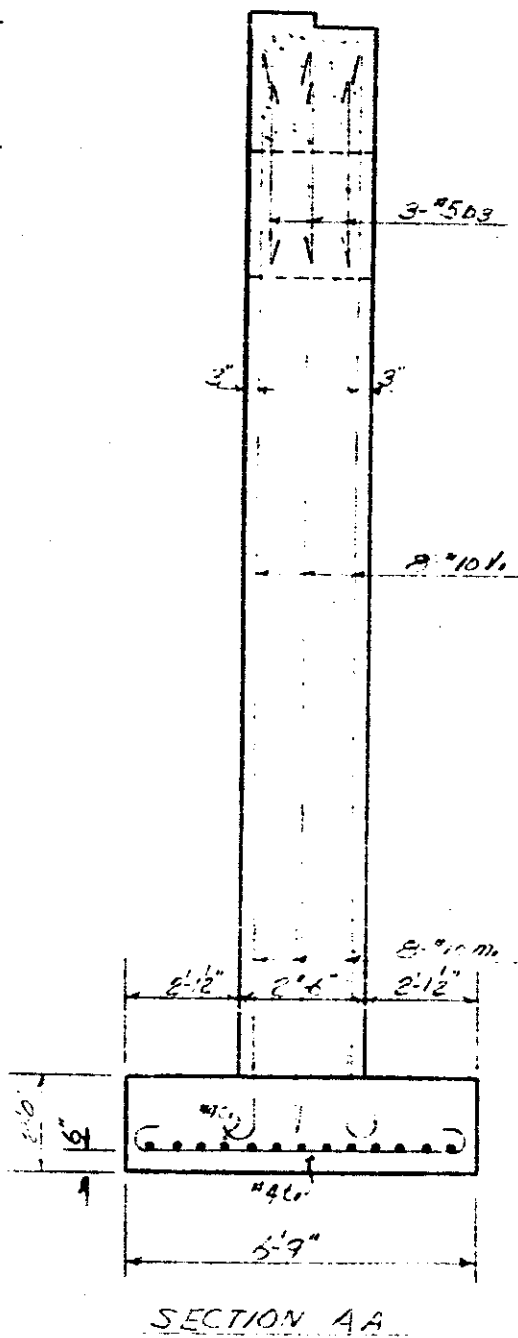
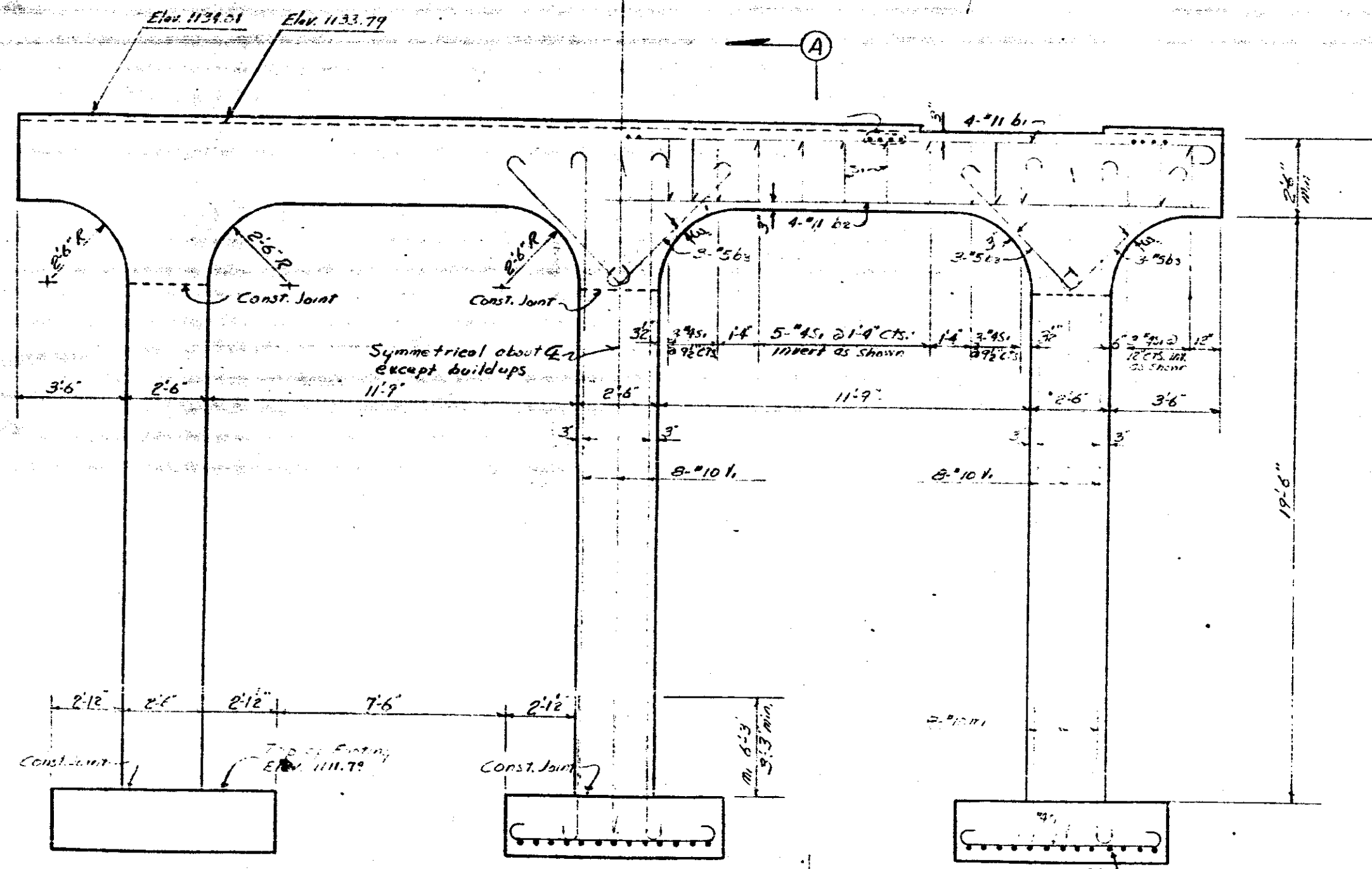
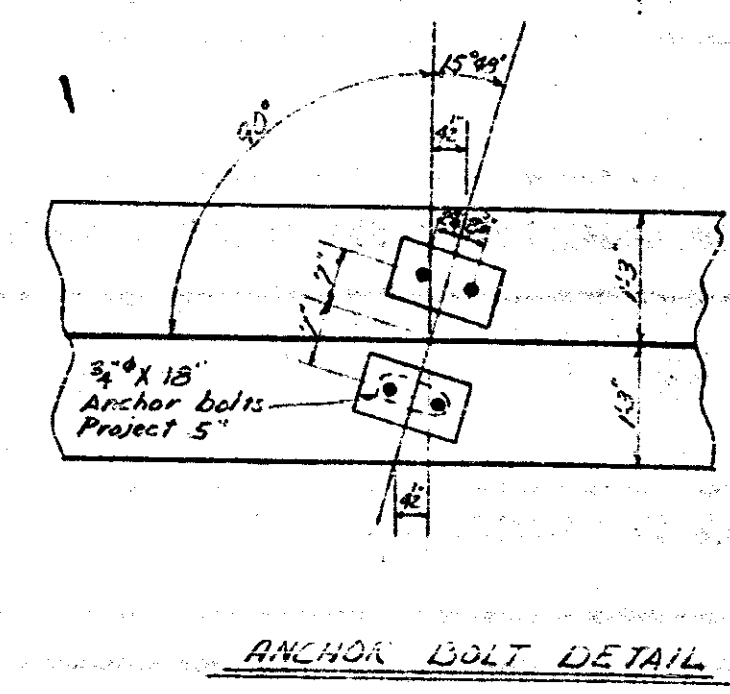
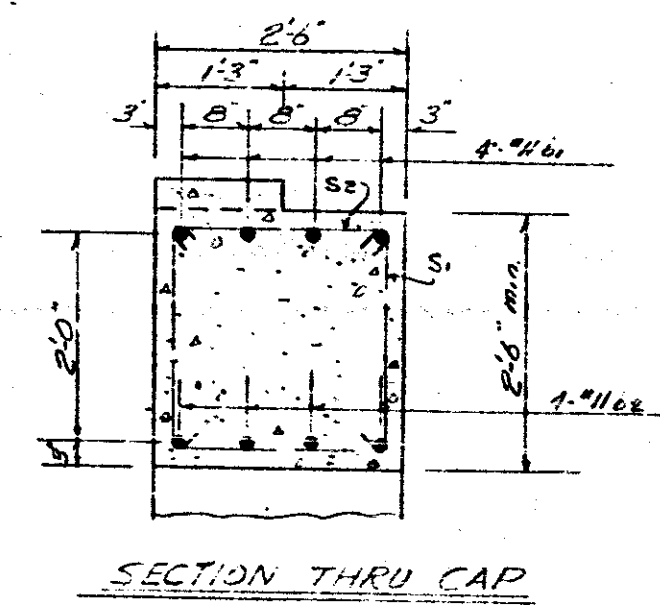
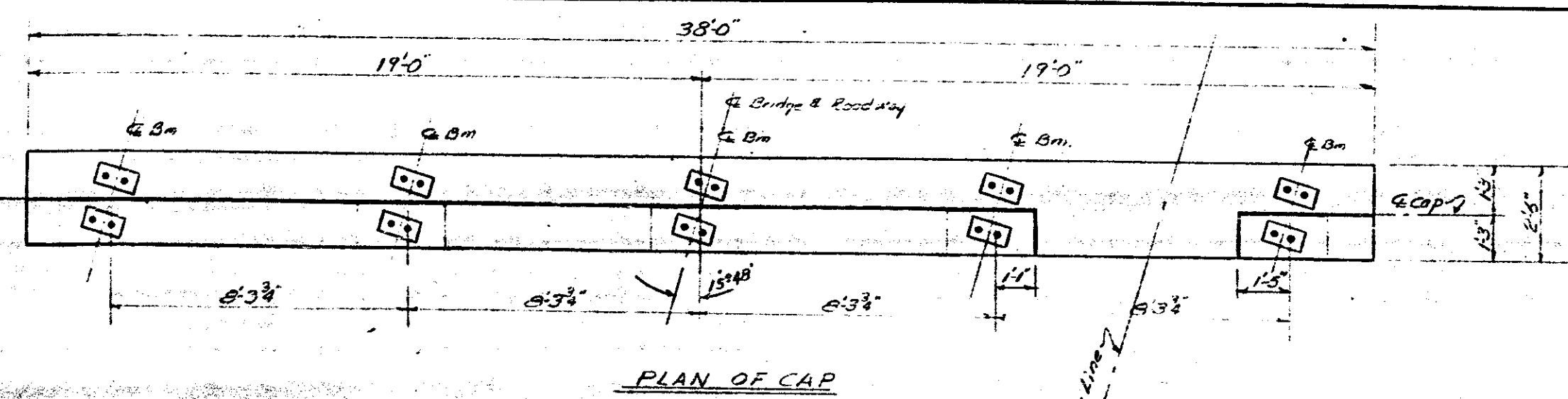
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STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH
FLOOR DRAIN LAYOUT & DETAILS
FOR BRIDGE STA. 103+45.87 L
DETAILING VALUES & DETAILS FOR
BRIDGE STA. 102+58.57 L
& STA. 102+29.42 L

NOV 1962
SHEET NO. 54
TOTAL SHEETS: 54

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CHECKED BY: [Signature] DATE: [Date]

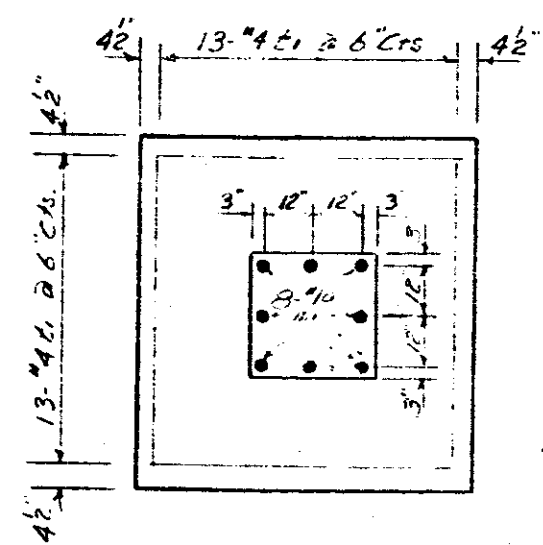
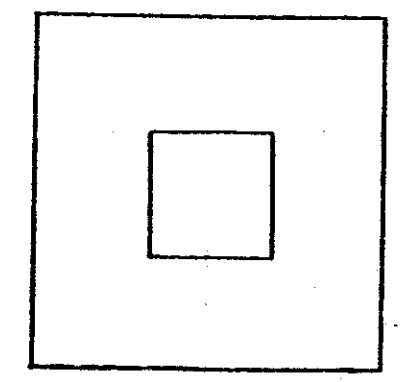
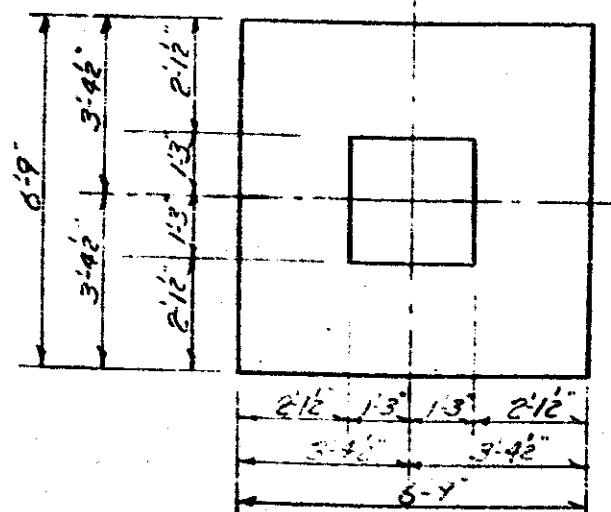
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BAR TYPES			
hk	①	hk	
1'7"	37'6"	b1	1'9"
7"	5'3"	b2	7"
6"	6'3"	u1	6"
hk	②	v1	
1'5"	21'6"	m1	
1'5"	7'6"		
③	4'2" hts	④	4'2" hts
2'2"		2'2"	

All bar dimensions are out to out

BILL OF MATERIAL					
BENT NO. 1					
BAR	NO	SIZE	TYPE	LENGTH	WEIGHT
b1	4	#11	1	408'	844
b2	4	#8	SPR	376'	77
b3	10	#5	1	65'	18
v1	24	#10	2	224'	276
m1	24	#10	2	84'	92
s1	20	#4	3	73'	136
s2	20	#4	4	211'	39
u1	70	#4	1	73'	37
				Class A Concrete	CY. 33.6
				Reinforcing Steel	Lbs. 5622
				Concrete SPR. EXCAVATION	CY. 45



PLAN OF FOOTING

Computed foundation pressure equals
 22 tons per sq. ft.
 Build-ups on Bent 2 (Existing Bent 1) to be removed flush with top of cap. The entire cost of this work to be included in the unit contract price bid for Class A Concrete.

PROJECT No. 818246
CLEVELAND COUNTY
STATION 103+45.87-2

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
 SUBSTRUCTURE
 BENT 1
 MAY 1962

DRAWN BY: James N. Palmer
 CHECKED BY: [Signature]
 DATE: July 15, 1962

FED. ROAD DIST. NO.	STATE	STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
14	N.C.	8233		1	8
F.A. Proj. U-150 (4)					

INDEX OF SHEETS

Sheet No. 1. Title Page

" " 2. Estimate of Quantities

" " 3. Typical Cross Section of Improvement

" " 3R8 Standard # 303 Detail of Metal Funnel

" " 3R5 Standard # 300 Slopes Drainage Etc.

" " 3S0 Standard # 311 Paved Shoulder Gutter

" " 4-5 Plans and Profile

" " 6-8 Cross-sections

" " 51-518 Structures

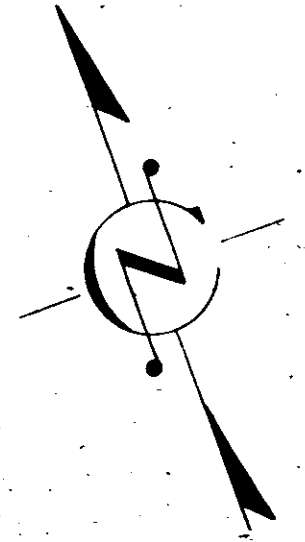
STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
CLEVELAND COUNTY

Grading for Underpasses under Morgan Street, Southern Rail Road and Lafayette Street in Shelby, N. C. Beginning at Sta. 101+75-101+75 of old State Proj. 8231 and old F.A. Proj. U-150 (2) and Running thence in a general South Easterly direction to Sta. 105+25-105+25 of old State Proj. 8231 and old F.A. Proj. U-150 (3).

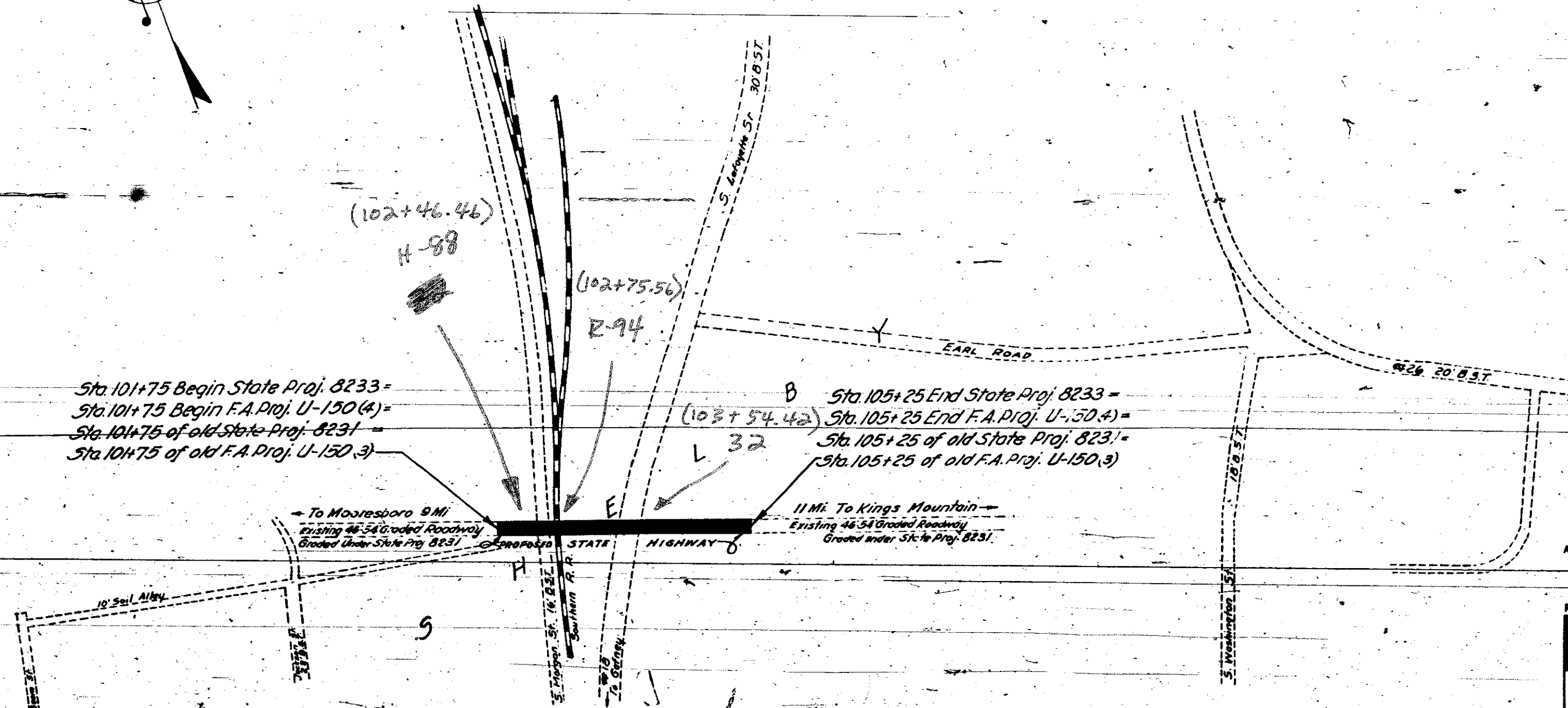
CONVENTIONAL SIGNS

County Line	.....
Township Line	.....
City or Town Line	.....
Right of Way Line	.....
Survey Line	.....
Property Line	.....
Wire Fence	.....
Board Fence	.....
Present Traveled Road	.....
Railroad	.....
Grade Elevation	DATUM
Ground Elevation	DATUM
Pipe Culvert	
Box Culvert	
Woods	
Telephone or Telegraph Pole	
Tower Pole and Line	
Power Pole	

SHIPPING POINT
 SHELBY, N.C.



SCALES
 Plan 1"=100'
 Profile 1"=100' (Hor.)
 Profile 1"=10' (Ver.)



Sta. 101+75 Begin State Proj. 8233 =
 Sta. 101+75 Begin F.A. Proj. U-150 (4) =
 Sta. 101+75 of old State Proj. 8231 =
 Sta. 101+75 of old F.A. Proj. U-150 (3)

Sta. 105+25 End State Proj. 8233 =
 Sta. 105+25 End F.A. Proj. U-150 (4) =
 Sta. 105+25 of old State Proj. 8231 =
 Sta. 105+25 of old F.A. Proj. U-150 (3)

To Mooresboro 9 Mi.
 Existing 46' 54" Graded Roadway
 Graded Under State Proj. 8231

11 Mi. To Kings Mountain
 Existing 46' 54" Graded Roadway
 Graded Under State Proj. 8231

LAYOUT
 Scale 1"=100'
 Length Roadway F.A. Proj. U-150 (4) = 0.066 Mi.

Prepared in Office of
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 RALEIGH, N. C.

Surveyed by: Austin Thompson
 Plans Prepared by: D.S. Allen
 Date: 10-27-1949

7946
 State Standard Specifications,
 Approved by Bureau Control,
 July 11 1947

NOTE: Right of Way on this project is 150 feet wide.

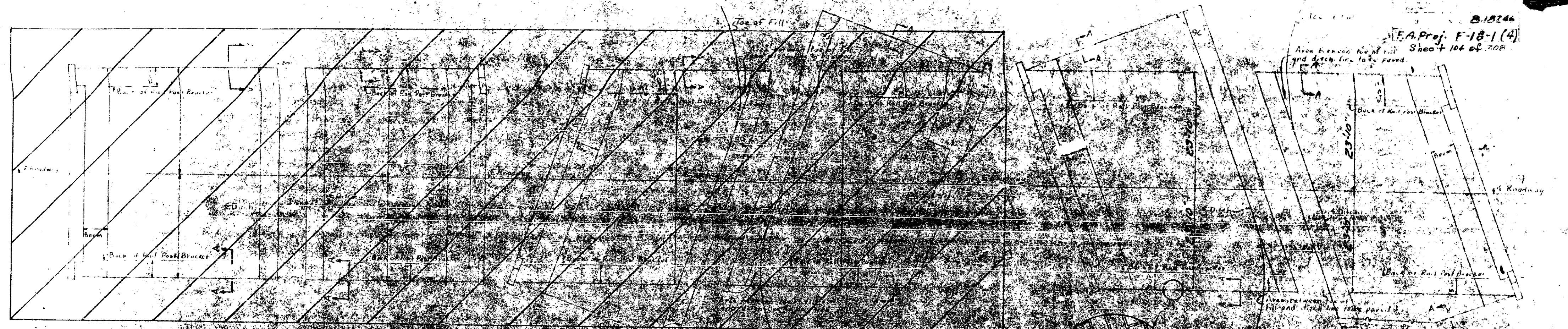
APPROVED:

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

APPROVED DATE

DIVISION ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY



PLAN

NOTE A

If shoulder sand drains are to be constructed under the roadway grading contract, the concrete slope protection shall be constructed in accordance with Detail ① after the drains have been constructed. If shoulder sand drains are to be constructed under the roadway paving contract, the concrete slope protection shall be constructed in accordance with Detail ②. The area of slope protection shown has been computed on basis of a 12:1 slope. When fill catches in ditch, the contractor shall be responsible for the extra quantity of concrete as measured by the measurements.

SECTION ALONG C ROADWAY

WHEN DITCH IS NOT PROVIDED

SECTION ALONG C ROADWAY

WHEN DITCH IS NOT PROVIDED

SECTION AA

SECTION ALONG C ROADWAY

WHEN DITCH IS NOT PROVIDED

SECTION ALONG C ROADWAY

WHEN DITCH IS NOT PROVIDED

PLAN WHERE CONCRETE OR CONCRETE BLOCK SLOPE PROTECTION MUST BE PLACED AROUND A BENT COLUMN.

POURING DETAIL

Form to be normal to End Bars. Cast in 4" Strips. Finish top of concrete with a curved portion.

SECTION SHOWING CATCH BERM BETWEEN FILL SLOPE AND CUT SLOPE

WHEN DITCH IS NOT PROVIDED

SECTION SHOWING SLOPE WHEN TOE OF FILL IS BACK OF DITCH LINE

WHEN DITCH IS NOT PROVIDED

DETAILS FOR ALTERNATE A

Wire mesh shall be 30 x 30 mesh. Concrete shall be 4" minimum. Slope shall be 12:1. Form shall be normal to end bars. Cast in 4" strips. Finish top of concrete with a curved portion.

* Slope protection at End Bent 2 to be placed on approximate existing slope.

DETAILS FOR ALTERNATE B

Form to be normal to end bars. Cast in 4" strips. Finish top of concrete with a curved portion.

ALTERNATE B
 Concrete blocks shall be 4" thick and 12" high. They shall be laid in a staggered pattern. The joints shall be filled with concrete. The blocks shall be laid on a 4" concrete base. The slope shall be 12:1. The blocks shall be laid on a 4" concrete base. The slope shall be 12:1.

ALTERNATE B
 Concrete blocks shall be 4" thick and 12" high. They shall be laid in a staggered pattern. The joints shall be filled with concrete. The blocks shall be laid on a 4" concrete base. The slope shall be 12:1. The blocks shall be laid on a 4" concrete base. The slope shall be 12:1.

PROJECT NO. 8.18246
 CLEVELAND COUNTY
 STATION: 103+45.87

PRIDGE	103+45.87	1120	286	287
Wire Mesh	4" x 4"	4" x 4"	4" x 4"	4" x 4"
Concrete	4" min.	4" min.	4" min.	4" min.
Area	1120	286	287	166.87

STATE OF OHIO
 STATE HIGHWAY COMMISSION
 STANDARD
 SLOPE PROTECTION PAVING
 DETAILS
 SEPTEMBER, 1958

James H. Palmer
 28 Aug 62
 AT 1265

Rev 1 to show units ① & ② and note to include slope protection
 Rev 2 to add call out Bent Column 42B 3-8-60

DESIGN DATA:

Table with 2 columns: Item and Specification. Includes items like Specifications (A.S.T.M. (1961)), Live Load (A.S.T.M. A36), Impact Allowance (A.S.T.M. A36), Stress in Extreme Fiber of Structural Steel (A.S.T.M. A7 or A37), etc.

MATERIAL AND WORKMANSHIP:

Except as may otherwise be specified on plans in the Special Provisions, all material and workmanship shall be in accordance with the 1959 Standard Specifications of the N.C. State Highway Commission.

CONCRETE:

All concrete shall be compacted by mechanical vibration.

SURFACE FINISH:

Concrete to be finished in accordance with the Specifications except as otherwise provided herein.

BONDING NEW CONCRETE TO OLD:

Where plans call for widening, extending, or otherwise requiring bonding new concrete to old concrete of the existing structure, the following shall apply: When an existing structure is to be widened, the portion of the existing structure which is to be removed shall be removed with top of slab or to a point at least 12" below the proposed subgrade elevation, and the remaining portion shall be removed in such a manner that the remaining portion of the new sidewalk will be bonded to the old concrete to old. Existing steel reinforcement shall be left in place to extend into the new concrete. Anchor bolts are called for below where indicated on plans concrete using power drills 1-1/2" dia. and 1-1/2" for 3/4" anchors, or hand drills 1-1/2" dia. and 1-1/2" for 3/4" anchors. American Expansion anchors or an approved equal shall be used. Holes, when indicated on the plans as for culvert extensions, shall be embedded at least 12" into the old concrete and grouted into place with 1:2 cement mortar. Connecting surfaces of the old concrete shall be roughened, cleaned of loose material, beveled and finished with 1:2 cement mortar immediately before pouring new concrete.

The entire cost of the above work, except details which are included in a bill of material including expansion joint material, shall be included in the unit contract price for Class "A" concrete.

CONSTRUCTION JOINTS:

No construction joints, other than those shown on plans, will be permitted. Curbs, slab and curtain walls for I-beam bridges; and curbs, slab, curtain walls and girders for deck girder bridges shall be poured in one continuous operation allowing no time for initial set to take place between them.

EXPANSION JOINT MATERIAL:

All expansion joint material shall be cork or bituminous fiber. When thickness of more than 1/2" is specified, two layers may be used to obtain the required thickness. Two-ply roofing felt shall be placed over all joints in the expansion joint material; the felt to be placed on the side of the joint adjacent to the pouring.

WATERSTOPS:

Waterstops shall be of an approved material which can be easily cut and joints effectively sealed in the field. When used in bridge decks, the material shall form a continuous waterstop across the slab, up the curbs and across the top of curbs or walls to the inside face of rail posts or rail bases. A continuous waterstop without splice shall be provided from curb to curb for all spans and for the full length of the material for spans with no skew. For skewed spans, the lapped and welded joint, shop or field fabricated, will be permitted in the waterstop at the bottom of the curb. Expansion joint material shall be placed in the joints below and above the waterstop in an approved manner, and the joint shall be kept free of concrete. The top of the joint shall be sealed with APS asphalt.

A waterstop made of a flexible polyvinyl chloride plastic is an acceptable material; however, other approved equivalents will be equally acceptable. The waterstop shall be provided with an approved circular center bulb, triangular or U shape,

or other means for providing expansion at its center. The material shall be available in the field by the use of a hot thin blade knife such as a putty knife. The flexible polyvinyl plastic shall have a net thickness of not less than 0.175" (-5%), a weight of not less than 0.75 (-5%) lbs. per sq. ft. for a 6" width, and a specific gravity of 1.25 to 1.40.

The entire cost of the waterstop, complete in place and accepted, shall be included in the unit contract prices for the several pay items as no separate payment will be made for same. See Specifications.

METHOD "A" WATERPROOFING:

Where Method "A" Waterproofing over joints is called for on plans, strips of waterproofing are to be 2'-0" wide and placed symmetrical about the joints.

DIMENSIONS SHOWN IN SECTIONS THROUGH I-BEAM AND PRESTRESSED CONCRETE GIRDER SPANS:

All dimensions which are given in section and are affected by dead load deflections are dimensions at center line of bearing unless otherwise noted on plans. Where blocks are shown over beams for building up to the slab, the vertical dimensions of the blocks shall be adjusted between bearing points to compensate for dead load deflections, vertical curve ordinate, and actual beam camber. Where bottom of slab is in line with bottom of top flanges, depth of slab between bearings shall be adjusted to compensate for dead load deflection, vertical curve ordinate, and actual beam camber.

ALLOWANCE FOR DEAD LOAD DEFLECTIONS AND SETTLEMENT:

Bridges shall be built on the grade or vertical curve shown on plans. Slabs and curbs shall conform to the grade or curve.

In setting forms for I-beam and prestressed concrete girder bridges, an allowance shall be made for dead load deflections in addition to the elevations shown. If deflections are not shown on plans, they will be furnished by the Assistant Chief Engineer - Bridges.

In setting falsework and forms for reinforced concrete spans, an allowance shall be made for dead load deflections, settlement of falsework, and permanent camber which shall be provided for in addition to the elevations shown. After removal of the falsework, the finished structure shall conform to the elevations shown plus the allowance for permanent camber specified by the Engineer.

REINFORCING STEEL:

All reinforcing steel shall be intermediate grade. All reinforcing steel, except #2 bars, shall be deformed bars. All dimensions relative to placement of reinforcing steel are to centers of bars. Dimensions on bar details are to centers of bars. No splices, other than those shown on plans, will be permitted. All reinforcing steel shall be securely held in correct position.

STRUCTURAL STEEL:

Structural steel shall meet all the requirements of the Specifications and shall be given one shop coat and one field coat of red lead and finally two field coats of aluminum paint.

The contractor's attention is called to the fact that, unless otherwise specified on the plans, rolled beams, cover plates, and channel shear connectors shall be of ASTM A36 grade structural steel and web plates and flange plates of welded built-up plate girders shall be of ASTM A36 grade structural steel. Unless otherwise specified on the plans, bearing plates, stiffeners, diaphragms, bracing and other parts may be of either ASTM A7, A36 or A373 grade structural steel.

All welding shall be in accordance with the latest revised A.W.S. Specifications for Welded Highway and Railway Bridges.

Where channel or stud shear connectors are used, the top of the top flange of beams, and the shear connectors shall not be painted.

CAMBER FOR STEEL BEAMS:

Steel beams may have a maximum variation of 1/4" from the camber specified on plans or from a straight line if no camber is specified.

FIELD CONNECTION OF DIAPHRAGM TO STEEL BEAM:

Unless otherwise specified on the plans, field connections of steel diaphragms to steel beams shall be bolted using 3/4" high strength bolts in accordance with the Specifications and Special Provisions.

STUD SHEAR CONNECTORS:

At the contractor's option, he may substitute 7/8" diameter studs for the 3/4" diameter studs specified on the plans. This substitution shall be made at the rate of 3-7/8" studs for 4-3/4" studs, and stud spacing changes shall be made as necessary to provide the same equivalent number of 7/8" studs along the beam as shown for 3/4" studs based on the ratio of 3-7/8" studs for 4-3/4" studs. Studs of the length specified on the plans must be provided.

ANCHOR BOLTS:

Anchor bolts used with steel bearing plates shall be of ASTM A307, Grade A, or A7, or ASTM A36 steel.

SHOP PLANS FOR STRUCTURAL STEEL:

Unless otherwise required by plans, shop plans for structural steel need not be submitted for approval but a sufficient number of sets of checked drawings shall be furnished for distribution. Attention is called to the fact that shop drawings will not be checked by the Commission and a thorough check should be made by the fabricator to assure correctness.

The above applies to bearing assemblies for R.C.D.G. and prestressed concrete girder spans except that no drawings will be required to be submitted. The entire cost of plates and bolts for R.C.D.G. shall be included in the unit price contract bid for Class "A" Concrete.

HANDRAILS AND POSTS:

Posts for concrete handrails shall be built normal to the grade of the curb, and the concrete rails and tops of posts shall be built parallel to the grade of the curb. Post brackets shall also be built normal to the grade of the curb with top and bottom of brackets parallel to grade of curb.

Metal standards and faces of the concrete end posts for the metal rail shall be set normal to the grade of the curb, unless otherwise shown on plans. The metal rail and tops of concrete posts used with aluminum rail shall be built parallel to the grade of the curb.

METAL RAILS:

Metal handrails shall be in accordance with the plans. Rails shall be of a uniform cross-section. Castings shall be of a uniform cross-section. Fine and other deformations resulting from casting or otherwise shall be removed in a manner so that a uniform coloring of the completed casting shall be obtained. Castings with discolorations or of non-uniform coloring will not be accepted. Certified mill reports are required for metal rails and posts.

The length of metal rail to be paid for shall be the development length measured from end to end of metal rail, excluding concrete posts, but without any deductions for spaces between rail sections. Payment shall be in accordance with the Specifications for metal railing and the item shall include all post castings and fittings, complete in place, as well as railings and fittings.

STEEL PILES:

Steel piles shall conform to the requirements for either ASTM A7 or A36 grade structural steel.

PAINTING STEEL PILES:

No painting will be required for steel piles used in and bents, under footings or other steel piles encased in concrete from the top to an elevation below water surface or ground line. The area of steel piles in water, not required to be painted, from the bottom of the cap to ground line, water surface, or concrete jacket, as the case may be, shall be given two coats of red lead and two coats of aluminum paint. All after the concrete caps have been cast. See Specifications.

WIRE MESH FOR JACKETS OR ENCASUREMENT AROUND STEEL PILES:

Where wire mesh around steel piles is called for on plans, it shall be of an approved type, 12 gauge with 4"x8" openings or 13 gauge with 4"x4" openings. No allowance will be made for wire mesh.

DRIVING PILES THROUGH FILL:

The contractor's attention is called to the fact that where plans require that piles be driven through the fill, he will not be permitted to drive the piles until the adjacent fill has been placed up to subgrade elevation.

In event the contractor completes all work which can be done prior to placing the fill adjacent to the end of the bridge and is delayed due to non-performance of this work, he shall have no claim against the Commission due to such delay, but no working time will be charged against him during the period it is necessary for him to suspend operations on this account.

EXCAVATION FOR PILES TO BE DRIVEN THROUGH FILL:

When the contractor is required on the plans to excavate through a fill before driving piles, he will be required to excavate completely through the fill. The use of an auger will be required unless otherwise permitted by the Engineer. The auger shall have a diameter not less than 2" or more than 6" greater than the diameter or square dimension of the pile. After driving the pile, the annular space around the pile shall be filled to the surface of the fill with dry sand or pea gravel.

The entire cost of both the excavating and backfilling shall be included in the unit contract price per linear foot for the type and size of pile involved as no additional allowance will be made for same.

EXCAVATION FOR BENT GAPS AND JACKETS AROUND PILES:

Excavation and backfill required for end bent caps and pile jackets will not be measured and paid for as a separate item. The entire cost of same to be included in the unit price for Class "A" Concrete.

EXCAVATION AND FOUNDATION DATA:

The information shown on plans pertaining to excavation and foundation data and all elevations of ground line and water surfaces given are believed to be correct and are furnished for the convenience of bidders, but the State Highway Commission assumes no responsibility for, nor guarantees as correct, any of the information given. See Specifications.

EXCAVATION FOR CULVERTS:

Except for arch culverts and box culverts where floor slab is omitted, no separate measurement or payment will be made either for unclassified structure excavation or for unclassified channel excavation for culverts. The entire cost of same including all work related to these items as described in Section 24 of the Specifications, shall be included in the unit contract price for Class "A" Concrete.

SPECIAL NOTES:

Generally, in case of discrepancy, this standard sheet of notes shall govern over the Specifications, but the remainder of the plans shall govern over notes hereon, and Special Provisions shall govern over all. See Specifications, Section 5.4.

This sheet applies only to projects advertised after April 1, 1961.

CHANGERS:

Unless otherwise noted on the plans, all proposed changes in culverts and other structures shall be shown on the plans in accordance with the following conditions: The corners of all changes shall be rounded with a 1/4" radius. Corners of all changes shall be rounded with a 1/4" radius. Corners of all changes shall be rounded with a 1/4" radius. Corners of all changes shall be rounded with a 1/4" radius.

EXPANSION JOINTS:

Expansion joints shall be in accordance with the Specifications. Expansion joints shall be in accordance with the Specifications. Expansion joints shall be in accordance with the Specifications. Expansion joints shall be in accordance with the Specifications.

STATE OF NORTH CAROLINA STATE HIGHWAY COMMISSION RALEIGH STANDARD NOTES FOR STRUCTURES

SUBMITTED BY: ASSISTANT CHIEF ENGINEER - BRIDGES APPROVED BY: CHIEF ENGINEER DATE: 5/1

FED. ROAD DIST. NO.	STATE	STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
14	N.C.	8.18246		2	30

F.A. Proj. F-18-1(4)
FINAL ESTIMATE

8.18246

INDEX OF SHEETS

Sheet No. 1. Title Page

" 2-2C Typical Cross Section of Improvement

" 3-1A Estimate of Quantities

" 3B Details showing Std. Slopes, Drainage & R/W Markers (3RS-300)

" 3C Details of Std. Curb & Gutter etc. (3RJ-301A)

" 3D Details of Std. Brick Catch Basins-Median (3BCB-305B)

" 3E Details of Std. Brick Catch Basins-Curb & Gutter (3BCB-300A)

" 3F Details of Std. Conc. Junction Boxes (3JB-320R)

" 3G Details of Std. Prop. Inlet (3RP1-200)

" 3H Details of Std. Manhole Cover Frame (3RMH-310)

" 3I Detail Showing Treatment of Shoulders adjacent to Bridge-Metal Funnel (3RB-302)

" 3J Details of Super-elevation Roll-Over (3SRO-1)

" 3K Details of Std. Beam-Type Guard Rail (3BTGR-373A)

" 3L Std. Detail Section for Street & Priveways Turnouts (Std. #354)

" 3M Details of Brick Junction Box

" 3N Details of Brick Endwalls

" 3O Details of Concrete Endwalls

" 3P Details of Guard Rail Placement at Bridge Approach

" 3Q Detail of Guard Rail Placement at Grade Point

" 3R Detail of Std. Frontage Rd. Conn. (360A)

" 3V Details of Special Conc. Junction Box at Sta. 43+80

" 3W Profile & Grades Y, YA, YB Rev. of Ser. Rd. Rt. Sta. 0+00 to Sta. 22+00

" 3X Detail of Intersection Sta. 0+00 to Sta. 15+00

" 3Y Detail of Intersection Sta. 15+00 to Sta. 30+00

" 3Z General Notes

" 4-27 Plan and Profile

" 28 Summary of Earthwork

" 29-31 Cross Sections

" S-1 thru S-5 Structures

" SN General Notes (Structures)

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
CLEVELAND COUNTY

Beg. at Sta. 1+2765, a point on U.S. 74 approx. 1483 feet West of Washburn Switch Road; thence running along U.S. 74 in an Eastward direction to beginning of dual lane highway, Sta. 122+00 End of Project.

This contract includes grading, drainage, surfacing and structures.

CONVENTIONAL SIGNS

County Line

Township Line

City or Town Line

Right of Way Line

Survey Line

Property or Exist. Right of Way Line

Fence

Proposed Road

Existing Road

Railroad

Control of Access Line

Slope Stake Line

Bridge

Calvert

Woods

Telephone or Telegraph Pole

Tower Pole and Line

Power Pole

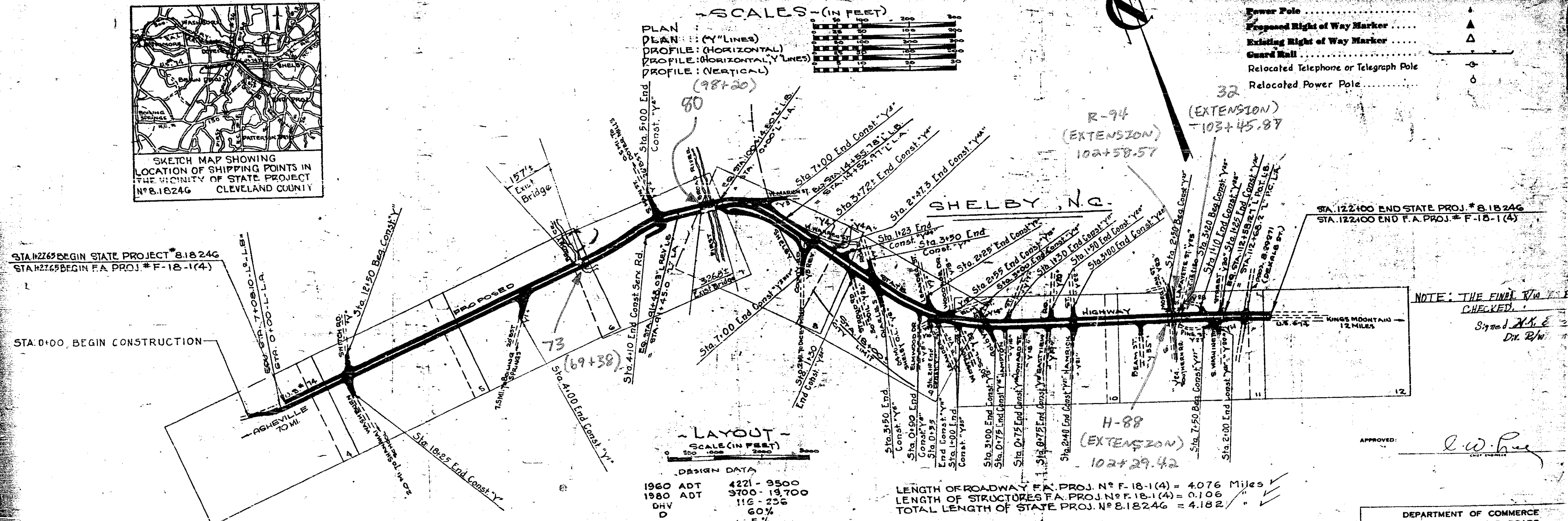
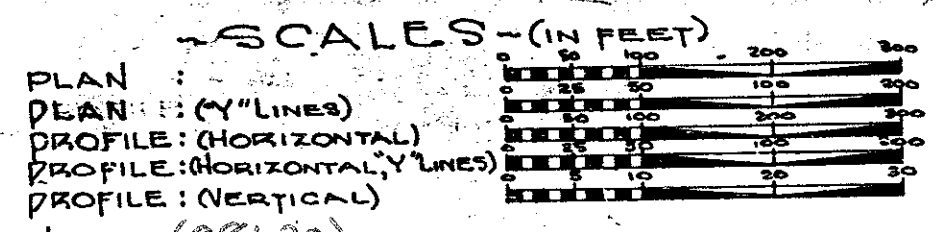
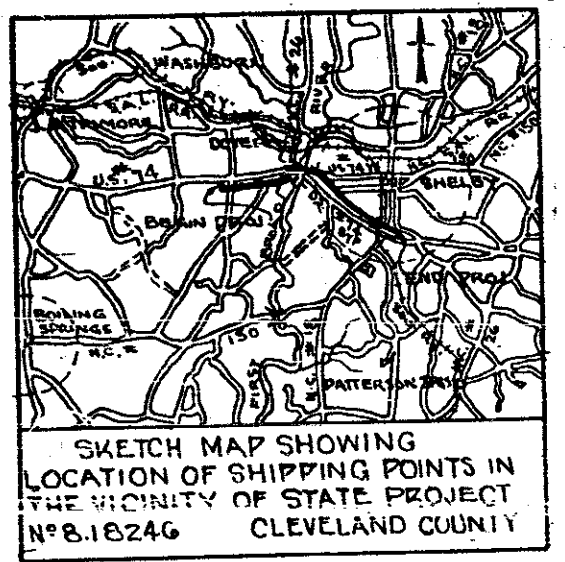
Proposed Right of Way Marker

Existing Right of Way Marker

Guard Rail

Relocated Telephone or Telegraph Pole

Relocated Power Pole



NOTE: THE FINAL R/W HAS BEEN CHECKED.
Signed: J.M.E.
Div. R/W

APPROVED: *E.W. Price*
DIVISION ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: *J.J. Wilkes*
DIVISION ENGINEER

Prepared in Office of
STATE HIGHWAY COMMISSION
RALEIGH, N. C.

Right-of-Way on this project is:
164' wide Sta. 1+2765 to Sta. 98+75+
Variable " 98+75+ to " 100+14.80
" 0+00 to " 22+00+
150' wide " 22+00+ to " 122+00