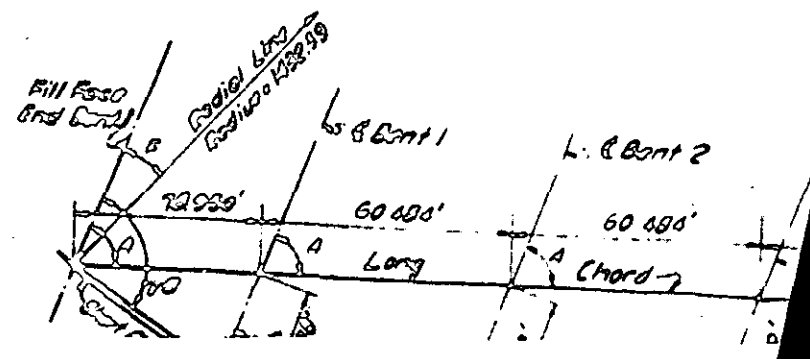
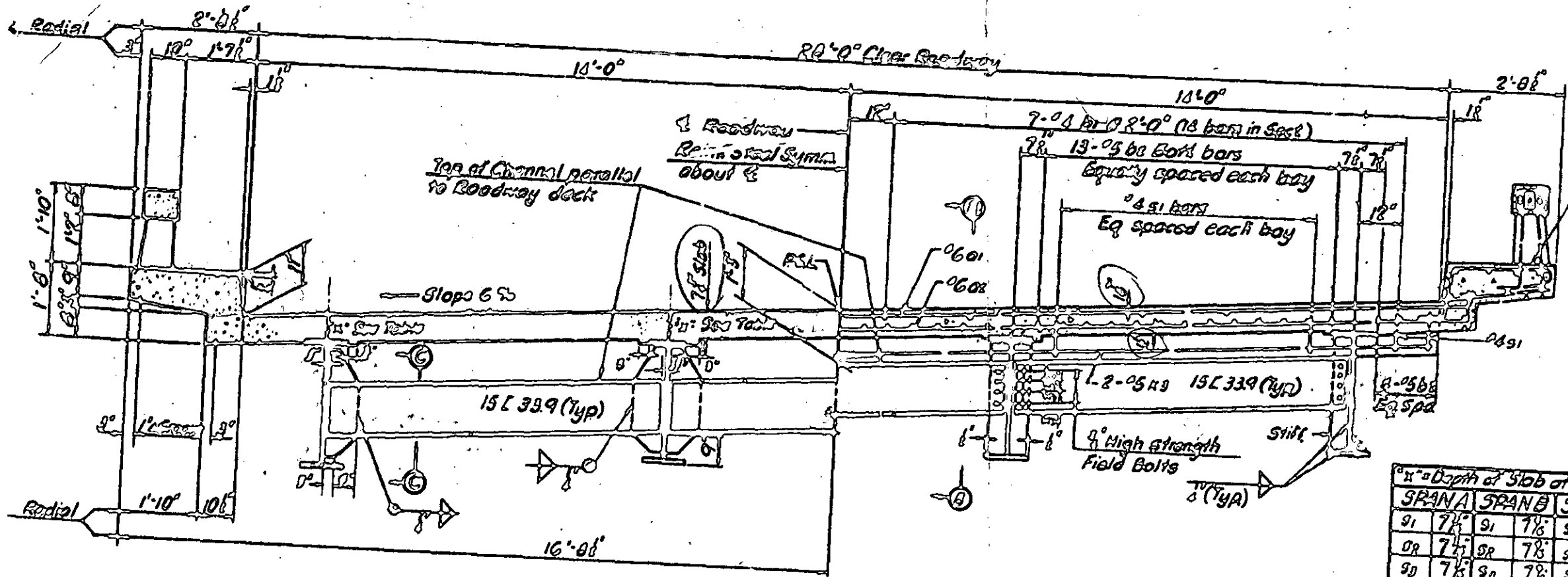


PLAN

1. Elev. 1068.35
 Lt. sta. 15+25 Y3. Nail in
 base of 8" Oak.



1000
 24
 00.00
 13

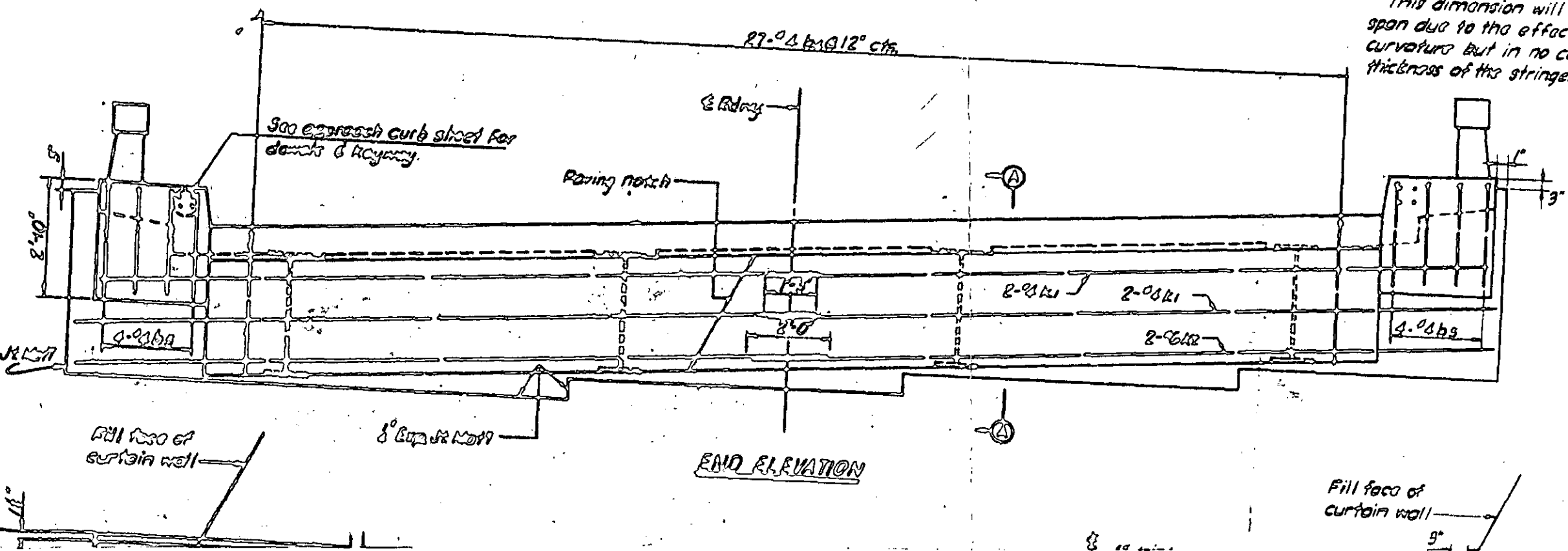


TYPICAL SECTION

AT INTERIOR BENTS

"x" = Depth of Slab at Bearing (3/8")							
SPAN A	SPAN B	SPAN C	SPAN D	SPAN E	SPAN F	SPAN G	SPAN H
S1	7 1/8"	S1	7 1/8"	S1	7 1/8"	S1	7 1/8"
S2	7 1/8"	S2	7 1/8"	S2	7 1/8"	S2	7 1/8"
S3	7 1/8"	S3	7 1/8"	S3	7 1/8"	S3	7 1/8"
S4	7 1/8"	S4	7 1/8"	S4	7 1/8"	S4	7 1/8"

Note:
 "Dimension x" is the distance from the center of the stringer at the intersection of C. This dimension will decrease as the span due to the effects of super elevation but in no case will be less than the thickness of the stringer flange.



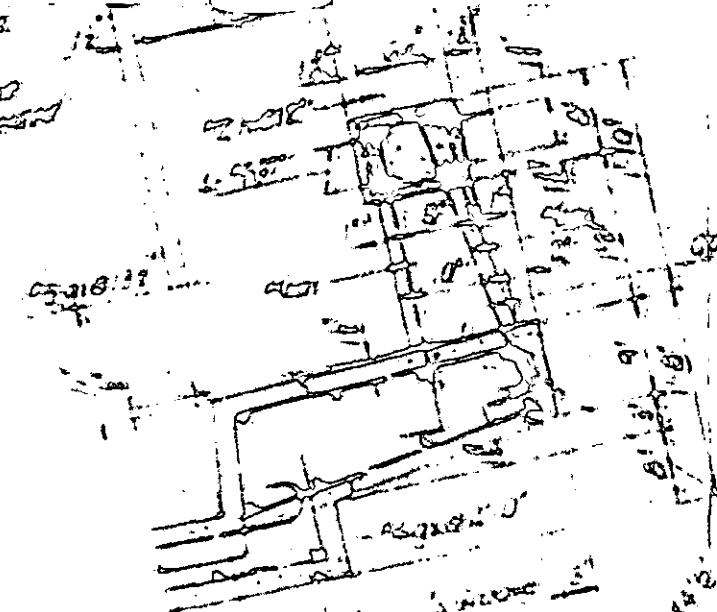
END ELEVATION

Fill face of curtain wall

NOTE: The contractor may, at his option, use without charge in the contract areas of structural steel, use split 12" bars web and welded to the diaphragm in lieu of the welded plate intermediate diaphragm connections shown.



SECTION C-C



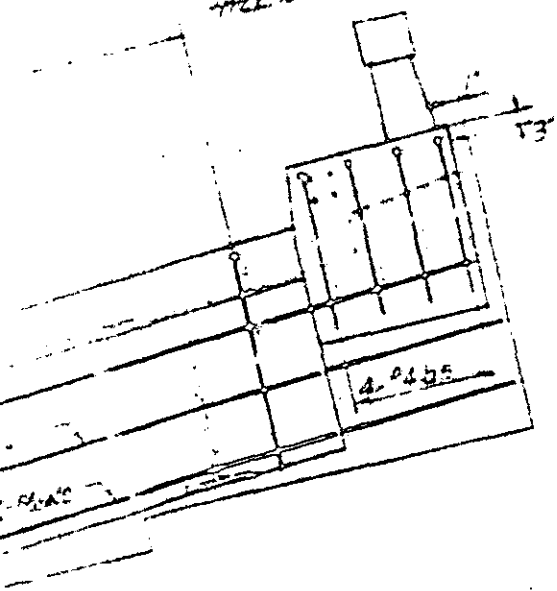
TRANSVERSE RAIL SECTION

SPAN	SPANS	SPANS	SPANS	SPANS
1	2	3	4	5
7.0	7.0	7.0	7.0	7.0
7.0	7.0	7.0	7.0	7.0
7.0	7.0	7.0	7.0	7.0
7.0	7.0	7.0	7.0	7.0

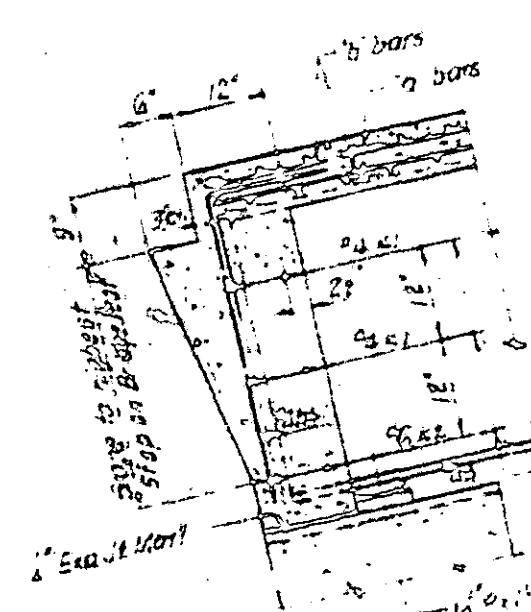
NOTE: Dimension X is the distance from top of steel to top of stringer at the intersection of B stringer with E beams. This dimension will decrease toward the center of the span due to the effects of super-elevation and horizontal curvature and in no case will be less than 1/2" minus the thickness of the stringer flange.

E beam supports in wall & ... with the Asphalt ... of the Specifications.

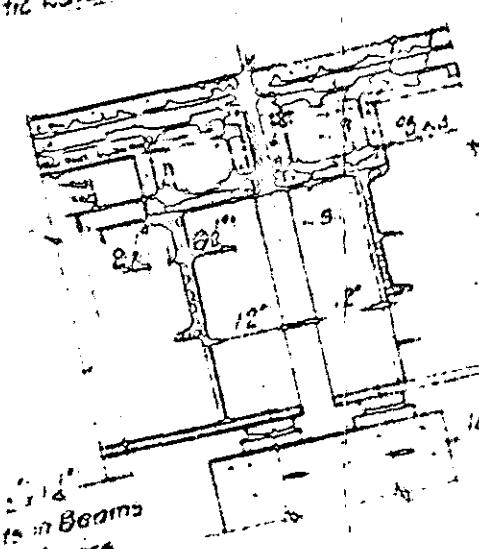
1/2" Exp. at wall above of E beam with below waterstop



Will face of concrete wall



SECTION A-A

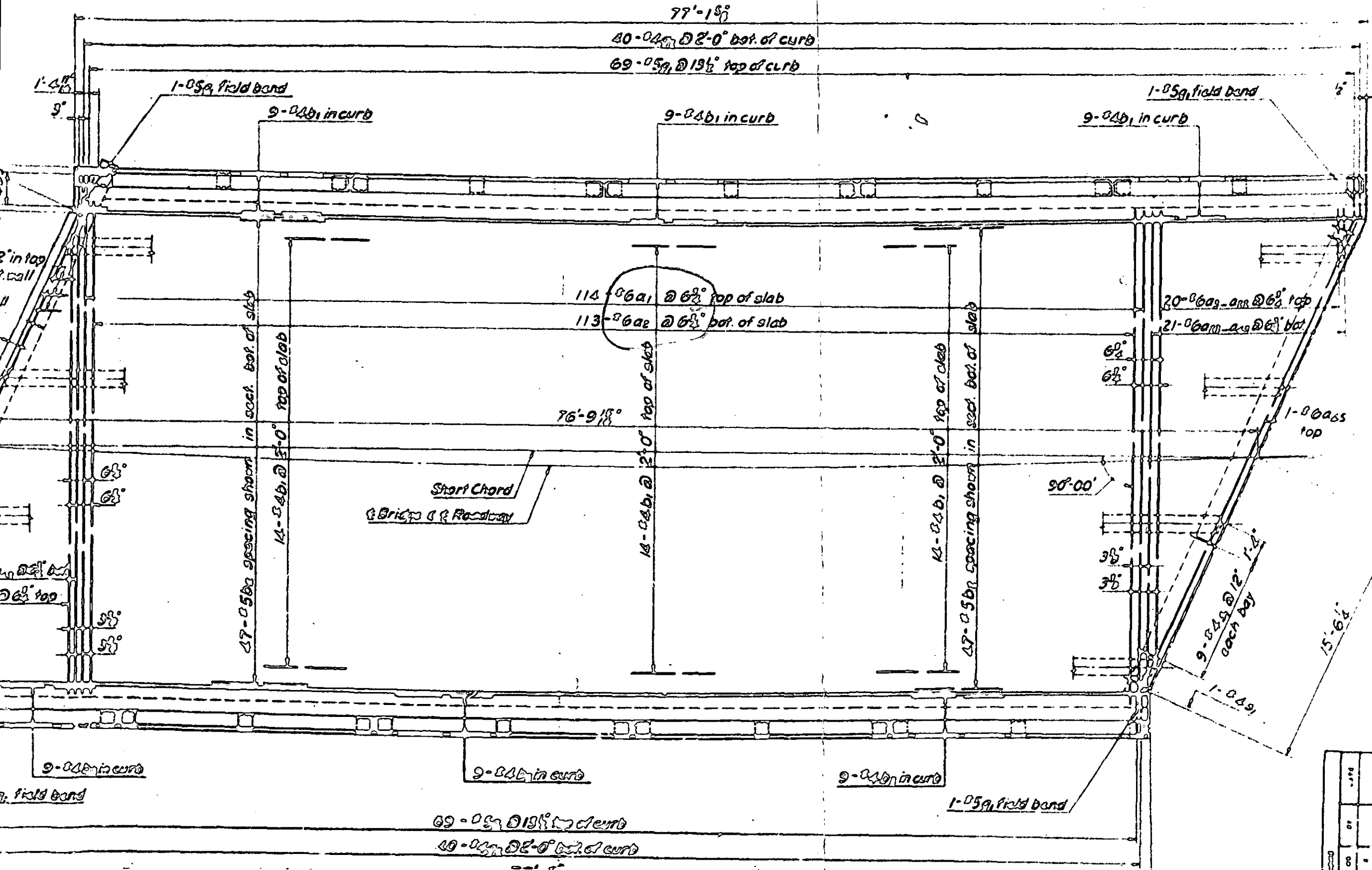
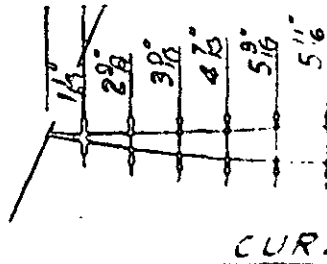


SECTION B-B

PROJECT NO. 81801
 STATION 15+00

CONTRACT NO. 100000000
 DRAWING NO. 100000000

ELEVATION



1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10

Measured along
Rail

60'-3 1/2" Span B
61'-8 1/2" Span C

31-04g₂ @ 2'-0" bot of curb Span B
32-04g₂ @ 2'-0" bot of curb Span C

54-05g₁ @ 13 1/2" top of curb Span B
55-05g₁ @ 13 1/2" top of curb Span C

1-05g₁ field bend

9-04b₁ in curb

9-04b₁ in curb

1-05g₁ field bend

9-04b₁ in curb

Bent 2

0'-8 1/2"

82-06a₁ @ 6 3/4" top of slab Span B
83-06a₁ @ 6 3/4" top of slab Span C

81-06a₂ @ 6 3/4" bot of slab Span B
82-06a₂ @ 6 3/4" bot of slab Span C

Short Chord
Bridge & Rd'wy

23-06a₁-a₁₉ @ 6 3/4" top
26-06a₁-a₂₀ @ 6 3/4" top

24-06a₂₀-a₁₉ @ 6 3/4" bot Span B
27-06a₂₉-a₅₅ @ 6 3/4" bot Span C

60'-2 5/8" Span B
61'-7 1/4" Span C

47-05b₀ spacing shown in sect. bot. of slab

14-04b₁ @ 2'-0" top of slab

14-04b₁ @ 2'-0" top of slab

47-05b₀ spacing shown in sect. bot. of slab

14-04b₁ @ 2'-0" top of slab

06a₁₀-a₁₉ @ 6 3/4" bot
06a₂₉-a₅₅ @ 6 3/4" bot

06a₁-a₂₅ @ 6 3/4" top
06a₉-a₂₀ @ 6 3/4" top

1-05g₁ field bend 9-04b₁ in curb

9-04b₁ in curb

9-04b₁ in curb

1-05g₁ field bend

54-05g₁ @ 13 1/2" top of curb Span B
55-05g₁ @ 13 1/2" top of curb Span C

31-04g₂ @ 2'-0" bot of curb Span B
32-04g₂ @ 2'-0" bot of curb Span C

60'-1 7/8" Span B
61'-6 5/8" Span C

PLAN

15'-10 3/8"
16'-3 1/8"

15'-10 3/8"
16'-2 1/8"

9-04b₁ @ 12 1/2" each bay

1-04g₁

1-06a₅₁ top Span B
1-06a₅₇ top Span C

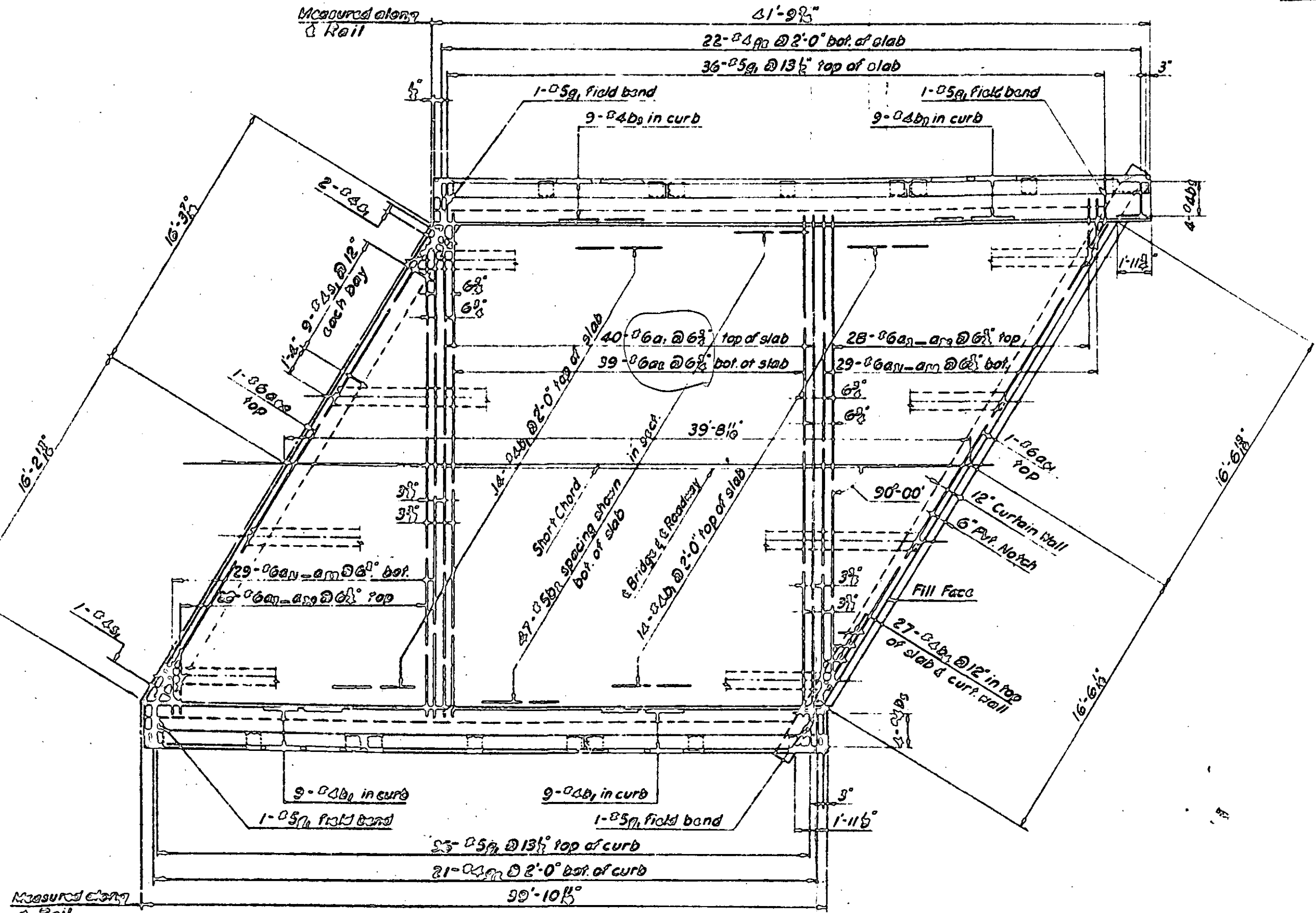
Span B
Span C

Span B
Curb

Span B
Span C

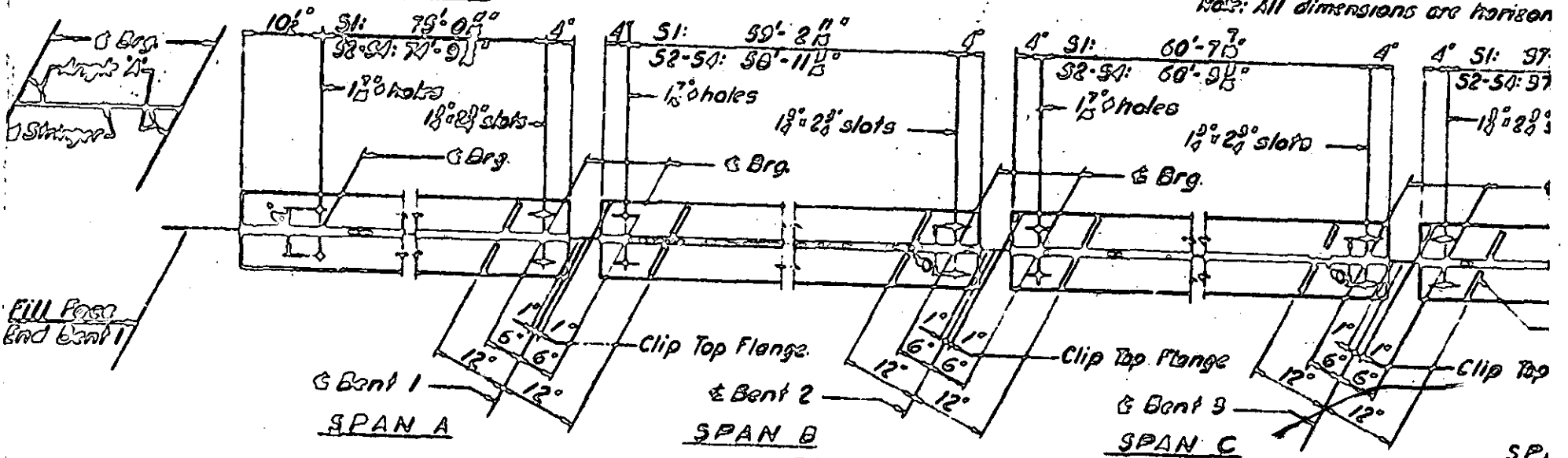
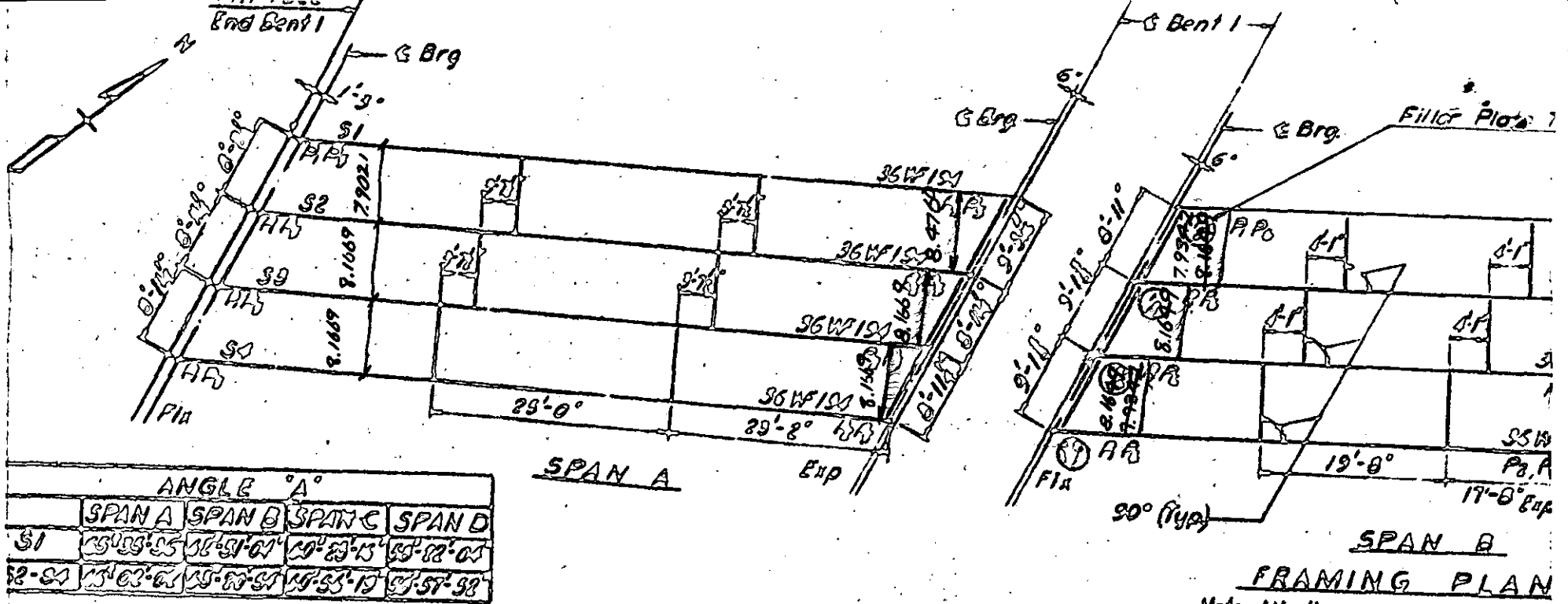
Span B
Span C

Span B
Span C



Measured along
of Rail

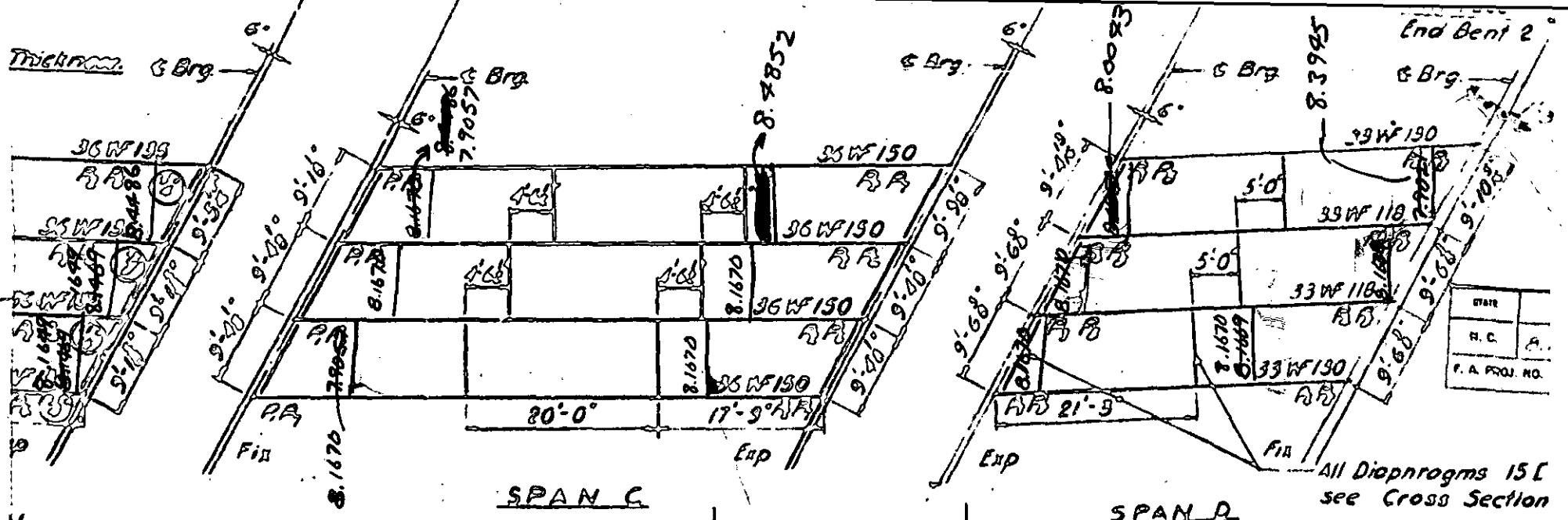
PLAN



Span	Beam	Dimensions (ft-in)	No. of Shear Studs
SPAN A	S1	75'-1 1/2"	2 1/2" 420
	S1	1708° 7' 6" 1703° 7' 9 1/2" 1527° 7' 7" 1108° 7' 4" 1909° 10' 9" 1108° 7' 4" 1907° 7' 7" 1725 1/2° 7' 9 1/2" 1625° 7' 6"	
	S2-S4	74'-9 1/2"	2 1/2" 462
	S2, S3, S4	1708° 7' 6" 1703° 7' 9 1/2" 1527° 7' 7" 1108° 7' 4" 1909° 10' 9" 1108° 7' 4" 1907° 7' 7" 1725 1/2° 7' 9 1/2" 1625° 7' 6"	
SPAN B	S1	59'-3"	1 1/2" 317
	S1	1708° 7' 6" 1703° 7' 9 1/2" 1527° 7' 7" 1108° 7' 4" 1909° 10' 9" 1108° 7' 4" 1907° 7' 7" 1725 1/2° 7' 9 1/2" 1625° 7' 6"	
	S2-S4	58'-11 1/8"	1 1/2" 399
	S2, S3, S4	1708° 7' 6" 1703° 7' 9 1/2" 1527° 7' 7" 1108° 7' 4" 1909° 10' 9" 1108° 7' 4" 1907° 7' 7" 1725 1/2° 7' 9 1/2" 1625° 7' 6"	
SPAN C	S1	60'-7 1/2"	1 1/2" 315
	S1	1708° 7' 6" 1703° 7' 9 1/2" 1527° 7' 7" 1108° 7' 4" 1909° 10' 9" 1108° 7' 4" 1907° 7' 7" 1725 1/2° 7' 9 1/2" 1625° 7' 6"	
	S2-S4	60'-9 1/2"	1 1/2" 301
	S2, S3, S4	1708° 7' 6" 1703° 7' 9 1/2" 1527° 7' 7" 1108° 7' 4" 1909° 10' 9" 1108° 7' 4" 1907° 7' 7" 1725 1/2° 7' 9 1/2" 1625° 7' 6"	
SPAN D	S1	97'-9 1/2"	2 1/2" 312
	S2-S4	97'-6 1/2"	
Cover Plates to be centered between Bearings			
SPAN A		S1 & S4 10 1/2" x 55' 6"	S2 & S3 10 1/2" x 34' 9"
SPAN B		S1, S2 & S3 10 1/2" x 49' 6"	S4 10 1/2" x 49' 6"
SPAN C		S1 10 1/2" x 48' 9"	S2, S3 & S4 10 1/2" x 42' 3"

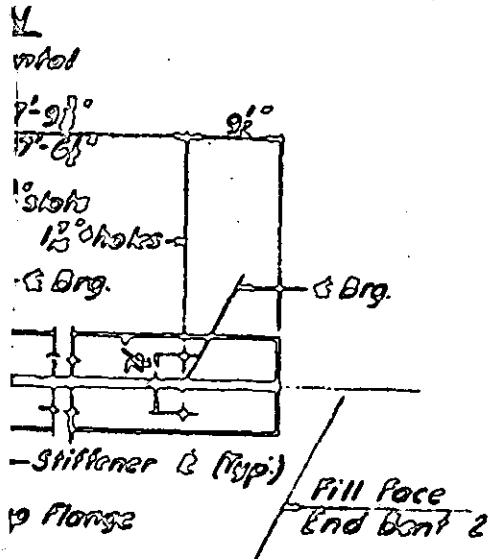
As shown in Plt of Bottom Flange

SHEAR STUD SPACING AND COVER PLATE LENGTH
 Note: All dimensions along Beam Grade
 Note: See Cross Sect through end of web

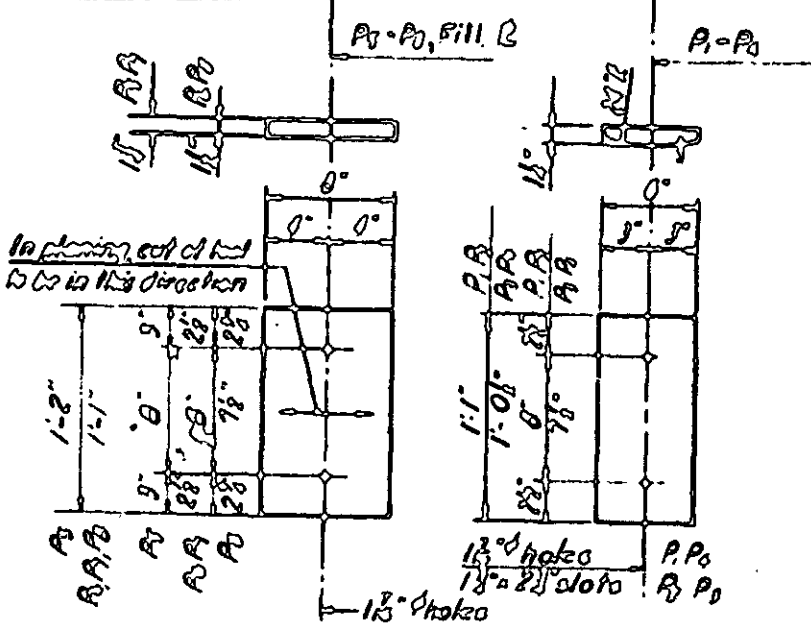


STATE	
H. C.	
P. A. PROJ. NO.	

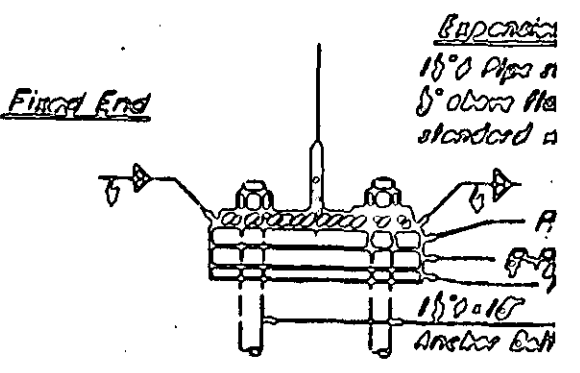
All Diaphragms 15' [see Cross Section



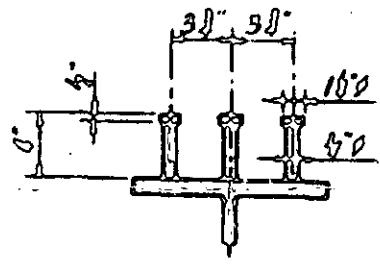
PAN D



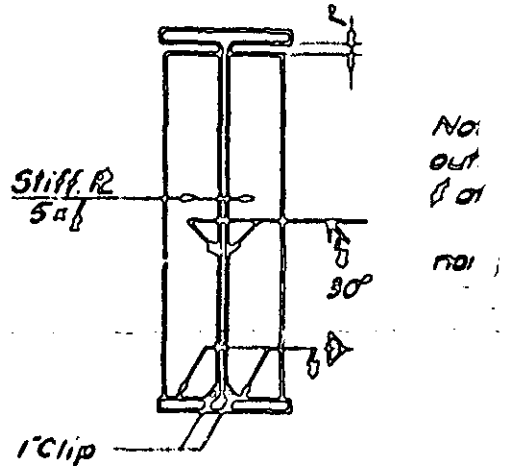
BEARING PLATE DETAILS



Note: For Filler (2 thickness, see SECTION THRU BEARING



SHEAR STUD DETAIL

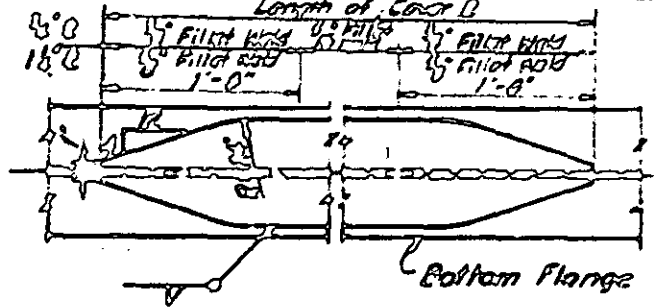


STIFFENER DETAIL

Note: Number of Shear Studs is for one beam only.

	SPAN 'A'		SPAN 'B'		SPAN 'C'		SPAN 'D'	
	1/10	1/10	1/10	1/10	1/10	1/10	1/10	1/10
Steel	1/10	1/10	1/10	1/10	1/10	1/10	0	1/10
Concrete	1/10	1/10	1/10	1/10	1/10	1/10	1/10	1/10
Yield 48 ksi	1/10	1/10	1/10	1/10	1/10	1/10	1/10	1/10
Yield 50 ksi	1/10	1/10	1/10	1/10	1/10	1/10	1/10	1/10
Yield 60 ksi	1/10	1/10	1/10	1/10	1/10	1/10	1/10	1/10

No combor other than natural mill combor required.

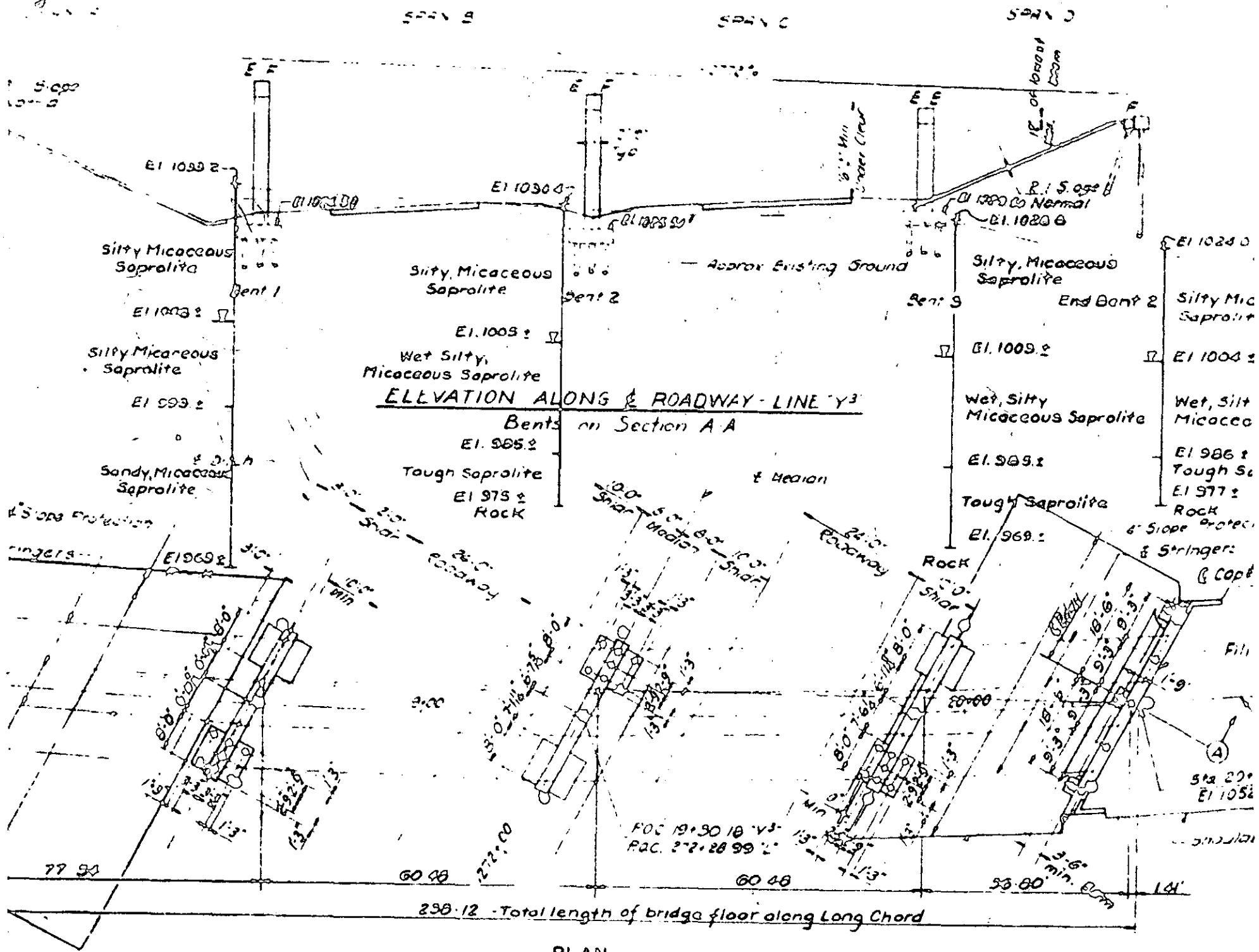


COVER PLATE DETAIL

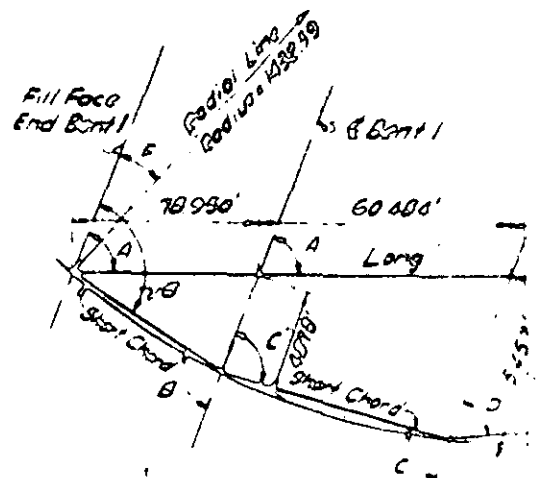
NOTE: All beams, cover plates shall be of ASTM A99 grade structural steel. See General Notes Sheet.

PROJECT NO
POLK
STATION

STATE OF HI	
STATE HIGHW	
STRUCTURA	



PLAN



	TOTAL BILL OF MATERIAL		Structural Steel		2' Prestressed Concrete Piles		Unclass. Str Excav Cu Yds	Slope Prot. Sq Yds	4' Core Slope Prot. Sq Yds	See
	Class 91" Concrete Cu Yds	Reinf. Steel Lbs.	Approx Lbs	No	Lin Ft					
Superstructure	281.5	56,726	180,700							
End Bent 1	21.1	6,662		12	648			450.36	235	
Bent 1	82.1	6,778		10	468			292.5	242,247	
Bent 2	40.9	6,853		10	546			420.00	232,244	
Bent 3	35.6	6,963		10	636			342.00	230,244	
End Bent 2	19.6	3,853		8	456			420.00	232,245	
Approach Curbs	4.28	2,853						242.50	242,247	
								242.50	242,247	
								242.50	242,247	

- A = 52°
- B = 65°
- C = 63°
- D = 60°
- E = 58°
- F = 22°

BRIDGE LAYOUT D

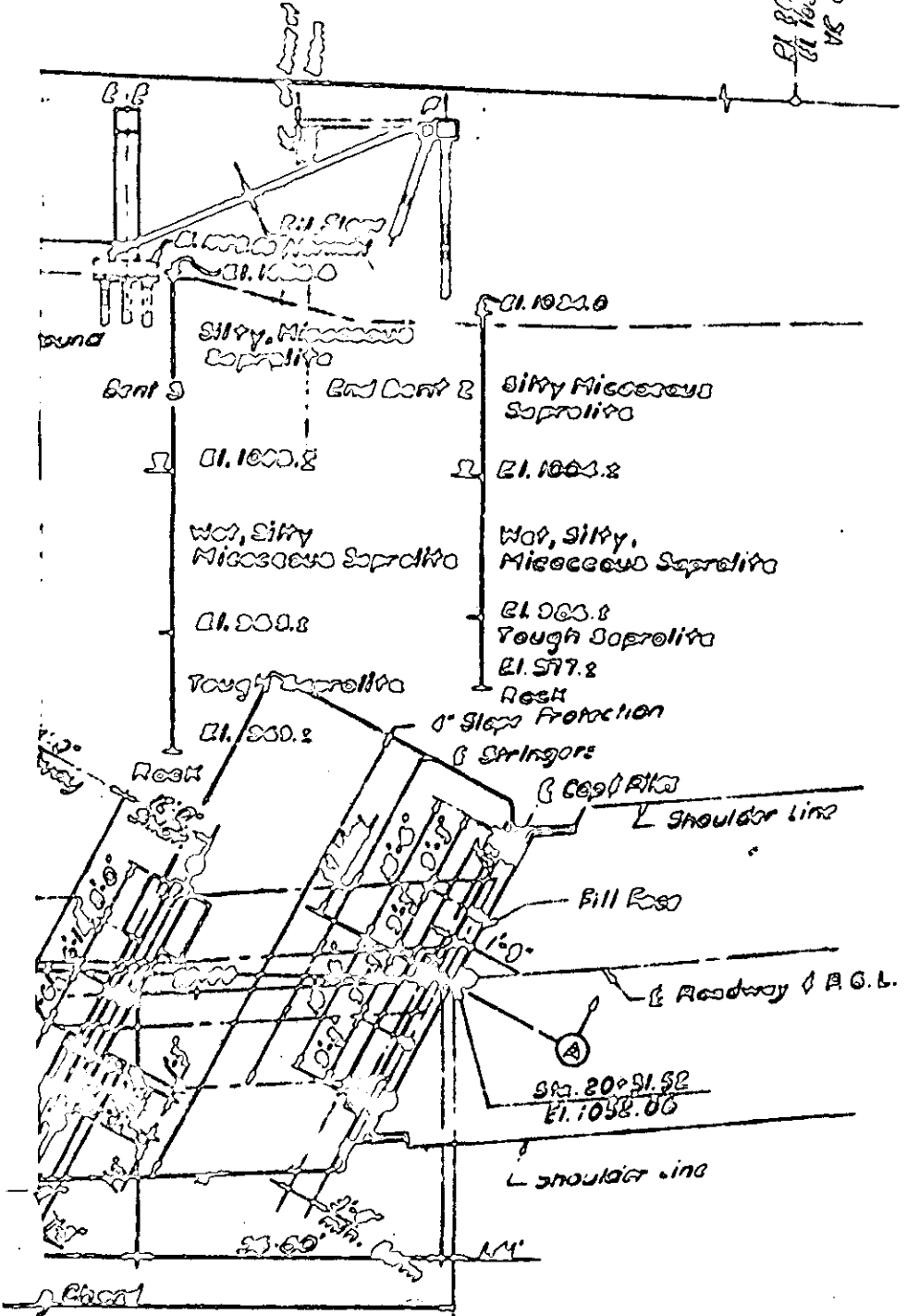
Nail in

E Line Y³
2100
To Columbus

SKETCH

NO.	01063102	230	263	
DATE	I 26-1(9) 54			PA 100001

SPAN 0



NOTES:

Assumed Live Load = H60-S10 (14)

For other design data and general notes see sheet 9-N.

All piles ~~driven~~ driven to a minimum bearing capacity of 29 tons each.

Work ~~was not~~ started on ~~Cont 1~~ until after roadway section had been graded by the roadway contractor.

Unsettling of structure construction for No. 1, 2 & 3 ~~was~~ measured from vertical of section.

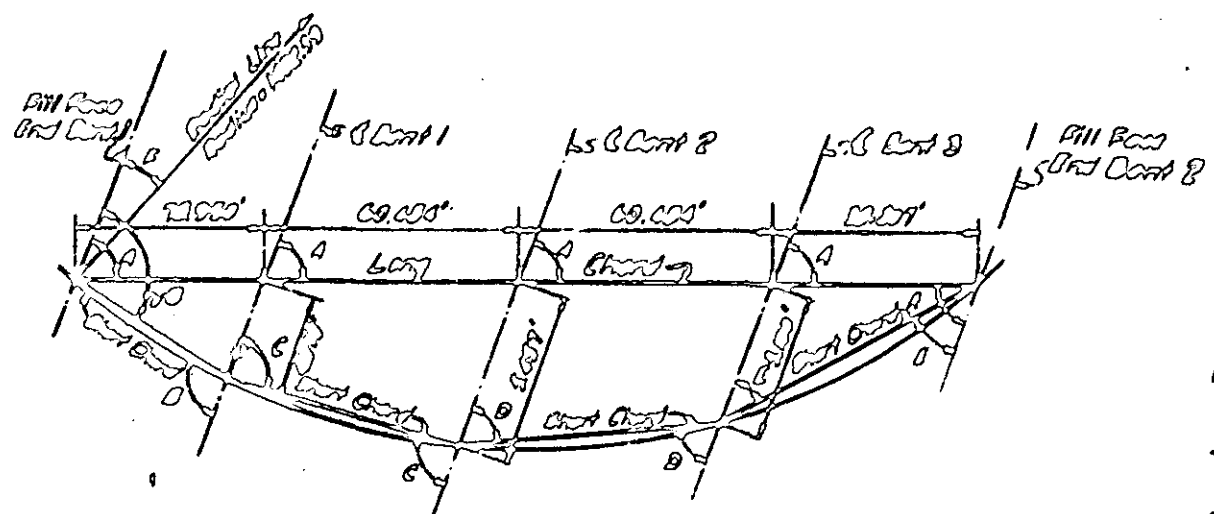
Indicate Ground Water

Traffic on Line ~~will~~ be maintained until every column during construction of the structure. See Roadway Plans.

The contractor will be required to cut completely through the fill of ~~the~~ before driving piles. See Sheet 9-N.

The contractor ~~will~~ be responsible for determining the lengths of piles required. See Special Provisions.

I hereby certify that this structure was built according to plans except as noted herein
 G. T. Davis (400)
 Resident Engineer



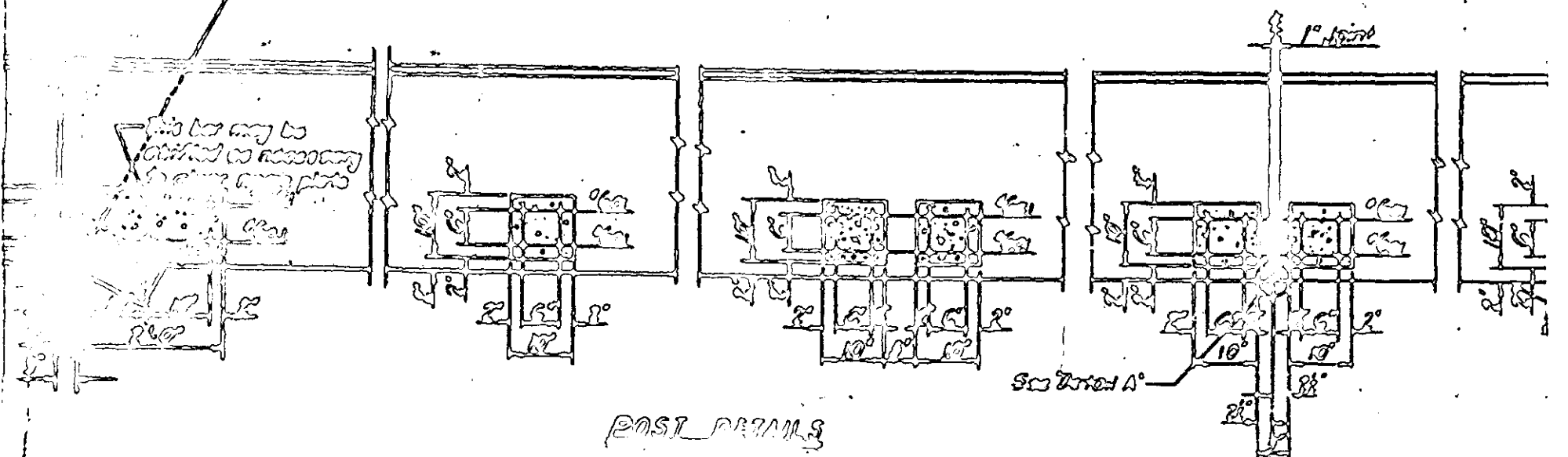
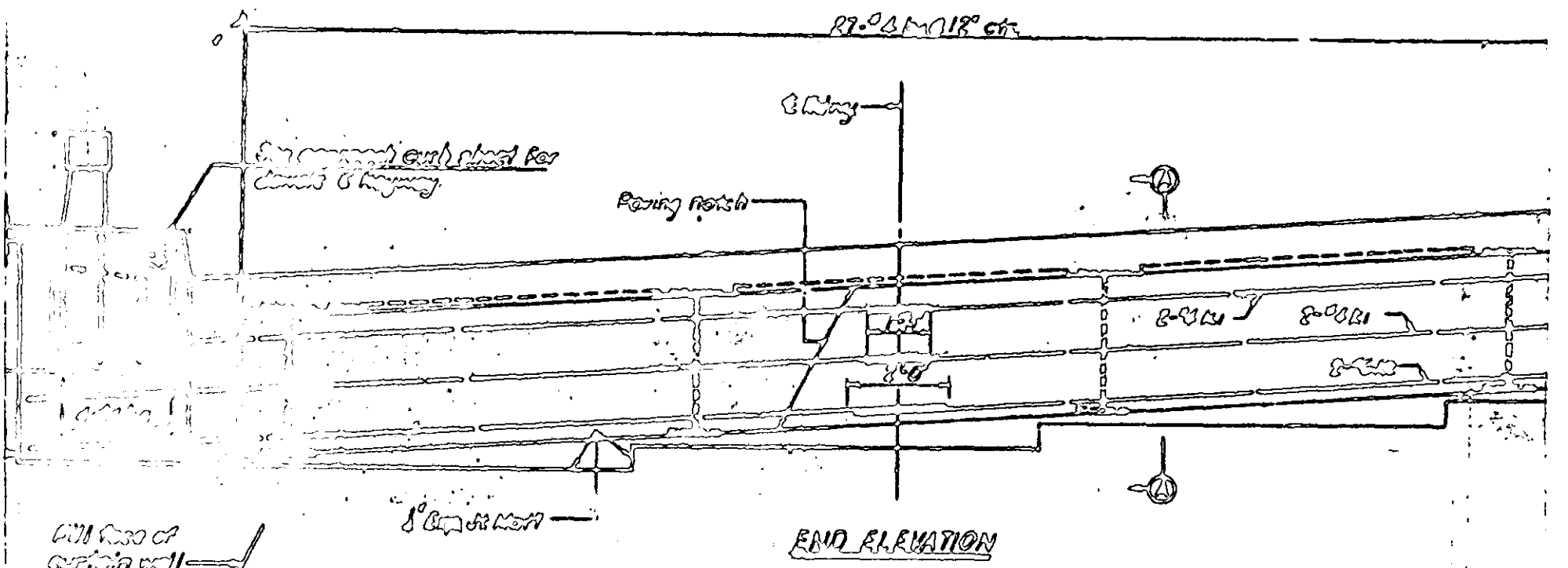
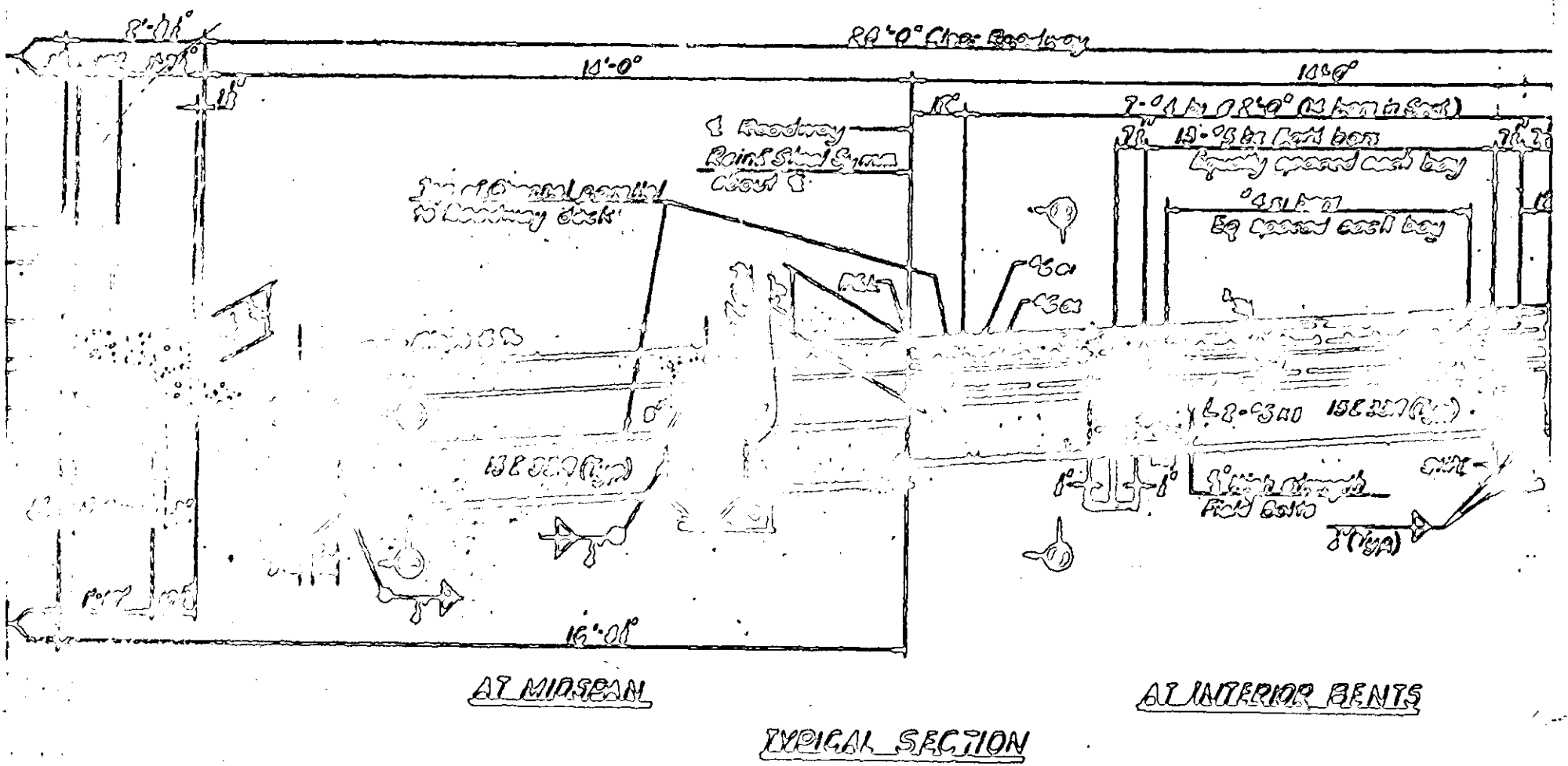
PROJECT NO. 0-100000
 FOLK COUNTY
 STATION 272+80.00
 10+55.15

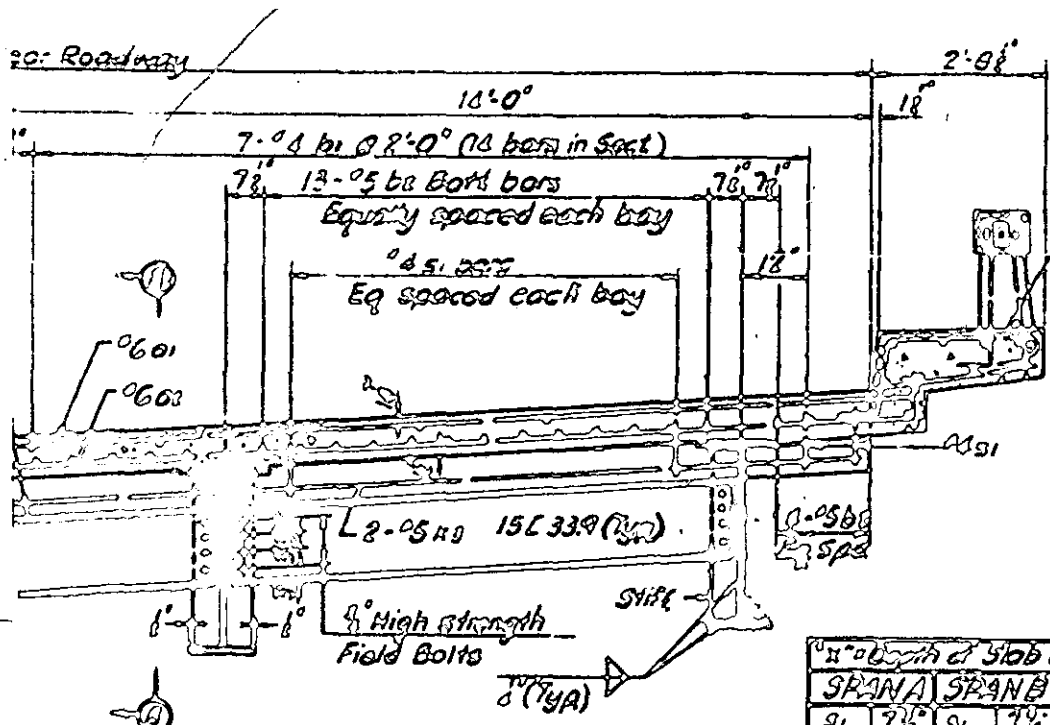
8" Cons	See
Sho. Pile	1 sheets
Gr. 100	
Large	255
Small	212, 209
	252, 2
	252, 4
	252, 212
	252, 261

- A = 02° 26' - 89.0°
- B = 65° 59' - 10.9°
- C = 65° 03' - 09.1°
- D = 68° 39' - 95.9°
- E = 58° 39' - 01.9°
- F = 82° 07' - 90.9°

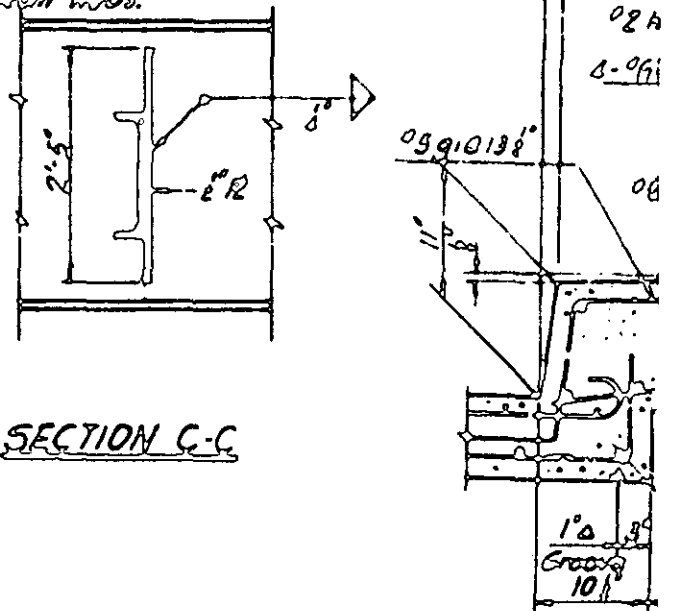
BRIDGE LAYOUT DETAIL

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
GENERAL DRAWING
BRIDGE OVER
INTERSTATE ROUTE 20
ON LINE YD





FIELD OF THE REINFORCING STRUCTURE FOR SHOP AND FIELD WELDS INDICATED FOR THE INTERMEDIATE DIAGRAM CONNECTIONS THE CONTRACTOR MAY AT HIS OPTION SHOP WELD THE CONNECTOR PLATES TO THE DEEM RIBS AND FIELD WELD THE CHANNEL TO THE CONNECTOR PLATES. SPECIAL CARE IN HANDLING THE DEEMS MUST BE OBSERVED IF CONNECTOR PLATES ARE SHOP WELDED TO THE DEEM WELDS.



Minimum depth of Slab at Bearing (ft)

SPAN A	SPAN B	SPAN C	SPAN D
s ₁ 7 1/8	s ₁ 7 3/8	s ₁ 7 1/2	s ₁ 7 1/4
s ₂ 7 1/4	s ₂ 7 3/8	s ₂ 7 1/2	s ₂ 7 1/4
s ₃ 7 1/2	s ₃ 7 3/8	s ₃ 7 1/2	s ₃ 7 1/4
s ₄ 7 1/2	s ₄ 7 3/8	s ₄ 7 1/2	s ₄ 7 1/4

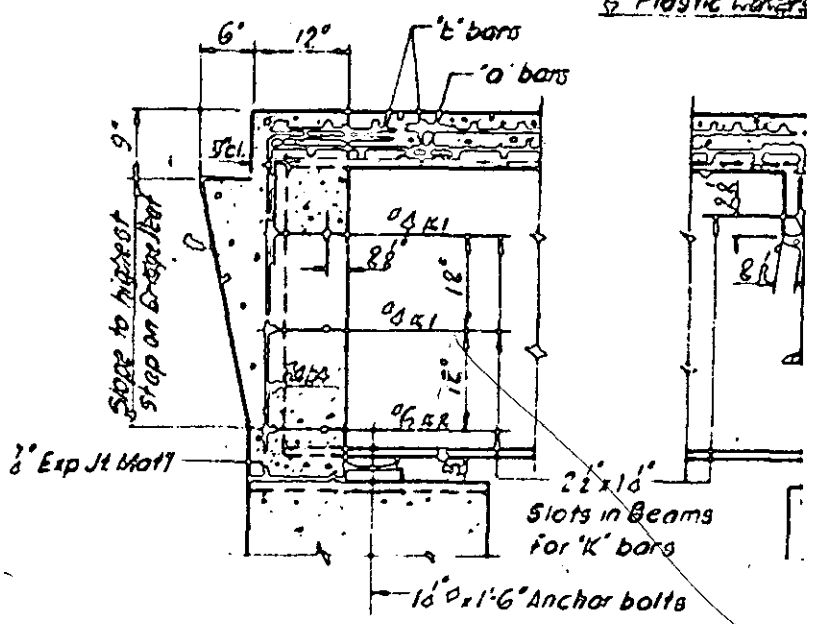
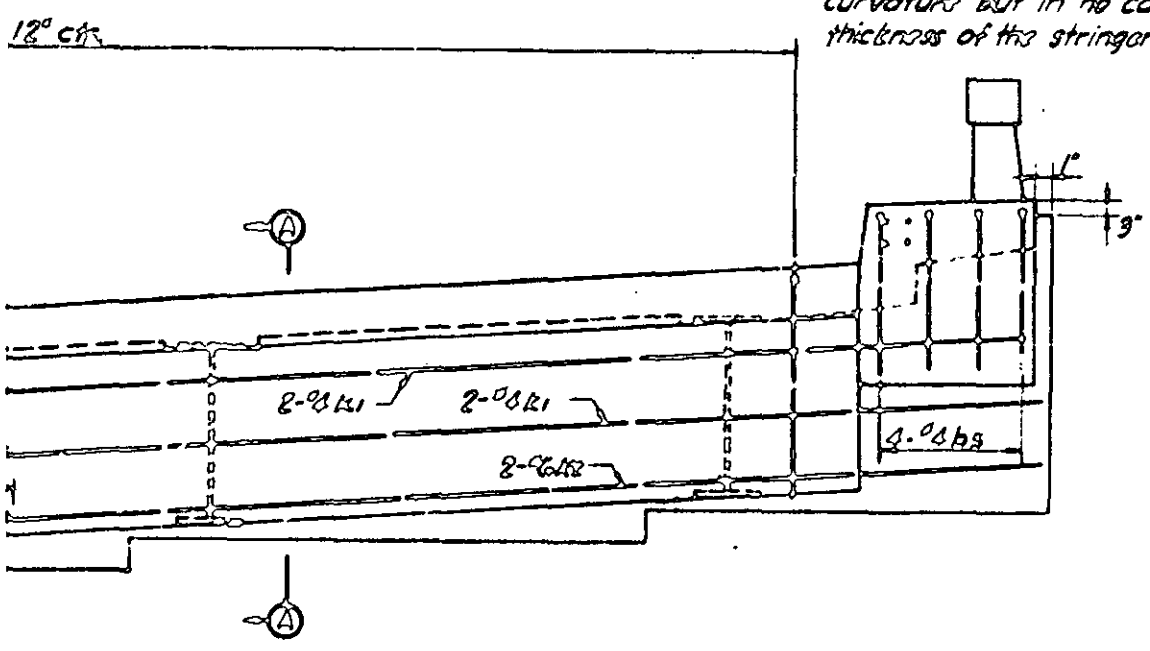
AT INTERIOR BENTS

Note:
 Dimension "x" is the distance from top of slab to top of stringer at the intersection of C stringer with B bearing.
 This dimension will decrease toward the center of the span due to the effects of superlevation and horizontal curvature but in no case will be less than 7 1/8" minus the thickness of the stringer flange.

CURE & R

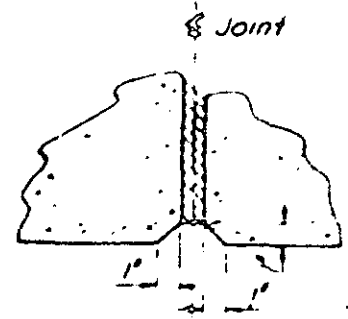
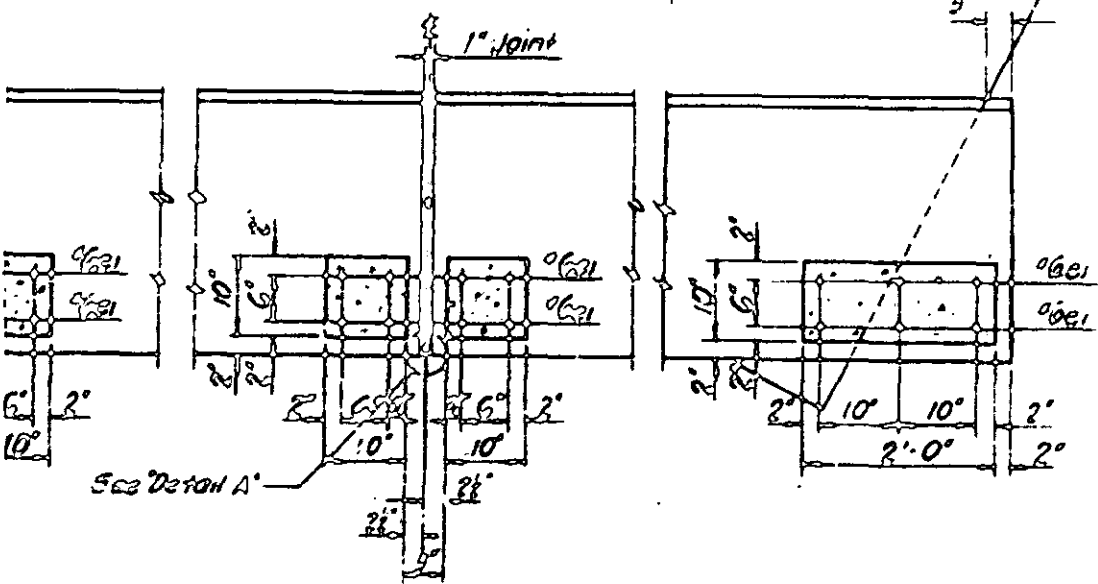
1" Exp. Jt. keep free of seal with 6" APS Asphalt emt. See Specification 6" Plastic Water

SECTION



SECTION A-A

SECTION

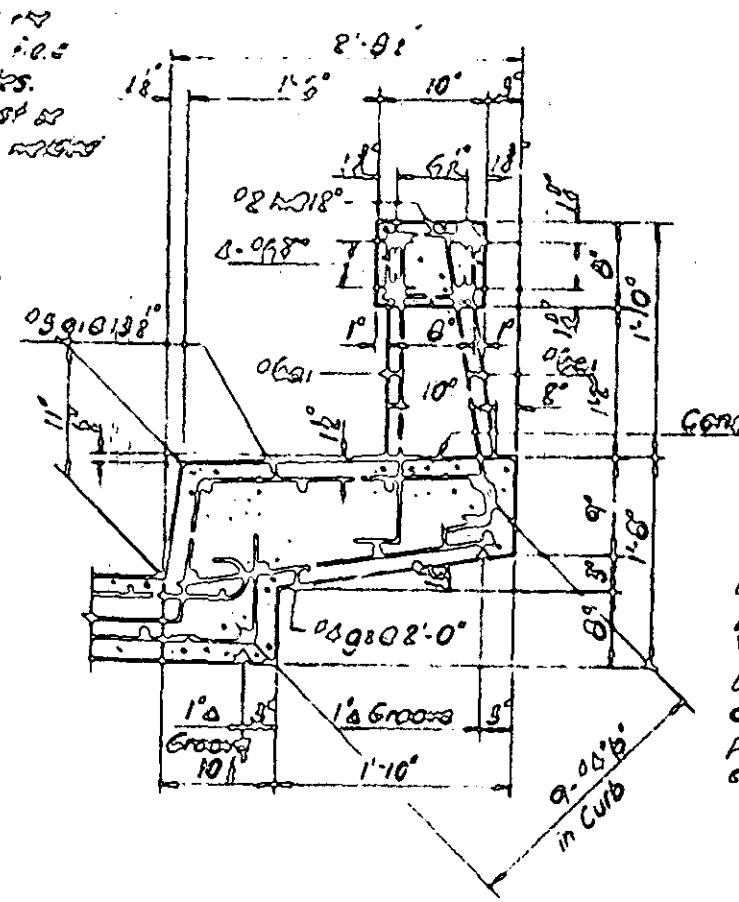
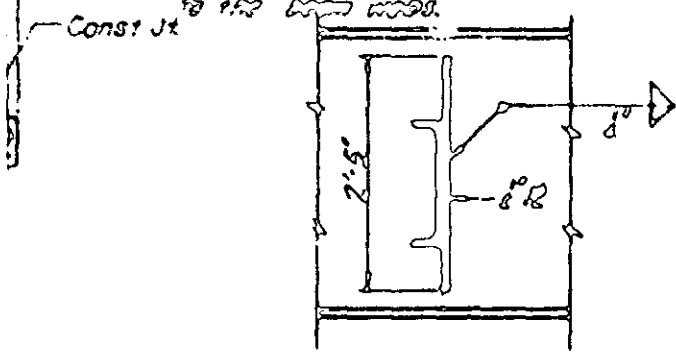


DETAIL A

PL OF THE ROAD ...
 THE ...
 COMPRESSIVE ...
 AND THE ...
 SPACING ...
 TO THE ...

DATE	NO.	REV.	BY

STATE	PROJECT NO.	SHEET NO.
N.C.	19-20-18	263
PROJECT NO.	19-20-18-34	



SPACING	SLAND
51	7 1/8
52	7 1/8
53	7 1/8
54	7 1/8

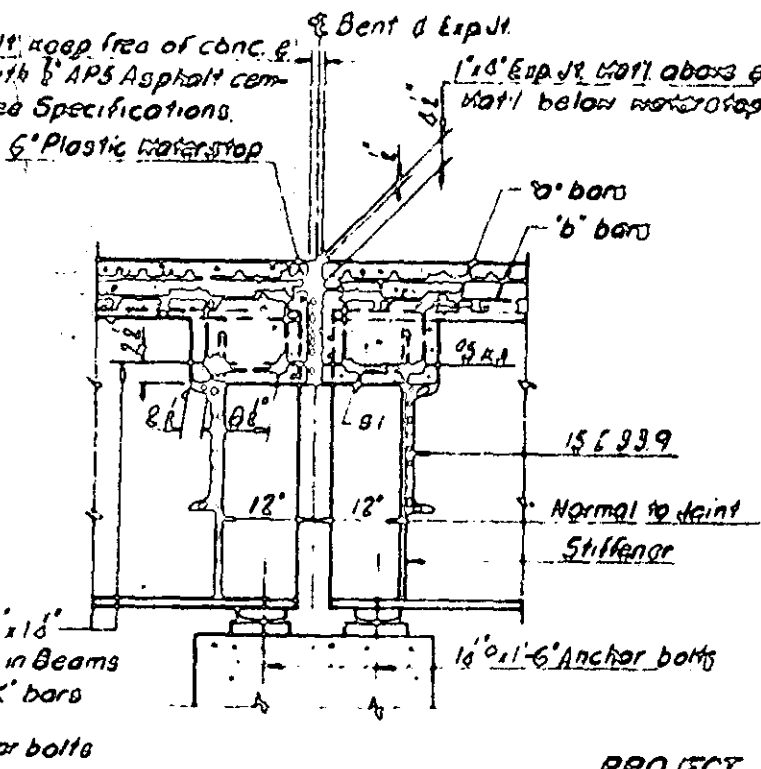
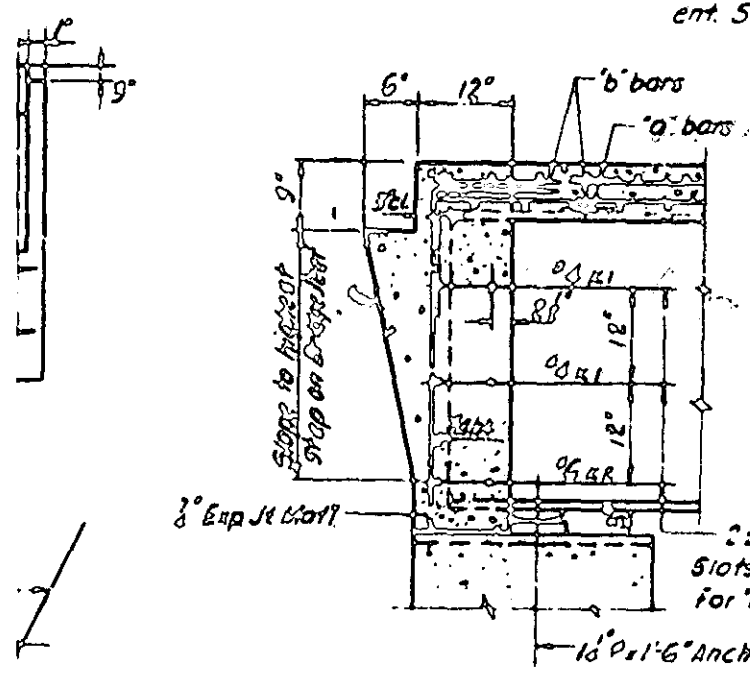
SECTION C-C

Note:
 The contractor may, at his option, but without charge in the contract price of structural steel, use cast L₈ or L₁₀ connections bolted to the lower web and welded to the channel diaphragm in lieu of the welded plate intermediate diaphragm connections shown.

CURB & RAIL SECTION

is the distance from top of slab to top of intersection of C stringer with C bearing. This will decrease toward the center of the slab in effect of super-elevation and horizontal ... in no case will be less than 7 1/8" minus the C stringer flange.

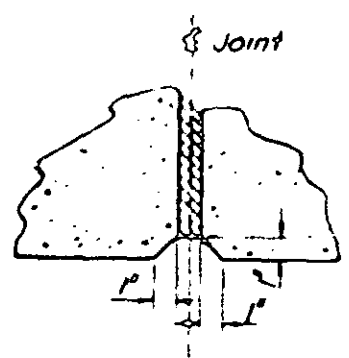
1" Exp. Jt. keep free of conc. & seal with 1/2" APS Asphalt cement. See Specifications.
 5" Plastic Waterstop
 Bent & Exp. Jt.
 1" Exp. Jt. Matl. above & 1" Exp. Jt. Matl. below waterstop.



SECTION A-A

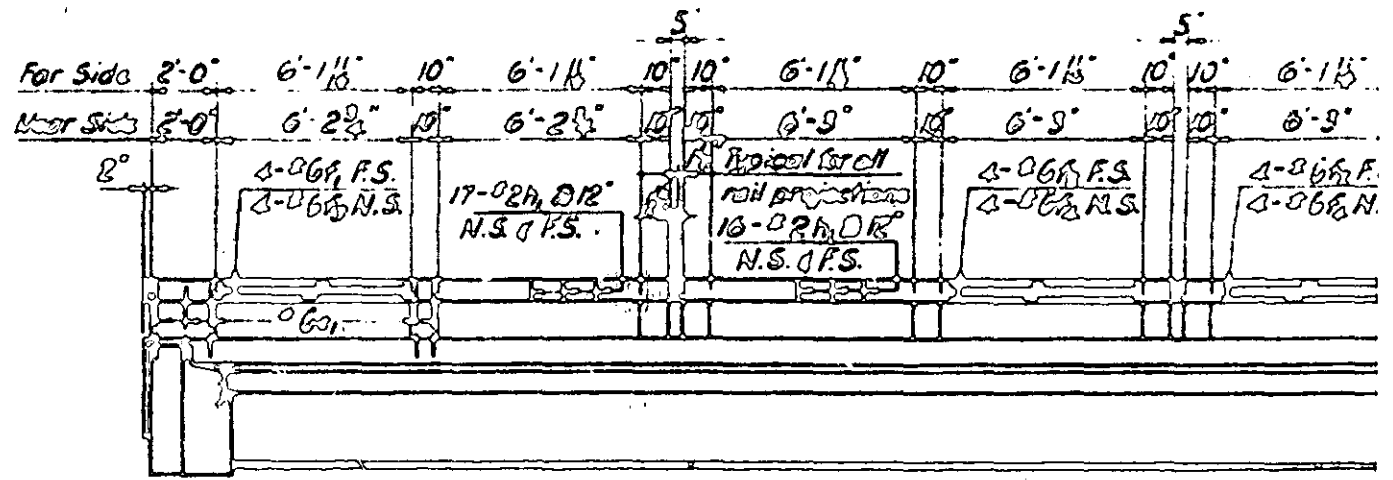
SECTION B-B

PROJECT NO. 81859123
 POLK COUNTY
 STATION 19+20.18 "90"
 272+28.59 "L"

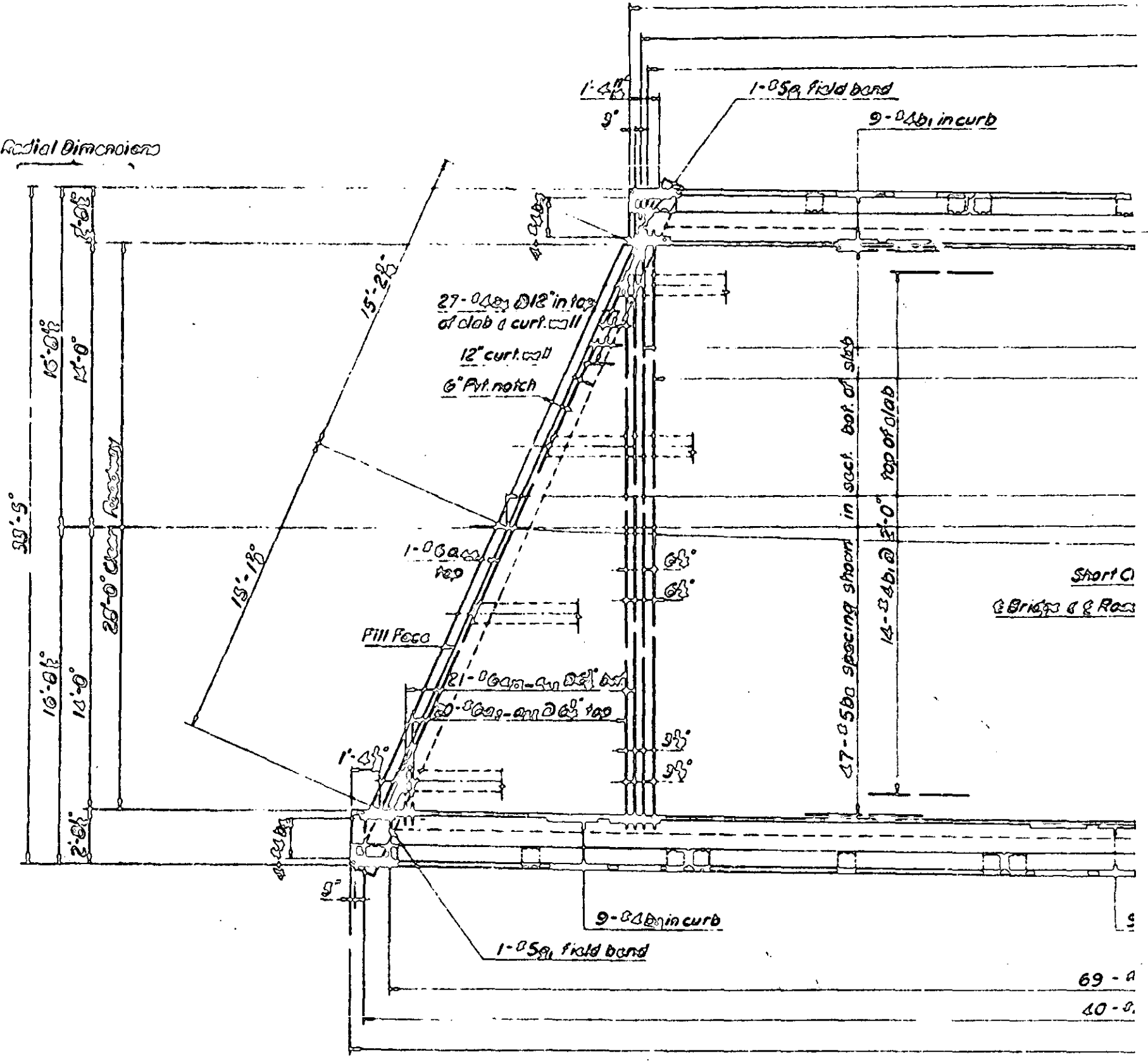


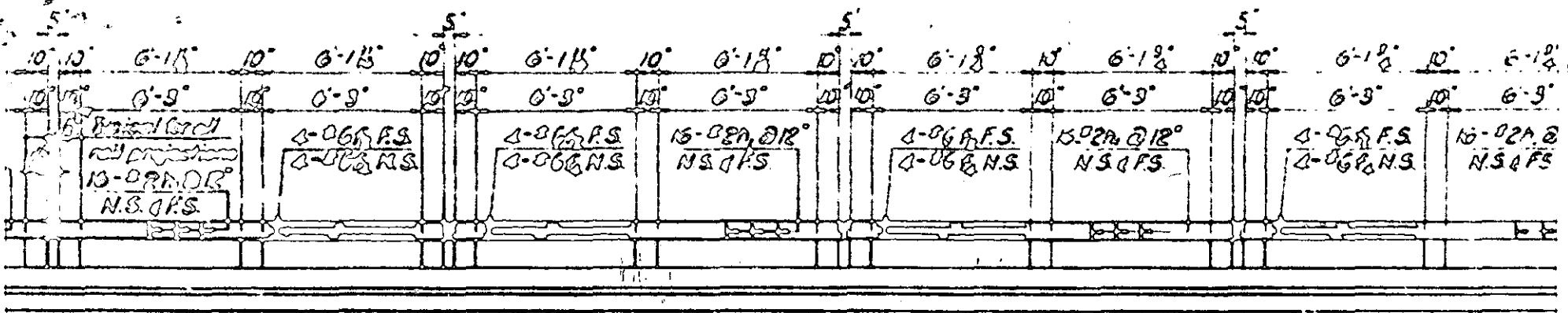
DETAIL 'A'

STATE OF NORTH CAROLINA STATE HIGHWAY COMMISSION DALLAS	
SUPERSTRUCTURE CROSS SECTIONS	

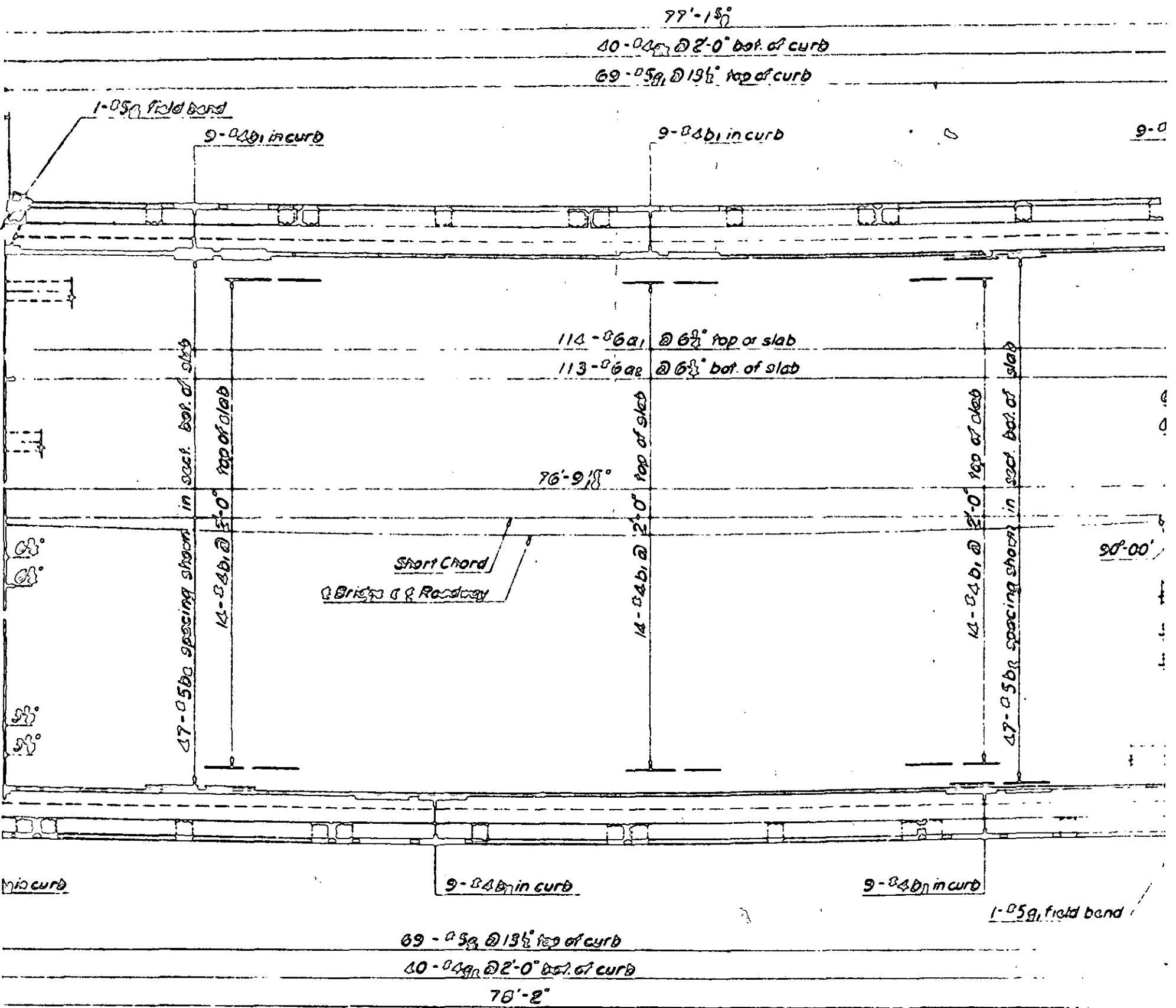


Radial Dimensions

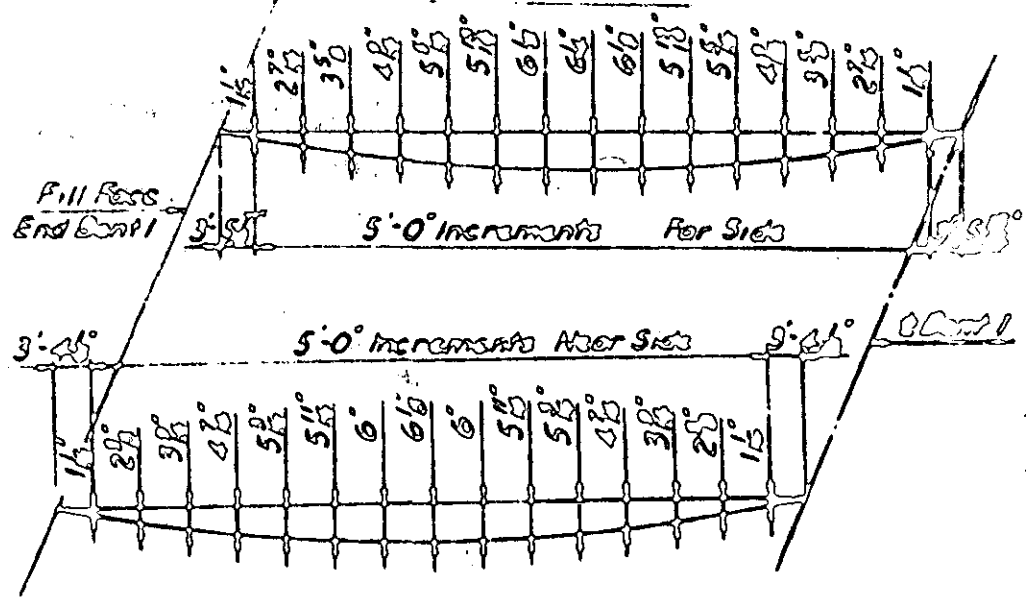
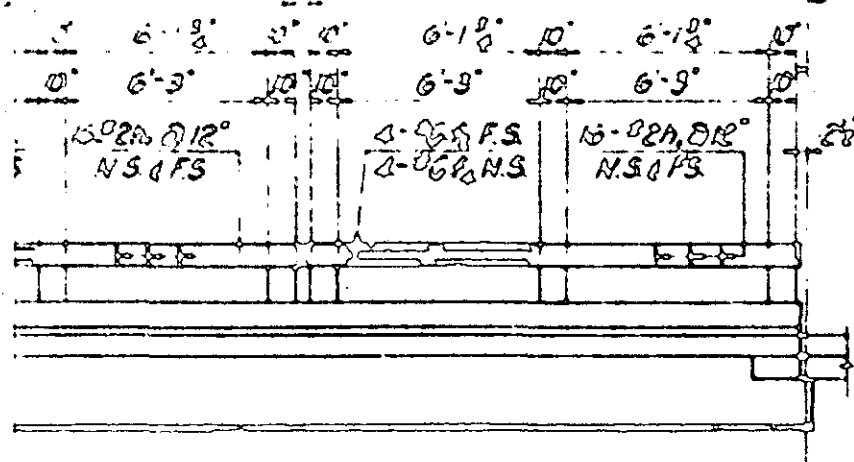




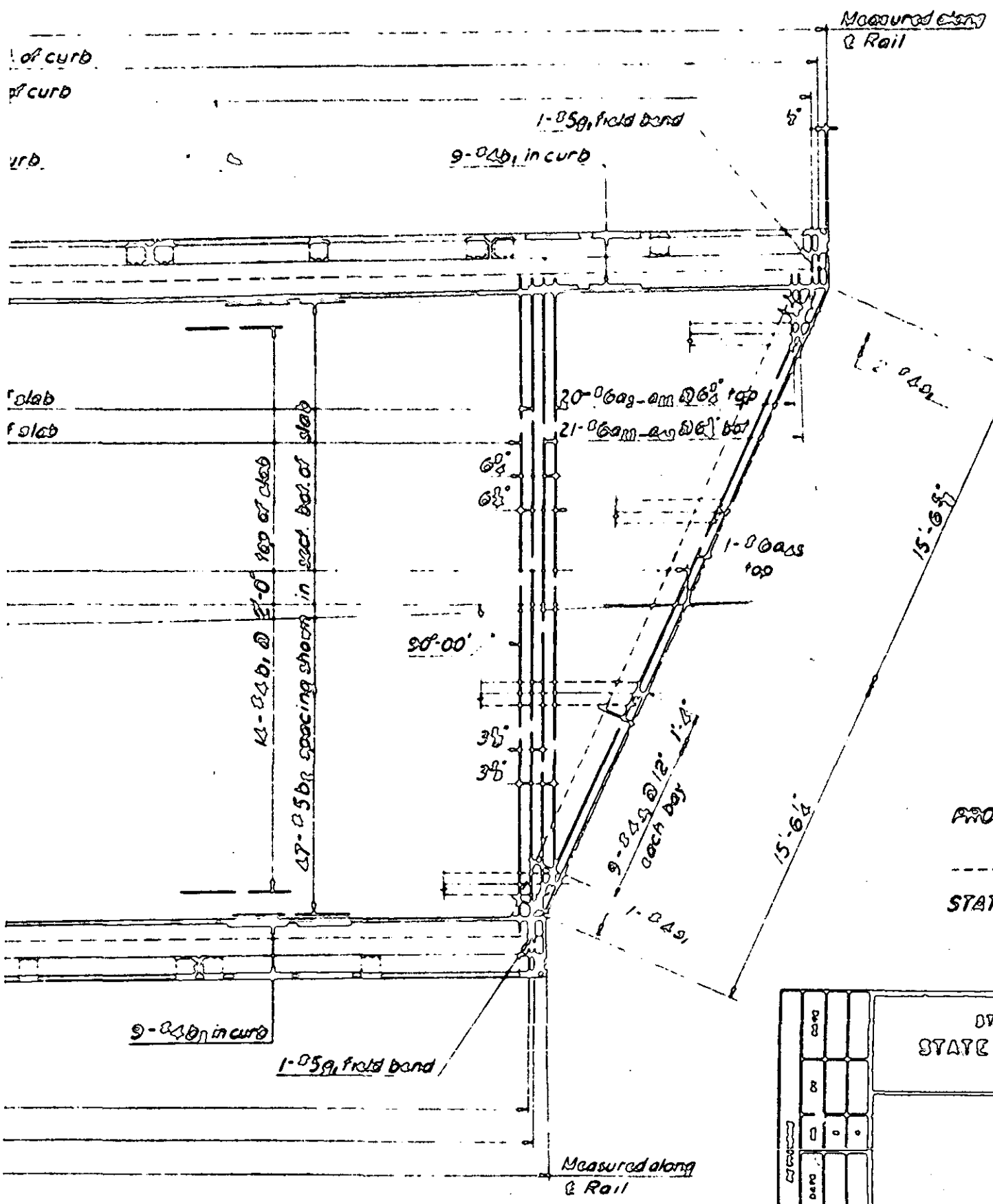
ELEVATION



PLAN

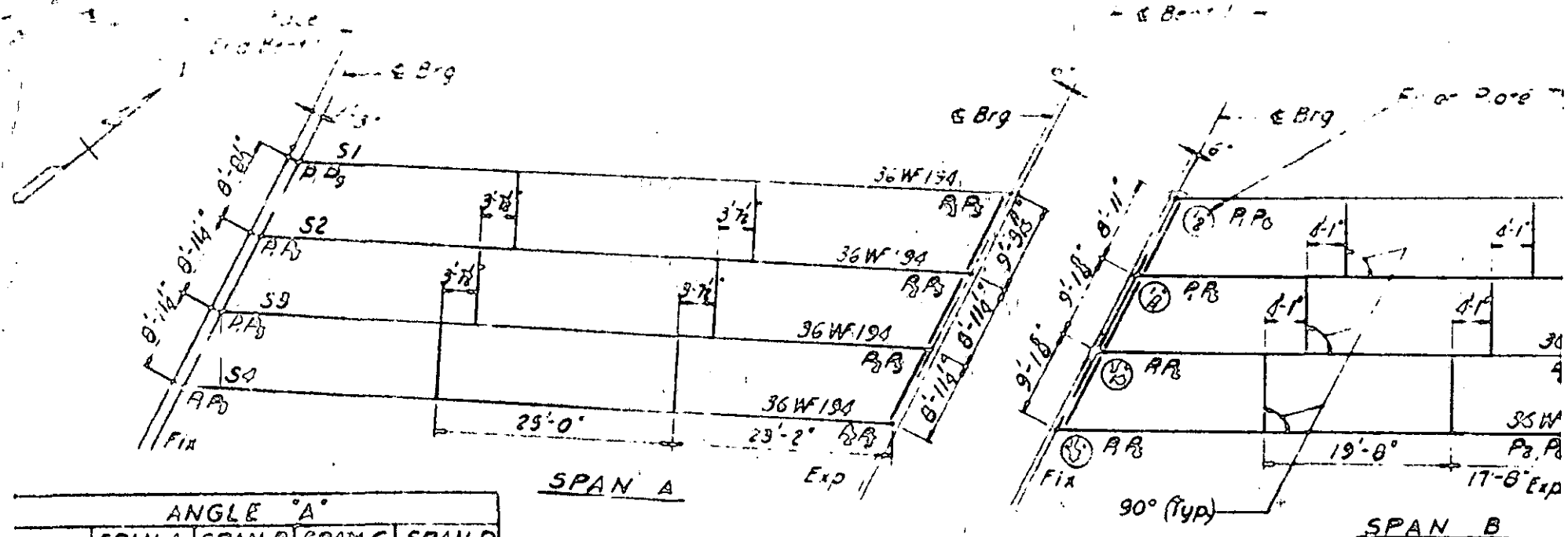


CURB OFFSETS



PROJECT NO. 813691/3
 POLK COUNTY
 STATION 272+28.99 "L"
 19+30.18 "Y"

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
COUNTY	
SUPERSTRUCTURE	
SPAN A	

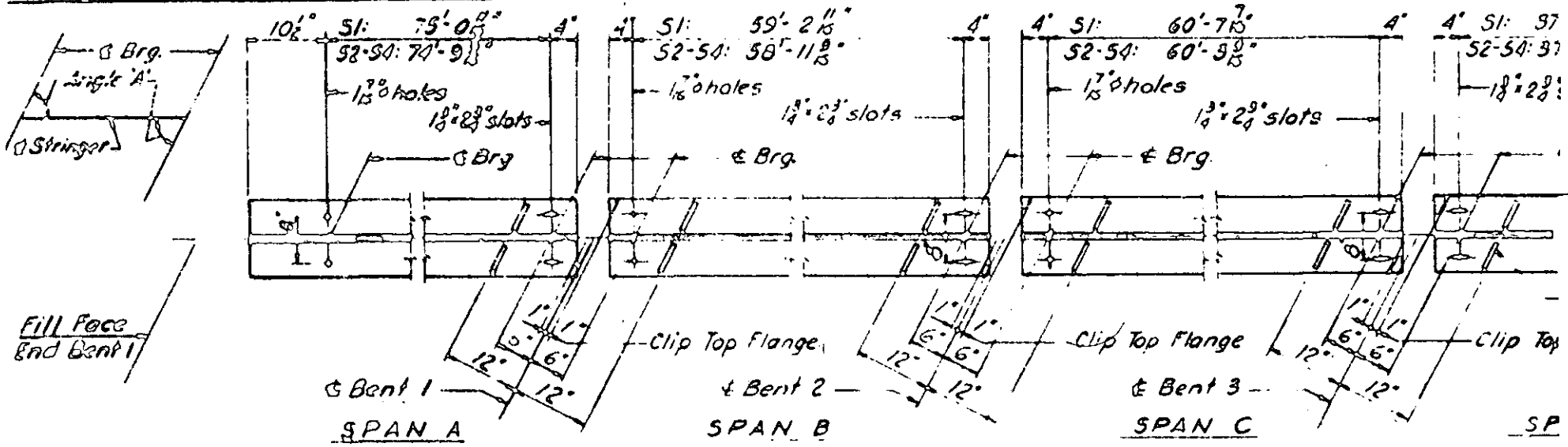


ANGLE "A"

	SPAN A	SPAN B	SPAN C	SPAN D
S1	53° 35' 35"	62° 31' 01"	69° 23' 15"	59° 22' 00"
S2-S4	45° 02' 08"	63° 27' 34"	60° 55' 19"	59° 57' 32"

FRAMING PLAN

Note: All dimensions are horizontal



PLAN OF BOTTOM FLANGE

Note: All dimensions are horizontal

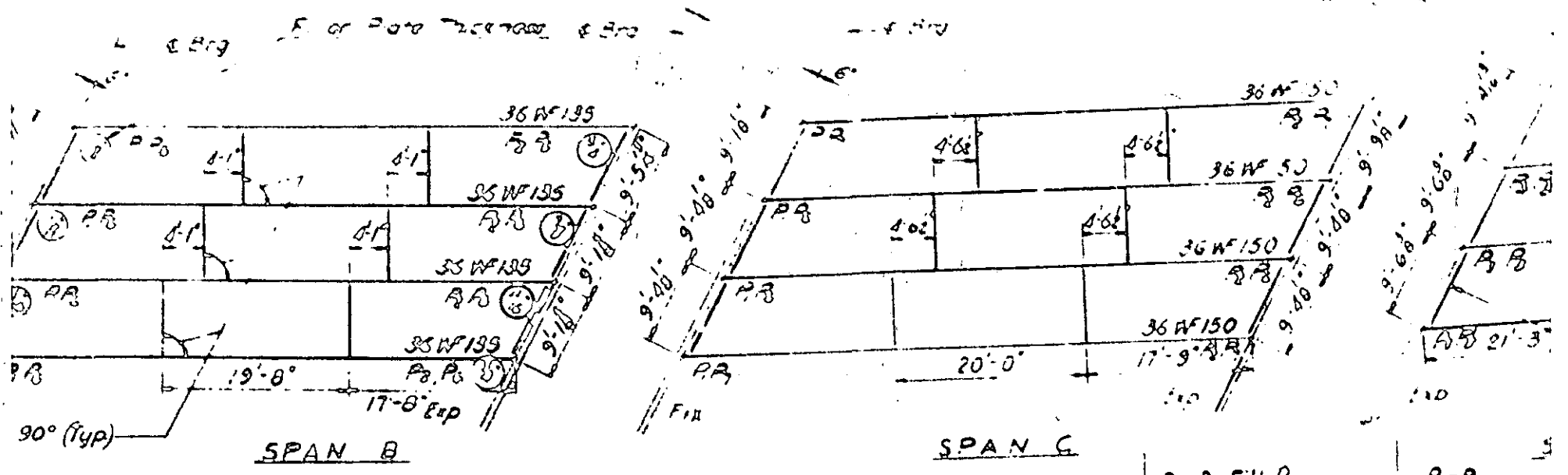
Span	Member	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	No. of Shear Studs
SPAN A	S1	8'-0"	1625'-7'-6"	1705'-7'-9 1/2"	1527'-7'-7"	1108'-7'-4"	19'-0 9" = 14'-9"	1108'-7'-4"	1307'-7'-7"	1725'-7'-9 1/2"	1825'-7'-6"	2'-0"	420	
	S2-S4						7'-9 1/2"							
	S2, S3	8'-0"	1525'-7'-11"	1905'-7'-11"	1406'-7'-7"	1207'-7'-6"	19'-0 8" = 15'-0"	1207'-7'-6"	1406'-7'-7"	1525'-7'-11"	1905'-7'-11"	2'-0"	462	
	S4	2'-0"	1525'-7'-6"	1505'-7'-8"	1307'-7'-7"	1108'-7'-8"	20'-0 9" = 15'-0"	1108'-7'-8"	1307'-7'-7"	1505'-7'-8"	1805'-7'-6"	1'-8"	417	
SPAN B	S1	12'-0"	1505'-6'-3"	1625'-5'-11 1/2"	1107'-6'-5"	908'-6'-0"	3'-0 9" = 4'-9"	908'-6'-0"	1107'-6'-5"	1305'-5'-11 1/2"	1505'-6'-3"	1'-2"	336	
	S2-S4						58'-11 7/8"							
	S2, S3	12'-0"	1520'-6'-8"	1525'-6'-3"	1226'-6'-0"	1107'-6'-5"	14'-0 7" = 8'-9"	1107'-6'-5"	1226'-6'-0"	1525'-6'-3"	1520'-6'-8"	1'-6"	393	
	S4	2'-0"	1505'-6'-3"	1525'-5'-11 1/2"	1027'-5'-10"	908'-6'-0"	14'-0 9" = 10'-6"	908'-6'-0"	1027'-5'-10"	1525'-5'-11 1/2"	1505'-6'-3"	2'-0"	333	
SPAN C	S1	18'-0"	1405'-6'-8"	1405'-6'-5"	1007'-5'-10"	908'-6'-0"	14'-0 9" = 10'-6"	908'-6'-0"	1007'-5'-10"	1405'-6'-5"	1405'-6'-9"	1'-8"	345	
	S2-S4						60'-3 3/8"							
	S2, S3	18'-0"	1505'-6'-0"	1505'-6'-3"	1226'-6'-0"	1107'-6'-5"	6'-0 8" = 10'-3"	1107'-6'-5"	1226'-6'-0"	1505'-6'-3"	1505'-6'-0"	1'-6"	381	
	S4	8'-0"	1505'-6'-9"	1405'-6'-5"	1107'-6'-5"	908'-6'-0"	13'-0 9" = 9'-9"	908'-6'-0"	1107'-6'-5"	1405'-6'-5"	1505'-6'-9"	2'-0"	342	
SPAN D	S1						37'-9 3/8"							
	S2-S4						Non-Composite							
							37'-6 1/2"							
							Non-Composite							

Cover Plates to be centered between Bearings

Span	Member	Start	End	Start	End
SPAN A	S1 & S4	10'-4" = 55'-6"		S2 & S3	0'-4" = 54'-9"
	S1, S2, S3	10'-0" = 43'-6"		S4	10'-0" = 43'-0"
SPAN B	S1	10'-0" = 42'-9"		S2, S3, S4	10'-0" = 42'-3"

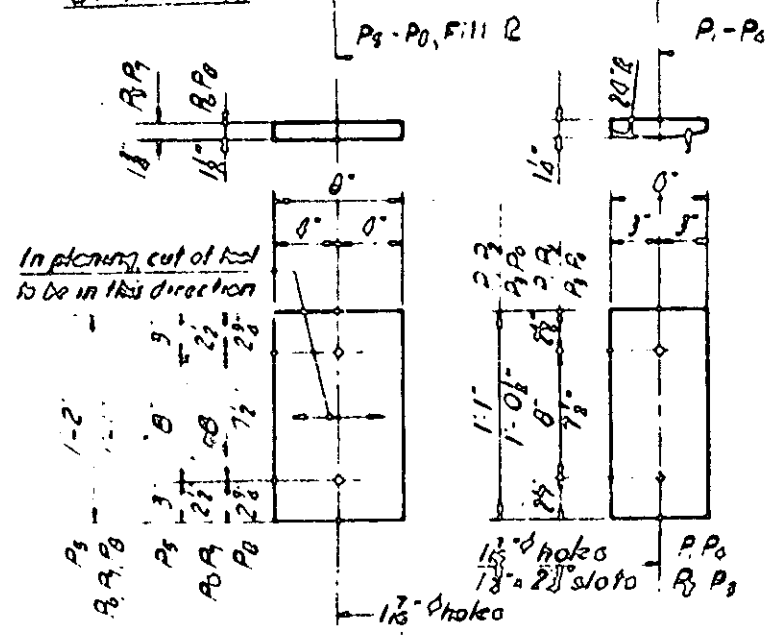
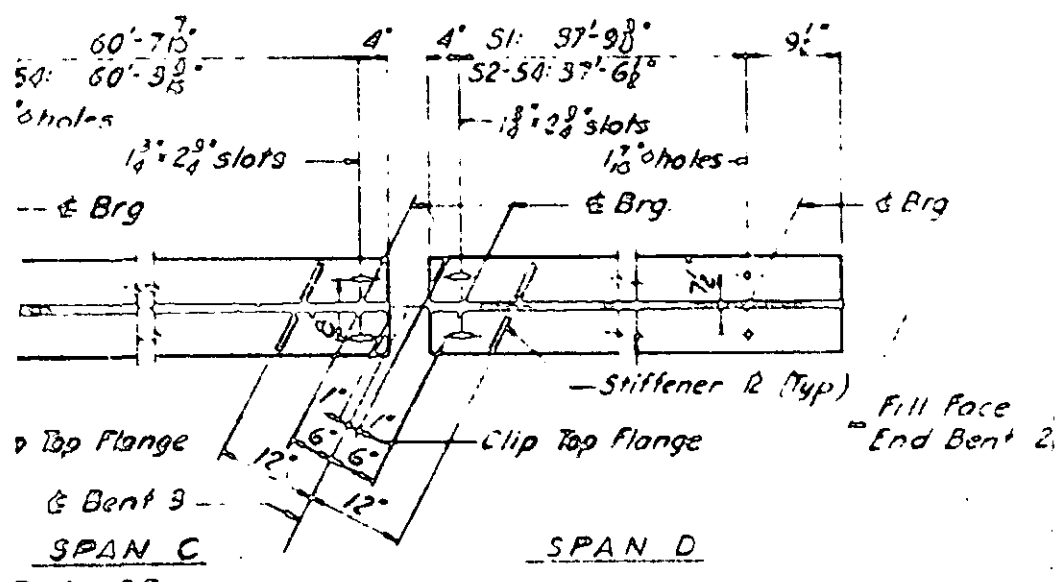
SHEAR STUD SPACING AND COVER PLATE LENGTH

Note: See Cross Section through end of a



FRAMING PLAN

Note: All dimensions are horizontal

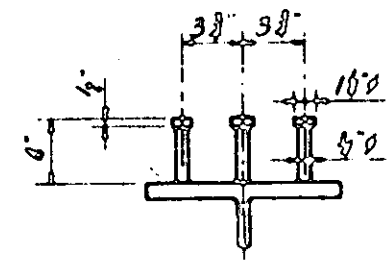


BEARING PLATE DETAILS

FLANGE
Horizontal

Dimensions	No. of Shear Studs	Value
7'-7" 1805" 7'-9" 1805" 7'-6"	2 3/8"	420
7'-7" 1805" 7'-11" 2104" 7'-10"	2 3/8"	468
7'-7" 1805" 7'-7" 1805" 7'-6"	1 3/8"	417
6'-5" 1305" 5'-11" 505" 6'-9"	1 1/2"	336
6'-0" 505" 6'-3" 1804" 6'-4"	1 1/2"	393
5'-10" 1805" 5'-11" 505" 6'-5"	2 1/8"	333
5'-10" 1805" 6'-5" 1605" 6'-9"	1 3/4"	345
6'-0" 505" 6'-3" 1804" 6'-0"	1 3/8"	381
6'-5" 1805" 6'-5" 1805" 6'-3"	2 3/8"	342

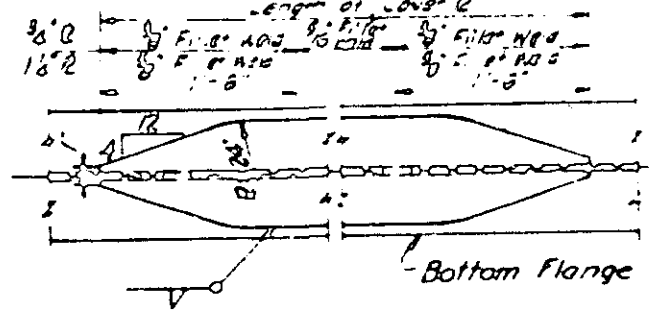
Note: Number of Shear Studs is for one beam only.



SHEAR STUD DETAIL

	SPAN A		SPAN B		SPAN C		SPAN D	
	Ext. Bm	Int. Bm	Ext. Bm	Int. Bm	Ext. Bm	Int. Bm	Ext. Bm	Int. Bm
Steel	3/8	1/2	1/2	3/8	3/8	3/8	3/8	1/2
Concrete	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
Total DL Defl	2 1/8	1 3/8	1 3/8	1 3/8	1 3/8	1 3/8	1 3/8	1 3/8
Vertical Curv	-	-	-	-	-	-	-	-
Total Camber	2 1/8	1 3/8	1 3/8	1 3/8	1 3/8	1 3/8	1 3/8	1 3/8

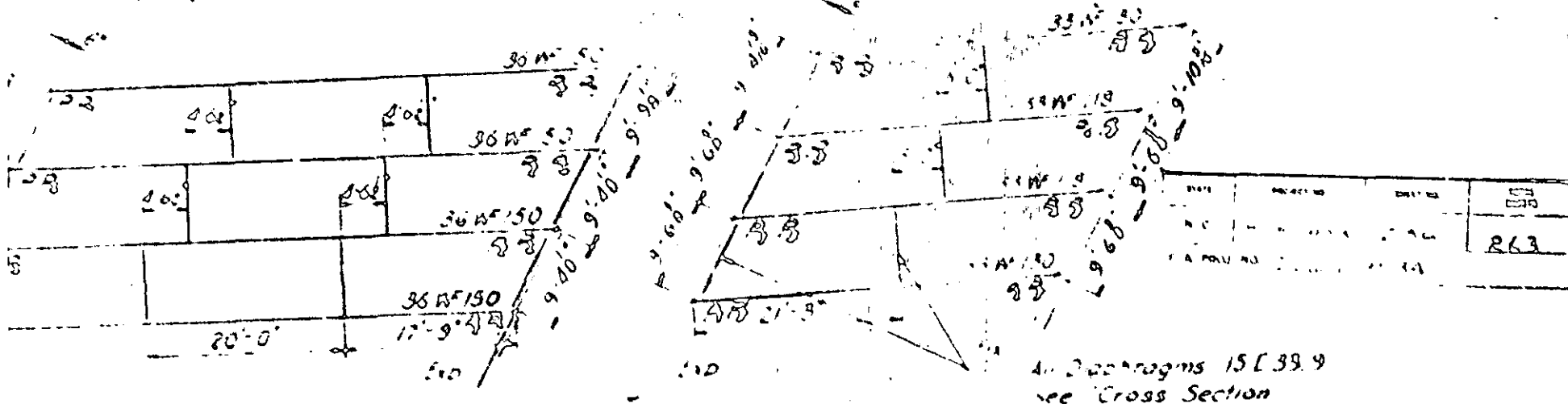
No camber other than natural mill camber required



COVER PLATE DETAIL

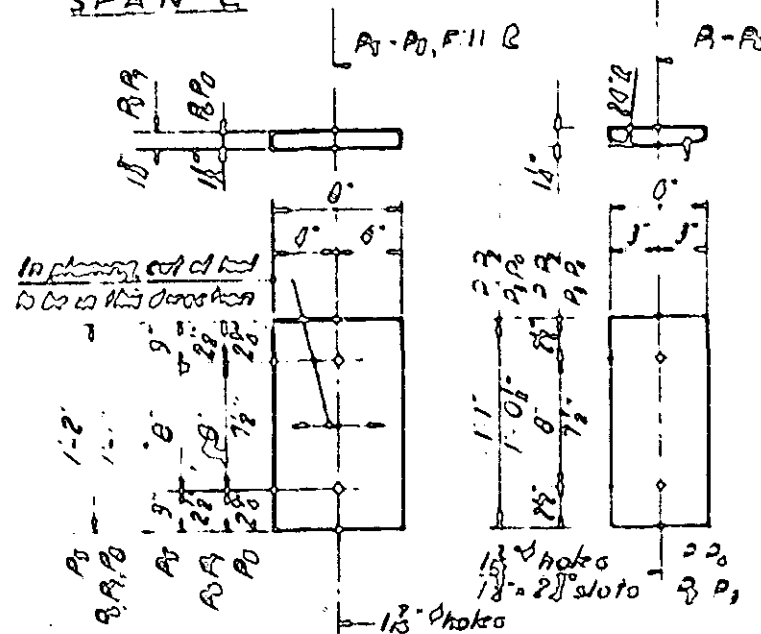
NOTE: All beams, cover plates & steel of 25" H A36 grade steel. See General Notes 5 & 6.

LENGTH Note: See Cross Section for more

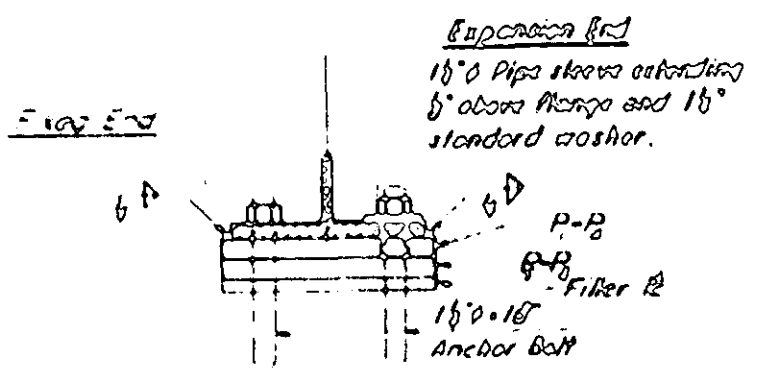


SPAN G

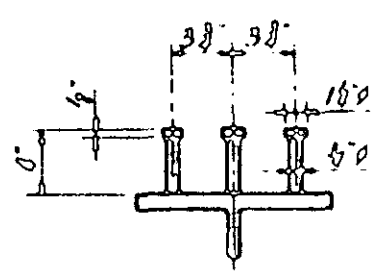
SPAN R



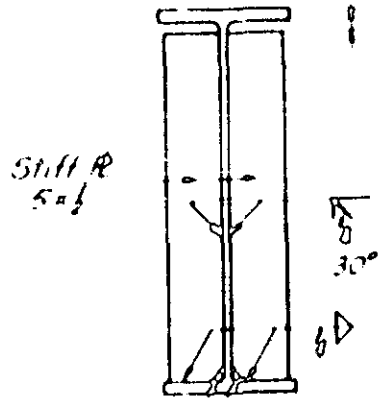
BEARING PLATE DETAILS



SECTION THRU BEARING



SHEAR STUD DETAIL

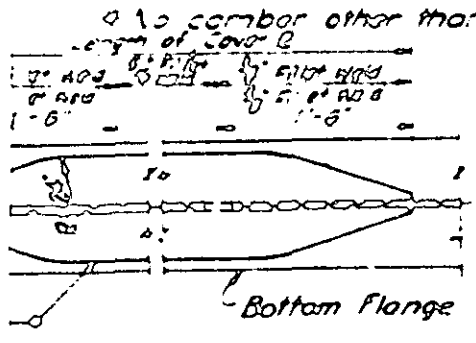


STIFFENER DETAIL

Note: Omit stiffeners on outside of exterior beams & at End Bents.
Stiffeners to be normal to beam flange.

	SPAN A		SPAN B		SPAN C		SPAN D	
	End	Mid	End	Mid	End	Mid	End	Mid
Steel	0	1/8	0	1/8	0	1/8	0	1/8
Concrete	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
Total U.L. Defl.	2/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
Vertical Curve	-	-	-	-	-	-	-	-
Total Control	2/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8

PROJECT NO. 818691-6
POLK COUNTY
STATION 19+30.18 YD
272+28.99 L

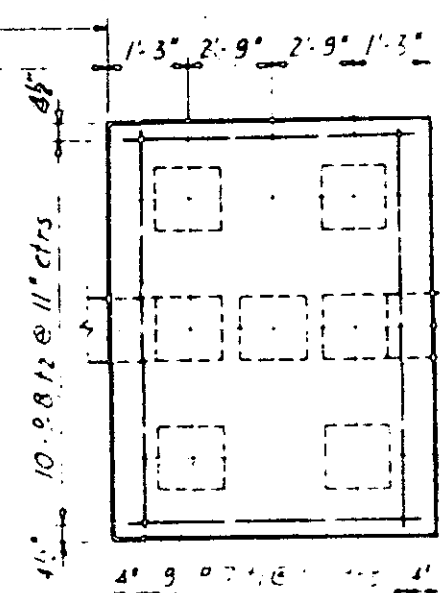
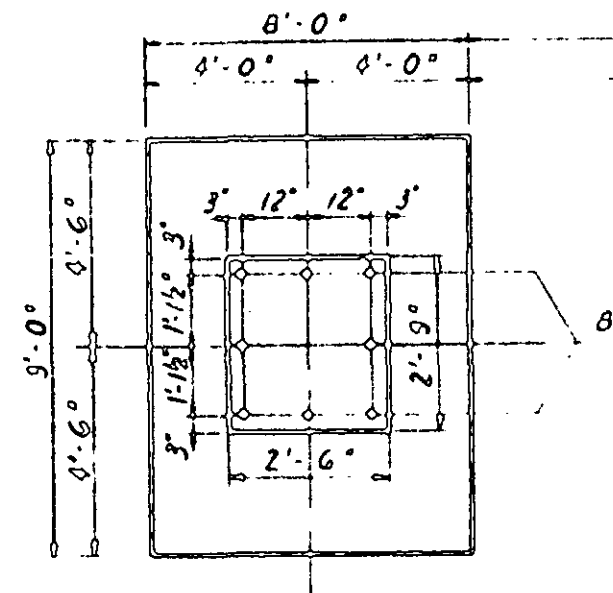
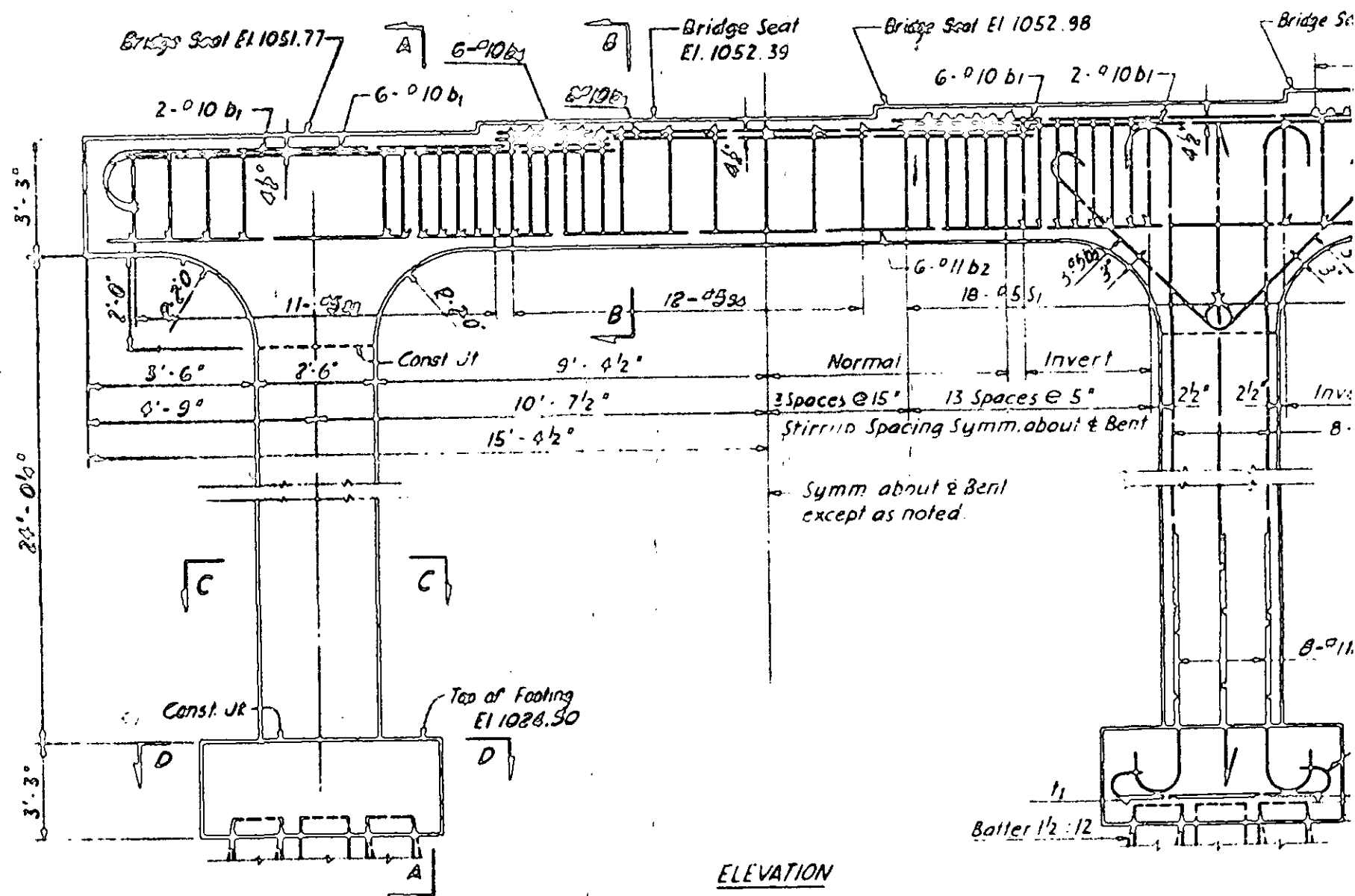
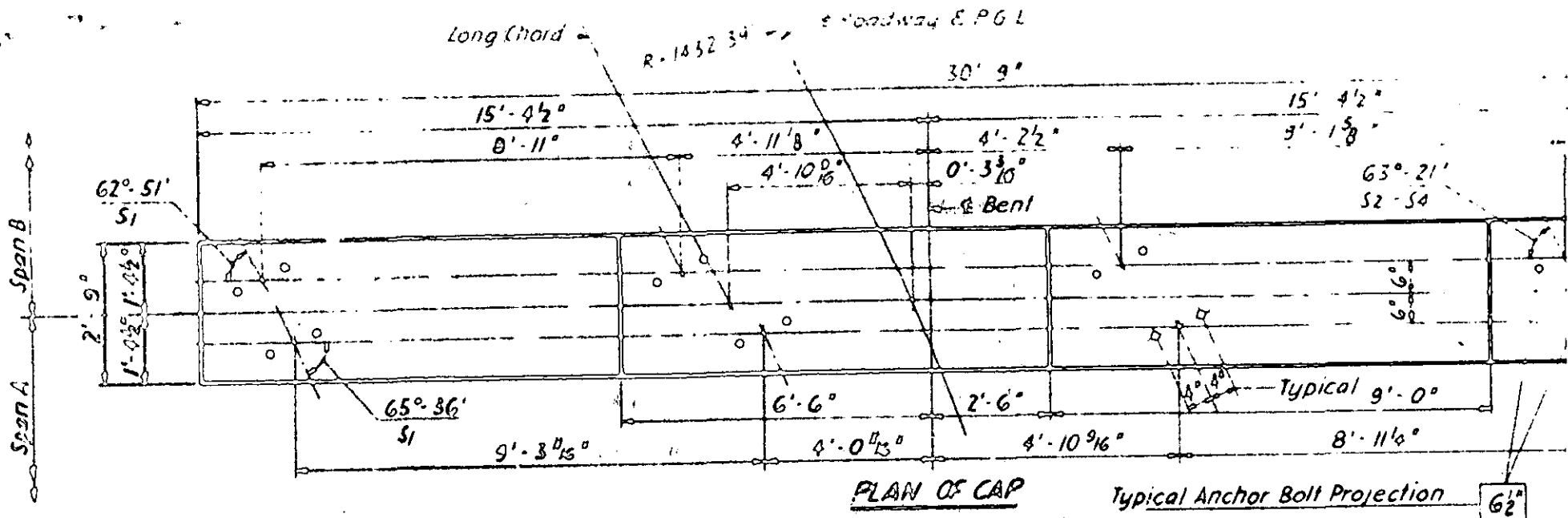


NOTE:
All beams, cover-plates shall be of A572M 50 grade structural steel. See General Notes Steel.

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

STRUCTURAL STEEL

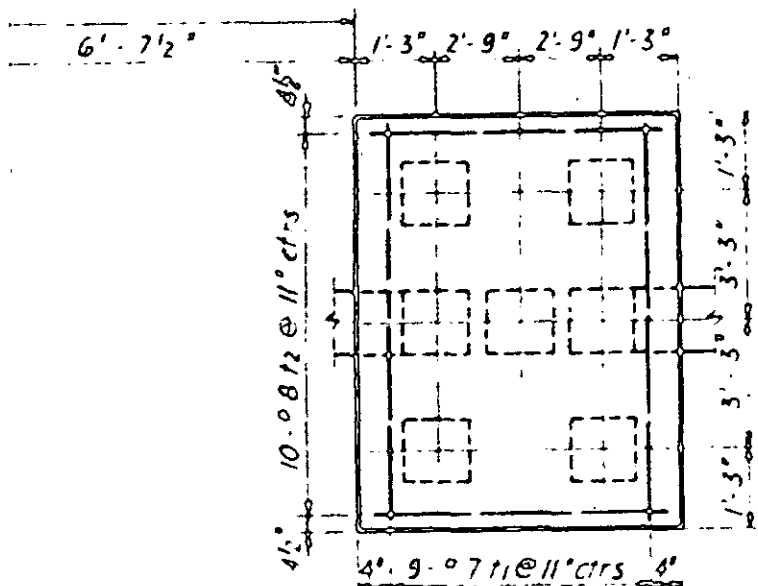
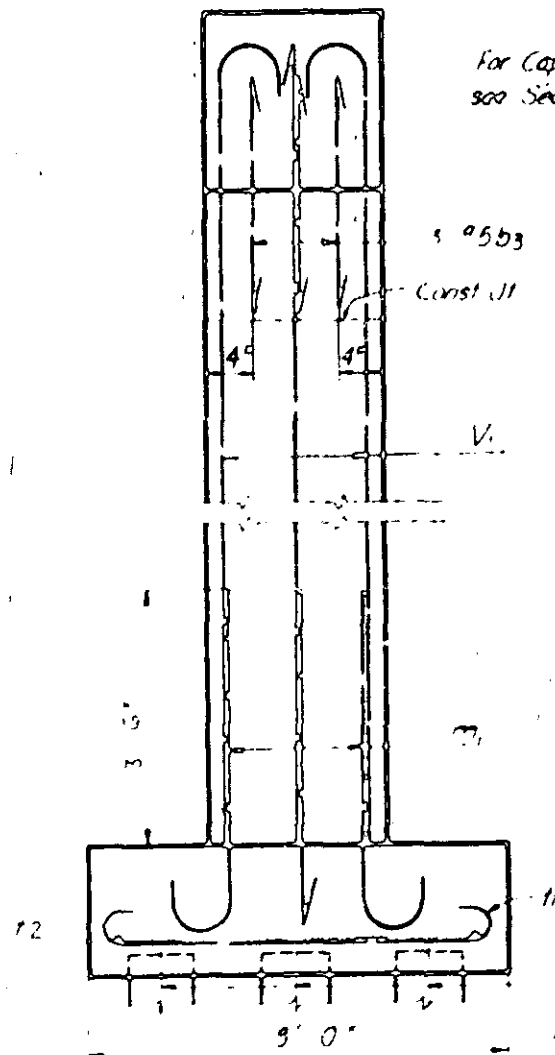
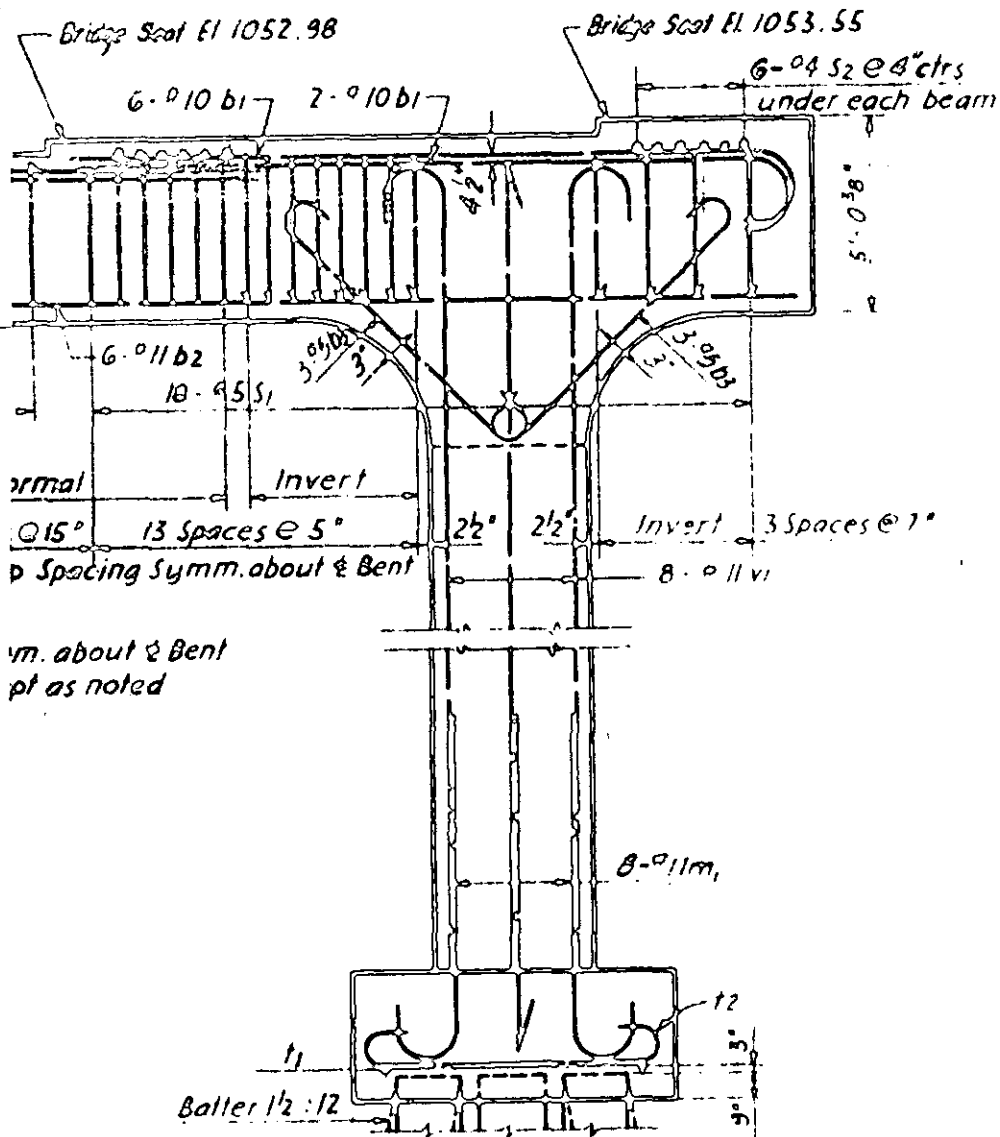
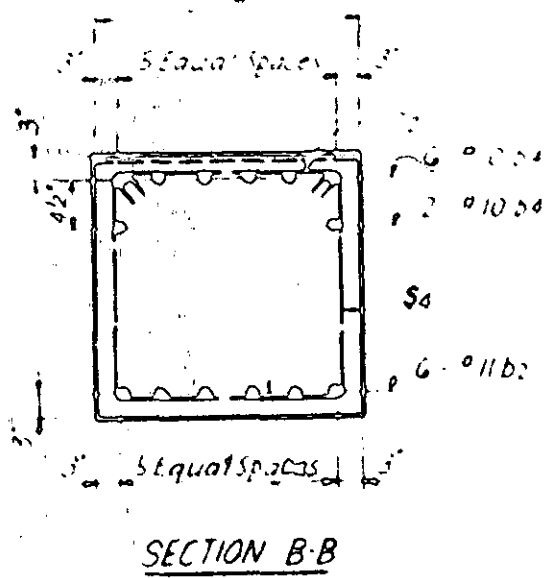
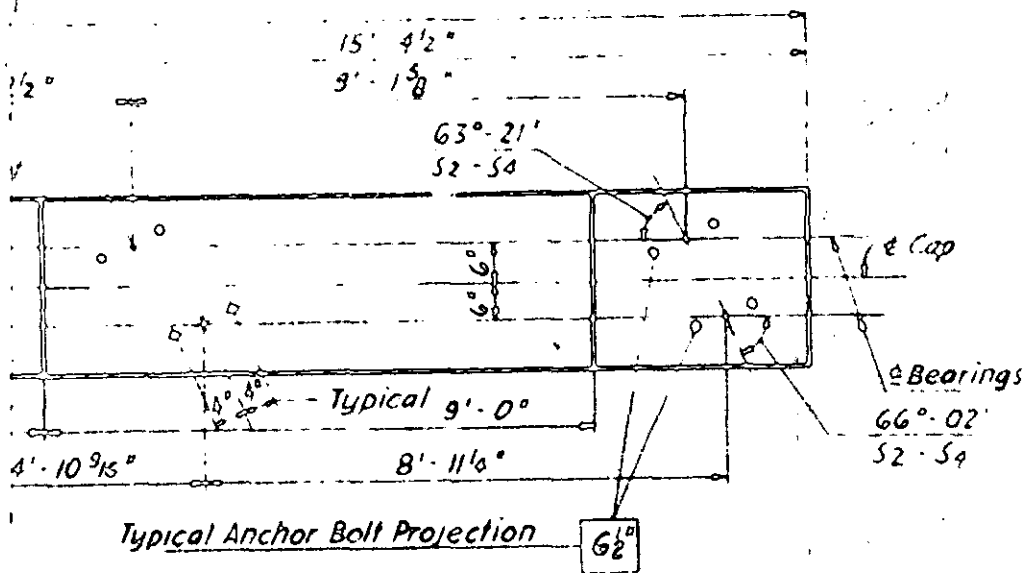
COVER PLATE DETAIL



SECTION C-C

PLAN OF FOOTINGS

SECTION D-D



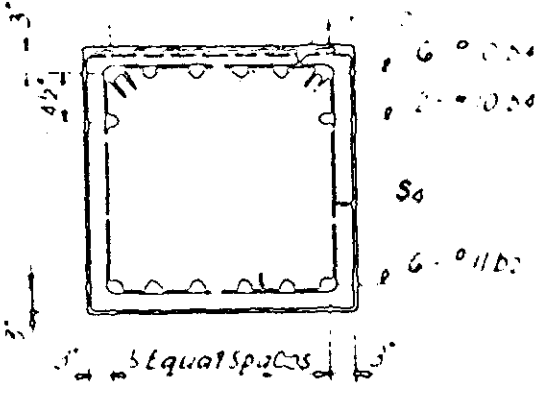
NOTE

Note: Refer to drawing on

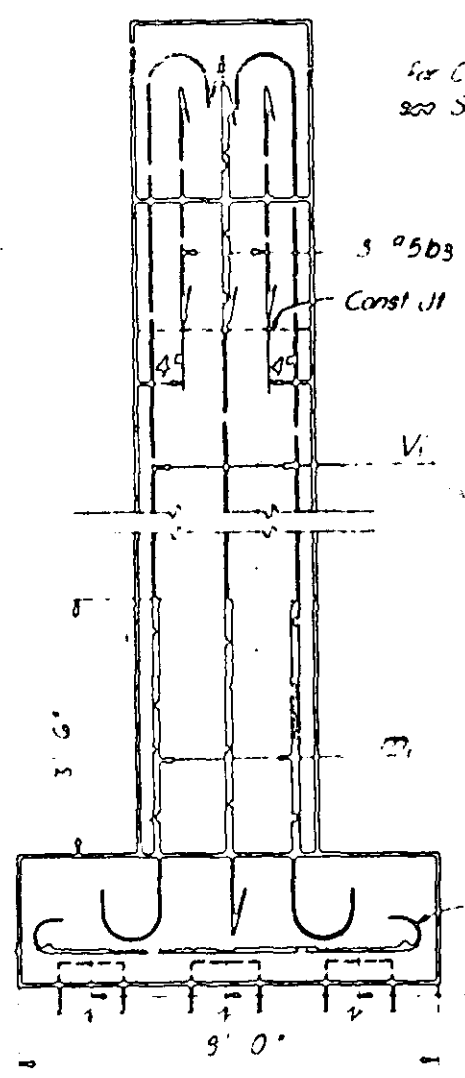
12" x 12" Prestressed Conc P
30' Capacity

BAR DETAILS

BILL OF MATERIAL

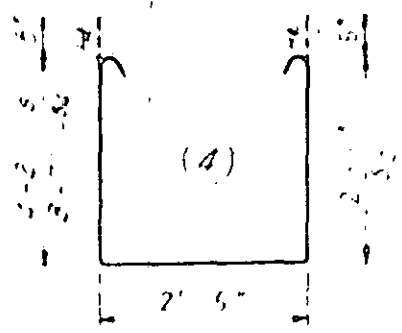
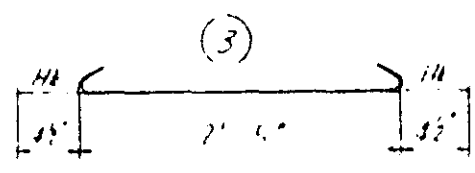
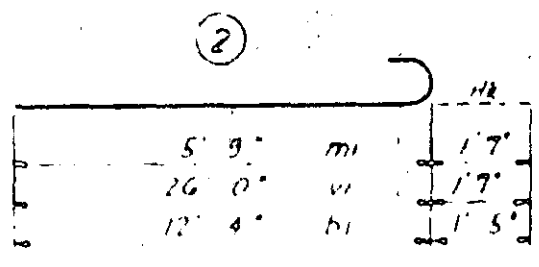
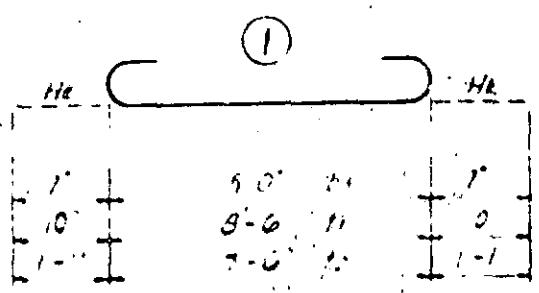


SECTION B-B



SECTION A-A

12" x 12" Prestressed Conc Piles
30 T Capacity



NOTE: All bar dimensions are out to out

Note: Reinforcing in top of cap may be shifted as necessary to clear anchor bolts

BENT 1

BAR	NO	SIZE	TYPE	LENGTH	WEIGHT
D1	16	10	2	13'-9"	867
D2	6	11	SFR	30'-3"	966
D3	12	5	1	6'-2"	87
D4	8	10	SFR	12'-6"	449
M1	16	11	2	7'-4"	682
S1	18	3	8	11'-7"	217
S2	24	4	3	3'-2"	91
S3	11	5	4	9'-1"	103
S4	12	5	3	10'-5"	100
V1	18	7	1	10'-2"	270
V2	20	8	1	9'-0"	318
V3	16	11	2	27'-7"	234

Reinforcing Steel Lbs 6,774

Class A Concrete Cu₂₅ 42.1

12" x 12" Prestressed Conc. Piles 13 No.

12" x 12" Prestressed Conc. Piles 1 Pile

See steel 246

PROJECT NO. 8 1869103

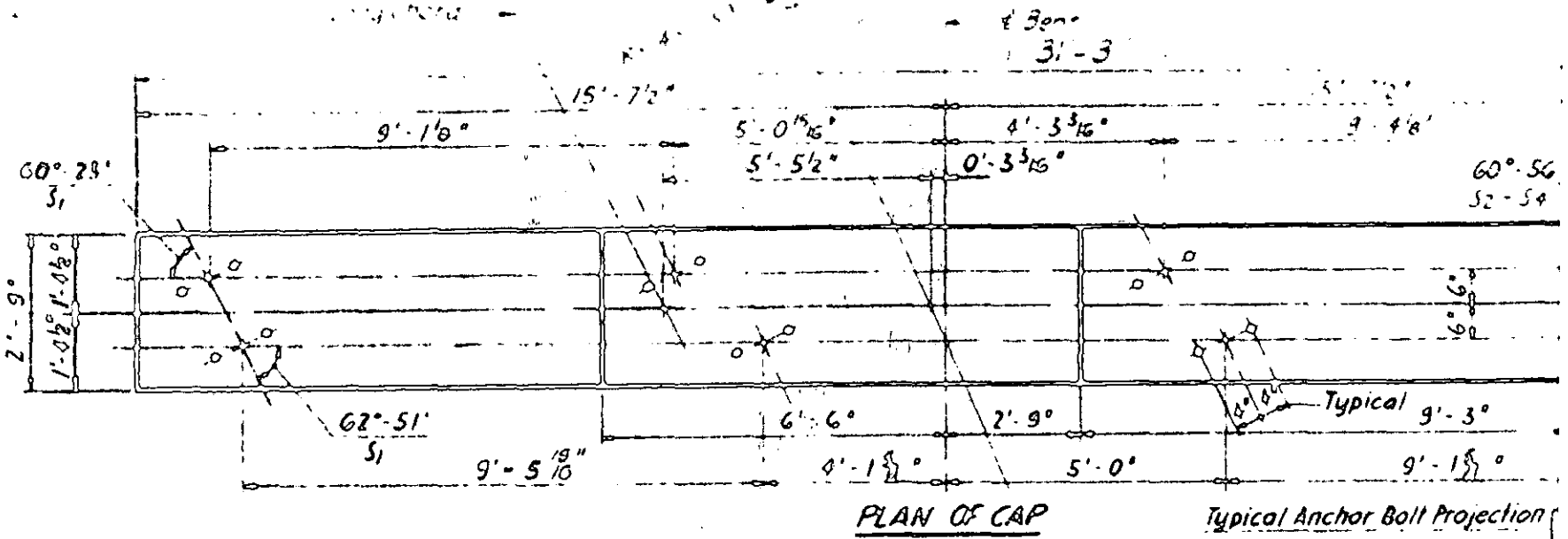
POLK COUNTY

STATION 272 + 28.99'L
19 + 30.15'Y⁹⁰

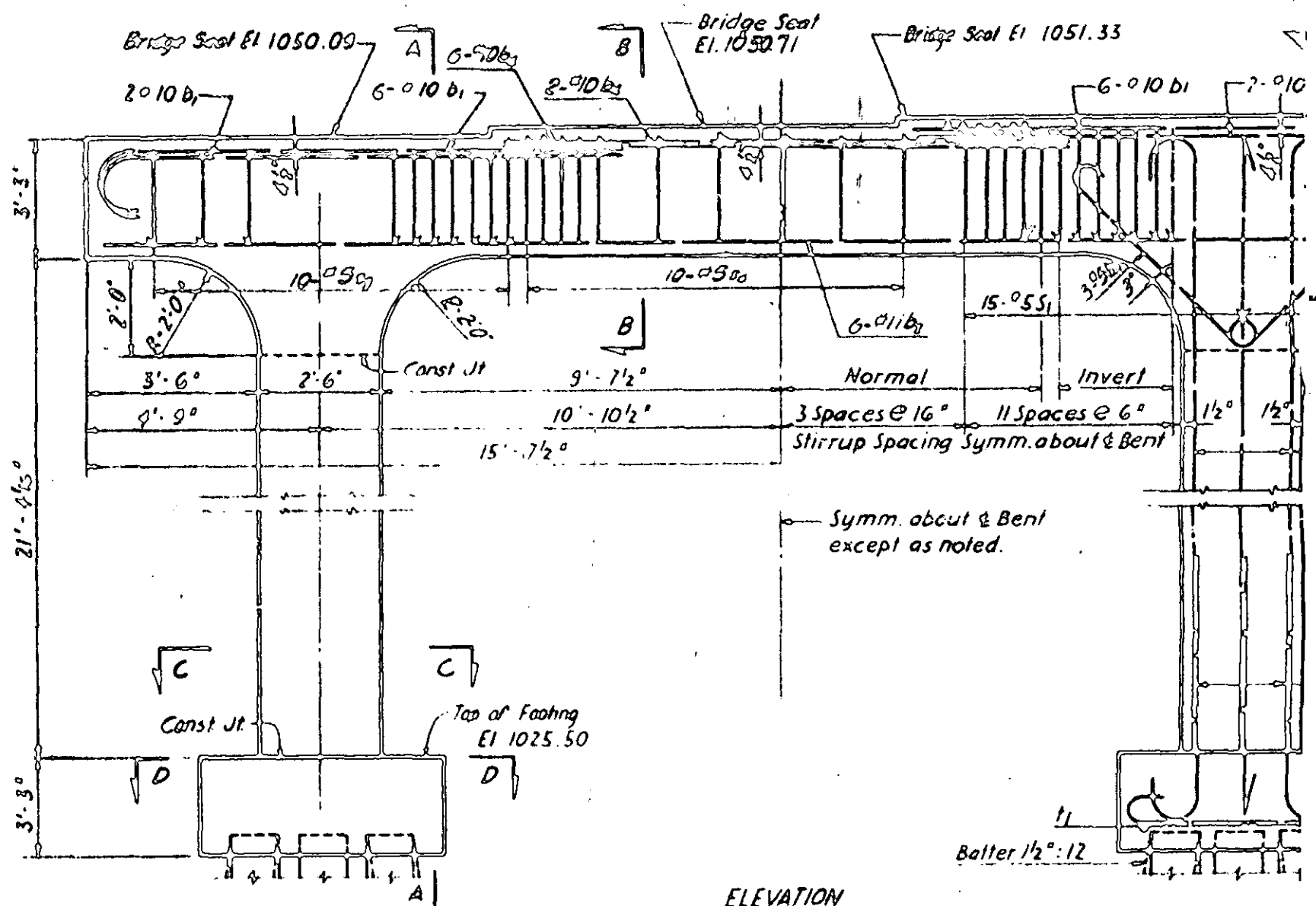
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

BENT 1

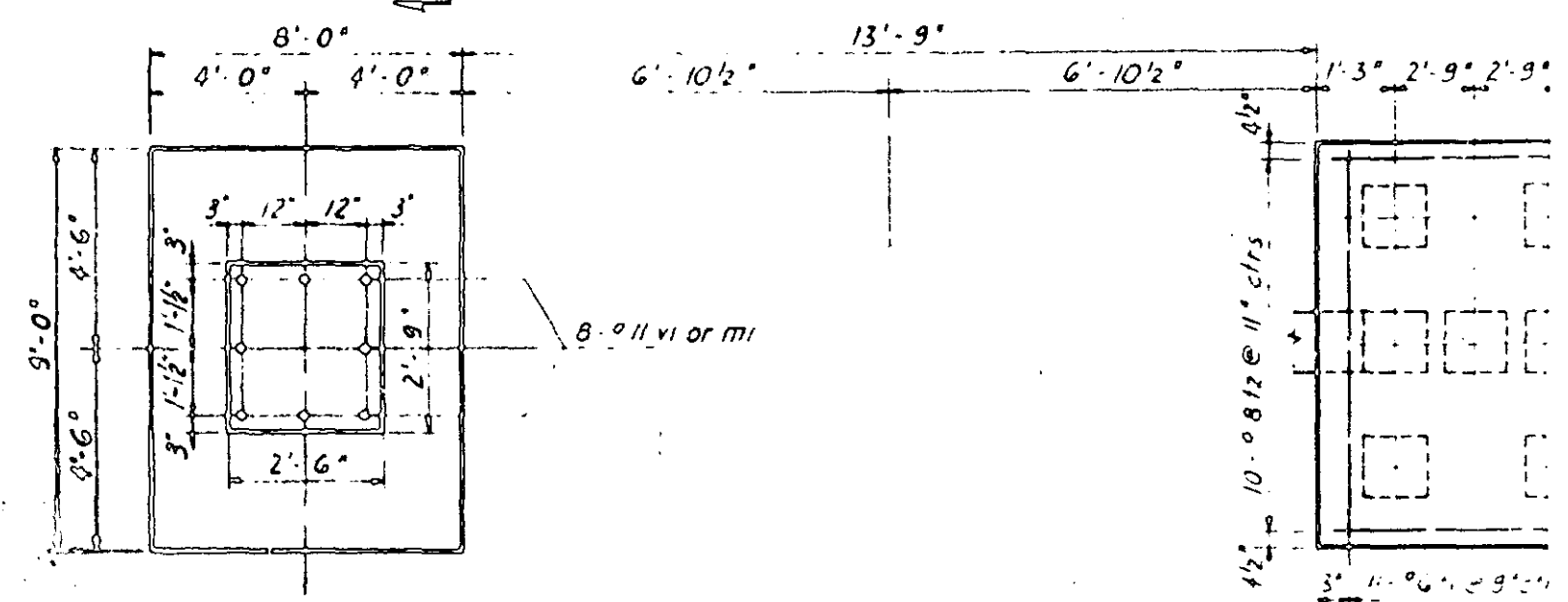
Span B
Span C



PLAN OF CAP
Typical Anchor Bolt Projection



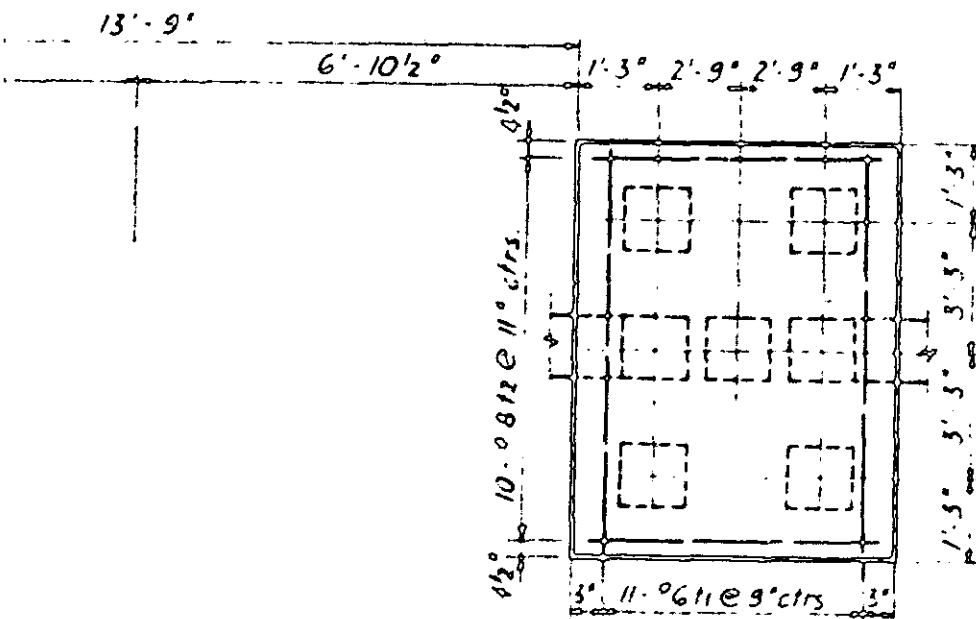
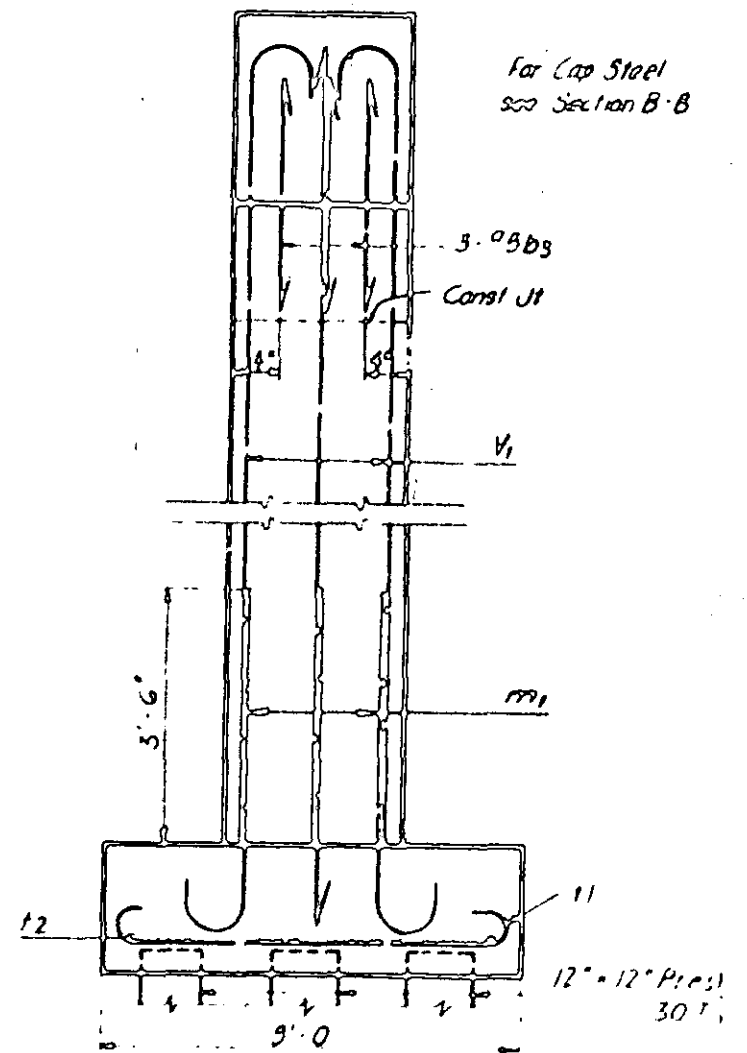
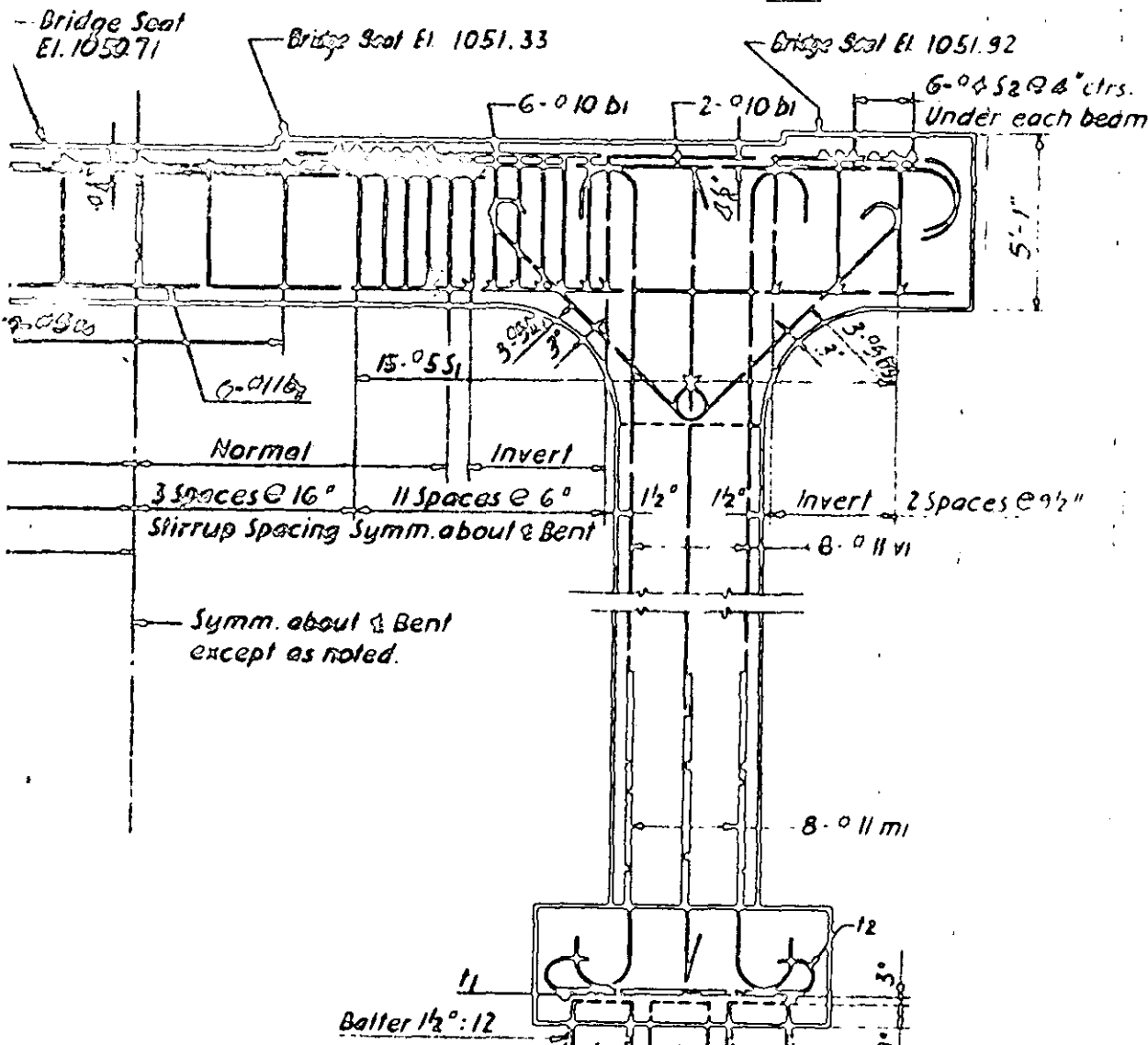
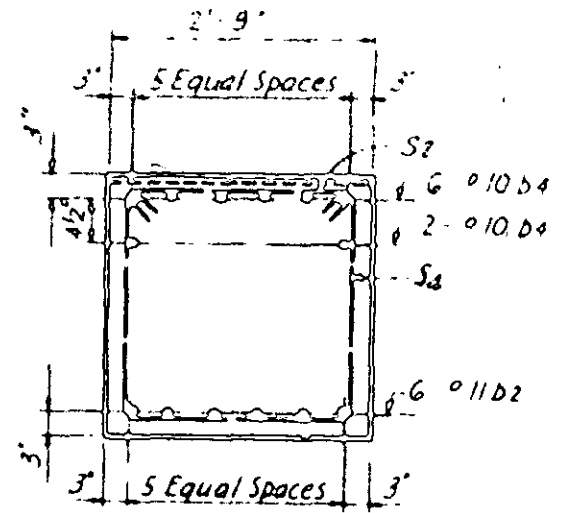
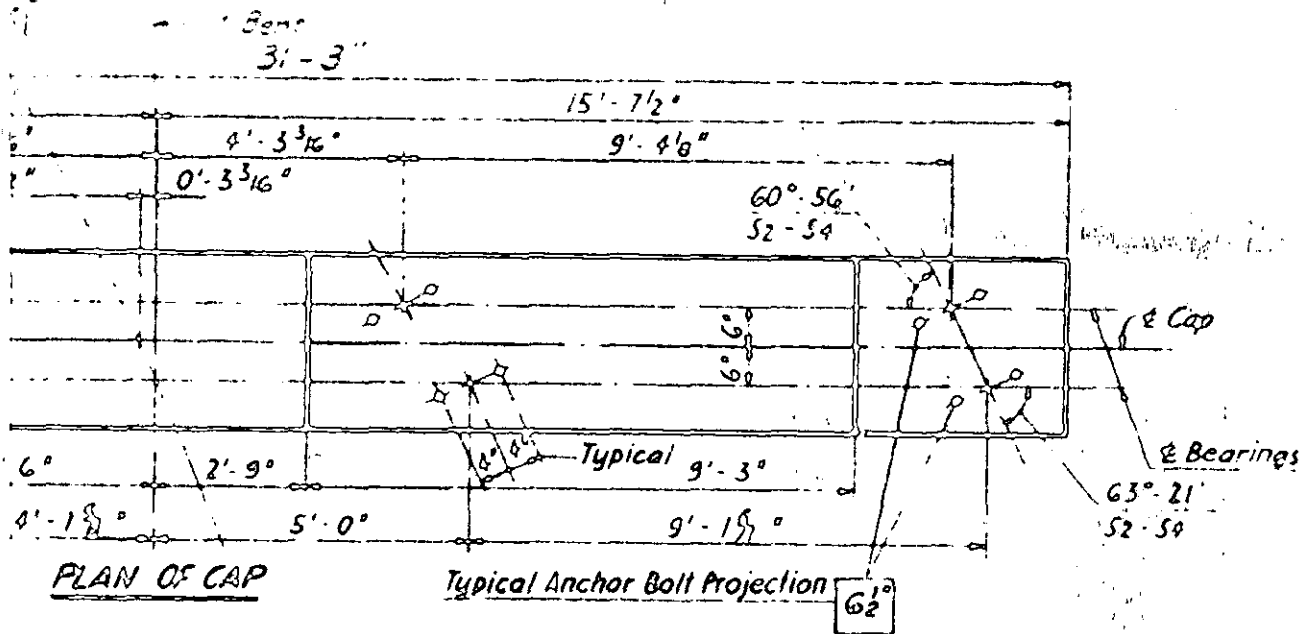
ELEVATION



SECTION C-C

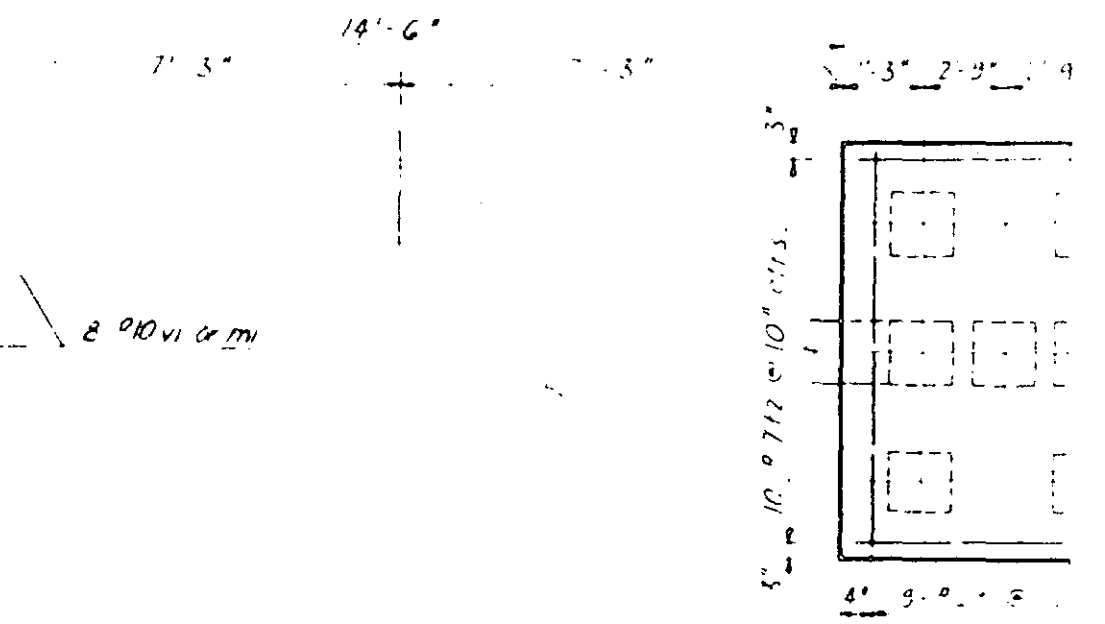
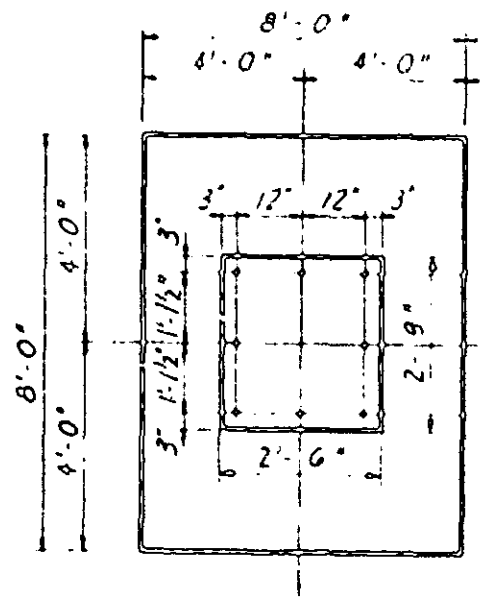
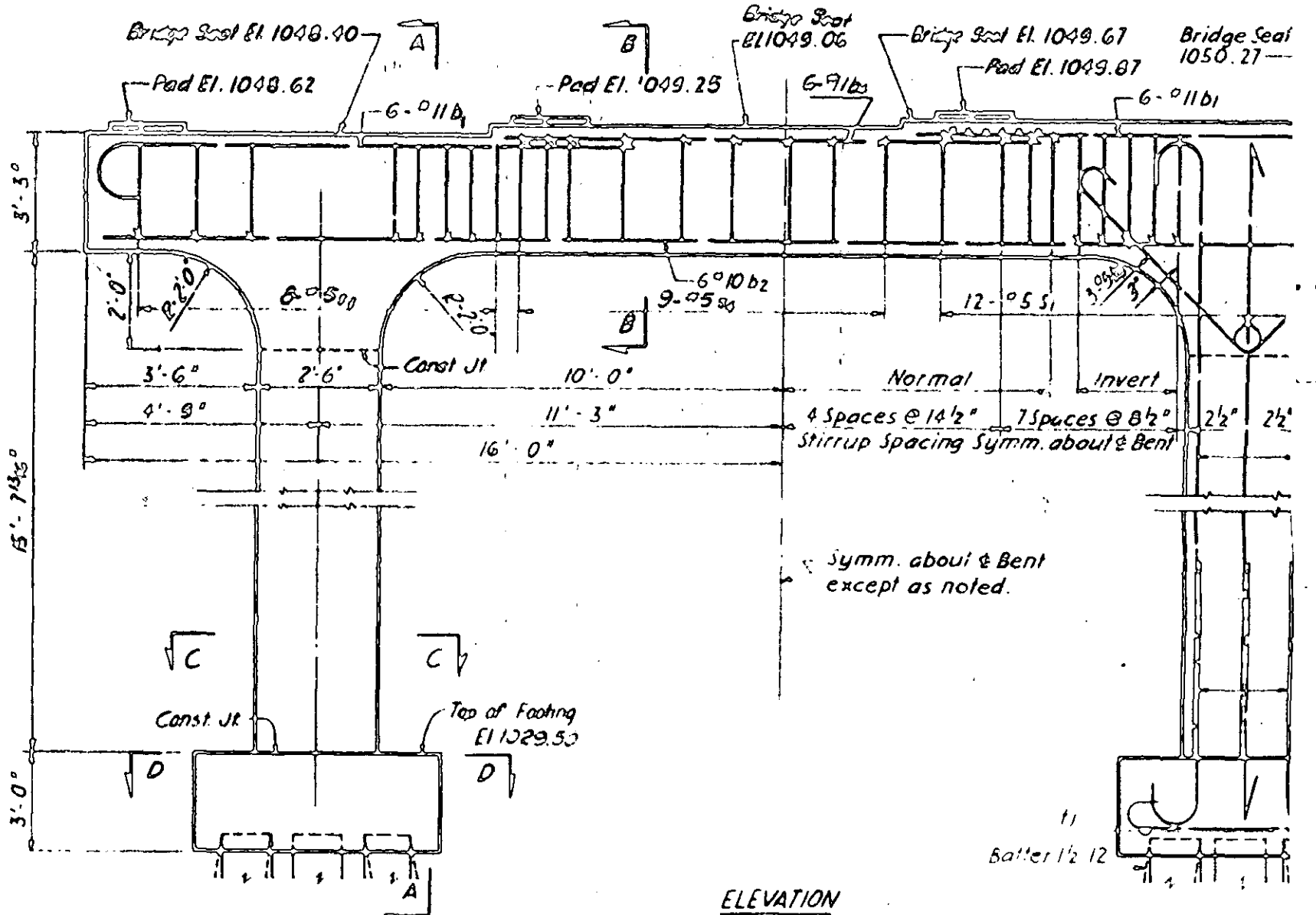
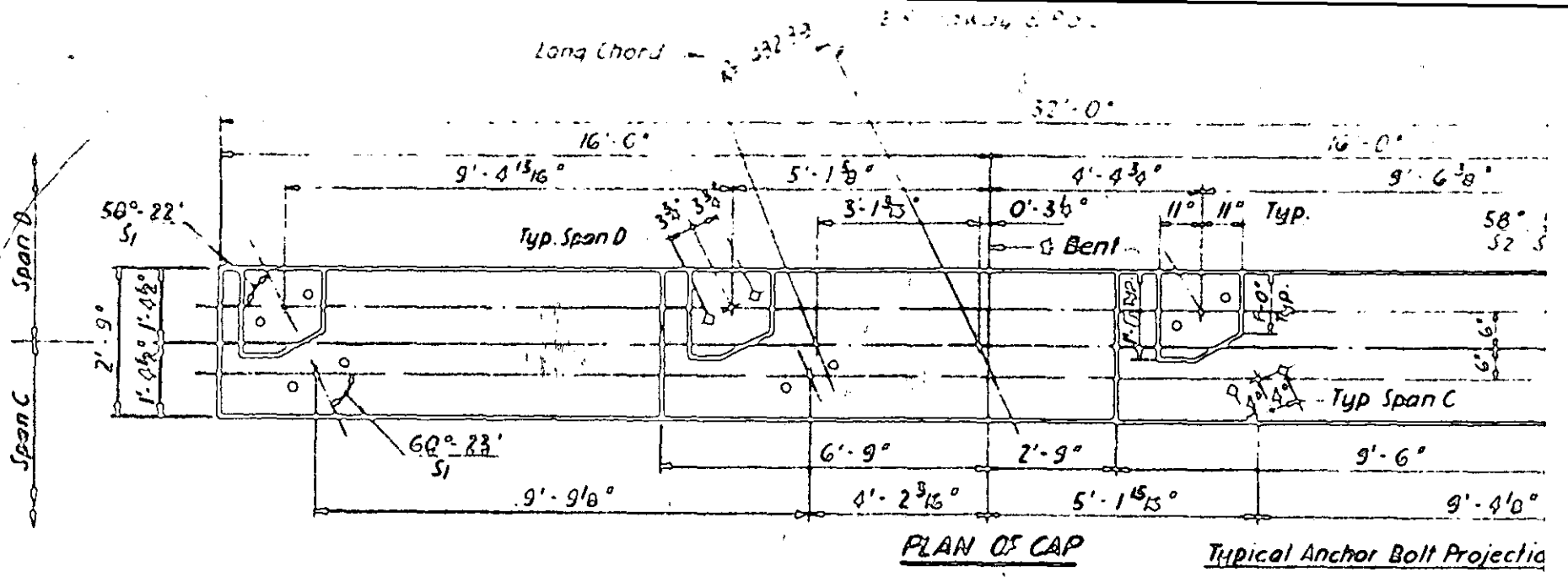
PLAN OF FOOTINGS

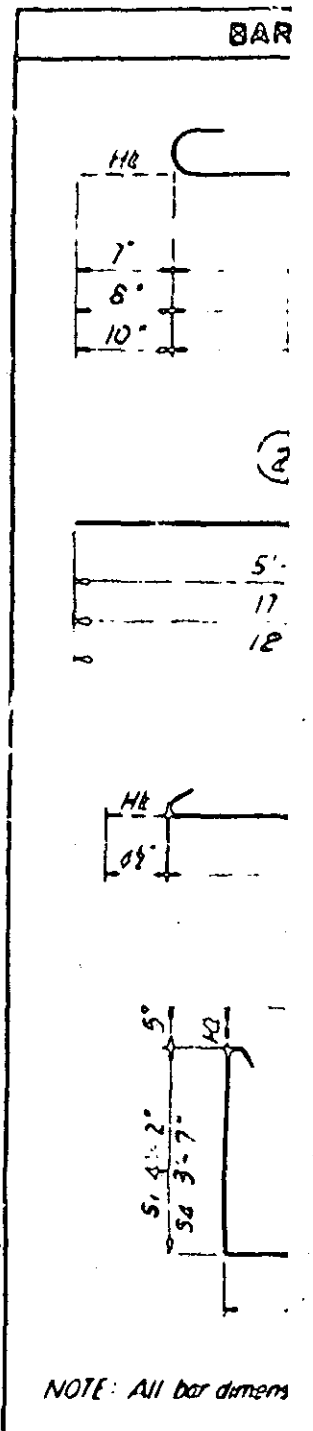
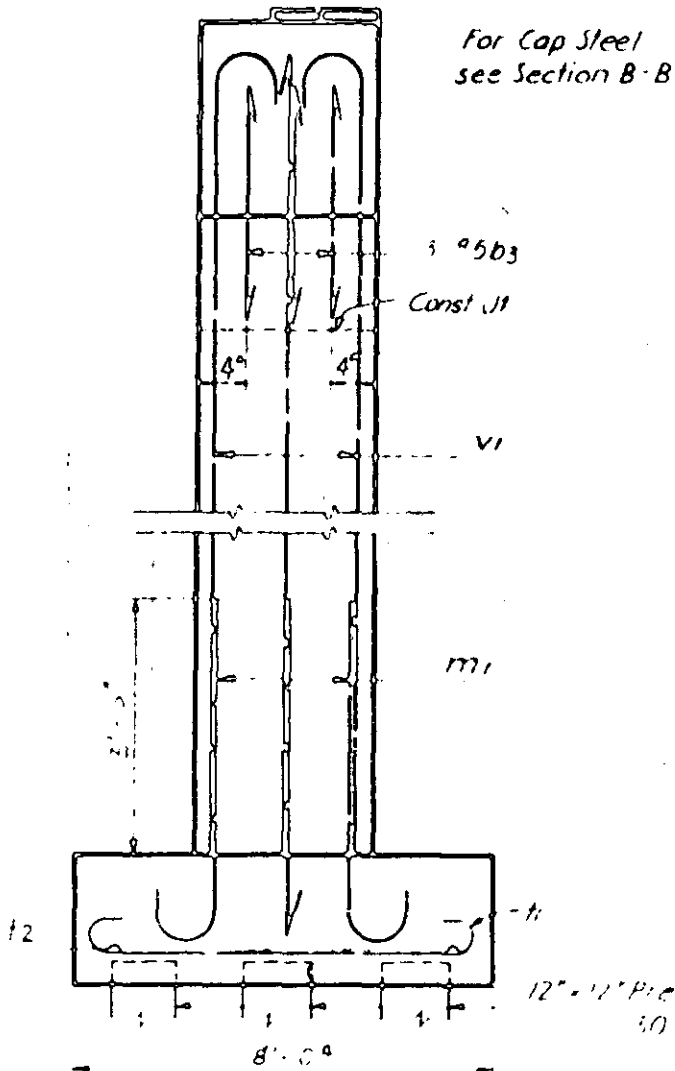
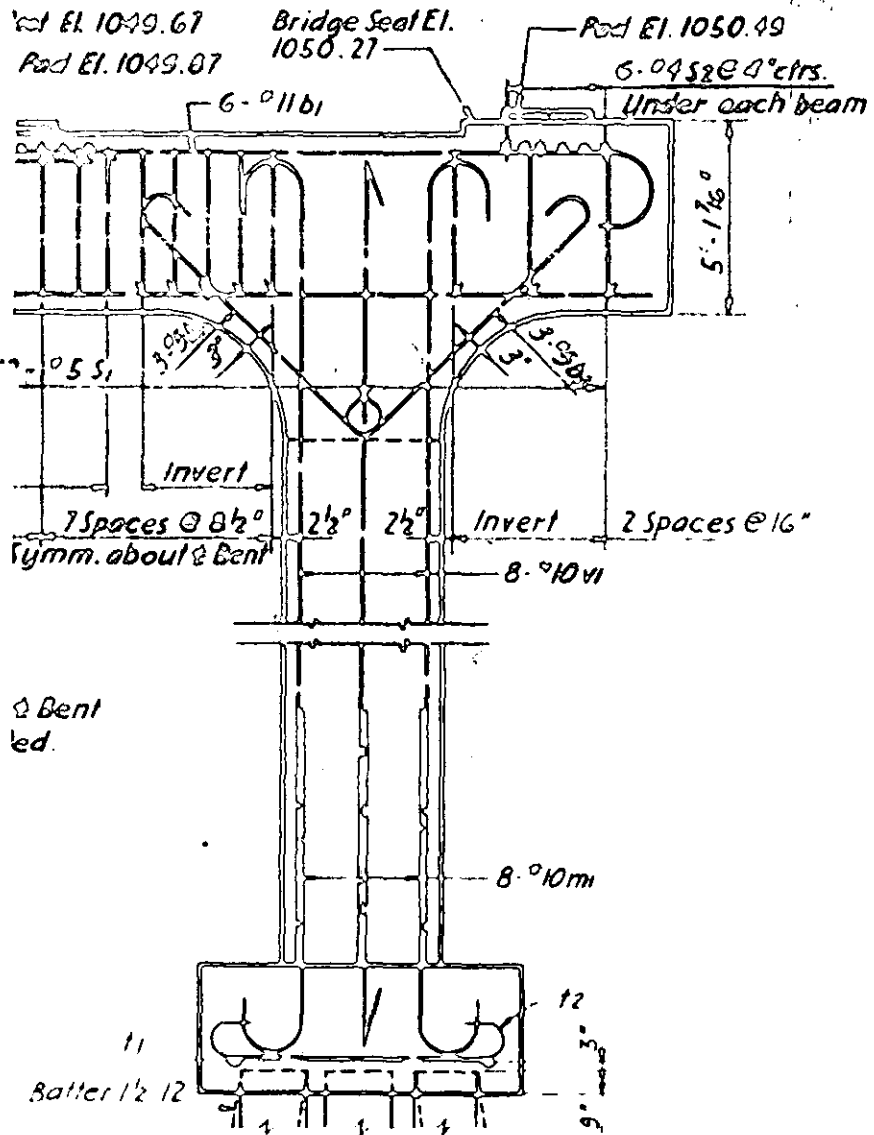
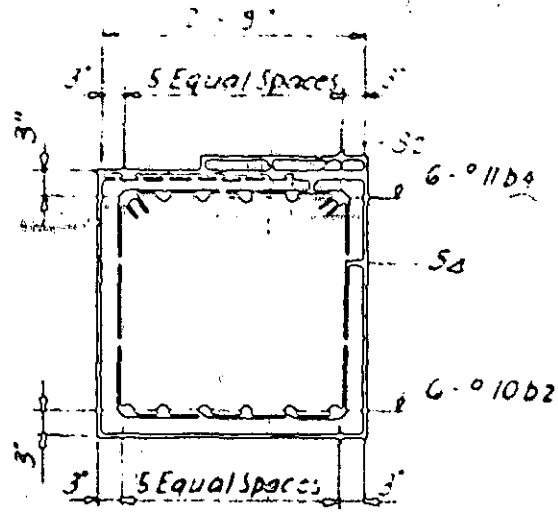
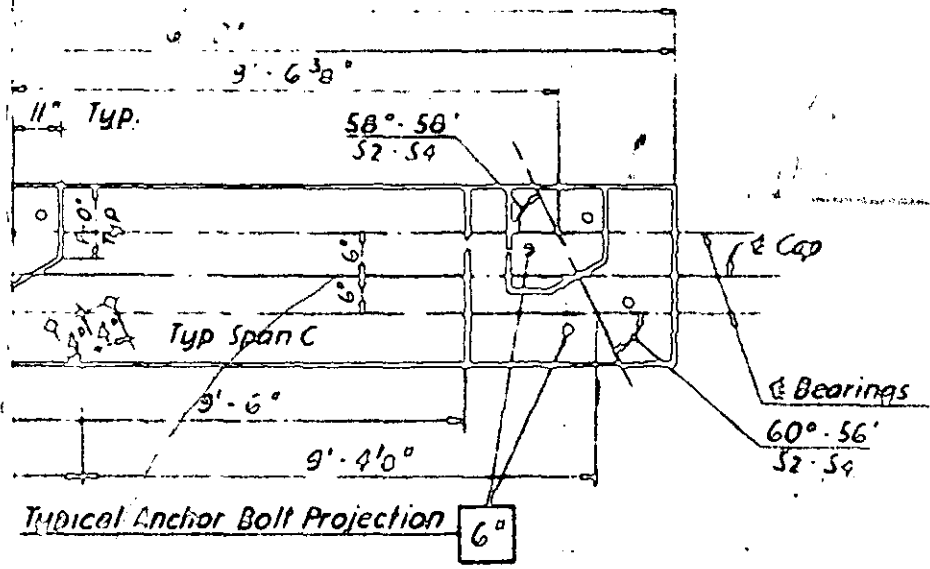
SECTION D-D



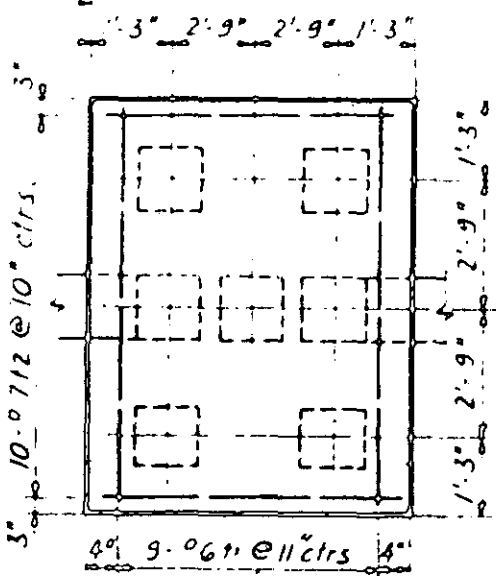
PLAN OF FOOTINGS

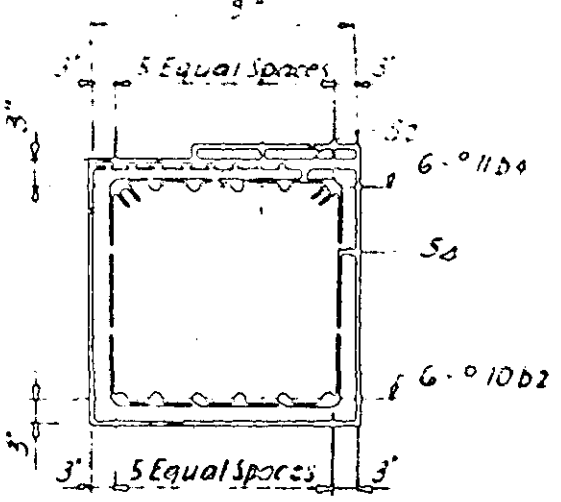
SECTION C-C



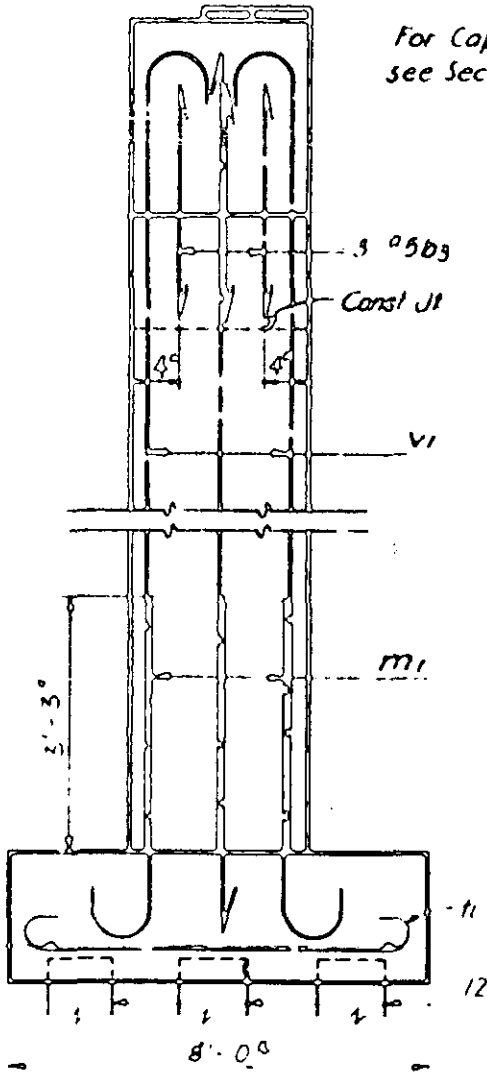


Note: Reinforcing 1 be shifted as anchor bolts



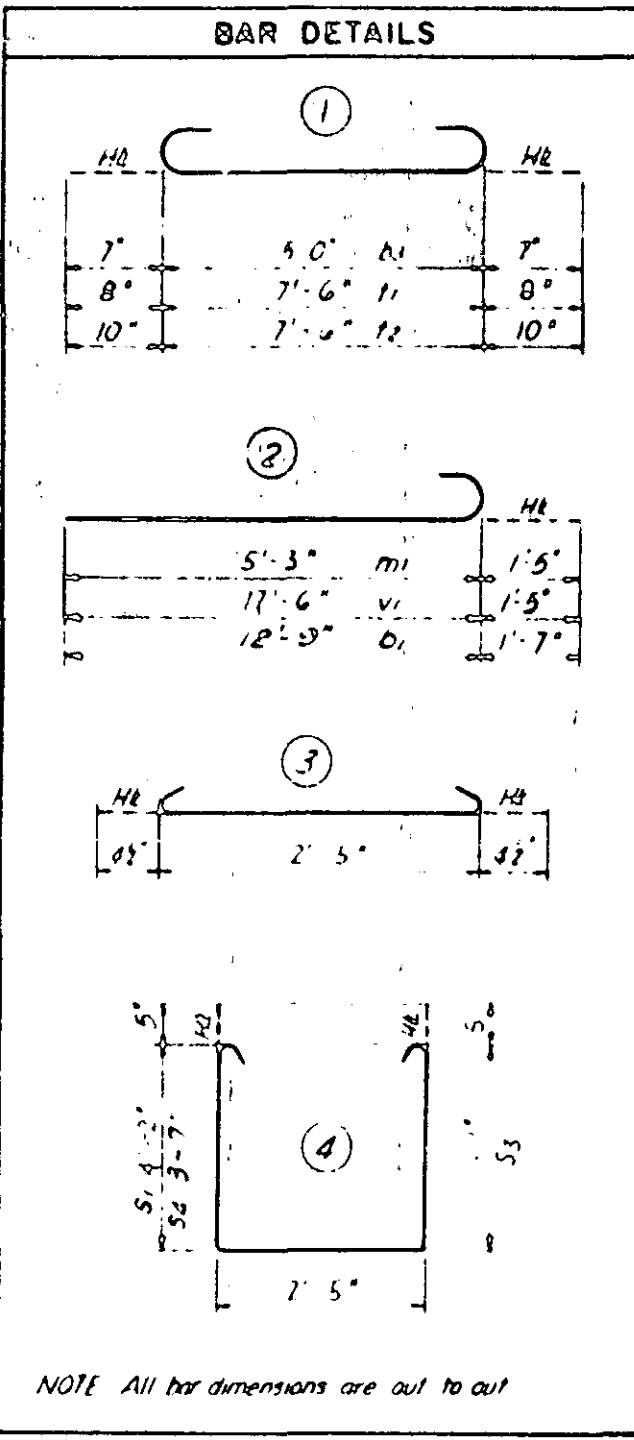


SECTION B-B



SECTION A-A

For Cap Steel see Section B-B



NOTE All bar dimensions are out to out

Note. Reinforcing in top of Cap may be shifted as necessary to clear anchor bolts.

BENT 3

BAR	NO	SIZE	TYPE	LENGTH	WEIGHT
B1	18	11	2	12'-0"	510
B2	6	10	SFP	31'-6"	613
B3	12	9	1	6'-8"	77
B4	6	11	SFP	13'-0"	210
B5	16	10	2	6'-0"	650
B6	12	9	2	11'-7"	1015
B7	3	0	3	3'-2"	31
B8	8	5	4	9'-10"	83
B9	9	5	4	10'-5"	87
B10	10	6	1	8'-10"	85
B11	80	7	1	9'-2"	575
B12	16	10	2	10'-11"	1362

Reinforcing Steel LBS 4963
 Class A Concrete Cu Yd 35.0
 12" x 12" Prestressed Conc. Piles 14 NB
 12" x 12" Prestressed Conc Piles L F 5
 270.50

PROJECT NO. B.186916
 POLK COUNTY
 STATION 272 + 18.99
 19 + 30.8

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 Raleigh

BENT 3

Long Chord

Bridge & Pier

12-9'

22-58

20-38

67°-08'

9'-2"

9'-9"

9'-9"

5'-5"

6'-6"

2'-6"

9'-0"

13'-0"

2'-7 1/2"

2'-7 1/2"

5'-0"

9'-3"

65°-36'

8' Exp Jt Mat

62°-56'-25"

8'-8 1/2"

4'-10 1/2"

4'-1"

9'-11 1/2"

20'-3 1/2"

20'-9"

1 1/2" dia. 8' Anchor Bolts to project 6" above bridge seat

PLAN
1/8" = 1'-0"

8' Exp Jt Mat. on vertical sides of build up

5-011 b3 - b7

8' Exp Jt Mat

5-011 b3

5-011 b3

4-011 b3 & 2-08 b3

El of Bridge Seat 1054 44

4-04 b3

1-04

5-011 b3

El of B-ago Seat C55

El of Bridge Seat 1059 87

Lap by bars only by bars continuous

7'-0"

5-1058 37

U/S El 1051 37

3-06 b3 of each brace etc

2-08 b3 of each brace etc

5-040 & 13-245 @ 15" max.

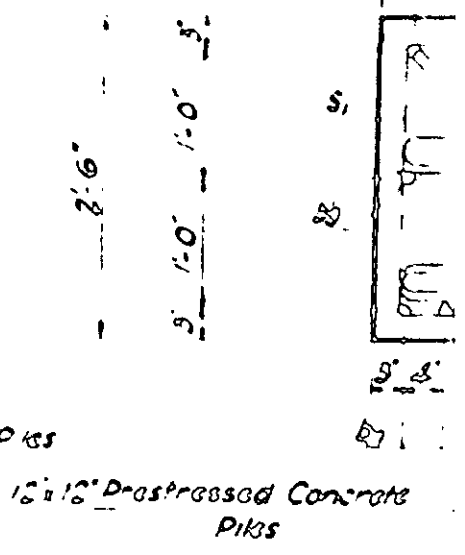
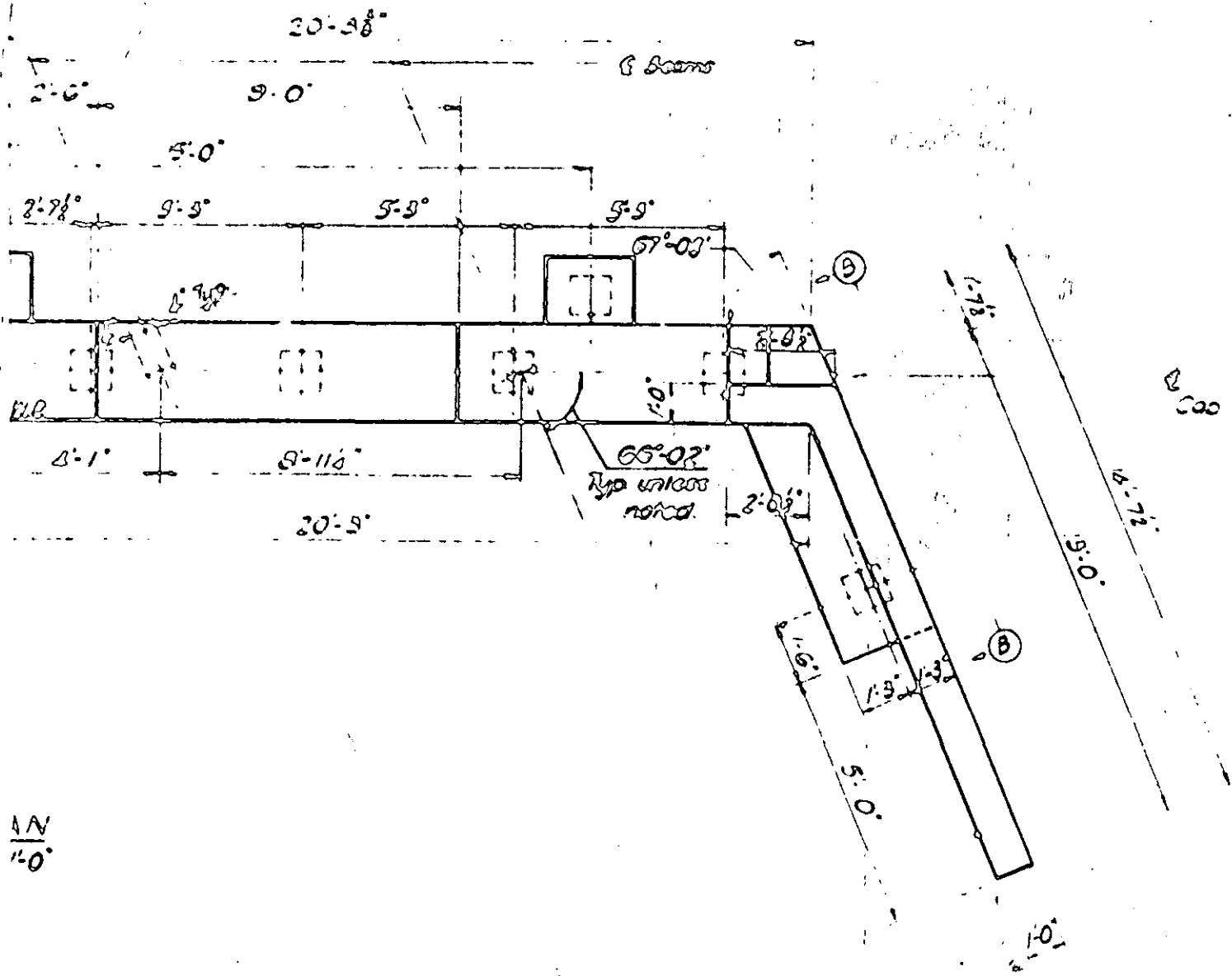
4-040 & 4-040 @ 10" max.

ELEVATION
1/8" = 1'-0"

4-040 & 4-040 @ 10" max.

4-040 & 4-040 @ 10" max.

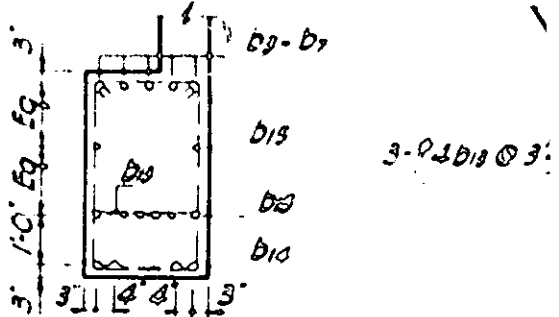
1-04 b3



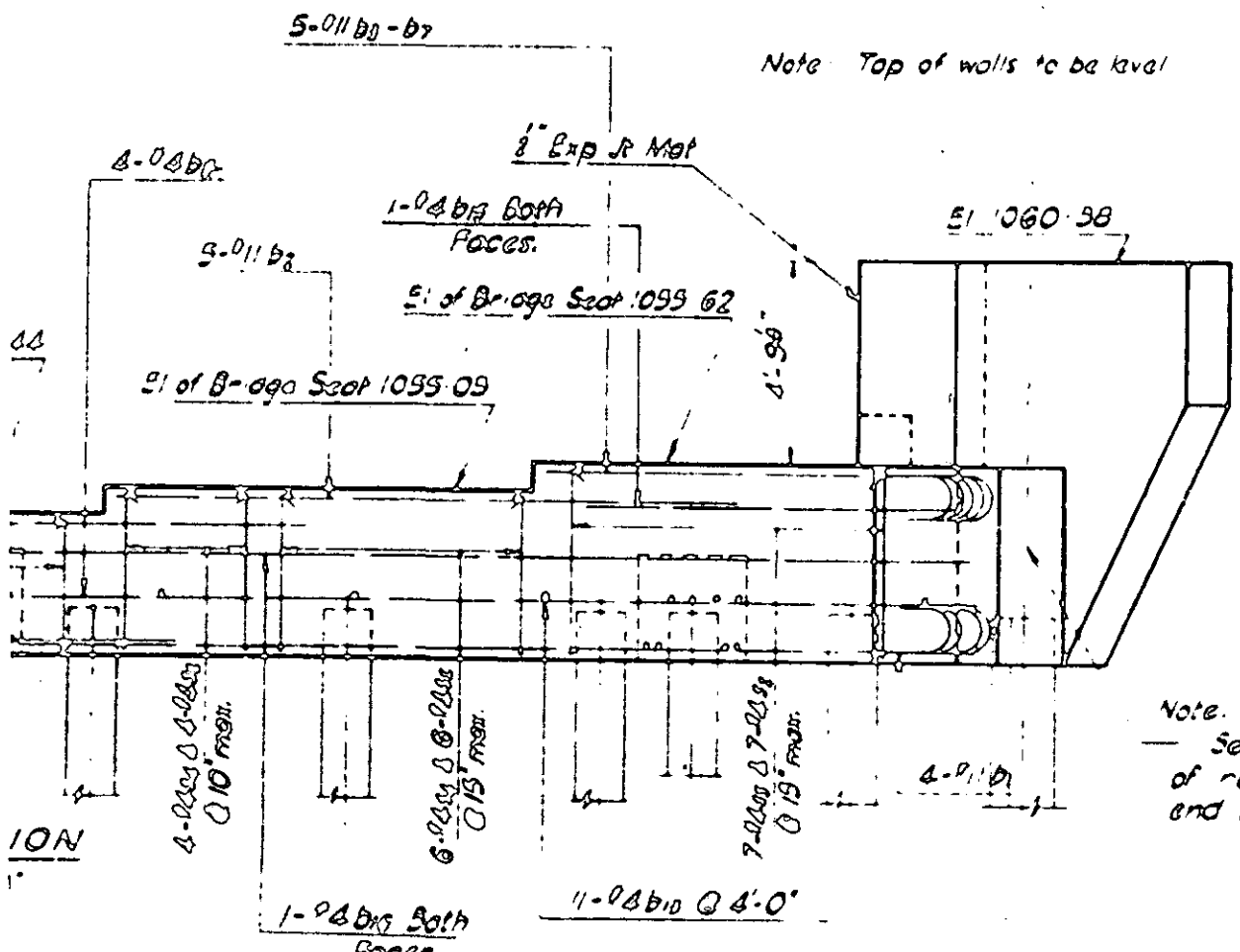
SECTION 7-7

1/2\"/>

Not on vertical of build up



SECTION C-C

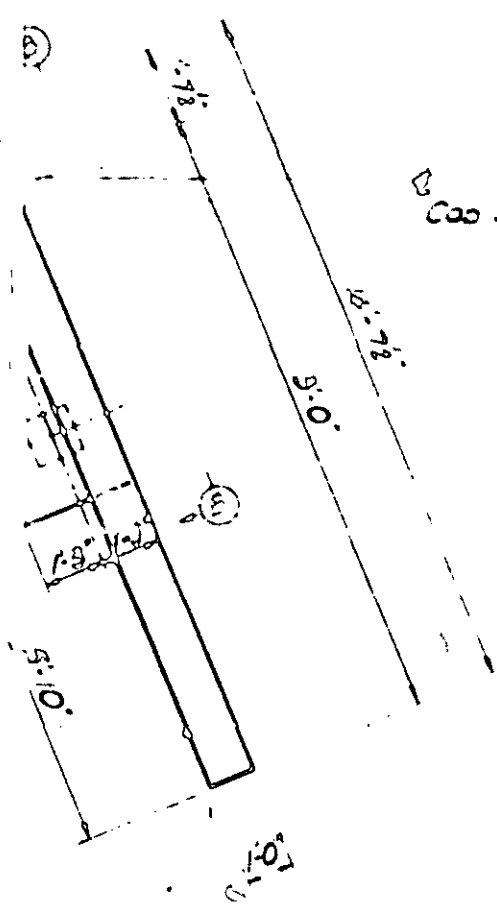


Note: Top of walls to be level

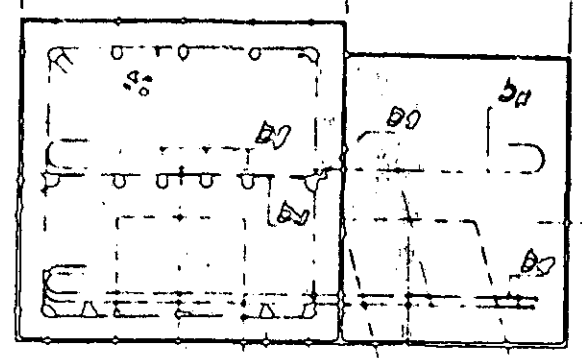
Note: See View B-B for details of reinforcing bars in return end of End Bent Cap.

10N

001	002	003	004	005	006	007	008	009	010

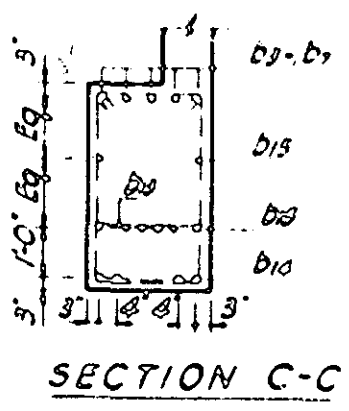


Cap & Piles
 12 x 12" Prestressed Concrete
 Piles



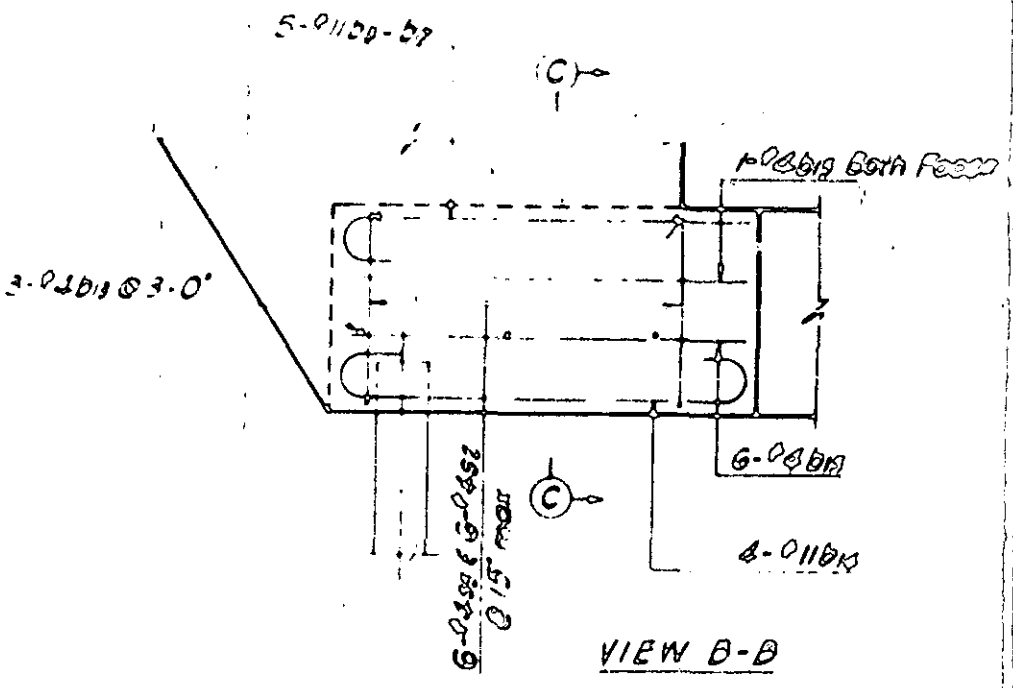
Cap & Piles

SECTION THROUGH CAP A-A
 11'-0"

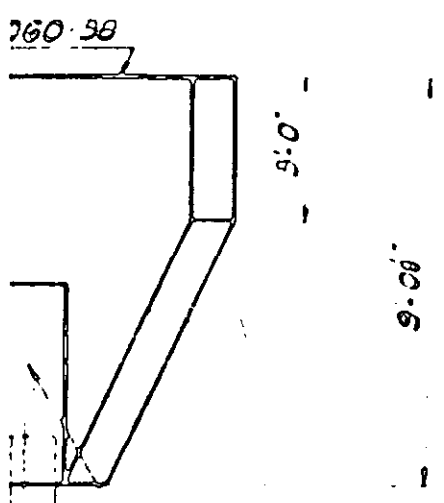


SECTION C-C

to be level



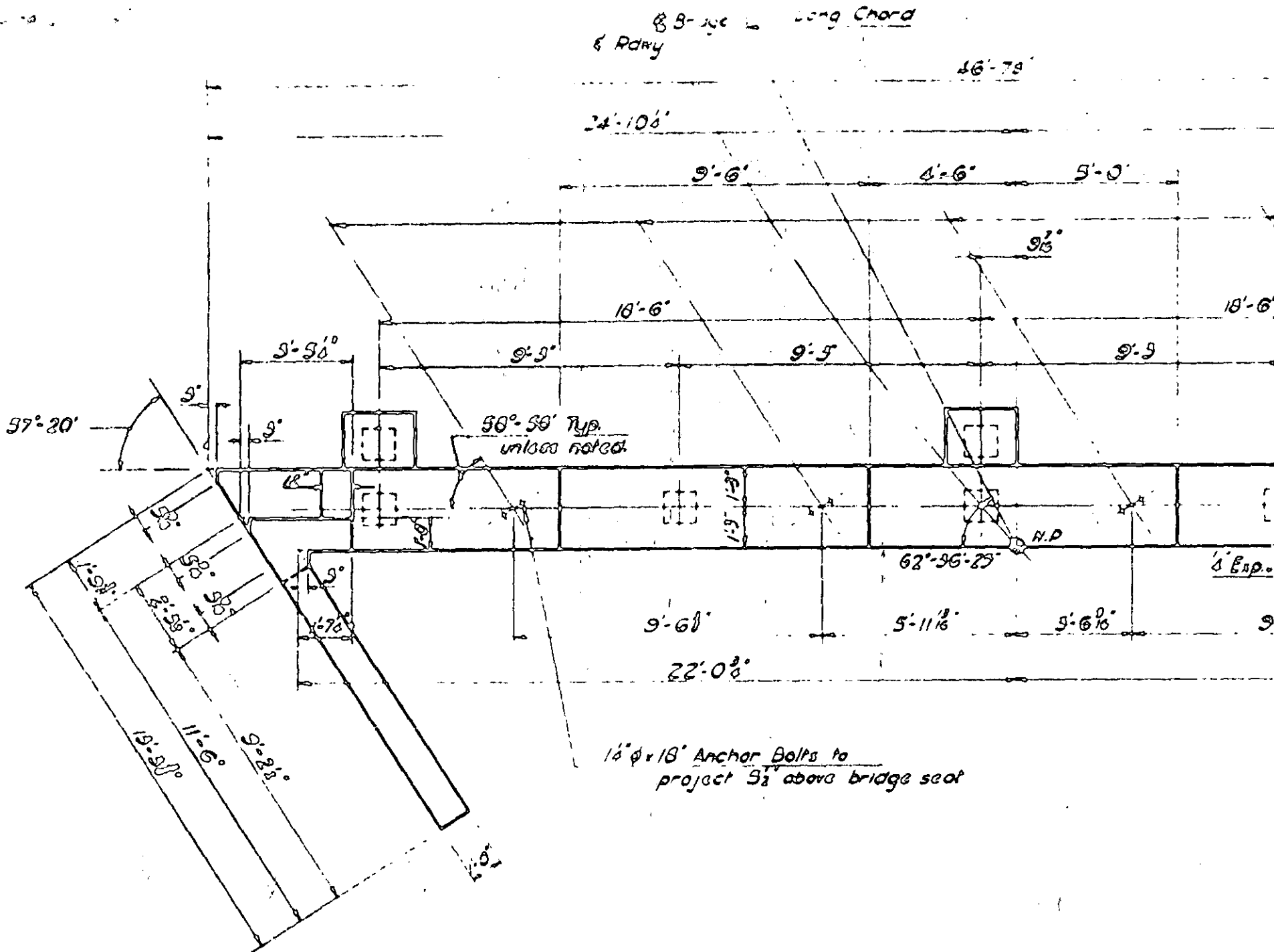
VIEW B-B



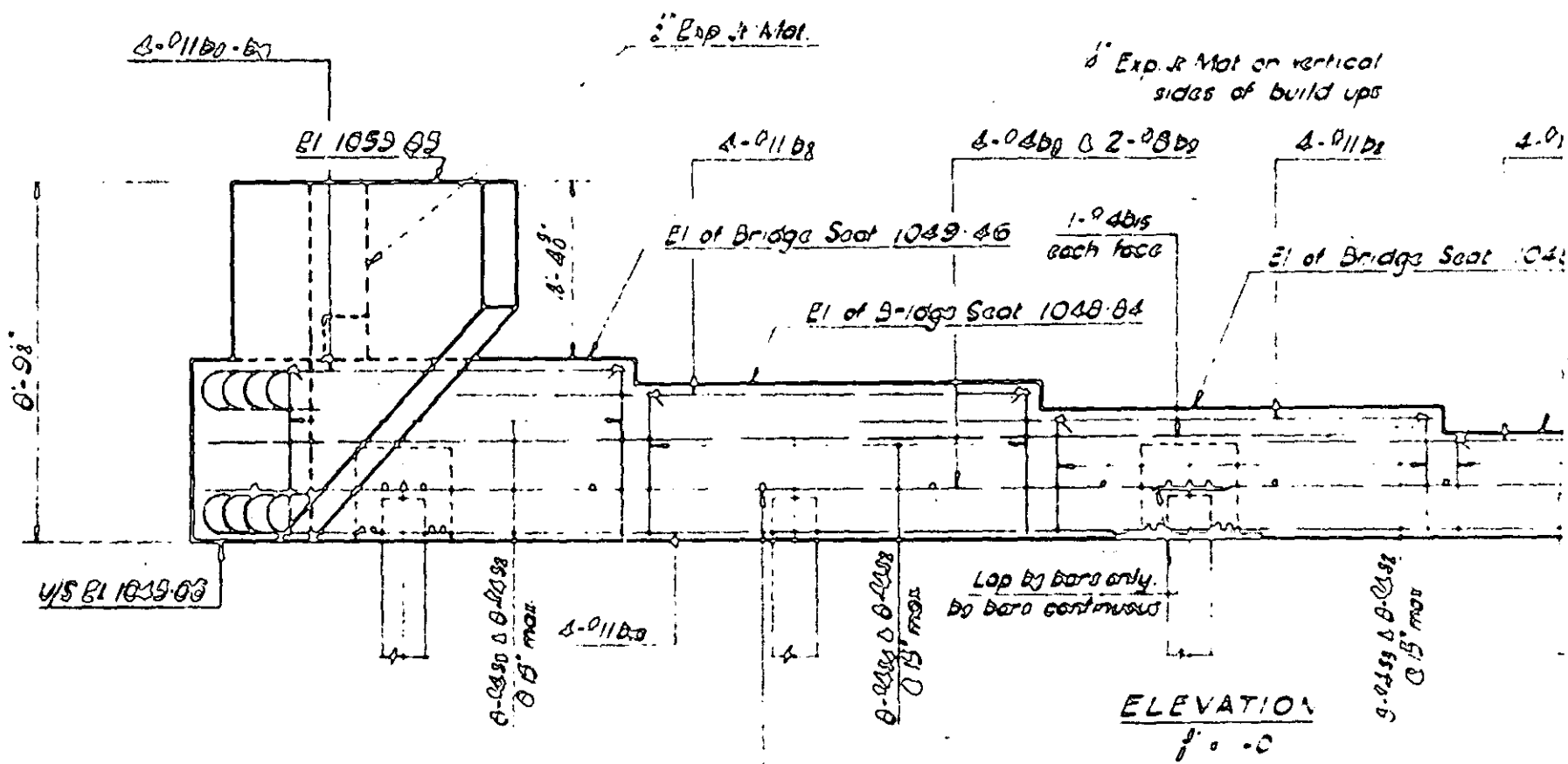
Note:
 See View B-B for details
 of reinforcing bars in return
 and of End Bent Cap.

PROJECT NO. 81869103
 POLK COUNTY
 STATION 19+30.18 Y^s
 272+28.99 L

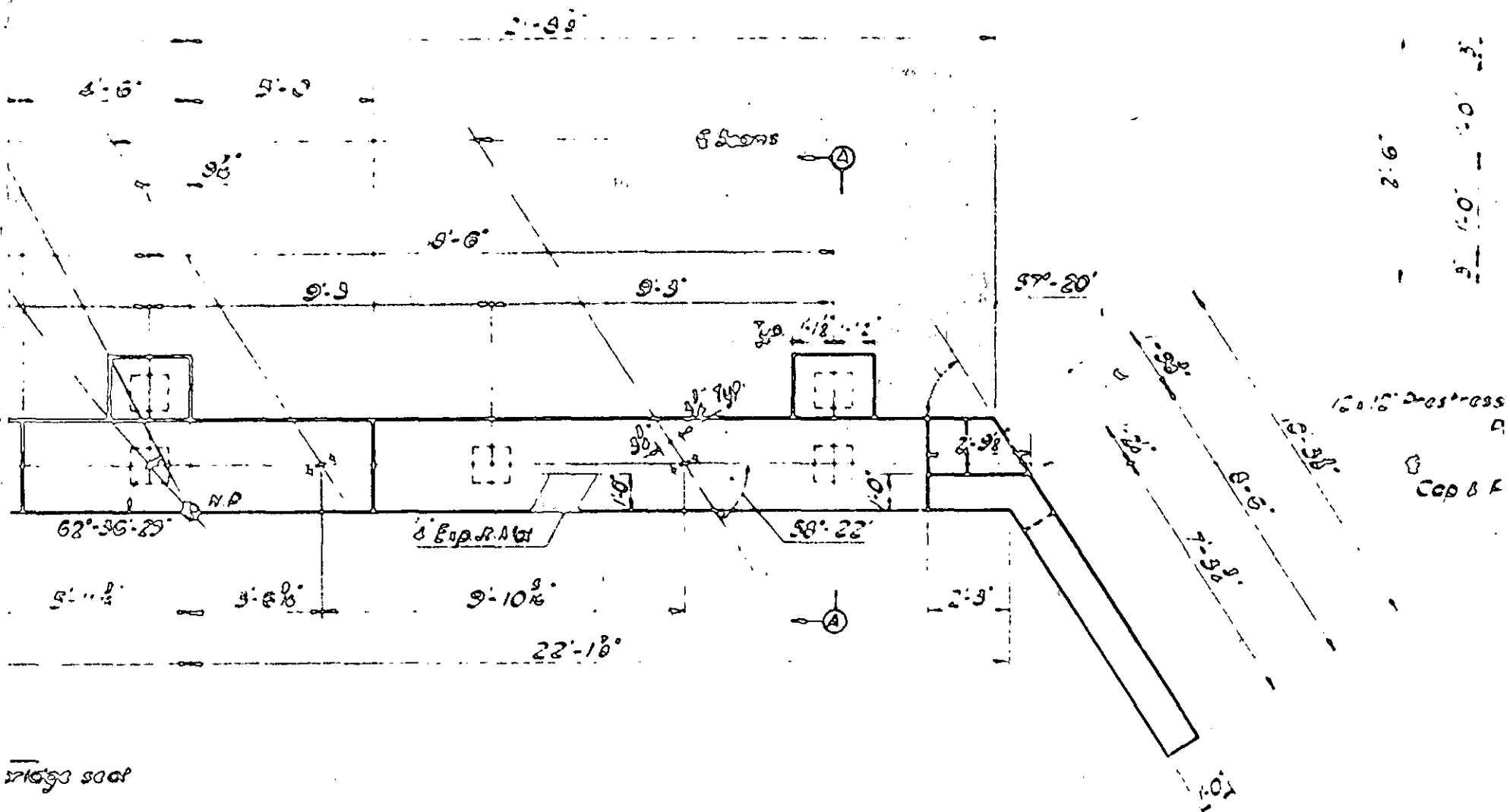
STATE OF NORTH CAROLINA STATE HIGHWAY COMMISSION RALEIGH	
END BENT I	
DATE	SCALE
BY	CHECKED
APP'D	DATE



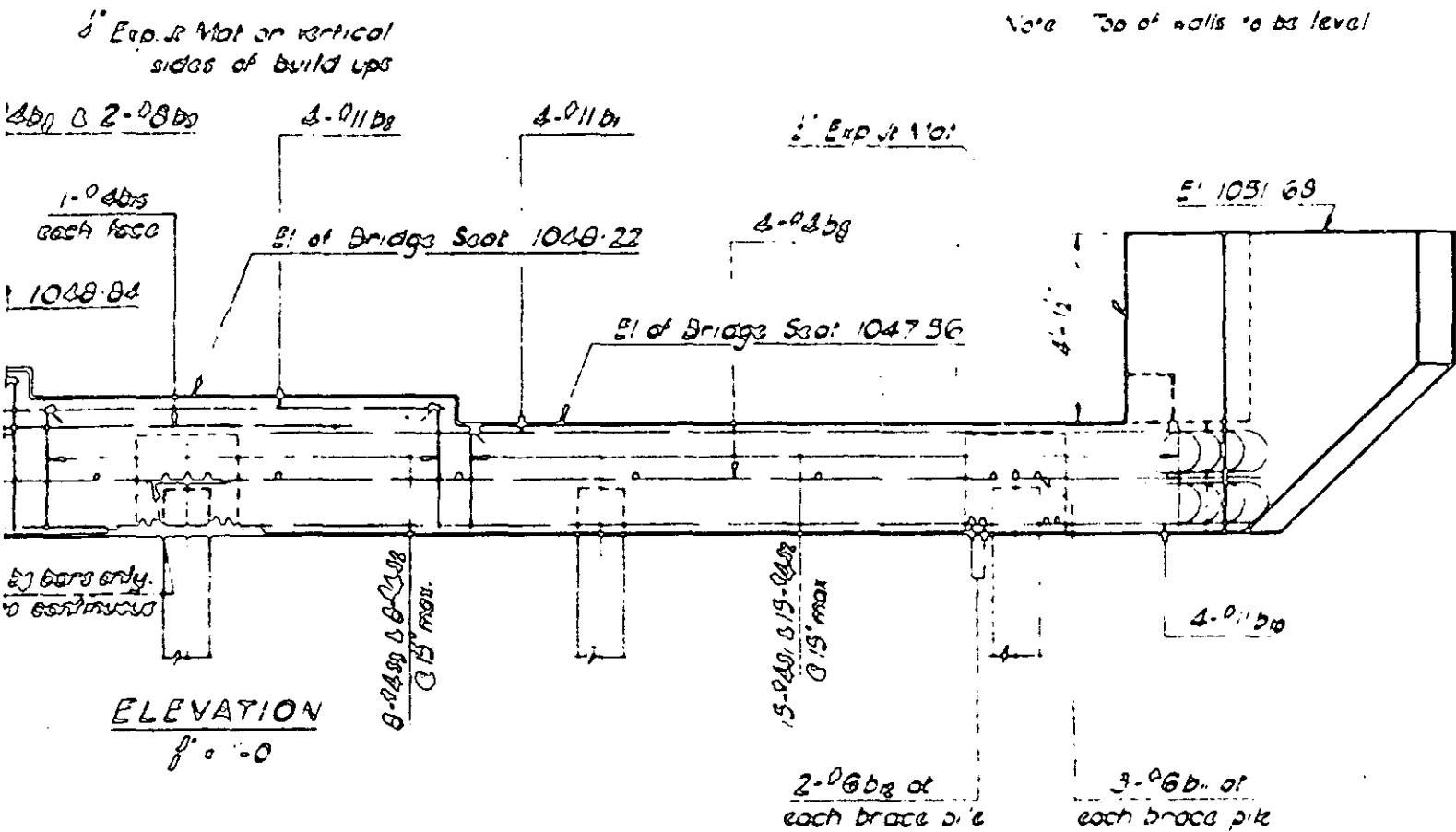
PLAN
1" = 1'-0"



ELEVATION
1" = 1'-0"

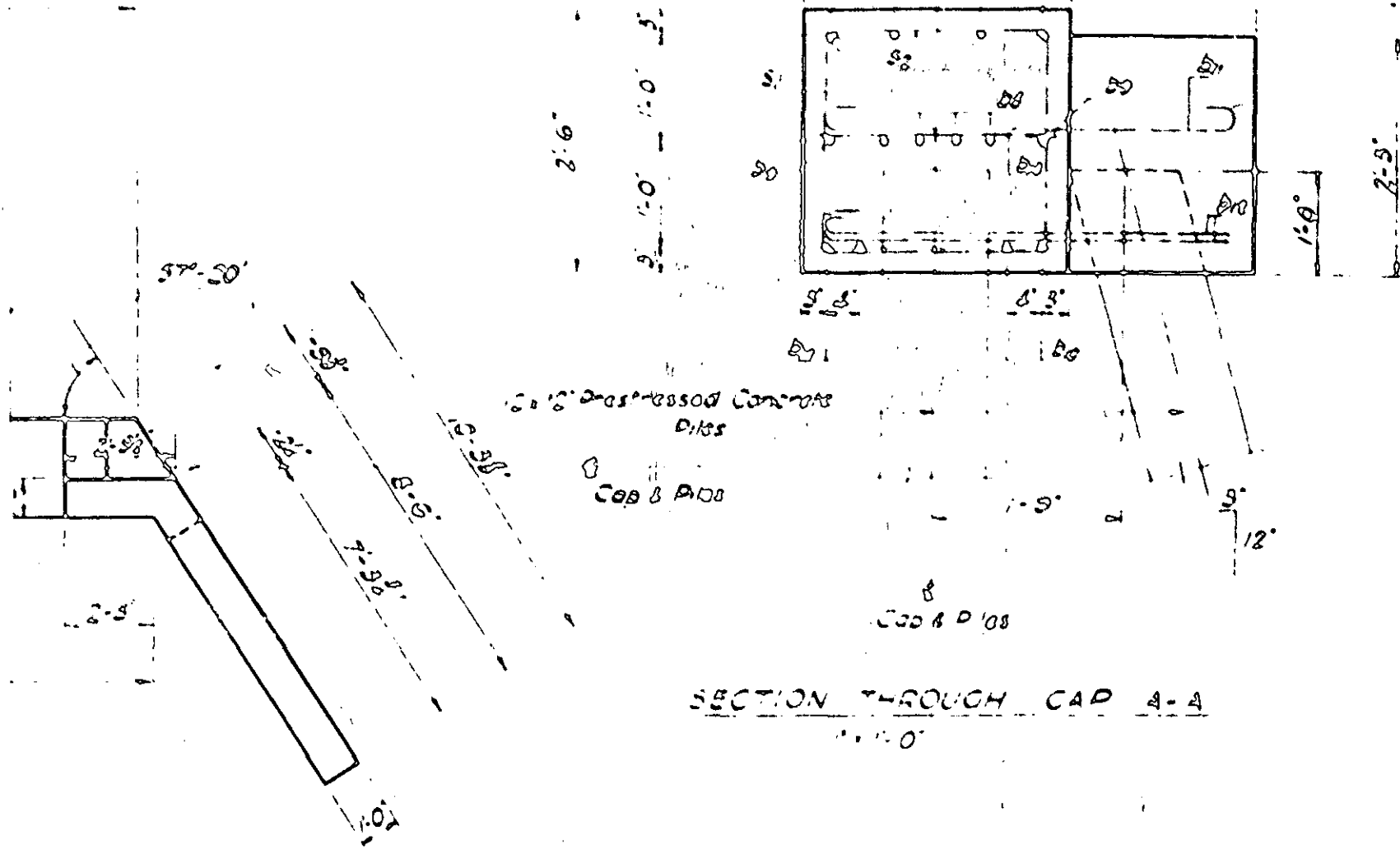


PLAN
 1/8" = 1'-0"



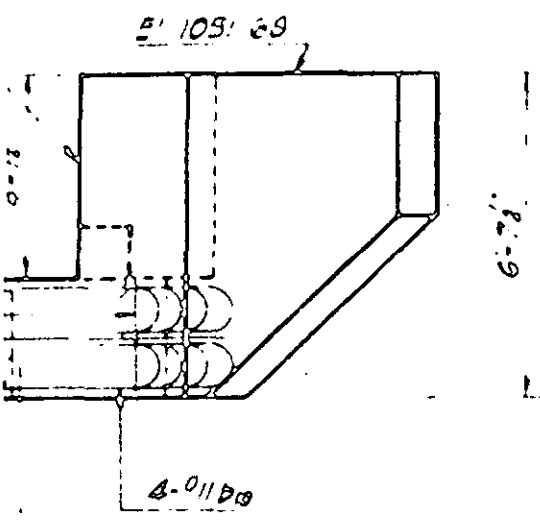
ELEVATION
 1/8" = 1'-0"

D 06 6. 500/173
 - 4 No. 1-26-10



SECTION THROUGH CAP A-A

Top of walls to B3 level

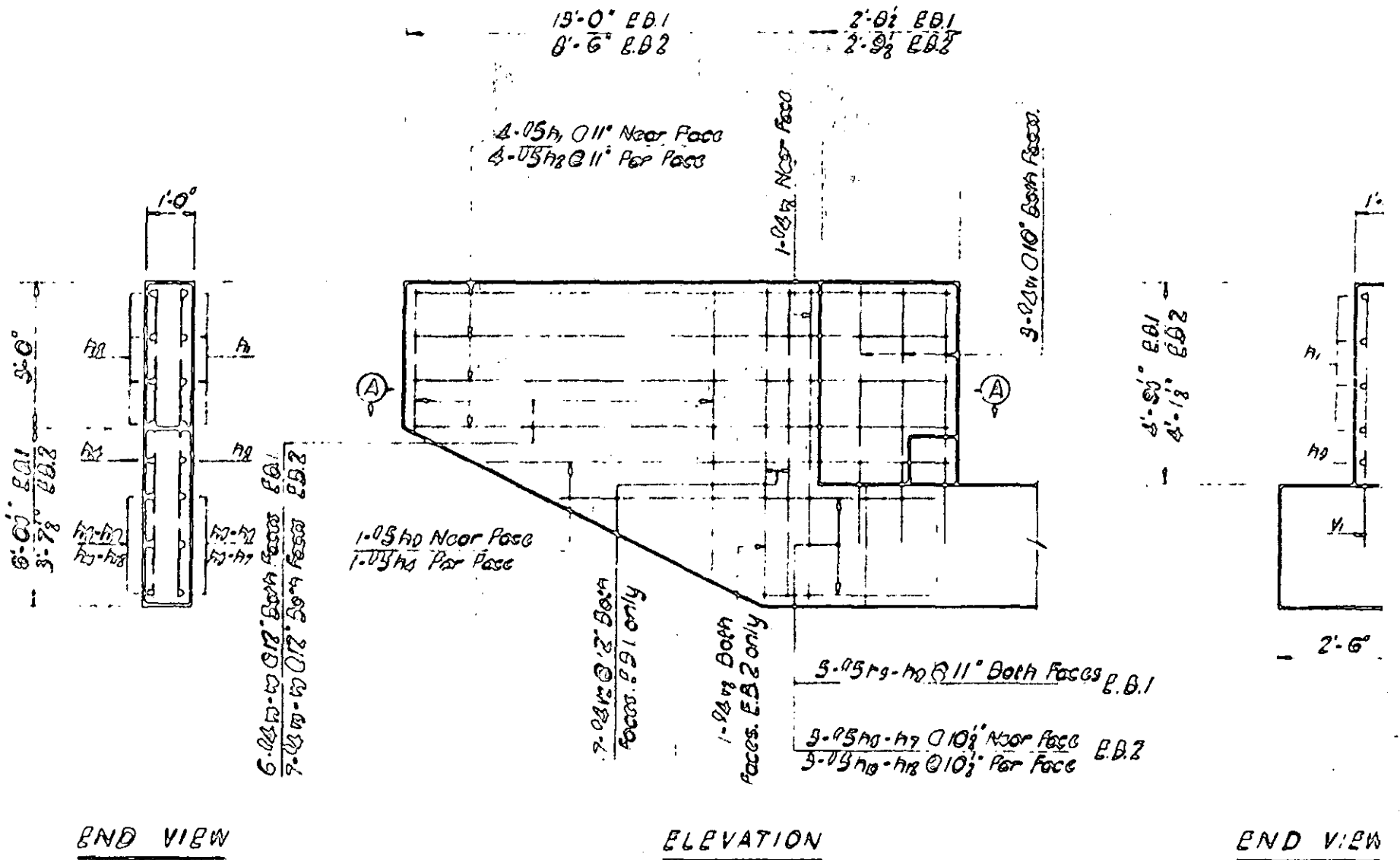


3-06B- of
 each brood pit

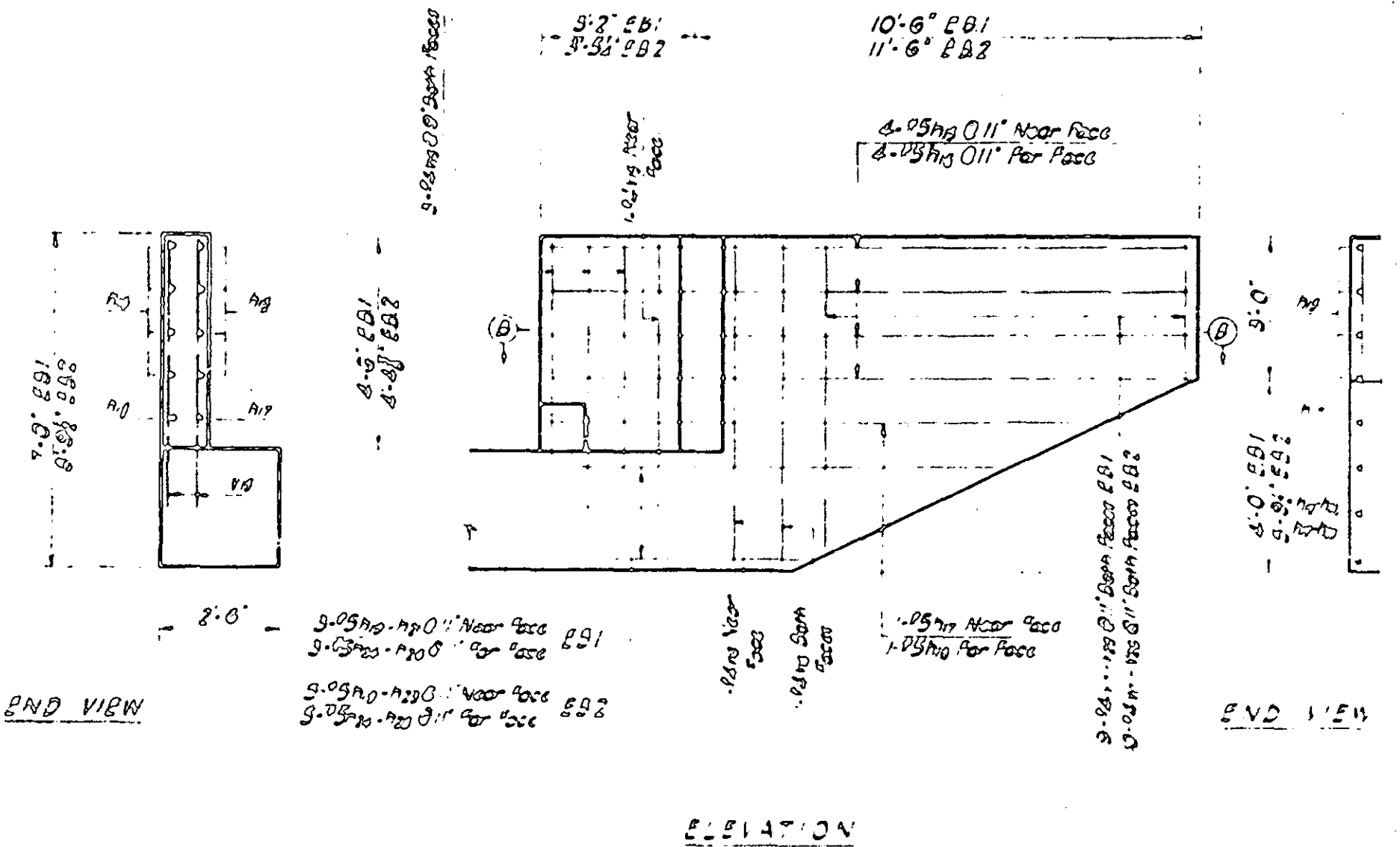
PROJECT NO. 81869113
 POLK COUNTY
 STATION 19+30.10 "Y"
 272+28.99 "L"

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
DOLITION	
END BENT 2	
SECTION	

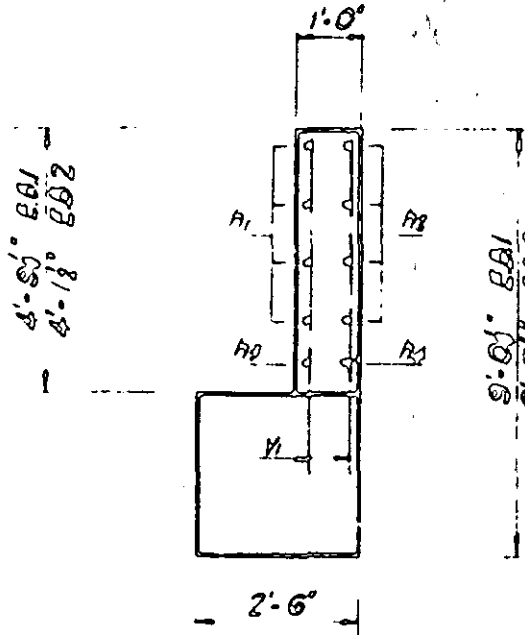
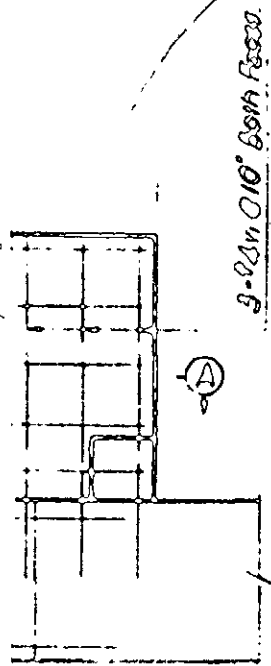
Wing Wall shown unfolded along this line



Wing Wall shown unfolded along this line



2-02 E.B.1
1-92 E.B.2



3-24 in 0.11" Both Faces E.B.1

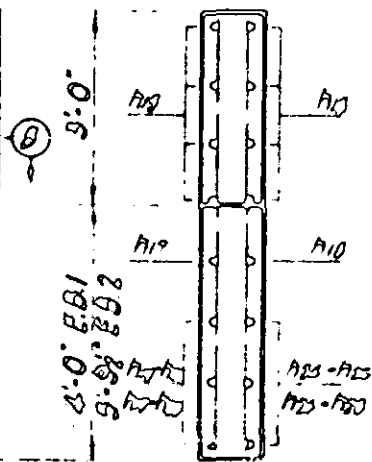
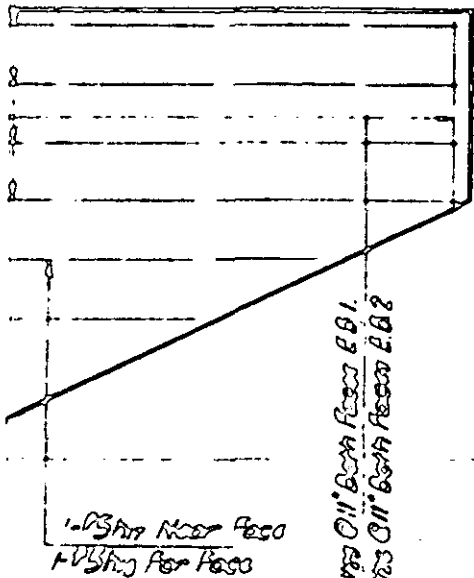
3-24 in 0.10" Near Face E.B.2
3-24 in 0.10" Far Face E.B.2

END VIEW

11 shown unfolded along this line.

10-0" E.B.1
11-6" E.B.2

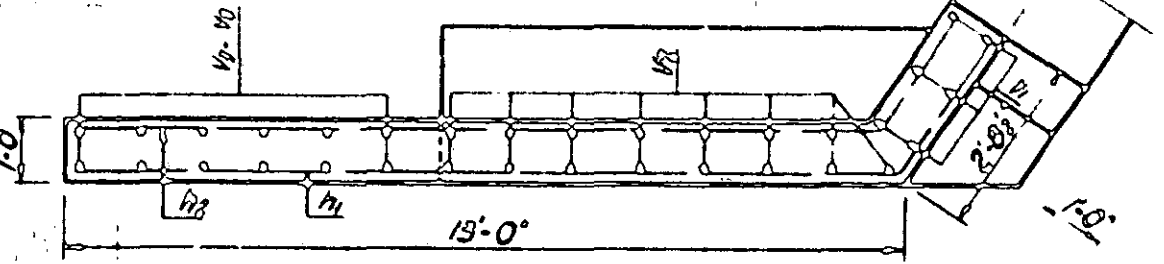
3-24 in 0.11" Near Face
3-24 in 0.11" Far Face



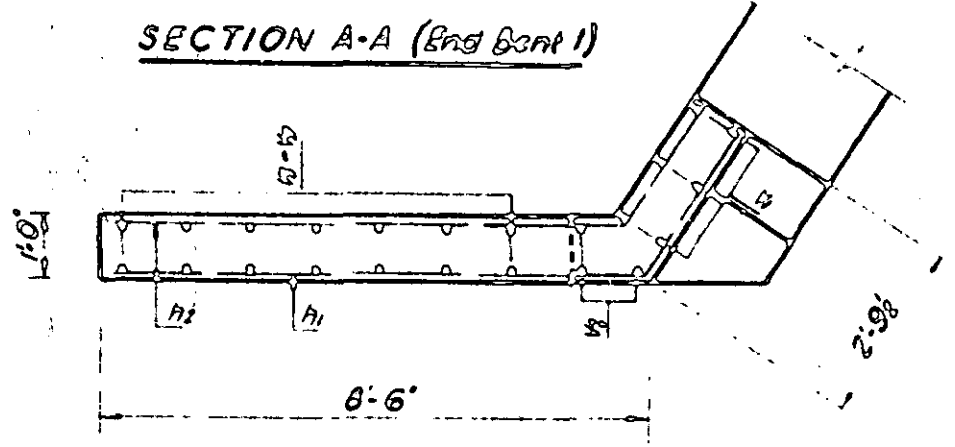
END VIEW

3-24 in 0.11" Both Faces E.B.1
3-24 in 0.11" Both Faces E.B.2

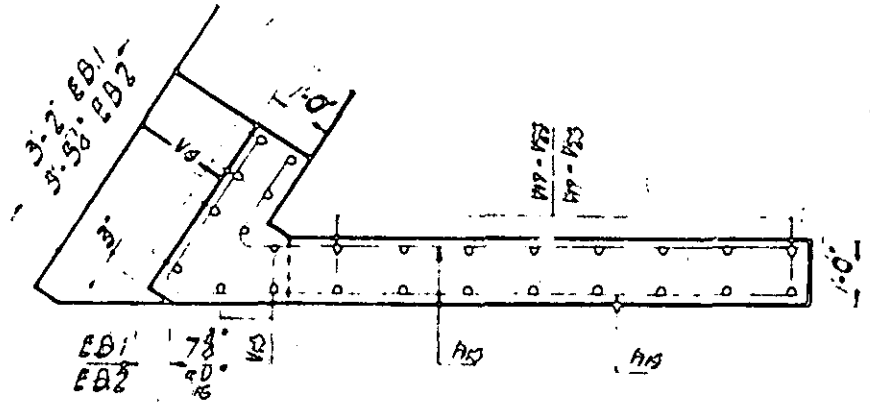
3-24 in Near Face
3-24 in Far Face



SECTION A-A (End Bmt 1)

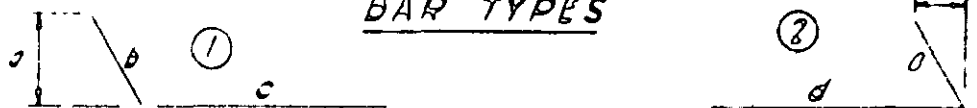


SECTION A-A (End Bmt 2)



SECTION B-B

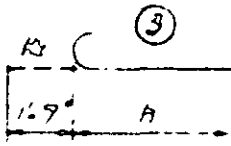
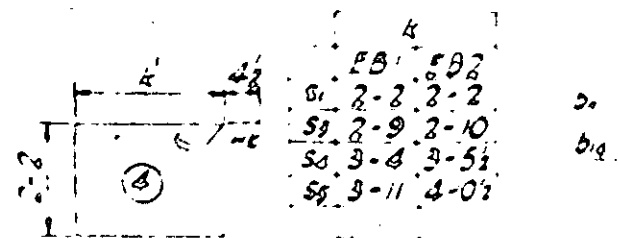
BAR TYPES



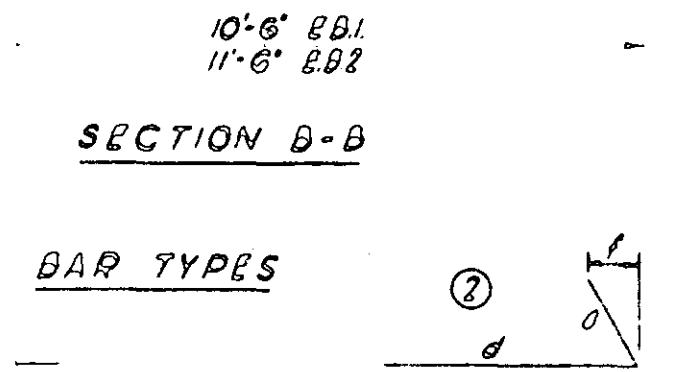
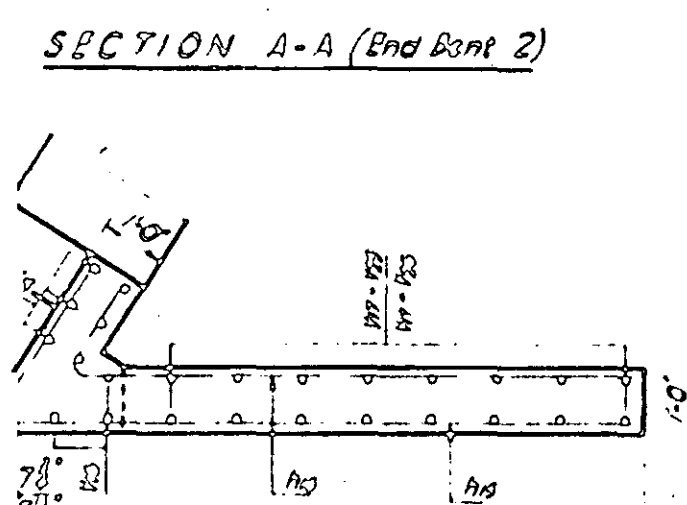
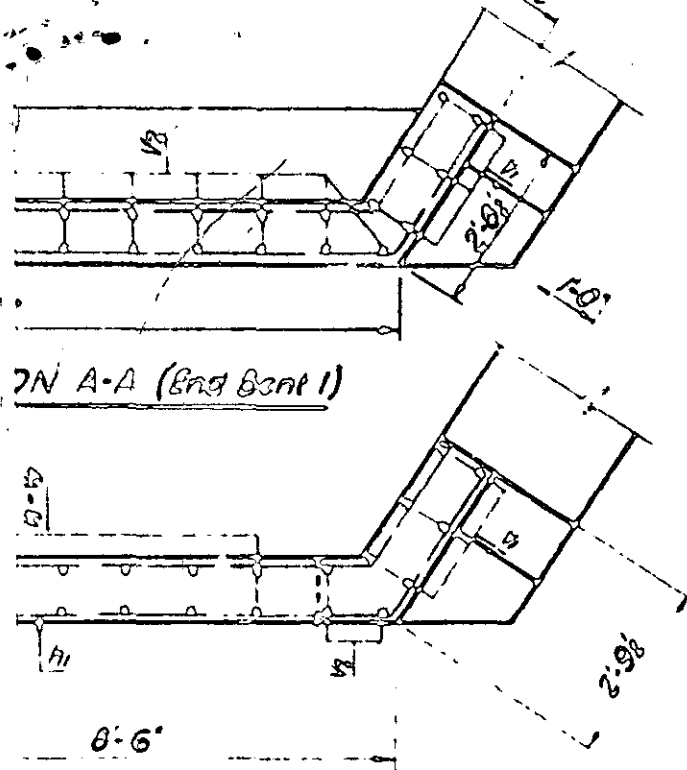
	E.B.1			E.B.2		
	a	b	c	a	b	c
h1	2-3	2-9	12-8	2-1	2-6	8-2
h2	1-10	2-0	12-4	1-10	2-2	7-11
h3	2-3	2-3	11-7	2-1	2-6	6-2
h4	1-10	2-0	11-3	1-10	2-2	5-10
h5	—	—	—	1-5 1/2	1-9	2-6
h6	—	—	—	1-5 1/2	1-9	2-10
h7	—	—	—	1-5 1/2	1-9	1-2
h8	—	—	—	—	—	—
h9	—	—	—	1-5 1/2	1-9	4-2
h10	—	—	—	1-5 1/2	1-9	2-6
h11	—	—	—	1-5 1/2	1-9	10

	E.B.1			E.B.2		
	a	b	c	a	b	c
h1	10-0	2-6	1-0 1/2	10-11	2-3	—
h2	9-2	1-10	0 1/2	9-11	1-10	—
h3	7-8	2-8	1-0 1/2	9-9	2-8	—
h4	6-10	1-10	3 1/2	6-9	1-10	—
h5	5-9	1-9	0 1/2	7-9	1-9	—
h6	3-10	1-9	0 1/2	6-8	1-9	—
h7	1-11	1-9	0 1/2	2-10	—	—
h8	—	—	—	3-3	—	—
h9	—	—	—	2-0	1-9	—
h10	2-11	1-9	0 1/2	6-9	1-9	—
h11	3-0	1-9	0 1/2	3-3	—	—
h12	1-1	1-9	0 1/2	3-10	1-9	—
h13	—	—	—	2-4	1-9	—
h14	—	—	—	1-1	—	—

	h	
	E.B.1	E.B.2
b1	20-0	22-9
b2	9-4	10-3
b3	9-1	9-11
b4	8-10	9-6
b5	6-7	9-1
b6	6-6	—
b7	25-11	24-11



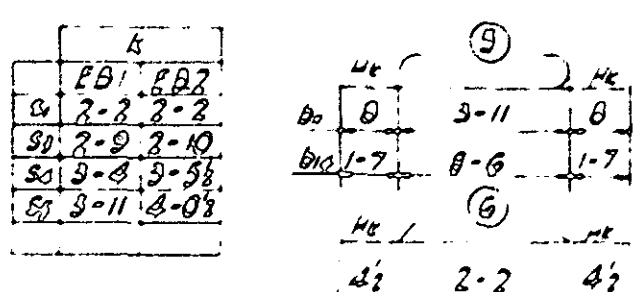
	h	
	E.B.1	E.B.2
b1	2-2	2-2
b2	2-9	2-10
b3	3-4	3-5 1/2
b4	3-11	4-0 1/2



BAR TYPES

Bar No	Length	Weight
2-6	8-2	
2-2	7-11	
2-6	6-2	
2-2	5-10	
1-9	2-6	
1-9	2-10	
1-9	1-2	
1-9	4-2	
1-9	2-6	
1-9	10	

Bar No	B.B1			B.B2		
	d	c	f	d	c	f
h1	10-0	2-6	1-0	10-11	2-9	1-6
h2	9-2	1-10	0	9-11	1-10	1-0
h3	7-8	2-8	1-0	9-3	2-9	1-6
h4	6-10	1-10	0	8-3	1-10	1-0
h5	5-9	1-9	0	7-9	1-9	11
h6	5-10	1-9	0	6-4	1-9	11
h7	1-11	1-9	0	3-10	1-9	11
h8				3-3	1-9	11
h9				2-0	1-9	11
h10	4-11	1-9	0	6-9	1-9	11
h11	3-0	1-9	0	3-3	1-9	11
h12	1-1	1-9	0	3-10	1-9	11
h13				2-2	1-9	11
h14				1-9	1-9	11



BILL OF MATERIAL

End Bent No 1

BAR NO	NO	SIZE	TYPE	LENGTH	WEIGHT
2-1	9	11	3	21-7	1092
2-2	10	11	Str	19-0	89
2-3	10	11	3	10-11	559
2-4	8	3	Str	27-0	118
2-5	2	8	Str	12-4	276
2-6	4	11	3	27-6	902
2-7	9	6	3	9-3	71
2-8	6	8	3	10-4	94
2-9	18	2	Str	2-2	20
2-10	4	11	5	11-8	246
2-11	10	4	Str	8-6	57
2-12	2	4	Str	62-8	22
2-13	15	4	3	7-9	74
2-14	47	1	3	2-11	98
2-15	9	1	2	8-5	41
2-16	10	1	2	9-7	63
2-17	13	4	4	10-9	94
2-18	4	5	1	13-1	68
2-19	4	1	1	13-2	69
2-20	1	1	1	13-0	13
2-21	1	1	1	13-3	13
2-22	3	5	Str	5-5	20
2-23	2	0		2-0	20
2-24	4	5	2	12-8	52
2-25	4	1	2	11-0	69
2-26	1	1	2	10-8	11
2-27	1	1	2	8-8	9
2-28	9	1	2	7-6	17
2-29	3	3	2	3-8	17
2-30	3	3	2	6-8	13
2-31	2	10		2-10	13
2-32	8	8	Str	3-10	29
2-33	13	1	1	8-8	87
2-34	12	1	1	7-9	82
2-35	7	1	1	7-9	82
2-36	3	1	1	4-7	26
2-37	3	1	1	6-8	13
2-38	13	4	Str	6-7	33
2-39	2	0		2-0	33

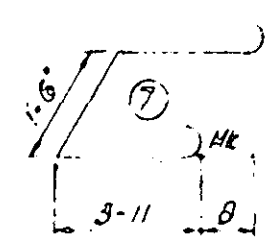
Reinforcing Steel 8669 lbs
Class A Concrete 21.1 Cu Yd
17#12 Prestressed 12 No
Concrete 30' Piles 640 Lin Ft.

BILL OF MATERIAL

End Bent No 2

BAR NO	NO	SIZE	TYPE	LENGTH	WEIGHT
2-40	3	11	3	21-7	1092
2-41	4	11	Str	19-0	89
2-42	4	11	3	10-11	559
2-43	8	3	Str	27-0	118
2-44	2	8	Str	12-4	276
2-45	4	11	3	27-6	902
2-46	9	6	3	9-3	71
2-47	6	8	3	10-4	94
2-48	18	2	Str	2-2	20
2-49	4	11	5	11-8	246
2-50	10	4	Str	8-6	57
2-51	2	4	Str	62-8	22
2-52	15	4	3	7-9	74
2-53	47	1	3	2-11	98
2-54	9	1	2	8-5	41
2-55	10	1	2	9-7	63
2-56	13	4	4	10-9	94
2-57	4	5	1	13-1	68
2-58	4	1	1	13-2	69
2-59	1	1	1	13-0	13
2-60	1	1	1	13-3	13
2-61	3	5	Str	5-5	20
2-62	2	0		2-0	20
2-63	4	5	2	12-8	52
2-64	4	1	2	11-0	69
2-65	1	1	2	10-8	11
2-66	1	1	2	8-8	9
2-67	9	1	2	7-6	17
2-68	3	3	2	3-8	17
2-69	3	3	2	6-8	13
2-70	2	10		2-10	13
2-71	8	8	Str	3-10	29
2-72	13	1	1	8-8	87
2-73	12	1	1	7-9	82
2-74	7	1	1	7-9	82
2-75	3	1	1	4-7	26
2-76	3	1	1	6-8	13
2-77	13	4	Str	6-7	33
2-78	2	0		2-0	33

Reinforcing Steel 8669 lbs
Class A Concrete 21.1 Cu Yd
17#12 Prestressed 12 No
Concrete 30' Piles 640 Lin Ft.

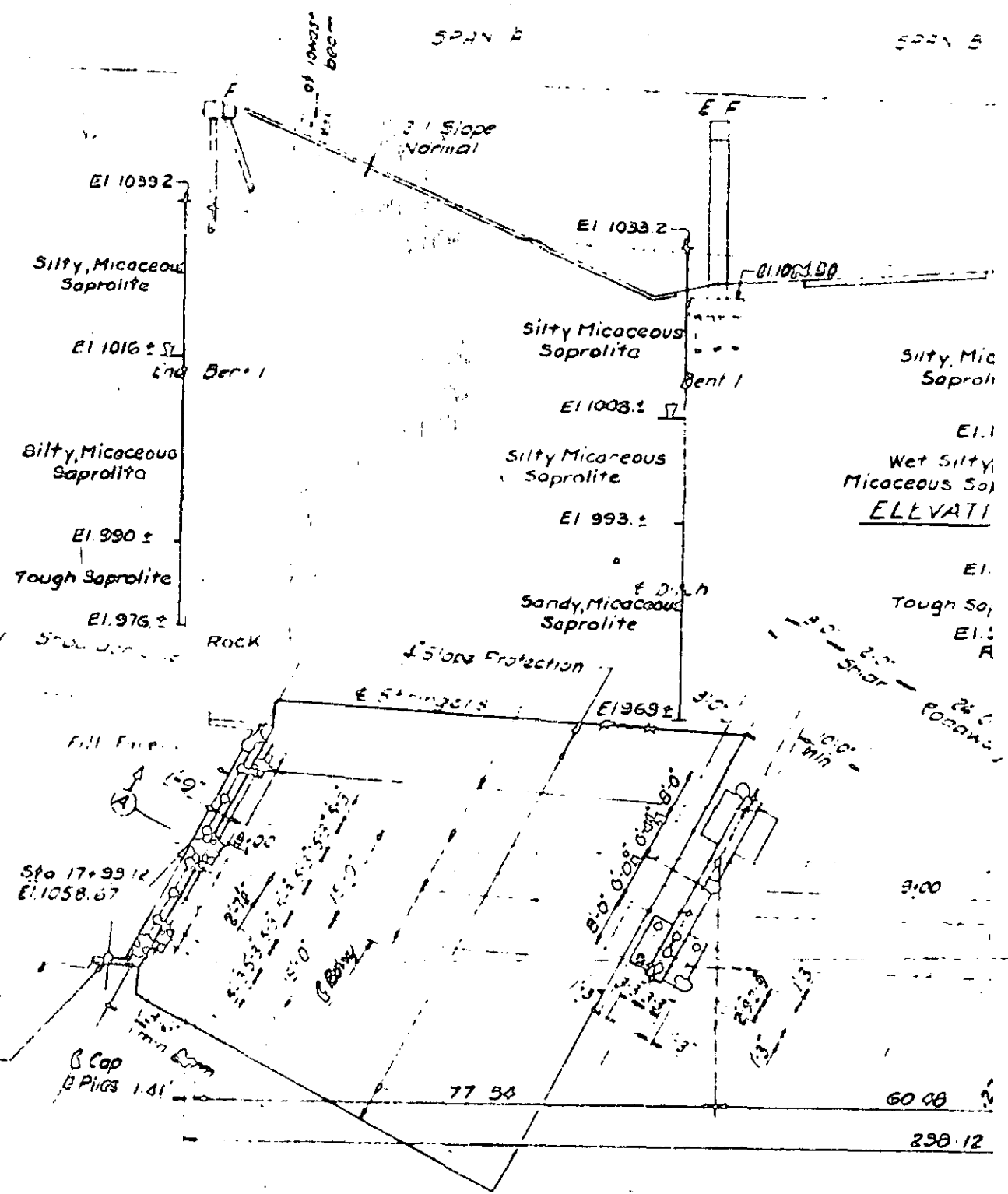


PROJECT NO. 8.1069103
POLK COUNTY
STATION 19+30.10°YD
272+28.99°L

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
0048100

END BENTS 102

No. 32
 Rock
 199



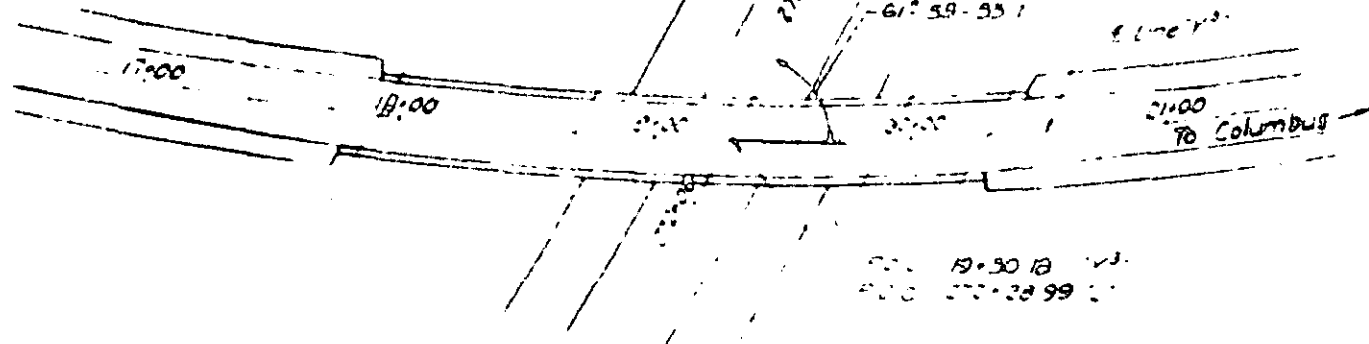
O.M. Elev. 1000.00
 N'y N.C. 100 Near Cemetery
 205' L.R. SFO 271° 50' 1"

B.M. Elev. 1068.35
 60' Lt. Sta. 15 1/2" Nail in
 Base of 8" dia

○ Indicate location of Baring

Horizontal Curve Data

Line 'Y'	Line 'Z'
P1 = 8+33.96	P1 = 267+71.33
D = 0° 00' 00"	D = 90° 00' 00"
R = 1632.39'	R = 2060.79'
L1 = 30° 03' 48"	L1 = 33° 53' 37"
L2 = 66° 00' 00"	L2 = 107° 30' 00"
L3 = 20° 30' 00"	L3 = 2° 30' 00"
T1 = 992.06'	T1 = 1069.99'
T2 = 992.06'	T2 = 991.79'



	Class A	Sp
Superstructure	261.5	35
End Ber. 1	21.1	64
Ber. 1	62	61
Ber. 2	40.9	60
Ber. 3	35.6	29
End Ber. 2	9.6	38
Approach Curb	1.08	

LOCATION SKETCH