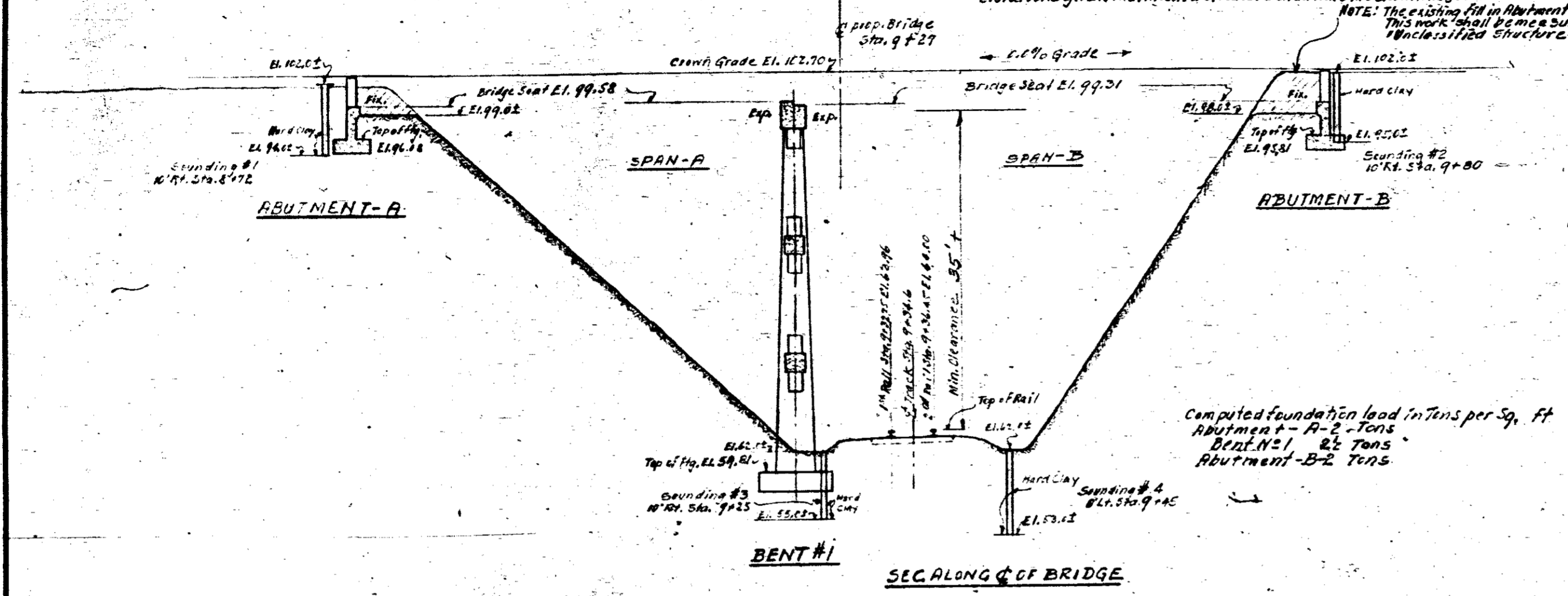


FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	9-9-80-208	1	1

NOTE: This bridge shall be built on a 0.0% grade. The handrails, slabs and curbs shall conform to the grade. The elevations shown do not include any allowance for dead load deflections, which shall be provided for in addition to the elevations given. The finished structure shall have the elevations given.

NOTE: The existing fill in Abutment A & B shall be removed as shown. This work shall be measured and paid for as Unclassified Structure Excavation.



GENERAL NOTE

FOUNDATION DATA: The excavation and foundation data and elevations of ground line given are believed to be correct and are furnished for the convenience of bidders, but the State Highway and Public Works Comm. assumes no responsibility for their accuracy or for any of the information given in the Specifications.

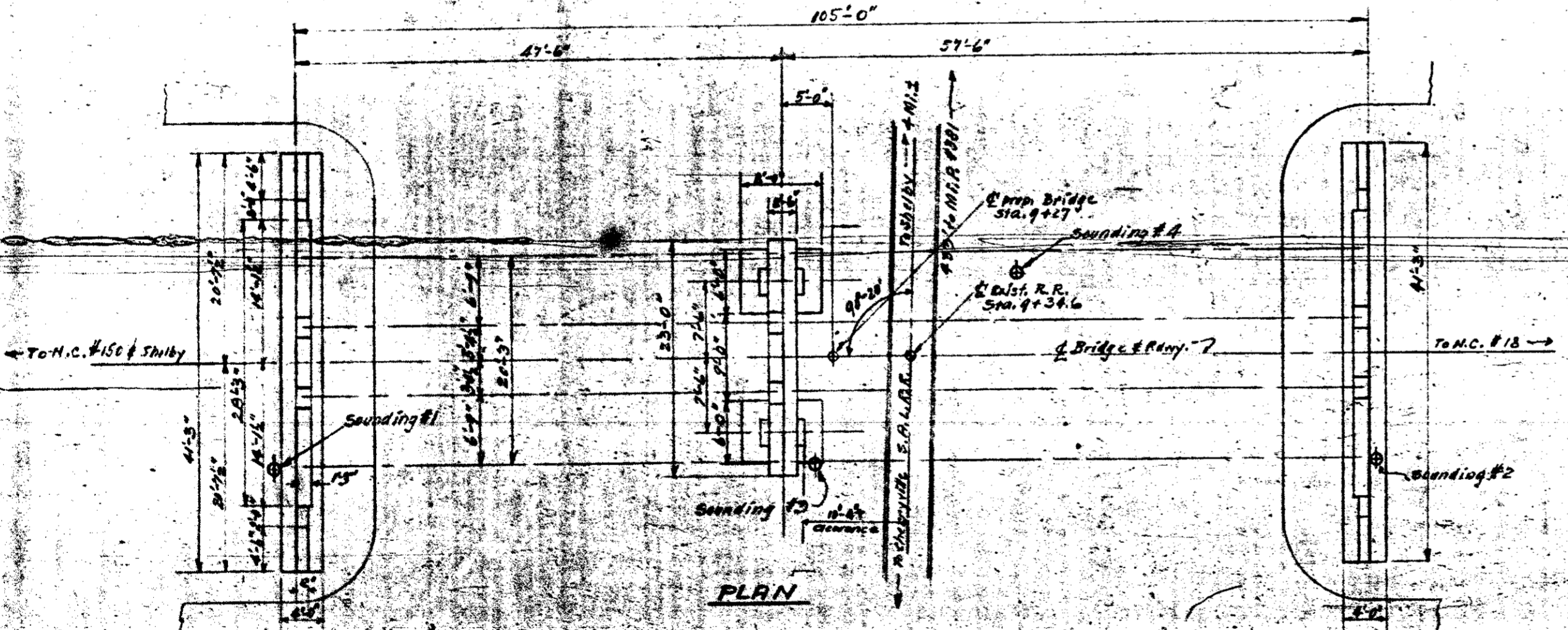
REMOVAL OF EXISTING STRUCTURE AT STA. 9+27: The existing structure shall be removed as follows:
Superstructure completely.
Substructure to an elevation at least 10' below natural ground line, except that those portions which may interfere with proposed construction shall be completely removed. See Specifications.

TRAFFIC: Traffic will be detoured during construction of this project. See Specifications.

Note: Approaches will be done by State Forces.

Reel # 422
Pos # 29

SEC. ALONG C OF BRIDGE

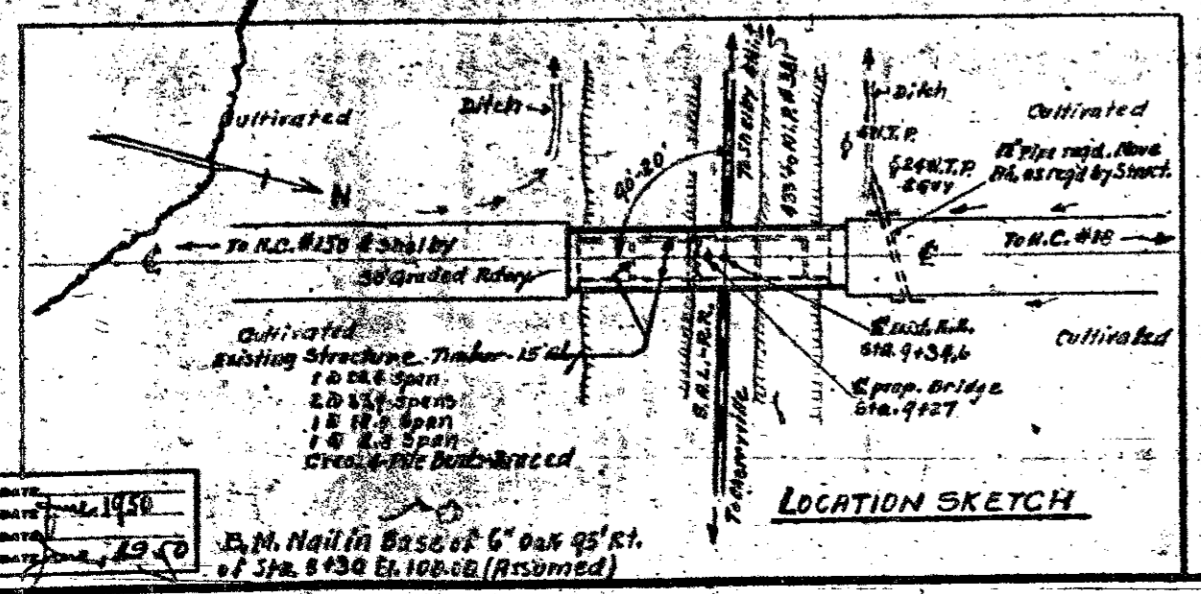


NOTE: For Design Data and portions of General Note not shown herein, see sheet 208 & 2.

#15

PROJECT NO. 9-9-80-208
CLEVELAND COUNTY
STATION: 9+27

9-9-80-208



	Class "A" Concrete Cu. Yds.	Reinforc. Steel Lbs.	Structural Steel Approx. Lbs.	Unclassified Exc. Cu. Yds.	Removal of Ex. Struct. Lbs. @ \$1.57
Span-A	33.4	6979	22,900		
Span-B	41.2	8631	34,000		
Abutment-A	15.8	3333		75	
Bent #1	44.7	6135		40	
Abutment-B	15.9	3333		75	
TOTAL	151.0	23402	56,900	170	Lump Sum

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION

GENERAL DRAWING
FOR OVERHEAD BRIDGE OVER SEABOARD AIR LINE R.R. BETWEEN STA. 9+150 & 9+118

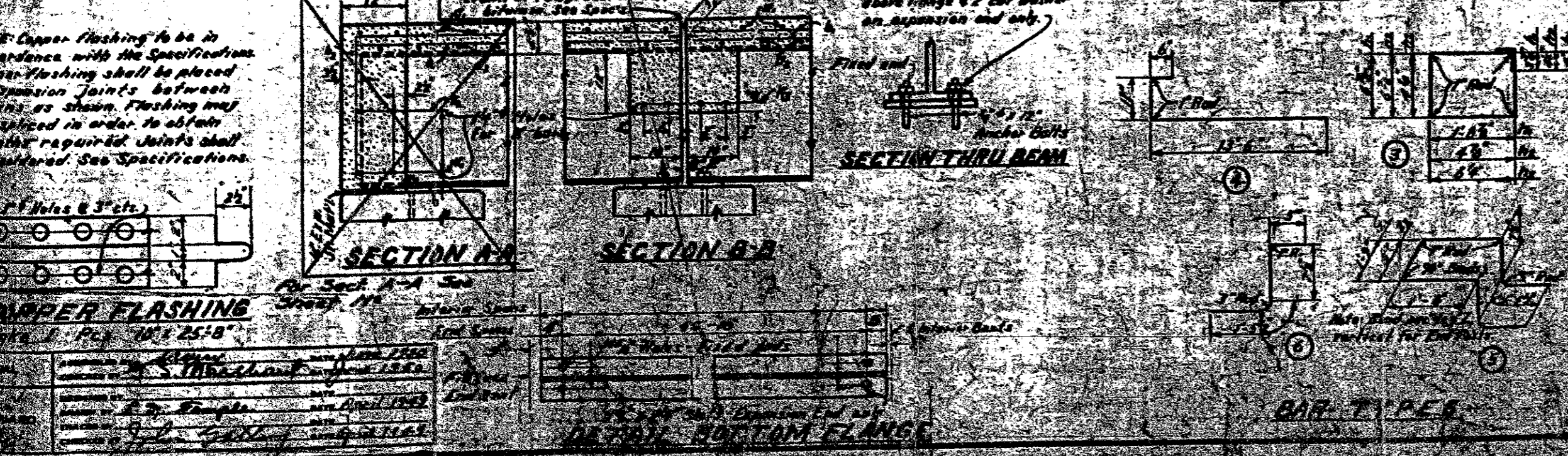
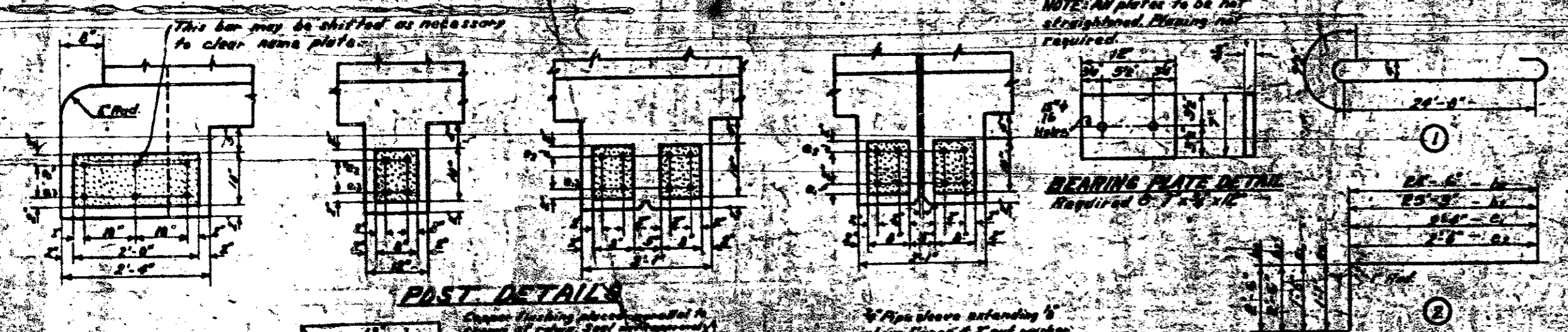
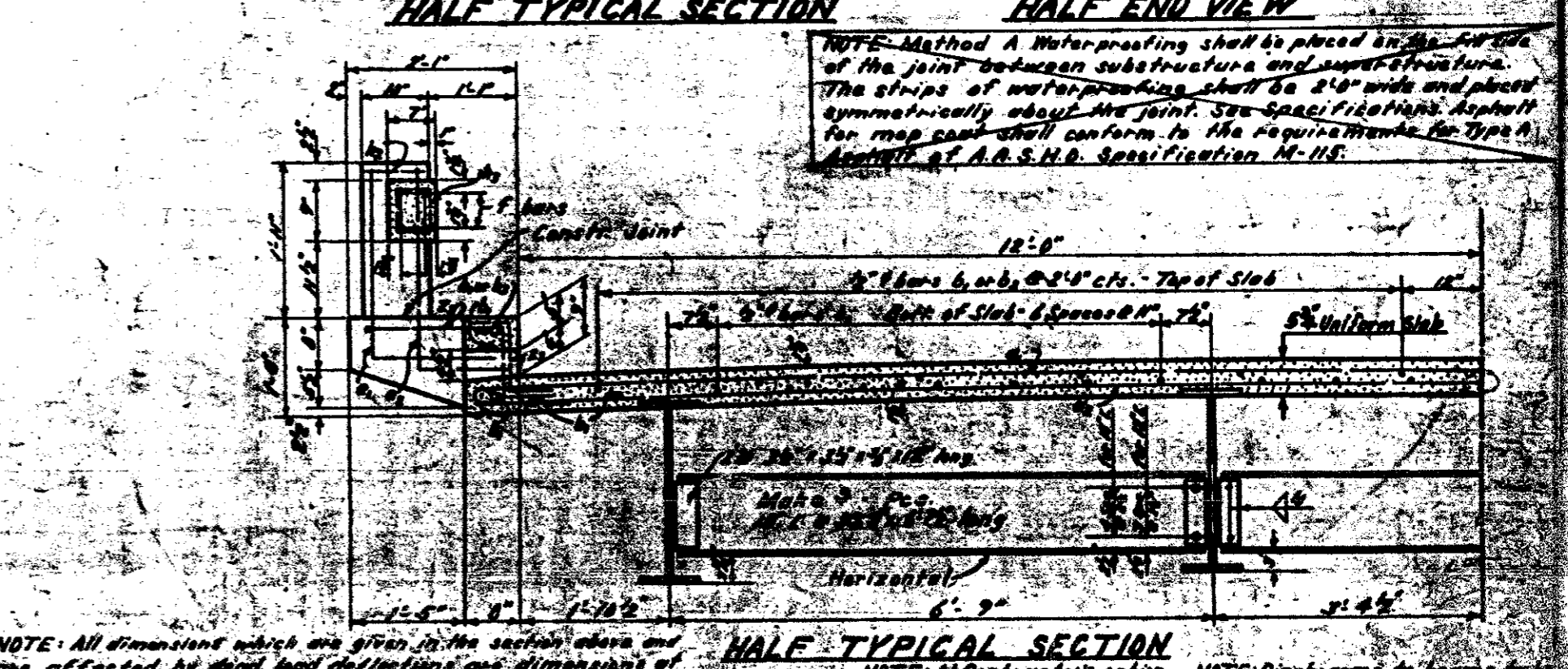
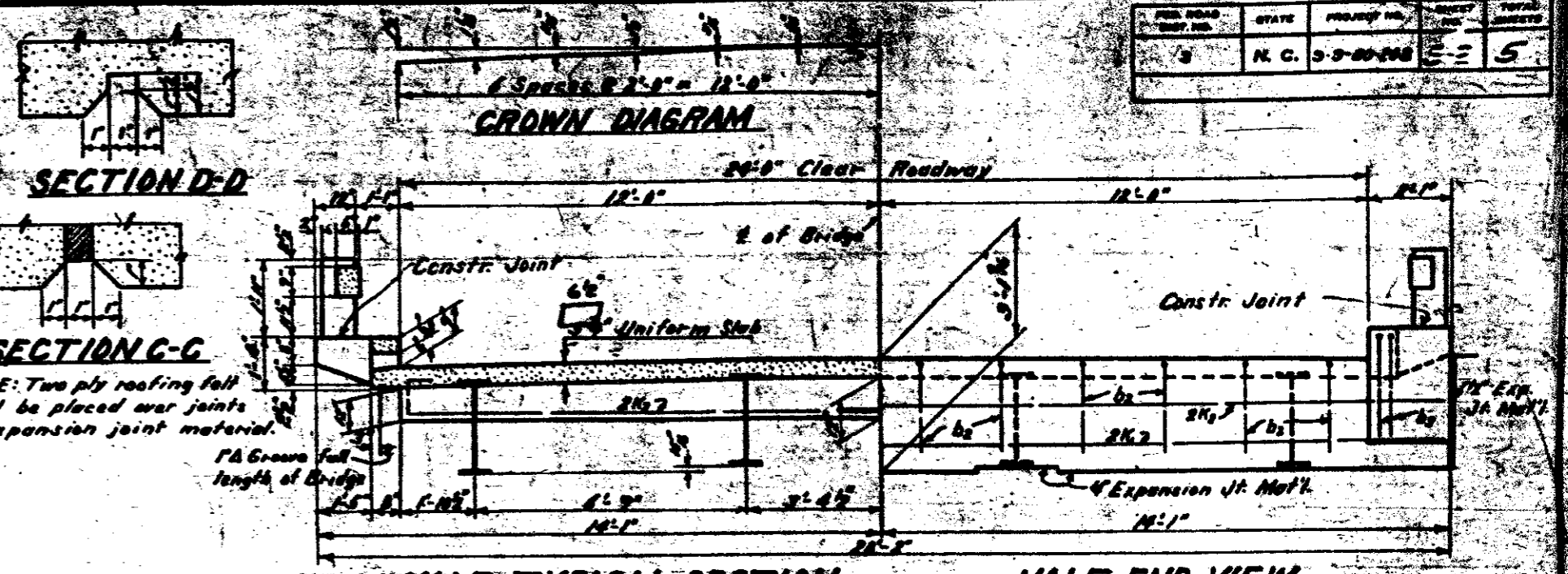
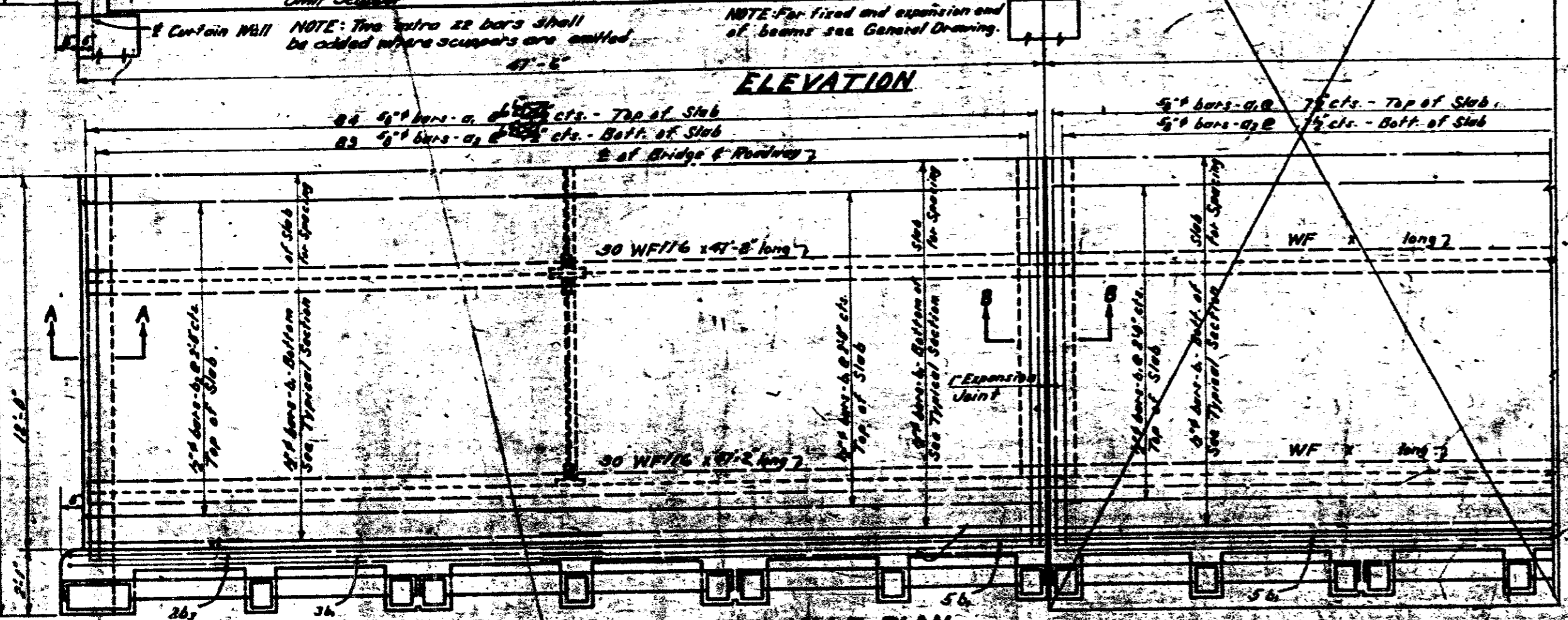
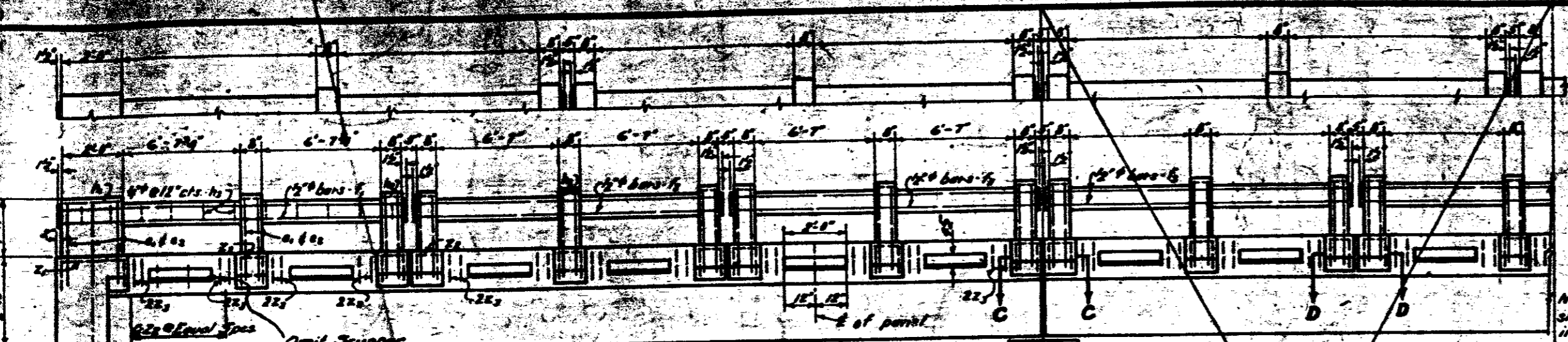
JUNE - 1950

DESIGNED BY: C.J. Kestler
CHECKED BY: F.S. Marchant
DATE: June 1950

B.M. Nail in Base of C' on 95' R.T. of Sta. 6+30 El. 100.00 (Assumed)

APPROVED BY: [Signature]
DATE: 6/20/50

PROJECT NO.	DATE	REVISED	BY
5	K. C. S. S. 1948	5	S



BILL OF MATERIAL FOR ONE SPAN AT G

Bar No.	Size	Type	Length	Weight
10	24	1	24'-0"	2500
11	24	1	24'-0"	2500
12	24	1	24'-0"	2500
13	24	1	24'-0"	2500
14	24	1	24'-0"	2500
15	24	1	24'-0"	2500
16	24	1	24'-0"	2500
17	24	1	24'-0"	2500
18	24	1	24'-0"	2500
19	24	1	24'-0"	2500
20	24	1	24'-0"	2500
21	24	1	24'-0"	2500
22	24	1	24'-0"	2500
23	24	1	24'-0"	2500
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26	24	1	24'-0"	2500
27	24	1	24'-0"	2500
28	24	1	24'-0"	2500
29	24	1	24'-0"	2500
30	24	1	24'-0"	2500
31	24	1	24'-0"	2500
32	24	1	24'-0"	2500
33	24	1	24'-0"	2500
34	24	1	24'-0"	2500
35	24	1	24'-0"	2500
36	24	1	24'-0"	2500
37	24	1	24'-0"	2500
38	24	1	24'-0"	2500
39	24	1	24'-0"	2500
40	24	1	24'-0"	2500
41	24	1	24'-0"	2500
42	24	1	24'-0"	2500
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46	24	1	24'-0"	2500
47	24	1	24'-0"	2500
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58	24	1	24'-0"	2500
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64	24	1	24'-0"	2500
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68	24	1	24'-0"	2500
69	24	1	24'-0"	2500
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74	24	1	24'-0"	2500
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95	24	1	24'-0"	2500
96	24	1	24'-0"	2500
97	24	1	24'-0"	2500
98	24	1	24'-0"	2500
99	24	1	24'-0"	2500
100	24	1	24'-0"	2500

GENERAL NOTE

CONCRETE: All concrete to be Class A Standard 2800 psi. No. 3 coarse aggregate to be used throughout. No construction joints will be permitted except as noted. All exposed corners of concrete unless otherwise noted shall be chamfered as follows: chamfer 1/4" expansion joints, 1/2" substructure. All concrete, except in handrails shall be compacted by mechanical vibration.

REINFORCING STEELS: Reinforcing steel shall be as specified. All dimensions relative to reinforcing steel are to centers of bars. No splices other than those shown in plans will be permitted. All reinforcing steel shall be securely held in its proper position.

EXPANSION JOINT MATERIAL: Expansion joint material may be either rubber compound or cork conforming to the requirements of A.S.H.T.E. Specification M-58.

STRUCTURAL STEEL: Structural steel shall meet all the requirements of the specification and shall be given one coat and one final coat of red lead and factory zinc field coats of aluminum paint. See Specification M-58. Drawings shall be submitted to the Bridge Engineer for approval. No uncontracted drawings will be accepted.

WALL PLATE: The wall plate shall be provided with 1/2" x 1/2" x 1/2" steel to be placed on each side and shall be attached to the bridge material and workmanship. All material and workmanship shall be in accordance with the Specification at the N.C. State Highway and Public Works Commission, Raleigh, N.C.

INSTALLATION: Care shall be taken that the bridge is not damaged by the specifications which shall be in accordance with the Specification M-58.

DESIGN DATA

Span A (1948)

Assumed Live Load

Impact Allowance

Stress in bottom fiber at dead load

Reinforcing steel in tension

Concrete in compression

Concrete in shear

Equivalent fluid pressure of earth

PROJECT NO. 5-2-40

CLEVELAND COUNTY

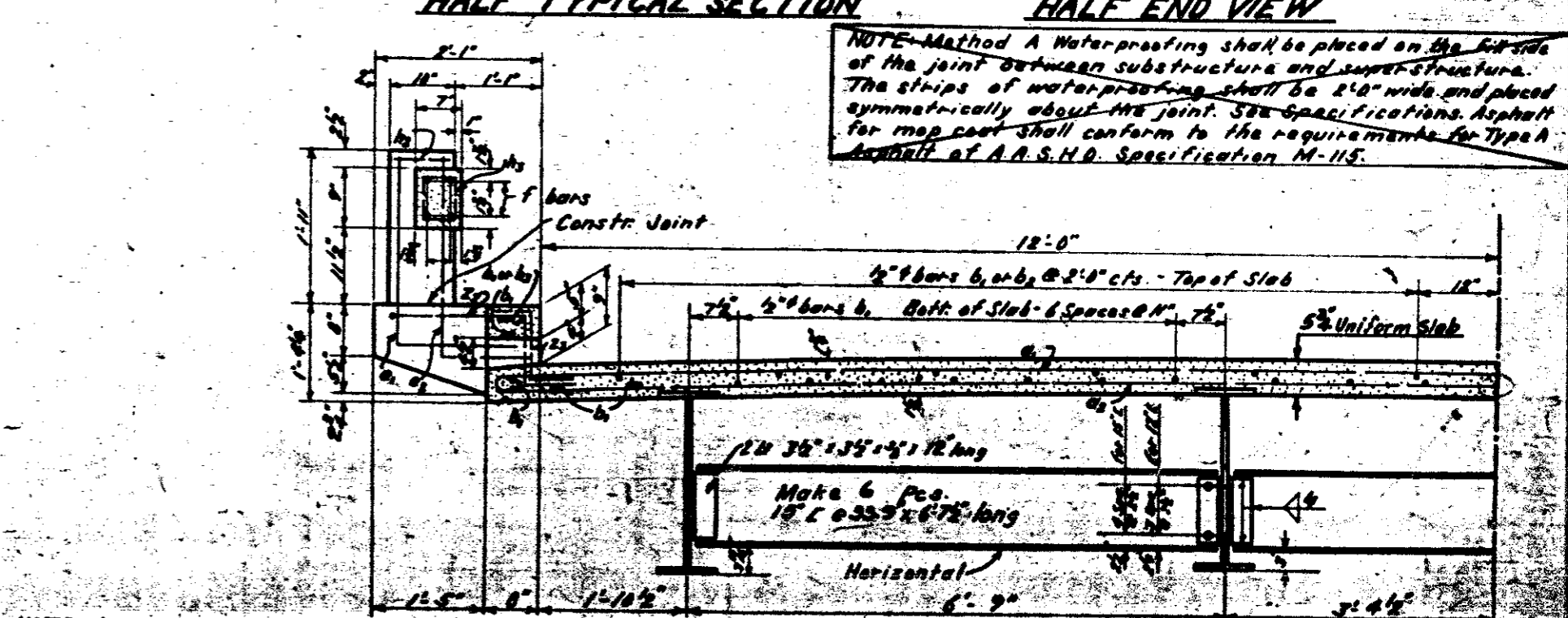
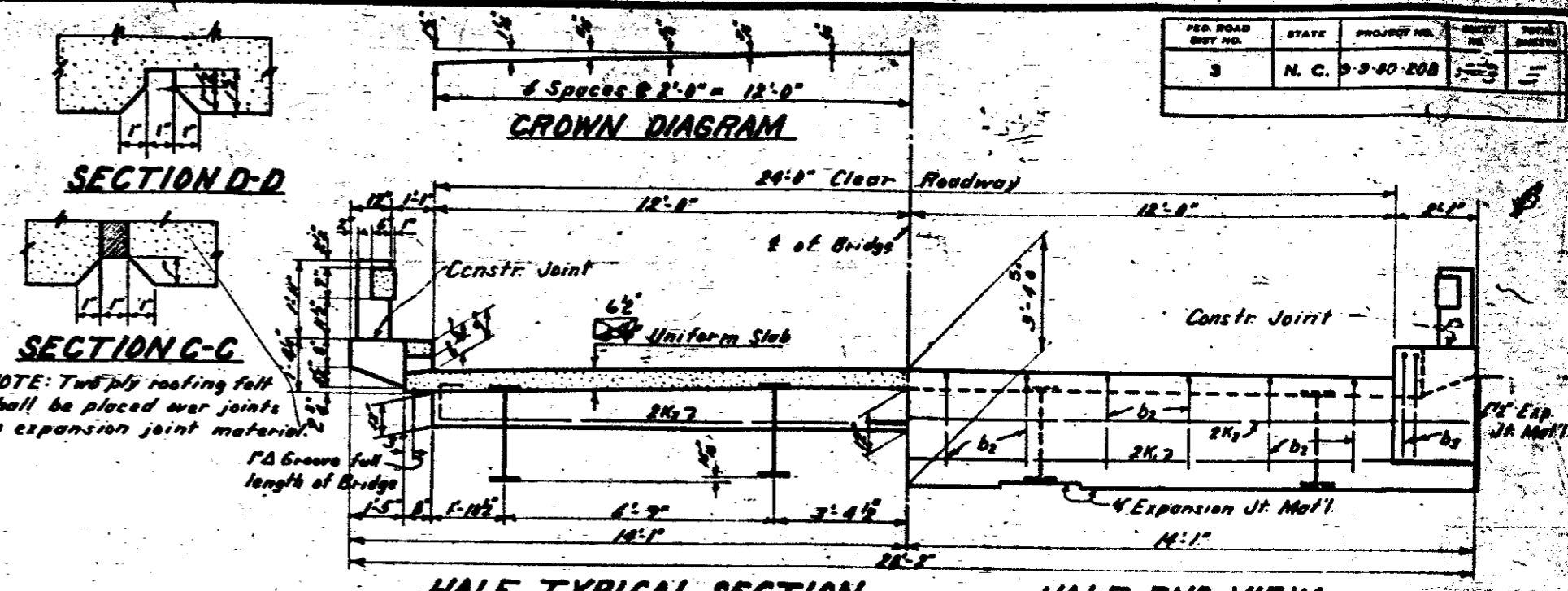
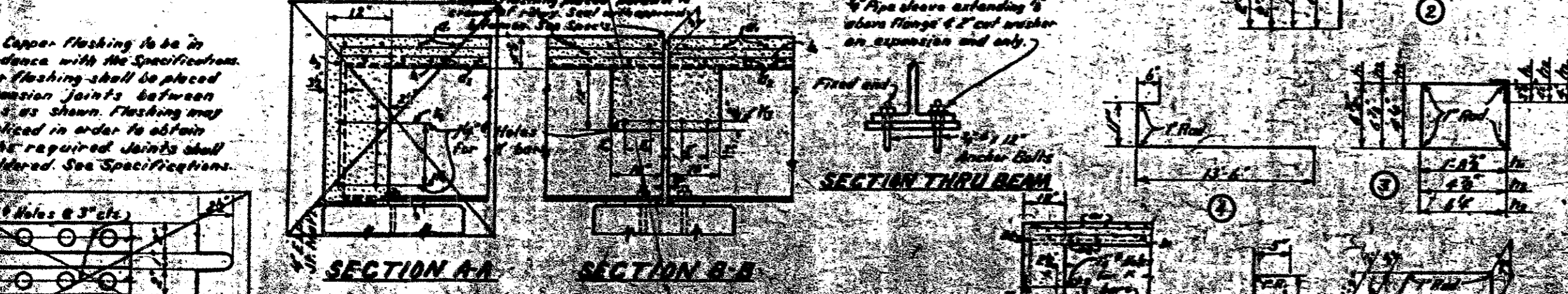
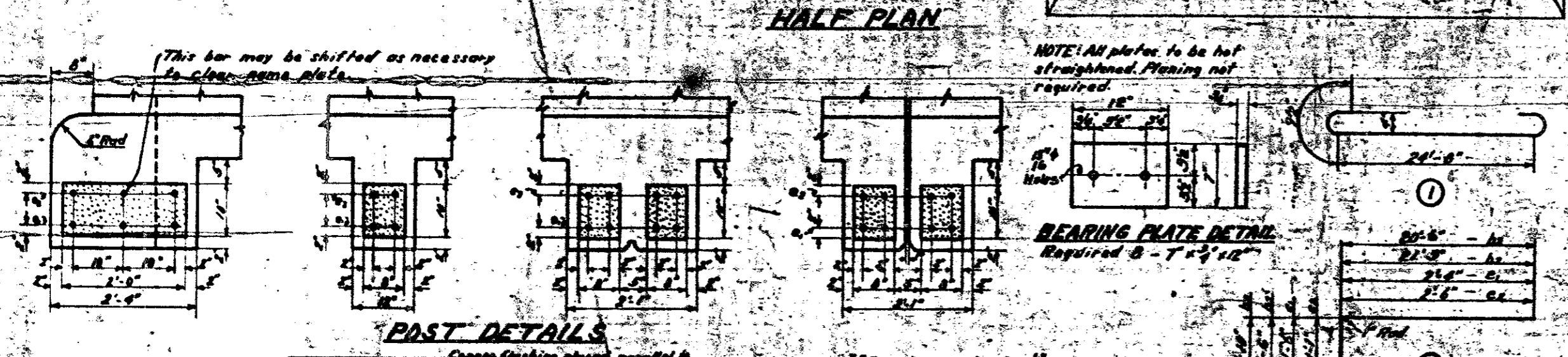
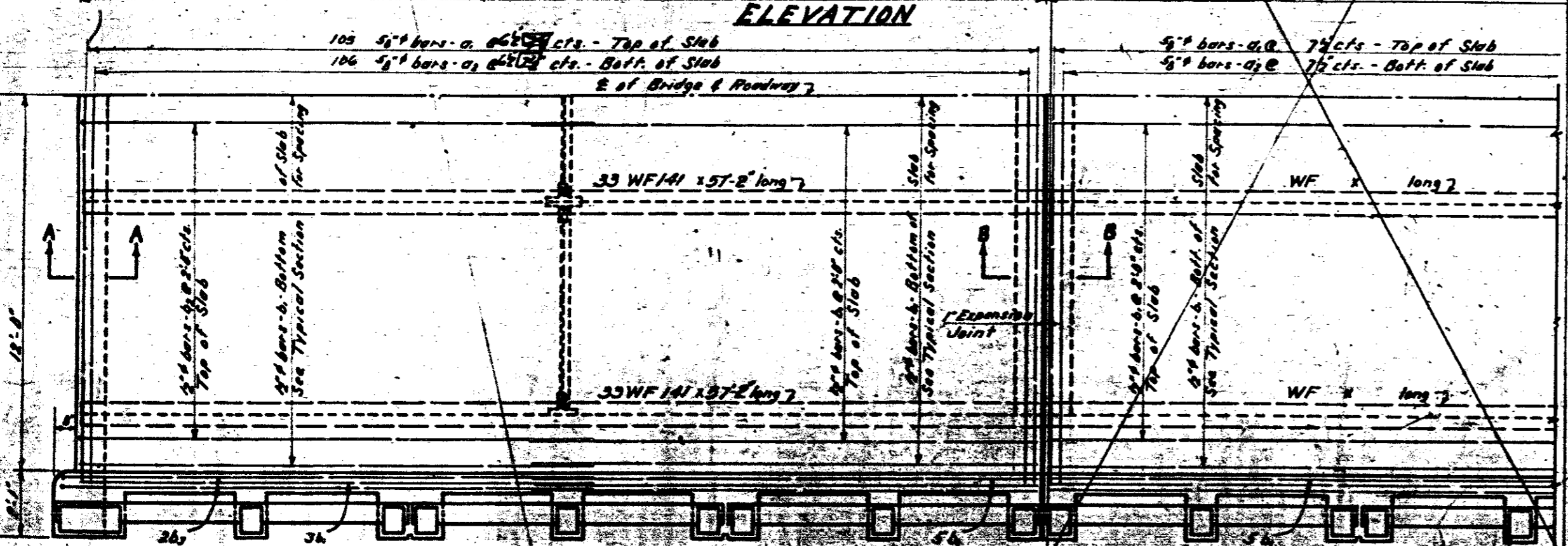
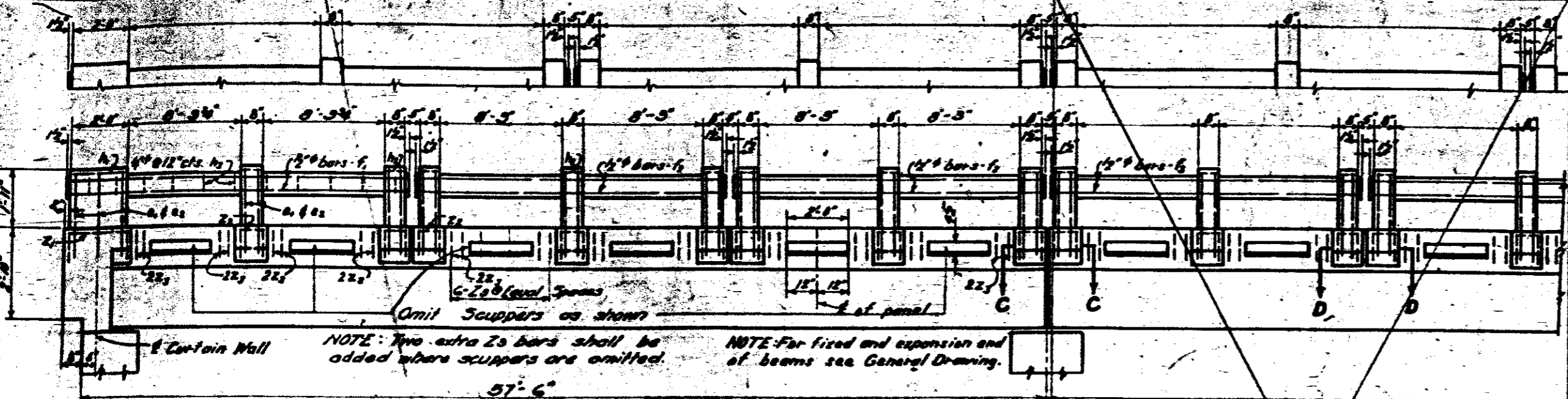
STATION: 5127

SPAN A

STATE OF NORTH CAROLINA
STATE HIGHWAY
PUBLIC WORKS COMMISSION

STANDARD
I-BEAM SUPERSTRUCTURE
WITH R.C. FLOOR AND WALL
SINGLE SPAN
24' ROADWAY
APRIL 1948

FED. ROAD DIST. NO.	STATE	PROJECT NO.	DATE
3	N. C.	9-9-80-208	5



NOTE: All dimensions which are given in the section above and are affected by dead load deflections are dimensions of & of bearings. Depth of slab between bearings shall be increased to compensate for dead load deflection. Maximum Dead Load Deflection:

BILL OF MATERIAL		FOR ONE SPAN 57'-6"	
Bar No	Size	Type	Length/Weight
a	106	5/8"	26'-3" 2308
a	108	5/8"	31'-0" 2738
b	123	5/8"	20'-6" 1718
b	12	5/8"	23'-4" 188
b	4	5/8"	23'-3" 63
c	50	5/8"	3'-8" 57
c	58	5/8"	3'-7" 31
d	8	5/8"	20'-0" 161
d	16	5/8"	18'-0" 150
d	17	5/8"	18'-0" 150
e	2	5/8"	27'-0" 83
e	2	5/8"	27'-0" 83
e	4	5/8"	27'-0" 83
f	2	5/8"	9'-3" 19
f	16	5/8"	7'-7" 130
f	16	5/8"	2'-5" 121
f	16	5/8"	2'-5" 121

GENERAL NOTE

CONCRETE: All concrete to be Class A Standard size No. 3 coarse aggregate to be used throughout. No construction joints will be permitted except as noted. All exposed corners of concrete unless otherwise noted, shall be chamfered as follows: superstructure 3/4", expansion joints 3/4", substructure. All concrete except in handouts shall be compacted by Mechanical Vibration.

REINFORCING STEEL: All reinforcing steel shall be deformed bars. All dimensions relative to reinforcing steel 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.

EXPANSION JOINT MATERIAL: Expansion joint material may be either rubber compound or cork conforming to the requirements of A.S.H.T.O. Specification M-58.

STRUCTURAL STEEL: Structural steel shall meet all the requirements of the specification and shall be given one shop coat and one field coat of red lead and linseed. Two field coats of aluminum paint. See Specifications. Detail drawings shall be submitted to the Bridge Engineer for approval. No unchecked drawings will be accepted.

NAME PLATES: The name plate shall be provided for the bridge and shall be placed on each right hand end with approaching the bridge.

MATERIALS WORKMANSHIP: All material and workmanship shall be in accordance with the Specifications of the N.C. State Highway and Public Works Commission.

SURFACE FINISH: Concrete surface shall be finished in accordance with the Specifications and shall be smooth and shall be given a Class A surface finish.

DESIGN DATA

Specifications A.A.S.H.O. (1993) NIS-99

Assumed Live Load Impact Allowance See Specifications

Stress in extra fiber steel 18000 lbs. per sq. in.

Reinforcing steel in tension 18000 lbs. per sq. in.

Concrete in compression 11000 lbs. per sq. in.

Concrete in shear 4000 lbs. per sq. in.

Equivalent fluid pressure of earth 12000 lbs. per sq. ft.

PROJECT NO. 9-9-80-208

CLEVELAND COUNTY

STATION: 9+27

SPAN 'B'

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

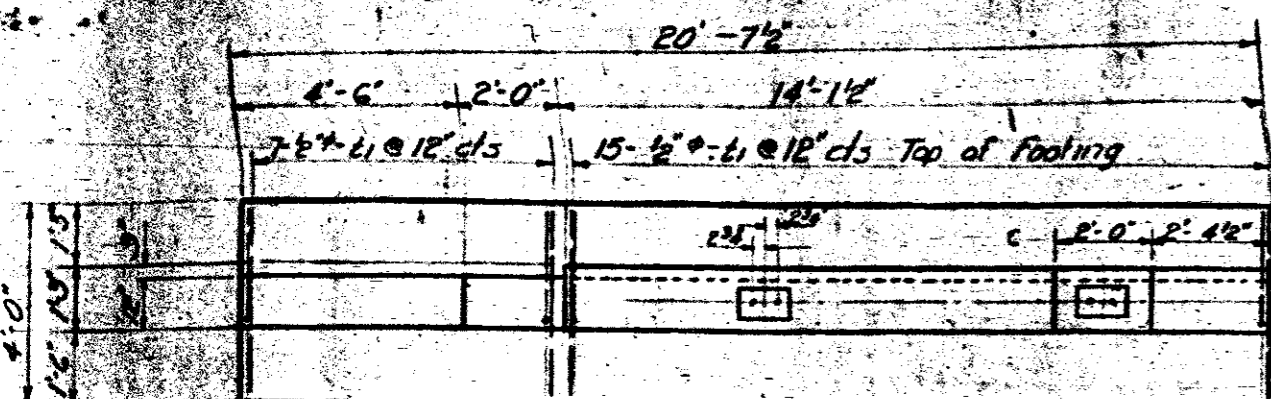
STANDARD
I-BEAM SUPERSTRUCTURE
WITH R.C. FLOOR AND RAIL
SINGLE SPAN
24' ROADWAY
APRIL 1949

DESIGNED BY: J. H. ...

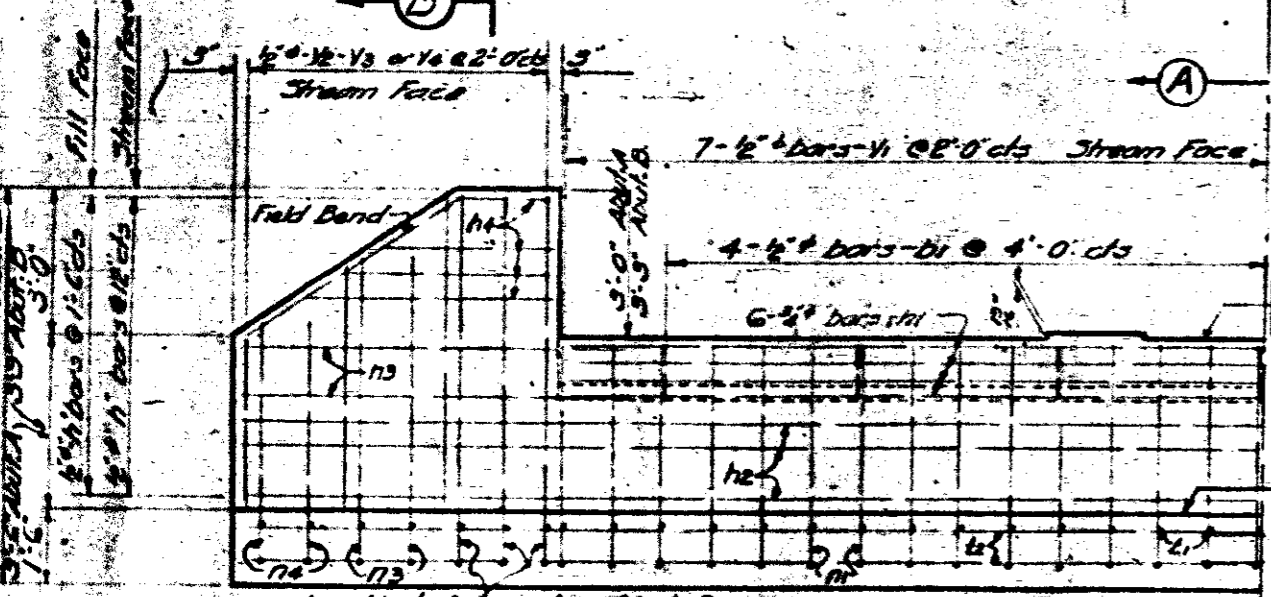
CHECKED BY: J. H. ...

DATE: ...

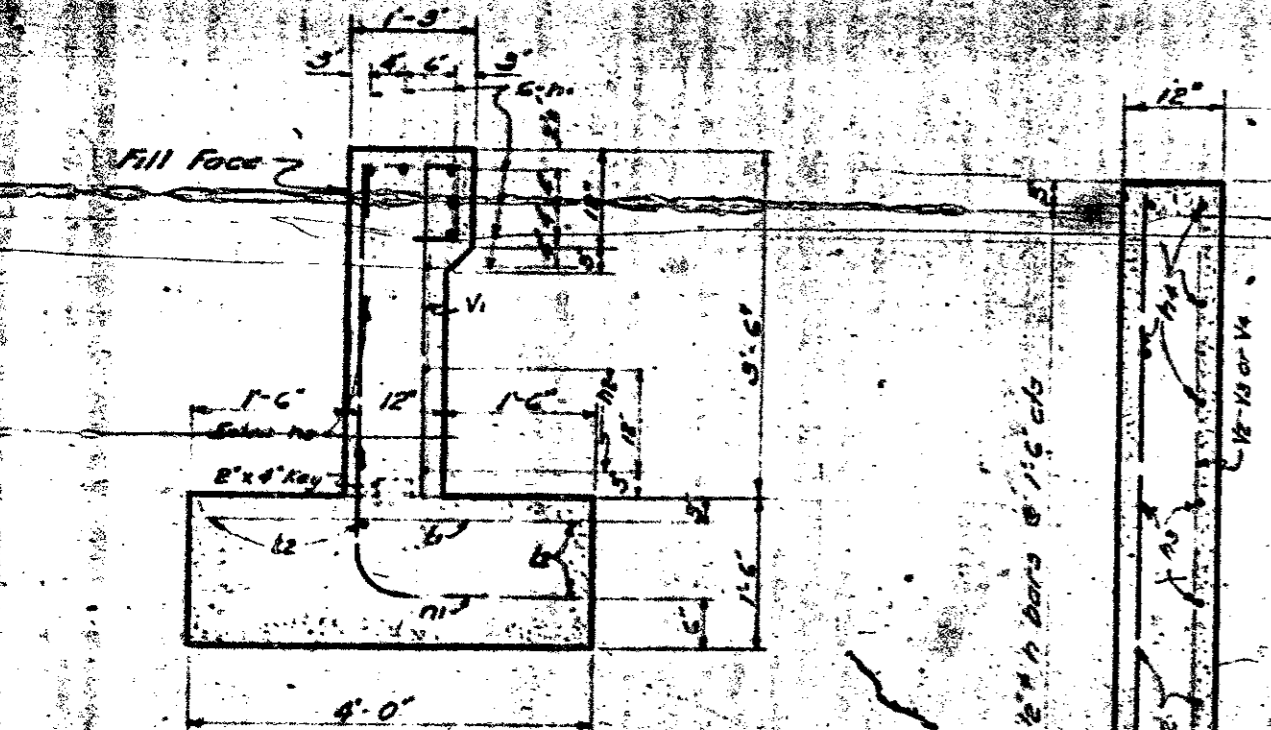
NO.	DATE	REVISION
1	N.C.	9-3-50-200



HALF PLAN - ABUT. "A" OR "B"



HALF ELEVATION



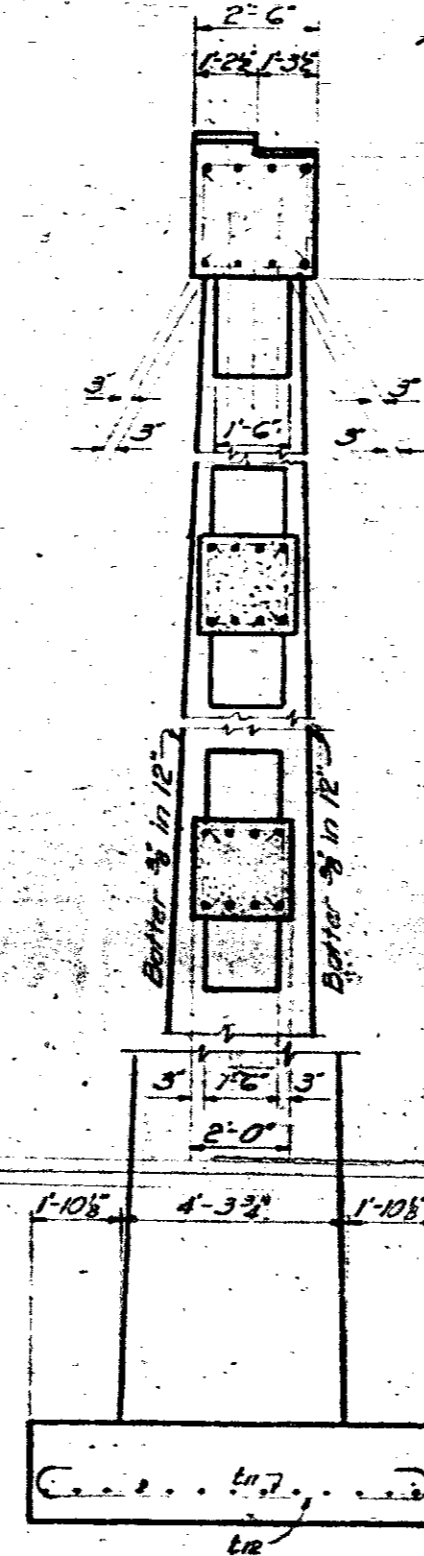
SECTION A-A

Abutment "A" or "B"

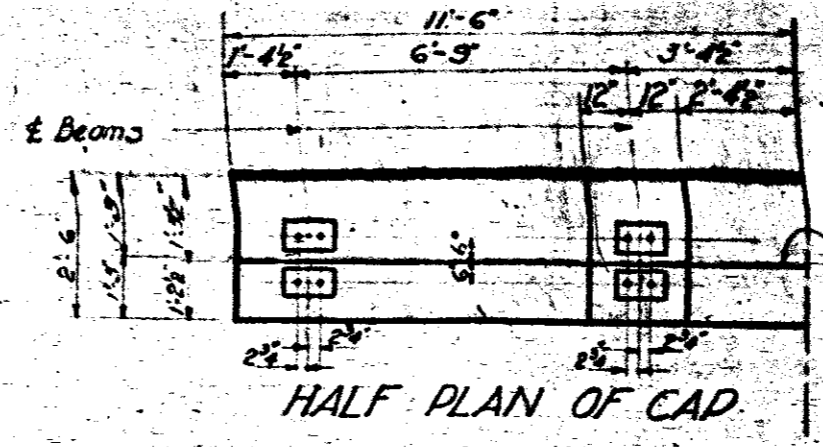
Bar No.	Size	Type	Length	Weight	Bar No.	Size	Type	Length	Weight
21	7"	1	2'-7"	12	11	4"	5"	3'-7"	105
22	6"	2	27'-9"	250	12	8"	3"	21'-6"	113
23	4"	3	21'-6"	38	13	1/2"	2"	5'-4"	31
24	3"	3	8'-6"	17	14	1/2"	5"	5'-8"	8
25	5"	3	6'-0"	20	15	2"	3"	3'-0"	7
26	6"	2	5'-5"	35	16	2"	3"	4'-0"	8
27	2"	2	6'-2"	12	17	2"	3"	4'-0"	8
28	6"	2	9'-2"	37	18	2"	3"	4'-0"	8
29	4"	2	7'-10"	21	19	2"	3"	4'-0"	8
30	4"	2	6'-7"	18	20	2"	3"	4'-0"	8

Reinforcing Steel Lbs. 1330
Class "A" Concrete Cu Yds. 133

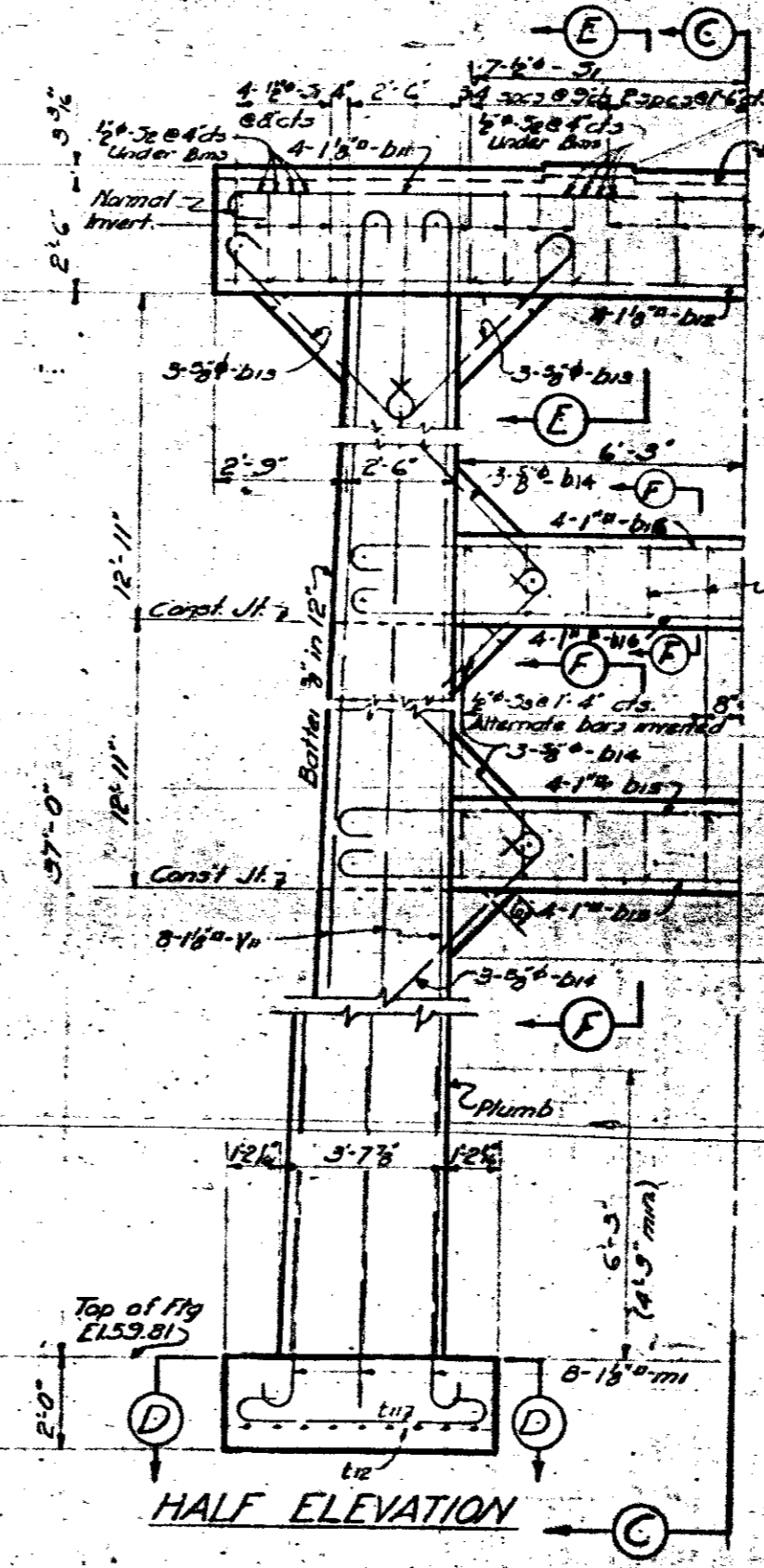
SECTION B-B



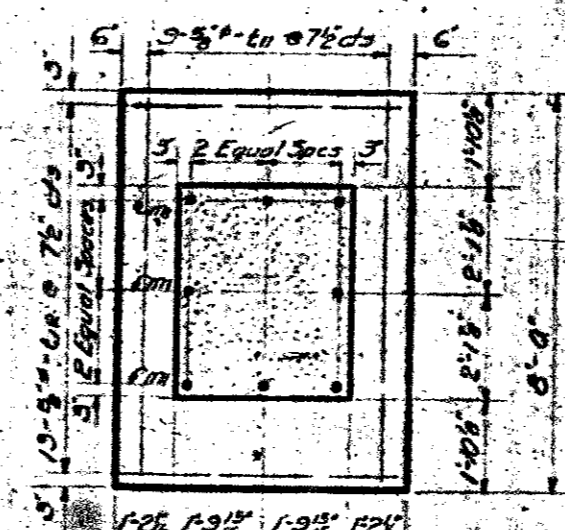
SECTION C-C



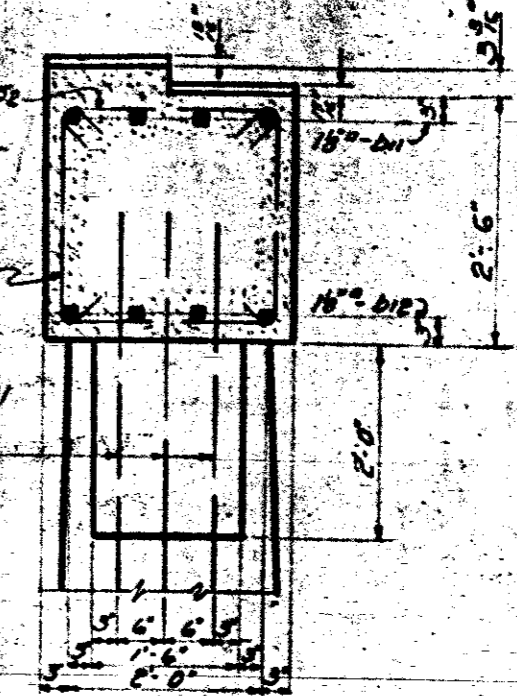
HALF PLAN OF CAP



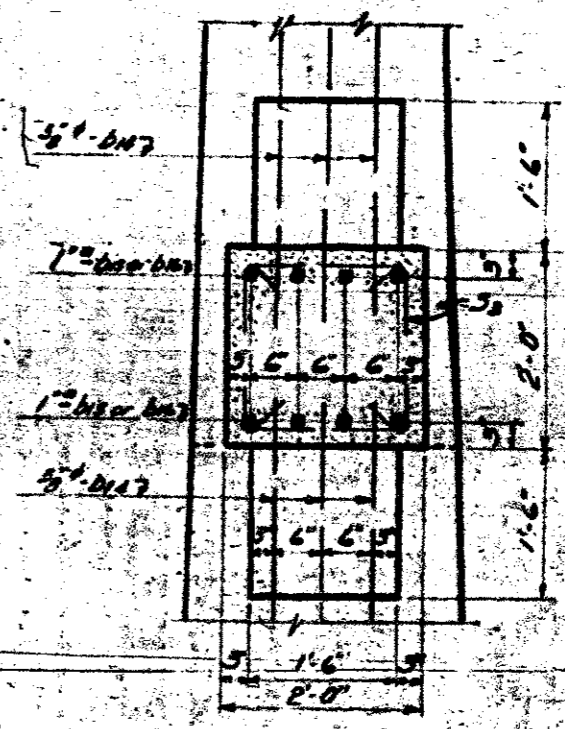
HALF ELEVATION



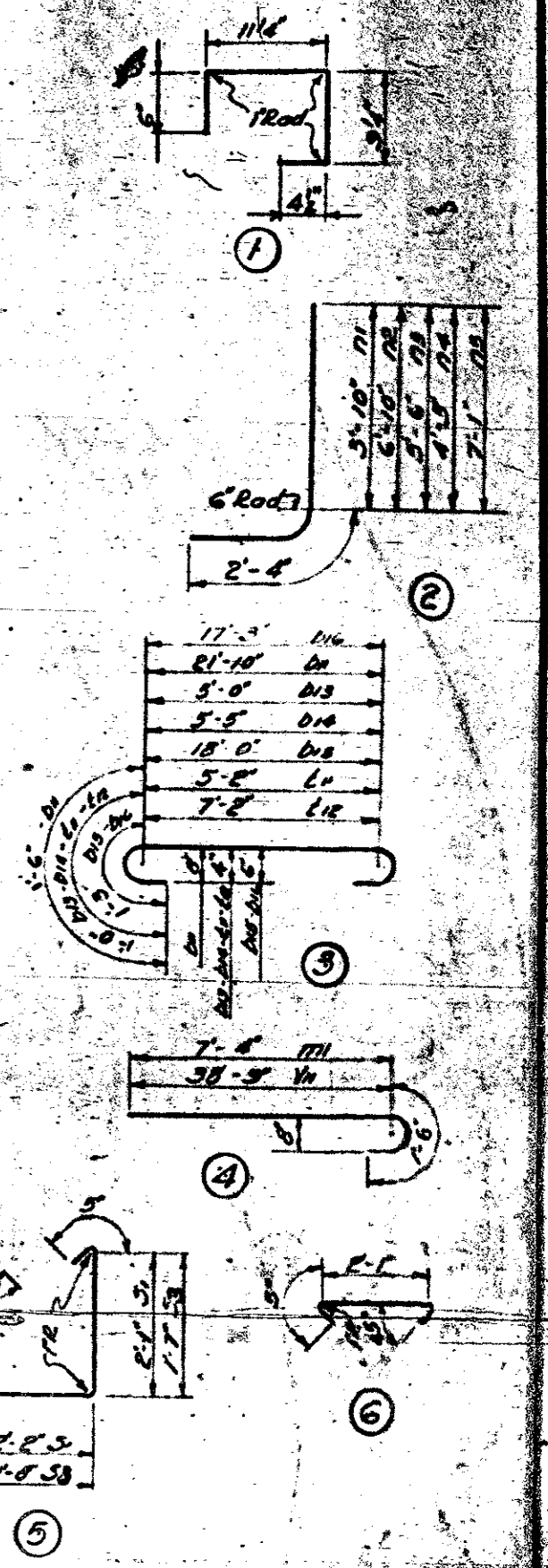
SECTION D-D



SECTION E-E



SECTION F-F



Bent No. 1

Bar No.	Size	Type	Length	Weight
31	4"	1	24'-10"	427
32	4"	1	22'-6"	397
33	1/2"	3	7'-0"	88
34	24"	3	7'-5"	186
35	8"	3	20'-6"	359
36	8"	3	19'-9"	337
37	16"	4	8'-10"	608
38	21"	5	7'-2"	100
39	16"	5	8'-11"	51
40	20"	3	5'-8"	76
41	22"	3	7'-2"	194
42	18"	3	5'-2"	172
43	16"	4	10'-5"	273

Reinforcing Steel Lbs. 6135
Class "A" Concrete Cu Yds. 117

PROJECT NO. 2-2-50-200

CLEVELAND COUNTY

STATION: 9+27

ABUTMENT "A" & "B"
BENT NO. 1

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

SUBSTRUCTURE

JUNE 1950

SPECIAL
DESIGNED BY: J.C. Gray
CHECKED BY: J.S. Marchant
DATE: June 1950

APPROVED BY: W.P. [Signature]
DATE: June 1950