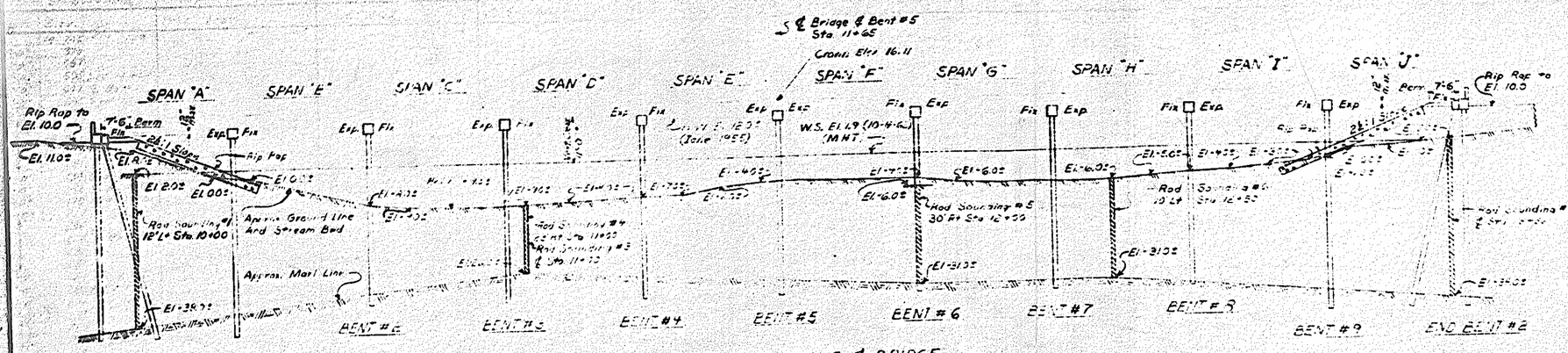
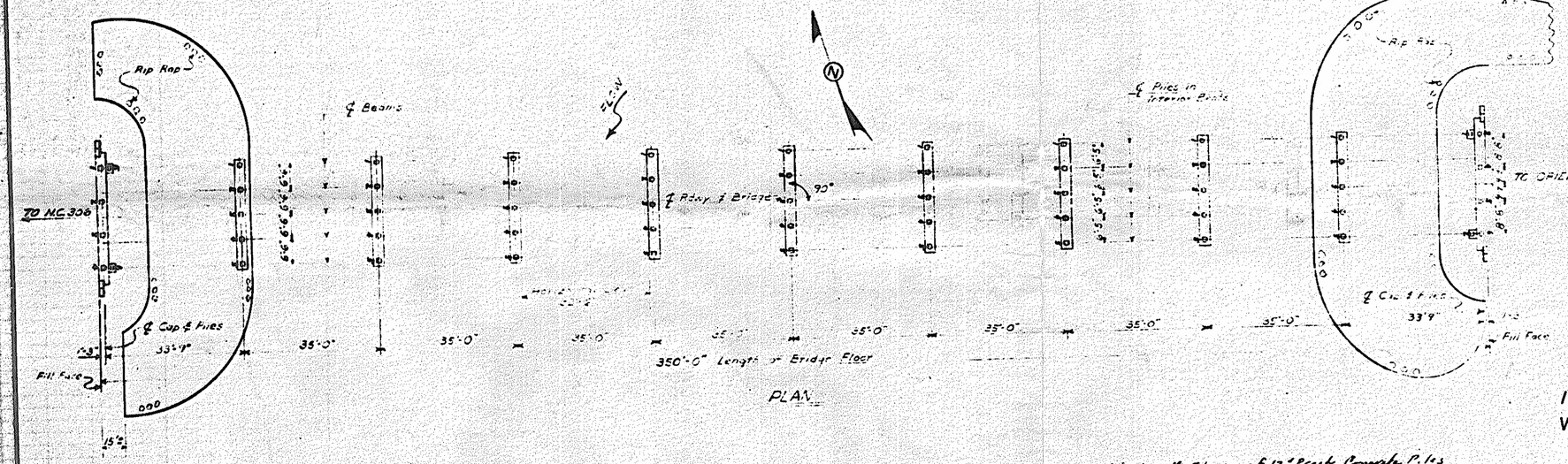
U.S. ROUTE NO.	STATE	PROJECT
70	N.C.	8.22504
F.A. PROJECT		S-1590(1)



SECTION ALONG ℄ BRIDGE



NOTES

Assumed Live Load: H15 (44)

For other design data and general notes see Sheet 3-A.

The contractor will be required to drive one 12" prestressed concrete test pile 54' long in place in Bents #1, 5 & 9. The test piles shall be paid for as linear feet of 12" prestressed concrete piles. The order lengths for 12" prestressed concrete piles will be given after the test piles have been driven.

Piles for all bents to be driven to a minimum bearing capacity of 30 tons each.

Piles for End Bents #1 & 2 to be driven through the roadway, Sta.

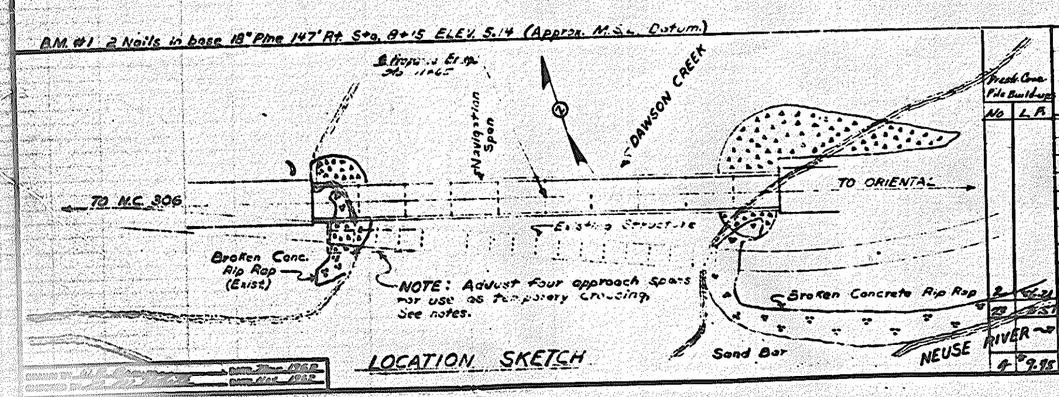
Highway traffic is to be maintained.

Maintenance and Removal of Existing Structure: Latter serving as a temporary crossing the existing structure consisting of 4@17' timber spans, 1@34.5' I-beam span, and 12@17' timber spans on Creosoted timber piles and caps with clear roadway of 17'-0" and overall length of 238.9' and located 37' down stream from proposed structure shall be removed as follows:
Superstructure completely.
Substructure to an elevation at least 1.0 foot below natural ground line or bed of stream.
See Specifications and Special Provisions.

Maintenance of Water Traffic: The contractor will be required to maintain water traffic in a manner satisfactory to both the Engineer and the U.S. Coast Guard and in accordance with the Special Provisions.

The contractor will be required to adjust the four spans on the west end of the existing structure so as to clear the proposed construction while being used as a temporary crossing. The entire cost of this work, including additional piles and timber required, shall be included in the lump sum contract price bid for Maintenance and Removal of Existing Structure.

I HEREBY CERTIFY THAT THIS STRUCTURE WAS BUILT ACCORDING TO PLANS.
SIGNED: _____
RESIDENT ENGINEER
PROJECT NO. 8.22504
PAMLICO COUNTY
STATION. 11+65



Fresh Conc. Pile Build-up	No	L.F.
	2	6.24
	20	62.51
	4	9.98

* Included in Length Shown of 12" Prestr. Concrete Piles

TOTAL BILL OF MATERIAL

	Class "A" Concrete	Reinf. Steel	Structural Steel	Temporary Support	Temporary Sheet Piling	Maint. & Removal of Existing Struct.	12" Prestressed Concrete Piles		Extra Work Order No. 2-525 Plain Rip Rap Class I
	Cu. Yds.	Lbs.	Approx. Lbs.				No.	Lin. Ft.	Sq. Yds.
Superstructure	346.0	67555	171,100				6	324.0	330.34
End Bent #1	49	2326					5	270.0	
Bent #1	6.6	1322					5	270.0	
Bent #2	6.6	1322					5	270.0	
Bent #3	6.6	1322					5	270.0	
Bent #4	6.6	1322					5	264.24	
Bent #5	6.6	1322				5 576	5	270.0	
Bent #6	6.6	1322					5	255.0	
Bent #7	6.6	1322					5	246.21	
Bent #8	6.6	1322					5	249.57	
Bent #9	6.6	1322					6	291.0	753.62
End Bent #2	9.9	2326							
TOTALS	425.2	84,195	171,100	57		LUMP SUM	57	2980.0	1083.96

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

GENERAL DRAWING FOR BRIDGE OVER DAWSON CREEK ON SR-1302 BETWEEN N.C. 306 AND ORIENTAL

NOV., 1962

REVISIONS	DATE	BY

SUBMITTED BY: H. S. Winslow
APPROVED BY: H. W. Lee DATE: 11/16/62

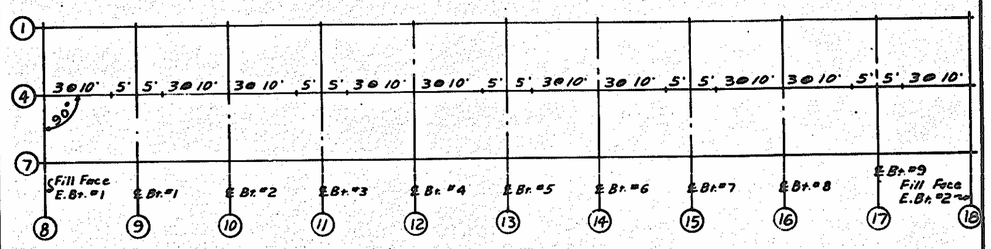
Column (1) Bottom of overhang			Column (2) Top of curb		Column (3) ℄ of beam		Column (4) ℄ of roadway		Column (5) ℄ of beam		Column (6) Top of curb		Column (7) Bottom of overhang	
Dist.	Elev.		Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.
	12 206	Fill Face		Begin Curb		Fill Face	15	019 Fill Face		Fill Face		Begin Curb		Fill Face
10'-0"	370						10'-0"	203					Col. 7 is identical to Col. 1	
10'-0"	661						10'-0"	328						
10'-0"	908	Sta. 10+20					10'-0"	428 Sta. 10+20						
5'-0"	997	℄ Bt. #1					5'-0"	480 ℄ Bt. #1						
5'-0"	1035	Sta. 10+30					5'-0"	529 Sta. 10+30						
10'-0"	1109						10'-0"	622						
	1178							707						
	1229							784 ℄ Bt. #2						
	19 951	℄ Bt. #2						853						
	15 020							914						
	091						10'-0"	967 Sta. 10+90						
10'-0"	134	Sta. 10+90					5'-0"	15 991 ℄ Bt. #3						
5'-0"	158	℄ Bt. #3					5'-0"	16 012 Sta. 11+00						
5'-0"	179	Sta. 11+00					10'-0"	050						
10'-0"	217							079						
	246							101 ℄ Bt. #4						
	268	℄ Bt. #4						114						
	281							120						
	287						10'-0"	117 Sta. 11+60						
10'-0"	289	Sta. 11+60					5'-0"	113 ℄ Bt. #5						
5'-0"	280	℄ Bt. #5					5'-0"	107 Sta. 11+70						
5'-0"	270	Sta. 11+70					10'-0"	088						
10'-0"	259							062						
	229							16 028 ℄ Bt. #6						
	195	℄ Bt. #6						15 986						
	159							936						
	123						10'-0"	878 Sta. 12+30						
10'-0"	095	Sta. 12+30					5'-0"	846 ℄ Bt. #7						
5'-0"	15 013	℄ Bt. #7					5'-0"	812 Sta. 12+90						
5'-0"	19 978	Sta. 12+90					10'-0"	738						
10'-0"	905							656						
	823							567 ℄ Bt. #8						
	734	℄ Bt. #8						469						
	636							369						
	531						10'-0"	250 Sta. 13+00						
10'-0"	417	Sta. 13+00					5'-0"	191 ℄ Bt. #9						
5'-0"	358	℄ Bt. #9					5'-0"	133 Sta. 13+10						
5'-0"	300	Sta. 13+10					10'-0"	15 015						
10'-0"	182						10'-0"	14 838						
10'-0"	14 055						10'-0"	14 780 Fill Face						
10'-0"	13 997	Fill Face												

GRADE DATA

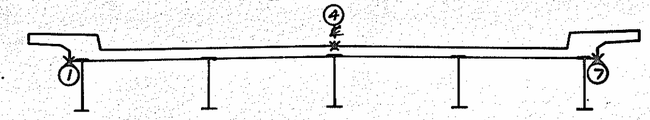
+ 2.0 % — − 1.175 %

P.I. STA. 11 + 00
P.I. ELEV. 17.60
LENGTH OF CURVE = 4 00'
G1 = +2.0 % G2 = −1.175 %

FED. ROAD DIV. NO.	STATE	PROJECT NO.
	N.C.	B.22504
F. A. PROJECT	S-1549(1)	



PLAN



TYPICAL SECTION

Elevations shown in columns 1 thru 18 are final required elevations of the completed structure. In setting up the form and screed elevations, provisions must be made for deflections where required.

For columns 8 thru 18, given elevations are at 2'-0" intervals normal to ℄ of roadway from the left gutter line to the right gutter line.

SUPERIMPOSED DEAD LOAD DEFLECTIONS (inches)

	ALL SPANS	1 SPAN	2 SPAN	3 SPAN
INT	5/16			
EXT	5/8			

HEADERS

Column (8) Fill Face of E.Bt.#1			Column (9) ℄ Bt.#1		Column (10) ℄ Bt.#2		Column (11) ℄ Bt.#3		Column (12) ℄ Bt.#4		Column (13) ℄ Bt.#5		Column (14) ℄ of Bent 6		Column (15) ℄ of Bent 7		Column (16) ℄ of Bent 8		Column (17) ℄ of Bent 9		Column (18) Fill Face E.B.2	
Dist.	Elev.		Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.
Lt Gutter	14 822		Lt Gutter	15 293	Lt Gutter	15 597	Lt Gutter	15 809	Lt Gutter	15 914	Lt Gutter	15 926	Lt Gutter	15 841	Lt Gutter	15 659	Lt Gutter	15 380	Lt Gutter	15 009	Lt Gutter	14 593
	923			324		628		835		965		957		872		690		411		035		624
	958			355		659		866	15	976	15	988		903		721		442		066		655
14	985			386		690		897	16	007	16	019		934		752		473		097		686
15	017			418		722		929		039		051		966		784		505		129		718
	048			449		753		960		070		082	15	997		815		536		160		749
	079			480		784		991		101		113	16	028		846		567		191		780
	098			499		753		960		070		082	15	991		815		536		160		749
15	017			418		722		929		039		051		966		784		505		129		718
14	985			386		690		897	16	007	16	019		934		752		473		097		686
	958			355		659		866	15	976	15	988		903		721		442		066		655
	923			324		628		835		945		957		872		690		411		035		624
14	882		15	293	15	597	15	809	15	914	15	926	15	841	15	659	15	380	15	009	14	593

12 Sep @ 2'-0" Cols. Header

PROJECT No. 8.22504
PAMLICO COUNTY
STATION: 11 + 65

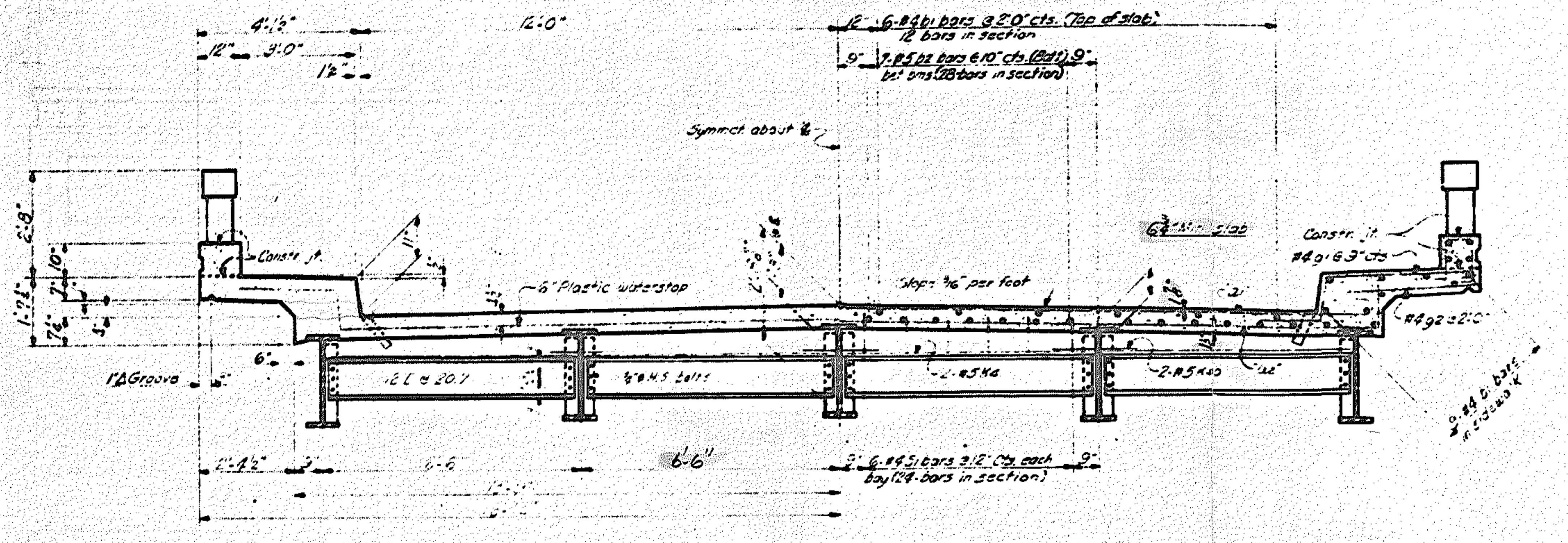
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

ELEVATIONS FOR SETTING UP FORMS AND SCREEDS

MAY 1961

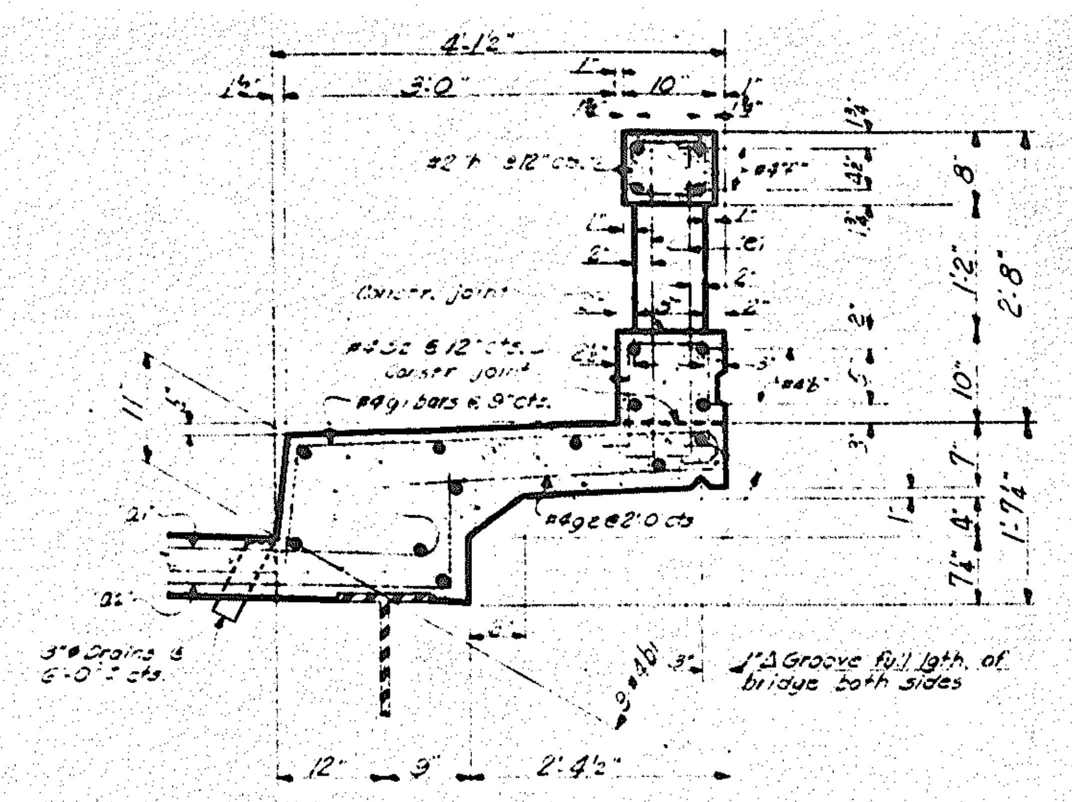
REVISIONS						SHEET NO. 8
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS 1
1			3			
2			4			

FED. ROAD DIV. NO.	STATE	PROJECT NO.
8	N.C.	8.22504
P. A. PROJECT	S-1549(1)	

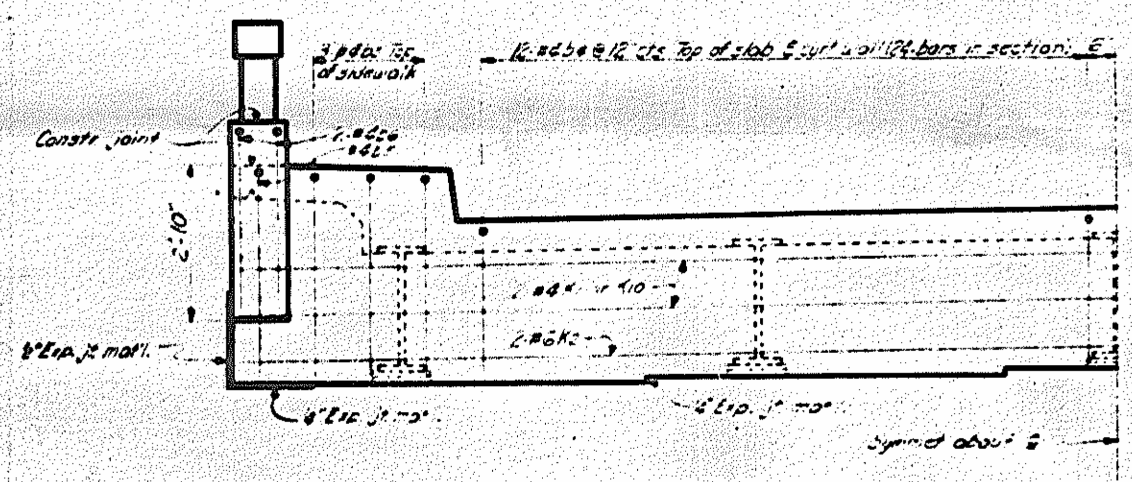


TYPICAL SECTION

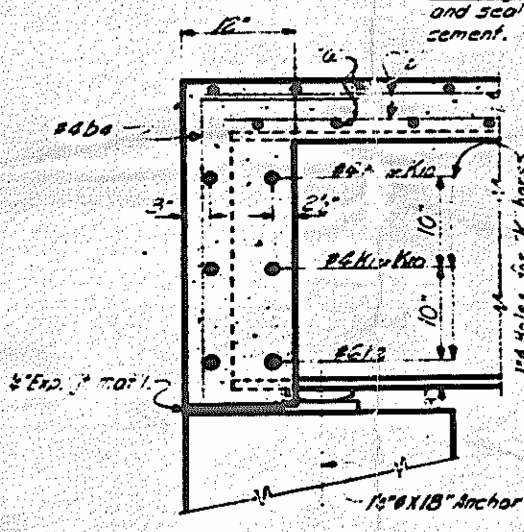
Showing diaphragms at cents



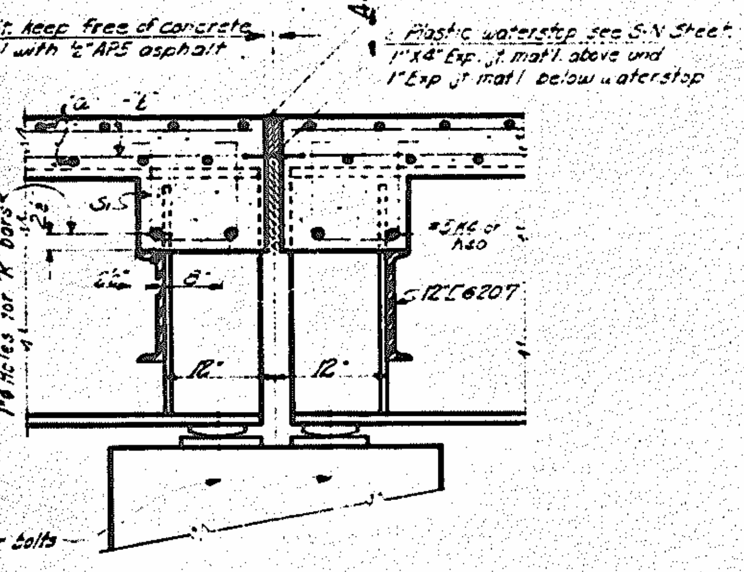
SECTION THRU SIDEWALK



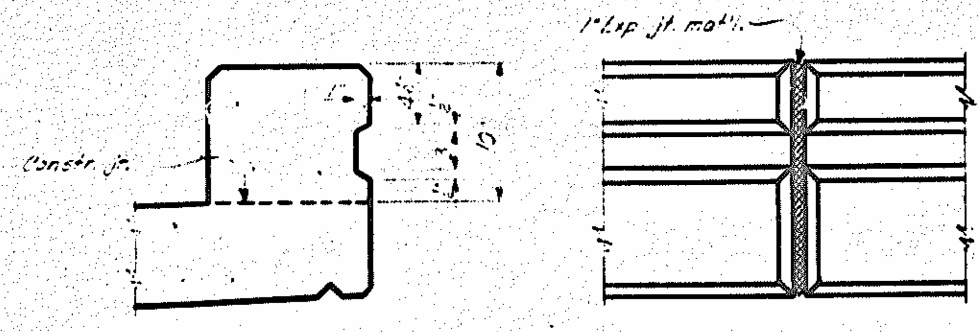
HALF END ELEVATION



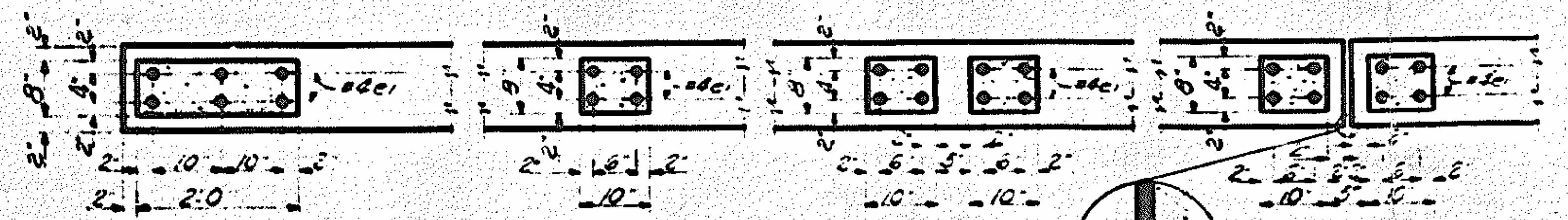
SECTION A-A



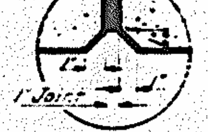
SECTION B-B



DETAIL OF PARAPET GROOVE



POST DETAILS



DETAIL "A"

DRAWN BY [illegible] DATE [illegible] 1962
CHECKED BY [illegible] DATE [illegible] 1962

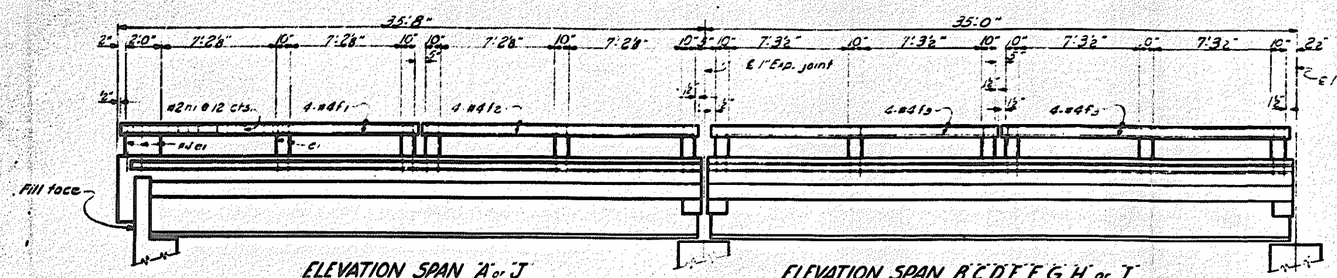
PROJECT NO. 8.22504
PAMLICO **COUNTY**
STATION: 11+65

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
			4		

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH
SUPERSTRUCTURE
SECTIONS & DETAILS

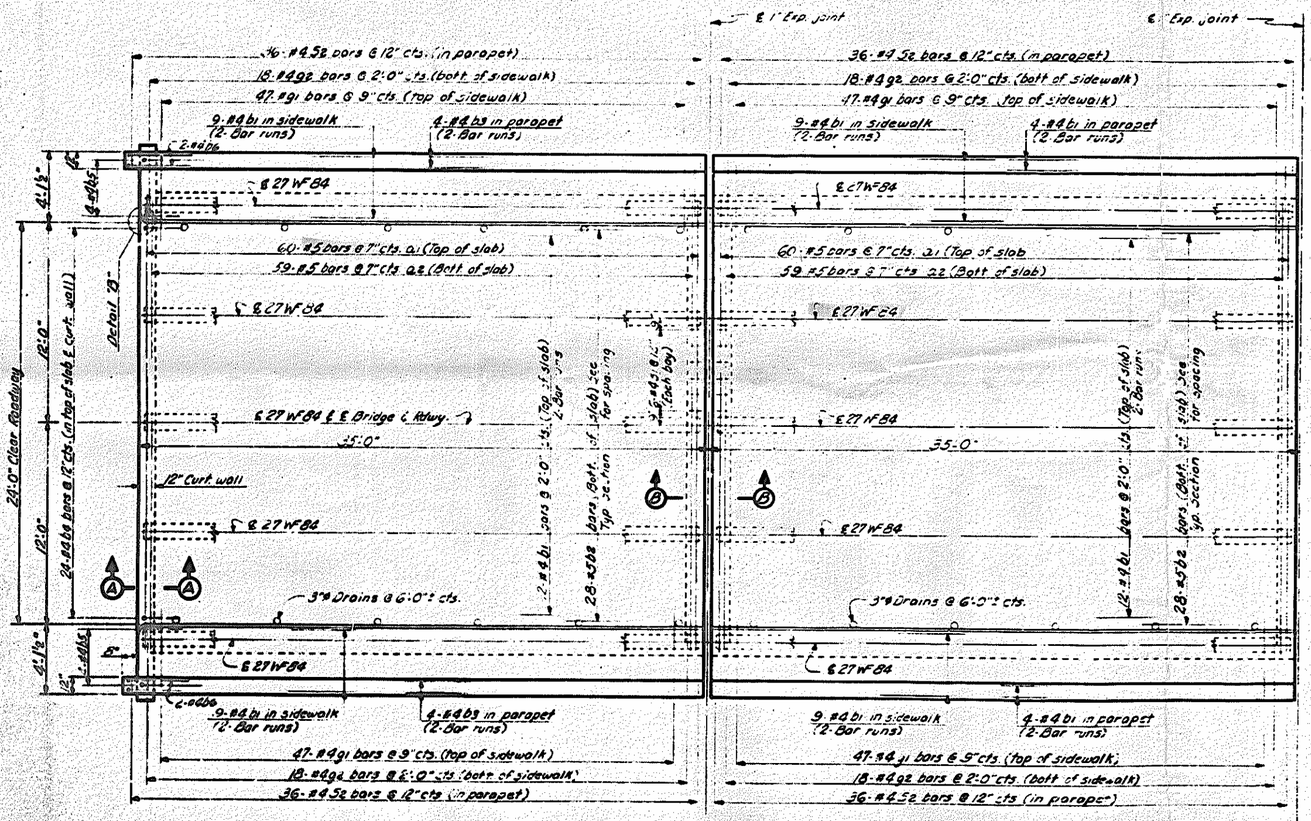
NOV. 1962

FED. ROAD DIST. NO.	STATE	PROJECT NO.
8	N. C.	8.22504
F. A. PROJECT S-1549(1)		



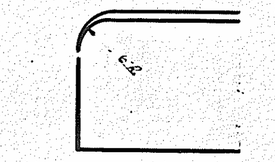
ELEVATION SPAN A or J

ELEVATION SPAN B C D E F G H or I



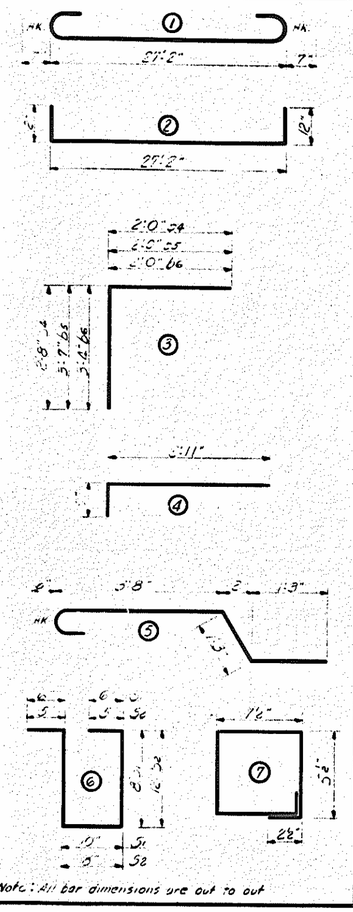
PLAN - SPAN A or J

PLAN - SPAN B C D E F G H or I



DETAIL 'B'

BAR BENDING DETAILS



Note: All bar dimensions are out to out

BILL OF MATERIAL

FOR TEN SPANS

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
a1	600	#5	1	28'-4"	17,791
a2	590	#5	2	29'-2"	17,948
b1	728	#4	Str.	18'-0"	8,753
b2	280	#5	Str.	34'-8"	10,124
b3	32	#4	Str.	18'-4"	392
b4	48	#4	3	4'-8"	150
b5	16	#4	3	5'-7"	60
b6	8	#4	3	5'-4"	29
c1	488	#4	4	3'-4"	1,087
f1	16	#4	Str.	18'-0"	192
f2	16	#4	Str.	16'-10"	180
f3	128	#4	Str.	17'-1"	1,461
g1	940	#4	5	6'-8"	4,186
g2	360	#4	Str.	2'-8"	641
h1	720	#2	"	2'-7"	311
K1	8	#4	Str.	17'-3"	92
K10	8	#4	Str.	15'-9"	84
K2	4	#6	Str.	31'-11"	192
K4	144	#5	Str.	6'-4"	951
K40	108	#5	Str.	3'-6"	394
s1	432	#4	6	1'-2"	914
s2	720	#4	6	3'-6"	1,683

REINFORCING STEEL LBS. = 67,555
STRUCTURAL STL. APPROX. LBS. = 171,100
CLASS 'A' CONCRETE CU.YDS. = 346.0

PROJECT NO. 822504

PAMLICO COUNTY

STATION: 11+65

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

SUPERSTRUCTURE PLAN

NOV. 1962

REVISIONS						
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

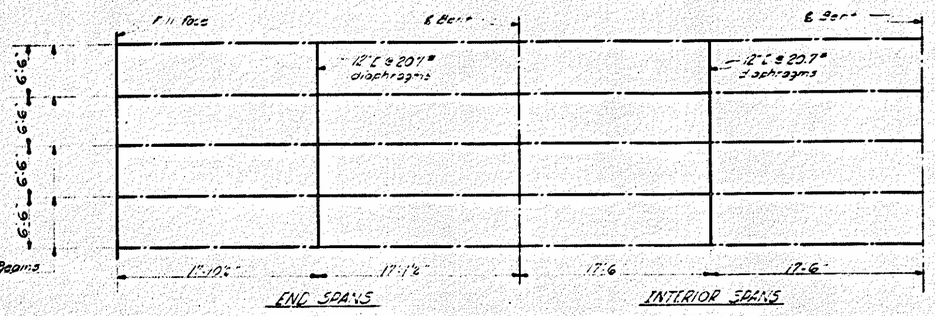
DATE Nov. 1962
DATE Dec. 1962

FED. ROAD DIV. NO.	STATE	PROJECT NO.
3	N.C.	8.22504
P.A. PROJECT		S-1549(1)

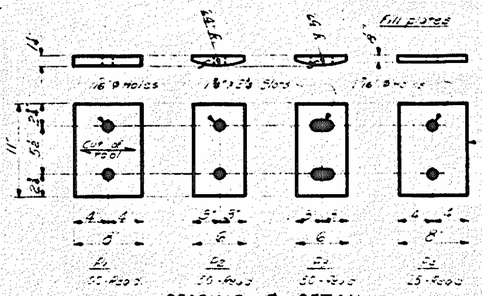
NOTES:

All beams and plate of ASTM A36 structural steel. See Sheet S-N.

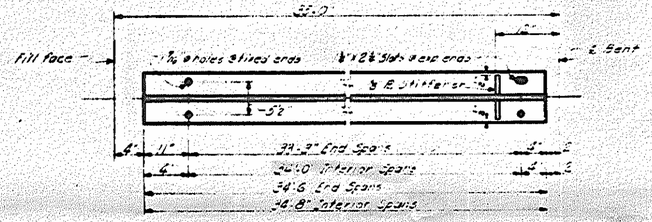
No beam camber other than natural mill camber is required.



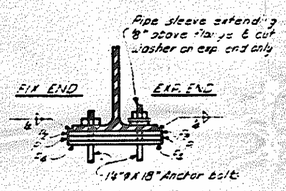
STEEL DIAPHRAGM LAYOUT SKETCH



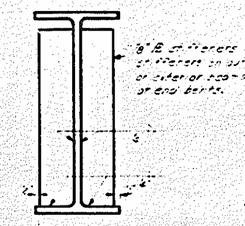
BEARING PL DETAIL



BOTTOM FLANGE DETAIL

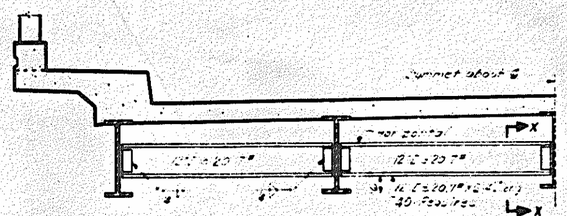


SECTION THRU BEAM

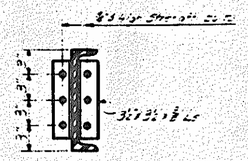


STIFFENER DETAIL

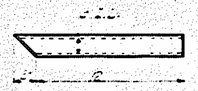
CAMBER DATA TABLE	INT. BMS.	EXT. BMS.
Deflect. due to dead load	¼"	¼"
Deflect. due to superimposed D.L.	⅜"	⅜"
Deflect. due to live load	⅜"	⅜"
Vertical Curve Ordinate, Spans A thru I	0"	0"
BEAM CAMBER	0"	0"



DIAPH. CONN. @ MIDSPAN



SECTION X-X



Drains to be cast iron pipe sleeves & field painted with 2 coats of aluminum paint. (20-REQ'D.)

Tops of fiber drains to be set ¼" below surface of slab.

DRAIN DETAIL

PROJECT NO. 8.22504

PAMLICO COUNTY

STATION. 11+65

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

STATE OF NORTH CAROLINA

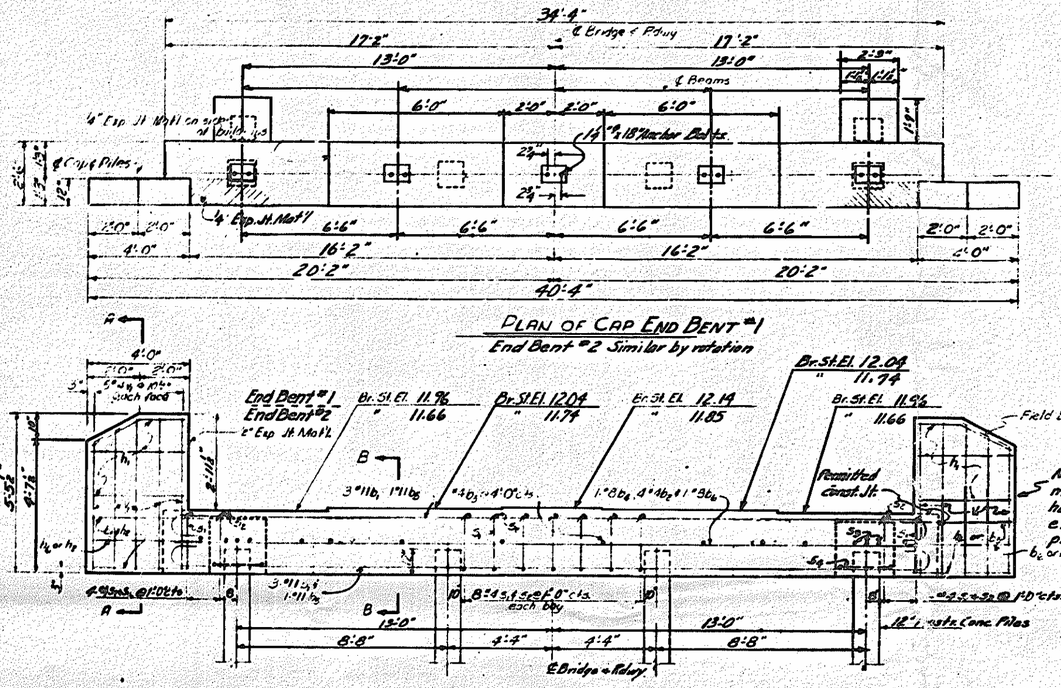
STATE HIGHWAY COMMISSION

RALEIGH

STRUCTURAL STEEL DETAILS

NOV. 1962

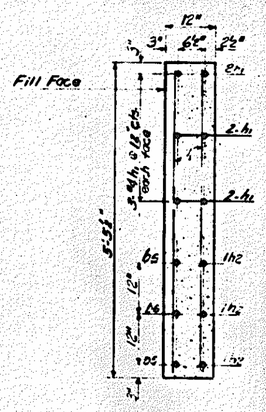
FED. ROAD DIST. NO.	STATE	PROJECT NO.
3	N. C.	8.225.04
F. A. PROJECT	S-1549(1)	



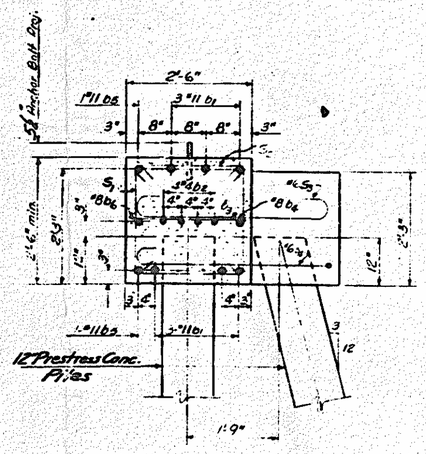
PLAN OF CAP END BENT #1

End Bent #2 Similar by rotation

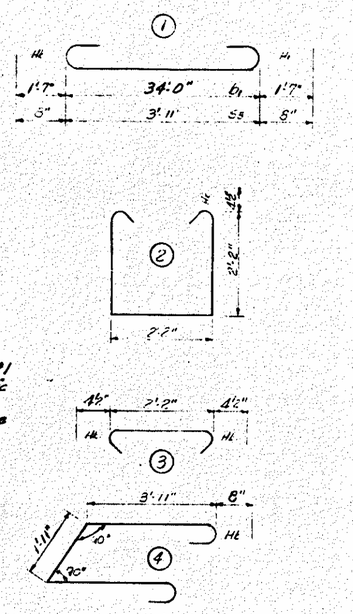
ELEVATION



SECTION A-A



SECTION B-B



BAR TYPES

All dimensions are out to out

BILL OF MATERIAL

For One End Bent (2 Req'd)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
b1	6	#11	1	37'2"	1185
b2	8	#4	str.	17'9"	95
b3	8	#4	str.	2'2"	12
b4	1	#8	str.	39'0"	91
b5	2	#11	str.	40'0"	425
b6	1	#8	str.	40'0"	107
h1	12	#4	str.	3'8"	29
h2	6	#4	str.	4'4"	17
V1	20	#4	str.	5'1"	68
s1	32	#4	2	7'3"	155
s2	32	#4	3	2'11"	62
s3	6	#6	1	5'3"	47
s4	2	#6	4	11'1"	33
Reinforcing Steel				Lbs.	2326
Class 'A' Concrete				Cu. Yds.	9.9
12" Prestress Conc. Piles				No.	6
				Lin. Ft.	306

PROJECT NO. 8.225.04

PAMLICO COUNTY

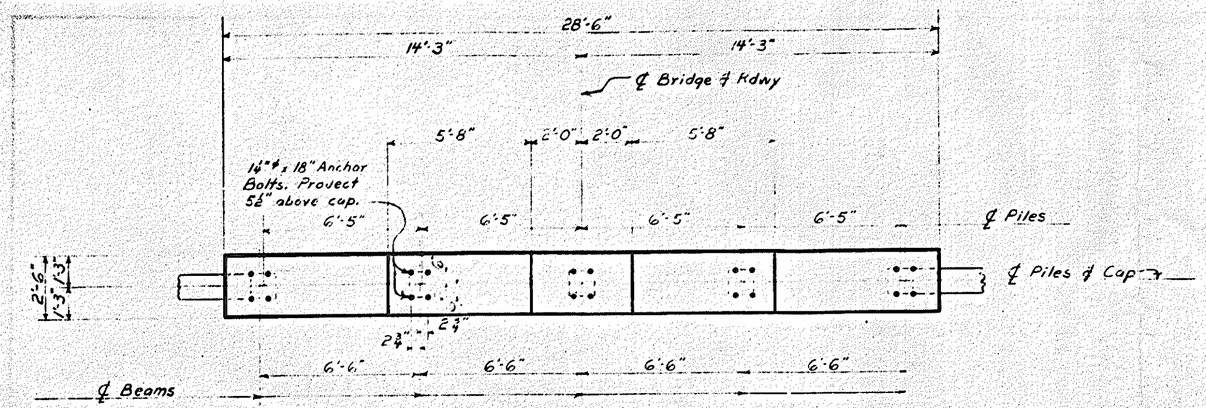
STATION: 11+65

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

END BENT # 1 & # 2

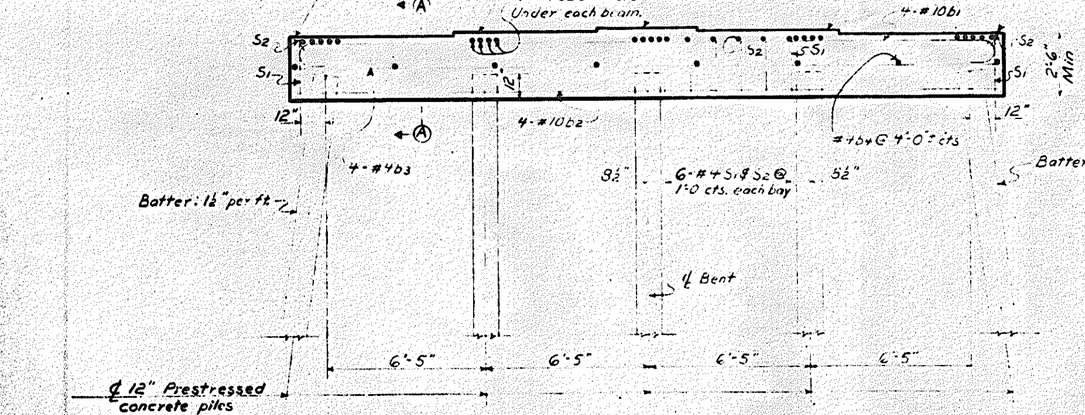
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S-12
1			3			TOTAL SHEETS
2			4			32

DRAWN BY: [illegible] DATE: Nov. 1962
CHECKED BY: [illegible] DATE: Nov. 1962



PLAN OF CAP

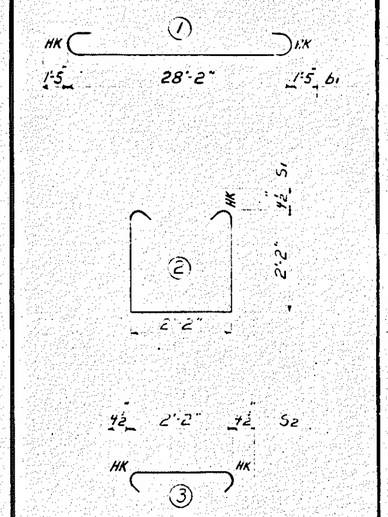
BRIDGE SLATS	BENT No. 1	El. 12.34	El. 12.42	El. 12.53	El. 12.42	El. 12.34
	BENT No. 2	El. 12.64	El. 12.73	El. 12.83	El. 12.73	El. 12.64
	BENT No. 3	El. 12.85	El. 12.94	El. 13.04	El. 12.94	El. 12.85
	BENT No. 4	El. 12.96	El. 13.05	El. 13.15	El. 13.05	El. 12.96
	BENT No. 5	El. 12.97	El. 13.06	El. 13.16	El. 13.06	El. 12.97
	BENT No. 6	El. 12.89	El. 12.98	El. 13.08	El. 12.98	El. 12.89
	BENT No. 7	El. 12.70	El. 12.79	El. 12.89	El. 12.79	El. 12.70
	BENT No. 8	El. 12.42	El. 12.51	El. 12.61	El. 12.51	El. 12.42
	BENT No. 9	El. 12.05	El. 12.13	El. 12.24	El. 12.13	El. 12.05

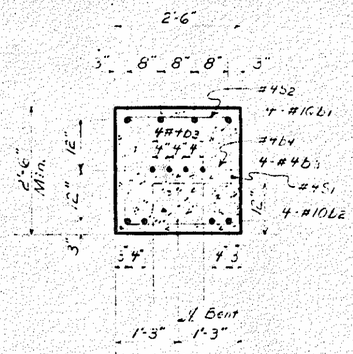


ELEVATION

BAR TYPES

NOTE: All bar dimensions are out to out





SECTION A-A

FED. ROAD DIST. NO.	STATE	PROJECT NO.
3	N. C.	8.22504
F. A. PROJECT S-1549 (1)		

BILL OF MATERIAL

FOR ONE BENT (9 REQ'D)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
b1	4	#10	1	31'-0"	534
b2	4	#10	Str	28'-2"	485
b3	4	#4	Str	28'-2"	75
b4	8	#4	Str	2'-2"	12
S1	26	#4	2	7'-3"	126
S2	46	#4	3	2'-11"	90

Reinforcing Steel, Lbs. 1322
Class "A" Concrete, Cu. Yds. 6.6

12" Prestressed Concrete Piles

Bent No.	No.	Linear Ft.
1	5	~~250~~ 270
2	5	~~225~~ 270
3	5	~~225~~ 270
4	5	~~225~~ 270
5	5	~~234~~ 270
6	5	~~225~~ 270
7	5	~~225~~ 255
8	5	~~225~~ 270
9	5	~~250~~ 270

PROJECT NO. 8.22504

PAMLICO **COUNTY**

STATION: 11+65

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

SUBSTRUCTURE
INTERIOR BENTS
No. 1, 2, 3, 4, 5, 6, 7, 8 & 9

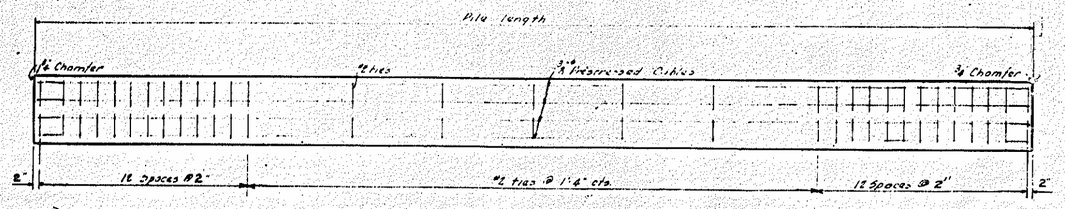
Nov., 1962

REVISIONS						
NO.	BY	DATE	NO.	BY	DATE	
1			3			
2			4			

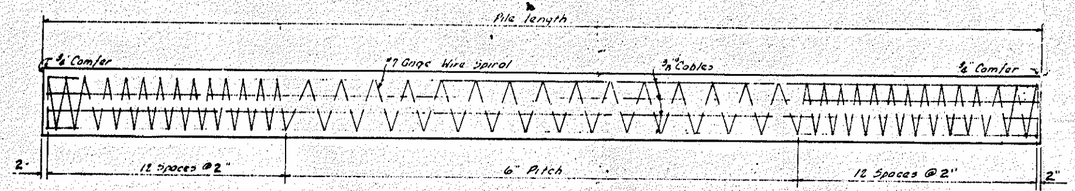
SHEET NO. 13
TOTAL SHEETS 32

DRAWN BY [illegible] DATE Nov. 1962
CHECKED BY [illegible] DATE Nov. 1962

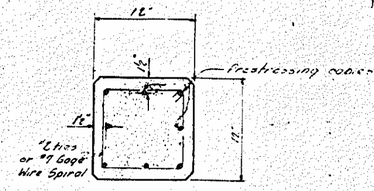
FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.
3	N. C.	8.22504	
		F.A. Proj. - S-1549(1)	



PILE

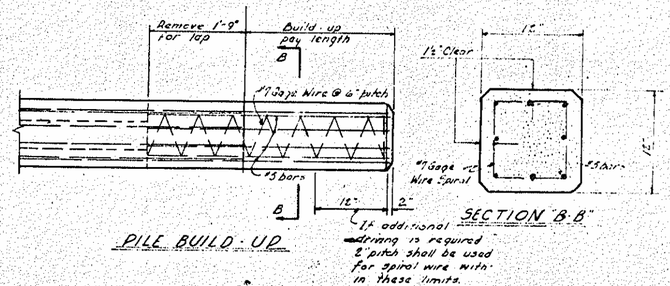


ALTERNATE PILE



TYPICAL SECTION

Wt. of Pile = 150 Lbs. per foot length



PILE BUILD-UP

SECTION "B-B"

Devices for lifting the piles from the casting beds shall be approved by the Engineer. Where piles will be exposed to view in the structure, inserts set in the piles to receive threaded eye-bolts or similar approved devices shall be used. Loops of cable cast in the pile will not be permitted except for piles for end bents and foundations which will not be exposed to view. The use of satisfactory clamps or slings will be permitted where this is practicable without the use of lifting devices cast in the piles. After eye-bolts or other attachments have been removed, the openings shall be repaired in a satisfactory manner before delivery to the bridge site in order to obtain a uniform appearance. It will not be necessary to remove loops of cable or other lifting devices in piles for end bents and foundations which will not be exposed to view.

Design Data:
Concrete f'c 5,000 p.s.i.
f'c 2,000 p.s.i.
Impact in handling = 50%

In driving piles, a method approved by the Engineer shall be used, whereby the head of the piles is not damaged.

All material and workmanship as per the Specifications of North Carolina State Highway Commission

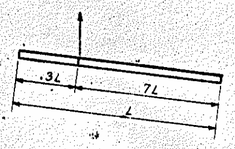
The contractor may use either #4 ties or #7 Gage Wire Spiral as shown.

Build-up where necessary shall be done in accordance with the specifications, except that the reinforcing steel required in the build-ups shall be included in the contract unit price per foot for the pile and will not be paid for as reinforcing steel.

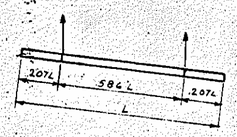
All prestressing strand shall be 7-wire stress relieved cables in accordance with the Specifications. The contractor may, at his option, use either of the two types of cable listed below; however, all cables in a pile shall be of the same type:

Type	Area	Ultimate Strength	Applied Prestress
½" High Strength	0.0880 in²	23,000# per cable	16,100# per cable
⅜" Standard	0.1080 in²	27,000# per cable	18,900# per cable

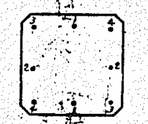
	No.	Size	Length	Lin. Ft.	
	34	12"SQ	45'-0"	1530	
	20	"	51'-0"	1020	
Test Piles	3	"	54'-0"	162	
Total	57	12"SQ		2712	



Method of picking up piles up to 51 feet 1 pick up point



Method of picking up Piles 52 feet to 70 feet 2 pick up points



TYPICAL PATTERN FOR BURNING CABLES

If cable stress is to be relieved by burning, the cables shall be burned in opposite pairs as indicated in the pattern shown above. Cables 1-1 to be burned before 2-2 etc. Not more than 4 cables, say 1-1 and 2-2, may be burned at any one section before these same pairs of cables are burned at both ends of the bed and between each pair of piles in the bed

PROJECT NO. 8.22504
PAMLICO COUNTY
STATION: 11+65

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

STANDARD 12" PRESTRESSED CONC. PILES

MARCH, 1957

SPECIAL	DESIGNED BY: M.V. Bancroft DATE: Nov. 1962	
	CHECKED BY: B. TH. W. Martin DATE: Nov. 1962	
STANDARD	DESIGNED BY: DATE:	
	DRAWN BY: DATE:	
	TRACED BY: Brady T. Lamm DATE: 5-17-57	
	CHECKED BY: C. L. Pendleton DATE: 7-11-57	

Revised to show above for test bearing cables Jan. 5 1963 VMM

Revised for spacing of wire spiral at ends of pile Nov. Dec. 1962 VMM

Revised to change number of strands in cables from 12 strands to 10 strands in accordance with revised Specifications regarding cables. 7-24-62 JLO by W.S.B. ✓ D.M.H.

Revised for test piles 6-8-57 JLO by W.S.B. ✓ D.M.H.

Revised for pick up points 10/30/57 by E.J.L. Powell

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS

FED. ROAD DIST. NO.	STATE	PROJECT NO.
3	N. C.	8.22504
F.A. Proj. S-1549(1)		

END BENT N°2 — For side / Near side
END BENT N°1 — For side / Near side

PART PLAN

PART PLAN

CONCRETE RIP RAP

PLAIN RIP RAP

1 ¢ Proj. & Roadway

1 ¢ Pr. Jgt. & Roadway

Shoulder line — Depressed gutter — Rip rap berm and place fill cone over rip rap as shown — Berm — Slope — Flow — Ground line — Minimum

For side 0 / Near side Approx. 135' — For side Approx. 135' / Near side 0 — END BENT N°1 — END BENT N°2

7'-6" — 2'-0" — Depressed gutter — Slope 2½:1 normal to cap — Ground line — 3'-6" Minimum

¢ SECTION RIP RAP BELOW BERM

SECTION C-C

¢ SECTION BERM RIP RAPPED

DETAIL WHEN WING IS HIGHER THAN BERM

PLAIN RIP RAP

SECTION E-E

SECTION D-D

¢ SECTION RIP RAP BELOW BERM

DETAIL WHEN WING IS HIGHER THAN BERM

¢ SECTION BERM RIP RAPPED

SECTION C-C

Wire Mesh Style 66-66 — Slope 1:1 normal to cap — 3'-6" Minimum

POURING DETAIL

Pour in 5' strip first. Form widths may vary in curved portion.

CONCRETE RIP RAP

NOTE

CONCRETE RIP RAP shall be Class 'B' Concrete using Std size N°3 coarse aggregate. Wire mesh reinforcing to be Style 66-66-60" wide. Adjacent runs of wire mesh to lap at least 6". Concrete rip rap to be poured in alternate 6'-6" strips as shown on Pouring Detail.

TOE WALLS shall be constructed at ends of rip rap similar to that shown for the top of the rip rap. (For Concrete Rip Rap Only)

DEPRESSED GUTTERS to be formed as indicated for type of rip rap specified. Gutter area in Plain Rip Rap to be grouted with 1:3 cement mortar. All work and material incidental to forming and grouting shall be included in the unit price bid for Rip Rap.

Note: Concrete in walls shall be placed as indicated by wavy horizontal lines. Concrete in floor shall be placed in one pour. Joints between floor and walls shall be finished as shown. Joints shall be included in the price bid per Sq Yd for Conc rip rap.

ESTIMATED QUANTITIES

	Plain Rip Rap Class I (C.Y.)		Concrete Rip Rap (C.Y.)		Wire Mesh 60" wide Approx (in ft.)
Bridge @ 11+65	EB N°1	EB N°2	EB N°1	EB N°2	
	380	650			
	330.34	753.14			

PROJECT No. 8.22504

PAMLICO COUNTY

STATION: 11+65

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

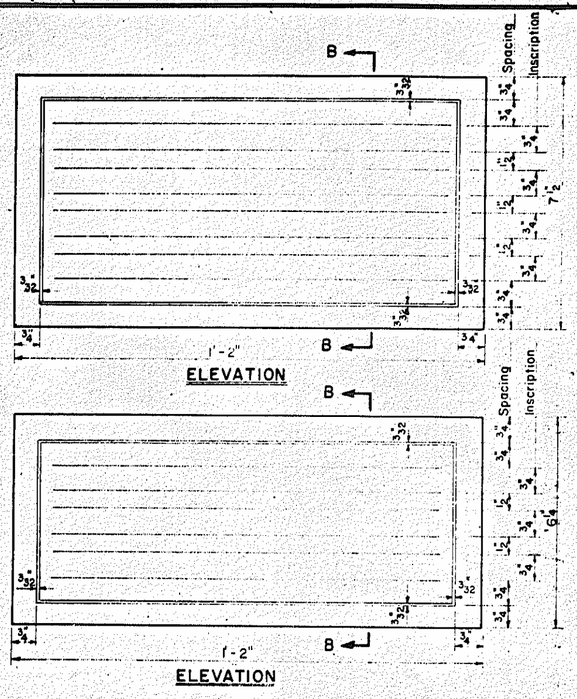
STANDARD RIP RAP DETAILS

AUGUST 1953

SPECIAL	ASSEMBLED BY: G. B. White	DATE: Feb., 1962
	CHECKED BY: L. L. Gordon	DATE: Dec. 1962
STANDARD	DESIGNED BY: Jack C. Evans	DATE:
	DRAWN BY: Jack C. Evans	DATE: Aug 18 1953
	TRACED BY:	DATE:
	CHECKED BY: C. D. Patton	DATE: Sept. 1953

Revision No.2 - Revised to eliminate toe wall for plain Rip Rap --- By: C.J.K. √By: A.L.B. Date: July 25 1961
Revision No 1 - Revised to show wing dimensions from end of End Bent. Oct 1958 R.T.J. √ Ellis

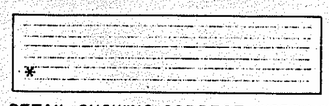
STANDARD M-RR-10



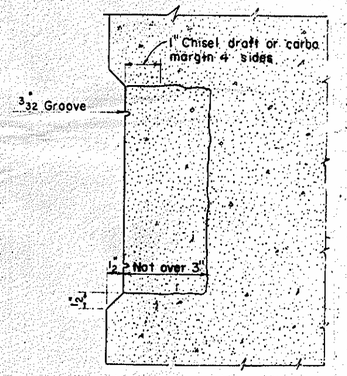
PAMLICO COUNTY
PROJECT 8.22504
FEDERAL AID
* 1963

DETAIL SHOWING CORRECT WORDING
NAME PLATE USING FOUR LINES

*The date to be shown on the name plates is the year in which the structure will be finished. This date shall be verified by the Resident Engineer before the name plate inscription is ordered.



DETAIL SHOWING CORRECT WORDING
NAME PLATE USING THREE LINES



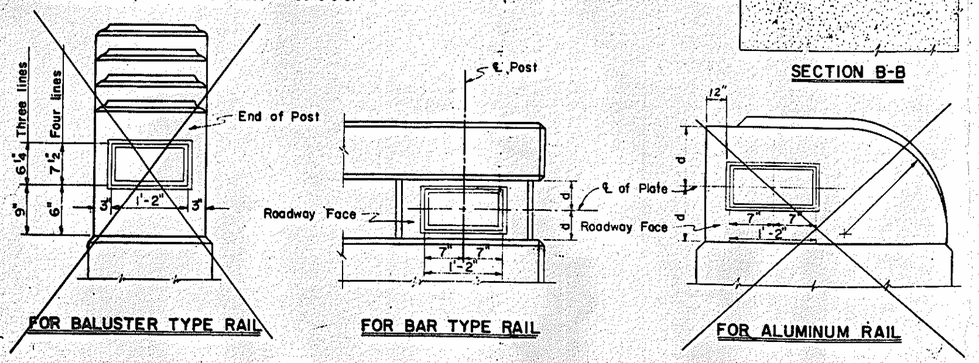
GENERAL NOTES

For bridges on which there will be two-way traffic, 2 name plates are required for each bridge. For bridges on which there will be one-way traffic, one name plate is required for each bridge. Name plate to be placed on the right hand end post approaching the bridge, and shall be placed parallel to grade of curb. See LOCATION DETAIL."

The name plates are to be made of granite. Granite shall be light gray, fine or medium grained, sound in quality and free from defects that would mar its appearance. Exposed face of plates to have a fine rubbed finish.

Lettering shall be sandblast sunk, 3/4" high, vertical, Modern Roman Style. The wording shall be as shown in the "DETAIL SHOWING CORRECT WORDING."

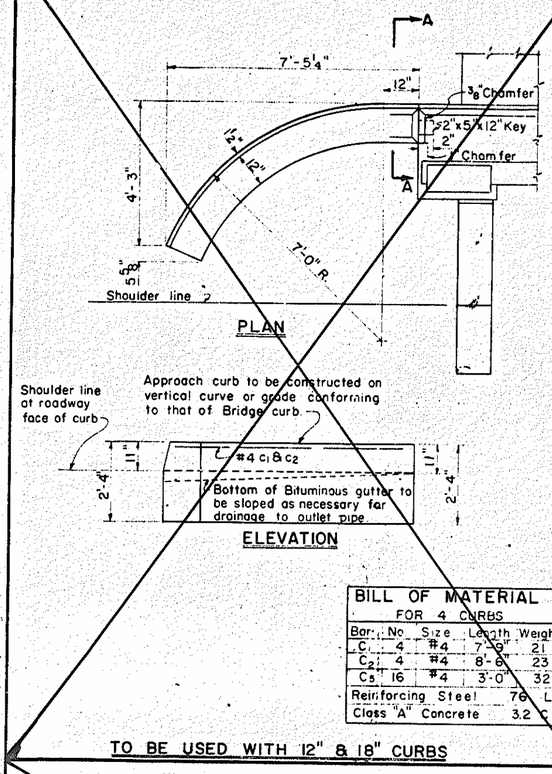
The entire cost of the name plates, complete in place, shall be included in the contract price bid for Class "A" Concrete.



LOCATION DETAIL FOR NAME PLATES

SPECIAL	ASSEMBLED BY: M. Pennell	DATE: March 1962
	CHECKED BY: E.M. Morris	DATE: March 1962
STANDARD	DESIGNED BY:	DATE:
	DRAWN BY: R. J. Rogers	DATE: Sept. 1, 1960
	TRACED BY:	DATE:
	CHECKED BY: Elmer J. Morris	DATE: Sept. 2, 1960

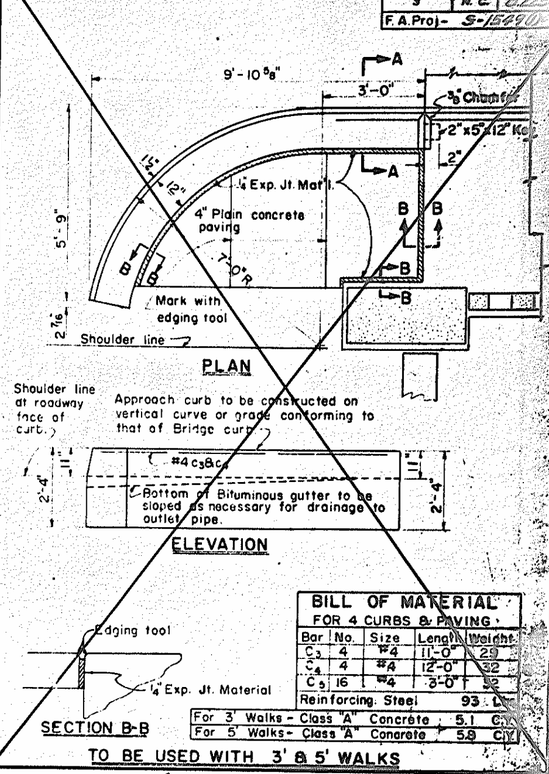
NAME PLATES



BILL OF MATERIAL
FOR 4 CURBS

Bar	No.	Size	Length	Weight
C_1	4	#4	7'-0"	21
C_2	4	#4	8'-6"	23
C_5	16	#4	3'-0"	32
Reinforcing Steel				76 Lbs
Class "A" Concrete				3.2 C.Y.

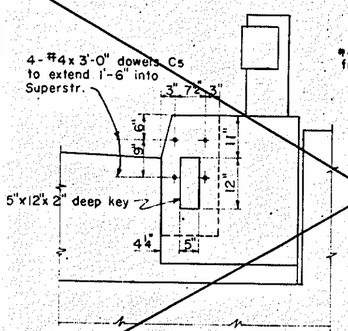
TO BE USED WITH 12" & 18" CURBS

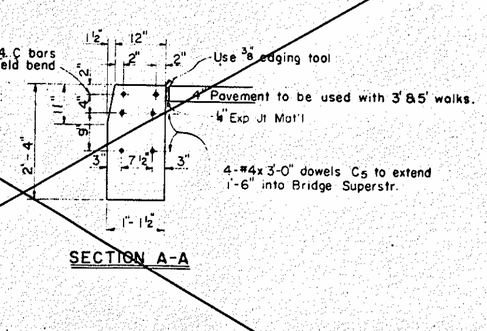


BILL OF MATERIAL
FOR 4 CURBS & PAVING

Bar	No.	Size	Length	Weight
C_3	4	#4	11'-0"	29
C_4	4	#4	12'-0"	32
C_5	16	#4	3'-0"	32
Reinforcing Steel				93 Lbs
For 3' Walks - Class "A" Concrete				5.1 C.Y.
For 5' Walks - Class "A" Concrete				5.8 C.Y.

TO BE USED WITH 3' & 5' WALKS





NOTE: The excavation for curbs will not be measured and paid for as a separate item. The entire cost for same is to be included in the unit price bid for Class "A" Concrete.

Drains and Bituminous surfacing at ends of Bridge to be furnished and placed by the Roadway Contractor.

APPROACH CURBS

FED. ROAD DIST. NO.	STATE	
3	N.C.	8.22504
F.A. Proj-	S-1699D	

PROJECT NO. 8.22504
PAMLICO COUNTY
STATION: 11+65

REVISIONS

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH
STANDARD APPROACH CURBS AND NAME PLATES
SEPT. 1960

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

STANDARD DETAILS SHOWING METHOD OF CONSTRUCTING FLOOR FORMS FOR R.C. BOX CULVERTS

JANUARY 1953

Chief Engineer

J.S. POWELL
Mar. 1935
Jan. 1953
Feb. 1953

NOTE: Bottom of Slab to be formed only when in the opinion of the Construction Engineer foundation conditions warrant it.

SECTION A-A

SECTION OF BARREL

2"x6" spaced as directed

1" minimum

FA. No. S-1564(1)

3	N.C.	0.1526	17	32	

KODAK SAFETY FILM