

DESIGN DATA

GENERAL NOTE

CHAMFERS: All exposed corners of concrete shall be chamfered 1" except corners of handrails and expansion joints. Corners on rails and post shall be chamfered $\frac{3}{4}$ ", corners on expansion joints shall be chamfered $\frac{1}{2}$ " except where otherwise noted on the plans.

SURFACE FINISH: Concrete surfaces shall be finished in accordance with the Specifications except that substructure concrete shall be given a Class Z surface finish.

REINFORCING STEEL: All reinforcing steel shall be deformed bars. All dimensions relative to reinforcement are to centers of bars. No splicing of reinforcement other than those shown on the plans will be permitted. Where splicing of reinforcement is necessary bars shall be lapped 45 diameters. All reinforcing steel shall be accurately held in correct position.

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

NAME PLATES: Two name plates shall be placed on the bridge, one on each right hand end post approaching the bridge.

EXPANSION JOINT MATERIAL Expansion joint material may be either rubber compound or cork as called for in the Specifications.

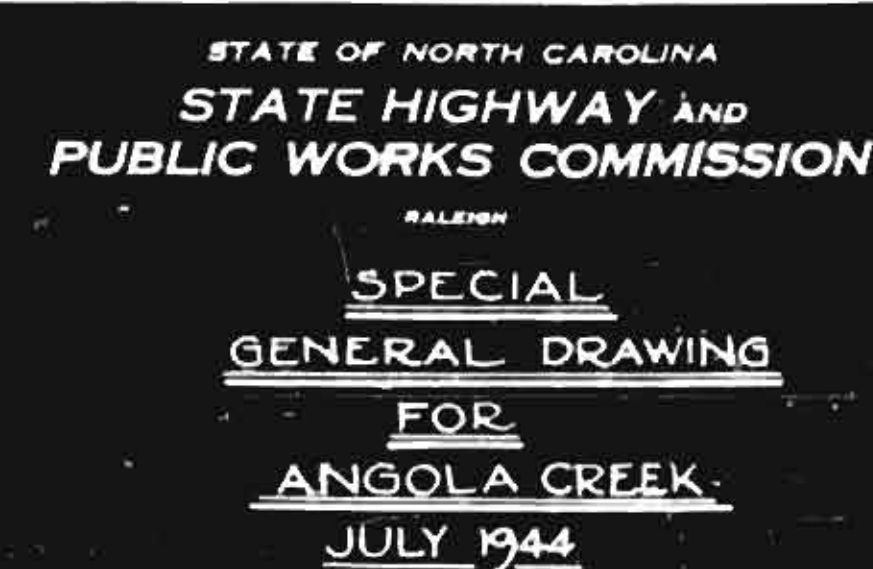
TEST PILES: The Contractor will be required to drive at each End Bent one test pile at locations designated by the Engineer. Test Piles will be paid for as "Steel Piles" - See Spec.

EXCAVATION & FOUNDATION DATA The excavation and foundation data and all elevations of ground line and water surfaces given are believed to be correct and are furnished for the convenience of the Bidders, but the State Highway & Public Works Commission assumes no responsibility for, nor guarantees as correct any of the information given.

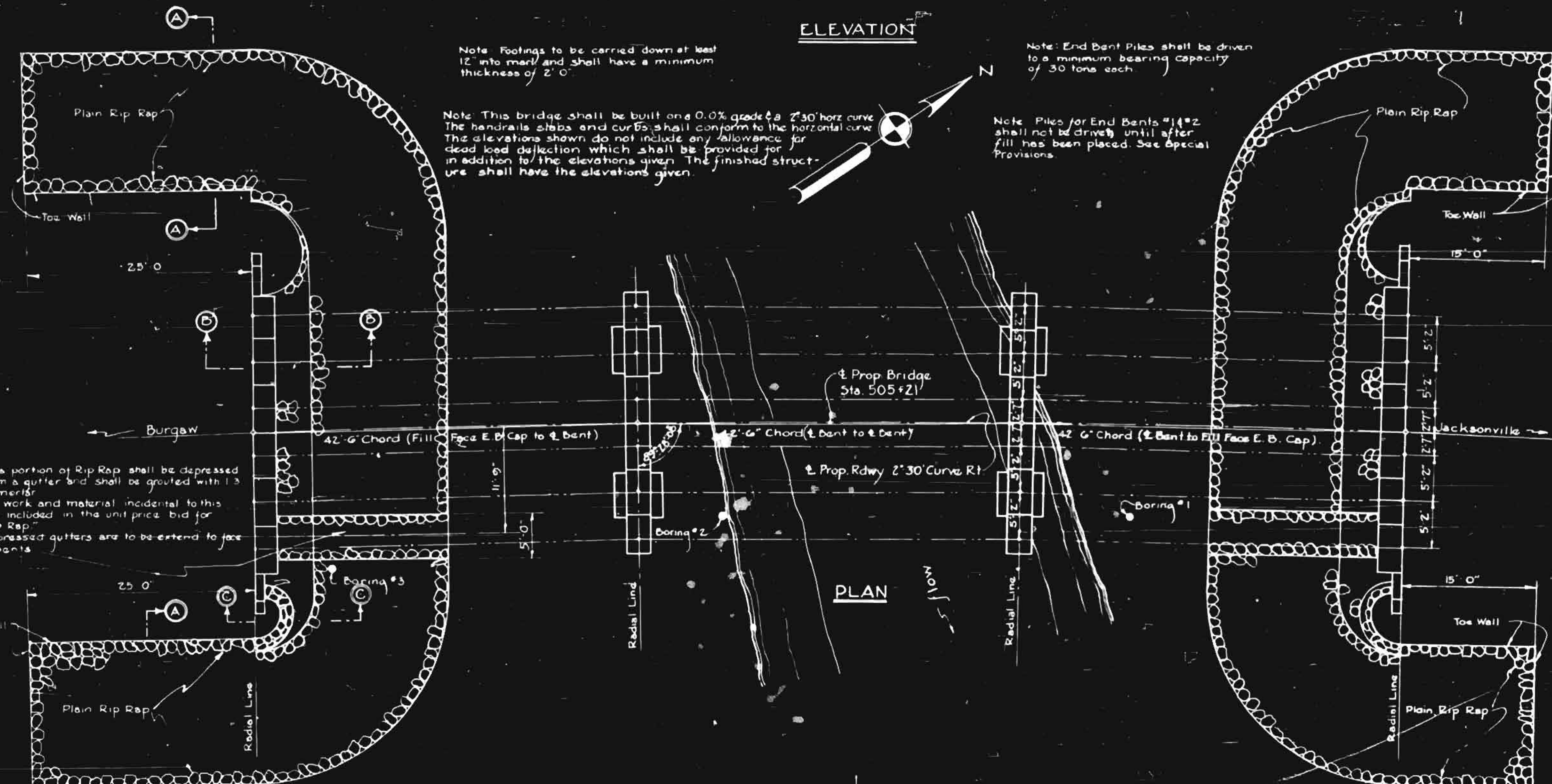
MATERIAL & WORKMANSHIP: All material and workmanship as per the Specifications of the North Carolina State Highway & Public Works Commission

TRAFFIC: Through Traffic will be detoured. A temporary crossing for local traffic shall be provided and afterwards removed. See Special Provisions.

REMOVAL OF EXISTING STRUCTURES: The existing structure at Sta 505+21 shall be completely removed by the Structure Contractor. See Specifications. The existing overflow bridge at Sta 499+57 is to be removed by the Roadway Contractor.



SUBMITTED BY W. J. [Signature] BRIDGE ENGINEER
APPROVED BY W. J. [Signature] DATE 8/1/8
STATE HIGHWAY ENGINEER

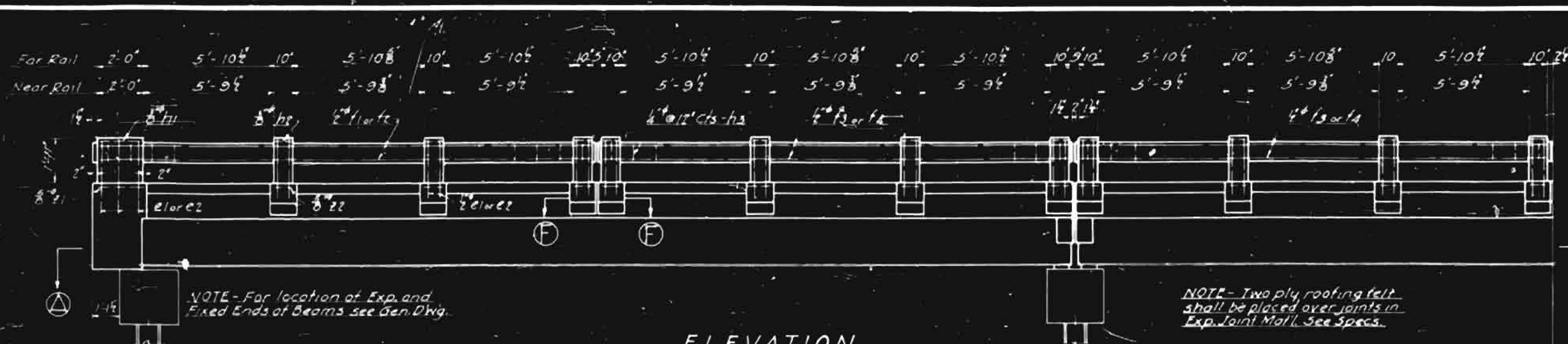


BILL OF MATERIAL											
	Class "A" Concrete Cu Yds	Reinforcing Steel Lbs	Structural Steel Approx Lbs	Steel Pipe 10" HD 42" Net Length	Waterproof Material Sq Yds	Unclassified Chemical/Leak Cu Yds	Dry Excavation Cu Yds	Wet Excavation Cu Yds	Plan Rip Rap Sq Yds	Cost of Materials (Estimate)	Removal & Exist Str Sq 500's
Superstructure	107.5	20,667	78,500								
End Bent N#1	11.9	1032		4	72	9			330		
Bent N#1	17.4	2955					15	25			
Bent N#2	17.4	2955						20			
End Bent N#2	11.9	1032		4	72	9			330		
Approach Curbs	3.0	84									
Totals	162.1	28,725	78,500	8	144	18	30	55	660	Lump Sum	Lump Sum

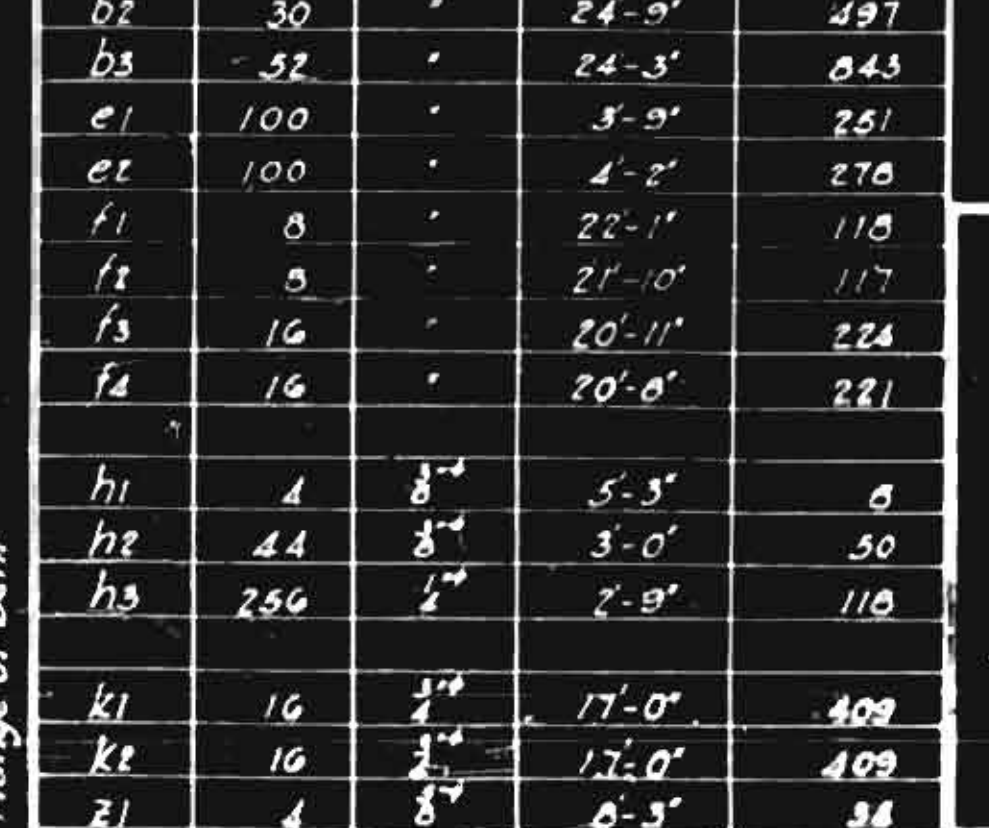
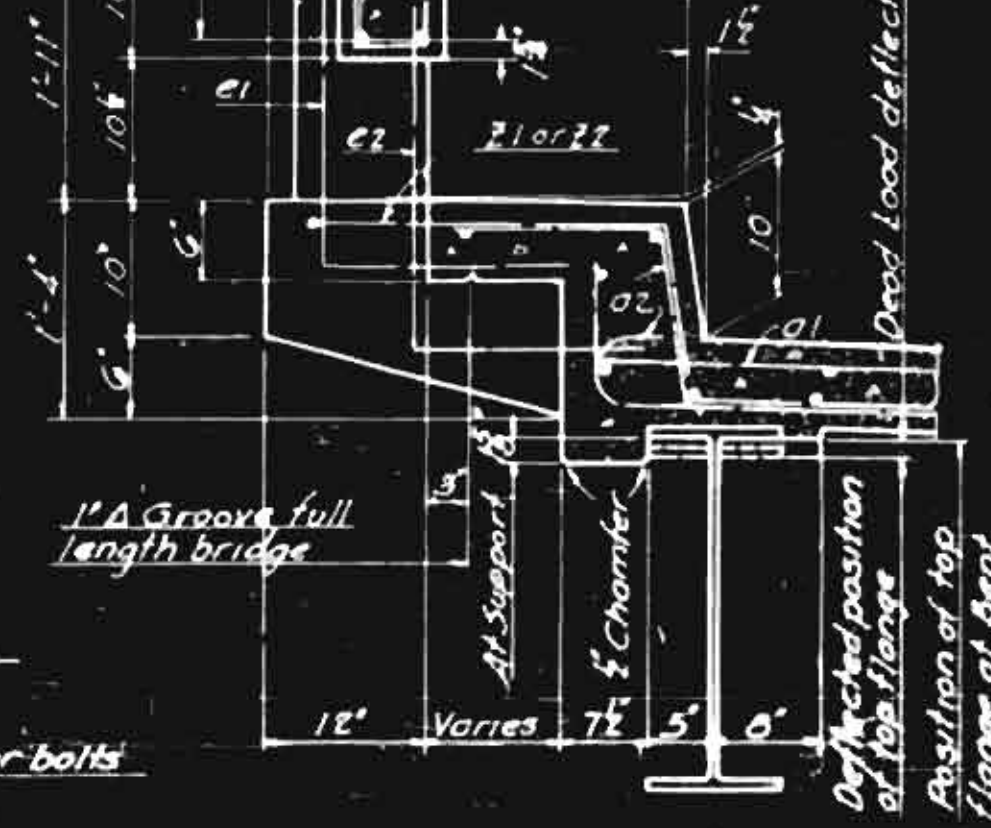
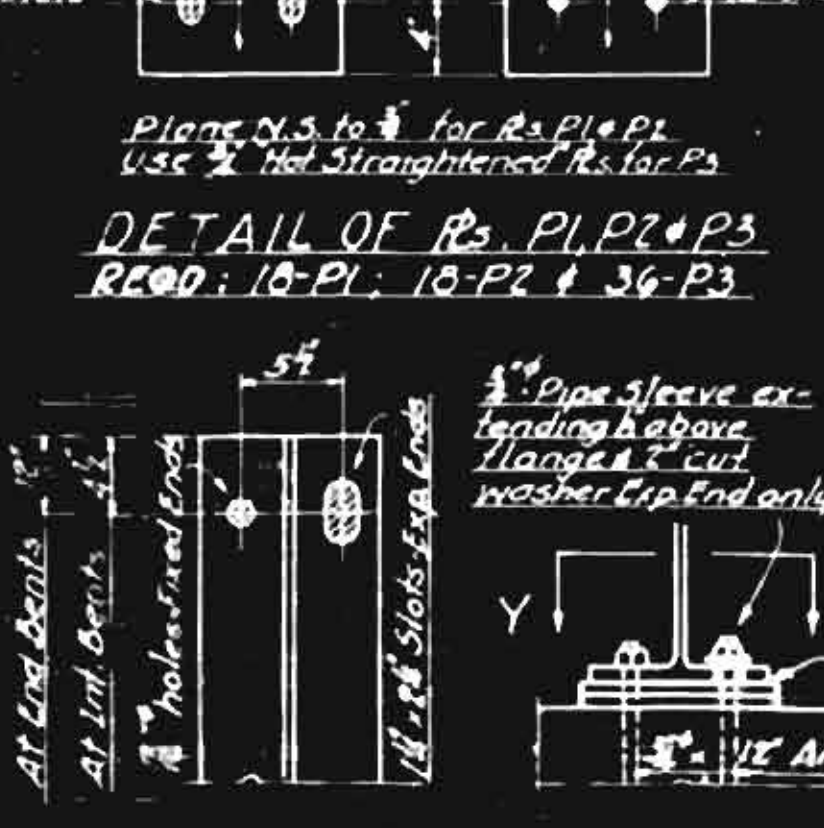
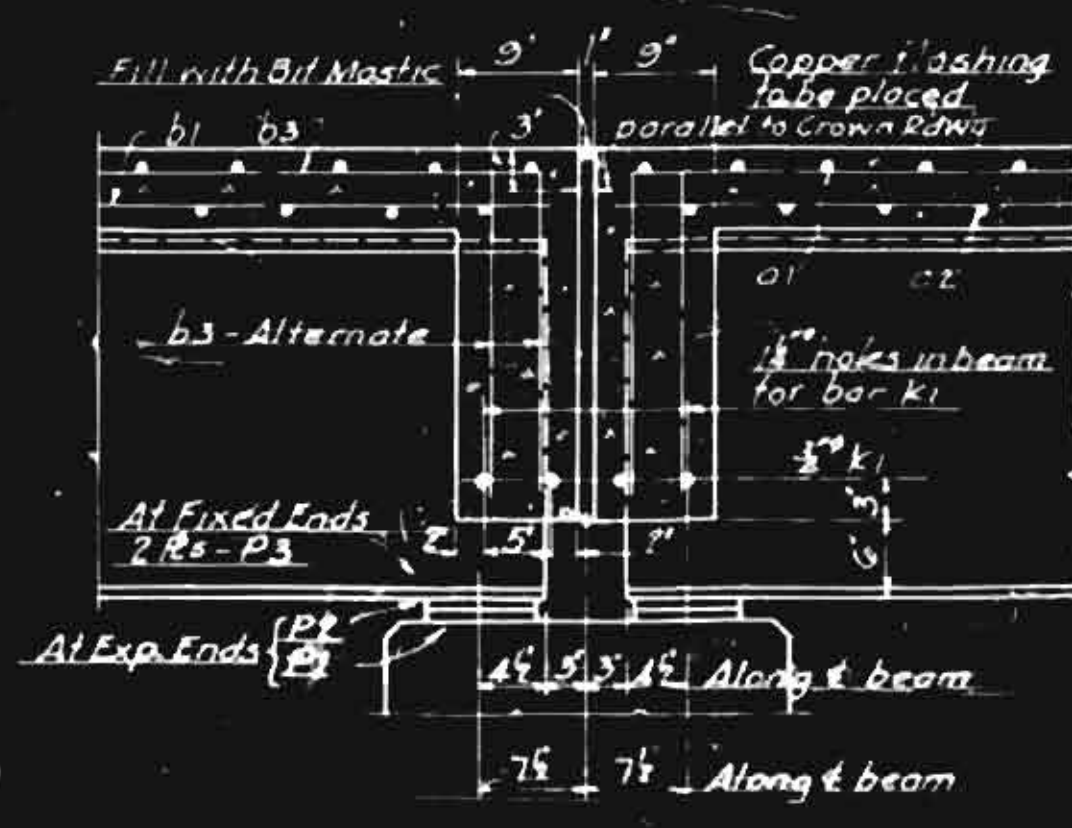
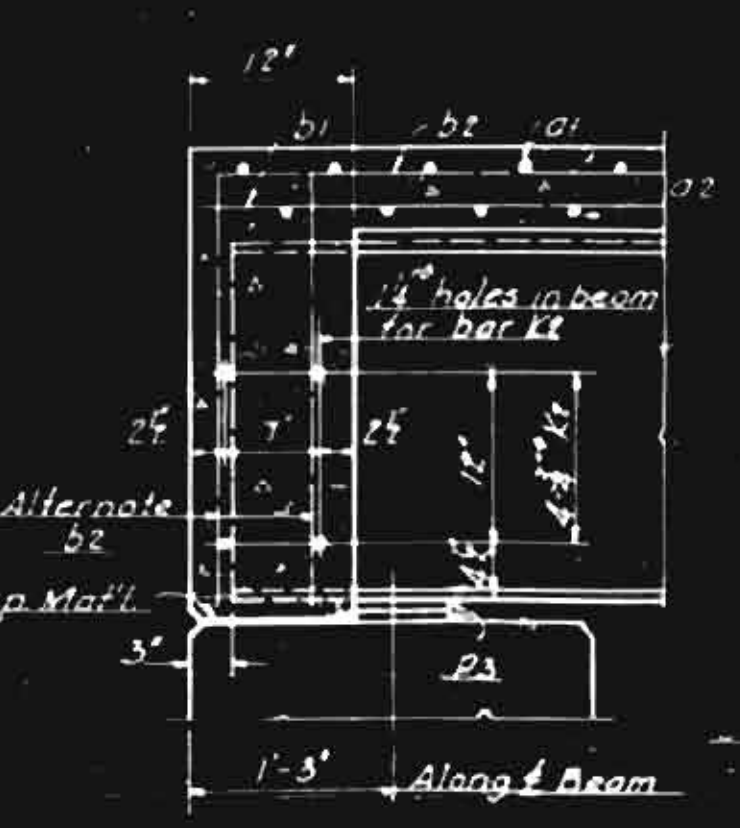
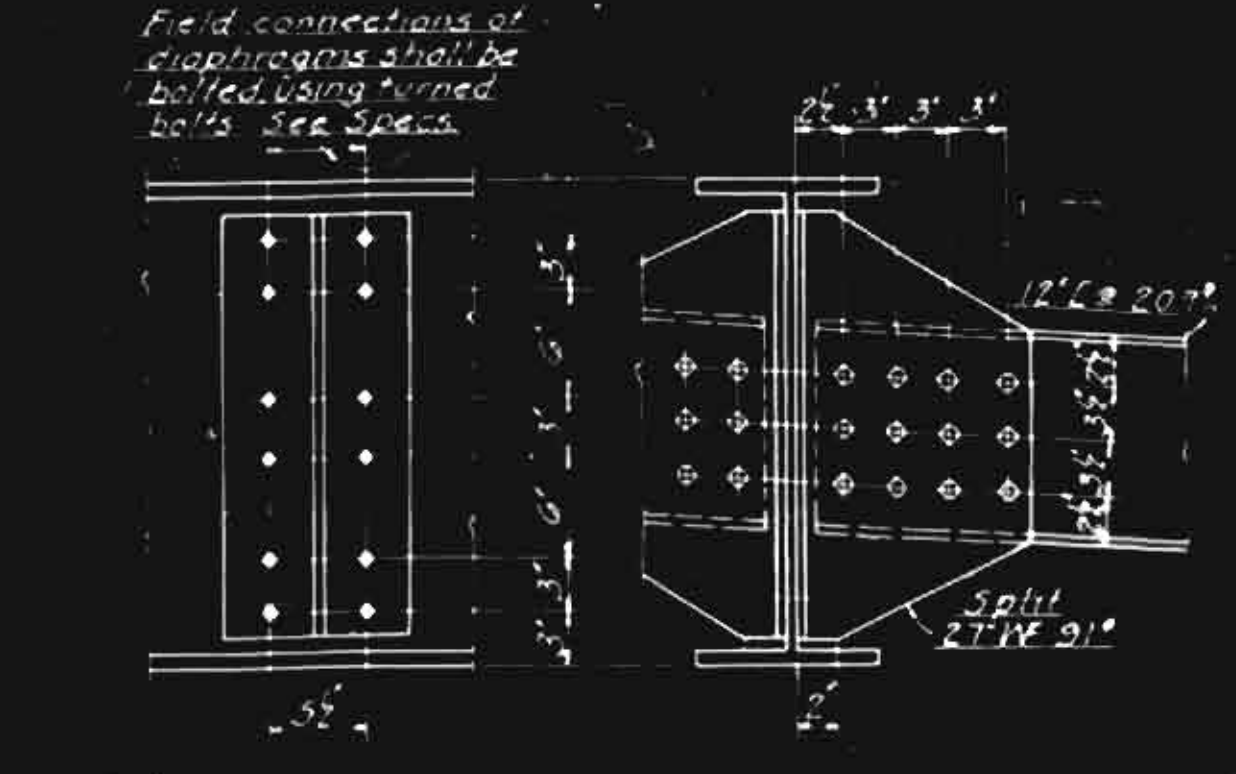
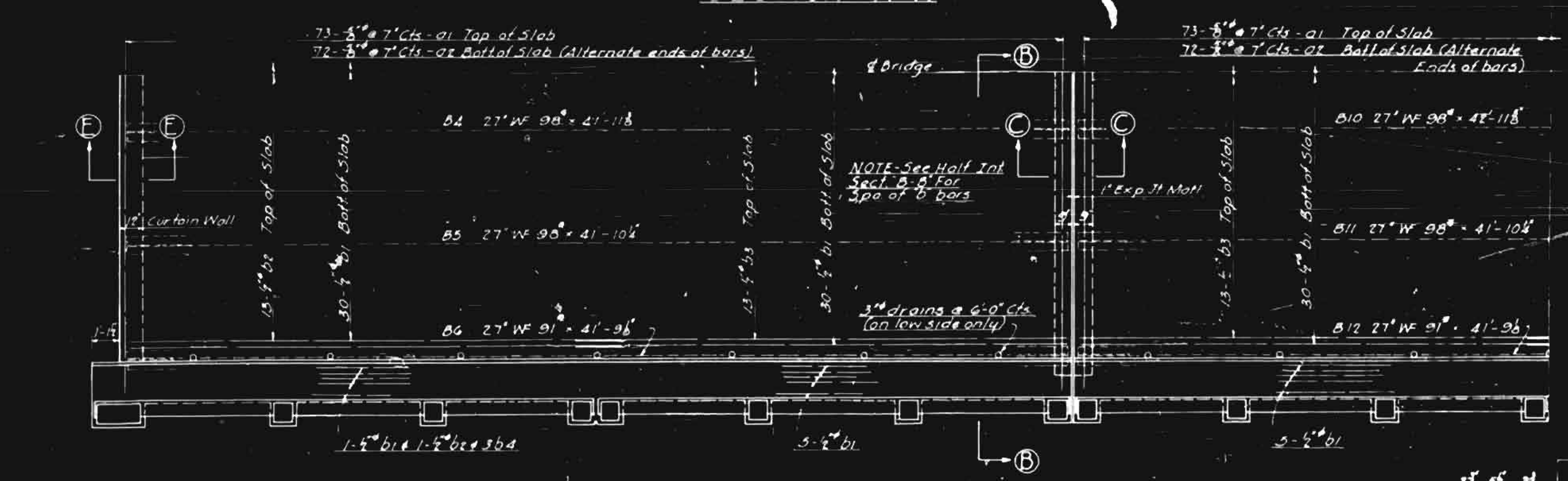
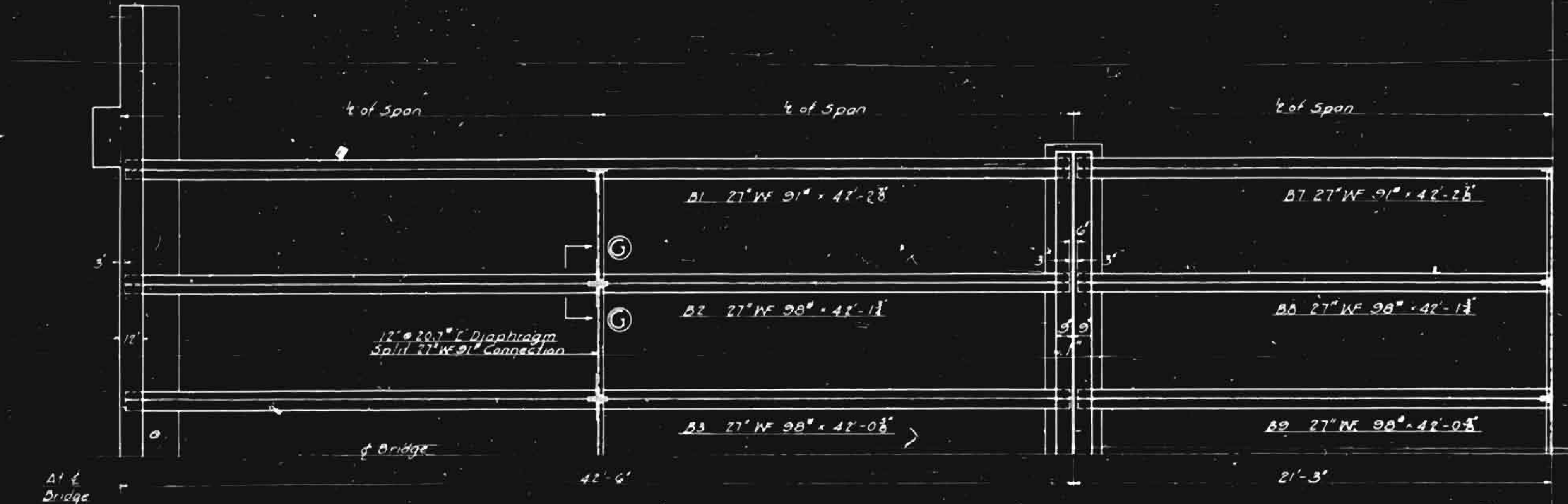
Revised to lower grade 10-24-44

SPECIAL			
DESIGNED BY	George Crocker	DATE	July 1944
DRAWN BY	George Crocker	DATE	July 1944
TRACED BY	George Crocker	DATE	July 1944
CHECKED BY	E. Hall	DATE	September 1944

B.M. Nail in 12" Pine Tree 135' Left Station 495+95 - Elevation 181.31

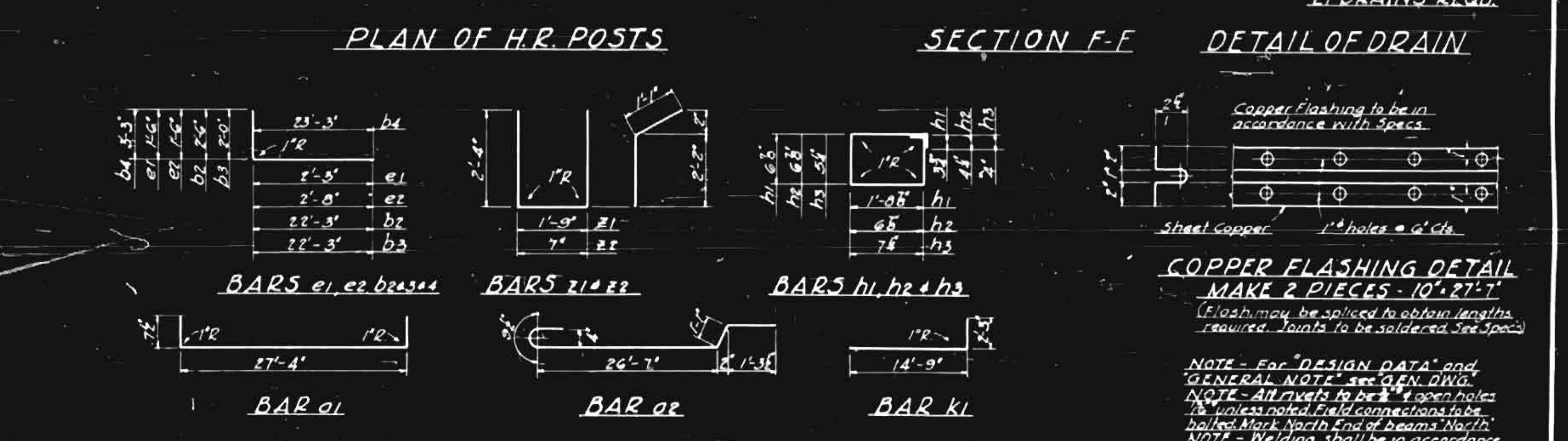
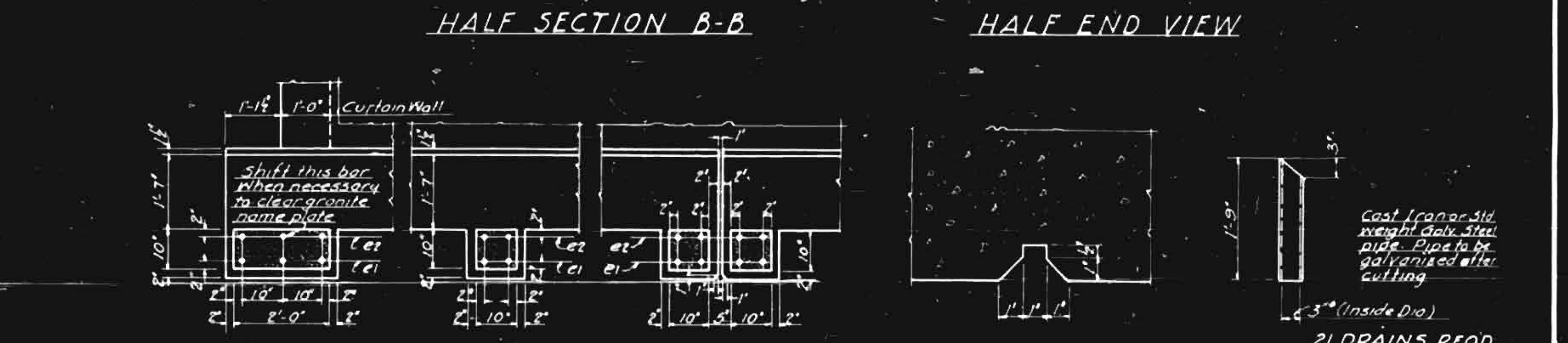
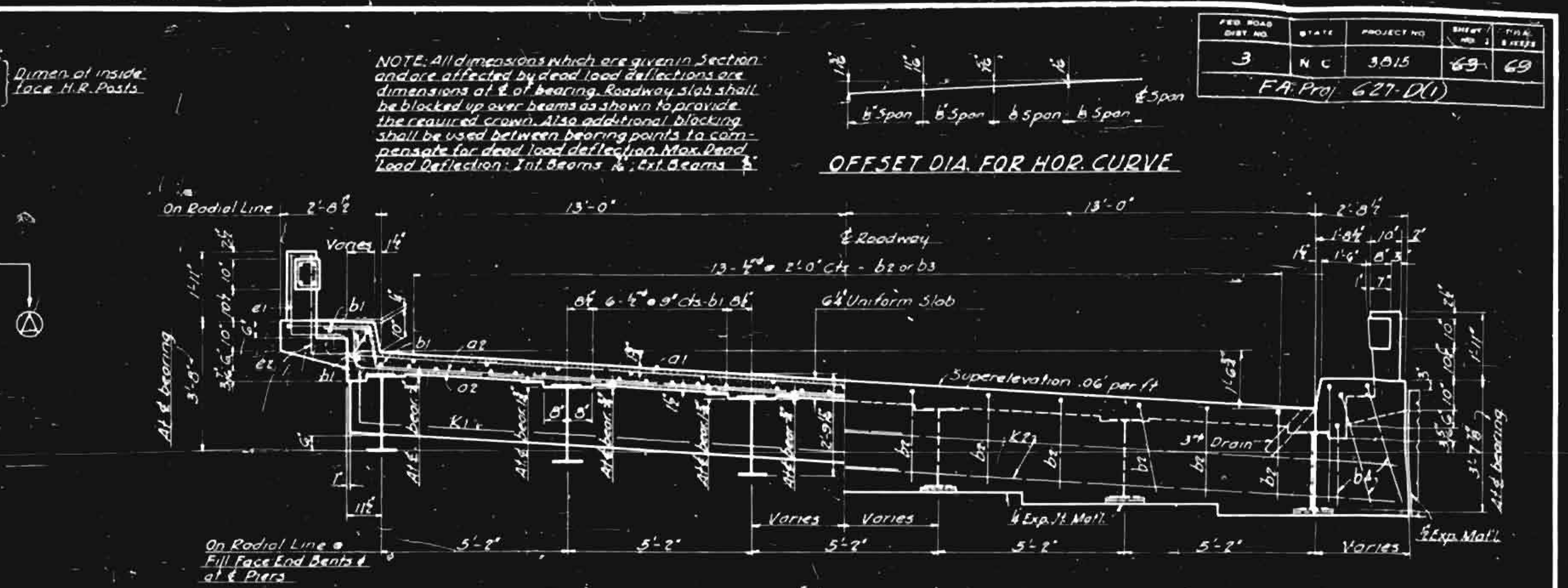


ELEVATION



SPECIAL

DESIGNED BY	R. S. W.	DATE	JULY, 1944
DRAWN BY	G. B. W.	DATE	
CHECKED BY	G. B. W.	DATE	



BILL OF MATERIAL - 3 SPANS

BAR	NO.	SIZE	LENGTH	WEIGHT
a1	212	8"	28'-7"	6,525
a2	216	8"	29'-9"	6,702
b4	12	6"	26'-0"	212
b1	224	8"	22'-5"	3,330
b2	30	"	24'-9"	491
b3	52	"	24'-3"	843
c1	100	"	3'-9"	251
c2	100	"	4'-0"	276
f1	8	"	22'-1"	118
f2	9	"	21'-10"	117
f3	16	"	20'-11"	224
f4	16	"	20'-6"	221
h1	4	8"	5'-5"	6
h2	44	8"	3'-0"	50
h3	256	6"	2'-9"	118
k1	16	4"	17'-0"	409
k2	16	4"	17'-0"	409
z1	4	8"	8'-5"	94
z2	44	8"	7'-1"	321
REINFORCING STEEL - LBS.				20,667
CLASS 4 CONC. - CU YDS.				1073
STRUCTURAL STEEL - LBS. (APPROX)				76,600

PROJECT NO. 3815
PENDER COUNTY
STATION: 505+21

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

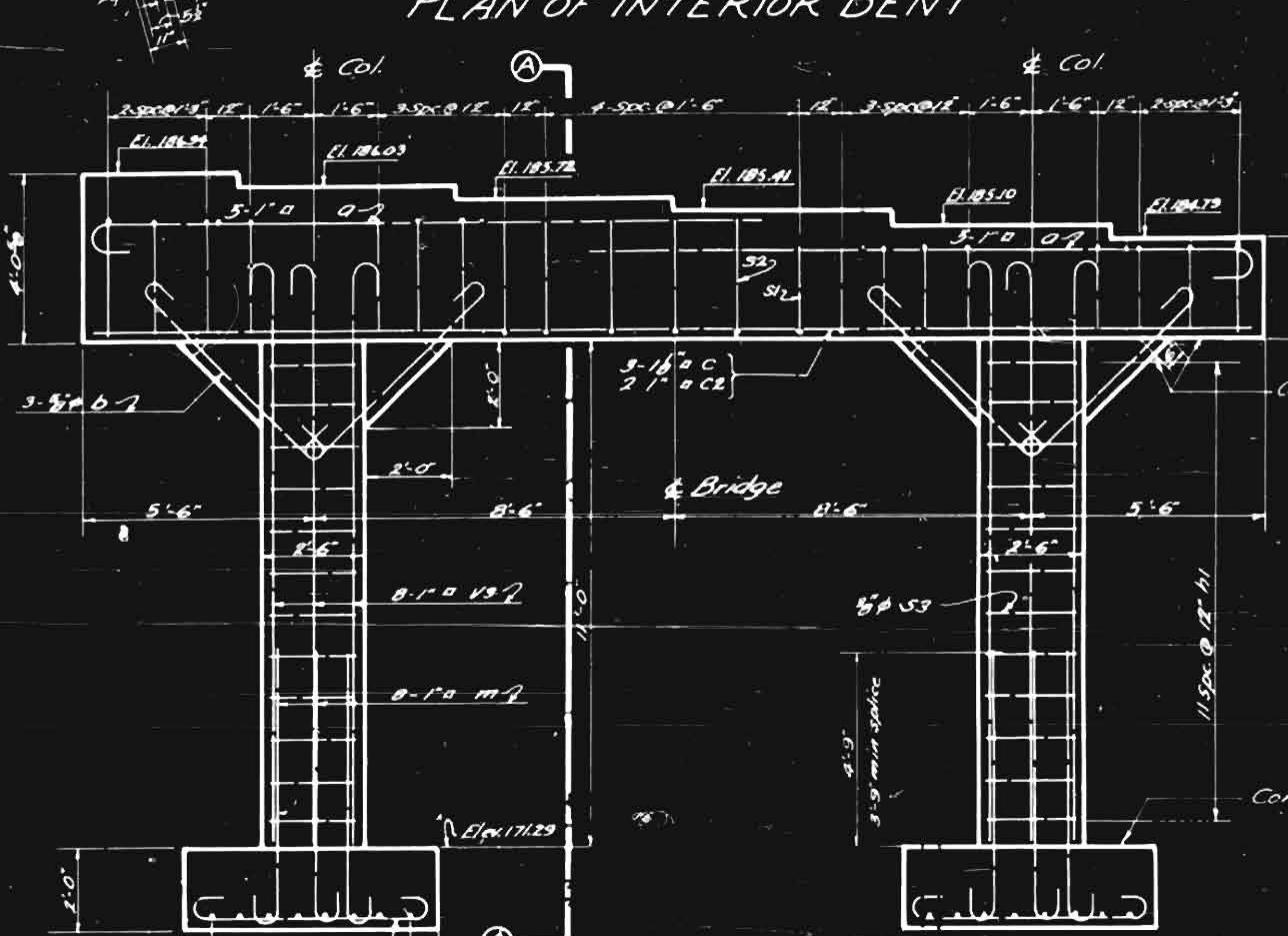
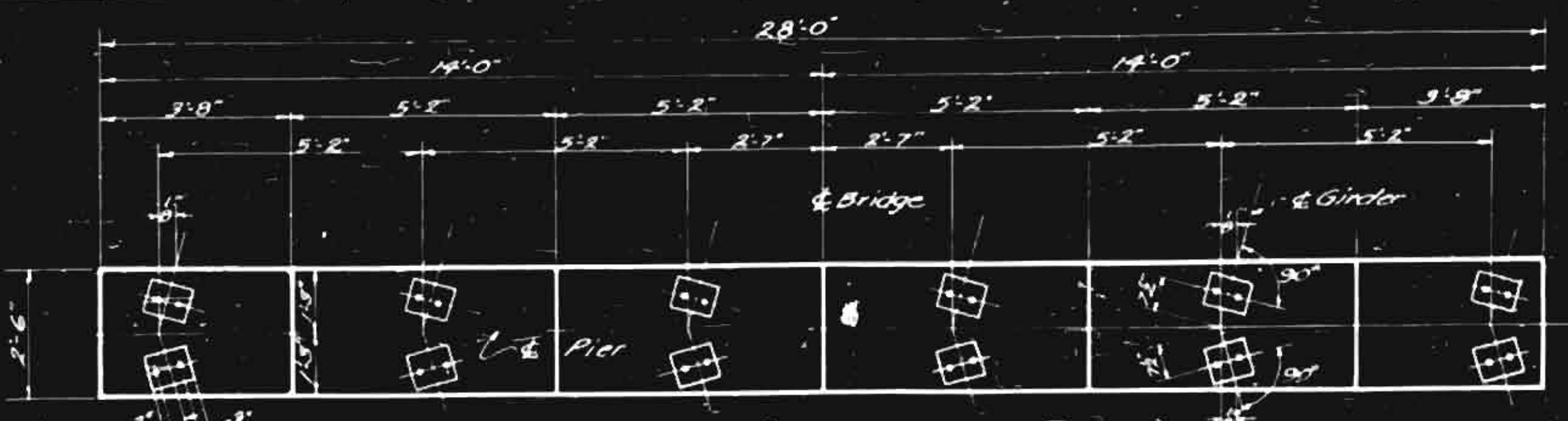
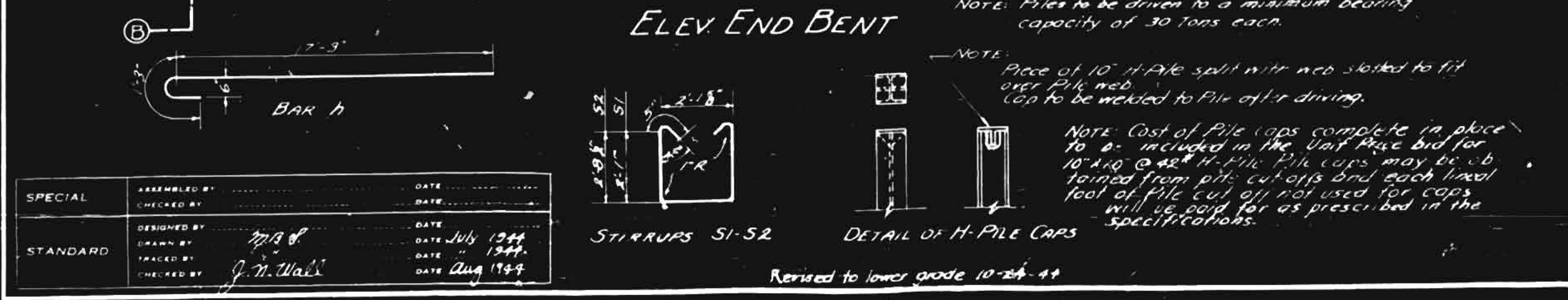
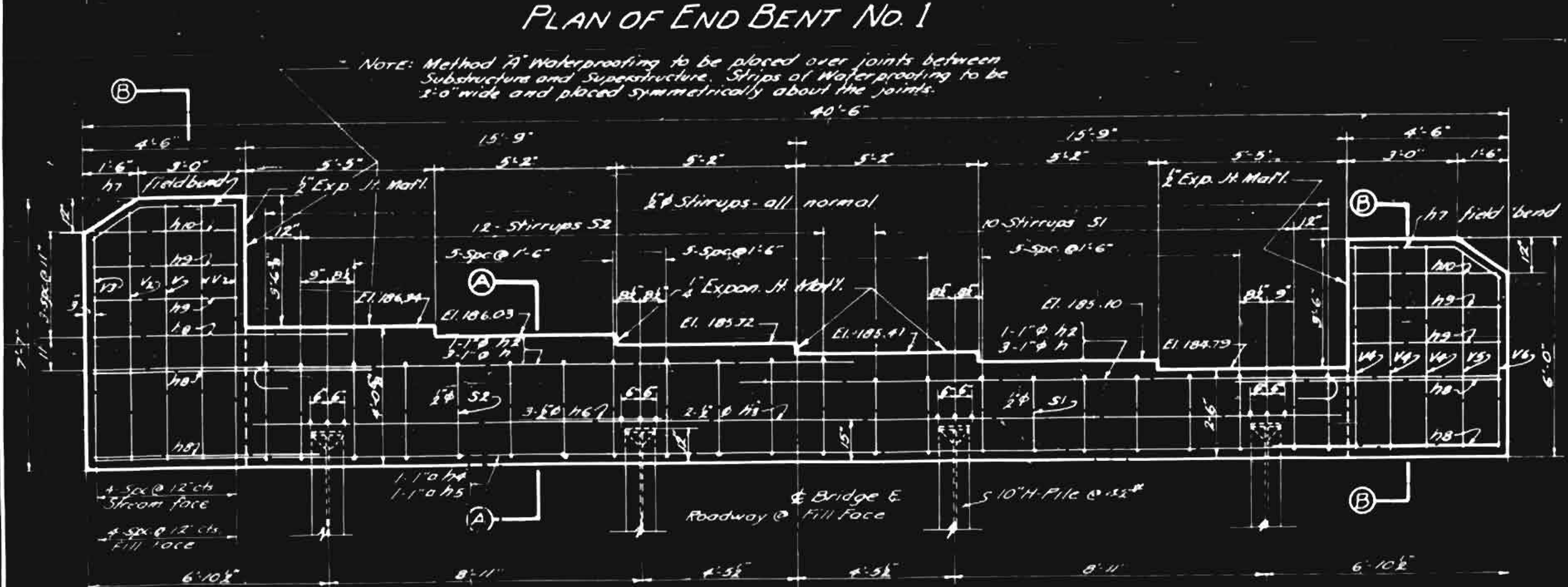
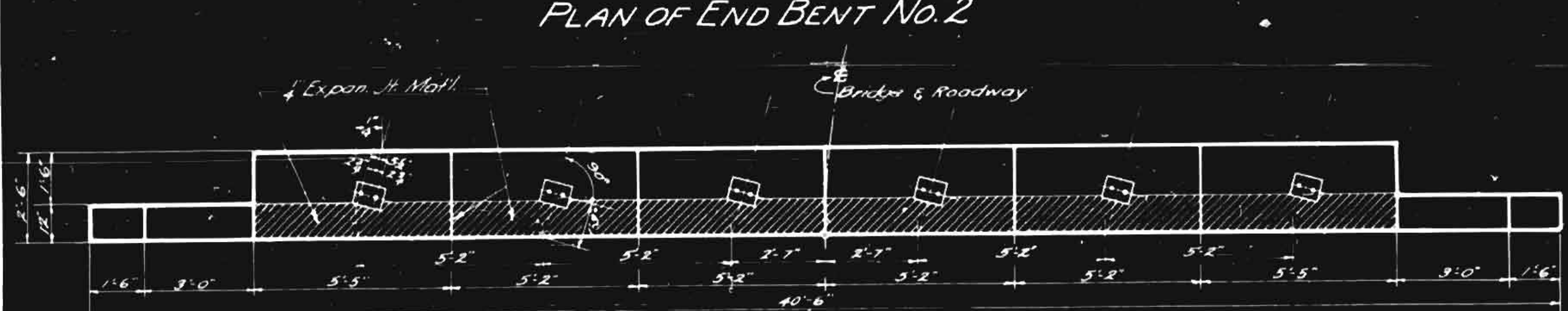
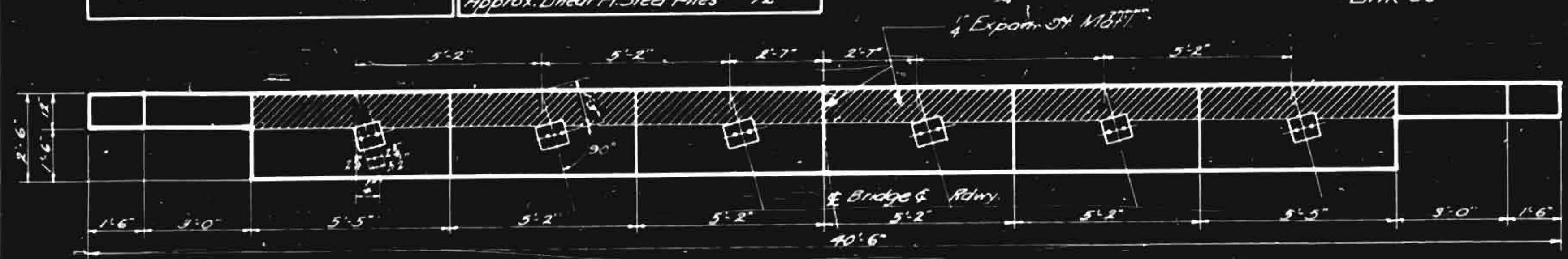
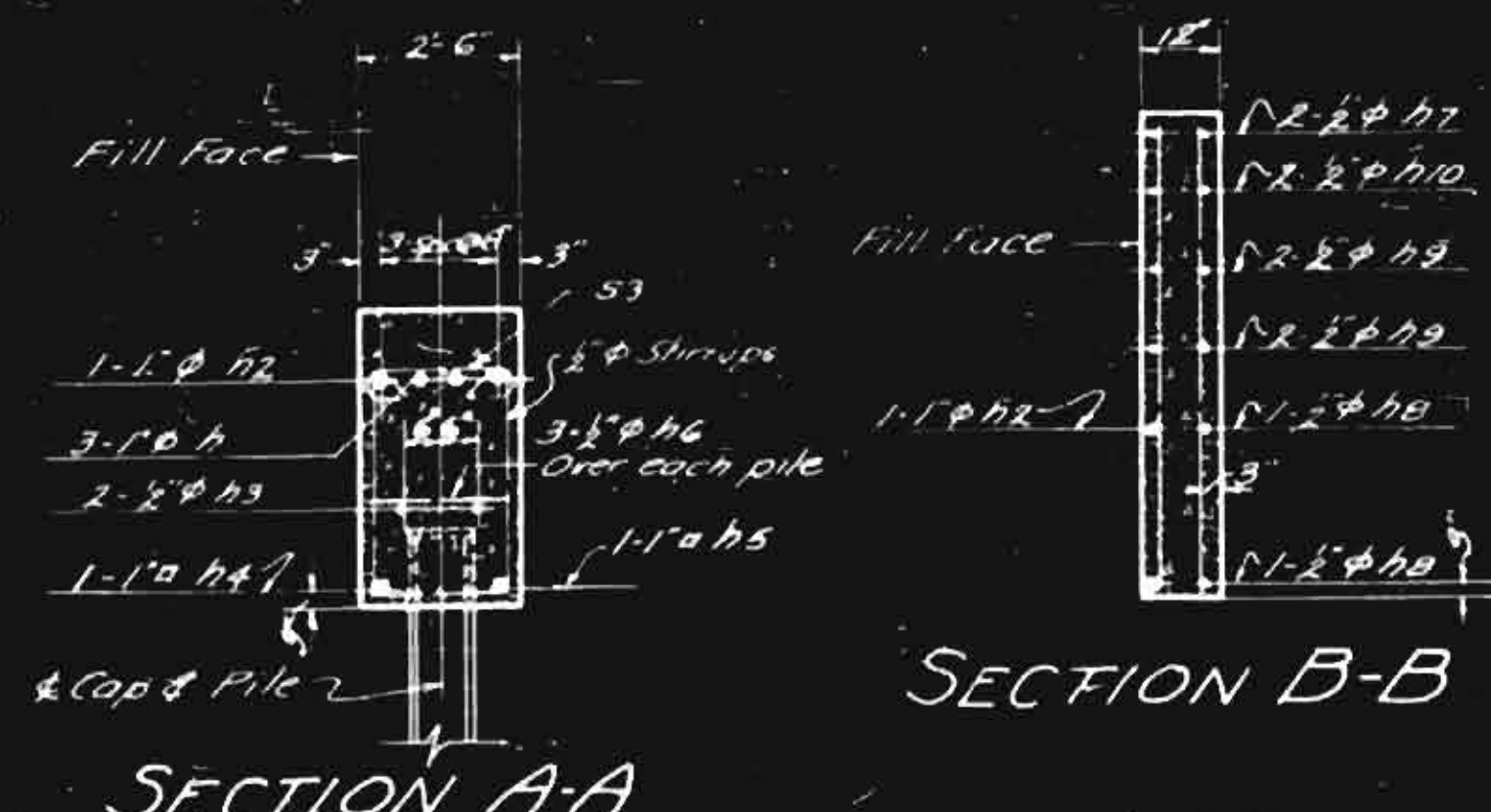
SUPER. DETAILS
FOR
ANGOLA CREEK BRIDGE
ROUTE NO. 53
JULY, 1944

APPROVED BY: [Signature]
DATE: [Date]

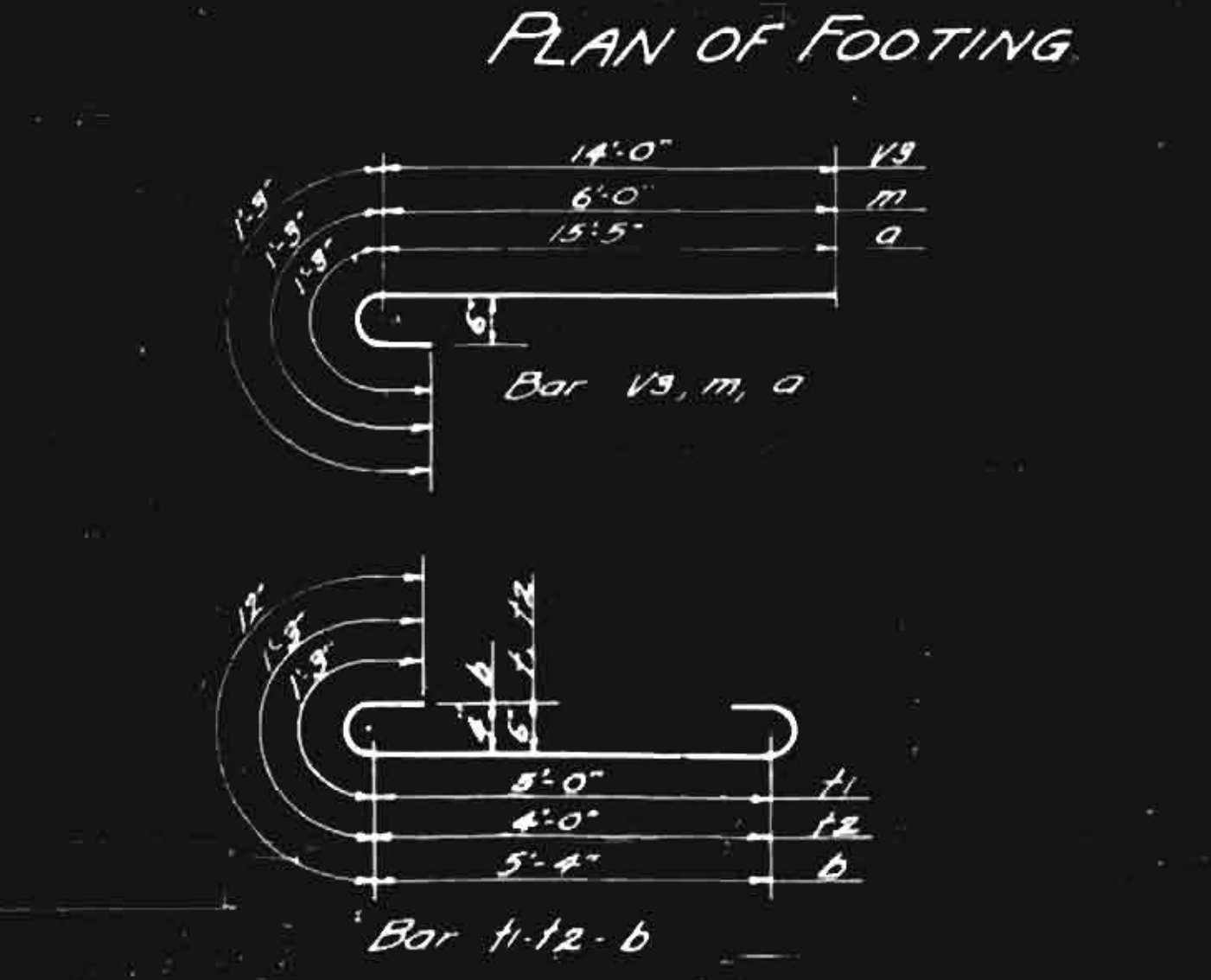
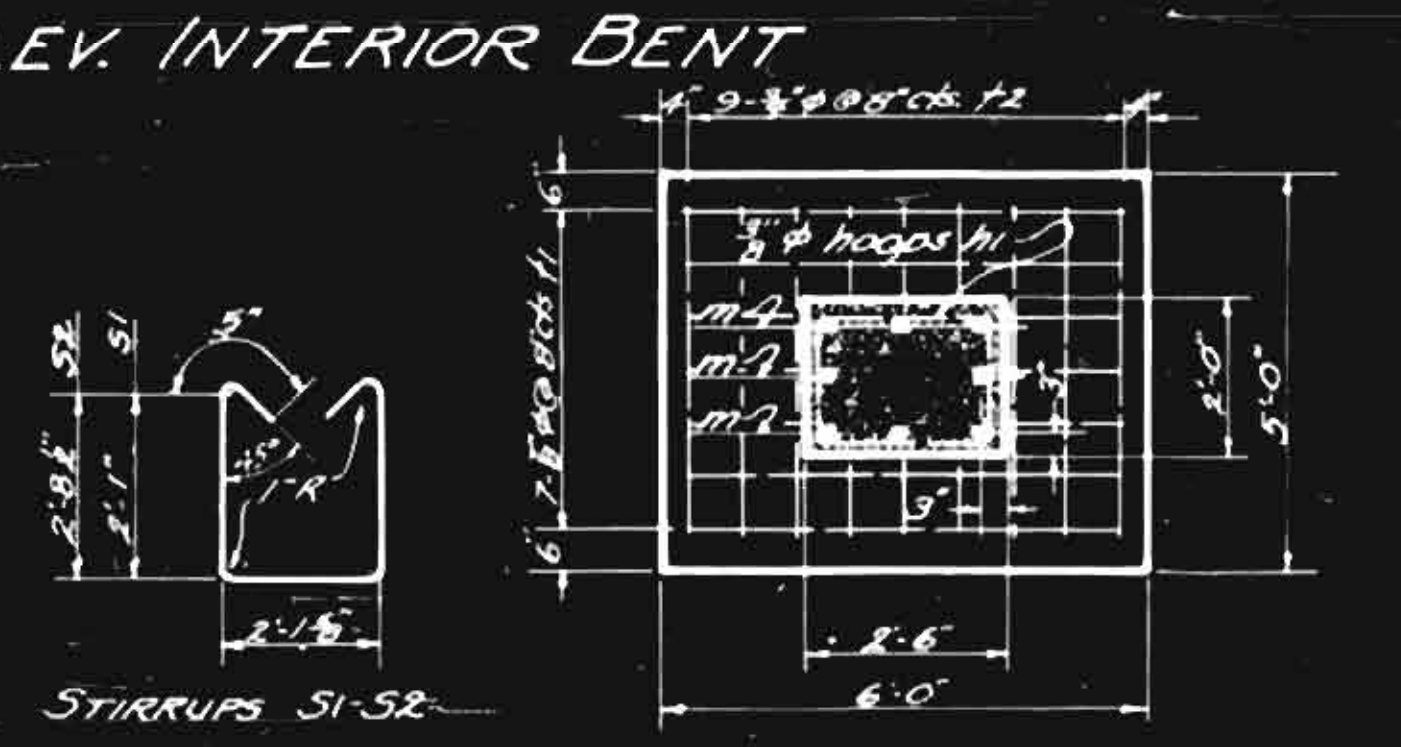
BRIDGE ENGINEER

PLAN NO.

BILL OF MATERIAL - ONE END BENT					Cont'd				
BAR	NO.	SIZE	LENGTH	WEIGHT	BAR	NO.	SIZE	LENGTH	WEIGHT
h	6	1"Ø	10'6"	296	v	6	1"Ø	7'3"	29
h2	2	1"Ø	21'9"	117	v2	2	1"Ø	7'0"	9
h3	2	1"Ø	31'3"	41	v3	2	1"Ø	5'6"	9
h4	1	1"Ø	40'5"	136	v4	6	1"Ø	5'9"	23
h5	1	1"Ø	31'0"	105	v5	2	1"Ø	5'6"	7
h6	12	1"Ø	2'9"	18	v6	2	1"Ø	4'9"	6
h7	4	1"Ø	4'6"	12					
h8	4	1"Ø	6'6"	17					
h9	8	1"Ø	4'9"	22					
h10	4	1"Ø	4'0"	11					
s1	10	1"Ø	7'2"	48					
s2	12	1"Ø	8'5"	68					
s3	22	1"Ø	3'4"	58					
					Reinforcing Steel - Lbs.				
					Class A Conc. - Cu Yds.				
					Method 19 Waterproofing - Sq Yds. 9.0				
					Approx. Linear Ft. Steel Piles				
					72				

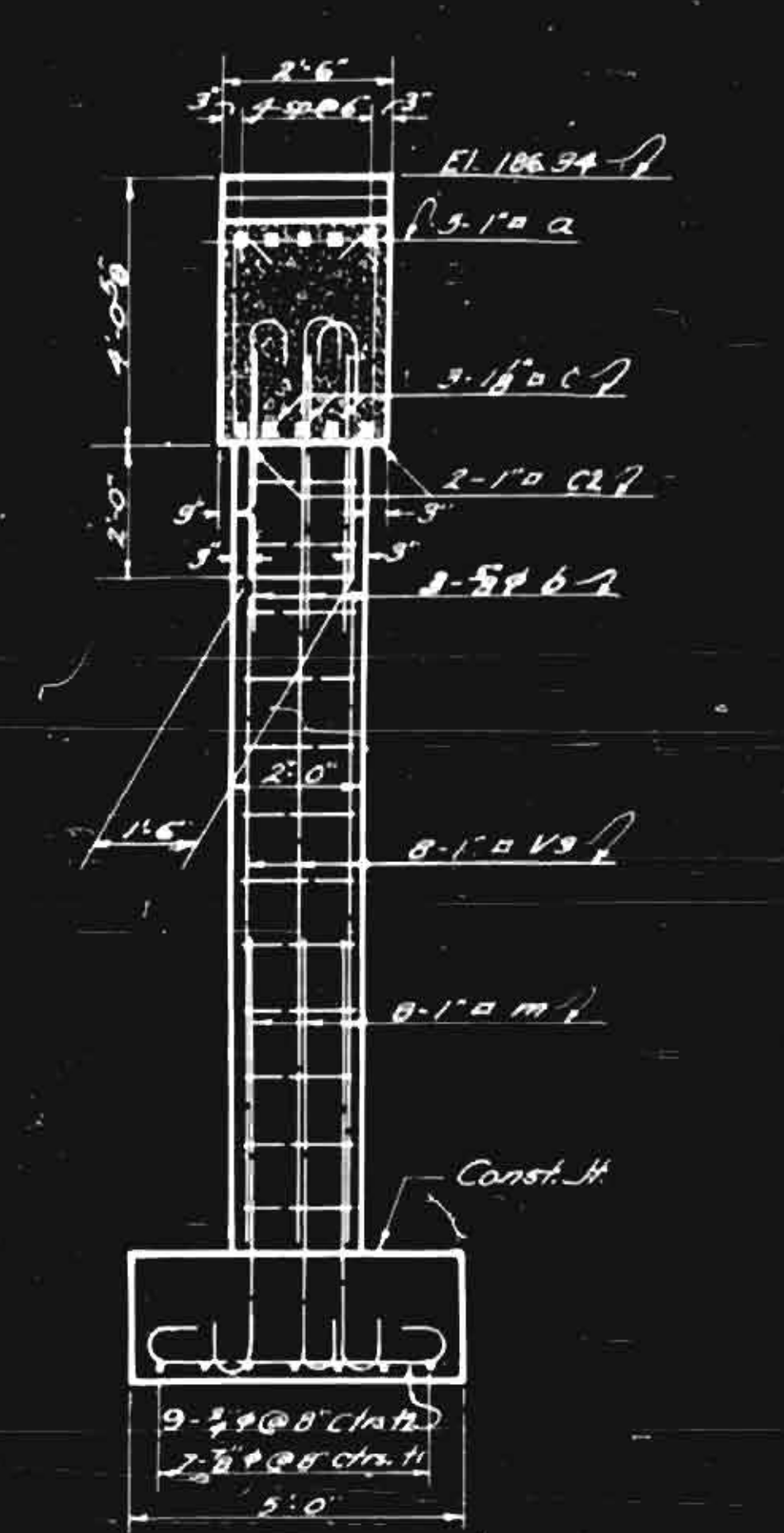
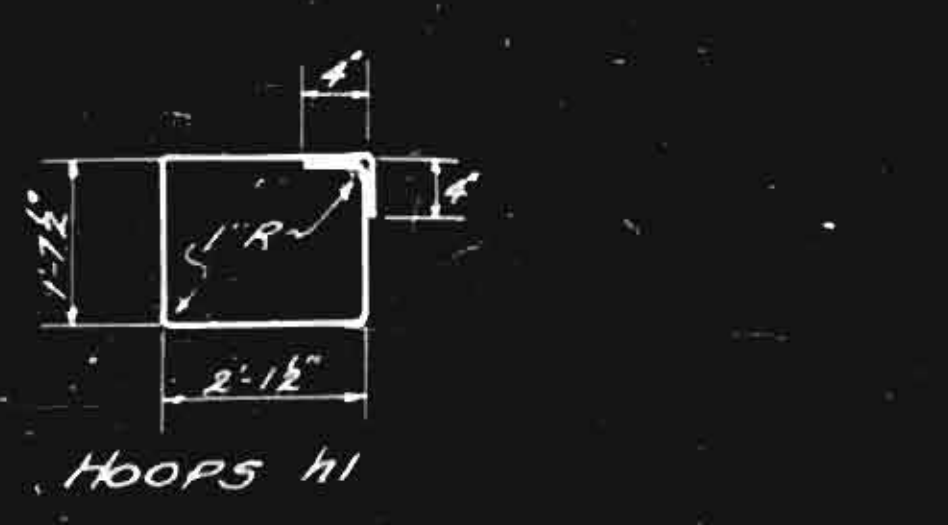


BILL OF MATERIAL - ONE INT. BENT				
BAR	NO.	SIZE	LENGTH	WEIGHT
a	10	1"Ø	16'0"	567
b	12	1"Ø	7'0"	98
c	2	1"Ø	22'0"	327
c2	2	1"Ø	27'0"	190
v9	16	1"Ø	14'3"	725
m	16	1"Ø	7'3"	394
s1	9	1"Ø	7'2"	49
s2	12	1"Ø	8'5"	67
h1	24	1"Ø	8'2"	75
h1	14	1"Ø	7'6"	214
h2	10	1"Ø	6'6"	175
Reinforcing Steel - Lbs.				
2955				
Class A Conc. - Cu Yds.				
17.2				



FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N.C.	3815	64	68

FA Proj. 627-D(1)



PROJECT NO. 3815
FENDER COUNTY
STATION: 505+21

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
DETAIL OF SUBSTRUCTURE
BRIDGE OVER ANGOLA CREEK
ON ROUTE NC 53
JULY, 1944

SPECIAL	ASSEMBLED BY	DATE
STANDARD	CHECKED BY	DATE
	DESIGNED BY	DATE
	DRAWN BY	DATE
	TRACED BY	DATE
	CHECKED BY	DATE

STIRRUPS S1-S2

Revised to lower grade 10'-24'-44"