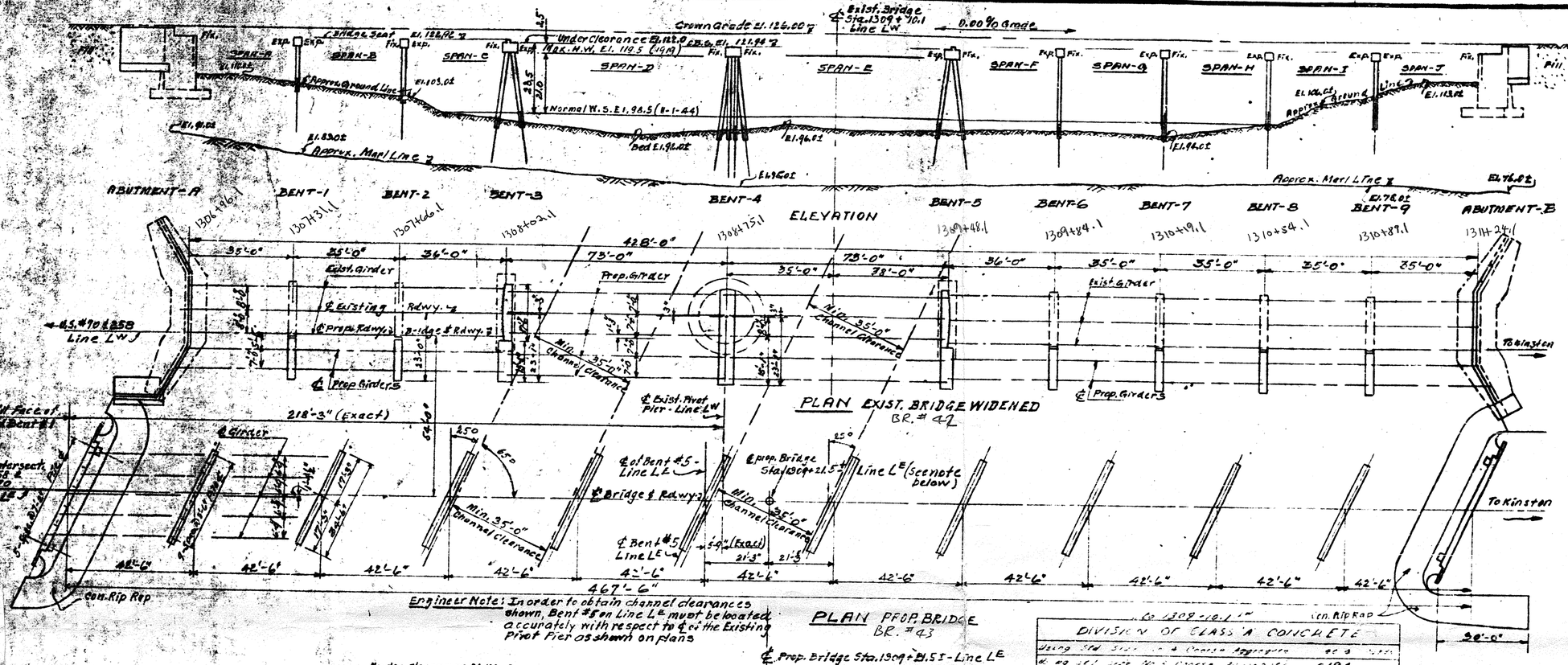
FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	2627	2	32

FA Proj F-250(6)



— NOTES —

LIVE LOAD: Assumed. Live Load H-15-S16 (44)

PILES: For Abutment End Bents & Bents shall be driven to a minimum bearing capacity of 30 Tons each.

CONCRETE: All Concrete shall be air-entraining. See Special Provisions.

END BENT PILES: End Bent Piles shall be driven through the roadway fill.

NOTE: For other design data & general Notes See Sheet 3 N

NOTE: For Surface finish requirements See "Special Provision."

NOTE: Excavation for pile encasement will not be measured and paid for as a separate item; the entire cost to be included in the price bid for Class "A" Concrete.

TRAFFIC: The bridge on Line L^E shall be constructed as the first part of work on the project. After its completion traffic will be returned over this bridge. See Special Provisions.

MTE. REM. OF EXISTING STRUCTURE AT STA. 1309+10.1 Line L^W: After traffic has been turned over the new bridge to be constructed on Line L^E, the existing structure shall be removed as follows: Swing span ends and all parts of same to be removed down to the concrete substructure. Rest piers and pivot pier to remain in place.
Fenders to be completely removed to an elevation at least 1.0' below bed of stream. Parts of the superstructure and substructure for the approaches to be removed as indicated on the plans.

NOTE: The Contractor will be required to drive 4 test piles for the bridge at Sta. 1309+21.5 Line L^E. One 50' long test pile shall be driven at the upstream end of Bent #1 one 60' long test pile at upstream end of each of Bents #2 & 8 and one 55' long test pile at upstream end of Bent #10. Pile lengths for the bridge at Sta. 1309+10.1 Line L^W will also be determined from these test piles.
Test piles will be paid for as Steel Piles. See Specifications.

NOTE: Roadway to be let to contract at an early date

DIVISION OF CLASS "A" CONCRETE	
Using Std. Size No. 4 Coarse Aggregate	93.5 Cu. Yds.
Using Std. Size No. 3 Coarse Aggregate	1745.0 Cu. Yds.
TOTAL CLASS "A" CONCRETE	1838.5 Cu. Yds.

Built according to plans except as noted

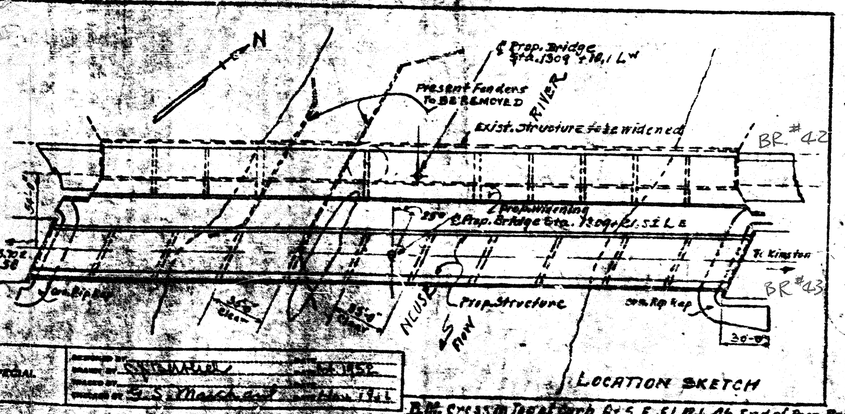
PROJECT NO. 2627

LENOIR COUNTY

STATION: 1309+10.1 Line L^W

STATION 1309+21.5 Line L^E

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
DIVISION
GENERAL DRAWING
FOR BRIDGE OVER NEUSE RIVER
ON U.S. 70 AND 258
BETWEEN RICHLANDS & KINSTON
OCTOBER, 1954



Bridge Seat at S.E. El. 124.46 End of Prest. Bridge

Revised to show Division of Loads & checked by [illegible] by L.M.T.

TOTAL BILL OF MATERIAL FOR BRIDGE AT STA. 1309+10.1 - LINE L^W

	Class "A" Concrete Cu. Yds.	Reinforcing Steel Lbs.	H Steel Piles 12" H 53 Lb. No.	H Steel Piles 12" H 53 Lb. Lin. Ft.	Pipe & Spirals Lbs.	Structural Steel (Paint) Lbs.	Concrete Surface Area Tons	Method "A" Waterproofing Sq. Yds.	Unclassified Excavation Cu. Yds.	Pile Points, Extra Steel Shells & Splices, Pile Tips, Lin. Ft. or Lump Sum
Superstructure										
Spans A, B, C & E	245.5	55019	—	—	603	—	103			
Span D & E	146.9	26.649	—	—	—	173900	41		71.1	
Abutment A	~~57.0~~ 54.1	1714	6	210	—	—	—	32.6	75	
Bent-1	7.2	666	3	165	—	—	—	—	—	
Bent-2	8.9	638	3	165	—	—	—	—	—	
Bent-3	21.5	1293	4	220	—	—	—	—	—	
Bent-4	29.2	1570	6	330	—	—	—	—	—	
Bent-5	22.1	1293	4	220	—	—	—	—	—	
Bent-6	11.3	638	3	165	—	—	—	—	—	
Bent-7	11.5	636	3	165	—	—	—	—	—	
Bent-8	12.2	638	3	165	—	—	—	—	—	
Bent-9	10.1	606	3	150	—	—	—	—	—	
Abutment B	~~57.0~~ 54.1	1714	6	210	—	—	—	32.6	75	
Approach Curb	1.9	38	—	—	56.6	—	—	11.6	16.0	
TOTAL	~~359.8~~ 356.9	91973	58	1950	603	173900	×144	76	35	Lump Sum

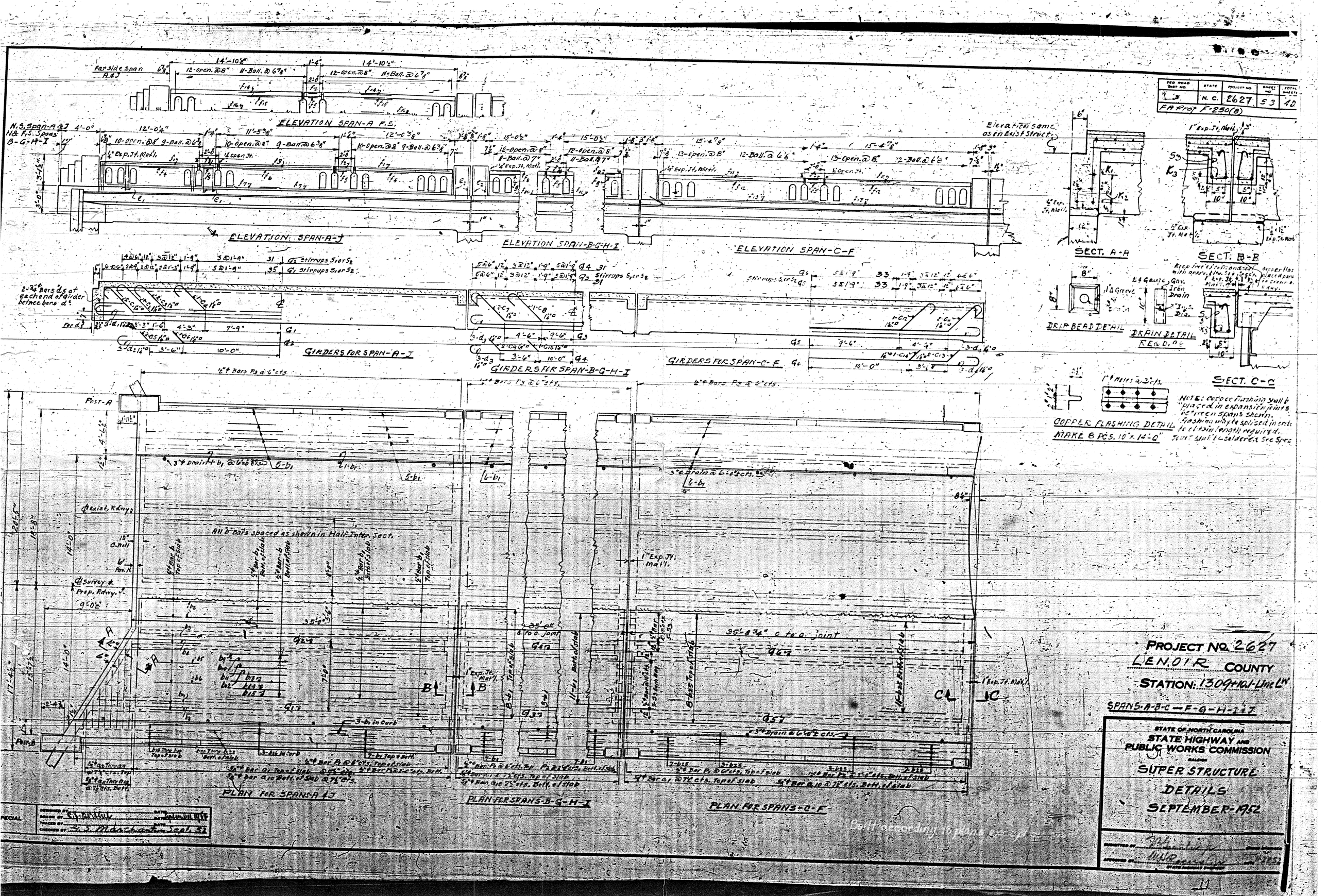
NOTE: Wearing surface to be placed by the Roadway Contractor

Revised to correct weight of Piles & Bills by D.D.P.v
Revised to change quantities for Approach Curbs. By DLM v JWC 3/21/54

TOTAL BILL OF MATERIAL FOR BRIDGE AT STA. 1309+21.5 - LINE L^E

	Class "A" Concrete Cu. Yds.	Reinforcing Steel Lbs.	H Steel Piles 12" H 53 Lb. No.	H Steel Piles 12" H 53 Lb. Lin. Ft.	Pipe & Spirals Lbs.	Concrete Rip Rap Sq. Yds.		
Superstructure								
8 Spans @ 42'-0"	810.9	191315	—	—	2885	150		
Bent Bent-1	13.0	2460	8	320				
Bent-1	19.7	1676	10	450				
Bent-2	28.6	1676	10	550				
Bent-3	25.5	1676	10	550				
Bent-4	25.5	1676	10	550				
Bent-5	26.5	1676	10	550				
Bent-6	26.5	1676	10	550				
Bent-7	27.0	1676	10	550				
Bent-8	25.0	1676	10	550				
Bent-9	24.5	1676	10	550				
Bent-10	19.7	1556	10	500				
End Bent-2	13.1	2600	8	400		345		
Approach Curb	3.1	63	—	—				
TOTAL	1158.5	213378	116	6070	2885	345		

BR #42 LENOIR



FED. ROAD DIST. NO. | STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS
N. C. | 2627 | 53 | 40
FA Proj F-250(8)
ELEVATION SPAN-A F.S.
ELEVATION SPAN-A-J
ELEVATION SPAN-B-G-H-I
ELEVATION SPAN-C-F
GIRDERS FOR SPAN-A-J
GIRDERS FOR SPAN-B-G-H-I
GIRDERS FOR SPAN-C-F
SECT. A-A
SECT. B-B
SECT. C-C
DRIP BEAD DETAIL
DRAIN DETAIL
COPPER FLASHING DETAIL
MAKE 8 PCS. 10" x 14'-0"
NOTE: Copper flashing shall be placed in expansion joints between spans shown. Flashing may be spliced in order to obtain length required. Joint shall be soldered. See Spec.
PLAN FOR SPANS-A & J
PLAN FOR SPANS-B-G-H-I
PLAN FOR SPANS-C-F
All 'b' Bars spaced as shown in Half Inter. Sect.
35'-8 3/4" c. to c. joint
PROJECT NO. 2627
LENOIR COUNTY
STATION: 1309+10.1-Line LW
SPANS-A-B-C-F-G-H-I & J
STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
SUPER STRUCTURE DETAILS
SEPTEMBER-1952
Built according to plans

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	2627	S-1	40

F.A. Proj. F-250(8)

CAMBER DIAGRAM

INTERIOR SECTION

POST-A

POST "A" DETAIL

SECT. THRU SIDE WALK

GIRDER DETAIL

PLATE AND BOLT DETAIL

END-VIEW

POST-B

POST AND RAIL DETAIL

RAIL ELEVATION DETAIL

SECT. D-D

EXPAN. ANCHER DETAIL

BAR TYPE

NOTE: Special Care shall be taken to place slab steel in correct position.

NOTE: Existing Wearing Surface to be removed from the existing portions of the main bridge. Cost of this to be included in price bid for the several pay items.

NOTE: Expansion Plates and Bolts shall be of structural steel in accordance with the requirements of Sect. 905 of the specs. Construction methods and payment for plates shall be as set forth in Sect. 518 of the specs. Milling and polishing will not be required.

Remove existing curtain wall along lines shown

Wear. Surf. min. thickness 1½"

Existing Steel

Open Cl. Rdwy. El. 126.00

Existing Steel Bent as shown

Wood forms to extend entire length of each Span except for 3" bed at curbs. 1" Exp. Jt. Mat'l. at each Interior Bent

3/4" Drains Holes to be drilled into existing slab for drains

Existing superstructure to be removed to here and existing steel to extend into new slab.

Bars K1-K3 bend in field

Dust according to plans except as noted

BILL OF MATERIAL 6 SPANS, 2 END, 6 INT. SPAN

Bar	No	Size	Type	A	Length	Weight
a1	456	5/8"	1	13'-9"	14'-4"	6817
a2	2	5/8"	1	9'-4"	10'-11"	23
a3	2	5/8"	1	8'-4"	9'-4"	21
a4	2	5/8"	1	7'-3"	8'-10"	18
a5	2	5/8"	1	6'-3"	7'-10"	16
a6	2	5/8"	1	5'-2"	6'-7"	14
a7	2	5/8"	1	4'-1"	5'-"	12
a8	2	5/8"	1	3'-0"	4'-7"	10
a9	2	5/8"	1	1'-11"	3'-6"	7
a10	448	5/8"	2	13'-9"	14'-6"	6773
a11	2	5/8"	3	9'-7"	11'-3"	24
a12	2	5/8"	3	8'-10"	10'-4"	22
a13	2	5/8"	3	7'-10"	9'-4"	19
a14	2	5/8"	3	6'-11"	8'-3"	17
a15	2	5/8"	3	5'-9"	7'-3"	15
a16	2	5/8"	3	4'-7"	6'-1"	13
a17	2	5/8"	3	3'-6"	5'-0"	10
a18	2	5/8"	3	2'-5"	3'-11"	8
a19	2	5/8"	3	1'-4"	2'-10"	6
b1	370	1/2"	Str.	—	18'-3"	4511
b2	4	1/2"	2	18'-3"	20'-6"	55
b3	2	1/2"	2	18'-3"	20'-6"	27
b4	2	1/2"	2	18'-3"	21'-0"	27
b5	2	1/2"	2	18'-3"	22'-0"	29
b6	2	1/2"	2	21'-0"	23'-3"	31
b7	2	1/2"	2	22'-3"	24'-6"	33
b8	2	1/2"	2	23'-6"	25'-0"	33
b9	2	1/2"	Str.	—	13'-0"	25
b10	2	1/2"	Str.	—	14'-6"	27
b11	2	1/2"	Str.	—	22'-0"	27
b12	2	1/2"	Str.	—	22'-6"	27
b13	2	1/2"	Str.	—	23'-0"	28
b14	2	1/2"	Str.	—	23'-6"	28
b15	2	1/2"	Str.	—	23'-9"	28
b16	2	1/2"	2	23'-9"	27'-0"	36

Bar	No	Size	Type	A	Length	Weight
b17	2	1/2"	2	24'-6"	27'-9"	37
b18	2	1/2"	2	25'-3"	28'-6"	38
b19	2	1/2"	Str.	—	24'-6"	33
b20	2	1/2"	Str.	—	25'-0"	33
b21	2	1/2"	Str.	—	25'-6"	34
b22	2	1/2"	Str.	—	25'-6"	34
b23	140	1/2"	Str.	—	18'-7"	1738
b24	6	1/2"	Str.	—	24'-6"	98
c1	4	1/2"	4	16'-9"	42'-2"	896
c2	2	1/2"	4	13'-6"	36'-3"	311
c3	4	1/2"	4	12'-3"	32'-3"	525
c4	2	1/2"	4	9'-9"	25'-9"	294
c5	4	1/2"	4	15'-6"	36'-3"	623
c6	2	1/2"	4	10'-0"	28'-6"	214
c7	8	1/2"	4	14'-0"	37'-5"	1386
c8	2	1/2"	4	9'-6"	28'-5"	604
c9	8	1/2"	4	15'-3"	38'-2"	1845
c10	4	1/2"	4	10'-6"	29'-7"	629
c11	14	1/2"	4	14'-6"	37'-6"	715
c12	2	1/2"	4	9'-6"	28'-5"	301
c13	4	1/2"	4	13'-6"	36'-2"	623
c14	2	1/2"	4	10'-6"	29'-7"	314
c15	8	1/2"	4	14'-0"	37'-5"	1325
d1	6	1/2"	5	31'-0"	41'-7"	1325
d2	6	1/2"	5	35'-3"	38'-1"	1614
d3	24	1/2"	5	34'-5"	37'-3"	4760
d4	12	1/2"	5	35'-0"	38'-0"	3823
d5	64	3/4"	6	4'-0"	12'-8"	969
e	1680	1/2"	15	8'-1"	3'-0"	4305
e1	112	1/2"	16	3'-3"	4'-3"	318
e2	8	1/2"	16	4'-3"	5'-3"	24
e3	8	1/2"	Str.	—	4'-6"	24
e4	8	1/2"	Str.	—	5'-0"	27
e5	8	1/2"	Str.	—	5'-3"	29

Bar No Size Type A Length Weight

f6	8	1/2"	Str.	—	31'-3"	17
f7	8	1/2"	Str.	—	32'-3"	17
f1	8	1/2"	Str.	—	11'-6"	61
f2	24	1/2"	Str.	—	7'-9"	42
f3	4	1/2"	Str.	—	12'-7"	28
f4	8	1/2"	Str.	—	11'-6"	61
f5	24	1/2"	Str.	—	1'-9"	24
f6	4	1/2"	Str.	—	10'-7"	14
f7	8	1/2"	Str.	—	14'-7"	59
f8	32	1/2"	Str.	—	14'-6"	310
f9	32	1/2"	Str.	—	14'-6"	310
f10	32	1/2"	Str.	—	14'-6"	174
f11	16	1/2"	Str.	—	16'-3"	146
f12	16	1/2"	Str.	—	14'-6"	89
f13	16	1/2"	Str.	—	16'-1"	97
f14	8	1/2"	Str.	—	14'-6"	77
f15	8	1/2"	Str.	—	14'-6"	77
f16	8	1/2"	Str.	—	14'-6"	42
f17	8	1/2"	Str.	—	12'-6"	48
f18	8	1/2"	Str.	—	1'-9"	9
f19	8	1/2"	Str.	—	8'-3"	12
f20	24	1/2"	Str.	—	16'-1"	116
f21	8	1/2"	Str.	—	21'-9"	60
f22	4	1/2"	Str.	—	6'-8"	72
f23	4	1/2"	Str.	—	5'-11"	23
K1	2	1/2"	9	—	18'-4"	37
K2	4	1/2"	9	—	19'-4"	110
K3	28	1/2"	Str.	—	12'-0"	897
P1	568	1/2"	11	—	4'-10"	1897
P2	150	1/2"	Str.	—	8'-3"	226
P3	568	1/2"	12	—	5'-10"	1212
S1	240	1/2"	15	2'-0"	6'-9"	1142
S2	288	1/2"	13	2'-0"	6'-9"	1356
S3	168	1/2"	14	—	4'-3"	477
J1	4	3/4"	8	—	8'-5"	22
J2	4	3/4"	9	—	6'-5"	39

Reinforcing Steel Lbs. 45611

Class "A" Concrete Cu. Yds. 224.5

Plates & Bolts Lbs. 6031

3/4"x18" Exp. Anchors No. 18

Wearing Surface Tons 102

PROJECT NO. 2627

LENOIR COUNTY

STATION: 1309+10.1-Line L^M

SPANS: A-B-C — F-G-H-I-J

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION

SUPER STRUCTURE DETAILS

SEPTEMBER-1952

SPECIAL

DRAWN BY: C.S.Mitchell DATE: Sept. 52

TRACED BY: Lyndon Hill DATE: Sept. 52

CHECKED BY: G. S. Marchant DATE: Sept. 52

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.		5-E	40

FA Proj. F-250(8)

ELEVATION

1:2

6" 14 Openings @ 8'-13 Bal. @ 6'4" = 16'-14" — 37'-10 1/2"

7-4"=14 Openings @ 8" 13 Bal @ 6'3 3/8" = 16'-2 1/2"

Symm. abt. ℄ Span

4" Exp. Jt. Mat'l

14 Open Joints

4" Open Joint

2'-1 5/8" f1 — 2-3 3/8" f11 — 2-1 3/8" f2 — 2-1/2" f3 — 2-3 3/8" f13 — 2-3 3/8" f12 — 2-3 3/8" f4

Exp. Jt. Mat'l

Note: Copper flashing shall be in accordance with the Spec. Copper flashing shall be placed in expansion joints between spans as shown. Flashing may be spliced in center, to obtain length required. Joints shall be soldered. See Specs.

110'-1/2" P1 @ 8" cts. Top of Sidewalk — 37'-1/2" P2 @ 2'-0" cts. Bott of Sidewalk

COPPER FLASHING

WIDE ONE PIECE 10'-6 30'-10 1/2"

TYPICAL SECTION

7 Spaces @ 2'-0" = 14'-0"

CAMBER DIAGRAM

22'-0" Clear Roadway

℄ Existing Hwy

℄ Prop. Hwy

3'-0"

3-6" bars @ 2'-0" cts. Top of slab

bars b1

9 Spaces @ 11" cts

3" 1/2" Wearing Surface

6 1/4" 6 1/2" Uniform Slab

1/2 Groove fill full length of Bridge

4'-6 1/2"

3'-7"

7'-0"

7'-0"

36'-3 1/2"

2'-1 5/8"

1'-9"

3'-10 1/2"

Max. D.L. Deflection
Ext. Bm. Sidewalk Side) = 1/16"
Int. Bms. = 3/16"
Ext. Bm. (Curb Side) = 1/2"

PLAN

4-1/2" bars-b1 Top of sidewalk — 5-1/2" bars-b1 Bott. of sidewalk

5/8" bars @ 12" cts. a1 Top of Slab, a2 Bott. of Slab

73'-3 1/4" Center to Center of Joints

1" Exp. Jt. Mat'l

4" Drains @ 10'-0" ctrs

1/2" b, Top of Curb — 5/8" b2 Bott of Curb

110'-6" P3 @ 2'-0" cts. Top of Curb — 37'-1/2" P4 Bott of Curb

SPAN "D"

Revised to show dead load deflection CRESTLINE REPLANT

5/8" bars @ 12" cts. a1 Top of Slab, a2 Bott. of Slab

73'-3 1/4" Center to Center of Joints

1" Exp. Jt. Mat'l

Copper flashing

110'-6" P3 @ 2'-0" cts. Top of Curb — 37'-1/2" P4 @ 2'-0" ch. Bott. of Curb

SPAN "E" (OPPOSITE SPAN "D")

Built according to plans except as noted

BAR TYPES

Seal with approved Bituminous Mat'l. See Spec.

Top of Copper flashing placed parallel to slope of Roadway

Exp. Jt. Mat'l

SECTION A-A

1" Exp. Jt. Mat'l

SECTION B-B

Copper flashing

1" Exp. Jt. Mat'l

SECTION C-C

Note: For Drip Board Detail, See Sheet No. 53

Note: For Rail Details, See Sheet No. 54

Class A Concrete for Slab, Structural Steel, Copper, Lbs. 17,320

Wearing Surface ____ Sq. Yds.

PROJECT NO. ____

COUNTY ____

STATION: 130+41.01 Ahead

SPANS D & E

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
RALEIGH

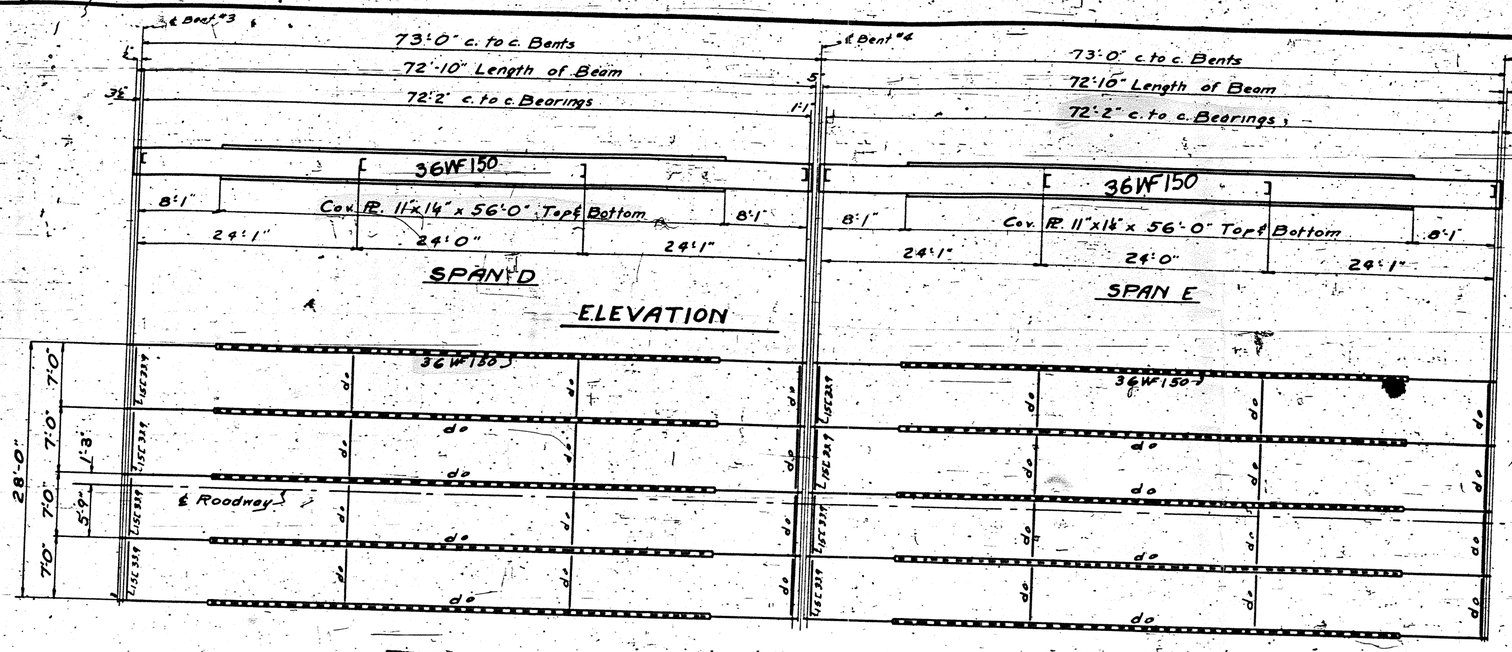
DESIGNED BY: [illegible] DATE: Sept. 52
DRAWN BY: [illegible] DATE:
TRACED BY: DATE:
CHECKED BY: C. S. Manchang DATE: Sept. 52

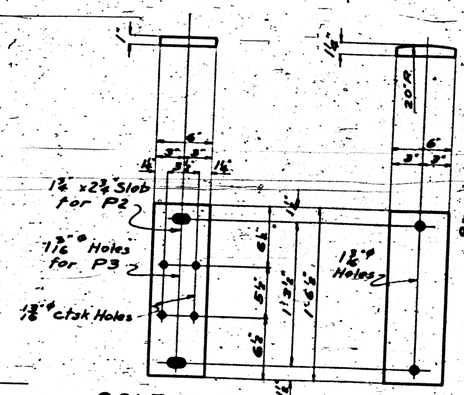
SPECIAL

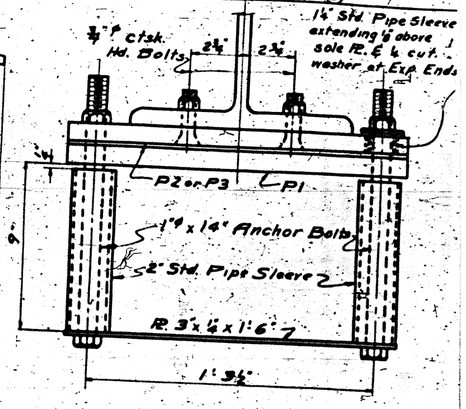
SEPTEMBER, 1952

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N.C.	2627	S-2	40

FA Proj. F-2508)

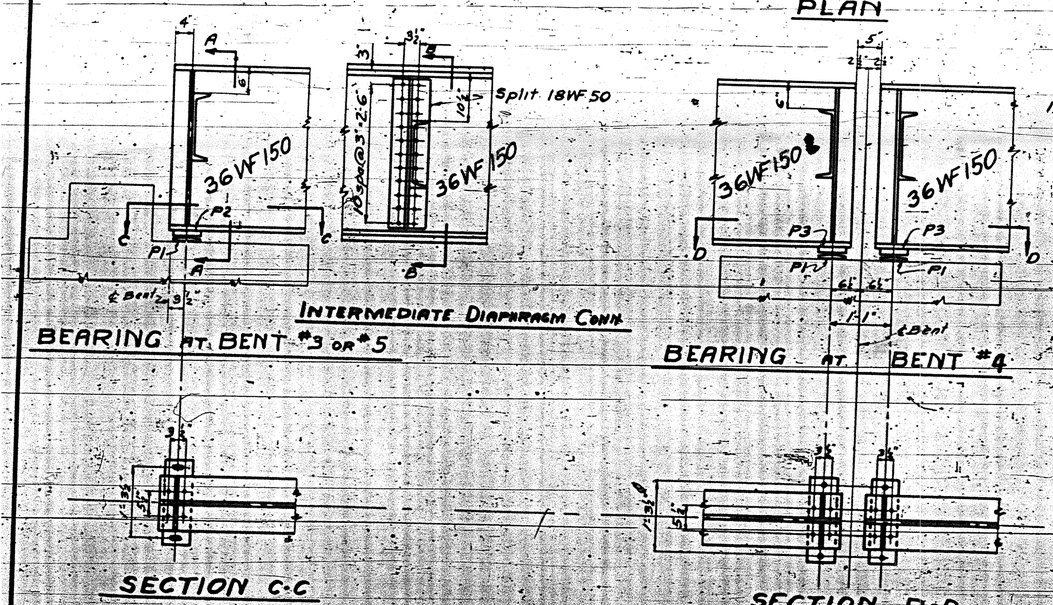






NOTE: Assumed Live Load H15-S12-44
For other "Design Data" and "General Note", see sh. #N.
All rivets shall be ¾"ø.
All open holes shall be 1 1/16"ø unless otherwise shown.
Field connections shall be match-marked.
Mark North end of each Girder "NORTH".
All welding shall be according to the specifications.

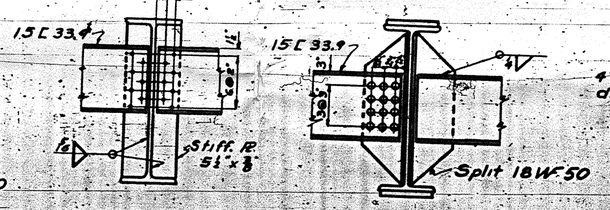
PLAN



INTERMEDIATE DIAPHRAGM CONN.

BEARING AT BENT #3 OR #5

BEARING AT BENT #4

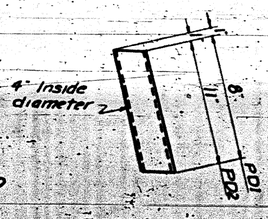


SECTION A-A

SECTION B-B

NOTE: At contractors option, shop connection of channels to Split 18WF50 may be either welded or riveted using ¾"ø rivets. Field connections of diaphragms to beams shall be bolted using ⅞"ø turned bolts, Dardelet Rivet Bolts, or approved equal.

Rivet Connections may also be substituted for the welded connections for cover plates. See Special Provisions.



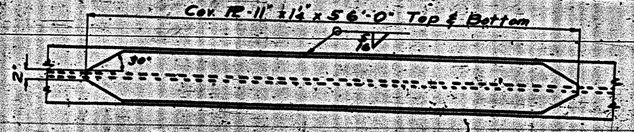
PIPE DRAINS
REQUIRED 14 PD1
REQUIRED 14 PD2

NOTE: Drains may be either cast iron, standard weight galvanized steel, or transite pipe.

Approximate weight of Structural Steel = 173,900 lbs.

SECTION C-C

SECTION D-D



DETAIL of COVER PLATE

Designed by: A. L. Barnett Date: Sept. 1952
Drawn by: A. L. Barnett Date: Sept. 1952
Checked by: A. S. Marchant Date: Sept. 1952

PROJECT NO. 2627
LENOIR COUNTY
STATION: 1309+101 - Line L

SPANS D & E

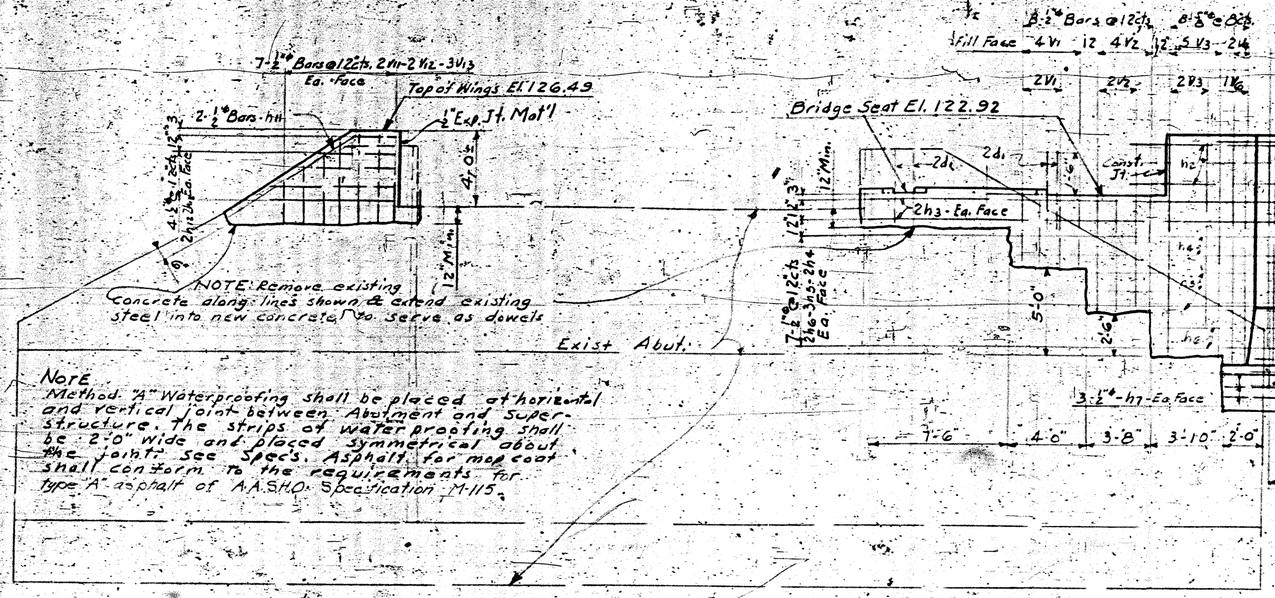
STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
STRUCTURAL STEEL DETAILS

SEPTEMBER 1952

J. P. Hall, Chief Engineer
W. H. Rogers, State Highway Engineer
11-28-52

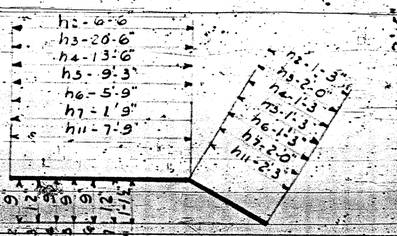
Built according to plan, sketch or as-built

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	2627	5-9	40
FA Proj. F-250(8)				

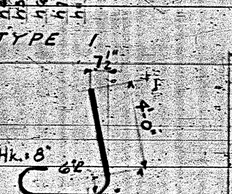


ELEVATION ABUTMENT "A"
- WINGS SWUNG PARALLEL

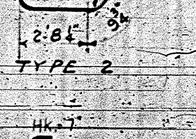
Note
Method "A" Waterproofing shall be placed at horizontal and vertical joint between Abutment and Superstructure. The strips of waterproofing shall be 2'-0" Wide and placed symmetrical about the joint. See Spec's. Asphalt for mop coat shall conform to the requirements for Type "A" asphalt of A.A.S.H.O. Specification M-115.



TYPE 1

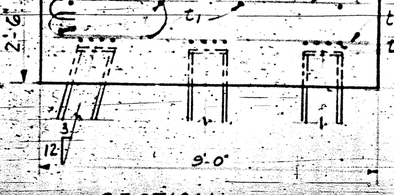


TYPE 2

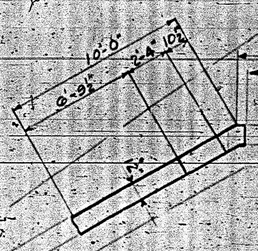


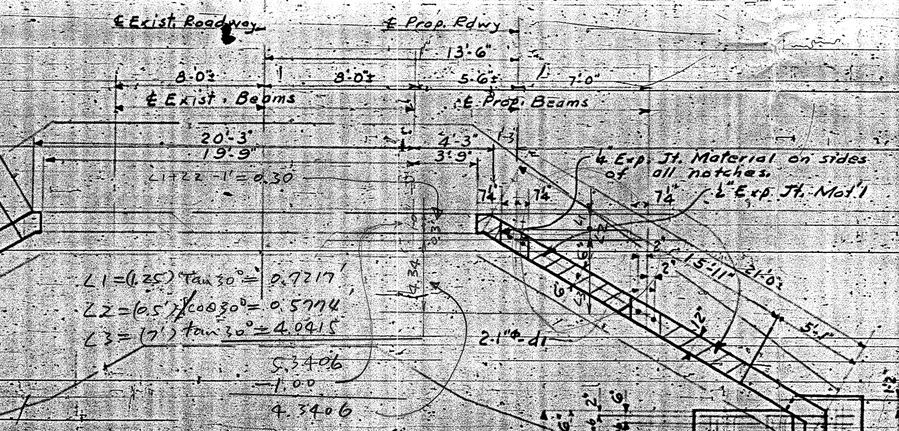
TYPE 3

BAR TYPES



SECTION - A - A





BILL OF MATERIAL					
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT
h1	18	⅝	Str.	14'-9"	177
h2	6	¾	1	7'-9"	31
h3	4	¾	F	28'-6"	135
h4	4	¾	1	14'-9"	39
h5	6	¾	1	10'-6"	42
h6	4	¾	1	7'-0"	19
h7	6	¾	F	3'-9"	15
d1	4	1"	Str.	3'-0"	52
n1	2-3	⅝	2	7'-6"	259
t1	19	¾	Str.	13'-6"	153
t2	8	¾	Str.	8'-6"	45
z1	23	⅝	3	9'-1"	218
V1	6	¾	Str.	3'-4"	13
V2	6	¾	Str.	5'-10"	23
V3	7	¾	Str.	11'-10"	55
V4	2	¾	Str.	12'-4"	26
V5	24	⅝	Str.	11'-1"	277
V6	9	¾	Str.	12'-4"	74
V11	4	¾	Str.	3'-8"	8
V12	4	¾	Str.	4'-0"	11
V13	6	¾	Str.	4'-10"	19
h11	2-4	¾	1	10'-0"	13
h12	4	¾	Str.	4'-0"	11
h13	4	¾	Str.	7'-0"	19
Reinforcing Steel Lbs.					1714
Class "A" Concrete Cu.Yds.					25.5
Steel Piles 12 HP 53 No. 6 Lgth. 210					6
Method "A" Waterproofing Sq. Yds.					6

PROJECT NO. ~~8.2627~~
LENOIR COUNTY
STATION: 130+91.01 - Line L

ABUTMENT "A"

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
DIVISION

SUBSTRUCTURE

SEPTEMBER 1952

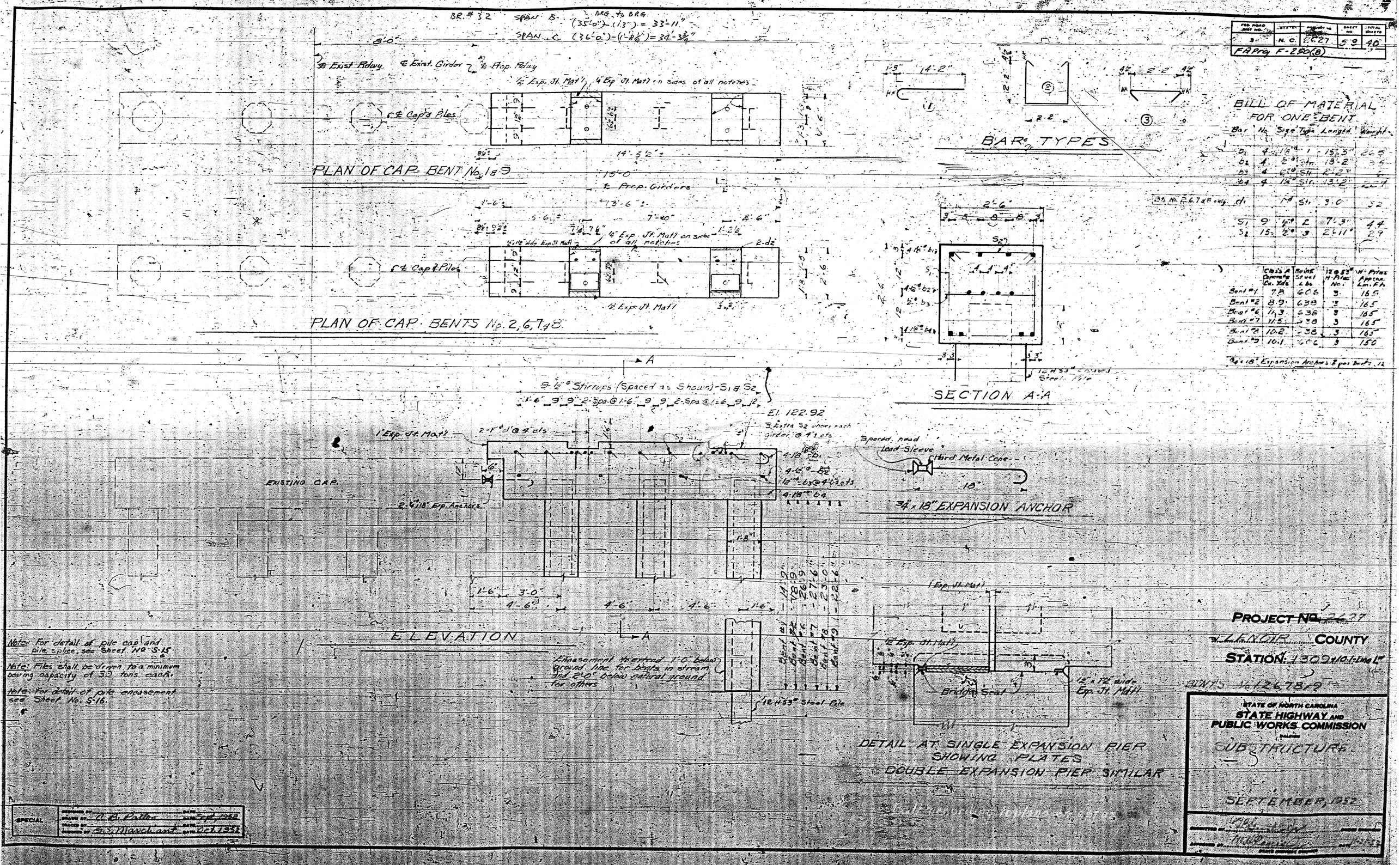
DESIGNED BY: [illegible] DATE: [illegible]
DRAWN BY: [illegible] DATE: [illegible]
TRACED BY: [illegible] DATE: [illegible]
CHECKED BY: [illegible] DATE: [illegible]

SPECIAL

Will need dig to piles except as noted

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	2627	59	40

FA Proj. F-250(8)



BILL OF MATERIAL FOR ONE BENT

Bar	No.	Size	Type	Length	Weight
b1	4	1½"	1	15'-3"	265
b2	4	½"	Str.	13'-2"	35
b3	4	½"	Str.	2'-2"	6
b4	4	1½"	Str.	13'-2"	227
Bs. No. 2, 6, 7 & 8 only d1		1"	Str.	3'-0"	32
S1	9	½"	2	7'-3"	44
S2	15	½"	3	2'-11"	29

	Class A Concrete Cu. Yds.	Reinf. Steel Lbs.	12 @ 53# H-Piles No.	W. Piles Approx. Lin. Ft.
Bent #1	7.8	606	3	165
Bent #2	8.9	638	3	165
Bent #6	11.3	638	3	165
Bent #7	11.5	638	3	165
Bent #8	10.2	638	3	165
Bent #9	10.1	606	3	150

¾" x 18" Expansion Anchors 2 per bent, 12

Note: For detail of pile cap and pile splice, see Sheet No. S-15.

Note: Piles shall be driven to a minimum bearing capacity of 30 tons each.

Note: For detail of pile encasement see Sheet No. S-16.

PROJECT No. 2627

LENOIR COUNTY

STATION: 1309 + 10.1 - Line L

BENTS No. 1, 2, 6, 7, 8 & 9

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
RALEIGH

SUBSTRUCTURE

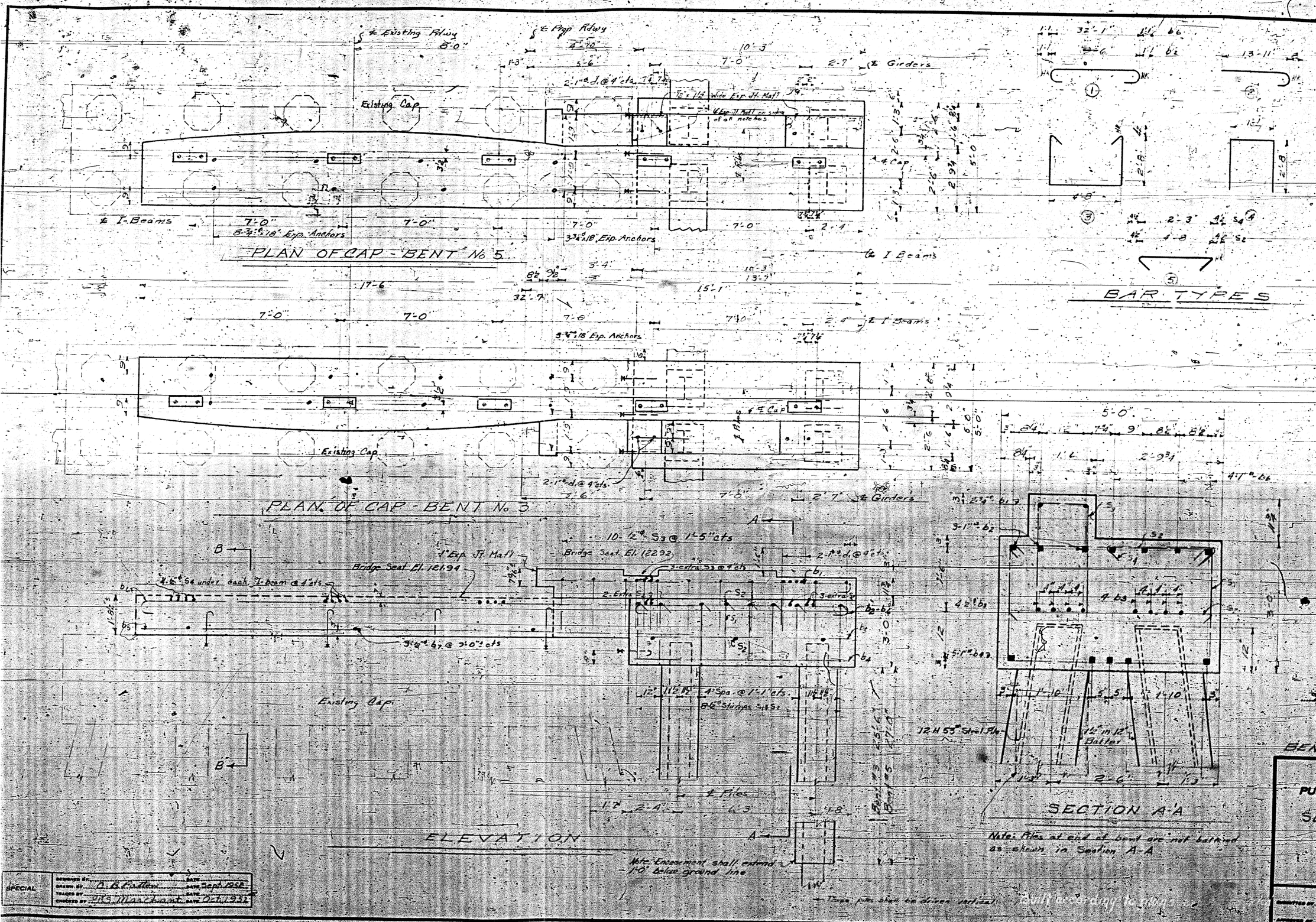
SEPTEMBER, 1952

SUBMITTED BY [signature] BRIDGE ENGINEER

APPROVED BY [signature] DATE 1-21-53
STATE HIGHWAY ENGINEER

SPECIAL

DESIGNED BY C. B. Patton DATE Sept. 1952
DRAWN BY
TRACED BY
CHECKED BY G. S. Marchant DATE Oct. 1952



FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	2.627	S-9	40

FA Proj F-250(8)

TWO REQUIRED

BILL OF MATERIAL FOR ONE BENT

Bar	No.	Size	Type	Length	Weight
b1	3	1/2"	Str.	2'-8"	5
b2	2	3/4"	2	14'-7"	44
b3	6	1"	1	11'-8"	238
b4	8	1"	Str.	13'-1"	70
b5	5	1"	Str.	9'-5"	166
b6	4	1/2"	Str.	24'-0"	64
b7	4	1"	Str.	3'-0"	32
b8	4	1"	Str.	34'-3"	466
S1	8	1/2"	3	10'-9"	57
S2	16	1/2"	5	5'-6"	58
S3	16	1/2"	4	6'-5"	69
S4	12	1/2"	5	3'-0"	24

Reinforcing Steel - Lbs. 1293

Class A Conc. C.Y. Bt #3 21.5

Class A Conc. C.Y. Bt #5 22.1

12 H 53# Steel Piles No 4 Lin Ft. 220

3/4" x 18" Exp. Anchors - No. 11

Note: For details of expansion anchors, see Sheet No. S-8.

Note: For details of pile encasement see Sheet No. S-16.

Note: For details of pile cap & piles see Sheet No. S-15.

Note: Pile shall be driven to a minimum bearing capacity of 30 to each.

PROJECT NO. 2.627

LENOIR COUNTY

STATION: 1309+10.1 - Line L

BENTS No. 3 & 5

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
RALEIGH

SUBSTRUCTURE

SEPTEMBER, 1952

SUBMITTED BY [signature] BRIDGE ENGINEER

APPROVED BY [signature] STATE HIGHWAY ENGINEER

SPECIAL

DESIGNED BY ... DATE ...

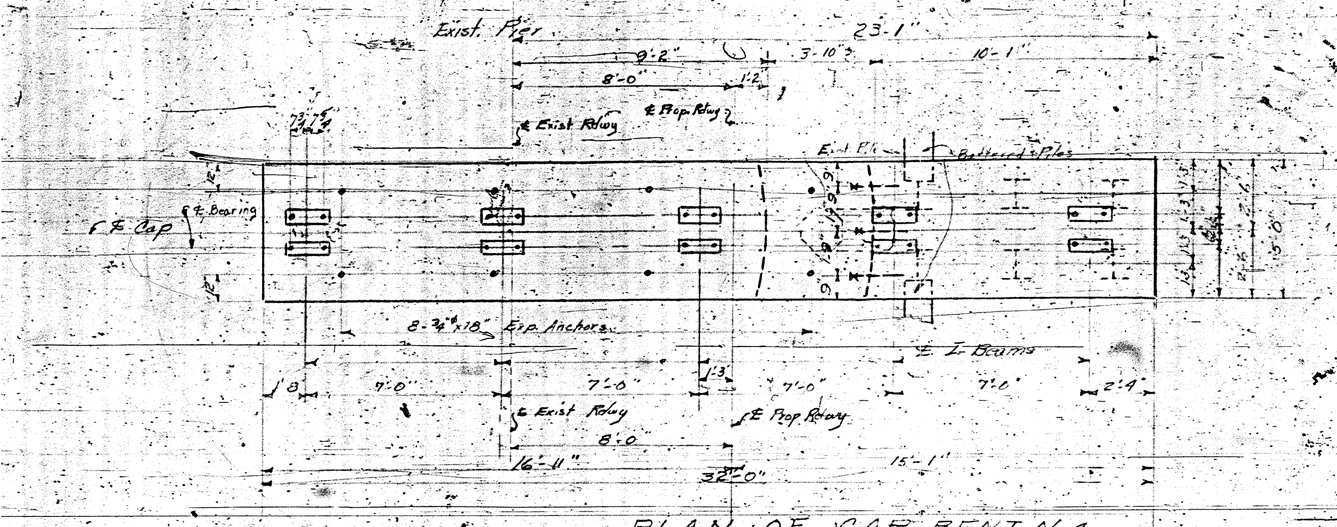
DRAWN BY C. B. Fallen DATE Sept. 1952

TRACED BY ... DATE ...

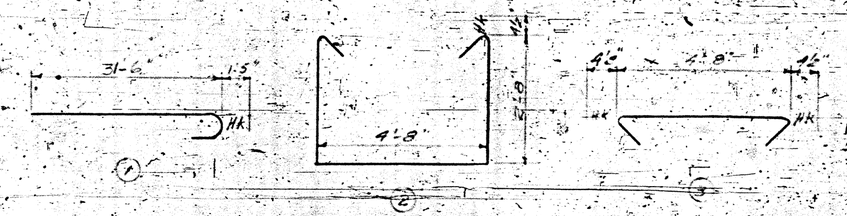
CHECKED BY R. S. Marchant DATE Oct. 1952

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N. C.	262	S-10	40

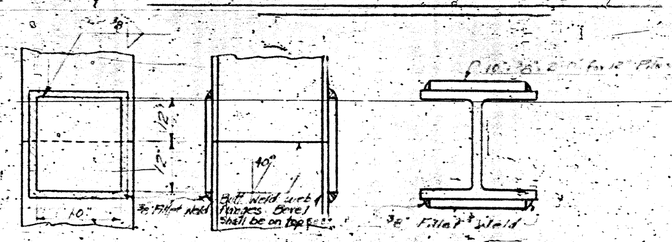
FA Proj F-250(8)



PLAN OF CAP BENT No. 4



BAR TYPES



STANDARD SPLICE FOR STEEL H PILE IF NEEDED

ONE REQUIRED

BILL OF MATERIAL FOR BENT No. 4

Bar	No.	Size	Type	Length	Weight
b1	6	1 1/4"	Ø	32'-11"	1049
b2	8	1/2"	Str.	13'-6"	72
b3	5	1/4"	Str.	9'-7"	255
S1	8	1/2"	2	40'-9	57
S2	38	1/2"	3	5'-5	137

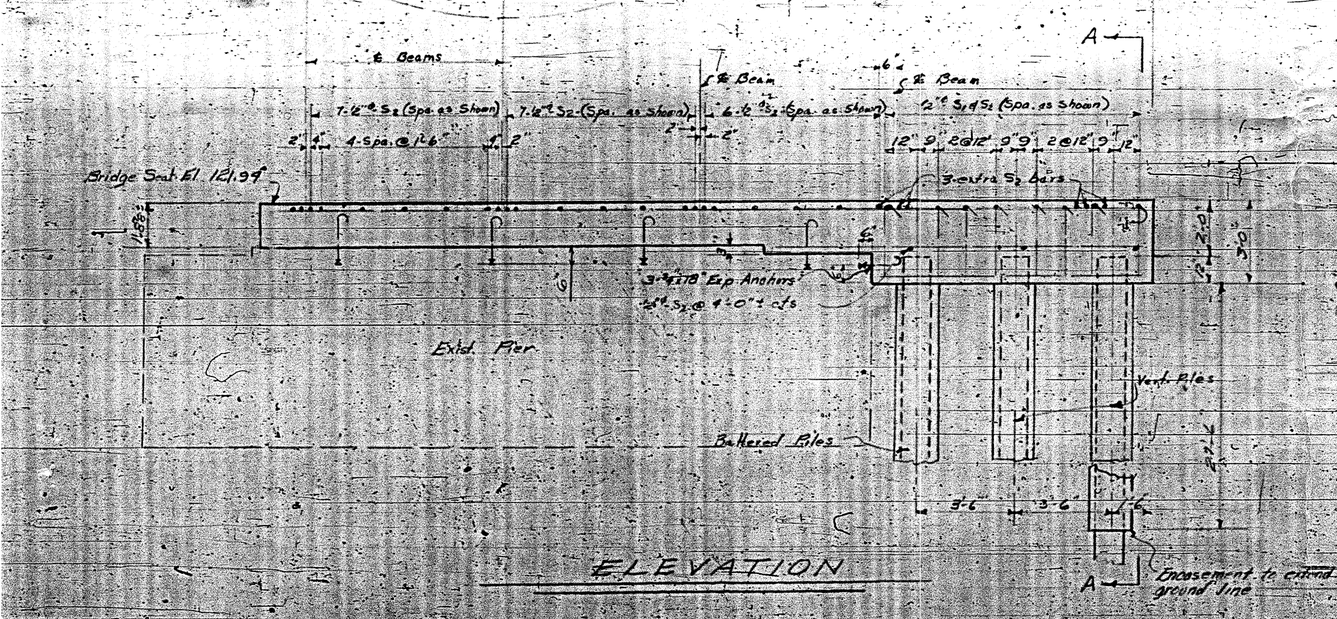
Reinforcing Steel - Lb. 1570
Class A Concrete - Cu. Yds. 292
3/4" x 18" Exp. Anchors No. 11
12 H 53# Steel Piles No. 6 Lin. Ft. 330

Note: For detail of encasement see Sheet No. S-16.

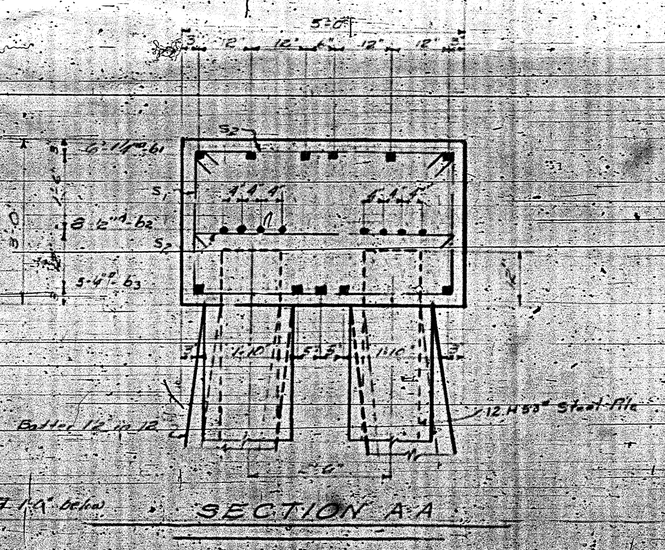
Note: For detail of pile cap see Sheet No. S-15.

Note: All piles shall be driven to a minimum bearing capacity of 30 tons per pile.

Note: For detail of expansion anchors see Sheet No. S-8.



ELEVATION



SECTION A-A

PROJECT No. [illegible]
PENOIR COUNTY
STATION: 1309+10.1 - Line L

BENT No. 4

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
RALEIGH

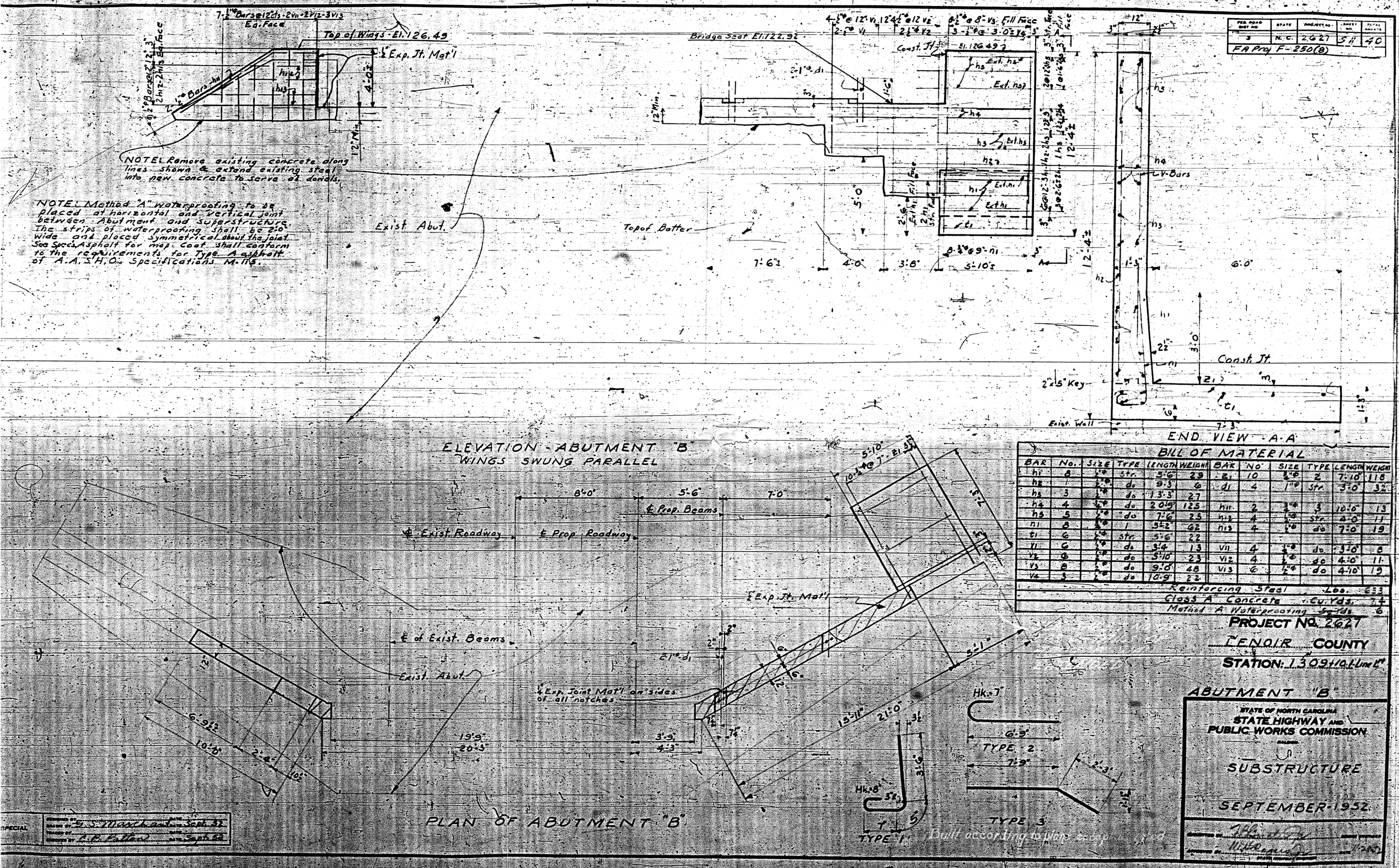
SUBSTRUCTURE

SEPTEMBER, 1952

SUBMITTED BY [illegible] BRIDGE ENGINEER
APPROVED BY [illegible] DATE 1-28-52
STATE HIGHWAY ENGINEER

Built according to plans except [illegible]

SPECIAL
DESIGNED BY C. B. Patton DATE Sept. 52
DRAWN BY C. B. Patton DATE Sept. 52
TRACED BY DATE
CHECKED BY G. S. Marchant DATE Oct. 1952



FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N.C.	2627	5 11	40

FA Proj F-250(8)

BILL OF MATERIAL

BAR	No.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
h1	8	½"φ	str.	5'-6"	29	z1	10	¾"φ	2	7'-10"	118
h2	1	½"φ	do	9'-3"	6	d1	4	1"φ	str.	3'-0"	32
h3	3	½"φ	do	13'-3"	27						
h4	4	¾"φ	do	20'-9"	125	h11	2	¾"φ	3	10'-0"	13
h5	5	½"φ	do	7'-6"	25	h12	4	½"φ	str.	4'-0"	11
n1	8	¾"φ	1	5'-2"	62	h13	4	½"φ	do	7'-0"	19
t1	6	½"φ	str.	5'-6"	22						
v1	6	½"φ	do	3'-4"	13	v11	4	½"φ	do	3'-0"	8
v2	6	½"φ	do	5'-10"	23	v12	4	½"φ	do	4'-0"	11
v3	8	½"φ	do	9'-0"	48	v13	6	½"φ	do	4'-10"	19
v4	3	½"φ	do	10'-9"	22						

Reinforcing Steel Lbs. 633
Class "A" Concrete Cu. Yds. 74
Method "A" Waterproofing Sq. Yds. 6

PROJECT NO. 2627
LENOIR COUNTY
STATION: 1309+10.1 Line L

ABUTMENT "B"

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
RALEIGH

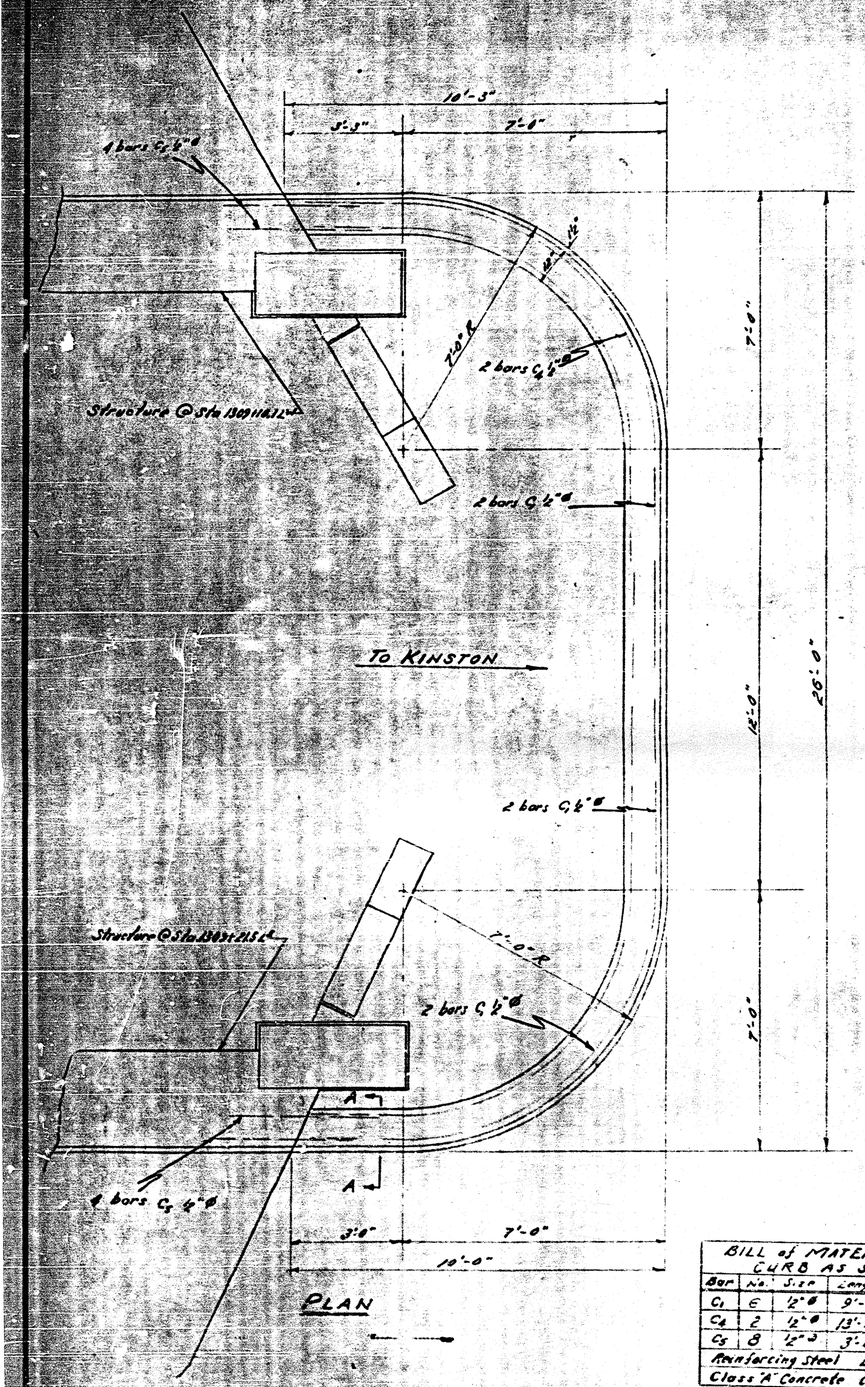
SUBSTRUCTURE

SEPTEMBER 1952

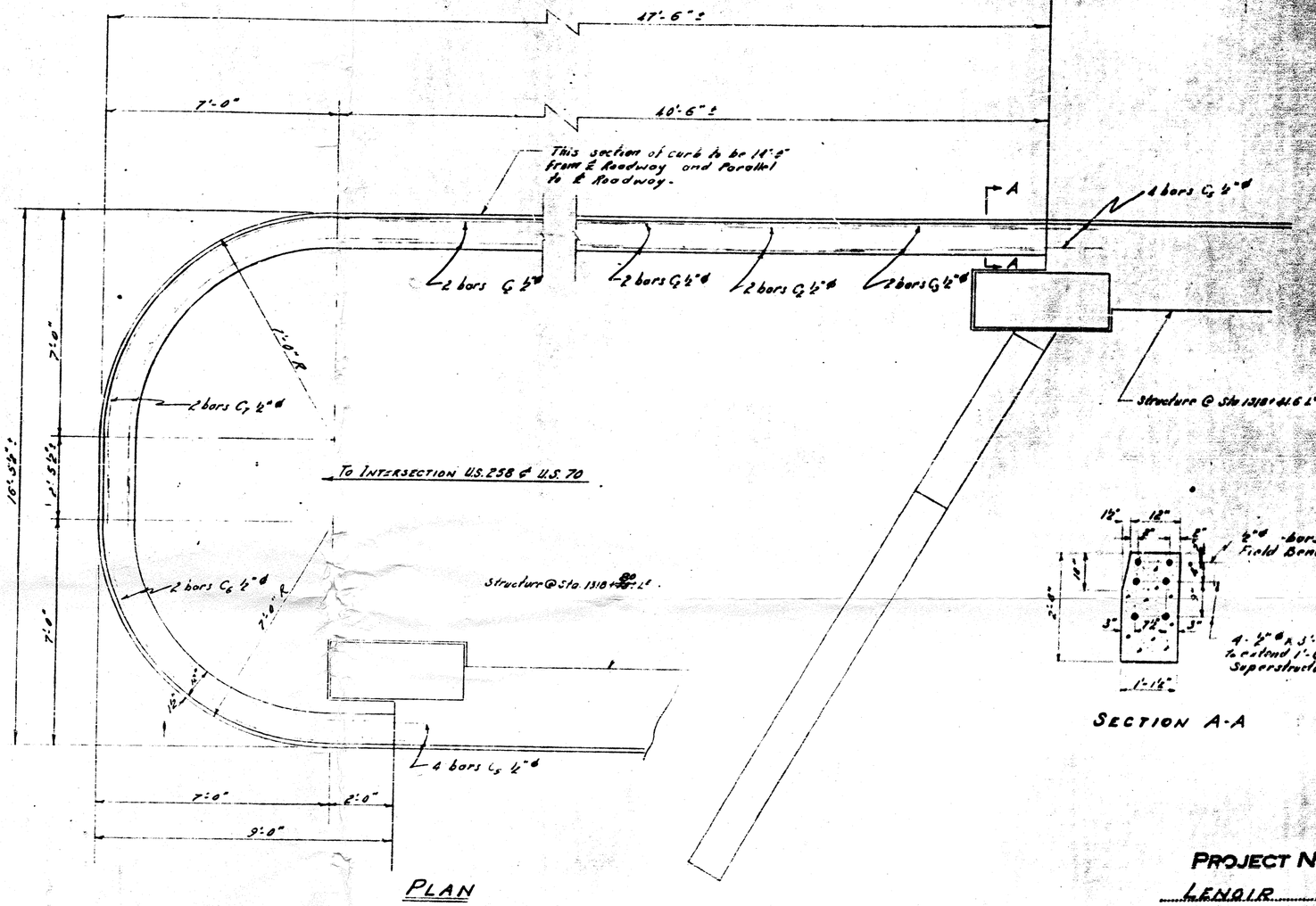
SPECIAL
DESIGNED BY G. S. Marchant DATE Sept. 52
DRAWN BY G. S. Marchant DATE Sept. 52
TRACED BY
CHECKED BY C. R. Patton DATE Sept. 52

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	N.C.	2627		

F.A. Proj. F-250(8)



PLAN



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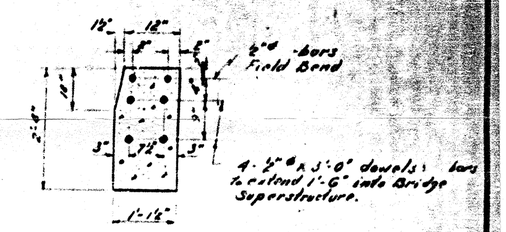

SECTION A-A

Class "A" Concrete:
@ Sta 1318+41.6 L^W cu yds. 1.4
@ Sta 1318+80 L^E cu yds. 5.0
TOTAL ~

BILL of MATERIAL for CURB AS SHOWN				
Bar	No.	Size	Length	Weight
C_1	6	½"ø	9'-9"	42
C_4	2	½"ø	13'-3"	18
C_5	8	½"ø	3'-0"	16
Reinforcing Steel			Lbs.	76
Class "A" Concrete			Cu. Yds.	3.8

TOTAL BILL of MATERIAL			Class "A" Conc. Cu. Yds.	Reinf. Steel Lbs.
Bridge at Sta.	1309+10.1	Line L^W	1.9	38
Bridge at Sta.	1309+21.5	Line L^E	1.9	38
Bridge at Sta.	1318+41.6	Line L^W	1.4	25
Bridge at Sta.	1318+80	Line L^E	5.0	87

BILL of MATERIAL for CURB AS SHOWN				
Bar	No.	Size	Length	Weight
C_2	6	½"ø	10'-6"	42
C_3	2	½"ø	12'-3"	16
C_5	8	½"ø	3'-0"	16
C_6	2	½"ø	13'-9"	18
C_7	2	½"ø	15'-6"	20
Reinforcing Steel			Lbs.	11.2
Class "A" Concrete			Cu. Yds.	6.4

Note: Reinforcing steel obtained from steel in original approach curbs. Bar mark same as original mark.

Built according to plans except as noted

Revised approach curbs 3-22-54 DWH rby J.H.C

PROJECT NO. 2627
LENOIR COUNTY
STATION: 1309+10.1 L^W
Sta. 1309+21.5 L^E
Sta. 1318+41.6 L^W
Sta. 1318+80 L^E

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
RALEIGH

SPECIAL APPROACH CURBS

SPECIAL
DESIGNED BY Don Hancock DATE 3-16-53
DRAWN BY
TRACED BY
CHECKED BY Jack Johnson DATE Nov 11-1953

SHEET S-12A OF 40

SUBMITTED BY T.B. Gunter
APPROVED BY W.H. Rogers DATE 3-23-54
STATE HIGHWAY ENGINEER