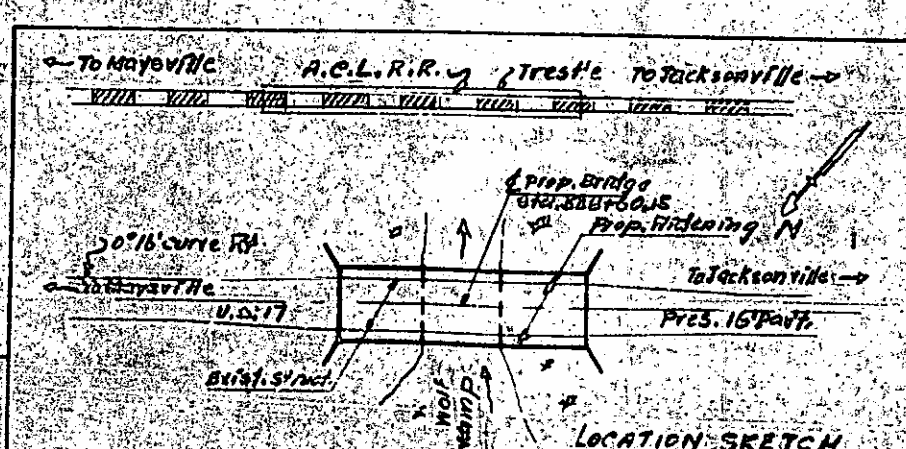
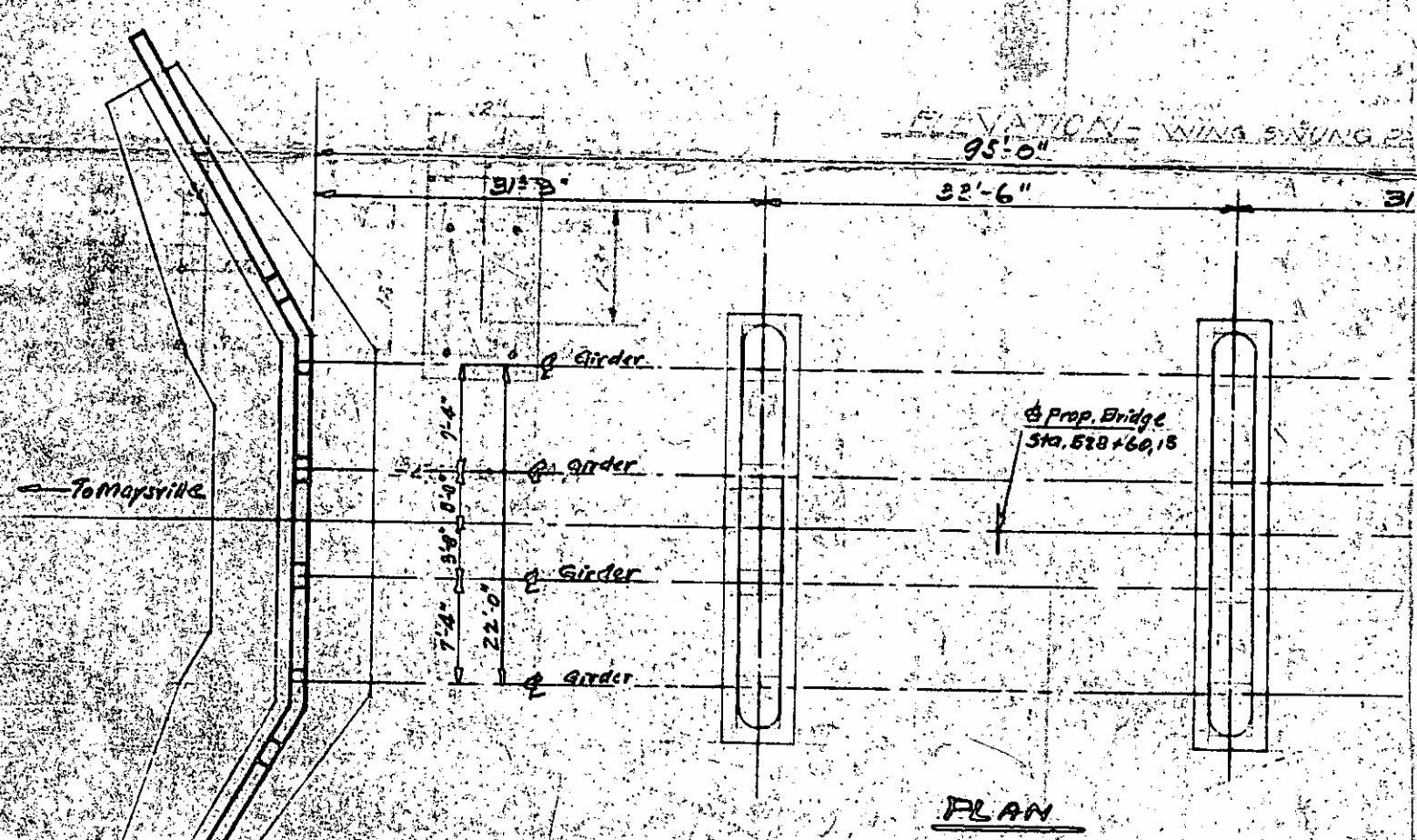
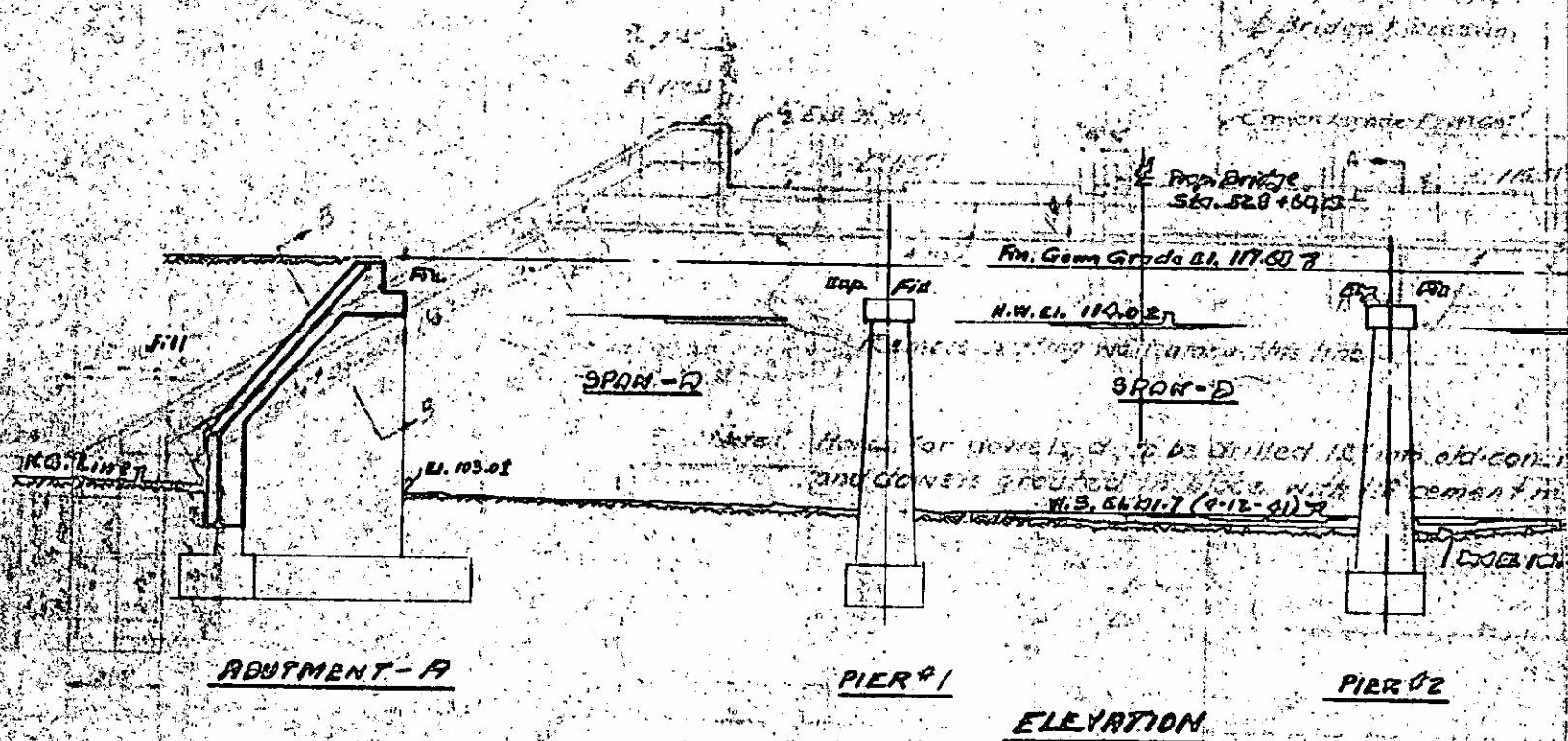


No. T-1 P SECT

(REEL # 796 POS 13 SUBSTRUCTURE ONLY) SMC 10-26-92



widened

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE

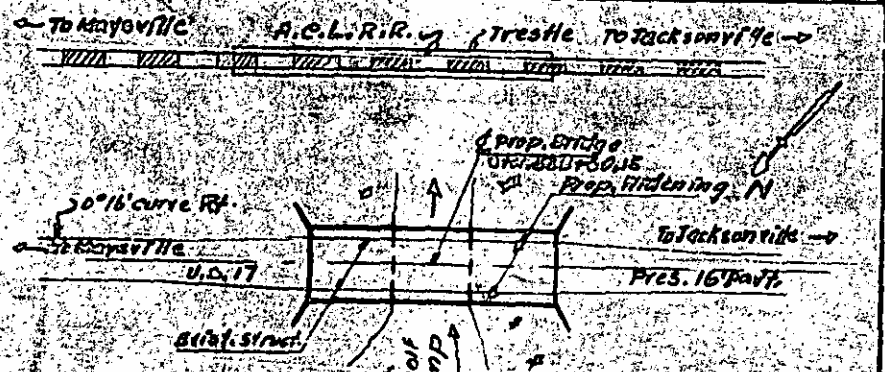
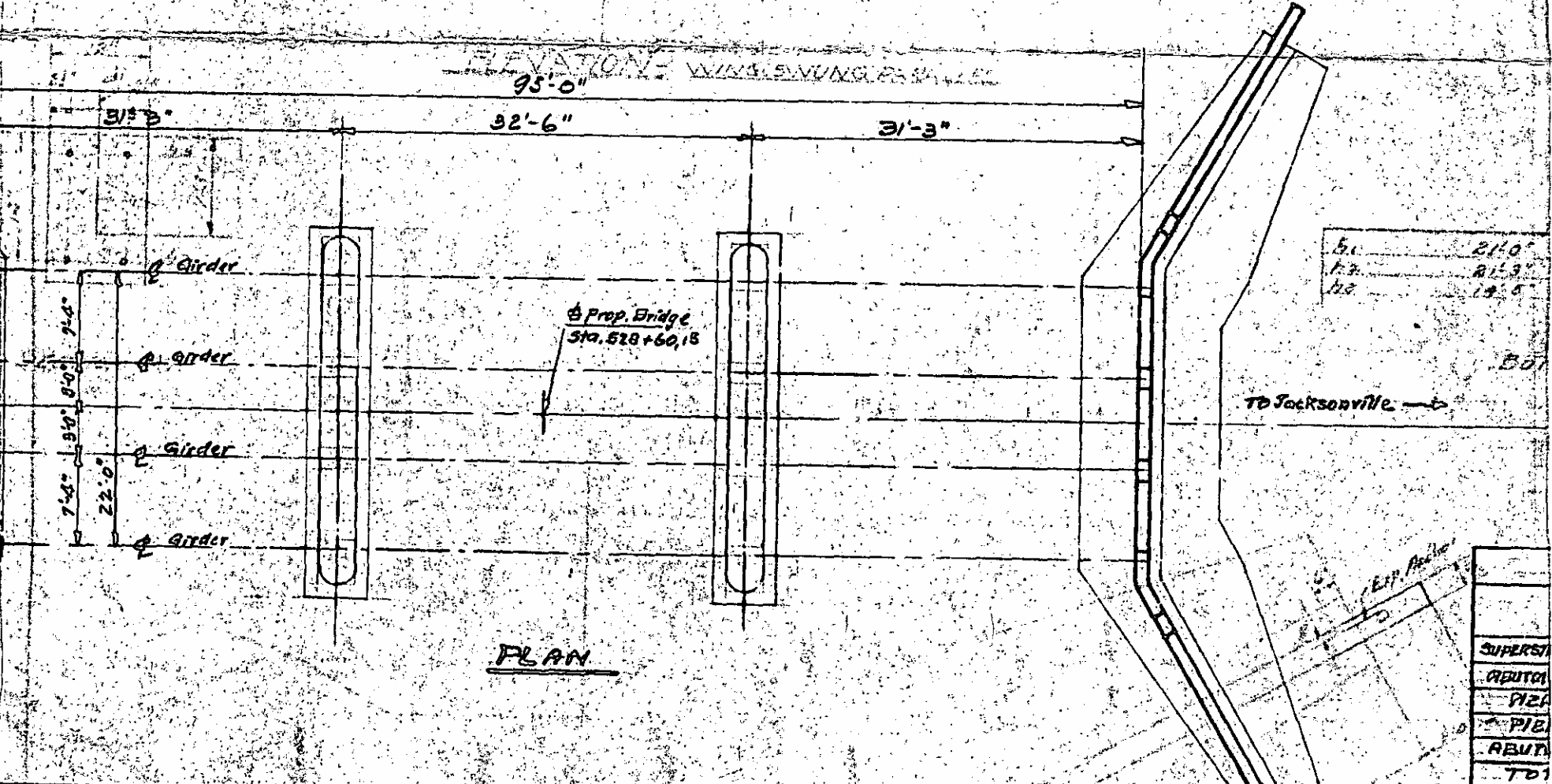
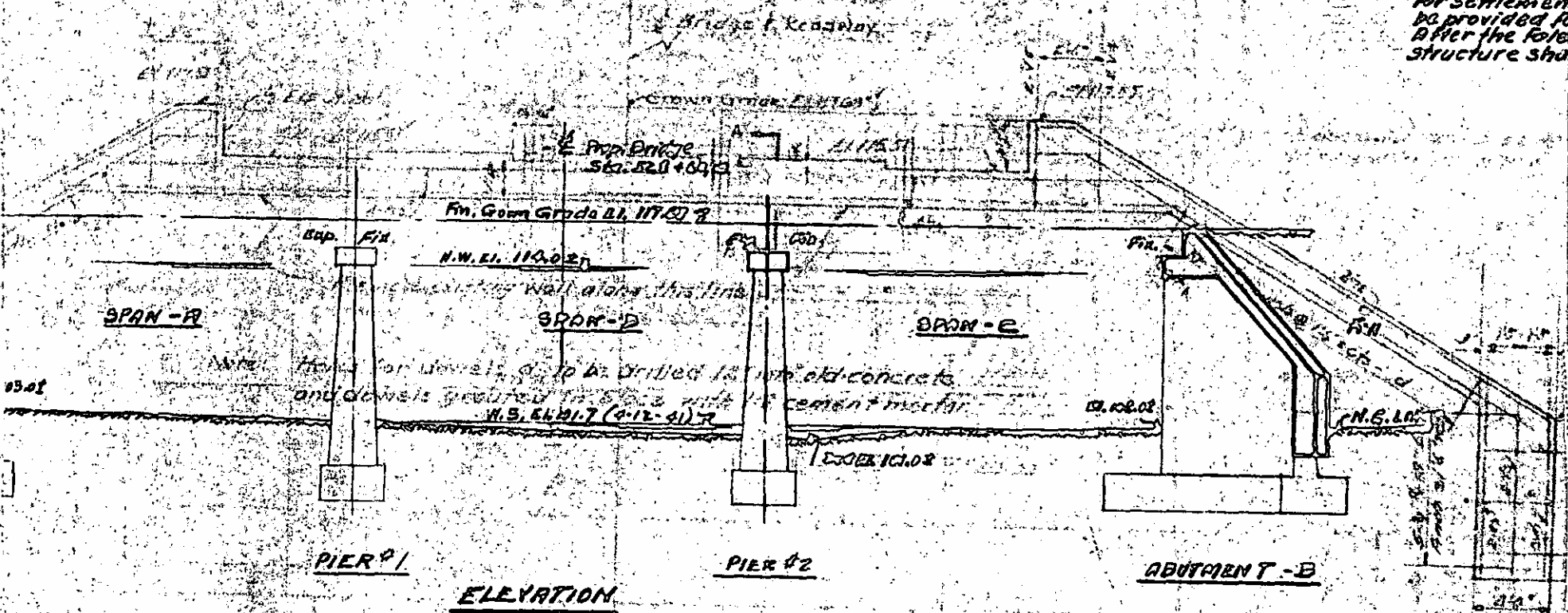
DATE 1941

DATE

DATE

B.M. X. Cutler

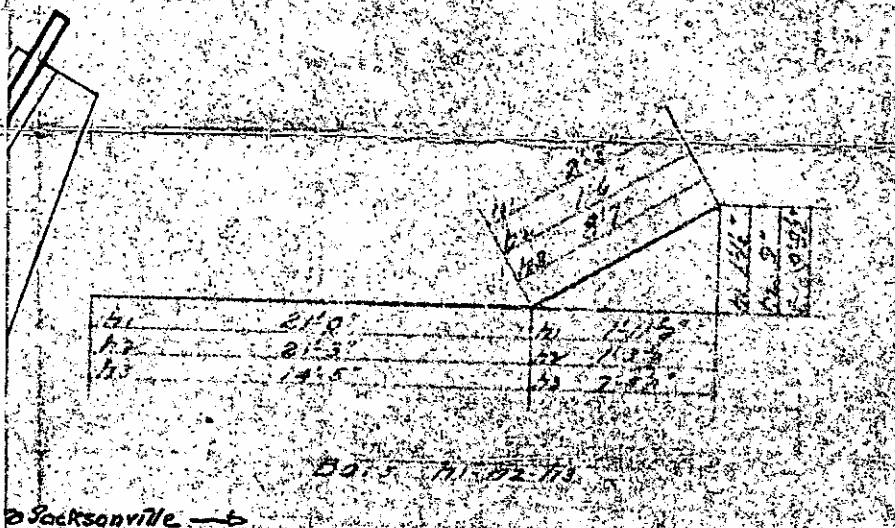
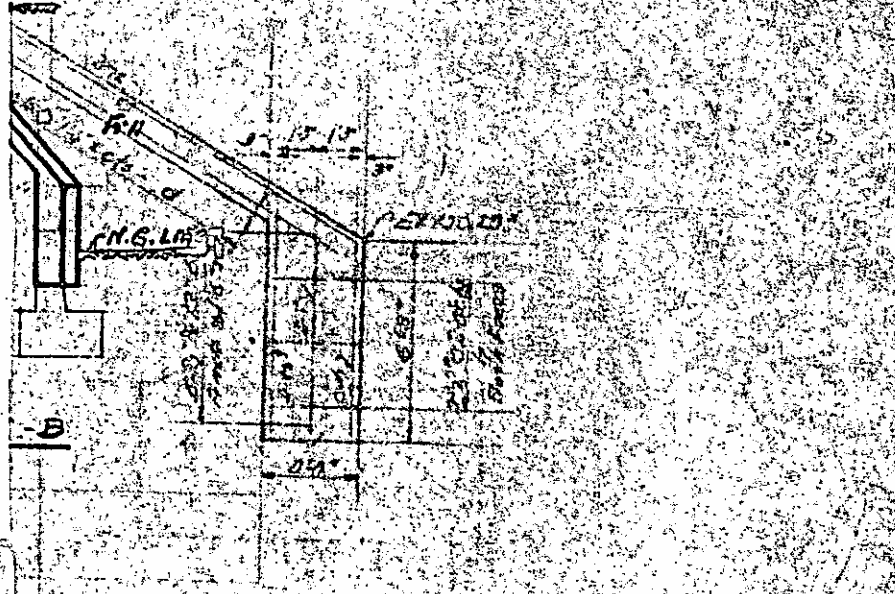
NOTE: This bridge is to be elevated for settlement to be provided for after the false structure has



SUPERST
ABUTM
PIER
PIER
ABUTM
TD1

CONTRACT NO. 13

NOTE: This bridge is to be built on a 0.0% grade.
 The elevations shown do not include any allowance
 for settlement of individual spans which should
 be provided for in addition to the elevations given.
 After the falsework has been removed the finished
 structure shall have the elevations given.



Jacksonville →

NOTE: SEE SPECIFICATIONS

TOTAL BILL OF MATERIAL

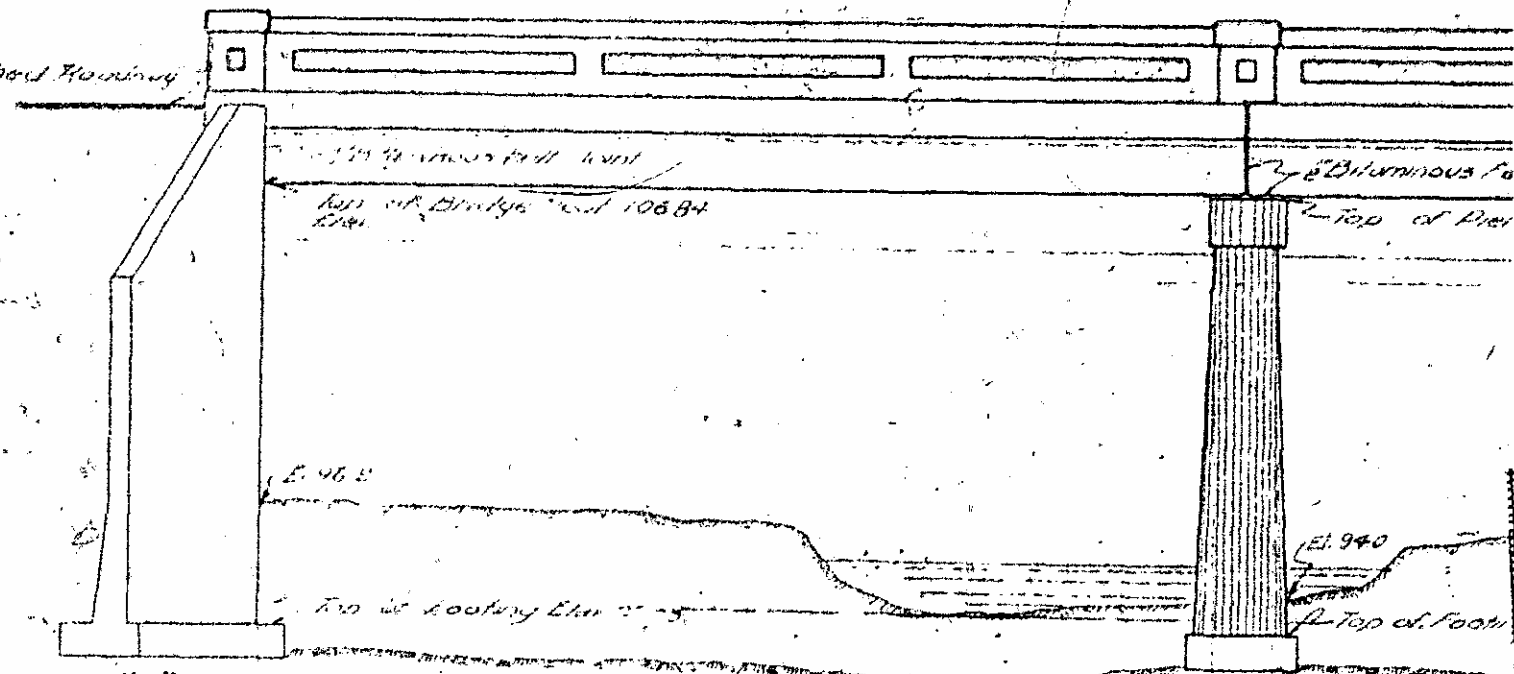
	CLASS'Y CONC. CU. YDS.	REINFORC. STEEL LBS.			
SUPERSTRUCTURE	118.5	22513			
ABUTMENT-A	5.8	100			
PIER 01		69			
PIER 02		69			
ABUTMENT-B	5.8	100			
TOTALS	130.1	25882			

PROJECT
 AND
 ST. NO.
 STATE OF
 SOUTH
 PUBLIC WORKS
 WOLF

Revised for Bridge Span Elevations by COE V. L. J. L. M. P. 10-10

reference for settlement of individual
 piers which should be provided for
 in details. To the elevations given
 after the scaffolding has been
 removed the finished structure
 should have the center as shown.
 The elevations are given for the
 top of concrete reinforcement and
 floor slab to follow the same line
 of center.

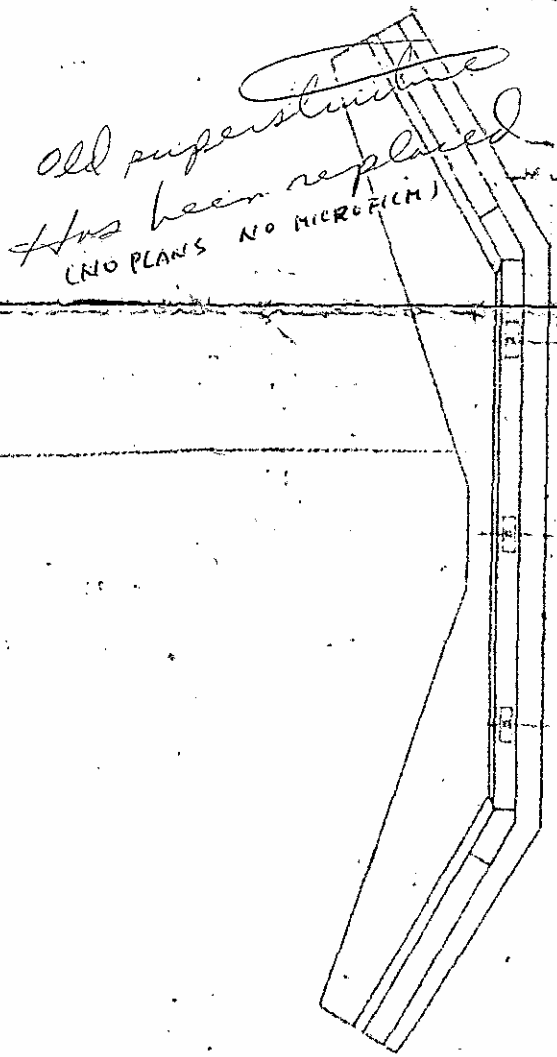
Center of Finished Roadway
 Sta 110.87



ABUTMENT "A"

SPAN "A"

PIER #1



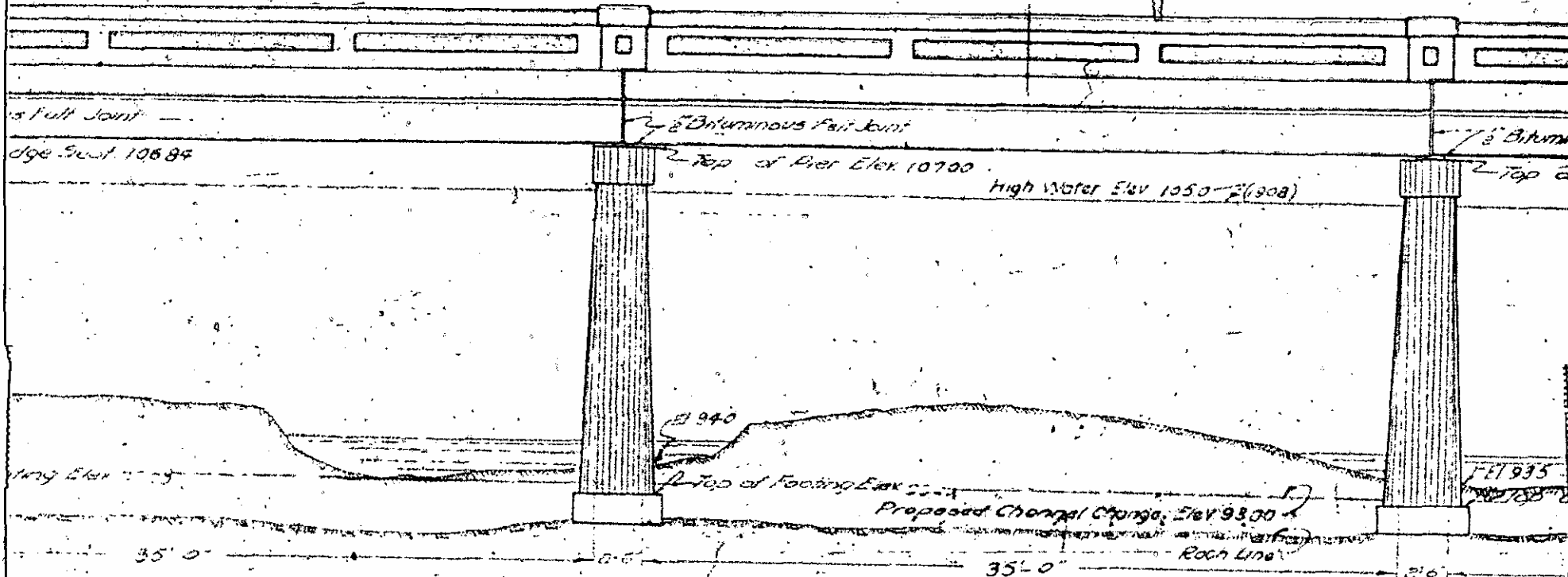
old superstructure
 has been replaced
 NO PLANS NO REINFORCEMENT

Foundations to be poured down at least 6' into solid rock with
 a minimum thickness of footings as shown on plans
 Channel to be cleared and cleaned by the Road Contractor as
 directed by the Engineer
 3rd Top in roof of 8' Water Tank 30' right Station 1450 Elev 10

GENERAL NOTE:
 Reinforcing concrete to be used throughout except in handrails
 and 12" class AA to be used in handrails. Reinforcing
 steel shall be determined by 3 square inches
 per square foot to be considered delivered bars. All
 details of bars, No. 20, No. 22, No. 24, No. 28, No. 30, No. 36
 and No. 42 shall be permitted.
 All reinforcing steel in superstructure to be securely held in core
 by means of approved metal slab bar
 saddles, beam saddles, separators, and
 approved wire mesh. All details
 of reinforcement and workmanship as per the specified
 of the State Industry Commission, approved corners to be
 the elevation and foundation data and all elevations of ground
 and water surface given or below to be noted and given
 for the convenience of readers, but the State Highway
 Commission assume no responsibility for not quantities or for
 any other information given. See paragraph 10 of the Specifications
 of the State Industry Commission, approved corners to be

NO. 1	NO. 2	NO. 3	NO. 4
NO. 5	NO. 6	NO. 7	NO. 8
NO. 9	NO. 10	NO. 11	NO. 12
NO. 13	NO. 14	NO. 15	NO. 16
NO. 17	NO. 18	NO. 19	NO. 20
NO. 21	NO. 22	NO. 23	NO. 24
NO. 25	NO. 26	NO. 27	NO. 28
NO. 29	NO. 30	NO. 31	NO. 32
NO. 33	NO. 34	NO. 35	NO. 36
NO. 37	NO. 38	NO. 39	NO. 40
NO. 41	NO. 42	NO. 43	NO. 44
NO. 45	NO. 46	NO. 47	NO. 48
NO. 49	NO. 50	NO. 51	NO. 52
NO. 53	NO. 54	NO. 55	NO. 56
NO. 57	NO. 58	NO. 59	NO. 60
NO. 61	NO. 62	NO. 63	NO. 64
NO. 65	NO. 66	NO. 67	NO. 68
NO. 69	NO. 70	NO. 71	NO. 72
NO. 73	NO. 74	NO. 75	NO. 76
NO. 77	NO. 78	NO. 79	NO. 80
NO. 81	NO. 82	NO. 83	NO. 84
NO. 85	NO. 86	NO. 87	NO. 88
NO. 89	NO. 90	NO. 91	NO. 92
NO. 93	NO. 94	NO. 95	NO. 96
NO. 97	NO. 98	NO. 99	NO. 100

CANAL DIAGRAM

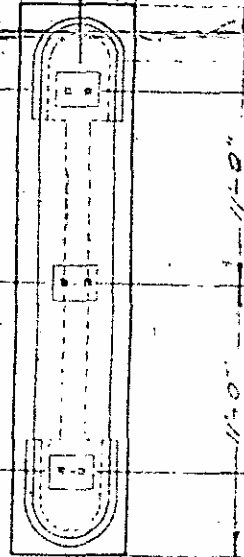
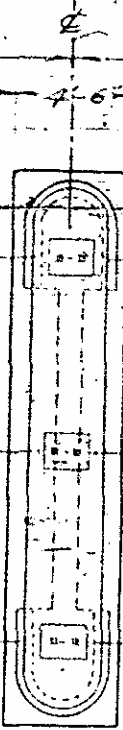


SPAN A

PIER #1

SPAN B
ELEVATION

PIER #2



PLAN

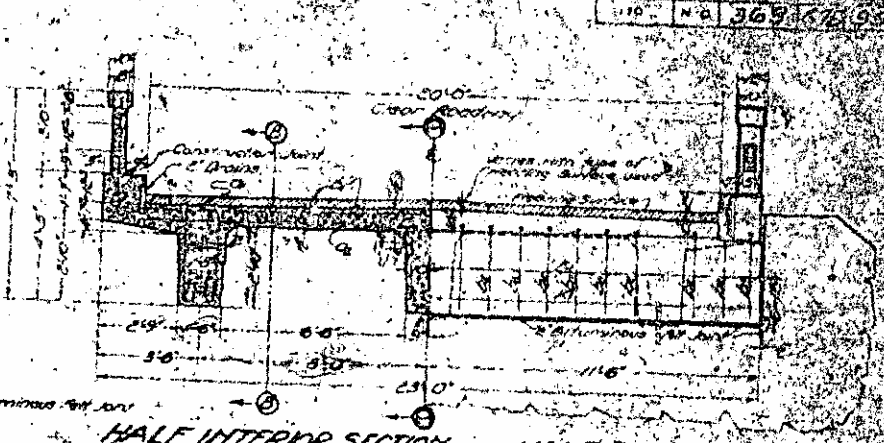
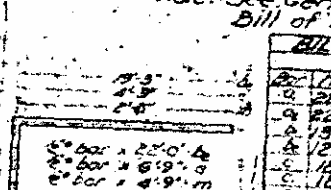
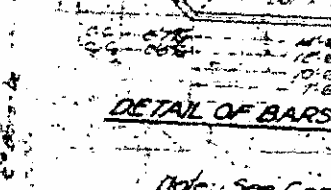
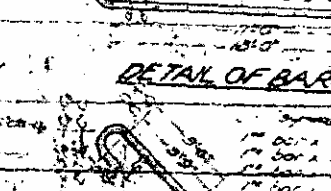
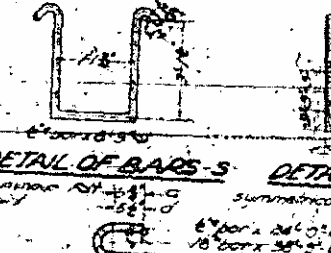
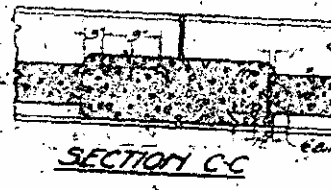
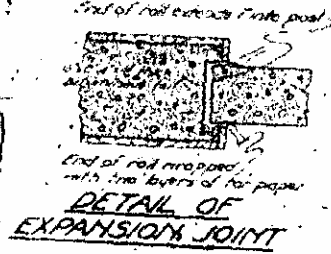
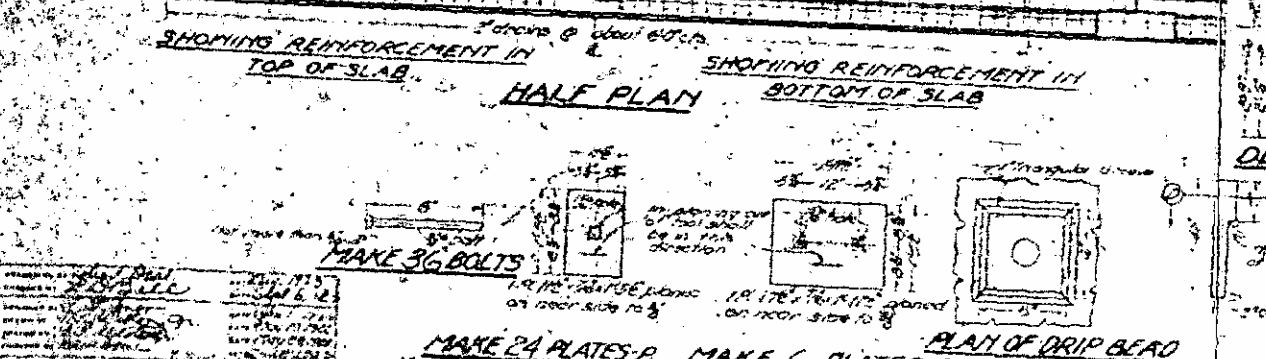
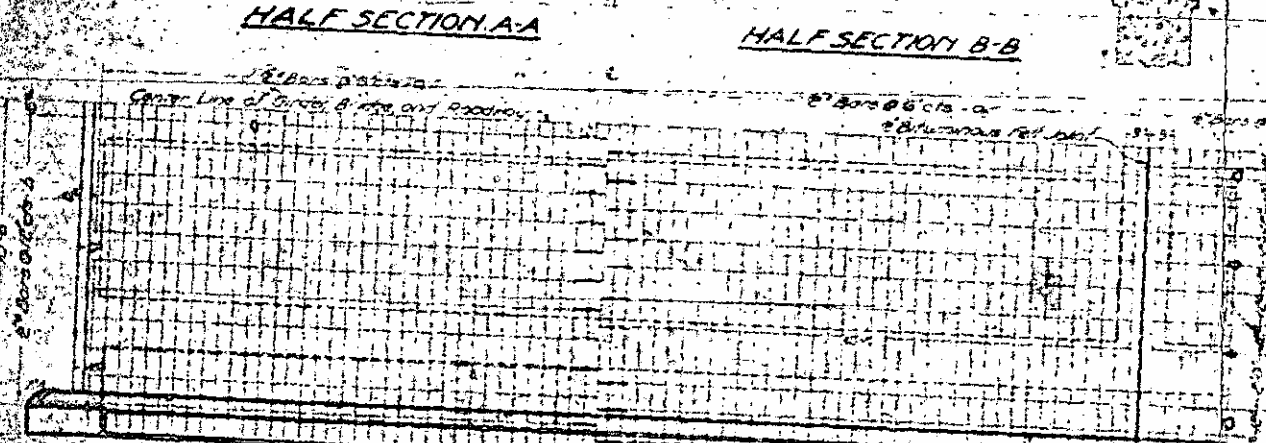
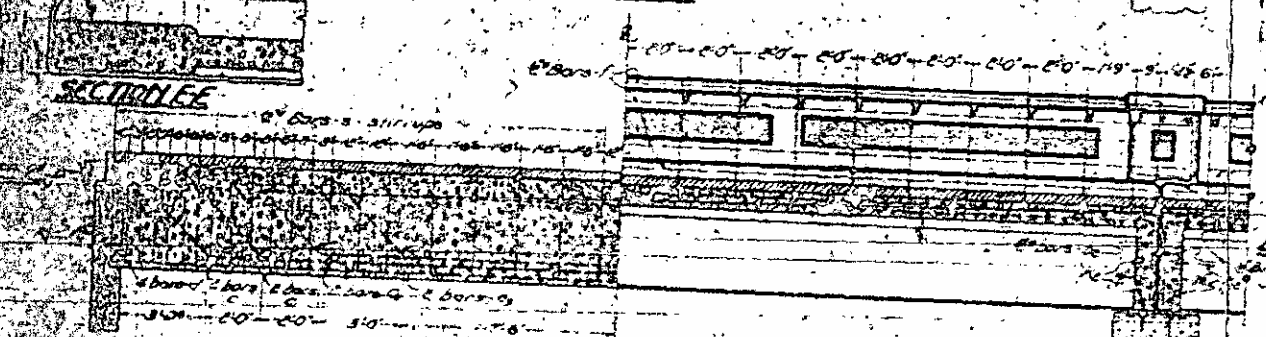
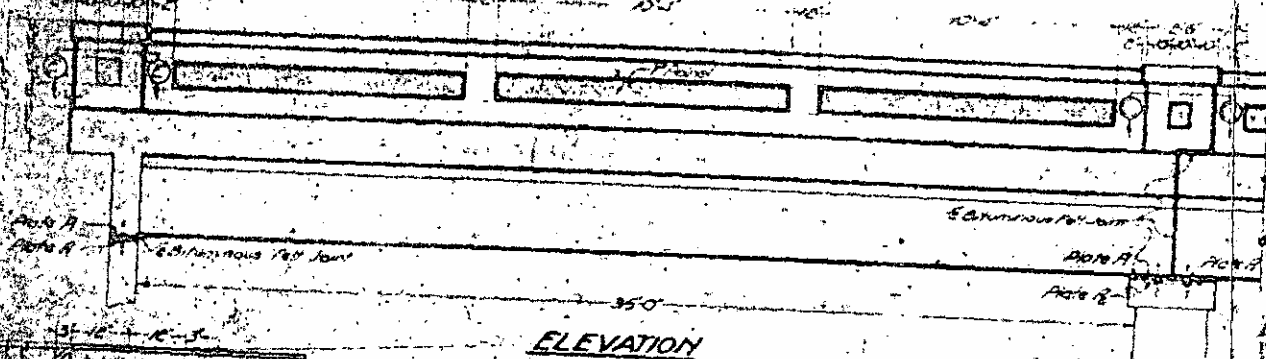
Foundations to be carried down at least 6" into solid rock with a minimum thickness of footings as shown on plans
 Channel to be cleared and created by the Road Contractor as directed by the Engineer
 3rd Top in road of 13" water oak 30' right station 1+50 Elev 1000

GENERAL NOTE:

Class II concrete to be used throughout except in handrails above top of curbs
 Proportions 12:4 Class AA to be used in handrails Proportions 1:1:3
 In reinforcing steel shall be deformed bars. Square twisted bars are not to be considered deformed bars.
 All dimensions relative to reinforcement are to the centers of bars. No slices of bars other than those shown on plans will be permitted.
 Reinforcing steel in superstructure to be securely held in correct position by means of approved metal slab bar supports, chairs, beam saddles, separators, and spacers.
 See plans showing typical details.
 Materials and workmanship as per the specifications of the N.C. State Highway Commission. All exposed corners to be chamfered.
 The elevation and foundation data and all elevations of ground are and water surfaces given are believed to be correct and are furnished for the convenience of bidders, but the State Highway Commission assumes no responsibility for nor guarantees the correctness of the information given. See paragraphs 1 and 2 of Instructions to Bidders, page 10, of the 1923 Specifications.

BILL			
Bars	4	0.5	2
Span A	74	72	44.0
Span B	74	72	44.0
Span C	74	72	44.0
Totals	226	216	134.0

TOTAL	
Abut A	18.0
Abut B	18.0
Pier #1	2.0
Pier #2	2.0
Span A	48.0
Span B	48.0
Span C	48.0
Totals	144.0



DESIGN DATA

Specifications
Assumed Live Load
Impact Allowance
Wearing Surface
Steel in Tension
Concrete in Compression
The design is based on the net area of bars in place.
1" = 1000' on plan, 1" = 1200' on elevation.

GENERAL NOTE

Class A concrete to be used in all concrete work. No. 5 steel reinforcement bars shall be used in all reinforcement. All reinforcement shall be placed in the center of the slab. All dimensions relative to reinforcement shall be to centers of bars. A reinforcing steel to be secured in its correct position by means of bar ties. See also showing of bar chairs. The provisions of the specifications shall be observed. The same time as the time of construction shall be observed. All corners to be chamfered. Unless otherwise stated, all steel shall be standard specifications of the A.C.I. Code. The Engineer shall provide the type of surfacing to be used. All materials and workmanship shall conform to the specifications of the A.C.I. Code.

BILL OF MATERIAL

ITEM	QUANTITY	UNIT	PRICE	TOTAL
1. Concrete	1000	cu yd	1.00	1000.00
2. Steel Reinforcement	1000	lb	0.10	100.00
3. Formwork	1000	sq ft	0.05	50.00
4. Drains	1000	ft	0.02	20.00
5. Bolts	1000	pcs	0.01	10.00
6. Plates	1000	pcs	0.01	10.00
7. Miscellaneous	1000	ft	0.01	10.00
TOTAL				1200.00

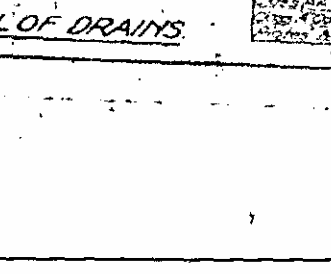
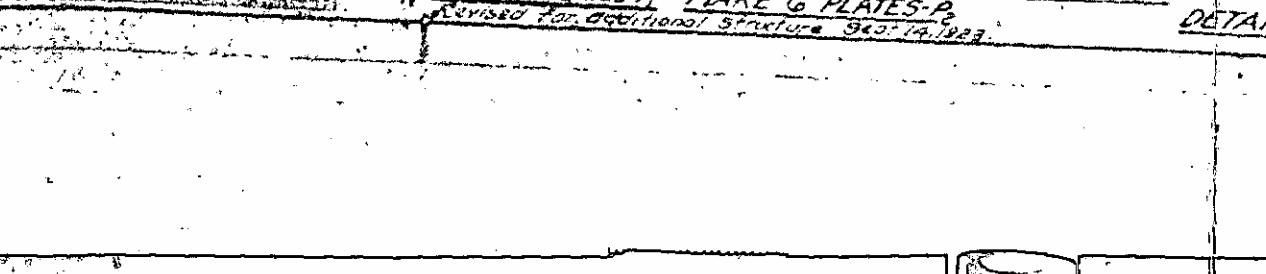
PROJECT NO. 365
ONSLY COUNTY
3 SPANS AT STA 7+60

STANDARD REINFORCED CONCRETE DECK GIRDER

95'0" SPAN 11'0" ROADWAY

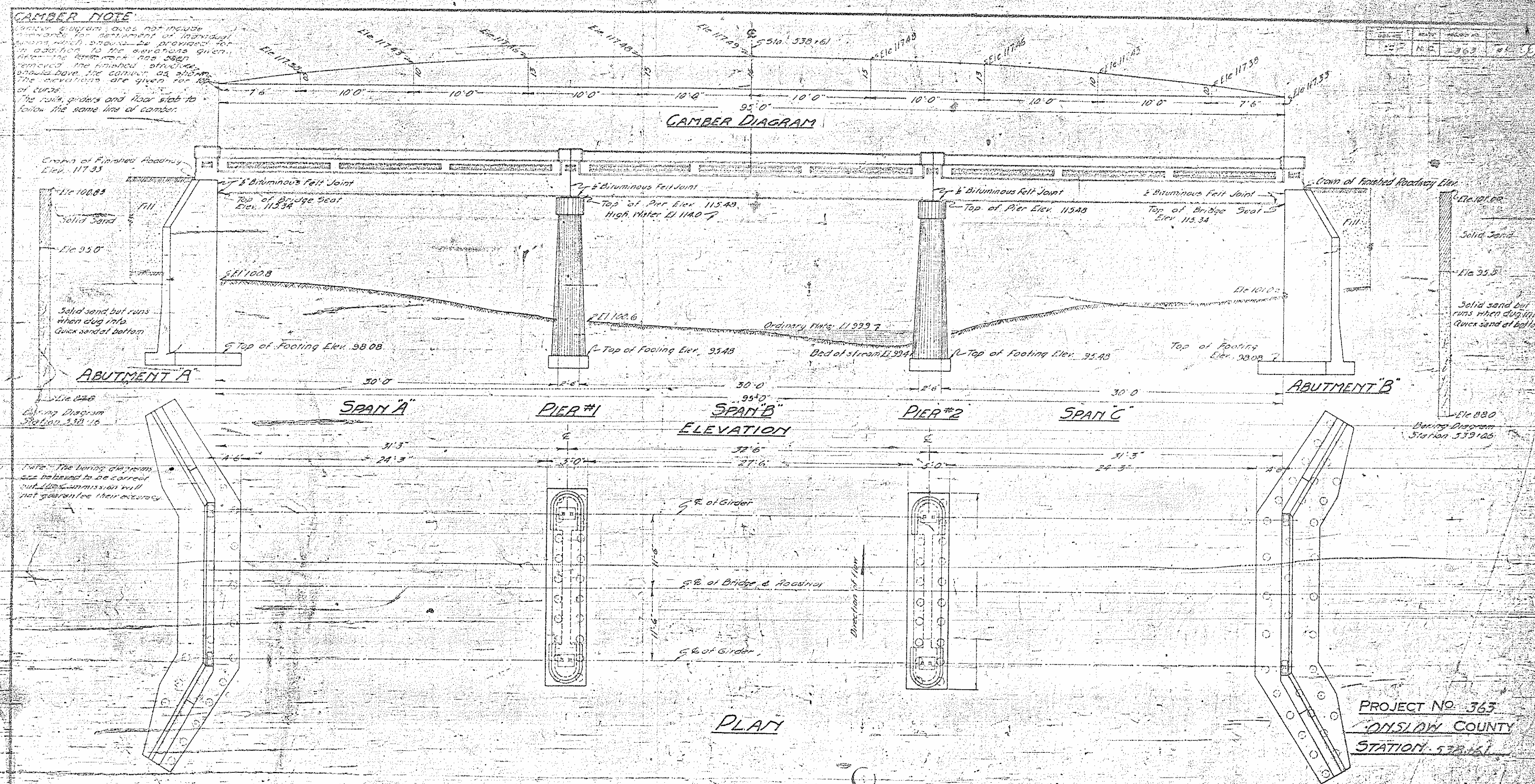
MAY 1922

SCALE 1/4" = 1'-0"



REVISIONS

NO.	DESCRIPTION	DATE
1	Revised for additional structure 940' 14' 1922	



GENERAL NOTE
 Class A concrete to be used throughout. Proportions 1:2:4.
 All reinforcing steel shall be deformed bars square twisted
 bars are not to be considered deformed bars.
 All dimensions relative to reinforcement are to the
 centers of bars. No splices of bars other than those
 shown on plans will be permitted.
 All reinforcing steel in substructure to be securely held in place
 position by means of approved metal stirrups or
 spacers, by chairs, steel cones, separators, and
 bar ties set plans showing typical details.
 All materials and workmanship as per specifications
 of the N.C. State Highway Commission (expressed herein).
 The elevation and foundation data and all elevations of ground
 line and water surfaces shown are believed to be correct and are
 furnished for the convenience of builders, but the State Highway
 Commission assumes no responsibility for any guarantee of
 correct any of the information given. See paragraphs 1 and 2
 of instructions to bidders, page 10, of the 1923 Specifications.
 Note: Bench Mark = 29 feet in bottom of 3' x 3' x 3' concrete pier at station 5391.65.

TOTAL BILL OF MATERIAL

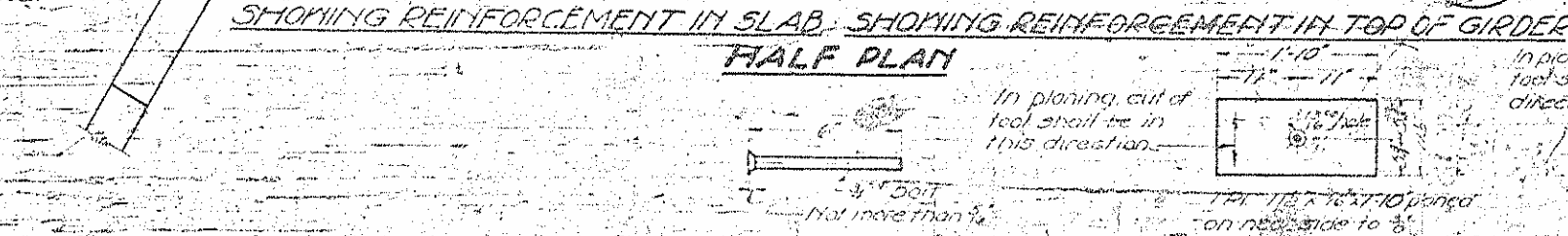
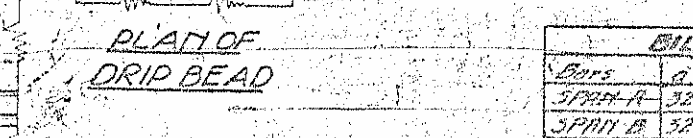
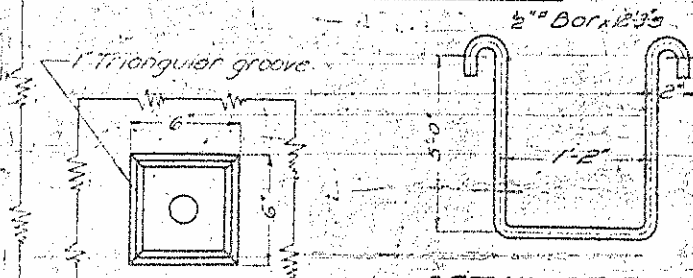
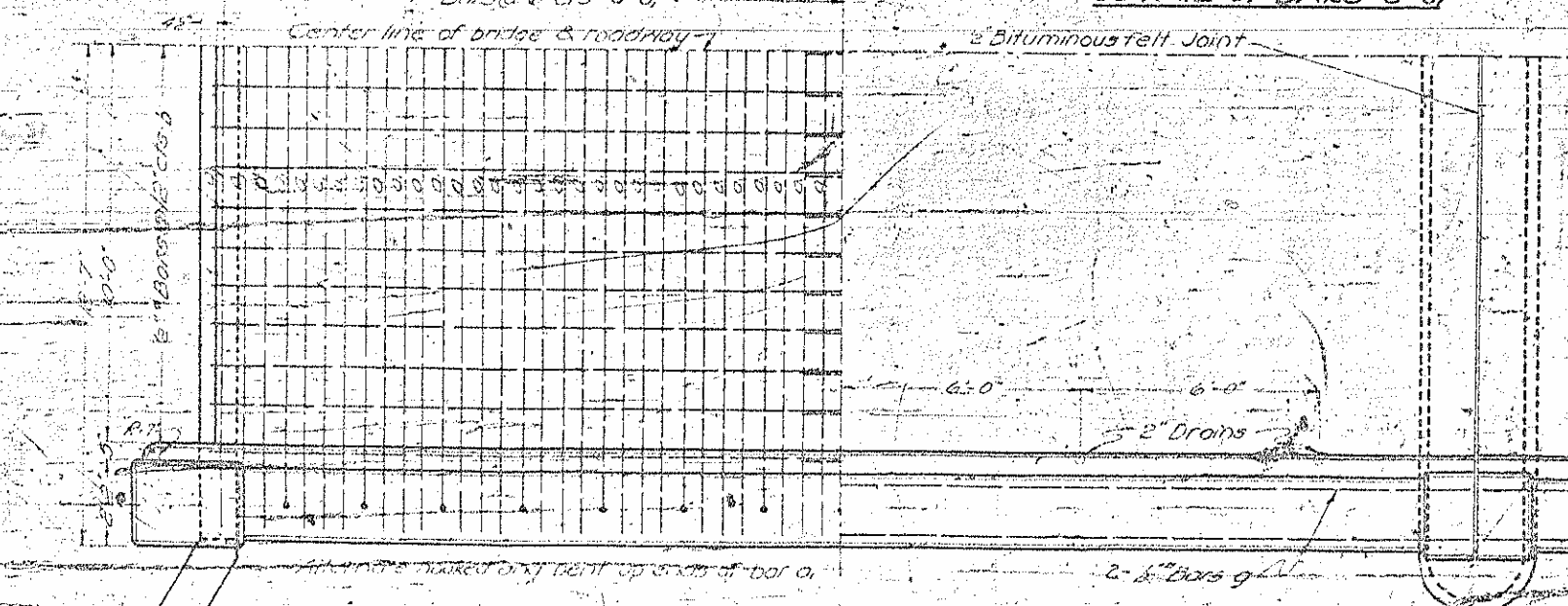
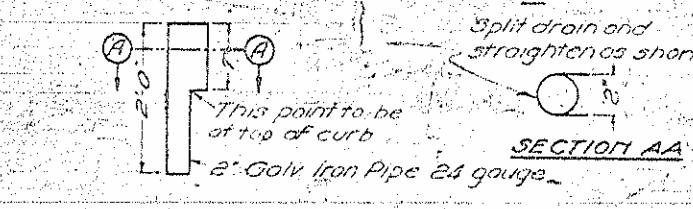
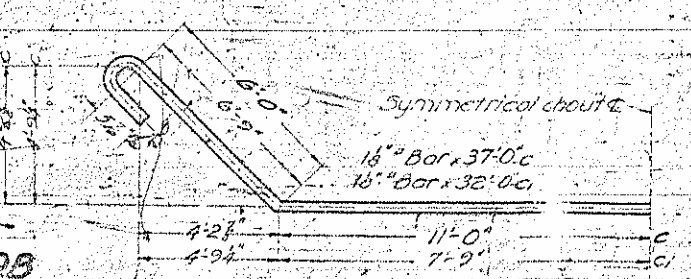
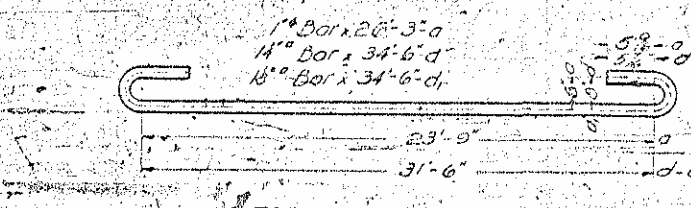
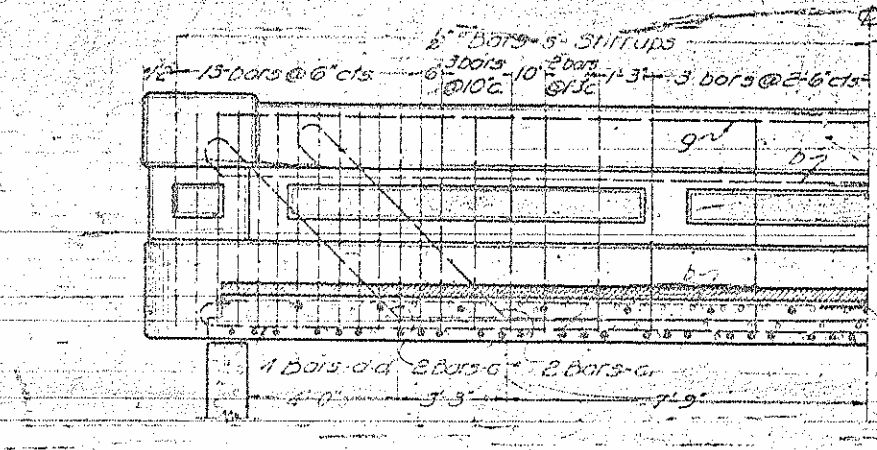
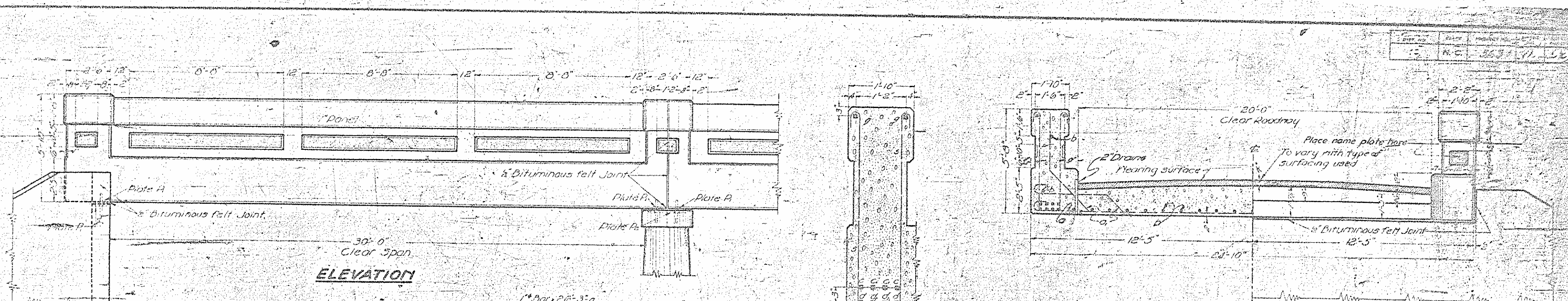
Item	Concrete Cubic Yds.	Reinforcing Steel Lbs.	Plank & Board Lbs.	Form Sq. Ft.
Abut A	113.2	10655	35	36
Abut B	113.2	10655	35	36
Pier #1	432	15750	113	20
Pier #2	432	15750	113	20
Span A	639	8766	110	
Span B	637	8725	110	
Span C	639	8726	110	
Totals	3043	666	112	

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
 STANDARD
GENERAL DRAWING
 3' TO 1 AC. THRU GIRDERS
 SEPT. 1922

Widening Reel 896
 Pos - 13
 (SUBSTRUCTURE ONLY)

Reel - 10
 Pos - 26
 ON SLOW

DATE: 8-17-23
 NO. 530+51



DESIGN DATA

Specifications: Standard Specifications for Highway Bridges, 1922
 Assumed Live Load: HS-20
 Impact Allowance: 30% of Live Load
 Flexing Surface: Durable
 Clear Span: 30'-0"
 Roadway Width: 20'-0"
 Curb Width: 12'-5"

GENERAL NOTE

Concrete to be used throughout. Proportions 1:2:4
 All reinforcing steel shall be deformed bars. Square twisted bars are not to be used unless otherwise specified.
 All dimensions relative to reinforcement are to centers of bars.
 No splices of bars other than those shown in plans will be permitted.
 All reinforcing steel to be securely held in correct position by means of approved steel slant bar spacers, chairs, beam saddles, separators and caps. See plan showing typical details.
 All splices of bars and curbs must be placed at the same time during the time for initial set to take place between them.
 Camber to be for center of span for single span bridges. For multiple span bridges see camber diagram.
 The name plates to be placed on the bridge, one on the end of each front hand post approaching bridge. Corresponding panel in post to be omitted.
 All corners to be chamfered.
 Unless otherwise stated under "Special Provisions", the flexing surface is to be laid by the Road Contractor. The Engineer shall make certain that the floor slab is at the correct elevation for type of surfacing used.
 All materials and workmanship to be standard specifications of the N.C. State Highway Commission.

Bars	a	b	c	d	e	f	g	h	i	Weight (Lbs)	Area (sq ft)
SPAN A	32	32	32	4	4	4	4	4	4	639	0.786
SPAN B	32	32	32	4	4	4	4	4	4	639	0.786
SPAN C	32	32	32	4	4	4	4	4	4	639	0.786
TOTAL	96	96	96	12	12	12	12	12	12	1917	2.358

Bar No.	Size	Length (ft)	Weight (Lbs)
a	1 1/2"	28.5	6120
b	1 1/2"	29.0	6180
c	1 1/2"	120.0	2700
d	1 1/2"	37.0	819
e	1 1/2"	37.0	819
f	1 1/2"	37.0	819
g	1 1/2"	37.0	819
h	1 1/2"	37.0	819
i	1 1/2"	37.0	819
TOTAL			24000

Bar No.	Size	Length (ft)	Weight (Lbs)
a	1 1/2"	28.5	6120
b	1 1/2"	29.0	6180
c	1 1/2"	120.0	2700
d	1 1/2"	37.0	819
e	1 1/2"	37.0	819
f	1 1/2"	37.0	819
g	1 1/2"	37.0	819
h	1 1/2"	37.0	819
i	1 1/2"	37.0	819
TOTAL			24000

Reinforcing Steel Lbs. 24000
 Concrete Class A cu yds. 82.5
 Plates and Bars Lbs. 170

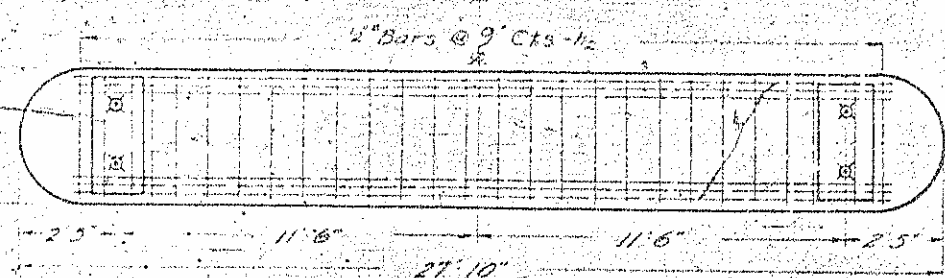
PROJECT NO. 363
 OHIO COUNTY
 THREE SPANS AT
 STATION 530+51

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 REINFORCED CONCRETE
 THROUGH GIRDER
 30'-0" SPAN 20'-0" ROADWAY
 AUGUST 1923

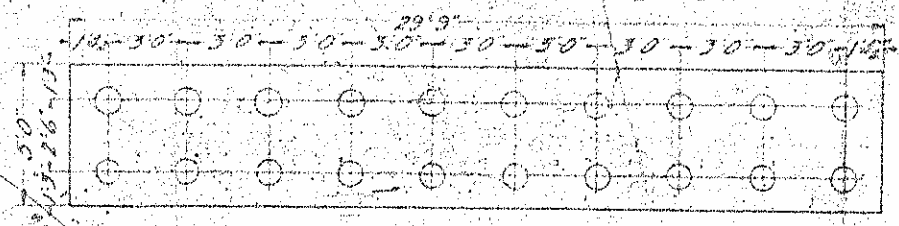
SPECIAL INSTRUCTIONS: See Plans
 ENGINEER: W. H. C. ...
 DRAWN: ...

MAKE 24 BOLTS MAKE 16 PLATES-D MAKE 4 PLATES-P

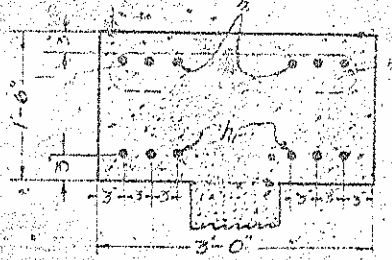
DATE	BY	REVISION
10	N.C.	565



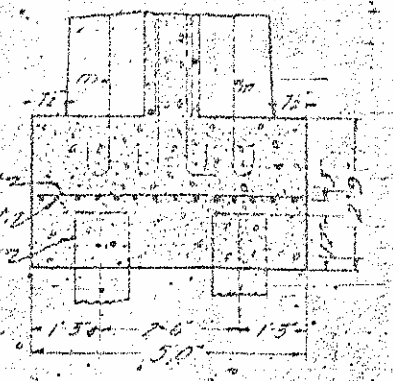
PLAN OF COPING



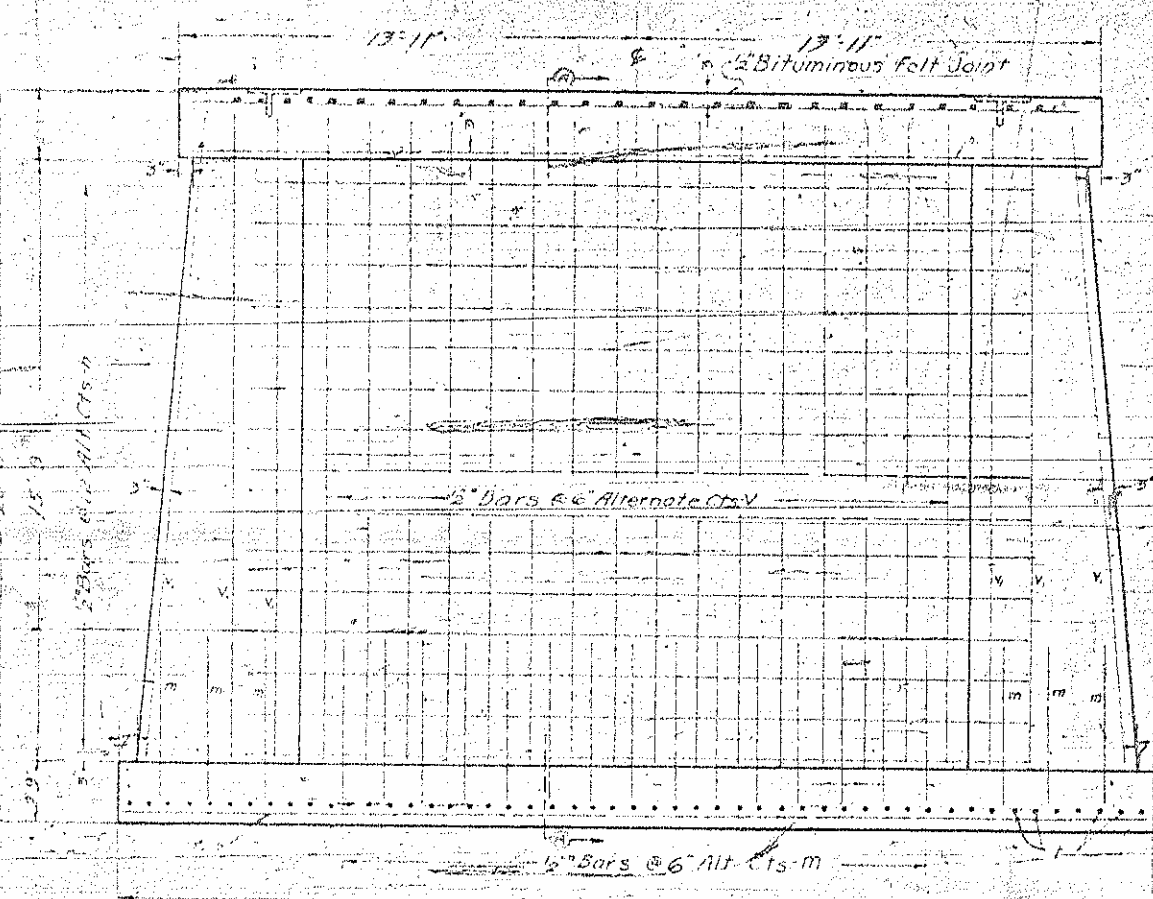
PLAN OF FOOTING SHOWING PILES



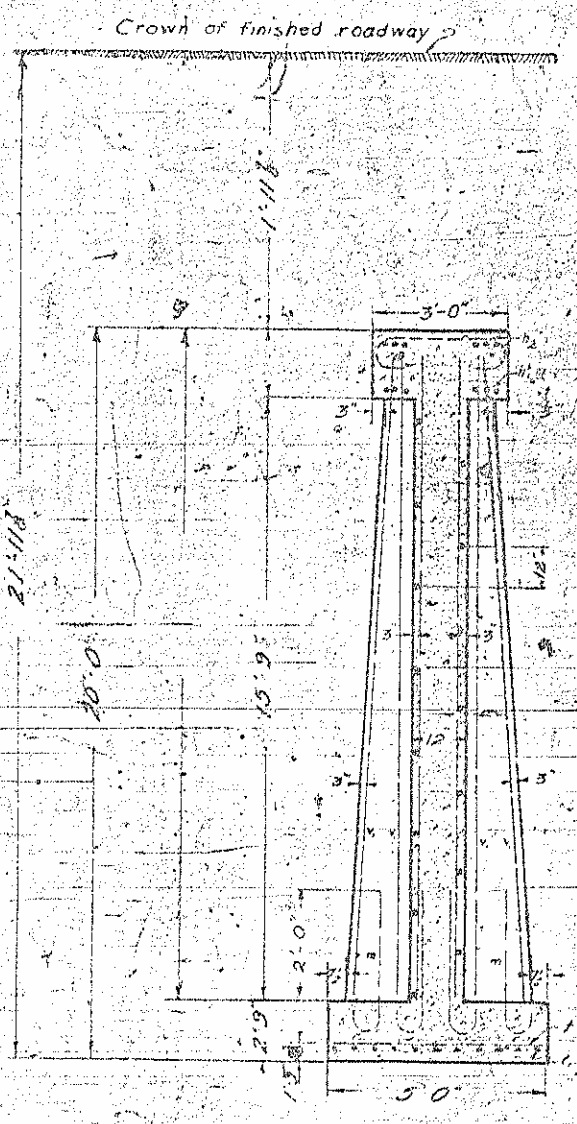
DETAIL OF COPING



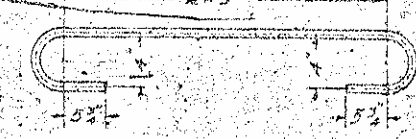
SECTION AA SHOWING PILES



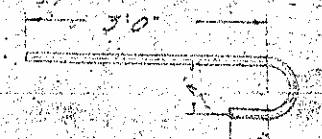
ELEVATION



SECTION A-A



DETAIL OF BARS-h2



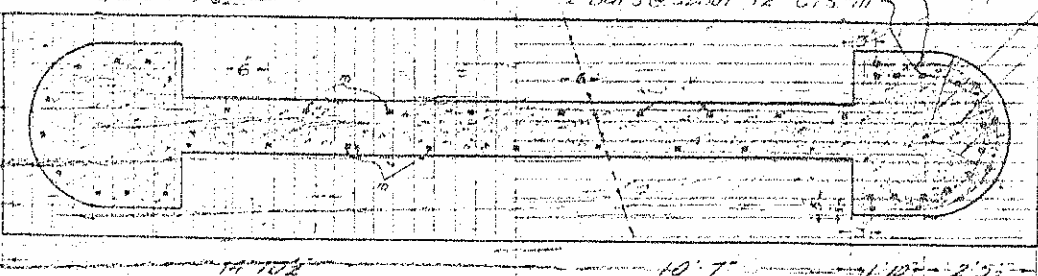
DETAIL OF BARS-m

DESIGN DATA

Specifications: N.C. State Highway Commission
 Assumed Live Load: 25' SPACING FOR TRUCKS passing
 Steel in Tension: 16000 Lbs per Sq. in.
 Concrete in Compression: 6500 Lbs per Sq. in.
 Shear: Class "A" Concrete: 40 Lbs per Sq. in.
 This design is based on the net areas of bars as follows:
 2" - 0.250", 3" - 0.442", 4" - 0.601"

GENERAL NOTE

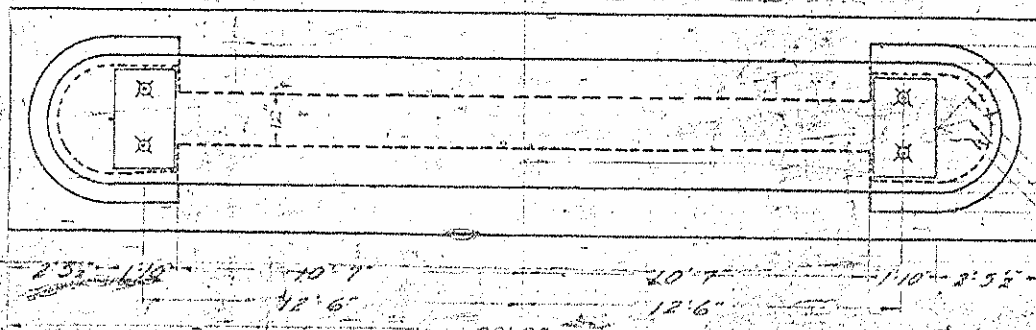
Class "A" concrete to be used thru out. Proportions 1:2:4
 All reinforcing steel shall be deformed bars. Square twisted bars are not to be considered as deformed bars.
 All dimensions relative to reinforcement are to the centers of bars.
 No splices of bars other than those shown on drawings are permitted.
 All reinforcing steel to be securely held in correct position.
 The following wire bars are provided for holding same:
 All exposed corners to be chamfered 1".
 All materials and workmanship to be per the standard specifications of the N.C. State Highway Commission.



PLAN OF PIER

SHOWING REINFORCEMENT IN FOOTING

SHOWING REINFORCEMENT IN POST & WEB



PLAN OF PIER SHOWING OUTLINES

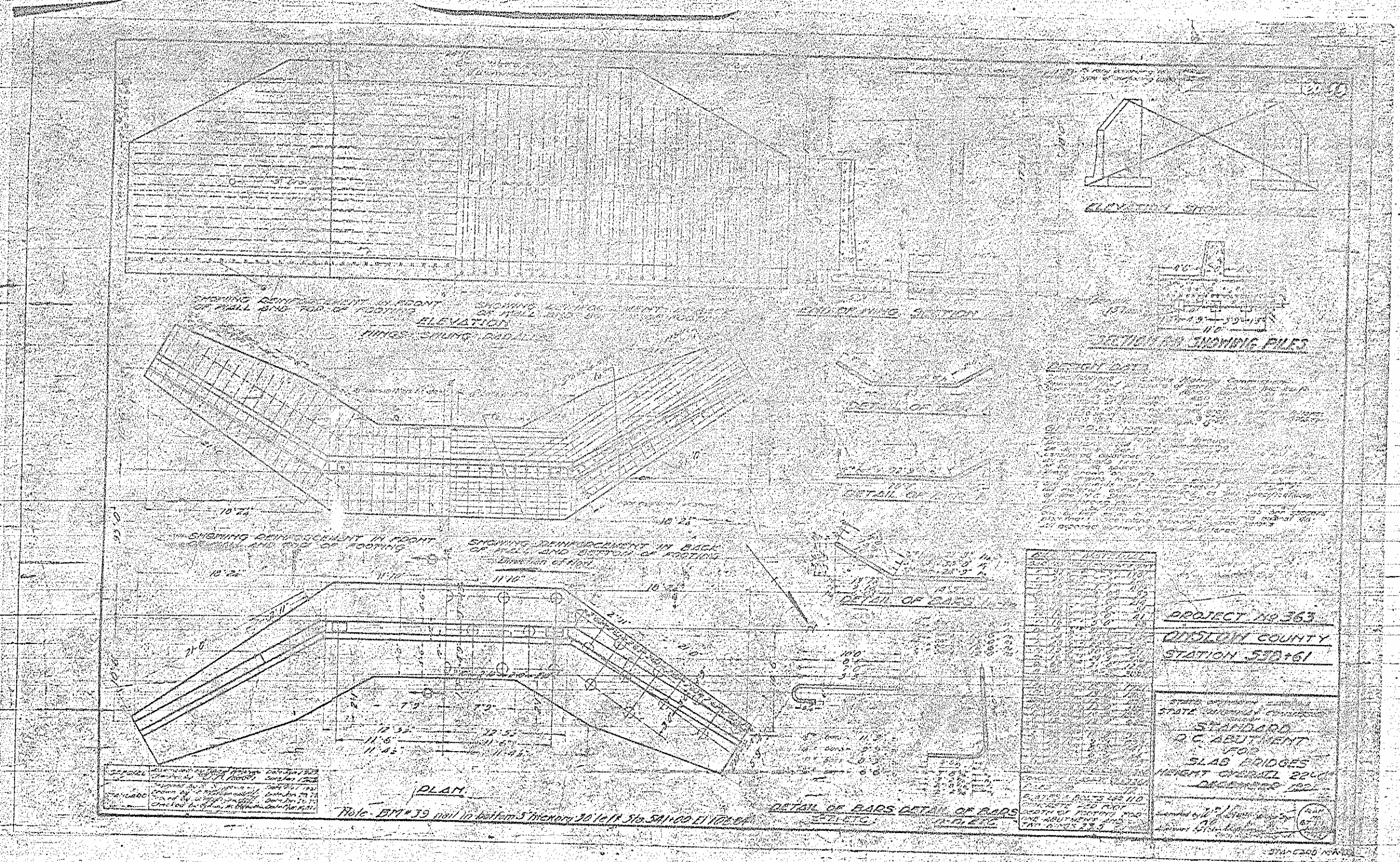
PROJECT No. 363
 ONSLOW COUNTY
 STATION 538+51

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

STANDARD
 R.C. PIER DETAILS
 FOR
 R.C. THROUGH GIRDED
 SEPTEMBER 1922

BILL OF MATERIAL			
PIER No. ONE OR DA. TWO			
ITEM	QUANTITY	UNIT	PRICE
1	1.00	cu. yd.	3.00
2	1.00	sq. ft.	2.00
3	1.00	lb.	2.00
4	1.00	sq. ft.	2.00
5	1.00	sq. ft.	2.00
6	1.00	sq. ft.	2.00
7	1.00	sq. ft.	2.00
8	1.00	sq. ft.	2.00
9	1.00	sq. ft.	2.00
10	1.00	sq. ft.	2.00
11	1.00	sq. ft.	2.00
12	1.00	sq. ft.	2.00
13	1.00	sq. ft.	2.00
14	1.00	sq. ft.	2.00
15	1.00	sq. ft.	2.00
16	1.00	sq. ft.	2.00
17	1.00	sq. ft.	2.00
18	1.00	sq. ft.	2.00
19	1.00	sq. ft.	2.00
20	1.00	sq. ft.	2.00
21	1.00	sq. ft.	2.00
22	1.00	sq. ft.	2.00
23	1.00	sq. ft.	2.00
24	1.00	sq. ft.	2.00
25	1.00	sq. ft.	2.00
26	1.00	sq. ft.	2.00
27	1.00	sq. ft.	2.00
28	1.00	sq. ft.	2.00
29	1.00	sq. ft.	2.00
30	1.00	sq. ft.	2.00
31	1.00	sq. ft.	2.00
32	1.00	sq. ft.	2.00
33	1.00	sq. ft.	2.00
34	1.00	sq. ft.	2.00
35	1.00	sq. ft.	2.00
36	1.00	sq. ft.	2.00
37	1.00	sq. ft.	2.00
38	1.00	sq. ft.	2.00
39	1.00	sq. ft.	2.00
40	1.00	sq. ft.	2.00
41	1.00	sq. ft.	2.00
42	1.00	sq. ft.	2.00
43	1.00	sq. ft.	2.00
44	1.00	sq. ft.	2.00
45	1.00	sq. ft.	2.00
46	1.00	sq. ft.	2.00
47	1.00	sq. ft.	2.00
48	1.00	sq. ft.	2.00
49	1.00	sq. ft.	2.00
50	1.00	sq. ft.	2.00

SPECIAL	APPROVED	DATE
STANDARD	APPROVED	DATE



PROJECT NO 363
QUINCY COUNTY
STATION 57A+61

STATE OF MISSOURI
 DEPARTMENT OF HIGHWAYS
STANDARD
OF CONSTRUCTION
FOR
SLAB BRIDGES
HERBERT C. BRIDGES
DESIGNED BY

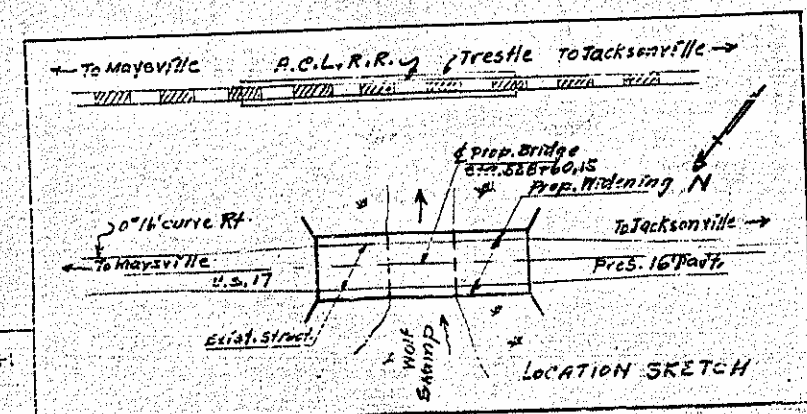
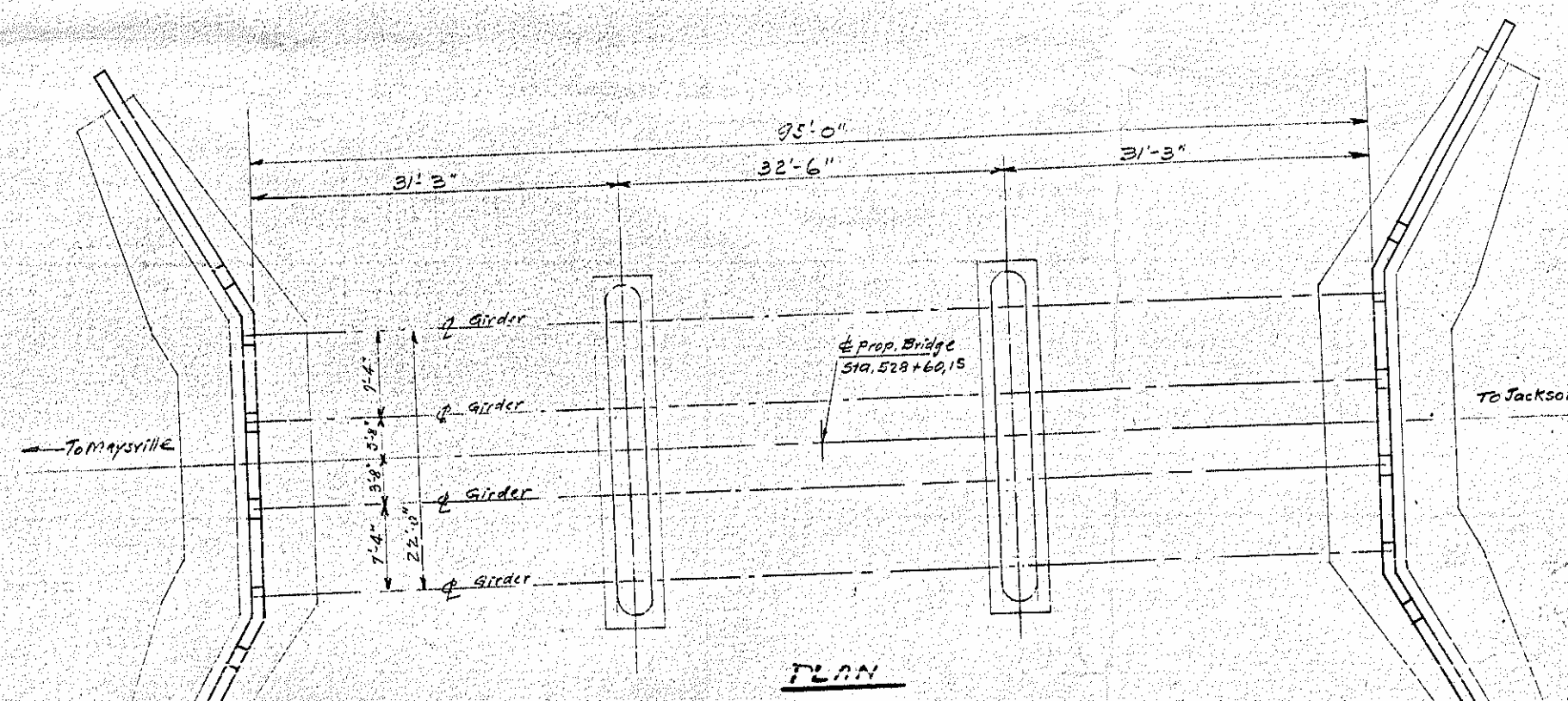
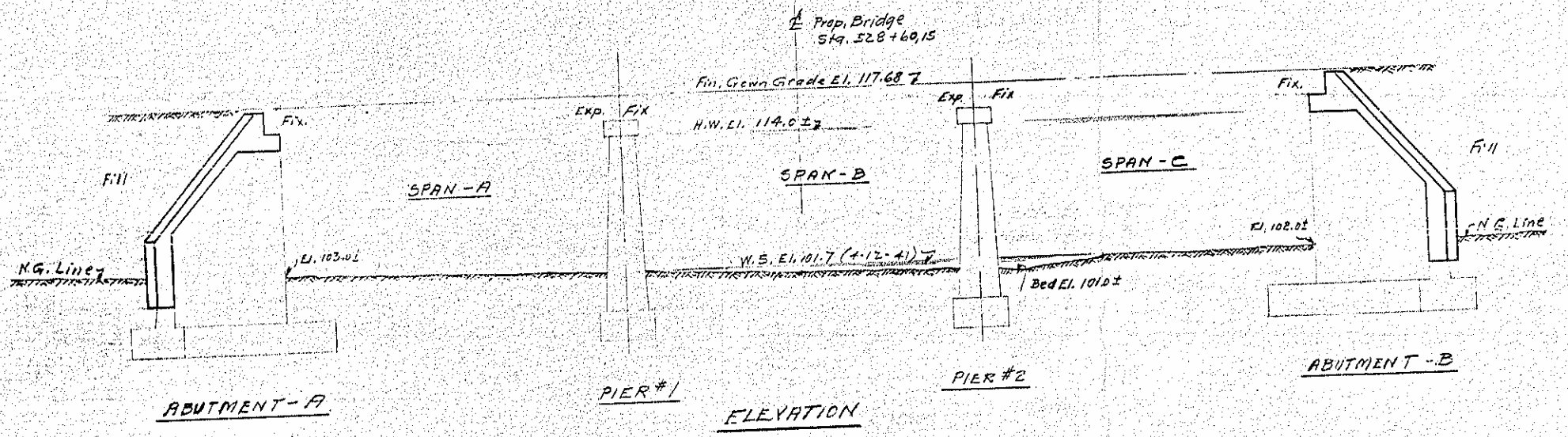
DESIGNED BY
 HERBERT C. BRIDGES
 ARCHITECT
 QUINCY, MISSOURI

DATE
 OCTOBER 1921

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

NOTE: This bridge is to be built on a 0.0% grade.
 The elevations given do not include any allowances
 for settlement of individual spans, which should
 be provided for in addition to the elevations given.
 After the footwork has been removed the finished
 structure shall have the elevations given.



MEASUREMENT

NO.	DESCRIPTION	LENGTH
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		

NOTE: A temporary crossing shall be provided
 and afterwards removed at Sta. 528+60.15

NOTE: FOR DESIGN DATA AND GENERAL NOTE
 SEE SHEET NO. 18.

TOTAL BILL OF MATERIAL

SUBSTRUCTURE	CONC. CU. YDS.	REINFORC. STEEL LBS.
ABUTMENT-A	5.8	800
PIER #1	—	67
PIER #2	—	67
ABUTMENT-B	5.8	800
TOTALS	130.1	36252

PROJECT NO 3632
 ONSLOW COUNTY
 STATION 528+60.15
 WORKORDER NO 100
 5/21/1915 of 2/11/15 17

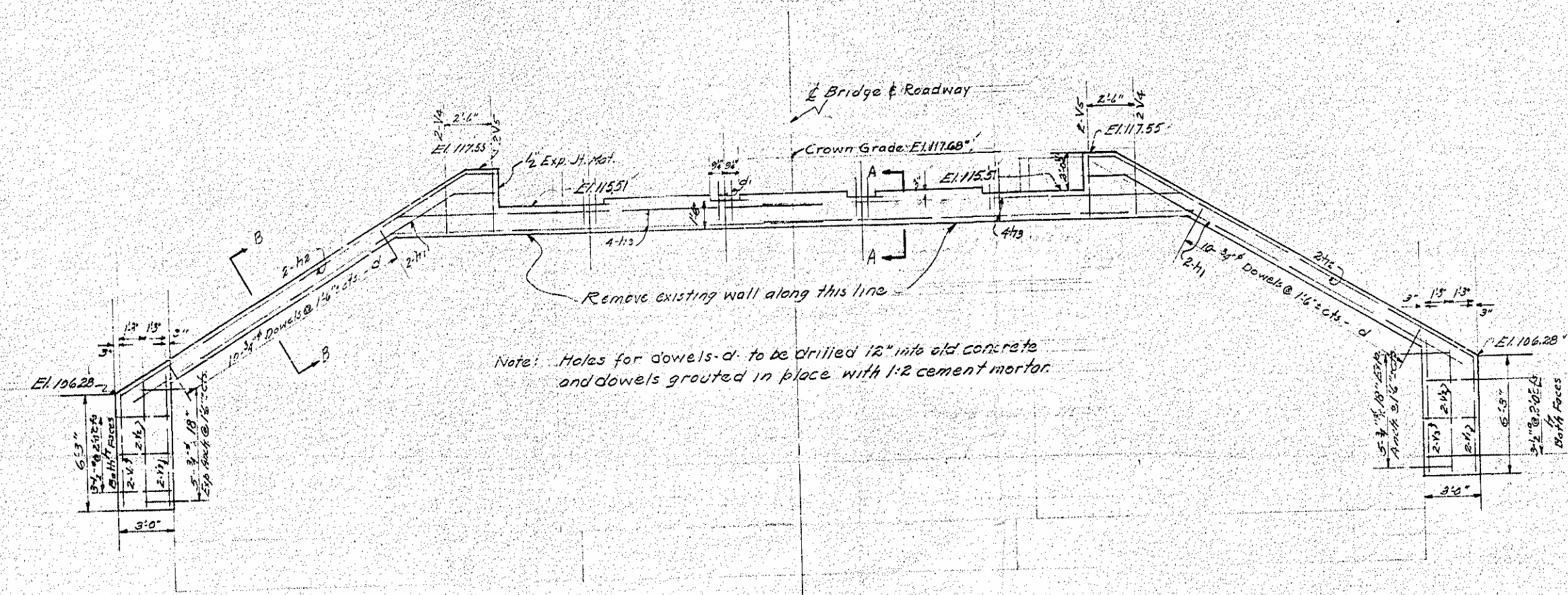
STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 GENERAL DRAWING
 FOR
 WOLF SWAMP BRIDGE
 BETWEEN MAYSVILLE AND JACKSONVILLE
 JULY 1915

Revised for Bridge Seat Elevations by C.R.E. J by J.P.H. 7-26-42

DATE: 1915
 DRAWN BY: J.P.H.
 CHECKED BY: J.P.H.
 DATE: 1915

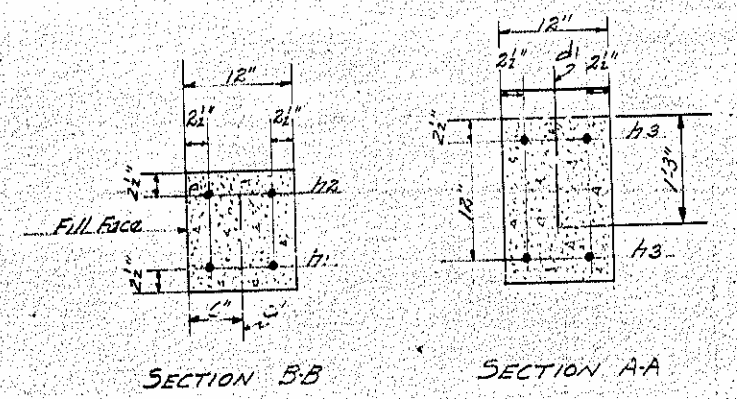
D.M.X. Cut on top Lt. Wing Abut. 'B' El. 117.15

NO.	DATE	REVISION
10	N.C.	5632-14
		22



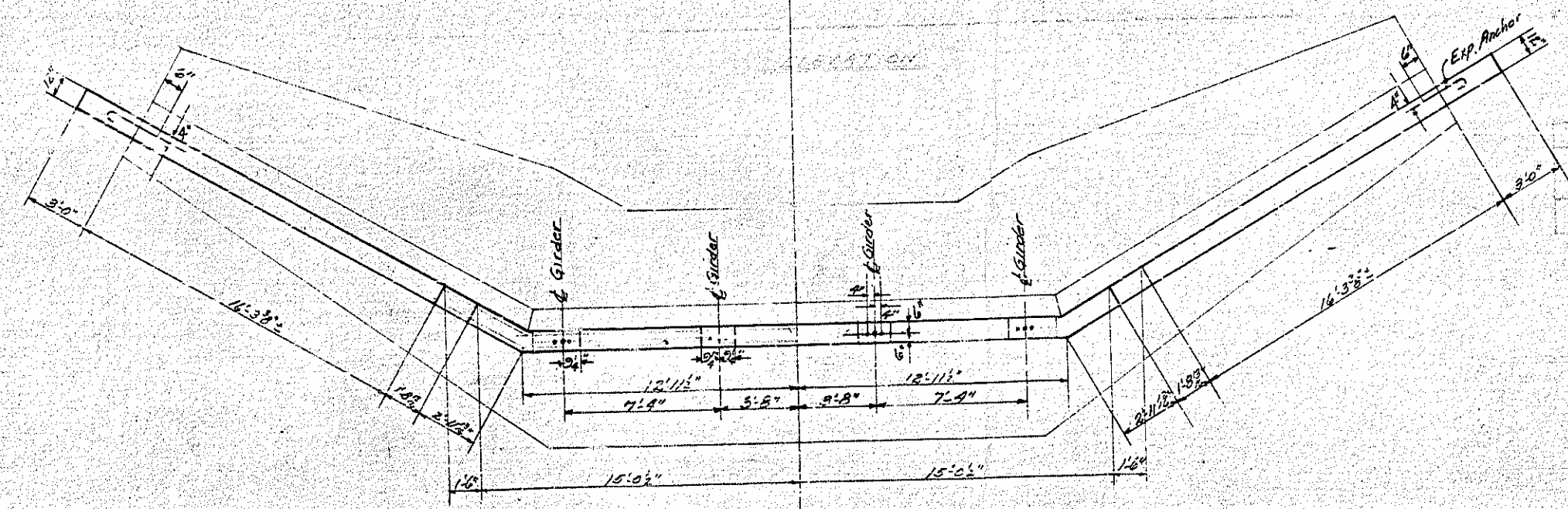
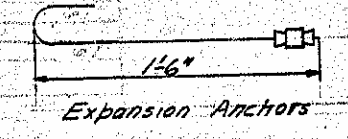
Note: Holes for dowels-d to be drilled 12\"/>

ELEVATION - WING SWUNG PARALLEL



h1	21'0"	h1	14'11"
h2	21'3"	h2	13'3"
h3	14'5"	h3	7'3"

BATS h1-h2-h3



PLAN

ONE ABUTMENT

BILL OF MATERIAL

Bar	No.	Size	Length	Weight
d	20	3/4"	119"	53
d1	18	1"	216"	80
h	12	1/2"	218"	27
h1	4	3/8"	23'3"	140
h2	8	"	23'0"	437
h3	8	"	23'0"	276
v1	4	1/2"	216"	9
v2	4	"	610"	20
v3	4	"	715"	22
v4	4	"	9'3"	11
Reinforcing Steel				665
Class "A" Concrete				58
Expansion Anchors 2" x 1 1/2"				10
Expansion Jt. Mat. 3' x 3' x 1/2"				2-00

PROJECT NO. 3632
 ONSLOW COUNTY
 STATION 528+60.15
 ABUTMENTS AND
 WORK ORDER NO. 100

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

SUBSTRUCTURE DETAILS FOR
 WOLF SWAMP BRIDGE
 BETWEEN FAYVILLE & JACKSONVILLE
 JULY 1941

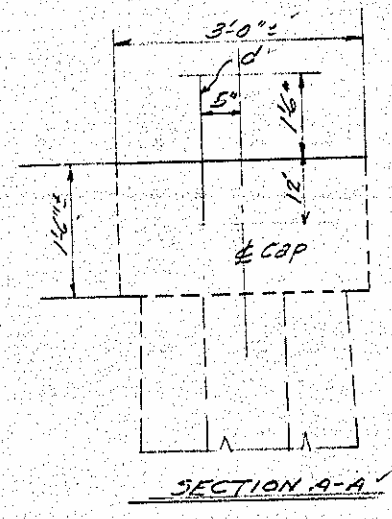
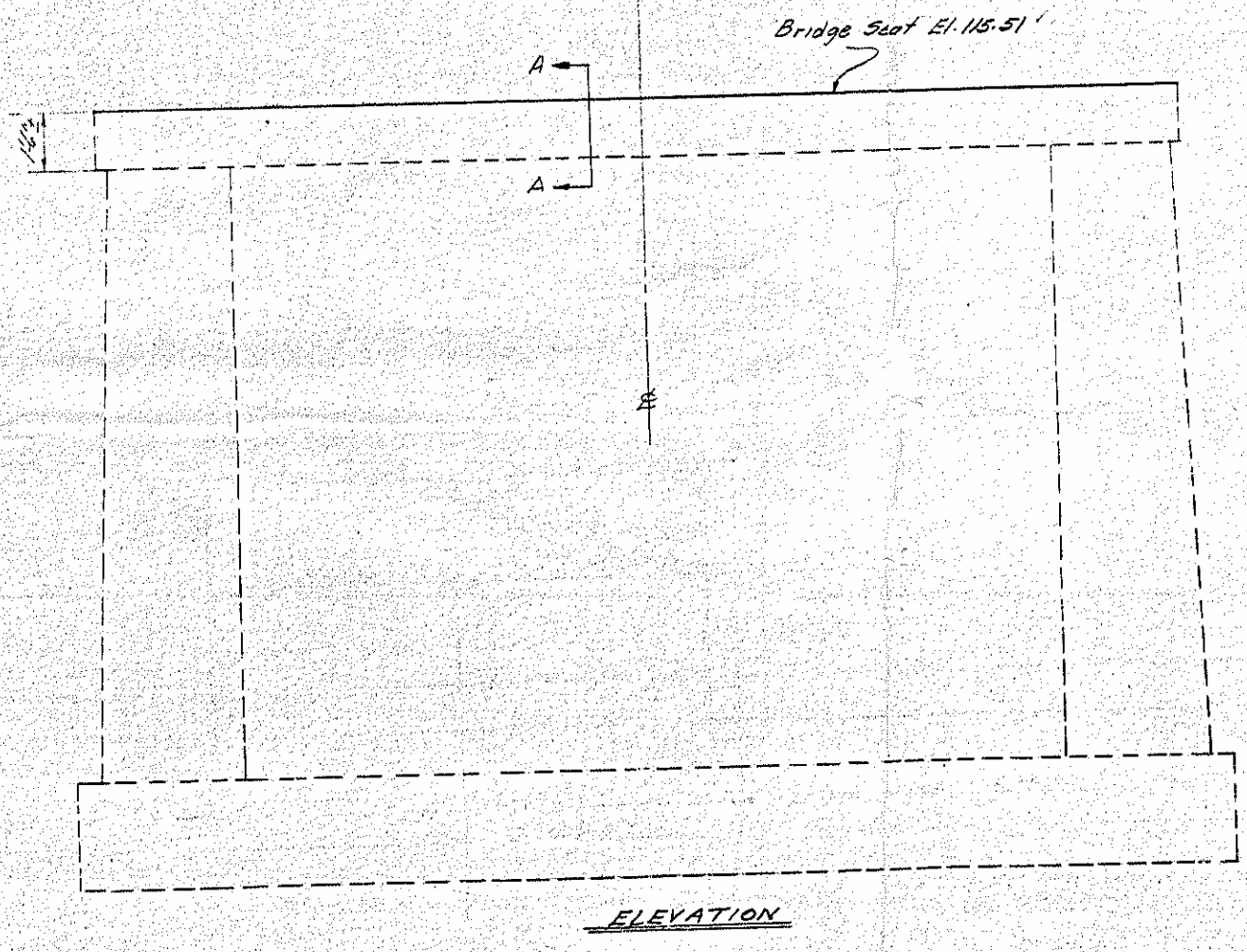
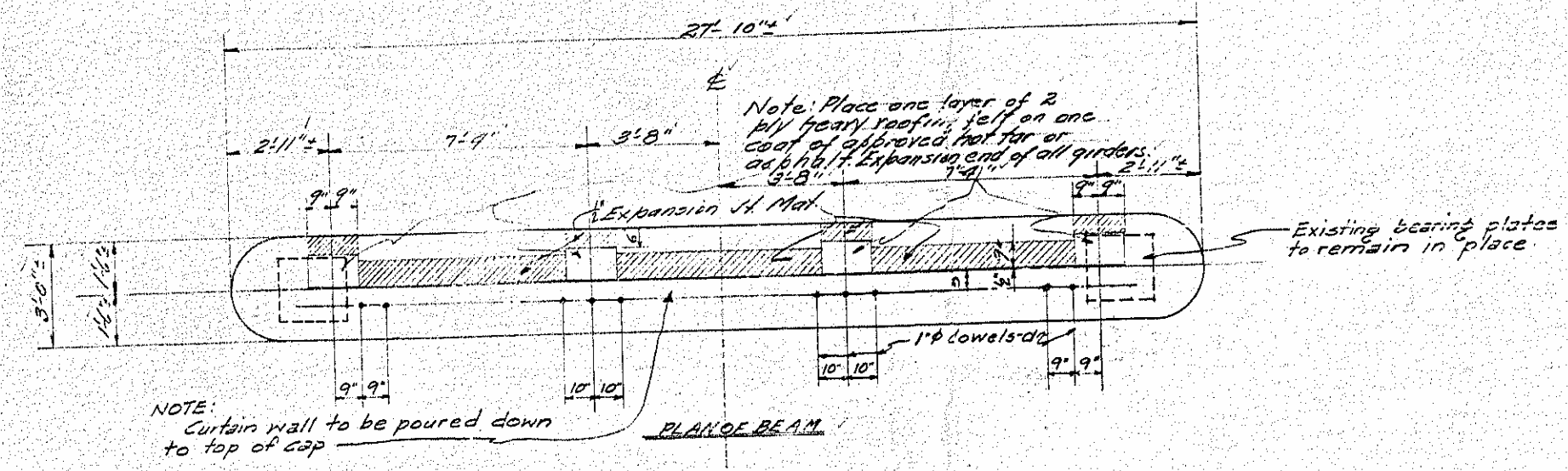
SUBMITTED BY [Signature]
 APPROVED BY [Signature]

Revised for Bridge Seat Elevations by J.P.H. & by C.D.E. 2-24-42

1. BY ORDER OF
 SUPERVISOR
 RALPH W.
 2. BY
 3. BY
 4. BY
 5. BY
 6. BY
 7. BY
 8. BY
 9. BY
 10. BY

DATE July 1941
 CHECKED BY J.P.H.
 DATE

Project No.	10	Sheet No.	2-6
Date	7-22-42	Scale	1" = 10'



BILL OF MATERIAL				
ONE PIECE				
Ref. No.	Size	Length	Weight	
1	10	14	26.6	67
Reinforcing Steel 2.05				

EXPANSION JT. MATERIAL		
TWO PIECES		
8 Pcs	2 1/2" x 1 1/2"	
6 Pcs	9" x 6" x 5/16"	

PROJECT NO. 3692
 ONSLOW COUNTY
 STATE ROAD 140
 WORK ORDER NO. 100
 PIECES 1 & 2

STATE OF NORTH CAROLINA
 STATE HIGHWAY
 PUBLIC WORKS DEPARTMENT
 RALEIGH
 WIDENING DETAILS
 FOR PIER
 WOLF SHEEP BRIDGE
 BETWEEN HAYWOOD AND
 JULY 1942

SUBMITTED BY
 APPLICED

Height	74
	90
	61
	26
	131
	276
	9
	20
	7
	8
	16
	8
	16
	3
	16

Date July 42
 Date Feb. 29 1942
 Revised Feb. 29 1942