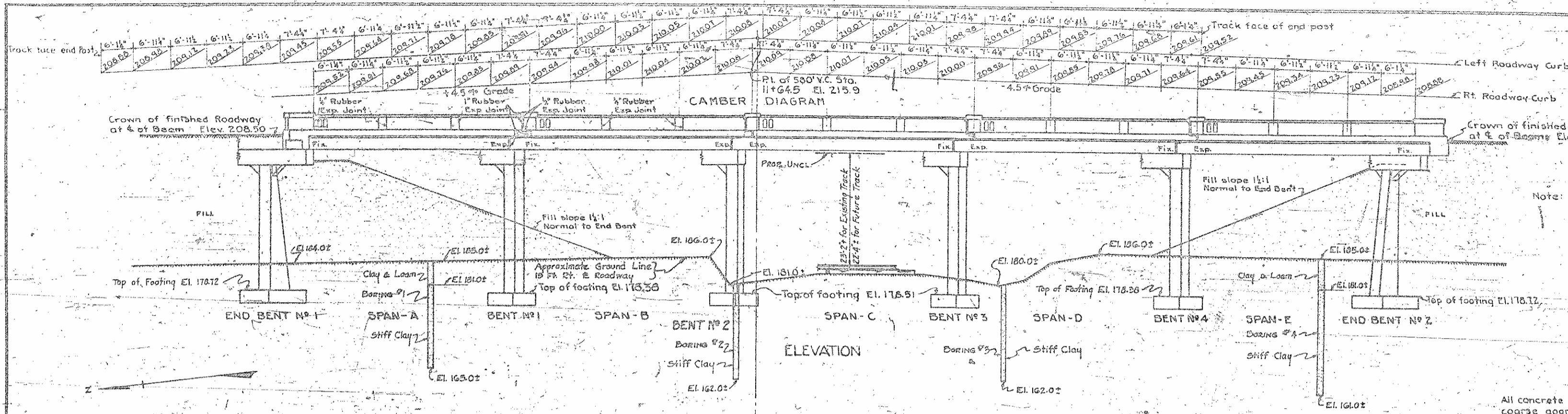


FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
70	N. C.	2180	1	1



Note: A temporary crossing will not be required.

Telephone and Telegraph poles shall be moved by others.

Expansion joints shown are for the near rail. The Γ joints of the main posts reverse to the opposite side of the posts for the far rail.

GENERAL NOTE

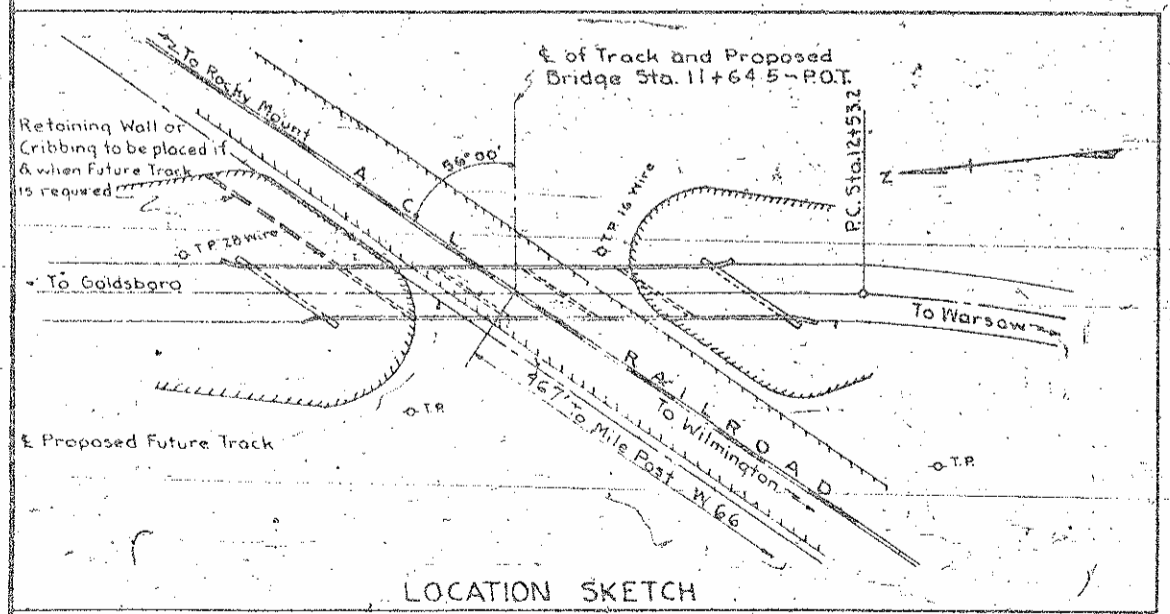
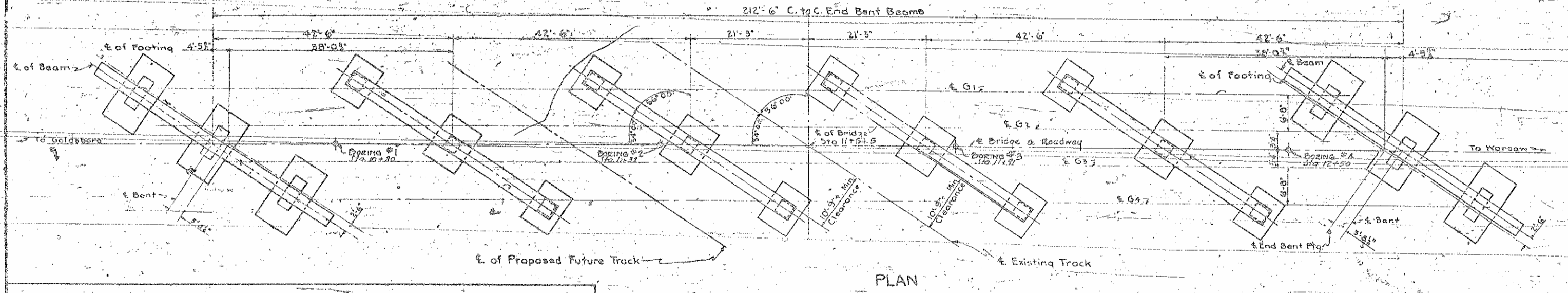
All concrete shall be Class "A". Maximum size of coarse aggregate shall be 1 1/2" except in handrails. Maximum size of coarse aggregate in handrails shall be 3/4". All exposed corners of concrete shall be chamfered 1" except corners on handrails and expansion joints. Handrail corners shall be chamfered 3/4". Bolsters and expansion joint corners shall be chamfered 1/2". The girders, slabs and curbs must be poured at the same time allowing no time for initial set to take place between them. Only the construction joints shown on plans will be permitted. All reinforcing steel shall be deformed bars. Dimensions relative to some are to centers of bars. No splicing of reinforcing steel other than the bar splices shown on plans will be permitted. All reinforcing steel shall be held securely in correct position.

Two name plates curved to the proper radius shall be provided for the bridge. One shall be placed on each right hand end post approaching the bridge.

Rubber compound expansion joint material shall be used throughout.

All material and workmanship shall be in complete accordance with the specifications of the N.C. State Highway and Public Works Commission.

The excavation and foundation data and all elevations of ground line given are believed to be correct and are furnished for the convenience of bidders but the State Highway and Public Works Commission assumes no responsibility for nor guarantees as correct any of the information given. See Specifications.



TOTAL BILL OF MATERIAL			
	Class "A" Concrete Cu.Yds.	Reinforcing Steel Lbs.	Plates & Bolts Lbs.
SPAN A	61.5	18264	164
SPAN B	62.5	17698	164
SPAN C	62.5	17698	164
SPAN D	62.5	17698	164
SPAN E	67.5	18264	164
END BENT #1	69.7	10646	
BENT #1	60.2	11241	164
BENT #2	59.7	11179	360
BENT #3	59.7	11215	164
BENT #4	60.6	11241	164
END BENT #2	69.7	10646	
TOTALS	700.7	155850	1612

	TABLE OF BRIDGE SEAT ELEVATIONS			
	G1	G2	G3	G4
End Bent #1	205.22	205.40	205.51	205.11
Bent #1	205.88	205.99	206.08	206.17
Bent #2	206.26	206.30	206.34	206.35
Bent #3	206.35	206.34	206.30	206.26
Bent #4	206.11	206.08	205.99	205.88
End Bent #2	205.71	205.51	205.40	205.22

DIVISION OF CLASS "A" CONCRETE	
Maximum size of coarse aggregate - 1 1/2"	618.4 Cu.Yds.
Maximum size of coarse aggregate - 3/4"	22.3 Cu.Yds.
Total Class "A" Concrete	700.7 Cu.Yds.

*Includes 493 lbs of galvanized steel to be used for as reinforcing steel.

Note: This bridge to be built on a vertical curve as shown on plans. The girders, roadway slab, curbs, and handrails shall conform to the curve. Handrail posts and bolsters shall be built plumb. The camber diagram for curbs is given at the curb lines 12-1/2' from E.O.F. Rdwy. and the elevations given are for the top of curbs. 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 shown.

PROJECT NO. 2180
DUPLIN COUNTY
STATION: 11+64.5

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
SPECIAL
GENERAL DRAWING
FOR
BRIDGE OVER A.C.L. RAILROAD
IN
CALYPSO
JANUARY 1936

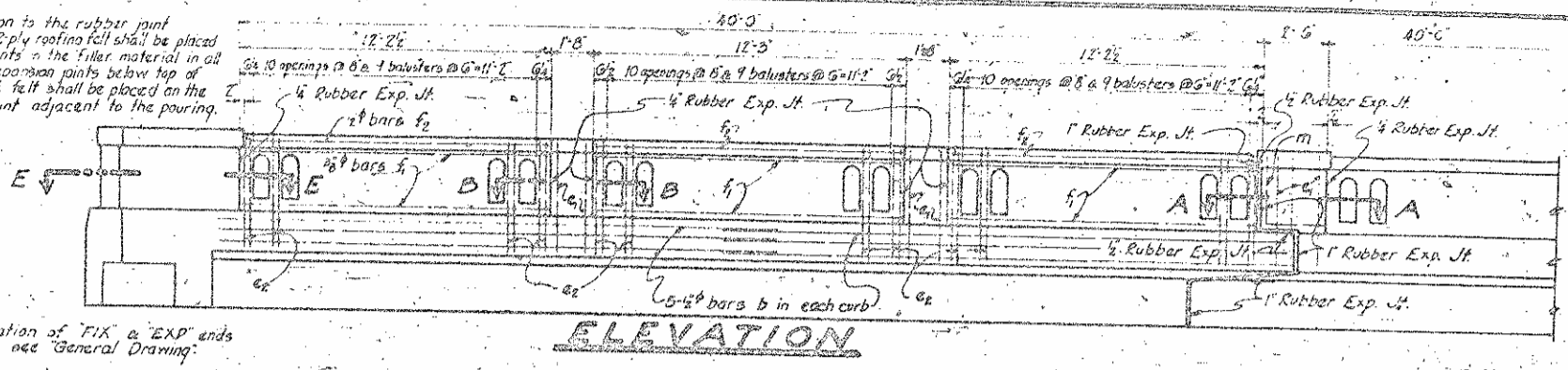
DESIGNED BY	DATE
APPROVED BY	DATE
DATE	DATE
DATE	DATE

REVISION: For relocation of bridge to: 2 5-36 R.W. 1/2 M. X in north corner of concrete base of electric RR signal 118 Lt. Sta 9+52 Elev. 184.70

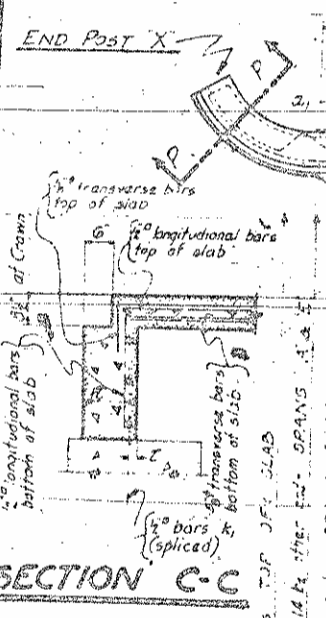
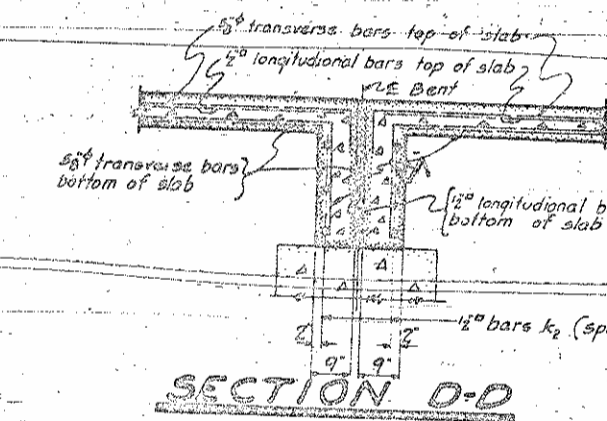
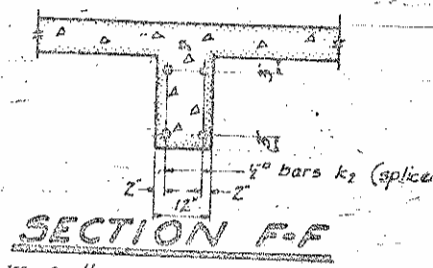
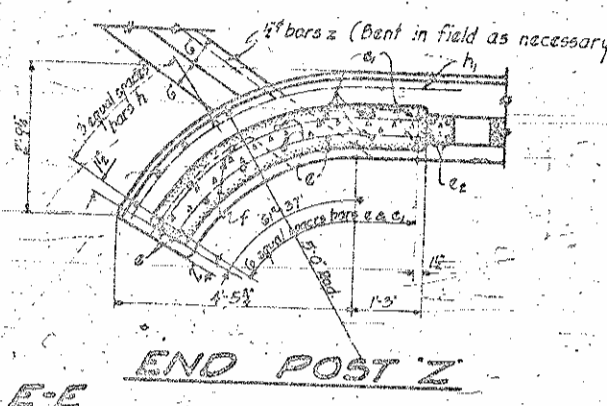
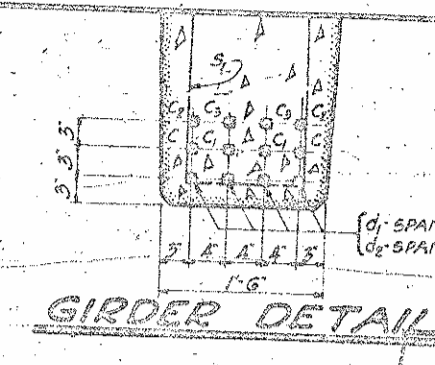
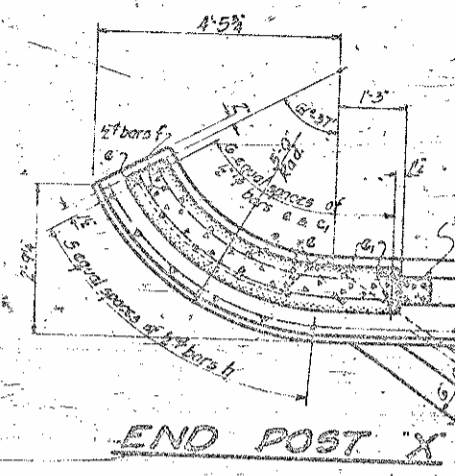
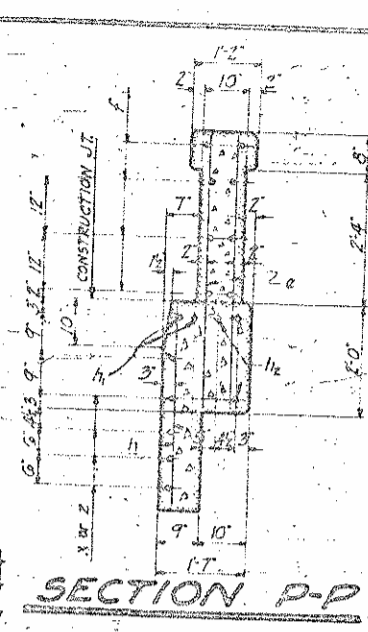
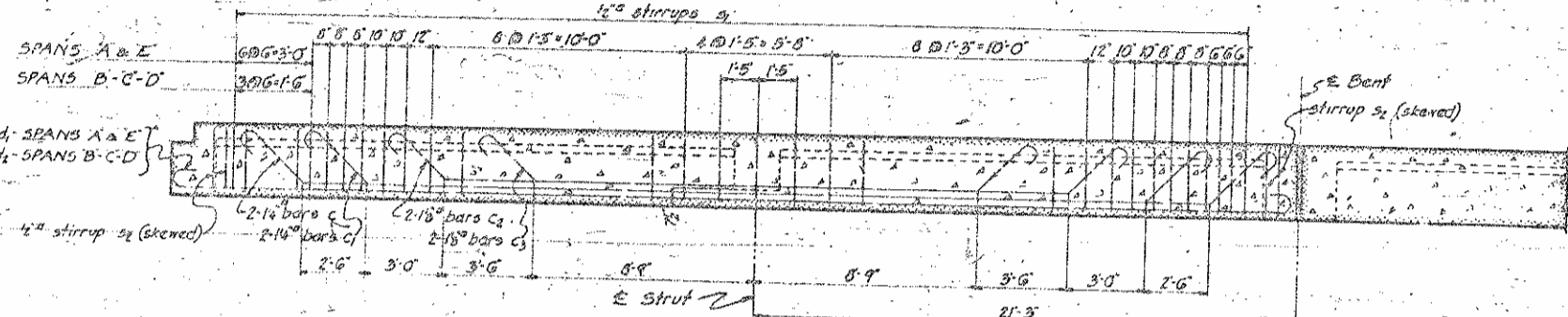
FED. ROAD DIST. NO.	STATE	PROJECT NO.	DATE
10	N. C.	2180	1-22-22

U.S. R.P. Grade Crossing Project No. W.P. 11-13-D

NOTE
In addition to the rubber joint material, 2 ply roofing felt shall be placed over all joints in the filler material in all vertical expansion joints below top of curbs. The felt shall be placed on the side of joint adjacent to the pouring.



NOTE
For location of 'FIX' & 'EXP' ends of girders see 'General Drawing'.



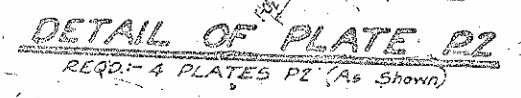
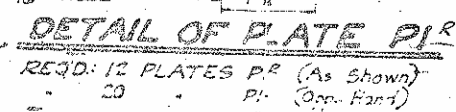
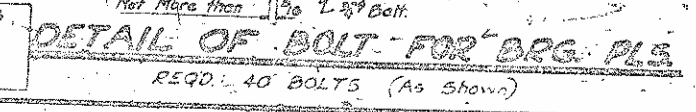
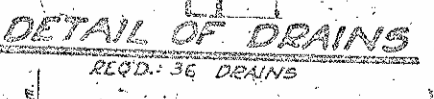
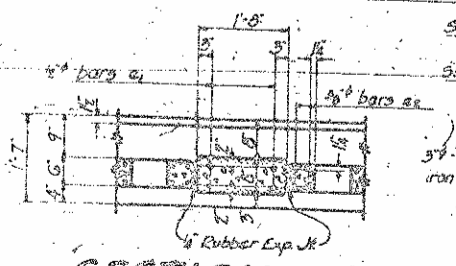
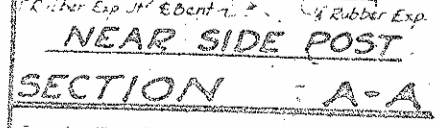
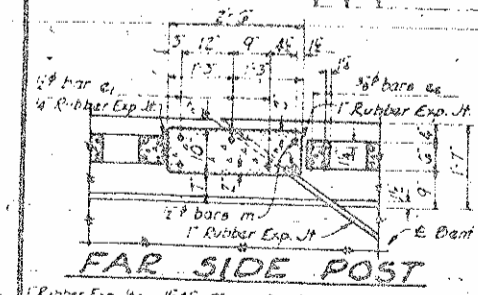
NOTE
The reinforcement for SPANS B-C-D is symmetrical by rotation about Point 'T'. The reinforcement for SPANS A-E is symmetrical by rotation about Point 'W' except as shown, noted, and indicated.

NOTE
The transverse bars in top of slab shall have the straight vertically bent portions and hooks laid flat wherever the vertically bent portion of these bars extends beyond outside girders (where there is no curtain wall) at Points 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z'.

This end corner only for SPANS A & E.
This end corner and the corresponding rotated end corner at other end for SPANS B-C-D.

NOTE
For all information relating to the B spans of superstructure not given on this drawing, see Sheet No. 15.

NOTE
For 'General Note', see 'General Drawing'.

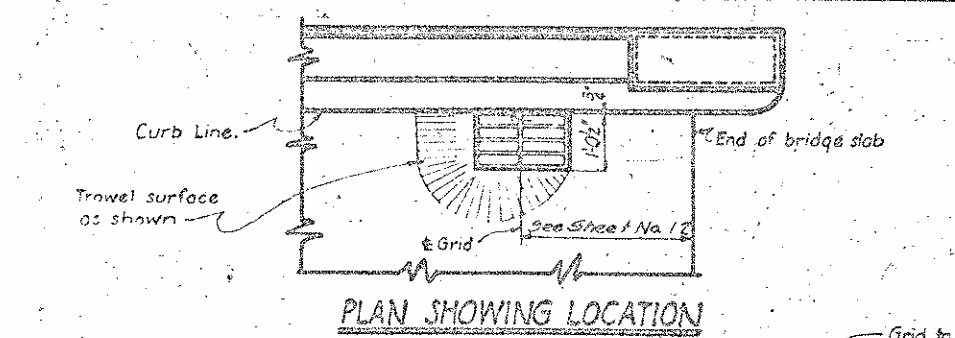
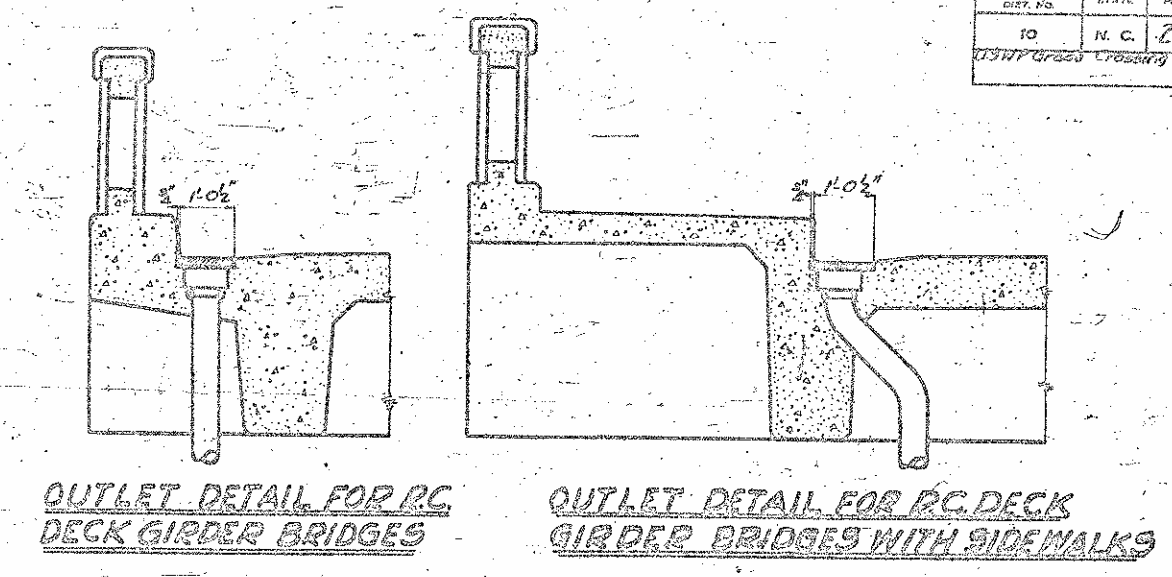
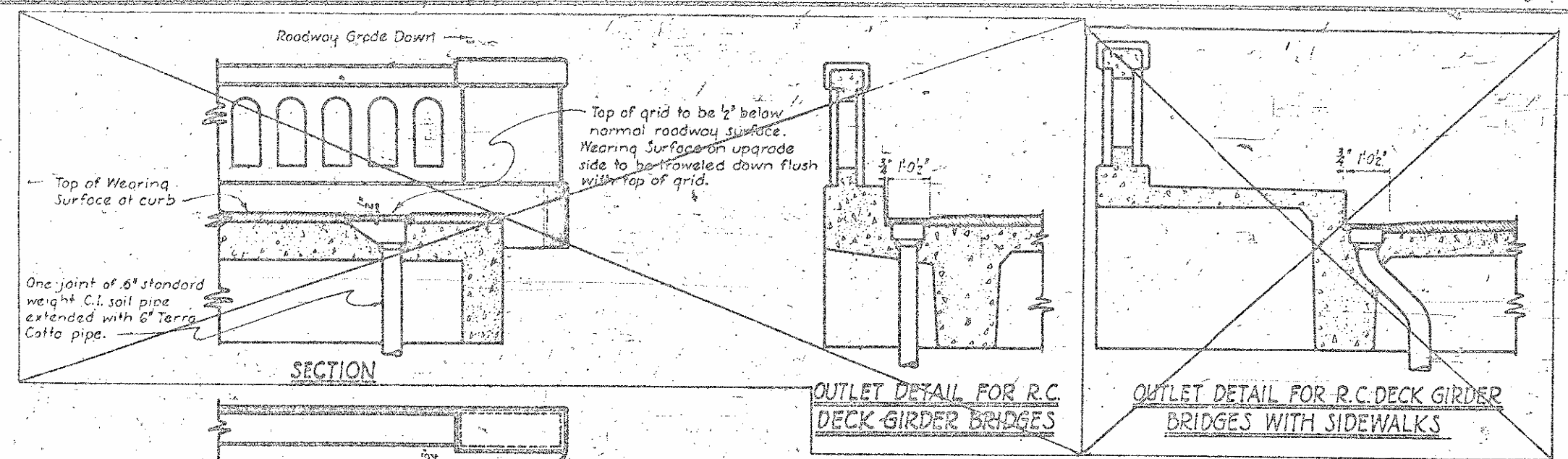


PROJECT NO. 2180
DUPLIN COUNTY
STA: 11 + 62.5
SPANS: A-B-C-D-E

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
SPECIAL
R.C. DECK GIRDERS
42'-6" SPANS AT 56° RH SKEW
FOR BRIDGE OVER
A.C.L. RAILROAD
JANUARY 1928

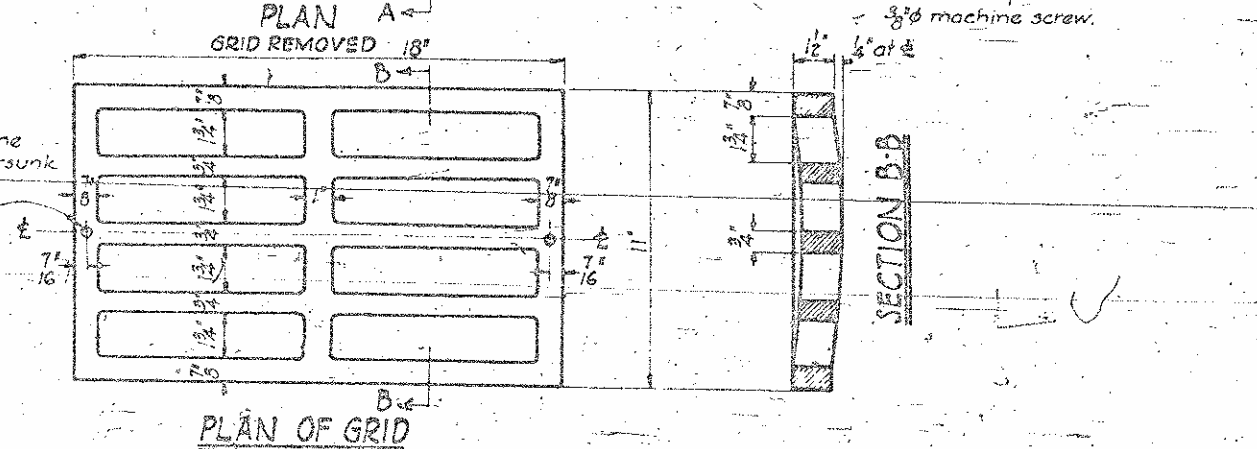
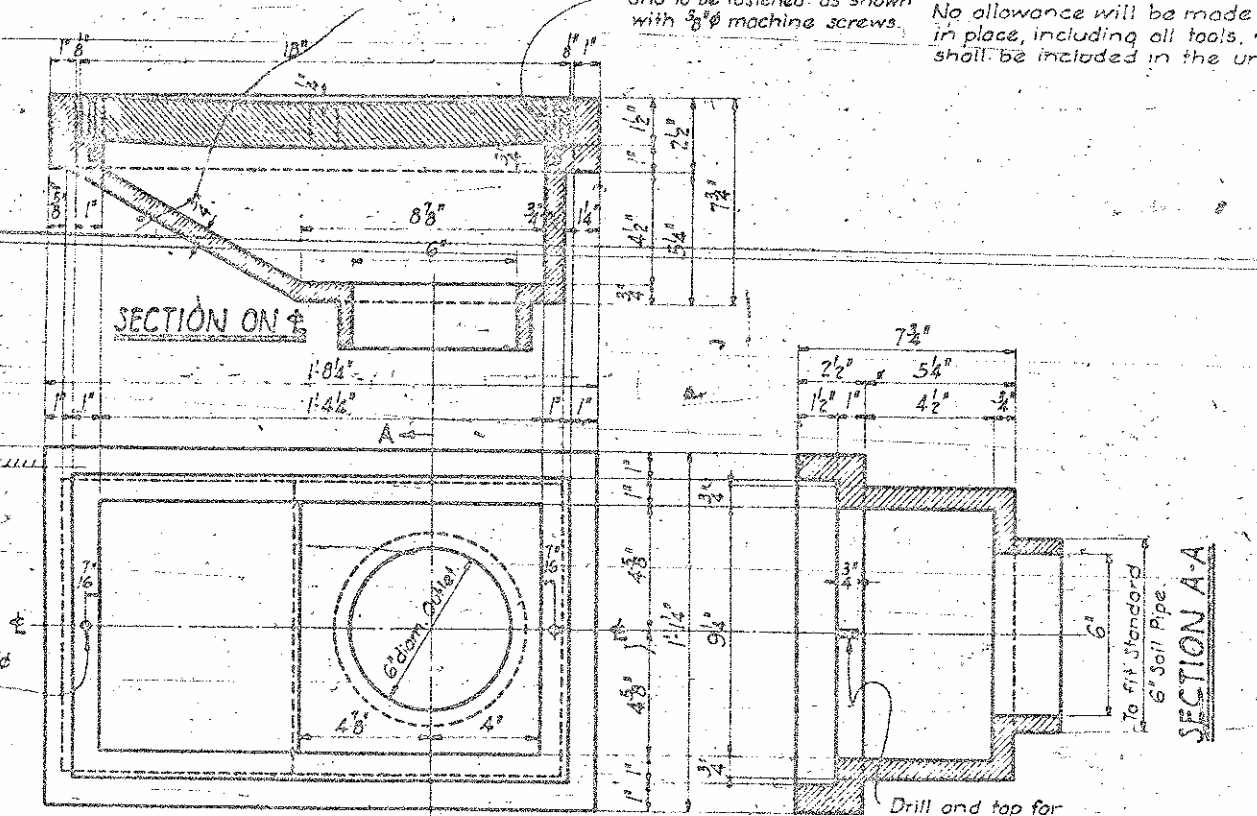
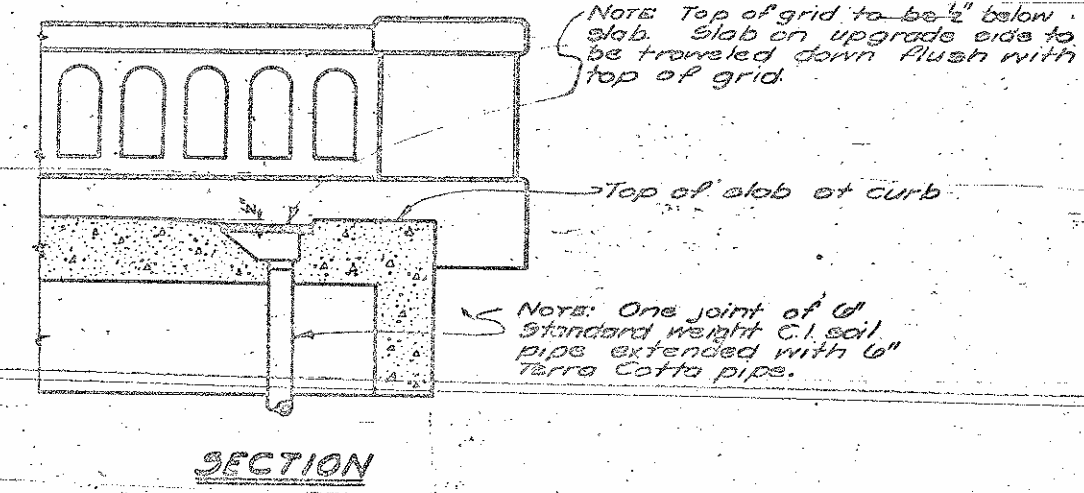
REVISED for relocation of bridge sills, 2-18-30. R.H. & K.H.

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N. C.	2180	1	1



NOTE:
 Drain pipe to be placed at right angle to roadway along slope of fill and two feet below surface of slope to natural ground line; thence along natural ground line to a point at least three feet beyond toe of slope. All joints to be cemented. Pipe to be supported as directed by the engineer.
 All material and workmanship as per specifications.

BASIS OF PAYMENT
 No allowance will be made for drains. The cost of same complete in place, including all tools, material, and labor incidental thereto shall be included in the unit price bid for reinforcing steel.



Required No. of drains complete: 4
 Weight of one C.I. grid and basin 160 lbs.

SPECIAL	ASSEMBLED BY	R.G. Browning Jr.	DATE	Jan 1934
	CHECKED BY	R.P. Rowland	DATE	"
STANDARD	DESIGNED BY	D.S. Weston	DATE	Jan 1934
	DRAWN BY	T.P.H.	DATE	Feb 1934
	TRACED BY	W.G. Horgan Jr.	DATE	Feb 1934
	CHECKED BY	G.M. J. [unclear]	DATE	Feb 1934

PROJECT NO. 2180
 DUPLIN COUNTY
 STATION - 11 + 64.5

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

STANDARD
 DETAIL OF C.I. DRAINS
 FOR BRIDGES ON A GRADE

FEBRUARY 1934

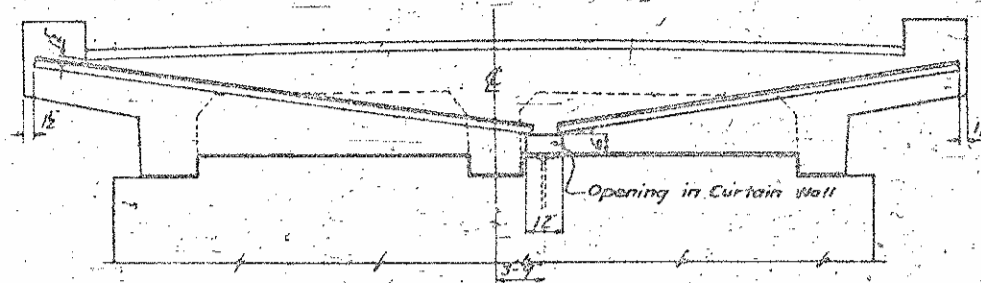
DESIGNED BY *W.F. P. [unclear]* ENGINEER
 CHECKED BY *John D. Wilson* STATE HIGHWAY ENGINEER

PLAN NO.

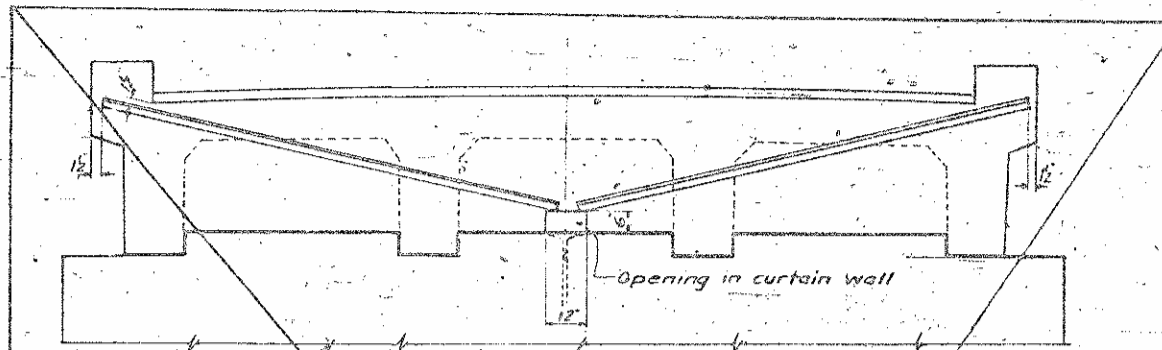
Revised for Bridges without Wearing Surfaces, Feb 1936, by R.G.B.Jr.

FOR ROAD DIST. NO.	DATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	2100	10	22

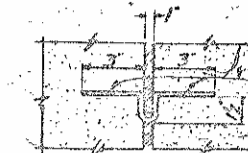
U.S.M. Pier and Crossing Project No. HP24-103



SECTION AT CURTAIN WALL SHOWING COPPER DRAINS THRU EXPANSION JOINT



SECTION AT CURTAIN WALL SHOWING COPPER DRAINS THRU EXPANSION JOINT

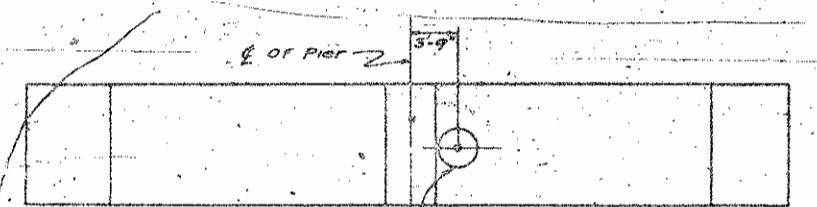


DETAIL OF COPPER DRAIN

MAKE 4 PIECES 10' x 20'-3\"

MAKE 4 PIECES 10' x 27'-9\"

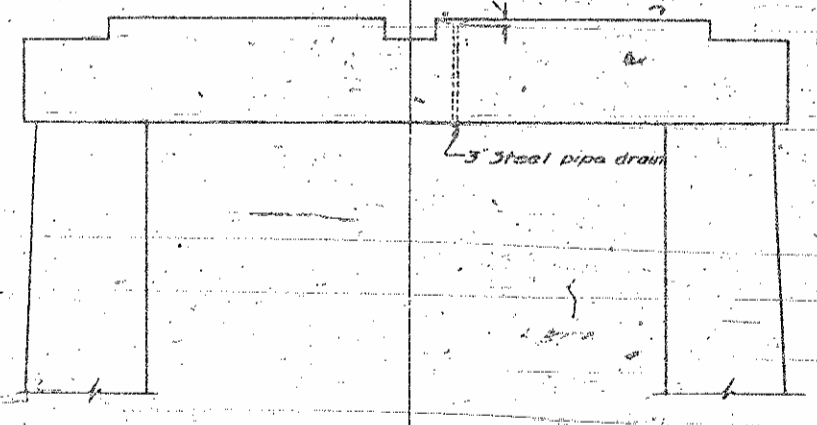
Note: Copper flashing and steel pipe drains to be provided for Piers.



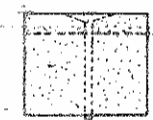
PLAN OF BEAM



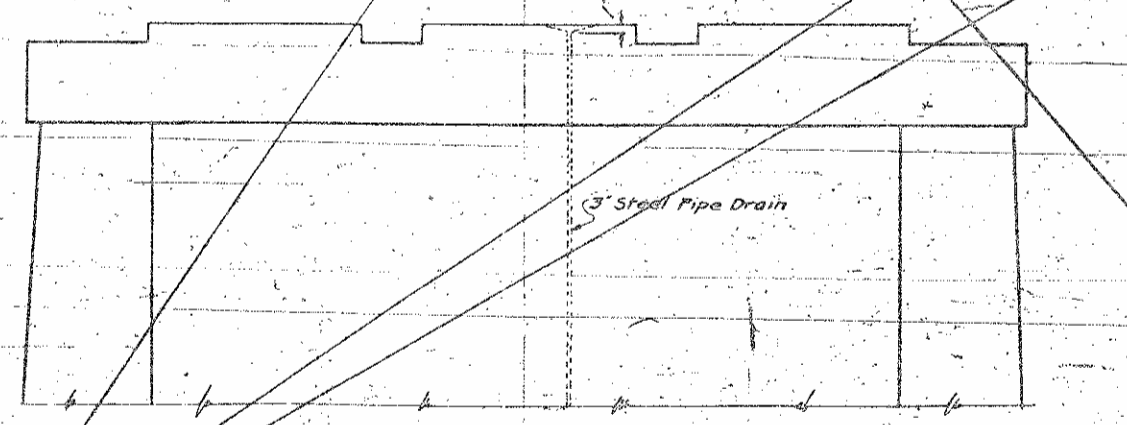
PLAN OF COPING



ELEVATION SHOWING DRAIN PIPE POST AND BEAM PIER



SECTION



ELEVATION SHOWING DRAIN PIPE POST AND WEB PIER

SECTION SHOWING DRAIN PIPE THRU WEB

GENERAL NOTE

Copper drains shall be placed in expansion joints between spans at all piers as shown. Copper for drains to be of the best grade #20 gauge 24 oz. sheet copper and shall be shop bent. The cost of same shall be included in contract unit price bid for reinforcing steel, which price shall include cost of drains complete in place and all labor, tools and materials incidental thereto, including the steel pipe in piers or bents.

PROJECT NO. 2100
DUPLIN COUNTY

STATION No. 11 + 64.5

SPECIAL	ASSEMBLED BY	DATE
STANDARD	DESIGNED BY	DATE
	CHECKED BY	DATE

Redrawn August 22, 1935. B.S.V.

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

STANDARD
DETAILS SHOWING COPPER DRAINS
THRU CURTAIN WALLS
P.C. DECK GIRDER
AUGUST 1935

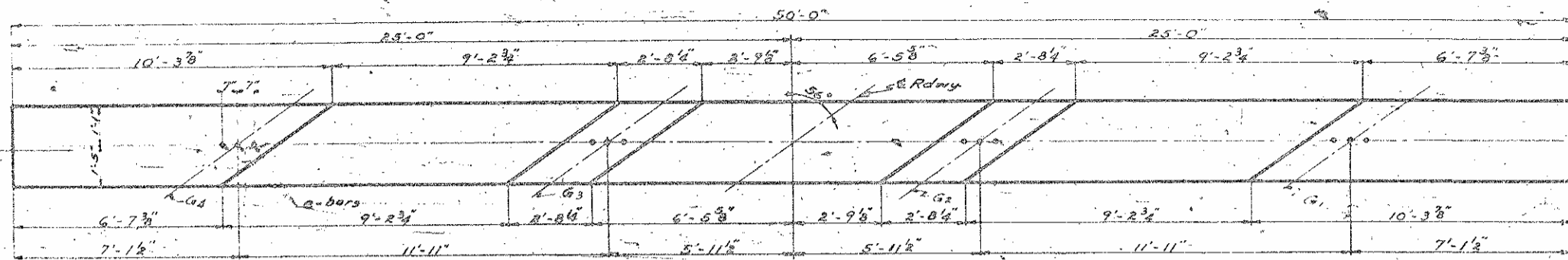
DESIGNED BY W.P. Green
CHECKED BY W.P. Green

DATE 7/29/35

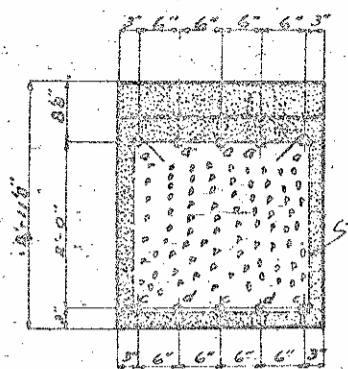
PLANS

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
TO	N. C.	2180	76	22

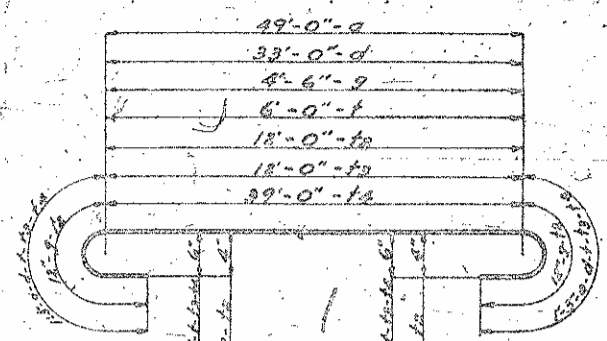
U.S. 17 Cross Crossing Project No. 116, P. 14-15-D



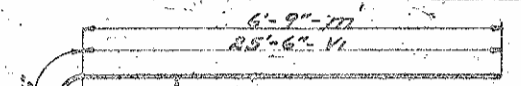
PLAN OF BEAM



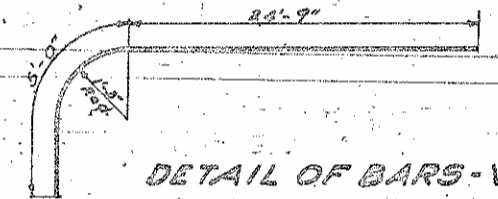
SECTION B-B



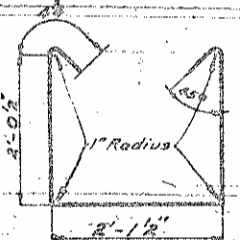
DETAIL OF BARS a-d-g-t-12-13-14



DETAIL OF BARS m-v



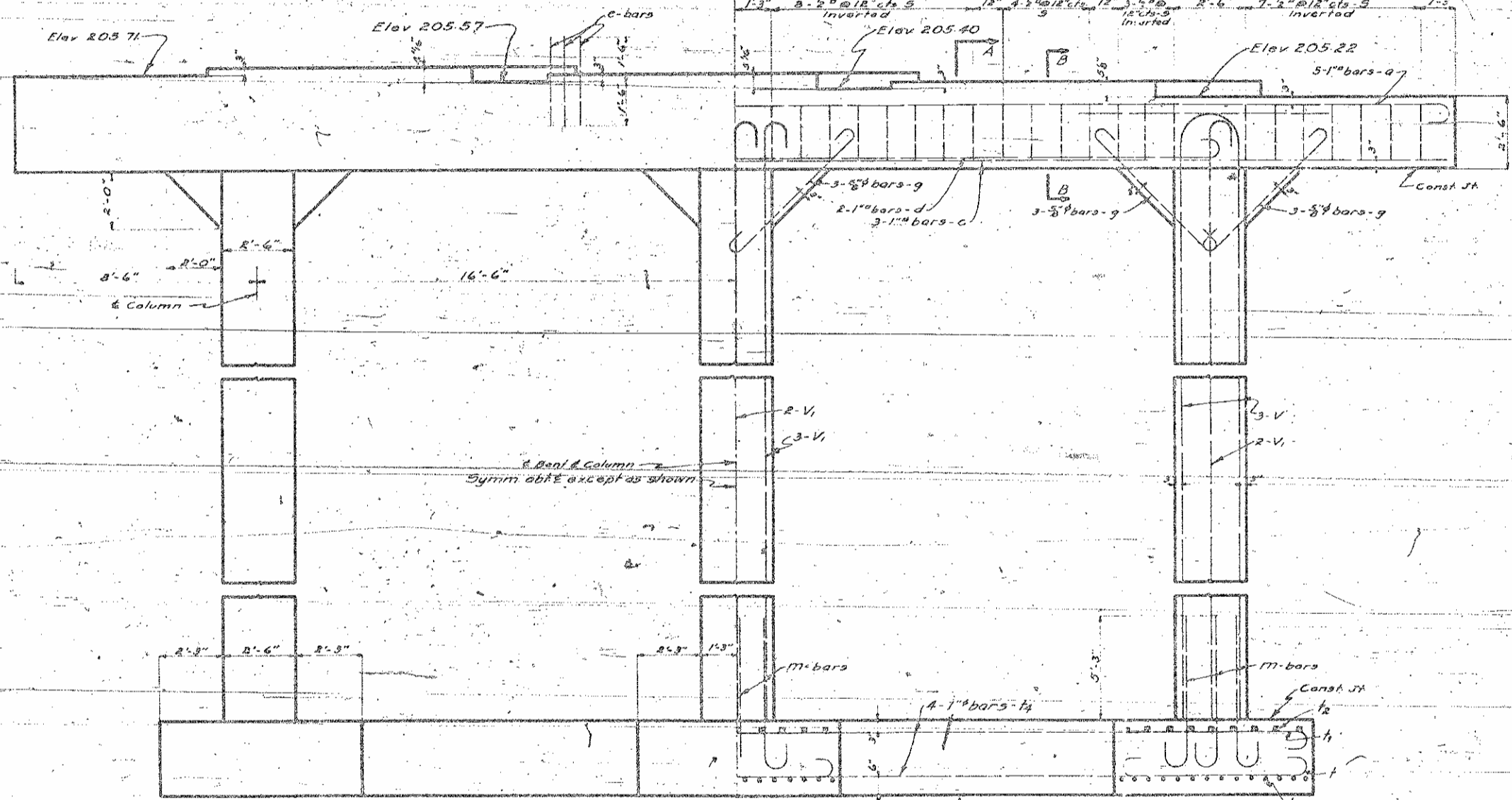
DETAIL OF BARS v



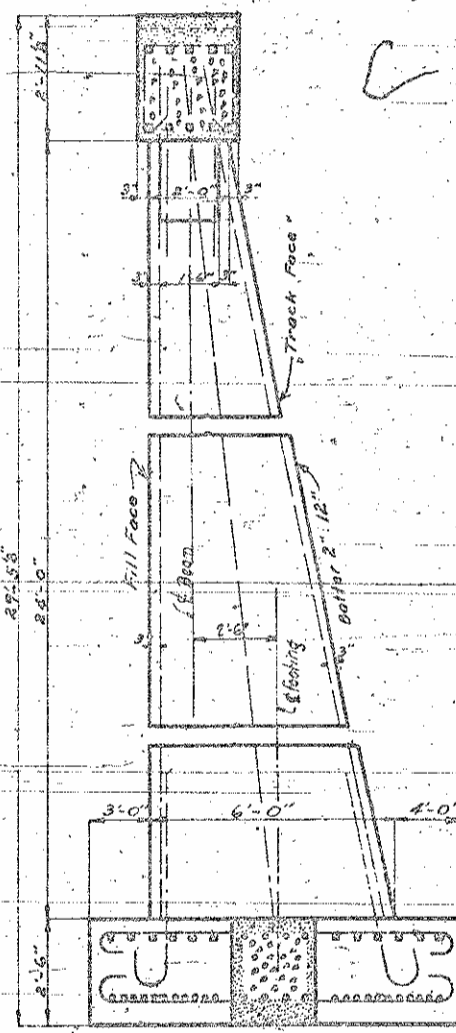
DETAIL OF BARS s

DESIGN DATA:
 Specifications - A.A.S.H.O.
 Assumed Live Load - 4115
 Steel in Tension - 16,000 Lbs per sq in
 Concrete in Compression - 900 Lbs per sq in
 Shear in Class A Concrete - 60 Lbs per sq in
 Equivalent Fluid Pressure of Earth - 30 Lbs per cu ft

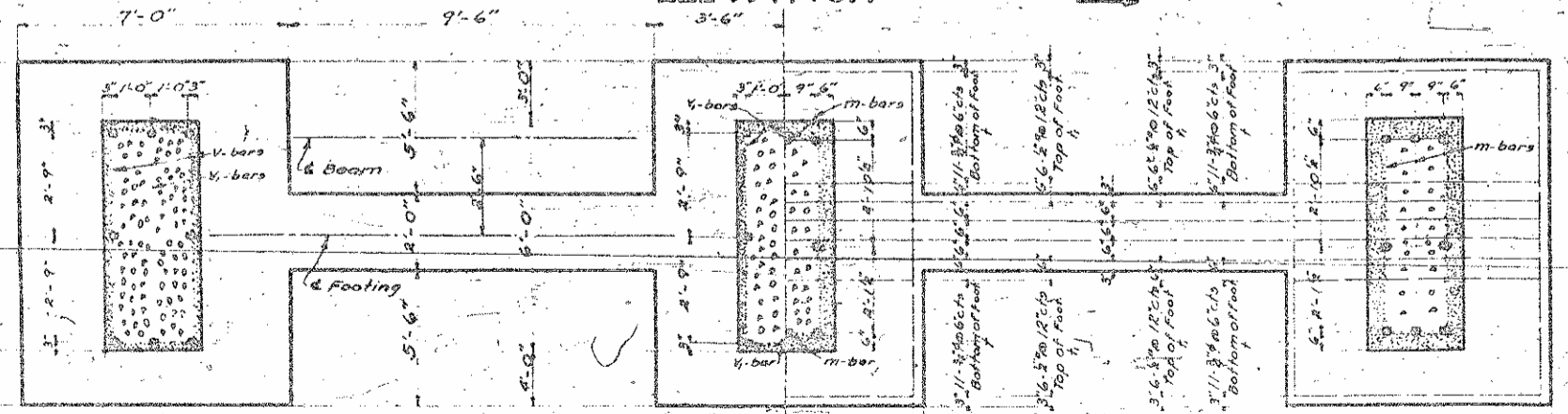
Note: For General Note see sheet No. 11.



ELEVATION



SECTION A-A



PLAN OF FOOTING

BILL OF MATERIAL
 END BENT No. 1

Bar No.	Size	Length	Remarks	Weight
o	5"	51'-6"	Detailed	876
c	3"	49'-6"	Straight	505
d	2"	35'-6"	Detailed	241
q	3"	6'-6"	"	122
e	12"	3'-0"	Straight	96
v	12"	29'-9"	Detailed	1897
v	12"	27'-0"	"	1721
t	6"	8'-6"	"	223
h	36"	6'-6"	Straight	199
h	27"	18'-0"	Detailed	321
h	42"	18'-6"	"	1625
h	8"	41'-6"	"	586
m	24"	8'-3"	"	1052
s	44"	7'-0"	"	262

Reinforcing Steel Lbs - 10,664
 Class A Concrete Cu Yds - 69.7
 Conc per ft. depth of Footing Cu Yds 1.52

PROJECT NO. 2180
 DUPLIN COUNTY
 STA. 11+64.5
 ENDBENT No. 1

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SPECIAL
 R.C. END BENTS
 FOR BRIDGE OVER
 ATLANTIC COAST LINE RAILROAD
 JANUARY 1936

DESIGNED BY W.L. Green
 APPROVED BY C.W. Jones

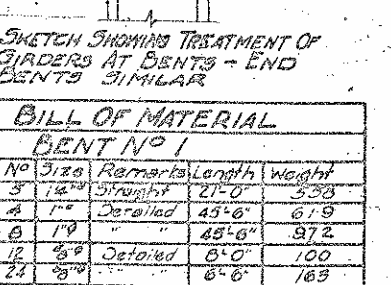
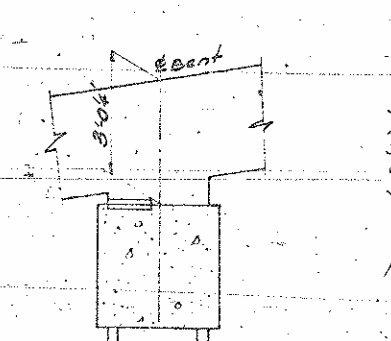
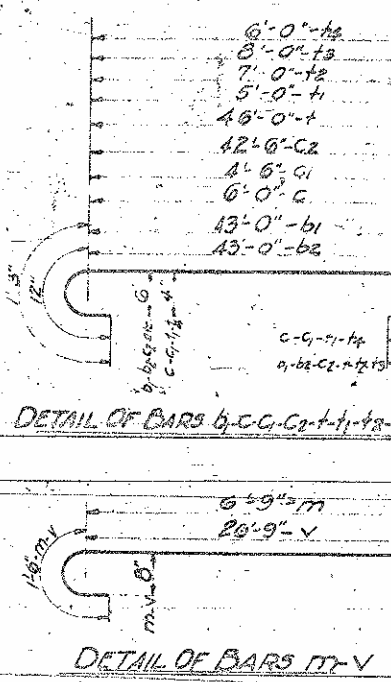
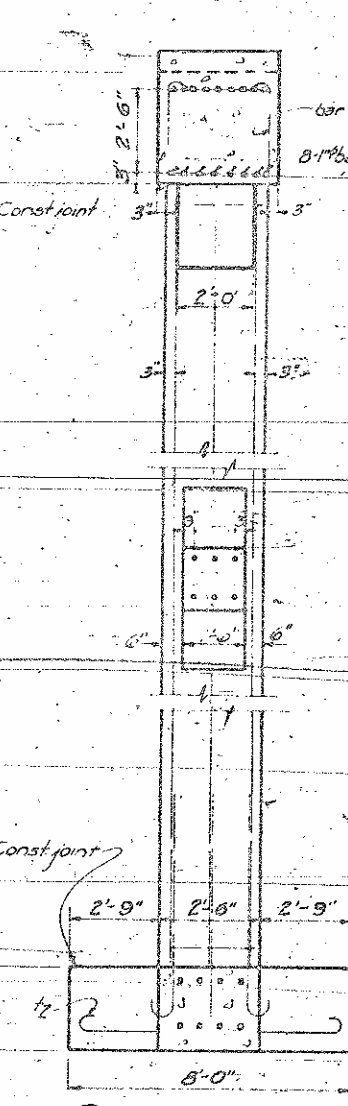
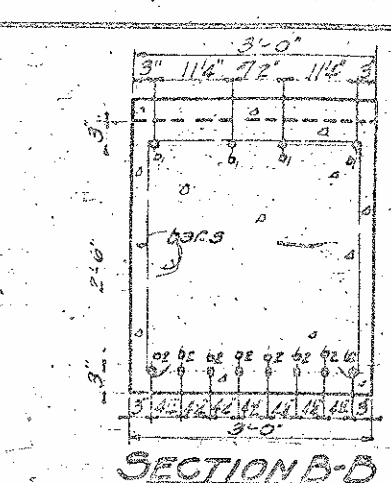
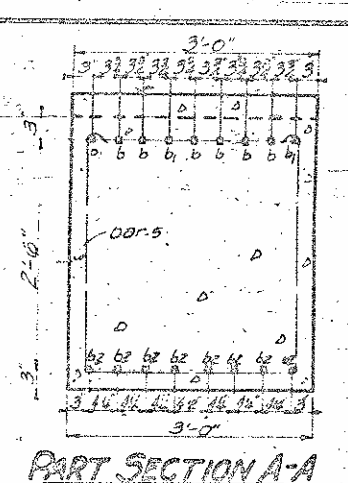
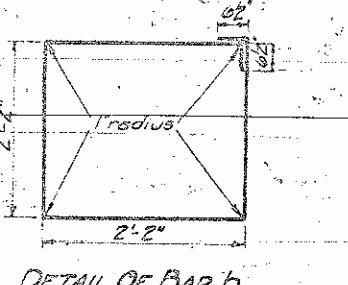
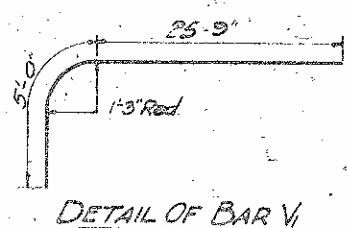
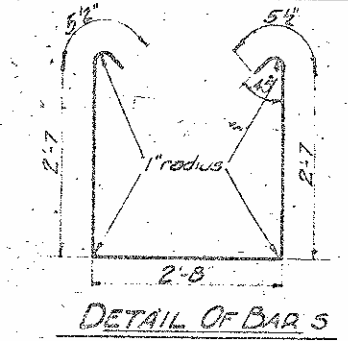
SPECIAL	DESIGNED BY W.L. Green	DATE Jan 1936
	CHECKED BY J.P. ...	
	FRAMED BY E.O. ...	DATE Jan 1936
	TRACED BY E.O. ...	DATE
	DESIGNED BY W.L. Green	DATE

Note: B-11 'X' on North corner of concrete base of electric R.R. 116' left. Sta. 9+52.5 Elev 184.70
 Revised: For relocation of bridge site, 2-18-36 R.W. K. P.H.

Special Standard - 2180-B

FOR SCALE	DATE	NO. OF SHEETS	SHEET NO.	TOTAL SHEETS
10'	N.C.	2100	154	25

U.S.M.P. Grade Crossing Project No. MFGM-18-D



DESIGN DATA
 Specifications American Assoc. State Highway Officials
 Assumed live load: H15
 Steel in tension: 16,000 lbs. per square inch.
 Concrete in compression: 1000 lbs. per square inch.
 Shear in Class A concrete: 60 lbs. per square inch.

Note: For General Note see sheet No. 11.

PROJECT NO. 2100
 DUPLIN COUNTY
 STATION 11+64.5
 BENT No. 1

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

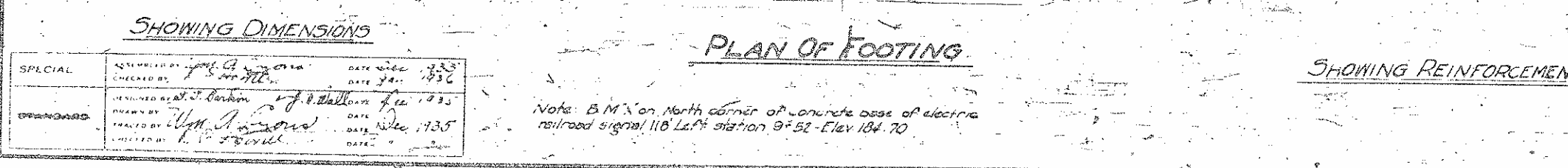
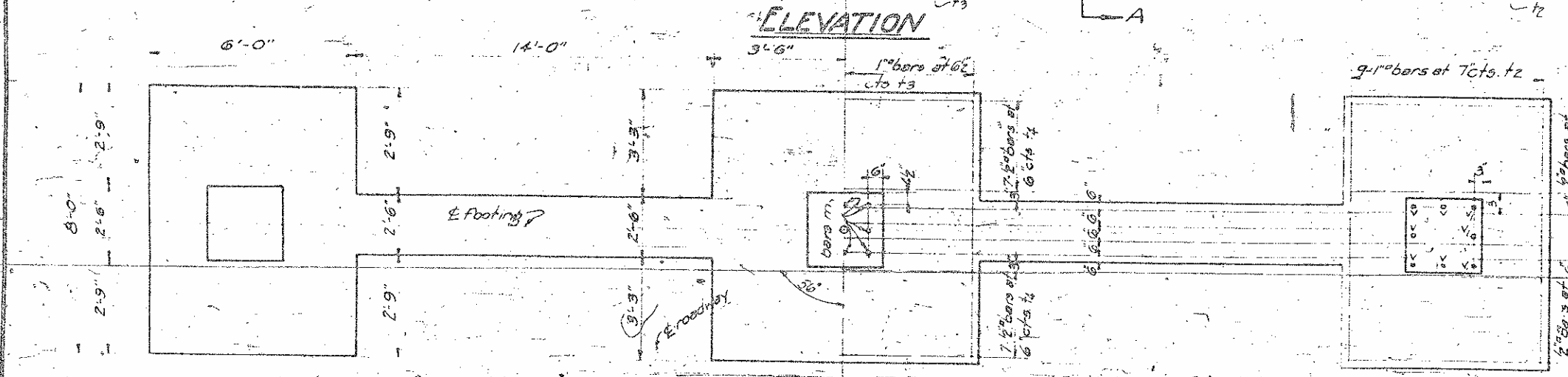
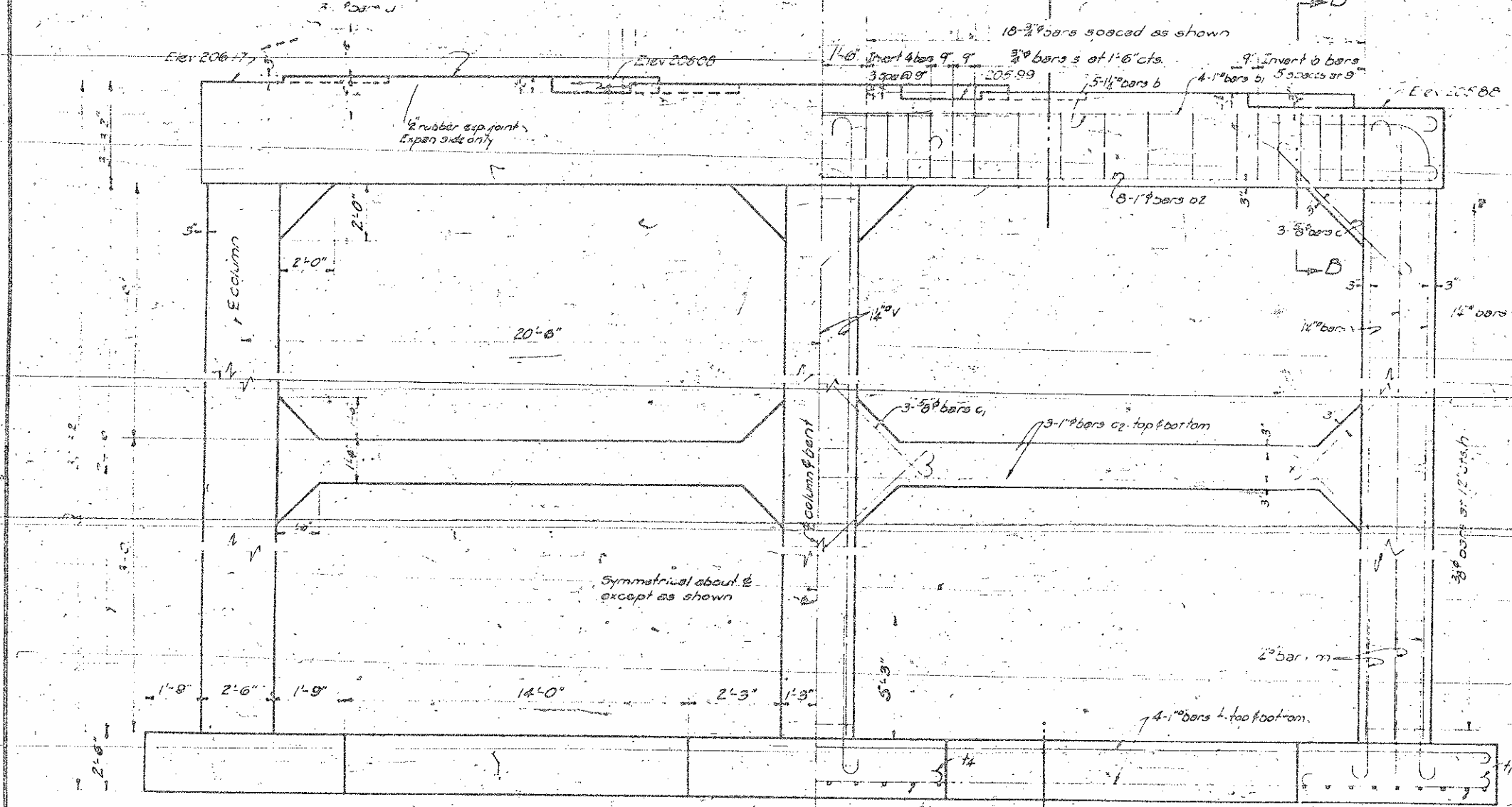
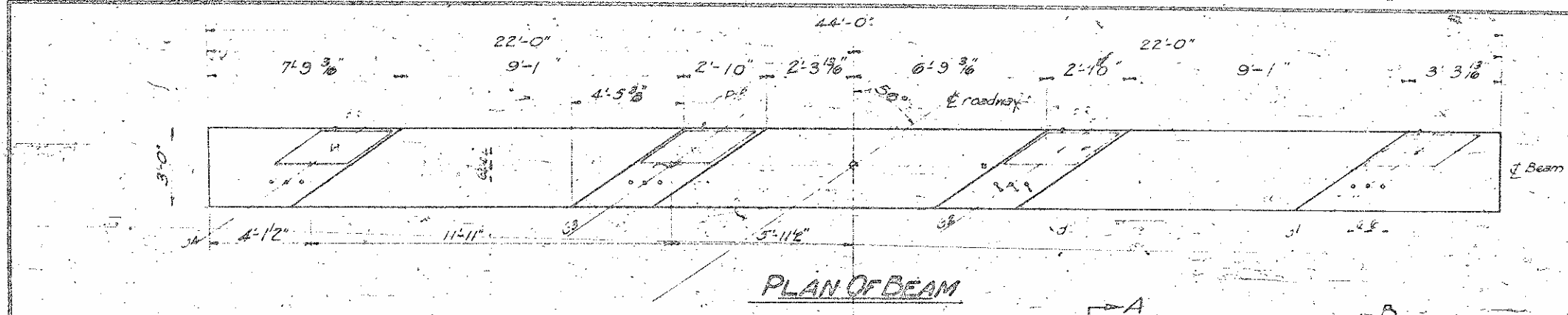
SPECIAL
 STANDARD R.C. BENTS
 FOR BRIDGE OVER
 ATLANTIC COAST LINE RAILROAD

JANUARY 1936

SUBMITTED BY: W. T. Givens
 APPROVED BY: D. J. Baine
 STATE HIGHWAY ENGINEER

BILL OF MATERIAL				
BENT No. 1				
Bar No.	Size	Remarks	Length	Weight
a	3/4"	Straight	21'-0"	5.33
b	1"	Detailed	45'-6"	61.9
c	1"	Detailed	45'-6"	61.9
c2	1"	Detailed	6'-0"	1.00
t1	1"	Detailed	6'-6"	1.69
t2	1"	Detailed	25'-0"	7.71
t3	1"	Detailed	9'-9"	2.75
t4	1"	Detailed	25'-3"	7.75
t5	1"	Detailed	20'-9"	6.30
m	1/2"	Detailed	27'-3"	10.22
1	1"	Detailed	45'-6"	131.9
2	1"	Detailed	71'-0"	143
3	1"	Detailed	9'-6"	26.7
4	1"	Detailed	10'-6"	33.9
5	1"	Detailed	21'-0"	95
6	3/4"	Detailed	9'-9"	2.72
u	2"	Straight	3'-0"	96

Reinforcing steel Lbs. 11231
 Class A concrete Cu. Yds. 60.2
 Conc. per ft. depth of footing Cu. Yds. 8.43
 Pipes and bolts Lbs. 192



SHOWING DIMENSIONS

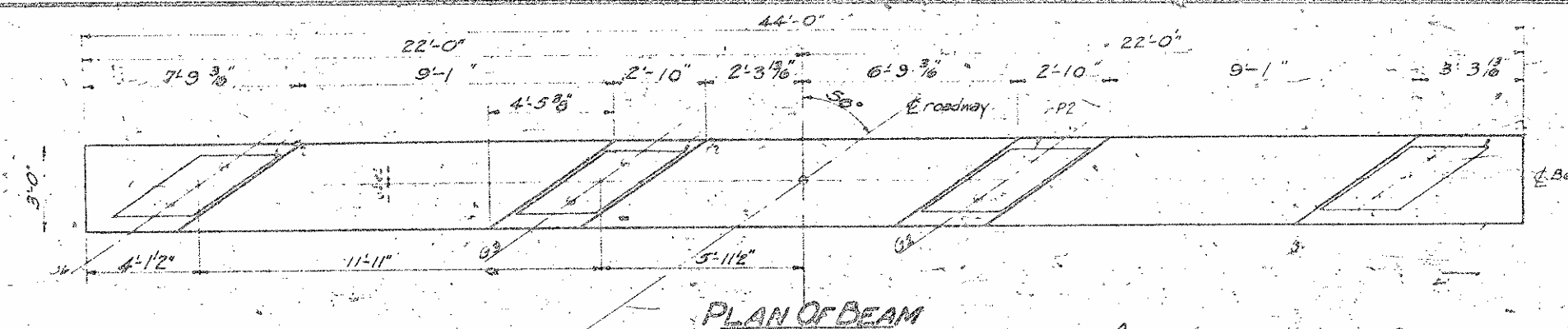
SPECIAL: Checked by: W. T. Givens, DATE: 1/35
 Prepared by: W. T. Givens, DATE: 1/35
 Approved by: D. J. Baine, DATE: 1/35

Note: B.M. on North corner of concrete base of electric railroad signal 118 L&N station 9+52 - Elev 104.70

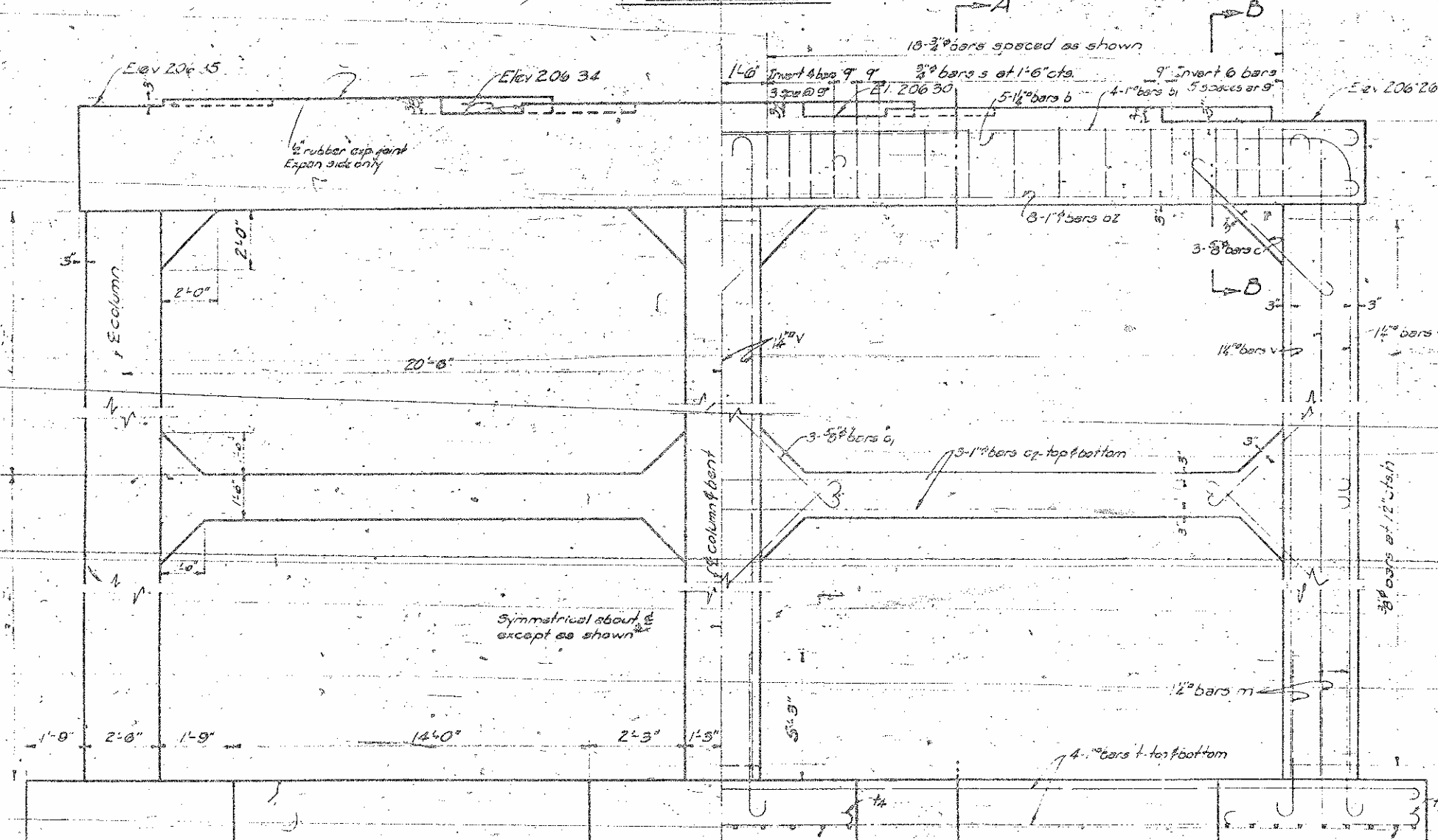
REVISED: to location of bridge site, 2-18-36 R.W. & R.H.H.

NO. ROAD DIST. SOL.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	2100	15	22

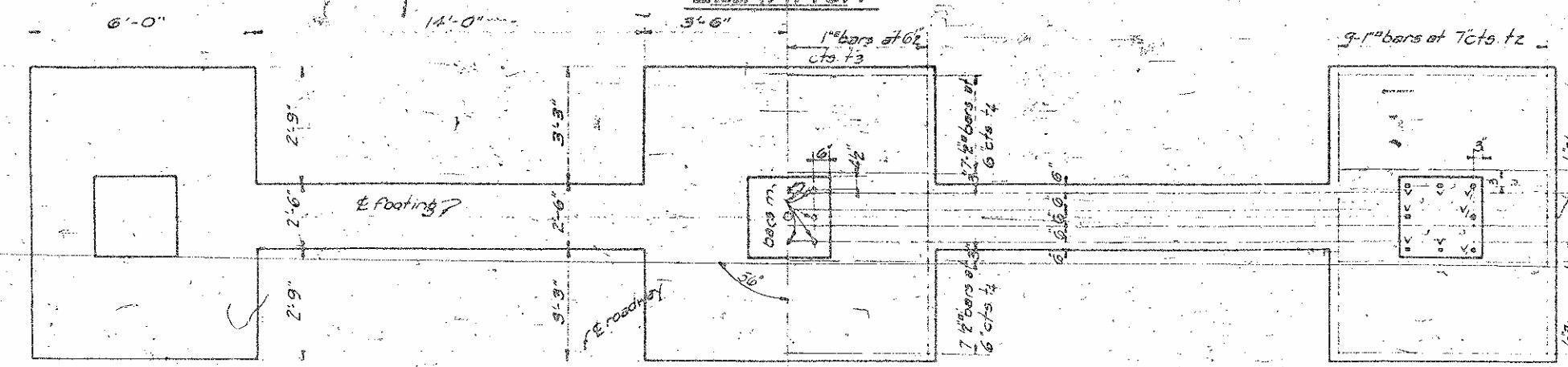
U.S. Highways Crossing Project No. NPGAR-13-D



PLAN OF BEAM

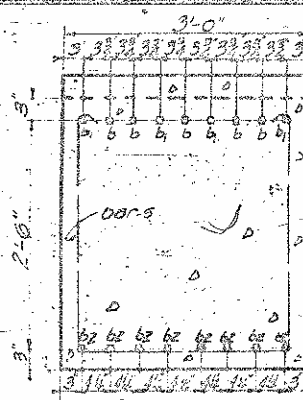


ELEVATION

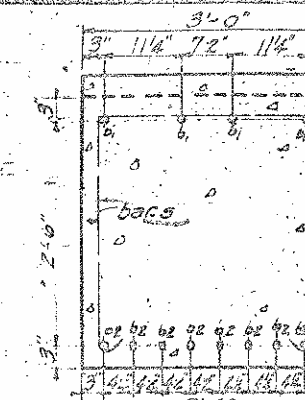


PLAN OF FOOTING

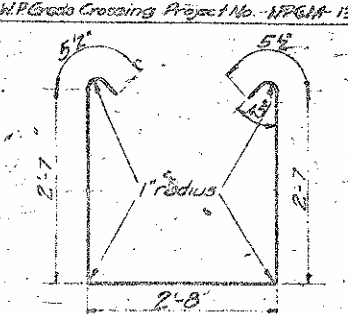
SHOWING DIMENSIONS



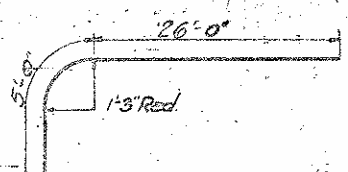
PART SECTION A-A



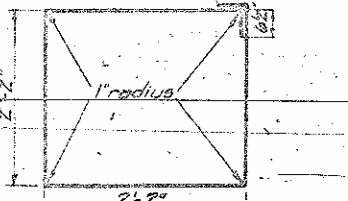
SECTION B-B



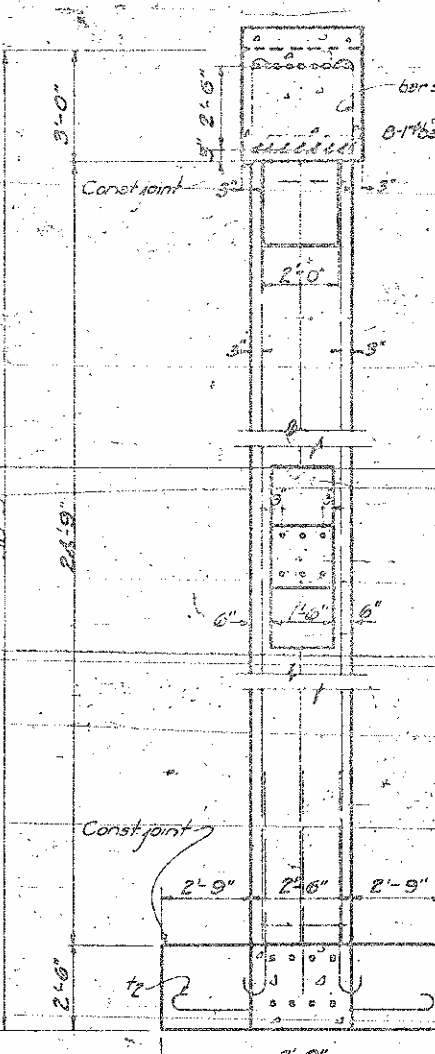
DETAIL OF BAR 5



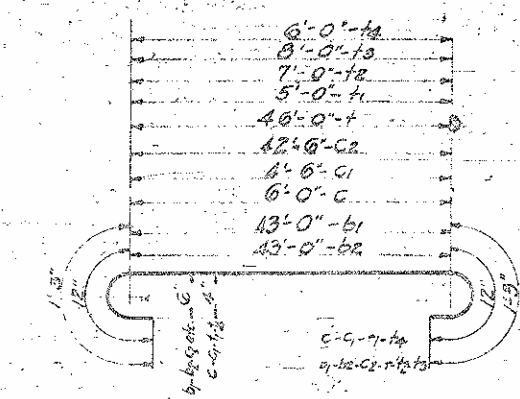
DETAIL OF BAR V



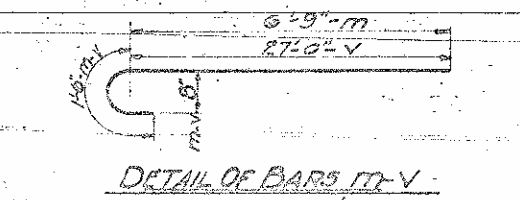
DETAIL OF BAR H



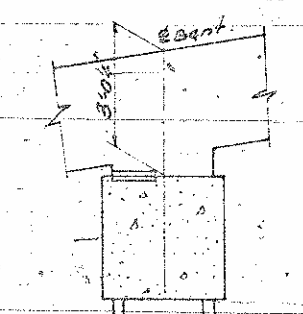
SECTION A-A



DETAIL OF BARS b, c, g, c2, h, i, k, l, t, v, z



DETAIL OF BARS i, j, v



SKETCH SHOWING TREATMENT OF GIRDER AT BENTS END BENTS SIMILAR

DESIGN DATA
 Specifications: American Assoc. State Highway Officials
 Assumed live load: H 19
 Steel in tension: 18,000 Lbs. per square inch
 Concrete in compression: 1,000 Lbs. per square inch
 Shear in Class A concrete: 60 Lbs. per square inch

Note: For General Note see sheet No. 11.

BILL OF MATERIAL - BENT NO. 2

Bar No.	Size	Remarks	Length	Weight
b	5/8"	Standard	21'-0"	3.58
c	1"	Detailed	45'-0"	6.19
b2	1/2"	Detailed	45'-0"	9.72
c	1/2"	Detailed	6'-0"	1.00
c	1/2"	Detailed	6'-0"	1.63
l2	1/2"	Detailed	45'-0"	7.27
h	7/8"	Detailed	9'-9"	2.75
v	1 1/2"	Detailed	28'-6"	7.70
v	6/8"	Detailed	31'-0"	9.08
m	2 1/2"	Detailed	18'-3"	10.32
j	1"	Detailed	48'-6"	13.17
h	2 1/2"	Detailed	7'-0"	11.9
l2	1/2"	Detailed	9'-0"	3.07
l2	1/2"	Detailed	10'-0"	2.89
l2	1/2"	Detailed	6'-0"	1.63
5	3/8"	Detailed	6'-0"	2.72

Reinforcing steel Lbs. 147.8
 Class A concrete Cu. Yds. 9.57
 Cost per cu. yd. of footing Lumber 6.48
 Filler and debris Lbs. 3.50

PROJECT NO. 2100
 DUPLIN COUNTY
 STATION 11+64.5
 BENT NO. 2

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION

SPECIAL STANDARD R.C. BENTS FOR BRIDGE OVER ATLANTIC COAST LINE RAILROAD

JANUARY 1936

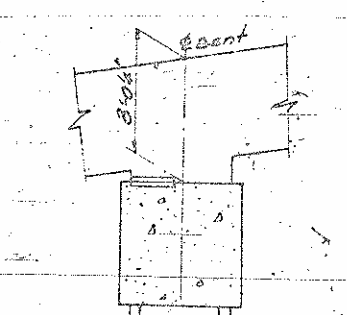
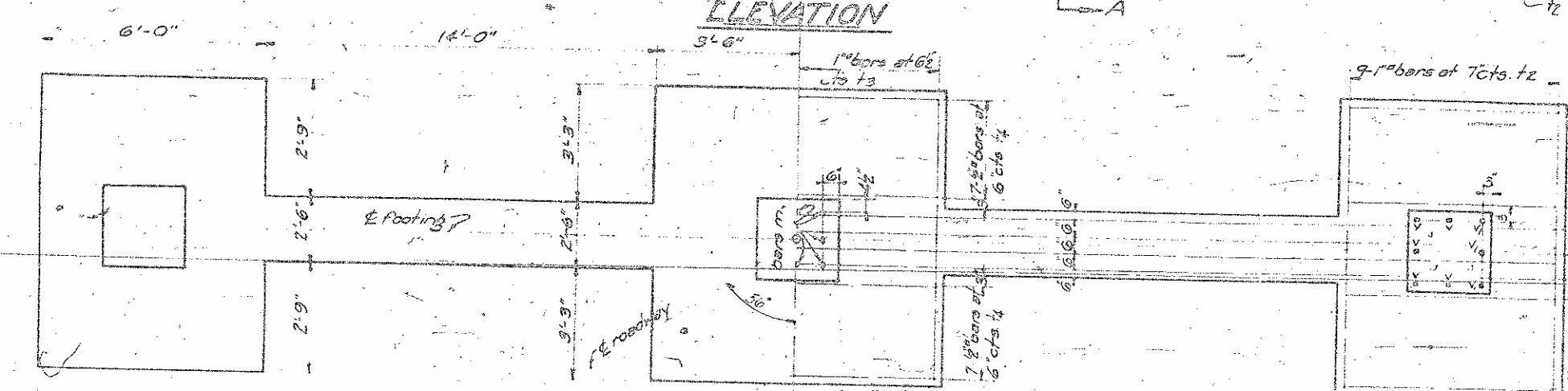
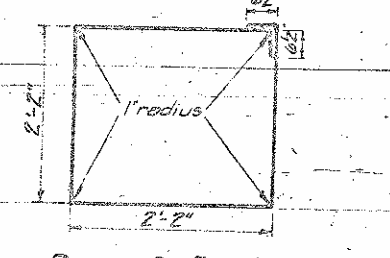
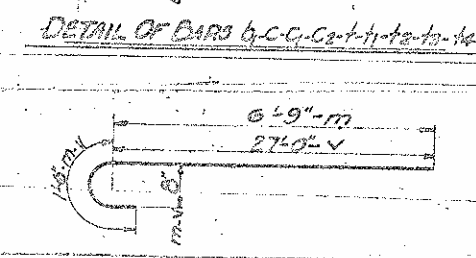
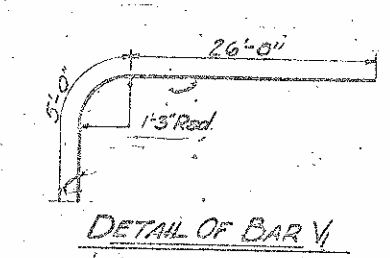
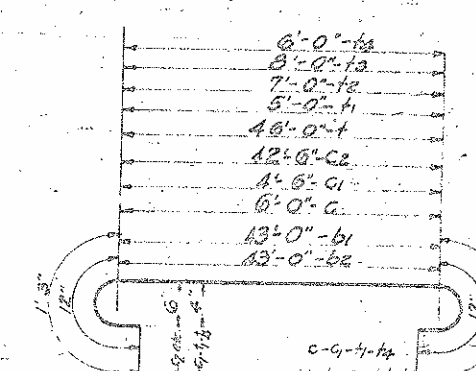
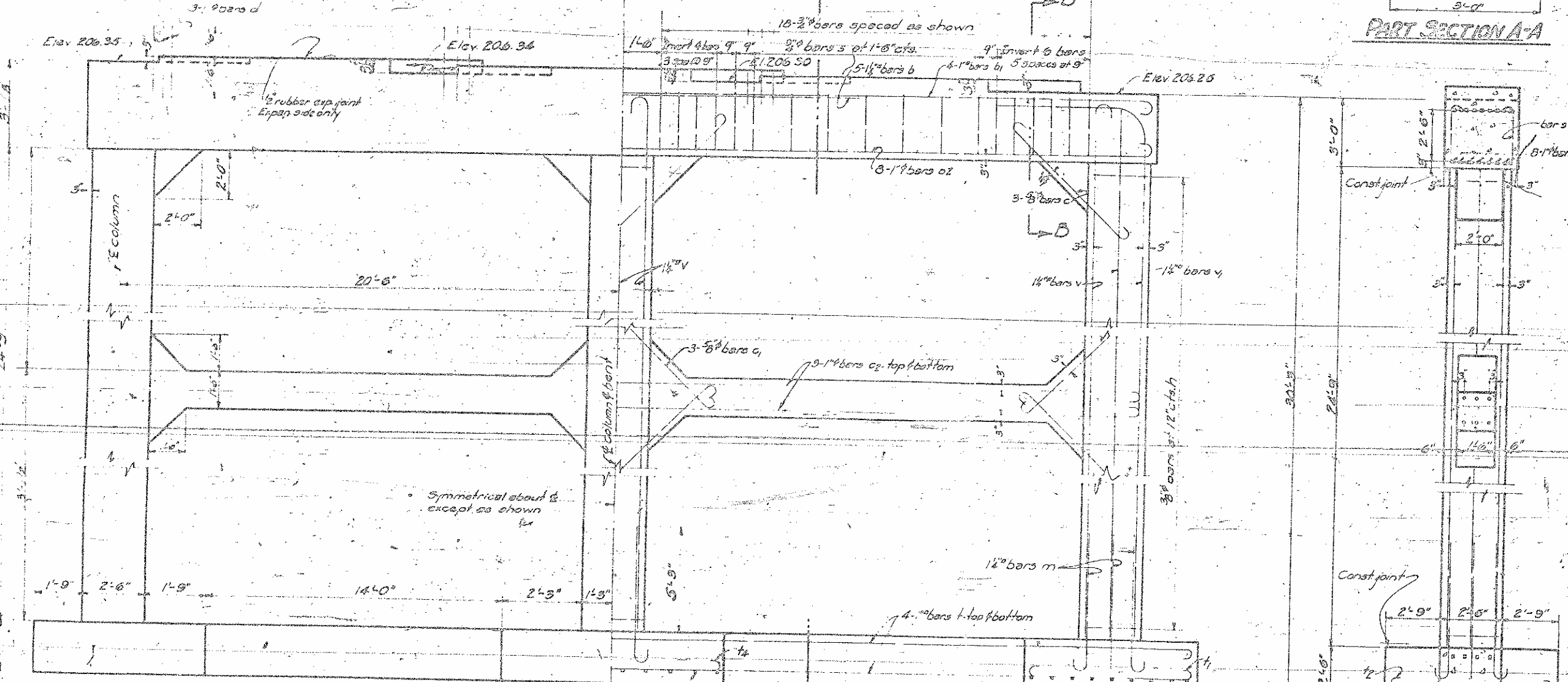
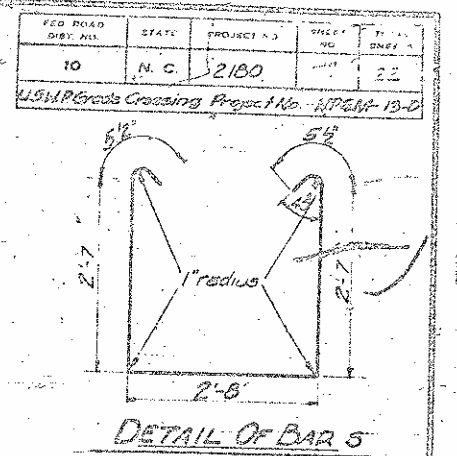
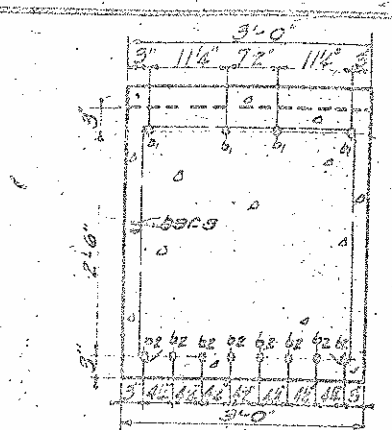
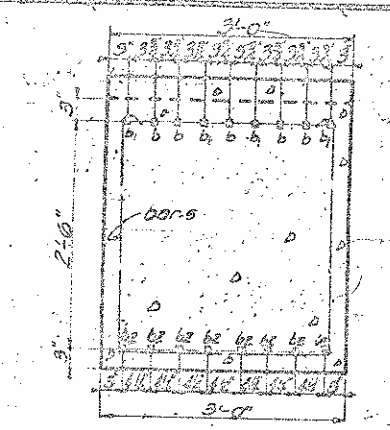
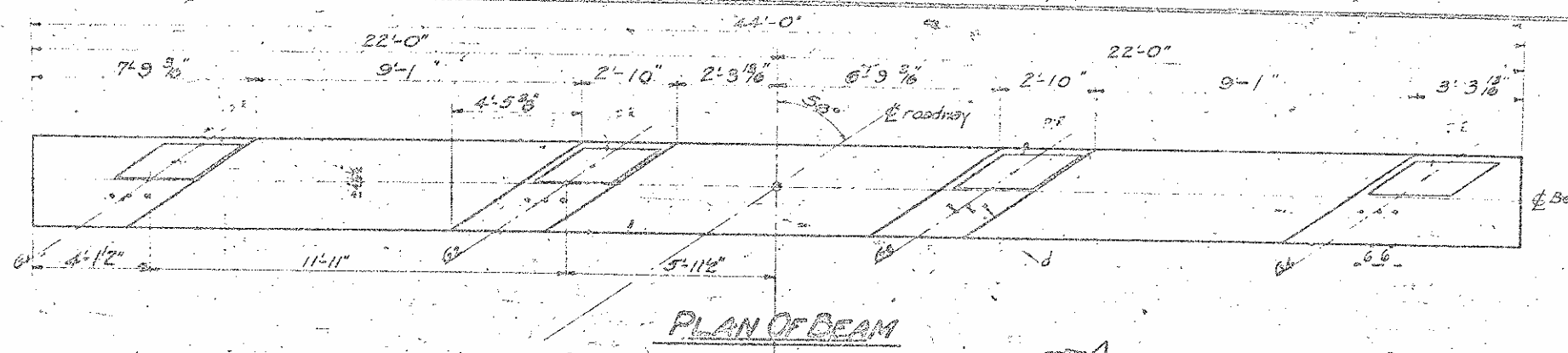
DESIGNED BY: W. J. Curran
 APPROVED BY: W. James Baise

STATE HIGHWAY ENGINEER

SPECIAL	DESIGNED BY: W. J. Curran	DATE: 1/31/36
APPROVED BY: W. James Baise	DATE: 1/31/36	
REVISIONS:		

Note: B.M. X on North corner of concrete base of electric railroad signal 119 Left station 9+52 - Elev. 104.70

SHOWING REINFORCEMENT



DESIGN DATA
 Specifications: American Assoc. State Highway Officials
 Assumed live load: H 15
 Steel in tension: 16,000 lbs. per square inch.
 Concrete in compression: 400 lbs. per square inch.
 Shear in Class A concrete: 60 lbs. per square inch.

SHOWING DIMENSIONS

SPECIAL	APPROVED BY	DATE
	DESIGNED BY	
	DRAWN BY	

PLAN OF FOOTING

SHOWING REINFORCEMENT

BILL OF MATERIAL
BENT NO 3

Bar No	Size	Remarks	Length	Weight
b 5	1/2"	Straight	21'-0"	5.38
b 4	1"	Developed	45'-6"	6.19
b 2	1/2"		24'-0"	5.72
c 12	3/8"	Developed	6'-0"	1.00
c 24	3/8"		6'-0"	1.03
c 2	3/8"		25'-0"	7.21
t 12	3/8"	Developed	9'-9"	2.75
v 12	1/2"		2'-2 1/2"	2.22
v 6	1/2"		3'-11"	3.05
m 24	1/2"		8'-9"	10.72
f 8	1/2"	Developed	45'-6"	15.17
t 24	3/8"		7'-0"	1.23
t 10	1/2"		8'-6"	3.07
t 12	1/2"		10'-6"	3.98
t 14	1/2"		9'-0"	3.5
g 30	3/4"	Developed	0'-9"	2.72
d 12	1/2"	Swagdon	3'-0"	5.0

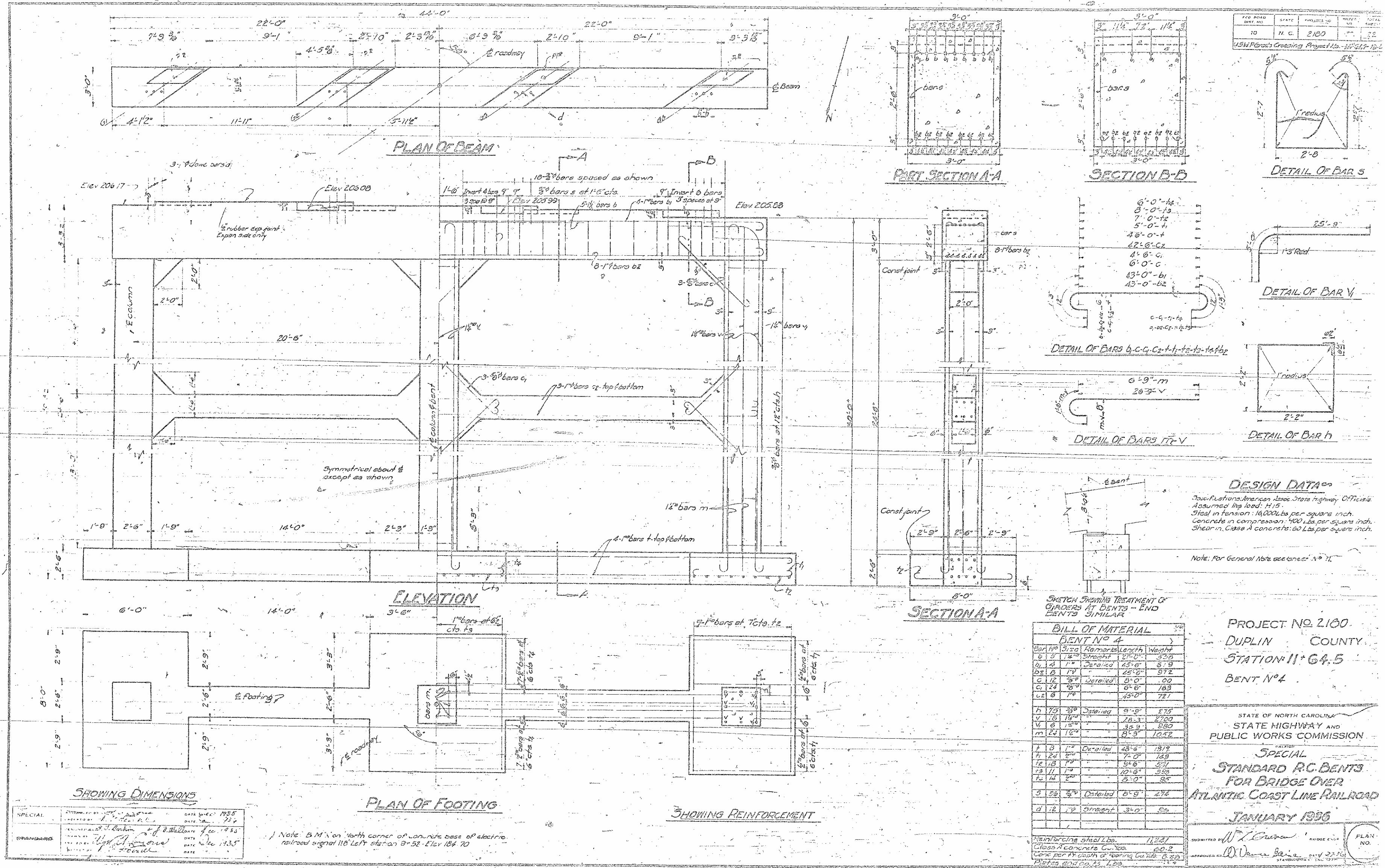
Reinforcing steel Lbs. 11,275
 Class A concrete Cu. Yds. 59.7
 Conc. part of depth of footings Cu. Yds. 8.45
 Piles and caps Lbs. 15.0

PROJECT NO. 2100
 DUPLIN COUNTY
 STATION 11+64.5
 BENT NO 3

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SPECIAL
 STANDARD R.C. BENTS
 FOR BRIDGE OVER
 ATLANTIC COAST LINE RAILROAD

JANUARY 1936
 APPROVED BY *W. J. Gurnea* BRIDGE ENGR.
 APPROVED BY *W. Davis* STATE HIGHWAY ENGINEER
 PLAN NO.

REVISOR: For relocation of bridge site, 2-18-36 R.W. V. R.H.



FOR ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	2100	22	22

USW Project's Crossing Project No. 111617-106

DESIGN DATA
 Specifications American Assoc. State Highway Officials
 Assumed live load, H-15
 Steel in tension, 16,000 lbs. per square inch
 Concrete in compression, 400 lbs. per square inch
 Shear in Class A concrete, 60 lbs. per square inch

BILL OF MATERIAL
BENT NO 4

Bar No	Remarks	Length	Weight
5	12" straight	27'-0"	3.25
6	1" Deranda	45'-0"	6.19
8	1 1/2" Deranda	46'-0"	5.72
12	3/8" Deranda	0'-0"	.00
22	3/8"	0'-0"	.00
6	1 1/2"	15'-0"	7.21
h	3/8" Deranda	9'-0"	2.79
v	1 1/2"	28'-3"	2.80
v	1 1/2"	3'-0"	.850
m	1 1/2"	8'-9"	10.52
1	1 1/2"	28'-6"	18.19
7	2 1/2"	7'-0"	1.69
12	3/8"	5'-6"	3.91
13	1 1/2"	10'-6"	3.50
14	1 1/2"	5'-0"	.85
3	3/8" Deranda	6'-9"	4.74
d	1 1/2" straight	3'-0"	.86

PROJECT NO. 2100
 DUPLIN COUNTY
 STATION 11+64.5
 BENT NO 4

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SPECIAL
 STANDARD R.C. BENTS
 FOR BRIDGE OVER
 ATLANTIC COAST LINE RAILROAD
 JANUARY 1936

SPECIAL

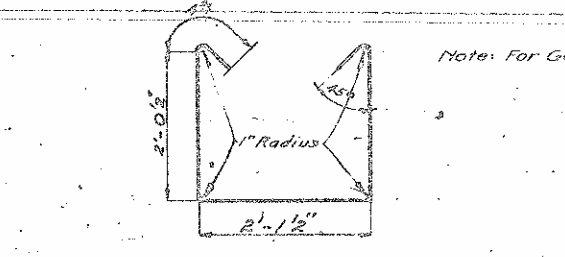
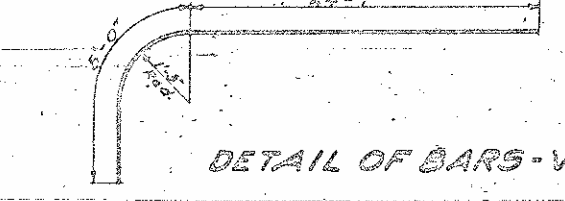
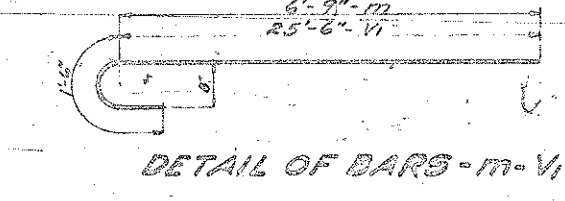
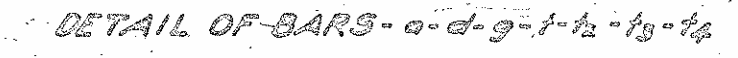
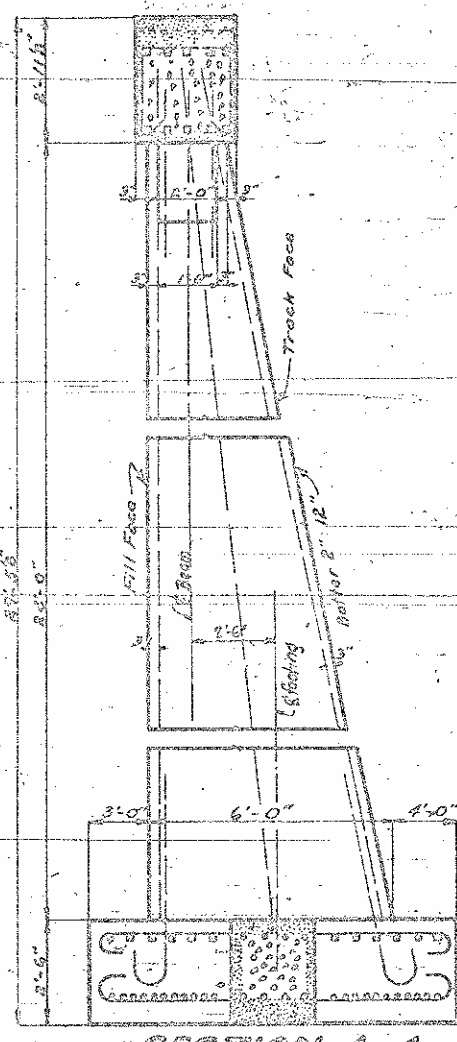
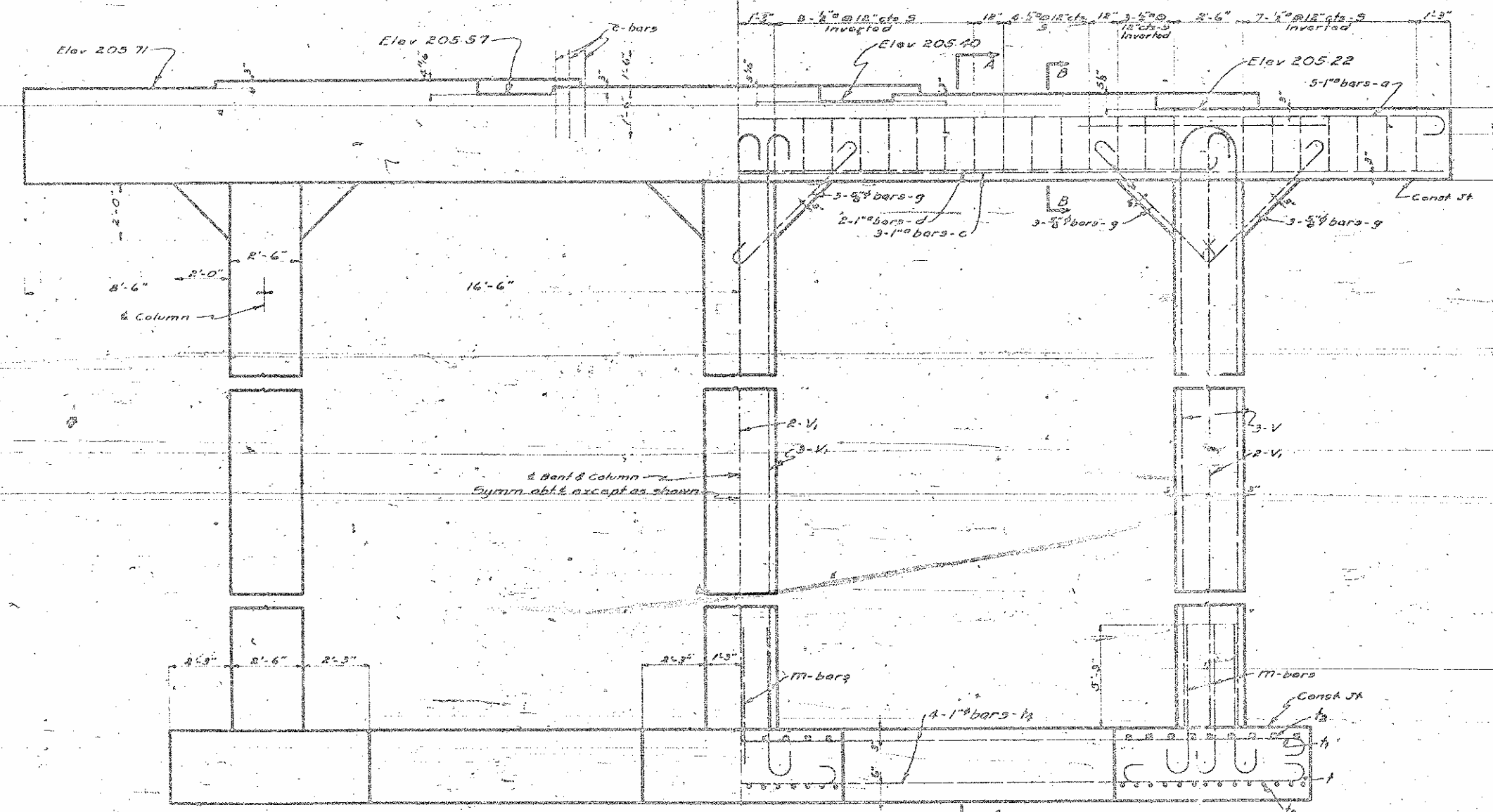
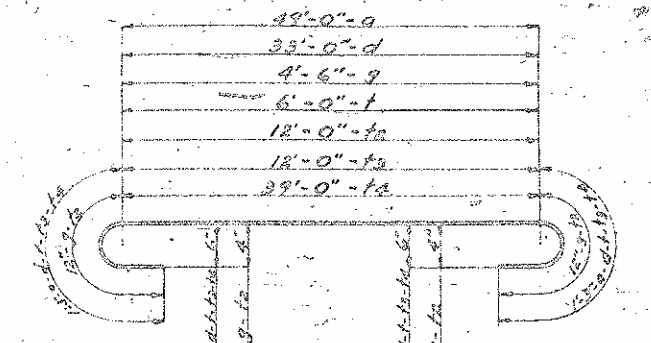
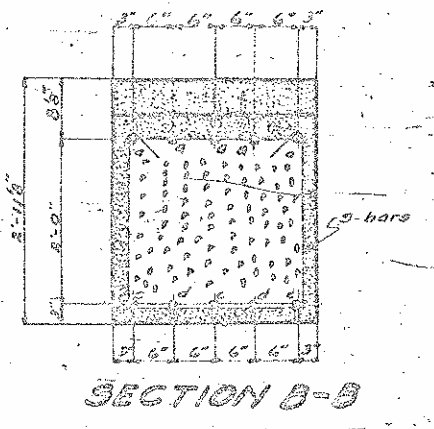
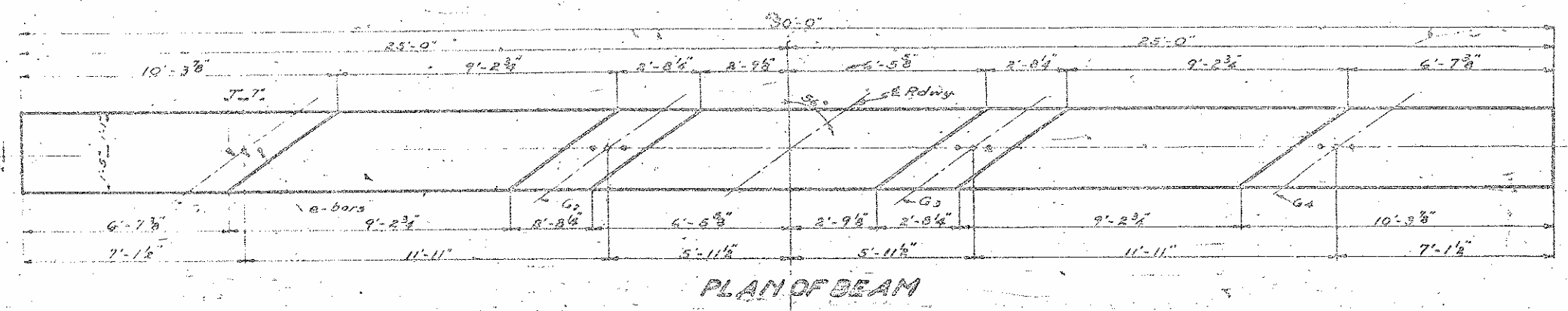
APPROVED BY	DATE
APPROVED BY	DATE

APPROVED BY: [Signature]
 DATE: [Date]

Note: B.M. on north corner of concrete base of electric railroad signal 116' left station @ 52' Elev 184.70

REVISED FOR RELOCATION OF BRIDGE TO 11+64.5

NO. 10	N.C.	2180	22
U.S.P. Cross-Gearing Project No. 14861-13-D			



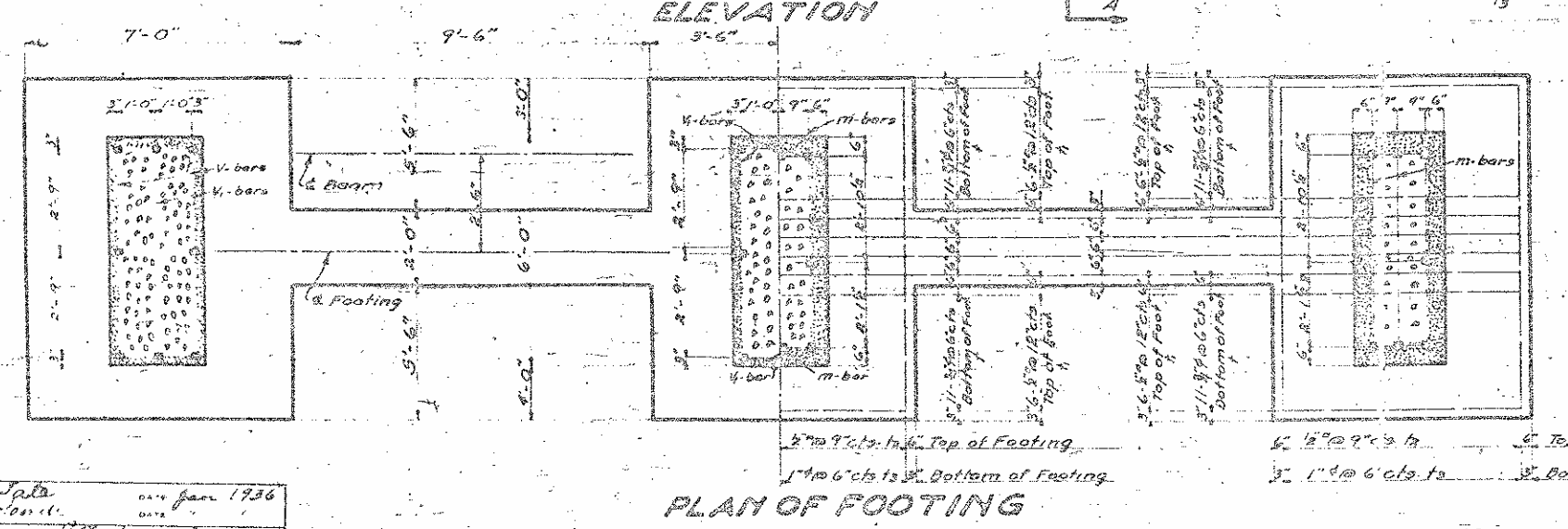
DESIGN DATA:
 Specifications - A.S.T.M.
 Assumed Live Load - 715
 Steel in Tension - 16,000 Lbs per sq in
 Concrete in Compression - 900 Lbs per sq in
 Shear in Class "A" Concrete - 60 Lbs per sq in
 Equivalent Fluid Pressure of Earth - 30 Lbs per cu ft

PROJECT NO. 2180
 DUPLIN COUNTY
 STA. 11 + 64.5
 ENDBENT No. 2

Bar No.	Size	Length	Remarks	Weight
10	5"	57'-6"	Detailed	876
3	1 1/2"	49'-6"	Straight	505
4	1 1/2"	35'-6"	Detailed	241
8	3/4"	6'-6"	"	122
9	1 1/2"	3'-0"	Straight	96
12	1 1/2"	29'-9"	Detailed	1897
12	1 1/2"	27'-0"	"	1721
1	3/4"	8'-6"	"	843
1	3/4"	6'-6"	Straight	199
16	1 1/2"	14'-0"	Detailed	321
16	1 1/2"	14'-6"	"	1225
17	3/4"	41'-6"	"	886
17	2 1/2"	8'-3"	"	1052
5	4 1/2"	7'-0"	"	262
Reinforcing Steel Lbs.				10,646
Class "A" Concrete Cu. Yds.				697
Conc per ft depth of Footing Cu. Yds.				152

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SPECIAL
 R.C. END BENTS
 FOR BRIDGE OVER
 ATLANTIC COAST LINE RAILROAD
 JANUARY 1936.

SUBMITTED BY W. L. ...
 APPROVED BY W. ...
 PLAN NO.



APPROVED BY G. Q. ...
 DATE Jan 1936

Revised: For relocation of bridge site, 2-17-36 R.W. ...