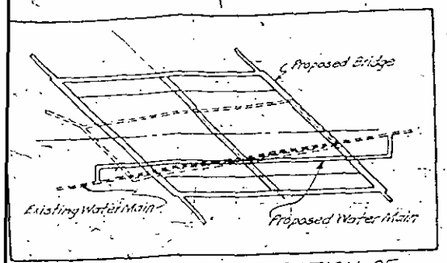
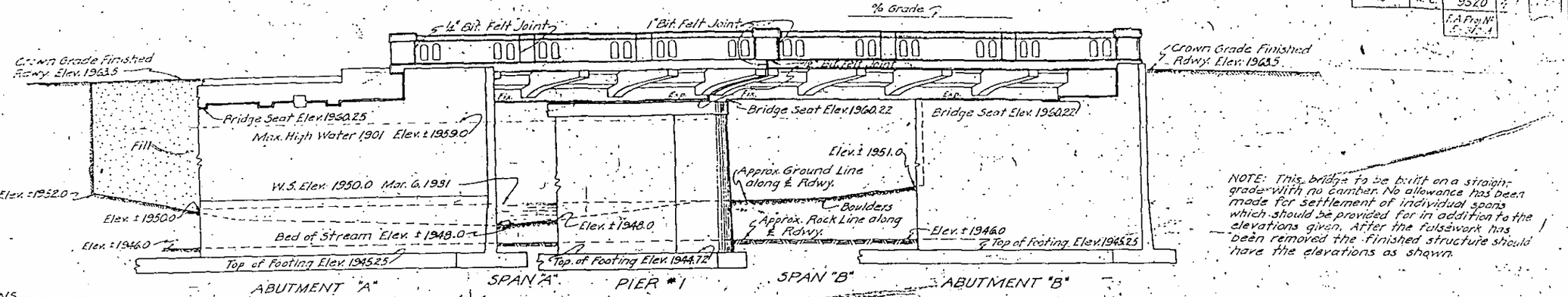
FED. ROAD DIST. NO.	STATE	PROJECT NO.
10	N. C.	9520

F.A. Proj. No. S-U-1



SKETCH SHOWING LOCATION OF PROPOSED & EXISTING WATER MAINS



ELEVATION

NOTE: This bridge to be built on a straight grade with no camber. No allowance has been made 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 should have the elevations as shown.

NOTE: The contractor will be required to remove the existing water main, maintain uninterrupted service, and replace water main on new structure. See Special Provisions.

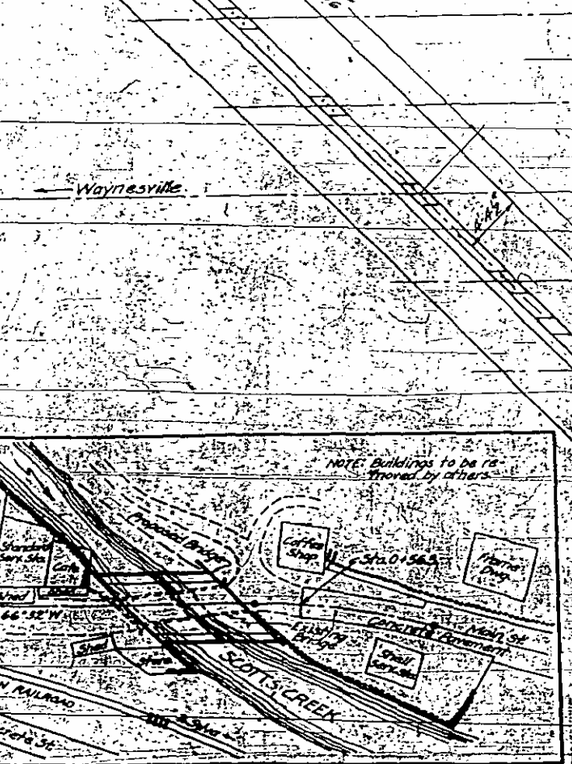
BILL OF MATERIAL PER SPAN

	a	a1	b	b1	c	c1	c2	c3	c4	c5	c6	d	e	e1	f	f1	g	k	k1	k2	m	o	o1	o2	o3	r	s	s1	s2	s3	s4	Class 'A' Conc. Cu. Yds.	Reinf. Steel Lbs.	Conc. Wear. Surf. Sq. Yds.	Plates & Bolts Lbs.
SPAN "A"	40	46	52	65	6	6	6	6	4	4	4	20	30	240	12	24	54	6	21	21	4	16	16	20	20	20	230	16	16	16	16	85.8	22084	123.2	199
SPAN "B"	40	46	52	69	6	6	6	4	4	4	4	20	28	240	12	24	54	6	21	21	-	16	16	20	20	20	230	16	16	16	16	85.2	22039	123.2	139
Totals	92	92	104	134	12	12	12	10	8	8	8	40	64	480	24	48	108	12	42	42	4	32	32	40	40	40	460	32	32	32	32	171.0	44123	246.4	278

GENERAL NOTE:

Class 'A' concrete to be used thruout. Maximum size of coarse aggregate to be 1½ except in hand-rails. Maximum size of coarse aggregate in hand-rails to be ¾.
All exposed corners to be chamfered as called for on plans. All Material and Workmanship as per the specifications of the North Carolina State Highway Commission.
The excavation and foundation data and all elevations of ground line, water surfaces and rock line 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 as correct any of the information given. See 'Instructions to Bidders'.
All footings to be carried down at least 6" into rock with a minimum thickness as shown on plans.

NOTE: The existing structure shall be completely removed. See Specifications.



PLAN

SKETCH SHOWING LOCATION OF PROPOSED BRIDGE

PROJECT No. 9520
JACKSON COUNTY
STATION 1+36

DIVISION OF CONCRETE	
Maximum size of coarse aggregate ¾" - Cu. Yds.	7.8
Maximum size of coarse aggregate 1½" - Cu. Yds.	414.4
Total — Cu. Yds.	422.2

TOTAL BILL OF MATERIAL

	Concrete Class 'A' Cu. Yds.	Reinforcing Steel Lbs.	Plates & Bolts Lbs.	Conc. Wear. Surf. Sq. Yds.
SPAN "A"	85.8	22084	199.	123.2
SPAN "B"	85.2	22039	139.	123.2
ABUT. "A"	107.2	10785	—	—
PIER #1	49.5	4039	139.	—
ABUT. "B"	94.5	9423	139.	—
Totals	422.2	*68,970	556.	246.4

*Includes 1699 Lbs. of galvanized steel to be paid for as reinforcing steel.

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

SPECIAL GENERAL DRAWING FOR SCOTT CREEK BRIDGE OVER SCOTT CREEK SEPT. 1932

SPECIAL		
DESIGNED BY	H. Tyler Gardner	DATE May 1932
DRAWN BY	J. B. Wimberly	DATE May 1932
TRACED	J. B. Wimberly	DATE Sept 1932

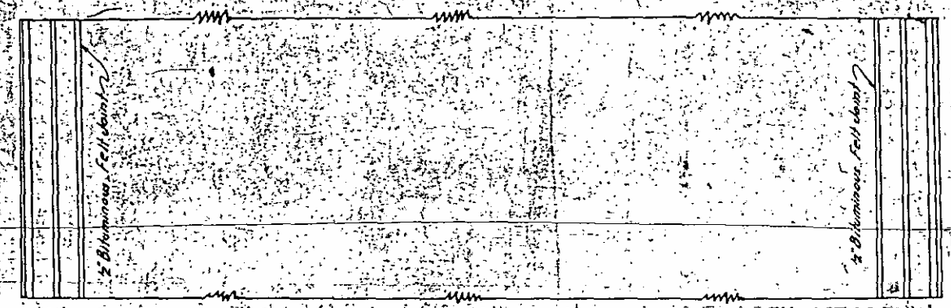
B.M. #5 on 3rd pipe in retaining wall 15' Rt. of Sta. 2+00.5 Elev. 1964.86

SUBMITTED W. E. L. Cooper
APPROVED L. R. Ross
STATE HIGHWAY ENGINEER

PLAN NO. S-U-1-29

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N.C.	9520	5	5
		F.A. PROJ. NO. 1512-A		

SECTION THRU. BRIDGE



PLAN

PLAIN CONCRETE OR REINFORCED CONCRETE PAVEMENTS
GRADED TOPSOIL, SAND CLAY, GRAVEL, SHALE, WATER-BOUND OR BITUMINOUS MACADAM ROADS

1. The wearing surface of the bridge shall consist of 2" of Class A concrete. See Specifications.
2. The top of the floor slab shall be coated with a heavy coat of asphaltic cement applied hot before the wearing surface is laid.
3. A ½" bituminous felt joint shall be placed between the curbs and the wearing surface. A ½" bituminous felt joint shall be placed at all piers and abutments parallel to the face thereof. The joint shall be cut to the crown of roadway and shall not be in more than two pieces.
4. The wearing surface shall be hand finished in accordance with the Specifications. Payment will be made at the Contract unit price for wearing surface. All material and workmanship as per specifications of the N.C. State Highway Commission.

SPECIAL	ASSEMBLED BY: R. J. McNeely	DATE: April 1932
	CHECKED BY: W. H. Lee	DATE: Mar. 6, 1932
STANDARD	DESIGNED BY:	DATE:
	DRAWN BY: C. M. Lippincott	DATE: April 1932
	TRACED BY: L. C. Hudson	DATE: " "
	CHECKED BY: L. C. Hudson	DATE: " "

PROJECT NO. 9520
JACKSON COUNTY
STATION 1+36
STATION 107+18

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

SKETCH SHOWING STANDARD DETAILS FOR CONTINUING ROAD SURFACING ACROSS REINF. CONCRETE BRIDGES

APRIL 1932

SUBMITTED BY: W. L. Cowan, DIVISION ENGINEER	PLAN NO. 30, 172, 32, 16, 18
APPROVED BY: L. A. Cuthrell, STATE HIGHWAY ENGINEER	DATE: 7-14-32

STANDARD NO. H-7121

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	9520	59	66

Ref. to Dwg. E-313-A

35'-0" Clear Span

9 Openings @ 8" = 6'-0" | 9 Openings @ 8" = 6'-0" | 9 Openings @ 8" = 6'-0"

9 Balusters @ 5" = 3'-8" | 9 Balusters @ 5" = 3'-7 1/2" | 9 Balusters @ 5" = 3'-8"

4" Bituminous Fell Joint | 4" Bituminous Fell Joint

Note: In addition to the bituminous felt material, 2 ply roofing felt shall be placed on all vertical expansion joints below top of curb. This to be placed on the side of the joint adjacent to the pouring.

Note: Each span to be fixed at one end. For location of fixed end, see General Drawing.

SIDE ELEVATION

DETAIL OF DRAIN

HALF INTERIOR SECTION

HALF END VIEW

HALF SECTION C-C

SECTION D-D | SECTION E-E | SECTION F-F

MAKE 20 BOLTS

MAKE 10 PLATES P_R As shown

MAKE 10 PLATES P_L Opposite hand

Note: Provide notches in curtain walls and bracket struts for 6" water main to be placed between North outside girder and next interior girder. Openings at piers and abutments to be 15" square. Notches in bracket struts to be 6" deep and 15" wide.

DETAIL OF EXTERIOR GIRDERS

DETAIL OF INTERIOR GIRDERS

HALF SECTION A-A

HALF SECTION B-B

DETAIL OF BARS d

DETAIL OF BARS f

DETAIL OF BARS c, C_1, C_2, C_3, C_4, C_5, C_6

DETAIL OF BARS a

DETAIL OF BARS P_1, S_2, S_3 & S_4

DETAIL OF BARS b, e, g, m, o, q

DETAIL OF BARS s

SKEW TRIANGLE

SIDE ELEVATION OF SIDEWALK BRACKET

HALF PLAN

Showing reinforcement in bottom of roadway and sidewalk slabs & in brackets

Showing arrangement of floor in top of roadway and sidewalk slabs

Design Data:

Specifications: N. C. State Highway Commission
Assumed Live Load: H-15
Impact Allowance for Live Load: See Specifications.

General Note:

Class "A" Concrete shall be used throughout. Maximum size of coarse aggregate to be 1½" except in hand rails. Maximum size of coarse aggregate in hand rails to be ¾".
All reinforcing steel shall be deformed bars.
All dimensions relative to reinforcement are to centers of bars. No splices of bars other than those shown on plans will be permitted. Reinforcing steel shall be securely held in position.
All exposed corners to be chamfered 1" except on hand rails and expansion joints. Hand rail corners to be chamfered ¾", baluster and expansion joint corners to be chamfered ½".
The girders, slabs and curbs must be poured at the same time, allowing no time for initial set to take place between them. Construction joints permitted only at top of curbs.
End frame plates to be placed on bridge, one on the inside of each right hand and post approaching bridge unless otherwise stated under "Special Provisions". The removal of these plates will be the duty of the Contractor. The Engineer shall make certain that the top of the floor slab is of the correct elevation for the type of surfacing used.
All material and workmanship as per the specifications of the N.C. State Highway Commission.

Division of Class A Concrete

163.2 Cu. Yds.	Maximum size coarse aggregate 1½"
7.8 Cu. Yds.	Maximum size coarse aggregate ¾"
171.0 Cu. Yds.	Total

Bill of Material: Two Spans

Bar	No.	Size	Length	Weight	Bar	No.	Size	Length	Weight
a	92	3/4"	11'-6"	650	K	42	4"	18'-0"	642
b	92	4"	44'-0"	4222	K_1	4	4"	4'-9"	13
b1	104	4"	20'-6"	1424	o	32	4"	22'-6"	480
c	136	3/4"	19'-9"	1794	q	32	4"	20'-6"	438
C	112	1"	24'-3"	1010	S_2	40	4"	24'-3"	648
C_1	12	1"	30'-9"	1254	S_3	40	4"	15'-3"	408
C_2	12	1"	35'-3"	1820	r	40	1"	15'-0"	2040
C_3	12	1"	39'-3"	2026	s	460	4"	6'-9"	2640
C_4	8	1"	24'-9"	852	S_1	72	4"	5'-6"	150
C_5	8	1"	30'-9"	1058	S_2	32	4"	4'-6"	122
C_6	8	1"	35'-3"	1498	S_3	32	4"	3'-6"	96
C_7	8	1"	39'-3"	1668	S_4	32	4"	3'-0"	82
d	40	1"	39'-3"	8342					
e	64	1"	6'-0"	256					
g	160	5/8"	6'-0"	1082					
f	24	1"	10'-3"	164	Reinforcing Steel Lbs.			44123	
f_1	40	1"	10'-3"	184	Class A Concrete Cu. Yds.			1910	
g	108	1"	6'-0"	596	Plates and Bolts Lbs.			278	
h	16	1"	21'-0"	214	Cast Iron Hand Rail Sockets Lbs.			961	
K	46	1"	21'-0"	750					

* Extra rail and steel bars to be paid for as reinforcing steel.

PROJECT NO. 9520
JACKSON COUNTY
STA. 1+36

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

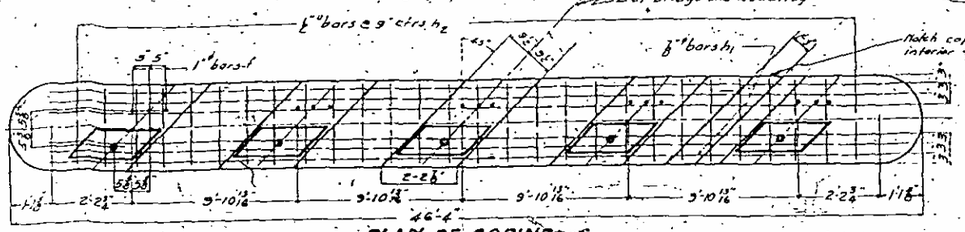
SPECIAL
REINFORCED CONCRETE
DECK GIRDER
45° RIGHT HAND SKEW
35'-0" SPAN — 30'-0" ROADWAY
TWO 5' SIDEWALKS
SEPT. 1932

W. P. Cobb
L. K. Cobb

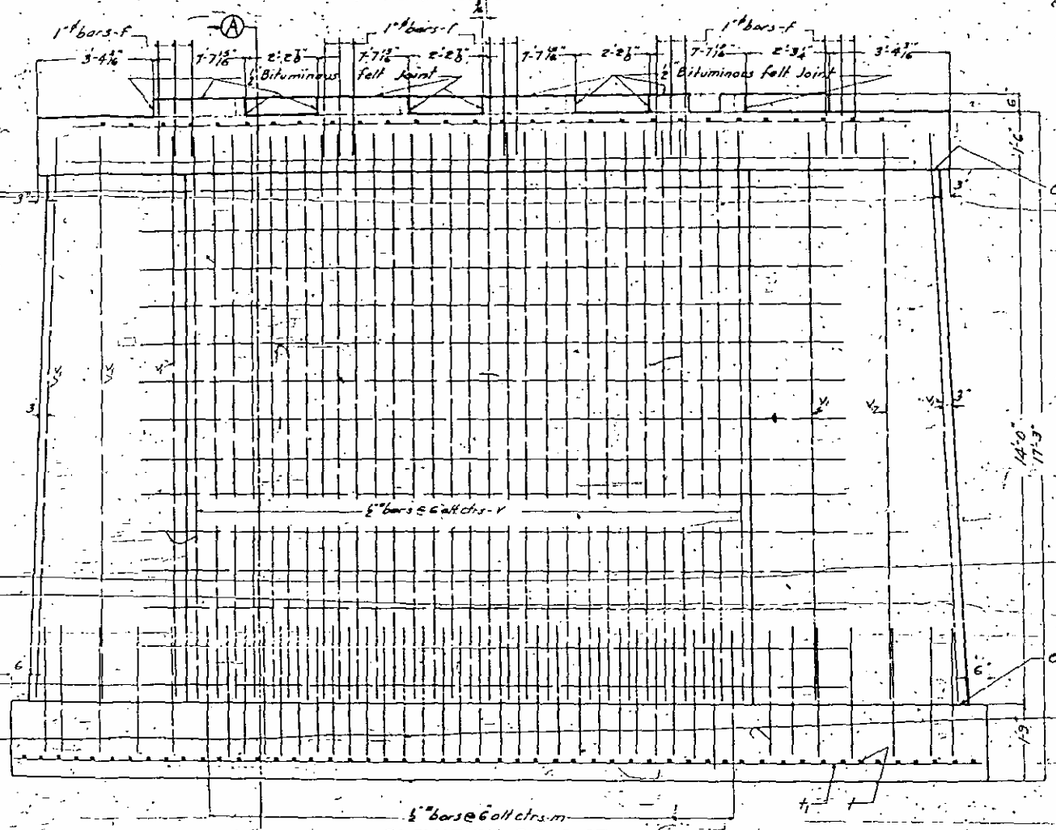
PLAN APPROVED OCT. 19 1932

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	9020	51	66

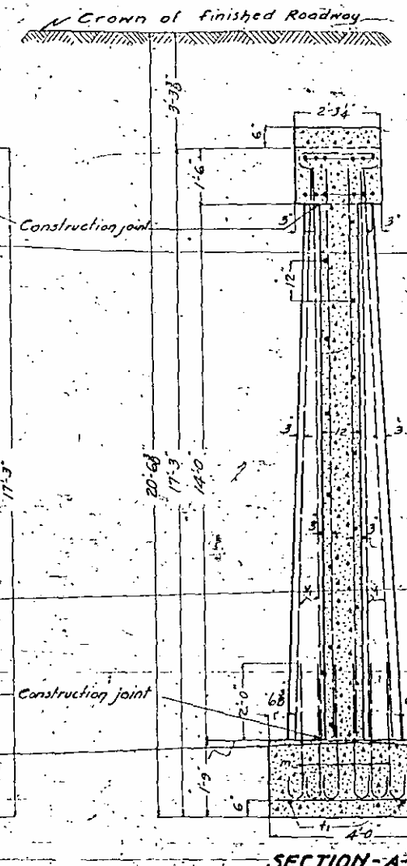
U.S. PROJECT No. E-312-A



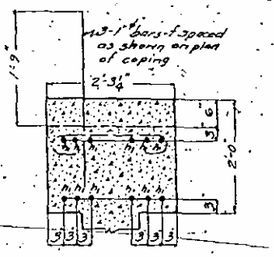
PLAN OF COPING



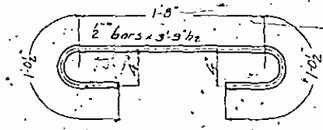
ELEVATION OF PIER



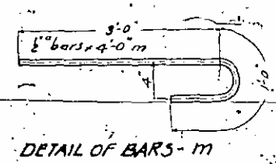
SECTION-A-A



DETAIL OF COPING



DETAIL OF BARS-h_2



DETAIL OF BARS-m

BILL OF MATERIAL — ONE PIER

Bars	No	Size	Length	Weight
h	14	6"-S	41'-0"	488
h_1	12	8"-S	44'-3"	1005
h_2	58	6"-S	3'-9"	105
V	74	6"-S	15'-0"	344
V_1	12	3/4"-R	15'-0"	270
m	96	6"-S	4'-0"	326
t	96	3/4"-R	3'-9"	540
t_1	2	6"-S	47'-6"	81
f	15	1"-S	3'-0"	180
Reinforcing Steel lbs.				4039
Concrete Class A" Cu. Yds.				75.5
Plates & Bolts lbs.				139
Concrete per foot depth of Footing Cu. Yds.				7.111

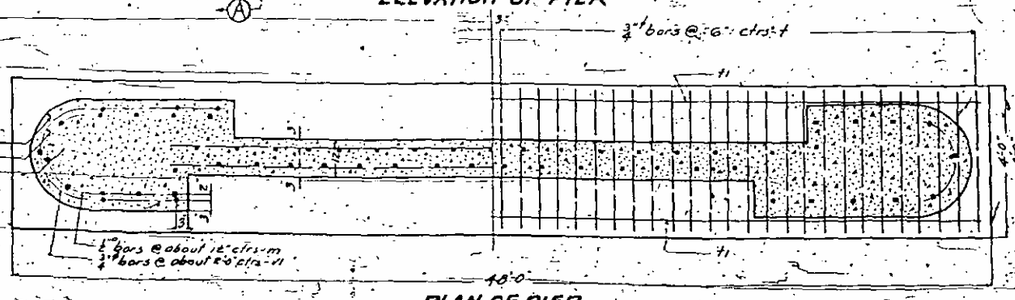
DESIGN DATA

Specifications	N.C. State Highway Commission
Assumed live Load	Typical 15 Ton Trucks passing
Steel in Tension	16000 lbs. per sq. inch
Concrete in Compression	650 lbs. per sq. inch
Shear in Class A" Concrete	40 lbs. per sq. inch

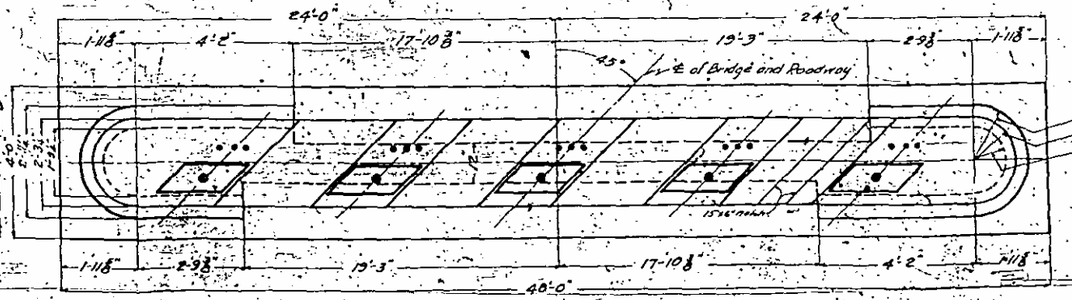
This design is based on the gel area of bars as follows:
6"-.250", 3/4"-.442", 8"-.601"

GENERAL NOTE

Class A" Concrete to be used throughout. Maximum size of coarse aggregate to be 1½".
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 centers of bars.
No splices of bars other than those shown on plans will be permitted.
All reinforcing steel to be securely held in correct position. The following extra bars are provided for holding same - e.t.
All exposed corners to be chamfered 1".
All material and workmanship as per the specifications of the N.C. State Highway Commission.



PLAN OF PIER SHOWING POST & WEB REINFORCEMENT



PLAN OF PIER SHOWING FOOTING REINFORCEMENT

PLAN OF PIER SHOWING OUTLINES

PROJECT No. 9520
JACKSON COUNTY
STATION 1+35
PIER No. 1.

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

SPECIAL DETAILS OF PIER FOR SCOTT CREEK BRIDGE OVER SCOTT CREEK

SEPTEMBER 1932

SPECIAL	APPROVED BY	DATE
	CHECKED BY	DATE
	DESIGNED BY	DATE
	DRAWN BY	DATE September 1932
	TRACED BY	DATE September 1932
	CHECKED BY	DATE April 12, 1933

W. L. Cox, STATE ENGINEER
H. H. Arnold, STATE HIGHWAY ENGINEER

PLAN NO. 50.172 OCT 1932

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.C.	F-512(8)	11	18

N.C. PROJ. NO. 4520

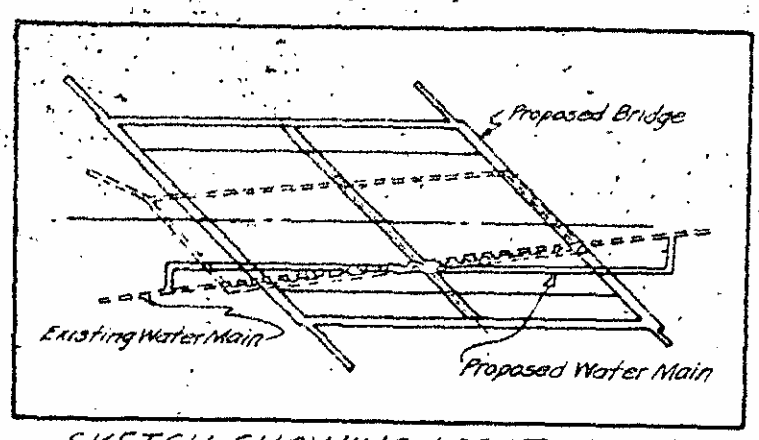
SUMMARY OF QUANTITIES

Sta. 1436

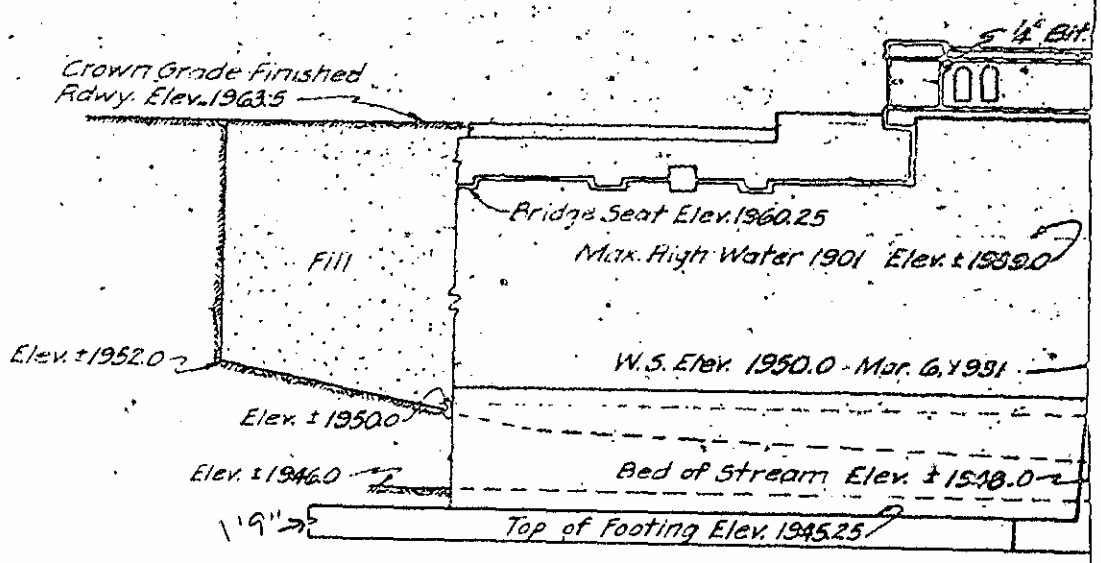
		Concrete Class "A" Cu. Yds.	Concrete Wear. Surf. Sq. Yds.	Steel Lbs.
Abut.	"A"	101.76		10785
Abut.	"B"	91.75		9423
Pier	#1	42.29		4039
Span	"A"	85.8	123.2	22084
Span	"B"	85.2	123.2	22039
Total		406.80	246.4	68370

EUGENE DIETZGEN CO., CHGO., N. Y.

PLATE & CROSS SECTION B.P.R. STANDARD



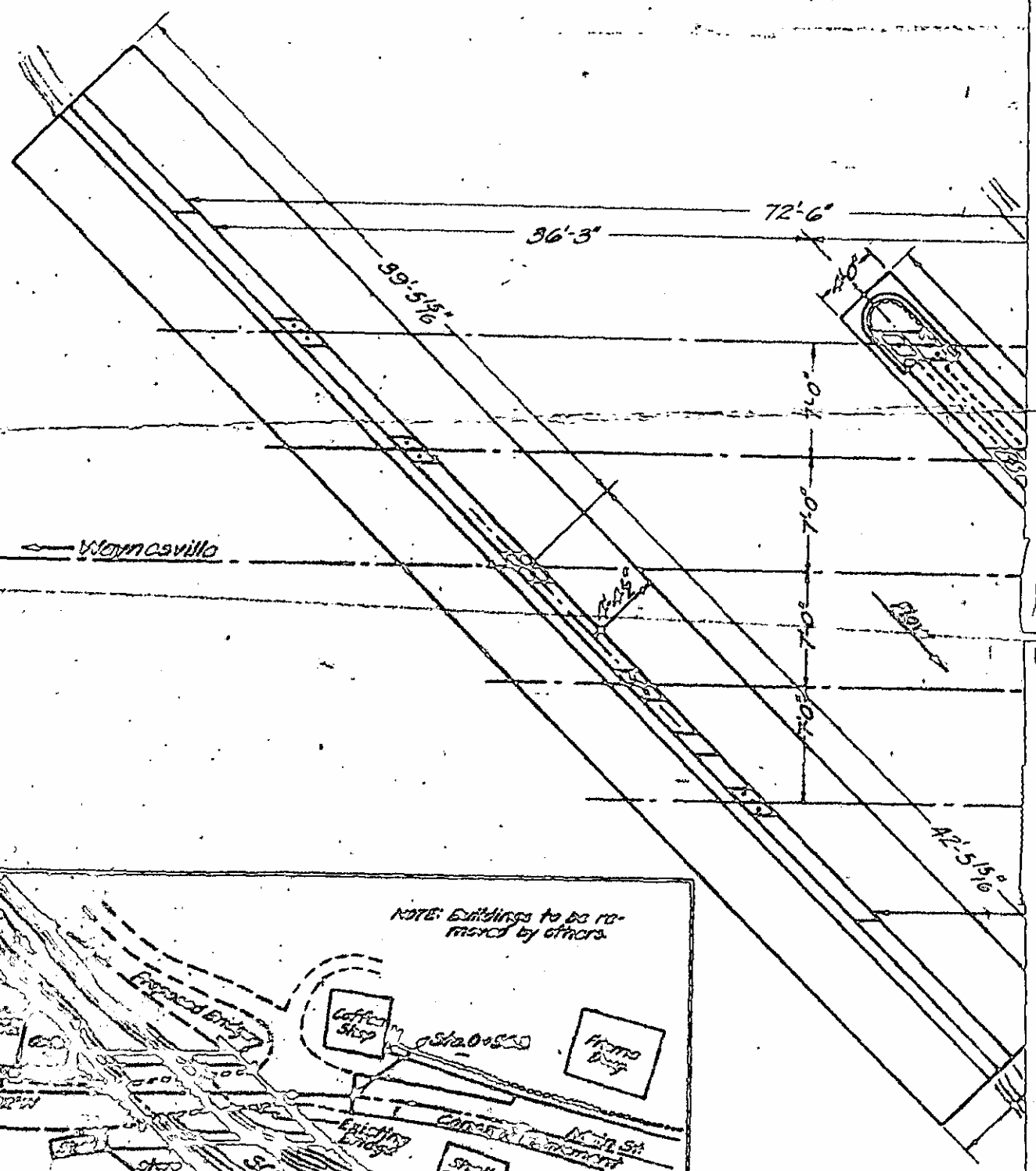
SKETCH SHOWING LOCATION OF PROPOSED & EXISTING WATER MAINS



ABUTMENT "A"

NOTE: The contractor will be required to remove the existing water main, maintain uninterrupted service, and replace water main on new structure. See Special Provisions.

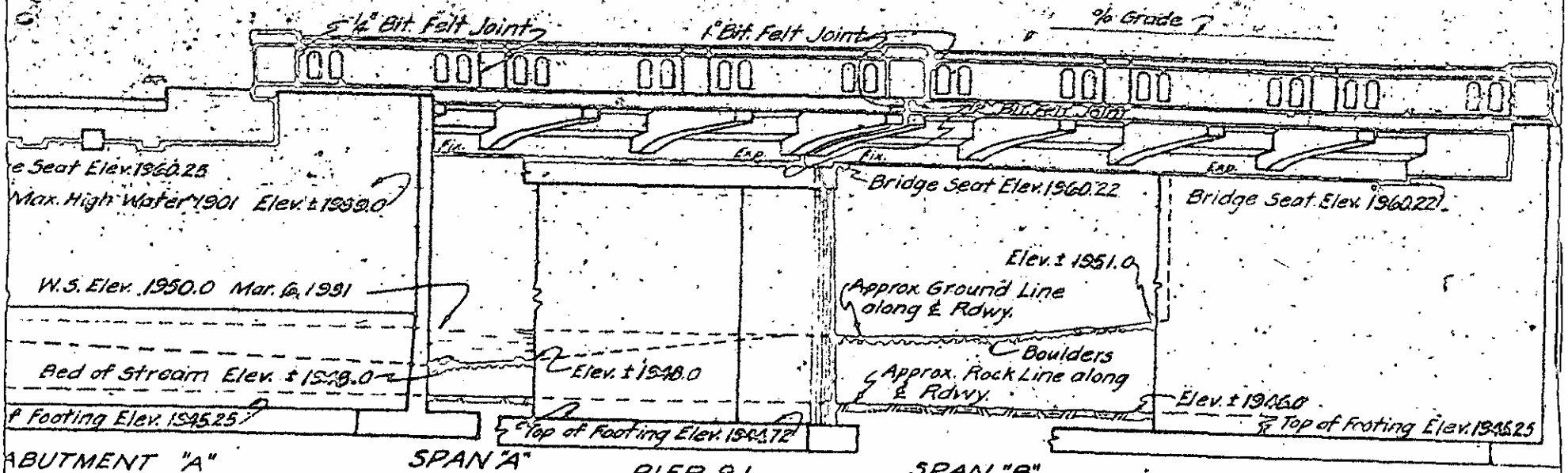
23B-96-20
JACKSON
Rel 40
Pos 32
COUNT 226



SKETCH SHOWING LOCATION OF PROPOSED BRIDGE

SPECIAL		
	DESIGNED BY	DATE
	DRAWN BY	DATE 1-11-1952
	TRACED BY	DATE 1-11-1952
	CHECKED BY	DATE Sept. 17, 1952

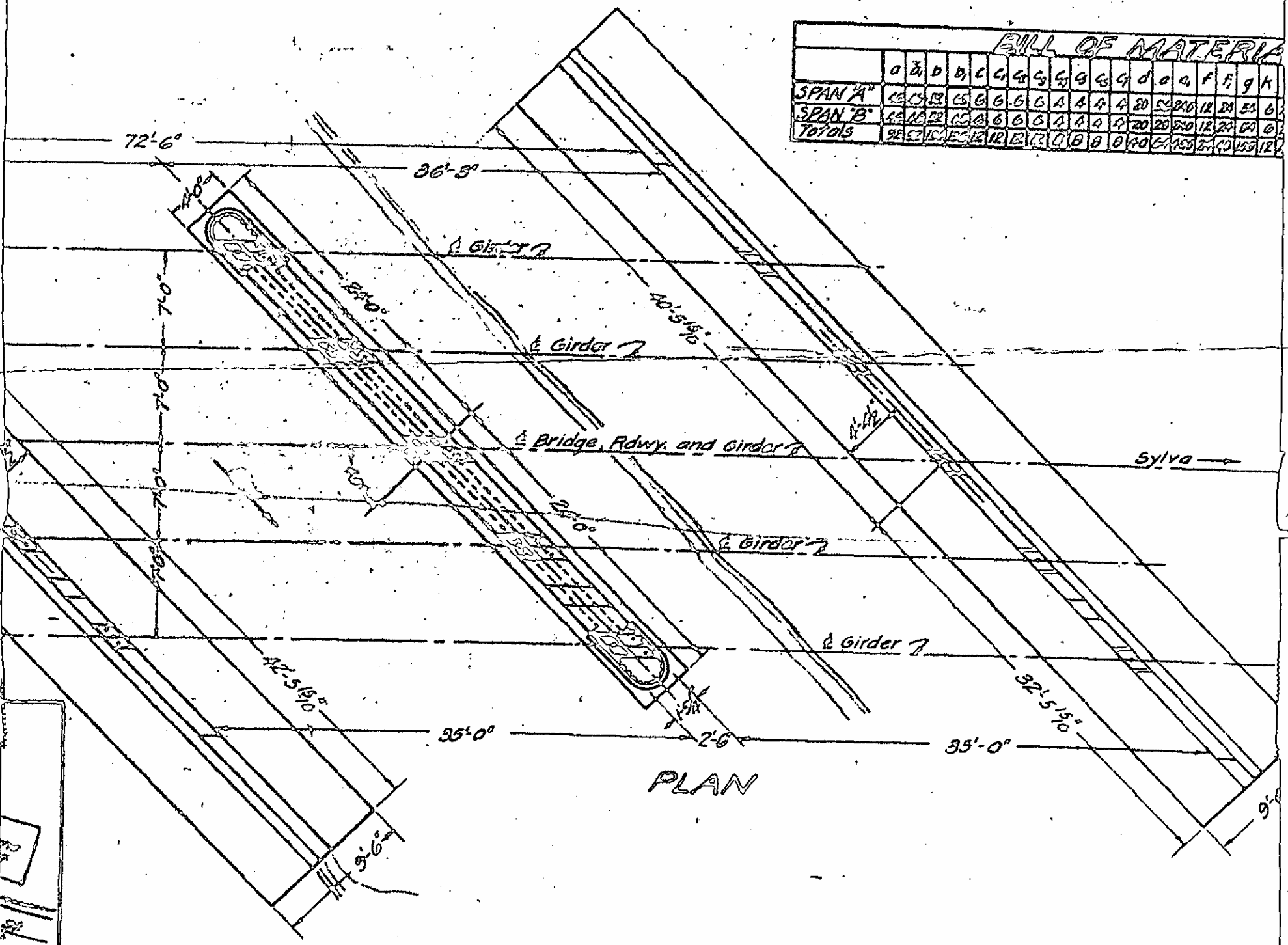
B.M. #5 on 3rd pipe in retaining wall 15' Rt. of Sta. 2+60 S. Elev. 1966.86.



ELEVATION

BILL OF MATERIAL

	a	a1	b	b1	c	c1	c2	c3	c4	c5	c6	d	e	e1	f	f1	g	k
SPAN "A"	45	45	52	45	6	6	6	6	4	4	4	4	20	54	240	12	28	54	6
SPAN "B"	44	45	52	45	6	6	6	6	4	4	4	4	20	20	240	12	24	60	6
Totals	89	90	104	90	12	12	12	12	8	8	8	8	40	74	480	24	52	114	12



PLAN

DIVISION OF CONCRETE

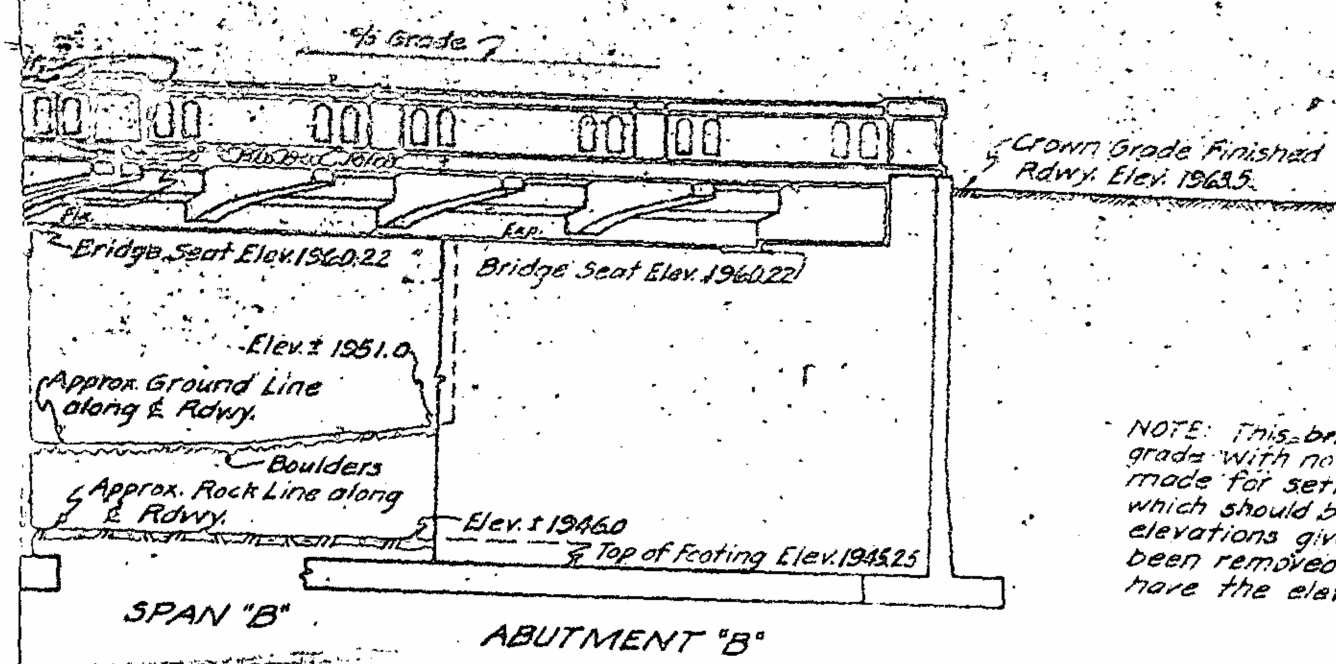
Maximum size of coarse aggregate 3/4" - Cu. Yds.	7.8
Maximum size of coarse aggregate 1 1/2" - Cu. Yds.	414.4
Total Cu. Yds.	422.2

TOTAL BILL OF MAT

	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.	Pla Bol
SPAN "A"	85.8	22084	
SPAN "B"	85.2	22099	
ABUT. "A"	107.2	10785	
PIER #1	49.5	4039	
ABUT. "B"	94.5	9423	
Totals	422.2	*68370	

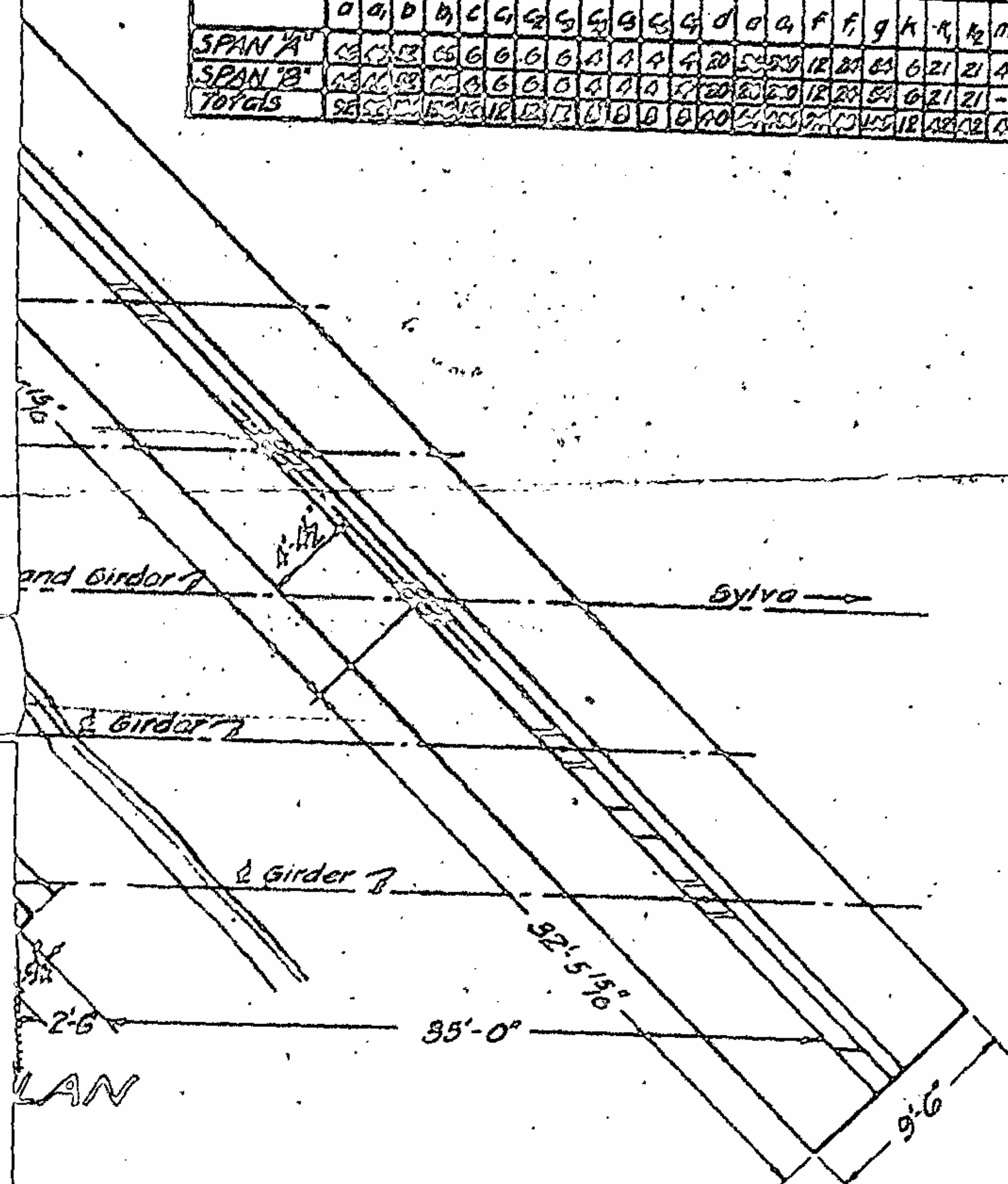
* Includes 1699 Lbs. of galva be paid for as reinforcing

10	N. C.	9520	F.A.Proj.No E-312-A



NOTE: This bridge to be built on a straight grade with no camber. No allowance has been made 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 should have the elevations as shown.

BILL OF MATERIAL PER SPAN	a	a1	b	b1	c	c1	c2	c3	c4	c5	c6	c7	d	e	e1	f	f1	g	k	k1	k2	m	o	q	q2	q3	r	s	s1	s2	s3	s4	Class "A" Conc. Cu Yds.	Reinf. Steel Lbs.	Conc. Wear Surf. Sq. Yds.	Plates & Bolts Lbs.
SPAN "A"	[illegible]	[illegible]	[illegible]	66	6	6	6	6	4	4	4	4	20	[illegible]	[illegible]	12	20	64	6	21	21	4	16	16	20	20	20	290	16	16	16	16	85.8	22084	123.2	139
SPAN "B"	[illegible]	[illegible]	[illegible]	[illegible]	6	6	6	6	4	4	4	4	20	20	20.9	12	20	[illegible]	6	21	21	-	16	16	20	20	20	290	16	16	16	16	85.2	22039	123.2	139
Totals	96	[illegible]	[illegible]	[illegible]	[illegible]	12	12	12	8	8	8	8	40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12	42	42	4	32	32	40	40	40	580	32	32	32	32	171.0	44123	246.4	278



GENERAL NOTE:

Class "A" concrete to be used thruout. Maximum size of coarse aggregate to be 1½" except in hand-rails. Maximum size of coarse aggregate in hand-rails to be ¾".

All exposed corners to be chamfered as called for on plans. All Material and Workmanship as per the specifications of the North Carolina State Highway Commission.

The excavation and foundation data and all elevations of ground line, water surfaces and rock line 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 as correct any of the information given. See "Instructions to Bidders".

All footings to be carried down at least 6" into rock with a minimum thickness as shown on plans.

NOTE: The existing structure shall be completely removed. See Specifications.

PROJECT NO. 9520
JACKSON COUNTY
STATION 1+36

...N OF CONCRETE	
...e of coarse ...¾ - Cu. Yds.	7.8
...e of coarse ...½ - Cu. Yds.	414.4
Cu. Yds.	422.2

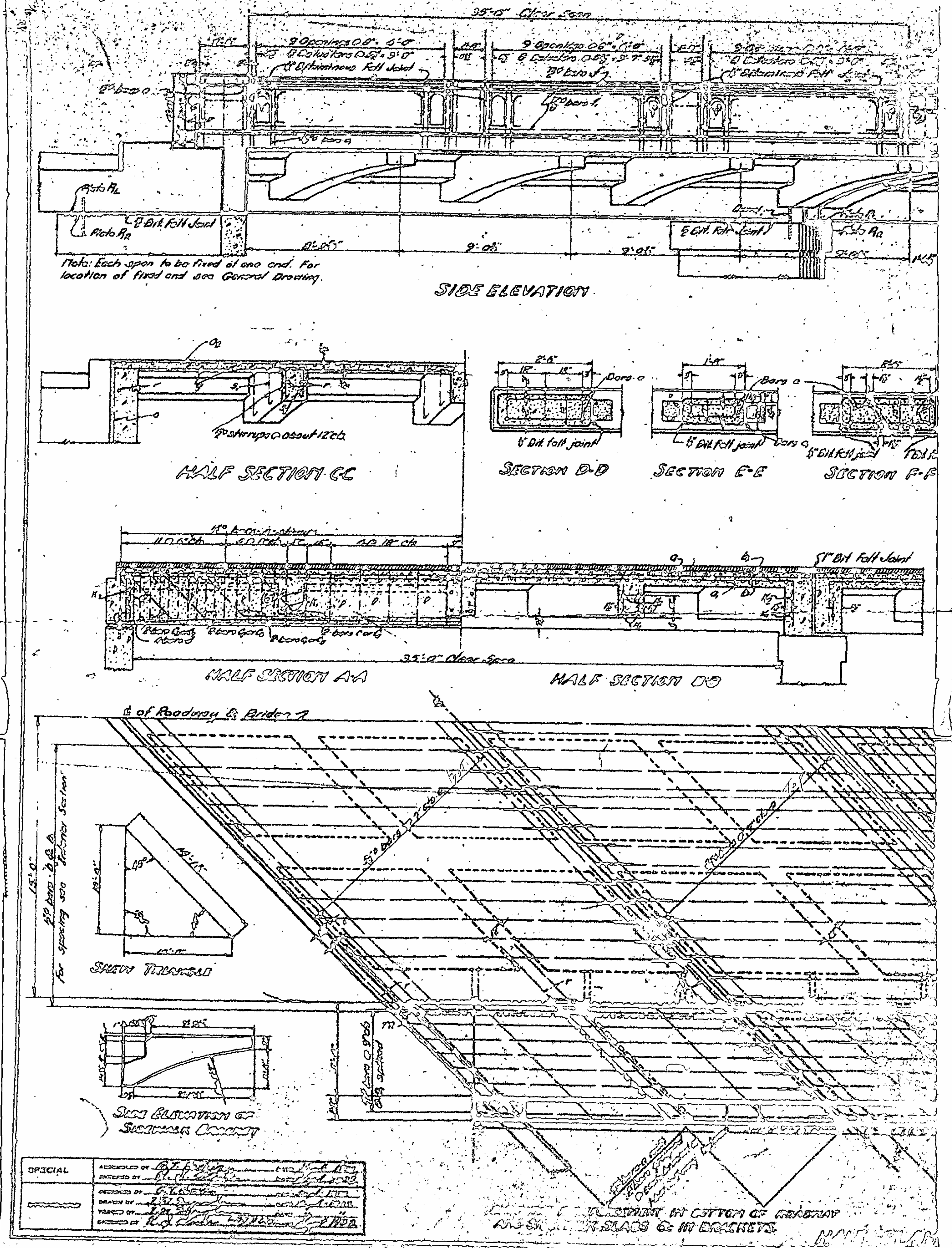
TOTAL BILL OF MATERIAL	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.	Plates & Bolts Lbs.	Conc. Wear. Surf. Sq. Yds.
SPAN "A"	85.8	22084	139	123.2
SPAN "B"	85.2	22039	139	123.2
ABUT. "A"	107.2	10785	—	—
PIER #1	49.5	4039	139	—
ABUT. "B"	94.5	9423	139	—
Totals	422.2	*68370	556	246.4

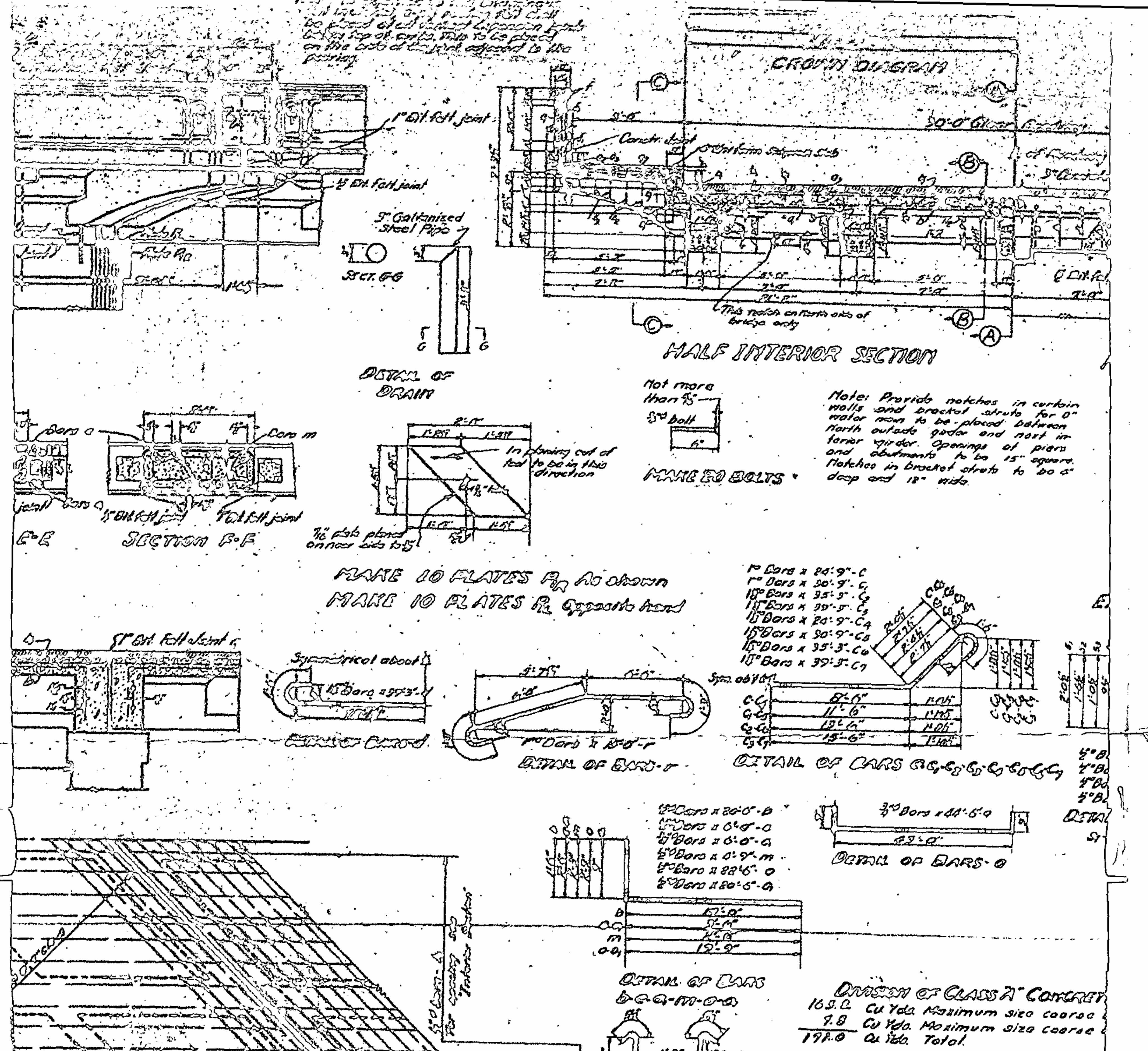
* Includes 1699 Lbs. of galvanized steel to be paid for as reinforcing steel.

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

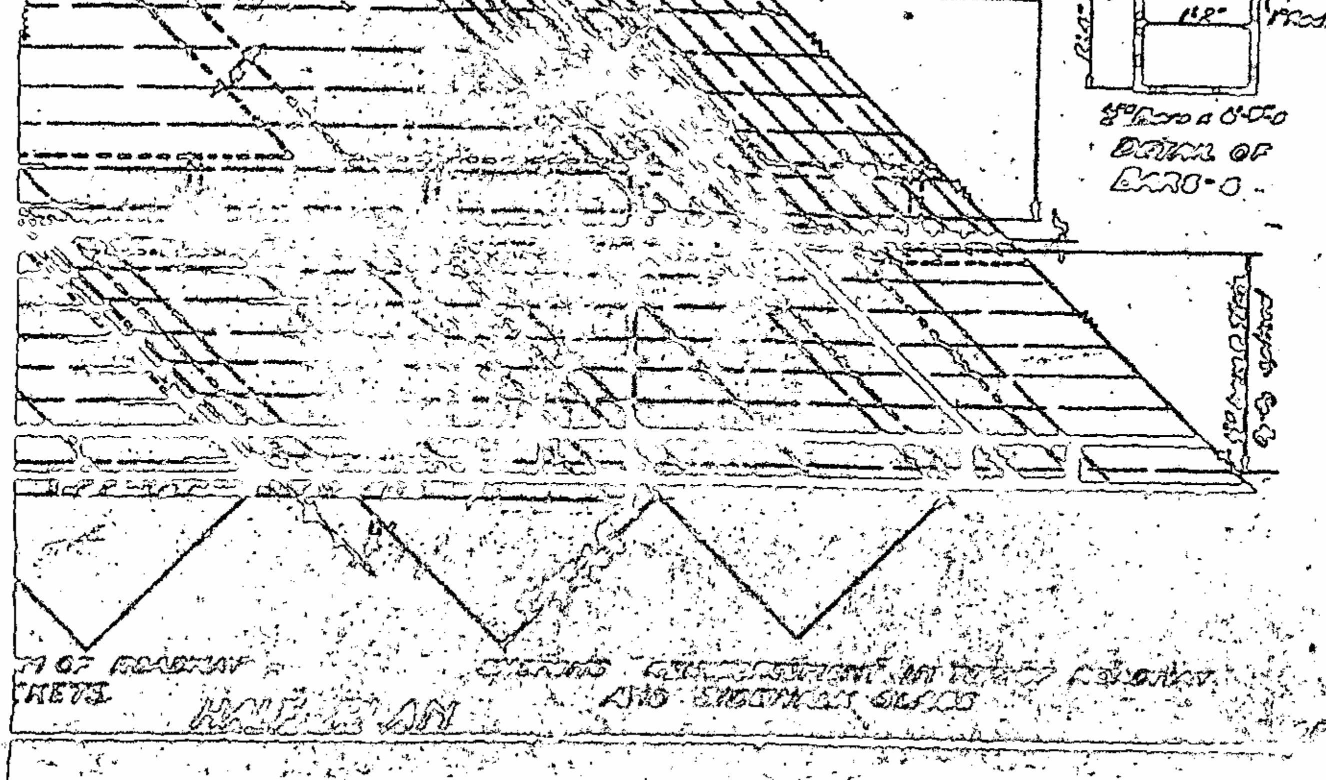
SPECIAL
GENERAL DRAWING
FOR
SCOTT CREEK BRIDGE
OVER SCOTT CREEK
SEPT. 1932

SUBMITTED BY Wm L. Craven
APPROVED BY L. R. Ames — STATE HIGHWAY ENGINEER
DATE
PLAN NO.


35'-0" Clear Span
9 Openings @ 0" - 4'-0"
8 Columns @ 5⅜" - 3'-0"
Bituminous Felt Joint
Bars a
Bars f
Plate R1
Bit. Felt Joint
Plate R2
Note: Each span to be fixed at one end. For location of fixed end see General Drawing.
SIDE ELEVATION
Stirrups @ about 12" c.c.
HALF SECTION C-C
2'-6"
Bars a
Bit. Felt joint
SECTION D-D
1'-4"
Bars a
Bit. Felt joint
SECTION E-E
Bit. Felt joint
SECTION F-F
1" Bit. Felt Joint
35'-0" Clear Span
HALF SECTION A-A
HALF SECTION B-B
℄ of Roadway & Bridge
15'-0"
For spacing see Interior Section
SKEW TRIANGLE
SIDE ELEVATION OF SIDEWALK BRACKET
OFFICIAL
IN BOTTOM OF ROADWAY
SLABS & IN BRACKETS.



Note: Provide notches in curtain walls and bracket struts for 6" water main to be placed between North outside girder and next interior girder. Openings of piers and abutments to be 15" square. Notches in bracket struts to be 6" deep and 12" wide.

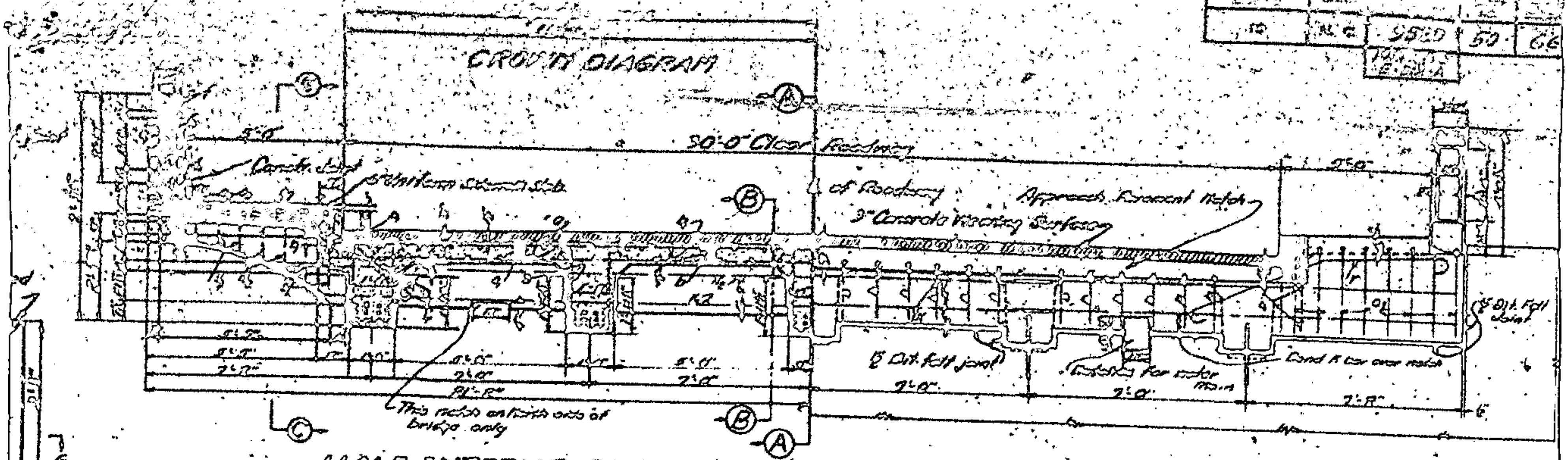


DIVISION OF CLASS "A" CONCRETE

163.2 Cu Yds. Maximum size coarse
7.8 Cu Yds. Maximum size coarse
171.0 Cu Yds. Total.

BILL OF MATERIAL TWO S

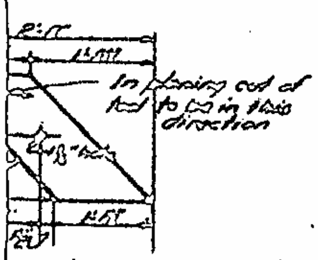
Bar	No.	Size	Length	Weight	Bar	No	Size	Len
a	[illegible]	¾"	44'-6"	6150	[illegible]	42	½"	18
a	[illegible]	¾"	44'-0"	4222	am	4	½"	4
b	102	⅝"	20'-6"	1424	o	32	½"	22
b	126	⅝"	19'-2"	1794	a	32	½"	20
c	12	1"	24'-9"	1010	a	40	½"	24
c₁	12	1"	30'-9"	1254	a	40	½"	15
c₂	12	1⅛"	35'-3"	1820	r	40	1"	15
c₃	12	1⅛"	39'-3"	2026	s	460	½"	6
c₄	8	1⅛"	24'-9"	852	s₁	32	½"	5
c₅	8	1⅛"	30'-9"	1058	s₂	32	½"	9
c₆	8	1⅛"	35'-3"	1498	s₃	32	½"	3
c₇	8	1⅛"	39'-3"	1668	s₄	32	½"	3
d	40	1⅛"	39'-3"	8342				
[illegible]	64	[illegible]	6'-0"	256				
[illegible]	[illegible]	[illegible]	6'-0"	1032				
af	24	⅝"	12'-3"	164	Reinforcing Steel			
af₁	[illegible]	[illegible]	12'-3"	184	Class "A" Concrete			
g	[illegible]	[illegible]	[illegible]	596	Plates and Bolts			
[illegible]	12	[illegible]	[illegible]	214	Conc. Wearing Surf.			
[illegible]	[illegible]	[illegible]	[illegible]	958				



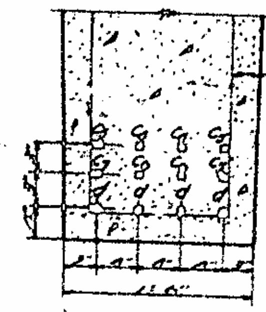
HALF INTERIOR SECTION

HALF END VIEW

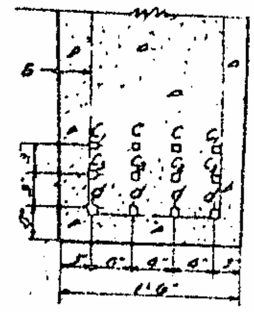
MAKE 80 BOLTS



Note: Provide notches in curtain walls and bracket struts for 8" water main to be placed between North outside girder and next interior girder. Openings of piers and abutments to be 15" square. Notches in bracket struts to be 8" deep and 12" wide.

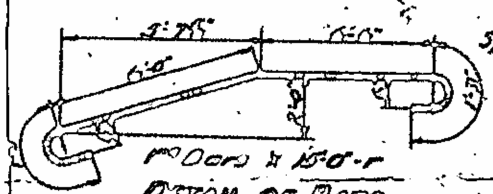


DETAIL OF EXTERIOR GIRDERS

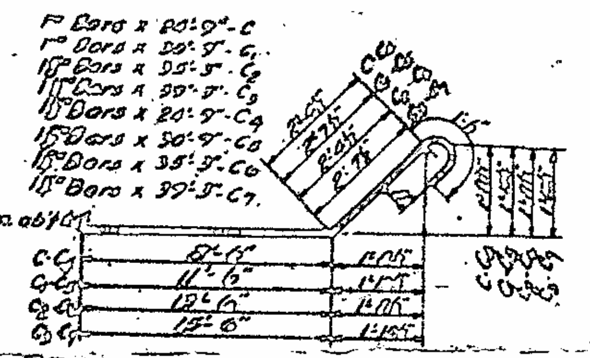


DETAIL OF INTERIOR GIRDERS

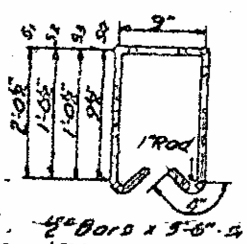
PLATES P_n As shown
PLATES P_s Opposite hand



DETAIL OF BARS-r



DETAIL OF BARS C-C1-C2-C3-C4-C5-C6-C7



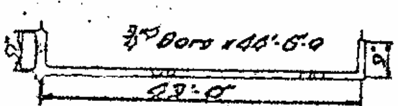
DETAIL OF BARS S1-S2-S3 & S4

DESIGN DATA:

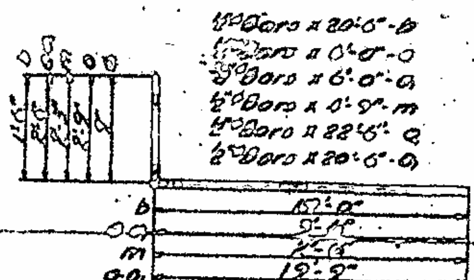
Specifications N C State Highway Commission
Assumed Live Load: H-15
Impact Allowance for Live Load See Specifications

GENERAL NOTE:

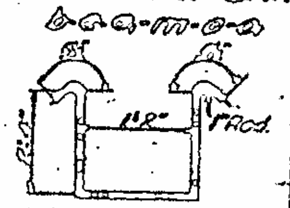
Class "A" Concrete shall be used throughout. Maximum size of coarse aggregate to be 1½" except in hand rails. Maximum size of coarse aggregate in hand rails to be ¾".
All reinforcing steel shall be deformed bars.
All dimensions relative to reinforcement are to centers of bars. No splices of bars other than those shown on plans will be permitted. Reinforcing steel shall be securely held in correct position.
All exposed corners to be chamfered 1" except on hand rails and expansion joints. Hand rail corner to be chamfered ¼", baluster and expansion joint corners to be chamfered ⅜".
The girders, slabs and curbs must be poured at the same time, allowing no time for initial set to take place between them. Construction joints permitted only at top of curbs.
Two name plates to be placed on bridge, one on the inside of each right hand end post approaching bridge.
Unless otherwise stated under "Special Provisions" the wearing surface is to be laid by the Bridge Contractor. The Engineer shall make certain that the top of the floor slab is at the correct elevation for the type of surfacing used.
All material and workmanship as per the Specifications of the N C State Highway Commission.



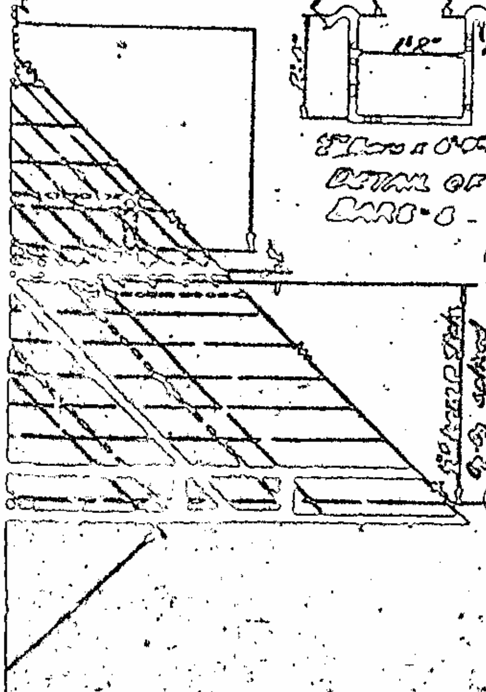
DETAIL OF BARS-a



DETAIL OF BARS b-a-a-m-o-o1



DETAIL OF BARS-e



PLAN ... OF ROADWAY ... SLABS

DIVISION OF CLASS "A" CONCRETE

163.2	Cu. Yds. Maximum size coarse aggregate 1½"
7.8	Cu. Yds. Maximum size coarse aggregate ¾"
171.0	Cu. Yds. Total.

BILL OF MATERIAL: TWO SPANS

Bar	No.	Size	Length	Weight	Bar	No.	Size	Length	Weight
a	[illegible]	¾"	44'-6"	6150	A_n	42	½"	18'-0"	642
a_1	[illegible]	¾"	44'-0"	4222	a_m	4	½"	4'-9"	13
b	104	½"	20'-6"	1424	o	32	½"	22'-6"	480
b_1	136	½"	19'-9"	1794	o_1	32	½"	20'-6"	438
C	12	1"	21'-9"	1010	o_2	40	½"	24'-3"	648
C_1	12	1"	30'-9"	1254	o_3	40	½"	15'-3"	408
C_2	12	1⅛"	35'-9"	1820	r	40	1"	19'-0"	2040
C_3	12	1⅛"	39'-9"	2026	s	460	½"	6'-9"	2640
C_4	8	1⅛"	24'-9"	852	S_1	32	½"	5'-6"	150
C_5	8	1⅛"	30'-9"	1058	S_2	32	½"	4'-6"	122
C_6	8	1⅛"	35'-9"	1498	S_3	32	½"	3'-6"	96
C_7	8	1⅛"	39'-9"	1668	S_4	32	½"	3'-0"	82
d	40	1⅛"	39'-9"	2342					
e	64	½"	6'-0"	256					
e_1	451	½"	6'-0"	1082					
f	24	½"	10'-9"	164	Reinforcing Steel Lbs. 44123				
f_1	18	½"	10'-9"	122	Class "A" Concrete Cu. Yds. 171.0				
g	189	½"	8'-9"	596	Plates and Bolts Lbs. 278				
k	12	½"	[illegible]	214	Conc. Wearing Surf. Sq. Yds. [illegible]				
k_1	[illegible]	½"	[illegible]	750					

... galvanized steel bars to be paid for as reinforcing steel.

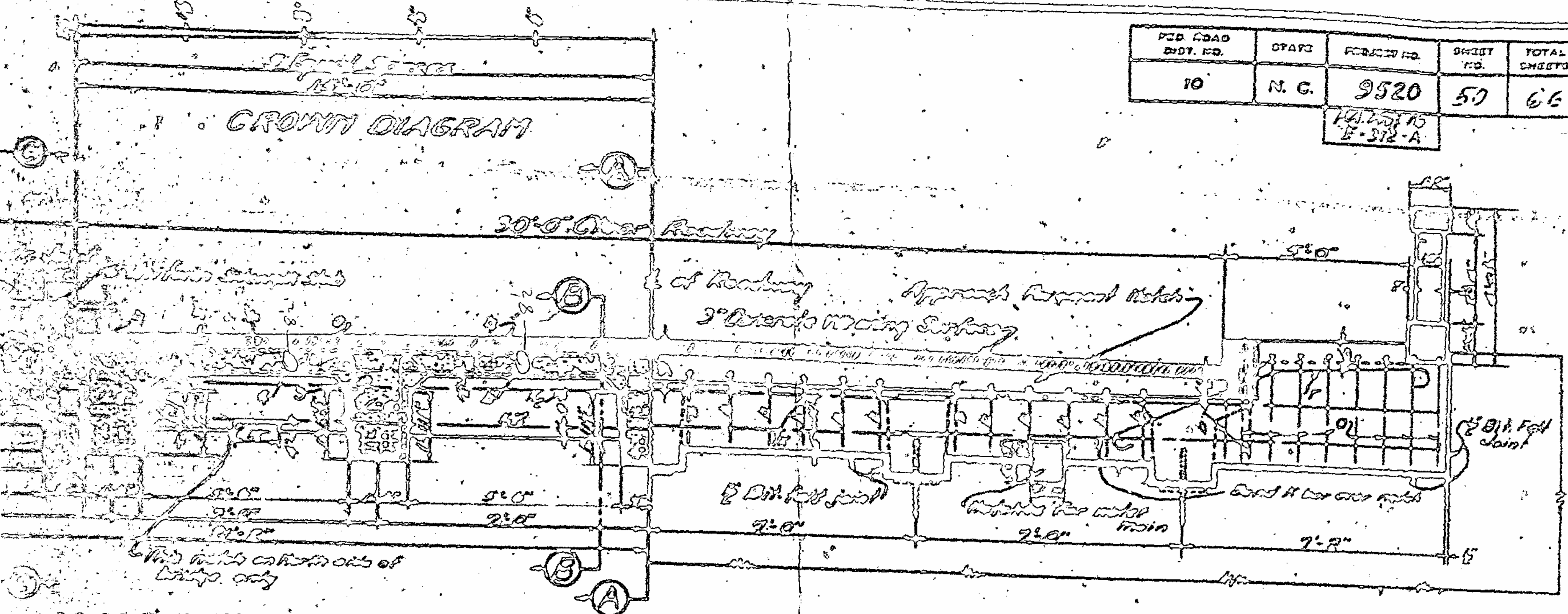
PROJECT NO. 9520
JACKSON COUNTY
STA. 1+36

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH
SPECIAL
REINFORCED CONCRETE
DECK GIRDER
45° RIGHT HAND SKEW
35'-0" SPAN 30'-0" ROADWAY
TWO 5' SIDEWALKS
SEPT. 1938

SUBMITTED BY W. L. Craven BRIDGE ENGR
APPROVED BY [signature] DATE 10-18-38 STATE HIGHWAY ENGINEER

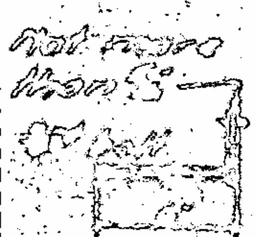
PLAN NO. 50 172 Sht. 6 1938

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	9520	50	66
		[illegible] F-312-A		

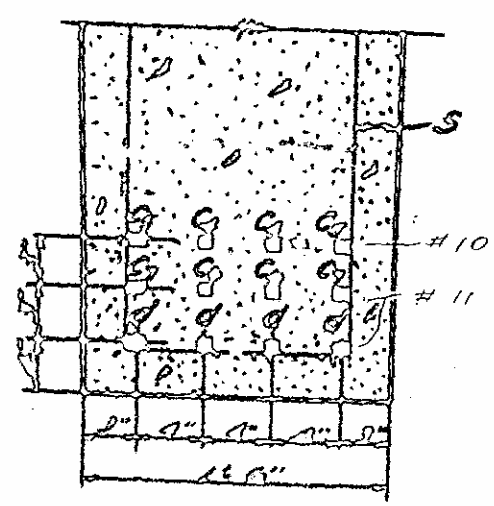


HALF INTERIOR SECTION

HALF END VIEW

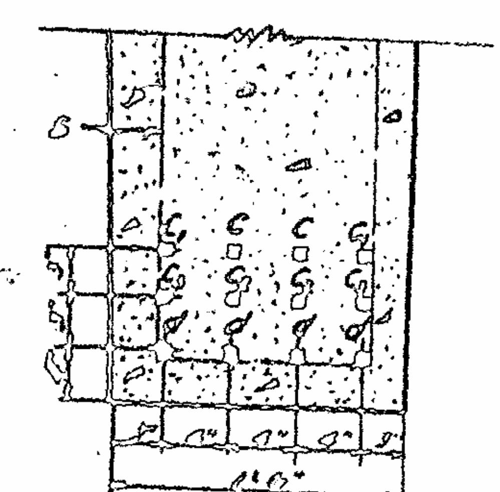


Note: Provide notches in curtain walls and bracket struts for 8" water main to be placed between North outside girder and next interior girder. Openings at piers and abutments to be 15" square. Notches in bracket struts to be 6" deep and 18" wide.



DETAIL OF

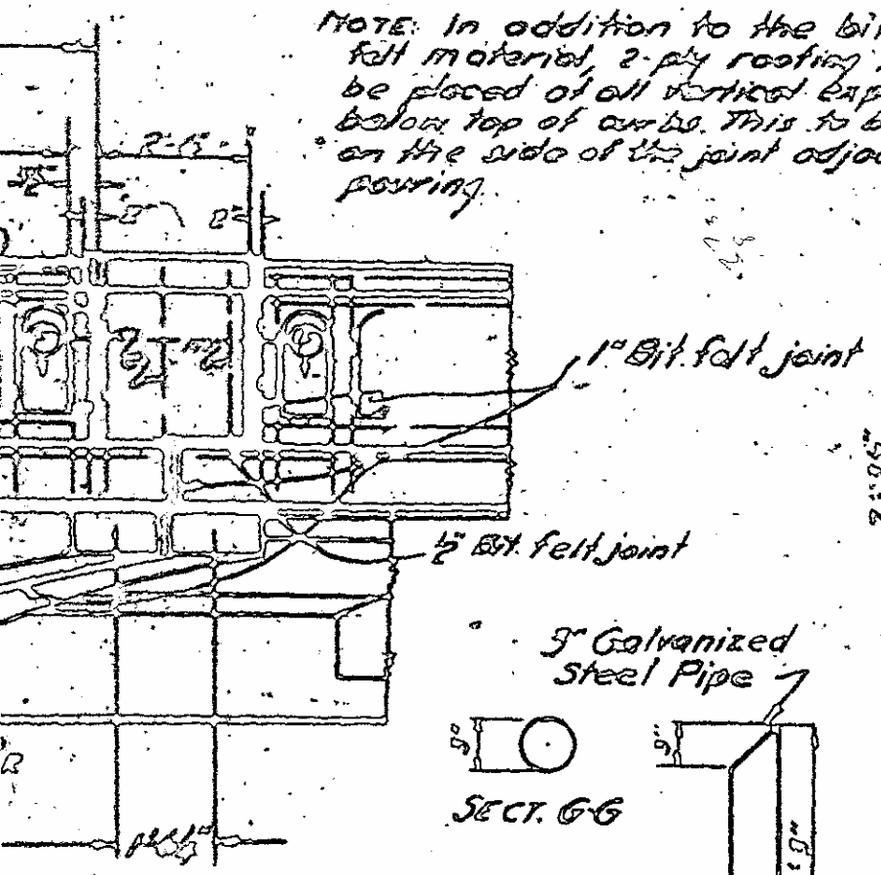
EXT GDR

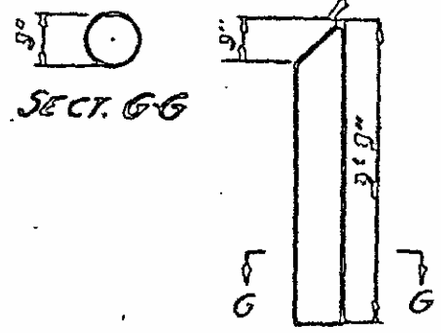


DETAIL OF

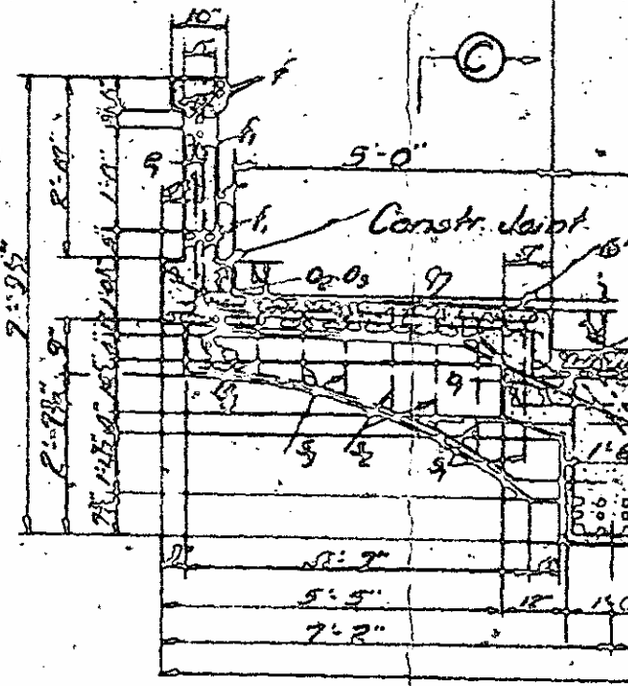
INT GDR

NOTE: In addition to the bituminous felt material, 2-ply roofing felt shall be placed at all vertical expansion joints below top of curbs. This to be placed on the side of the joint adjacent to the pouring.

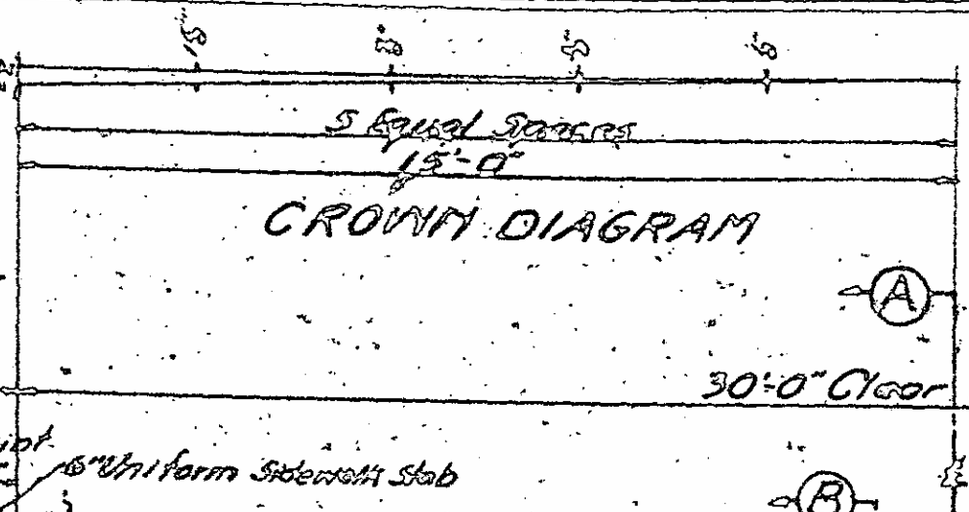




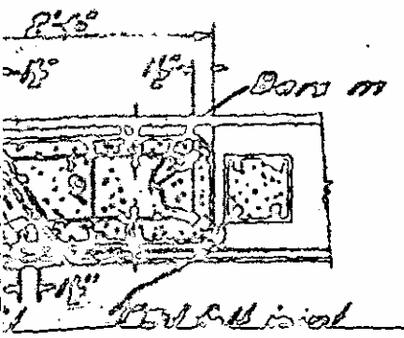
DETAIL OF DRAIN

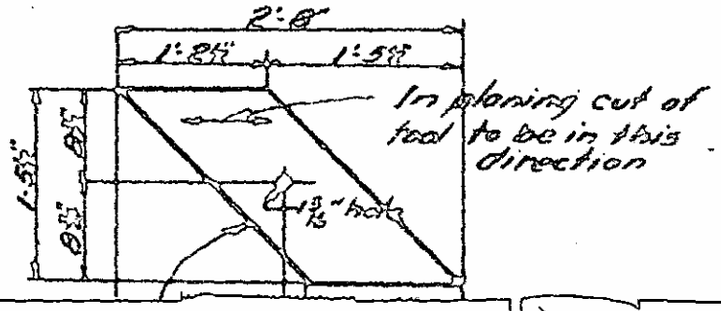


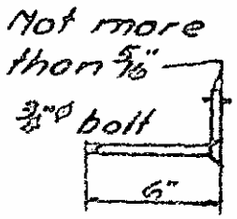
HALF INTERIOR SECTION



CROWN DIAGRAM







MAKE 20 BOLTS

Note: Provide notches in curtain walls and bracket struts for 8" water main to be placed between North outside girder and next interior girder. Openings at piers and abutments to be 15" square. Notches in bracket struts to be 4" deep and 18" wide.