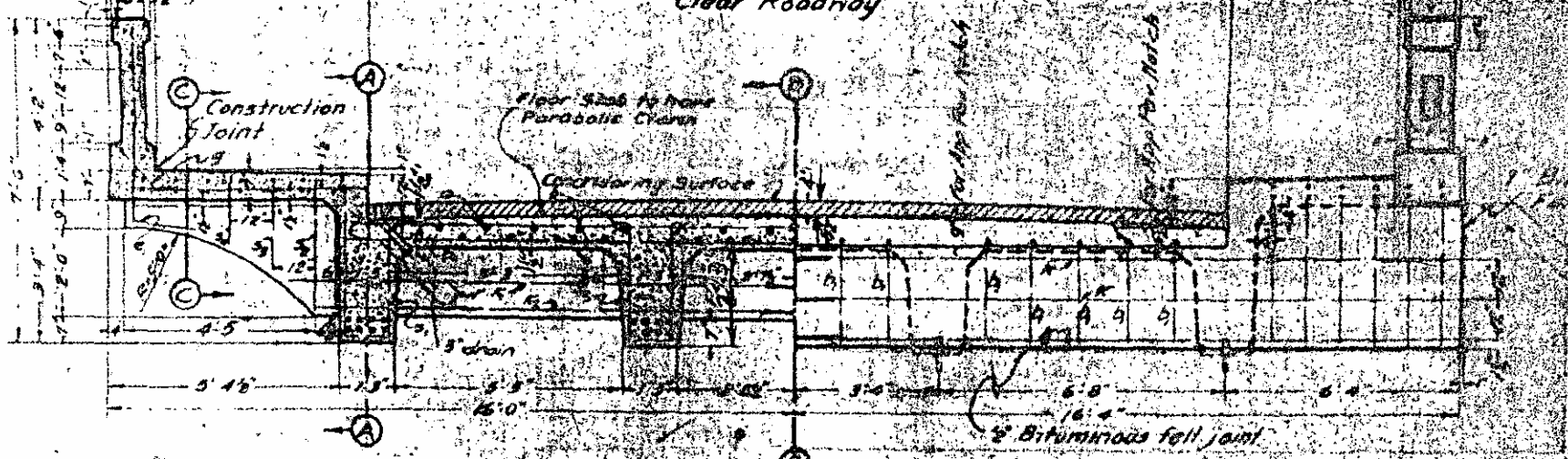
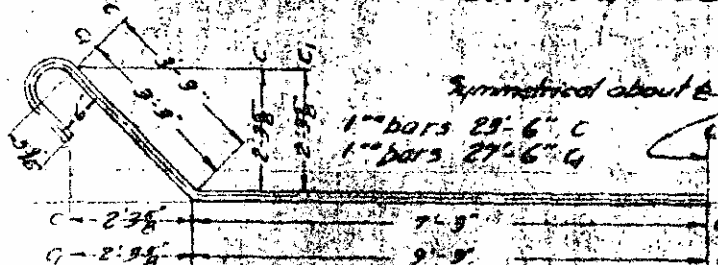




HALF INT. SECTION

HALF END VIEW SHOWING CURTAIN WALL REINFORCEMENT DESIGN DATA



Specifications
Assumed Live Load
Impact Allowance
Wearing Surface
Steel in Tension
Concrete in Compression
This design is based on the net area of bars as follows:
4" = 0.196 sq. in.; 5" = 0.250 sq. in.; 6" = 0.344 sq. in.; 7" = 0.441 sq. in.; 8" = 0.541 sq. in.; 9" = 0.645 sq. in.; 10" = 0.755 sq. in.; 11" = 0.871 sq. in.; 12" = 0.992 sq. in.; 13" = 1.118 sq. in.; 14" = 1.249 sq. in.; 15" = 1.385 sq. in.

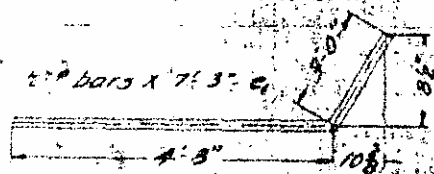
N.C. State Highway Comm.
2 Typical 16 Ton Trucks per lane
60 lbs. per sq. ft. for side
30% of live load for floor
Not to exceed 50 lbs. per
4000 lbs. per sq. in.
650 lbs. per sq. in.

DETAIL OF BARS C-C

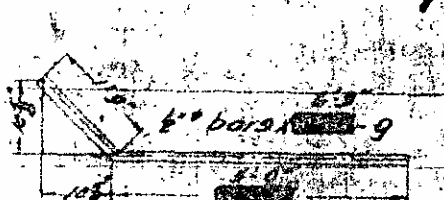
GENERAL NOTE

Class A concrete to be used throughout except in ha
Proportions 1:2:4 Class AA concrete to be used in ha
above top of deck slab. Proportions 1:1 1/2:3
All reinforcing steel shall be deformed bars. Squar
bars are not to be considered as deformed bars.
All dimensions relative to reinforcement are to ce
of bars. No splices of bars other than those shown
plans will be permitted.
The girders, slab and sidewalks must be placed at
same time allowing no time for initial set to take p
between them. Construction joints permitted only
of sidewalks at the base of handrails.
Camber to be 1/8" for single span bridges or center
for multiple span bridges see Camber Diagram.
Tension plates to be placed on bridge ends in the
of each right hand post approaching bridge. The
panels to be omitted.
All corners to be chamfered 1".
Unless otherwise stated under Special Provisions
wearing surface to be laid by Bridge Contractor.
All material and workmanship as per Specifications
of the N.C. State Highway Commission.

DETAIL OF GIRDER

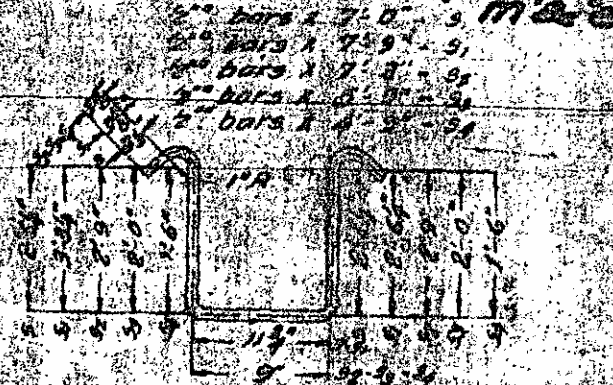


DETAIL OF BARS G



DETAIL OF BARS G

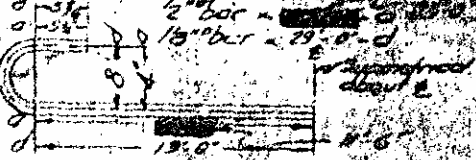
DETAIL OF BARS H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z



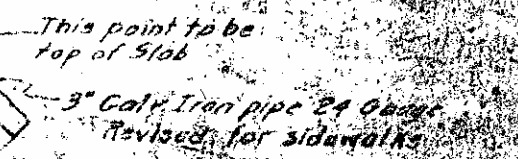
DETAIL OF BARS 3-4, 5-6, 7-8, 9-10



DETAIL OF BARS 1-2



DETAIL OF BARS 1-2

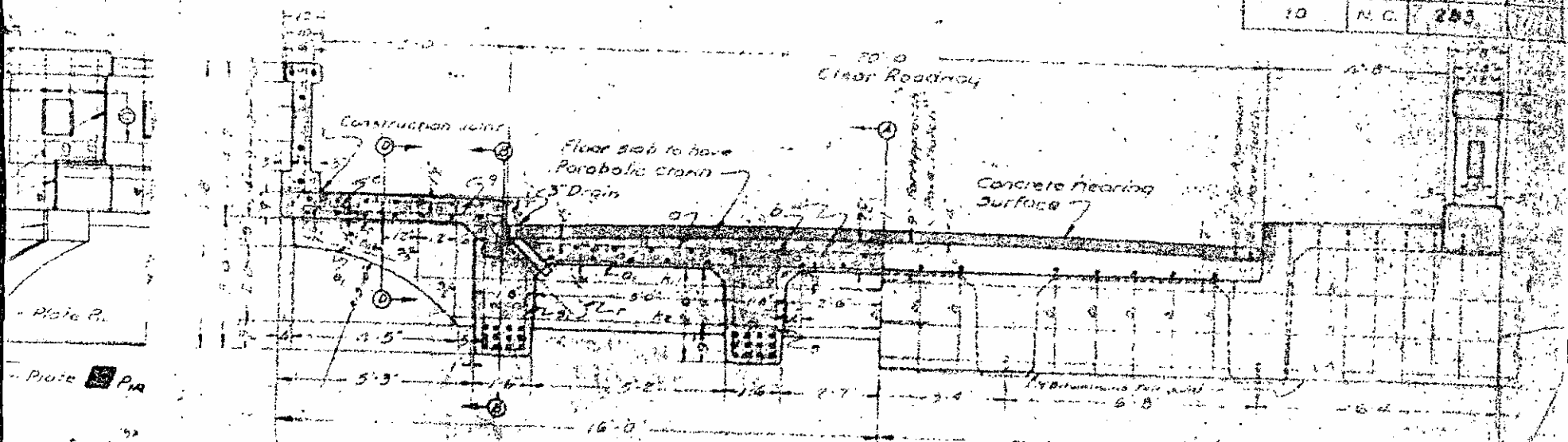


DETAIL OF DRAIN

Bar No.	Length	Area	Bar No.	Length	Area
1	13'-0"	214	11	13'-0"	214
2	13'-0"	214	12	13'-0"	214
3	13'-0"	214	13	13'-0"	214
4	13'-0"	214	14	13'-0"	214
5	13'-0"	214	15	13'-0"	214
6	13'-0"	214	16	13'-0"	214
7	13'-0"	214	17	13'-0"	214
8	13'-0"	214	18	13'-0"	214
9	13'-0"	214	19	13'-0"	214
10	13'-0"	214	20	13'-0"	214
21	13'-0"	214	22	13'-0"	214
23	13'-0"	214	24	13'-0"	214
25	13'-0"	214	26	13'-0"	214
27	13'-0"	214	28	13'-0"	214
29	13'-0"	214	30	13'-0"	214
31	13'-0"	214	32	13'-0"	214
33	13'-0"	214	34	13'-0"	214
35	13'-0"	214	36	13'-0"	214
37	13'-0"	214	38	13'-0"	214
39	13'-0"	214	40	13'-0"	214
41	13'-0"	214	42	13'-0"	214
43	13'-0"	214	44	13'-0"	214
45	13'-0"	214	46	13'-0"	214
47	13'-0"	214	48	13'-0"	214
49	13'-0"	214	50	13'-0"	214
51	13'-0"	214	52	13'-0"	214
53	13'-0"	214	54	13'-0"	214
55	13'-0"	214	56	13'-0"	214
57	13'-0"	214	58	13'-0"	214
59	13'-0"	214	60	13'-0"	214
61	13'-0"	214	62	13'-0"	214
63	13'-0"	214	64	13'-0"	214
65	13'-0"	214	66	13'-0"	214
67	13'-0"	214	68	13'-0"	214
69	13'-0"	214	70	13'-0"	214
71	13'-0"	214	72	13'-0"	214
73	13'-0"	214	74	13'-0"	214
75	13'-0"	214	76	13'-0"	214
77	13'-0"	214	78	13'-0"	214
79	13'-0"	214	80	13'-0"	214
81	13'-0"	214	82	13'-0"	214
83	13'-0"	214	84	13'-0"	214
85	13'-0"	214	86	13'-0"	214
87	13'-0"	214	88	13'-0"	214
89	13'-0"	214	90	13'-0"	214
91	13'-0"	214	92	13'-0"	214
93	13'-0"	214	94	13'-0"	214
95	13'-0"	214	96	13'-0"	214
97	13'-0"	214	98	13'-0"	214
99	13'-0"	214	100	13'-0"	214

PROJECT NO. 20
WAYNE COUNTY
STA. 467+06.61
SPAN A

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STANDARD
REINFORCED CONCRETE
DECK GIRDER
WITH TWO 16" x 16" PILES
25' x 16" x 16" PILES
25' x 16" x 16" PILES



HALF INTERIOR SECTION - ① HALF END VIEW
AT RIGHT ANGLES TO ROADWAY SHOWING CURTAIN WALL REINFORCEMENT

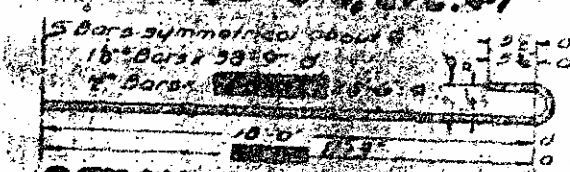
DESIGN DATA

Specifications: N.C. State Highway Commission
 Assumed Live Load: 2 Kips per 10' length
 Impact Allowance: 30% of live load
 Steel in Tension: 60,000 psi
 Concrete in Compression: 3,000 psi
 This design is based on the following assumptions:
 1. The bridge is a simple span bridge.
 2. The bridge is subjected to a single lane load.
 3. The bridge is subjected to a single lane load.

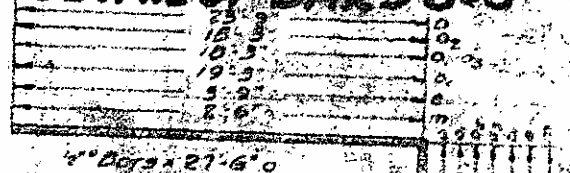
GENERAL NOTE

Class A Concrete to be used throughout.
 Proportions 1:2:4.
 Class AA Concrete to be used for the curb and sidewalk.
 Proportions 1:2:3.
 All reinforcing steel shall be deformed bars.
 Bars shall be considered as bent and bent bars.
 All dimensions relative to reinforcement shall be in feet and inches.
 Bars to be applied at base of beam.
 The girders, slab, and curbs shall be constructed as one unit.
 Time, allowing no time for initial set for the concrete.
 Construction joints permitted only at ends of spans.
 Corners to be 1/4" of center of span for every foot.
 For multiple span bridges see Standard Specifications.
 The dimensions shall be placed on bridge and not on plan.
 Each right-hand post approaching bridge (the center of panel) to be omitted.
 All exposed corners to be chamfered.
 Unless otherwise stated under Special Provisions the bearing surface is to be laid by the Bridge Contractor.
 All materials and workmanship as per the Standard Specifications of the North Carolina State Highway Commission.

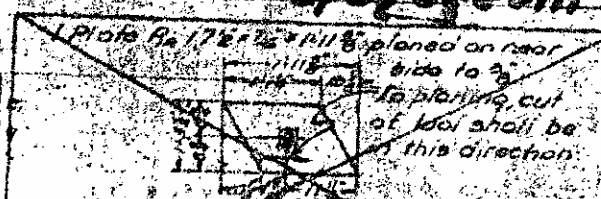
DETAIL OF BARS C-C, D-D, E-E



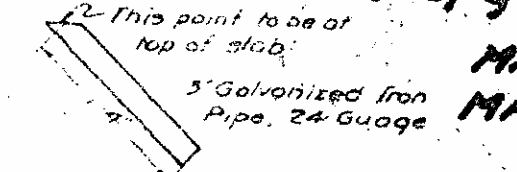
DETAIL OF BARS d-d



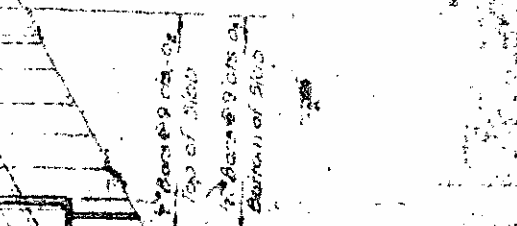
DETAIL OF BARS - o-o, o-o, o-o, e-e



DETAIL OF BARS - e, -g



DETAIL OF DRAIN



MAKE PLATES P₂

MAKE PLATES AS SHOWN P₁ R
MAKE PLATES CORR HAND P₁ L

MAKE 16 BOLTS

Bars	No.	Size	Length	Weight	Bars	No.	Size	Length	Weight
1	16	1/2"	21'-6"	236	17	1/2"	16'-3"	193	
2	16	1/2"	16'-3"	193	18	1/2"	19'-0"	226	
3	16	1/2"	19'-0"	226	19	1/2"	10'-9"	89	
4	16	1/2"	7'-6"	69	20	1/2"	8'-3"	69	
5	16	1/2"	7'-3"	68	21	1/2"	7'-3"	68	
6	16	1/2"	5'-9"	49	22	1/2"	4'-9"	40	
7	16	1/2"	4'-9"	40	23	1/2"	24'-6"	140	
8	16	1/2"	23'-3"	134	24	1/2"	23'-3"	134	
9	16	1/2"	6'-3"	102	25	1/2"	6'-3"	102	
10	16	1/2"	10'-0"	226	26	1/2"	10'-0"	226	
11	16	1/2"	10'-0"	226	27	1/2"	10'-0"	226	
12	16	1/2"	10'-0"	226	28	1/2"	10'-0"	226	
13	16	1/2"	10'-0"	226	29	1/2"	10'-0"	226	
14	16	1/2"	10'-0"	226	30	1/2"	10'-0"	226	
15	16	1/2"	10'-0"	226	31	1/2"	10'-0"	226	

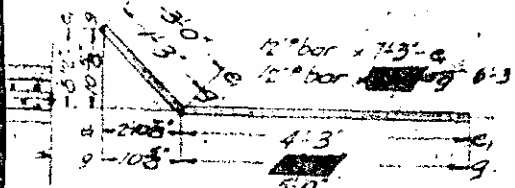
PROJECT NO. 283
WAYNE COUNTY
STA. 467+06.61
SPAN "B"

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

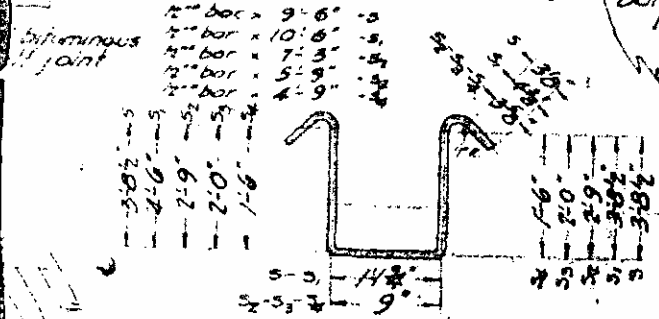
STANDARD
REINFORCED CONCRETE
DECK GIRDER
WITH TWO 5 FT SIDEWALKS
25' SPAN ALONG E. 20' ROADWAY

AT RT ANGLES TO OF ROADWAY

DETAIL OF GIRDER



DETAIL OF BARS 9-9



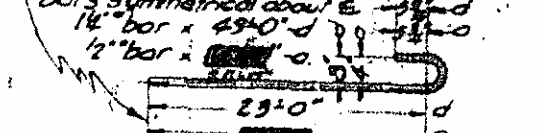
DETAIL OF BARS-S.S.&c.



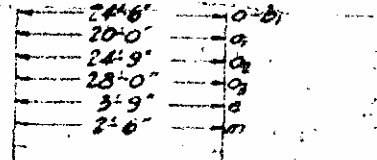
DETAIL OF DRAIN



DETAIL OF BARS-C G & C & C



DETAIL OF BARS - 180



DETAIL OF BARS - O-951c, b-e & m



BILL OF MATERIAL FOR 1 SPAN									
QTY	NO.	SIZE	LENGTH	WEIGHT	QTY	NO.	SIZE	LENGTH	WEIGHT
1	1	2"	24'-0"	345	1	1	2"	24'-0"	345
1	2	2"	24'-0"	345	1	2	2"	24'-0"	345
1	3	2"	24'-0"	345	1	3	2"	24'-0"	345
1	4	2"	24'-0"	345	1	4	2"	24'-0"	345
1	5	2"	24'-0"	345	1	5	2"	24'-0"	345
1	6	2"	24'-0"	345	1	6	2"	24'-0"	345
1	7	2"	24'-0"	345	1	7	2"	24'-0"	345
1	8	2"	24'-0"	345	1	8	2"	24'-0"	345
1	9	2"	24'-0"	345	1	9	2"	24'-0"	345
1	10	2"	24'-0"	345	1	10	2"	24'-0"	345
1	11	2"	24'-0"	345	1	11	2"	24'-0"	345
1	12	2"	24'-0"	345	1	12	2"	24'-0"	345
1	13	2"	24'-0"	345	1	13	2"	24'-0"	345
1	14	2"	24'-0"	345	1	14	2"	24'-0"	345
1	15	2"	24'-0"	345	1	15	2"	24'-0"	345
1	16	2"	24'-0"	345	1	16	2"	24'-0"	345
1	17	2"	24'-0"	345	1	17	2"	24'-0"	345
1	18	2"	24'-0"	345	1	18	2"	24'-0"	345
1	19	2"	24'-0"	345	1	19	2"	24'-0"	345
1	20	2"	24'-0"	345	1	20	2"	24'-0"	345
1	21	2"	24'-0"	345	1	21	2"	24'-0"	345
1	22	2"	24'-0"	345	1	22	2"	24'-0"	345
1	23	2"	24'-0"	345	1	23	2"	24'-0"	345
1	24	2"	24'-0"	345	1	24	2"	24'-0"	345
1	25	2"	24'-0"	345	1	25	2"	24'-0"	345
1	26	2"	24'-0"	345	1	26	2"	24'-0"	345
1	27	2"	24'-0"	345	1	27	2"	24'-0"	345
1	28	2"	24'-0"	345	1	28	2"	24'-0"	345
1	29	2"	24'-0"	345	1	29	2"	24'-0"	345
1	30	2"	24'-0"	345	1	30	2"	24'-0"	345
1	31	2"	24'-0"	345	1	31	2"	24'-0"	345
1	32	2"	24'-0"	345	1	32	2"	24'-0"	345
1	33	2"	24'-0"	345	1	33	2"	24'-0"	345
1	34	2"	24'-0"	345	1	34	2"	24'-0"	345
1	35	2"	24'-0"	345	1	35	2"	24'-0"	345
1	36	2"	24'-0"	345	1	36	2"	24'-0"	345
1	37	2"	24'-0"	345	1	37	2"	24'-0"	345
1	38	2"	24'-0"	345	1	38	2"	24'-0"	345
1	39	2"	24'-0"	345	1	39	2"	24'-0"	345
1	40	2"	24'-0"	345	1	40	2"	24'-0"	345
1	41	2"	24'-0"	345	1	41	2"	24'-0"	345
1	42	2"	24'-0"	345	1	42	2"	24'-0"	345
1	43	2"	24'-0"	345	1	43	2"	24'-0"	345
1	44	2"	24'-0"	345	1	44	2"	24'-0"	345
1	45	2"	24'-0"	345	1	45	2"	24'-0"	345

GENERAL NOTE:

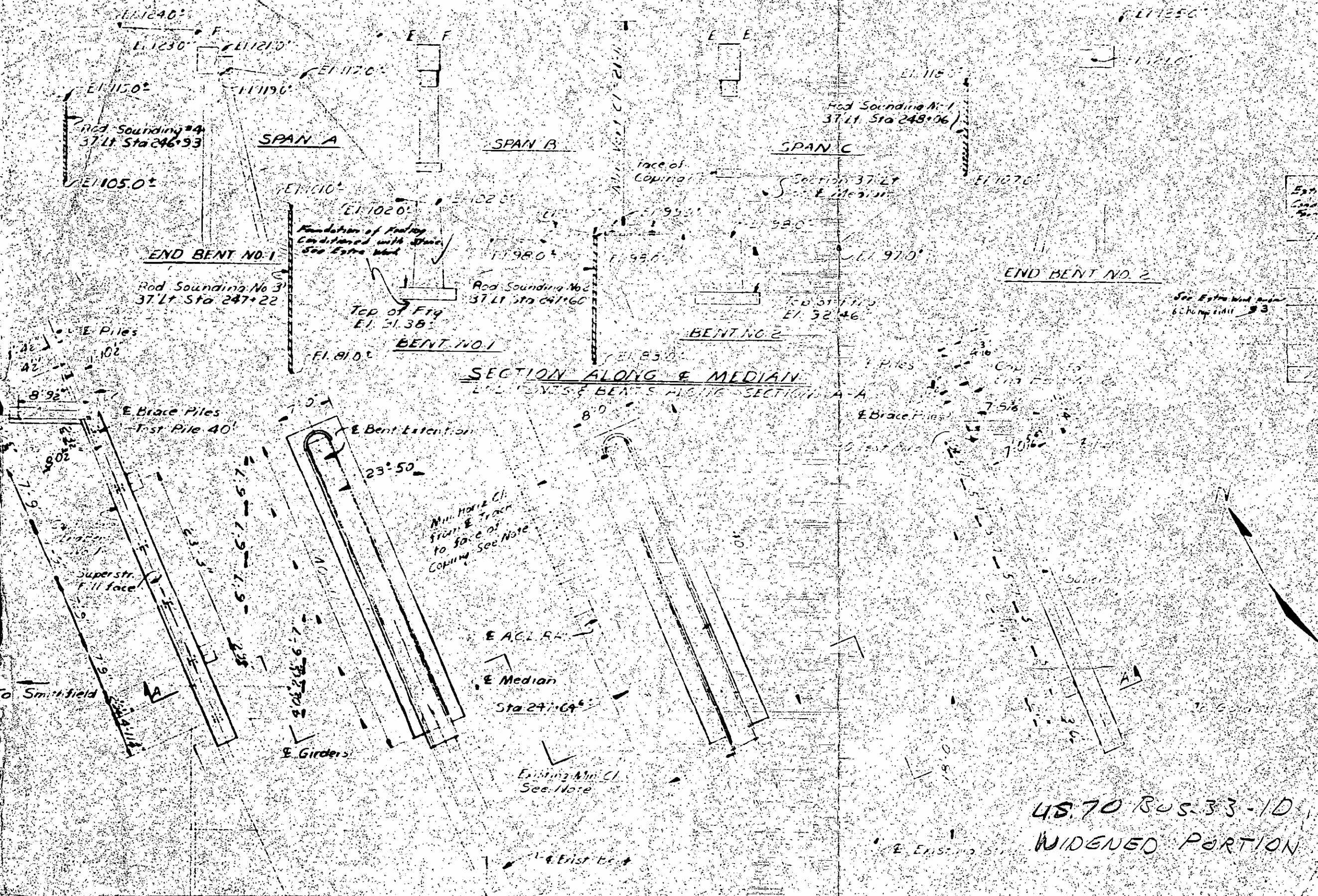
Class A Concrete to be used throughout except in handrails. Proportions 1/2.4. Class AA Concrete to be used in handrails above top of slab. Proportions 1/2.3. All reinforcing steel shall be deformed. Square finished bars are not to be considered as deformed bars. All dimensions relative to reinforcement are to centers of bars. No splicing of bars other than those shown on plans will be permitted. The girders, slab, brackets, braces and sidewalks to be poured at the same time allowing no time for initial set to take place between them. Construction joints permitted only at the sidewalks at the base of handrail. Camber to 1/8" of center for single span bridges for multiple span bridges see camber diagram. Two name plates to be placed on bridge one on the inside of each right hand post approaching bridge. The compression panel to be omitted. All exposed corners to be chamfered. Unless otherwise stated under special provisions the wear surface is to be laid by the Bridge Contractor. All materials and workmanship as per the specifications of N.C. State Highway Commission.

PROJECT NO. 283
WAYNE COUNTY
STATION 467+00
SPAN-C

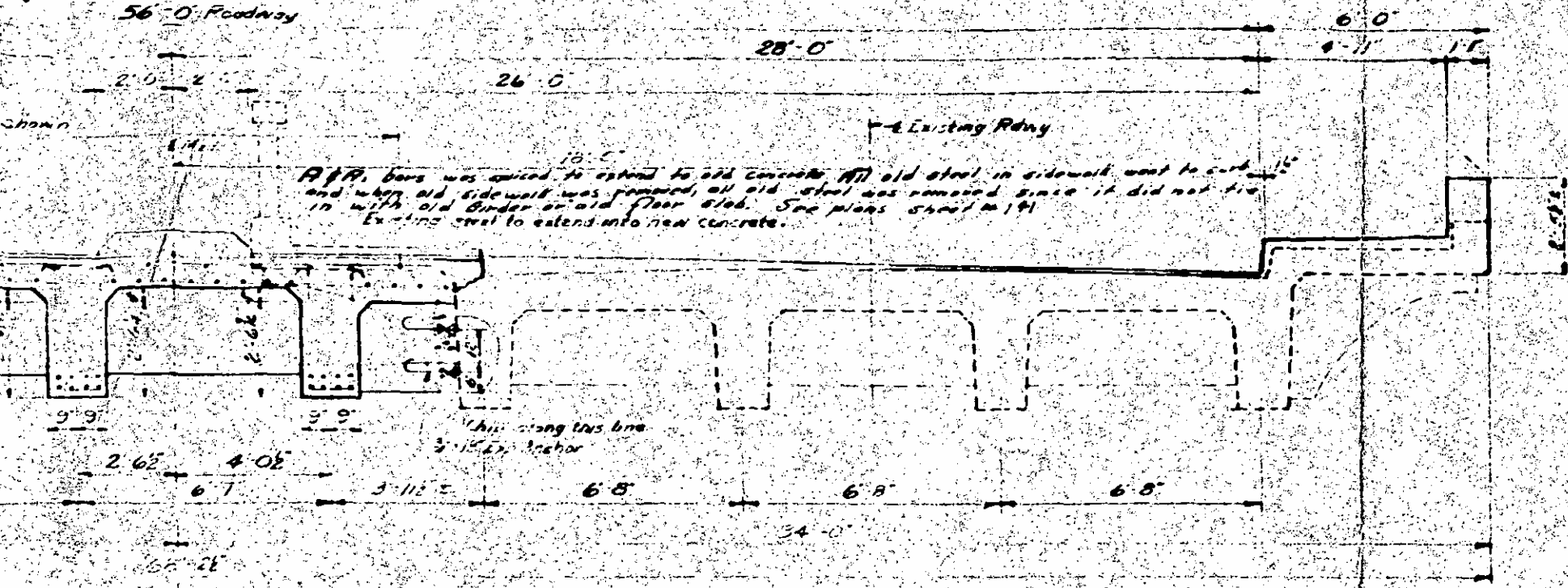
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STANDARD
REINFORCED CONCRETE
DECK GIRDER
WITH TWO 5 FT. SIDING
25' LONG

NOTE: Elevations given are top of curb elevations
 26'-12" Left and Right of E Median & E.C. Interiors
 unless otherwise noted

Sta 247-24



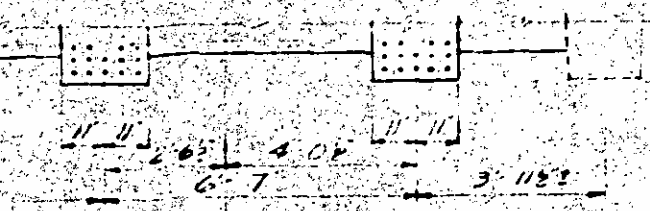
PLAN DIAGRAM
56' 0" Roadway



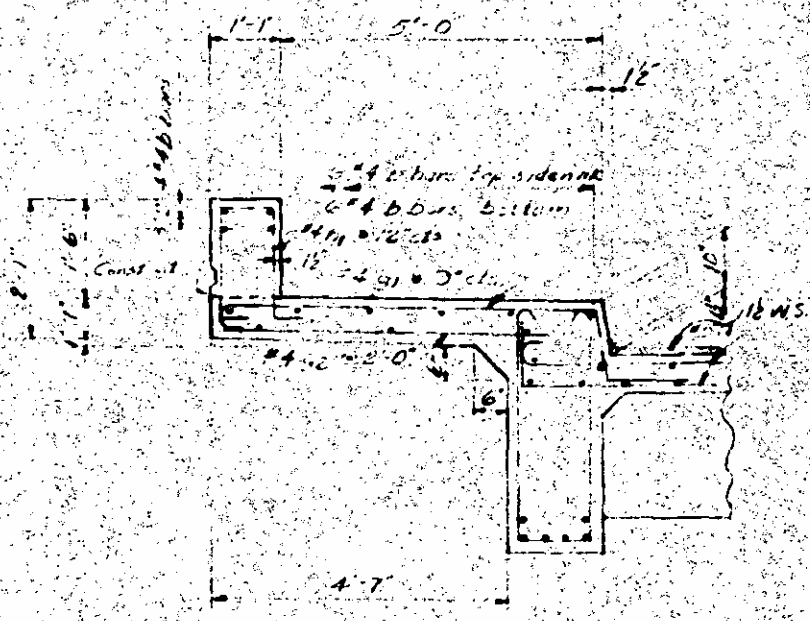
SECTION SPAN A



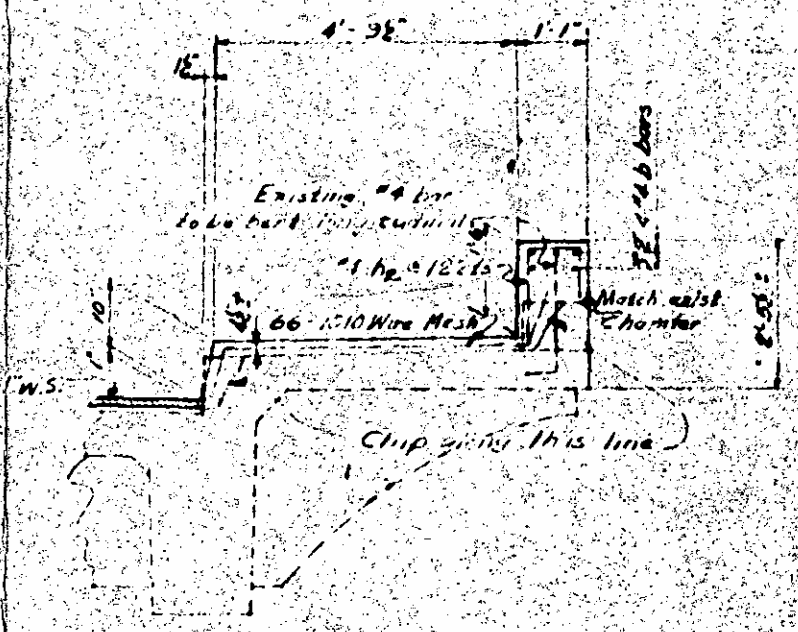
PART SECTION SPAN E
steel in lower portion of girder



PART SECTION SPAN C
steel in lower portion of girder

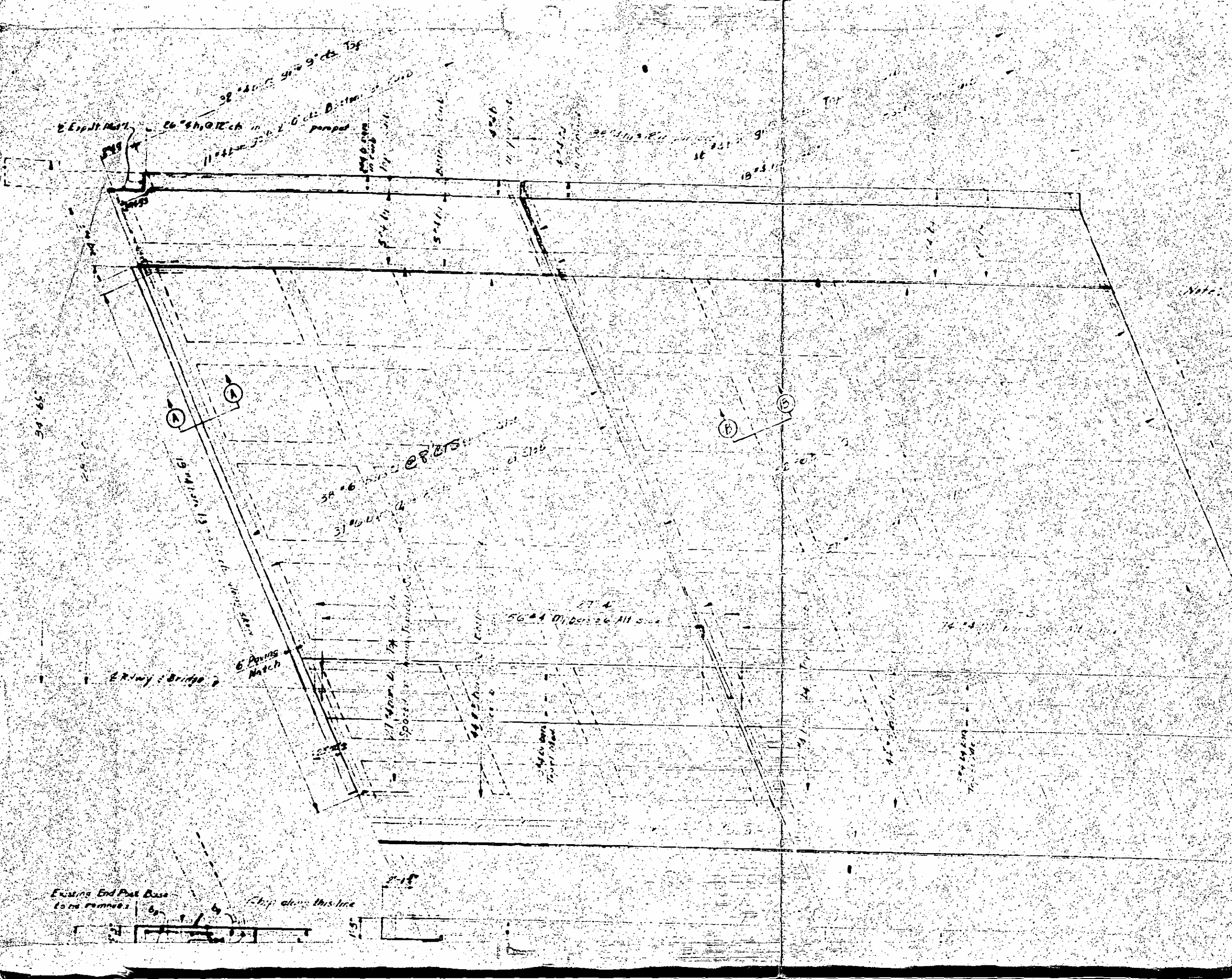


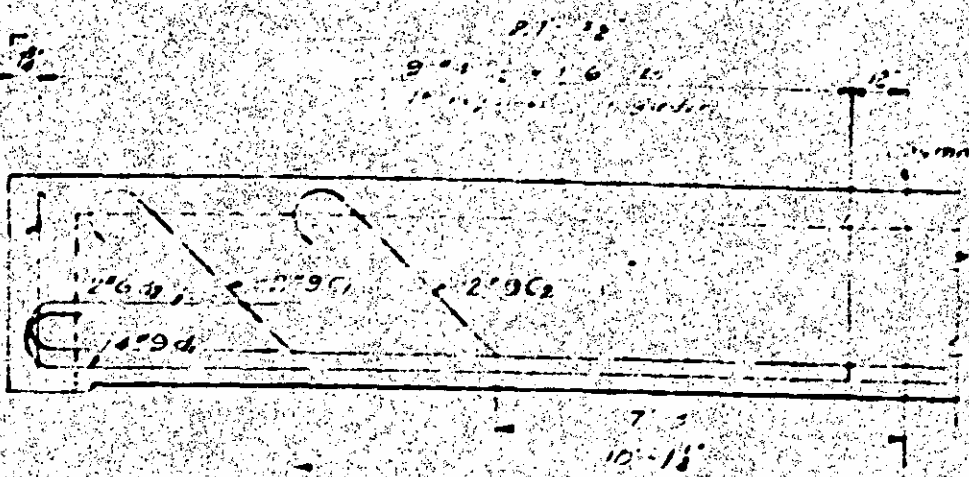
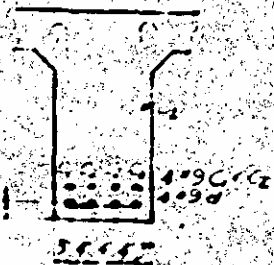
SECTION THRU LEFT CURB



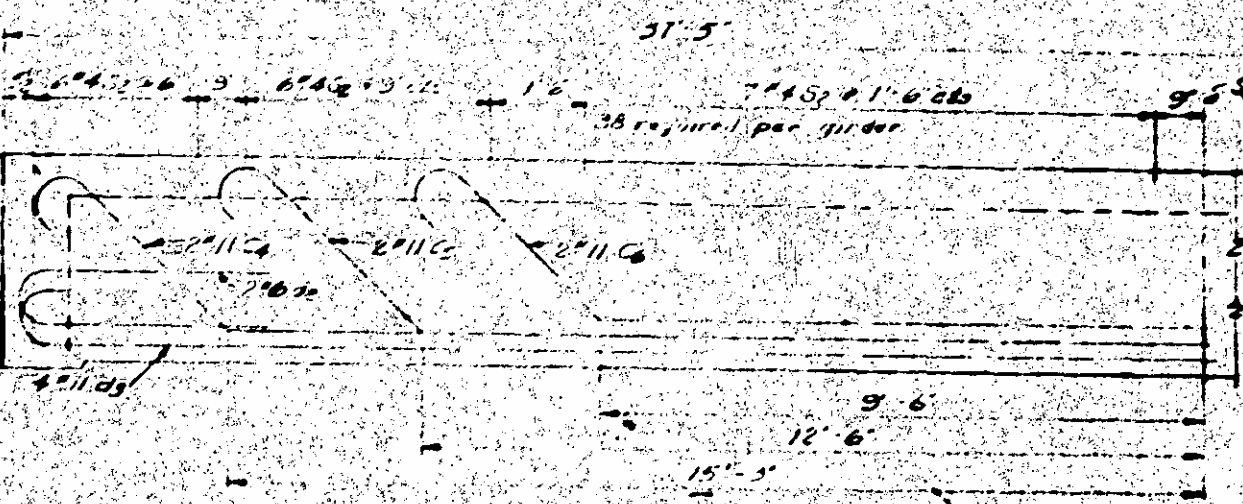
SECTION THRU EXISTING RIGHT CURB

Built according to plans except as noted
J.J. Hettinger

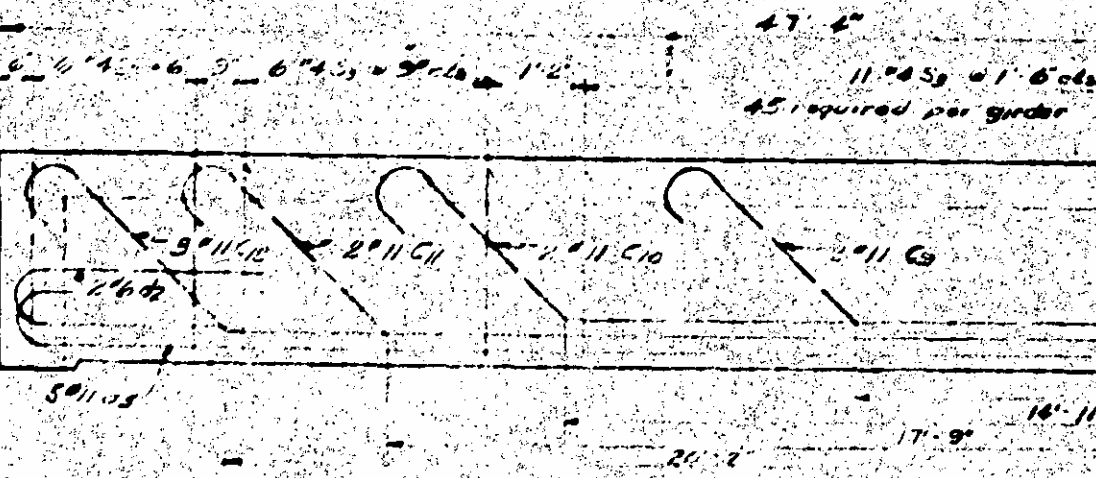




SPAN A



SPAN B



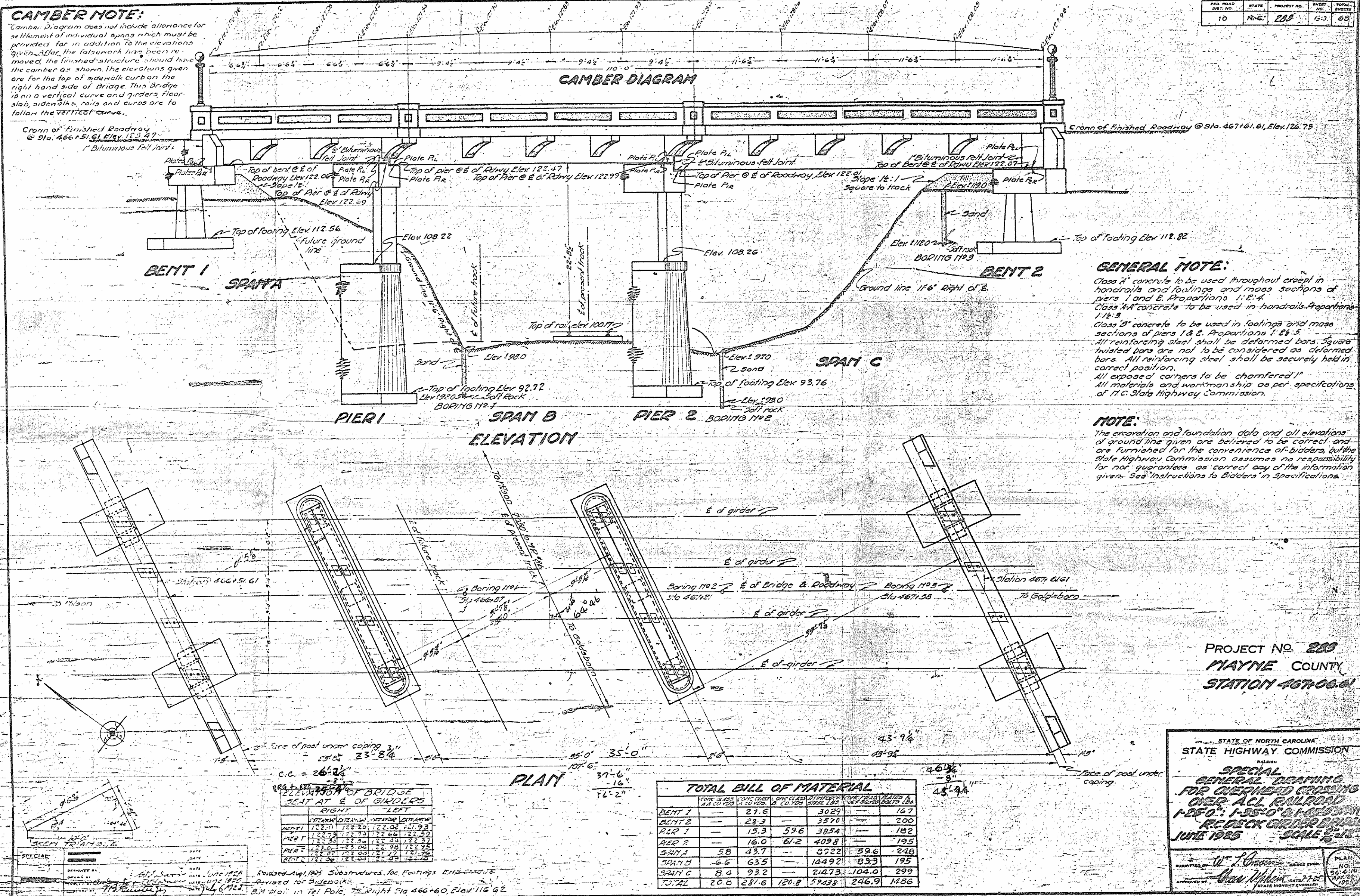
SPAN C

Built according to plans.
J. J. Kettinger

Project No. _____
WAYNE
SUNSHINE 242-14

STATE ENGINEERING BOARD

GIRDER DETAILS



Ref. 42 70 B-33-10
Pos. 8 WAYNE

PROJECT NO.	283	SHEET	60
DATE	10/1/50	TOTAL SHEETS	60

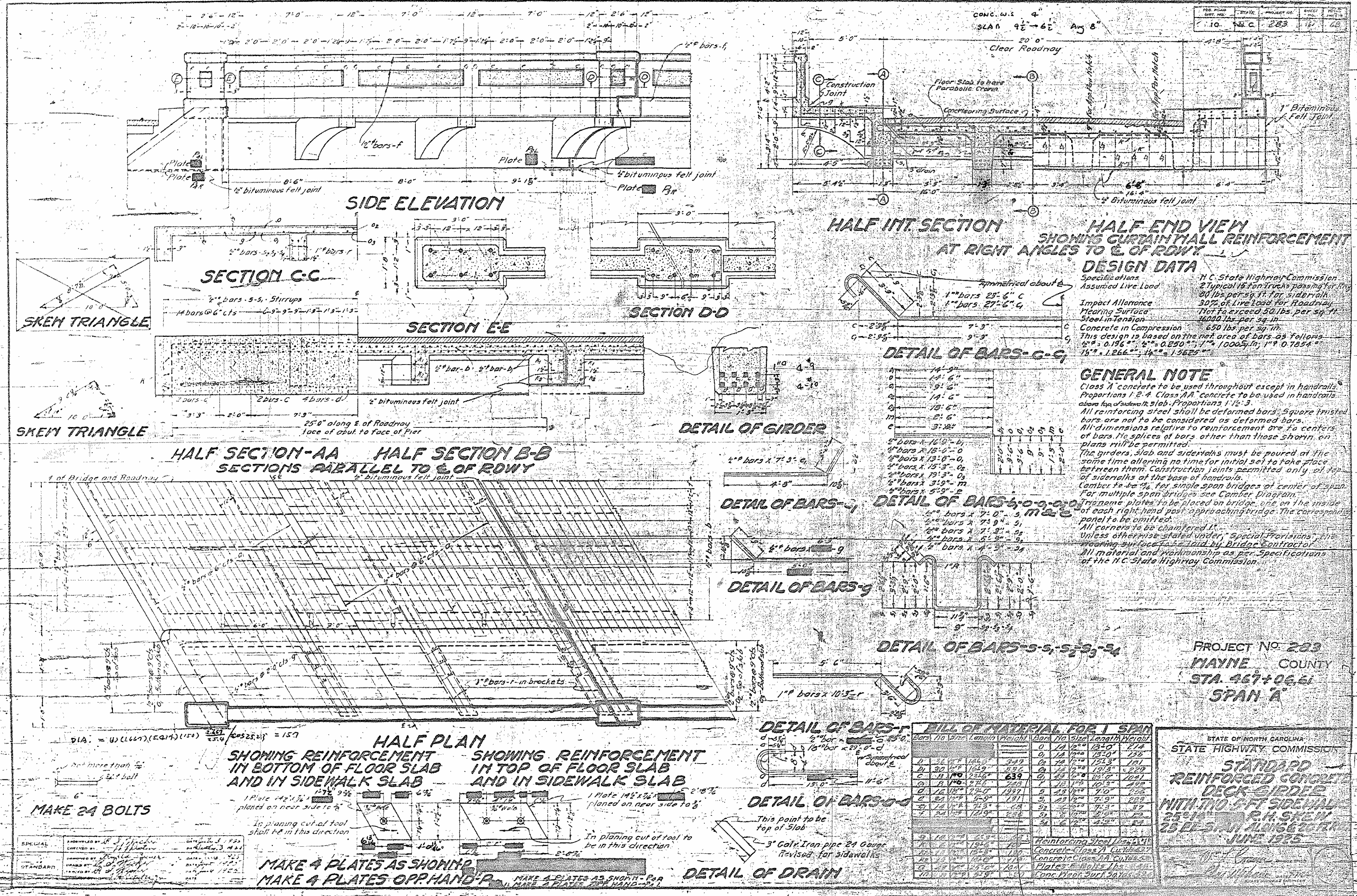
20161.61, Elev. 126.79

Throughout except in
and most sections of
and in handrails. Proportions
of beams and most
sections 1:2:4
to be deformed bars. Square
bars preferred as deformed
bars will be secured both in
chamfered 1"
ship on per specifications
in design.

data and all elevations
to be correct and
checked by bidders, but the
assumes no responsibility
for any of the information
appears in specifications.

SECT. NO. 283
WAYNE COUNTY
STATION 467+06.61

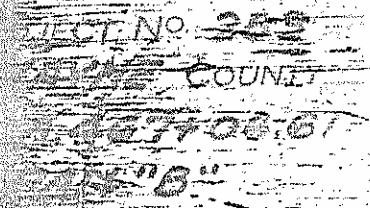
STATE OF NORTH CAROLINA
HIGHWAY COMMISSION
STANDARD
REINFORCED CONCRETE
DECK GIRDER
WITH TWO FEET SIDEWALK
25' SPAN
JUNE 1945



PROJECT NO. 283
WAYNE COUNTY
STA. 467+06.61
SPAN A

STATE OF NORTH CAROLINA
HIGHWAY COMMISSION
STANDARD
REINFORCED CONCRETE
DECK GIRDER
WITH TWO FEET SIDEWALK
25' SPAN
JUNE 1945

$1041 / 25' / 149 = 0.85 \rightarrow \frac{1}{2}''$
NOT $\frac{1}{4}''$

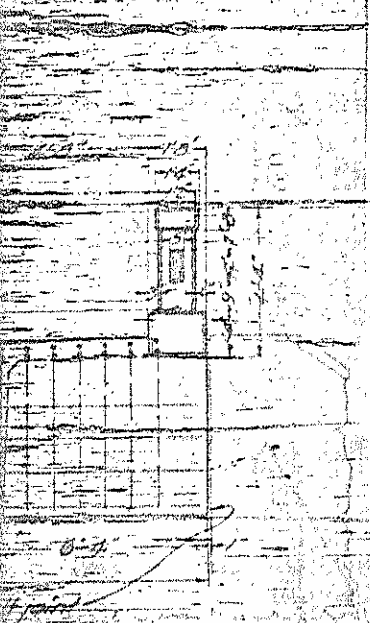


BILL OF MATERIAL FOR 1 SP									
Proc	No.	Size	Length	Weight	Bar	No.	Size	Length	Weight
a	1	2"	24.0"	2.2	1	1/2"	24.0"	2.2	2.2
b	56	2"x8"	27.6"	6.61	2	1/2"	24.0"	2.2	2.2
c	50	2"x8"	14.6"	4.91	3	1/2"	24.0"	2.2	2.2
d	0	1/2"	50.6"	2.146	1	3/8"	14.0"	1.0	1.0
e	0	1/2"	46.0"	1.955	5	1/2"	24.0"	2.2	2.2
f	2	1/2"	39.6"	14.78	3	1/2"	24.0"	2.2	2.2
g	2	1/2"	39.6"	13.39	2	1/2"	24.0"	2.2	2.2
h	2	1/2"	25.9"	1.77	5	1/2"	24.0"	2.2	2.2
i	16	1/2"	7.3"	.77	1	5/8"	24.0"	2.2	2.2
j	1	1/2"	25.9"	1.77	2	5/8"	24.0"	2.2	2.2
k	2	2"x8"	24.0"	3.27	7	2"x8"	24.0"	3.27	3.27
l	2	2"x8"	24.0"	3.27					
m	2	2"x8"	24.0"	3.27					
n	2	2"x8"	24.0"	3.27					
o	2	2"x8"	24.0"	3.27					
p	2	2"x8"	24.0"	3.27					
q	2	2"x8"	24.0"	3.27					
r	2	2"x8"	24.0"	3.27					
s	2	2"x8"	24.0"	3.27					
t	2	2"x8"	24.0"	3.27					
u	2	2"x8"	24.0"	3.27					
v	2	2"x8"	24.0"	3.27					
w	2	2"x8"	24.0"	3.27					
x	2	2"x8"	24.0"	3.27					
y	2	2"x8"	24.0"	3.27					
z	2	2"x8"	24.0"	3.27					

PROJECT NO. 283
WAYNE COUNTY
STATION 467+06.6
SPAN C

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
BALDWIN
STANDARD
REINFORCED CONCRETE
DECK GIRDER
WITH TWO 5 FT. SIDEWALKS
25' ~~25' 0"~~ 25' 0" **25' 0"**
45' ~~45' 0"~~ 45' 0" **45' 0"**
JUNE 1912

DATE	1944	1944	1944
TIME	10:00	10:00	10:00
LOCATION	10:00	10:00	10:00
REMARKS	10:00	10:00	10:00



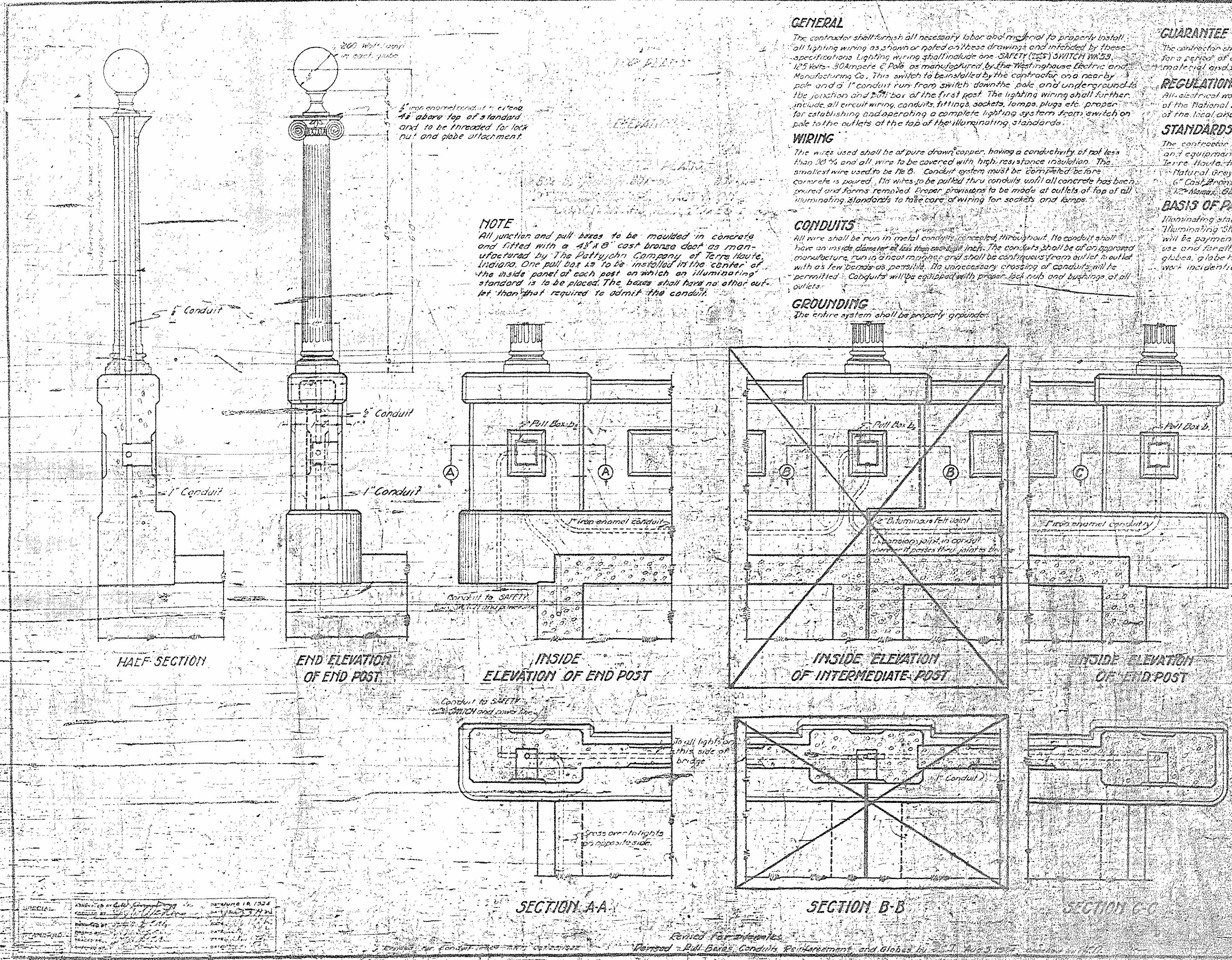
NEW MANAGEMENT

Tx. State Highway Commission
 15 Ton Trucks passing
 30 Lbs per Sq Ft for 5m
 2000 Lbs Live Load for roadway
 Not to exceed 50 Lbs per Sq Ft
 1000 Lbs per Sq Ft
 400 Lbs per Sq Ft
 of bars as follows:
 11/16" 150'

except in headrolls. Proportions of members above top of sidewalk shall be determined as deformed bars. All one to centers of bars shown on plans will be bridges and sidewalks must be same for initial set to take units permitted only at top of sidewalk to center of span. On bridges see center line bridge and on the inside of bridge the corresponding bars to be chamfered. (1) Drawings the wearing surface of the

PROJECT NO. 283 -
FTH - COUNTY
ON 467-0661
JAN-C

OF NORTH CAROLINA
HIGHWAY COMMISSION
BOARD
OF CONCRETE
PAVING
AND ASPHALT
PAVING



GENERAL

[illegible]

WIRING

The wires used shall be of pure drawn copper, having a conductivity of not less than 98% and all wire to be covered with high-resistance insulation. The smallest wire used to be No. 8. Conduit system must be completed before concrete is poured. No wires to be pulled thru conduits until all concrete has been poured and forms removed. Proper provisions to be made at outlets at top of all illuminating standards to take care of wiring for sockets and lamps.

CONDUITS

All wire shall be run in their original conduit, and shall have no conduit that has an inside diameter of less than one half inch. The conduits shall be of an approved manufacture, run in a neat manner and shall be contiguous from outlet to outlet with as few bends as possible. No unnecessary crossing of conduits will be permitted. Cables will be equipped with proper lock nuts and bushings at all outlets.

GROUNDING

The entire system

GUARANTEE

The contractor shall give a written guarantee covering the entire 1955/56 for a period of one year from date of completion, this to apply both to material and workmanship.

REGULATIONS
All electrical work

of the National Electric Code, and with the ordinances and regulations
of the local and state authorities.

STANDARDS

STANDARD
The contractor will

an equipment as manufactured by the Pettibone Co. 4403 11th Ave.
Terre Haute, Ind.

BASIS OF PAYMENT

Illuminating standards will

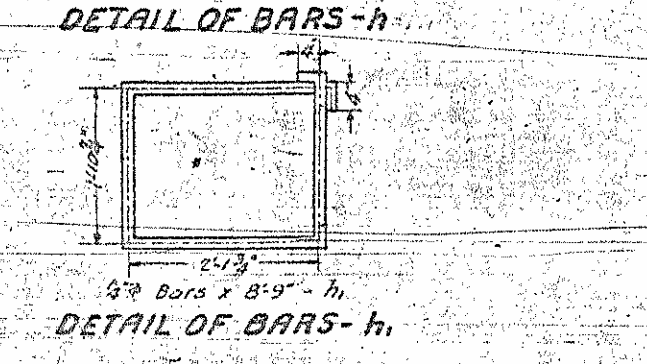
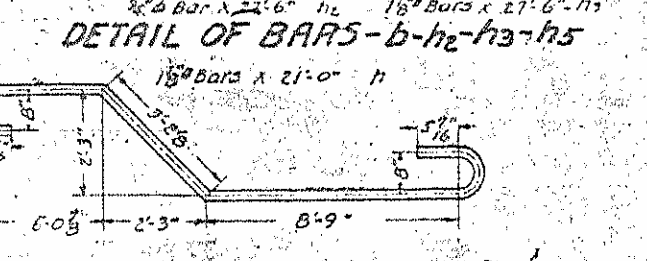
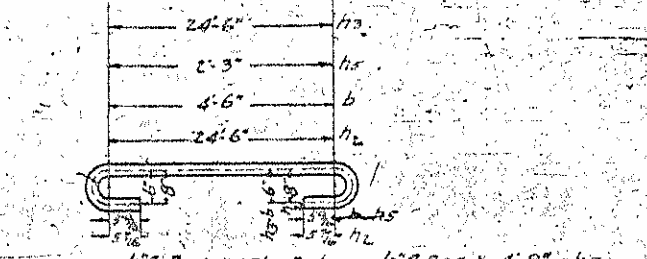
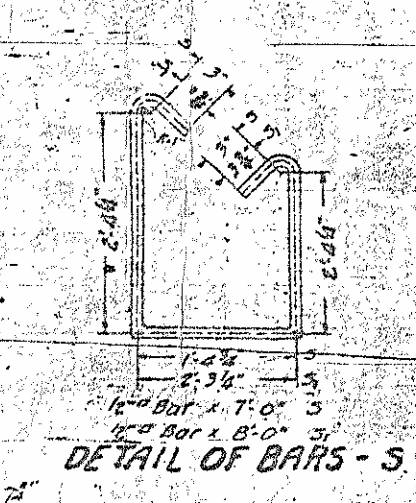
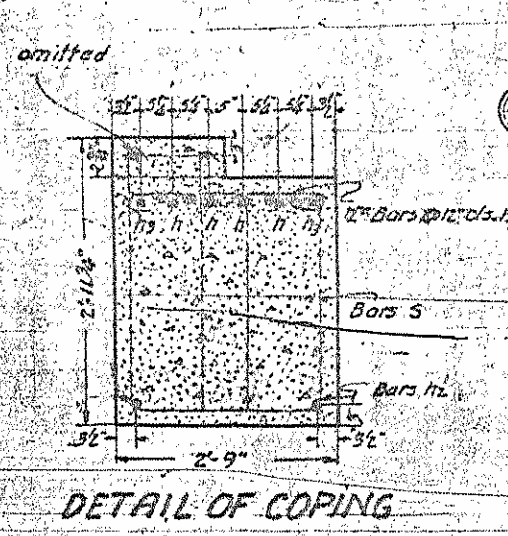
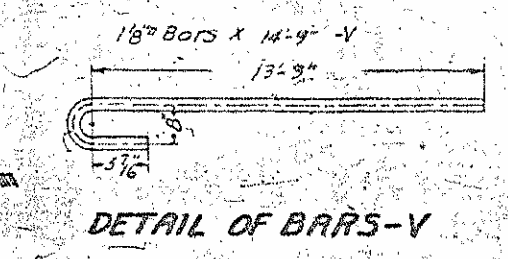
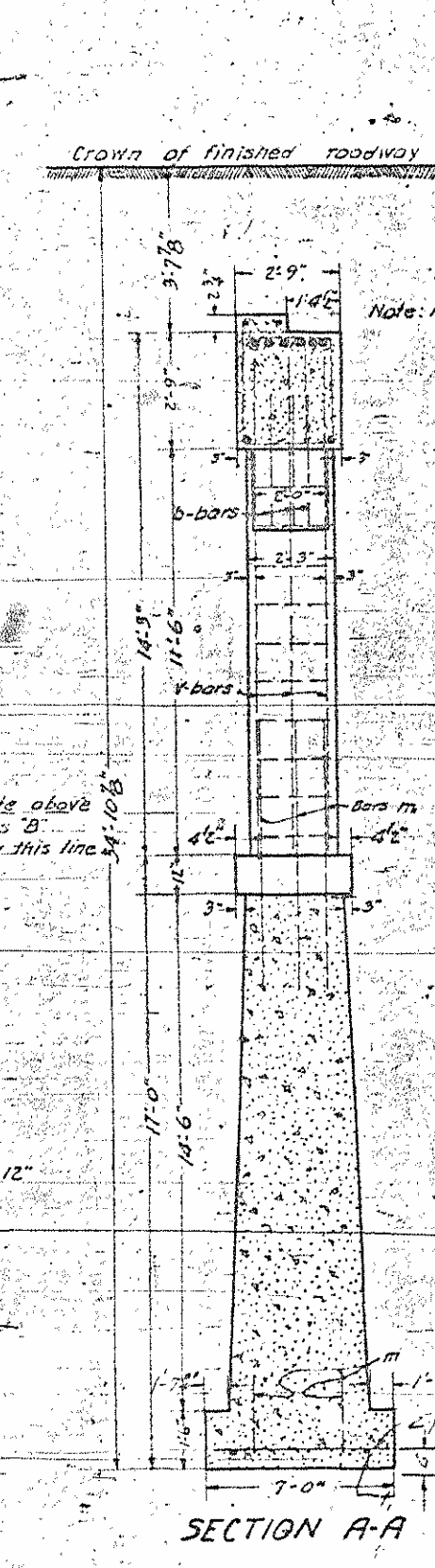
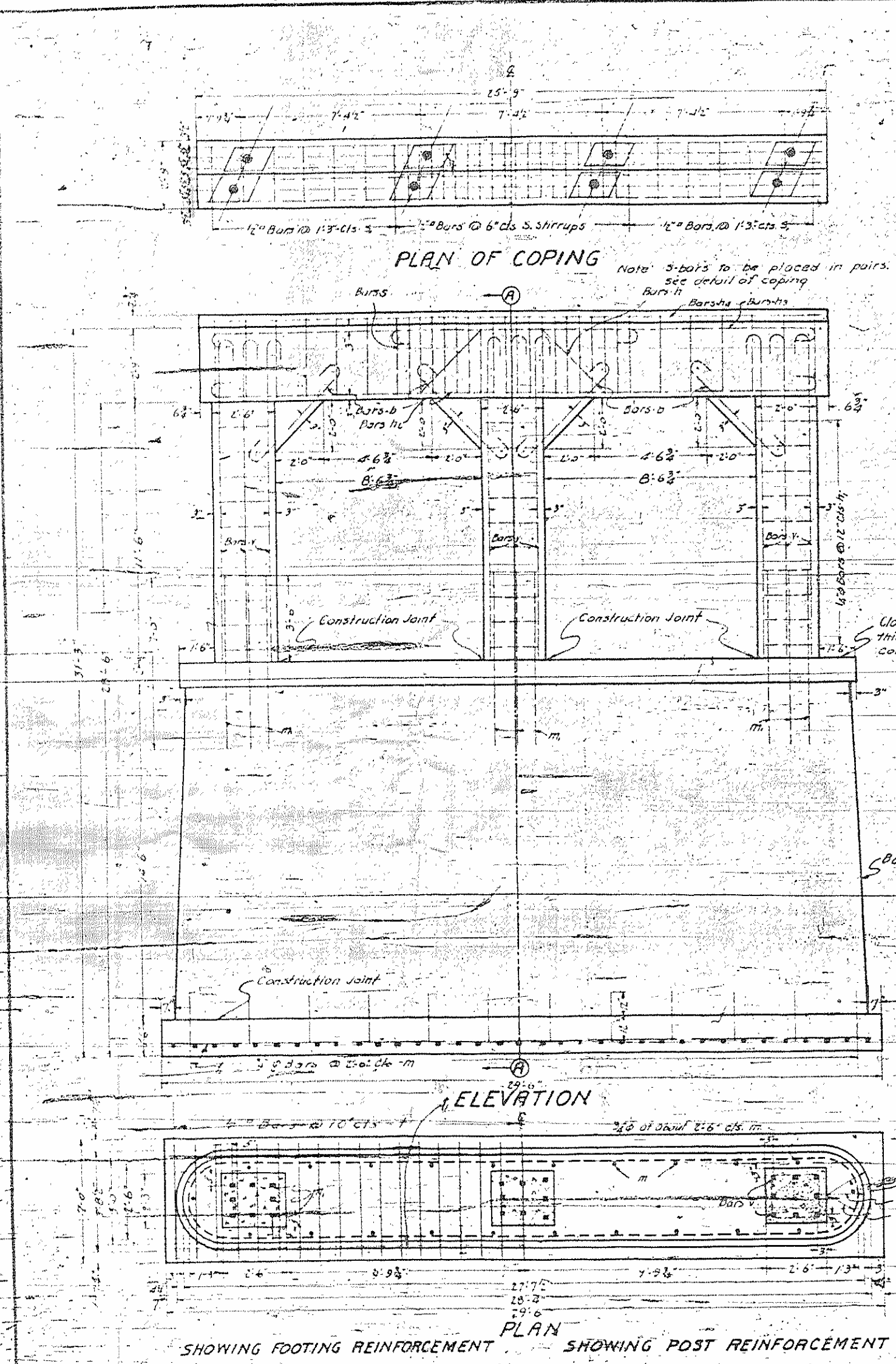
"Illuminating Standards" as shown on plans, complete in place. This price will be payment in full for furnishing and placing the standards, rods, base and fastening, switches, junction and pull boxes, conduits, terminals, globes, globe holders, and for all other materials, equipment, labor and work incidental thereto necessary to make a complete job.

[illegible]

PROJECT NO. 283
WAYNE COUNTY

STATION 467-1

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
has, for the purpose of
STANDARD
DETAIL OF
ILLUMINATING STANDARDS
FOR
WIRING CONDITIONS
FOR
TOLLS



DESIGN DATA
Specifications N.C. State Highway Commission.
Assumed Live Load Two typical 15-ton trucks.
Steel in tension 16,000 lbs. per sq. in.
Concrete in compression 650 lbs. per sq. in.
Shear Class "A" concrete 40 lbs. per sq. in.
This design is based on the net area of bars as follows: 18" x 0.25 sq. in. 16" x 0.22 sq. in. 14" x 0.20 sq. in.

GENERAL NOTE
Class "A" concrete to be used throughout, except footings. Proportions 1:2:4.
Class "B" concrete to be used in footings. Proportions 1:2:3.
One man stone may be used in footings. See specifications.
All reinforcing steel shall be deformed bars. Square twisted bars shall not be considered as deformed bars.
All dimensions relative to reinforcement are to centers of bars.
All exposed corners to be chamfered 1".
All material and workmanship as per specifications of the N.C. State Highway Commission.

BILL OF MATERIAL			
PIER No. 1			
BAR	SIZE	LENGTH	WEIGHT
V	18"	14'-9"	2.01
b	18"	21'-0"	4.33
h	18"	8'-9"	0.51
h ₁	18"	21'-0"	4.33
h ₂	18"	21'-0"	4.33
h ₃	18"	21'-0"	4.33
h ₄	18"	21'-0"	4.33
h ₅	18"	21'-0"	4.33
S	18"	7'-0"	0.47
Reinforcing Steel Lbs.			3850
Concrete Class "A" Cu. Yds.			15.9
Concrete Class "B" Cu. Yds.			53.6
Plates and Bolts Lbs.			102
Concrete per ft. depth			7.65

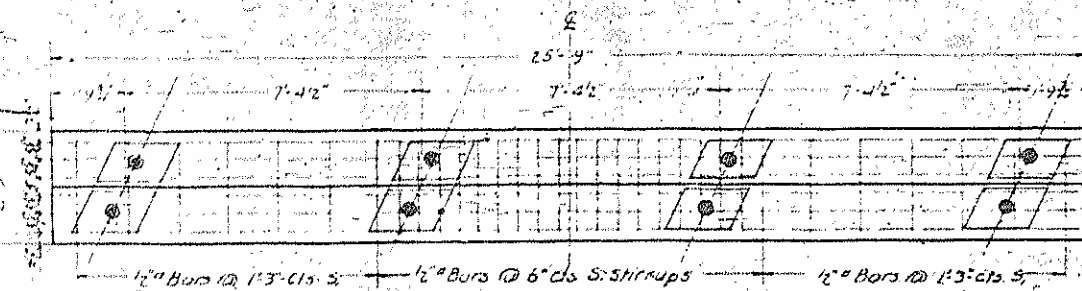
PROJECT NO. 283
WAYNE COUNTY
STATION 467+06.4
PIER No. 1

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SPECIAL
R.C. PIER DETAILS
FOR
OVERHEAD CROSSING
25'-14" RIGHT HAND
JUNE 1925
W. J. Brown
Checked by

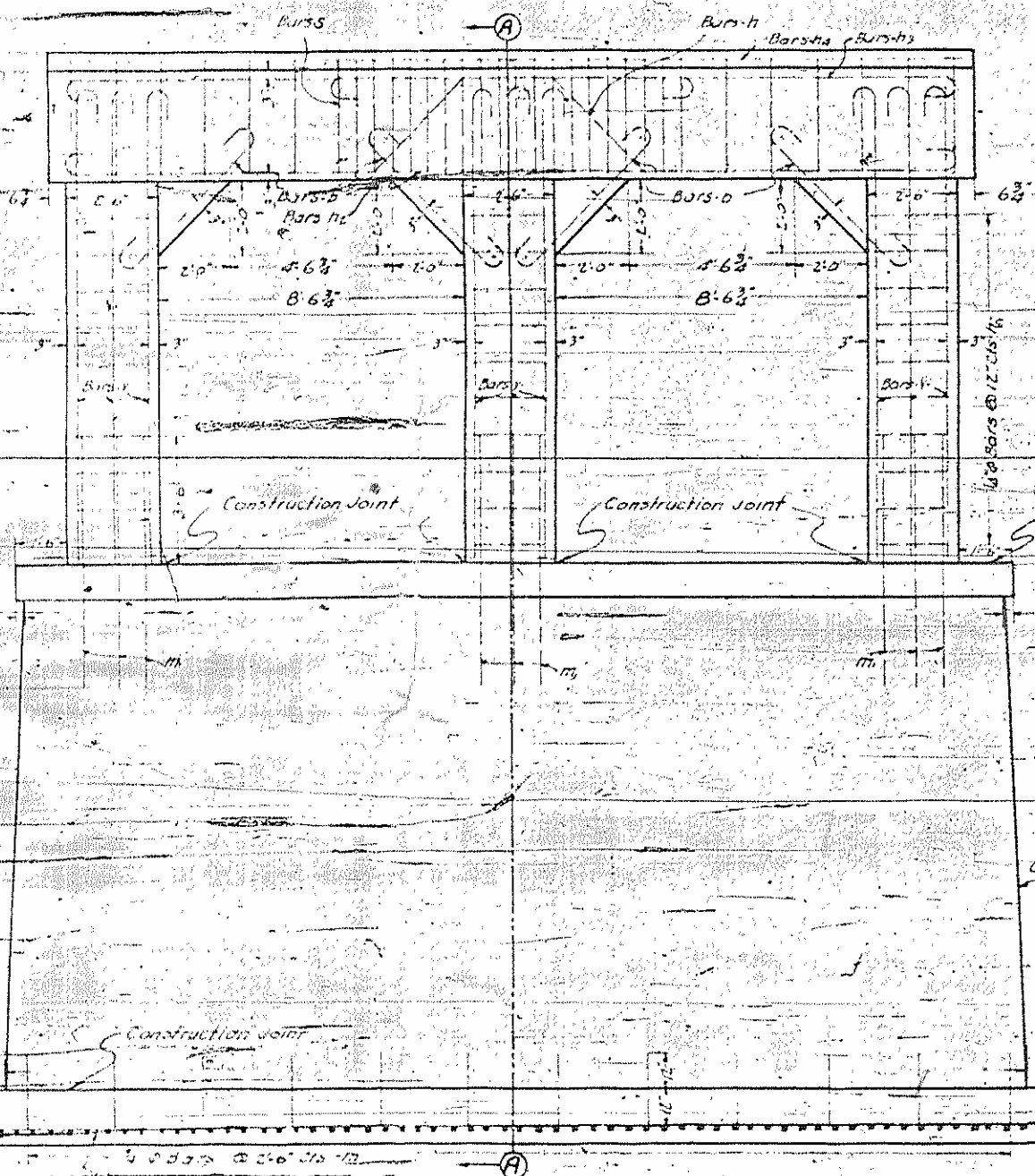
SPECIAL
W. J. Brown
Checked by

Revised August 1925 for footing by FAF, old J.H.H.

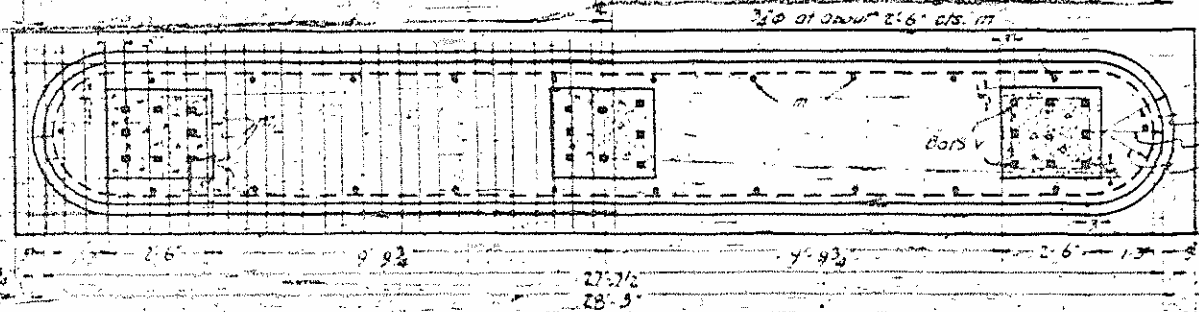
REV.	DATE	BY	CHK.	APP.
10	N.C.	283		



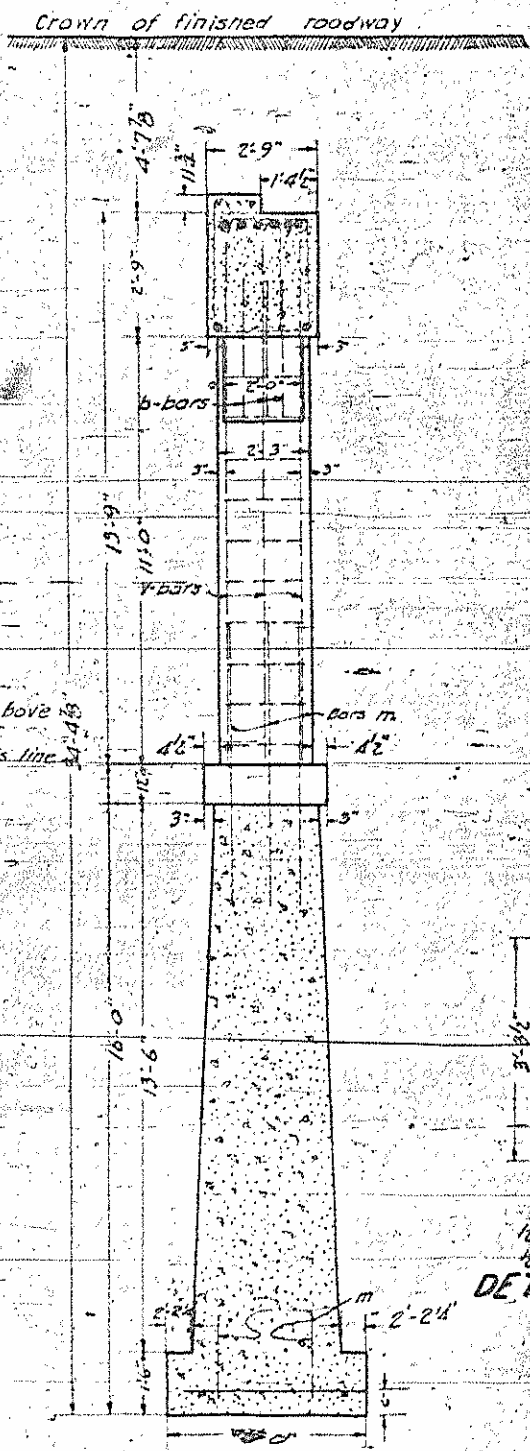
PLAN OF COPING



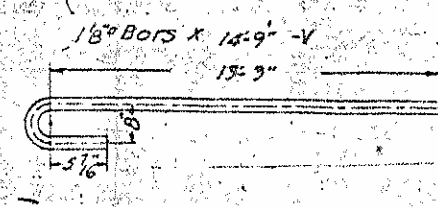
ELEVATION



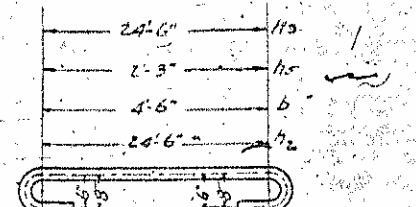
PLAN SHOWING FOOTING REINFORCEMENT. SHOWING POST REINFORCEMENT



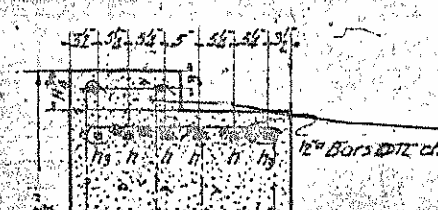
SECTION A-A



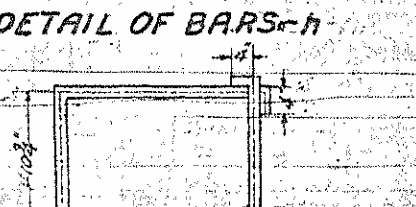
DETAIL OF BARS-V



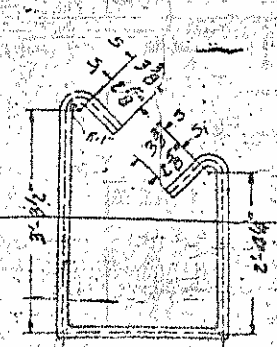
DETAIL OF BARS-b-h2-h3-h5



DETAIL OF COPING



DETAIL OF BARS-h



DETAIL OF BARS-S

DESIGN DATA
 Specifications N.C. State Highway Commission.
 Assumed Live Load Two Typical 15-ton Trucks
 Steel in tension 16,000 lbs. per sq. in.
 Concrete in compression 650 lbs. per sq. in.
 Shear Class A concrete 30 lbs. per sq. in.
 This design is based on the net area of bars as follows: 1/2" 0.25"
 1/4" 0.126" 3/8" 0.442" 1/2" 0.646"

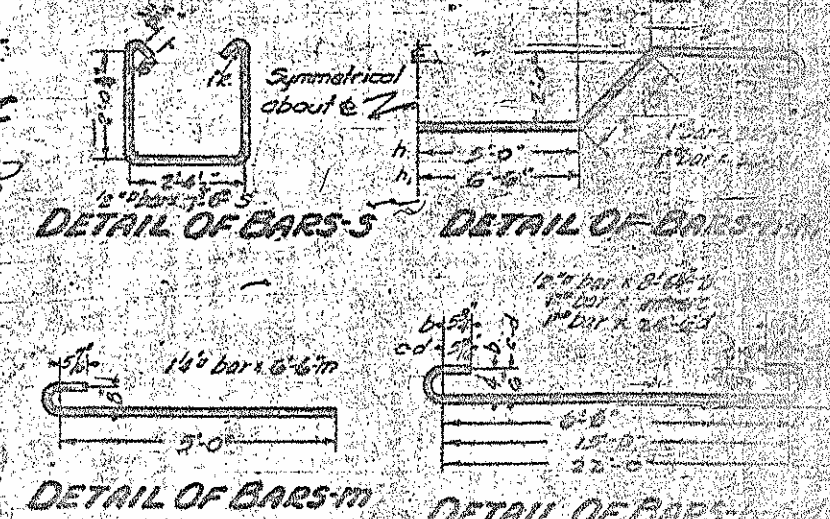
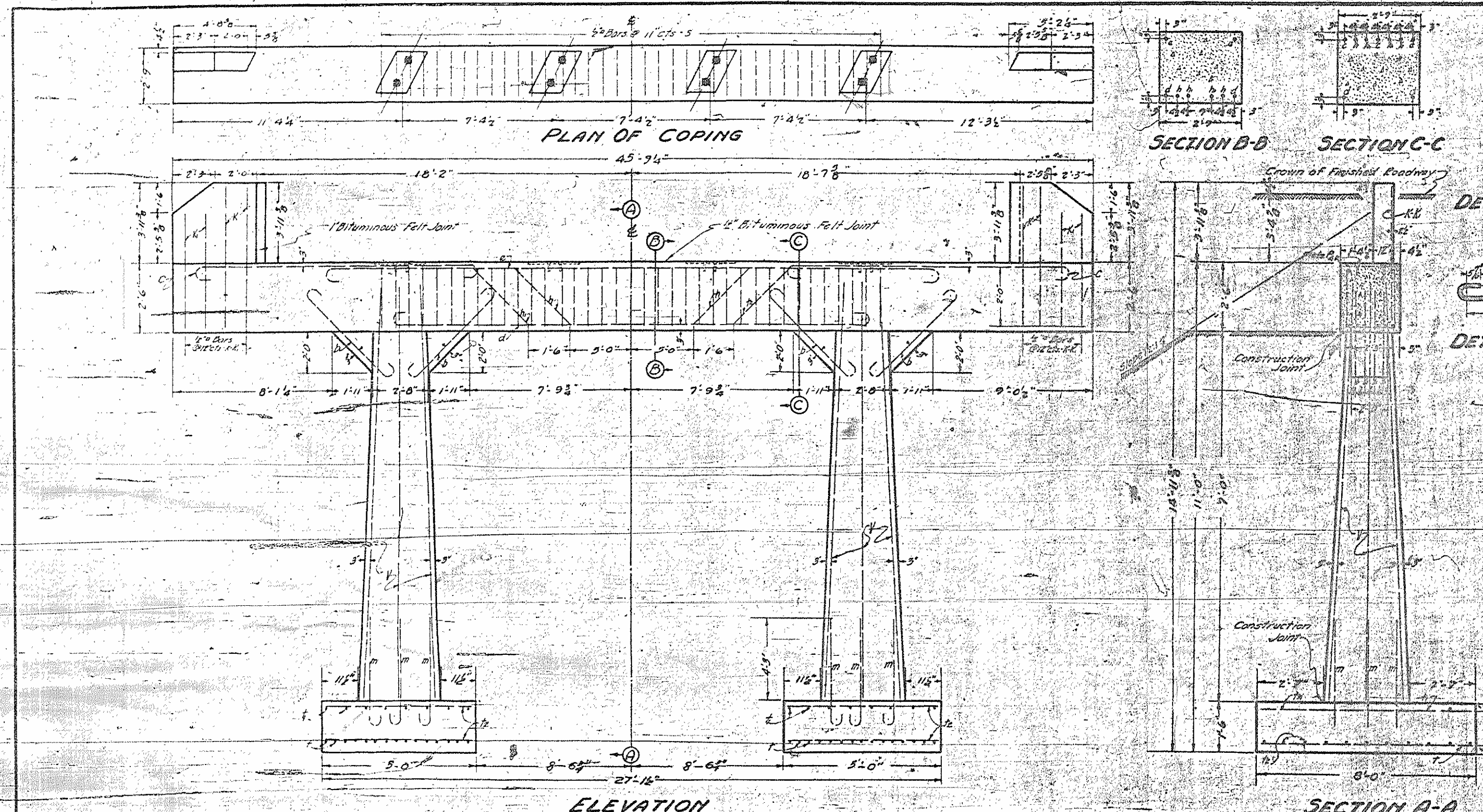
GENERAL NOTE
 Class A concrete to be used throughout, except footings. Proportions 1:2:3.
 Class B concrete to be used in footings. Proportions 1:2:3.
 One man stone may be used in footings. See specifications.
 All reinforcing steel shall be deformed bars. Square twisted bars shall not be considered as deformed bars.
 All dimensions relative to reinforcement are to centers of bars.
 All exposed corners to be chamfered 1".
 All material and workmanship as per specifications of the N.C. State Highway Commission.

Bar No.	Size	Length	Weight
1	1/2"	21'-0"	20.2
2	1/2"	21'-0"	20.2
3	1/2"	21'-0"	20.2
4	1/2"	21'-0"	20.2
5	1/2"	21'-0"	20.2
6	1/2"	21'-0"	20.2
7	1/2"	21'-0"	20.2
8	1/2"	21'-0"	20.2
9	1/2"	21'-0"	20.2
10	1/2"	21'-0"	20.2
11	1/2"	21'-0"	20.2
12	1/2"	21'-0"	20.2
13	1/2"	21'-0"	20.2
14	1/2"	21'-0"	20.2
15	1/2"	21'-0"	20.2
16	1/2"	21'-0"	20.2
17	1/2"	21'-0"	20.2
18	1/2"	21'-0"	20.2
19	1/2"	21'-0"	20.2
20	1/2"	21'-0"	20.2
21	1/2"	21'-0"	20.2
22	1/2"	21'-0"	20.2
23	1/2"	21'-0"	20.2
24	1/2"	21'-0"	20.2
25	1/2"	21'-0"	20.2
26	1/2"	21'-0"	20.2
27	1/2"	21'-0"	20.2
28	1/2"	21'-0"	20.2
29	1/2"	21'-0"	20.2
30	1/2"	21'-0"	20.2
31	1/2"	21'-0"	20.2
32	1/2"	21'-0"	20.2
33	1/2"	21'-0"	20.2
34	1/2"	21'-0"	20.2
35	1/2"	21'-0"	20.2
36	1/2"	21'-0"	20.2
37	1/2"	21'-0"	20.2
38	1/2"	21'-0"	20.2
39	1/2"	21'-0"	20.2
40	1/2"	21'-0"	20.2
41	1/2"	21'-0"	20.2
42	1/2"	21'-0"	20.2
43	1/2"	21'-0"	20.2
44	1/2"	21'-0"	20.2
45	1/2"	21'-0"	20.2
46	1/2"	21'-0"	20.2
47	1/2"	21'-0"	20.2
48	1/2"	21'-0"	20.2
49	1/2"	21'-0"	20.2
50	1/2"	21'-0"	20.2
51	1/2"	21'-0"	20.2
52	1/2"	21'-0"	20.2
53	1/2"	21'-0"	20.2
54	1/2"	21'-0"	20.2
55	1/2"	21'-0"	20.2
56	1/2"	21'-0"	20.2
57	1/2"	21'-0"	20.2
58	1/2"	21'-0"	20.2
59	1/2"	21'-0"	20.2
60	1/2"	21'-0"	20.2
61	1/2"	21'-0"	20.2
62	1/2"	21'-0"	20.2
63	1/2"	21'-0"	20.2
64	1/2"	21'-0"	20.2
65	1/2"	21'-0"	20.2
66	1/2"	21'-0"	20.2
67	1/2"	21'-0"	20.2
68	1/2"	21'-0"	20.2
69	1/2"	21'-0"	20.2
70	1/2"	21'-0"	20.2
71	1/2"	21'-0"	20.2
72	1/2"	21'-0"	20.2
73	1/2"	21'-0"	20.2
74	1/2"	21'-0"	20.2
75	1/2"	21'-0"	20.2
76	1/2"	21'-0"	20.2
77	1/2"	21'-0"	20.2
78	1/2"	21'-0"	20.2
79	1/2"	21'-0"	20.2
80	1/2"	21'-0"	20.2
81	1/2"	21'-0"	20.2
82	1/2"	21'-0"	20.2
83	1/2"	21'-0"	20.2
84	1/2"	21'-0"	20.2
85	1/2"	21'-0"	20.2
86	1/2"	21'-0"	20.2
87	1/2"	21'-0"	20.2
88	1/2"	21'-0"	20.2
89	1/2"	21'-0"	20.2
90	1/2"	21'-0"	20.2
91	1/2"	21'-0"	20.2
92	1/2"	21'-0"	20.2
93	1/2"	21'-0"	20.2
94	1/2"	21'-0"	20.2
95	1/2"	21'-0"	20.2
96	1/2"	21'-0"	20.2
97	1/2"	21'-0"	20.2
98	1/2"	21'-0"	20.2
99	1/2"	21'-0"	20.2
100	1/2"	21'-0"	20.2

PROJECT NO. 283
 WAYNE COUNTY
 STATION 467+06.61
 PIER No. 2

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 SPECIAL
 R.C. PIER DETAILS
 FOR
 OVERHEAD CROSSING
 25'14" RIGHT HAND SLEW
 JUNE 1925

Revised August 1925 for printing by F.A.F. and J.W.

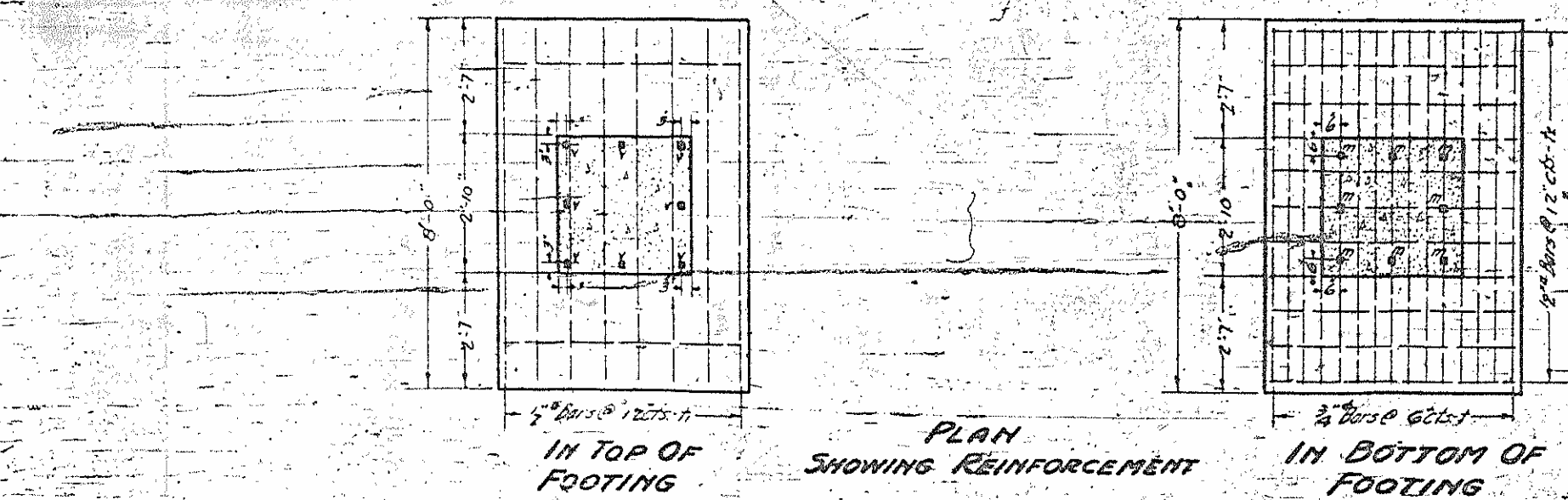


DESIGN DATA

Specifications: NC State Highway Commission
 Assumed Load: 21,000 lbs. per foot
 Steel in Tension: 60,000 lbs. per sq. in.
 Concrete in Compression: 4,000 lbs. per sq. in.
 Concrete in Shear: 40 lbs. per sq. in.
 Equivalent fluid pressure of earth: 30 lbs. per sq. ft.
 This design is based on the net area of bars.
 Allowable stress: 16,000 lbs. per sq. in.

GENERAL NOTE

Class A concrete to be used throughout. No. 10
 All reinforcing steel shall be determined by
 Square twisted bars are not to be casted
 deformed bars.
 No apices of bars other than those shown
 on plans will be permitted.
 All exposed corners to be chamfered.
 All materials and workmanship to conform
 Specifications of the North Carolina
 State Highway Commission.



BILL OF MATERIAL

BENT No. 1

Bar	No.	Length	Weight
A	10	10'-0"	11.8
B	10	10'-0"	11.8
C	10	10'-0"	11.8
D	10	10'-0"	11.8
E	10	10'-0"	11.8
F	10	10'-0"	11.8
G	10	10'-0"	11.8
H	10	10'-0"	11.8
I	10	10'-0"	11.8
J	10	10'-0"	11.8
K	10	10'-0"	11.8
L	10	10'-0"	11.8
M	10	10'-0"	11.8
N	10	10'-0"	11.8
O	10	10'-0"	11.8
P	10	10'-0"	11.8
Q	10	10'-0"	11.8
R	10	10'-0"	11.8
S	10	10'-0"	11.8
T	10	10'-0"	11.8
U	10	10'-0"	11.8
V	10	10'-0"	11.8
W	10	10'-0"	11.8
X	10	10'-0"	11.8
Y	10	10'-0"	11.8
Z	10	10'-0"	11.8

PROJECT NO. 233
 WAYNE COUNTY
 STA. 467+00
 BENT No. 1

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

STANDARD
 P.C. AND BENT
 FOR
 DECK GIRDER BRIDGE
 WITH 2'-3" SIDEWALKS

JUNE 1935

SPECIAL
 DRAWN BY
 CHECKED BY
 DATE

Revised for SUREMAK
 Revised Also for Footings EKS CHD 36

NO. 783
 WAYNE COUNTY
 SECTION 267+04.51
 PIER No. 2

[illegible]

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