

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	2910	10
F.R. Proj. No. 127-3			

DESIGN DATA

Specifications A.A.S.H.O.
 Assumed Live Load H-15
 Impact Allowance See Specifications
 Reinforcing Steel in Tension 16,000 lbs. per sq. in.
 Concrete in Compression 900 lbs. per sq. in.
 Concrete in Shear 60 lbs. per sq. in.
 Equivalent Fluid Pressure of Earth 30 lbs. per cu. ft.

GENERAL NOTE

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

CONCRETE: Class "A" Concrete shall be used throughout. Standard Size No. 3 Coarse Aggregate shall be used except in handrails above top of curbs in which Standard Size No. 7 Coarse Aggregate shall be used. Girders, slabs, curtain walls & curbs shall be poured in one continuous operation allowing no time for initial set to take place between them. No construction joints other than those shown on plans will be permitted. All concrete except in handrails shall be compacted by Mechanical Vibration. See Specifications.

CHAMFERS: All exposed corners of concrete shall be chamfered 1" except on railings & expansion joints. Corners of rails & posts shall be chamfered 3/4". Corners on expansion joints shall be chamfered 3/4".

REINFORCING STEEL: 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. All reinforcing steel shall be securely held in correct position.

EXPANSION JOINT MATERIAL: Expansion joint material may be either cork or rubber compound as called for in the Specifications.

NAME PLATES: Two name plates shall be placed on the bridge, one on each right hand end post approaching the bridge.

PLATES & BOLTS: All bearing plates & bolts shall be phosphor bronze. See Specifications.

FOUNDATION DATA: The excavation & foundation data & all elevations of ground line & water surface given are believed to be correct & are furnished for the convenience of Bidders, but the State Highway & Public Works Commission assumes no responsibility for not guaranteed as correct any of the information given. See Specifications.

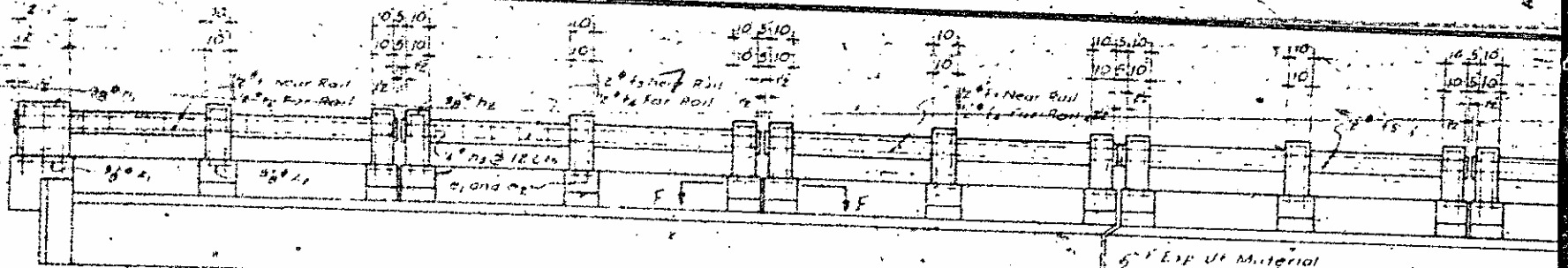
MATERIAL & WORKMANSHIP: All material & workmanship shall be in accordance with the Specifications of the North Carolina State Highway & Public Works Commission.

SURFACE FINISH: Concrete surfaces shall be finished in accordance with the Specifications, except that the substructure concrete shall be given a Class 2 Surface Finish.

MAINTENANCE OF TRAFFIC: Traffic is to be maintained during construction of the bridge. Existing structure, approx. 1,000 ft. up stream, consisting of 2 @ 37' P.C. deck girder spans on concrete substructure may be used as a temporary crossing & shall afterwards be removed as follows: superstructure completely, abutments to 1 ft. below natural ground, pier to 1 ft. below low water. See Specifications & Special Provisions.

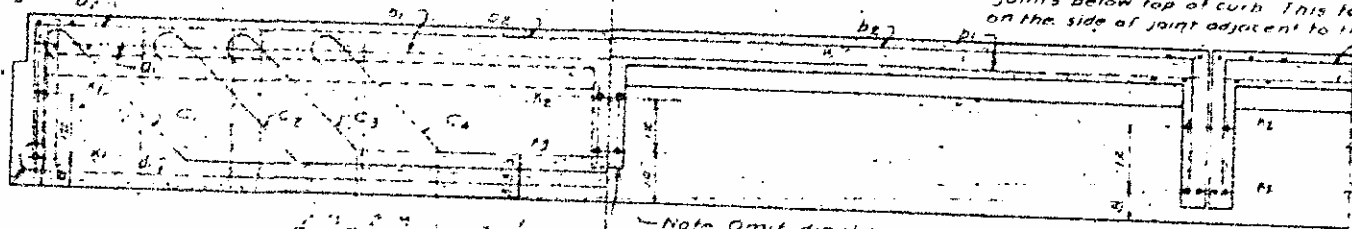
PROJECT NO. 2910

WAYNE - WILSON COUNTIES



NOTE: FOR PANEL SPACING SEE SH'T. No 70
ELEVATION

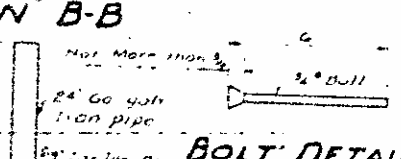
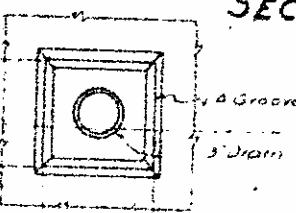
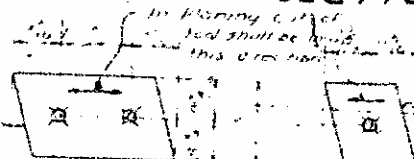
Note for location of fixed and expansion ends of girders, see General Drawing. In addition to the expansion joint material, 2 ply roofing felt shall be placed over all joints in the expansion material at all vertical expansion joints below top of curb. This felt shall be placed on the side of joint adjacent to the pouring.



Note Omit diaphragms for clear spans of 40'-0" or less.

SECTION A-A

SECTION B-B



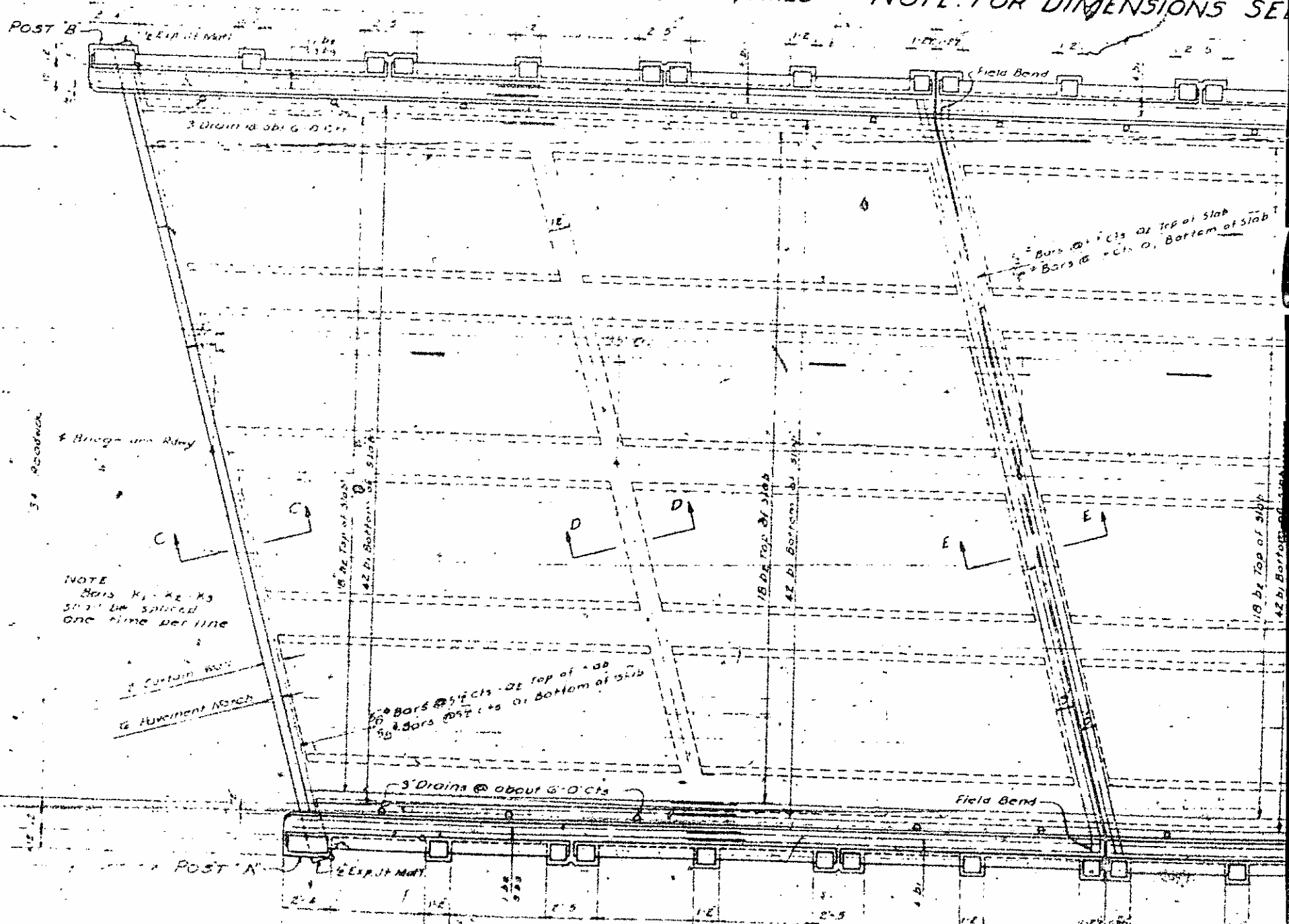
BOLT DETAIL
30 REQUIRED

SECTION THRU

MAKE 5 PLS. P₂ AS SHOWN
MAKE 15 PLS. P₁ OR HAND DRIP BEAD 36 REQUIRED

DRAIN DETAIL

NOTE: FOR DIMENSIONS SEE



NOTE
Bars K₁ - K₃
shall be spaced
one time per line

Bars @ 5' cts. - DE top of slab
Bars @ 5' cts. - DE bottom of slab

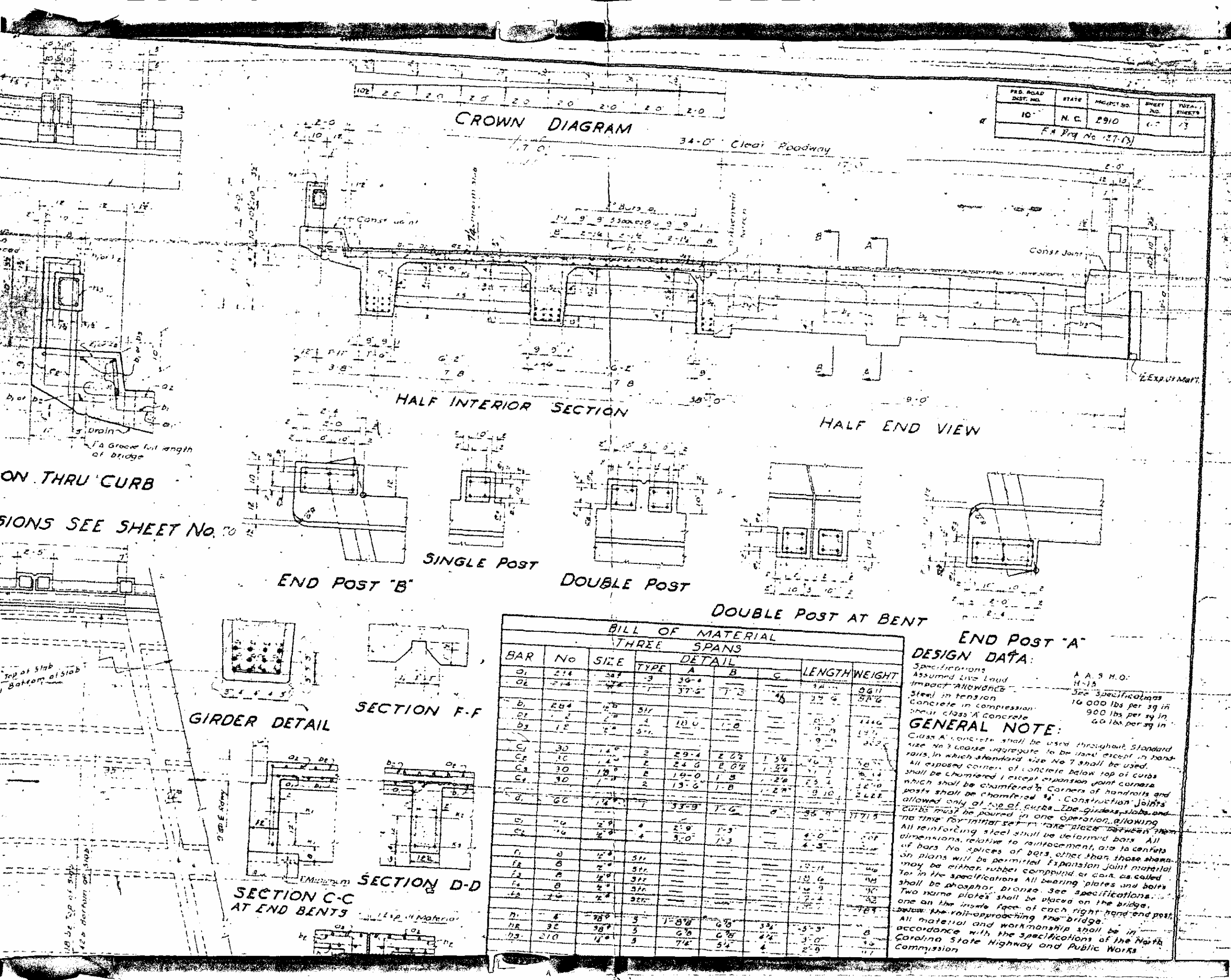
3 Drains @ about 6'-0" cts

Field Bend

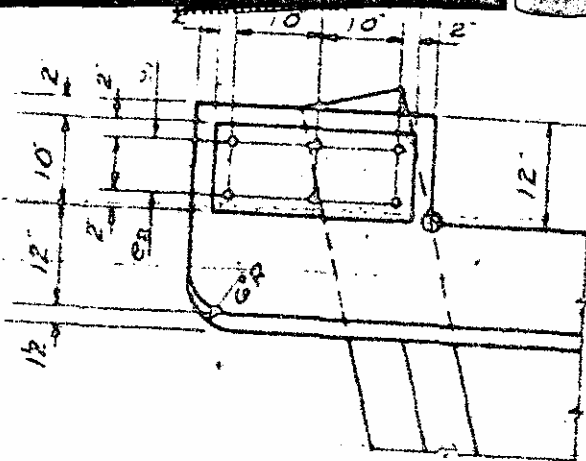
POST A

NOTE: FOR DIMENSIONS SEE SHEET NO. 70

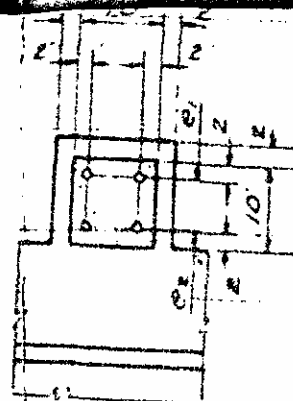
SPECIAL	APPROVED BY <i>[Signature]</i>	DATE Aug. 1928
	CHECKED BY <i>[Signature]</i>	DATE
STANDARD	DESIGNED BY <i>[Signature]</i>	DATE
	DRAWN BY <i>[Signature]</i>	DATE



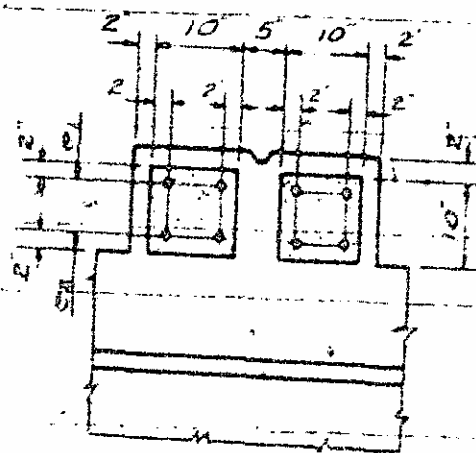
EE SHEET No. 70



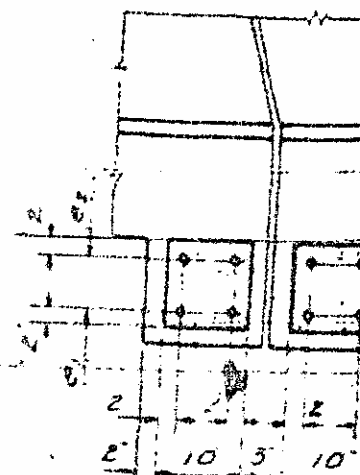
END POST "B"



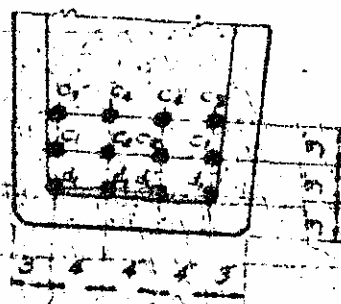
SINGLE POST



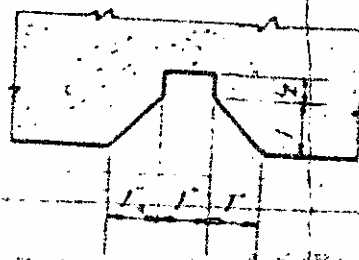
DOUBLE POST



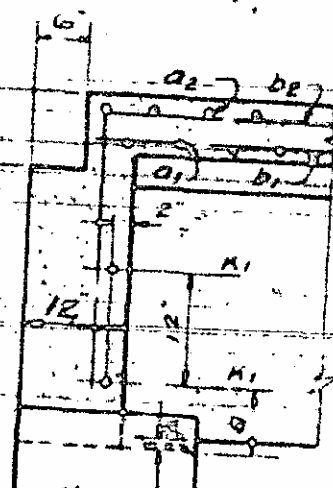
DOUBLE POST



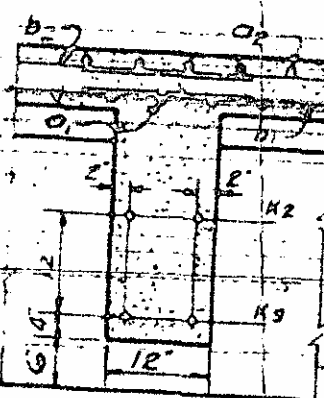
GIRDER DETAIL



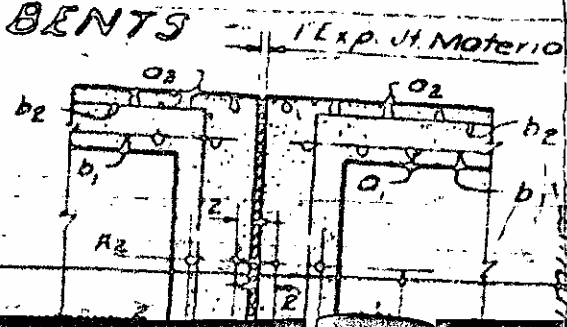
SECTION F.F



SECTION C-C
AT END BENTS

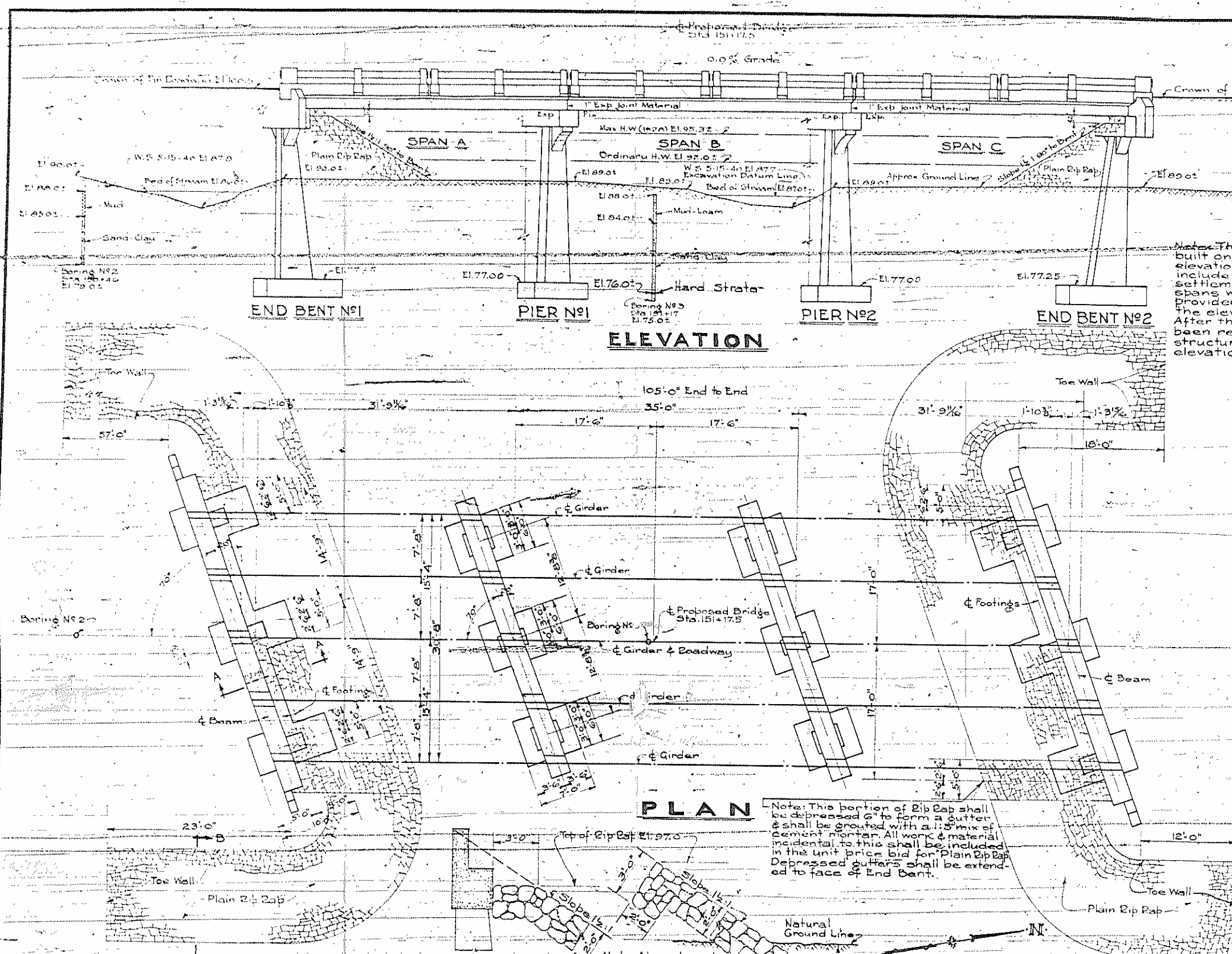


SECTION D-D



1. Exp. St. Material

BILL OF MATERIAL THREE SPANS							
BAR	No.	SIZE	DETAIL				LENGTH
			TYPE	A	B	C	
a1	214	3/8"	3	36'-4"	—	—	38'-7"
a2	214	3/8"	1	37'-6"	1'-0"	—	39'-6"
b1	284	1/2"	5tr.	—	—	—	—
b2	112	1/2"	4	18'-0"	—	—	18'-5"
b3	12	1/2"	5tr.	—	1'-8"	—	9'-8"
c1	30	1/4"	2	29'-4"	2'-0 1/2"	—	31'-7"
c2	30	1/4"	2	24'-6"	2'-0 1/2"	1'-5 1/4"	25'-4"
c3	30	1/8"	2	19'-0"	1'-8"	1'-2 1/8"	19'-10"
c4	30	1"	2	13'-6"	1'-8"	1'-2 1/8"	13'-9"
d1	60	1/8"	1	33'-9"	1'-6"	—	36'-9"
e1	76	1/2"	4	2'-9"	1'-3"	—	4'-0"
e2	76	1/2"	4	3'-0"	1'-3"	—	4'-3"
f1	8	1/2"	5tr.	—	—	—	—
f2	8	1/2"	5tr.	—	—	—	17'-11"
f3	8	1/2"	5tr.	—	—	—	18'-6"
f4	8	1/2"	5tr.	—	—	—	16'-9"
f5	16	1/2"	5tr.	—	—	—	17'-4"
h1	8	3/8"	5	1'-8 3/8"	6 7/8"	3 1/4"	2'-9"
h2	92	3/8"	5	6 7/8"	6 7/8"	4 1/4"	3'-0"
h3	210	1/8"	5	7 1/4"	5 1/4"	4	2'-9"
k1	8	1/2"	5tr.	—	—	—	—
k2	24	1/2"	5tr.	—	—	—	21'-3"
k3	—	3/8"	5tr.	—	—	—	18'-0"



PROJECT NO.	DATE	DESIGNER	SCALE	REVISION
10	N.C.	2910	3	
F.R. Proj. No. 27-3				

DESIGN DATA

Specifications: A.A.S.H.O.
 Assumed Live Load: HS
 Impact Allowance: 15%
 Reinforcing Steel in Tension: 60,000 lbs. per sq. in.
 Concrete in Compression: 3,000 lbs. per sq. in.
 Concrete in Shear: 600 lbs. per sq. in.
 Equivalent Fluid Pressure of Earth: 30 lbs. per cu. ft.

GENERAL NOTE

CONCRETE: Class 'A' Concrete shall be used throughout. Standard Size No. 3 Coarse Aggregate shall be used except in handrails above top of curbs in which Standard Size No. 7 Coarse Aggregate shall be used. Girders, slab, curbs and walls shall be poured in one continuous operation allowing no time for initial set to take place between them. No construction joints other than those shown on plans will be permitted. All concrete except in handrails shall be compacted by Mechanical Vibration. See Specifications.

CHAMFERS: All exposed corners of concrete shall be chamfered 1" except on railings & expansion joints. Corners of rails & posts shall be chamfered 3/4". Corners on expansion joints shall be chamfered 3/8".

REINFORCING STEEL: 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. All reinforcing steel shall be securely held in correct position.

EXPANSION JOINT MATERIAL: Expansion joint material may be either cork or rubber compound as called for in the Specifications.

NAME PLATES: Two name plates shall be placed on the bridge, one on each right hand end post approaching the bridge.

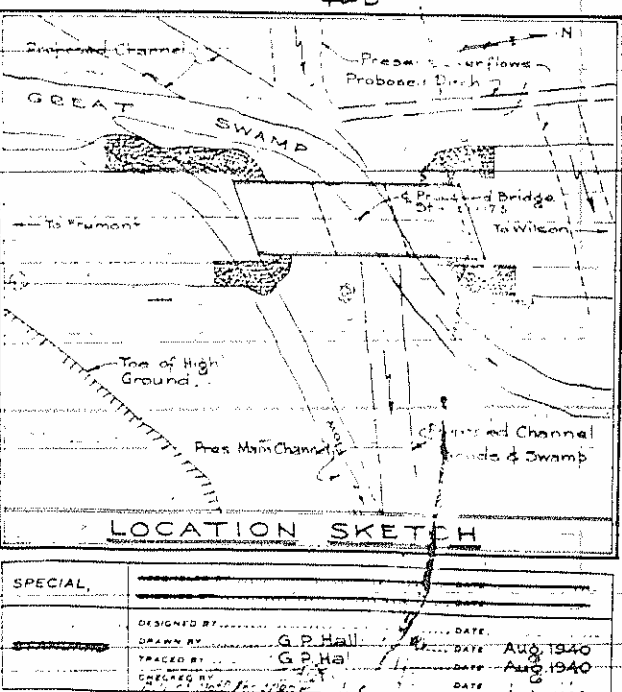
PLATES & BOLTS: All bearing plates & bolts shall be phosphor bronze. See Specifications.

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

MATERIAL & WORKMANSHIP: All material & workmanship shall be in accordance with the Specifications of the North Carolina State Highway & Public Works Commission.

SURFACE FINISH: Concrete surfaces shall be finished in accordance with the Specifications, except that the substructure concrete shall be given a Class 2 Surface Finish.

MAINTENANCE OF TRAFFIC: Traffic is to be maintained during construction of the bridge. Existing structure, approx. 100 ft. up stream, consisting of 2x37' E.C. deck, girder spans on concrete substructure may be used as a temporary crossing & shall afterwards be removed as follows: superstructure completely, abutments to 1' below natural ground, pier to 1' below low water. See Specifications & Special Provisions.



SECTION 'A-A' **SECTION 'B-B'**

DIVISION OF CLASS 'A' CONCRETE	
Coarse Aggregate Standard Size No. 7 Cu. Yds.	3.9
Coarse Aggregate Standard Size No. 3 Cu. Yds.	32.9
Total Class 'A' Concrete	Cu. Yds. = 36.8

TOTAL BILL OF MATERIAL						
	Class 'A' Concrete Cu. Yds.	Reinforcing Steel Lbs.	Plates & Bolts Lbs.	Excavation Wet-Dry Cu. Yds.	Plain Rip-Rob Sq. Yds.	Maintenance & Removal of Existing Structure
SUPERSTRUCTURE	164.2	56,700				
END BENT N1	40.3	7,890				
PIER N1	25.2	5,004				
PIER N2	45.2	4,884				
END BENT N2	40.3	7,890				
TOTAL	315.2	81,468	700		580	Lump sum

BILL OF MATERIAL PER SPAN											
SPAN NO.	SPAN L.	SPAN W.	SPAN H.	SPAN D.	SPAN T.	SPAN B.	SPAN C.	SPAN E.	SPAN F.	SPAN G.	SPAN H.
SPAN A	7/7	21/12	10/0	10/0	10/0	10/0	10/0	10/0	10/0	10/0	10/0
SPAN B	7/7	21/12	10/0	10/0	10/0	10/0	10/0	10/0	10/0	10/0	10/0
SPAN C	7/7	21/12	10/0	10/0	10/0	10/0	10/0	10/0	10/0	10/0	10/0
TOTAL	21/12	21/12	30/0	30/0	30/0	30/0	30/0	30/0	30/0	30/0	30/0

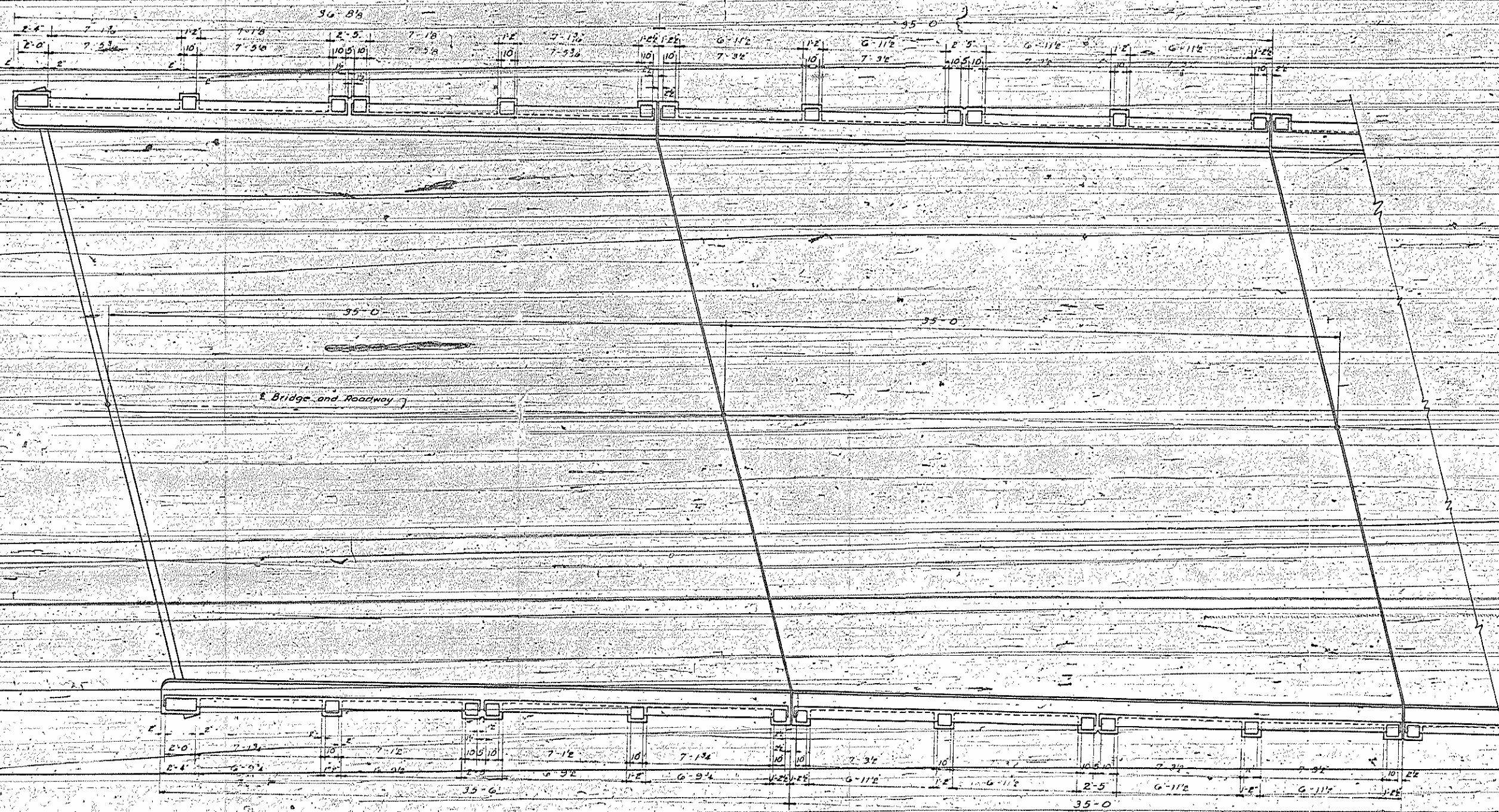
PROJECT NO. 2910
 WAYNE-WILSON COUNTIES
 STATION: 151+17.5

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 GENERAL PLAN
 BRIDGE OVER
 GREAT SWAMP
 (Between Fremont & Wilson)
 AUG. 1940

SUBMITTED BY: J. P. ...
 APPROVED BY: J. P. ...

117-34-10

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	2910	10	10
F.R.D. No. 127-5				



PROJECT No. 2910
WAYNE-WILSON COUNTY
STATION 151+17.5

SUPERSTRUCTURE PLAN SHOWING RAILING DIMENSIONS

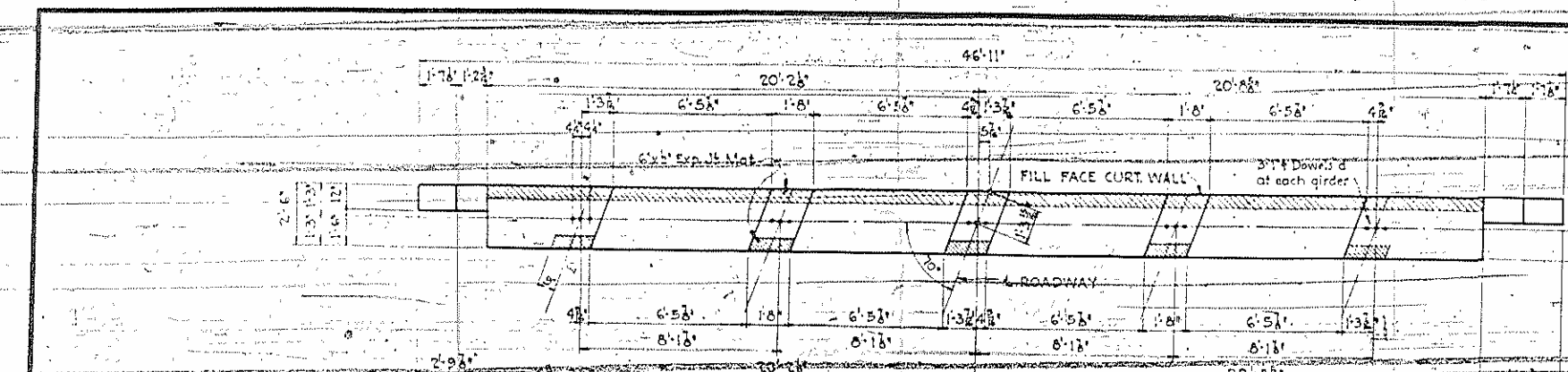
SPECIAL	DESIGNED BY	DATE
STANDARD	CHECKED BY	DATE

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

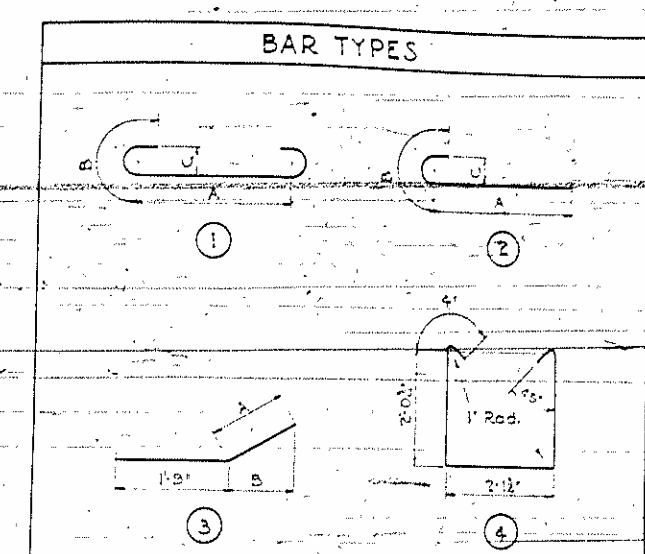
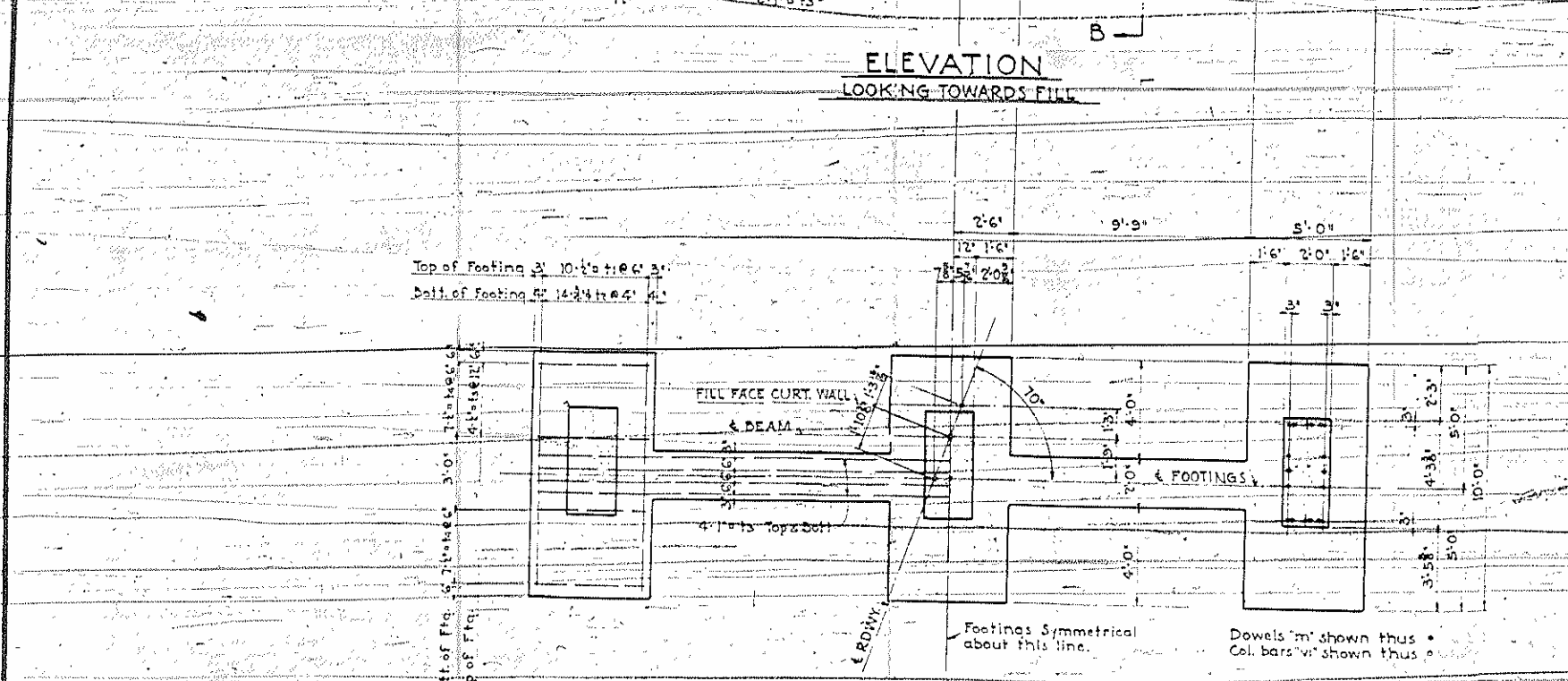
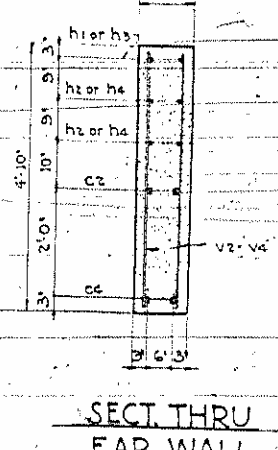
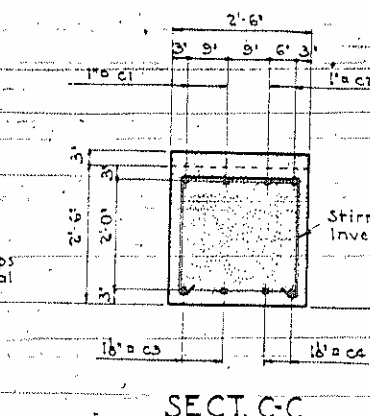
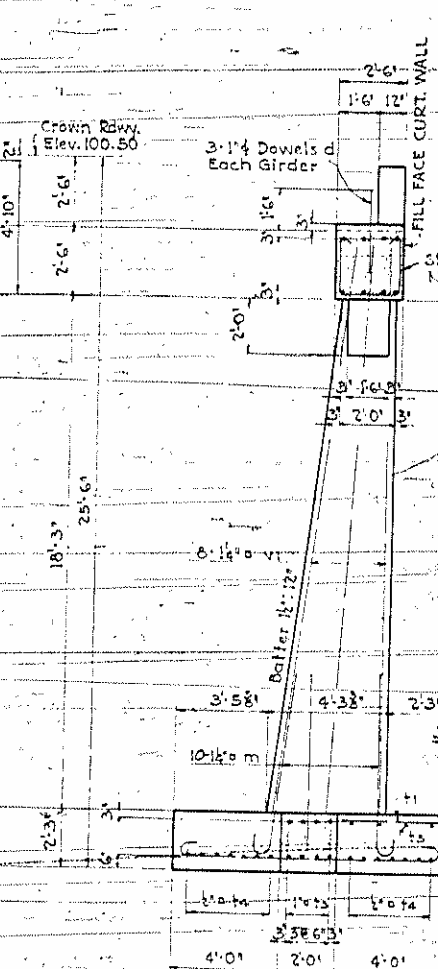
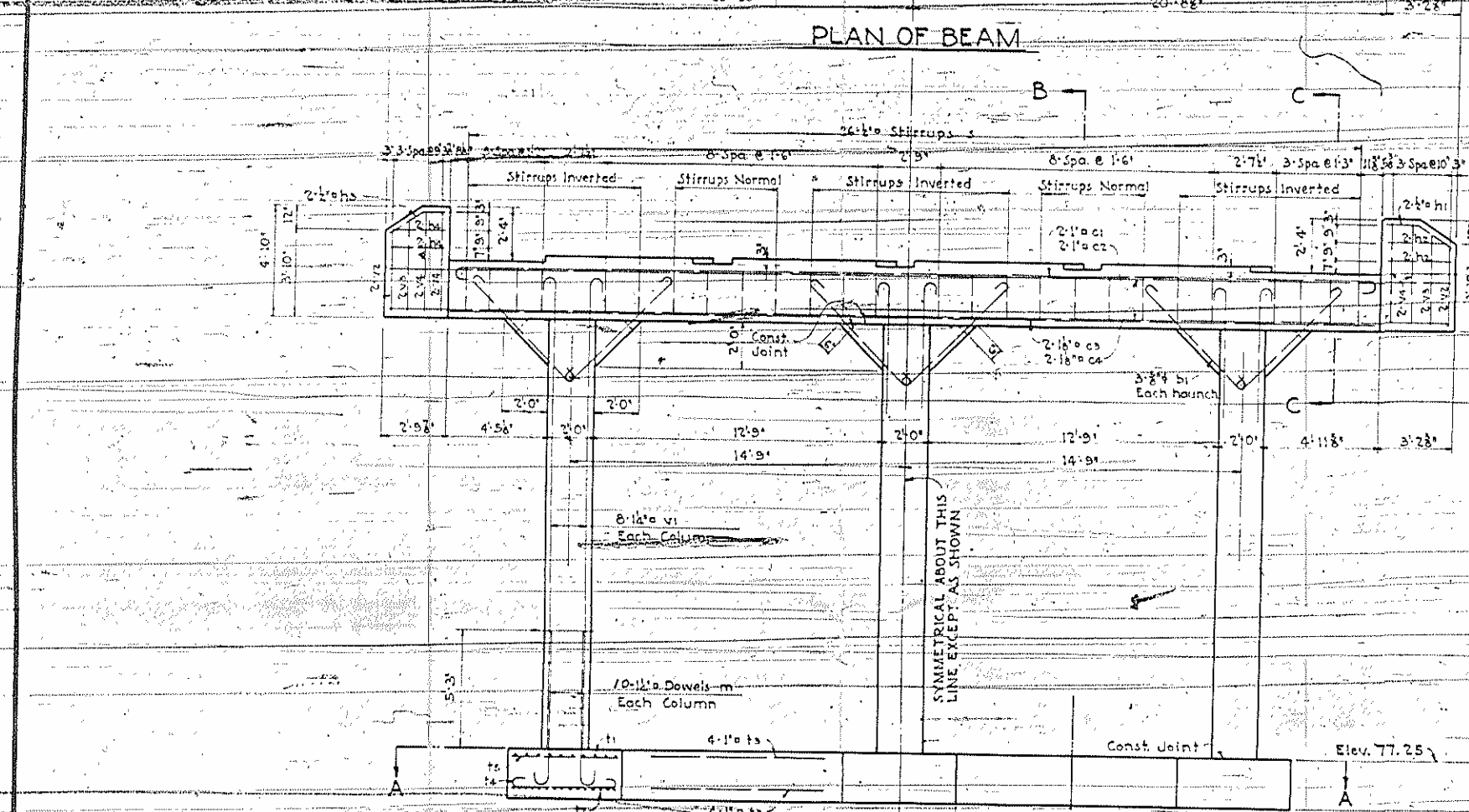
STANDARD
REINFORCED CONCRETE
DECK GIRDER
20° RIGHT HAND SKEW
35'0" SPAN - 34' ROADWAY
AUGUST 1940

SUBMITTED BY
APPROVED BY

PLAN
NO.



NOTE: Place 1" expansion joint material on sides of all girder sections.



BILL OF MATERIAL
ONE END BENT

BAR	NO.	SIZE	LENGTH	WEIGHT	TYPE	DETAIL	A	B	C
b	16	8"φ	7'-9"	145	1	5'-0"	1'-0"	0'-4"	
c1	2	1"φ	42'-8"	280	1	5'-0"	1'-0"	0'-4"	
c2	2	1"φ	46'-6"	316	Stirr				
c3	2	1"φ	40'-6"	245					
c4	2	1"φ	46'-6"	400					
d	15	1"φ	3'-0"	120					
e1	2	3"φ	3'-0"	5	3	1'-0"	1'-0"		
e2	4	3"φ	3'-0"	10	Stirr				
e3	2	3"φ	3'-0"	5	3	1'-0"	0'-10"		
e4	4	3"φ	3'-0"	5	Stirr				
f	30	1"φ	8'-0"	1275	2	6'-0"	1'-0"	0'-6"	
g	25	1"φ	6'-11"	155	4				
h	30	3"φ	4'-0"	102	Stirr				
i1	42	3"φ	11'-6"	725	1	5'-0"	1'-0"	0'-6"	
i2	8	1"φ	34'-0"	925	Stirr				
j1	42	3"φ	6'-2"	220	1	4'-2"	1'-0"	0'-4"	
j2	12	3"φ	6'-8"	46	Stirr				
k	24	1"φ	21'-6"	2742	2	10'-0"	1'-0"	0'-6"	
l	4	3"φ	3'-6"	12	Stirr				
m	4	3"φ	4'-0"	14					
n	8	3"φ	6'-2"	31					

REINFORCING STEEL, LBS. 7895
CLASS 'A' CONCRETE, Cu Yds. 403

PROJECT NO. 2310
WAYNE-WILSON COUNTIES
STATION: 151+17.5

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
RALEIGH
END BENTS 1&2
GREAT SWAMP BRIDGE
SEPT. 1940

SUBMITTED BY: *W. L. G...* BRIDGE ENGINEER
APPROVED BY: *W. L. G...* STATE HIGHWAY ENGINEER
PLAN NO.

SPECIAL
DESIGNED BY: *L. P. Smith*
CHECKED BY: *L. P. Smith*
DATE: *Aug 24*

NOTE: For General Note and Detail Data see Sheet No. 6B

PROJECT NO.	SHEET NO.	TOTAL SHEETS
910	11	15

1. No. 722-73

PROJECT NO.	SHEET NO.	TOTAL SHEETS
910	11	15

1. No. 722-73

12 in.

90°

12 in.

DETAIL		
A	B	C
0	1-0	0-0
1	1-0	0-0
2	1-0	0-0
3	1-0	0-0
4	1-0	0-0
5	1-0	0-0
6	1-0	0-0
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2910
COUNTIES
E175

AND
MISSION

8:2
EDGE

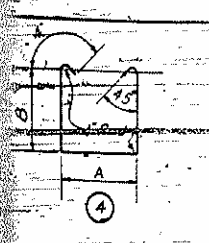
SPECIAL

DESIGNED BY R. J. H. DATE Sept. 1940
DRAWN BY R. J. H. DATE Sept. 1940
CHECKED BY M. E. R. DATE Sept. 1940
DATE Sept. 1940

REVISED 10-20-69 BY William J. Huff

STANDARD NO. C-60-SM-R 30%

NO.	PIER NO. 2
1	2

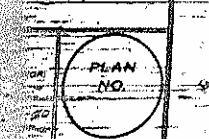


NO.	PIER NO. 2
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2910
COUNTIES
75

NA
AND
MISSION

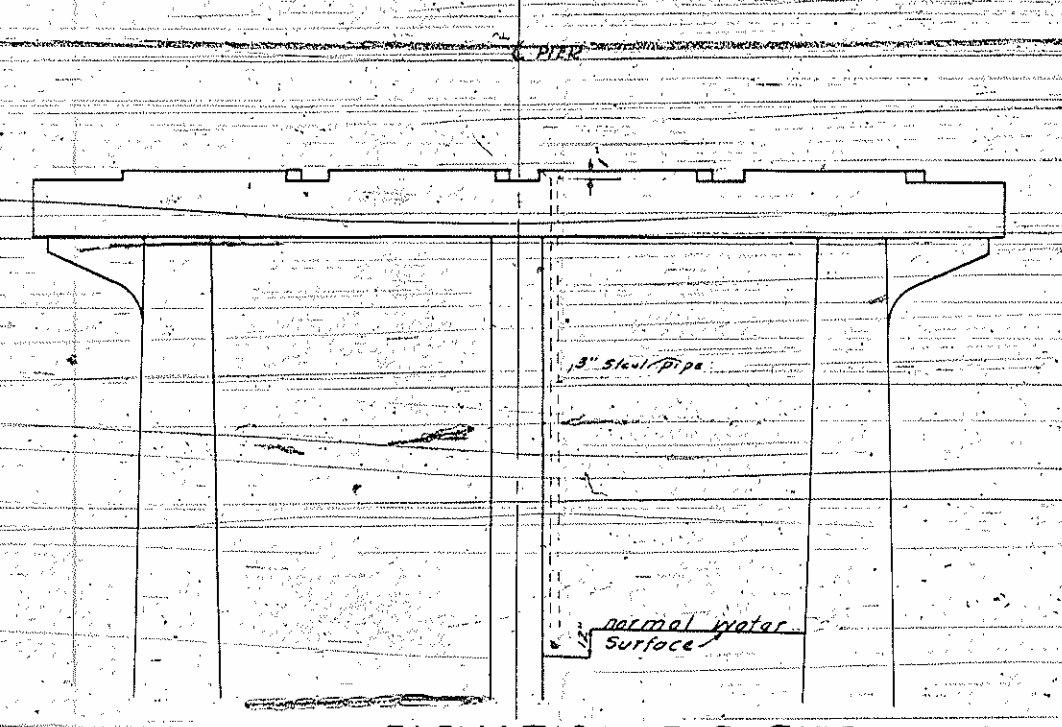
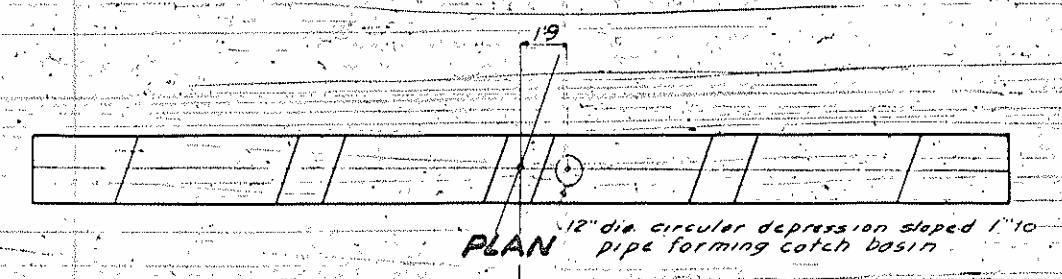
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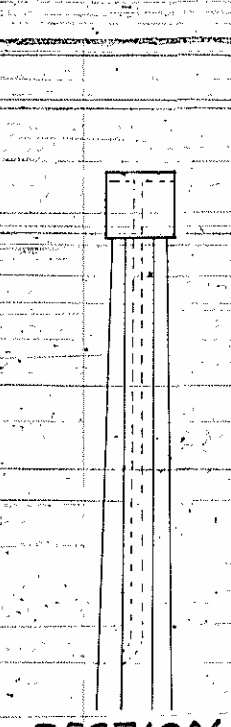
PLAN
NO.

20

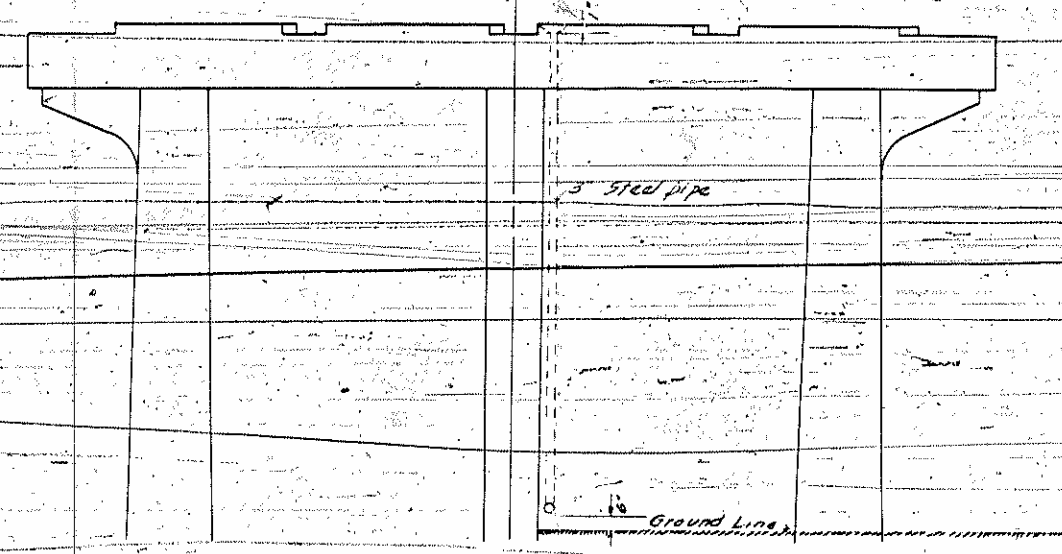
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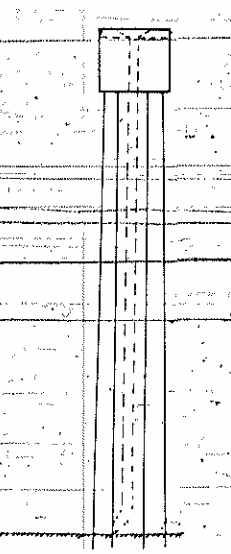
ELEVATION FOR PIERS



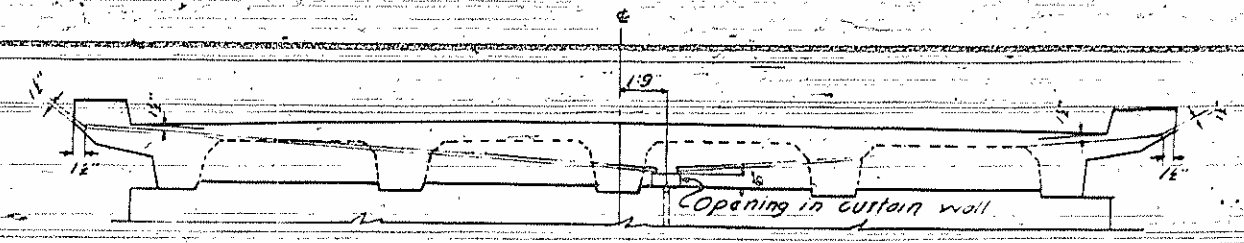
SECTION



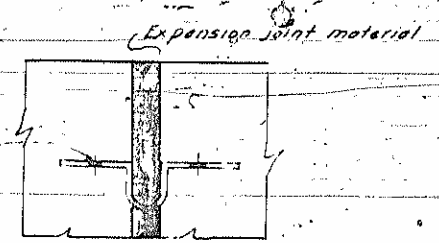
ELEVATION FOR PIERS



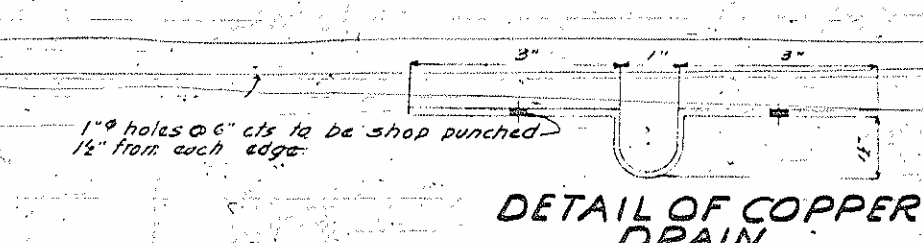
SECTION



SECTION AT CURTAIN WALL SHOWING
COPPER DRAINS THRU EXPANSION JOINT



SECTION SHOWING
COPPER DRAIN



DETAIL OF COPPER
DRAIN

MAKE 2 PIECES 10' X 17' LONG
MAKE 2 PIECES 10' X 21' LONG

GENERAL NOTE:

Copper drains shall be placed in expansion joints between spans of all piers as shown. Copper for drains to be of the best grade sheet copper. It shall be 1/8 inch thick with a permissible variation of plus or minus .005 inch and shall be shop punched. The cost of same shall be included in the contract unit price and for Class A concrete, which price shall include cost of drains complete in place and all labor, tools and materials incidental thereto, including the steel drain pipe in bents.

PROJECT NO. 2910
WAYNE & WILSON COUNTY
STATION: 151+17.5

SPECIAL	ASSIGNED BY	DATE
STANDARD	W. E. Philp	Aug. 1940

STATE OF NORTH CAROLINA	STATE HIGHWAY AND PUBLIC WORKS COMMISSION
STANDARD	DETAIL SHOWING COPPER DRAINS THRU CURTAIN WALLS R.C. DECK GIRDER
STANDARD 17-764	AUGUST, 1940

REVISED 1/10/50 BY WILSON & WILSON BY R.S.W.

STANDARD 17-764

STANDARD NO. 600-SH-R-301

UNDER 50 SHEET 2 OF 2

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N.C.	2910	3	
F.A. Proj. No. 27-3				

DESIGN DATA

Specifications: A.A.S.H.O. H-15
 Assumed Live Load: 16,000 Lbs. per Sq. Ft.
 Impact Allowance: 100 Lbs. per Sq. Ft.
 Reinforcing Steel in Tension: 60,000 Lbs. per Sq. In.
 Concrete in Compression: 3,000 Lbs. per Sq. In.
 Concrete in Shear: 100 Lbs. per Sq. In.
 Equivalent Fluid Pressure of Earth: 30 Lbs. per Cu. Ft.

GENERAL NOTE

CONCRETE: Class 'A' Concrete shall be used throughout. Standard Size No. 3 Coarse Aggregate shall be used except in handrails above top of curbs in which Standard Size No. 7 Coarse Aggregate shall be used. Girders, slabs, curbs, walls & curbs shall be poured in one continuous operation. Those shown on plans will be permitted. All concrete except in handrails shall be compacted by Mechanical Vibration. See Specifications.

CHAMFERS: All exposed corners of concrete shall be chamfered 1" except on railings & extension joints. Corners of rails & posts shall be chamfered 3/4". Corners on expansion joints shall be chamfered 3/4".

REINFORCING STEEL: 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. All reinforcing steel shall be securely held in correct position.

EXPANSION JOINT MATERIAL: Expansion joint material may be either cork or rubber compound as called for in the Specifications.

NAME PLATES: Two name plates shall be placed on the bridge, one on each right hand end post approaching the bridge.

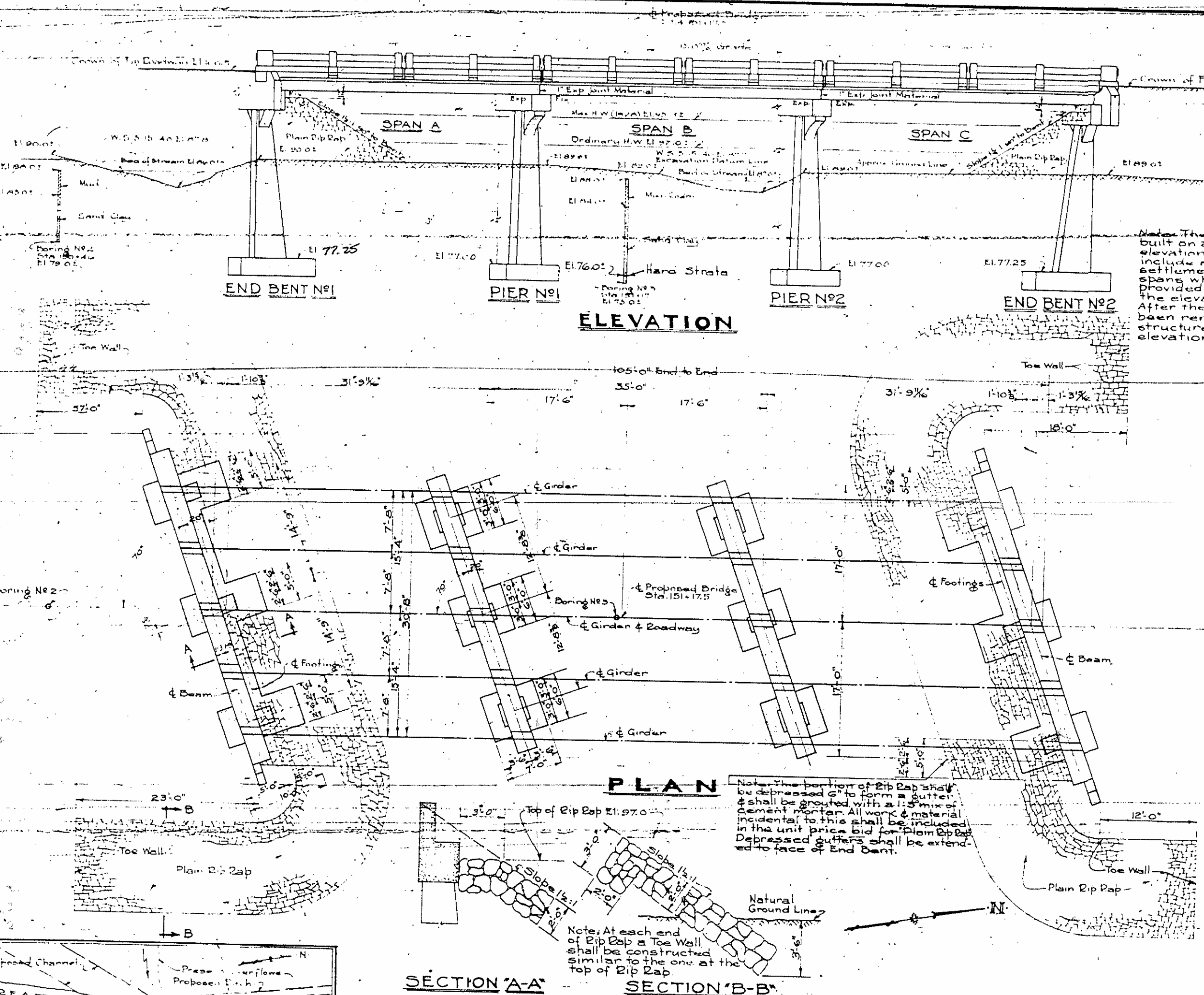
PLATES & BOLTS: All bearing plates & bolts shall be phosphor bronze. See Specifications.

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

MATERIAL & WORKMANSHIP: All material & workmanship shall be in accordance with the Specifications of the North Carolina State Highway & Public Works Commission.

SURFACE FINISH: Concrete surfaces shall be finished in accordance with the Specifications, except that the substructure concrete shall be given a Class 2 Surface Finish.

MAINTENANCE OF TRAFFIC: Traffic is to be maintained during construction of the bridge. Existing structure approx. 1000 ft. up stream, consisting of 2x37' 2" C deck girder spans on concrete substructure may be used as a temporary crossing & shall afterwards be removed as follows: superstructure completely, abutments to 1 ft. below natural ground, pier to 1 ft. below low water. See Specifications & Special Provisions.



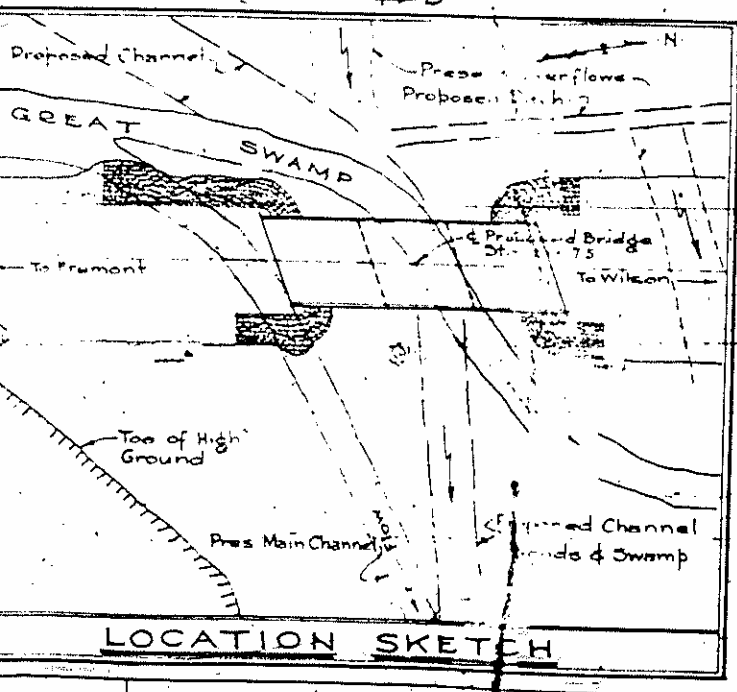
SECTION 'A-A'

SECTION 'B-B'

DIVISION OF CLASS 'A' CONCRETE		
Coarse Aggregate Standard Size No. 7 Cu. Yds.	59	
Coarse Aggregate Standard Size No. 3 Cu. Yds.	329.5	
Total Class 'A' Concrete	Cu. Yds. = 388.5	

TOTAL BILL OF MATERIAL						
	Class 'A' Concrete Cu. Yds.	Reinforcing Steel Lbs.	Plates & Bolts Lbs.	Excavation Wet Cu. Yds.	Excavation Dry Cu. Yds.	Maintenance & Removal of Existing Structure Sq. Yds.
SUPERSTRUCTURE	764.2	56,789				
END BENT NR. 1	40.3	7,896				
PIER NR. 1	45.2	5,004				
PIER NR. 2	45.2	4,884				
END BENT NR. 2	40.3	7,896				
TOTAL	335.2	52,469	789		580	Lump Sum

BILL OF MATERIAL PER SPAN														
Span	Span A	Span B	Span C	Span A	Span B	Span C	Span A	Span B	Span C	Span A	Span B	Span C	Span A	Span B
Concrete	177.7	100.3	100.3	177.7	100.3	100.3	177.7	100.3	100.3	177.7	100.3	100.3	177.7	100.3
Steel	2272	1003	1003	2272	1003	1003	2272	1003	1003	2272	1003	1003	2272	1003
Plates	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Bolts	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Excavation	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Maintenance	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Removal	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Structure	10	10	10	10	10	10	10	10	10	10	10	10	10	10
TOTAL	2122	1113	1113	2122	1113	1113	2122	1113	1113	2122	1113	1113	2122	1113



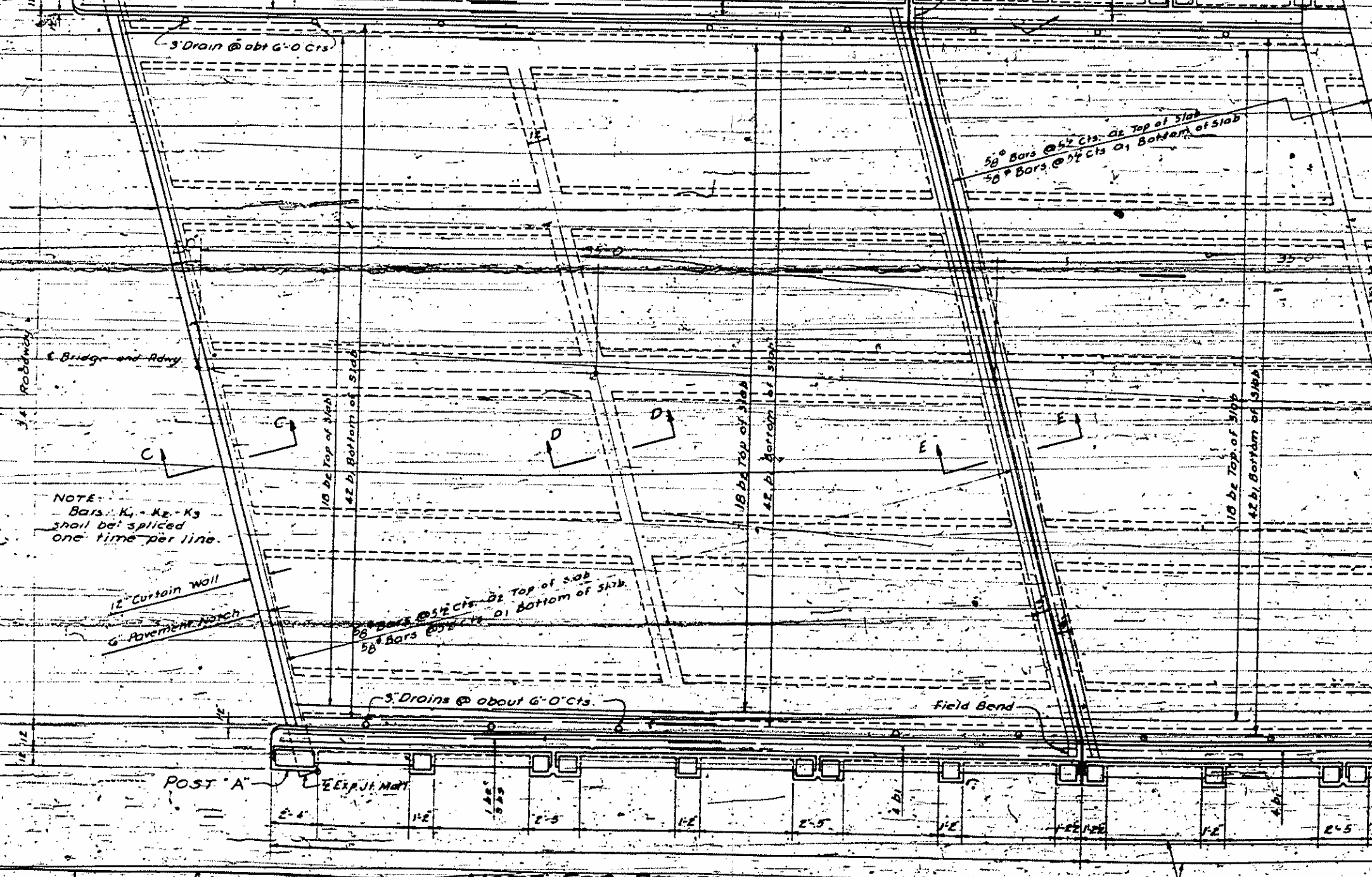
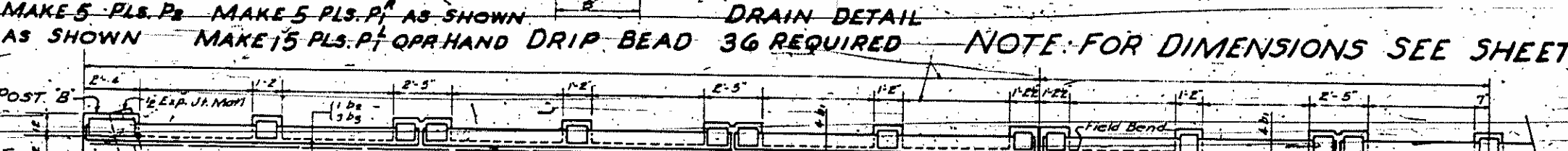
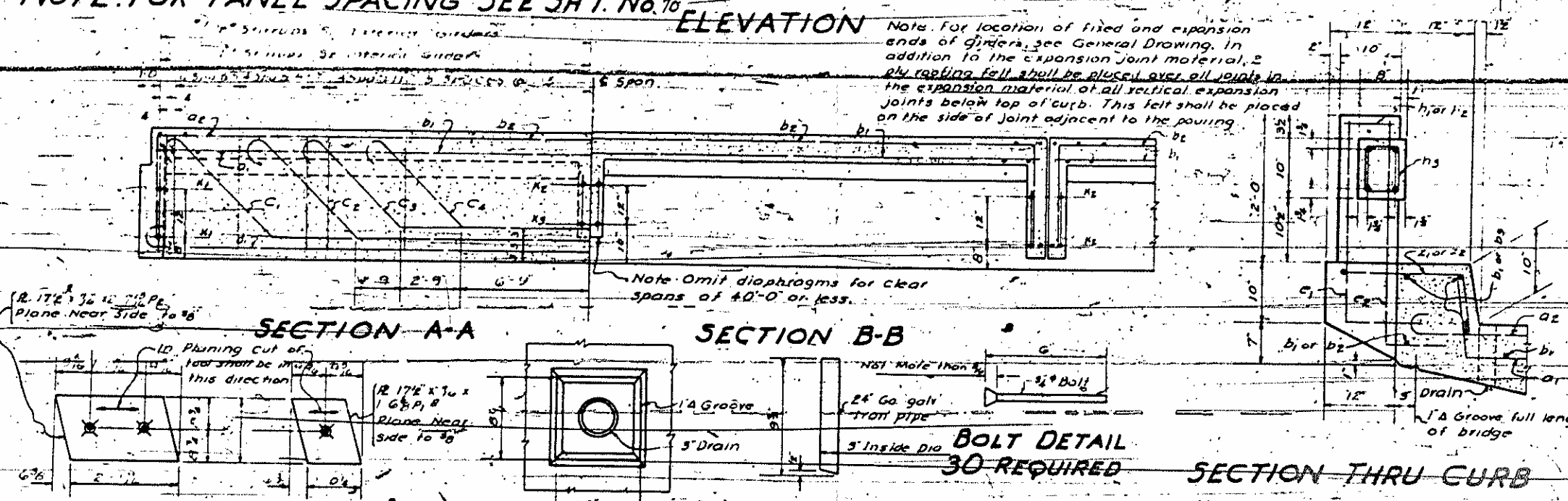
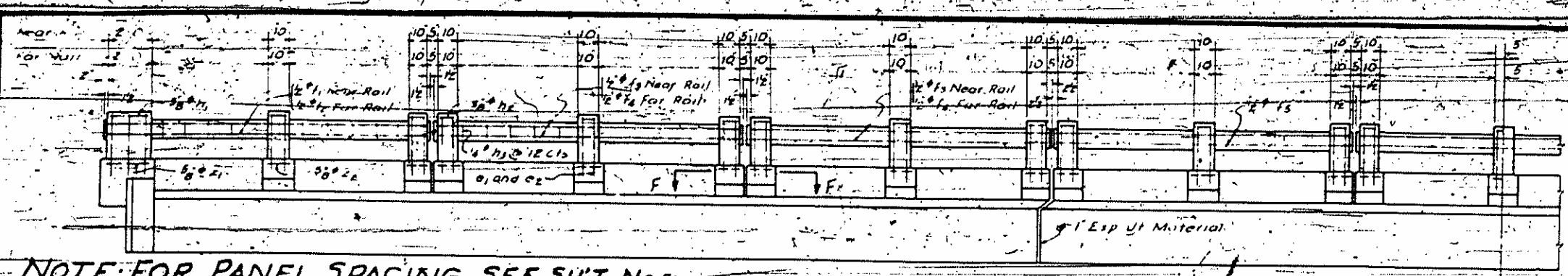
PROJECT NO. 2910
 WAYNE-WILSON COUNTIES
 STATION: 151+17.5

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 RALEIGH
GENERAL PLAN
BRIDGE OVER
GREAT SWAMP
 (Between Fremont & Wilson)
AUG. 1940

SUBMITTED BY: *[Signature]* BRIDGE ENG.
 APPROVED BY: *[Signature]* DATE: 8-1-40
 STATE HIGHWAY ENGINEER

PLAN NO. *[Box]*

B.M. - NR. 13A Nails in base ± 20" Pine Tree 75' Rt. Sta 149+46 E. 91.14

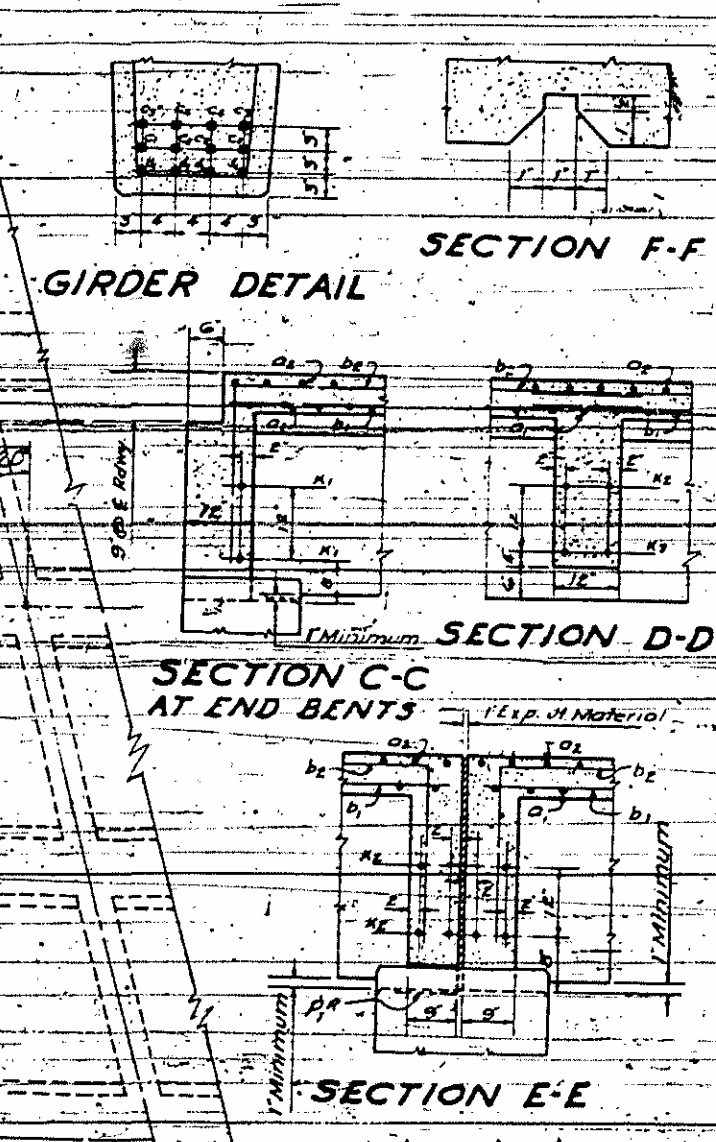
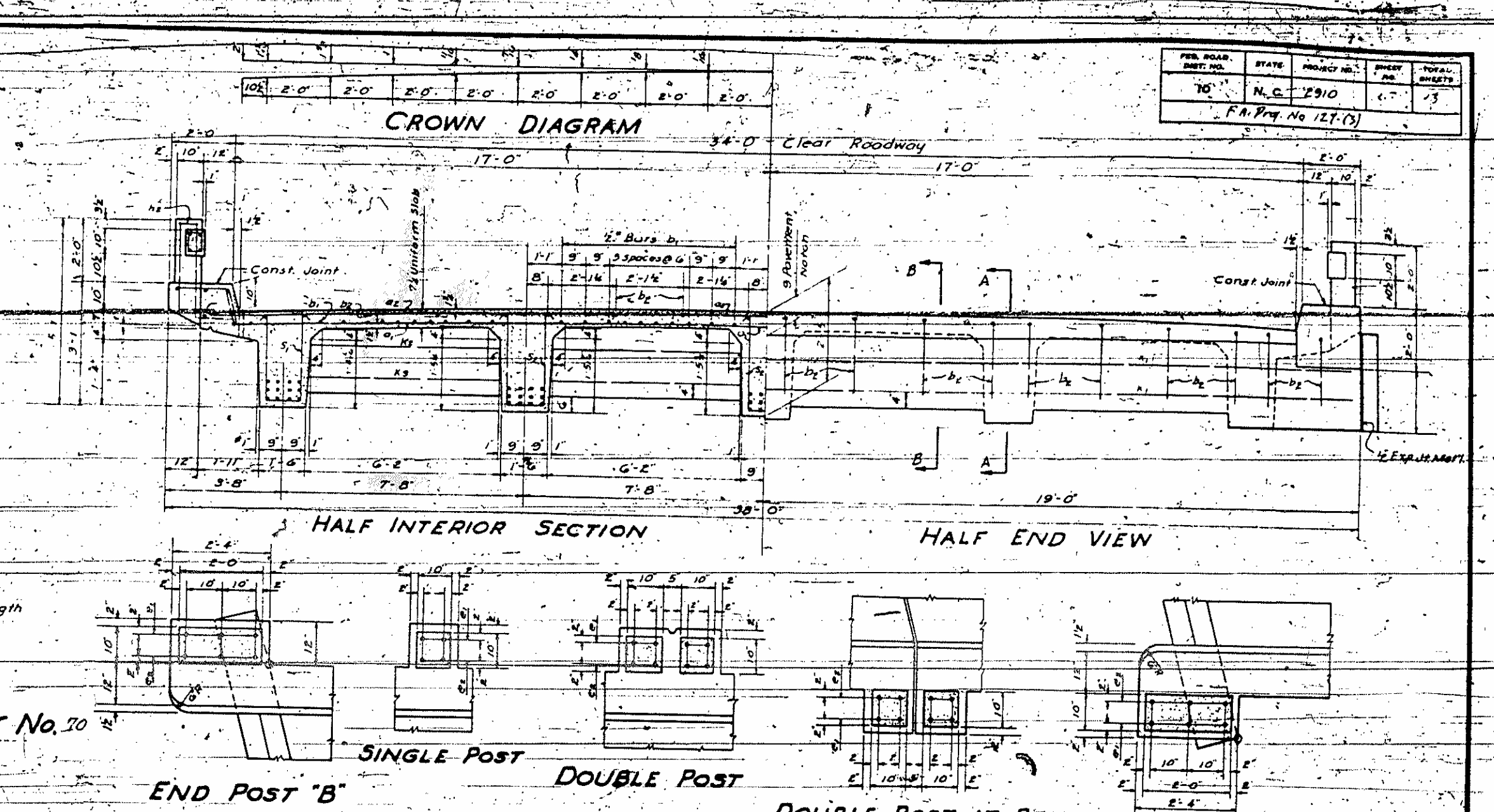


NOTE: FOR DIMENSIONS SEE SHEET No. 10

PLAN

Revised for Part Section C-C Oct. 25, 1940 M.E.R.

Revised for marks of K bars in section A-A, B-B and notes of bar type Z - 9-25-40 R.W.M.



PART SECT. C-C AT ABUTMENTS

DIVISION CLASS "A" CONCRETE

Coarse Aggregate Standard Size No. 3 750.3 Cu.Yds

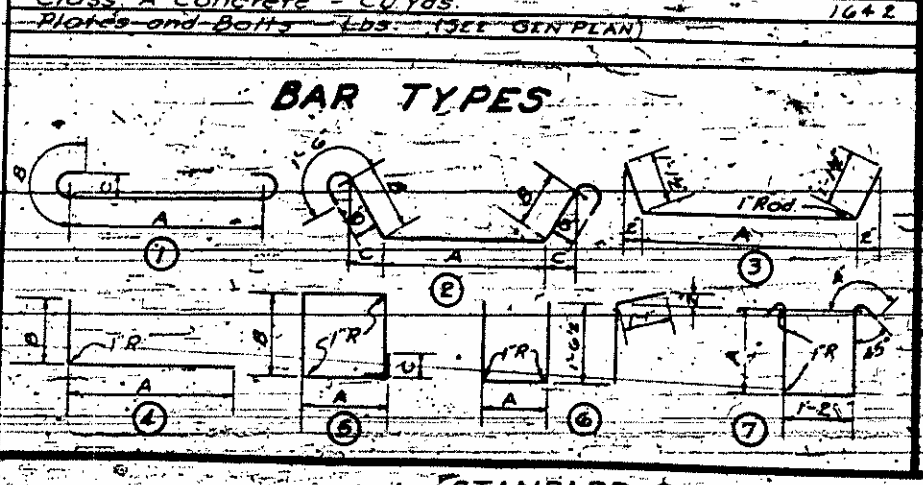
Coarse Aggregate Standard Size No. 7 3.9 Cu.Yds

Total Class "A" Concrete 1642.2 Cu.Yds

BILL OF MATERIAL

THREE SPANS

BAR	No.	SIZE	TYPE	DETAIL	LENGTH	WEIGHT
A	214	1/2"	1	37'-6"	1'-0"	58.11
B	214	1/2"	1	37'-6"	1'-0"	58.11
C	214	1/2"	1	37'-6"	1'-0"	58.11
D	214	1/2"	1	37'-6"	1'-0"	58.11
E	214	1/2"	1	37'-6"	1'-0"	58.11
F	214	1/2"	1	37'-6"	1'-0"	58.11
G	214	1/2"	1	37'-6"	1'-0"	58.11
H	214	1/2"	1	37'-6"	1'-0"	58.11
I	214	1/2"	1	37'-6"	1'-0"	58.11
J	214	1/2"	1	37'-6"	1'-0"	58.11
K	214	1/2"	1	37'-6"	1'-0"	58.11
L	214	1/2"	1	37'-6"	1'-0"	58.11
M	214	1/2"	1	37'-6"	1'-0"	58.11
N	214	1/2"	1	37'-6"	1'-0"	58.11
O	214	1/2"	1	37'-6"	1'-0"	58.11
P	214	1/2"	1	37'-6"	1'-0"	58.11
Q	214	1/2"	1	37'-6"	1'-0"	58.11
R	214	1/2"	1	37'-6"	1'-0"	58.11
S	214	1/2"	1	37'-6"	1'-0"	58.11
T	214	1/2"	1	37'-6"	1'-0"	58.11
U	214	1/2"	1	37'-6"	1'-0"	58.11
V	214	1/2"	1	37'-6"	1'-0"	58.11
W	214	1/2"	1	37'-6"	1'-0"	58.11
X	214	1/2"	1	37'-6"	1'-0"	58.11
Y	214	1/2"	1	37'-6"	1'-0"	58.11
Z	214	1/2"	1	37'-6"	1'-0"	58.11



DESIGN DATA:

Specifications

Assumed Live Load

Impact Allowance

Steel in tension

Concrete in compression

Shear class of concrete

GENERAL NOTE:

Class "A" concrete shall be used throughout. Standard size No. 3 coarse aggregate to be used except on handrails, in which standard size No. 7 shall be used.

All exposed corners of concrete below top of curbs shall be chamfered. Corners of handrails and posts shall be chamfered. Construction joints allowed only at top of curbs. The girders, slabs and curbs must be poured in one operation, allowing no time for initial set to take place between them.

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. Expansion joint material may be either rubber compound or cast as called for in the specifications. Alignment plates and bolts shall be phosphor bronze. See specifications.

Two name plates shall be placed on the bridge, one on the inside face of each right hand end post below the rail approaching the bridge.

All materials and workmanship shall be in accordance with the specifications of the North Carolina State Highway and Public Works Commission.

PROJECT NO. 2910

WAYNE-WILSON COUNTY

STATION: 151+175

STATE OF NORTH CAROLINA

STATE HIGHWAY AND PUBLIC WORKS COMMISSION

STANDARD REINFORCED CONCRETE DECK GIRDER

20' RIGHT HAND SKEW

35' SPAN - 34' ROADWAY

AUGUST 1940

STANDARD 5-400-34' Rdwy. - R.H. SKEW (Under 30') SHEET 1 OF 2

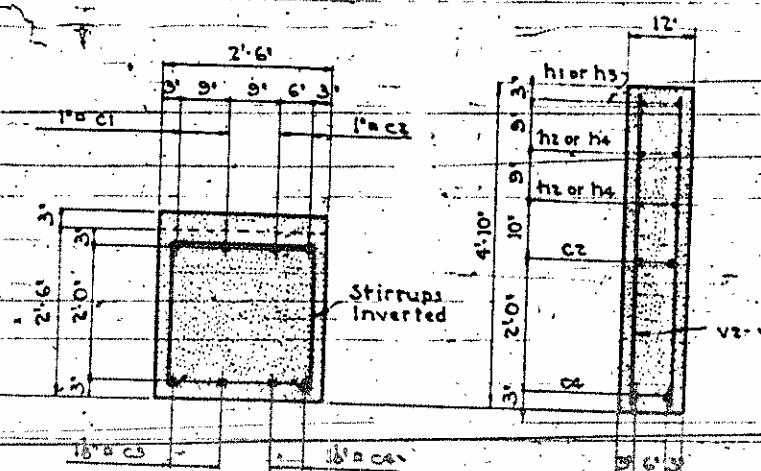
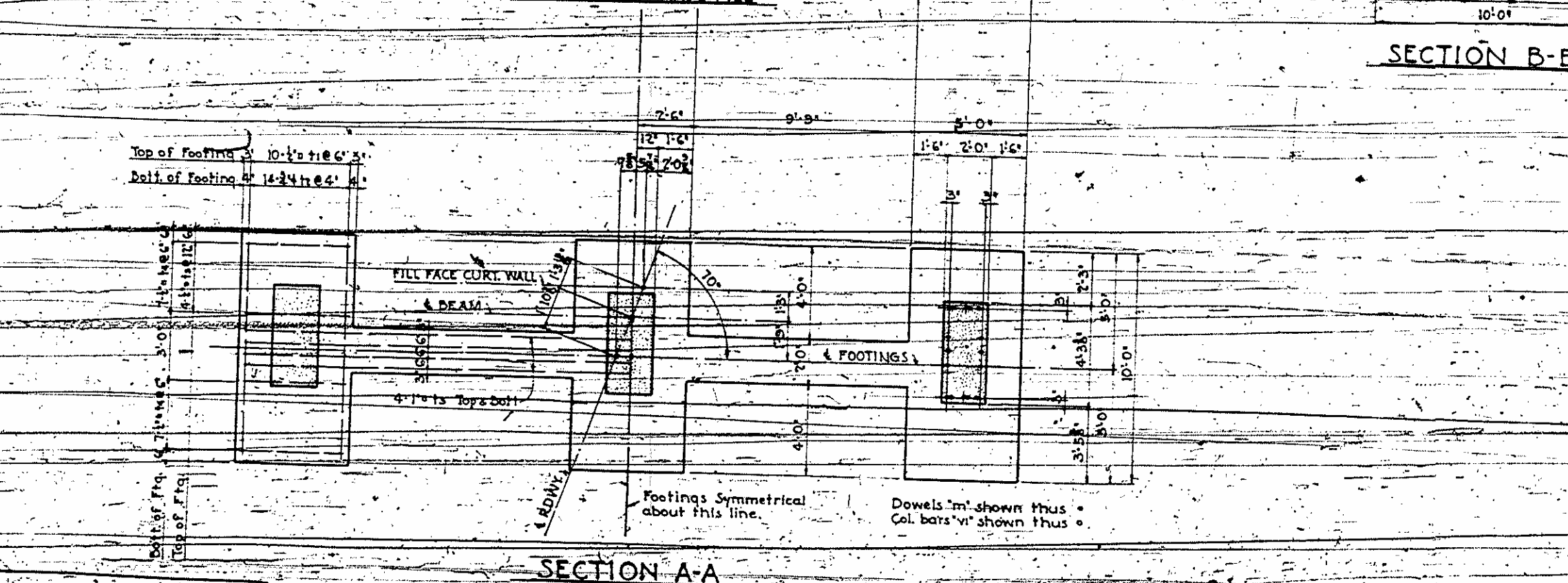
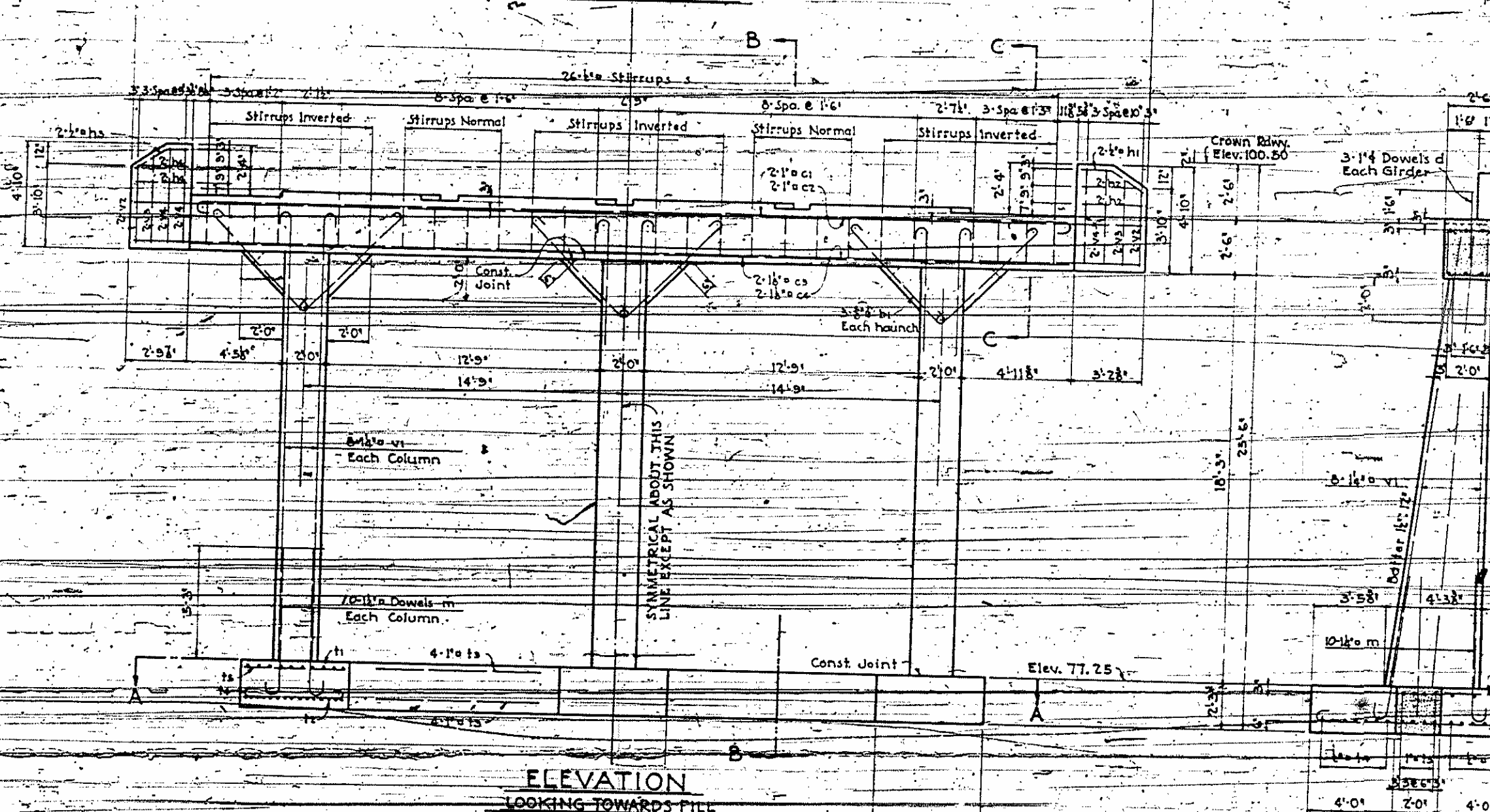
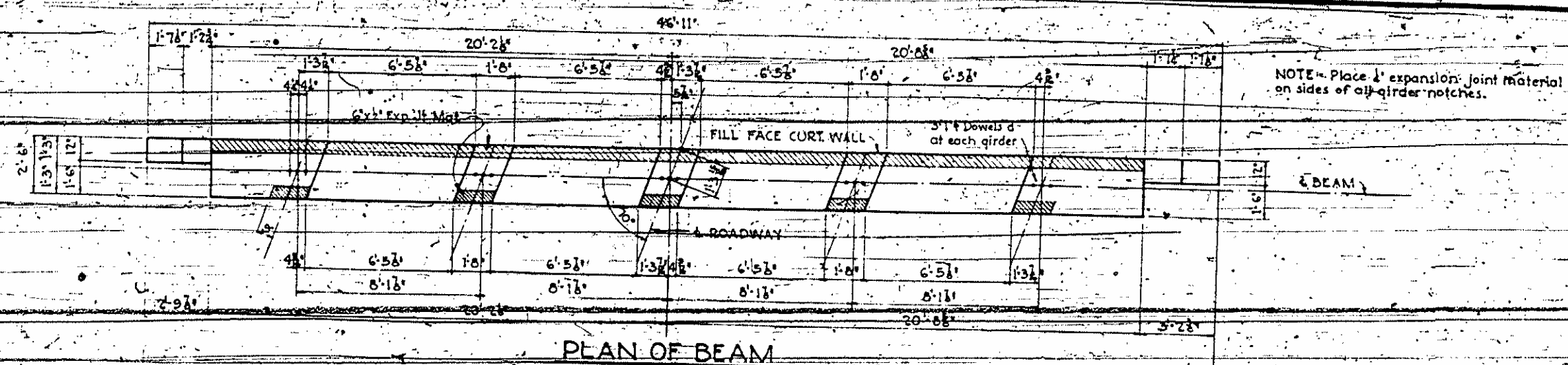


Diagram 1: A straight bar with a semi-circular end.

Diagram 2: A straight bar with a semi-circular end and a small hole.

Diagram 3: A bar with a 1:5 slope and a 1/2 inch dimension.

Diagram 4: A bar with a 2:13 slope, a 2:13 slope, a 3/4 inch radius, and a 1/2 inch dimension.

BILL OF MATERIAL									
ONE END BENT:									
DAR	NO.	SIZE	LENGTH	WEIGHT	DETAIL				
					TYPE	A	B	C	
b	16	8"	7'-9"	145	1	1'-0"	1'-0"	0'-6"	
ci	2	1"	42'-8"	230	1	1'-0"	1'-6"	0'-8"	
c2	1	1"	44'-6"	316	Strt				
c3	2	1 1/2"	40'-6"	345					
c4	2	1 1/2"	44'-6"	400					
d	15	1"	3'-0"	120					
hi	2	1"	3'-0"	5	3	1'-3"	1'-1"		
h2	4		3'-0"	10	Strt				
ha	2		2'-9"	5	3	1'-0"	0'-10"		
ht	4		2'-7"	9	Strt				
m	30	1 1/2"	8'-0"	1275	2	5'-6"	1'-6"	0'-8"	
s	26	1"	6'-11"	153	4				
fi	30	1"	4'-0"	102	Strt				
ft	42	3/4"	11'-6"	725	1	5'-0"	1'-3"	0'-6"	
fs	6	1"	34'-0"	925	Strt				
ft	42	1"	6'-2"	220	1	4'-2"	1'-0"	0'-4"	
fs	12	1"	4'-8"	48	Strt				
vi	24	1 1/2"	27'-6"	2742	2	20'-0"	1'-6"	0'-8"	
v2	4	1"	5'-5"	12	Strt				
v3	4		4'-0"	19					
v4	8		4'-6"	31					

REINFORCING STEEL, Lbs.	7896
CLASS 'A' CONCRETE, Cu. Yds.	409

PROJECT NO. 2910
WAYNE-WILSON COUNTIES
STATION: 151+17.5

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

END BENTS 1 & 2
GREAT SWAMP BRIDGE
SEPT. 1940

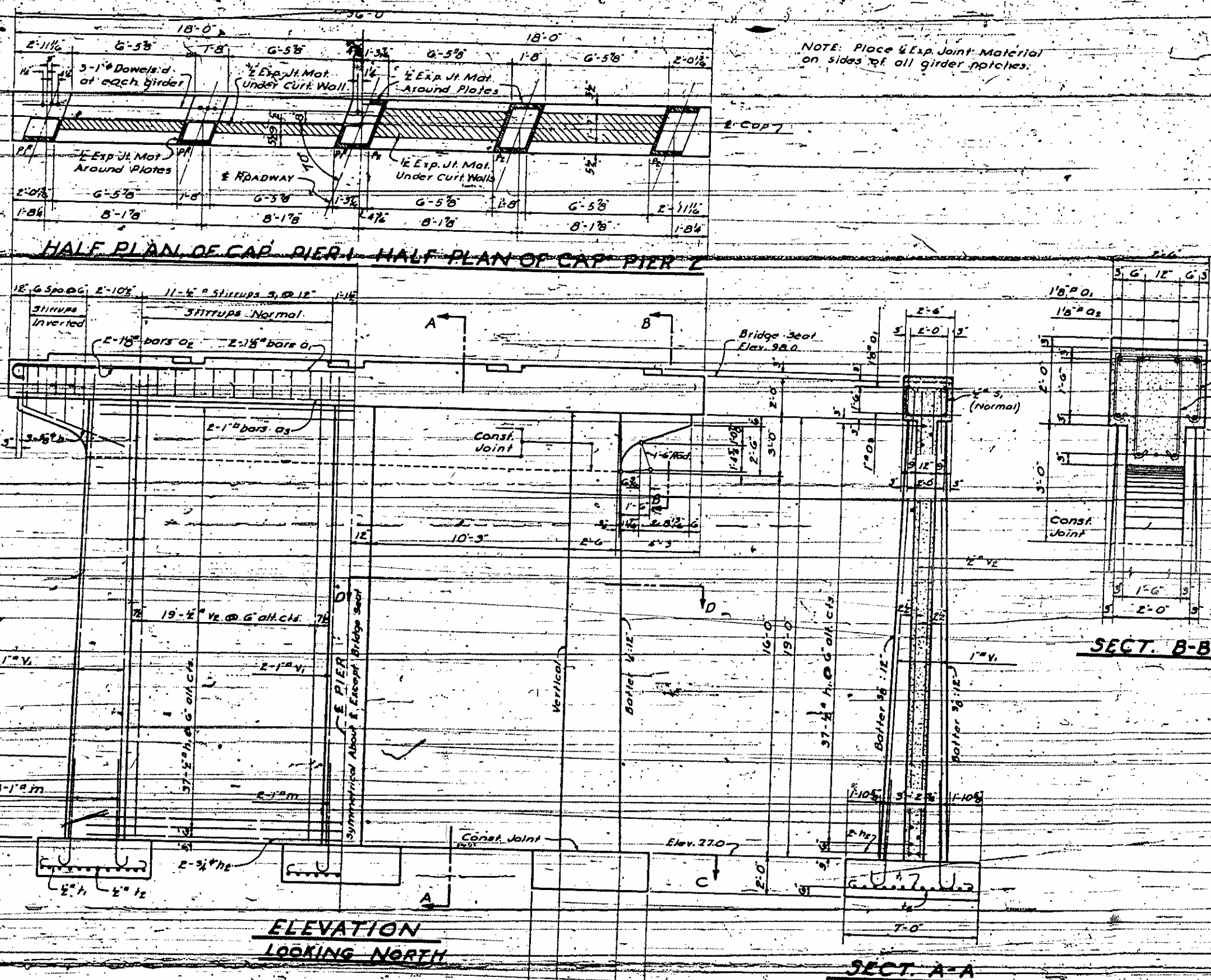
SUBMITTED BY: W. L. Brown SENIOR ENGINEER
APPROVED BY: W. L. Brown DATE 2-1-54
STATE HIGHWAY ENGINEER

PLAN NO.

Note: DOWELS shall be embedded 1'-6" into cap.

NOTE: Place & Exp. Joint Material on sides of all girder patches.

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	2910	1	2
F.B. Proj. No. 27.3				



BAR TYPES

①

②

③

④

BILL OF MATERIAL

BAR	TOTAL NO.	SIZE	LENGTH	TOTAL WEIGHT	DETAIL				PIER No. 1		PIER No. 2	
					TYPE	A	B	C	NO.	WEIGHT	NO.	WEIGHT
Q1	4	18"	37'-10"	652	2	34'-10"	1'-6"	0'-8"	2	326	2	326
Q2	8	18"	10'-0"	344	1	8'-6"	1'-6"	0'-8"	4	172	4	172
Q3	4	1"	55'-0"	482	5H				2	241	2	241
b	12	5/8"	7'-10"	98	3				6	49	6	49
d	15	1"	3'-0"	120	3H				15	120		
h1	74	4"	2'-6"	1666	5H				37	893	37	893
h2	6	5/8"	2'-6"	160	"				2	80	2	80
m	40	1"	6'-7"	894	1	5'-4"	1'-3"	0'-6"	20	447	20	447
5f	58	1/2"	5'-11"	282	4	2'-1/4"	1'-6"		28	141	28	141
5g	4		6'-4"	22	4	1'-1/4"	2'-3"		2	11		11
5h	4		7'-1"	24	4	1'-1/2"	2'-7/8"		2	12	2	12
5i	4		7'-10"	26	4	1'-1/2"	3'-0"		2	13	2	13
5j	4		8'-7"	30	4	1'-1/2"	3'-4 1/2"		2	15	2	15
1	78	1/2"	7'-2"	476	2	5'-2"	1'-0"	0'-4"	39	298	39	298
2	72		8'-2"	500	2	6'-2"	1'-0"	0'-4"	36	250	36	250
v1	10	1"	20'-6"	2785	5H				20	1394	20	1394
v2	76	1"	20'-6"	1324	"				38	662	38	662

REINFORCING STEEL - Lbs.

CLASS 'A' CONCRETE - CU. Yds.

5004 4884

452 452

PROJECT NO. 2910
WAYNE-WILSON COUNTIES
STATION: 151+17.5

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

PIERS 1 & 2
GREAT SWAMP BRIDGE

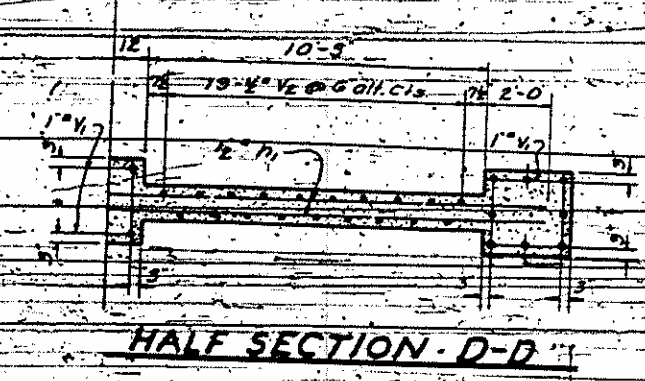
SEPT. 1940

SUBMITTED BY: *W. B. G. Smith* BRIDGE ENGR.
APPROVED BY: *[Signature]* STATE HIGHWAY ENGINEER

PLAN NO. *1*

NOTES:
For General Note and
Design Data see sheet
No. 68

DESIGNED BY: <i>R. H. G.</i>	DATE: <i>7/1/40</i>
CHECKED BY: <i>[Signature]</i>	DATE: <i>SEPT. 1940</i>



REVISION: 1 10:30 PM BY *[Signature]* 10/1/40

STANDARD DRAWING NO. 6-60-511.1-301