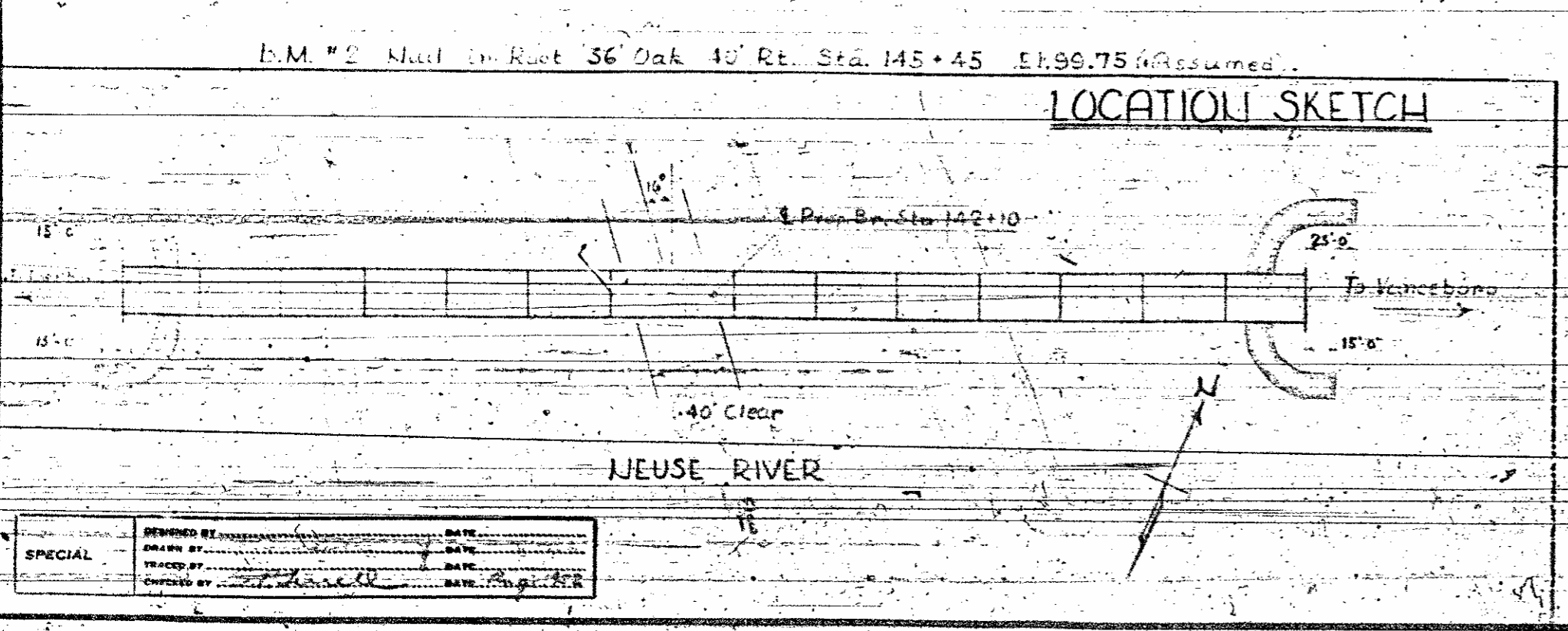
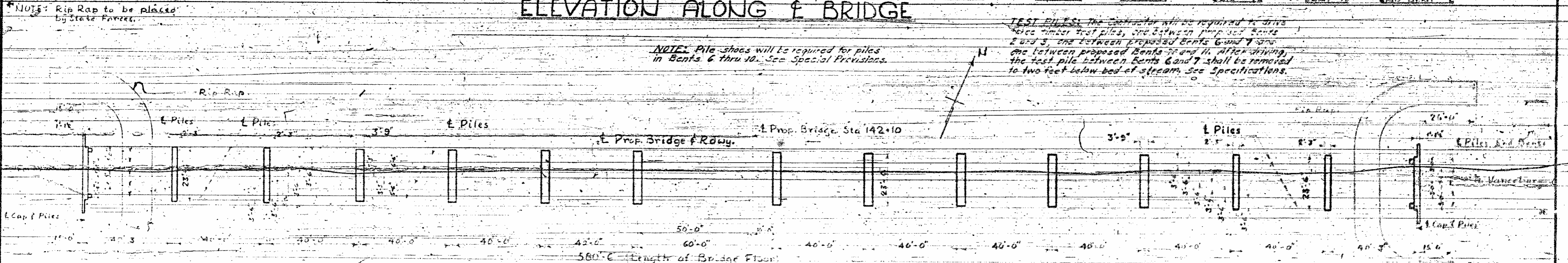
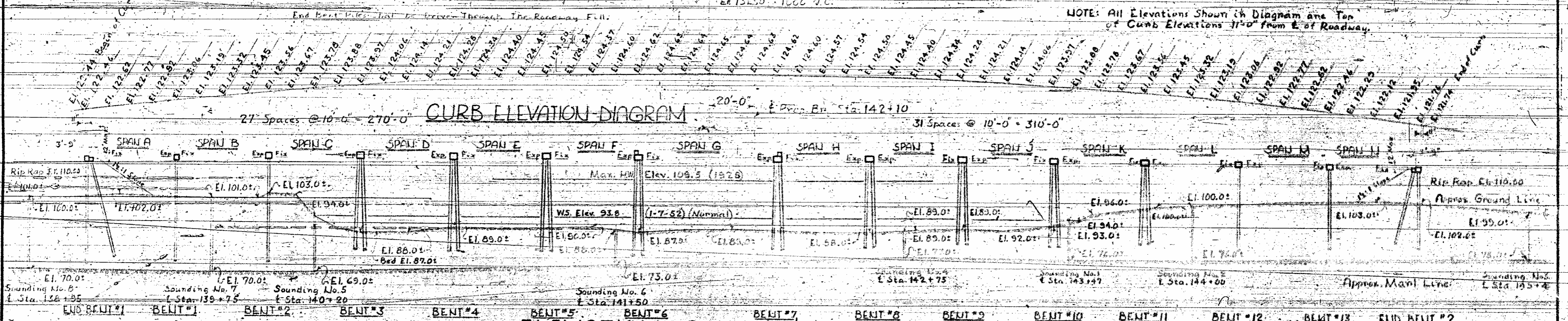


NOTES
 Assumed Live Load H15 (See Table)
 Stress in Extreme Fiber of Structural Steel 18,000 Lbs. per Sq. In.
 Reinf. Steel in Tension 20,000 Lbs. per Sq. In.

Drive piles to 18 feet from End Bents 1 & 2 and for Bent # 12.
 Drive Piles to 18 feet from Bent # 13.
 All Concrete Spill to be Entrenched See Special Provisions.
 SURFACE FINISH: The Contractor shall top the bridge with a 2" thick concrete wearing surface. Rubbing may be eliminated on certain parts of the structure. See Special Provisions.
 Approach Piles to be placed by State Forces.

Hand-drawn Elevation of Proposed Structure
 Foundation to be placed at least 10' from edge of Stream or Natural Ground plane. See Special Provisions.
 NOTE: All Elevations Shown in Diagram are Top of Curb Elevations 31'-0" from E. of Roadway.

JOB NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
2-9-17-24	N.C.	2-9-17-24	27	27



TOTAL BILL OF MATERIALS									
	Class R Concrete Cu. Yds.	Reinf. Steel Lbs.	Structural Steel Approx. Lbs.	Crea. Timber Piles No. Lin. Ft.	Crea. Stuar. Timber F.B.M.	Maintenance (Removal of Existing) Exist. Struct.	Household Appliances	Delivered Timber Test Piles	
Spans A, B, C, D, E, F, H, I, J, K, L, M, N	343.6	66,839	207,600						
Span G	38.1	7,553	35,600						
End Bent # 1	6.5	1,050		7	252				650
Bent # 1	4.3	731		7	252	261			
Bent # 2	4.3	731		7	252	261			
Bent # 3	7.8	1,177		8	264	1,069			
Bent # 4	7.8	1,177		8	264	1,069			
Bent # 5	7.8	1,177		8	264	1,069			
Bent # 6	8.7	1,234		8	264	1,069			
Bent # 7	8.7	1,234		8	264	1,069			
Bent # 8	7.8	1,177		8	264	1,069			
Bent # 9	7.8	1,177		8	264	1,069			
Bent # 10	7.8	1,177		8	264	1,069			
Bent # 11	7.8	1,177		8	264	1,069			
Bent # 12	4.3	731		7	252	261			
Bent # 13	4.3	731		7	252	261			
End Bent # 2	6.5	1,050		7	252				650
TOTAL	483.5	90,163	243,200	114	10,787	11,000	2,171	1,300	5

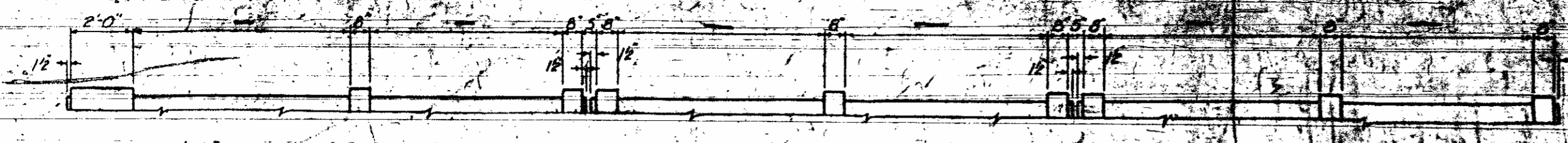
PROJECT NO. 2-9-17-24
 CRAVEN COUNTY
 STATION: 142+10

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 GENERAL DRAWING
 for BRIDGE over NEUSE RIVER
 on County Rd. Between
 FORT BARNWELL & VANCEBORO
 JULY 1952

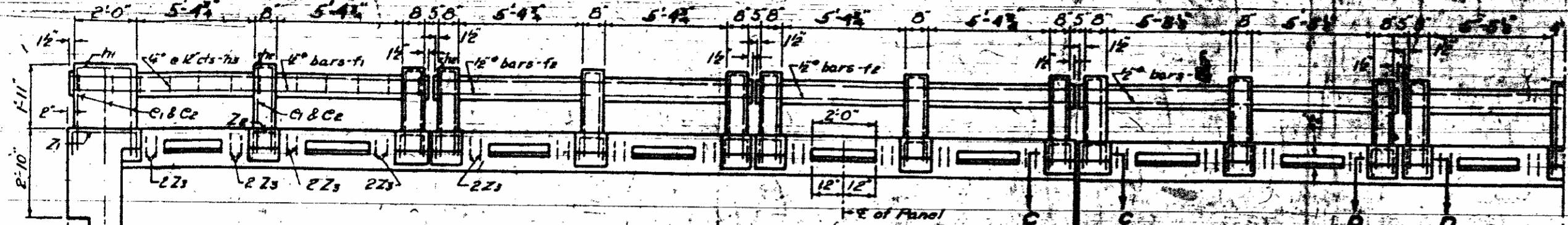
DESIGNED BY: [Signature]
 CHECKED BY: [Signature]

SPECIAL	DESIGNED BY	DATE
	TRACED BY	DATE
	CHECKED BY	DATE

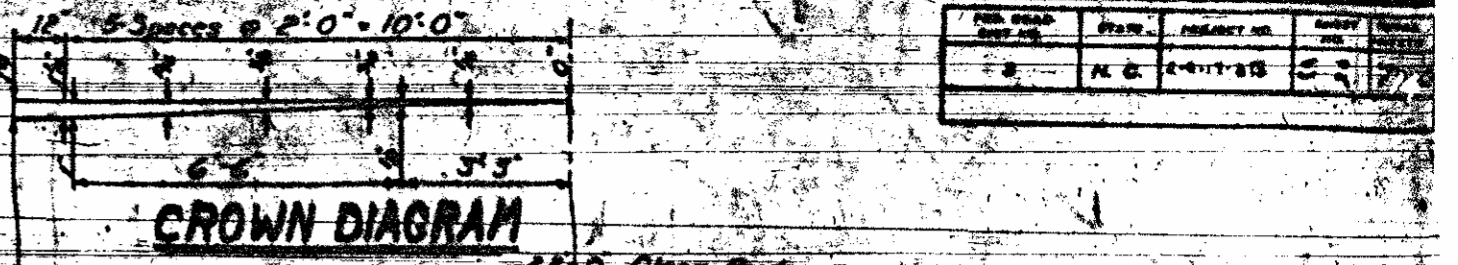
FIG. NO.	DATE	PROJECT NO.	SCALE
1	11-1-35	11-1-35	1/4" = 1'-0"



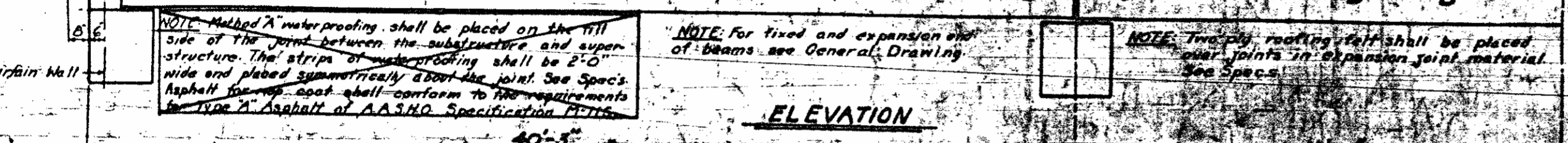
SECTION D-D



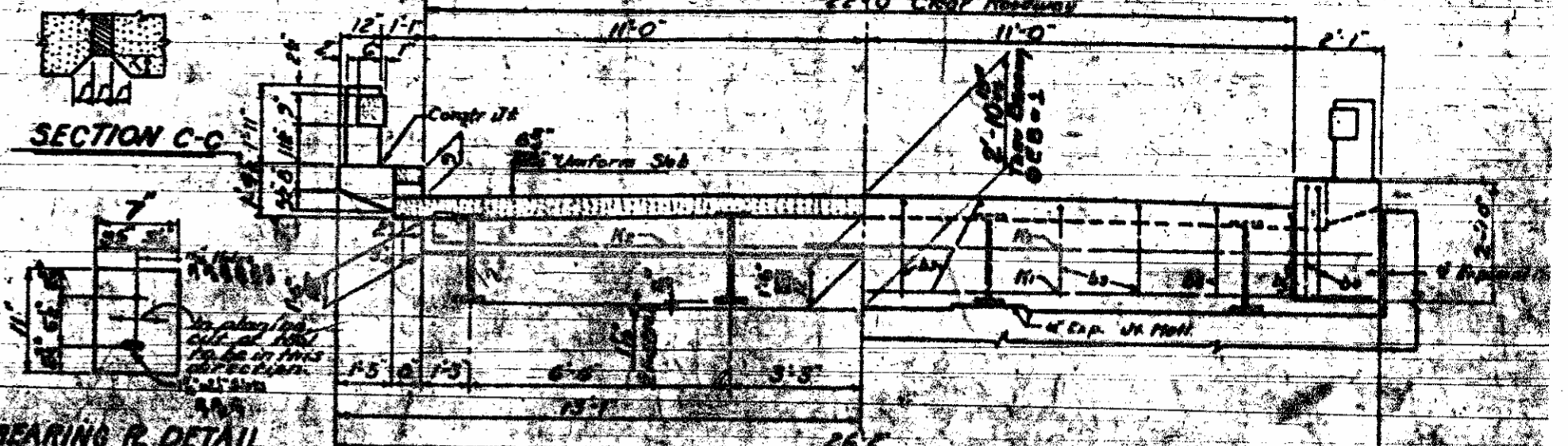
SECTION C-C



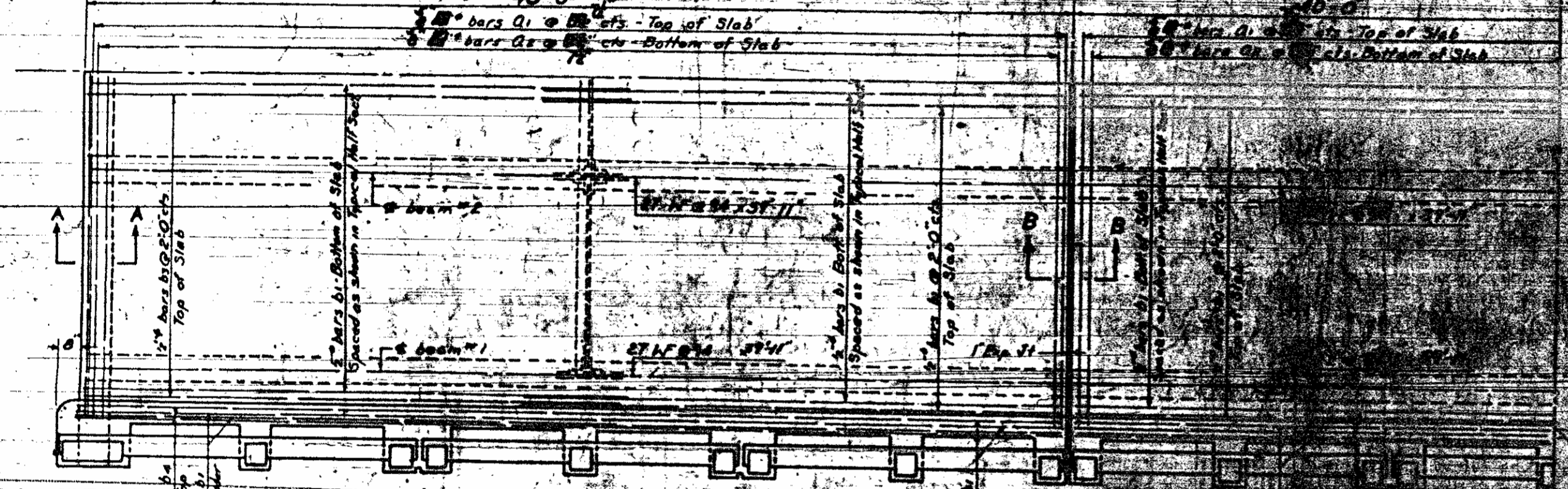
CROWN DIAGRAM



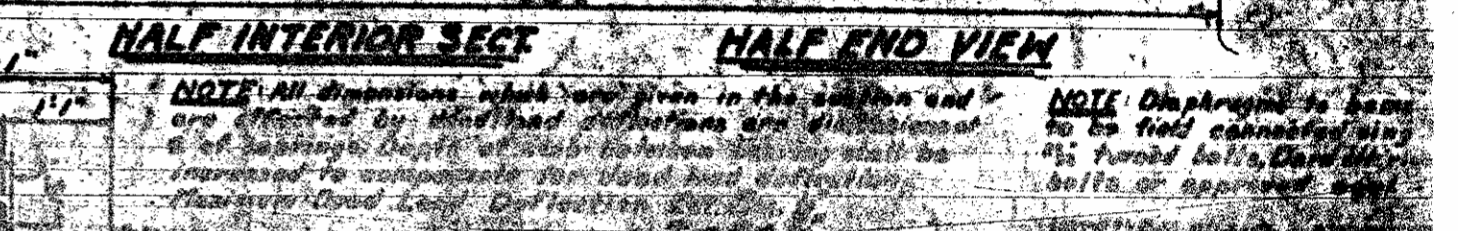
ELEVATION



BEARING R DETAIL

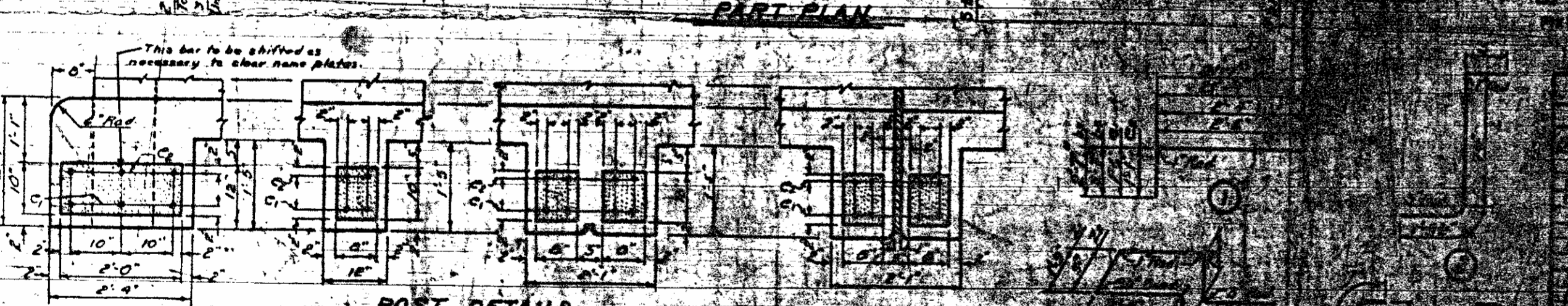


PART PLAN



HALF INTERIOR SECT

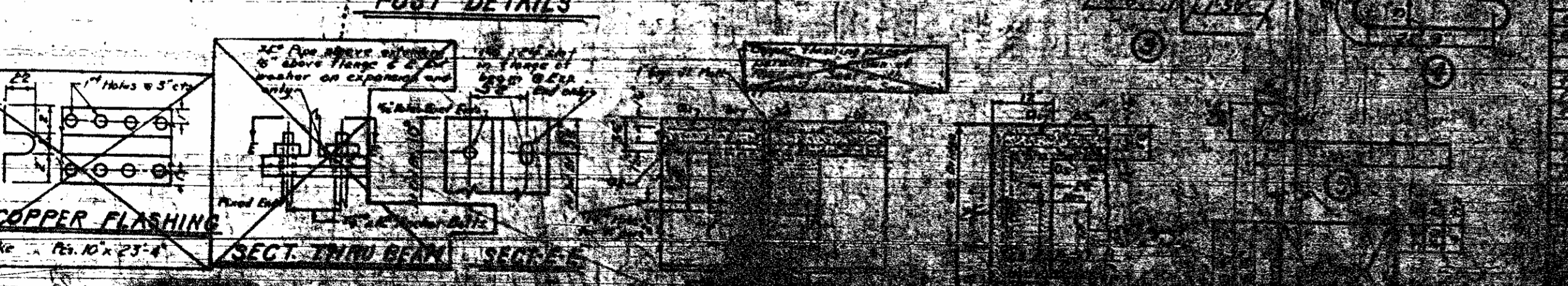
HALF END VIEW



POST DETAILS



TYPICAL HALF SECTION



COPPER FLASHING

SECT. THRU BEAM

BILL OF MATERIALS

1	CONCRETE	13,400
2	STEEL	1,200
3	WOOD	100
4	PAINT	50

GENERAL NOTE

All dimensions shall be given in the section and are to be field connections unless otherwise specified. Dimensions are to be measured to the center of the bar unless otherwise specified. All dimensions are to be measured to the center of the bar unless otherwise specified. All dimensions are to be measured to the center of the bar unless otherwise specified.

DESIGN DATA

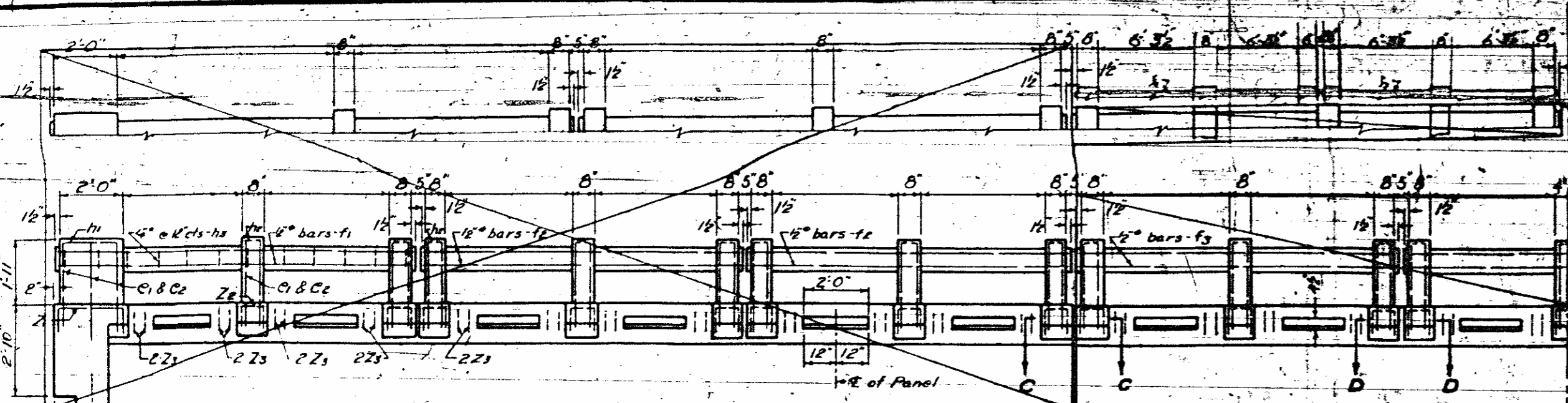
Specifications
 Assumed Live Load
 Impact Allowance
 Stress in Extreme Fibers of Concrete
 Reinforcing Steel in Tension
 Concrete in Compression
 Coefficient of Thermal Expansion

PROJECT NO. 11-1-35
 CRATEN
 STATION 11-1-35

STATE OF NORTH CAROLINA
 STATE HIGHWAY
 PUBLIC WORKS COMMISSION
 STANDARD
 1-BEAM SUBSTRUCTURE
 WITH A CURB

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE

PROJ. NO.	DATE	REVISED BY	DATE
1	N.C.	8-9-17-216	577



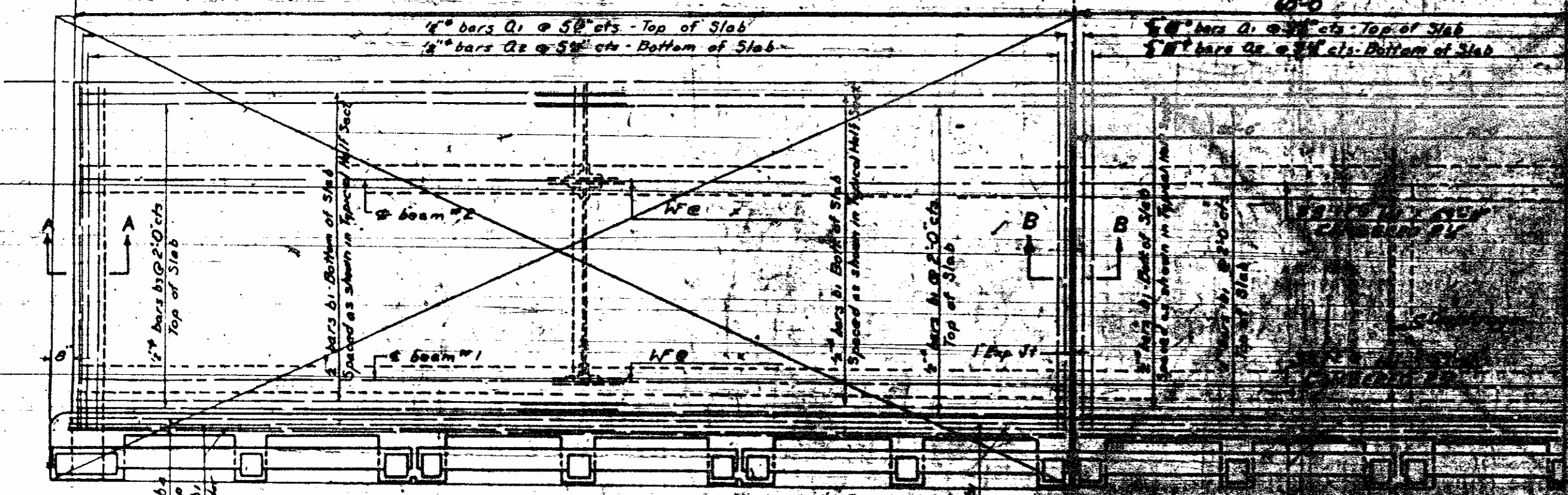
ELEVATION

NOTE: Method 'A' waterproofing shall be placed on the full side of the joint between the substructure and superstructure. The strips of waterproofing shall be 2'-0" wide and placed symmetrically about the joint. See Spec's Asphalt for coat shall conform to the requirements for Type 'A' Asphalt of AASHTO Specification T 114.

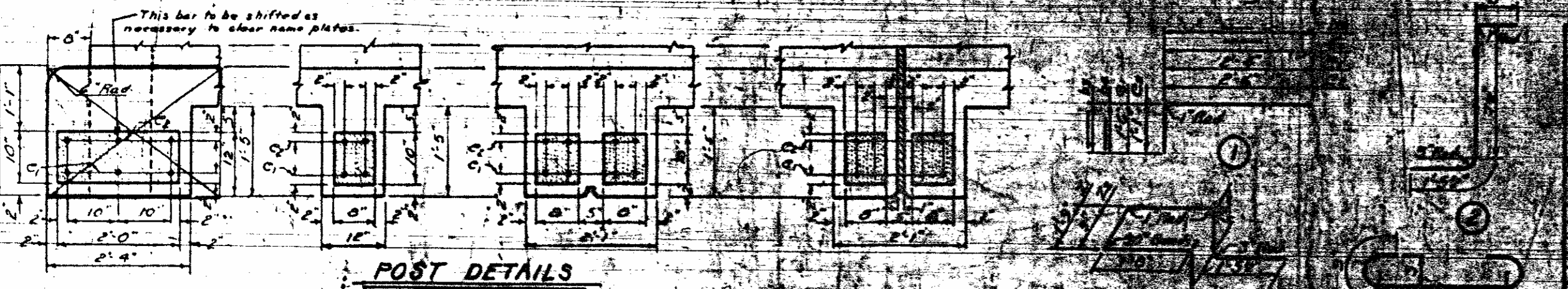
NOTE: For fixed and expansion end of beams see General Drawing.

NOTE: Two ply roofing felt shall be placed over joints in expansion joint material. See Specs.

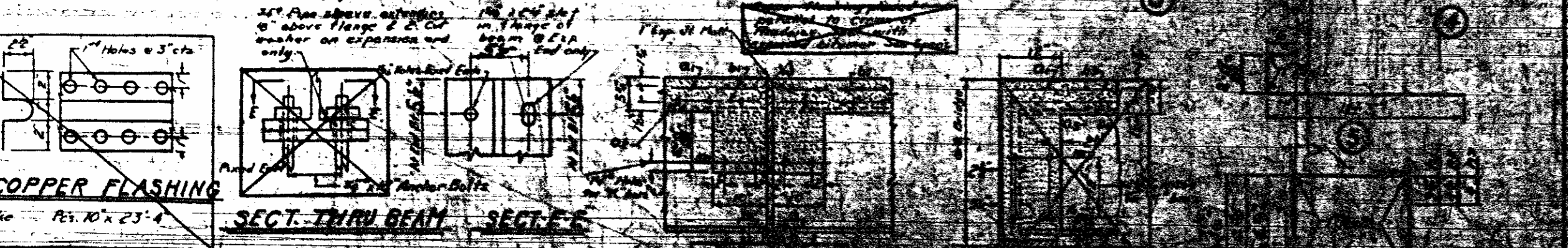
NOTE: TO BE PLACED ON GROUND AS NECESSARY TO INSURE FLAT OR CURVED SURFACES AS DESCRIBED.



PART PLAN



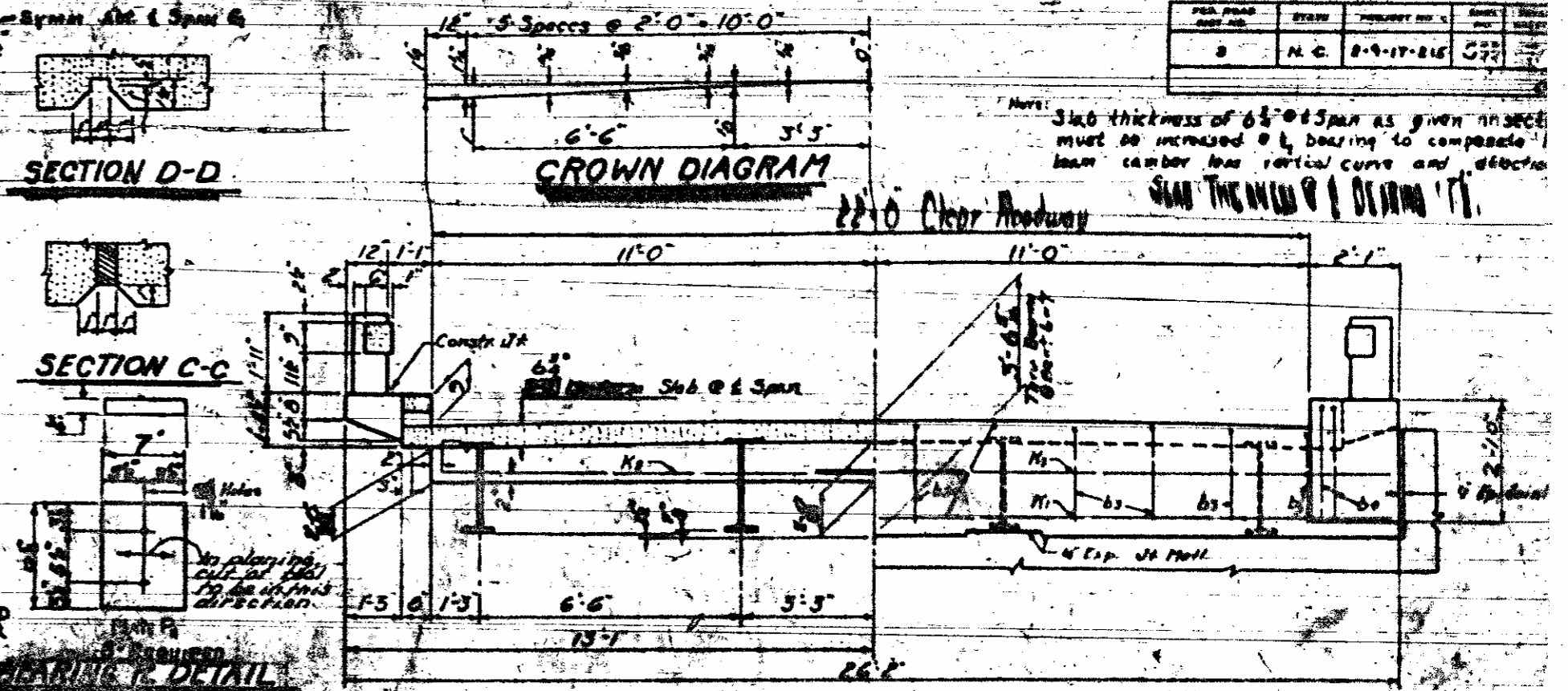
POST DETAILS



COPPER FLASHING

SECT. THRU BEAM

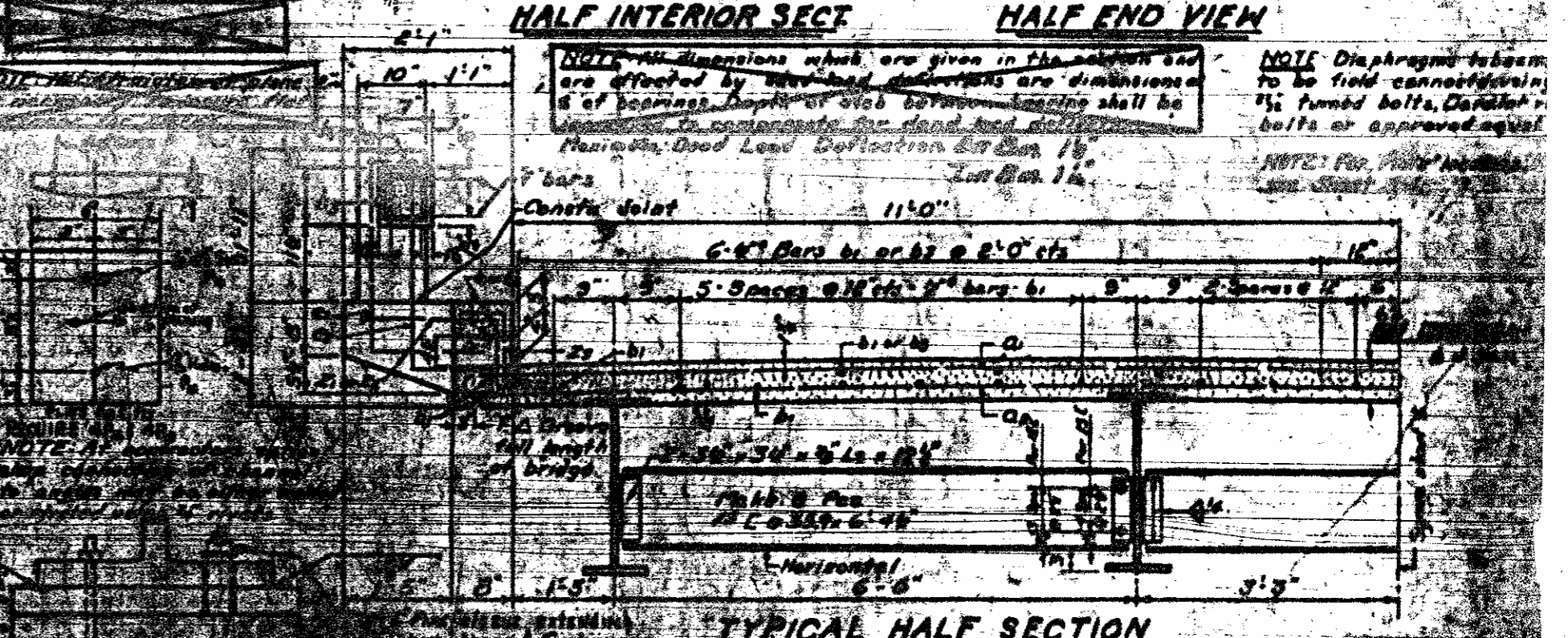
SPECIAL	Approved by _____
STANDARD	Checked by _____



SECTION D-D

SECTION C-C

CROWN DIAGRAM



HALF INTERIOR SECT

HALF END VIEW

TYPICAL HALF SECTION

Section 1100

NO.	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	100	CU YD
2	REINFORCING STEEL	100	TONS
3	STEEL	100	TONS
4	WOOD	100	CU YD
5	PAINT	100	TONS

BILL OF MATERIALS

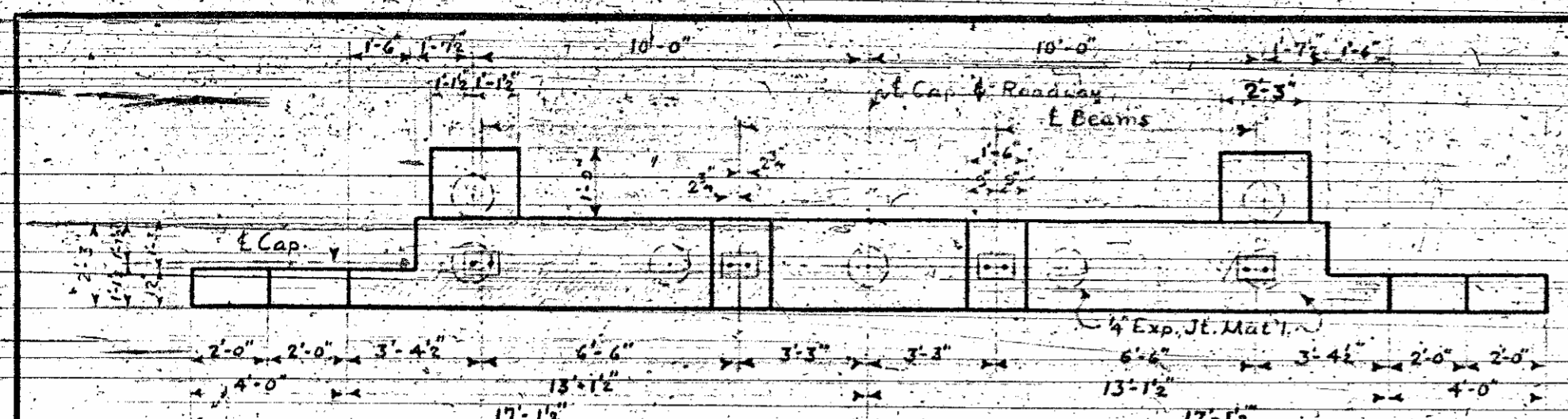
GENERAL NOTE
 All concrete shall be placed in accordance with the requirements of the specifications and shall be compacted by vibration. All reinforcing steel shall be placed in accordance with the specifications and shall be secured to the concrete by means of chairs. All steel shall be placed in accordance with the specifications and shall be secured to the concrete by means of chairs. All steel shall be placed in accordance with the specifications and shall be secured to the concrete by means of chairs.

DESIGN DATA
 Assumed Live Load: 1000 lbs/sq ft
 Impact Allowance: 25%
 Stress in Extreme Fibers of Structural Steel: 20,000 psi
 Stress in Extreme Fibers of Reinforcing Steel in Tension: 60,000 psi
 Concrete in Compression: 2000 psi
 Equivalent Fluid Pressure of Earth: 1500 lbs/sq ft

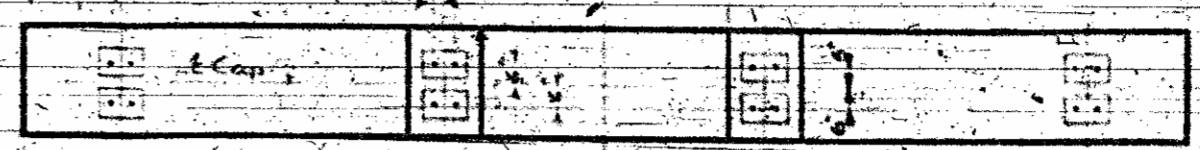
PROJECT NO. 15230
CRAVEN CO.
STATION: 15230

SPAN G
 STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 STANDARD
 T-BEAM SUPERSTRUCTURE WITH R.C. FLOOR & FULL SINGLE JOISTSPAN
 22' ROADWAY
 AUGUST 1945

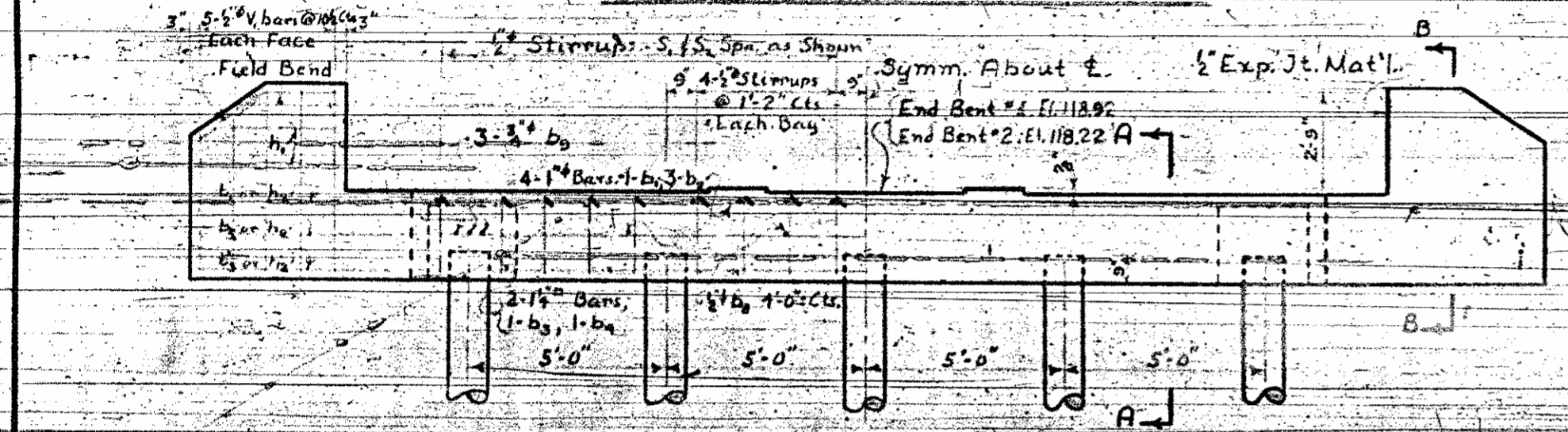
PROJ. NO.	DATE	BY	CHECKED
2-5-1925	5-4		



PLAN END BENTS Nos. 1 or 2

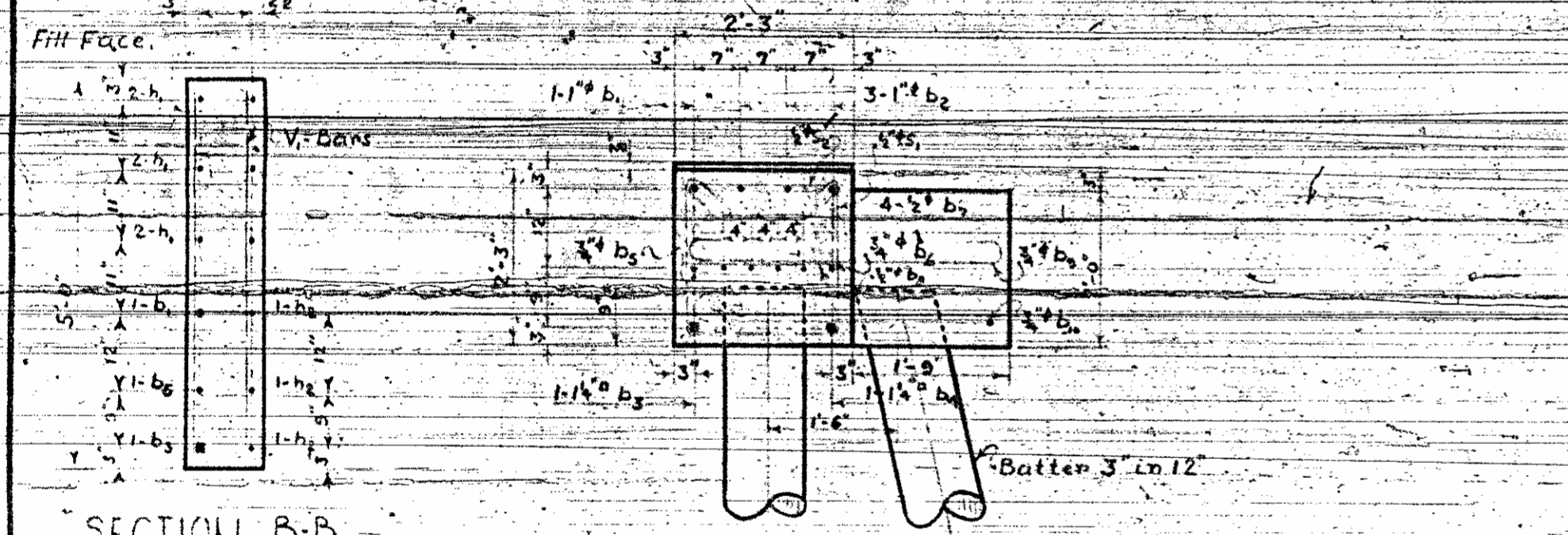


PLAN BENTS Nos. 1, 2, 12 or 13



ELEVATION END BENTS Nos. 1 or 2

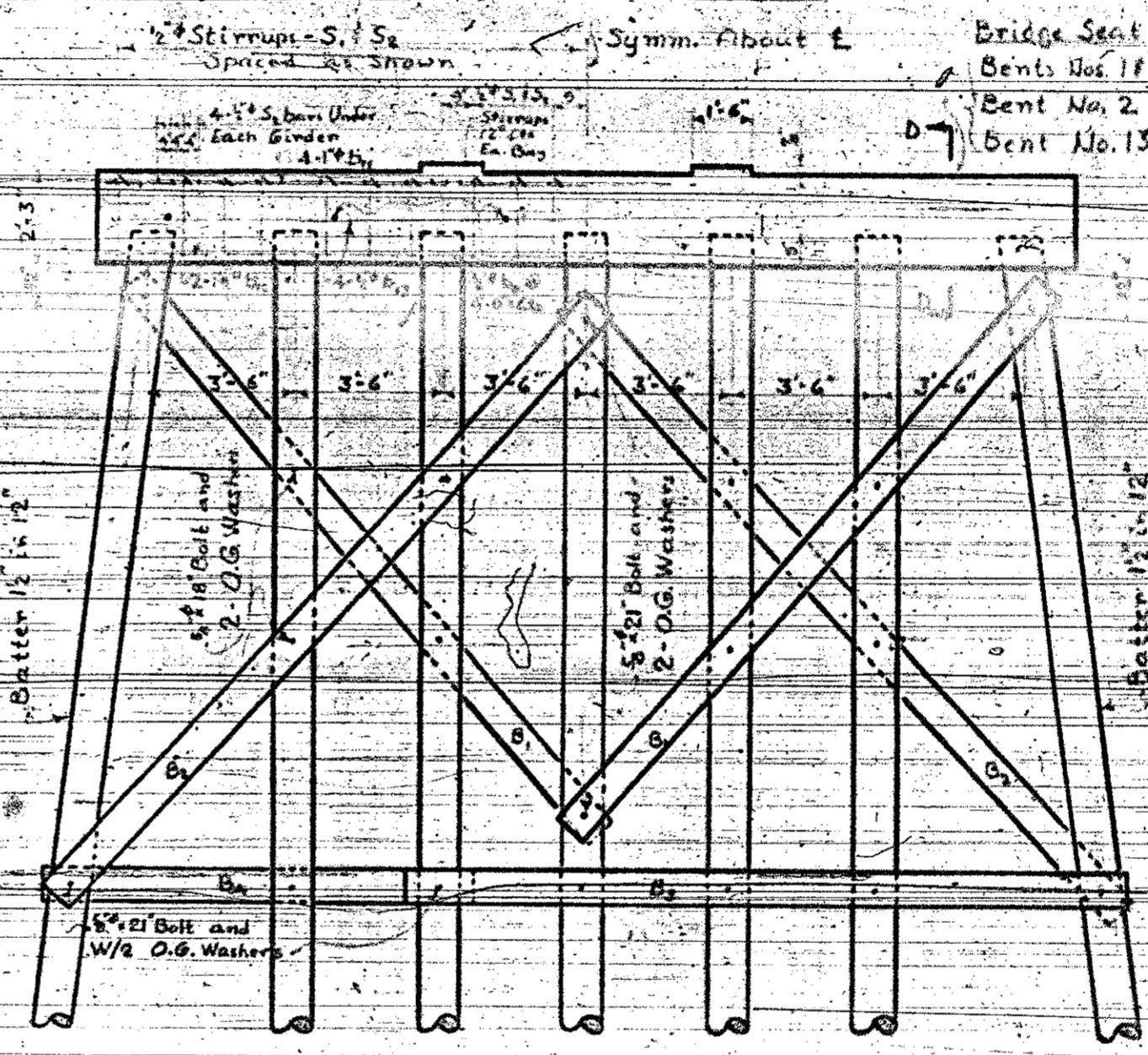
NOTE: Piles in End Bents to be Driven to a Minimum Bearing Capacity of 18 Tons Each.



SECTION B-B

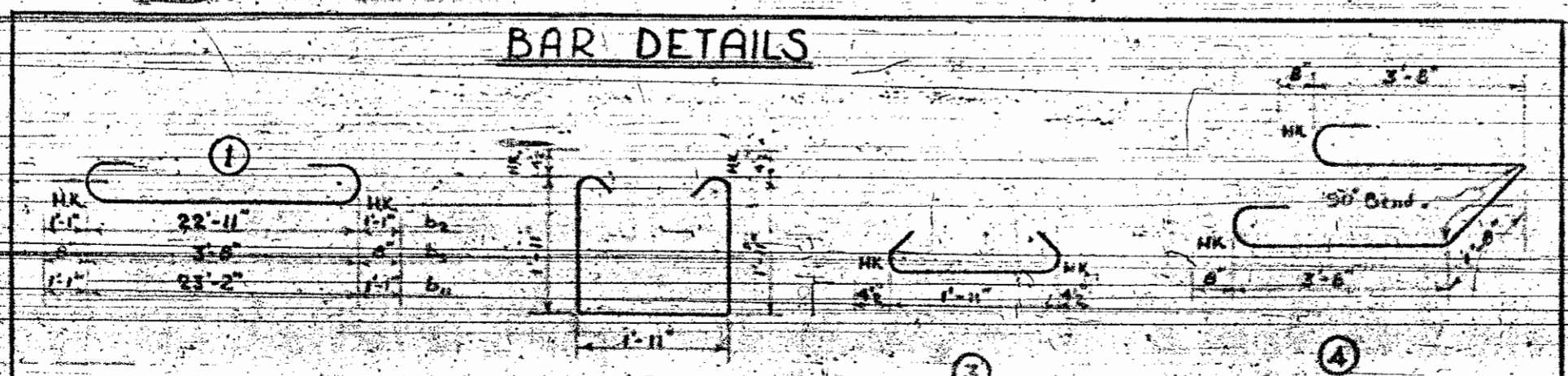
SECTION A-A

Bent No.	PLATE LOCATIONS	
	Low Side	High Side
End Bent #1	R / P	R / P
Bent #1	R / P	R / P
Bent #2	R / P	R / P
Bent #3	R / P	R / P
Bent #4	R / P	R / P
Bent #5	R / P	R / P
Bent #6	R / P 40' Side	R / P 60' Side
Bent #7	R / P 40' Side	R / P 60' Side
Bent #8	R / P	R / P
Bent #9	R / P	R / P
Bent #10	R / P	R / P
Bent #11	R / P	R / P
Bent #12	R / P	R / P
Bent #13	R / P	R / P
End Bent #2	R / P	R / P

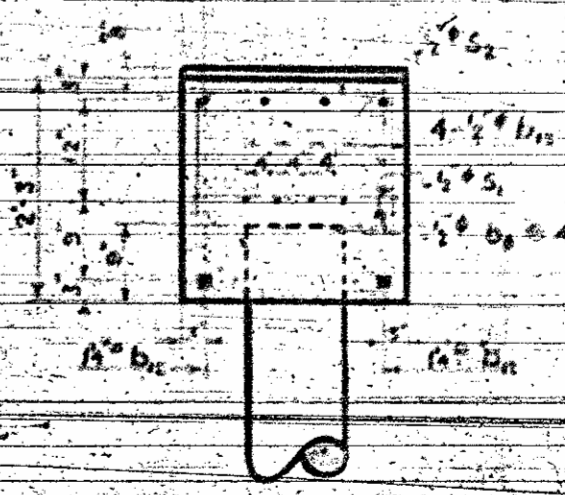


ELEVATION BENTS Nos. 1, 2, 12 or 13

NOTE: Piles in Bents Nos. 1, 2, 12 & 13 to be Driven to a Minimum Bearing Capacity of 18 Tons Each.



NOTE: All Dimensions are out to out of Bar.



SECTION D-D

Four Req'd.	BILL OF MATERIAL for END BENTS Nos. 1 or 2			
	Bar No.	Size	Type	Length Weight
	b1	1 1/2"	Str.	33'-9" 9
	b2	3 1/2"	1	25'-1" 20
	b3	1 1/2"	Str.	33'-9" 17
	b4	1 1/2"	Str.	22'-11" 12
	b5	1 1/2"	Str.	33'-9" 9
	b6	1 1/2"	Str.	22'-11" 9
	b7	4 1/2"	Str.	22'-11" 6
	b8	4 1/2"	Str.	22'-11" 6
	b9	6 1/2"	1	3'-6" 1
	b10	2 1/2"	4	10'-4" 3
	b11	12 1/2"	Str.	3'-6" 2
	b12	6 1/2"	Str.	7'-5" 13
	S	18 1/2"	2	6'-6" 3
	S	18 1/2"	3	2'-8" 1
	V	20 1/2"	Str.	4'-8" 7

Four Req'd.	BILL OF MATERIAL for BENTS Nos. 1, 2, 12 or 13			
	Bar No.	Size	Type	Length Weight
	b1	6 1/2"	Str.	2'-0" 2
	b2	4 1/2"	1	25'-4" 21
	b3	7 1/2"	Str.	23'-2" 26
	b4	4 1/2"	Str.	23'-2" 22
	S	20 1/2"	2	6'-6" 3
	S	32 1/2"	3	2'-8" 1

CREOSOTED TIMBER			
Item	No.	Size	Length F. EA.
Braze B1	2	3x8 Rng.	18'-0"
Braze B2	2	3x8 Rng.	20'-0"
Braze B3	1	3x8 Rng.	16'-0"
Braze B4	1	3x8 Rng.	16'-0"
Total Creosoted Timber			
HARDWARE			
Item	No.	Size	Weight
Bolts	14	5/8"	18
Nuts	5	5/8"	2
Washers	38	5/8"	3
Total Hardware			

PROJECT NO. 2-9-17-26
 CRAVEN COUNTY
 STATION: 142 + 10

END BENTS Nos. 1 & 2
 BENTS Nos. 1, 2, 12 & 13

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

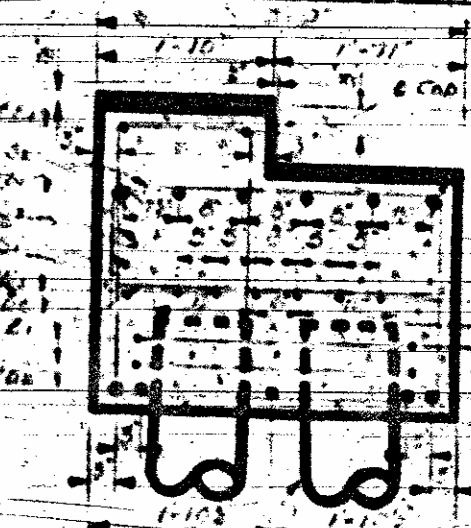
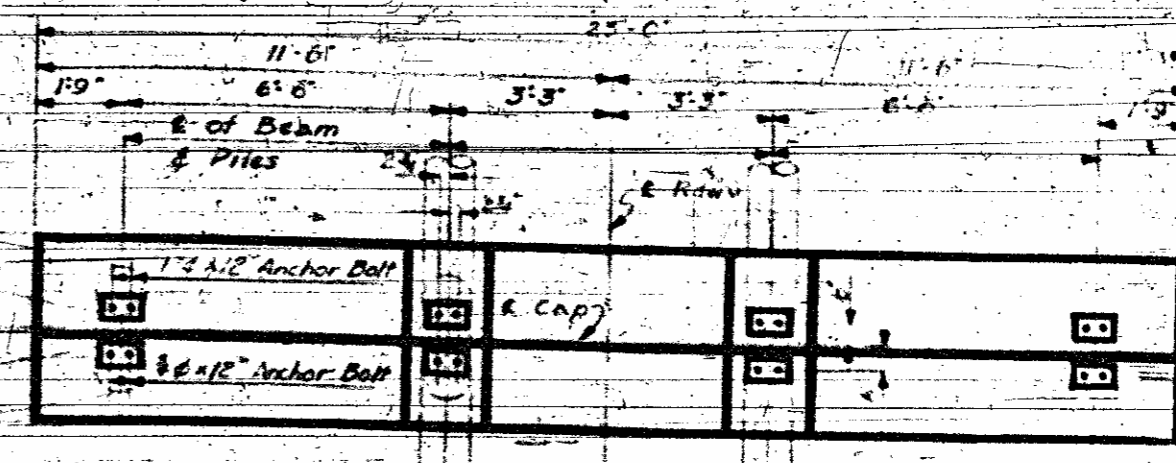
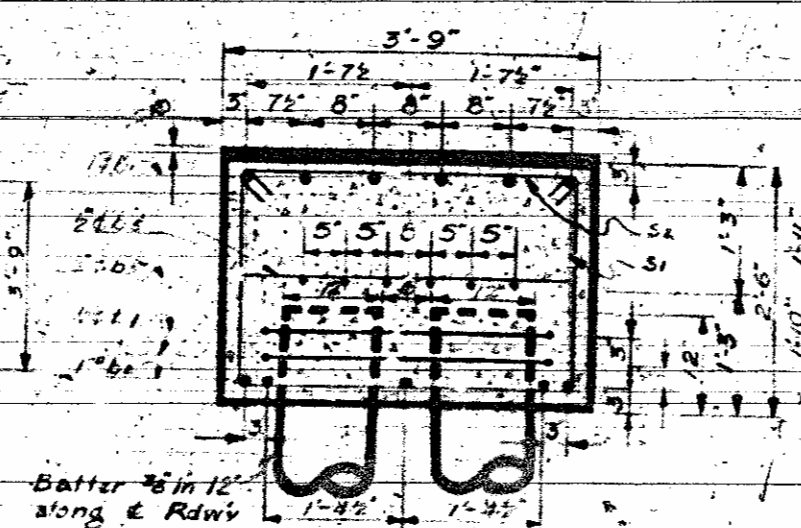
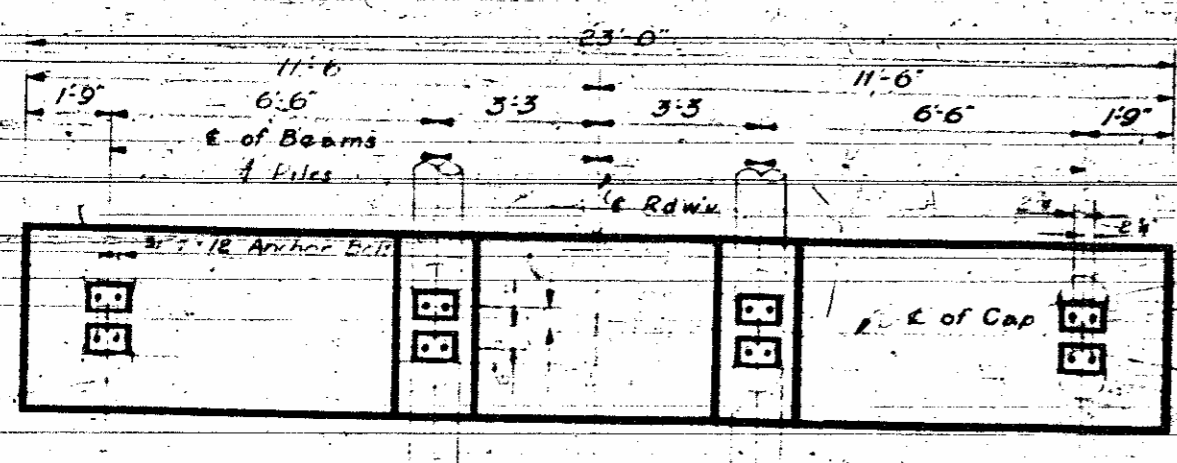
SUBSTRUCTURE

JULY 1925

SPECIAL
 DESIGNED BY: [Signature]
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DATE: Aug 1925

APPROVED BY: [Signature]
 DATE: [Signature]

PER. AREA	STATE	PROJECT NO.	DATE
3	N. C.	2-9-17-216	J.S.P.

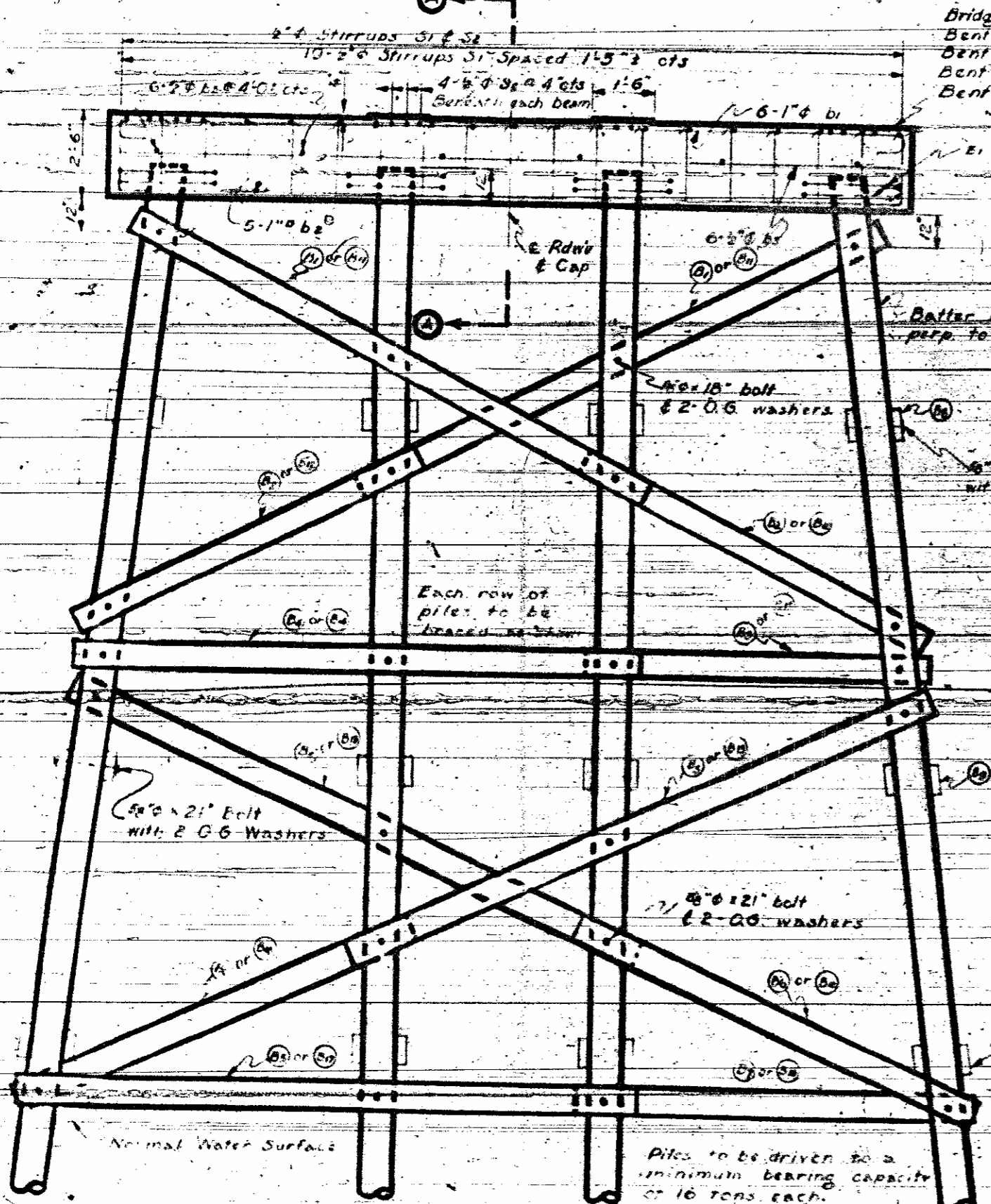


PLAN OF CAP
BENT No. 3-4-5-6-7-8-9 or 11

SECT A-A

PLAN OF CAP BENT No. 6
BENT No. 7 SIMILAR BY ROTATION

SECT B-B



Bridge Seat
Bent No. 3-4-5-6-7-8-9-10-11
Bent No. 4 or 9 El. 120.73
Bent No. 5 or 8 El. 120.94
Bent No. 11 El. 120.00

Bridge Seat El. 121.07
Bridge Seat El. 120.51

NOTE: For Plate locations,
see Sheet S-4.

Batter 1/2" in 12' perp. to & Rdwy
Piles to be driven to a minimum bearing capacity of 16 tons each.

NOTE: Bracing on Bent No. 6 & 7 similar to bracing shown on Elevation of Bent 3.

ELEVATION BENT No. 6 & 7

BENT NO. 3-4-5-6-7-8-9 or 10.
CREOSOTED-TIMBER FOR ONE BENT

BRACE BOARD	NO.	SIZE	SURFACE TO	LENGTH	F.B.M.
B1	4	3"x10"	Rough	16'-0"	165
B2	4	3"x10"	Rough	10'-6"	102
B3	2	3"x10"	Rough	9'-6"	45
B4	2	3"x10"	Rough	16'-0"	80
B5	6	3"x10"	Rough	17'-6"	263
B6	4	3"x10"	Rough	12'-3"	123
B7	2	3"x10"	Rough	11'-6"	35
B8	2	3"x10"	Rough	9'-6"	70
B9	6	3"x10"	Rough	4'-0"	60
B10	6	3"x10"	Rough	5'-0"	100

CREOSOTED-TIMBER TOTAL F.B.M. 1585

HARDWARE FOR ONE BENT

ITEM	NO.	SIZE	LENGTH	WEIGHT
Bolts	40	3/4"	18"	12
Bolts	40	3/4"	21"	41
O.S. Washers	156	For 3/4" Bolt		25

HARDWARE TOTAL WEIGHT LBS. 78

CREOSOTED-TIMBER FOR BENT No. 11

BRACE BOARD	NO.	SIZE	SURFACE TO	LENGTH	WEIGHT
B11	8	3"x10"	Rough	3'-6"	70
B12	8	3"x10"	Rough	4'-0"	80
B13	8	3"x10"	Rough	5'-0"	100
B14	4	3"x10"	Rough	15'-6"	155
B15	4	3"x10"	Rough	9'-6"	95
B16	2	3"x10"	Rough	9'-0"	45
B17	2	3"x10"	Rough	15'-6"	78
B18	4	3"x10"	Rough	16'-3"	163
B19	6	3"x10"	Rough	10'-9"	181
B20	2	3"x10"	Rough	16'-9"	84

CREOSOTED-TIMBER TOTAL F.B.M. 1031

BILL OF MATL FOR ONE BENT

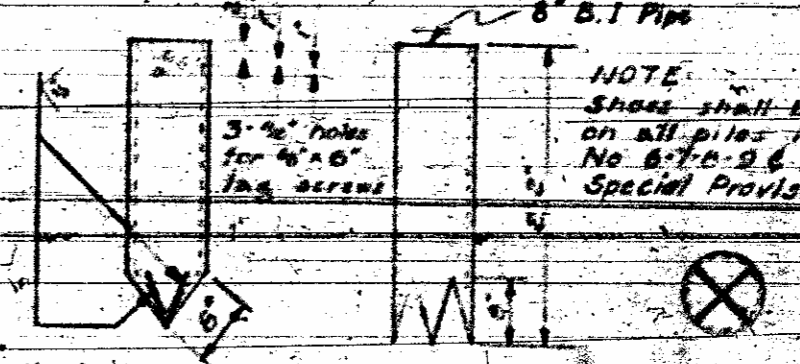
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
b1	6	1 1/2"	I	24'-10"	396
b2	5	1 1/2"	I	24'-10"	422
b3	6	2"	Sfr	22'-5"	91
b4	7	2"	Sfr	22'-5"	30
b5	6	2"	Sfr	3'-3"	13
s1	19	4"	S	8'-6"	108
s2	30	4"	S	4'-2"	84
s3	6	2"	S	6'-0"	27
Z1	8	2"	S	11'-6"	41

BENTS 3-4-5-6-9-10 or 11
Reinforcing Steel Lbs. 1177
Class "A" Concrete Cu. Yd. 78

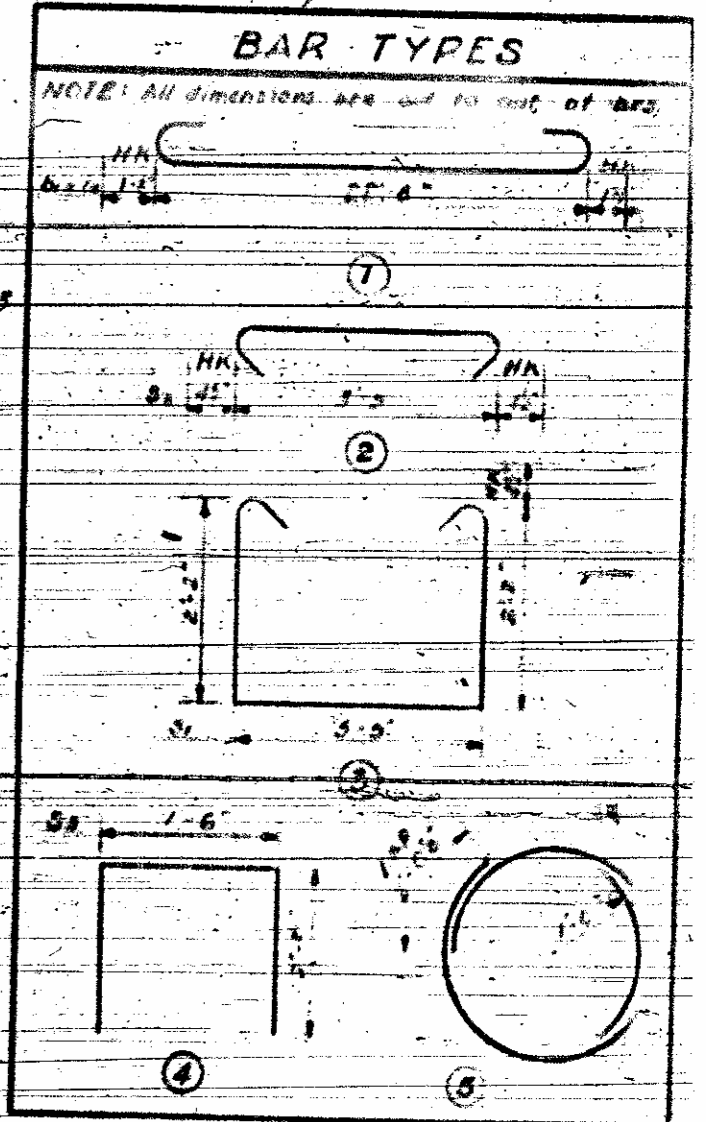
BENTS 6 & 7
Reinforcing Steel Lbs. 1234
Class "A" Concrete Cu. Yd. 87

CREOSOTED-TIMBER PILES Lm. Ft.
8 @ 52'-0" Bent 3-4 or 5 410
8 @ 50'-0" Bent 6 or 7 400
8 @ 46'-0" Bent 8-9 or 10 384
8 @ 45'-0" Bent 11 360

NOTE: Concrete displaced by piles has been deducted.



PILE SHOE DETAIL Required 40



PROJECT NO. 2-9-17-216
CRAVEN COUNTY
STATION: 142+10
BENTS No. 3-4-5-6-7-8-9-10-11

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
SUBSTRUCTURE

JULY 1952

SPECIAL
DRAWN BY: [Signature]
CHECKED BY: [Signature]

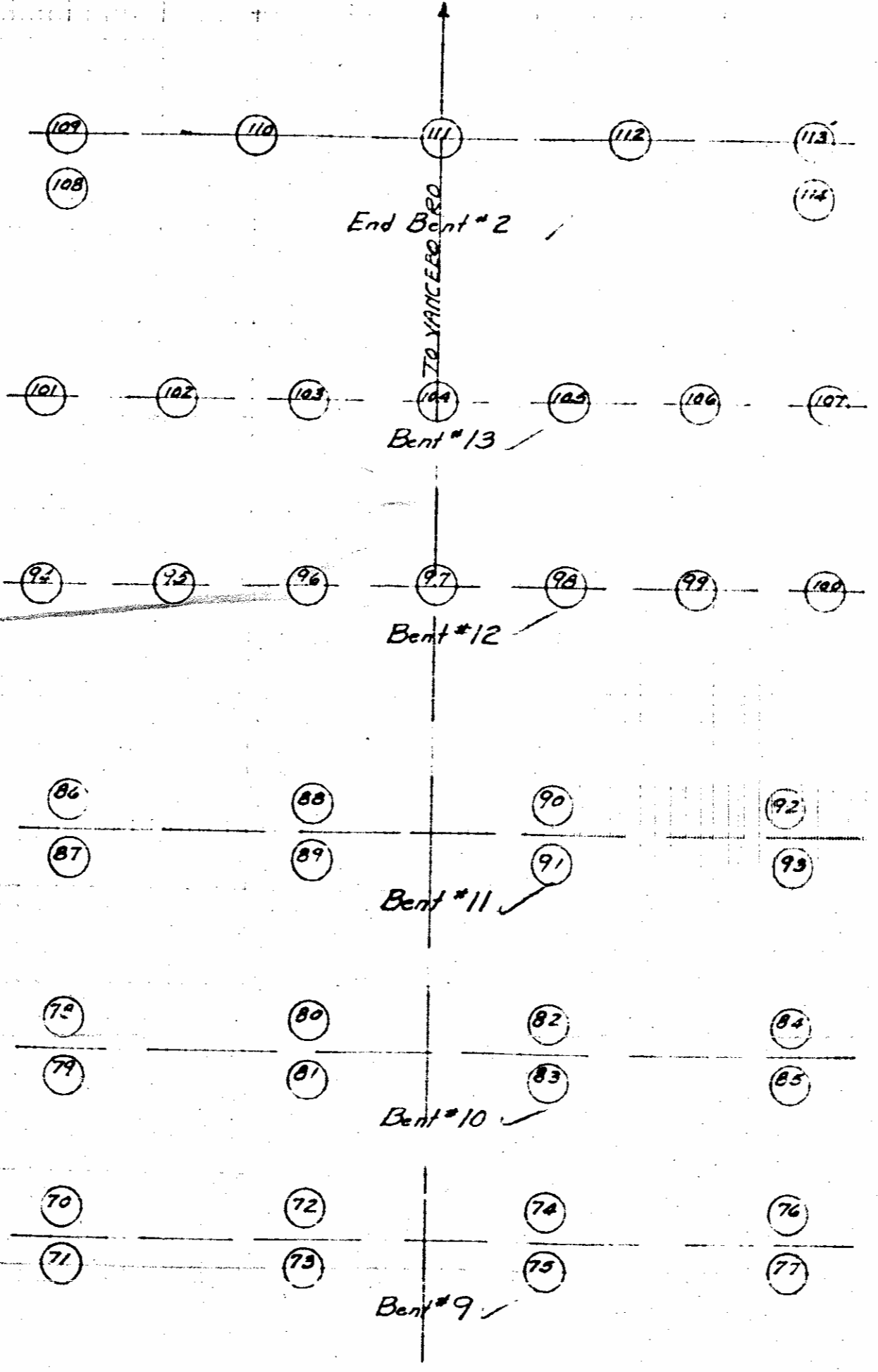
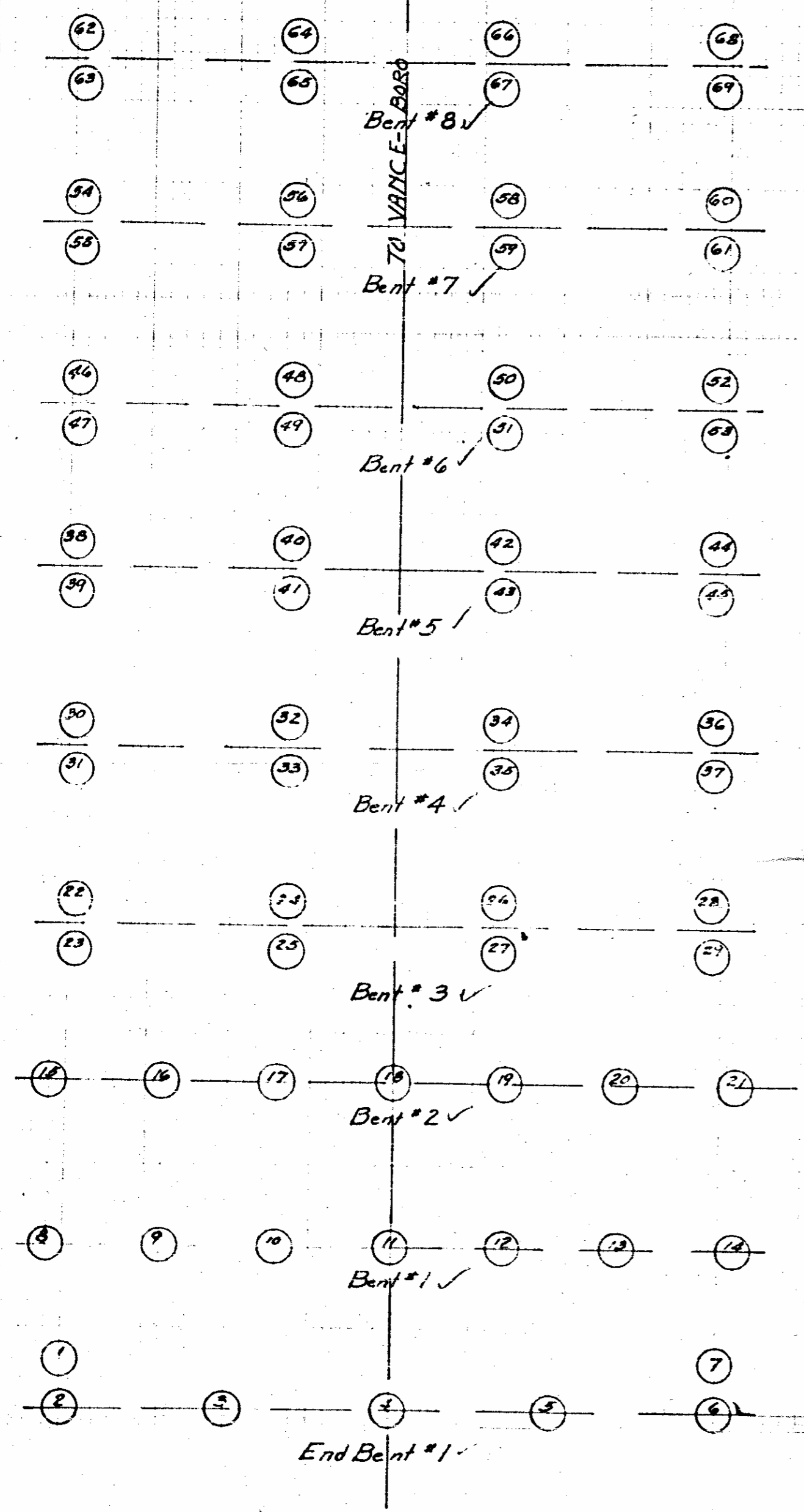
TEST PILES (See Book # 1 Pages 14-16)

TEST PILE NO 1 (See Book # 1 Page # 14)					TEST PILE NO 2 (See Book # 1 Page # 15)					TEST PILE NO 3 (See Book # 1 Page # 16)				
Location: Between bents 6 & 7, 20 Lt. C.					Location: Between bents 10 & 11, On C.					Location: Between bents 14 & 15, 5 Lt. A.				
Hammer: Gravity - Weight 2600 Lbs.					Hammer: Gravity; Weight 2600 Lbs.					Hammer: Gravity; Weight 2600 Lbs.				
Pile: 35'-6" Long; 12" @ butt; 8" @ tip					Pile: 35'-6" Long; 14" @ butt; 8" @ tip					Pile: 35'-8 1/2" Long; 12" @ butt - 9" @ tip				
Datum Elev 97.21					Datum Elev 97.10					Datum Elev 93.45				
Dist. below datum	B.P.F.	Avg. Pen. in inches	Drop	Bearing in tons	Dist. below datum	B.P.F.	Avg. Pen. in inches	Drop	Bearing in tons	Dist. below datum	B.P.F.	Avg. Pen. in inches	Drop	Bearing in tons
8'-6"-9'	1			Pile Set	1 2	2	6"	4'	Pile Set	2 3	3	3"	5'	26
9'-10'	4	3"	10'	6.5	2 3	4	3"	4'	26	3 4	4	3"	5'	32
10'-11'	2	6"	10'	37	3 4	6	2"	4'	35	4 5	3	4"	5'	76
11'-12'	3	4"	10'	5.2	4 5	4	3"	5'	32	5 6	4	3"	5'	32
12'-13'	4	3"	10'	65	5 6	3	4"	7'	36	6 7	4	3"	5'	32
13'-14'	5	24"	10'	76	6 7	1	12"	8'	16	7 8	7	17"	5'	18
14'-15'	5	24"	10'	76	7 8	1	12"	8'	16	8 9	10	12"	5'	59
15'-16'	6	2"	10'	87	8 9	1	12"	8'	16	9 10	11	109"	5'	67
16'-17'	5	24"	10'	76	9 10	1	12"	8'	16	10 11	6	2"	10'	87
17'-18'	7	17"	10'	96	10 11	1	12"	8'	16	11 12	5	24"	10'	76
18'-19'	8	15"	10'	104	11 12	1	12"	10'	20	12 13	4	3"	10'	67
19'-20'	7	17"	10'	96	12 13	2	6"	10'	37	13 14	6	2"	10'	87
20'-21'	6	2"	10'	87	13 14	4	3"	10'	65	14 15	7	17"	10'	96
21'-22'	7	17"	10'	96	14 15	3	4"	10'	52	15 16	6	2"	10'	87
22'-23'	6	2"	10'	87	15 16	5	24"	10'	76	16 17	7	17"	10'	96
23'-24'	8	15"	10'	104	16 17	4	3"	10'	65	17 18	9	133"	10'	111
24'-25'	7	17"	10'	96	17 18	4	3"	10'	65	18 19	10	0.80"	10'	144
25'-26'	8	15"	10'	104	18 19	5	24"	10'	76	19 20	13	0.92"	10'	135
26'-27'	7	17"	10'	96	19 20	6	2"	10'	87	20 21	12		10'	130
27'-28'	8	15"	10'	104	20 21	6	2"	10'	87	21 22	11	109"	10'	117
28'-29'	7	17"	10'	96	21 22	7	17"	10'	96	22 23	10	12"	10'	118
29'-30'	7	17"	10'	96	22 23	7	17"	10'	96	23 24	10	12"	10'	118
30'-31'	8	15"	10'	104	23 24	8	15"	10'	104	24 25	11	109"	10'	124
31'-32'	8	15"	10'	104	24 25	8	15"	10'	104	25 26	11	109"	10'	124
32'-33'	4	13"	10'	113	25 26	8	15"	10'	104	26 27	11	109"	10'	124
33'-34'	11	1.09"	10'	124	26 27	9	1.33"	10'	111	27 28	14	0.8"	10'	140
34'-35'	13	0.92"	10'	135	27 28	11	1.09"	10'	124	28 29	21	0.57"	10'	146
35'-36'	20	0.6"	10'	162	28 29	12	1"	10'	130	29 30	19	0.65"	10'	159
4 1/2"	10	0.45"	10'	179	29 30	12	1"	10'	130	30 31	20	0.6	10.5'	171
3 3/4"	5	0.775"	15'	220	30 31	14	0.86"	10'	140	31 32	23	0.52"	10'	171
3 1/2"	5	0.70"	15'	229	31 32	18	0.67"	10'	156	32 33	28	0.48"	10'	182
3 1/4"	5	0.65"	15'	236	5"	10	0.50"	10'	173	3"	5	0.775"	15'	220
3 1/2"	5	0.70"	15'	229	3"	10	0.50"	10'	173	3 3/4"	5	0.725"	15'	226
4"	5	0.80"	15'	231	3 3/8"	10	0.36"	10'	191	3"	5	0.6"	15'	244
4"	5	0.80"	15'	216	3"	5	0.6"	15'	244					
3 3/4"	5	0.75"	15'	223	2 7/8"	5	0.52"	15'	256					
3 3/4"	5	0.75"	15'	223	2 1/2"	5	0.50"	15'	260					

PILE RECORD (See Book #1 Pages #4-10)
 Proj 2-9-17-215

* Pile #3, orig length 54'-0" broke & 21' cut off. The remainder was driven in place and cut off 5'-5"
 * Pile #7 was originally Pile #41 in bent #5, 62'-0" long. This pile broke 1' and 10'-0" was cut off. The remainder was driven in place & 21' cut off.
 * A pile 53'-11" in length was used in place of pile originally ordered for #41.

TYPE HAMMER-GRAVITY WEIGHTHAMMER-2630L



Pile No	Measured Length	Ordered Length	Total Cut Off	Cut Off Excess	Pay Length	Final Last 5 Blows	Drop	Boring Intens
1	54' 0"	54' 0"	30' 5"	28' 5"	23' 7"	10"	10'	22.7
2	54' 0"	54' 0"	25' 7"	23' 7"	28' 5"	13"		19.3
* 3	33' 0"	54' 0"	9' 3"	7' 3"	23' 7"	13"		20.4
4	54' 0"	54' 0"	24' 11"	22' 11"	29' 11"	13"		20.8
5	54' 0"	54' 0"	25' 10"	23' 10"	28' 2"	13"		20.5
6	54' 0"	54' 0"	24' 1"	22' 1"	29' 11"	13"		20.4
* 7	52' 0"	54' 0"	21' 0"	19' 0"	31' 0"	13"		20.0
8	57' 0"	57' 0"	9' 5"	7' 5"	47' 7"	13"		19.3
9	57' 0"	57' 0"	3' 9"	1' 9"	53' 3"	13"		19.6
Bent 11	10	57' 2"	57' 0"	12' 0"	10' 0"	45' 2"	13"	20.0
11	57' 4"	57' 0"	15' 8"	11' 8"	43' 8"	13"		21.4
12	57' 0"	57' 0"	13' 1"	11' 1"	43' 11"	13"		20.4
13	57' 0"	57' 0"	13' 0"	11' 0"	44' 0"	13"		19.3
14	57' 0"	57' 0"	12' 3"	10' 3"	44' 9"	13"		20.0
15	57' 1"	57' 0"	13' 0"	11' 0"	44' 1"	13"		20.0
16	57' 9"	57' 0"	7' 8"	5' 8"	50' 1"	2"		19.6
17	57' 1"	57' 0"	15' 7"	11' 7"	43' 6"	13"		20.0
Bent 12	18	57' 0"	57' 0"	7' 9"	5' 9"	49' 3"	2"	18.6
19	56' 9"	57' 0"	8' 2"	6' 2"	48' 7"	2"		19.6
20	57' 0"	57' 0"	8' 0"	6' 0"	49' 0"	2"		19.6
21	54' 11"	57' 0"	12' 0"	10' 0"	44' 11"	13"		20.0
22	61' 9"	62' 0"	6' 6"	4' 6"	55' 3"	13"		19.3
23	62' 0"	62' 0"	5' 8"	3' 8"	56' 4"	13"		19.6
24	61' 9"	62' 0"	2' 0"	0' 0"	59' 9"	3"		20.4
Bent 3	25	61' 11"	62' 0"	7' 1"	5' 1"	54' 10"	13"	20.0
26	61' 9"	62' 0"	4' 2"	2' 2"	57' 7"	3"		20.1
27	61' 8"	62' 0"	5' 8"	3' 8"	56' 0"	3"		20.6
28	61' 10"	62' 0"	1' 7"	0' 0"	60' 3"	13"		19.3
29	61' 9"	62' 0"	1' 2"	0' 0"	60' 7"	13"		19.6
30	62' 0"	62' 0"	2' 8"	0' 8"	59' 4"	13"		20.0
31	61' 11"	62' 0"	8' 10"	6' 10"	53' 1"	13"		20.4
32	62' 2"	63' 0"	10' 3"	8' 3"	51' 11"	13"		20.0
33	61' 7"	62' 0"	9' 3"	7' 3"	52' 2"	13"		19.3
Bent 4	34	62' 0"	62' 0"	6' 4"	4' 4"	55' 8"	13"	20.0
35	62' 4"	62' 0"	5' 0"	3' 0"	57' 4"	13"		19.3
36	62' 0"	62' 0"	7' 5"	5' 5"	54' 7"	13"		20.0
37	61' 11"	62' 0"	3' 11"	1' 11"	58' 0"	2"		19.6
38	62' 0"	62' 0"	7' 11"	5' 11"	54' 1"	13"		20.0
39	62' 0"	62' 0"	10' 3"	8' 3"	51' 9"	13"		19.0
40	62' 0"	62' 0"	6' 2"	4' 2"	55' 10"	13"		20.0
Bent 5	* 41	53' 11"	62' 0"	4' 1"	2' 1"	49' 10"	1"	18.6
42	62' 0"	62' 0"	8' 6"	6' 6"	53' 6"	1"		20.7
43	61' 8"	62' 0"	10' 2"	8' 2"	51' 6"	13"		20.0
44	61' 8"	62' 0"	4' 11"	2' 11"	56' 9"	13"		19.0
45	61' 10"	62' 0"	1' 3"	0' 0"	60' 7"	2"		18.0
46	62' 0"	62' 0"	1' 7"	0' 0"	60' 5"	0"		20.0
47	62' 0"	62' 0"	3' 4"	1' 9"	58' 3"	2"		18.0
48	62' 4"	62' 0"	7' 8"	5' 8"	54' 8"	13"		20.0
Bent 6	49	62' 2"	62' 0"	10' 9"	8' 9"	51' 5"	1"	21.7
50	62' 0"	62' 0"	4' 6"	2' 6"	57' 6"	13"		19.0
51	61' 8"	62' 0"	6' 9"	4' 9"	54' 11"	1"		21.1
52	61' 10"	62' 0"	6' 10"	4' 10"	55' 0"	13"		20.0
53	61' 11"	62' 0"	8' 1"	6' 1"	53' 15"	13"		20.0
54	62' 0"	62' 0"	3' 3"	1' 3"	58' 9"	13"		20.0
55	62' 0"	62' 0"	4' 5"	2' 5"	57' 7"	13"		20.0
Bent 7	56	61' 0"	62' 0"	4' 8"	2' 8"	56' 4"	13"	20.0
57	62' 0"	62' 0"	6' 11"	4' 11"	55' 1"	7"		18.0
58	61' 8"	62' 0"	7' 7"	5' 7"	54' 1"	13"		20.0
59	62' 3"	62' 0"	5' 2"	3' 2"	57' 1"	13"		20.0
Sub total	3490' 4"	3532' 0"	1331' 5"	1032' 16"	114'			

PILE RECORD CONT'D
 PROJ. 2-9-17-215

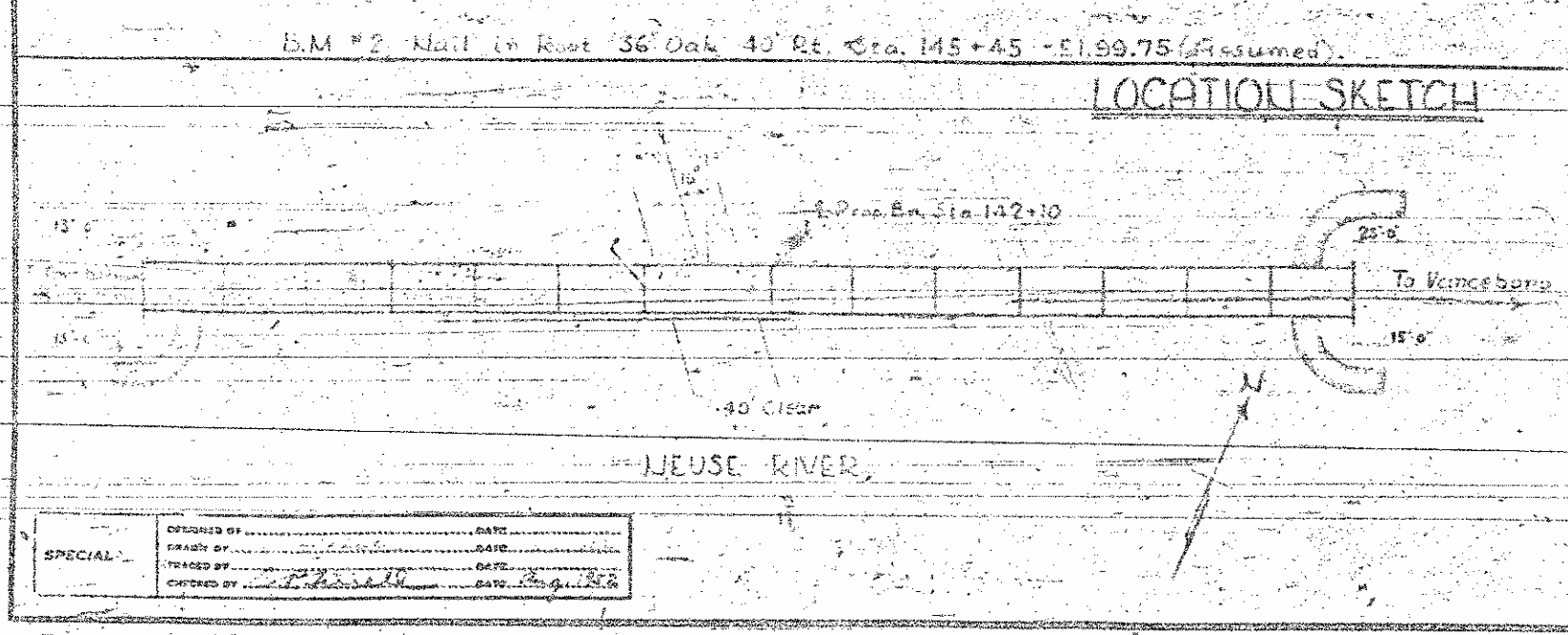
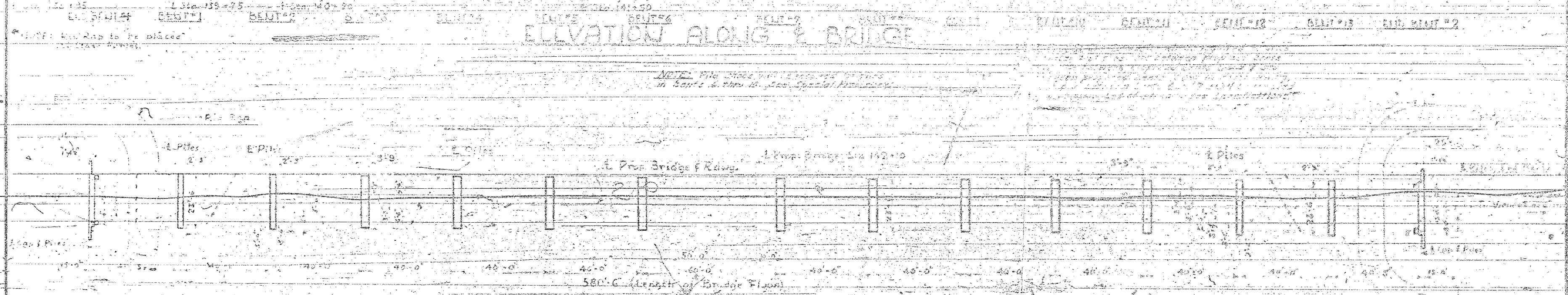
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 2-9-17-215 5

Pile No	Measured Length	Ordered Length	Total Cut Offs	Cut Offs in Excess of 2'	Pay Length	Penet Lost 5 Blows	Drop	Bearing In Tons	
Brought Forward	3498'-4"	3532'-0"	531'-5"	415'-10"	2966'-11"		10'		
60	61'-4"	62'-0"	4'-5"	2'-5"	56'-11"	1 1/2"		20.0	
61	62'-2"	62'-0"	6'-9"	4'-9"	55'-3"	1 1/2"		24.5	
62	62'-2"	62'-0"	4'-3"	2'-3"	57'-11"	1 1/2"		20.0	
63	62'-0"	62'-0"	6'-10"	4'-10"	55'-2"	1"		21.7	
64	62'-0"	62'-0"	3'-10"	1'-10"	58'-2"	1 1/2"		20.0	
Bent 8	65	61'-11"	62'-9"	5'-11"	56'-0"	1"		21.7	
66	61'-11"	62'-0"	6'-2"	4'-2"	55'-9"	2"		18.6	
67	62'-0"	62'-0"	6'-11"	4'-11"	55'-1"	1 1/2"		20.0	
68	62'-1"	62'-0"	5'-10"	3'-10"	56'-3"	2"		18.6	
69	62'-0"	62'-0"	2'-0"	0'-0"	60'-0"	2 1/2"		17.3	
70	61'-10"	62'-0"	9'-9"	7'-9"	52'-7"	1 1/2"		20.0	
71	62'-1"	62'-0"	9'-4"	7'-4"	52'-9"	0"		26.0	
Bent 9	72	62'-2"	62'-0"	8'-4"	6'-4"	53'-10"	1 1/2"	19.3	
73	62'-0"	62'-0"	9'-3"	7'-3"	52'-9"	0"		26.3	
74	62'-1"	62'-0"	9'-9"	7'-9"	52'-4"	1"		21.7	
75	61'-11"	62'-0"	10'-7"	8'-7"	51'-4"	1"		21.7	
76	62'-0"	62'-0"	10'-3"	8'-3"	51'-9"	1 1/2"		20.0	
77	62'-1"	62'-0"	12'-2"	10'-2"	49'-11"	1"		21.7	
78	62'-1"	62'-0"	13'-3"	11'-3"	48'-10"	1"		21.7	
79	62'-0"	62'-0"	12'-0"	10'-0"	50'-0"	0"		26.0	
Bent 10	80	61'-7"	62'-0"	8'-4"	6'-4"	53'-3"	1 1/2"	20.0	
81	61'-10"	62'-0"	13'-4"	11'-4"	48'-6"	0"		26.0	
82	61'-6"	62'-0"	8'-1"	6'-1"	55'-5"	1"		21.7	
83	62'-1"	62'-0"	6'-1"	4'-1"	56'-0"	1 1/2"		20.0	
84	62'-0"	62'-0"	6'-9"	4'-9"	55'-3"	1"		21.7	
85	61'-6"	62'-0"	3'-0"	1'-0"	58'-6"	1"		21.7	
86	57'-0"	57'-0"	10'-1"	8'-1"	46'-11"	1 1/2"		20.0	
87	57'-0"	57'-0"	6'-3"	4'-3"	50'-9"	1"		21.7	
Bent 11	88	57'-0"	57'-0"	11'-4"	9'-4"	45'-8"	1 1/2"	20.0	
89	57'-1"	57'-0"	12'-8"	10'-8"	44'-5"	1 1/2"		20.0	
90	57'-2"	57'-0"	10'-5"	8'-5"	46'-7"	2 1/2"		17.3	
91	57'-2"	57'-0"	11'-7"	9'-7"	46'-1"	1 1/2"		20.0	
92	57'-1"	57'-0"	11'-6"	9'-6"	45'-7"	1 1/2"		20.8	
93	57'-2"	57'-0"	0'-4"	0'-0"	56'-10"	3 1/2"		16.0	
94	57'-1"	57'-0"	10'-0"	8'-0"	47'-1"	1 1/2"	10'	18.9	
95	57'-0"	57'-0"	12'-0"	10'-0"	45'-0"	1 1/2"	12'	25.0	
Bent 12	96	57'-0"	57'-0"	10'-1"	8'-1"	46'-11"	1 1/2"	27.7	
97	57'-0"	57'-0"	12'-2"	10'-2"	44'-10"	1 1/2"	12'	27.7	
98	57'-0"	57'-0"	10'-0"	8'-0"	47'-0"	1 1/2"	12'	22.7	
99	57'-0"	57'-0"	11'-1"	9'-1"	45'-11"	1 1/2"	12'	22.7	
100	57'-2"	57'-0"	12'-0"	10'-0"	45'-2"	1 1/2"	12'	18.9	
101	54'-1"	54'-0"	13'-1"	11'-1"	41'-0"	0"	12'	31.2	
102	53'-11"	54'-0"	2'-3"	0'-3"	51'-8"	2 1/2"	12'	20.8	
Bent 13	103	54'-0"	54'-0"	8'-10"	6'-10"	45'-2"	2 1/2"	12'	20.8
104	54'-1"	54'-0"	5'-5"	3'-5"	48'-8"	1 1/2"	10'	20.8	
105	54'-2"	54'-0"	3'-0"	1'-0"	51'-2"	1 1/2"	12'	24.9	
106	54'-0"	54'-0"	2'-0"	0'-0"	52'-0"	3 1/2"	12'	18.4	
107	54'-1"	54'-0"	9'-6"	7'-6"	44'-7"	1 1/2"	12'	24.9	
* 108	32'-0"	54'-0"	2'-0"	0'-0"	30'-0"	1 1/2"	15'	34.7	
* 109	54'-0"	54'-0"	5'-0"	3'-0"	49'-0"	1 1/2"	15'	31.2	
E.B. 2	* 110	40'-0"	54'-0"	2'-0"	0'-0"	38'-0"	3 1/2"	15'	22.3
111	54'-1"	54'-0"	4'-3"	2'-3"	49'-10"	2 1/2"	15'	26.0	
112	54'-0"	54'-0"	5'-6"	3'-6"	48'-6"	2 1/2"	15'	26.0	
113	54'-2"	54'-0"	6'-2"	4'-2"	48'-0"	1 1/2"	15'	31.2	
114	54'-0"	54'-0"	8'-1"	6'-1"	45'-11"	1 1/2"	15'	31.2	
Grand Totals	6685'-2"	6755'-0"	962'-8"	738'-9"	5722'-6"		10'	312	

* The orig. lengths of piles #108, 109 & 110 was 54'-2", 54'-0" & 54'-0", resp.
 Pile #108 broke and was discarded. (See notes below)
 * Pile #109 broke and 22' was cut off. A new 54' pile was substituted
 The remaining 32' was driven as pile #108.
 * Pile #110 originally 54'-0" long 3' pit & 14' was cut off. The
 remaining 40' was driven in place.

FINAL SURVEY DATE: 08/08/08

OR FINAL SURVEY DATE: 08/08/08



TOTAL BILL OF MATERIALS

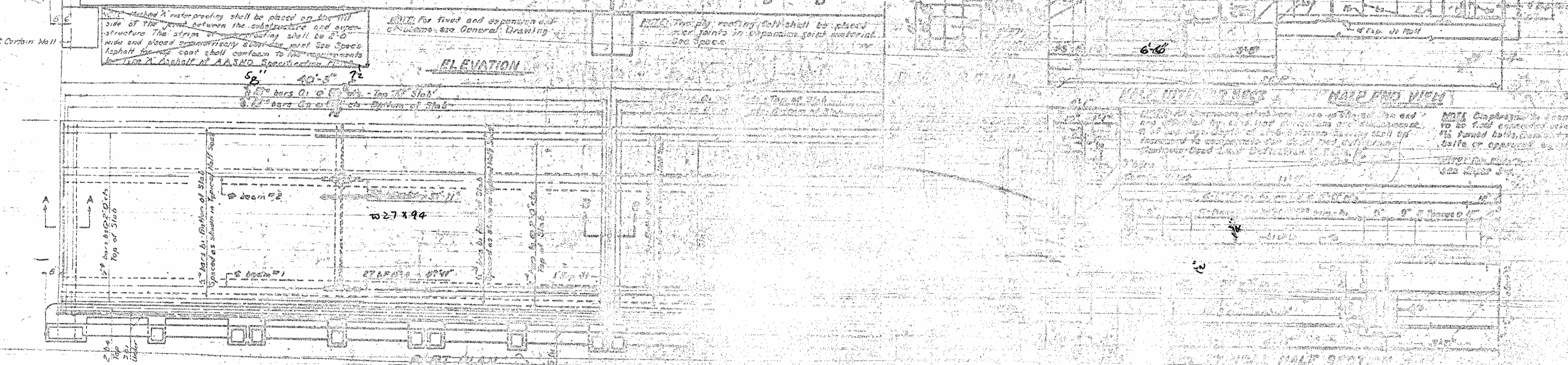
Span	Class of Concrete	Rein. Cu. Yds.	Structural Steel	Gr. Timber Piles	Crsg. Stone	Abutment of Masonry	Abutment of Concrete	Abutment of Steel	Abutment of Wood
Span A	443.6	6,825	207,500						
Span B	39.1	7,522	20,500						
Span C	6.5	1,050	2,500						
Span D	4.5	751	1,500						
Span E	7.5	1,177	2,500						
Span F	7.5	1,177	2,500						
Span G	7.5	1,177	2,500						
Span H	7.5	1,177	2,500						
Span I	7.5	1,177	2,500						
Span J	7.5	1,177	2,500						
Span K	7.5	1,177	2,500						
Span L	7.5	1,177	2,500						
TOTAL	483.0	90,168	245,200	114	10,707	1,000	1,000	1,000	1,000

PROJECT NO. 2-2-17-215
GRAVEN COUNTY
 STATION 142+10

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

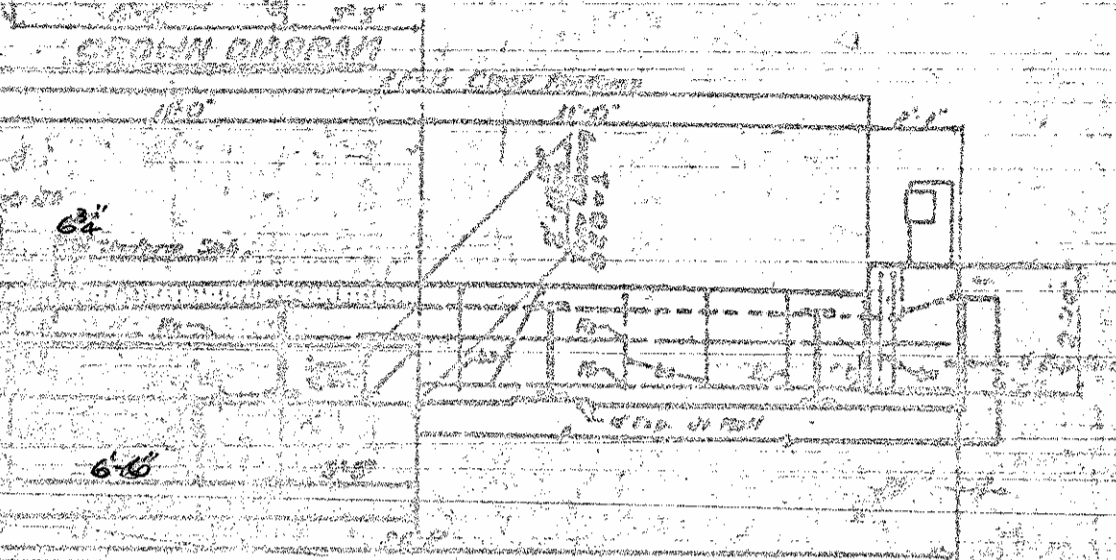
GENERAL DRAWING
 OF BRIDGE OVER NEUSE RIVER
 IN COUNTY OF GRAVEN, N.C.
 PORT BARNWELL & VAUGHAN
 JULY 1928

Ref 507 1470-17-138 2



SPECIAL	REVISION	DATE	BY	CHKD

NO.	DATE	REVISION	BY	CHKD
1				
2				

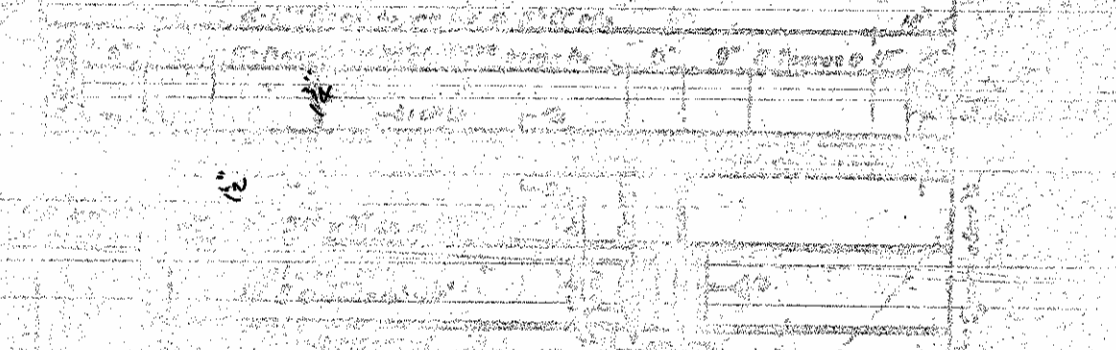


WELDING NOTES

1. All welds shall be made in accordance with the specifications of the U.S. Navy.

2. All welds shall be made in accordance with the specifications of the U.S. Navy.

3. All welds shall be made in accordance with the specifications of the U.S. Navy.



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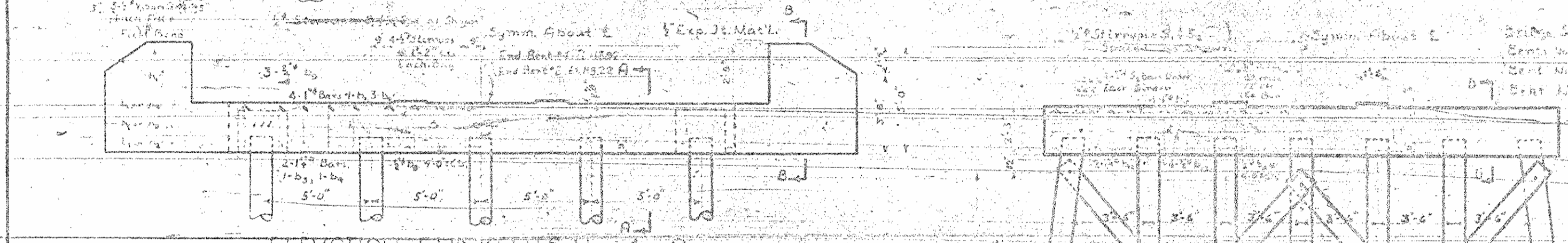
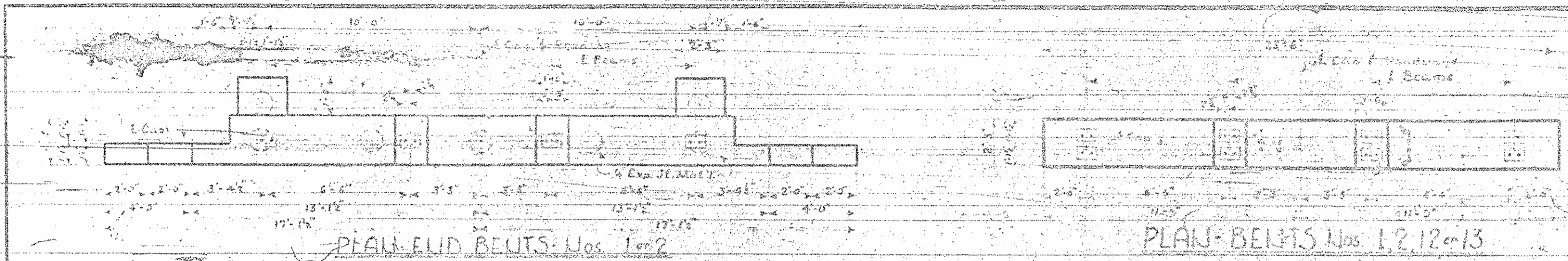
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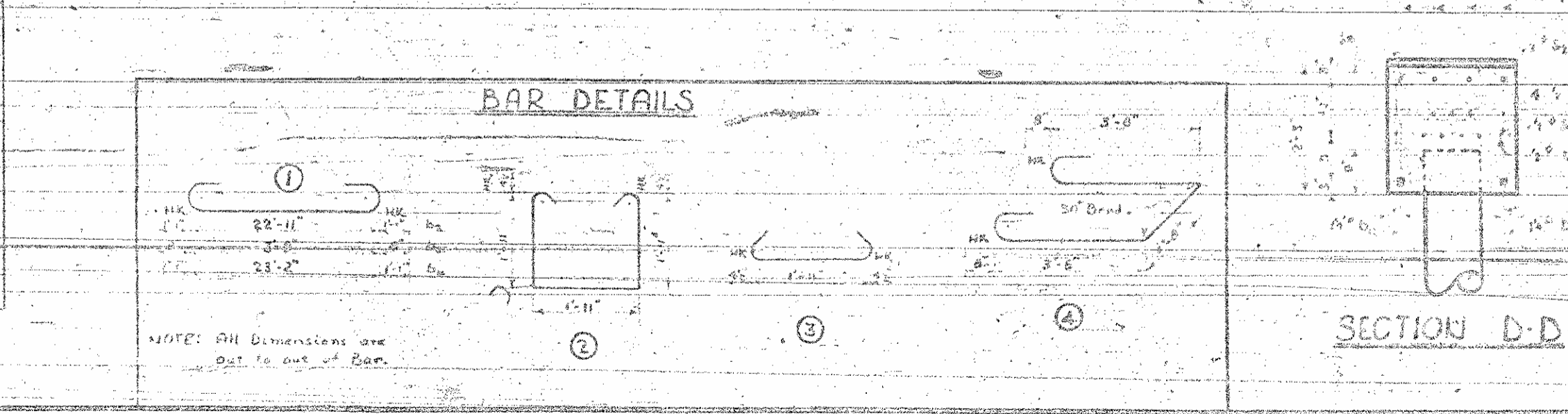
3. All welds shall be made in accordance with the specifications of the U.S. Navy.



NOTE: Piles in Belts Nos. 1, 2, 12, 13 to be Driven to a Minimum Bearing Capacity of 10 Tons Each.

PLATE LOCATIONS		
Beam No.	Low Side	High Side
Beam 1	A 1 B	A 1 B
Beam 2	A 1 B	A 1 B
Beam 3	A 1 B	A 1 B
Beam 4	A 1 B	A 1 B
Beam 5	A 1 B	A 1 B
Beam 6	A 1 B	A 1 B
Beam 7	A 1 B	A 1 B
Beam 8	A 1 B	A 1 B
Beam 9	A 1 B	A 1 B
Beam 10	A 1 B	A 1 B
Beam 11	A 1 B	A 1 B
Beam 12	A 1 B	A 1 B
Beam 13	A 1 B	A 1 B
Beam 14	A 1 B	A 1 B
Beam 15	A 1 B	A 1 B
Beam 16	A 1 B	A 1 B
Beam 17	A 1 B	A 1 B
Beam 18	A 1 B	A 1 B
Beam 19	A 1 B	A 1 B
Beam 20	A 1 B	A 1 B

SPECIAL: APPROVED BY: [Signature] DATE: [Date]
 DRAWN BY: [Signature] DATE: [Date]
 CHECKED BY: [Signature] DATE: [Date]



Bar No.	Size	Type	Length	Weight
b1	1 1/2"	Stc	23'-9"	10
b2	1 1/2"	Stc	25'-7"	11
b3	1 1/2"	Stc	33'-0"	14
b4	1 1/2"	Stc	33'-0"	14
b5	1 1/2"	Stc	33'-0"	14
b6	1 1/2"	Stc	23'-0"	10
b7	1 1/2"	Stc	23'-0"	10
b8	1 1/2"	Stc	23'-0"	10
b9	1 1/2"	Stc	23'-0"	10
b10	1 1/2"	Stc	23'-0"	10
b11	1 1/2"	Stc	23'-0"	10
b12	1 1/2"	Stc	23'-0"	10
b13	1 1/2"	Stc	23'-0"	10
b14	1 1/2"	Stc	23'-0"	10
b15	1 1/2"	Stc	23'-0"	10
b16	1 1/2"	Stc	23'-0"	10
b17	1 1/2"	Stc	23'-0"	10
b18	1 1/2"	Stc	23'-0"	10
b19	1 1/2"	Stc	23'-0"	10
b20	1 1/2"	Stc	23'-0"	10

PROJECT NO. 2-9-17-215
 CRAWEN COUNTY
 STATION 142 MID
 END BELTS Nos. 1 & 2
 BELTS Nos. 1, 2, 12 & 13
 STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SUBSTRUCTURE
 JULY 1952

