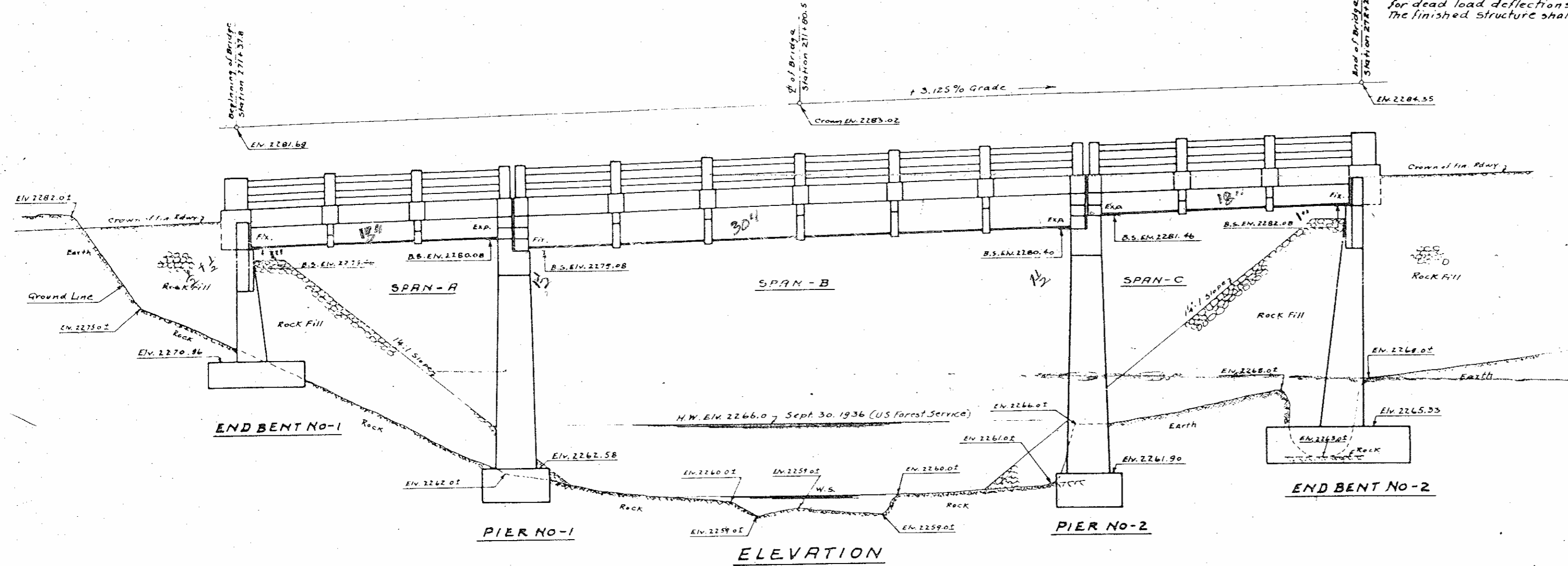


FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	CO. 533	7	7

N.C. Forest Highway Proj. No. 6-5

NOTE: This bridge is to be built on a 3.125% grade. The grade shown is for Crown of finished Roadway. The railings curbs and beams to follow the same percent grade. Sides of railing posts to be vertical and tops horizontal. The elevations shown do not include any allowance for dead load deflections. The finished structure shall have the grade as shown.



**DESIGN DATA**

Specifications (except as noted otherwise) A. R. S. H. O.  
 Assumed Live Load 4-15  
 Reinforcing Steel in Tension 16,000 Lbs. per Sq. In.  
 Concrete in Compression Superstructure 800 Lbs. per Sq. In.  
 Concrete in Compression Substructure 650 Lbs. per Sq. In.  
 Horizontal Surcharge 300 Lbs. per Sq. In.  
 Designed in accordance with the U.S. Forest Service Standards.

**GENERAL NOTE**

CONCRETE: class "A" concrete shall be used throughout. Maximum size of coarse aggregate to be 1 1/2" except in hand rails. Maximum size of coarse aggregate in hand rails to be 2". The diaphragms, slab and curbs shall be poured in one continuous operation allowing no time for initial set to take place between them. No construction joints other than shown on plans will be permitted. Concrete shall be compacted by Mechanical Vibration. See Special Specification in Proposal.

CHAMFERS: All exposed corners of concrete in superstructure to be chamfered 3/8". Except expansion joints, the corners of which shall be chamfered 3/8". All exposed corners of substructure shall be chamfered 1".

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. Laps to be at least 50 diameters.

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

STRUCTURAL STEEL: Structural steel shall meet all the requirements of the North Carolina State Highway and Public Works Commission Specifications and shall be given one shop coat and one field coat of red lead and, lastly, one field coat of Aluminum paint. (Second field coat) See Specifications. Detailed drawings for structural steel shall be submitted for approval. Unchecked drawings will be accepted. All field connections are to be riveted. Unless otherwise noted all rivets shall be 3/4".

DEFLECTIONS: Shop Camber beams for Span-B to take care of dead load deflections.

FOUNDATIONS: End Bent footings to be carried down at least 6" into rock and Pier footings at least 12" into rock.

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

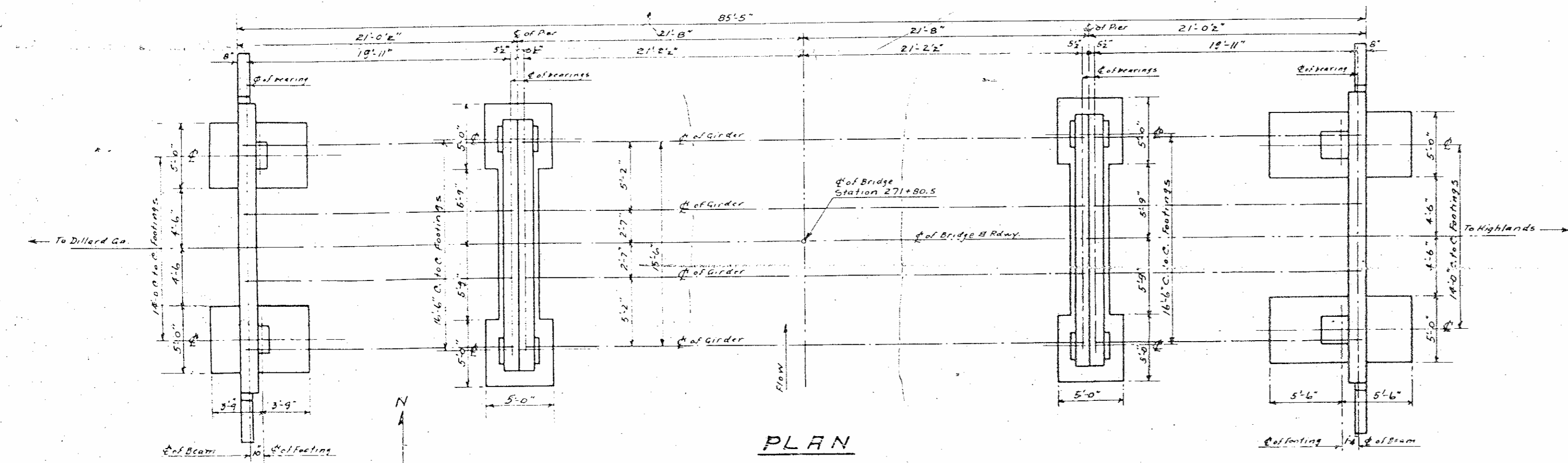
NON PAY ITEMS: No allowance will be made for items called for on the plans unless shown as a pay item in the proposal. The entire cost of such items complete in place including labor, material, tools, equipments and incidentals shall be included in the unit prices bid for the several pay items.

MATERIAL AND WORKMANSHIP: All material and workmanship as per the Specifications of the North Carolina State Highway and Public Works Commission.

TEMPORARY CROSSING: A temporary crossing will be required. The existing bridge located upstream from the proposed structure may be used as a temporary crossing and shall afterwards be left in place. See Specifications.

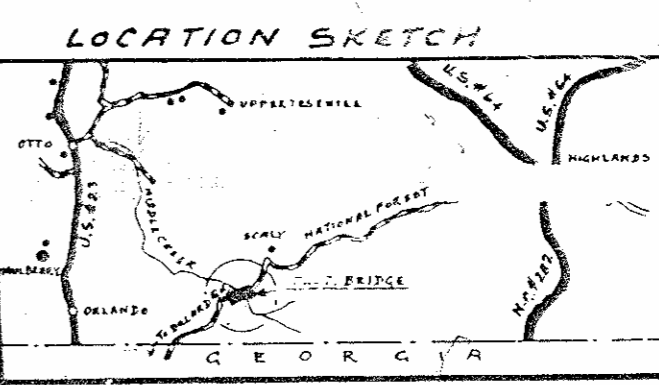
B.M. Spike in 20" Spanish Oak (near Creek Bank) 4.5' left of Station 271+30. Elev. 2276.57

PROJECT NO. CO. 533  
 MARCON COUNTY  
 STATION 271+80.5



TOTAL BILL OF MATERIAL					DIVISION OF CLASS "A" CONCRETE	
	Class "A" Conc. Cu. Yds.	Reinforcing Steel Lbs.	Struct. Steel (Appx. Wt.) Lbs.	Method "A" W. Prod. Sq. Yds.	Maximum size of Coarse Aggregate 1 1/2" Cu. Yds.	Maximum size of Coarse Aggregate 1 1/2" Cu. Yds.
SUPERSTRUCT.	652	12,129	28,590		49	151.5
END BENT NO-1	11.0	2,245		7		
PIER NO-2	30.0	2,273				
END BENT NO-2	21.2	3,510		7		
<b>TOTAL</b>	<b>714.2</b>	<b>22,274</b>	<b>28,590</b>	<b>14</b>		<b>155.9</b>

\* Includes 1868 Lbs. of Galv. Steel to be paid for as Reinf. Steel. Revised for Elevations & Quantities 1/14/36. C.F.B. - L.V.



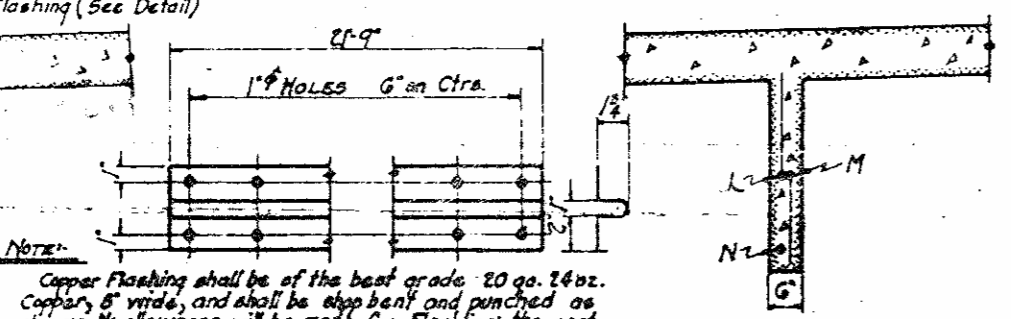
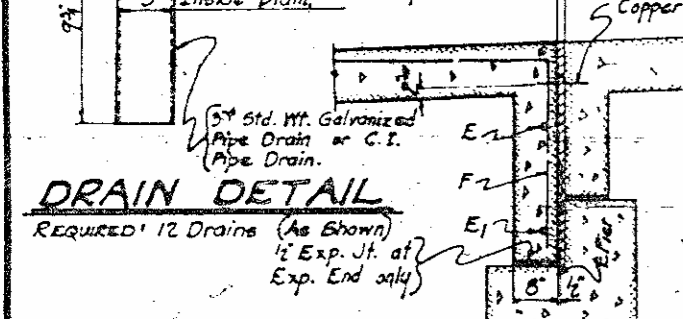
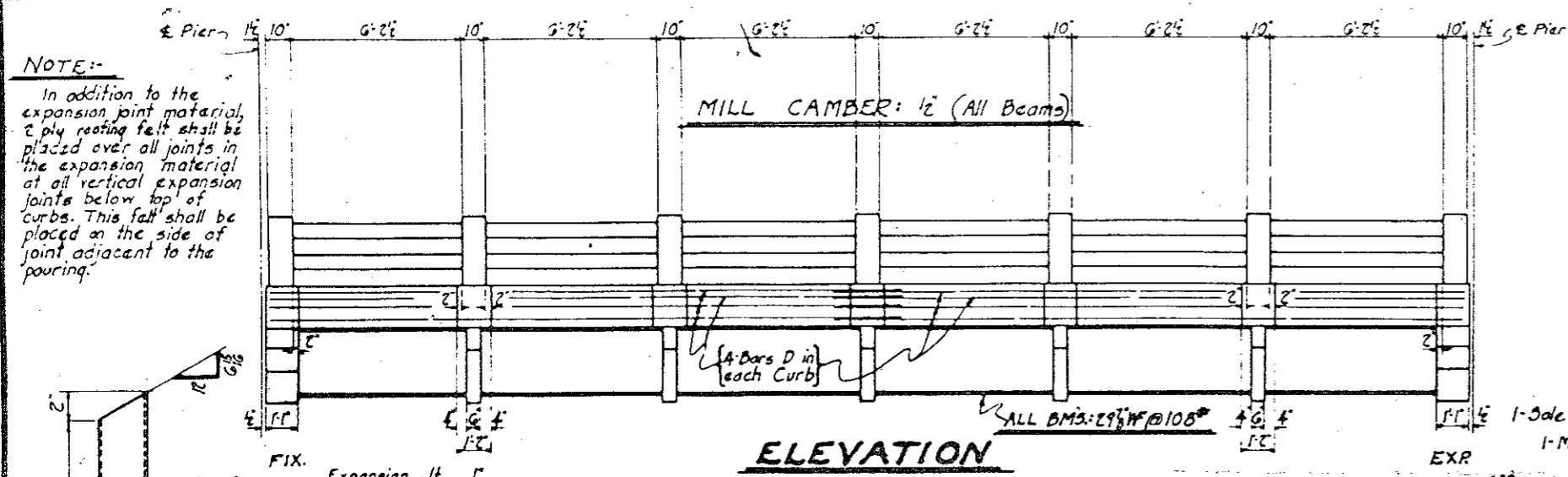
STATE OF NORTH CAROLINA  
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION  
 GENERAL PLAN  
 MIDDLE CREEK BRIDGE  
 DILLARD HIGHLANDS  
 NATIONAL FOREST ROAD  
 NOVEMBER-1937

SUBMITTED BY: *W. L. Brown* BRIDGE ENGINEER  
 APPROVED BY: *W. J. ...* DATE: 11/26/37 STATE HIGHWAY ENGINEER

PLAN NO. *114-76-C.F.B.-L.V.*

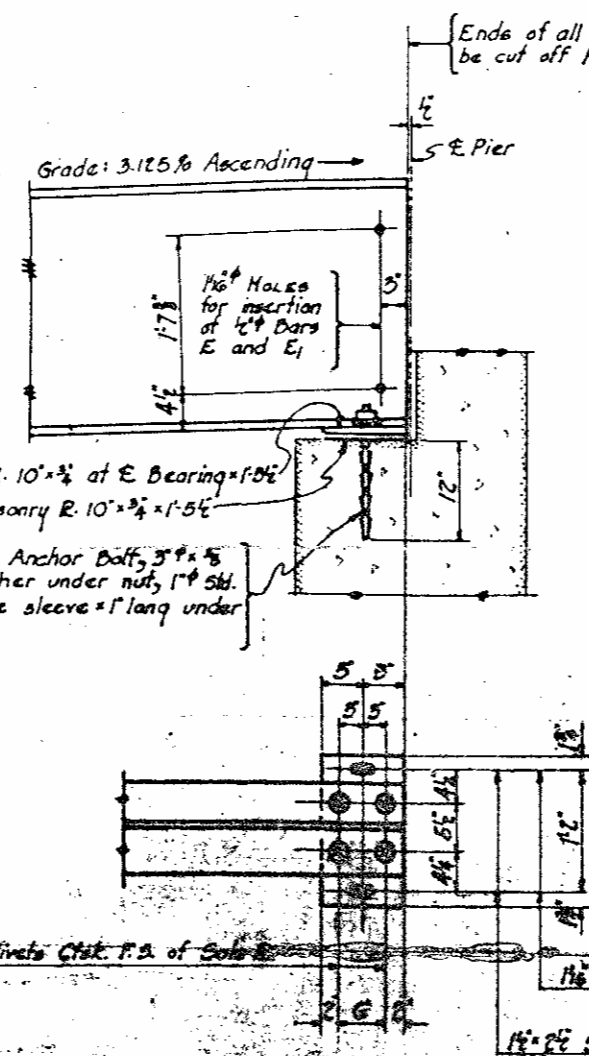
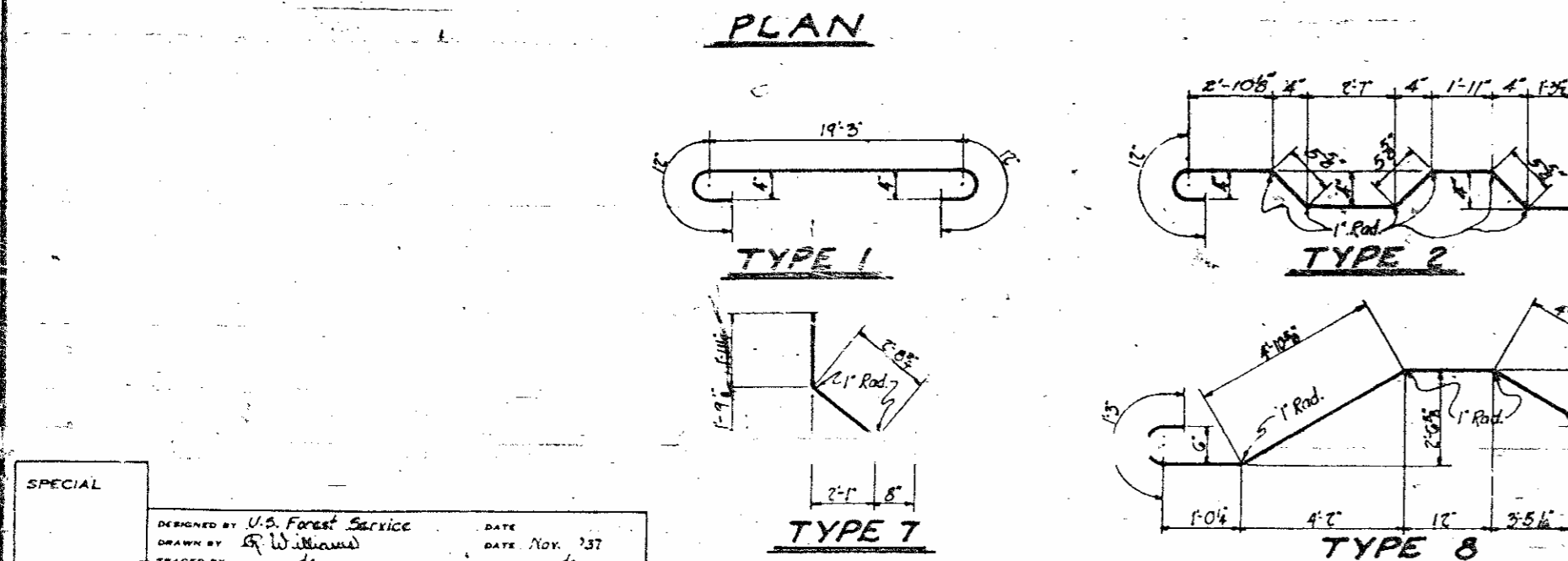
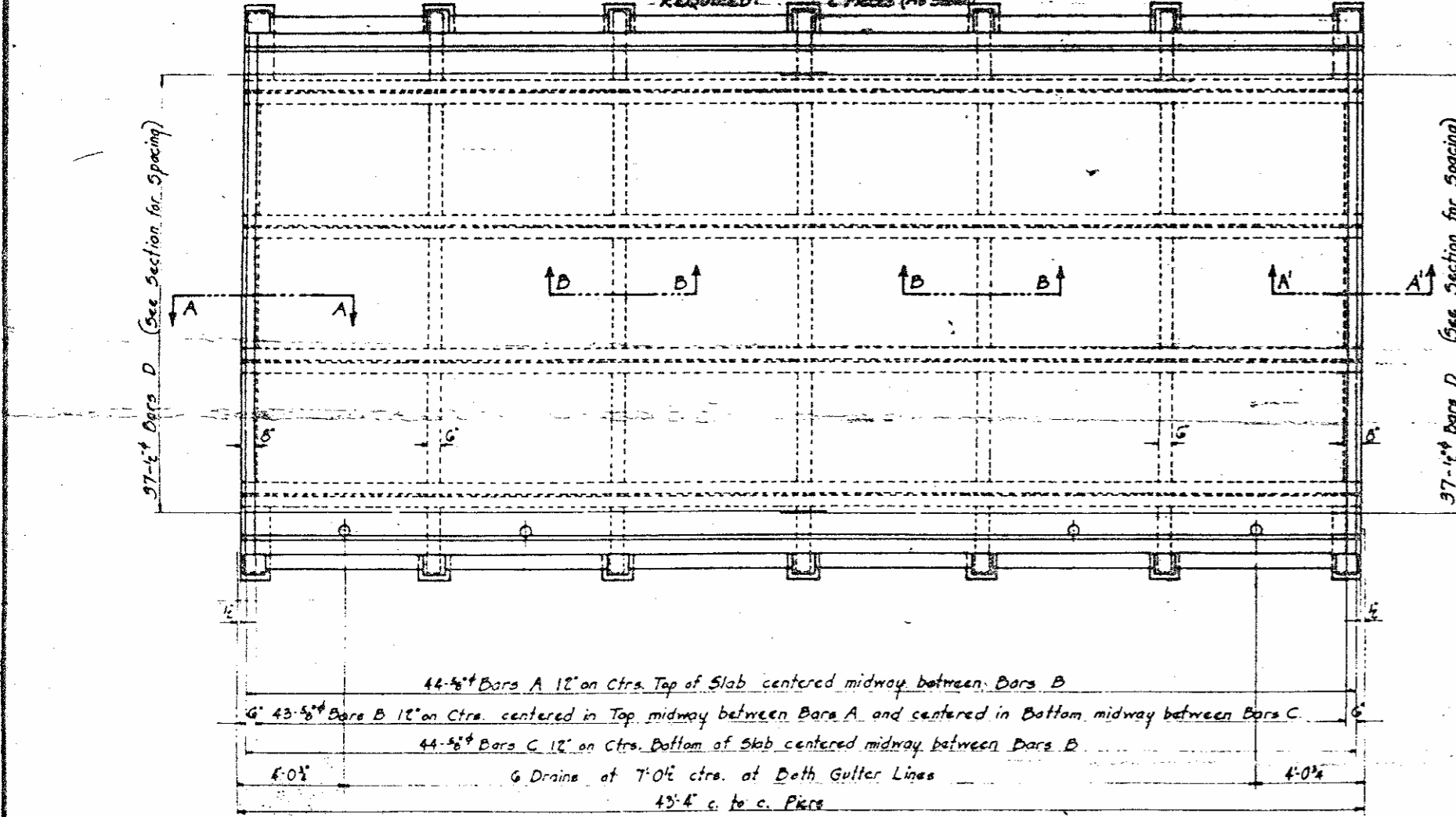
SPECIAL  
 DESIGNED BY U.S. FOREST SERVICE  
 DRAWN BY *C. ...*  
 CHECKED BY *C. ...*  
 DATE: 11/1937

**NOTE:**  
In addition to the expansion joint material, a ply resting felt shall be placed over all joints in the expansion material at all vertical expansion joints below top of curbs. This felt shall be placed on the side of joint adjacent to the pouring.



**COPPER FLASHING DETAIL**  
REQUIRED: 2 Places (As Shown)

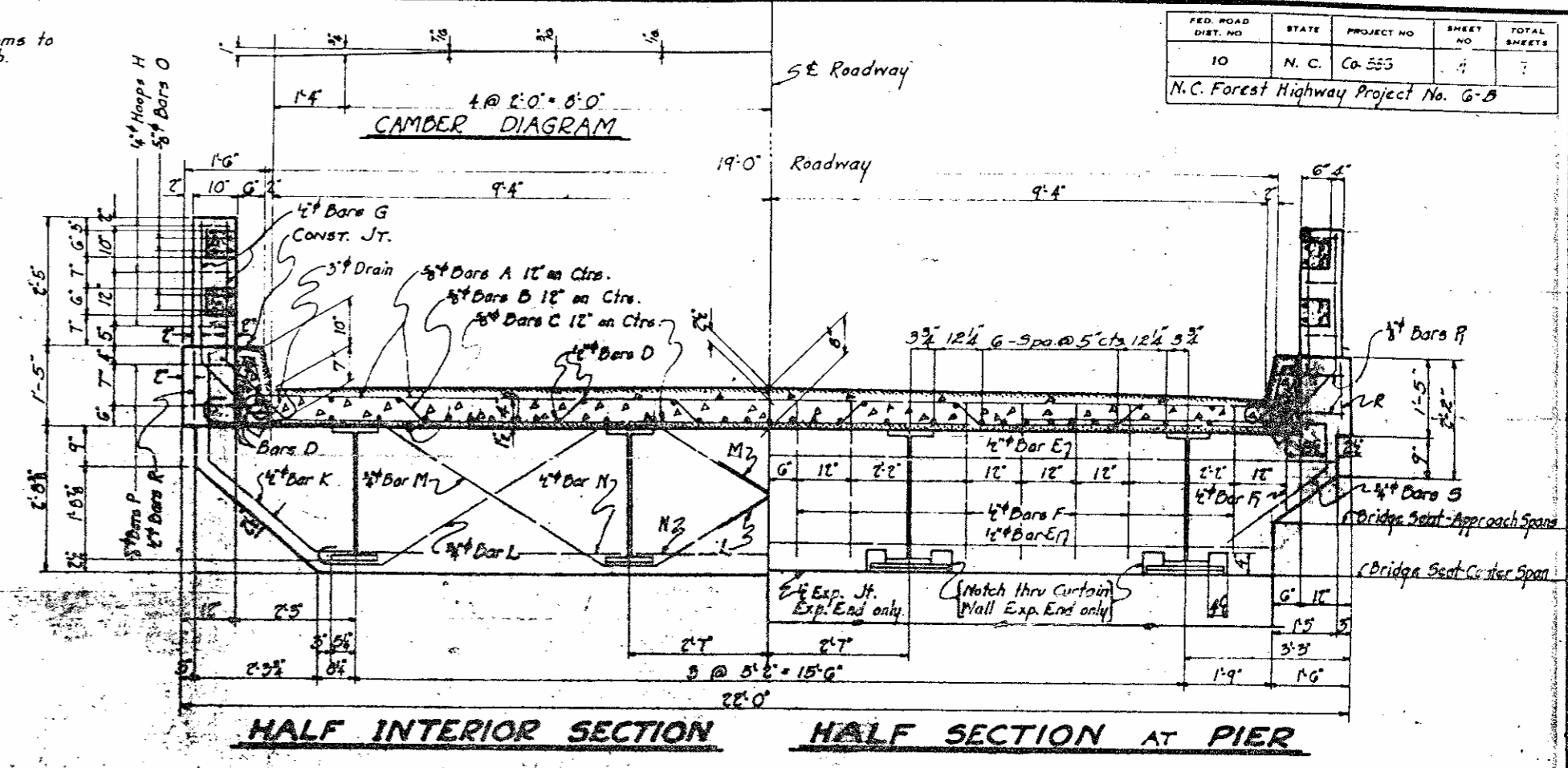
NOTE: Copper Flashing shall be of the best grade, 20 ga. 24 oz. Copper, 5" wide, and shall be sheared and punched as shown. No allowance will be made for Flashing; the cost of same, complete in place, including tools, labor and incidental pertaining thereto, shall be included in the unit price bid for Class A Concrete.



TYPICAL BEARING DETAIL FOR BEAMS

**DIVISION OF CLASS A CONCRETE**

Maximum Size of Coarse Aggregate	Cu Yds.
1 1/2"	30.5
2"	2.5
<b>TOTAL CLASS A CONCRETE, Cu Yds.</b>	<b>32.8</b>

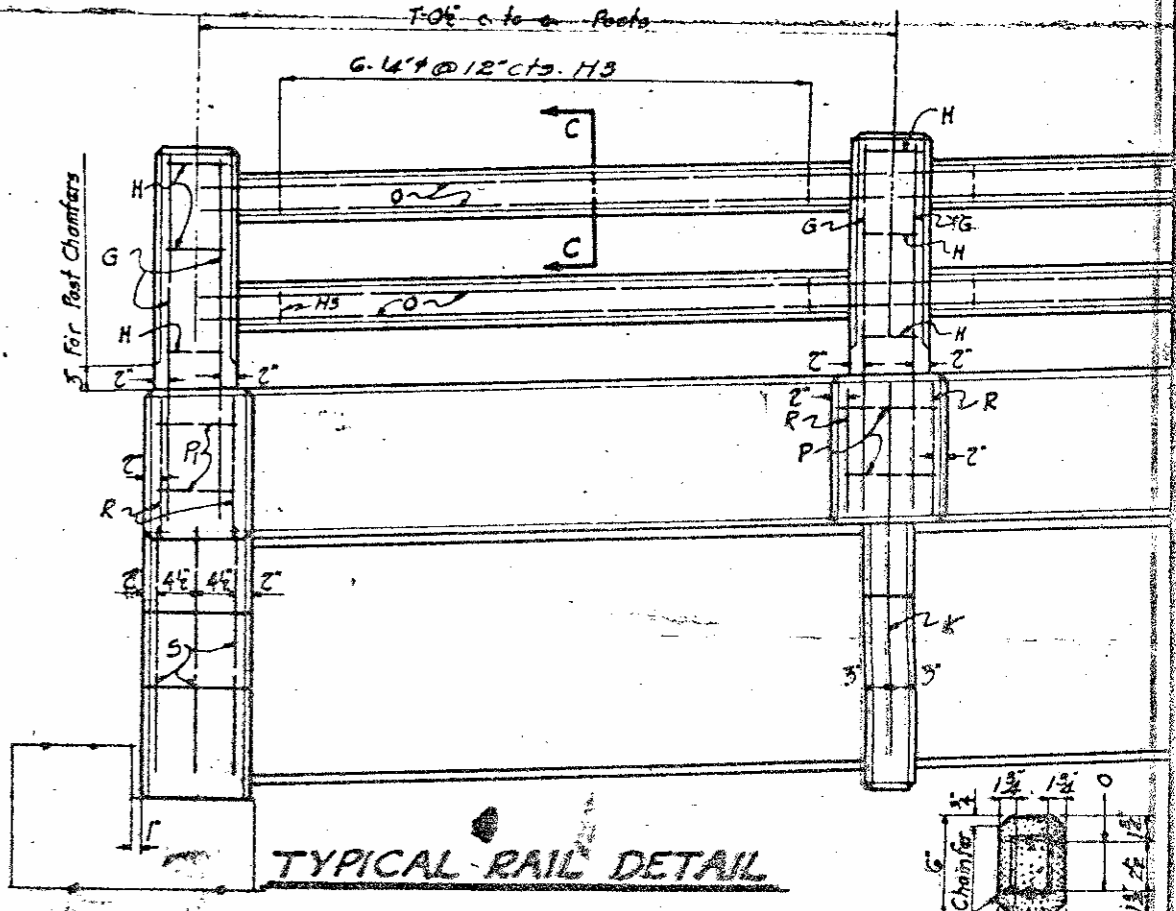


**BILL OF MATERIAL FOR SPAN 'B'**

Bar	No.	Size	Type	Length	Weight
A	44	3/4"	1	21'-5"	975
B	43	"	2	22'-1"	990
C	14	"	3	21'-7"	910
D	40	1/2"	Straight	22'-6"	15.59
E	2	"	"	21'-2"	18
E1	2	"	"	18'-6"	15
F	18	"	4	5'-6"	105
H	4	"	4	4'-5"	12
G	56	"	5	4'-9"	118
H1	10	"	6	2'-6"	18
K	10	3/4"	7	5'-1"	57
L	10	3/4"	8	18'-2"	183
M	10	"	9	14'-9"	114
N	15	1/2"	Straight	5'-0"	50
O	96	3/4"	"	2'-9"	676
P	20	3/4"	10	3'-11"	79
R	8	"	10	3'-10"	12
S	12	3/4"	Straight	1'-5"	15
S1	12	3/4"	"	9'-5"	167
H2	144	1/2"	6	1'-6"	56

REINFORCING STEEL, Lbs. 6057  
 STRUCTURAL STEEL, Lbs. (Approximate) 6819.0  
 CLASS A CONCRETE, Cu. Yds. 32.8

\* Galvanized steel bars which shall be paid for as Reinforcing Steel (908 Lbs. thus included).  
 \*\* Includes 6 Lbs. of Galvanized Pipe Drains which shall be paid for as Structural Steel.



NOTE: For General Note and Design Data see General Drawing.

PROJECT NO. Co. 555  
 MACON COUNTY  
 STA: 271+80.5  
 SPAN 'B'

STATE OF NORTH CAROLINA  
 STATE HIGHWAY AND  
 PUBLIC WORKS COMMISSION  
 RALEIGH

**SUPERSTRUCTURE DETAILS**  
 MIDDLE CREEK BRIDGE  
 DILLARD-HIGHLANDS  
 NATIONAL FOREST ROAD  
 NOVEMBER 1937

DESIGNED BY: U.S. Forest Service  
 DRAWN BY: W. Williams  
 CHECKED BY: H.W. Shelden

DATE: NOV. 23, 1937  
 DATE: do  
 DATE: "

Revised for railing and thickness of slab by E.A.T. by J.F.K. 1-14-38.

SPECIAL

DESIGNED BY: U.S. Forest Service  
 DRAWN BY: W. Williams  
 CHECKED BY: H.W. Shelden

DATE: NOV. 23, 1937  
 DATE: do  
 DATE: "

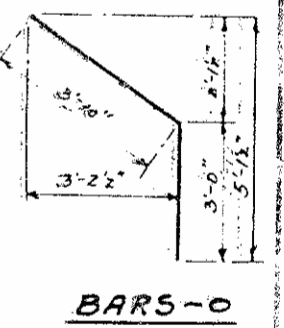
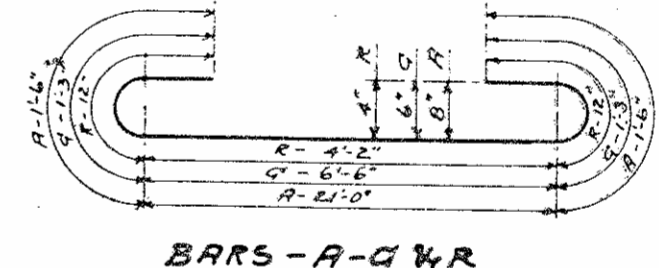
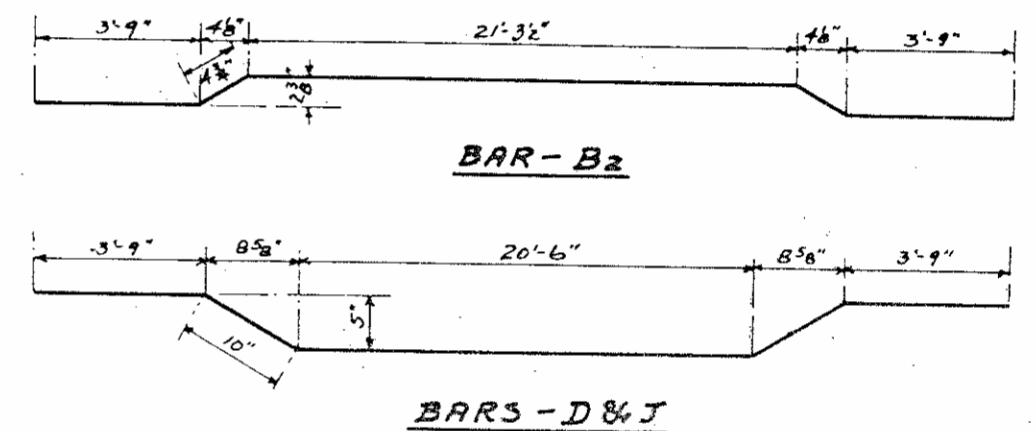
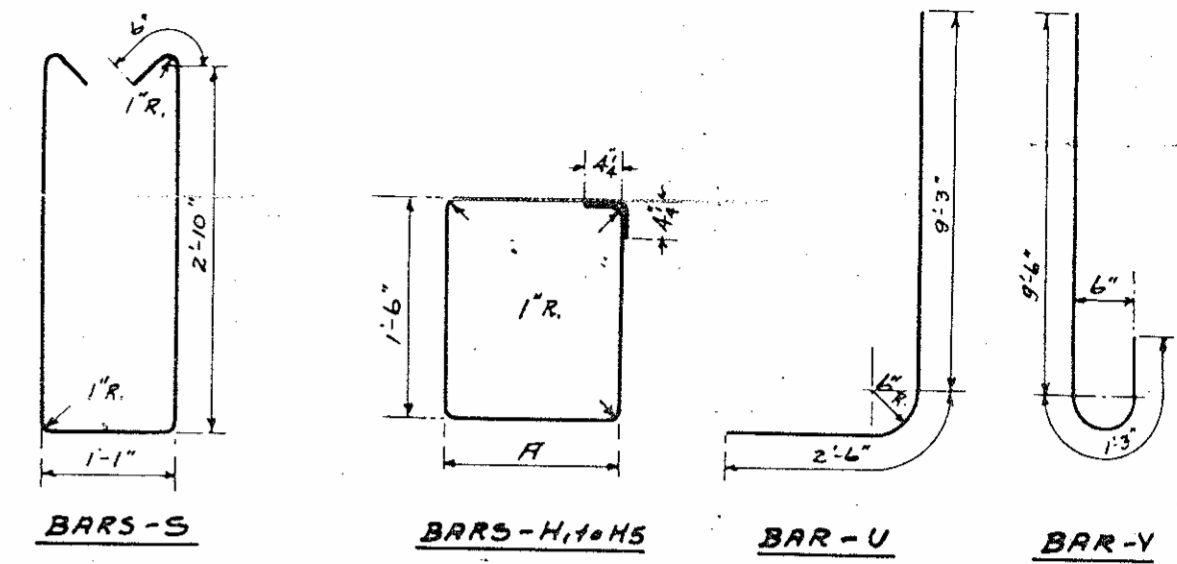
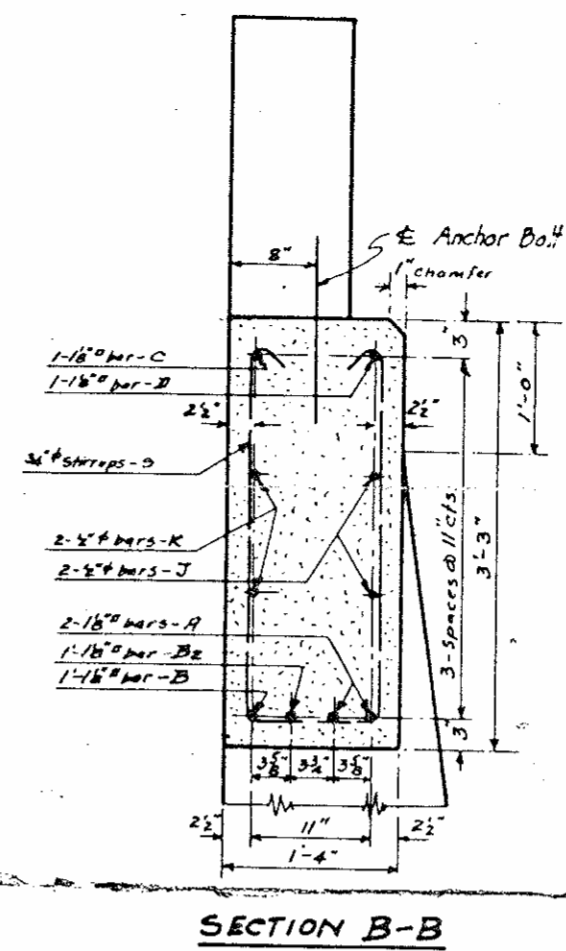
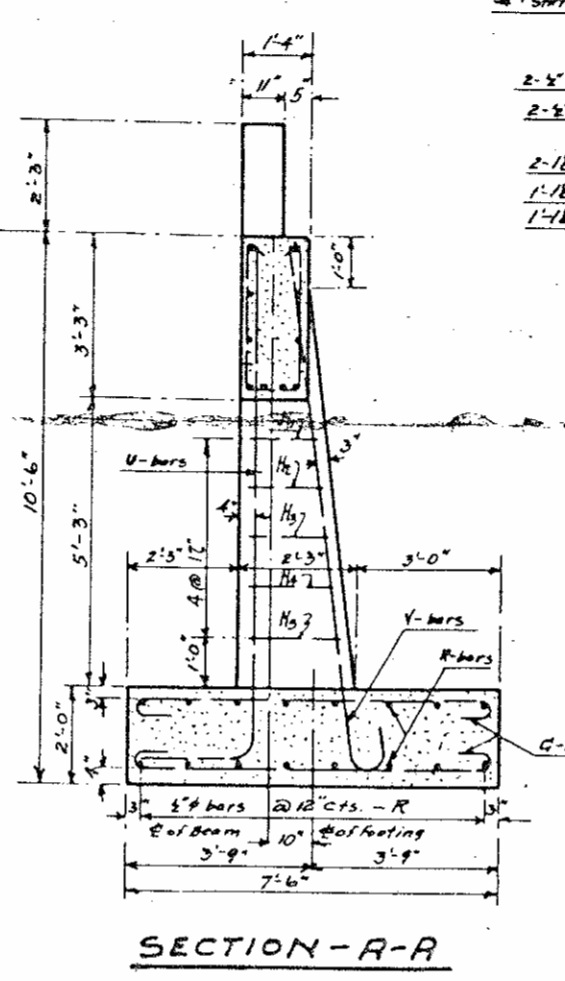
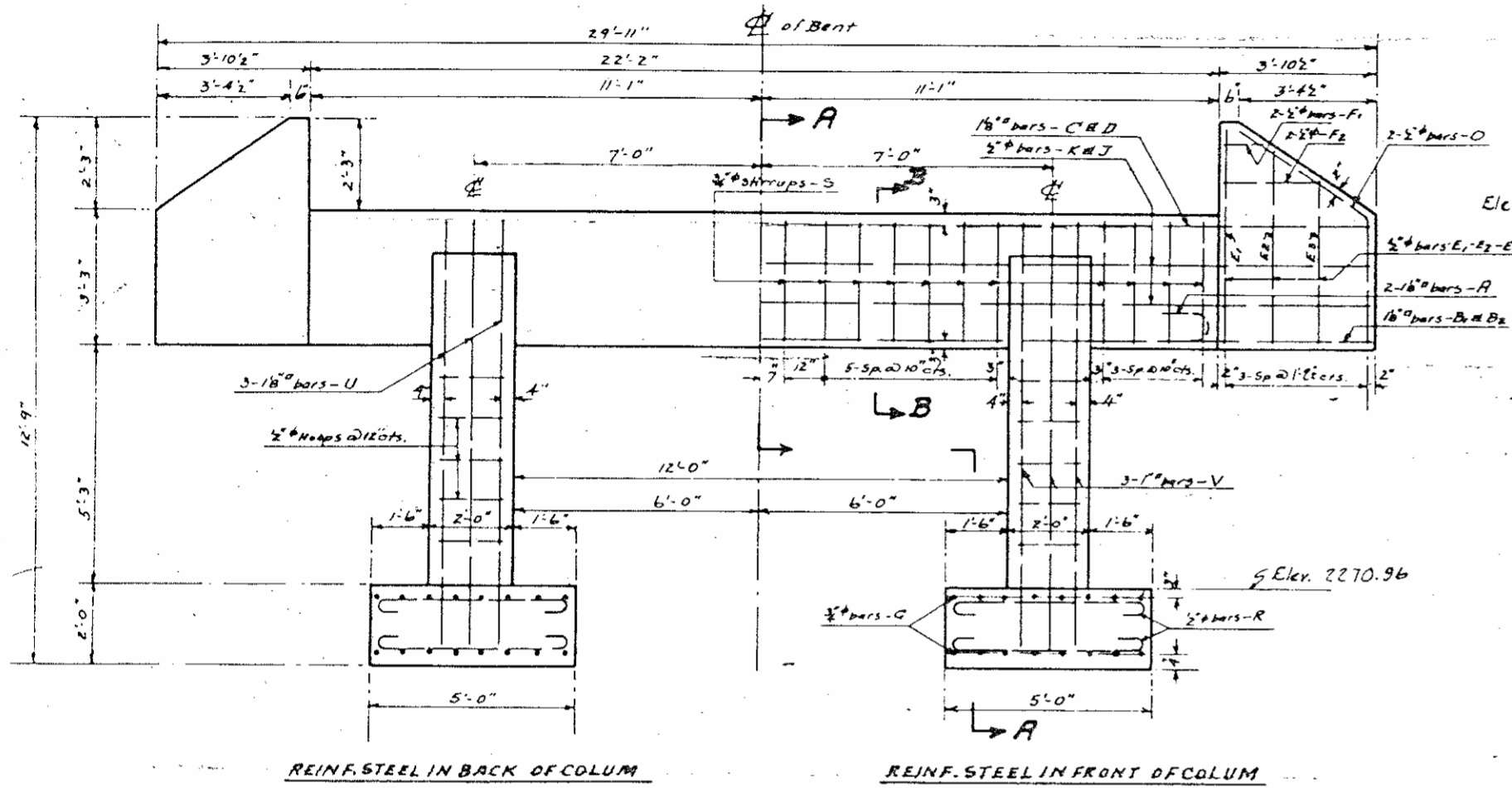
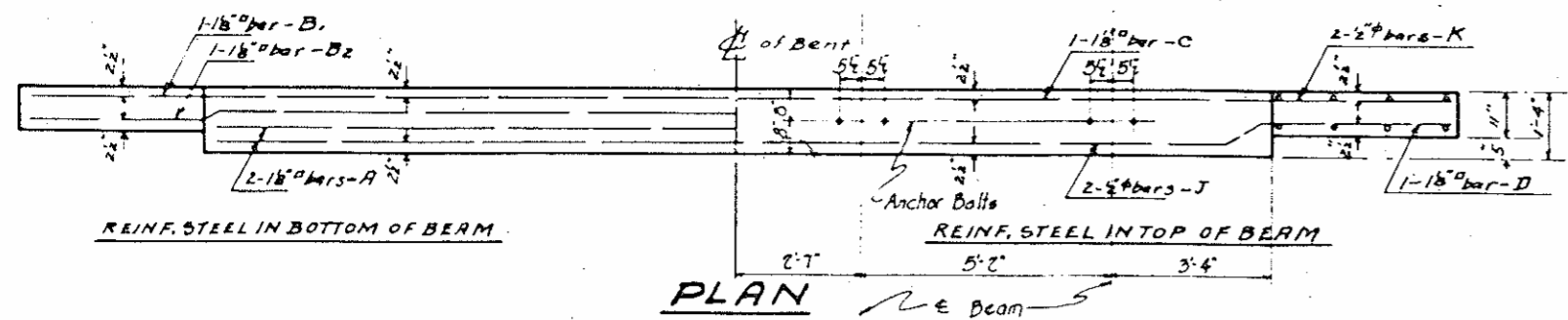
Revised for railing and thickness of slab by E.A.T. by J.F.K. 1-14-38.

**NOTE:**

All construction joints between the End Bent and the Superstructure shall be waterproofed on the fill side with Method 'A' Waterproofing. Strips of Waterproofing shall be 2'-0" wide and shall be placed symmetrically about the joints. For 'Bill of Method A' Waterproofing, see General Drawing.

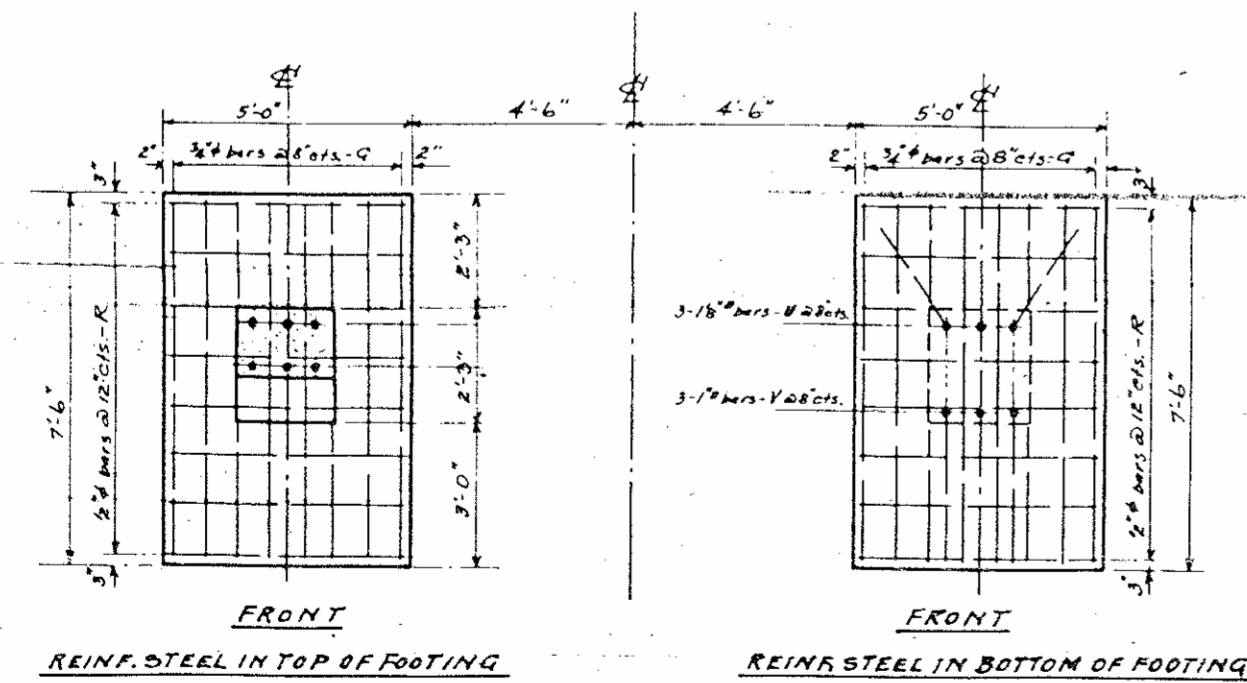
FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	N. C.	Co. 556	5	7

N.C. Forest Highway Project No. G-8



**NOTE:**  
Footings shall be carried down at least 6' into rock and shall have a minimum depth of 2'-0"

**NOTE:**  
For 'General Note' and 'Design Data' see 'General Drawing.'



**BILL OF MATERIAL FOR BENT NO-1**

Bars	No.	SIZE	Dim. - A	Length	Weight
A	2	1 1/2"		24'-0"	207
B	7	1 1/2"		29'-6"	127
B <sub>2</sub>	1	1 1/2"		29'-7"	127
C	1	1 1/2"		29'-6"	127
D	1	1 1/2"		29'-8"	128
E	4	1/2"		5'-2"	14
E <sub>2</sub>	4	1/2"		4'-8"	12
E <sub>3</sub>	4	1/2"		3'-0"	10
F	4	1/2"		1'-0"	3
F <sub>2</sub>	4	1/2"		2'-6"	7
G	32	3/8"		9'-0"	433
H <sub>1</sub>	2	1/2"	1'-1 1/2"	6'-0"	8
H <sub>2</sub>	2	1/2"	1'-3/4"	6'-3"	8
H <sub>3</sub>	2	1/2"	1'-4 1/2"	6'-6"	9
H <sub>4</sub>	2	1/2"	1'-6 1/2"	6'-9"	9
H <sub>5</sub>	2	1/2"	1'-7 3/4"	7'-0"	9
J	2	1/2"		29'-8"	40
K	2	1/2"		29'-6"	39
O	4	1/2"		6'-10"	18
R	32	1/2"		6'-2"	132
S	22	3/8"		7'-9"	256
T	6	1"		"	303
V	6	1"		10'-9"	219

Reinforcing Steel Lbs. 2245  
Concrete Class "R" Cu. Yds. 11.6

PROJECT NO. Co. 556  
Macon County  
STATION 271+80.5

STATE OF NORTH CAROLINA  
STATE HIGHWAY AND  
PUBLIC WORKS COMMISSION  
RAILROAD  
**END BENT NO-1**  
MIDDLE CREEK BRIDGE  
DILLARD-HIGHLANDS  
NATIONAL FOREST ROAD  
NOVEMBER - 1937

DESIGNED BY: U.S. Forest Service  
DRAWN BY: C. J. Purcell  
CHECKED BY: H. R. Shelden  
DATE: Nov. 1937

APPROVED BY: W. J. ...  
BRIDGE ENGR.  
STATE HIGHWAY ENGINEER

PLAN NO.

SPECIAL

DESIGNED BY: U.S. Forest Service  
DRAWN BY: C. J. Purcell  
CHECKED BY: H. R. Shelden  
DATE: Nov. 1937

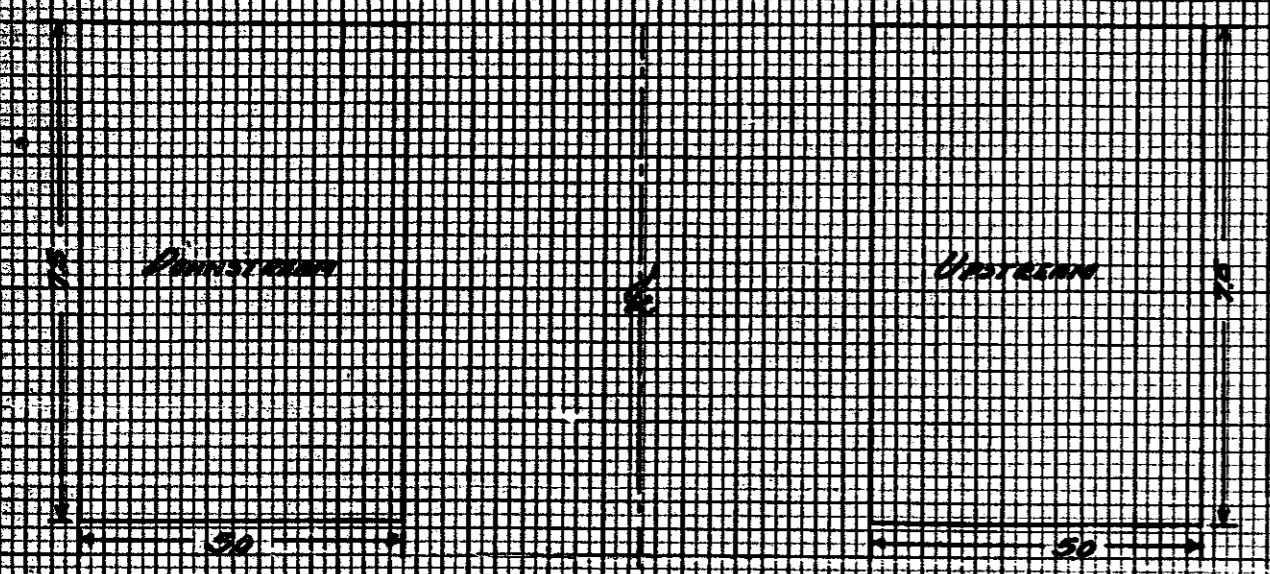
Revised for Elevations 1.14.38, c.f.B. 477X



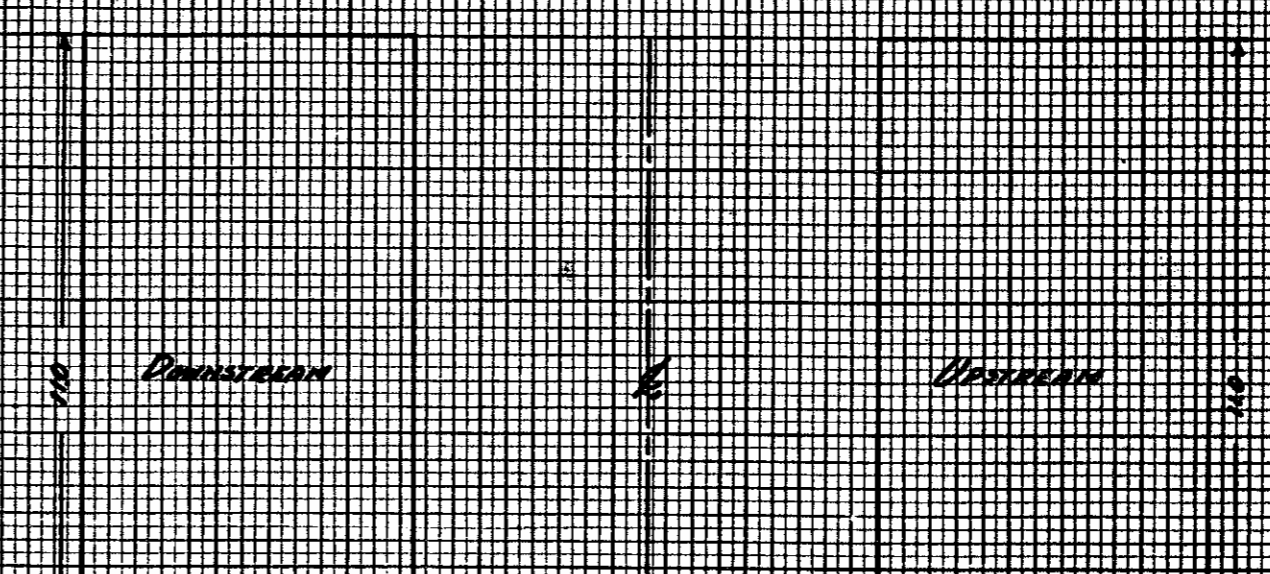
# EXTRA DEPTH CLASS 'A' CONCRETE

FED. ROAD DIST. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	N.C.	1965	7	16
N.C. Roadway Highway 2-B				

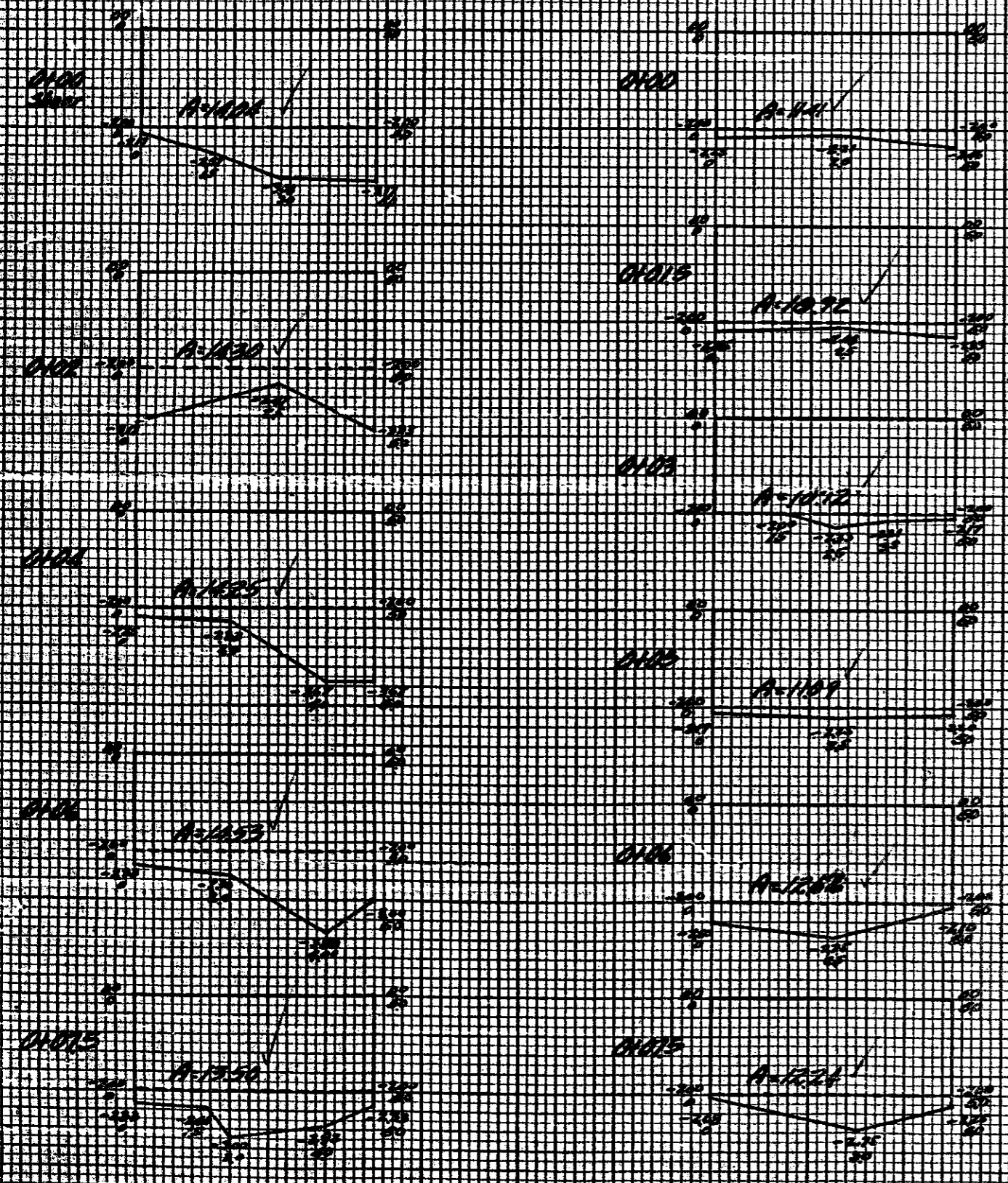
END BENT NO. 1  
PLAN



END BENT NO. 2  
PLAN



CROSS SECTIONS



VOLUME

Downstream

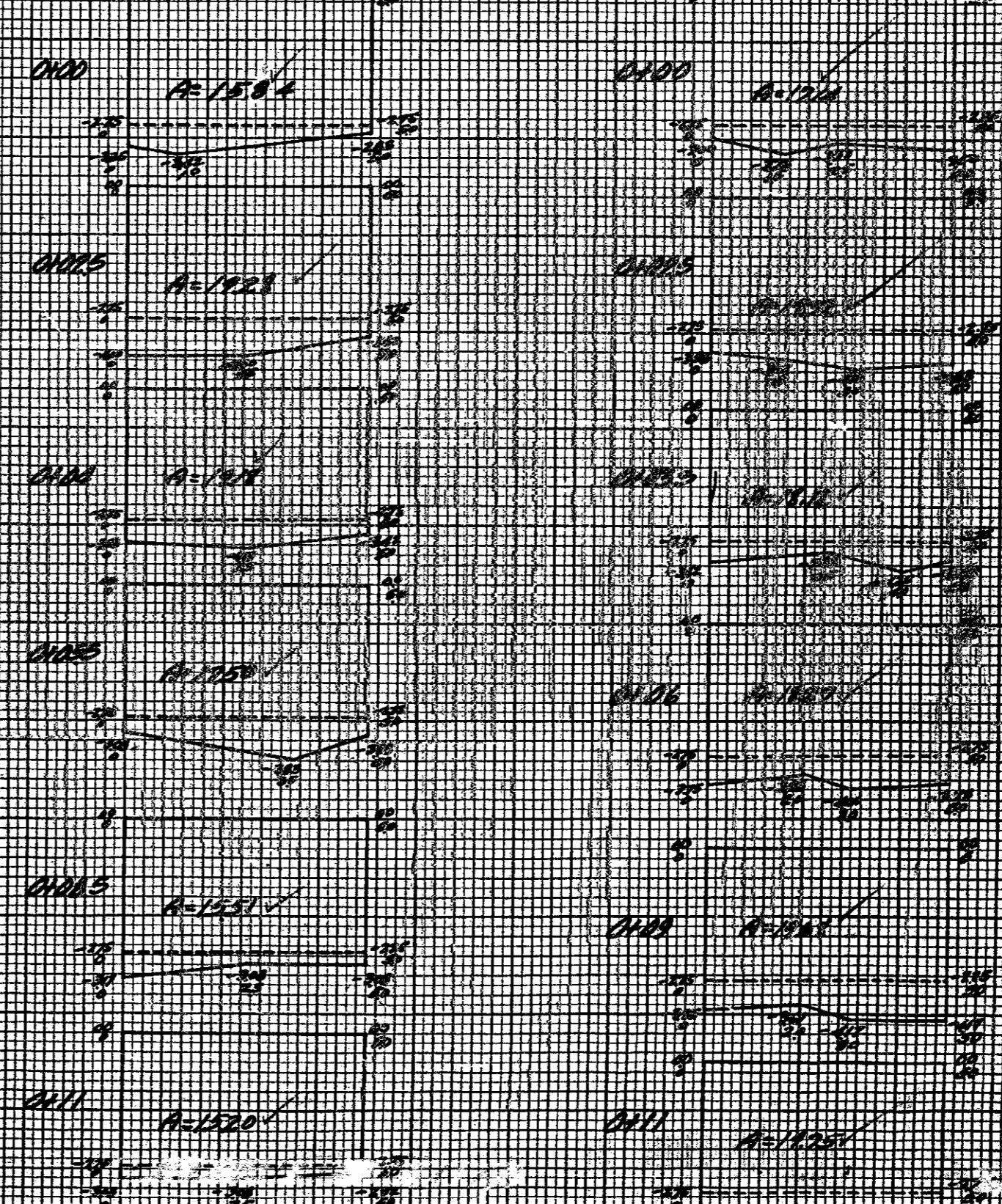
STATION	DIST.	AREA	AREA	CUFT.
0100		1400		
0101	20	1430	1417	2724
0102	20	1425	1428	2850
0103	20	1453	1439	2878
0104	15	1340	1402	2103
<b>TOTAL</b>				<b>10671</b>

Upstream

STATION	DIST.	AREA	AREA	CUFT.
0100		1181		
0101	15	1092	1116	1674
0102	15	1072	1099	1623
0103	20	1104	1090	2190
0104	10	1202	1186	1186
0105	15	1224	1219	1804
<b>TOTAL</b>				<b>8367</b>

10671 + 8367 = 19038 CUFT.  
Less Plus Feeding  
2(30)(15)(20) = 18000  
Extra Depth 1178 CUFT.  
1178 : 21 = 56 Cu Yds Extra Depth

CROSS SECTIONS



VOLUME

Downstream

STATION	DIST.	AREA	AREA	CUFT.
0100		1504		
0101	25	1480	1490	2475
0102	15	1418	1423	2134
0103	15	1490	1490	2235
0104	20	1504	1490	2980
0105	25	1520	1510	3775
<b>TOTAL</b>				<b>19038</b>

Upstream

STATION	DIST.	AREA	AREA	CUFT.
0100		1181		
0101	15	1092	1116	1674
0102	15	1072	1099	1623
0103	20	1104	1090	2190
0104	10	1202	1186	1186
0105	15	1224	1219	1804
<b>TOTAL</b>				<b>8367</b>

19038 : 21 = 906.57 Cu Yds  
Less Plus Feeding  
2(30)(15)(20) = 18000  
Extra Depth 1178 CUFT.  
1178 : 21 = 56 Cu Yds

See Plan No. 1, Page 2-5

Checked by P.S. Miller  
Checked by W.T. King



**BILL OF MATERIAL FOR BENT NO-2**

Bars	No.	Size	Dim. A	Length	Weight
A	2	1 1/2"		24'-0"	207
B <sub>1</sub>	1	1 1/2"		29'-6"	127
B <sub>2</sub>	1	1 1/2"		29'-7"	127
C	1	1 1/2"		29'-6"	127
D	1	1 1/2"		29'-5"	128
E <sub>1</sub>	4	2"		5'-2"	14
E <sub>2</sub>	4	2"		4'-8"	12
E <sub>3</sub>	4	2"		3'-0"	10
E <sub>4</sub>	4	2"		1'-0"	3
F <sub>1</sub>	4	2"		2'-6"	7
G <sub>2</sub>	32	3/4"		12'-6"	601
H <sub>6</sub>	2	2"	1'-2 1/2"	6'-2"	8
H <sub>7</sub>	2	2"	1'-4 1/2"	6'-5"	9
H <sub>8</sub>	2	2"	1'-6"	6'-8"	9
H <sub>9</sub>	2	2"	1'-7 1/2"	7'-0"	9
H <sub>10</sub>	2	2"	1'-9 1/2"	7'-3"	10
H <sub>11</sub>	2	2"	1'-11"	7'-6"	10
H <sub>12</sub>	2	2"	2'-0 1/2"	7'-10"	10
H <sub>13</sub>	2	2"	2'-2 1/2"	8'-1"	11
H <sub>14</sub>	2	2"	2'-4"	8'-4"	11
H <sub>15</sub>	2	2"	2'-5 1/2"	8'-8"	12
H <sub>16</sub>	2	2"	2'-7 1/2"	8'-11"	12
H <sub>17</sub>	2	2"	2'-9"	9'-2"	12
H <sub>18</sub>	2	2"	2'-10 1/2"	9'-6"	13
J	2	2"		29'-8"	40
K	2	2"		29'-6"	39
O	4	2"		6'-10"	18
R	44	2"		6'-2"	181
S	22	3/4"		7'-9"	256
T	6	1"		16'-6"	337
U <sub>2</sub>	10	1 1/2"		9'-0"	387
V <sub>2</sub>	6	1"		8'-0"	163
X	6	1 1/2"		16'-6"	426
Z	4	1 1/2"		9'-6"	164

Reinforcing Steel Lbs. 5510  
Concrete Class "A" Cu. Yds. 21.2

NOTE: For Section B-B and Details of Bars A, B<sub>2</sub>, D, J, S and O see Sheet No 5

For Design Data and General Note see Sheet No 2

PROJECT NO. Co. 586  
MACON COUNTY  
STATION 271+80.5

STATE OF NORTH CAROLINA  
STATE HIGHWAY AND  
PUBLIC WORKS COMMISSION  
SALESMAN  
**END BENT NO-2**  
MIDDLE CREEK BRIDGE  
DILLARD HIGHLANDS  
NATIONAL FOREST ROAD  
NOVEMBER - 1937

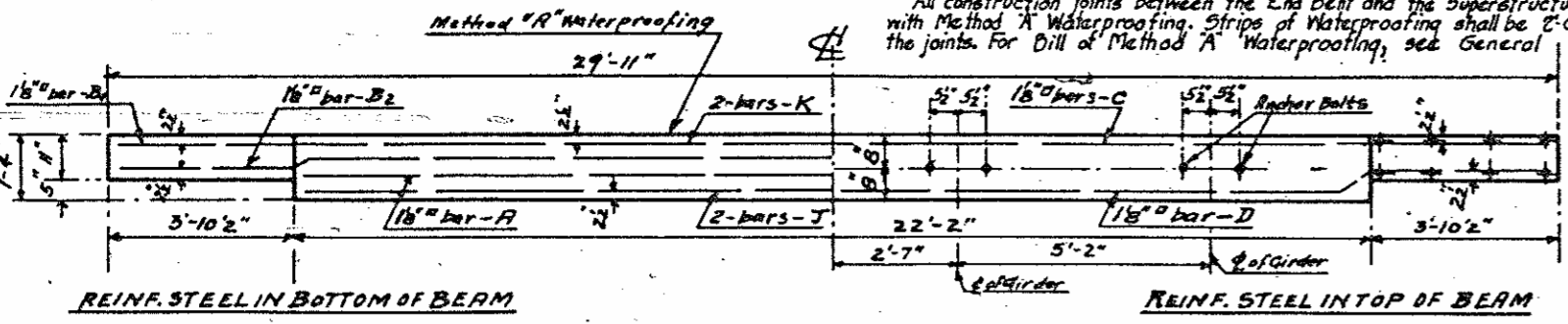
DESIGNED BY: U.S. Forest Service  
DRAWN BY: O. J. Stewart  
CHECKED BY: H. H. Stedden  
DATE: Nov. 1937

APPROVED BY: W. J. ...  
DATE: 11-26-37

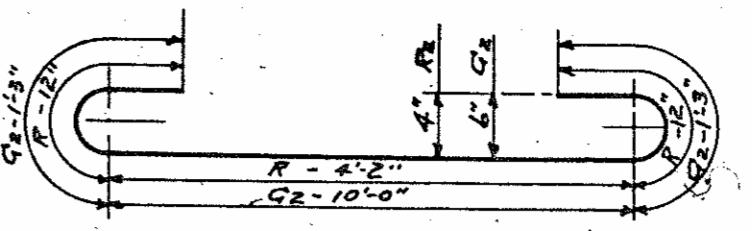
BRIDGE ENGINEER  
STATE HIGHWAY ENGINEER

PLAN NO.

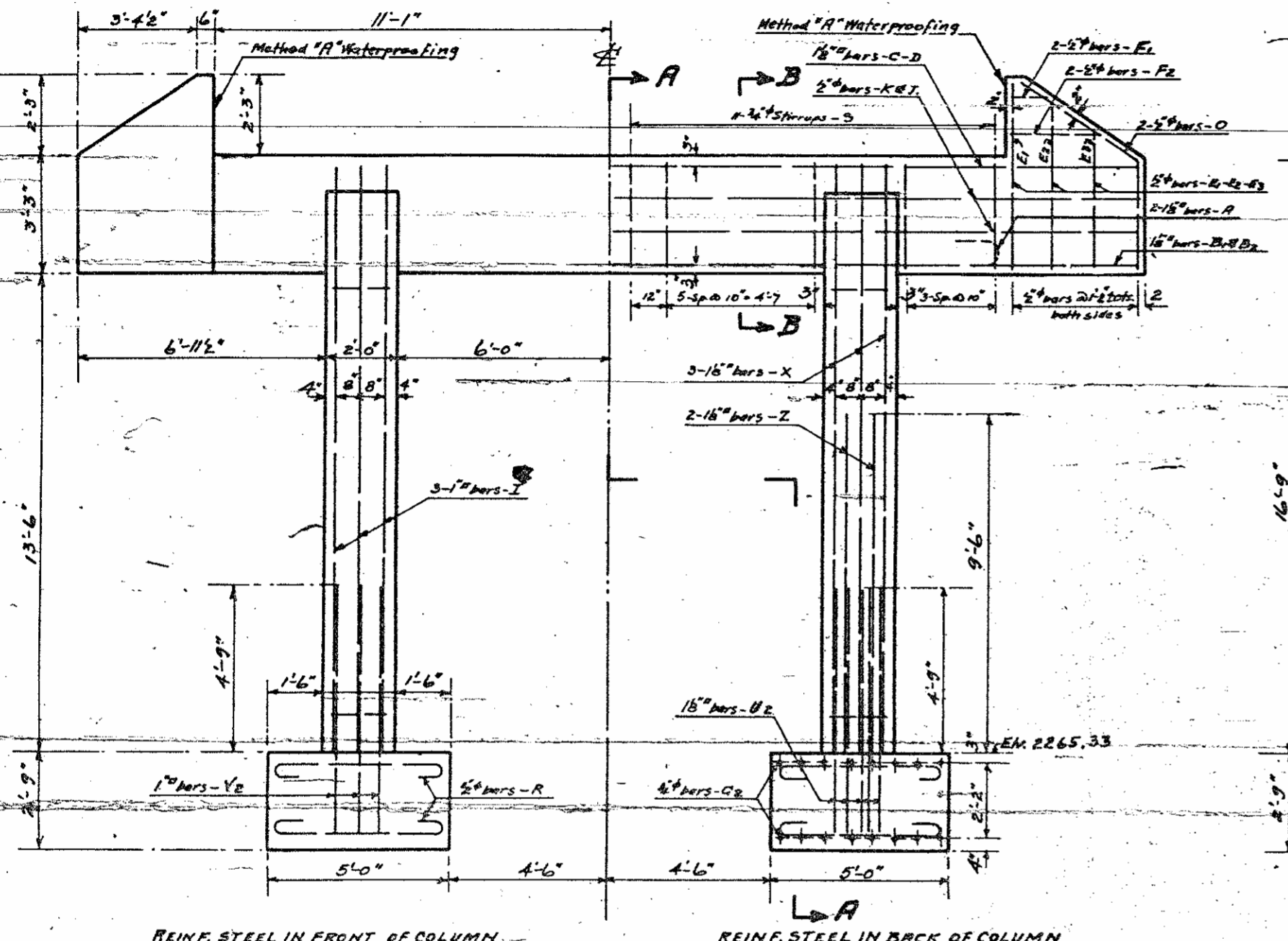
NOTE: All construction joints between the End Bent and the Superstructure shall be waterproofed on the fill side with Method "A" Waterproofing. Strips of Waterproofing shall be 8'-0" wide and be placed symmetrically about the joints. For Detail of Method "A" Waterproofing, see General Drawing.



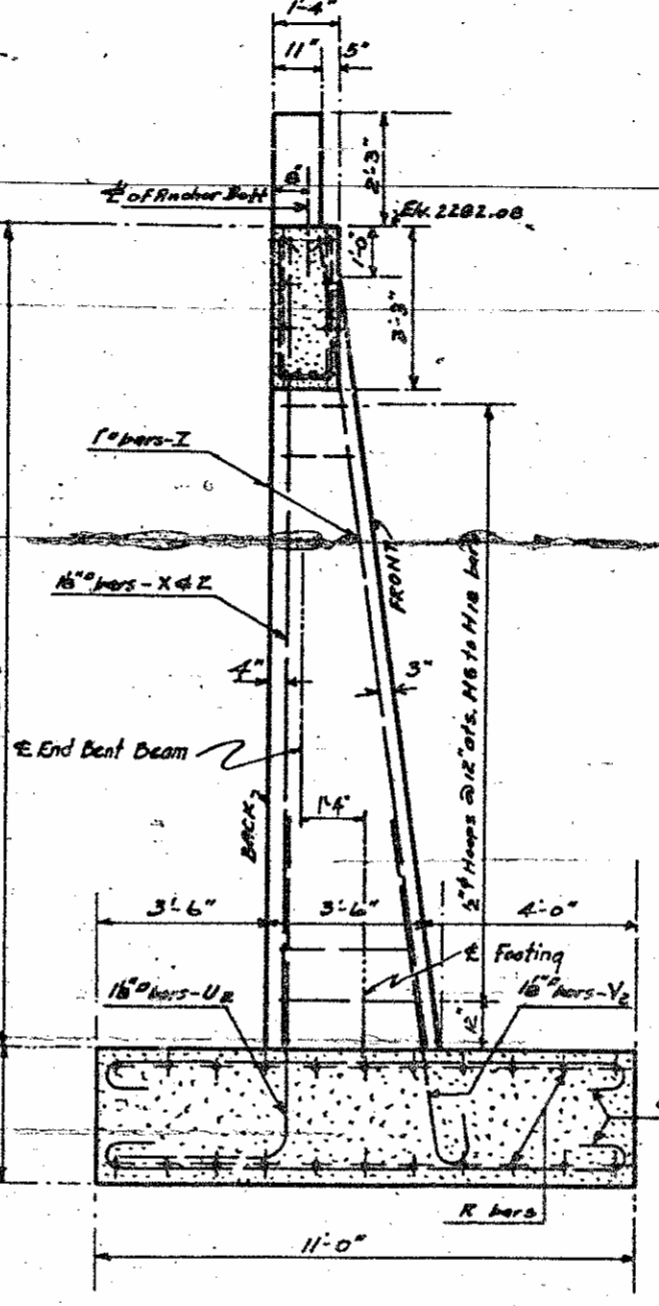
**PLAN**



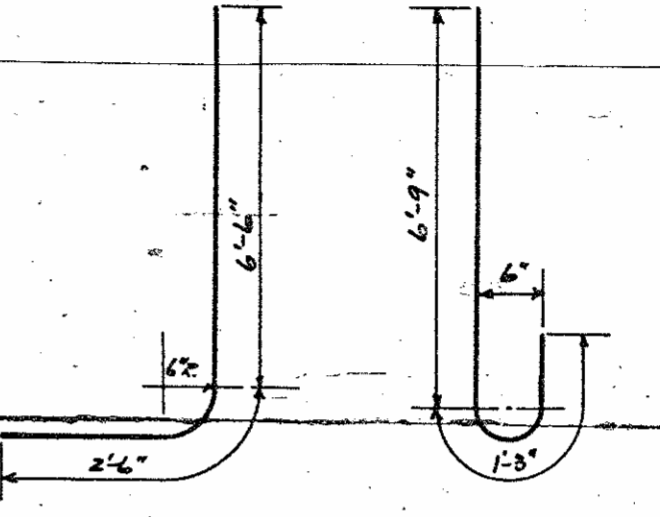
**BARS - G<sub>2</sub> & R<sub>2</sub>**



**ELEVATION**  
(STREAM SIDE)

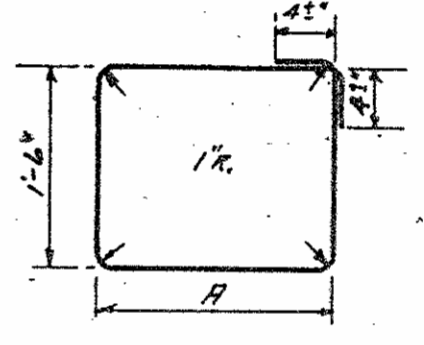


**SECTION A-A**



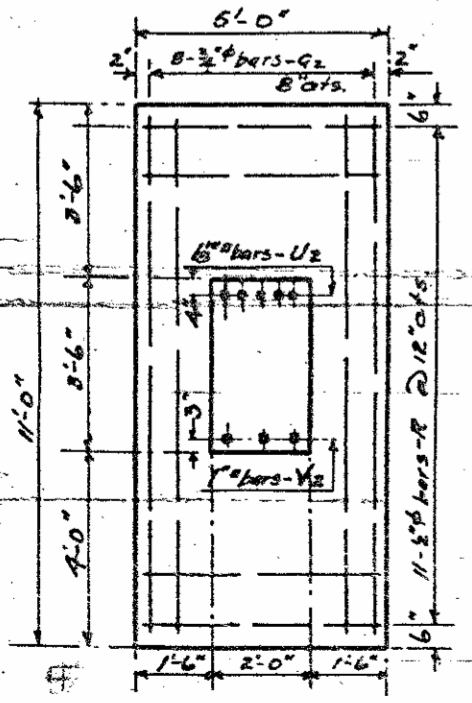
**BARS - U<sub>2</sub>**

**BARS - V<sub>2</sub>**

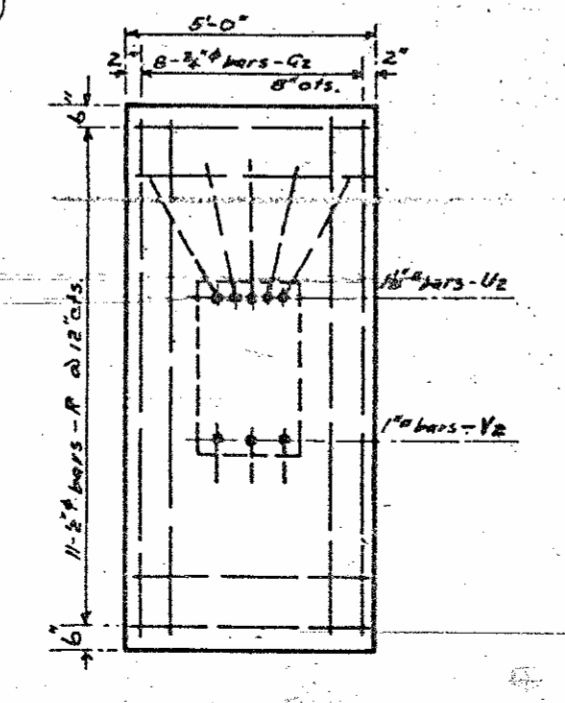


**BARS - H<sub>6</sub> to H<sub>18</sub>**

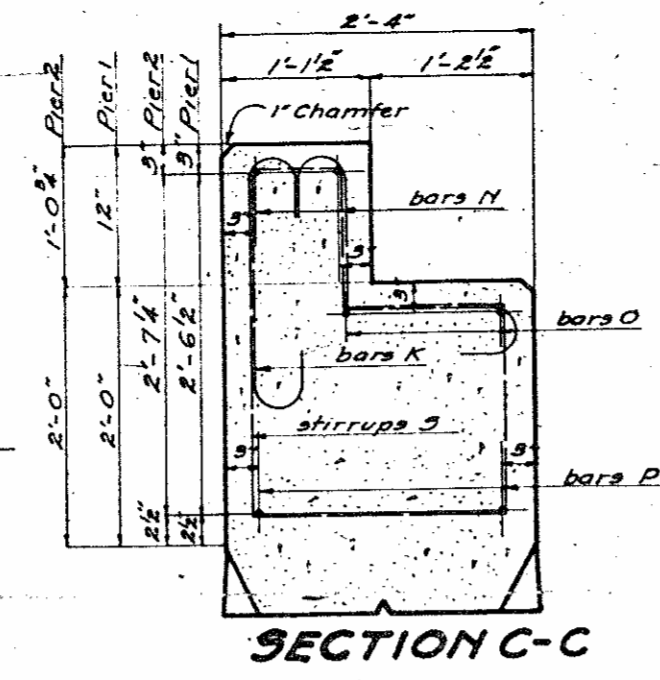
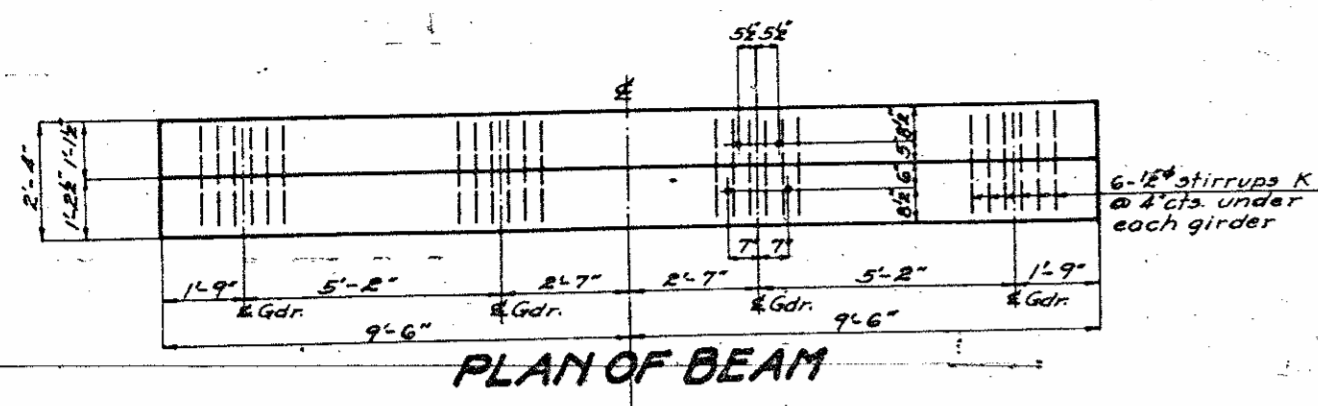
NOTE: Footing to be carried down at least 6" into rock and have a minimum depth of 2'-9"



**FRONT**  
REINF. STEEL IN TOP OF FOOTING



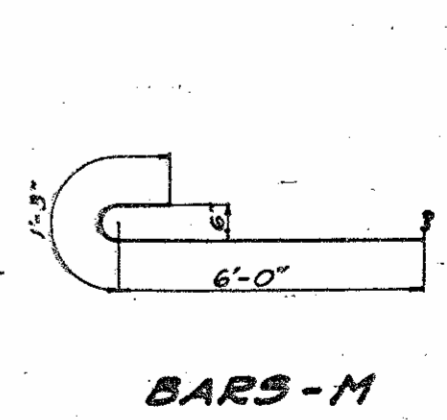
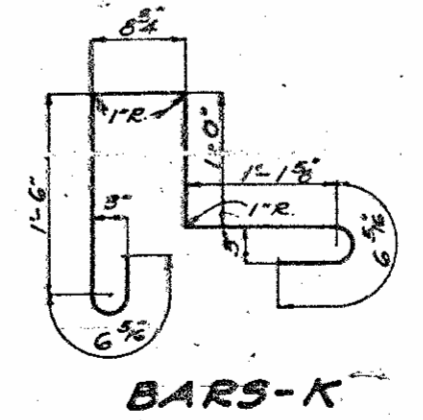
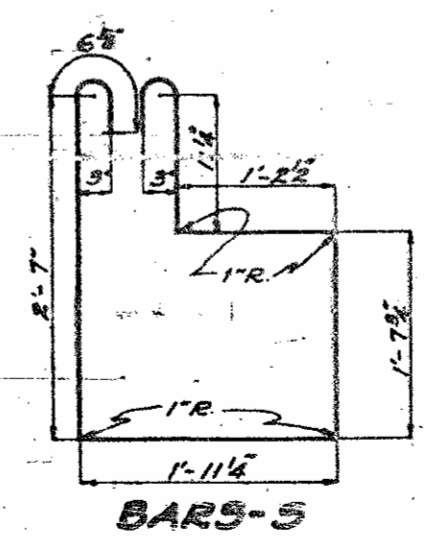
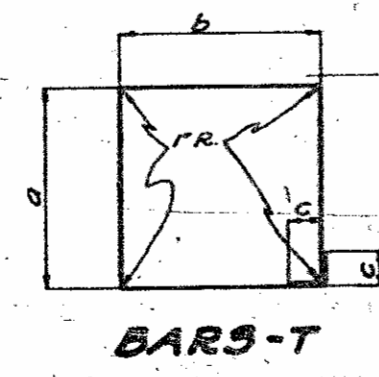
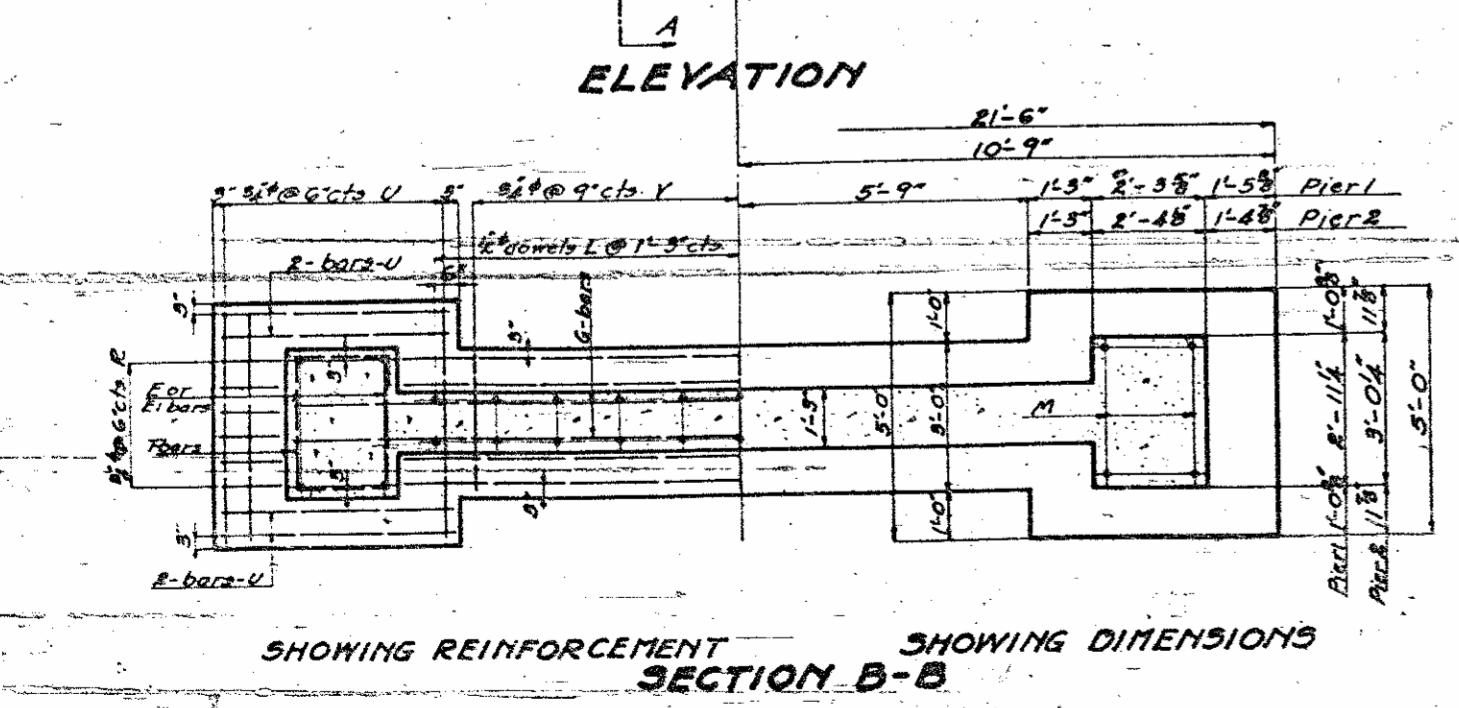
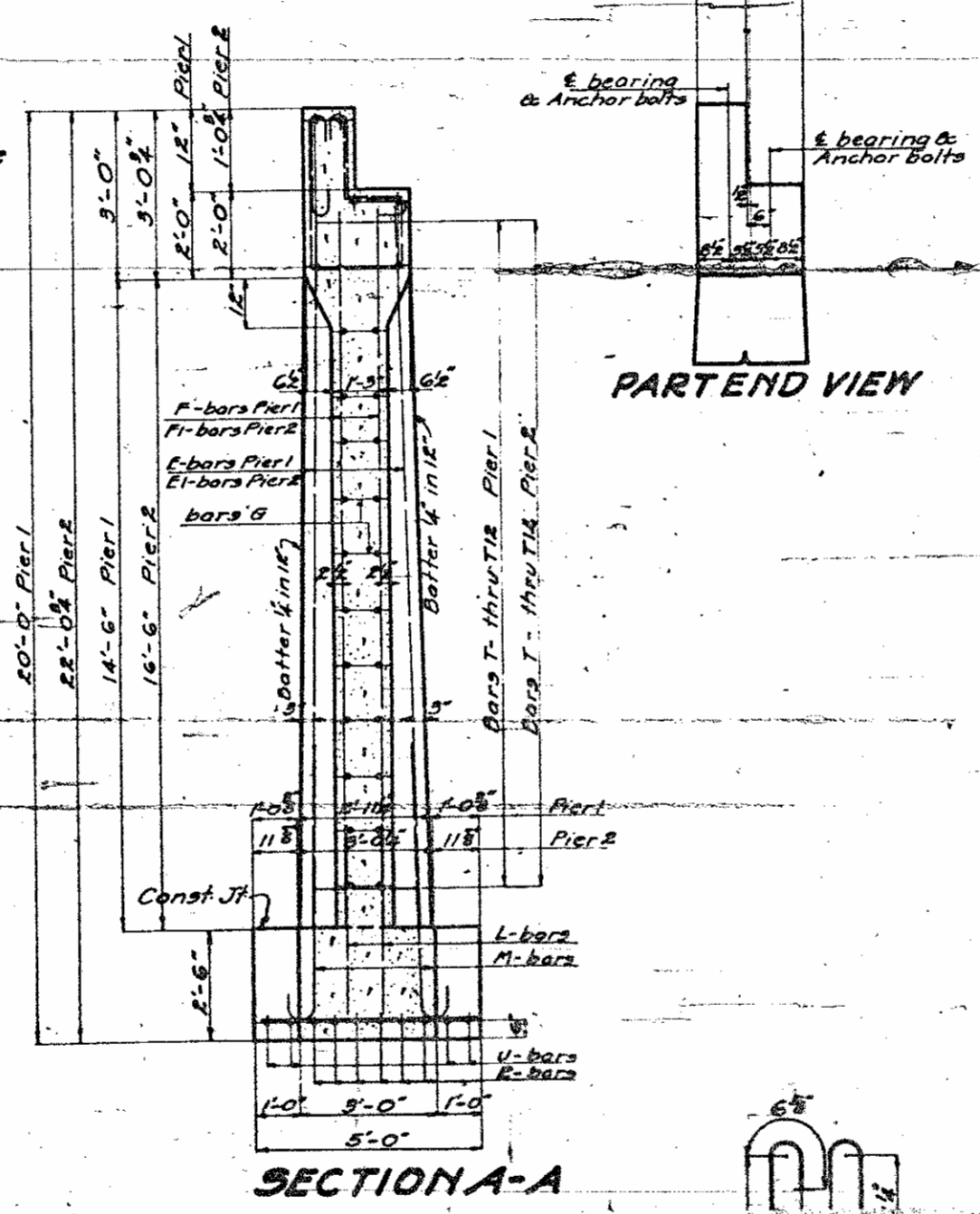
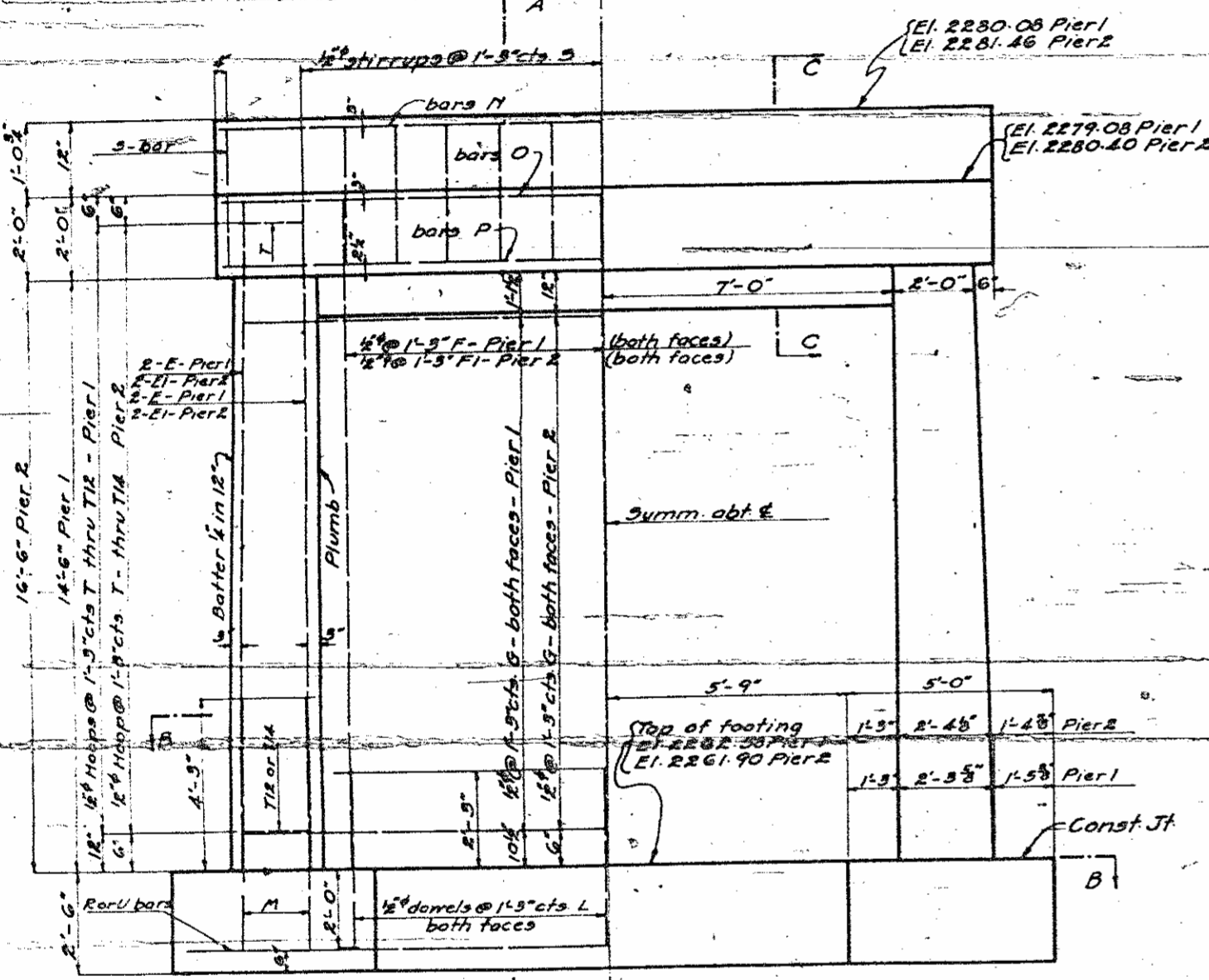
**FRONT**  
REINF. STEEL IN BOTTOM OF FOOTING



BILL OF MATERIAL PIER 1							BILL OF MATERIAL PIER 2								
Bar	No	Size	Length	Weight	Dimensions		Bar	No	Size	Length	Weight	Dimensions			
					a	b						a	b	c	
K	24	1/2"	5'-5"	87			K	24	1/2"	5'-5"	87				
N	2	3/4"	18'-6"	56			N	2	3/4"	18'-6"	56				
O	2	"	18'-6"	56			O	2	"	18'-6"	56				
P	2	"	18'-6"	56			P	2	"	18'-6"	56				
S	13	1/2"	9'-5"	82			S	13	1/2"	9'-5"	82				
F	22	1/2"	16'-3"	239			F1	22	"	18'-3"	268				
L	22	"	4'-3"	62			L	22	"	4'-3"	62				
E	8	1"	16'-3"	442			E1	8	1"	18'-3"	496				
M	8	"	7'-3"	197			M	8	"	7'-3"	197				
G	22	1/2"	17'-6"	257			G	26	1/2"	17'-6"	304				
R	6	3/4"	21'-0"	189			R	6	3/4"	21'-0"	189				
U	28	"	4'-6"	189			U	28	"	4'-6"	189				
V	15	"	2'-6"	56			V	15	"	2'-6"	56				
T	2	1/2"	7'-8"	10	1'-10 1/2"	1'-7 1/2"	46"	T	2	1/2"	7'-8"	10	1'-10 1/2"	1'-7 1/2"	46"
T1	2	"	7'-10"	10	1'-11 1/2"	1'-7 1/2"	48"	T1	2	"	7'-10"	10	1'-11 1/2"	1'-7 1/2"	48"
T2	2	"	8'-0"	11	2'-0"	1'-7 1/2"	44"	T2	2	"	8'-0"	11	2'-0"	1'-7 1/2"	44"
T3	2	"	8'-2"	11	2'-0 1/2"	1'-8 1/2"	44"	T3	2	"	8'-2"	11	2'-0 1/2"	1'-8 1/2"	44"
T4	2	"	8'-4"	11	2'-1 1/2"	1'-8 1/2"	44"	T4	2	"	8'-4"	11	2'-1 1/2"	1'-8 1/2"	44"
T5	2	"	8'-6"	11	2'-1 1/2"	1'-8 1/2"	44"	T5	2	"	8'-6"	11	2'-1 1/2"	1'-8 1/2"	44"
T6	2	"	8'-7"	11	2'-2 1/2"	1'-9"	44"	T6	2	"	8'-7"	11	2'-2 1/2"	1'-9"	44"
T7	2	"	8'-9"	12	2'-3 1/2"	1'-9 1/2"	44"	T7	2	"	8'-9"	12	2'-3 1/2"	1'-9 1/2"	44"
T8	2	"	8'-11"	12	2'-3 1/2"	1'-9 1/2"	44"	T8	2	"	8'-11"	12	2'-3 1/2"	1'-9 1/2"	44"
T9	2	"	9'-1"	12	2'-4 1/2"	1'-10"	44"	T9	2	"	9'-1"	12	2'-4 1/2"	1'-10"	44"
T10	2	"	9'-3"	12	2'-5"	1'-10 1/2"	44"	T10	2	"	9'-3"	12	2'-5"	1'-10 1/2"	44"
T11	2	"	9'-5"	13	2'-5 1/2"	1'-10 1/2"	44"	T11	2	"	9'-5"	13	2'-5 1/2"	1'-10 1/2"	44"
T12	2	"	9'-7"	13	2'-6 1/2"	1'-10 1/2"	44"	T12	2	"	9'-7"	13	2'-6 1/2"	1'-10 1/2"	44"

Reinforcing Steel lbs. 2117  
Concrete Class A' Cu. Yds. 27.7

Reinforcing Steel lbs. 2273  
Concrete Class A' Cu. Yds. 30.0



Note: For design data and general note see sheet No. 2.  
Note: Footings to be carried down at least 12" into rock with a minimum depth of 2'-6"

PROJECT NO. Co. 586  
MACON COUNTY  
STA. 271+80.5  
PIERS 1 & 2

STATE OF NORTH CAROLINA  
STATE HIGHWAY AND  
PUBLIC WORKS COMMISSION  
PIER DETAILS  
MIDDLE CREEK BRIDGE  
DILLARD-HIGHLANDS  
NATIONAL FOREST ROAD

SPECIAL  
DESIGNED BY U.S. Forest Service  
DRAWN BY E.A.T.  
CHECKED BY H.W. Sheldon

Revised for elevations - 1-14-38 - by E.A.T. by RAJ

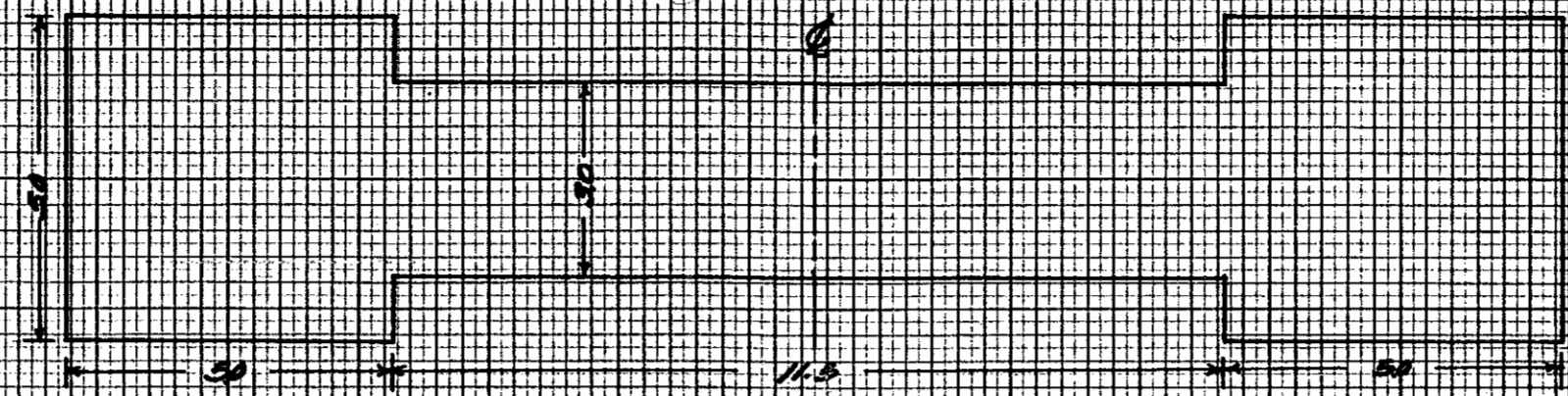
APPROVED BY [Signature]  
DATE 1-21-37



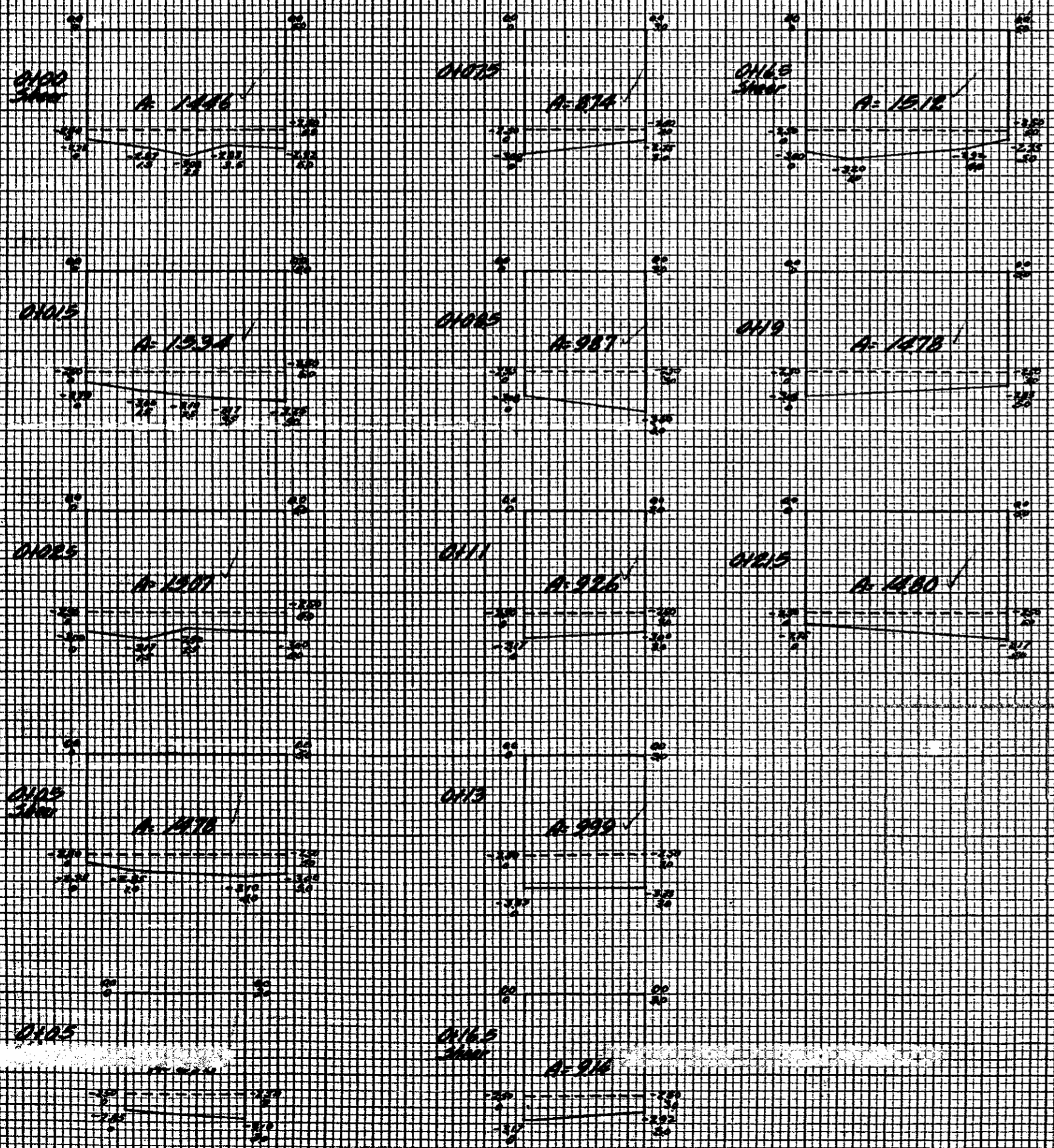
# EXTRA DEPTH CLASS A CONCRETE PIER NO. 1

PROJECT NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	N.C.	1945	10	14
N.C. Form No. 6-B				

## PLAN



## CROSS SECTIONS



## VOLUME

STATION	DIST.	AREA	AV. AREA	CU. YD.
0100		1486		
0103	15	1234	1490	2235
0105	10	1307	1320	1320
0106	25	1478	1492	3730
0105		892		
0109	25	874	883	2208
0108	10	887	830	830
0111	25	966	936	2340
0113	20	899	862	1724
0112	33	814	827	2729
0115		1212		
0119	25	1478	1485	3718
0112	28	1480	1479	4142
<b>TOTAL</b>				<b>28723</b>
Less Plan Facing				
2 (30' x 25') + (20' x 25')				812.5
Extra Depth				4590
1090 + 875				1965

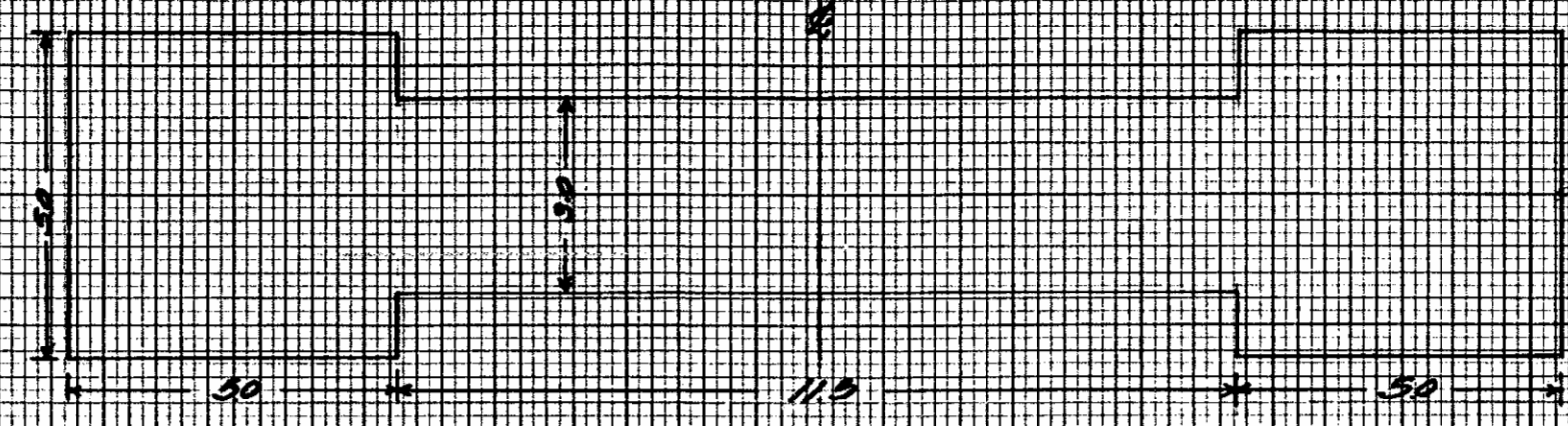
See Plan No. 1, Sheet 10/10  
 Computed by: *[Signature]*  
 Checked by: *[Signature]*



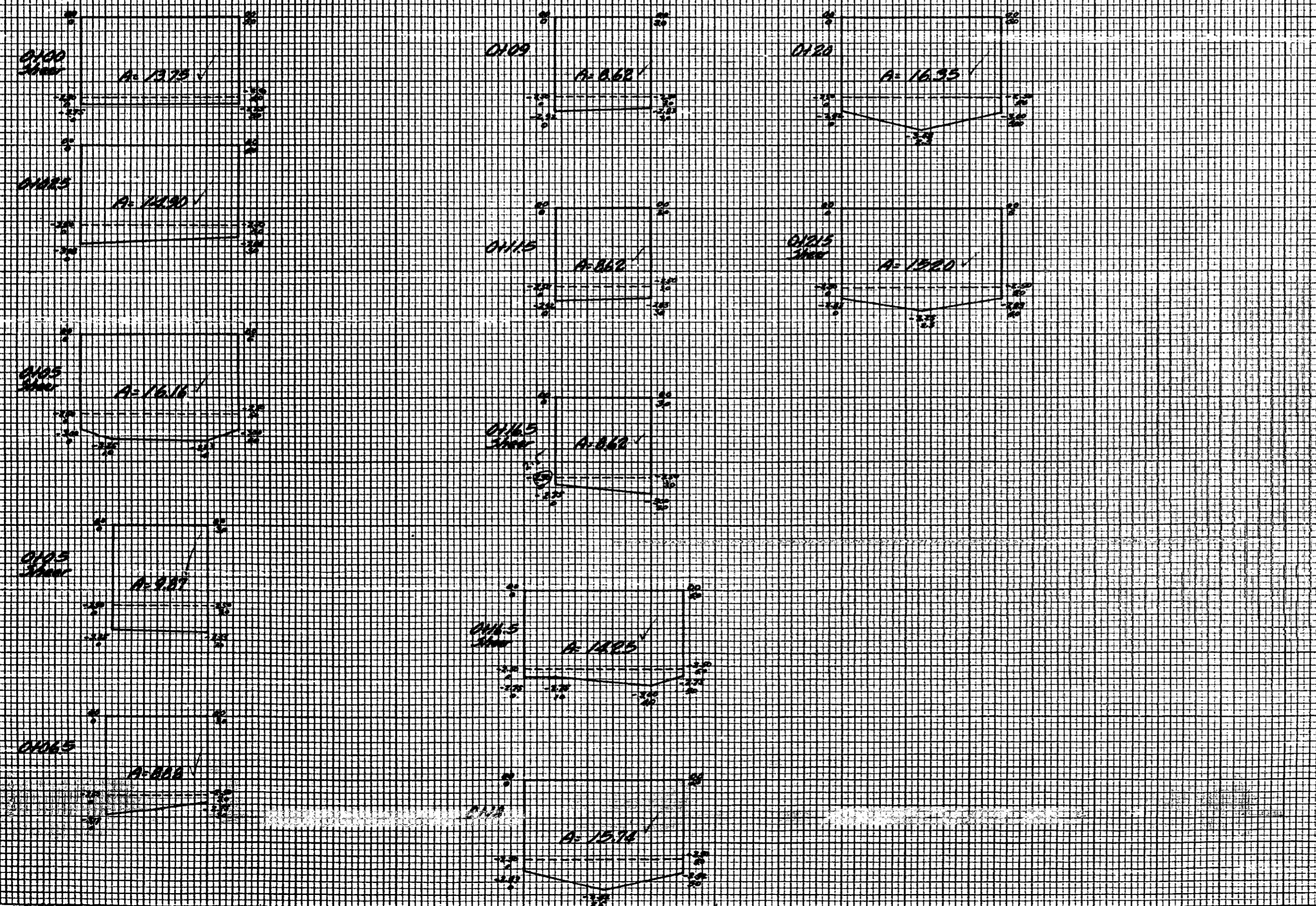
# EXTRA DEPTH CLASS 'A' CONCRETE PIER NO. 2

PROJECT NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	N.C.	1935	11	14
N.C. Fiscal Highway 5-B				

## PLAN



## CROSS SECTIONS



## VOLUME

STATION	DIST.	AREA	AREA	C.U.F.T.
0100		1375		
0105	25	1480	1432	9580
0110	25	1616	1553	9802
0115		1825		
0120	15	1635	1530	1007
0125	25	1920	1791	1188
0130	25	1825	1742	1155
0135	30	1825	1667	1210
0140		1825		
0145	15	1825	1700	1250
0150	20	1825	1600	1200
0155	15	1825	1575	1187
<b>TOTAL</b>				<b>12517</b>

Less Area Existing  
 2 (25x20) (15x20) = 0.1185  
 Extra Depth  
 12517 - 0.1185 = 12516.8815

See Book No. 1, Page 11  
 Checked by: W. S. [Signature]

ORIGINAL SURVEY PLOTTED  
 SURVEY PLOTTED  
 NOTE BOOK  
 AREA CHECKED

ORIGINAL SURVEY PLOTTED  
 SURVEY PLOTTED  
 NOTE BOOK  
 AREA CHECKED