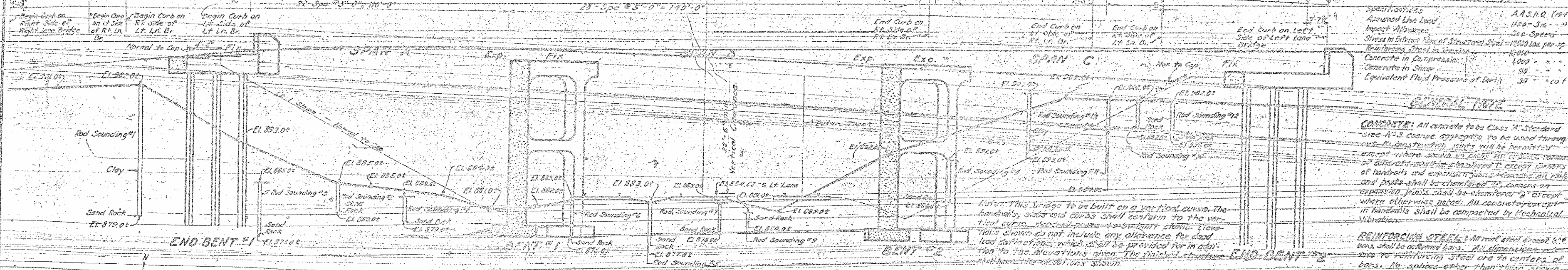


NO.	DATE	REVISION	BY	CHKD.
1	5-22-49			

DESIGN DATA

Specifications	A.A.S.P.C. 1944
Assumed Live Load	H&D-316
Impact Allowance	See Specs.
Stress in Extreme Fibers of Structural Steel	18,000 lbs. per sq. in.
Reinforcing Steel in Concrete	40,000
Concrete in Compression	4,000
Concrete in Shear	50
Equivalent Fluid Pressure of Soil	50 cu ft



GENERAL NOTE

CONCRETE: All concrete to be Class "A" Standard size 4 1/2 coarse aggregate to be used through out the construction. Joints will be permitted except where shown on plans. All corners of handrails and expansion joints in concrete, all pipe and posts shall be chamfered to corners or expansion joints shall be chamfered to corners or otherwise noted. All concrete except in handrails shall be compacted by mechanical vibration.

REINFORCING STEEL: All steel steel except 5/8 bars shall be deformed bars. All dimensions given to reinforcing steel are to centers of bars. No splices other than those shown on plans will be permitted. All reinforcing steel shall be securely bent in correct position.

EXPANSION JOINT MATERIAL: Expansion joint material may be either rubber compound or cork conforming to the requirements of A.A.S.P.C. Spec. N-5B.

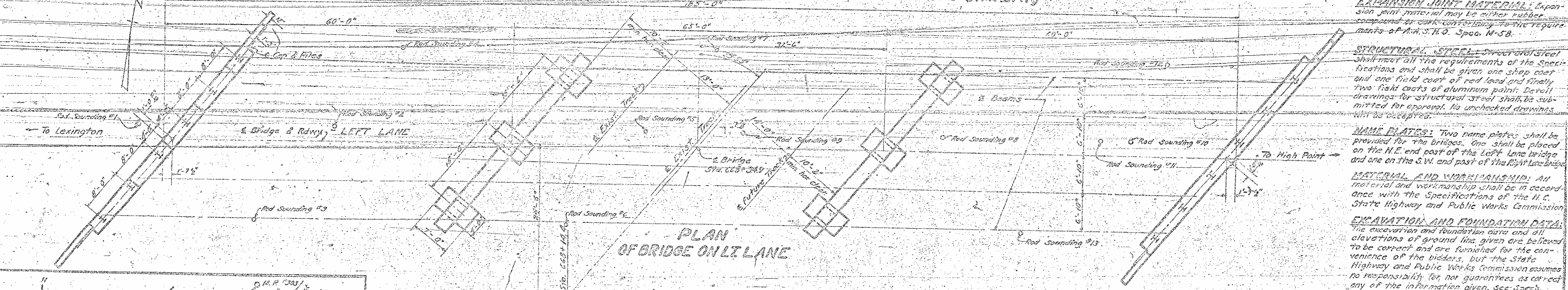
STRUCTURAL STEEL: Structural steel shall meet all the requirements of the Specifications and shall be given one shop coat and one field coat of red lead and finally two field coats of aluminum paint. Detail drawings for structural steel shall be submitted for approval. No unchecked drawings will be accepted.

NAME PLATES: Two name plates shall be provided for the bridges. One shall be placed on the N.E. end post of the Left Lane bridge and one on the S.W. end post of the Right Lane bridge.

MATERIAL AND WORKMANSHIP: All material and workmanship shall be in accordance with the Specifications of the N.C. State Highway and Public Works Commission.

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

SECTION ALONG E OF BRIDGE ON LEFT LANE (SECTION ALONG E OF BRIDGE ON RIGHT LANE SIMILAR)



PILE SPLICES: For payment for any necessary pile splices, see Special Provisions.

NOTE: End Bent piles to be driven to a min. bearing capacity of 30 tons each.

COMPUTED FOUNDATION LOAD: Interior Bents #1 & #2 = 3 1/2 Tons

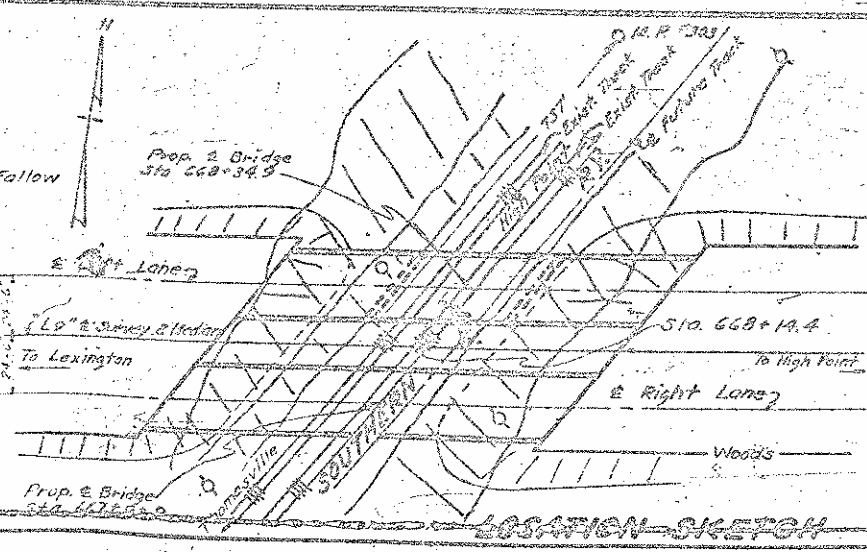
Note: The Contractor will be required to drive one test pile 37' long in End Bent #1 of Right Lane Bridge and one test pile 36' long in End Bent #2 of Right Lane Bridge. Test piles will be paid for as "Steel Piles." See Specifications.

BILL OF MATERIAL FOR ONE BRIDGE-LEFT LANE

	Class "A" Concrete Cu. Yds.	Reinforcing Steel Lbs.	Structural Steel (Approx. Lbs.)	Method "A" Water-proofing Sq. Yds.	Unclass. Struc. Exca. Cu. Yds.	12" x 5 1/2" Steel Piles No. Lin. Ft.	Wrought Iron Blast Plates (Approx. Lbs.)
Superstructure	177.3	35,257	182,500	25			4600
1-Rail Connection	8.5	422					
End Bent #1	14.7	3235					
Bent #1	39.5	7471			50	6-152	
End Bent #2	39.5	7471			12.5		
2-Approach Curbs	1.9	50				6-152	
TOTALS	295.7	57,160	182,500	25	175	12-357	4600

BILL OF MATERIAL FOR ONE BRIDGE-RIGHT LANE

	Class "A" Concrete Cu. Yds.	Reinforcing Steel Lbs.	Structural Steel (Approx. Lbs.)	Method "A" Water-proofing Sq. Yds.	Unclass. Struc. Exca. Cu. Yds.	12" x 5 1/2" Steel Piles No. Lin. Ft.	Wrought Iron Blast Plates (Approx. Lbs.)
Superstructure	177.3	35,257	182,500	25			4600
1-Rail Connection	8.5	422					
End Bent #1	15.0	3236					
Bent #1	39.5	7471			50	6-152	
Bent #2	32.5	7471			12.5		
End Bent #2	14.3	3235					
2-Approach Curbs	1.9	50				6-152	
TOTALS	296.0	57,162	182,500	25	175	12-357	4600

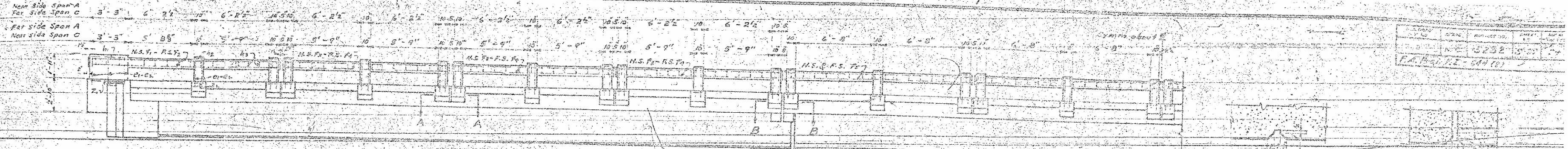


SPECIAL RELEASED BY: O. R. Sugg DATE: June 1949
 CHECKED BY: H. M. Shelden DATE: Sept. 1949

B.M. Nail in base 12' lat, 150' Lt Sta 662+10-Elev 891.55

PROJECT NO. 5202
 DAVIDSON COUNTY
 STATION: 668+10.4
 N + S

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 GENERAL DRAWING FOR BRIDGES ON L.S. 29 & 70 OVER SOUTHERN RY. BETWEEN LEXINGTON AND HIGH POINT
 JUNE, 1949
 SUBMITTED BY: J. H. ...
 APPROVED BY: W. H. ...



NOTE: For location of fixed and expansion ends of beams see General Drawing

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

ELEVATION

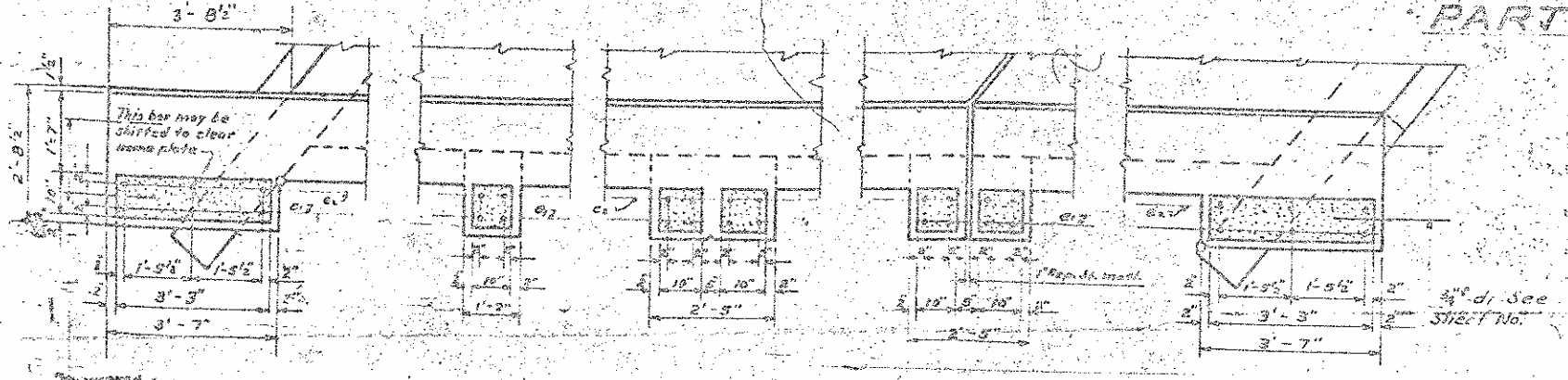
SECTION A-A SECTION C-C



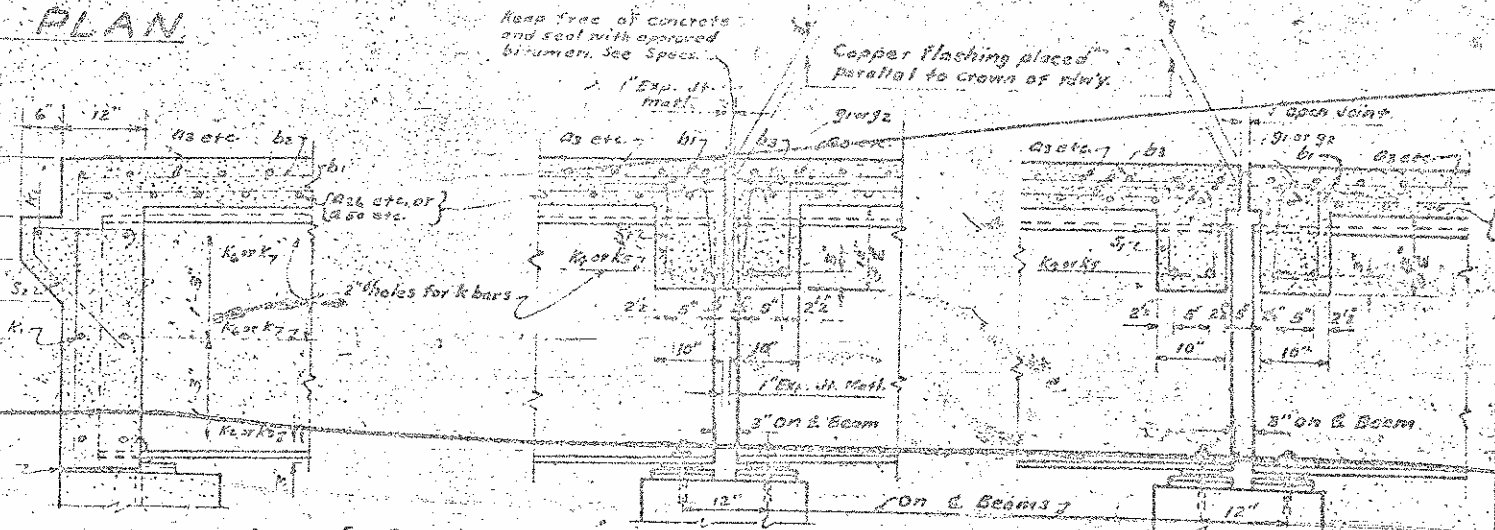
COPPER FLASHING
Required 2 Pcs. 40" x 14"

Copper flashing to be in accordance with the specs. Copper flashing shall be placed in expansion joints between spans as shown. Flashing may be spliced in order to obtain lengths required. Joints to be soldered. See specifications.

PART PLAN



POST DETAILS



SECTION C-C

SECTION D-D

SECTION D-D

PROJECT NO 3222
DAVIDSON COUNTY
STATION: 668 + 14.8

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
SUPERSTRUCTURE
RT. & LT. LANE BRIDGES

AUGUST 1949

SUBMITTED BY J.P. [Signature]
APPROVED BY [Signature]

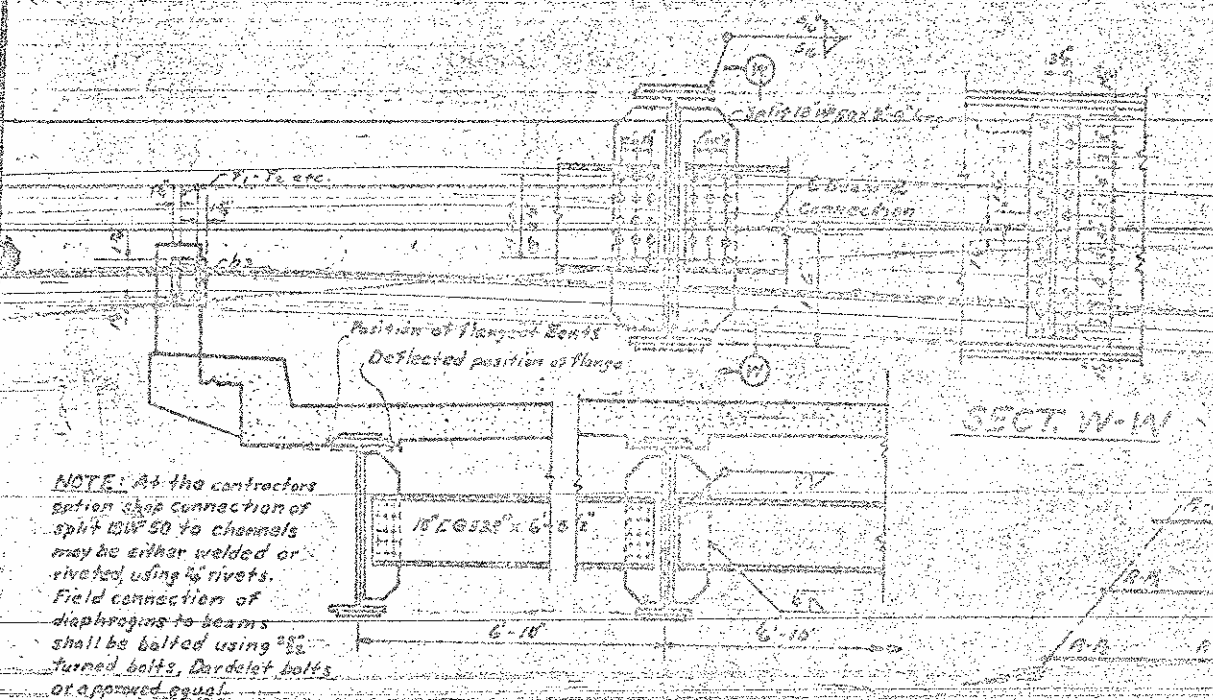
ASSEMBLED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
DESIGNED BY	DATE
PLACED BY	DATE
FILED BY	DATE

1949

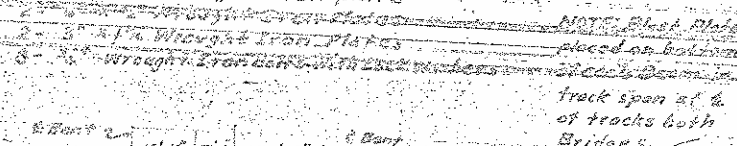
For Details of plates see Bearing Plate Assembly, Sheet H.R.S. 30

in ends of curb adjacent to Median strip - See Sheet No. 29

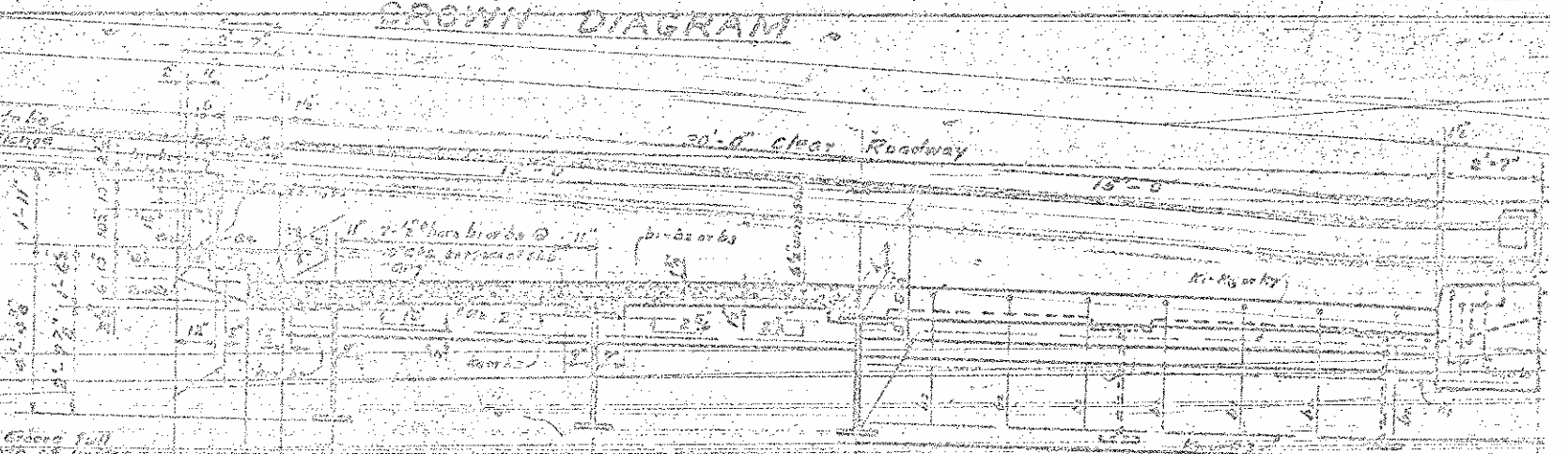
NOTE: Method A waterproofing to be placed over the fill side of joints between substructure and superstructure. Strips of waterproofing to be wide and placed symmetrical about the joint. Asphalt for mac coat shall conform to the requirements for Type A Asphalt of A.A.S.T. Spec. M-115.



BEARING PLATE DETAILS - ONE ASSEMBLY
10 ASSEMBLIES REQUIRED FOR EACH BRIDGE



CROWN DIAGRAM

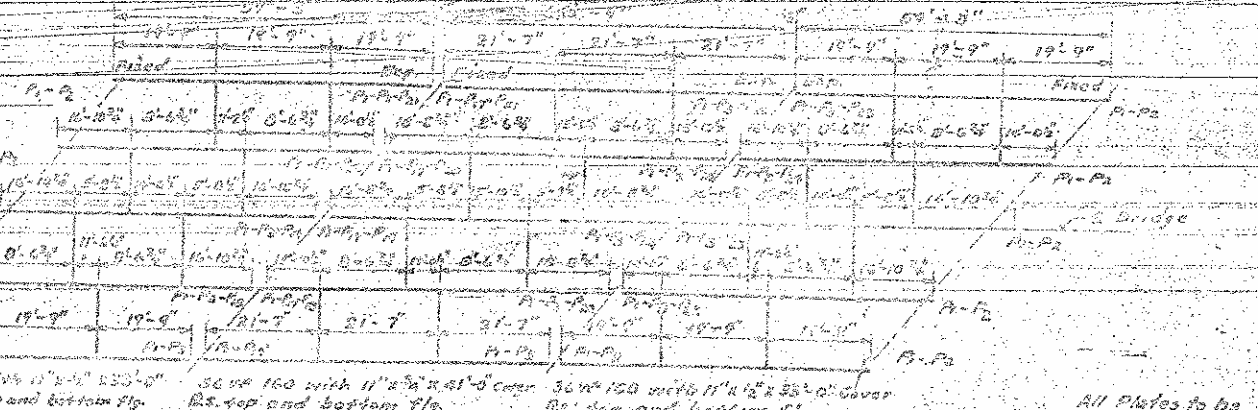


NOTE: At the contractor's option the connection of split IWF 50 to channels may be either welded or riveted using 3/8 rivets. Field connection of diaphragms to beams shall be bolted using 3/8 turned bolts, Dardlet bolts or approved equal.

SECTION SHOWING F DIAPHRAGM

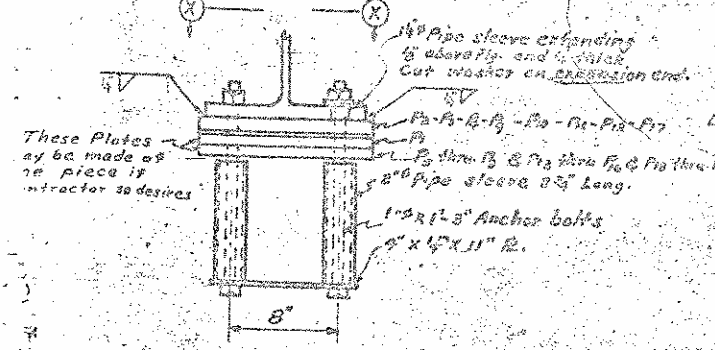
LOCATION OF BEARING PLATES LEFT LANE

WELDING DETAILS FOR ENDS OF COVER PLATES



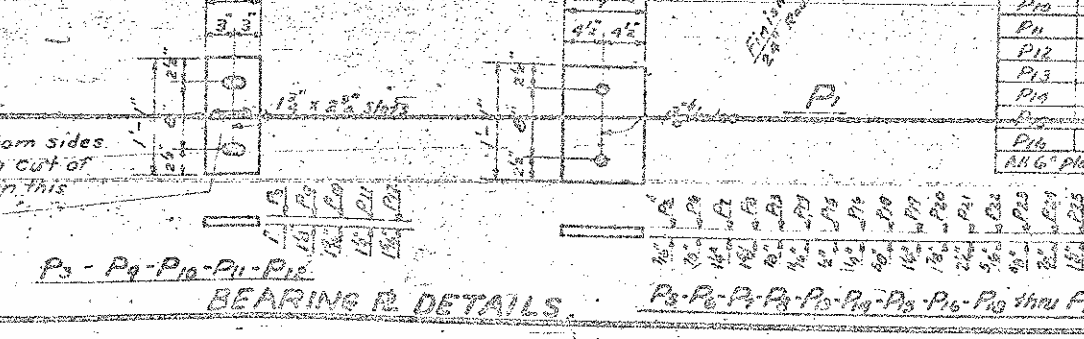
STRUCTURAL STEEL PLAN
BEARING PLATES SHOWN HERE ARE FOR RIGHT LANE

SECT. X-X



BEARING PLATE ASSEMBLY

Plane bottom sides in planing cut of tool to be in this direction



All plates to be hot straightened except P1-P2-P3-P4-P5 & P12

HALF SECTION

HALF END VIEW

NOTE: All dimensions which are given in section are affected by dead load deflections and dimensions of bearing. Roadway slab shall be blocked up over bears as shown to provide the required crown. Also additional blocking shall be used between bearing points to compensate for dead load deflection, and vertical curve. Max. Dead Load Deflection: 62' Span - Ent. Down 1/4" - Exit Down 60' Span - Ent. Down 1/4" - Exit Down

BILL OF MATERIAL FOR 3 SPANS

Mark	No.	Size	Material	QTY	Typical Length	Weight	Bar	No.	Size	Typical Length	Weight
P1	30	9" x 11" x 1/2"	24' Radius	24	24'-0"	240	1	30	9" x 11" x 1/2"	24'-0"	240
P2	10	6" x 11" x 1/2"		10	11'-0"	110	1	10	6" x 11" x 1/2"	11'-0"	110
P3	15	6" x 11" x 1/2"	Slotted	15	11'-0"	165	1	15	6" x 11" x 1/2"	11'-0"	165
P4	5	6" x 11" x 1/2"		5	11'-0"	55	1	5	6" x 11" x 1/2"	11'-0"	55
P5	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P6	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P7	5	6" x 11" x 1/2"		5	11'-0"	55	1	5	6" x 11" x 1/2"	11'-0"	55
P8	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P9	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P10	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P11	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P12	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P13	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P14	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P15	2	9" x 11" x 1/2"		2	11'-0"	22	1	2	9" x 11" x 1/2"	11'-0"	22
P16	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P17	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P18	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P19	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P20	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P21	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P22	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P23	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P24	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P25	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P26	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P27	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P28	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P29	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11
P30	1	9" x 11" x 1/2"		1	11'-0"	11	1	1	9" x 11" x 1/2"	11'-0"	11

APPROVED BY: H.W. Shelton, JR. DATE: July 1948
DRAWN BY: R.B. Shaw DATE: July 1948
CHECKED BY: H.W. Shelton DATE: Aug

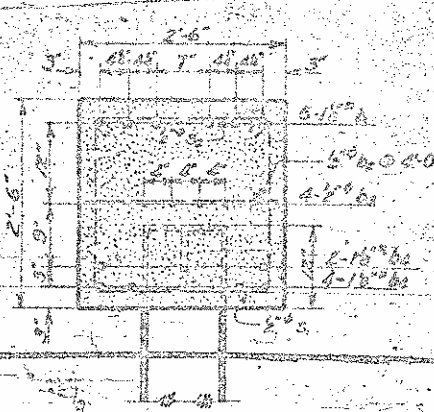
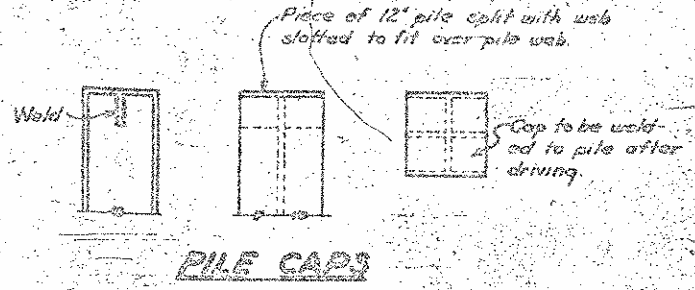
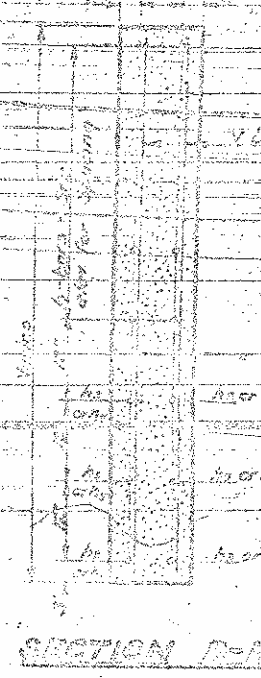
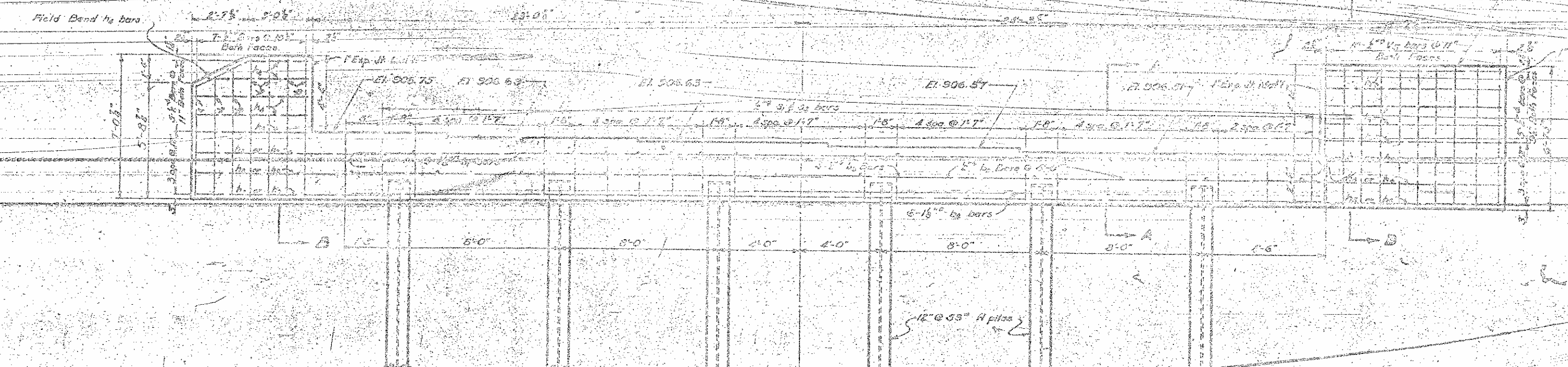
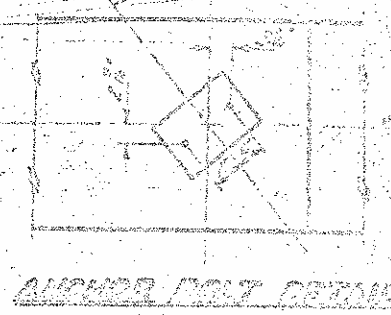
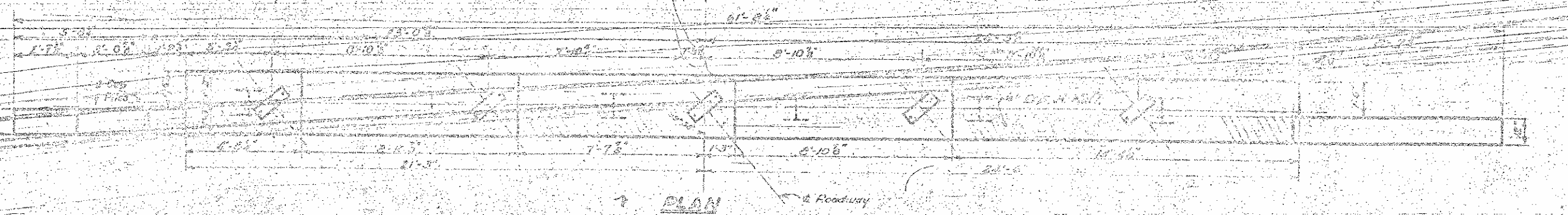
PROJECT NO. 5282
DAVIDSON COUNTY
STATION 668 + 14.4

STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION

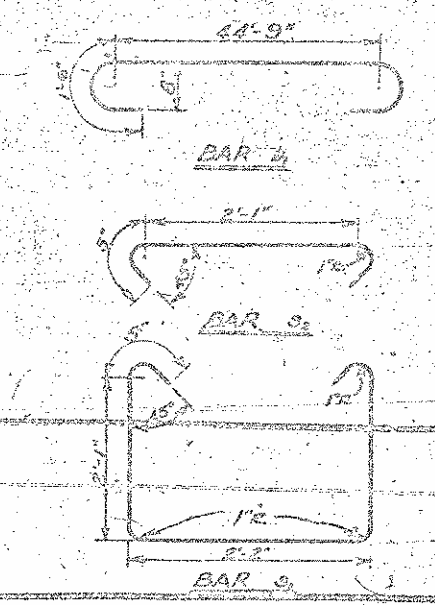
SUPERSTRUCTURE
RT. & LT. LANE BRIDGE

AUGUST 1948

SUBMITTED BY: J.M. ...
APPROVED BY: H.W. Shelton, JR.



Note: Load per pile = 30 tons.



BILL OF MATERIAL			
E.S. 1-LE LANE			
Bar	Qty	Size	Length
1a	4	1 1/2"	47'-9"
1b	12	1 1/2"	7'-3"
1c	3	1 1/2"	13'-0"
1d	6	1 1/2"	65'-0"
2a	10	1 1/2"	8'-4"
2b	3	1 1/2"	8'-4"
2c	3	1 1/2"	11'-1"
2d	10	1 1/2"	6'-5"
2e	3	1 1/2"	10'-2"
2f	3	1 1/2"	11'-11"
2g	29	1 1/2"	7'-2"
2h	29	1 1/2"	2'-11"
3a	2	1 1/2"	3'-0"
3b	2	1 1/2"	3'-0"
3c	8	1 1/2"	8'-0"
3d	20	1 1/2"	6'-4"

Reinforcing Steel (see spec 3255)
 Class A Concrete (see spec 14.7)
 12" x 53" steel H piles (see spec 14.7)
 12" x 53" steel H piles (see spec 14.7)

PROJECT NO. 520
 DAWSON COUN
 STATION: 603+13.4

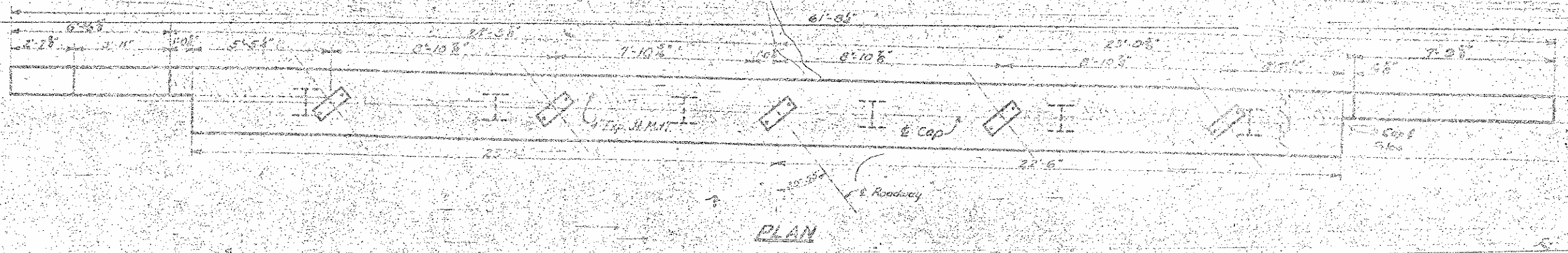
STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

END BENT NO. 1
 LEFT LANE

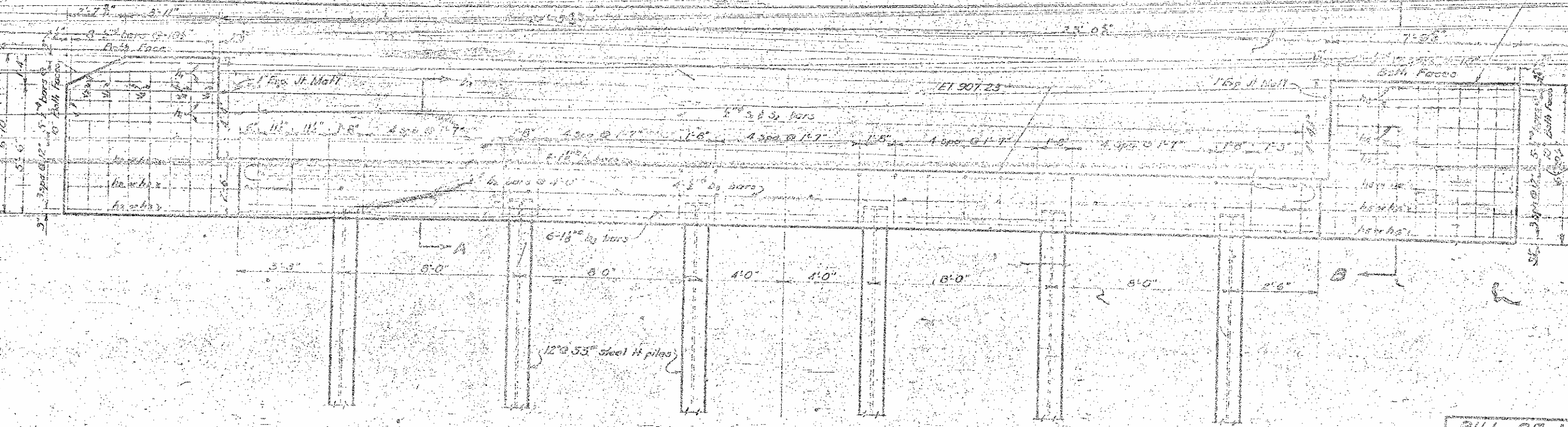
JULY 1949
 SUBMITTED BY: [Signature]
 APPROVED BY: [Signature]

SPECIAL	
DESIGNED BY: H.W. Sheldon	DATE: June 1949
CHECKED BY: H.W.S. & J.W.K.	DATE: July 1949
APPROVED BY: J.W. Kutt	DATE: July 1949
DATE: Sept. 2, 1949	

Sheet No.	5282	of	5
Date	Aug 1949	Project No.	5282



PLAN



ELEVATION

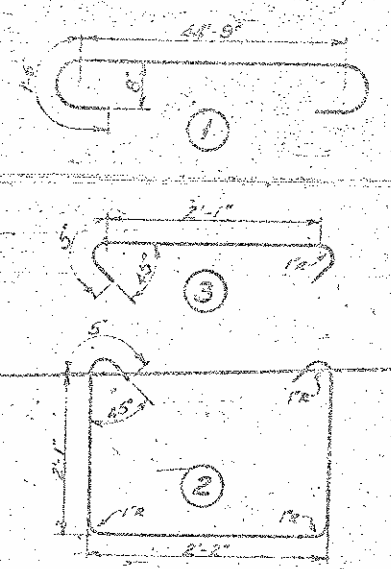
Note: Load per pile = 30 tons

Note: For Sections A-A & B-B, see sheet no. S-31
 For Pile Caps, see sheet no. S-31
 For Anchor Bolt Detail, see sheet no. S-31

BILL OF MATERIAL
 EB 2 - LT LANE

Bar No.	Size	Type	Length	Weight
1	1 1/2"	str	47'-9"	125.9
2	1 1/2"	str	2'-3"	1.0
3	1 1/2"	str	23'-9"	12.1
4	1 1/2"	str	45'-6"	17.0
5	1 1/2"	str	6'-3"	4.2
6	1 1/2"	str	9'-6"	1.9
7	1 1/2"	str	11'-3"	9.0
8	1 1/2"	str	7'-6"	3.0
9	1 1/2"	str	10'-3"	2.1
10	1 1/2"	str	12'-0"	12.2
11	3/4"	str	7'-2"	1.4
12	3/4"	str	2'-11"	3.9
13	1/2"	str	5'-3"	7
14	1/2"	str	5'-9"	8
15	1/2"	str	6'-2"	8
16	1/2"	str	6'-7"	13.2

Reinforcing Steel Lbs 325.4
 Class "A" Concrete Cu Yds 14.3
 12" x 53" steel H piles 6-162



PROJECT NO 5282
 DAVIDSON COUNTY
 STATION: 668.6/4.4

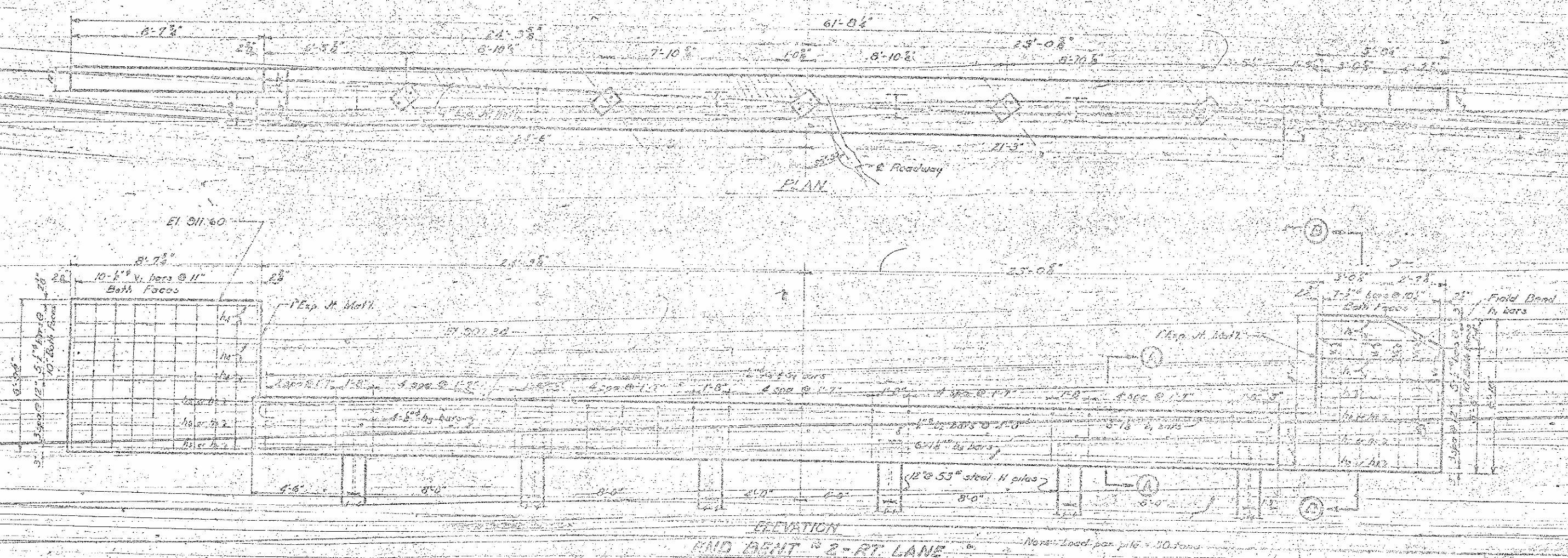
STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

END BENT NO. 2
 LEFT LANE

AUGUST 1949

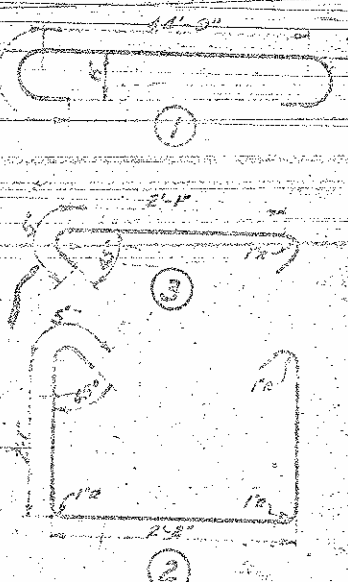
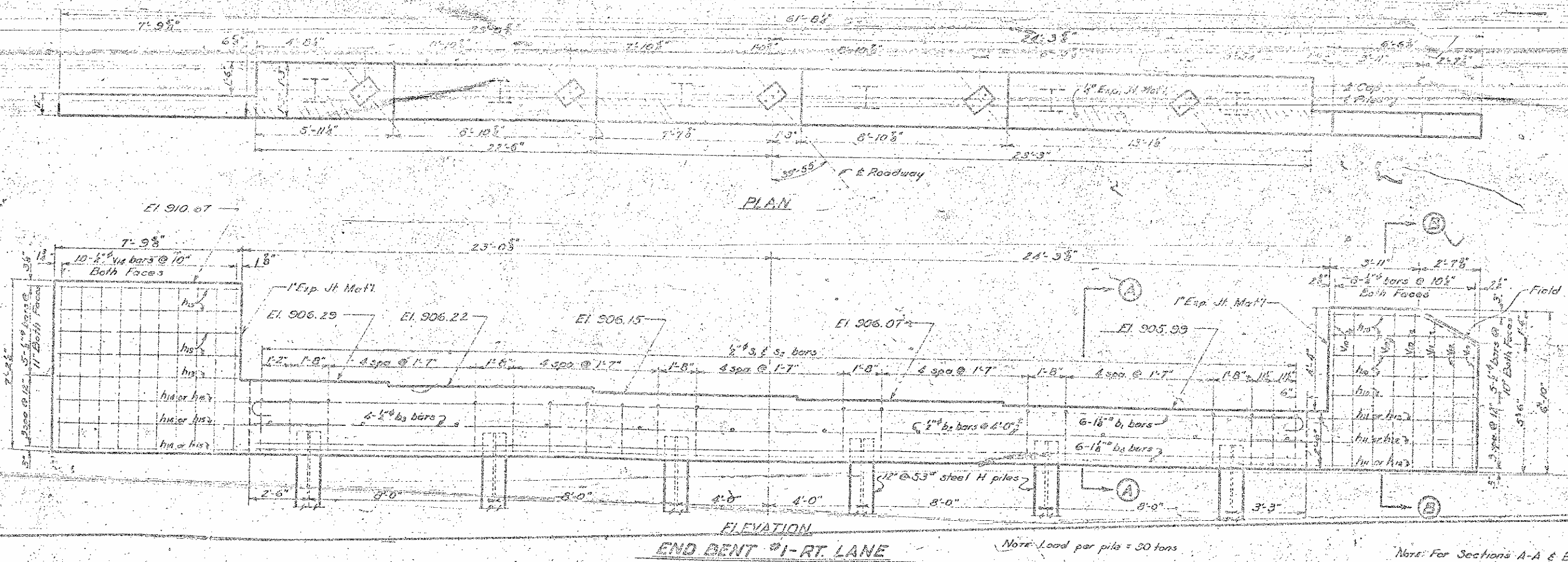
DESIGNED BY: J.P. [Signature]
 DRAWN BY: W.F. [Signature]
 CHECKED BY: [Signature]

SPECIAL	DESIGNED BY	DATE
STANDARD	DRAWN BY	DATE
	CHECKED BY	DATE



BILL OF MATERIAL				BILL OF MATERIAL					
Line No.	Qty	Type	Length	Weight	Line No.	Qty	Type	Length	Weight
1	1	4" Exp. St. Mat'l	47'-9"	12.33	1	1	4" Exp. St. Mat'l	47'-9"	12.33
2	12	5" dia. stl	7'-5"	15	2	10" #11 bars	25'-9"	127	
3	8	6" dia. stl	25'-9"	127	3	6" dia. stl	45'-6"	1175	
4	6	10" dia. stl	45'-6"	1175	4	10" #11 bars	5'-5"	36	
5	3	5" dia. stl	3'-3"	10	5	3" #10 bars	11'-0"	68	
6	3	1" dia. stl	11'-0"	68	6	10" #11 bars	8'-0"	50	
7	10	5" dia. stl	8'-0"	50	7	3" #10 bars	17'-2"	20	
8	3	1" dia. stl	17'-2"	20	8	3" #10 bars	11'-11"	122	
9	23	2" dia. stl	7'-2"	139	9	3" #10 bars	2'-11"	37	
10	23	2" dia. stl	2'-11"	37	10	10" #11 bars	6'-0"	122	
11	2	5" dia. stl	5'-9"	9	11	10" #11 bars	5'-9"	9	
12	2	5" dia. stl	5'-9"	9	12	10" #11 bars	5'-9"	9	
13	2	5" dia. stl	5'-9"	9	13	10" #11 bars	5'-9"	9	
14	2	5" dia. stl	5'-9"	9	14	10" #11 bars	5'-9"	9	
15	2	5" dia. stl	5'-9"	9	15	10" #11 bars	5'-9"	9	
16	2	5" dia. stl	5'-9"	9	16	10" #11 bars	5'-9"	9	
17	2	5" dia. stl	5'-9"	9	17	10" #11 bars	5'-9"	9	
18	2	5" dia. stl	5'-9"	9	18	10" #11 bars	5'-9"	9	
19	2	5" dia. stl	5'-9"	9	19	10" #11 bars	5'-9"	9	
20	2	5" dia. stl	5'-9"	9	20	10" #11 bars	5'-9"	9	
21	2	5" dia. stl	5'-9"	9	21	10" #11 bars	5'-9"	9	
22	2	5" dia. stl	5'-9"	9	22	10" #11 bars	5'-9"	9	
23	2	5" dia. stl	5'-9"	9	23	10" #11 bars	5'-9"	9	
24	2	5" dia. stl	5'-9"	9	24	10" #11 bars	5'-9"	9	
25	2	5" dia. stl	5'-9"	9	25	10" #11 bars	5'-9"	9	
26	2	5" dia. stl	5'-9"	9	26	10" #11 bars	5'-9"	9	
27	2	5" dia. stl	5'-9"	9	27	10" #11 bars	5'-9"	9	
28	2	5" dia. stl	5'-9"	9	28	10" #11 bars	5'-9"	9	
29	2	5" dia. stl	5'-9"	9	29	10" #11 bars	5'-9"	9	
30	2	5" dia. stl	5'-9"	9	30	10" #11 bars	5'-9"	9	
31	2	5" dia. stl	5'-9"	9	31	10" #11 bars	5'-9"	9	
32	2	5" dia. stl	5'-9"	9	32	10" #11 bars	5'-9"	9	
33	2	5" dia. stl	5'-9"	9	33	10" #11 bars	5'-9"	9	
34	2	5" dia. stl	5'-9"	9	34	10" #11 bars	5'-9"	9	
35	2	5" dia. stl	5'-9"	9	35	10" #11 bars	5'-9"	9	
36	2	5" dia. stl	5'-9"	9	36	10" #11 bars	5'-9"	9	
37	2	5" dia. stl	5'-9"	9	37	10" #11 bars	5'-9"	9	
38	2	5" dia. stl	5'-9"	9	38	10" #11 bars	5'-9"	9	
39	2	5" dia. stl	5'-9"	9	39	10" #11 bars	5'-9"	9	
40	2	5" dia. stl	5'-9"	9	40	10" #11 bars	5'-9"	9	
41	2	5" dia. stl	5'-9"	9	41	10" #11 bars	5'-9"	9	
42	2	5" dia. stl	5'-9"	9	42	10" #11 bars	5'-9"	9	
43	2	5" dia. stl	5'-9"	9	43	10" #11 bars	5'-9"	9	
44	2	5" dia. stl	5'-9"	9	44	10" #11 bars	5'-9"	9	
45	2	5" dia. stl	5'-9"	9	45	10" #11 bars	5'-9"	9	
46	2	5" dia. stl	5'-9"	9	46	10" #11 bars	5'-9"	9	
47	2	5" dia. stl	5'-9"	9	47	10" #11 bars	5'-9"	9	
48	2	5" dia. stl	5'-9"	9	48	10" #11 bars	5'-9"	9	
49	2	5" dia. stl	5'-9"	9	49	10" #11 bars	5'-9"	9	
50	2	5" dia. stl	5'-9"	9	50	10" #11 bars	5'-9"	9	
51	2	5" dia. stl	5'-9"	9	51	10" #11 bars	5'-9"	9	
52	2	5" dia. stl	5'-9"	9	52	10" #11 bars	5'-9"	9	
53	2	5" dia. stl	5'-9"	9	53	10" #11 bars	5'-9"	9	
54	2	5" dia. stl	5'-9"	9	54	10" #11 bars	5'-9"	9	
55	2	5" dia. stl	5'-9"	9	55	10" #11 bars	5'-9"	9	
56	2	5" dia. stl	5'-9"	9	56	10" #11 bars	5'-9"	9	
57	2	5" dia. stl	5'-9"	9	57	10" #11 bars	5'-9"	9	
58	2	5" dia. stl	5'-9"	9	58	10" #11 bars	5'-9"	9	
59	2	5" dia. stl	5'-9"	9	59	10" #11 bars	5'-9"	9	
60	2	5" dia. stl	5'-9"	9	60	10" #11 bars	5'-9"	9	
61	2	5" dia. stl	5'-9"	9	61	10" #11 bars	5'-9"	9	
62	2	5" dia. stl	5'-9"	9	62	10" #11 bars	5'-9"	9	
63	2	5" dia. stl	5'-9"	9	63	10" #11 bars	5'-9"	9	
64	2	5" dia. stl	5'-9"	9	64	10" #11 bars	5'-9"	9	
65	2	5" dia. stl	5'-9"	9	65	10" #11 bars	5'-9"	9	
66	2	5" dia. stl	5'-9"	9	66	10" #11 bars	5'-9"	9	
67	2	5" dia. stl	5'-9"	9	67	10" #11 bars	5'-9"	9	
68	2	5" dia. stl	5'-9"	9	68	10" #11 bars	5'-9"	9	
69	2	5" dia. stl	5'-9"	9	69	10" #11 bars	5'-9"	9	
70	2	5" dia. stl	5'-9"	9	70	10" #11 bars	5'-9"	9	
71	2	5" dia. stl	5'-9"	9	71	10" #11 bars	5'-9"	9	
72	2	5" dia. stl	5'-9"	9	72	10" #11 bars	5'-9"	9	
73	2	5" dia. stl	5'-9"	9	73	10" #11 bars	5'-9"	9	
74	2	5" dia. stl	5'-9"	9	74	10" #11 bars	5'-9"	9	
75	2	5" dia. stl	5'-9"	9	75	10" #11 bars	5'-9"	9	
76	2	5" dia. stl	5'-9"	9	76	10" #11 bars	5'-9"	9	
77	2	5" dia. stl	5'-9"	9	77	10" #11 bars	5'-9"	9	
78	2	5" dia. stl	5'-9"	9	78	10" #11 bars	5'-9"	9	
79	2	5" dia. stl	5'-9"	9	79	10" #11 bars	5'-9"	9	
80	2	5" dia. stl	5'-9"	9	80	10" #11 bars	5'-9"	9	
81	2	5" dia. stl	5'-9"	9	81	10" #11 bars	5'-9"	9	
82	2	5" dia. stl	5'-9"	9	82	10" #11 bars	5'-9"	9	
83	2	5" dia. stl	5'-9"	9	83	10" #11 bars	5'-9"	9	
84	2	5" dia. stl	5'-9"	9	84	10" #11 bars	5'-9"	9	
85	2	5" dia. stl	5'-9"	9	85	10" #11 bars	5'-9"	9	
86	2	5" dia. stl	5'-9"	9	86	10" #11 bars	5'-9"	9	
87	2	5" dia. stl	5'-9"	9	87	10" #11 bars	5'-9"	9	
88	2	5" dia. stl	5'-9"	9	88	10" #11 bars	5'-9"	9	
89	2	5" dia. stl	5'-9"	9	89	10" #11 bars	5'-9"	9	
90	2	5" dia. stl	5'-9"	9	90	10" #11 bars	5'-9"	9	
91	2	5" dia. stl	5'-9"	9	91	10" #11 bars	5'-9"	9	
92	2	5" dia. stl	5'-9"	9	92	10" #11 bars	5'-9"	9	
93	2	5" dia. stl	5'-9"	9	93	10" #11 bars	5'-9"	9	
94	2	5" dia. stl	5'-9"	9	94	10" #11 bars	5'-9"	9	
95	2	5" dia. stl	5'-9"	9	95	10" #11 bars	5'-9"	9	
96	2	5" dia. stl	5'-9"	9	96	10" #11 bars	5'-9"	9	
97	2	5" dia. stl	5'-9"	9	97	10" #11 bars	5'-9"	9	
98	2	5" dia. stl	5'-9"	9	98	10" #11 bars	5'-9"	9	
99	2	5" dia. stl	5'-9"	9	99	10" #11 bars	5'-9"	9	
100	2	5" dia. stl	5'-9"	9	100	10" #11 bars	5'-9"	9	

Reinforcing Steel - lbs. 3235
Class A Concrete - Cu. Yds. 14.8
12" x 53" steel H piles - No. 8
12" x 53" steel H piles km. Pl. 192



PROJECT NO. 5282
DAWSON COUNTY
STATION 563+16.4

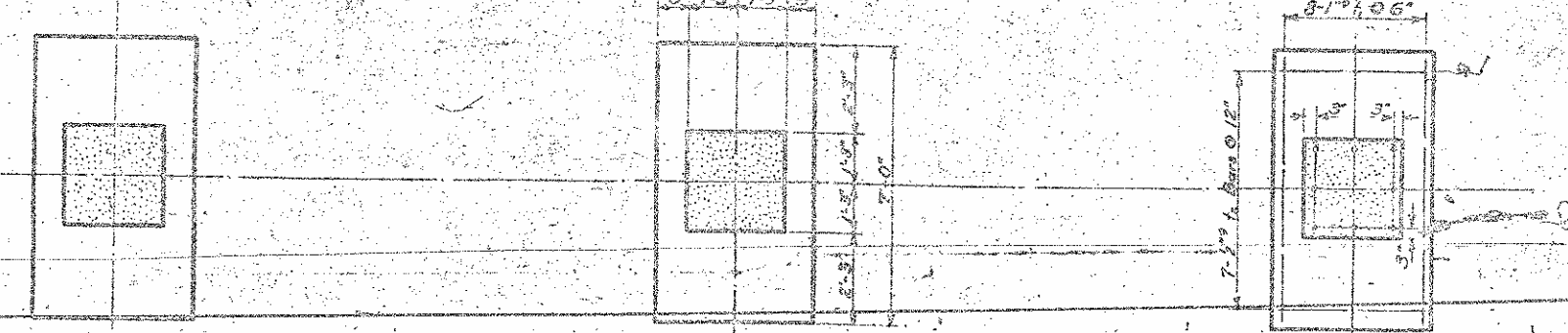
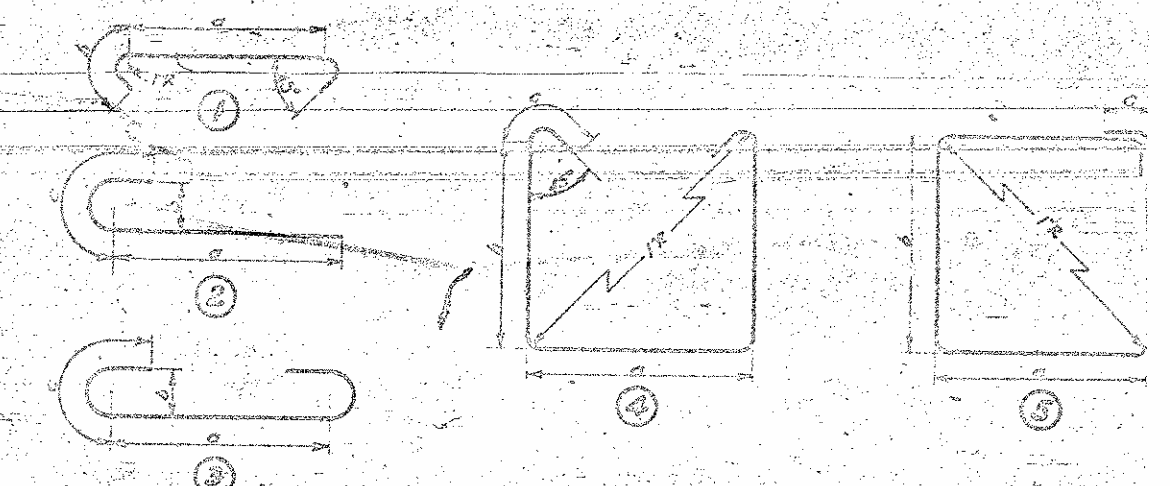
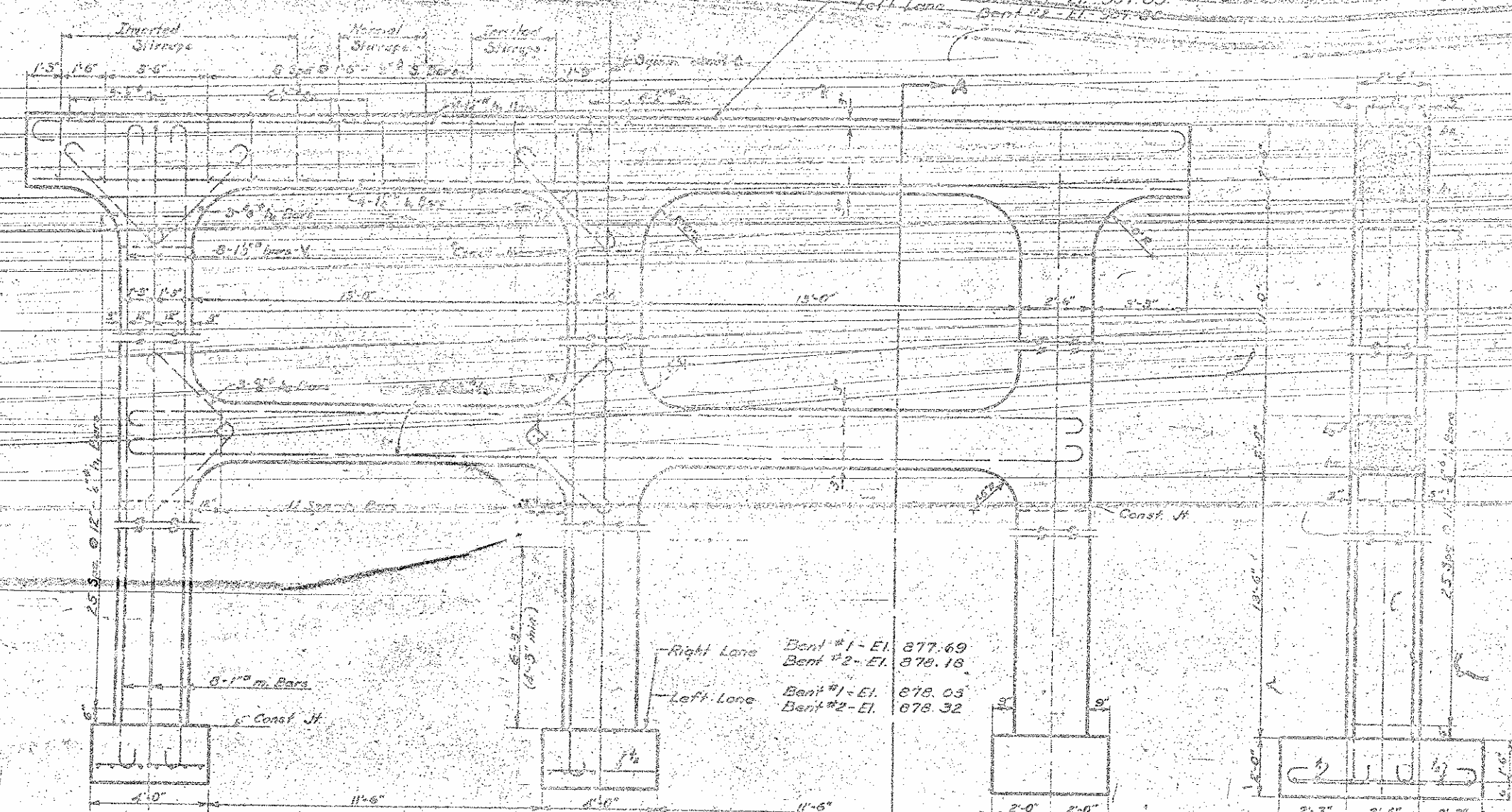
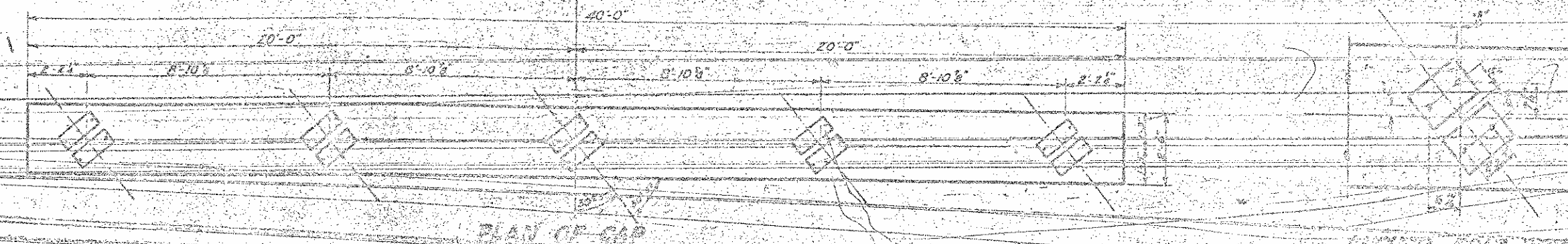
STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
RALEIGH

END BENTS #1 & 2
RIGHT LANE
AUGUST 1949

DESIGNED BY: J. H. ...
APPROVED BY: W. H. ...

SPECIAL	DESIGNED BY	DATE
STANDARD	CHECKED BY	DATE
	APPROVED BY	DATE

Note: For Sections A-A & B-B, see sheet no. S-31
For Pile Caps, see sheet no. S-31
For Anchor Bolt Detail, see sheet no. S-31



BILL OF MATERIAL - 1 BENT

Bar No	Size	Type	A	B	C	Length	Weight
1	4"	1/2"	39'-0"	0"	1'-6"	42'-0"	245
2	4"	1/2"	39'-0"	0"	1'-6"	42'-0"	245
3	1/2"	3"	4'-0"	4"	1'-0"	6'-0"	118
4	1/2"	3"	32'-9"	6"	1'-3"	36'-3"	753
5	1/2"	3"	3'-9"	6"	1'-0"	5'-6"	138
6	1/2"	5"	2'-11"	1'-11"	3/4"	6'-9"	114
7	1/2"	5"	2'-11"	1'-7"	3/4"	8'-1"	72
8	1"	2"	7'-7"	6"	1'-3"	8'-10"	721
9	1/2"	4"	2'-2"	2'-2"	5"	7'-6"	108
10	1/2"	1"	2'-1"	5"	—	2'-11"	35
11	1"	3"	6'-3"	6"	1'-3"	8'-9"	561
12	1"	5"	—	—	—	9'-9"	53
13	1/2"	2"	20'-2"	6"	1'-6"	29'-0"	2084

Reinforcing Steel Lbs 7471
 Class 'A' Concrete - Cu Yds 39.3

PROJECT NO. 56
 DAVIDSON, COL
 STATION 668+14
 27' 4" LT LANES
 BENTS 152

STATE OF NORTH CAROLINA
 STATE HIGHWAY DIV.
 PUBLIC WORKS COMMISSION

STRUCTURE SET
 FOR BRIDGE ON U.S. 2
 OVER SOUTHERN
 BETWEEN LEXINGTON
 HIGH POINT
 JULY 1949

DESIGNED BY: J. W. Klutz
 CHECKED BY: J. W. Klutz
 DATE: July 1949

APPROVED BY: J. W. Klutz
 DATE: July 1949

SPECIAL: ACCEPTED IN CHARGE BY: DATE: June 1949
 DRAWN BY: H.W.S. DATE: June 1949
 CHECKED BY: J.W. Klutz DATE: July 1949
 DESIGNED BY: J.W. Klutz DATE: July 1949

Note: Computed Foundation load per sq. ft. = 3 1/2 tons.