

INDEX OF SHEETS

Sheet No. 1 Title Page

1. Typical Cross Section of Improvement

- 3RS-303 Detail Showing Method of Treatment of Shoulders Adjacent to Bridges
- 3RH-304 Std. Details of Plain Concrete Endwalls & Flared End Sections of R.C. Pipe
- 3RS-300 Detail Showing Standard Slopes, Drainage, and R/W Markers
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4. General Notes

- 4-5 Plan & Profile
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- 6 thru 8 Cross-sections

STATE OF NORTH CAROLINA STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

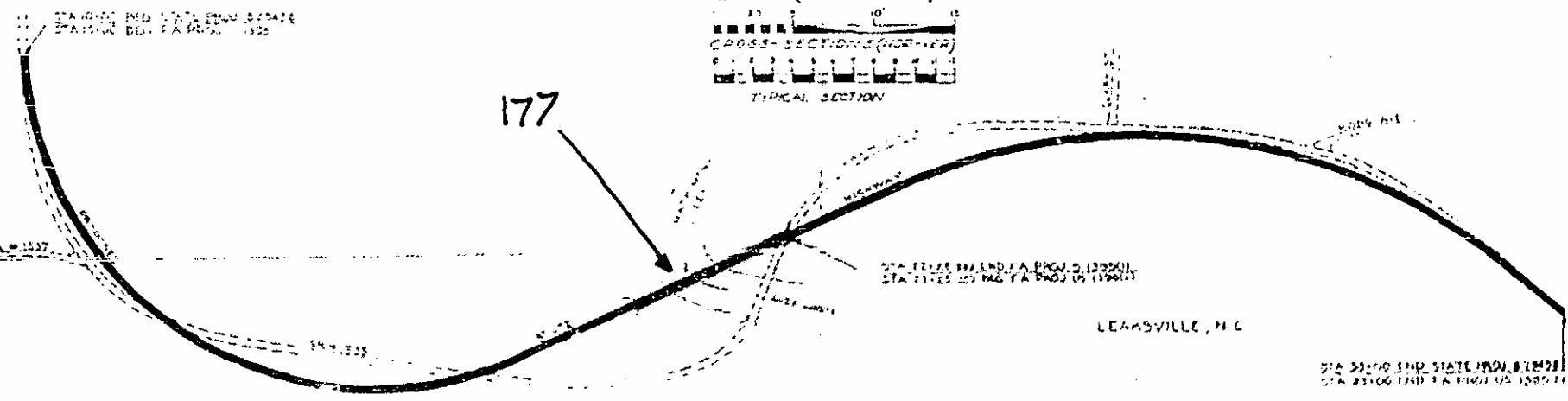
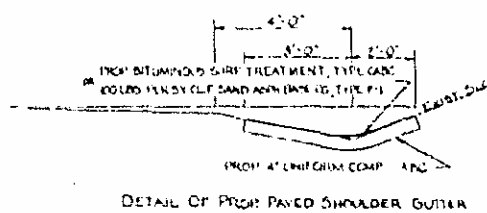
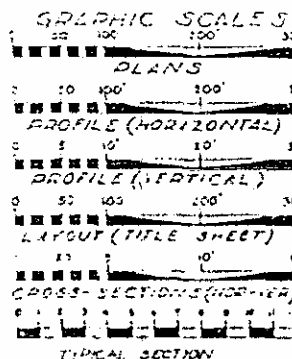
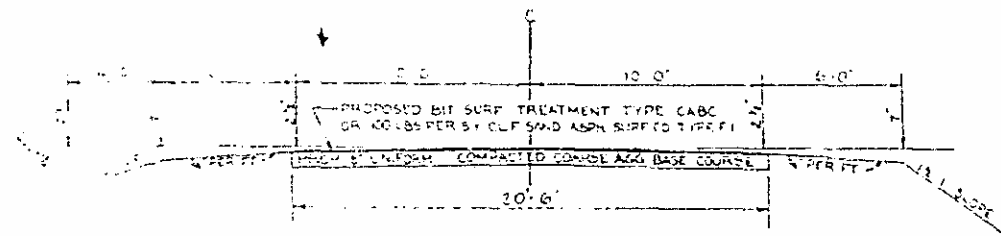
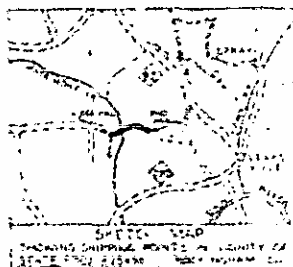
ROCKINGHAM COUNTY

BEGIN PROJECT AT STA 10+00 G. EXISTING SR 1535 AND CONTINUE ACROSS MATRIMONY CREEK TO
STA 33+00 IN LEAKSVILLE, N.C. END OF PROJECT

FED. ROAD DIST. NO.	STATE	STATE PROJ. NO.	PROJ. YEAR	SHEET NO.	TOTAL SHEETS
16	N.C.	825478		2	4
FA PROJ NO 8-159611					
FA PROJ NO 18-159611					

CONVENTIONAL SIGNS

County Line	-----
Township Line	-----
City or Town Line	-----
Right of Way Line	-----
Survey Line	-----
Property Line	-----
Wire Fence	-----
Board Fence	-----
Present Traveled Road	-----
Railroad	-----
Grade Elevation	DATUM
Ground Elevation	DATUM
Pipe Culvert	-----
Box Culvert	-----
Woods	-----
Telephone or Telegraph Pole	-----
Tower Pole and Line	-----
Power Pole	-----
Right of Way Markers	▲



Prepared in Office of
STATE HIGHWAY COMMISSION
RALEIGH, N.C.

LENGTH OF ROADWAY FA PROJ 8-159611 1.046 MILES
LENGTH OF STRUCTURE FA PROJ 8-159611 0.006 MILES
LENGTH OF ROADWAY FA PROJ 18-159611 0.301 MILES
TOTAL LENGTH STATE PROJ 8-159611 1.043 MILES

State Standard Specifications
Approved by Bureau Control

THE RIGHT OF WAY ON THIS PROJECT IS 60 FEET WIDE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: *[Signature]*
DIVISION ENGINEER / DATE: *[Date]*

INDEX OF FINAL ESTIMATE	
SHEET No. 1	TITLE SHEET
SHEET 2-8	ORIGINAL PLAN & PROFILE
SHEET 9-10	FINAL CROSS SECTIONS & MISC. ITEMS
SHEET 21-33	BRIDGE PLANS
SHEET 34-40	BRIDGE ITEMS
SHEET 41	FINAL ESTIMATE

FINAL ESTIMATE ON NORTH CAROLINA PROJECT No. 8.25458, ROCKINGHAM COUNTY
BRIDGE AND APPROACHES AT MATRIMONY CREEK, ON SECONDARY ROAD #1535, WEST OF AND IN LEAKSVILLE

DIVISION NUMBER - 7
CONTRACTOR - JOHN H. BRINKLEY
THOMASVILLE, NC
CONTRACT DATED 11-15-60
WORK COMPLETED 11-9-61

T. A. BURTON DIVISION ENGINEER
R. L. HICKERSON RESIDENT ENGINEER
W. C. HITCHCOCK BRIDGE INSPECTOR
H. E. COLLINS GRADING INSPECTOR

LENGTH OF PROJECT 0.44 MILES

NOTE: The final survey note books properly marked and described submitted herewith as a part of this final estimate are as follows:

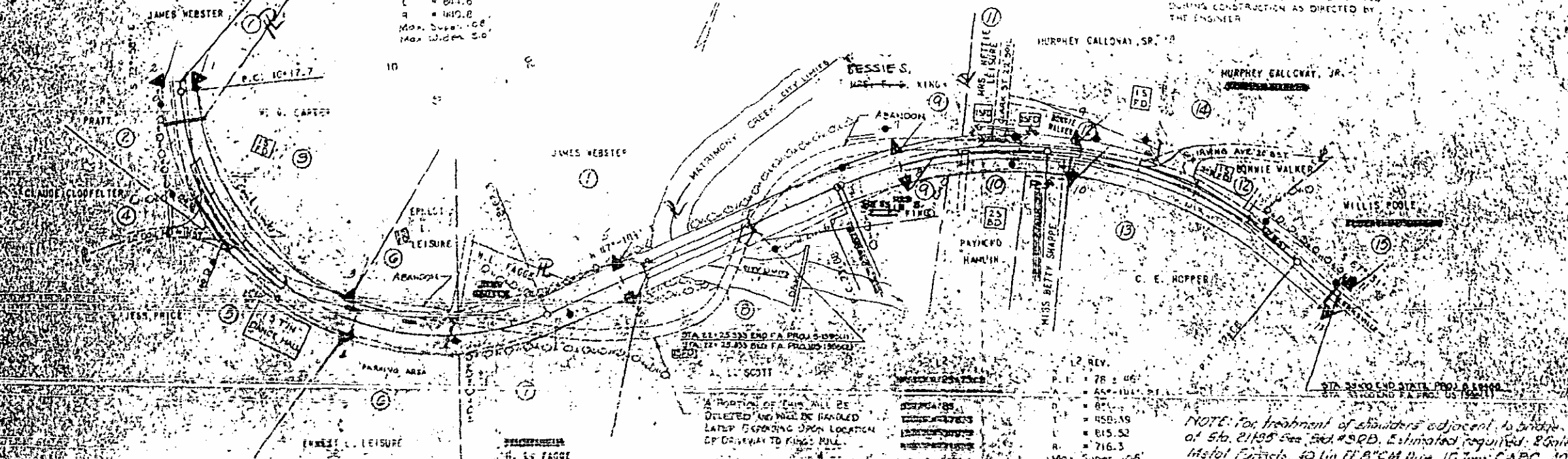
- Transit Book showing the Final Alignment and Reference Points.
- Original & Final Level Book showing original and final elevations and benchmarks.
- Original & Final Cross Section Book showing original and final cross sections covering roadway excavation and borrow pits.
- Masonry Book showing detailed sketches, actual dimensions and computations of quantities for all masonry and concrete structures.
- Diaries showing the Resident Engineer's Daily Record of Forces and Equipment, working days, weather conditions and all important events connected with the work.
- Miscellaneous Book showing B.S. Clearing & grubbing, R.C. Pipes, Headwalls, etc.

Rockingham #177

Reel # 698

Pos # 7

NOTE: DASHED LINE TO BE RUN IN AND ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE INSURER.

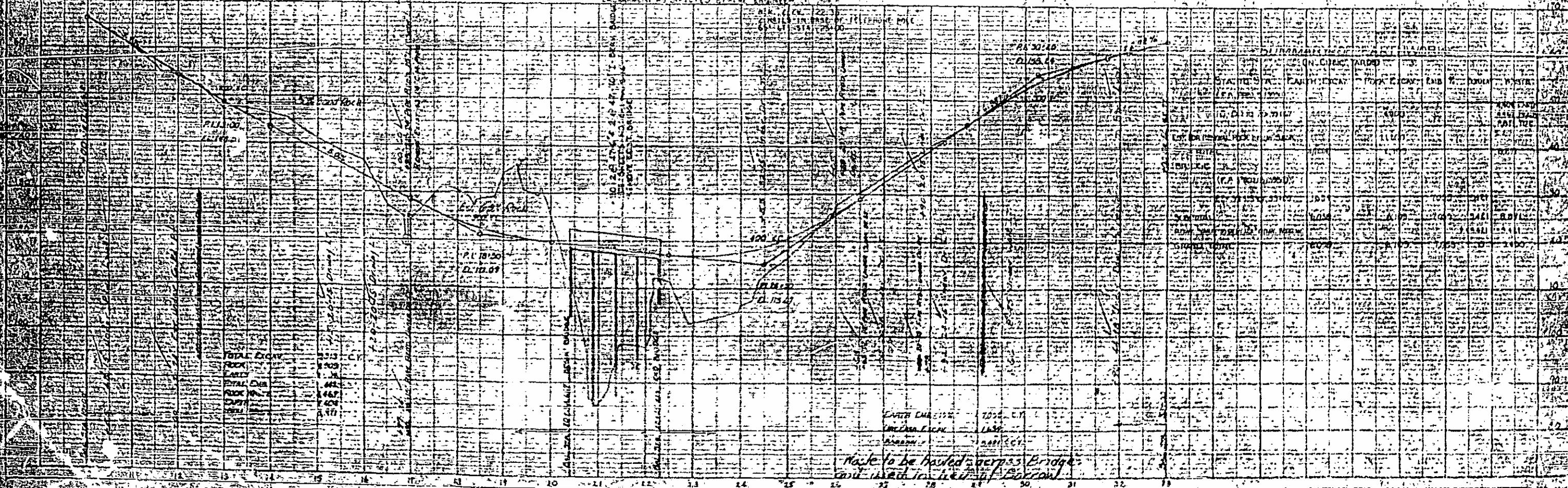


A PORTION OF THIS WILL BE
OFFERED AND WILL BE HANDLED
LATER DEPENDING UPON LOCATION
OF DRIVEWAY TO KING'S HILL.

NOTE THE EXISTING PAVEMENT AT ENDS OF BRIDGE IS TO BE REMOVED AND THE REACHED, SCARIFIED TO A MINIMUM DEPTH OF 2'-00" BELOW ORIGINAL SURFACE IN THE AREA WHERE PILES ARE TO BE DRIVEN THROUGH THE PROPOSED EMBANKMENT AS DIRECTED BY THE ENGINEER.

L2 REV.
P. I. = 78 ± 46
A = 46 ± 104
D = 81
I = 450.39
U = 815.52
R = 716.3
Max. Super. 06
Max. Widen. 8.0

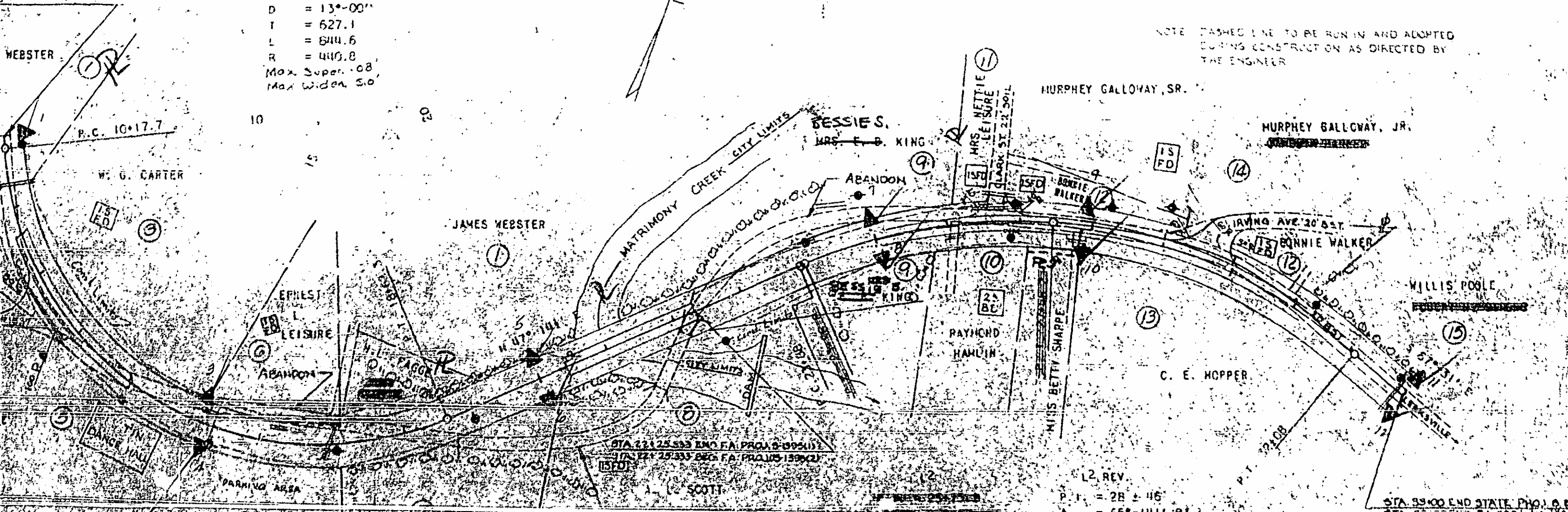
NOTE: For treatment of shoulders adjacent to bridge of Sta. 2155 See Sect. #SRB. Estimated required: 200 lbs. Metal Formers, 10 Lin #12 "CM Pipe, 15 Tons CABG, 10 sq. yds; Bit Surface Treatment with straight seal only or 15 tons of Bond Asphalt Surface Co. Note



Waste to be hauled over 25 Bridge.

P.I. = 16+44.8
 A = 109°-17' LT.
 D = 13°-00"
 T = 627.1
 L = 844.6
 R = 440.8
 Max. Super. .08
 Max. Widen. 5.0

NOTE: DASHED LINE TO BE RUN IN AND ADOPTED
 DURING CONSTRUCTION AS DIRECTED BY
 THE ENGINEER



STA 22+25.33 END F.A. PROJ. 1395(1)
 STA 22+25.33 BEG. F.A. PROJ. 1395(2)

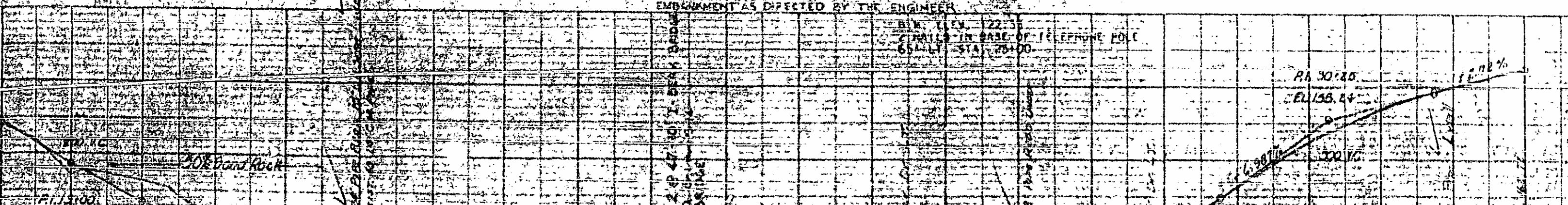
STA 33+00 END STATE PROJ. 6.8
 STA 33+00 END F.A. PROJ. 1395

A PORTION OF THIS MAP WILL BE
 DELETED AND WILL BE HANDLED
 LATER DEPENDING UPON LOCATION
 OF DRIVEWAY TO KING'S MILL.

NOTE: THE EXISTING PAVEMENT AT END OF BRIDGE IS TO BE
 REMOVED AND THE ROAD BED SCARIFIED TO A MINIMUM
 DEPTH OF 2'-00" BELOW ORIGINAL SURFACE IN THE AREA
 WHERE PILES ARE TO BE DRIVEN THROUGH THE PROPOSED
 EMBANKMENT AS DIRECTED BY THE ENGINEER.

L2 REV.
 P.I. = 28+46
 A = 45°-10' LT.
 D = 8°
 T = 450.39
 L = 815.52
 R = 716.3
 Max. Super. .08
 Max. Widen. 2.0'

NOTE: For treatment of shoulders adjacent
 of Sta. 21+55 See Sect. #9RB. Estimated re-
 Metal Furnish. 40 cu ft 8" CM Pipe, 10 Ton
 Sig. Piles, 24" Surface Treatment with straight
 9 tons CLF Sand Asphalt Surface Co. Type P.



ERNEST L. LEISURE

W. L. FASGE

A. L. SCOTT

L2

L2 REV.

A PORTION OF THIS WILL BE
DELETED AND MOVED HANDLED
LATER DEPENDING UPON LOCATION
OF DRIVEWAY TO KINGS PINE

W. L. FASGE

W. L. FASGE

W. L. FASGE

W. L. FASGE

P. I. = 28.46
A = 650.101 81
D = 80
I = 458.39
L = 815.52
R = 716.3
M.A. Super. 2.5
M.A. 3.0

NOTE THE EXISTING PAVEMENT AT END OF BRIDGE IS TO BE
REMOVED AND THE ROAD BED BUILT TO A MINIMUM
DEPTH OF 2'-00" BELOW ORIGINAL SURFACE IN THE AREA
WHERE PILES ARE TO BE DRIVEN THROUGH THE PROPOSED
EMBANKMENT AS DIRECTED BY THE ENGINEER

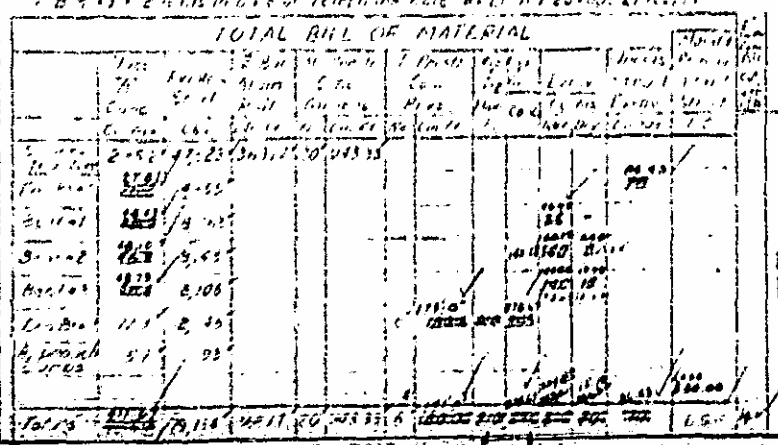
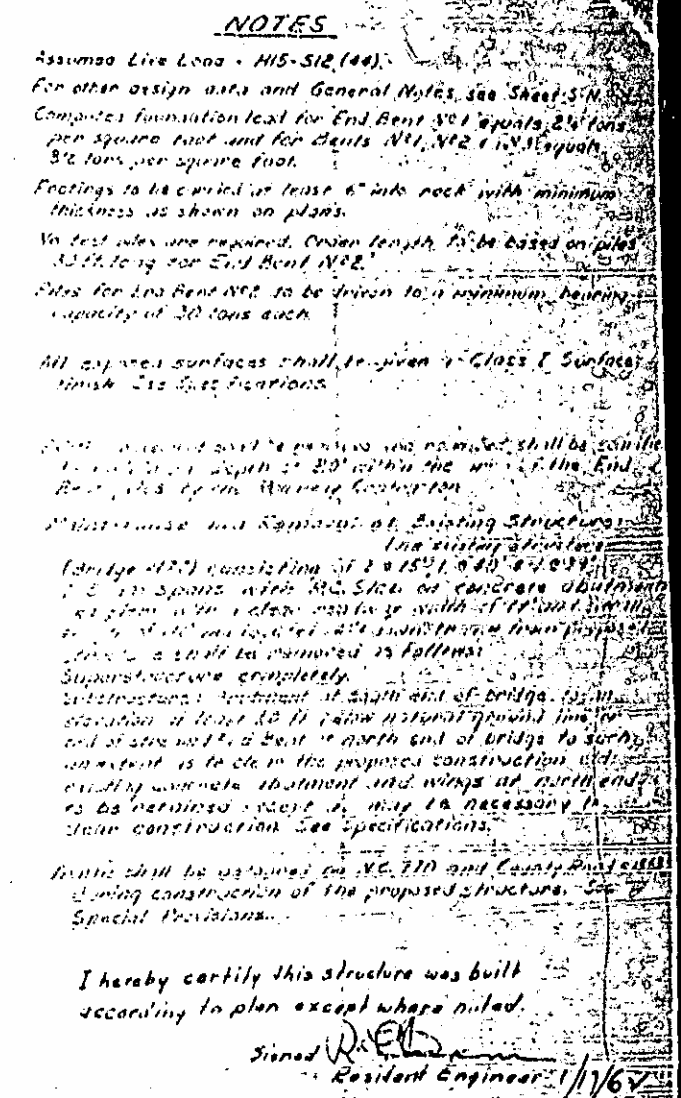
B.M. ELEV. 77.30
2 NAILS IN BASE OF TELEPHONE POLE
66-LT STA. 25+00

TOTAL EXCAV	23.3	CH
ROCK	1900	
EARTH	400	
SPILL OVER	40	
ROCK WASTE	467	
GRIT	400	
PAV. WASTE	477	

EARTH EXCAVATION
UNCLASS. EXCAV.
WASTE

Waste to be hauled
away from the area

PLEASE SEE PROFILE & P. 2. EXCAVATION
WILL BE DONE AND NOT REPORTED AS A
WASTE EXCAVATION



PROJECT NO. 825189
ROCKINGHAM COUNTY
STATION: 21+30.10
Replacing Bridge NR177

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

GENERAL DRAWING
BRIDGE OVER PATRIMONY CREEK
ON L. R. 14-1000 FREE & LEASVILLE
APRIL 17 1960

21+30.10
21+30.10
21+30.10

20+25

125

115

155

165

175

185

195

205

215

225

235

245

255

265

275

285

295

Fill Face End Bent No. 1

Sta. 20+34.57

Ground El. 118.22

3.6'

FIX

SPAN A

CIP

EXP

SPAN B

FIX

EXP

SPAN C

FIX

EXP

Rad. Slope 1:1

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

End Bent No. 1

46.7'

43'

2.4'

1.3'

Fill Face

To Bridge

SECTION ALONG E. FACE

Top of Ftg. E. 118.22

47.6'

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

Top of Ftg. E. 118.22

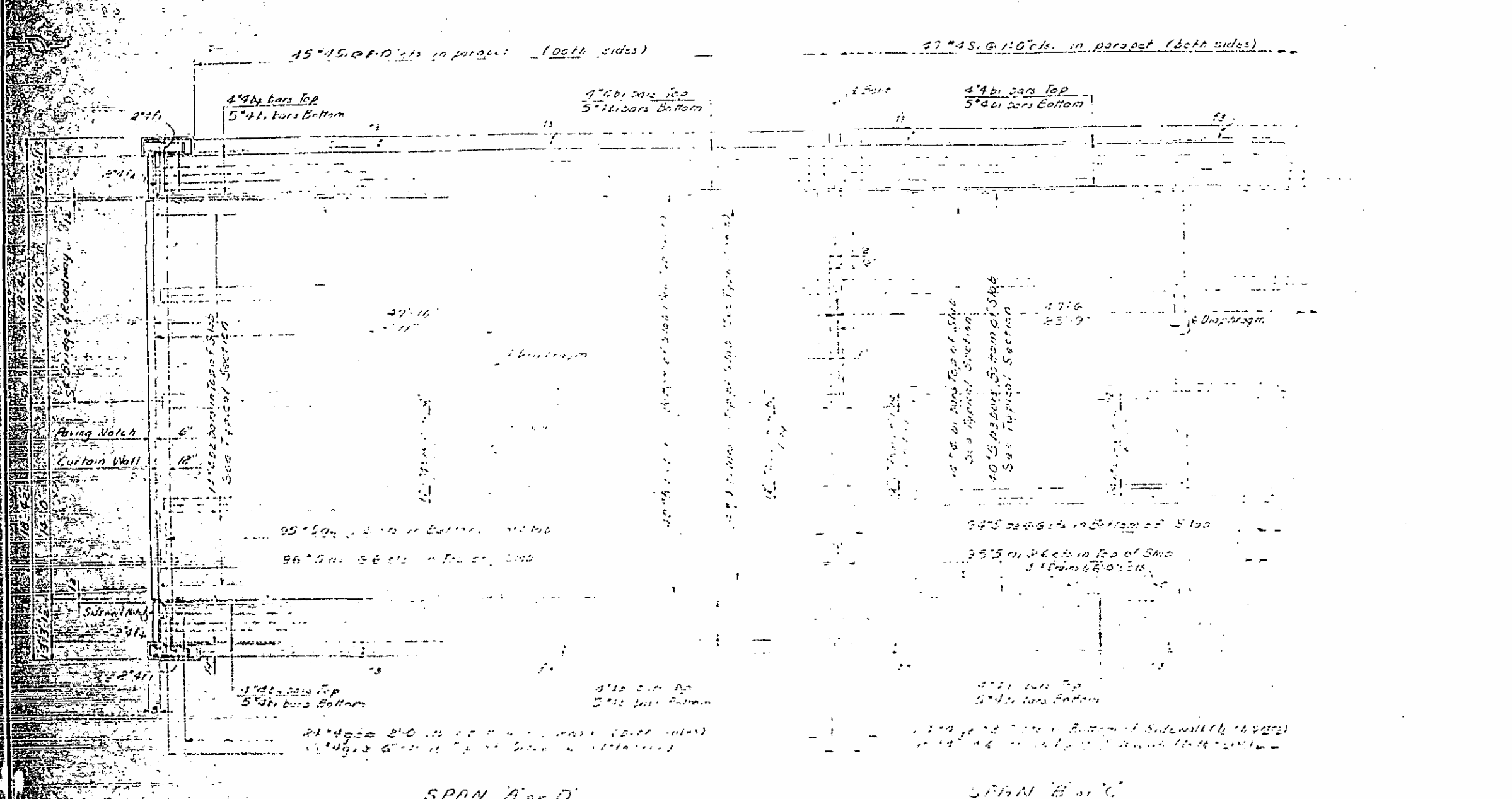
will still be required on Mc PLO and County Road 155 during construction of the proposed structure. See Special Provisions.

[illegible]

Longhorned flies

Enclosed for the Department is
a copy of the letter. It is to

PROJECT NO. A-75158
ROCKINGHAM COUNTY
STATION: 21+30.10
Replacing Bridge No. 171
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
GENERAL DRAWING
FOR BRIDGE OVER MATRIMONY CREEK
on L-1617 hwy 660 PRICE HILLSVILLE
AUGUST 1960



BAR DETAILS

All dimensions are out to cut.

①

21.2"

1.5"

②

31.2"

7"

③

24.5"

2.5"

④

11.5"

3.4"

⑤

7"

6"

⑥

2.0"

5"

⑦

2.3"

1.8"

⑧

1.5"

1.5"

BILL OF MATERIAL

FOR SPANS A, B, C, and D

SPC	NO	SIZE	WT	LENGTH	THREAT
01	392	#5	2	32.4	12882
02	378	#5	1	55.2	14076
03	212	#4	5 1/2	20.9	3958
04	28	#4	9	27.5	513
05	100	#5	5 1/2	47.2	2877
06	16	#4	3	27.6	224
07	16	#4	5 1/2	5.9	96
08	8	#4	5 1/2	5.8	90
09	8	#4	7	9.4	95
10	A	#4	3	3.9	40
11	B	#2	5 1/2	3.4	14
12	C	#2	5 1/2	20.9	1056
13	D	#2	3	2.1	11
14	764	#2	4	4.6	327
15	190	#2	5 1/2	3.4	11
16	B	#2	5 1/2	18.10	120
17	15	#4	5 1/2	6.0	40
18	4	#4	5 1/2	3.4	14
19	2	#6	5 1/2	20.5	129
20	8	#5	5 1/2	5.0	69
21	4	#6	5 1/2	4.5	115
22	35	#6	5 1/2	6.6	912
23	34	#6	5 1/2	10.7	107
24	24	#8	9	7.4	47
25	584	#2	6	7.0	124
26	144	#2	6	7.0	47
27	96	#2	8	5.5	34

Concrete, 2400 psi, 4.75" dia

Concrete, 2400 psi, 4.75" dia

Concrete, 2400 psi, 4.75" dia

Concrete, 2400 psi, 4.75" dia

Concrete, 2400 psi, 4.75" dia

~~I hereby certify that this structure~~
was built according to plan.

Signed *R. E. Lawrence*
Resident Engineer

PROJECT NO. 8-25758

ROCKINGHAM COUNTY

STATION: 91-90-44

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

SUPERSTRUCTURE

34 PRES. R. W. D. GIRDEN

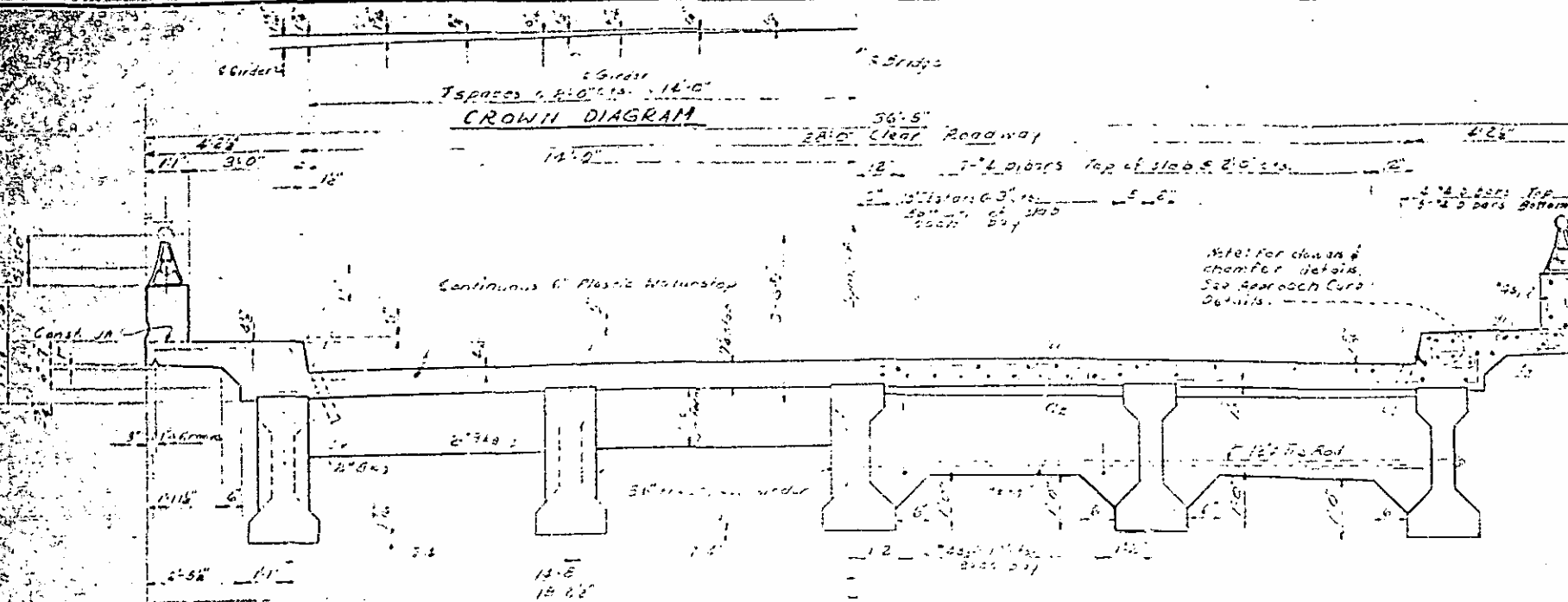
SPANS N.E. C. and U. S.
BR. ROADWAY 13 S. DEW 7/6

1950

Atto 2 3 1 D, the female 10.11
The total number of total
the number of regular
Expenditure 11.11

DRAIN DETAIL

Not a good specimen - see Spec. to you.

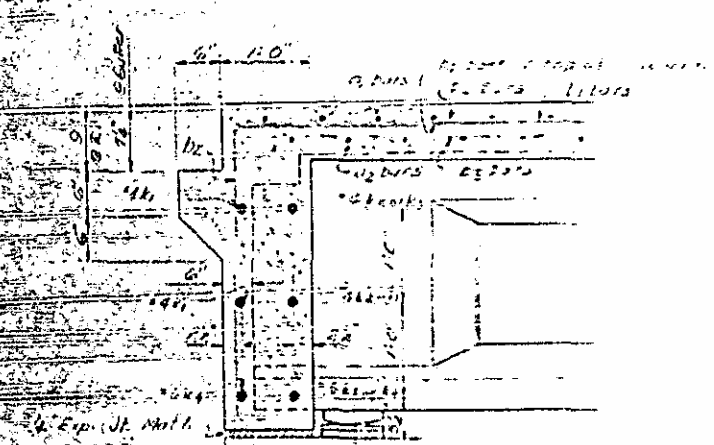


SECTION A - INT. BENT

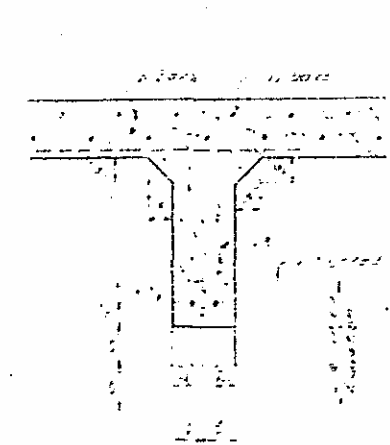
SECTION B - MID-SPAN

Note: In order to obtain proper thickness of slab at all points without excessive thickness at other points, the thickness of the girder into the slab may be varied from 1/4" minimum to 1 1/4" maximum.

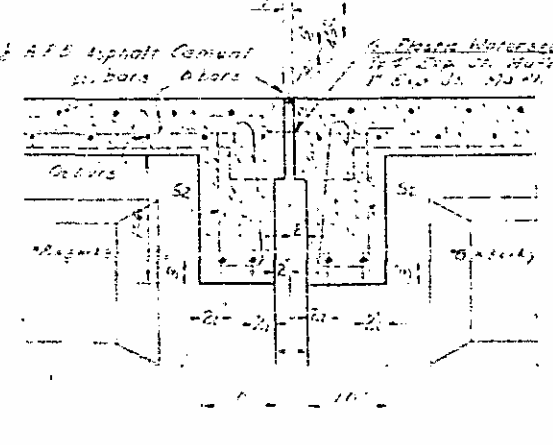
Temporary struts shall be placed between prestressed girders adjacent to the diaphragms and the nuts on the tie bars shall be fully tightened before diaphragms are cast. Struts shall remain in place at least 3 days or the concrete is placed. The tie bars shall be re-tightened after struts have been removed.



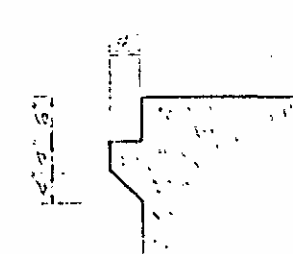
SECTION C - END WALL



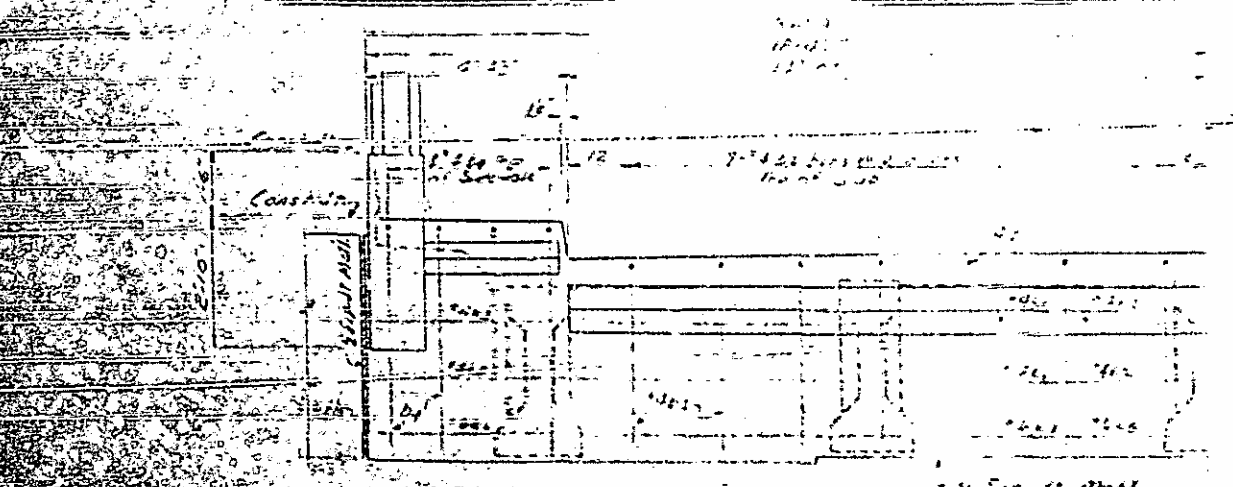
SECTION D - MID-SPAN DIAPHRAGM



SECTION E - END DIAPHRAGM BENTS



DETAIL OF SIDEWALK NOTCH



HALF END ELEVATION

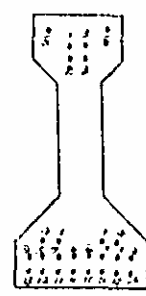
DEAD LOAD DEFLECTION			
	Deflection due to bridge structure	Deflection due to superimposed D.L. Collection	Net D.L. Collection
Ext.	3/16"	3/16"	3/8"
Int.	3/16"	3/16"	0

PROJECT NO. 8-2515A
ROCKINGHAM COUNTY
STATION: 21+30.48

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SUPERSTRUCTURE
36" PRESTRESSING GIRDER
SPANS A, B, C AND D
25' ROADWAY, 3' SIDEWALK
JUL 1957

NOTES

All prestress strands to be 1/2" diameter and each cable to be prestressed at 15000 psi.
 Cables shall be cut off within 1' of end of beam.
 No surface finish will be required for prestressed concrete beams. However, the outside face of exterior beams shall be carefully cleaned of drippings and other discolorations.
 If cable stress is relieved by burning, the following order of burning shall be strictly adhered to:
 (1) Bottom cables - 1-1
 (2) Draped Cables - 2-2
 (3) Draped Cables - 3-3
 (4) Bottom Cables - 4-4
 (5) Top Cables - 5-5
 (6) Release hold-downs.
 Each pair of cables to burn 15-18" and be burned at ends of beam and before all girders before burning any of the next pair of cables.
 See Specifications and Detail Sheets.



SECTION SHOWING PATTERN FOR BURNING CABLES

HALF PLAN BEAMS FOR SPAN

HALF PLAN BEAMS FOR SPAN

HALF ELEVATION

HALF ELEVATION

Hold down pins for cables.

REINFORCING STEEL FOR ONE (1) BEAM

Bar	No.	Size	Type	Length	Weight	Bending Diagram
Beam	21	1/2"	1	6'3"	—	1
Beam	21	1/2"	2	6'3"	—	2
Beam	21	1/2"	3	6'3"	—	3
Beam	21	1/2"	4	6'3"	—	4
Beam	21	1/2"	5	6'3"	—	5
Beam	21	1/2"	6	6'3"	—	6
Beam	21	1/2"	7	6'3"	—	7
Beam	21	1/2"	8	6'3"	—	8
Beam	21	1/2"	9	6'3"	—	9
Beam	21	1/2"	10	6'3"	—	10
Beam	21	1/2"	11	6'3"	—	11
Beam	21	1/2"	12	6'3"	—	12
Beam	21	1/2"	13	6'3"	—	13
Beam	21	1/2"	14	6'3"	—	14
Beam	21	1/2"	15	6'3"	—	15

END BLOCK DETAIL

BEAM SECTION

PRESTRESS CABLE LAYOUT

BEAMS REQUIRED

30' x 42" beam	2
30' x 42" beam	1
30' x 42" beam	1
30' x 42" beam	1

PROJECT NO. 8.25458
 ROCKINGHAM COUNTY
 STATION: 21+30.14

QUANTITIES ONE (1) BEAM

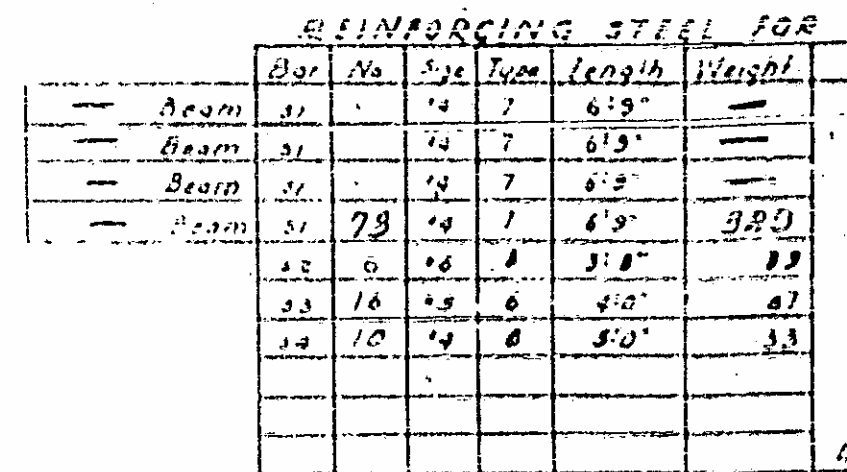
Reinforcing Steel	
42" beam	16
42" beam	16
42" beam	16
42" beam	16
3000 psi Concrete	
42" beam	16
42" beam	16
42" beam	16
42" beam	16
1/2" S.R. Cables	
42" beam	16
42" beam	16
42" beam	16
42" beam	16

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 36' PRESTRESSING
 CONCRETE BEAM
 APRIL 1936

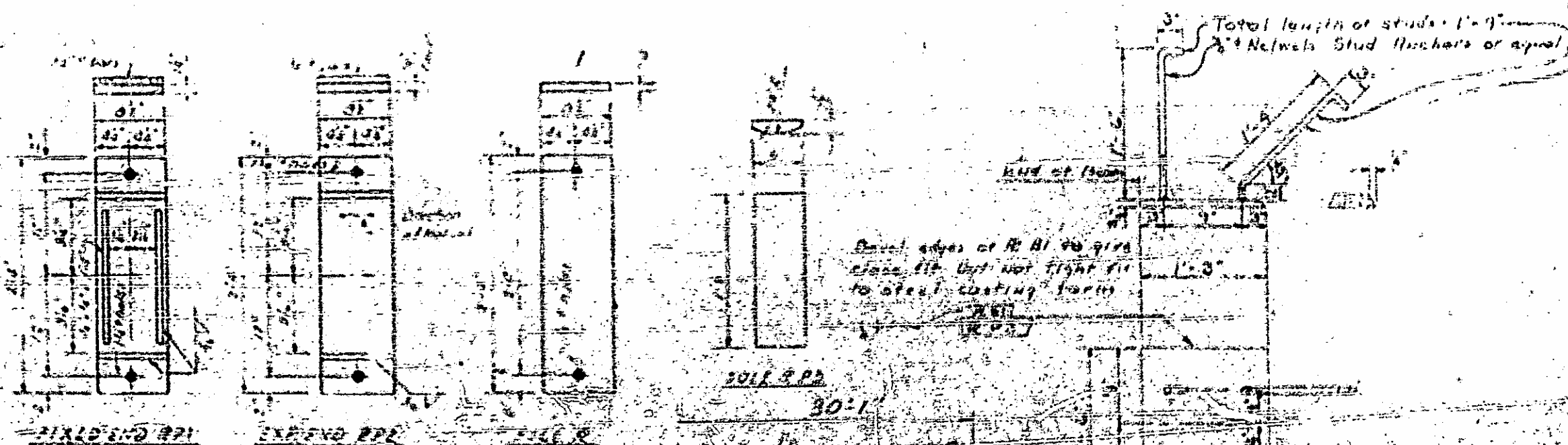
BEARING PLATE DETAIL

1/2" TIE ROD

Embedded R.B. for 36' Prestress Cables
 Required 2 each beam
 OPTION 2
 The contractor may select Option 1 or 2 for Embedded R.B.

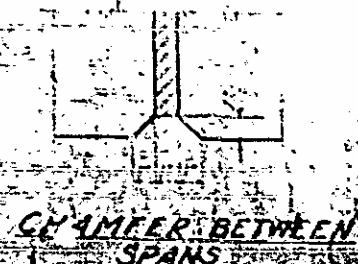
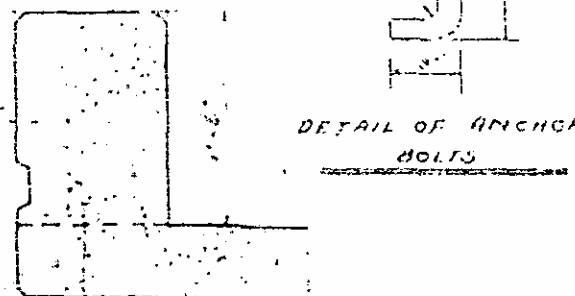
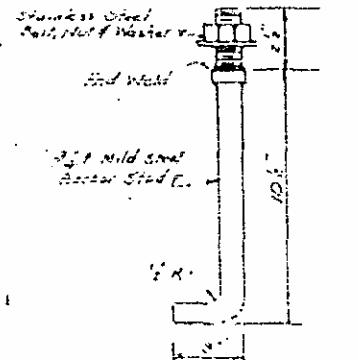
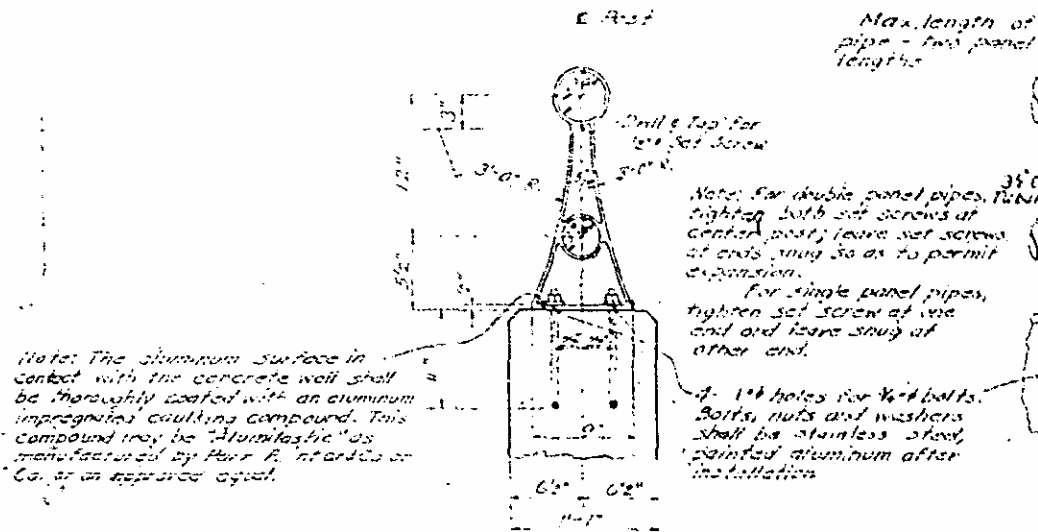
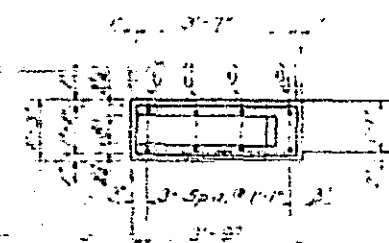
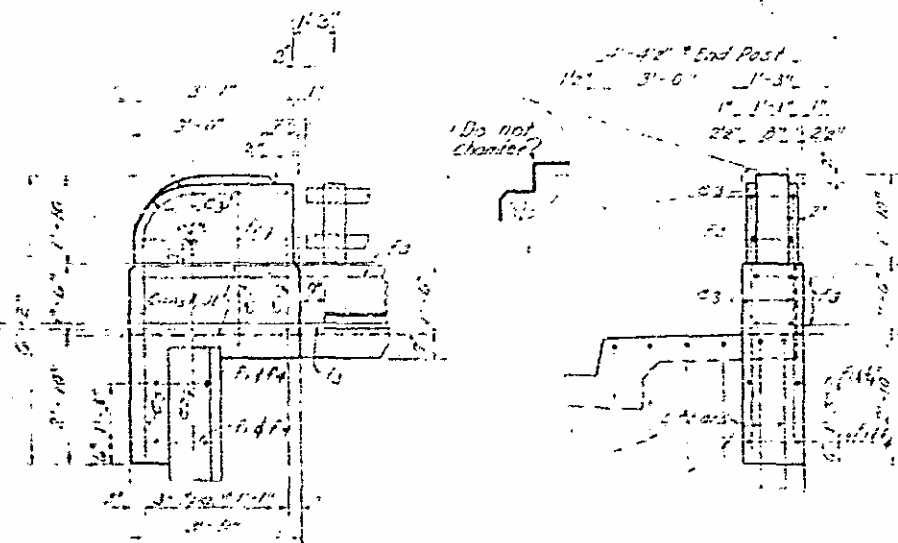
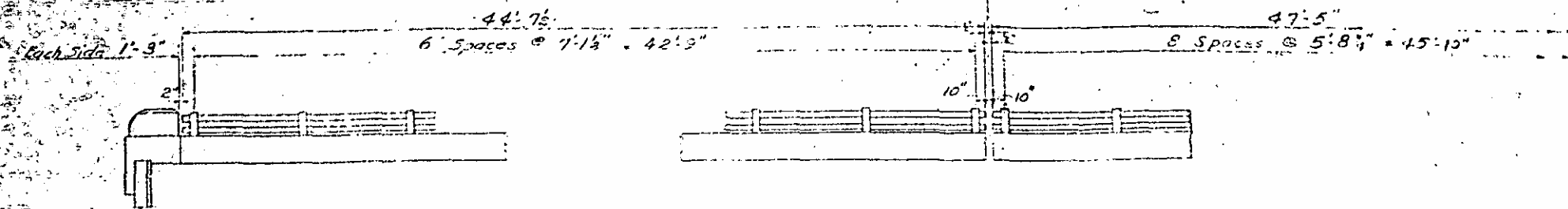


BEAMS REQUIRED			
20 @ 17' 2" length	94.3.95	11	
1	length	11	
1	length	11	
1	length	11	



QUANTITIES ONE (1) BEAM			
Reinforcing Steel			
4.7" 2" Beam	4.68	16	
Beam		16	
Beam		16	
Beam		16	
5000 psi Concrete			
4.7" 2" Beam	4.6	5	
Beam		5	
Beam		5	
Beam		5	
7.6 S.R. Cables			
4.7" 2" Beam	2.6	N	
Beam		N	
Beam		N	
Beam		N	

FOO ONAP 1 BEST NO.	STATE	PROPERTY NO.	DATE
3	N.C.	286050	25/11
F.A.F. No. 5/1395(1)			

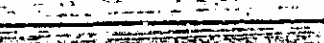
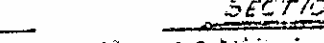
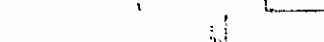
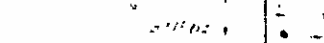
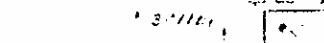
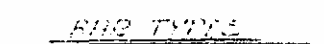
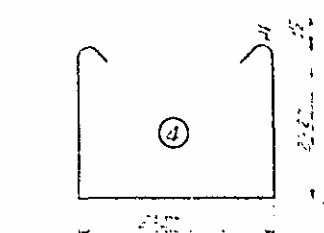
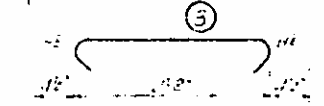
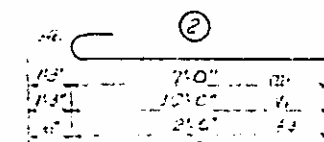
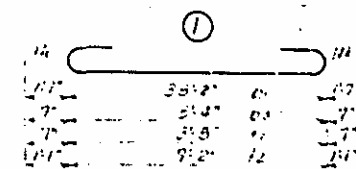
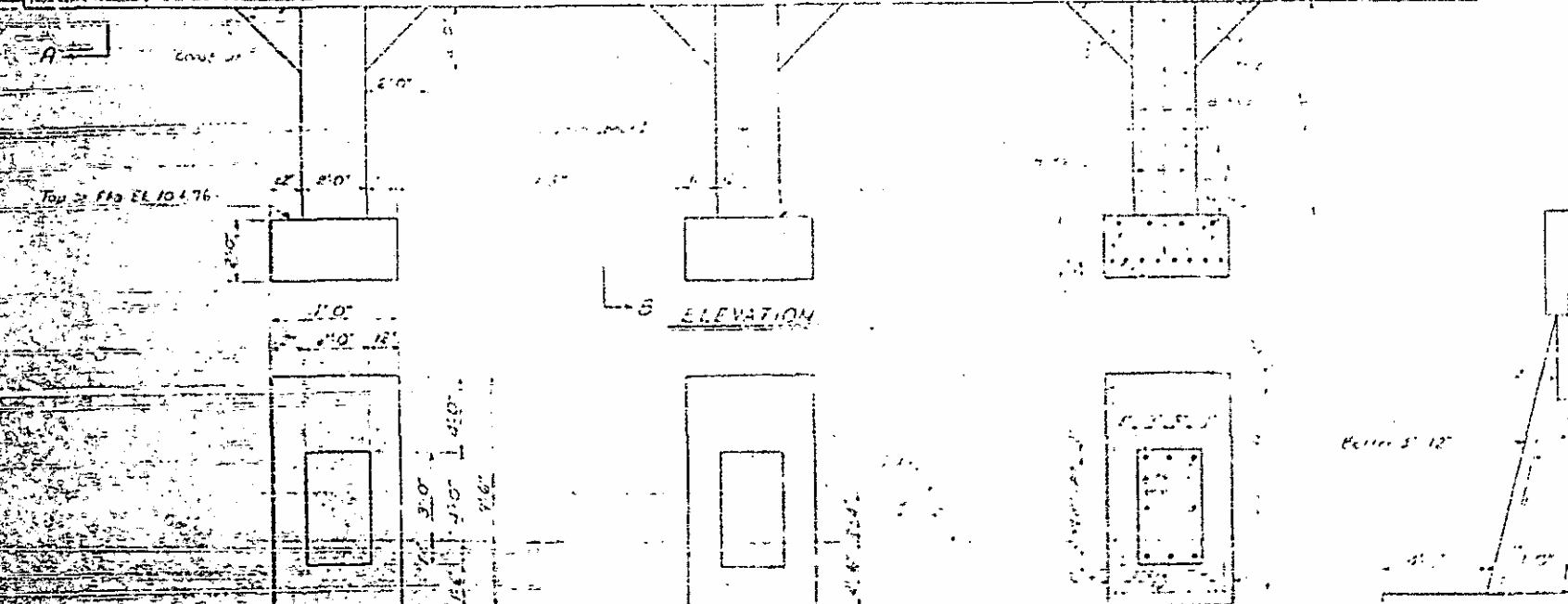
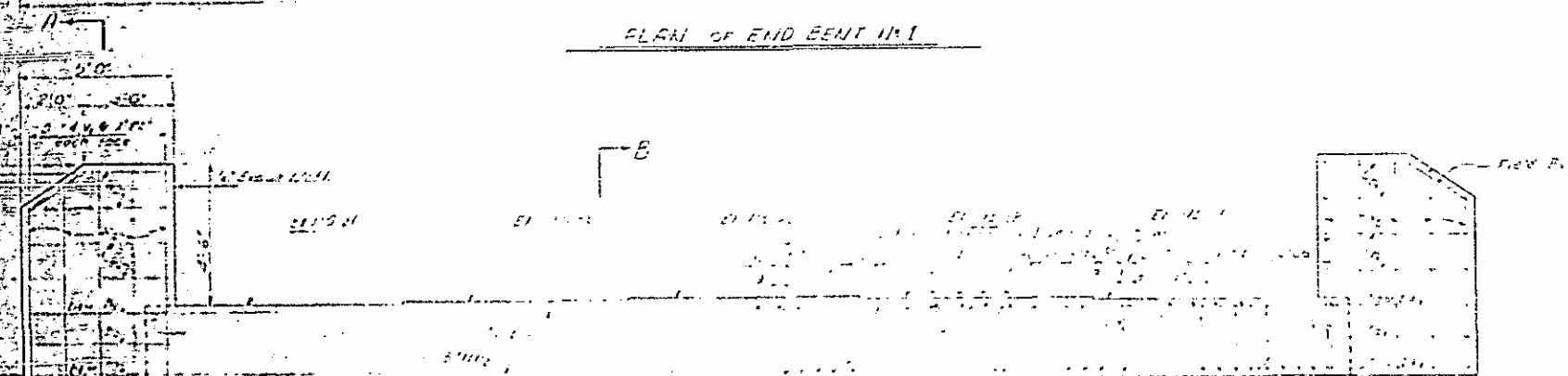
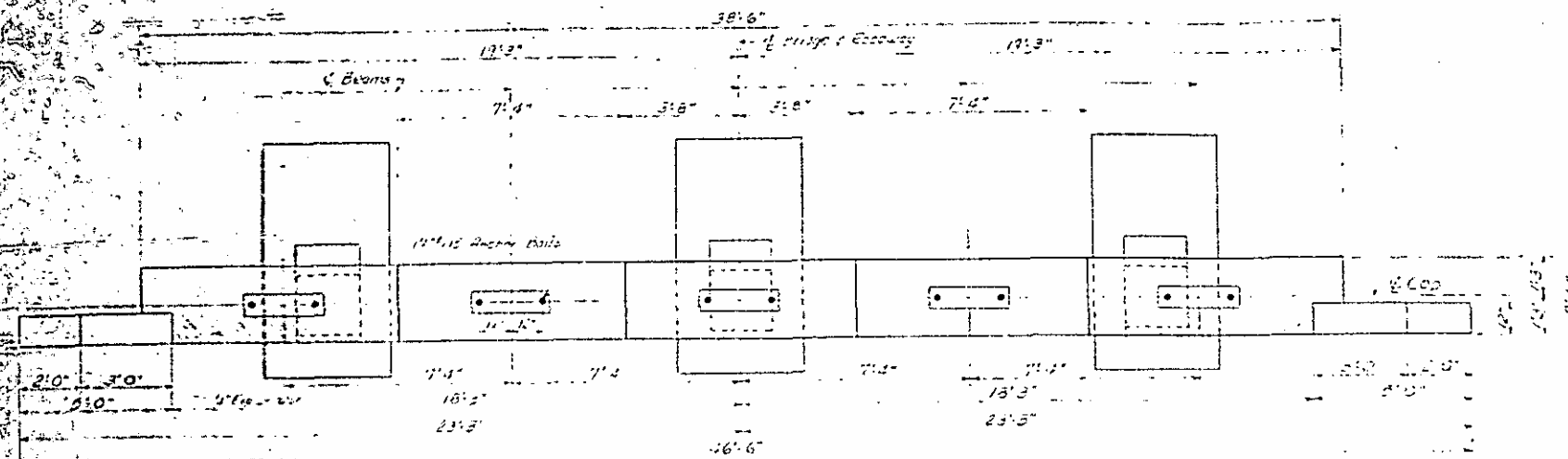


Received No 1.
 Sent to Chicago office designation and
 method of measurement for payment
 SSI 7-1-60
 Received No 2.
 Received info and documents on Archer Bells
 (Archer Bells of Archer Bells). NADA 7/4/60

PROJECT NO. 825-59
ROCKINGHAM COUNTY
STATION 31+90-12

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
**STANDARD
DETAILS FOR
ALUMINUM RAIL
AND END POST**
FEB. 1927

Page 5.5 of 14



BILL OF MATERIAL						
FOR ONE END BENT						
ITEM	QTY	SIZE	TYPE	LENGTH	WEIGHT	
D1	3	"11"	"1"	41'-2"	6593	
D2	3	"11"	"1/2"	32'-8"	608	
D3	18	"5"	"1"	6'-6"	1222	
D4	2	"11"	"1/2"	46'-2"	14912	
M1	24	"9"	"2"	8'-3"	6731	
V1	24	"9"	"2"	11'-3"	7118	
V2	20	"4"	"1/2"	6'-0"	189	
H1	36	"5"	"1/2"	41'-0"	2218	
H2	24	"5"	"1"	11'-1"	7508	
H3	6	"4"	"1/2"	3'-0"	154	
H4	12	"4"	"2"	3'-0"	322	
H5	39	"4"	"3"	7'-3"	2322	
H6	20	"4"	"3"	2'-11"	979	
N1	16	"4"	"1/2"	3'-8"	1201	
N2	8	"4"	"1/2"	7'-5"	218	
REINFORCING STEEL WELDED WIRE FABRIC CASTING IRON CONCRETE						

I hereby certify that this structure
was built according to plan
except where noted.

Signed *W. E. Scim*
Resident Engineer

PROJECT NO. 8.25458
FOCKINGHAM COUNTY
STATION: 21.30 L.

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SUBSTRUCTURE
AND REPAIRS

May 1960

2.6
41

BILL OF MATERIAL

FOR ONE CENT

NO.	QTY	UNIT	DESCRIPTION	WEIGHT
1	1	cu yd	CONCRETE	1.35
2	1	sq yd	FORMWORK	1.35
3	1	sq yd	FORMWORK	1.35
4	1	sq yd	FORMWORK	1.35
5	1	sq yd	FORMWORK	1.35
6	1	sq yd	FORMWORK	1.35
7	1	sq yd	FORMWORK	1.35
8	1	sq yd	FORMWORK	1.35
9	1	sq yd	FORMWORK	1.35
10	1	sq yd	FORMWORK	1.35
11	1	sq yd	FORMWORK	1.35
12	1	sq yd	FORMWORK	1.35
13	1	sq yd	FORMWORK	1.35
14	1	sq yd	FORMWORK	1.35
15	1	sq yd	FORMWORK	1.35
16	1	sq yd	FORMWORK	1.35
17	1	sq yd	FORMWORK	1.35
18	1	sq yd	FORMWORK	1.35
19	1	sq yd	FORMWORK	1.35
20	1	sq yd	FORMWORK	1.35
21	1	sq yd	FORMWORK	1.35
22	1	sq yd	FORMWORK	1.35
23	1	sq yd	FORMWORK	1.35
24	1	sq yd	FORMWORK	1.35
25	1	sq yd	FORMWORK	1.35
26	1	sq yd	FORMWORK	1.35
27	1	sq yd	FORMWORK	1.35
28	1	sq yd	FORMWORK	1.35
29	1	sq yd	FORMWORK	1.35
30	1	sq yd	FORMWORK	1.35
31	1	sq yd	FORMWORK	1.35
32	1	sq yd	FORMWORK	1.35
33	1	sq yd	FORMWORK	1.35
34	1	sq yd	FORMWORK	1.35
35	1	sq yd	FORMWORK	1.35
36	1	sq yd	FORMWORK	1.35
37	1	sq yd	FORMWORK	1.35
38	1	sq yd	FORMWORK	1.35
39	1	sq yd	FORMWORK	1.35
40	1	sq yd	FORMWORK	1.35
41	1	sq yd	FORMWORK	1.35
42	1	sq yd	FORMWORK	1.35
43	1	sq yd	FORMWORK	1.35
44	1	sq yd	FORMWORK	1.35
45	1	sq yd	FORMWORK	1.35
46	1	sq yd	FORMWORK	1.35
47	1	sq yd	FORMWORK	1.35
48	1	sq yd	FORMWORK	1.35
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50	1	sq yd	FORMWORK	1.35
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92	1	sq yd	FORMWORK	1.35
93	1	sq yd	FORMWORK	1.35
94	1	sq yd	FORMWORK	1.35
95	1	sq yd	FORMWORK	1.35
96	1	sq yd	FORMWORK	1.35
97	1	sq yd	FORMWORK	1.35
98	1	sq yd	FORMWORK	1.35
99	1	sq yd	FORMWORK	1.35
100	1	sq yd	FORMWORK	1.35

Reinforcing Steel 1008
 Class A Concrete 1008

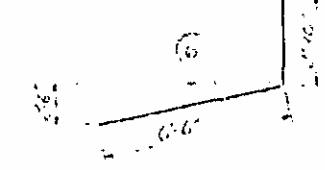
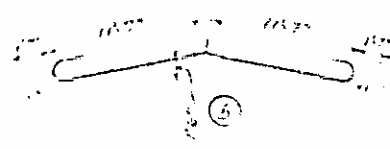
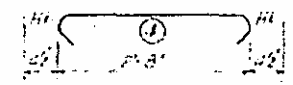
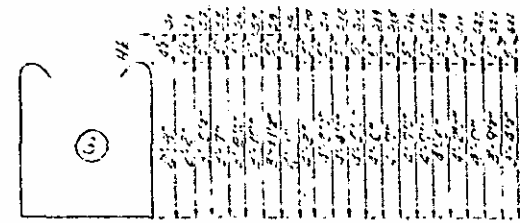
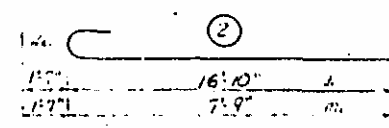
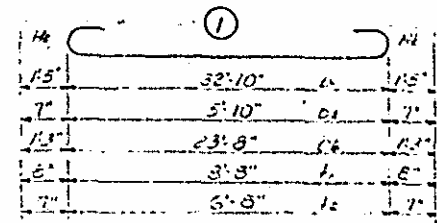
I hereby certify that this
 structure was built according
 to plan except where noted.
 Signed *R. P. Egan*
 Resident Engineer 11/16/67

PROJECT NO. 825158
 ROCKINGHAM COUNTY
 STATION: 21+30.4

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

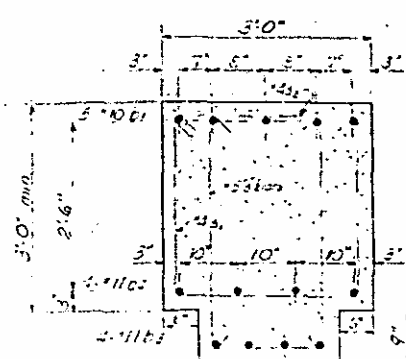
SUBST. 2E
 BEAM #1

Fig. 1100

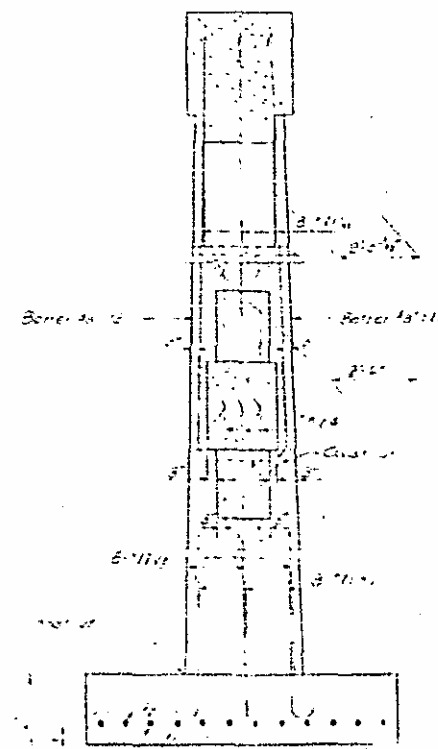


BAR TYPES

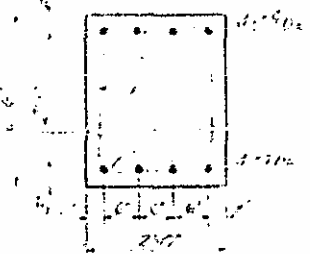
Reinforcing steel used in this



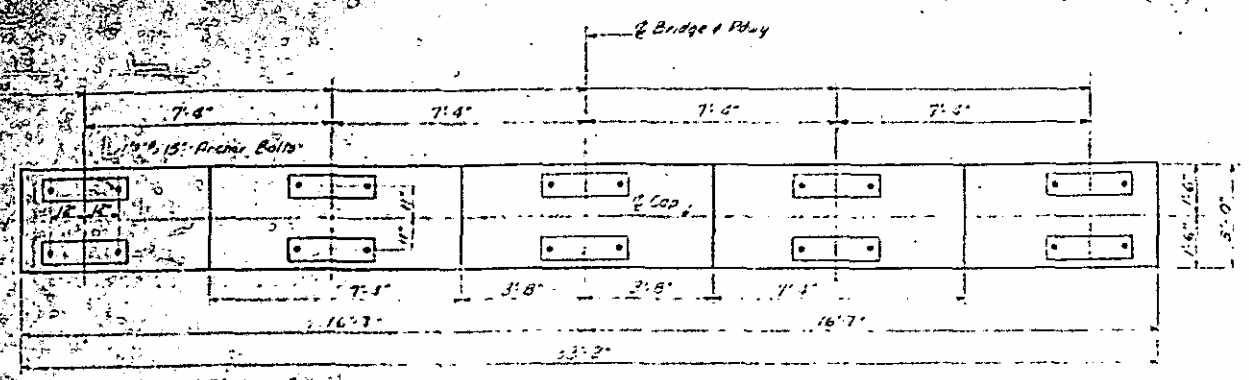
SECTION THRU CAP



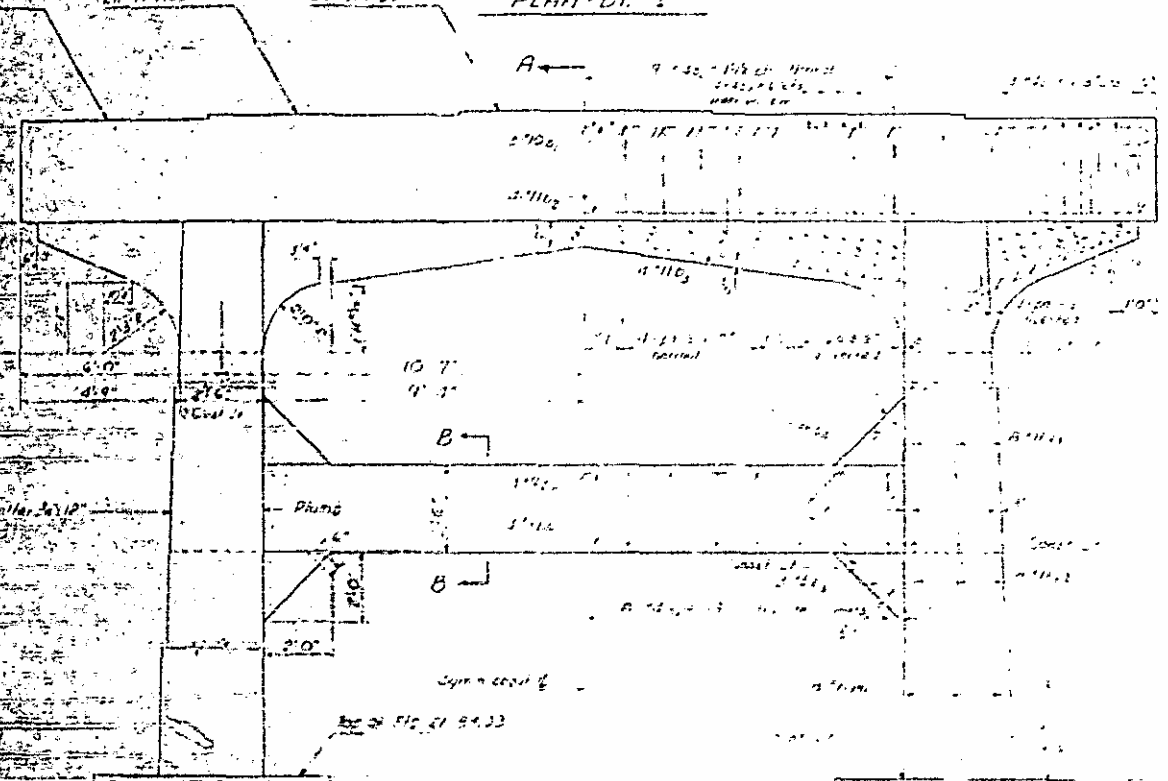
SECTION A-A



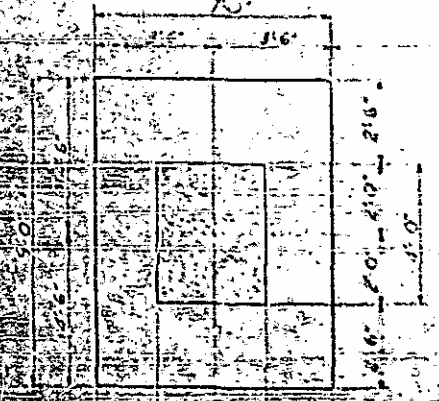
SECTION B-B



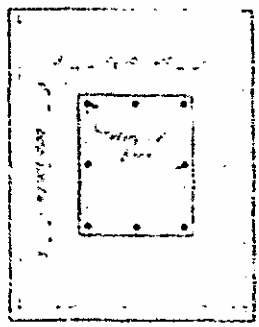
PLAN - BT. #1

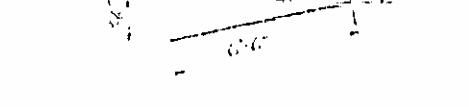
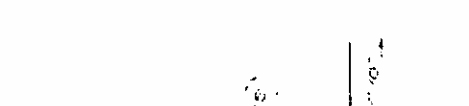
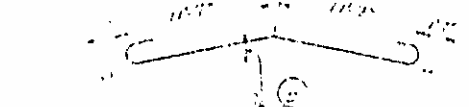
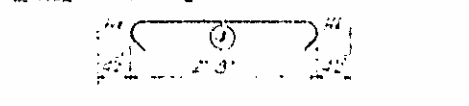
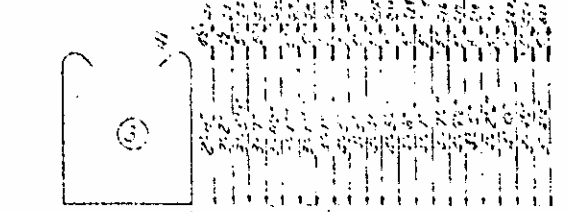
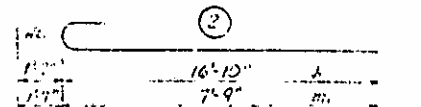
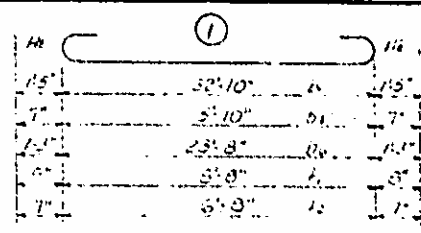
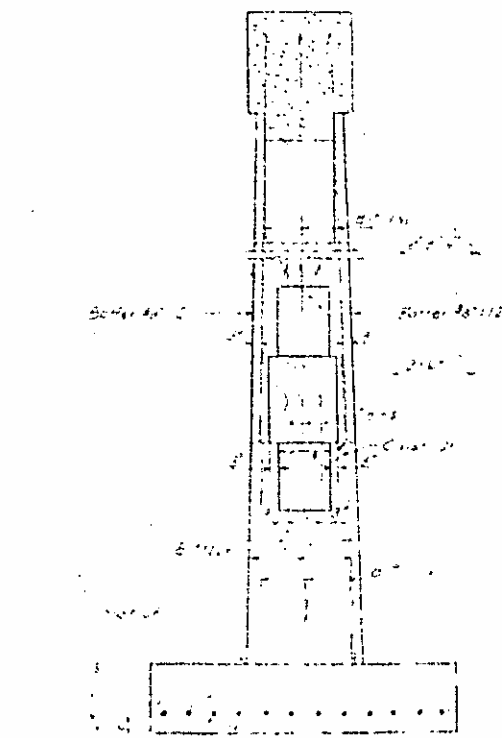
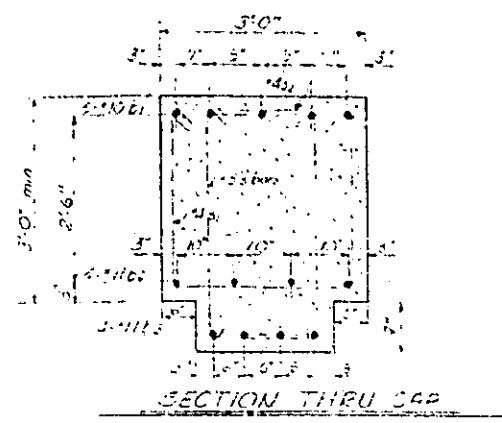
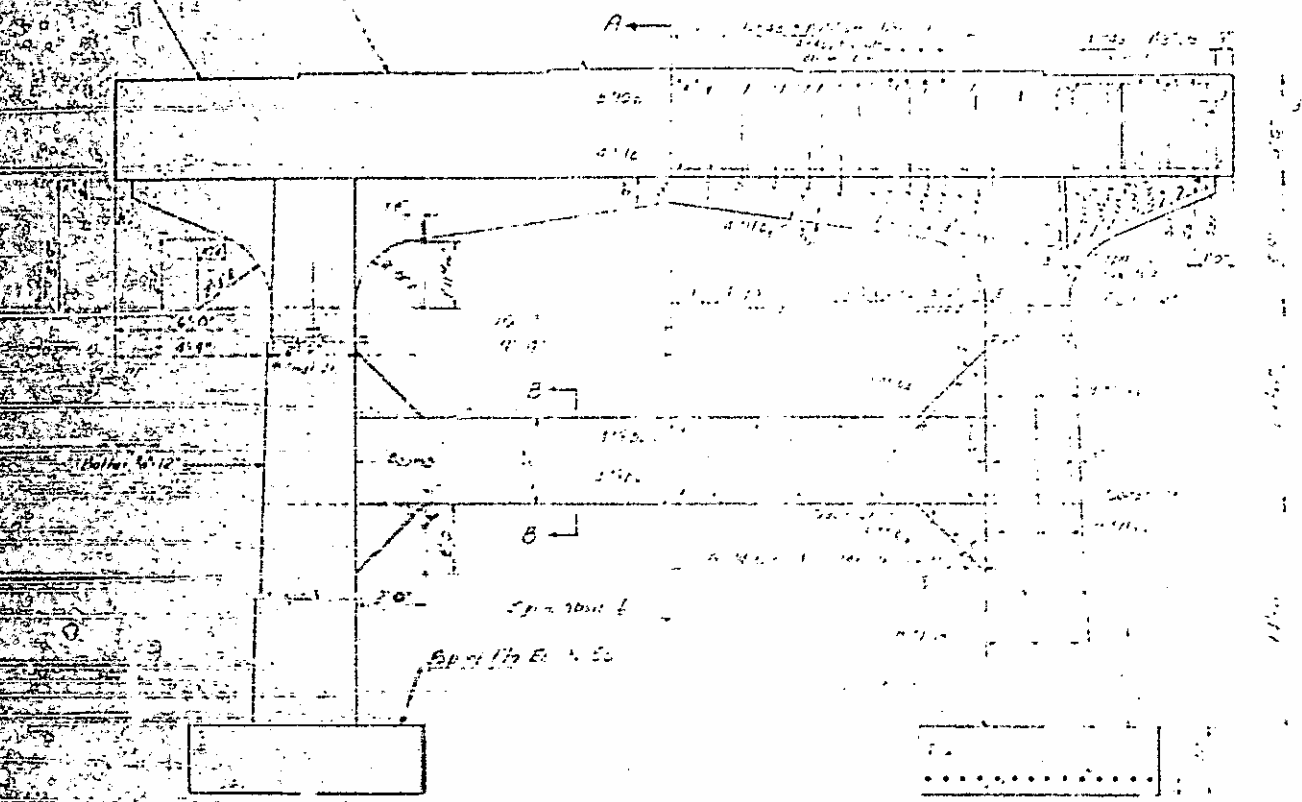
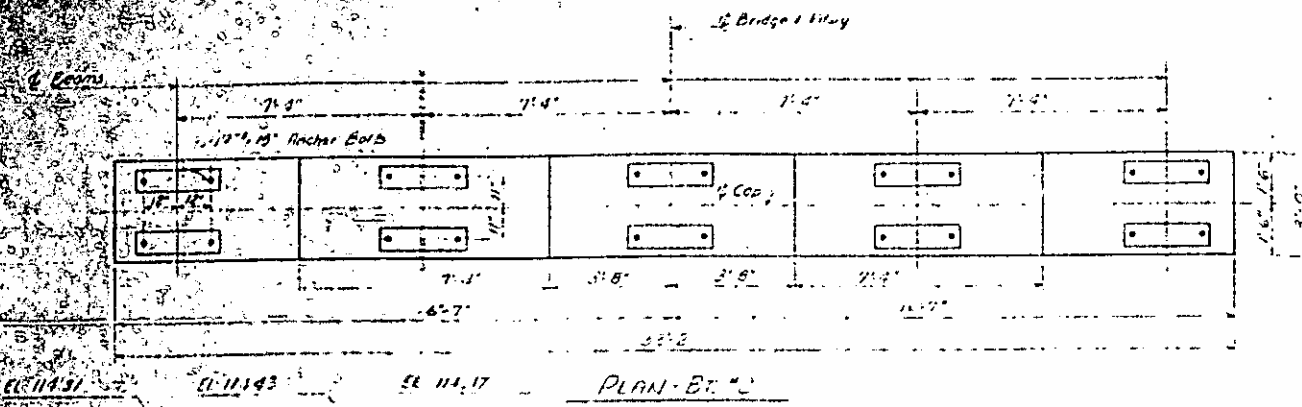


ELEVATION



PLAN OF FOOTING





BHP TYPES

I hereby certify that this structure was built according to plan except where noted.

Signature: [Signature]
Resident Engineer 1/17/64

BILL OF MATERIAL

FOR CONCRETE

NO.	QTY.	SIZE	TYPE	WEIGHT
1	1	10"	1	35.8
2	1	11"	2	32.0
3	1	11"	2	32.0
4	1	11"	2	32.0
5	1	11"	2	32.0
6	1	11"	2	32.0
7	1	11"	2	32.0
8	1	11"	2	32.0
9	1	11"	2	32.0
10	1	11"	2	32.0
11	1	11"	2	32.0
12	1	11"	2	32.0
13	1	11"	2	32.0
14	1	11"	2	32.0
15	1	11"	2	32.0
16	1	11"	2	32.0
17	1	11"	2	32.0
18	1	11"	2	32.0
19	1	11"	2	32.0
20	1	11"	2	32.0
21	1	11"	2	32.0
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23	1	11"	2	32.0
24	1	11"	2	32.0
25	1	11"	2	32.0
26	1	11"	2	32.0
27	1	11"	2	32.0
28	1	11"	2	32.0
29	1	11"	2	32.0
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96	1	11"	2	32.0
97	1	11"	2	32.0
98	1	11"	2	32.0
99	1	11"	2	32.0
100	1	11"	2	32.0

PROJECT NO. B 25458
ROCKINGHAM COUNTY
STATION: 21+20.4

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

SUBSTRUCTURE

Sheet # 2

Aug 1964

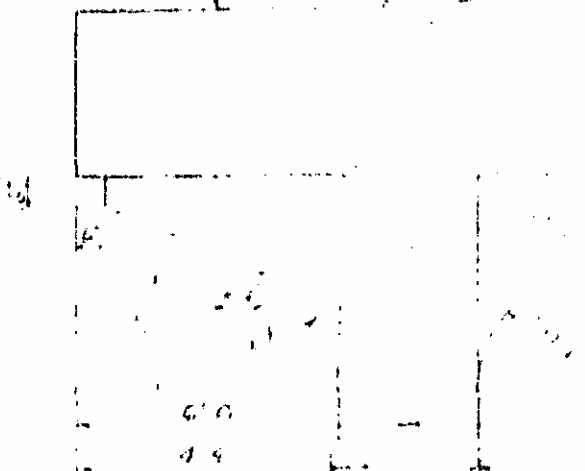
El. 114.31

El. 114.43

El. 114.17

Plan F1"

A



Batter 1/4" 12"

2'0"

2'0"

Fp + Pb F = 5



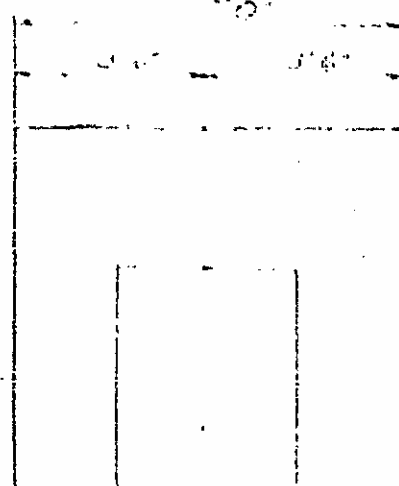
A

ELEVATION

7' 11"

9'0"

4'18"



2'0" 2'0" 2'0"

1'0"

PLAN - PT. #3

A-

9

[illegible]

1974, 1975, 1976, 1977
N. H. H. H.

2706

vi. 110.

4115

10.

44

6-

Plumie

2. 2. 2. 2. 2.

Christ J. ...

NO. 100-100000

05

ELEVATION

71575

107-210-2-5-16

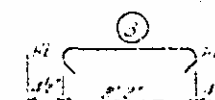
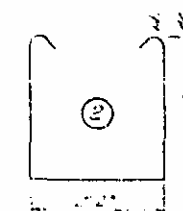
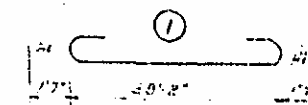
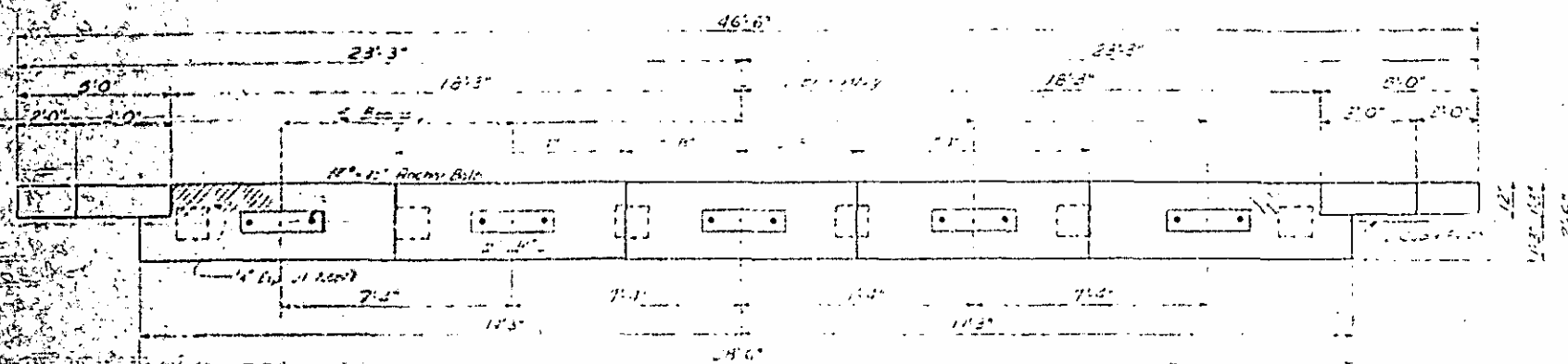
4-0-0

201/2

2. 4. 1. 1. 2

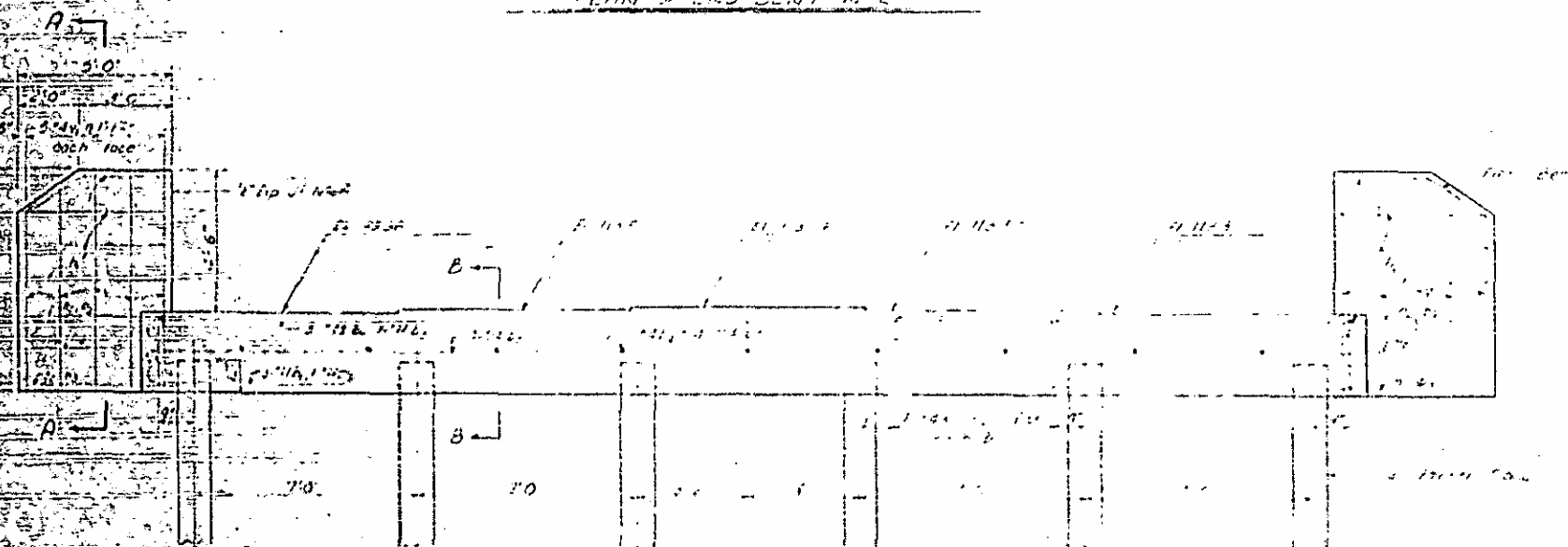
LECTURE THREE CAP

59-6000-10

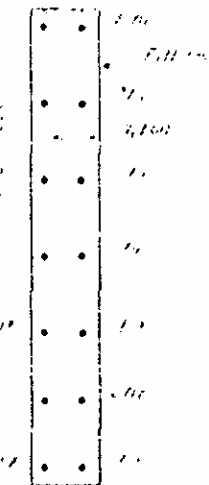


BAP TYPES

~~CONFIDENTIAL~~



SECTION B.4



SECTION A-F

BILL OF MATERIAL
FOR ONE END BENT (1.000)

Box	Age	Sex	Type	Length	Weight
01.	6	"11	1-	41.9"	1316
02	8	"9	31-	19.11"	109
03	8	"11-	21-	46.2"	491
04	9	"4	21-	41.2"	13
01.	16	"2	31-	1.0"	50
02	8	"4	21-	51.3"	22
01.	20	"4	21-	61.8"	67
01	27	"4	8	71.3"	174
02	"7	"4	3	21.11"	75

Aluminum Steel	lbs.	894
Class "C" Concrete	cuyds	11
12" Prest. Conv. Pile	nos.	6
18" Prest. Conv. Pile	in 10'-0"	1

* Guns impounded by the Sheriff's Office
have been inventoried.

by certify that this structure
is according to plan except

motad

Signed: R. E. G. Smith
Resident Engineer

1/17/68

1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26

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PROJECT NO. 825458

ROXBOROUGH COUNTY

STATION: 21-304

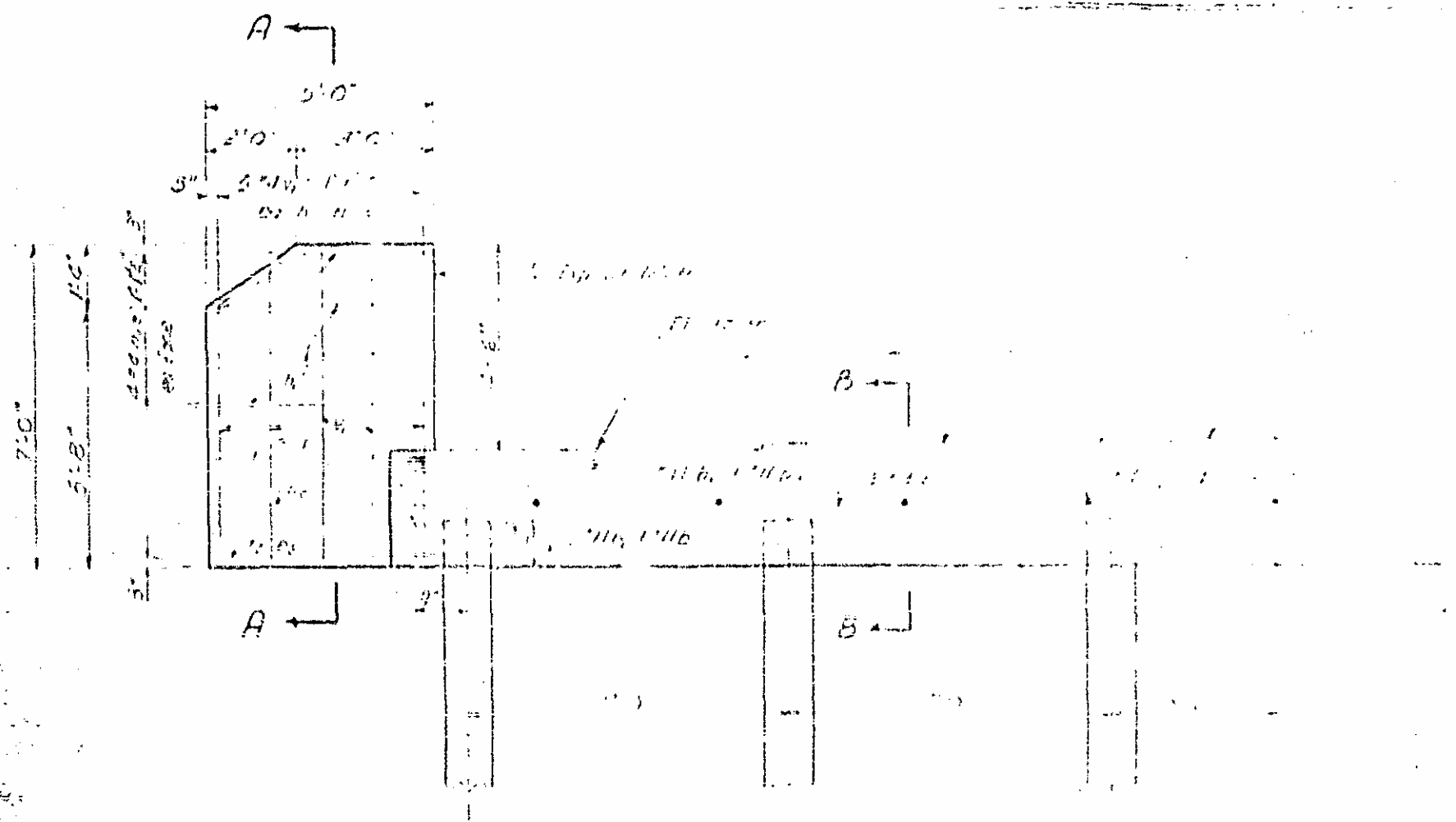
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

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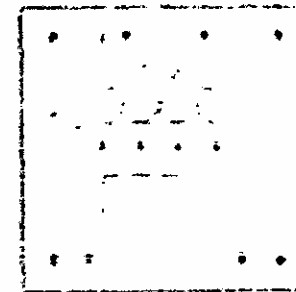
SUBSTRUCTURE

Encl. 4901

Fig. 10.



246-17-24

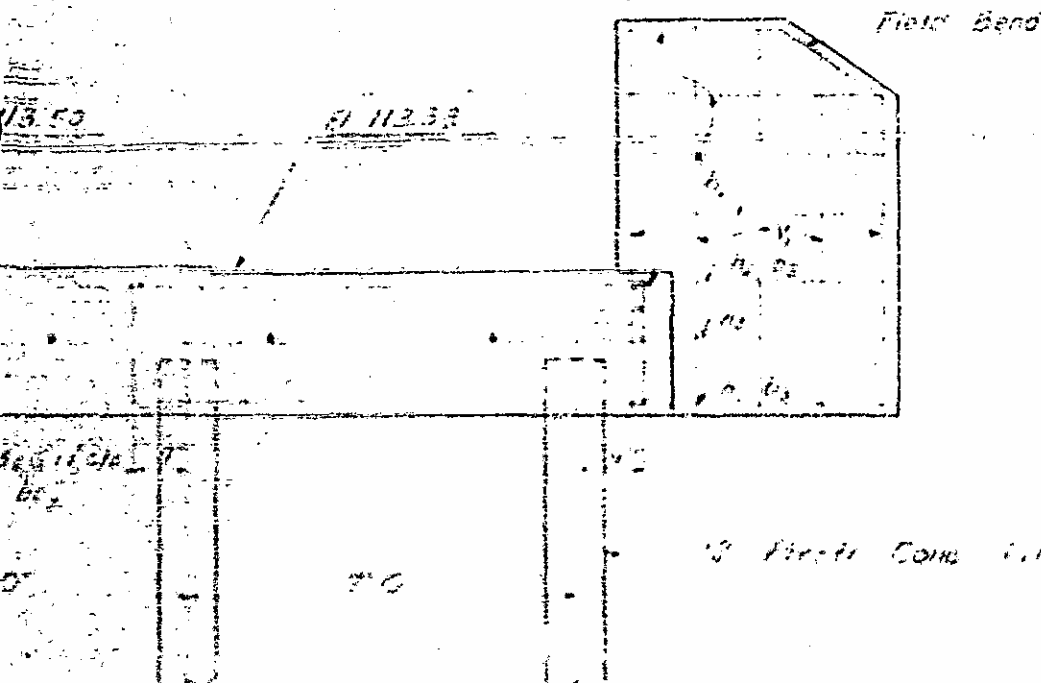


246-17-24

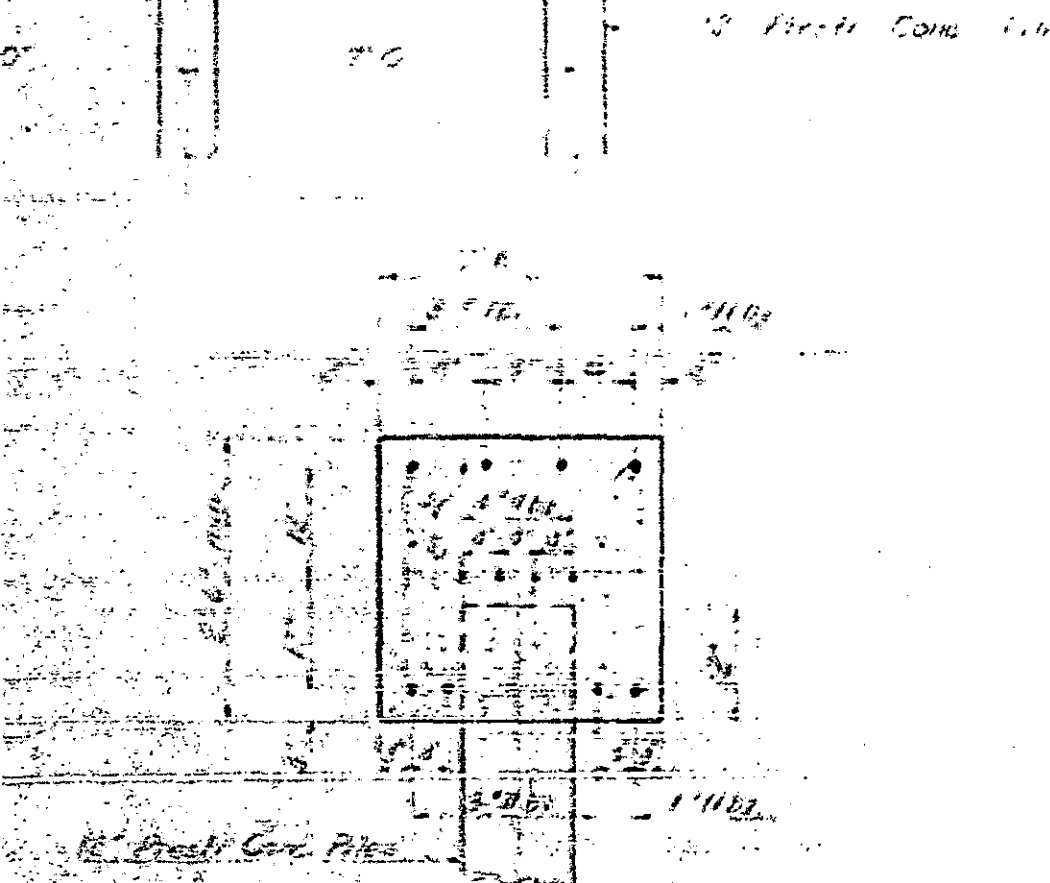
SECTION B-P

BAP TYPES

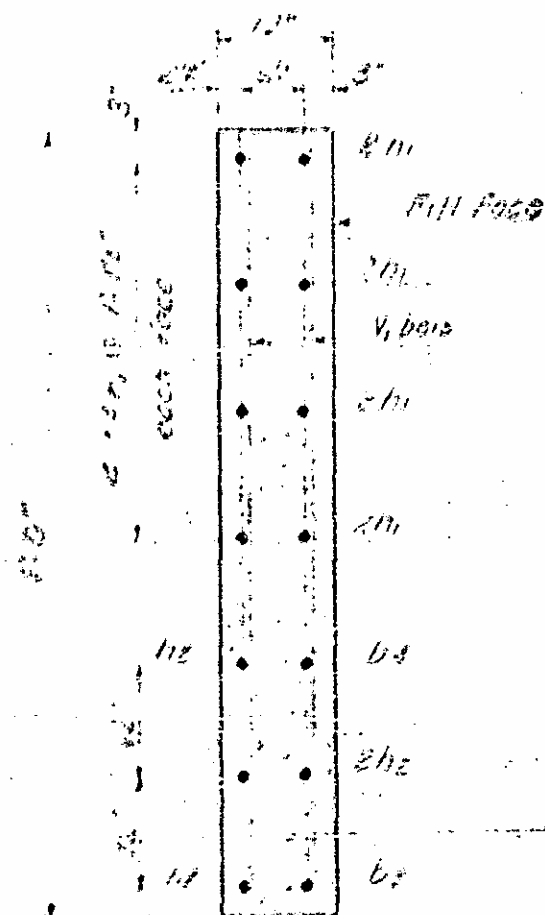
All dimensions are out to exit.



Note: Drive piles to a min. bearing capacity of 30 tons each



SECTION B-B



SECTION A-A

[illegible]

* Wagon displaced by pile heads
has been dismantled.

I hereby certify that this structure
was built according to plan except
where noted

Signer H. C. Barker
Resident Engineer

1/17/62

PROJECT NO. 825458

ROCKINGHAM COUNTY

STATION: 2130 LR

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

SUBSTRUCTURE

End 020120

Aug. 1960

25

Abstract

Abstract

13. I further reported by the
to the, under the Act of the
1900.

and workmen who go per the
North Carolina State Highway
and the Special Provisions.

may use other 2nd or 3rd hand

It is necessary that we have an accurate
specification, except that the
has required in the buildings, shall
the conduct and price per foot
and not be paid for us again.

2000 ps
 2000 ps
 on None
 (Ultimate) 2.0000 ps
 (Applied) 1.2500 ps
 (Version) 1.0000 ps
 Name: 1004

[illegible]

I hereby certify that this structure
was built according to plan
except where noted

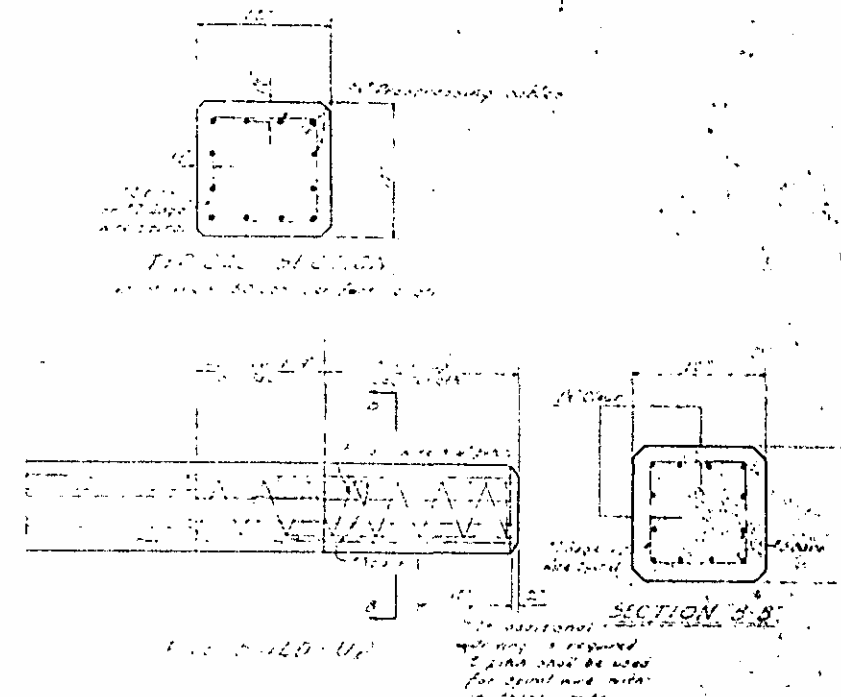
PROJECT NO. 8.25458
ROCKINGHAM COUNTY
Signed R. F. Williams
Resident Engineer
STATION: 21+30 1.
11/17/64

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

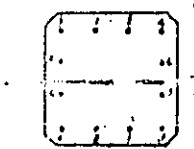
1. SAVED
2. OLD COM

10/15/61, 2:1

72



Lenses for fitting the piles from the casting
 shall not be approved by the Engineer.
 All the piles will be exposed to view in the
 position inserts set in the piles to
 be and provided eye bolts on similar approval
 will be made. Layers of cable cast in the
 pile will be permitted only for piles for
 constant loads, and piles which will not be exposed to
 tension. The use of satisfactory clamps or rings
 for securing cable to a structure will be
 at the discretion of the piles. After eye bolts
 or other attachments have been removed, the
 openings will be repaired in such a way as to
 restore the original safe condition. It will not be necessary
 to remove any of cable or other fitting devices
 when the piles are being dismantled which will not



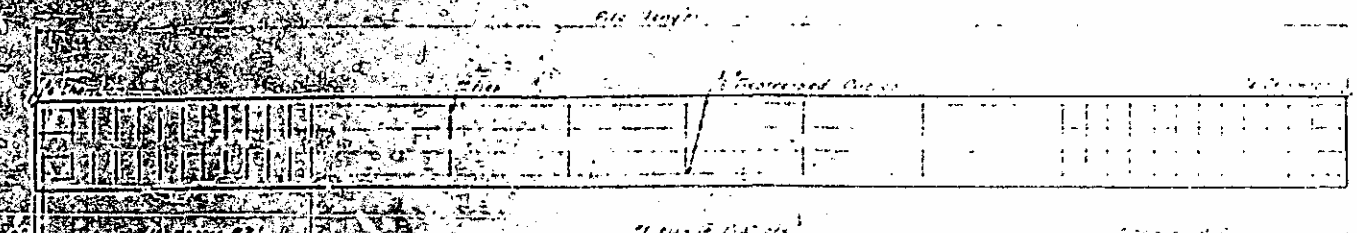
TYPICAL PATTERN FOR
BURNING COALS

If water stress is to be relieved by burning, the cuttings should be burned in opposite pairs as indicated in the pattern sheet above. Cut No. 1-1 to be burned before 2-2 etc.

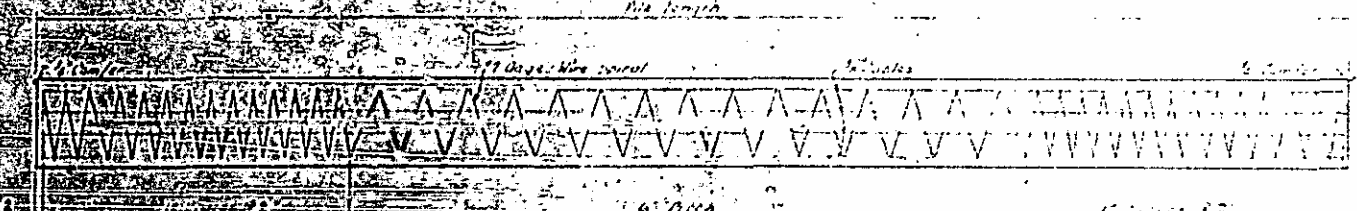
Not more than 4 cuttings, say 3-8 and 6-4, may be burned of any one section before those same pairs of cuttings are burned at both ends of the haul way between each pair of pillars in the haul

Revised, to clarify building detail
9/28/89 by JES - JES

Revised, for pick up points. 9/30/89 by J. L. Long	
---	--



PILF: 1-2



ALTERNATE PILES



Method of picking up piles



Method of picking up Piles

SPECIAL INVESTIGATION DIVISION	REPORT MADE AT <i>San Jose</i>	DATE <i>Aug 20</i>
	REPORT MADE ON <i>Est. 1100</i>	DATE <i>Aug 21</i>
REPORT MADE BY <i>W. J. [illegible]</i>	DATE <i>Aug 21</i>	
REPORT MADE BY <i>W. J. [illegible]</i>	DATE <i>Aug 21</i>	

Revised for specimens of wire spiral at ends
of pipe with 100% & 50% wire spiral

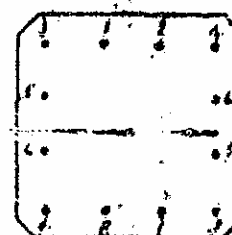
Agrees to change spelling of names

Revised for note concerning
P. 2 Up 6.15.87 JAD - m

Redland for pick up points.
9/30/89: by J. L. Long

2. Additional string is required
2' pitch shall be used
for spiral wire with
in these limits.

Devices for lifting the piles from the casting beds shall be approved by the Engineer. Where piles will be exposed to view in the structure, inserts cast in the piles to receive threaded eye bolts or similar approved devices shall be used. Loops of cable cast in the pile, will not be permitted except for piers, piers and bents and foundations which will not be exposed to view. The use of satisfactory clamps or slings will be permitted where this is practicable without the use of lifting devices cast in the piles. After eye bolts or other attachments have been removed, the openings shall be repaired in a satisfactory manner before delivery to the bridge site in order to obtain a uniform appearance. It will not be necessary to remove loops of cable or other lifting devices in piles for end bents and foundations which will not be exposed to view.

[illegible]

I hereby certify that this structure was built according to plan except where noted.

ROCKINGHAM COUNTY

Signed N. E. D. C.
Resident Engineer

STATION: 21.30 La

1/17/62

TYPICAL PATTERN FOR
BURNING CABLES

If cable stress is to be relieved by burning, the cables shall be burned in opposite pairs as indicated in the pattern shown above. Cables 1-1 to be burned before 2-2 etc.

Not more than 4 cables, say 5-8 and 6-4, may be burned at any one section before these same pairs of cables are burned at both ends of the haul and between each pair of piles in the haul.

STATE OF NORTH CAROLINA

STATE HIGHWAY COMMISSION.

STANDARD
12 PREPRESSED CONCRETE
BILLS

MARCH, 1957

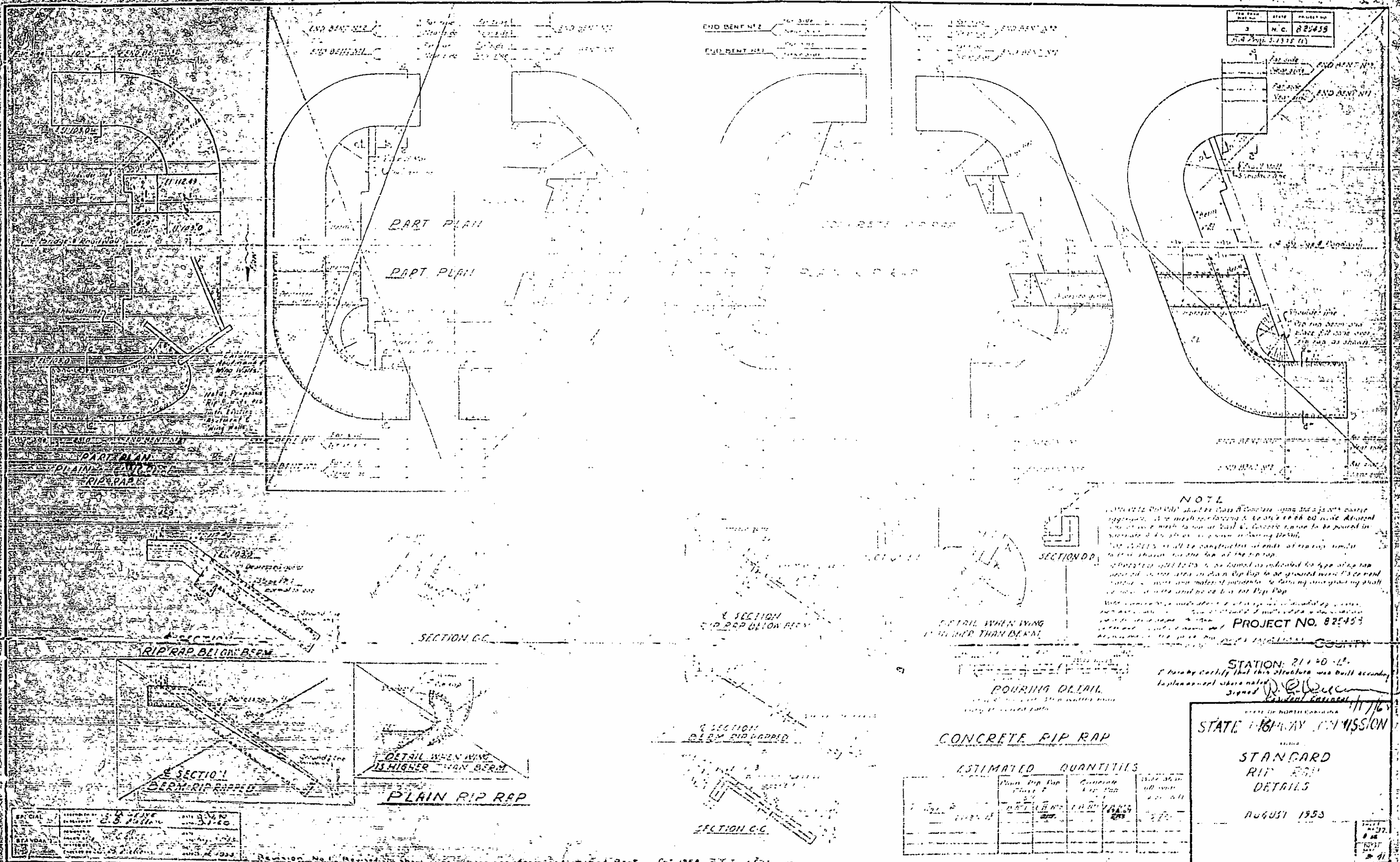
Revised to clarify building detail
3/6/60 by MCB & BPI

Revised for pick up points
9/30/57 by E.T. 1014

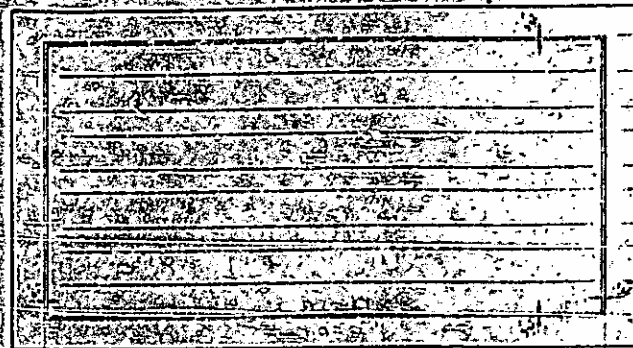
1990-1991

Intended to change spinning of strands
on 10/10/10. Subject 7/15/97 12:14 A.D. 0

Revised for note concerning
Pick Up. 6/13/57 JAO T.M.

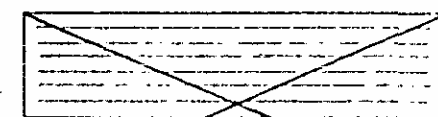
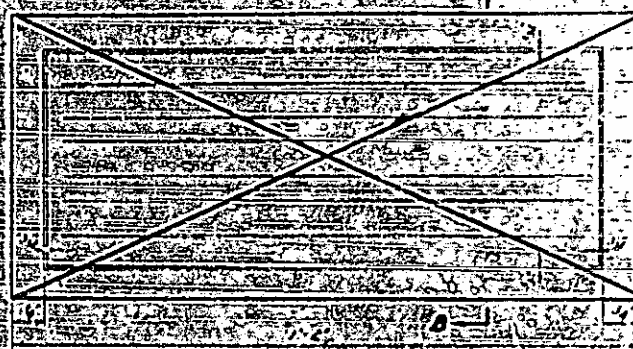


Revision No. 1 Revised to show Engineering Division of the Federal Reserve Bank, Oct. 1955 RYJ / GJ



ROCKINGHAM COUNTY
STATE PROJECT 825458
FEDERAL AID
1961

DETAIL SHOWING CORRECT WORDING
NAME PLATE USING FOUR LINES



DETAIL SHOWING CORRECT WORDING
NAME PLATE USING THREE LINES

GENERAL NOTE

Two name plates are required for each bridge, one on each right and left side of the bridge. The name plates shall be made of granite or marble, shall be light gray, free from blemishes, and shall be of a size and shape as shown in the details. The name plates shall be set in a concrete base. The concrete base shall be made of Class A concrete. The name plates shall be set in the concrete base. The concrete base shall be made of Class A concrete. The name plates shall be set in the concrete base. The concrete base shall be made of Class A concrete.

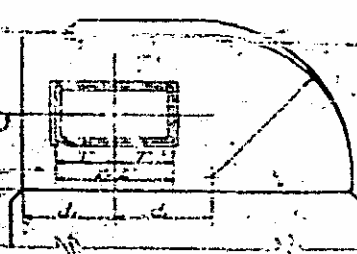


FOR BALUSTER TYPE RAIL

FOR BAR TYPE RAIL

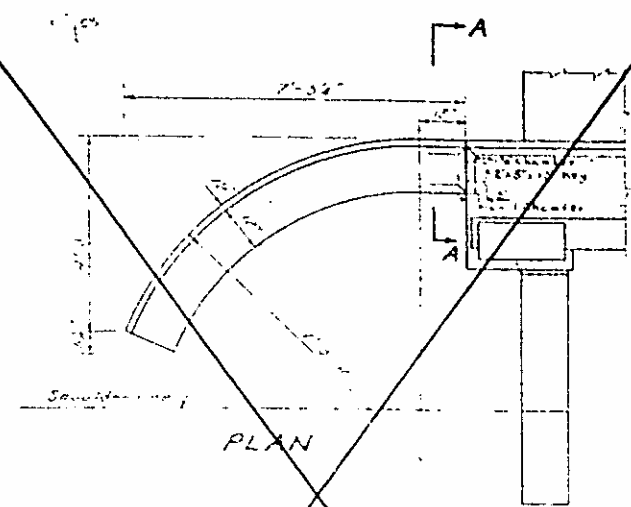
LOCATION DETAIL FOR NAME PLATES

SECTION B-B

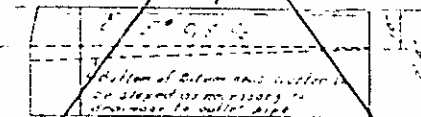


FOR ALUMINUM RAIL

NAME
PLATES



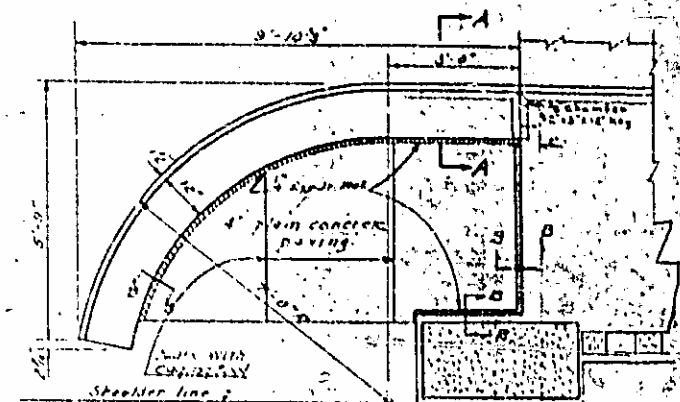
Shoulder line
Approach curb to be constructed on level of curve or grade conforming to that of bridge curb.



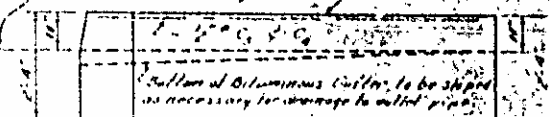
TO BE USED WITH 12" & 18" CURBS

BILL OF MATERIAL FOR 4 CURBS			
Qty	Size	Length	Weight
4	12"	10'	120
4	18"	10'	180
4	12"	10'	120
4	18"	10'	180

Reinforcing Steel, Lbs
Class A Concrete, cu yd



Shoulder line
Approach curb to be constructed on vertical curve or grade conforming to that of bridge curb.



TO BE USED WITH 3' & 5' WALKS

BILL OF MATERIAL FOR 4 CURBS & PAVING			
Qty	Size	Length	Weight
4	12"	10'	120
4	18"	10'	180
4	12"	10'	120
4	18"	10'	180

Reinforcing Steel, Lbs
Class A Concrete, cu yd

I hereby certify that this structure was built according to plan except where noted.

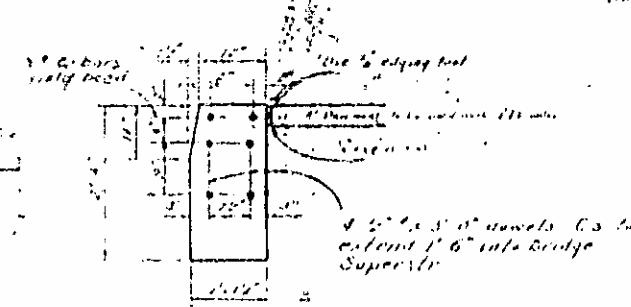
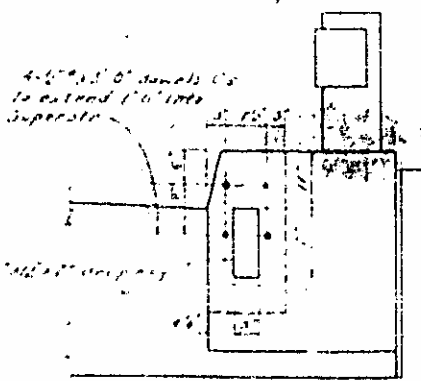
Resident Engineer

PROJECT NO. 825458
ROCKINGHAM COUNTY
STATION: 21+30.14

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

STANDARD
APPROACH CURBS
AND
NAME PLATES

SEPT. 1953



END ELEVATION SHOWING
KEY IN SUPERSTRUCTURE

APPROACH
CURBS

NOTE: The excavations for curbs will not be measured and paid for as a separate item. The entire cost for same is to be included in the bid price bid for Class A Concrete.

Drains and Bituminous Surfacing of ends of bridge to be furnished and placed by Roadway Contractor.

Revised to show location of name plate for aluminum rail and posted A 201.14

Revised to show change details 8/25/54

END BENT NO. 1

EXCAVATION

CONCRETE

Original Ground Elevation 114.11
 Underpinning Elevation 112.12
 Original Ground 112.12

114.11 - 112.12 = 2.00' Excavation Depth
 112.12 - 112.12 = 0.00' Underpinning Depth

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 112.12 - 112.12 = 0.00' Underpinning Depth

Original Ground Elevation 114.11
 Underpinning Elevation 112.12
 Original Ground 112.12

114.11 - 112.12 = 2.00' Excavation Depth
 112.12 - 112.12 = 0.00' Underpinning Depth

114.11 - 112.12 = 2.00' Excavation Depth
 112.12 - 112.12 = 0.00' Underpinning Depth

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114.11 - 112.12 = 2.00' Excavation Depth
 112.12 - 112.12 = 0.00' Underpinning Depth

114.11 - 112.12 = 2.00' Excavation Depth
 112.12 - 112.12 = 0.00' Underpinning Depth

AGENT NO. 3

EXTERIOR		CONCRETE	
1. Footing	2. Footing	3. Footing	4. Footing
5. Footing	6. Footing	7. Footing	8. Footing
9. Footing	10. Footing	11. Footing	12. Footing
13. Footing	14. Footing	15. Footing	16. Footing
17. Footing	18. Footing	19. Footing	20. Footing
21. Footing	22. Footing	23. Footing	24. Footing
25. Footing	26. Footing	27. Footing	28. Footing
29. Footing	30. Footing	31. Footing	32. Footing
33. Footing	34. Footing	35. Footing	36. Footing
37. Footing	38. Footing	39. Footing	40. Footing
41. Footing	42. Footing	43. Footing	44. Footing
45. Footing	46. Footing	47. Footing	48. Footing
49. Footing	50. Footing	51. Footing	52. Footing
53. Footing	54. Footing	55. Footing	56. Footing
57. Footing	58. Footing	59. Footing	60. Footing
61. Footing	62. Footing	63. Footing	64. Footing
65. Footing	66. Footing	67. Footing	68. Footing
69. Footing	70. Footing	71. Footing	72. Footing
73. Footing	74. Footing	75. Footing	76. Footing
77. Footing	78. Footing	79. Footing	80. Footing
81. Footing	82. Footing	83. Footing	84. Footing
85. Footing	86. Footing	87. Footing	88. Footing
89. Footing	90. Footing	91. Footing	92. Footing
93. Footing	94. Footing	95. Footing	96. Footing
97. Footing	98. Footing	99. Footing	100. Footing

See Book No. 3
Page No. 4

END BENT NO 2

R- 11 2 3 4 5 6 17

12" PRESTRESSED CONCRETE PILE

Pile No.	Length	Portion in Soil	Remarks
1	30' 0"	30' 0" / 0' 0"	Ref
2	25' 0"	25' 0" / 4' 0"	Ref
3	27' 0"	27' 0" / 3' 0"	Ref
4	27' 0"	27' 0" / 3' 0"	Ref
5	25' 0"	25' 0" / 1' 0"	Ref
6	30' 0"	30' 0" / 1' 0"	Ref
Totals	165' 0"	165' 0" / 19' 0"	
Extra for 12' 0"		12' 0"	

Note: 1 pile driven to grade, 5 pile were cut off
 12' 0" below ground line. 11' 0" below ground line
 12' 0" below ground line

SUMMARY

Work Done	2-2-55	11
Material	11-11-55	11
Cost for Pile	11-11-55	11
11-11-55	11-11-55	11

See Book No. 5
 Page No. 5

TOTAL QUANTITIES

	Ch. H. Concrete	Rein. Steel	2 Bar Rein. Rail	20 Fresh Conc. Gravel	Rein. Core	Excav.	Anchor Sheet Pile	Mould Removal of Exc. Structure	12" Rein. Caulking 1/2" High Limit	12" Rein. Caulking 1/2" High Limit
SUPERSTRUCTURE	225.20	47,522	345.17	423.33						
END BENT	27.31	4,835								
BENT #1	45.43	8,043				14,241				
BENT #2	48.10	8,146				14,173				
BENT #3	49.73	9,156				14,150				
END BENT #4	17.30	2,340			375.97				177.01	147.01
APPROACH CULDS	5.12	95								
GRAND TOTAL	411.67	74,134	305.17	848.32	375.97	28,564	86.43	FLS	177.01	147.01

See Book No. 5
Page No. 7

See Book No. 5
Page No. 7
177.01 as shown in detail of bridge

THE FINAL ESTIMATE NC PROJECT 8-25458
F.A. 5-1395(1) U.S. 1395(2)

7-1395(1) AMOUNT	U.S. 1395(2) AMOUNT	TOTAL AMOUNT	UNIT	ITEM	UNIT PRICE	7-1395(1) AMOUNT	U.S. 1395(2) AMOUNT	TOTAL AMOUNT
1902.51	5316.31	19345.21	L.S.	CLEARING & GRUBBING R/W	2,200.00	1100.00	1100.00	2200.00
1902.51	5316.31	19345.21	ACRE	CLEARING & GRUBBING BORROW PITS	100.00	72.00	2387.14	8608.54
1902.51	5316.31	19345.21	CY	UNCLASSIFIED EXCAVATION	3.00	4355.50	1310.72	8990.44
1902.51	5316.31	19345.21	CY	DRAINAGE DITCH EXCAVATION	3.25	1257.12	77.00	2566.04
1902.51	5316.31	19345.21	TON	CAT-BC	45	238.00	500.00	517.00
1902.51	5316.31	19345.21	CY	CONC. END WALLS	100.00	392.00	792.00	684.00
1902.51	5316.31	19345.21	LF	15" R.C. PIPE	3.50	504.00		504.00
1902.51	5316.31	19345.21	LF	18" R.C. PIPE	4.50			
1902.51	5316.31	19345.21	LF	24" R.C. PIPE	7.00			
1902.51	5316.31	19345.21	LF	6" PER. CM. PIPE	1.25			
1902.51	5316.31	19345.21	CY	UNDERDRAIN EXCAV.	1.75			
1902.51	5316.31	19345.21	CY	UNDERDRAIN AGGREGATE	5.50			
1902.51	5316.31	19345.21	EACH	6" CM. TEES	10.00			
1902.51	5316.31	19345.21	EACH	6" CM. WYES	10.00			
1902.51	5316.31	19345.21	SY	BIT PAVED SHOULDED GUTTER	2.50	490.00	40.50	530.50
1902.51	5316.31	19345.21	EACH	GALV. METAL FUNNELS	40.00			
1902.51	5316.31	19345.21	LF	8" CM. PIPE	2.50			
1902.51	5316.31	19345.21	EACH	8" X 30" ELBOWS	19.00			
1902.51	5316.31	19345.21	EACH	R/W MARKERS	6.00	36.00	230.70	72.00
1902.51	5316.31	19345.21	C.Y.	EXCAVATION BELOW GRADE STRUCTURE	1.44			230.70
1902.51	5316.31	19345.21	C.Y.	DRY EXCAVATION	8.00	14206.62		14206.62
1902.51	5316.31	19345.21	C.Y.	WET EXCAVATION	20.00	6554.20		6554.20
1902.51	5316.31	19345.21	C.Y.	UNCLASS. STRUCTURE EXCAV.	2.00	172.86		172.86
1902.51	5316.31	19345.21	L.S.	REMOVE EXIST. STRUCT.	100.00	930.00		930.00
1902.51	5316.31	19345.21	CY	CLASS. A CONCRETE	39.00	24288.53		24288.53
1902.51	5316.31	19345.21	LB	REIN. STEEL	12	946.08		946.08
1902.51	5316.31	19345.21	L.S.	12" PREST. CONC. GRIERS (31 LF)	14206.62	14206.62		14206.62
1902.51	5316.31	19345.21	LF	12" PREST. CONC. PILES	8.00	13368.00		13368.00
1902.51	5316.31	19345.21	LF	12" PREST. CONC. PILES CUT OFF	6.00	84.00		84.00
1902.51	5316.31	19345.21	SY	CONCRETE R/W RAP	6.00	1672.02		1672.02
1902.51	5316.31	19345.21	LF	ALUMINUM RAILING 2 BART	9.00	3573.33		3573.33
1902.51	5316.31	19345.21	TOTALS			77853.02	9946.00	89899.02

See Correspondence

TOTAL AMOUNT OF FINAL ESTIMATE
LESS PREVIOUS PAYMENTS ESTS. 1 TO 9 INCLUSIVE
AMOUNT DUE THIS FINAL ESTIMATE

I HEREBY CERTIFY THAT I HAVE CHECKED THIS ESTIMATE
AND THAT IT IS TRUE AND CORRECT ACCORDING TO MY
BEST KNOWLEDGE AND BELIEF

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS ESTIMATE
IN DETAIL AND THAT IT IS TRUE AND CORRECT ACCORDING
TO MY BEST KNOWLEDGE AND BELIEF

SIGNED [Signature] DATE 12/18/62
RESIDENT ENGINEER

SIGNED [Signature] DATE 12/18/62
DIVISION ENGINEER