

INDEX OF SHEETS
 Sheet No 5-1 Title Page
 Sheet No 5-2 thru 5-8 Structure

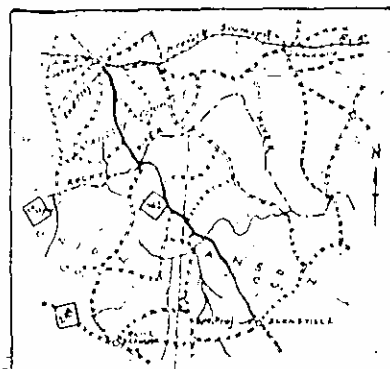
STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 PLAN AND PROFILE OF PROPOSED
 STATE HIGHWAY
ANSON - COUNTY

Structure over Richardson Creek on # 742
 between Burnsville and Oakdale

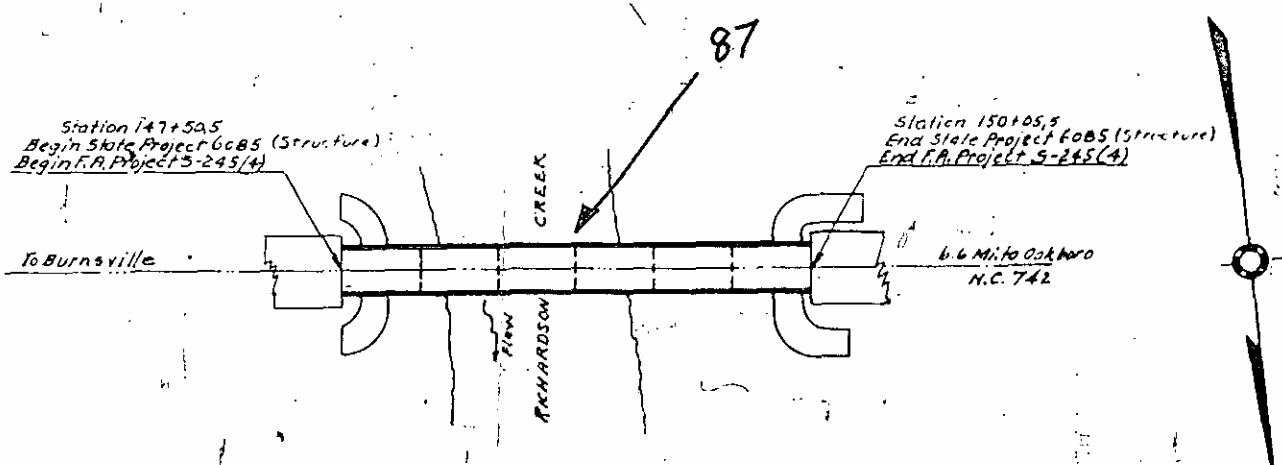
STATE PROJ. NO.	6085	TOWN	51	SHEET	8
F.A. Proj. S-245(4)					

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	-----



SKETCH MAP SHOWING SHIPPING POINT VICINITY PROJ. 6085 ANSON-UNION-STANLY COUNTIES



Rel # 521
 Pos # 8

SCALE 1" = 50'
 Length of Structure F.A. Project S-245(4) = 0.048 Miles

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

Surveyed by
 Plans Prepared by C.J. BUSH
 Date: 8/1954

State Standard Specifications
 Approved by Bureau Control
 3/14/1947

The Right of Way for this Project is 100' Wide.

APPROVED *W.H. Rouse*

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
RECOMMENDED FOR APPROVAL	
DISTRICT ENGINEER	DATE
APPROVED	
DIVISION ENGINEER	DATE

FINAL ESTIMATE ON NORTH CAROLINA PROJECT
 6085 (STRUCTURE)
 F.A. NO. S-245(4)
 FOR BRIDGE OVER RICHARDSON CREEK ON N.C. 742
 BETWEEN BUENSVILLE & OAKBORO
 ANSON COUNTY
 DIVISION NO. 7

CONTRACTOR - DICKERSON INC., MONROE, N.C.

Contract Let March 25, 1952
 Work Started Sept 23, 1952
 Work Completed May 12, 1953
 M.E. BEATTY DIVISION ENGINEER
 G.B. STEICKLAND RESIDENT ENGINEER
 W.H. MANLEY, JR. INSTRUMENTMAN
 H.L. BOGGAN MASONRY INSPECTOR

Length of Project - 255 Lin. Ft.

NOTE: The final notebooks, properly marked and described, submitted herewith as a part of this final estimate are as follows:
 1. Resident Engineer's Diary showing daily record of forces and equipment, working days, weather conditions, and all important events connected with the work.
 2. Masonry Book showing quantities used on the project.

Index	
Title Sheet of the Final Estimate	Sheet No. 1
Original Title Sheet	2
Table of Overruns and Underruns	3
Structure Plans	S-1 thru S-8
Dry & Wet Excavation	4
{ Class A Concrete	5
{ Reinforcing Steel	
Maint. & Rem. of Exist. Str. @ Sta 148+78	
Crossed Timber Piles	6
Concrete Rip Rap	7
Summary of Quantities	8
The Final Estimate	9

TABLE OF OVERRUNS AND UNDERRUNS

ITEMS	ORIG. EST.	FINAL EST.	OVERRUN	UNDERRUN
CU. YDS. DRY EXCAVATION	210	193.6		16.4
CU. YDS. WET EXCAVATION	90	104.0	14.0	
MAINT. & REMOVAL OF EXIST. STR. AT STA 148+78	LUMP SUM	LUMP SUM	0	0
CU. YDS. CLASS 'A' CONCRETE	445	443.15		1.85
LBS. REINFORCING STEEL	116,240	115,163		1,077
LIN. FT. CREOSOTED TIMBER PILES	180	140.83		39.17
SQ. YDS. CONCRETE RIP-RAP	675	636.9		38.1

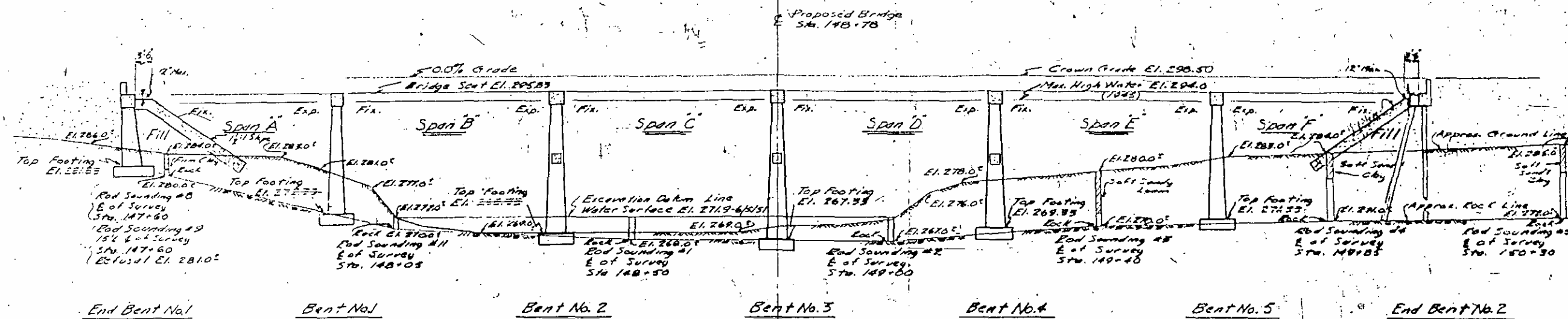
Note: For explanations of overruns and underruns see letter of transmittal.

SEE MASONRY BOOK PAGE 4

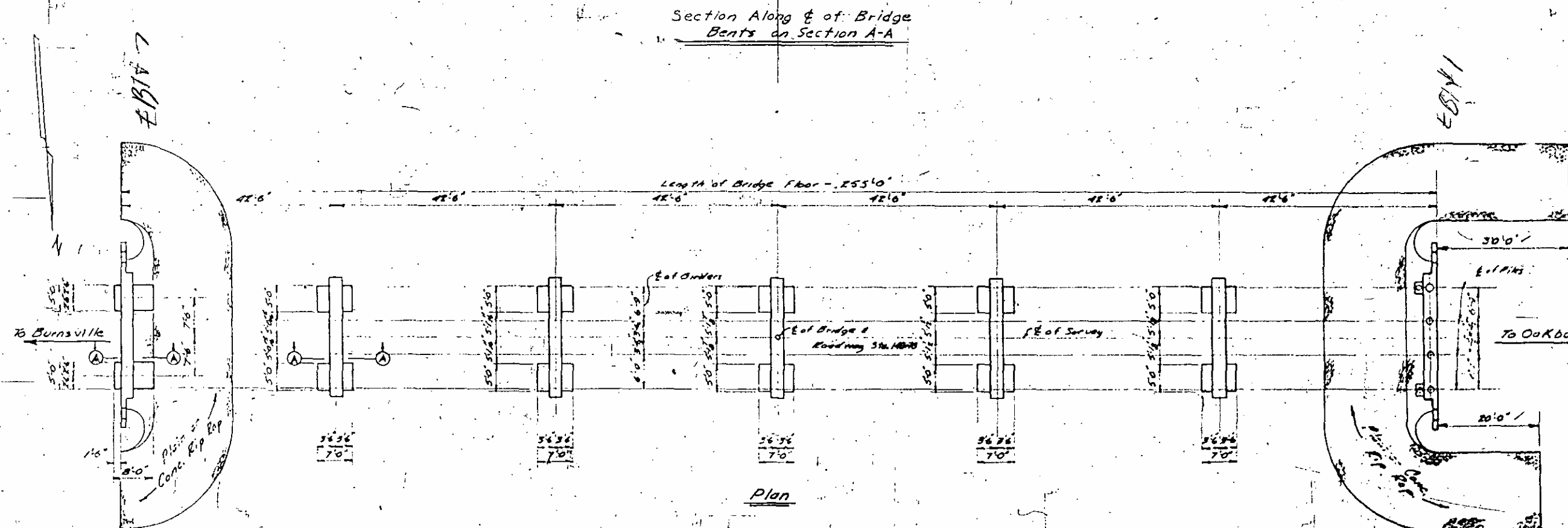
Computed by: *W. H. [Signature]* Date: 2-27-58
 Checked by: *Robert F. [Signature]* Date: 4-27-58

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
8	N. C.	6085	5-2	8.

F.P.H. 5-245(4)



Section Along & of Bridge Bents on Section A-A



Notes

Capacity of Piles - Piles for End Bent No. 2 shall be driven to a minimum bearing capacity of 18 tons each. Foundation loads - Computer Foundation loads for End Bent No. 1 equal to 225 tons per leg, for Bent No. 2, 165 tons per leg, for Bent No. 3, 165 tons per leg, for Bent No. 4, 165 tons per leg, for Bent No. 5, 165 tons per leg, for End Bent No. 2, 225 tons per leg.

Best piles will not be required. Order list to be based on piles 30 feet long. All concrete to be air-entraining - see Special Provisions. Assumed live load - H15 (Lane) HS20.

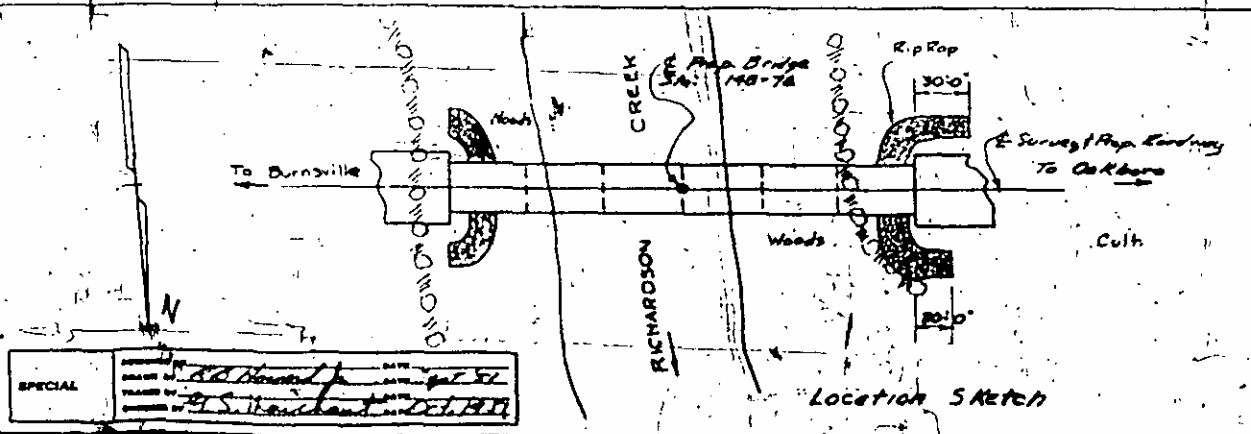
For other design data and general notes see Sheet 5A.

End Bent No. 2 Piles to be driven through roadway fill. Footings to be carried at least 12 inches rock for Bent No. 2 and Bent No. 4 and 6. For End Bent No. 1, Bent No. 3, Bent No. 4, and Bent No. 5 with a minimum thickness of 18 inches on piles.

Minimum pile length of existing struts here at Sta. 148+78 - After serving as a temporary crossing for existing structure over the 50' x 17' timber span to 148+2 - then steel truss 14' 11' timber span and 30' x 15' timber spans on steel concrete piers and Post & sill beam.

14" roadway and timber floor, located 60" above ground, shall be removed as follows: Superstructure completely, substructure to a depth of at least 1.0' below natural ground line or water surface. See Specifications.

PROJECT NO. 6085
ANSON COUNTY
STATION: 148+78 L



B.M. Nail in base 10' Walnut 50' Rt. Sta. 151+08 L El. 282.62

TOTAL BILL OF MATERIAL

Supplies	Class A Conc. Cu Yds.	Reinf. Steel Lbs.	PLANKS 1/2" x 6" x 12"	CONG. PIPES 18" Dia. 5' Hgt.	PLAIN RIP RAP 3/4" x 1 1/2"	CROCKETED TIMBER PILES No. Length 12' 18'	BRIDGE HOES Cu Yds. Dry	Material Removed Existing Structure
Superstructure	2750	82700	1190	265	250			
End Bent No. 1	175	2700					25	
Bent No. 2	211	4100					25	
Bent No. 3	229	3080					18	
Bent No. 4	229	5100					20	
Bent No. 5	227	4880					25	
Bent No. 6	211	4100					25	
End Bent No. 2	83	1860		500	250	6	150	
TOTAL	3750	115100	1190	675	250	6	235	235

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION

GENERAL DRAWING
FOR BRIDGE OVER RICHARDSON CREEK
ON N.E. 742 BETWEEN
BURNSVILLE & OAKBORO
SEPT. 1951

J.P.H. Designer
L.H.R. Engineer

SPECIAL

APPROVED FOR CONSTRUCTION BY

DATE

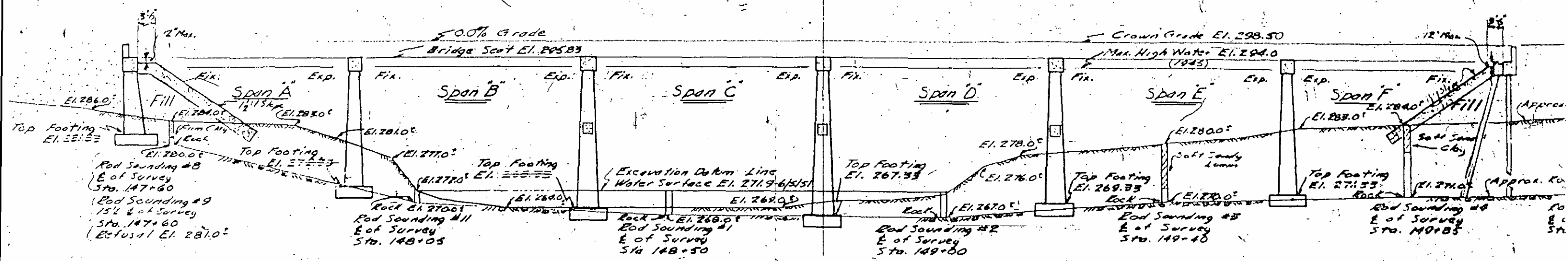
DESIGNED BY

CHECKED BY

DATE

Revised to omit struts on Bents 1 & 5 - 3-25-51 by R.S.D. by L.M.T.

Proposed Bridge
Sta. 148+78



End Bent No. 1

Bent No. 2

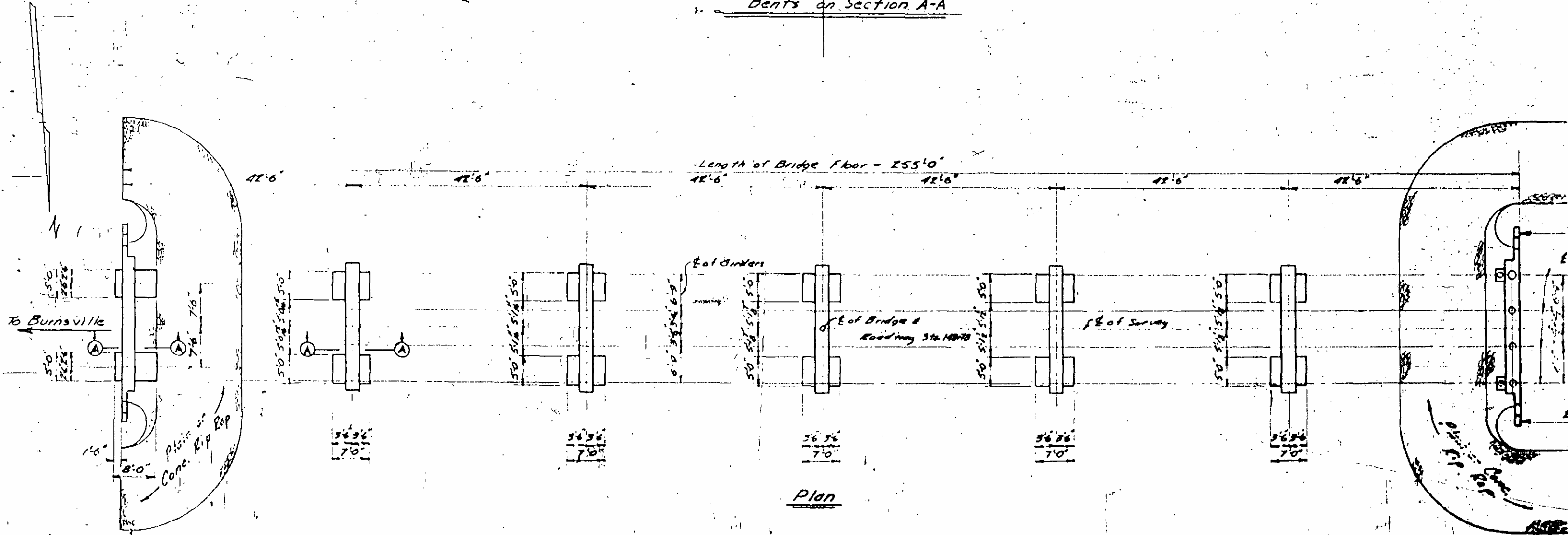
Bent No. 3

Bent No. 4

Bent No. 5

End Bent No. 6

Section Along ξ of Bridge
Bents on Section A-A



Plan

INDICATED

CREEK

Prop. Bridge Sta. 148+78

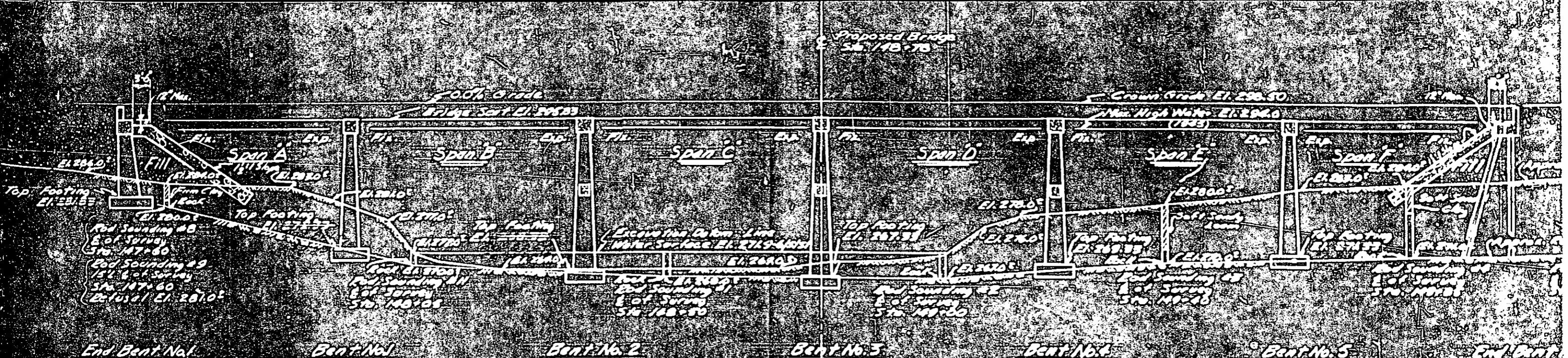
CONCRETE



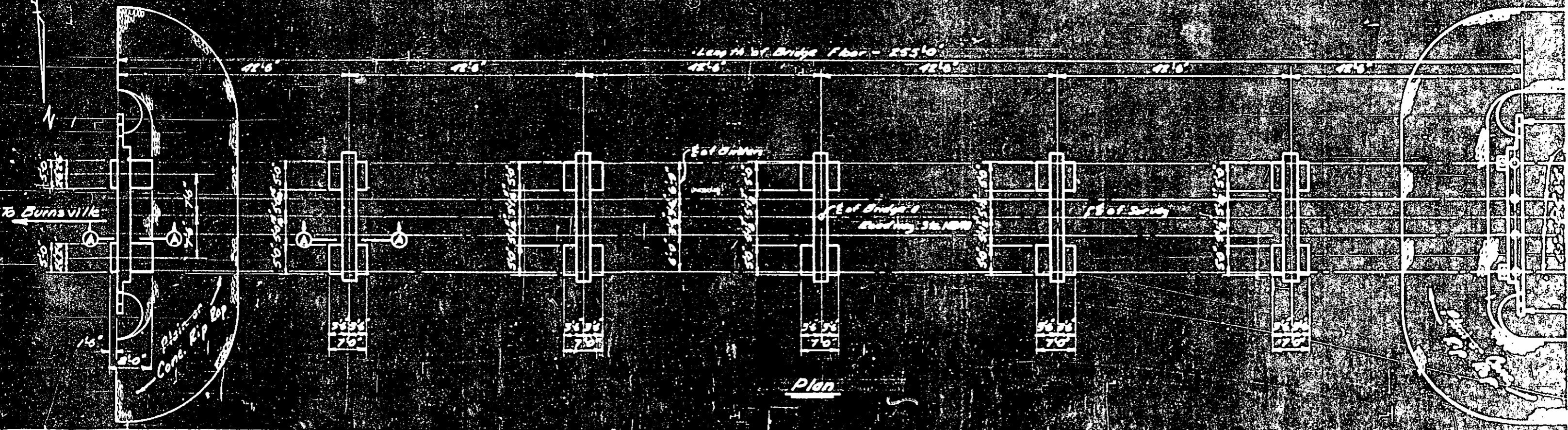
B.M. Nail in base 10" Walnut 50' Ft. Sta. 151+08.2 El. 295.83

TOTAL BILL OF MATERIAL

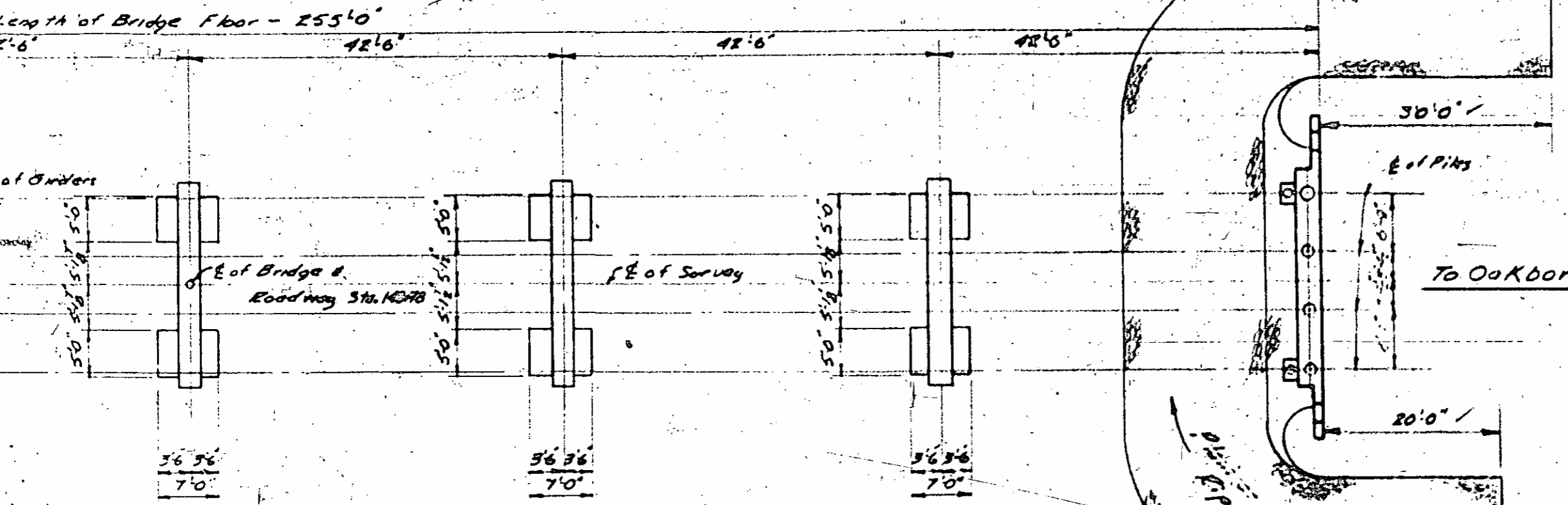
Class	Qty.	Notes	Comp.	Price	Created	Drawn



Section Along E of Bridge
Bents on Section A-A



TOTAL BILL OF MATERIAL				
Class	Qty	Unit	Spec.	Remarks



EXISTING STRUCTURE AT STA. 148+78
 78 - After serving as a temporary crossing the existing structure consisting of 50' 17' timber spans 18' 10 1/2" thru steel truss 18' 17' timber span and 30' 15' timber spans on Mass concrete piers and Post & sill abutts with 11' roadway and timber floor, located 500' E down stream, shall be removed as follows:
 Superstructure completely, Substructure to an elevation at least 1.0' below natural ground line or water surface. See Specifications.

Plan

PROJECT NO. 6085
 ANSON COUNTY
 STATION: 148+78 L

B.M. Nail in base 10' Walnut 30' Rt. Sta. 151+08 L El. 282.62

TOTAL BILL OF MATERIAL

	Class A Conc. Cu. Yds.	Reinf. Steel Lbs.	Plates & Bolts Lbs.	Comp. Rip Rip Sq. Yds.	Flm Rip Rip Class 2 Sq. Yds.	Crested Timber Piles No Length L.H.Ft.	Elevation Cu. Yds. Wet Dry	Mainl. & Removal of Existing Structure	
Superstructure	275.0	87,749	1,140						
End Bent No 1	17.1	2,700		2.5	2.5		27		
Bent No 1	2.1	4,175					33	55	
Bent No 2	22.0	5,024					29		
Bent No 3	20.4	5,109					70		
Bent No 4	28.7	4,939					25	55	
Bent No 5	21.0	4,134					13	15	
End Bent No 2	8.3	1,869		5.0	5.0	6	162		
TOTAL	440.2	115,133	1,140	67.5	67.5	6	283	23	210

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND PUBLIC WORKS COMMISSION
 GENERAL DRAWING
 FOR BRIDGE OVER RICHARDSON CR
 ON N.C. 742 BETWEEN
 BURNSVILLE & OAKBORO
 SEPT. 1951

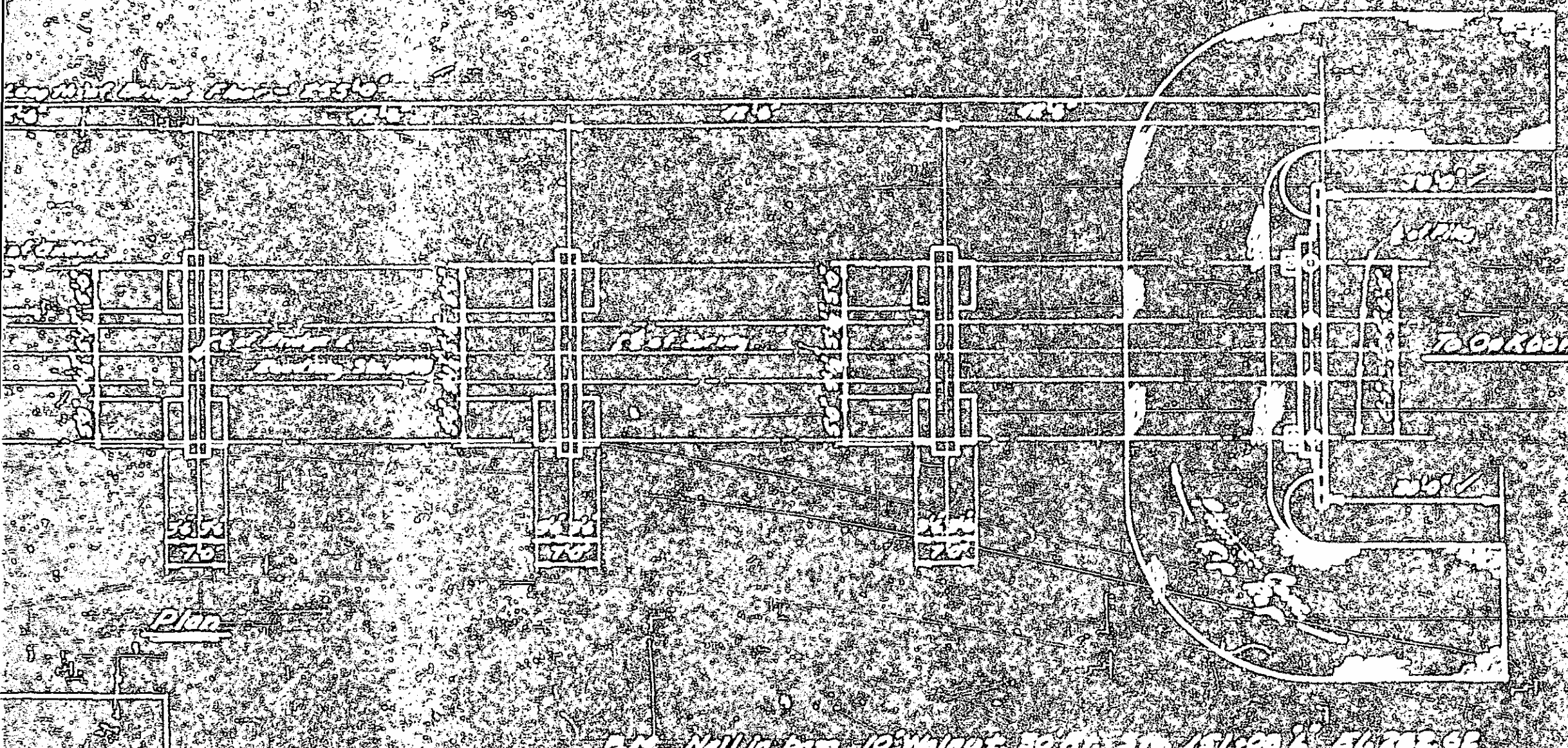
DESIGNED BY: [Signature]
 APPROVED BY: [Signature] 235

Revised to omit struts on Bents 1B-5. 3-25-52 By RSH. G. L.M.T.

OB

M 1

Drawing of a bridge structure showing various components and dimensions. The drawing includes a plan view of the bridge deck and a cross-section view showing the support structure and roadway. Dimensions are indicated with arrows and numbers.



PROJECT NO. 6005
 ANSON COUNTY
 STATION 128+70

E.N. Null in base 10' Walnut 30' to 30' 151.00' & 51.28' 62

TOTAL BILL OF MATERIAL

Item	Quantity	Unit	Price	Total	Item	Quantity	Unit	Price	Total
Concrete	1710	cu yd	11.00	18810	Reinforcing Steel	1100	lb	0.05	5500
Formwork	1710	sq yd	1.50	2565	Gravel	1100	cu yd	1.00	1100
Excavation	1710	cu yd	1.00	1710	Sand	1100	cu yd	1.00	1100
Backfill	1710	cu yd	1.00	1710	Asphalt	1100	sq yd	1.00	1100
Subgrade	1710	sq yd	1.00	1710	Paint	1100	gal	1.00	1100
Drainage	1710	sq yd	1.00	1710	Lighting	1100	ft	1.00	1100
Utilities	1710	sq yd	1.00	1710	Signage	1100	sq ft	1.00	1100
Landscaping	1710	sq yd	1.00	1710	Other	1100	sq ft	1.00	1100
Construction	1710	sq yd	1.00	1710					
Materials	1710	sq yd	1.00	1710					
Subcontractors	1710	sq yd	1.00	1710					
Permits	1710	sq yd	1.00	1710					
Contingency	1710	sq yd	1.00	1710					
Profit	1710	sq yd	1.00	1710					
Tax	1710	sq yd	1.00	1710					
Total	1710	sq yd	1.00	1710					

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 DRAWING
 FOR THE BRIDGE
 ON THE HIGHWAY
 BETWEEN ...
 ...
 ...

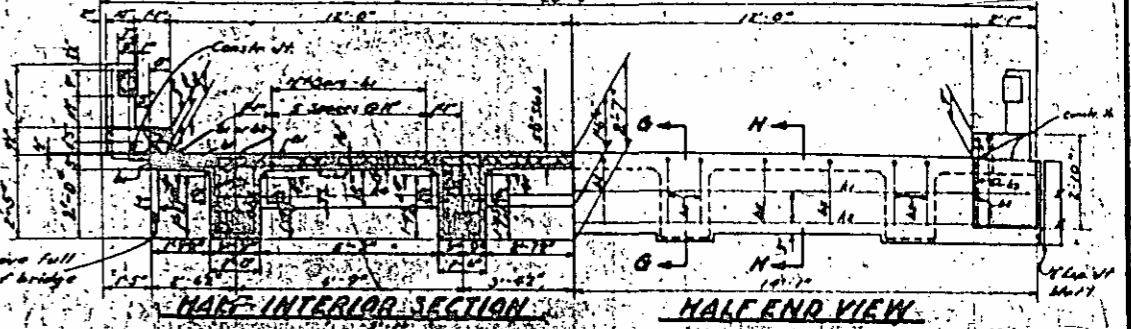
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PROJECT NO.	DATE	PROJECT NAME	SCALE	DATE
6085	10-1-33	STANDARD REINFORCED CONCRETE BECK BRIDGE	1" = 10'-0"	10-1-33

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

CROWN DIAGRAM



SECTION A-A

SECTION B-B

HALF-INTERIOR SECTION

HALF-END VIEW

DESIGN DATA

Specifications A.A.S.H.O. (1933)
 Assumed Live Load N15(4) Low N10 Slab
 Impact Allowance See Specifications
 Reinforcing Steel in Tension (Hot) 16,000 lbs. per sq. in.
 Reinforcing Steel in Tension (Plastic) 18,000 lbs. per sq. in.
 Concrete in Compression 1,000 lbs. per sq. in.
 Shear Class "A" Concrete 17 lbs. per sq. ft.
 Equivalent Fluid Pressure of Earth 30 lbs. per sq. ft.

GENERAL NOTE

CONCRETE: Class "A" Concrete using Standard Size No. 3 round aggregate shall be used throughout. All exposed corners of concrete below top of curb shall be chamfered. Expansion joint corners which shall be chamfered. Corners of handrails and posts shall be chamfered. Construction joints allowed only as shown on plans. The joints & slabs must be poured in one operation, allowing no time for initial set to take place between them.

REINFORCING STEEL: All reinforcing steel shall be drawn or bars. All dimensions relative to reinforcement are to centers of bars. No splicing of bars other than those shown on plans will be permitted. Where splicing of reinforcement is called for bars shall be lapped 40 diameters. All reinforcing steel shall be securely held in correct position.

EXPANSION JOINT MATERIAL: Expansion joint material may be either rubber compound or cork conforming to the requirements of A.A.S.H.O. Specifications.

NAME PLATES: Two name plates shall be placed on the bridge. One on the highest face of each right hand end post below the curb, approaching the bridge.

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

PLATES AND BOLTS: Expansion plates and bolts shall be of structural steel in accordance with the requirements of Section 109 of the Specifications. Construction methods and payment for plates shall be as provided in Section 325 of the Specifications. Milling and polishing shall not be required.

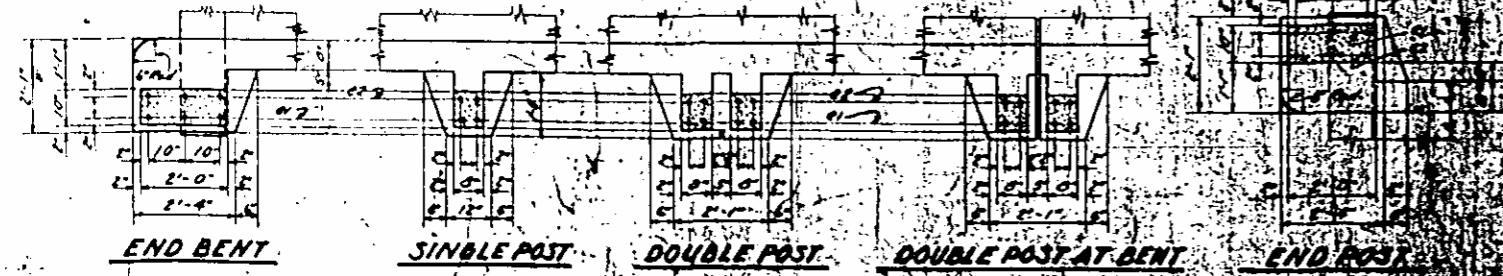
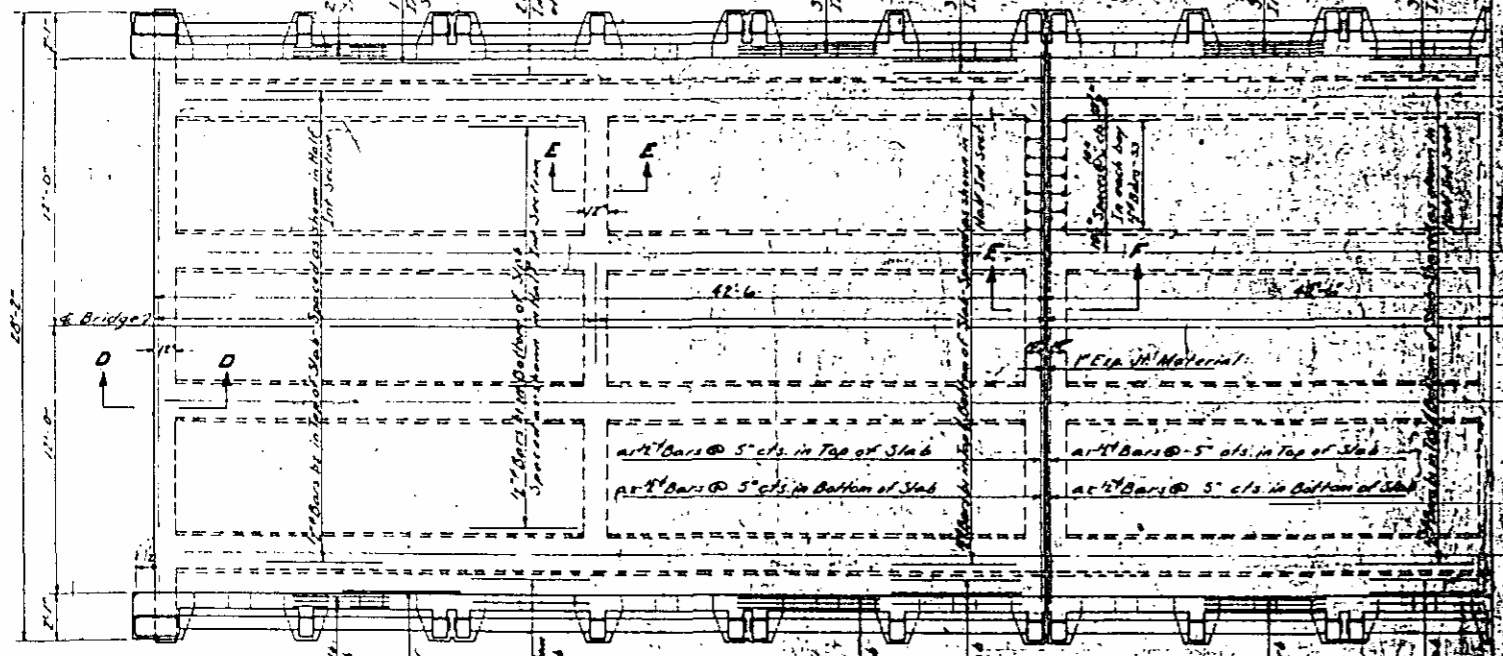
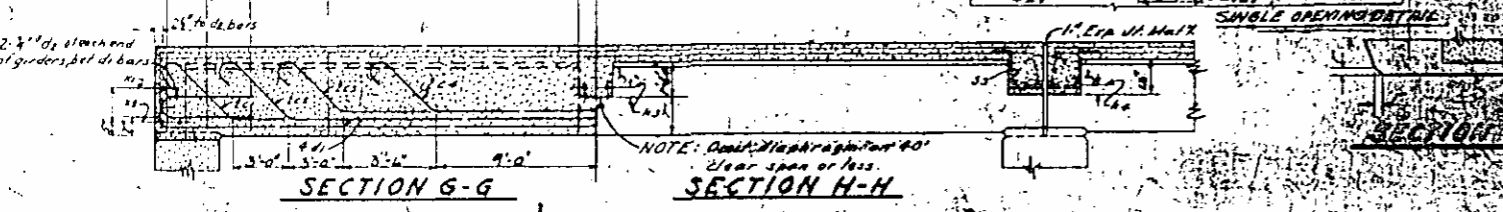
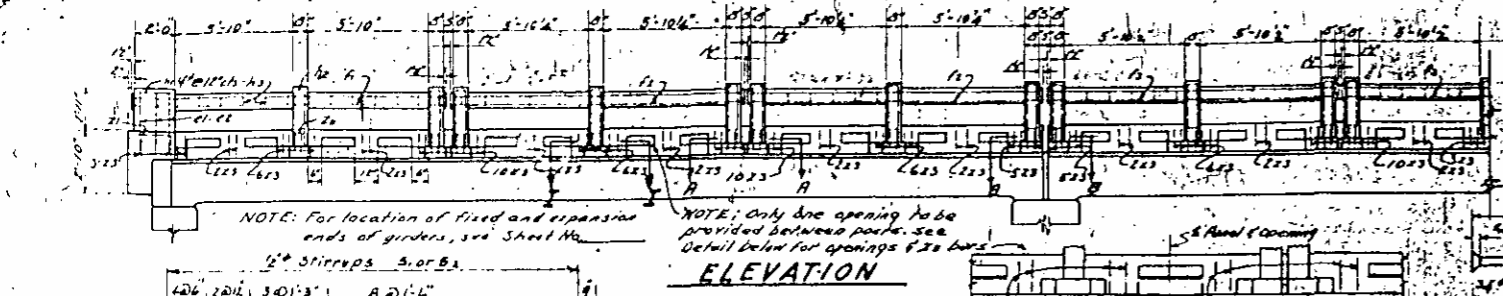
SECTION THRU CURB

DETAIL OF GIRDER



BILL OF MATERIAL

Span	Slab	Type
1	10'-0"	10'-0"
2	10'-0"	10'-0"
3	10'-0"	10'-0"
4	10'-0"	10'-0"
5	10'-0"	10'-0"
6	10'-0"	10'-0"
7	10'-0"	10'-0"
8	10'-0"	10'-0"
9	10'-0"	10'-0"
10	10'-0"	10'-0"
11	10'-0"	10'-0"
12	10'-0"	10'-0"
13	10'-0"	10'-0"
14	10'-0"	10'-0"
15	10'-0"	10'-0"
16	10'-0"	10'-0"
17	10'-0"	10'-0"
18	10'-0"	10'-0"
19	10'-0"	10'-0"
20	10'-0"	10'-0"
21	10'-0"	10'-0"
22	10'-0"	10'-0"
23	10'-0"	10'-0"
24	10'-0"	10'-0"
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29	10'-0"	10'-0"
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46	10'-0"	10'-0"
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48	10'-0"	10'-0"
49	10'-0"	10'-0"
50	10'-0"	10'-0"



BAR TYPES

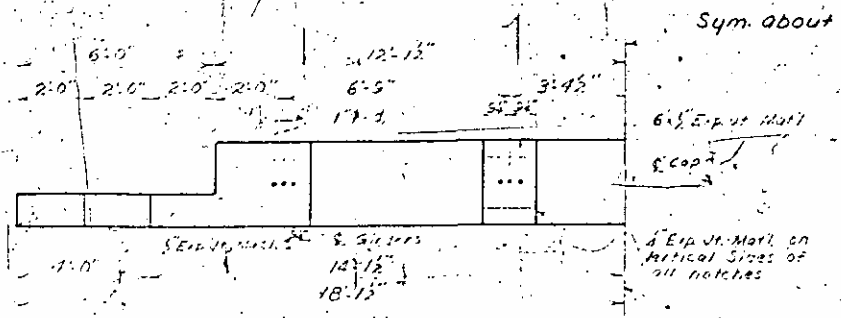


SPECIAL	Approved by <i>[Signature]</i> DATE 10-1-33
STANDARD	Approved by <i>[Signature]</i> DATE 10-1-33

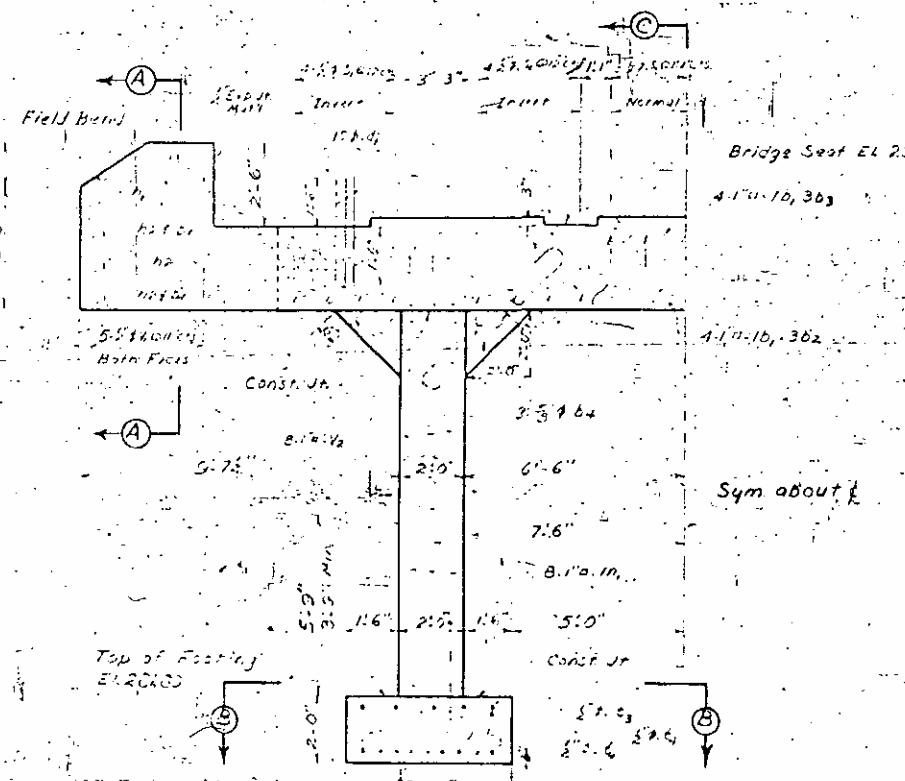
PROJECT NO. 6085
 ANSON COUNTY
 STATION: 148+78

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 STANDARD
 REINFORCED CONCRETE
 BECK BRIDGE
 40-SPAN - 10'-0" EACH
 OCTOBER 1933

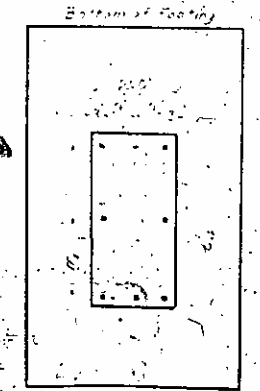
FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1-8	N.C.	6085	5-4	8
Fill 1941 5-28574				



HALF PLAN OF CAP - END BENT No. 1

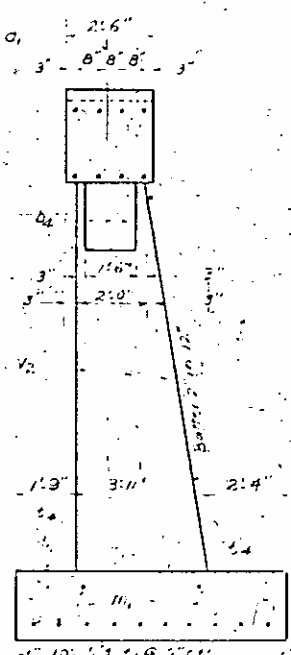


HALF ELEVATION

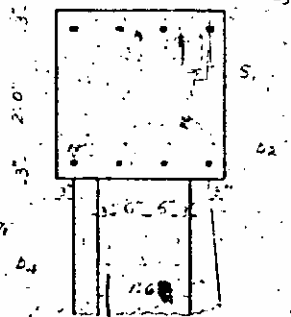


SECTION - B-B

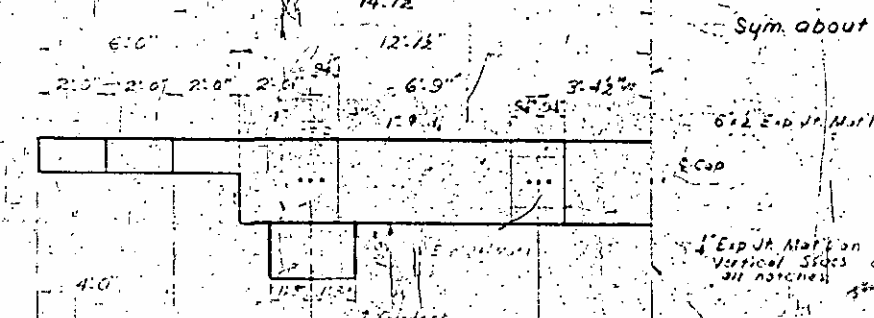
Note: Footings for End Bent No. 1 shall be covered at first 6' into rock with a minimum thickness of 2'-0"



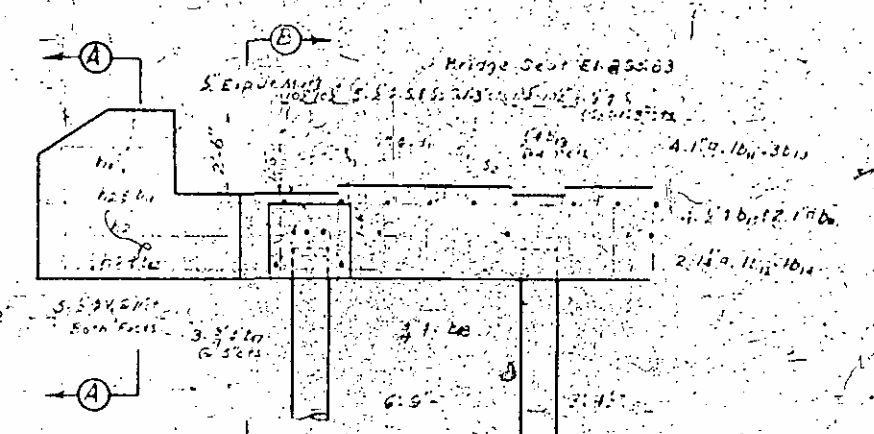
SECTION - C-C



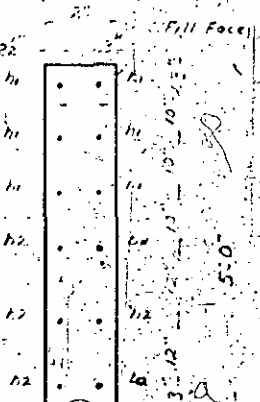
PART SECTION - C-C



HALF PLAN OF CAP - END BENT No. 2



HALF ELEVATION



SECTION AA



SECTION - B-B

Note: Piles for End Bent No. 2 shall be driven to a minimum bearing capacity of 18 tons each

BILL OF MATERIAL
END BENT No. 1

Bar	No.	Size	Length	Weight
b1	2	1"Ø	35'-3"	2.43
b2	3	1"Ø	23'-3"	2.12
b3	3	1"Ø	23'-3"	2.63
b4	12	5/8"	7'-2"	9.3
c1	12	1"Ø	3'-0"	9.6
c2	8	5/8"	7'-10"	4.2
c3	16	1"Ø	8'-0"	43.5
c4	21	5/8"	7'-2"	10.1
c5	23	5/8"	6'-2"	8.2
c6	19	5/8"	9'-2"	17.2
c7	10	5/8"	6'-3"	4.2
c8	4	5/8"	1'-6"	1.2
c9	20	5/8"	4'-8"	6.2
c10	16	1"Ø	14'-0"	78.3

Reinforcing Steel, Lbs. 275.3
Class A Concrete, Cu. Yds. 12.1

BILL OF MATERIAL
END BENT No. 2

Bar	No.	Size	Length	Weight
b11	1	1"Ø	35'-3"	1.22
b12	1	1"Ø	23'-3"	1.93
b13	3	1"Ø	23'-3"	2.63
b14	1	1"Ø	23'-3"	1.26
b15	4	5/8"	23'-0"	6.3
b16	2	1"Ø	23'-0"	16.2
b17	6	5/8"	5'-9"	5.2
b18	8	5/8"	11'-8"	3.5
b19	5	5/8"	2'-11"	1
b20	12	1"Ø	3'-0"	9.6
b21	12	5/8"	3'-8"	2.9
b22	8	5/8"	7'-10"	4.2
b23	17	5/8"	7'-2"	8.1
b24	17	5/8"	2'-11"	3.3
b25	23	5/8"	1'-8"	6.7

Reinforcing Steel, Lbs. 132.3
Class A Concrete, Cu. Yds. 5.3
Steel Timber Posts, No. 2, Lbs. 100

Concrete - Unplaced by piles has been broken
PROJECT NO. 6085
ALLSOUTH COUNTY
STATION: 148+78

END BENTS No. 1 & 2
STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
SUBSTRUCTURE
SEPT. 1951

SPECIAL	DESIGNED BY	DATE
	DRAWN BY	DATE
	CHECKED BY	DATE

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
5	N. C.	6085	5-6	8

PA 111 5-245(4)

FOR ONE BEAM FIVE-BEAM

BILL OF MATERIAL

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	2" x 4" x 10'	25.0	cu yd	1.85	46.25
2	2" x 4" x 10'	23.0	cu yd	1.85	42.55
3	2" x 4" x 10'	17.0	cu yd	1.85	31.45
4	2" x 4" x 10'	7.1	cu yd	1.85	13.14
5	2" x 4" x 10'	7.0	cu yd	1.85	12.93
6	2" x 4" x 10'	19.0	cu yd	1.85	35.15
7	2" x 4" x 10'	5.0	cu yd	1.85	9.25
8	2" x 4" x 10'	2.1	cu yd	1.85	3.89
9	2" x 4" x 10'	7.8	cu yd	1.85	14.41
10	2" x 4" x 10'	11.0	cu yd	1.85	20.35
11	2" x 4" x 10'	1.0	cu yd	1.85	1.85
12	2" x 4" x 10'	3.0	cu yd	1.85	5.55
13	2" x 4" x 10'	5.0	cu yd	1.85	9.25
14	2" x 4" x 10'	10.0	cu yd	1.85	18.50
15	2" x 4" x 10'	5.0	cu yd	1.85	9.25
16	2" x 4" x 10'	3.0	cu yd	1.85	5.55
17	2" x 4" x 10'	1.0	cu yd	1.85	1.85
18	2" x 4" x 10'	2.0	cu yd	1.85	3.70
19	2" x 4" x 10'	1.0	cu yd	1.85	1.85
20	2" x 4" x 10'	1.0	cu yd	1.85	1.85
21	2" x 4" x 10'	1.0	cu yd	1.85	1.85
22	2" x 4" x 10'	1.0	cu yd	1.85	1.85
23	2" x 4" x 10'	1.0	cu yd	1.85	1.85
24	2" x 4" x 10'	1.0	cu yd	1.85	1.85
25	2" x 4" x 10'	1.0	cu yd	1.85	1.85
26	2" x 4" x 10'	1.0	cu yd	1.85	1.85
27	2" x 4" x 10'	1.0	cu yd	1.85	1.85
28	2" x 4" x 10'	1.0	cu yd	1.85	1.85
29	2" x 4" x 10'	1.0	cu yd	1.85	1.85
30	2" x 4" x 10'	1.0	cu yd	1.85	1.85
31	2" x 4" x 10'	1.0	cu yd	1.85	1.85
32	2" x 4" x 10'	1.0	cu yd	1.85	1.85
33	2" x 4" x 10'	1.0	cu yd	1.85	1.85
34	2" x 4" x 10'	1.0	cu yd	1.85	1.85
35	2" x 4" x 10'	1.0	cu yd	1.85	1.85
36	2" x 4" x 10'	1.0	cu yd	1.85	1.85
37	2" x 4" x 10'	1.0	cu yd	1.85	1.85
38	2" x 4" x 10'	1.0	cu yd	1.85	1.85
39	2" x 4" x 10'	1.0	cu yd	1.85	1.85
40	2" x 4" x 10'	1.0	cu yd	1.85	1.85
41	2" x 4" x 10'	1.0	cu yd	1.85	1.85
42	2" x 4" x 10'	1.0	cu yd	1.85	1.85
43	2" x 4" x 10'	1.0	cu yd	1.85	1.85
44	2" x 4" x 10'	1.0	cu yd	1.85	1.85
45	2" x 4" x 10'	1.0	cu yd	1.85	1.85
46	2" x 4" x 10'	1.0	cu yd	1.85	1.85
47	2" x 4" x 10'	1.0	cu yd	1.85	1.85
48	2" x 4" x 10'	1.0	cu yd	1.85	1.85
49	2" x 4" x 10'	1.0	cu yd	1.85	1.85
50	2" x 4" x 10'	1.0	cu yd	1.85	1.85
51	2" x 4" x 10'	1.0	cu yd	1.85	1.85
52	2" x 4" x 10'	1.0	cu yd	1.85	1.85
53	2" x 4" x 10'	1.0	cu yd	1.85	1.85
54	2" x 4" x 10'	1.0	cu yd	1.85	1.85
55	2" x 4" x 10'	1.0	cu yd	1.85	1.85
56	2" x 4" x 10'	1.0	cu yd	1.85	1.85
57	2" x 4" x 10'	1.0	cu yd	1.85	1.85
58	2" x 4" x 10'	1.0	cu yd	1.85	1.85
59	2" x 4" x 10'	1.0	cu yd	1.85	1.85
60	2" x 4" x 10'	1.0	cu yd	1.85	1.85
61	2" x 4" x 10'	1.0	cu yd	1.85	1.85
62	2" x 4" x 10'	1.0	cu yd	1.85	1.85
63	2" x 4" x 10'	1.0	cu yd	1.85	1.85
64	2" x 4" x 10'	1.0	cu yd	1.85	1.85
65	2" x 4" x 10'	1.0	cu yd	1.85	1.85
66	2" x 4" x 10'	1.0	cu yd	1.85	1.85
67	2" x 4" x 10'	1.0	cu yd	1.85	1.85
68	2" x 4" x 10'	1.0	cu yd	1.85	1.85
69	2" x 4" x 10'	1.0	cu yd	1.85	1.85
70	2" x 4" x 10'	1.0	cu yd	1.85	1.85
71	2" x 4" x 10'	1.0	cu yd	1.85	1.85
72	2" x 4" x 10'	1.0	cu yd	1.85	1.85
73	2" x 4" x 10'	1.0	cu yd	1.85	1.85
74	2" x 4" x 10'	1.0	cu yd	1.85	1.85
75	2" x 4" x 10'	1.0	cu yd	1.85	1.85
76	2" x 4" x 10'	1.0	cu yd	1.85	1.85
77	2" x 4" x 10'	1.0	cu yd	1.85	1.85
78	2" x 4" x 10'	1.0	cu yd	1.85	1.85
79	2" x 4" x 10'	1.0	cu yd	1.85	1.85
80	2" x 4" x 10'	1.0	cu yd	1.85	1.85
81	2" x 4" x 10'	1.0	cu yd	1.85	1.85
82	2" x 4" x 10'	1.0	cu yd	1.85	1.85
83	2" x 4" x 10'	1.0	cu yd	1.85	1.85
84	2" x 4" x 10'	1.0	cu yd	1.85	1.85
85	2" x 4" x 10'	1.0	cu yd	1.85	1.85
86	2" x 4" x 10'	1.0	cu yd	1.85	1.85
87	2" x 4" x 10'	1.0	cu yd	1.85	1.85
88	2" x 4" x 10'	1.0	cu yd	1.85	1.85
89	2" x 4" x 10'	1.0	cu yd	1.85	1.85
90	2" x 4" x 10'	1.0	cu yd	1.85	1.85
91	2" x 4" x 10'	1.0	cu yd	1.85	1.85
92	2" x 4" x 10'	1.0	cu yd	1.85	1.85
93	2" x 4" x 10'	1.0	cu yd	1.85	1.85
94	2" x 4" x 10'	1.0	cu yd	1.85	1.85
95	2" x 4" x 10'	1.0	cu yd	1.85	1.85
96	2" x 4" x 10'	1.0	cu yd	1.85	1.85
97	2" x 4" x 10'	1.0	cu yd	1.85	1.85
98	2" x 4" x 10'	1.0	cu yd	1.85	1.85
99	2" x 4" x 10'	1.0	cu yd	1.85	1.85
100	2" x 4" x 10'	1.0	cu yd	1.85	1.85

Reinforcing steel 112
 Class A Concrete 2415
 Reinforcing steel 345
 Class A Concrete 2415
 Reinforcing steel 112
 Class A Concrete 2415
 Reinforcing steel 112
 Class A Concrete 2415
 Reinforcing steel 112
 Class A Concrete 2415
 Reinforcing steel 112
 Class A Concrete 2415

PROJECT NO. 6085
 ANSON COUNTY
 STATION: 1481-78

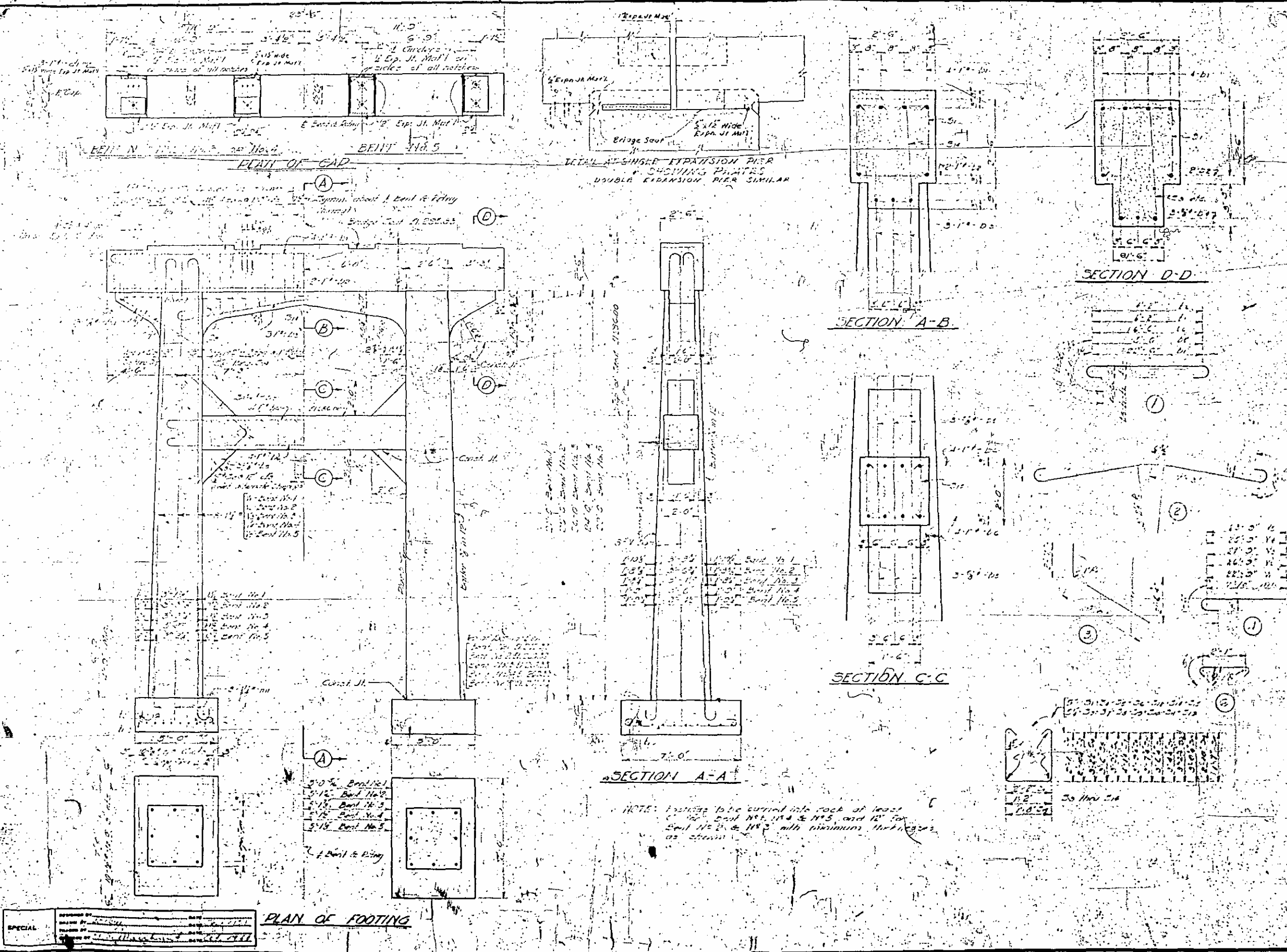
BEAMS NO. 1, NO. 2, NO. 3, NO. 4 & NO. 5

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

SUBSTRUCTURE

SEPTEMBER 1951

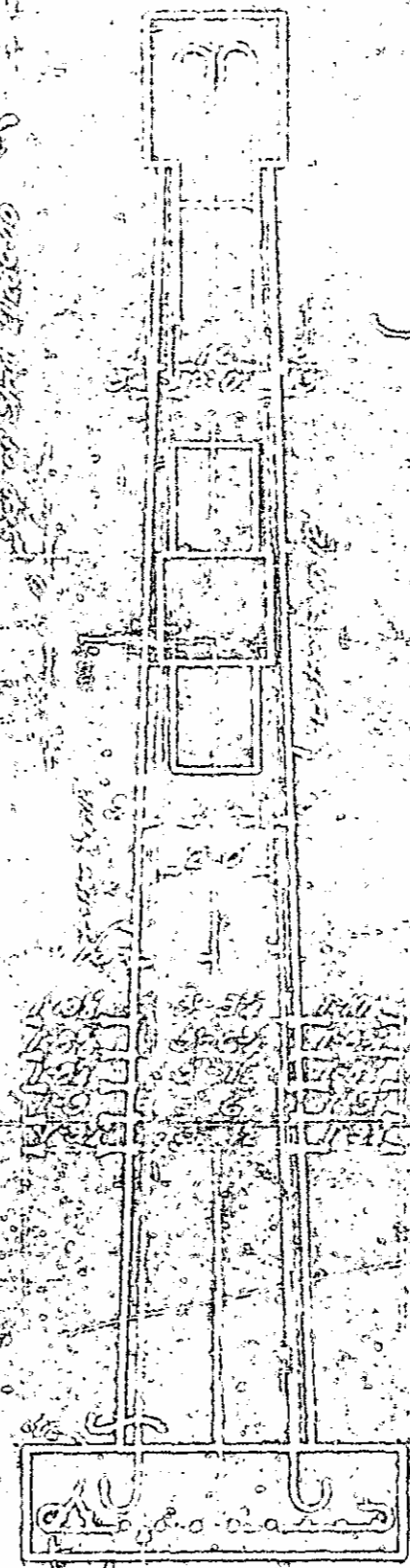
APPROVED BY: [Signature]
 ENGINEER: [Signature]
 DATE: 2-2-52



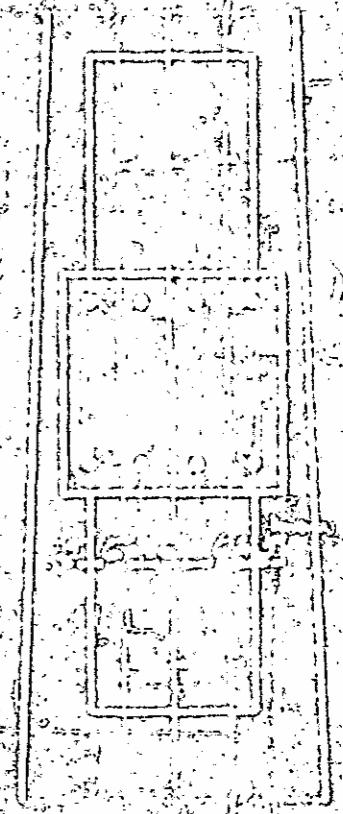
SPECIAL
 APPROVED BY: [Signature]
 ENGINEER: [Signature]
 DATE: 2-2-52

PLAN OF FOOTING

NOTE: Footings to be carried into rock at least 6" for Beams No. 1, 2, 3, 4 & 5 and 12" for Beams No. 2 & 3 with minimum thickness as shown.



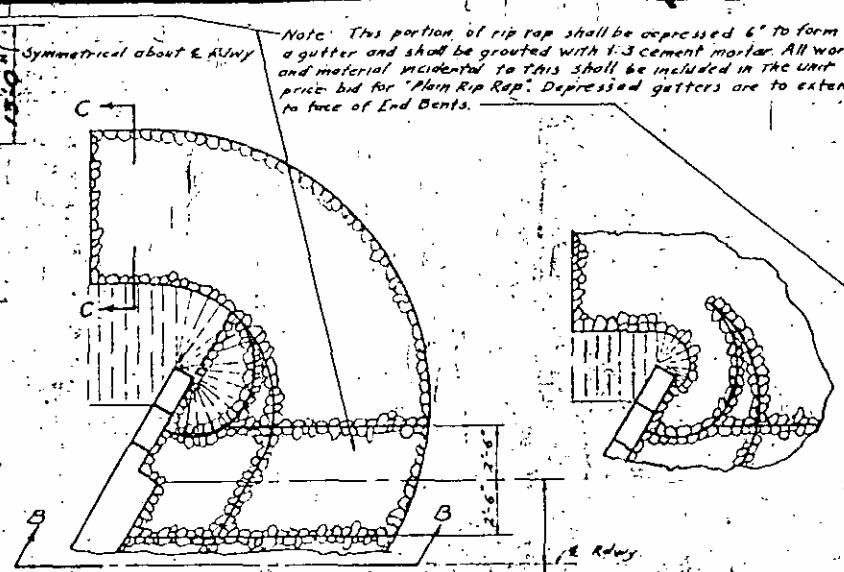
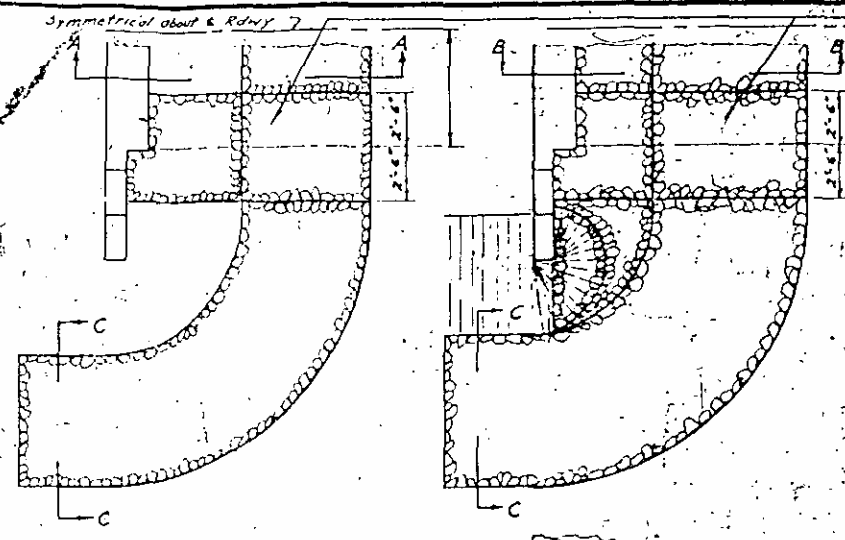
SECTION A-E



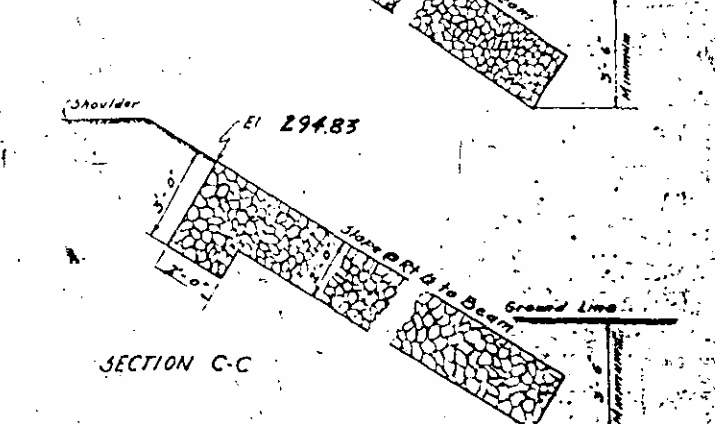
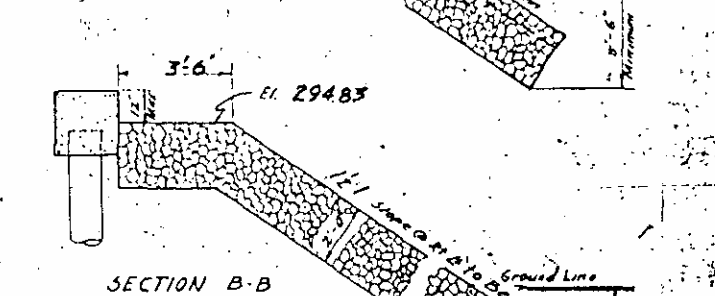
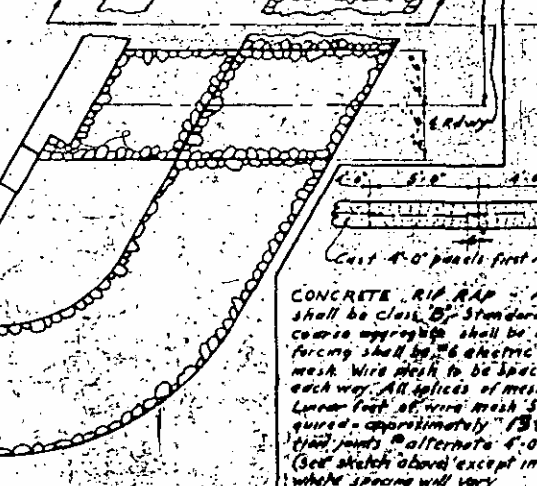
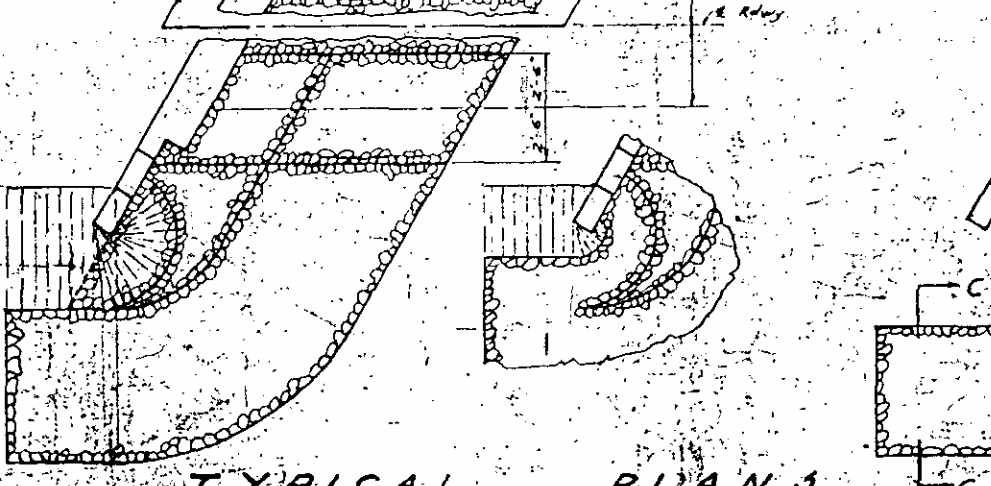
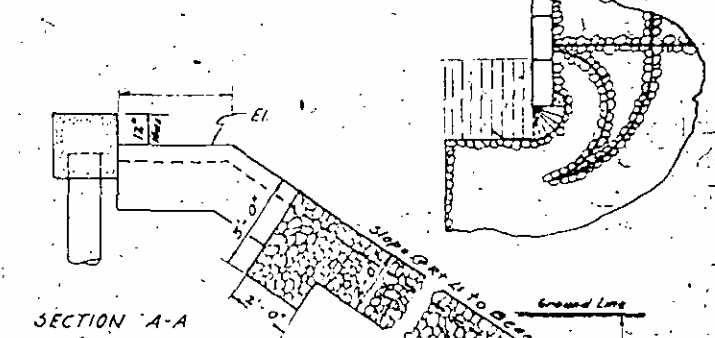
SECTION C-C

SECTION A-A

Handwritten notes at the bottom left of the page, including the word "SECTION" and other illegible text.



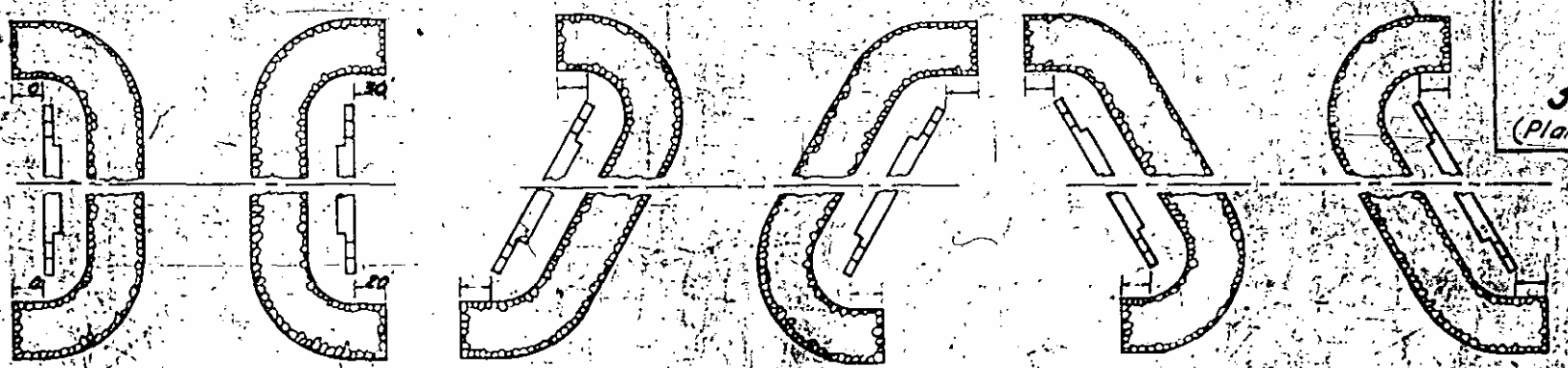
Note: This portion of rip rap shall be depressed 6" to form a gutter and shall be grouted with 1-3 cement mortar. All work and material incidental to this shall be included in the unit price bid for "Plain Rip Rap". Depressed gutters are to extend to face of End Bents.



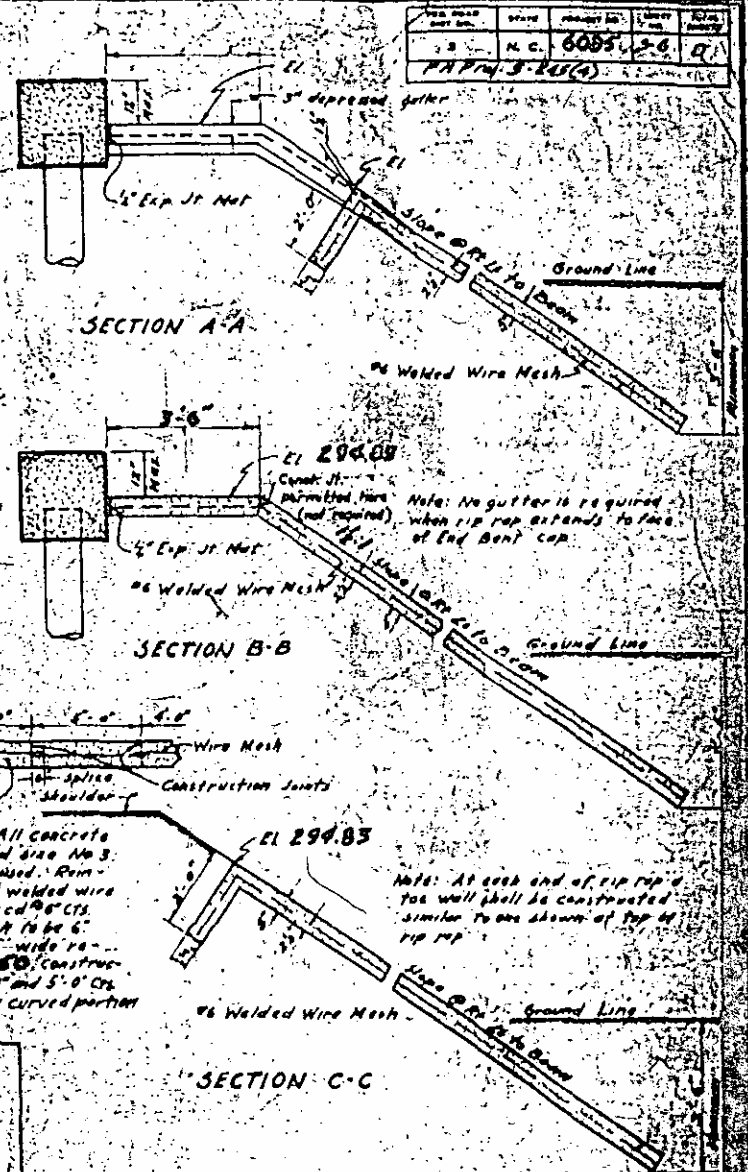
Note: At each end of rip rap a toe wall shall be constructed similar to one shown at top of rip rap.

SPECIAL	DESIGNED BY: <i>[Signature]</i>	DATE: <i>[Date]</i>
STANDARD	APPROVED BY: <i>[Signature]</i>	DATE: <i>[Date]</i>

Revised for concrete rip rap details - 12-30-48



PLAIN RIP RAP DETAILS



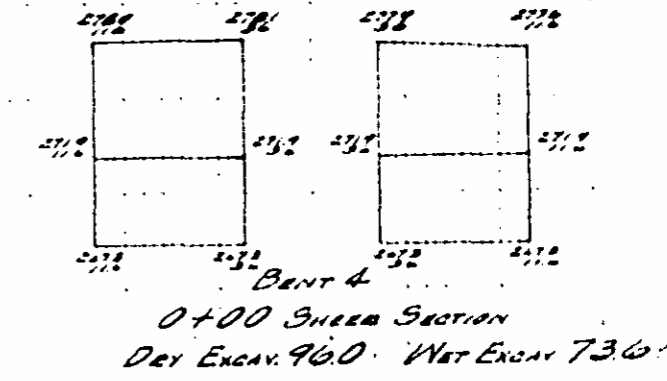
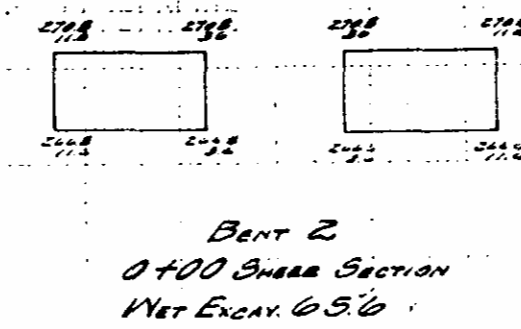
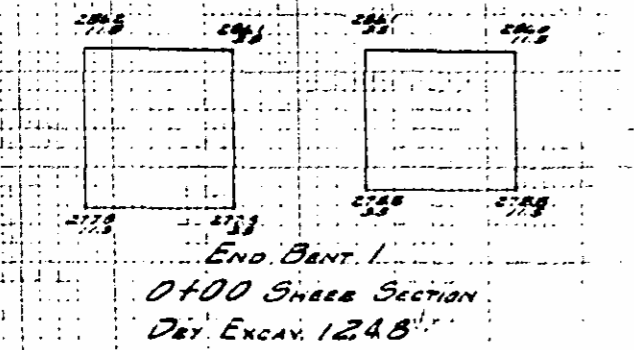
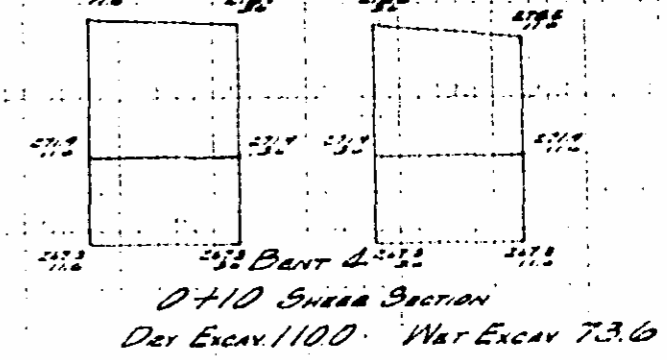
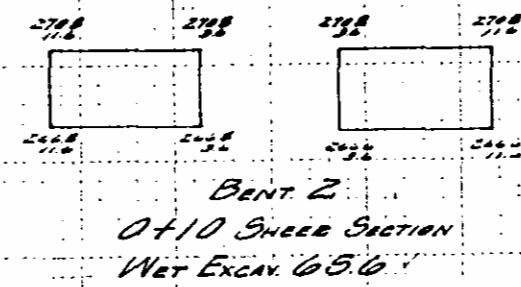
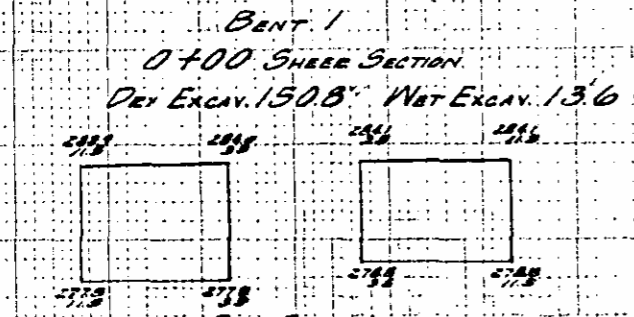
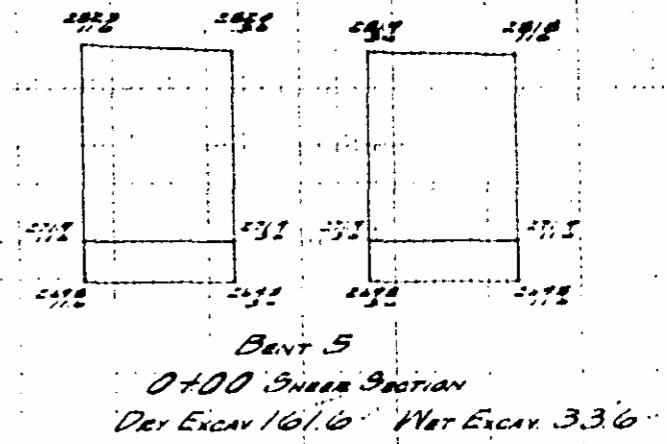
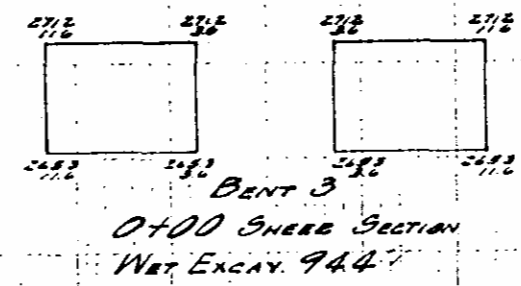
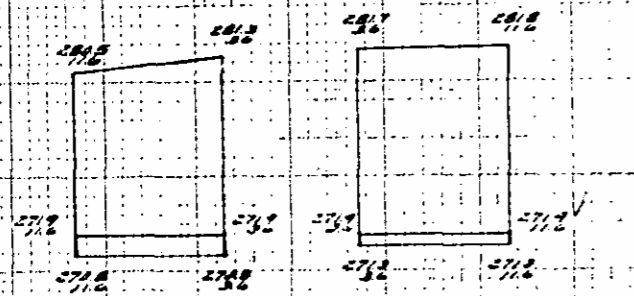
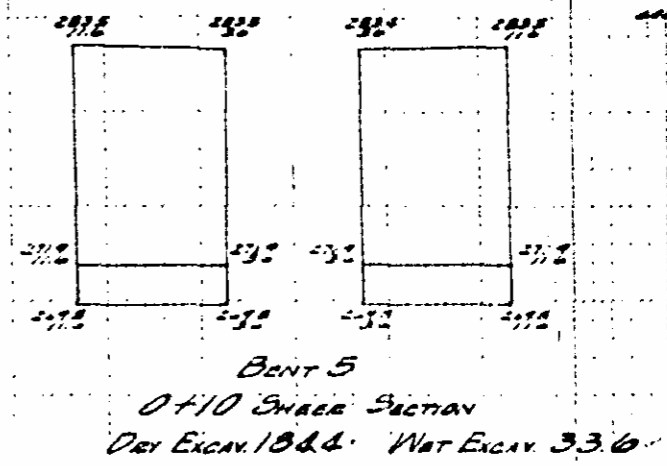
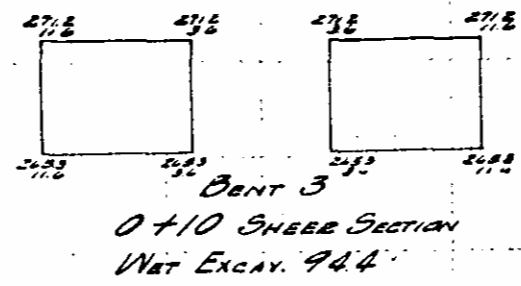
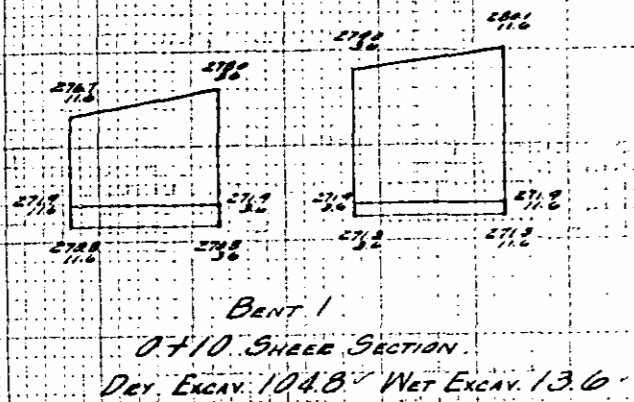
CONCRETE RIP RAP: All concrete shall be Class B, Standard size No 3 coarse aggregate shall be used. Reinforcing shall be 26 electric welded wire mesh. Wire mesh to be spaced 6" cts each way. All pieces of mesh to be 6" longer feet of wire mesh 5" wide required approximately 1350' construction joints alternate 4'-0" and 5'-0" cts. (See sketch above) except in curved portion where spacing will vary.

SECTIONS FOR CONCRETE RIP RAP
(Plan of concrete rip rap similar to that shown for plain rip rap)

PROJECT No. 6085
ANSON COUNTY
STATION: 1475.2

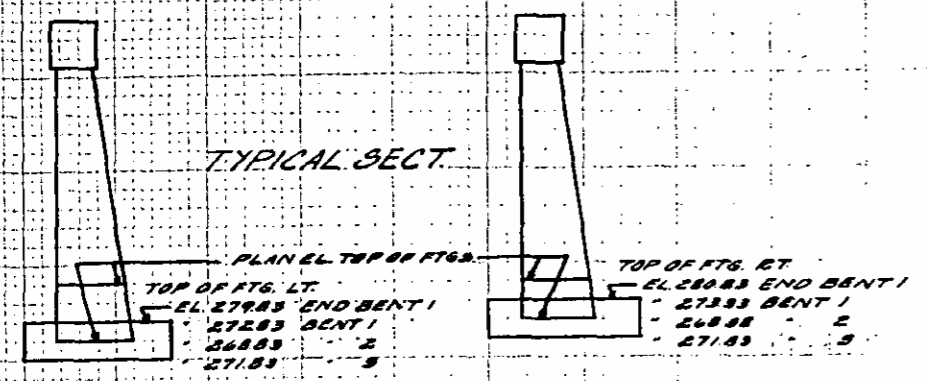
STATE OF NORTH CAROLINA
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
**STANDARD
RIP RAP
DETAILS**
OCT 1937

DRY & WET EXCAVATION



SEE MASONRY BOOK. PAGE NOS. 6, 7, 8, & 9
 COMPUTED BY: Arthur Gandy DATE: 11-11-11
 CHECKED BY: Hubert A. Spalding DATE: 1-21-11

CLASS A CONCRETE



TYPICAL SECT.

PLAN EL. TOP OF FTG. TOP OF FTG. EL.
 TOP OF FTG. LT. EL. 2798 END BENT 1
 2728 BENT 1
 2688 2
 2718 3
 TOP OF FTG. RT. EL. 2808 END BENT 1
 2738 BENT 1
 2698 2
 2718 3

END BENT 1

ADDITIONAL CONC. IN STEMS

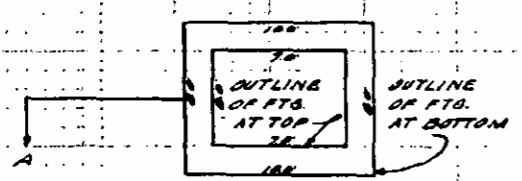
PLAN EL. TOP OF FTG.	TOP OF FTG. EL.	ADDITIONAL CONC. IN STEMS	CU. YDS.
LT. 2818	2798	$[(318 \times 329 \times 0.9) + 27]$	0.61
RT. 2818	2808	$[(318 \times 328 \times 1.0) + 27]$	0.57

BENTS

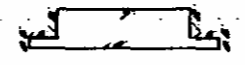
LESS CONC. IN STEMS

BENT NO.	PLAN EL. TOP OF FTG.	TOP OF FTG. EL.	LESS CONC. IN STEMS	CU. YDS.
1 LT.	2728	2728	$(318 \times 329 \times 0.9) + 27$	0.57
1 RT.	2728	2738	$(318 \times 328 \times 1.0) + 27$	0.57
2 LT.	2688	2688	$(327 \times 354 \times 0.5) + 27$	0.21
2 RT.	2688	2688	$(328 \times 389 \times 0.25) + 27$	0.32
3 LT. & RT.	2678	2678	NONE	0.00
4 LT. & RT.	2698	2698	NONE	0.00
5 LT. & RT.	2718	2718	$(2 \times 318 \times 344 \times 0.5) + 27$	0.81

ADDITIONAL CONC. IN FOOTINGS
 BENTS 2 & 3



PLAN OF FTG.
 BENTS 2 & 3 LT. & RT.



SECTION A

ADDITIONAL CONC. IN FTG. BENT 2 $(100 \times 100 - 7 \times 8) \times 0.25 \times 2 = 1.67$ CU. YDS.
 BENT 3 1.67 CU. YDS.

SUMMARY

BENT NO.	PLAN QUANTITY	± CONC.	PAY QUANTITY
SUPERSTRUCTURE	2780	0.00	2780
END BENT 1	1.18	+ 1.291 IN STEMS	2.001
BENT 1	2.18	- 0.57 IN STEMS	23.63
2	2.68	- 0.32 IN STEMS	3.098
3	3.88	+ 1.67 IN FTG.	3.217
4	2.87	0.00	2.870
5	2.48	- 0.81 IN STEMS	24.09
END BENT 2	3.30	0.00	3.30
TOTALS	11820	+ 2.98	11818

SEE MASONRY BOOK Page Nos. 10, 11, & 12
 COMPUTED BY: [Signature] DATE: 2-24-58
 CHECKED BY: [Signature] DATE: 4-21-58

REINFORCING STEEL

PLAN QUANTITY OF 115,163 Lbs. Used

SEE MASONRY BOOK Page No. 13

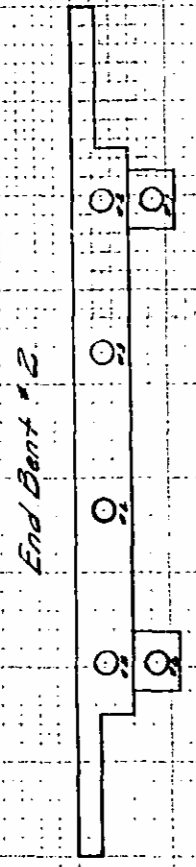
MAINT. & REM. OF EXIST. STR. AT STA. 148+75

LUMP SUM

SEE MASONRY BOOK Page No. 13

CREOSOTED TIMBER PILES

PILE DIAGRAM



Pile No.	Ord. Length Ft.	Total Cut Off Ft.	PILE RECORD		Penetration Last 5 Blows In.	Drop Ft.	Bearing Tons
			Cut Off In Excess Of 2' Ft.	Pay Length Ft.			
1*	30	5.67	3.67	24.33	1 5/8"	10	19.68
2	30	7.33	5.33	22.67	1 1/8"	10	18.57
3	30	7.33	5.33	22.67	1 1/8"	10	20.41
4	30	7.50	5.50	22.50	1 1/2"	10	19.23
5	30	6.42	4.42	23.58	1 1/2"	10	19.23
6*	30	4.92	2.92	25.08	1 1/2"	10	20.00
Totals	180	39.17	27.17	140.83			

Type of Hammer: Gravity Type.
 Weight of Hammer: 2500 Lbs.

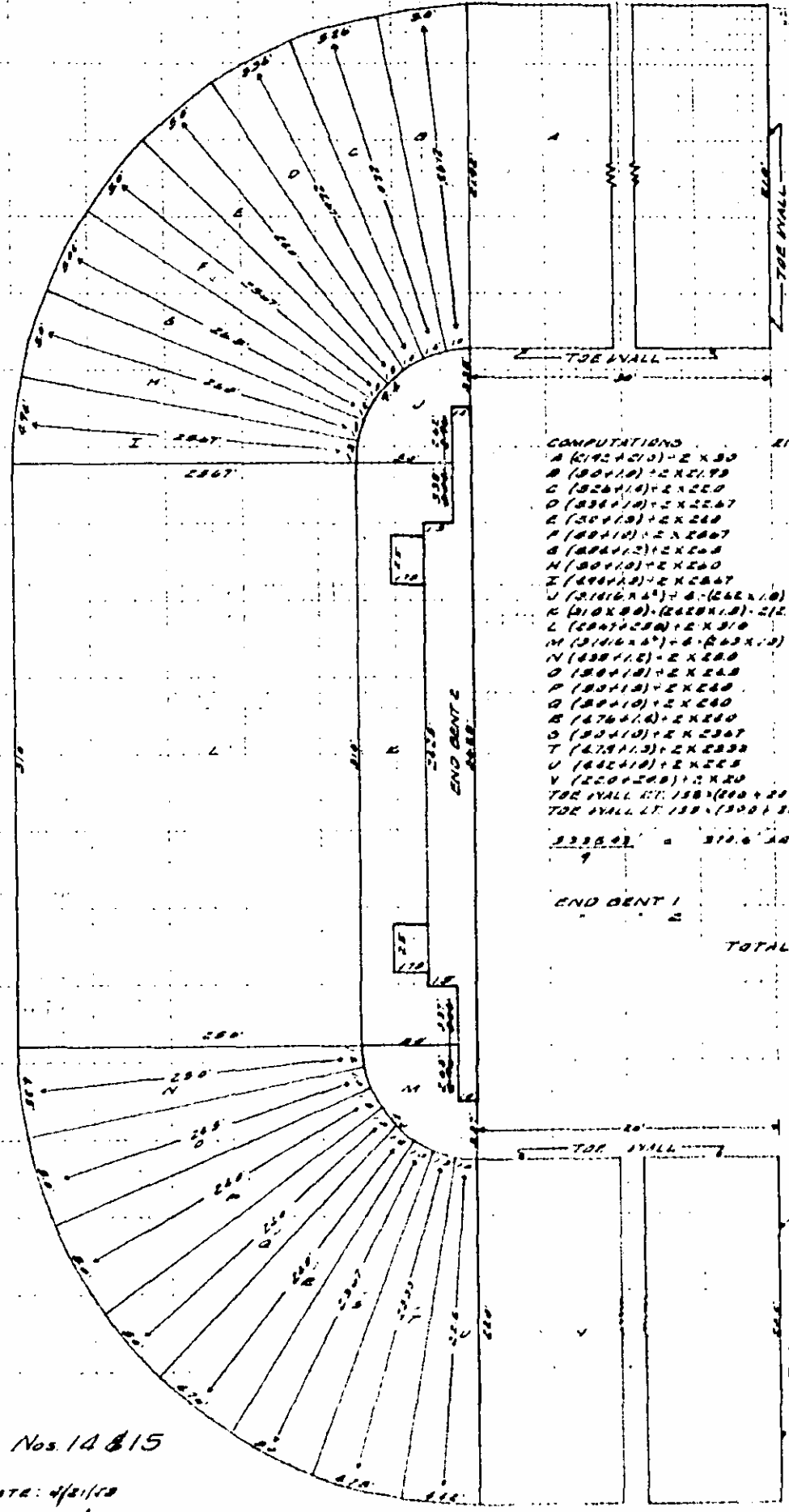
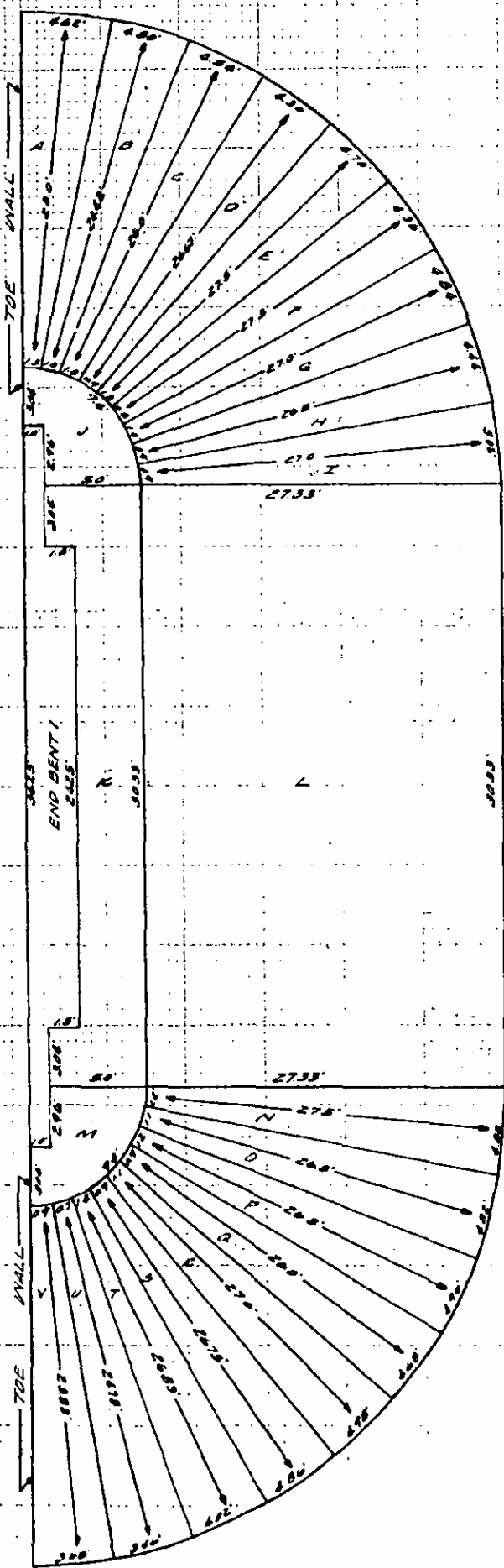
o G. Blows
 * Battered Piles

Computed By: *Wm. H. ...* Date: *Oct. 20, 1952*
 Checked By: *Hutton & Linder* Date: *Oct. 20, 1952*

See Masonry Book Page 5

CONCRETE RIP-RAP

COMPUTATIONS	END BENT 1
A. $(462+13)+2 \times 230$	6808
B. $(450+10)+2 \times 242$	6714
C. $(436+13)+2 \times 240$	7592
D. $(426+19)+2 \times 247$	7014
E. $(420+13)+2 \times 275$	8250
F. $(436+18)+2 \times 275$	7895
G. $(466+10)+2 \times 270$	7884
H. $(464+19)+2 \times 268$	7074
I. $(402+18)+2 \times 270$	7892
J. $(316+18)+2 \times 296 \times 1.0$	2881
K. $3833 \times 1.50 + 2425 \times 1.5$	11827
L. 3833×2.75	82892
M. $(1716+18)+2 \times 296 \times 1.0$	2531
N. $(466+12)+2 \times 275$	5360
O. $(462+11)+2 \times 265$	7844
P. $(476+12)+2 \times 265$	5142
Q. $(468+10)+2 \times 260$	7254
R. $(478+11)+2 \times 270$	8208
S. $(466+19)+2 \times 2675$	7704
T. $(402+18)+2 \times 268$	7271
U. $(466+17)+2 \times 275$	5148
V. $(466+19)+2 \times 283$	5487
TOE WALL RT. $(230+300) \times 1.50$	6245
TOE WALL LT. $(230+300) \times 1.50$	6114
239675 = 266.9 CUB. YDS.	239675 SQ. FT.



COMPUTATIONS	END BENT 2
A. $(492+10)+2 \times 30$	6380
B. $(480+10)+2 \times 21.75$	6279
C. $(426+10)+2 \times 220$	7324
D. $(436+10)+2 \times 227$	7189
E. $(430+10)+2 \times 240$	7500
F. $(464+10)+2 \times 247$	7751
G. $(464+12)+2 \times 240$	8208
H. $(460+10)+2 \times 240$	7800
I. $(464+10)+2 \times 247$	7849
J. $(316+18)+2 \times 296 \times 1.0$	2881
K. $(410+18)+2(220 \times 1.5) + 2(240 \times 1.5)$	10807
L. $(404+18)+2 \times 310$	7889
M. $(316+18)+2 \times (265 \times 1.5)$	2864
N. $(466+12)+2 \times 280$	5978
O. $(464+10)+2 \times 265$	7200
P. $(464+10)+2 \times 260$	7800
Q. $(464+10)+2 \times 260$	7500
R. $(476+10)+2 \times 260$	7892
S. $(464+10)+2 \times 267$	7101
T. $(428+10)+2 \times 255$	7442
U. $(462+10)+2 \times 255$	6290
V. $(420+18)+2 \times 250$	6200
TOE WALL RT. $150 \times (200 + 20)$	4500
TOE WALL LT. $150 \times (200 + 20)$	4500
33802 = 376.6 CUB. YDS.	33802

END BENT 1	239675
END BENT 2	33802
TOTAL	273477

SEE MASONRY BOOK PAGE NOS. 14 & 15
 COMPUTED BY: *[Signature]* DATE: 4/21/88
 CHECKED BY: *[Signature]* DATE: 4/21/88

SUMMARY OF QUANTITIES

DEY EXCAV	WET EXCAV	MAINT. & REM. OF EXIST. STR. AT STA. 148+78	CLASS. A CONCRETE	REINFORCING STEEL	CRESOTED TIMBER PILES	PILE CUT OFF	CONCRETE EIP-BAP
193.6 CU. YDS.	1040 CU. YDS.	LUMP SUM	443.15 CU. YDS.	115,163 LBS.	140.83 LIN. FT.	27.17 LIN. FT.	636.95 YDS.
SEE SHEET NO. 4	4	5	5	5	6	6	7

SEE MASONRY BOOK PAGE 19.

Computed by: *Wit. Hardy* Date: *1-25-55*
 Checked by: *William H. Linder* Date: *4/2/55*

THE FINAL ESTIMATE
 PROJECT 6085 (STE.)
 F.A. NO. 9-245(4)
 ANSON COUNTY

QUANTITY	UNIT	ITEM	CONTRACT UNIT PRICE	AMOUNT
193.6	CU. YD.	DRY EXCAVATION	12.00	2,323.20
104.0	CU. YD.	NET EXCAVATION	35.00	3,640.00
	LUMP SUM	MAINT. & REMOVAL OF EXIST. STR. AT STA. 148+78	LUMP SUM	2,650.00
443.15	CU. YD.	CLASS A CONCRETE	57.15	25,458.97
115,163	LB.	REINFORCING STEEL	.0125	14,395.38
140.83	LIN. FT.	CREOSOTED TIMBER PILES	4.50	633.74
271.7	LIN. FT.	PILE CUT OFF	.225	61.13
636.9	SQ. YD.	CONCRETE RIP-RAP	6.00	3,821.40

TOTAL AMOUNT OF FINAL ESTIMATE 52,983.82
 LESS PREVIOUS PAYMENTS, ESTS. 1 THRU 9 INCL. 50,334.63
 AMOUNT DUE ON THIS FINAL ESTIMATE 2,649.19

Computed by: *Arthur H. [Signature]* Date: 9-20-53
 Checked by: *Malcolm H. [Signature]* Date: 9/20/53

I hereby certify that I have checked this estimate and that it is true and correct according to my best knowledge and belief.
 Signed *Jeddie B. Strickland* Date: September 2, 1953
 Resident Engineer

Examined and Approved: *M. E. [Signature]* Date: 9/3/53
 Division Engineer

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

ANSON - UNION - STANLY COUNTIES

Beginning at Sta. 0+00 a point in center of N.C. Route 742 at the end of pavement 1/4 Mi. north of Burnsville N.C., thence running in a general northwesterly direction along or near existing N.C. 742 to a point at the beginning of pavement 1/2 Mi. south of Oakboro N.C. Station 46+98.54 End of Project.

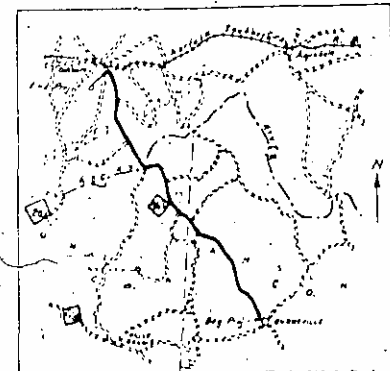
INDEX OF SHEETS

Sheet No. 1	Title Page
" 2	Estimate of Quantities
" 3	Typical Cross Section of Improvement
" 3A	Details of Concrete Footings
" 3B	Showing Standard Slopes, etc.
" 4-20	Plans & Profile
" 21	Summary of Earthwork
" 22-27	Cross-sections

STATE PROJ. NO.	STATE	STATE PROJ. NO.
14	NC	6085
F.A. Proj. 5-2		

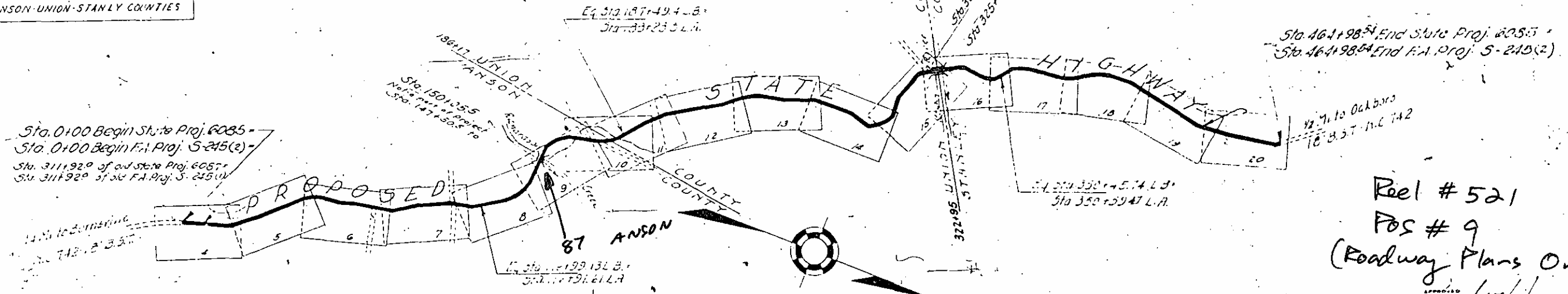
CONVENTIONAL SIGNS

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	_____
Ground Elevation	_____
Pipe Culvert	_____
Box Culvert	_____
Woods	_____
Telephone or Telegraph Pole	_____
Power Pole and Line	_____
Power Pole	_____
Right of Way Markers	△



SKETCH MAP SHOWING SHIPPING POINT VICINITY PROJ. 6085 ANSON-UNION-STANLY COUNTIES

SCALES
PLANS 1" = 100'
PROFILE HOR. 1" = 100'
VERT. 1" = 10'



LAYOUT SCALE
1" = 2000'
Length of Roadway F.A. Proj. 5-245.2 = 5,723.61'

Reel # 521
POS # 9
(Roadway Plans Only)

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

Surveyed by: P. J. Allen
Plans Prepared by: D. S. Allen
Date: Dec 1951

1946
State Standard Specifications
Approved by Harcon Control
July 1, 1947

The Right of Way for this Project is 100' Wide.

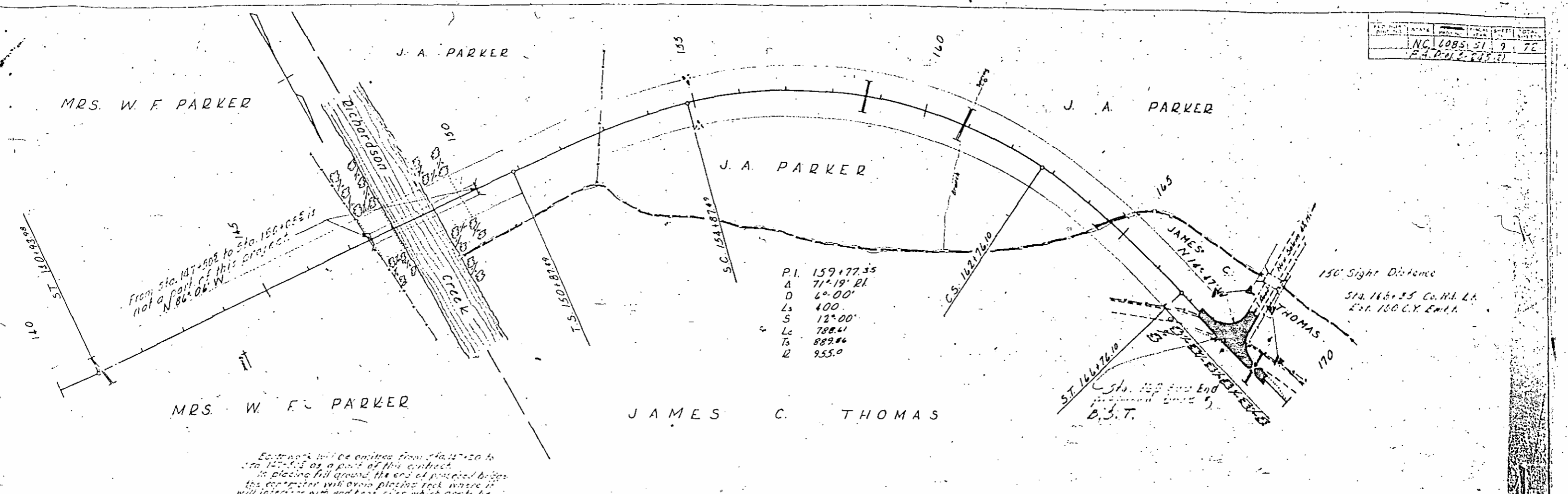
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL

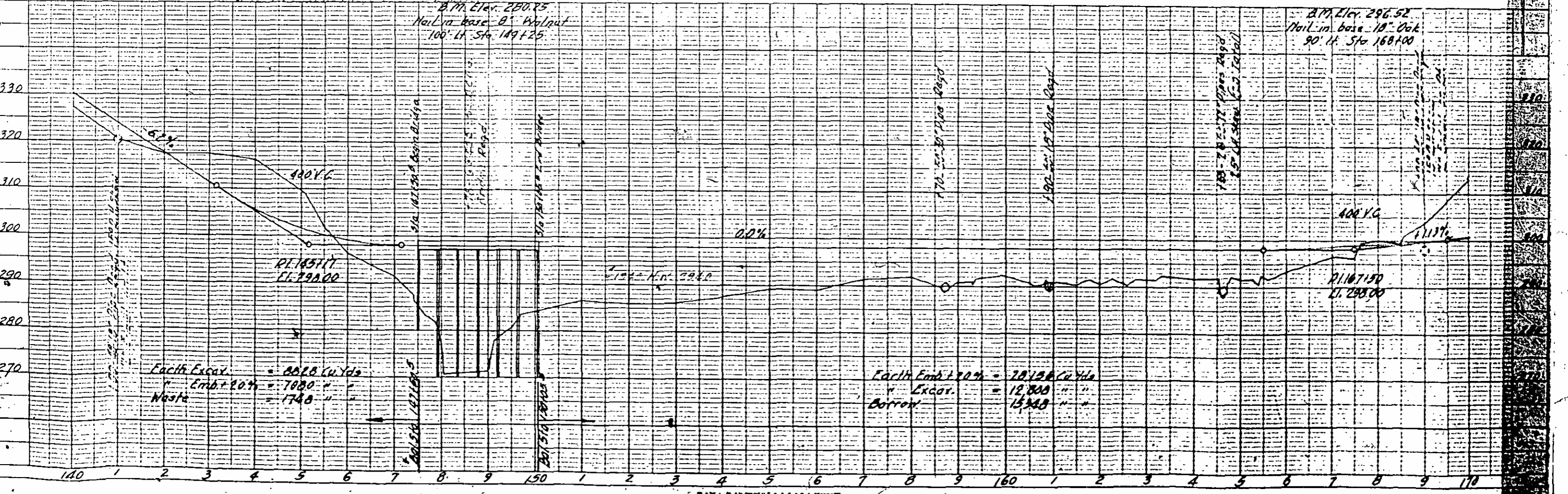
DISTRICT ENGINEER DATE

APPROVED

DIVISION ENGINEER



Eastwork will be omitted from Sta. 147+50 to Sta. 150+00 as a part of this contract. In placing fill ground the end of proposed bridge has connector with existing rock waste it will interfere with end base cases which are to be given for proposed bridge after this work.



THE FINAL ESTIMATE
NC PROJ. 6085, F.A.S-245(2)

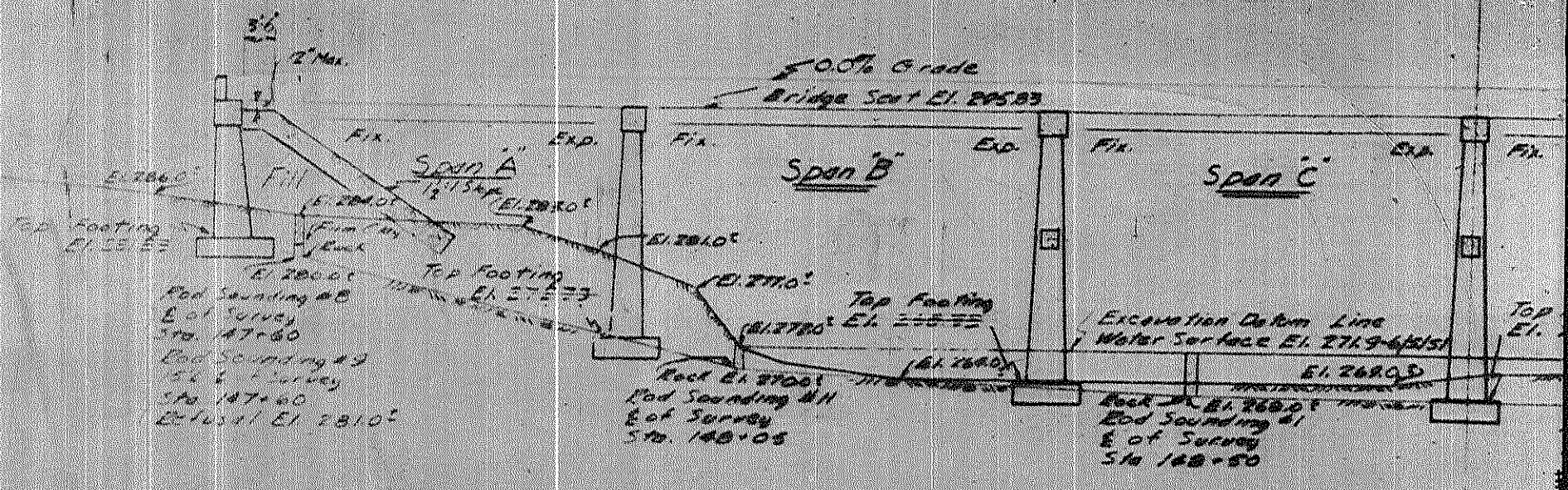
QUANTITY	UNIT	ITEM	CONTRACT UNIT PRICE	AMOUNT
9.87 ✓	ACRE	CLEARING	20000 ✓	197800V
5.52 ✓	ACRE	GRUBBING	15000 ✓	82800V
1353785 133,492.2 ✓	CU.YD	UNCLASSIFIED EXCAV	0.56 ✓	7551246 7551246
746.0 ✓	CU.YD	DRAINAGE DITCH EXCAV	1.00 ✓	74660V
147575 14398.5 ✓	CU.YD	BORROW EXCAV	0.30 ✓	437955 437955
7,530.1 ✓	CU.YD-STAT	OVERHAUL ON EDWY, DRAIN DITCH, & BORROW EXCAV	0.005 ✓	37651V
32,114.87 ✓	TONS	T.B.M. BASE COURSE	242 ✓	7771797V
88,664 ✓	SQ.YD	BIT. SUBF. TREATMENT	0.329 ✓	2917846V
122.18 ✓	CU.YD	CONCRETE ENDWALLS	6500 ✓	794170V
501 ✓	LIN.FT	15" PLAIN CONC. PIPE	225 ✓	112725V
1803 ✓	LIN.FT	18" PLAIN CONC. PIPE	285 ✓	513855V
282 ✓	LIN.FT	24" PLAIN CONC. PIPE	4.50 ✓	126900V
588 ✓	LIN.FT	30" B.C. PIPE	7.00 ✓	411600V
208 ✓	LIN.FT	36" B.C. PIPE	10.50 ✓	218400V
208 ✓	LIN.FT	48" B.C. PIPE	17.00 ✓	353600V
100 ✓	LIN.FT	66" B.C. PIPE	25.50 ✓	255000V
108 ✓	LIN.FT	72" B.C. PIPE	32.25 ✓	348300V
20 ✓	LIN.FT	60" BIT COATED C.M. PIPE	30.00 ✓	60000V
0 ✓	LIN.FT	6" PERF. C.M. PIPE	1.50 ✓	000V
646 ✓	CU.YD	UNDERDRAINS, EXCAV	2.00 ✓	12920V
44 ✓	CU.YD	UNDERDRAINS, AGGREG.	5.00 ✓	22000V
8364 ✓	LIN.FT	BARBED WIRE FENCE RESET	0.04 ✓	33456V
0 ✓	LIN.FT	HOG WIRE FENCE RESET	0.07 ✓	000V
1249 ✓	LIN.FT	COMBINATION BARB & HOG WIRE FENCE RESET	0.10 ✓	12490V
0 ✓	LIN.FT	OTHER FENCE RESET	0.25 ✓	000V
79 ✓	EACH	RIGHT OF WAY MARKERS	5.00 ✓	39500V
100 ✓	LIN.FT	LOWERING 3/4" WATER LINE AT STA. 113+09	0.60 ✓	60000V

TOTAL AMOUNT OF FINAL ESTIMATE 224961.07 224961.07
 LESS PREVIOUS PAYMENTS-ESTIMATE 215071.00V
 AMOUNT DUE ON THIS FINAL ESTIMATE 98900.07 98900.07

Computed By: *John R. Smith*
 Checked By: *William H. Smith*
 Date: Feb. 1954
 Date: Feb. 1954

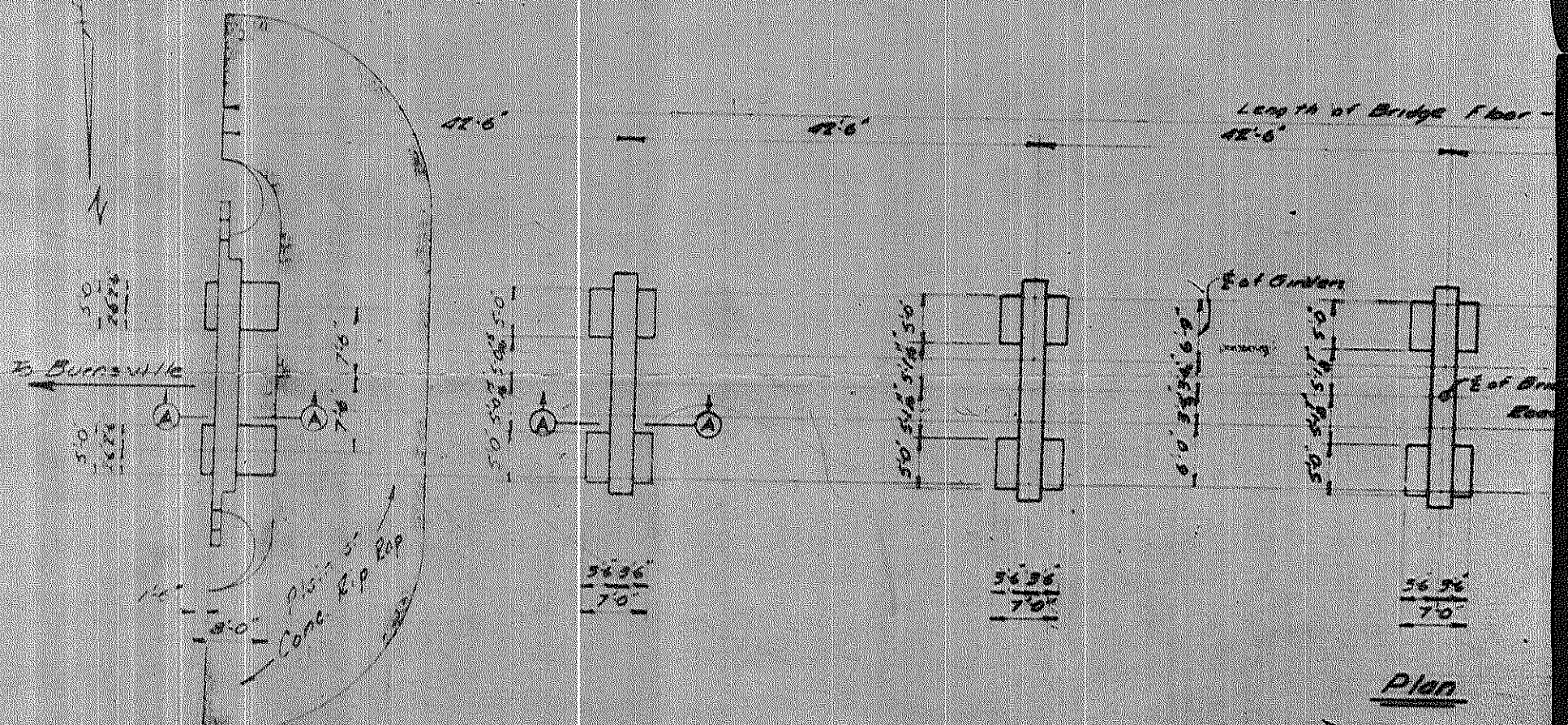
I HEREBY CERTIFY THAT I HAVE CHECKED THIS ESTIMATE AND THAT IT IS TRUE AND CORRECT ACCORDING TO MY BEST KNOWLEDGE AND BELIEF.
 SIGNED: *Jeddie B. Strickland* DATE 3-14-54
 RESIDENT ENGINEER

I HEREBY CERTIFY THAT I HAVE CHECKED THIS ESTIMATE AND THAT IT IS TRUE AND CORRECT ACCORDING TO MY BEST KNOWLEDGE AND BELIEF.
 SIGNED: *M. B. Best* DATE 3-22-54
 DIVISION ENGINEER

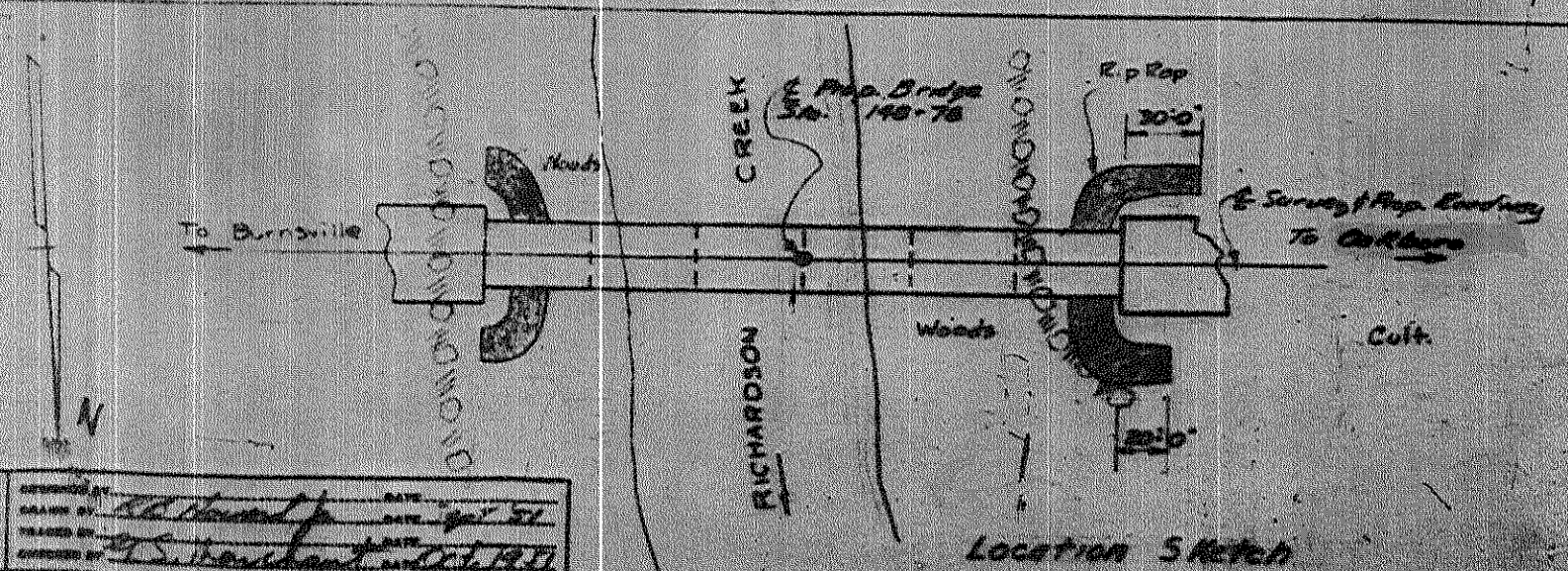


End Bent No. 1 Bent No. 1 Bent No. 2 Bent No. 3

Section Along & of Bents on Sect



Plan

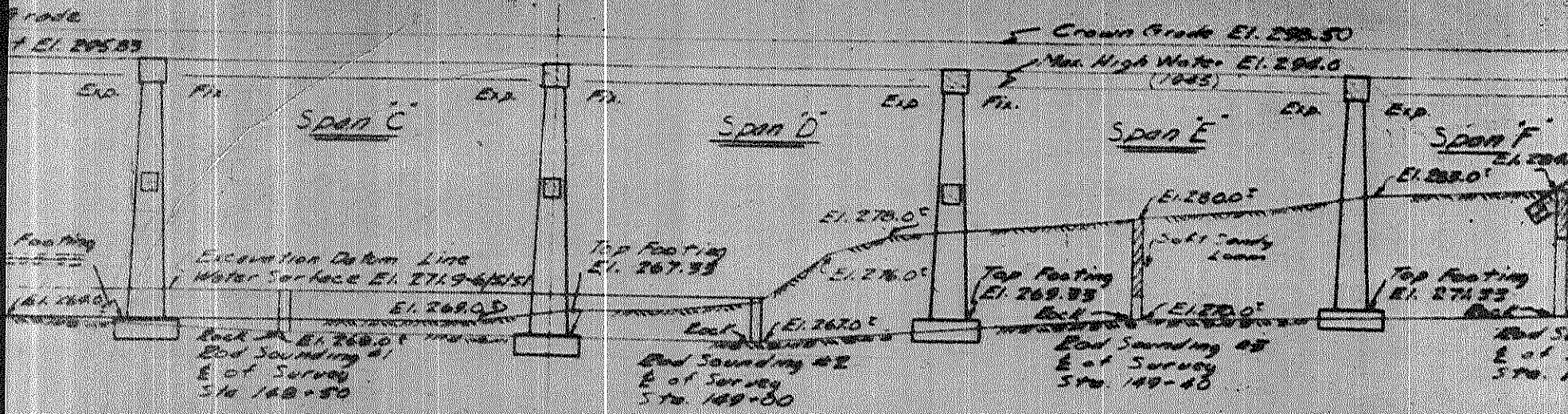


Location Sketch

SPECIAL	DESIGNED BY	DATE
	DRAWN BY	DATE
	CHECKED BY	DATE
	APPROVED BY	DATE

DESIGNED BY: *[Signature]* DATE: *10/25/21*
 DRAWN BY: *[Signature]* DATE: *10/25/21*
 CHECKED BY: *[Signature]* DATE: *10/25/21*
 APPROVED BY: *[Signature]* DATE: *10/25/21*

Proposed Bridge
 3/24/49 - JB



Bent No. 2

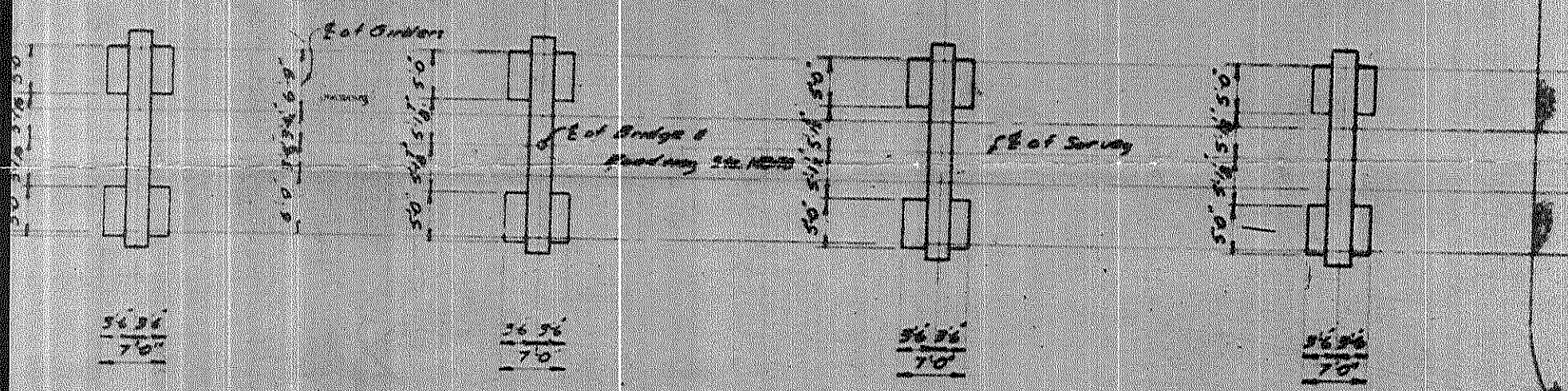
Bent No. 3

Bent No. 4

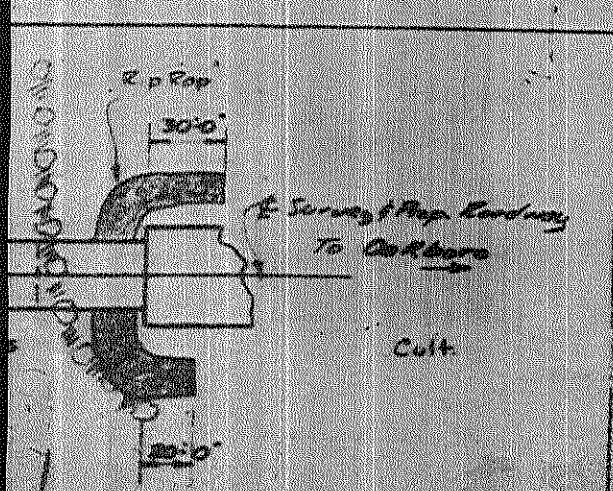
Bent No. 5

Section Along § of Bridge
 Bents on Section A-A

Length of Bridge Floor - 255' 0"
 42' 0" 42' 0" 42' 0" 42' 0"



Plan



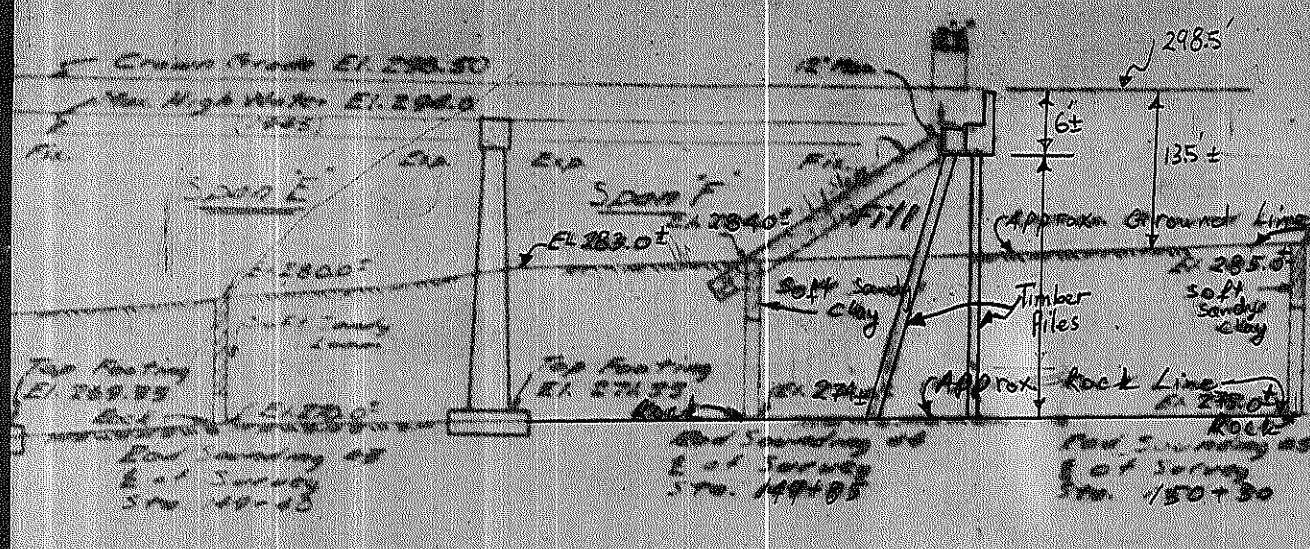
Location Sketch

Revised to omit struts on Bents
 12.5 3-25-52 By RSM - G. M. T.

B.M. Nail in base 10" Walnut 30" by 3"

TOTAL BILL OF MATERIALS

	Class A Cone Cu. Yds.	Rein. Steel Lbs.	Plates & Bars Lbs.	Conc. Pipe To 100' Elev.	Form Boarding
Superstructure	2750	82798	1198		
End Bent No. 1	181	2700		555	252
Bent No. 2	211	4175			
Bent No. 3	222	3086			
Bent No. 4	254	5109			
Bent No. 5	267	4896			
Bent No. 6	212	4154			
End Bent No. 6	85	1988			
TOTAL	7442	116122	1198	555	252

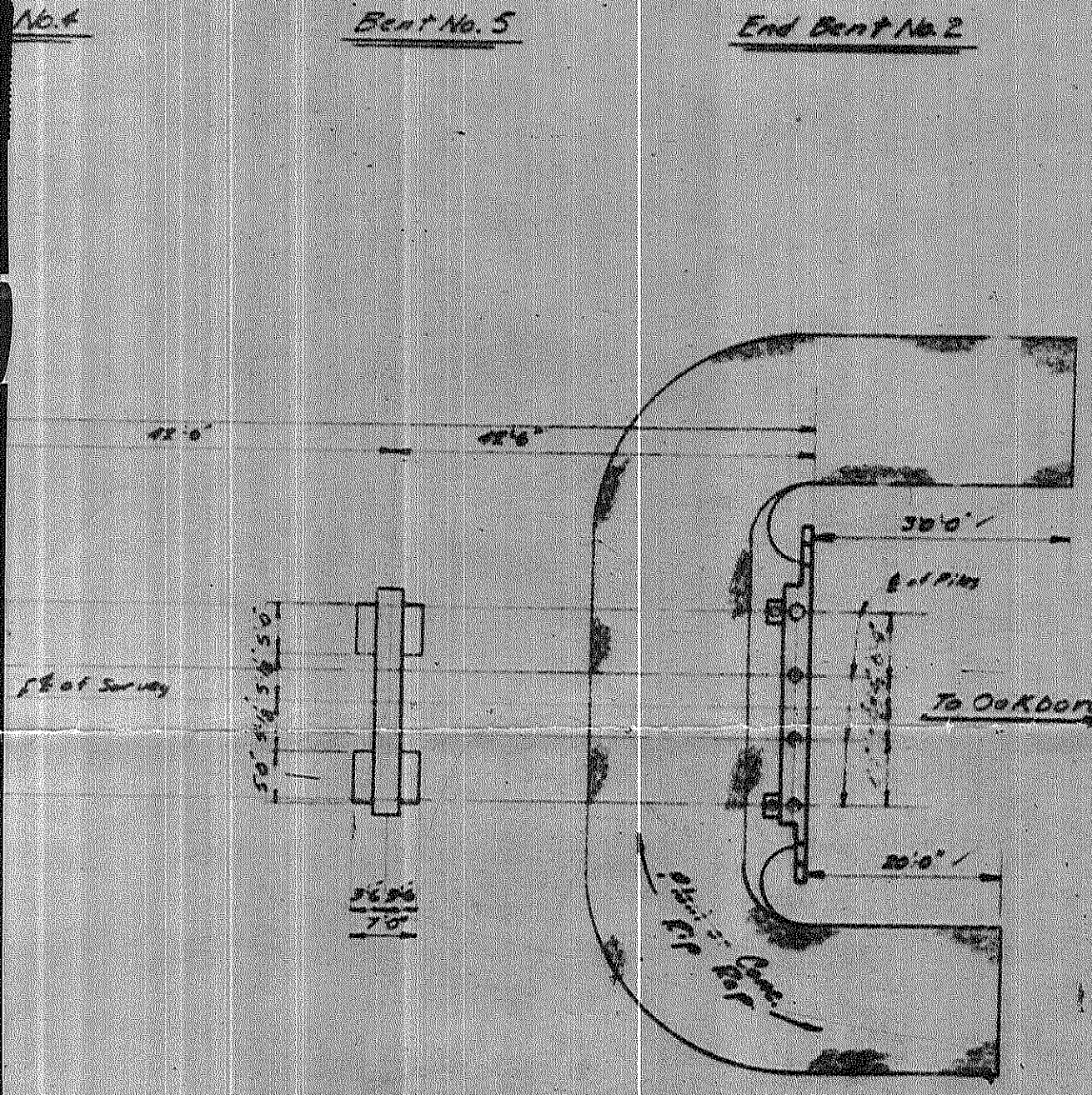


No. 103

Capacity of Piles - Piles for End Bent No. 2 shall be driven to a minimum bearing capacity of 18 tons each. Foundation loads - Computer foundation load for End Bent No. 1 equal to 325 tons per leg, for Bent No. 2 - 216 tons per leg, for Bent No. 3 - 216 tons per leg.

Best piles will not be required under 1st to be based on pile 30 feet long. All concrete to be air-entraining see Special Provisions. Assumed Live Load - M-5 (None). For other design data and general notes see Sheet 3A.

End Bent No. 2 Piles to be driven through roadway fill. Piles to be carried at least 18' into rock for Bent No. 2 and Bent No. 3 and 6' for End Bent No. 1. Bent No. 1 Bent No. 2, and Bent No. 3 with a minimum thickness as shown on plans. Main purpose and removal of existing structure at Sta. 148+78 - After serving as a temporary crossing the existing structure consisting of 50' 17' timber spans 18' 100' 2" thru 5' tall truss 17' timber spans and 30' 15' timber spans on mass concrete piers and Post & rail bents. In roadway and timber span, located 50' 2' downstream, shall be removed as follows: Super-structure completely Sub-structure, to be retained at least 10' below natural ground line of water surface. See Specifications.



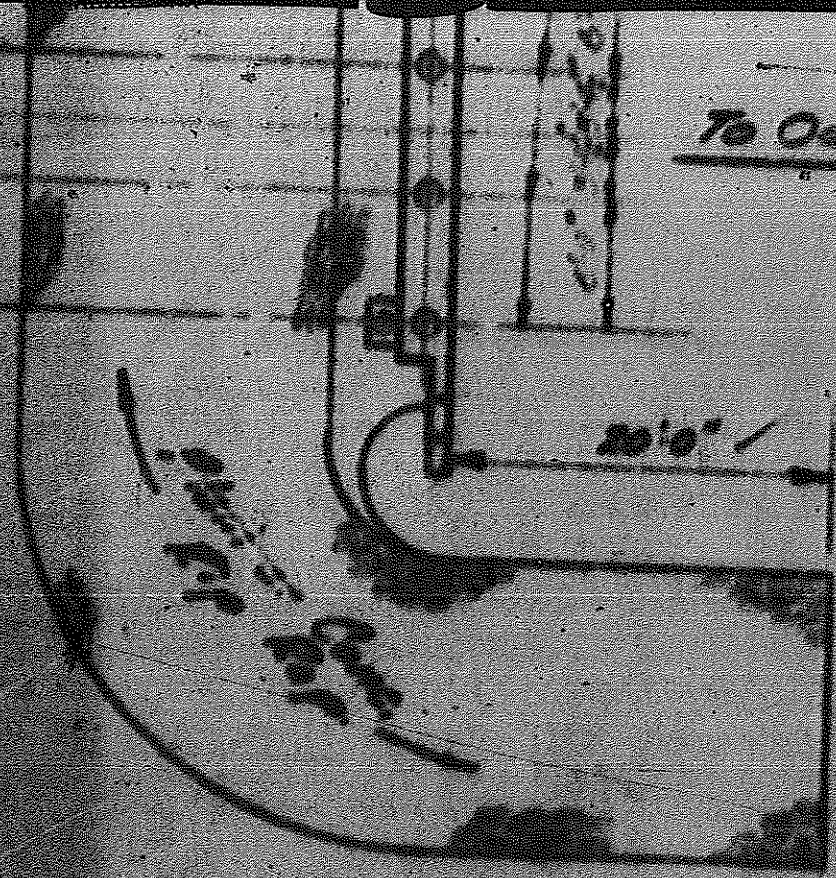
PROJECT NO. 6085
ANSON COUNTY
STATION: 148+78.11'

3.M. Nail in base 10' Walnut 30' At Sta. 151+08.2' El. 282.62

TOTAL BILL OF MATERIAL

Class	Est. Steel	Piles	Cont.	Form	Concrete	Excavation	Plant & Removal of Existing Structure
Ch. No.	Qty	Qty	Qty	Qty	Qty	Qty	Qty
Structure	2750	1199					
Bent No. 1	151	2700					
Pile	511	6115					
Form	222	5084					
Pile	207	4339					
Form	512	4134					
Structure	83	1363					
TOTAL	772	11513	1199	672	312	6	162

STATE OF NORTH CAROLINA
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
GENERAL DRAWING
FOR BRIDGE OVER RICHMOND CREEK
ON NC. 742 BETWEEN
BURNSVILLE & OAKBORO
Sept. 1951



To Oakboro

20'0"

PROJECT NO. 6085

ANSON COUNTY

STATION: 148+70 L

151+00 L AT 232.02

MATERIAL

Quantity	Description	Unit	Remarks
100	Gravel	cu yd	
50	Crushed Stone	cu yd	
25	Sand	cu yd	
15	Asphalt	cu yd	
10	Concrete	cu yd	
5	Reinforcing Steel	lbs	
2	Formwork	sq ft	
1	Paint	gal	
1	Signage	sq ft	

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

GENERAL DRAWING
 FOR BRIDGE OVER RICHMOND CREEK
 ON NC. 702 BETWEEN
 BURNSVILLE & OAKBORO
 SEPT 1951

J. H. [Signature]
 [Signature]
 [Signature]