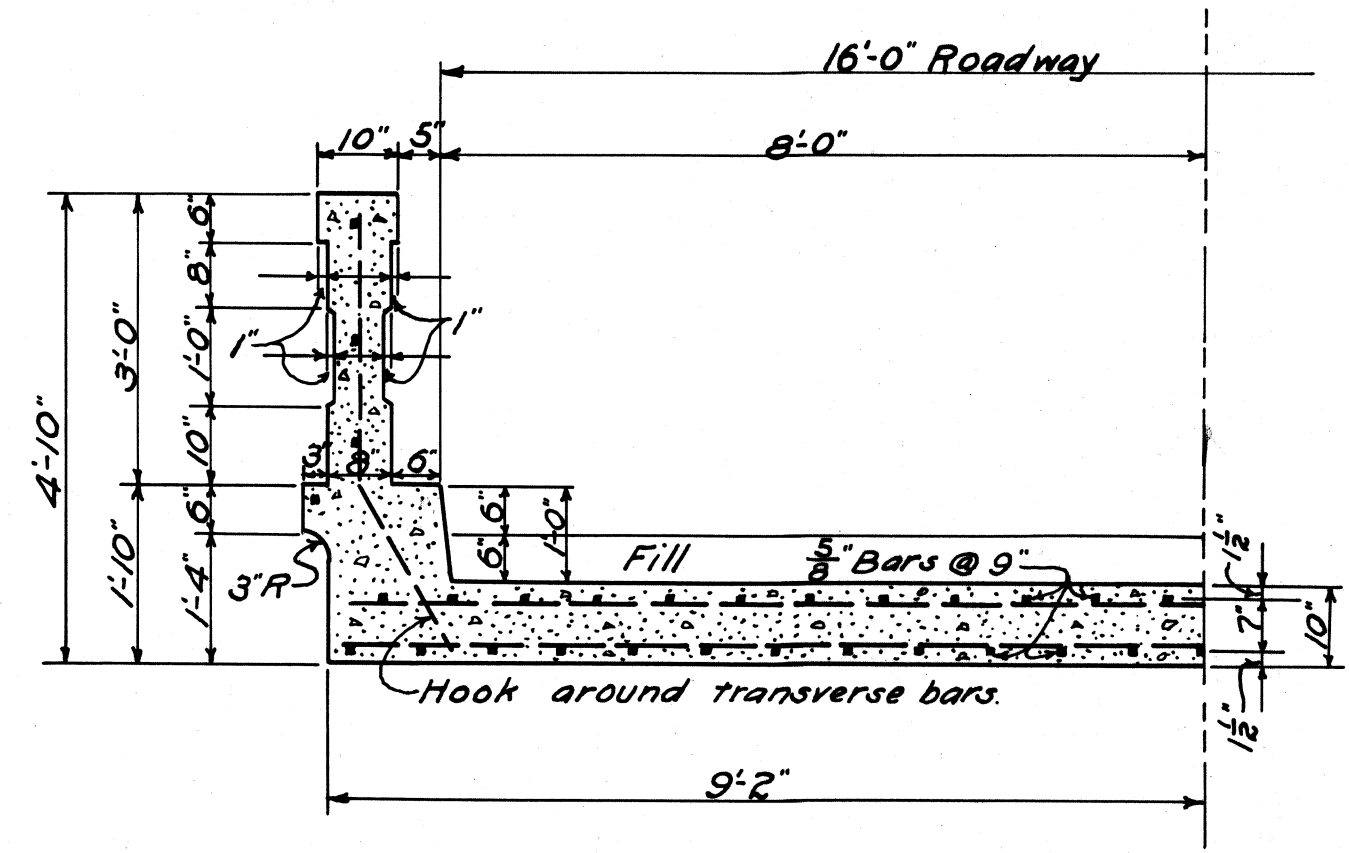
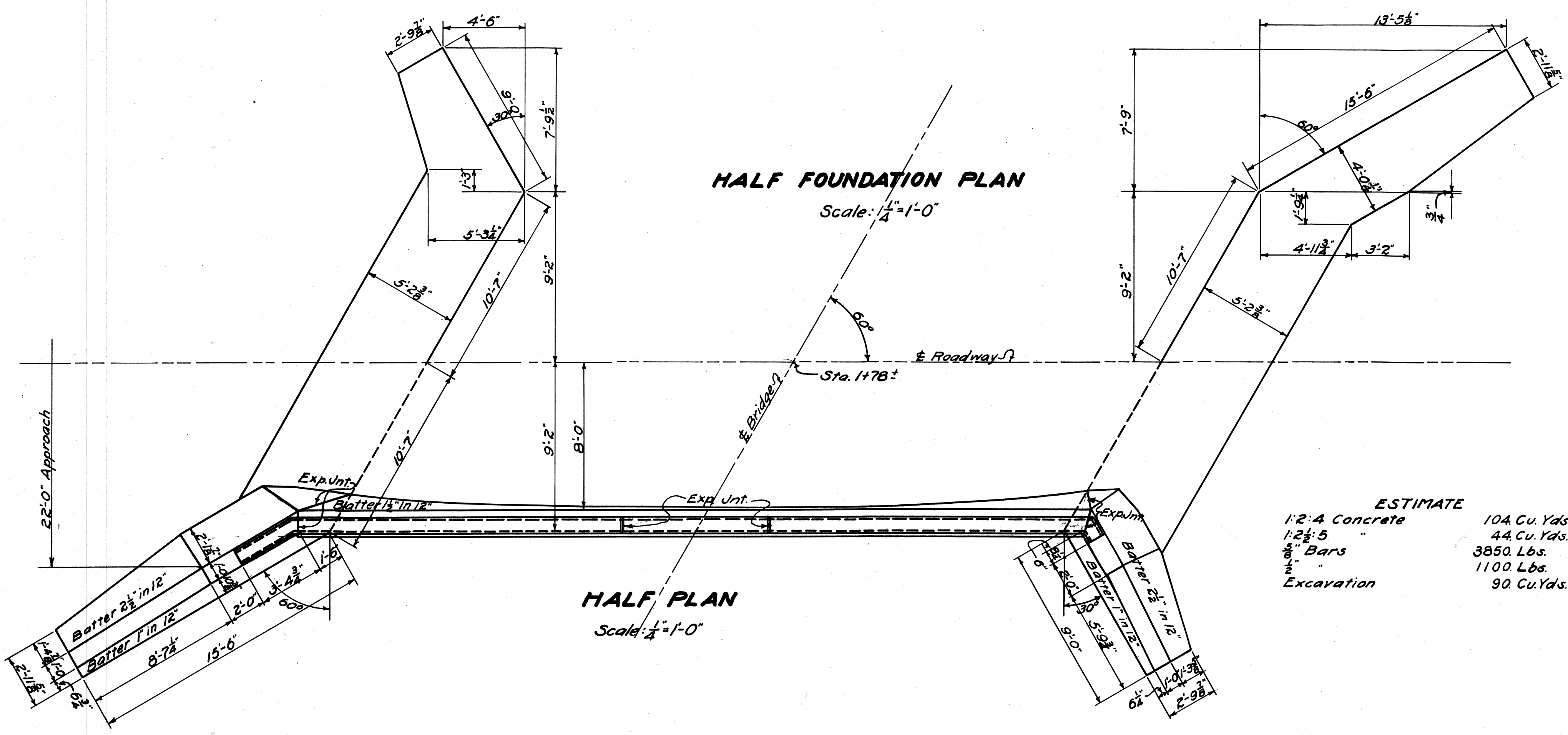


Reinforcement not shown on this side of center line except in wings.

**SIDE ELEVATION**  
Scale:  $\frac{1}{4}''=1'-0''$



**HALF SECTION AT CROWN**  
Scale:  $\frac{1}{2}''=1'-0''$



**HALF FOUNDATION PLAN**  
Scale:  $\frac{1}{4}''=1'-0''$

**HALF PLAN**  
Scale:  $\frac{1}{4}''=1'-0''$

**NOTES**  
Concrete above springing line to be 1:2:4; below 1:2 $\frac{1}{2}$ :5.  
All bars to be square twisted and  $\frac{3}{8}''$  unless otherwise noted.  
Pass no bars through expansion joints.  
Place horizontal bars in spandrel and wing walls near outside face.  
Place vertical bars in spandrel walls near inside face.  
Bevel exposed edges and expansion joints in railing.  
Place two 4" drains in each wing wall near ground line.  
Foundations to be extended into solid rock satisfactory to the engineer.  
Unit bid requested on items shown in estimate.  
Specifications by State Road Commission, July 1920.  
See notes on Plan & Profile #627a.

**ESTIMATE**

1:2:4 Concrete	104 Cu. Yds.
1:2 $\frac{1}{2}$ :5 "	44 Cu. Yds.
$\frac{3}{8}''$ Bars	3850 Lbs.
" "	1100 Lbs.
Excavation	90 Cu. Yds.

**REINFORCED CONCRETE ARCH  
WARD DAWSON BRIDGE**  
Span 40'-0", Skew 30°, Roadway 16'-0"  
on  
**OAKLAND GLASS "B" ROAD**  
over  
**SLEEPY CREEK**  
near Phoenixville  
**MORGAN CO., W.VA.**  
Designed by  
**STATE ROAD COMMISSION, CHARLESTON, W. VA.**  
Scale: As shown, Date: Sept 1920