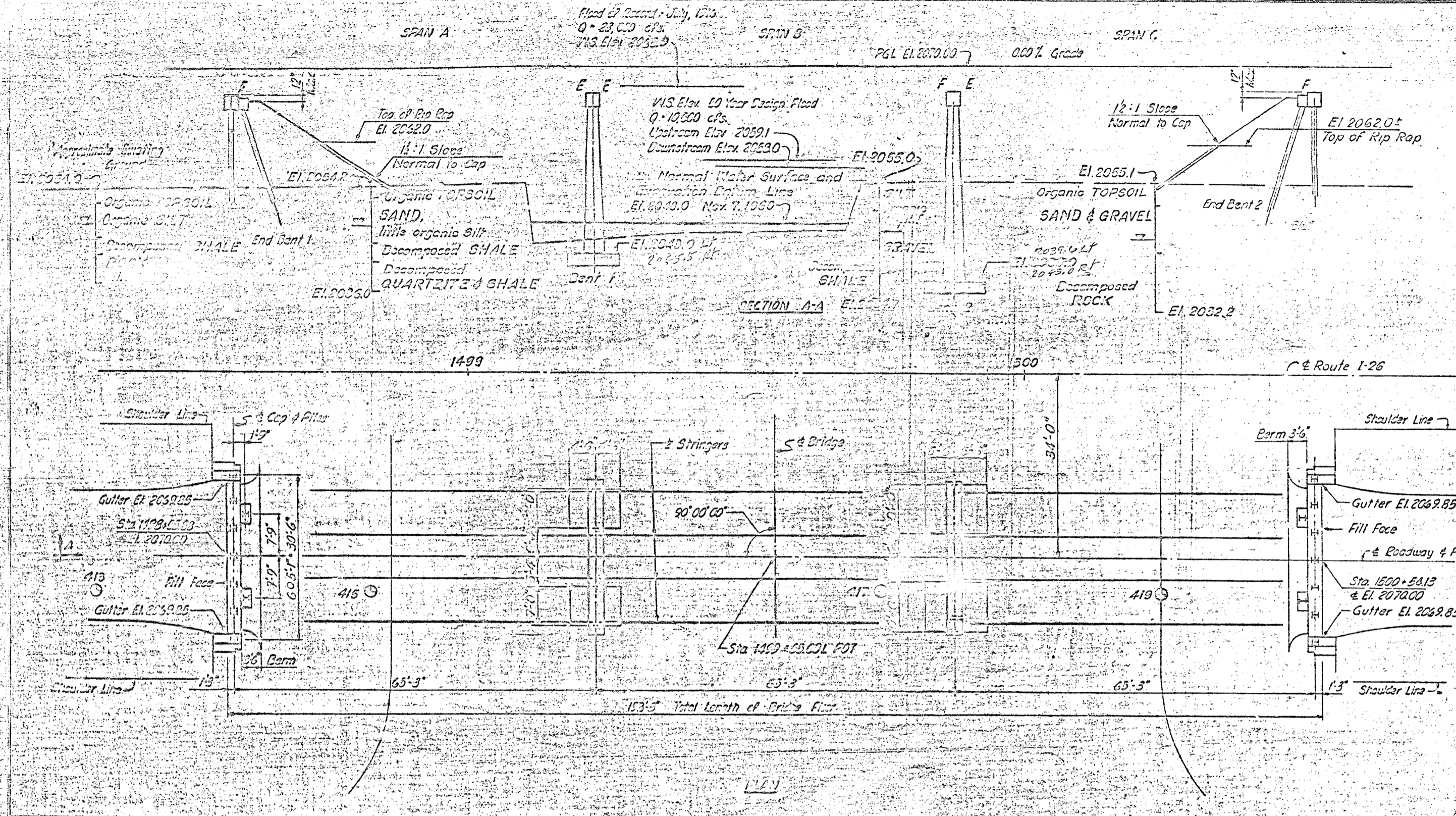
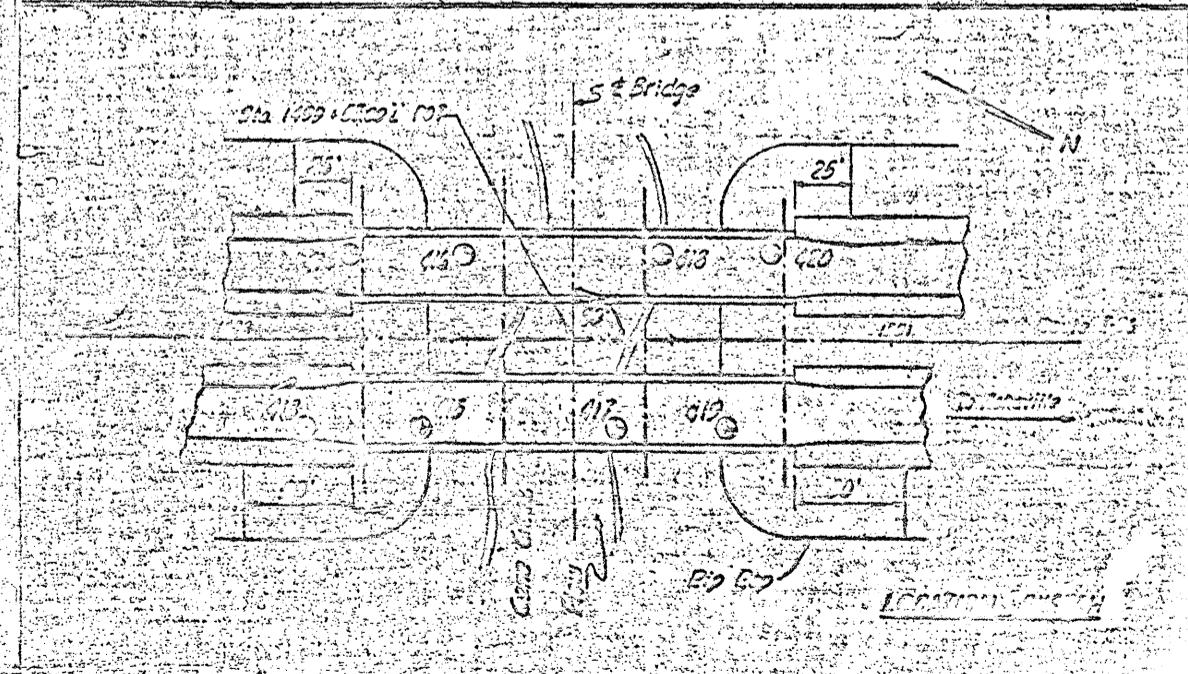


DATE	BY



NOTES

- Loading: AASHTO H20-S16-44 and EP2 Modified Loading for Military Vehicles.
- Future Surfacing: 20 lbs. per sq. ft.
- Roadway Width: 28'-0" curb to curb.
- For other design data and general notes see General Notes Sheet.
- Concrete surfaces shall be given a surface finish in accordance with the Specifications.
- Water Surface Elevation of Flood of Record (July, 1916) controlled by backwater from French Broad River.
- The contractor will be required to drive one 12BP53 steel test pile, 35' long in place of End Bent 1. The test pile shall be paid for as linear feet of 12 BP53 Steel Piles. The order lengths for all piles shall be given after the test pile has been driven.
- All piles of End Bents shall be driven through the roadway fill.
- All piles shall be driven to a minimum bearing capacity of 30 tons.
- Soil bearing footings of Bents 1 & 2 are designed for a bearing pressure of 3 tons per sq. foot.
- ⊙ Indicates 2 1/2" cased hole boring.
- ⊙ Indicates ground water.
- Benchmark: 22 Spikes in 8" Locust 150' E of Sta 1499+50 Elevation 2057.09



I hereby certify that this structure was built in accordance with the plans and specifications on file in the office of the State Highway Commission.

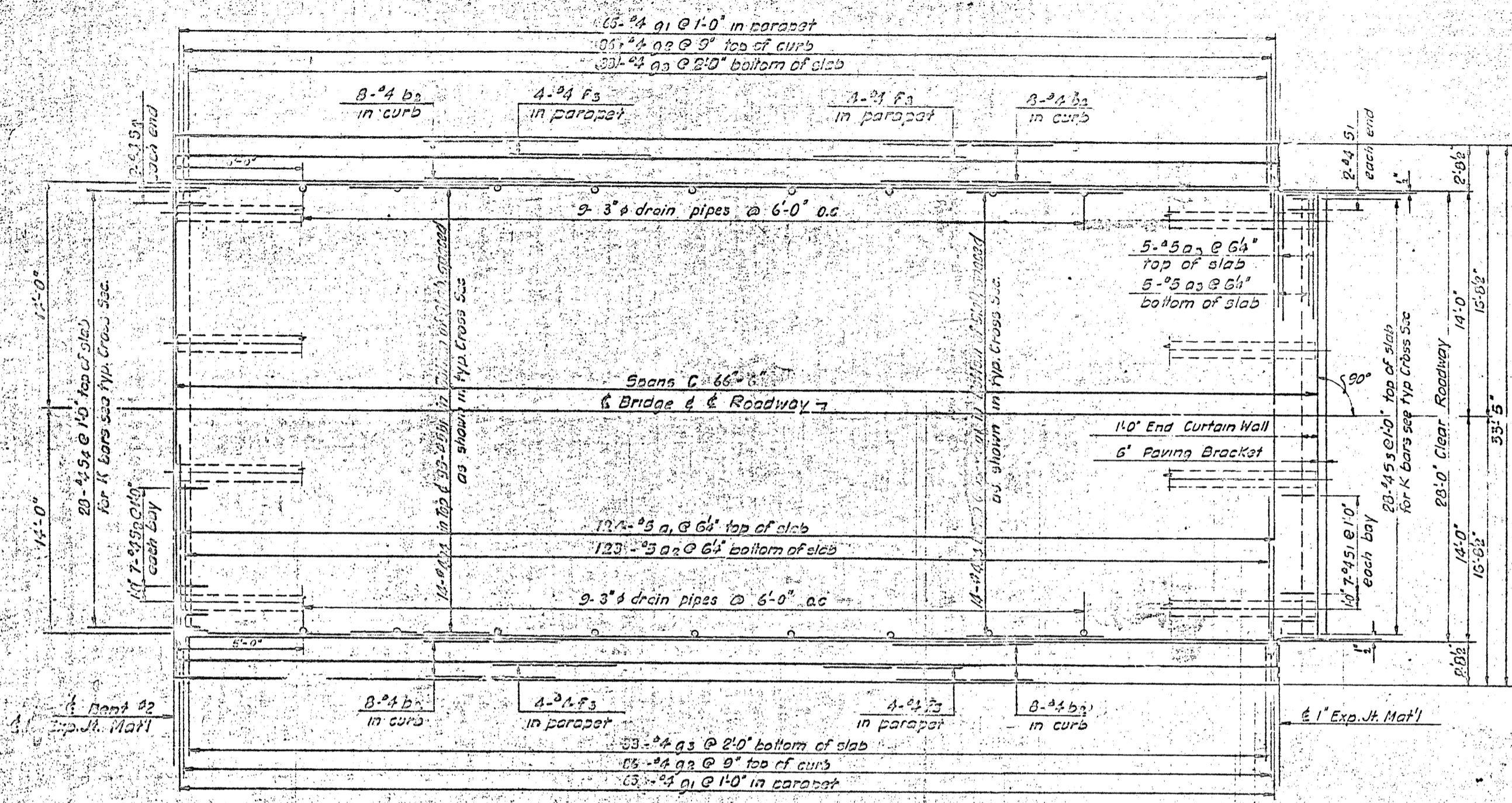
These plans were prepared for S.B. Bridge and N.B. Bridge measured and compiled together (2056-5076)

PROJECT NO. 815002
 HENDERSON-BUNCOMBE COUNTY
 STATION 1499+55 L
 N.B. Bridge
 233

DATE	BY

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALPH

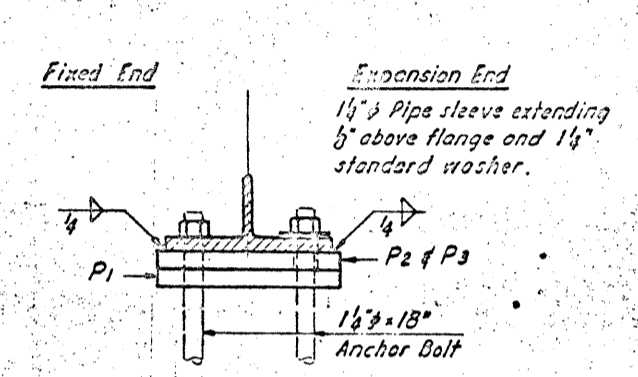
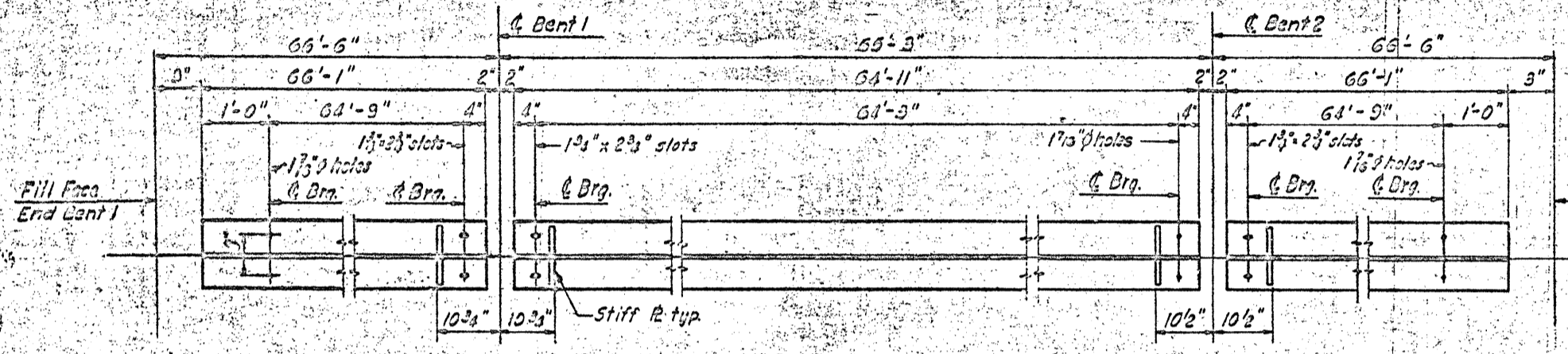
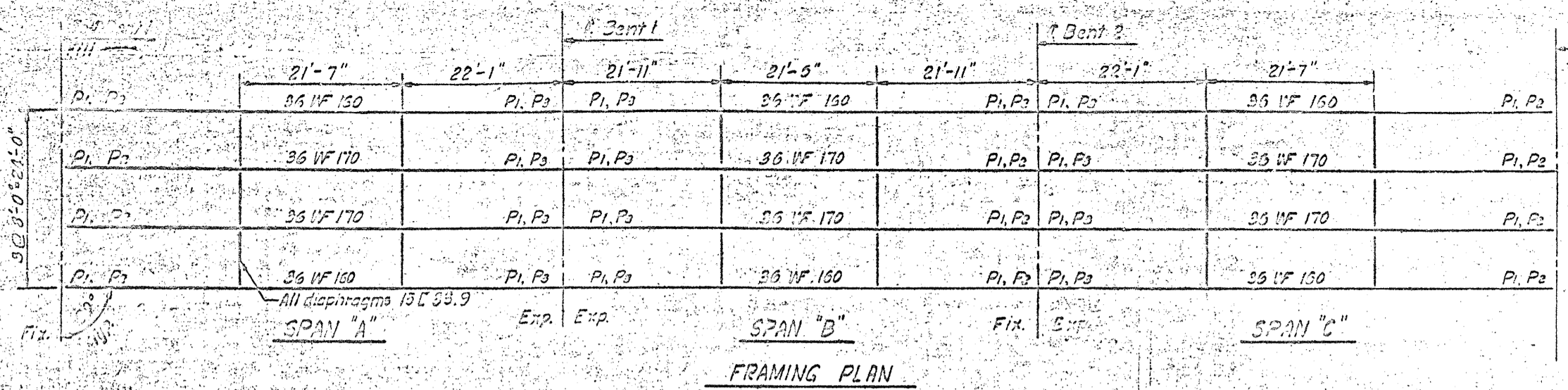
GENERAL DRAWING
 BRIDGE OVER CANE CREEK
 ON PROPOSED
 NORTHBOUND INTERSTATE ROUTE 29



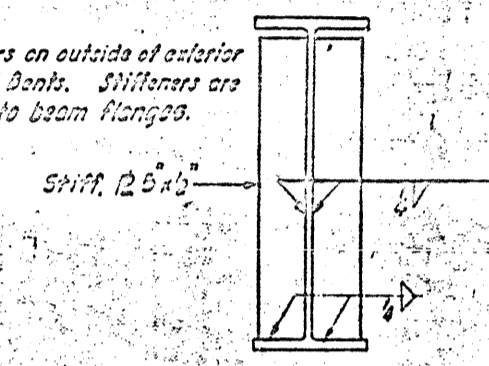
PLAN

PROJECT NO. 1499
 WENDERTON-BUNNELL COUNTY
 STATION 1499+55 L
 S.B. or N.B. BRIDGE

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
REVISION	
SUPERSTRUCTURE	
SPAN C	
DATE	BY

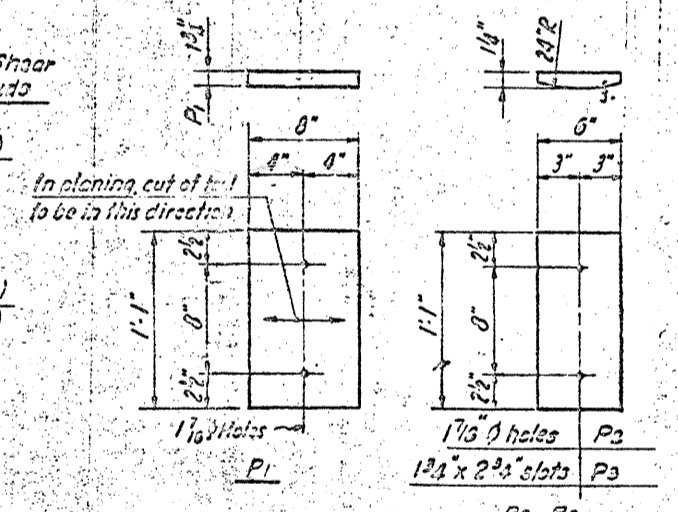


Note: Omit stiffeners on outside of exterior beams at End Bents. Stiffeners are to be normal to beam flanges.



Span	Ext. 1/2"	Int. 3/4"	4"	64'-3"	No. Shear Studs
Span A	12 @ 6" = 6'-0"	10 @ 6" = 5'-0"	9 @ 6" = 5'-0"	12 @ 12" = 12'-0"	4 1/2" (254)
	12 @ 6" = 6'-0"	10 @ 6" = 5'-0"	9 @ 6" = 5'-0"	14 @ 10 1/2" = 12'-3"	3 1/2" (204)
Span B	12 @ 6" = 6'-0"	10 @ 6" = 5'-0"	9 @ 6" = 5'-0"	12 @ 12" = 12'-0"	4" (254)
	12 @ 6" = 6'-0"	10 @ 6" = 5'-0"	9 @ 6" = 5'-0"	14 @ 10 1/2" = 12'-3"	3 1/2" (204)

Cover Plates to be centered between bearings.

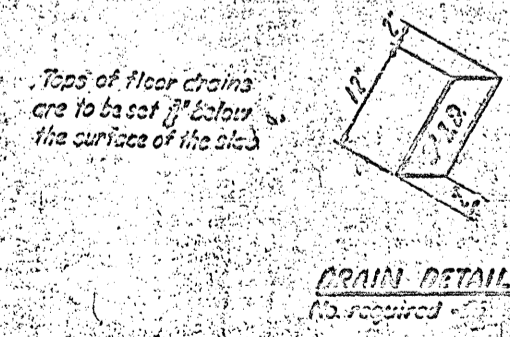


DEFLECTION TABLE

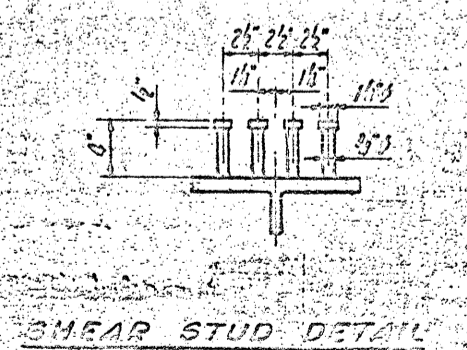
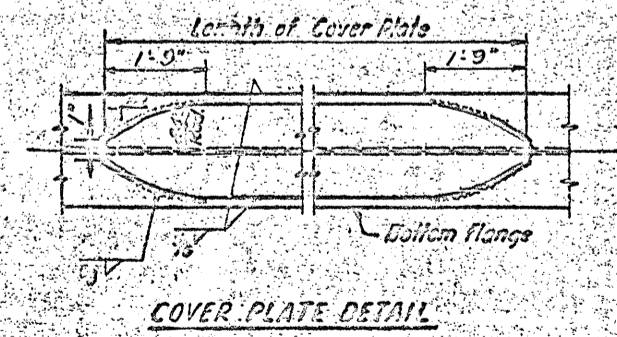
	Ext. 1/2"	Int. 3/4"
Steel	1/4"	1/4"
Concrete	1/4"	1/4"
Total D.L. Def.	1/2"	1/2"
Vertical Curv.	—	—
Total Camber	1/4"	1/4"

SHEAR STUD SPACING AND COVER PLATE LENGTH

Span	Ext. Beam	Int. Beam
Span A	10 1/2" x 2 3/8" x 40'-9"	10 1/2" x 2 3/8" x 49'-0"
Span B	10 1/2" x 2 3/8" x 43'-3"	10 1/2" x 2 3/8" x 47'-5"



Drains to be set w/ galv. steel pipe. Drains to be painted with two field coats of Aluminum paint.



Note: All beams and cover plates for this structure may be of either A-373 or A-36 steel. Stress in extreme fiber of structural steel = 18,000 p.s.i. Spc. Standard. Notes sheet for further requirements.

PROJECT NO. 0.19002
 HENDERSON-DUNCOMB COUNTY
 STATION 1699 + 55 L
 N.D. or S.B. Bridge

DATE	BY	REVISION

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALSTON

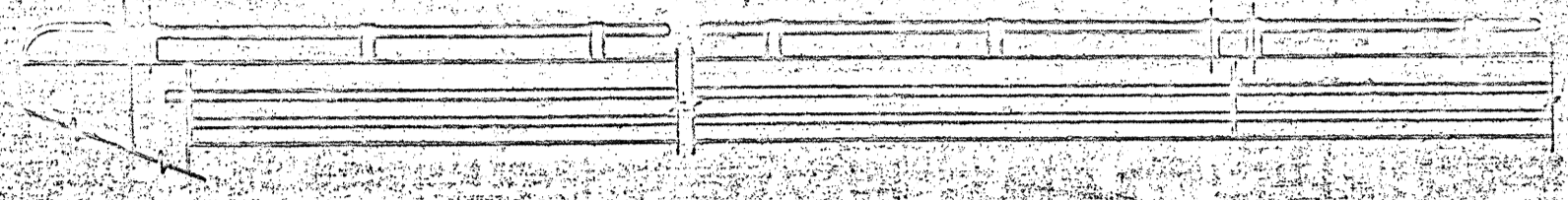
STRUCTURAL STEEL

Span A 14' 0" (14' 0" x 14' 0") Span B 14' 0" (14' 0" x 14' 0")

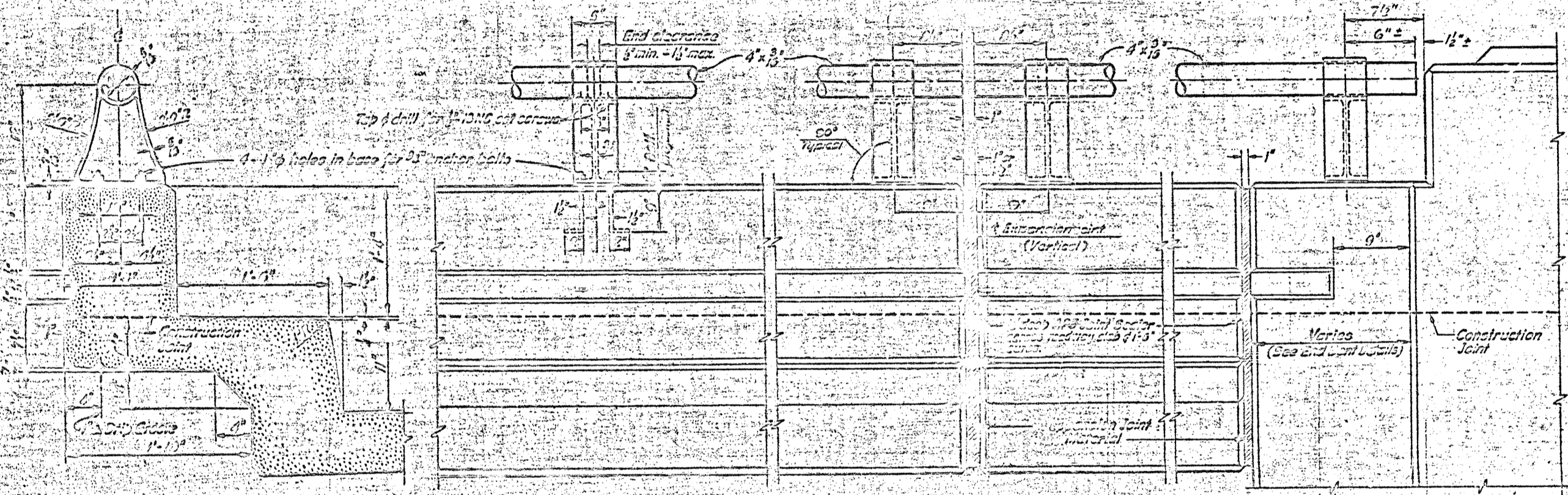
DATE: _____
 DRAWN BY: _____

NOTES:

- 1. Unless otherwise specified, all materials shall conform to the latest specifications of the American Institute of Steel Construction, Inc. (AISC).
- 2. End of rail shall be filed and chamfered to a 45 degree angle.
- 3. All steel shall be galvanized in accordance with ASTM A123 or A153.
- 4. For angle bars, the ends shall be filed and chamfered to a 45 degree angle.
- 5. 8' x 8' Anchor Bolts shall be used and cast in concrete in accordance with ASTM A307 or A325.
- 6. Galvanized Mill Pipe shall be used for all rail posts and shall conform to ASTM A133.
- 7. Metal Rail Posts to be set normal to curb grade.
- 8. Method of measurement for Metal Rail Posts: Unless otherwise stated, the length of rail posts shall be the center-to-center distance between rail posts, less the deduction for spaces between rail posts.



PARAPET AND RAILING ELEVATION



TYPICAL SECTION

ELEVATION

END CONNECTION

JOINT DETAILS AT ENDS

PARAPET AND RAILING DETAILS

All materials shall conform to the latest specifications of the American Institute of Steel Construction, Inc. (AISC). In accordance with the specifications of the American Institute of Steel Construction, Inc. (AISC), the galvanized steel material shall be used for all rail posts and top rail.

DESCRIPTION	QUANTITY	UNIT	REMARKS
Galvanized Steel Rail Posts	100	FT	ASTM A133
Galvanized Steel Top Rail	100	FT	ASTM A133
Galvanized Steel Angle Bars	100	FT	ASTM A133
Galvanized Steel Plates	100	FT	ASTM A133
Galvanized Steel Nuts	100	FT	ASTM A133
Galvanized Steel Washers	100	FT	ASTM A133
Galvanized Steel Bolts	100	FT	ASTM A133
Galvanized Steel Spacers	100	FT	ASTM A133
Galvanized Steel End Caps	100	FT	ASTM A133
Galvanized Steel Expansion Joints	100	FT	ASTM A133
Galvanized Steel Construction Joints	100	FT	ASTM A133

GALVANIZED STEEL RAIL

The cut ends of galvanized pipe railing, the ends shall be filed and chamfered to a 45 degree angle. The cut ends of galvanized pipe railing, the ends shall be filed and chamfered to a 45 degree angle. The cut ends of galvanized pipe railing, the ends shall be filed and chamfered to a 45 degree angle.

PROJECT NO. 100-1000
 HENDERSONVILLE COUNTY
 STATION 100+00
 NB. & SB. BRIDGE

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
RAILING	
PARAPET AND RAILING DETAILS	