

NOTES

Assumed Live Load:
Assumed Live Load = H20-S16 (44) or A16 Loading
Reference to S-N Sheet
For other design data & general note see sheet S-N.

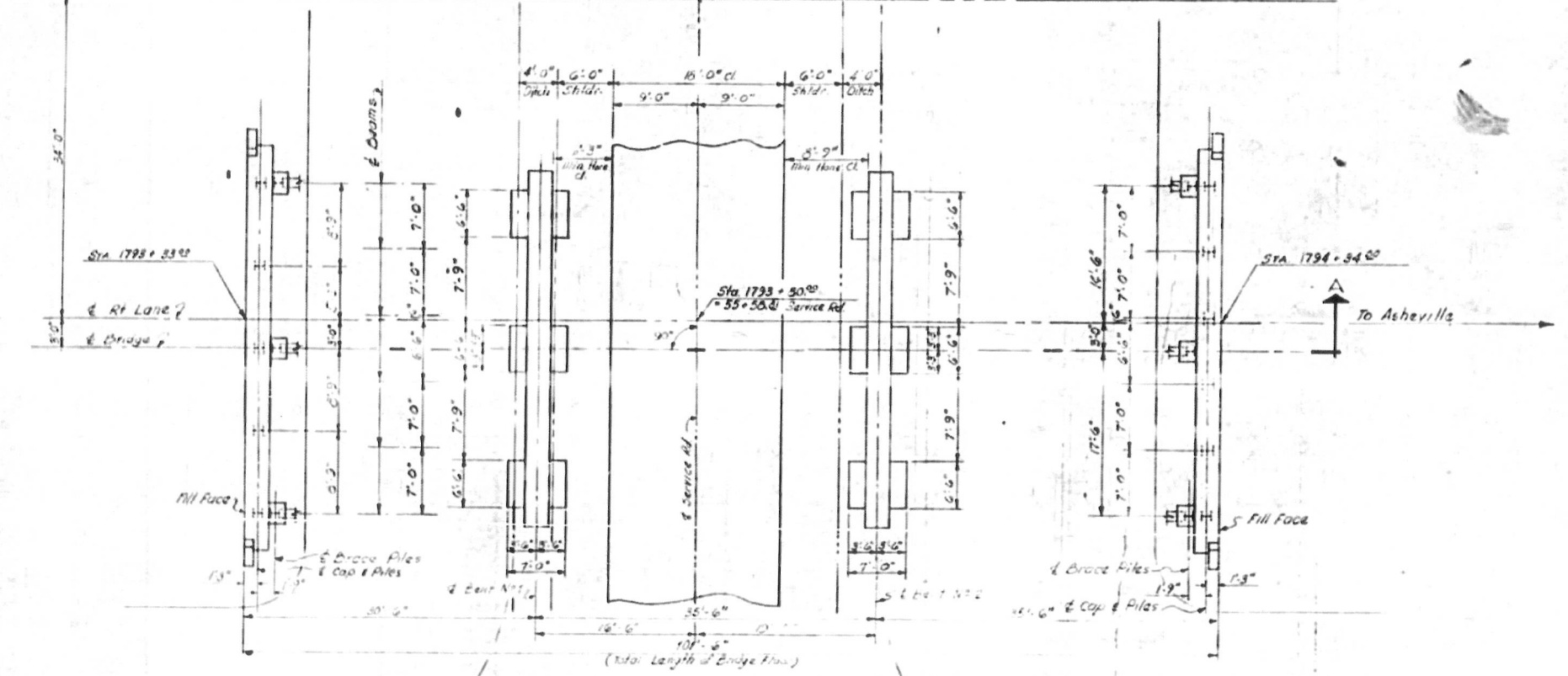
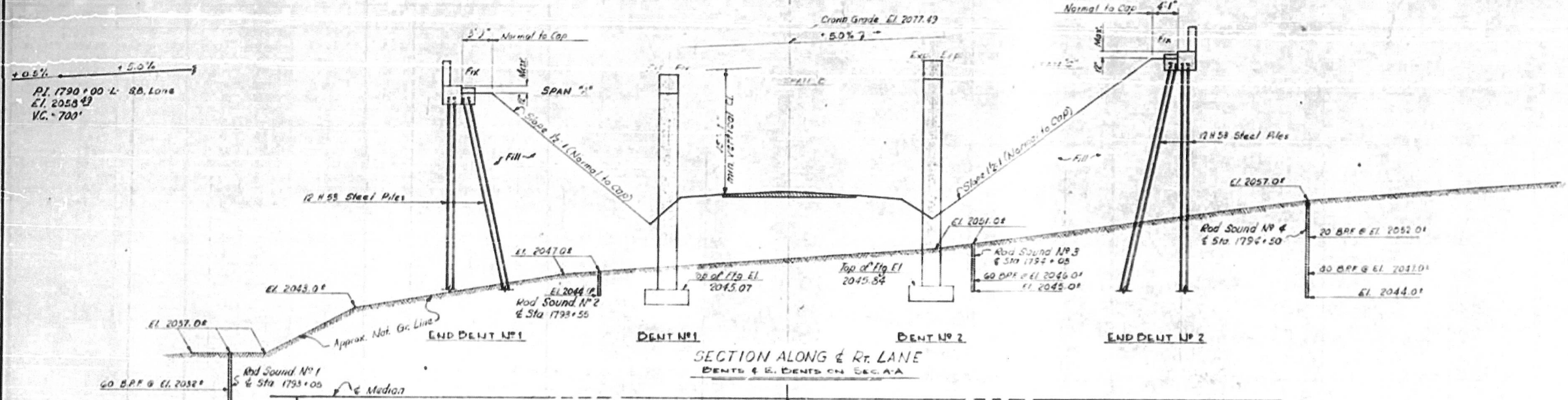
Computed Foundation Load:
Computed foundation load for Bent N#1 equals 3 tons per sq. ft. Bent N#2 equals 3 tons per sq. ft.

Pile Capacities:
Piles for End Bent N#1 to be driven to a minimum bearing capacity of 30 tons each.
Piles for End Bent N#2 to be driven to a minimum bearing capacity of 25 tons each.

Pile Lengths:
The contractor shall be responsible for determining lengths of piles required. See Special Provisions.

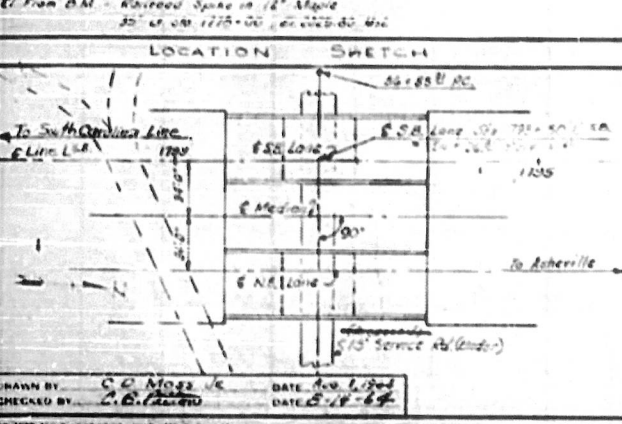
Pile (Fill):
Piles for End Bent N#1 & N#2 to be driven through the roadway fill.

Unclassified Structure Excavations:
Unclassified structure excavation for Bents N#1 & N#2 to be measured from ~~cutting~~ ~~interior~~ ~~fill~~ natural ground line; ~~excavation~~ ~~inside~~ ~~at~~ ~~time~~ ~~of~~ ~~excavation~~. Quantities shown are computed from graded roadway section.



TOTAL BILL OF MATERIAL - (RT. LANE)

	CLASS "A" CONC. CU. YDS.	REINFORCING STEEL LBS.	STRUCTURAL STEEL APPROX. LBS.	12 N 58 STEEL PILES NO.	12 H 58 STEEL PILES LIN. FT.	UNCLASSIFIED STR. EXC. CU. YDS.	1 BAR METAL RAIL LIN. FT.
SUPERSTRUCTURE	115.5	29,414	72,500	0	289.88'		194.0
END BENT N#1	12.8	2,775		0	36	157.6	
BENT N#1	37.3	7,451				117.5	
BENT N#2	35.2	7,583		3	381.83'	165.80	
END BENT N#2	12.2	2,784		3	620.71'		
TOTALS	222.7	50,010	72,500	17	620.71'	323.11'	194.0



I HEREBY CERTIFY THAT THIS STRUCTURE WAS BUILT ACCORDING TO PLANS EXCEPT AS INDICATED

Richard H. ...
RESIDENT ENGINEER

PROJECT NO. 8100301
BUNCOMBE COUNTY
STATION: 1793+80.00 L.S.B.
RIGHT LANE (N.B.) = 56' x 26" Service Rd.

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

GENERAL DRAWING
FOR
BRIDGE OVER SERVICE ROAD
FROM AS
ARROWHEAD ROAD ON I-26
BETWEEN NC 280 & NC 131
RT. LANE

REVISIONS

NO. BY DATE NO. BY

5-79 B.H.

102 III

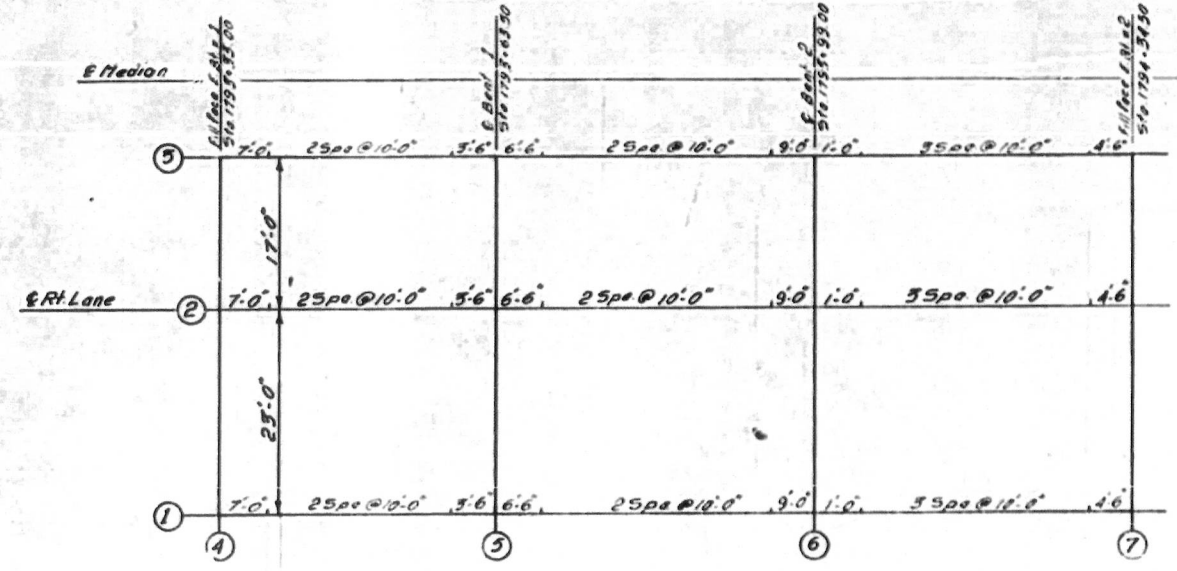
DRAWN BY: C.G. MOSES
CHECKED BY: C.B. ...
DATE: Nov. 1, 1964

Column (1) Bottom of overhang		Column (2) East Roadway		Column (3) Bottom of overhang	
Dist.	Elev.	Dist.	Elev.	Dist.	Elev.
7'-0"	2074.48	7'-0"	2075.148	7'-0"	2074.25
10'-0"	74.980	10'-0"	75.930	10'-0"	75.075
10'-0"	75.450	10'-0"	76.400	10'-0"	75.545
5'-6"	75.650	5'-6"	76.600	5'-6"	75.745
6'-6"	75.950	6'-6"	76.990	6'-6"	76.075
10'-0"	76.450	10'-0"	77.400	10'-0"	76.575
10'-0"	76.930	10'-0"	77.880	10'-0"	77.075
9'-0"	77.450	9'-0"	78.400	9'-0"	77.575
1'-0"	77.450	1'-0"	78.400	1'-0"	77.575
10'-0"	77.950	10'-0"	78.900	10'-0"	78.075
10'-0"	78.450	10'-0"	79.400	10'-0"	78.575
10'-0"	78.950	10'-0"	79.900	10'-0"	79.075
4'-6"	2073.205	4'-6"	2073.213	4'-6"	2073.238

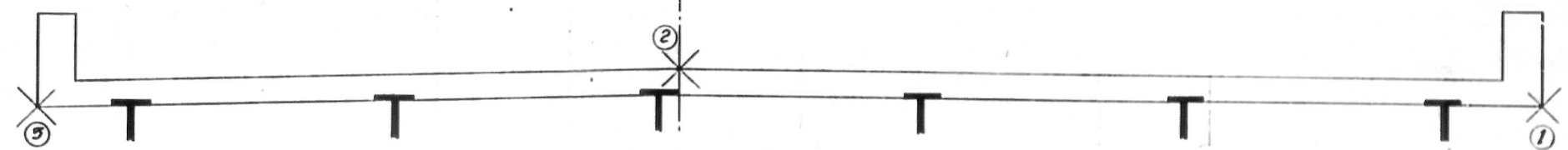
GRADE DATA

P.I. Sta. 1790+00
 P.I. Elev. 2058.190
 Length of Curve 700'
 G1 = +0.50% G2 = +5.00%

FED. ROAD DIST. NO.	STATE	PROJECT NO.
3	N.C.	B.1900500
S.A. PROJECT		I-26-1(7)



PLAN



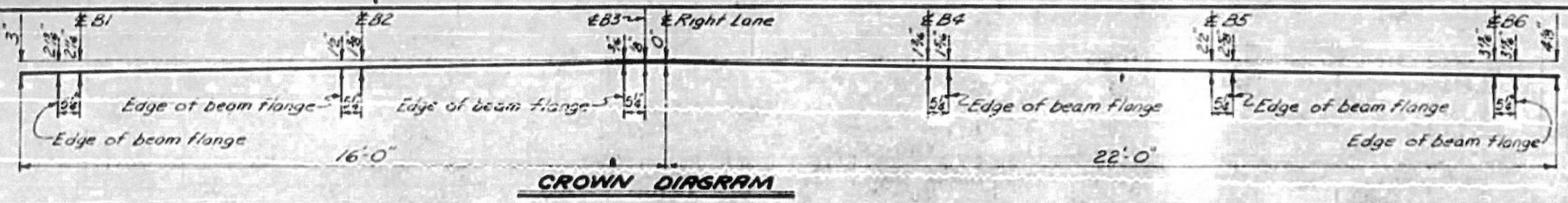
TYPICAL SECTION

HEADERS

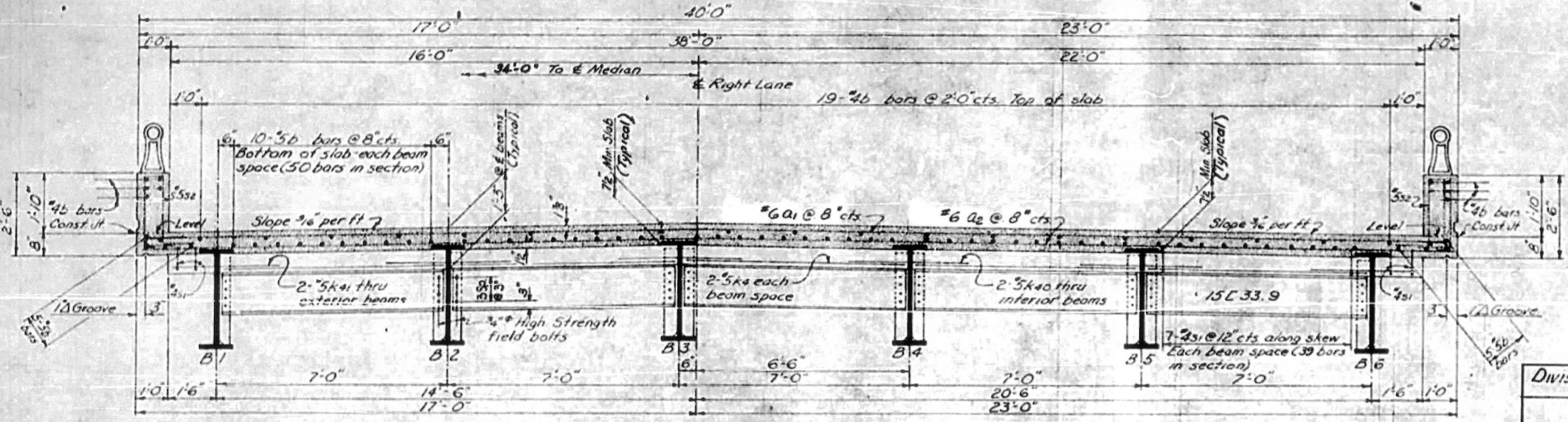
Column (4) Fill Face EB1	Column (5) E/Bent 1	Column (6) E/Bent 2	Column (7) Fill Face EB2	Column (8) E/Bent 3	Column (9) E/Bent 4	Column (10) E/Bent 5	Column (11) E/Bent 6	Column (12) Fill Face EB2
Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.	Elev.	Dist.
2'-0"	836	2'-0"	353	2'-0"	128	2'-0"	903	2'-0"
2'-0"	867	2'-0"	384	2'-0"	159	2'-0"	934	2'-0"
2'-0"	899	2'-0"	415	2'-0"	190	2'-0"	965	2'-0"
2'-0"	930	2'-0"	447	2'-0"	222	2'-0"	997	2'-0"
2'-0"	961	2'-0"	478	2'-0"	253	2'-0"	1028	2'-0"
2'-0"	992	2'-0"	509	2'-0"	284	2'-0"	1059	2'-0"
2'-0"	1023	2'-0"	540	2'-0"	315	2'-0"	1090	2'-0"
2'-0"	1055	2'-0"	571	2'-0"	346	2'-0"	1121	2'-0"
2'-0"	1086	2'-0"	603	2'-0"	378	2'-0"	1153	2'-0"
2'-0"	1117	2'-0"	634	2'-0"	409	2'-0"	1184	2'-0"
2'-0"	1148	2'-0"	665	2'-0"	440	2'-0"	1215	2'-0"
2'-0"	1179	2'-0"	696	2'-0"	471	2'-0"	1246	2'-0"
2'-0"	1210	2'-0"	727	2'-0"	502	2'-0"	1277	2'-0"
2'-0"	1241	2'-0"	758	2'-0"	533	2'-0"	1308	2'-0"
2'-0"	1272	2'-0"	789	2'-0"	564	2'-0"	1339	2'-0"
2'-0"	1303	2'-0"	820	2'-0"	595	2'-0"	1370	2'-0"
2'-0"	1334	2'-0"	851	2'-0"	626	2'-0"	1401	2'-0"
2'-0"	1365	2'-0"	882	2'-0"	657	2'-0"	1432	2'-0"
2'-0"	1396	2'-0"	913	2'-0"	688	2'-0"	1463	2'-0"
2'-0"	1427	2'-0"	944	2'-0"	719	2'-0"	1494	2'-0"
2'-0"	1458	2'-0"	975	2'-0"	750	2'-0"	1525	2'-0"
2'-0"	1489	2'-0"	1006	2'-0"	781	2'-0"	1556	2'-0"
2'-0"	1520	2'-0"	1037	2'-0"	812	2'-0"	1587	2'-0"
2'-0"	1551	2'-0"	1068	2'-0"	843	2'-0"	1618	2'-0"
2'-0"	1582	2'-0"	1099	2'-0"	874	2'-0"	1649	2'-0"
2'-0"	1613	2'-0"	1130	2'-0"	905	2'-0"	1680	2'-0"
2'-0"	1644	2'-0"	1161	2'-0"	936	2'-0"	1711	2'-0"
2'-0"	1675	2'-0"	1192	2'-0"	967	2'-0"	1742	2'-0"
2'-0"	1706	2'-0"	1223	2'-0"	998	2'-0"	1773	2'-0"
2'-0"	1737	2'-0"	1254	2'-0"	1029	2'-0"	1804	2'-0"
2'-0"	1768	2'-0"	1285	2'-0"	1060	2'-0"	1835	2'-0"
2'-0"	1799	2'-0"	1316	2'-0"	1091	2'-0"	1866	2'-0"
2'-0"	1830	2'-0"	1347	2'-0"	1122	2'-0"	1897	2'-0"
2'-0"	1861	2'-0"	1378	2'-0"	1153	2'-0"	1928	2'-0"
2'-0"	1892	2'-0"	1409	2'-0"	1184	2'-0"	1959	2'-0"
2'-0"	1923	2'-0"	1440	2'-0"	1215	2'-0"	1990	2'-0"
2'-0"	1954	2'-0"	1471	2'-0"	1246	2'-0"	2021	2'-0"
2'-0"	1985	2'-0"	1502	2'-0"	1277	2'-0"	2052	2'-0"
2'-0"	2016	2'-0"	1533	2'-0"	1308	2'-0"	2083	2'-0"
2'-0"	2047	2'-0"	1564	2'-0"	1339	2'-0"	2114	2'-0"
2'-0"	2078	2'-0"	1595	2'-0"	1370	2'-0"	2145	2'-0"
2'-0"	2109	2'-0"	1626	2'-0"	1401	2'-0"	2176	2'-0"
2'-0"	2140	2'-0"	1657	2'-0"	1432	2'-0"	2207	2'-0"
2'-0"	2171	2'-0"	1688	2'-0"	1463	2'-0"	2238	2'-0"
2'-0"	2202	2'-0"	1719	2'-0"	1494	2'-0"	2269	2'-0"
2'-0"	2233	2'-0"	1750	2'-0"	1525	2'-0"	2300	2'-0"
2'-0"	2264	2'-0"	1781	2'-0"	1556	2'-0"	2331	2'-0"
2'-0"	2295	2'-0"	1812	2'-0"	1587	2'-0"	2362	2'-0"
2'-0"	2326	2'-0"	1843	2'-0"	1618	2'-0"	2393	2'-0"
2'-0"	2357	2'-0"	1874	2'-0"	1649	2'-0"	2424	2'-0"
2'-0"	2388	2'-0"	1905	2'-0"	1680	2'-0"	2455	2'-0"
2'-0"	2419	2'-0"	1936	2'-0"	1711	2'-0"	2486	2'-0"
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2'-0"	2512	2'-0"	2029	2'-0"	1804	2'-0"	2579	2'-0"
2'-0"	2543	2'-0"	2060	2'-0"	1835	2'-0"	2610	2'-0"
2'-0"	2574	2'-0"	2091	2'-0"	1866	2'-0"	2641	2'-0"
2'-0"	2605	2'-0"	2122	2'-0"	1897	2'-0"	2672	2'-0"
2'-0"	2636	2'-0"	2153	2'-0"	1928	2'-0"	2703	2'-0"
2'-0"	2667	2'-0"	2184	2'-0"	1959	2'-0"	2734	2'-0"
2'-0"	2698	2'-0"	2215	2'-0"	1990	2'-0"	2765	2'-0"
2'-0"	2729	2'-0"	2246	2'-0"	2021	2'-0"	2796	2'-0"
2'-0"	2760	2'-0"	2277	2'-0"	2052	2'-0"	2827	2'-0"
2'-0"	2791	2'-0"	2308	2'-0"	2083	2'-0"	2858	2'-0"
2'-0"	2822	2'-0"	2339	2'-0"	2114	2'-0"	2889	2'-0"
2'-0"	2853	2'-0"	2370	2'-0"	2145	2'-0"	2920	2'-0"
2'-0"	2884	2'-0"	2401	2'-0"	2176	2'-0"	2951	2'-0"
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2'-0"	3287	2'-0"	2804	2'-0"	2579	2'-0"	3354	2'-0"
2'-0"	3318	2'-0"	2835	2'-0"	2610	2'-0"	3385	2'-0"
2'-0"	3349	2'-0"	2866	2'-0"	2641	2'-0"	3416	2'-0"
2'-0"	3380	2'-0"	2897	2'-0"	2672	2'-0"	3447	2'-0"
2'-0"	3411	2'-0"	2928	2'-0"	2703	2'-0"	3478	2'-0"
2'-0"	3442	2'-0"	2959	2'-0"	2734	2'-0"	3509	2'-0"
2'-0"	3473	2'-0"	2990	2'-0"	2765	2'-0"	3540	2'-0"
2'-0"	3504	2'-0"	3021	2'-0"	2796	2'-0"	3571	2'-0"
2'-0"	3535	2'-0"	3052	2'-0"	2827	2'-0"	3602	2'-0"
2'-0"	3566	2'-0"	3083	2'-0"	2858	2'-0"	3633	2'-0"
2'-0"	3597	2'-0"	3114	2'-0"	2889	2'-0"	3664	2'-0"
2'-0"	3628	2'-0"	3145	2'-0"	2920	2'-0"	3695	2'-0"
2'-0"	3659	2'-0"	3176	2'-0"	2951	2'-0"	3726	2'-0"
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2'-0"	3752	2'-0"	3269	2'-0"	3044	2'-0"	3819	2'-0"
2'-0"	3783	2'-0"	3300	2'-0"	3075	2'-0"	3850	2'-0"
2'-0"	3814	2'-0"	3331	2'-0"	3106	2'-0"	3881	2'-0"
2'-0"	3845	2'-0"	3362	2'-0"	3137	2'-0"	3912	2'-0"
2'-0"	3876	2'-0"	3393	2'-0"	3168	2'-0"	3943	2'-0"
2'-0"	3907	2'-0"	3424	2'-0"	3199	2'-0"	3974	2'-0"
2'-0"	3938	2'-0"	3455	2'-0"	3230	2'-0"	4005	2'-0"
2'-0"	3969	2'-0"	3486	2'-0"	3261	2'-0"	4036	2'-0"
2'-0"	4000	2'-0"	3517	2'-0"	3292	2'-0"	4067	2'-0"
2'-0"	4031	2'-0"	3548	2'-0"	3323	2'-0"	4098	2'-0"
2'-0"	4062	2'-0"	3579	2'-0"	3354	2'-0"	4129	2'-0"
2'-0"	4093	2'-0"	3610	2'-0"	3385	2'-0"	4160	2'-0"
2'-0"	4124	2'-0"	3641	2'-0"	3416	2'-0"	4191	2'-0"
2'-0"	4155	2'-0"	3672	2'-0"	3447	2'-0"	4222	2'-0"
2'-0"	4186	2'-0"	3703	2'-0"	3478	2'-0"	4253	2'-0"
2'-0"	4217	2'-0"	3734	2'-0"	3509	2'-0"	4284	2'-0"
2'-0"	4248	2'-0"	3765	2'-0"	3540	2'-0"	4315	2'-0"
2'-0"	4279	2'-0"	3796	2'-0"	3571	2'-0"	4346	2'-0"
2'-0"	4310	2'-0"	3827	2'-0"	3602	2'-0"	4377	2'-0"
2'-0"	4341	2'-0"	3858	2'-0"	3633	2'-0"	4408	2'-0"
2'-0"	4372	2'-0"	3889					

NOTES

Assumed Live Load-----H20-S16(44) or Alternate Loading
 Reinforcing Steel in Tension-----20,000 Lbs per sq. in.
 Concrete in Compression-----4,100 Lbs per sq. in.
 Stress in Extreme Fiber of Structural Steel-----20,000 Lbs per sq. in.
 For other design data and general notes see sheet S-N.
 For bars indicated and no bar mark shown, see concrete plan for the different spans.
 Expansion joints kept free of concrete and sealed with AP5 asphalt cement. See Specifications.

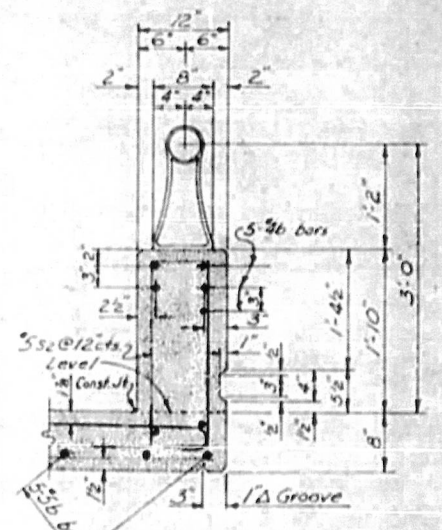


CROWN DIAGRAM

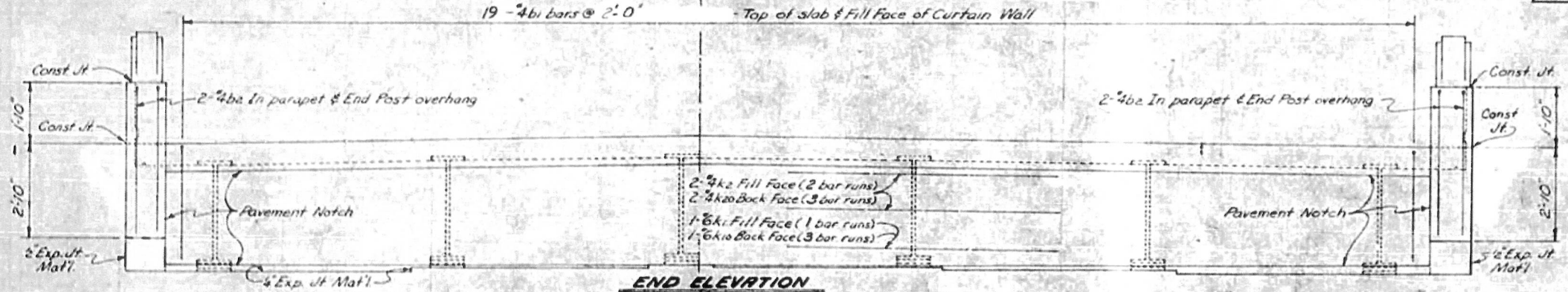


TYPICAL SECTION
Showing Diaphragms At Bents

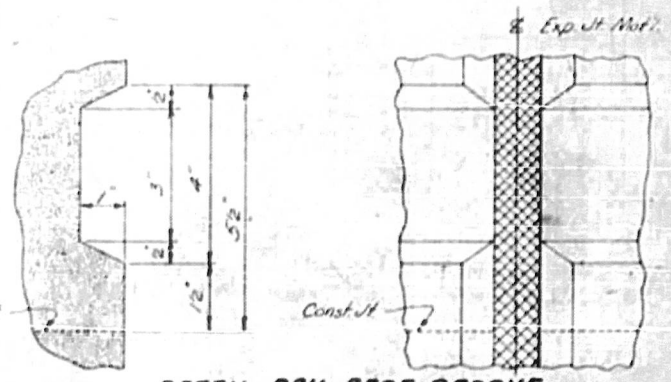
Span	Div. of Concrete		Totals
	Above Top of Slab	Below Top of Slab	
Span A	4.8	35.2	40.0
Span B	4.8	35.9	40.6
Span C	5.5	40.4	45.9



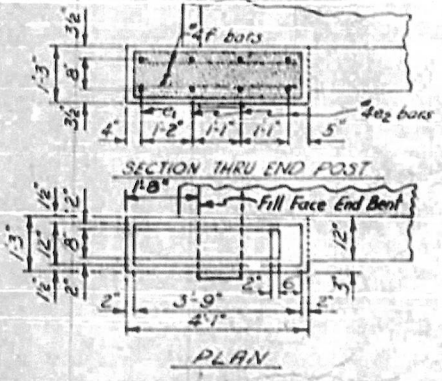
RAIL SECTION



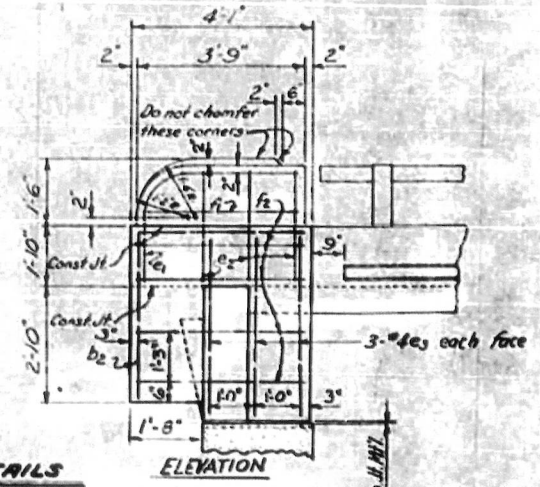
END ELEVATION



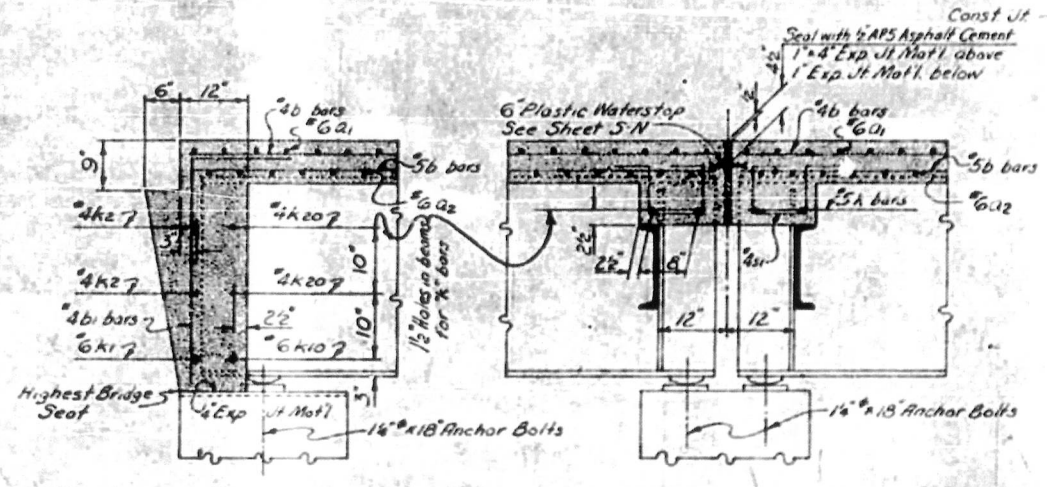
DETAIL RAIL BASE GROOVE



END POST DETAILS



ELEVATION



SECTION A-A

SECTION B-B

PROJECT NO. 8.1900301
 BUNCOMBE COUNTY
 STATION: 1793+80
 RIGHT LANE

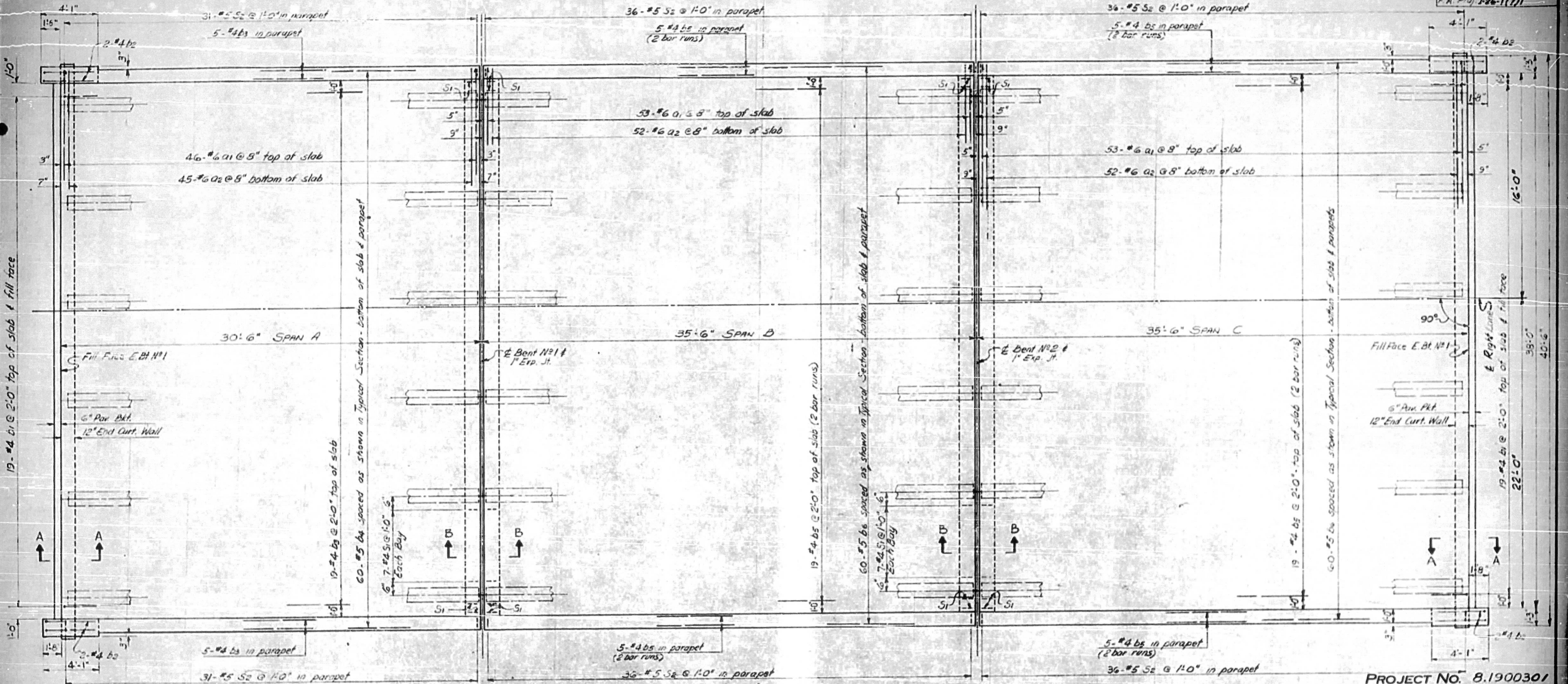
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
 RALEIGH
STANDARD TYPICAL SECTIONS FOR INTERSTATE BRIDGES
 38' ROADWAY ~
 6- STEEL BEAMS ~ H20-S16 L.L.
 1-BAR METAL RAIL ~ RIGHT LANE
 MARCH 1964

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			2		
2			3		
			4		

SHEET NO. 5-81
 TOTAL SHEETS 11

ASSEMBLED BY: Gerry Page DATE 8-1-64
 CHECKED BY: J.C. [unclear] DATE
 DRAWN BY: GARY K. [unclear] DATE March 1964
 DESIGNED BY: [unclear] DATE [unclear]

SPECIAL STANDARD

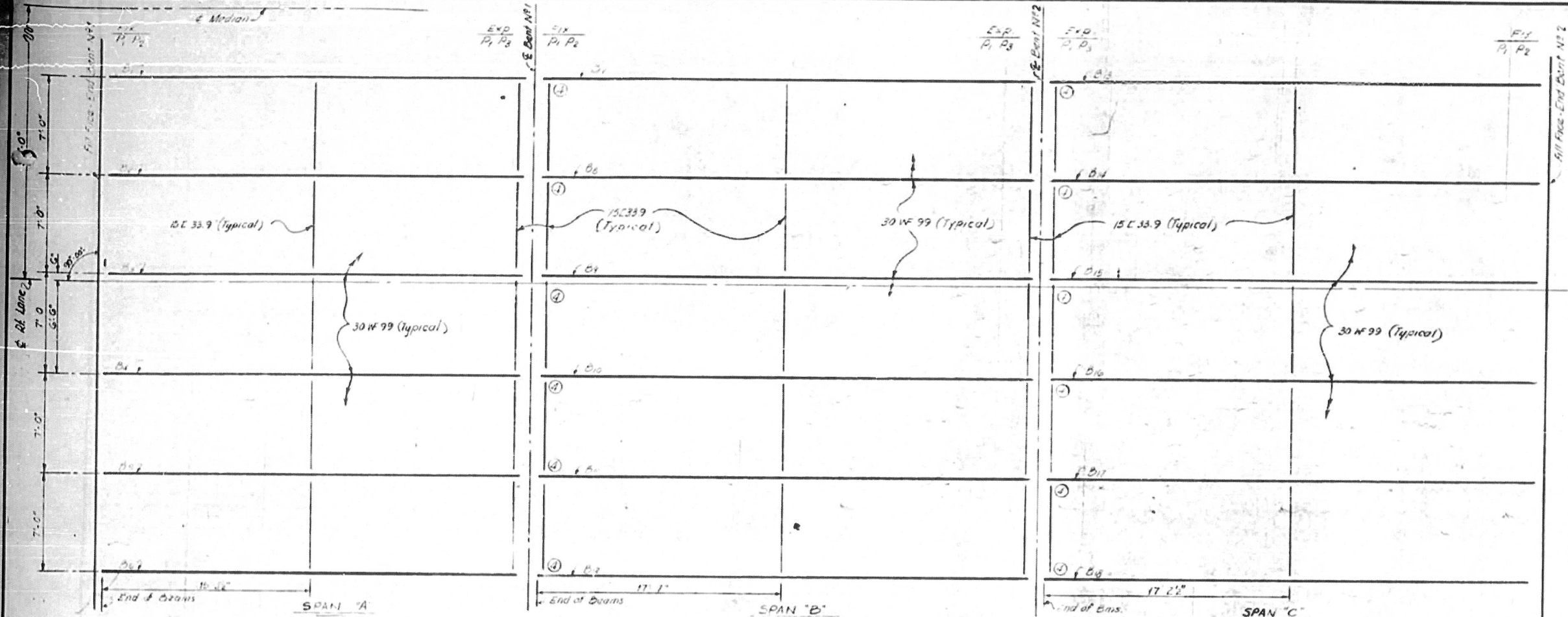


PLAN - RIGHT LANE
Metal posts & rails and concrete end posts not shown. See Std. Details.

PROJECT No. 8.1900301
BUNCOMBE COUNTY
STATION: 1793+90
RIGHT LANE

DESIGNED BY
DRAWN BY *Serry Page*
CHECKED BY *(Signature)*
DATE 7-29-64
DATE 8-13-64

STATE OF NORTH CAROLINA STATE HIGHWAY COMMISSION	
SUPERSTRUCTURE PLAN	
SPANS A, B & C	
RIGHT LANE	
July	1964
5-82	5-15
187	111



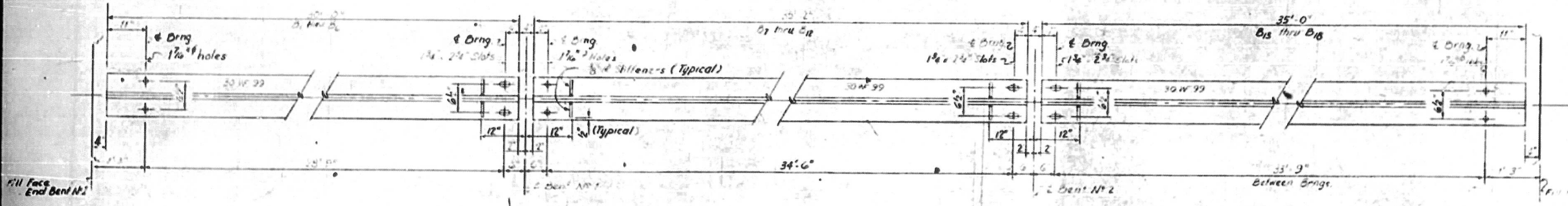
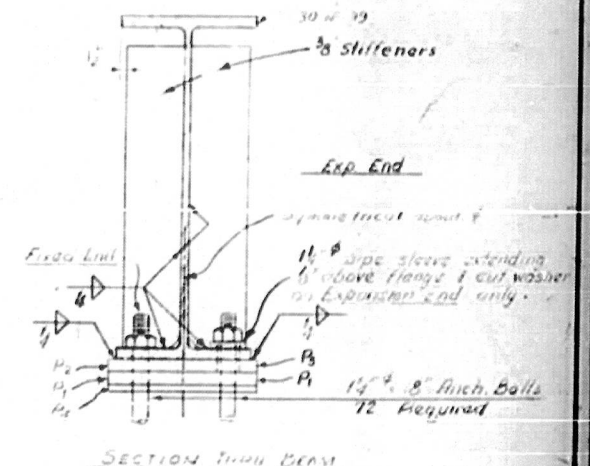
Note! Heavy dimensions shown are from end of beam to back of channel of Intermediate Diaphragm.
 BEAM, DIAPHRAGM & BRG. LR LAYOUT

Note! FILL PLATES SHOWN THUS (C)

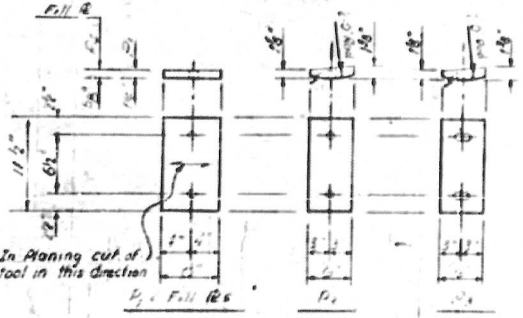
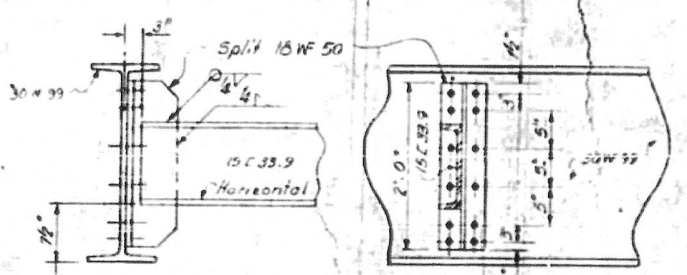
Note! No camber other than natural mill camber is required for beams.

DEFLECTION TABLE	SPAN "A"				SPAN "B"				SPAN "C"			
	Camber		Dead Load		Camber		Dead Load		Camber		Dead Load	
Deflection due to weight of Beams	0	0	0	0	0	0	0	0	0	0	0	0
Deflection due to superimposed DL	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
Total Dead Load Deflection	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
Vertical Curve Ordinate	1/8"	0	0	0	0	0	0	0	0	0	0	0
Adjusted Deflection	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"	3/8"

Note!
 1. All connections in deck to beams shall be bolted using 4" high strength bolts. See Spec. & Special Provisions for beams. Use of AISC A36 grade structural steel. See Sheet S.N.
 2. End stiffeners on outside of exterior beams and end bents. Stiffeners shall be parallel to ends of beams.
 3. For end bents of diaphragms & bents, see "TYPICAL SECTION" sheet.
 4. For holes in beam web for 1/2" bars see "SECTION A-A" sheet & "TYPICAL SECTION" sheet.



BOTTOM FLANGE DETAIL



Brng. R's Required
 P₁ - 36
 P₂ - 18
 P₃ - 18
 P₄ - 12

PROJECT NO. 8.1900501
 BUNCOMBE COUNTY
 STATION: 1793 + 00.00
 Rt. Lane

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

STRUCTURAL STEEL DETAILS

Rt. Lane

REVISIONS		DATE		BY		DATE	
NO.	BY	DATE	NO.	BY	DATE	NO.	BY
1			2		5-85		
2					187		

DESIGNED BY: C. J. [unclear]
 DATE: 1-7-64
 TRACED BY: [unclear]
 DATE: 7-7-64
 CHECKED BY: [unclear]
 DATE: 7-7-64

BEAM ELEVATION

INTERMEDIATE DIAPHRAGM DETAILS

BEARING P DETAIL

NOTE:
 Aluminum posts
 with fasteners shall be
 in accordance with the re-
 quirements of AASHTO M 193-60.

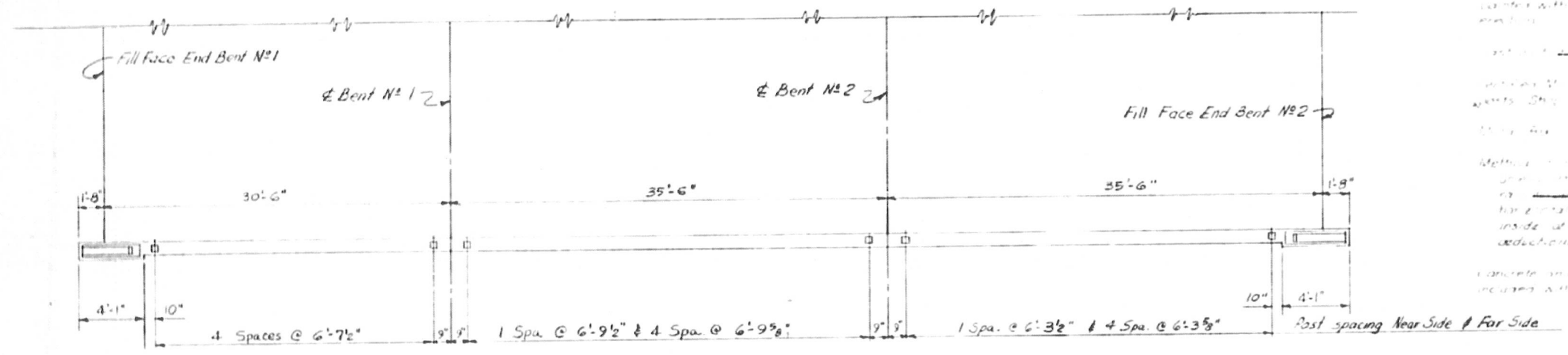
Method of construction of the
 concrete and masonry shall be in ac-
 cordance with the requirements of
 the specifications for Highway
 Construction, Section 200, and
 the specifications for Concrete
 and Masonry, Section 200.1, of
 the Standard Specifications for
 Highway Construction, 1960 Edition,
 published by the American
 Association of Highway Engineers
 and Engineers, Washington, D.C.

UNITED STATES
 Department of Transportation
 Bureau of Public Roads
 District Office
 Raleigh, North Carolina

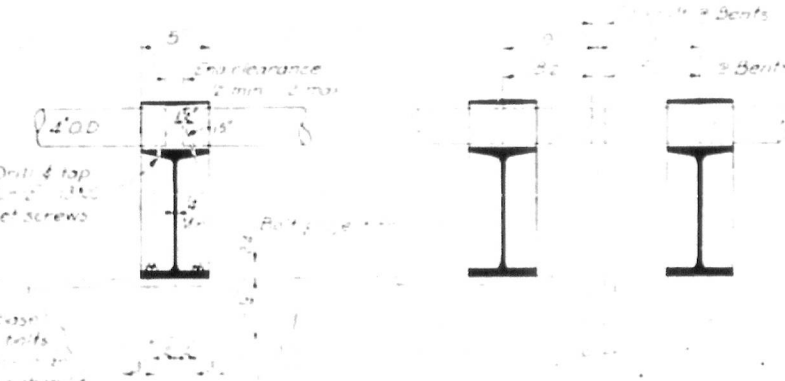
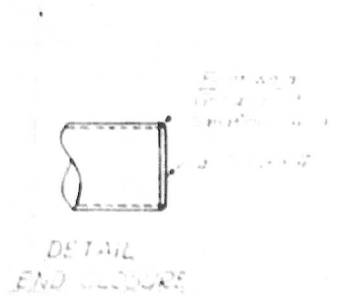
Standard Specifications for Highway Construction, 1960 Edition, published by the American Association of Highway Engineers and Engineers, Washington, D.C.

Section 200.1, Concrete and Masonry

Method of construction of the concrete and masonry shall be in accordance with the requirements of the specifications for Highway Construction, Section 200, and the specifications for Concrete and Masonry, Section 200.1, of the Standard Specifications for Highway Construction, 1960 Edition, published by the American Association of Highway Engineers and Engineers, Washington, D.C.



PLAN - RIGHT LANE BRIDGE
 194.0



PROJECT NO 8.1900301
 BUNCOMBE COUNTY
 STATION: 1793+80
 RIGHT LANE

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 BAR
 METAL RAIL

5-84 S-47
 187 111

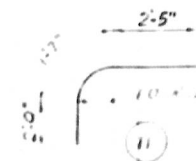
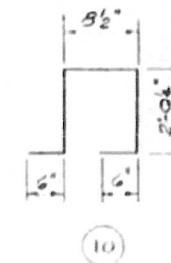
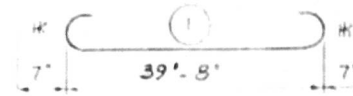
8-3-64
 C.C. Fitter

BILL OF MATERIAL FOR RIGHT LANE BRIDGE

Bar	Number Each Span					Tot. No.	Size	Type	Length	Weight	Bar	Number Each Span			Tot. No.	Size	Type	Length	Weight
	A	B	C	D	E							A	B	C					
a1							#6	1	40'10"	9322	a2	46	53	53	152	#6	1	40'10"	9322
							#6	Str.	39'8"	8877		45	52	52	149	#6	Str.	39'8"	8877
							#4	7	5'5"	137	b1	19	—	19	38	#4	7	5'5"	137
							#4	7	8'1"	43	b2	4	—	4	8	#4	7	8'1"	43
							#4	Str.	30'0"	581	b3	29	—	—	29	#4	Str.	30'0"	581
							#5	Str.	30'0"	1877	b4	60	—	—	60	#5	Str.	30'0"	1877
							#4	Str.	18'4"	1421	b5	—	58	58	116	#4	Str.	18'4"	1421
							#5	Str.	35'0"	4381	b6	—	60	60	120	#5	Str.	35'0"	4381
							#4	11	6'0"	32	e1	4	—	4	8	#4	11	6'0"	32
							#4	Str.	3'0"	48	e2	12	—	12	24	#4	Str.	3'0"	48
							#4	Str.	4'6"	72	e3	12	—	12	24	#4	Str.	4'6"	72
							#4	Str.	3'5"	18	f1	4	—	4	8	#4	Str.	3'5"	18
							#4	Str.	3'9"	80	f2	16	—	16	32	#4	Str.	3'9"	80
							#6	Str.	39'8"	119	k1	1	—	1	2	#6	Str.	39'8"	119
							#6	Str.	14'8"	132	k10	3	—	3	6	#6	Str.	14'8"	132
							#4	Str.	20'7"	110	k2	4	—	4	8	#4	Str.	20'7"	110
							#4	Str.	14'2"	114	k20	6	—	6	12	#4	Str.	14'2"	114
							#5	Str.	6'8"	278	k8	10	20	10	40	#5	Str.	6'8"	278
							#5	Str.	4'0"	134	k40	8	16	8	32	#5	Str.	4'0"	134
							#5	Str.	3'4"	56	k41	4	8	4	16	#5	Str.	3'4"	56
							#4	9	3'4"	347	s1	39	78	39	156	#4	9	3'4"	347
							#5	10	5'9"	1235	s2	62	72	72	206	#5	10	5'9"	1235

BAR TYPES

Bar dimensions are out to out



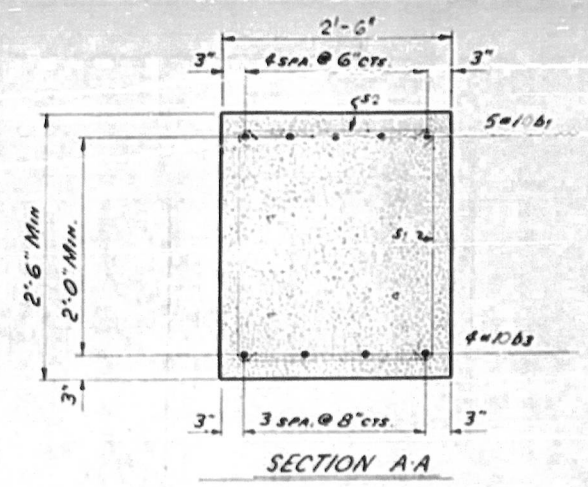
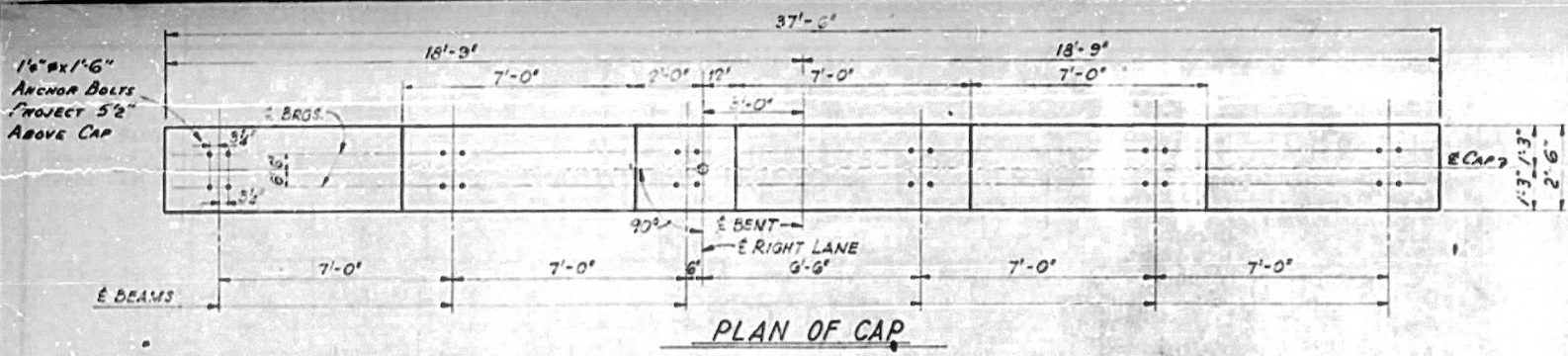
PROJECT NO 8.1900301
BUNCOMBE COUNTY
STATION 1793+80
RIGHT LANE

SUMMARY OF QUANTITIES

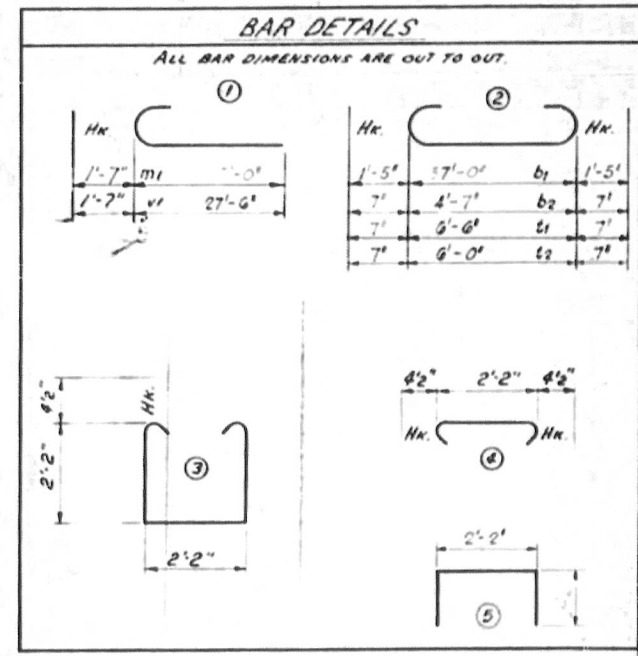
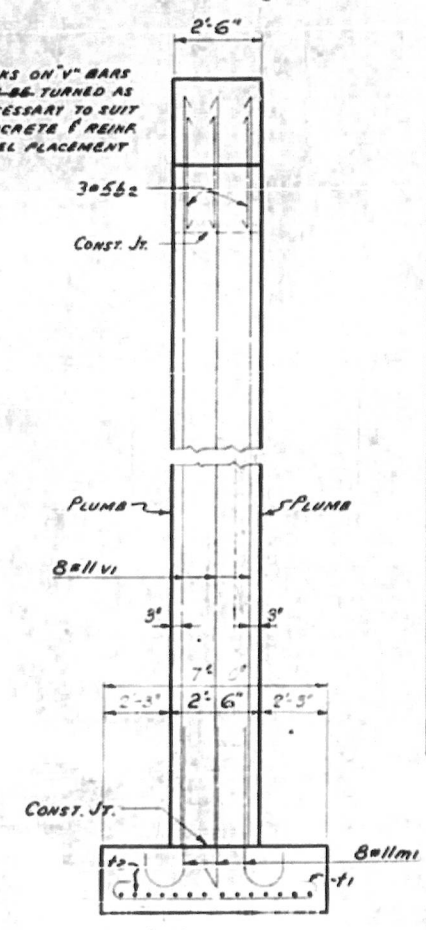
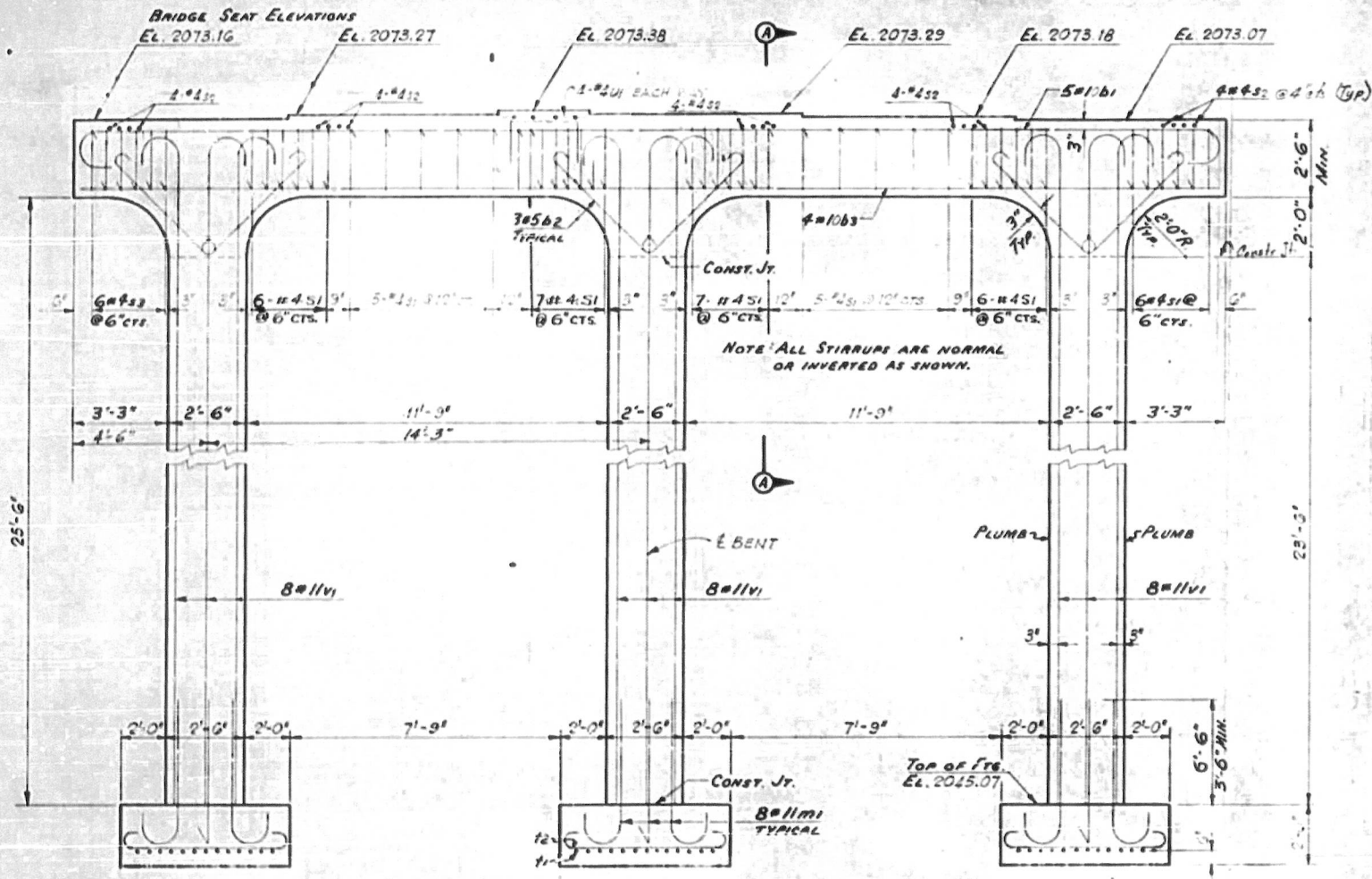
Reinforcing Steel	29,414 Lbs
Class A Concrete	126.5 cu Yds
Structural Steel	Approx. 72,500 lbs
1-Bar Metal Roll	194.0 lin ft

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

SUPERSTRUCTURE BILL OF
MATERIAL & BAR TYPES
RIGHT LANE
AUGUST 1964

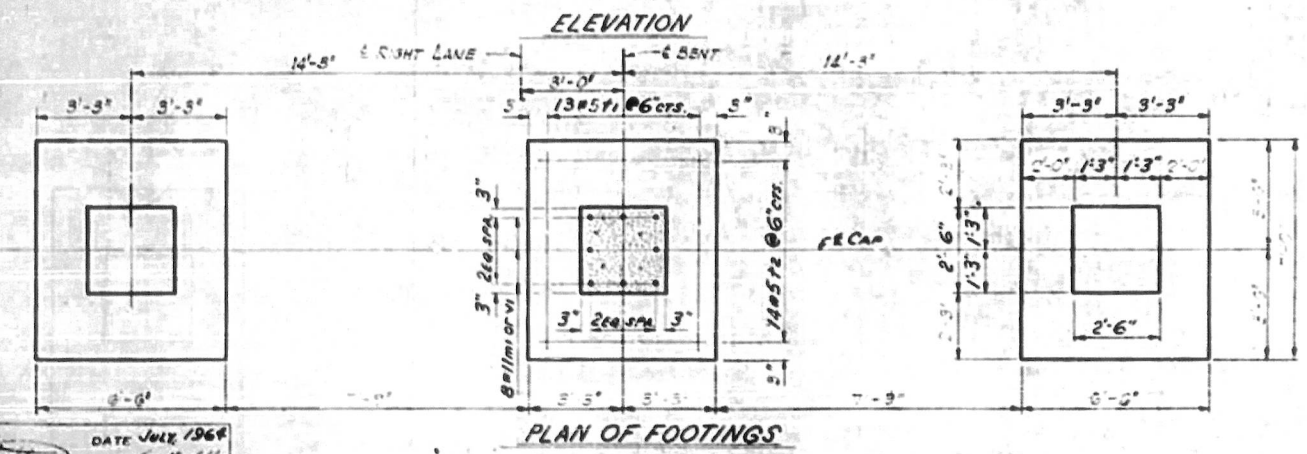


BILL OF MATERIAL					
FOR ONE BENT					
BAR NO.	SIZE	TYPE	LENGTH	WEIGHT	
b1	5	#10	2	39'-10"	857
b2	16	#5	2	5'-9"	108
b3	4	#10	5/8	37'-0"	637
m1	24	#11	1	9'-7"	1,222
s1	48	#8	3	7'-3"	232
s2	20	#4	4	2'-11"	39
f1	30	#5	2	7'-3"	312
f2	42	#5	2	7'-0"	314
v1	24	#11	1	29'-1"	3,108
u1	8	#4	5	5'-2"	23
REINFORCING STEEL, LBS					7,457
CLASS "A" CONCRETE, CU YDS					37.5



NOTE: REINFORCING STEEL IN TOP OF CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS. COMPUTED FOUNDATION LOAD EQUALS 8 TONS PER SQ FT.

PROJECT NO. 8.190750/
BUNCOMBE COUNTY
STATION: 1793+80



DIVISION OF CONCRETE	
Pour No.	Cu. Yds.
1. FOOTINGS	10.11
2. COLUMNS	16.32
3. CAP	11.03
TOTAL	37.5

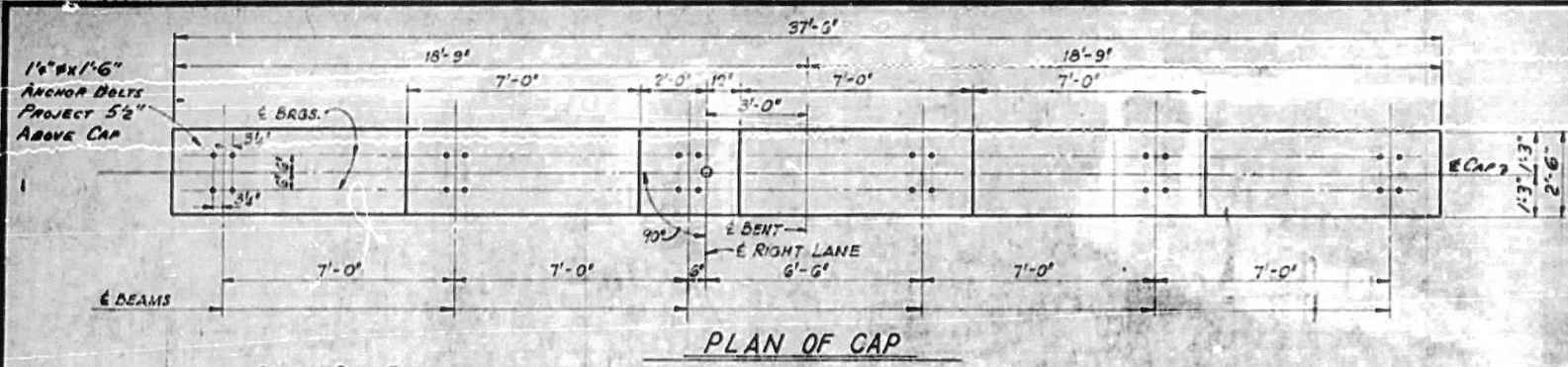
RIGHT LANE

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

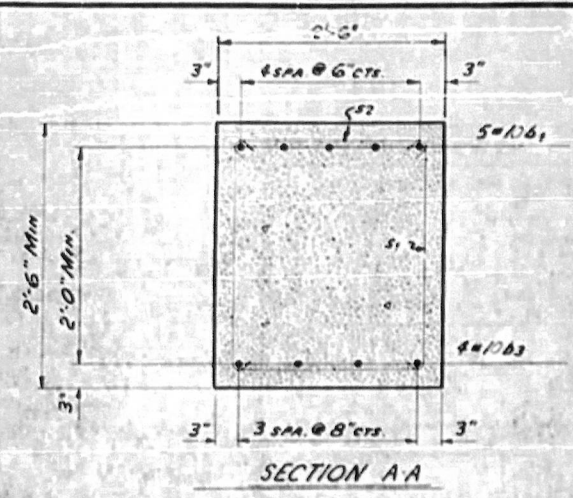
**SUBSTRUCTURE
INTERIOR BENT NO. 1**

July, 1964

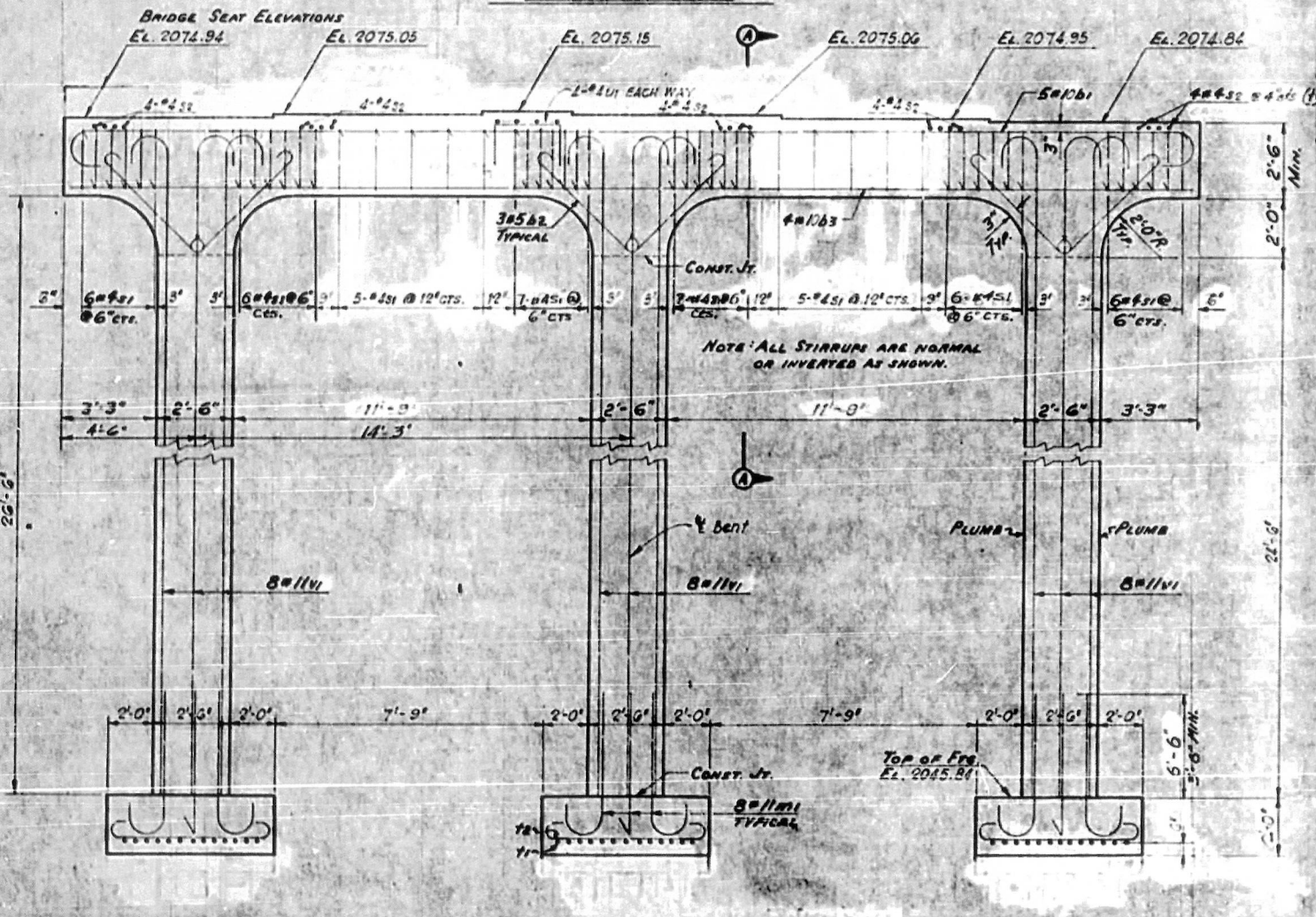
5-87 5-30



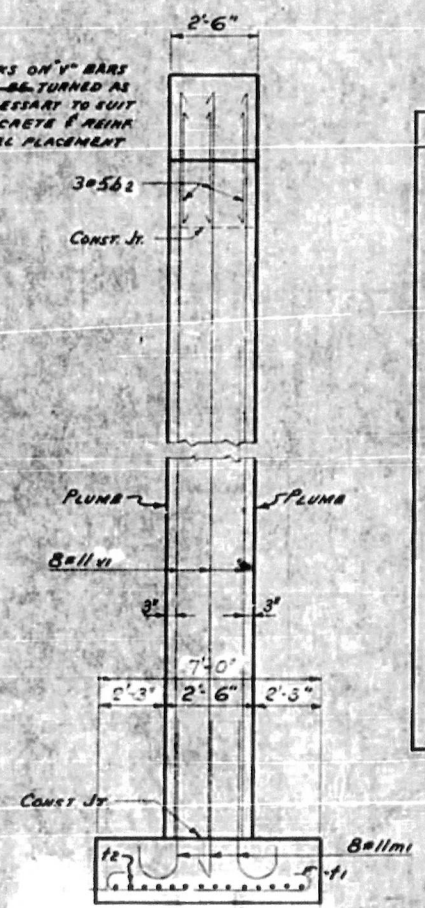
PLAN OF CAP



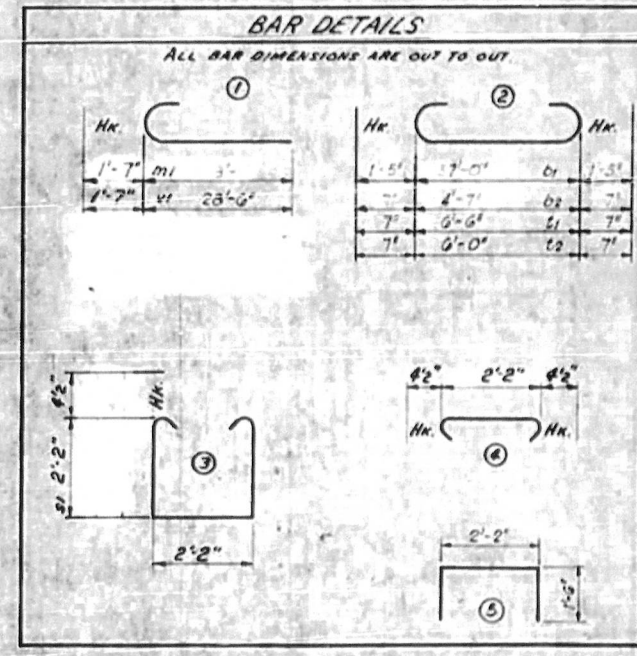
SECTION A-A



ELEVATION

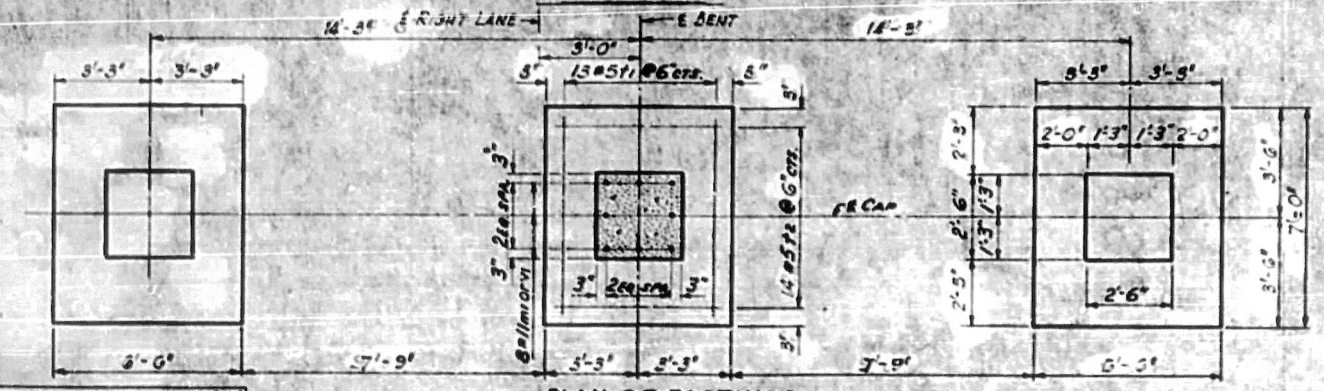


END ELEVATION



NOTE: REINFORCING STEEL IN TOP OF CAP SHALL BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS. COMPUTED FOUNDATION LOAD EQUALS 3 TONS PER SQ. FT.

BILL OF MATERIAL					
FOR ONE BENT					
BAR NO.	SIZE	TYPE	LENGTH	WEIGHT	
b1	5	#10	2	25'-10"	857
b2	18	#5	2	5'-0"	108
b3	4	#10	STR.	37'-0"	897
m1	24	#11	1	9'-7"	1,222
s1	48	#4	3	7'-3"	252
s2	20	#4	4	2'-11"	39
f1	30	#5	2	7'-8"	312
f2	12	#5	2	7'-0"	514
v1	24	#11	1	30'-1"	3,836
u1	8	#4	5	5'-2"	26
REINFORCING STEEL, LBS					7,535
CLASS "A" CONCRETE, Cu Yds.					38.2



PLAN OF FOOTINGS

DIVISION OF CONCRETE	
Pour No.	Cu Yds
1 FOOTINGS	10.11
2 COLUMNS	17.01
3 CAP	11.08
TOTAL	38.2

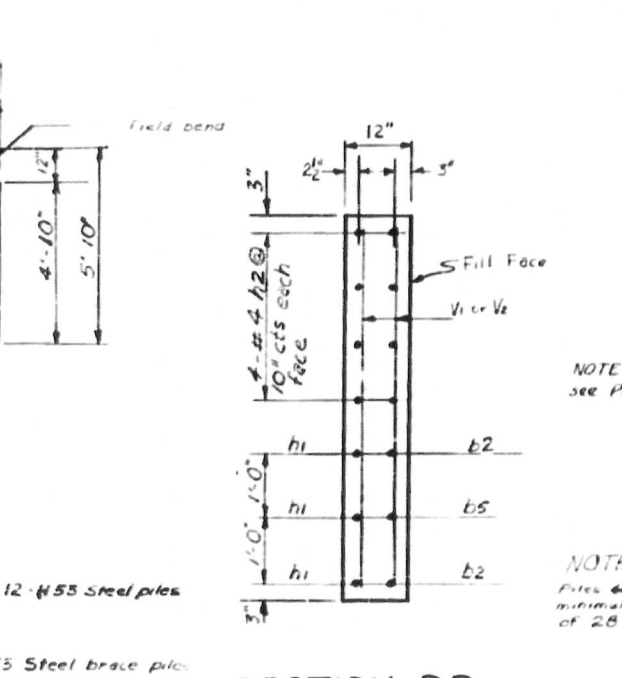
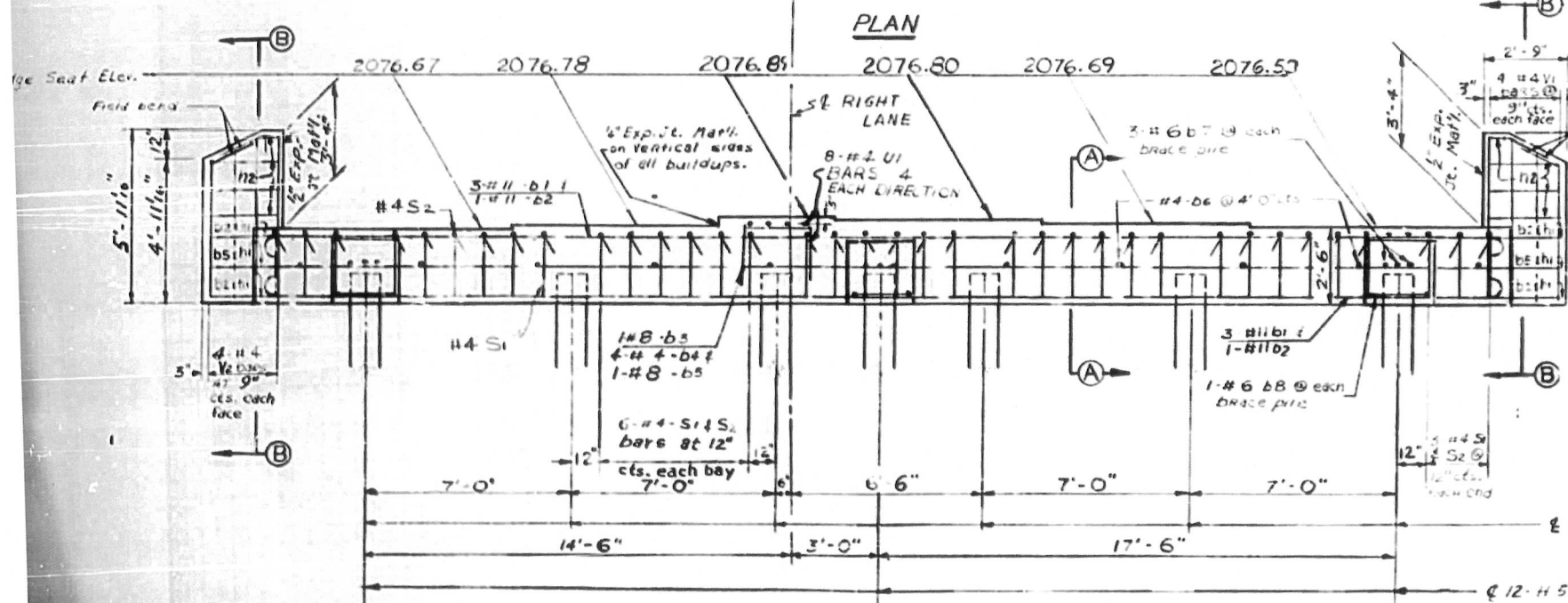
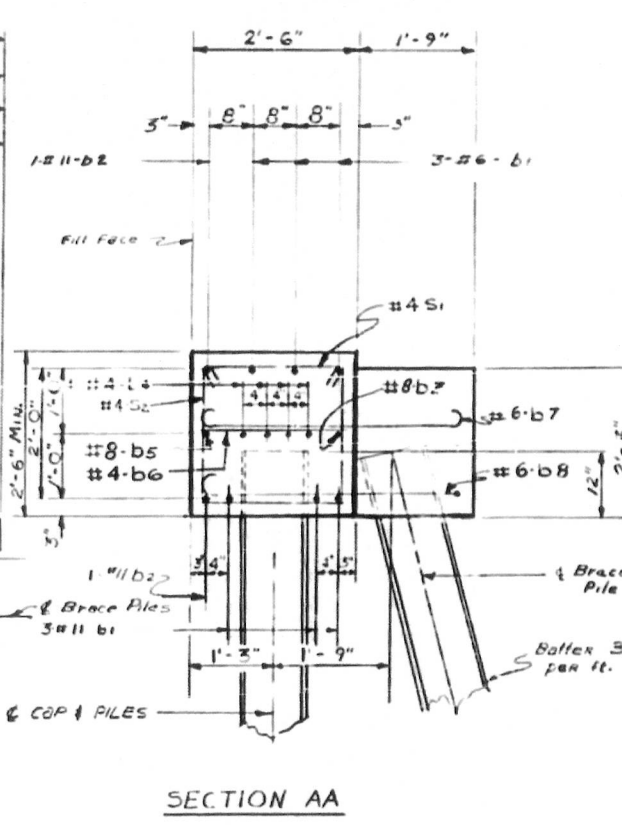
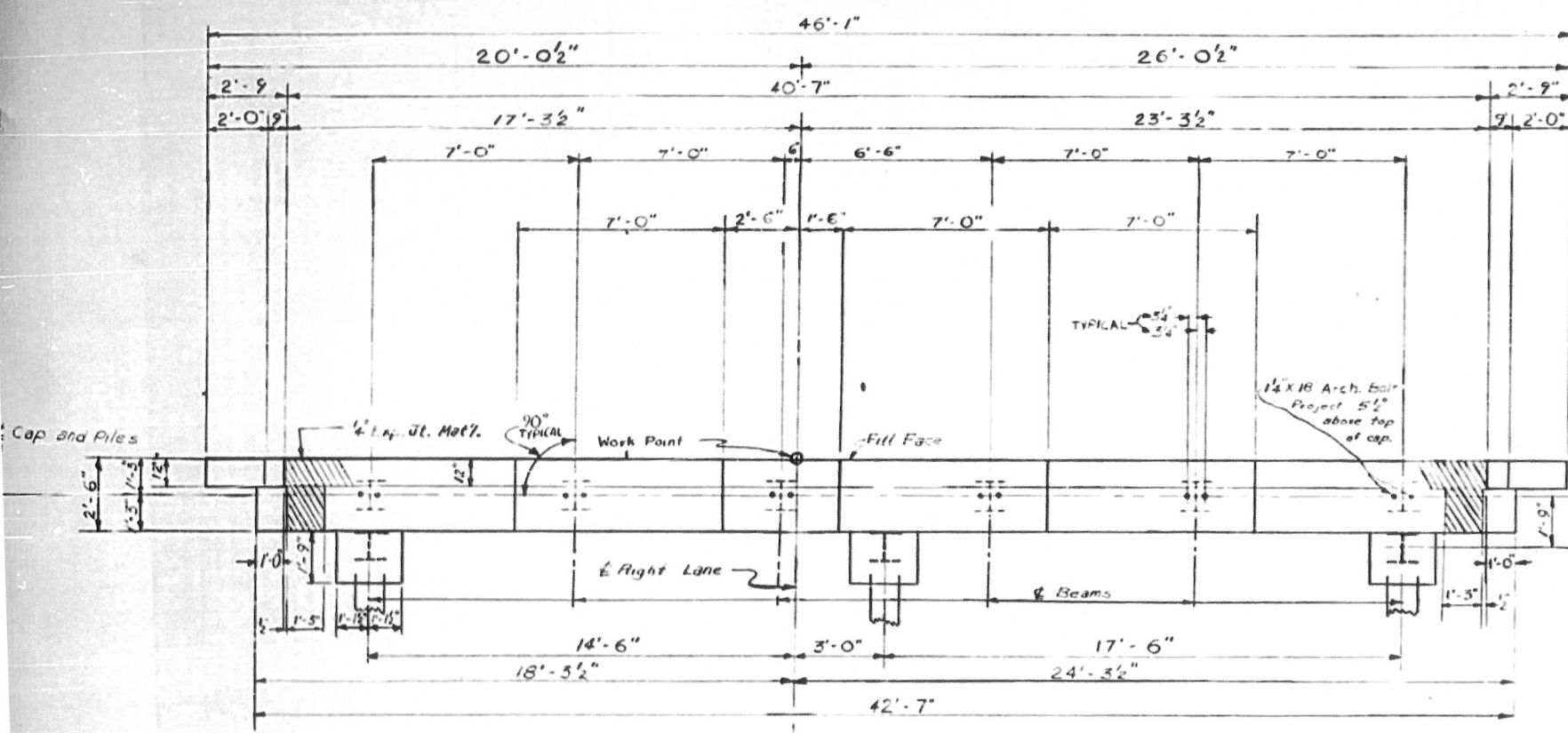
PROJECT NO. 8.190050/
BUNCOMBE COUNTY
STATION: 1793+80.0'

RIGHT LANE

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

**SUBSTRUCTURE
INTERIOR BENT NO. 2**

JULY, 1964



BAR TYPES					BILL OF MATERIAL						
All bar dimensions are cut to out											
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
b1	6	#11	1	45'-3"	1442	h1	6	#4	STR	3'-0"	12
b2	2	#11	STR	45'-7"	484	h2	16	#4	STR	2'-5"	26
b3	1	#8	STR	42'-1"	112	S1	36	#4	2	7'-5"	174
b4	5	#4	STR	2'-1"	117	S2	36	#4	3	2'-11"	70
b5	1	#8	STR	45'-7"	122	U1	8	#4	4	5'-4"	29
b6	11	#4	STR	2'-2"	16	V1	8	#4	STR	5'-6"	29
b7	9	#6	1	5'-3"	71	V2	8	#4	STR	5'-7"	30
b8	3	#6	5	11'-1"	50						

Reinforcing Steel Lbs. 2784
 Class "A" Concrete Cu. Yds. 12.2
 12 H 55 Steel Piles No. 9
 12 H 55 Steel Piles Lin. Ft. 360
 33/83

NOTE: For Pile Splice Detail see Piers #2 & 3 @ Sta 1811+57

NOTE: Piles driven to a minimum bearing capacity of 20 tons each.

PROJECT NO. 8.190030/
 BUNCOMBE COUNTY
 STATION: 1793+80
 Right Lane

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

END BENT NO. 2
 RIGHT LANE

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			1		5-89
2			2		5-89