

(Except as shown, notes on SM
Sheet apply.)
Specifications:

Design load:
Design stresses:

Paving:

Approved On: 10/1/55

Contractor:
Traffic:

Computed Reinforcement:

GENERAL NOTES

Standard Specifications for Highway Construction, 1955 Edition, Section 202, Part 1, Subsection 1.01, and Section 202, Part 2, Subsection 1.01, shall apply.
Reinforcing steel shall be furnished in accordance with the specifications of the American Institute of Steel Construction, Inc., 1955 Edition, Part 1, Subsection 1.01, and Part 2, Subsection 1.01.
Minimum size of reinforcement shall be No. 4 bars at 12" o.c. for slabs and No. 6 bars at 18" o.c. for beams.
The contractor shall provide all necessary forms and equipment for the construction of the bridge.
The contractor shall be responsible for the proper placement and consolidation of the concrete.
The contractor shall be responsible for the proper curing of the concrete.
The contractor shall be responsible for the proper protection of the reinforcement during construction.
The contractor shall be responsible for the proper placement and consolidation of the concrete.
The contractor shall be responsible for the proper curing of the concrete.
The contractor shall be responsible for the proper protection of the reinforcement during construction.

Computed Reinforcement: Computed reinforcement is shown in the drawings. The contractor shall be responsible for the proper placement and consolidation of the concrete.
The contractor shall be responsible for the proper curing of the concrete.
The contractor shall be responsible for the proper protection of the reinforcement during construction.

ESTIMATE OF COST			
Item	Quantity	Unit	Amount
General Plan	1.00	sq. ft.	1.00
Reinforcing Wall	24.0	sq. ft.	3118
Pier 1 S.B.	24.7	sq. ft.	3118
Pier 1 N.B.	20.11	sq. ft.	2251
Pier 2 S.B.	20.007	sq. ft.	20007
Pier 2 N.B.	20.007	sq. ft.	20007
Pier 3 S.B.	20.007	sq. ft.	20007
Pier 3 N.B.	20.007	sq. ft.	20007
Abutment S.B.	6.829	sq. ft.	6829
Abutment N.B.	6.829	sq. ft.	6829
Superstructure S.B.	395.9	sq. ft.	97134
Superstructure N.B.	302.1	sq. ft.	85724
Handrail	1.00	sq. ft.	1.00
Pavement	1.00	sq. ft.	1.00
Approach Curbs	1.00	sq. ft.	1.00
Totals	287429	sq. ft.	736,800.1846

Survey Map of Nashville, Tennessee, 1955



Be. # 240-84-55
PROJECT NO. 8-519
BUNCOMBE COUN.

STATION 25+02.5

STATE HIGHWAY COMMISSION
NORTH CAROLINA
REPRODUCTION DEPT.



I CERTIFY THAT THIS STRUCTURE WAS BUILT
TO PLANS EXCEPT AS NOTED HERE-IN.

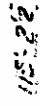
RESIDENT ENGINEER

2013.000

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100-10-10



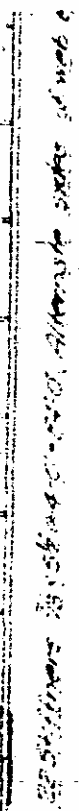
Vietnam Veterans Assoc. - New England



1000-1-1000



11-11-68



0254



[Handwritten signature]

NAME	ADDRESS	CITY	STATE
JOHN J. JONES	23710 1/2	5-75	710
DATE	APR 30 1960		

CONTRACTOR: WILSON CONSTRUCTION COMPANY AND
ASHEVILLE CONTRACTING COMPANY, ASHEVILLE, N.C.

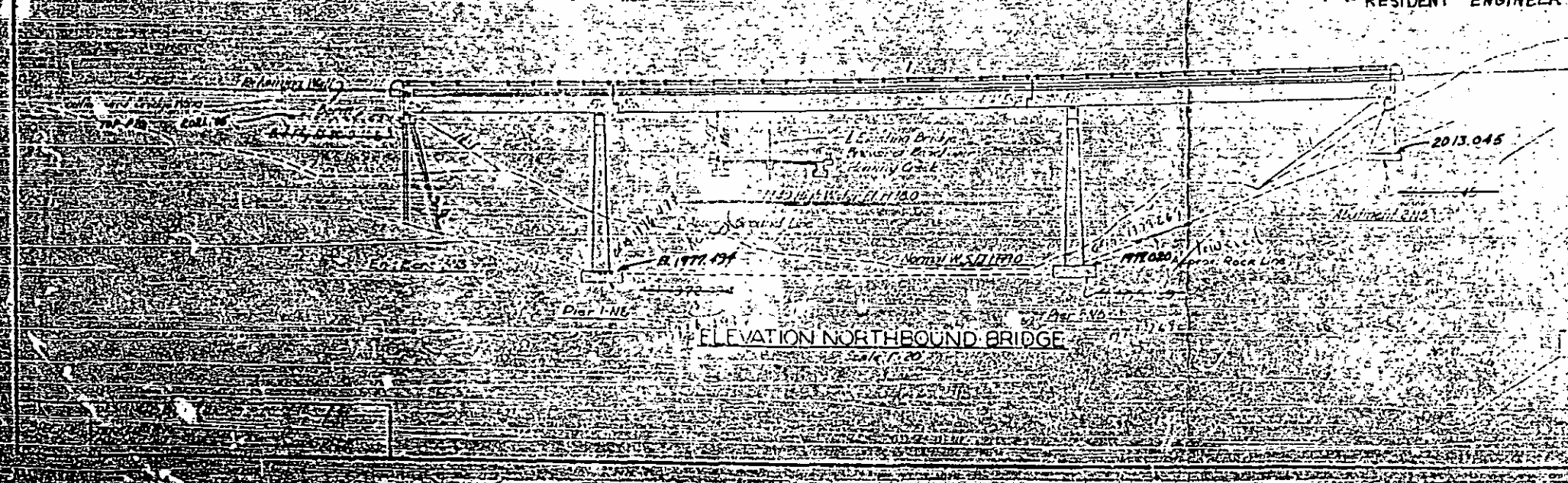
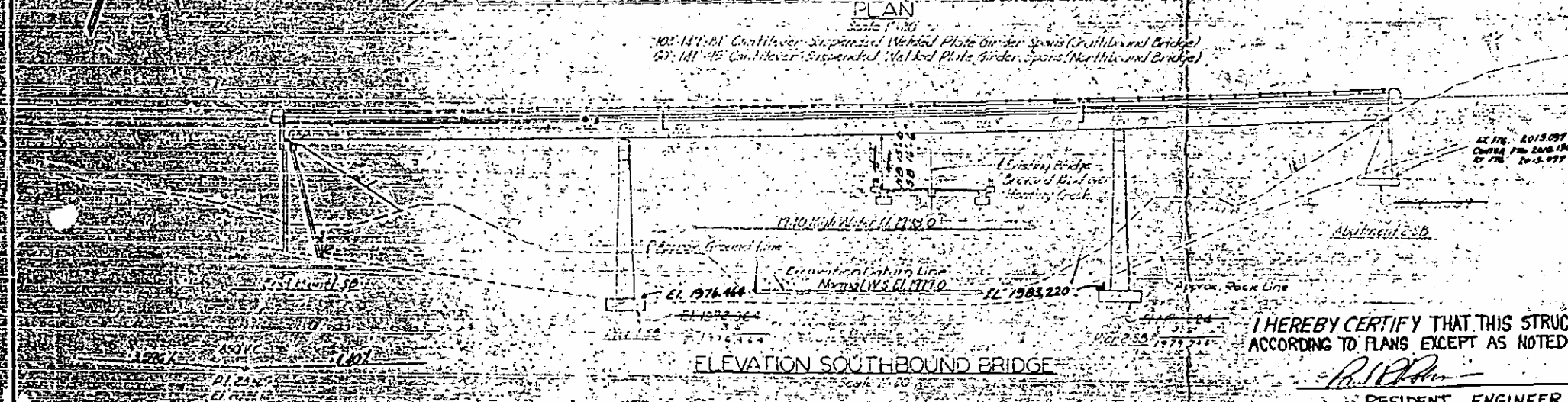
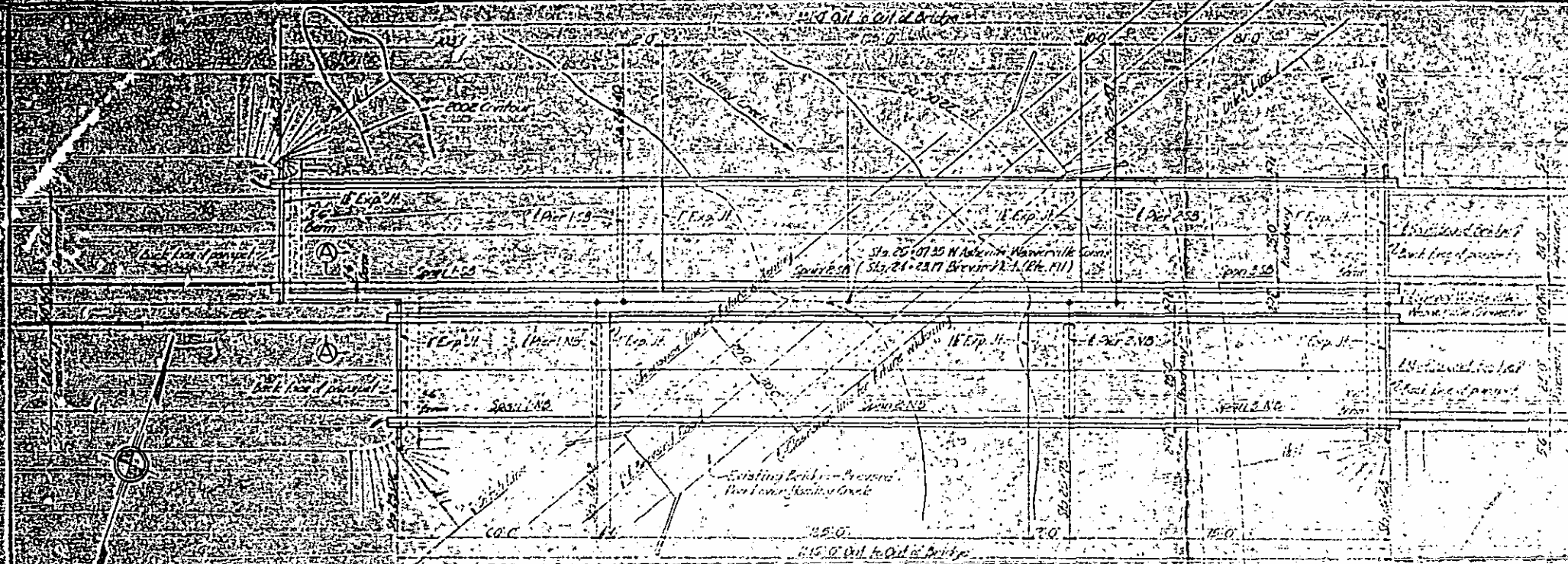
BIDS OPENED	JANUARY 25, 1966	✓
CONTRACT DATED	FEBRUARY 21, 1966	MARCH 9, 1966
WORK STARTED	MARCH 7, 1966	✓
PROJECT ACCEPTED	AUGUST 19, 1968	✓

FRANK L HUTCHISON	DIVISION ENGINEER
PAUL R ROBINSON	RESIDENT ENGINEER
JIM MILLS JR	ASSIT RES ENGR
JC GOSSETT	INSPECTOR III
E F COLE	INSPECTOR III
JC BUCKNER	INSPECTOR III

ALL LEAD BOOKS PROPERLY MARKED, DESCRIBED AND SUBMITTED
HEREWITH AS A PART OF THE AS-BUILT PLANS AND THE FINAL
CONTRACT ARE AS FOLLOWS:

STRUCTURES FIELD		
BOOK NO.		
S-1	BRIDGE STATION	25+07.4 NORTH BOUND
S-2	BRIDGE STATION	25+07.4 SOUTH BOUND
S-3	BRIDGE STATION	36+12.0 2 SURVEY
S-4	BRIDGE STATION	63+53.1 NORTH BOUND (2.63)
S-5	BRIDGE STATION	77+82.4 NORTH BOUND
S-6	BRIDGE STATION	86+21.9 2 SURVEY
S-8	BRIDGE STATION	102+74.0 2 SURVEY

NOTE: BOOKS SHOW LAYOUT, GRADES, FILE RECORD AND SIGNIFICANT MEASUREMENTS, ELEVATIONS ETC. FOR EACH STRUCTURE. DAILY DIARIES OF STRUCTURE OPERATIONS INCLUDED AND SUBMITTED AS A PART OF THIS FINAL ESTIMATE WITH THE ROADWAY OF EACH SECTION.



GENERAL NOTES

(Check the above notes on S.N. Sheet apply.)

1. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

2. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

3. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

4. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

5. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

6. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

7. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

8. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

9. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

10. The bridge is to be constructed on the existing ground line shown on the plan and elevation sheets.

ESTIMATE OF QUANTITIES

Item	Quantity	Unit	Price	Total
General Plan	1.00	Sheet	1.00	1.00
Bridge Deck	1.00	Sq. Yd.	1.00	1.00
Approach Road	1.00	Sq. Yd.	1.00	1.00
Abutment	1.00	Sq. Yd.	1.00	1.00
Pier	1.00	Sq. Yd.	1.00	1.00
Guard Rail	1.00	Lf.	1.00	1.00
Concrete	1.00	Cu. Yd.	1.00	1.00
Steel	1.00	Lbs.	1.00	1.00
Timber	1.00	Board Ft.	1.00	1.00
Gravel	1.00	Cu. Yd.	1.00	1.00
Earthwork	1.00	Cu. Yd.	1.00	1.00
Foundation	1.00	Sq. Yd.	1.00	1.00
Drainage	1.00	Lf.	1.00	1.00
Approach Curbs	1.00	Lf.	1.00	1.00
Totals				

I HEREBY CERTIFY THAT THIS STRUCTURE WAS BUILT
ACCORDING TO PLANS EXCEPT AS NOTED HERE-IN.

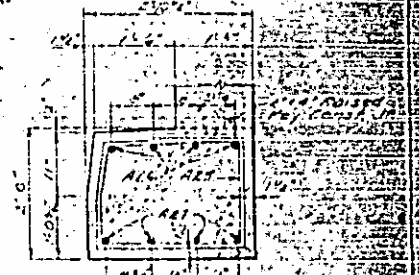
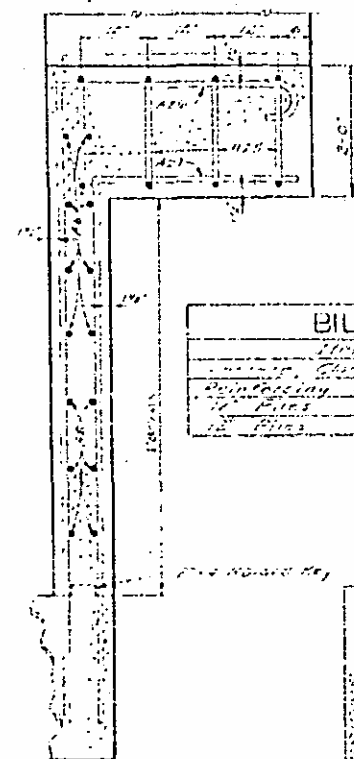
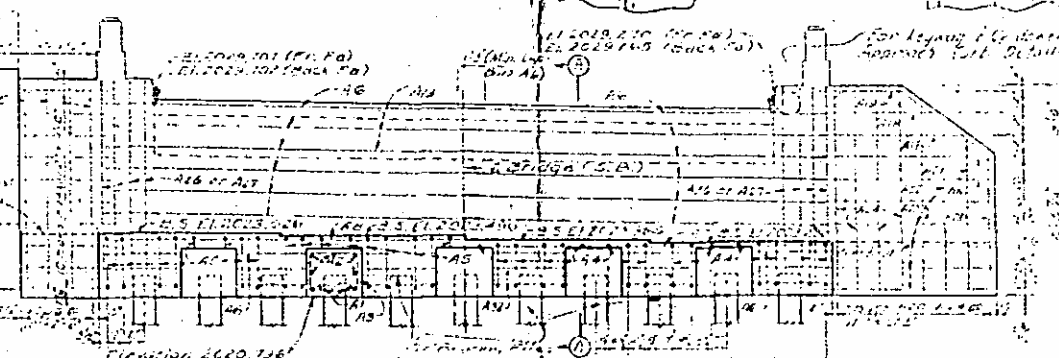
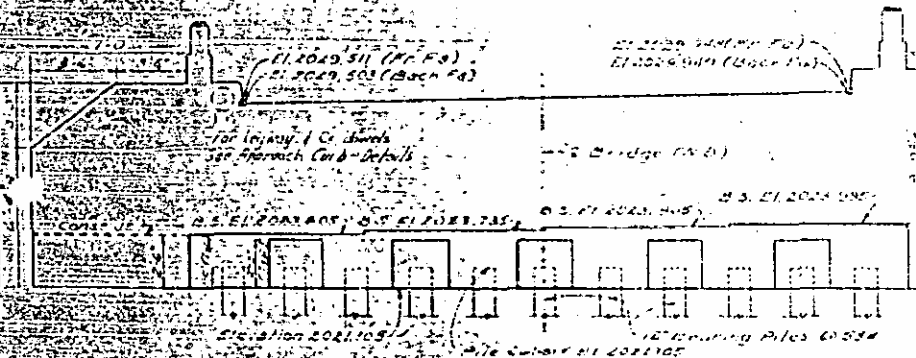
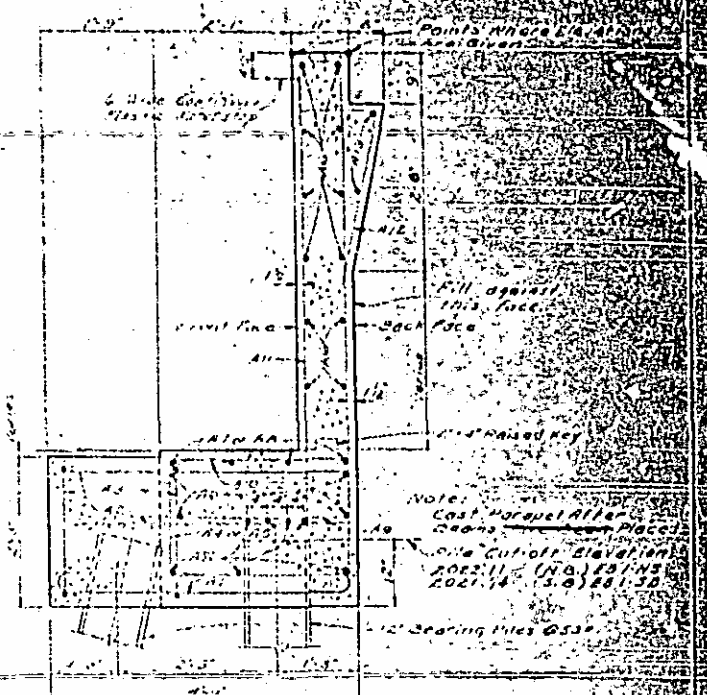
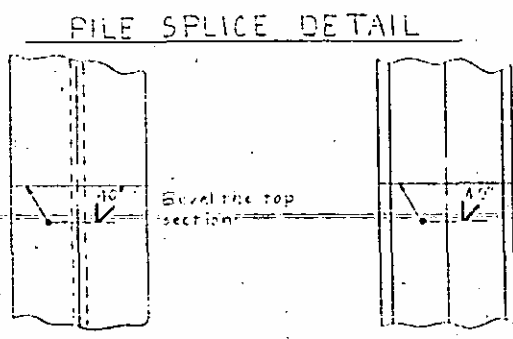
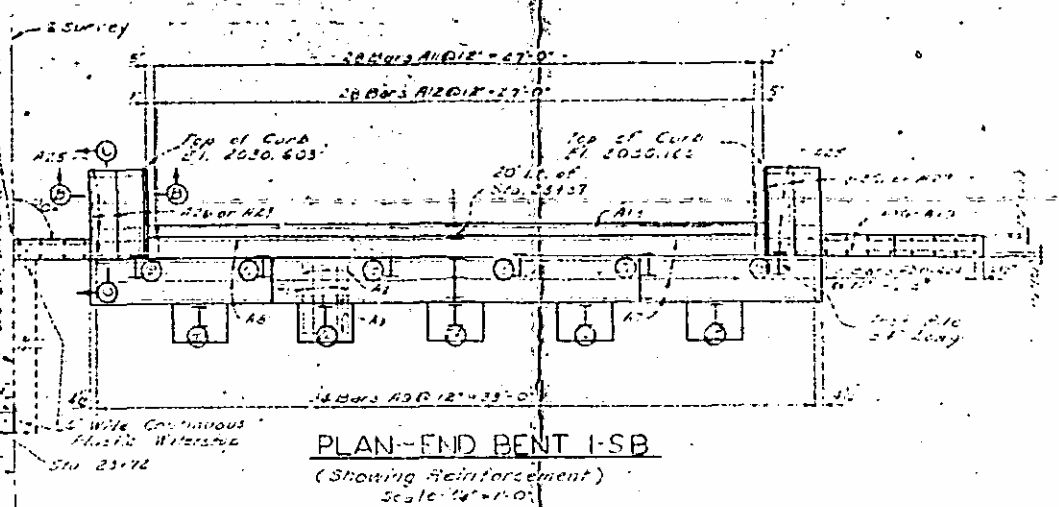
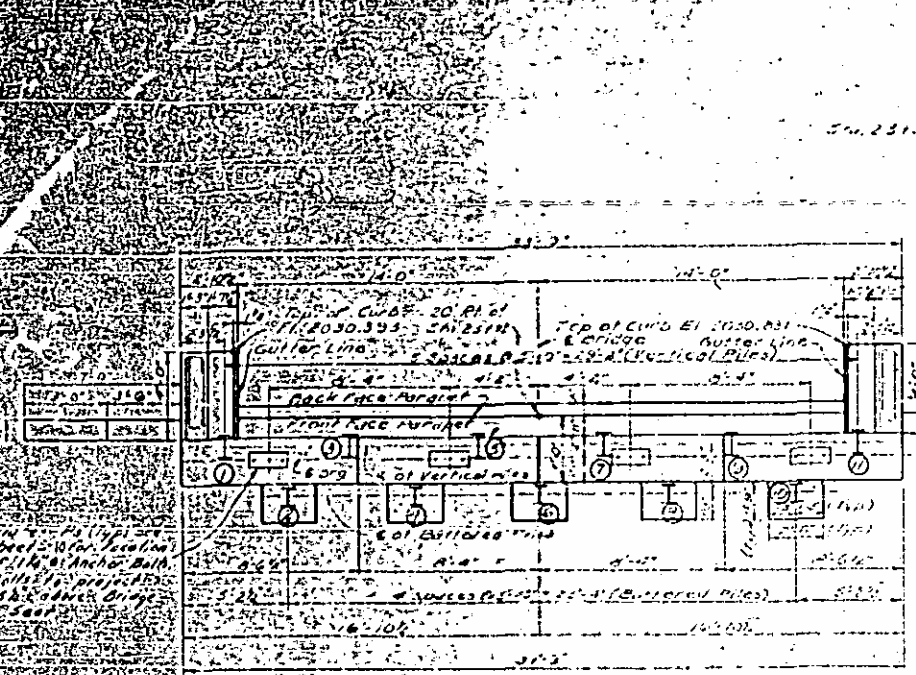
[Signature]
RESIDENT ENGINEER

TYPICAL SECTION

PROJECT NO. 8-319110
BUNCOMBE COUNTY
STATION 251.0735

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
ASHEVILLE
BREVARD COUNTY
GENERAL PLAN

DATE: 10-1-57
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]



BILL OF MATERIAL

Item	Quantity	Unit	Price	Total
Steel	24.7	Tons	110.00	2718.00
Reinforcing Steel	1.0	Tons	110.00	110.00
Piles	1.0	Each	2718.00	2718.00
Other	0.0	Each	0.00	0.00
Total				5546.00

PROJECT NO. 8-19-101
 BUNCOMBE COUNTY
 STATION 25+07.35

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALEIGH
 WASHVILLE-WEAVERVILLE CONC.
 OVER BREVARD RD. (RHS) HONOR
 3 SPAN DECK PLATE GIRDER
 END BENTS I-NB & I-SB
 SCALE AS SHOWN

Note:
 This record shall not replace other records on piles.
 Information kept and submitted to the Resident
 Engineer after all piles have been driven. The
 Resident Engineer shall record the tip of pile elevation
 and length of pile in place and calculate bearing
 capacity. Each pile shall be marked with the
 above information. This record shall be returned to the Bridge Engineer
 at the time the record is placed on the original plans.
 Length of pile in place shown herein is the actual
 length of pile in the finished structure. See the
 Cutoff Elevation.

PILE RECORD

Pile Number	Cutoff Elevation on Section	Tip of Pile Elevation	Length of Pile in Place (ft.)	Calculated Bearing Capacity (Tons)	Actual Bearing Capacity (Tons)	Pile Number	Cutoff Elevation on Section	Tip of Pile Elevation	Length of Pile in Place (ft.)	Calculated Bearing Capacity (Tons)	Actual Bearing Capacity (Tons)
1988.41	2020.11	1988.41	33.8	REFUSAL		1988.527	2020.56	1988.527	33.4	REFUSAL	
1988.417		1988.417	33.10	REFUSAL		1988.413		1988.413	31.5	REFUSAL	
1988.732		1988.732	33.4	REFUSAL		1988.412		1988.412	32.5	REFUSAL	
1989.027		1989.027	33.1	REFUSAL		1989.69B		1989.69B	32.8	REFUSAL	
1989.963		1989.963	34.1	REFUSAL		1988.823		1988.823	32.11	REFUSAL	
1989.568		1989.568	32.6	REFUSAL		1989.781		1989.781	31.11	REFUSAL	
1988.714		1988.714	33.4	REFUSAL		1988.448		1988.448	32.3	REFUSAL	
1990.112		1990.112	31.0	REFUSAL		1988.635		1988.635	32.14	REFUSAL	
1989.485		1989.485	32.7	REFUSAL		1989.073		1989.073	32.8	REFUSAL	
1990.11		1990.11	32.0	REFUSAL		1988.401		1988.401	33.1	REFUSAL	
1989.089		1989.089	33.4	REFUSAL		1988.823		1988.823	32.11	REFUSAL	
1987.276		1987.276	32.7	REFUSAL		1989.552		1989.552	32.24	REFUSAL	
1990.112		1990.112	29.9	REFUSAL		1989.112		1989.112	31.74	REFUSAL	
1987.693		1987.693	32.2	REFUSAL		1988.740		1988.740	33.0	REFUSAL	
1987.360		1987.360	32.6	REFUSAL							

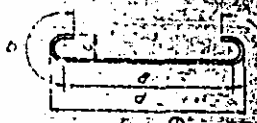
BILL OF REINFORCEMENT

END BENTS 1-SB-6 1-NB

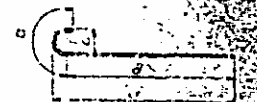
ABUTMENTS 2-SB & 2-NB

NO.	DATE	TIME	WIND	TYPE	Length	a	b	c	d	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	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	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	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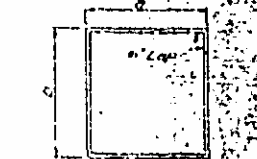
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I.R. Project NO. 38-114		



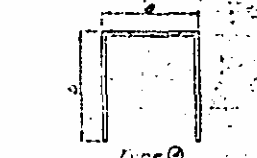
Type ①



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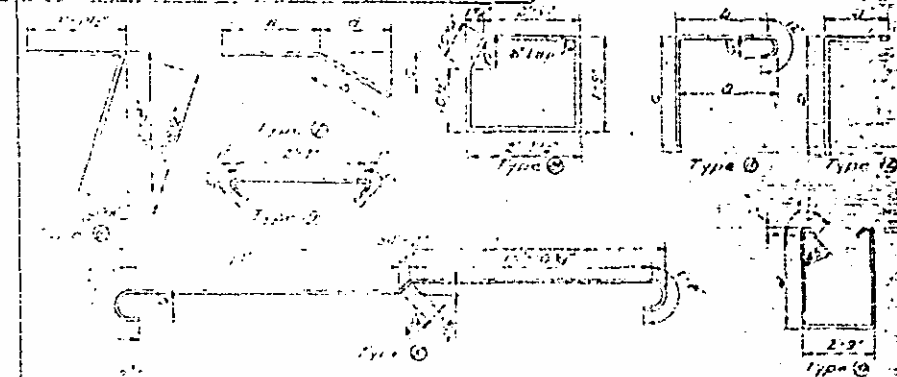


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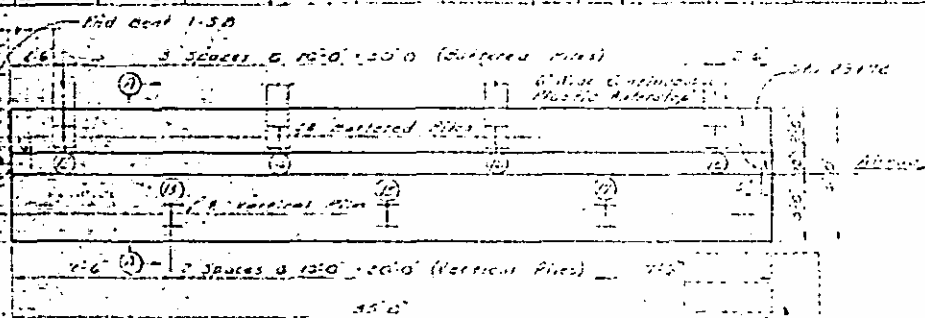
Type 2

RETAINING WALL

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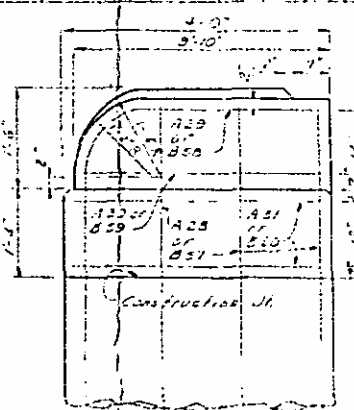
PLAN - RETAINING WALL

(Showing Dimensions and the Logo)
Scale: 3/8" = 1'



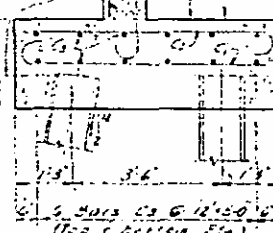
ELEVATION F-F

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



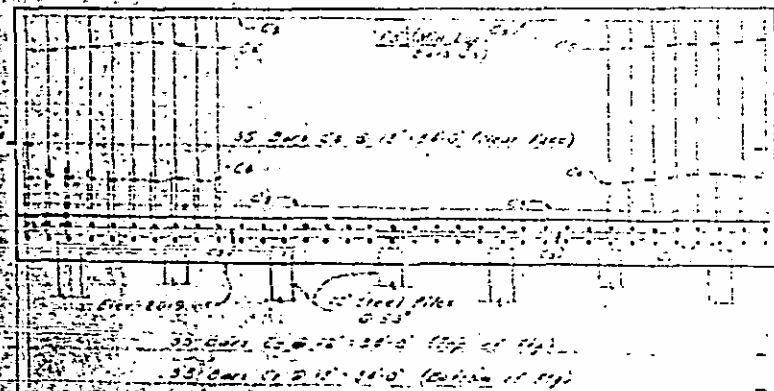
PLAN OF END POST

Scale: 1" = 10'



SECTION A-A

Scale: 1/2" = 1'-0"



ELEVATION

Scale: 5' = 1" 0'

BILL OF MATERIALS

From		Neighboring Well
Gravelly Sand	200 yds.	20.1
Reinforcing Steel	100	22.1
Gravel	100	7
Gravel	200 yds.	22.7

PROJECT NO. 8319HGL

GUNCOMBE__COUNTY

STATION 25+07.35

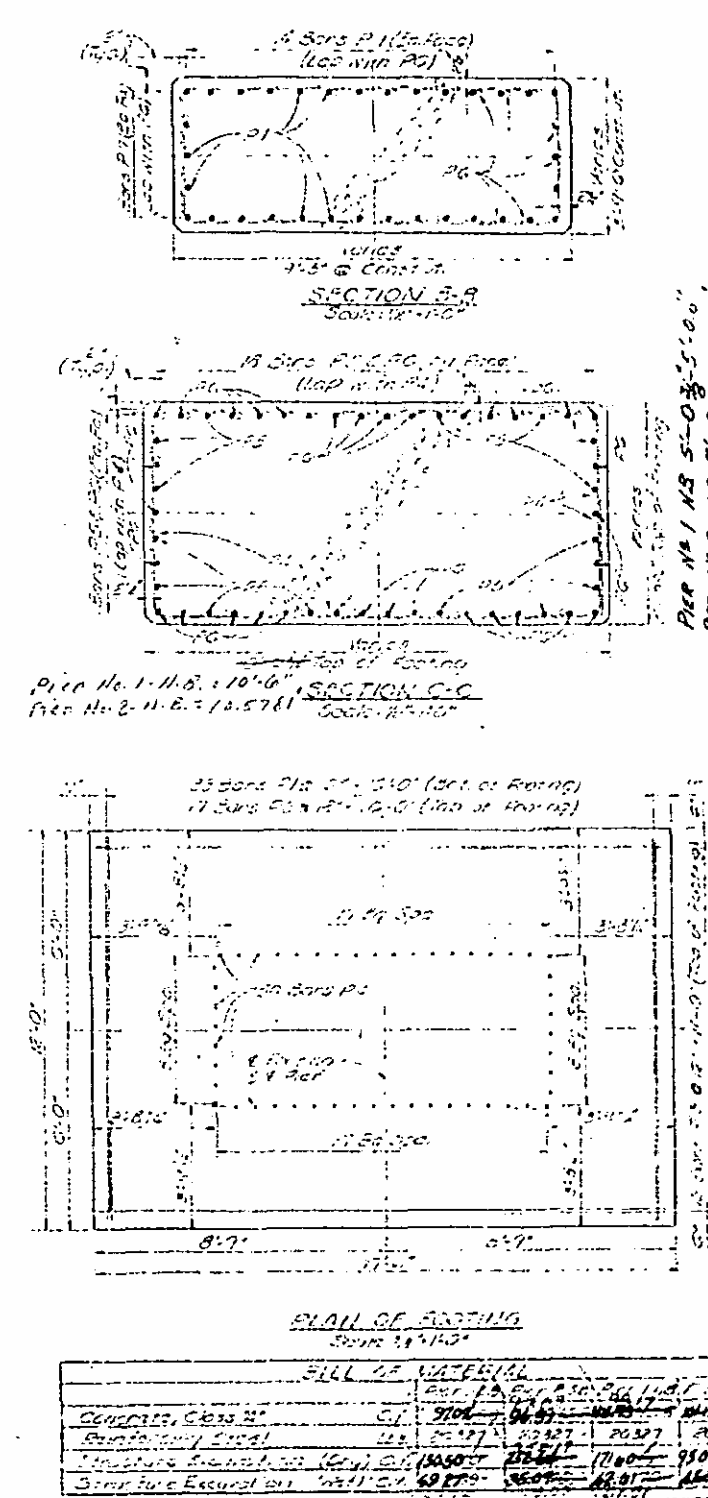
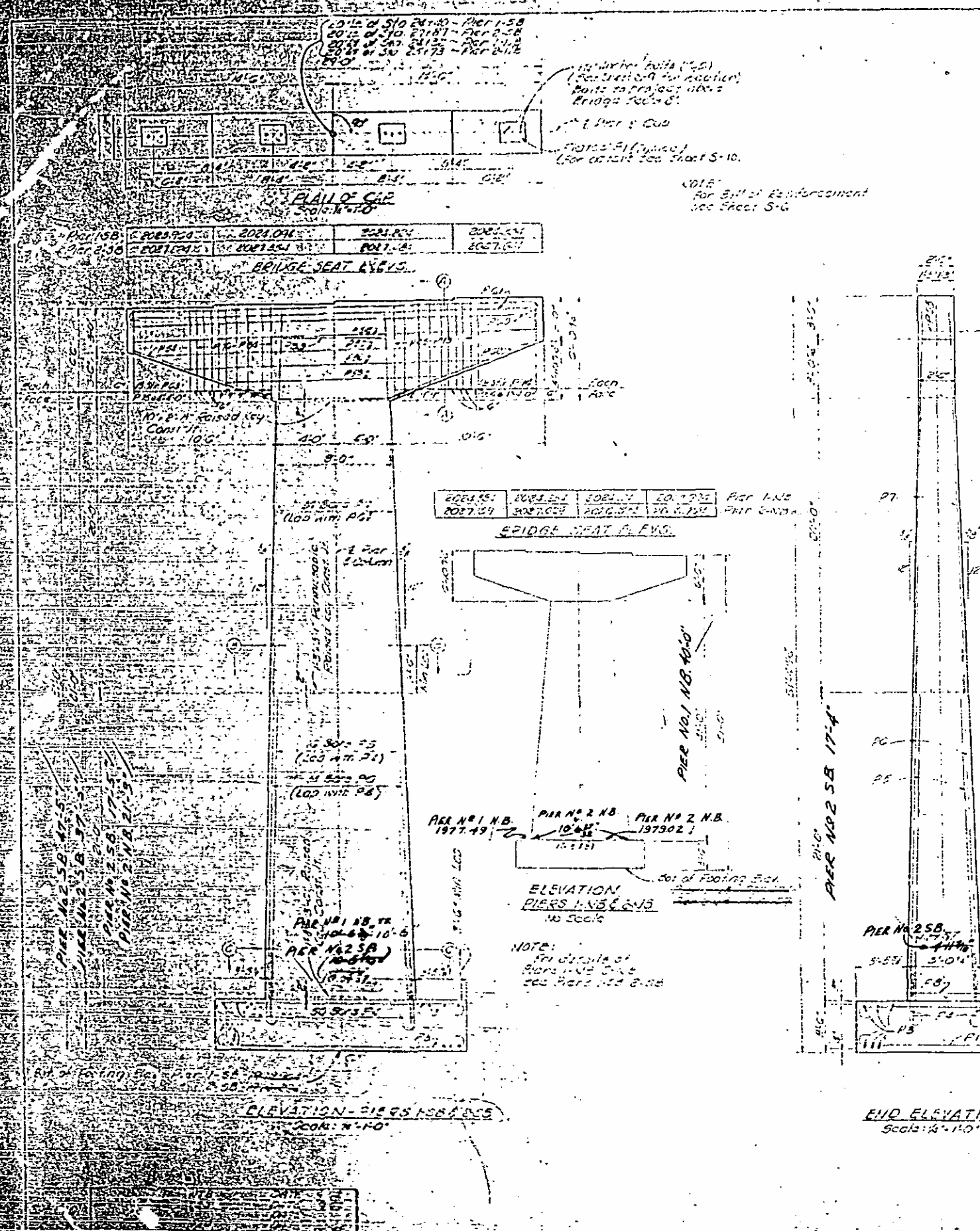
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

WASHEVILLE - WEAVERVILLE - CONN
over BREVARD RD (Rte 191) 8 HOMINY
3 SPAN DECK, PLATE GIRDER

EMB. REINTS, RETAINING WALL
 REINFORCEMENTS
 SCALE AS SHOWN

S-4:

HO:



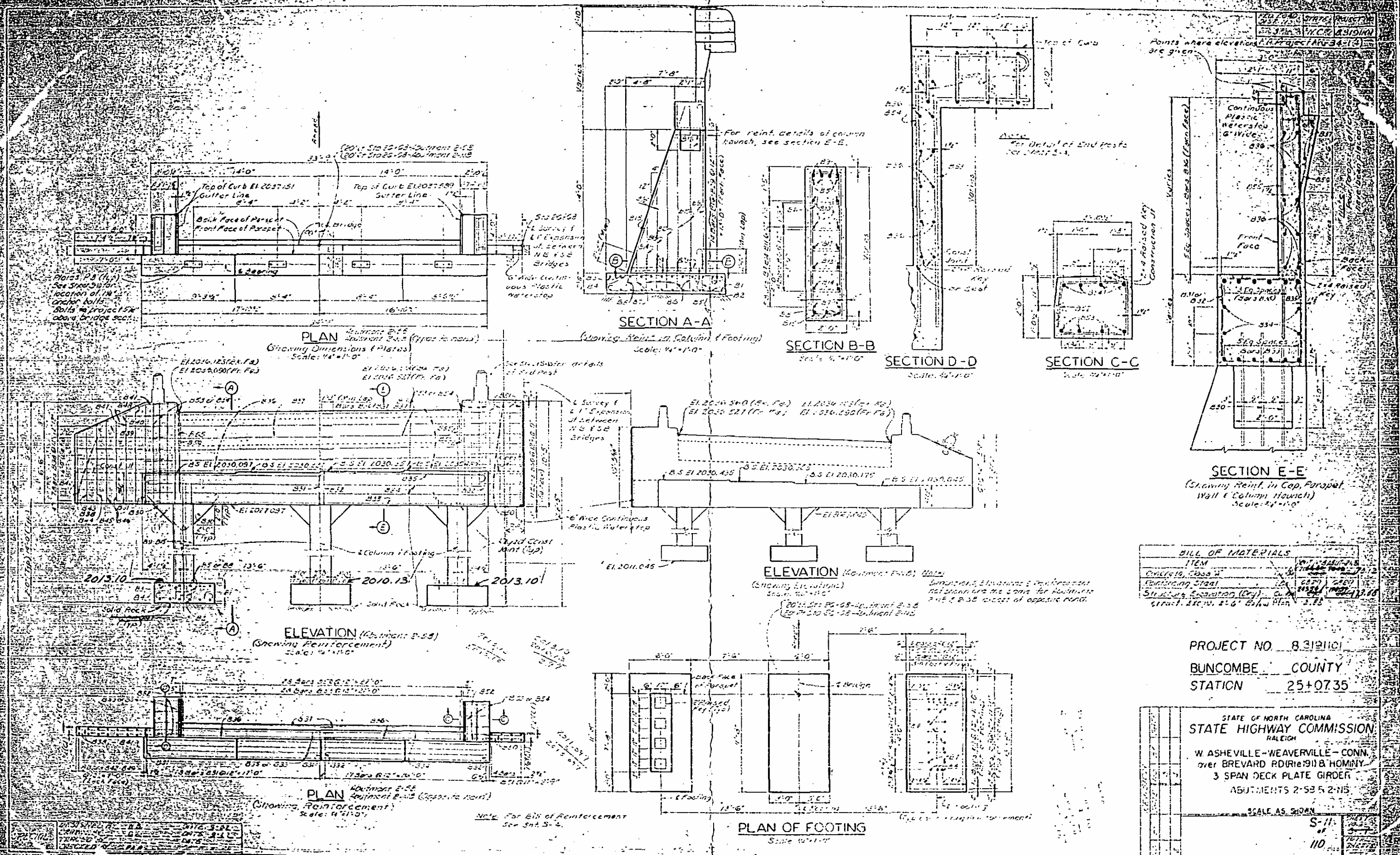
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BUNCOMBE COUNTY
STATION 25+07.35

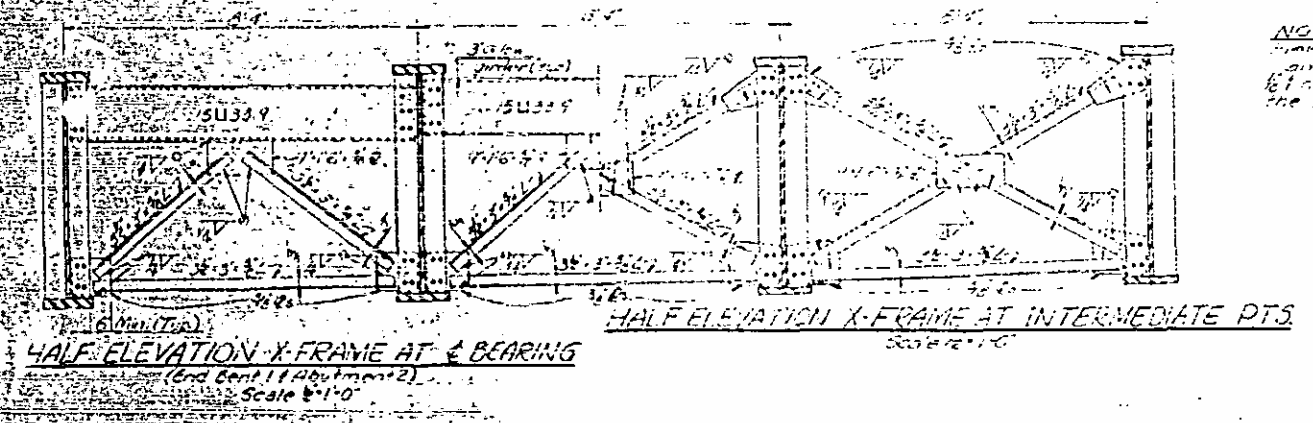
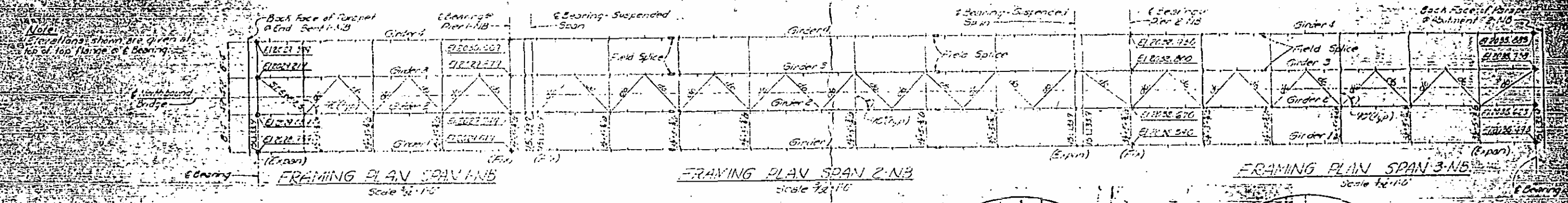
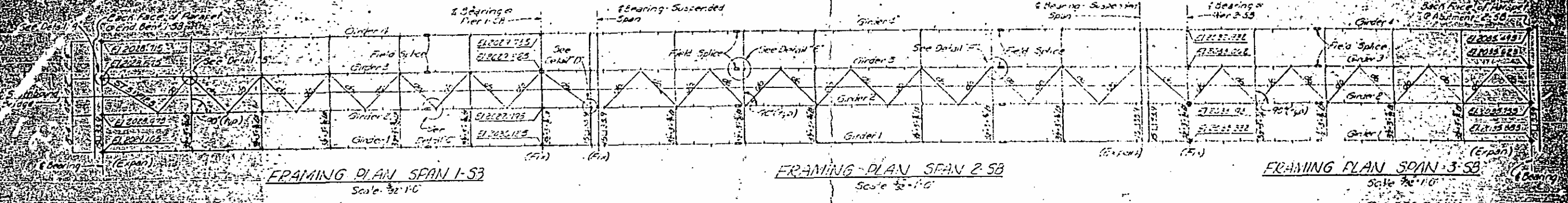
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

WASHEVILLE-WEAVERVILLE CONN.
over BREVARD RD (Rt. 191) 3 SPAN DECK PLATE GIRDER
PIERS

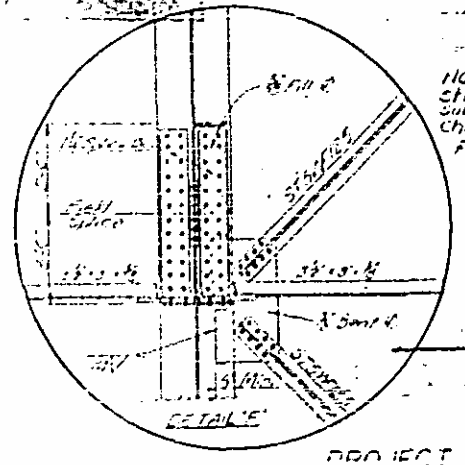
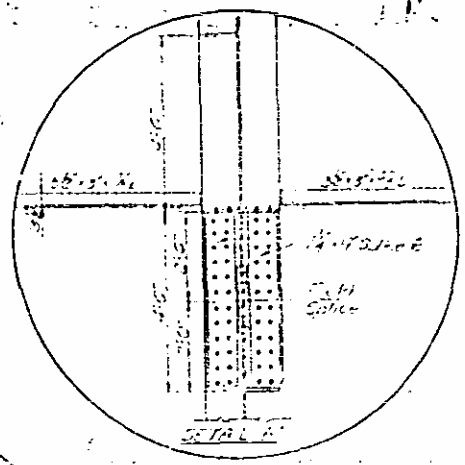
SCALE AS SHOWN

5-5
110





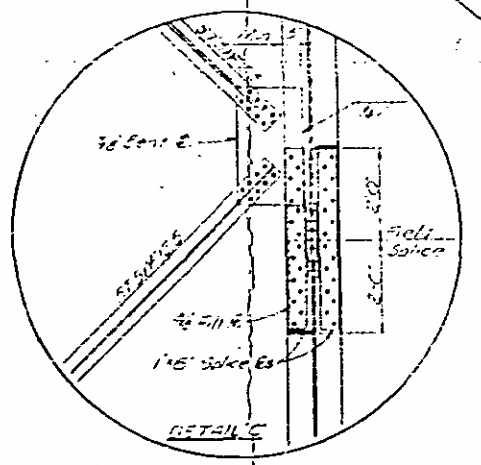
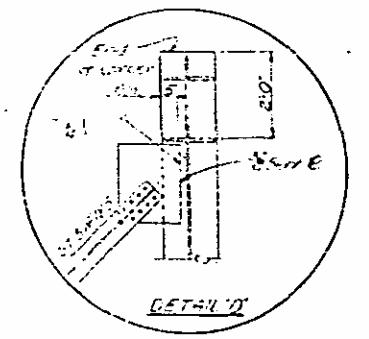
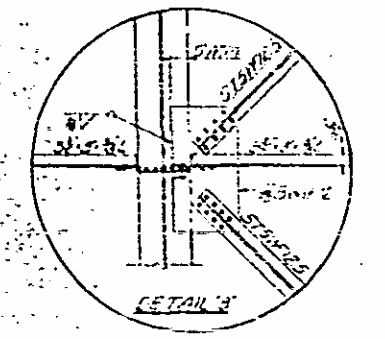
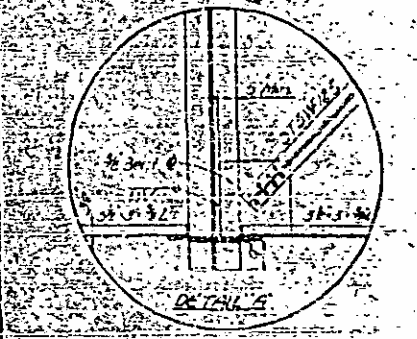
NOTE: Connections for Lateral System and Diaphragms shall be detailed using high strength bolts in accordance with the specifications.



NOTE: Shop plans for structural steel shall be submitted to the Asst. Chief Engineer, Bridges, for approval.

REVISED CO. # 45

NOTE: See Sheets 9 & 10 for framing of suspended spans.



GIRDER	
Span 1	24' 0" x 1' 0"
Span 2	24' 0" x 1' 0"
Span 3	24' 0" x 1' 0"
Span 4	24' 0" x 1' 0"
Span 5	24' 0" x 1' 0"

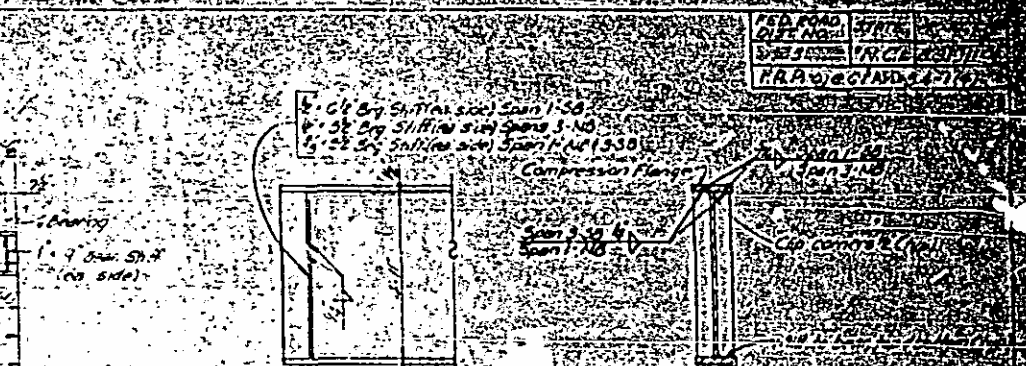
Scale 1/2"=1'-0"
Details 1/2"=1'-0"

PROJECT NO. 25+07.35
 BUNCOMBE COUNTY
 STATION 25+07.35

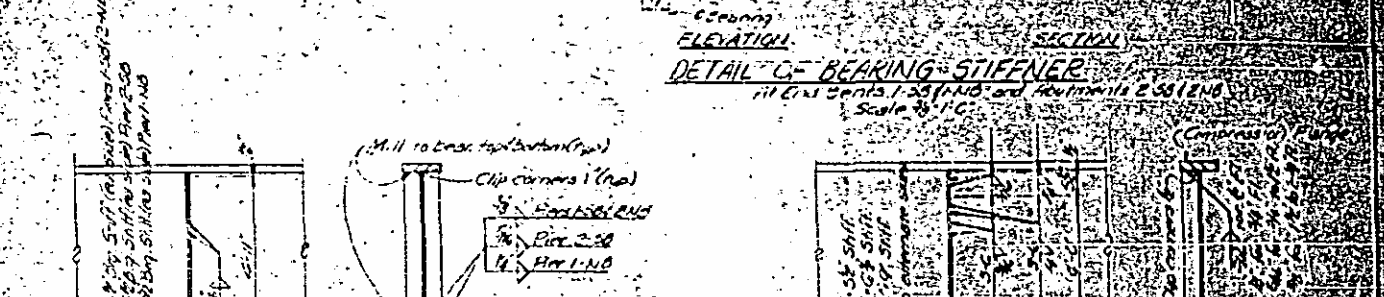
STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALEIGH
 WASHEVILLE-WEAVERVILLE CONN.
 over BREVARD RD. (Rte. 191) & HOMINY CR.
 3 SPAN DECK PLATE GIRDER
 SUPERSTRUCTURE
 SCALE AS SHOWN

DESIGNED BY: J. L. HARRIS
 CHECKED BY: J. L. HARRIS
 DATE: 7-62
 SCALE: 1/2"=1'-0"
 SHEET: 2-22

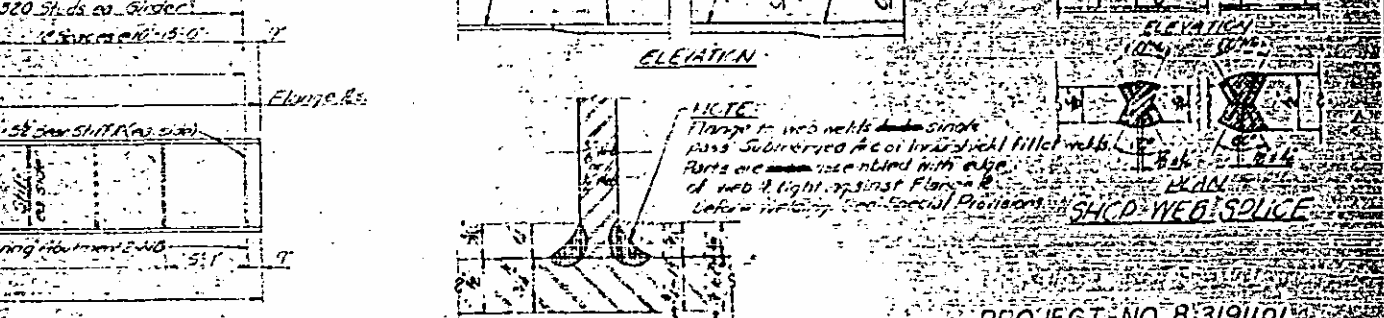
S-16
 110



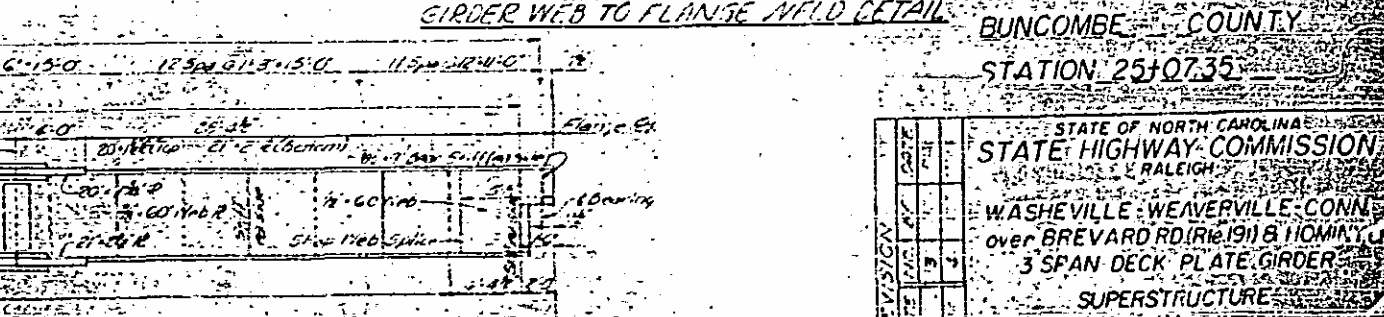
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514



100-443886-1



309-76

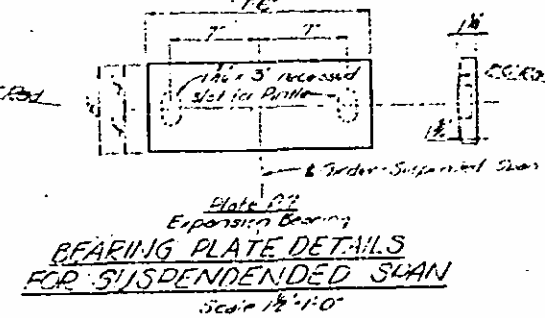
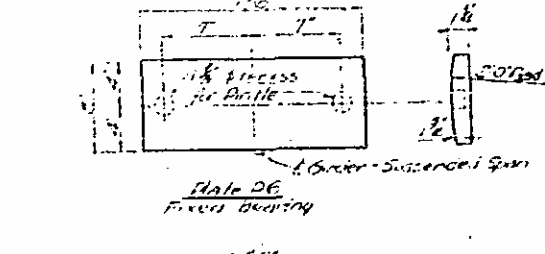
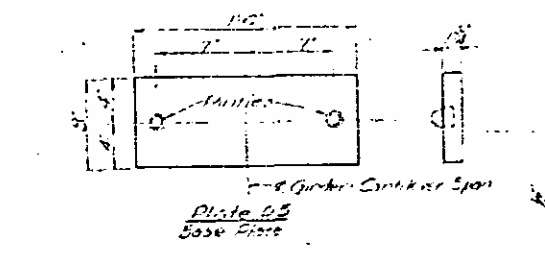
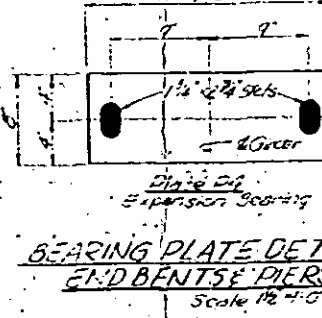
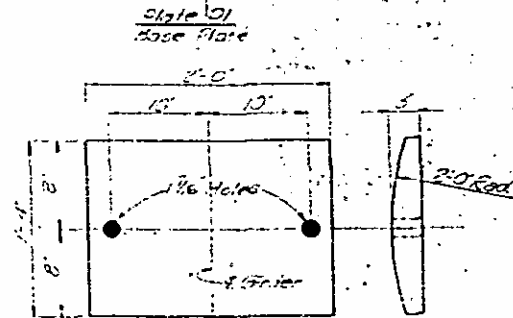
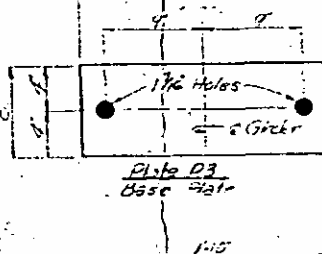
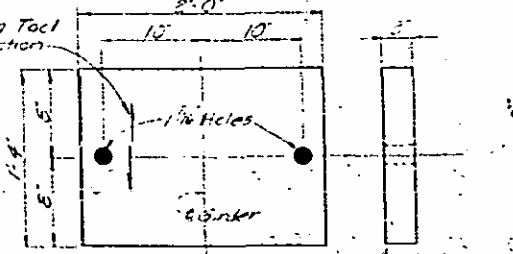
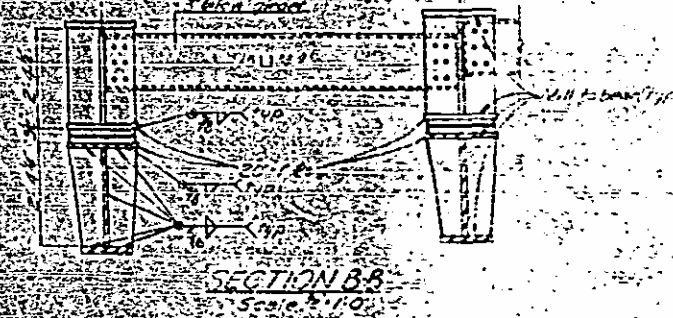
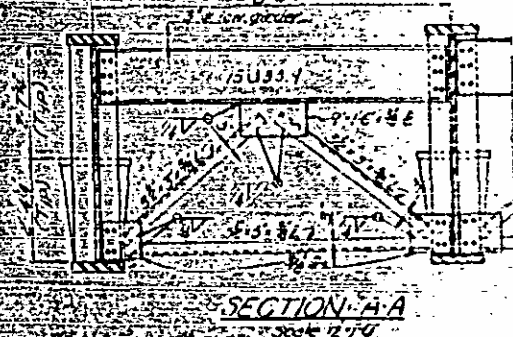
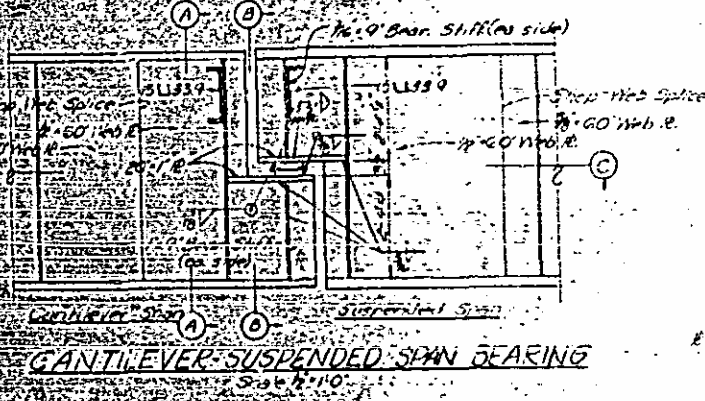
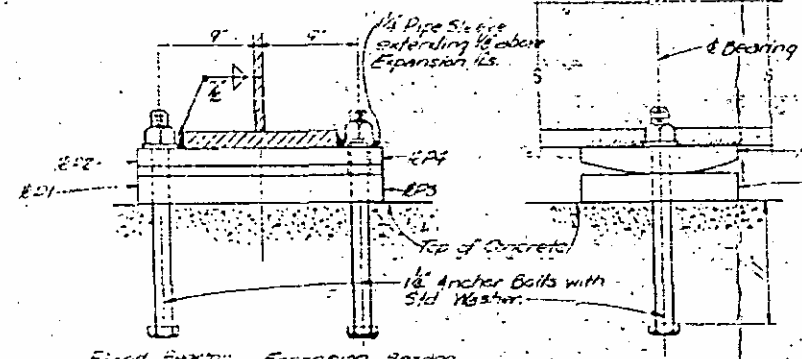
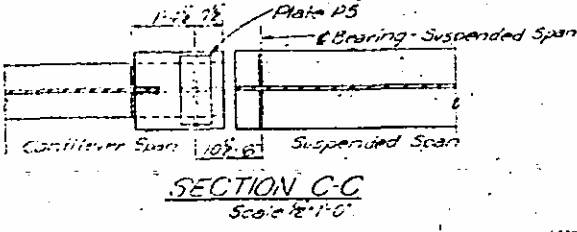
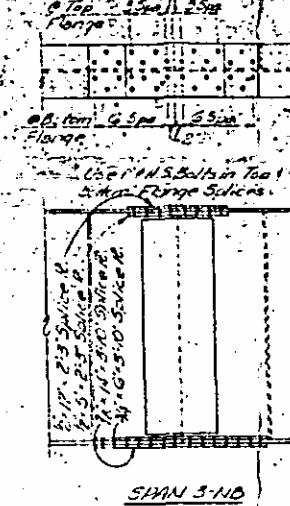
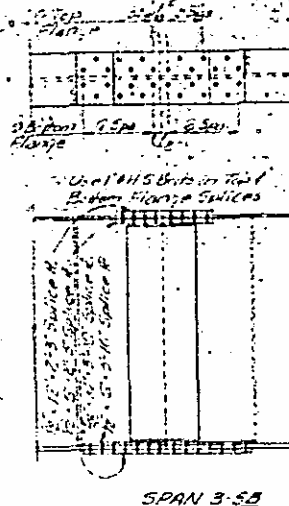
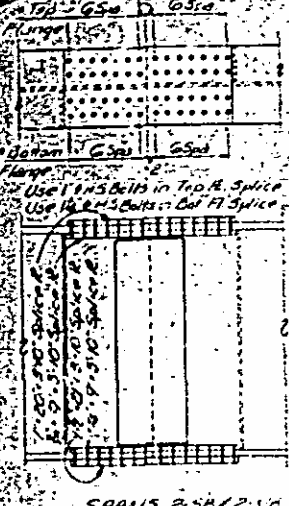
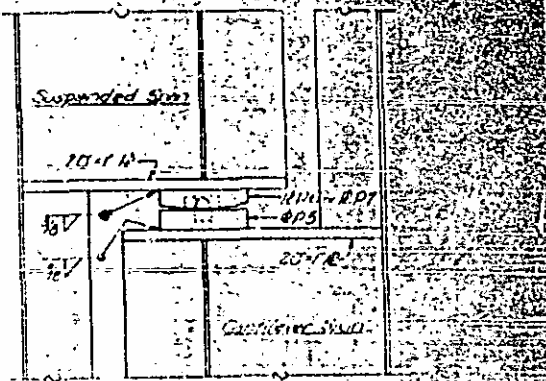
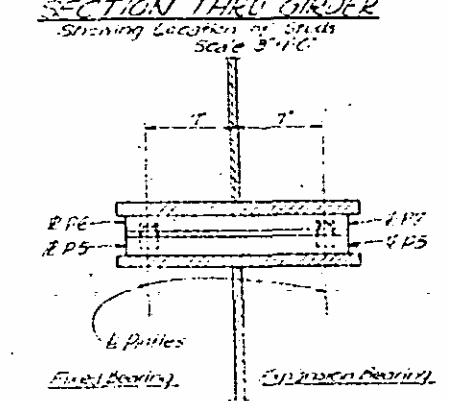
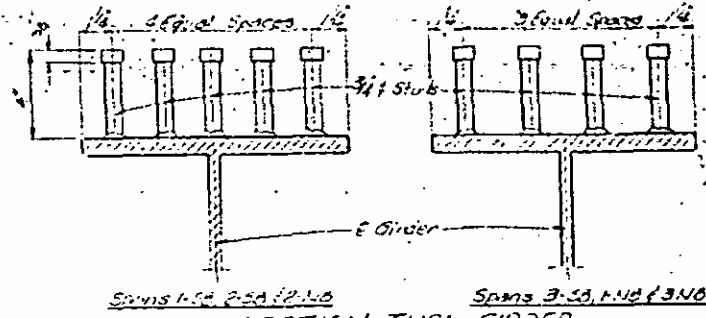
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STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH
WASHEVILLE-WEAVERVILLE CONN.
over BREVARD RD (Rt 191) & HODMONT
3 SPAN DECK PLATE GIRDER
SUPERSTRUCTURE
SCALE AS SHOWN

3-17
110

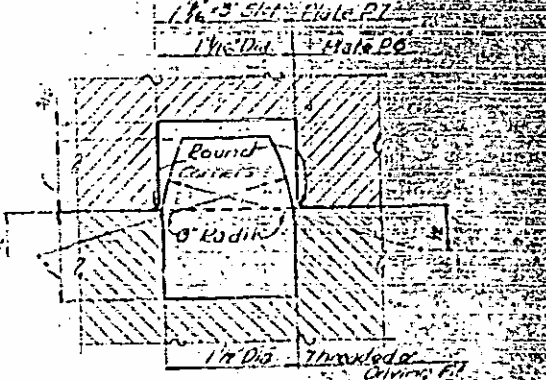
CAMBER TABLE					
	Midpoint	1/4	1/2	3/4	End
SB Bridge	.004	.050	.100	.149	.050
NB Bridge	.022	.073	.100	.150	.022

NOTE: Camber at points indicated in table includes the effect of total dead load and the vertical curve. Camber at midpoint Span 2 is measured from a straight line connecting bearings of suspended spans. Camber at midpoint of Span 1 is measured from a straight line connecting bearings of spans 1 & 2. Camber at 1/4, 1/2, 3/4, and end of Span 2 is measured from extension of straight line connecting bearings of spans 1 & 2. Camber at 1/4, 1/2, 3/4, and end of Span 3 is measured from extension of straight line connecting bearings of spans 2 & 3.



BEARING PLATE DETAILS AT END BENT PERS
Scale 1/2"=1'-0"

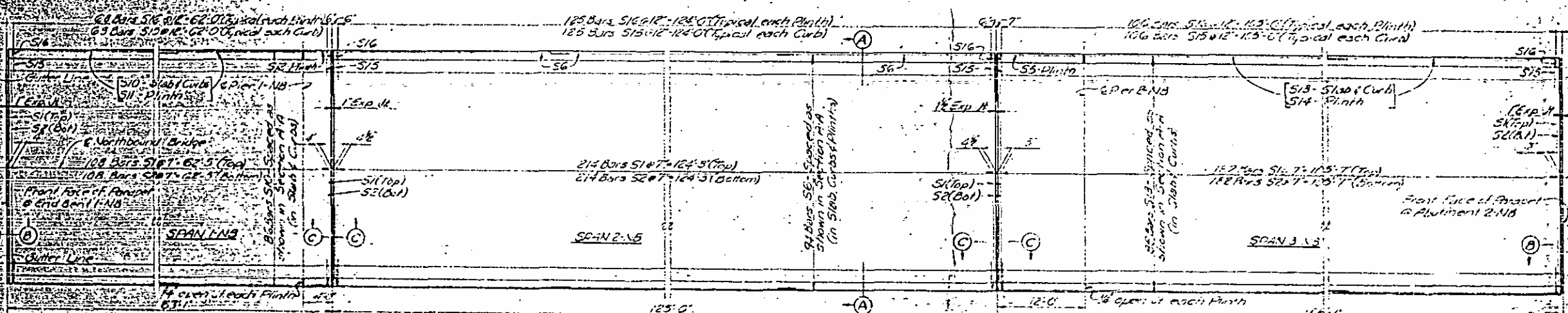
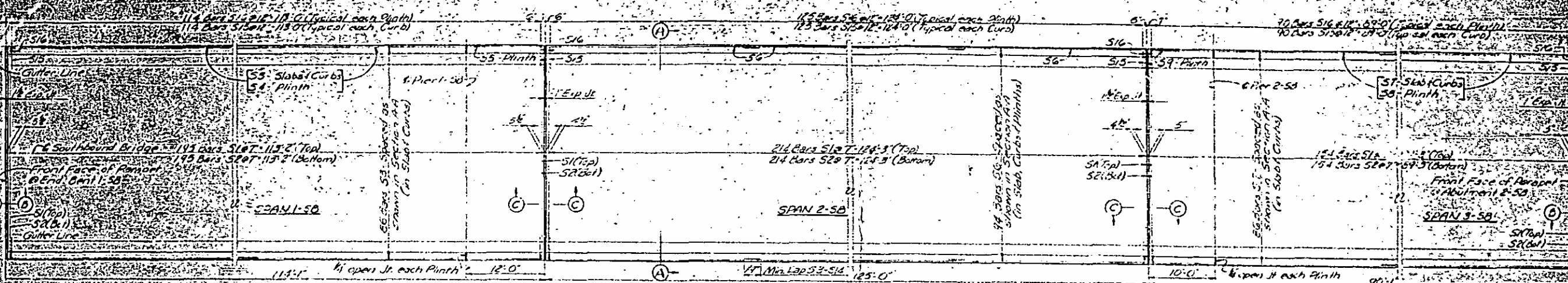
BEARING PLATE DETAILS FOR SUSPENDED SPAN
Scale 1/2"=1'-0"



PROJECT NO. 319101
 BUNCOMBE COUNTY
 STATION 25+07.35

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
RALEIGH	
WASHEVILLE-WEAVERVILLE CONN.	
OVER BREVARD RD (Rte 191) & HOMINY CR	
3 SPAN DECK PLATE GIRDER	
SUPERSTRUCTURE	
SCALE AS SHOWN	
5/78	110

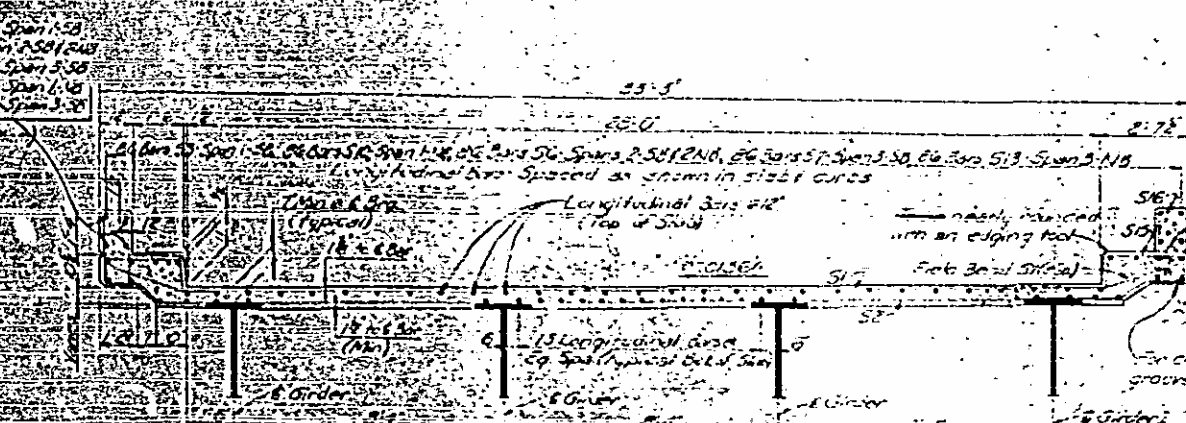
DESIGNED BY: MTD
 CHECKED BY: MTD
 DATE: 3-22-61



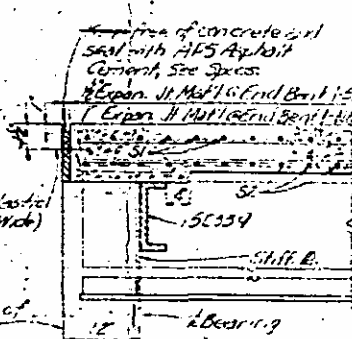
BILL OF REINFORCEMENT									
Bar	Size	Length	Weight	Quantity	Weight	Bar	Size	Length	Weight
S1	S16	504	16	3241	5185	S15	S16	114	182
S2	S18	404	8	2741	4386	S16	S18	114	182
S3	S20	172	25	57	1020	S17	S20	172	25
S4	S22	172	25	57	1020	S18	S22	172	25
S5	S24	172	25	57	1020	S19	S24	172	25
S6	S28	268	35	95	1654	S20	S28	268	35
S7	S36	172	45	38	1710	S21	S36	172	45
S8	S16	172	16	107	1712	S22	S16	172	16
S9	S18	172	8	54	858	S23	S18	172	8
S10	S20	172	25	57	1020	S24	S20	172	25
S11	S22	172	25	57	1020	S25	S22	172	25
S12	S24	172	25	57	1020	S26	S24	172	25
S13	S28	172	35	38	658	S27	S28	172	35
S14	S36	172	45	38	658	S28	S36	172	45
S15	S16	658	16	107	1712	S29	S16	658	16
S16	S18	658	8	54	858	S30	S18	658	8
S17	S20	658	25	57	1020	S31	S20	658	25
S18	S22	658	25	57	1020	S32	S22	658	25
S19	S24	658	25	57	1020	S33	S24	658	25
S20	S28	658	35	38	658	S34	S28	658	35
S21	S36	658	45	38	658	S35	S36	658	45

PLAN OF SLABS
 Scale 1/8"=1'-0"

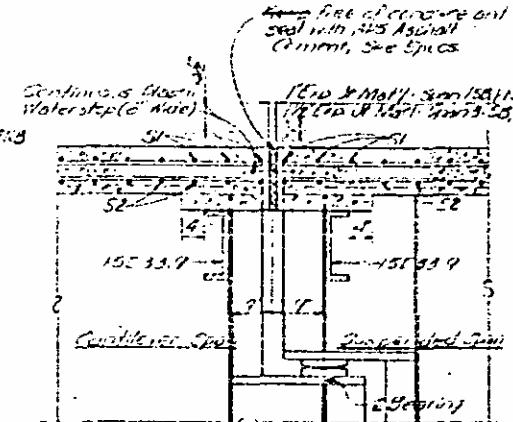
NOTE:
 See Sheets S13, S14 for sub construction and
 bearing order of deck.



SECTION A-A
 Scale 1/8"=1'-0"



SECTION B-B
 Scale 1/8"=1'-0"



SECTION C-C
 Scale 1/8"=1'-0"

BILL OF MATERIAL FOR DECK

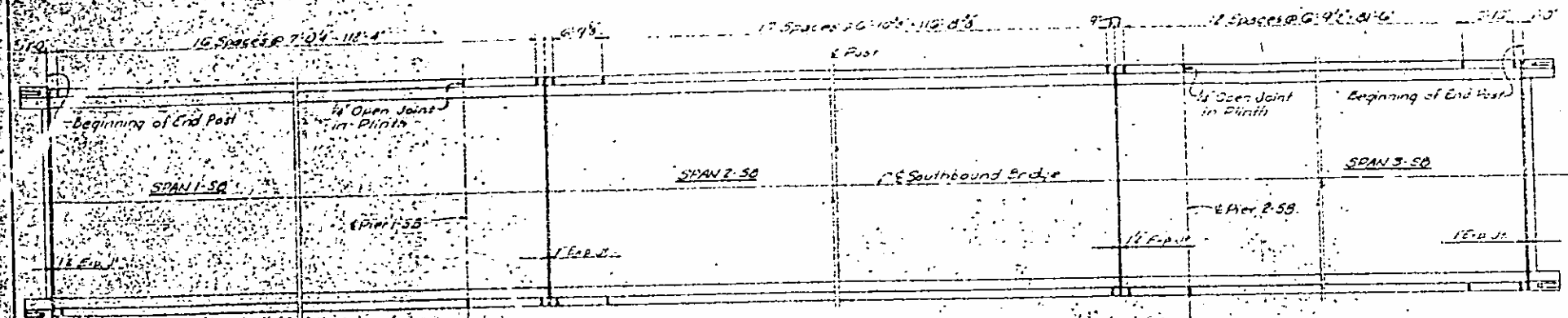
South Bound Bridge		North Bound Bridge	
Reinforcing Steel, Lbs.	338.1	Reinforcing Steel, Lbs.	302.1
Class A Concrete, Cu Yds.	97.154	Class A Concrete, Cu Yds.	86.784
Structural Steel, Approx. Lbs.	100,000	Structural Steel, Approx. Lbs.	365,700

PROJECT NO. 8-191101
 BUNCOMBE COUNTY
 STATION 25+07.35

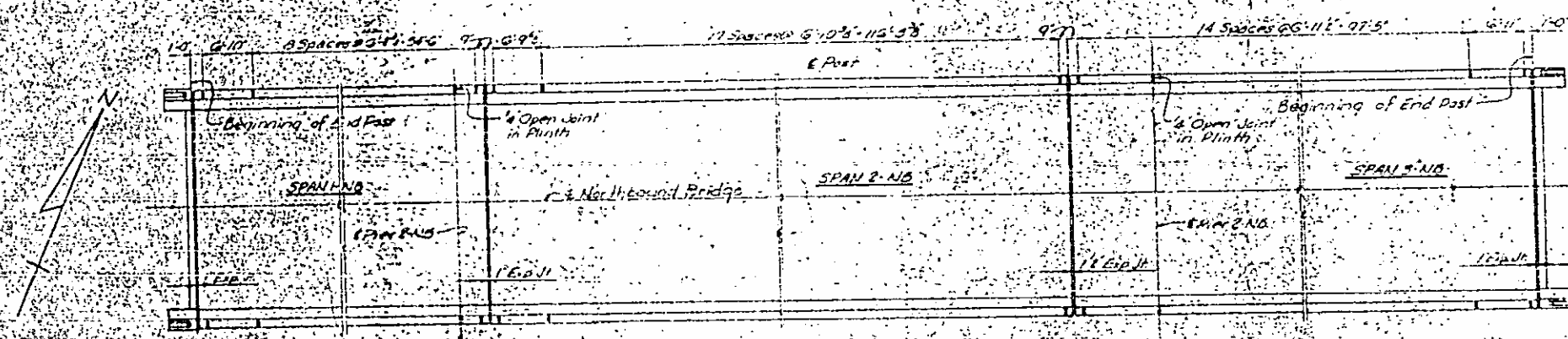
STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALPH
 WASHVILLE-WEAVERVILLE CONN.
 over BREVARD RD. Rte 191 & HOMINY C.
 3 SPAN DECK PLATE GIRDER
 SUPERSTRUCTURE

SCALE AS SHOWN
 5/19

DESIGNED BY: HGA
 CHECKED BY: HGA
 DATE: 12/2/54



NOTE: Spacing as shown typical each plinth.



PLAN

Ray length 1246 L.F.

At the Contractor's option metal rail may be substituted for aluminum rail in accordance with the measurements of the general notes and the following specifications for the alternate materials; however, the contractor will be required to use the same rail material on all structures on the project for which metal rail is designated.

GENERAL NOTES

Unless noted on the plans, maximum length of rail section shall be two panels plus track area.
End of rail - clear face of concrete End Post by 1/2".
For double panel runs of rail, set screws shall be set tight on center post and snug at ends to allow for expansion.
For single panel runs, set screws shall be tight at one end and snug at other end.
1/2" Anchor bolts - max. hub and washer - shall be galvanized in accordance with ASTM A-153 and painted with 2 coats of aluminum paint after erection.

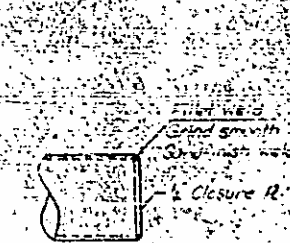
ALUMINUM RAILS

Aluminum rails shall be as follows:
Cast Rail Heats 1056-76
Round Tubular Rail 6061-T6 or 6062-T6
Set Screws 2024-T4
Closing Plates 6061-T6 or 6062-T6
Round Tubular Rails shall be of 4" O.D. with 1/8" minimum wall thickness.
The base of rail posts, or any other aluminum surface in contact with concrete shall be thoroughly coated with an aluminum impregnated caulking compound of approved quality.

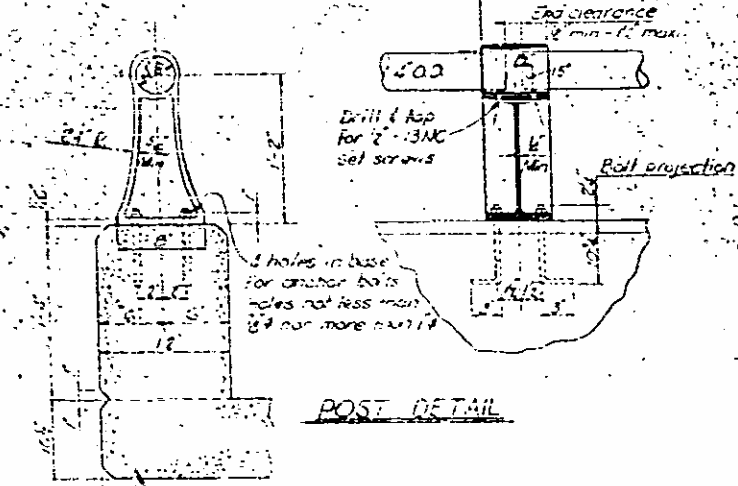
GALVANIZED STEEL RAILS

Material and manufacturing are to conform to the following specifications:
Cast Rail Heats Malleable cast iron, ASTM A-47 Grade 350-8, Galvanized to ASTM A-123.
Cast Steel, AISI 1045-50, Grade 70, Galvanized to ASTM A-123.
O.D. Rail Standard 3/4" Steel Pipe, ASTM A-53 Grade B, Galvanized to ASTM A-123.
Closing Plates and Shims Steel, ASTM A-245 Grade C, Galvanized to ASTM A-123.
Set Screws Standard Steel Cap Screws, Galvanized to ASTM A-123.
The cut ends of galvanized pipe railing, the end closure plate and after grinding smooth and as adjacent to the weld where spelter coating has been removed by grinding shall be thoroughly cleaned by wire brushing to remove all traces of welding flux and loose or cracked spelter after which these cleaned areas shall be given two coats of zinc paint meeting the requirements of Federal Specification MIL-P-22915 (USAF) Type I.

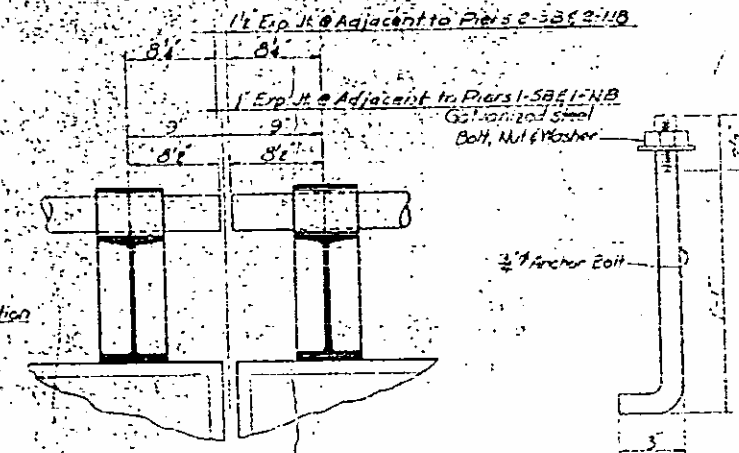
Cast nuts and washers shall be of an approved equal.
Certified Mill reports are required for rails and castings. Shop inspection is not required.
Metal Rail Posts to be set normal to curb grade.
Method of measurement for Metal Rails: Unless otherwise stated, the length of metal rails shall be paid for, shall be continuous horizontal length measured from end to end of rail, excepting concrete posts, but without deduction for spaces between rail sections.
Concrete and reinforcing steel for End Post are included with Superstructure or End Bents.



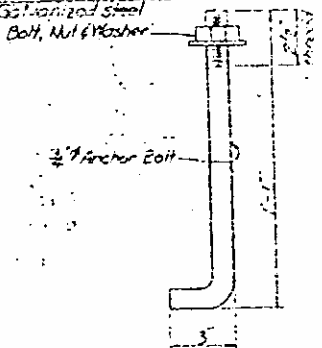
DETAIL
END CLOSURE



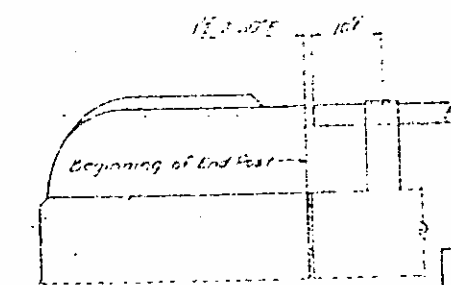
POST DETAIL



DETAIL - EXPANSION JOINT



DETAIL OF ANCHOR BOLTS



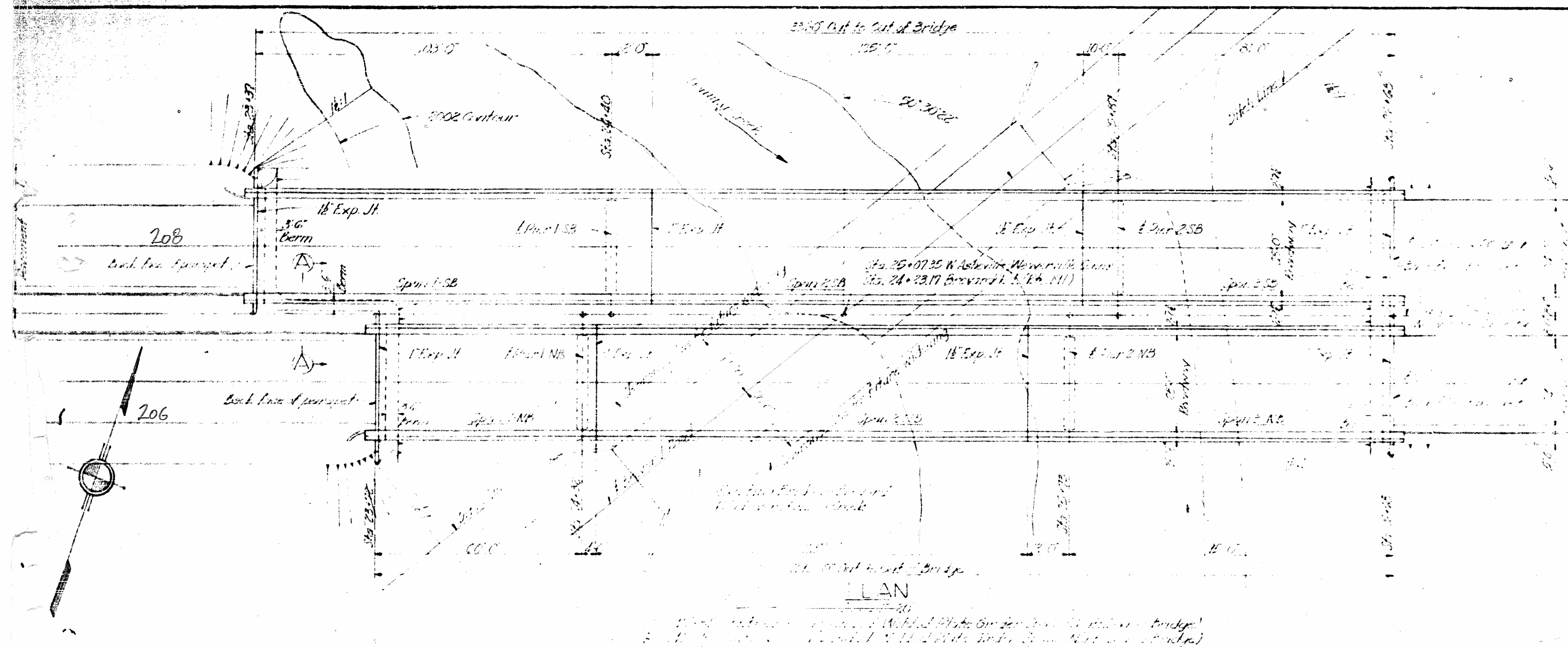
END POST DETAILS

PROJECT NO. B-319101
BUNCOMB COUNTY
STATION 25+07.35

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STANDARD
1 BAR
METAL RAIL

OCTOBER 1952
S-20
110

DESIGNED BY D.G.M. DATE 10-52
CHECKED BY DATE
APPROVED BY DATE



GENERAL NOTES

(Except as shown, notes on SN Sheet apply.)

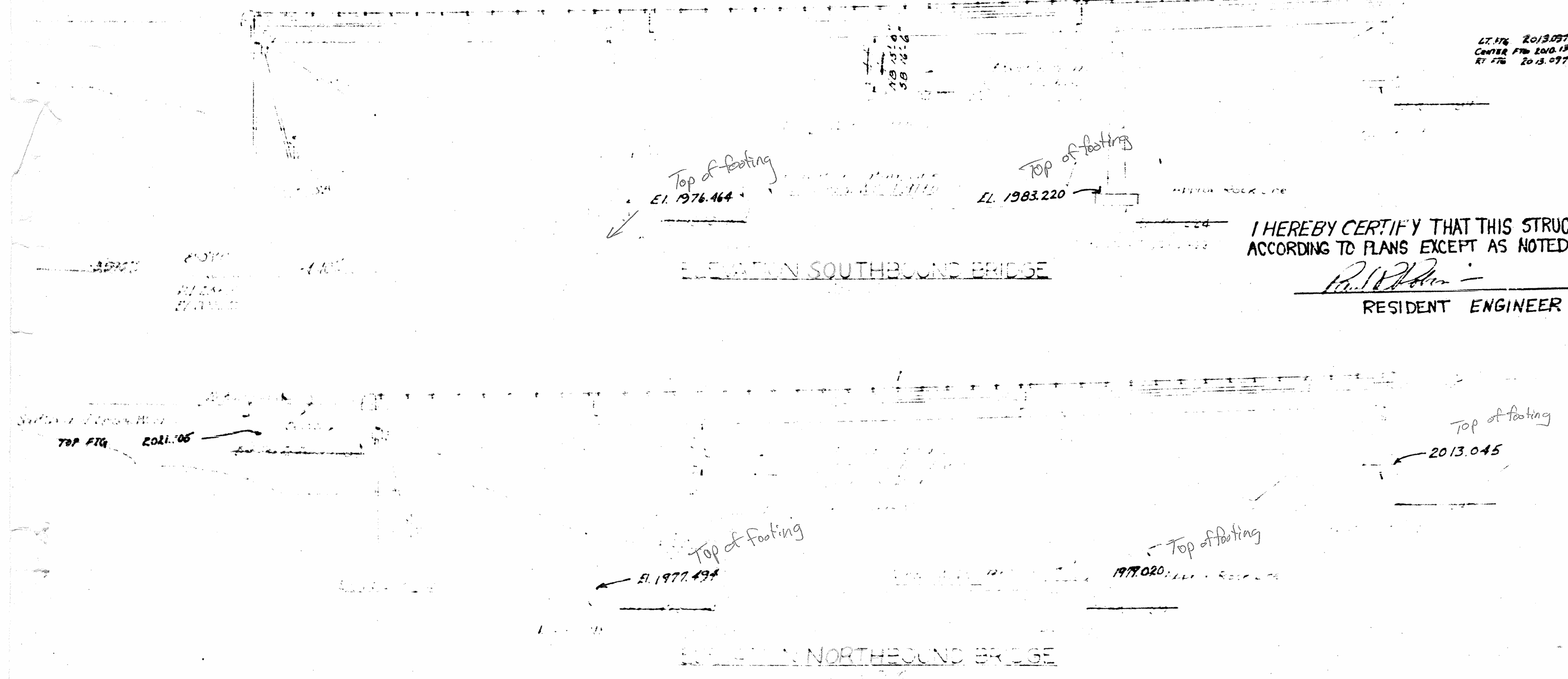
Specific design and construction details for this bridge are shown on the plans and specifications. The design is based on the AASHTO Specifications for Highway Bridges, 1965 Edition, and the AASHTO Specifications for Structural Steel for Bridges, 1965 Edition.

The bridge is designed for a design speed of 40 miles per hour. The design load is based on the AASHTO Standard Specifications for Highway Bridges, 1965 Edition, and the AASHTO Specifications for Structural Steel for Bridges, 1965 Edition.

The bridge is designed for a design life of 50 years. The design load is based on the AASHTO Standard Specifications for Highway Bridges, 1965 Edition, and the AASHTO Specifications for Structural Steel for Bridges, 1965 Edition.

ESTIMATE OF QUANTITIES

Item	Quantity	Unit	Price	Total
Concrete for bridge piers	24.9	cuyd	3.11	77.439
Concrete for bridge spans	24.7	cuyd	3.11	76.927
Concrete for approach roads	28.1	cuyd	2.25	63.225
Steel reinforcement	97.02	tons	20.527	1991.27
Formwork	93.17	sq yd	20.527	1912.14
Paint	10.22	tons	20.527	210.00
Other materials	74.13	tons	20.527	1521.70
Subtotal				4249.69



I HEREBY CERTIFY THAT THIS STRUCTURE WAS BUILT
ACCORDING TO PLANS EXCEPT AS NOTED HERE-IN.

Paul J. [Signature]
RESIDENT ENGINEER

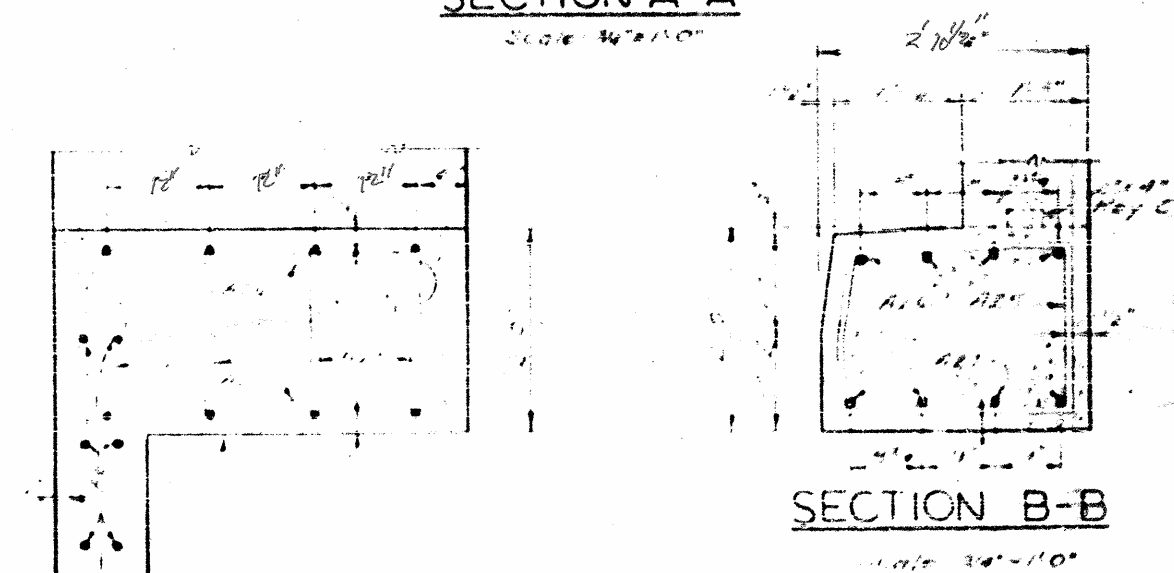
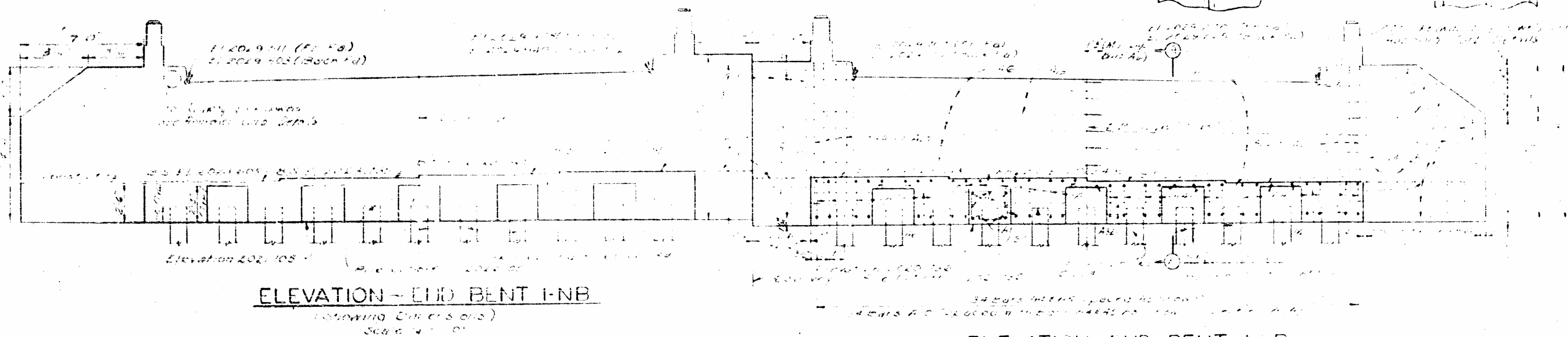
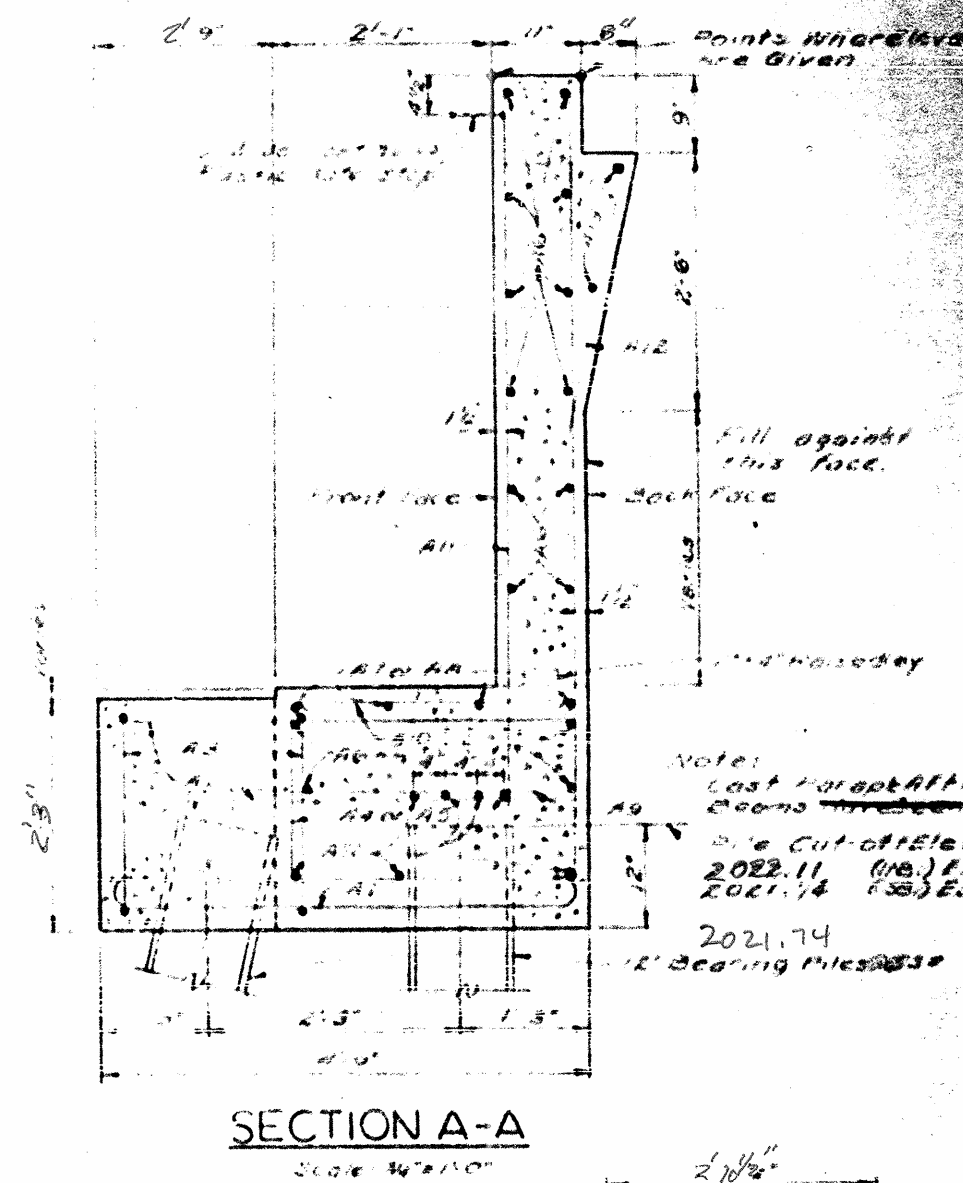
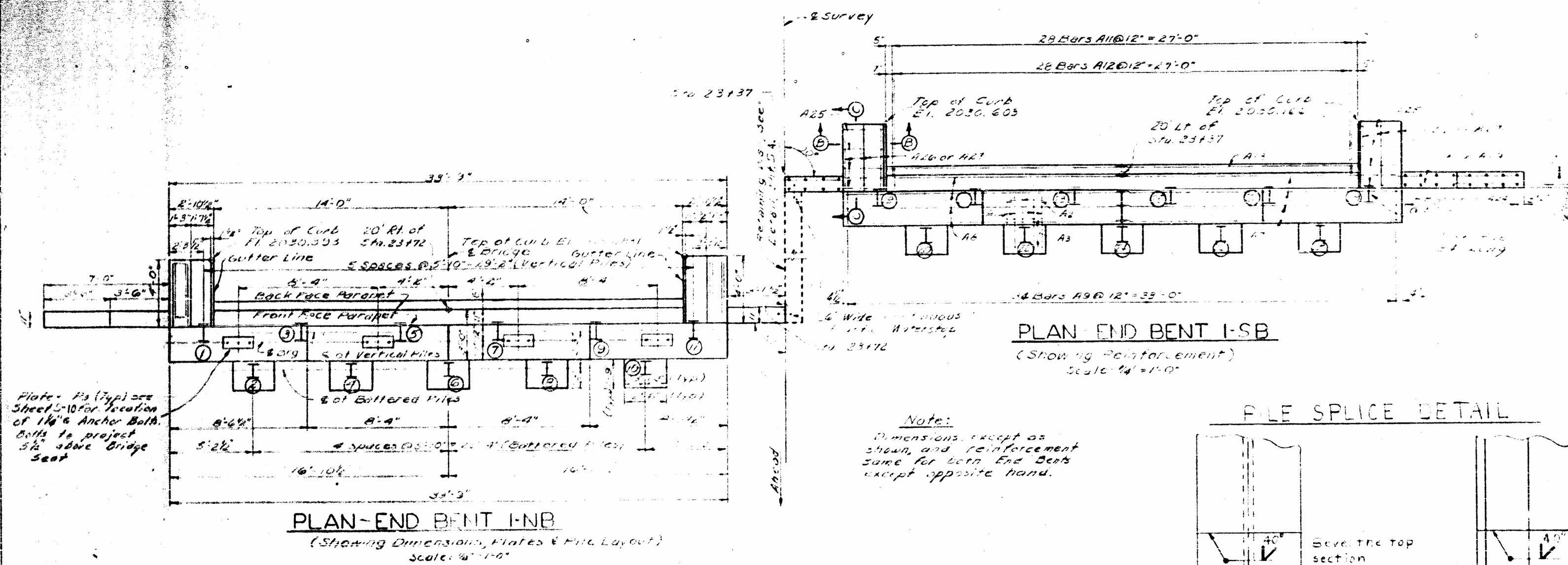
THESE PLANS MICRO FILMED
BY
NORTH CAROLINA
STATE HIGHWAY COMMISSION
REPRODUCTION DEPT.

PROJECT NO. 6-21212L
BUILCOMBE COUNTY
STATION 25+07.35

APPROVED FOR CONSTRUCTION
BY
[Signature]
[Title]

DESIGNED BY
DRAWN BY
CHECKED BY

5-2
110



BILL OF MATERIAL		REV. B.
1000	1000	24
1000	1000	311
1000	1000	11
1000	1000	24

[illegible]

PILE RECORD			
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1909.027	33	0	REFUSAL
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1908.714	33	4 1/2	REFUSAL
1901.110	31	0	REFUSAL
1903.485	32	7 1/2	REFUSAL
1900.11	32	0	REFUSAL
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1907.276	32	7	REFUSAL
1900.110	23	9	REFUSAL
1907.693	32	2	REFUSAL
1907.360	32	6	REFUSAL
1904.527	35	4	REFUSAL
1908.443	31	5	REFUSAL
1909.443	30	5	REFUSAL
1909.698	32	8	REFUSAL
1908.823	32	11	REFUSAL
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1905.448	30	3 1/2	REFUSAL
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1908.401	33	4	REFUSAL
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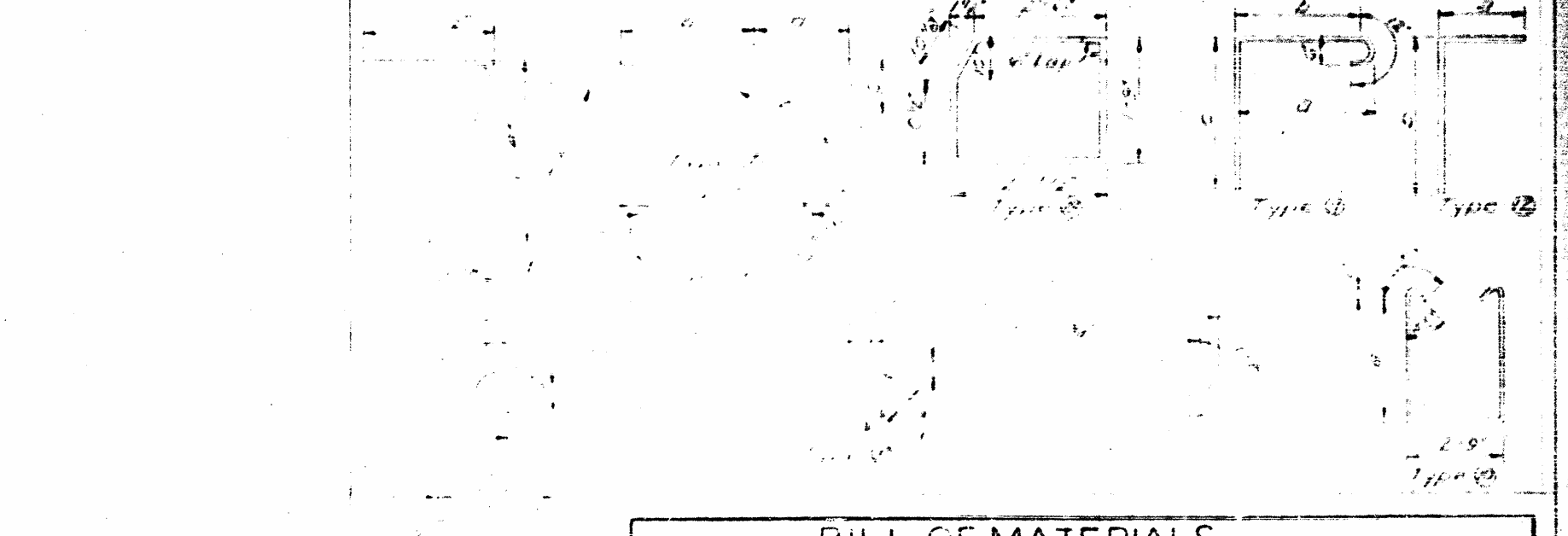
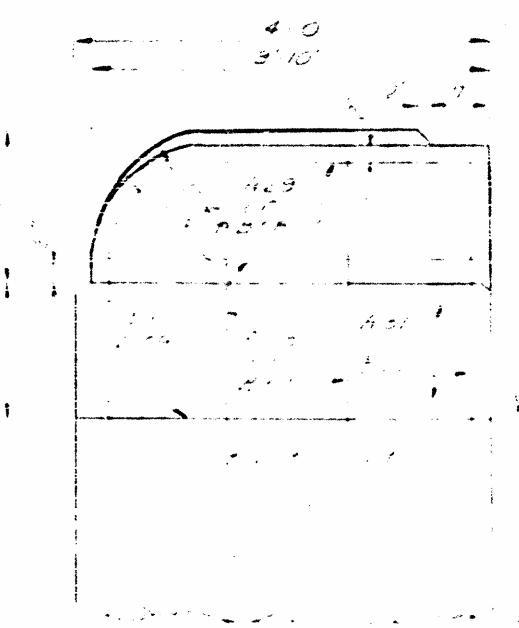
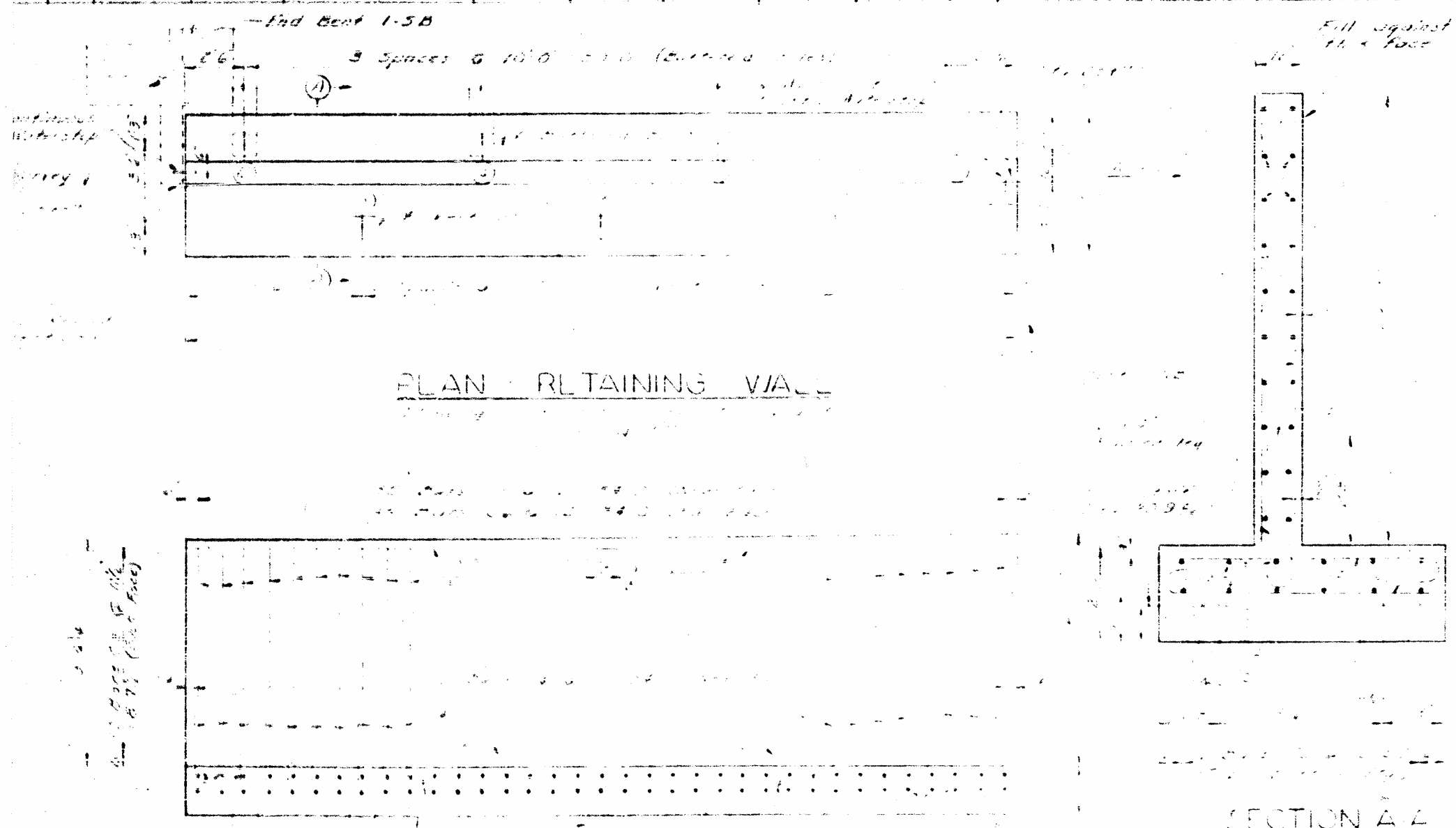
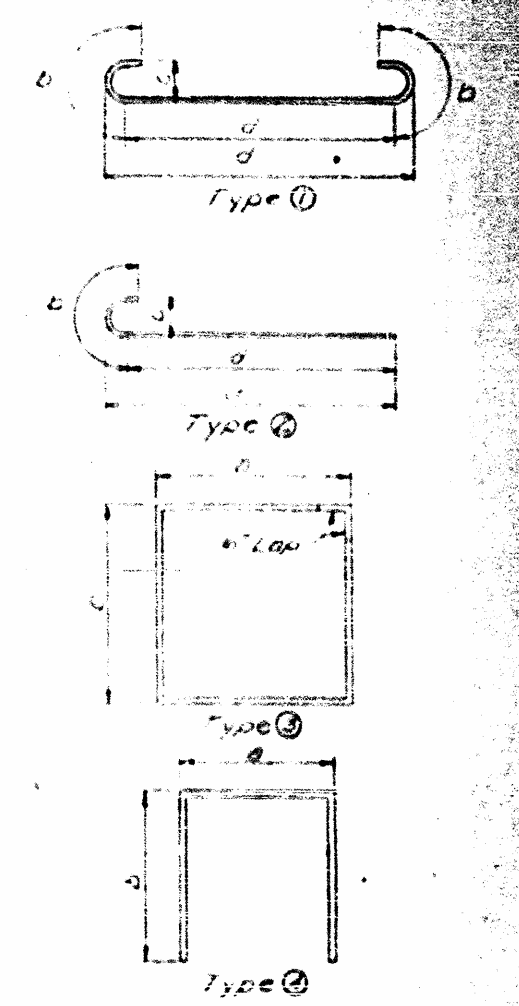
SECTION C-C

SS 3
110

BILL OF REINFORCEMENT

END BENTS 1-SB & 1-NB										ABUTMENTS 2-SB & 2-NB										RETAINING WALL									
No.	Size	Type	Length	a	b	c	d	Weight	Bar	No.	Size	Type	Length	a	b	c	d	Weight	Bar	No.	Size	Type	Length	a	b	c	d	Weight	Bar
10	20	#6	6'-0"	4'-0"	1'-0"	0'-6"	4'-6"	180	B1	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	180	B1	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	180	B1
23	23	#6	4'-6"	2'-3"	2'-6"			163	B2	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	163	B2	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	163	B2
10	10	#4	5'-0"	2'-3"	2'-6"			62	B3	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	62	B3	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	62	B3
17	17	#4	7'-0"	1'-9 1/2"	2'-6"			81	B4	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	81	B4	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	81	B4
17	17	#4	7'-0"	1'-9 1/2"	2'-6"			87	B5	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	87	B5	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	87	B5
32	32	#4	11'-0"	4'-0 1/2"				372	B6	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	372	B6	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	372	B6
2	4	#6	17'-11"					48	B7	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	48	B7	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	48	B7
4	4	#4	16'-6"					44	B8	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	44	B8	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	44	B8
34	34	#4	2'-9"					62	B9	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	62	B9	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	62	B9
34	34	#4	3'-5"					78	B10	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	78	B10	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	78	B10
23	23	#5	16'-2"	0'-8"	7'-9"			472	B11	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	472	B11	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	472	B11
23	23	#4	3'-10"					72	B12	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	72	B12	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	72	B12
0	0	#4	27'-9"					37	B13	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	37	B13	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	37	B13
0	0	#5	4'-11"					103	B14	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	103	B14	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	103	B14
0	0	#5	9'-7"					80	B15	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	80	B15	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	80	B15
14	14	#6	9'-2"					193	B16	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	193	B16	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	193	B16
2	2	#6	3'-0"					24	B17	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	24	B17	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	24	B17
2	2	#6	6'-0"					20	B18	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	20	B18	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	20	B18
2	2	#6	10'-3"	5'-3"	5'-0"	3'-6"	4'-0"	31	B19	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	31	B19	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	31	B19
2	2	#6	8'-1"					13	B20	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	13	B20	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	13	B20
2	2	#6	7'-0"					15	B21	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	15	B21	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	15	B21
1	1	#5	7'-9"					16	B22	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	16	B22	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	16	B22
1	1	#5	4'-4"					17	B23	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	17	B23	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	17	B23
4	4	#5	9'-1"					7	B24	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	7	B24	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	7	B24
4	4	#4	8'-1"					43	B25	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	43	B25	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	43	B25
2	2	#6	13'-0"	3'-9"	4'-6"	6'-0"		162	B26	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	162	B26	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	162	B26
2	2	#6	10'-4"	3'-1"	7'-5"	6'-0"		124	B27	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	124	B27	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	124	B27
4	4	#6	8'-4"	0'-8"	3'-10"			33	B28	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	33	B28	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	33	B28
4	4	#6	6'-10"					18	B29	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	18	B29	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	18	B29
0	0	#6	3'-0"					9	B30	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	9	B30	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	9	B30
0	0	#6	3'-0"					20	B31	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	20	B31	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	20	B31
1	1	#6	33'-5"					351	B32	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	351	B32	24	#6	0	7'-0"	1'-0"	0'-6"	0'-6"	0'-6"	351	B32

FED. ROAD DIST. NO.	STATE	PROJECT NO.
9	N.C.	8319101
HA Project AFD-94-100		

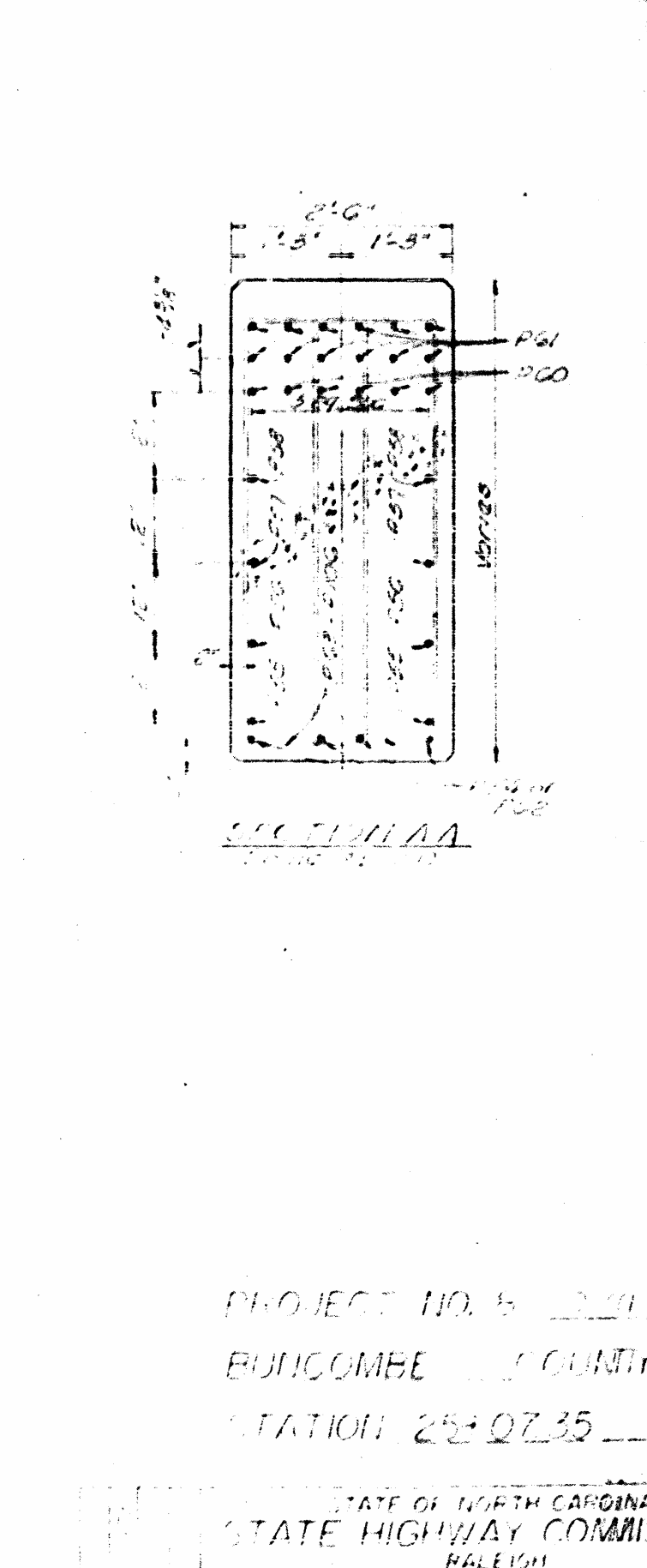
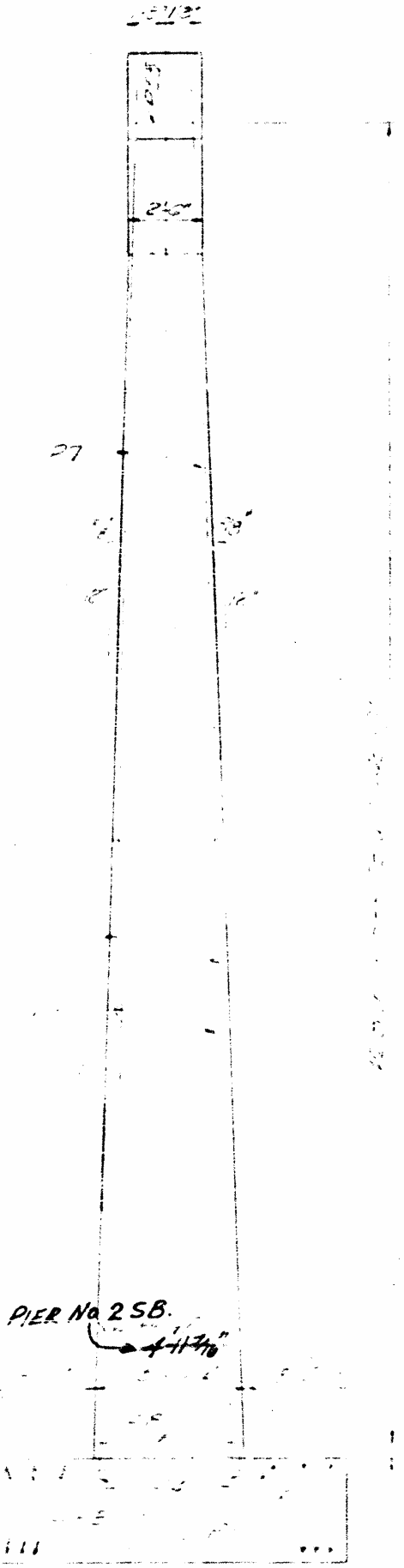


BILL OF MATERIALS		
Reinforcing Steel	224.7	
Formwork	224.7	
Concrete	224.7	

PROJECT NO. 8-1-2
 HUNTERDON COUNTY
 NATIONAL HIGHWAY
 STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 WASHVILLE-ATLANTA-CONN.
 BREVARD (Rt. 131) to HUNTERDON
 2 SPAN DECK PLATE GIRDER
 SCALE AS SHOWN

DESIGNED BY: [Signature]
 CHECKED BY: [Signature]
 DATE: 8-1-2

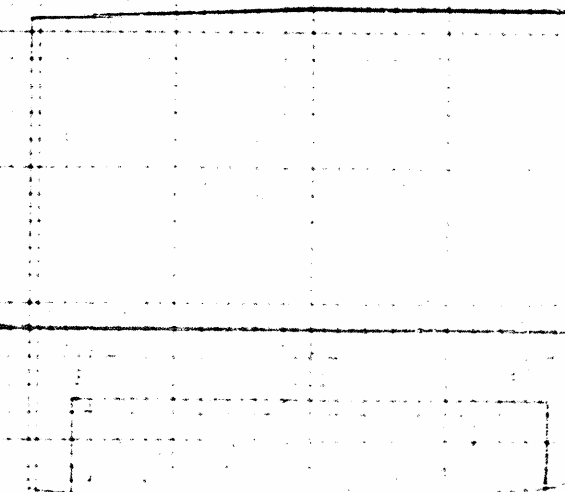
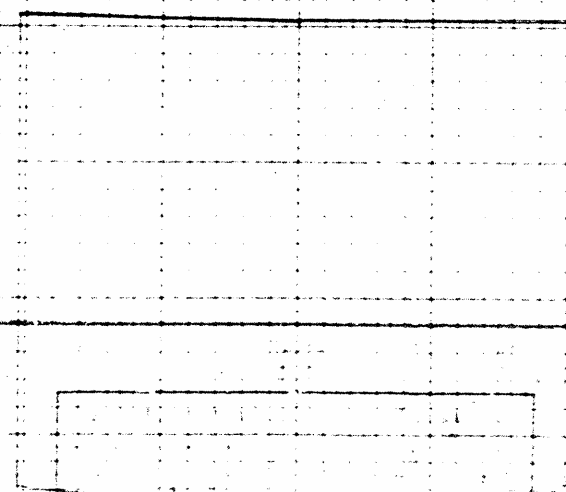
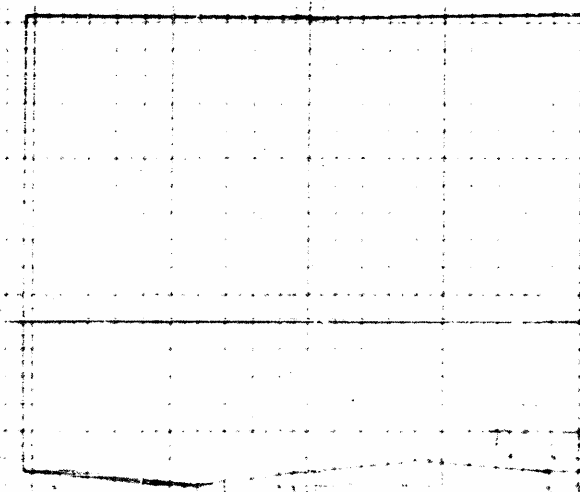
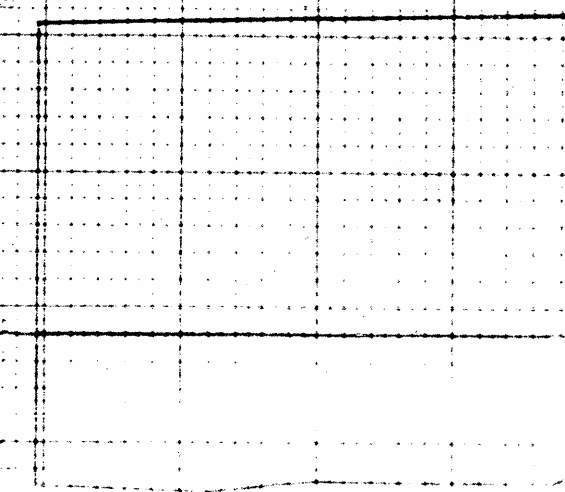
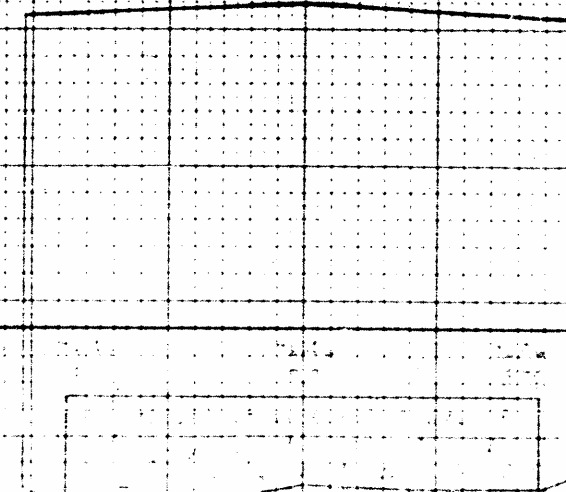
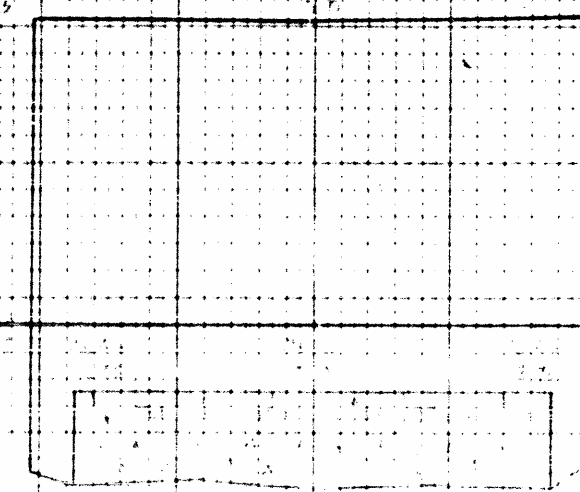
S-4
 110
 SHEET
 TOTAL SHEETS

[illegible]

SCALE AS SHOWN

STATE	PROJECT NO.	SHEET NO.
N.C.	8.3191101	9-6
F.A. PROJ. NO.	APD-34114	

SEE BUREAU FILE FOR CRUX-52
SEE BUREAU FILE FOR FINX-52



DATE	NAME	ADDRESS	CITY	STATE
12-1-47	JOHN D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	MRS. J. D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	JOHN D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	MRS. J. D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	JOHN D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	MRS. J. D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	JOHN D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	MRS. J. D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	JOHN D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.
12-1-47	MRS. J. D. SMITH	1234 E. MAIN ST.	SPRINGFIELD	MASS.

EXCAVATION CROSS SECTIONS PIER NO. 2 STA 25+07.55 5B

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
8.3191101	5-7	110	
APD-34-1(2)			

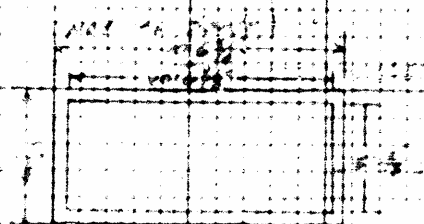
SEE BOOK 5-2 P-17-18 ORIG. SEC.
SEE BOOK 5-2 P-19-20 FINISH SEC.

DAY EXCAVATION				
DATE	TIME	AREA	AMOUNT	REMARKS
10/10/54	8:30 AM	113.43	13.30	10.00
10/11/54	8:30 AM	113.13	13.30	10.00
10/12/54	8:30 AM	113.13	13.30	10.00
10/13/54	8:30 AM	113.13	13.30	10.00
10/14/54	8:30 AM	113.13	13.30	10.00
10/15/54	8:30 AM	113.13	13.30	10.00
10/16/54	8:30 AM	113.13	13.30	10.00
10/17/54	8:30 AM	113.13	13.30	10.00
10/18/54	8:30 AM	113.13	13.30	10.00
10/19/54	8:30 AM	113.13	13.30	10.00

10/20/54 8:30 AM 113.13 13.30 10.00
10/21/54 8:30 AM 113.13 13.30 10.00
10/22/54 8:30 AM 113.13 13.30 10.00
10/23/54 8:30 AM 113.13 13.30 10.00
10/24/54 8:30 AM 113.13 13.30 10.00
10/25/54 8:30 AM 113.13 13.30 10.00
10/26/54 8:30 AM 113.13 13.30 10.00
10/27/54 8:30 AM 113.13 13.30 10.00
10/28/54 8:30 AM 113.13 13.30 10.00
10/29/54 8:30 AM 113.13 13.30 10.00
10/30/54 8:30 AM 113.13 13.30 10.00

EXCAVATION CROSS SECTIONS PIER NO. 1 NB STA 25+07.55

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
8	3191101	5-8	110
APD 34-1(4)			



DESIGNED BY: [illegible]
 (CHECKED BY) [illegible]

SEE BOOK 51 P. 12 DATA X 560
 SEE BOOK 51 P. 17.15 FINISH Y 372

Original X-Sections Interpreted From
 X-Sectioning of Pier Section Bore

STATION	AREA	PERIMETER	DEPTH
25+07.55	567.10	20.39	
25+08.00	333.46	50.11	
25+08.50	303.78	45.00	
25+09.00	279.10	41.35	
25+09.50	257.91	37.72	
25+10.00	211.25	31.00	

11/1/50 11/1/50

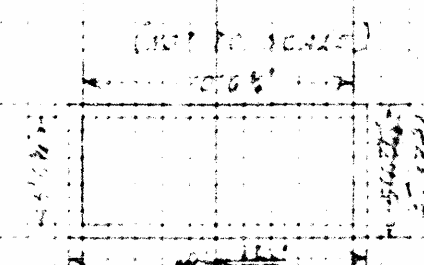
STATION	AREA	PERIMETER	DEPTH
25+10.50	174.42	27.40	
25+11.00	145.02	24.45	
25+11.50	114.39	21.45	
25+12.00	83.74	18.45	
25+12.50	53.09	15.45	
25+13.00	22.44	12.45	

11/1/50 11/1/50

11/1/50 11/1/50
 11/1/50 11/1/50
 11/1/50 11/1/50

EXCAVATION CROSS SECTIONS PIER NO. 2 NB STA 25+07.55

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
83191101	S-9	110	
APD 34-1(4)			



SEE BOOK 51 A-31 284 X 370
SEE BOOK 51 P-2848 370 X 370

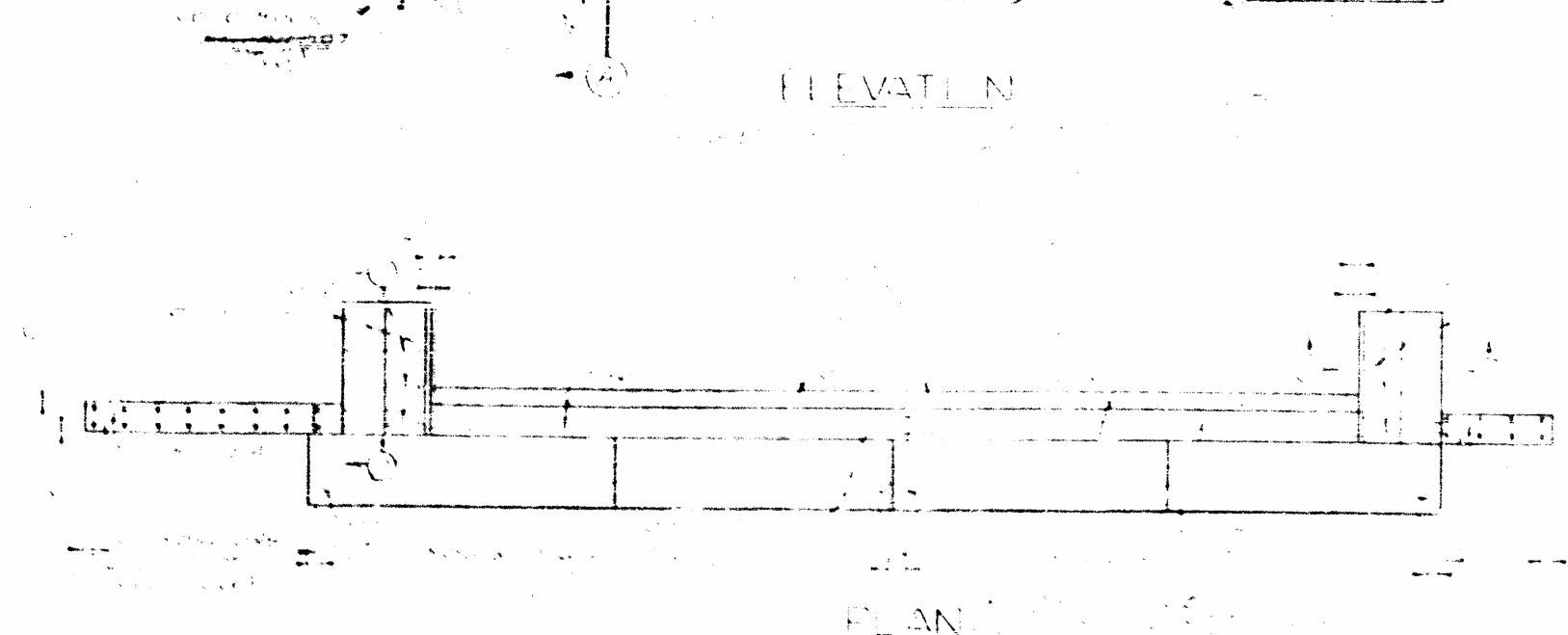
STA	DATE	TIME	WIND	TEMP
3001	15	3300	4.1	15.4
3002	40	3500	4.5	15.4
3003	40	3700	4.5	15.4
3004	40	3900	4.5	15.4
3005	40	4100	4.5	15.4
3006	15	4300	4.5	15.4
TOTAL				95.08

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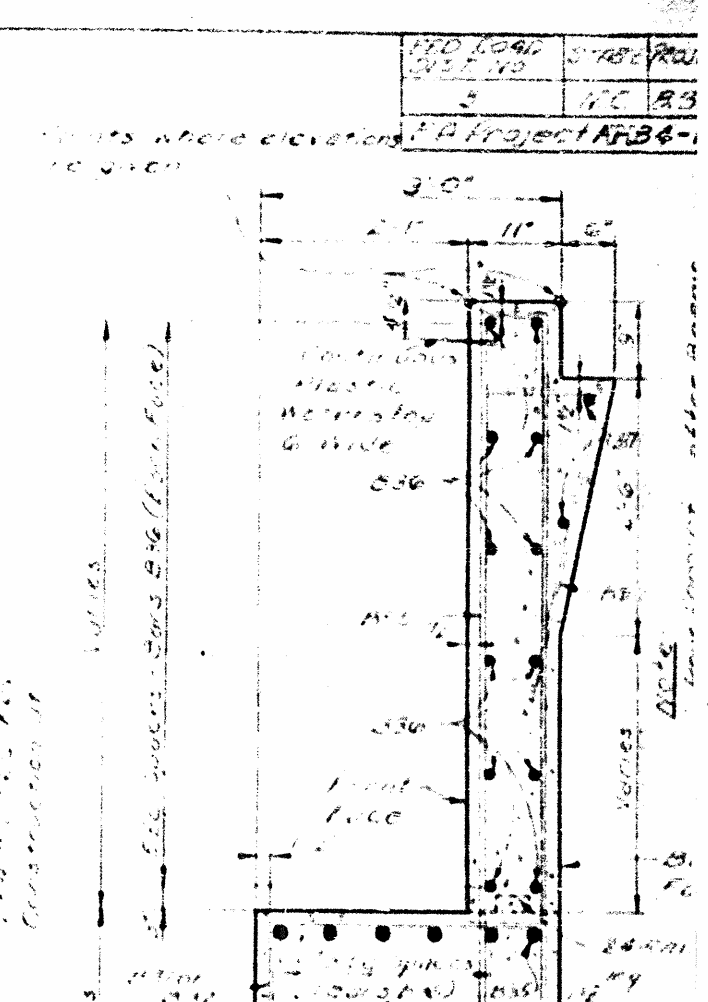
Excavation Cross Section
Pier No. 2 NB STA 25+07.55

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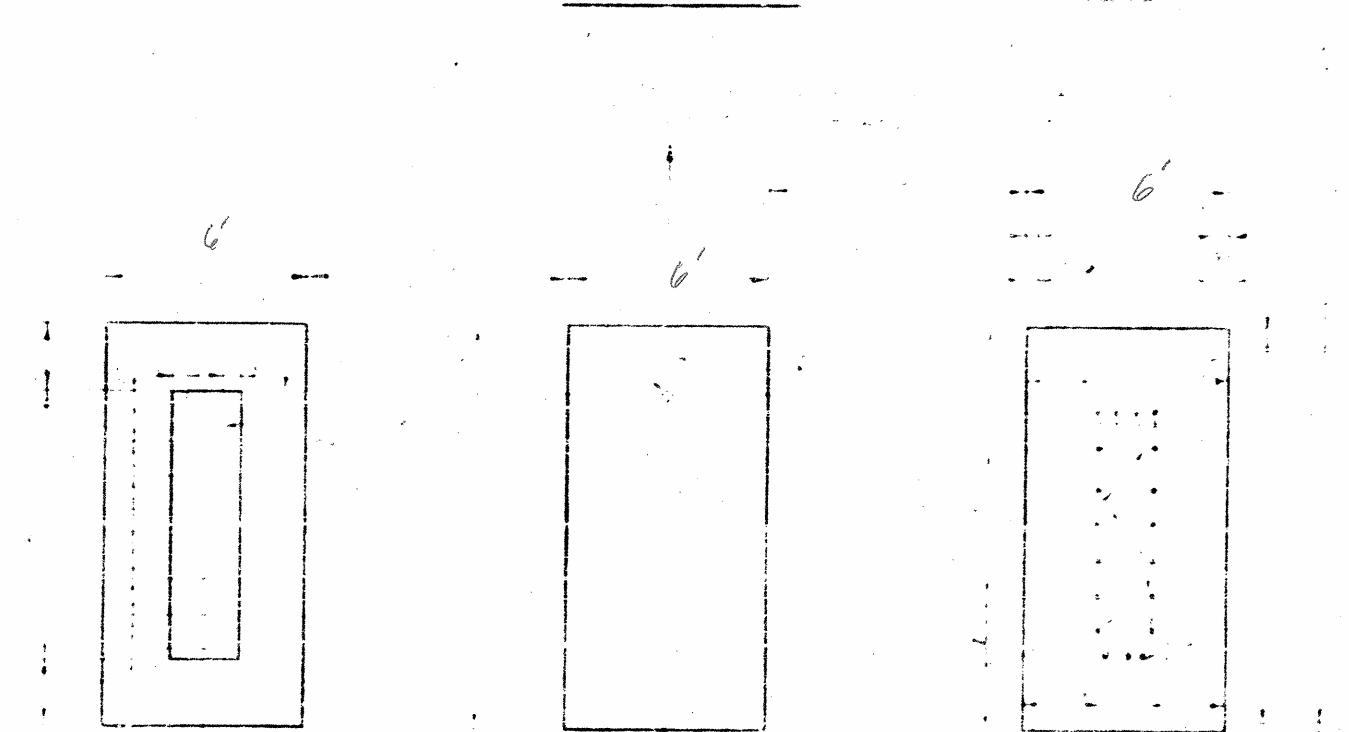
13112 4042 01.12



PLAN



SECTION E-E



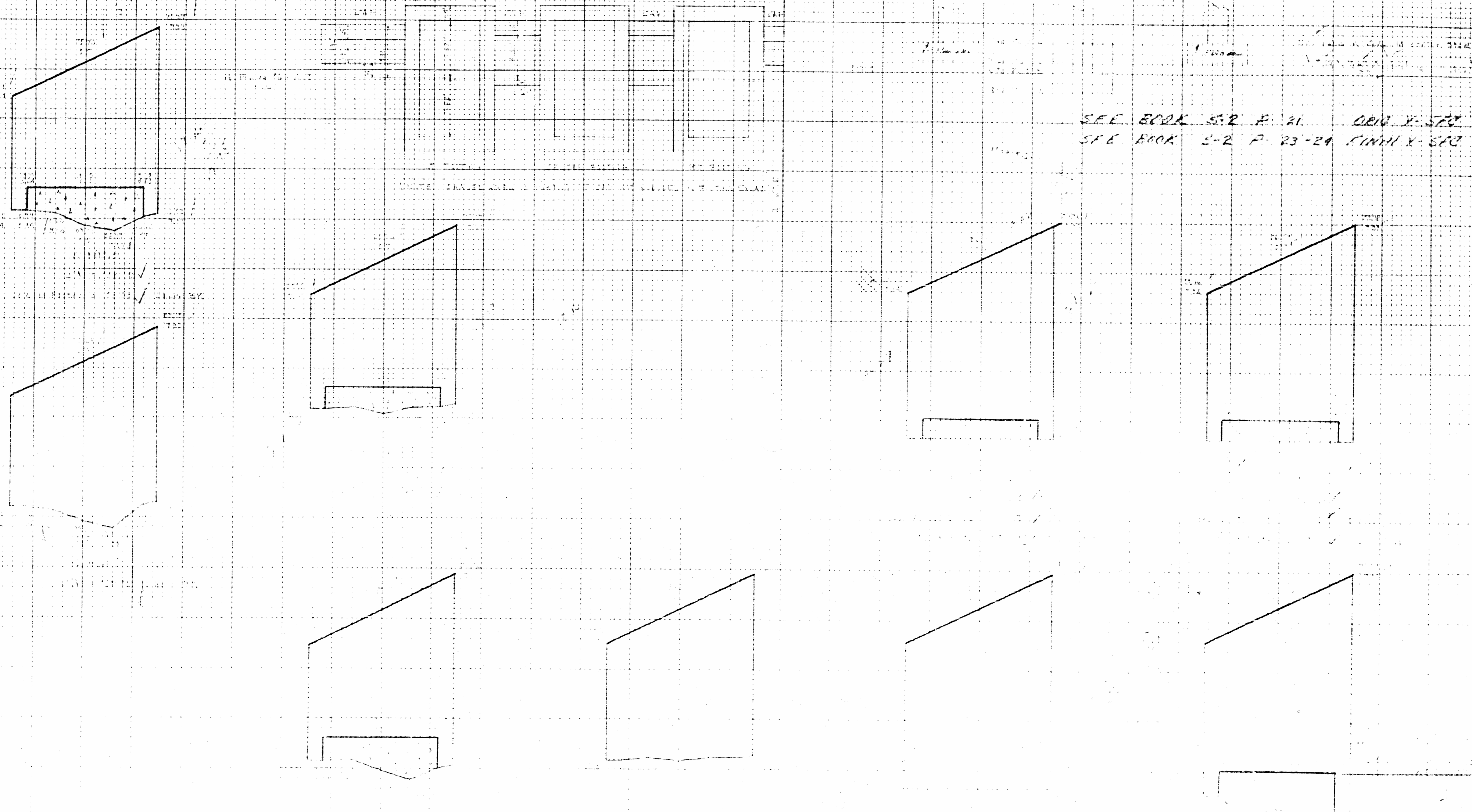
PLAN 65-1000

S-11
OF
110

EXCAVATION CROSS SECTIONS ABUT #2 STA 25+01.55 SB

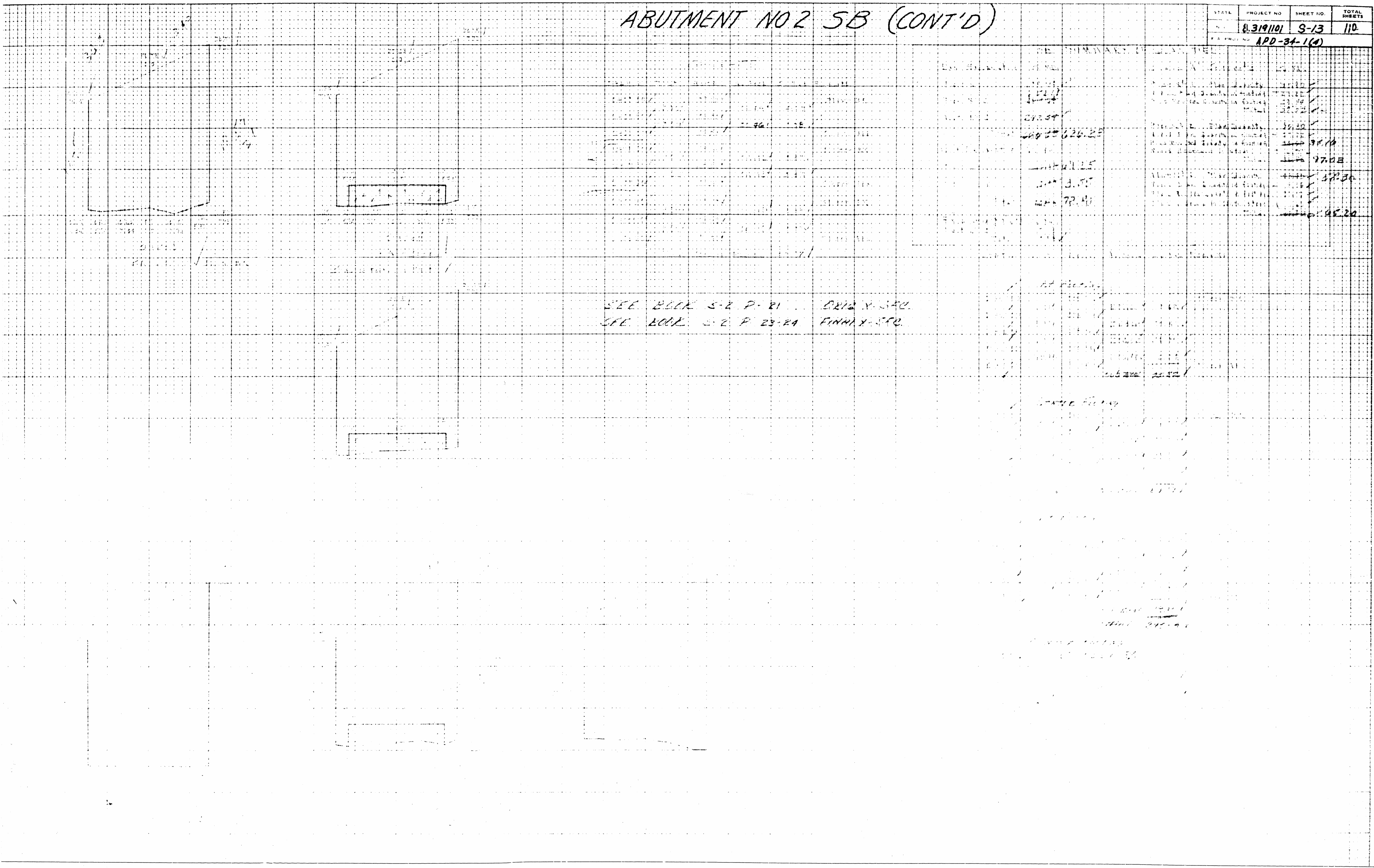
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
8.3191101	S-12	110	
APD-34-1(a)			

SEE BOOK S-2 P. 21 ORIG. X-SFC
SEE BOOK S-2 P. 23-24 FINISH X-SFC



ABUTMENT NO 2 SB (CONT'D)

STATE	PROJECT NO	SHEET NO	TOTAL SHEETS
OK	8-3191101	S-13	110
APP-34-1(4)			



SEE BOOK S-2 P-21 ORIG X-SEC.
SEE BOOK S-2 P-23-24 FINISH X-SEC.

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE	100	CU YD	1.50	150.00
2	STEEL	100	LB	0.10	10.00
3	PAINT	100	LB	0.05	5.00
4	FORMS	100	LB	0.05	5.00
5	REINFORCING	100	LB	0.10	10.00
6	BRICKS	100	CU YD	1.50	150.00
7	MORTAR	100	CU YD	1.50	150.00
8	CEMENT	100	CU YD	1.50	150.00
9	SAND	100	CU YD	1.50	150.00
10	GRAVEL	100	CU YD	1.50	150.00
11	WATER	100	CU YD	1.50	150.00
12	POWER	100	CU YD	1.50	150.00
13	TELEPHONE	100	CU YD	1.50	150.00
14	SEWER	100	CU YD	1.50	150.00
15	WATER	100	CU YD	1.50	150.00
16	POWER	100	CU YD	1.50	150.00
17	TELEPHONE	100	CU YD	1.50	150.00
18	SEWER	100	CU YD	1.50	150.00
19	WATER	100	CU YD	1.50	150.00
20	POWER	100	CU YD	1.50	150.00
21	TELEPHONE	100	CU YD	1.50	150.00
22	SEWER	100	CU YD	1.50	150.00
23	WATER	100	CU YD	1.50	150.00
24	POWER	100	CU YD	1.50	150.00
25	TELEPHONE	100	CU YD	1.50	150.00
26	SEWER	100	CU YD	1.50	150.00
27	WATER	100	CU YD	1.50	150.00
28	POWER	100	CU YD	1.50	150.00
29	TELEPHONE	100	CU YD	1.50	150.00
30	SEWER	100	CU YD	1.50	150.00
31	WATER	100	CU YD	1.50	150.00
32	POWER	100	CU YD	1.50	150.00
33	TELEPHONE	100	CU YD	1.50	150.00
34	SEWER	100	CU YD	1.50	150.00
35	WATER	100	CU YD	1.50	150.00
36	POWER	100	CU YD	1.50	150.00
37	TELEPHONE	100	CU YD	1.50	150.00
38	SEWER	100	CU YD	1.50	150.00
39	WATER	100	CU YD	1.50	150.00
40	POWER	100	CU YD	1.50	150.00
41	TELEPHONE	100	CU YD	1.50	150.00
42	SEWER	100	CU YD	1.50	150.00
43	WATER	100	CU YD	1.50	150.00
44	POWER	100	CU YD	1.50	150.00
45	TELEPHONE	100	CU YD	1.50	150.00
46	SEWER	100	CU YD	1.50	150.00
47	WATER	100	CU YD	1.50	150.00
48	POWER	100	CU YD	1.50	150.00
49	TELEPHONE	100	CU YD	1.50	150.00
50	SEWER	100	CU YD	1.50	150.00
51	WATER	100	CU YD	1.50	150.00
52	POWER	100	CU YD	1.50	150.00
53	TELEPHONE	100	CU YD	1.50	150.00
54	SEWER	100	CU YD	1.50	150.00
55	WATER	100	CU YD	1.50	150.00
56	POWER	100	CU YD	1.50	150.00
57	TELEPHONE	100	CU YD	1.50	150.00
58	SEWER	100	CU YD	1.50	150.00
59	WATER	100	CU YD	1.50	150.00
60	POWER	100	CU YD	1.50	150.00
61	TELEPHONE	100	CU YD	1.50	150.00
62	SEWER	100	CU YD	1.50	150.00
63	WATER	100	CU YD	1.50	150.00
64	POWER	100	CU YD	1.50	150.00
65	TELEPHONE	100	CU YD	1.50	150.00
66	SEWER	100	CU YD	1.50	150.00
67	WATER	100	CU YD	1.50	150.00
68	POWER	100	CU YD	1.50	150.00
69	TELEPHONE	100	CU YD	1.50	150.00
70	SEWER	100	CU YD	1.50	150.00
71	WATER	100	CU YD	1.50	150.00
72	POWER	100	CU YD	1.50	150.00
73	TELEPHONE	100	CU YD	1.50	150.00
74	SEWER	100	CU YD	1.50	150.00
75	WATER	100	CU YD	1.50	150.00
76	POWER	100	CU YD	1.50	150.00
77	TELEPHONE	100	CU YD	1.50	150.00
78	SEWER	100	CU YD	1.50	150.00
79	WATER	100	CU YD	1.50	150.00
80	POWER	100	CU YD	1.50	150.00
81	TELEPHONE	100	CU YD	1.50	150.00
82	SEWER	100	CU YD	1.50	150.00
83	WATER	100	CU YD	1.50	150.00
84	POWER	100	CU YD	1.50	150.00
85	TELEPHONE	100	CU YD	1.50	150.00
86	SEWER	100	CU YD	1.50	150.00
87	WATER	100	CU YD	1.50	150.00
88	POWER	100	CU YD	1.50	150.00
89	TELEPHONE	100	CU YD	1.50	150.00
90	SEWER	100	CU YD	1.50	150.00
91	WATER	100	CU YD	1.50	150.00
92	POWER	100	CU YD	1.50	150.00
93	TELEPHONE	100	CU YD	1.50	150.00
94	SEWER	100	CU YD	1.50	150.00
95	WATER	100	CU YD	1.50	150.00
96	POWER	100	CU YD	1.50	150.00
97	TELEPHONE	100	CU YD	1.50	150.00
98	SEWER	100	CU YD	1.50	150.00
99	WATER	100	CU YD	1.50	150.00
100	POWER	100	CU YD	1.50	150.00

NOTE: SEE BOOK S-2 P-21 FOR ORIGINAL CROSS SECTION.
SEE BOOK S-2 P-23-24 FOR FINISHED CROSS SECTION.
ALL DIMENSIONS ARE IN FEET AND INCHES.
ALL ANGLES ARE IN DEGREES.
ALL SURFACES ARE TO BE FINISHED TO THE FOLLOWING GRADES:
TOP OF CURB: 1.50
TOP OF WALKWAY: 1.00
TOP OF DRIVEWAY: 0.50
TOP OF SIDEWALK: 0.00
TOP OF GRAVEL: -0.50
TOP OF SAND: -1.00
TOP OF WATER: -1.50
TOP OF POWER: -2.00
TOP OF TELEPHONE: -2.50
TOP OF SEWER: -3.00
TOP OF WALKWAY: -3.50
TOP OF DRIVEWAY: -4.00
TOP OF SIDEWALK: -4.50
TOP OF GRAVEL: -5.00
TOP OF SAND: -5.50
TOP OF WATER: -6.00
TOP OF POWER: -6.50
TOP OF TELEPHONE: -7.00
TOP OF SEWER: -7.50
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TOP OF DRIVEWAY: -8.50
TOP OF SIDEWALK: -9.00
TOP OF GRAVEL: -9.50
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TOP OF TELEPHONE: -227.50
TOP OF SEWER: -228.00
TOP OF WALKWAY: -228.50
TOP OF DRIVEWAY: -2

ABUTMENT NO. 2 25+07.55 NB

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
83	91101	5-14	110
APP 34-1(4)			

SEE BOOK 5-1 P. 26-27 DEVIATION SEC
SEE BOOK 5-1 P. 26-27 FINAL X SEC

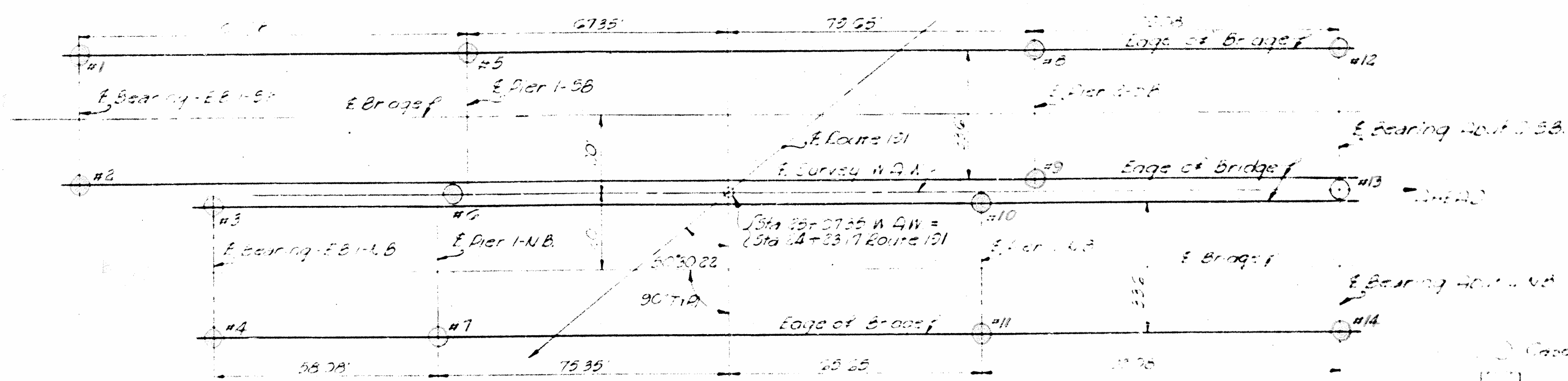
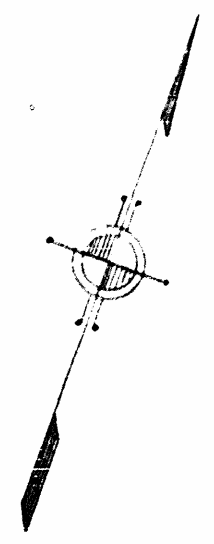
ABUTMENT NO 2 NB (CONT'D)

STATE	PROJECT NO.	SHEET NO.	TOT SHEET
N.C.	8319101	S-15	110
F.A. PROJ. NO. APP-34-1(4)			

CHAMBER ELEVATIONS			
CHAMBER	14	20.23'	42.24' 43.15'
CHAMBER	15	20.24'	42.25' 43.16'
CHAMBER	16	20.25'	42.26' 43.17'
CHAMBER	17	20.26'	42.27' 43.18'
CHAMBER	18	20.27'	42.28' 43.19'
CHAMBER	19	20.28'	42.29' 43.20'
CHAMBER	20	20.29'	42.30' 43.21'
CHAMBER	21	20.30'	42.31' 43.22'
CHAMBER	22	20.31'	42.32' 43.23'
CHAMBER	23	20.32'	42.33' 43.24'
CHAMBER	24	20.33'	42.34' 43.25'
CHAMBER	25	20.34'	42.35' 43.26'
CHAMBER	26	20.35'	42.36' 43.27'
CHAMBER	27	20.36'	42.37' 43.28'
CHAMBER	28	20.37'	42.38' 43.29'
CHAMBER	29	20.38'	42.39' 43.30'
CHAMBER	30	20.39'	42.40' 43.31'
CHAMBER	31	20.40'	42.41' 43.32'
CHAMBER	32	20.41'	42.42' 43.33'
CHAMBER	33	20.42'	42.43' 43.34'
CHAMBER	34	20.43'	42.44' 43.35'
CHAMBER	35	20.44'	42.45' 43.36'
CHAMBER	36	20.45'	42.46' 43.37'
CHAMBER	37	20.46'	42.47' 43.38'
CHAMBER	38	20.47'	42.48' 43.39'
CHAMBER	39	20.48'	42.49' 43.40'
CHAMBER	40	20.49'	42.50' 43.41'
CHAMBER	41	20.50'	42.51' 43.42'
CHAMBER	42	20.51'	42.52' 43.43'
CHAMBER	43	20.52'	42.53' 43.44'
CHAMBER	44	20.53'	42.54' 43.45'
CHAMBER	45	20.54'	42.55' 43.46'
CHAMBER	46	20.55'	42.56' 43.47'
CHAMBER	47	20.56'	42.57' 43.48'
CHAMBER	48	20.57'	42.58' 43.49'
CHAMBER	49	20.58'	42.59' 43.50'
CHAMBER	50	20.59'	42.60' 43.51'
CHAMBER	51	20.60'	42.61' 43.52'
CHAMBER	52	20.61'	42.62' 43.53'
CHAMBER	53	20.62'	42.63' 43.54'
CHAMBER	54	20.63'	42.64' 43.55'
CHAMBER	55	20.64'	42.65' 43.56'
CHAMBER	56	20.65'	42.66' 43.57'
CHAMBER	57	20.66'	42.67' 43.58'
CHAMBER	58	20.67'	42.68' 43.59'
CHAMBER	59	20.68'	42.69' 44.00'
CHAMBER	60	20.69'	42.70' 44.01'
CHAMBER	61	20.70'	42.71' 44.02'
CHAMBER	62	20.71'	42.72' 44.03'
CHAMBER	63	20.72'	42.73' 44.04'
CHAMBER	64	20.73'	42.74' 44.05'
CHAMBER	65	20.74'	42.75' 44.06'
CHAMBER	66	20.75'	42.76' 44.07'
CHAMBER	67	20.76'	42.77' 44.08'
CHAMBER	68	20.77'	42.78' 44.09'
CHAMBER	69	20.78'	42.79' 44.10'
CHAMBER	70	20.79'	42.80' 44.11'
CHAMBER	71	20.80'	42.81' 44.12'
CHAMBER	72	20.81'	42.82' 44.13'
CHAMBER	73	20.82'	42.83' 44.14'
CHAMBER	74	20.83'	42.84' 44.15'
CHAMBER	75	20.84'	42.85' 44.16'
CHAMBER	76	20.85'	42.86' 44.17'
CHAMBER	77	20.86'	42.87' 44.18'
CHAMBER	78	20.87'	42.88' 44.19'
CHAMBER	79	20.88'	42.89' 44.20'
CHAMBER	80	20.89'	42.90' 44.21'
CHAMBER	81	20.90'	42.91' 44.22'
CHAMBER	82	20.91'	42.92' 44.23'
CHAMBER	83	20.92'	42.93' 44.24'
CHAMBER	84	20.93'	42.94' 44.25'
CHAMBER	85	20.94'	42.95' 44.26'
CHAMBER	86	20.95'	42.96' 44.27'
CHAMBER	87	20.96'	42.97' 44.28'
CHAMBER	88	20.97'	42.98' 44.29'
CHAMBER	89	20.98'	42.99' 44.30'
CHAMBER	90	20.99'	43.00' 44.31'
CHAMBER	91	21.00'	43.01' 44.32'
CHAMBER	92	21.01'	43.02' 44.33'
CHAMBER	93	21.02'	43.03' 44.34'
CHAMBER	94	21.03'	43.04' 44.35'
CHAMBER	95	21.04'	43.05' 44.36'
CHAMBER	96	21.05'	43.06' 44.37'
CHAMBER	97	21.06'	43.07' 44.38'
CHAMBER	98	21.07'	43.08' 44.39'
CHAMBER	99	21.08'	43.09' 44.40'
CHAMBER	100	21.09'	43.10' 44.41'

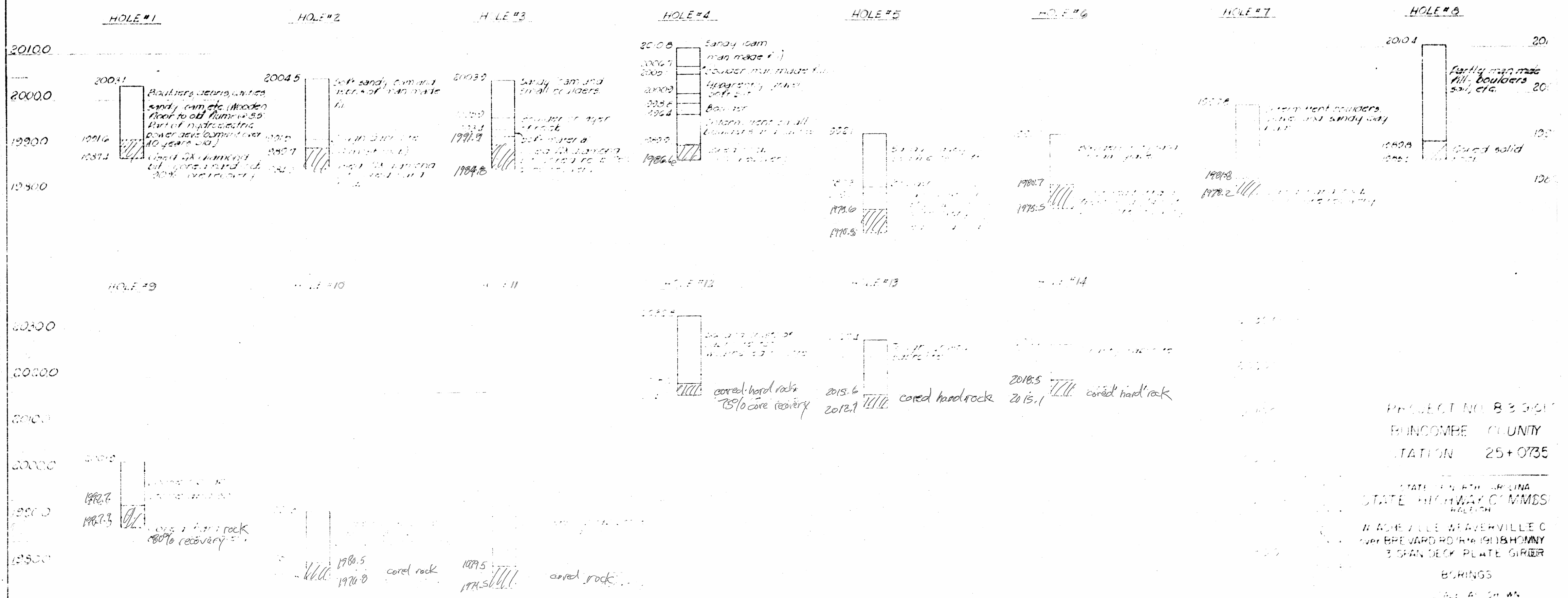
SEE BOOK 2-1 P. 26-27 ORIG. X-50
SEE BOOK 2-1 P. 28-29 FINAL X-50

Excluded for On the 11 September.



PLAN
Scale 1"=20'-0"
(Showing location of borings)

☒ Cased hole boring
☐ Drilled

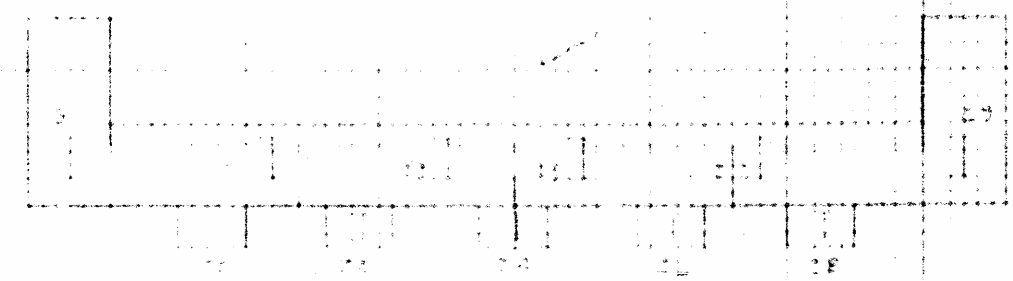


PROJECT NO. 833-01
 BUNCOMBE COUNTY
 STATION 25+07.35
 STATE HIGHWAY 191
 W. ASHEVILLE-WEAVERVILLE C.
 OVER BREVARD ROAD 191 & HONNY
 3 SHANDECK PLATE GIRDER
 BORINGS

DATE	BY	REVISION
5/25/01	...	...

PILE RECORD STATION 25+07.35 SB

			Pay length				
1	10.00	10.00	32' 8"	10.00	10.00	10.00	10.00
2	10.00	10.00	32' 11"	10.00	10.00	10.00	10.00
3	10.00	10.00	31' 11 1/2"	10.00	10.00	10.00	10.00
4	10.00	10.00	30' 3 1/2"	10.00	10.00	10.00	10.00
5	10.00	10.00	32' 1 1/2"	10.00	10.00	10.00	10.00
6	10.00	10.00	37' 8"	10.00	10.00	10.00	10.00
7	10.00	10.00	33' 4"	10.00	10.00	10.00	10.00
8	10.00	10.00	37' 1"	10.00	10.00	10.00	10.00
9	10.00	10.00	32' 2 1/2"	10.00	10.00	10.00	10.00
10	10.00	10.00	37' 7 1/2"	10.00	10.00	10.00	10.00
11	10.00	10.00	35' 0"	10.00	10.00	10.00	10.00



SEE BOOK S-2 P-10

can't read good

PILE RECORD STATION 25+07.35 NB

1		33' 8"	
2		34' 10"	
3		33' 4 1/2"	
4		33' 1"	
5		32' 1 1/2"	
6		32' 6 1/2"	
7		33' 4 1/2"	
8		31' 6"	
9		32' 7 1/2"	
10		33' 10"	
11		33' 0"	

SEE BOOK 3-1 P. 11

		Pay		
		length		
12		32' 7"		694323
13		27' 9"		684112
14		32' 2 1/2"		684112
15		32' 6"		684112
16		35' 4 1/2"		684112
17		31' 5"		684112
18		30' 5"		684112

SEE BOOK 3-1 P. 13