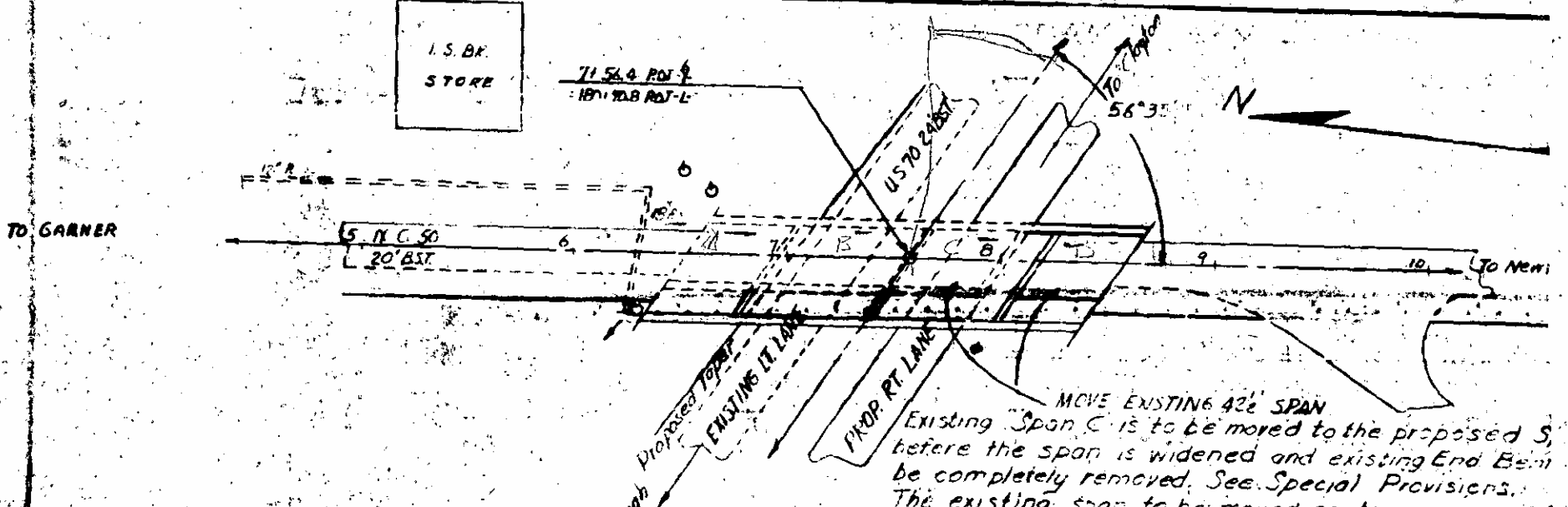
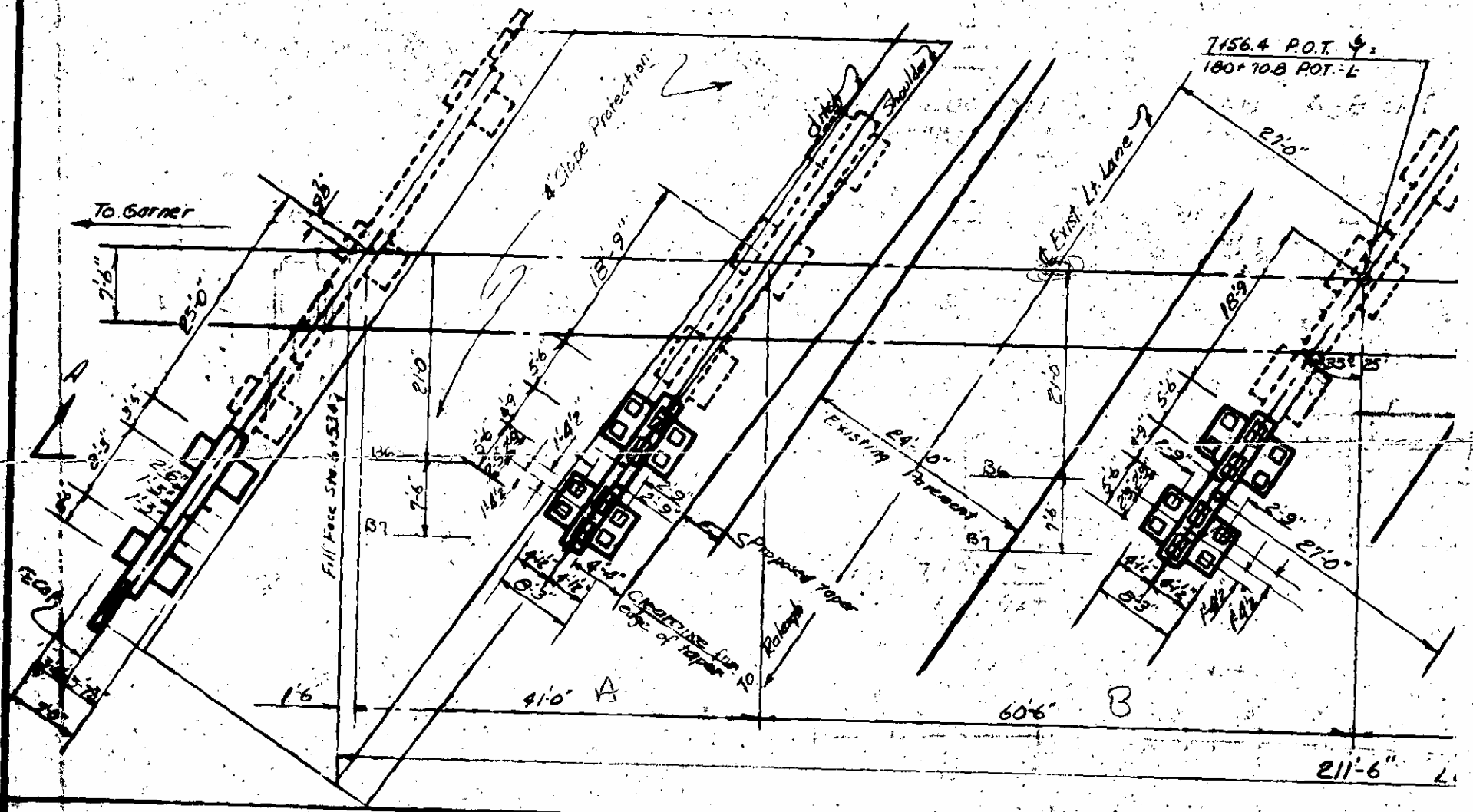
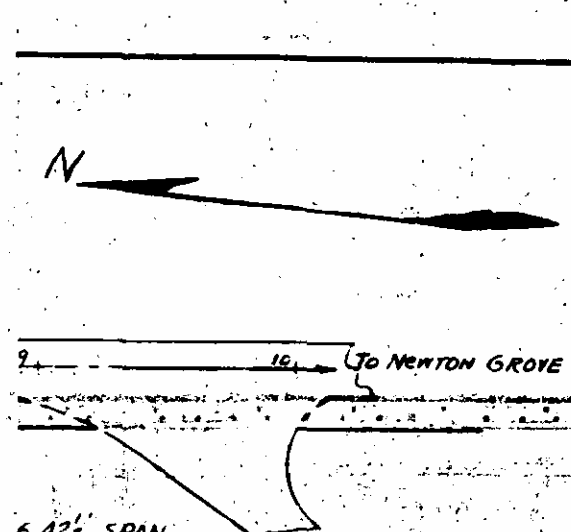
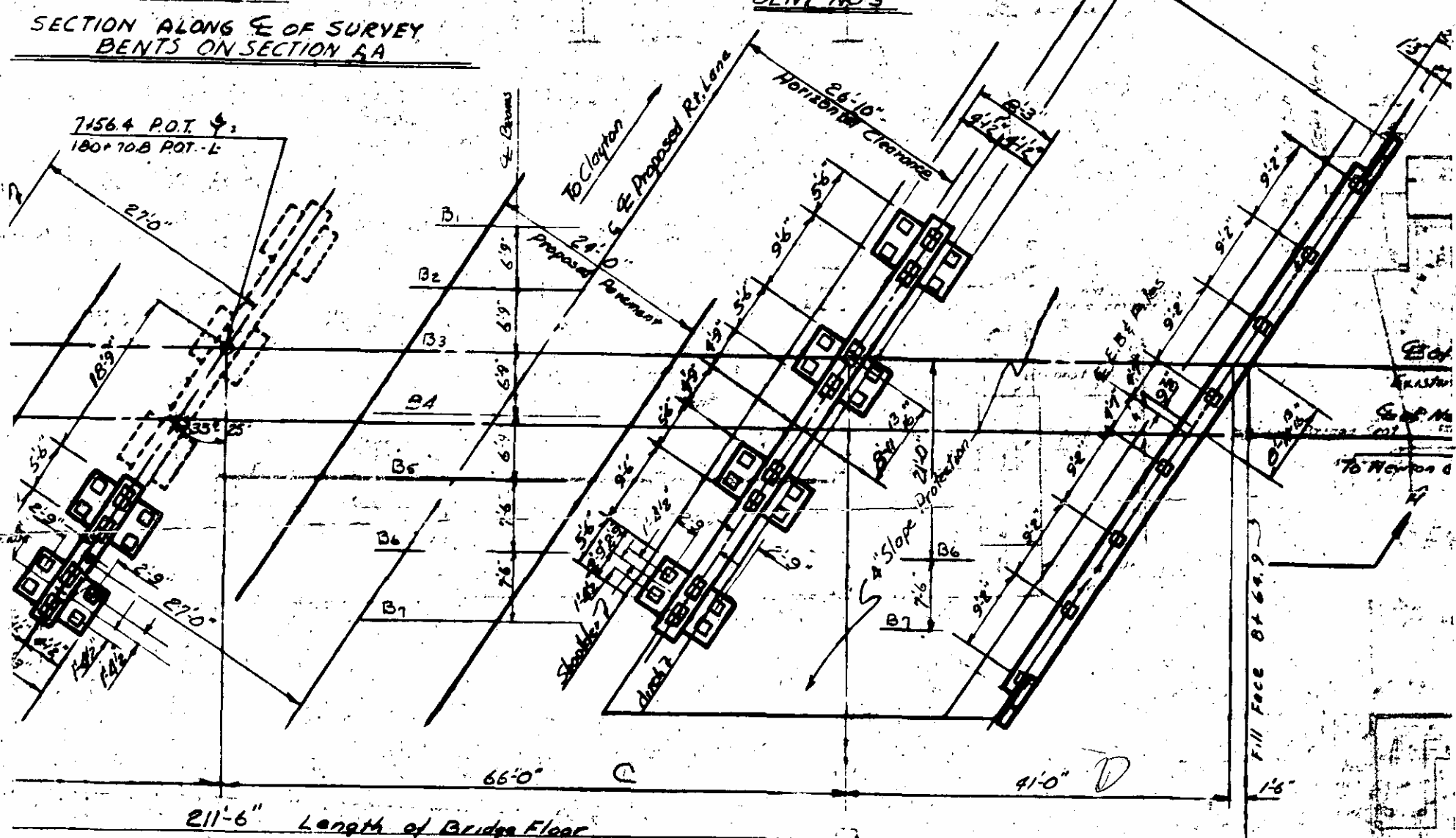
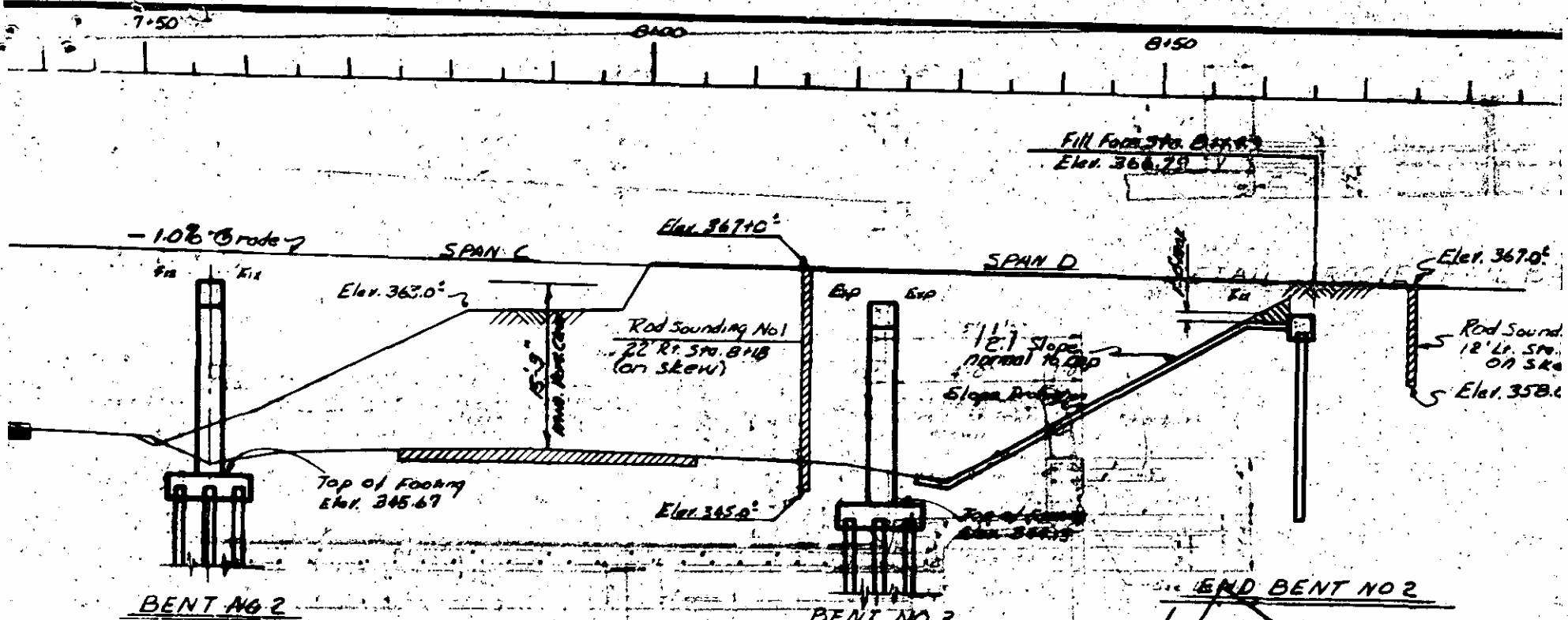


50-40-20  
WAKE CO.

SECTION ALONG E OF  
BENTS ON SECTION



Barney

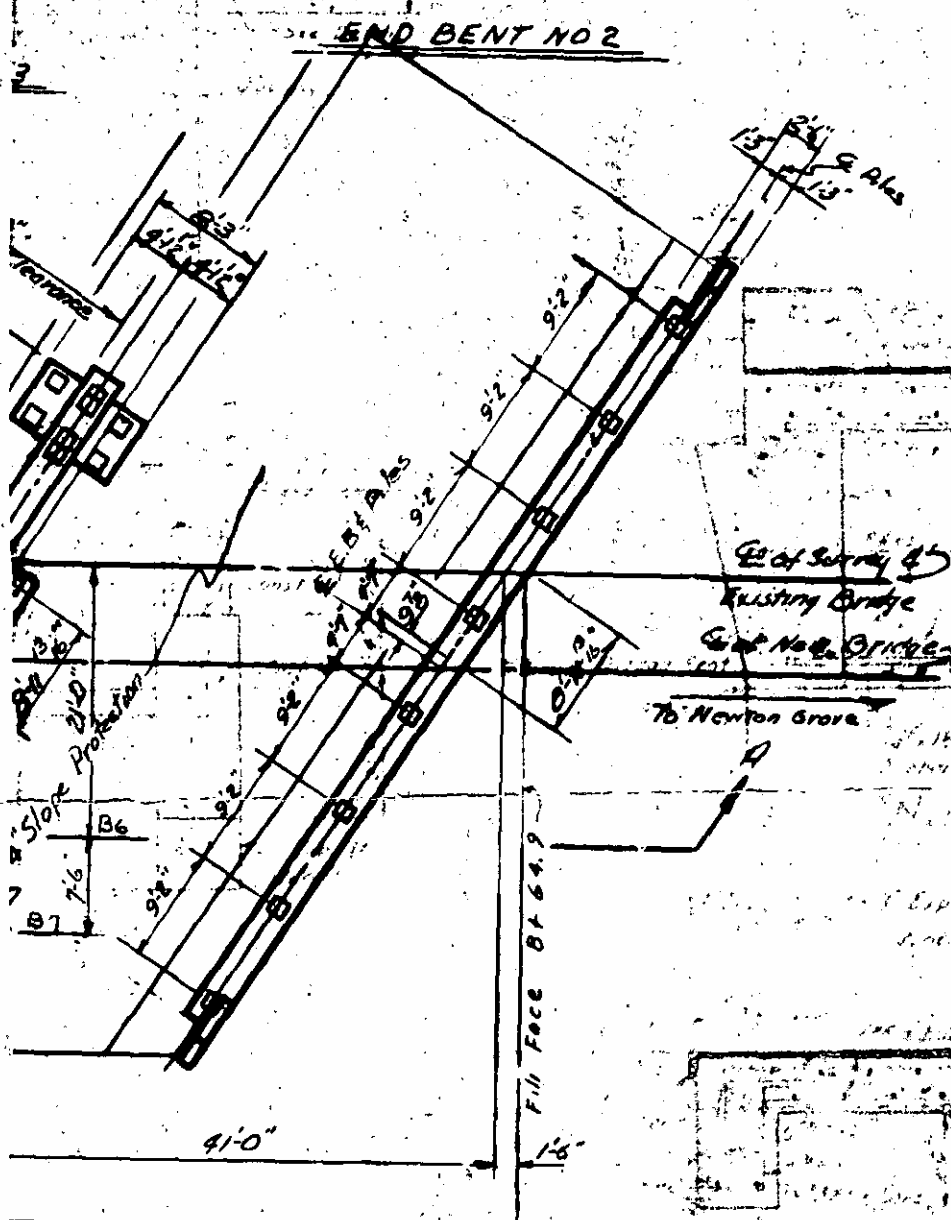
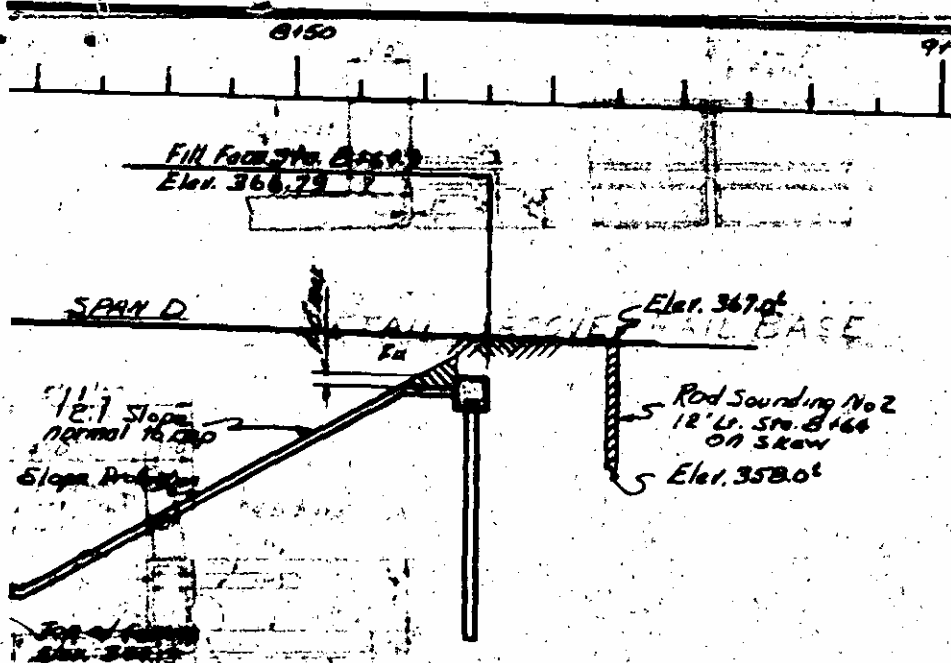


6.42% SPAN  
 removed to the proposed Span D  
 and existing End Bent 2 is to  
 See Special Provisions.  
 removed contains approx 44 cu yds

Rev. 1. to change slope at E. Bent 2 to

**TOTAL BILL OF MATERIAL**

	Class "A" Concrete	Bent. Steel lbs	Structural Steel Approx lbs	12" Prest. Conc. Piles No. LC	Unclassified S.P. Excav. CY	4" Concrete Slope Prot. Sq. yds.	8" Concrete Slope Prot. Sq. yds.
SUPERSTRUCTURE	195.7	40,568	115,700				
END BENT No 1	11.4	1,959			35	350	350
BENT NO 2	20.6	3,050		12	360	30	
BENT NO 3	20.6	5,050		12	360	30	
END BENT NO 2	45.9	6,634		24	720	60	
APPROACH CURBS	15.1	3,905		8	144		
	2.5	46				415	415



**NOTES**

For other design data and general notes see sheet 5-N  
 For other design data and general notes see sheet 5-N

**NOTES**

Assumed base load shall be taken to obtain a straight line of top surface of concrete in compression. The 1000 lbs. per sq. ft. for Reinforcing Steel in tension is 18,000 lbs. per sq. ft. for Stress in extreme fiber of iron steel 20,000 lbs. per sq. ft.

Computed foundation load for End Bent No 1 equals 2 1/2 tons per sq. ft.

No Test Piles are required, Order lengths for Bent No 1, 2, & 3 shall be 30'. For End Bent No. 2 order length shall be 18'. Piles for Bents 1, 2, & 3 to be driven to a bearing capacity of 10 tons each. End Bent No 2 to be driven to a minimum bearing capacity of 25 tons each.

In Beam length for change to fit actual length be checked by the contractor. Undersize lengths shown on plans.

Work is not to be started until roadway section has been completed. Undersize lengths to be used.

Shaded areas at end of structure contractor.

Traffic on existing during construction.

Traffic on R.R. 50 of the street of the piling.

Beach Mats to be used system BT 97.

Bituminous paving placed by the contractor. For painting of special paint.

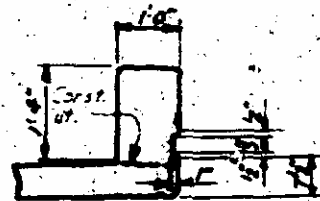
Rev. 1. to change slope at E. Bent 2 to 1 1/2:1

**TOTAL BILL OF MATERIAL**

Structural Steel	12" Prest. Conc. Piles	Unclassified S.P. EXCOV.	4" Concrete Slope Prot.	4" Conc. Block Slope Prot.	1/2" Bar	Amount of Existing Sand	Bituminous Paving Surf.
Wt. Lbs.	Wt. Lbs.	CC	Sq. Yds.	Sq. Yds.	Lin. Ft.	Lump Sum	Tons
15,700					414		26
		35	350	350			
	12	360	30				
	12	360	30				
	24	720	60				
	8	144		415	415		

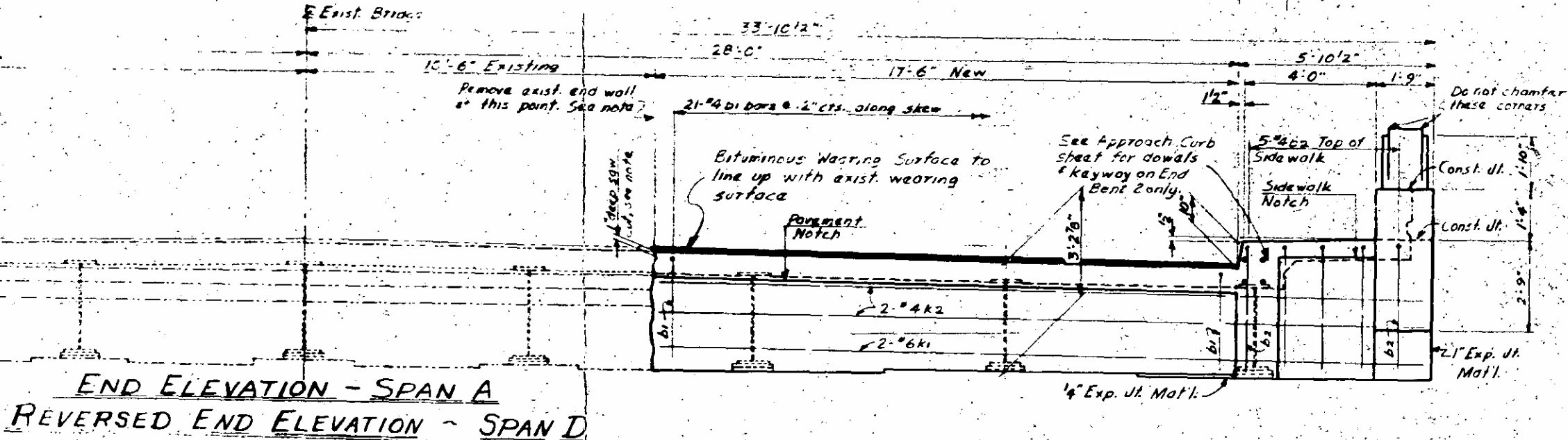
5-62

**CROWN DIAGRAM - SPANS A-B-D**

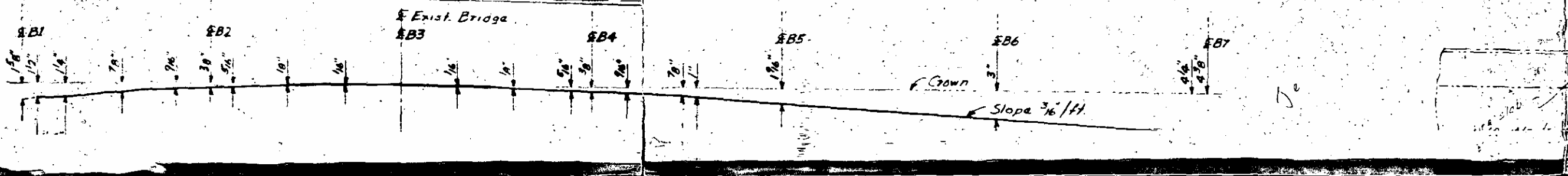


**DETAIL GROOVE**

**TYPICAL SECTION THRU SPANS A-B OR D**  
DIAPHRAGM A - FINISH SHOWN



**END ELEVATION - SPAN A**  
**REVERSED END ELEVATION - SPAN D**



NO.	DESCRIPTION	QTY	UNIT
1	CONCRETE		
2	STEEL		
3	WOOD		
4	PAINT		

NOTES  
 General notes see sheet 5/A  
 removed in accordance  
 the specifications except  
 the steel shall be same  
 as existing  
 115-372(4) steel shall be  
 same as existing  
 New concrete to  
 1000 lbs. per cu. yd.  
 18,000 lbs. per sq. ft.  
 of str. steel 20,000 lbs. per sq. ft.

and general notes see sheet 5/B  
 load for End Bent No. 1 equal

required, Order lengths for Bent  
 No. 1. For End Bent No. 2 order

23 to be identical to Bent  
 No. 2 each. End Bent  
 to minimize bearing capacity

500 lbs  
 500 lbs  
 500 lbs

500 lbs  
 500 lbs

500 lbs  
 500 lbs

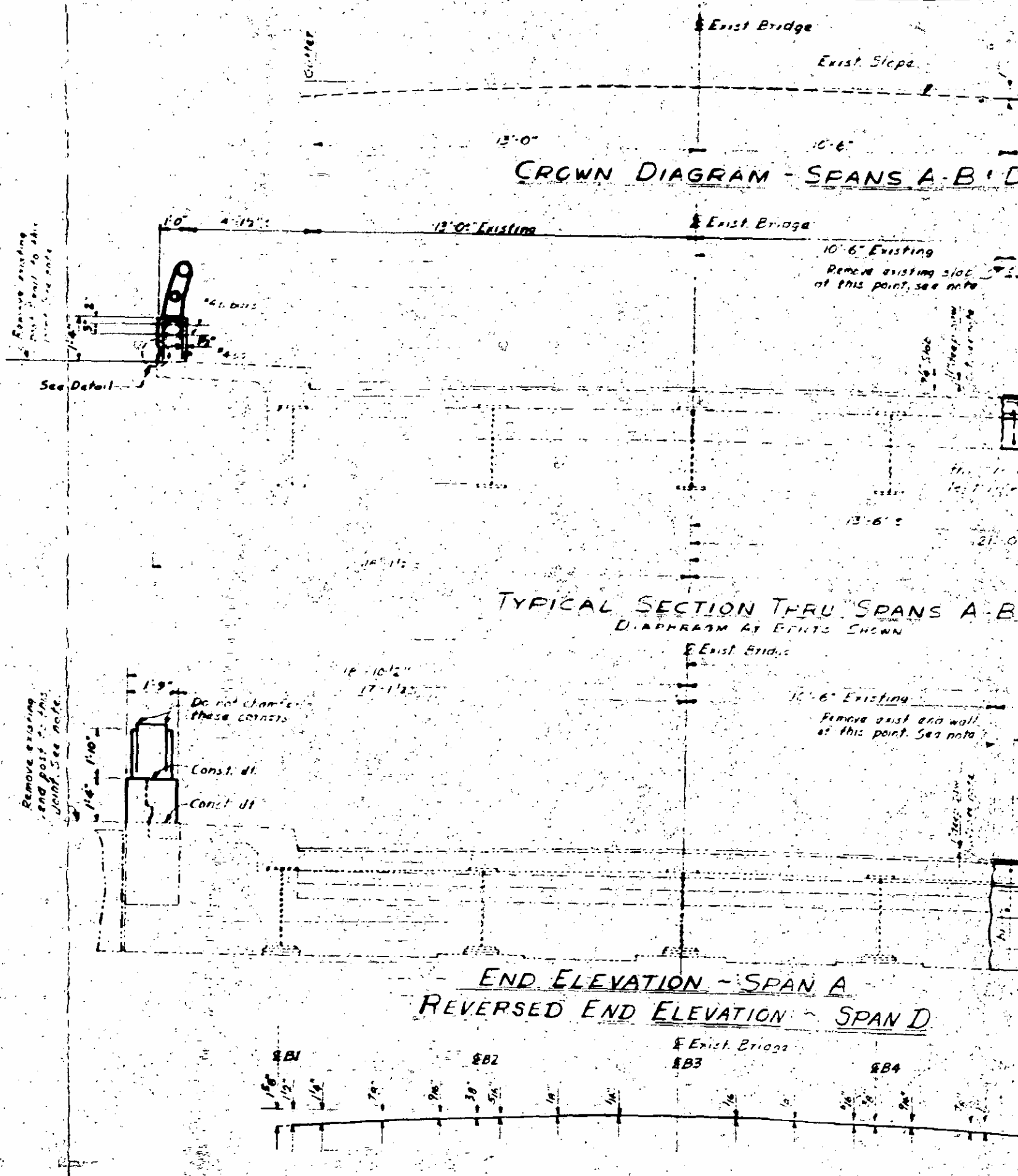
500 lbs  
 500 lbs

500 lbs  
 500 lbs

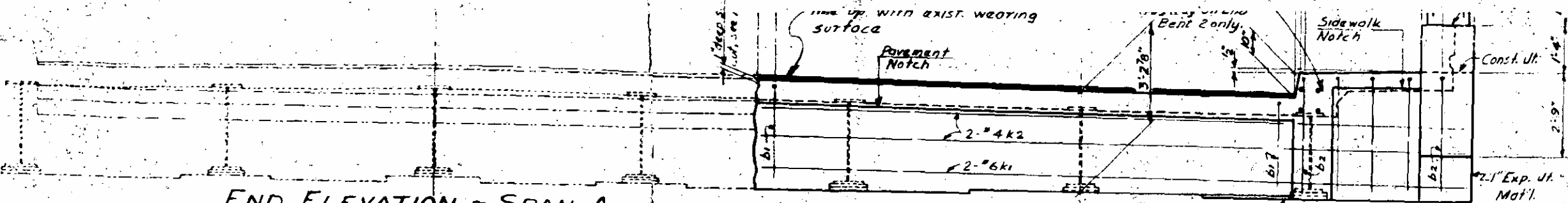
500 lbs  
 500 lbs

500 lbs  
 500 lbs

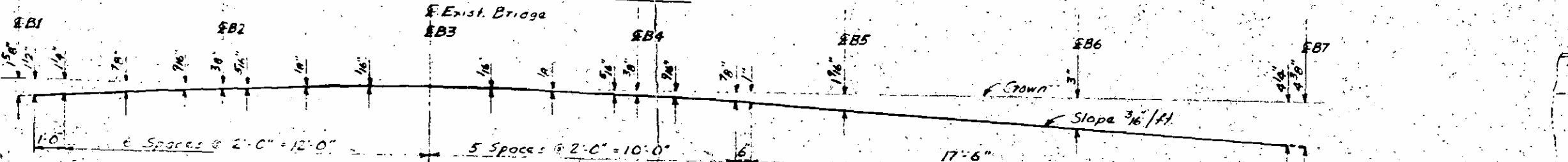
500 lbs  
 500 lbs



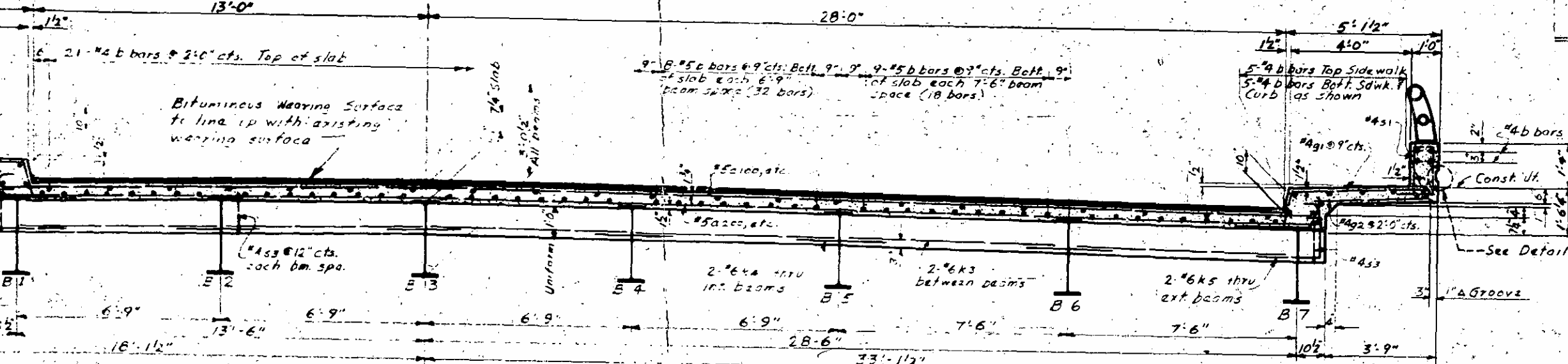
END ELEVATION ~ SPAN A  
 REVERSED END ELEVATION ~ SPAN D



CROWN DIAGRAM ~ SPAN C



TYPICAL SECTION THRU SPAN C  
 DIAPHRAGM AT BENTS SHOWN



April, 1961  
 J. L. KEL

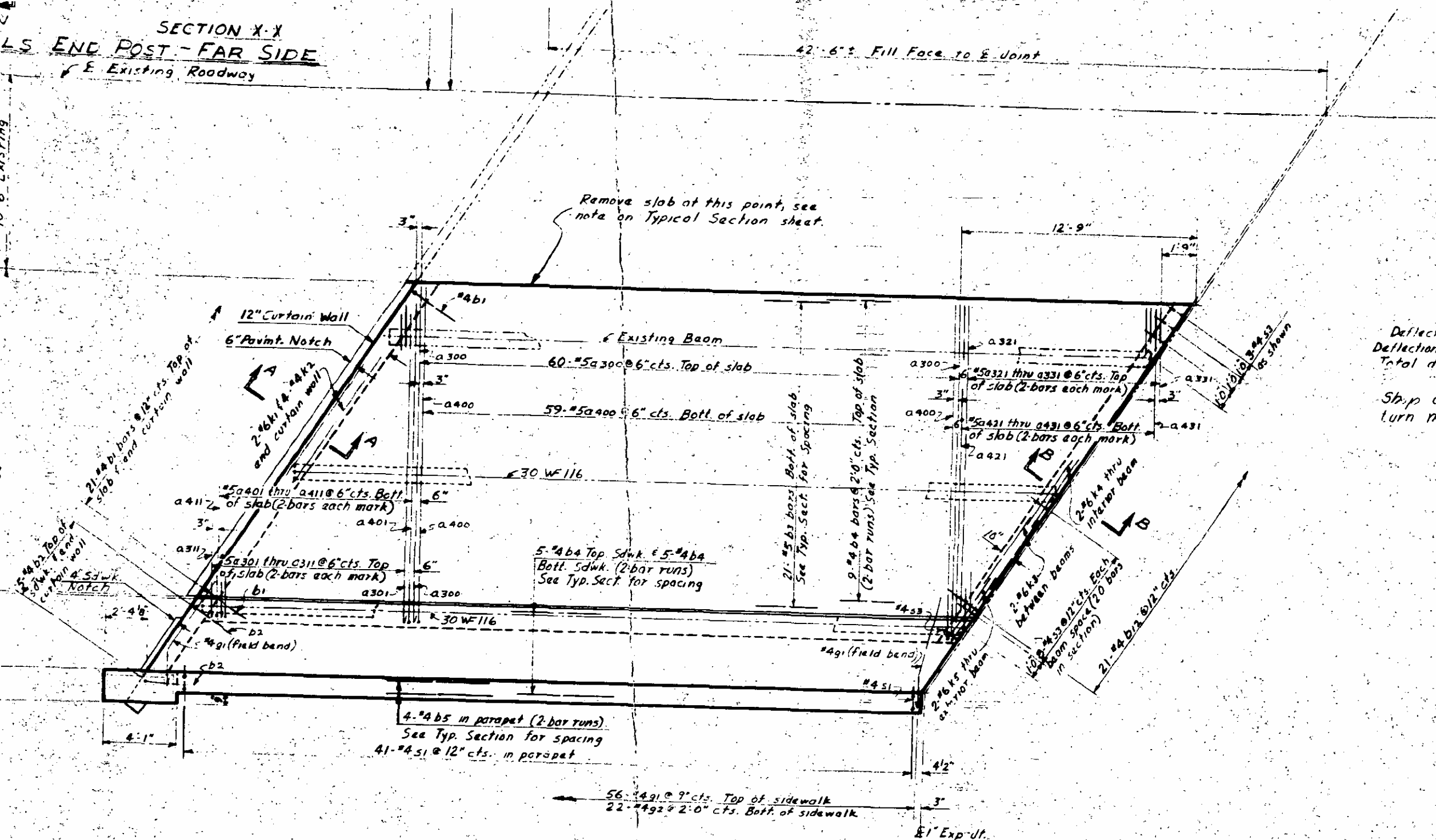


SECTION X-X  
 LS END POST - FAR SIDE  
 Existing Roadway

42'-6" Fill Face to E Joint

Remove slab at this point, see note on Typical Section sheet.

BUILDING



DEAD

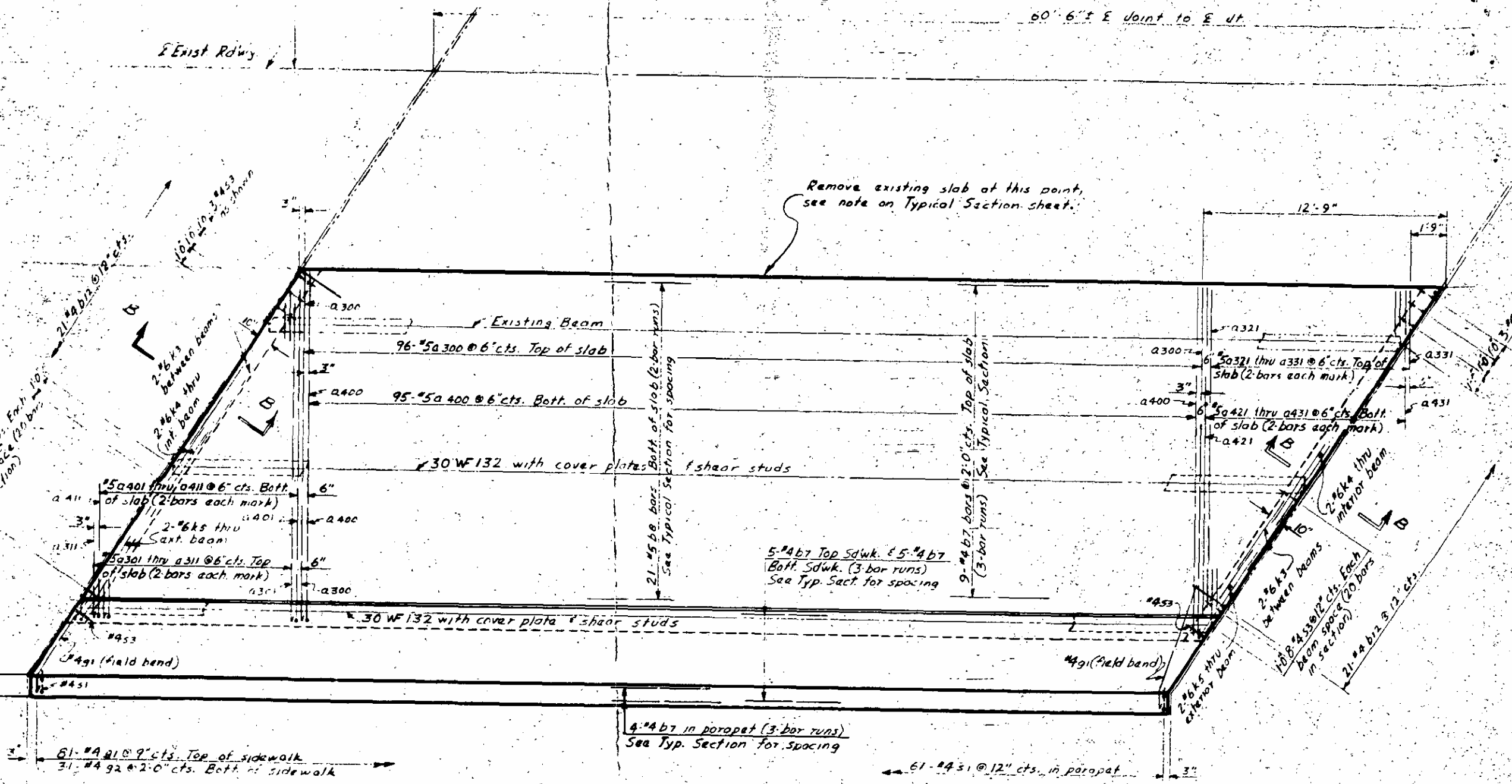
Deflection due to  
 Deflection due to sup  
 Total dead load  
 Ship camber  
 turn natural n

PLAN - SPAN A

60'-6" E Joint to E JT

Exist Rdwy

Remove existing slab at this point, see note on Typical Section sheet.



# PLAN - SPAN B

61'-#4 @ 9" cts. Top of sidewalk  
31'-#4 @ 2'-0" cts. Bott. of sidewalk

4'-#4 b7 in parapet (3-bar runs)  
See Typ. Section for spacing

61'-#4 #1 @ 12" cts. in parapet

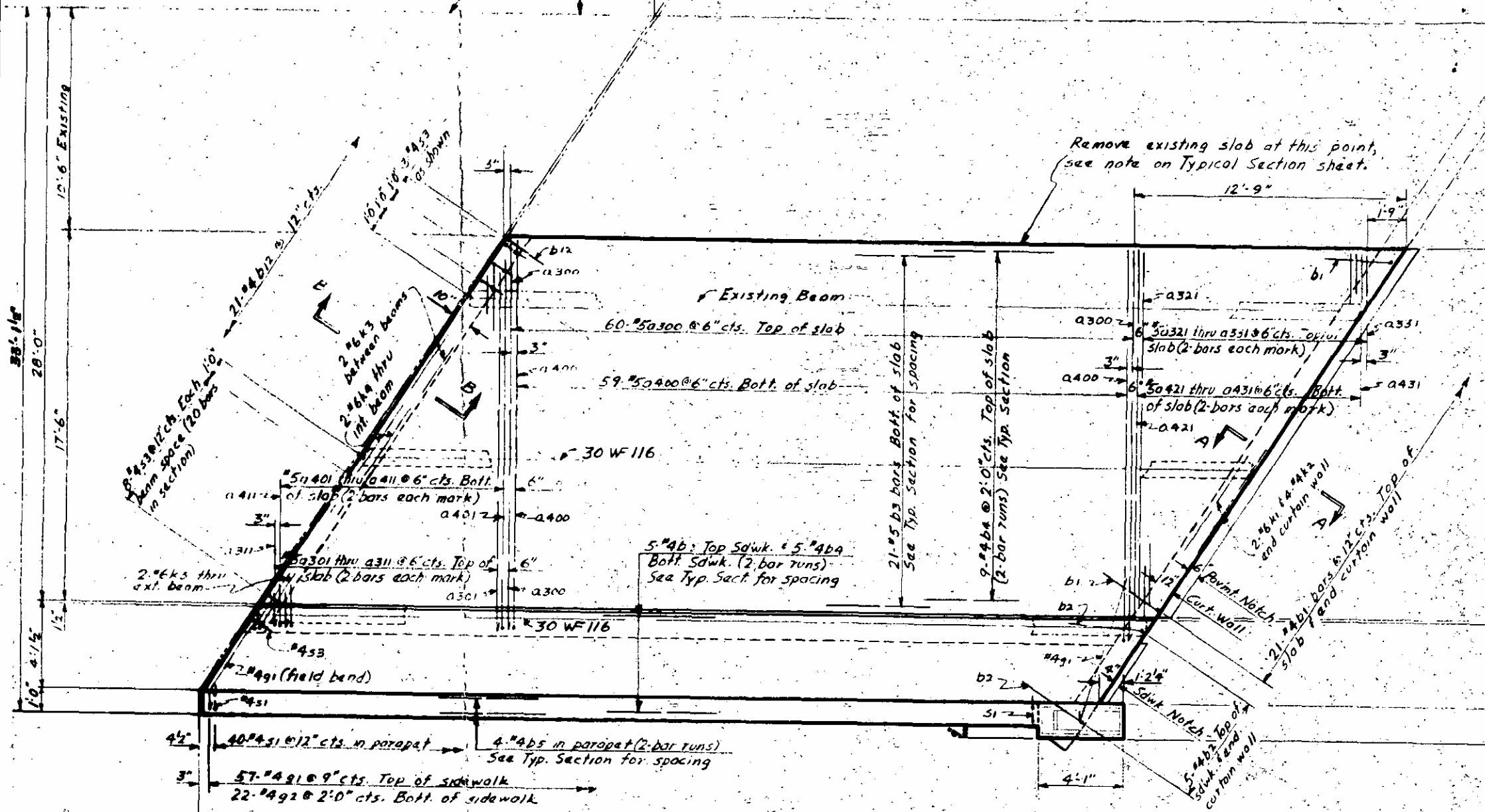
51' Exp. ut.





42'-6" ± E Joint to Fill Face

Existing Roadway

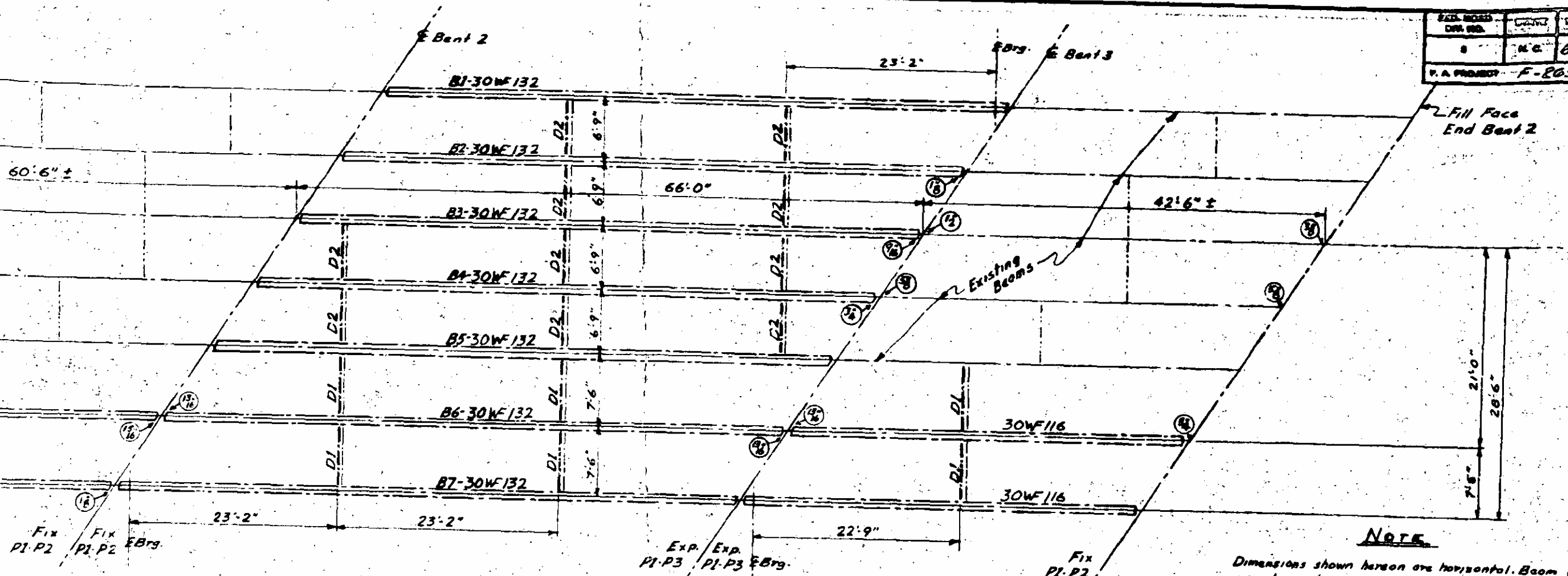


Remove existing slab at this point, see note on Typical Section sheet.

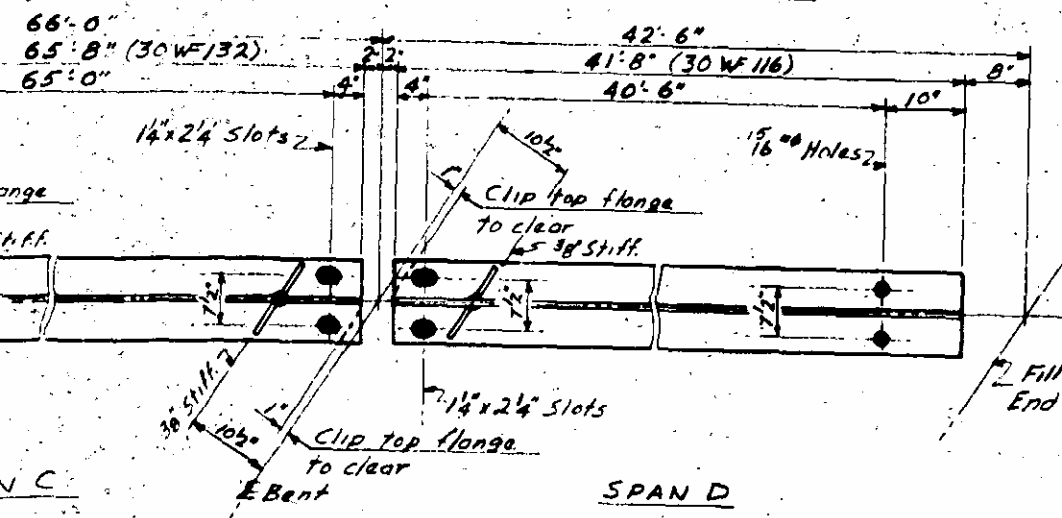
PLAN - SPAN D

8' Exp. Ut.

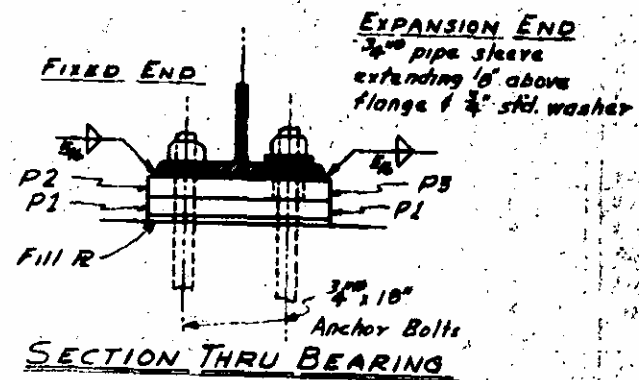
DATE	BY	CHKD	APP
8	M.C.	B.	
P.A. PROJECT - F-265			



**SPAN C**  
**STRUCTURAL STEEL PLAN**



**SPAN D**



**NOTE**

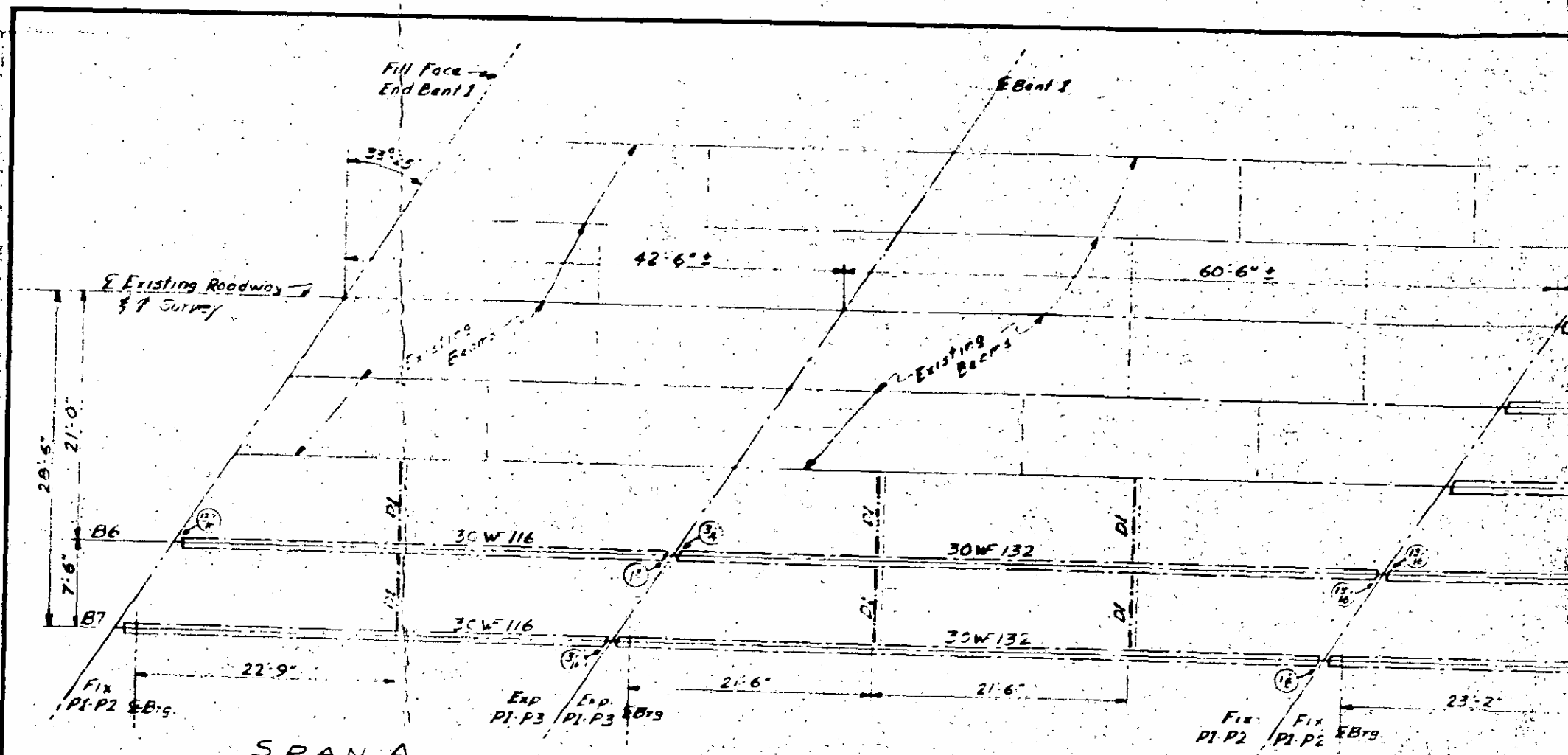
Dimensions shown hereon are horizontal. Beams may be cut square.

See concrete sections for web holes in beams.

All beams, cover plates, and channel shear connectors shall be of ASTM A36 grade structural steel. See Sheet S-N.

Beam lengths are subject to change to fit actual span lengths. Span lengths shall be checked by the Resident Engineer as early as is practical (10 days prior to weather beam) or as soon as possible after the ground is cleared.

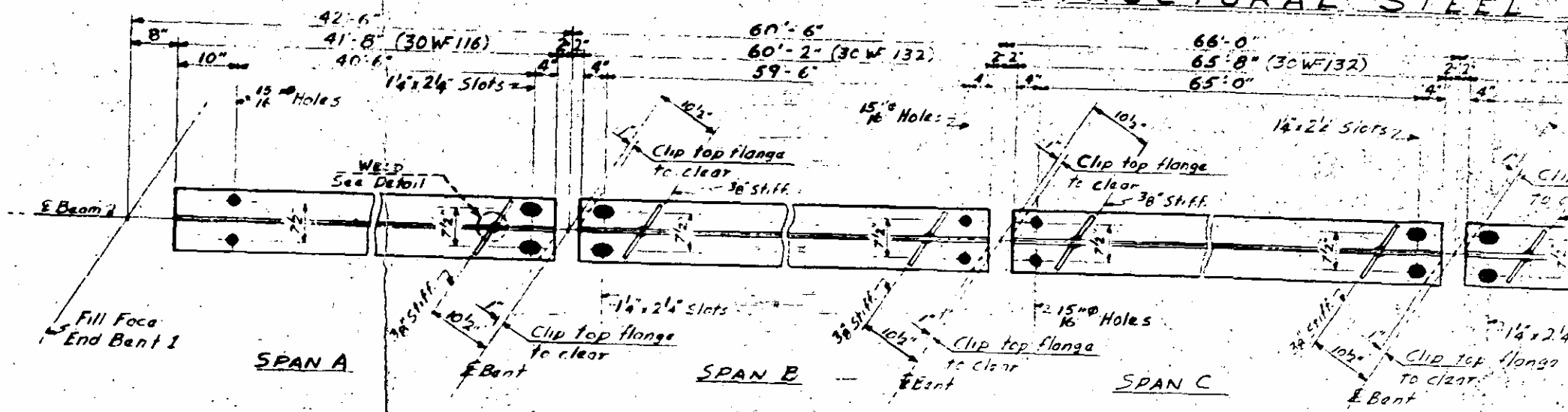
All dimensions are in feet and inches unless otherwise noted.



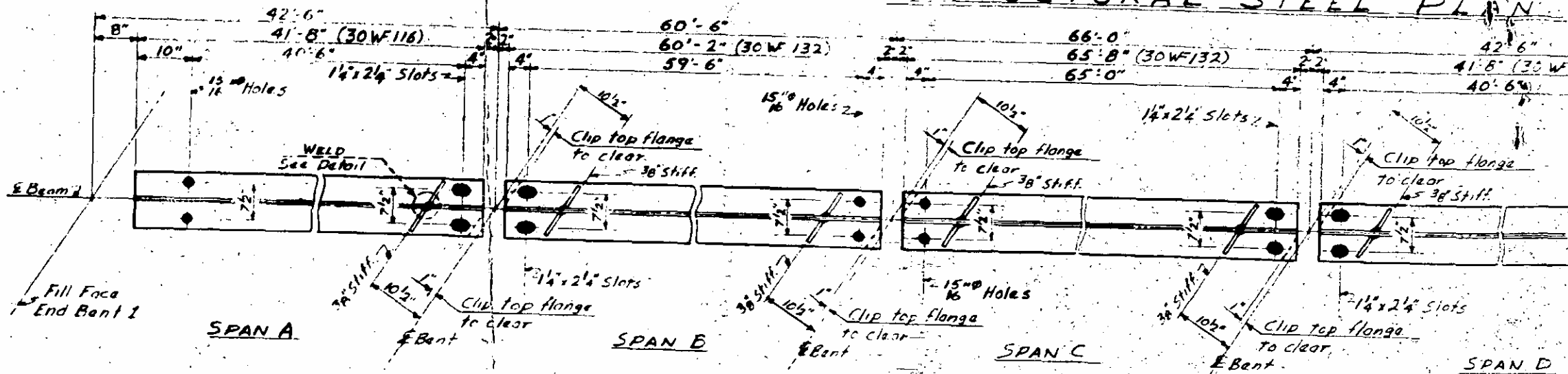
Note: Fill R's. shown thusly (16)

### SPAN B

## STRUCTURAL STEEL

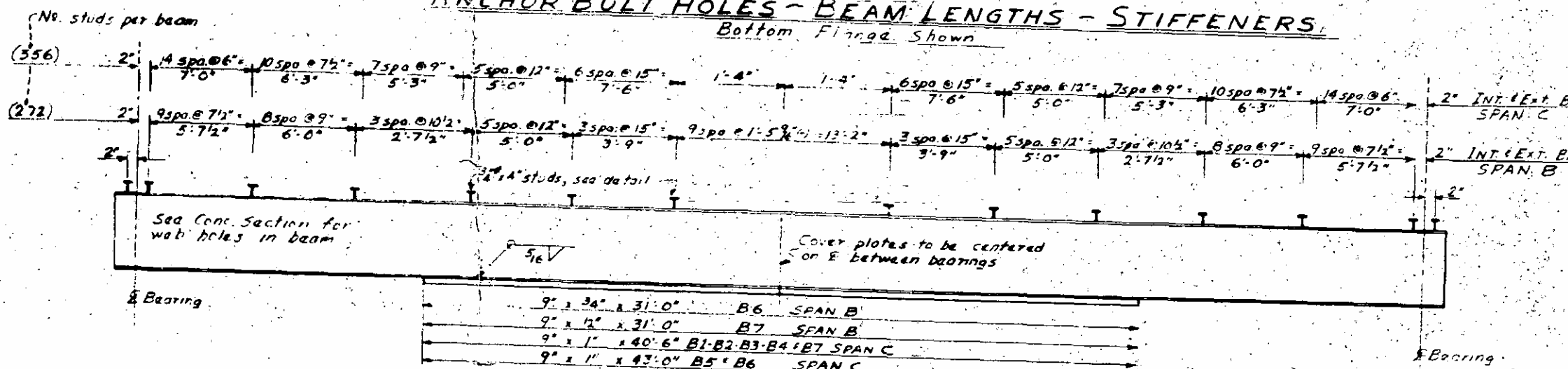


# STRUCTURAL STEEL PLAN

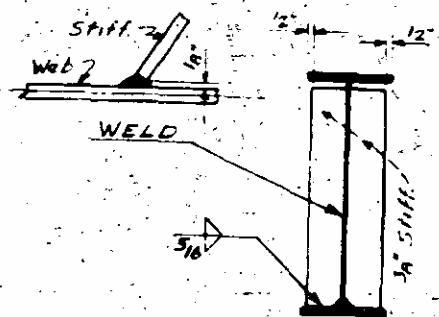
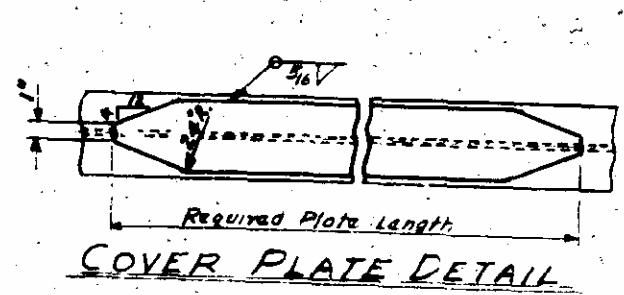


## ANCHOR BOLT HOLES - BEAM LENGTHS - STIFFENERS

Bottom Flange Shown



## SHEAR STUD SPACING & COVER PLATE LENGTHS



## DETAIL SHEAR STUDS

Note: At the contractors option 3E6 shear connectors may be used in lieu of the stud shear connectors. See Sheet S-N.

Note: Omit stiffeners on outside of exterior beams and at end bents. Stiffeners to be parallel to ends of beams & parallel to bent E.

DRAWN BY Mack Underwood DATE April, 1961  
 CHECKED BY J. J. Smith DATE April, 1961  
 STEEL DEPARTMENT CO., CHICAGO, ILL. 60604

Span A 2 pcs  $9\frac{1}{2} \times \frac{5}{8} \times 20'$   
2 pcs  $11\frac{1}{2} \times \frac{1}{2} \times 20'$

Span B 2 pcs  $11 \times \frac{3}{4} \times 30'$

Span C 2 pcs  $11 \times \frac{3}{4} \times 30'$

Span D 2 pcs  $9\frac{1}{2} \times \frac{5}{8} \times 20'$   
2 pcs  $11\frac{1}{2} \times \frac{1}{2} \times 20'$



$10\frac{1}{2}$   
 $1\frac{1}{2}$

$1\frac{1}{2} \times \frac{5}{8}$

43

2 pc  $9\frac{1}{2} \times \frac{5}{8} \times 20'$   
2 pcs