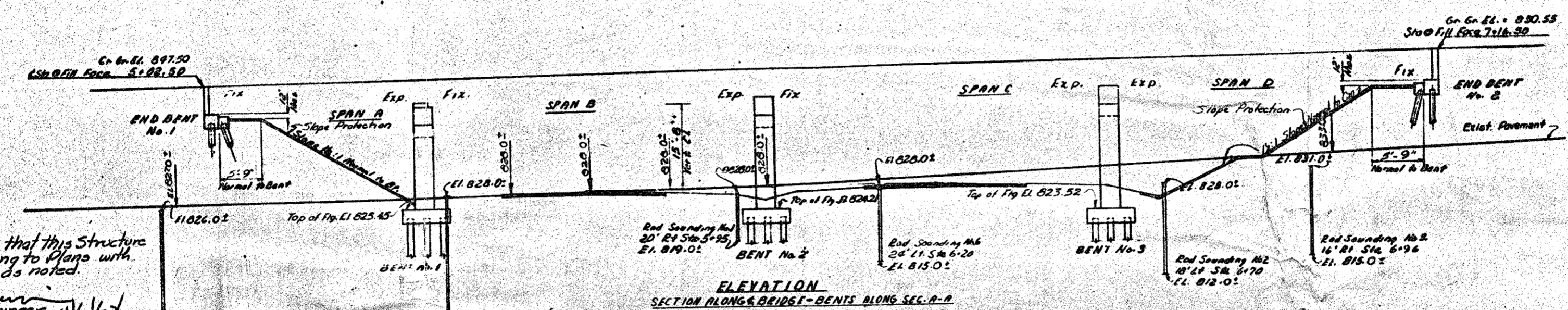
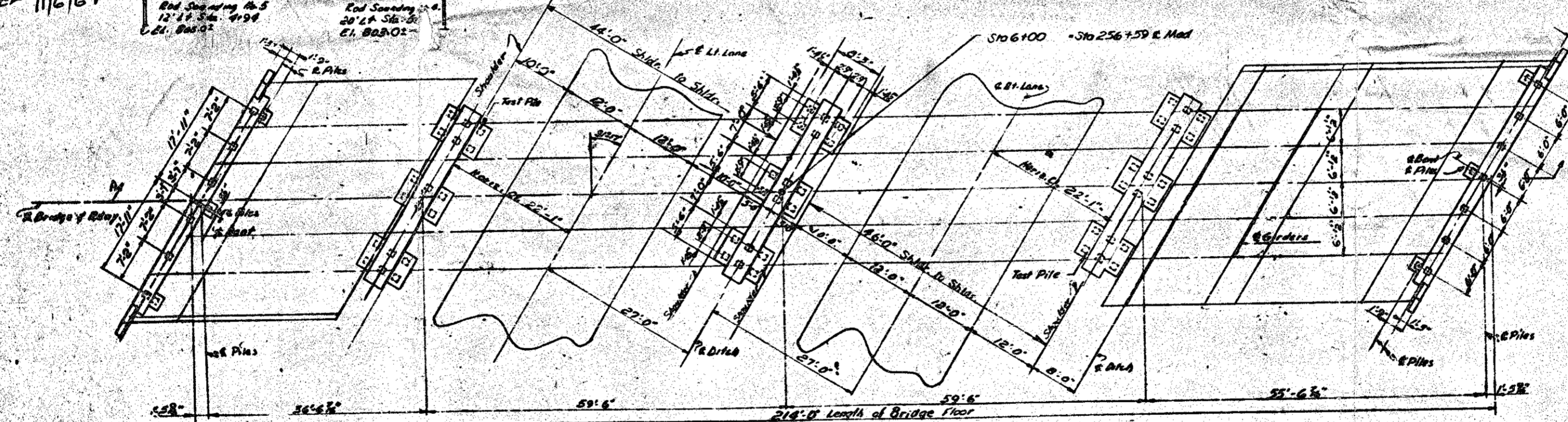


CAMBER DIAGRAM

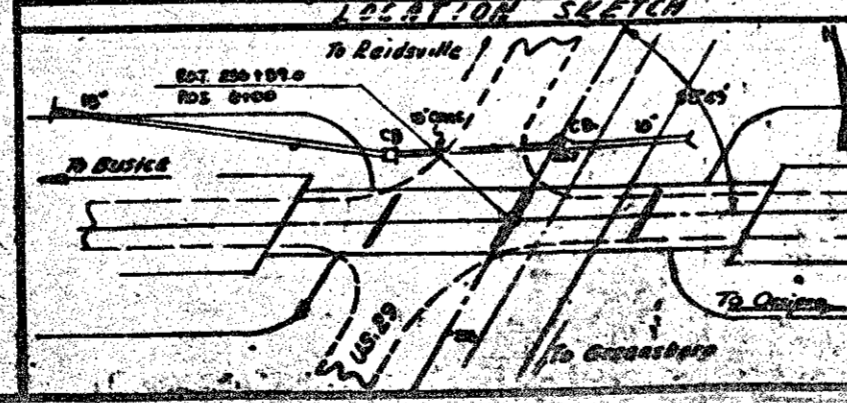


ELEVATION SECTION ALONG BRIDGE BENTS ALONG SEC. A-A

I hereby certify that this structure was built according to plans with changes shown as noted.
R. L. D. [Signature]
 Resident Engineer 11/6/67



PLAN



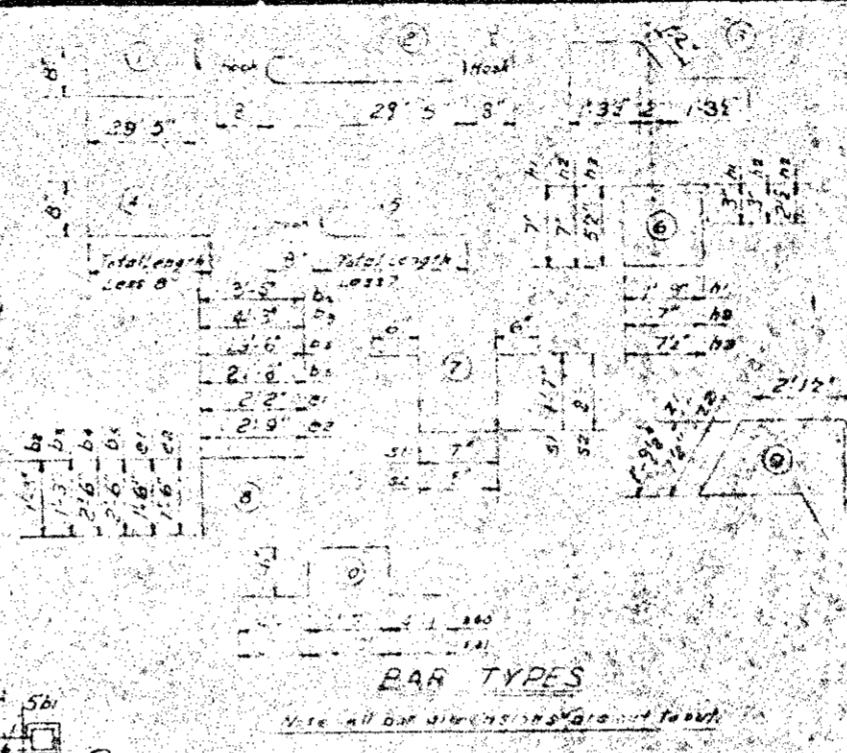
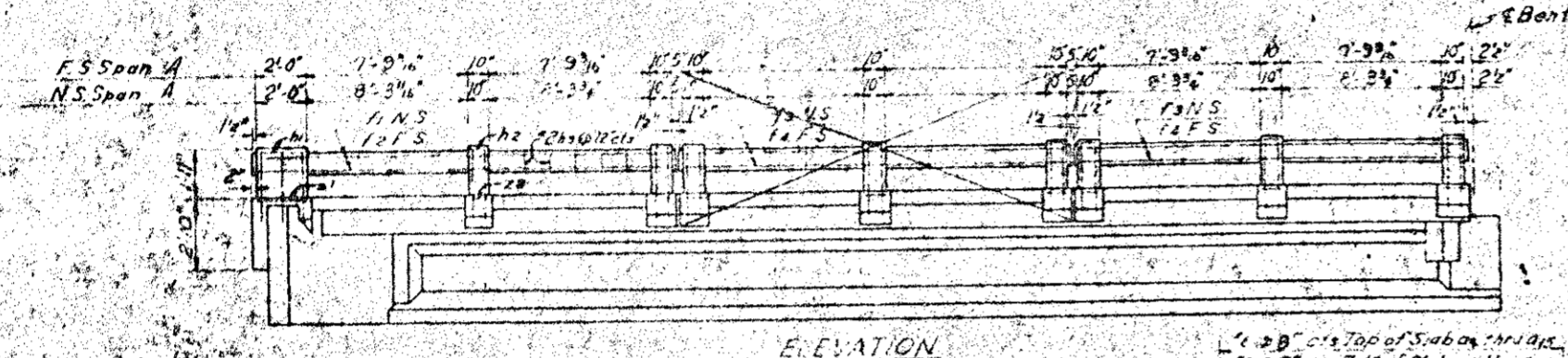
Item	Slope Protection		Class B Concrete	Reinforcing Steel	45' Depth Gravel	Unkln. Str. Spcar	12" Arch Can. Pile	36" Arch Can. Pile
	Sq. Yds.	Sq. Yds.						
Span A	61.0	6586	18.0	78.17				111.25
Span B & C	259.4	25914	106.8	597.66				
Span D	28.9	12073	120.73	280.43				
End Bent No. 1	19.2	2155	19.2	2155			9	351
Bent No. 2	65.0	5671	65.0	5671			18	727
Bent No. 3	46.8	5607	46.8	5607			18	727
End Bent No. 2	48.6	5762	48.6	5762			18	727
End Bent No. 1	235	235	235	235			10	390
Unkln. Gravel	5.2	76	5.2	76				
TOTAL	405 @ 0.05	573.1	605.06	346.25	73	111.25		

NOTES

Assumed Live Load - H-20 S₁₆ (44) or alternate loading.
 For other Design Data and general notes See Sheet S-14.
 The contractor will be required to drive 218 Test Piles (119 at each end) 13 ft deep at Sta. 600.5, at location shown on Plan. The test piles shall be paid for as 12 ft of 12" prest. conc. piles.
 The order lengths for all 12" Prest. piles will be given after the test piles have been driven. Piles for End Bent No. 1 shall be driven to a minimum bearing capacity of 27 tons each. Piles for End Bent No. 2 shall be driven to a minimum bearing capacity of 30 tons each. Piles for Bent No. 3 shall be driven to a minimum bearing capacity of 27 tons each. Piles for Bent No. 2 shall be driven to a minimum bearing capacity of 27 tons each. Piles for Bent No. 3 shall be driven to a minimum bearing capacity of 27 tons each.
 Traffic on the existing lane of H.C. 20 is to be maintained during construction of the proposed structure. See "Special Provisions" Traffic on H.C. Road is to be detoured during construction of the proposed structure.
 Work is not to be started on Bents 2 & 3 until after the roadway section has been approved by the roadway contractor. Unfinished structure excavations for Bent 2 & 3 to be measured from surface of cut.
 The contractor will be required to excavate to El. 831.0 at End Bt. No. 1 and 830.0 at End Bt. No. 2 before driving piles. See Sheet S-14.
 Existing pavement shall be removed and roadbed shall be scarified to a minimum depth of 2'-0" within the area of End Bent No. 1, Bent No. 2, and End Bent No. 2 by the roadway contractor.

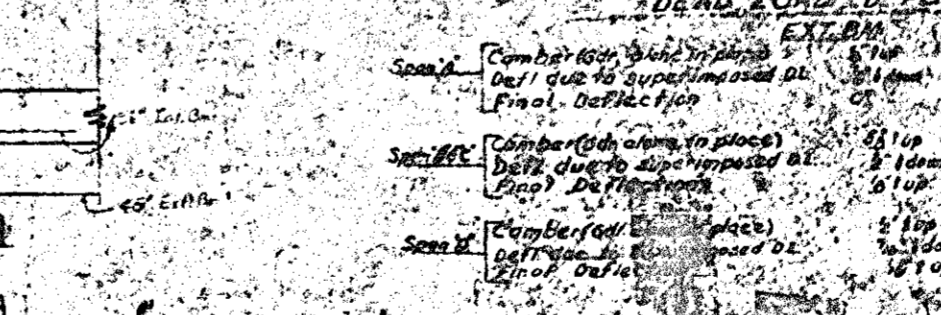
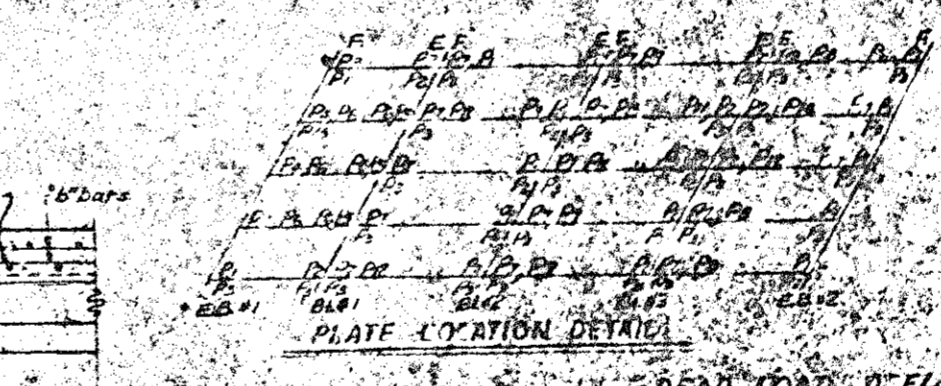
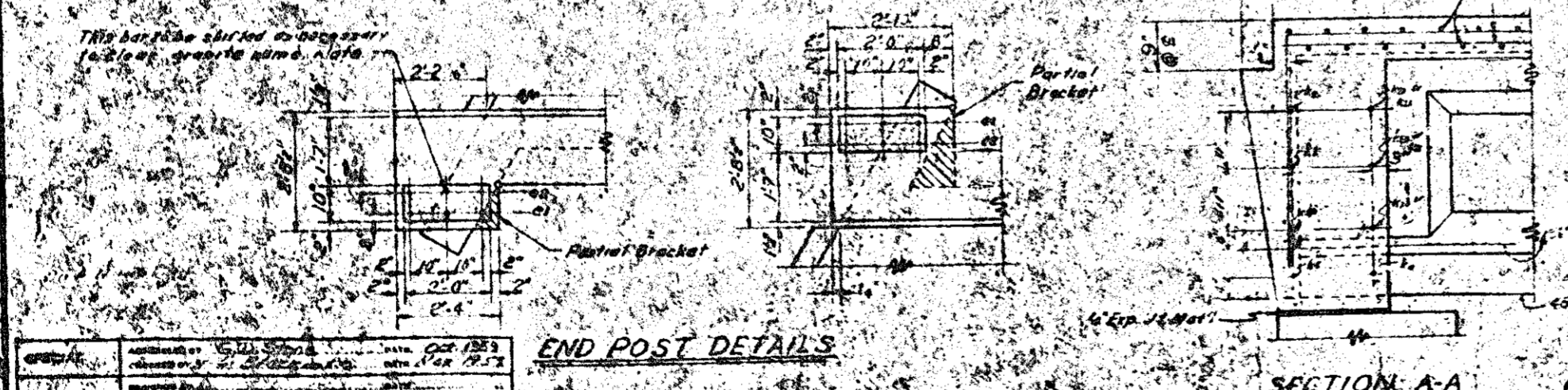
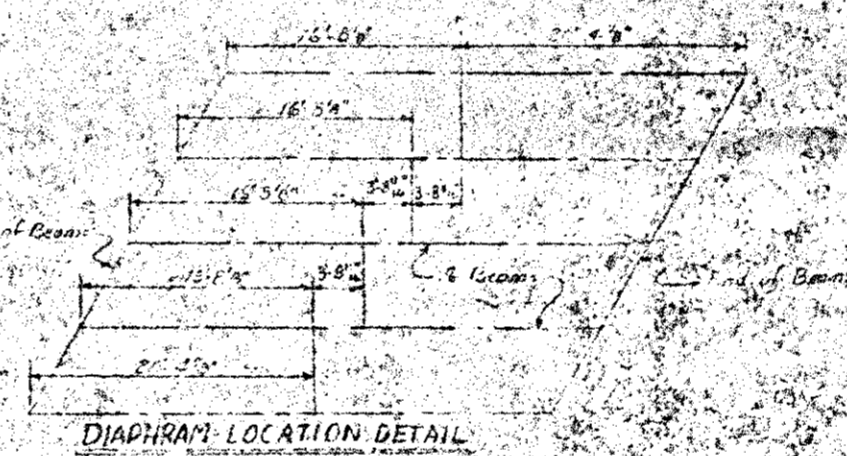
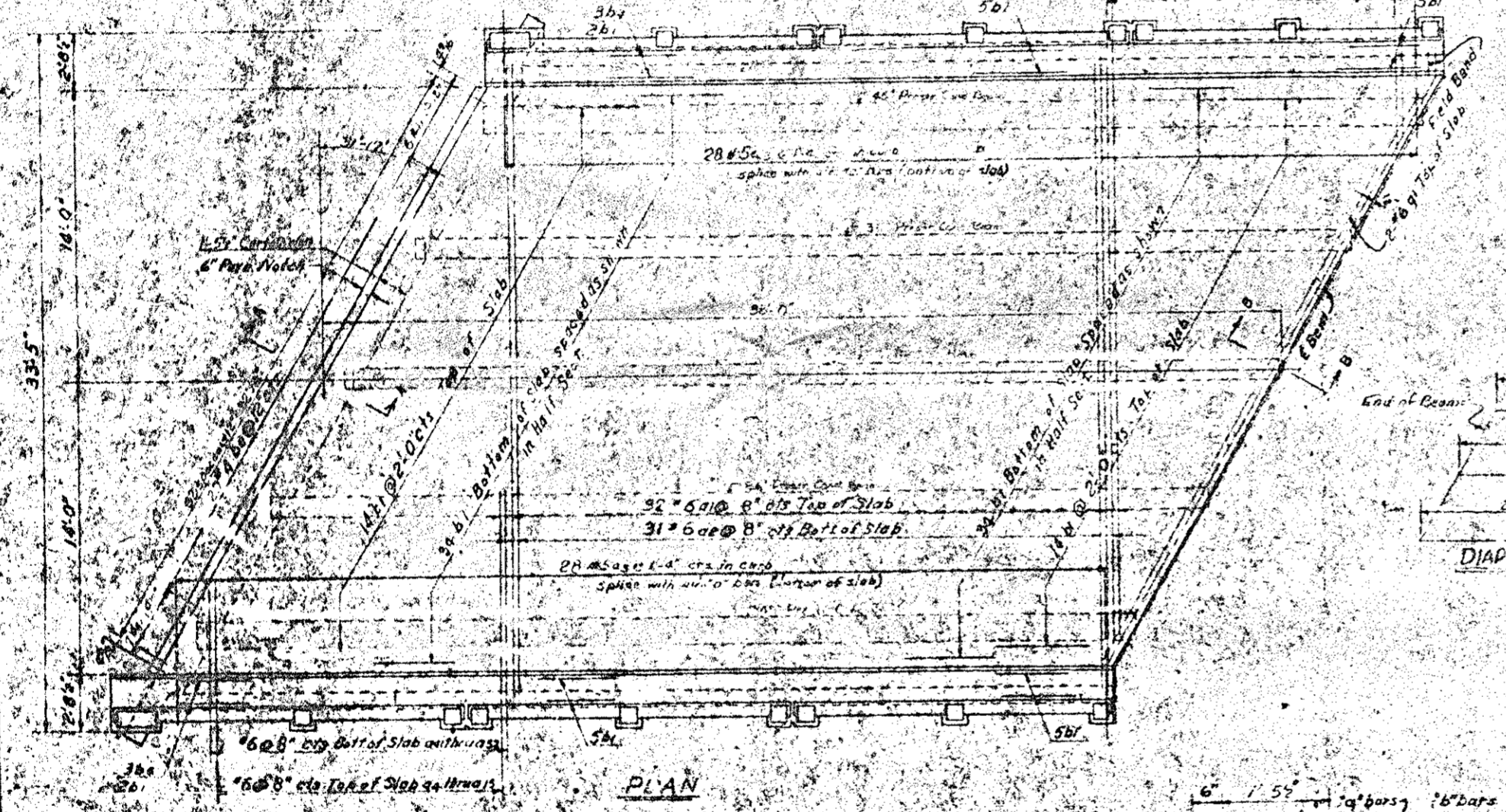
PROJECT NO. 6-1586
 GUILFORD COUNTY
 STATION 6+00-256+59 R.M.

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 GENERAL DENYING FOR BIDDING OVER US 50 ON H.C. ROAD BETWEEN GUSAS AND OSSAET.
 SEPT. 1959



BILL OF MATERIAL FOR ONE SPAN (1 Reqd)

Bar No	Size	Type	Length	Weight	Bar No	Size	Type	Length	Weight
1	6	1	30.9'	1433	11	6	1	14.9'	59
2	6	2	30.9'	1432	12	6	2	10.7'	76
3	6	3	3.9'	219	13	6	3	10.7'	68
4	6	4	23.6'	1071	14	6	4	10.7'	50
5	6	5	21.4'	1028	15	6	5	10.7'	36
6	6	6	10.7'	155	16	6	6	10.7'	23
7	6	7	10.7'	155	17	6	7	10.7'	23
8	6	8	10.7'	155	18	6	8	10.7'	23
9	6	9	10.7'	155	19	6	9	10.7'	23
10	6	10	10.7'	155	20	6	10	10.7'	23
21	6	1	10.7'	155	21	6	1	10.7'	23
22	6	2	10.7'	155	22	6	2	10.7'	23
23	6	3	10.7'	155	23	6	3	10.7'	23
24	6	4	10.7'	155	24	6	4	10.7'	23
25	6	5	10.7'	155	25	6	5	10.7'	23
26	6	6	10.7'	155	26	6	6	10.7'	23
27	6	7	10.7'	155	27	6	7	10.7'	23
28	6	8	10.7'	155	28	6	8	10.7'	23
29	6	9	10.7'	155	29	6	9	10.7'	23
30	6	10	10.7'	155	30	6	10	10.7'	23
31	6	1	10.7'	155	31	6	1	10.7'	23
32	6	2	10.7'	155	32	6	2	10.7'	23
33	6	3	10.7'	155	33	6	3	10.7'	23
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35	6	5	10.7'	155	35	6	5	10.7'	23
36	6	6	10.7'	155	36	6	6	10.7'	23
37	6	7	10.7'	155	37	6	7	10.7'	23
38	6	8	10.7'	155	38	6	8	10.7'	23
39	6	9	10.7'	155	39	6	9	10.7'	23
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48	6	8	10.7'	155	48	6	8	10.7'	23
49	6	9	10.7'	155	49	6	9	10.7'	23
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67	6	7	10.7'	155	67	6	7	10.7'	23
68	6	8	10.7'	155	68	6	8	10.7'	23
69	6	9	10.7'	155	69	6	9	10.7'	23
70	6	10	10.7'	155	70	6	10	10.7'	23
71	6	1	10.7'	155	71	6	1	10.7'	23
72	6	2	10.7'	155	72	6	2	10.7'	23
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92	6	2	10.7'	155	92	6	2	10.7'	23
93	6	3	10.7'	155	93	6	3	10.7'	23
94	6	4	10.7'	155	94	6	4	10.7'	23
95	6	5	10.7'	155	95	6	5	10.7'	23
96	6	6	10.7'	155	96	6	6	10.7'	23
97	6	7	10.7'	155	97	6	7	10.7'	23
98	6	8	10.7'	155	98	6	8	10.7'	23
99	6	9	10.7'	155	99	6	9	10.7'	23
100	6	10	10.7'	155	100	6	10	10.7'	23

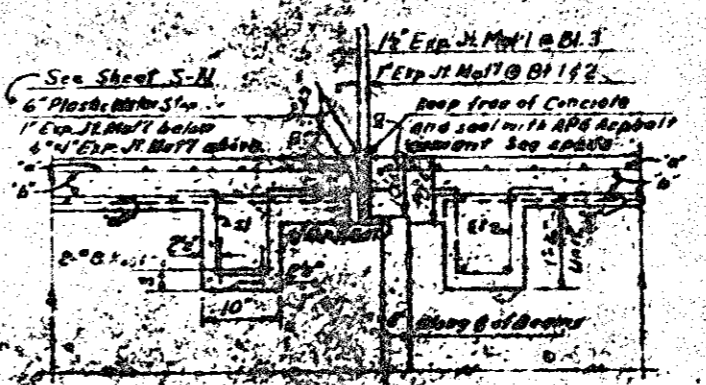
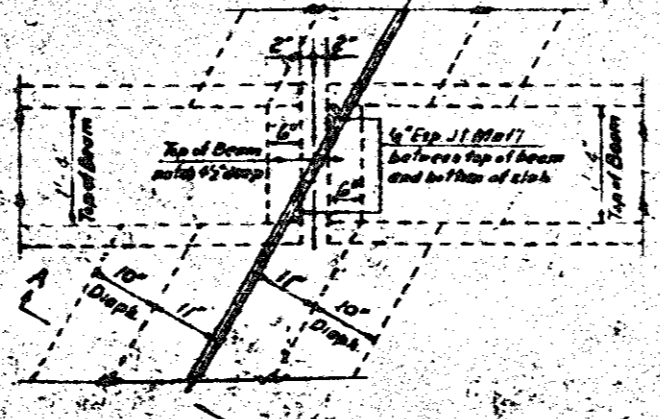
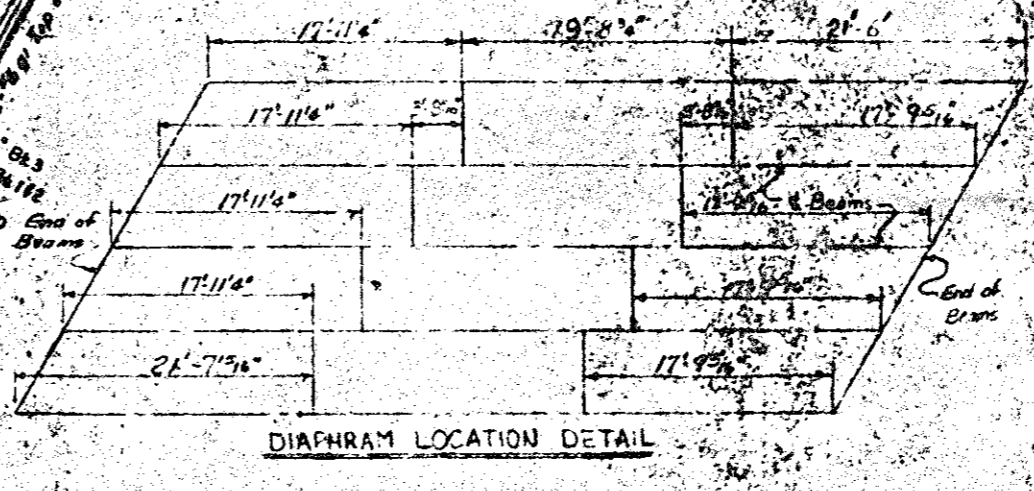
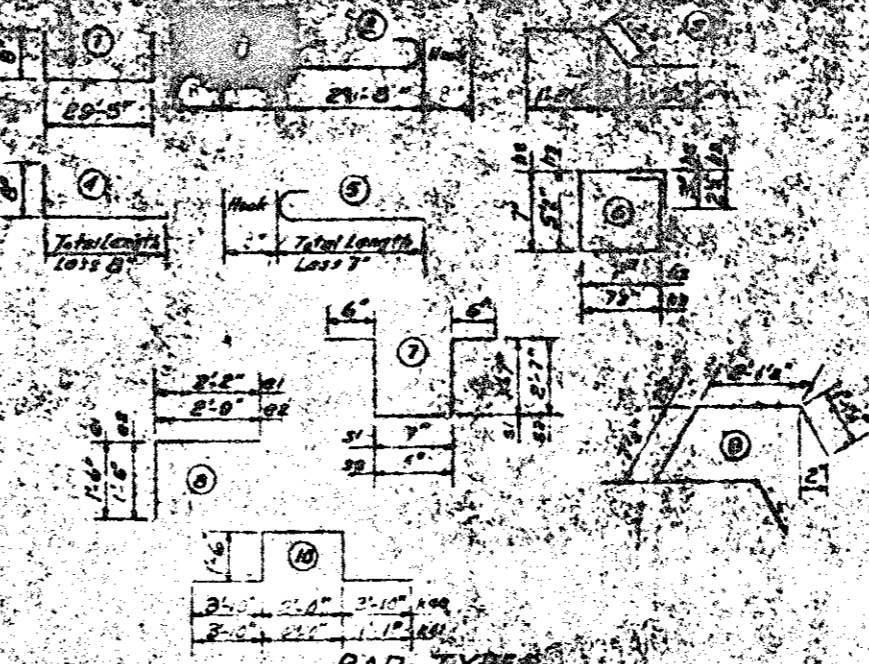
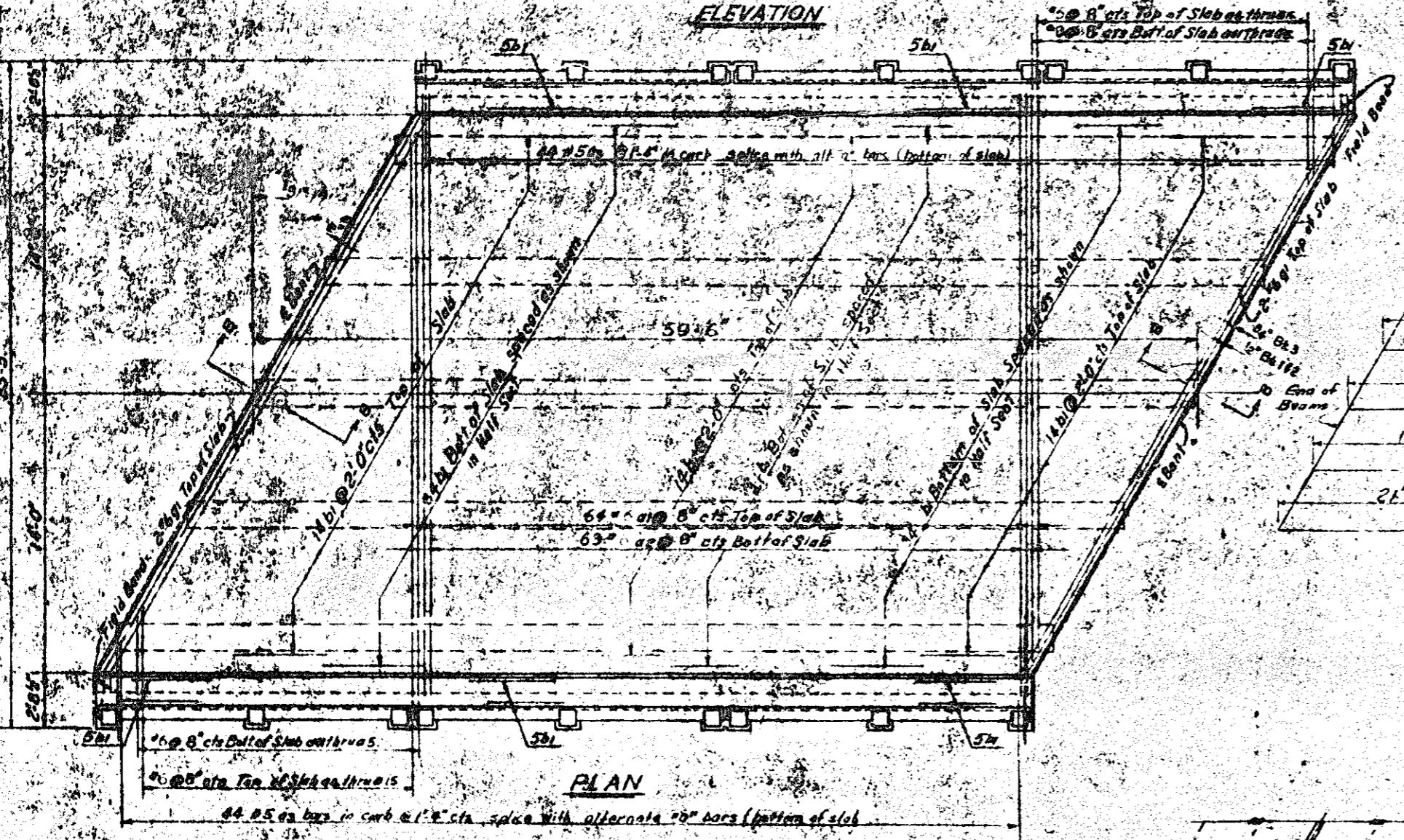
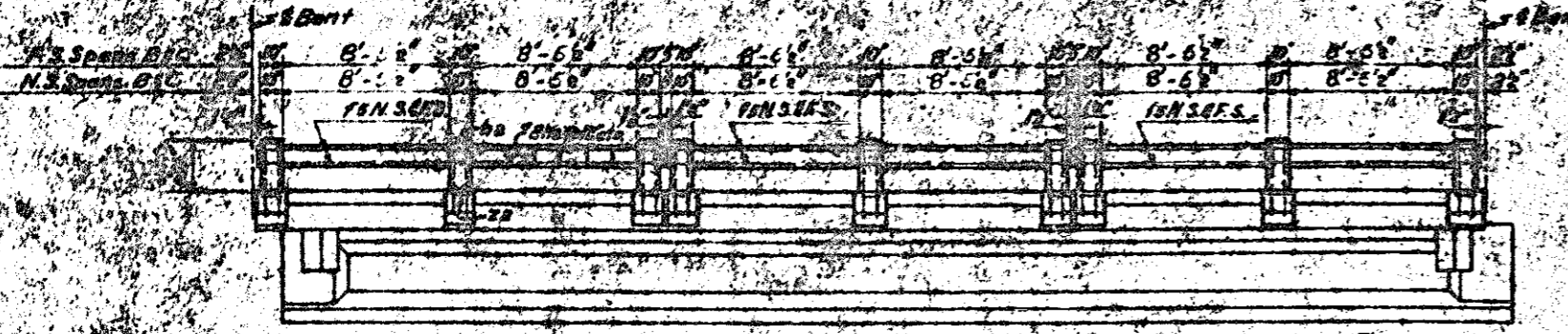


STANDARD

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
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31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

PROJECT NO. 815364
 GUILFORD COUNTY
 STATION 256+59.0 (Med)
 SPAN A

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 PRESTRESSED CONCRETE GIRDER
 SUPERSTRUCTURE
 WITH R.C. FLOOR & RAIL
 1 @ 38'0" SPAN
 28' ROADWAY 3' W/ L.M. SKEN
 AUGUST 1957



PROJECT No. B.19564
GUILFORD COUNTY
STATION: 256+59.0
SPANS B & C

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STANDARD
PRESTRESSED CONCRETE GIRDER
SUPERSTRUCTURE
WITH RC. FLOOR & RAIL
2 @ 39.6' SPANS
28' ROADWAY 3'-6" E.W. S.I.
AUGUST 1957

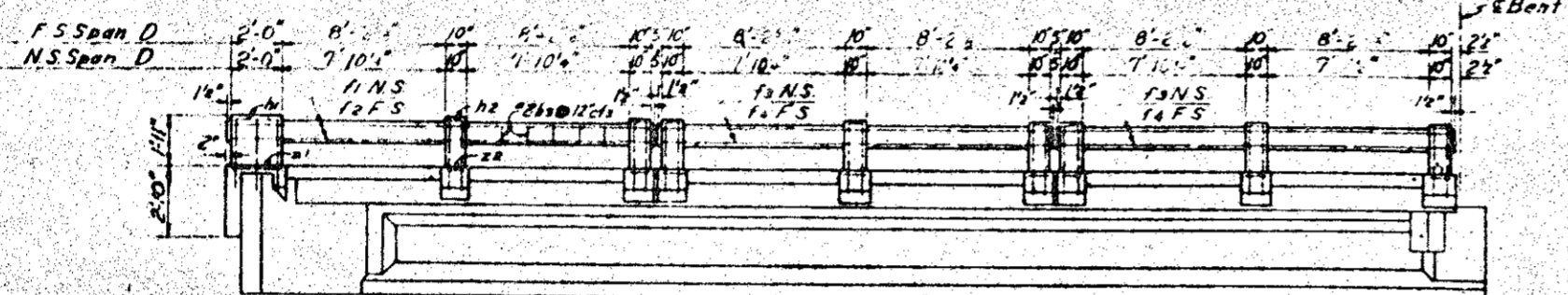
MSB, Inc. 1957

REINFORCING STEEL: L&N 10
CLASS "A" CARBON STEEL: L&N 10
PRESTRESSING CONCRETE GIRDERS: L&N 10

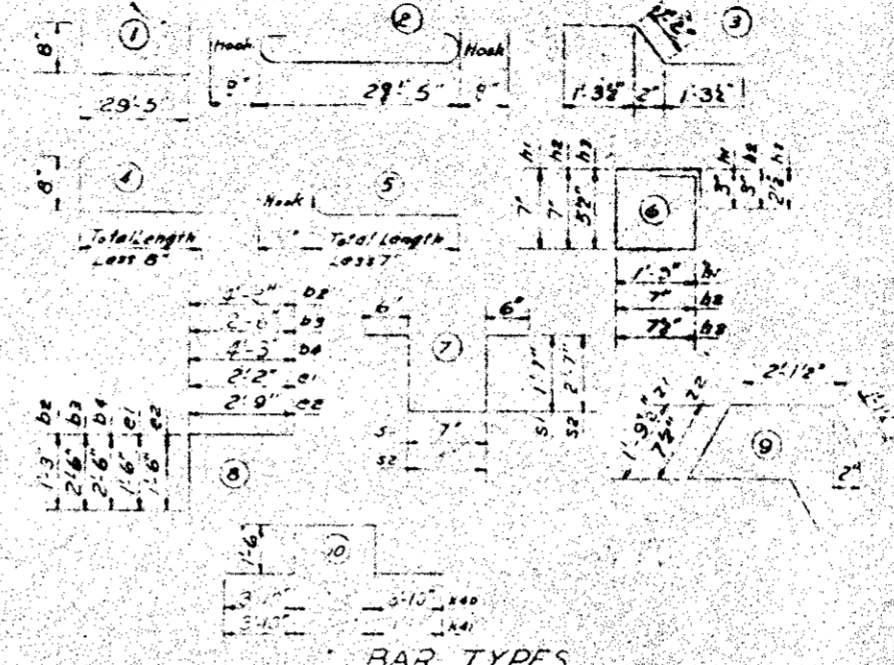
BILL OF MATERIAL FOR ONE SPAN (2 Road)

Bar No.	Size	Type	Length	Weight	Bar No.	Size	Type	Length	Weight
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2	#5	2	30'-0"	256	2	#5	2	30'-0"	256
3	#5	3	30'-0"	256	3	#5	3	30'-0"	256
4	#5	4	30'-0"	256	4	#5	4	30'-0"	256
5	#5	5	30'-0"	256	5	#5	5	30'-0"	256
6	#5	6	30'-0"	256	6	#5	6	30'-0"	256
7	#5	7	30'-0"	256	7	#5	7	30'-0"	256
8	#5	8	30'-0"	256	8	#5	8	30'-0"	256
9	#5	9	30'-0"	256	9	#5	9	30'-0"	256
10	#5	10	30'-0"	256	10	#5	10	30'-0"	256
11	#5	11	30'-0"	256	11	#5	11	30'-0"	256
12	#5	12	30'-0"	256	12	#5	12	30'-0"	256
13	#5	13	30'-0"	256	13	#5	13	30'-0"	256
14	#5	14	30'-0"	256	14	#5	14	30'-0"	256
15	#5	15	30'-0"	256	15	#5	15	30'-0"	256
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17	#5	17	30'-0"	256	17	#5	17	30'-0"	256
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20	#5	20	30'-0"	256	20	#5	20	30'-0"	256
21	#5	21	30'-0"	256	21	#5	21	30'-0"	256
22	#5	22	30'-0"	256	22	#5	22	30'-0"	256
23	#5	23	30'-0"	256	23	#5	23	30'-0"	256
24	#5	24	30'-0"	256	24	#5	24	30'-0"	256
25	#5	25	30'-0"	256	25	#5	25	30'-0"	256
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27	#5	27	30'-0"	256	27	#5	27	30'-0"	256
28	#5	28	30'-0"	256	28	#5	28	30'-0"	256
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31	#5	31	30'-0"	256	31	#5	31	30'-0"	256
32	#5	32	30'-0"	256	32	#5	32	30'-0"	256
33	#5	33	30'-0"	256	33	#5	33	30'-0"	256
34	#5	34	30'-0"	256	34	#5	34	30'-0"	256
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36	#5	36	30'-0"	256	36	#5	36	30'-0"	256
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44	#5	44	30'-0"	256	44	#5	44	30'-0"	256
45	#5	45	30'-0"	256	45	#5	45	30'-0"	256
46	#5	46	30'-0"	256	46	#5	46	30'-0"	256
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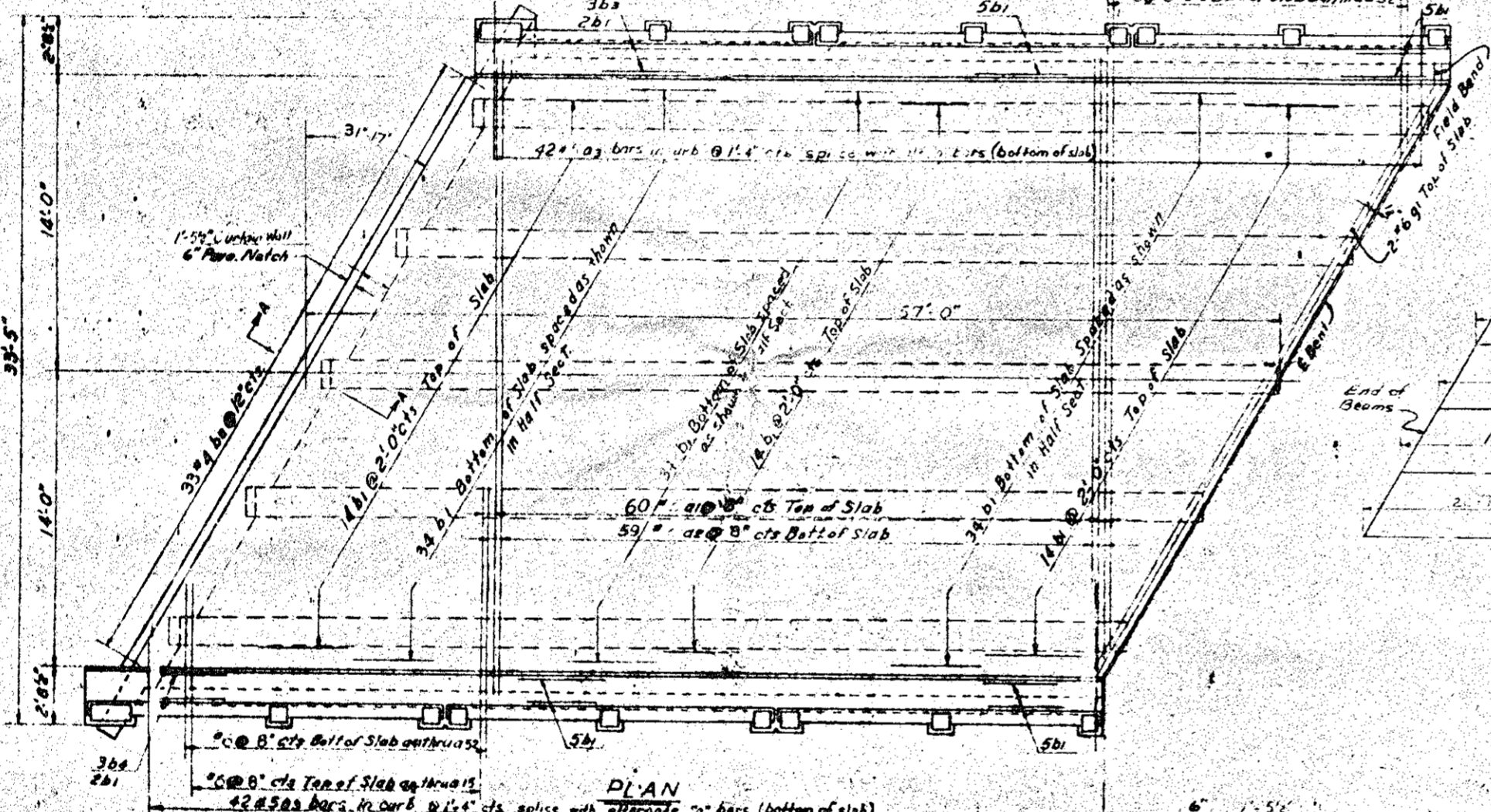
SPECIAL	REVISIONS BY	DATE	DESCRIPTION
STANDARD			



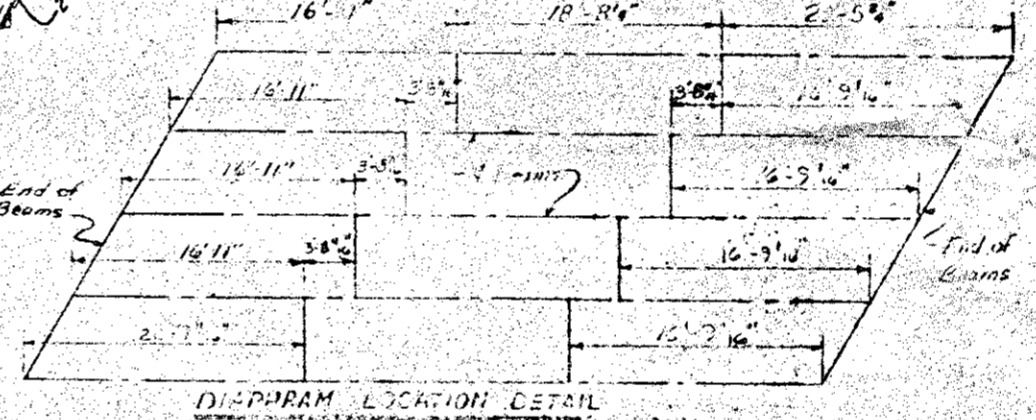
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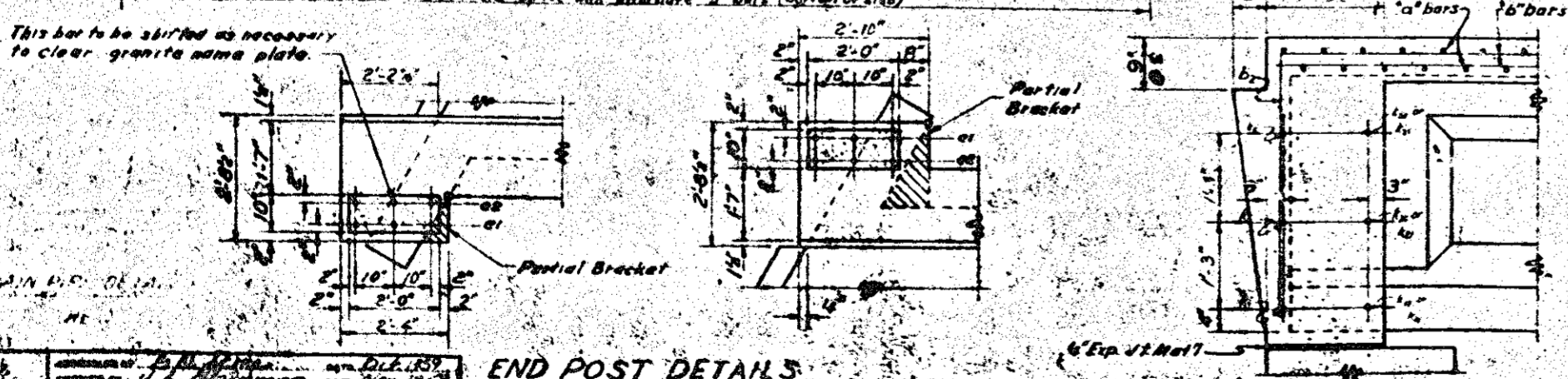
BAR TYPES



PLAN



DIAPHRAGM LOCATION DETAIL



END POST DETAILS

SECTION A-A

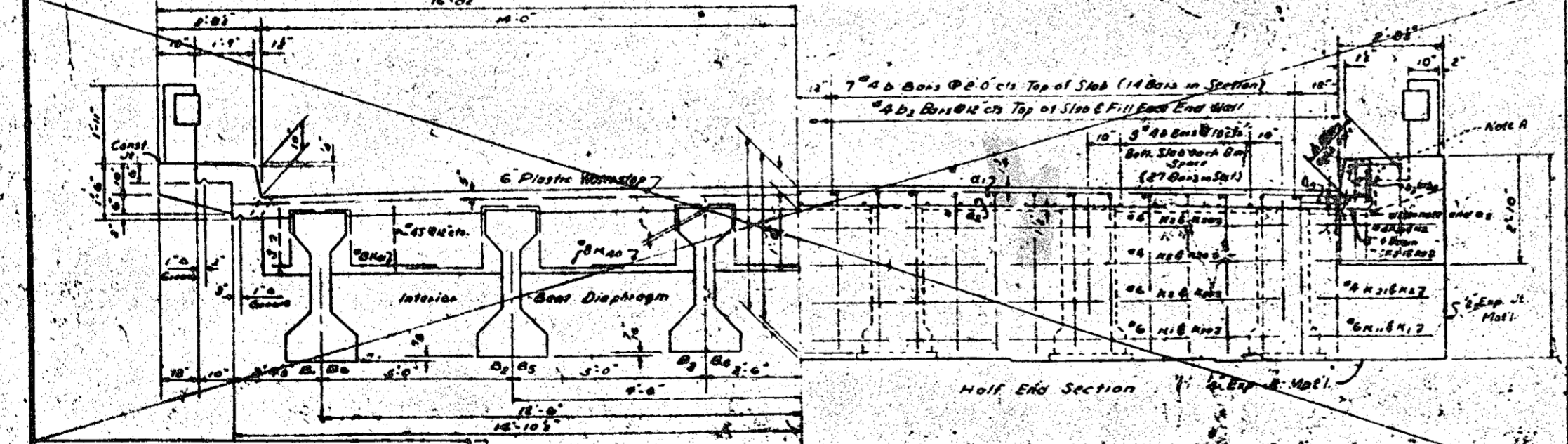
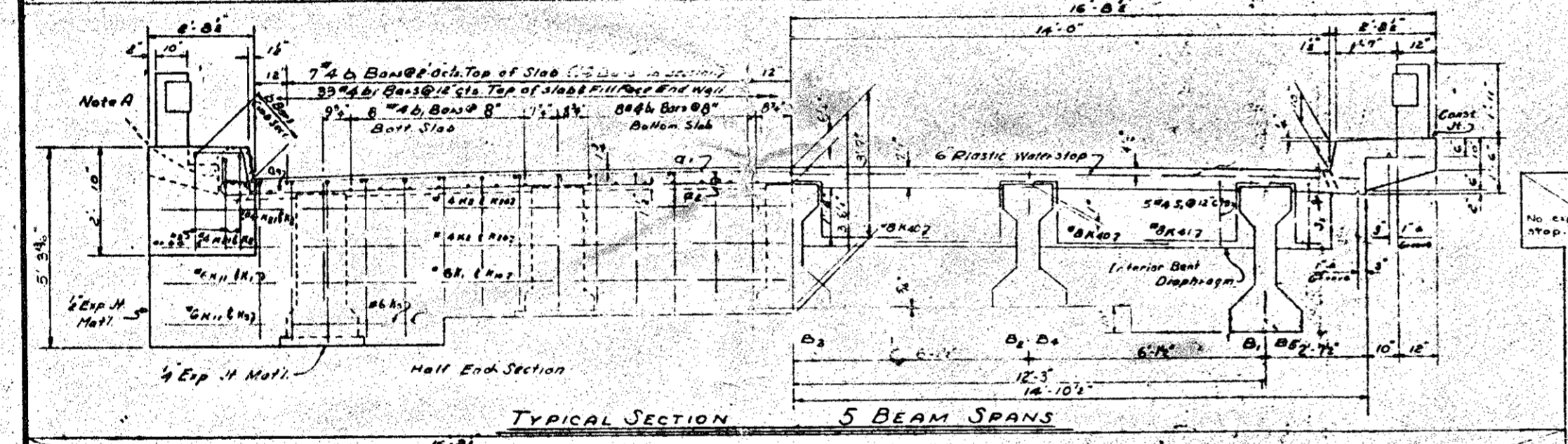
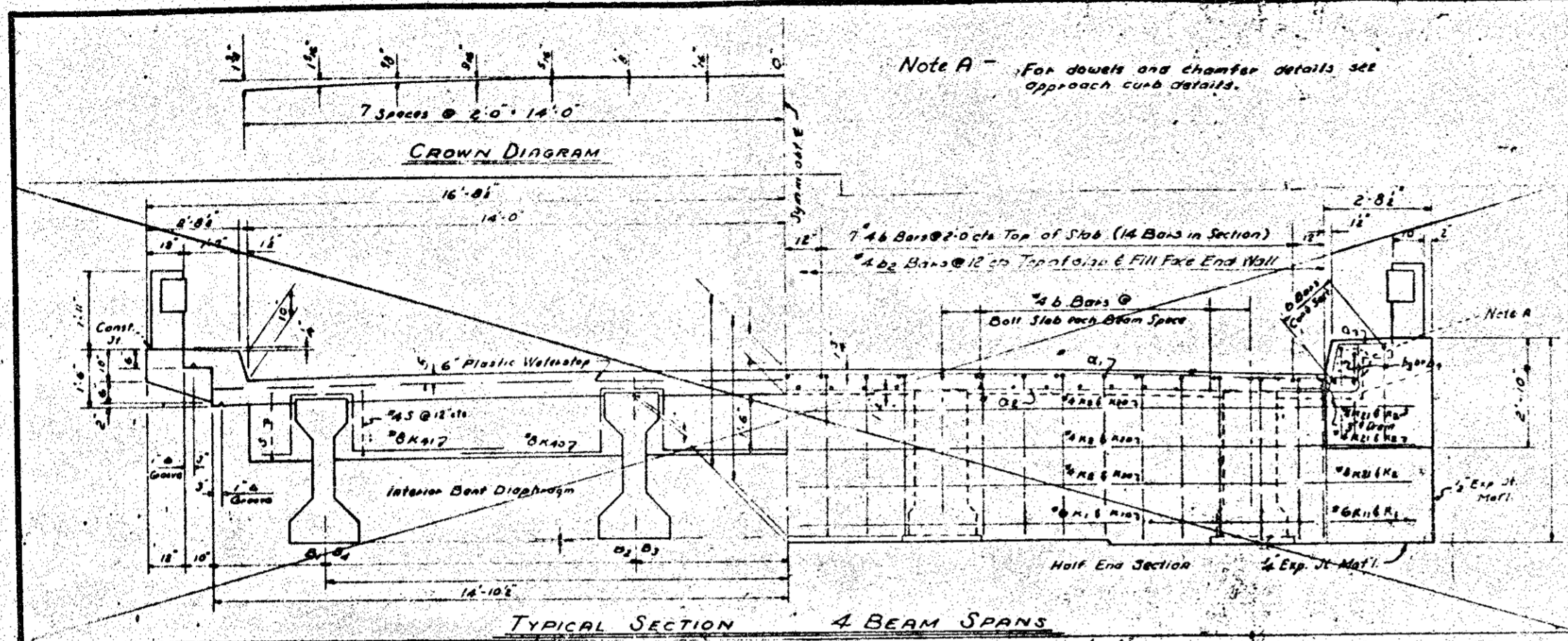
SPECIAL	CONSTRUCTION OF THIS BRIDGE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION, 1957 EDITION, AS AMENDED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, 1958 EDITION, AND THE 1962 EDITION.
STANDARD	CONSTRUCTION OF THIS BRIDGE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION, 1957 EDITION, AS AMENDED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, 1958 EDITION, AND THE 1962 EDITION.

PER ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.
3	N.C.	815364	7
PROJECT TITLE: F. 1512			

BILL OF MATERIAL FOR ONE SPAN (1 Road)											
Bar	No.	Size	Type	Length	Weight	Bar	No.	Size	Type	Length	Weight
1	6	3/4	S	30'-9"	111						
2	2	1/2	S	30'-9"	111						
3	3	3/4	S	3'-9"	12						
4	4	1/2	S	3'-9"	12						
5	4	3/4	S	3'-9"	12						
6	4	1/2	S	3'-9"	12						
7	4	3/4	S	3'-9"	12						
8	4	1/2	S	3'-9"	12						
9	4	3/4	S	3'-9"	12						
10	4	1/2	S	3'-9"	12						
11	4	3/4	S	3'-9"	12						
12	4	1/2	S	3'-9"	12						
13	4	3/4	S	3'-9"	12						
14	4	1/2	S	3'-9"	12						
15	4	3/4	S	3'-9"	12						
16	4	1/2	S	3'-9"	12						
17	4	3/4	S	3'-9"	12						
18	4	1/2	S	3'-9"	12						
19	4	3/4	S	3'-9"	12						
20	4	1/2	S	3'-9"	12						
21	4	3/4	S	3'-9"	12						
22	4	1/2	S	3'-9"	12						
23	4	3/4	S	3'-9"	12						
24	4	1/2	S	3'-9"	12						
25	4	3/4	S	3'-9"	12						
26	4	1/2	S	3'-9"	12						
27	4	3/4	S	3'-9"	12						
28	4	1/2	S	3'-9"	12						
29	4	3/4	S	3'-9"	12						
30	4	1/2	S	3'-9"	12						
31	4	3/4	S	3'-9"	12						
32	4	1/2	S	3'-9"	12						
33	4	3/4	S	3'-9"	12						
34	4	1/2	S	3'-9"	12						
35	4	3/4	S	3'-9"	12						
36	4	1/2	S	3'-9"	12						
37	4	3/4	S	3'-9"	12						
38	4	1/2	S	3'-9"	12						
39	4	3/4	S	3'-9"	12						
40	4	1/2	S	3'-9"	12						
41	4	3/4	S	3'-9"	12						
42	4	1/2	S	3'-9"	12						
43	4	3/4	S	3'-9"	12						
44	4	1/2	S	3'-9"	12						
45	4	3/4	S	3'-9"	12						
46	4	1/2	S	3'-9"	12						
47	4	3/4	S	3'-9"	12						
48	4	1/2	S	3'-9"	12						
49	4	3/4	S	3'-9"	12						
50	4	1/2	S	3'-9"	12						
51	4	3/4	S	3'-9"	12						
52	4	1/2	S	3'-9"	12						
53	4	3/4	S	3'-9"	12						
54	4	1/2	S	3'-9"	12						
55	4	3/4	S	3'-9"	12						
56	4	1/2	S	3'-9"	12						
57	4	3/4	S	3'-9"	12						
58	4	1/2	S	3'-9"	12						
59	4	3/4	S	3'-9"	12						
60	4	1/2	S	3'-9"	12						
61	4	3/4	S	3'-9"	12						
62	4	1/2	S	3'-9"	12						
63	4	3/4	S	3'-9"	12						
64	4	1/2	S	3'-9"	12						
65	4	3/4	S	3'-9"	12						
66	4	1/2	S	3'-9"	12						
67	4	3/4	S	3'-9"	12						
68	4	1/2	S	3'-9"	12						
69	4	3/4	S	3'-9"	12						
70	4	1/2	S	3'-9"	12						
71	4	3/4	S	3'-9"	12						
72	4	1/2	S	3'-9"	12						
73	4	3/4	S	3'-9"	12						
74	4	1/2	S	3'-9"	12						
75	4	3/4	S	3'-9"	12						
76	4	1/2	S	3'-9"	12						
77	4	3/4	S	3'-9"	12						
78	4	1/2	S	3'-9"	12						
79	4	3/4	S	3'-9"	12						
80	4	1/2	S	3'-9"	12						
81	4	3/4	S	3'-9"	12						
82	4	1/2	S	3'-9"	12						
83	4	3/4	S	3'-9"	12						
84	4	1/2	S	3'-9"	12						
85	4	3/4	S	3'-9"	12						
86	4	1/2	S	3'-9"	12						
87	4	3/4	S	3'-9"	12						
88	4	1/2	S	3'-9"	12						
89	4	3/4	S	3'-9"	12						
90	4	1/2	S	3'-9"	12						
91	4	3/4	S	3'-9"	12						
92	4	1/2	S	3'-9"	12						
93	4	3/4	S	3'-9"	12						
94	4	1/2	S	3'-9"	12						
95	4	3/4	S	3'-9"	12						
96	4	1/2	S	3'-9"	12						
97	4	3/4	S	3'-9"	12						
98	4	1/2	S	3'-9"	12						
99	4	3/4	S	3'-9"	12						
100	4	1/2	S	3'-9"	12						

PROJECT NO. 815364
 GUILFORD COUNTY
 STATION: 256+59.0 E.M.
 SPAN D

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 PRESTRESSED CONCRETE GIRDER
 SUPERSTRUCTURE
 WITH RC FLOOR & RAIL
 1 @ 57'-0" SPANS
 28' ROADWAY 3'-17" L.H.S.
 AUGUST 1957

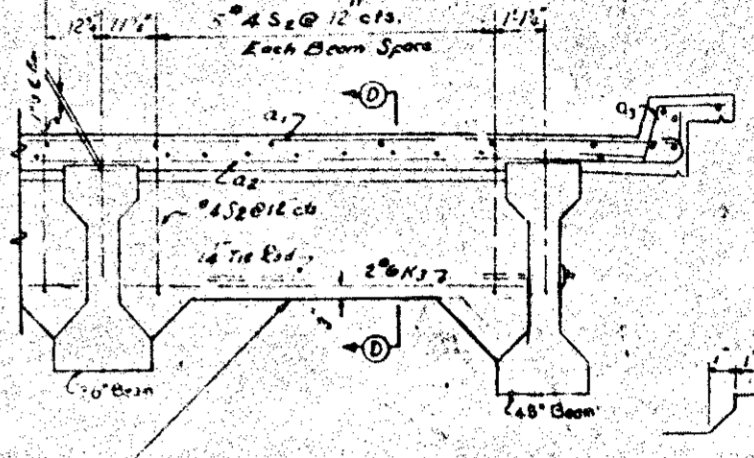
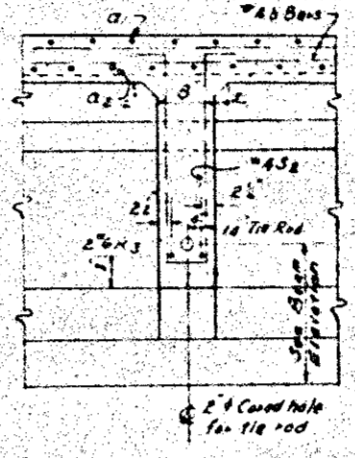


DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

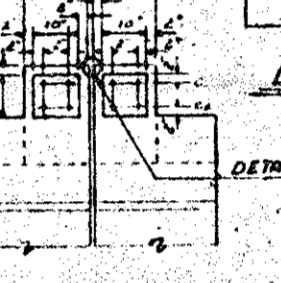
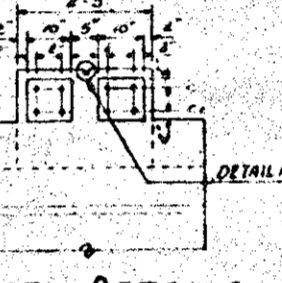
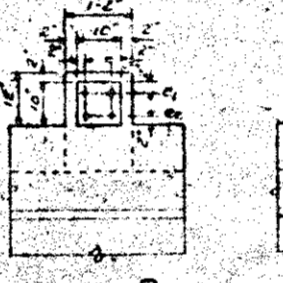
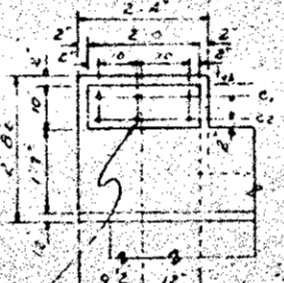
Note A - For dowels and chamfer details see approach curb details.

NOTE
Temporary struts shall be placed between prestressed girders adjacent to the diaphragms and the ties on the 1/2" tie bars shall be fully tightened before diaphragms are cast. Struts shall remain in place at least 3 days after concrete is cast. The ties shall be re-tightened after struts have been removed.

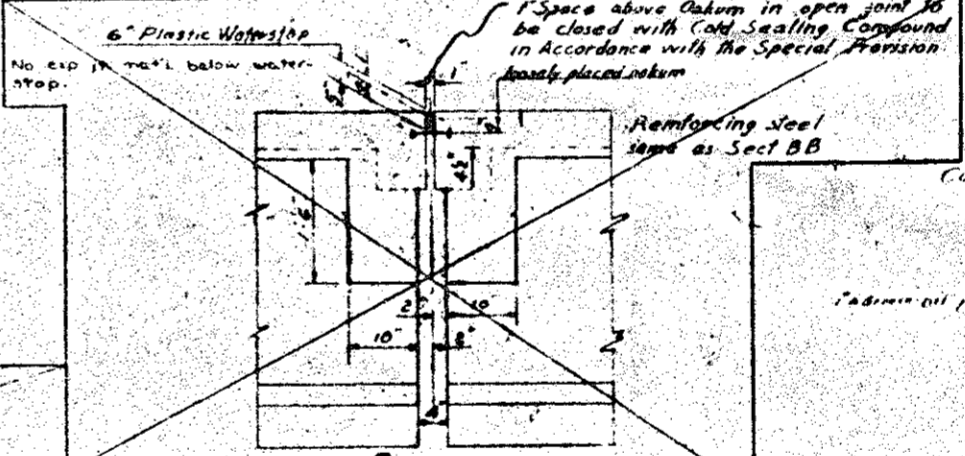
PROJECT NO.	STATE	PROJECTED
815364	N. C.	8/53/64
F.B. No. N. F. 1512		



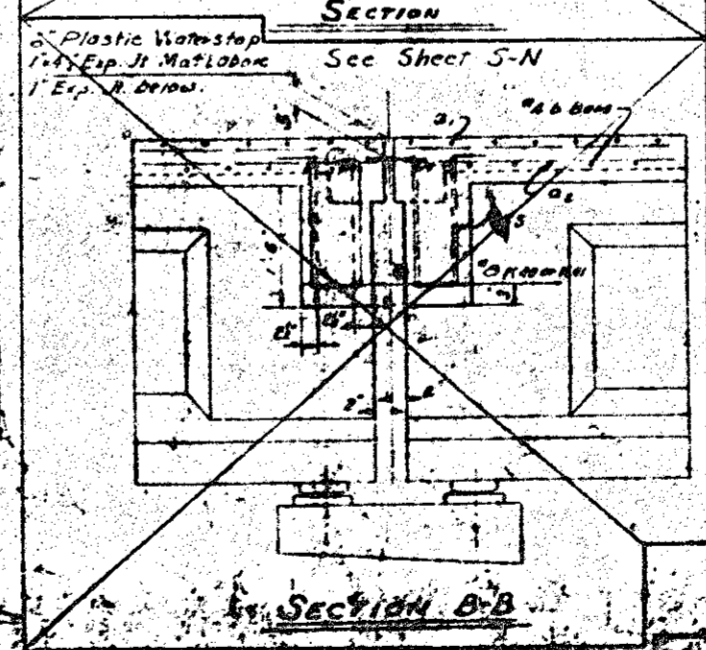
DETAIL A



RAIL POST DETAILS



SECTION THRU CURB

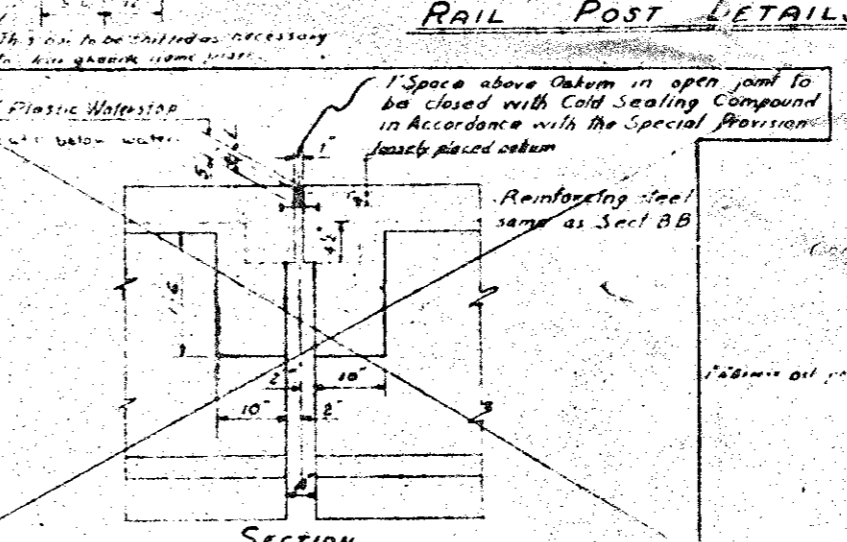
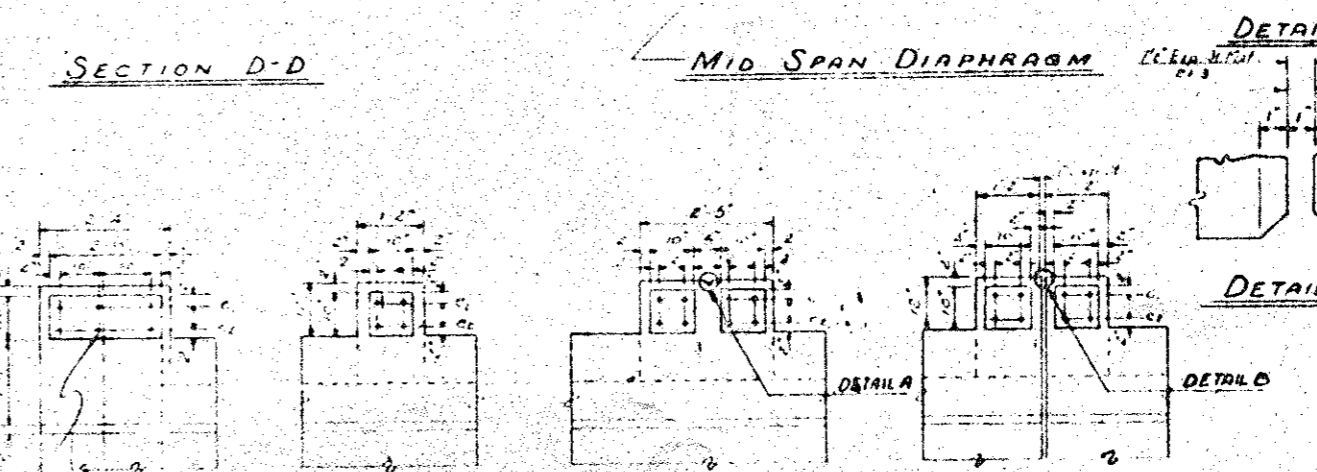
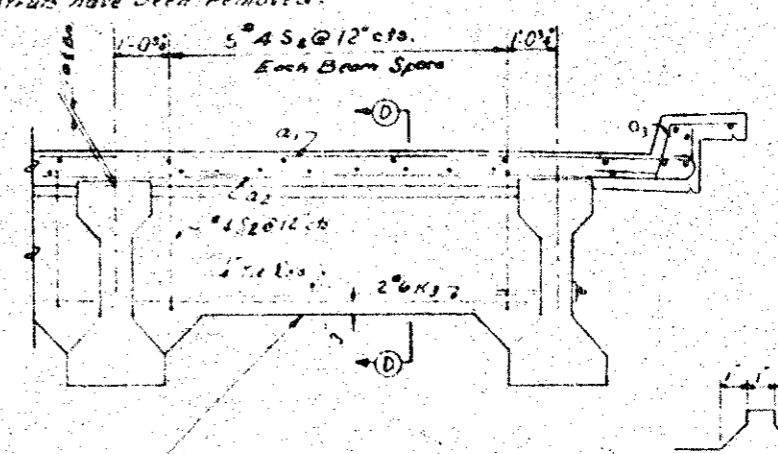
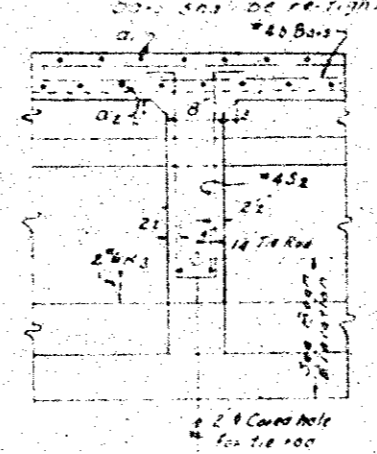
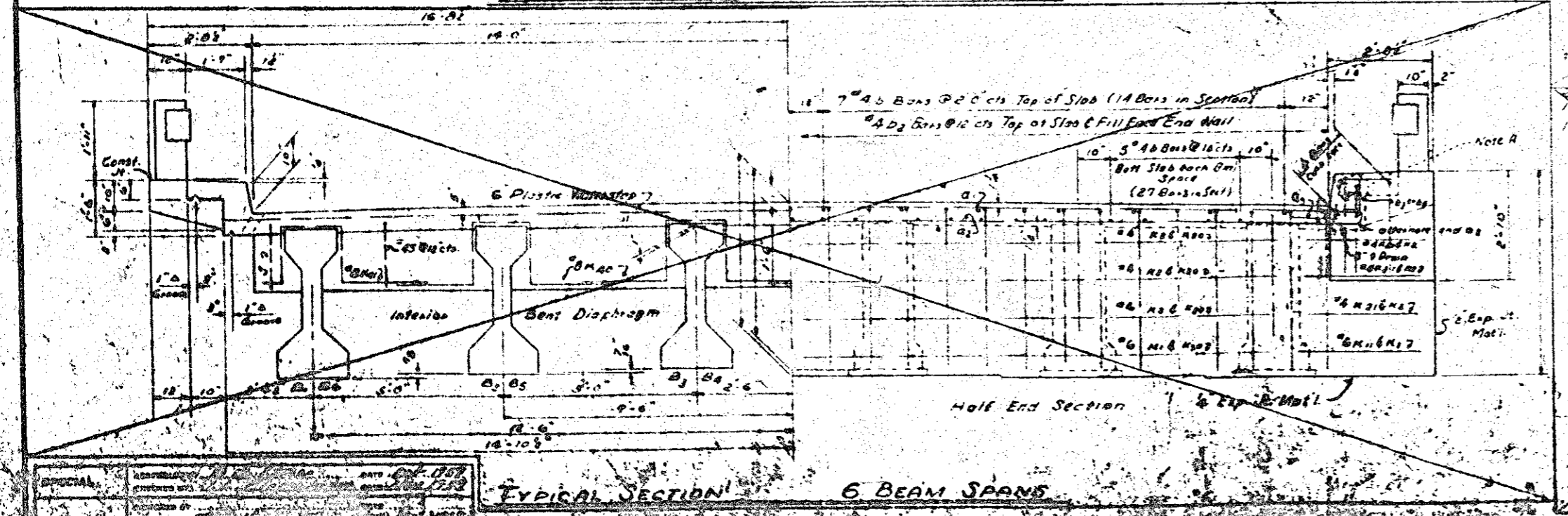
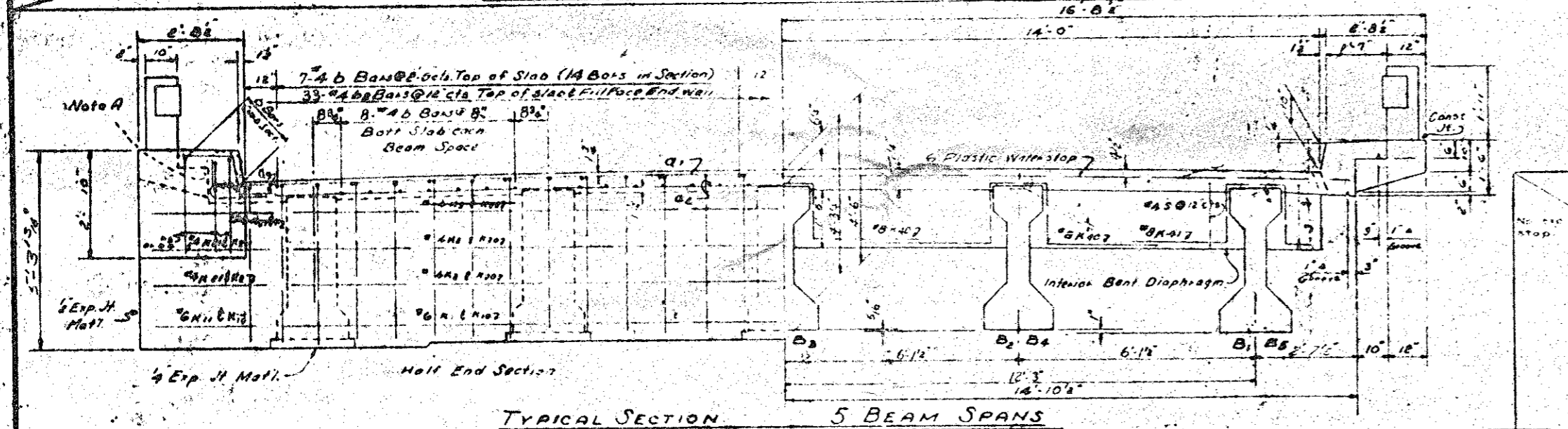
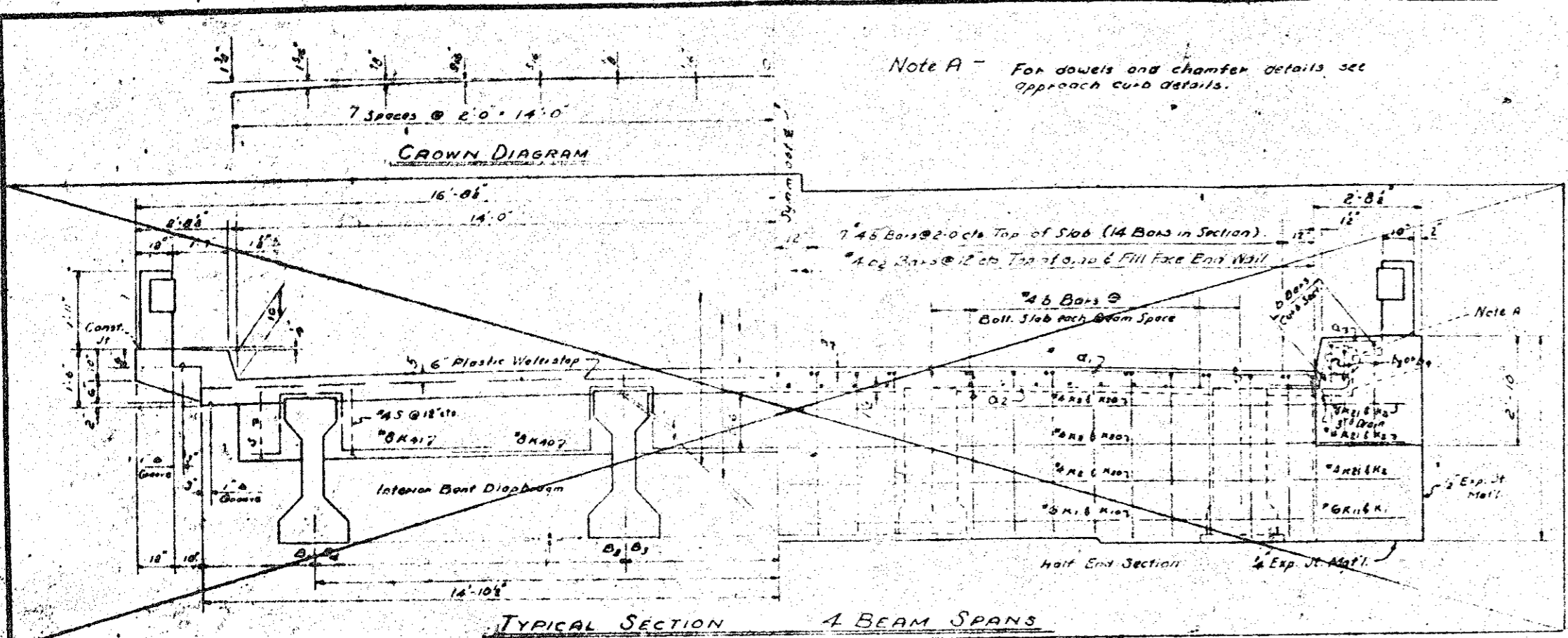


PROJECT NO. 815364
GUILFORD COUNTY
STATION 256+59.0
SPAN 'A'

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STANDARD PRESTRESSED
TYPICAL SECTIONS
26 ROADWAY - 10 CURBS
AUGUST 1967

1957 ROAD DIST. NO.	3	STATE	N.C.	PROJ. NO.	815364
SHEETS 5 OF 10					

NOTE
Temporary struts shall be placed between prestressed girders adjacent to the diaphragms and the caps on the 18" tie bars shall be fully tightened before diaphragms are cast. Struts shall remain in place at least 3 days after concrete is placed. The tie bars shall be re-tightened after struts have been removed.

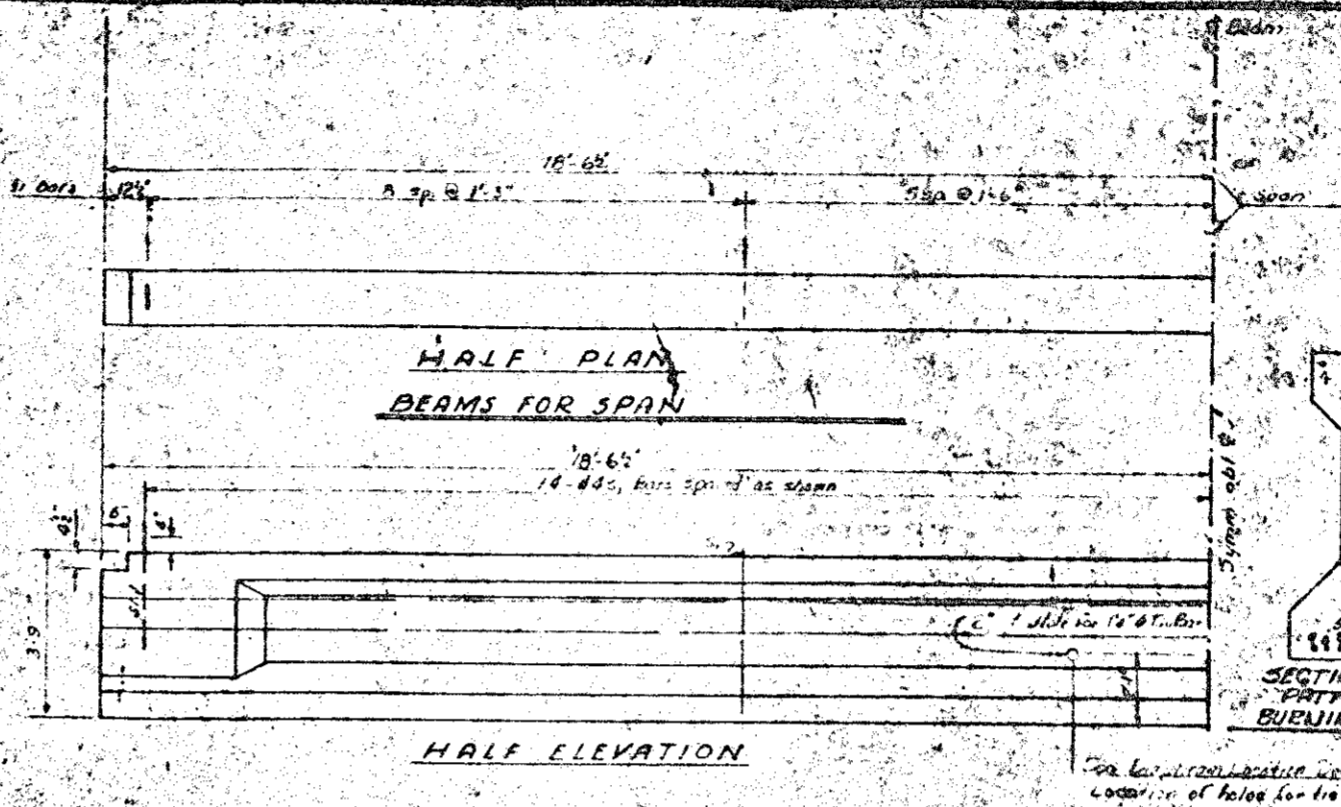
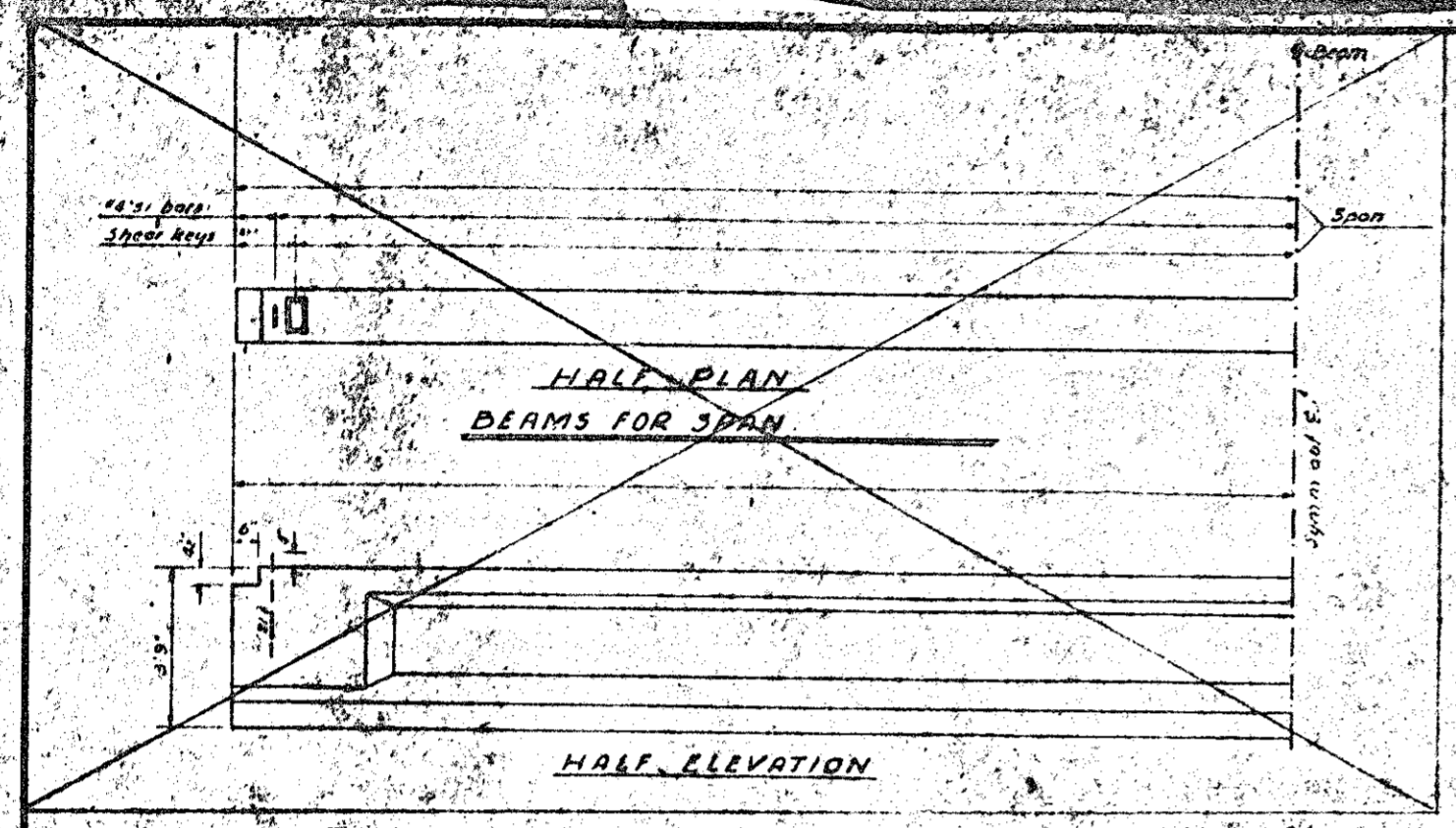


PROJECT NO. 815364
GUILFORD COUNTY
6100'
STATION: 256+59.0 E.M.
SPANS B,C,D

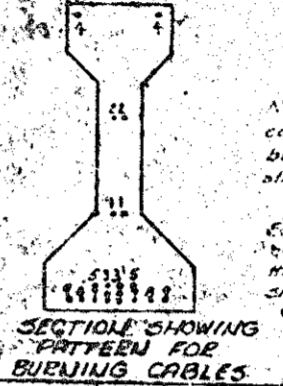
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STANDARD PRESTRESSED
TYPICAL SECTIONS
28' ROADWAY - 10' CURBS
AUGUST 1957

APPROVAL	DATE
DESIGNED BY	1957
CHECKED BY	
APPROVED BY	

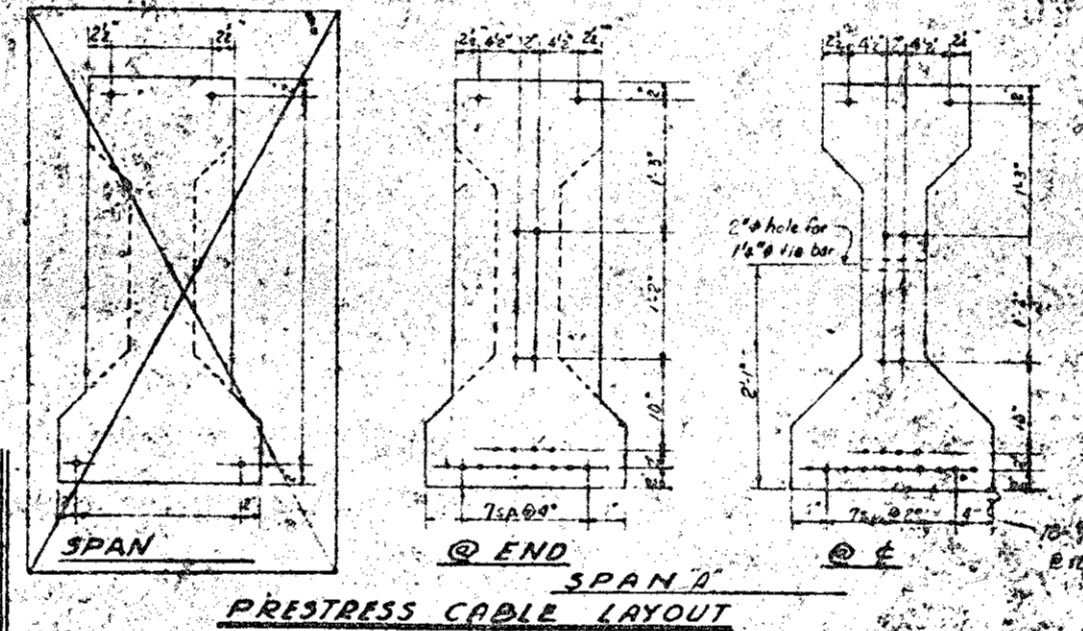
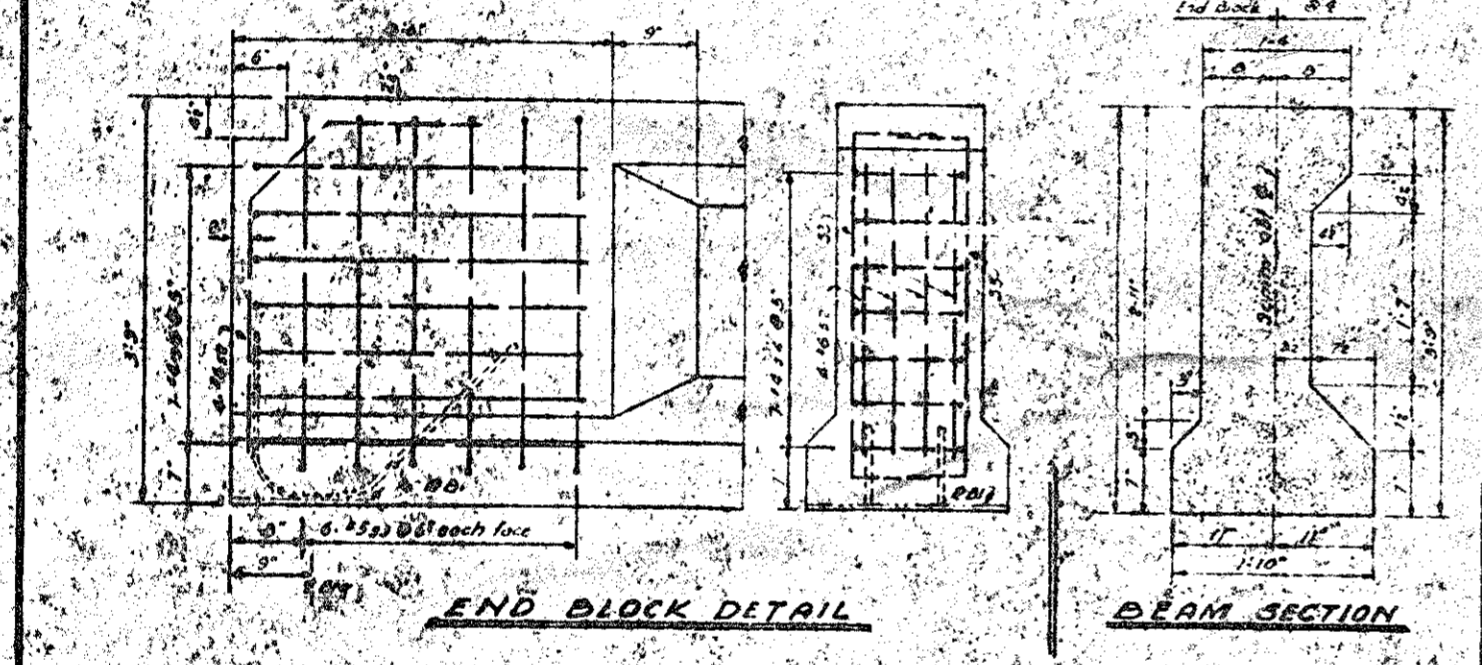
PROJ. NO.	DATE
5	11/15/50
E.A. Pro. No. 1-15(10)	



NOTE
 All prestress strands to be 30 Stress Relieved Cable
 Each cable to be prestressed at 18500 lbs.
 Cables to be cut off within 4" of end of beams.

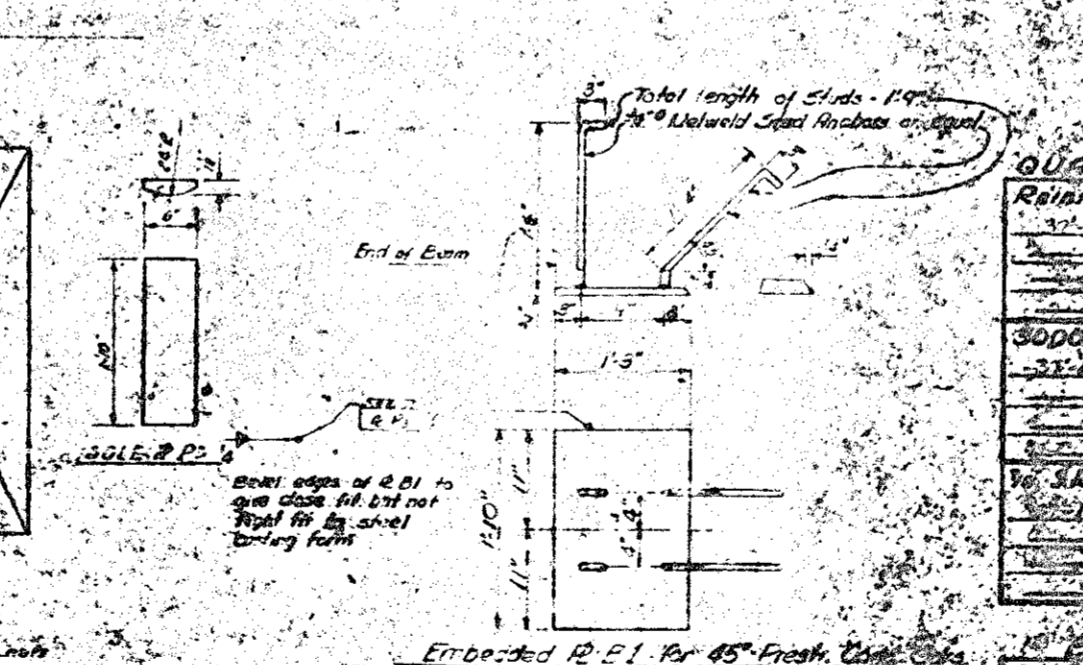
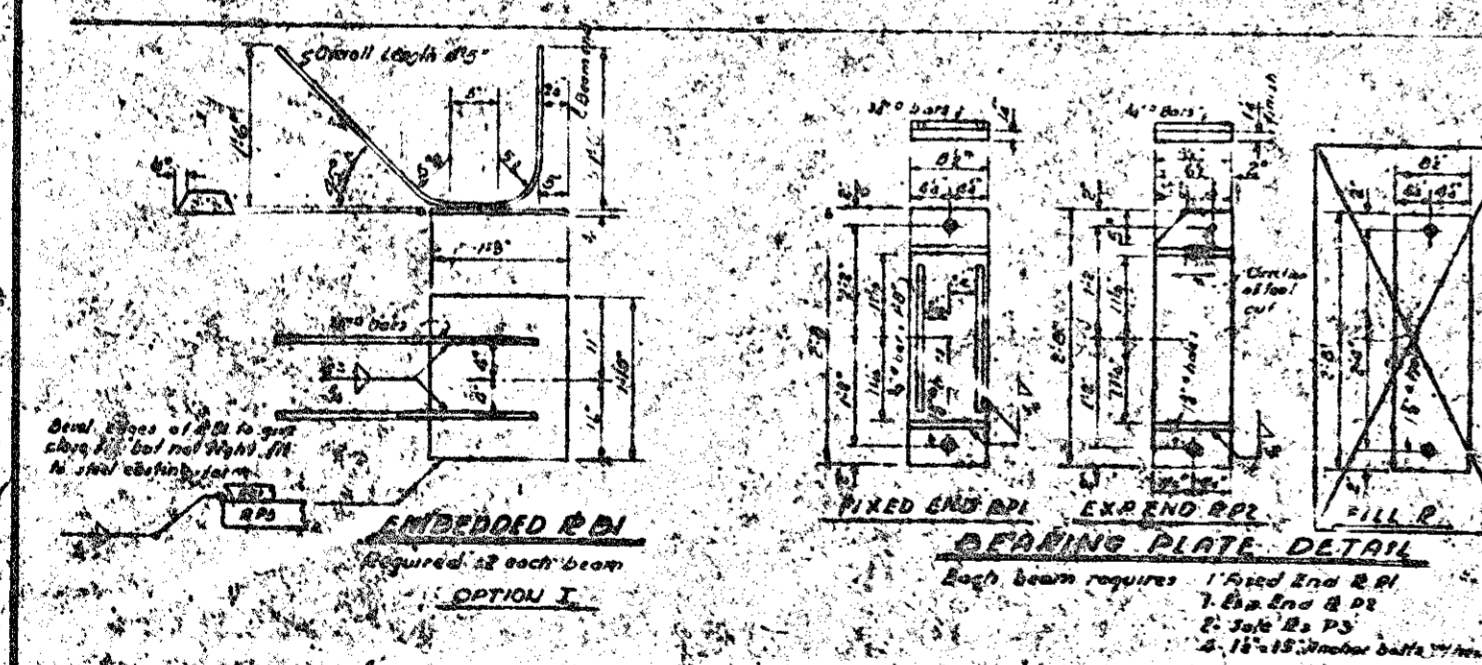


No surface finish will be required for prestressed concrete beams. However the outside face of each beam shall be carefully cleaned of droppings and other irregularities.
 Each pair of cables at this end shall be banded and tied and between all girders before burning of the rest part of cables. See Specifications and Elevation sheets.



REINFORCING STEEL FOR ONE BEAM					BENDING DIAGRAMS	
Bar	No.	Size	Type	Length	Weight	
37' Beam	31	#4	1	3.6'	153	
Beam	1	#4	7	3.6'		
Beam	1	#4	7	3.6'		
Beam	21	#4	7	3.6'		
	22	#6	8	4.8'	54	
	23	#4	6	7.0'	130	
	24	#4	6	7.0'	69	

Dimensions are out to out.



QUANTITIES ONE BEAM		
Reinforcing Steel		
37' Beam	416	lbs
Beam	161	lbs
Beam	130	lbs
Beam	130	lbs
3000psi Concrete		
37' Beam	55	cy
Beam	60	cy
Beam	60	cy
No. 30 Cables		
Beam	10	lbs
Beam	10	lbs
Beam	10	lbs
Beam	10	lbs

PROJECT NO. B15364
 GUILFORD COUNTY
 STATION 256+590 E.M.
 SPAN 'A'
 Exterior Beams

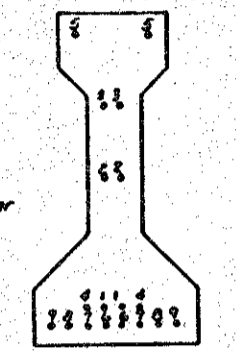
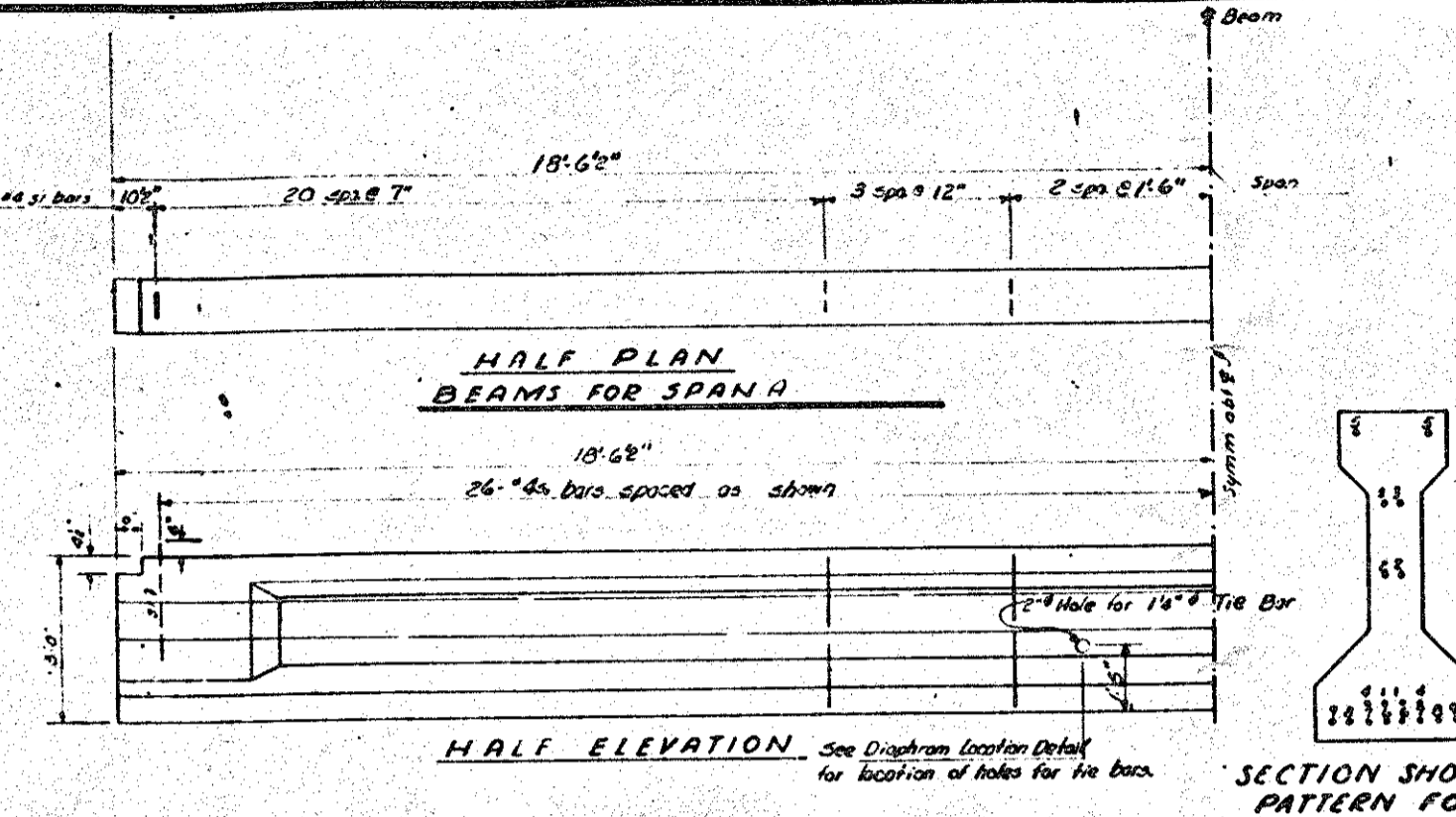
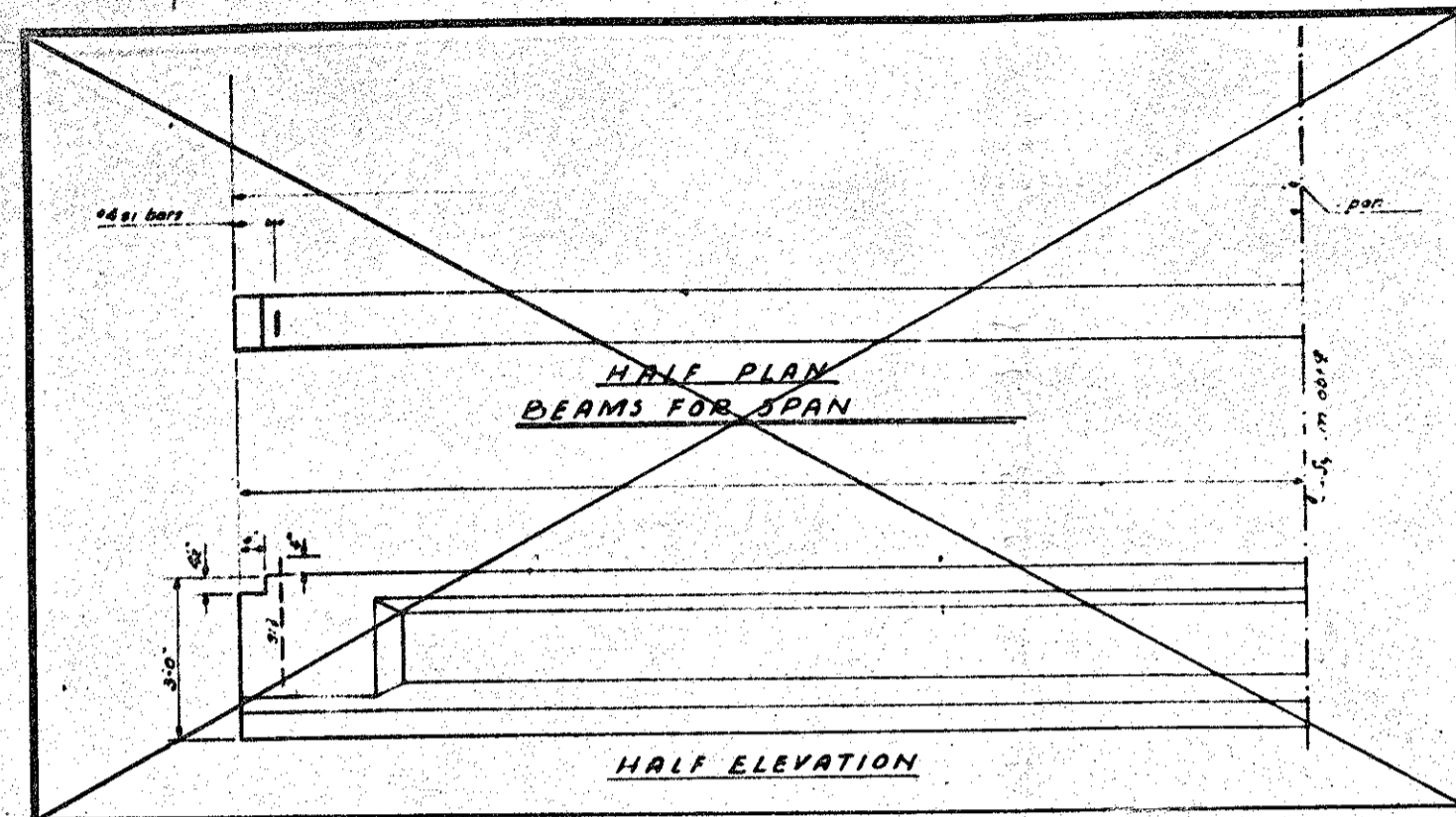
STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 45' PRESTRESSED
 CONCRETE BEAM
 MAY 1950

Approved by: [Signature]
 Date: 11/15/50

Embedded R.F.I. for 45' Fresh Cast Concrete
 Required 2 ea. 1m.
 OPTION 2

BEAMS REQUIRED		
2	length 37.0'	17
1	length 37.0'	17
1	length 27.0'	17
1	length 27.0'	17

PROJECT NO.	DATE	STATE	PROJECT
3		N.C.	812364
L.A. P. 1, 2, 3, F. 15421			



NOTE

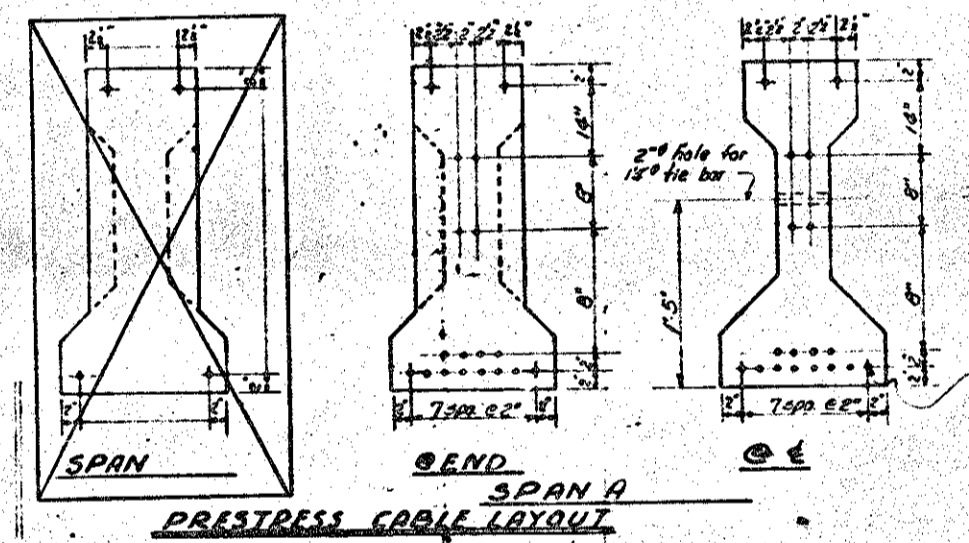
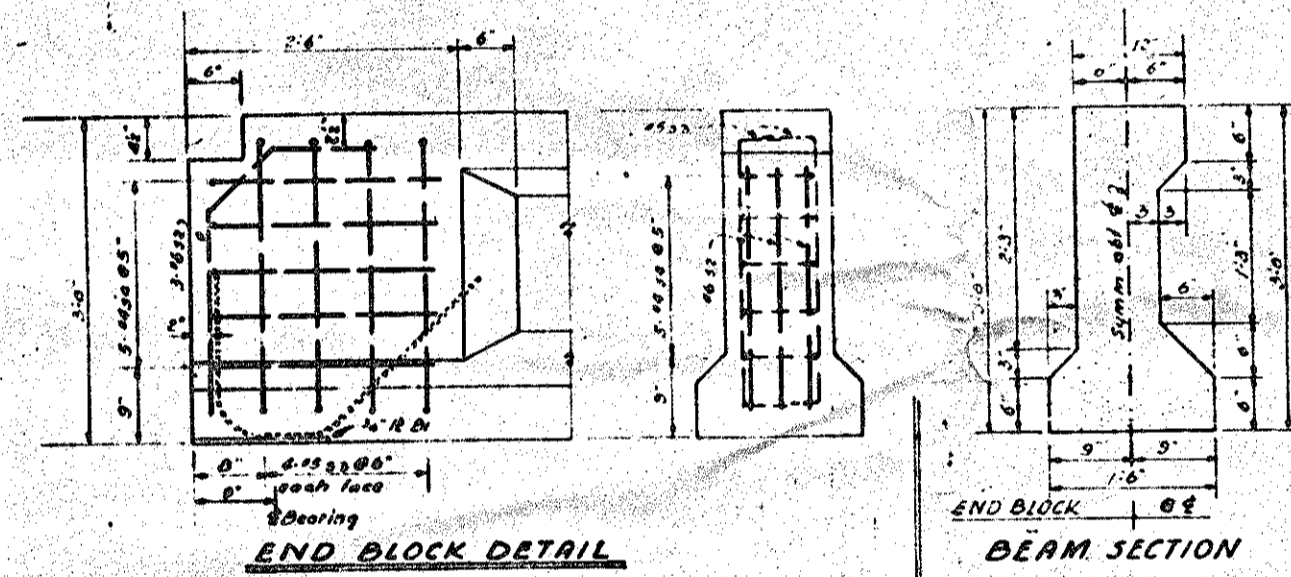
All prestress strands to be 1/2" Stress Relieved Gal and each cable to be prestressed at 10500 lbs.

Cables shall be cutoff with 1" at end of beam.

No surface finish will be required for prestressed concrete beams. However, the outside face of exterior beams shall be carefully cleaned of drippings and other discolorations.

Each pair of cables 1/1 thru 9/9 shall be burned at ends of beam and before all girders before burning any of the next pair of cables.

See Specifications and Error Sheets.

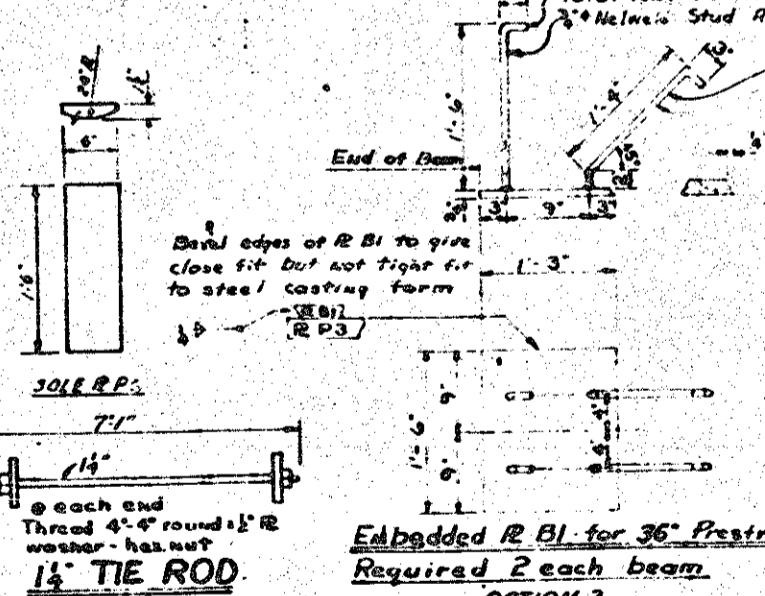
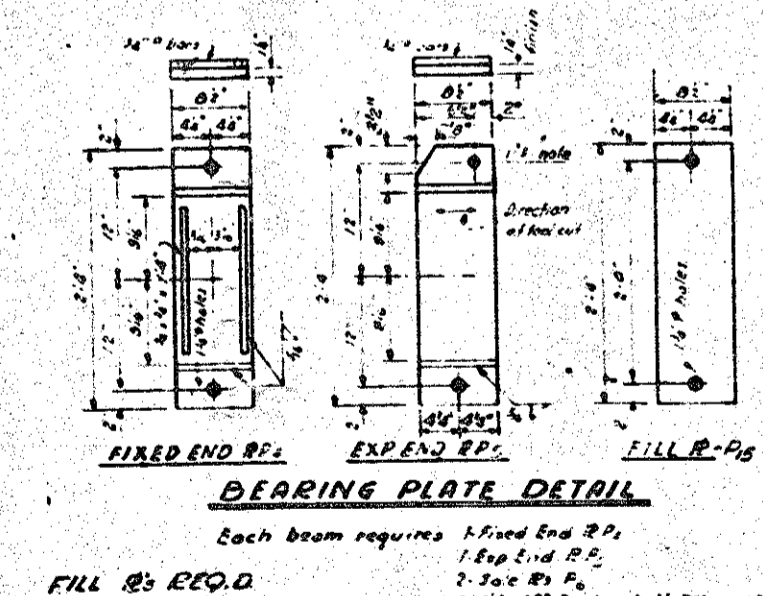
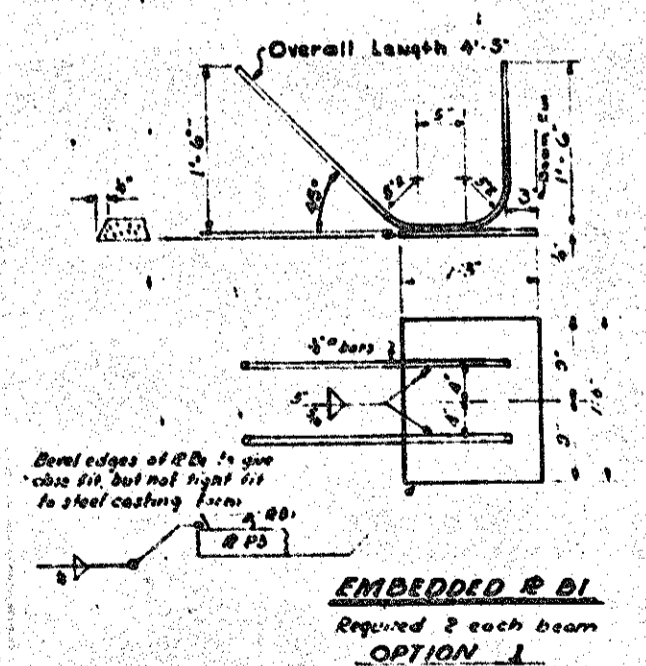


REINFORCING STEEL FOR ONE U-I BEAM

Bar No.	Size	Type	Length	Weight	Bending Diagram
37-1"	#1	7	6'-9"	230	(1)
37-2"	#1	7	6'-9"		(2)
37-3"	#1	7	6'-9"		(3)
37-4"	#1	7	6'-9"		(4)
37-5"	#1	7	6'-9"		(5)
37-6"	#1	7	6'-9"		(6)
37-7"	#1	7	6'-9"		(7)
37-8"	#1	7	6'-9"		(8)
37-9"	#1	7	6'-9"		(9)
37-10"	#1	7	6'-9"		(10)
37-11"	#1	7	6'-9"		(11)
37-12"	#1	7	6'-9"		(12)
37-13"	#1	7	6'-9"		(13)
37-14"	#1	7	6'-9"		(14)
37-15"	#1	7	6'-9"		(15)
37-16"	#1	7	6'-9"		(16)
37-17"	#1	7	6'-9"		(17)
37-18"	#1	7	6'-9"		(18)
37-19"	#1	7	6'-9"		(19)
37-20"	#1	7	6'-9"		(20)
37-21"	#1	7	6'-9"		(21)
37-22"	#1	7	6'-9"		(22)
37-23"	#1	7	6'-9"		(23)
37-24"	#1	7	6'-9"		(24)
37-25"	#1	7	6'-9"		(25)
37-26"	#1	7	6'-9"		(26)
37-27"	#1	7	6'-9"		(27)
37-28"	#1	7	6'-9"		(28)
37-29"	#1	7	6'-9"		(29)
37-30"	#1	7	6'-9"		(30)
37-31"	#1	7	6'-9"		(31)
37-32"	#1	7	6'-9"		(32)
37-33"	#1	7	6'-9"		(33)
37-34"	#1	7	6'-9"		(34)
37-35"	#1	7	6'-9"		(35)
37-36"	#1	7	6'-9"		(36)
37-37"	#1	7	6'-9"		(37)
37-38"	#1	7	6'-9"		(38)
37-39"	#1	7	6'-9"		(39)
37-40"	#1	7	6'-9"		(40)
37-41"	#1	7	6'-9"		(41)
37-42"	#1	7	6'-9"		(42)
37-43"	#1	7	6'-9"		(43)
37-44"	#1	7	6'-9"		(44)
37-45"	#1	7	6'-9"		(45)
37-46"	#1	7	6'-9"		(46)
37-47"	#1	7	6'-9"		(47)
37-48"	#1	7	6'-9"		(48)
37-49"	#1	7	6'-9"		(49)
37-50"	#1	7	6'-9"		(50)
37-51"	#1	7	6'-9"		(51)
37-52"	#1	7	6'-9"		(52)
37-53"	#1	7	6'-9"		(53)
37-54"	#1	7	6'-9"		(54)
37-55"	#1	7	6'-9"		(55)
37-56"	#1	7	6'-9"		(56)
37-57"	#1	7	6'-9"		(57)
37-58"	#1	7	6'-9"		(58)
37-59"	#1	7	6'-9"		(59)
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37-76"	#1	7	6'-9"		(76)
37-77"	#1	7	6'-9"		(77)
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37-85"	#1	7	6'-9"		(85)
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37-88"	#1	7	6'-9"		(88)
37-89"	#1	7	6'-9"		(89)
37-90"	#1	7	6'-9"		(90)
37-91"	#1	7	6'-9"		(91)
37-92"	#1	7	6'-9"		(92)
37-93"	#1	7	6'-9"		(93)
37-94"	#1	7	6'-9"		(94)
37-95"	#1	7	6'-9"		(95)
37-96"	#1	7	6'-9"		(96)
37-97"	#1	7	6'-9"		(97)
37-98"	#1	7	6'-9"		(98)
37-99"	#1	7	6'-9"		(99)
37-100"	#1	7	6'-9"		(100)

BEAMS REQUIRED

3	@ 37'-1" Length	11.25	LF
0	Length	1F	
0	Length	1F	
0	Length	1F	



QUANTITIES ONE (1) BEAM

Reinforcing Steel	Weight
37'-1" Beam	263 lb
Beam	1b
Beam	1b
Beam	1b
5000 psi Concrete	
37'-1" Beam	3.7 CY
Beam	CY
Beam	CY
Beam	CY
1/2" S.R. Cables	
37'-1" Beam	18 LF
Beam	LF
Beam	LF
Beam	LF

PROJECT NO. 815364

GUILFORD COUNTY

STATION: 256+59.0 @ Med.

SPAN 'A'

Interior Beams

STATE OF NORTH CAROLINA

STATE HIGHWAY COMMISSION

RALEIGH

STANDARD

36" PRESTRESSED

CONCRETE BEAM

APRIL 1958

ASSEMBLED BY: [Signature]

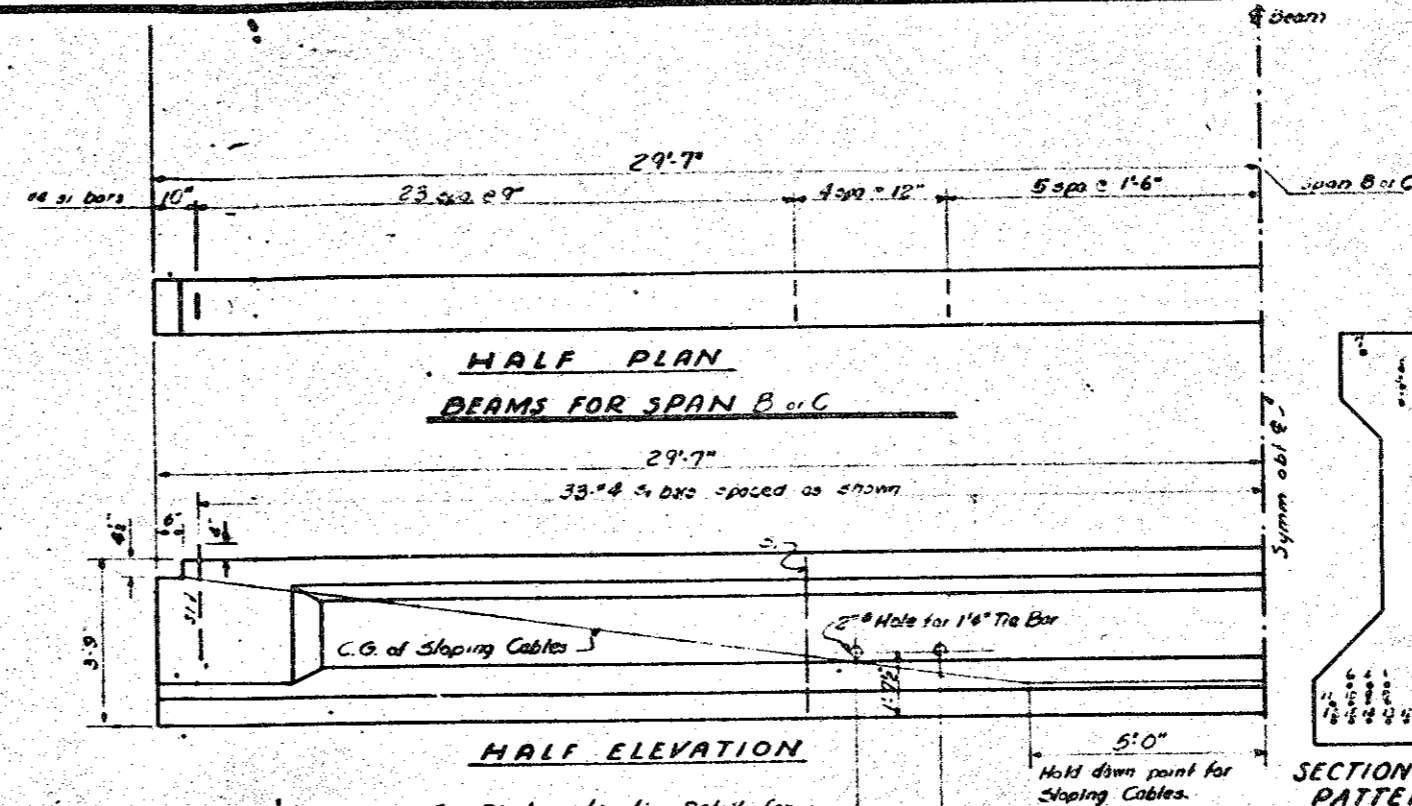
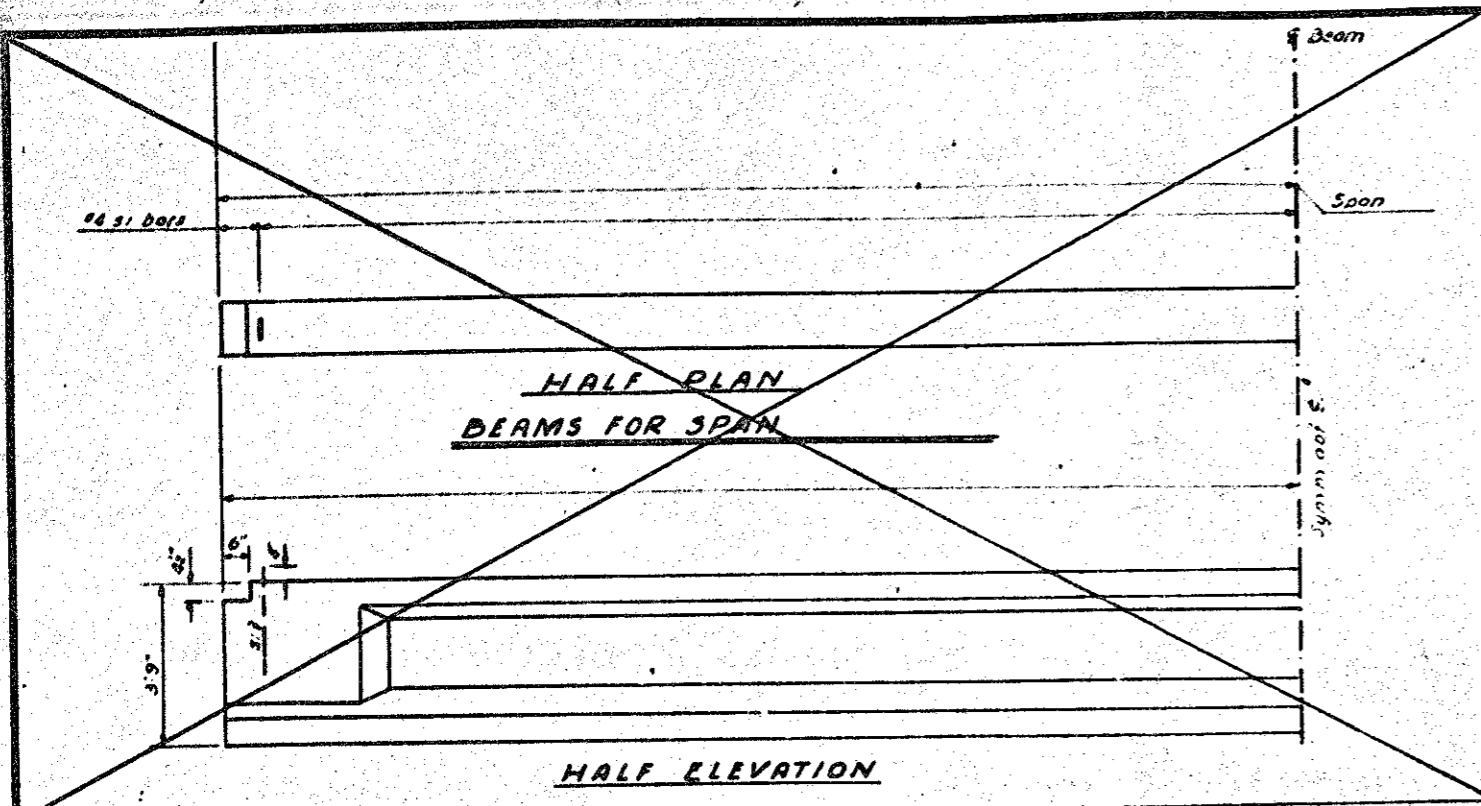
CHECKED BY: [Signature]

DATE: [Date]

Revised to add notes and sketch regarding burning of cables, and to eliminate shear legs Jan. 3, 1960 JRM

Note: The contractor may select Option 1 or 2 for Embedded R-11

RD. ROAD	STATE	PROJECT
5	N. C.	8-15364
F.R.P. No. F. 15(12)		



NOTE

All prestress strands to be 1/2" Stress R/ived Cables. Each cable to be prestressed of 18500 lbs.

Cables to be cutoff within 1" of end of beam.

No surface finish will be required for prestressed concrete beams. However the outside face of exterior beams shall be carefully cleaned of drippings and other discolorations.

If cable stress is relieved by burning, the following order of burning shall be strictly adhered to:

- (1) Bottom cables 1-4
- (2) Dropped cables 2-2
- (3) Dropped cables 3-3
- (4) Bottom cables 4-4
- (5) Dropped cables 5-5
- (6) Bottom cables 6-6
- (7) Top cables 7-7
- (8) Release hold downs

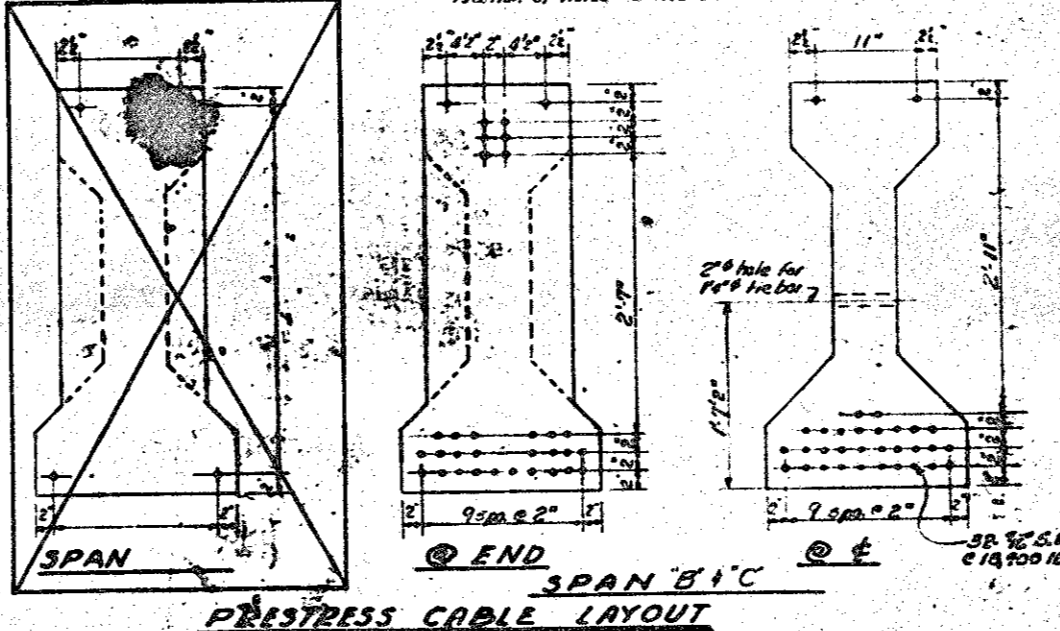
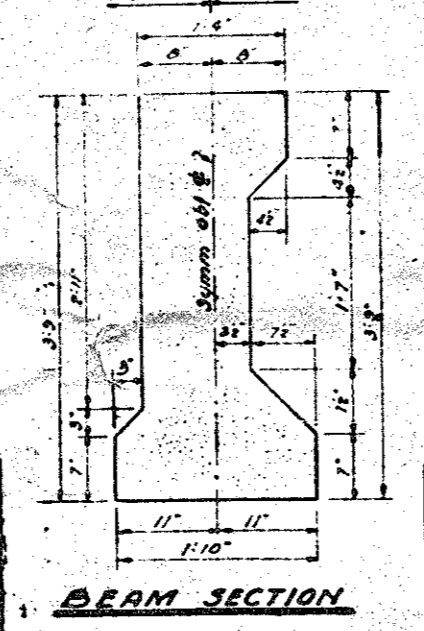
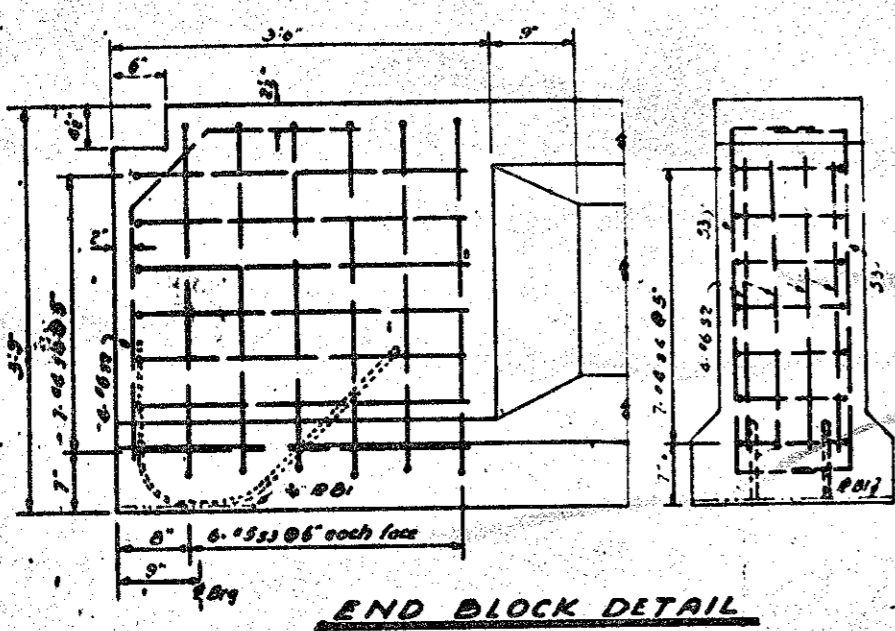
Each pair of cables 1-1 thru 16-16 shall be burned at ends of bed and between all girders before burning any of the next pair of cables.

BURNING CABLES See Specifications and Error Sheets.

REINFORCING STEEL FOR ONE(1) BEAM

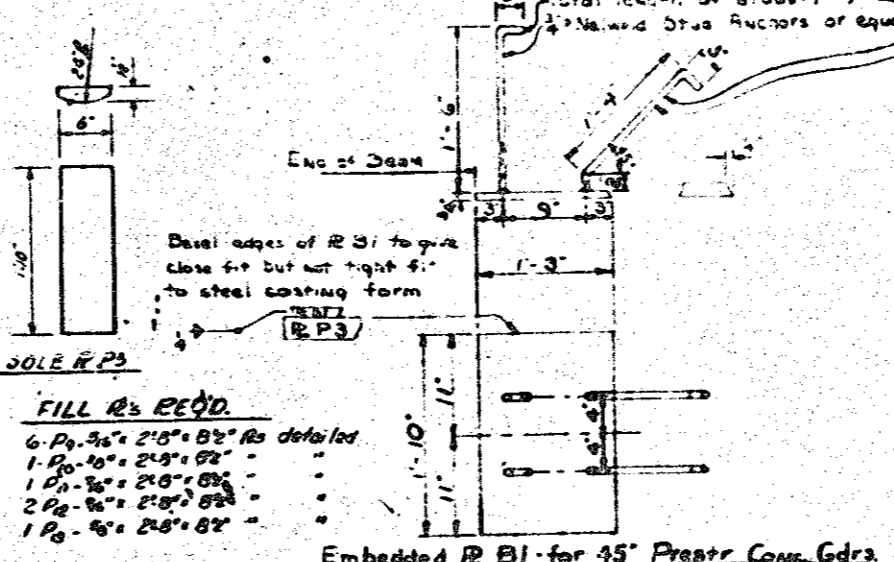
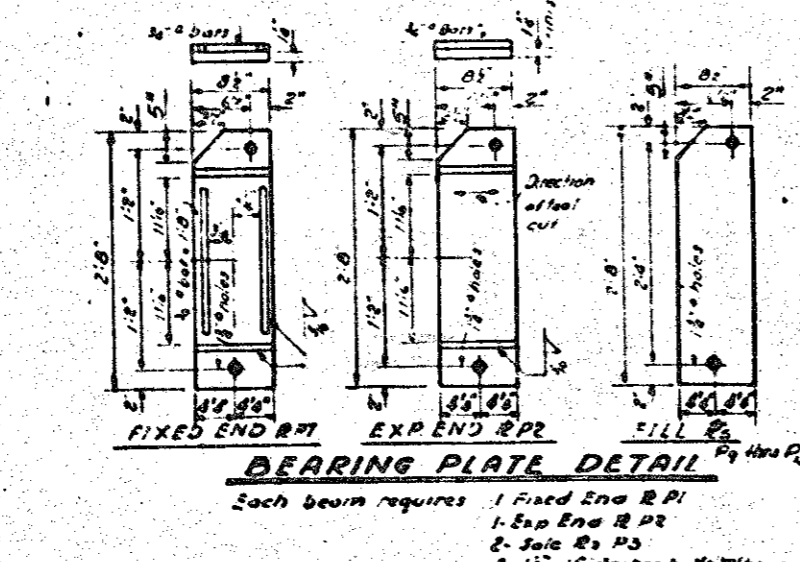
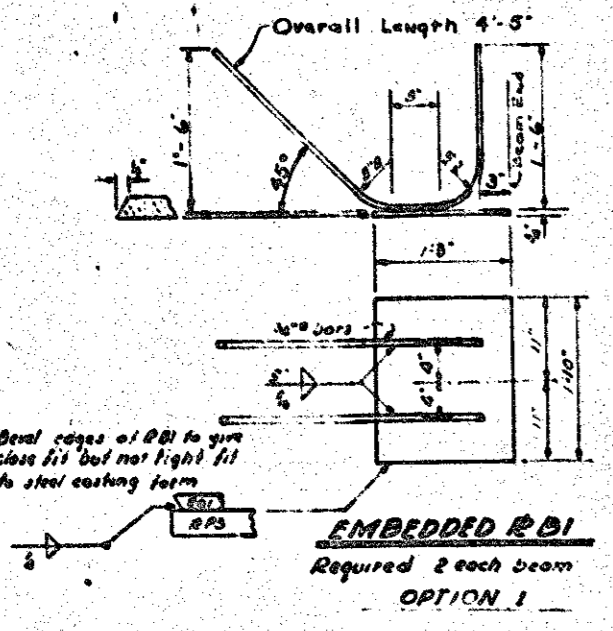
Bar	No.	Size	Type	Length	Weight	Bending Diagrams
59'-2" Beam	31	65	4	7	8'-6"	34, 12
Beam	31	62	7	8'-6"		28, 3, 3-4
Beam	31	64	7	8'-6"		
Beam	31	64	7	8'-6"		
	32	8	8	4'-8"	5.8	
	33	24	15	0	5'-0"	1.30
	34	14	24	6	7'-0"	6.9
						632

Dimensions are out to out



7'-1 1/2"

each end
Thread 1/4" round 1/2" washer - hex nut
1/4" TIE ROD
Required 16 Complete assemblies as detailed



QUANTITIES ONE(1) BEAM

Reinforcing Steel		
59'-2" Beam	632	lbs
Beam		lbs
Beam		lbs
Beam		lbs
5000psi Concrete		
59'-2" Beam	8.7	cy
Beam		cy
Beam		cy
Beam		cy
1/2" S/R Cables		
59'-2" Beam	32	N ^o
Beam		N ^o
Beam		N ^o
Beam		N ^o

BEAMS REQUIRED

10 @ 59'-2" length	591.67	LF
@ length		LF
@ length		LF
@ length		LF

PROJECT NO. 8-15364
GUILFORD COUNTY
6+00
STATION: 256+590 & Med.
Spans B+C

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
MAY 1958

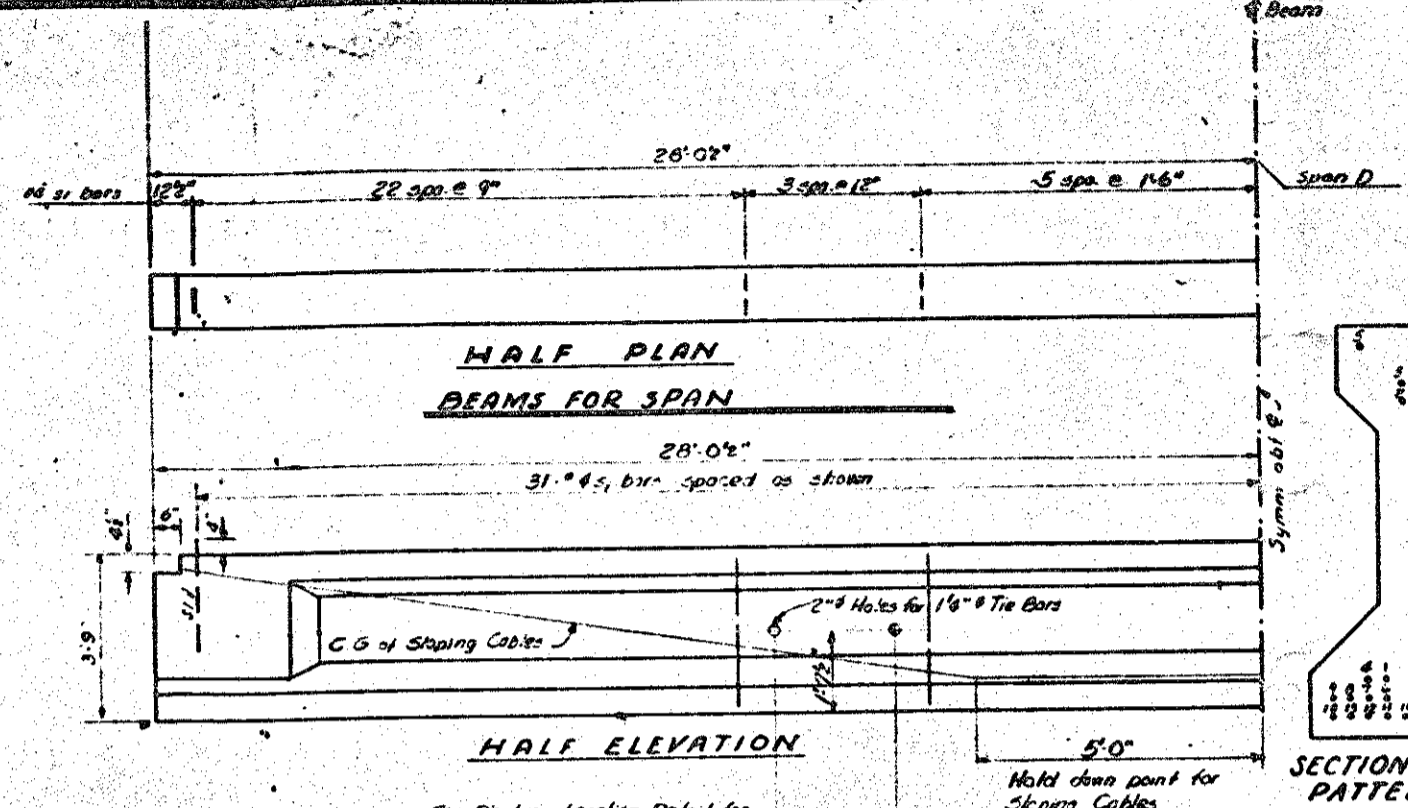
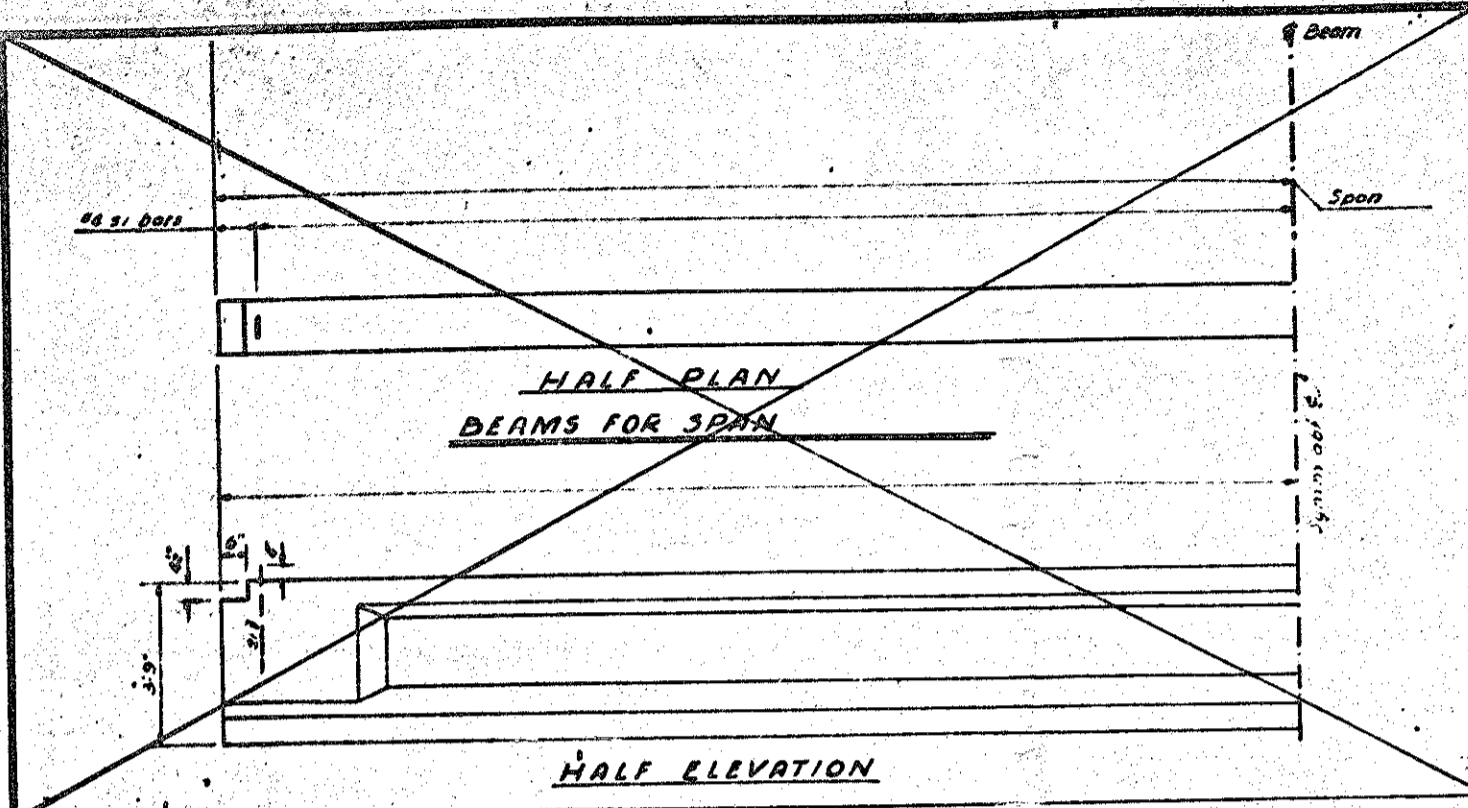
STANDARD
45" PRESTRESSED
CONCRETE BEAM

DESIGNED BY: J. E. G. G. G.
CHECKED BY: J. E. G. G. G.
DATE: May 1958

Rev. #3. Revised to change by 4 details R1, R2, R3 thru R5. 1' 6" height. Revise to add notes and sketch regarding burning of cables, and to eliminate shear keys. Jan. 5, 1950 J.E.G. & G.W.

Embedded R/B I for 45" Prestress Conc. Gdgs.
Required 2 each beam
OPTION 2
Note: The contractor may select Option for 2 for Embedded R/B I

PROJ. NO. 815366
 STATE HIGHWAY COMMISSION
 PROJECT NO. 815366
 K.R. Proj. No. F-15702

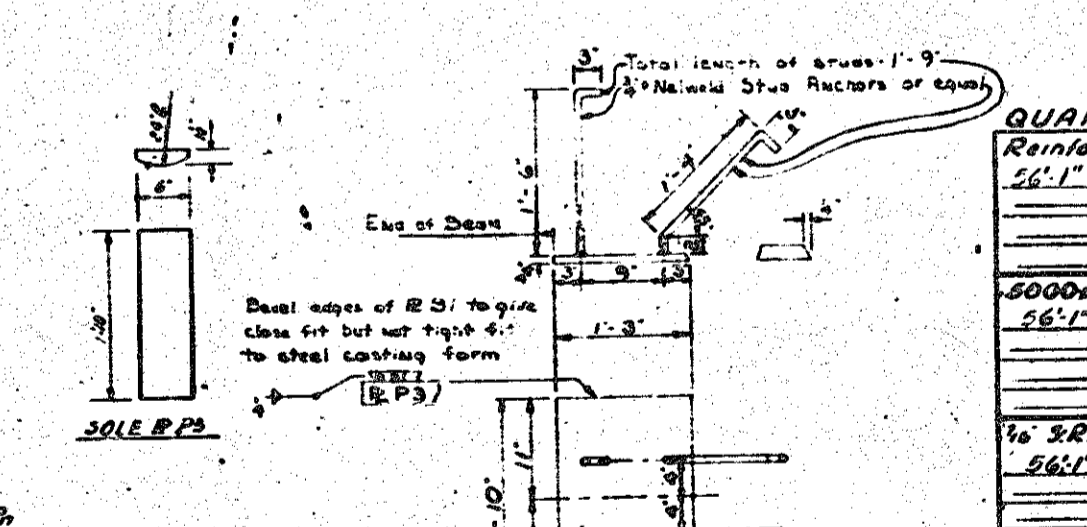
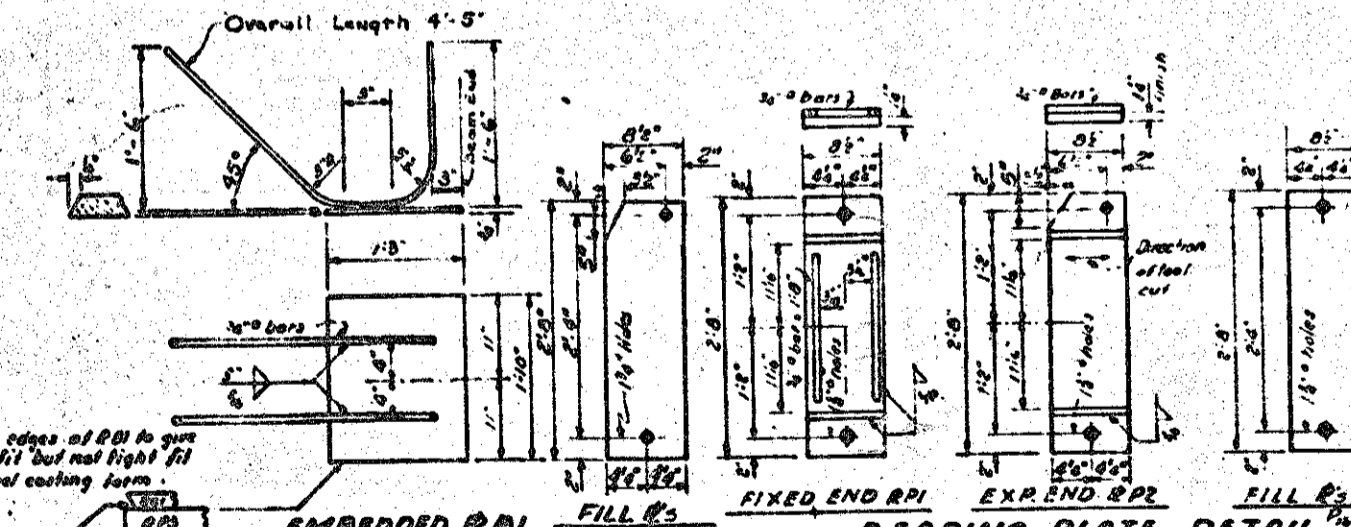
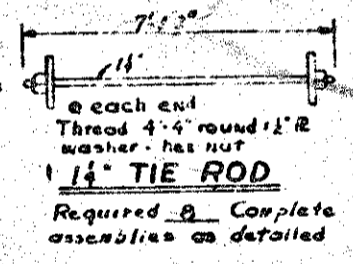
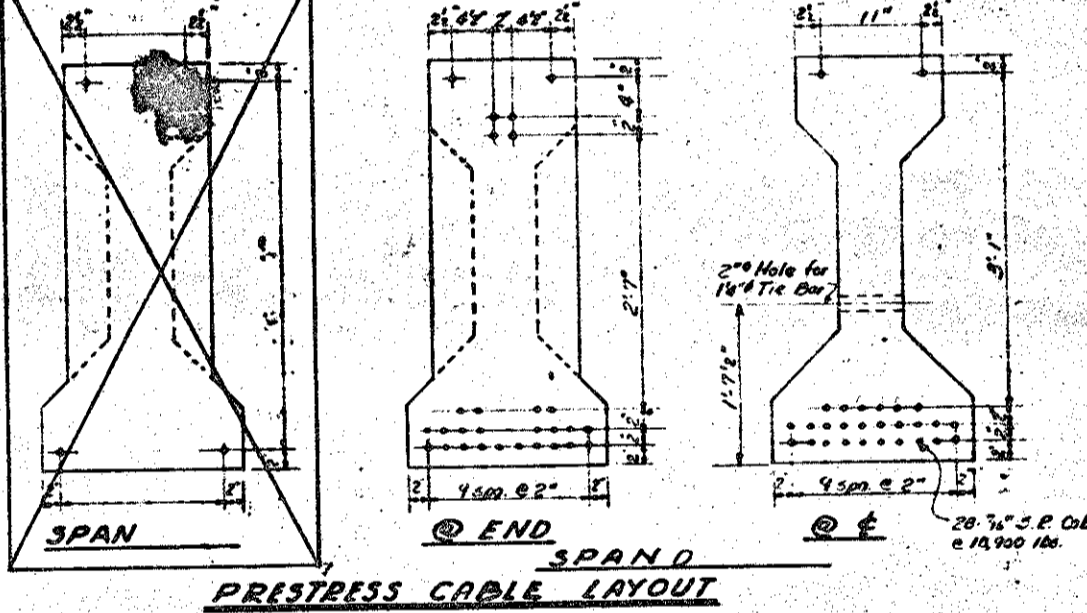
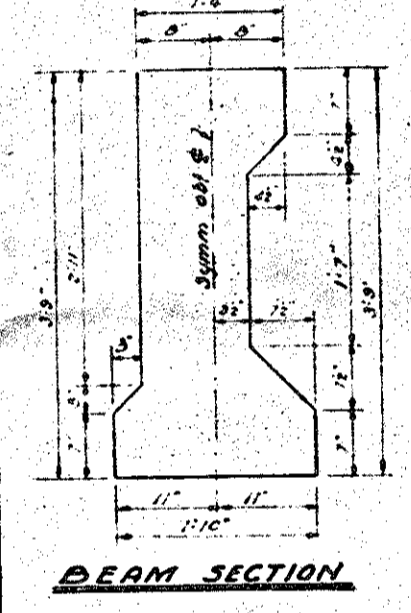
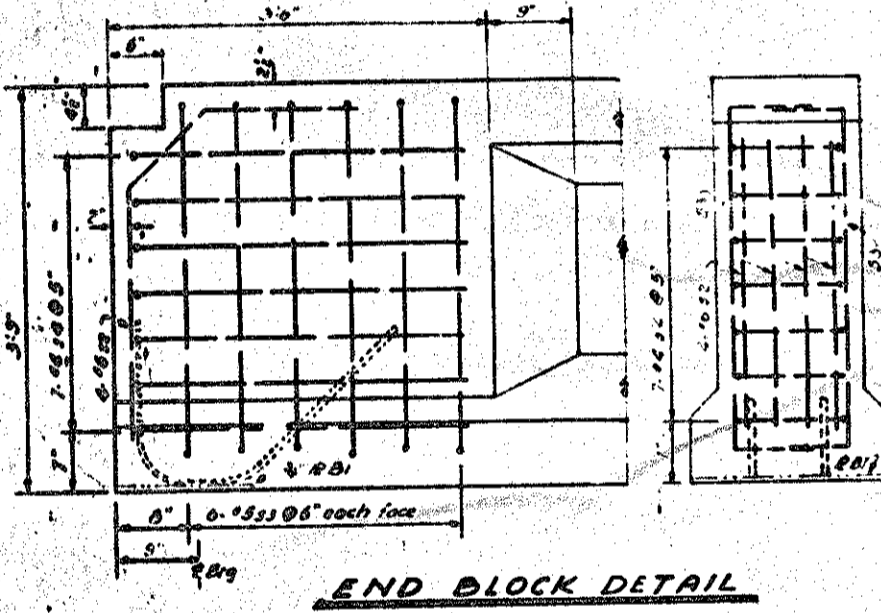
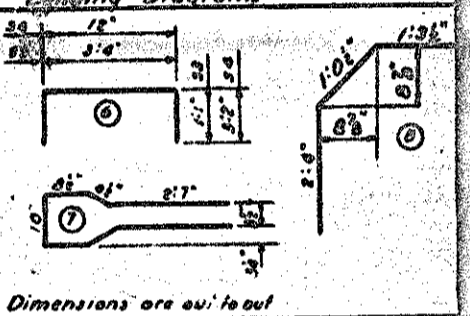


NOTE
 All prestress strands to be Stress Relieved Cables. Each cable to be prestressed to 18300 lbs.
 Cables to be cut off within 1' of end of beam.
 No surface finish will be required for prestressed concrete beams. However the outside face of exterior beams shall be carefully cleaned of drippings and other discolorations.
 If cable stress is released by burning, the following order of burning shall be strictly adhered to:
 (1) Bottom cables 1-4
 (2) Draped cables 2-5
 (3) Draped cables 3-4
 (4) Bottom cables 4-4
 (5) Top cables 5-5
 (6) Release hold downs

Each pair of cables 1-1 thru 14-14 shall be burned at ends of bed and between all girders before burning any of the rest pair of cables.
 See Specifications and Errata Sheets.

REINFORCING STEEL FOR ONE(1) BEAM

Bar No.	Size	Type	Length	Weight
31	#4	7	0'-6"	346
32	#4	7	0'-6"	
33	#4	7	0'-6"	
34	#4	7	0'-6"	
35	#4	7	0'-6"	
36	#4	7	0'-6"	
37	#4	7	0'-6"	
38	#4	7	0'-6"	
39	#4	7	0'-6"	
40	#4	7	0'-6"	
41	#4	7	0'-6"	
42	#4	7	0'-6"	
43	#4	7	0'-6"	
44	#4	7	0'-6"	
45	#4	7	0'-6"	
46	#4	7	0'-6"	
47	#4	7	0'-6"	
48	#4	7	0'-6"	
49	#4	7	0'-6"	
50	#4	7	0'-6"	
51	#4	7	0'-6"	
52	#4	7	0'-6"	
53	#4	7	0'-6"	
54	#4	7	0'-6"	
55	#4	7	0'-6"	
56	#4	7	0'-6"	
57	#4	7	0'-6"	
58	#4	7	0'-6"	
59	#4	7	0'-6"	
60	#4	7	0'-6"	



QUANTITIES ONE(1) BEAM

Reinforcing Steel	Quantity	Unit
56'-1" Beam	609	Lbs
Beam		Lbs
Beam		Lbs
Beam		Lbs
5000psi Concrete		
56'-1" Beam	0.2	CY
Beam		CY
Beam		CY
Beam		CY
1/4" X.R. Cables		
56'-1" Beam	28	N'
Beam		N'
Beam		N'
Beam		N'

BEAMS REQUIRED

Beam	Length	Quantity	Unit
5 @ 56'-1" length	280.82	5	L'
0 @ length			L'
0 @ length			L'
0 @ length			L'

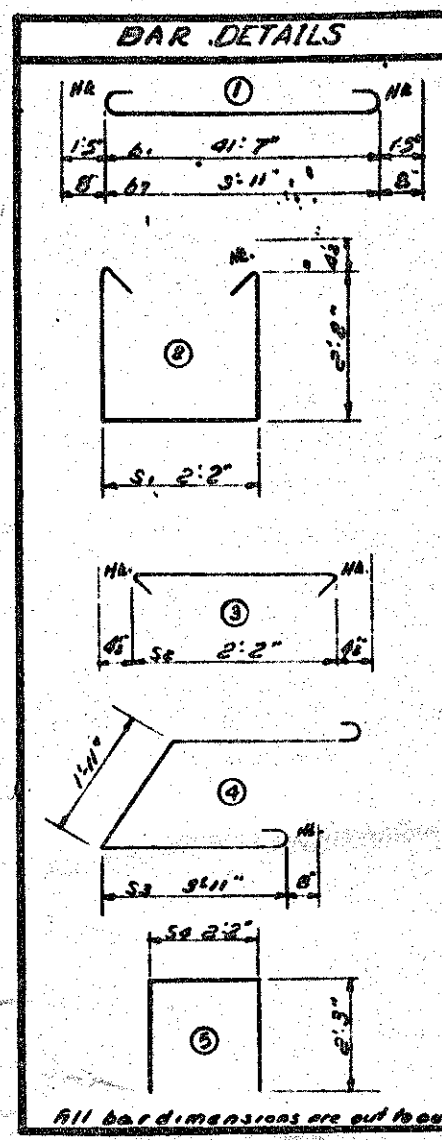
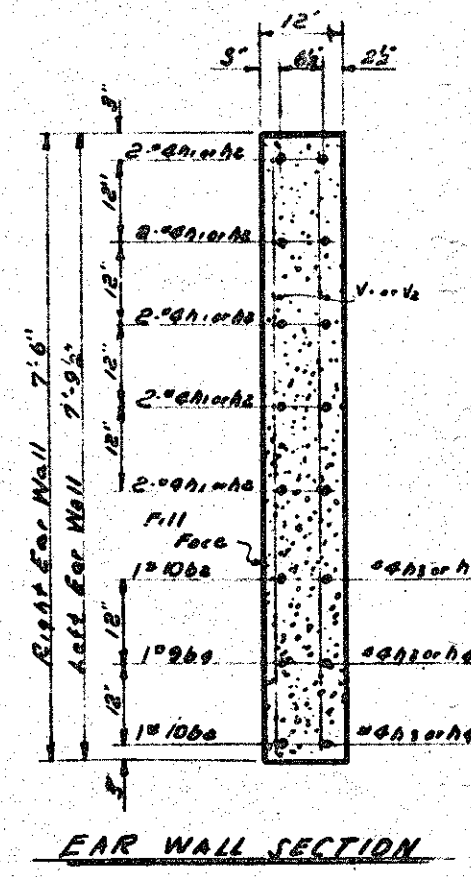
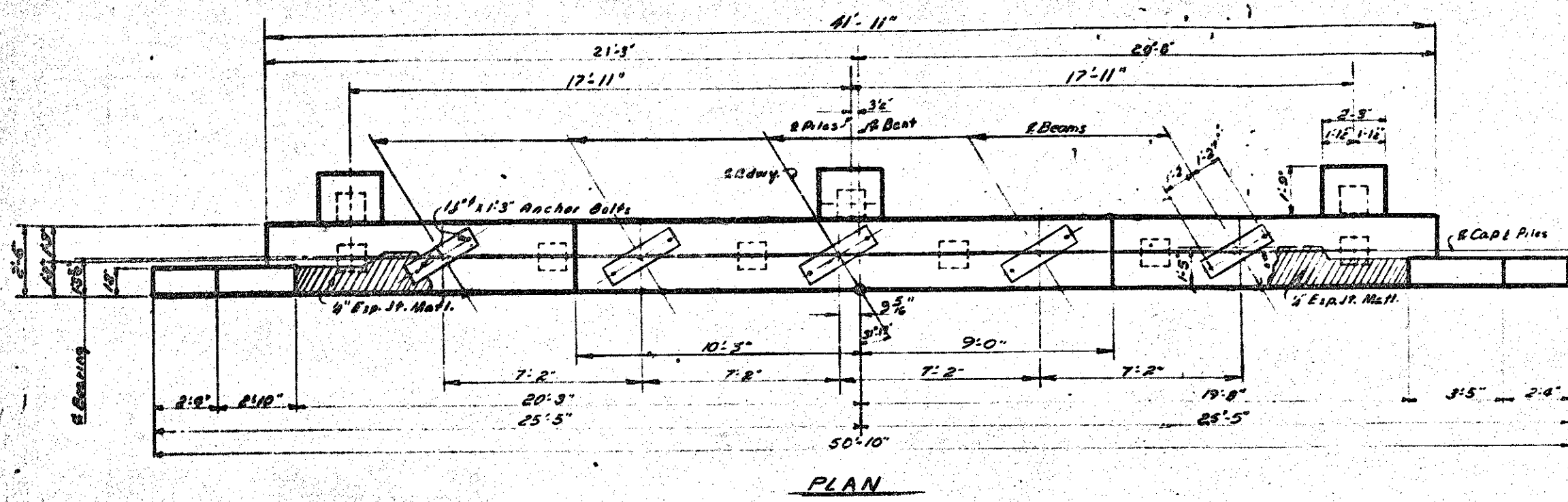
PROJECT NO. 815366
 GUILFORD COUNTY
 STATION: 256+59.0 @ 1/4" X.R. CABLES
 SPAN 'D'

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 STANDARD
 45" PRESTRESSED
 CONCRETE BEAM
 MAY 1953

DESIGNED BY: J.M. JONES
 CHECKED BY: J.M. JONES
 DATE: MAY 1953

REVISIONS:
 1. Add notes and sheets regarding burning of cables.
 2. Add notes and sheets regarding burning of cables.
 3. Add notes and sheets regarding burning of cables.
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 100. Add notes and sheets regarding burning of cables.

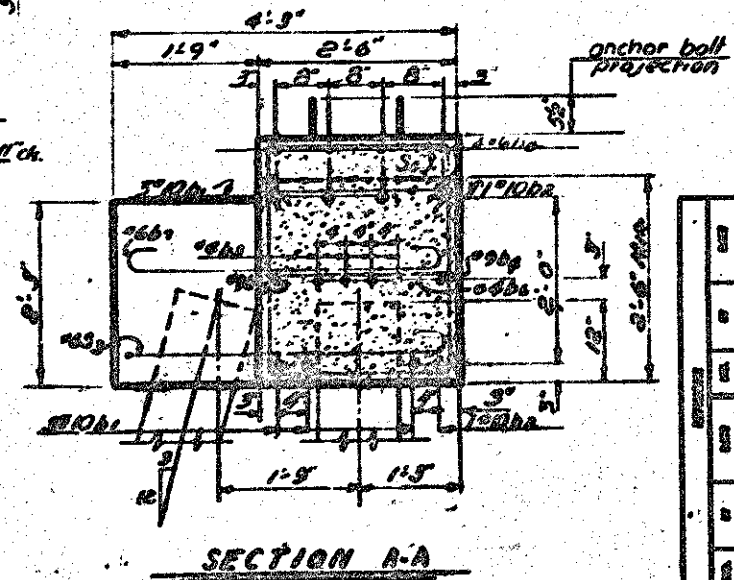
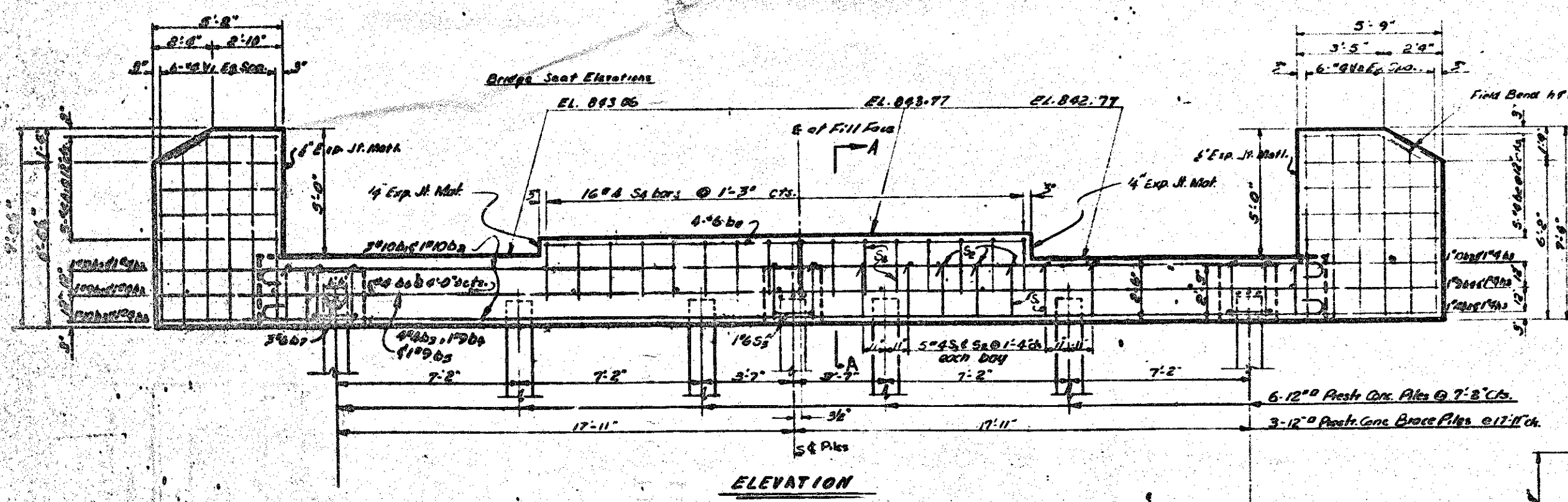
FOR END BENT NO. 1
 3 R.C. 0-153
 P.B. Proj. No. F-1562



BILL OF MATERIAL						
FOR END BENT NO. 1						
BAR	NO.	SIZE	DETAIL	LENGTH	WEIGHT	
A	6	#10	1	48'-5"	1107	
B	2	#10	Stk	50'-6"	657	
C	8	#6	Stk	81'-5"	1107	
D	1	#9	Stk	50'-6"	657	
E	1	#9	Stk	41'-7"	607	
F	11	#6	Stk	2'-2"	11	
G	8	#6	1	5'-8"	97	
H	4	#6	Stk	125'-0"	1107	
I	10	#6	Stk	41'-7"	607	
J	13	#6	Stk	5'-8"	97	
K	9	#6	Stk	61'-0"	727	
L	29	#6	2	71'-9"	1007	
M	29	#6	3	24'-11"	577	
N	9	#6	4	11'-1"	507	
O	16	#6	5	0'-8"	77	
P	1	#6	6	0'-8"	77	
Q	18	#6	Stk	71'-9"	1007	
R	18	#6	Stk	71'-9"	1007	

Reinforcing Steel - lbs. 27261
 Class B Concrete - cu. yd. 157
 12" Reinf. Cast. Piles - 160
 6" Reinf. Cast. Piles - 160

Concrete to be deducted by pile heads has been deducted.

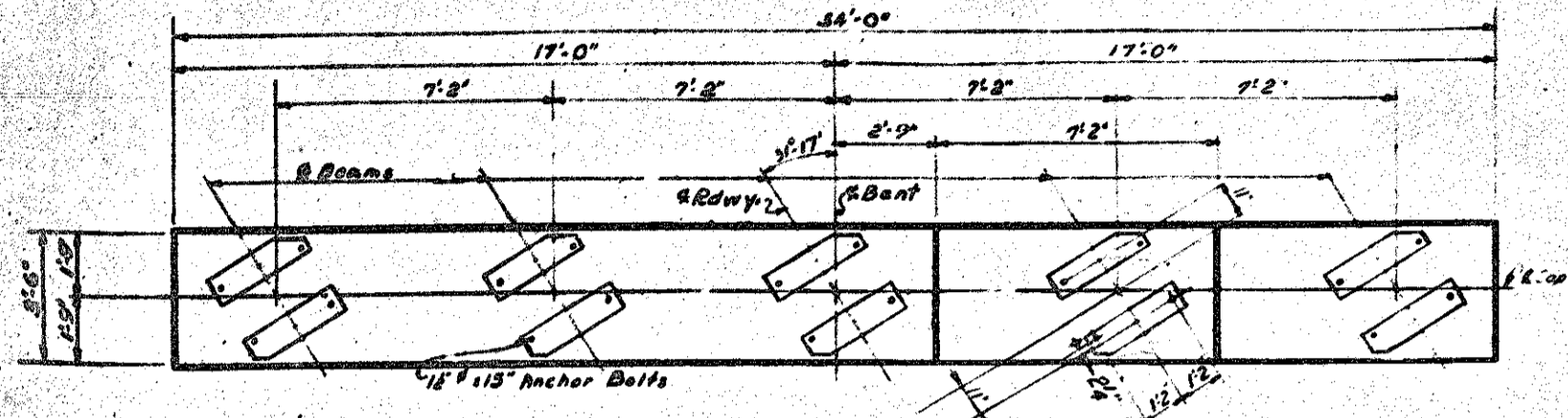


PROJECT NO. 0-15354
 GUILFORD COUNTY
 STATION: 6+00-256+00

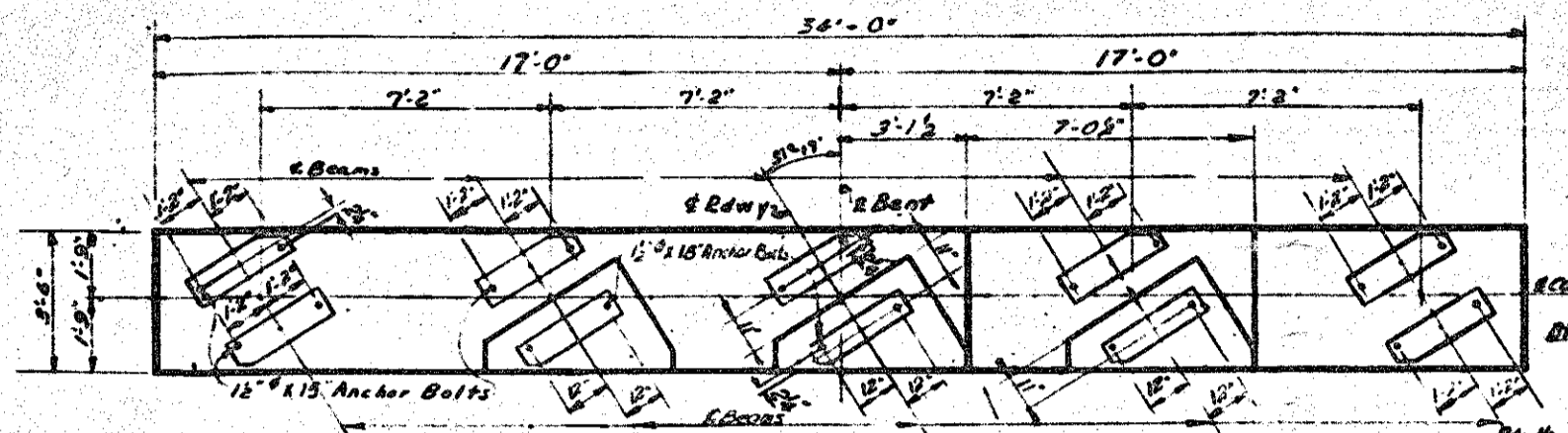
STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 SUBSTRUCTURE
 END BENT NO. 1
 SEPT. 1939

NOTE: Piles to be driven to a minimum bearing capacity of 25 tons each.

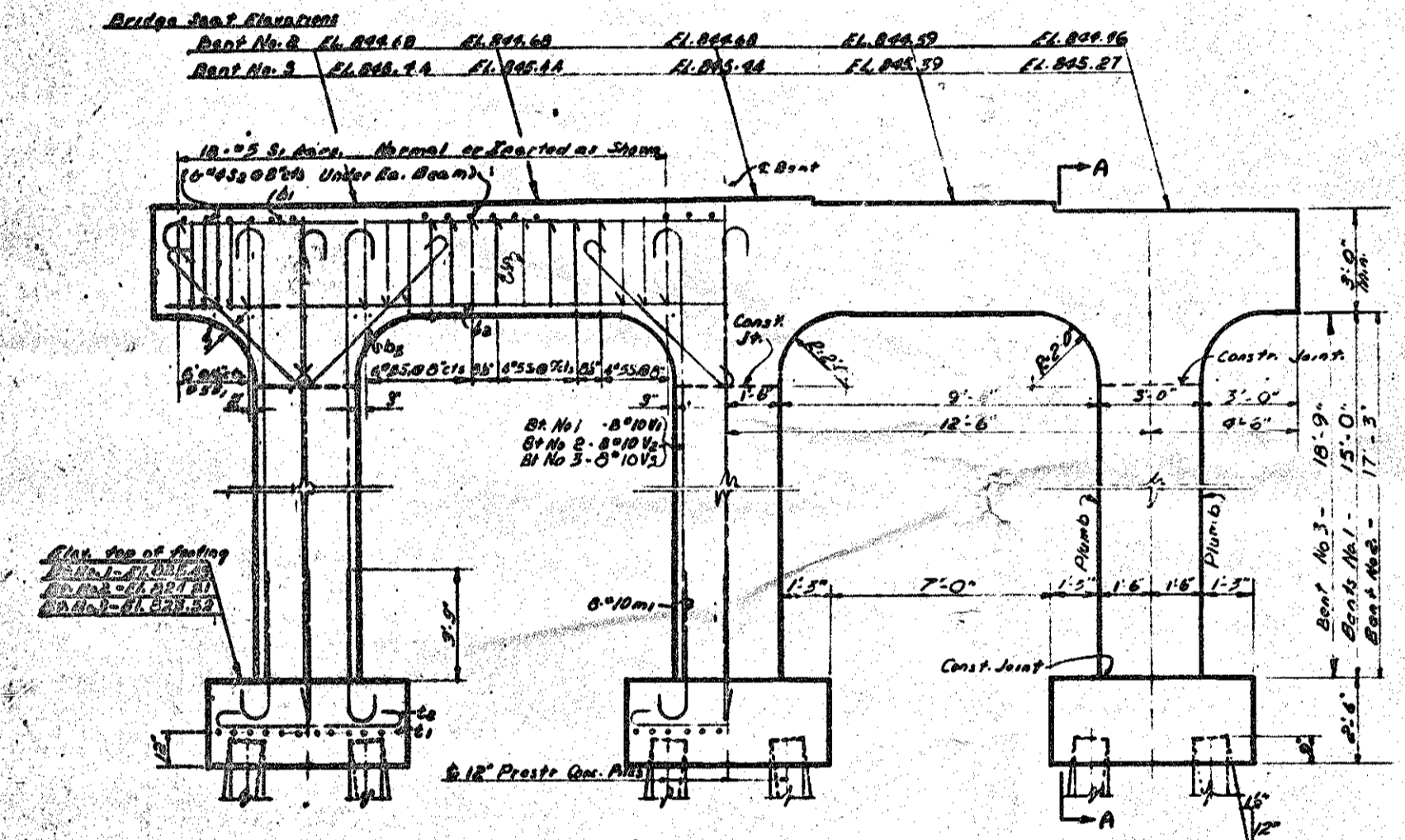
Do not round to remove dimension on bearing plate. 1/5-4-61



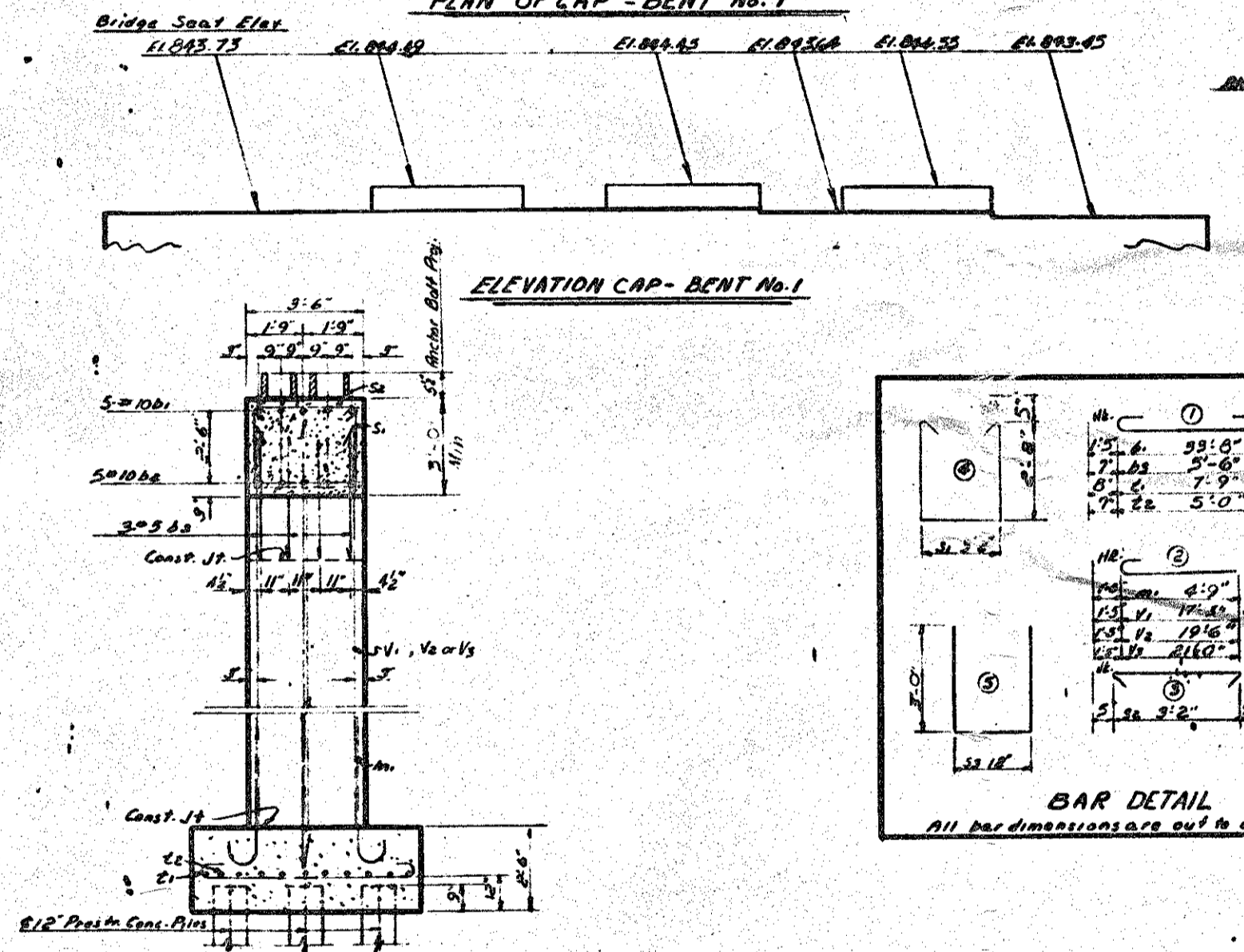
PLAN OF CAP-BENTS No. 2 & 3



PLAN OF CAP-BENT No. 1

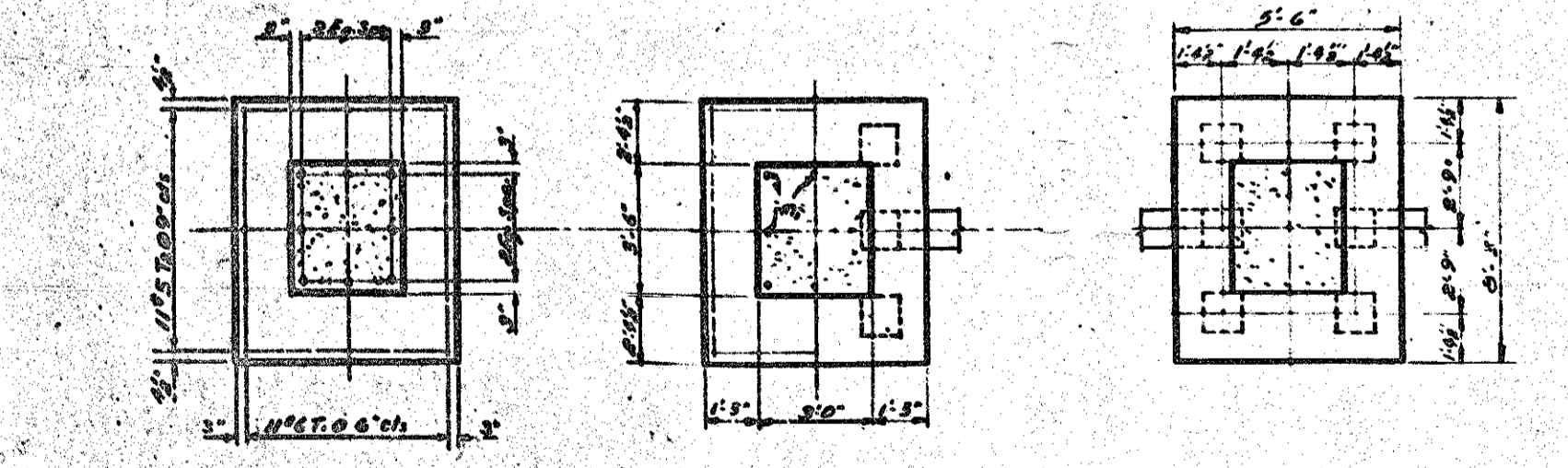


ELEVATION OF BENTS No. 1, 2 & 3

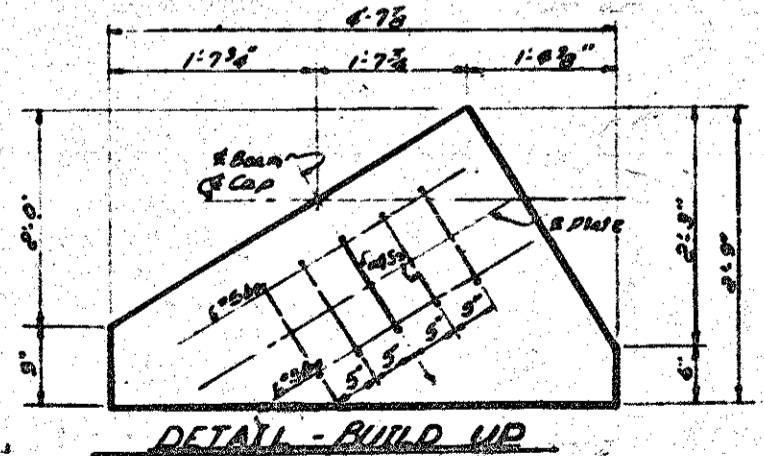


ELEVATION CAP-BENT No. 1

SECTION A-A



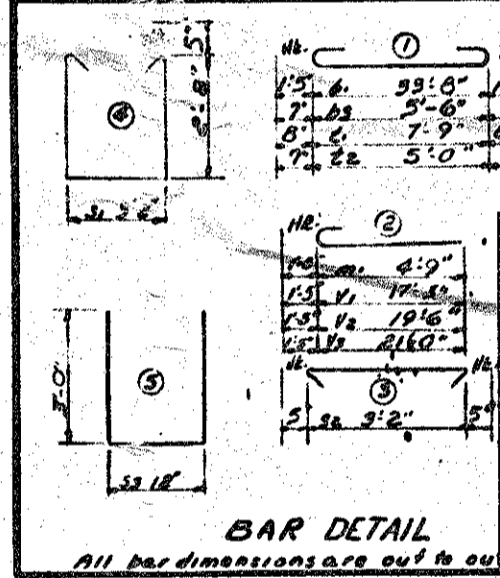
PLAN OF FOOTING



DETAIL - BUILD UP

BILL OF MATERIAL FOR 1 BENT-3 RIBS

BAR	NO.	SIZE	QTY	LENGTH	WEIGHT
1	5	#10	1	36'-0"	793
2	5	#10	5	33'-0"	722
3	10	#5	1	6'-0"	124
4	9	#5	5	2'-9"	81
5	24	#4	2	6'-2"	677
6	24	#4	2	18'-0"	1520
7	24	#4	2	22'-0"	2100
8	24	#4	2	24'-0"	2240
9	24	#4	1	9'-0"	430
10	24	#4	1	6'-2"	212
11	40	#5	4	9'-0"	390
12	50	#5	8	4'-0"	124
13	15	#5	5	7'-0"	70



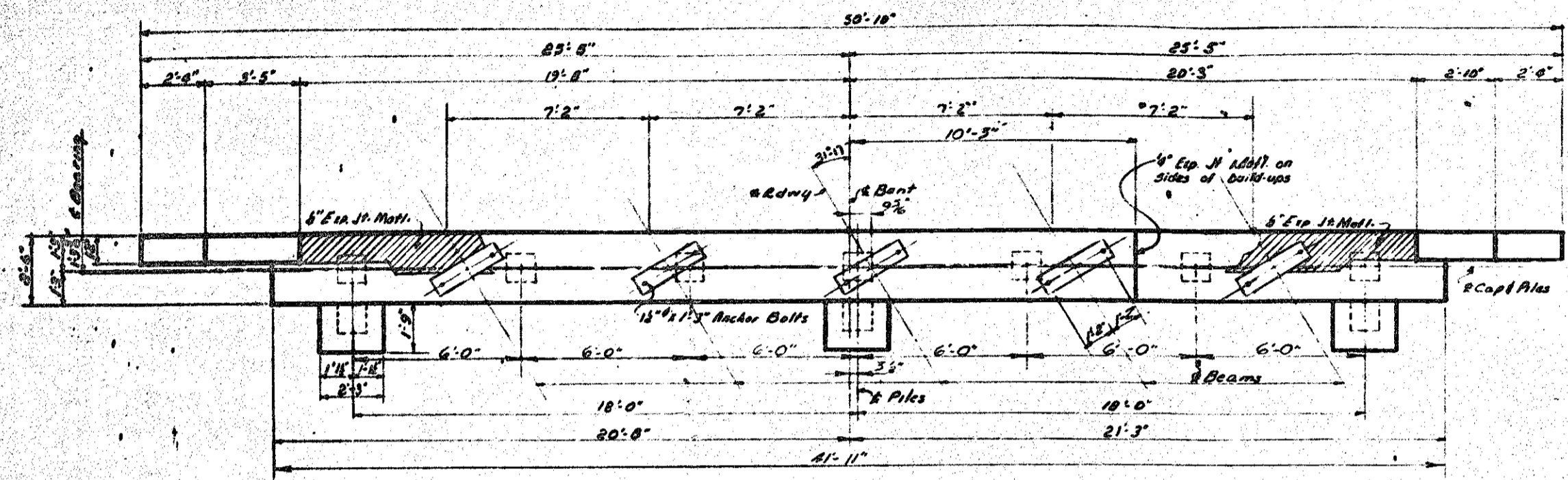
BAR DETAIL

Item	Description	Quantity	Unit
1	Reinforcing Steel - 10#	5	ft
2	Reinforcing Steel - 10#	5	ft
3	Reinforcing Steel - 5#	1	ft
4	Reinforcing Steel - 5#	5	ft
5	Reinforcing Steel - 4#	2	ft
6	Reinforcing Steel - 4#	2	ft
7	Reinforcing Steel - 4#	2	ft
8	Reinforcing Steel - 4#	2	ft
9	Reinforcing Steel - 4#	1	ft
10	Reinforcing Steel - 4#	1	ft
11	Reinforcing Steel - 5#	4	ft
12	Reinforcing Steel - 5#	8	ft
13	Reinforcing Steel - 5#	5	ft

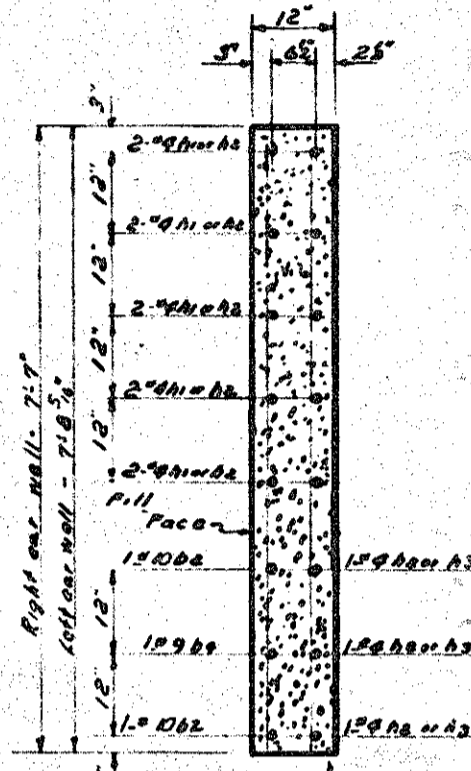
PROJECT NO. 815564
GUILFORD COUNTY
STATION 256+50

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SUBSTRUCTURE
BENTS No. 1, 2, and 3.
SEPT. 1959

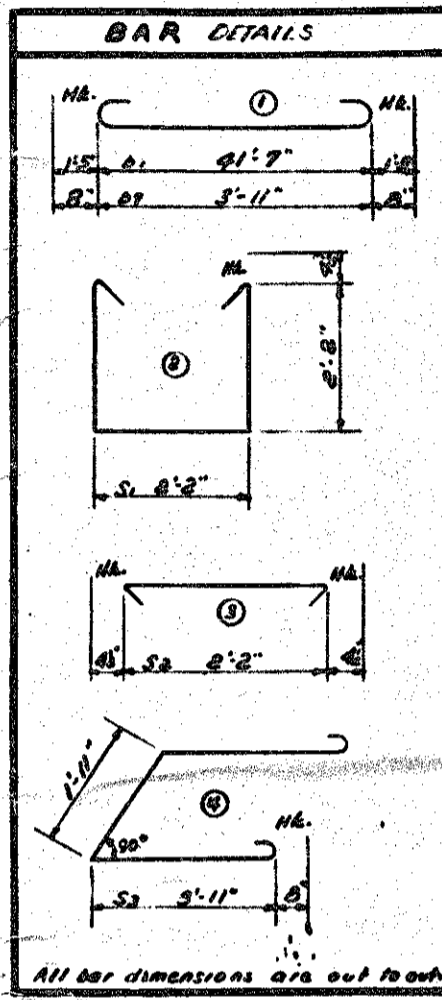
PROJ. NO. 615366
 PLAN NO. 1
 SHEET NO. 1 OF 1



PLAN



EAR WALL SECTION

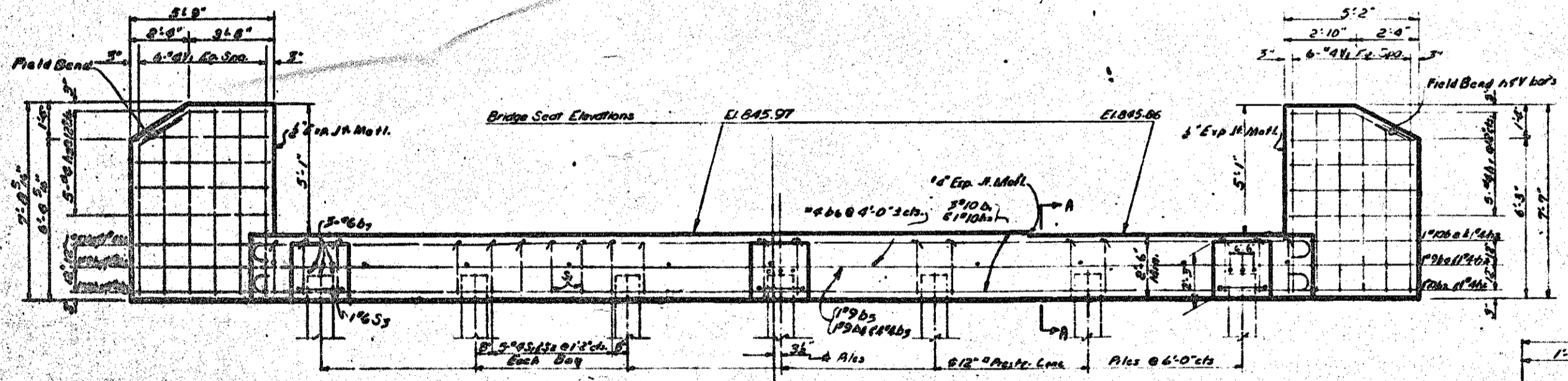


BAR DETAILS

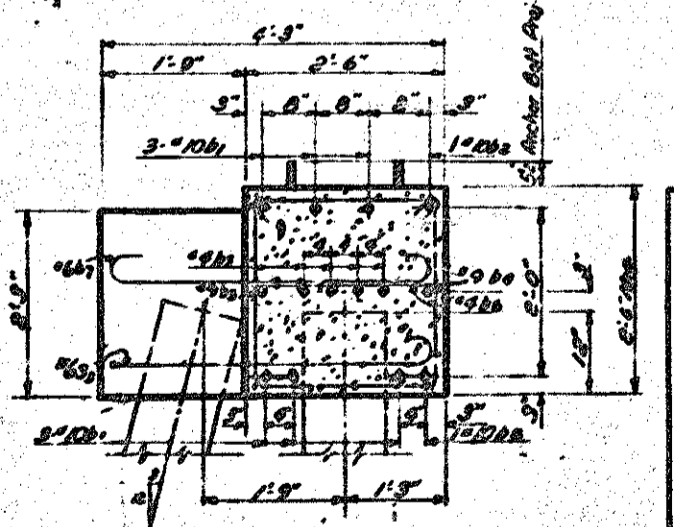
BILL OF MATERIAL						
BAR NO.	NO.	SIZE	LENGTH	WEIGHT		
A	6	#10	48'-0"	118.7		
B	2	#10	50'-0"	43.5		
C	8	#4	31'-5"	10.0		
D	1	#4	50'-0"	19.2		
E	1	#4	41'-0"	14.1		
F	9	#6	5'-3"	9.1		
G	10	#4	4'-10"	3.0		
H	18	#4	5'-5"	6.7		
I	3	#4	6'-0"	1.2		
J	3	#4	7'-3"	1.6		
K	3	#4	2'-4"	6.0		
L	3	#6	11'-7"	5.0		
M	2	#4	7'-6"	1.8		

Reinforcing Steel Ltd. 2500
 Concrete 18"
 Prestn. Conc. Piles No. 10
 C. S. 300

*Concrete displaced by pile heads has been deducted.



ELEVATION



SECTION A-A

PROJECT NO. 615366
 GUILFORD COUNTY
 STATION 6+100.25-6+150.00

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 SUBSTRUCTURE
 END BENT NO. 2

SEPT. 1959

APPROVED BY: [Signature]
 CHECKED BY: [Signature]
 DATE: [Date]