

NOTES

Assumed Live Load = H20-S16 (44T) or Alternate Load
 for other design data and general note see sheet 10

Computed foundation load for Bent No. 1, 2, 3 equals
 2.5 tons per sq. ft.

No test piles are required. Order length shall be
 30 ft for End Bent No. 1, 21 ft for End Bent No. 2.

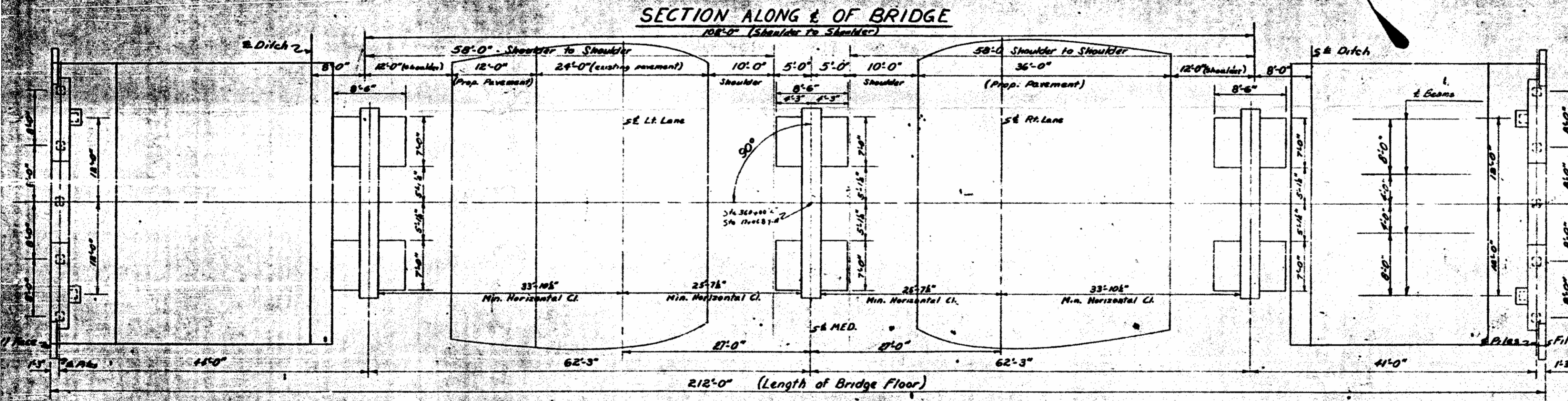
Piles for End Bent No. 1 to be driven to a minimum
 bearing capacity of 25 tons each.

Piles for End Bent No. 2 to be driven through the
 roadway fill.

Work is not to be started on Bent's until after
 until after roadway section has been
 excavated by the roadway contractor.

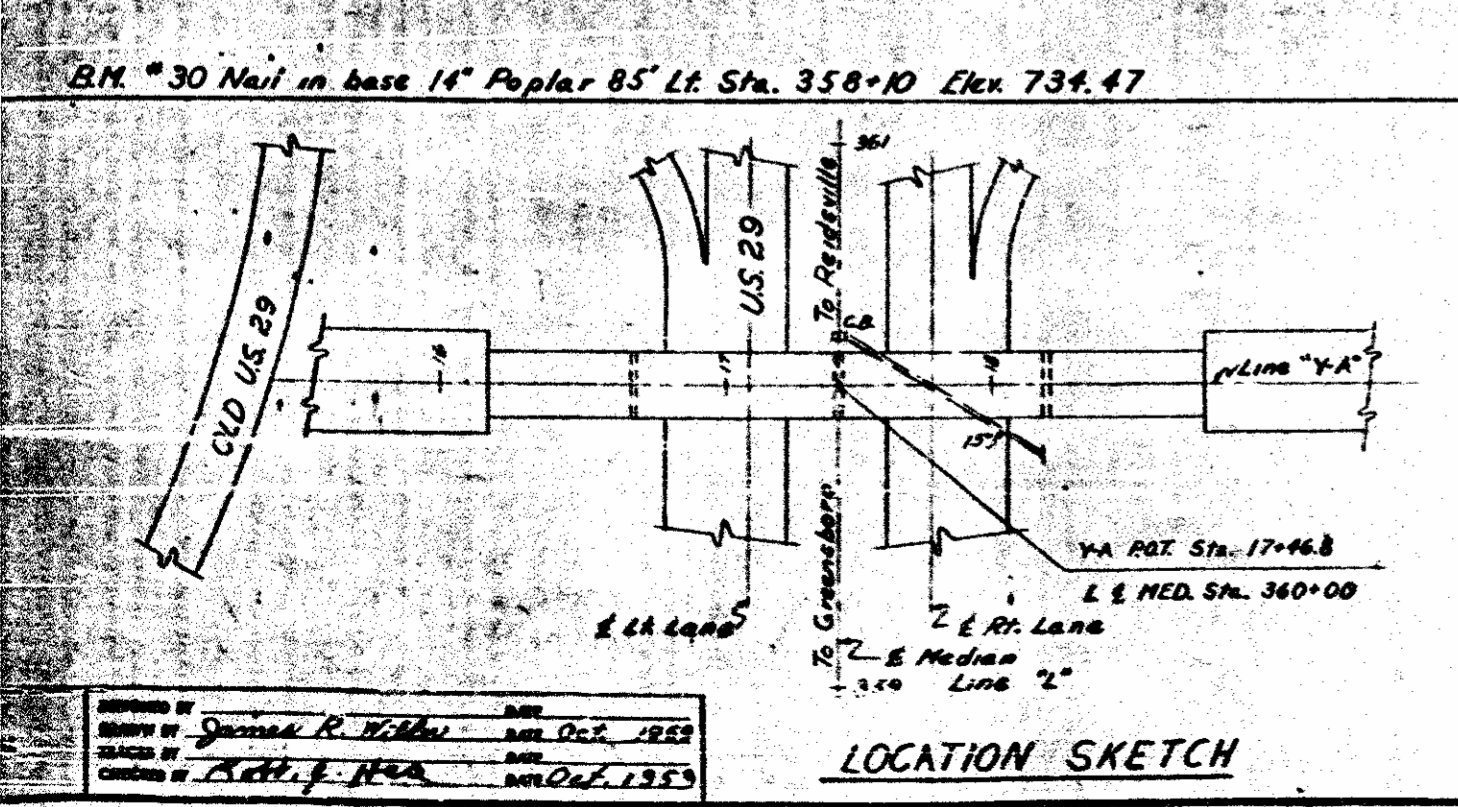
Unclassified structure excavation for
 1, 2, 3 to be measured from station
 of cut.

Traffic to be maintained in existing lane of U.S. 29
 construction of proposed structure. See Special
 Shaded areas to be excavated by the
 structure contractor. See Special
 Provisions.



I hereby certify that this structure was
 built according to Plans with changes
 shown as noted.

Resident Engineer



TOTAL BILL OF MATERIAL

	Class "A" Conc. Yds.	Reinforcing Steel Lbs.	Structural Steel Approx. Lbs.	12" Prestr. Conc. Piles No. Lin. Ft.	Unclass. Str. Excavation Cu. Yds.	Slope Protection 4" Conc. 4' Long Sq. Yds.	Slope Protection 18" Conc. 18' Long Sq. Yds.
Span A	48.7	10299	28900				
Spans B & C	116.6	27930	94300				
Span D	45.4	9775	27100				
End Bent No 1	11.0	2109		7 210		180	180
Bent No 1	28.1	5161			78 750		
Bent No 2	28.1	5347			58 71.98		
Bent No 3	27.0	4439			43 40.75		
End Bent No 2	11.0	2109		7 148' 6" 147		180	180
Approach Curbs	3.2	76			138.31 138.31		
TOTALS	319.1	67295	150300	14 357 356' 6"	770	388 or 355	396.43

cut offs = 12' 6"

Reel # 750
 Pos # 11

PROJECT NO. 8.15364

GUILFORD COUNTY

STATION: 360+00 ±
 17+46.8 Y.A.

#360

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

GENERAL DRAWING
 FOR BRIDGE OVER U.S. 29 ON
 OLD U.S. 29 BETWEEN GREENSBORO
 AND COUNTY ROAD

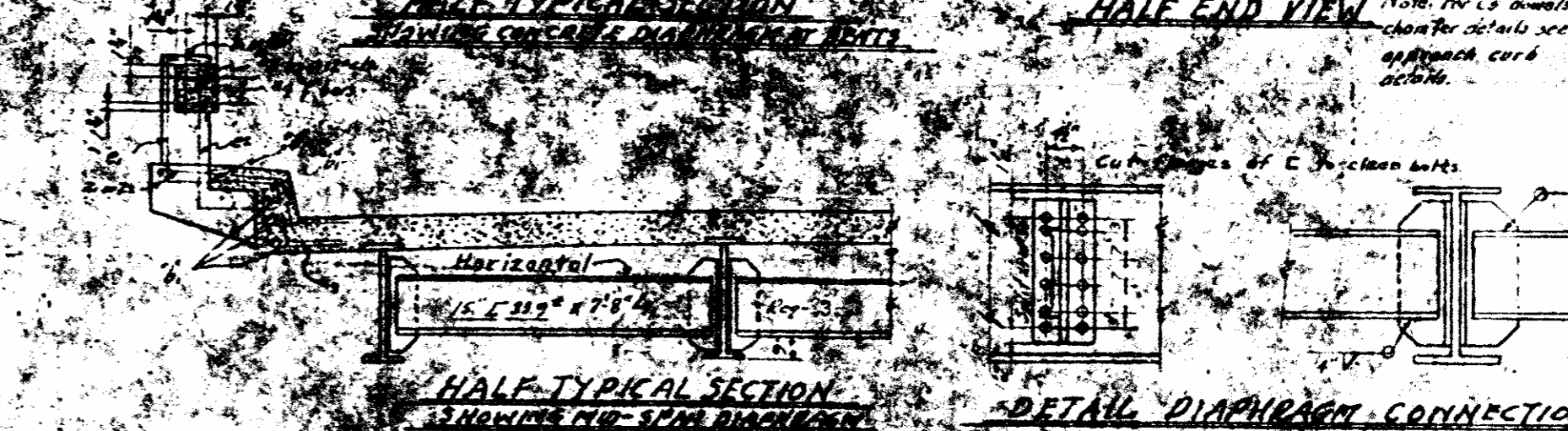
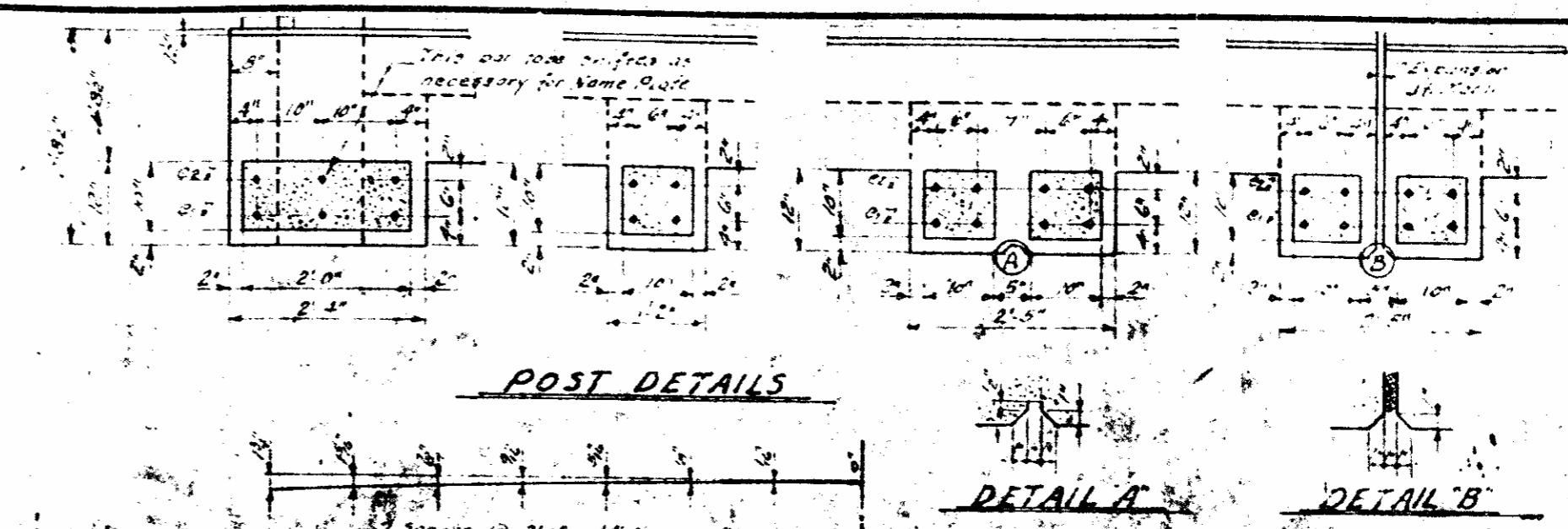
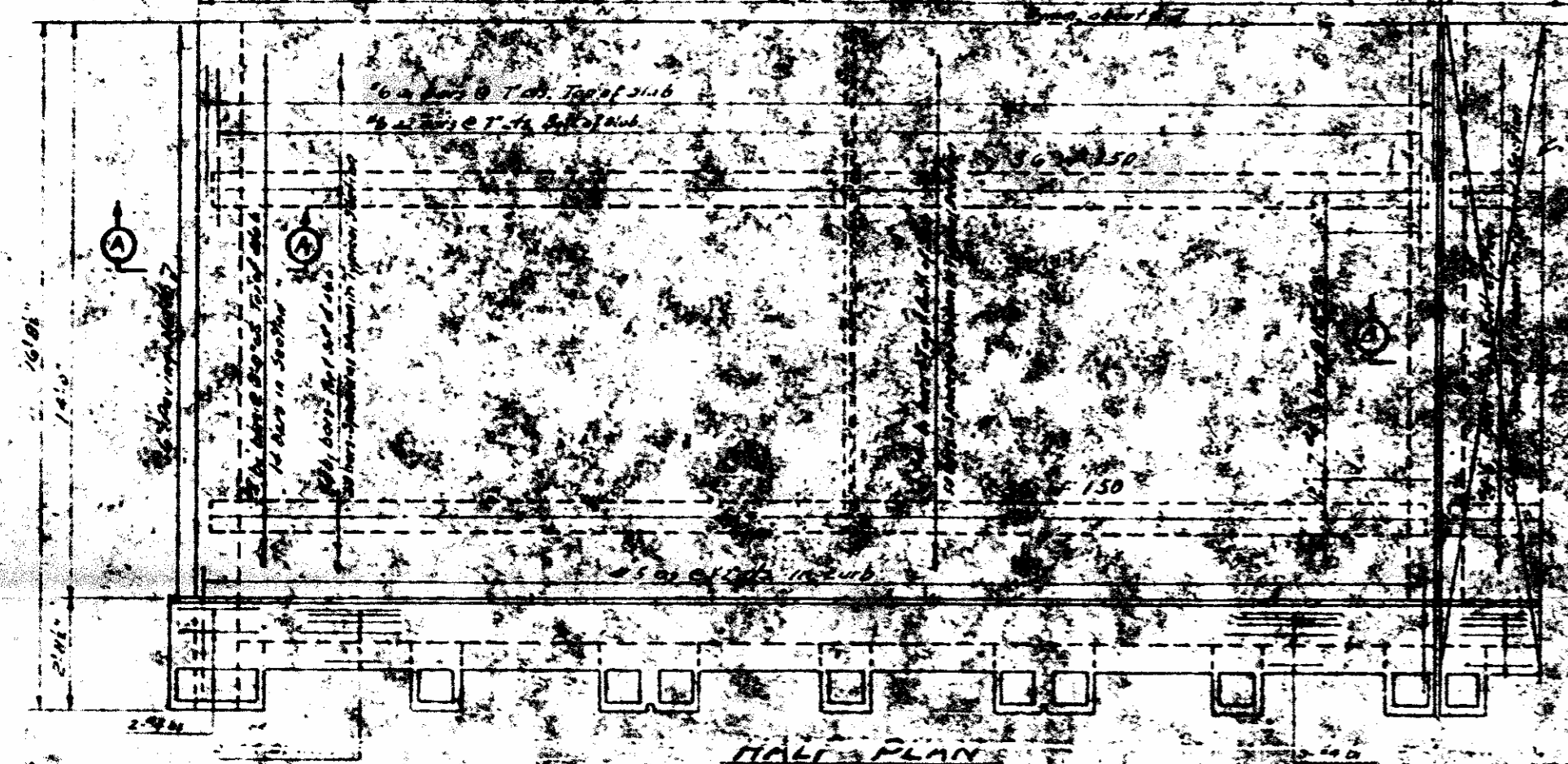
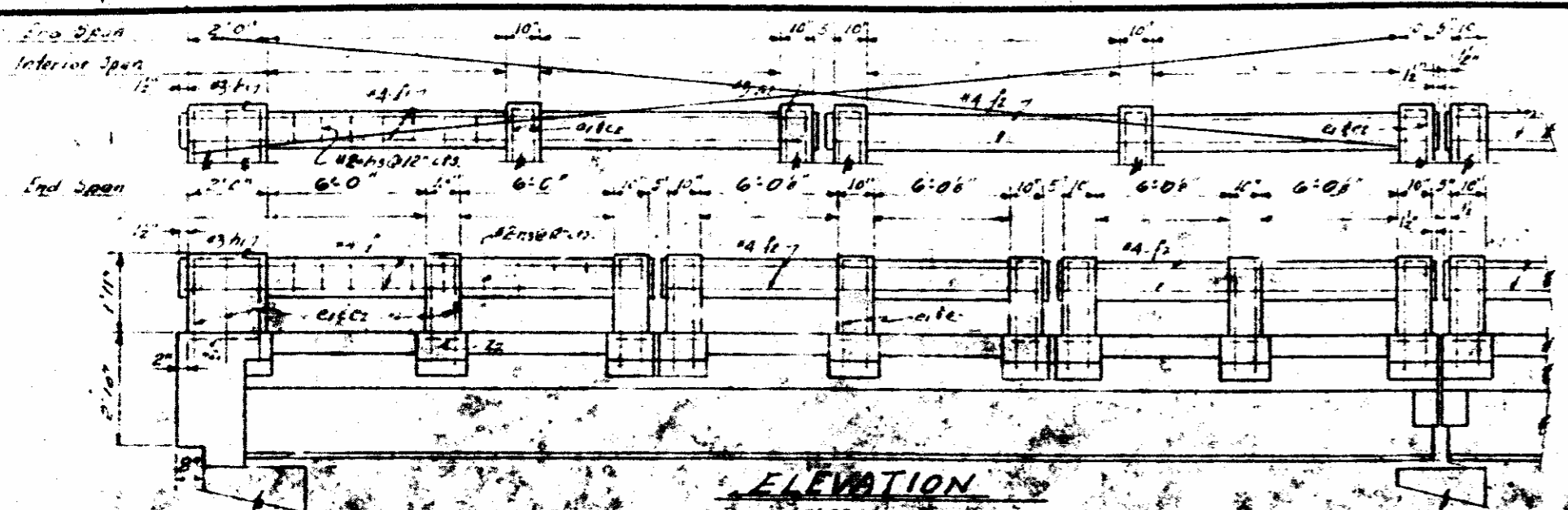
OCTOBER 1959

J. L. [Signature]
 L. W. [Signature]

DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE

James R. [Signature]
 [Signature]
 [Signature]

DEC 1959
 OCT 1959



FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
5	N. C.	B. 15364	7	25

P.A. Proj. No. F-15081

NOTES:

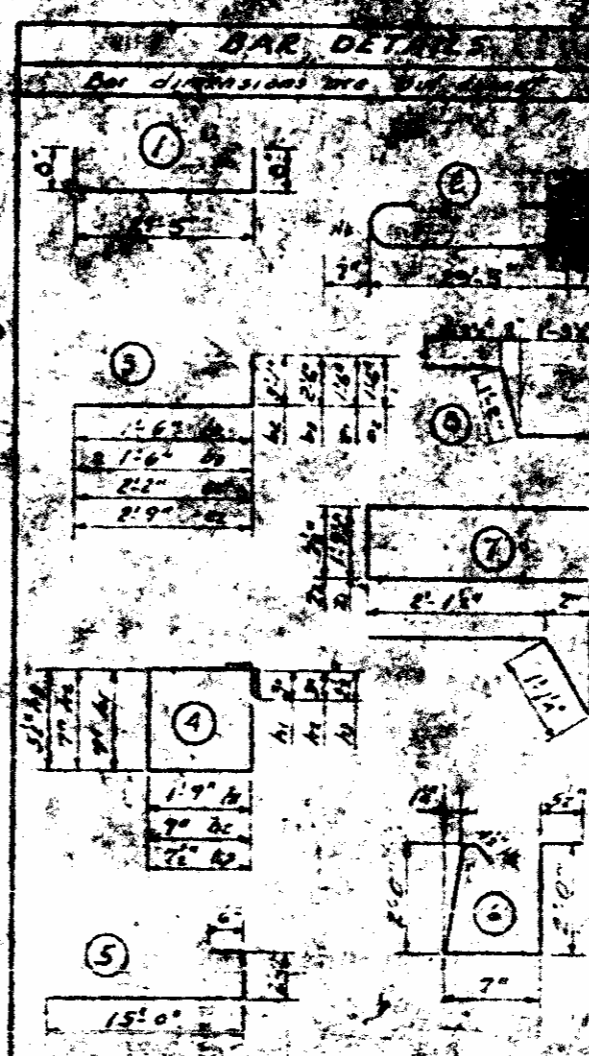
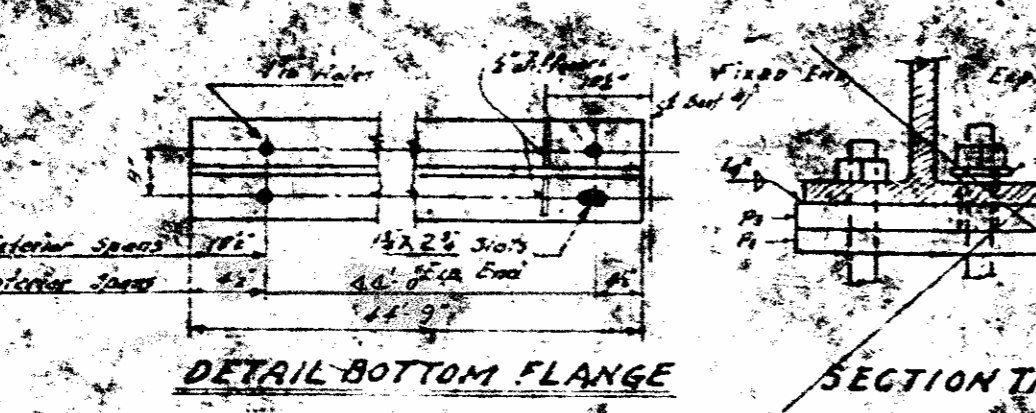
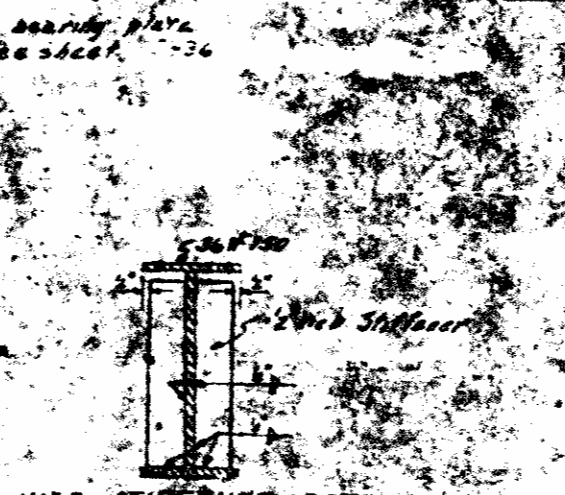
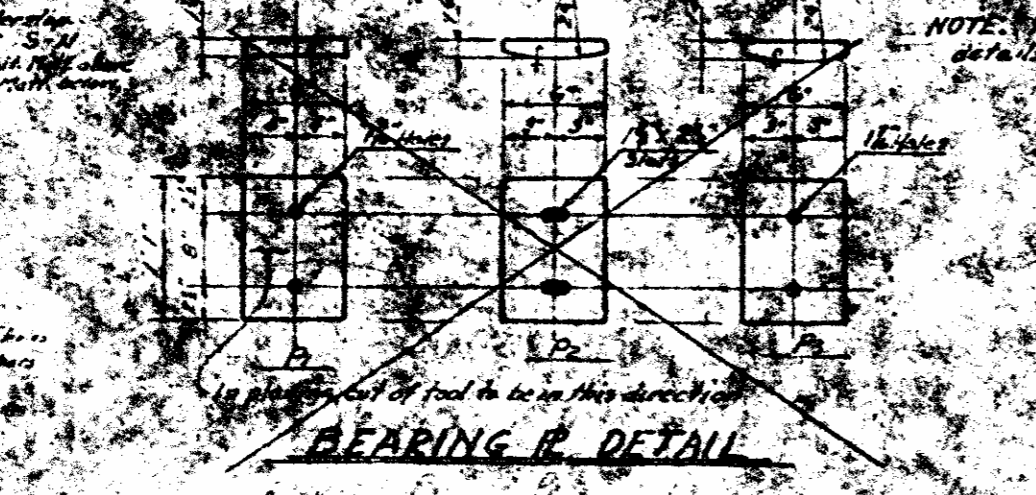
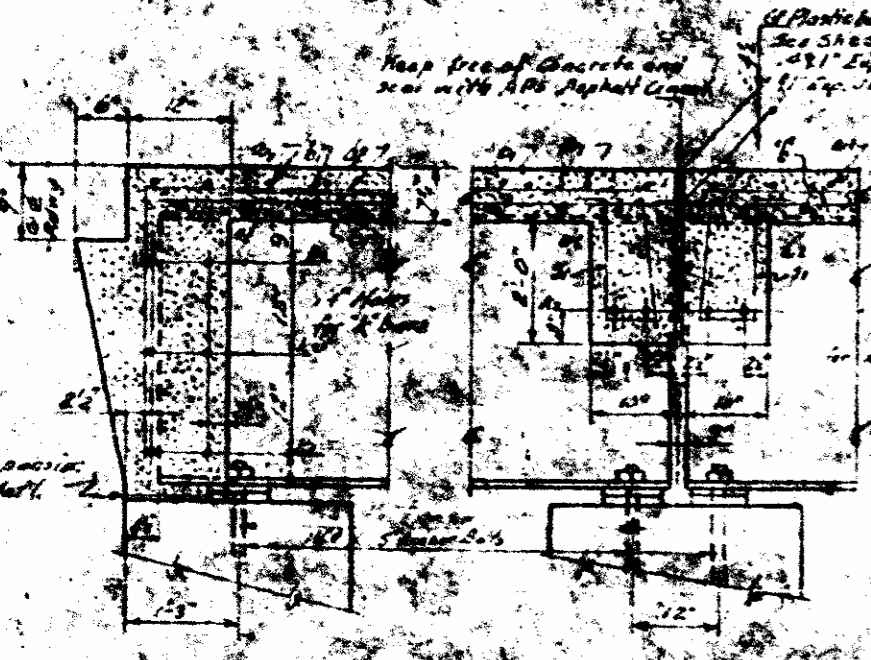
BEAM DEFLECTIONS

Defl. due to weight of beam 1/8"
 Defl. due to superimposed DL 1/8"
 Total Dead Load defl. 1/4"
 Vertical Curvature 1/8"

Field connections of diaphragms shall be bolted using 3/4" high strength bolts in accordance with the specifications.

All diaphragms which are given in section and are affected by dead load shall be dimensioned at L bearing. Depth between bearings shall be adjusted to compensate for Dead Load Deflection. Vertical Curvature and actual deflection.

Note: For C's details and General Note see Sheet 30.



Bar	Size	Length	Weight
1	1/2"	10.0'	35.36
2	1/2"	10.0'	35.36
3	1/2"	10.0'	35.36
4	1/2"	10.0'	35.36
5	1/2"	10.0'	35.36
6	1/2"	10.0'	35.36
7	1/2"	10.0'	35.36
8	1/2"	10.0'	35.36
9	1/2"	10.0'	35.36
10	1/2"	10.0'	35.36
11	1/2"	10.0'	35.36
12	1/2"	10.0'	35.36
13	1/2"	10.0'	35.36
14	1/2"	10.0'	35.36
15	1/2"	10.0'	35.36
16	1/2"	10.0'	35.36
17	1/2"	10.0'	35.36
18	1/2"	10.0'	35.36
19	1/2"	10.0'	35.36
20	1/2"	10.0'	35.36
21	1/2"	10.0'	35.36
22	1/2"	10.0'	35.36
23	1/2"	10.0'	35.36
24	1/2"	10.0'	35.36
25	1/2"	10.0'	35.36
26	1/2"	10.0'	35.36
27	1/2"	10.0'	35.36
28	1/2"	10.0'	35.36
29	1/2"	10.0'	35.36
30	1/2"	10.0'	35.36
31	1/2"	10.0'	35.36
32	1/2"	10.0'	35.36
33	1/2"	10.0'	35.36
34	1/2"	10.0'	35.36
35	1/2"	10.0'	35.36
36	1/2"	10.0'	35.36
37	1/2"	10.0'	35.36
38	1/2"	10.0'	35.36
39	1/2"	10.0'	35.36
40	1/2"	10.0'	35.36
41	1/2"	10.0'	35.36
42	1/2"	10.0'	35.36
43	1/2"	10.0'	35.36
44	1/2"	10.0'	35.36
45	1/2"	10.0'	35.36
46	1/2"	10.0'	35.36
47	1/2"	10.0'	35.36
48	1/2"	10.0'	35.36
49	1/2"	10.0'	35.36
50	1/2"	10.0'	35.36
51	1/2"	10.0'	35.36
52	1/2"	10.0'	35.36
53	1/2"	10.0'	35.36
54	1/2"	10.0'	35.36
55	1/2"	10.0'	35.36
56	1/2"	10.0'	35.36
57	1/2"	10.0'	35.36
58	1/2"	10.0'	35.36
59	1/2"	10.0'	35.36
60	1/2"	10.0'	35.36
61	1/2"	10.0'	35.36
62	1/2"	10.0'	35.36
63	1/2"	10.0'	35.36
64	1/2"	10.0'	35.36
65	1/2"	10.0'	35.36
66	1/2"	10.0'	35.36
67	1/2"	10.0'	35.36
68	1/2"	10.0'	35.36
69	1/2"	10.0'	35.36
70	1/2"	10.0'	35.36
71	1/2"	10.0'	35.36
72	1/2"	10.0'	35.36
73	1/2"	10.0'	35.36
74	1/2"	10.0'	35.36
75	1/2"	10.0'	35.36
76	1/2"	10.0'	35.36
77	1/2"	10.0'	35.36
78	1/2"	10.0'	35.36
79	1/2"	10.0'	35.36
80	1/2"	10.0'	35.36
81	1/2"	10.0'	35.36
82	1/2"	10.0'	35.36
83	1/2"	10.0'	35.36
84	1/2"	10.0'	35.36
85	1/2"	10.0'	35.36
86	1/2"	10.0'	35.36
87	1/2"	10.0'	35.36
88	1/2"	10.0'	35.36
89	1/2"	10.0'	35.36
90	1/2"	10.0'	35.36
91	1/2"	10.0'	35.36
92	1/2"	10.0'	35.36
93	1/2"	10.0'	35.36
94	1/2"	10.0'	35.36
95	1/2"	10.0'	35.36
96	1/2"	10.0'	35.36
97	1/2"	10.0'	35.36
98	1/2"	10.0'	35.36
99	1/2"	10.0'	35.36
100	1/2"	10.0'	35.36

PROJECT No. B.15364
 GUILFORD COUNTY
 STATION 360+00 L
 17+46.8 YA
 SPAN A

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALEN

STANDARD
 I BEAM SUPERSTRUCTURE
 WITH R.C. FLOOR & RAIL
 28' ROADWAY
 MAY 1957

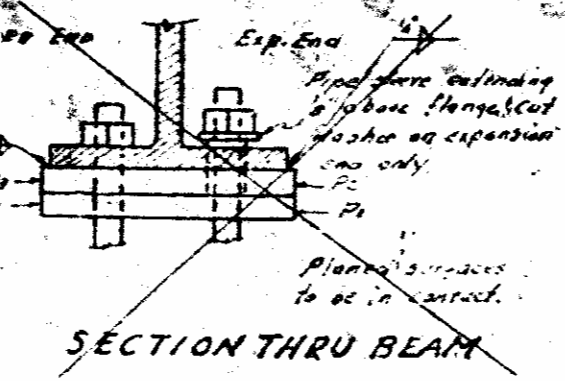
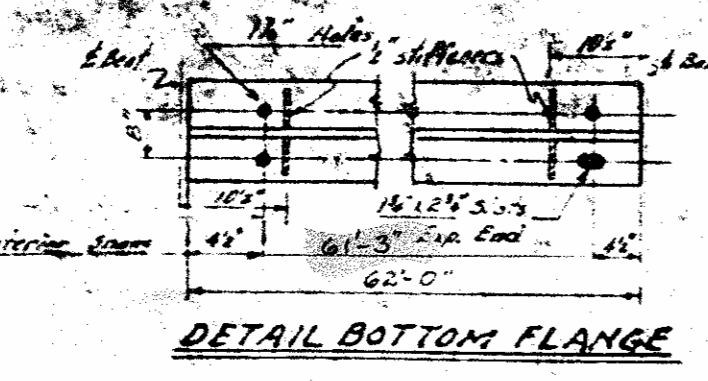
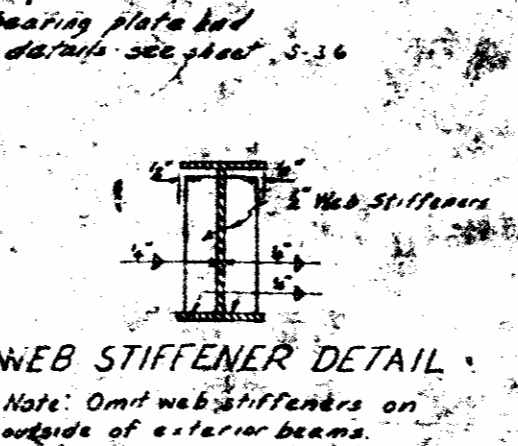
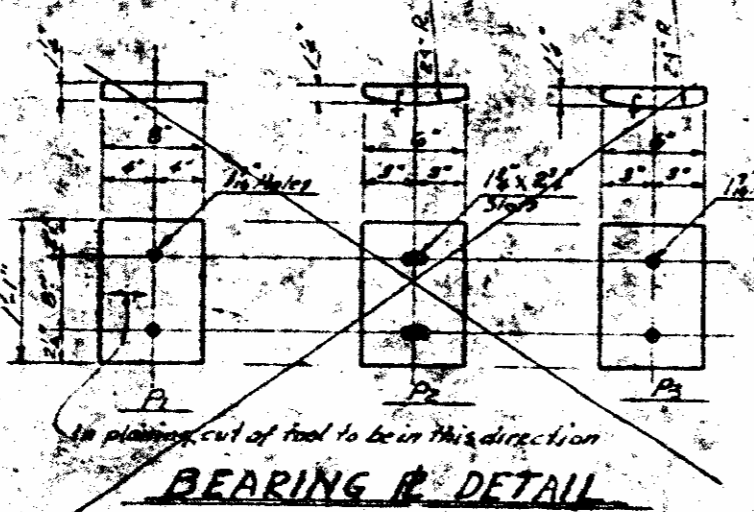
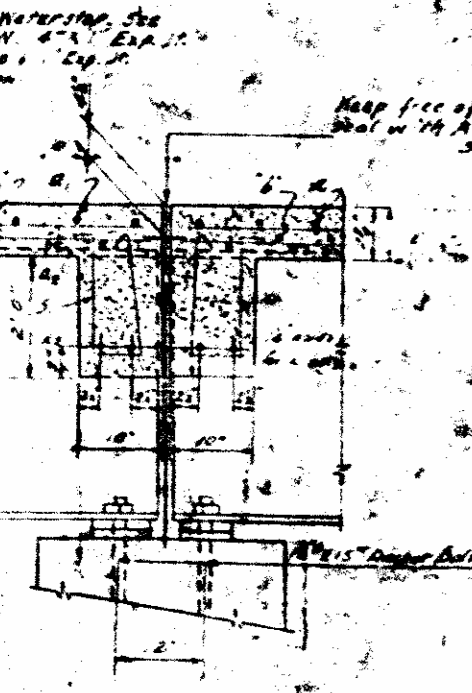
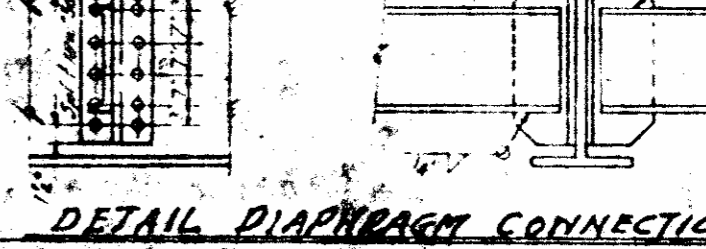
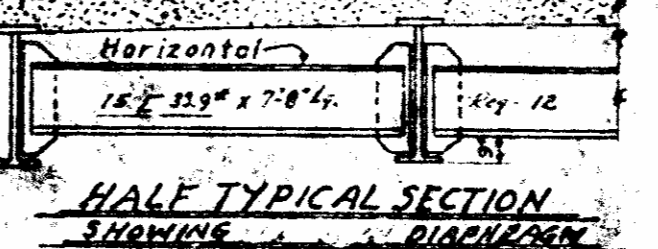
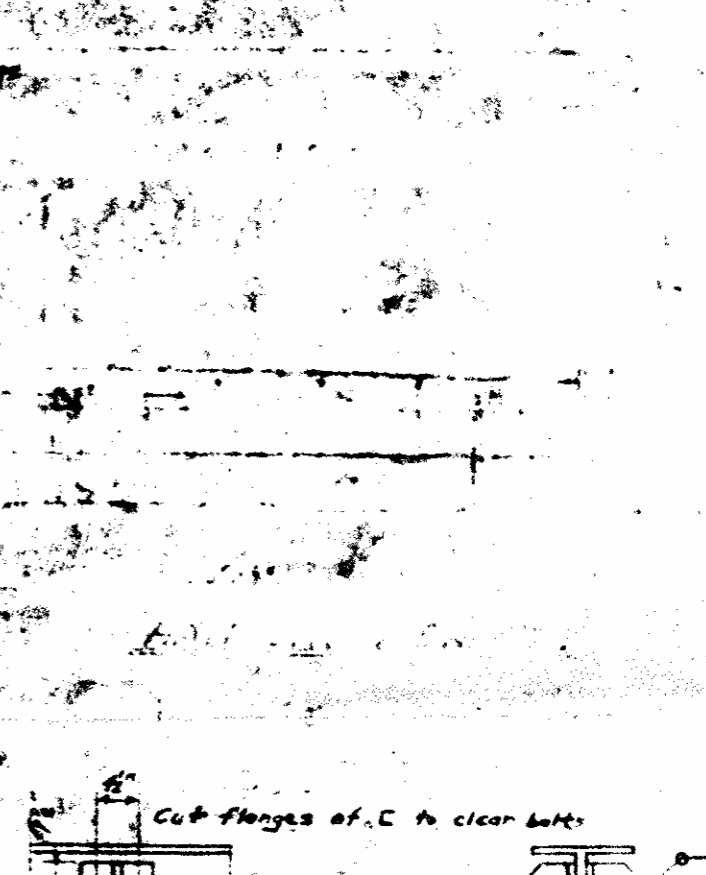
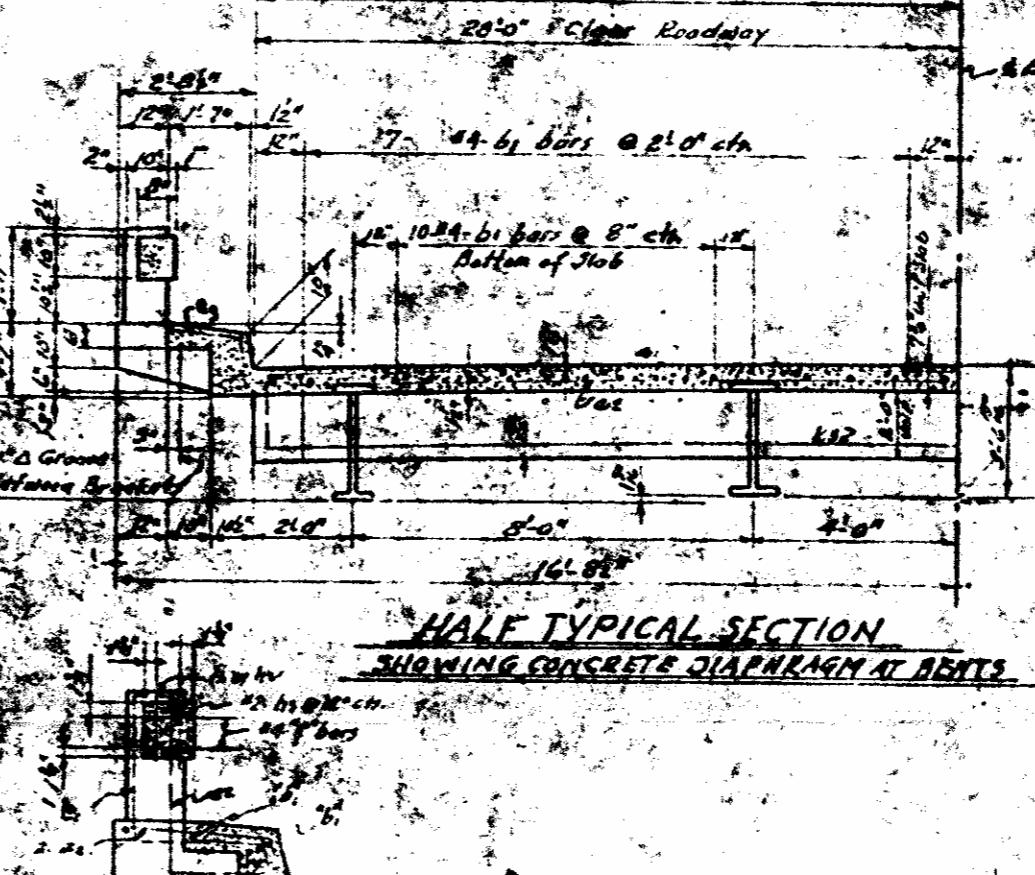
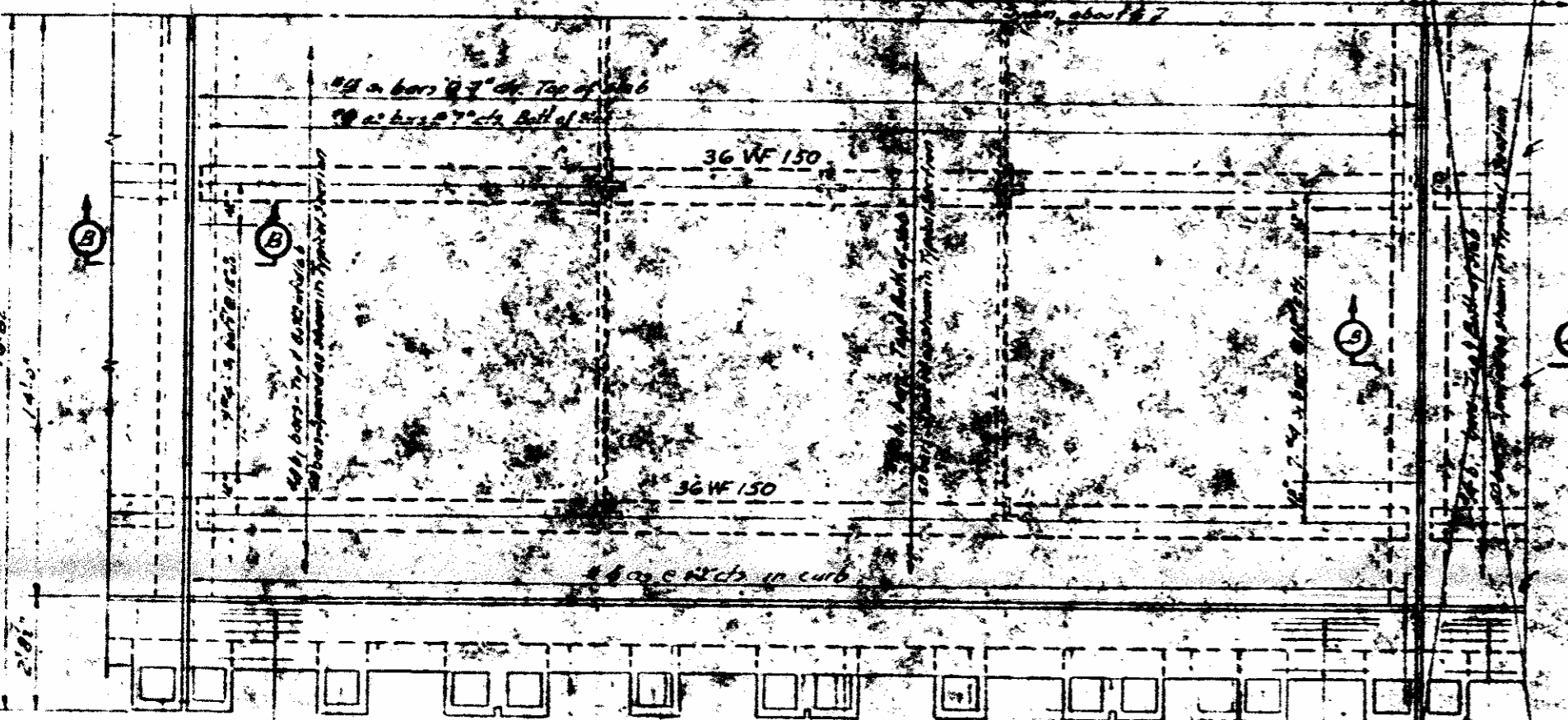
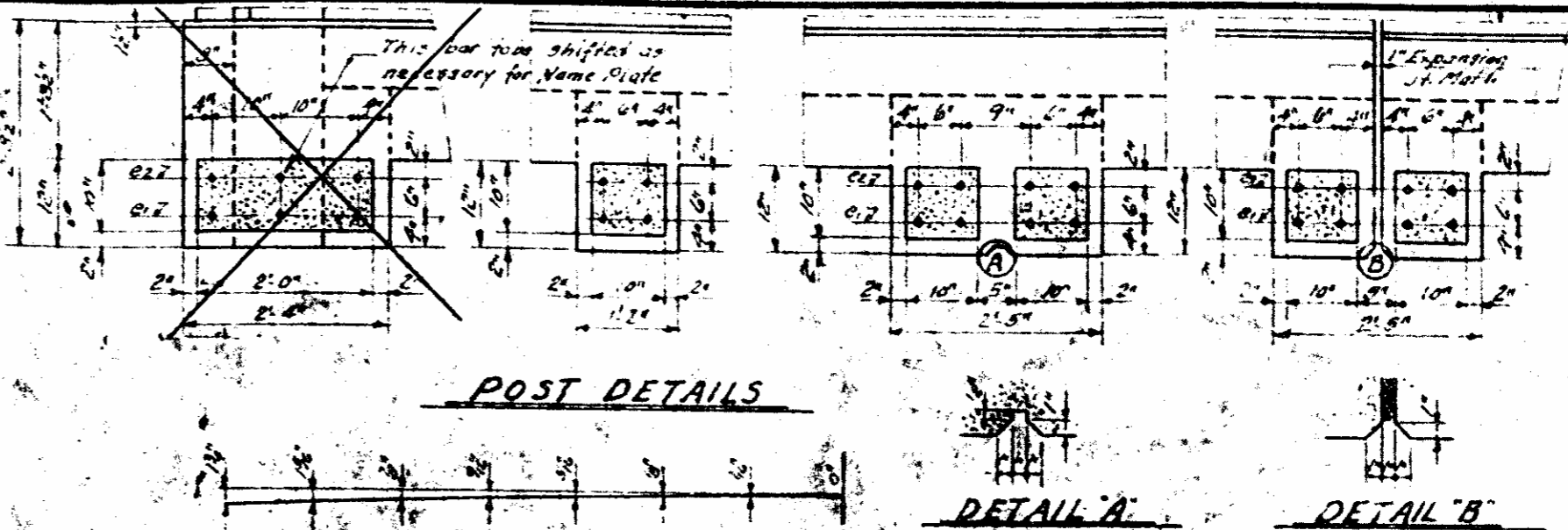
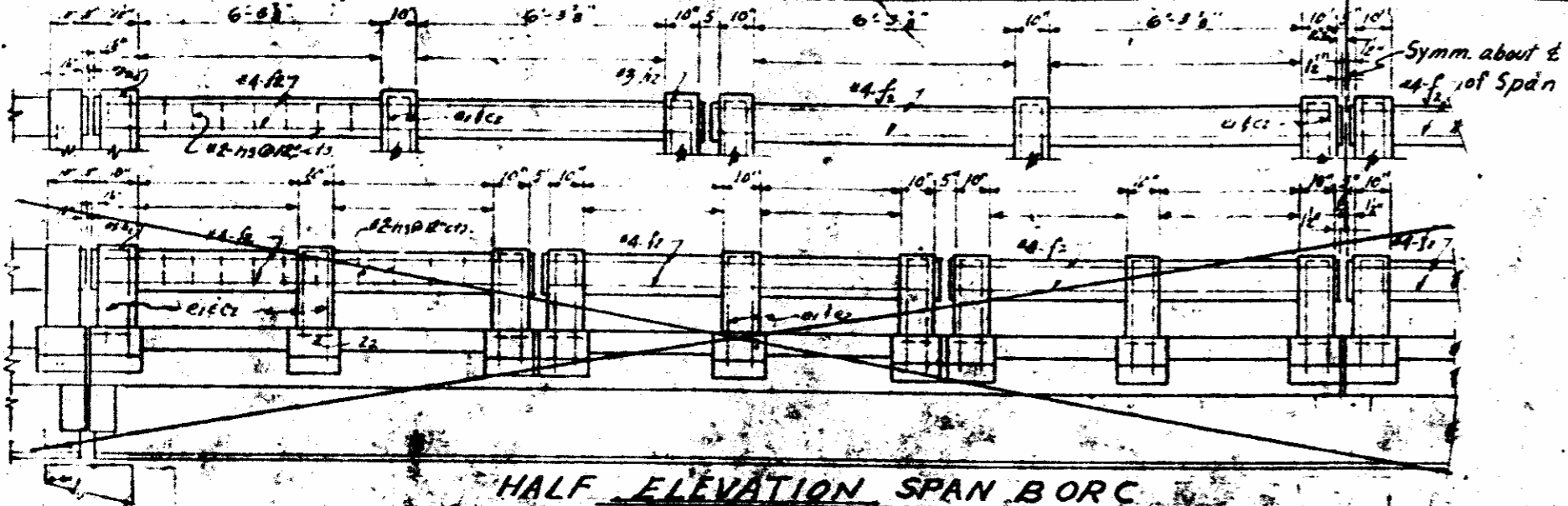
SPECIAL	APPROVED BY	DATE
STANDARD	DESIGNED BY	DATE
	DRAWN BY	DATE
	CHECKED BY	DATE
	PROJECT NO.	DATE

FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
5	N. C.	B. 1536A	5	5

F.A. Proj. No. F-15(2)

NOTES:
BEAM DEFLECTIONS

Defl. due to wt. of beam	1/2"
Defl. due to superimp. DL	1/4"
Total dead load defl.	3/4"
Vertical curve ordinate	1/2"
Total beam camber	1/4"



BAR DETAILS				BILL OF MATERIAL FOR 2 IN. SPAN B OR C				
Bar dimensions are out to out				Bar No.	Size	Length	Weight	
1	21'	1	1	A1	214	76	30'-9"	9884
2	21'	2	2	A2	214	76	30'-9"	9788
3	21'	3	3	A3	214	76	30'-9"	945
4	21'	4	4	B1	360	94	27'-7"	5196
5	21'	5	5	B2	360	94	27'-7"	
6	21'	6	6	B3	360	94	27'-7"	
7	21'	7	7	B4	360	94	27'-7"	
8	21'	8	8	C1	96	44	3'-8"	295
9	21'	9	9	C2	96	44	3'-8"	273
10	21'	10	10	F1	96	44	3'-8"	
11	21'	11	11	F2	64	44	3'-8"	648
12	21'	12	12	F3	64	44	3'-8"	
13	21'	13	13	H1	96	44	3'-8"	51
14	21'	14	14	H2	96	44	3'-8"	110
15	21'	15	15	R1	96	44	3'-8"	
16	21'	16	16	R2	96	44	3'-8"	
17	21'	17	17	R3	16	46	5'-6"	421
18	21'	18	18	S1	120	44	5'-5"	362
19	21'	19	19	S2	24	45	7'-1"	777
20	21'	20	20	S3	24	45	7'-1"	
				Reinforcing Steel	21396		21396	
				Class A Concrete	24240		116.6	
				Structural Steel (Approx) Lbs	92850			

PROJECT NO. 8.1536A
GUILFORD COUNTY
STATION: 360+00 -L-
17+46.8 YA
SPANS. B & C

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH

STANDARD
I BEAM SUPERSTRUCTURE
WITH R.C. FLOOR & RAIL
28' ROADWAY
MAY 1957

SPECIAL	APPROVED BY	DATE
	W. H. H. H.	1957

STANDARD	DESIGNED BY	DATE
	W. H. H. H.	1957

Revision No. 1 - To Omit B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8, B-9, B-10, B-11, B-12, B-13, B-14, B-15, B-16, B-17, B-18, B-19, B-20, B-21, B-22, B-23, B-24, B-25, B-26, B-27, B-28, B-29, B-30, B-31, B-32, B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40, B-41, B-42, B-43, B-44, B-45, B-46, B-47, B-48, B-49, B-50, B-51, B-52, B-53, B-54, B-55, B-56, B-57, B-58, B-59, B-60, B-61, B-62, B-63, B-64, B-65, B-66, B-67, B-68, B-69, B-70, B-71, B-72, B-73, B-74, B-75, B-76, B-77, B-78, B-79, B-80, B-81, B-82, B-83, B-84, B-85, B-86, B-87, B-88, B-89, B-90, B-91, B-92, B-93, B-94, B-95, B-96, B-97, B-98, B-99, B-100, B-101, B-102, B-103, B-104, B-105, B-106, B-107, B-108, B-109, B-110, B-111, B-112, B-113, B-114, B-115, B-116, B-117, B-118, B-119, B-120, B-121, B-122, B-123, B-124, B-125, B-126, B-127, B-128, B-129, B-130, B-131, B-132, B-133, B-134, B-135, B-136, B-137, B-138, B-139, B-140, B-141, B-142, B-143, B-144, B-145, B-146, B-147, B-148, B-149, B-150, B-151, B-152, B-153, B-154, B-155, B-156, B-157, B-158, B-159, B-160, B-161, B-162, B-163, B-164, B-165, B-166, B-167, B-168, B-169, B-170, B-171, B-172, B-173, B-174, B-175, B-176, B-177, B-178, B-179, B-180, B-181, B-182, B-183, B-184, B-185, B-186, B-187, B-188, B-189, B-190, B-191, B-192, B-193, B-194, B-195, B-196, B-197, B-198, B-199, B-200, B-201, B-202, B-203, B-204, B-205, B-206, B-207, B-208, B-209, B-210, B-211, B-212, B-213, B-214, B-215, B-216, B-217, B-218, B-219, B-220, B-221, B-222, B-223, B-224, B-225, B-226, B-227, B-228, B-229, B-230, B-231, B-232, B-233, B-234, B-235, B-236, B-237, B-238, B-239, B-240, B-241, B-242, B-243, B-244, B-245, B-246, B-247, B-248, B-249, B-250, B-251, B-252, B-253, B-254, B-255, B-256, B-257, B-258, B-259, B-260, B-261, B-262, B-263, B-264, B-265, B-266, B-267, B-268, B-269, B-270, B-271, B-272, B-273, B-274, B-275, B-276, B-277, B-278, B-279, B-280, B-281, B-282, B-283, B-284, B-285, B-286, B-287, B-288, B-289, B-290, B-291, B-292, B-293, B-294, B-295, B-296, B-297, B-298, B-299, B-300, B-301, B-302, B-303, B-304, B-305, B-306, B-307, B-308, B-309, B-310, B-311, B-312, B-313, B-314, B-315, B-316, B-317, B-318, B-319, B-320, B-321, B-322, B-323, B-324, B-325, B-326, B-327, B-328, B-329, B-330, B-331, B-332, B-333, B-334, B-335, B-336, B-337, B-338, B-339, B-340, B-341, B-342, B-343, B-344, B-345, B-346, B-347, B-348, B-349, B-350, B-351, B-352, B-353, B-354, B-355, B-356, B-357, B-358, B-359, B-360, B-361, B-362, B-363, B-364, B-365, B-366, B-367, B-368, B-369, B-370, B-371, B-372, B-373, B-374, B-375, B-376, B-377, B-378, B-379, B-380, B-381, B-382, B-383, B-384, B-385, B-386, B-387, B-388, B-389, B-390, B-391, B-392, B-393, B-394, B-395, B-396, B-397, B-398, B-399, B-400, B-401, B-402, B-403, B-404, B-405, B-406, B-407, B-408, B-409, B-410, B-411, B-412, B-413, B-414, B-415, B-416, B-417, B-418, B-419, B-420, B-421, B-422, B-423, B-424, B-425, B-426, B-427, B-428, B-429, B-430, B-431, B-432, B-433, B-434, B-435, B-436, B-437, B-438, B-439, B-440, B-441, B-442, B-443, B-444, B-445, B-446, B-447, B-448, B-449, B-450, B-451, B-452, B-453, B-454, B-455, B-456, B-457, B-458, B-459, B-460, B-461, B-462, B-463, B-464, B-465, B-466, B-467, B-468, B-469, B-470, B-471, B-472, B-473, B-474, B-475, B-476, B-477, B-478, B-479, B-480, B-481, B-482, B-483, B-484, B-485, B-486, B-487, B-488, B-489, B-490, B-491, B-492, B-493, B-494, B-495, B-496, B-497, B-498, B-499, B-500, B-501, B-502, B-503, B-504, B-505, B-506, B-507, B-508, B-509, B-510, B-511, B-512, B-513, B-514, B-515, B-516, B-517, B-518, B-519, B-520, B-521, B-522, B-523, B-524, B-525, B-526, B-527, B-528, B-529, B-530, B-531, B-532, B-533, B-534, B-535, B-536, B-537, B-538, B-539, B-540, B-541, B-542, B-543, B-544, B-545, B-546, B-547, B-548, B-549, B-550, B-551, B-552, B-553, B-554, B-555, B-556, B-557, B-558, B-559, B-560, B-561, B-562, B-563, B-564, B-565, B-566, B-567, B-568, B-569, B-570, B-571, B-572, B-573, B-574, B-575, B-576, B-577, B-578, B-579, B-580, B-581, B-582, B-583, B-584, B-585, B-586, B-587, B-588, B-589, B-590, B-591, B-592, B-593, B-594, B-595, B-596, B-597, B-598, B-599, B-600, B-601, B-602, B-603, B-604, B-605, B-606, B-607, B-608, B-609, B-610, B-611, B-612, B-613, B-614, B-615, B-616, B-617, B-618, B-619, B-620, B-621, B-622, B-623, B-624, B-625, B-626, B-627, B-628, B-629, B-630, B-631, B-632, B-633, B-634, B-635, B-636, B-637, B-638, B-639, B-640, B-641, B-642, B-643, B-644, B-645, B-646, B-647, B-648, B-649, B-650, B-651, B-652, B-653, B-654, B-655, B-656, B-657, B-658, B-659, B-660, B-661, B-662, B-663, B-664, B-665, B-666, B-667, B-668, B-669, B-670, B-671, B-672, B-673, B-674, B-675, B-676, B-677, B-678, B-679, B-680, B-681, B-682, B-683, B-684, B-685, B-686, B-687, B-688, B-689, B-690, B-691, B-692, B-693, B-694, B-695, B-696, B-697, B-698, B-699, B-700, B-701, B-702, B-703, B-704, B-705, B-706, B-707, B-708, B-709, B-710, B-711, B-712, B-713, B-714, B-715, B-716, B-717, B-718, B-719, B-720, B-721, B-722, B-723, B-724, B-725, B-726, B-727, B-728, B-729, B-730, B-731, B-732, B-733, B-734, B-735, B-736, B-737, B-738, B-739, B-740, B-741, B-742, B-743, B-744, B-745, B-746, B-747, B-748, B-749, B-750, B-751, B-752, B-753, B-754, B-755, B-756, B-757, B-758, B-759, B-760, B-761, B-762, B-763, B-764, B-765, B-766, B-767, B-768, B-769, B-770, B-771, B-772, B-773, B-774, B-775, B-776, B-777, B-778, B-779, B-780, B-781, B-782, B-783, B-784, B-785, B-786, B-787, B-788, B-789, B-790, B-791, B-792, B-793, B-794, B-795, B-796, B-797, B-798, B-799, B-800, B-801, B-802, B-803, B-804, B-805, B-806, B-807, B-808, B-809, B-810, B-811, B-812, B-813, B-814, B-815, B-816, B-817, B-818, B-819, B-820, B-821, B-822, B-823, B-824, B-825, B-826, B-827, B-828, B-829, B-830, B-831, B-832, B-833, B-834, B-835, B-836, B-837, B-838, B-839, B-840, B-841, B-842, B-843, B-844, B-845, B-846, B-847, B-848, B-849, B-850, B-851, B-852, B-853, B-854, B-855, B-856, B-857, B-858, B-859, B-860, B-861, B-862, B-863, B-864, B-865, B-866, B-867, B-868, B-869, B-870, B-871, B-872, B-873, B-874, B-875, B-876, B-877, B-878, B-879, B-880, B-881, B-882, B-883, B-884, B-885, B-886, B-887, B-888, B-889, B-890, B-891, B-892, B-893, B-894, B-895, B-896, B-897, B-898, B-899, B-900, B-901, B-902, B-903, B-904, B-905, B-906, B-907, B-908, B-909, B-910, B-911, B-912, B-913, B-914, B-915, B-916, B-917, B-918, B-919, B-920, B-921, B-922, B-923, B-924, B-925, B-926, B-927, B-928, B-929, B-930, B-931, B-932, B-933, B-934, B-935, B-936, B-937, B-938, B-939, B-940, B-941, B-942, B-943, B-944, B-945, B-946, B-947, B-948, B-949, B-950, B-951, B-952, B-953, B-954, B-955, B-956, B-957, B-958, B-959, B-960, B-961, B-962, B-963, B-964, B-965, B-966, B-967, B-968, B-969, B-970, B-971, B-972, B-973, B-974, B-975, B-976, B-977, B-978, B-979, B-980, B-981, B-982, B-983, B-984, B-985, B-986, B-987, B-988, B-989, B-990, B-991, B-992, B-993, B-994, B-995, B-996, B-997, B-998, B-999, B-1000

FED. ROAD DIST. NO.	STATE	PROJECT NO.
34	N.C.	8.15364

F.A. Proj. No. F. 15 101

NOTES:

BEAM DEFLECTIONS

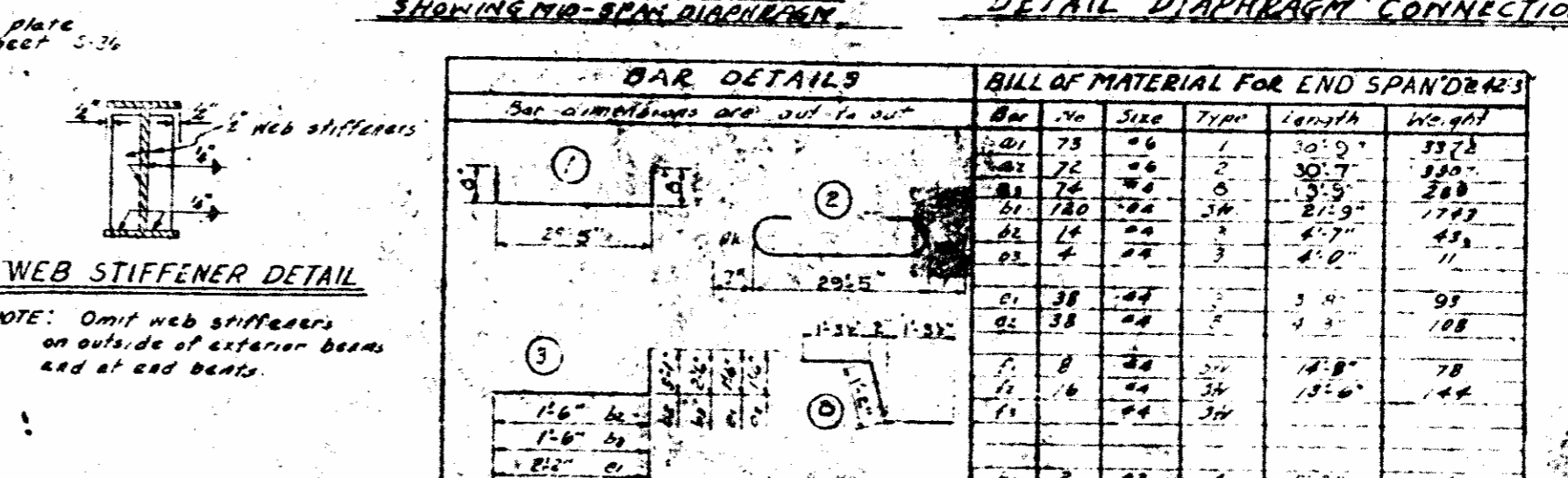
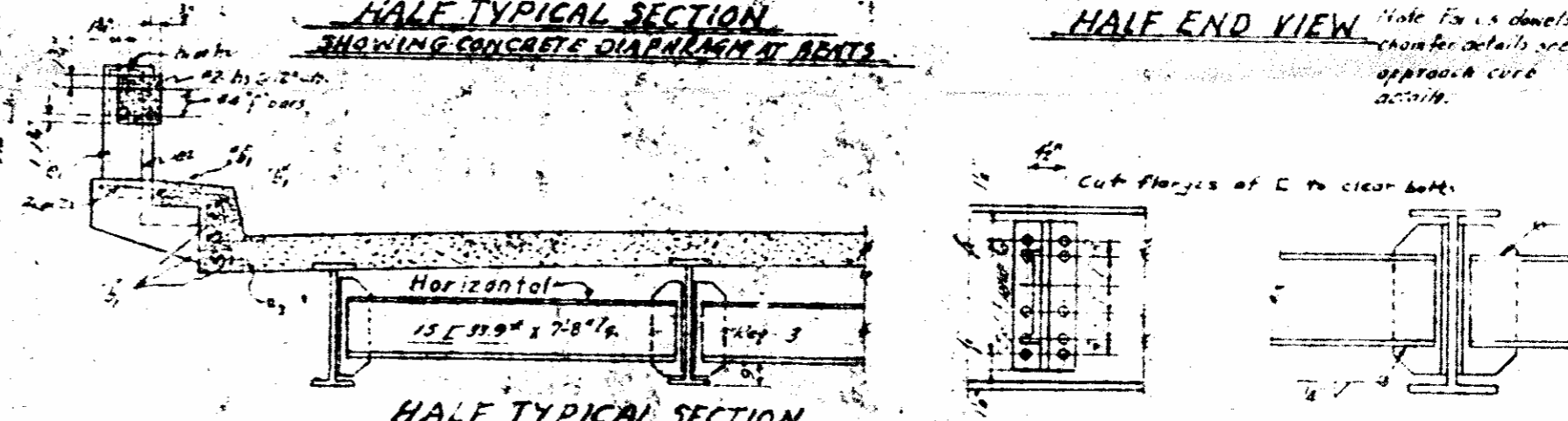
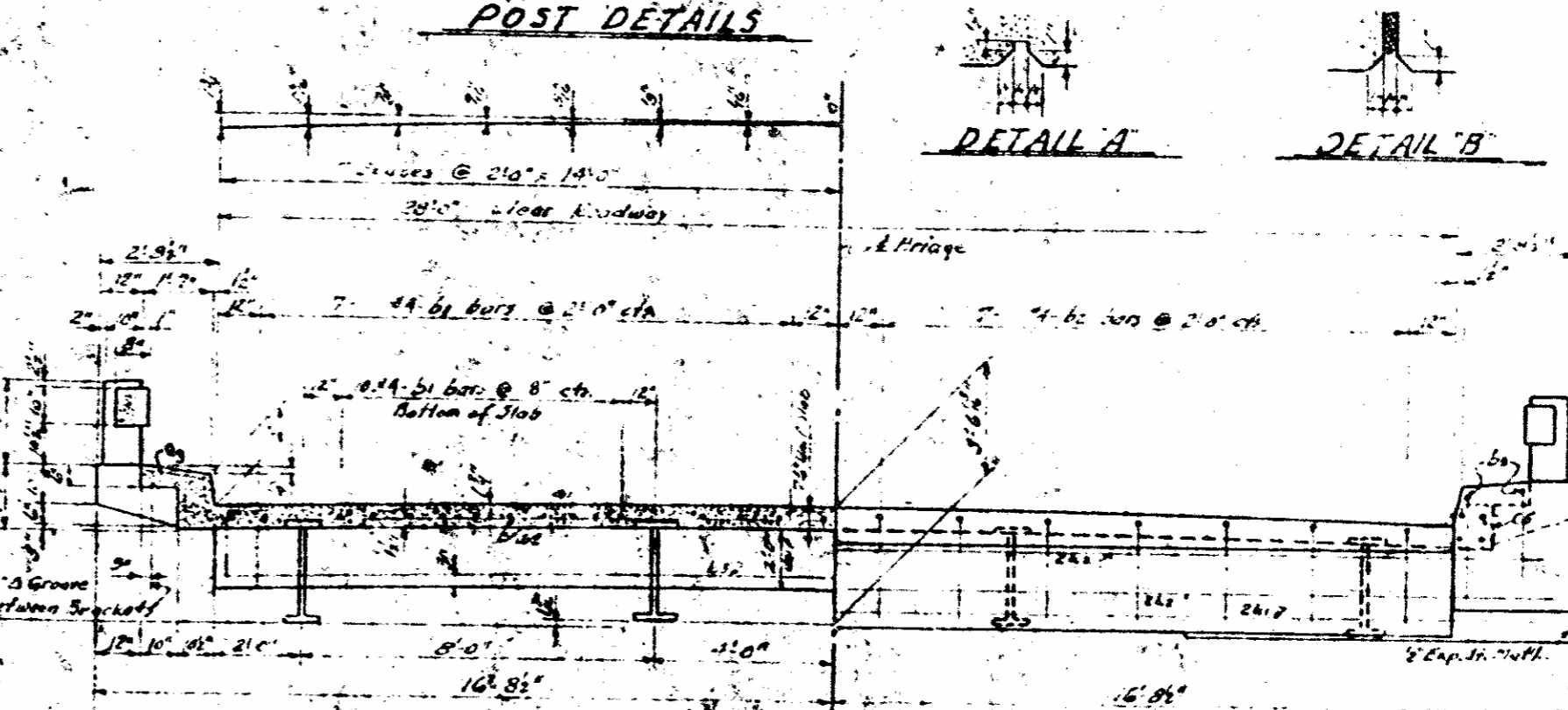
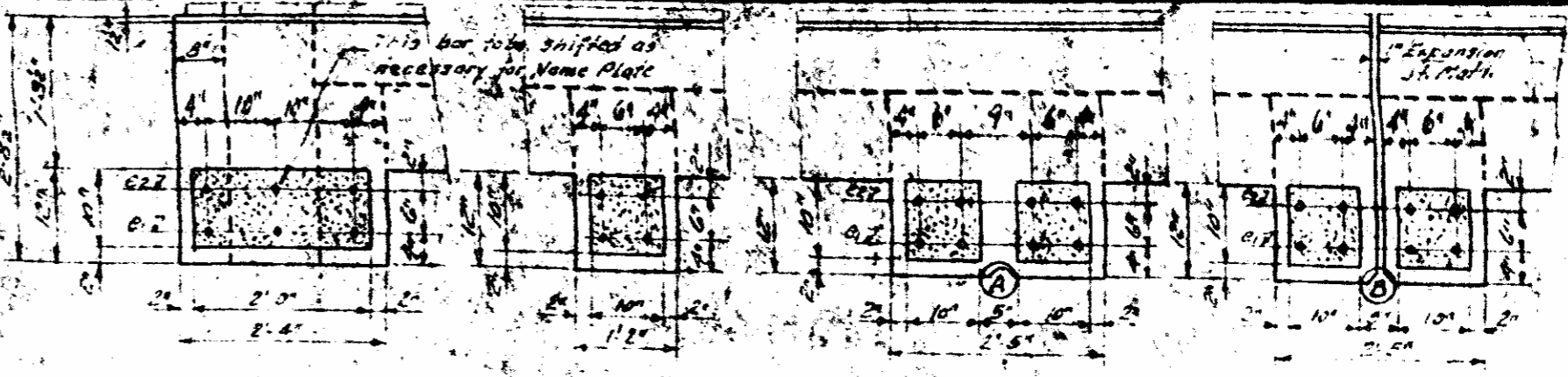
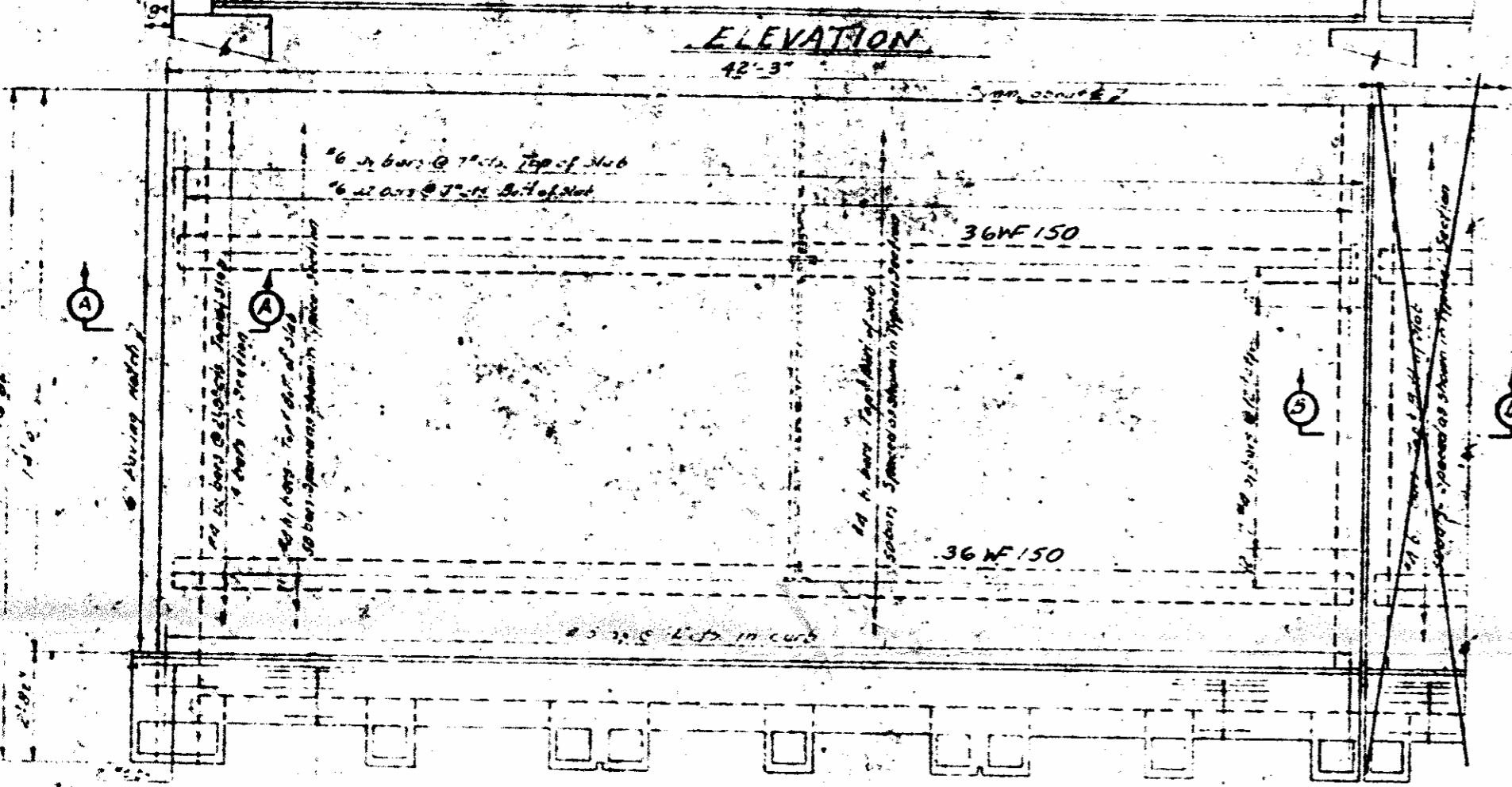
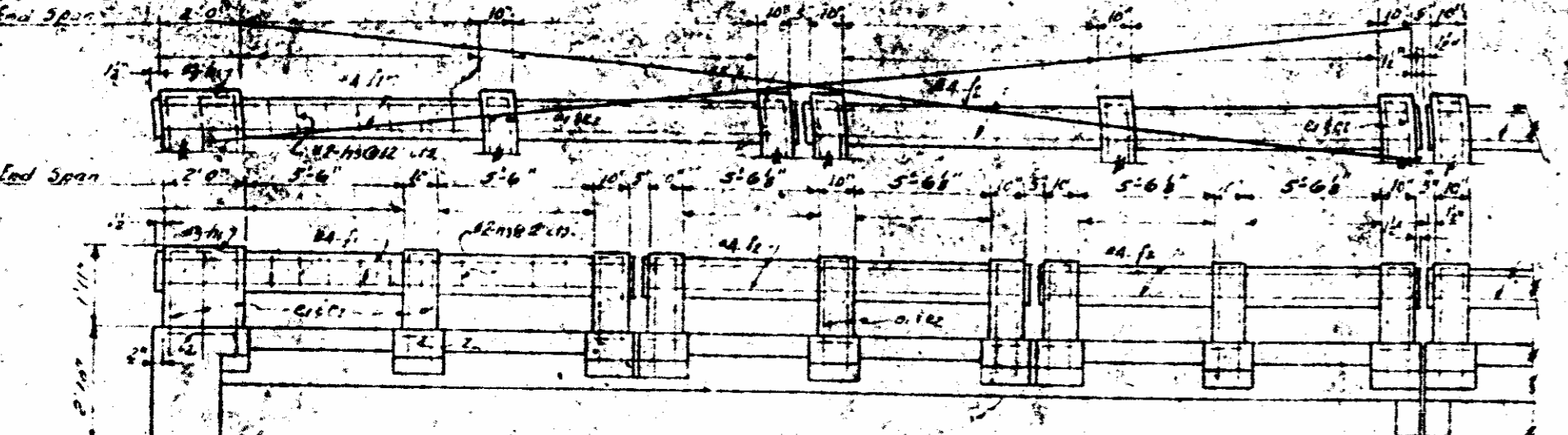
Defl. due to wt of beam	Int
Defl. due to superimp. D.L.	1/2
Total dead load defl.	7/8
Vertical curve ordinate	1/2

The connections of diaphragm beams shall be bolted using 1/2" high strength bolts in accordance with the specifications.

All dimensions which are given in boldface and are affected by dead load deflection are dimensions of bearing depth of slab between bearings shall be adjusted to compensate for dead load deflection. Vertical Curve Ordinate and actual Beam Camber.

Note for is details of concrete details see approach curb detail.

For Design Data and General Note see sheet 5-N.



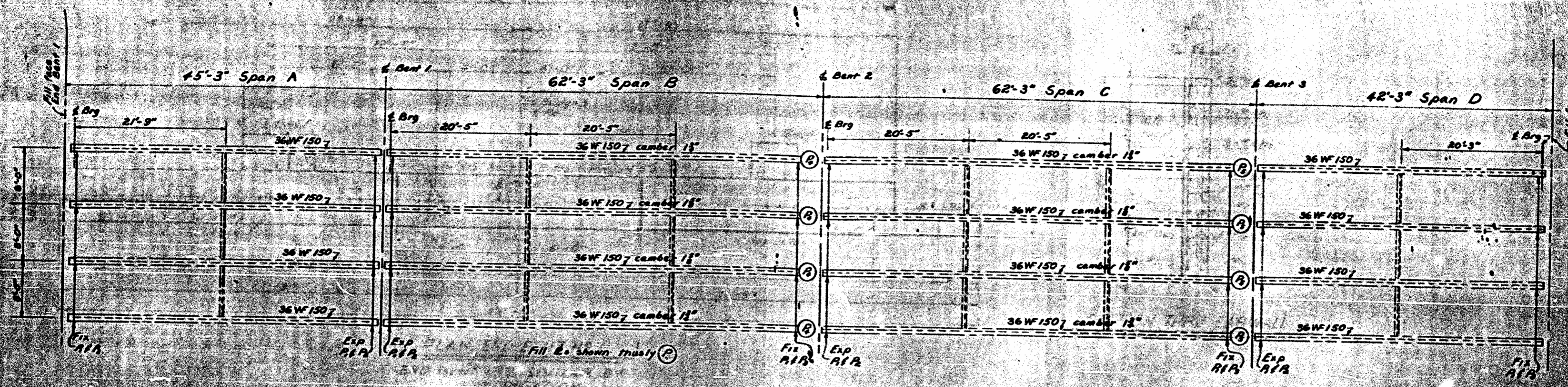
BAR DETAILS					BILL OF MATERIAL FOR END SPAN 283				
Bar dimensions are out to out									
Bar No	Size	Type	Length	No. of	Bar No	Size	Type	Length	No. of
1	7/8	1	30.9'	328	1	7/8	1	30.7'	328
2	7/8	2	30.7'	328	2	7/8	2	30.7'	328
3	7/8	3	15.9'	172	3	7/8	3	15.9'	172
4	7/8	4	6.7'	48	4	7/8	4	6.7'	48
5	7/8	5	4.0'	11	5	7/8	5	4.0'	11
6	3/4	6	3.4'	97	6	3/4	6	3.4'	97
7	3/4	7	4.3'	108	7	3/4	7	4.3'	108
8	3/4	8	18.8'	78	8	3/4	8	18.8'	78
9	3/4	9	15.6'	144	9	3/4	9	15.6'	144
10	3/4	10	17.8'	78	10	3/4	10	17.8'	78
11	3/4	11	15.6'	144	11	3/4	11	15.6'	144
12	3/4	12	17.8'	78	12	3/4	12	17.8'	78
13	3/4	13	15.6'	144	13	3/4	13	15.6'	144
14	3/4	14	17.8'	78	14	3/4	14	17.8'	78
15	3/4	15	15.6'	144	15	3/4	15	15.6'	144
16	3/4	16	17.8'	78	16	3/4	16	17.8'	78
17	3/4	17	15.6'	144	17	3/4	17	15.6'	144
18	3/4	18	17.8'	78	18	3/4	18	17.8'	78

PROJECT NO. 8.15364
GUILFORD COUNTY
STATION: 360+00
17+46.8 - YA

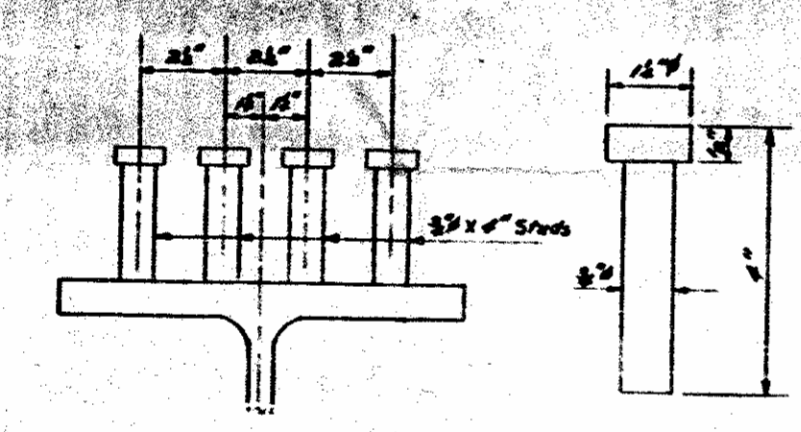
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

STANDARD I BEAM SUPERSTRUCTURE WITH RC. FLOOR & RAIL
28' ROADWAY
MAY 1957

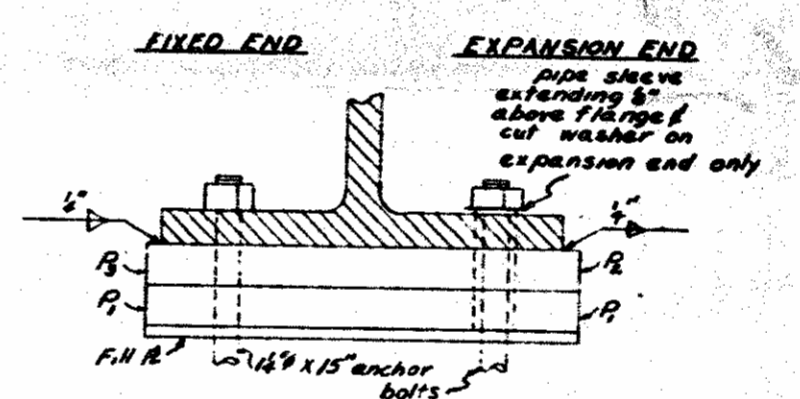
SPECIAL	APPROVED BY	DATE
STANDARD	CHECKED BY	DATE



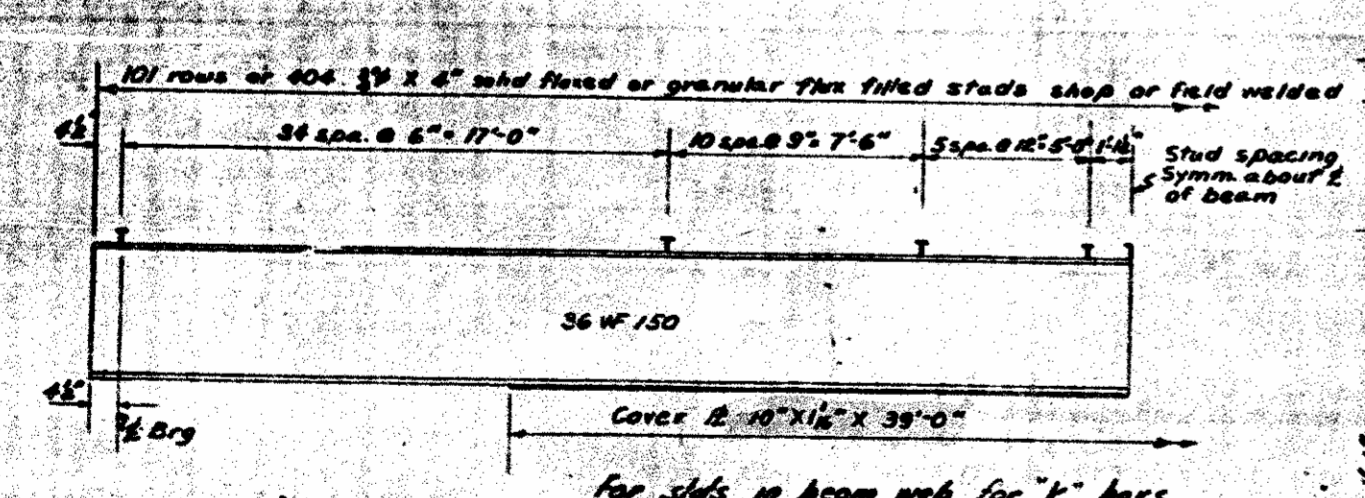
STRUCTURAL STEEL PLAN
 NOTE: All diaphragms 15C 33.9 x 7'-8" long



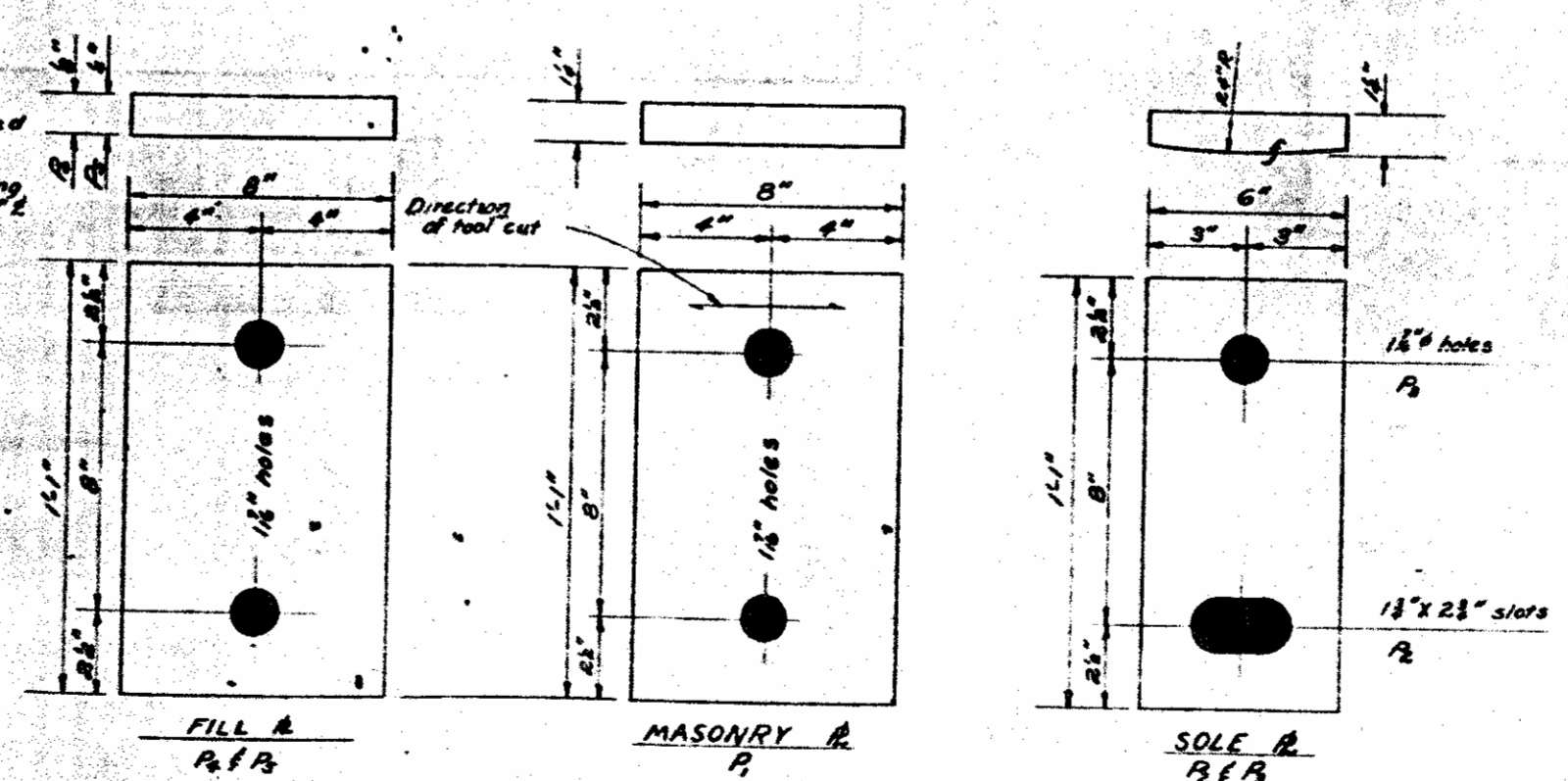
SHEAR CONNECTORS
 NOTE: At the contractor's option he may substitute 3E6 shear connectors for the studs shown. See the Special Provisions.



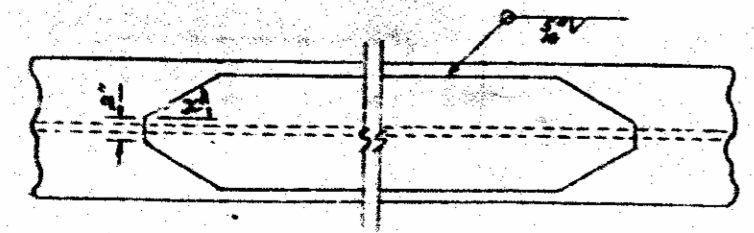
SECTION THRU BEAM



SHEAR CONNECTORS & COVER PLATES
 SPANS B & C ONLY



DETAIL BEARING PLATES
 REQUIRED:
 32-R-8" x 1 1/2" x 1 1/2" plate
 16-R-6" x 1 1/2" x 1 1/2" as detailed
 16-R-6" x 1 1/2" x 1 1/2" as detailed
 4-R-8" x 1 1/2" x 1 1/2" as detailed (fill R)
 4-R-8" x 1 1/2" x 1 1/2" as detailed (fill R)
 64-1 1/2" x 15" Anchor bolts 7 hex nuts



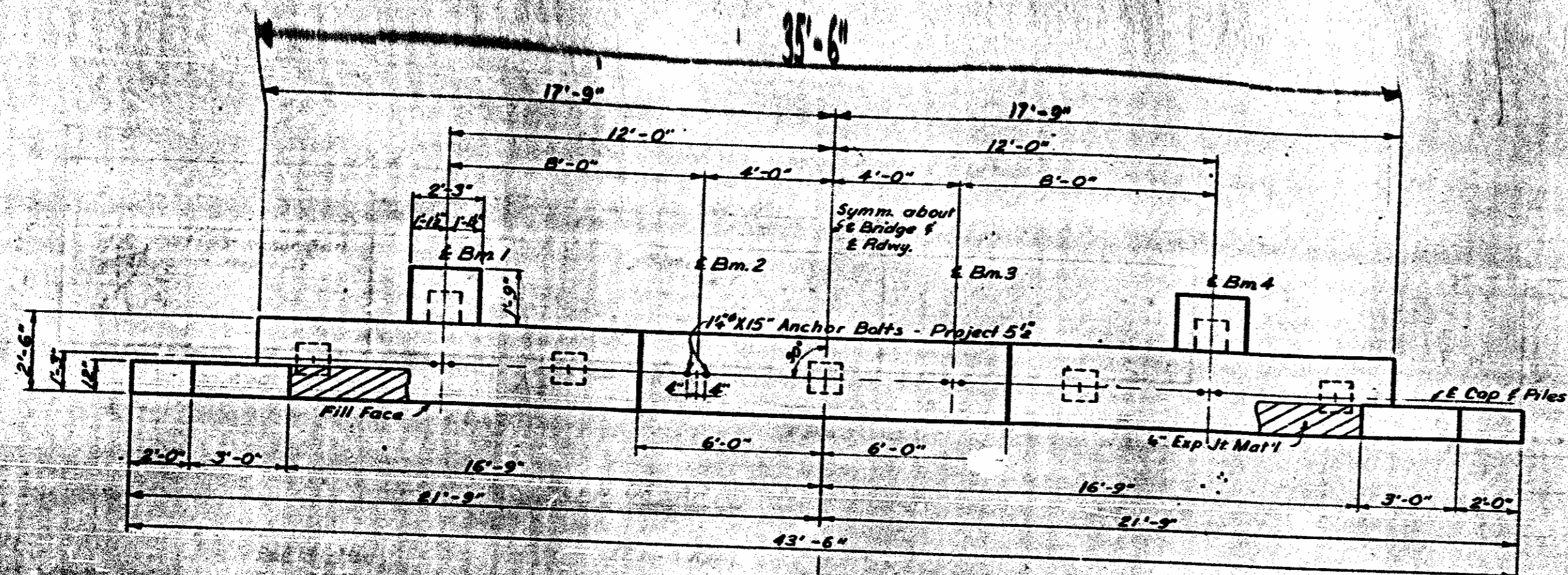
COVER PLATE DETAIL

PROJECT NO. 8.15364
GUILFORD COUNTY
STATION: 360+00 L
17+46.8 Y.A.

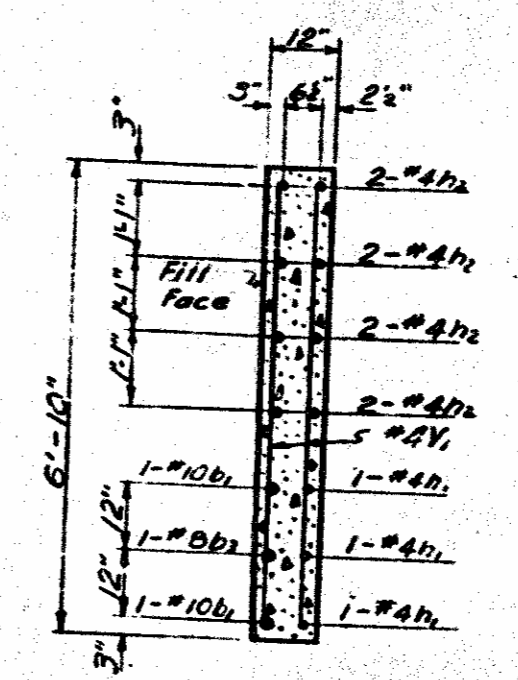
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
STRUCTURAL STEEL

OCTOBER 1959

DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE



PLAN END BENT NO 1
END BENT NO 2 SIMILAR BY
180° ROTATION

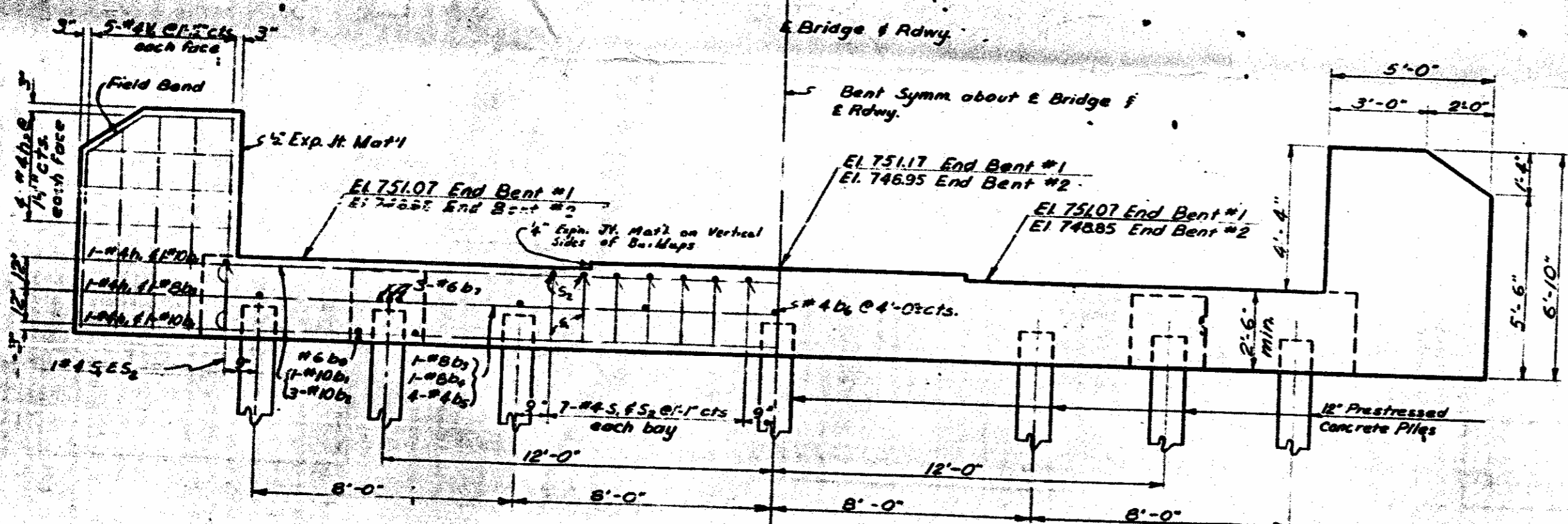


SECTION THRU EARWALL

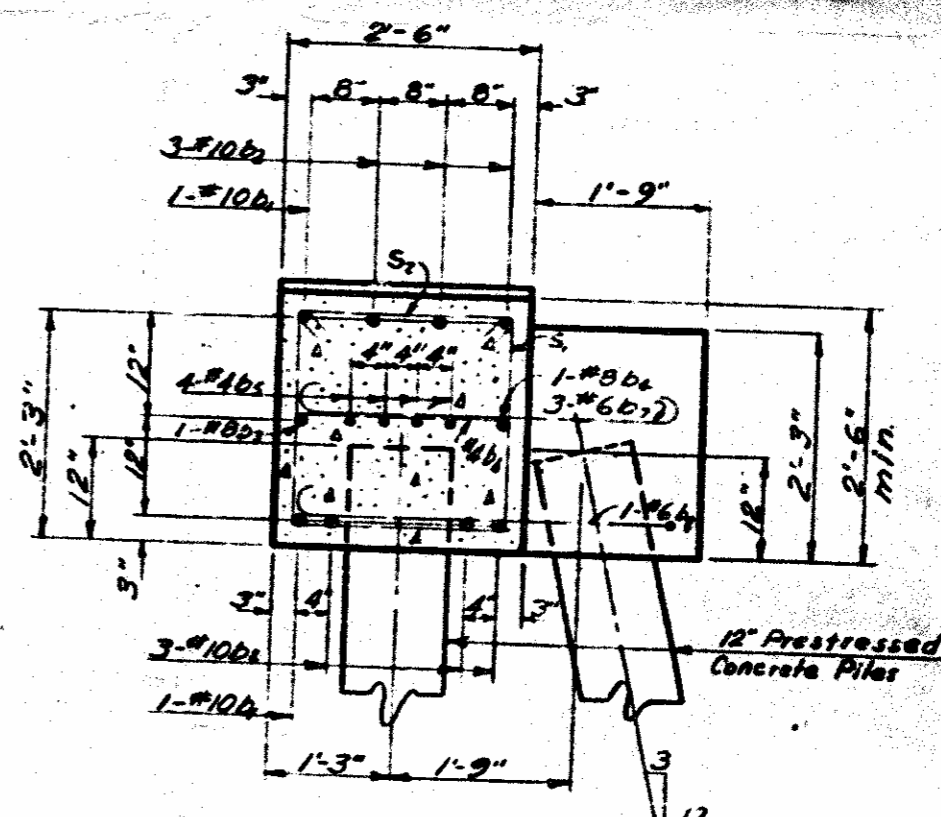
Notes:
Piles shall be driven to a minimum bearing capacity of 29 tons each.

BILL OF MATERIAL FOR ONE END BENT - 2 REQ.

Bar No	Size	Qty	Length
b	2 #10 Str.	430	
b ₁	6 #10 Str.	30'-0"	
b ₂	7 #8 Str.	135'-0"	
b ₃	7 #8 Str.	35'-0"	
b ₄	8 #8 Str.	75'-0"	
b ₅	7 #8 Str.	2'-0"	
b ₆	8 #8 Str.	5'-0"	
b ₇	2 #8 Str.	11'-0"	
S ₁	30 #4 Str.	7'-3"	
S ₂	30 #4 Str.	2'-11"	
h	6 #4 Str.	5'-3"	
h _a	16 #4 Str.	4'-8"	
V	20 #4 Str.	6'-6"	



ELEVATION END BENT NO 1
END BENT NO 2 SIMILAR BY
180° ROTATION



SECTION THRU CAP

END BENT NO 1

Reinforcing Steel - lbs. #10
Class "A" Concrete - Cu Yds. #10
18" Prestressed Concrete Piles - No. 7, Lm. ft.

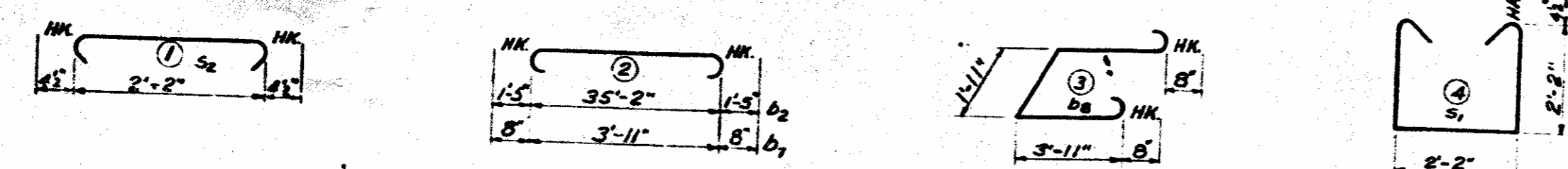
END BENT NO 2

Reinforcing Steel - lbs. #10
Class "A" Concrete - Cu Yds. #10
18" Prestressed Concrete Piles - No. 7, Lm. ft.

* Concrete displaced by pile heads has been deducted.

PROJECT NO. B.15364
GUILFORD COUNTY
STATION: 30+100 - L.
17+46.8 - R.
SHEET 1 OF 2

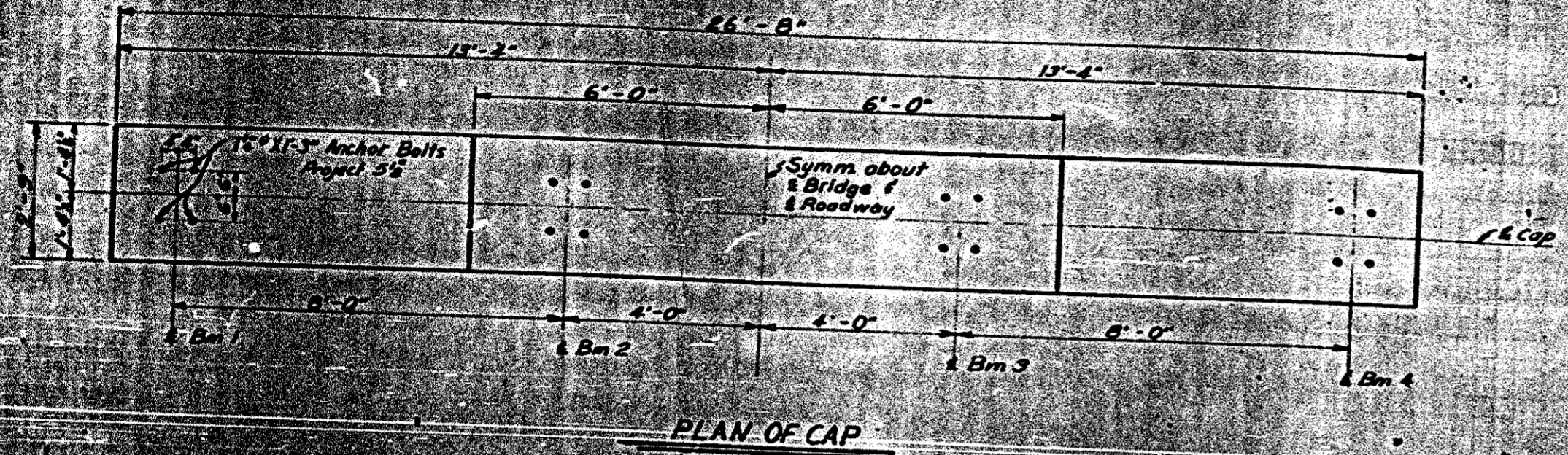
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SUBSTRUCTURE
END BENTS NO 1 & 2
SEPTEMBER, 1959



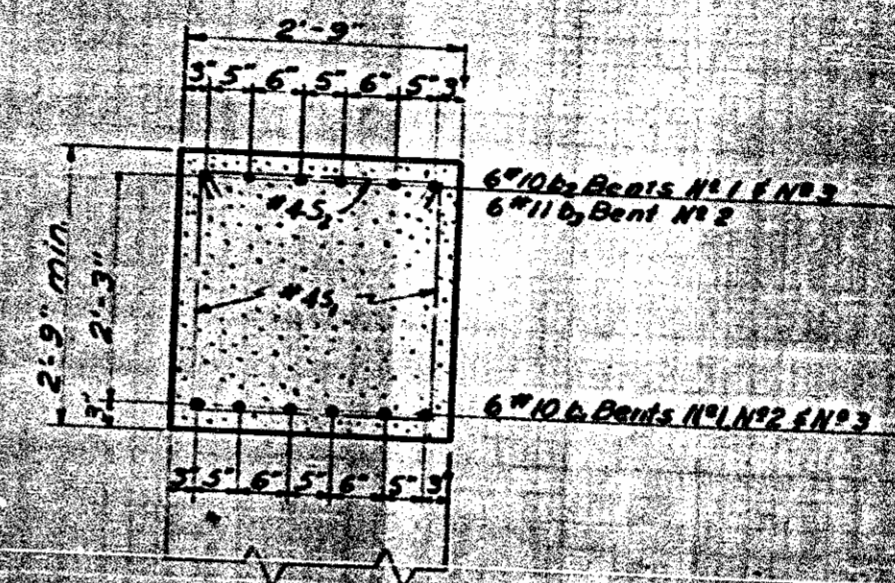
BAR TYPES
(All dimensions are out to out)

DESIGNED BY
CHECKED BY
DATE

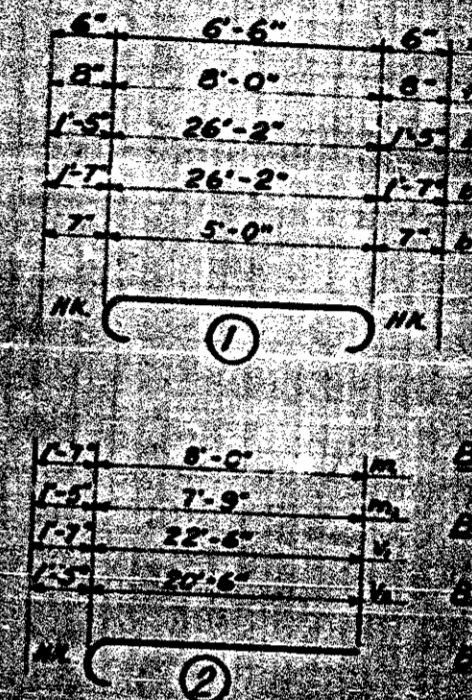
S. B. Udry



PLAN OF CAP



SECTION A-A

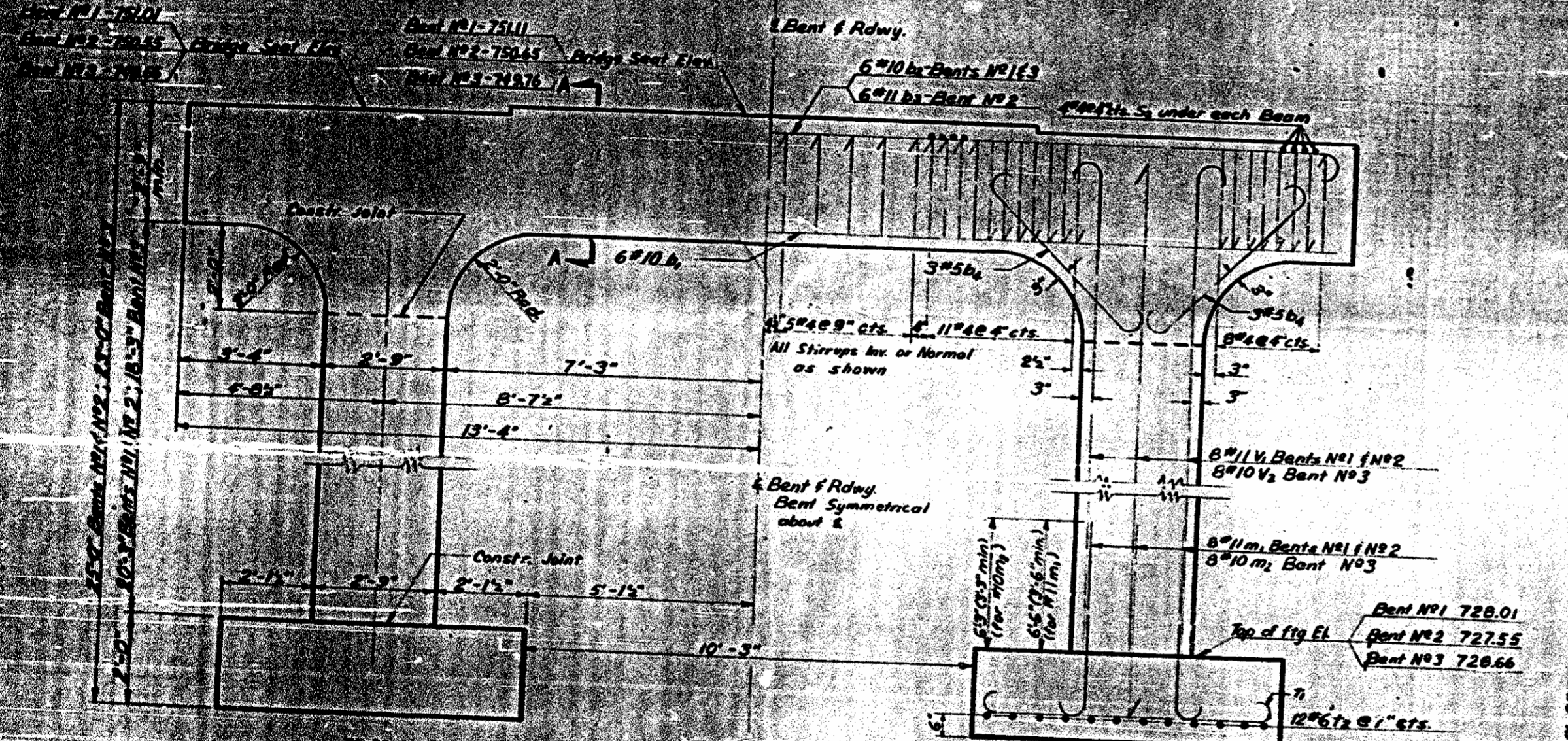


BAR TYPES
All bar dimensions are out to out

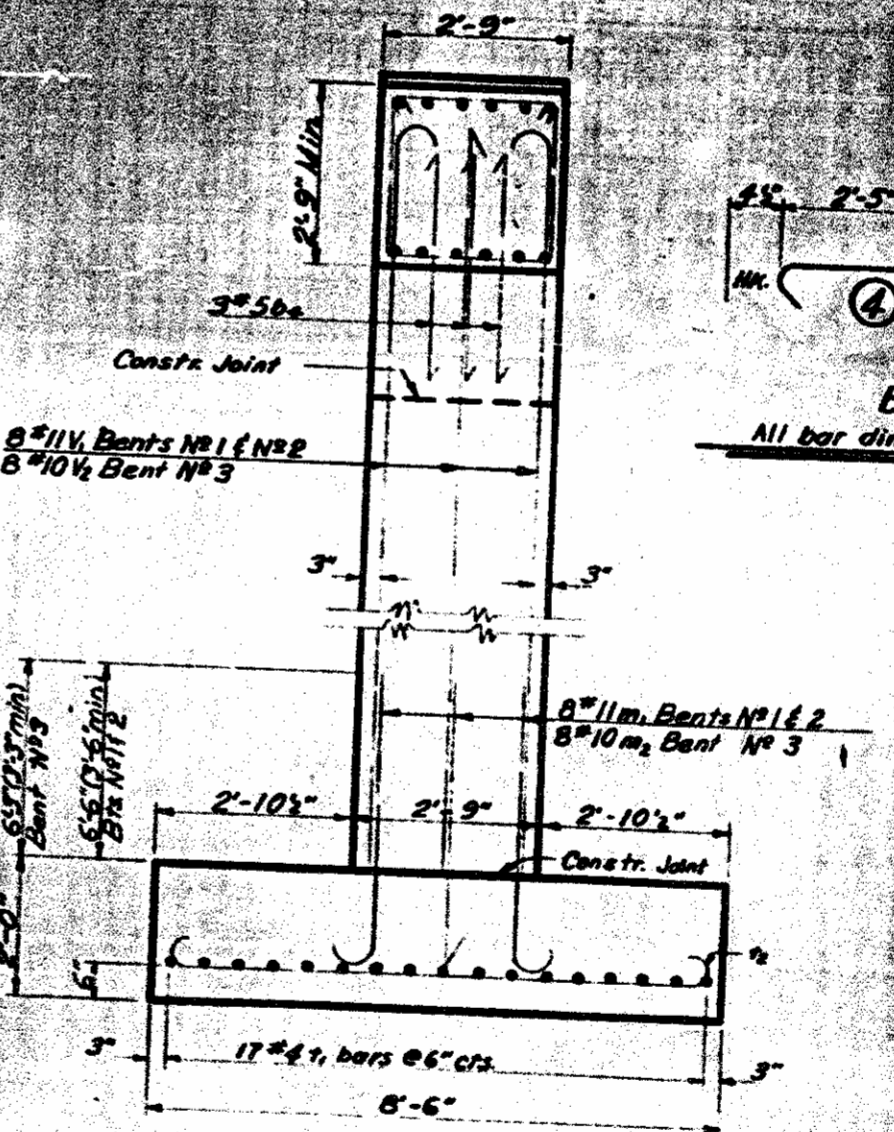
BILL OF MATERIAL

FOR BENTS 1, 2, 3 AS SHOWN

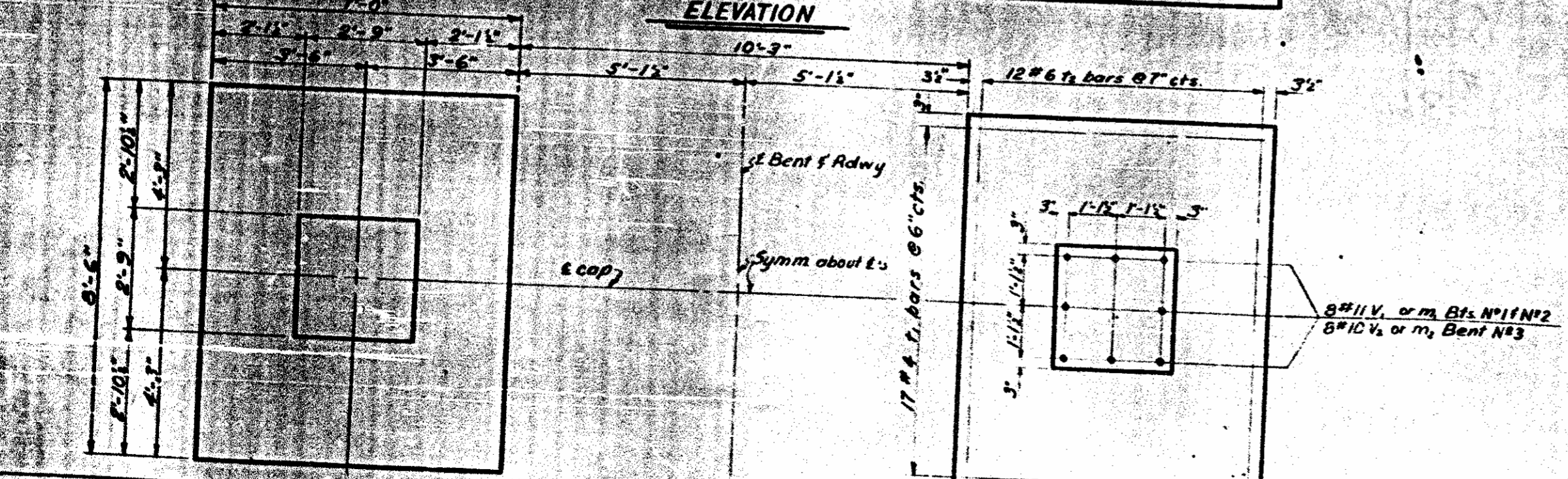
NO.	QTY	UNIT	REMARKS
1	12	FT	6" Dia. Bars
2	12	FT	6" Dia. Bars
3	12	FT	6" Dia. Bars
4	12	FT	6" Dia. Bars
5	12	FT	6" Dia. Bars
6	12	FT	6" Dia. Bars
7	12	FT	6" Dia. Bars
8	12	FT	6" Dia. Bars
9	12	FT	6" Dia. Bars
10	12	FT	6" Dia. Bars
11	12	FT	6" Dia. Bars
12	12	FT	6" Dia. Bars
13	12	FT	6" Dia. Bars
14	12	FT	6" Dia. Bars
15	12	FT	6" Dia. Bars
16	12	FT	6" Dia. Bars
17	12	FT	6" Dia. Bars
18	12	FT	6" Dia. Bars
19	12	FT	6" Dia. Bars
20	12	FT	6" Dia. Bars
21	12	FT	6" Dia. Bars
22	12	FT	6" Dia. Bars
23	12	FT	6" Dia. Bars
24	12	FT	6" Dia. Bars
25	12	FT	6" Dia. Bars
26	12	FT	6" Dia. Bars
27	12	FT	6" Dia. Bars
28	12	FT	6" Dia. Bars
29	12	FT	6" Dia. Bars
30	12	FT	6" Dia. Bars



ELEVATION



END ELEVATION



PLAN OF FOOTING

Bent No	Reinforcing Steel - Lbs.	Class A Concrete - Cu Yds.	Unless Struct. Engr. O.K.
Bent No 1	516	1.1	
Bent No 2	516	1.1	
Bent No 3	516	1.1	

PROJECT NO. 815364
 GUILFORD COUNTY
 STATION: 360+00 - 17+46.8
 SHEET 2 OF 2

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 SUBSTRUCTURE
 BENTS No 1, 2, 3
 OCTOBER 1959

DESIGNED BY: William R. Hamilton, Inc. 1000 1/2 1st St. W. Winston-Salem, N.C.
 CHECKED BY: R. H. Hale
 S. B. Udry