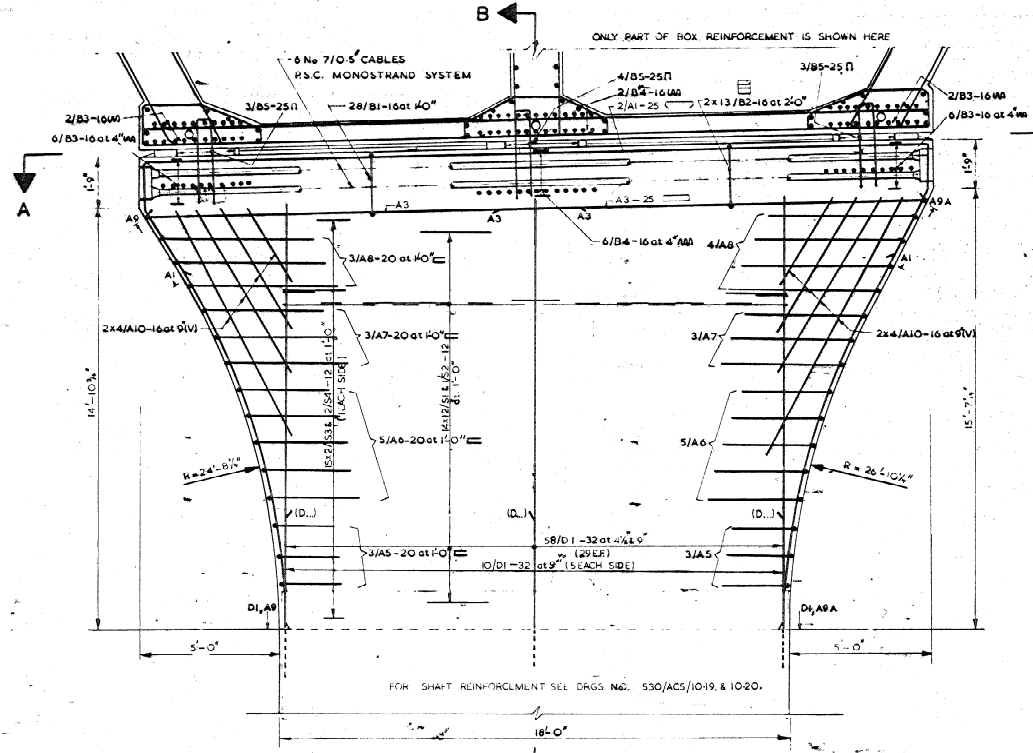
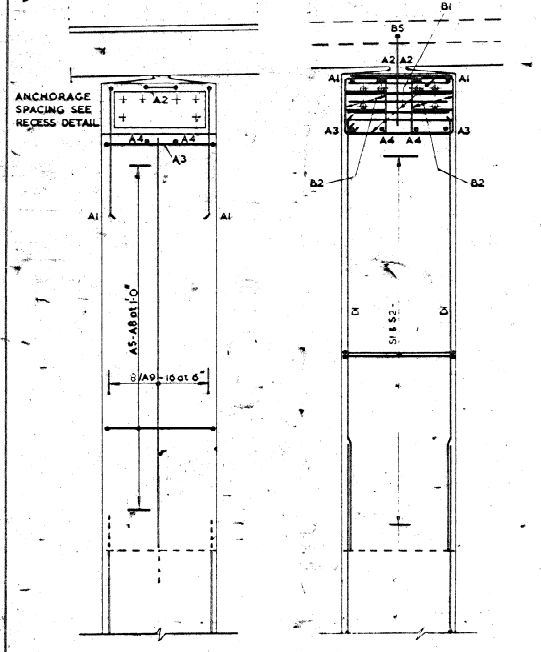


SECTION A-A

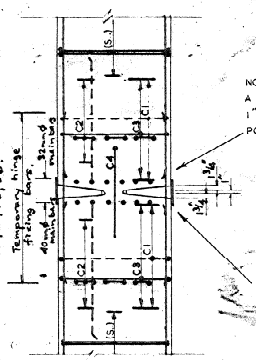


FOR SHAFT REINFORCEMENT SEE DRGS NO. 530/AC5/10-19, & 10-20.

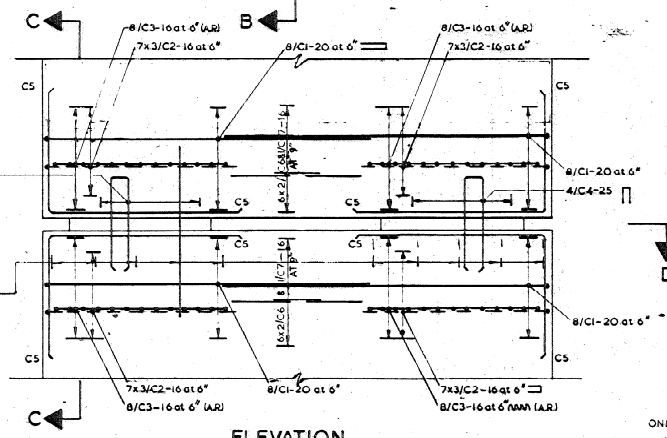


SIDE ELEVATION

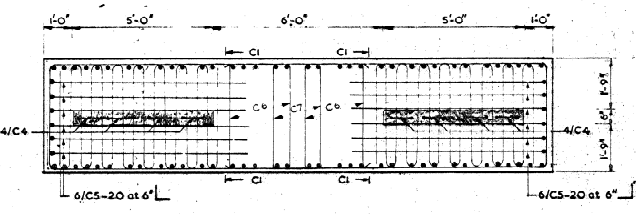
SECTION B-B



SECTION C-C

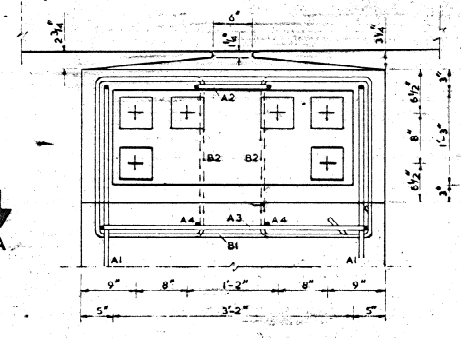


ELEVATION

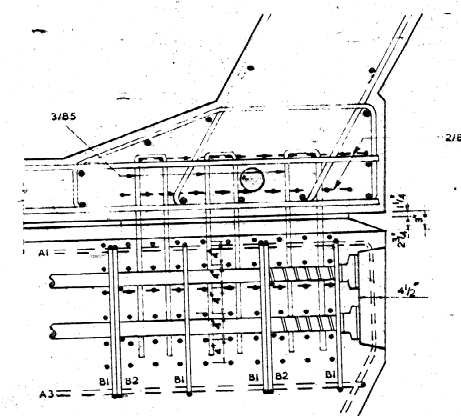


SECTION D-D

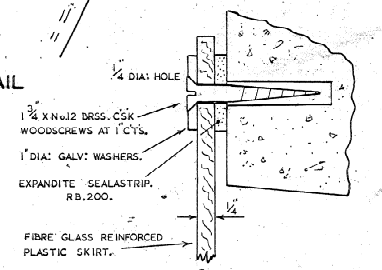
LEV. B. COLE. LE, LG, UE, UG, MAIN LONGITUDINAL BARS DO NOT PASS THROUGH HINGE, BUT 2000. TEMPORARY FIXING BARS ONLY.



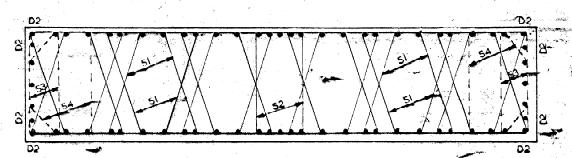
RECESS DETAIL



ANCHORAGE DETAIL

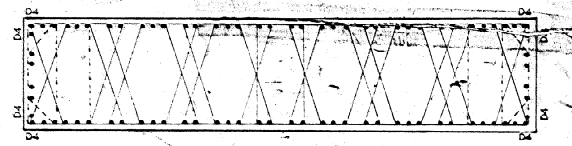


DETAIL H



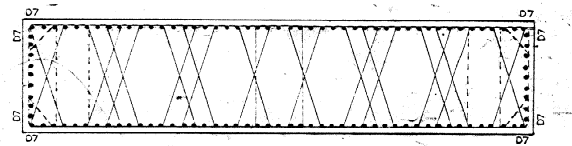
SECTION E-E

STIRRUPS PER LINEAR FT.
1 SET 1/2 S1
1 SET 1/2 S2
1 SET 1/2 S3
1 SET 1/2 S4
1 SET 1/2 S5
THESE TWO SETS ALTERNATE AT 6" CENTRES



SECTION F-F

STIRRUPS AS ABOVE.



SECTION G-G

STIRRUPS AS ABOVE.

NOTES ON STEEL AND CONCRETE SEE STANDARD DETAIL 530/AC10/8-11.
FOR SECTIONS EE, FF, GG, SEE: 530/AC5/10-19.
THIS DRAWING TO BE READ IN CONJUNCTION WITH DRGS. NO.
530/AC5/10-12, PIERS (1)
530/AC5/10-19 & 10-20, PIER REINFORCEMENT
530/AC5/10-2, GENERAL ARRANGEMENT (2)
AND DRAWINGS LISTED THEREON.

54581 6900 E / 161

MINISTRY OF TRANSPORT.
M5 - BIRMINGHAM - BRISTOL - EXETER - MOTORWAY.
GORDANO VALLEY SECTION.

WYNHOL VIADUCT.
PIERS (2)

GREENMAN, FOX & PARTNERS.
ROBERT F. EARLEY.
WESTMINSTER.
LONDON, S.W.1

SCALES:
3/8" = 1'-0"

DRAWING No.
530/AC5/10-13

JAN. 1973.