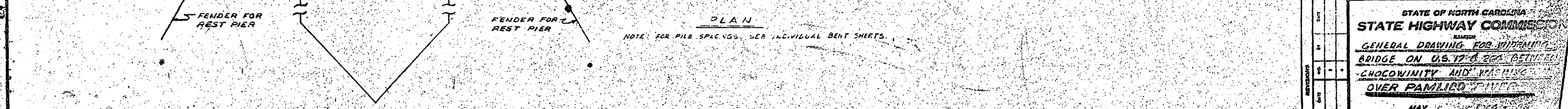
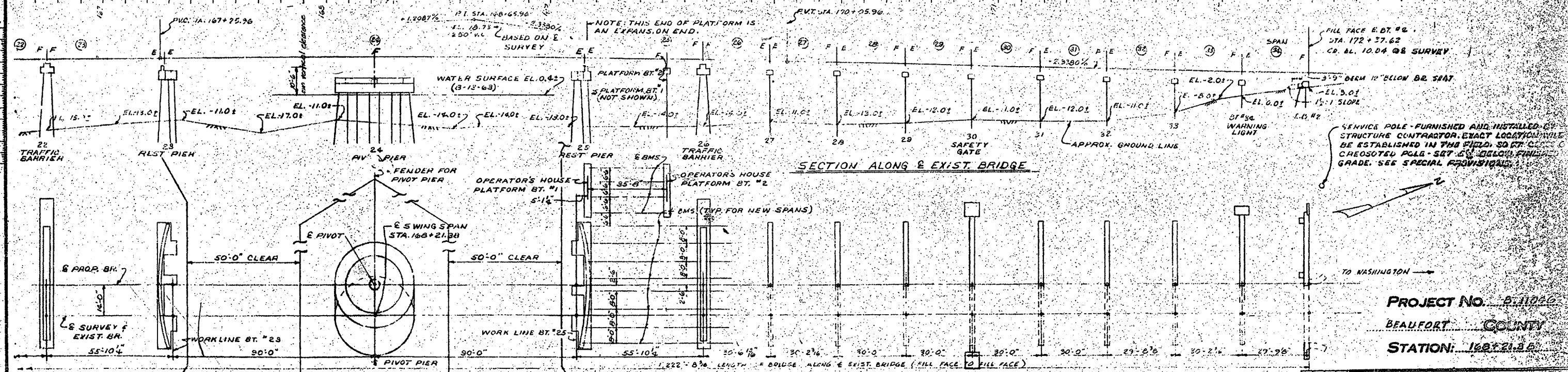
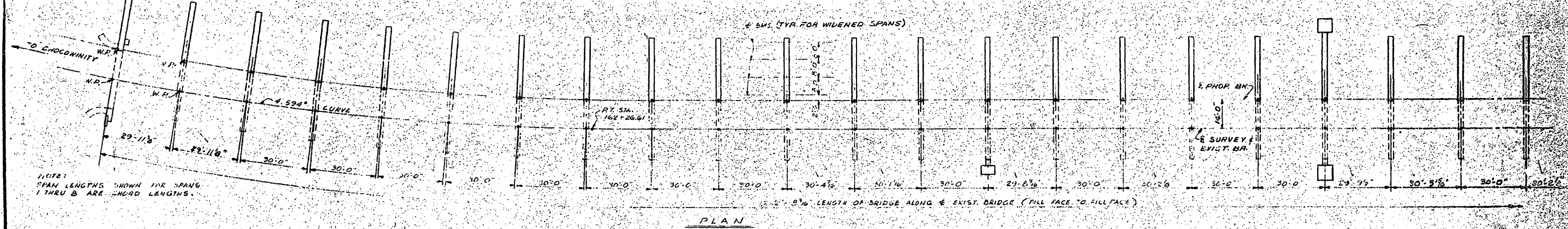
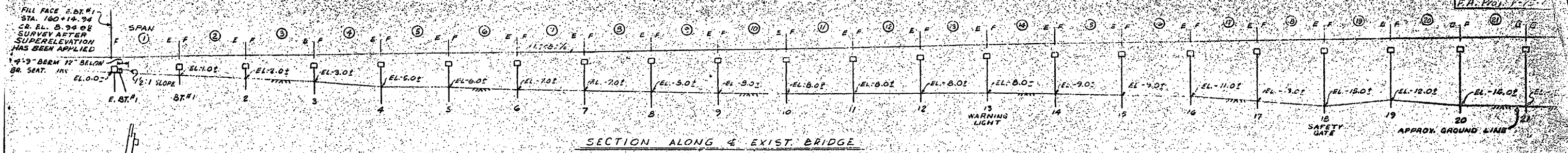


DESIGNED BY	E. G. ALFRED, JR.
CHECKED BY	D. R. WILSON
DATE	MAY 64
DATE	AUG 64



PROJECT NO. B.11020
 BEAUFORT COUNTY
 STATION: 162+21.85

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 GENERAL DRAWING FOR IMPROVING
 BRIDGE ON U.S. 17-6 200' BETWEEN
 CHOCOWINITY AND WASHINGTON
 OVER PAMLICO RIVER
 MAY 1964

DESIGNED BY E. G. ALFRED, JR. DATE MAY 64
 CHECKED BY D. R. WILSON DATE AUG 64

Beaufort # 25

BEAUFORT #25

NO. 1000	REV. 10-22-53
3	H. C.
F.A. PROJECT F-1	
Sheet 27 Total Sheets	

NOTES

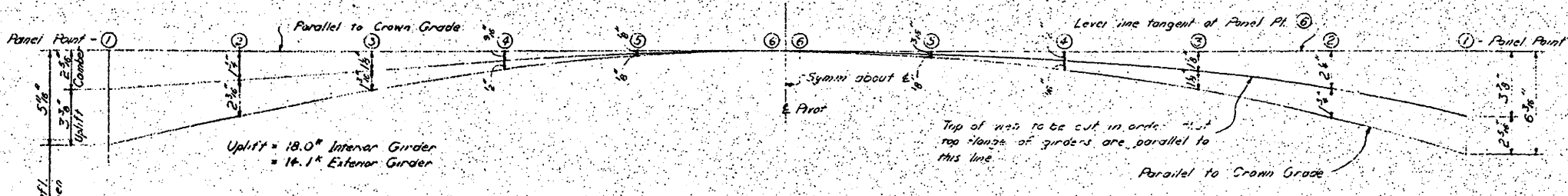
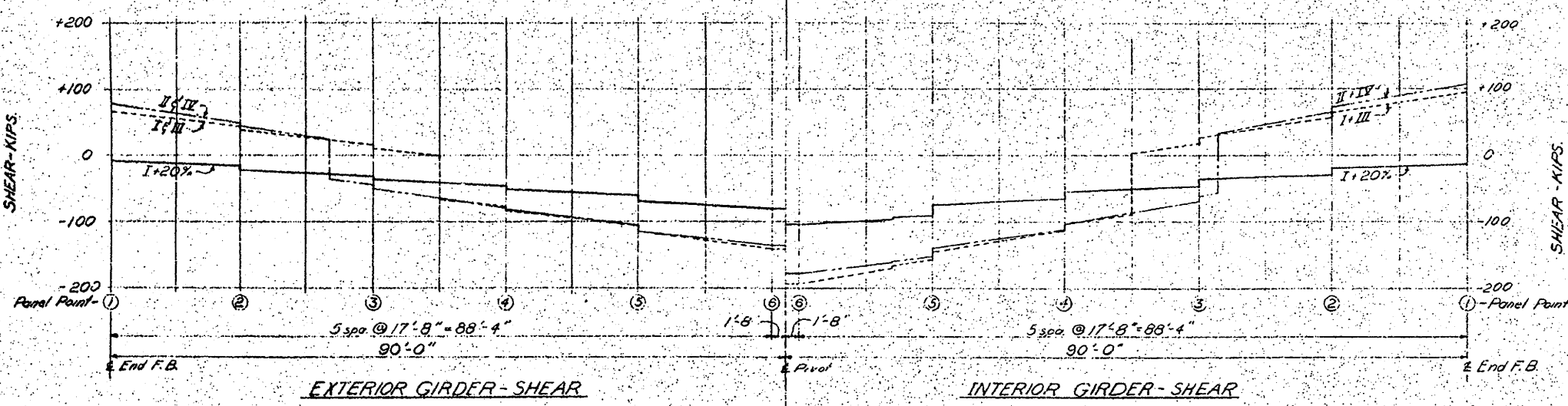
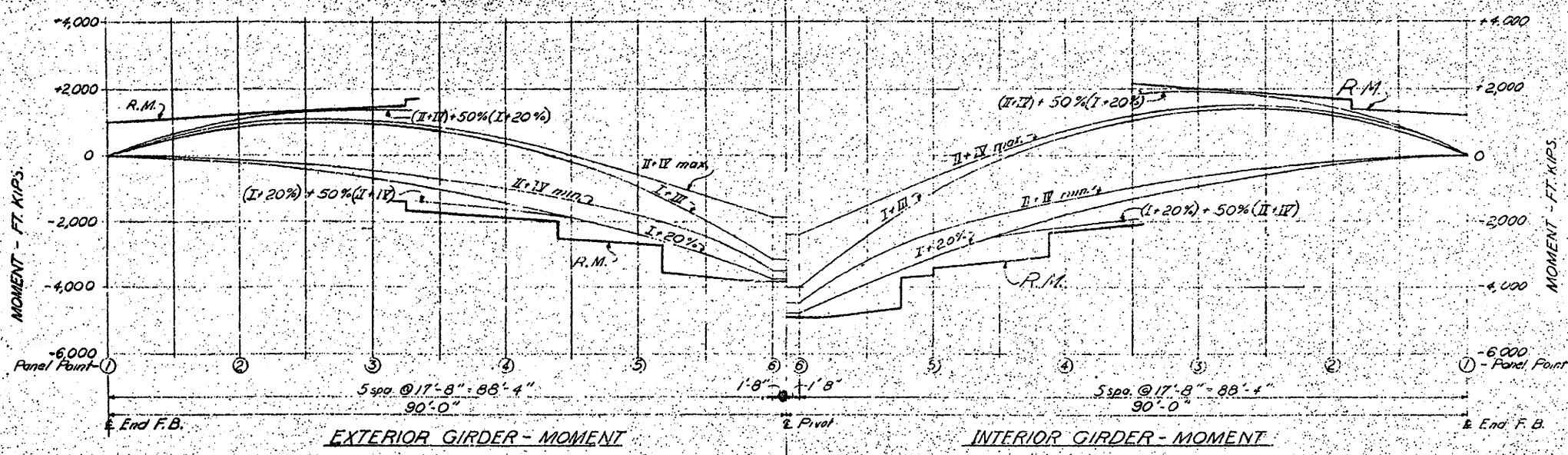
Design Data

Assumed Live Load - H20-S16(44) or Alternate Loading.
 Specifications - A.A.S.H.O. Movable Highway Bridges (1953).
 - Welding - A.W.S. (Current)
 See Machinery details for Reactions.

All rolled floor beams and machinery supports, all web and flange plates in the girders, pivot girders, and floor beam assemblies, and sidewalk and post brackets, and all end connectors for main members shall be of ASTM A36 grade structural steel. See Sheet S-N.

General Notes:

- Two shop web splices will be permitted between each pair of field splices in each arm of girders. The location of these web splices shall be indicated on the shop drawings.
- All shop splices in flange and web plates shall be made prior to welding flange plates to web plates. No splice other than those shown on the plans will be permitted in the flange plates.
- Field connections to be bolted using 3/4" High Strength Bolts in accordance with the Specifications and Special Provisions unless otherwise noted or unless welding is indicated.
- The fabricator shall check approved machinery drawings for location and size of holes for all machinery attached to span.
- Shop drawings shall be submitted for approval.
- All stiffeners and field splices adjacent to pivot shall be normal to top flanges of girders. Ends of girders to be normal to crown grade with and without diaphragm.
- Concrete fill for 3" Steel Grid Floor to be Class "A" concrete using standard No. 4 coarse aggregate. See Special Provisions.
- All gusset plates 3/8" unless otherwise noted.
- For additional General Notes, see sheet S-N and Special Provisions.
- All butt welds, both shop and field, in the flanges and webs of the main girder, pivot girder and end floor beams and between the flanges of the main girder and main girder and end floor beams, shall be radiographically inspected. See Special Provision, Welding Plate Girder. In addition the field butt welds in the flanges of the main girder and the shop butt welds between the flanges of the main girder and the pivot girder shall be inspected by the magnetic particle method in accordance with Special Provision, Exceptions to 1963 Edition of AWS Standard Specifications. All fillet welds in the main girder, pivot girder, floor beam and stringers, including end connections for these members, shall be inspected by the magnetic particle method in accordance with the above mentioned Special Provisions, except that the welds for only one of every two stiffeners which do not serve as connectors for main members shall be inspected by this method.



ELEVATIONS FOR SWING SPAN TOP OF FLOOR

@ & Pivot Sta 168+21.38	17.427
@ Ends 94'-6" from & Pivot	16.861

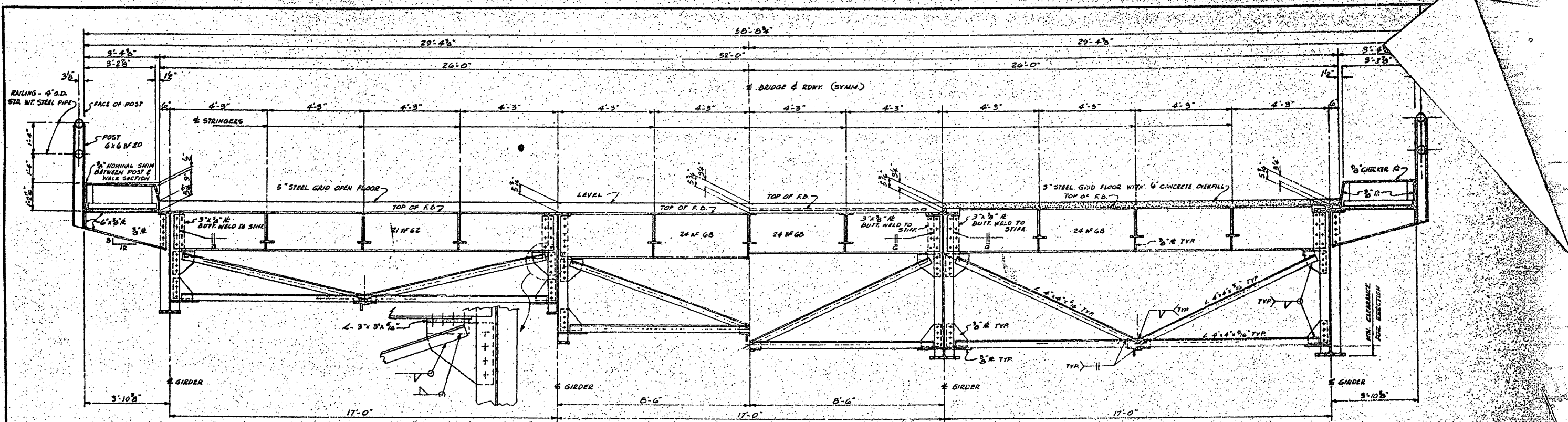
PROJECT NO. 8.11932
 BEAUFORT COUNTY
 STATION: 168+21.38

BILL OF MATERIAL FOR SWING SPAN

ITEM	QUANTITY
STRUCTURAL STEEL (Approx.)	416,000 LBS.
MACHINERY (Approx.)	92,000 LBS.
3" FILLED STEEL GRID FLOOR	2,050 SQ. FT.
3" OPEN STEEL GRID FLOOR	7,650 SQ. FT.
	97648.75

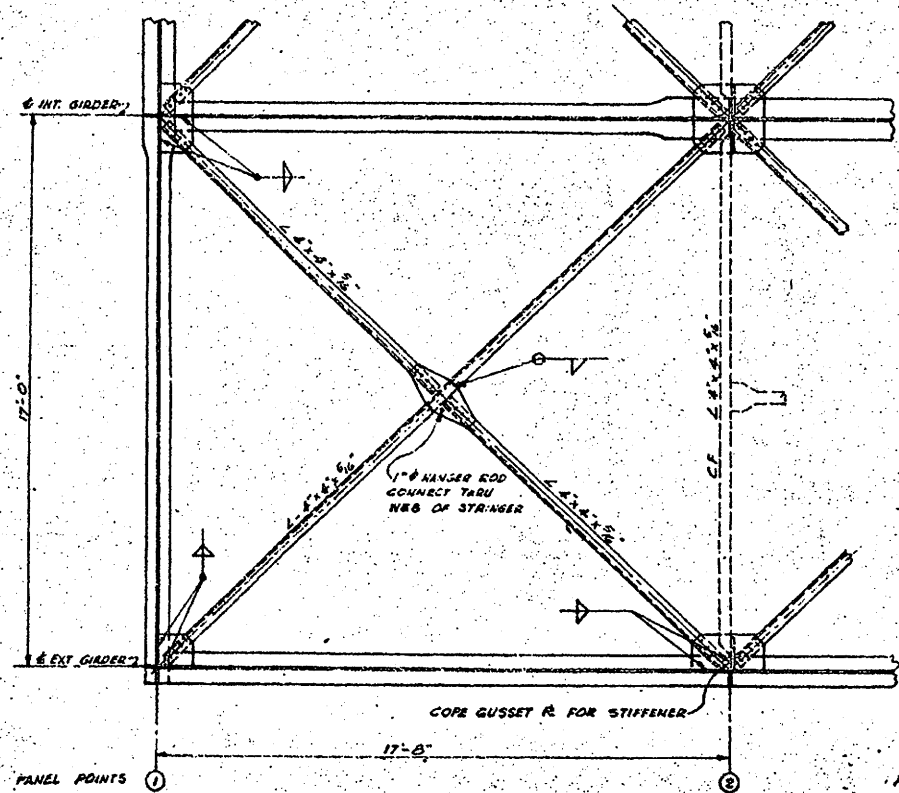
STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 JUN 1954
 MAIN GIRDERS
 MOMENT, SHEAR,
 DEFLECTION, & CAMBER
 JUNE 1954
 Evid. According to Plans

DESIGNED BY
 CHECKED BY
 DATE
 DATE
 DATE

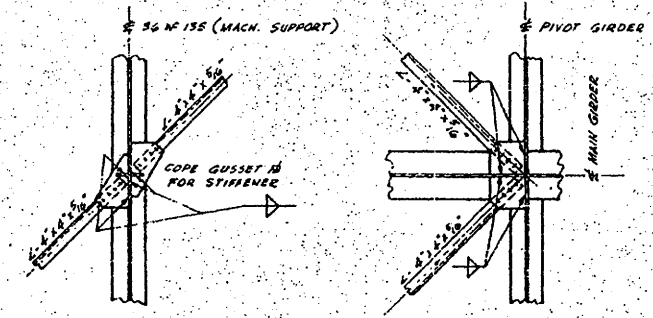


TYPICAL - PANEL POINTS ②③④ TYPICAL - PANEL POINTS ②③④ TYPICAL - PANEL POINT ⑤ SHOWING SIDE AWAY FROM PIVOT. TYPICAL - PANEL POINT ⑤ SHOWING SIDE NEXT TO PIVOT.

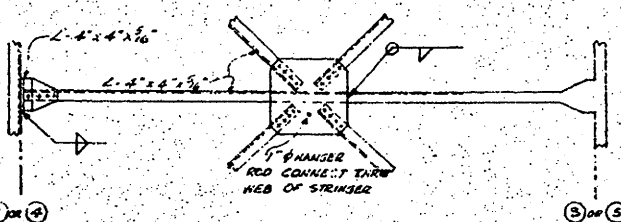
TYPICAL SECTION
 GIRDER DEPTHS VARY



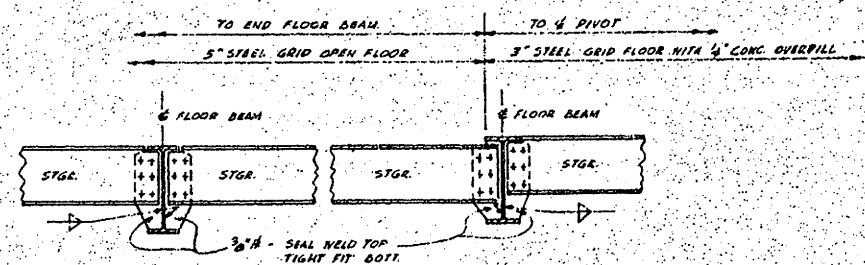
PART PLAN - BOTTOM LATERAL BRACING



BOTTOM LATERAL BRACING AT MACHINERY SUPPORT **BOTTOM LATERAL BRACING AT PIVOT GIRDER**



PART PLAN - BOTTOM LATERAL BRACING



TYPICAL STRINGER TO FLOOR BEAM CONNECTIONS

NOTE THE FLOOR FOR THE SWING SHALL BE AS FOLLOWS:
 5\"/>

3\"/>

GRID FLOOR SHALL BE WELDED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE PATTERN AND MAKEUP OF THE GRID FLOOR SHALL BE SUBJECT TO APPROVAL BY THE COMMISSION.

PROJECT NO. 8,11066
BEAUFORT COUNTY
STATION 168+21.33

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
 RALEIGH

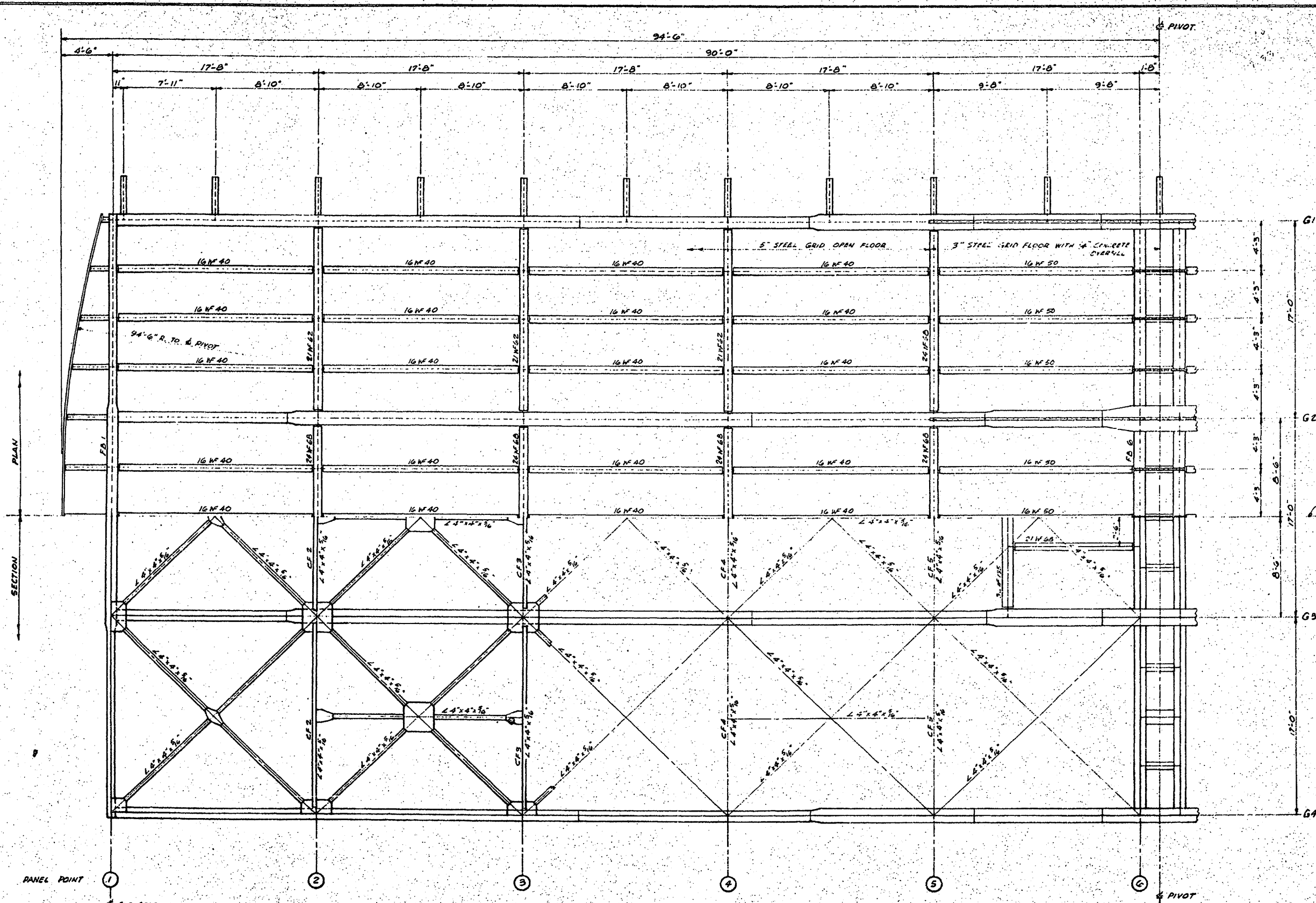
TYPICAL SECTION AND BRACING

Build according to Plans

JUNE 1956

NO.	BY	DATE	SCALE	BY
1				
2				

Sheet 69 of 156



FRAMING IS SYMMETRICAL ABOUT ϕ BRIDGE & PIVOT EXCEPT FOR MACHINERY SUPPORTS.

PROJECT NO. 6.11016
 BEAUFORT
 STATION 168 + 21.50

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 RALEIGH
 FRAMING PLAN
 Built according to Plans
 FEBRUARY, 1950

NO.	BY	DATE	NO.	BY	DATE
1			1		
2			2		
3			3		

DRAWN BY: J. G. ALDRIDGE, JR.
 CHECKED BY: R. B. HARRISON

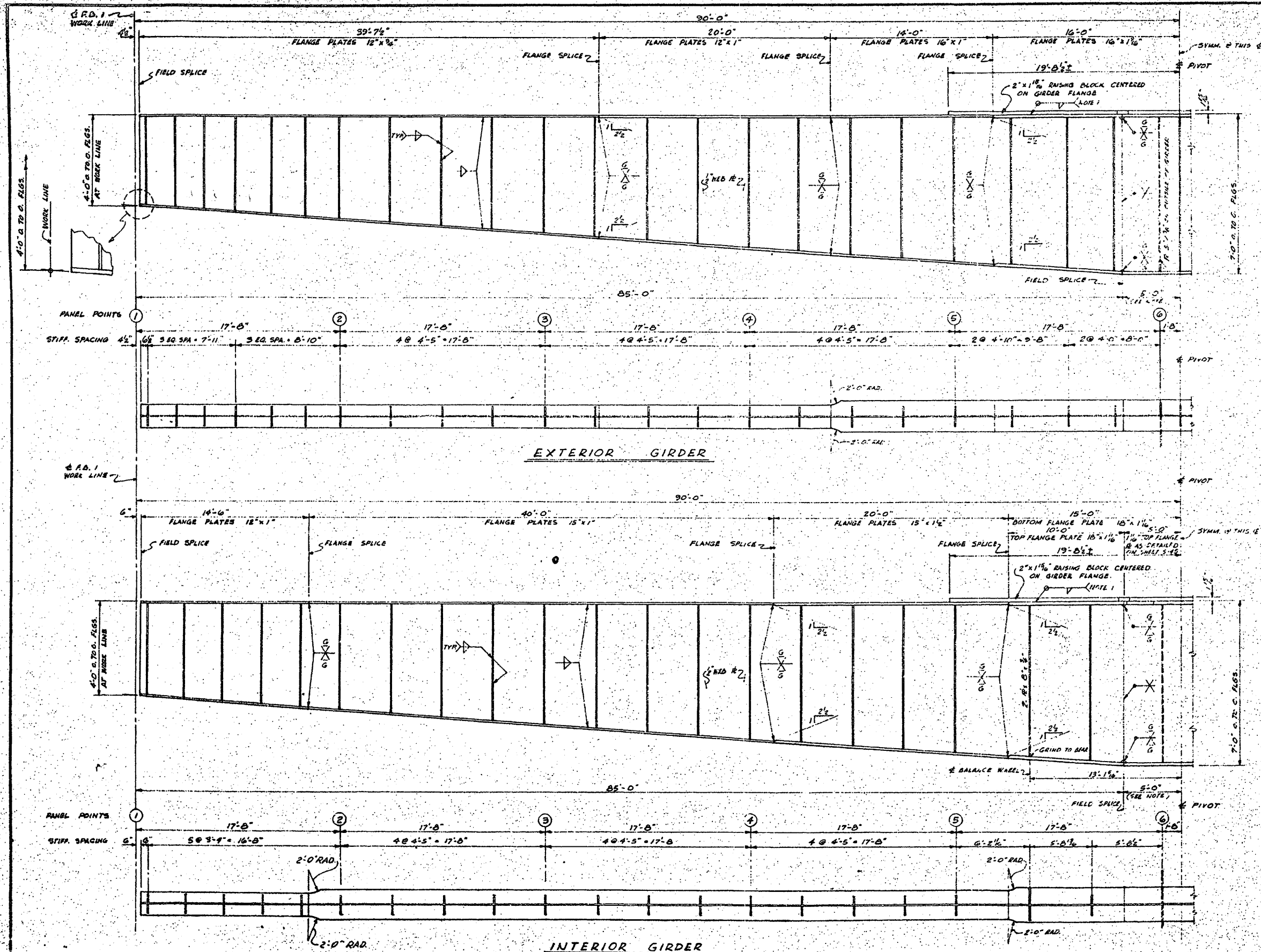
FRAMING PLAN

BEAUFORT

Sheet 9

NO.	BY	DATE	NO.	BY	DATE
1			2		
3			4		

Sheet 70 Total Sheets 150



NOTES

All transverse stiffeners are 5" x 3/8" RS in pairs unless otherwise noted.

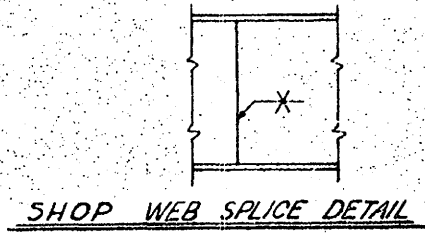
See Pivot Girder Assembly for section of main girders to be fabricated with Pivot Girder Assembly.

Girders to be cambered according to camber diagram shown elsewhere.

See Typical Section and Bracing for connection plates to be needed to stiffeners.

All transverse stiffeners to be tight fit bottom of top flange unless otherwise noted.

See ladder details for holes to be placed in stiffeners for attaching Ladder Brackets.



PROJECT No. **8-11036**
BEAUFORT COUNTY
 STATION: **168+21.98**

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
 RALEIGH

GIRDER DETAIL

Built according to Plans

FEBRUARY 1954

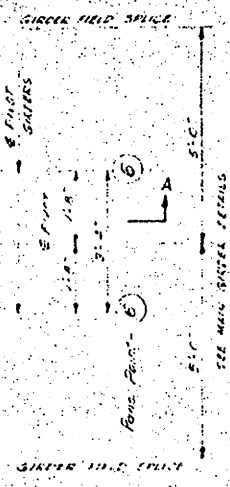
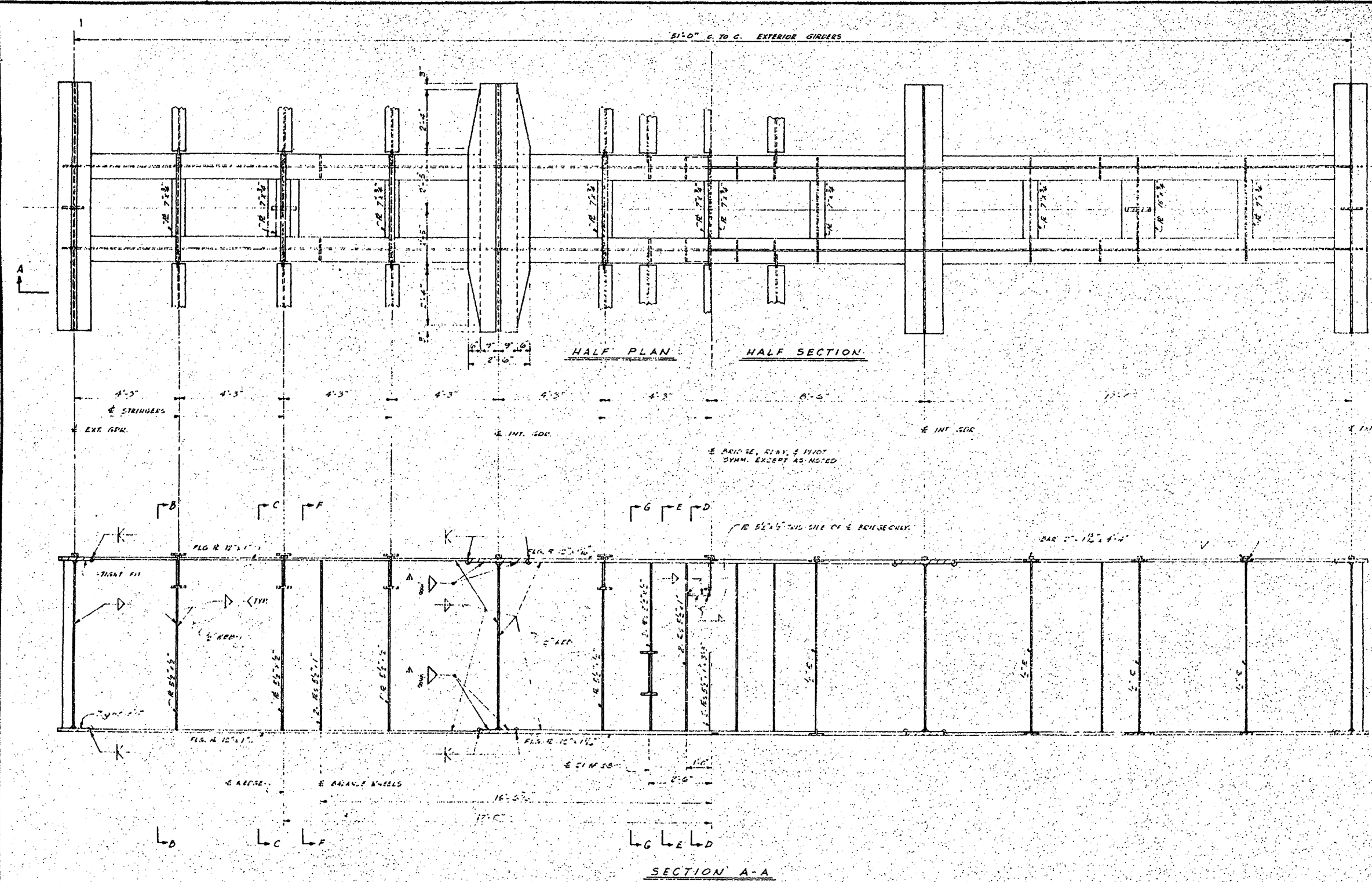
NO.	BY	DATE	NO.	BY	DATE
1			2		
3			4		

DESIGNED BY: **D. G. ALFORD** DATE: **1/18/54**
 CHECKED BY: **B. E. POWELL** DATE: **2/10/54**

NOTE 1 SECTION OF BAR OVER FIELD SPLICE TO BE WELDED IN PLACE AFTER FIELD SPLICE IS MADE.

BEAUFORT 285

FED. ROAD DIST. NO.	STATE	PROJECT NO.
9	N.C.	B.11046
P.A. PROJECT F-75-4(6)		
Sheet 71 Total Sheets 150		



SECTION A-A
BOTTOM LATERAL PLATES NOT SHOWN

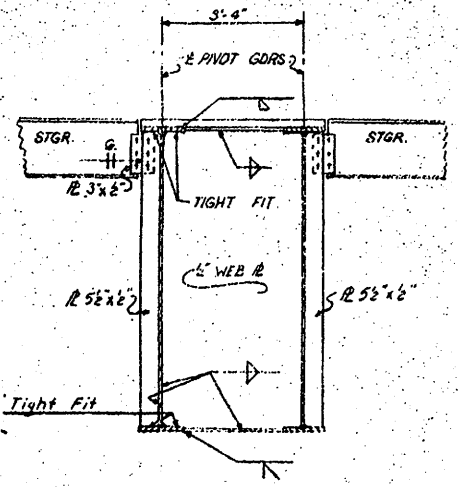
PROJECT NO. B.11046
BEAUFORT COUNTY
STATION: 160+21.30

STATE OF NORTH CAROLINA				
STATE HIGHWAY COMMISSION				
RALEIGH				
PIVOT GIRDER ASSEMBLY				
Build according to Plans				
MAY 1964				
REVISIONS				
NO.	BY	DATE	NO.	DATE
1			1	
2			2	
3			3	
4			4	
				SHEET NO. 5-25
				TOTAL SHEETS 95

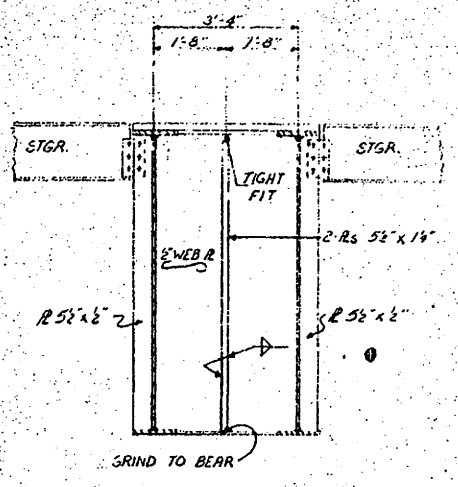
Revision No. 1 - Change tight fit of pivot girder web to interior girder flanges to field weld. B.M.W. 11-66 V.R.P.

DRAWN BY: E.G. ALFORD JR. DATE: MAY 64
CHECKED BY: R.E. BOWEN DATE: AUG. 64

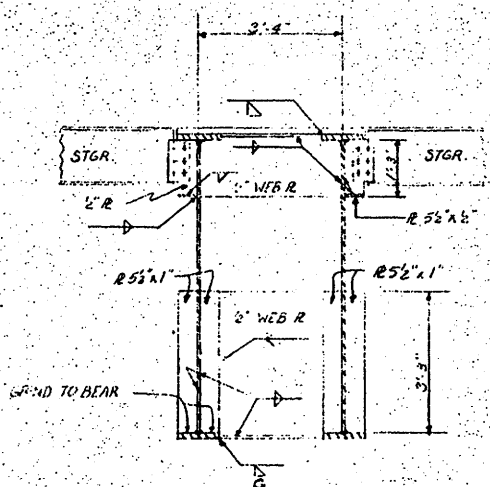
BEAUFORT #25



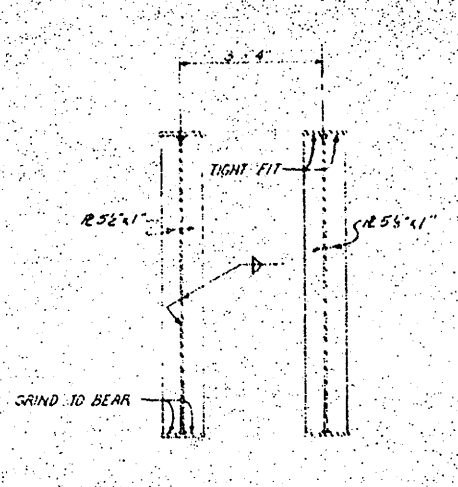
SECTION B-B
TYPICAL AT ALL STRINGERS
EXCEPT AT BRIDGE & WEDGES



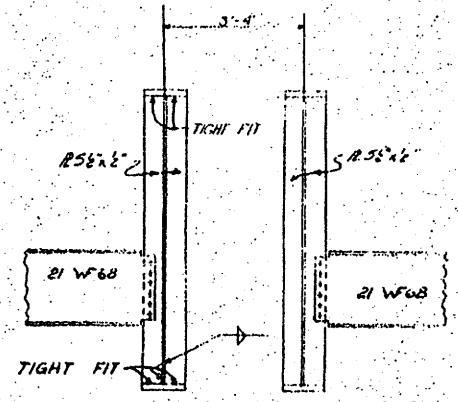
SECTION C-C SHOWING WEDGE STIFF.
DETAILS NOT SHOWN SAME AS SECTION B-B



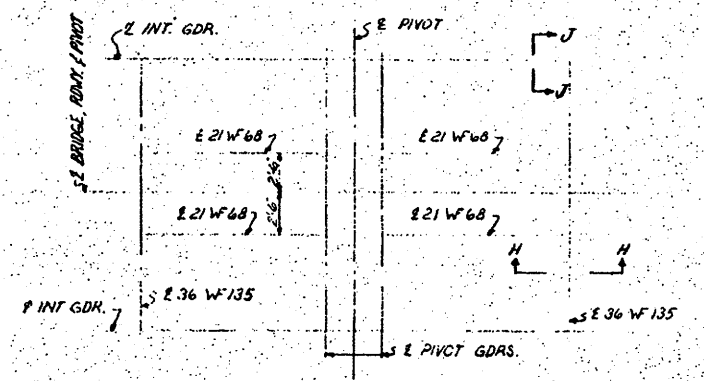
SECTION D-D
MAKE BEVEL GROOVE WELD IN
HORIZONTAL POSITION BEFORE ATTACHING
TO GIRDERS



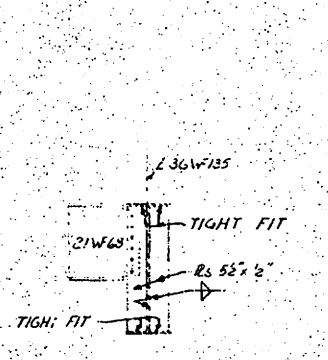
SECTION E-E OR F-F



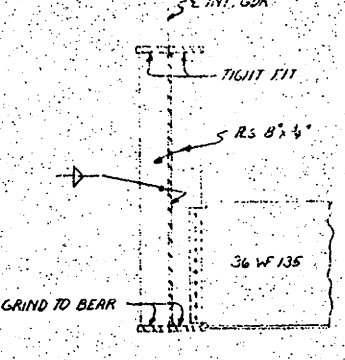
SECTION G-G



PART PLAN OF MACHINERY SUPPORTS



SECTION H-H

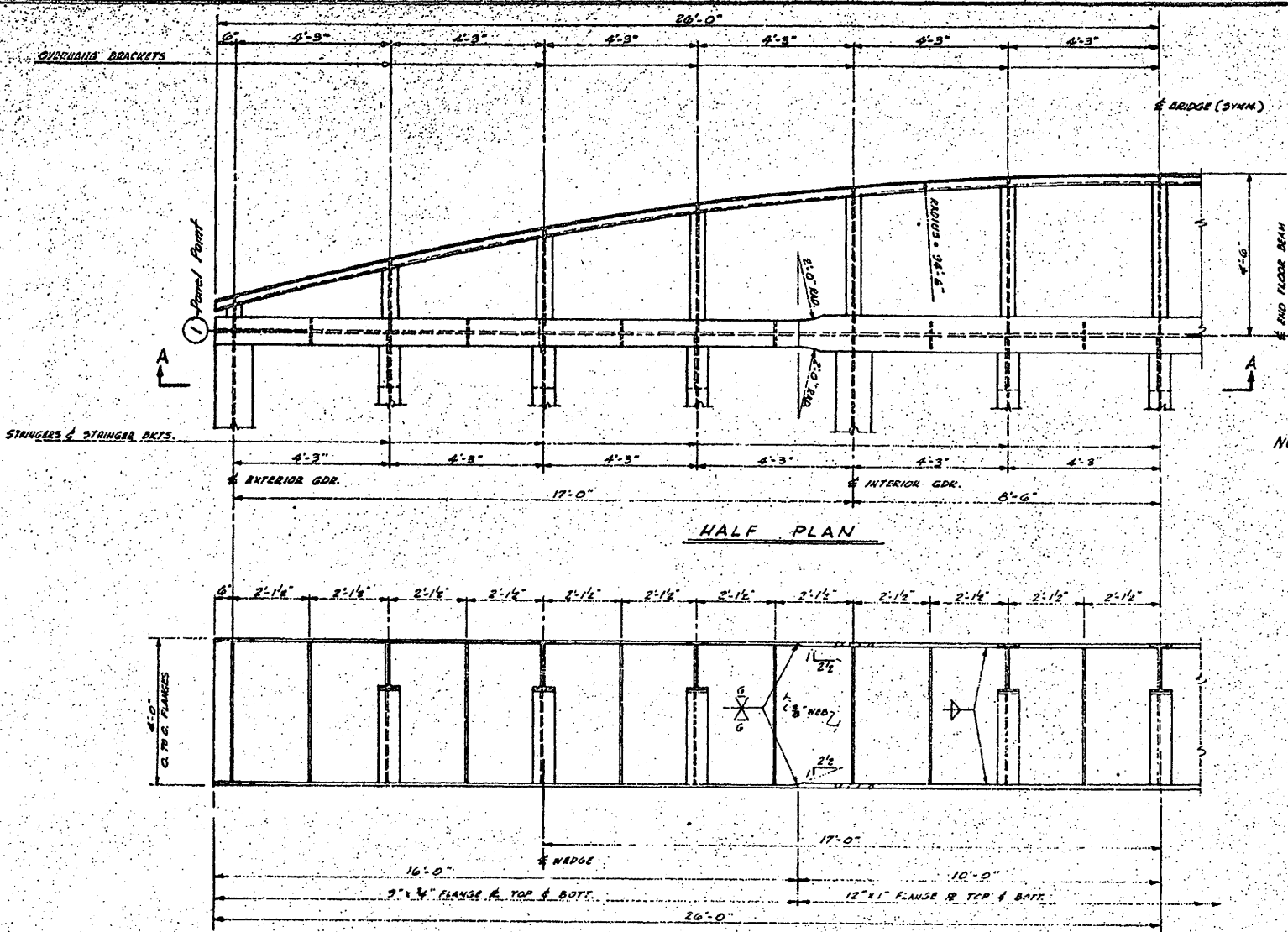


SECTION J-J

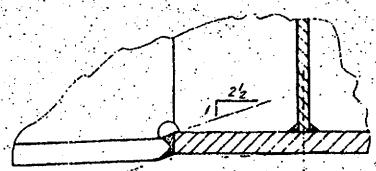
PROJECT No. B. 11026
BEAUFORT COUNTY
STATION: 168 + 21.38

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
PIVOT GIRDER DETAILS & MACHINERY SUPPORT CONNECTIONS	
JUNE	1957
Built According to Plans	

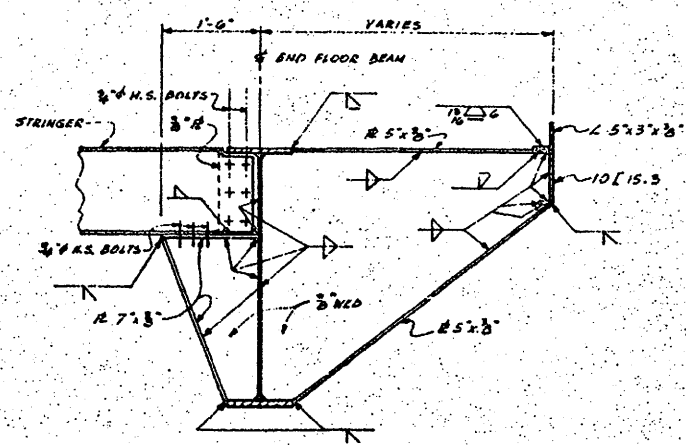
DESIGNED BY: J. H. CORBETT
DRAWN BY: R. E. PENCIL
CHECKED BY: R. E. PENCIL
DATE: 6-1-57
DATE: Aug. 57



NOTE: Intermediate stiffeners & bracket webs on fig. Tight fit bottom & top.

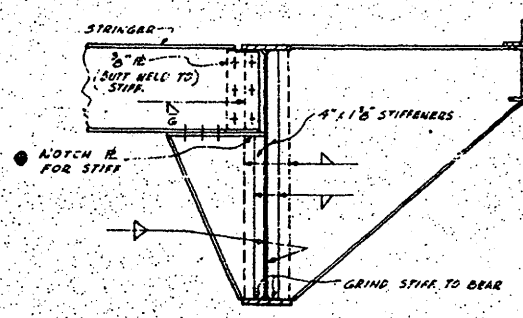


DETAIL "B"

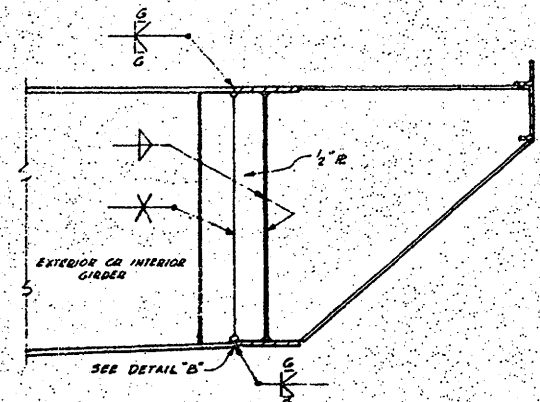


TYPICAL STRINGER AND OVERHANG BRACKET AND STRINGER CONNECTION PLATE

DETAIL "A"



DETAIL AT WEDGE STIFFENERS FOR DETAILS NOT SHOWN, SEE DETAIL "A"



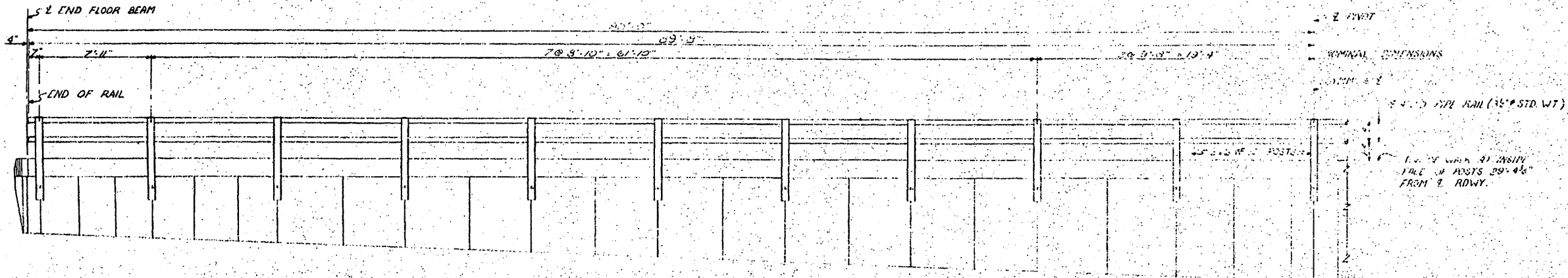
DETAIL WHERE MAIN GIRDERS FRAME INTO END FLOOR BEAMS FOR DETAILS NOT SHOWN, SEE DETAIL "A"

PROJECT No. B. 11076
 BEAUFORT COUNTY
 STATION 168 + 21.59

STATE OF NORTH CAROLINA					
STATE HIGHWAY COMMISSION					
RALEIGH					
END FLOOR BEAM ASSEMBLY					
Built According to Plans					
JUN 1936					
REV.	BY	DATE	REV.	BY	DATE
1			1		
2			2		

BEAUFORT #25

DRAWN BY: R. G. ALFORD, JR. DATE: JUN 1936
 CHECKED BY: R. B. POWELL DATE: JUN 1936



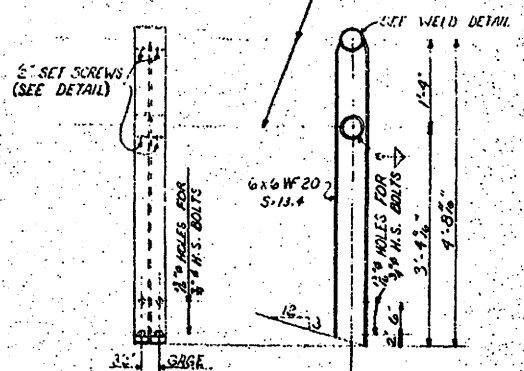
HALF RAIL ELEVATION

NOTES:
 MAXIMUM LENGTH OF RAIL SECTION TO TWO PANELS PLUS "STICK THRU" FOR DOUBLE PANEL RUNS OF RAIL. SET SCREWS SHALL BE SET TIGHT AT CENTER POST AND SNUG AT ENDS TO ALLOW FOR EXPANSION.
 FOR SINGLE PANEL RUNS, SET SCREW TO BE TIGHT AT ONE END AND SNUG AT OTHER END.

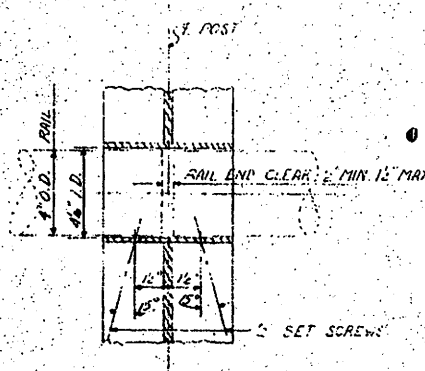
MATERIAL SPECIFICATIONS:
 RAIL POST - A.S.T.M. A-36 STRUCTURAL STEEL
 4" O.D. RAIL - STANDARD WEIGHT 3/8" STEEL PIPE TO A.S.T.M. A-53
 4" O.D. RAIL SLEEVES - STANDARD WEIGHT 4" STEEL PIPE TO A.S.T.M. A-53 REAMED TO 4" I.D.
 GUSSET PLATES & SHIMS - A.S.T.M. A-36 STRUCTURAL STEEL
 SET SCREWS - STANDARD STEEL CAP SCREWS
 3/4" HIGH STRENGTH BOLTS - SEE SPECIAL PROVISIONS.

SEE LADDER DETAILS FOR HOLES TO BE PLACED IN POST FOR ATTACHING LADDER BRACKETS.

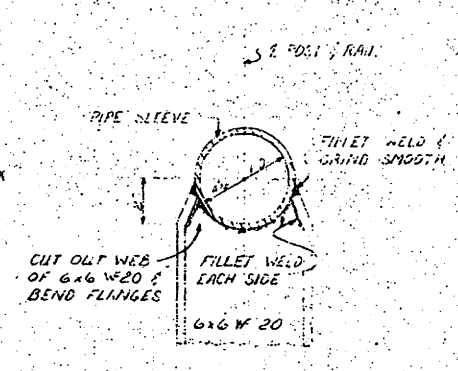
4" (4.5" O.D.) STD. WT PIPE SLEEVE. REAM TO 4" I.D. AND WELD TO POST. SLEEVES TO BE FLUSH WITH POST FLANGES.



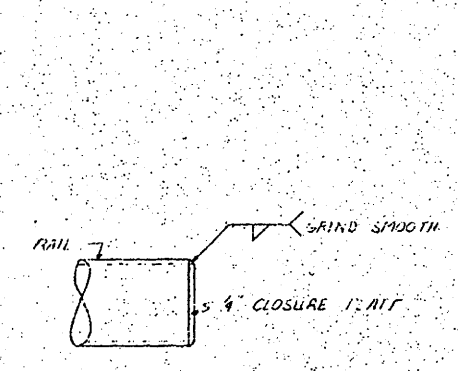
POST ELEVATIONS



SET SCREW DETAIL



WELD DETAIL



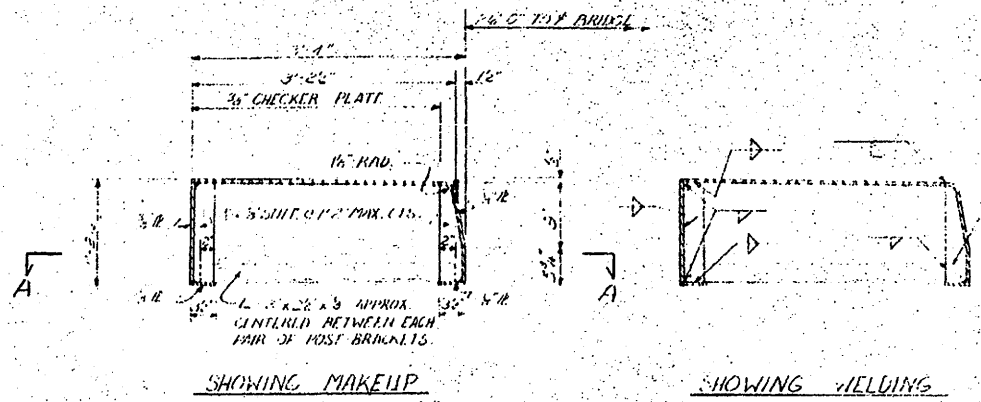
END CLOSURE DETAIL

PROJECT NO. 5.11046
 BEAUFORT COUNTY
 STATION: 162+21.39

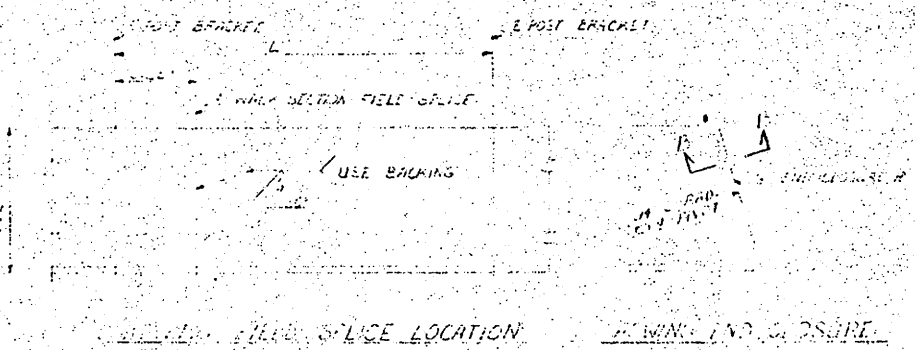
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
RAIL & POST DETAIL
JUNE 1964
Build According to Plans

SPECIAL DESIGNED BY J.A. CORBETT DATE 6-2-64
 DRAWN BY R.E. POWELL DATE 6-2-64
 CHECKED BY R.E. POWELL DATE 6-2-64

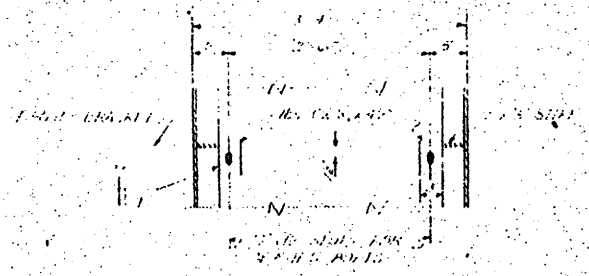
NO. 6242 REV. 100.	DATE	BY
3	N.C.	B.11046
F.A. Proj. F-75-0(6)		
Sheet 75 Total Sheets 150		



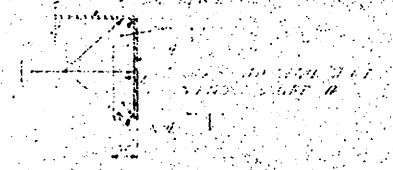
TYPICAL WALK SECTION



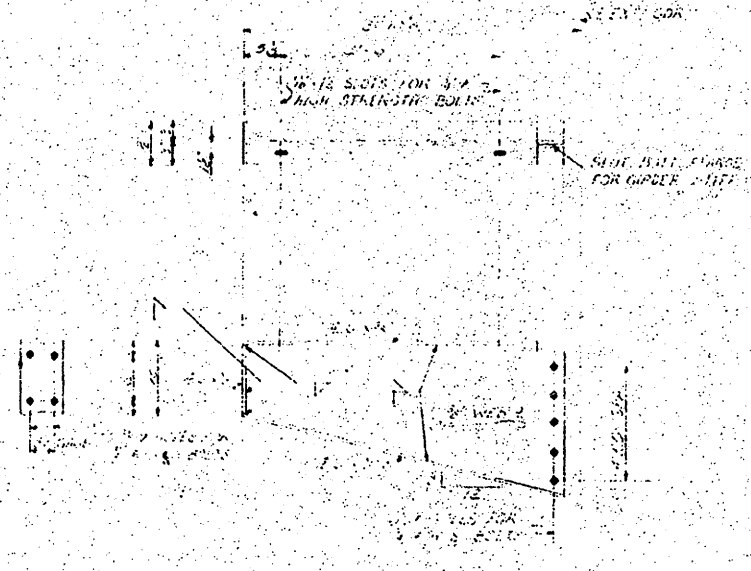
EAST PLAN OF WALK



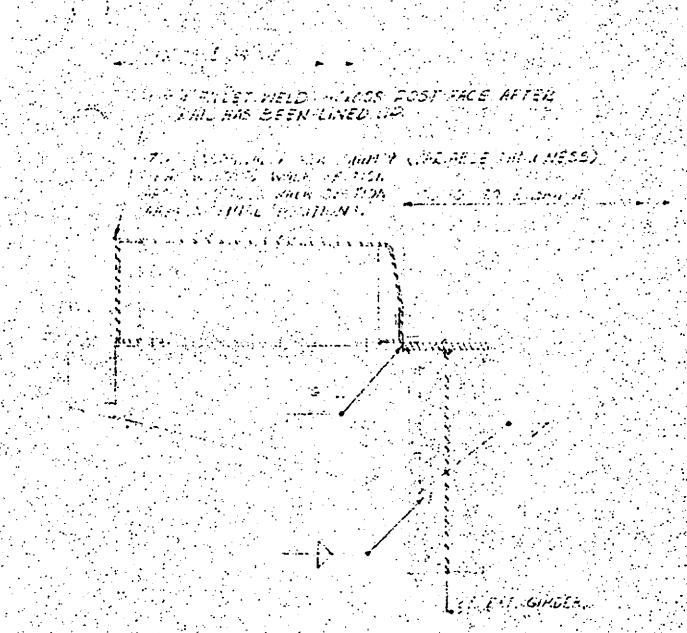
PART SECTION A-A AT POST BRACKETS



SECTION B-B



POST BRACKET



POST WALK SECTION & POST BRACKET

PROJECT NO. B.11046
 BEAUFORT COUNTY
 STATION: 1+5.121 35

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

WALK SECTION &
 POST BRACKETS

1964

5-49

95

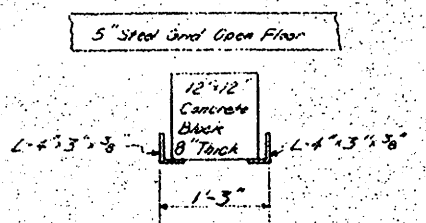
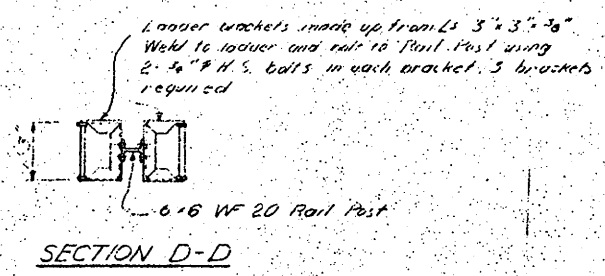
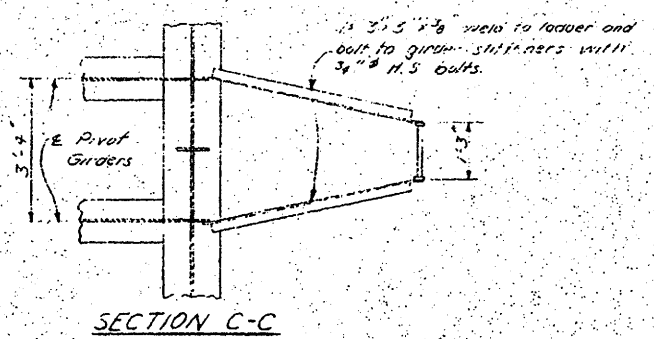
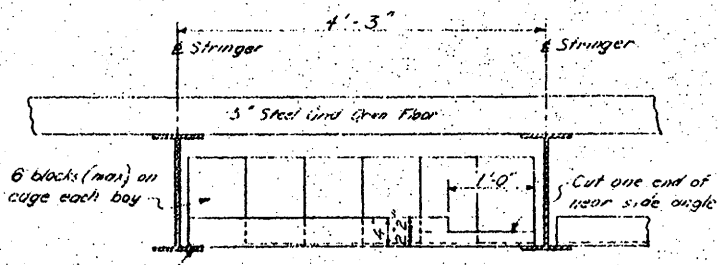
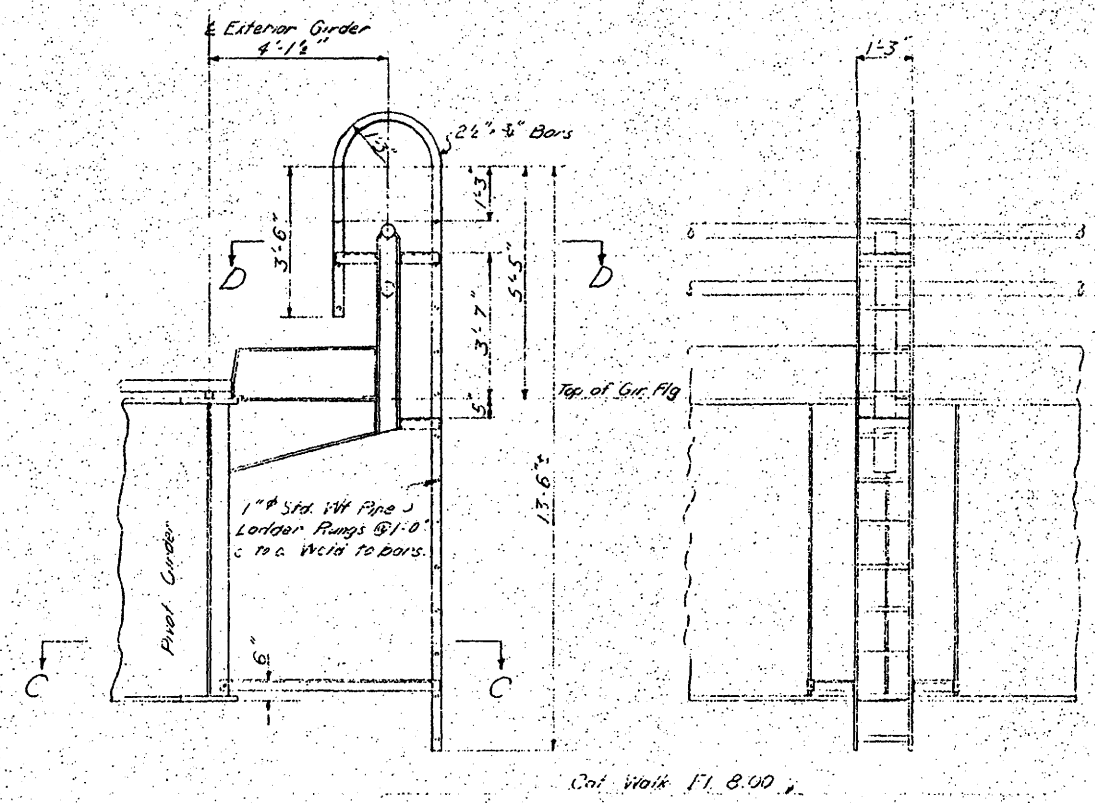
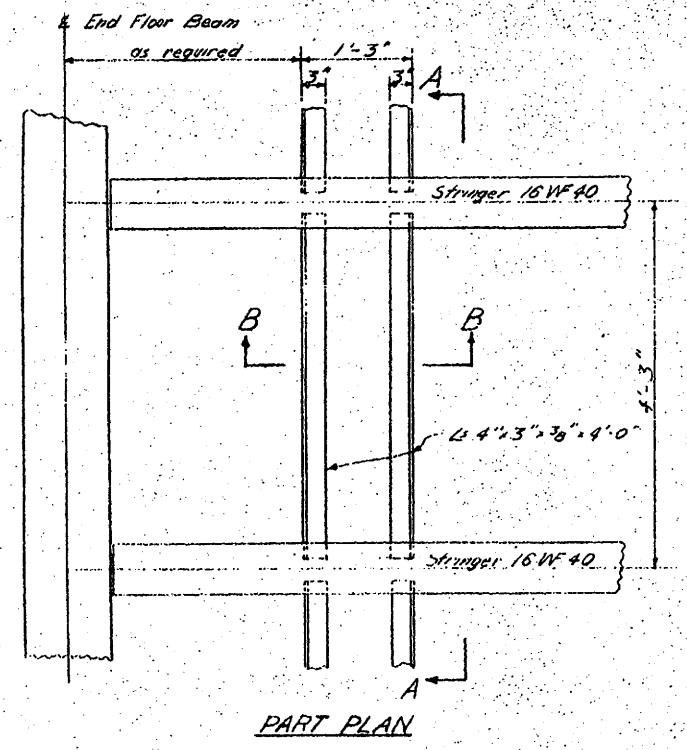
Beaufort #25

SPECIAL	DESIGNED BY	DATE
	J. H. JACSETT	6-4
	DRAWN BY	DATE
	R. E. POWELL	Aug. 64
	CHECKED BY	DATE
	R. E. POWELL	Aug. 64

See also No. 1 - 75 and 10745 - Post Walk Section & Post Bracket drawings for
 additional details and dimensions of 1/4" fillet weld to post and post face.

BEAUFORT #25

REVISED	DATE
9	H.C.
F.H. Proj. 6	
Sheet 76 Table Sheet	



BALLAST FOR BALANCING SWING SPAN

This arrangement provides a maximum of 65 lbs of steel and 600 lbs of 12"x12"x8" precast concrete block each stringer bay. 6 stringer bays available (max). Omit ballast in stringer bay where end latch is located if possible.

SWING SPAN LADDER DETAILS @ PIVOT
 One ladder assembly required as shown. This ladder to be erected on west (upstream) side of Swing Span @ Piv.

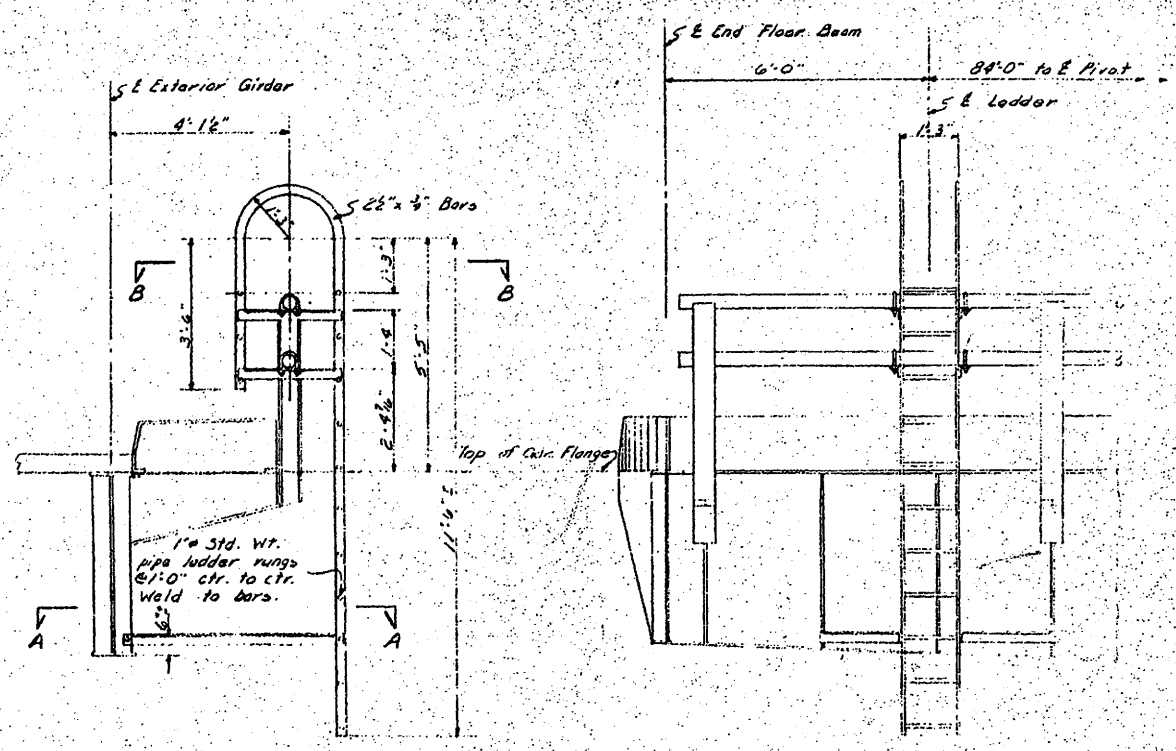
PROJECT NO. 8-11043
 BEAUFORT COUNTY
 STATION: 168 + 21.38

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
BALLAST & LADDER	
JUNE 1964	
Built according to Plans	

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
W. J. Baldwin	July, '64
B. J. Howell	July, '64

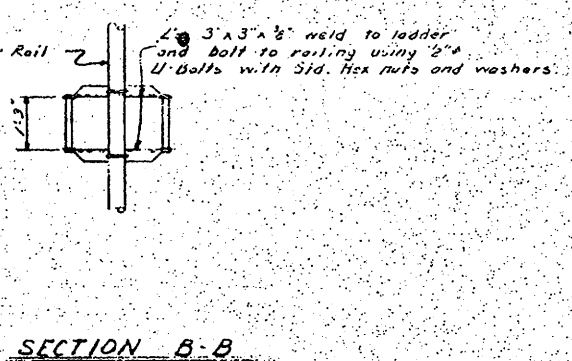
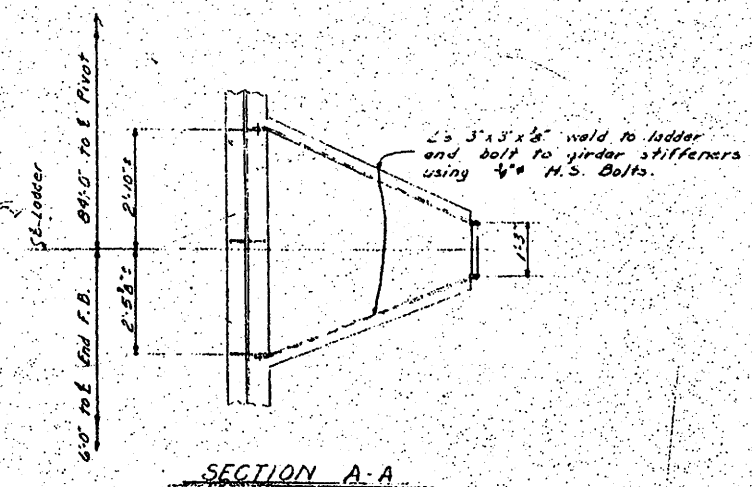
BEAUFORT #25

Sheet 25 of 25



Cut Walk Fl. B.50

LADDER ELEVATIONS



SECTION A-A

SECTION B-B

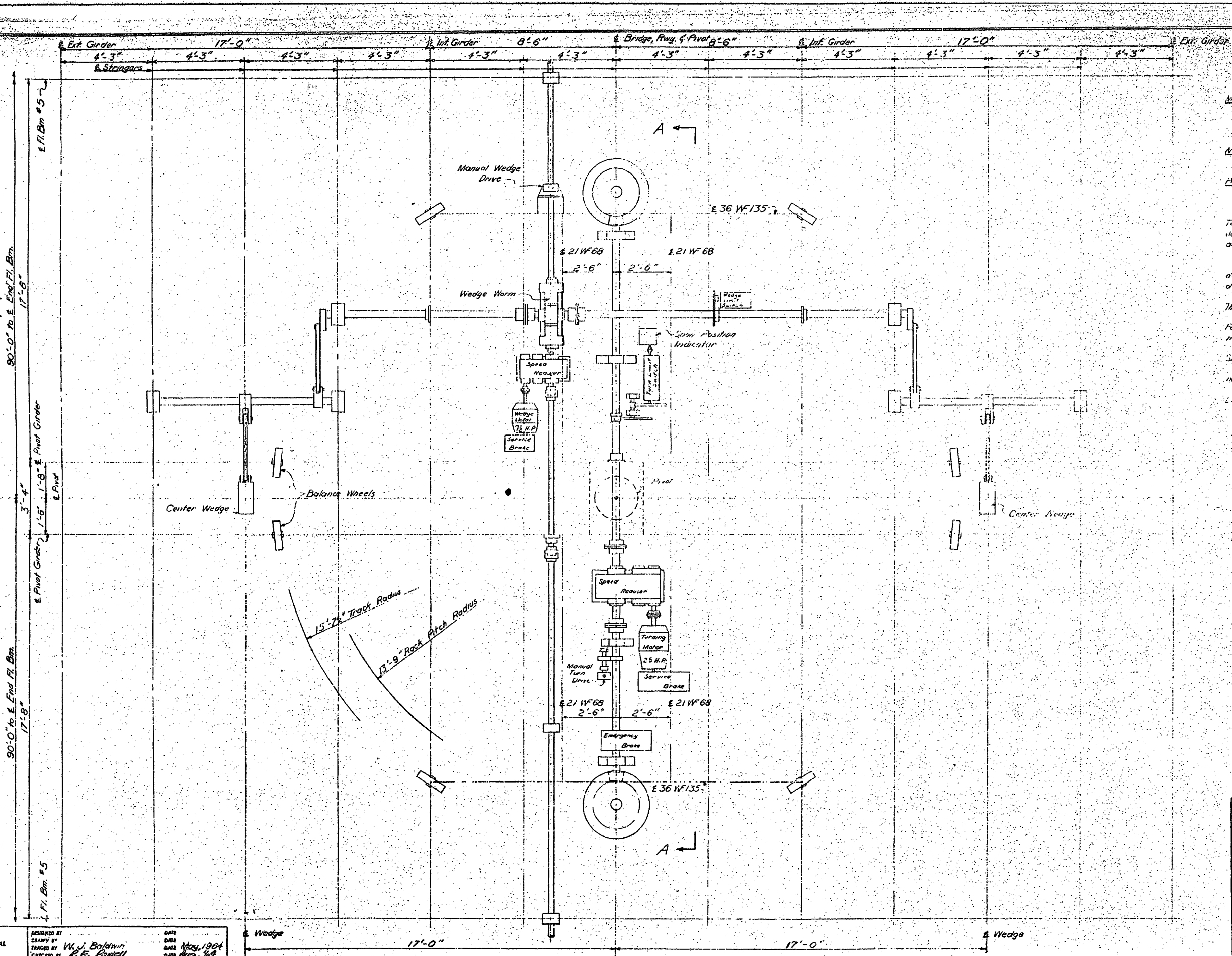
LADDER DETAILS AT ENDS OF SWING SPAN

Two ladder assemblies required as shown. One ladder assembly to be erected on West (Upstream) side of Swing Span at each end as located in Elevation.

PROJECT NO. B-1102
 BEAUFORT COUNTY
 STATION: 162+21.5

DESIGNED BY	DATE	STATE OF NORTH CAROLINA
DRAWN BY	DATE	STATE HIGHWAY COMM.
CHECKED BY	DATE	August
		Ladder Details For Swing Span
		August
		Built According to Plans

SPECIAL DESIGNED BY John H. Corbett DATE 8-5-68
 DRAWN BY DATE
 CHECKED BY R.E. Powell DATE Aug. 68



NOTES

Max. End Wedge Reaction:
 LL + I = 169.9k
 Uplift 1/4 LL Neg. R. + Temp = 32.1k
 Total = 202.0k

Max. Center Wedge Reaction:
 LL + I = 273k

Pivot Reaction:
 Case I + 20% = 838k
 Case I + III (Max) = 958k

The rack shall consist of 12 equal sections.
 joints in rack shall be offset from starting
 and stopping position of pinion.

Wedges and latch linkage shall be
 designed in a manner which will not cause
 damage by overdriving.

The brake shall open counter-clockwise

For additional design data and general
 notes, see Special Provisions.

Spin plates to be provided at pivot, wedges,
 balance wheels, and any other points
 necessary for proper operation.

Light gage metal shields to be provided at
 end wedges for protection against roadway
 debris.

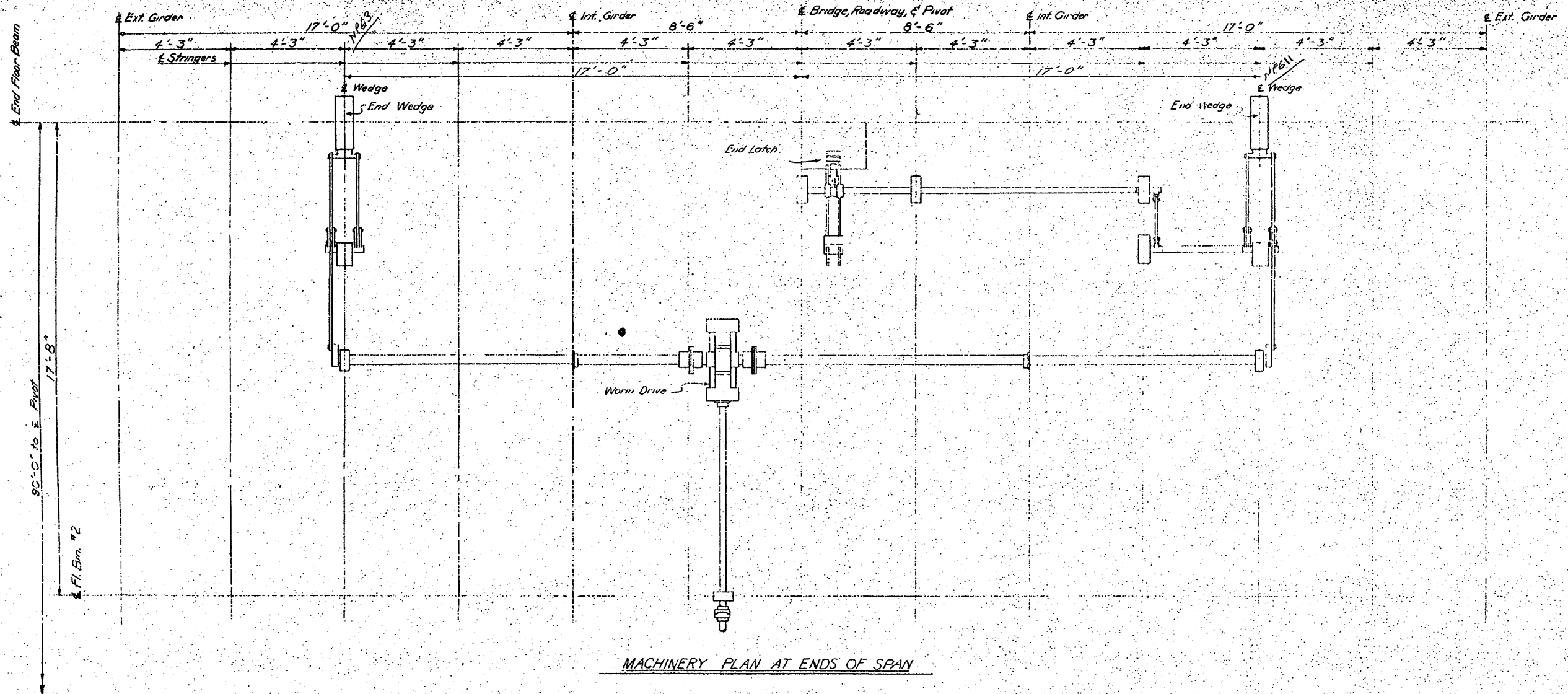
PROJECT NO. 8110
 BEAUFORT COUNTY
 STATION: 168 + 21.33

STATE OF NORTH CAROLINA	
STATE HIGHWAY COMMISSION	
RALEIGH	
MACHINERY PLAN	
AT PIVOT	
MAY	
Built according to Plans	

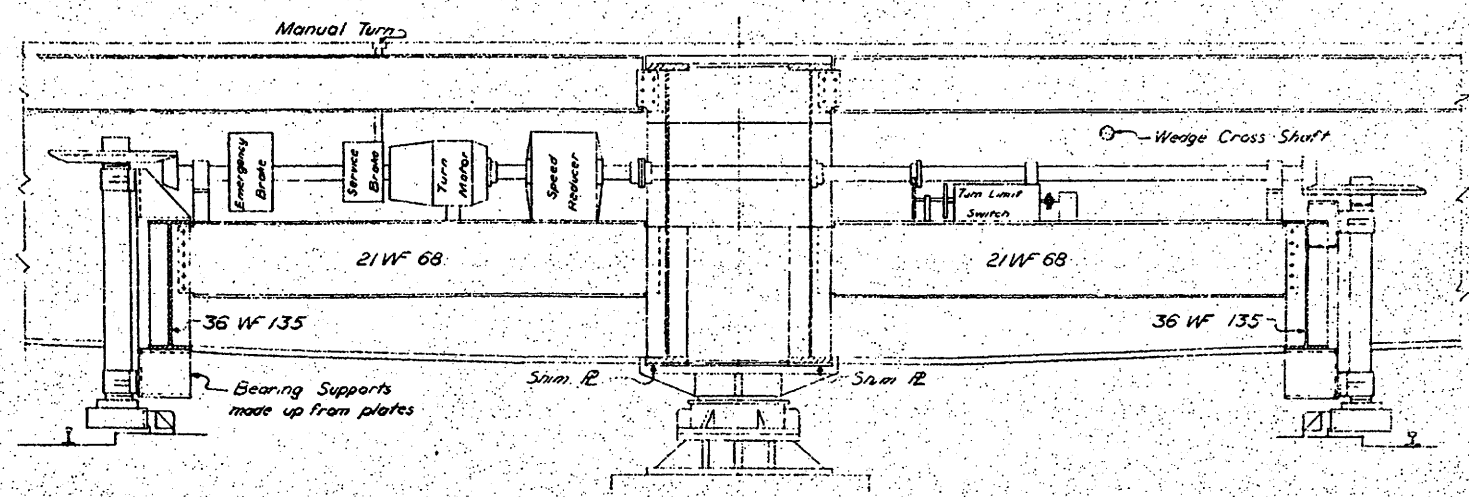
DESIGNED BY: W. J. Baldwin
 CHECKED BY: R. E. Powell
 DATE: May, 1964
 DATE: Aug. 64

BEAUFORT #25

0	11.6
F.A. Proj. 1-1	
Sheet 77 of 151	



MACHINERY PLAN AT ENDS OF SPAN



SECTION A-A - SEE MACHINERY PLAN AT PIVOT

PROJECT NO. B.11042
 BEAUFORT COUNTY
 STATION: 168+21.38

STATE OF NORTH CAROLINA STATE HIGHWAY COMMISSION	
MAY 1964	
MACHINERY	
Built according to Plans	

DESIGNED BY	DATE
W. J. Baldwin	May, 1964
CHECKED BY	DATE
R. E. Powell	Aug, 64

BEAUFORT #25



PART FRONT ELEVATION

PART SIDE ELEVATION

Note: Connections to be bolted or welded at contractor's option except where otherwise noted.

PROJECT NO. 8.11046
 BEAUFORT COUNTY
 STATION: 165+21.38

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
 RALPH
 7001 Highway 101
 SUGGESTED RELOCATION OF
 CENTER WEDGE CROSS SHAFT
 BEARING SUPPORT
 Nov. 1965

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			2			TOTAL SHEETS
2			4			