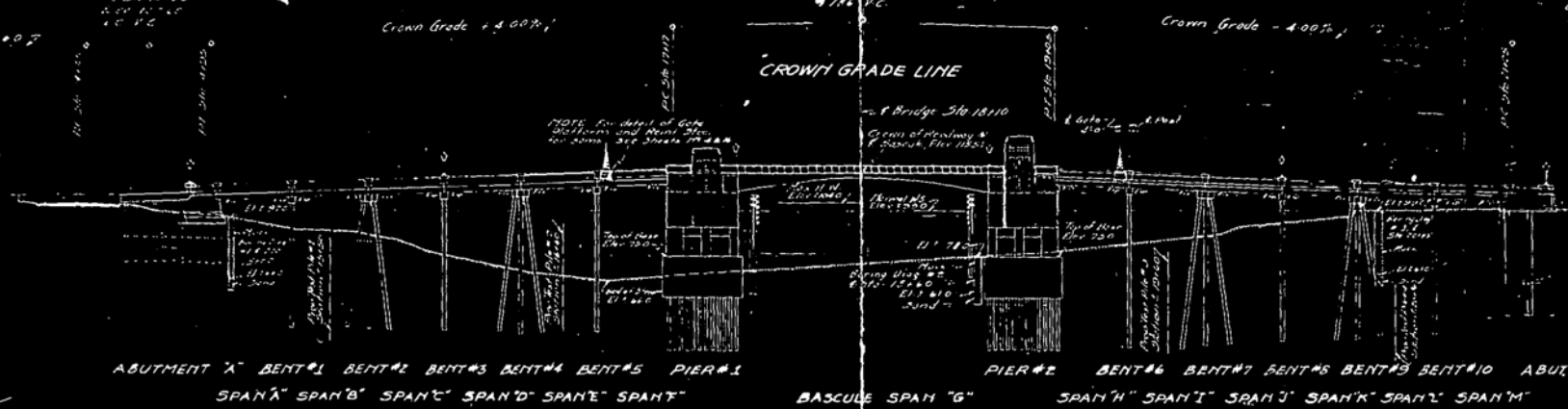


PI 36 21735
Elev. 102.81
97' VC.



GENERAL NOTE: All concrete to be Class A, Proportions 1 2 4 except in haunch rails above top of curb, concrete piling, or in masonry as noted in "Special Provisions" Class "A" concrete to be used in the main concrete piling and in masonry as noted in "Special Provisions" Proportions 1 2 3.

All exposed corners of concrete to be finished with "chamfer" having a slope of curbs and expansion joints to be finished and posts to be chamfered. Openings in handrail and expansion joints to be chamfered.

All timber and timber piling to be "weathered" and treated with preservative oil per cut in "Special Provisions".

Steel reinforcement shall be of the type and grade specified in the Specifications and shall meet the general requirements of the Specifications and shall be of the type and grade specified in the Specifications.

Detail drawings shall be submitted to the Engineer for approval.

All structural steel machinery and main conduits shall be painted and anodized in accordance with the "Special Provisions".

The machinery and electrical equipment shall be in accordance with the "Special Provisions".

Working surface shall be finished concrete of the type specified in the Specifications.

All elevations of ground line and water surface shall be verified and furnished for the contractor to be correct and are furnished for the contractor's use only. The State Highway Commission assumes no responsibility for any guarantee as correct or of the nature of any or see Instructions to Bidders in Specifications.

All material and workmanship as per specifications of the North Carolina State Highway Commission and Section 1720.13.

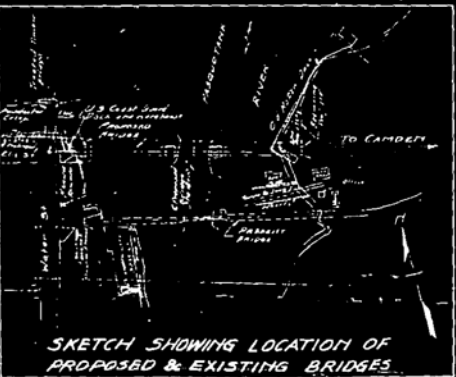
ELEVATION



PLAN

TABLE OF ELEVATIONS

	Crown	Top of Pier	Top of Bent	Top of Deck
Span A	102.30	101.54	97.19	
Span B	101.24	101.39		
Span C	101.25	101.50		
Span D	101.25	101.35		
Span E	100.71	101.16		
Span F	101.12	101.31		
Span G	104.20	101.54		



SKETCH SHOWING LOCATION OF PROPOSED & EXISTING BRIDGES

NOTE: For maintenance of river and highway traffic and removal of existing structure, see Special Provisions.

B.M. Cross in Corner of Concrete Curb of Filling Station West End of Bridge. Elevation 102.10.

See "Machinery Plans" file for microfilm plans.

PROJECT NO. 1720
PASQUOTANK COUNTY
STATION 18+10
PROPOSITION NO. 1 OR 2

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SPECIAL
GENERAL DRAWING
FOR
ELIZABETH CITY BRIDGE
OVER PASQUOTANK RIVER
MARCH 1930

Revised for Abutment A 1/10/30 H. L. C.

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
NC	1111	1	2

Br 77 1-6-1-101

DESIGN DATA

Specifications: A.A.S.H.O.
 Assumed Live Load: See Spec.
 Impact Allowance: 10000%
 Tension in Reinforcement: 16000%
 Concrete in Compression: 16000%
 Concrete in Shear: 16000%

GENERAL NOTE

CONCRETE: All concrete shall be placed in one continuous operation unless otherwise specified. Expansion joints shall be chamfered at corners of piers and posts. All reinforcement in handrails shall be placed in one continuous operation. All reinforcement in handrails shall be placed in one continuous operation. See Specifications.

REINFORCING STEEL: All reinforcing steel shall be deformed bars. All dimensions shall be in feet and inches. The reinforcement shall be placed in one continuous operation. See Specifications.

EXPANSION JOINT MATERIAL: Expansion joint material shall be of the type specified in the Specifications.

NAME PLATES: Always existing name plates and replace as indicated. Name plates shall be placed on the left side of the unit. Name plates shall be placed on the left side of the unit. Name plates shall be placed on the left side of the unit.

WEARING SURFACE: Existing wearing surface shall be removed as indicated. Wearing surface shall be placed on the left side of the unit. Wearing surface shall be placed on the left side of the unit.

FOUNDATION DATA: The elevations of ground line and water table shall be as shown. Foundation data shall be as shown. Foundation data shall be as shown.

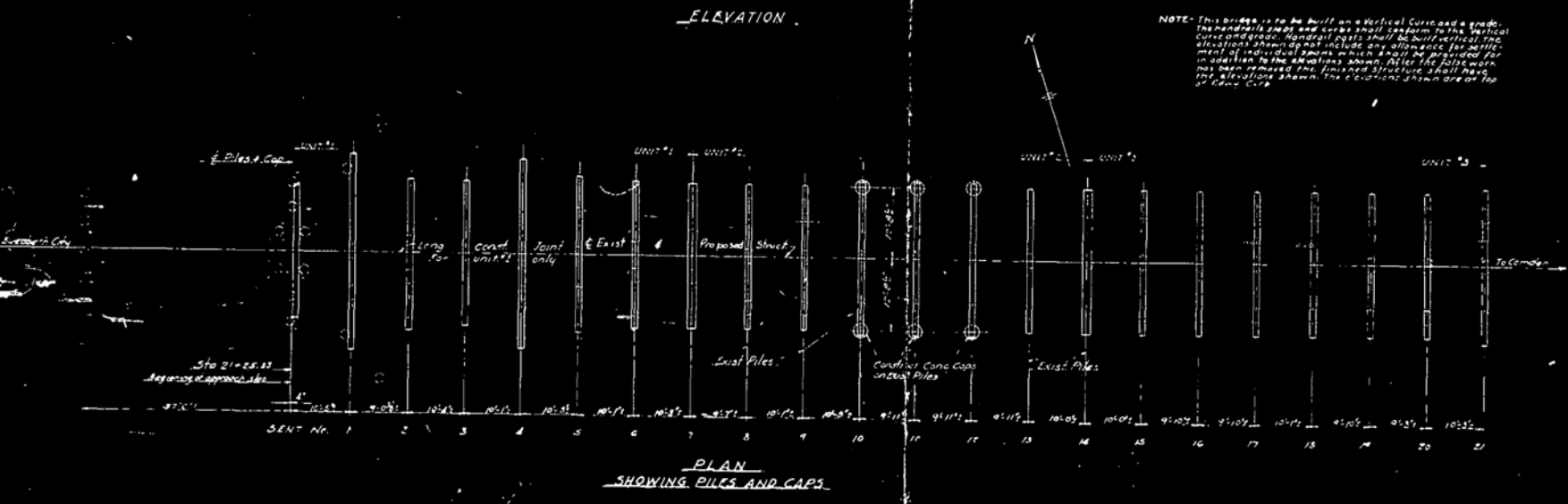
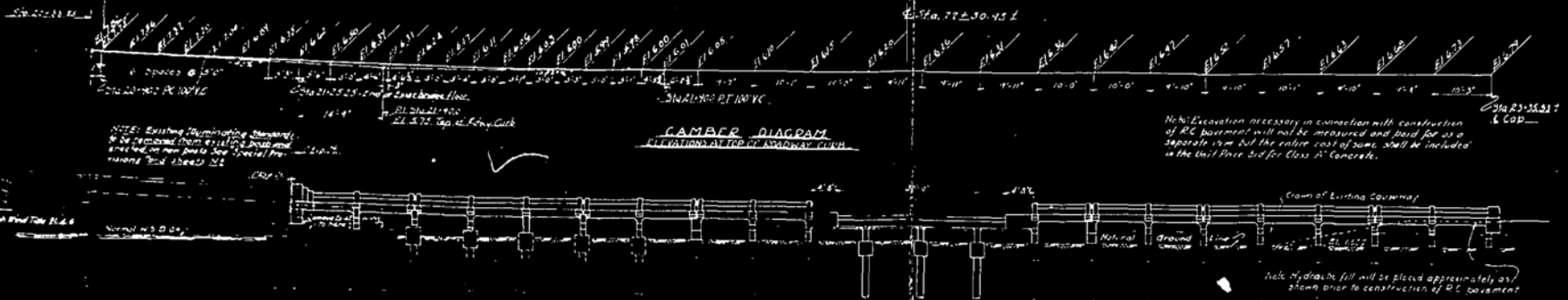
MATERIAL AND WORKMANSHIP: All material and workmanship shall be of the type specified in the Specifications. All material and workmanship shall be of the type specified in the Specifications.

BONDING: Where new concrete is to be placed, the connection surface of the old concrete shall be thoroughly cleaned and roughened. Bonding shall be as shown. Bonding shall be as shown.

REMOVAL OF EXISTING STRUCTURE: Existing structure shall be removed as indicated. Removal of existing structure shall be as shown. Removal of existing structure shall be as shown.

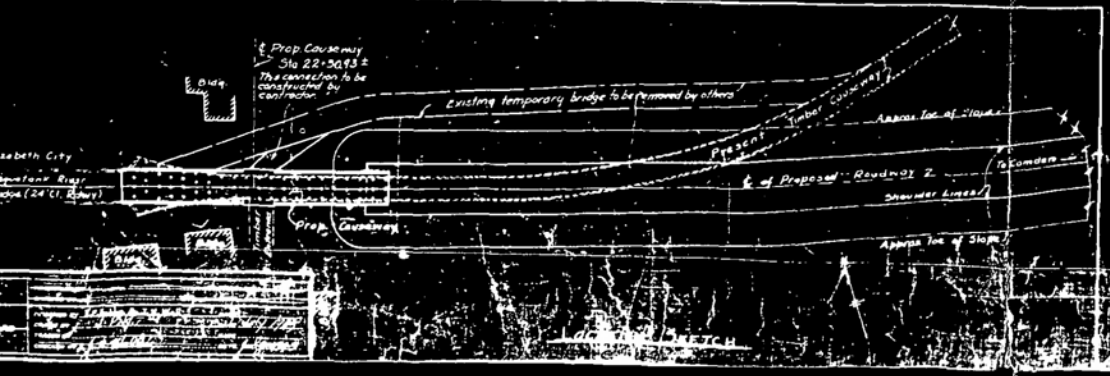
PROJECT NO. 1111
 CAMDEN COUNTY
 STATION: 22+30.93 ±

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
SUPERSTRUCTURE DETAILS
 FOR
 RC PILE BENT AT EAST END OF
 PAQUOTANK RIVER BRIDGE
 APRIL 1943

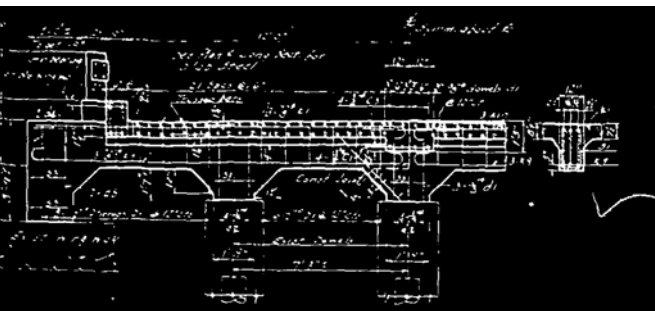


TOTAL BILL OF MATERIAL

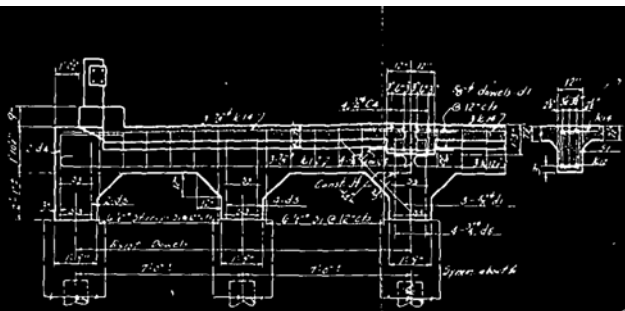
CLASS 'A' CONC.	REINFORCING STEEL	CONCRETE	REMOVAL
CU YDS	TONS	TONS	TONS
208.8	33.87	7.7	LUMP SUM.



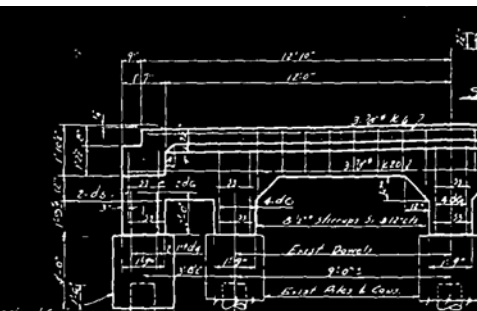
See notes on side of 20' temporary bridge Sta 22+33 - 22+38



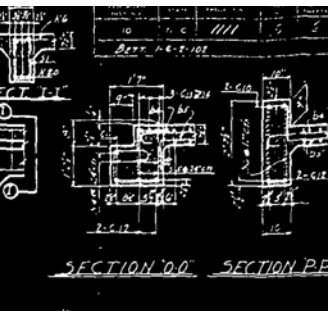
SECTION A-A



SECTION F-F



SECTION K-K



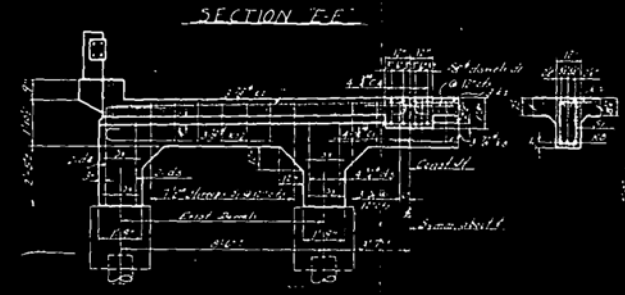
SECTION O-O SECTION P-P

1/2" 1" Making 6" dia
 0 0 0 Note For Copper
 9 1 0 Flashing See Spec

COPPER FLASHING
 MAKE 2 PIECES 10" x 25" x 1/2"



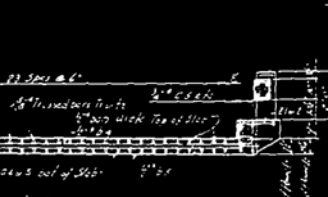
SECTION B-B



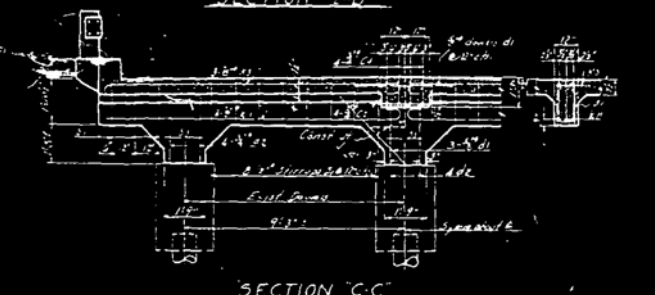
SECTION E-E



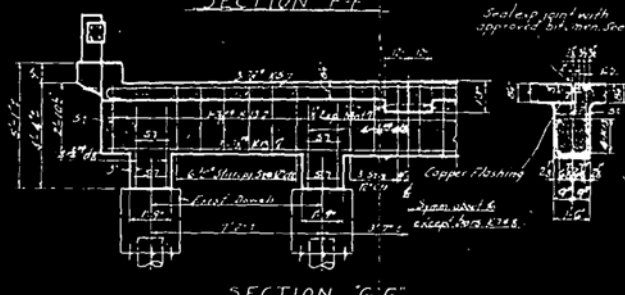
SECTION M-M



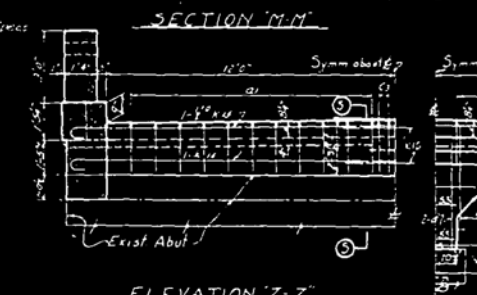
SECTION N-N



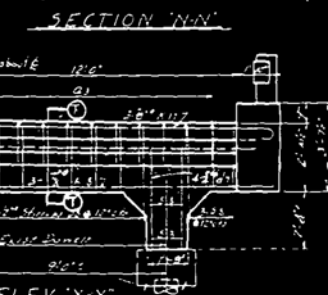
SECTION C-C



SECTION G-G

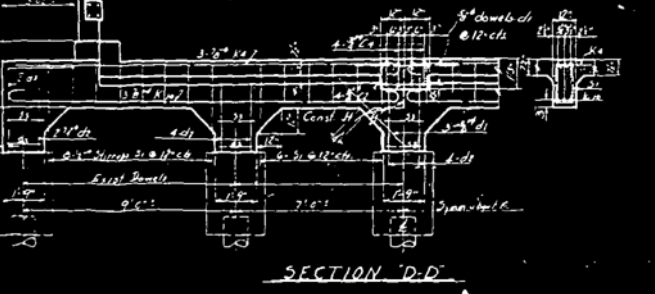


ELEVATION Z-Z

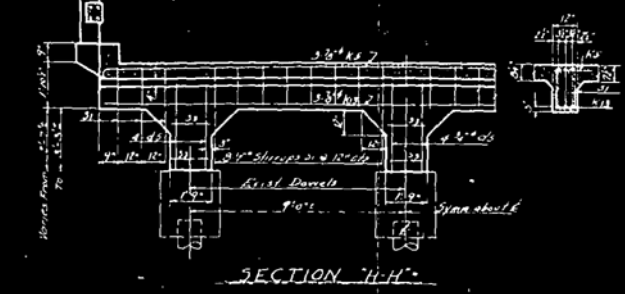


ELEV X-X

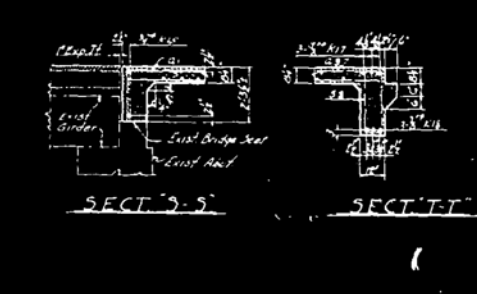
PROJECT NO. 1111
 CAMDEN COUNTY
 STATION: 22+30.93



SECTION D-D



SECTION H-H



SECT. S-S

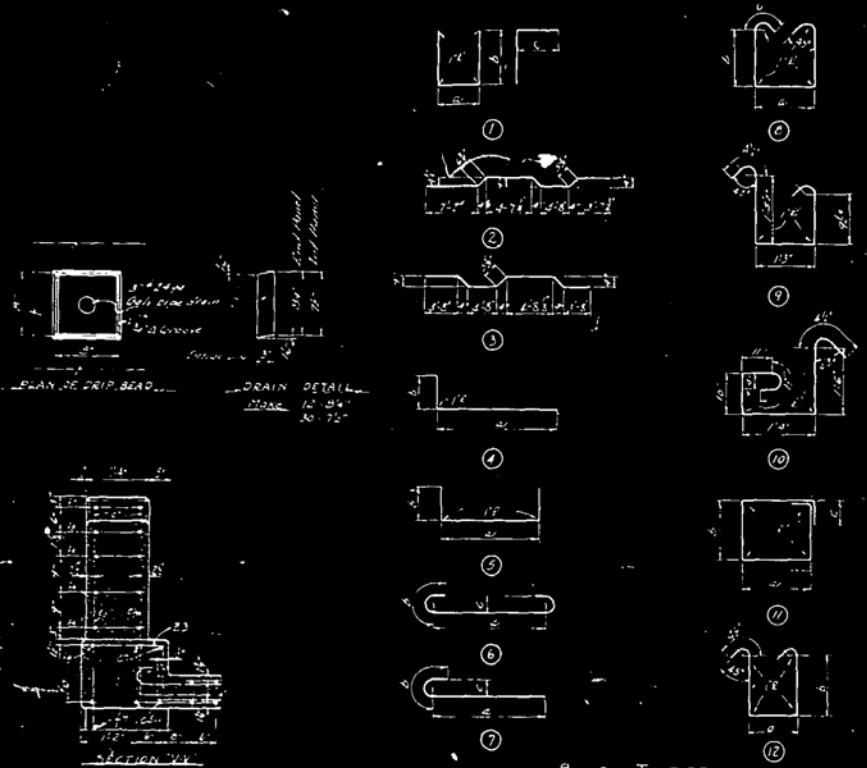
SECT. T-T

REVISION	DATE	BY	CHKD.
1	APR 1943	J.R.H.	J.R.H.
2	APR 1943	J.R.H.	J.R.H.
3	APR 1943	J.R.H.	J.R.H.
4	APR 1943	J.R.H.	J.R.H.
5	APR 1943	J.R.H.	J.R.H.

NOTE - Bars 5 in Conts 9 and 13 and Bars 13 thru 20 spaced same as in Sec. H-H. Bars 32 in Cont 14 spaced same as in Sec. H-H.

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SUPERSTRUCTURE DETAILS
 FOR
 REPAVED PAVEMENT AT EAST END OF
 PASQUOTANK RIVER BRIDGE
 APRIL 1943

DRAWN BY: J.R.H.
 CHECKED BY: J.R.H.
 PLAN NO.

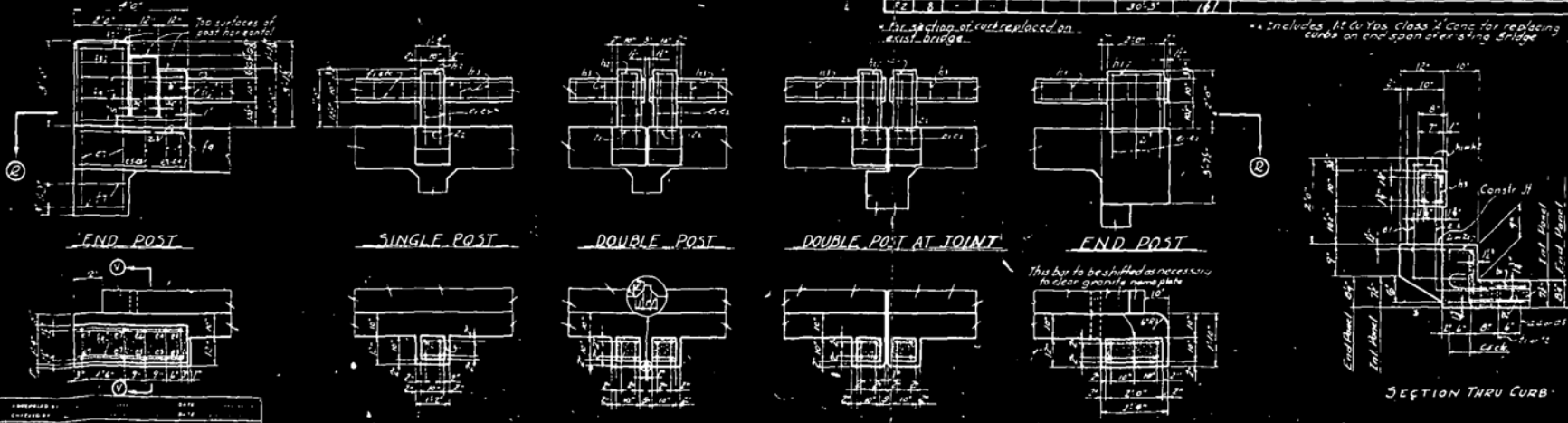


BILL OF MATERIAL										THREE UNITS					
Bar No	Size	TYPE	DETAIL			Length	Weight	Bar No	Size	TYPE	DETAIL			Length	Weight
			a	b	c						a	b	c		
01	22	10"	4	25'-11"	1'-11"	27'-0"	505	F3	8	2 1/2"	SPL		20'-1"	109	
02	60		SPL			25'-5"	1459	F4	16				14'-5"	811	
03	60		4	24'-0"	1'-4"	24'-0"	1323	F3	8				14'-5"	50	
04	136	2 1/2"	SPL			10'-0"	2745	F6	8				21'-6"	114	
05	136	2 1/2"				28'-0"	5907	F7	8				21'-9"	4	
06	25	2 1/2"				14'-5"	418	F8	4				21'-9"	7	
110	8	2 1/2"				26'-0"	492	F9	16				31'-8"	40	
11	8	2 1/2"	7	28'-5"	1'-5"	28'-5"	1494	F7	16	2 1/2"	11	11'-11"	31'-8"	51	
12	4					24'-5"	176	F8	2	10'-4"	11	10'-8"	31'-8"	4	
13	4		4	25'-5"	1'-8"	27'-7"	163	F2	46	11	10'-8"	48"	31'-0"	52	
14	8		SPL			25'-5"	326	F3	3 1/2"	10'-8"	11	10'-8"	31'-8"	159	
15	16	2 1/2"				10'-0"	242	F3	2	3 1/4"	1	24"	31'-8"	32	
16	16	2 1/2"				29'-6"	789	F1	6	20'-4"	7	20'-11"	31'-8"	201	
17	16	2 1/2"				17'-9"	427	F2	18		7	18'-8"	31'-8"	152	
18	16	2 1/2"				22'-0"	529	F3	6		8	12'-0"	31'-8"	178	
19	8					14'-0"	174	F4	6		7	12'-0"	31'-8"	158	
20	8	2 1/2"				24'-0"	493	F5	33		6	24'-0"	31'-8"	1838	
21	4	2 1/2"				24'-0"	292	F6	9		3 1/2"		25'-3"	448	
22	3					27'-0"	460	F7	6		7	12'-5"	31'-8"	160	
23	3					15'-0"	183	F8	6		7	15'-0"	31'-8"	200	
24	3					25'-0"	204	F9	6		6	14'-0"	31'-8"	172	
25	6.5	3 1/2"				3'-8"	375	F10	6		6	16'-0"	31'-8"	257	
26	7.5	3 1/2"				4'-5"	460	F11	6		7	12'-0"	31'-8"	166	
27	8	2 1/2"				13'-0"	150	F12	6		7	14'-0"	31'-8"	202	
28	20	2 1/2"	4	15'-0"	10"	15'-0"	498	F13	24		2 1/2"		15'-0"	1312	
29	10	3 1/2"	4	10'-0"	10"	10'-0"	157	F14	6		7	14'-0"	31'-8"	190	
30	10	3 1/2"	5	10'-0"	10"	10'-0"	197	F15	2	20"	7	15'-0"	31'-8"	24	
31	10	3 1/2"	2	25'-0"	10"	25'-0"	474	F16	5	20"	7	15'-0"	31'-8"	24	
32	140	2 1/2"	5	24'-5"	10"	24'-5"	3448	F17	3	2 1/2"	6	24'-0"	31'-8"	179	
33	15	3 1/2"				3'-0"	71	F18	4	2 1/2"	5 1/2"		27'-3"	224	
34	15	3 1/2"				3'-0"	71	F19	3	2 1/2"	5 1/2"		27'-3"	180	
35	5		4	35'-0"	4'-5"	35'-0"	1334	F20	10	10'-0"	4	35'-0"	41'-2"	1472	
36	2		2	15'-0"	15'-0"	15'-0"	117	F21	33	10'-0"	11	11'-0"	41'-2"	433	
37	25	2 1/2"	4	21'-0"	1'-5"	21'-0"	756	F22	34	30	10		41'-0"	183	
38	25	2 1/2"	4	21'-0"	1'-5"	21'-0"	756	F23	34	30	10		41'-0"	183	
39	4		2 1/2"	15'-0"		15'-0"	12	F24	140	4 1/2"	2	15'-0"	31'-8"	5151	
40	2		SPL			3'-0"	4	F25	140		3		18'-0"	2646	
41	2		4	15'-0"	1'-5"	15'-0"	7	F26	2	15'-0"	15'-0"	15'-0"	65-1"	144	
42	8		SPL			65'-0"	86	F27	22	46"	1	8'-7"	118"	577"	268
43	12					18'-0"	148	F28					18'-0"	1134	
44	8		SPL			20'-4"	157	F29					20'-4"	2082	
45	8		2 1/2"			18'-7"	97	F30					18'-7"	16	
46	8					30'-5"	161	F31					30'-5"	161	

- LOCATION OF DOWELS NOT SHOWN IN SECTION
- BENT #9 - 1205
- 13 1206
 - 14 1209
 - 15 1206
 - 16 1207
 - 17 1207
 - 18 1207
 - 19 1207
 - 20 1207

BAR TYPES

* For section of curb replaced on exist bridge. * Includes 14 Cu Yds Class 'A' Cons for replacing curbs on end span of existing bridge.



PROJECT NO 1111
 CAMDEN COUNTY
 STATION: 22-30.93

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION
 SUPERSTRUCTURE DETAILS
 FOR
 RC PILED PAVEMENT AT EAST END OF
 PASQUOTANK RIVER BRIDGE
 APRIL 1943

DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
REVISIONS	

