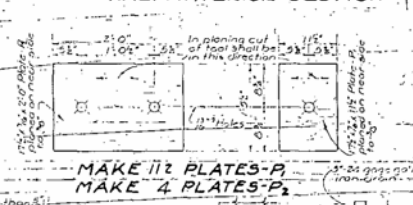
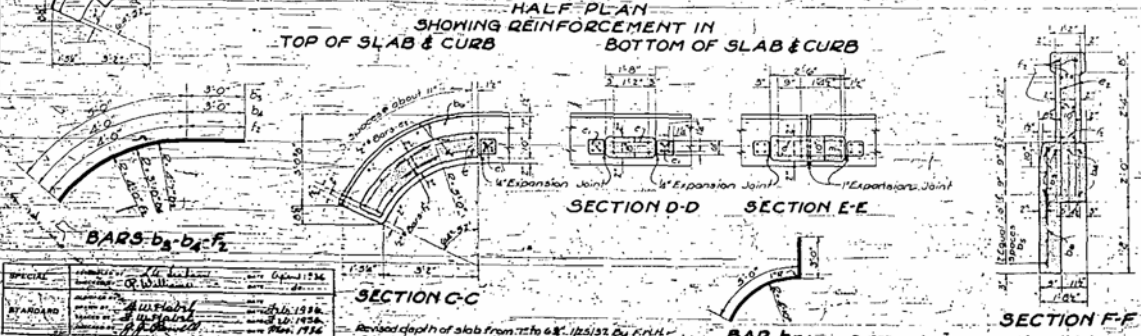
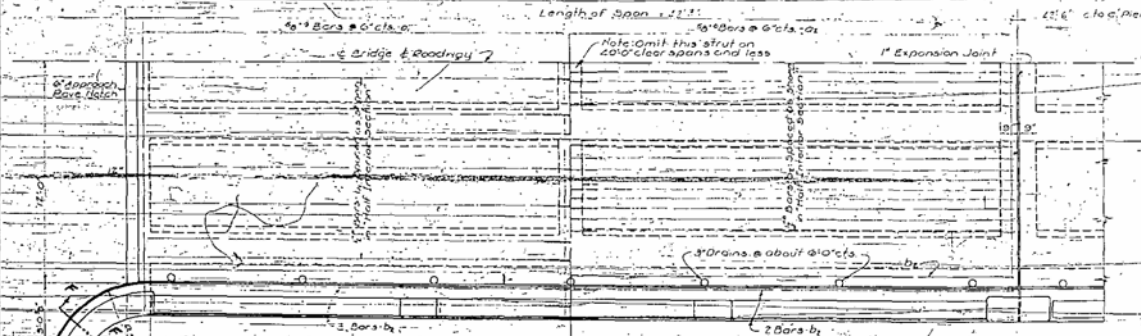
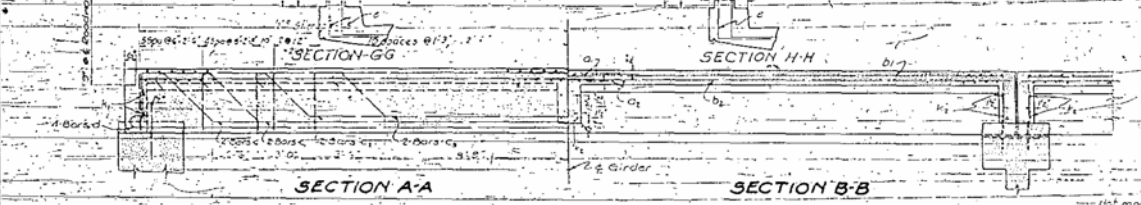
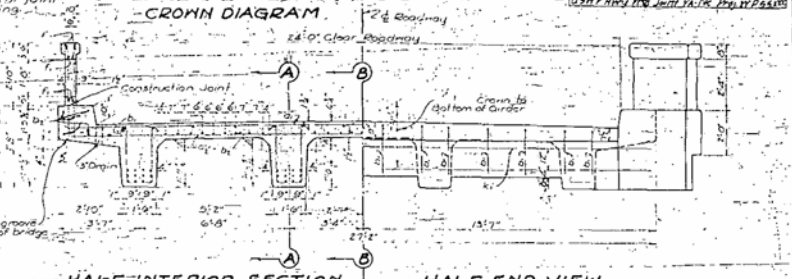
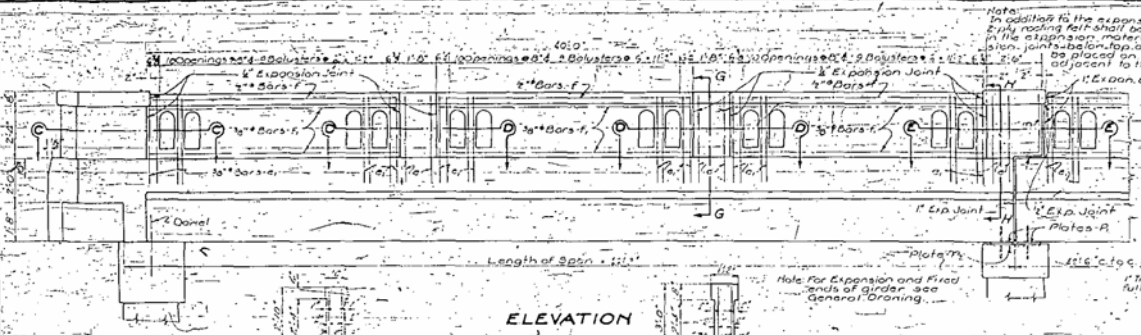


DATE	NO.	BY	SCALE
1939	1711	W. J. ...	1/4" = 1'-0"



DESIGN DATA:

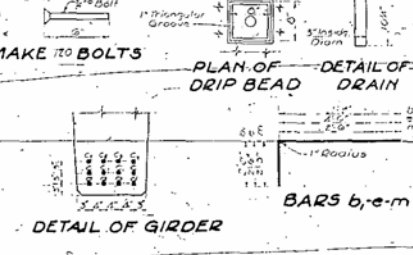
Specifications: A.A.S.H.O.
 Assumed Live Load: H-15
 Steel in Tension: 16,000 lbs per sq. in.
 Concrete in Compression: 900 lbs per sq. in.
 Shrink in Class 'A' Concrete: .0015 in. per in.

GENERAL NOTE:

Class 'A' concrete to be used throughout. Maximum size of coarse aggregate to be 1 1/2" in diameter in handrail. Maximum size of coarse aggregate in handrails above top of curbs to be 1". All expansion joints and expansion joint corners to be chamfered 1/2" radius. All reinforcement steel shall be deformed bars. All dimensions of bars other than those shown on plans will be as specified. All reinforcing steel shall be accurately held in correct position. The girders, slabs and curbs shall be poured in one operation, allowing no time for initial set to take place between them. Construction joints will be permitted only at top of curbs. Expansion joint material may be rubber compound or cork as called for in the specifications. All deforming plates and bolts shall be phosphor bronze. See specifications. The deforming plates shall be placed on the bridge, one on each right hand and left hand approaching the bridge. All material and workmanship as per specifications of the North Carolina State Highway and Public Works Commission.

DIVISION OF CLASS 'A' CONCRETE:

1 1/2" CUBES Maximum Size of Coarse Aggregate: 1 1/2"
 3" CUBES Maximum Size of Coarse Aggregate: 3"
 6" CUBES Total



BILL OF MATERIAL

15 SPANS

Bar	RE	SIZE	Length	Height
D1	12.0	1/2"	14.0'	1.825
D2	2.5	3/4"	23.0'	2.125
D3	11.0	1/2"	23.0'	1.825
D4	12.0	1/2"	23.0'	1.825
D5	12.0	1/2"	23.0'	1.825
D6	12.0	1/2"	23.0'	1.825
D7	12.0	1/2"	23.0'	1.825
D8	12.0	1/2"	23.0'	1.825
D9	12.0	1/2"	23.0'	1.825
D10	12.0	1/2"	23.0'	1.825
D11	12.0	1/2"	23.0'	1.825
D12	12.0	1/2"	23.0'	1.825
D13	12.0	1/2"	23.0'	1.825
D14	12.0	1/2"	23.0'	1.825
D15	12.0	1/2"	23.0'	1.825
D16	12.0	1/2"	23.0'	1.825
D17	12.0	1/2"	23.0'	1.825
D18	12.0	1/2"	23.0'	1.825
D19	12.0	1/2"	23.0'	1.825
D20	12.0	1/2"	23.0'	1.825
D21	12.0	1/2"	23.0'	1.825
D22	12.0	1/2"	23.0'	1.825
D23	12.0	1/2"	23.0'	1.825
D24	12.0	1/2"	23.0'	1.825
D25	12.0	1/2"	23.0'	1.825
D26	12.0	1/2"	23.0'	1.825
D27	12.0	1/2"	23.0'	1.825
D28	12.0	1/2"	23.0'	1.825
D29	12.0	1/2"	23.0'	1.825
D30	12.0	1/2"	23.0'	1.825
D31	12.0	1/2"	23.0'	1.825
D32	12.0	1/2"	23.0'	1.825
D33	12.0	1/2"	23.0'	1.825
D34	12.0	1/2"	23.0'	1.825
D35	12.0	1/2"	23.0'	1.825
D36	12.0	1/2"	23.0'	1.825
D37	12.0	1/2"	23.0'	1.825
D38	12.0	1/2"	23.0'	1.825
D39	12.0	1/2"	23.0'	1.825
D40	12.0	1/2"	23.0'	1.825
D41	12.0	1/2"	23.0'	1.825
D42	12.0	1/2"	23.0'	1.825
D43	12.0	1/2"	23.0'	1.825
D44	12.0	1/2"	23.0'	1.825
D45	12.0	1/2"	23.0'	1.825
D46	12.0	1/2"	23.0'	1.825
D47	12.0	1/2"	23.0'	1.825
D48	12.0	1/2"	23.0'	1.825
D49	12.0	1/2"	23.0'	1.825
D50	12.0	1/2"	23.0'	1.825
D51	12.0	1/2"	23.0'	1.825
D52	12.0	1/2"	23.0'	1.825
D53	12.0	1/2"	23.0'	1.825
D54	12.0	1/2"	23.0'	1.825
D55	12.0	1/2"	23.0'	1.825
D56	12.0	1/2"	23.0'	1.825
D57	12.0	1/2"	23.0'	1.825
D58	12.0	1/2"	23.0'	1.825
D59	12.0	1/2"	23.0'	1.825
D60	12.0	1/2"	23.0'	1.825
D61	12.0	1/2"	23.0'	1.825
D62	12.0	1/2"	23.0'	1.825
D63	12.0	1/2"	23.0'	1.825
D64	12.0	1/2"	23.0'	1.825
D65	12.0	1/2"	23.0'	1.825
D66	12.0	1/2"	23.0'	1.825
D67	12.0	1/2"	23.0'	1.825
D68	12.0	1/2"	23.0'	1.825
D69	12.0	1/2"	23.0'	1.825
D70	12.0	1/2"	23.0'	1.825
D71	12.0	1/2"	23.0'	1.825
D72	12.0	1/2"	23.0'	1.825
D73	12.0	1/2"	23.0'	1.825
D74	12.0	1/2"	23.0'	1.825
D75	12.0	1/2"	23.0'	1.825
D76	12.0	1/2"	23.0'	1.825
D77	12.0	1/2"	23.0'	1.825
D78	12.0	1/2"	23.0'	1.825
D79	12.0	1/2"	23.0'	1.825
D80	12.0	1/2"	23.0'	1.825
D81	12.0	1/2"	23.0'	1.825
D82	12.0	1/2"	23.0'	1.825
D83	12.0	1/2"	23.0'	1.825
D84	12.0	1/2"	23.0'	1.825
D85	12.0	1/2"	23.0'	1.825
D86	12.0	1/2"	23.0'	1.825
D87	12.0	1/2"	23.0'	1.825
D88	12.0	1/2"	23.0'	1.825
D89	12.0	1/2"	23.0'	1.825
D90	12.0	1/2"	23.0'	1.825
D91	12.0	1/2"	23.0'	1.825
D92	12.0	1/2"	23.0'	1.825
D93	12.0	1/2"	23.0'	1.825
D94	12.0	1/2"	23.0'	1.825
D95	12.0	1/2"	23.0'	1.825
D96	12.0	1/2"	23.0'	1.825
D97	12.0	1/2"	23.0'	1.825
D98	12.0	1/2"	23.0'	1.825
D99	12.0	1/2"	23.0'	1.825
D100	12.0	1/2"	23.0'	1.825

PROJECT NO. 1711

NORTHAMPTON COUNTY

STATION 445 + 83

SPANS 'A' TO 'O' INCL.

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

**STANDARD
 REINFORCED CONCRETE
 DECK GIRDER
 42'6" SPAN - 22'0" ROADWAY
 FEBRUARY 1939**

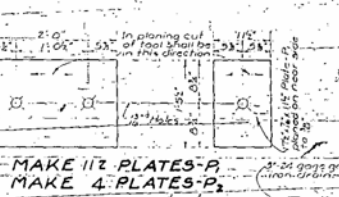
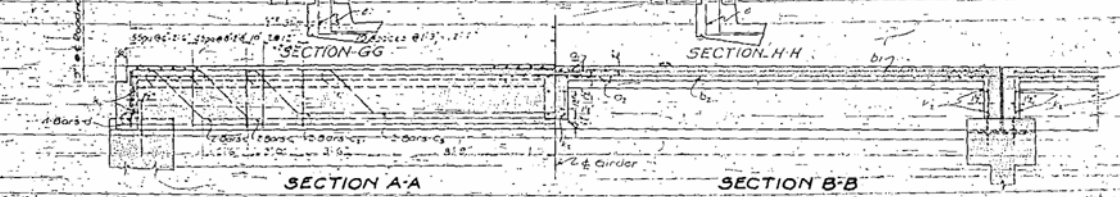
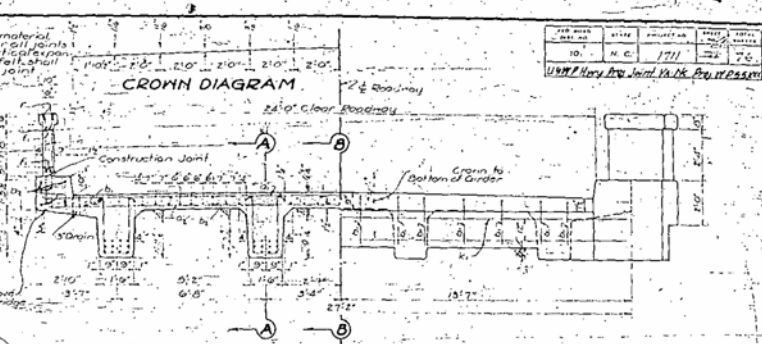
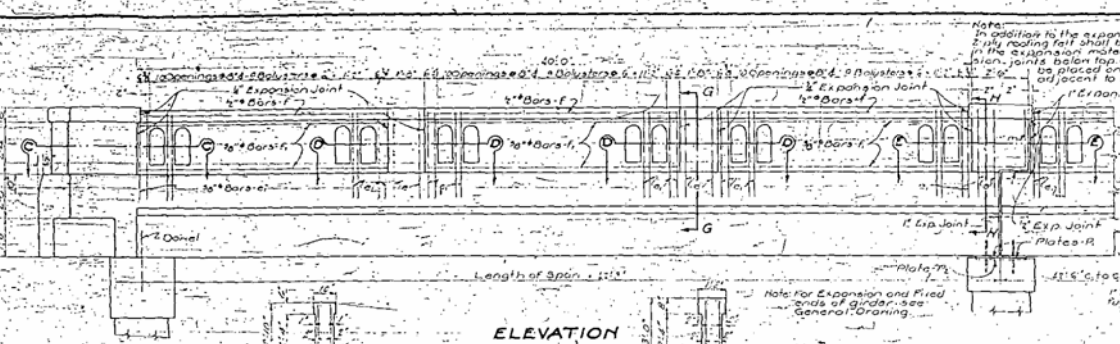
SPECIAL

Checked by: W. J. ...
 Date: 1/15/39

STANDARD

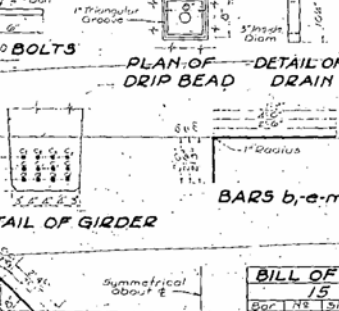
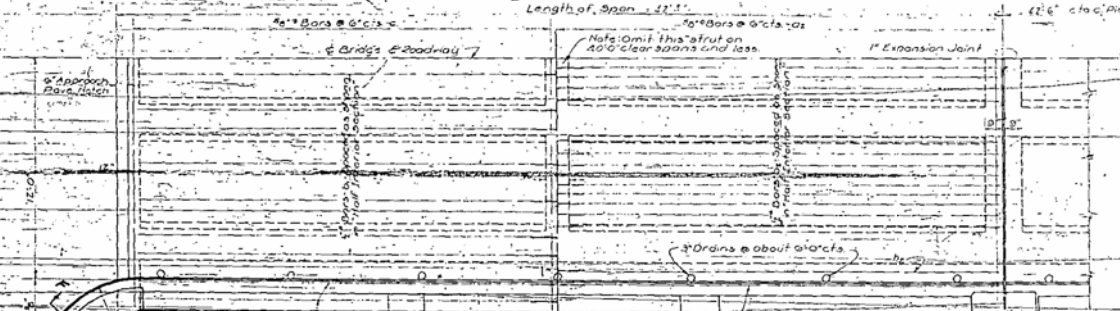
Checked by: W. J. ...
 Date: 1/15/39

DATE	BY	APPROVED	SCALE
10/1/35	M.C.	1/11	1/2" = 1'-0"



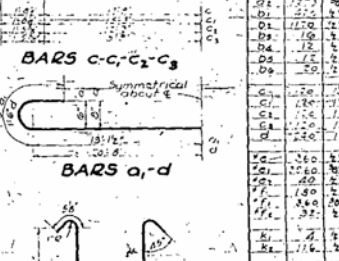
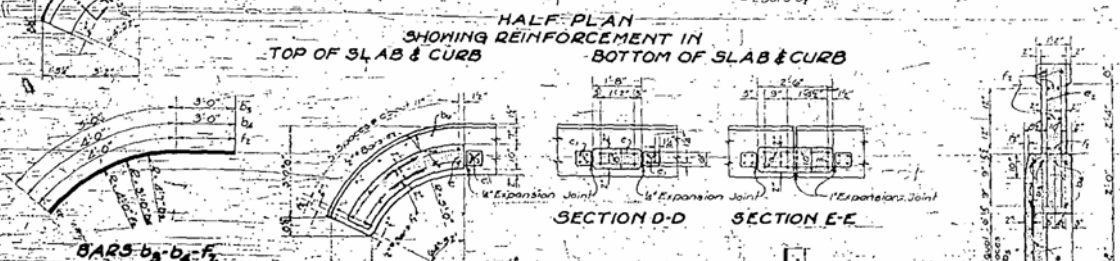
DESIGN DATA:

Specifications: A.A.S.H.O.
 Assumed Live Load: H-15
 Traffic Allowance for Live Load: 10000 lbs per sq ft
 Concrete in Compression: 900 lbs per sq in
 Shear in Class 'A' Concrete: 60 lbs per sq in



GENERAL NOTE:

Class 'A' concrete to be used throughout. Maximum size of coarse aggregate to be 1/2" less in nominal maximum size of coarse aggregate in highroads above top of curb to be 3/4". All exposed corners of concrete to be chamfered 1" except on handrails and expansion joint corners to be chamfered 1/2". All reinforcing steel shall be deformed bars. All dimensions relative to reinforcement are to centers of bars. No splices of all reinforcing steel shall be performed. Bars shall be secured relative to reinforcement to centers of bars. No splices of reinforcing steel shall be secured held in correct position. Graders, side and curbs shall be poured in one operation. Construction joints will be permitted only at top of curb. Expansion joint material may be rubber compound or cork as called for in the Specifications. All bearing plates and bolts shall be Phosphor Bronze. See Specifications. Reinforcing plates shall be placed on the bridge, one on each right hand end post approaching the bridge. All material and workmanship as per Specifications of the North Carolina State Highway and Public Works Commission.



DIVISION OF CLASS 'A' CONCRETE

42.6 Cu Yds Maximum Size of Coarse Aggregate 1/2"
 57.7 Cu Yds Maximum Size of Coarse Aggregate 3/4"
 377.5 Cu Yds Total

SPECIES	QUANTITY	UNIT	PRICE
Standard	100	sq ft	1.50

SPECIES	QUANTITY	UNIT	PRICE
Standard	100	sq ft	1.50

SPECIES	QUANTITY	UNIT	PRICE
Standard	100	sq ft	1.50

BILL OF MATERIAL			
15 SPANS			
Bar	Size	Length	Weight
A1	1/2"	26.9'	14.71
A2	1/2"	26.0'	13.82
B1	1/2"	23.2'	12.57
B2	1/2"	0.0'	0.0
B3	1/2"	7.0'	3.6
B4	1/2"	8.0'	4.2
B5	1/2"	1.5'	0.8
B6	1/2"	1.5'	0.8
C1	1/2"	41.5'	22.10
C2	1/2"	41.5'	22.10
C3	1/2"	17.8'	9.57
C4	1/2"	17.8'	9.57
C5	1/2"	24.0'	12.80
C6	1/2"	24.0'	12.80
D1	1/2"	8.0'	4.2
D2	1/2"	8.0'	4.2
D3	1/2"	11.5'	6.1
D4	1/2"	11.5'	6.1
D5	1/2"	4.0'	2.1
D6	1/2"	4.0'	2.1
E1	1/2"	2.0'	1.0
E2	1/2"	2.0'	1.0
F1	1/2"	2.0'	1.0
F2	1/2"	2.0'	1.0
G1	1/2"	2.0'	1.0
G2	1/2"	2.0'	1.0
H1	1/2"	2.0'	1.0
H2	1/2"	2.0'	1.0
I1	1/2"	2.0'	1.0
I2	1/2"	2.0'	1.0
J1	1/2"	2.0'	1.0
J2	1/2"	2.0'	1.0
K1	1/2"	2.0'	1.0
K2	1/2"	2.0'	1.0
L1	1/2"	2.0'	1.0
L2	1/2"	2.0'	1.0
M1	1/2"	2.0'	1.0
M2	1/2"	2.0'	1.0
N1	1/2"	2.0'	1.0
N2	1/2"	2.0'	1.0
O1	1/2"	2.0'	1.0
O2	1/2"	2.0'	1.0
P1	1/2"	2.0'	1.0
P2	1/2"	2.0'	1.0
Q1	1/2"	2.0'	1.0
Q2	1/2"	2.0'	1.0
R1	1/2"	2.0'	1.0
R2	1/2"	2.0'	1.0
S1	1/2"	2.0'	1.0
S2	1/2"	2.0'	1.0
T1	1/2"	2.0'	1.0
T2	1/2"	2.0'	1.0
U1	1/2"	2.0'	1.0
U2	1/2"	2.0'	1.0
V1	1/2"	2.0'	1.0
V2	1/2"	2.0'	1.0
W1	1/2"	2.0'	1.0
W2	1/2"	2.0'	1.0
X1	1/2"	2.0'	1.0
X2	1/2"	2.0'	1.0
Y1	1/2"	2.0'	1.0
Y2	1/2"	2.0'	1.0
Z1	1/2"	2.0'	1.0
Z2	1/2"	2.0'	1.0

PROJECT NO 1711
NORTHAMPTON COUNTY
STATION 445 + 83
SPANS 'A' TO 'O' INCL.

STATE OF NORTH CAROLINA
 STATE HIGHWAY AND
 PUBLIC WORKS COMMISSION

STANDARD REINFORCED CONCRETE DECK GIRDER
42'6" SPAN - 24'0" ROADWAY
FEBRUARY 1939

Stringer on Pile		Stringer for Moving Load	
Moment	Shear	Moment	Shear
DL 34000	8000	DL 4000	1000
LL 64000	18000	LL 30000	12000
I 19000	6000	I 8000	2000
Total 117000	32000	Total 13000	2000

J.M. Reid 87B
Use 18 I 54.7 J.M. 88.4

J.M. Reid 372
Use 12 I 31.8 J.M. 360 for Stringers
without lateral connections
Use 12 I 40.8 J.M. net 376 for Stringers
with lateral connections and for
Stringers from wheel floor down to F.B.'s

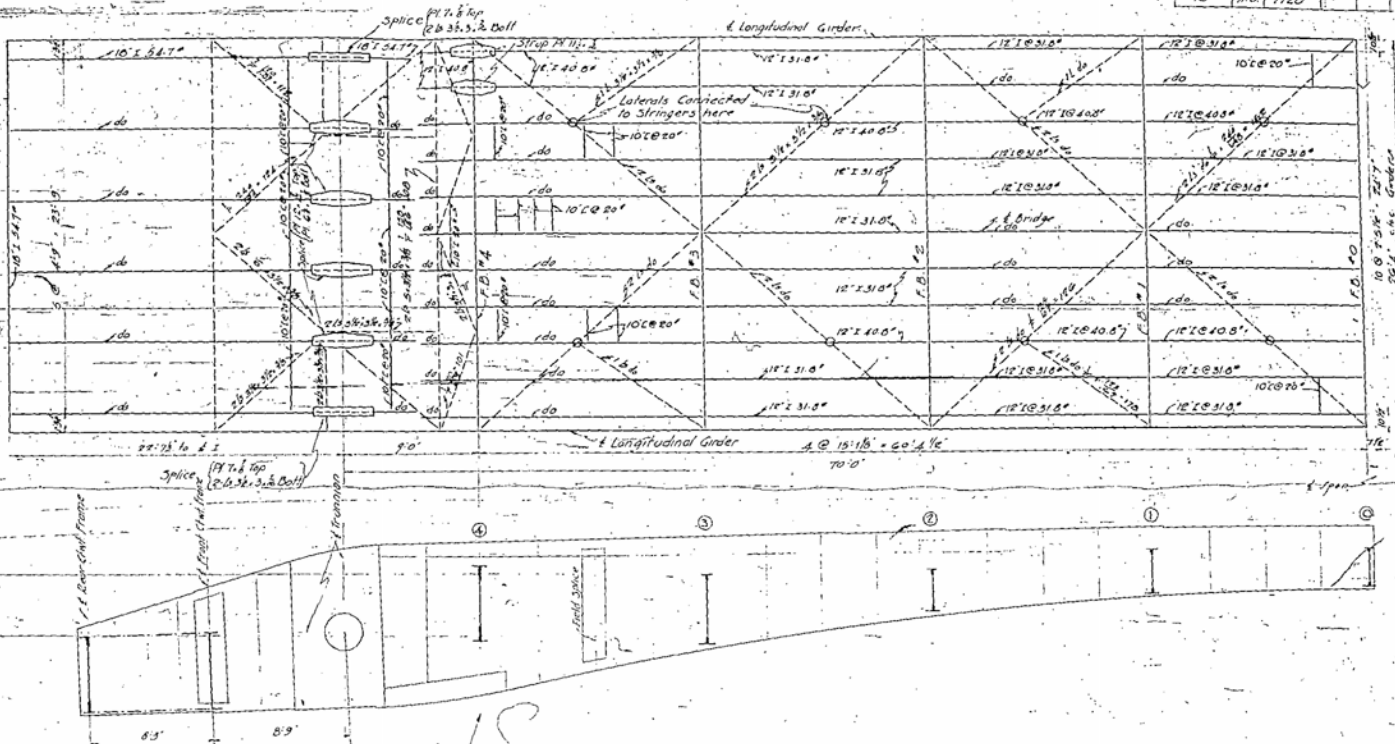
FLOOR BEAMS			
	F.B. 3	F.B. 2	F.B. 1
	Mom. Shear	Mom. Shear	Mom. Shear
DL	80000 19000		
LL	210000 30000	Same as F.B. 1	
I	24000 9000		
Total	330000 58000	240000 30000	240000 30000
Effective Depth	4.50	4.50	4.50
Flange Area	28.1	28.1	28.1
Web Area	28.1	28.1	28.1
Top Flange 20 W 14	1.10	1.10	1.10
Bot Flange 20 W 14	1.10	1.10	1.10
Total	2.20	2.20	2.20

FLOOR BEAM (Live Load Girders) F.B. 4			
Moment	Shear	Moment	Shear
DL	LL	I	Total
DL	34000	8000	42000
LL	117000	32000	149000
I	19000	6000	25000
Total	170000	46000	216000
Effective Depth	4.50	4.50	4.50
Flange Area	28.1	28.1	28.1
Web Area	28.1	28.1	28.1
Top Flange 20 W 14	1.10	1.10	1.10
Bot Flange 20 W 14	1.10	1.10	1.10
Total	2.20	2.20	2.20

LONGITUDINAL GIRDERS									
Panel Point	Rear Ch.	Front Ch.	Front Truss	Span	41' Bearing	3	2	1	0
Shear	DL	LL	I	Total	DL	LL	I	Total	DL
DL	130,000	257,000		387,000	101,500	71,000	40,500	21,000	11,400
LL	20,000	30,000		50,000	275,000	51,550	44,600	26,600	29,640
I	50,000	51,000		101,000	50,000	12,600	11,000	10,300	8,800
Total	180,000	338,000		518,000	226,500	135,150	96,100	58,500	49,840
Shear on Web	184,000	342,000		526,000	230,500	139,150	100,100	61,800	53,640
Design of Web	18.4%	27.3%		35.7%	35.4%	31.4%	27.4%	24.0%	20.9%
Web Used	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"	61.18" x 33.50"
Moment	DL	LL	I	Total	DL	LL	I	Total	DL
DL	1000,000	3334,000		4334,000	1340,000	1016,000	616,000	296,000	178,000
LL	214,000	387,000		601,000	2469,000	1675,000	1022,000	1022,000	448,000
I	218,000	227,000		445,000	573,000	443,200	287,000	287,000	134,000
Total	1530,000	7430,000		8960,000	5482,000	3134,000	1925,000	1925,000	760,000
Effective Depth	7.6	8.0		7.8	6.8	6.1	5.1	4.0	
Top Flange Area	207,000	113,000		320,000	308,000	376,000	184,000	184,000	
Bottom Flange Area	200,000	118,000		318,000	308,000	378,000	188,000	188,000	
Flange Area	12.7%	11.1%		11.9%	12.0%	12.0%	10.1%	10.1%	
Section Area	Gr.	Net	Gr.	Net	Gr.	Net	Gr.	Net	Gr.
20 W 14	16.00	13.00	12.00	13.00	16.00	15.00	16.00	13.00	16.00
18 I 14	6.50	5.50	6.50	5.50	6.50	5.50	6.50	5.50	6.50
18 I 14	6.50	5.50	6.50	5.50	6.50	5.50	6.50	5.50	6.50
Total	16.00	13.00	12.00	13.00	16.00	15.00	16.00	13.00	16.00

LIVE LOAD BEARING
Live Load 333,000
Impact 78,000
Total 411,000
Bearing Area Req'd @ 500 lb/ft² = 822 ft²
Use 2 Bearings 20' x 20' x 640"

Levels 7' 8" except in walkways and flanges of 12" D
Subpunching and Beaming Required



DESIGN W.O.S. DATE
INCHES U.S. DATE
CHECKED W.O.S. DATE

WADDELL & HARDESTY,
Consulting Engineers
New York City
March 1950

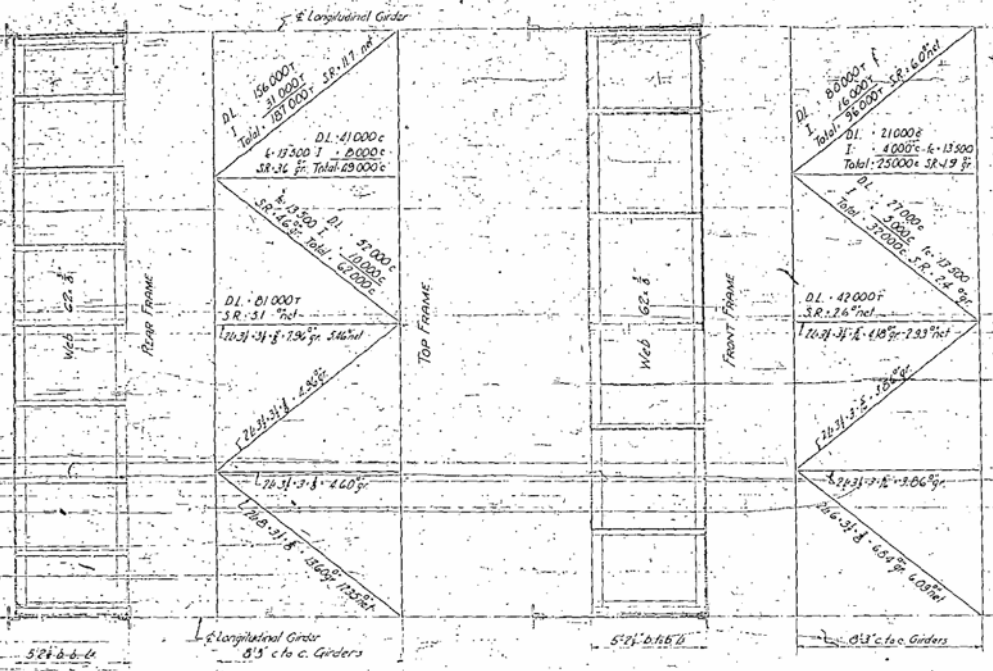
PROJECT NO. 1720
PASQUOTANK COUNTY

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER
STREET AND SECTION
BRIDGE GIRDERS AND FLOOR SYSTEM

Submitted by: _____ Date: _____
Approved by: _____ Date: _____

6.8

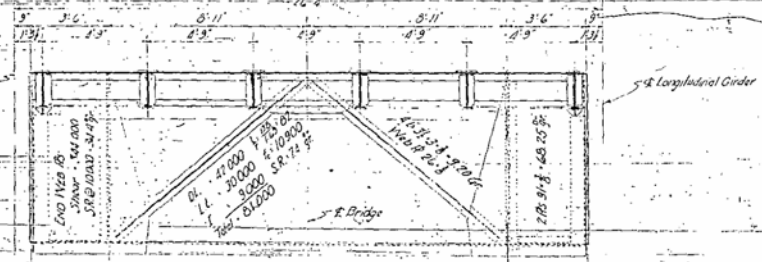


COUNTERWEIGHT FRAMES						
		REAR FRAME		FRONT FRAME		
		Top Flange	Bottom Flange	Top Flange	Bottom Flange	
Original Opening	Closed	78"	12"	33"	76"	
Dead Load		146,000	100,000	192,000	23,000	
Impact		34,000	20,000	38,000	5,000	
Over Force + Imp		180,000	120,000	230,000	28,000	
Total		349,000	220,000	468,000	33,000	
Reversal		30,000	30,000	7,000	7,000	
Total		379,000	250,000	475,000	40,000	
Section Required		78" Gr.	16" Net	19" Gr.	14.5" Net	
Section Used		Gr	Net	Gr	Net	
		AWeb	7.91	2.91	AWeb	2.91
		124.64	11.50	9.50	124.64	11.50
		Kor #13.8	7.91	6.19	Kor #13.4	4.81
		Kor #13.4	6.30	5.30	Kor #13.4	6.30
Total Section Used		18.77%	24.10%	22.03%	10.91%	13.10%

TRUNNION JOIST REACTION
 D.L. 427,000
 I. 74,000
 O.F. 10,000
 Total 521,000
 Bearing Unit Stress
 Direct 46.87 psi
 Bending 4.6
 Total 50.37 psi

UPPER CHORD

Direct Stress	Bending Moment (Chord)	Unit Stress
D.L. 120,000	D.L. 11,000	1 Kor # 3/8 3.00 effective Direct 5900
L.L. 31,000	L.L. 29,000	24.44 Bending 7400
I 9,000	I 3,000	2 Wbs # 17.13 13.12 Total 13,200
Total 160,000	Total 43,000	23.36 allowable 13,500



LOWER CHORD

Max. Load	D.L.	Sec. Req'd at 16,000 psi	126" net
344,000	128,000	Use 24.64 8	11,729 9.22
Bearing Area Req. 21.5"	L.L. 29,000	Use 8.75 8	3.58
Use 18'-11" - 27'-00"	I 14,000	1 Kor # 26.8	2.75
	Total 171,000	Total	21.47% 17,600 net

INTERMEDIATE DIAPHRAGM
 Max. Load 245,000
 Bearing Area Req. 15.3"
 Use 8'-11" - 12'-00"
 8'-8" - 4'-00"
 16'-00"

TRUNNION GIRDER

Rivets - 3/8" except in wallways
 Sub punching and Reaming Required

Done M.P.S. Date
 W.C.S. Date
 E.H.C. Date

WADDELL & HARBESLY
 Consulting Engineers
 New York City
 March 1930

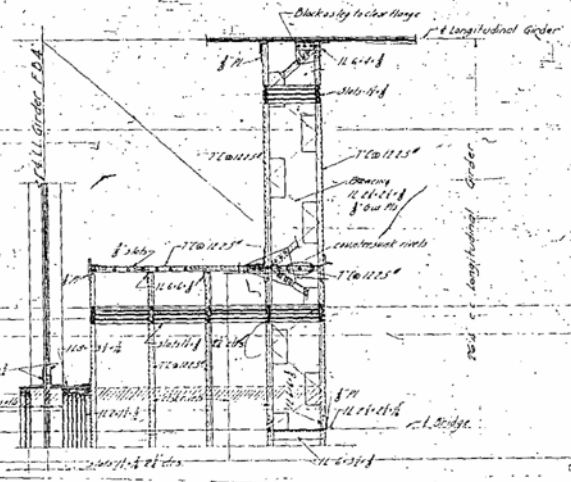
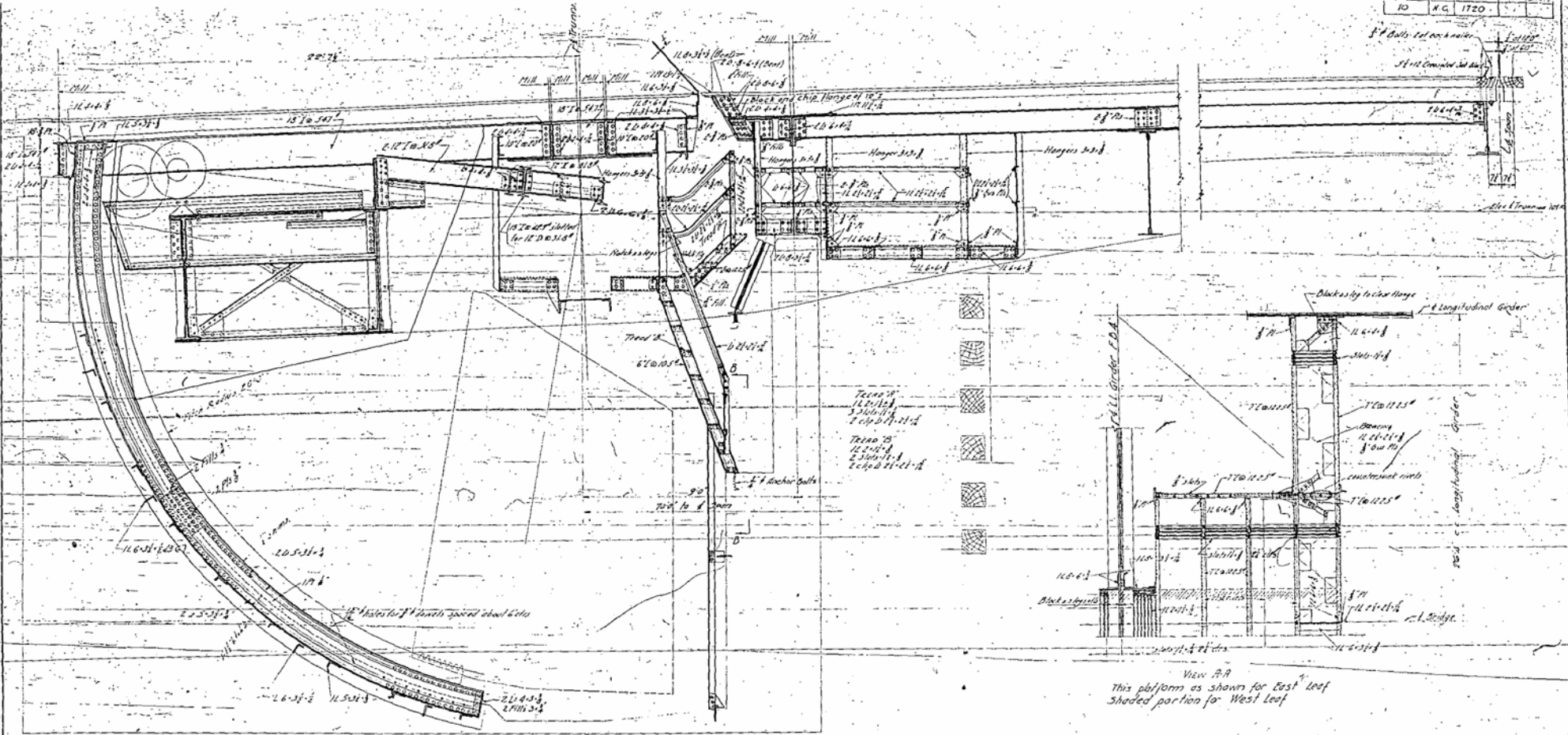
PROJECT No. 1720
 PASQUOTANK COUNTY

State of North Carolina
 STATE HIGHWAY COMMISSION

ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER
 STREETS AND SECTIONS
 COUNTERWEIGHT FRAMES & TRUNNION GIRDERS

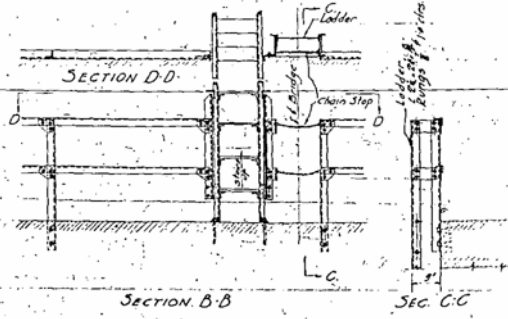
Submitted By _____ Date _____
 Approved By _____ Date _____

9



View P.P.
This platform as shown for East leaf
Shaded portion for West leaf

Rivets - 1" except 1 1/2" in flanges
12" x 12" and in platforms and railings.



Drawn W.D.S. Date
Traced F.C.M. Date
Checked G.H.P. Date

WADDELL & HARDESTY
Consulting Engineers
New York City
MARCH 1930

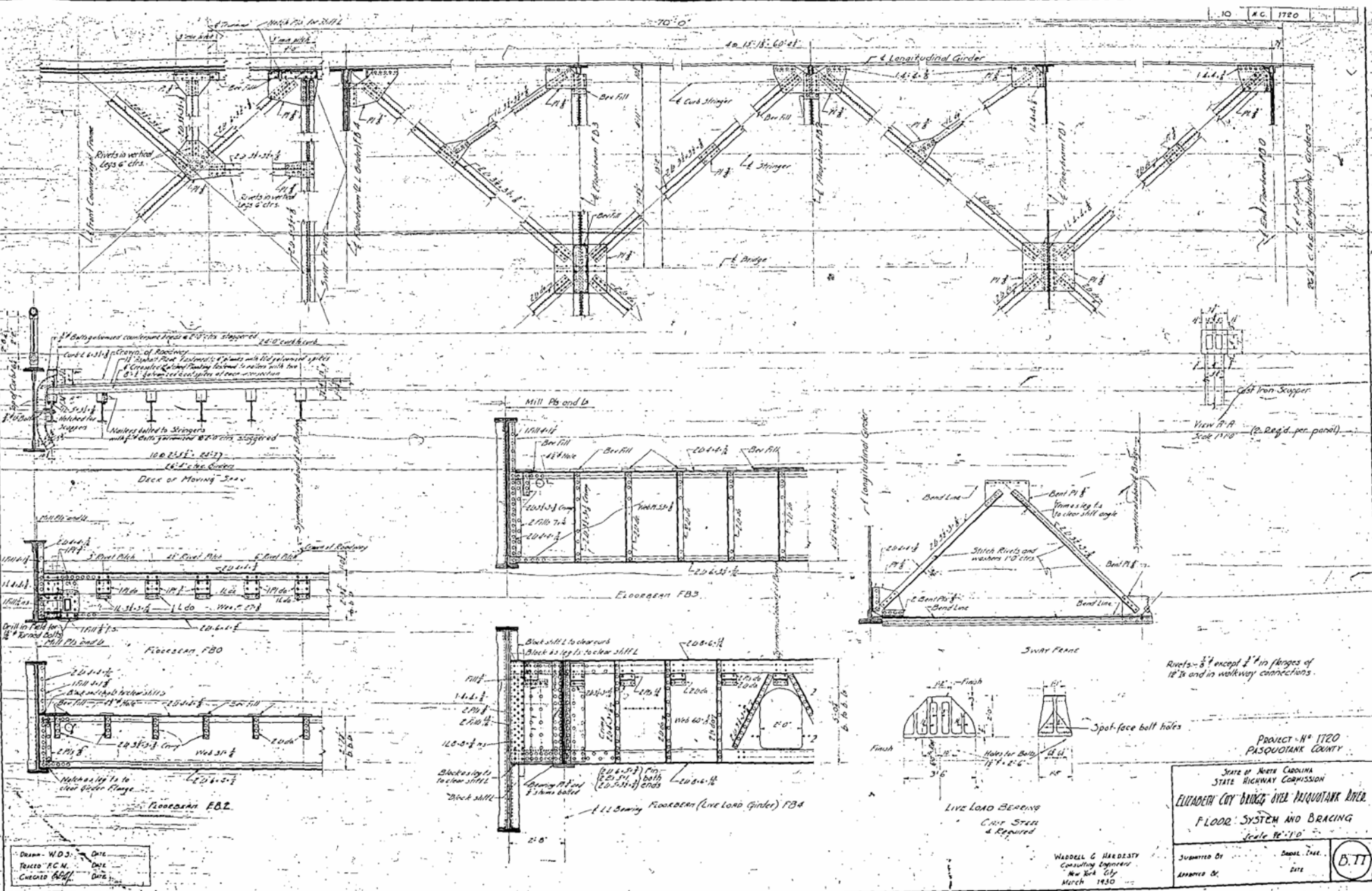
PROJECT N^o 1720
PASQUOTANK COUNTY

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER
LONGITUDINAL SECTION
ON CENTER OF BRIDGE
Scale 1/4" = 1'-0"

Submitted By _____ Date _____
Approved By _____ Date _____

B. 12



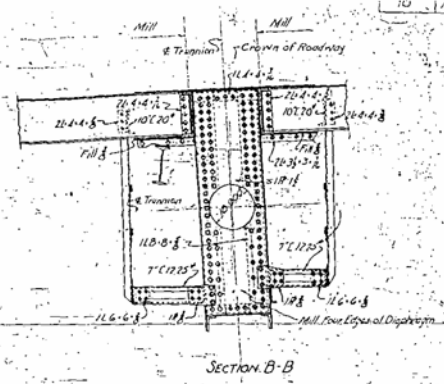
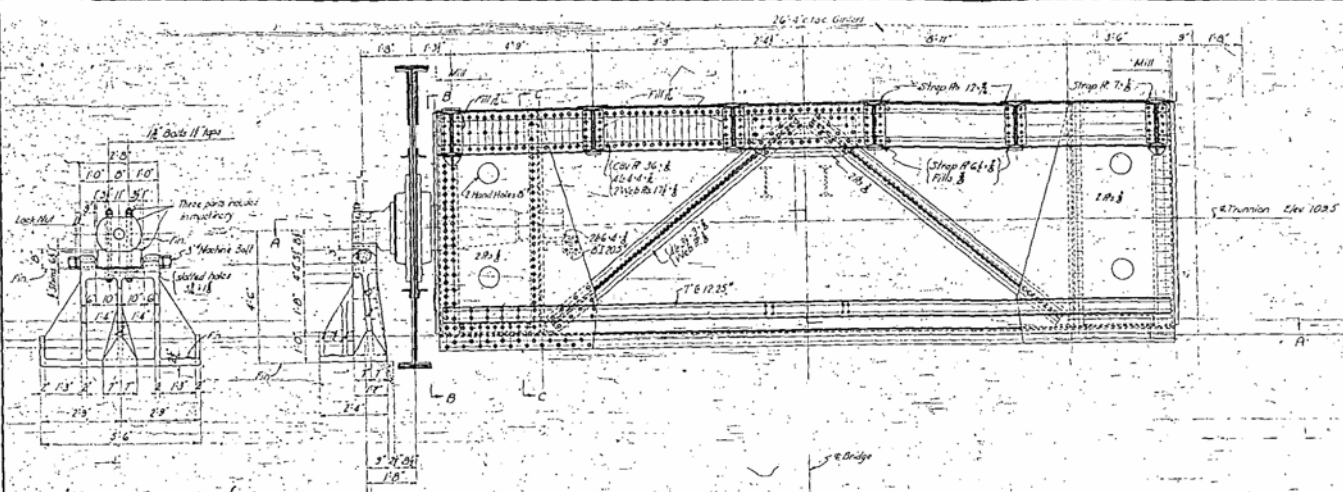
DRAWN - W.D.J. DATE
 TRACED - R.C.M. DATE
 CHECKED - B.H.H. DATE

WADDELL & HARDESTY
 Consulting Engineers
 New York City
 March 1930

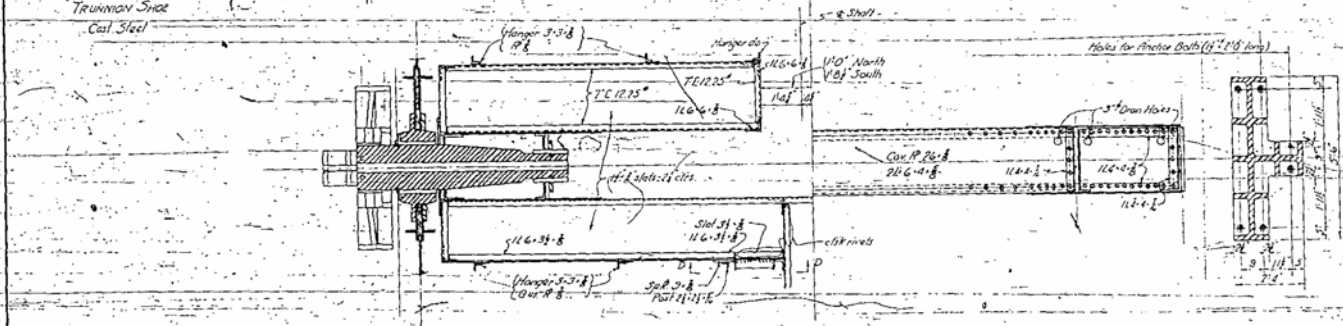
PROJECT - N° 1720
 PASQUOTANK COUNTY
 STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER
 FLOOR SYSTEM AND BRACING
 Scale 1/4" = 1'-0"

Submitted By _____ Date _____
 Approved By _____ Date _____

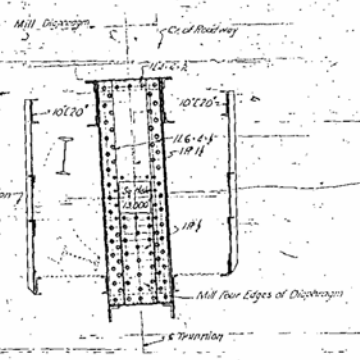
(B.T.T.)



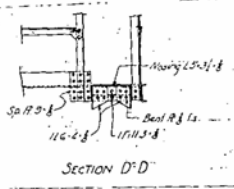
SECTION B-B



SECTION A-A



SECTION C-C



SECTION D-D

Rivets: 1/2\"/>

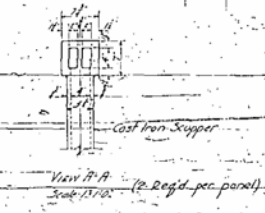
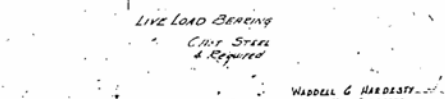
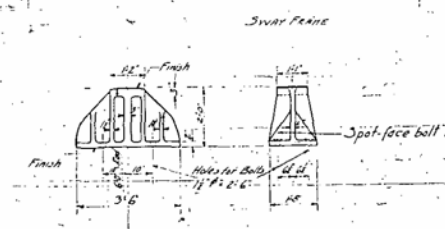
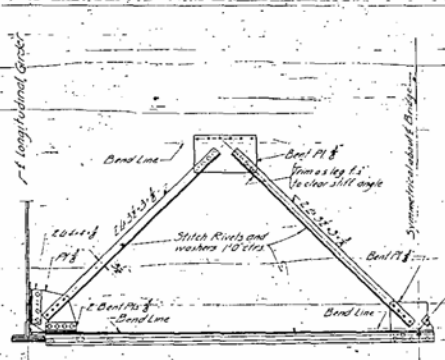
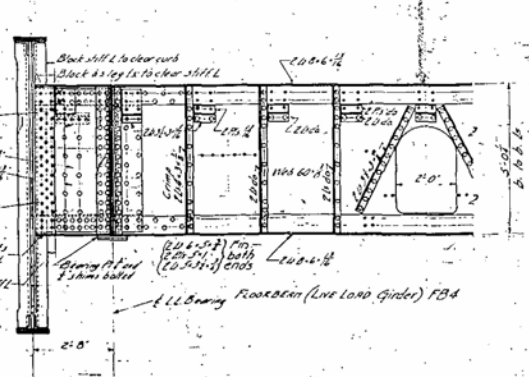
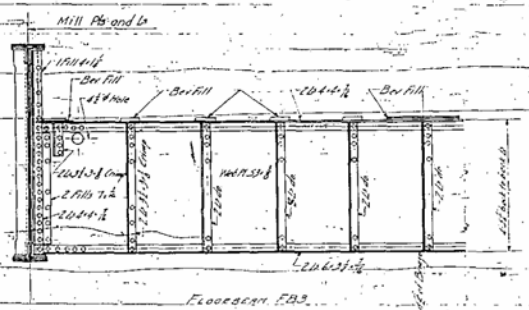
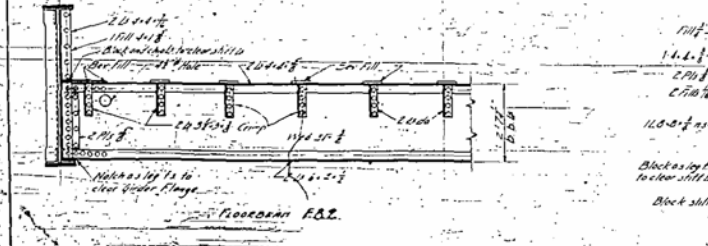
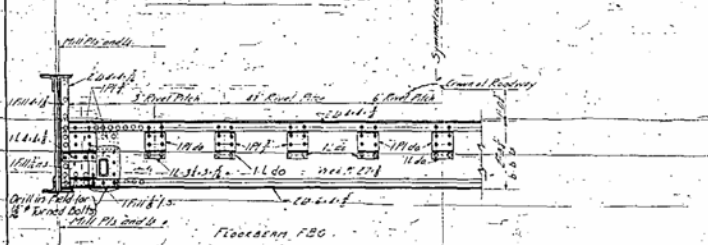
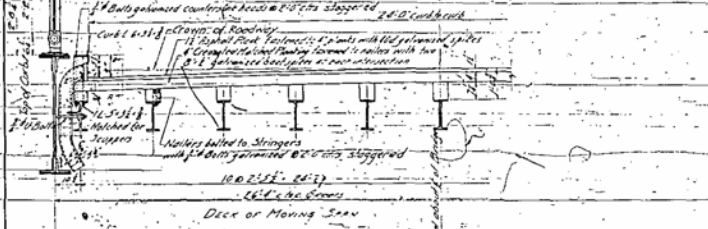
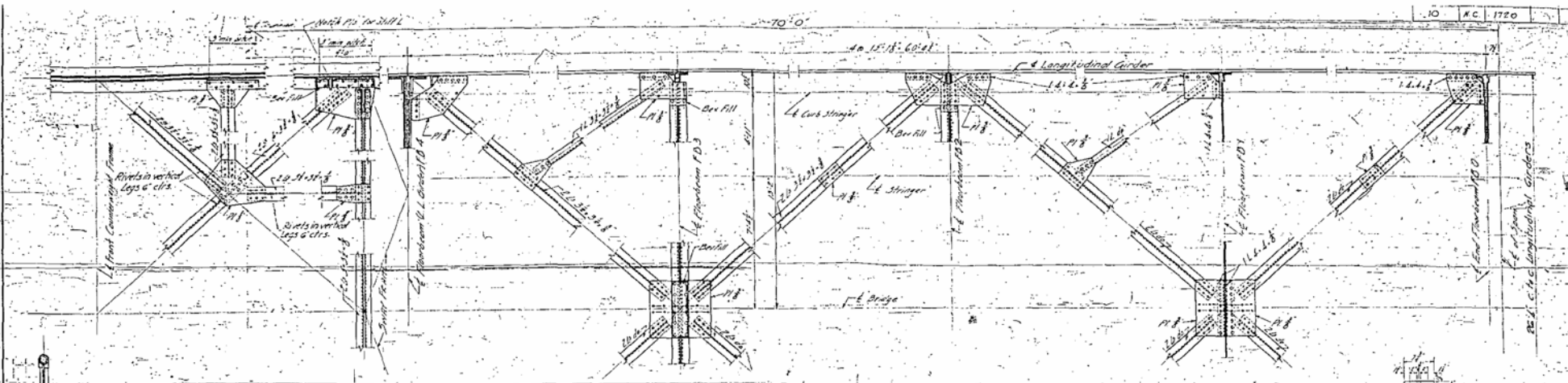
DRAWN W.D.S. DATE
 CHECKED B.B.P. DATE

WADELL & KEEDESTY
 Consulting Engineers
 New York City
 March 1950

PROJECT NO 1720
 PASQUOTANK COUNTY
 STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER
 TRUNNION GIRDERS
 Scale 1/4" = 1'-0"

Submitted By _____ Date _____
 Approved By _____ Date _____

(B.15)



Rivets - 5/8" except 3/4" in forges of 18" and in walkway connections.

DEAN W. D.	DATE
FRANCIS A. C. M.	DATE
CURTIS B. J.	DATE

WADDELL & HARDESTY
Consulting Engineers
New York City
March 1920

PROJECT - N° 1720
PASQUOTANK COUNTY

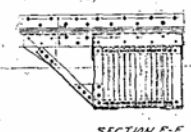
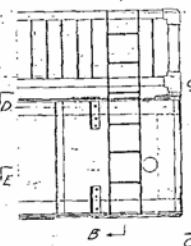
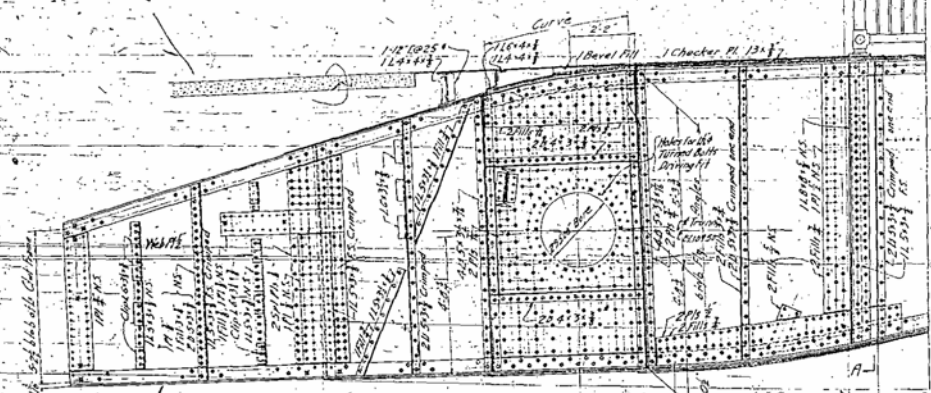
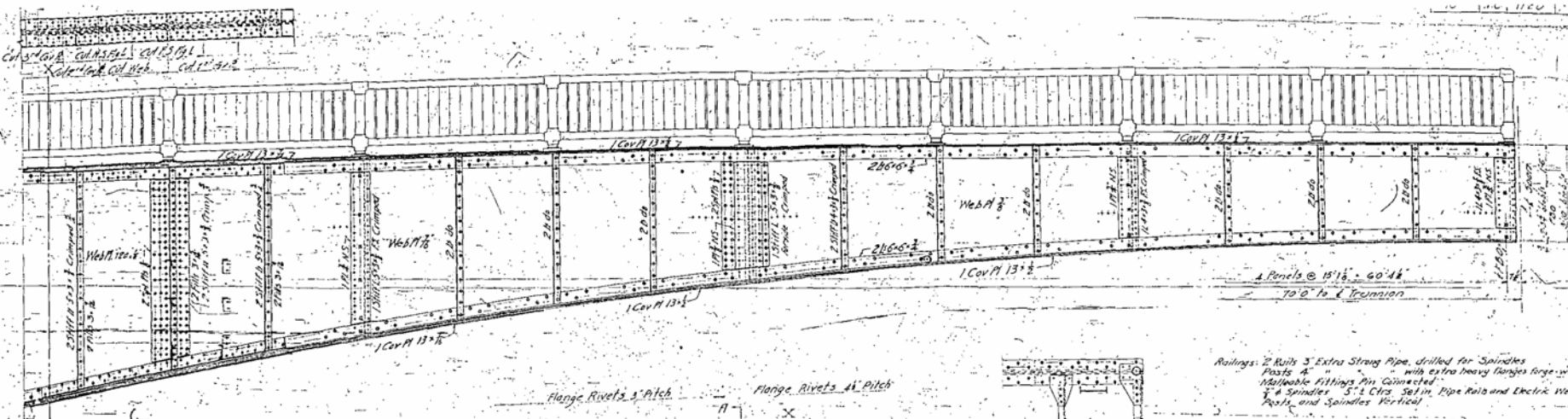
STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION

ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER.

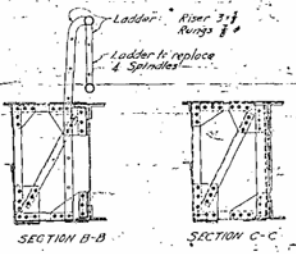
FLOOR SYSTEM AND BRACING
Scale 1/4" = 1'-0"

Submitted By	Approved Date
Approved By	DATE

(B.T.)



Railings: 2 Rails 3" Extra Strong Pipe, drilled for Spindles
 Posts 4" with extra heavy flanges large welded
 Malleable Fittings Pin Connected
 2" Spindles 5" Ctrs. Set in Pipe Rails and Electric Welded
 Posts and Spindles Vertical



Platform at Top End of East Leaf
 All 3" x 3"
 All 2"
 Slats 1 1/2" x 2 1/2" Ctrs.

Rivets 1/2" except 3/4" in platforms.

Drawn R.G.C. Date
 Traced R.L. Date
 Checked S.H.H. Date

WIDDELL C. HARDESTY
 Consulting Engineer
 New York City
 March 1930

PROJECT NO. 1720
 PASQUOTANK COUNTY

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION

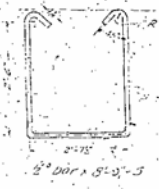
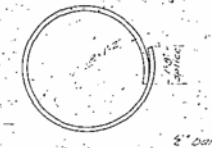
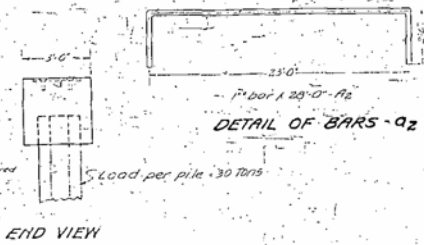
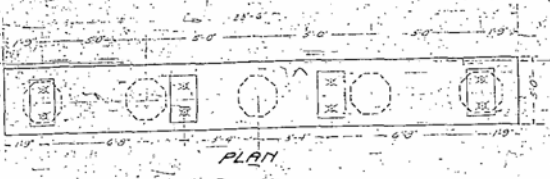
ELIZABETH CITY BRIDGE OVER PASQUOTANK RIVER
 LONGITUDINAL GIRDERS

Scale 3/8" = 1'-0"

Submitted By _____ Date _____
 Approved By _____ Date _____

B.10

NO.	1120
DATE	MAR 23 1930

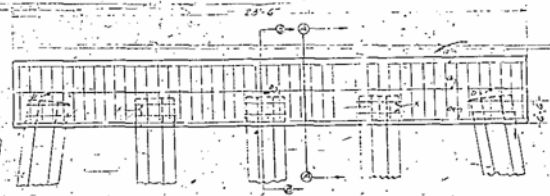
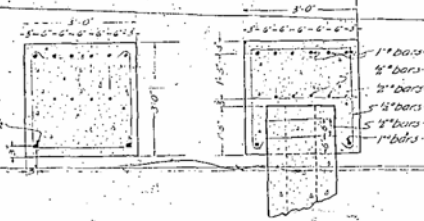


DESIGN DATA

Specifications Live Load Impact Allowance
 N.C. State Highway Commission
 H-12
 None

GENERAL NOTE

Class A concrete to be used throughout. Proportions 1:2:3.
 All reinforcing steel shall be deformed bars. All dimensions relative to reinforcement are to centers of bars. No spaces of bars will be permitted other than those shown on plans. All reinforcing steel shall be securely tied in correct position.
 All materials and workmanship as per specifications of the N.C. State Highway Commission.
 All exposed corners to be chamfered 1"



Note: Concrete displaced by piles has been deducted

BILL OF MATERIAL FOR CAP

Bars	Size	Length	Weight
a	3/4"	23'-0"	2208
b	2"	23'-0"	160
c	1/2"	23'-0"	1140
s	2 1/2"	8'-0"	2100
x	6"	3'-0"	462
d	1/2"	5'-0"	42
Reinforcing Steel Lbs			6420
Concrete Class A Cu Yds			431
Precast R.C. Piles No			30
Plates & Bolts Lbs			1050

BILL OF MATERIAL FOR CAP

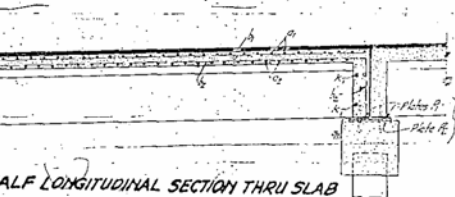
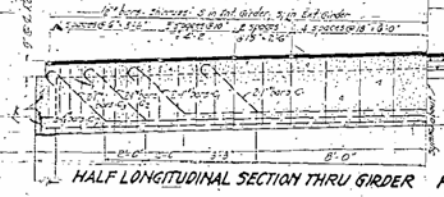
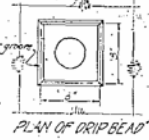
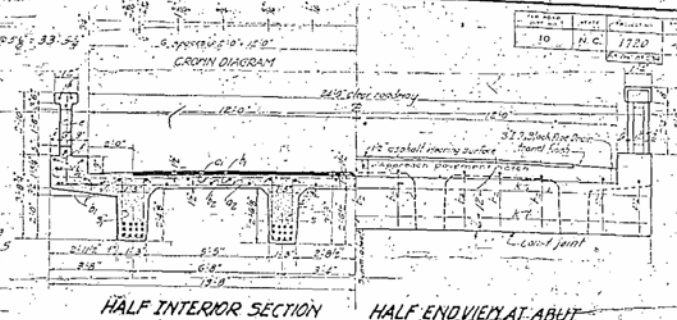
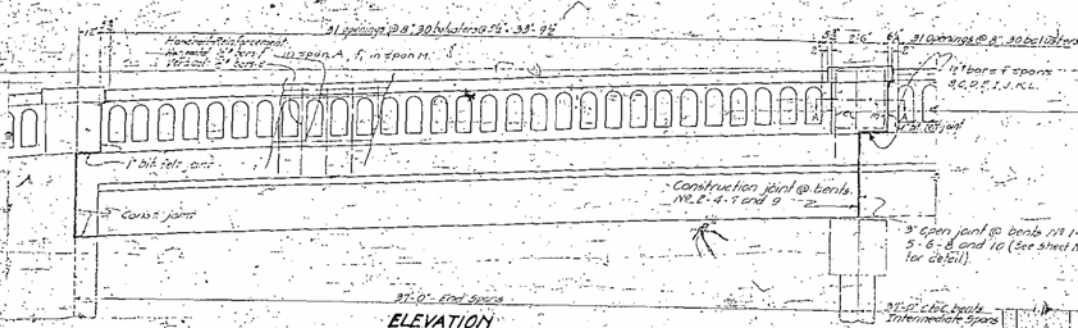
Bars	Size	Length	Weight
a	6"	23'-0"	368
b	4"	23'-0"	72
c	2"	23'-0"	190
s	4"	8'-0"	350
x	10"	3'-0"	77
d	3"	2'-0"	7
Reinforcing Steel Lbs			1070
Concrete Class A Cu Yds			718
Precast R.C. Piles No			30
Plates and Bolts Lbs			170

PROJECT NO. 1720
 PASQUOTANK COUNTY
 STATION 1810
 PROPOSITION NO. 1

STATE OF NORTH CAROLINA
 STATE HIGHWAY COMMISSION
 SPECIAL
 DETAIL OF CAPS
 FOR
 INTERMEDIATE PILE BENTS
 HS-1-3-5-6-8-10
 MARCH, 1930

SPECIAL
 2000
 10
 1930

PROJECT NO.	DATE	REVISION	BY	CHKD.
10	N.C.	1720		



DESIGN DATA

Specifications: N.C. State Highway Commission
Assumed live load: 155 (two typical 15-ton trucks)
Impediment: 30% of span length

GENERAL NOTES

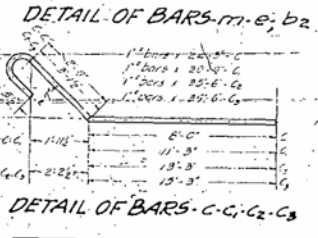
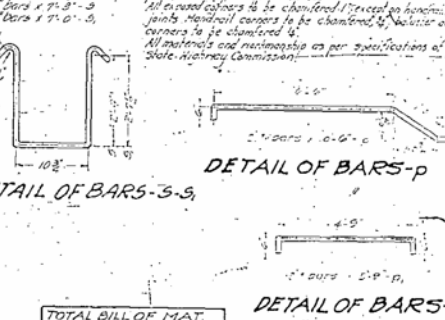
Alignment to be class "A" street in roadway above top of concrete floor of class "A" concrete to be used in bridge above top of class "A" concrete piers.

All reinforcing steel shall be cold-chambered bars.

The girders, slab and curbs must be secured in one operation allowing no time for initial set to take place between them. Cast-in-place joints permitted only at top of curbs.

All exposed surfaces to be chambered. Connect to handrails and expansion joints. Handrail corners to be chamfered to radius and eye-bolt corners to be chamfered.

All materials and dimensions as per specifications of the N.C. State Highway Commission.



BILL OF MATERIAL FOR 4 GATE PLATFORMS

BAR	NO.	SIZE	LENGTH	WT. PER FT.
R	24	1 1/2"	10'-0"	16.8
R	40	1 1/2"	2'-0"	15.9
R	16	1 1/2"	4'-0"	31
F	24	1 1/2"	9'-6"	15.2
F	40	1 1/2"	6'-0"	13.1

1 1/2" hooks on all reinforcement for 4 gate platforms
1 1/2" hooks on all reinforcement for 4 gate platforms



TOTAL BILL OF MAT. FOR TWELVE CONCRETE

BAR	NO.	SIZES	WT. PER FT.	WT. PER LIN. FT.
a	720	3/8"	2.25	3325
b	720	3/8"	2.25	3325
c	616	3/4"	4.3	2724
d	864	3/4"	5.0	3822
e	96	1"	6.7	7120
f	96	1"	6.7	7120
g	24	1"	6.7	1592
h	24	1"	6.7	1592
i	24	1"	6.7	1592
j	24	1"	6.7	1592
k	24	1"	6.7	1592
l	24	1"	6.7	1592
m	24	1"	6.7	1592

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

STATE OF NORTH CAROLINA
STATE HIGHWAY COMMISSION
SPECIAL
DETAIL OF INT-AY-DECK SPANS
37' R.C. DECK GIRDER
ELIZABETH CITY BRIDGE
MARCH 1930

MAKE 96 BOLTS MAKE 10 PLATES-P MAKE 24 PLATES-P2

SPECIAL

PLATE P-1	1/2" X 12" X 1/4"	4
PLATE P-2	1/2" X 12" X 1/4"	4
PLATE P-3	1/2" X 12" X 1/4"	4
PLATE P-4	1/2" X 12" X 1/4"	4
PLATE P-5	1/2" X 12" X 1/4"	4
PLATE P-6	1/2" X 12" X 1/4"	4
PLATE P-7	1/2" X 12" X 1/4"	4
PLATE P-8	1/2" X 12" X 1/4"	4
PLATE P-9	1/2" X 12" X 1/4"	4
PLATE P-10	1/2" X 12" X 1/4"	4
PLATE P-11	1/2" X 12" X 1/4"	4
PLATE P-12	1/2" X 12" X 1/4"	4
PLATE P-13	1/2" X 12" X 1/4"	4
PLATE P-14	1/2" X 12" X 1/4"	4
PLATE P-15	1/2" X 12" X 1/4"	4
PLATE P-16	1/2" X 12" X 1/4"	4
PLATE P-17	1/2" X 12" X 1/4"	4
PLATE P-18	1/2" X 12" X 1/4"	4
PLATE P-19	1/2" X 12" X 1/4"	4
PLATE P-20	1/2" X 12" X 1/4"	4