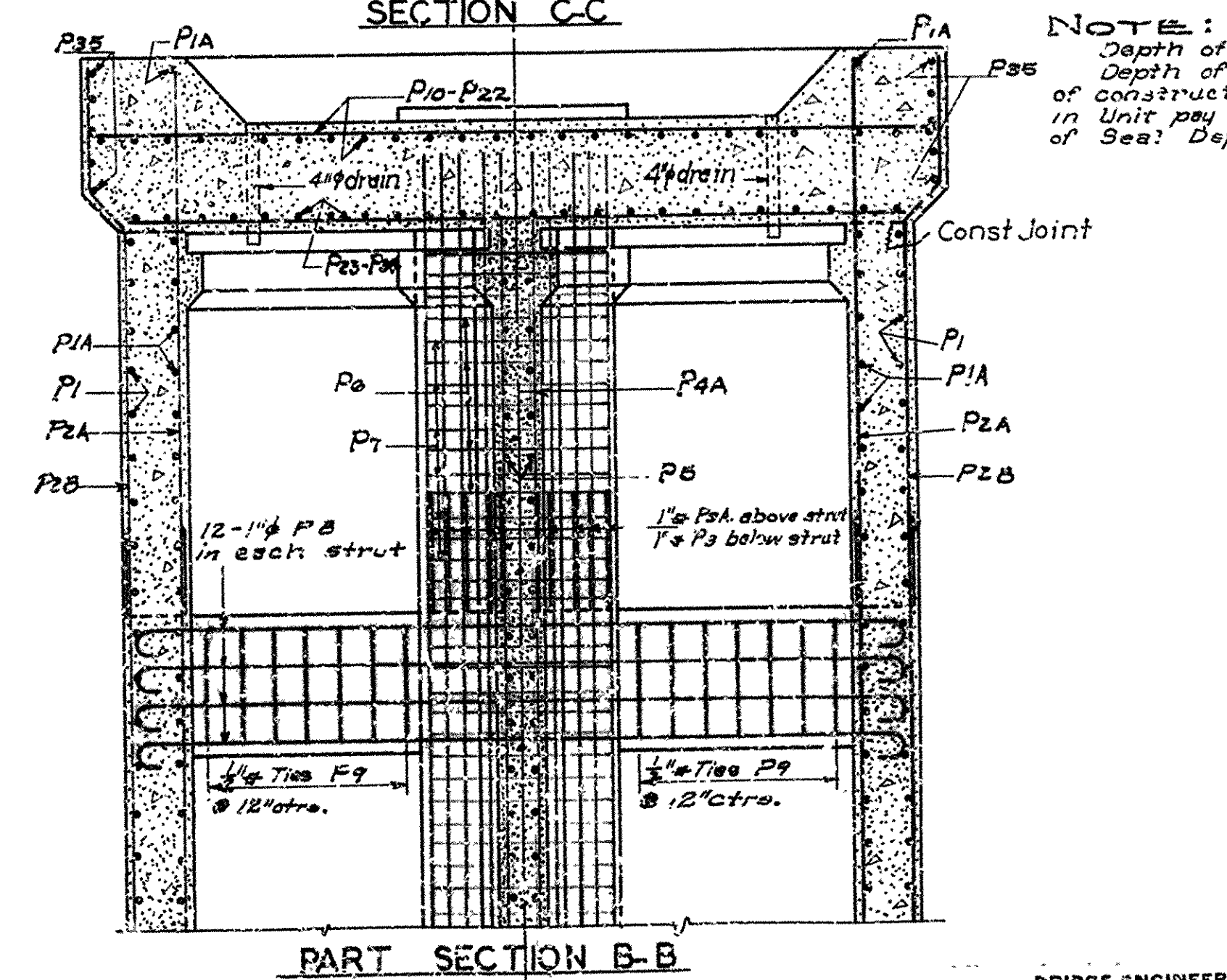
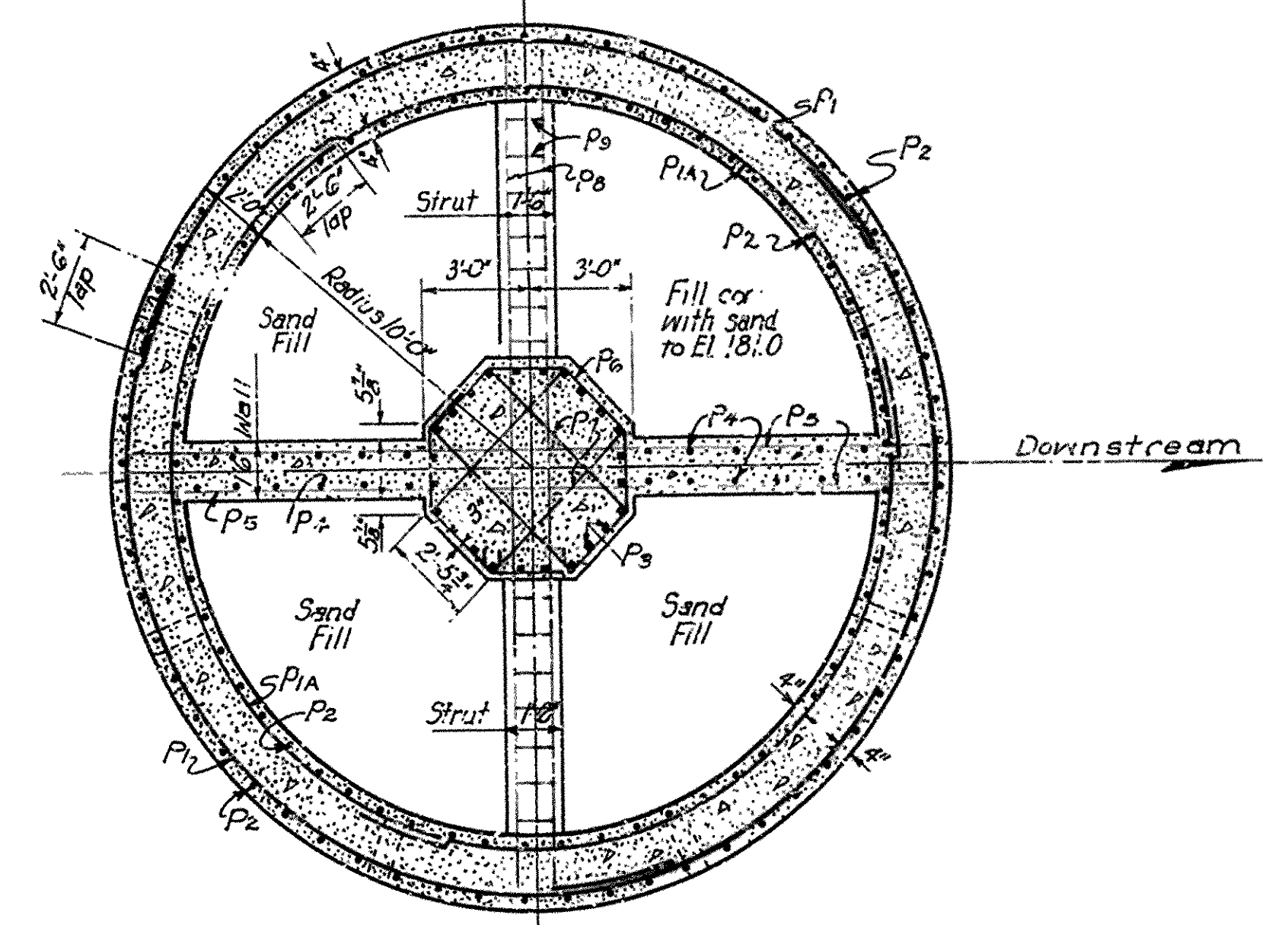
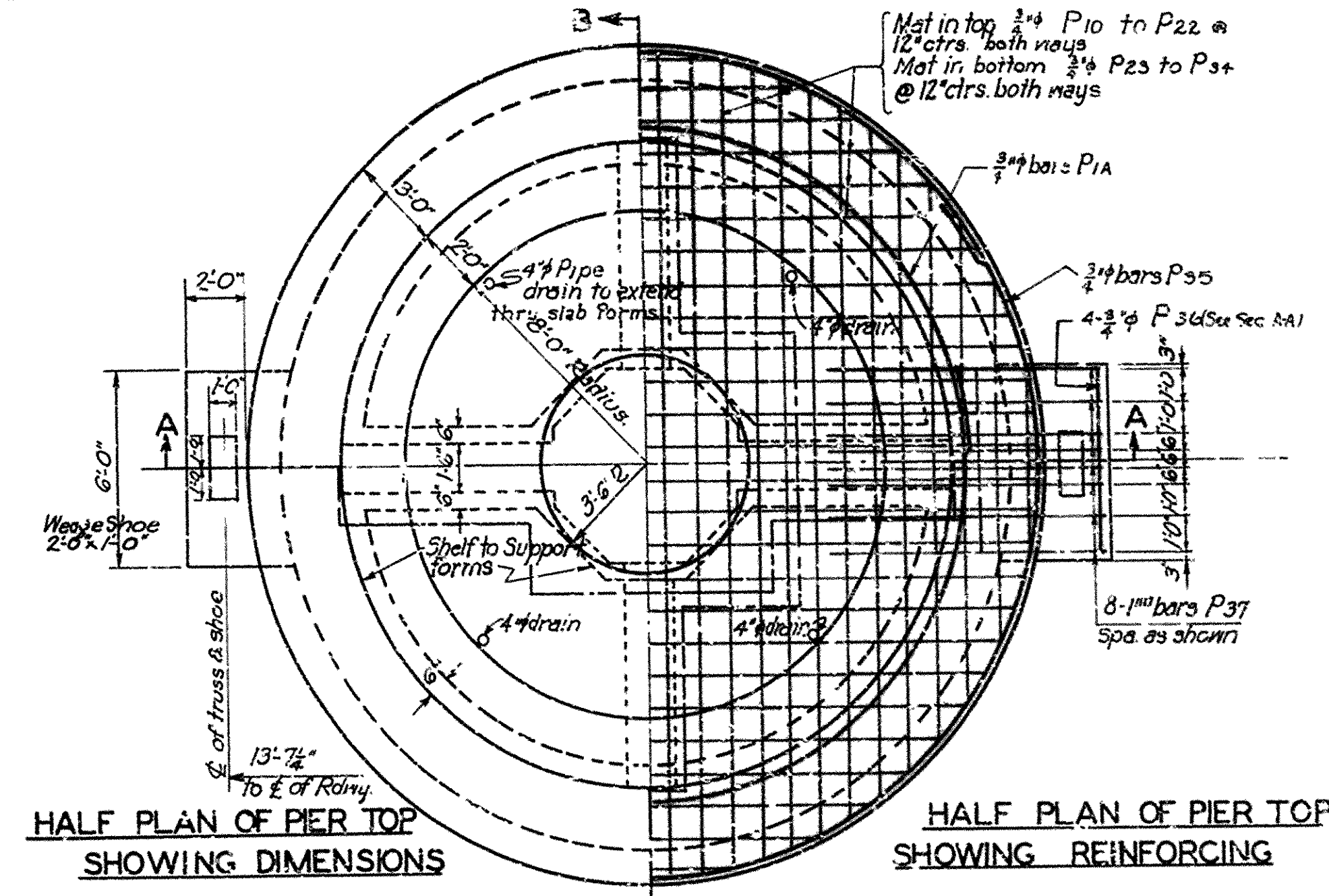
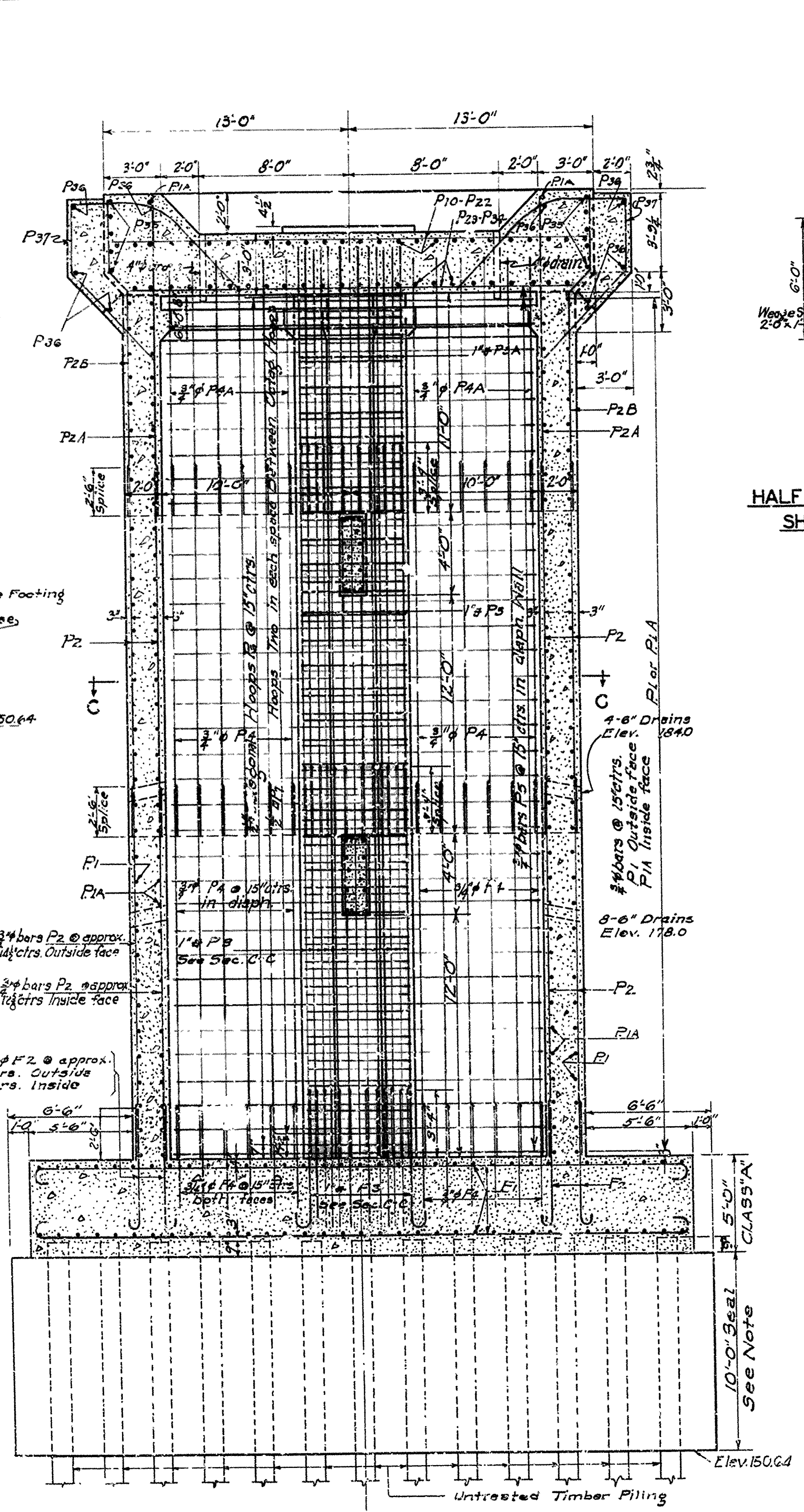
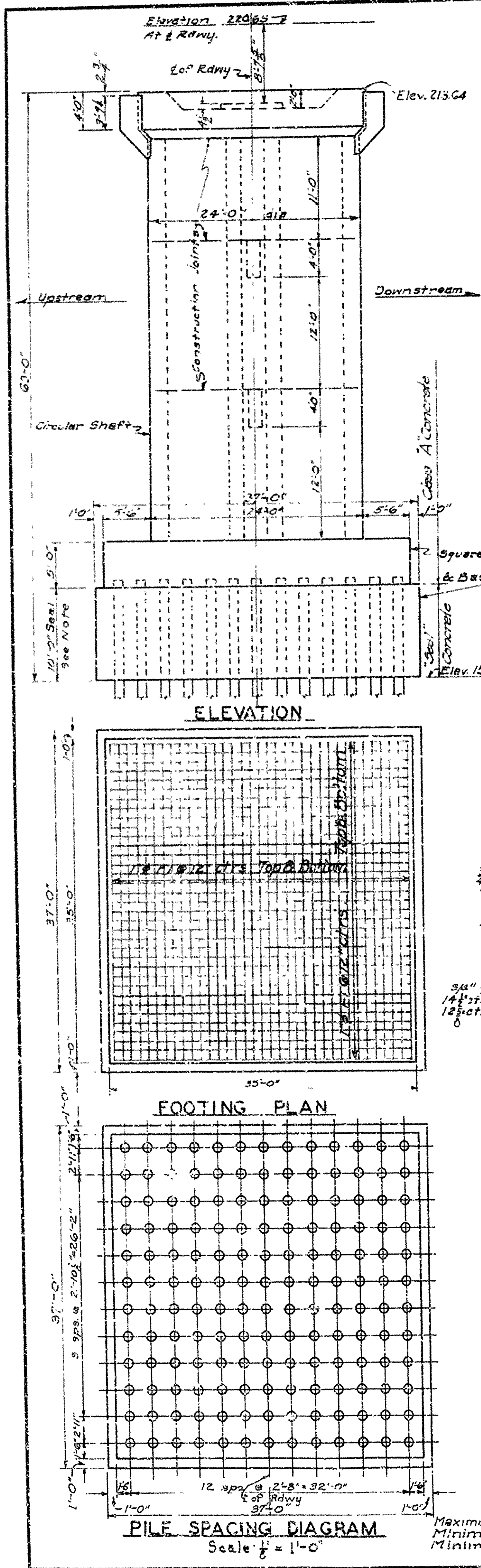


FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	AR 34 (25)		37	130
STATE JOB NO. 11149				9	27



BAR BENDING DIAGRAM

Location	Mark	Size	Length	a	b	Diagram
Footing	F2	3/4"	6'-9"	6'-0"	0"	
Footing	F3	1"	7'-10"	6'-10"	6"	
Footing	F1	1"	36'-4"	34'-4"	3"	
Well	P5	3/4"	24'-9"	23'-3"	6"	
Strut	P8	1/2"	25'-3"	23'-3"	8"	
Cylinder	P2B	3/4"	16'-11"	11'-1"	3'-7"	
Cylinder	P1	3/4"	26'-11"	11'-8"		
Cylinder	P1A	3/4"	24'-2"	10'-6"		
Coping	P35	3/4"	21'-3"	12'-9"		
Octag. Col.	P6	1/2"	20'-0"			
Octag. Col.	P7	1/2"	16'-3"	5'-6"	2'-3"	
Strut	P9	1/2"	10'-3"	3'-7 1/2"	1'-1 1/2"	
Wedge Support	P37	1/2"	20'-0"			

NOTE:
Depth of seal shown is based on water Elev. 191.5
Depth of seal to be increased or decreased as time
of construction to meet actual water stage. No variation
in Unit pay for Seal Concrete will be made for variation
of Seal Depth.

DETAILS OF PIVOT PIER (NO. 3)
ST. FRANCIS RIVER BRIDGE
NEAR PARKIN ARKANSAS
CROSS COUNTY
ROUTE 64 SEC. 16

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

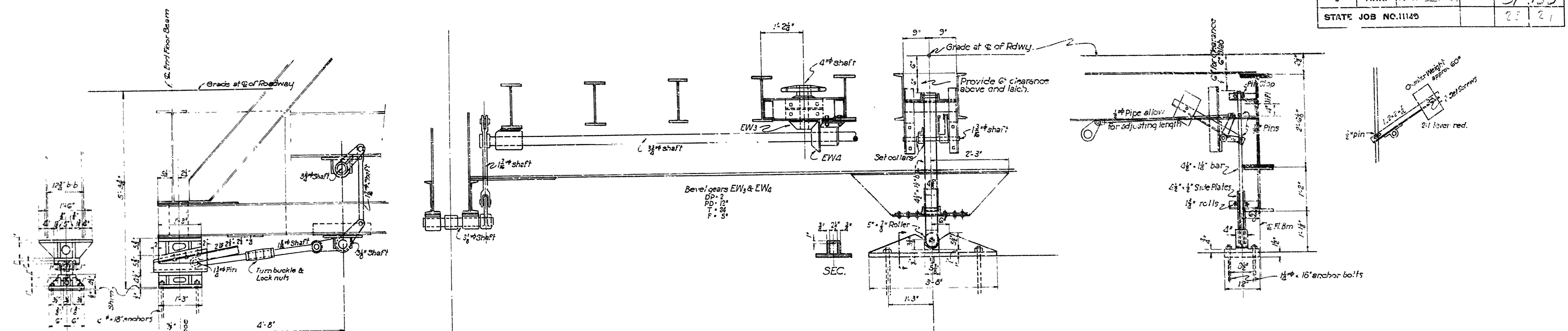
Drawn By: L.B.C. Date: 3-15-38
Traced By: W.J. Date: 3-24-38
Checked By: S.F.C. Date: 3-25-38

Scale: 1/4" = 1'-0" (except as noted)

BRIDGE NO. 1785 DRAWING NO. 5521

BRIDGE ENGINEER

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	N.R. 32(1-1)		51	130
STATE JOB NO. 11149				23	21

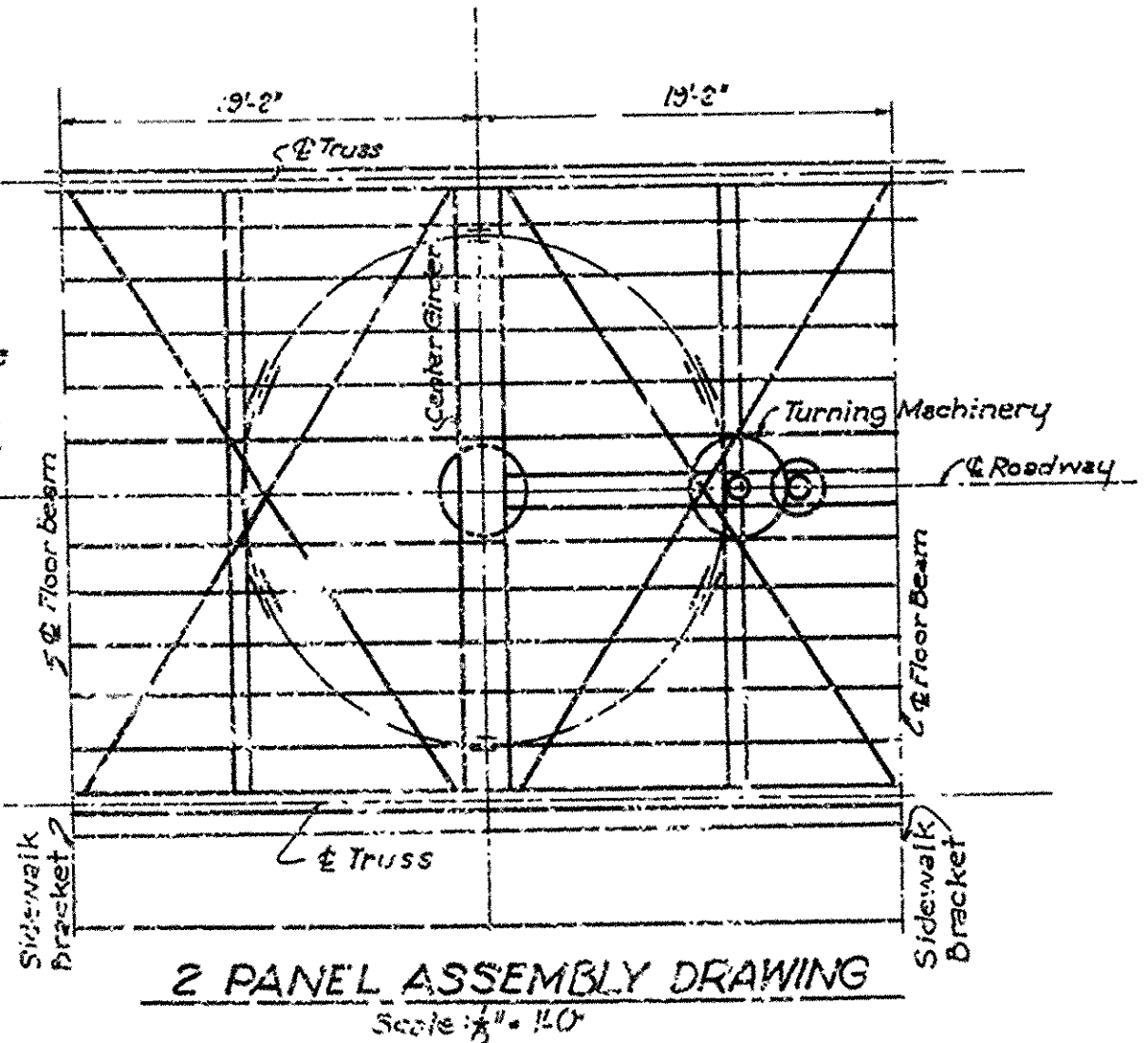


NOTES: (End Wedge Machinery)
 Swing span to be erected in such position that ends will be 1/2 inch below closed position with wedges driven, under full dead load and swinging free.
 Sliding faces of wedges to have 3/8 inch of Manganese bronze applied with welding torch, then planed to 1/8 inch.
 Stops are to be provided to prevent over-driving and over-pulling.

NOTES: (End Latch Machinery)
 The end latch is to be regulated by counterweight so that latch bar will fall into position under all conditions, allowance being made for stiff lubricant in cold weather.
 Latch bar roller is to be 1/2 inch from bottom of well when end wedges are fully driven.

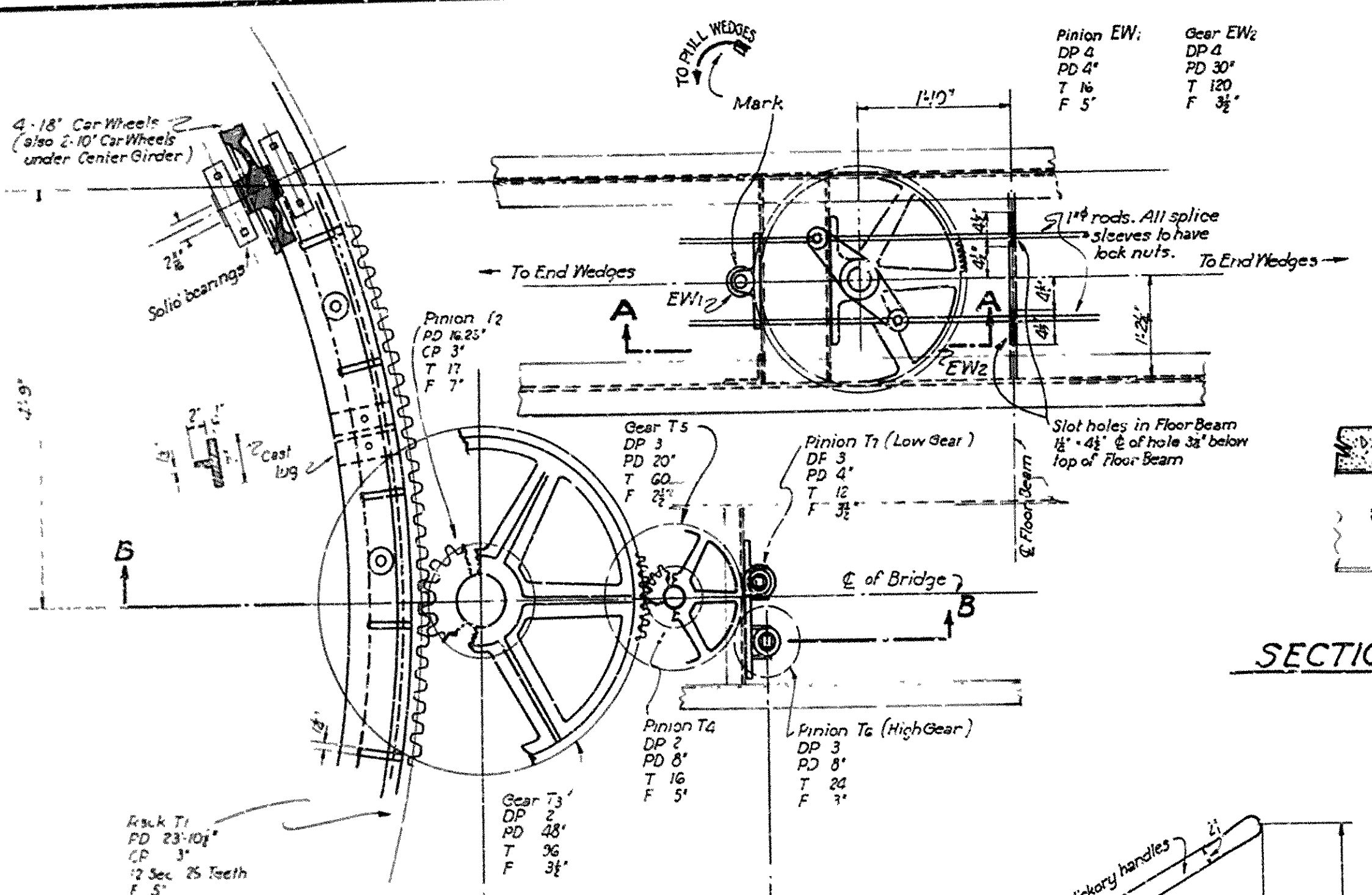
GENERAL MACHINERY NOTES:
 All gears and rack are to be made of cast steel.
 All gear teeth, except rack teeth, are to be machine cut.
 All gears are to be secured to shafts with suitable keys.
 All bevel and mitre gears are to have suitable bronze thrust collars.
 Pitch lines are to be scribed on both sides of all gears and top of rack.
 All bearing boxes are to be babbitted except main pinion and bull wheel bearings which are to have phosphor-bronze linings.
 All bearing boxes to be of split type unless otherwise noted.
 All bearing boxes and the center pivot are to be provided with grease cups and grooves; where not otherwise accessible they shall be connected with oil pipes.
 All shafts under 3" diameter are to be cold rolled steel. All shafts over 3" diameter are to be rolled or forged.
 All castings unless otherwise noted are to be of cast steel.
 All parts of the operating machinery connected to or supported by structural steel are to be assembled completely in shop together with supporting structural steel, see Sketch. Drill holes for bearings with gears meshing properly and all other parts in correct position. Match mark where necessary.
 Sub-punching will not be permitted for machinery connections to structural steel supports.
 Machinery is shown in position with bridge closed and wedges driven.
 All material to be allowed as machinery as noted in Special Provisions, is on (or for) movable span only, unless otherwise noted, and does not include shoes and bed plates of fixed spans.
 These drawings are general only. Contractor shall check same and submit shop drawings, made in compliance with the specifications, which are to be approved before fabrication begins.
 All turning machinery to be marked with 'T'.
 All end wedge machinery to be marked with 'EW'.
 All center wedge machinery to be marked with 'CW'.
 All end latch machinery to be marked with 'L'.
 Power calculated with two men on capstan at 80° each, no friction losses due to bearings or gears except center pivot and wedge sliding surfaces.

NOTES: (2 Panel Assembly Drawing)
 The two center panels of the floor system and lower chord members, together with the center girder, lateral system and machinery supports shall be completely assembled with the center bearing castings, balance wheels, rack and track, and turning machinery at the structural steel fabricating shop. All necessary drilling and reaming shall be done and the structural steel and machinery parts match-marked. The complete assembly shall be properly adjusted until the two-panel section may be turned 30° degrees in perfect adjustment.

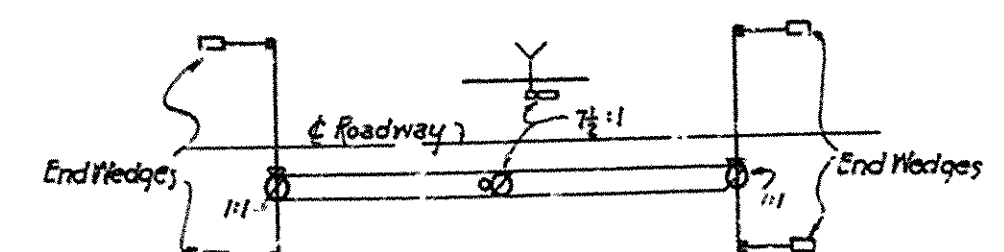


DETAILS OF MACHINERY
30'-0" SWING SPAN
 ROUTE 64 SEC. 16
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: L.P.C. Date: 1-28-35
 Traced By: E.A.W. Date: 5-22-35
 Checked By: _____ Date: _____
 Scale: 3/4" = 1 ft.
BRIDGE ENGINEER
DRAWING NO. 5535

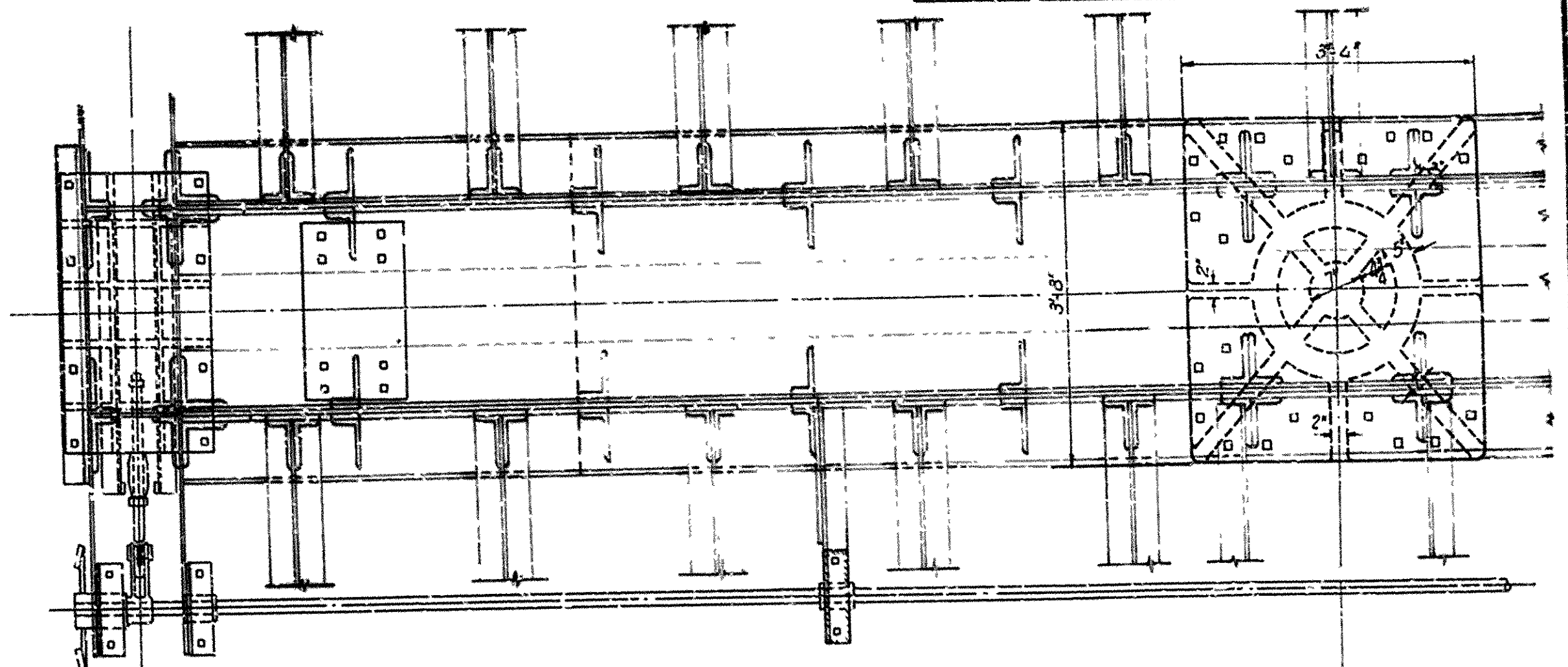
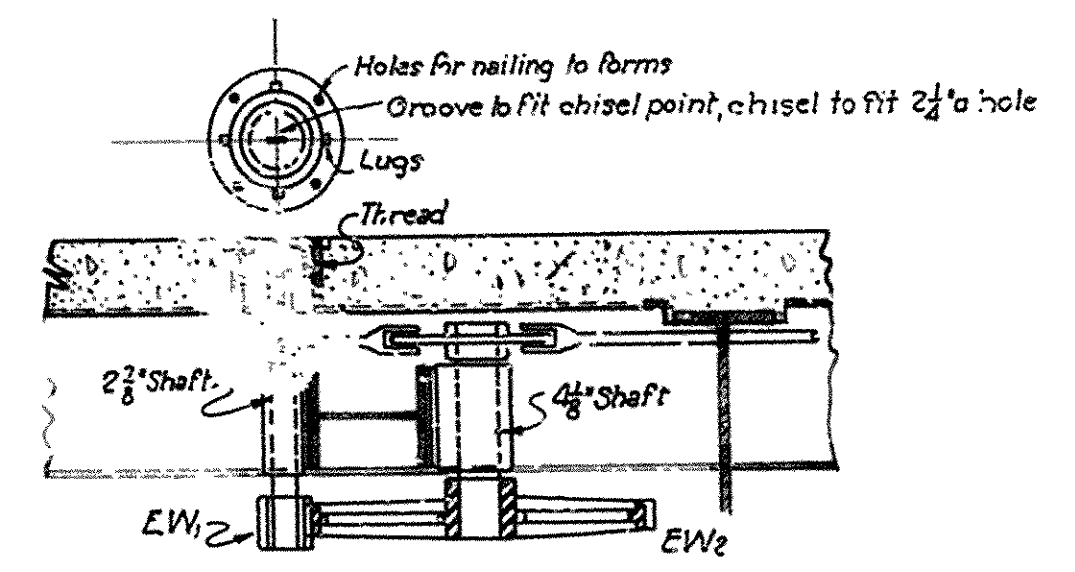
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH 3A(3)		50	139
STATE JOB NO. 11149				22	24



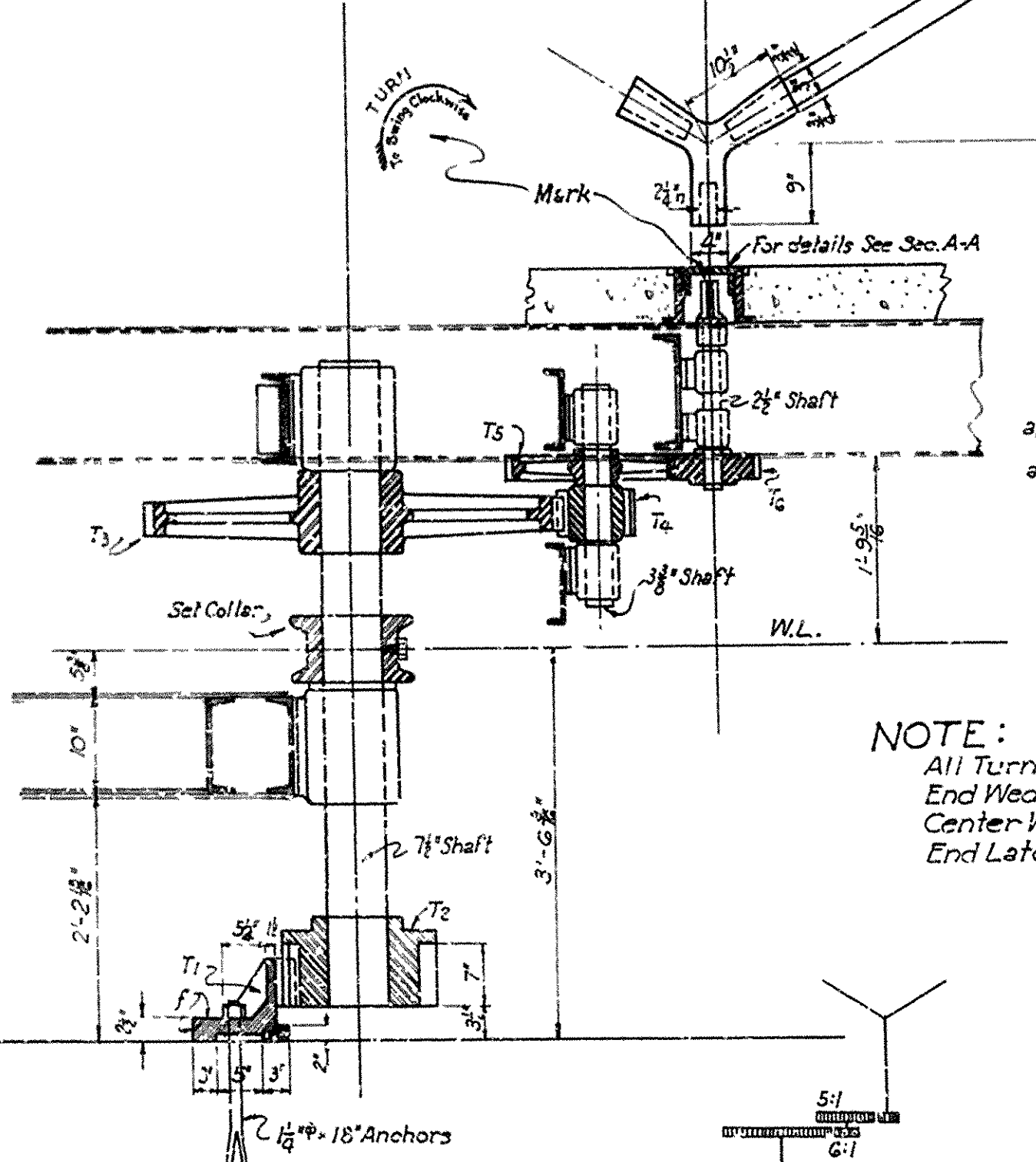
PLAN OF TURNING MACHINERY



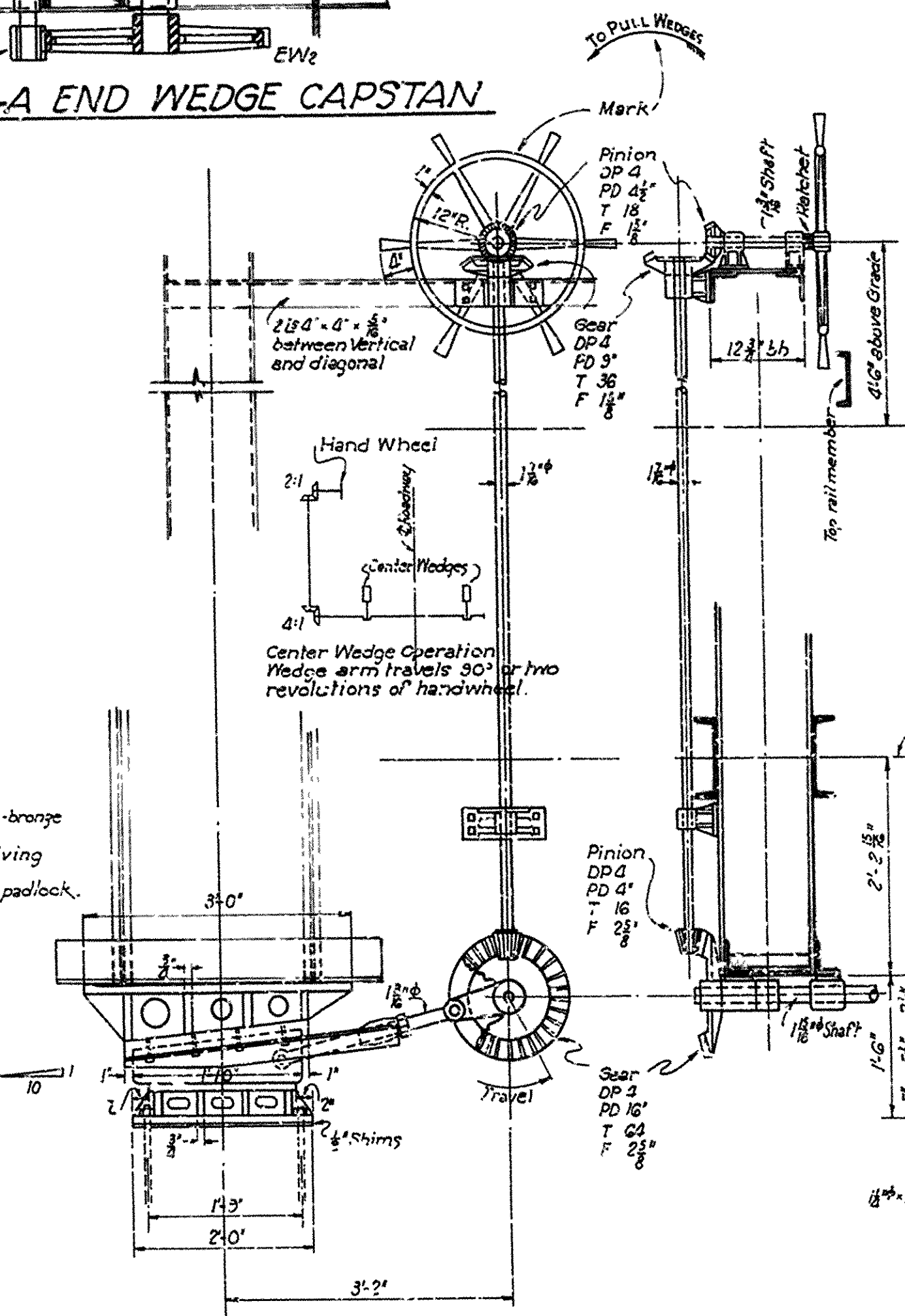
SECTION A-A END WEDGE CAPSTAN



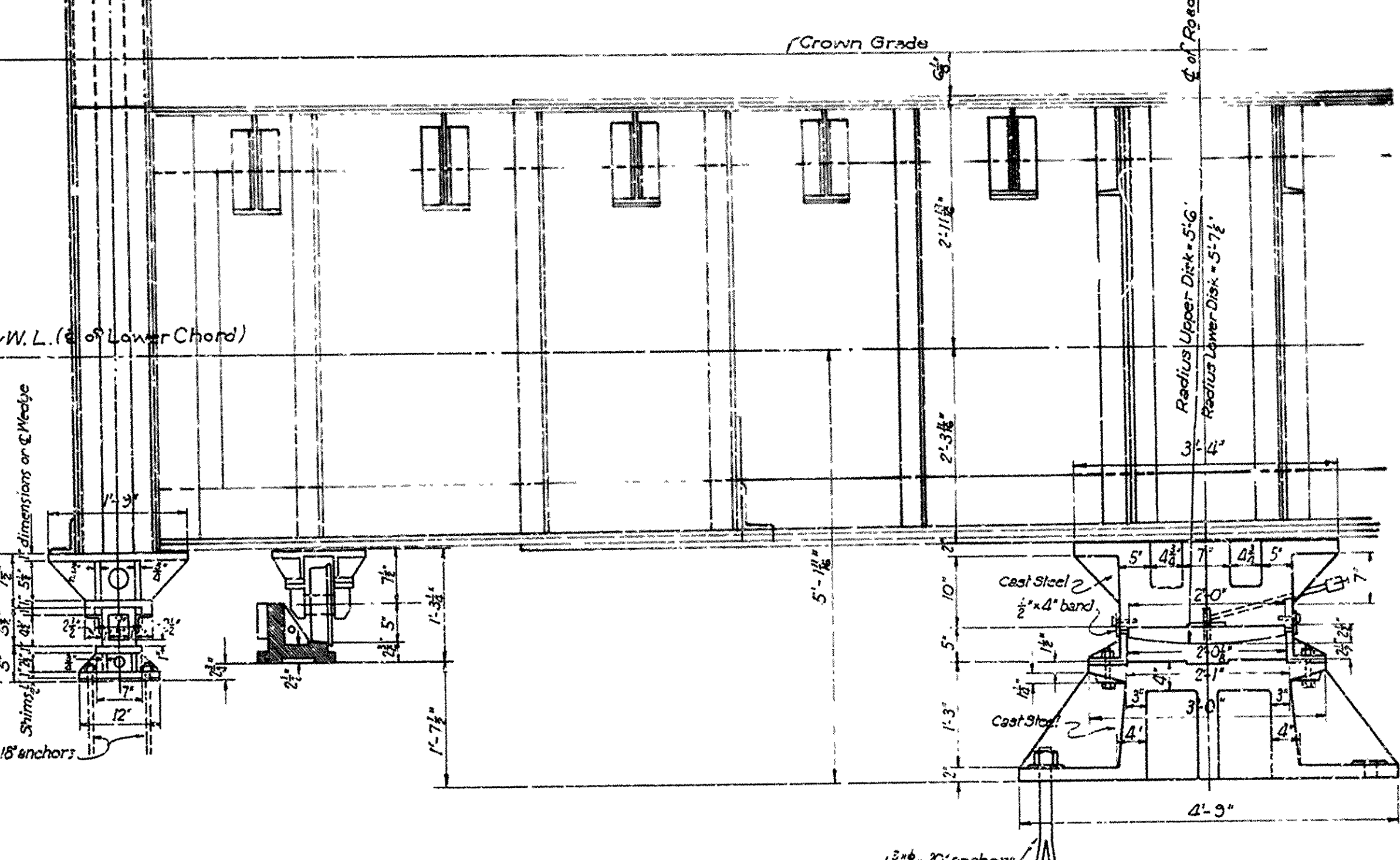
TOP PLAN OF CENTER PIVOT AND WEDGE SHOES



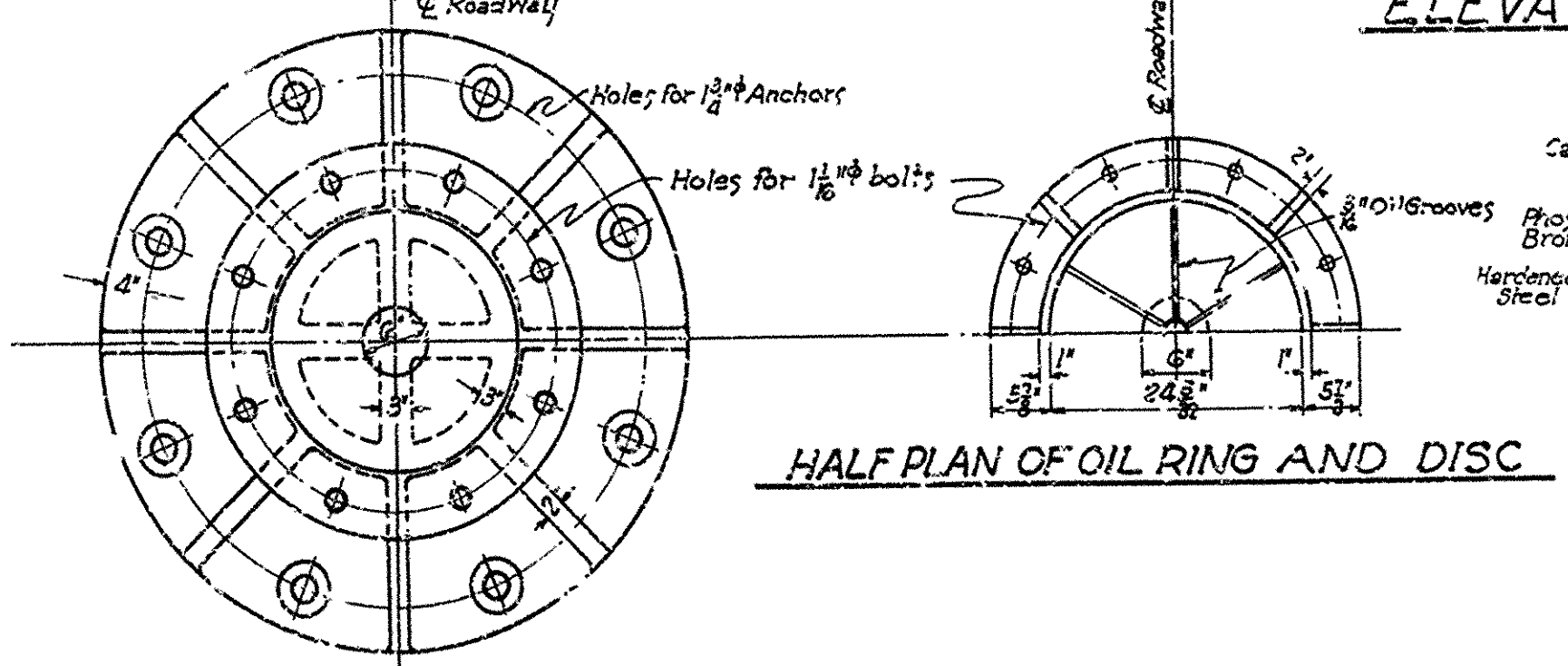
SECTION B-B OF TURNING MACHINERY



DETAILS OF CENTER WEDGE MACHINERY



ELEVATION OF CENTER BEARINGS AND WEDGES



PLAN OF CENTER BEARINGS (LOWER CASTING)

HALF PLAN OF OIL RING AND DISC

DETAILS OF MACHINERY

230'-0" SWING SPAN

ROUTE 64 SEC. 1G

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

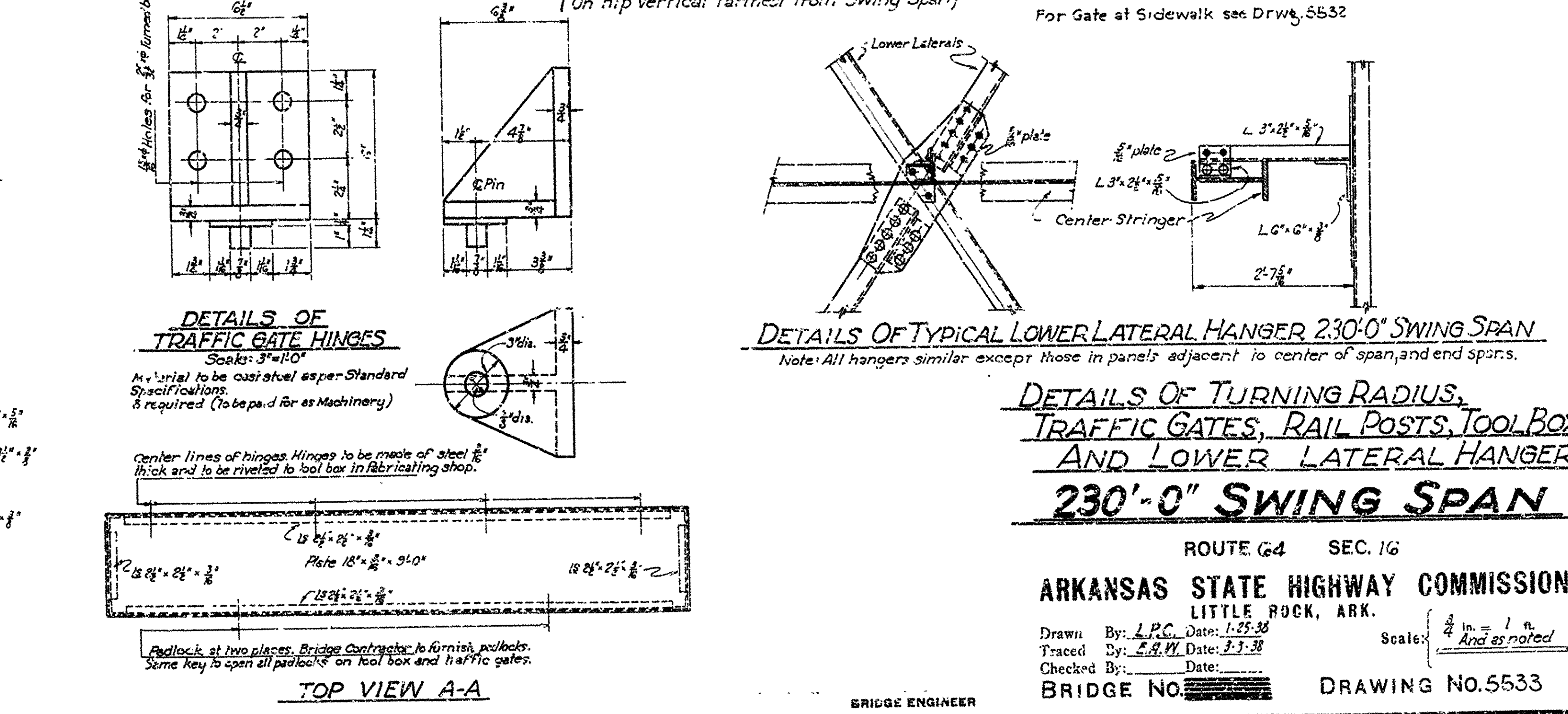
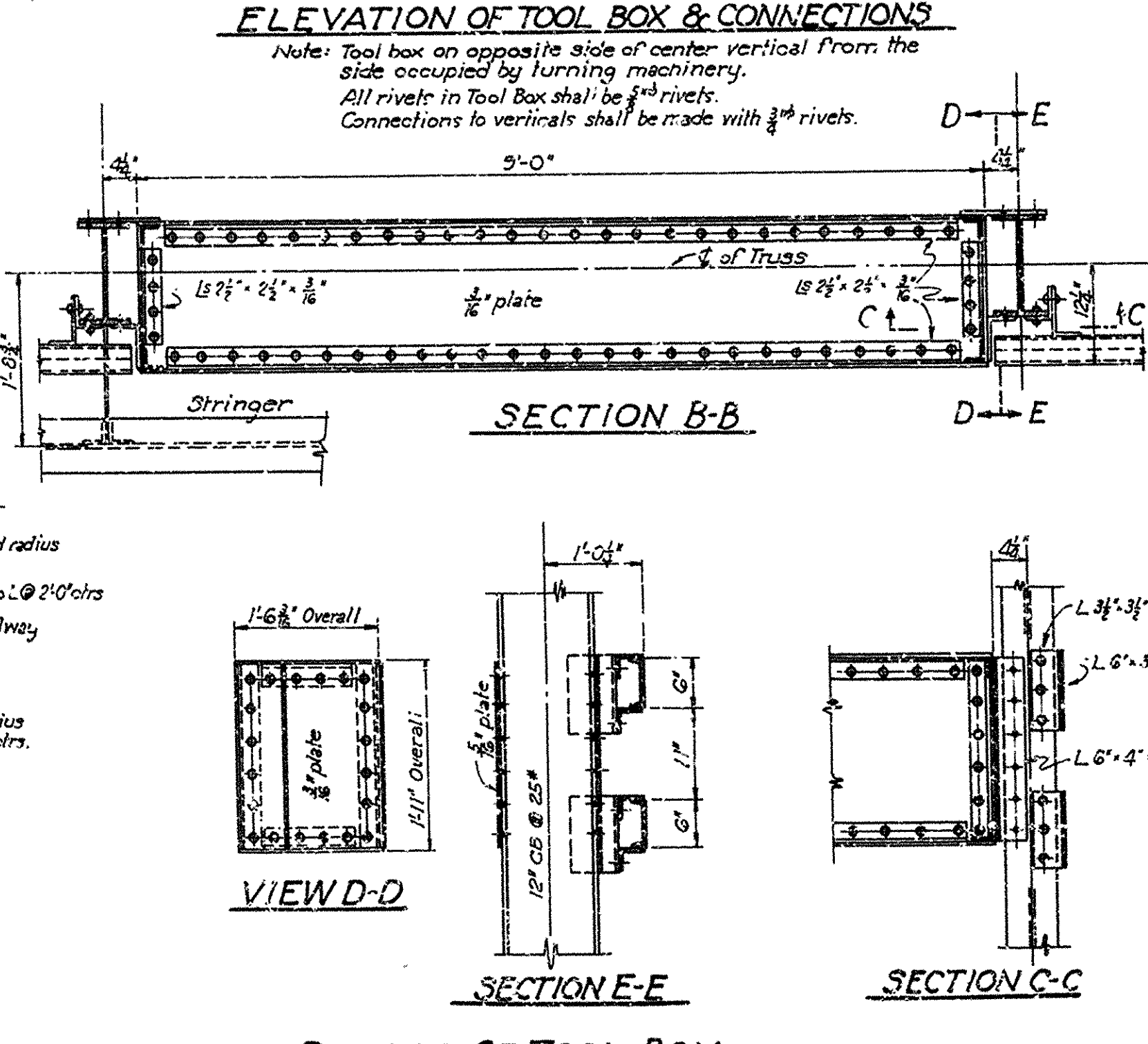
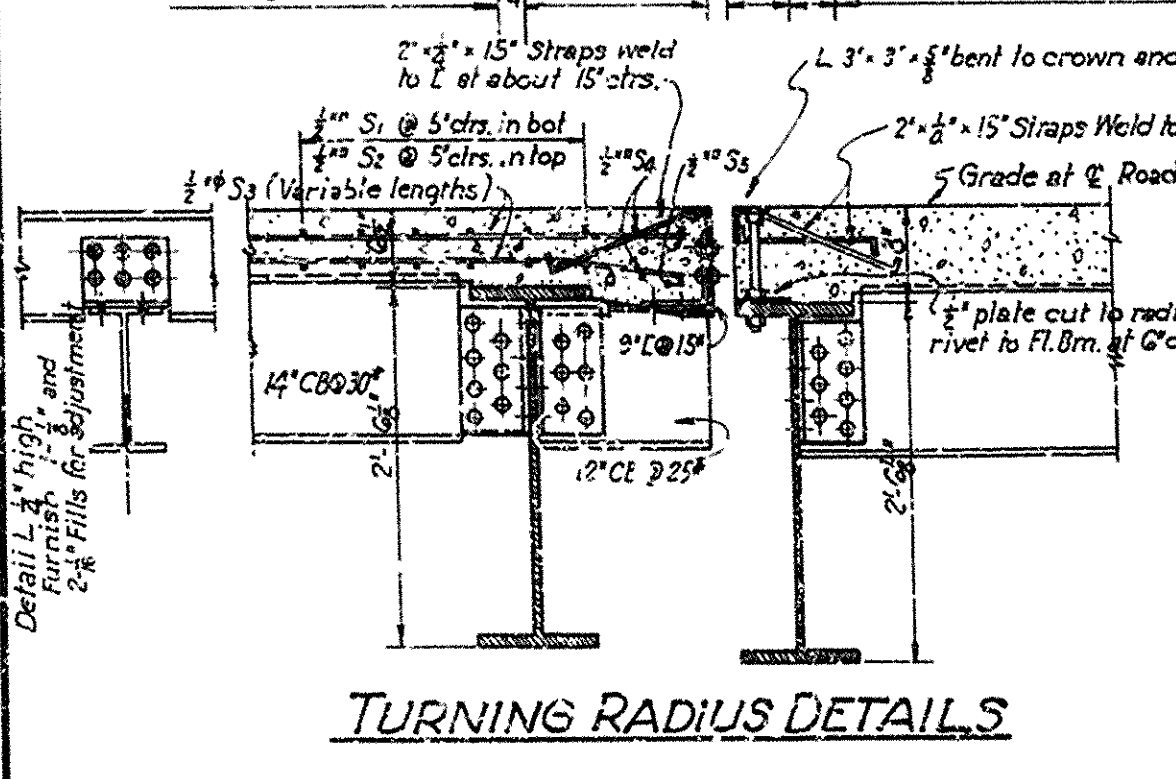
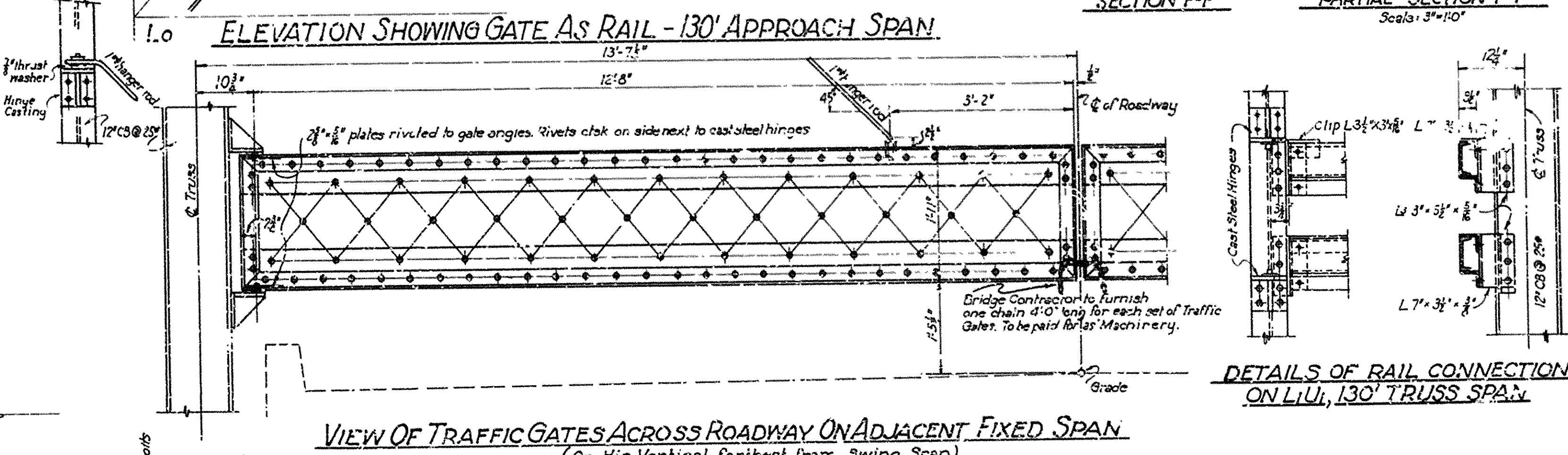
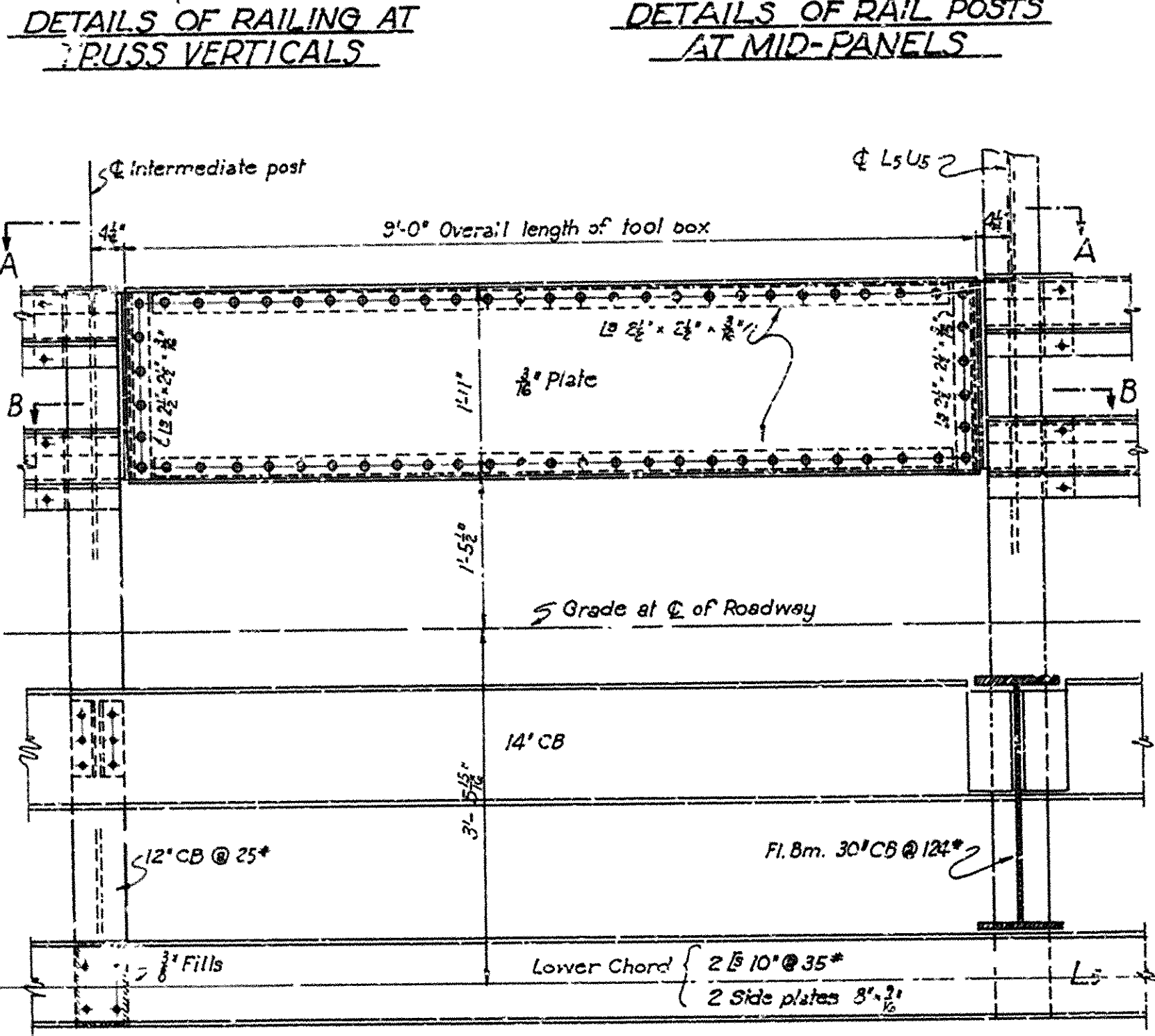
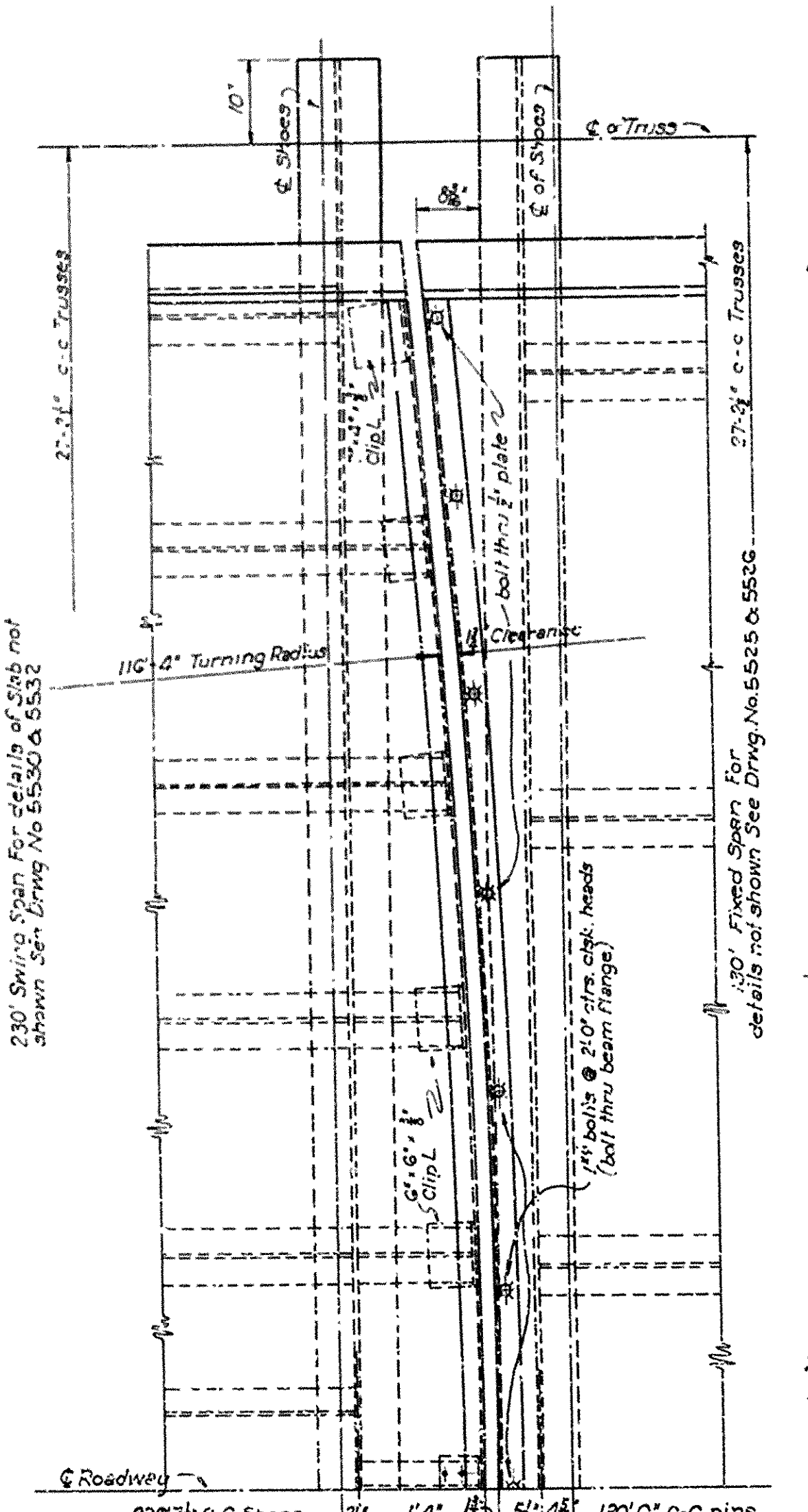
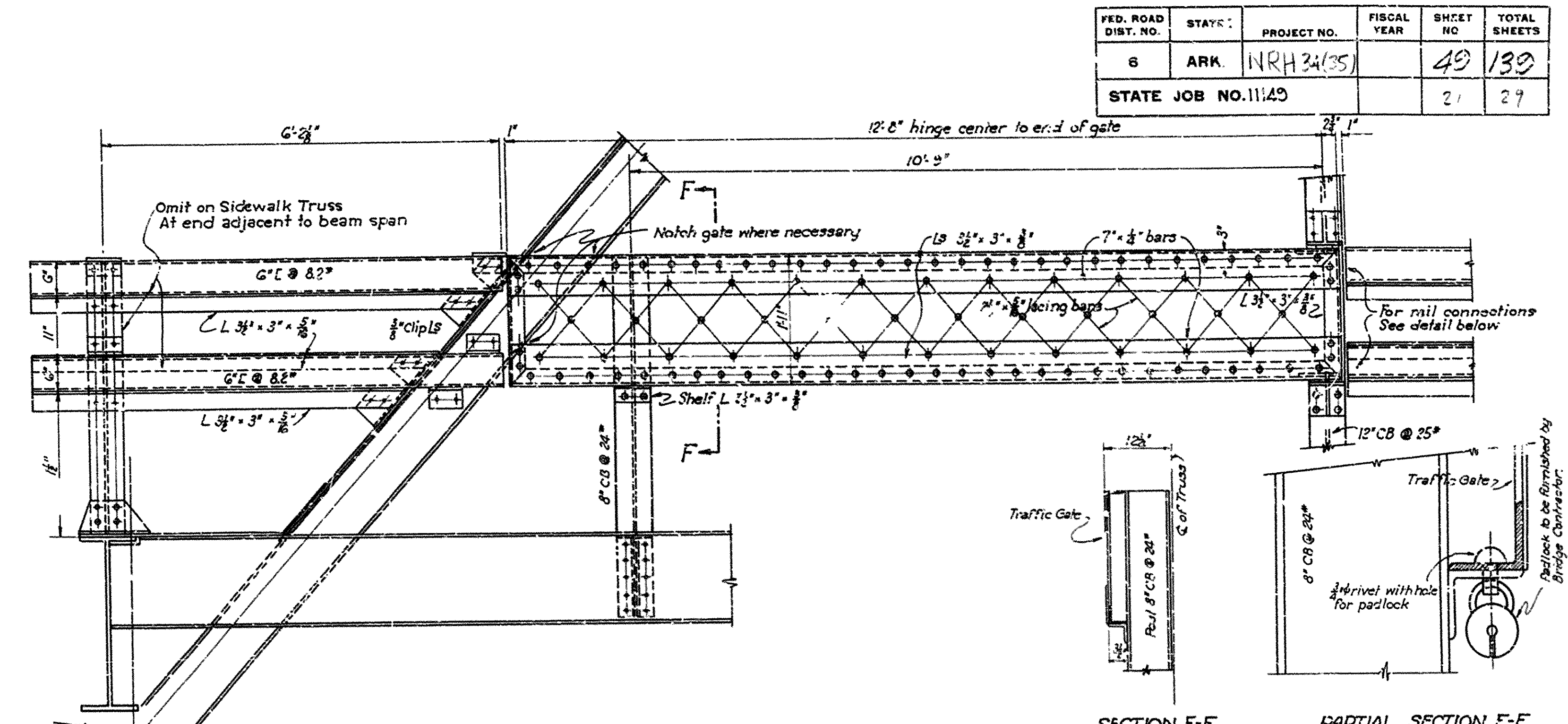
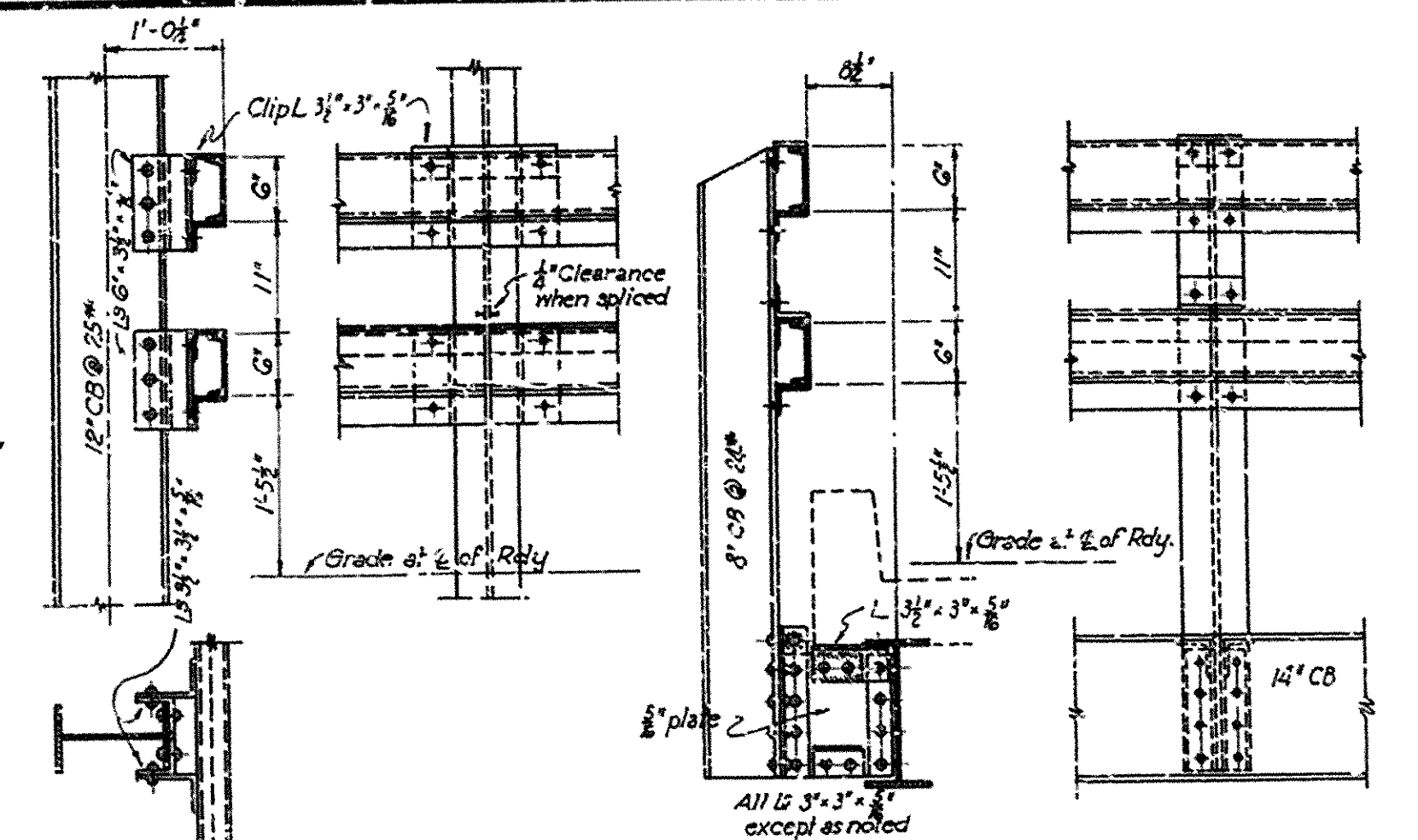
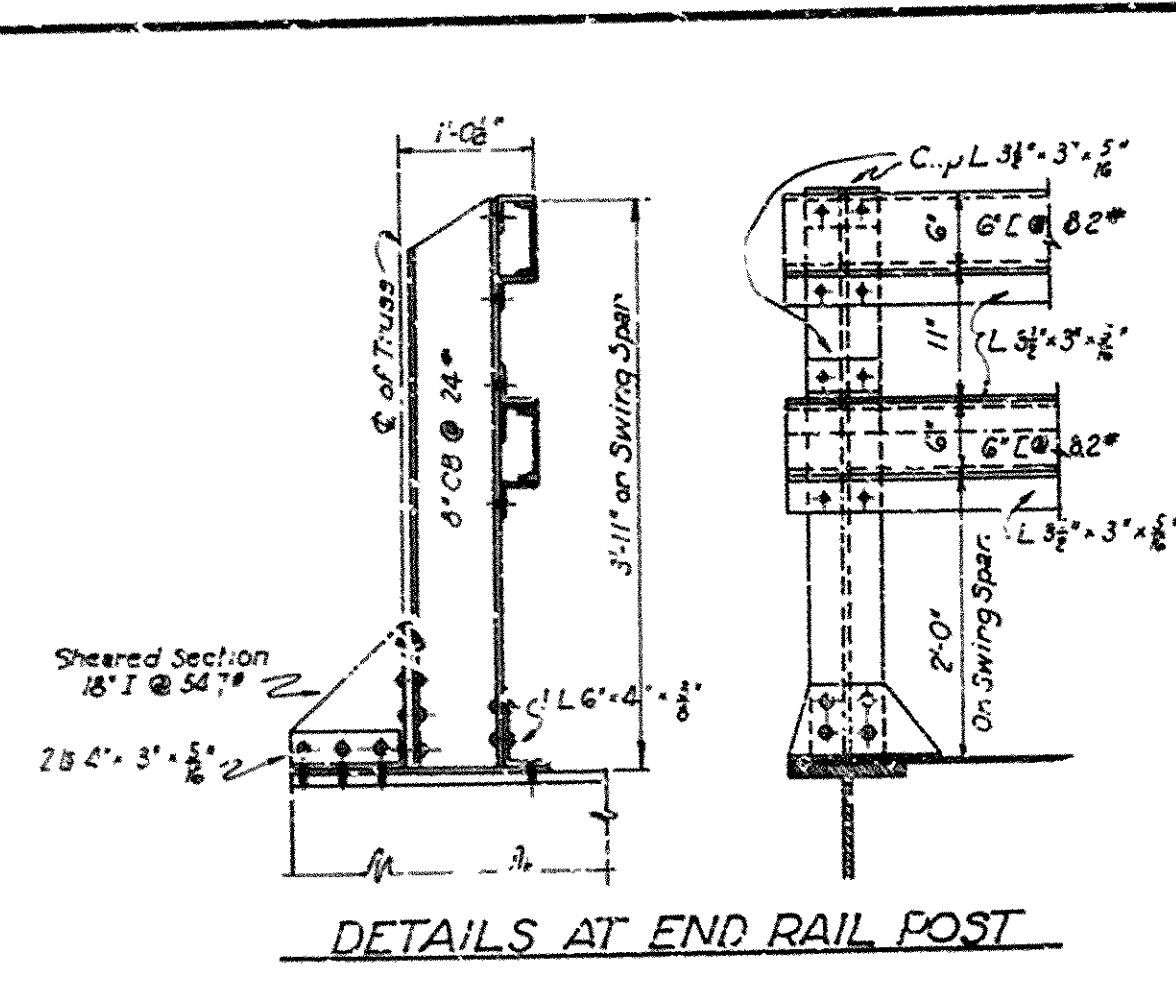
Drawn By: L.P.C. Date: 1-28-38
Traced By: E.A.W. Date: 3-28-38
Checked By: _____ Date: _____

Scale: 3/8" = 1' n.

BRIDGE NO. _____ DRAWING NO. 5534

BRIDGE ENGINEER

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH 24(35)		49	139
STATE JOB NO. 11149					21



DETAILS OF TURNING RADIUS, TRAFFIC GATES, RAIL POSTS, TOOL BOX, AND LOWER LATERAL HANGERS 230'-0" SWING SPAN

ROUTE 64 SEC. 16
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: L.P.C. Date: 1-25-38
 Traced By: F.B.W. Date: 3-3-38
 Checked By: _____ Date: _____
 BRIDGE NO. _____ DRAWING NO. 5533

230' Swing Span For details of 5th not shown See Drawing No. 5530 & 5532

Note: Tool box on opposite side of center vertical from the side occupied by turning machinery.
 All rivets in Tool Box shall be 3/4" rivets.
 Connections to verticals shall be made with 3/4" rivets.

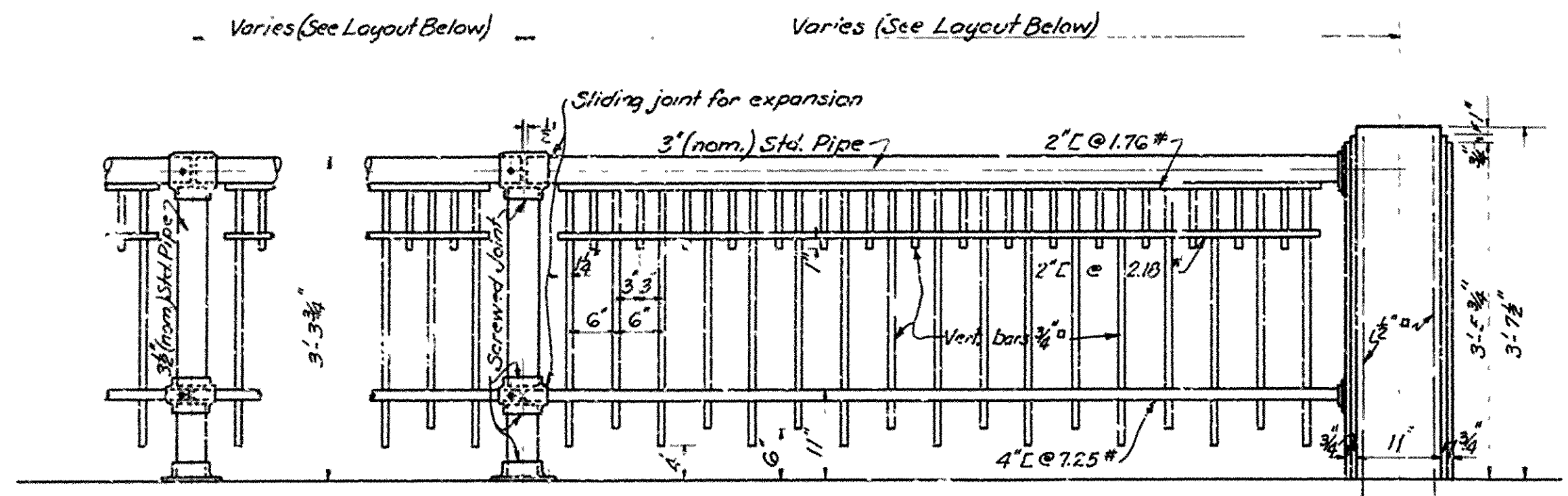
DETAILS OF TRAFFIC GATE HINGES
 Scale: 3"=10"
 Material to be cast steel as per Standard Specifications.
 3 required (to be paid for as Machinery)

DETAILS OF TYPICAL LOWER LATERAL HANGER 230'-0" SWING SPAN
 Note: All hangers similar except those in panels adjacent to center of span, and end spans.

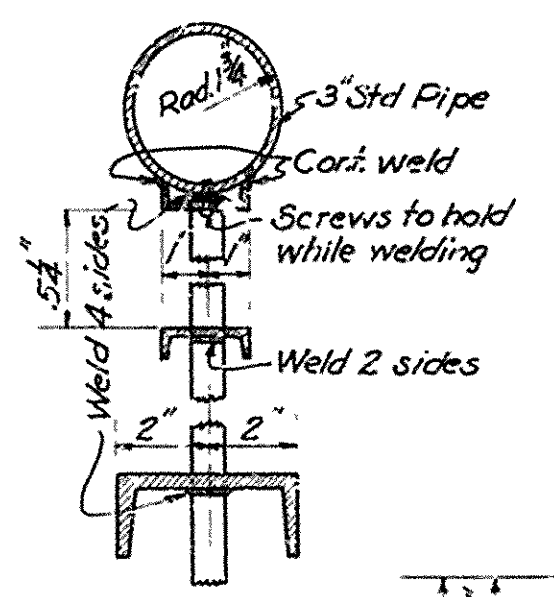
Padlock at two places. Bridge Contractor to furnish padlocks. Same key to open all padlocks on tool box and traffic gates.

BRIDGE ENGINEER

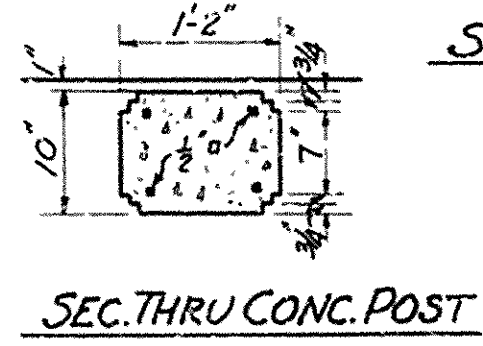
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH 34(50)		48	130
STATE JOB NO. 1114D				20	29



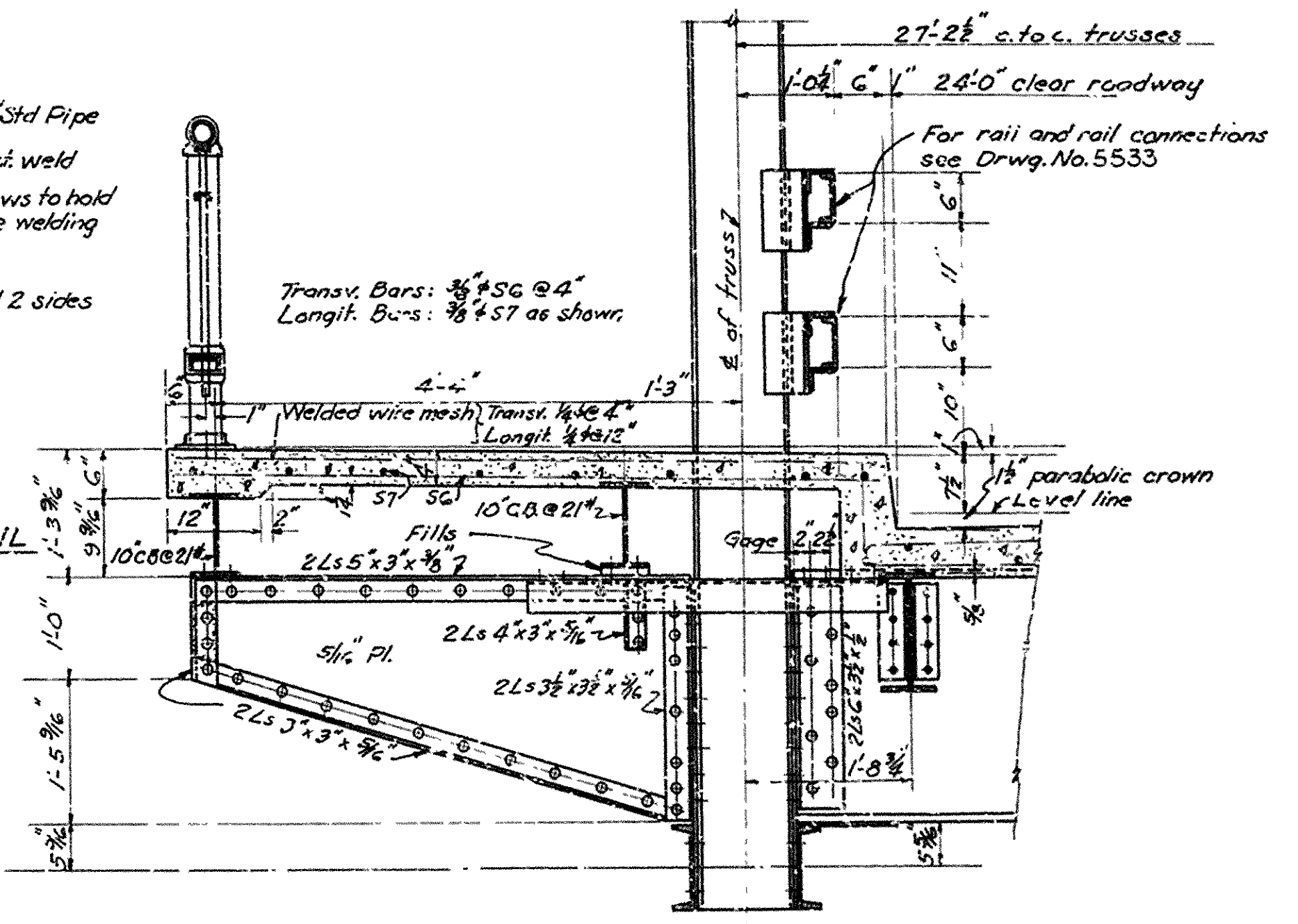
ELEVATION OF RAIL



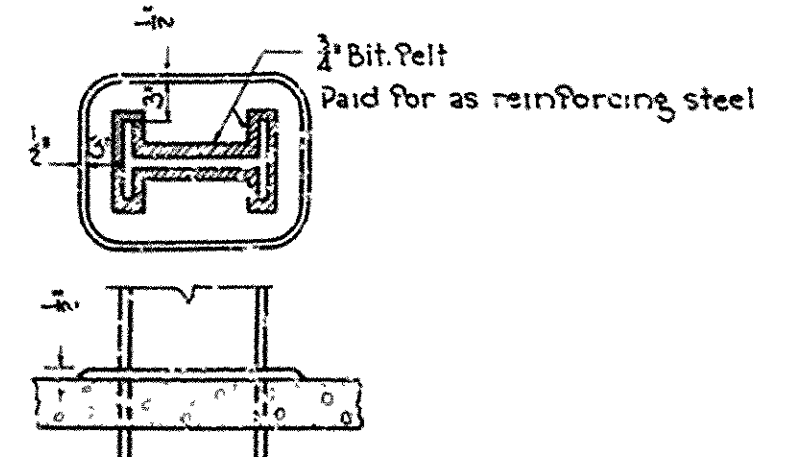
SECTION THRU RAIL



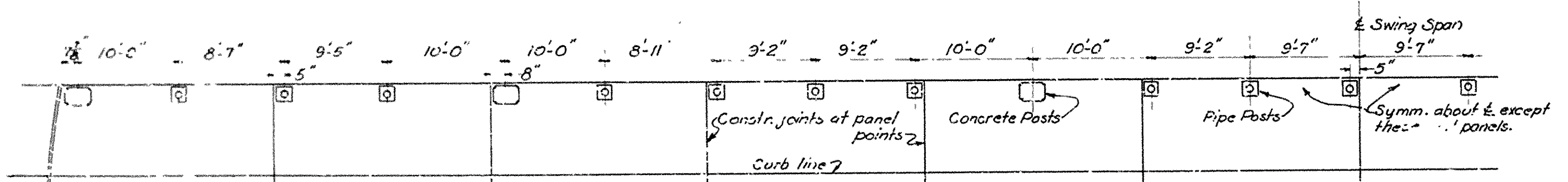
SEC. THRU CONC. POST



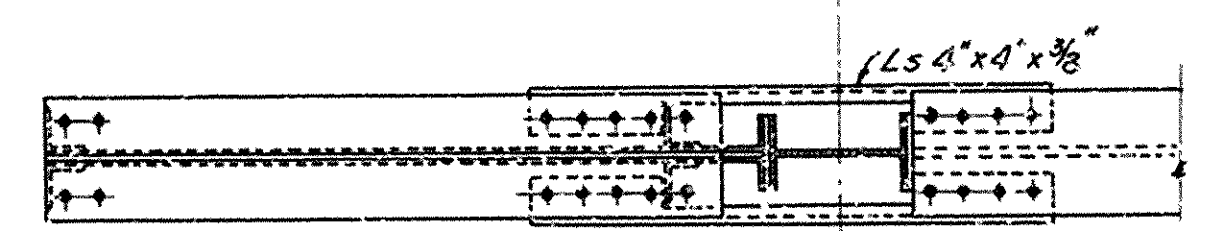
SECTION THRU SIDEWALK-SWING SPAN



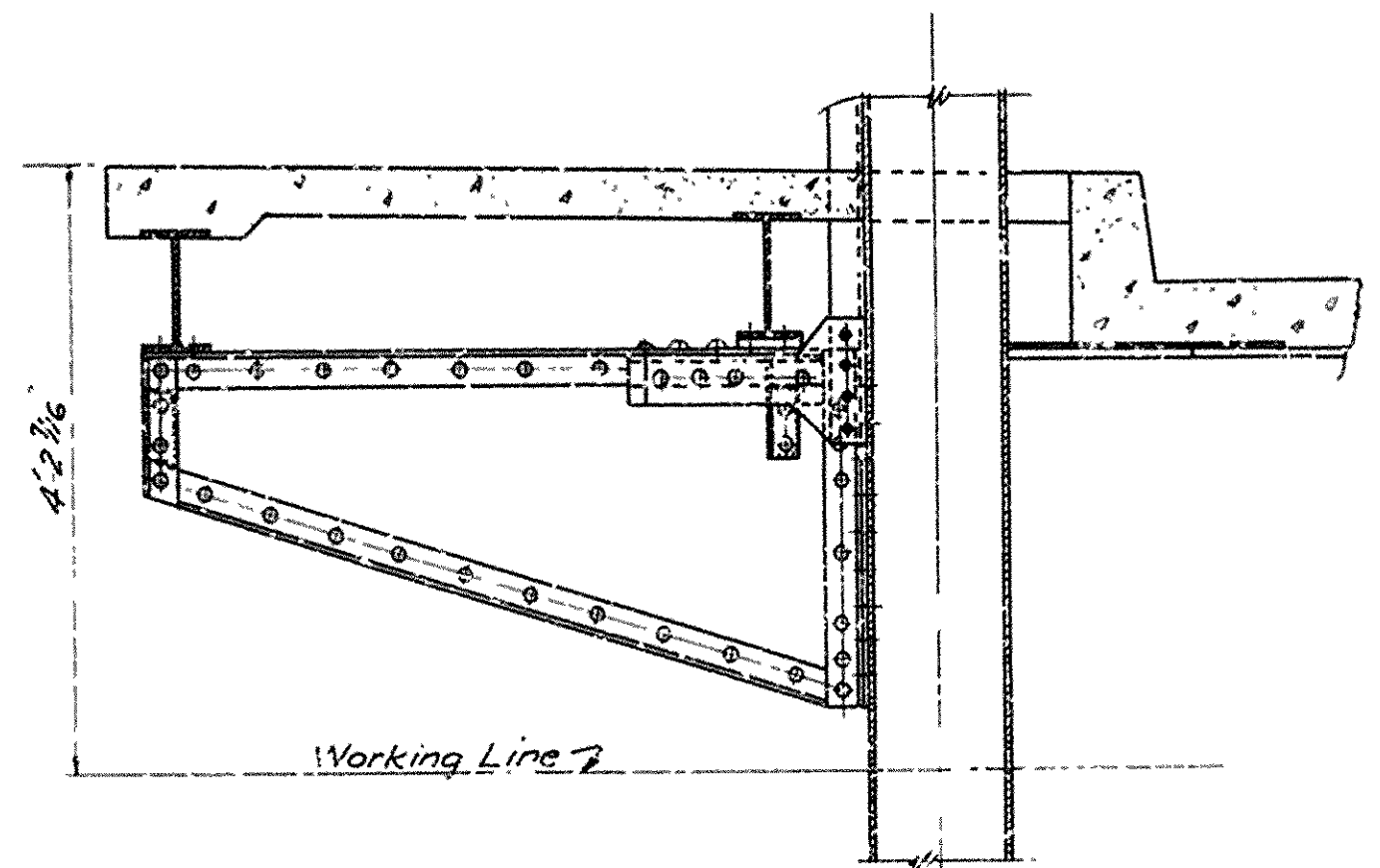
DETAIL OF JOINT AROUND MEMBERS THRU SWK. SLAB



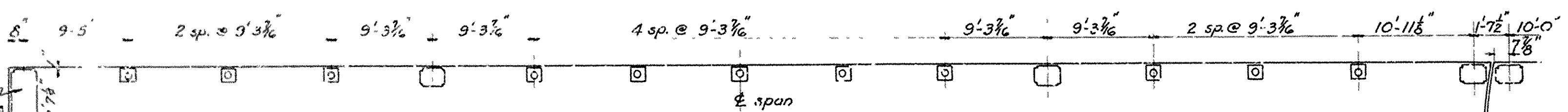
RAIL POST SPACING ON SWING SPAN



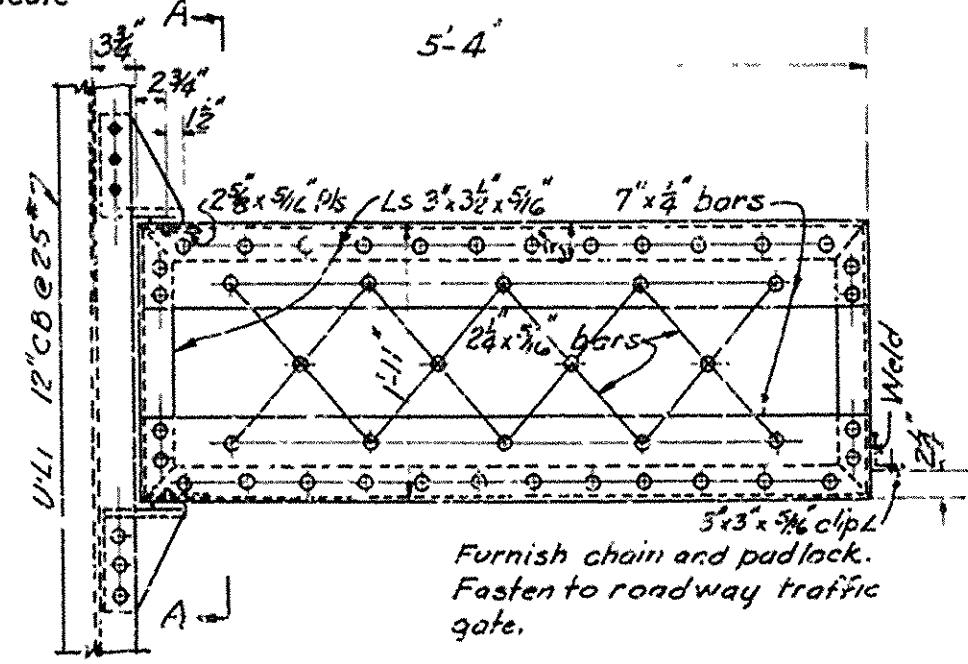
PLAN OF BRACKETS AT L1-L2-L3-L4-L5



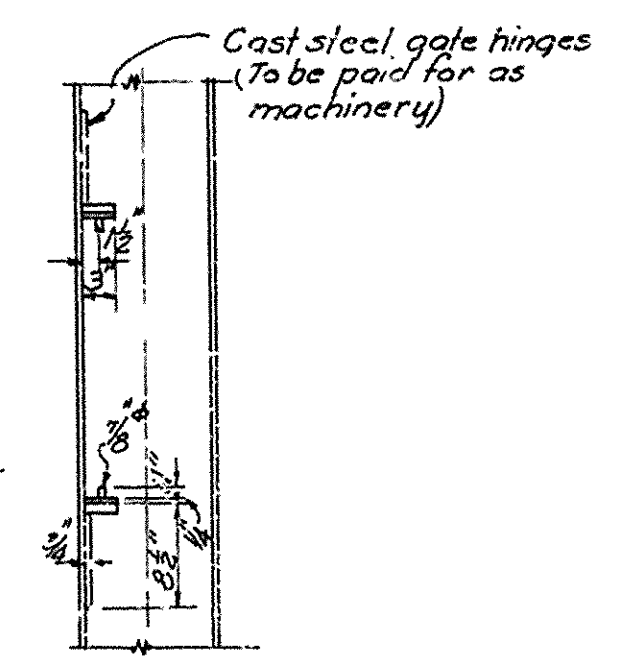
Working Line



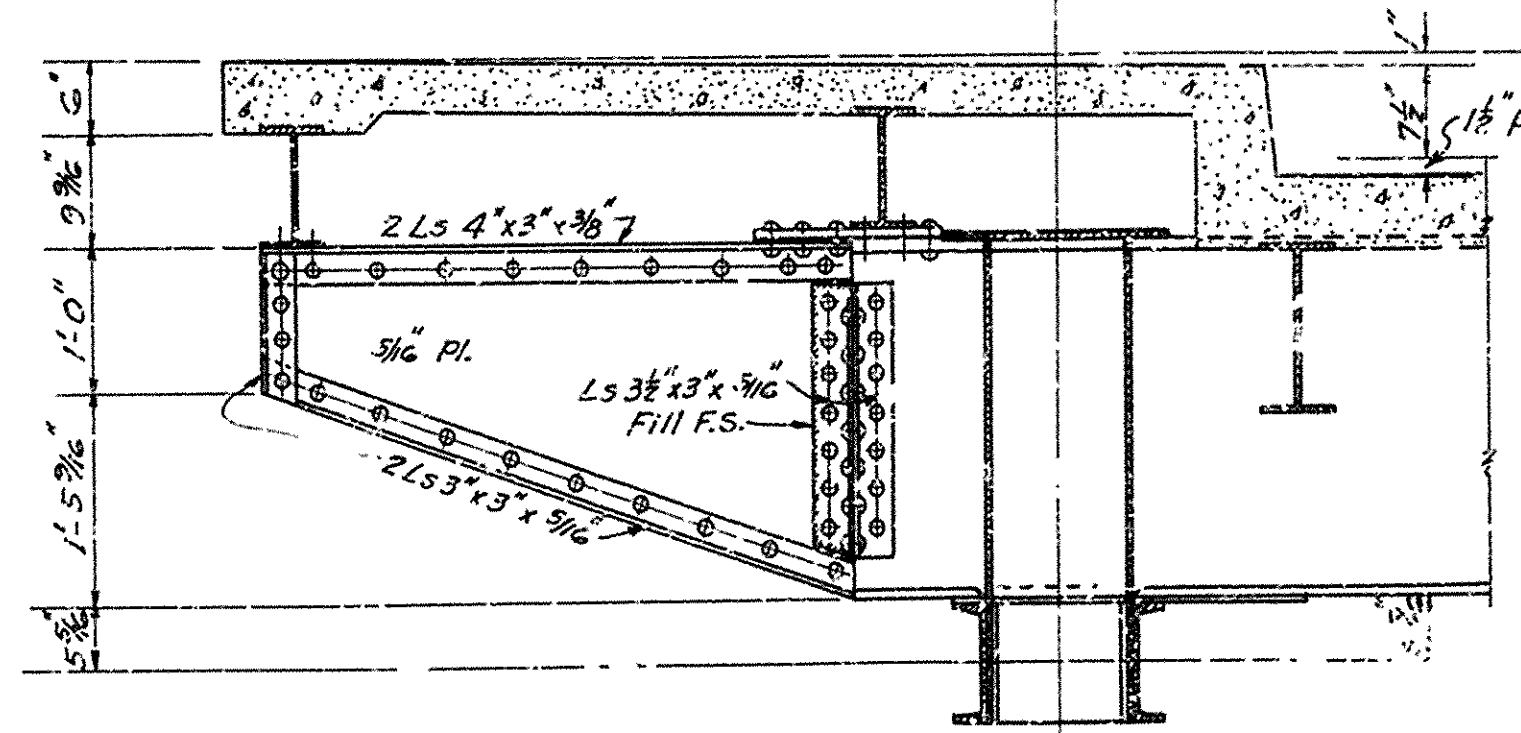
RAIL POST SPACING 130' SPANS



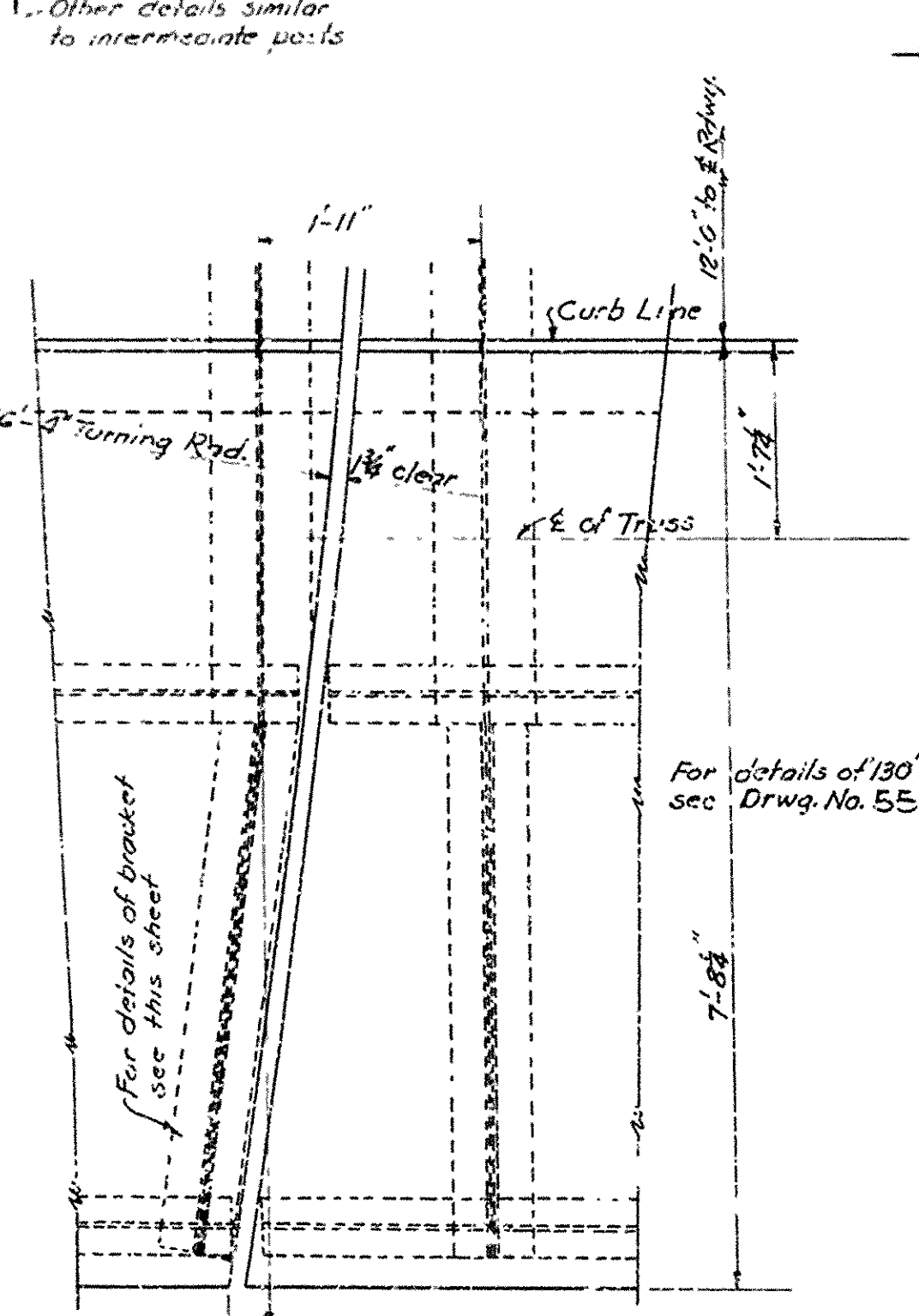
ELEV. SIDEWALK GATE OPEN



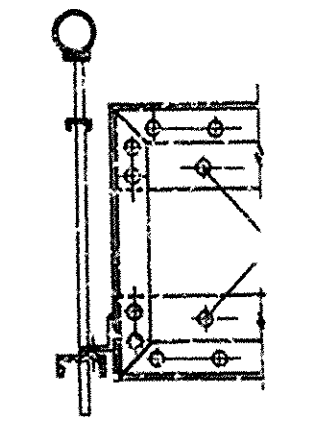
SEC. A-A (Gate Removed)



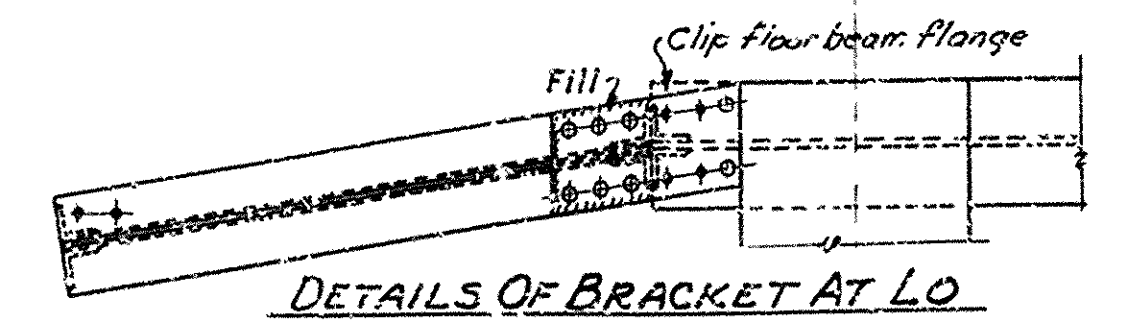
DETAILS OF BRACKET AT L6



DETAILS AT END OF SWING SPAN AND 130' TRUSS-SIDEWALK SIDE



PART ELEV. GATE CLOSED



DETAILS OF BRACKET AT L0

SIDEWALK DETAILS FOR TRUSS SPANS
BRIDGE OVER ST. FRANCIS RIVER AT
PARKIN, ARK.
CROSS CO.
ROUTE 64 SEC. 16

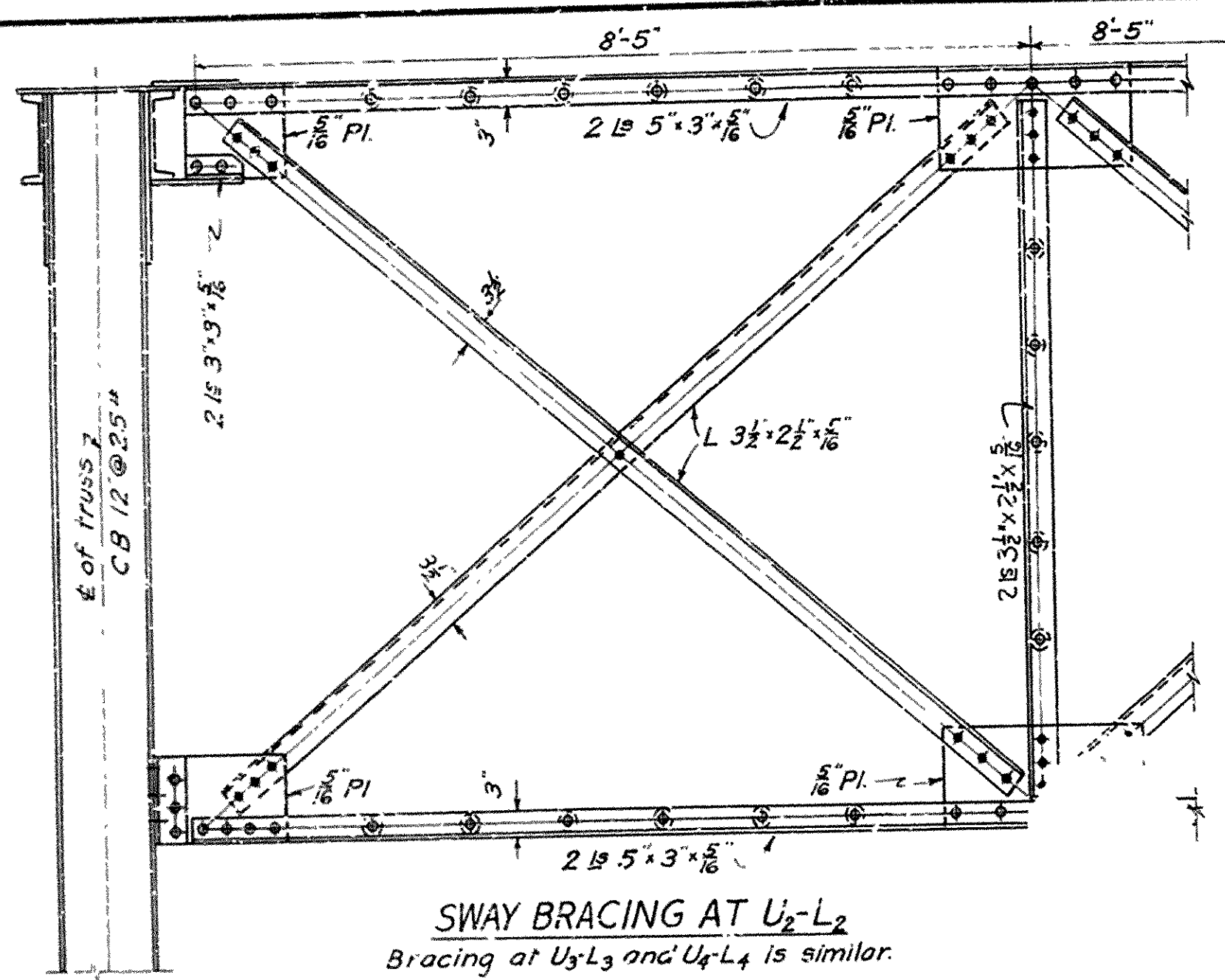
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: L.P.C. Date: 3-5-30
Traced By: L.P.C. Date: 3-25-30
Checked By: Date: _____
Scale: 3/4 in. = 1 ft. Except as noted.

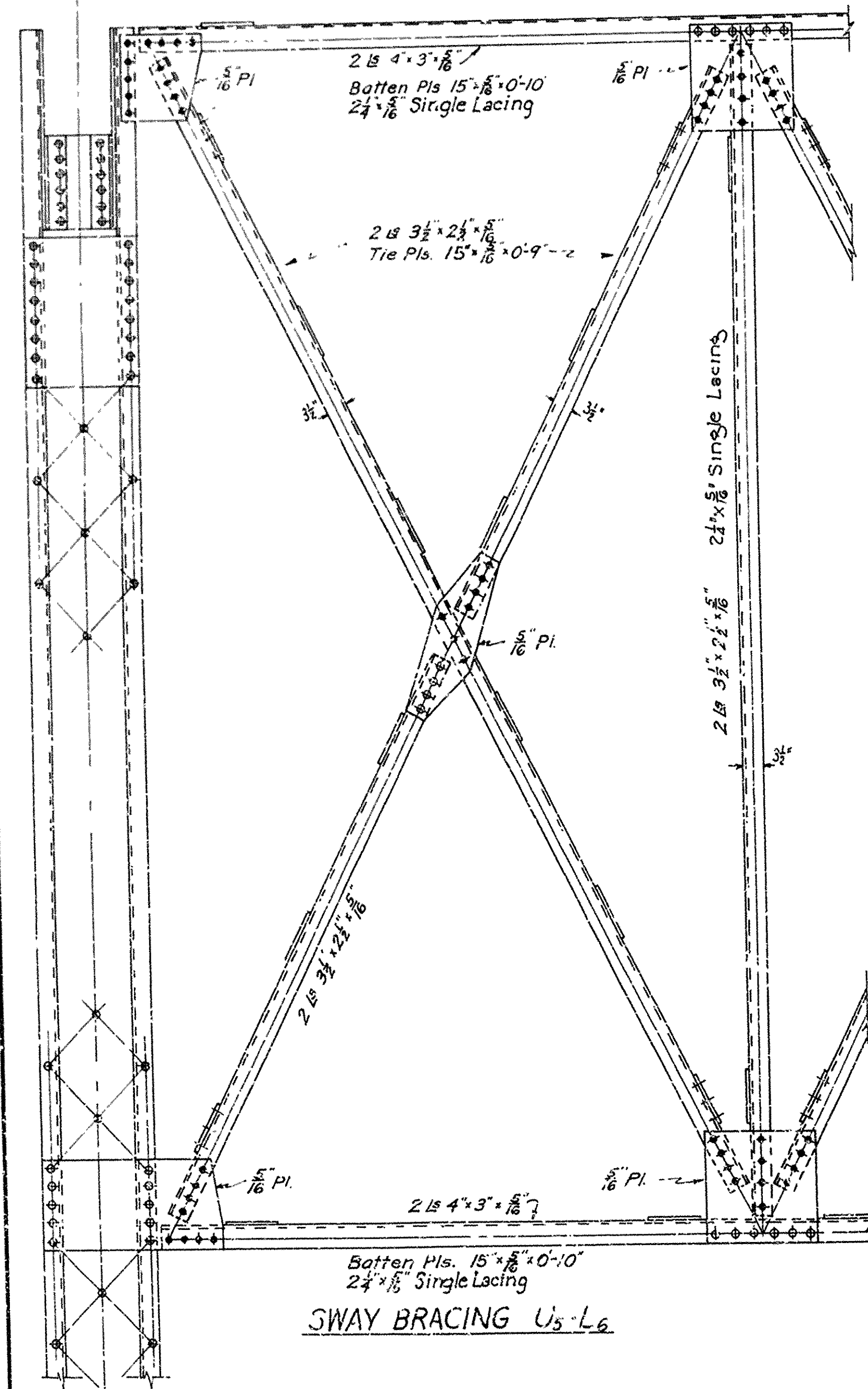
BRIDGE ENGINEER

BRIDGE NO. DRAWING NO. 5532

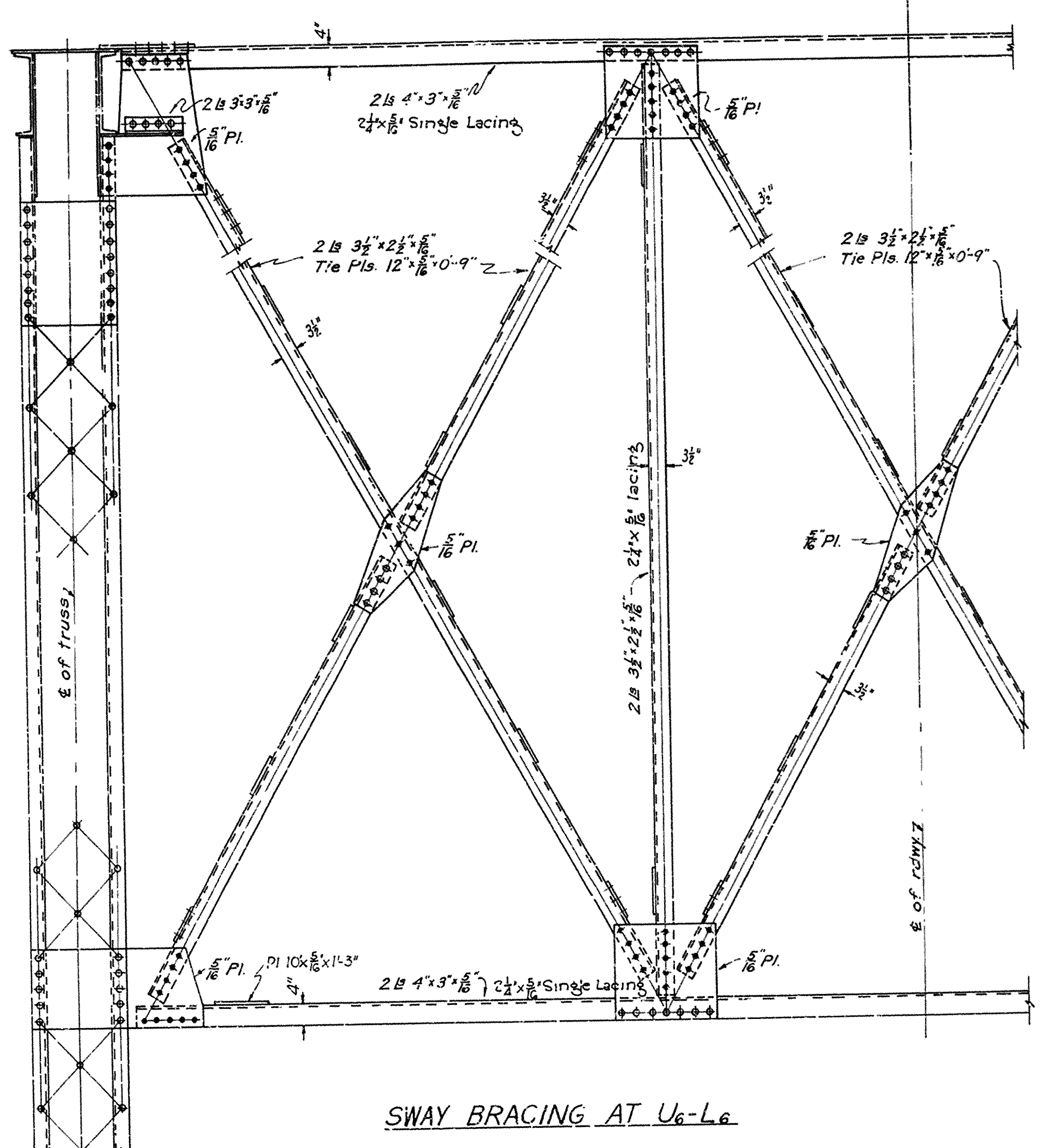
FED. ROAD D.J.T. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH 34(55)		46	139
STATE JOB NO. 11149				13	27



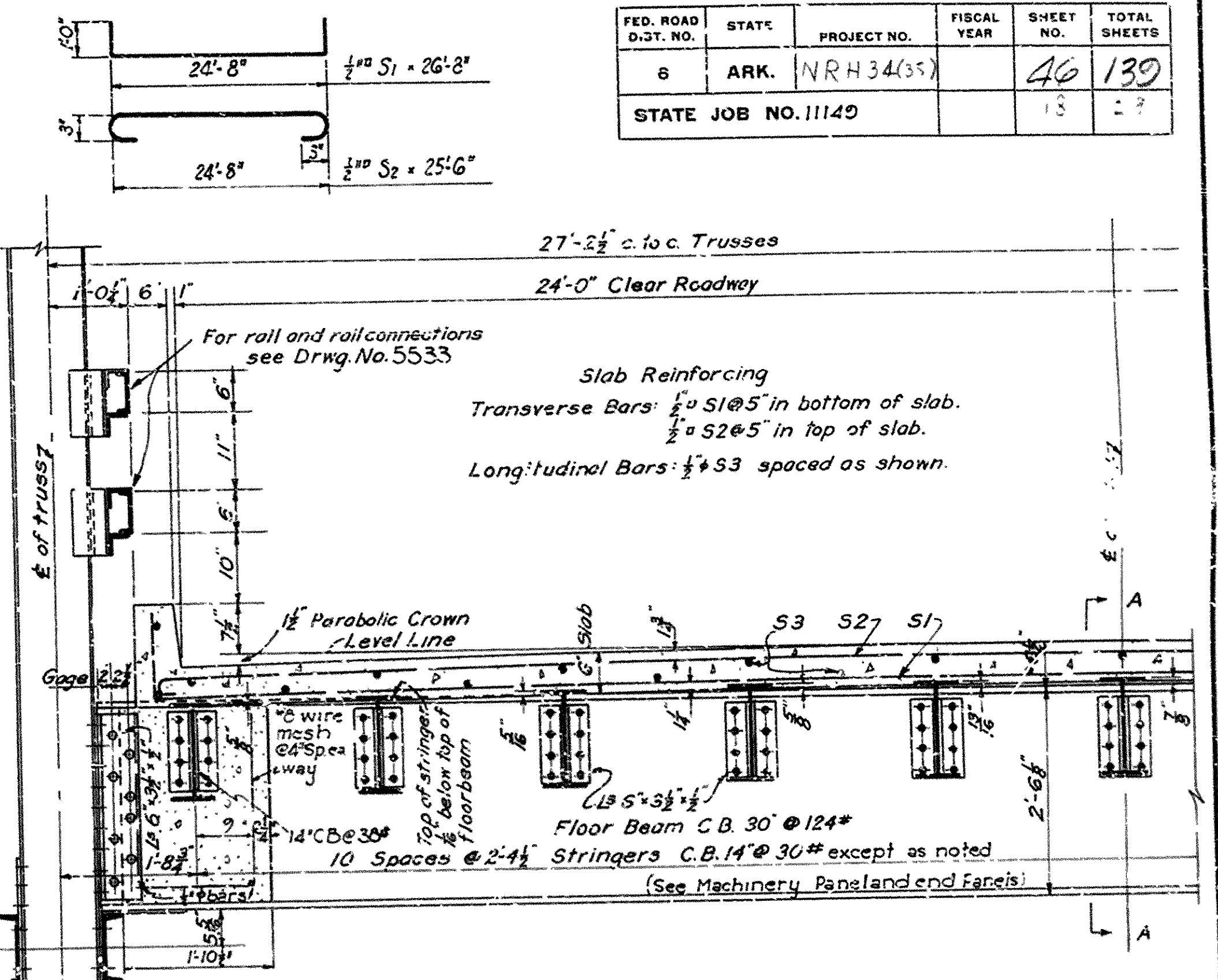
SWAY BRACING AT U₂-L₂
Bracing at U₃-L₃ and U₄-L₄ is similar.



SWAY BRACING U₅-L₆



SWAY BRACING AT U₆-L₆

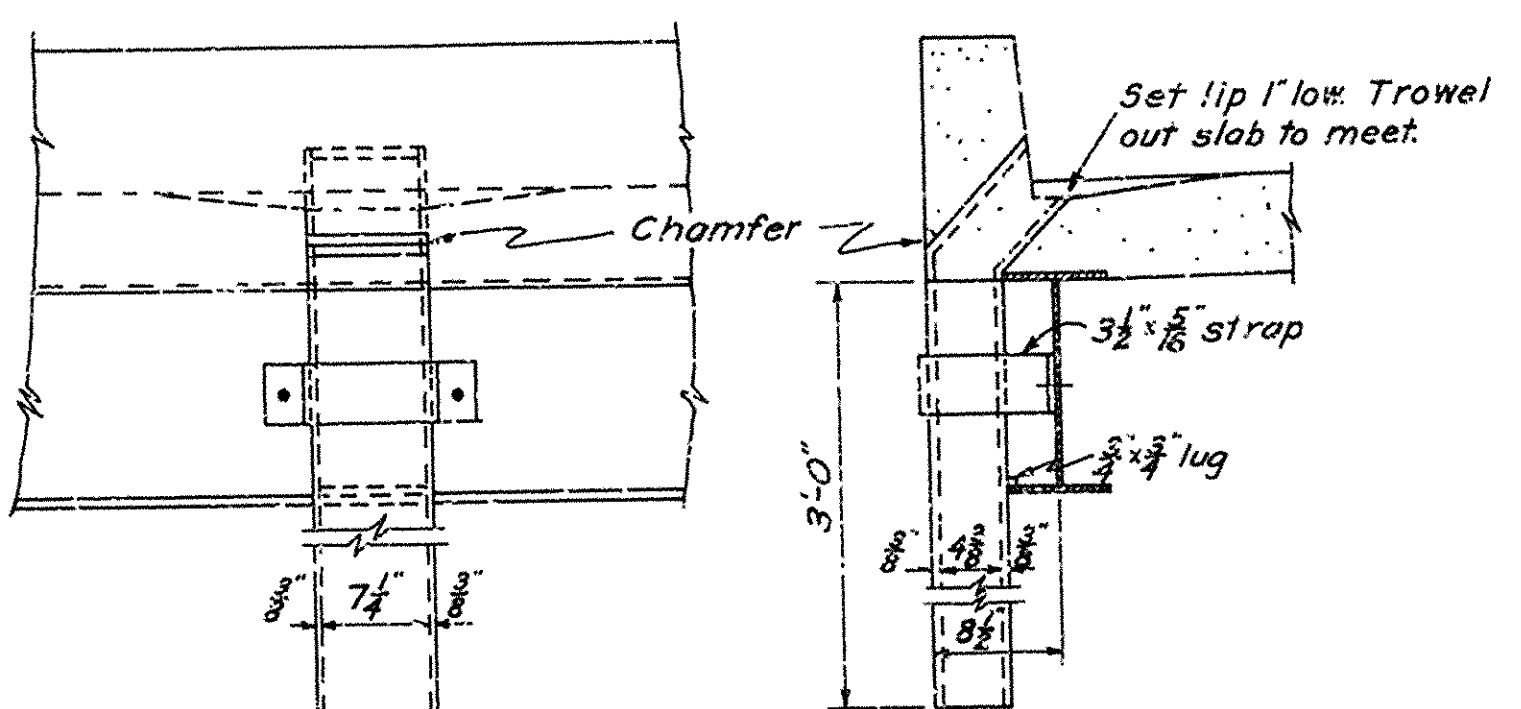


TYPICAL CROSS SECTION

For Section adjacent to sidewalk, see Drwg. 5532

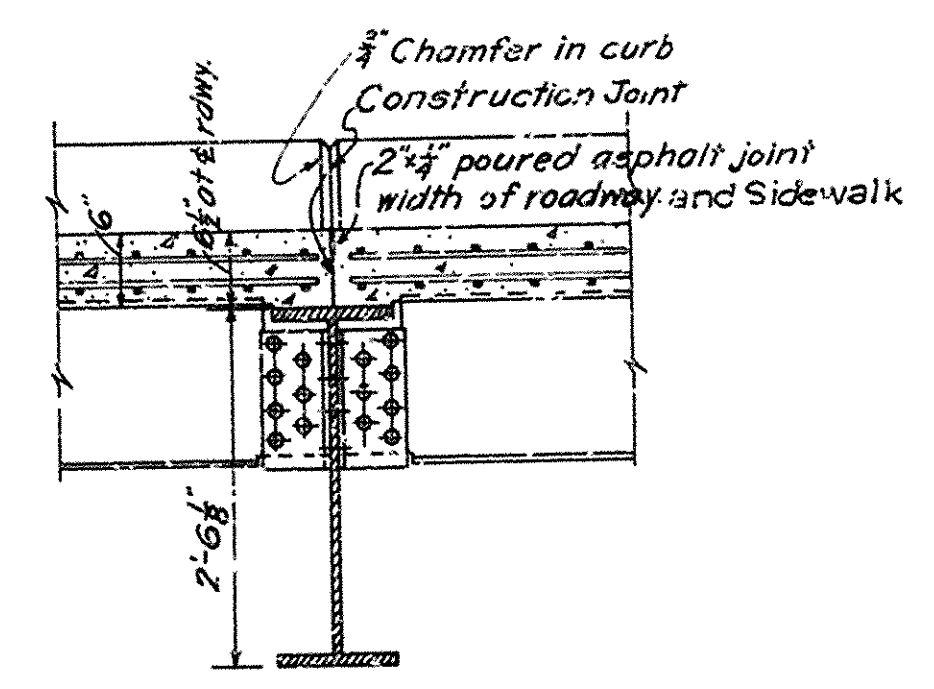
GENERAL NOTES

3/8" rivets, 1/8" holes, except in flanges of 5" B. 5/8" rivets, 1/4" holes. All holes in truss connections to be sub-punched 1/8" and reamed to size while truss is assembled; this applies to field as well as to shop rivets.
 All field connections shall be riveted.
 Floorbeam and stringer connections to be sub-punched and reamed to size with a metal template. All floorbeams and stringers to be milled to exact length after framing angles have been riveted.
 Shapes of equal or greater strength may be substituted for structural shapes shown; payment, however, will be made in accordance with sizes given on this plan, those used if of lesser weight.
 Shop paint: After being completely assembled and shop work finished, all pieces shall be given one coat of red lead and raw linseed oil.
 Field paint: First coat: White lead tinted with lamp black.
 Second coat: Aluminum Paint.
 This drawing shows general features of design only. Shop drawings shall be made in compliance with specifications, and shall be submitted and approved before fabrication is begun.
 Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted June 30, 1936.
 Unit Stresses: Concrete 800 #/sq. in., Reinforcing Steel 16000 #/sq. in., Structural Steel 18000 #/sq. in.
 For Design Sheet, see Drwg. No. 5527



DETAIL OF CAST IRON DRAIN
Scale 1"=1'-0"

Place one drain at center of each panel on both sides of roadway. Drains to be paid for at unit price bid for Structural Steel. Drains to be painted same as Structural Steel.



SECTION A-A

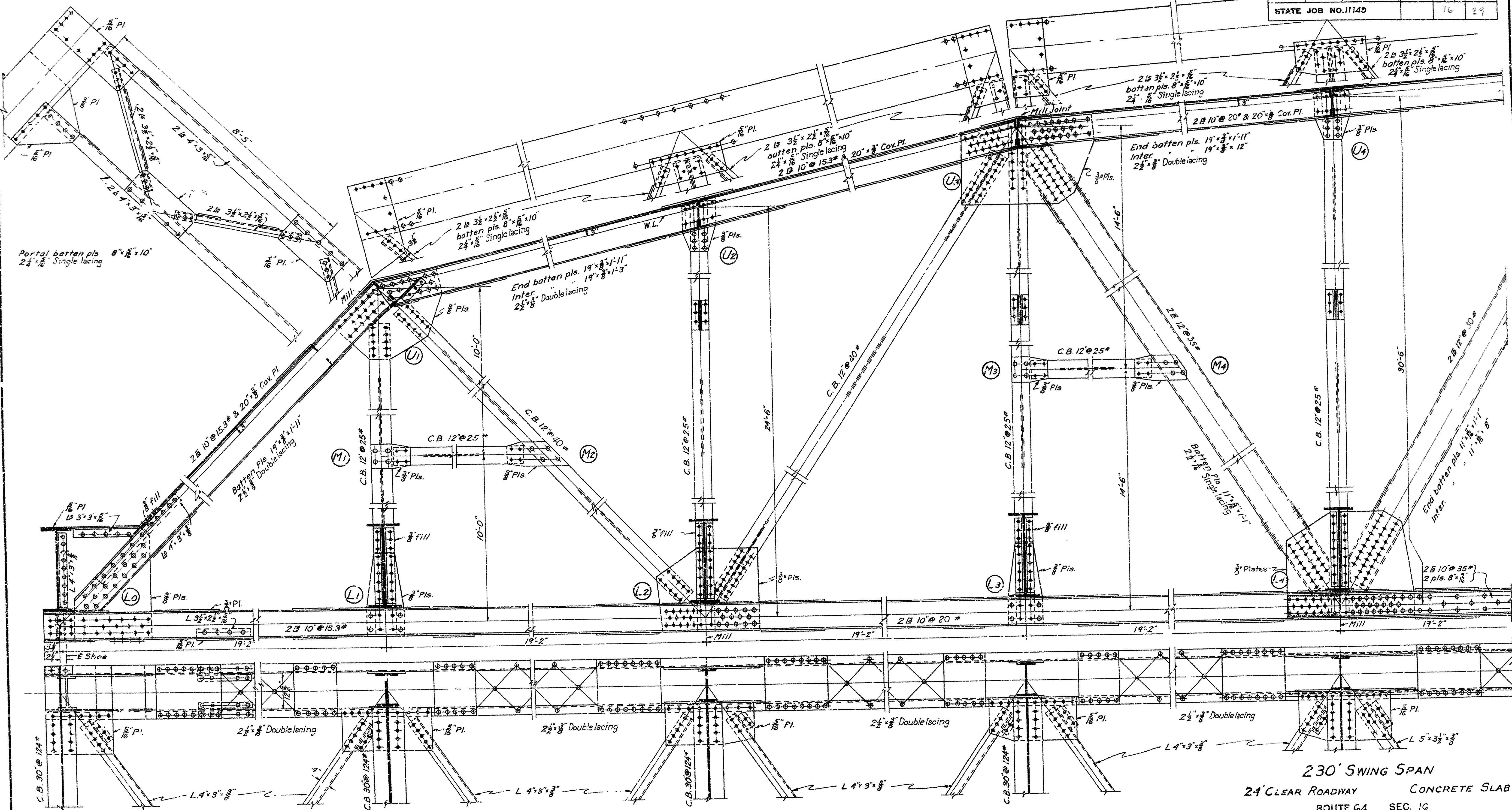
DETAILS OF 230' SWING SPAN
24' CLEAR ROADWAY CONCRETE SLAB
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: L.P.C. Date: L-21-37
 Traced By: B.V. Date: L-28-37
 Checked By: _____ Date: _____
 BRIDGE NO. _____ DRAWING NO. 5530

BRIDGE ENGINEER

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH34135		44	139
STATE JOB NO. 11145				16	29

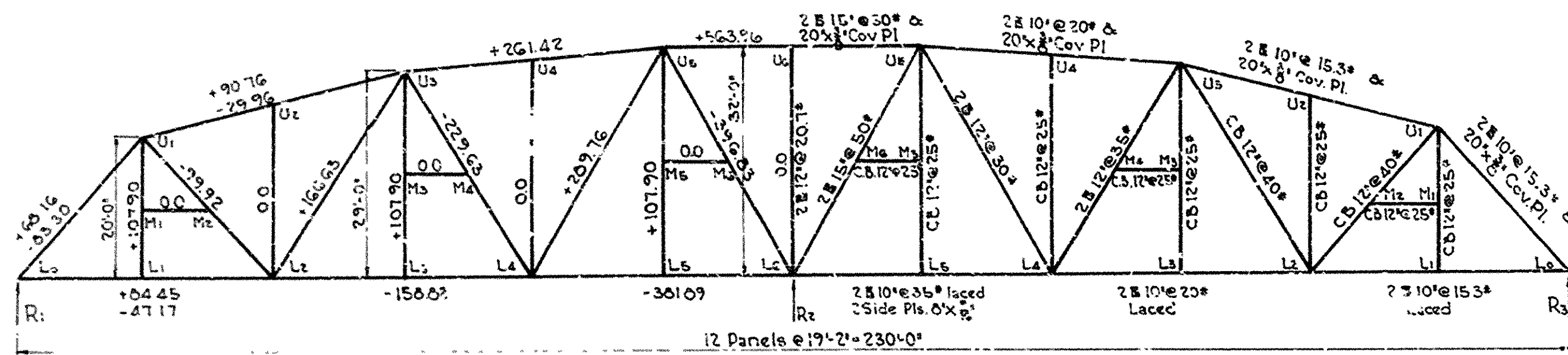


230' SWING SPAN
 24' CLEAR ROADWAY CONCRETE SLAB
 ROUTE 64 SEC. 16
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: L.E.C. Date: 1-14-38
 Traced By: B.V. Date: 1-26-38
 Checked By: _____ Date: _____
 BRIDGE NO. DRAWING NO. 5520

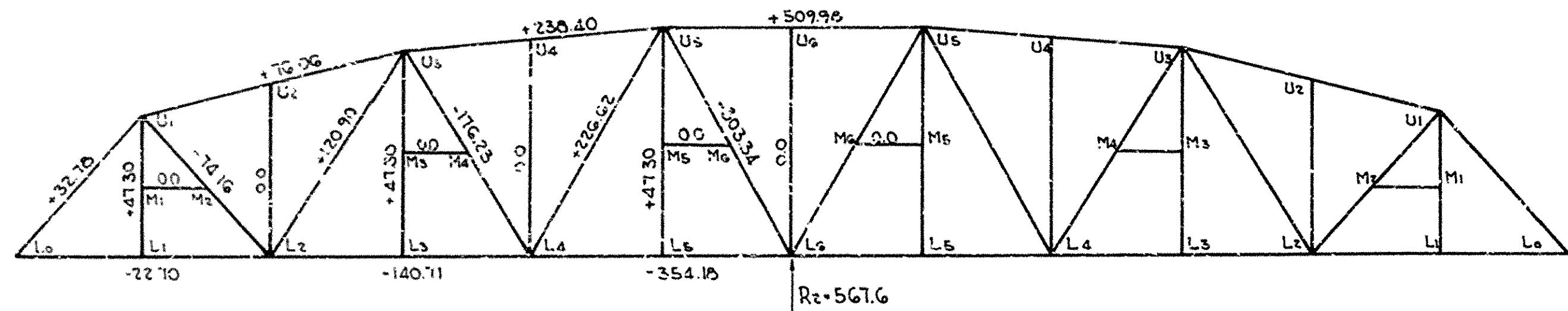
BRIDGE ENGINEER

CAMBER IN SWING SPAN

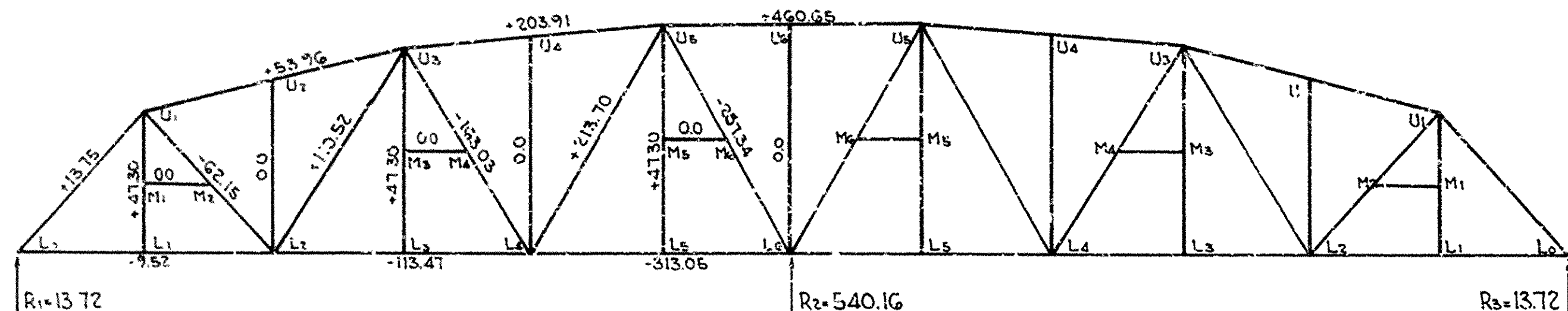
With the span swinging free and total dead load applied, the points, L_0 , shall be $\frac{1}{8}$ " below normal, that is, the end wedges shall lift the ends of the span to bring them to grade. This condition will be satisfied by arranging the shop camber so that points, L_0 , will be $\frac{1}{8}$ " above normal. Camber shall be introduced into the truss by lengthening or shortening the diagonals only. Camber for vertical curve as well as for dead load.



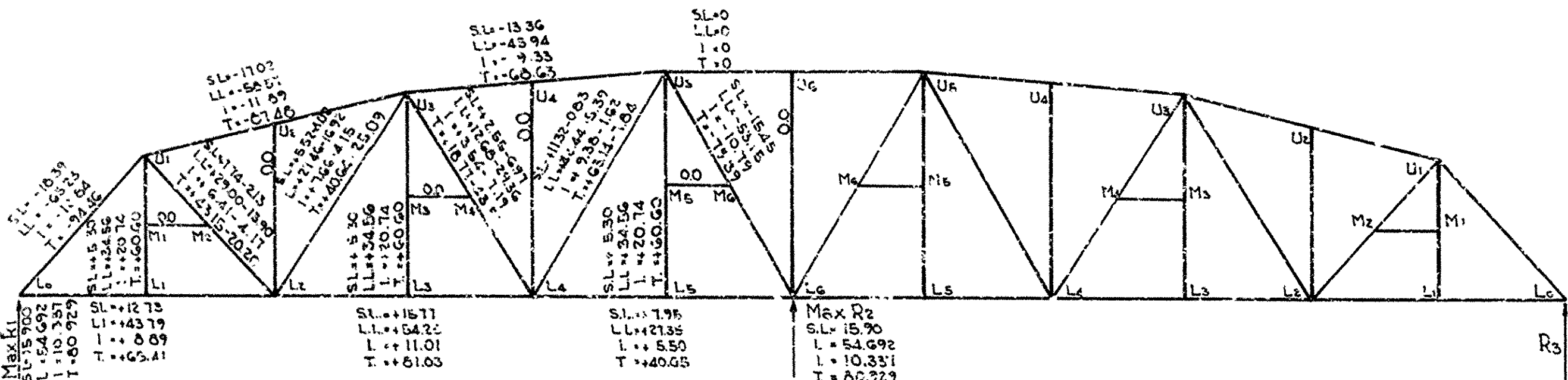
MAXIMUM DESIGN STRESSES SELECTION OF MEMBERS



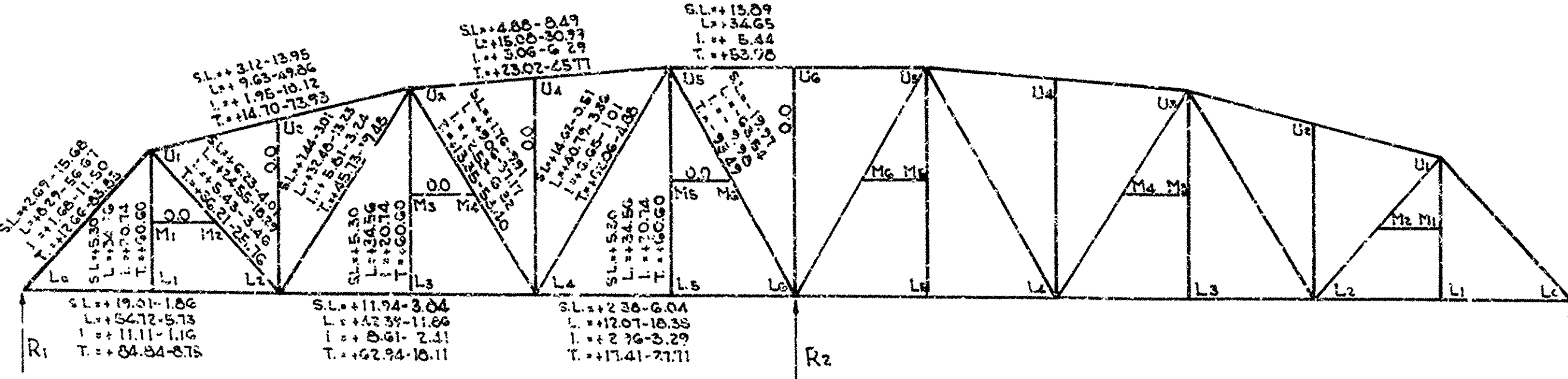
CASE I DEAD LOAD - SPAN OPEN



CASE II DEAD LOAD - PARTIAL END REACTIONS



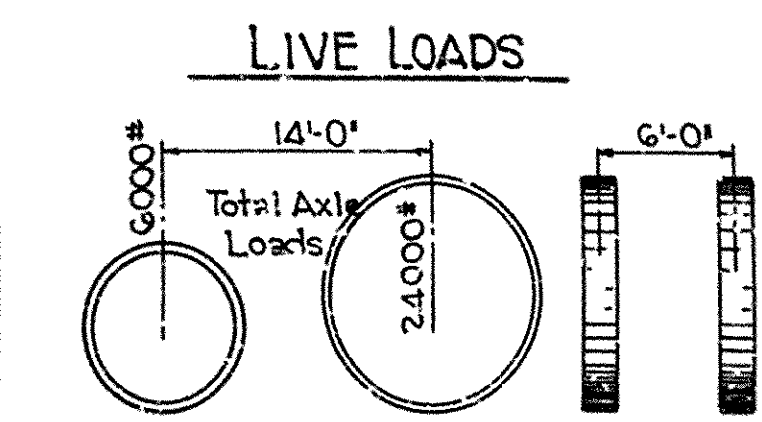
CASE III LIVE LOAD - SIMPLE SPAN



CASE IV LIVE LOAD - CONTINUOUS SPAN

TABULATION OF UNIT STRESSES CASE IV

Member	I*at L1	I*at L2	I*at L3	I*at L4	I*at L5	I*at L1	I*at L2	I*at L3	I*at L4	I*at L5	I*at L1	I*at L2	I*at L3	I*at L4	I*at L5	Unit Uniform Live Load Tensile Stress	Unit Concentrated Live Load Tensile Stress	Tension Impact Coefficient	Unit Uniform Live Load Compression	Unit Concentrated Live Load Compression	Compression Impact Coefficient
R1	+ .793	+ .593	+ .406	+ .241	+ .103	- .064	- .078	- .074	- .071	- .041											
R2	+ .240	+ .481	+ .685	+ .852	+ .961	+ .961	+ .852	+ .685	+ .481	+ .240											
R3	- .041	- .074	- .094	- .093	- .064	+ .103	+ .241	+ .406	+ .593	+ .793											
U1U2	- .471	- .954	- .653	- .385	- .166	+ .103	+ .150	+ .151	+ .119	+ .066						5.07	1.30	2.03	2.958	1.096	2.03
U2U3	- .471	- .954	- .653	- .386	- .166	+ .103	+ .150	+ .151	+ .119	+ .066						5.07	1.30	2.03	2.958	1.096	2.03
U3U4	- .108	- .234	- .393	- .607	- .260	+ .161	+ .234	+ .237	+ .166	+ .103						9.21	2.31	2.03	1.602	1.096	2.03
U4U5	- .108	- .234	- .393	- .607	- .260	+ .161	+ .234	+ .237	+ .166	+ .103						9.21	2.31	2.03	1.602	1.096	2.03
U5U6	+ .145	+ .285	+ .338	+ .332	+ .229	+ .332	+ .229	+ .338	+ .285	+ .145						2.620	3.38	1.57			0.00
L0L1	+ .760	+ .569	+ .389	+ .231	+ .099	- .061	- .089	- .090	- .071	- .039						3.567	1.70	2.03	3.50	0.90	2.03
L1L2	+ .760	+ .569	+ .389	+ .231	+ .099	- .061	- .089	- .090	- .071	- .039						3.567	1.70	2.03	3.50	0.90	2.03
L2L3	+ .251	+ .515	+ .805	+ .476	+ .204	- .127	- .164	- .166	- .147	- .081						2.253	8.05	2.03	1.25	1.06	2.03
L3L4	+ .251	+ .515	+ .805	+ .476	+ .204	- .127	- .164	- .166	- .147	- .081						2.253	8.05	2.03	1.25	1.06	2.03
L4L5	- .021	- .021	+ .018	+ .123	+ .308	- .192	- .279	- .282	- .222	- .123						4.49	3.08	2.45	1.140	1.282	1.19
L5L6	- .021	- .021	+ .018	+ .123	+ .308	- .192	- .279	- .282	- .222	- .123						4.49	3.08	2.45	1.140	1.282	1.19
U1L2	- .436	+ .519	+ .355	+ .211	+ .090	- .055	- .082	- .082	- .065	- .036						1.175	5.19	2.21	1.75	4.36	1.89
L2U3	+ .378	+ .749	- .397	- .182	- .078	+ .048	+ .071	+ .071	+ .056	+ .031						1.404	7.49	1.79	5.61	3.07	2.45
U3L4	- .258	- .510	- .749	+ .233	+ .100	- .061	- .090	- .091	- .071	- .040						3.33	2.33	2.79	1.870	1.749	1.70
L4U5	+ .251	+ .496	+ .729	+ .940	- .097	+ .059	+ .087	+ .089	+ .069	+ .038						2.758	9.40	1.63	0.97	0.97	3.00
U5L6	- .241	- .475	- .693	- .885	- 1.046	- .075	- .108	- .110	- .086	- .048						0.00	0.00	0.00	3.767	1.046	1.57
L1U1	+ 1.000	0	0	0	0	0	0	0	0	0						1.000	1.000	6.00	0.00	0.00	0.00
L2U2	0	0	0	0	0	0	0	0	0	0						0.00	0.00	0.00	0.00	0.00	0.00
L3U3	0	0	+ 1.000	0	0	0	0	0	0	0						1.000	1.000	6.00	0.00	0.00	0.00
L4U4	0	0	0	0	0	0	0	0	0	0						0.00	0.00	0.00	0.00	0.00	0.00
L5U5	0	0	0	0	0	+ 1.000	0	0	0	0						1.000	1.000	6.00	0.00	0.00	0.00
L6U6	0	0	0	0	0	0	0	0	0	0						0.00	0.00	0.00	0.00	0.00	0.00



LIVE LOADS
2 trucks as shown
or
Uniform load of 450 lbs. per lineal foot of traffic lane with
Concentrated load of 24,000 lbs. per lane.
NOTE: Each traffic lane is 9'-0" wide.
Sidewalk L.L. } Truss 50%
(No Impact) } Stringers & Brackets 100%

SUMMARY OF STRESSES

Member	Case I +	Case I -	Case II +	Case II -	Case III +	Case III -	Case IV +	Case IV -	Stress A	Stress B	Stress C	Stress D	Max. +	Max. -
L0U1	32.78		13.75		94.46	12.66	83.65		61.68	68.16	73.79	39.61	83.30	65.16
U1U2	76.06		53.96		87.48	14.70	73.33		11.42	90.76	78.65	29.96	90.76	83.30
U2U3	76.06		53.96		87.48	14.70	73.33		11.42	90.76	78.65	29.96	90.76	83.30
U3U4	236.40		203.91		60.65	23.02	45.77		169.17	261.42	226.93	261.42	261.42	29.96
U4U5	236.40		203.91		60.65	23.02	45.77		169.17	261.42	226.93	261.42	261.42	29.96
U5U6	509.98		460.65		53.98		509.98		509.98	563.96	514.63		563.96	
L0L1	22.70		9.52	65.41	84.64	8.75	42.71		77.86	47.17	84.45	21.40	84.45	47.17
L1L2	22.70		9.52	65.41	84.64	8.75	42.71		77.86	47.17	84.45	21.40	84.45	47.17
L2L3	140.71		113.47	81.03	62.94	18.11			59.67	158.82	131.58		158.82	
L3L4	140.71		113.47	81.03	62.94	18.11			59.67	158.82	131.58		158.82	
L4L5	354.18		313.05	40.85	17.41	27.71			313.33	381.69	340.76		381.69	
L5L6	354.18		313.05	40.85	17.41	27.71			313.33	381.69	340.76		381.69	
U1L2	74.16		62.15	43.15	20.20	36.21	25.76		94.36	99.92		87.91	99.92	
L2U3	120.90		110.52	40.64	25.09	45.73	19.40		161.54	166.63	156.25		166.63	
U3L4	176.23		163.03	18.77	43.52	13.35	53.40		219.15	229.63	216.43		229.63	
L4U5	226.62		213.70	63.14	7.84	62.06	4.88		287.76	288.66	275.76		287.76	
U5L6	303.34		287.34	79.39	98.49				382.78	396.83	380.83		396.83	
L1U1	47.30		47.30	60.60	60.60				107.90	107.90	107.90		107.90	
L2U2														
L3U3	47.30		47.30	60.60	60.60				107.90	107.90	107.90		107.90	
L4U4														
L5U5	47.30		47.30	60.60	60.60				107.90	107.90	107.90		107.90	
L6U6														

TABLE OF COMPUTATIONS FOR END DEFLECTION

Member	Length L	Area A	Case I				Case II				
			Stress P	PL/A	PL/EA	PL/EA	Stress P	PL/A	PL/EA	PL/EA	
L0U1	332	16.44	+ 32.78	662	+ 1.386	916	0.221	+ 12.75	216	385	.0093
U1U2	472	16.44	+ 76.06	2184	+ 1.608	3512	0.728	+ 53.96	1549	2491	.0516
U2U3	461	19.22	+ 236.40	5118	+ 2.520	14409	1.906	+ 203.91	4891	12325	.1630
U3U4	230	36.78	+ 509.98	3.88	+ 3.594	11461	1.063	+ 460.65	2881	13354	.0960
L0L1	460	8.94	- 22.70	1168	- .960	1121	.382	- 9.52	470	470	.0162
L1L2	460	11.72	- 140.71	5523	- 1.954	10958	1.841	- 113.47	4454	8837	.1463
L2L3	460	29.54	- 354.18	5515	- 2.976	16523	1.838	- 313.05	4875	14606	.1625
U1L2	332	11.77	- 74.16	2392	- .876	1833	.687	- 62.15	1753	1536	.0584
L2U3	417	11.77	+ 120.90	4283	+ 7.58	3247	1.428	+ 110.52	3916	2768	.1308
U3L4	417	20.56	- 176.23	3571	- 9.64	3442	1.190	- 163.03	3303	3184	.1111
L4U5	440	17.58	+ 226.62	5175	+ 9.38	5417	1.925	+ 213.70	5446	5106	.1818
U5L6	440	23.28	- 303.34	4641	- 11.66	3411	1.547	- 287.34	4396	5126	.1465
L1U1	240	1.39	+ 47.30	1536	0.00	0	0.512	+ 47.30	1536	0	.0512
L2U2	348	1.39	+ 47.30	2227	0.00	0	0.742	+ 47.30	2227	0	.0742
L3U3	364	1.39	+ 47.30	2456	0.00	0	0.819	+ 47.30	2456	0	.0819

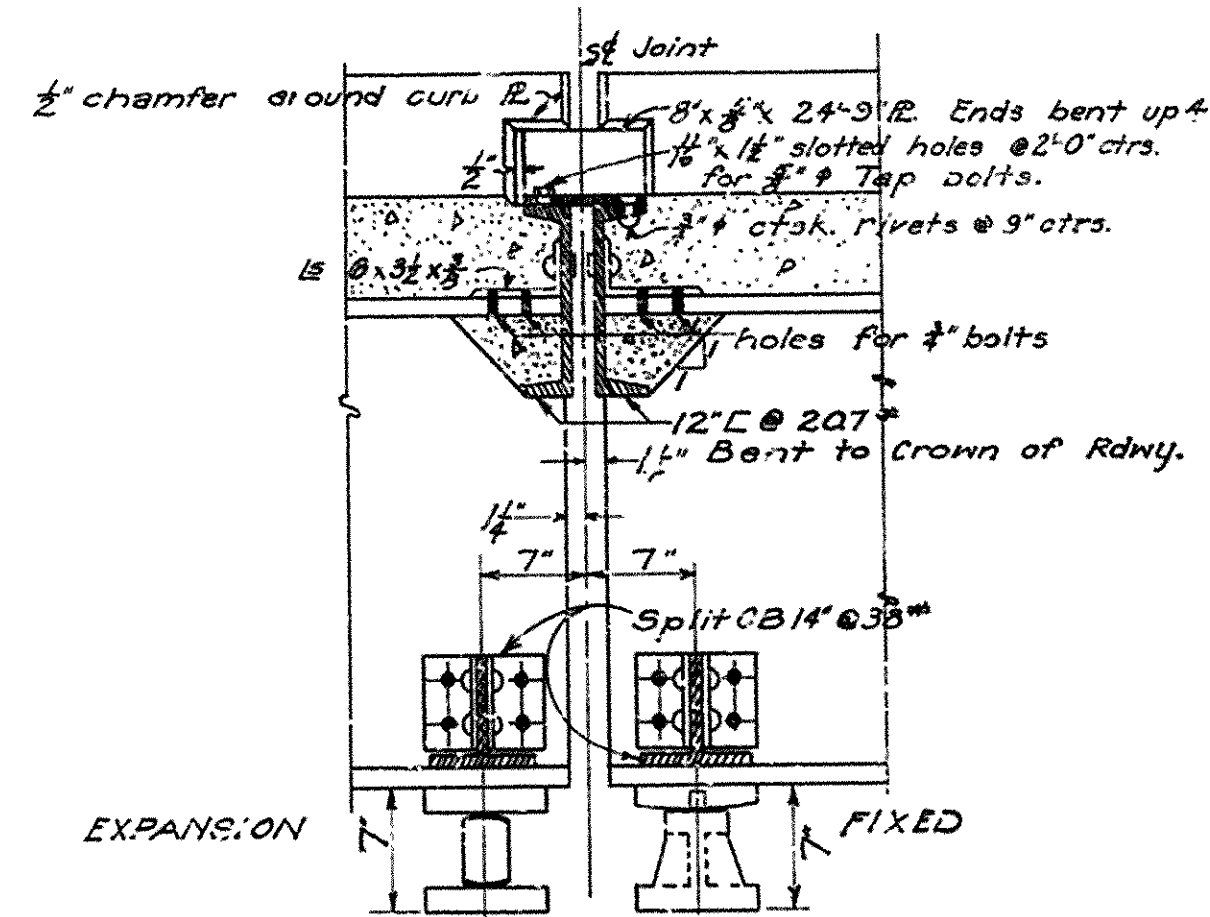
DESIGN DATA
230' SWING SPAN
24' ROADWAY I-SIDEWALK
CONCRETE FLOOR
ROUTE 64 SEC. 16

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
BRIDGE NO. 1788 DRAWING NO. 5527
Scale: 1" = 10'
Checked By: [Signature] Date: [Date]
Drawn By: L.P.C. Date: [Date]
Traced By: C.R.D. Date: [Date]

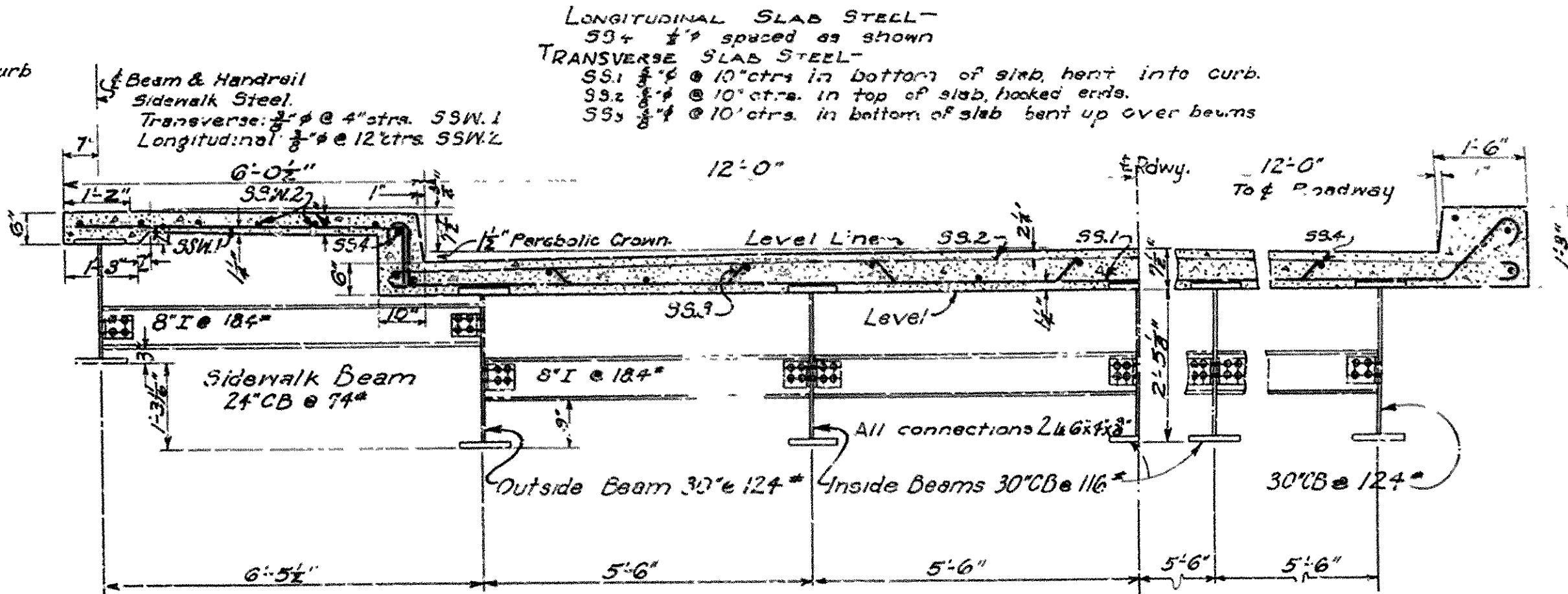
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH 34(35)		30	130
STATE JOB NO. 11140				11	29

GENERAL NOTES

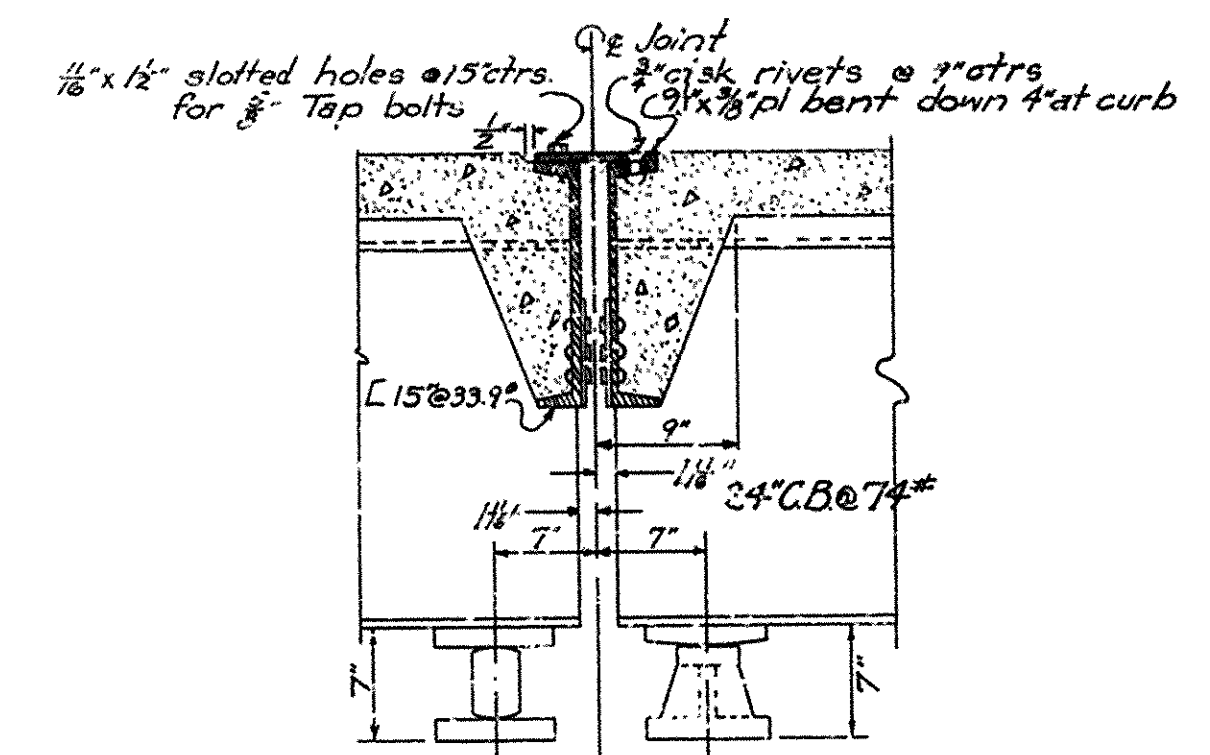
All concrete to be class "S". All exposed corners to have $\frac{3}{8}$ " chamfer unless otherwise noted.
 Shop lists and bending diagrams of reinforcing steel must be submitted by Contractor and approval secured before fabrication is begun.
 Reinforcing steel to be deformed bars of Structural or Intermediate grade. All dimensions relating to reinforcing steel are to centers of bars.
 Weights of shapes and rollers (both Cast and Structural Steel) and weights of channels, angles, coverplate and fittings which make up "Roadway Expansion Devices" are to be paid for at the unit price bid for "Structural Steel in Beam Spans".
 Rivets $\frac{3}{4}$ ". Open holes $\frac{1}{2}$ ". Use $\frac{3}{4}$ " rivets for field connections except as noted.
 Sharp point: All structural and cast steel except surfaces in contact with concrete, to be given one coat of red lead and re-linseed oil before shipment.
 Field point: First coat white lead tinted with lamp black.
 Second coat, Aluminum paint.
 This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications and be approved before fabrication is begun.
 Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction dated June 30, 1936.
 Unit stresses: Reinforcing steel, 16,000 lbs. sq. in.
 Class "S" Concrete, 8000 lbs. sq. in.
 Structural Steel, 18,000 lbs. sq. in.
 Loading: H 15 Typical Truck, 50' for Sidewalk
 Load Distribution Curb Stringer, Dead load per Ft. 1000*
 Truck LL 0.91 wheel load
 Load Distribution Inside Stringers, Dead load per Ft. 720*
 Truck LL 110 wheel load
 Load Distribution Curb Stringer-Sidewalk Side
 Dead load per Ft. 600*
 Truck LL 0.91 wheel load
 Load Distribution Sidewalk Stringer, Dead load per Ft. 600*



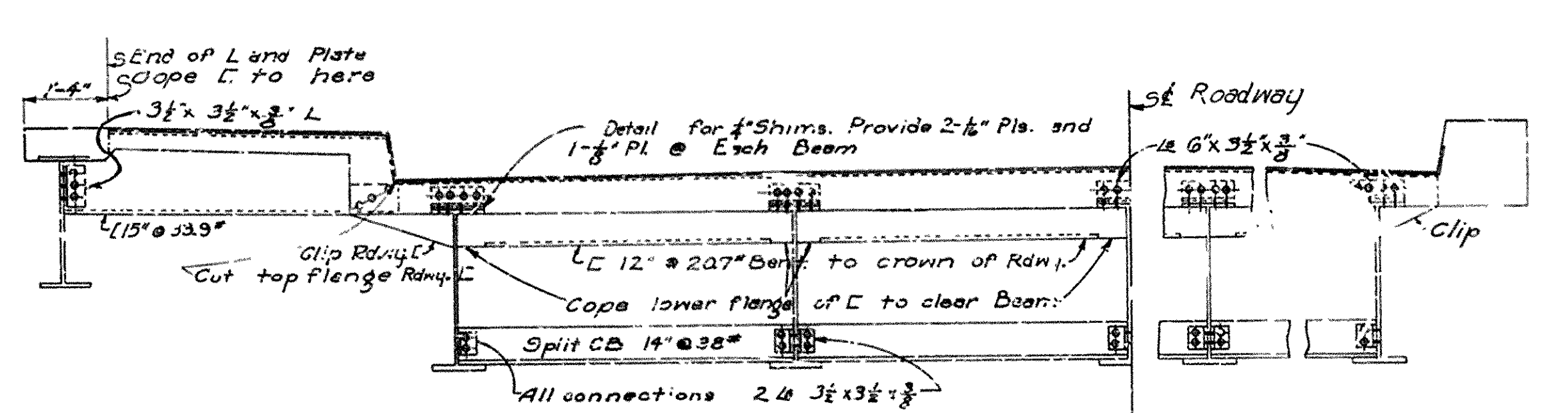
SECTION D-D
Scale: 1"=1'-0"



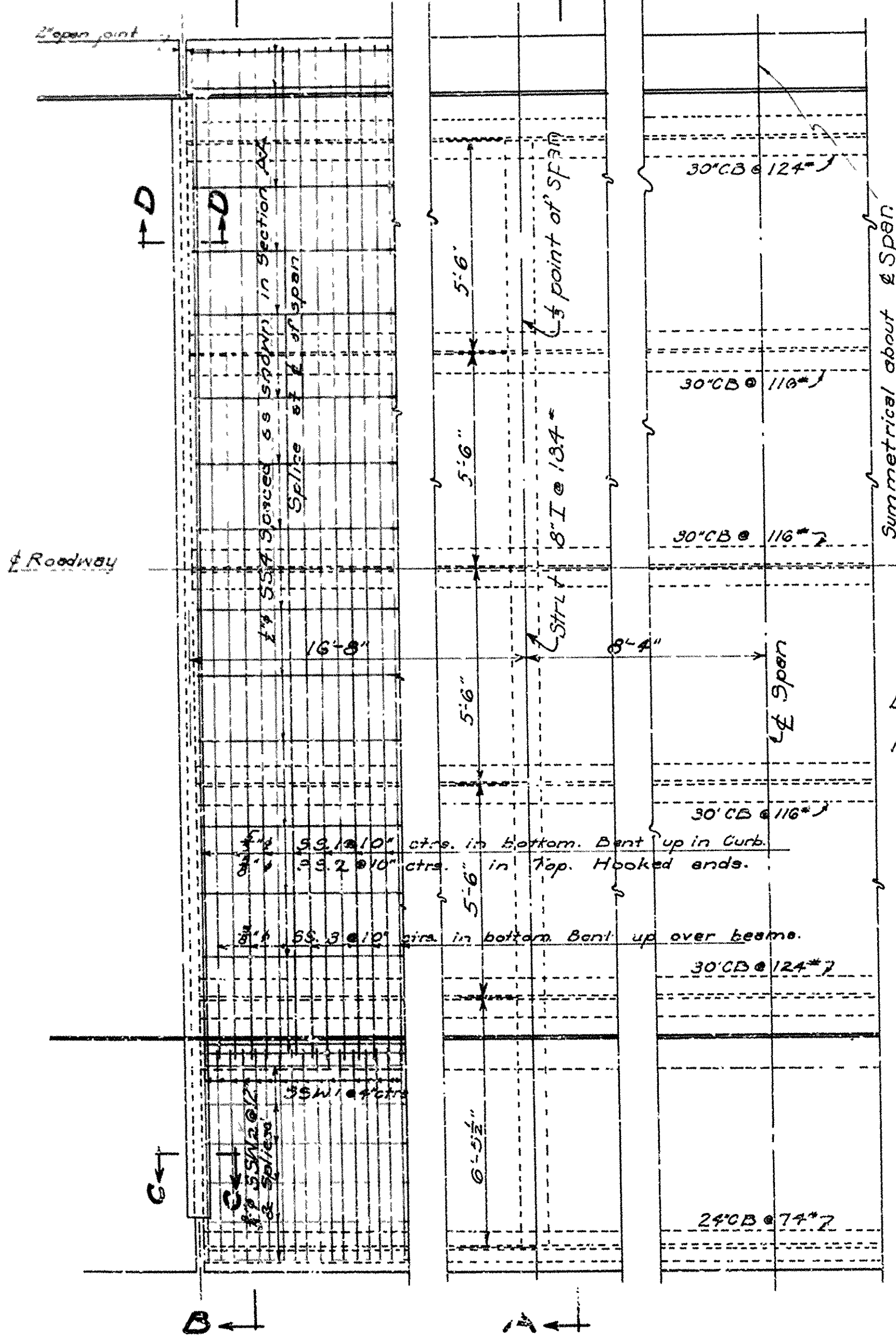
SECTION A-A
Scale: 1/2"=1'-0"



SECTION C-C
Scale: 1"=1'-0"

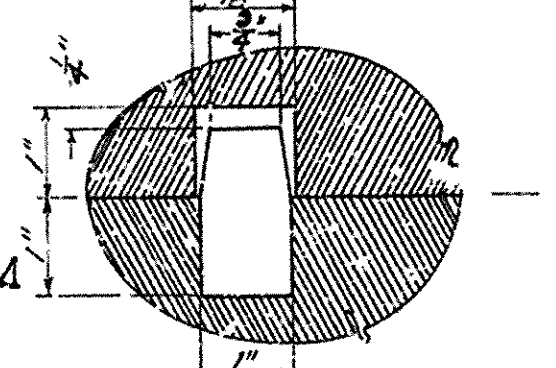


SECTION B-B
Scale: 1/2"=1'-0"
Slab reinforcing not shown.



PLAN
Scale: 3/8"=1'-0"

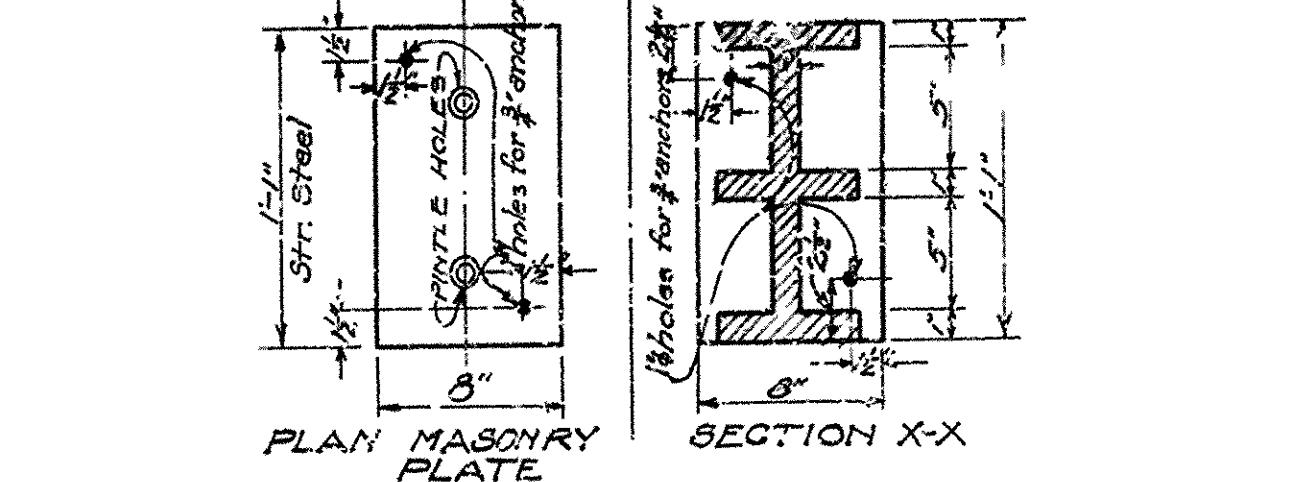
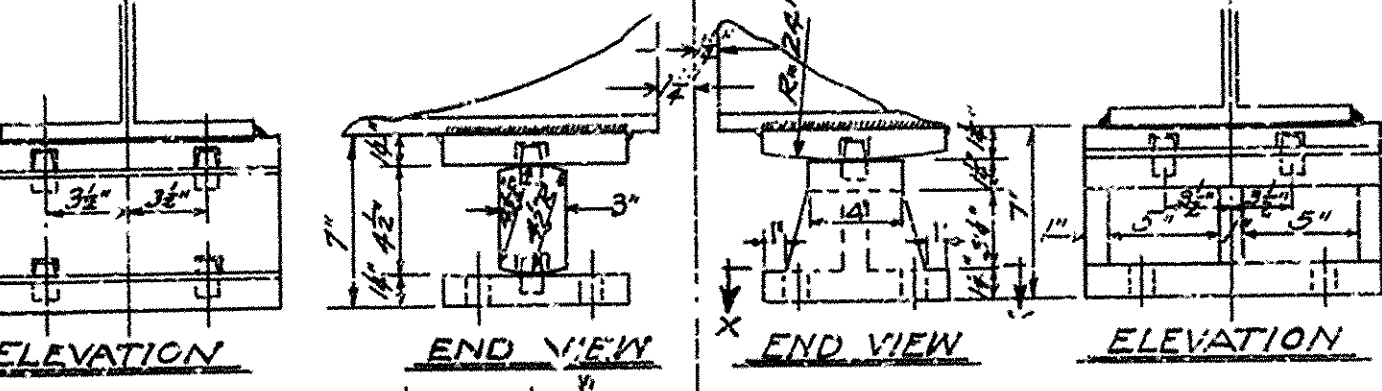
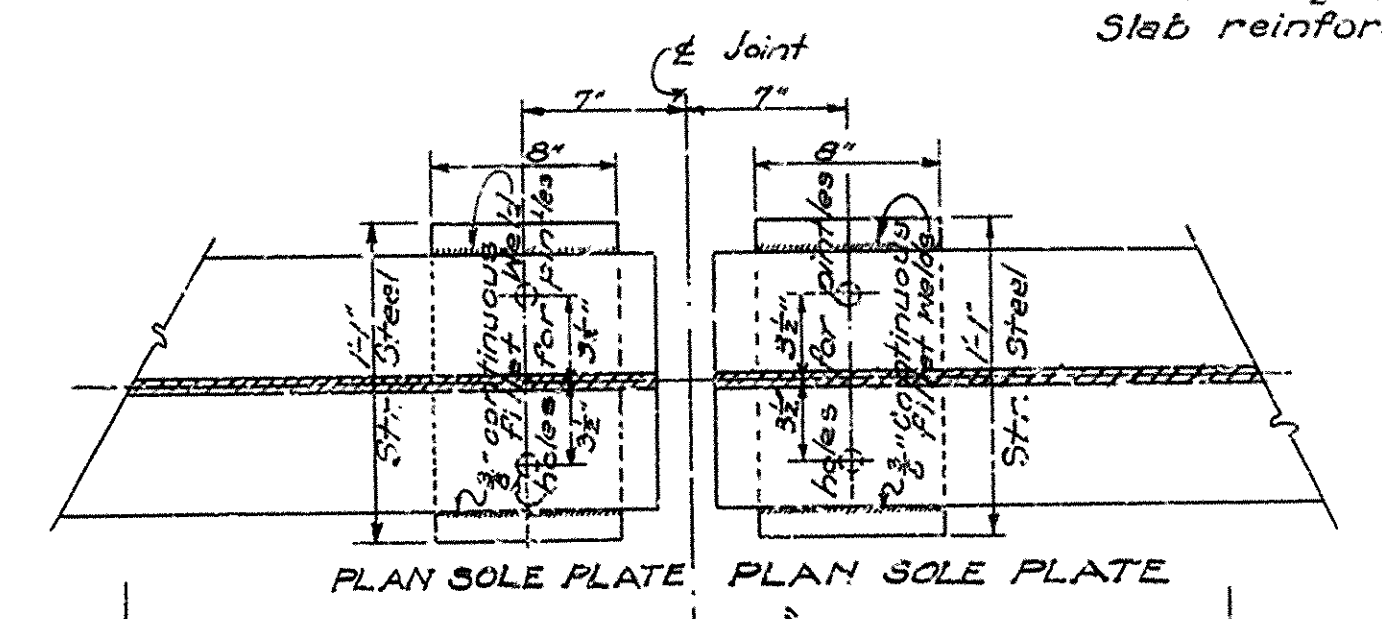
For Details at End of span at Bents 1 & 3 See drawing No. 5517
 For Details at End of Span at Pier 1 & Pier 5 See drawing No. 5519 & 5522
 For Details of Handrail See Drwg. No. 5524



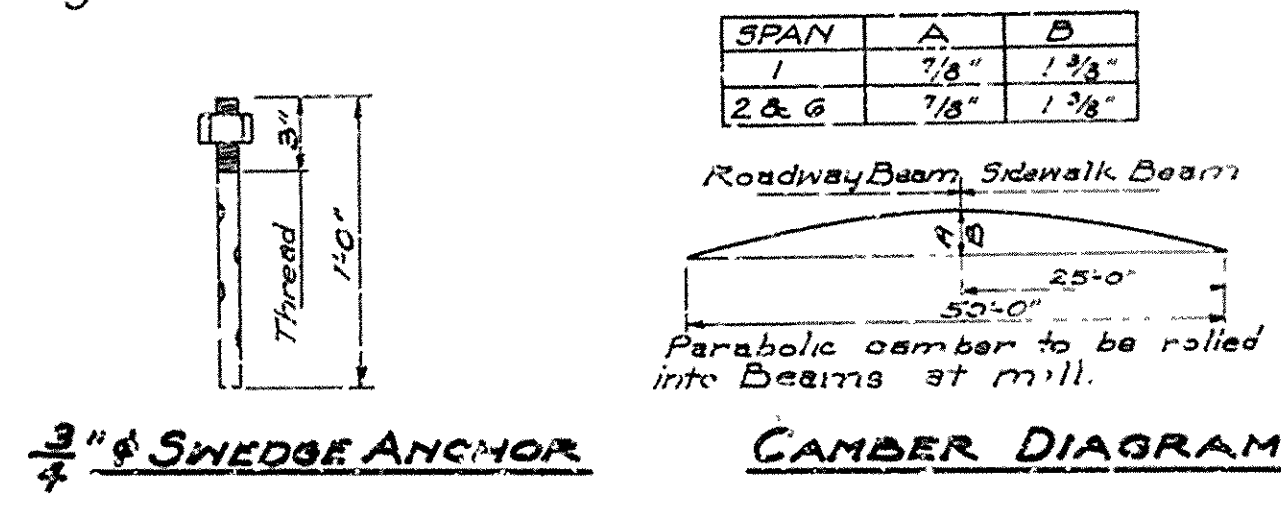
DETAIL OF PINTLE

BENT BAR LIST

Mark	Size	Length	A	B	Diagram
SS1	3/8"	27'-10"	2'-4"		
SS2	5/8"	26'-7"	25'-10"	3'	
SS3	5/8"	27'-0"			
SS4	3/8"	6'-4"	5'-6"	10'	



EXPANSION SHOE **FIXED SHOE**
DETAILS OF SHOES
Scale: 1/2"=1'-0"

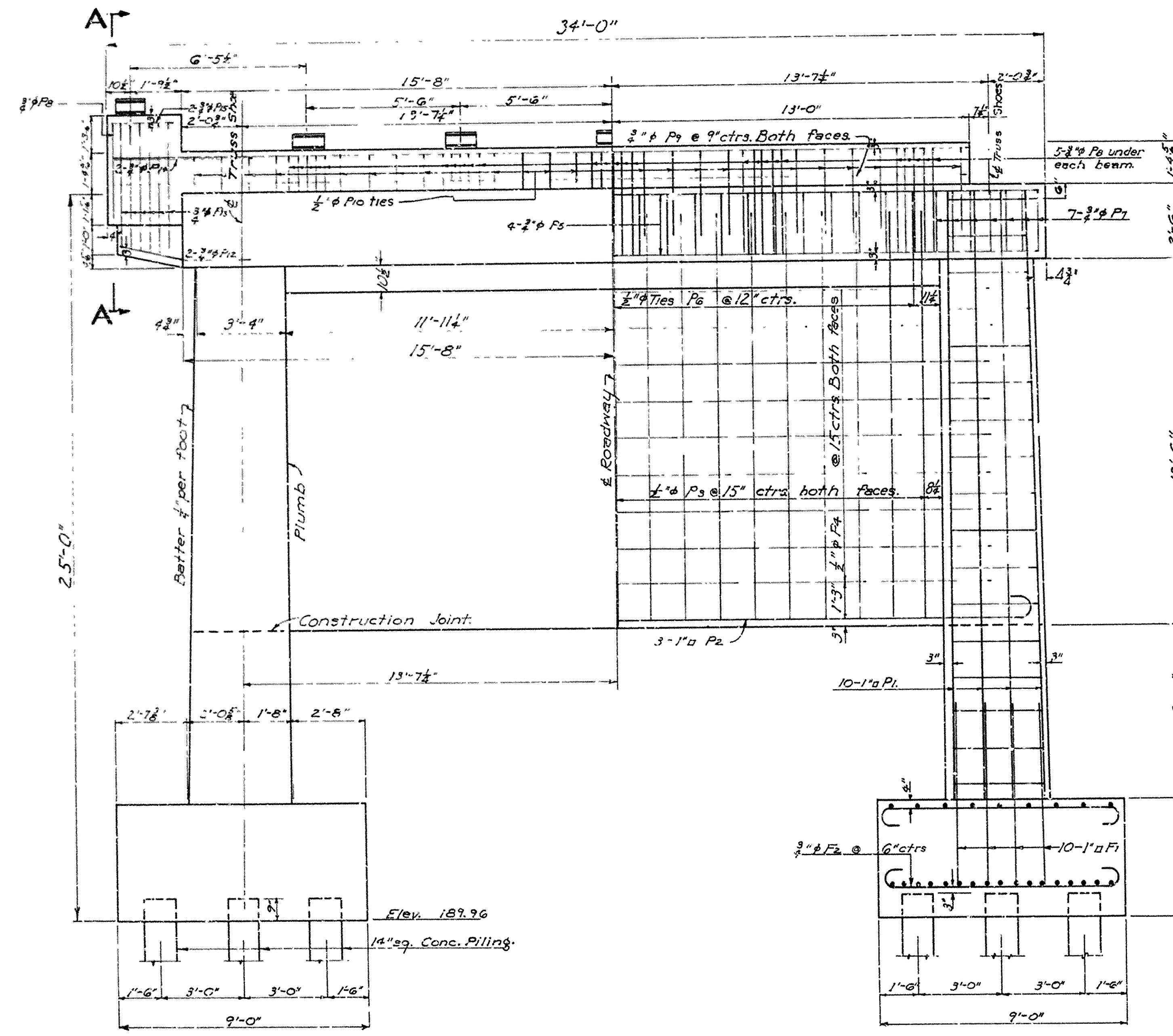


DETAILS OF 50'-0" I BEAM SPAN
 2'-0" CLEAR ROADWAY 1'-5" SWK.
 BRIDGE OVER ST. FRANCIS RIVER
 NEAR PARKIN, ARK.
 CROSS. COUNTY
 ROUTE 64 SEC. 16

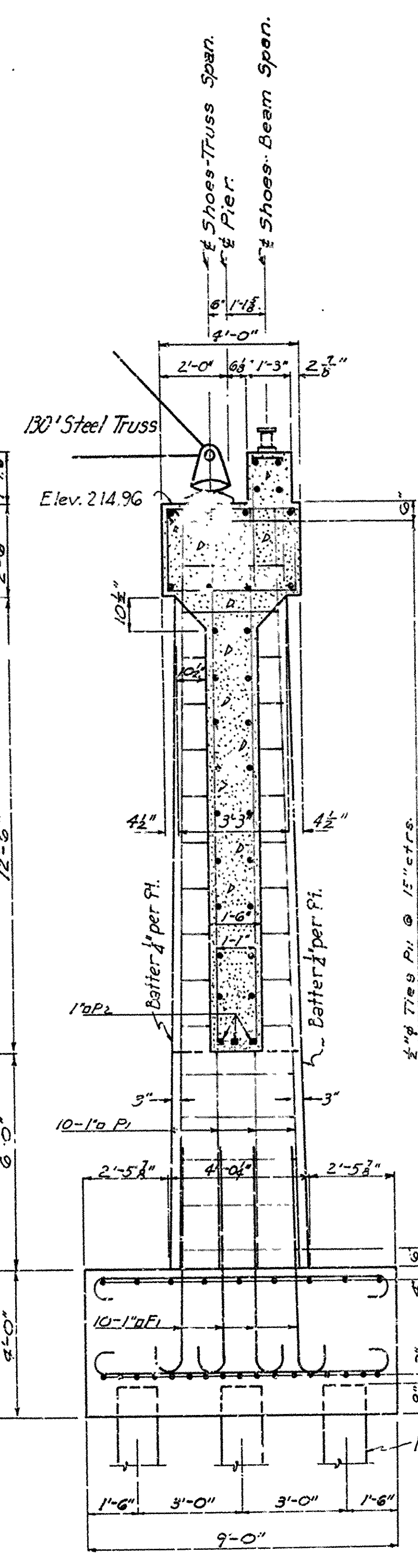
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: alg Date: 2-2-38
 Traced By: alg Date: 2-2-38
 Checked By: BLC Date: 2-12-38
 BRIDGE NO. 1788 DRAWING NO. 5523

BRIDGE ENGINEER

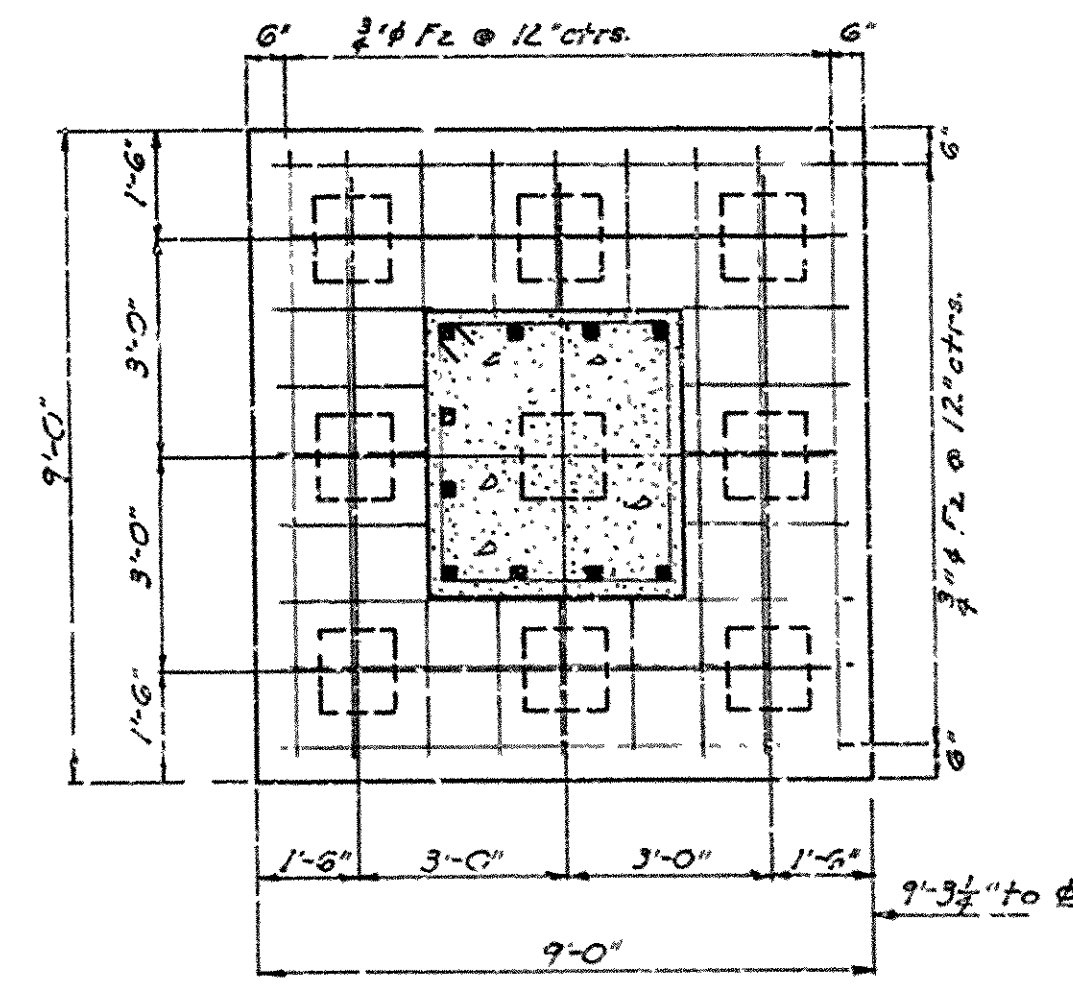
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH 34(3)		38	139
STATE JOB NO. 1149				10	37



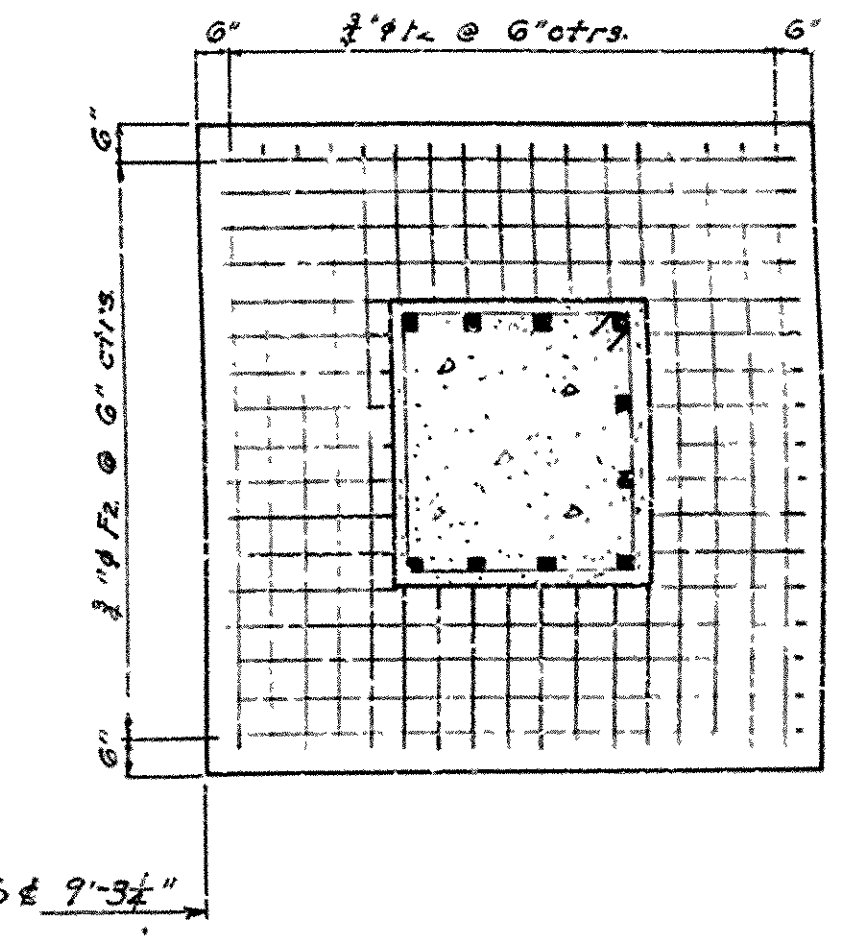
ELEVATION



SECTION ON C-C



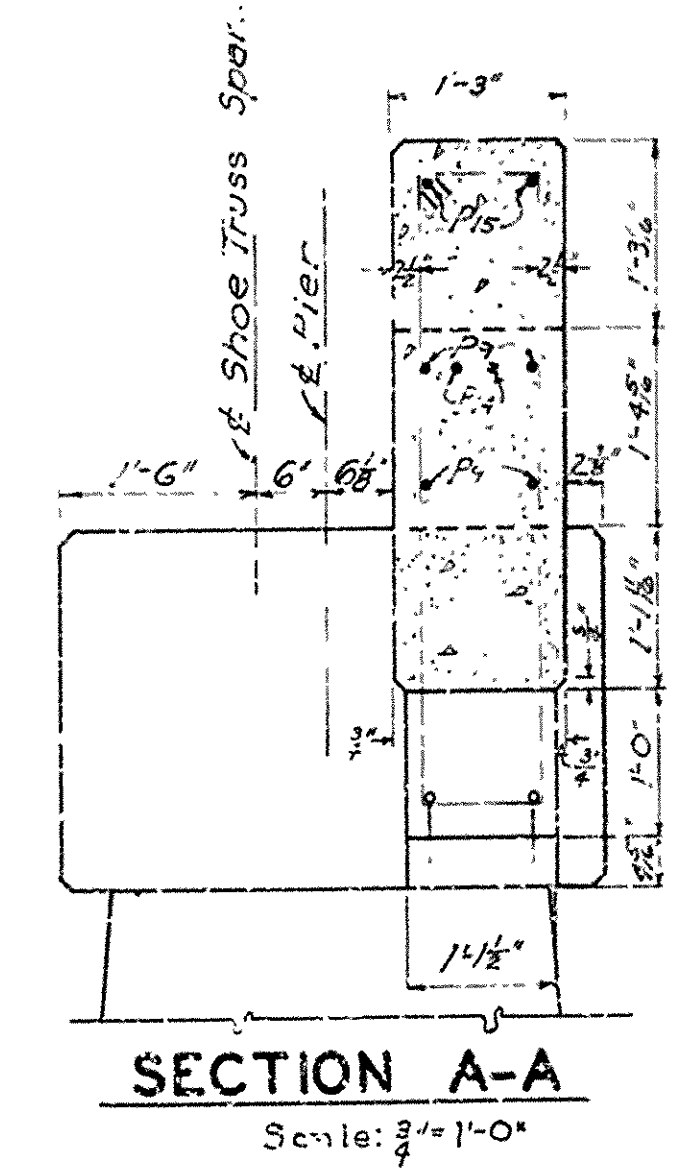
HALF PLAN OF FOOTING SHOWING REINFORCING IN TOP AND PILE SPACING



HALF PLAN OF FOOTING SHOWING REINFORCING IN BOTTOM

List of Bent Bars

Mark	Size	Lengths	A	B	Diagram
F1	1"Ø	7'-3"	6'-3"	8"	
F2	3/4"	10'-0"	8'-6"	6"	
P1	1"Ø	32'-0"	30'-0"	8"	
P2	1/2"	12'-3"	3'-7 1/2"	2'-1 1/2"	
P7	3/4"	12'-3"	3'-7 1/2"	2'-1 1/2"	
P11	1/2"	13'-5 1/2" Avg. Var. 2 1/2" to 3'-1 1/2"	Var. 2 1/2" to 3'-1 1/2"	Var. 2 1/2" to 3'-1 1/2"	
P3	3/4"	7'-8"	3'-5"	10"	
P10	1/2"	6'-4"	2'-0"	10"	
P13	3/8"	11'-7 1/2" Avg.	4'-7 1/2" Avg.	10"	
P12	3/8"	4'-11"			



SECTION A-A
Scale: 3/4" = 1'-0"

SUBSTRUCTURE GENERAL NOTES:
 All concrete except Seal to be Class "A"
 All exposed corners to be chamfered 3/4 inch.
 All concrete except Seal to be poured in dry.
 For Details of 50'-0" I Beam Span see Drawing No. 5523
 For Details of 130' Truss Span see Drawings No. 5524, 5526, 5532, 5533
 Reinforcing Steel to be deformed bars of Structural or Intermediate grade only. Shop lists and bending diagrams of rods shall be submitted by Contractor and approved before fabrication is begun.
 All dimensions relating to reinforcing steel are to centers of bars.
 Loading: H15 Highway
 Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted June 30, 1936.

**DETAILS OF PIER 5
 BRIDGE OVER ST FRANCIS RIVER
 PARKIN, ARKANSAS
 CROSS COUNTY**

ROUTE 64 SEC. 16
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: L.C.C. Date: 6-25-38
 Traced By: L.C.C. Date: 6-25-38
 Checked By: L.C.C. Date: 7-12-38
 BRIDGE NO. 1788 DRAWING NO 5522

BRIDGE ENGINEER