244

FED. DIST. NO.	STATE	U.S. PW PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	ARK.	N.R.H. 311-D	1934	1	17

JOB NO. 3166

STATE OF ARKANSAS

STATE HIGHWAY COMMISSION

PLAN OF PROPOSED BRIDGES ON LITTLE RIVER-LOCKSBURG ROAD SEVIER COUNTY

ROUTE 71 SEC. 5

JOB № 3166

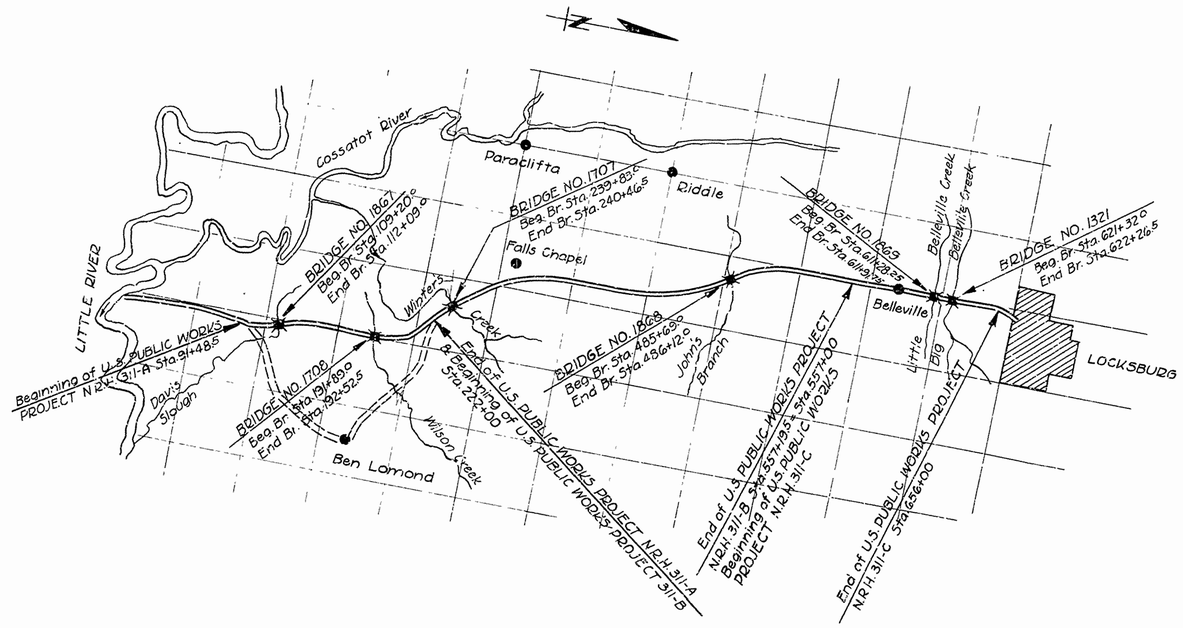
U.S. PUBLIC WORKS PROJECT N.R.H. 311-D

INDEX OF SHEETS

Sheet No.	Drwg No.	Sheet
1	3777	Title Sheet
2	3778	Schedule of Quantities
3	3779	Layout of Bridge No. 1867
4	3780	Details of Abutments for Bridge No. 1867
5	3781	Details of Bents for Bridge No 1867
6	2154	Details of 41' I-Beam Span for Bridges 1867 & 1868
7	3782	Layout of Bridge No 1868
8	3783	Details of Abutments for Bridge No. 1868
9	3784	Layout of Bridge No. 1708
10	3785	Layout of Bridge No 1707
11	3786	Layout of Bridge No 1869
12	3787	Layout of Bridge No. 1321
13	3788	Details of Abutments for Bridges No. 1708, 1707, 1869 & 1321
14	3789	Details of Piers for Bridges No. 1708, 1707, 1869 & 1321
15	2153	Details of 31' I-Beam Span for Bridges No. 1708, 1707 & 1321 & 1869
16	2386	Details of Bronze State Bridge Name Plates and Bronze Project Marker Plates
17	1885	Details of Embankment Construction at Bridge Ends

QUANTITIES

Item No	Item	Quantity	Unit
13	Dry Excavation for Structures	1,231	Cu.Yds.
13	Wet Excavation for Structures	1,451	Cu.Yds.
91	Class "A" Concrete for Bridges	884.9	Cu.Yds.
91	Class "S" Concrete for Bridges	367.3	Cu.Yds.
92	Reinforcing Steel for Bridges	164,673	Lbs
94	Concrete Railing for Bridges	1,337	Lin.Ft.
95	Rip Rap	449	Cu.Yds.
96	Structural Steel in Beam Spans	289,786	Lbs.
98	Untreated Timber Piling	5,328	Lin.Ft.
S.P.	Machined Bearing Plates	13,496	Lbs.
S.P.	Bronze State Bridge Name Plates	12	Each
S.P.	Bronze Project Marker Plates	12	Each
S.P.	Removal of Existing Structures and Maintaining Traffic	Lump Sum	



Specifications approved by Chief, Bureau of Public Roads, September 28, 1925, and adopted by State Highway Commission [illegible] 30, 1925 with revisions and Special Provisions as follows:

REVISIONS

Pamphlet	A	Revised	Mch. [illegible]	Appr. June 13, 1931
"	L	"	Feb. 10, 1933	
"	M	"	Mch. 1, 1931	" June 13, 1931
"	N	"	Oct. 1, 1933	
"	O	"	Oct. 1, 1933	
"	P	"	Oct. 1, 1933	

SPECIAL PROVISIONS

Item	No. of Sheets
Subletting, Labor & NRA Code Compliance	13
Beginning and Prosecution of Work	1
Machined Bearing Plates	1
Bronze Project Marker Plates & Bronze State Bridge Name Plates	1
Removal of Existing Structures & Maintaining Traffic	1
Engineer's Field Office	1

LAYOUT

Scale: 1" = 1 Mile

LENGTH OF PROJECT = 617'-0" = 0.116 MILES
LENGTH OF BRIDGES = 617'-0" = 0.116 MILES
LENGTH OF EMBANKMENT = 0'-0"
LENGTH OF JOB = 617'-0" = 0.116 MILES

APPROVED
[redacted]
CHIEF ENGINEER - U. S. BUREAU OF PUBLIC ROADS

APPROVED
[redacted]
DISTRICT ENGINEER - U. S. BUREAU OF PUBLIC ROADS

APPROVED
[redacted]
CHIEF - U. S. BUREAU OF PUBLIC ROADS

APPROVED
[redacted]
CHAIRMAN - STATE HIGHWAY COMMISSION

APPROVED
[redacted]
STATE HIGHWAY ENGINEER

M. B. Garver
BRIDGE ENGINEER

BRIDGES No. 1867, 1708, 1707, 1868, 1869 & 1321 DRAWING No. 3777

FED. ROAD DIST. NO.	STATE	U.S. PUBWORKS PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	N.R.H.311-D	1934	2	17

JOB NO. 3166

SCHEDULE OF QUANTITIES
U.S. PUBLIC WORKS PROJECT NO. N.R.H. 311-D
STATE JOB NO. 3166

Unit of Bridge	Items	Item No. 13 Dry Excav. for Struct's Cu. Yds.	Item No. 13 Wet Excav for Struct's Cu. Yds.	Item No. 91 Class "A" Conc. for Bridges Cu. Yds.	Item No. 91 Class "S" Conc. for Bridges Cu. Yds.	Item No. 92 Reinf. Steel for Bridges Lbs.	Item No. 94 Conc. Railing for Bridges Lin. Ft.	Item No. 95 Rip Rap Cu. Yds.	Item No. 96 Struct. Steel in Beam Spans Lbs	Item No. 98 Untr. Timber Piling Lin. Ft.	Item No. S.P. Machined Bear. Plates Lbs	Item No. S.P. Bronze St. Br. Name Plates Each	Item No. S.P. Bronze Proj. Marker Pl's Each	Item No. S.P. Removal of Exist'g Struct. & Maintain. Traffic.
Bridge No. 1867	Superstructure 7-41' I-Beam Spans	–	–	–	171.7	37,005	574.0	–	147,770	–	6,013	–		See Special Provisions
	Abutment No. 1	122.0	74.0	59.6	–	6,562	10.5	65.0	–	324.0	–	1		
	Bent No 1	17.0	66.0	28.1	–	2,079	–	–	–	216.0	–	–		
	Bent No. 2	0	53.0	28.1	–	2,079	–	–	–	216.0	–	–		
	Bent No. 3	0	57.0	28.1	–	2,079	–	–	–	216.0	–	–		
	Bent No. 4	2.0	66.0	28.1	–	2,079	–	–	–	216.0	–	–		
	Bent No. 5	15.0	66.0	28.1	–	2,079	–	–	–	216.0	–	–		
	Bent No. 6	25.0	66.0	28.1	–	2,079	–	–	–	216.0	–	–		
	Abutment No. 2	122.0	74.0	59.6		6,562	10.5	65.0	–	324.0	–	1		
	Totals	303.0	522.0	287.8	171.7	62,603	595.0	130.0	147,770	1,944.0	6,013	2	2	
Bridge No. 1868	Superstructure 1-41' I-Beam Span	–	–	–	24.6	5,354	82.0	–	21,110	–	859	–		
	Abutment No 1	27.0	131.0	57.5	–	4,978	9.0	–	–	–	–	1		
	Abutment No. 2	48.0	131.0	57.5	–	4,978	9.0	–	–	–	–	1		
	Totals	75.0	262.0	115.0	24.6	15,310	100.0	0.0	21,110	0.0	859	2	2	
Bridge No. 1708	Superstructure 2-31' I-Beam Spans	–	–	–	38.0	8,290	124.0	–	24,868	–	1,472	–		
	Abutment No. 1	96.0	63.0	44.7	–	4,961	10.5	29.0	–	288.0	–	1		
	Pier No. 1	0	45.0	24.9	–	1,958	–	–	–	216.0	–	–		
	Abutment No. 2	136.0	63.0	44.7	–	4,961	10.5	24.0	–	288.0	–	1		
	Totals	232.0	171.0	114.3	38.0	20,170	145.0	53.0	24,868	792.0	1,472	2	2	
Bridge No. 1707	Superstructure 2-31' I-Beam Spans	–	–	–	38.0	8,290	124.0	–	24,868	–	1,472			
	Abutment No 1	98.0	52.0	44.7	–	4,961	10.5	44.0	–	288.0	–	1		
	Pier No. 1	0	37.0	24.9	–	1,958	–	–	–	216.0	–	–		
	Abutment No. 2	95.0	52.0	44.7	–	4,961	10.5	44.0	–	288.0	–	1		
	Totals	193.0	141.0	114.3	38.0	20,170	145.0	88.0	24,868	792.0	1,472	2	2	
Bridge No. 1869	Superstructure 2-31' I-Beam Spans	–	–	–	38.0	8,290	124.0	–	24,868	–	1,472	–		
	Abutment No 1	70.0	63.0	44.7	–	4,961	10.5	43.0	–	288.0	–	1		
	Pier No 1	0	39.0	24.9	–	1,958	–	–	–	216.0	–	–		
	Abutment No. 2	52.0	55.0	44.7	–	4,961	10.5	52.0	–	288.0	–	1		
	Totals	122.0	157.0	114.3	38.0	20,170	145.0	95.0	24,868	792.0	1,472	2	2	
Bridge No. 1321	Superstructure 3-31' I-Beam Spans	–	–	–	57.0	12,412	186.0	–	37,302	–	2,208	–		
	Abutment No. 1	193.0	64.0	44.7	–	4,961	10.5	40.0	–	288.0	–	1		
	Pier No. 1	–	35.0	24.9	–	1,958	–	–	–	216.0	–	–		
	Pier No. 2	–	35.0	24.9	–	1,958	–	–	–	216.0	–	–		
	Abutment No. 2	107.0	64.0	44.7	–	4,961	10.5	43.0	–	288.0	–	1		
	Totals	306.0	198.0	139.2	57.0	26,250	207.0	83.0	37,302	1,008.0	2,208	2	2	
GRAND TOTALS		1,231.0	1,451.0	884.9	367.3	164,673	1,337.0	449.0	280,786	5,328.0	13,496.0	12	12	LUMP SUM

N. B. Garver
BRIDGE ENGINEER

SCHEDULE OF QUANTITIES
FOR BRIDGES ON
LITTLE RIVER-LOCKSBURG ROAD
SEVIER COUNTY
ROUTE 75, SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn by: E.B.S. Date: 4-21-34
Traced by: A. Date: 4-23-34
Checked by: Date:
BRIDGES NO. 1867, 1868, 1708, 1707, 1869, 1321

DRWG NO. 3778

FED. ROAD DIST. No	STATE	U.S. PUB. WKS. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK	N.R.H. 311-D	1934	12	17

JOB NO. 3166

RIGHT OF WAY DATA

From Sta.	To Sta.	Rt. of ℄	Lt. of ℄	Total Width
613+00	628+00	100'	50'	150'

TANGENT DISTANCE

To Beginning of Bridge	From End of Bridge
4456.0'	3373.5'

Equation: Sta. 619+79.7 B = Sta. 620+00 A

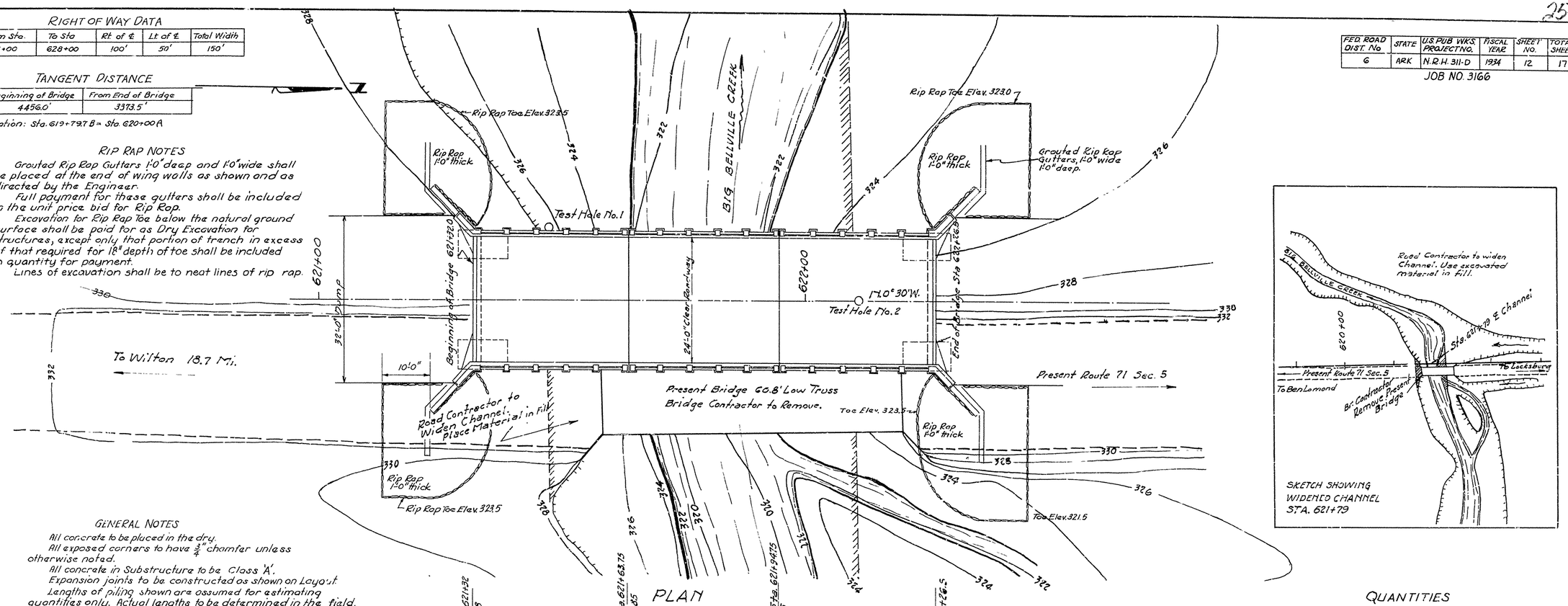
RIP RAP NOTES

Grouted Rip Rap Gutters 1'-0" deep and 1'-0" wide shall be placed at the end of wing walls as shown and as directed by the Engineer.

Full payment for these gutters shall be included in the unit price bid for Rip Rap.

Excavation for Rip Rap Toe below the natural ground surface shall be paid for as Dry Excavation for Structures, except only that portion of trench in excess of that required for 18" depth of toe shall be included in quantity for payment.

Lines of excavation shall be to neat lines of rip rap.



PLAN

SKETCH SHOWING WIDENED CHANNEL STA. 621+79

GENERAL NOTES

All concrete to be placed in the dry.

All exposed corners to have ¾" chamfer unless otherwise noted.

All concrete in Substructure to be Class 'A'.

Expansion joints to be constructed as shown on Layout.

Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field.

Volume occupied by pile heads will not be included in pay quantities of concrete in footings.

Contractor shall place Rip Rap at Bridge Ends as shown.

Contractor is to remove Existing Bridge. See Special Provisions.

For Details of Abutments, See DWG. No. 3788

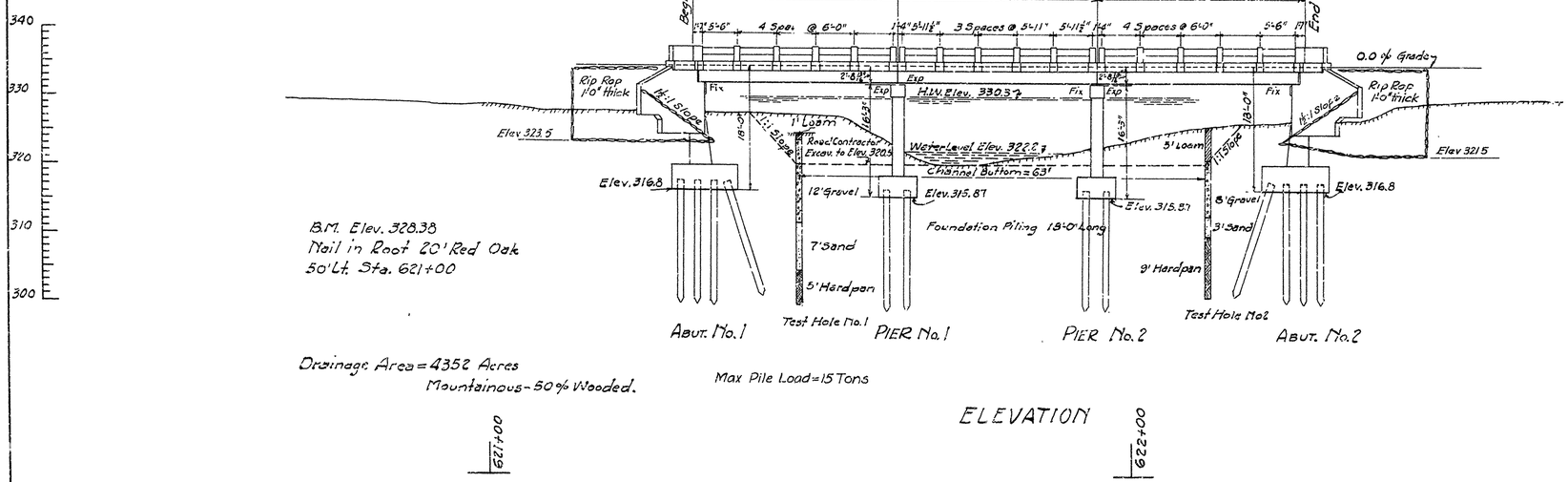
For Details of Piers, See DWG. No. 3789

For Details of 31'-9" I-Beam Spans, See DWG. No. 2153

Specifications: Arkansas Standard Road and Bridge Specifications, adopted May 30, 1925, and Revised.

QUANTITIES

Item No.	Item	Quantity	Unit
13	Dry Excavation for Structures	306.0	Cu. Yds.
13	Wet Excavation for Structures	198.0	Cu. Yds.
91	Class 'A' Concrete for Bridges	139.2	Cu. Yds.
91	Class 'S' Concrete for Bridges	57.0	Cu. Yds.
92	Reinforcing Steel for Bridges	26,250	Lbs.
94	Concrete Railing for Bridges	207	Lin. Ft.
95	Rip Rap	83.0	Cu. Yds.
96	Structural Steel in Beam Spans	37,302	Lbs.
98	Untreated Timber Piling	1003	Lin. Ft.
SP	Machined Bearing Plates	2208	Lbs.
SP	Bronze State Bridge Name Plates	2	Each.
[illegible]	Bronze Project Marker Plates	2	Each.
[illegible]	Removal of Existing Structures and Maintaining Traffic		Lump Sum.



B.M. Elev. 328.38
Nail in Root 20' Red Oak
50' Lt. Sta. 621+00

Drainage Area = 4352 Acres
Mountainous - 50% Wooded.

Max Pile Load = 15 Tons

ELEVATION

LAYOUT OF BRIDGE over BIG BELLVILLE CREEK

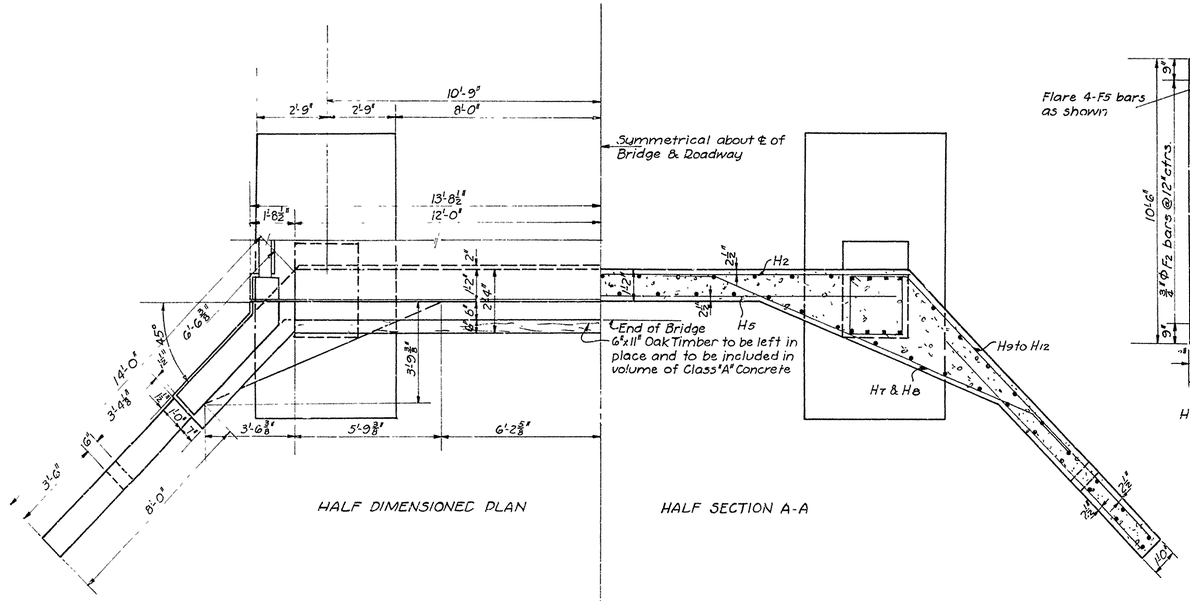
Little River - Locksburg Road
Route 71, Section 5, Sevier Co.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK

Drawn By E.B.S.
Traced By W.E.H. Scale 1" = 10 Ft.
Checked By ____
Bridge No. 1321 Drawing No. 3787

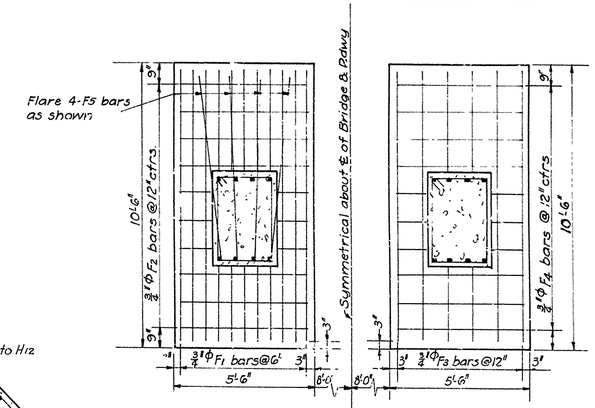
R. B. Sawyer
BRIDGE ENGINEER

FED. ROAD DIST. NO.	STATE	U.S. PUB. WORKS PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	NRH.311-D	1934	13	17



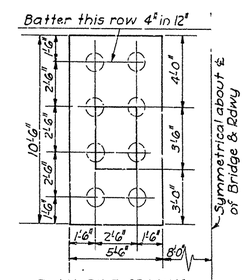
HALF DIMENSIONED PLAN

HALF SECTION A-A



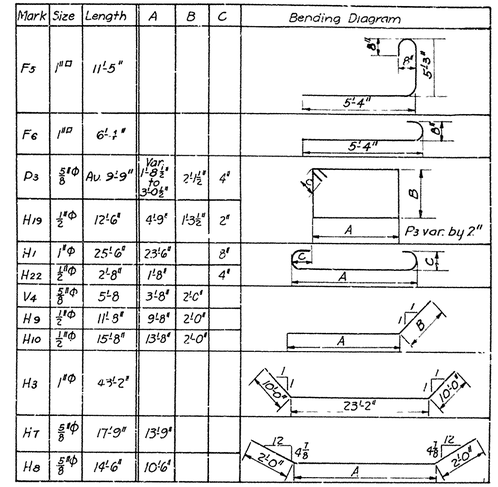
HALF FOOTING PLAN Showing bottom steel

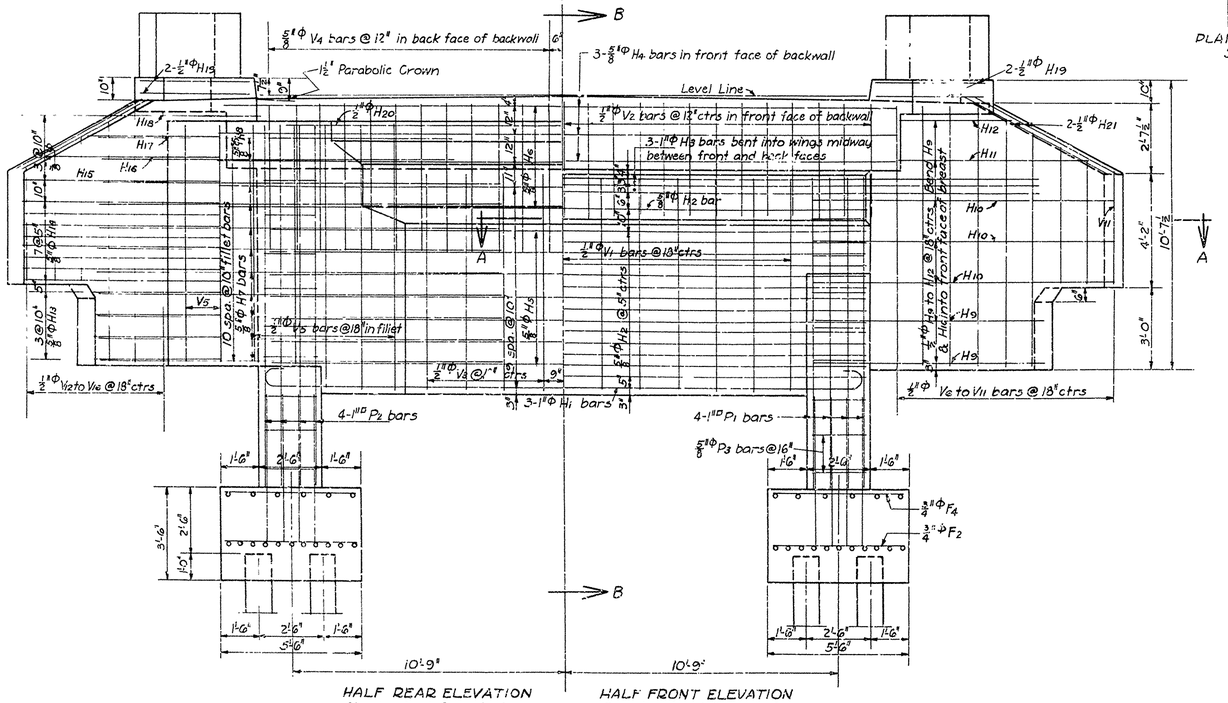
HALF FOOTING PLAN Showing top steel



PLAN PILE SPACING
Scale: $\frac{1}{4}$" = 1'-0"

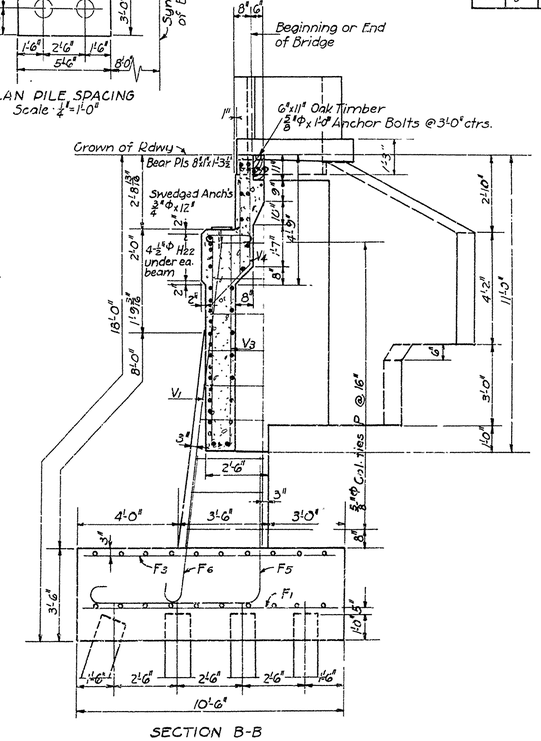
Mark	Size	Length	A	B	C	Bending Diagram
F5	1" □	11'-5"				
F6	1" □	6'-1"				
P3	$\frac{5}{8}$" Φ	Av. 9'-9"	Var. 1'-8$\frac{1}{2}$" to 3'-0$\frac{1}{2}$"	2'-1$\frac{1}{2}$"	4"	
H19	$\frac{1}{2}$" Φ	12'-6"	4'-9"	1'-3$\frac{1}{2}$"	2"	P3 var. by 2"
H1	1" Φ	25'-6"	23'-6"		8"	
H22	$\frac{1}{2}$" Φ	2'-8"	1'-8"		4"	
V4	$\frac{5}{8}$" Φ	5'-8	3'-8"	2'-0"		
H9	$\frac{1}{2}$" Φ	11'-8"	9'-8"	2'-0"		
H10	$\frac{1}{2}$" Φ	15'-8"	13'-8"	2'-0"		
H3	1" Φ	4'-1'-2"				
H7	$\frac{5}{8}$" Φ	17'-9"	13'-9"			
H8	$\frac{5}{8}$" Φ	14'-6"	10'-6"			





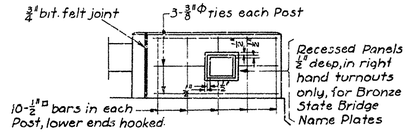
HALF REAR ELEVATION
Showing back face steel

HALF FRONT ELEVATION
Showing front face steel



SECTION B-B

General Notes
All Concrete to be Class "A"
Piling to be of Untreated Timber
All exposed corners to have $\frac{3}{4}$" chamfers unless shown otherwise.
For Details of Superstructures see Drwgs No 2153



DETAILS OF HANDRAIL TURNOUTS

DETAILS OF
18'-0" ABUTMENT FOR BRIDGES OVER
LITTLE BELLEVILLE, BIG BELLEVILLE,
WINTERS AND WILSONS CREEKS
SEVIER COUNTY
ROUTE 71 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

N. B. Gaster
BRIDGE ENGINEER

Drawn by: E.B.S. Date: 4-5-34
Traced by: A. Date: 4-6-34
Checked by: Date:

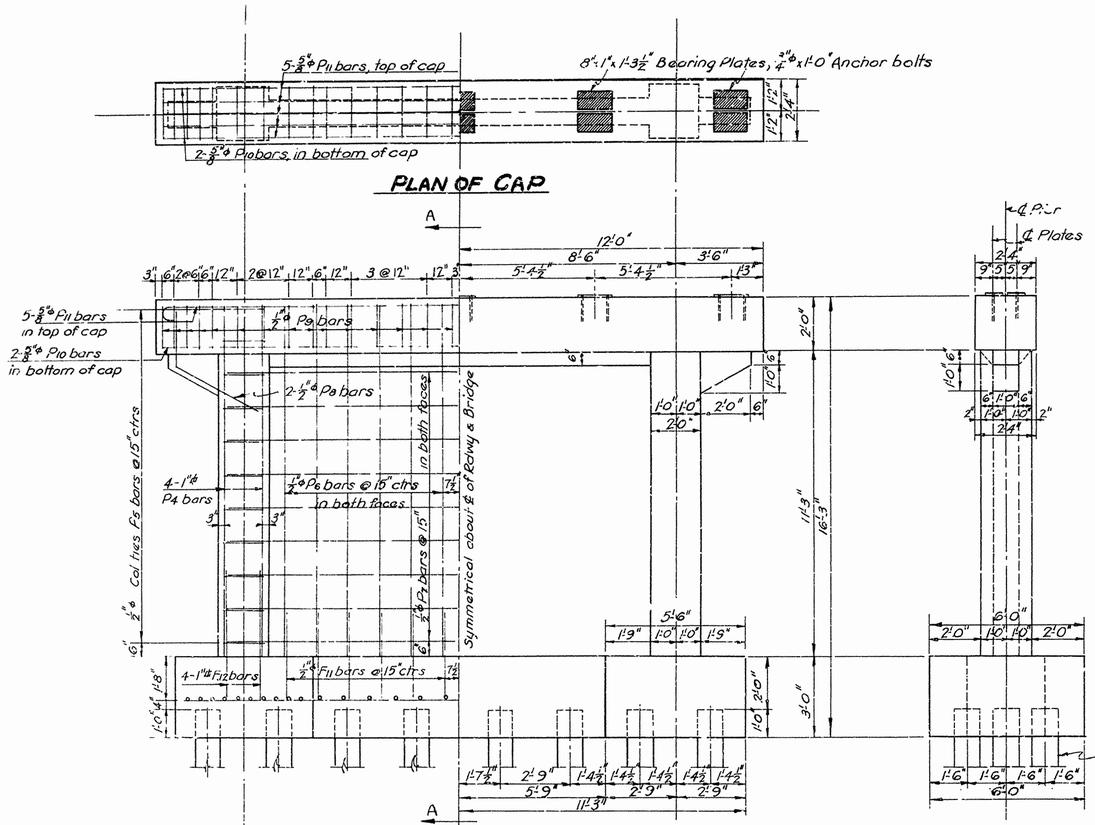
Scale: $\frac{3}{8}$" = 1'-0" (and as noted)

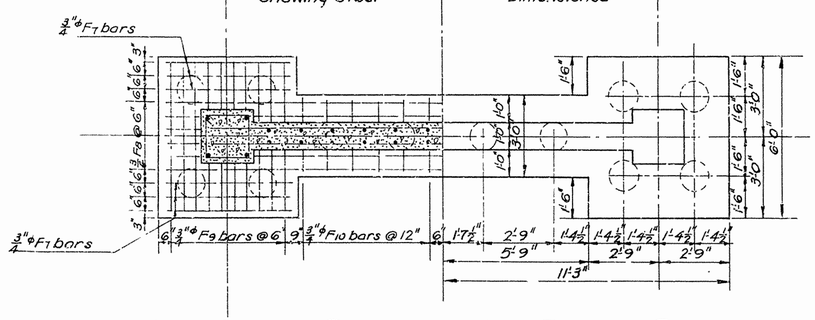
BRIDGE NO. 1869, 1321, 1708 & 1707

DRWG NO. 3788

FED. ROAD DIST. NO.	STATE	U.S. PUB. WKS. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	N.R.H.311-D	1934	14	17

Job. No. 3166





Mark	Size	Length	A	B	Bending Diagram
F12	1"φ	6'-1"			8" 5'-0" 6"
P5	½"φ	7'-3"	1'-7½"	1'-7½"	5" B A
P9	½"φ	7'-11"	1'-7½"	1'-11½"	
P-3	½"φ	5'-6"			2" 2'-0" 3'-6"
P11	5/8"φ	24'-9"			3" 5" 23'-6"

GENERAL NOTES:
All concrete to be Class 'A'.
All exposed corners to have ¾" unless otherwise shown.
Foundation piling to be of Untreated Timber.
For Details of Superstructure, See Dwg. No. 2153

DETAILS OF PIERS
FOR BRIDGES OVER LITTLE BELLEVILLE,
BIG BELLEVILLE, WINTERS & WILSON CREEKS
LITTLE RIVER-LOCKSBURG ROAD
SEVIER COUNTY
ROUTE 71 SEC. 5

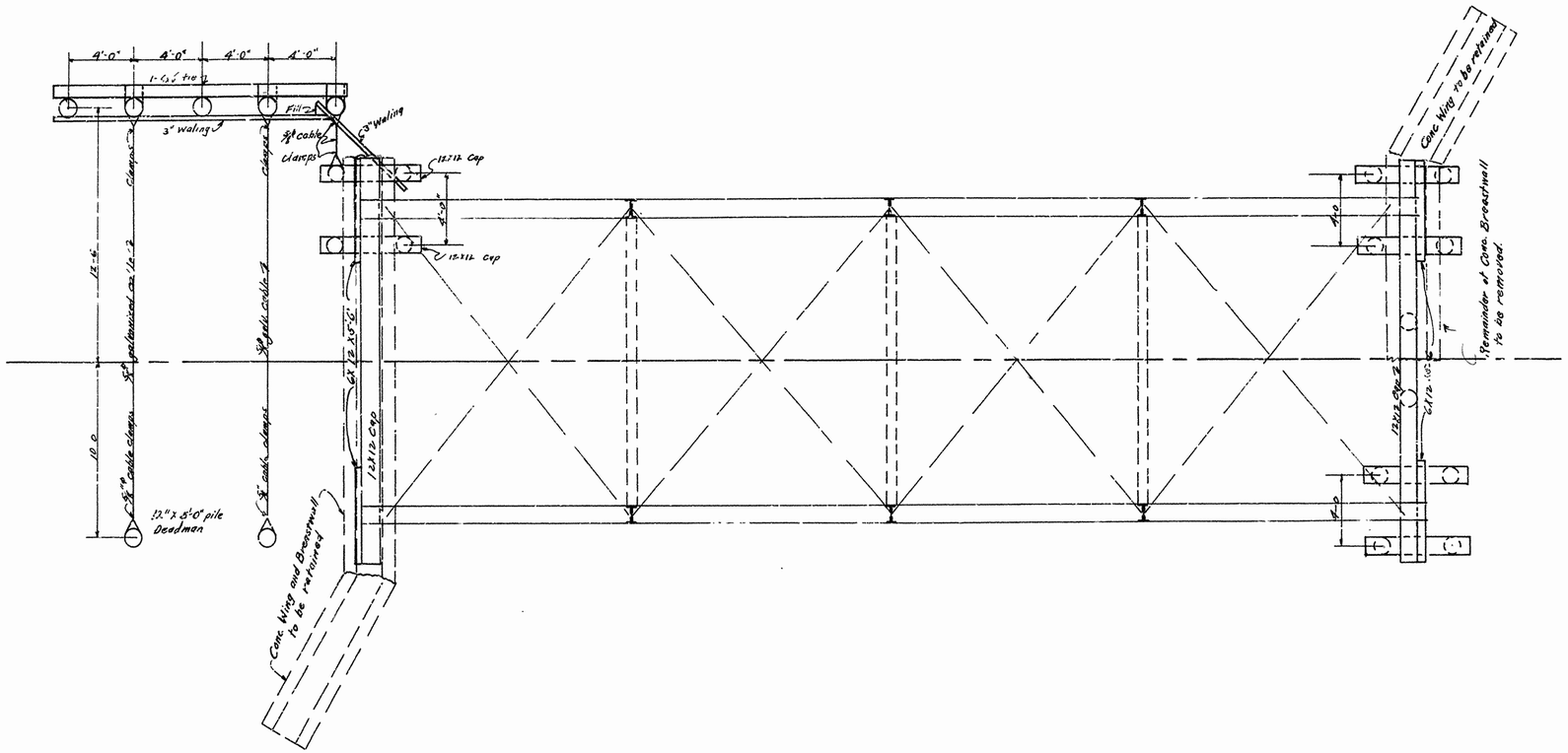
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

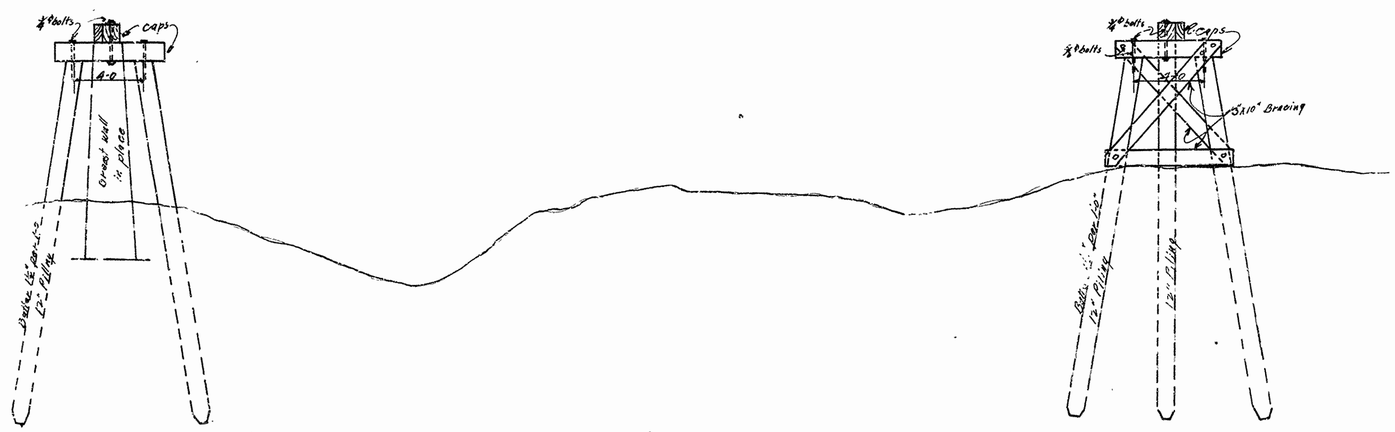
Drawn By: E.B.S. Date: 4-6-34.
Traced By: " Date: 4-9-34.
Checked By: Date:
Scale: ¾" = 1'-0"

BRIDGE NO. 1869, 1321, 1707 & 1708

DRAWING No. 3789

R.B. Stamper
BRIDGE ENGINEER





REPAIRS TO BRIDGE No. 1321
2 miles So. LOCKSBURG
SEVIER CO.
ROUTE 71 SEC 5

ARKANSAS STATE HIGHWAY DEPARTMENT
LITTLE ROCK, ARK

Drawn By: CW Date.
Traced By: F.P.G Date: 6-27-29
Checked By Date

Scale 1/2" = 1'-0"

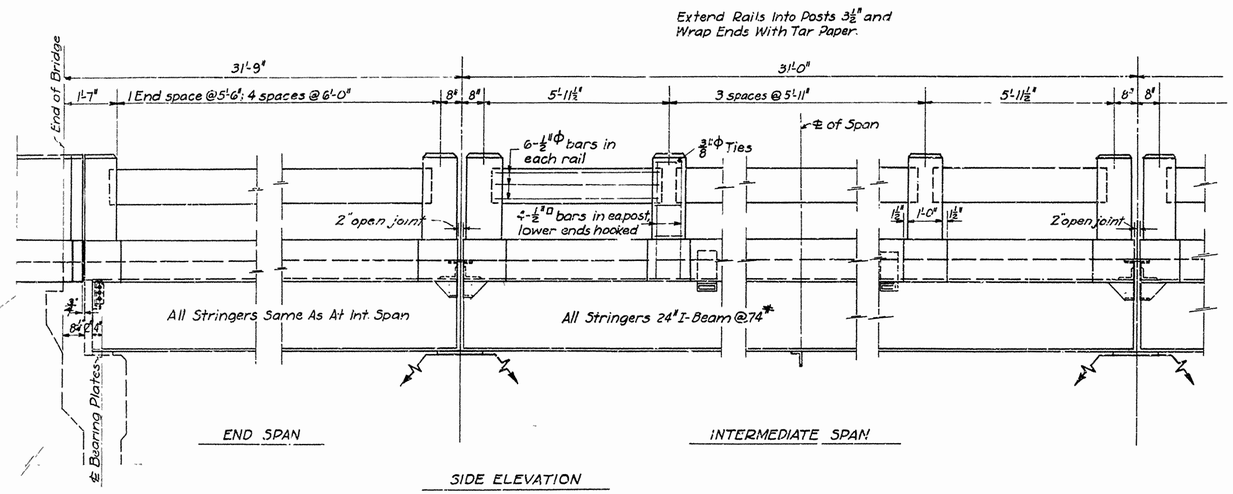
BRIDGE No 1321

DRAWING No. 1690

Bridge Engineer

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	H.P.R. (C) PART 4, 2	1935	11	15

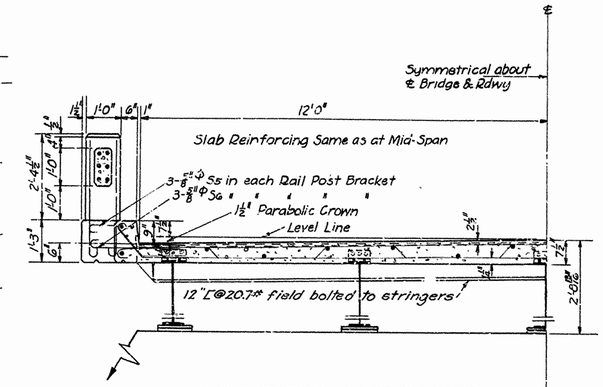
JOB NO. 4-2[illegible]



END SPAN

INTERMEDIATE SPAN

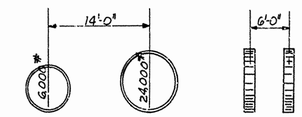
SIDE ELEVATION



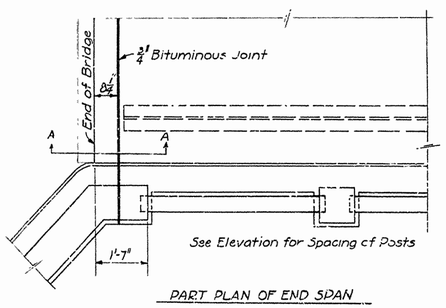
HALF SECTION AT INT. SUPPORT

Unit Stresses

Reinforcing Steel	16,000 lbs per sq. in.
Structural Steel	16,000 lbs per sq. in.
Concrete	750 lbs per sq. in.

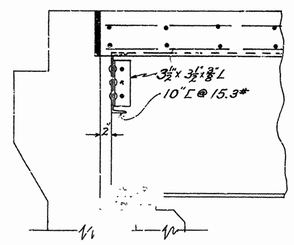


Live Load - H-15 Loading

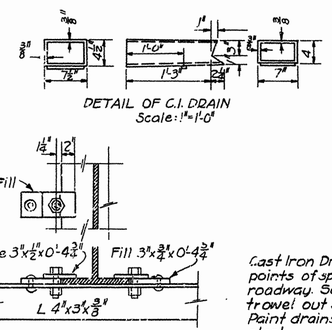


See Elevation for Spacing of Posts

PART PLAN OF END SPAN



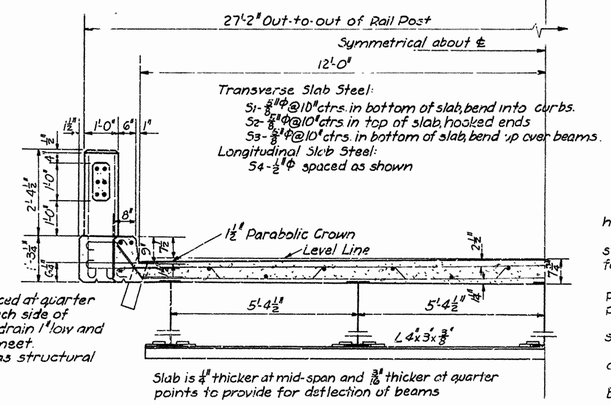
SECTION A-A ABUT. END
Scale 1"=1'-0"



BRACING ANGLE CONNECTION
Scale: 1½"=1'-0"

DETAIL OF C.I. DRAIN
Scale: 1"=1'-0"

Cast Iron Drains placed at quarter points of span on each side of roadway. Set lip of drain 1" low and trowel out slab to meet. Paint drains same as structural steel.



Slab is ¼" thicker at mid-span and 3/16" thicker at quarter points to provide for deflection of beams

HALF SECTION AT MID-SPAN

General Notes:

All concrete to be Class "S". All exposed corners to have ¾" chamfer unless otherwise noted.

Shop lists and bending diagrams of reinforcing steel must be submitted and be approved before fabrication is begun.

Roadway drains are to be paid for at the unit price bid for reinforcing steel unless otherwise provided.

¾"Φ rivets, 13/16"Φ open holes. Use ¾"Φ bolts for structural field connections.

Shop paint: All structural steel shall be given one coat of Red Lead and Raw Linseed Oil before shipment.

Field paint: 1st Coat, White Lead tinted with Lamp Black. 2nd Coat, Aluminum paint.

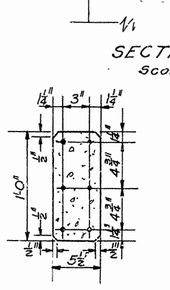
This drawing shows general features of design only. Shop drawings shall be made in compliance with specifications and be approved before fabrication is begun.

Specifications: Arkansas Standard Road & Bridge Specifications adopted May 30, 1925 and Revised.

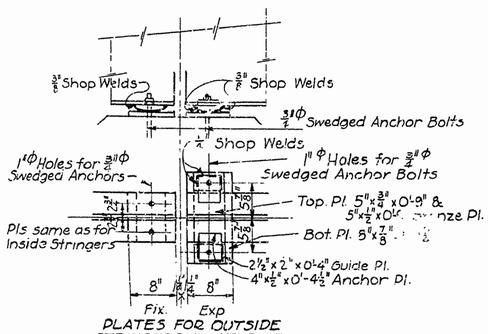
Bearing plates, including phosphor bronze facing, are to be paid for at the unit price bid for structural steel in beam spans unless otherwise provided.

REVISED 1-14-35 B.V. Ex. o. Jt. Details at int. support.

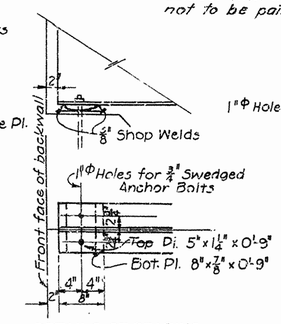
Bearing Plates
By BB 2-16-35



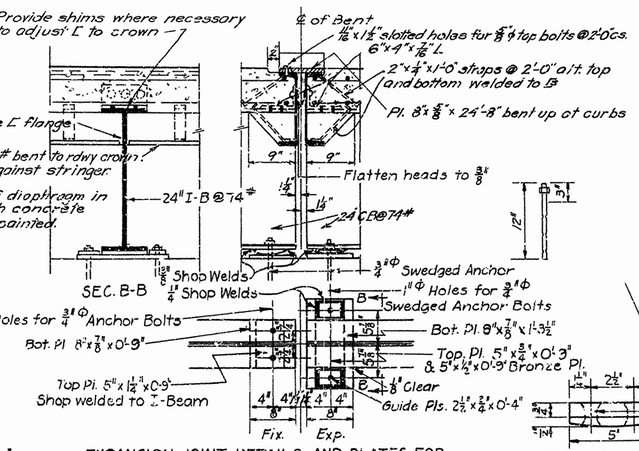
RAIL SECTION
Scale: 1½"=1'-0"



PLATES FOR OUTSIDE STRINGERS AT INT. BENT
Scale: 1"=1'-0"

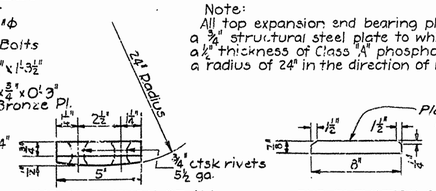


DETAILS OF BEARING PLATES AT ABUTMENT
Scale: 1"=1'-0"

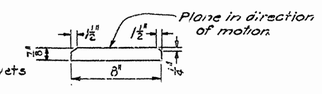


SEC. B-B

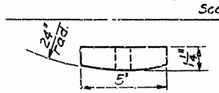
EXPANSION JOINT DETAILS AND PLATES FOR INSIDE STRINGERS AT INT. BENTS
Scale: 1"=1'-0"



END ELEVATION OF ALL EXPAN. TOP PLATES



END ELEVATION OF ALL BOTTOM PLATES



END ELEV. OF ALL FIXED END TOP PLATES

Note: Lower plates to have a min. thickness of ⅜". This may be increased for any difference due to grade. Plates to be finally seated on 3 layers of burlap saturated with red lead. This work and material to be included in the price bid for structural steel.

Mark	Size	Length	Bending Diagram
S1	⅝"Φ	26'-10"	S1 25'-9½" S2 25'-2"
S2	⅝"Φ	25'-11"	
S3	⅝"Φ	26'-11"	2'-0½" 2'-8½" 2'-8½" 2'-0½" 12'-7"
S5	⅝"Φ	4'-3"	S5 1'-2" 0" 1'-2"
S6	⅝"Φ	3'-6"	S6 5'-0"

Note:
All top expansion end bearing plates shall consist of a ¾" structural steel plate to which has been bonded a ½" thickness of Class "A" phosphor bronze planed to a radius of 24" in the direction of motion.

N. B. Garver
BRIDGE ENGINEER

DETAILS OF
STANDARD 31'-0" I-BEAM SPAN
CONCRETE DECK - 24'-0" CLEAR ROADWAY

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn by: A. Date: 4-5-34
Traced by: A. Date: 4-5-34
Checked by: Date:

Scale: ½"=1'-0" (exceptions noted)

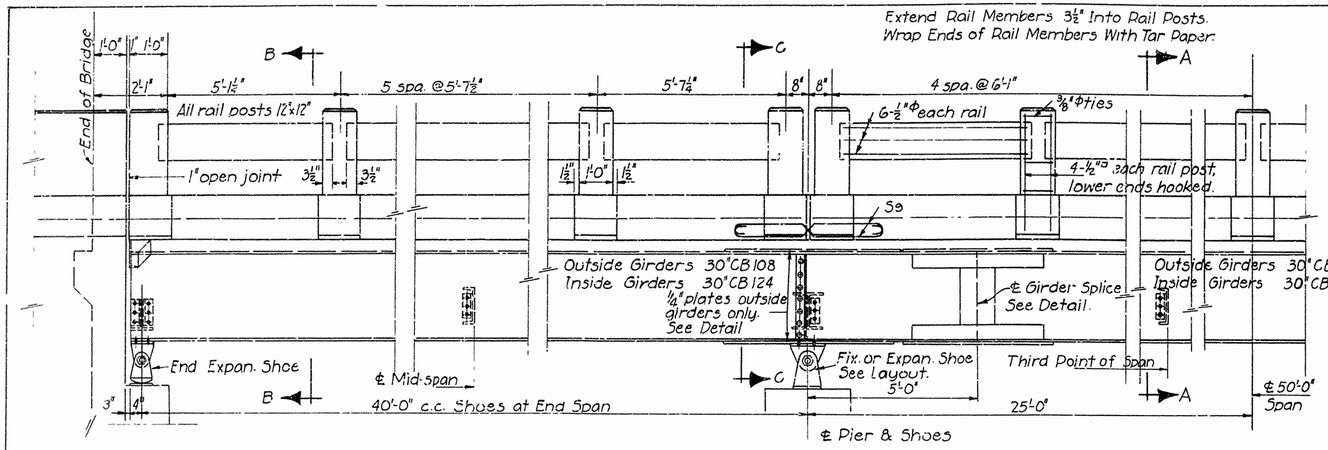
BRIDGE NO. 1920

DRWG NO. 2153

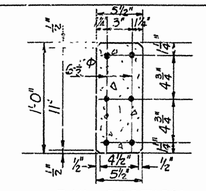
80

FED. ROAD DIST. NO.	STATE	U.S. PUBLIC WORKS PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	5/R/1 1931-Rd 1.3 1935		4	75

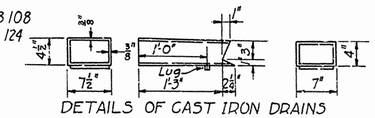
JOB NO. 4200



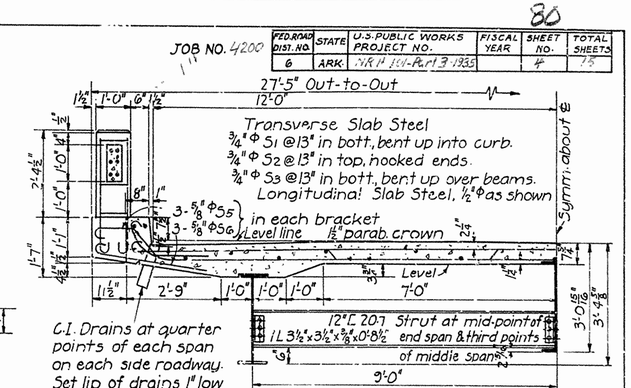
ELEVATION



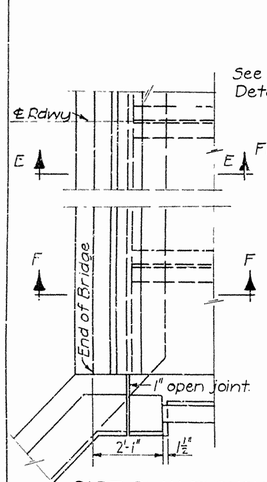
RAIL SECTION
Scale: ½" = 1'-0"



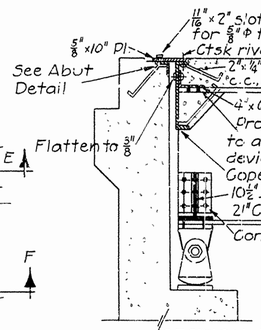
DETAILS OF CAST IRON DRAINS
Scale: 1" = 1'-0"



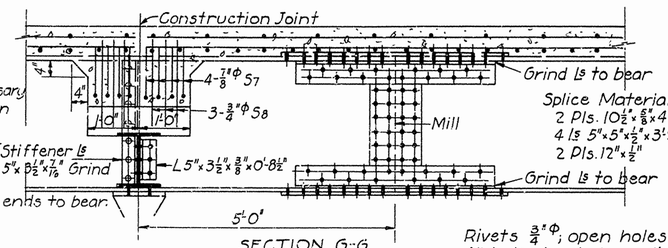
HALF SECTION A-A



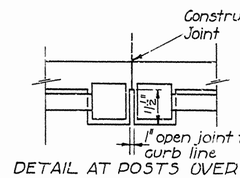
PART PLAN TURNOUT



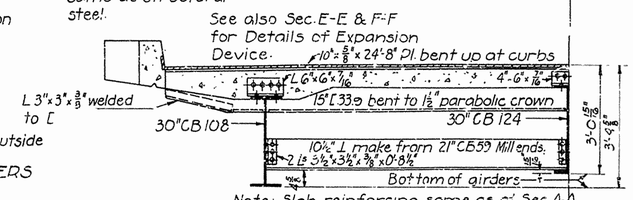
SECTION E-E
Scale: ¾" = 1'-0"



SECTION G-G
Scale: ¾" = 1'-0"

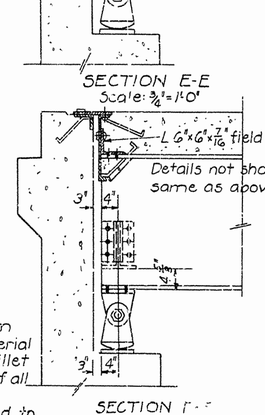


DETAIL AT POSTS OVER PIERS

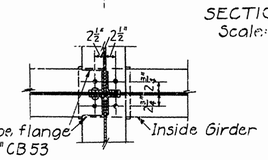


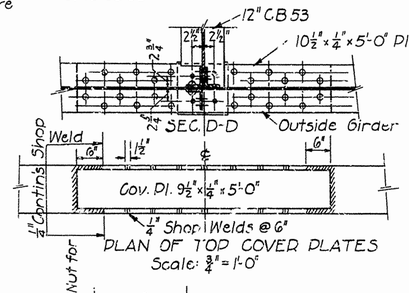
Note: Slab reinforcing same as at Sec. A-A

HALF SECTION B-B



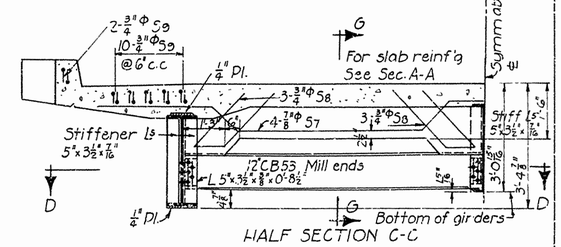
SECTION F-F
Scale: ¾" = 1'-0"





SEC. D-D

PLAN OF TOP COVER PLATES
Scale: ¾" = 1'-0"



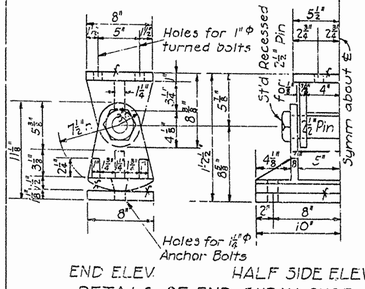
HALF SECTION C-C

General Notes

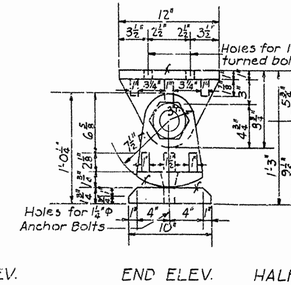
Rivets ¾" Φ; open holes 13/16" Φ. Use machine bolts where indicated.
All holes in girder splice connections to be sub-punched ⅞" and reamed to size while girders are assembled.
Strut connections are to be sub-punched ⅞" and reamed to a metal templet.
All struts requiring milled ends are to be milled to exact length after framing angles have been riveted.
All field connections shall be riveted, unless otherwise noted.
Shapes of equal or greater strength may be substituted for structural shapes shown, but payment will be made on weight of shapes shown or actually used, whichever is the lesser.
Shop paint: All structural steel shall be given one coat of red lead and raw linseed oil before shipment.
Field paint: 1st Coat, white lead tinted with lamp black. 2nd Coat, aluminum paint.
Floor slab concrete to be Class "S". One inch has been added for wear.
All exposed corners to have ¾" chamfers unless otherwise shown.
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 Standard Road & Bridge Specifications, adopted May 30th, 1925, and revised.

Mark	Size	Length	Bending Diagram
S1	¾" Φ	27'-6"	1'-0" 10" 11'-9"
S2	¾" Φ	26'-2"	4" 25'-2"
S3	¾" Φ	26'-8½"	4" 5'-9" 4'-6" 1'-8"
S5	⅝" Φ	4'-1"	4" S6 3'-0"
S6	⅝" Φ	3'-6"	S5 1'-0" 1'-6"
S7	⅞" Φ	24'-2"	S7 3'-2¾" 8" 5'-6" 1'-0" 1'-0"
S8	¾" Φ	5'-6"	S8 1'-0"
S9	¾" Φ	5'-6"	S9 2'-0" 2'-0"

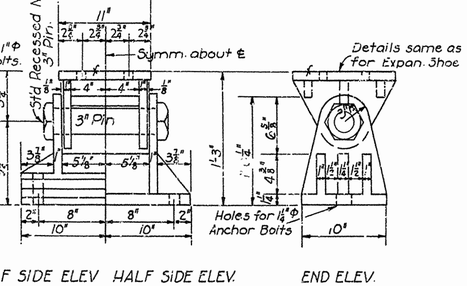
Note:- All Shoes to be built from Structural Steel Plates. All material to be welded together with ⅜" fillet welds extending entire length of all edges and surfaces in contact. Surfaces in contact to be milled to bear before welding.



END ELEV. HALF SIDE ELEV.
DETAILS OF END EXPAN. SHOE
Scale: 1½" = 1'-0"

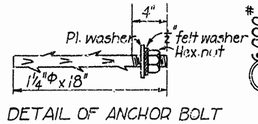


END ELEV. HALF SIDE ELEV.
DETAILS OF INT EXPAN. SHOE
Scale: 1½" = 1'-0"



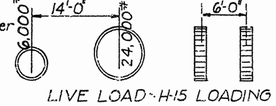
HALF SIDE ELEV. HALF SIDE ELEV. END ELEV.
DETAILS OF FIXED SHOE
Scale: 1½" = 1'-0"

Note:
Masonry plates shall finally be seated on 3 layers of burlap saturated with red lead. This work and material to be included in the price bid for structural steel.



DETAIL OF ANCHOR BOLT

UNIT STRESSES
Class "S" Concrete = 750 lbs per sq. in.
Reinforcing Steel = 16,000 " " " "
Structural Steel = 16,000 " " " "



LIVE LOAD - H15 LOADING

N. B. Garver
Bridge Engineer

DETAILS OF STANDARD
40'-0" - 50'-0" - 40'-0" CONTINUOUS I-BEAM SPANS
CONCRETE DECK - 24'-0" CLEAR ROADWAY
THREE GIRDER TYPE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn by: L.D.C. Date: 1-10-35
Traced by: A. Date: 1-16-35 Scale: ½" = 1'-0"
Checked by: Date: (Exceptions noted)
BRIDGE NO. DRWG NO. 2186