

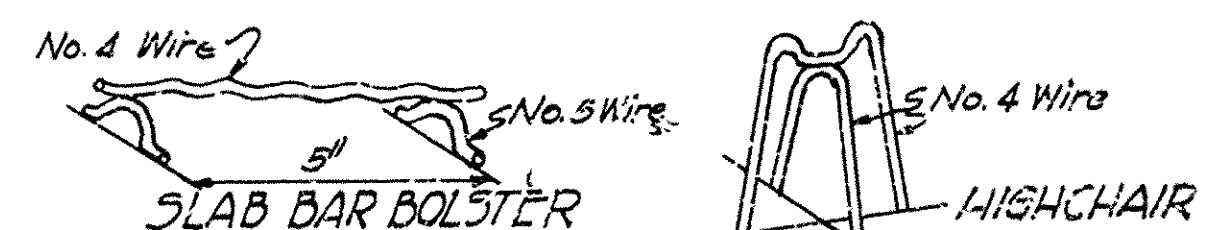
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	ARK.				
STATE JOB NO.					

LOADING H-20
Load Distribution Outside Girders-
Dead Load Per Ft. = 1450 #
Roadway Live Load Per Ft. = 366 #
Conc. Live Load = { 10800 # Mom.
14900 # Shear.
Truck Live Load = 1.13 Wheel
Load Distribution Inside Girders =
Dead Load Per Ft. = 1000 #
Roadway Live Load Per Ft. = 480 #
Conc. Live Load = { 13500 # Mom.
19500 # Shear.
Truck Live Load = 1.50 Wheel

STRENGTHS
Structural Steel = 18000 #/sq
Reinforcing Steel = 18000 #/sq
Concrete = 1000 #/sq
n = 10

GENERAL NOTES

All concrete to be Class "S" All exposed corners to have 3" chamfer unless otherwise noted.
Rivets 3/4" Open holes 1 1/2". Where bolts are indicated use machine bolts.
Structural shapes of equal or greater strength may be substituted for shapes shown but payment will be made on basis of shapes shown or those actually used whichever is the lesser.
All welded connections to be 3/16" fillet shop welds except as noted.
Shop Paint: All structural steel except surfaces in contact with concrete shall be given one coat of red lead and raw linseed oil before shipment.
Field Paint: First White Lead tinted with lampblack, Second coat Aluminum.
All bearing and roadway expansion devices to be paid for as Structural Steel in Beam Spans.
Care shall be exercised to obtain 90° in the angle between flange and web of beams at bearing points.
This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.
In order to secure a good riding surface it will be required that the floor slab be struck off from curb to curb with a half span length longitudinal strike-off. The strike-off shall be sufficiently stiff so as to have no appreciable vertical deflection.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, Adopted March 15, 1940



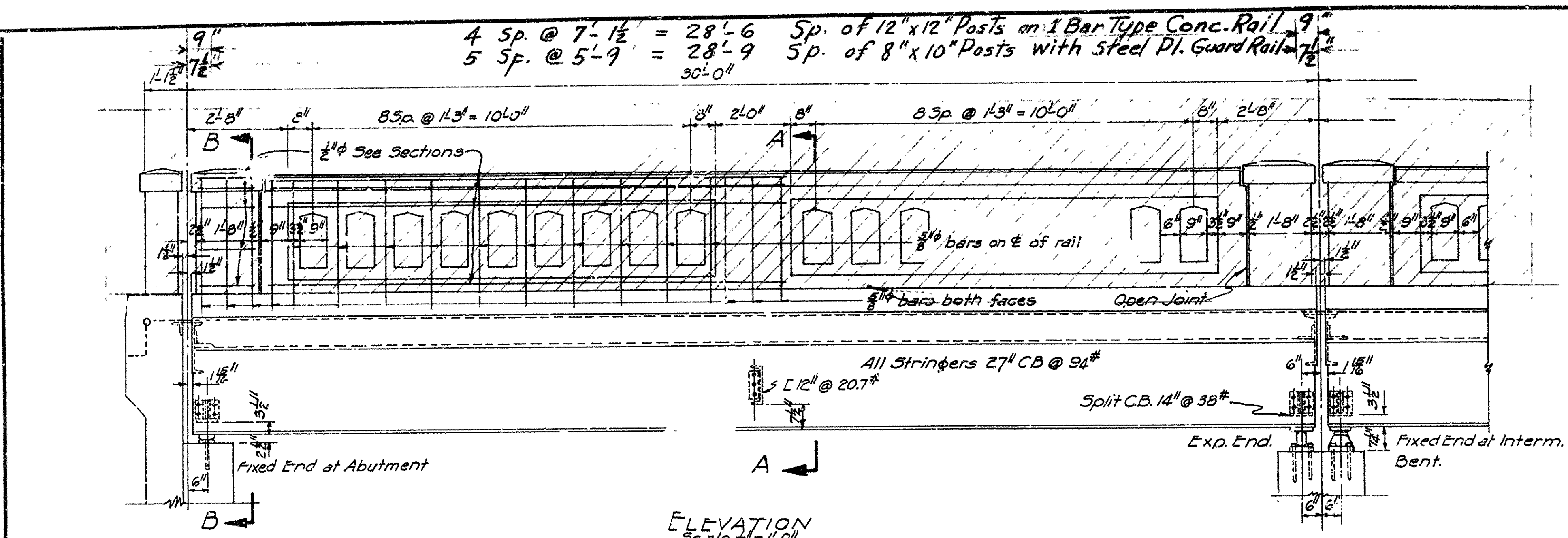
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire chair supports adequate to prevent displacement during the course of construction and to keep the steel at proper distance from the forms.
Bar supports are to be sufficient in number and sufficiently heavy to properly carry the steel they support. Wire sizes shall not be less than shown.
Wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel". Shop lists and diagrams must be submitted for approval.

LIST OF BENT BARS									
Mark	Size	Length	A	B	C	Diagram			
S1	3/4"	30'-11"	25'-4"	7'-11"	1'-9"				
S2	3/4"	30'-4"	27'-6"	5'-8"	1'-3 1/2"				
S3	3/4"	28'-10"	3'-4 1/2"	3'-9"	3'-0"				

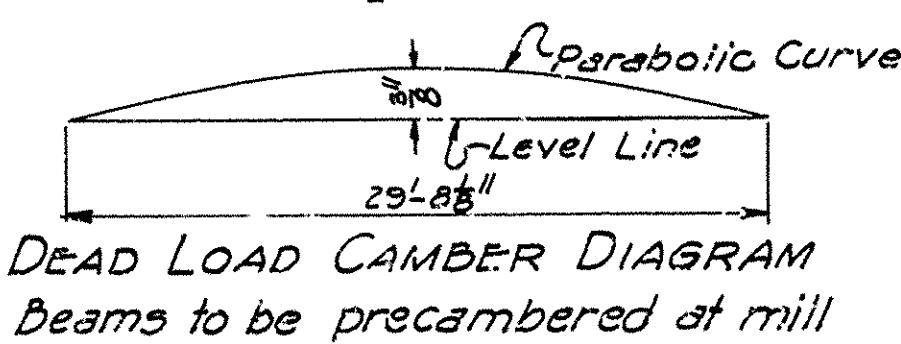
REVISED 6-6-46 Wt. of 27" C.B. Vert. Rail bars
REVISED 4-5-47 Ribbed Bolts
REVISED 11-29-47 Sealing Shoes
REVISED 8-25-48 Handrail & Curb Also 2-11-50
See also Drwg. No. 5252-C or 6214-R
DETAILS OF

STANDARD 30'-0" I-BEAM SPAN
26'-0" CLEAR ROADWAY 18" WALKWAYS

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: L.A.M.S. Date: 1-14-44
Traced By: L.A.M.S. Date: 1-15-44
Checked By: Date: _____
BRIDGE NO. DRAWING NO. 5252

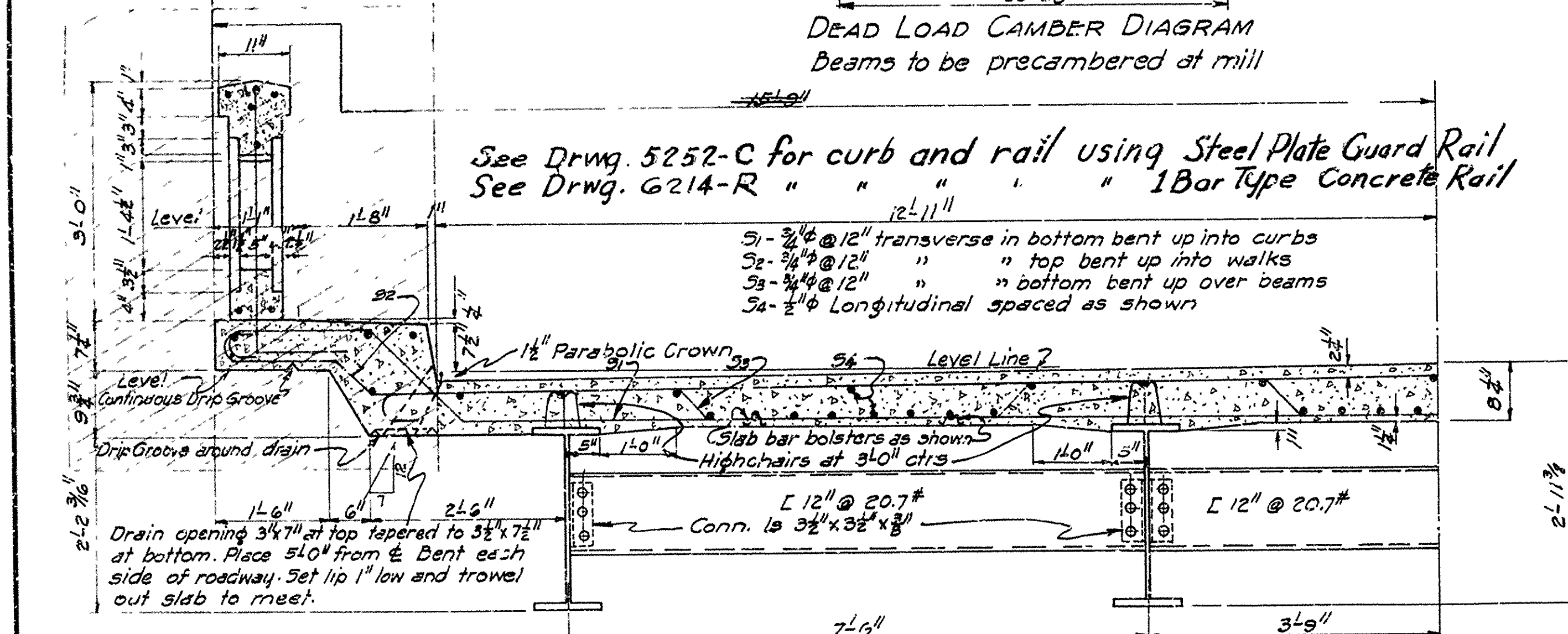


ELEVATION
Scale 1/2" = 1'-0"

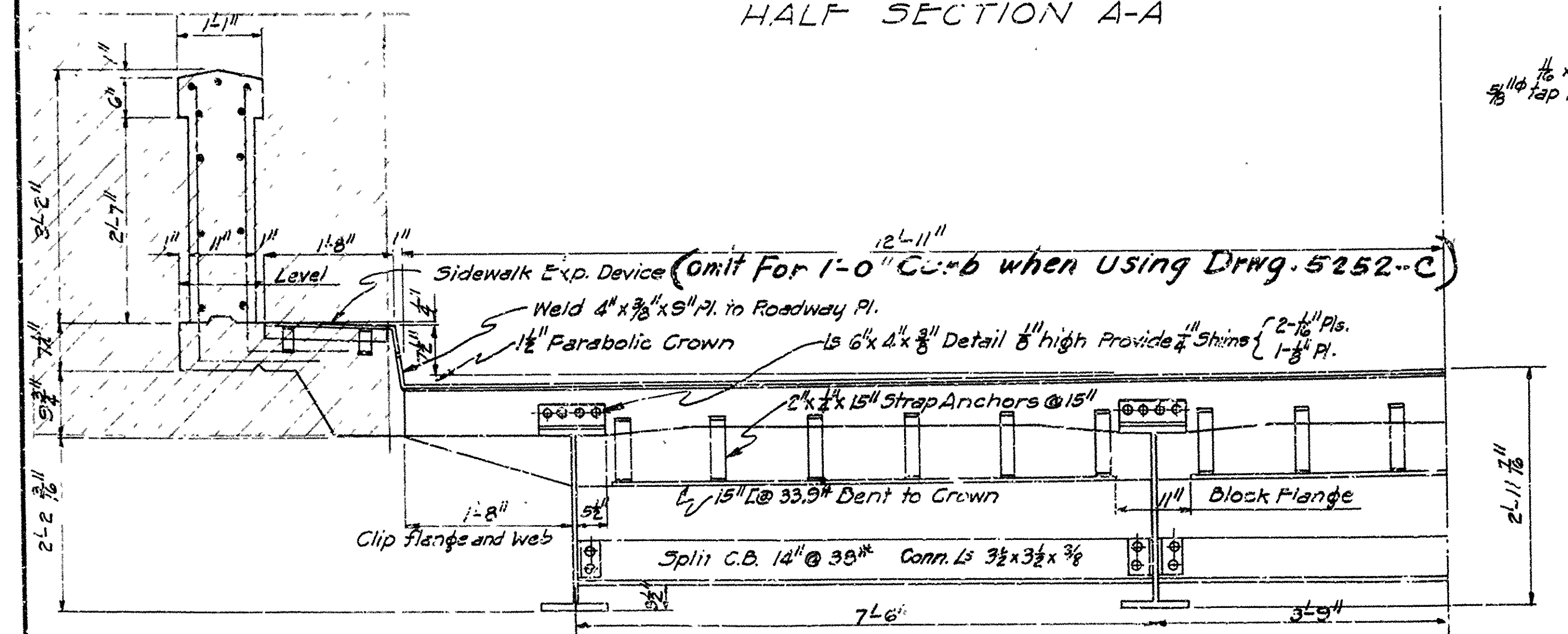


DEAD LOAD CAMBER DIAGRAM
Beams to be precambered at mill

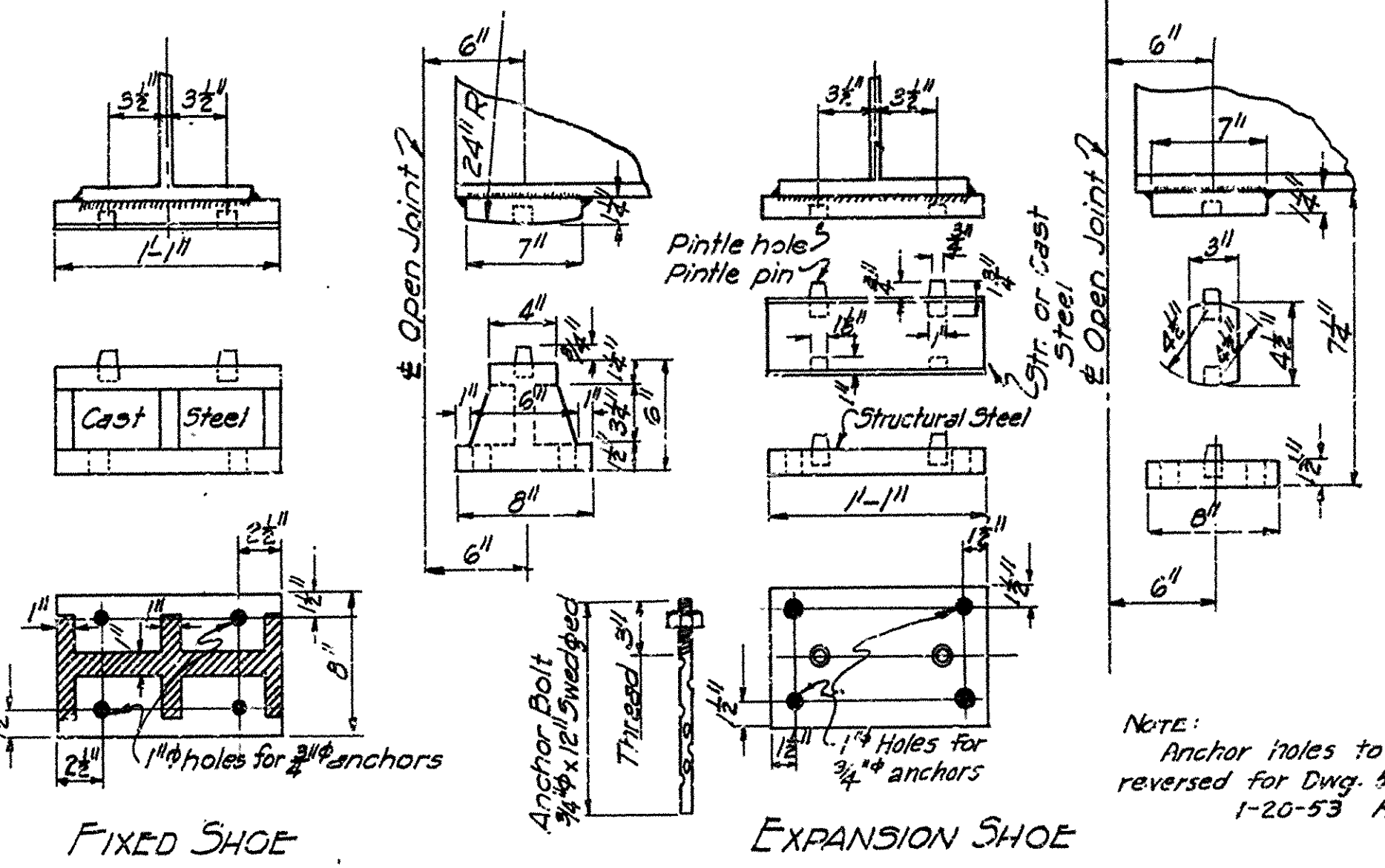
See Drwg. 5252-C for curb and rail using Steel Plate Guard Rail
See Drwg. 6214-R " " " " " 1 Bar Type Concrete Rail



HALF SECTION A-A

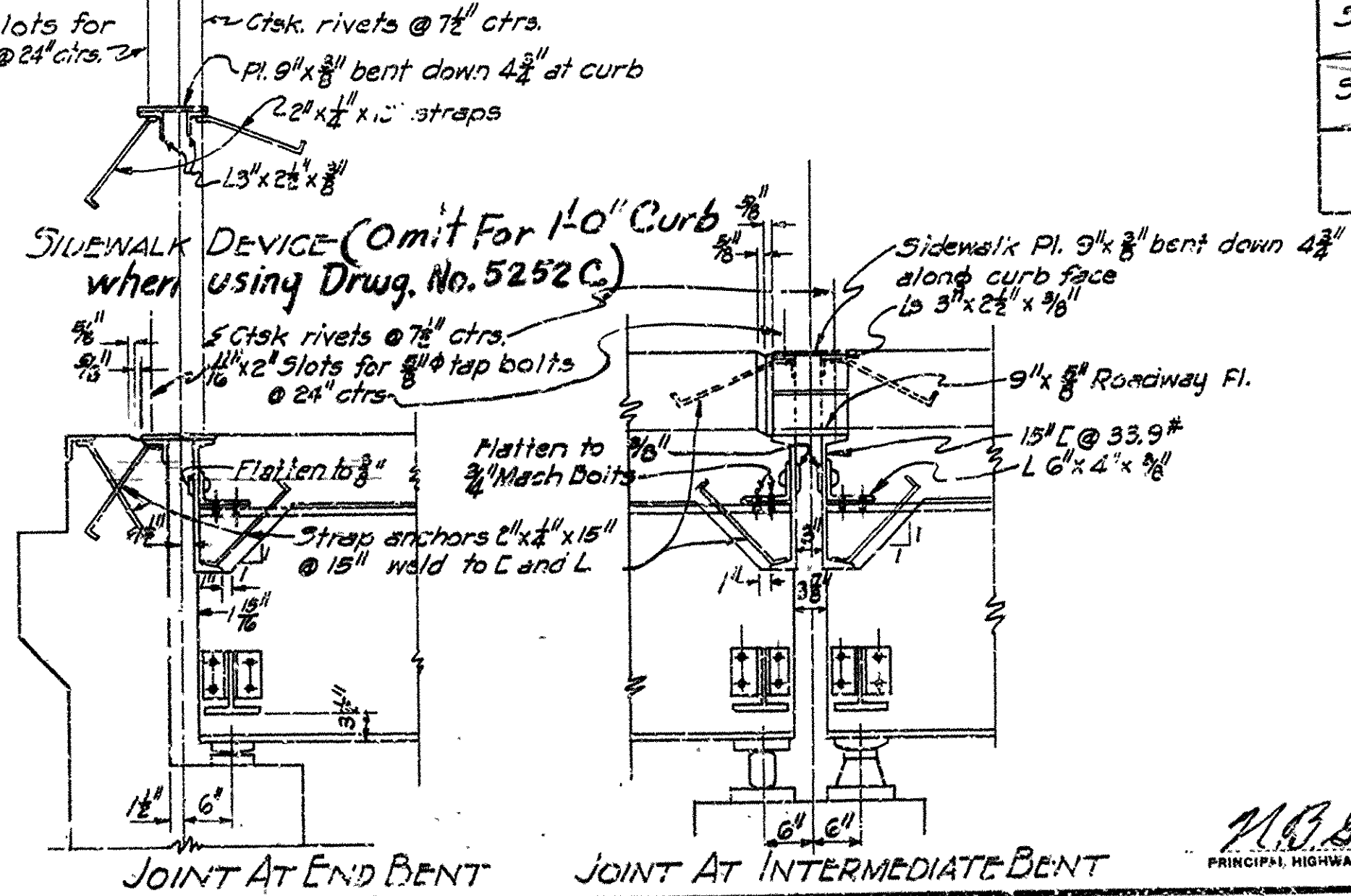


HALF SECTION B-B



DETAILS OF BEARINGS
Scale 1 1/2" = 1'-0"

Bearings shall be finally seated on 3 layers of burrap saturated with red lead.
This work and material to be included in the unit price bid for "Structural Steel in Beam Spans"



JOINT AT END BENT JOINT AT INTERMEDIATE BENT