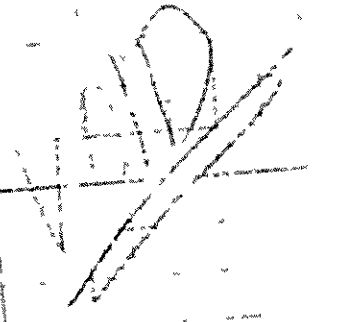


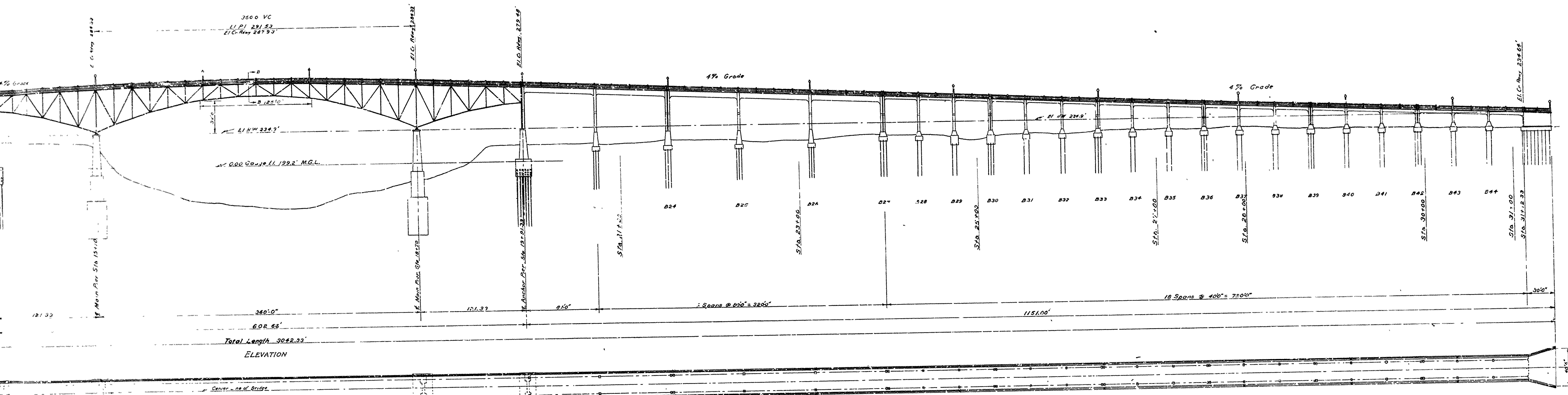
ARKANSAS STATE HIGHWAY COMMISSION
 BRIDGE OVER WHITE RIVER
 NEW YORK, ARKANSAS

GENERAL PROFILE
 Scales
 Vert. 1" = 20'
 Hor. 1" = 100'

TRA G. HEDRICK, INC.
 CONSULTING ENGINEERS
 MET. SERVICES, ARK.
 MADE BY K.R. JAN 25, 1930 SHEET NO. 1-A
 BR. No. 612 DRWG. No. 5019

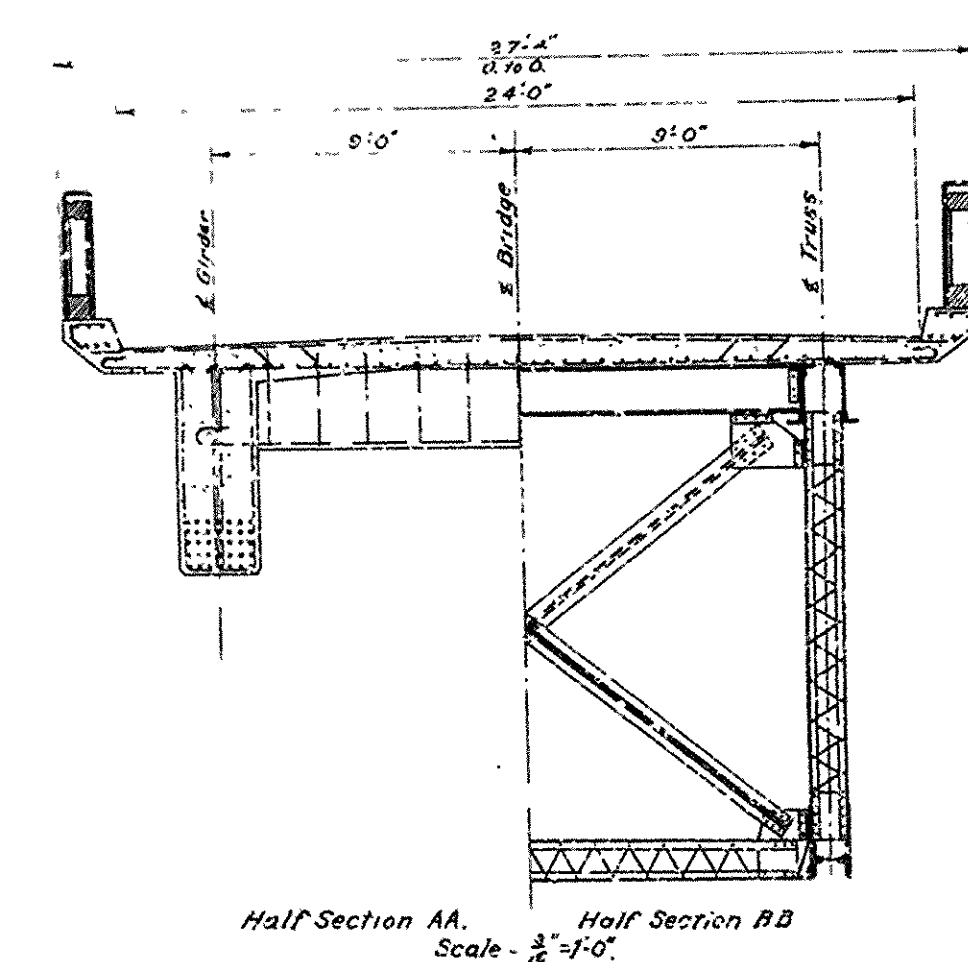


KUPPE METZGEN C.



Total Length 3042.33'
ELEVATION

PLAN
Scale 1/300'

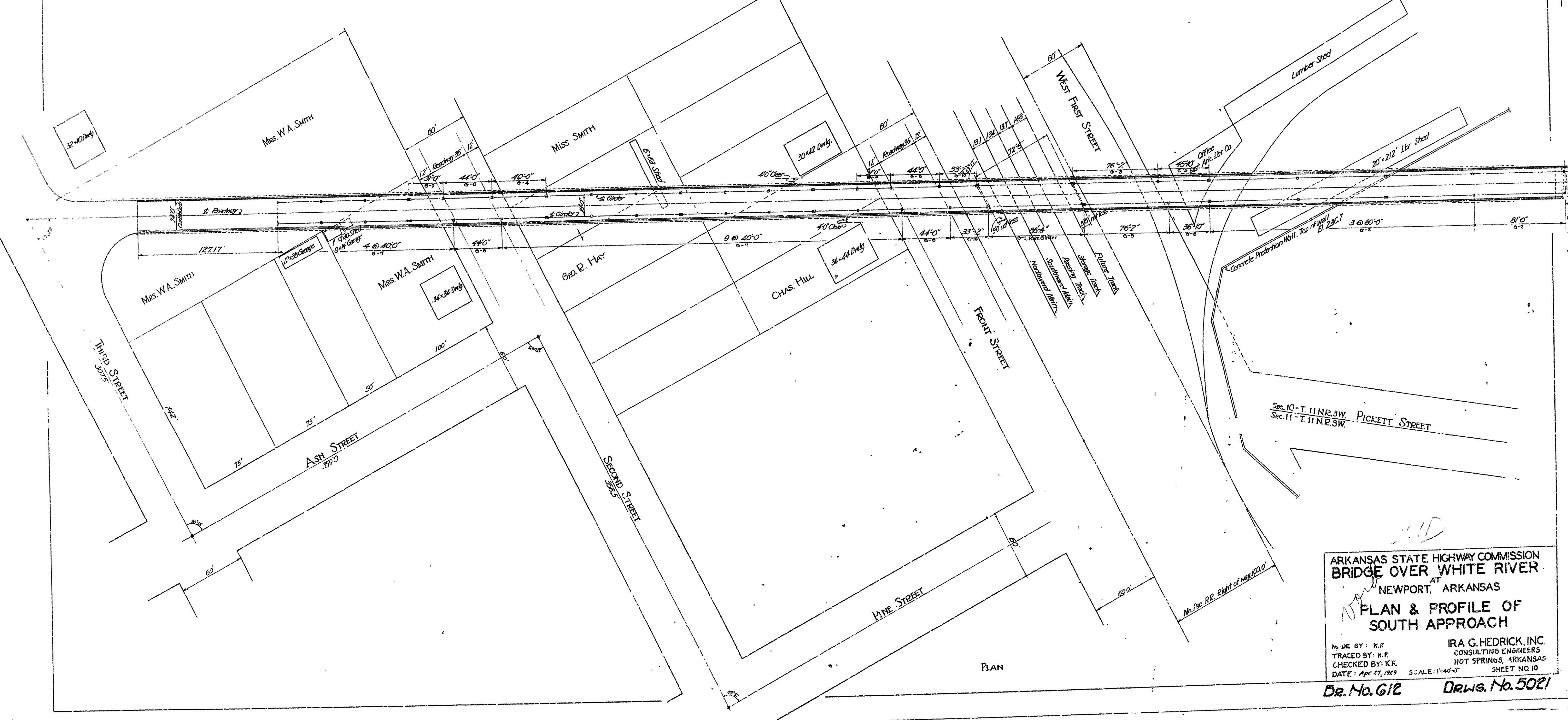
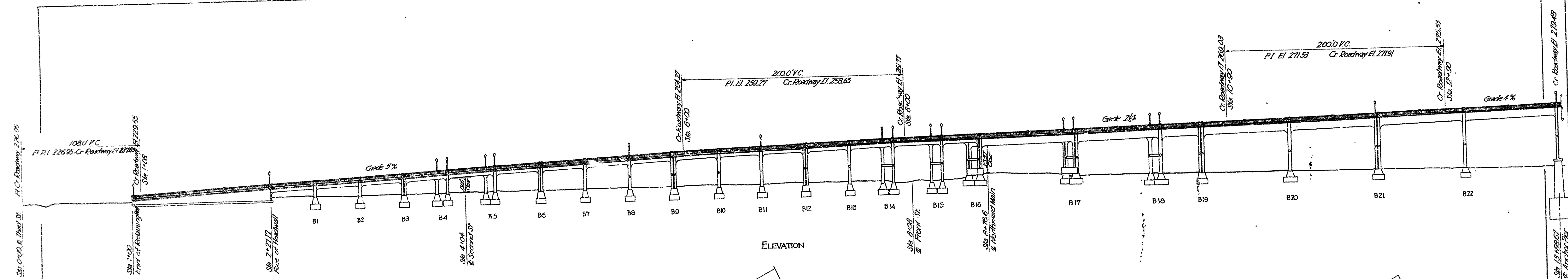


Half Section AA, Half Section BB
Scale - 1/2" = 1'-0"

Notes:

Elevation of Top of Caps	225.9'
Bents 1 to 15, inclusive	231.0'
Bents 16 to 17	229.9'
Bents 18 to 22	229.9'
Bents 23 to 26	229.9'
Bents 27 to 44	224.5'

ARKANSAS STATE HIGHWAY COMMISSION
BRIDGE OVER WHITE RIVER
NEWPORT, ARKANSAS
GENERAL PLAN & PROFILE
MADE BY W.C.H.
TRACED BY W.C.H.
CHECKED BY K.F.
DATE April 18, 1929. SCALE 1/2" = 1'-0" SHEET NO. 1



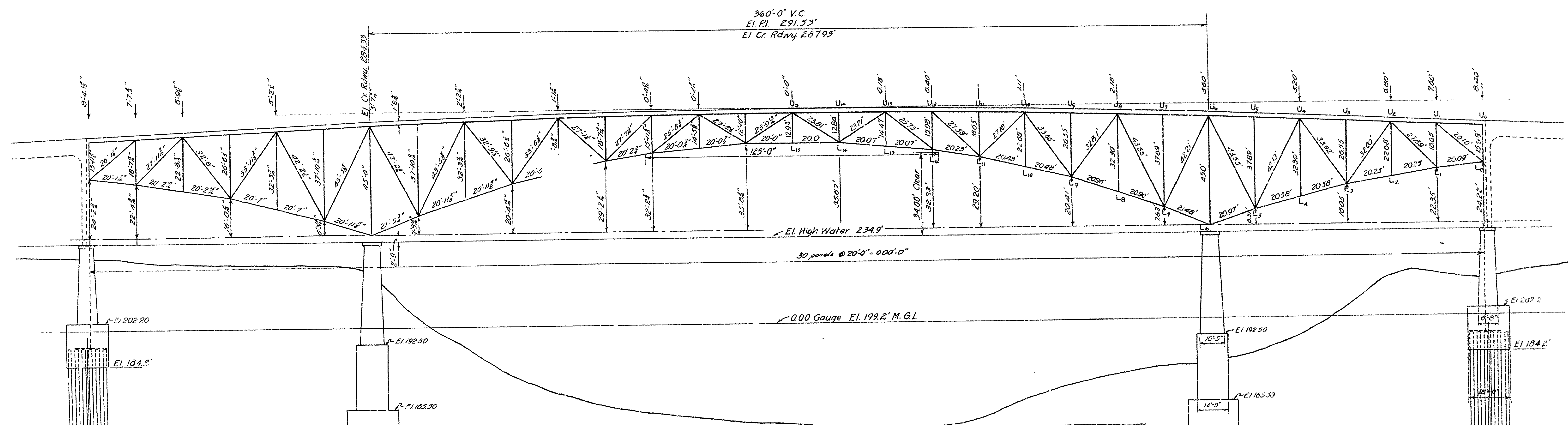
ARKANSAS STATE HIGHWAY COMMISSION
 BRIDGE OVER WHITE RIVER
 AT NEWPORT, ARKANSAS
PLAN & PROFILE OF SOUTH APPROACH

DESIGNED BY: K.F.
 TRACED BY: K.F.
 CHECKED BY: K.F.
 DATE: Apr 21, 1929

IRA G. HEDRICK, INC.
 CONSULTING ENGINEERS
 HOT SPRINGS, ARKANSAS
 SHEET NO. 10

SCALE: 1"=40'-0"

Dr. No. 612 Drws. No. 5021

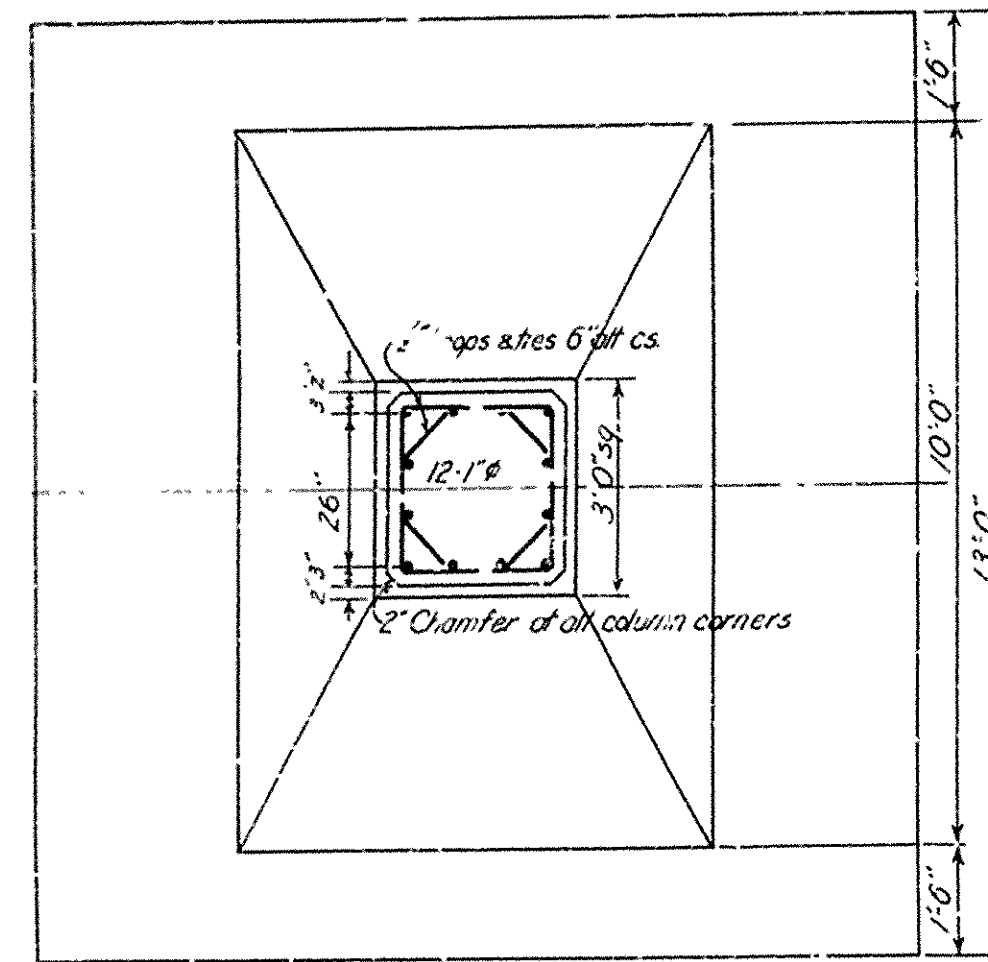
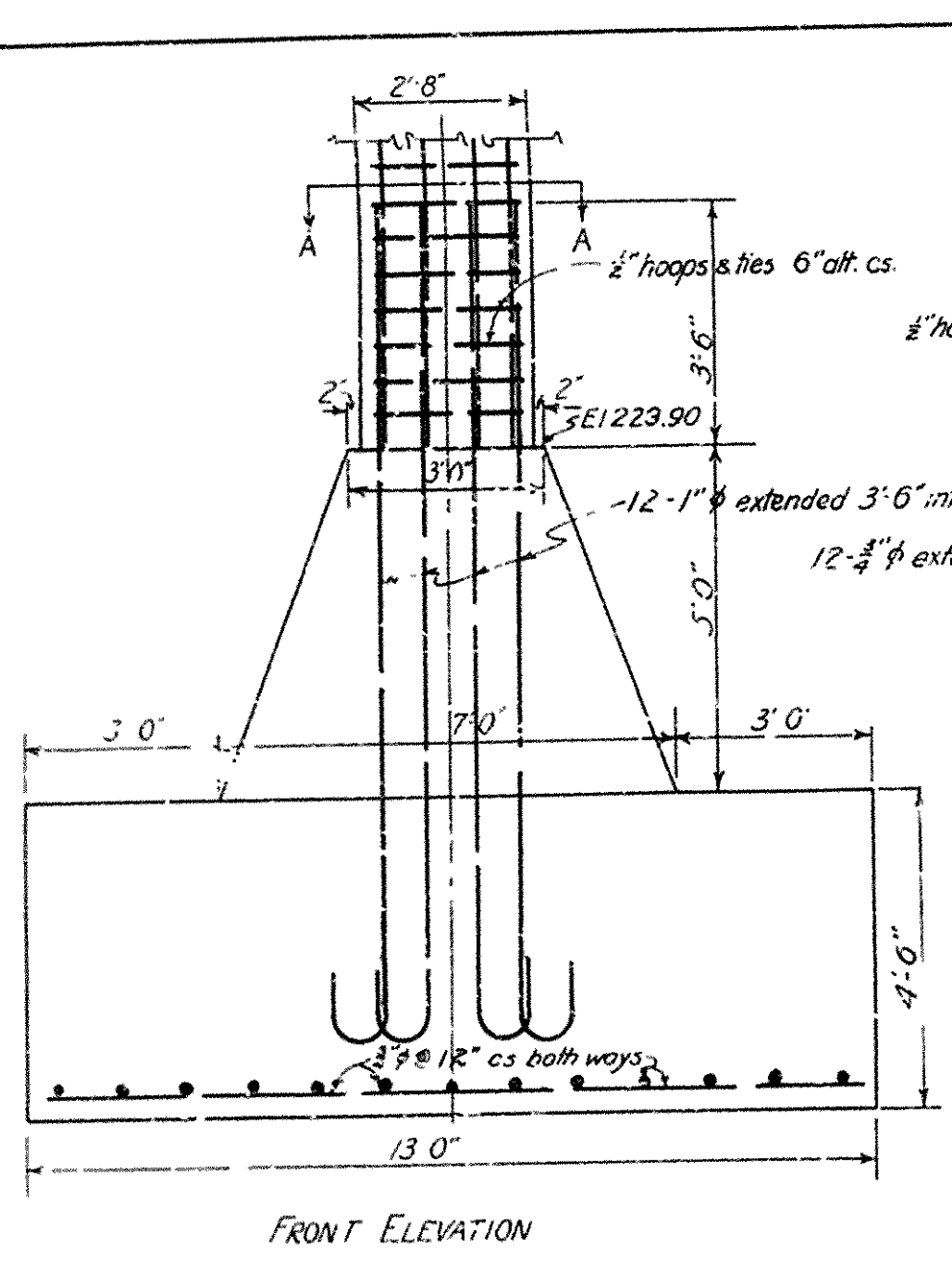


STRESSES AND SECTIONS													
MEMBERS	STRESSES				SECTIONS		MEMBERS	STRESSES				SECTIONS	
	ERECTION	DEAD LOAD	L.L. + IMPACT	TOTAL	COMPOSITION	A ² AREA		ERECTION	DEAD LOAD	L.L. + IMPACT	TOTAL	COMPOSITION	A ² AREA
U ₁ -U ₂	0	0	0	0	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	36.10	U ₁ -L ₁	6,730 C	25,000 C	46,600 C	71,600 C	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	524
U ₂ -U ₃	85,300 T	179,500 T	144,000 T	323,500 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	36.10	U ₁ -L ₂	90,000 C	190,000 C	12,100 C	311,000 C	2 @ 3" x 4" x 3/4" S.L. 2 1/2" x 3/4"	2340
U ₃ -U ₄	242,000 T	510,000 T	325,000 T	835,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	81.00	U ₂ -L ₁	8,800 T	9,000 T	0	9,000 T	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	712
U ₄ -U ₅	242,000 T	510,000 T	325,000 T	835,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	81.00	U ₂ -L ₂	17,600 C	54,000 C	40,600 C	100,600 C	2 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1464
U ₅ -U ₆	358,000 T	769,000 T	384,000 T	1,153,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	88.00	U ₃ -L ₁	12,200 T	12,000 T	0	12,000 T	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	712
U ₆ -U ₇	358,000 T	769,000 T	384,000 T	1,153,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	88.00	U ₃ -L ₂	26,000 C	62,000 C	46,600 C	108,600 C	2 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1464
U ₇ -U ₈	376,000 T	773,000 T	352,000 T	1,125,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	88.00	U ₄ -L ₁	18,650 C	42,800 C	15,400 C	56,850 C	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	5676
U ₈ -U ₉	376,000 T	773,000 T	352,000 T	1,125,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	88.00	U ₄ -L ₂	21,000 C	58,000 C	46,600 C	104,600 C	2 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1464
U ₉ -U ₁₀	303,000 T	532,000 T	247,000 T	779,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	68.00	U ₅ -L ₁	10,000 T	10,000 T	0	10,000 T	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	712
U ₁₀ -U ₁₁	303,000 T	532,000 T	247,000 T	779,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	68.00	U ₅ -L ₂	14,800 C	51,000 C	46,600 C	97,600 C	2 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1464
U ₁₁ -U ₁₂	197,000 T	194,000 T	91,000 T	285,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	36.10	U ₆ -L ₁	7,000 T	7,500 T	0	7,500 T	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	712
U ₁₂ -U ₁₃	197,000 T	194,000 T	91,000 T	285,000 T	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	36.10	U ₆ -L ₂	11,000 C	48,000 C	46,600 C	94,000 C	2 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1464
U ₁₃ -U ₁₄	125,000 T	0	0	50,000 C	1 @ 16" x 58" CB 163	17.06	U ₇ -L ₁	4,800 T	13,800 T	72,000 T	21,000 T	2 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	2246
U ₁₄ -U ₁₅	15,200 T	287,000 C	149,800 C	436,800 C	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	46.10	U ₇ -L ₂	5,000 T	3,000 T	0	5,000 T	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	648
U ₁₅ -U ₁₆	192,000 T	287,000 C	149,800 C	436,800 C	2 top 3" x 5 1/2" x 1/4" rep. 10% x 3/4"	46.10	U ₈ -L ₁	12,500 C	41,000 C	46,800 C	87,800 C	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	844
L ₁ -L ₂	85,000 C	180,000 C	155,000 C	335,000 C	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	29.60	U ₈ -L ₂	5,000 C	5,000 C	0	5,000 C	4 @ 3" x 2 1/2" x 3/4" S.L. 2 1/2" x 3/4"	648
L ₂ -L ₃	170,000 C	350,000 C	257,000 C	607,000 C	4 @ 4" x 4" x 3/4"	44.26	L ₁ -U ₁	11,800 T	231,000 T	200,000 T	431,000 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	3237
L ₃ -L ₄	170,000 C	350,000 C	257,000 C	607,000 C	4 @ 4" x 4" x 3/4"	44.26	L ₁ -U ₂	11,400 T	232,000 T	140,000 T	372,000 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	2800
L ₄ -L ₅	308,000 C	655,000 C	368,000 C	1,023,000 C	4 @ 4" x 4" x 3/4"	76.76	L ₁ -U ₃	121,000 C	265,000 C	132,000 C	397,000 C	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	3500
L ₅ -L ₆	308,000 C	655,000 C	368,000 C	1,023,000 C	4 @ 4" x 4" x 3/4"	76.76	L ₁ -U ₄	87,500 T	219,000 T	117,100 T	336,100 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	2430
L ₆ -L ₇	424,500 C	803,000 C	424,500 C	1,327,500 C	4 @ 4" x 4" x 3/4"	104.26	L ₁ -U ₅	121,500 C	270,000 C	134,000 C	414,000 C	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	3672
L ₇ -L ₈	436,500 C	827,000 C	430,500 C	1,363,500 C	4 @ 4" x 4" x 3/4"	104.26	L ₁ -U ₆	103,000 T	198,000 T	75,300 T	273,300 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	2068
L ₈ -L ₉	353,800 C	684,000 C	314,000 C	998,000 C	4 @ 4" x 4" x 3/4"	74.26	L ₂ -U ₁	61,000 T	187,000 T	73,000 T	260,000 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	1981
L ₉ -L ₁₀	353,800 C	684,000 C	314,000 C	998,000 C	4 @ 4" x 4" x 3/4"	74.26	L ₂ -U ₂	84,300 C	262,000 C	112,000 C	374,000 C	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	3500
L ₁₀ -L ₁₁	225,000 C	371,000 C	174,000 C	545,000 C	4 @ 4" x 4" x 3/4"	41.76	L ₂ -U ₃	54,000 T	195,000 T	87,000 T	260,000 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	2113
L ₁₁ -L ₁₂	225,000 C	371,000 C	174,000 C	545,000 C	4 @ 4" x 4" x 3/4"	41.76	L ₂ -U ₄	90,000 C	280,000 C	129,000 C	409,000 C	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	3500
L ₁₂ -L ₁₃	0	0	0	0	4 @ 4" x 4" x 3/4"	23.50	L ₂ -U ₅	71,500 T	230,000 T	108,000 T	338,000 T	4 @ 6" x 3 1/2" x 3/4" 1 pt. 14" x 3/4"	2500
L ₁₃ -L ₁₄	54,000 C	159,500 T	86,800 T	240,300 T	4 @ 6" x 3 1/2" x 3/4"	18.00	L ₂ -U ₆	96,000 C	265,000 C	125,500 C	390,500 C	2 @ 15" x 38" x 1/2" S.L. 2 1/2" x 3/4"	3490
L ₁₄ -L ₁₅	0	325,000 T	167,000 T	487,000 T	4 @ 6" x 3 1/2" x 3/4"	34.74	L ₃ -U ₁	91,300 C	205,000 C	108,700 C	313,700 C	2 @ 15" x 38" x 1/2" S.L. 2 1/2" x 3/4"	2634
							L ₃ -U ₂	95,544 T	152,000 T	83,400 T	233,400 T	4 @ 6" x 3 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1931
							L ₃ -U ₃	23,800 C	33,000 C	43,600 C	82,600 C	4 @ 6" x 3 1/2" x 3/4" S.L. 2 1/2" x 3/4"	1148

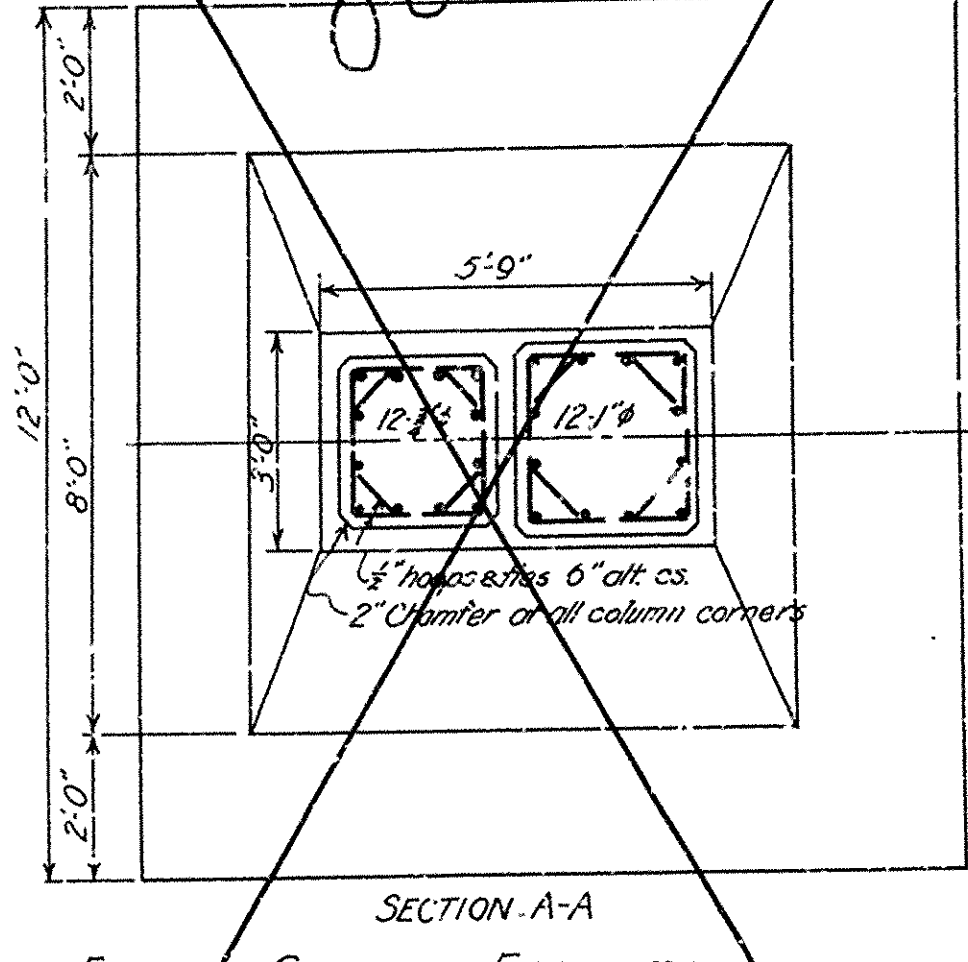
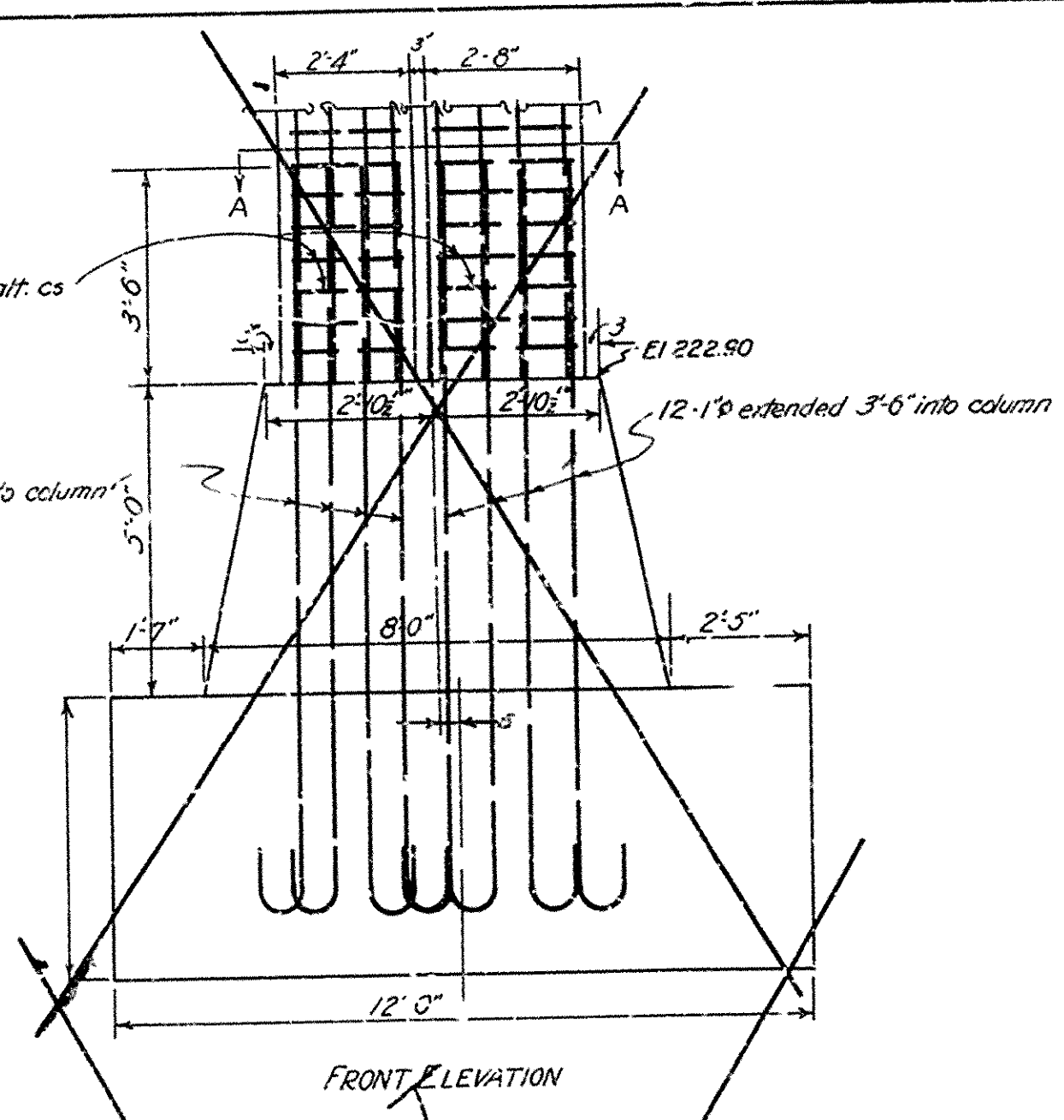
Note: Lengths of members given does not include additions for member

ARKANSAS STATE HIGHWAY COMMISSION
 BRIDGE OVER WHITE RIVER
 NEWPORT ARKANSAS
STRESSES & SECTIONS
 TRUSS SPAN

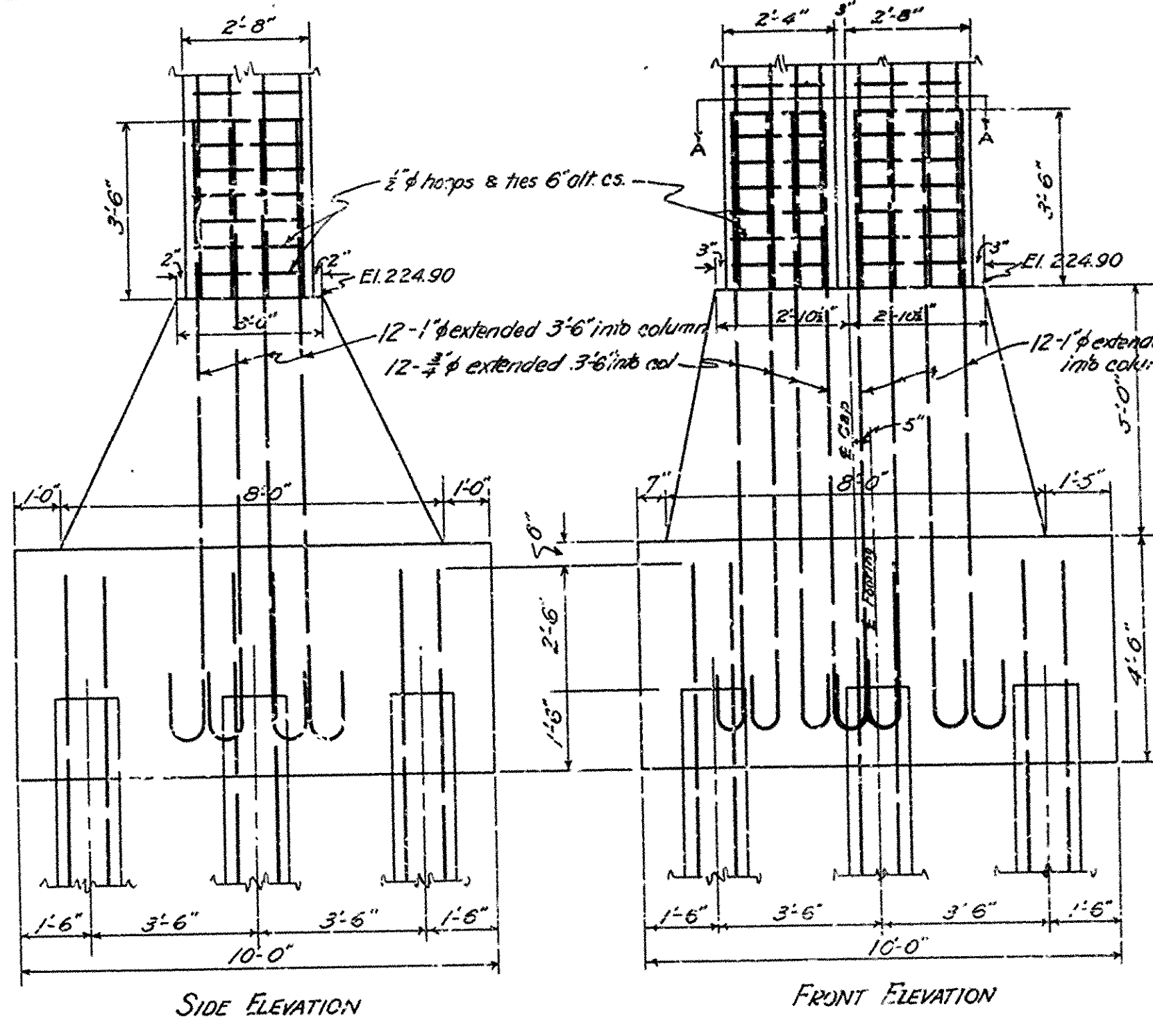
MADE BY K.F. IRA G. HEDRICK, INC.
 TRACED BY HWS & J.G.M. CONSULTING ENGINEERS
 CHECKED BY J.S.W. & L.D. HOT SPRINGS, ARKANSAS
 DATE: APRIL 25, 1929 SCALE: 1" = 20' SHEET NO. 3



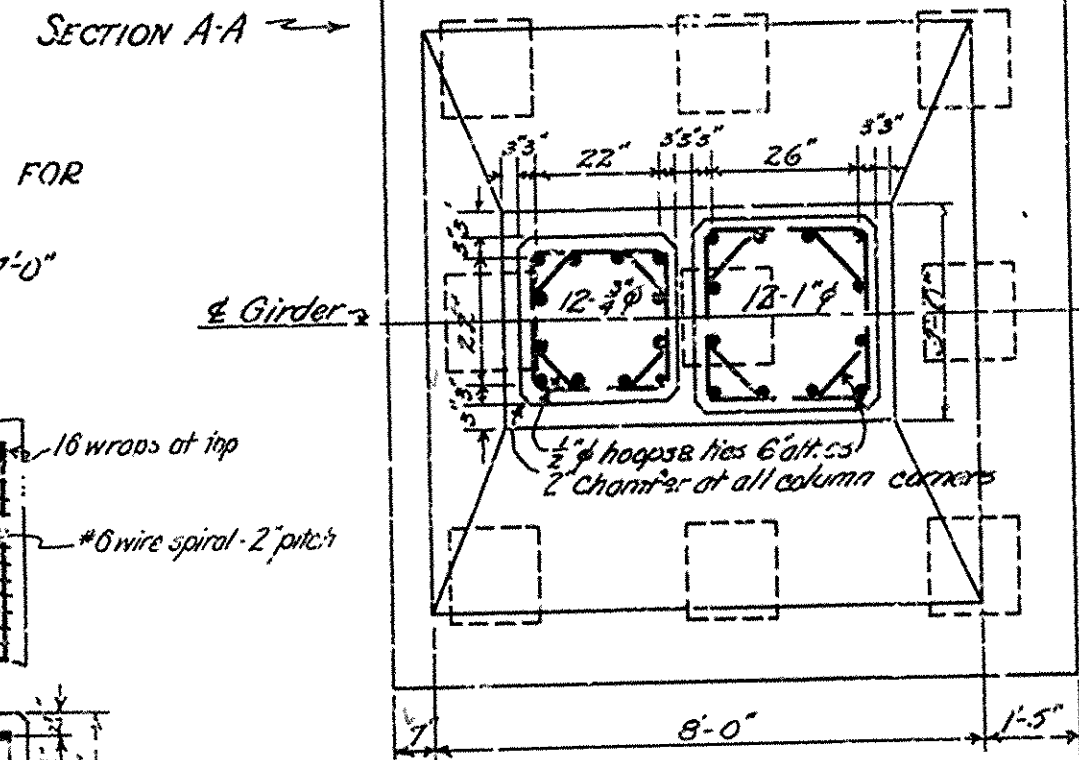
SECTION A-A
COLUMN AND FOOTING FOR BENTS 18 & 20
Scale: 3/4\"/>



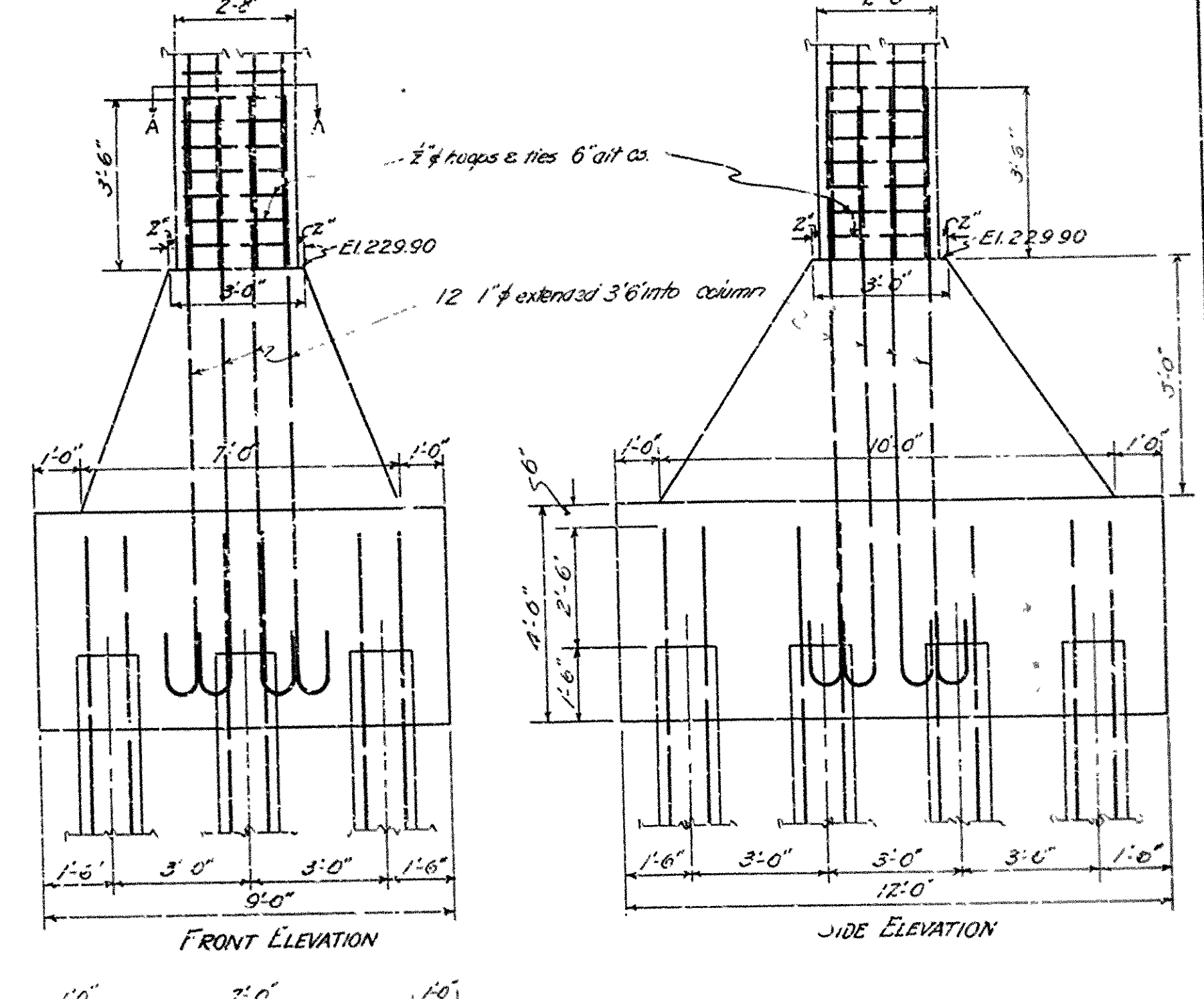
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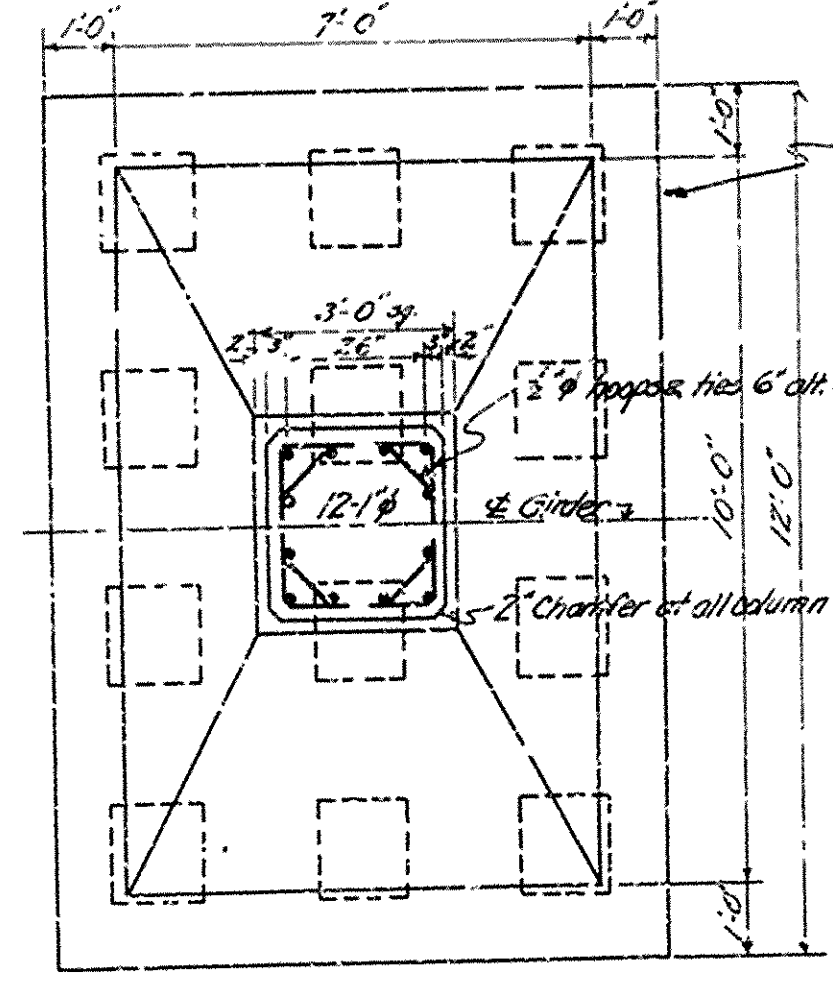
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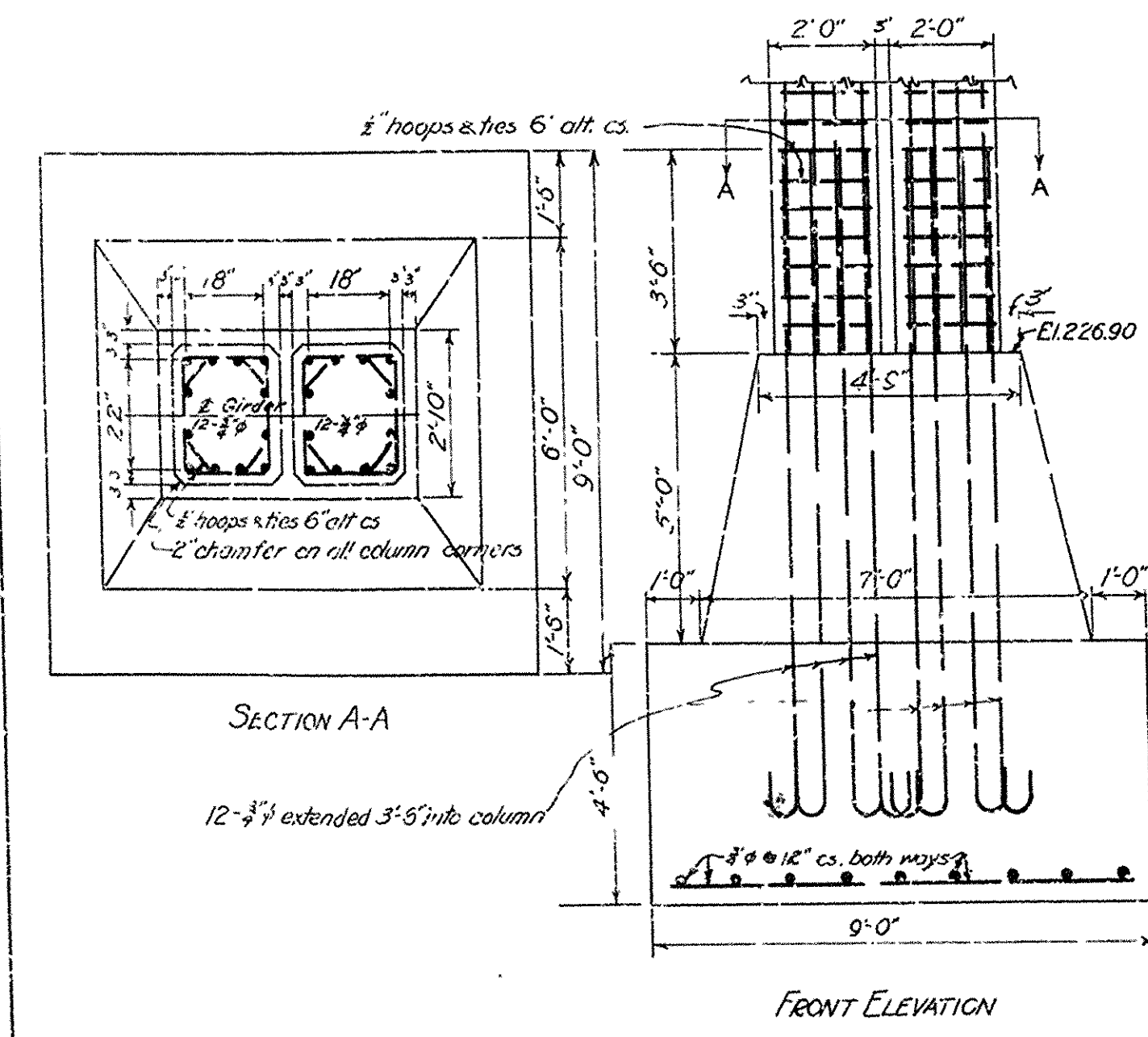
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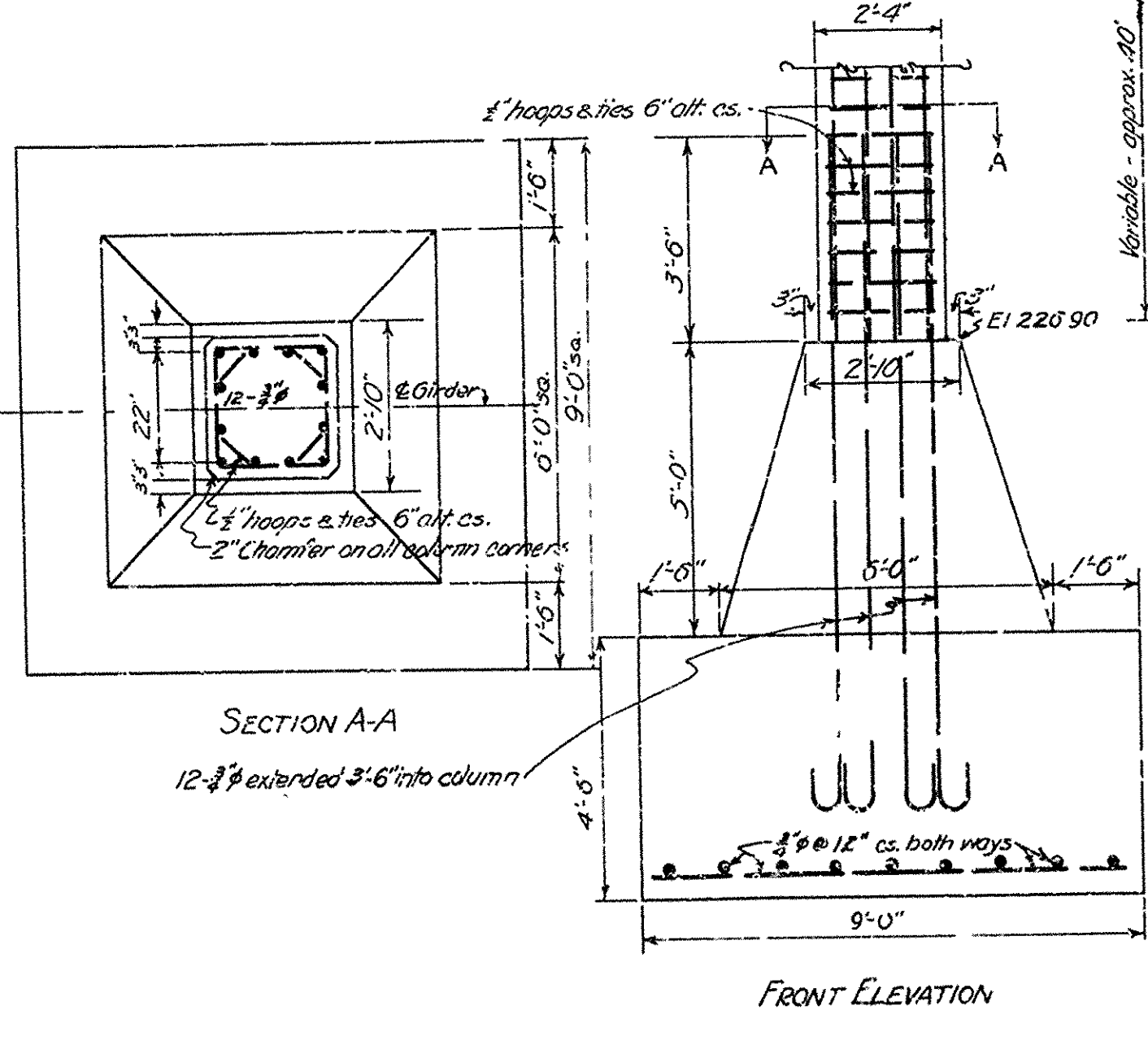
COLUMN AND FOOTING FOR BENT 22



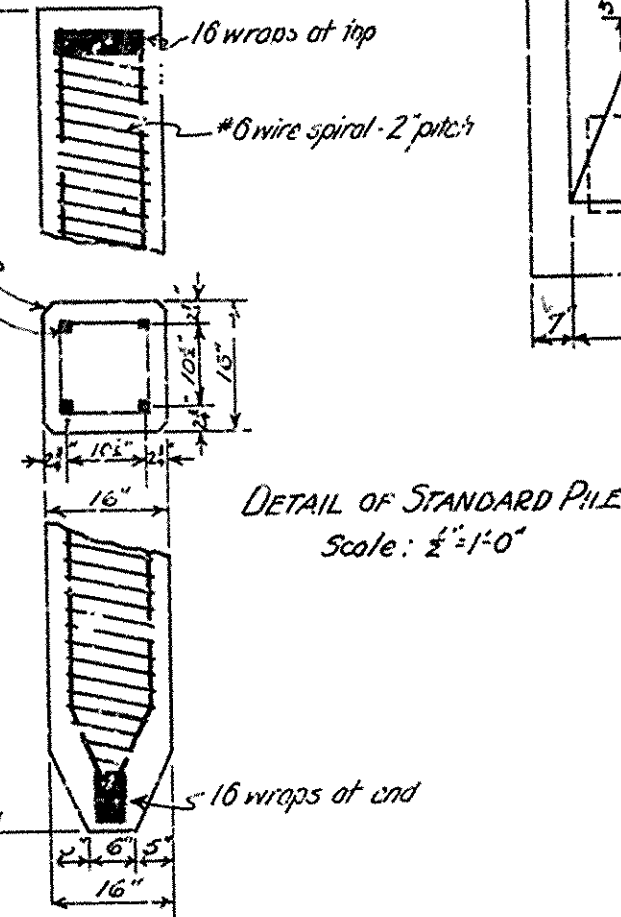
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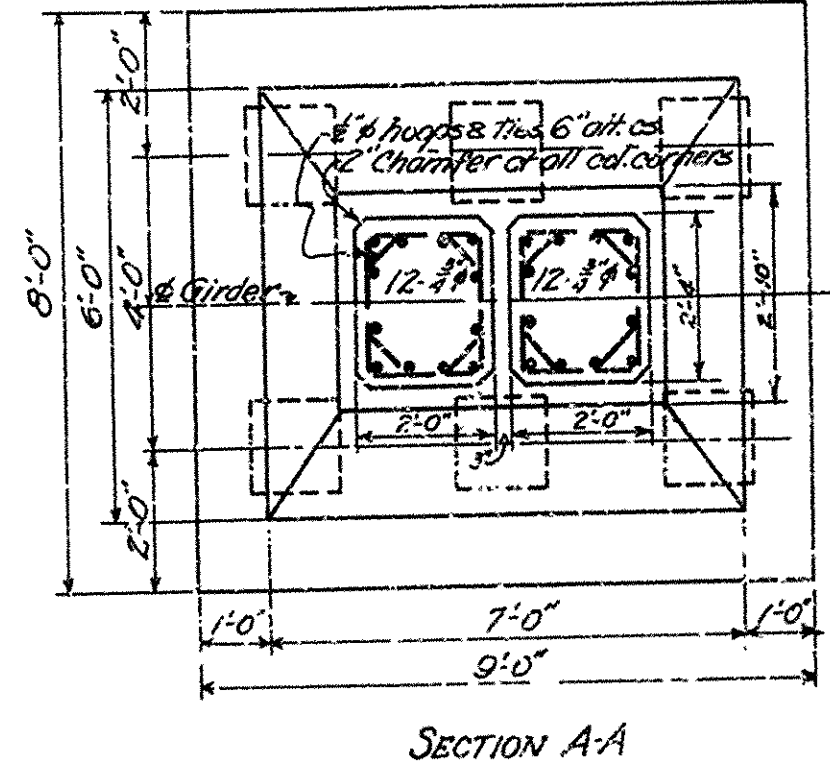
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EXPANSION COLUMN AND FOOTING FOR BENTS 3, 6, 9, 12, 15
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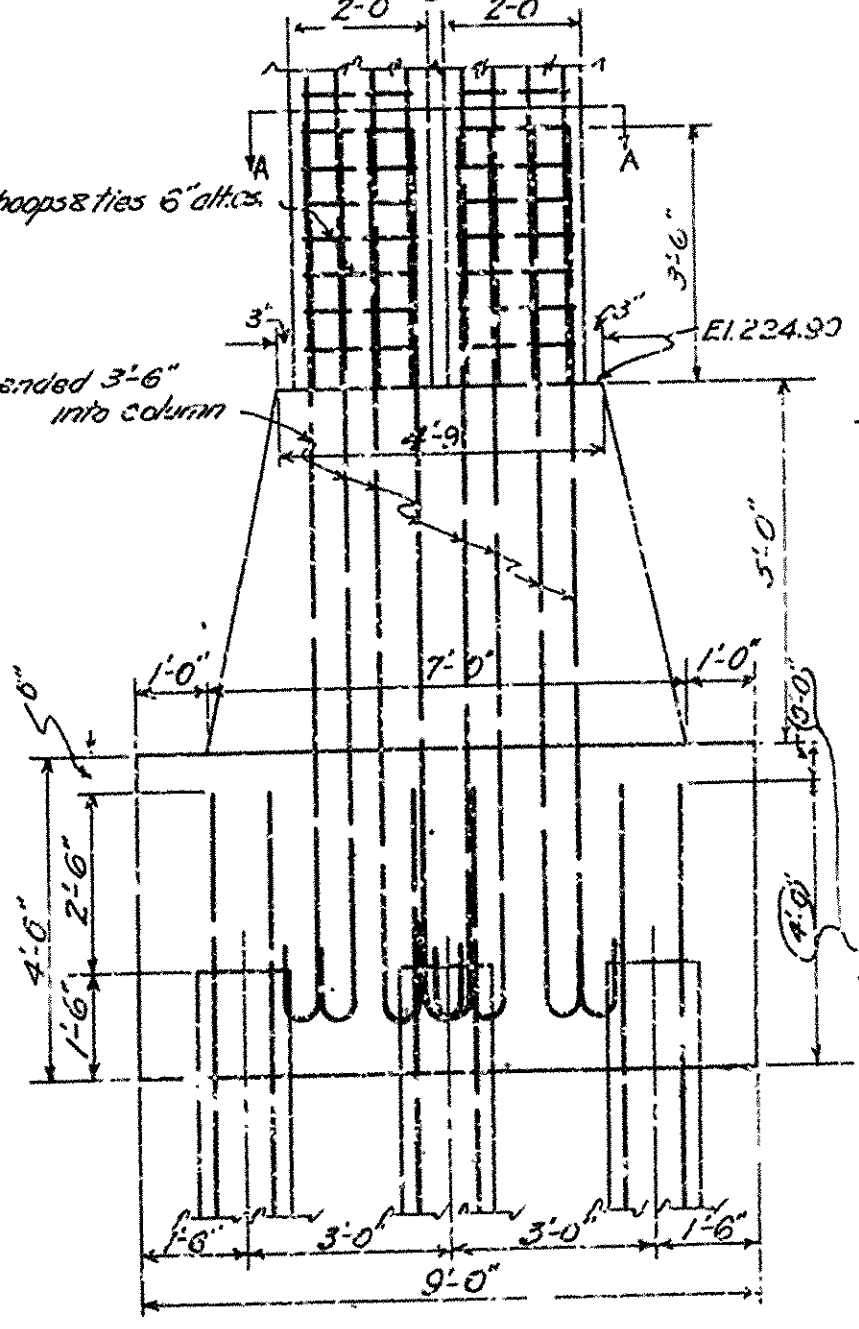
COLUMN AND FOOTING FOR BENTS 12, 24, 5, 7, 8, 10, 11, 13, 14
Scale: 3/4\"/>



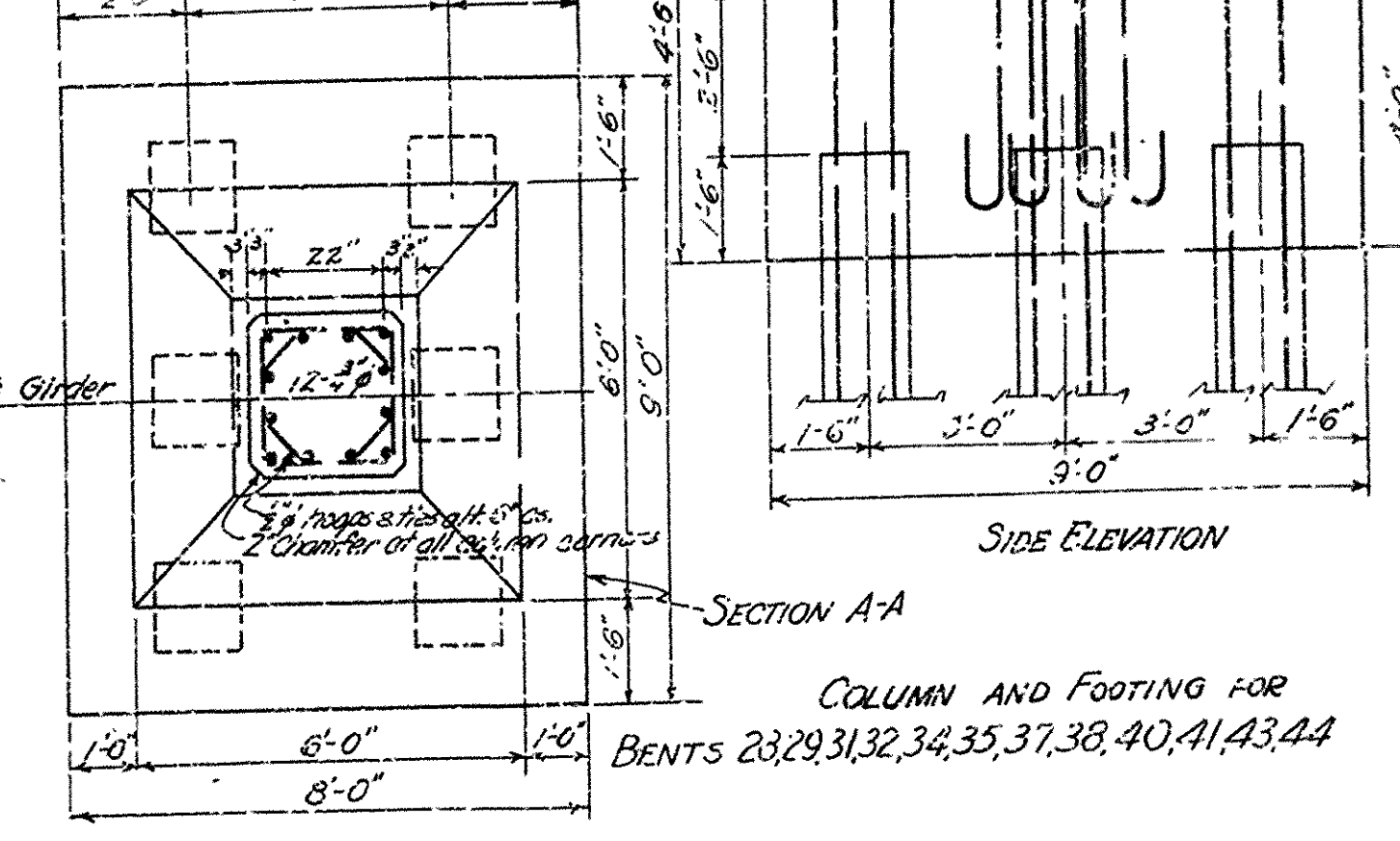
DETAIL OF STANDARD PILE
Scale: 1/2\"/>



EXPANSION COLUMN AND FOOTING
FOR BENTS 30, 33, 36, 39, 42
Scale: 3/4\"/>



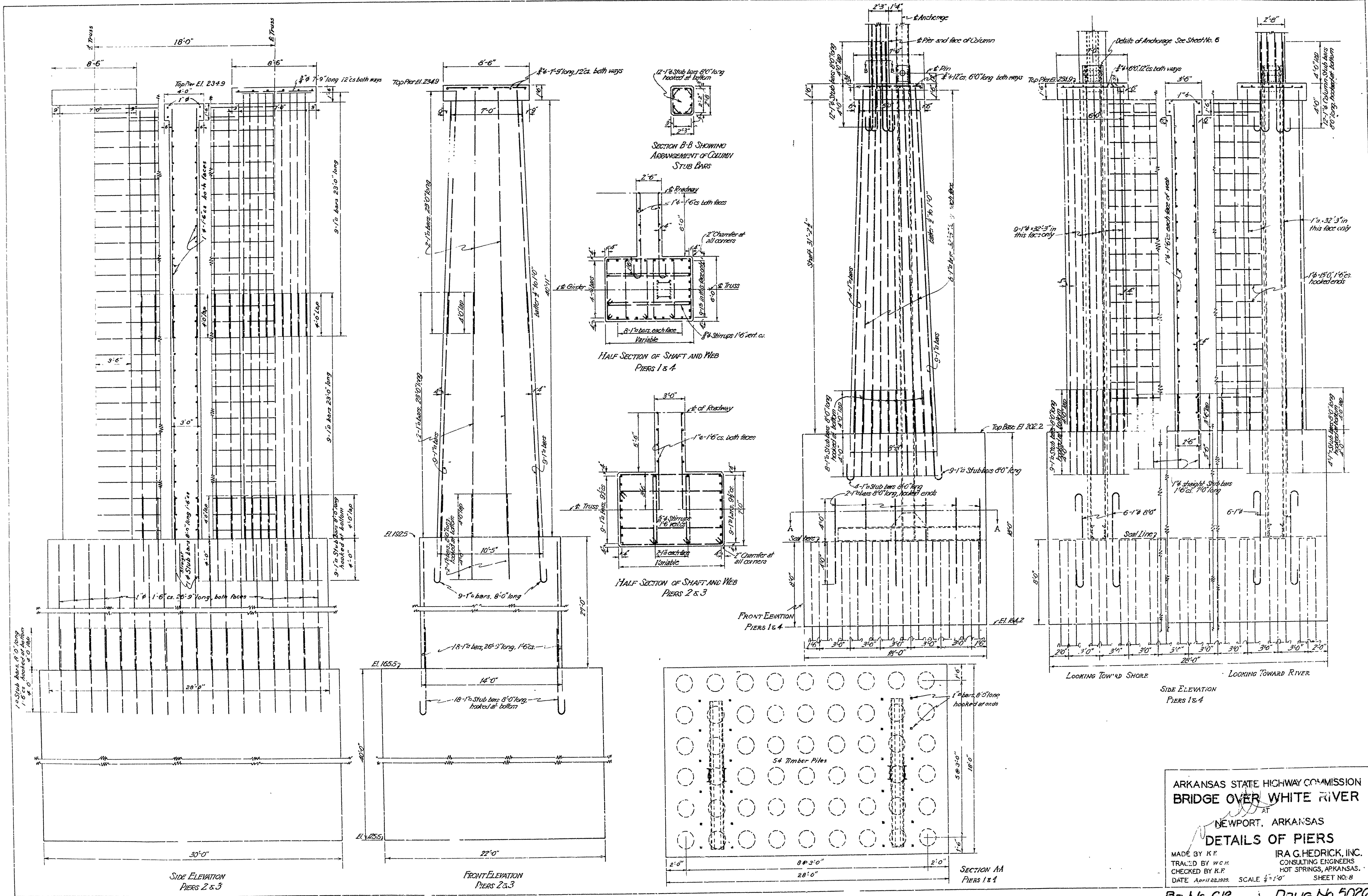
EXPANSION COLUMN AND FOOTING
FOR BENT 30 ONLY
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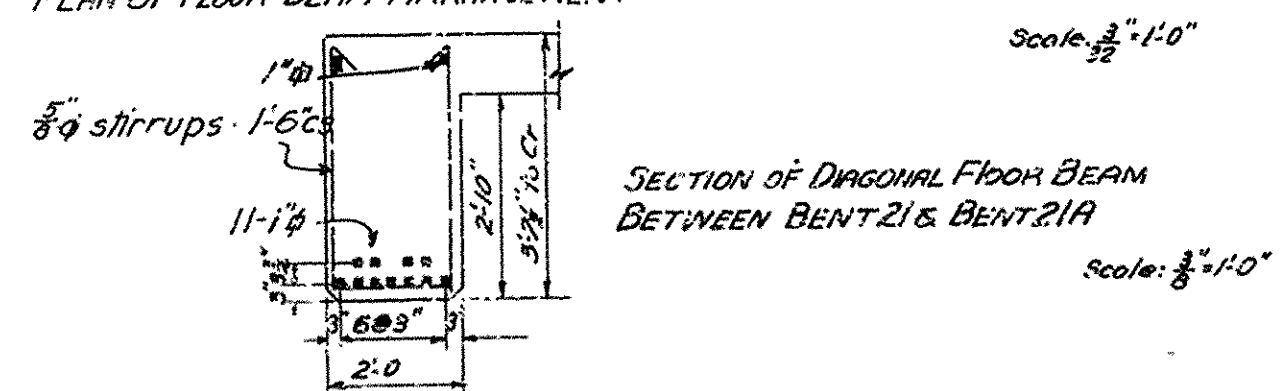
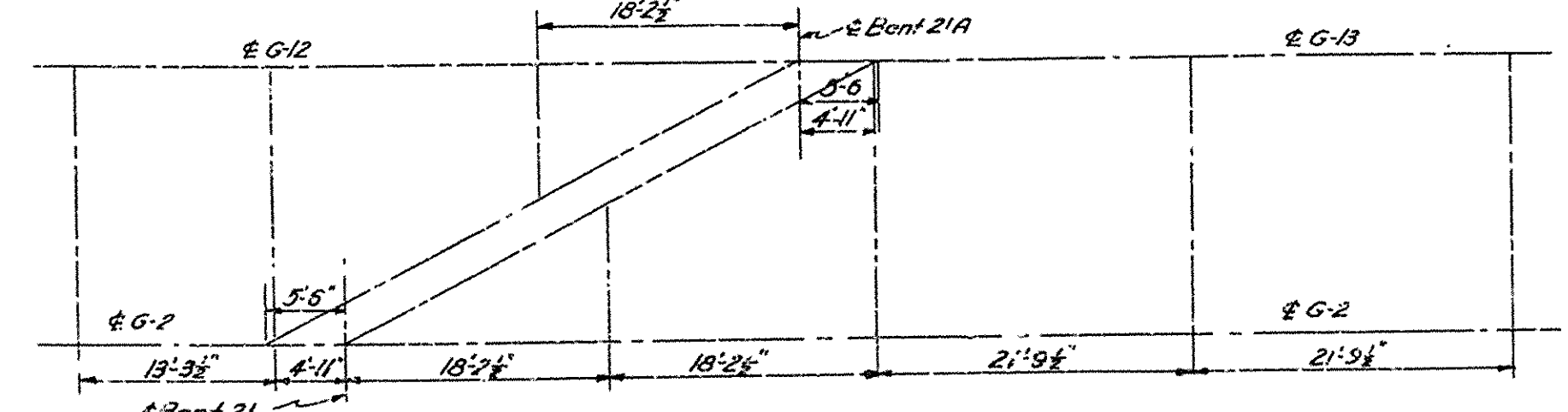
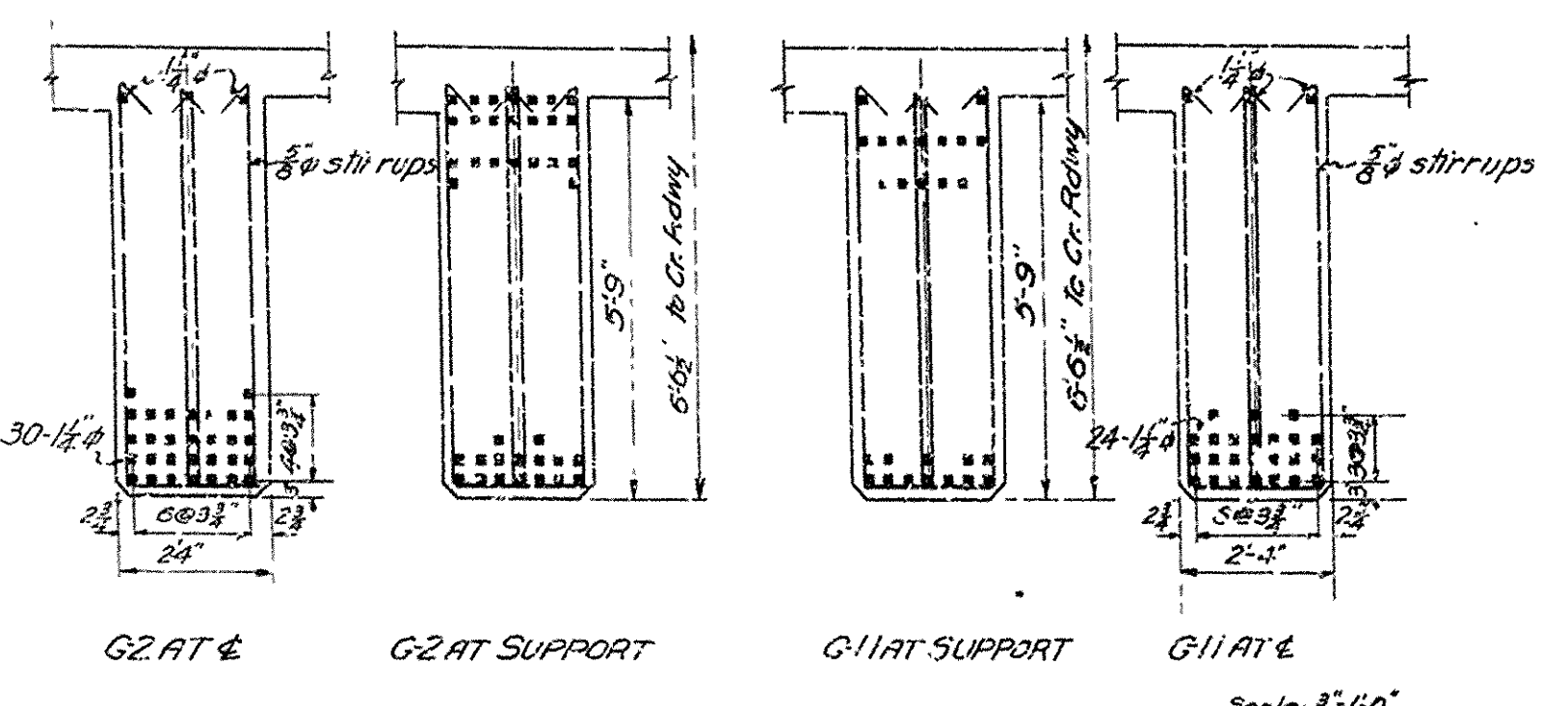
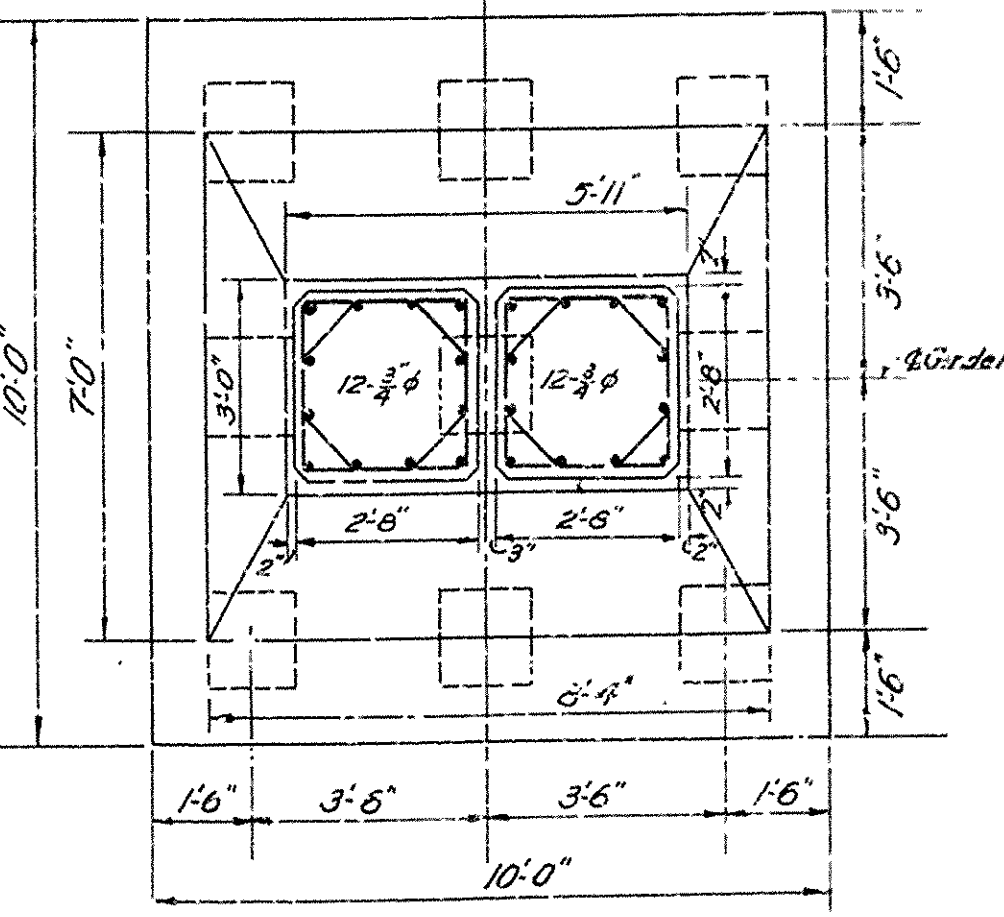
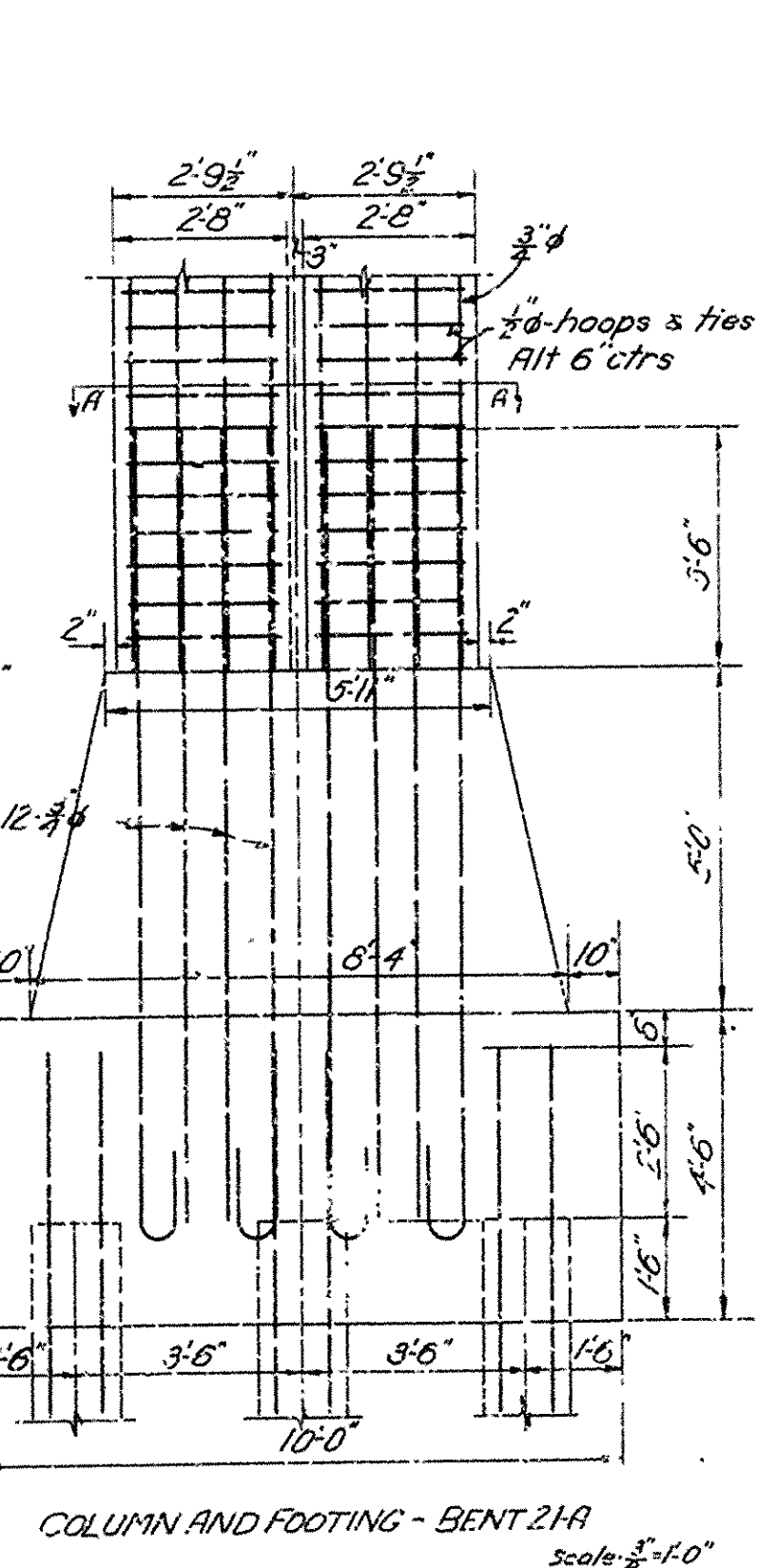
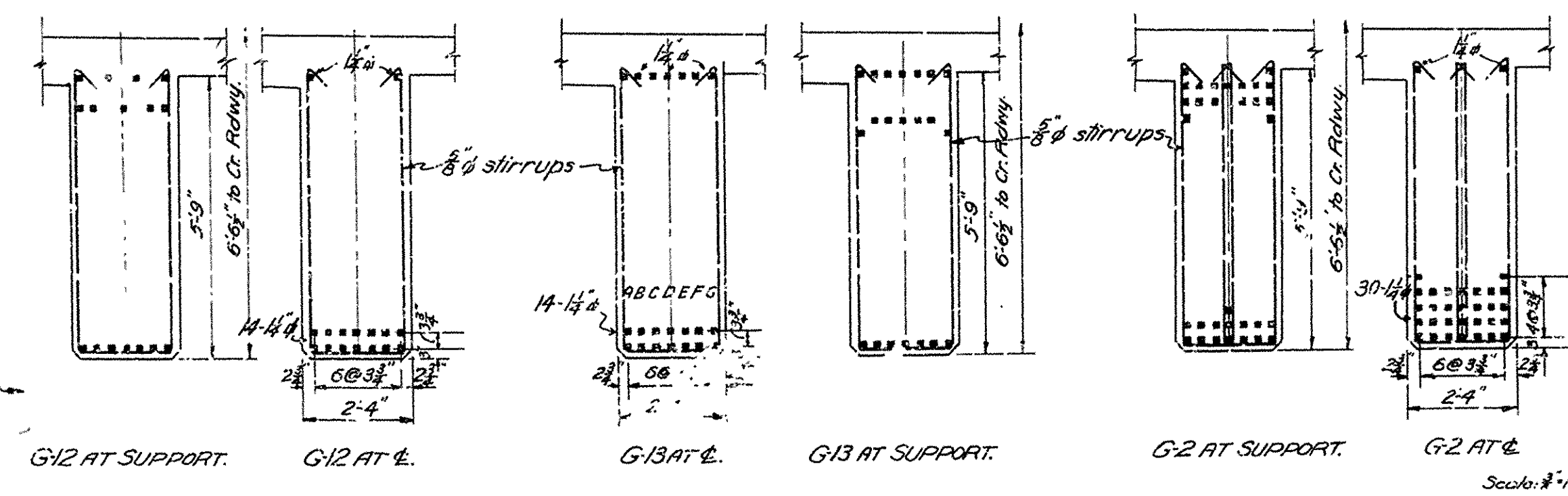
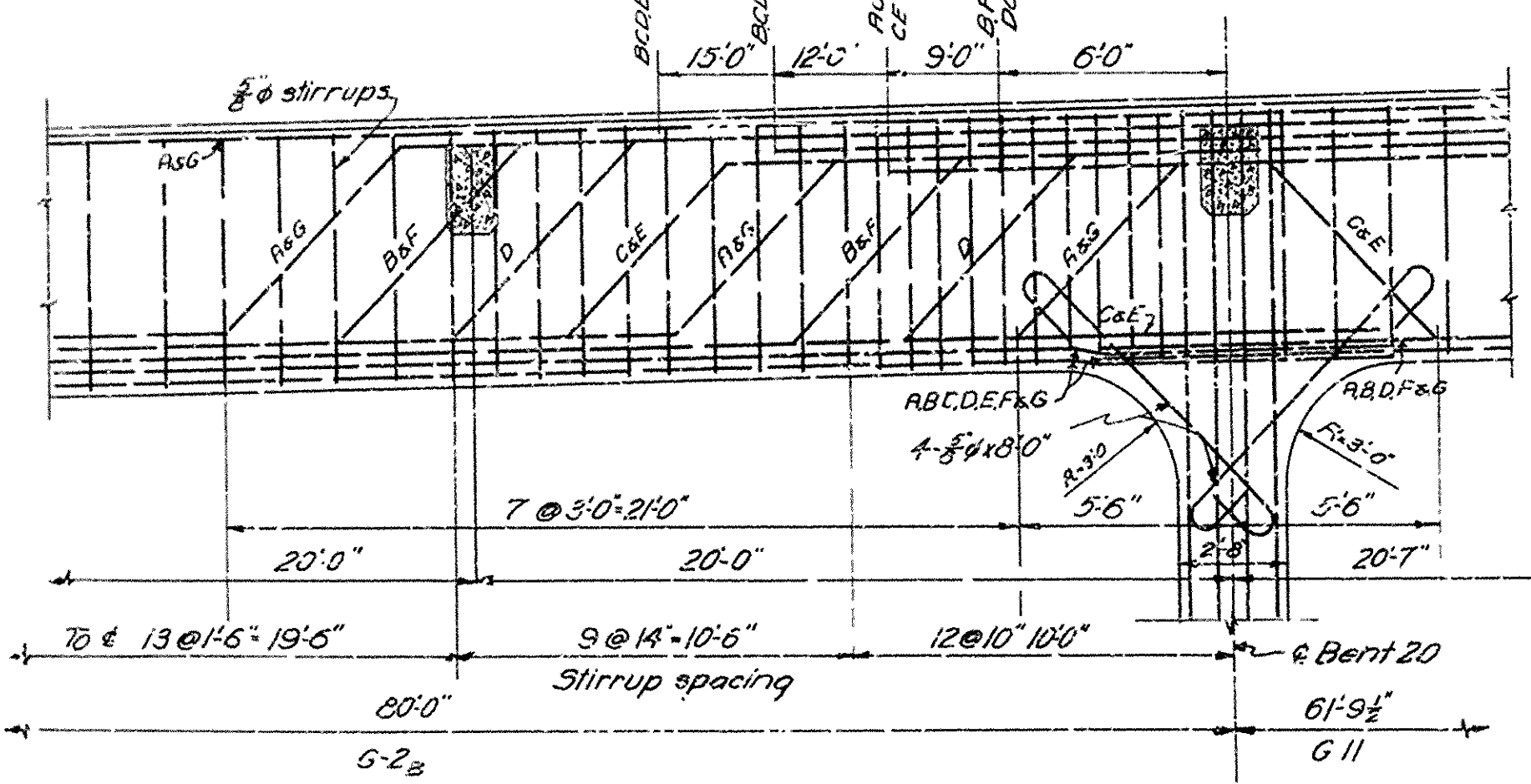
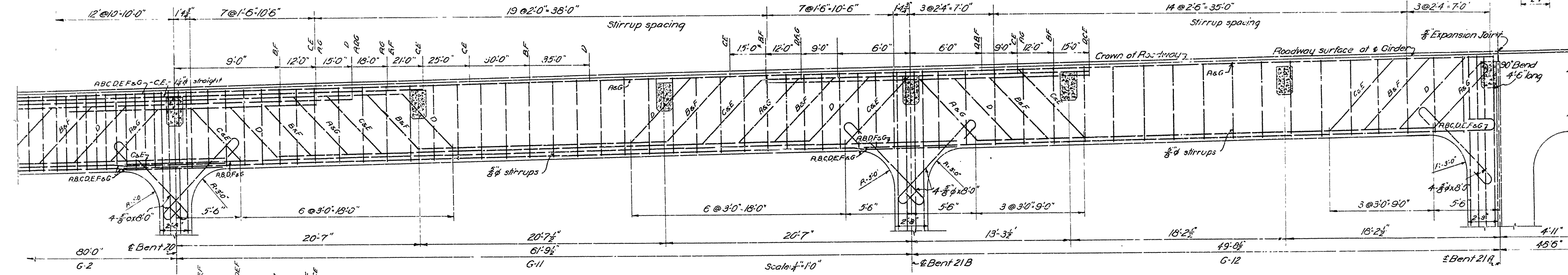
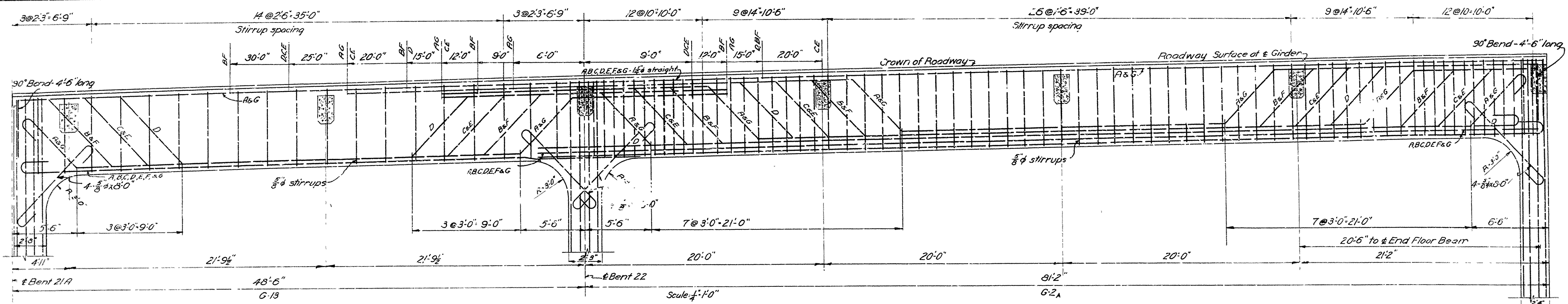
COLUMN AND FOOTING FOR
BENTS 23, 29, 31, 32, 34, 35, 37, 38, 40, 41, 43, 44

ARKANSAS STATE HIGHWAY COMMISSION
BRIDGE OVER WHITE RIVER
NEWPORT, ARKANSAS
REVISED
COLUMNS & FOOTINGS

MADE BY K.F. IRACREDRICK, INC.
TRACED BY J.G.M. CONSULTING ENGINEERS
CHECKED BY K.E. HOT SPRINGS, ARKANSAS
DATE - MARCH 30, 1929 - SCALE - AS NOTED SHEET NO. 18



ARKANSAS STATE HIGHWAY COMMISSION
BRIDGE OVER WHITE RIVER
 AT
 NEWPORT, ARKANSAS
DETAILS OF PIERS
 MADE BY K.F. TRACED BY W.C.H. CHECKED BY K.F. DATE April 22, 1929. SCALE 1/2" = 1'-0" SHEET NO. 8
 IRA G. HEDRICK, INC.
 CONSULTING ENGINEERS
 HOT SPRINGS, ARKANSAS.



ARKANSAS STATE HIGHWAY COMMISSION
 BRIDGE OVER WHITE RIVER
 AT NEWPORT, ARKANSAS
 REVISED
 DETAILS GIRDERS & FOOTING
 MADE BY ES IRAG.HEDRICK, INC.,
 TRACED BY ES CONSULTING ENGINEERS,
 CHECKED BY H.S. HOT SPRINGS, ARKANSAS.
 DATE: Sept. 19, 1919 SCALE: As shown. SHEET NO. 11A.

WINDOW SCHEDULE		
MARK	SIZE	TYPE
A	2'-7 1/2" x 5'-4"	12 Light
B	2'-11" x 3'-6"	Single Light
C	2'-7 1/2" x 3'-6"	"
D	2'-7 1/2" x 3'-6"	"
E	1'-0" x 3'-6"	Single Light

DOOR SCHEDULE		
MARK	SIZE	TYPE
1	13'-0" x 6'-0"	5 Cross Panels
2	13'-0" x 6'-0"	Panel & 4 Lights
3	13'-0" x 6'-0"	5 Cross Panels
4	13'-0" x 6'-0"	Double door, 2 Panels
5	13'-0" x 6'-0"	3 Cross Panels

GENERAL NOTES

FRAMING LUMBER: All framing lumber is to be of No. 2 Y.P. unless otherwise specified. All joists, shudding, rafters, etc. are to be spaced 16" C.C. unless otherwise specified. On spans of joists over 12'-0" use two rows of cross bridging 1x4". Cut in the necessary headers, trimmers, double stud around all openings and truss over openings more than 5'-0" in width.

SHEDDING: No. 2 Y.P. 1x8 s.p. 7'-5" S-4-S laid diagonally.

SUB FLOOR: No. 3 Y.P. 1x8 & 1x10 - S 4-S laid diagonally.

FLOOR FINISH: 1x4 B.S.P. Y.P. T&G Ends matched flooring.

ROOF SHEATHING: Cover all roofs with solid sheathing using No. 2 Y.P. 1x8 & 1x10 - S 4-S.

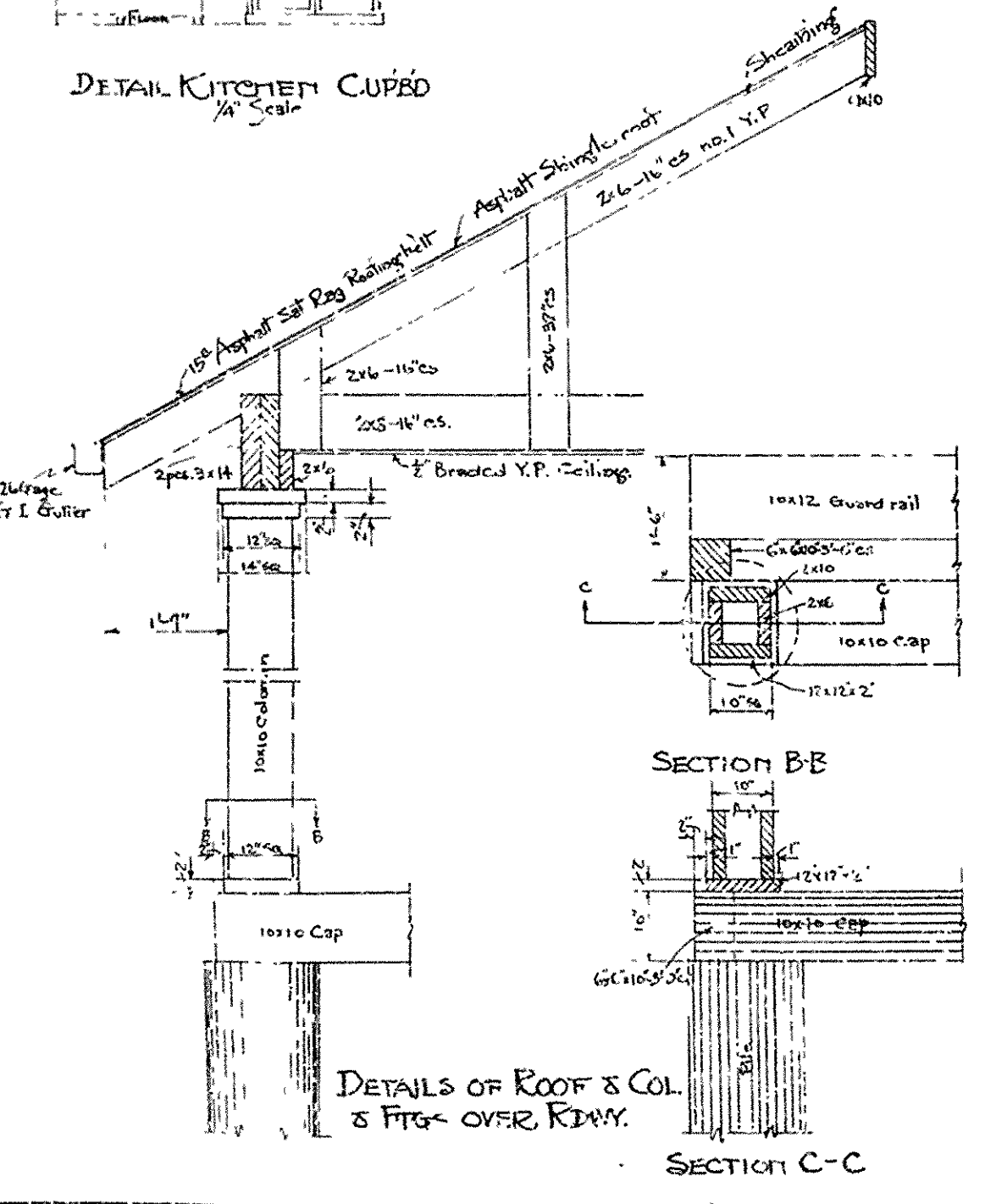
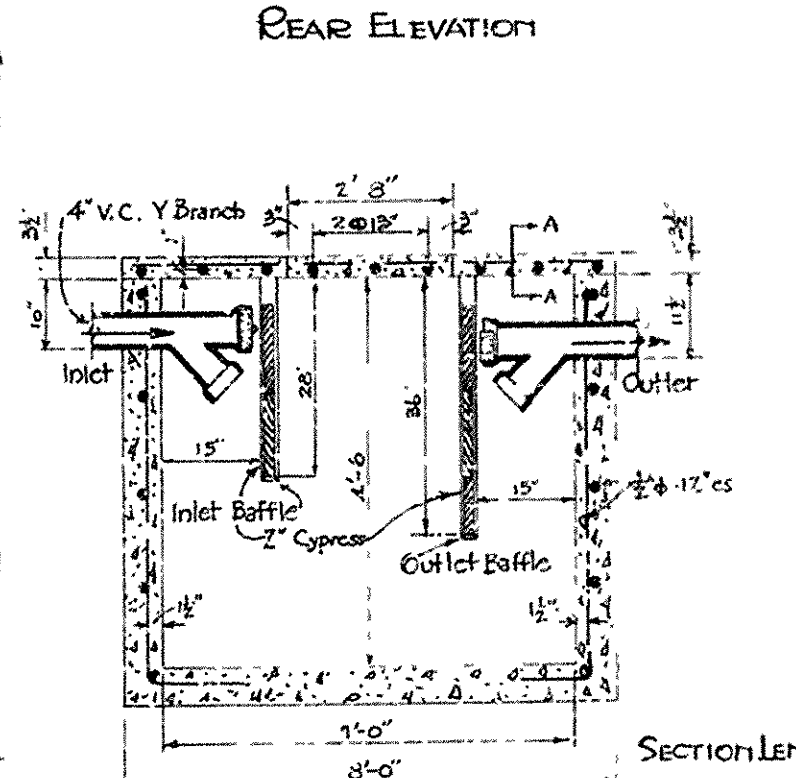
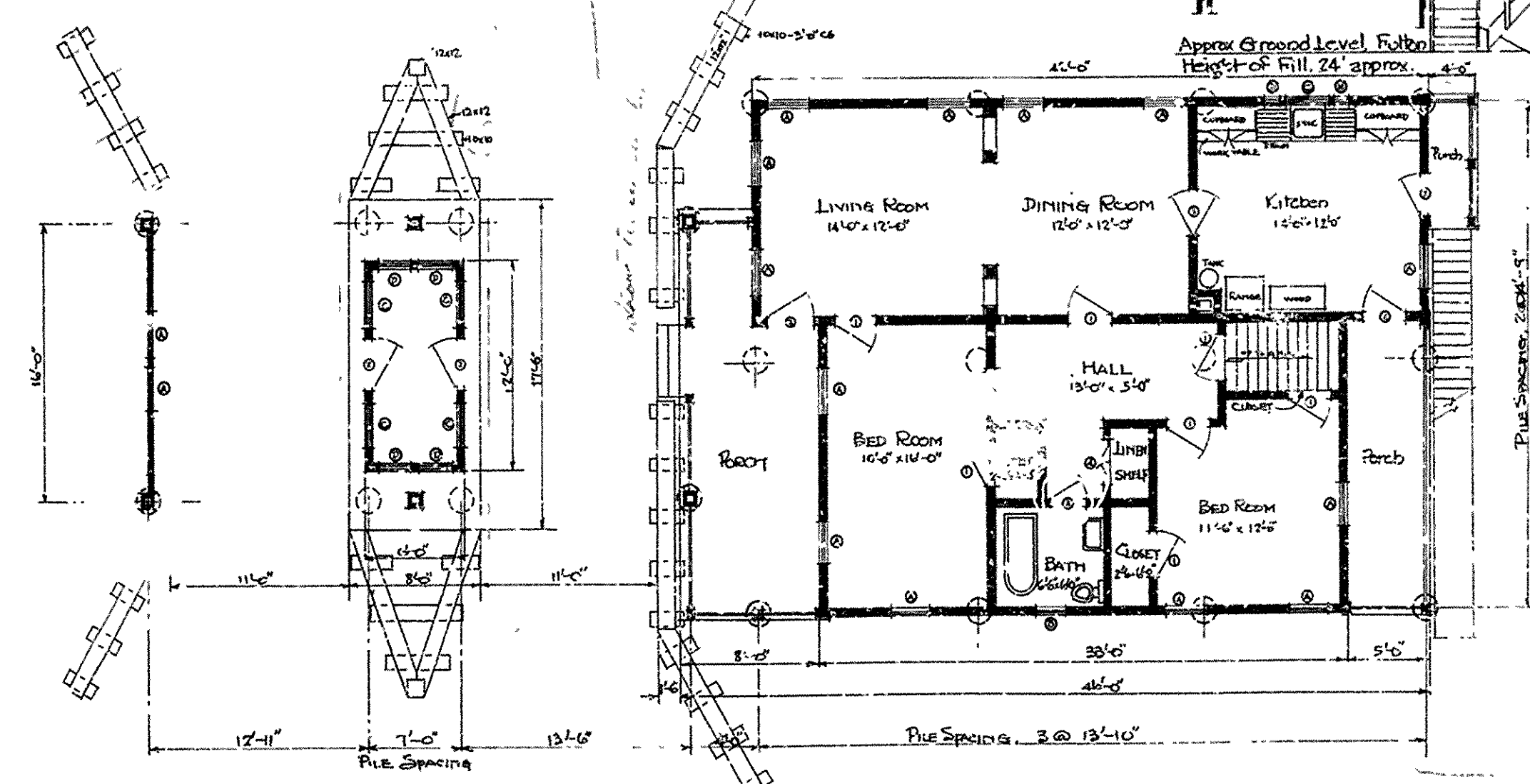
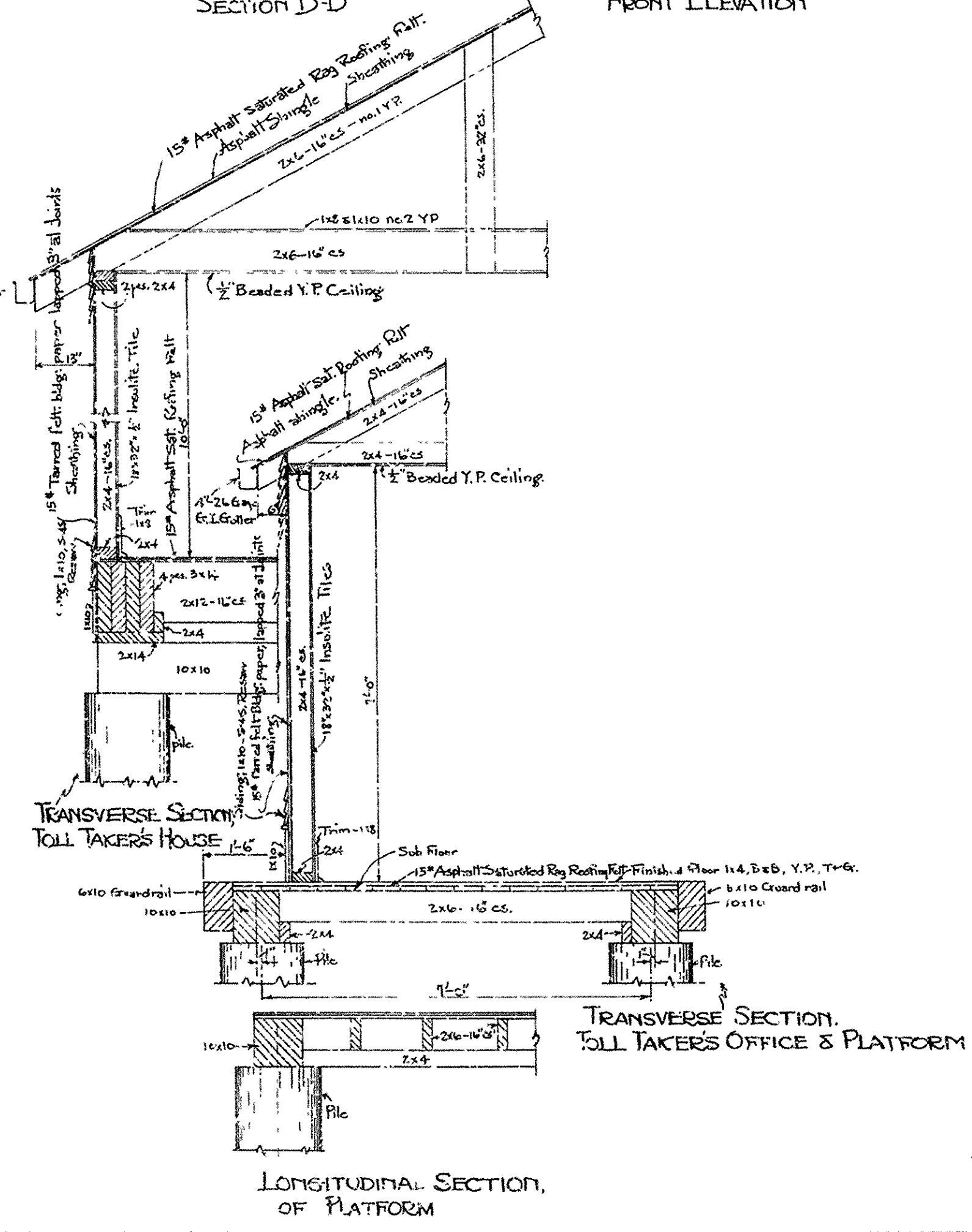
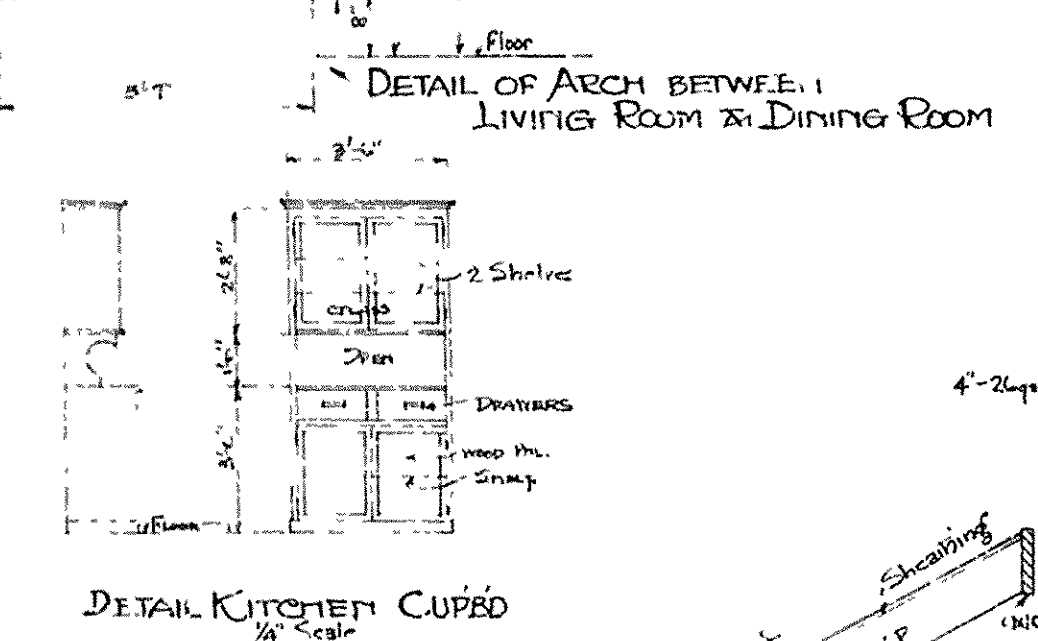
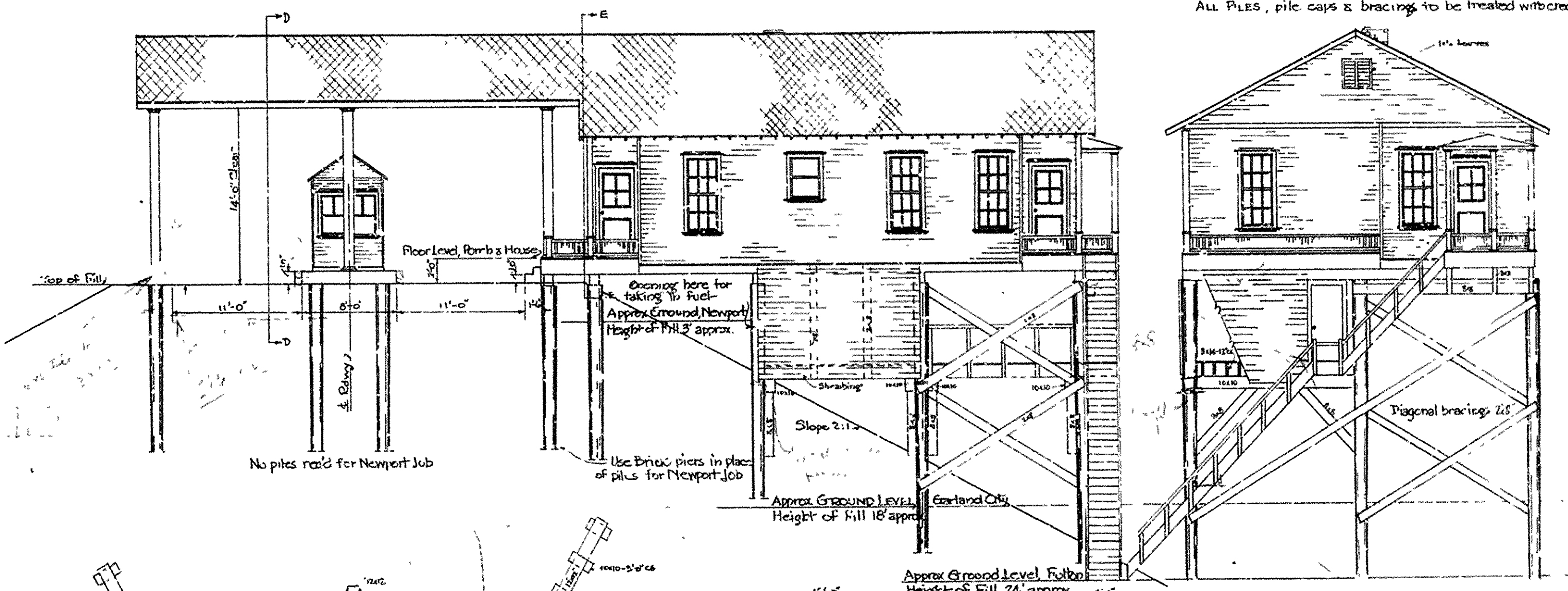
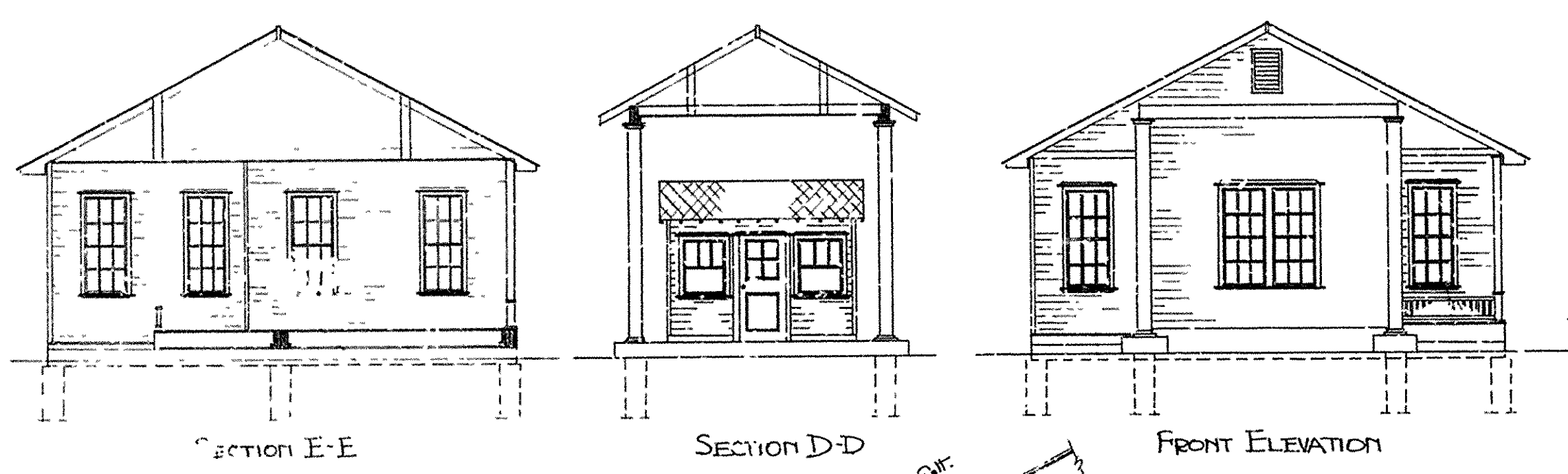
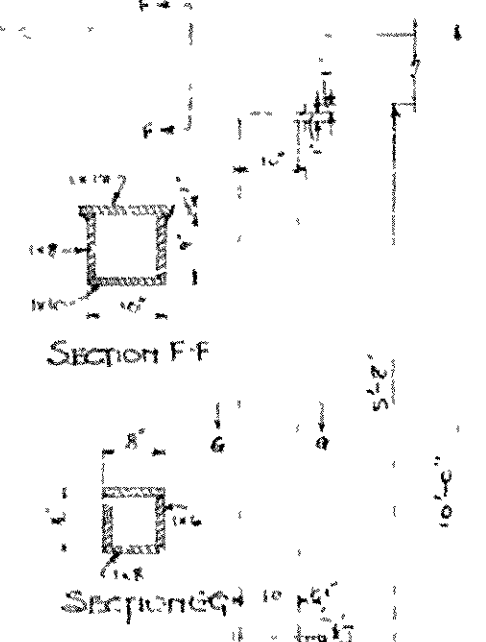
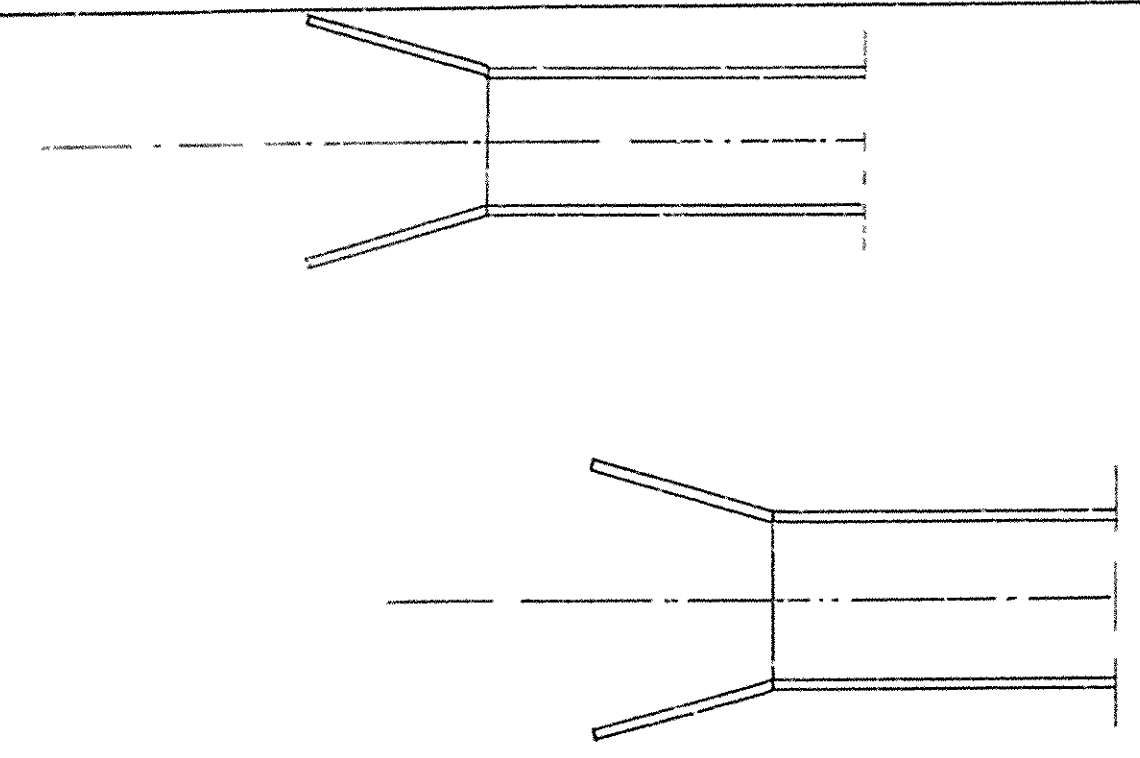
ROOFING: Use Carley's 10x30 Color Blend Sq Cut Asphalt shingles, weight 190 lbs.

SIDING: No. 1 Y.P. 1x10 - S 4-S, Resaw.

All outside trim to be not Y.P.

PITCH OF ROOF: 1/4

ALL PILES, pile caps & bracing to be treated with creosote.



ARKANSAS STATE HIGHWAY COMMISSION
TOLL TAKER'S HOUSE
 for
 State Toll Bridges
 at
Fulton, Garland & Newport

Ira G. Hedrick, Inc.
 Consulting Engineers
 Hot Springs, Ark.
 Made by: H.F. Checked by: L.D. Date: Jan. 7, 1930

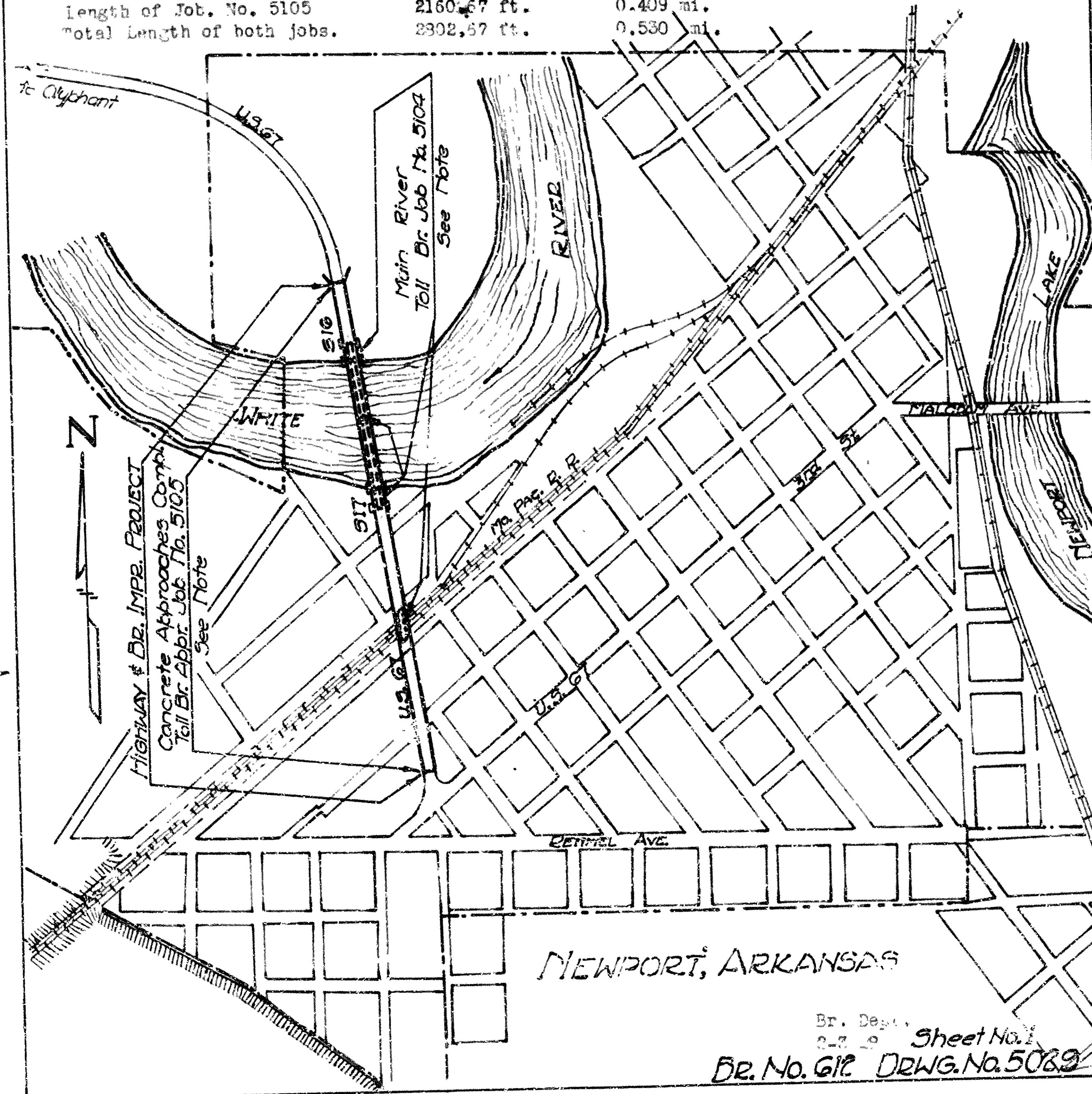
NEWPORT DR. No. 612 DRWG. No. 5028

Scales
 Details - 1/4" = 1'-0" unless otherwise noted.
 All others - 1/8" = 1'-0" unless otherwise noted.

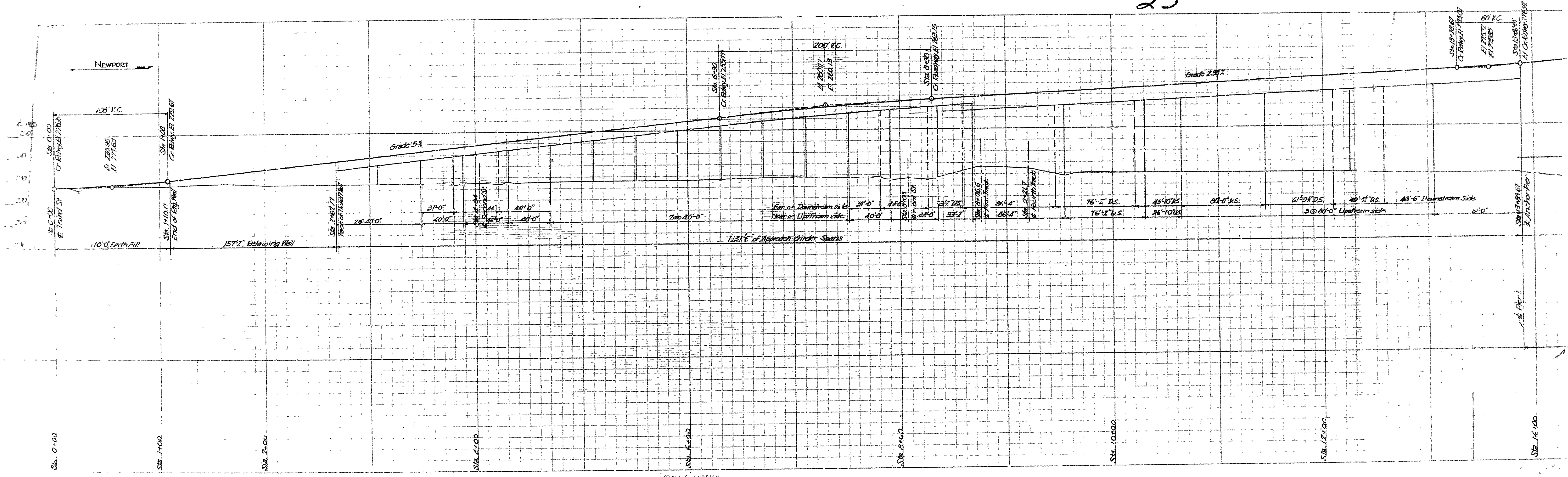
STATE OF ARKANSAS
 ARKANSAS STATE HIGHWAY COMMISSION
 LAYOUT SHOWING
 TOLL BRIDGE IMPROVEMENT ACROSS WHITE RIVER
 AT
 NEWPORT ARKANSAS
 U. S. Route 37 Jackson County 7-15-17
 Scale: 1" = 600'-0"

WHITE RIVER TOLL BR. JOB NO. 5104 includes two main piers No. 2 & 3, two anchor piers, and all structural steel and anchorages in 600' main span and 86'-4" track span.
 Length of Job No. 5104 642.00 ft. 0.121 mi.

CONCRETE APPROACHES COMPLETE JOB NO. 5105 includes all work necessary to complete both approaches except structural steel in 36'-4" track span in south approach and all concrete in floor system for entire structure.
 Length of Job. No. 5105 2160.67 ft. 0.409 mi.
 Total Length of both jobs. 2802.67 ft. 0.530 mi.

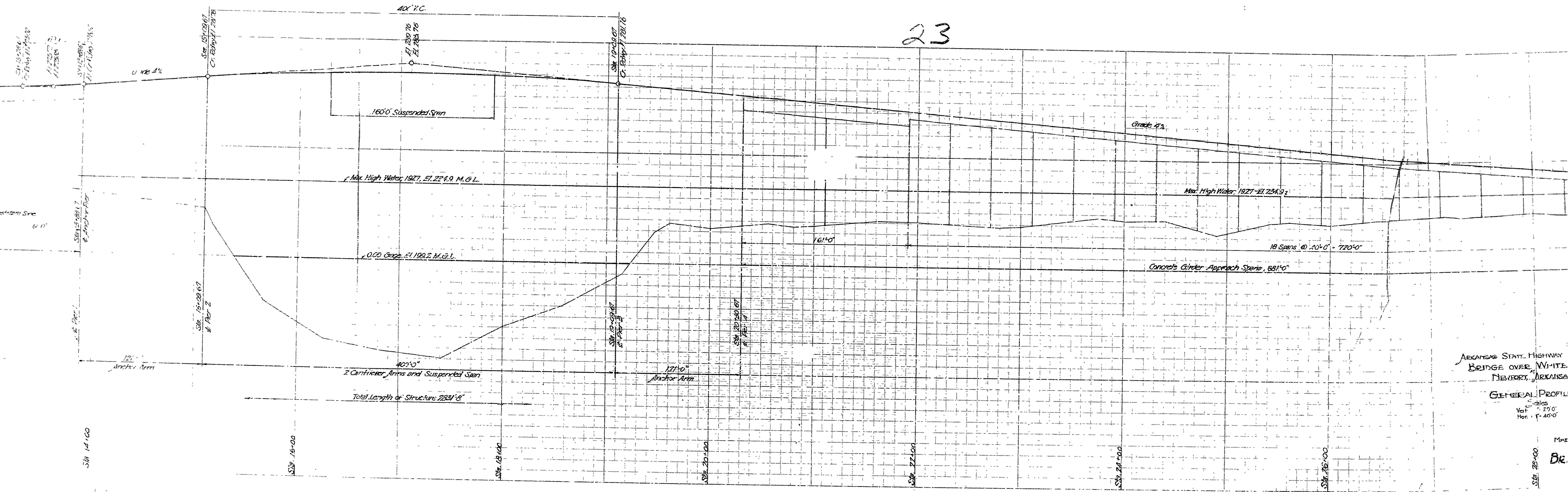


8. 1012 71 5029



PROFILE
EUGENE DILTZGEN

23



ARKANSAS STATE HIGHWAY
 BRIDGE OVER WHITE
 RIVER, ARKANSAS

GENERAL PROFILE
 Scale
 Vert. 1" = 20'
 Hor. 1" = 40'

ENGINEER
 EUGENE HERTZOG