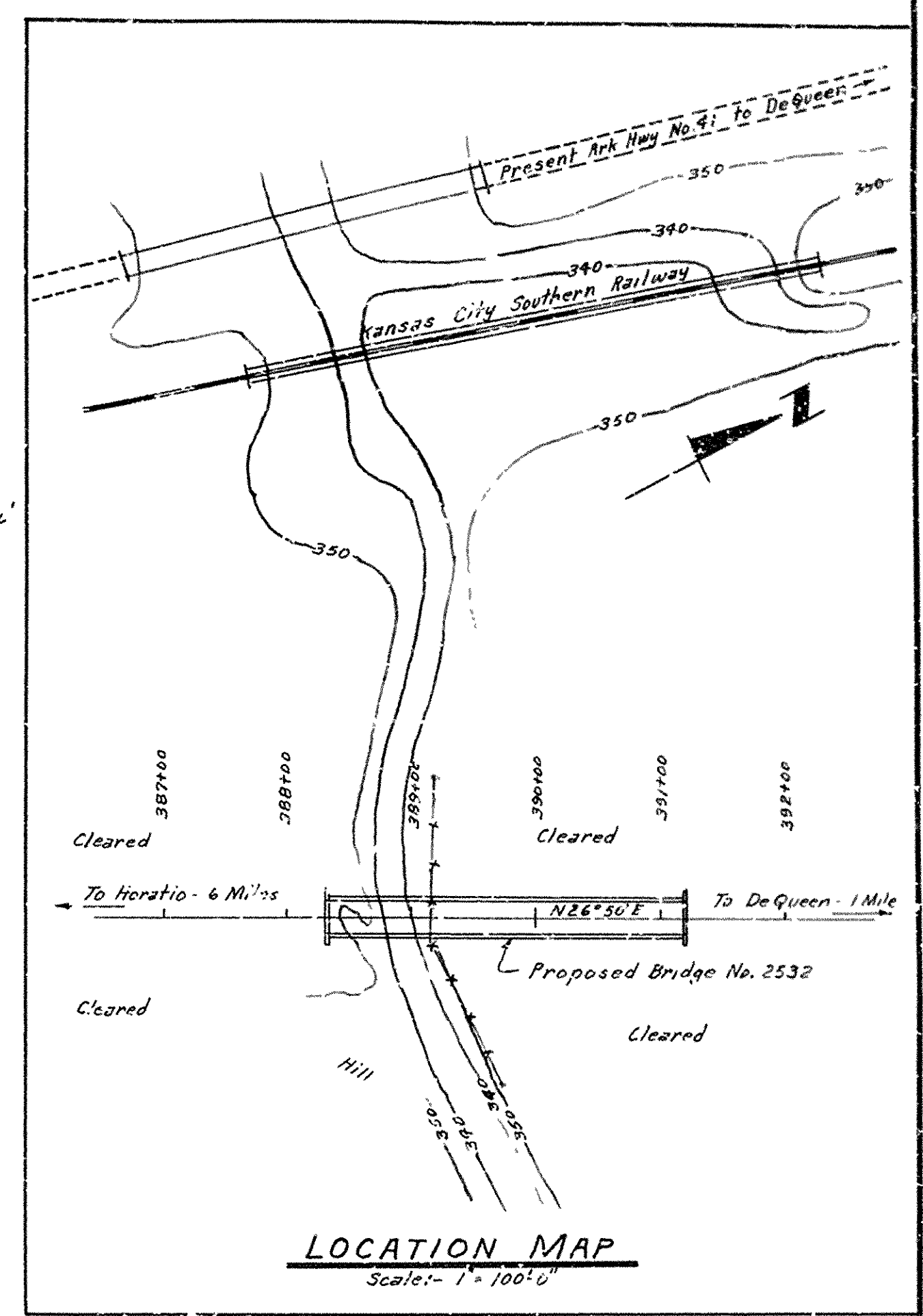
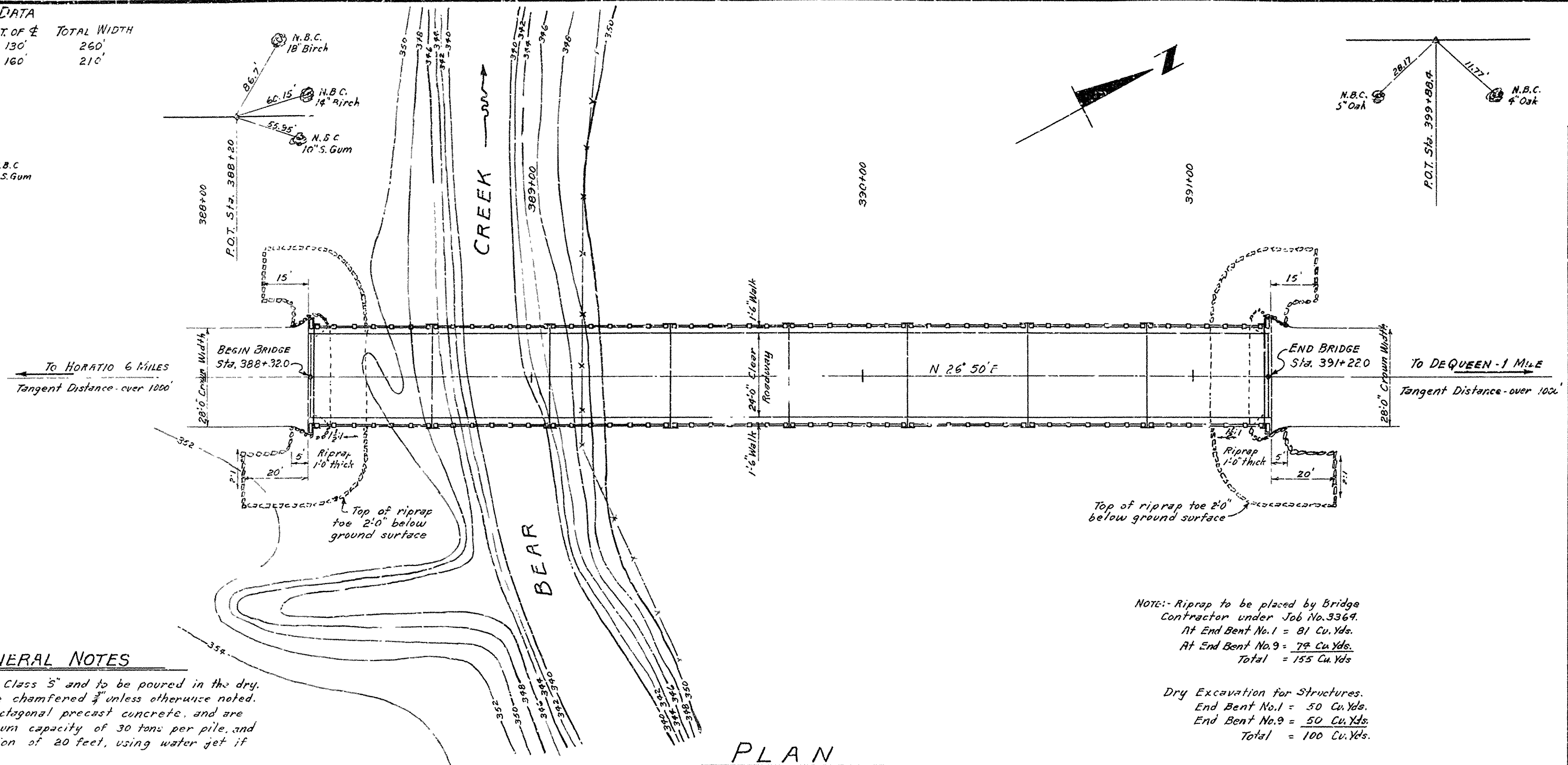
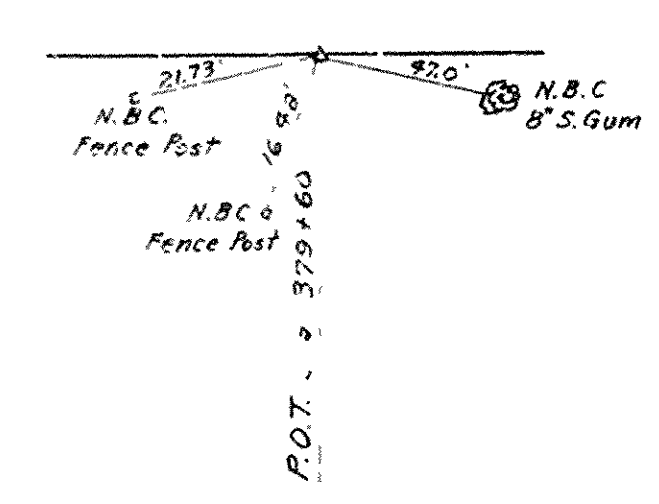


RIGHT-OF-WAY DATA

STA. TO STA.	RT. OF E	LT. OF E	TOTAL WIDTH
384+00 391+00	130'	130'	260'
391+00 399+00	50'	160'	210'

FED. ROAD DIST. NO.	STATE	FED. AID PROJECT NO.	FISCAL YEA.	SHEET NO.	TOTAL SHEETS
6	ARK.	S-202 (5)	1947	2	6
STATE JOB NO.		3364	1947	2	6



GENERAL NOTES

1. Concrete to be Class "S" and to be poured in the dry. All corners to be chamfered $\frac{3}{4}$ " unless otherwise noted. All piling to be 16" octagonal precast concrete, and are to be driven to a minimum capacity of 30 tons per pile, and to a minimum penetration of 20 feet, using water jet if necessary.

2. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one pile in Bent No. 2 or 3 as a test pile. Cast test pile 35 feet long.

3. Volume occupied by embedded pile heads will not be included in pay quantities of concrete caps.

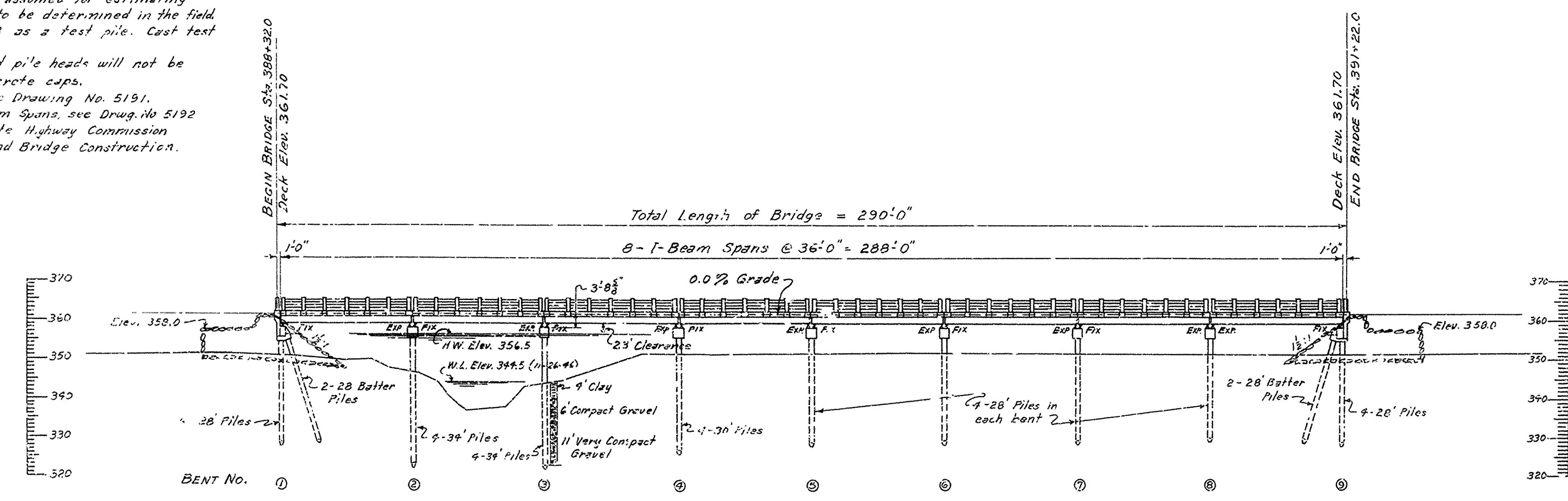
4. For Details of Pile Bents, see Drawing No. 5191.

5. For Details of Std 36" I Beam Spans, see Drawing No. 5192.

SPECIFICATIONS Arkansas State Highway Commission Standard Specification for Road and Bridge Construction, accepted March 1, 1940.

NOTE: Riprap to be placed by Bridge Contractor under Job No. 3364.
At End Bent No. 1 = 81 Cu. Yds.
At End Bent No. 9 = 78 Cu. Yds.
Total = 155 Cu. Yds.

Dry Excavation for Structures.
End Bent No. 1 = 50 Cu. Yds.
End Bent No. 9 = 50 Cu. Yds.
Total = 100 Cu. Yds.



SCHEDULE OF BRIDGE QUANTITIES CODE NO. X031

ITEM NO.	S.P. & B02	S.P. & B03	S.P. & B04	B05	S.P. & B07	B29
ITEM	CLASS "S" CONCRETE FOR BRIDGES	REINFORCING PILING STEEL	CONCRETE PILING	CONCRETE RAILING	STEEL IN BEAM SPANS	BRIDGE NAME PLATES TYPE "B"
UNIT OF BRIDGE	UNIT	CU. YD.	LB.	LIN. FT.	LB.	EACH
END BENT NO. 1		12.05	1640	168	6.5	470
INT. BENTS NO. 2 TO 8 INCL.		36.25	5110	841		
END BENT NO. 9		12.05	1640	168	6.5	470
8 STD. 36" I-BEAM SPANS		199.54	37640		576.0	139120
TOTALS		259.90	43030	1177	589.0	190060

103 Dry Excavation for Structures = 100 Cu. Yds.
S.P. & B03 Riprap = 155 Cu. Yds.

DESIGN LIVE LOAD - H-15 LOADING A.A.S.H.O. 1944.

UNIT STRESSES:
Class "S" Concrete (n=10) 1000 $\frac{lb}{sq. in.}$
Reinforcing Steel 18000 $\frac{lb}{sq. in.}$
Structural Steel 18000 $\frac{lb}{sq. in.}$
Maximum Design Load on Piles 28 Tons Each.

DRAINAGE AREA - 50 Square Miles. C=0.6

B.M. Elev. 352.44
Nail in root of 16" Oak
80' Right of Sta. 388+60

Revisions: Dry Excavation for Structures and
Riprap added to Job No. 3364, M.C.H. 8-23-47.

LAYOUT OF
BRIDGE OVER BEAR CREEK
HORATIO-DEQUEEN ROAD
SEVIER COUNTY
ROUTE 41 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

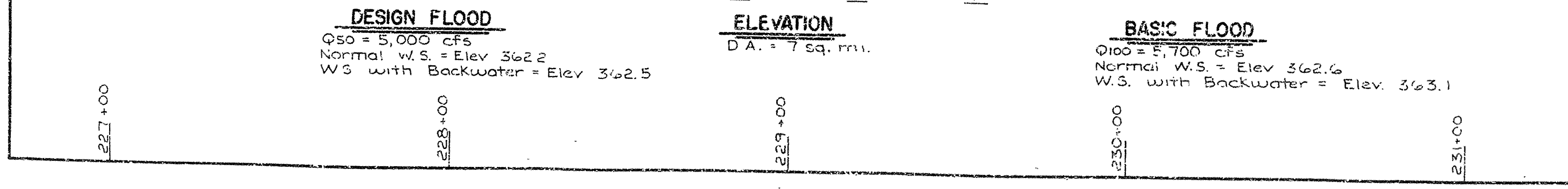
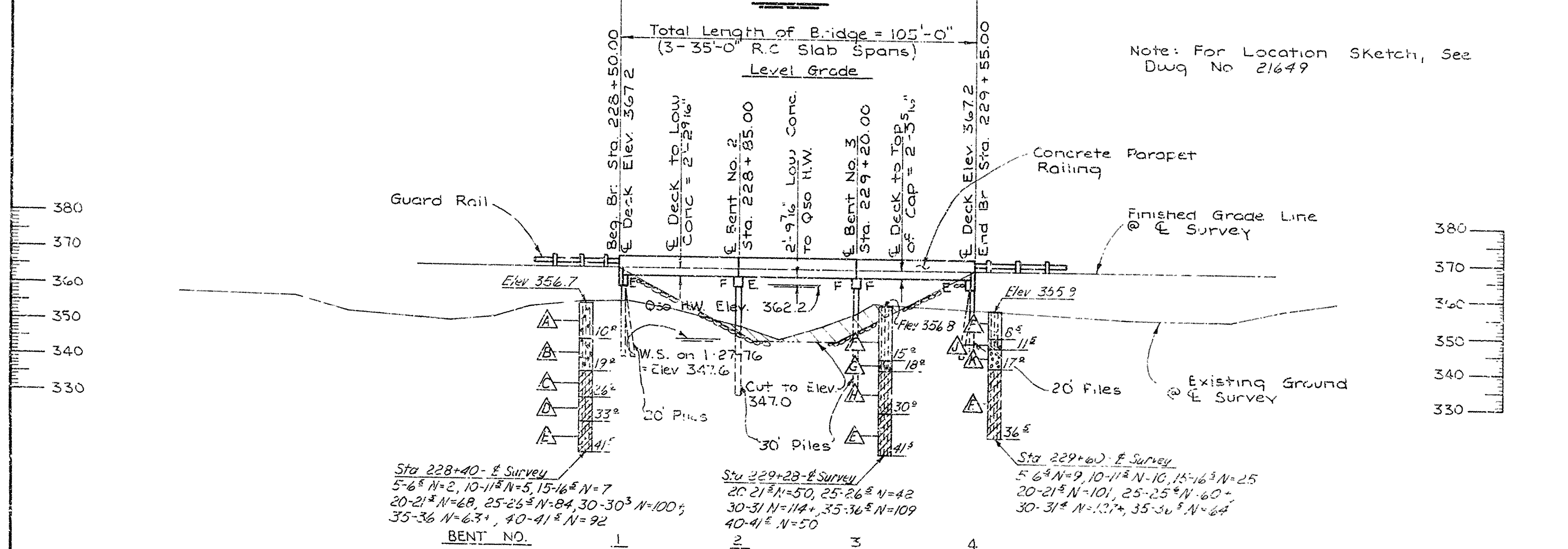
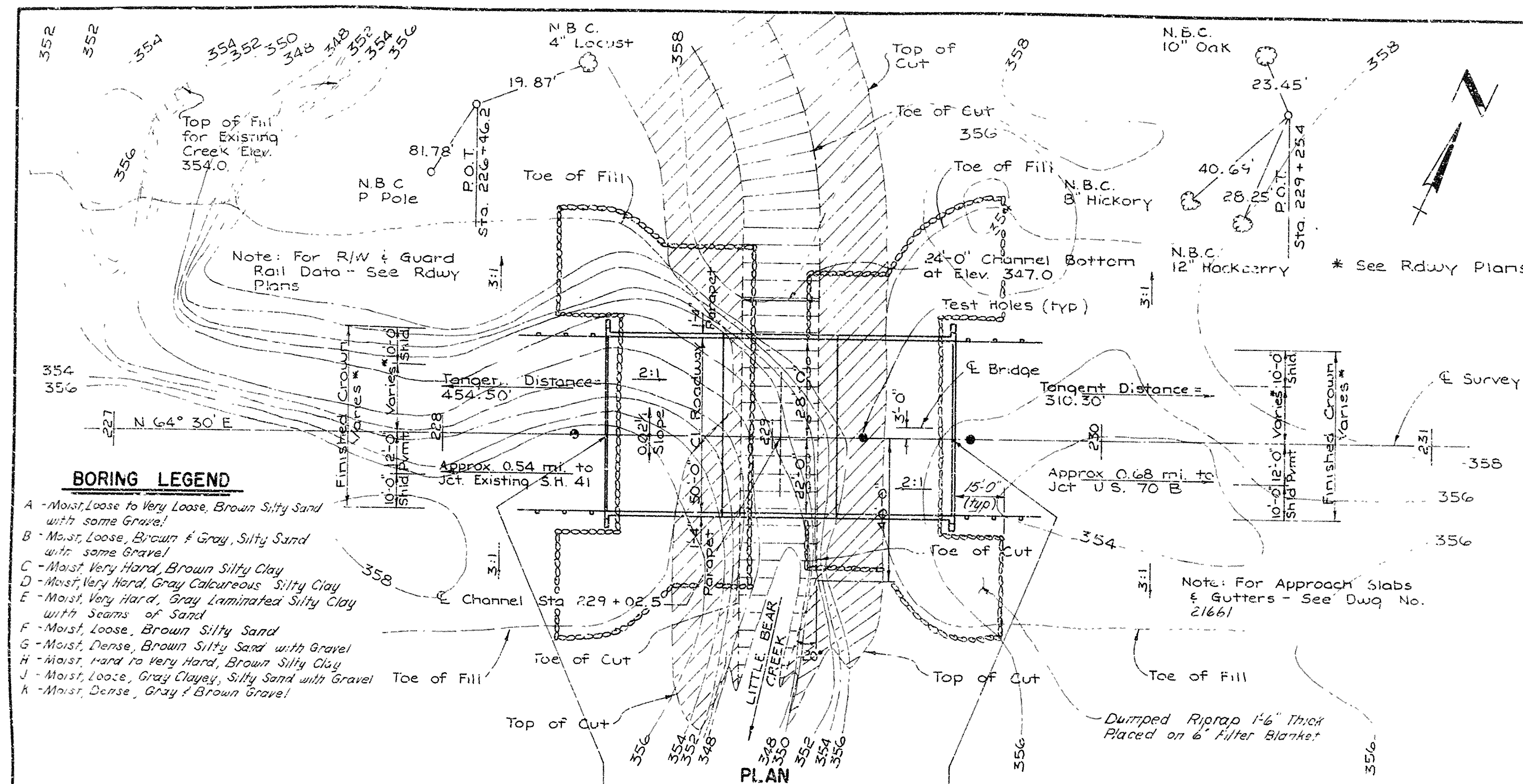
Drawn By: H.E.B. Date: 12-19-46
Traced By: W.C.H. Date: 2-11-47
Checked By: _____ Date: _____

Scale: 1 in. = 20 ft.
EXCEPT AS NOTED.

BRIDGE NO. 2532 DRAWING NO. 6956

M.B. Garvey
PRINCIPAL HIGHWAY ENGINEER (BRIDGES)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK. F-047-1(8)		
						JOB NO. 3657	23
						5684 LAYOUT	21648



NOTES:

1. ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ENGINEER.

2. THE BRIDGE SHALL BE DESIGNED TO CARRY A LOAD OF 10,000 LBS. PER LINEAL FOOT.

3. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A WIND LOAD OF 100 M.P.H.

4. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A SEISMIC LOAD OF 0.1 G.

5. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A FLOOD LOAD OF 10,000 C.F.S.

6. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A BACKWATER LOAD OF 10,000 C.F.S.

7. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A COLLISION LOAD OF 10,000 LBS.

8. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A FIRE LOAD OF 10,000 B.T.U.

9. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A CORROSION LOAD OF 10,000 LBS.

10. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A PEST LOAD OF 10,000 LBS.

11. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A VIBRATION LOAD OF 10,000 LBS.

12. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A SETTLEMENT LOAD OF 10,000 LBS.

13. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A SLIDING LOAD OF 10,000 LBS.

14. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A TIPPING LOAD OF 10,000 LBS.

15. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A COLLAPSE LOAD OF 10,000 LBS.

16. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A BULGING LOAD OF 10,000 LBS.

17. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A CRACKING LOAD OF 10,000 LBS.

18. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A SPLITTING LOAD OF 10,000 LBS.

19. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A CHAIRING LOAD OF 10,000 LBS.

20. THE BRIDGE SHALL BE DESIGNED TO WITHSTAND A PREDRILLING LOAD OF 10,000 LBS.

LAYOUT OF BRIDGE OVER
LITTLE BEAR CREEK
HWY. 41 RELOCATION
(DE QUEEN)
SEVIER COUNTY
ROUTE 41 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: JEB DATE: 2-6-77
CHECKED BY: BJM DATE: 10-19-77
DESIGNED BY: JEB DATE: Aug-77
BRIDGE NO. 5684 DRAWING NO. 21648

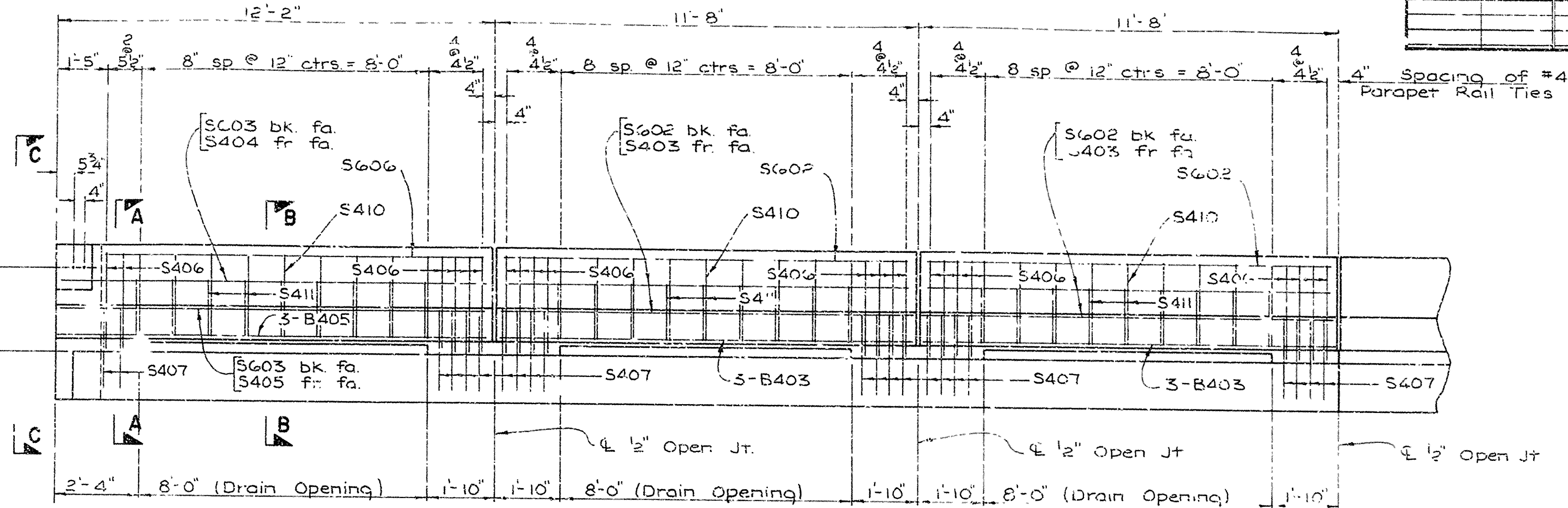
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-047-1(8)	27	71
				JOB NO.	3657	27	71	

① 5684 SPAN DTLS 21652

See Guard Rail Dwg GR-8A for Connection Details

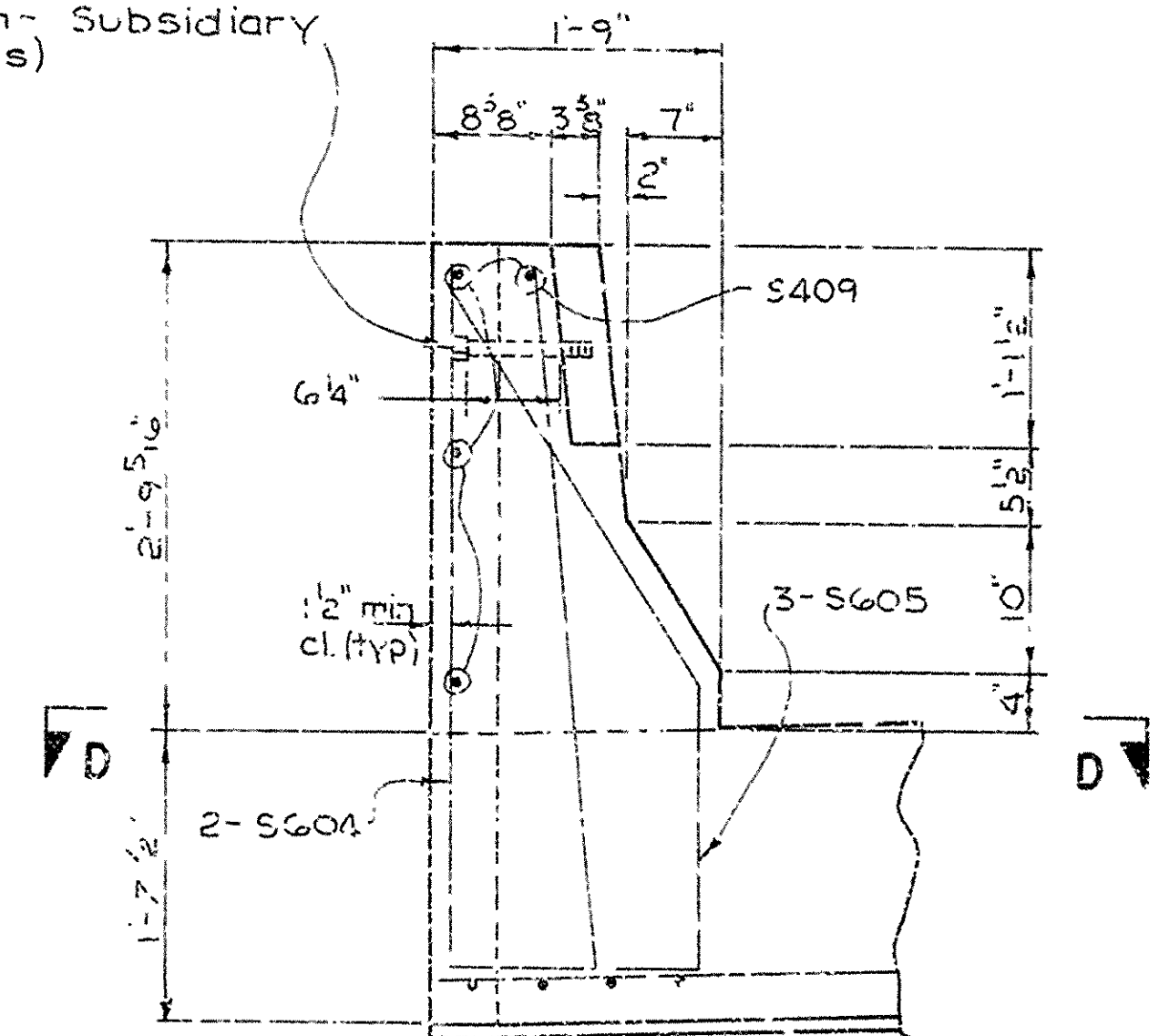
Connection

2-3/4" x 8" A325 Galvanized Bolts with 1/4" Threaded (Non-Pay Item - Subsidiary to other items)



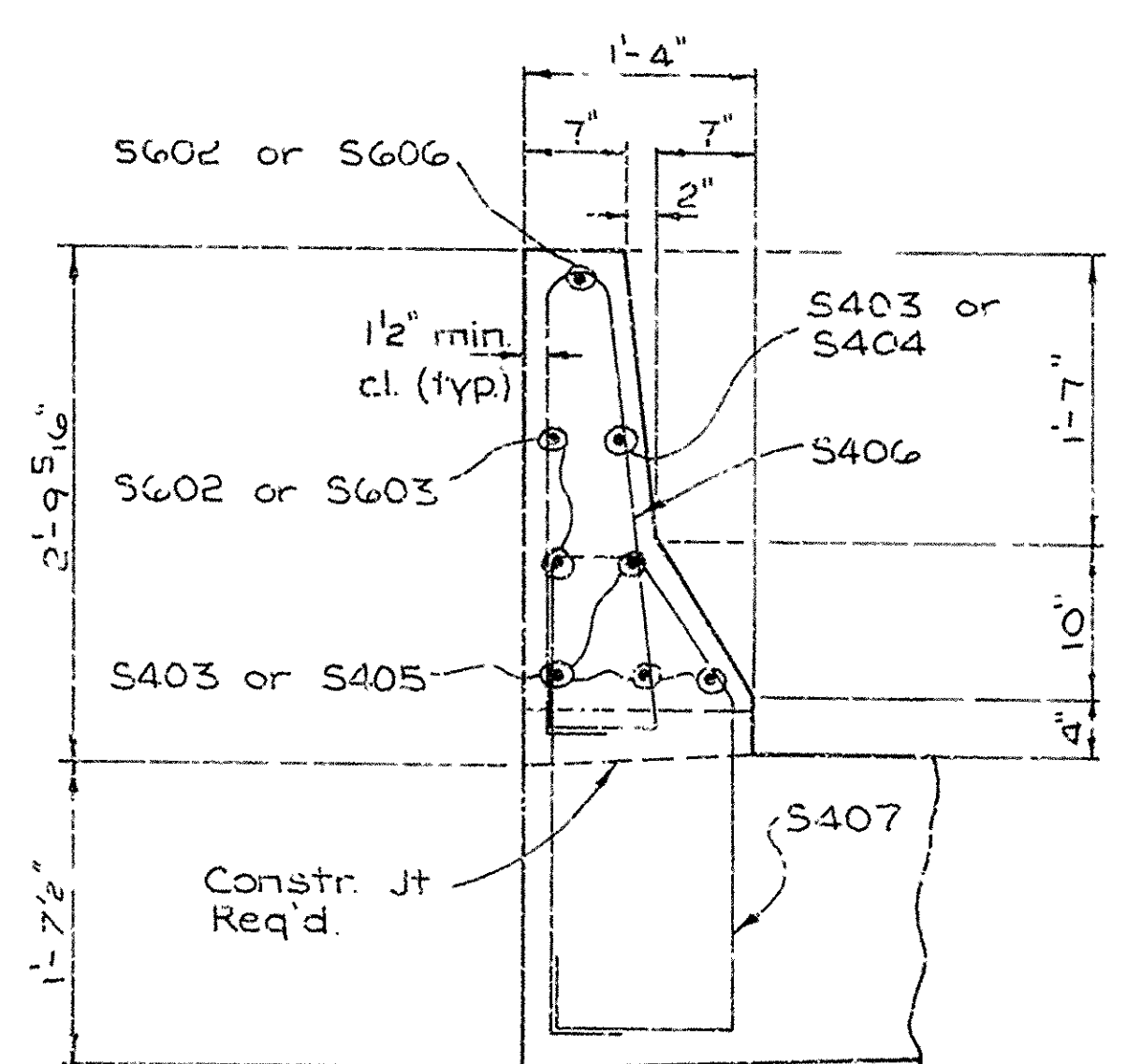
LONGITUDINAL SECTION AT CURB

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



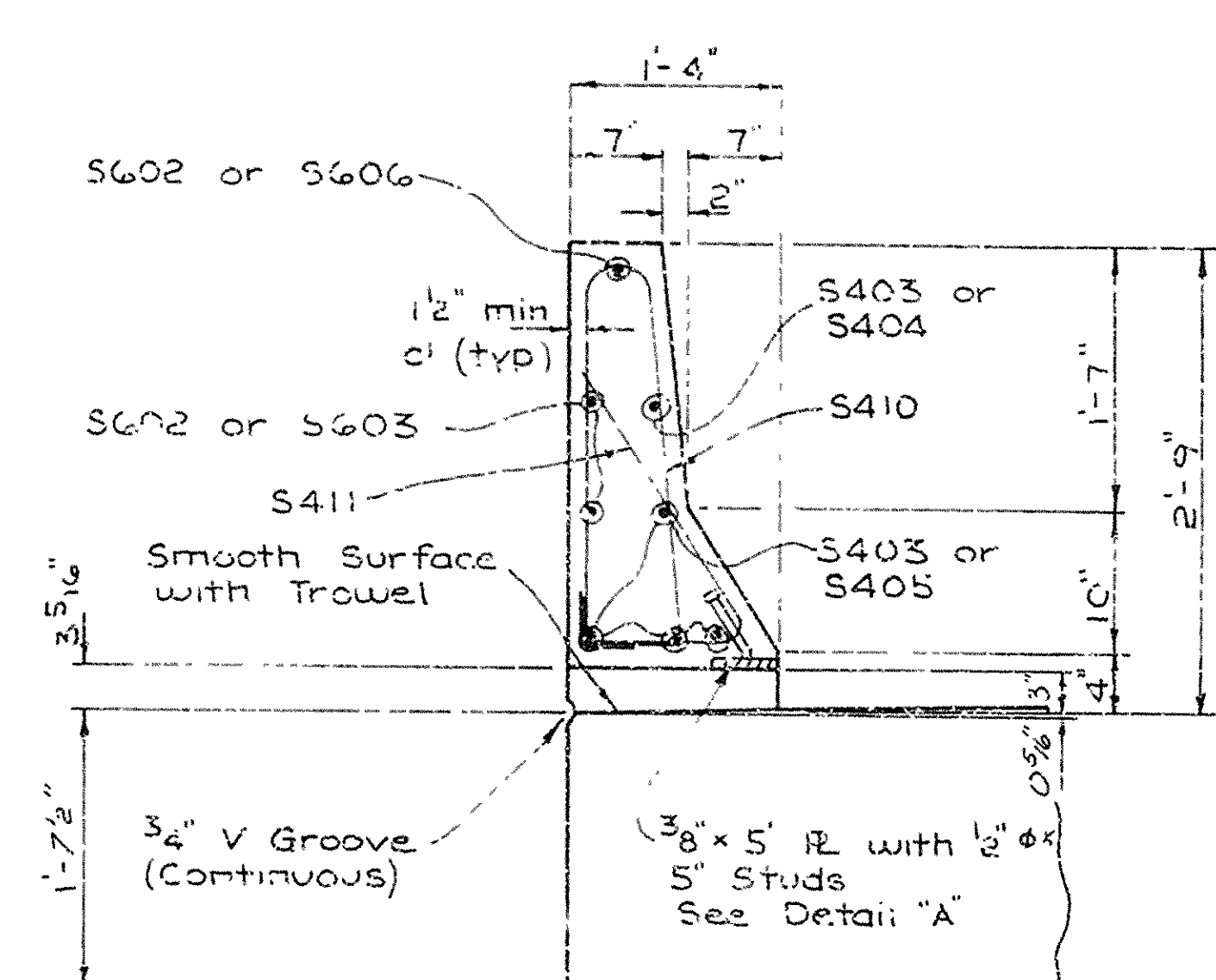
VIEW C-C

Scale: 1" = 1'-0"



SECTION A-A

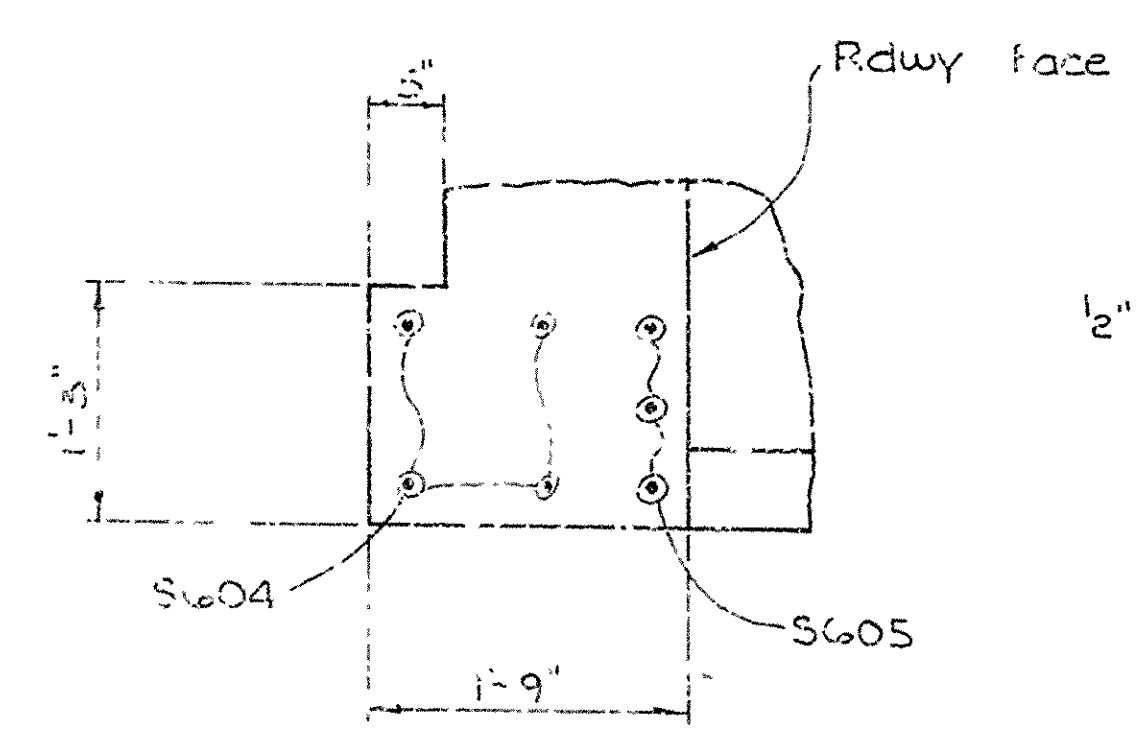
Scale: 1" = 1'-0"



SECTION B-B

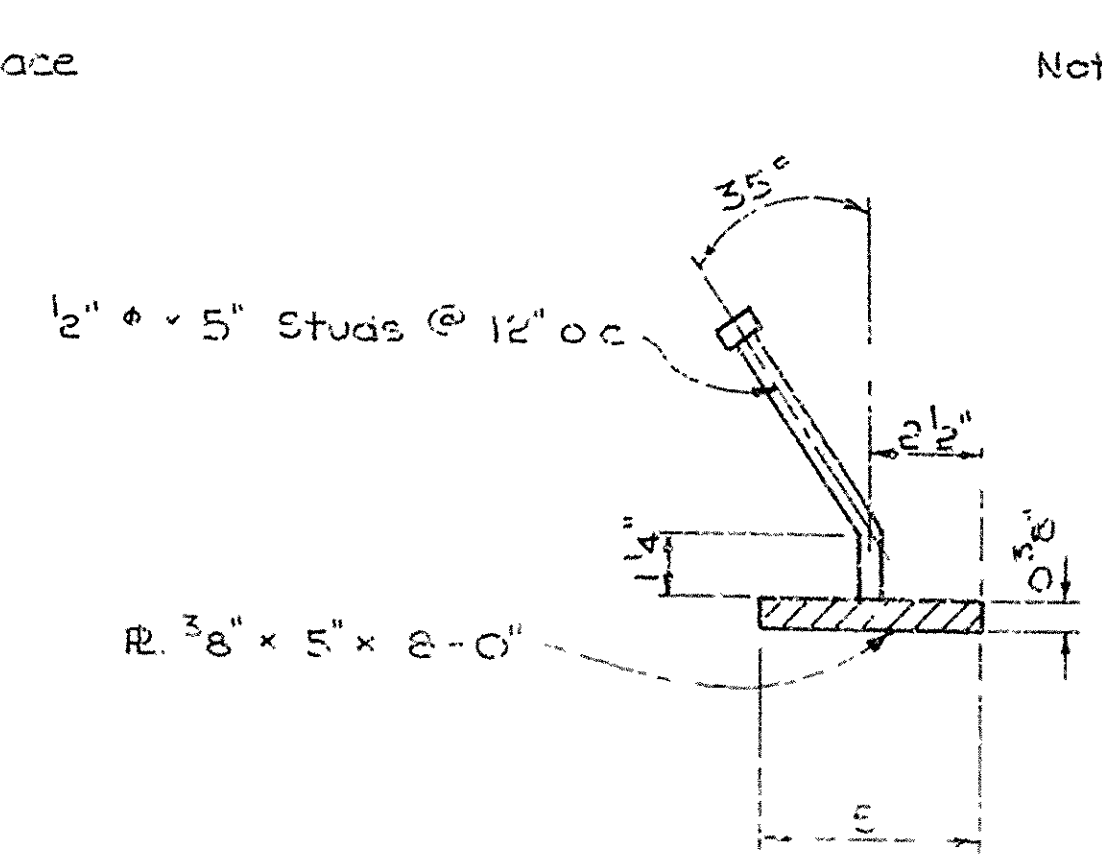
Scale: 1" = 1'-0"

Note: Drain shall taper from 3" x 8'-0" at curb to 3/16" x 8'-0" at back face of Concrete Parapet Rail.



SECTION D-D

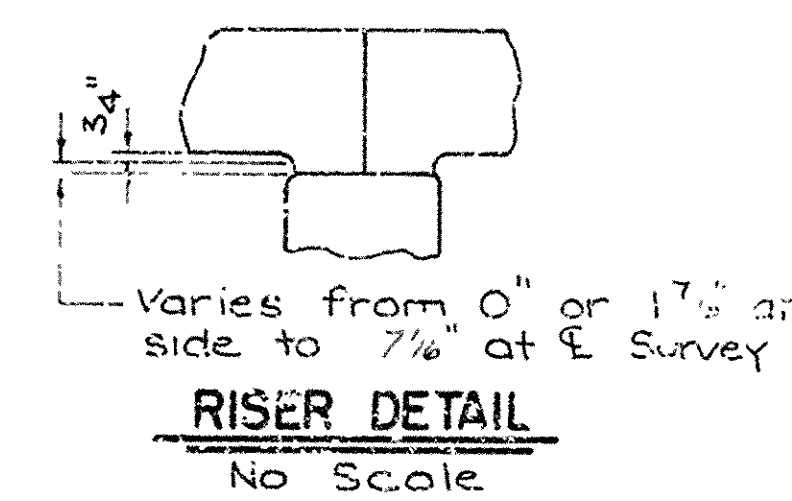
Scale: 1" = 1'-0"



DETAIL A

No Scale

Note: The Surface of the 3/8" Plates which will not be in contact with Concrete shall receive two coats of paint in the Shop. These coats shall be those specified as First Shop Coat and Second Field Coat in S.P. 807-10. Structural Steel shall meet the requirements of Section 307, except as noted. Studs shall be 5" Long, gran or flux filled, solid fluxed or equal and automatically welded to Plate. Studs and Plate to be measured and paid for as Class 5000 Concrete.



RISER DETAIL

No Scale

SHEET 2 OF 2
DETAILS OF
35'-0" R.C. SLAB SPANS
LITTLE BEAR CREEK
HWY. 41 RELOCATION
(DE QUEEN)
SEVIER COUNTY
ROUTE 41 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 1-4-78
CHECKED BY: JCA DATE: 1-30-78
DESIGNED BY: ASH DATE: Oct-78

BRIDGE NO. 5684 DRAWING NO. 21652

DATE	REVISED	REVISION	BY	CHKD	APP'D	PROJ. NO.	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
7-17-75	7-26-77	7-26-77	J.P.S.	J.P.S.	J.P.S.	ARK. F-047-1(2)		36	71
8-22-75	8-22-75		J.P.S.	J.P.S.	J.P.S.			36	71
6-22-76	6-22-76		J.P.S.	J.P.S.	J.P.S.			36	71

BAR LISTS		
SQUARE & SKEWED SLABS		
MK	No Req'd	Length
32'-0" Slab Width		
S401	2	21'-6" (Secant Skew 4)
S402	4	2'-6"
S403	8	2'-6" (Secant Skew 4)
S404	2	2'-6"
24'-0" Slab Width		
S401	2	21'-6" (Secant Skew 4)
S402	4	2'-6"
S403	8	2'-6" (Secant Skew 4)
S404	2	2'-6"
36'-0" Slab Width		
S401	2	21'-6" (Secant Skew 4)
S402	4	2'-6"
S403	8	2'-6" (Secant Skew 4)
S404	2	2'-6"
30'-0" Slab Width		
S401	2	21'-6" (Secant Skew 4)
S402	4	2'-6"
S403	8	2'-6" (Secant Skew 4)
S404	2	2'-6"

TYPE III BRIDGE APPROACH
Type III Approach consists of one half of Type I & one half of Type II. Use wherever called for on the Plans.

Note: Surface finish for approach slabs shall match that used on the Bridge deck.

GENERAL NOTES

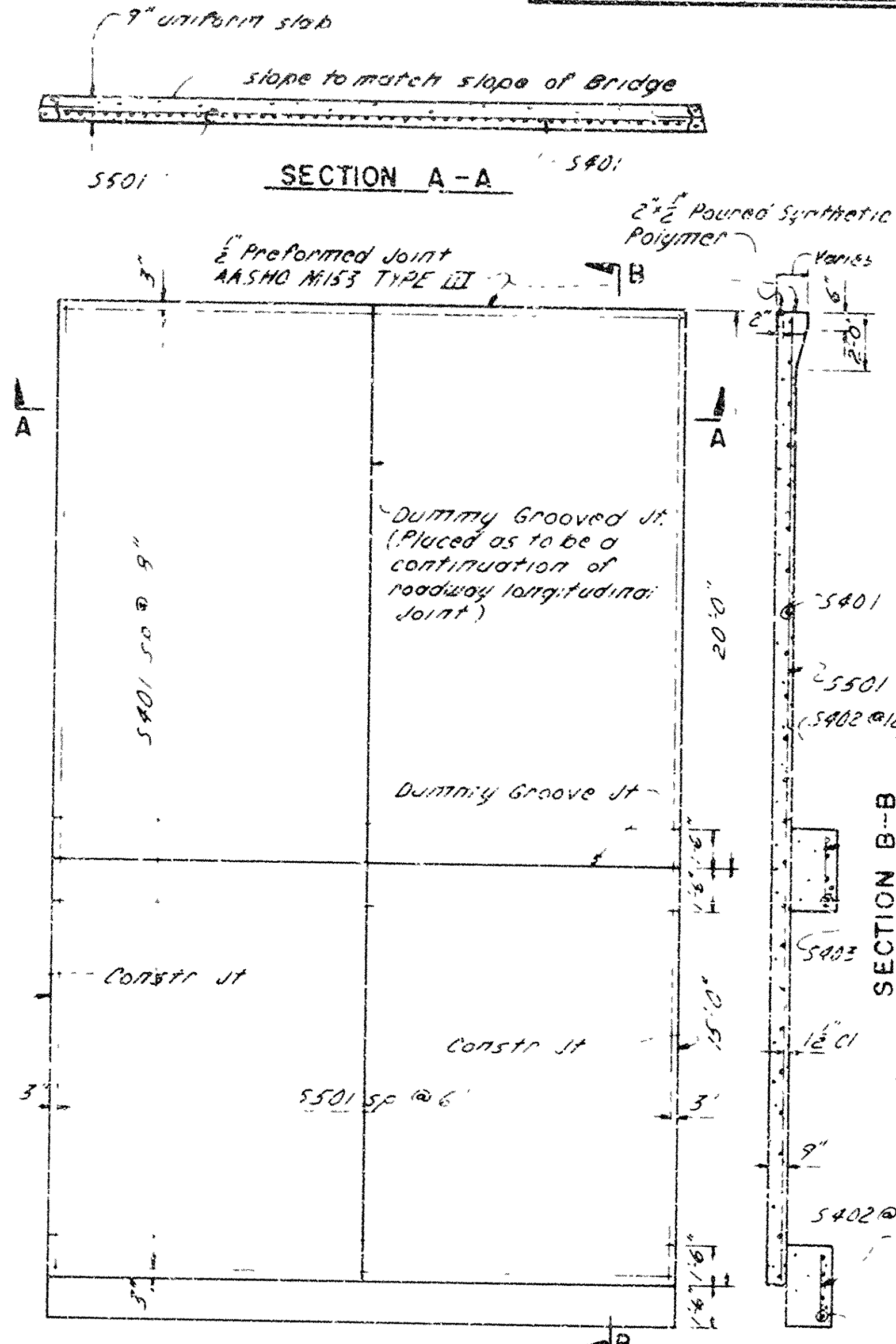
CONCRETE SHALL BE CLASS A OR CLASS S, OR MIXTURE USED FOR PORTLAND CEMENT CONCRETE PAVEMENT.
REINFORCEMENT STEEL SHALL CONFORM TO ASTM A615, GRADE 40.
APPROACH SLABS AND GUTTERS FOR STRUCTURES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH BID FOR "APPROACH GUTTERS" OR "APPROACH SLABS AND GUTTERS", OF THE TYPE DESIGNATED, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING MATERIALS, INCLUDING CONCRETE, REINFORCING STEEL AND JOINT FILLER, PLACEMENT AND COMPACTION OF BASE MATERIAL, FOR FORMS, MIXING, PLACING AND FINISHING, FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
CORRUGATED METAL PIPE FOR SPILLWAYS, COMPLETED AND ACCEPTED, WILL BE MEASURED AS PROVIDED IN SECTION 600 OF THE STANDARD SPECIFICATIONS, EDITION C: 1972.

- Added 25'-0" Slab Width 7-26-77 J.P.S.
- Added note, 3-1-75, J.P.S.
- Revised Exp. Jt. note 8-22-75, J.P.S.
- Added Open Formwork Note 6-22-76 J.G.

DETAILS OF
APPROACH SLABS & GUTTERS
FOR CONCRETE PARAPET RAILING
ROUTE SEC.

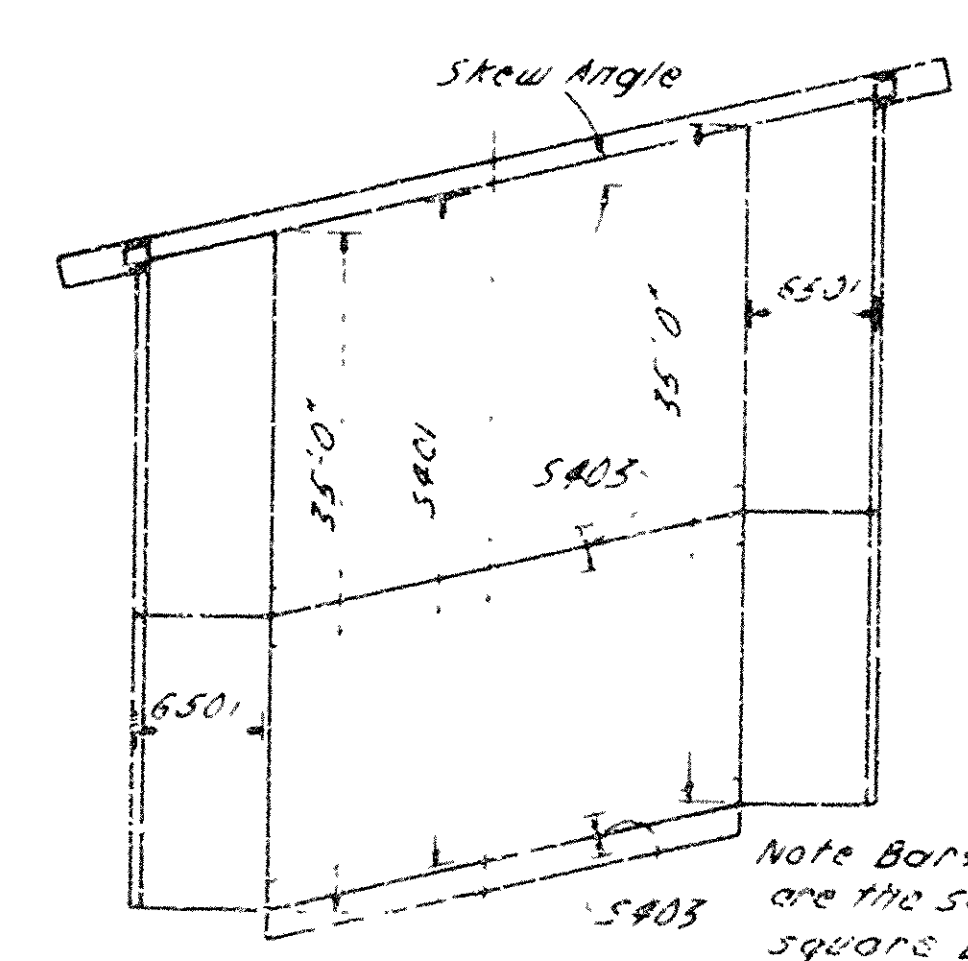
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY J.P.S. DATE 11-12-74
DESIGNED BY J.P.S. DATE 11-12-74
CHECKED BY J.P.S. DATE 11-12-74
BRIDGE NO. 5694 & 5685
DRAWING NO. 21661



PLAN-APPROACH SLAB

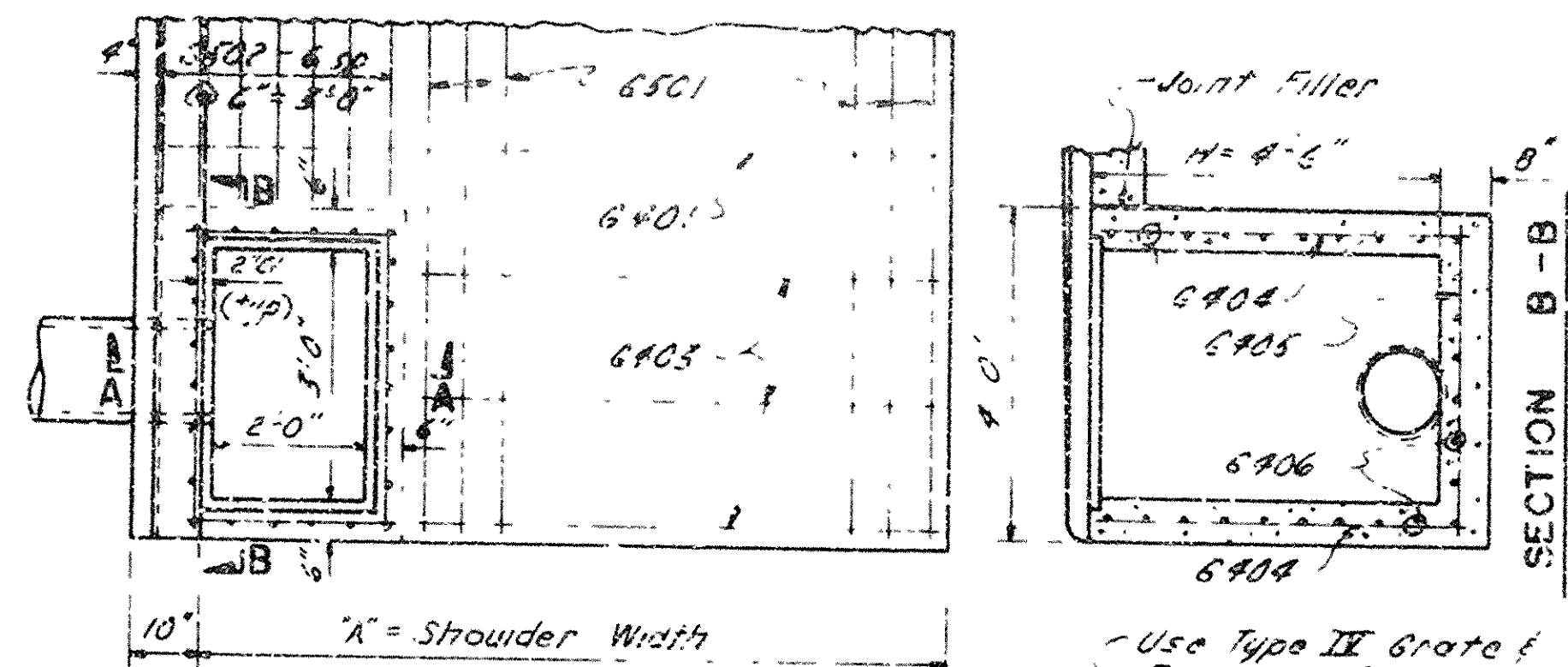
Scale 1" = 4'



SKETCH SHOWING APPROACH FOR SKEWED BRIDGE

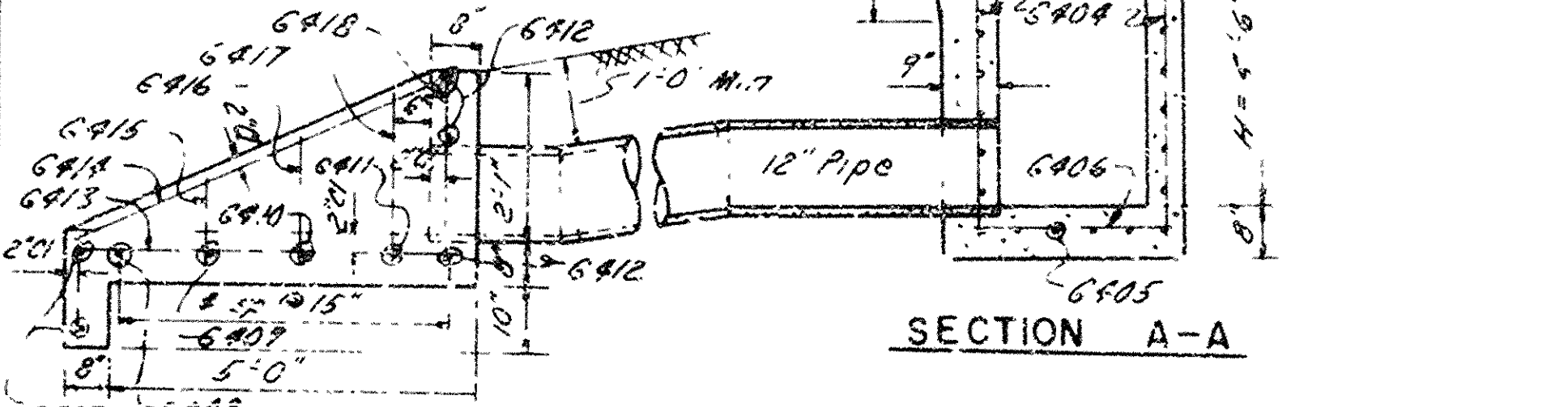
Scale 1" = 10'

Note Joint Filler around Drop Inlet to be non-extruding preformed Joint Filler (ASTM M153 TYPE III).



PART PLAN

Note Payment for Drop Inlet & Spillway to be included in unit price bid for Type II Approach Slab & Gutters.

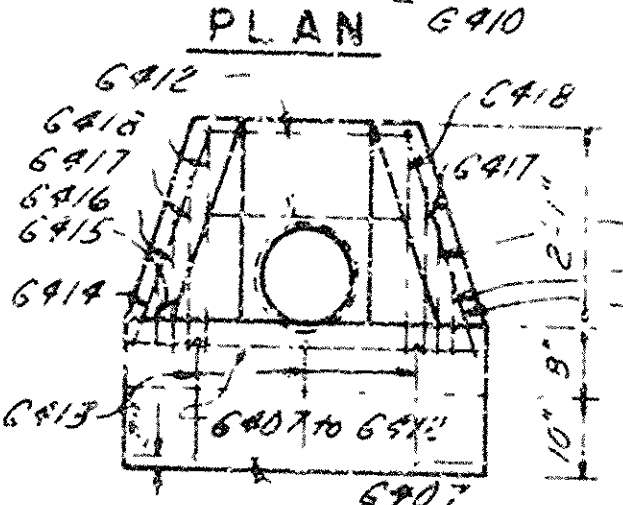
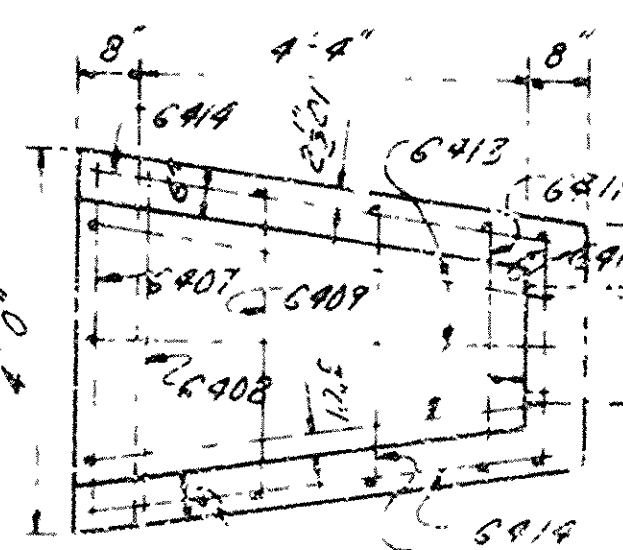


SECTION A-A

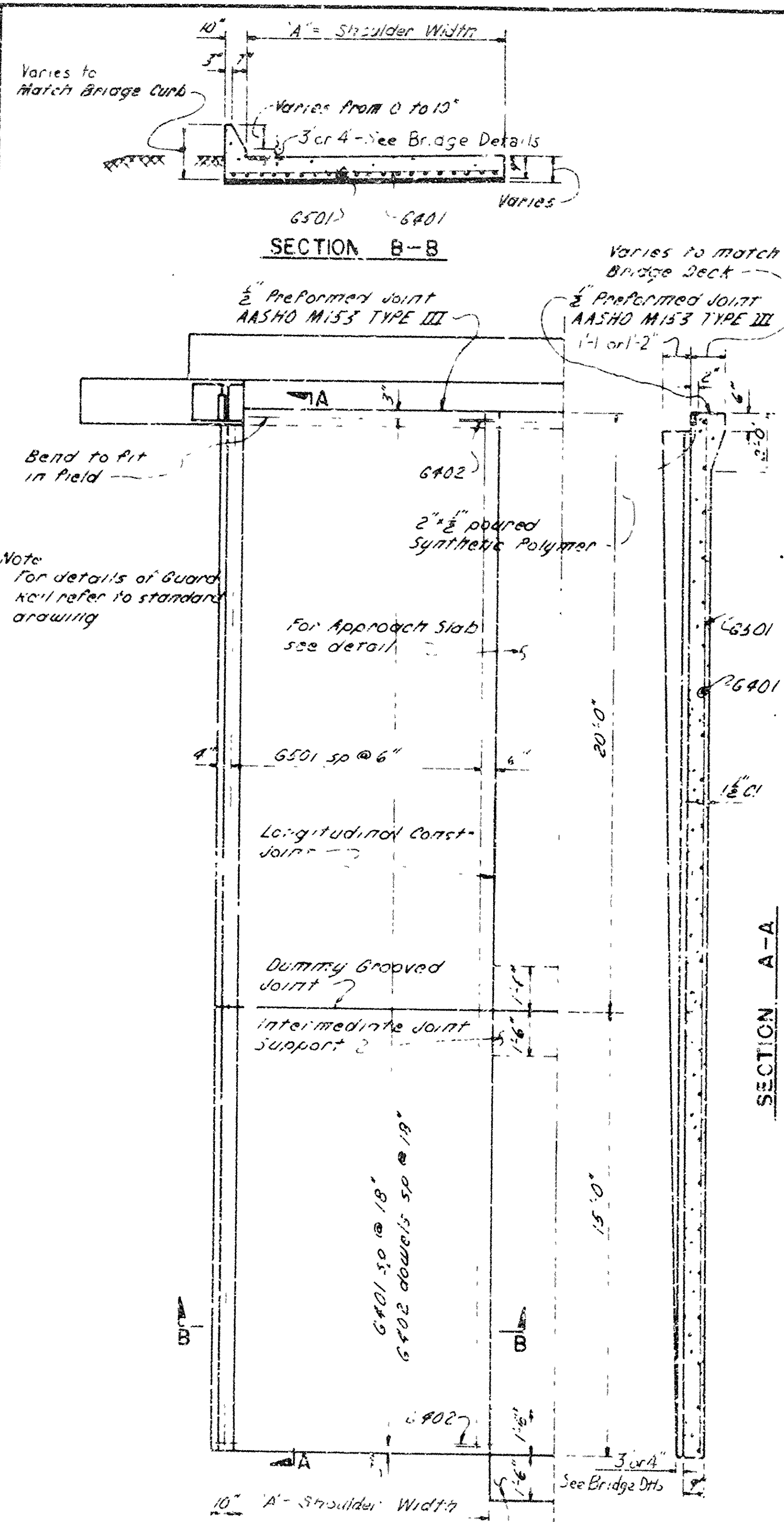
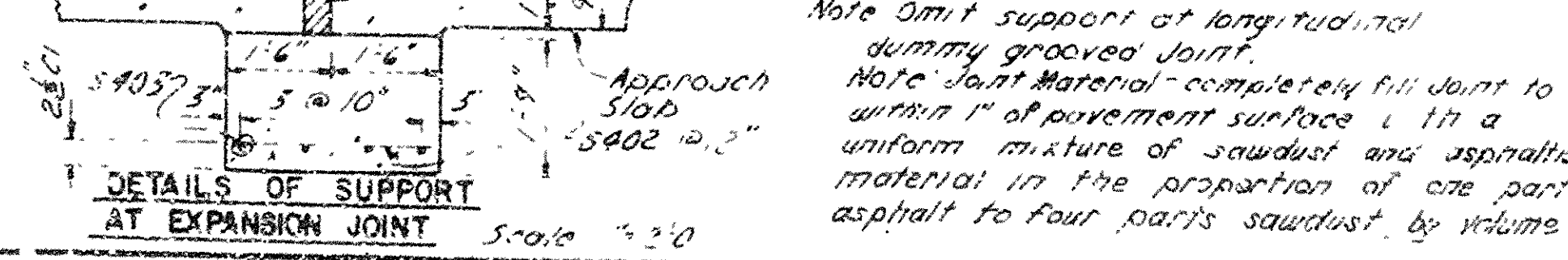
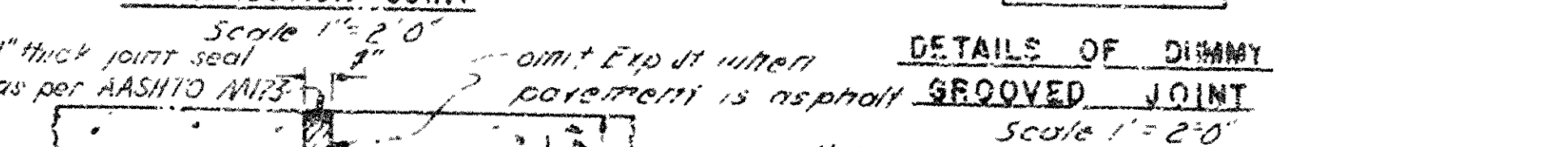
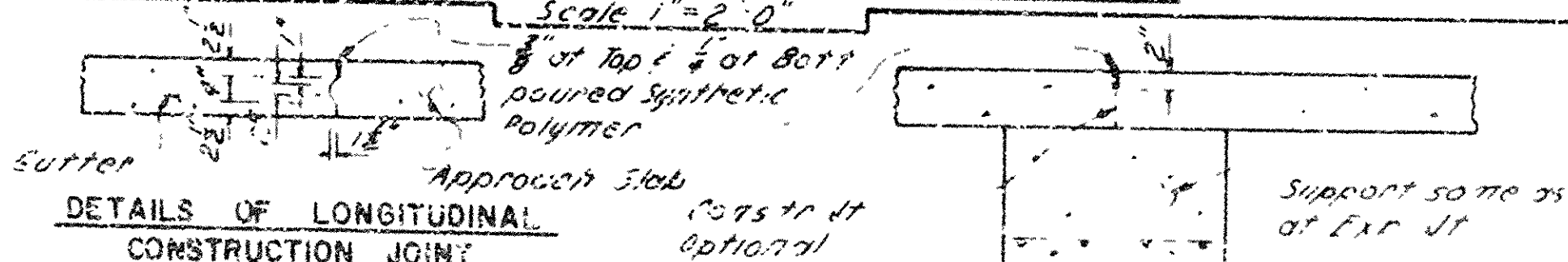
BAR LIST FOR ONE GUTTER

MK	No Req'd			Length	Bending Diagram
	10'-0" Sh	8'-0" Sh	6'-0" Sh		
G401	21	21	21	1'-4"	
G402	24	24	24	3'-0"	
G403	3	3	3	A-(3'-1")	
G404	24	24	24	1'-10"	
G405	24	24	24	3'-8"	
G406	26	26	26	2'-8"	
G407	2	2	2	3'-8"	
G408	1	1	1	3'-5"	
G409	1	1	1	3'-1"	
G410	1	1	1	2'-9"	
G411	1	1	1	2'-5"	
G412	3	3	3	2'-2"	
G413	3	3	3	6'-5"	
G414	2	2	2	5'-9"	
G415	2	2	2	1'-2"	
G416	2	2	2	1'-8"	
G417	2	2	2	2'-2"	
G418	2	2	2	2'-5"	
G419	14	9	5	3'-8"	
G420	7	7	7	30'-8"	

SIDE ELEVATION
SPILLWAY OUTLET



TYPE II BRIDGE APPROACH GUTTERS



SECTION B-B

Varies to match Bridge Deck
Varies to match Bridge Deck
Varies to match Bridge Deck

Note: For details of Guard Rail refer to standard drawing

For Approach Slab see detail

Longitudinal Const. Joint

Dummy Grooved Joint

Intermediate Joint Support

10'-0" Shoulder Width

15'-0"

20'-0"

25'-0"

30'-0"

35'-0"

40'-0"

45'-0"

50'-0"

55'-0"

60'-0"

65'-0"

70'-0"

75'-0"

80'-0"

85'-0"

90'-0"

95'-0"

100'-0"

105'-0"

110'-0"

115'-0"

120'-0"

125'-0"

130'-0"

135'-0"

140'-0"

145'-0"

150'-0"

155'-0"

160'-0"

165'-0"

170'-0"

175'-0"

180'-0"

185'-0"

190'-0"

195'-0"

200'-0"

205'-0"

210'-0"

215'-0"

220'-0"

225'-0"

230'-0"

235'-0"

240'-0"

245'-0"

250'-0"

255'-0"

260'-0"

265'-0"

270'-0"

275'-0"

280'-0"

285'-0"

290'-0"

295'-0"

300'-0"

305'-0"

310'-0"

315'-0"

320'-0"

325'-0"

330'-0"

335'-0"

340'-0"

345'-0"

350'-0"

355'-0"

360'-0"

365'-0"

370'-0"

375'-0"

380'-0"

385'-0"

390'-0"

395'-0"

400'-0"

405'-0"

410'-0"

415'-0"

420'-0"

425'-0"

430'-0"

435'-0"

440'-0"

445'-0"

450'-0"

455'-0"

460'-0"

465'-0"

470'-0"

475'-0"

480'-0"

485'-0"

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685'-0"

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695'-0"

700'-0"

705'-0"

710'-0"

715'-0"

720'-0"

725'-0"

730'-0"

735'-0"

740'-0"

745'-0"

750'-0"

755'-0"

760'-0"

765'-0"

770'-0"

775'-0"

780'-0"

785'-0"

790'-0"

795'-0"

800'-0"

805'-0"

810'-0"

815'-0"

820'-0"

825'-0"

830'-0"

835'-0"

840'-0"

845'-0"

850'-0"

855'-0"

860'-0"

865'-0"

870'-0"

875'-0"

880'-0"

885'-0"

890'-0"

895'-0"

900'-0"

905'-0"

910'-0"

915'-0"

920'-0"

925'-0"

930'-0"

935'-0"

940'-0"

945'-0"

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960'-0"

965'-0"

970'-0"

975'-0"

980'-0"

985'-0"

990'-0"

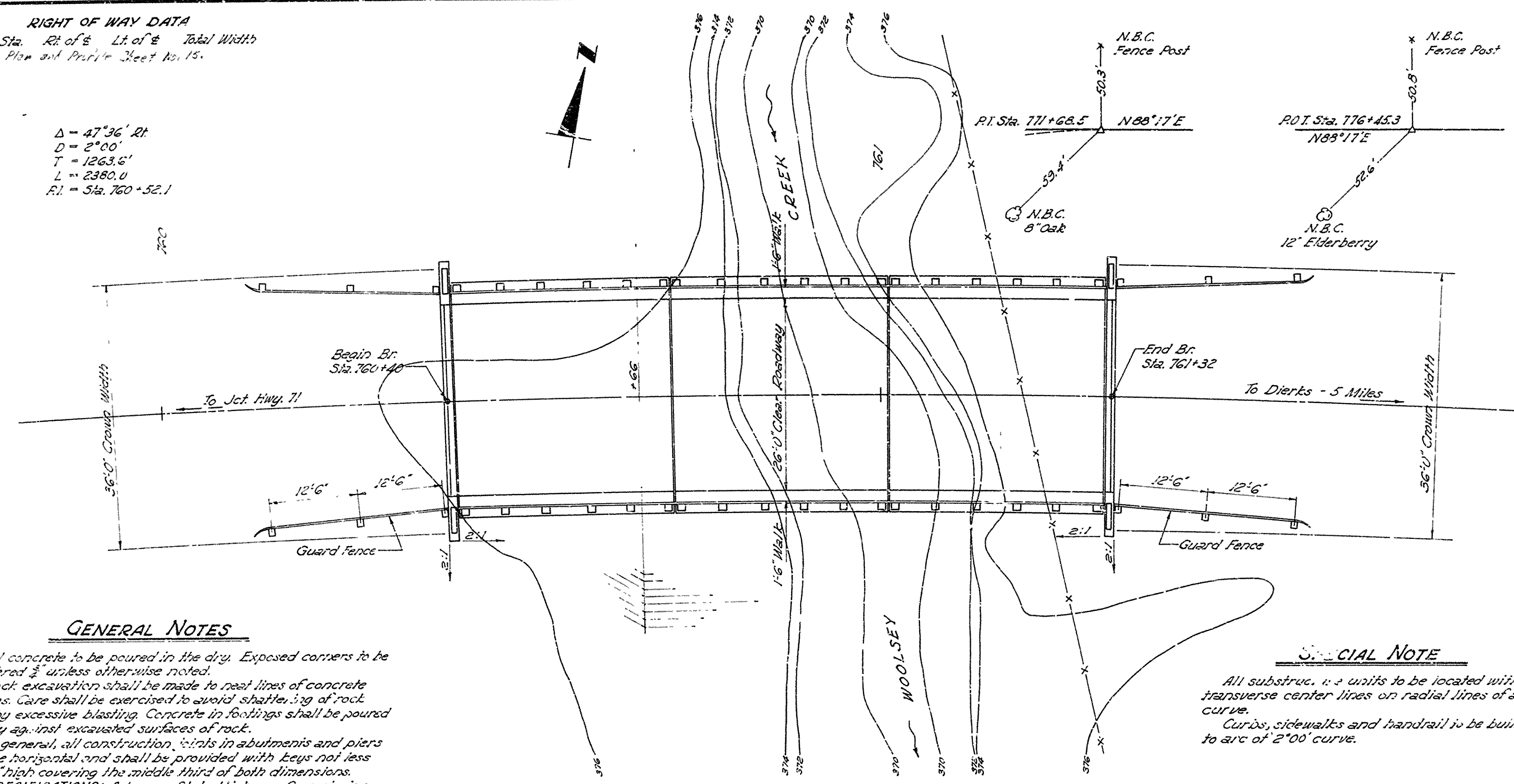
995'-0"

1000'-0"

FED. ROAD DIST. NO.	STATE	FED. AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
0	ARK.	F-204(9)		19	161
STATE JOB NO. 3394					

RIGHT OF WAY DATA
Sta to Sta. Rt. of & Lt. of & Total Width
Plan and Profile Sheet No. 15.

$\Delta = 47^{\circ}36'$ Rt.
 $D = 2^{\circ}00'$
 $T = 1263.6'$
 $L = 2380.0'$
 $P.I. = Sta. 760+52.1$



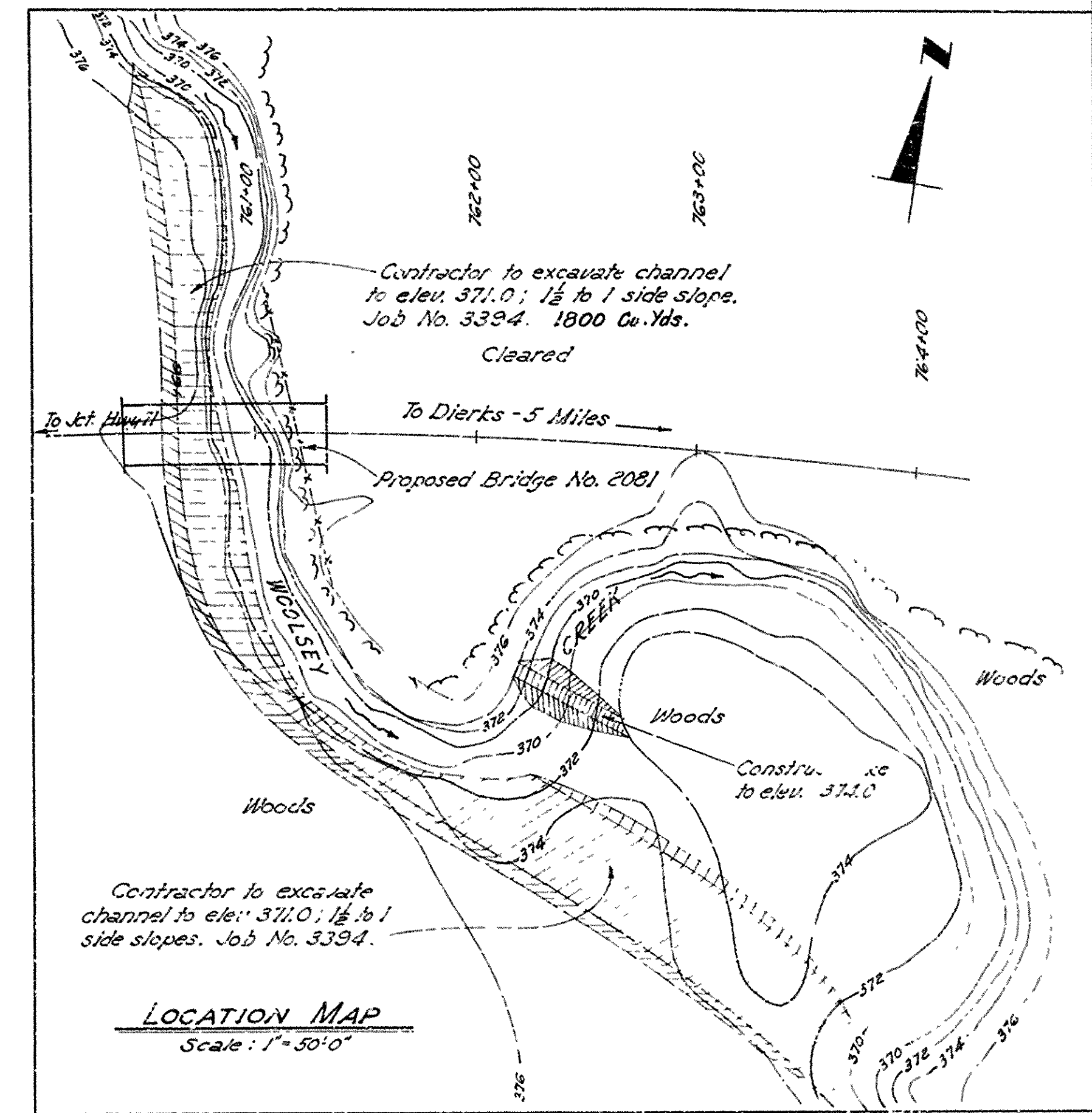
GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered $\frac{3}{8}$ unless otherwise noted.
Rock excavation shall be made to neat lines of concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock.
In general, all construction, curbs in abutments and piers shall be horizontal and shall be provided with keys not less than 3' high covering the middle third of both dimensions.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.
For Details of Abutment No. 1 see Dwg. No. 7663.
For Details of Piers, see Dwg. No. 7664.
For Details of Abutment No. 2, see Dwg. No. 7663.
For Details of Slab Spans, see 30'-0" I-Beam Std. Dwg. No. 5105.

SPECIAL NOTE

All substructure units to be located with the transverse center lines on radial lines of a $2^{\circ}00'$ curve.
Curbs, sidewalks and handrail to be built parallel to arc of $2^{\circ}00'$ curve.

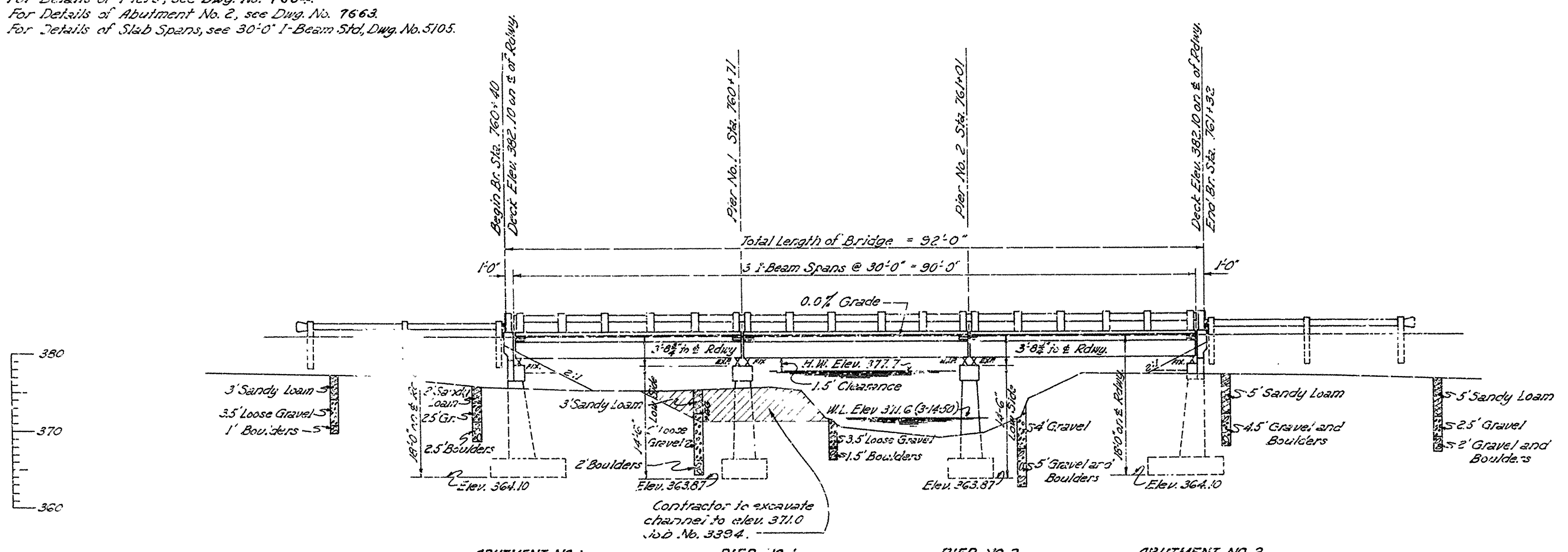
PLAN



LOCATION MAP
Scale: 1" = 50'-0"

QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
103	Dry Excavation for Structures	96	Cu. Yd.
103	Wet Excavation for Structures	247	Cu. Yd.
S.P. & 802	Class 'A' Concrete for Bridges	122.9	Cu. Yd.
S.P. & 802	Class 'B' Concrete for Bridges	68.4	Cu. Yd.
803	Reinforcing Steel	28,440	Lb.
S.P. & 805	Steel Plate Guard Rail	113.66	Lin. Ft.
807	Structural Steel in Beam Spans	48,600	Lb.
929	Bridge Name Plates - Type 'B'	2	Each



ELEVATION

Design Live Load - H20 Loading - A.A.S.H.O. 1943

Unit Stresses:
Class 'A' Concrete ($f_c = 15$) 700 $\frac{1}{2}$ "
Class 'B' Concrete ($f_c = 10$) 1000 $\frac{1}{2}$ "
Reinforcing Steel 18000 $\frac{1}{2}$ "

Maximum Foundation Pressures
Abutment No. 1 = 2 3.0 Tons / $\frac{1}{2}$ "
Pier No. 1 & 2 1.6 Tons / $\frac{1}{2}$ "

DRAINAGE AREA
4.4 Sq. Miles, C=10

B.M. Elev. 377.56
Nail in roof 24" red oak
70' rt. Sta. 762+00

Revision - Bridge location;
channel change +17.30 H.B.

**LAYOUT OF BRIDGE
OVER WOOLSEY CREEK
COSSATOT RIVER - DIERKS ROAD
SEVIER COUNTY**

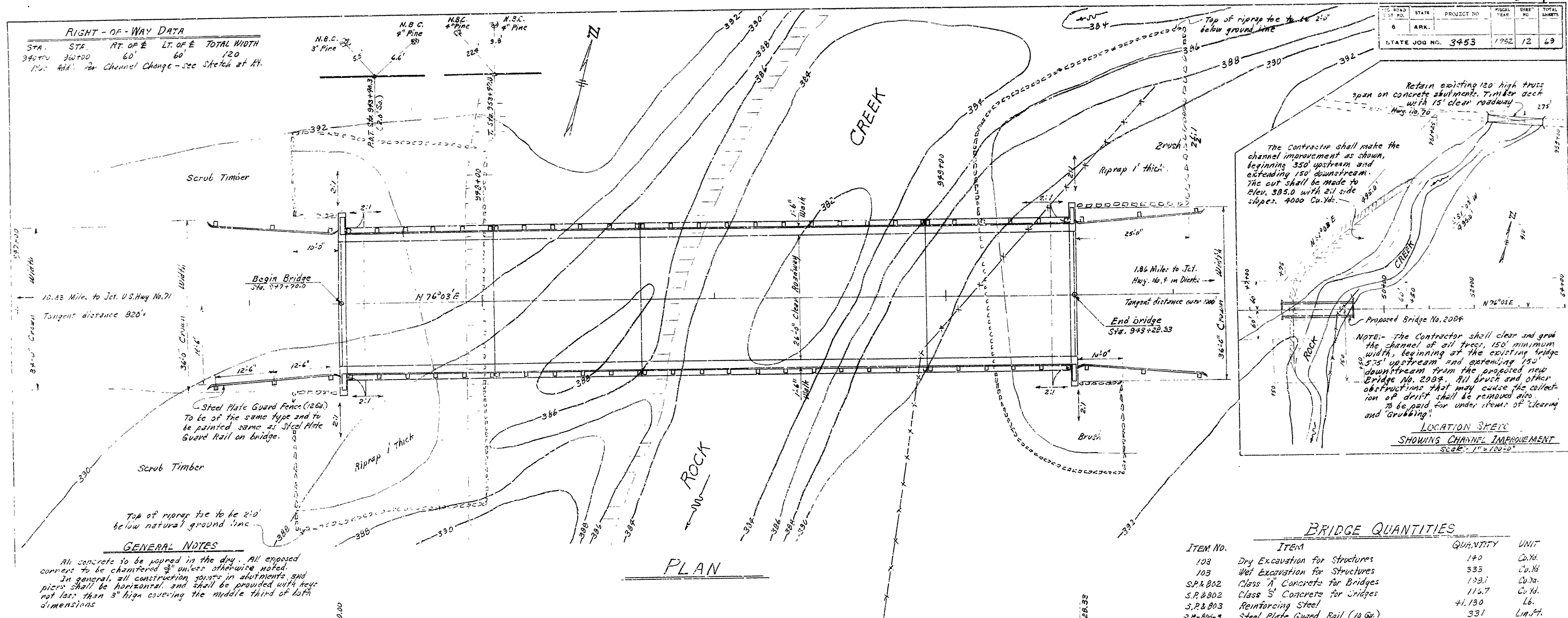
ROUTE 70 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: A.J. Date: 3-21-50
Traced By: A.J. Date: 4-15-50
Checked By: Date:
BRIDGE NO. 2081 DRAWING NO. 7662

JOB ROAD 1 ST NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.				
STATE JOB NO. 3453			1952	12	69

RIGHT-OF-WAY DATA

STA.	STA.	RT. OF E	LT. OF E	TOTAL WIDTH
340+00	360+00	60'	60'	120
P.L.C. Add'l 2nd Channel Change - see sketch at RY.				

Pls. Add: for Channel Change - sec Sketch at At.



GENERAL NOTES

All concrete to be poured in the day. All exposed corners to be chamfered $3''$ unless otherwise noted.

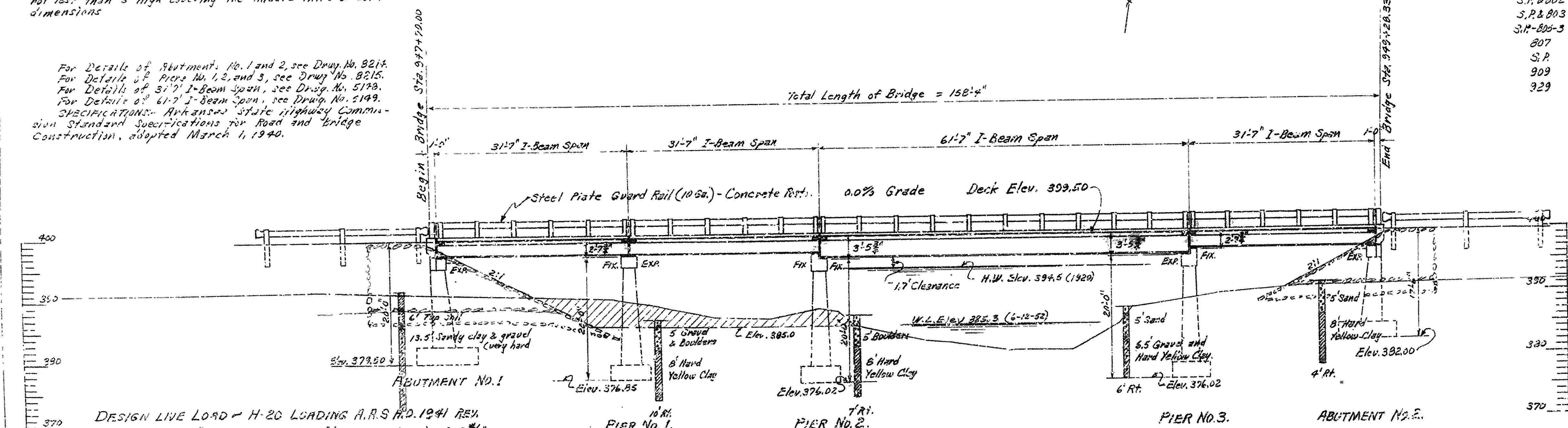
In general, all construction joints in abutments and piers shall be horizontal, and shall be provided with keys not less than $3''$ high covering the middle third of both dimensions.

For Details of Treatment, No. 1 and 2, see Drawg. No. 9214.
For Details of Parts No. 1, 2, and 3, see Drawg. No. 9215.
For Details of 5 1/2" I-beam Span, see Drawg. No. 5178.
For Details of 6 1/2" I-beam Span, see Drawg. No. 5179.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

Total Length of Bridge = 158'-4"



DESIGN LIVE LOAD - H-20 LOADING A.R.S. H.O. 1941 REV.

UNIT STRESSES :- Class 'A' Concrete ($n=15$) 890 kg/cm^2
 Class 'B' Concrete ($n=10$) 1200 kg/cm^2
 Reinforcing Steel 20000 kg/cm^2
 Structural Steel 18000 kg/cm^2

Reinforcing Steel	20000 %
Structural Steel	18000 %

Maximum Foundation Pressures: -

Abut. No. 1 2.3 Tons/ft
Pier No. 1 1.8 Tons/ft

Piers No. 243. 1.5 Tons/0.

Box: No. 2 2.5 Tons/0

1. $\frac{1}{2}$ 2. $\frac{1}{2}$ 3. $\frac{1}{2}$ 4. $\frac{1}{2}$ 5. $\frac{1}{2}$ 6. $\frac{1}{2}$ 7. $\frac{1}{2}$ 8. $\frac{1}{2}$ 9. $\frac{1}{2}$ 10. $\frac{1}{2}$

DRAINAGE AREA. -
11.25 Sq. Miles $C=1.0$

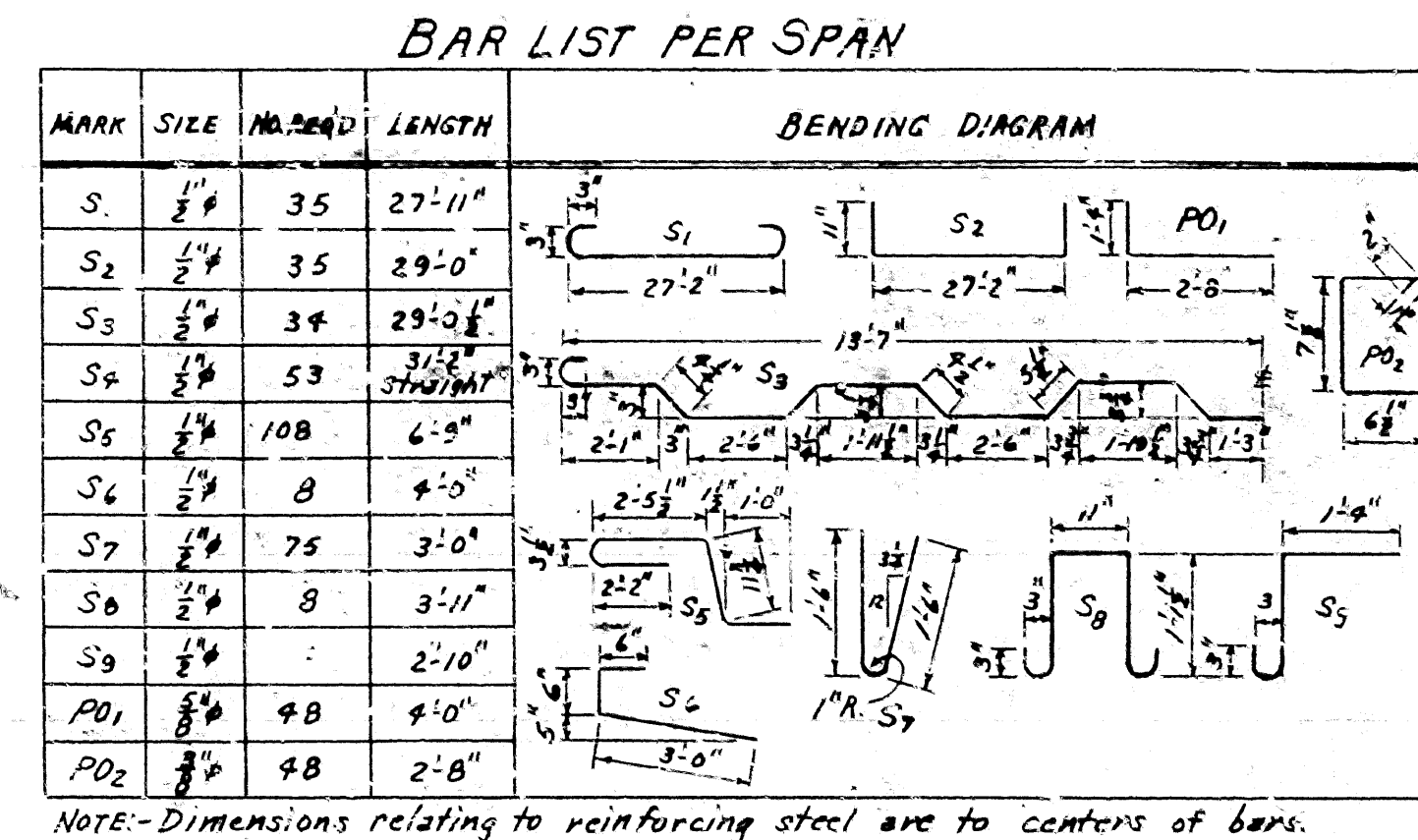
BRIDGE QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
108	Dry Excavation for Structures	140	Cu.Yd.
103	Wet Excavation for Structures	333	Cu.Yd.
S.P. & B02	Class "A" Concrete for Bridges	108.1	Cu.Yd.
S.P. & B02	Class "S" Concrete for Bridges	116.7	Cu.Yd.
S.P. & B03	Reinforcing Steel	41,130	Lb.
S.P. & B05-3	Steel Plate Guard Rail (10 Ga.)	331	Lin.Ft.
B07	Structural Steel in Beam Spans	6,120	Lb.
S.P.	Structural Steel Furnished by the State	104,772	Lb.
B09	Riprap	244	Cu.Yd.
B29	Bridge Name Plates (Type "C")	1	Each

LAYOUT OF
BRIDGE OVER ROCK CREEK
SALINE RIVER - DEERKS ROAD
HOWARD COUNTY
ROUTE 70 SEC. 3

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W.H.H. Date: _____
 Traced By: _____ Date: _____
 Checked By: J.H.K. Date: 6-21-52
 BRIDGE NO. 2084 DRAWING NO. 8213



$\frac{7}{8}$ " \times 25'-3" rod with 4 hex. nuts

5" Thread Thread 5" Hex nuts

DETAILS OF DIAPHRAGM ROD-DR,

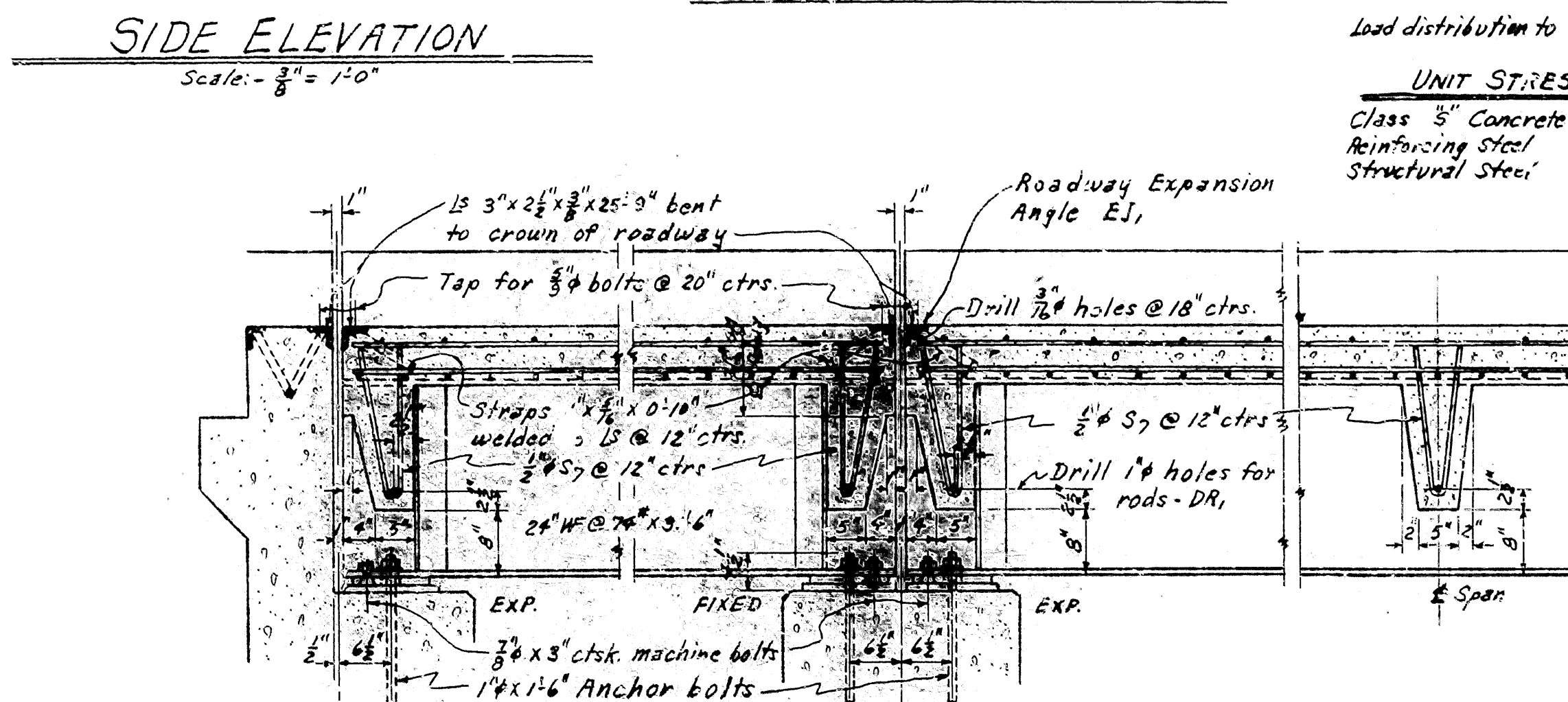
GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered $\frac{3}{4}$ " unless otherwise noted.
Rivets: $\frac{3}{4}$ " Open Holes: $\frac{1}{2}$ " except as noted. Bolts: $\frac{3}{4}$ " machine bolts.
All weld connections to be $\frac{1}{4}$ " fillet shop welds. Welding to be by the electric arc process in accordance with current specification for Welded Highway and Railway Bridges of the American Welding Society.
All bearing plates are to be coated on 3 layers of burizol saturated with red lead.
Shop paint:- All new structural steel shall be given one coat of red lead and new linseed oil before shipment except surfaces in contact with concrete. All old steel, furnished by the state, shall be cleaned and given one coat of red lead and raw linseed oil, except surfaces in contact with concrete.
Field paint:- 1st coat, white lead tinted with lamp black. 2nd coat, aluminum paint.
Structural steel to be furnished by the State includes: 2x I-Beam with stiffener angles and sole plates attached, bearing plates, and anchor bolts as noted on schedule.
New structural steel to be obtained by the Contractor includes: roadway expansion devices, diaphragm rods, bays, countersunk machine bolts, and plate and felt washers as noted on schedule; to be paid for at the unit price bid for "Structural Steel in Beam Spans".
The Contractor shall clean and paint all structural steel furnished by the State, cut loose all sole plates, which are riveted to lower flanges of beams, drill new holes in flange and web of beams and in sole and bearing plates as shown on plans, and assemble the various parts in the finished structure. Payment for this work shall be paid for at the unit price bid for "Structural Steel Furnished by the State".
Cast iron drains are to be painted the same as structural steel, and are to be paid for at unit price per pound bid for "Structural Steel in Beam Spans".
Reinforcing steel to be deformed bars of intermediate grade. Shop lists and bending diagrams must be submitted and approval secured before fabrication is begun.
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports sufficient in number and size, to prevent displacement during the course of construction and to keep the steel a proper distance from the forms.
Wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel".
The steel plate guard rail shall be of the type shown on an equivalent rigid type as approved by the Engineer. The steel plate guard rail, including all concrete posts, shall be paid for at the unit price bid per linear foot for "Steel Plate Guard Rail". To be painted same as structural steel.

CAMBER- Unless camber is provided for on a vertical curve the slab is to be approx. $\frac{1}{4}$ " thicker at mid-span and $\frac{3}{4}$ " thicker at the quarter points to provide for dead load deflection of the steel beams.

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.

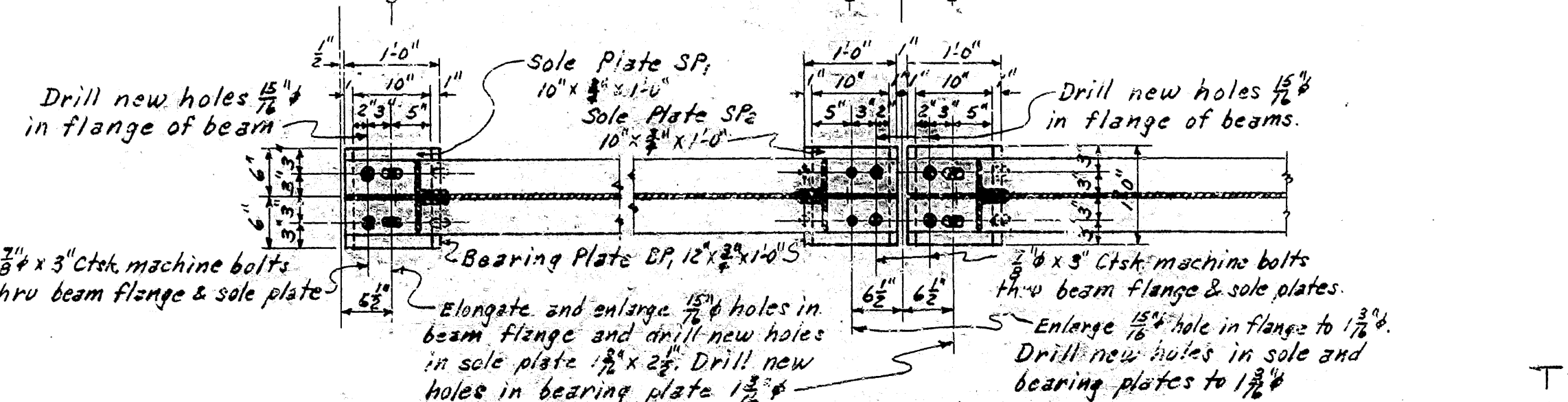
SPECIFICATIONS- Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.



EXP. & BEARING DETAILS
AT ABUTMENTS

EXP. & BEARING DETAILS AT PIERS

Scale:- $\frac{3''}{1'0''}$



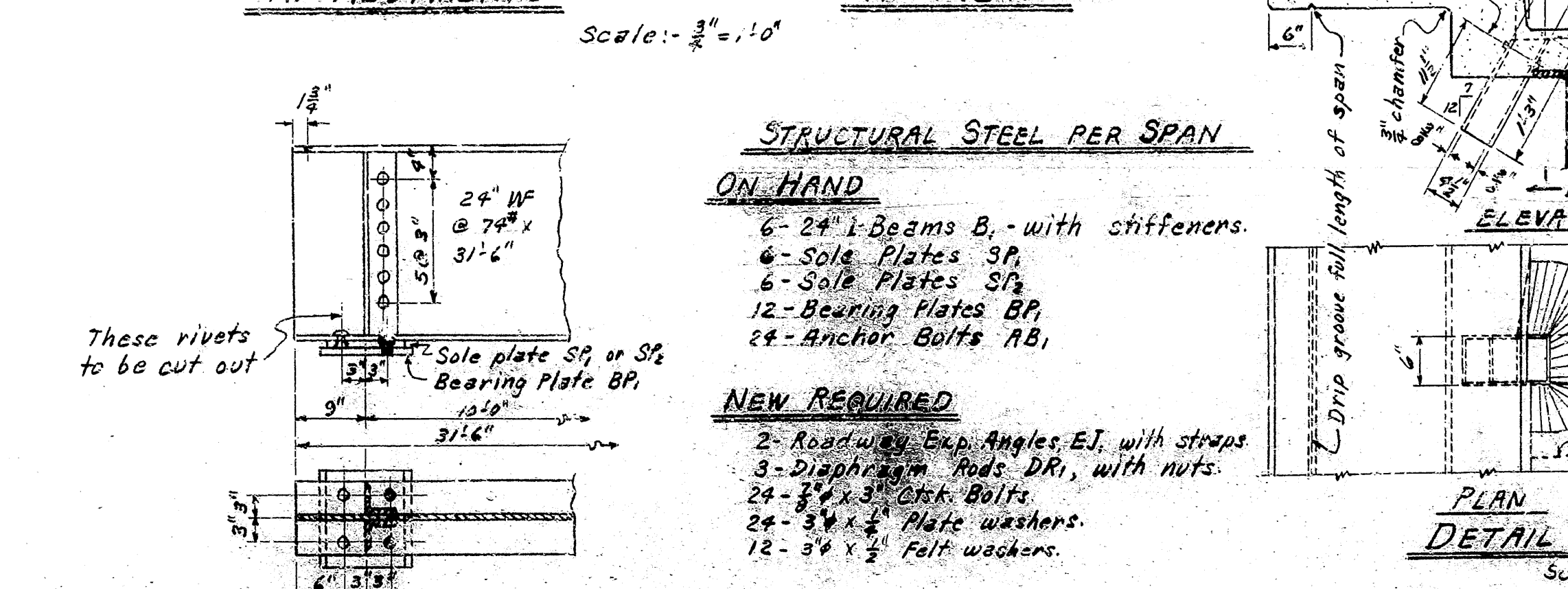
STRUCTURAL STEEL PER SPAN

ON HAND

6-24" I-Beams B₁ - with stiffeners
6-Sole Plates SP₁
6-Sole Plates SP₂
12-Bearing Plates BP₁
24-Anchor Bolts AB₁

NEW REQUIRED

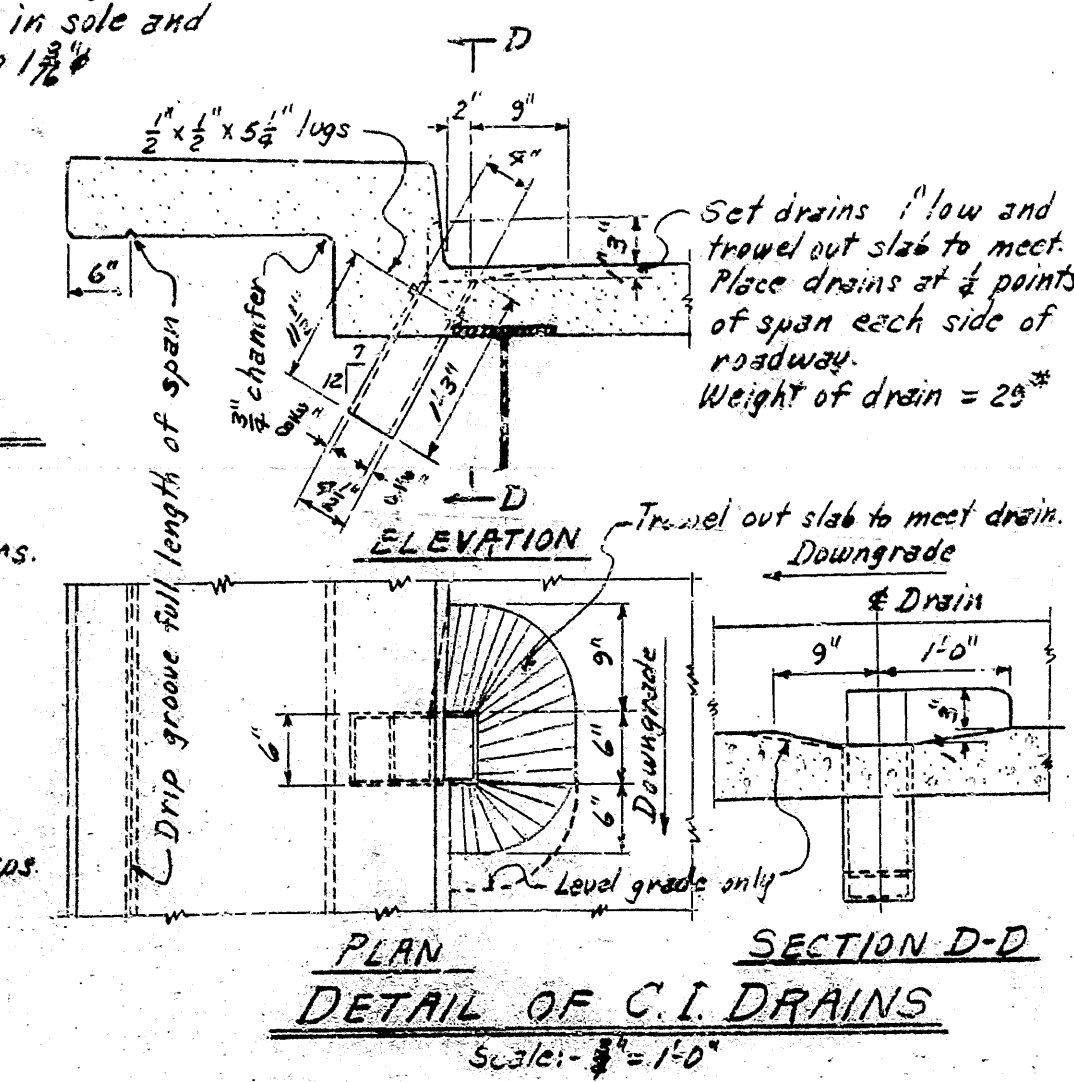
- 2- Roadway Exp. Angles, E.J. with straps
- 3- Diaphragm Rods DR₁, with nuts.
- 24- $\frac{3}{4}$ " x 3" Cst. Bolts.
- 24- $3\frac{1}{2}$ " x $\frac{1}{4}$ " Flat washers.
- 12- $3\frac{1}{2}$ " x $\frac{1}{4}$ " Plate washers.



DETAILS AT ENDS OF
BEAMS AS FURNISHED BY STATE

NOTE:- See note on dead load camber.

Scale: $\frac{1}{4}'' = 1'-0''$



PLAN SECTION
DETAIL OF C.I. DRAINS

Scale: - $\frac{1}{4}'' = 1'-0''$

DETAILS OF STANDARD 31'-7" I-BEAM SPANS

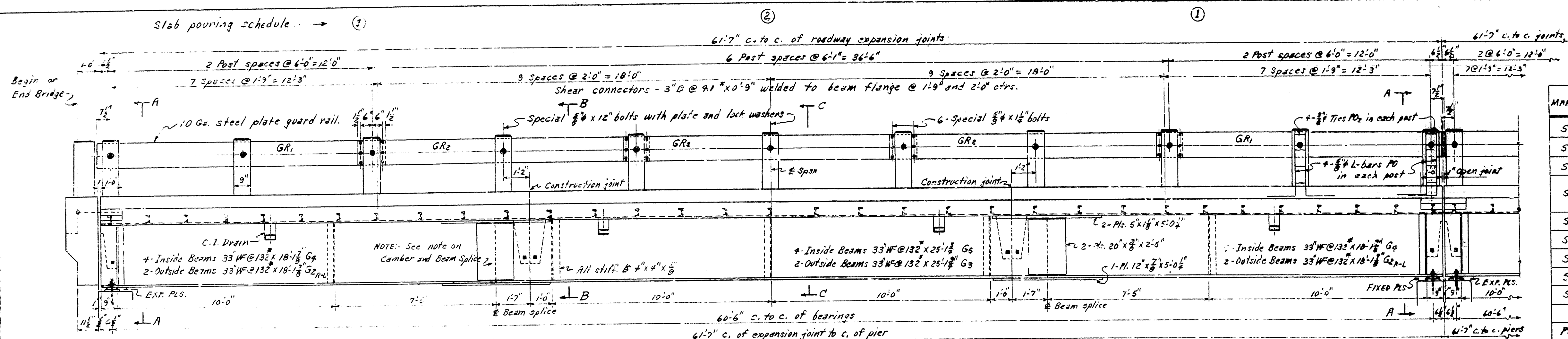
26'-0" CLEAR ROADWAY 2 SIDEWALKS @ 6"
6 GIRDER TYPE
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawing By W.C.H. Date 6-20-52

Drawn By: W.C.H Date: 6-20-52 Scale: $1/2" = 1'-0"$
Traced By: _____ Date: _____ EXCEPT AS NOTED
Checked By: J.H.K. Date: 6-24-52
BRIDGE NO. _____ DRAWING NO. 5148

Scale: $\frac{1}{2}'' = 1'-0''$

EXCEPT AS NOTED
DRAWING NO. 5148



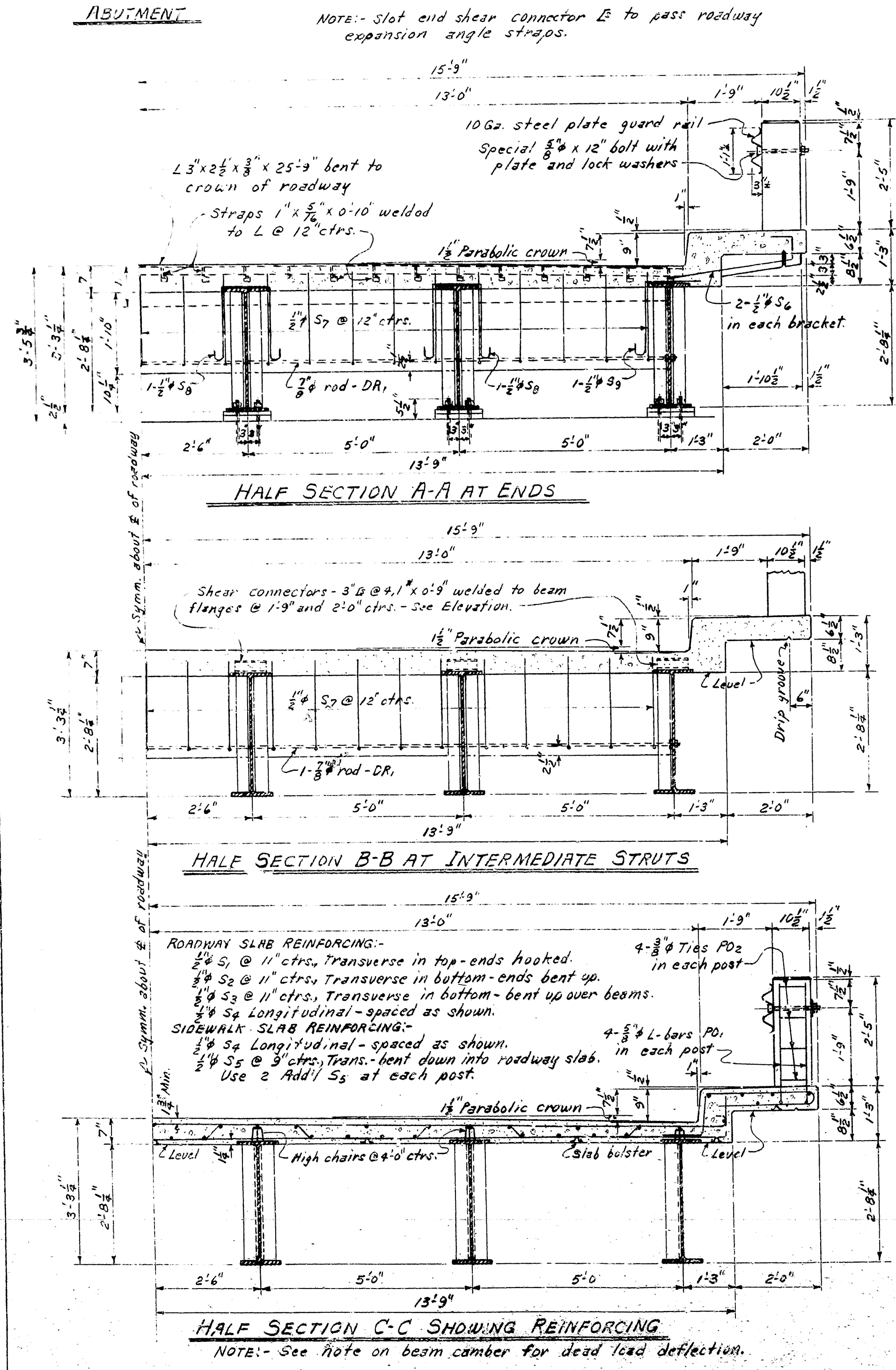
BAR LIST PER SPAN

MARK	SIZE	NO. REQD.	LENGTH	BENDING DIAGRAM
S ₁	1" $\frac{3}{8}$ "	68	27'-11"	
S ₂	1" $\frac{3}{8}$ "	68	29'-0"	
S ₃	1" $\frac{3}{8}$ "	67	29'-0 $\frac{1}{2}$ "	
S ₄	1" $\frac{3}{8}$ "	53 STRAIGHT	27'-8"	
S ₅	1" $\frac{3}{8}$ "	106 STRAIGHT	27'-8"	
S ₆	1" $\frac{3}{8}$ "	208	6'-9"	
S ₇	1" $\frac{3}{8}$ "	8	4'-0"	
S ₈	1" $\frac{3}{8}$ "	150	4'-2"	
S ₉	1" $\frac{3}{8}$ "	8	5'-3"	
S ₁₀	1" $\frac{3}{8}$ "	4	3'-5"	
PC ₁	3" $\frac{3}{8}$ "	88	4'-0"	
PD ₂	3" $\frac{3}{8}$ "	88	2'-8"	

NOTE:- Dimensions relating to reinforcing steel are to centers of bars.

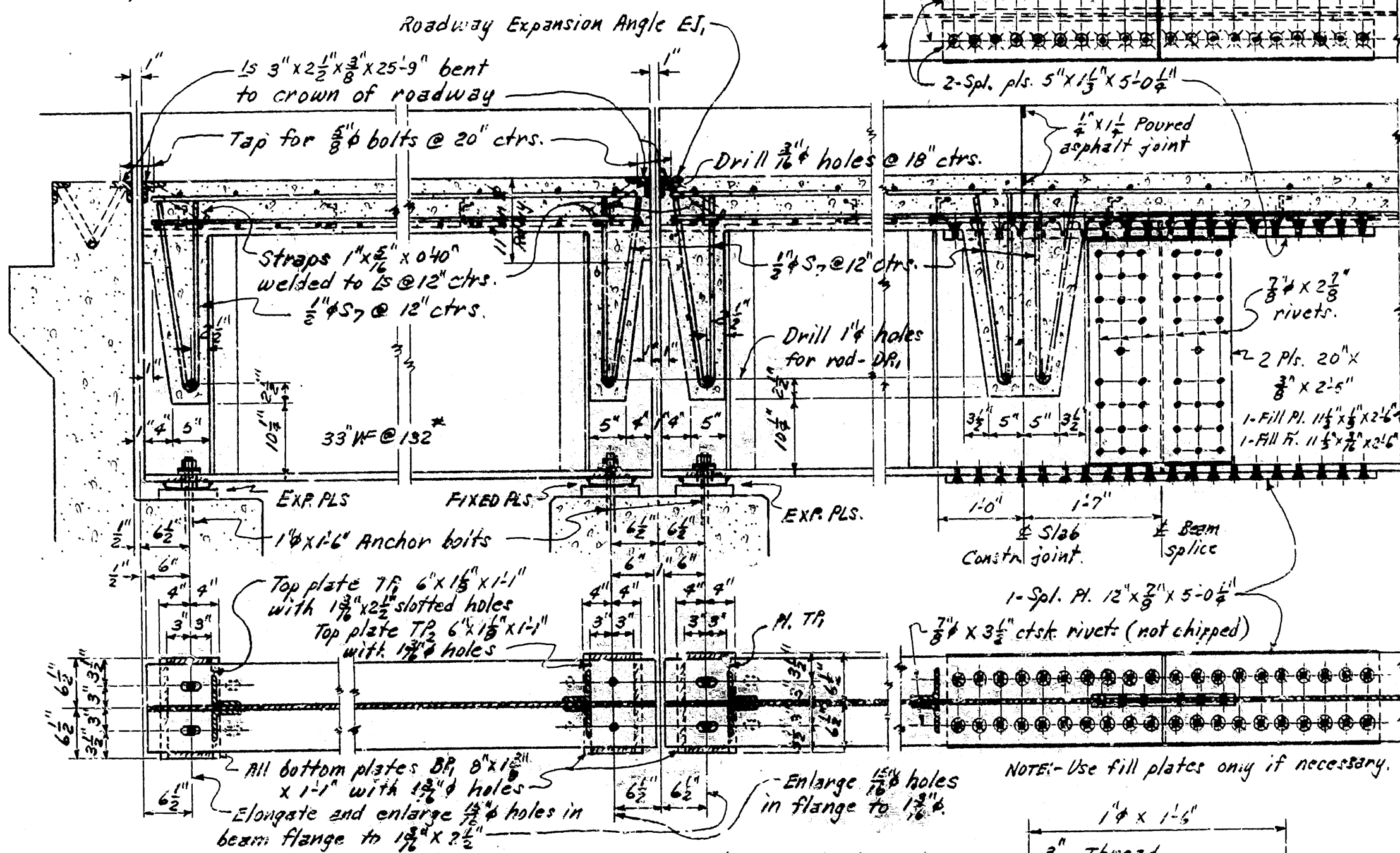
GENERAL NOTES

All concrete to be Class "B". All exposed corners to be chamfered $\frac{3}{8}$ " unless otherwise noted.
Rivets: $\frac{3}{4}$ " Open holes: $\frac{5}{16}$ " except as noted.
All weld connections to be $\frac{1}{2}$ " filler shop welds, except as noted. Welding to be by the electric.
are process in accordance with current specifications for Welded Highway and Railway Bridges
of the American Welding Society.
All bearing plates are to be structural steel. All top plates to be shop welded to 33" beams
with $\frac{3}{4}$ " filler welds extending entire length of all edges and surfaces in contact. Masonry
plates are to be seated on 3 layers of burlap saturated with red lead.
Shop paint:- All new structural steel shall be given one coat of red lead and raw
linseed oil before shipment except surfaces in contact with concrete. All old steel,
furnished by the State, shall be cleaned and given one coat of red lead and raw linseed
oil, except surfaces in contact with concrete. Paint to be removed from top of top flanges
of all 33" WF beams.
Field paint:- 1st coat, white lead tinted with lamp black. 2nd coat, aluminum paint.
Structural steel to be furnished by the State includes:- 33" I-beams with stiffener
angles and sole plates attached, and anchor bolts as noted on schedule. Remove sole plates.
New structural steel to be obtained by the Contractor includes:- roadway expansion
device; diaphragm rods-DR, 4" shear connectors; bearing plates; and plate and bolt washers as
noted on schedule, to be paid for at the unit price bid for "Structural Steel in Beam Spans".
The Contractor shall clean and paint all structural steel furnished by the State, con-
sists of: all sole plates, which are riveted to lower flanges of beams. Drill new holes in
flange and web of beams as shown on plans, rivet up beam splices, and assemble the
various parts in the finished structure. Payment for this work shall be paid for at
the unit price bid for "Structural Steel furnished by the State".
Cast iron drains are to be painted same as structural steel, and are to be paid for
at unit price per pound bid for "Structural Steel in Beam Spans".
Reinforcing steel to be determined bars of intermediate grade. Shop lists and bending
diagrams must be submitted and approved before fabrication is begun.
All reinforcing steel shall be accurately located in the forms and firmly held in place by
means of steel wire supports sufficient in number and size, to prevent displacement
during the course of construction and to keep the steel a proper distance from the forms.
Wire supports will not be paid for directly but will be considered subsidiary to the
item of "Reinforcing Steel".
The steel plate guard rail shall be of the type shown or an equivalent rigid type as
approved by the Engineer. The steel plate guard rail, including all concrete posts, shall be
paid for at the unit price bid per linear foot for "Steel Plate Guard Rail". To be painted
same as structural steel.
CAMBER AND BEAM SPACES: Unless camber is to be provided for bridge on a vertical curve
the beams shall be cambered by blocking up $\frac{1}{2}$ " at both splices and riveting up while
thus blocked. The top flange openings shall be filled with weld metal, after the splice
has been riveted and before the camber blocking has been removed. Slab to be thick-
ened approx. $\frac{1}{2}$ " at mid-span between splices, and $\frac{1}{4}$ " between splices and beam ends,
to provide for additional dead load deflection.
All steel reinforcement bars shall be furnished by the Contractor. Shop drawings shall be made



SIDE ELEVATION

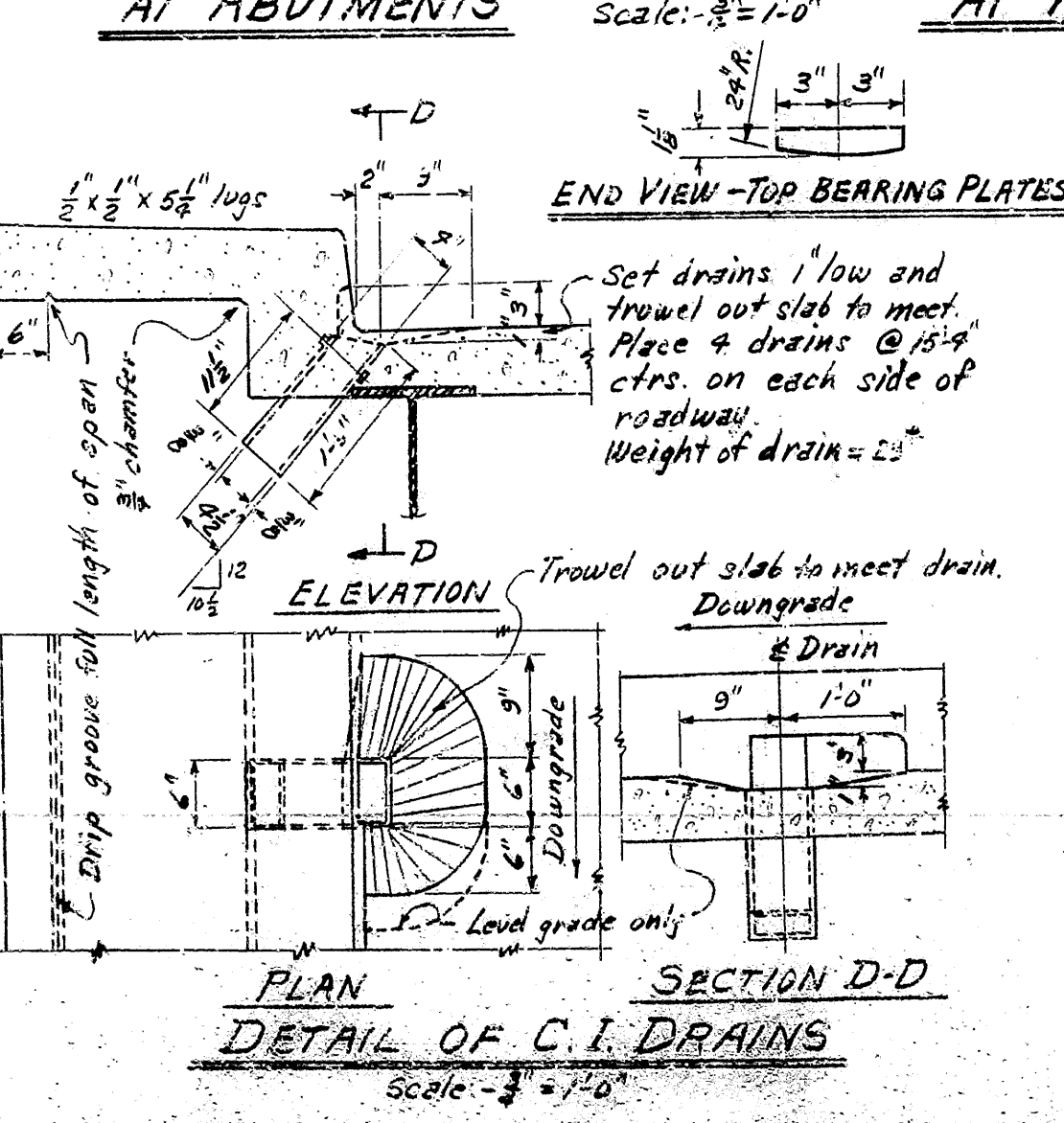
Scale:- $\frac{3}{8}'' = 1'-0''$
NOTE:- Slab to be poured as scheduled above by number.



NOTE:- All top plates to be welded to 33" VFs with $\frac{3}{8}$ " cont. fillet weld.

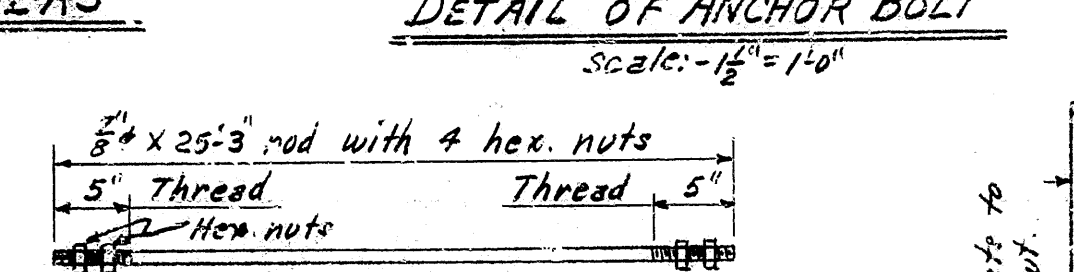
EXP. & BEARING DETAILS

30 4



EXP & BEARING DETAILS

AT PISC



DETAILS OF DIAPHRAGM ROD-DR.

STRUCTURAL STEEL PER SPAN

ON HAND

2- 33" I-Beams G₉₉ - with stiffeners (incl. splice)
2- 33" I-Beams G₆₁ - with stiffeners (incl. splice)
2- 33" I-Beams G₅ - with stiffeners.
8- 33" I-Beams G₅ - with stiffeners (incl. splice)
4- 33" I-Beams G₅ - with stiffeners.
24- Anchor Bolts AB.

NEW REQUIRED

19B-3" @ 41' x 0-9" Shear connectors, with welds.
2- Roadway Exp. Angles E1, with straps.
6- Diaphragm Rods DR1, with nuts.
6- Bearing Pls. TP1, 400-22 x 3/8 Ckt. rivets.
6- Bearing Pls. TP2, 400-22 x 3/8 Ckt. rivets.
12- Bearing Pls. BP1, 552-22 x 22 x 3/8 A.M. rivets.
12- 3" x 3/4" Pl. washers & 3/4" x 3/4" Bolt washers.

DETAILS AT ENDS OF

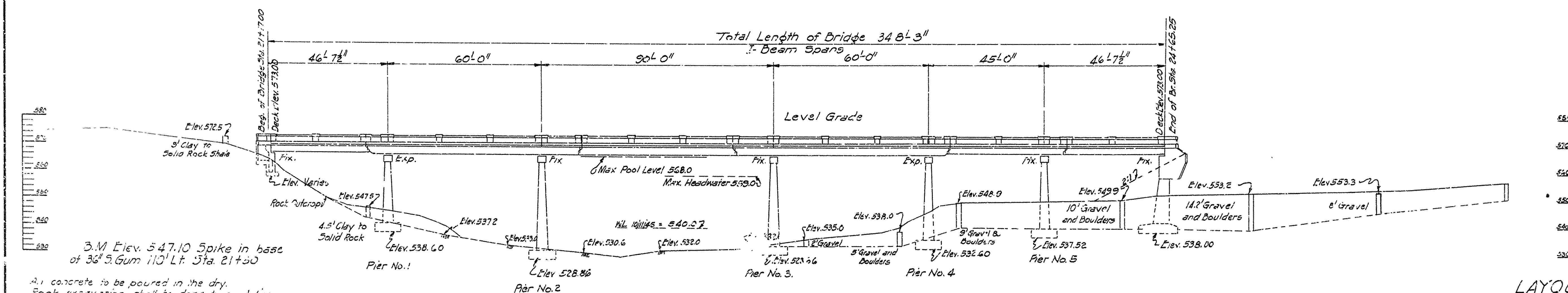
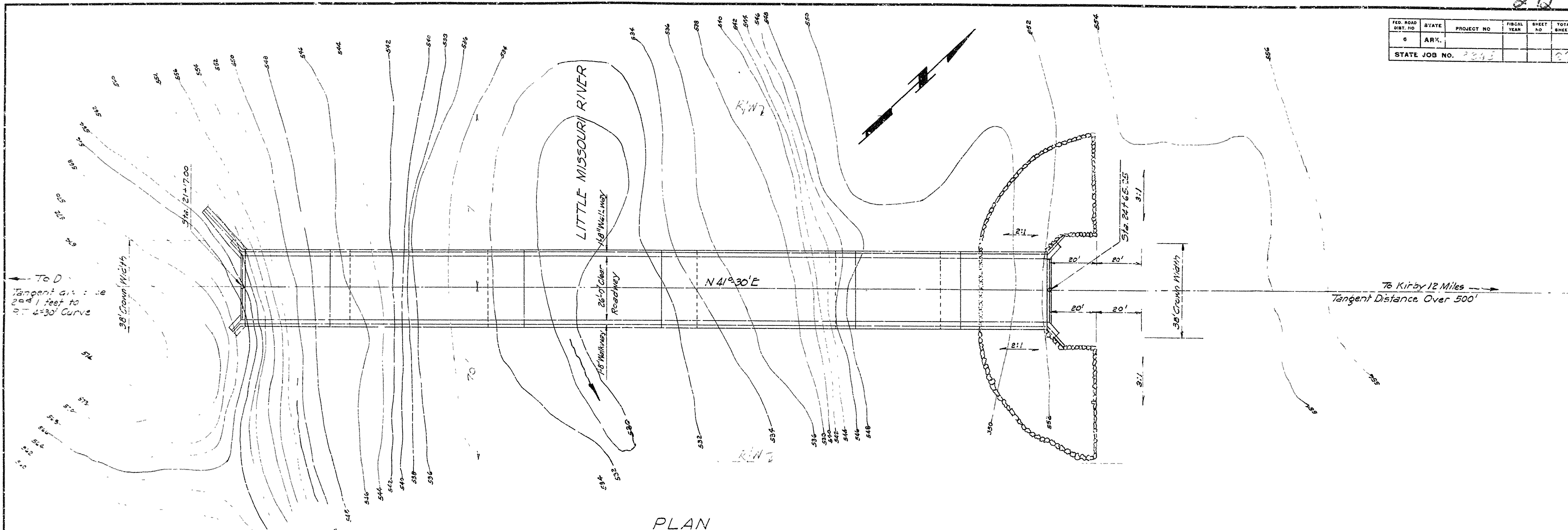
SCALE AS FURNISHED BY STATE
 Scale: 1" = 10'
 Ward, Inc.
 BRIDGE DESIGN ENGINEERS

DETAILS OF STANDARD 61'-7" I-BEAM SPANS

26'-0" CLEAR ROADWAY 2 SIDEWALKS @ 1'-6"
6 GIRDER TYPE
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: W.C.H. Date: 6-23-52
Traced By: Date: Scale: $1" = 1'-0"$
Checked By: W.C.H. Date: 6-25-52 EXCEPT AS NOTED
BRIDGE No. DRAWING No. 5149

FED. ROAD DIST. NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOT SHEETS
6	ARK.				
STATE JOB NO. 2245					



2.1 concrete to be poured in the dry.
Rock excavation shall be done to neat lines
of footings. Care shall be used to avoid
chattering or rock faces & excessive blasting.
For details of Abutment No. 1 See Drngs. 2, 6793 & 6794
" " " Piers See Drawgs. No. 6795 & 6796
" " " Abutment No. 2. See Drng. No. 6787
" " " 25' Spans See Drngs. No. 3235 & 6214
" " " 60'-90'-60' Spans See Drngs. No. 5267 & 5268

LAYOUT OF
BRIDGE OVER LITTLE MISSOURI RIVER
DIERKS- KIRBY ROAD
PIKE COUNTY
ROUTE 70 SEC. 4

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

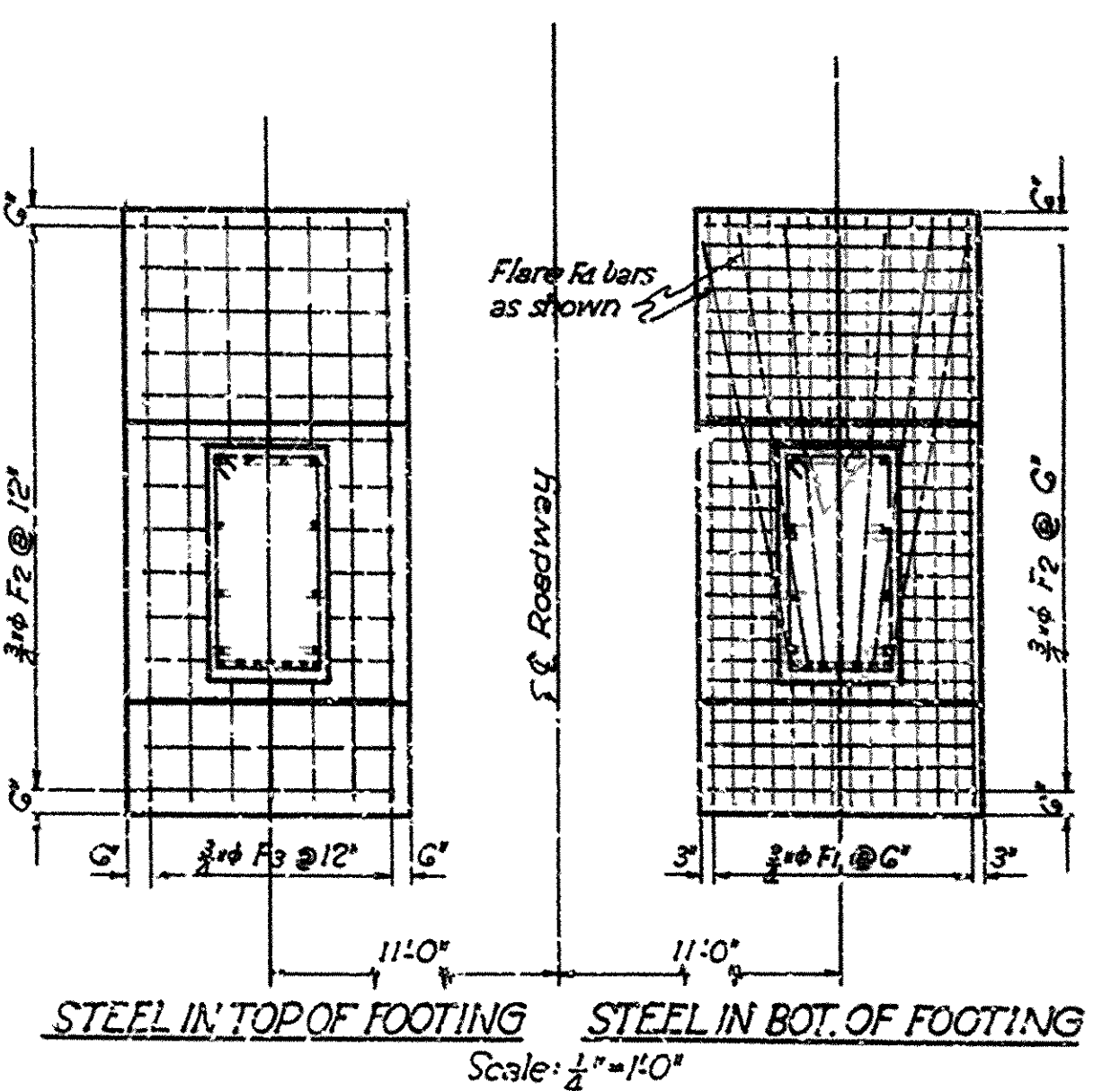
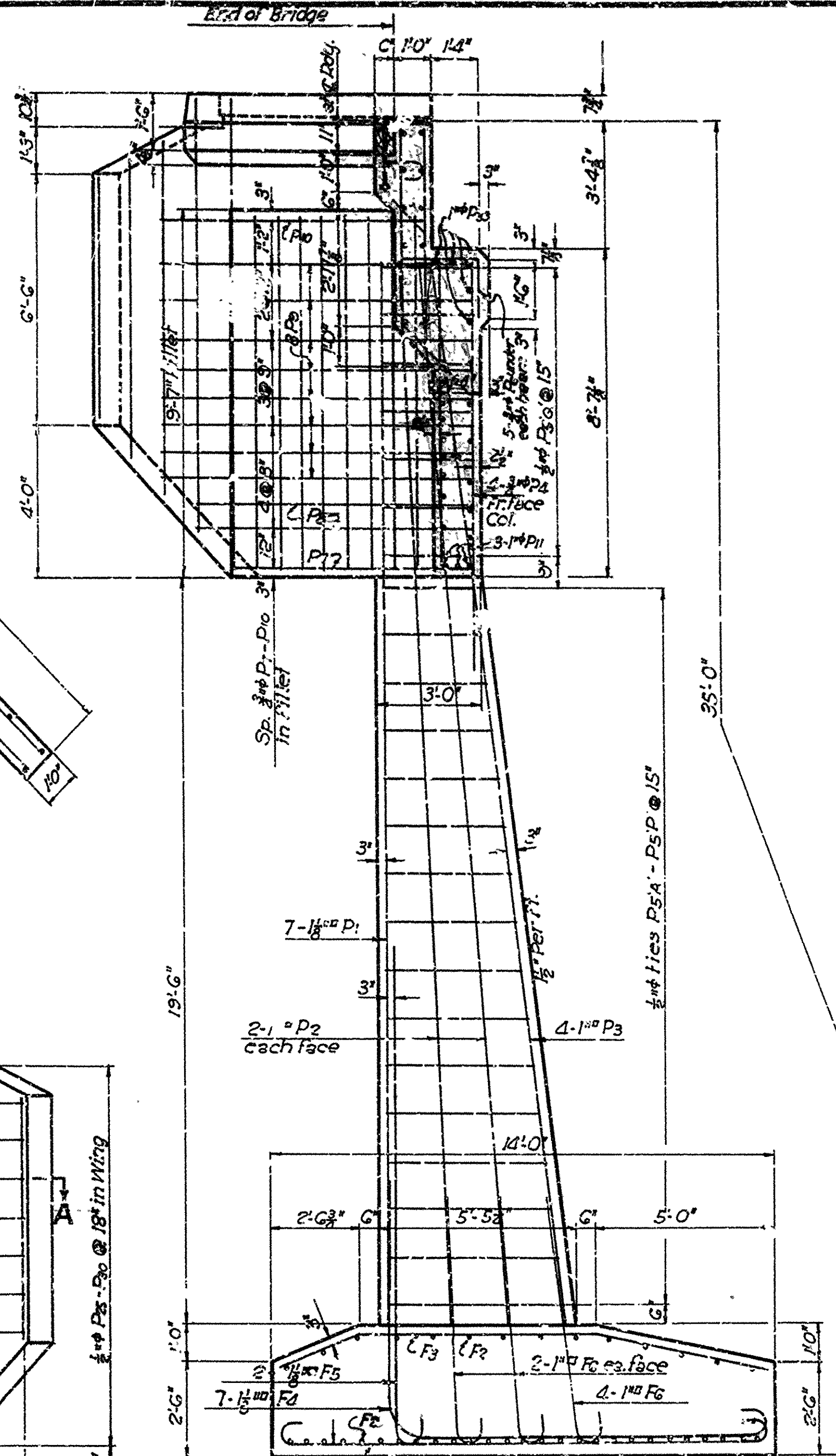
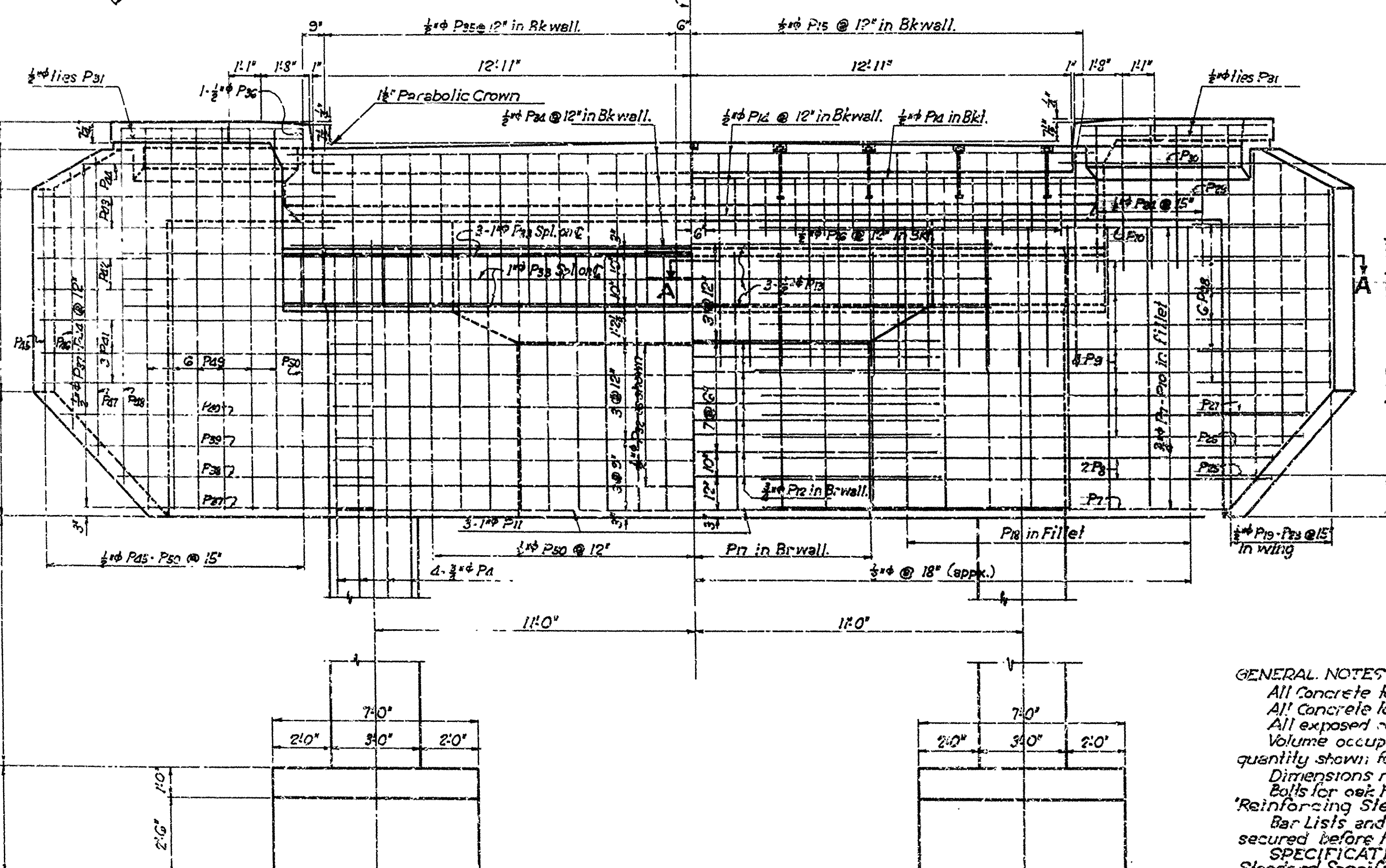
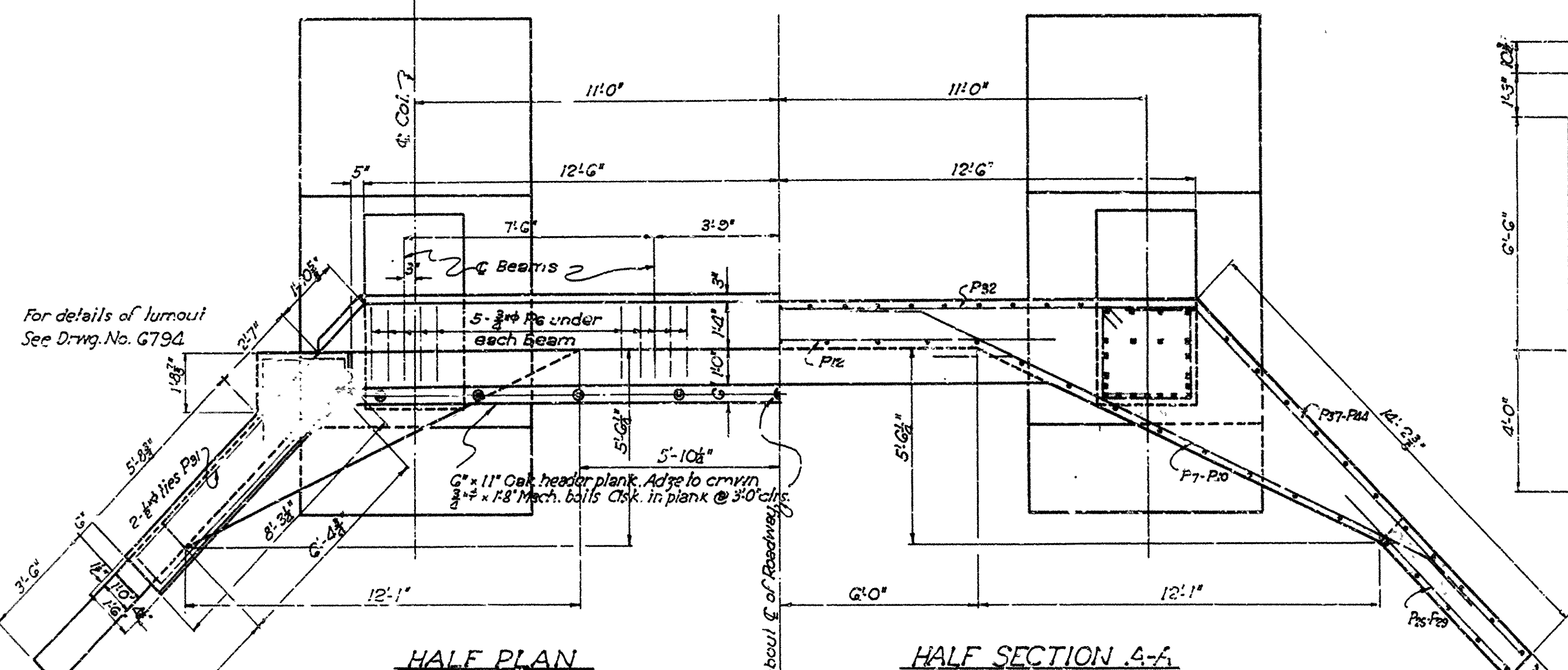
Drawn By: L.P.C. Date: 11-7-45
Traced By: L.A.M. Date: 11-10-45
Checked By: _____ Date: _____

Scale: $\frac{1}{4}$ in. = 20 ft.

Checked By: _____ Date: _____
BRIDGE NO. 2488 DRAWING NO. 6792

2209-1941

FED. ROAD DIST. NO.	STATE	PROJECT NO.	TOTAL SHEETS	SHEET NO.
6	ARK.	3348	8	27



LIST OF BENT BARS

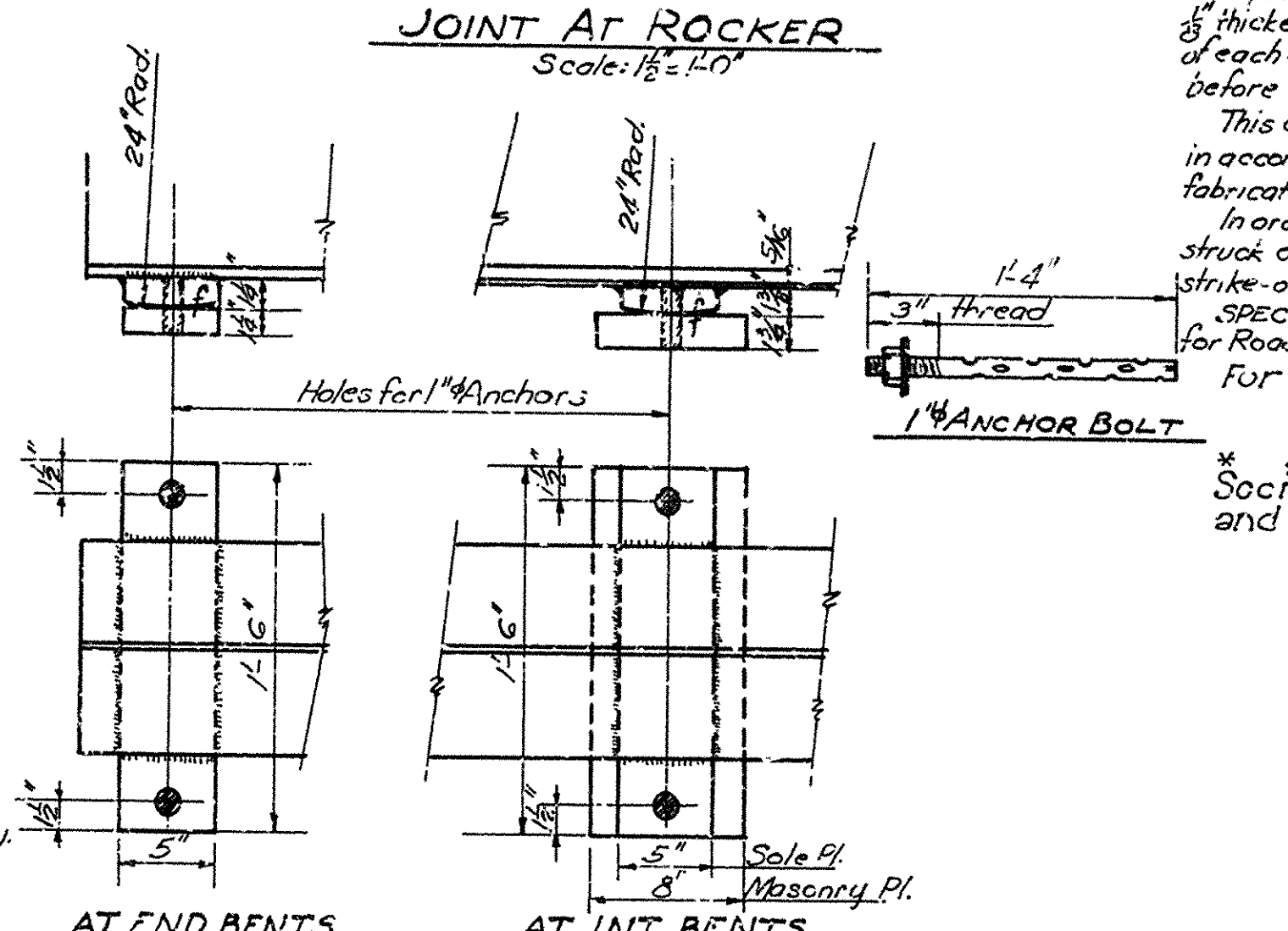
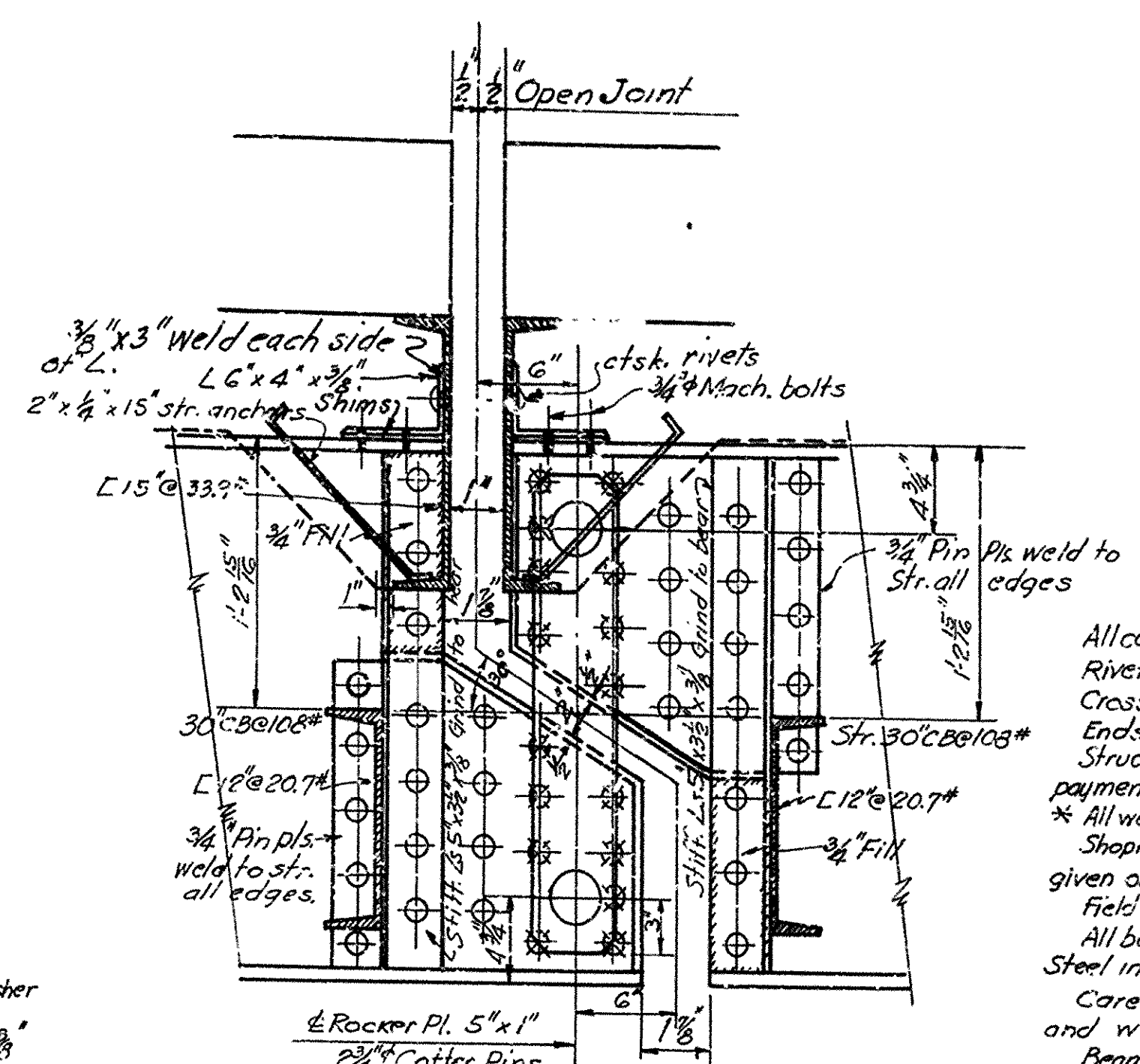
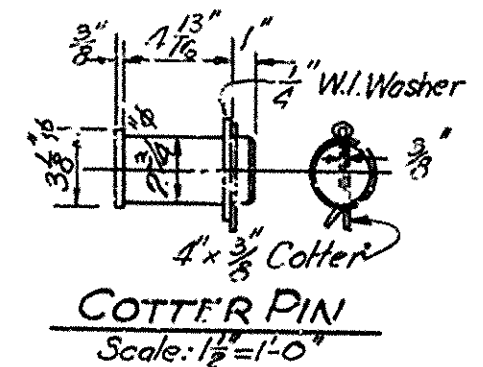
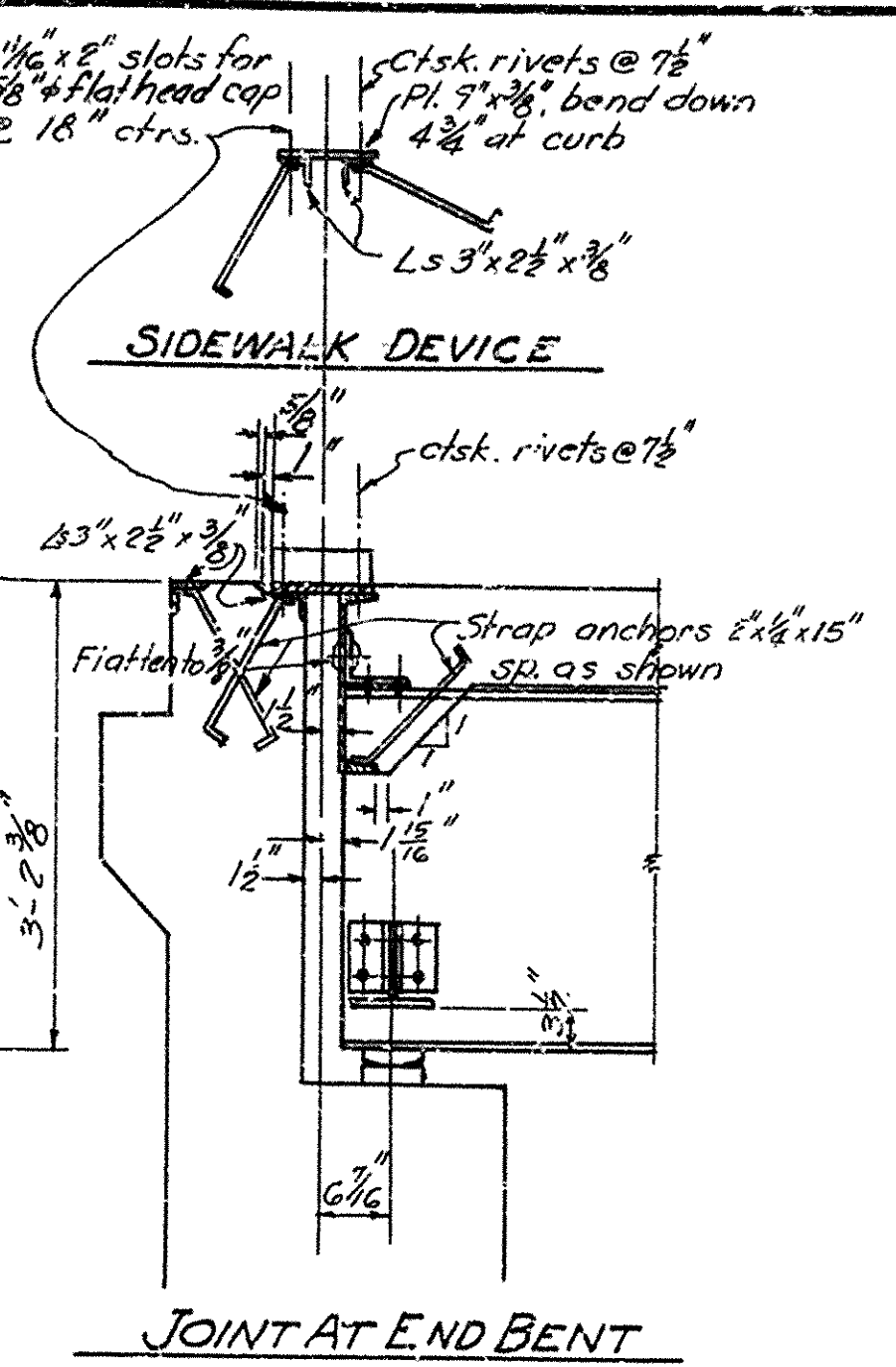
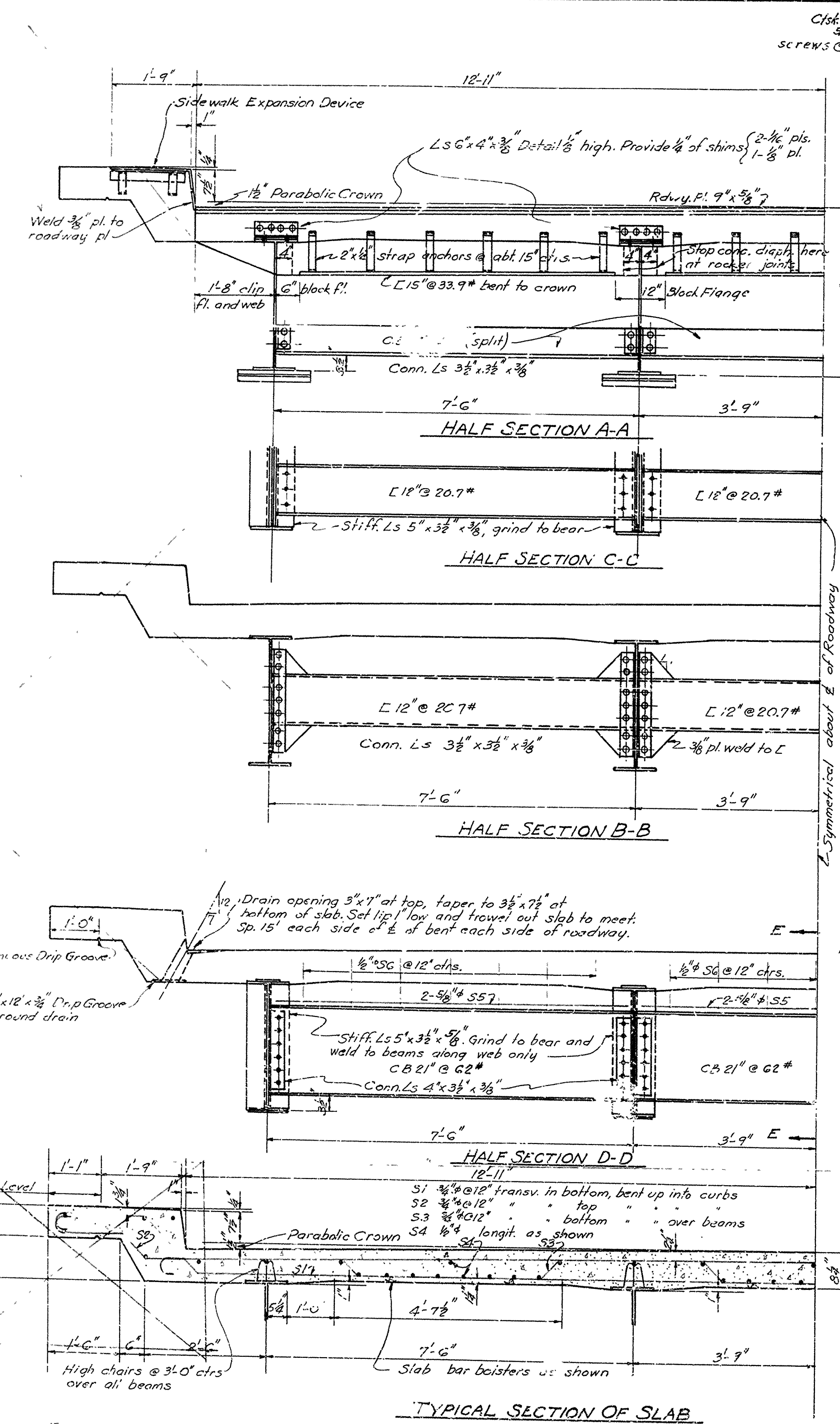
Mark	Size	Length	A	B	C	D	E	Diagram
F1	3/4"	15'-0"	13'-6"	6"				
F2	3/4"	13'-8"	2'-5"	6'-5"	4'-10"	4'	1/2"	
F3	1/2"	18'-9"	10'-5"	7'-10"	8'			
F4	1/2"	14'-0"	13'-0"	8'				
F5	1/2"	7'-6"	6'-6"	8'				
P5A	1/2"	13'-7 1/2"	2'-7 1/2"	5'-0"	2'-7 1/2"			
P5B	1/2"	11'-3"	2'-7 1/2"	2'-7 1/2"				
P6	3/4"	5'-6"	2'-0"	1'-9"				
P7	3/4"	17'-3"	15'-3"	2'-0"	5'-6"			
P8	3/4"	18'-3"	16'-3"	2'-0"	5'-6"			
P9	3/4"	21'-0"	2'-0"	17'-0"	2'-0"	5'-6"	1/2"	
P10	3/4"	18'-0"	2'-0"	14'-0"	2'-0"	5'-6"	1/2"	
P15	1/2"	7'-6"	5'-1"	2'-5"	12'			
P16	1/2"	3'-9"	1'-6"	9'	12'			
P31	1/2"	20'-6"						
P33	1/2"	23'-9"	13'-9"	10'-0"	12'			
P37	1/2"	10'-8"	8'-8"	2'-0"	12'			
P38	1/2"	12'-0"	10'-0"	2'-0"	12'			
P39	1/2"	13'-5"	11'-5"	2'-0"	12'			
P40	1/2"	14'-9"	12'-9"	2'-0"	12'			
P41	1/2"	15'-11"	13'-11"	2'-0"	12'			
P43	1/2"	14'-0"	12'-0"	2'-0"	12'			
P44	1/2"	11'-8"	9'-8"	2'-0"	12'			

GENERAL NOTES:
 All concrete to be Class A.
 All concrete to be poured in the dry.
 All exposed corners to have 3" chamfer unless otherwise noted.
 Volume occupied by oak header plank is included in the quantity shown for Class A concrete.
 Dimensions relating to reinforcing steel are to centers of bars.
 Bolts for oak header are to be paid for at the unit price bid for "Reinforcing Steel".
 Bar lists and bending diagrams must be submitted and approved secured before fabrication is begun.
 SPECIFICATIONS: Arkansas State Highway Commission, Standard Specifications for Road and Bridge Construction, adopted March 1st, 1920.

DETAILS OF ABUTMENT NO. 2
 BRIDGE OVER LITTLE MISSOURI RIVER
 DIERKS-KIRBY ROAD
 PIKE COUNTY
 ROUTE 70 SEC. 4

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: E.A.W. Date: 1-3-46
 Traced By: E.A.W. Date: 1-3-46
 Checked By: Date:
 BRIDGE NO. 2488 DRAWING NO. G797

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	DA-10-CAI-1 (VENG-61-4)		16	17
STATE B NO. 10656				16	17



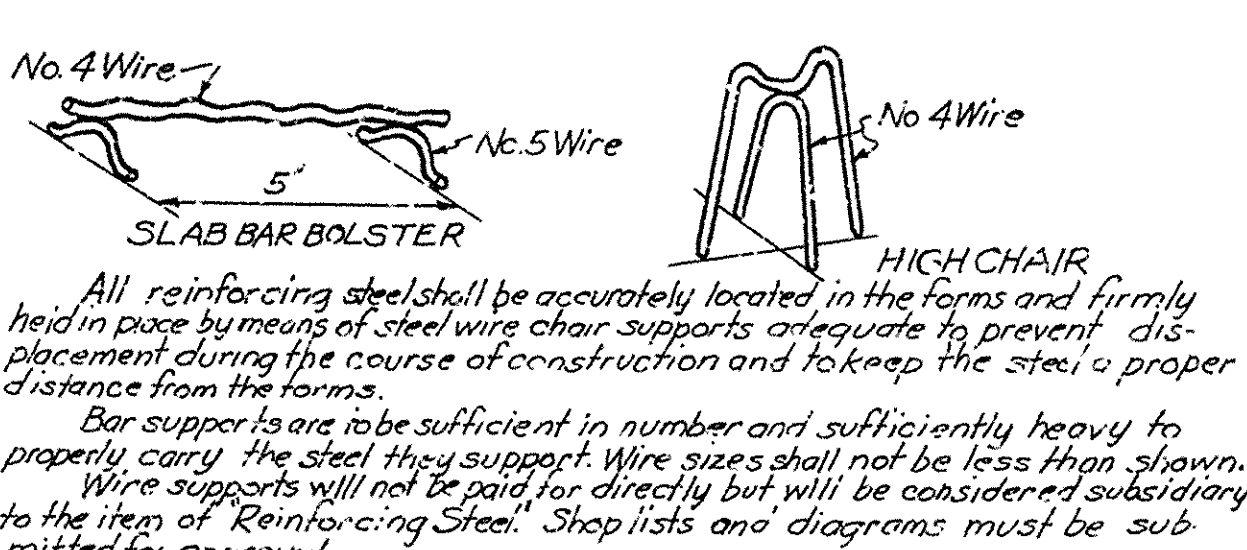
LIST OF BENT BARS

Mark	Size	Length	A	B	C
S1	3/8"	33'-1"	25'-4"	1'-10"	1'-10"
S2	3/8"	32'-6"	27'-6"	5'-2"	1'-4 1/2"
S3	3/8"	28'-10"	3'-7 1/2"	3'-7"	3'-0"
S4	1/2"	3'-4"			

LOADING H-20
Load Distribution Outside Girders:
Dead Load Per Ft = 1465#
Roadway Live Load Per Ft = 366#
Conc. Live Load = 10300# Mom.
Truck Live Load = 14900# Shear
Load Distribution Inside Girders:
Dead Load Per Ft = 1025#
Roadway Live Load Per Ft = 430#
Conc. Live Load = 19500#
Truck Live Load = 1500 wheel

STRESSES
Structural Steel = 18000#/#
Reinforcing Steel = 18000#/#
Concrete = 1000#/#
n = 10

GENERAL NOTES
All concrete to be Class 'S'. All exposed corners to have 3/8" chamfer unless otherwise noted.
Rivets 3/8" Open holes 1/8" Where bolts are indicated use machine bolts.
Cross Beam and Strut connections to be sub-punched 3/8" and pinned to a steel template.
Ends of Stiffener Angles to be ground to bear against beam flanges.
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 3/8" fillet 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 coat, White Lead tinted with lamp black; Second, Aluminum paint.
All bearing plates, 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.
Beams in all spans shall be completely erected before pouring roadway slabs.
To provide for deflection of beams slab is to be approximately 3/8" thicker at mid span and 1/8" thicker at quarter points. To control beam deflection provide jack supports at middle of each span to permit a deflection of 1/8" only. Slab in adjacent spans to be poured before these supports are removed.
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 13, 1940.
For details not shown on this sheet See Drwg. No. 6214.
* All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, fourth edition, 1947.



Rev. 3-31-50 Joint at end bent.
Revised 6/6/46 Wt. of 21" CB; Thickness of 5" x 3/8" L
Revised 9-23-47
" 1-17-48 Struts
Revised 9-13-48 To include 1 Bar Type Rail
" 7-28-49 Exp. Joint
" 8-2-49 To include Steel Pl. Guard Rail

DETAILS OF 45' CANTILEVER I-BEAM SPANS 26' CLEAR ROADWAY

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: L.R.C. Date: 2-1-44
Traced By: L.R.C. Date: 2-4-44
Checked By: _____ Date: _____
BRIDGE NO. _____ DRAWING NO. 5255

NOTE:
See Drawing No. 6214 for 1 Bar Type Rail and variations in details of spans. Drwg. No. 6214 RS for Steel Pl. Guard Rail

W. L. Barber
PRINCIPAL HIGHWAY ENGINEER (REGISTERED)



DETAILS OF
45' CANTILEVER I-BEAM SPANS

ROUTE _____ SEC. _____

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

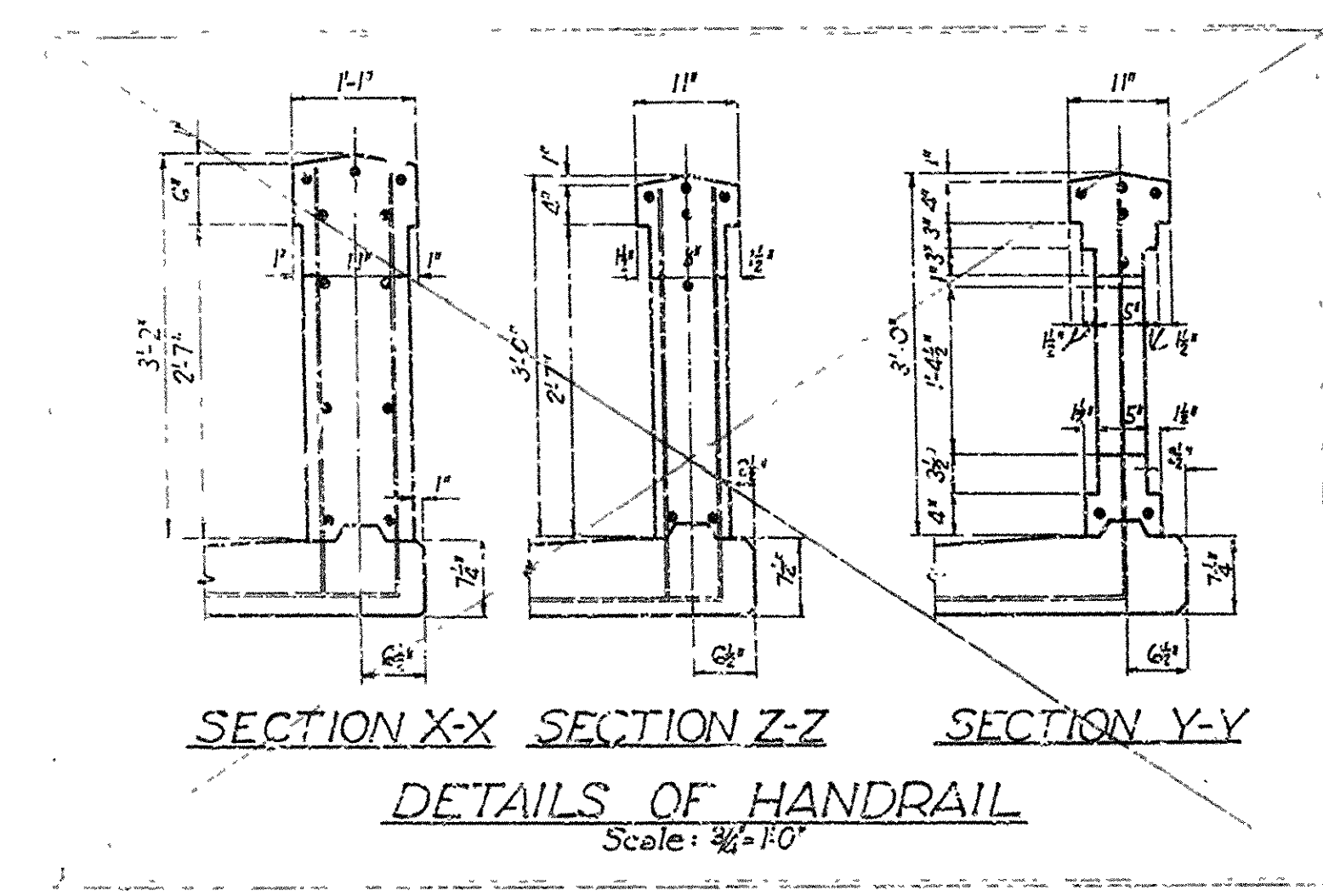
Drawn By: EAW Date: 8-5-41

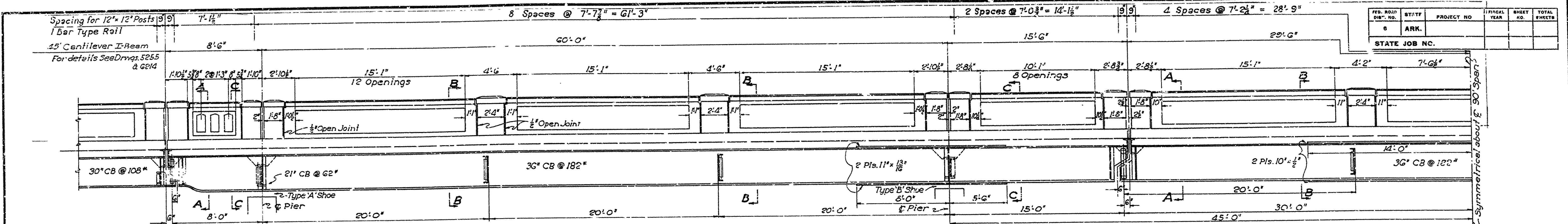
Traced By: EAW Date: 3-3-42

Checked By: _____ Date: _____

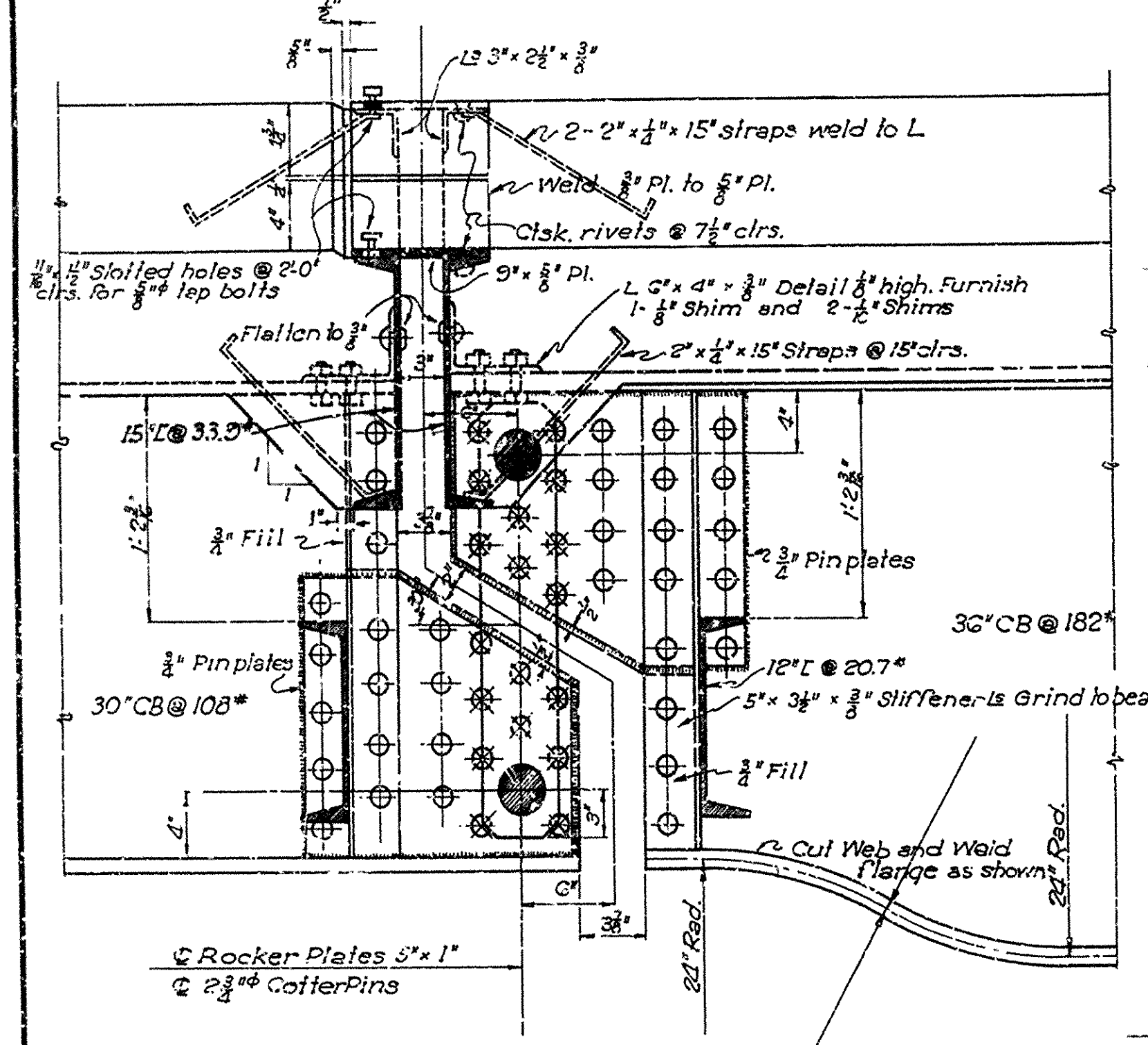
Scale: $\frac{1}{2}$ " = 1 ft.
and as noted

BRIDGE NO. _____ DRAWING NO. 624

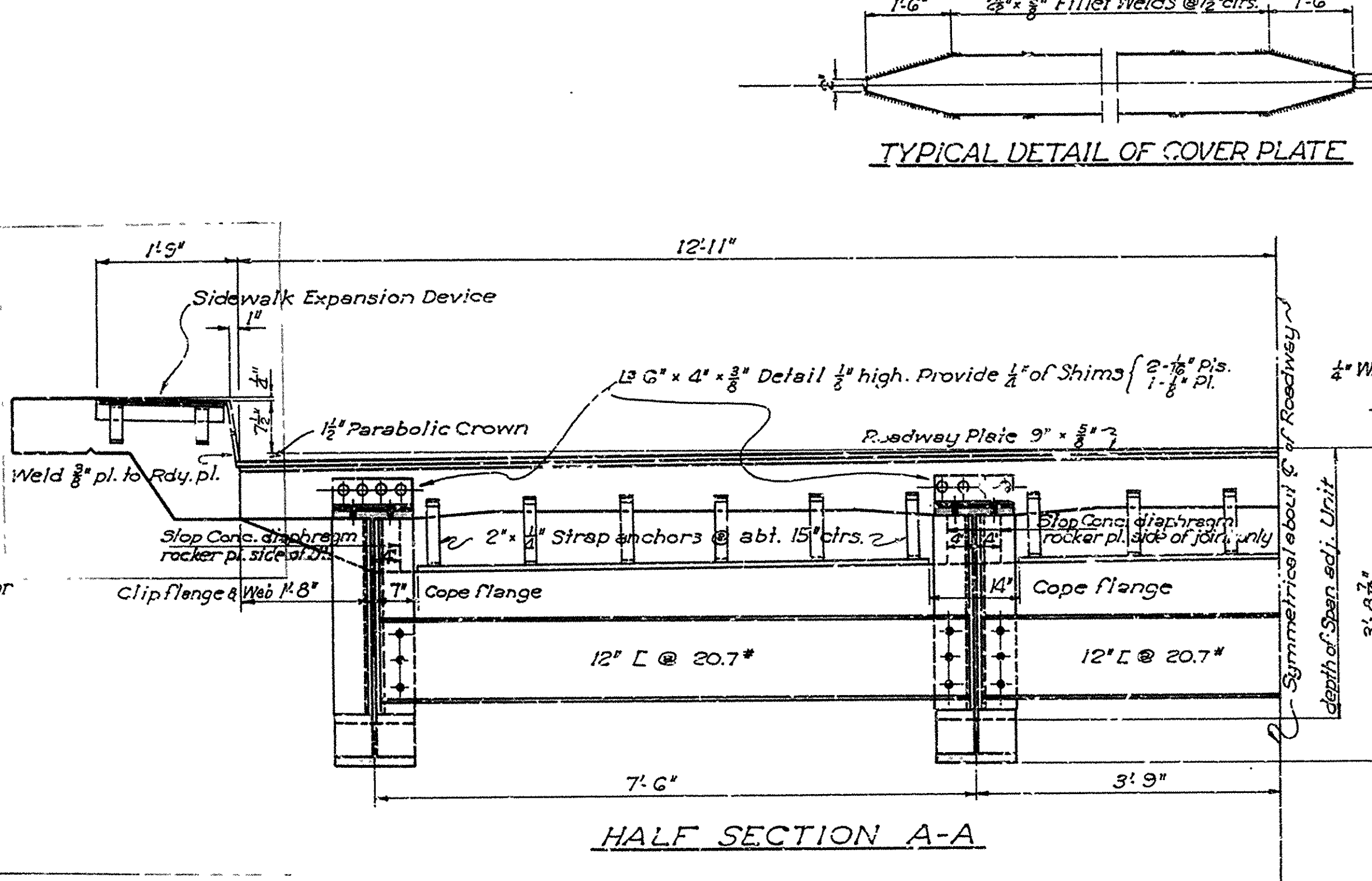




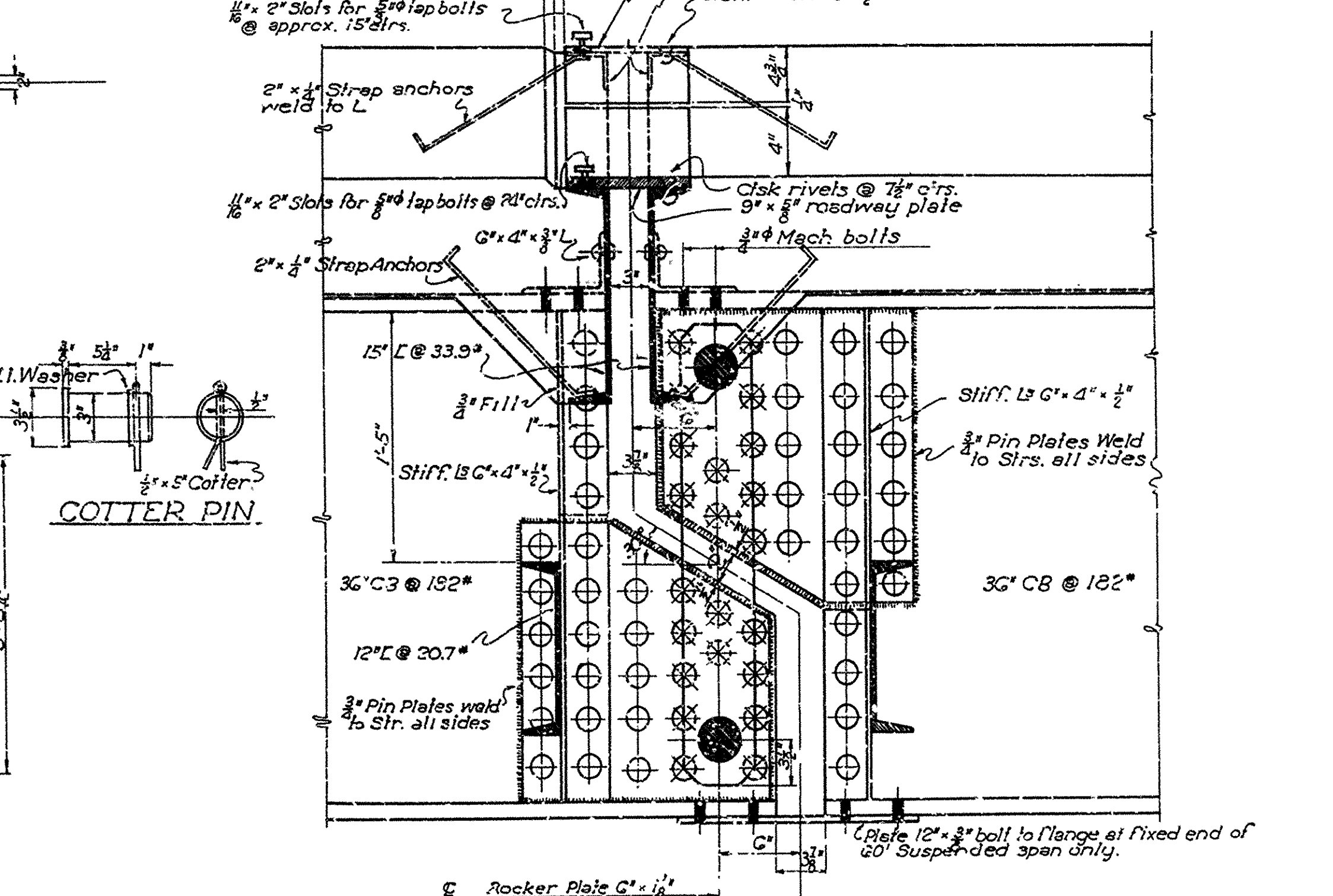
ELEVATION 3 SPAN (60'-90'-60') CONTINUOUS I-BEAM UNIT
Scale: $\frac{1}{4}'' = 1'-0''$



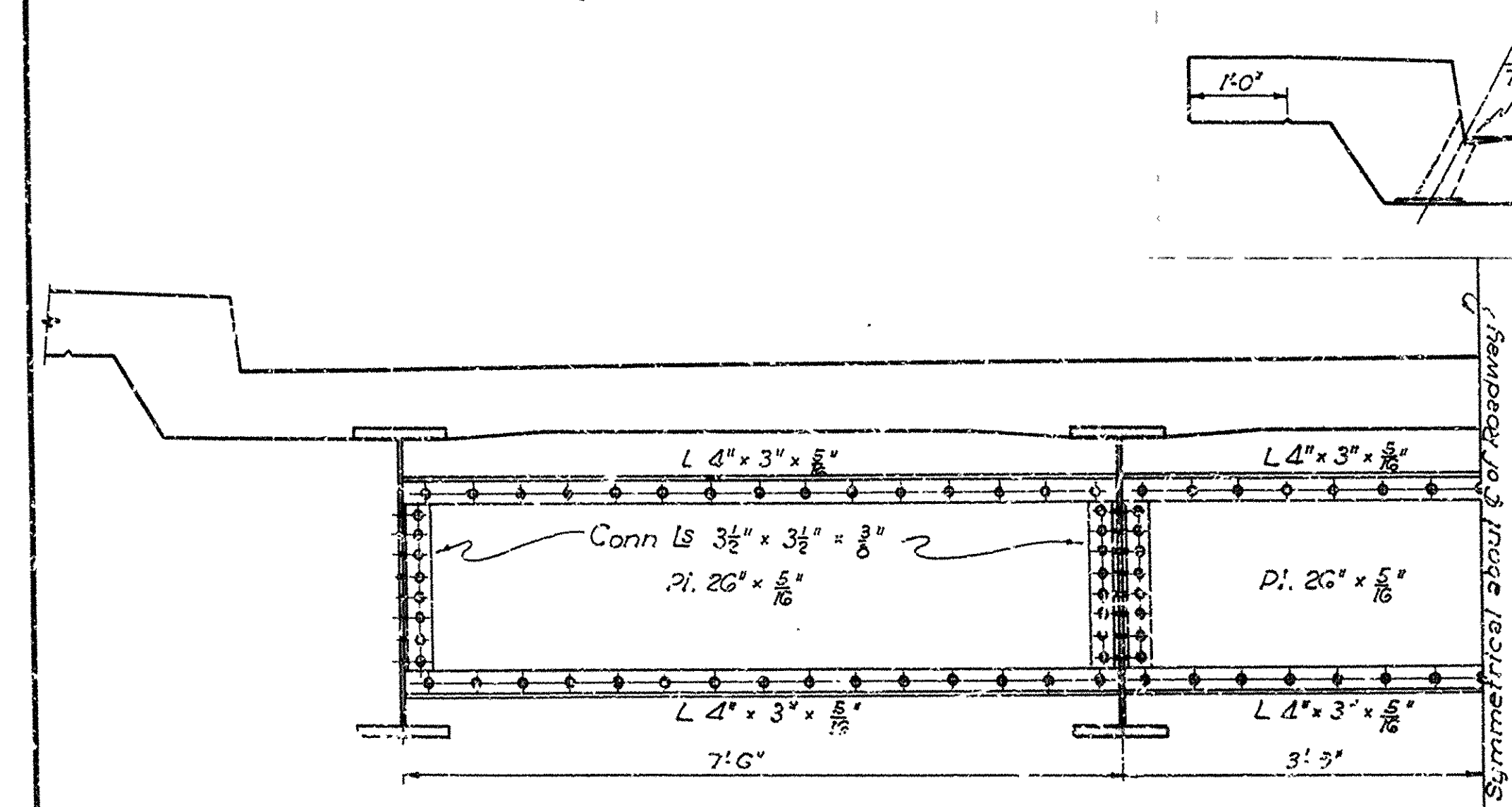
SECTION SHOWING ROCKER CONNECTION AND EXPANSION DEVICE
Scale: $\frac{1}{2}'' = 1'-0''$



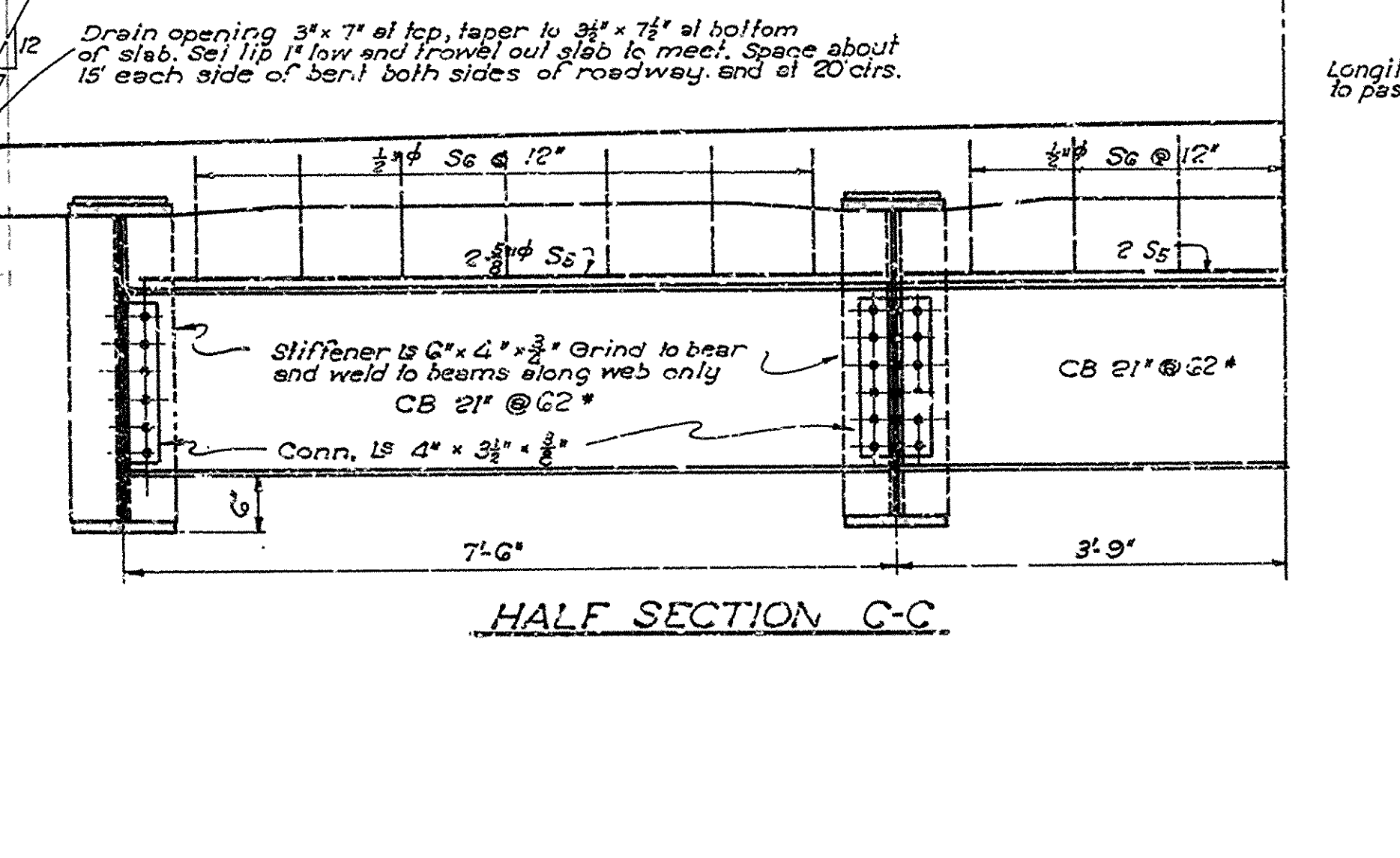
HALF SECTION A-A



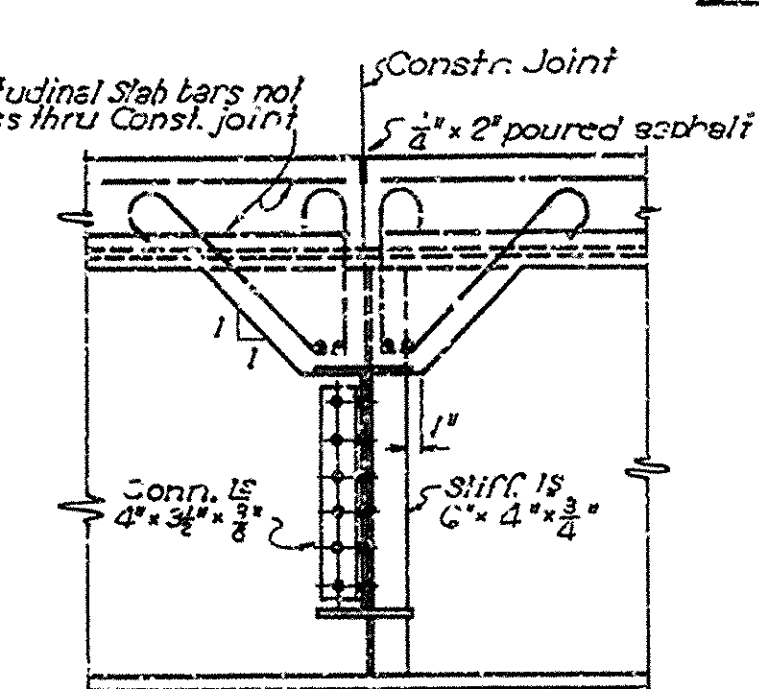
SECTION SHOWING JOINT AT ROCKER
Scale: $\frac{1}{2}'' = 1'-0''$



HALF SECTION B-B



HALF SECTION C-C



COTTER PIN

NOTE:
See Drawing No. 6214R for 1 Bar Type Rail and variations in details of spans.

Rev. 1-16-48 Weld Spacing
Rev. 9-13-48 To include 1 Bar Type Rail

THIS DRAWING TO ACCOMPANY DRAWING No. 5268
**DETAILS OF STANDARD
CONTINUOUS I-BEAM UNIT
3 SPANS 60'-90'-60'
26' CLEAR ROADWAY, 2'-11/8" SIDEWALKS**

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: E.A.W. Date: 11-8-45
Traced By: E.A.W. Date: 11-15-45
Checked By: _____ Date: _____
BRIDGE NO. _____ DRAWING NO. 5267

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

LOADING H20

Load distribution Outside Girders
Dead Load Per Ft. = 1540 Lbs.
Roadway Live Load Per Ft. = 366 Lbs.
Conc. Live Load = 10300 Lbs. Mom.
Truck Live Load = 14900 Lbs. Shear = 1.13 Wheel

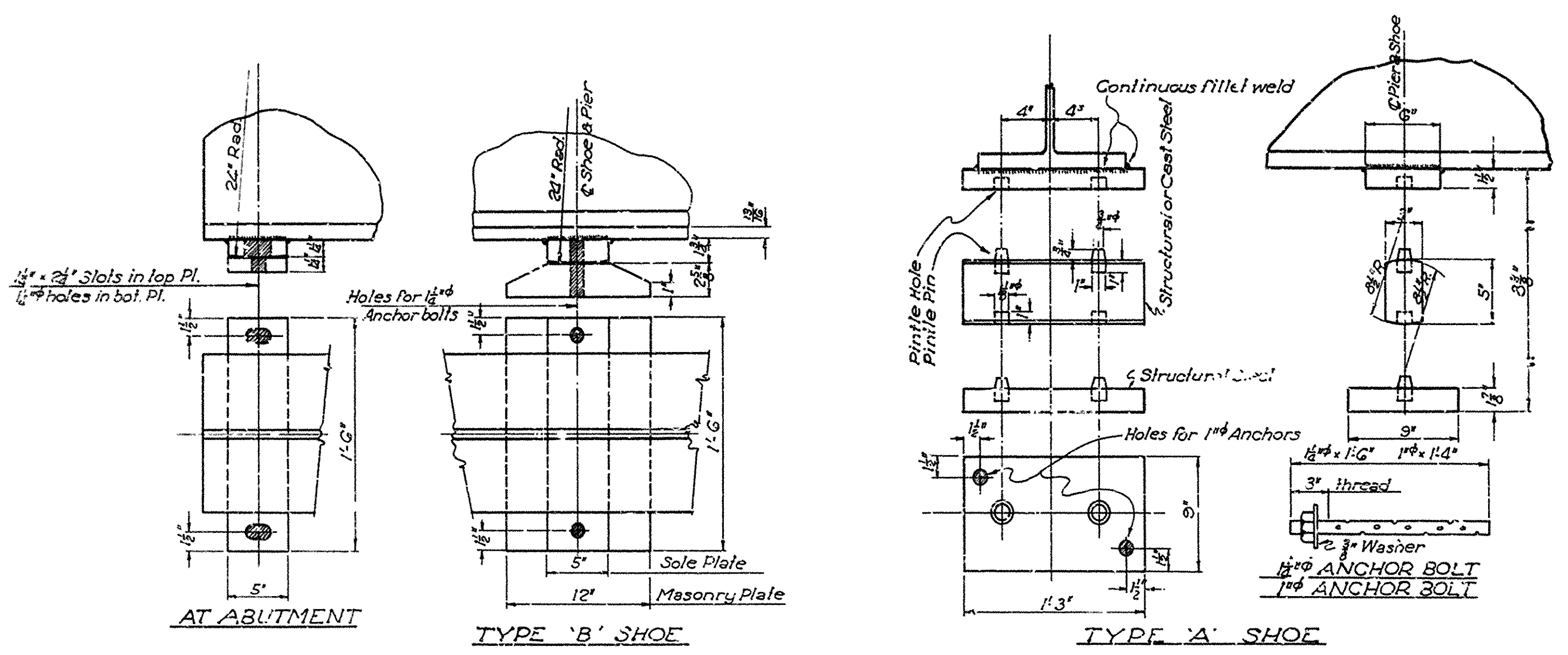
Load distribution Inside Girders
Dead Load Per Ft. = 1100 Lbs.
Roadway Live Load Per Ft. = 366 Lbs.
Conc. Live Load = 1000 Lbs. Mom.
Truck Live Load = 19500 Lbs. Shear = 1.50 Wheel

STRESSES
Structural Steel = 20000 #/sq in.
Reinforcing Steel = 18000 #/sq in.
Concrete = 1000 #/sq in.
n=10

* All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, fourth edition, 1947.

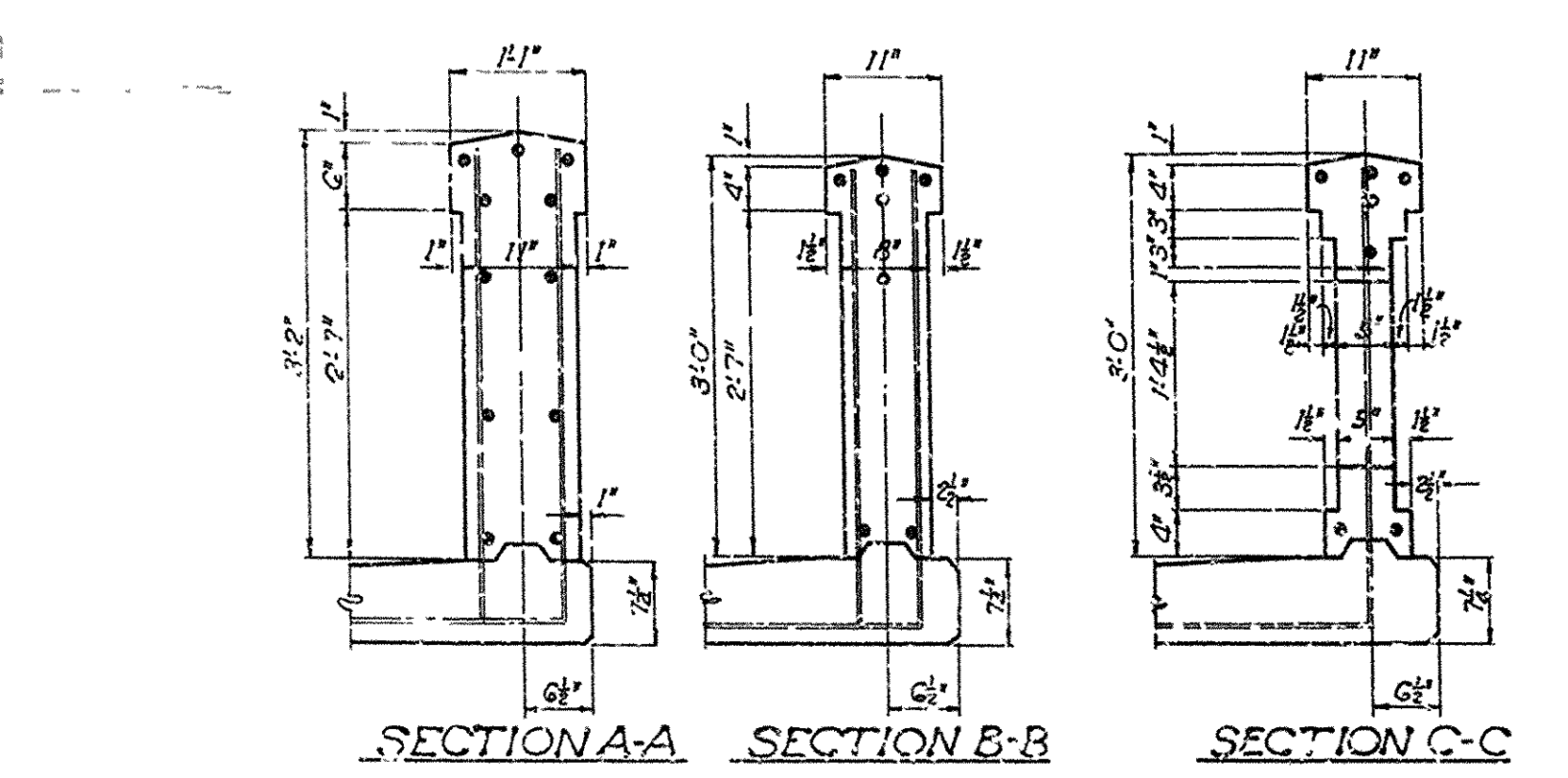
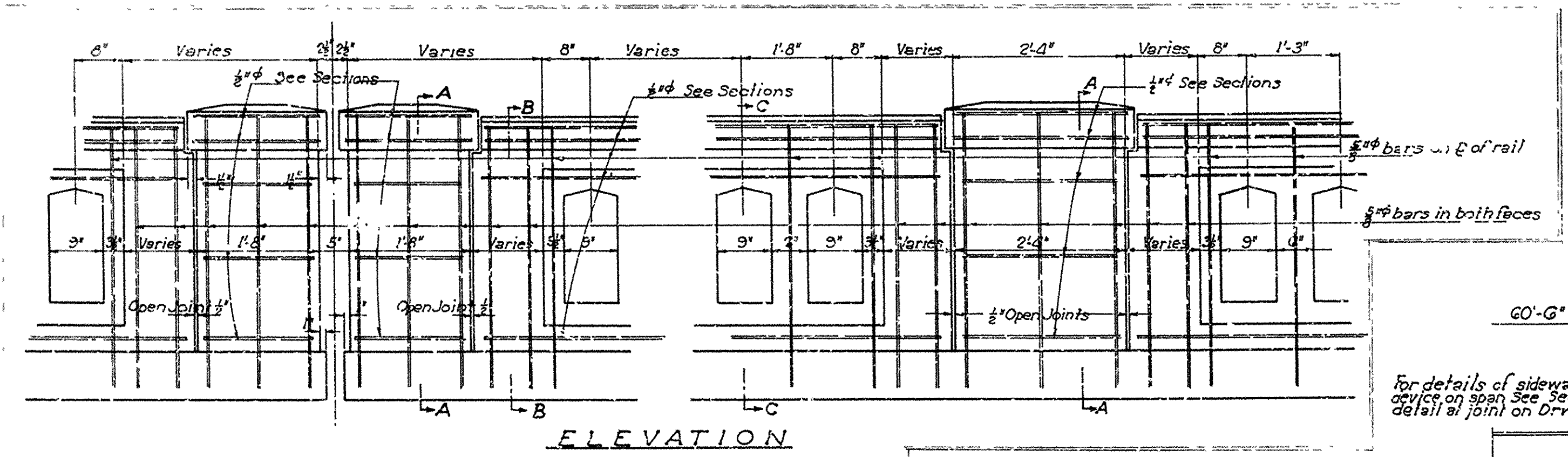
GENERAL NOTES

All concrete to be Class 'S'. All exposed corners to have 3/4" chamfer unless otherwise noted.
Rivets 3/4" Open holes 1 1/2". Where bolts are indicated use machine bolts.
Cross Beam and strut connections to be subpunched 3/8" and reamed to a metal template.
Ends of stiffener angles to be ground to bear against beam flanges.
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 3/8" fillet shop welds except as noted.
Shop Paint: 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 coat, White Lead tinted with lamp black, Second coat, Aluminum paint.
All bearing plates, 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 I-beams at bearing points.
Beams in all spans shall be completely erected before pouring roadway slabs.
To provide for deflection of beams, slab is to be approximately 3/4" thicker at mid-span and 5/8" thicker at quarter points of 60' spanning spans. To control beam deflection in these spans provide jack supports at middle of each span to permit a deflection of 3/8" only. Slab in adjacent spans to be poured before these supports are removed.
Beams in 60' Suspended Span are to be precambered 3/8".
In order to secure a good riding surface it will be required that the floor slab shall 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.
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.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, Adopted March 1st, 1940.
For details not shown on this sheet See Drwg. No. 5267

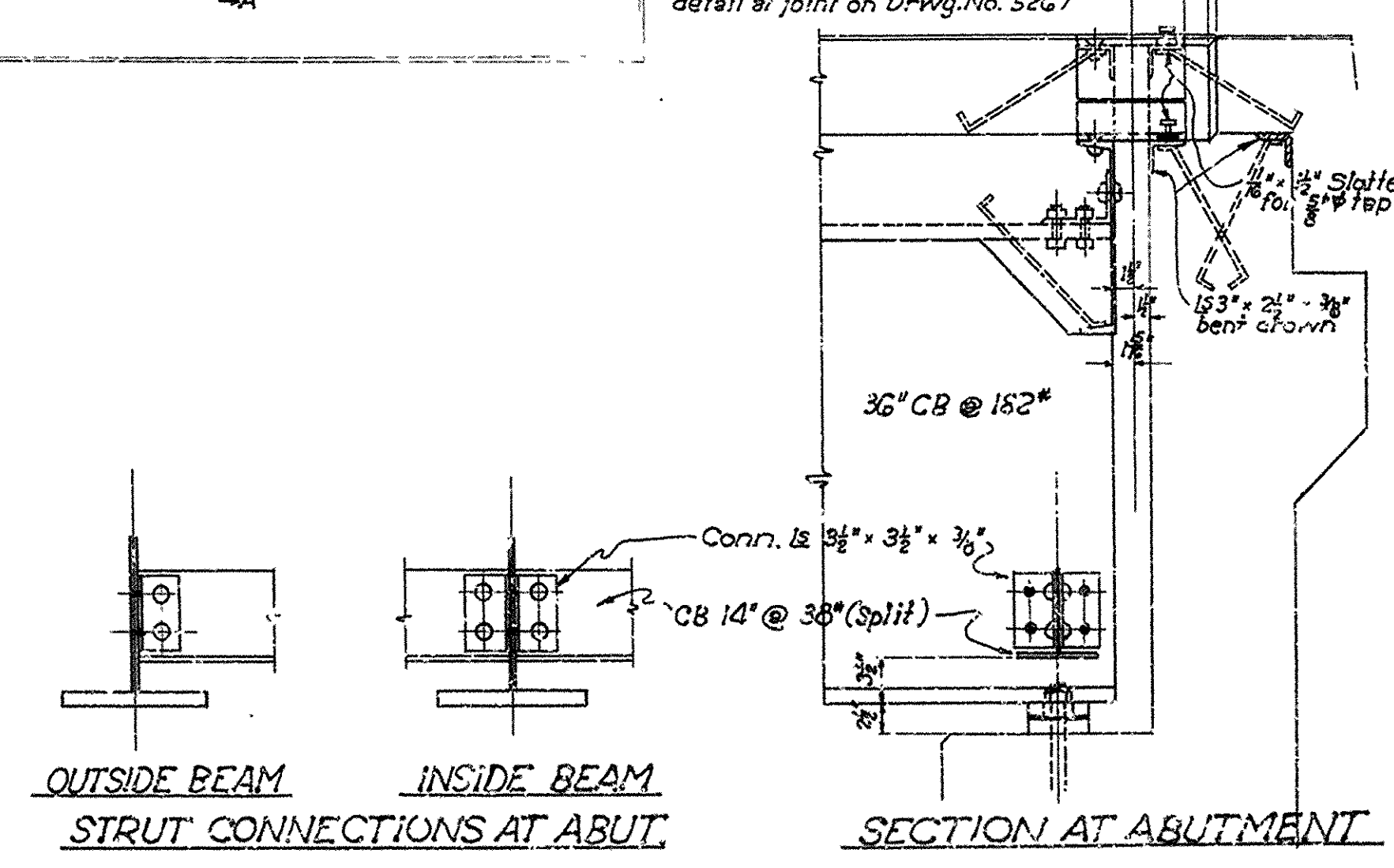


DETAILS OF BEARINGS
Scale: 1/2" = 1'-0"

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

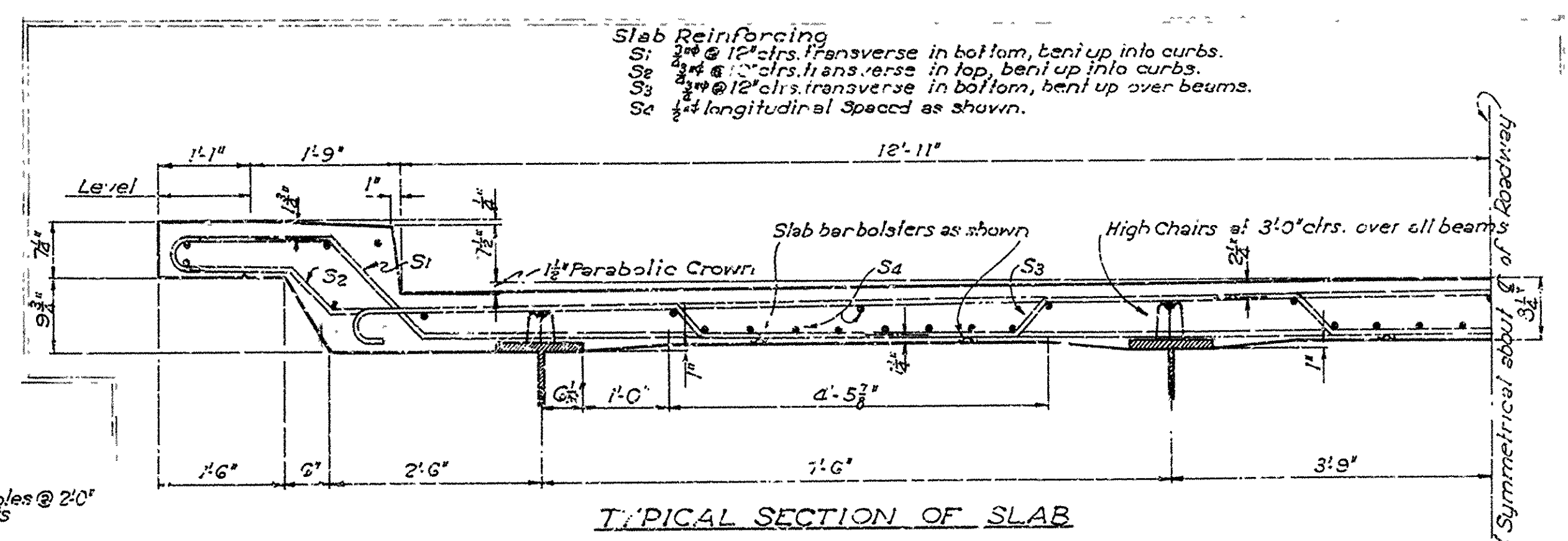


DETAILS OF HANDRAIL
Scale: 3/4" = 1'-0"

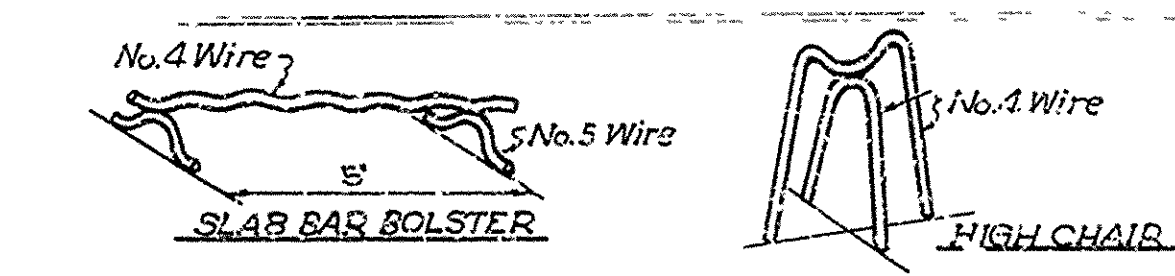


OUTSIDE BEAM
INSIDE BEAM
STRUT CONNECTIONS AT ABUT.

LIST OF BENT BARS						
Mark	Size	Length	A	B	C	
S1	3/4"	33'-1"	12'-8"	1'-1"	1'-10"	
S2	3/4"	32'-6"	13'-9"	5 1/2"	1'-4 1/2"	
S3	3/4"	28'-4"	3'-9"	3'-9"	3'-0"	
S6	1/2"	4'-1"				



TYPICAL SECTION OF SLAB



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 any displacement during the course of construction and to keep the steel at a 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 are considered subsidiary to the item of "Reinforcing Steel". Shop lists and diagrams must be submitted for approval.

NOTE:
See Drawing No. G214R for 1 Bar type rail and variations in details of spans.

Revised 9-23-47
1-16-48
9-13-48 to include 1 bar type rail

THIS DRAWING TO ACCOMPANY DRAWING No. 5267

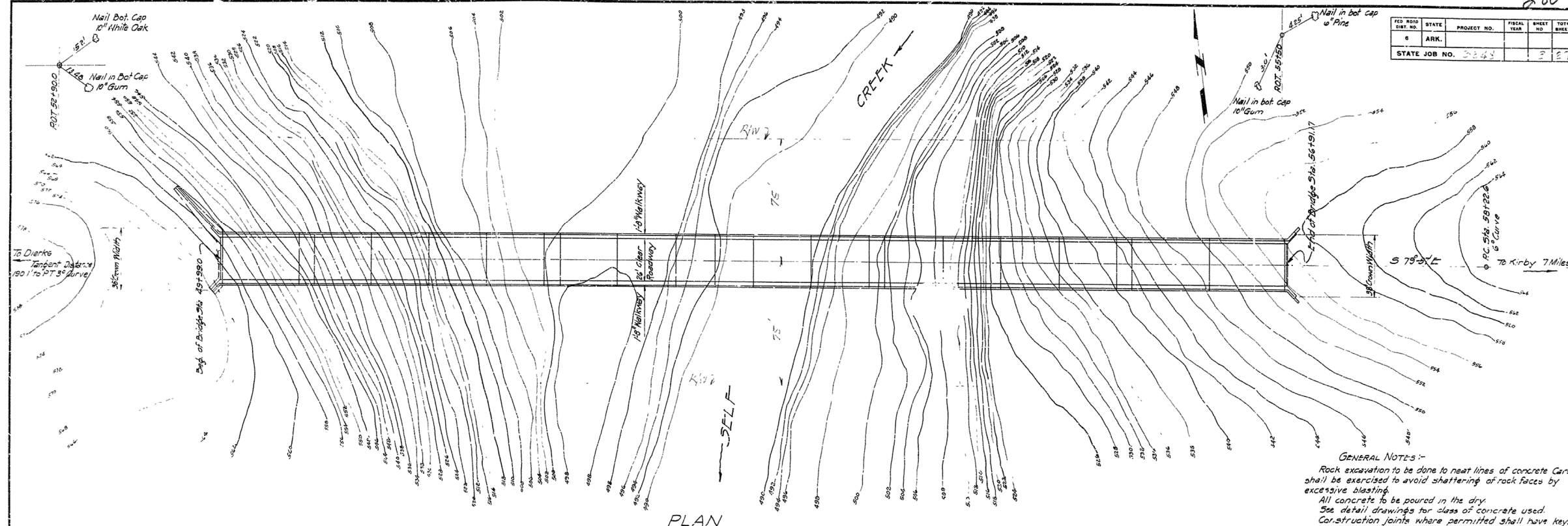
DETAILS OF STANDARD
CONTINUOUS I-BEAM UNIT
3 SPANS 60'-90'-60'
26' CLEAR ROADWAY 2'-1'-8" SIDEWALKS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: E.A.W. Date: 11-14-45
Traced By: E.A.W. Date: 11-19-45
Checked By: _____ Date: _____

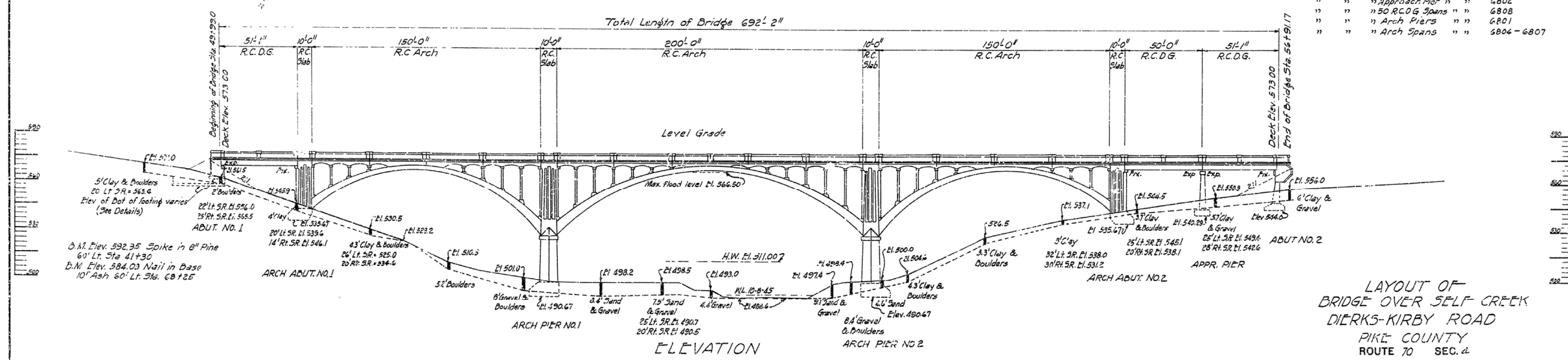
BRIDGE NO. _____ DRAWING NO. 5268

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.			3	27
STATE JOB NO. 2343					



PLAN

GENERAL NOTES:
 Rock excavation to be done to neat lines of concrete. Care shall be exercised to avoid shattering of rock faces by excessive blasting.
 All concrete to be poured in the dry.
 See detail drawings for class of concrete used.
 Construction joints where permitted shall have keys at least 3" deep and shall occupy the middle third of each dimension.
 For sequence of pouring arch spans see Drwg. 6805
 For additional general notes see detail sheets.
 For details of Abut. No. 1 see Drwgs. 6799 & 6800
 " " " Abut. No. 2 " " 6803
 " " " Approach Pier " " 6802
 " " " 50 R.C.G. Spans " " 6808
 " " " Arch Piers " " 6801
 " " " Arch Spans " " 6804 - 6807



ELEVATION

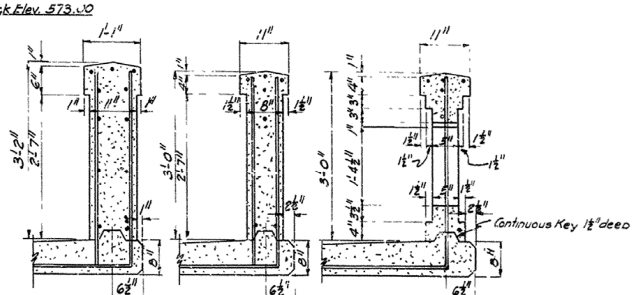
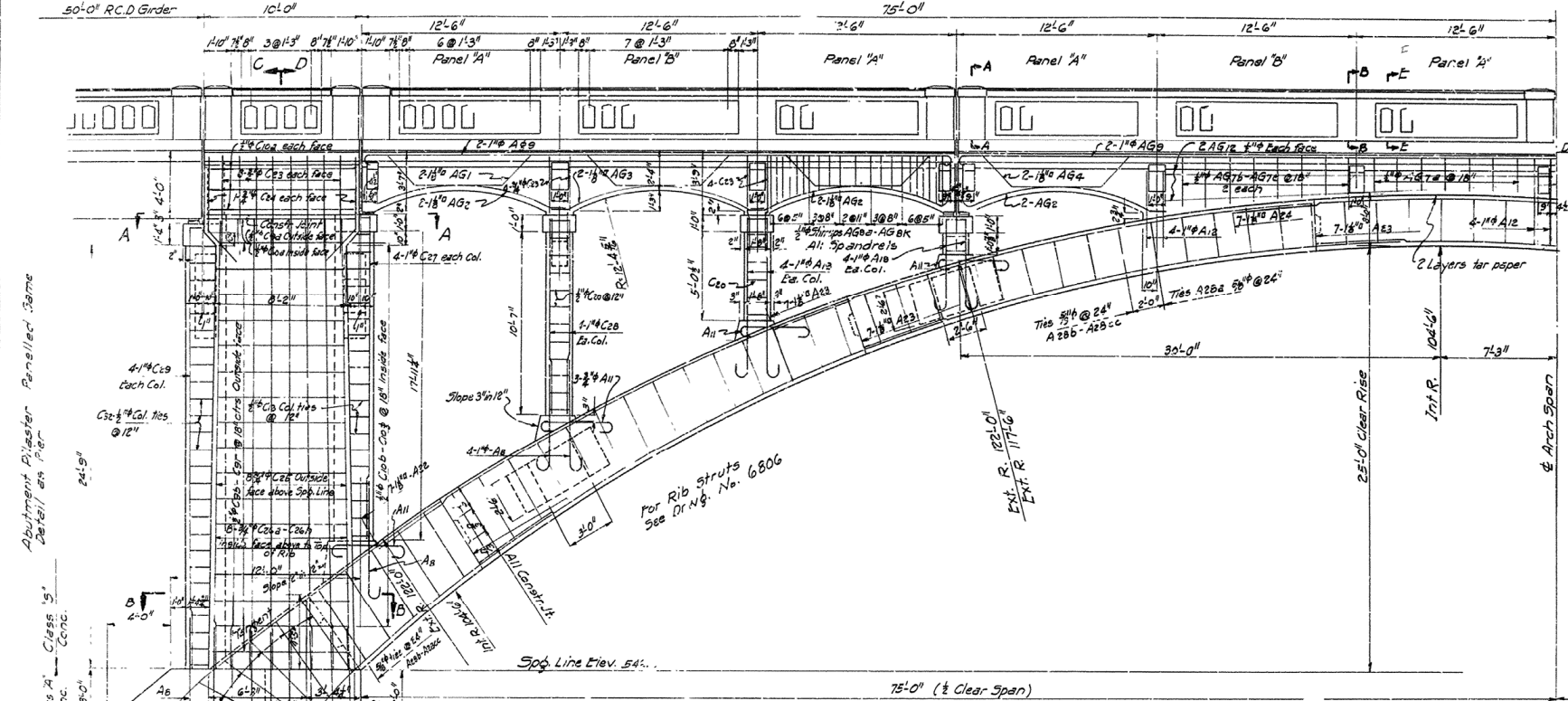
LAYOUT OF
 BRIDGE OVER SELF CREEK
 DIERKS-KIRBY ROAD
 PIKE COUNTY
 ROUTE 70 SEC. 4

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

Drawn By: LBC Date: 2-21-44
 Traced By: A.M.E. Date: 3-1-46
 Checked By: Date: _____
 Scale: 1 in. = 30 ft.
 BRIDGE NO. 235-A DRAWING NO. 6798

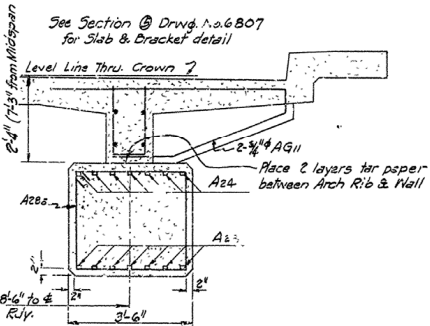
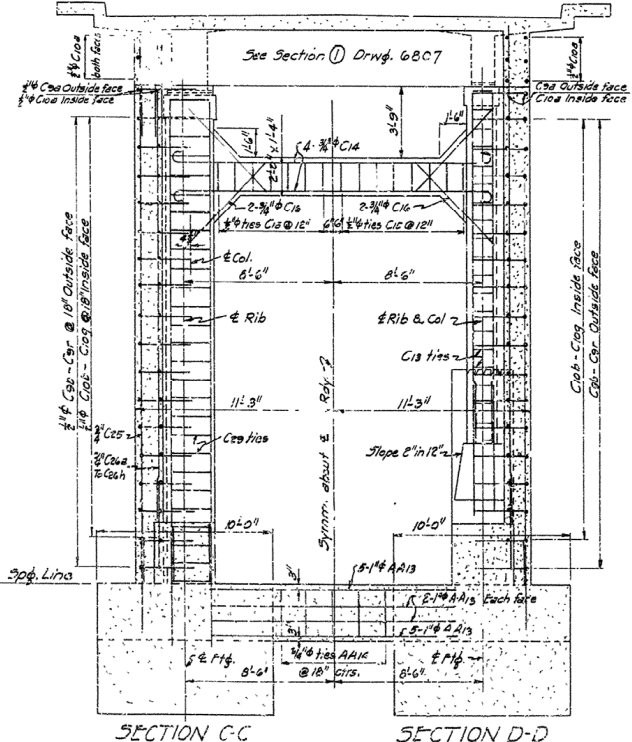
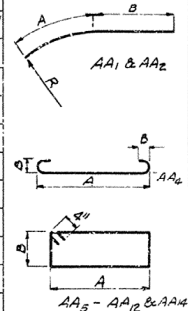
M.O. Lewis
 PRINCIPAL HIGHWAY ENGINEER (LICENSED)

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
0	ARK.				
STATE JOB NO. 2-2-41					67

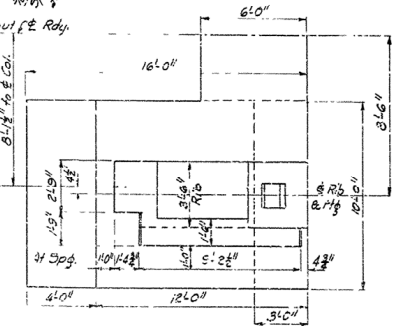


SECTION A-A SECTION B-B SECTION E-E
DETAILS OF HANDRAIL
Scale 1/2" = 1'-0"

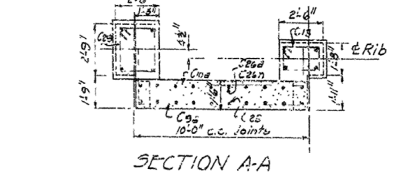
Complete Bar List One Abutment									
Mark	Size	No. Req.	Length	A	B	R			
AA1	1/2"	14	25'-9"	7'-7"	18'-2"	11'-7"			
AA2	1/2"	14	23'-6"	7'-7"	15'-11"	9'-7"			
AA3	5/8"	10	9'-8"	Straight					
AA4	1"	40	12'-0"	10'-0"	8"				
AA5	5/8"	2	17'-5"	5'-2"	3'-2"				
AA6	5/8"	2	17'-5"	5'-4"	3'-2"				
AA7	5/8"	2	10'-5"	5'-8"	3'-2"				
AA8	5/8"	2	19'-8"	6'-4"	3'-2"				
AA9	5/8"	2	21'-5"	7'-2"	3'-2"				
AA10	5/8"	2	23'-1"	6'-0"	3'-2"				
AA11	5/8"	2	24'-5"	8'-8"	3'-2"				
AA12	5/8"	2	25'-7"	9'-3"	3'-2"				
AA13	1"	14	14'-0"	Straight					
AA14	3/4"	5	17'-3"	5'-1/2"	2'-1/2"				
AA15	3/4"	32	5'-0"	Straight					



SECTION AT ARCH CROWN
Typical for Spandrel Walls



SECTION B-B



SECTION A-A

See Drawg No 6807 For General details and Bar Lists
See Drawg No 6805 For Right half of Span

DETAILS OF 150' ARCH SPAN
BRIDGE OVER SELF CREEK
DIERKS-KIRBY ROAD
BIKE COUNTY

ROUTE 70 SEC. 4

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

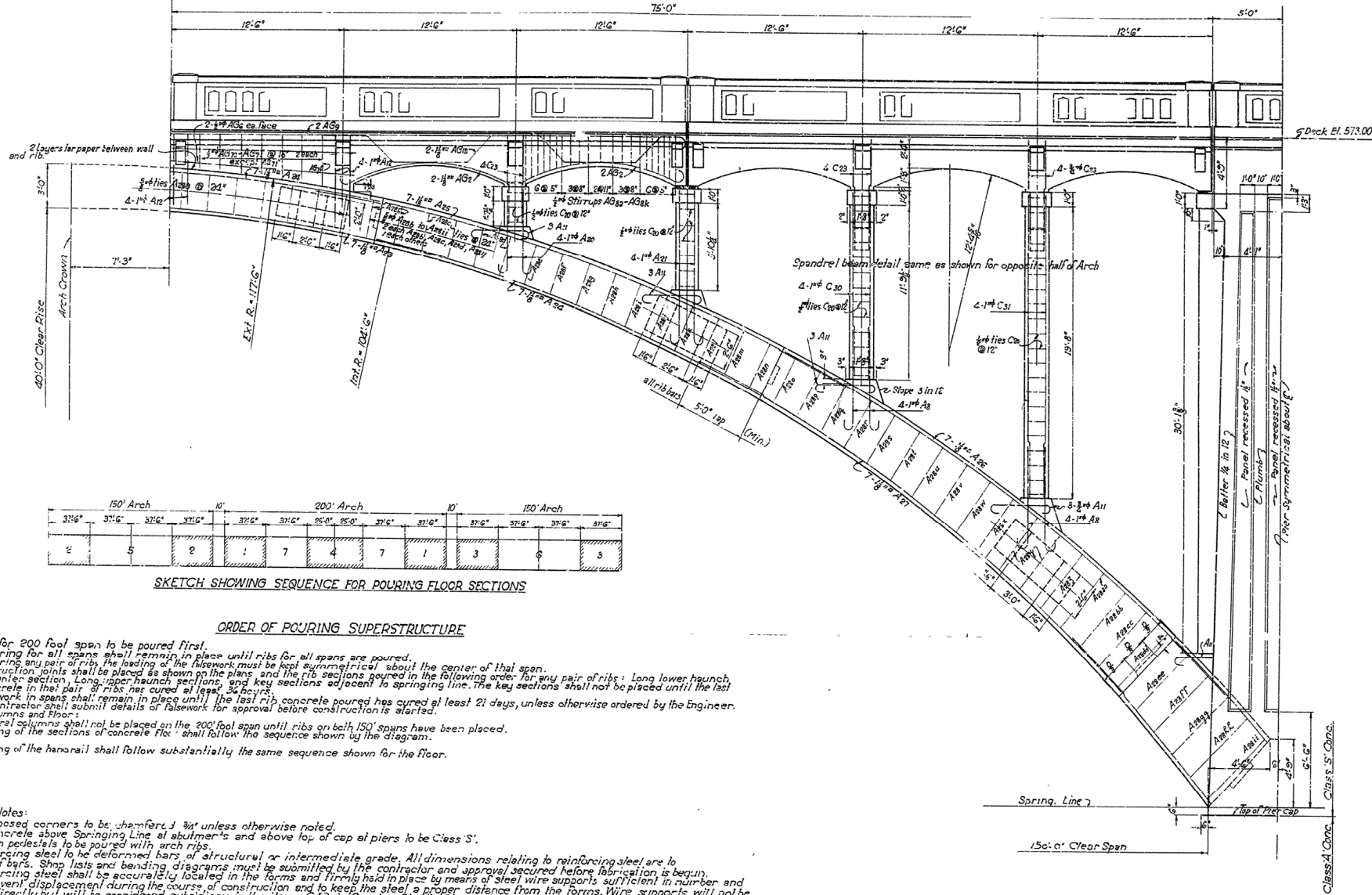
Drawn by: EAW Date: 3-14-46
Traced by: LAM Date: 3-21-46
Checked by: Date: _____

Scale: 1/2" = 1'

BRIDGE NO. 285-A

DRAWING NO. 6804

H.O. Garvin
PRINCIPAL HIGHWAY ENGINEER (BRIDGE)



ORDER OF POURING SUPERSTRUCTURE

Arch Ribs:

Ribs for 200 foot span to be poured first.
Centering for all spans shall remain in place until ribs for all spans are poured.
In pouring any pair of ribs the loading of the falsework must be kept symmetrical about the center of that span.
Construction joints shall be placed as shown on the plans and the ribs sections poured in the following order for any pair of ribs: Long lower haunch sections, center section, Long upper haunch sections, and key sections adjacent to springing line. The key sections shall not be placed until the last poured concrete in that pair of ribs has cured at least 24 hours.
Falsework in spans shall remain in place until the last rib concrete poured has cured at least 21 days, unless otherwise ordered by the engineer.
The Contractor shall submit details of falsework for approval before construction is started.
Spandrel Columns and Floor:
Spandrel columns shall not be placed on the 200 foot span until ribs on both 150' spans have been placed.
Pouring of the sections of concrete floor shall follow the sequence shown by the diagram.
Handrail:
Pouring of the handrail shall follow substantially the same sequence shown for the floor.

General Notes:

All exposed corners to be chamfered $\frac{3}{8}$ " unless otherwise noted.
All concrete above Springing Line at abutments and above top of cap at piers to be Class 'S'.
Column pedestals to be poured with arch ribs.
Reinforcing steel to be deformed bars of structural or intermediate grade. All dimensions relating to reinforcing steel are to centers of bars. Shop lists and bending diagrams must be submitted by the contractor and approved before fabrication is begun.
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports sufficient in number and size to prevent displacement during the course of construction and to keep the steel a proper distance from the forms. Wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel". Shop lists and diagrams of the type to be furnished must be submitted for approval.
Roadway expansion and bearing devices will be paid for at the unit price bid for "Metal Bearing and Roadway Expansion Devices". Shop drawings of expansion and bearing devices shall be made in compliance with the specifications and shall be submitted and approved before fabrication is begun.
Paint: All exposed parts of expansion and bearing devices, except as noted, shall be given one shop coat of red lead and raw linseed oil and five field coats of paint consisting of a first coat of white lead and a second coat of white lead lined with lamp black or aluminum paint.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1st, 1940.

Design Live Load H20 Loading AASHTO 1944
Load Distribution to Girders: Hard Load 2500#/Lin.Ft.
and 233 Wheels or 11.8 Lanes

Unit Stresses:
Class 'A' Concrete (n=15) 700#/sq.
Class 'S' Concrete (n=10) 1000#/sq.
Reinforcing Steel 18000#/sq.
Structural Steel 18000#/sq.

See Drwg. No. G807 For General details and Bar Lists
See Drwg. No. G804 for Left half of Span

DETAILS OF 150' ARCH SPAN
BRIDGE OVER SELF CREEK
DIERKS - KIRBY ROAD
PIKE COUNTY

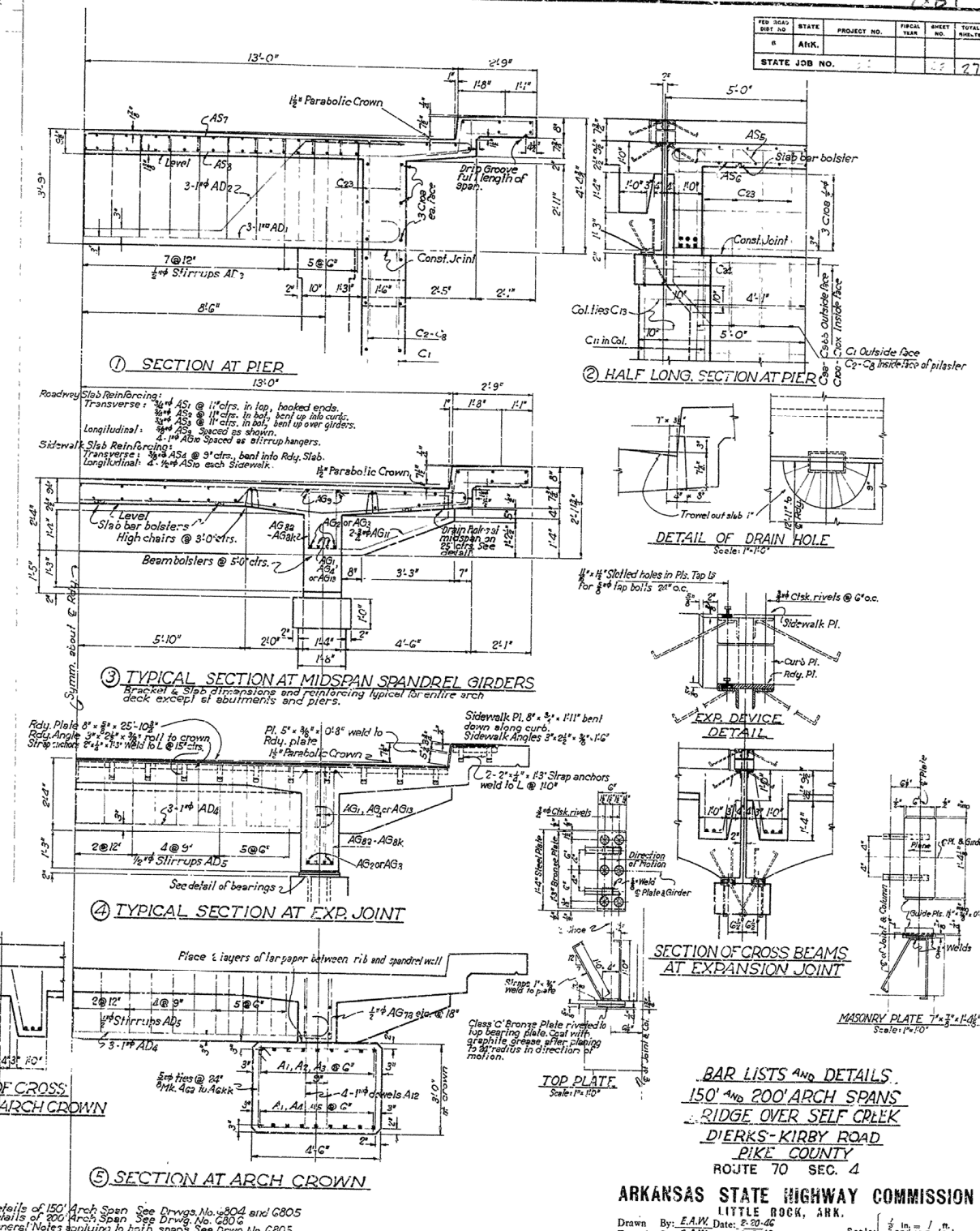
ROUTE 70 SEC. 4

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: E.A.W. Date: 2-25-46
Traced By: E.A.W. Date: 3-15-46
Checked By: Date:
Scale: $\frac{1}{2}$ in. = 1 ft.

BRIDGE NO. 285-A DRAWING NO. G805

Location	Mark	Size	No.Repd	Length	a	b	c	d	Type
Arch Ribs	A22	1/8" x 1/8"	28	32'9"		Straight			
	A23	1/8" x 1/8"	42	34'6"		Straight			
	A24	1/8" x 1/8"	28	35'9"		Straight			
	A25	1/8" x 1/8"	18	40'6"		Straight			
	A26	1/8" x 1/8"	14	39'0"		Straight			
	A27	1/8" x 1/8"	14	37'9"		Straight			
	A28a	5/8" x 5/8"	40	12'5"	2'5"	3'2"			1
	A28b	5/8" x 5/8"	G	12'7"	2'9"	3'2"			1
	A28c	5/8" x 5/8"	G	12'10"	2'10"	3'2"			1
	A29	5/8" x 5/8"	G	12'11"	2'11"	3'2"			1
	A28e	5/8" x 5/8"	4	14'7"	2'11"	3'2"			1
	10A28x	5/8" x 5/8"	each	14'7"	2'11"	3'2"			1
	A29y	5/8" x 5/8"	G	16'9"	4'0"	3'2"			1
	A23z	5/8" x 5/8"	4	17'3"	4'11"	3'2"			1
	10A28cc	5/8" x 5/8"	each	17'3"	5'3"	3'2"			1
A24dd	5/8" x 5/8"	2	18'6"	5'5"	3'2"			1	
10A24ii	5/8" x 5/8"	each	18'6"	5'5"	3'2"			1	
Spanner Column dowels	A4	1/4" x 1/4"	40	7'9"	6'5"	8"			2
	A7	3/4" x 3/4"	48	5'3"	4'3"	6"			3
	A18	1/2" x 1/2"	8	6'1"	5'1"	8"			2
	A19	1/2" x 1/2"	8	10'2"	9'2"	8"			2
	A20	1/2" x 1/2"	8	11'0"	5'9"	8"			2
	A21	1/2" x 1/2"	8	7'9"	10'0"	8"			2
Rib Struts	A13	3/4" x 3/4"	60	7'0"		Straight			
	A14	3/4" x 3/4"	30	17'6"		Straight			
	A15	1/2" x 1/2"	22	10'3"	2'11"	2'11"			1
	A16	1/2" x 1/2"	22	9'3"	2'11"	2'11"			1
	An	1/2" x 1/2"	11	7'2"	1'7"	1'7"			1
	Deck Cross Beams	AD1	1/4" x 1/4"	6	24'0"	2'20"	8"		
AD2		1/4" x 1/4"	6	25'0"	9'9"	3'6"	2'11"	4'1/2"	4
AD3		1/4" x 1/4"	50	8'0"	0'7"	3'3"			6
AD4		1/4" x 1/4"	24	20'0"	18'0"	8"			3
AD5		1/4" x 1/4"	184	4'4"	0'7"	1'10"			5
Spandrel Beams, Walls and all Brackets		AG1	1/4" x 1/4"	8	43'6"		See Diagram		
	AG2	1/4" x 1/4"	26	13'7"		See Diagram			12
	AG3	1/4" x 1/4"	8	19'2"		See Diagram			11
	AG4	1/4" x 1/4"	4	7'9"		See Diagram			8
	AG5	1/4" x 1/4"	14	4'6"	0'11"	1'10"			10
	AG6	1/4" x 1/4"	4	5'10"	0'11"	2'5"			10
	AG7	1/4" x 1/4"	8	6'6"	0'11"	2'5"			10
	AG8	1/4" x 1/4"	2	7'9"	0'11"	3'5"			10
	AG9	1/4" x 1/4"	2	6'11"	0'11"	2'0"			10
	AG10	1/4" x 1/4"	10	37'0"		1'3"			6
	AG11	1/4" x 1/4"	64	12'3"	1'9"	3'4"	0'7"	6'8"	9
	AG12	1/4" x 1/4"	8	25'0"		See Diagram			19
	AG13	1/4" x 1/4"	4	3'13"		See Diagram			6
	AG14	1/4" x 1/4"	18	5'7"	0'11"	1'10"			15
	AS1	3/4" x 3/4"	164	20'10"	27'0"	3'11"			15
Roadway and Sidewalk Slabs	AS2	3/4" x 3/4"	164	29'0"	5'0"	2'3"	5'1"	1'0"	3
	AS3	3/4" x 3/4"	160	28'3"	6'3"	0'6"	0'8"	7'6"	15
	AS4	3/4" x 3/4"	425	7'0"	1'0"	1'1"	2'2"	0'5"	14
	AS5	3/4" x 3/4"	19	10'6"	1'0"	0'4"	0'4"	2'6"	16
	AS6	3/4" x 3/4"	46	10'2"	3'6"	3'6"			16
	AS7	1/4" x 1/4"	11	7'4"	27'0"	3'			3
	AS8	1/4" x 1/4"	7	28'0"	11'0"	2'5"			3
	AS9	1/4" x 1/4"	156	37'0"		Straight			16
	AS10	1/4" x 1/4"	32	37'0"		Straight			
	AS11	1/4" x 1/4"	12	9'6"		Straight			
	CSa	1/4" x 1/4"	2	15'10"	9'5"	3'2"			
	CSb	1/4" x 1/4"	2	each	14'9"	7'9"	3'2"		10
	10CSa	1/4" x 1/4"	each	14'9"	7'9"	3'2"			10
	C02	1/2" x 1/2"	12	9'5"		Straight			
	C03	1/2" x 1/2"	2	7'5"		Straight			
10C03	1/2" x 1/2"	each	7'5"		Straight				
Column and Pilasters	C13	3/4" x 3/4"	40	7'7"	2'11"	1'3"			7
	C14	3/4" x 3/4"	20	13'6"	18'0"	6"			3
	C15	1/4" x 1/4"	50	6'1"	1'7"	0'11"			1
	C16	3/4" x 3/4"	16	6'0"		Straight			
	C20	1/4" x 1/4"	132	5'11"	1'2"	1'3"			
	C21	3/4" x 3/4"	48	4'3"	1'8"	0'7"			1
	C22	3/4" x 3/4"	12	5'6"		Straight			
	C23	1/4" x 1/4"	12	6'0"		Straight			
	C24	3/4" x 3/4"	8	6'0"	4'6"	1'6"			18
	C25	3/4" x 3/4"	16	26'15"		Straight			
	10C24	3/4" x 3/4"	2	24'0"		Straight			
	10C24a	3/4" x 3/4"	each	24'0"		Straight			
	CS7	1/4" x 1/4"	8	18'9"		Straight			
	CS8	1/4" x 1/4"	8	11'5"		Straight			
	CS9	1/4" x 1/4"	8	25'11"		Straight			
CS0	1/4" x 1/4"	8	12'7"		Straight				
CS1	1/4" x 1/4"	8	20'6"		Straight				
CS2	1/4" x 1/4"	54	9'9"	2'11"	2'4"			1	

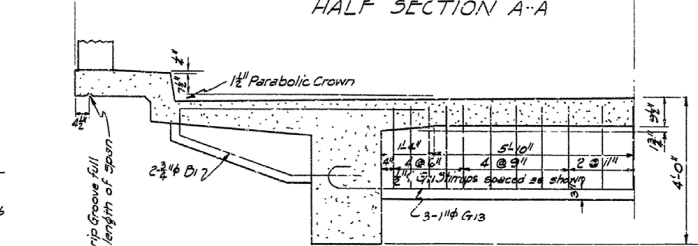
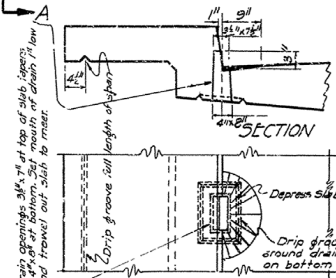
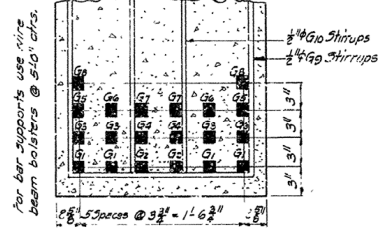
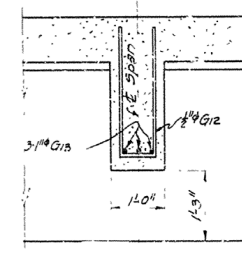
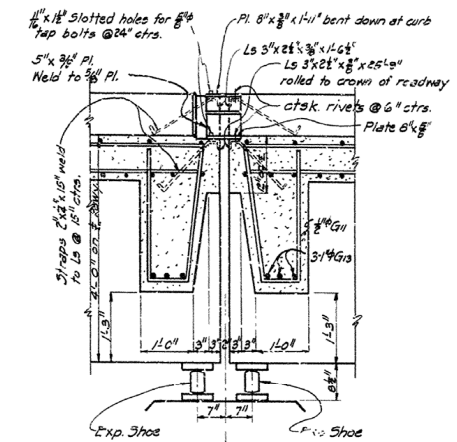
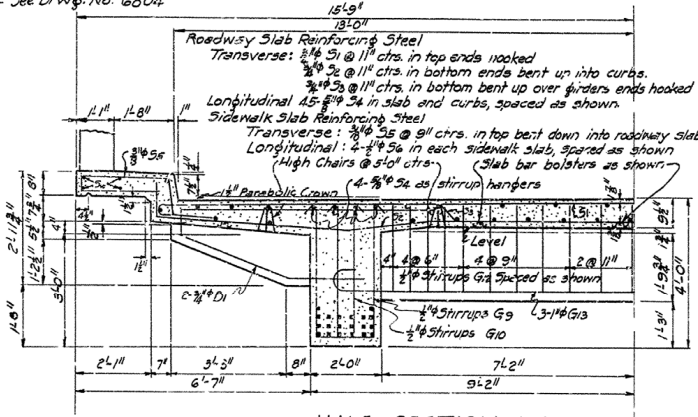
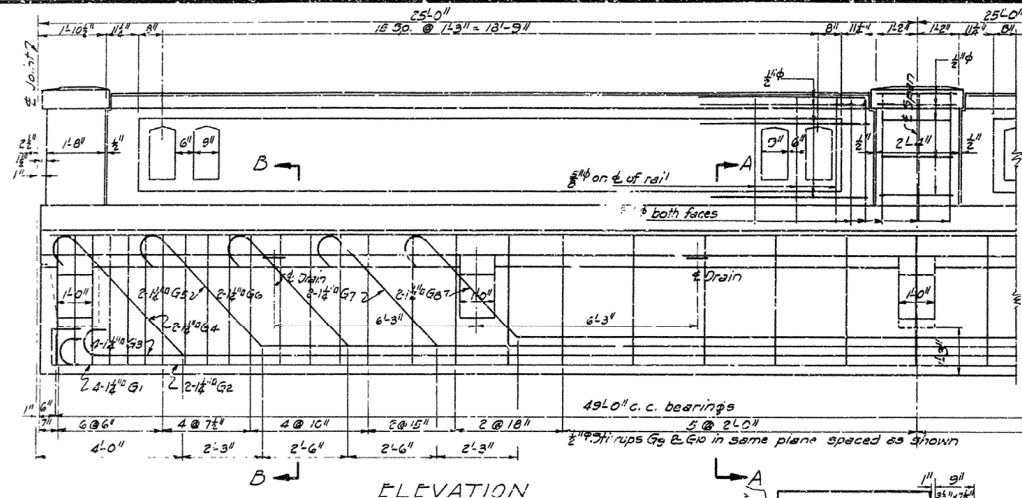


Note:
 For details of 150' Arch Span See Drawgs. No. G804 and G805
 For details of 200' Arch Span See Drwg. No. G806
 For General Notes applying to both spans See Drwg. No. G805

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
 Drawn By: E.A.W. Date: 8-20-46
 Traced By: E.A.W. Date: 5-5-46 Scale: $\left\{ \begin{array}{l} \frac{1}{2} \text{ in.} = 1 \text{ ft.} \\ \text{and so noted} \end{array} \right.$
 Checked By: _____ Date: _____
BRIDGE NO. 2854 **DRAWING NO. 6807**

For Details of Rail
See Drawg. No. 6804

FEED NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	ARK.			27	
STATE JOB NO. 2243					

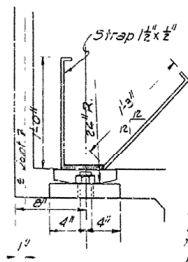


SECTION OF STRUT
AT MID SPAN
Scale 1/2" = 1'-0"

DETAIL OF GIRDERS
AT MID SPAN
Scale 1/2" = 1'-0"

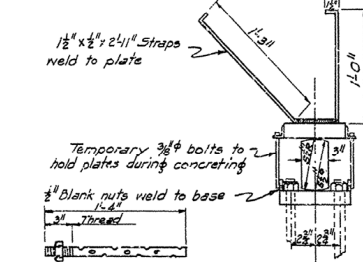
DETAIL OF DRAIN OPENING
Scale 1/2" = 1'-0"

HALF SECTION B-B

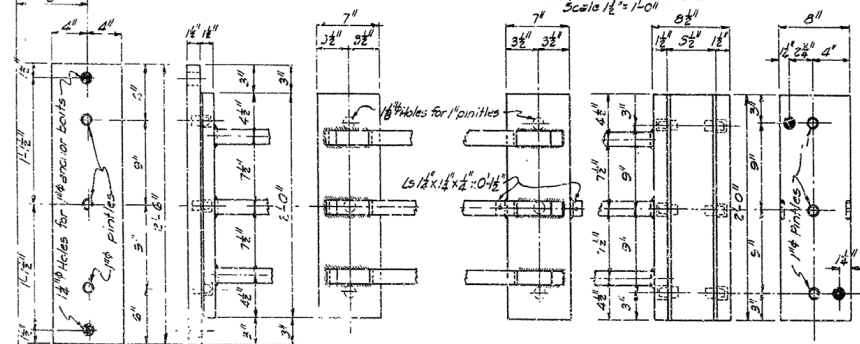


Note: Bearing plates to be rigidly secured in position to prevent movement during pouring of concrete.

DETAIL OF PIN & PLATE
Scale 5/16" = 1'-0"



ANCHOR BOLT DETAIL
Scale 1/2" = 1'-0"



TOP VIEW OF BASE PLATE
TOP VIEW OF TOP PLATE
SIDE VIEW
TOP VIEW OF SOLE PLATE
DETAILS OF BEARING PLATES
AT ABUTMENTS - FIXED ONLY
Scale 1/2" = 1'-0"

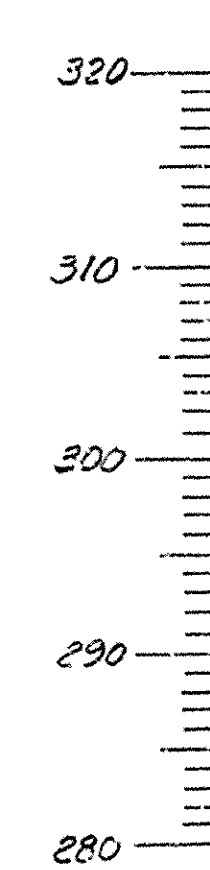
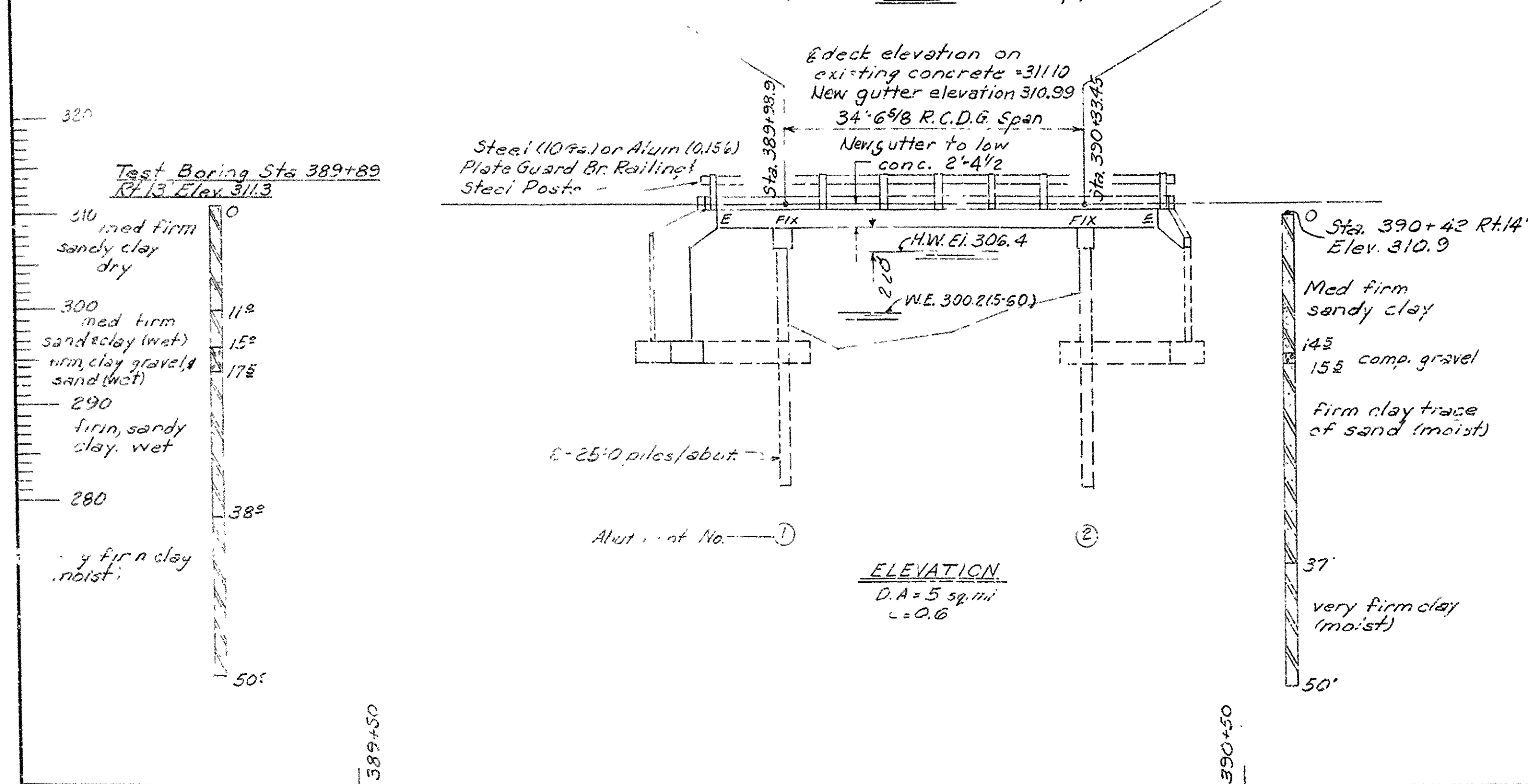
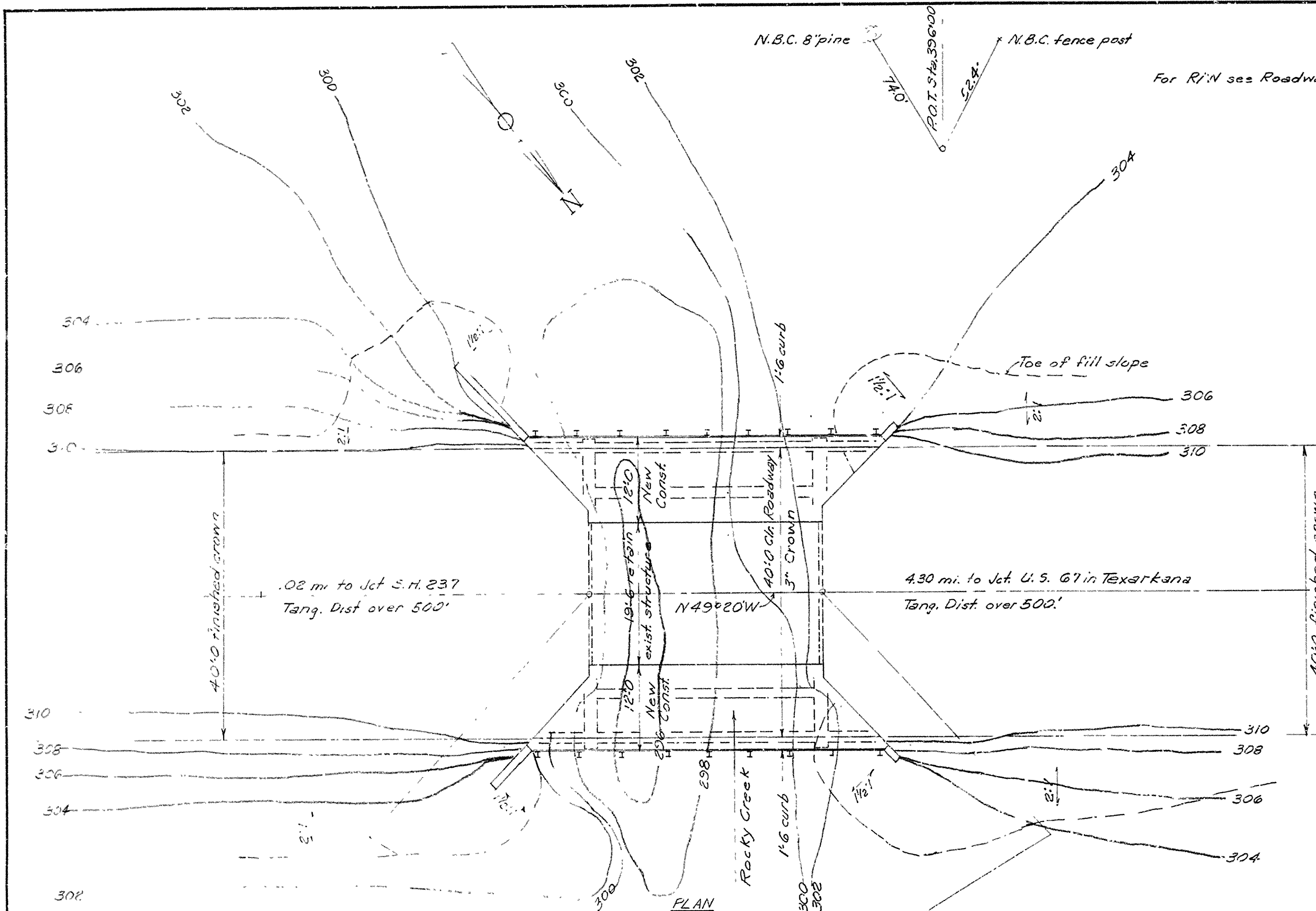
GENERAL NOTES:-

All concrete to be Class 'S'. All exposed corners to have 3/8" chamfer except as noted.
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 with sufficient stiffness so as to have no appreciable vertical deflection.
Reinforcing steel to be deformed bars of Structural or Intermediate grade. Shop lists and bending diagrams must be submitted and approved secured before fabrication is begun.
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports adequate to prevent displacement during the course of construction and to keep the steel at a proper distance from the forms.
Bar supports are to be sufficient in number and sufficiently heavy to carry the steel they support.
Bar 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.
Weights of shoes and rollers, both cast and structural steel, angles, plates and fittings which make up expansion devices are to be paid for at the unit price bid for "Metal Bearings and Roadway Expansion Devices".
Rivets 3/4" Open holes 1/2" except as noted.
Shop Paint: Bearings and expansion devices (except surfaces in contact with concrete) to be given one coat of red lead and raw linseed oil before shipment.
Field Paint: First coat, white lead tinted with lamp black.
Second Coat, Aluminum paint.
Shop drawings for bearings and expansion devices shall be made in compliance with specifications and shall be approved before fabrication is begun.
Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction adopted March 1, 1940.
Live Load - H 20
Stresses
3" Concrete 700# / sq. in.
5" Concrete 1000# / sq. in.
Reinforcing Steel 18000# / sq. in.
Structural Steel 18000# / sq. in.

MARK	SIZE	LENGTH	A	B	C	D	BENDING DIAGRAM
G1	1/2"	53'-5"	49'-5"				
G2	1/2"	51'-2"	49'-2"	8"			
G3	1/2"	49'-10"	47'-10"	8"			
G4	1/2"	53'-5"	42'-0"	4'-8"	3'-6"	3'-2"	
G5	1/2"	48'-3"	37'-6"	4'-4"	3'-5"	2'-11"	
G6	1/2"	43'-3"	32'-6"	4'-4"	3'-5"	2'-11"	
G7	1/2"	38'-3"	27'-6"	4'-4"	3'-5"	2'-11"	
G8	1/2"	33'-1"	23'-0"	4'-0"	3'-2"	2'-8"	
G9	1/2"	9'-6"	1'-8"				
G10	1/2"	3'-6"	0'-6"				
G11	1/2"	8'-6"					
G12	1/2"	5'-6"					
G13	1/2"	20'-3"	18'-3"	8"			
S1	3/4"	27'-0"	27'-0"	3"			
S2	3/4"	29'-0"					
S3	3/4"	28'-3"					
S5	3/4"	7'-0"					
B1	3/4"	12'-5"					

DETAILS OF
50'-0" R.C. DECK GIRDER SPANS
26'-0" CLEAR ROADWAY 2 SIDEWALKS 1'-8"
2 GIRDER TYPE
BRIDGE OVER SELF CREEK
DIERKS-KIRBY ROAD
PIKE COUNTY
ROUTE 70 SEC. 4
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: L.A.M. Date: 2-1-46
Traced By: A.M. Date: 2-12-46
Checked By: _____ Date: _____
BRIDGE NO. 235-A DRAWING NO. 6808

FED. ROAD DIST. NO.	SCALE	SHEET NO.	TOTAL SHEETS
28	120	28	120
3574	28	120	



GENERAL NOTES

Bench Mark - "X" on top of curb. East end, south side, of Rocky Creek Bridge. 10' Rt. Sta. 380, Elevation 311.68.
 For details of existing bridge see Dwg. Nos. 980 & 1003.
 For details of Precast Concrete Files see Dwg. No. 2382.
 For details of widening see Dwg. Nos. 11481 and 11482.
 The Contractor shall make check measurements of the existing bridge and determine all dimensions and adjustments necessary to fit new work to existing construction.

All material removed from the existing bridge shall be placed on the embankment slopes at the bridge ends as directed by the Engineer.

All piling shall be 16" octagonal precast concrete piles driven to a minimum bearing of 32 tons per pile. Lengths of piling shown are for estimating purposes only. Actual lengths are to be determined in the field. Drive one 30' test pile at Abutment No. 1.

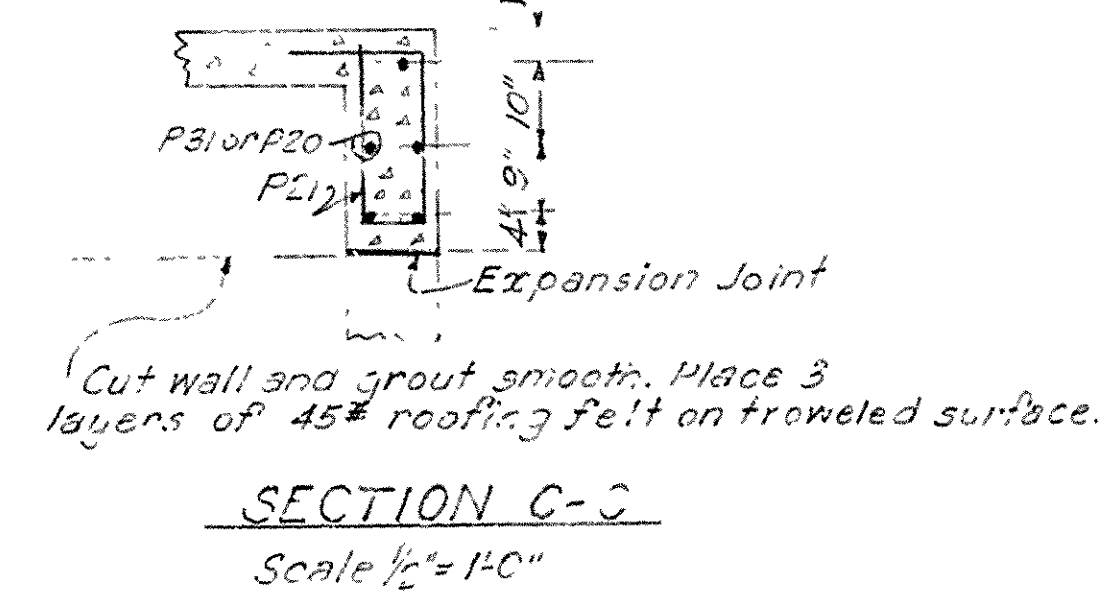
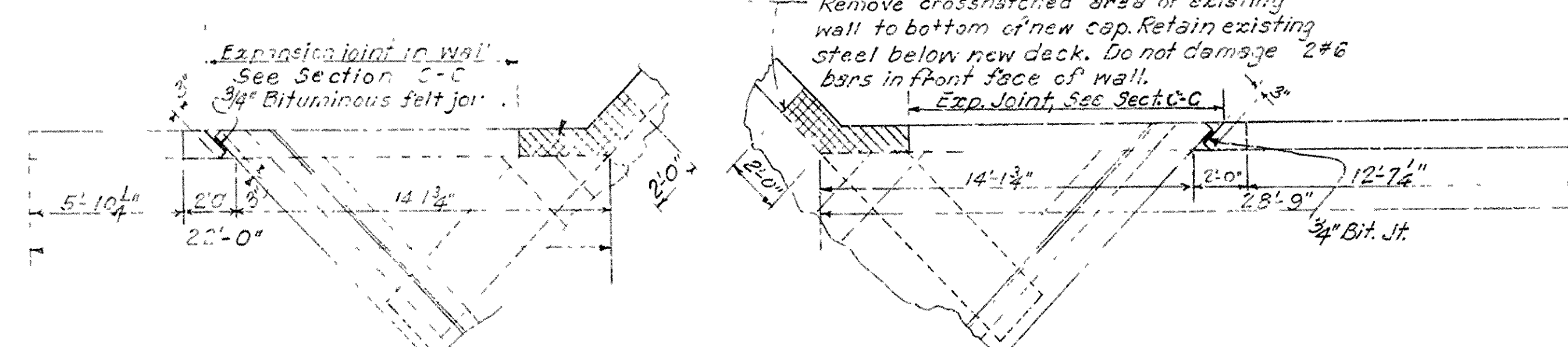
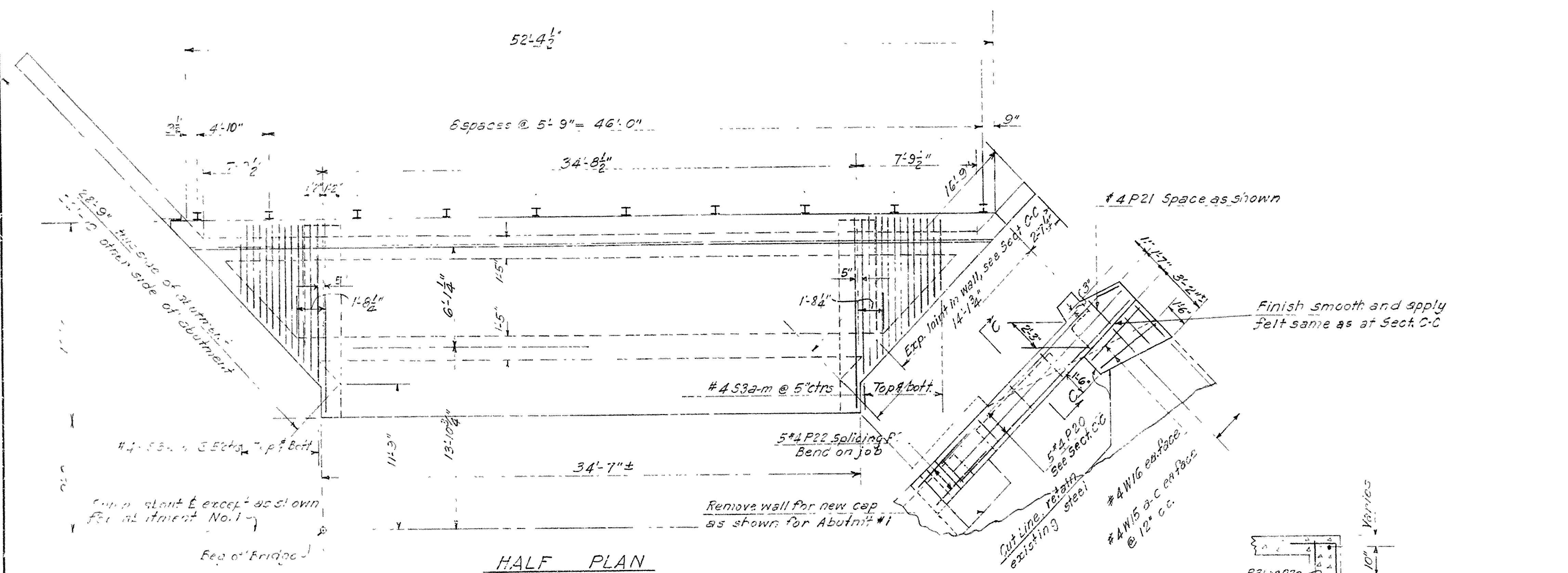
Loading: h-20 AASHO 1957
 Stresses: Class A Concrete (ns15) 840 psi
 Class B Concrete (ns10) 1,200 psi
 Reinforcing Steel 20,000 psi

Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

LAYOUT OF BRIDGE OVER ROCKY CREEK NORTH FOUKE-TEXARKANA MILLER COUNTY ROUTE 71 SEC. 2 ARKANSAS STATE HIGHWAY COMMISSION LITTLE ROCK, ARK.

Revised: extended wing walls Abut. No. 1 E.R.B. 5/15/61, Ck. FMH 5/16/61.
 DRAWN BY: E.R.B. DATE: 11-22-60
 TRACED BY: DATE: 11-22-60
 CHECKED BY: FMH DATE: 11-22-60
 SCALE: 1"=10'-0"
 BRIDGE NO. 602A DRAWING NO. 11480

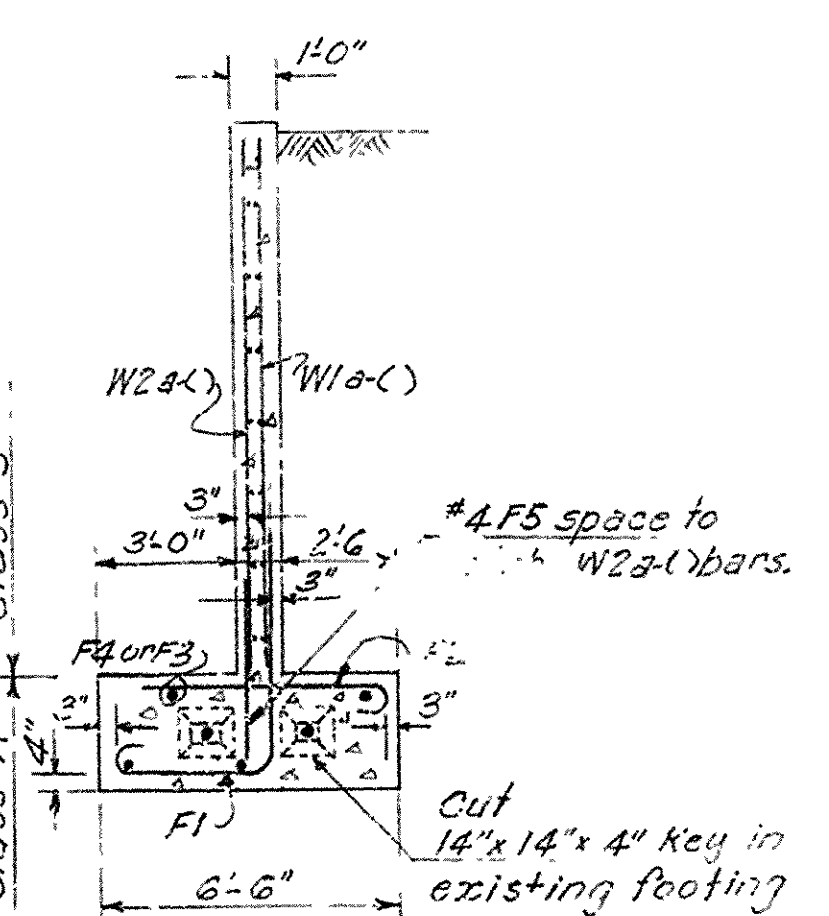
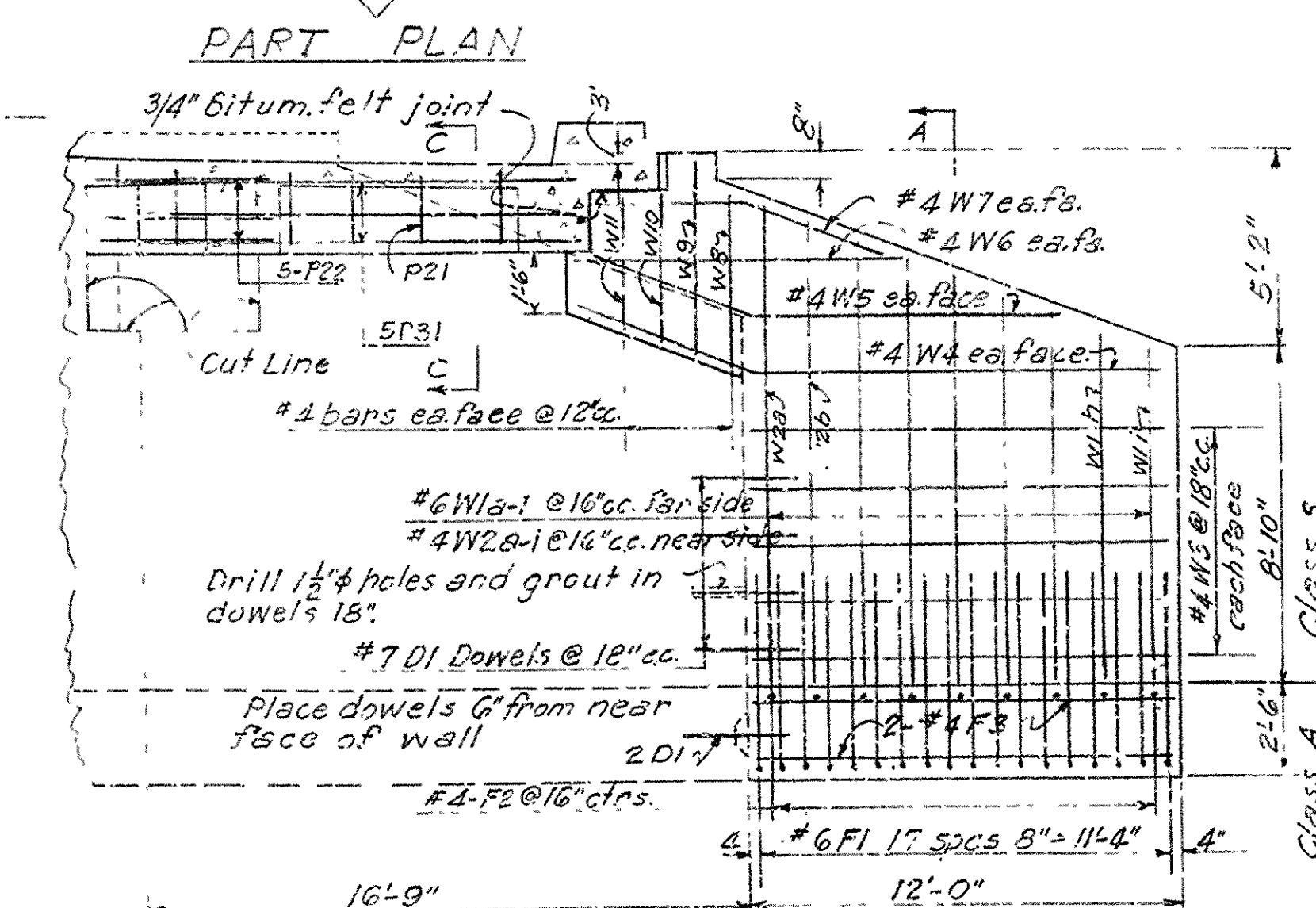
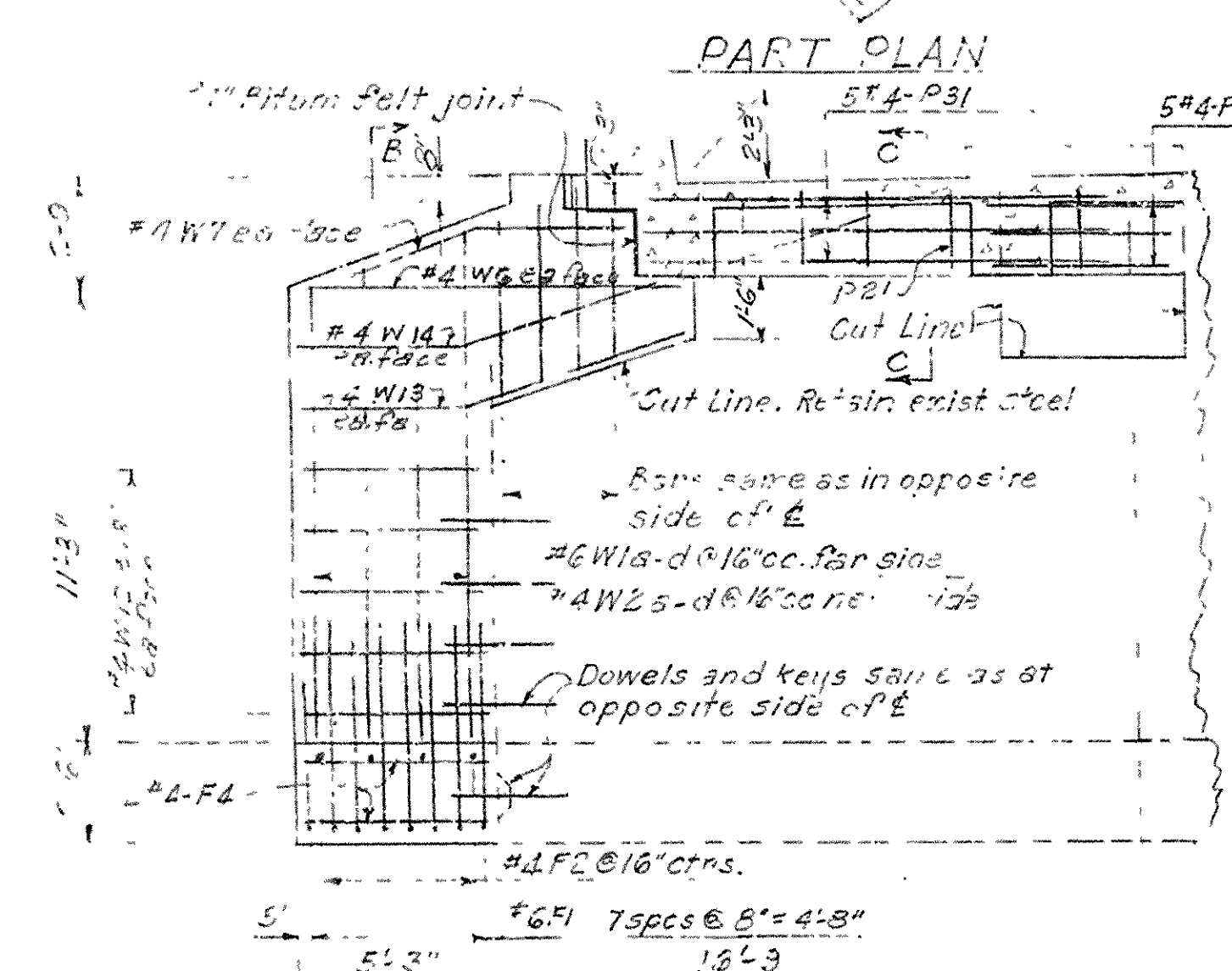
FED. ROAD No.	STATE	FED A/D PROJECT	FISCAL YEAR	SHEET No	TOTAL SHEETS
6	ARK.	FOM-171		29	120
JOB No.		3574		29	120



BAR LIST							
MARK	SIZE (#)	NO REQ'D	LENGTH	A	B	PIN DIA	BENDING DIAGRAMS
Bars #P2, P4-P8, P9-P19, P21-P22, & P25-P30							
are same as for Bridge No 203A Drawg.							
No except for PG-Use 2, e.s.s.							
F1	6	26	9'-7"	3'-6"	5'-6"	4'-6"	
F2	4	13	2'-6"	4	5'-0"	3"	
F3	4	4	11'-8"			str	
F4	4	4	4'-11"			str	
D1	7	12	3'-0"			str	
W12d	6	2 ea.	12'-9 1/2" 1/3	Vary by 6"		str	
W12e1	6	1 ea.	10'-9 1/8" 5/8	Vary by 6"		str	
W22d	4	2 ea.	12'-9 1/2" 1/3	Vary by 6"		str	
W22e1	4	1 ea.	10'-9 1/8" 5/8	Vary by 6"		str	
W3	4	10	11'-8"			str	
W4	4	2	16'-9"	11'-6"	5'-3"	3"	
W5	4	2	13'-3"	9'-9"	4'-6"	3"	
W6	4	4	10'-0"			str	
W7	4	4	8'-0"	4'-0"	4'-0"	3"	
W8	4	4	4'-8"			str	
W9	4	4	5'-0"			str	
W10	4	4	3'-9"			str	
W11	4	4	3'-6"			str	
W12	4	10	5'-0"			str	
W13	4	2	10'-4"	4'-4"	6'-0"	3"	
W14	4	2	9'-8"	4'-4"	5'-4"	3"	
W15 & C	4	4 ea.	2'-9" 2'-3"	Vary by 3"		str	
W16	4	8	4'-6"			str	
P20	4	10	15'-0"			str	
S3 & AM	4	3 ea & 6	4'-7" 3'-7"	Vary by 5"		str	
P31	4	10	12'-0"			str	
F5	4	13	21'-0"			str	
Dimensions are for 2 bars.							

NOTES
For details of slab beams and gups ref shown see F.P. 72
No 603A, Drwg. No. 11482

All concrete in footings to be Class A, the remainder to be Class S. All excess corners to have 3/4" chamfer



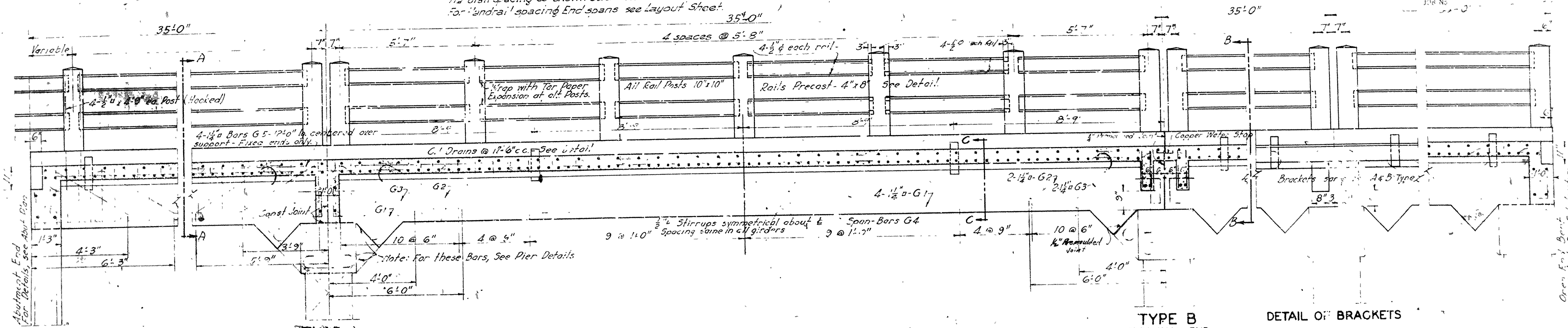
8 ELEV. RIGHT WING
ABUTMENT NO. 1.

ELEVATION LEFT WING
ABUTMENT NO. 1.

SECTION A-A AS SHOWN
SECTION B-B OPP. HAND.

DETAILS OF WIDENING
BRIDGE OVER ROCKY CREEK
NORTH FOUKE — TEXARKANA
MILLER COUNTY
ROUTE 71 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: W. E. W. DATE: 5-23-61
TRACED BY: _____ DATE: _____ SCALE: 1/4" = 1'-0" on drawing
CHECKED BY: B. L. P. DATE: 6-5-61
BRIDGE NO. 602 A DRAWING NO. 11481

Handrail spacing as shown below for all int. spans.
For handrail spacing End spans see Layout Sheet.

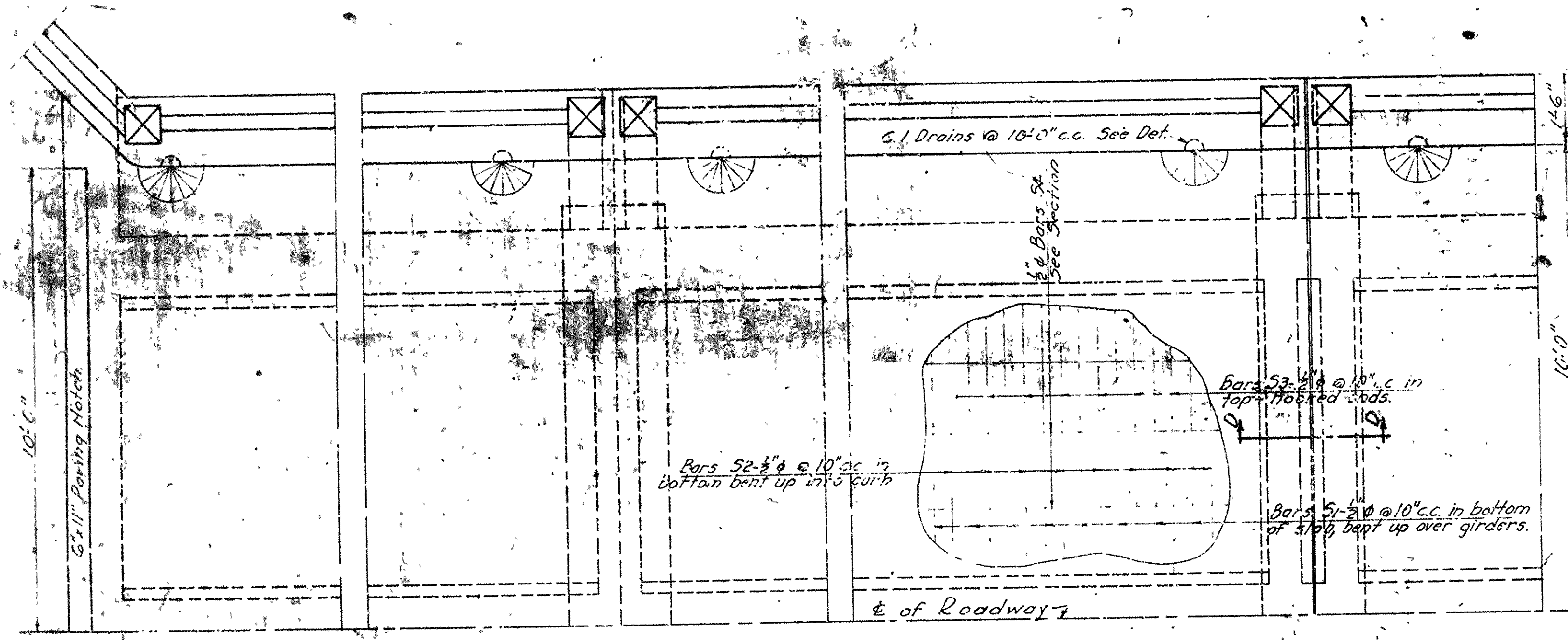


TYPE A
FIXED END

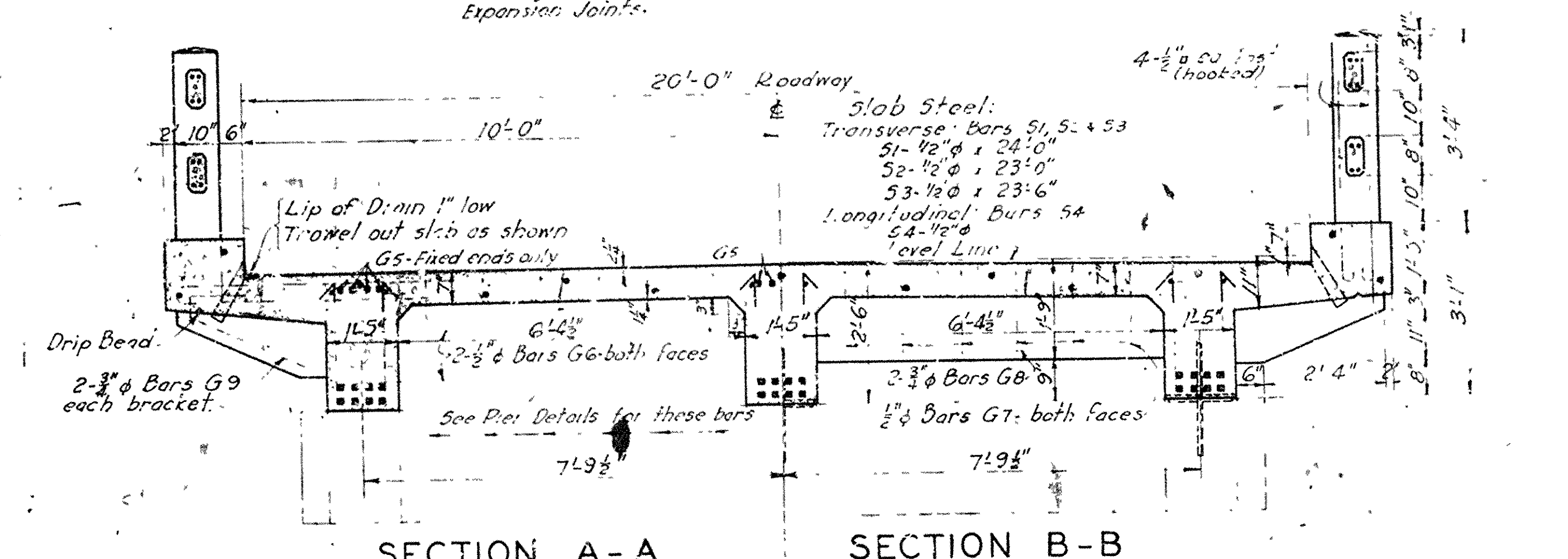
LONGITUDINAL SECTION

TYPE B
EXPANSION END
DETAIL OF BRACKETS

See Layout Sheet for number of Expansion Joints.

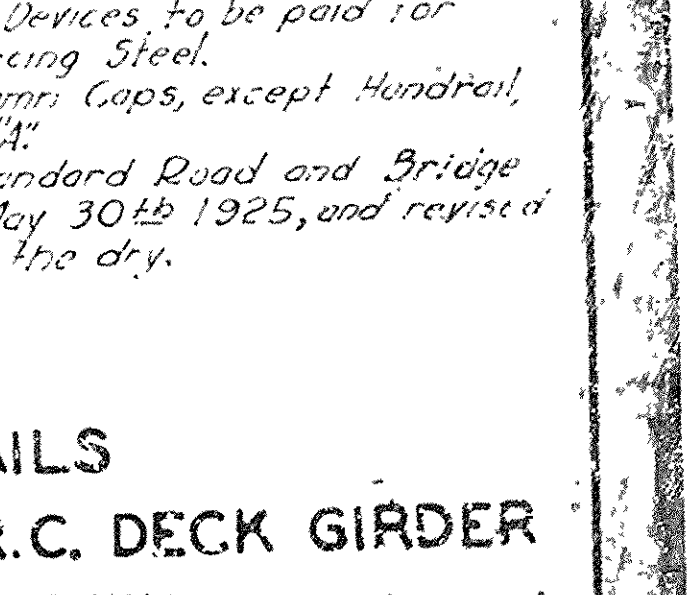
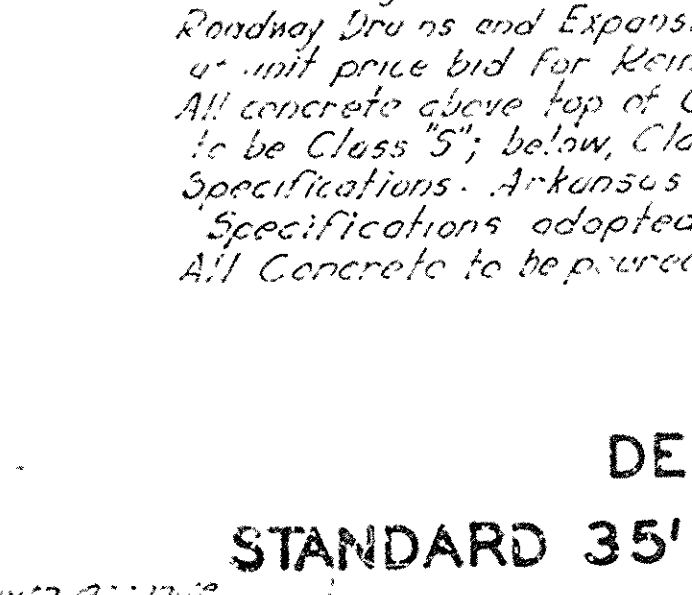
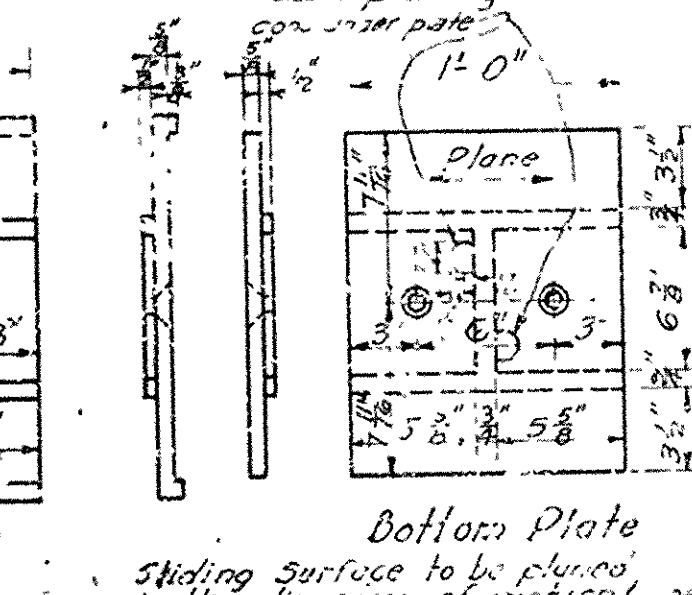
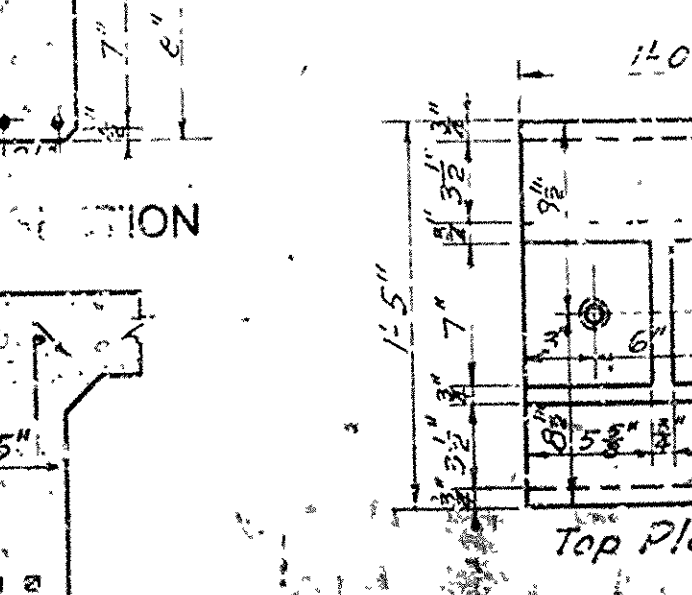
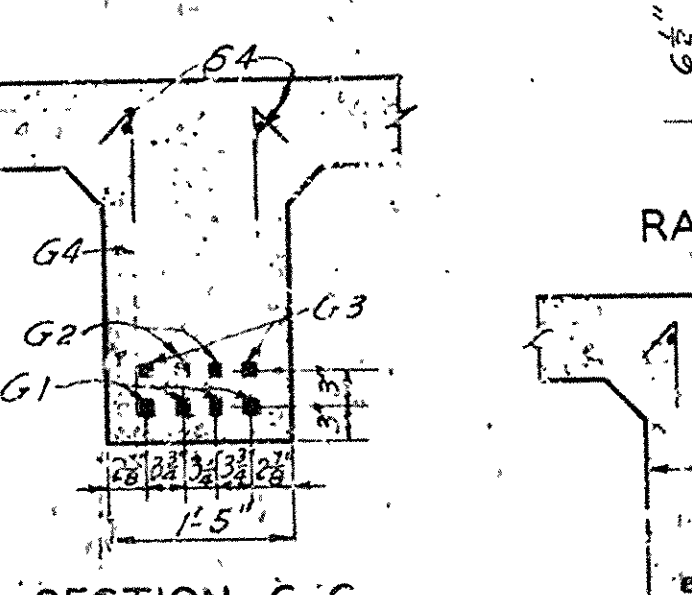
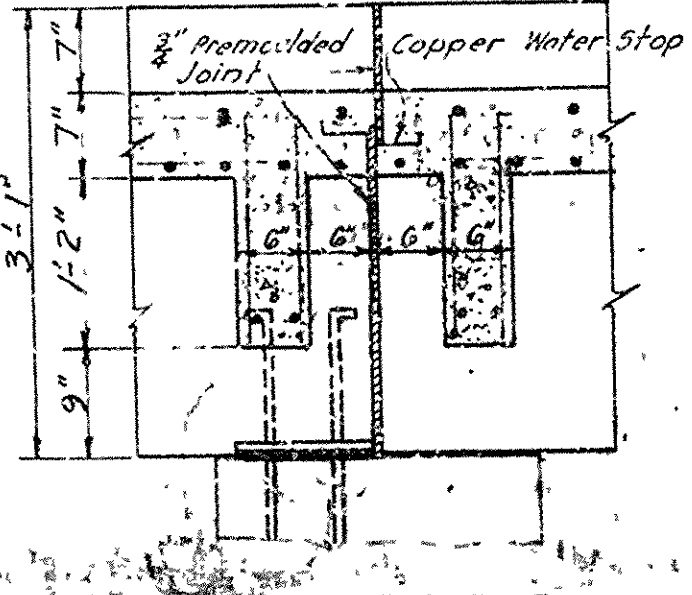
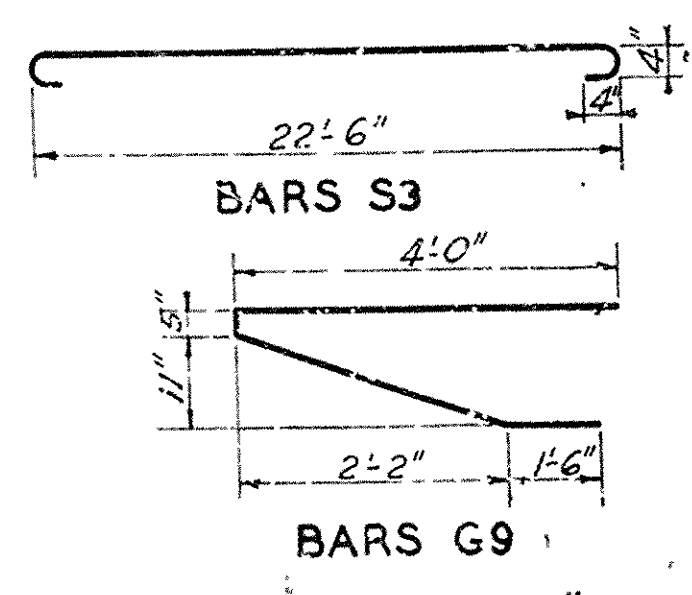
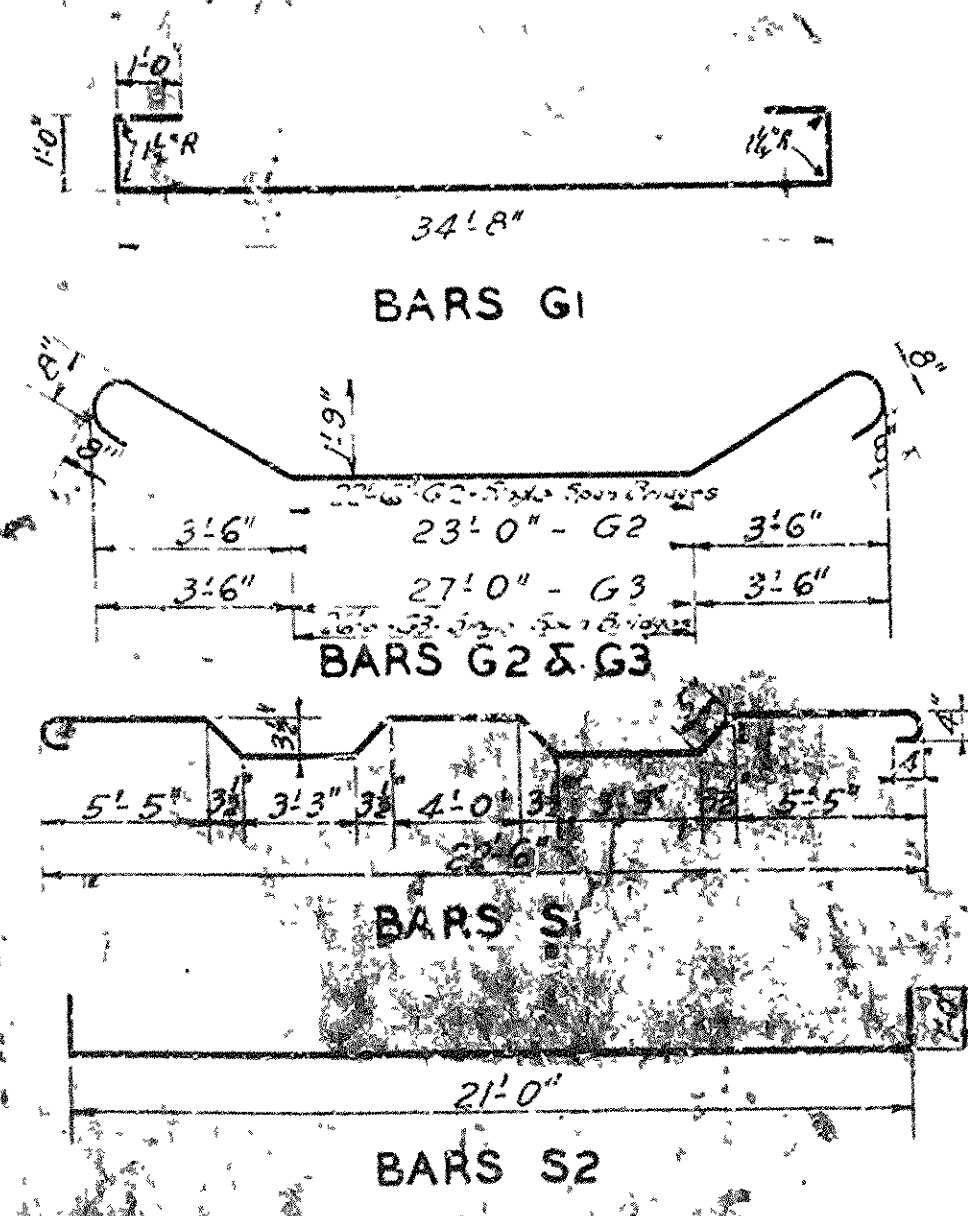


HALF PLAN



SECTION A-A

SECTION B-B



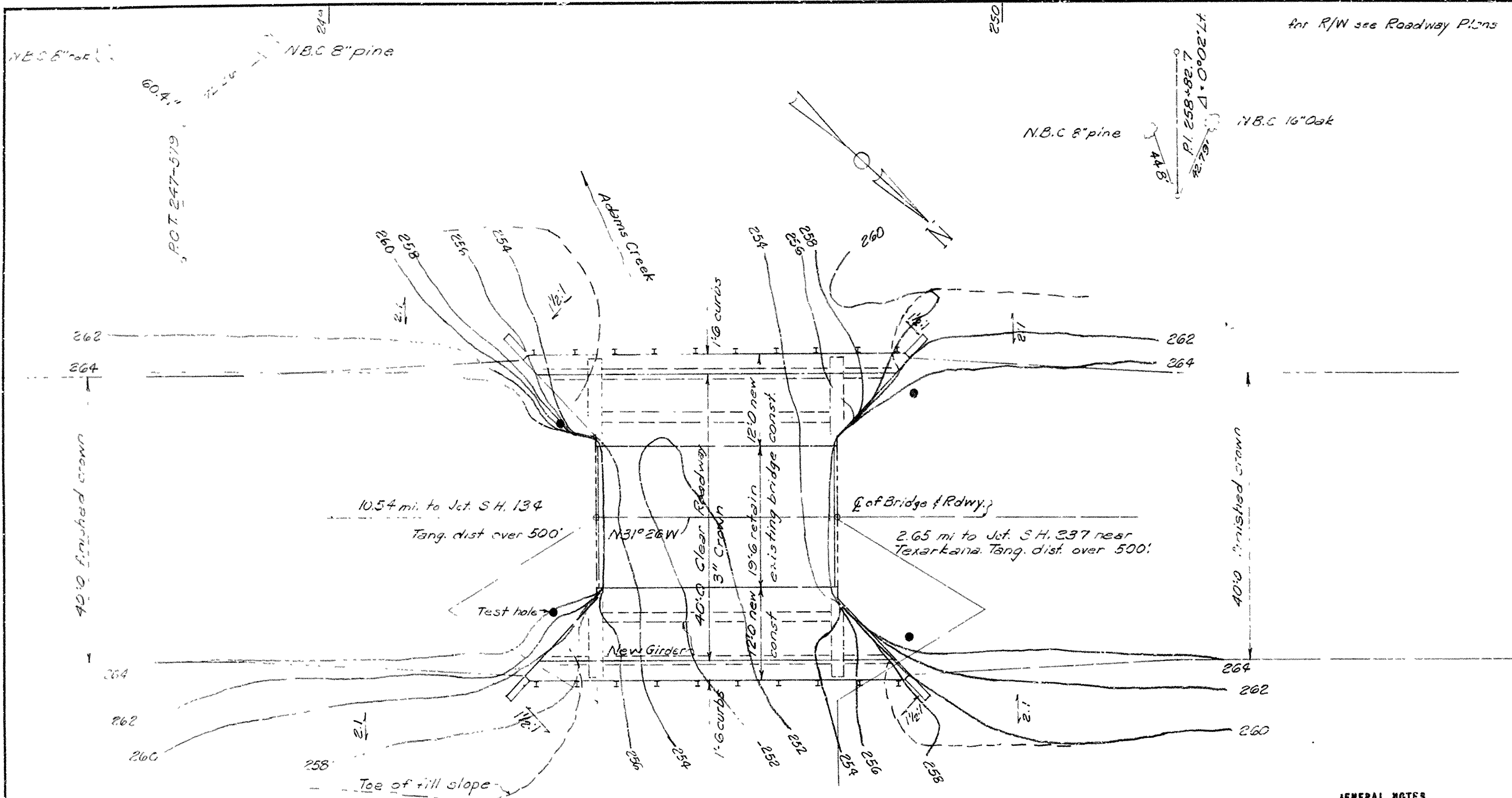
GENERAL NOTES
All exposed corners to have 3" chamfer unless otherwise noted.
Precast Concrete Handrails to be 1-1/2" max. Maximum aggregate 1/2".
Rail Posts to be Class "5" Concrete.
Reinforcing Steel to be deformed bars of Structural or Intermediate Grade. Shop List and Bending Diagrams of Steel must be submitted by Contractor before fabrication is begun.
Roadway Drains and Expansion Devices to be paid for at unit price bid for Reinforcing Steel.
All concrete above top of Column Caps, except Handrail, to be Class "5", below, Class "A".
Specifications: Arkansas Standard Road and Bridge Specifications adopted May 30th 1925, and revised.
All Concrete to be poured in the dry.

DETAILS
STANDARD 35' R.C. DECK GIRDER
20'-0" ROADWAY

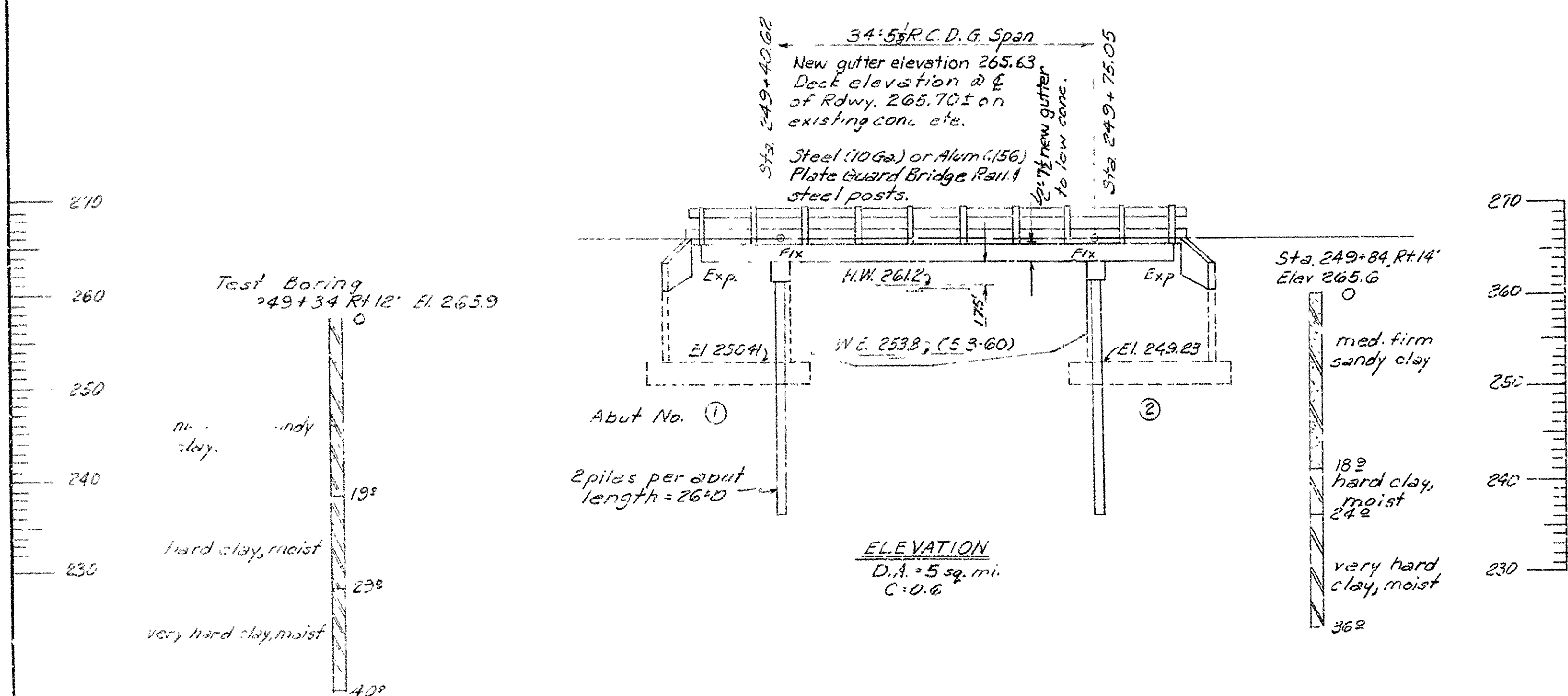
ROUTE SEC.
ARKANSAS STATE HIGHWAY DEPARTMENT
LITTLE ROCK, ARK.
Drawn By: [Signature] Date: 2-22-28
Traced By: [Signature] Date: 2-22-28
Checked By: [Signature] Date: [Blank]
BRIDGE NO. [Blank] DRAWING NO. 1002

BRIDGE ENGINEER
[Signature]

NO.	FOI-1(7)	TOTAL
6	27	120
308 N.	3574	27, 120



PLAN



ELEVATION

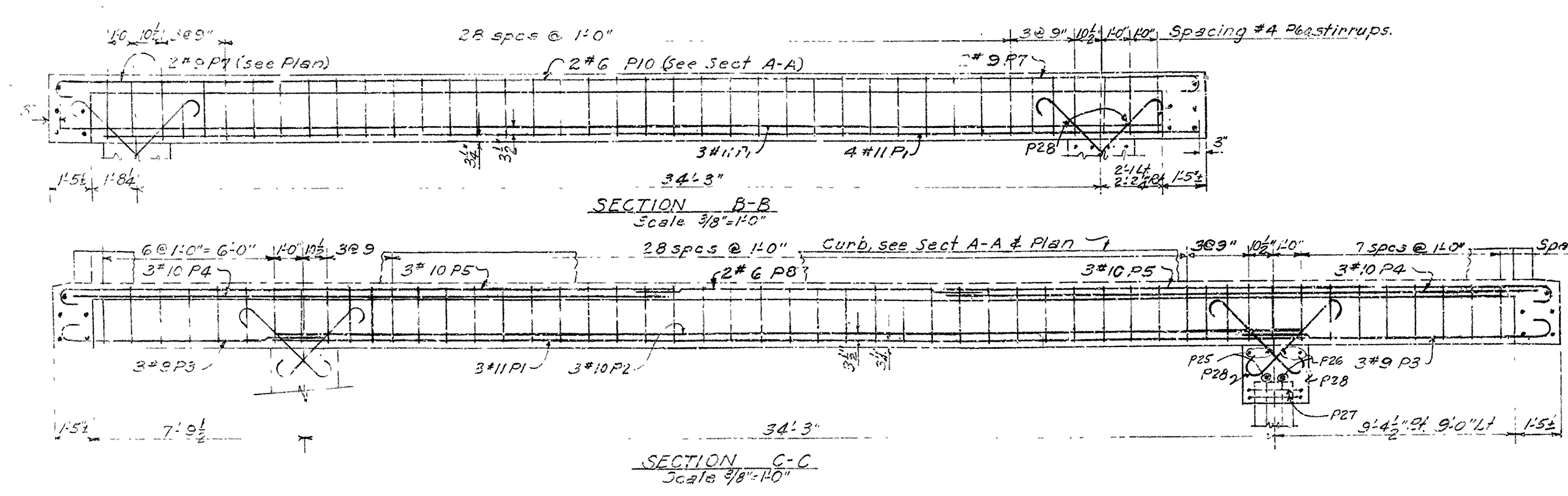
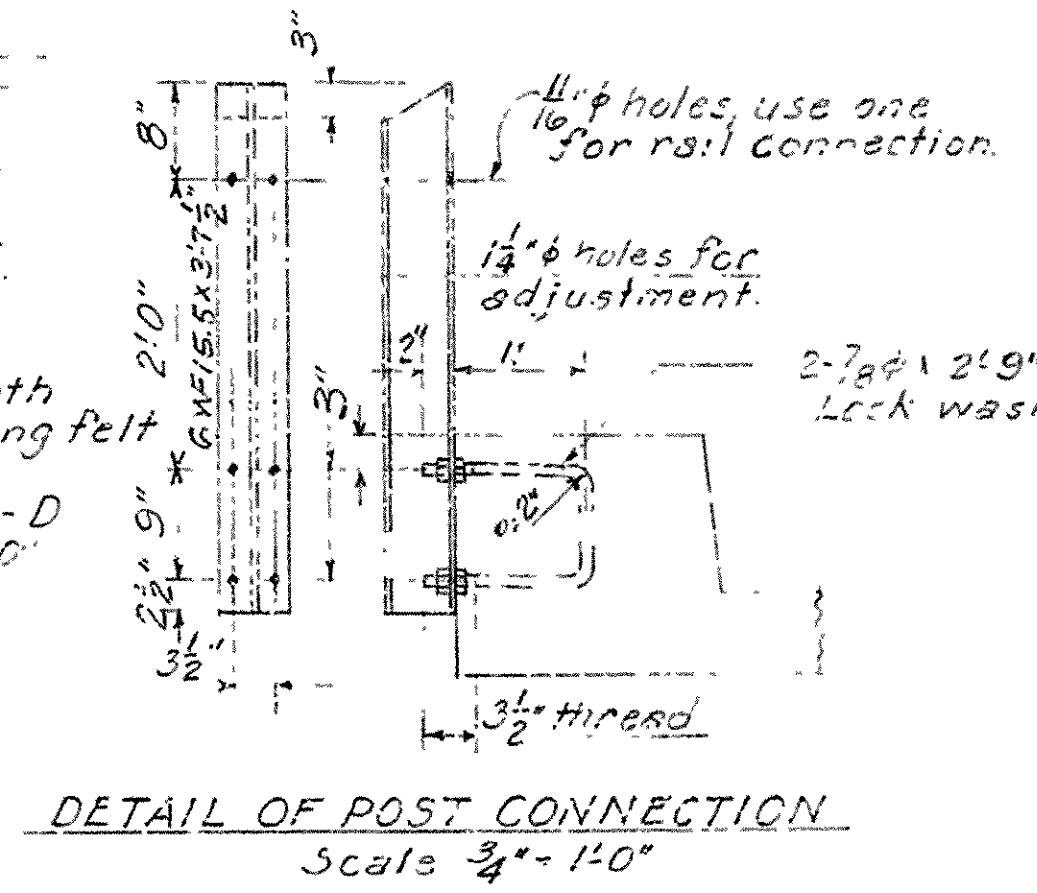
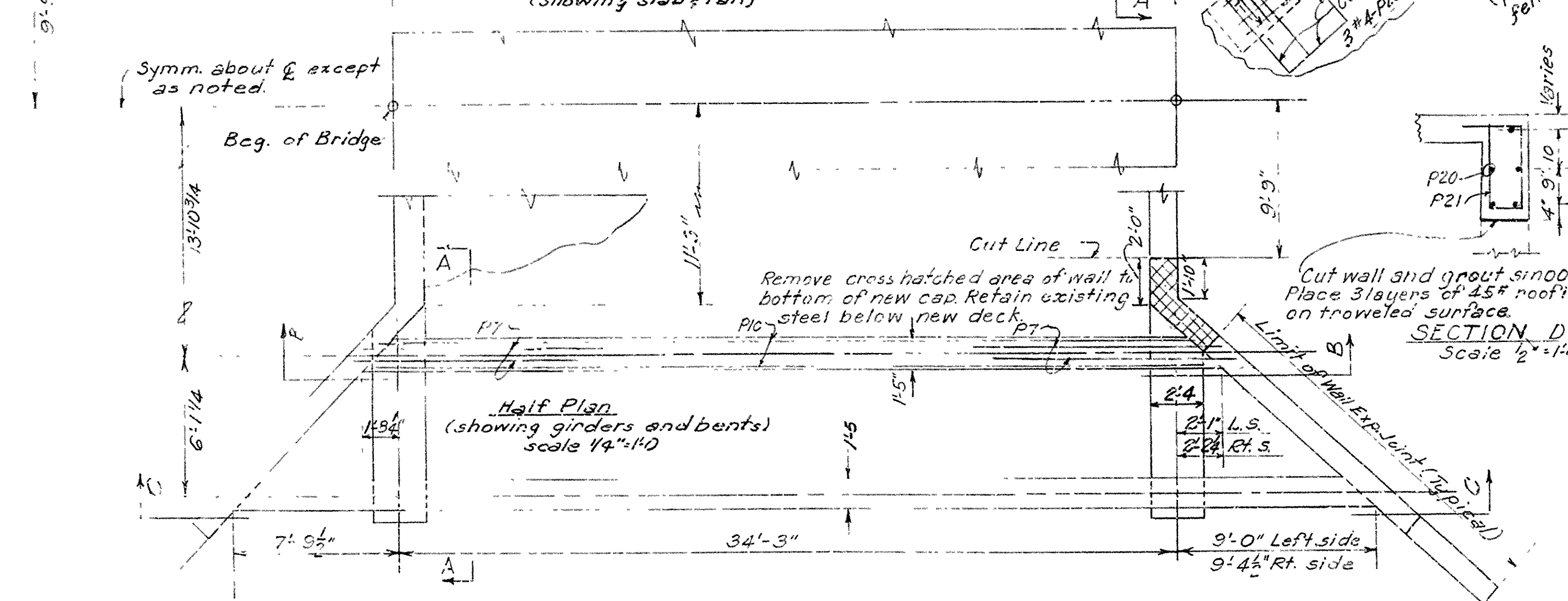
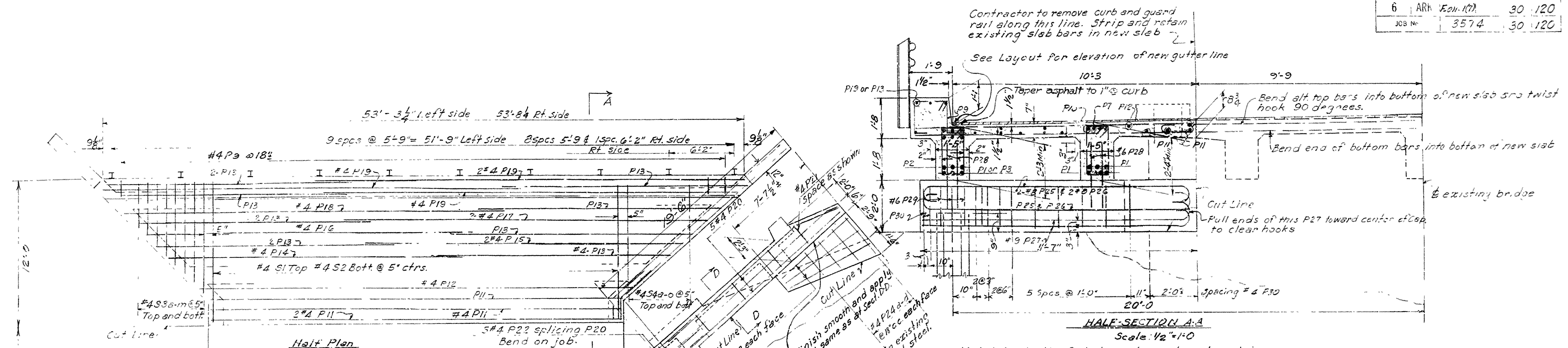
GENERAL NOTES

Bench Mark - Nail in side of 18\" pine 42' left of Sta. 252+76. Elevation 277.32.
 For details of existing bridge see Drawing Nos 961 and 1003.
 For details of Precast Concrete Piles see Drawing No. 2382.
 For Details of widening see Drawing No. 11482.
 The Contractor shall make check measurements of the existing bridge and determine all dimensions and adjustments necessary to fit new work to existing construction.
 All material removed from the existing bridge shall be placed on the embankment slopes at bridge ends as directed by the Engineer.
 All piling shall be 16\" octagonal precast concrete piles driven to a minimum bearing of 32 tons per pile. Lengths of piling shown are for estimating purposes only. Actual lengths are to be determined in the field. Drive one 21' test pile at Abutment No. 1.
 Loading: H-20 JAN 1957
 Stresses: Class A Concrete (max) 840 psi
 Class B Concrete (max) 1,200 psi
 Reinforcing Steel 20,000 psi
 Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

LAYOUT OF BRIDGE
 OVER ADAMS CREEK
 NORTH FOUKE-TEXARKANA
 MILLER COUNTY
 ROUTE 71 SEC. 2
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

BRIDGE NO. 603A DRAWING NO. 11479
 BRIDGE DESIGN ENGINEER

FED. ROAD No.	STATE	FED. AID FUND No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK	5011-171	30	120	120
JOB No.	3574 30 120				

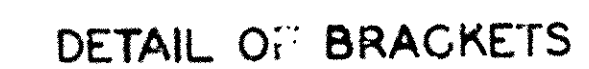


BAR LIST									
NO.	SIZE (#)	NO. REBAR	LENGTH	A	B	PIN DIA.	BENDING DIAGRAM		
P1	11	20	27'-3"			5/8"	A		
P2	10	6	36'-6"			5/8"			
P3	9	12	14'-3"	0'-10"	13'-0"	9"			
P4	10	12	21'-6"			5/8"			
P5	10	12	22'-11"	0'-11"	21'-6"	10"	B		
P6	4	104	2'-8"	1'-1"	1'-11 1/2"	1 1/2"			
P6a	4	80	6'-10"	1'-1"	2'-0 1/2"	1 1/2"			
P7	9	8	12'-3"	10"	11'-0"	9"			
S3a-m	4	4 ea.	44'-6 3/4"	Vary by 5"		5/8"	C		
P9	4	72	5'-3"	See diagram					
P10	6	4	36'-6"			5/8"			
P11	4	8	34'-2"						
P12	1	2	36'-2"				D		
P13	1	22	20'-0"						
P14	1	2	24'-8"						
P15	4	4	26'-3"						
P16	4	2	28'-5"				E		
P17	4	4	30'-6"						
P18	4	2	32'-9"						
P19	4	9	37'-10"						
P20	4	20	18'-0"			5/8"	F		
P21	4	20	5'-2"	See diagram		1 1/2"			
P22	4	20	5'-0"			5/8"			
S1	4	83	11'-9"			5/8"			
S2	4	83	12'-3"	4"	11'-9"	3"	G		
S4a-b	4	4 ea.	44'-6 3/4"	Vary by 4"		5/8"			
P23	4	24	7'-5"			5/8"			
P24	4	8 ea.	2'-8 1/2"	Vary by 6"		5/8"			
P25	8	12	13'-4"	9"	11'-1"	8"	H		
P26	8	12	10'-6"	9"	8'-3"	8"			
P27	9	4 ea.	23'-3"	10"	12'-0"	9"			
P28	6	16	4'-11"	6"	3'-6"	4 1/2"			
P29	6	12	5'-2"	1'-3"	2'-0"	2 1/2"	I		
P30	4	48	7'-9"	1'-11 1/2"	1'-7 1/2"	1 1/2"			
P8	6	4	15'-8"			5/8"			

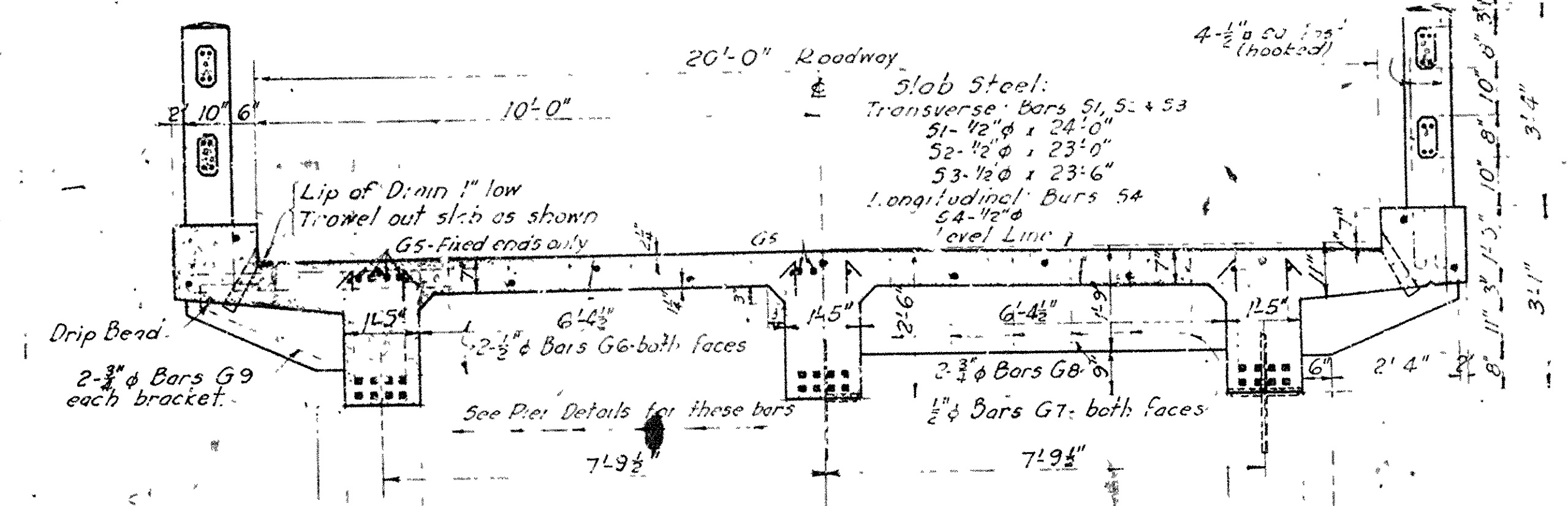
NOTES:
All concrete to be Class S. All exposed corners to have 3/4" chamfer.

DETAILS OF WIDENING
BRIDGE OVER ADAMS CREEK
NORTH FOULKE -- TEXARKANA
MILLER COUNTY
ROUTE 71 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: W.E.W. DATE: 5-18-61
TRACED BY: J.P.R. DATE: 12-5-61
CHECKED BY: J.P.R. DATE: 12-5-61
BRIDGE NO. 603A DRAWING NO. 11482

35'-0"

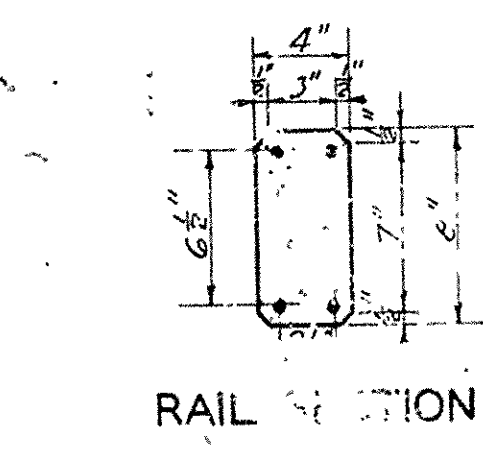


LONGITUDINAL SECTION

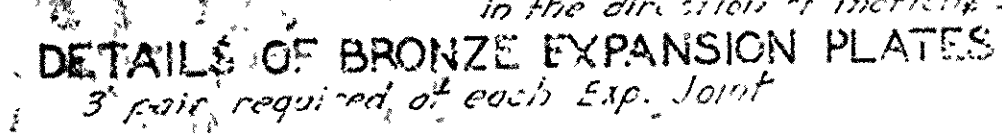


SECTION B-B

All exposed corners to have $\frac{3}{4}$ " chamfer unless otherwise noted.
Precast Concrete Handrails to be 1-1/2" Max. Maximum aggregate $\frac{3}{8}$ "
Rail Posts to be Class "5" Concrete.
Reinforcing Steel to be deformed bars of Structural or Intermediate Grade. Shop List and Bending Diagrams of Steel must be submitted by Contractor before fabrication is begun.
Roadway Joints and Expansion Devices to be paid for at unit price bid for Reinforcing Steel.
All concrete above top of Column Caps, except Handrail, to be Class "5", below, Class "A".
Specifications - Arkansas Standard Road and Bridge Specifications adopted May 30th 1925, and revised.
All Concreto to be poured in the dry.

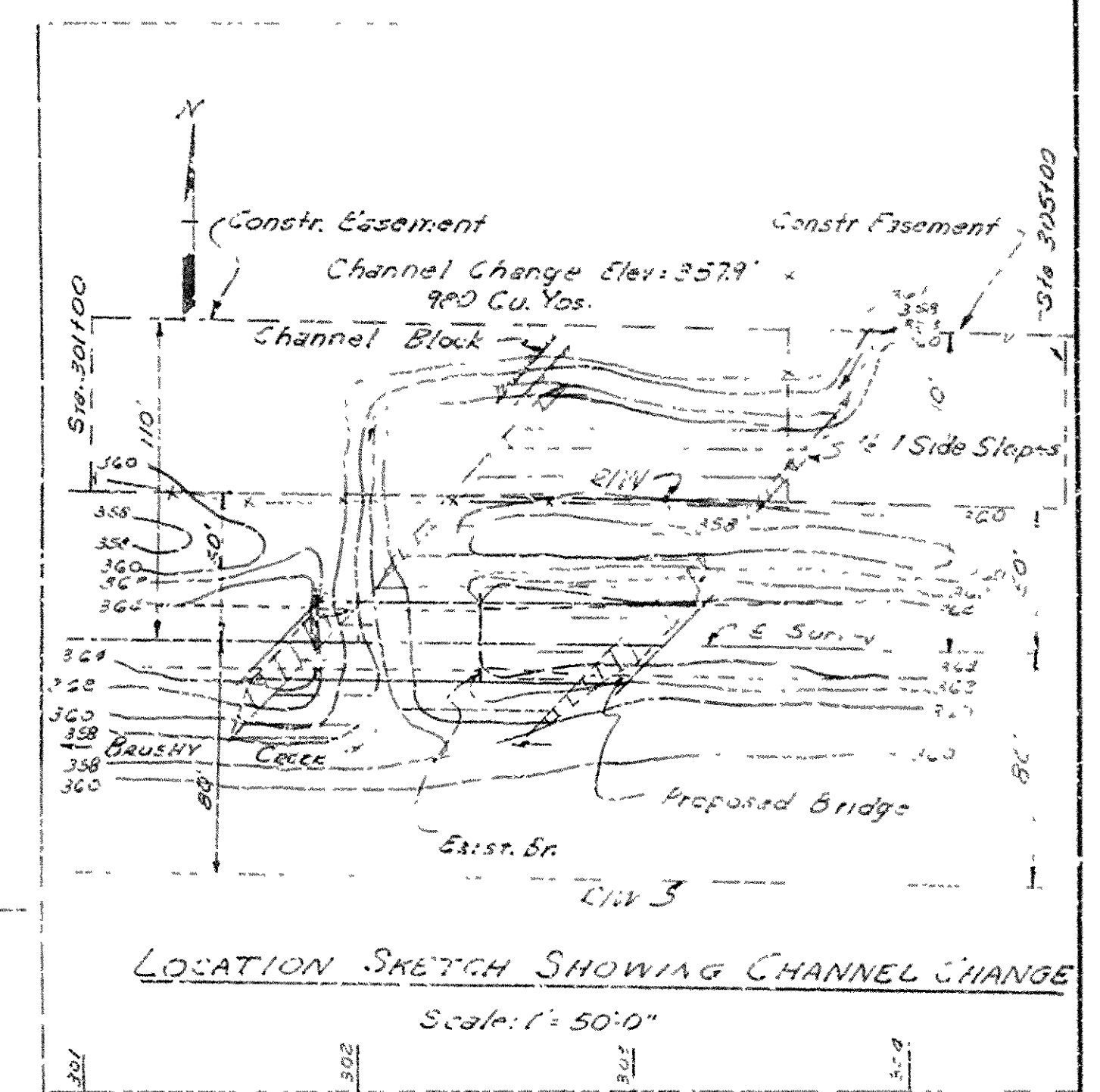
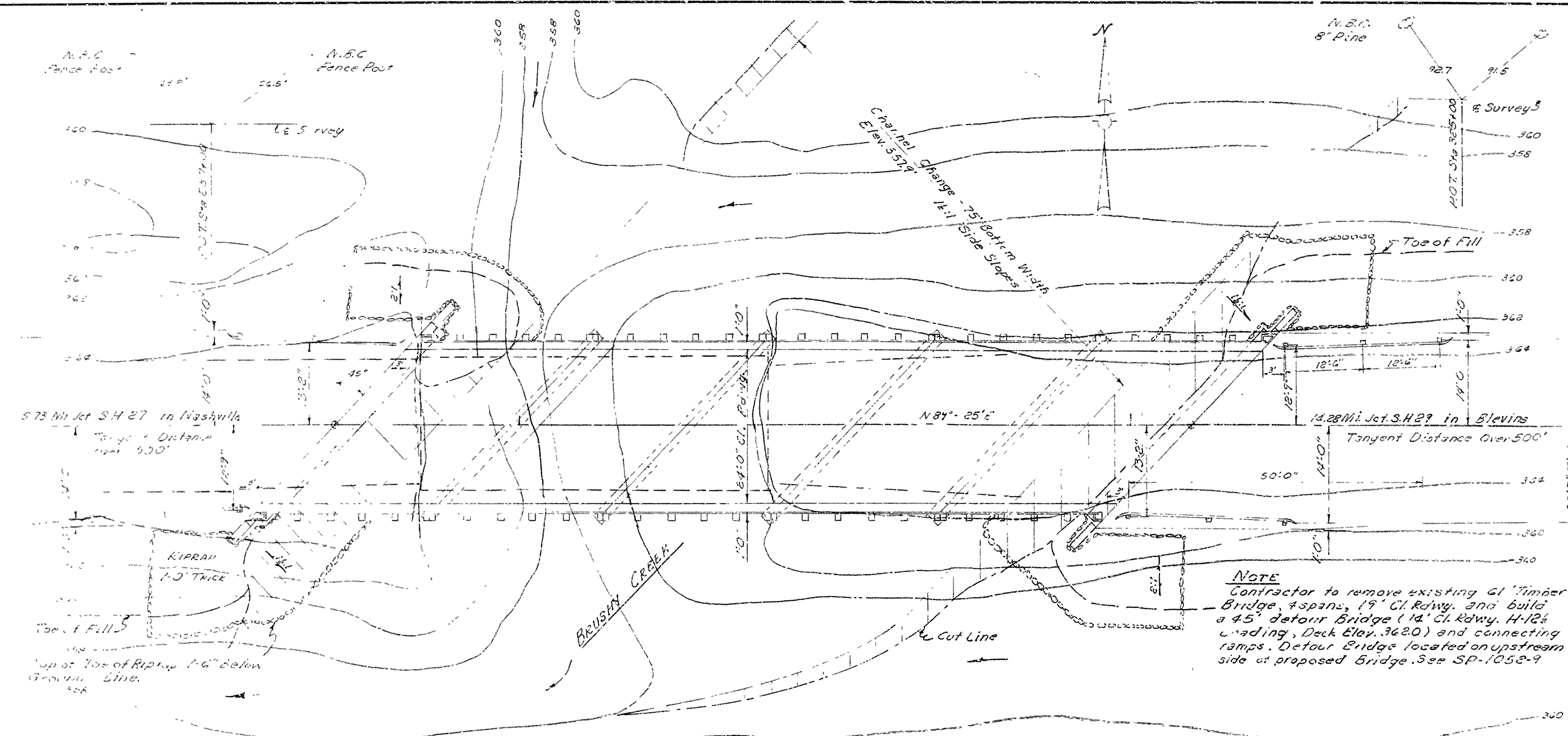


SECTION SHOWING EXPANSION PLATE.



ROUTE SEC.
ARKANSAS STATE HIGHWAY DEPARTMENT
LITTLE ROCK, ARK.
Drawn By Bush Date: 2-22-28
Traced By Bush Date: 2-24-28
Checked By: _____ Date: _____
Scale: 1 in. = 1 M.
BRIDGE NO. DRAWING NO. 1002

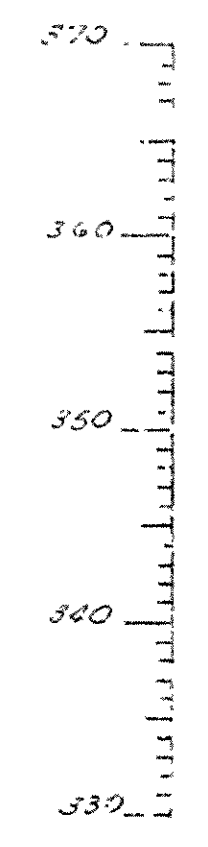
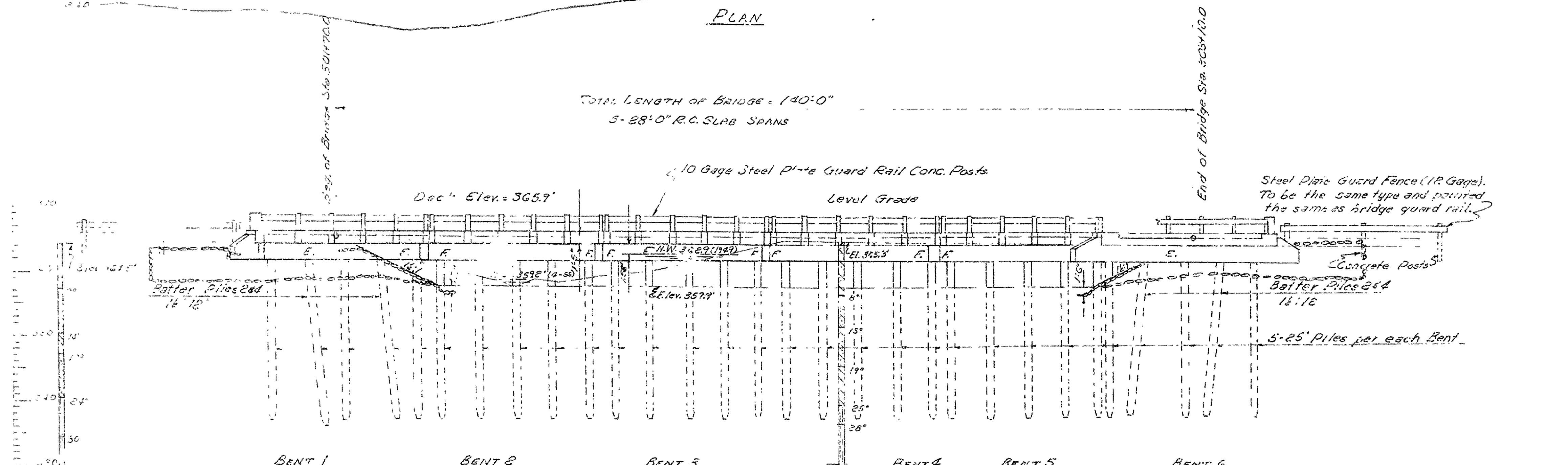
2-29-68
 Harvey Co. 7-40-23
 H.E. Spaulding 8-9-63
 Trans-Alaska Pipeline
 2-29-68
 2-29-68
 N.B. Spaulding
 BRIDGE ENGINEERS



Note
Contractor to remove existing 41' Timber Bridge, 4 spans, 19' Cl. Rdwy. and build a 45' detour Bridge (14' Cl. Rdwy. 4-12' loading, Deck Elev. 3620) and connecting ramps. Detour Bridge located on upstream side of proposed Bridge. See SP-1058-4

GENERAL NOTES:
B.M. Nail in side 12 Black Gum 50' R.F. Sta. 296+20 Elev. 362.45.
Lengths of Piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 30' pile in Bent 2 and one 30' pile in Bent 3 as test piles.
Piling to be driven to a minimum penetration of 20' and a minimum bearing of 36 Tons in End Bents and 32 Tons in Int. Bents. For Details of superstructure see Drawg. 5368-4 5498. For Details of substructure see Drawg. 5492-0.

LOADING: H-15 A.A.S.H.O. 1953
STRESSES: CLASS "B" CONCRETE (n=10) 1,800 p.s.i.
REINFORCING STEEL 20,000 p.s.i.



370+00 to 301+00 ... 118'
2-12' Med. firm Brown Sandy Clay
7-12' Med. soft Brown Sandy Clay
10-17' Med. firm Brown Clay
7-8' Med. firm Brown Sandy Clay
2-3' Hard Blue Clay
20-37' Very Hard Blue Clay

ELEVATION
D.A. = 7° M.
C = 0.7

BENT 4
34' 108158 R.H.
5' 11" Med. firm Brown Sandy Clay
2-12' Med. soft Brown Sandy Clay
13-19' Med. firm Brown Sandy Clay
19-23' Med. firm Brown Sandy Clay
23-25' Med. firm Blue Clay
25-34' Very Hard Blue Clay

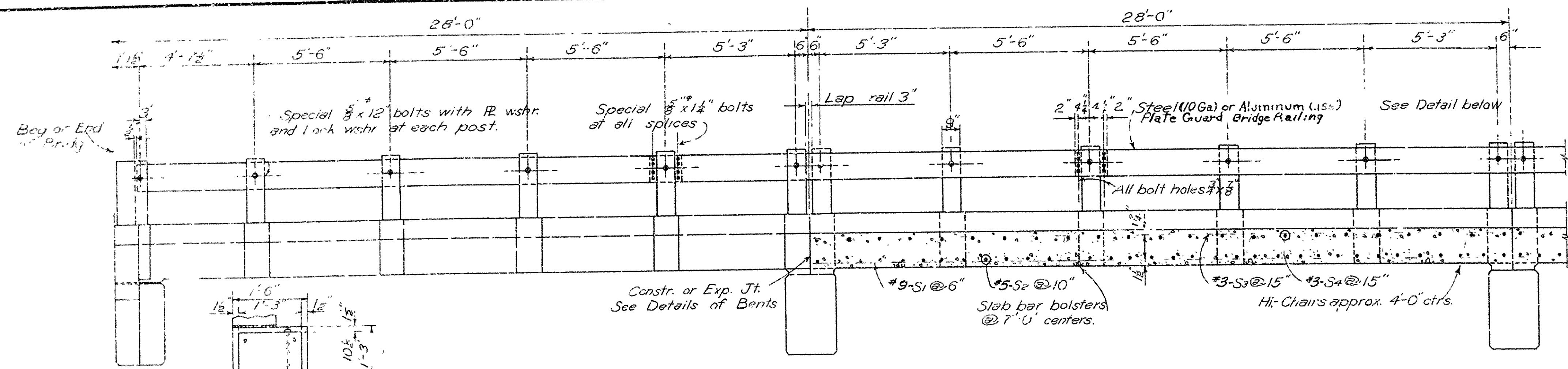
**LAYOUT OF
BRIDGE OVER BRUSHY CREEK
NASHVILLE — MC CASKILL
HEMPSTEAD COUNTY**

**ROUTE 24 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.**

**DRAWN BY: F.R.B. DATE: 4-11-55
TRACED BY: DATE: DATE: 7-21-55
CHECKED BY: DATE: DATE: 7-21-55
BRIDGE NO. 3027 DRAWING NO. 8903**

F.R.B.
BRIDGE DESIGN ENGINEER

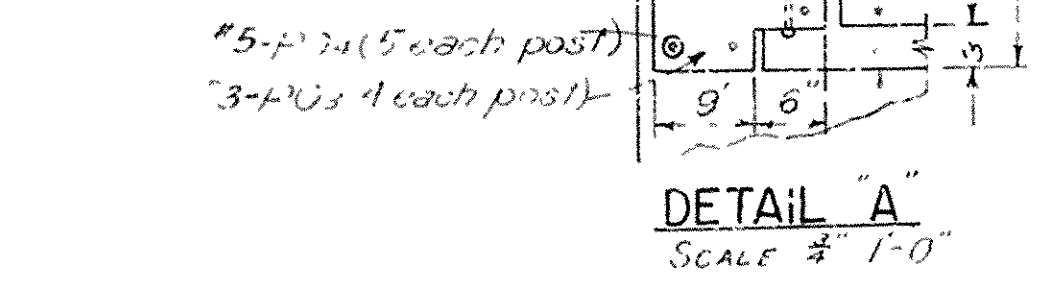
FEED ROAD	STATION	PROJECT NO.	FEEL	INSET	TOTAL
NO.	NO.	NO.	NO.	NO.	SHEETS
6	ARK				
STATE JOB NO.					



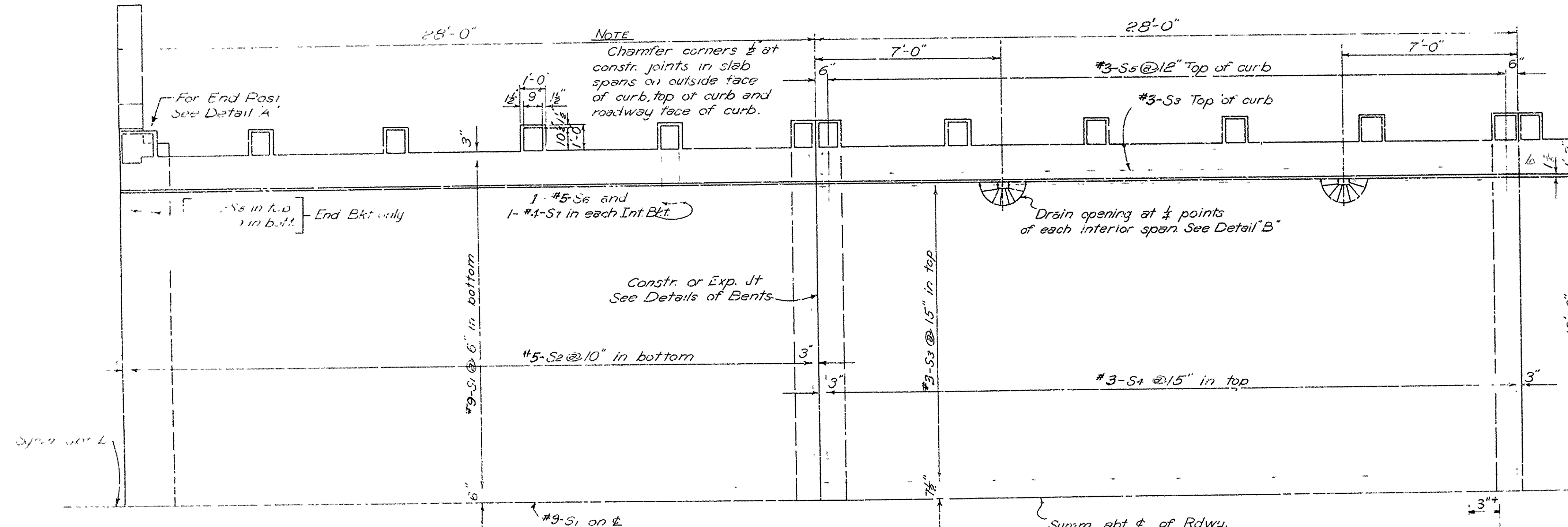
ELEVATION

SECTION ON C OF RDWY.

SCALE: 3/8" = 1'-0"



DETAIL "A"
SCALE: 3/8" = 1'-0"



HALF PLAN END SPAN

SHOWING STEEL IN BOTTOM OF SLAB
TOP SLAB STEEL SAME AS SHOWN FOR INT. SPAN

SCALE: 3/8" = 1'-0"

HALF PLAN INTERMEDIATE SPAN

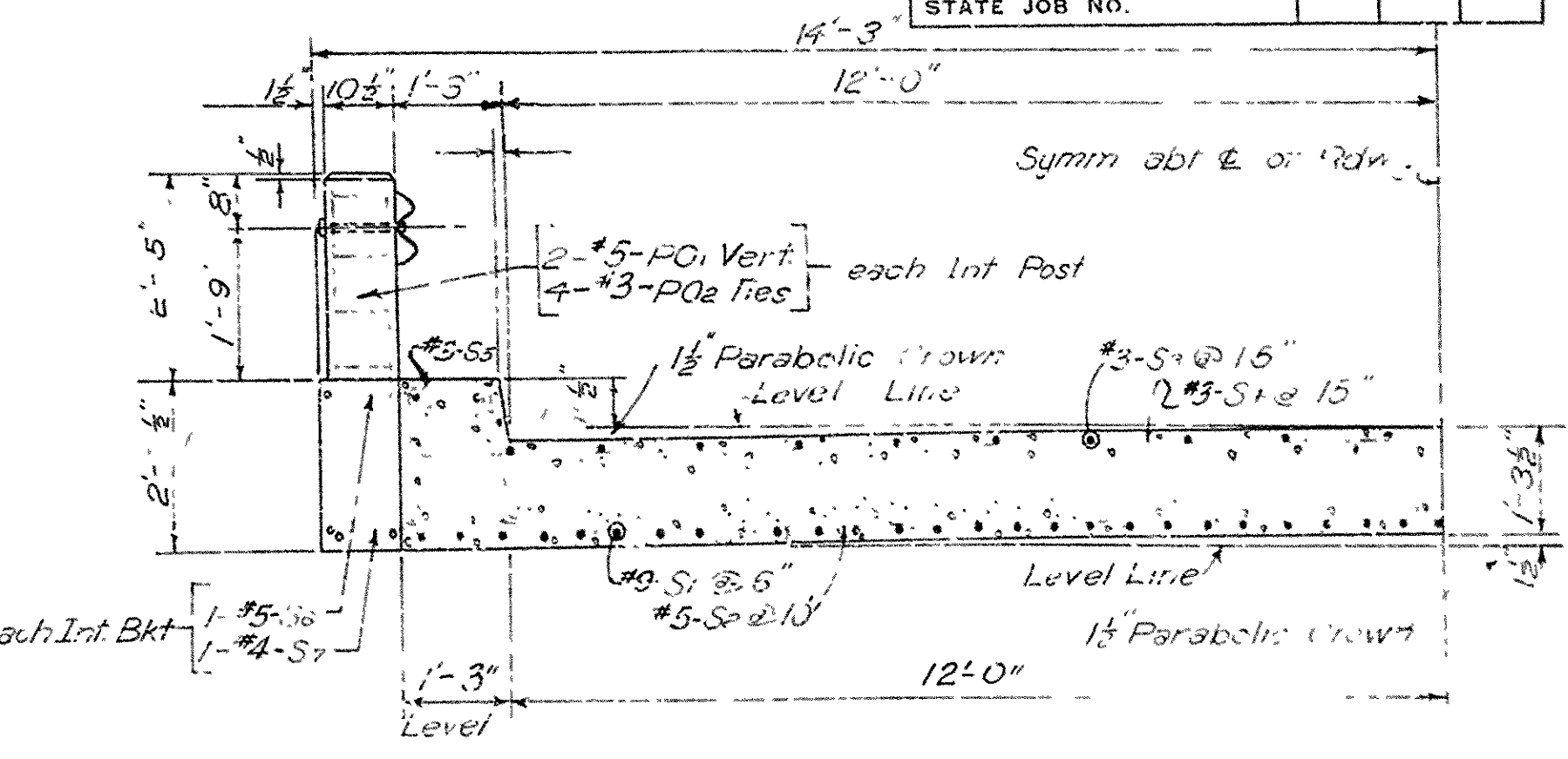
SHOWING STEEL IN TOP OF SLAB
BOT. SLAB STEEL SAME AS SHOWN FOR END SPAN

H 15 LOADING (A.A.S.H.O. 1957 REVISED)

LOAD DISTRIBUTION TO SLAB:
Dead Load = 209 #/ft.
Live Load = 0.182 Wheel/ft. width
Impact = 30%

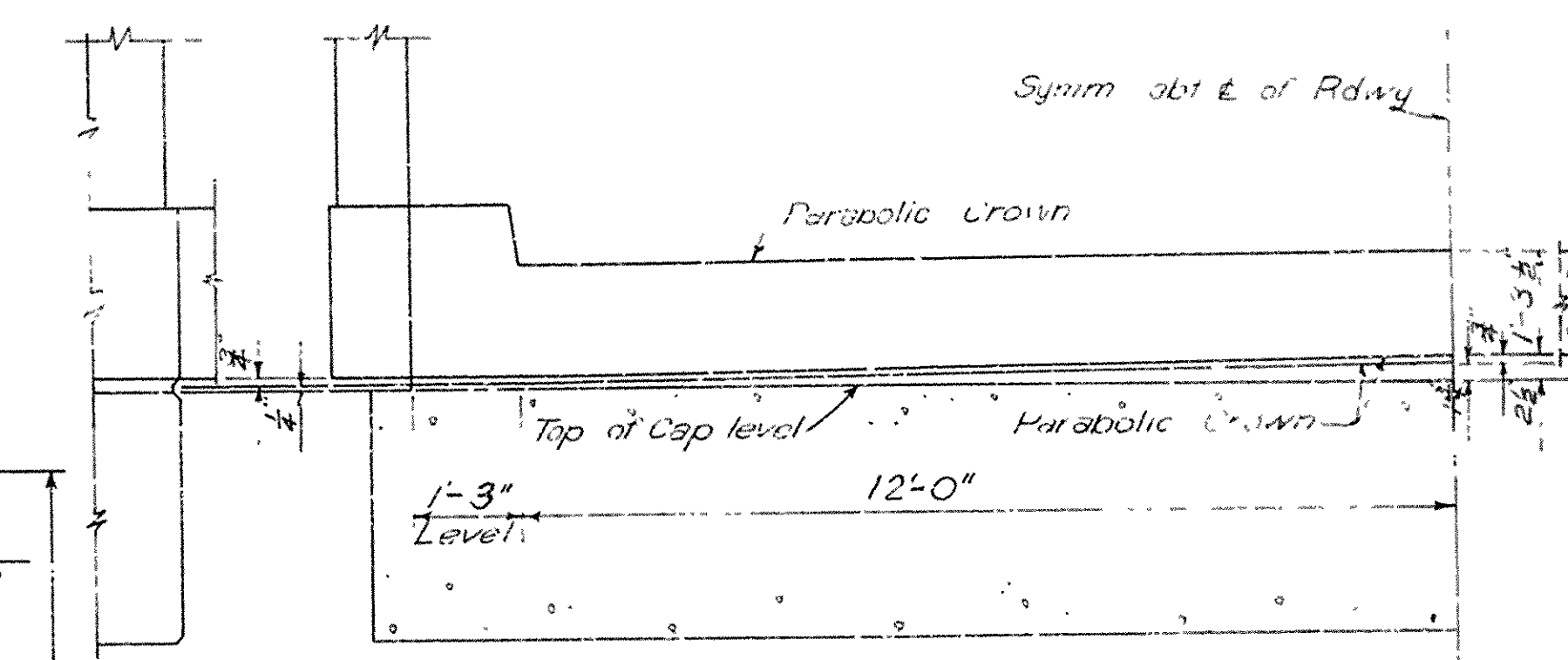
OR LANE LOADS:
Uniform Load = 436 #/ft.
Concentrated LL = 1227 #
Impact = 30%

UNIT STRESSES:
Class "S" Concrete (n=10) 1200 #/sq. in.
Reinforcing Steel 20,000 #/sq. in.



TYPICAL CROSS SECTION

SCALE: 3/8" = 1'-0"

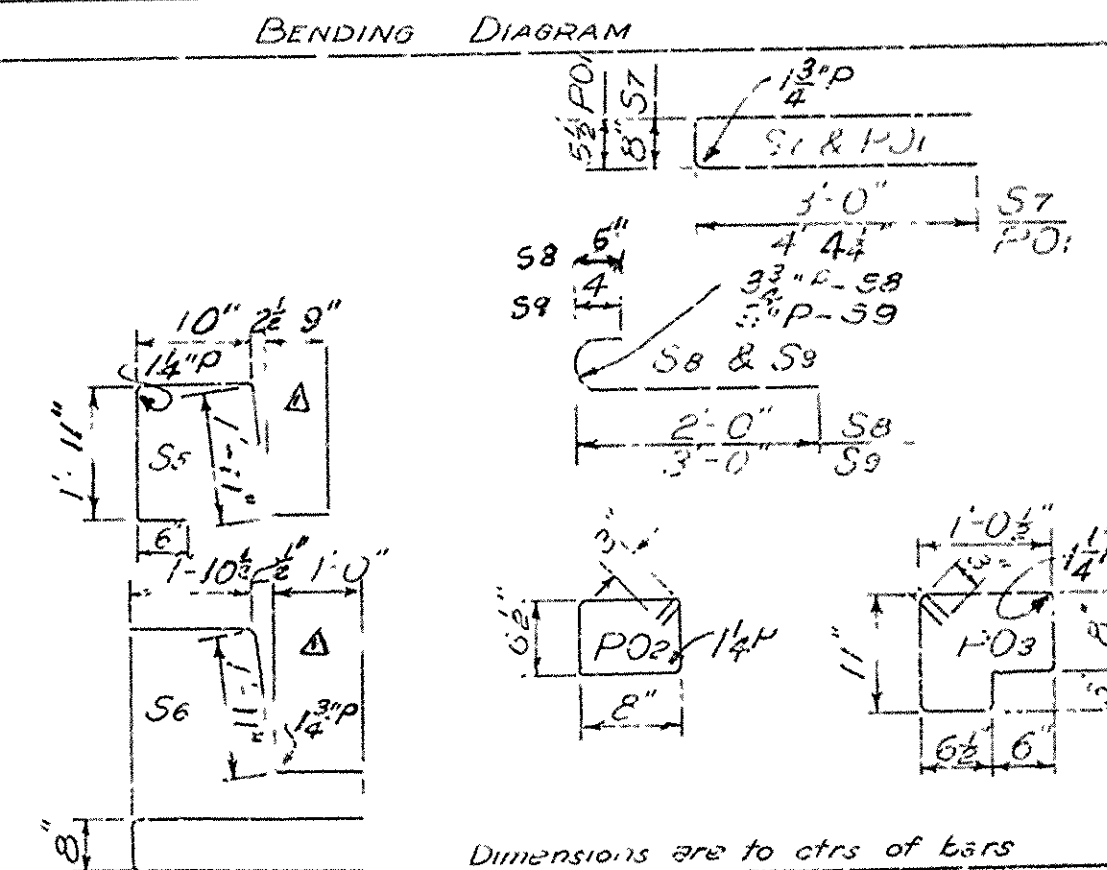


SECTION AT BENT

SHOWING HOW THICKNESS OF PARABOLIC SLAB IS INCREASED AT BENT TO MEET LEVEL CAP.
SCALE: 3/8" = 1'-0"

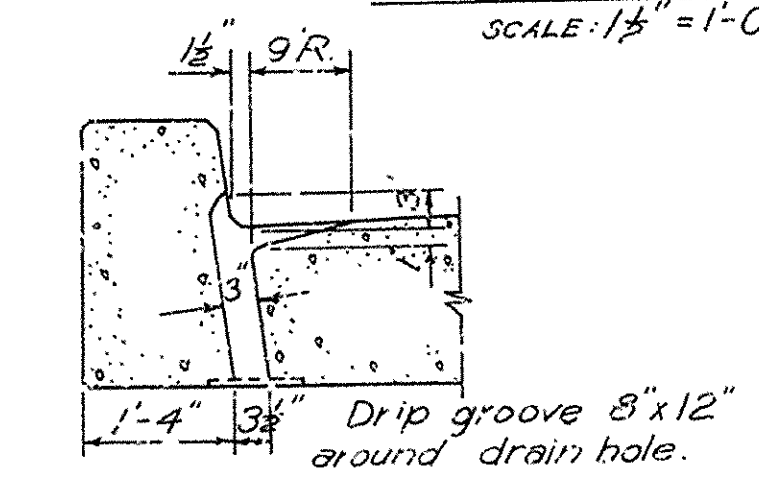
LIST OF REINFORCING STEEL

MARK	SIZE	LENGTH
S1	#9	27'-9"
S2	#5	26'-2"
S3	#3	27'-8"
S4	#3	26'-2"
S5	#3	5'-10"
S6	#5	10'-2"
S7	#4	6'-7"
S8	#5	2'-7"
S9	#4	3'-6"
PO1	#5	9'-1"
PO2	#3	2'-10"
PO3	#3	4'-4"
PO4	#5	4'-3"



SECT. OF GUARD RAIL

SCALE: 1/4" = 1'-0"



DETAIL B
SECTION THRU DRAIN OPENING

SCALE: 3/8" = 1'-0"

Openings to taper from 3"x6" at top of slab to 3"x7" at bottom. Set entrance to openings 1" low and trowel out slab to meet.

Revisions:
Add'd 2'-2 1/2" to S6 W.V.M. 5-26-54
Changed S2 to straight bar W.V.M. 11-1-54
Changed note for payment of Bituminous and Roofing felt F.R.B. 5-4-56
Changed bar designation and roadway to gutter line. W.E.W. 11-7-57
Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design Loading (1937). L.H.T. 9-15-59 24'-0" CLEAR RDWY. 1'-0" CURBS
Revised Guard Rail Note J.M.H. 7-15-66

DETAILS OF STANDARD
28'-0" R.C. SLAB SPAN

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

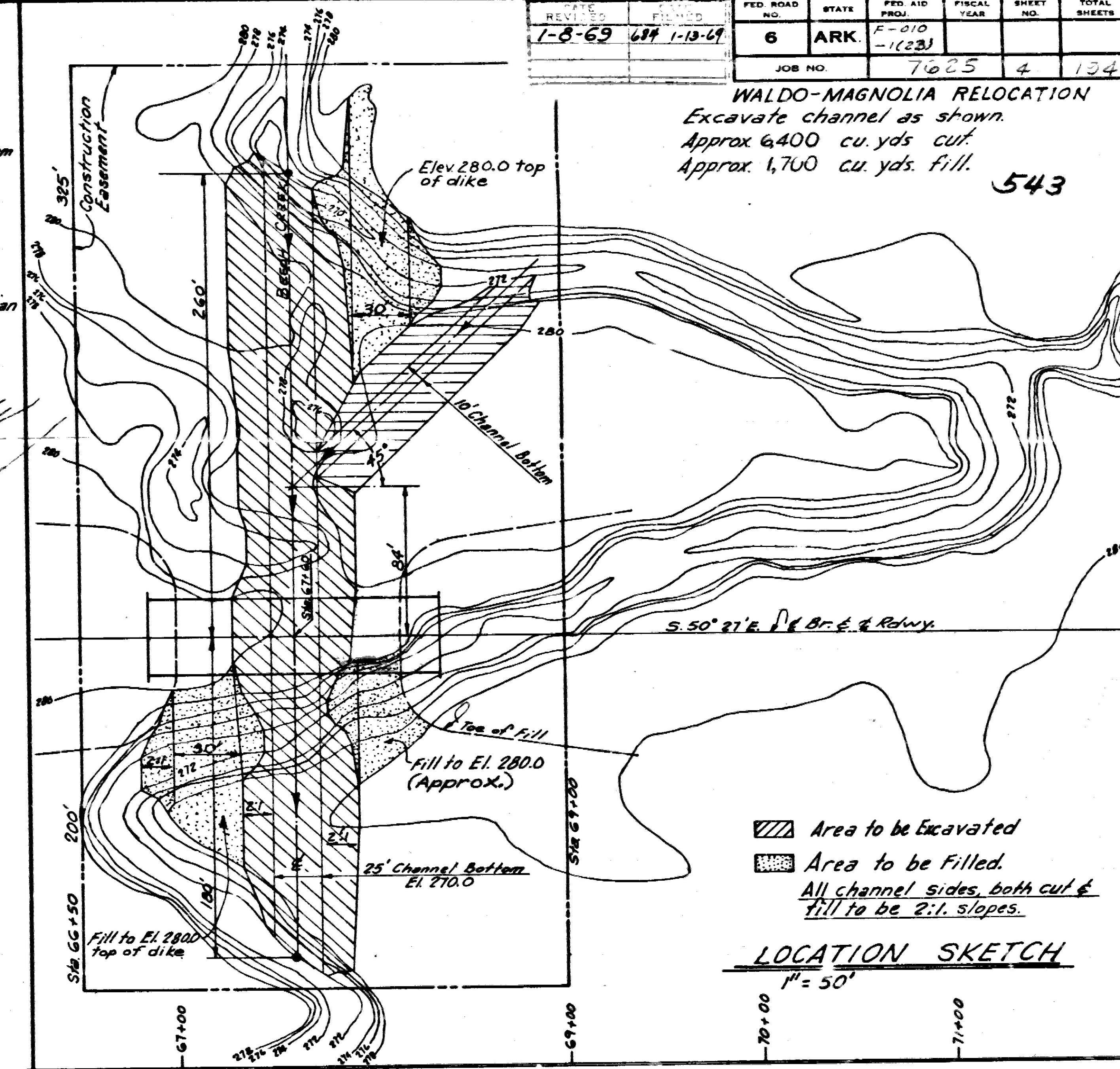
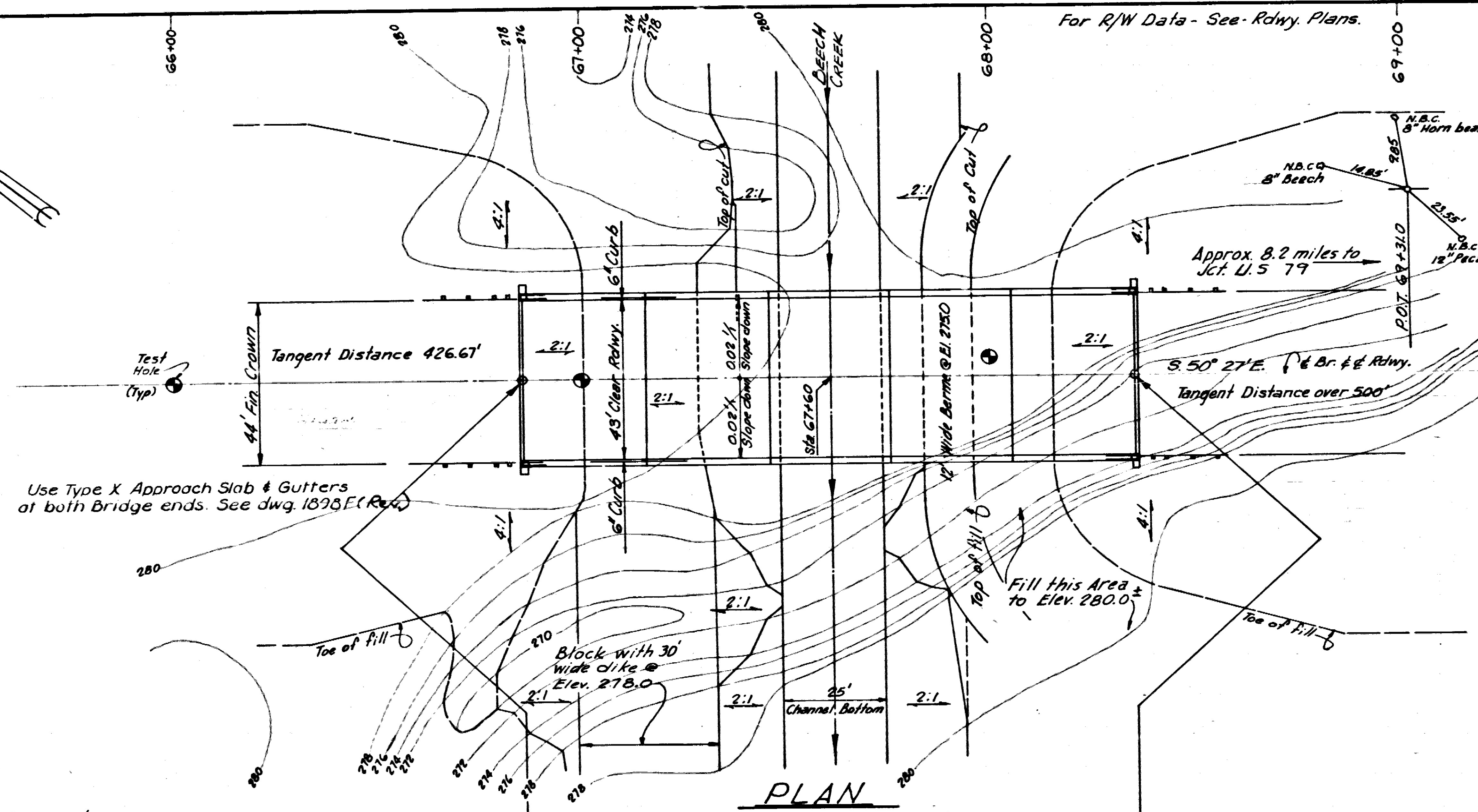
Drawn By: W.V.M. Date: 5-5-52
Traced By: L.W.H. Date: 6-15-55
Checked By: J.M.H. Date: 5-23-55
BRIDGE NO. 5492
DRAWING NO. 5492

GENERAL NOTES
All concrete to be Class "S". All exposed corners to be chamfered 3/8" unless otherwise noted.
Reinforcing steel to be deformed bars of intermediate or hard grade.
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports sufficient in number and size to prevent displacement during the course of construction and to keep the steel a proper distance from the forms. The wire supports will not be paid for directly but will be considered subsidiary to the item of Reinforcing Steel. Shop lists and bending diagrams of reinforcing steel including wire supports shall be submitted and approved secured before fabrication is begun.
Roofing and bituminous felt shall be measured and paid for as Class S Concrete.
The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail, including post and fastenings, shall be paid for at the unit price bid per linear foot for Steel or Aluminum Plate Guard Bridge Railing.
SPECIFICATIONS Arkansas State Highway Commission Standard Specifications for Highway Construction, adopted Edition of 1957.

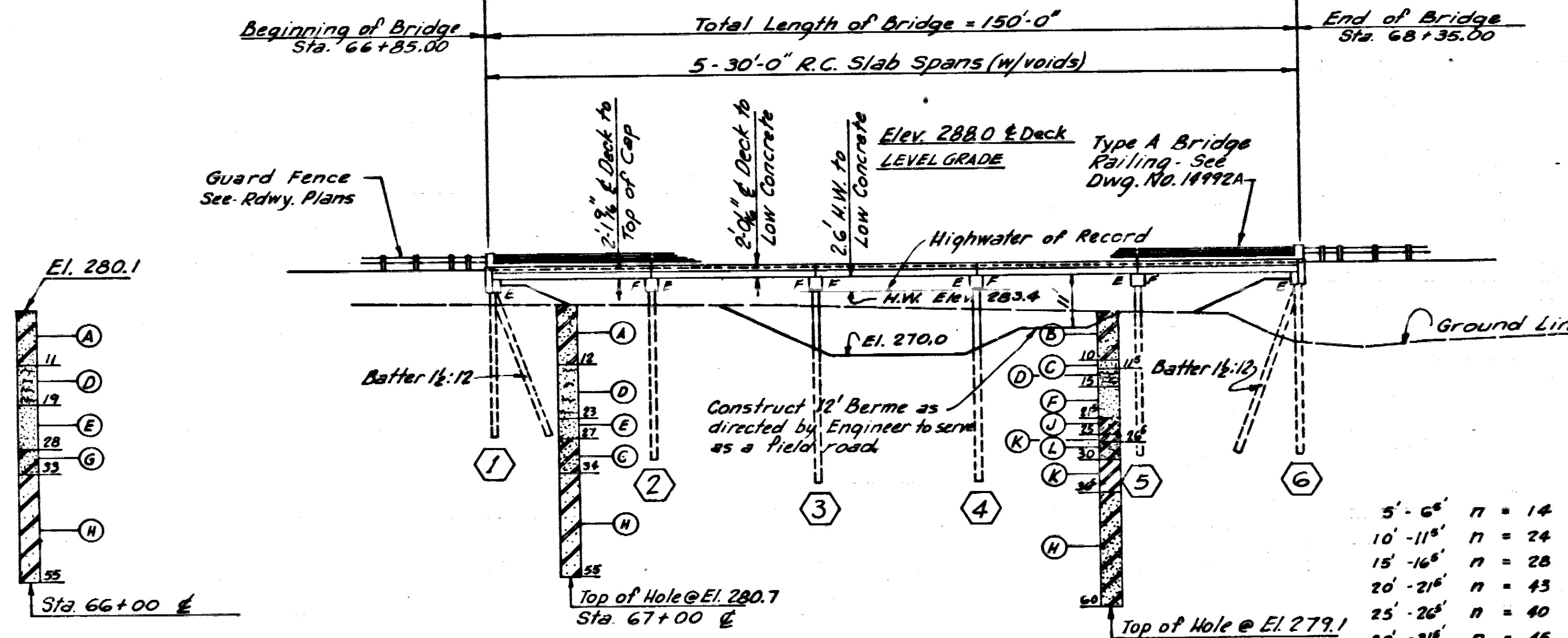
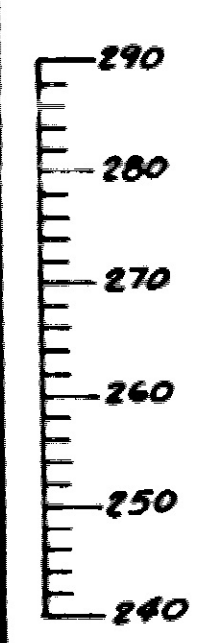
REV.	DATE	BY	CHKD.	APP'D.	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1-8-69	1-13-69	JS	DFL		6	ARK.	F-010	1-13-69	4	134
JOB NO. 71025										

WALDO-MAGNOLIA RELOCATION
Excavate channel as shown.
Approx. 6400 cu. yds. cut.
Approx. 1,700 cu. yds. fill.

543



- BORING LOG**
- (A) Med. Firm Brown Sandy Clay.
 - (B) Brown Sandy Clay.
 - (C) Fine Brown & Gray Sand
 - (D) Fine Brown & Gray water bearing sand.
 - (E) Med. Comp. Fine Gray Sand - wet.
 - (F) Fine Brown water bearing sand.
 - (G) Firm Gray Sandy Clay - moist.
 - (H) Very Firm Gray Clay - trace of sand.
 - (J) Gray Sandy Clay - moist clay.
 - (K) - Gray Clay.
 - (L) - Gray Sandy Clay.



PILE LENGTHS
Bent 1 - 30' long Pile.
Bents 2, 5 & 6 - 35' long Pile.
Bents 3 & 4 - 40' long Pile.

ELEVATION

D.A. = 20 SQUARE MILES
DESIGN FLOOD: Q = 4500 CFS, 50 year frequency, Highwater Elev. 282.8.

GENERAL NOTES

Bench Mark - Nail in root 10" Hickory 18" Lt. Station 65 & 81. Elevation 282.70.

All piling shall be 18" octagonal precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum bearing capacity of 44 tons per pile, and to a minimum penetration of 20 feet below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 40' test pile in Bent No. 2, and drive one 45' test pile in Bent No. 4.

Piles in end bents to be driven after embankment to subgrade is in place.

For Details of End Bents see Dwg. No. 15103 B.
For Details of Intermediate Bents see Dwg. No. 15103 B.
For Details of 30 R.C. Slab Spans see Dwg. No. 15108.
For Details of Precast Concrete Piling see Dwg. No. 2382.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, the 1966 Supplemental Specifications, and applicable Special Provisions.

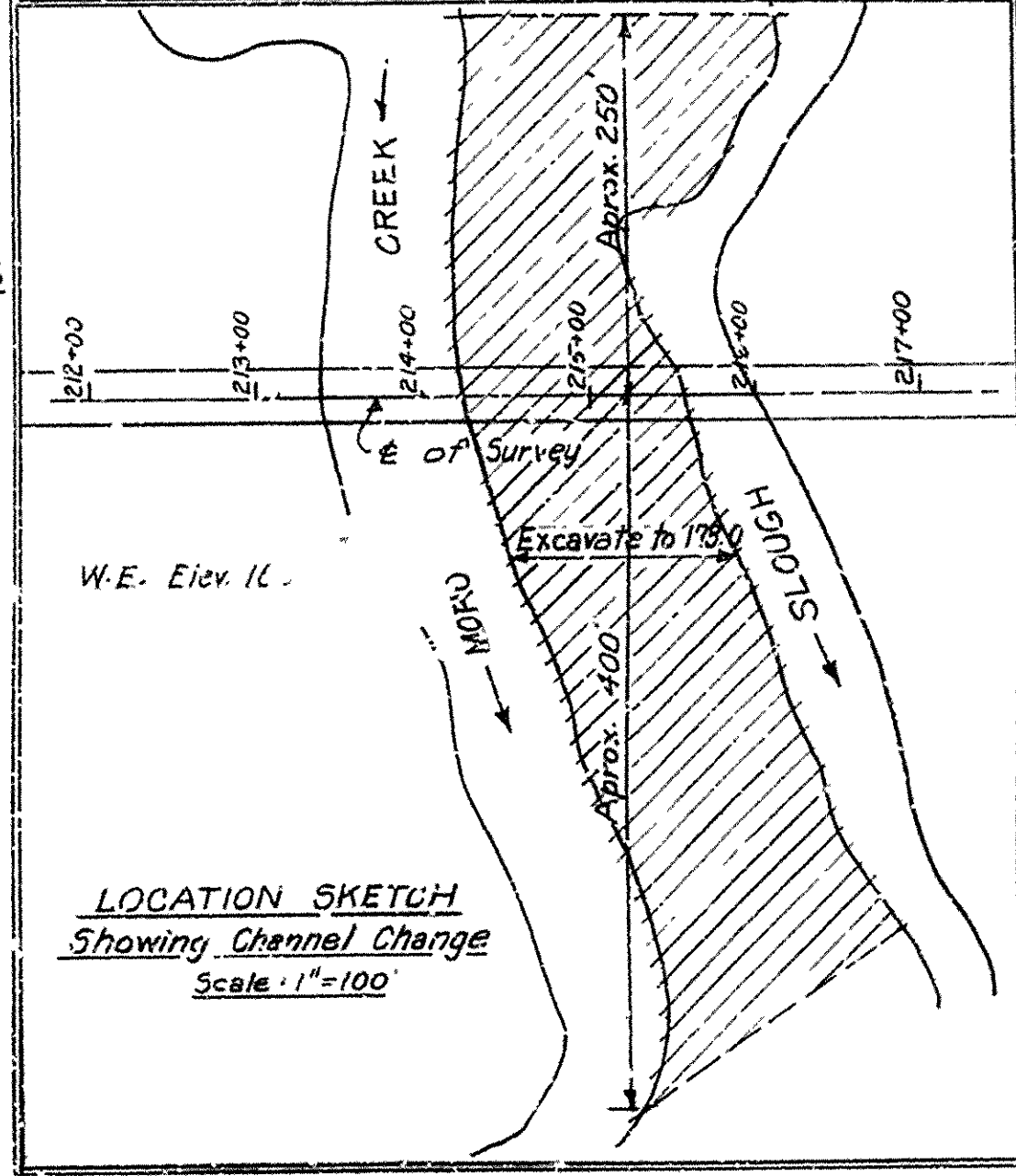
DESIGN SPECIFICATIONS: A 10 1965

Live Loading: HS20
Unit Stresses: Class S Concrete (n=10) 1,200 psi
Reinforcing Steel 20,000 psi

**LAYOUT OF BRIDGE
OVER BEECH CREEK
WALDO-MAGNOLIA RELOCATION
COLUMBIA COUNTY
ROUTE 82 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.**

DRAWN BY: J.S. DATE: 12-27-67
TRACED BY: DFL DATE: 1-2-68
CHECKED BY: DFL DATE: 1-2-68
BRIDGE NO. 5213
DRAWING NO. 15788

L. Carlson
BRIDGE ENGINEER



LOCATION SKETCH
Showing Channel Change
Scale: 1"=100'

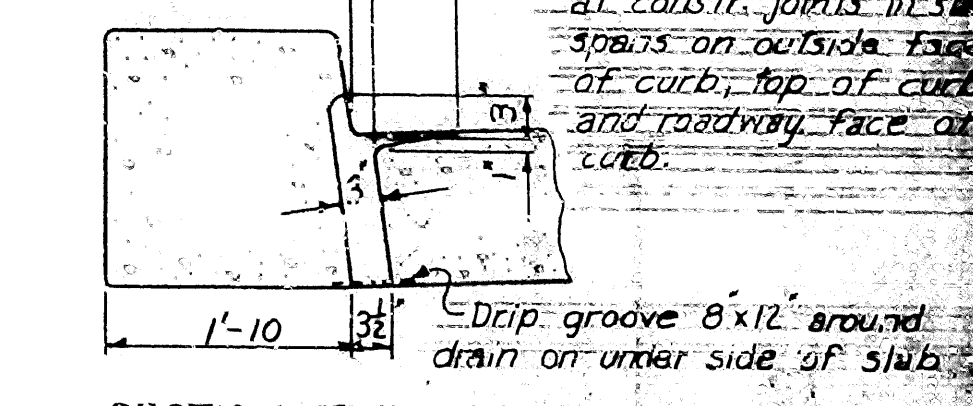
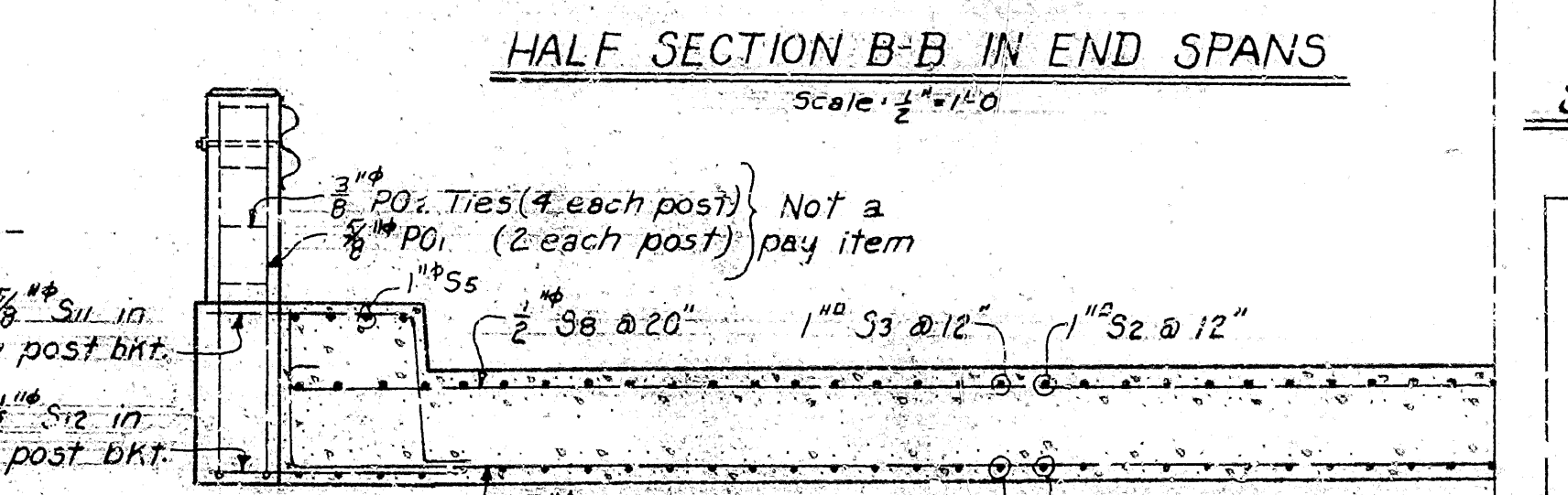
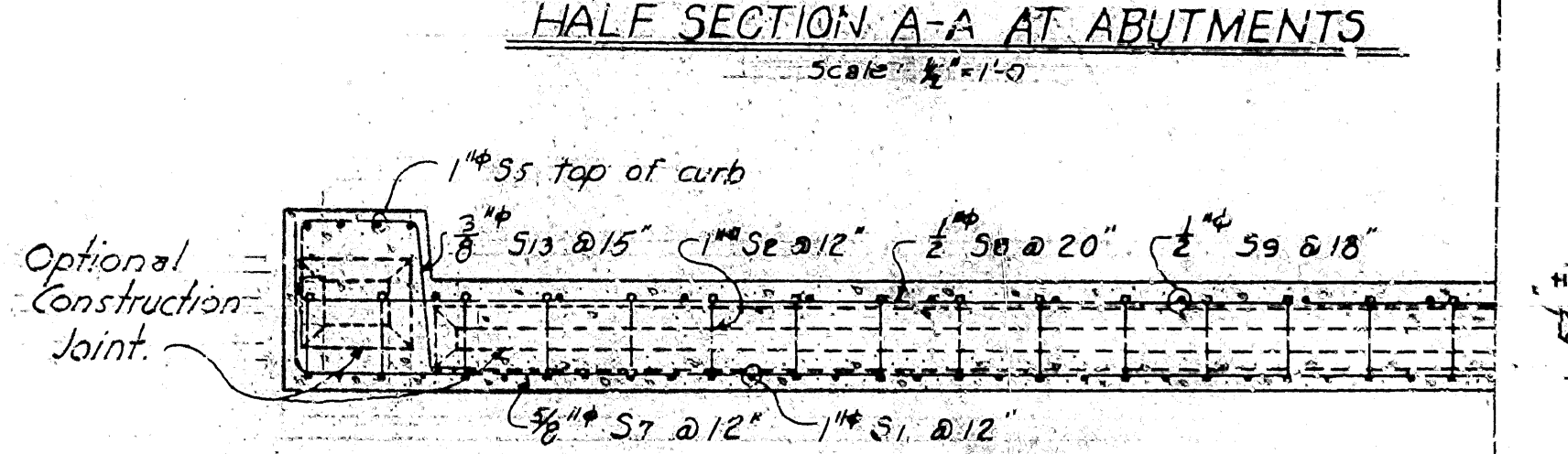
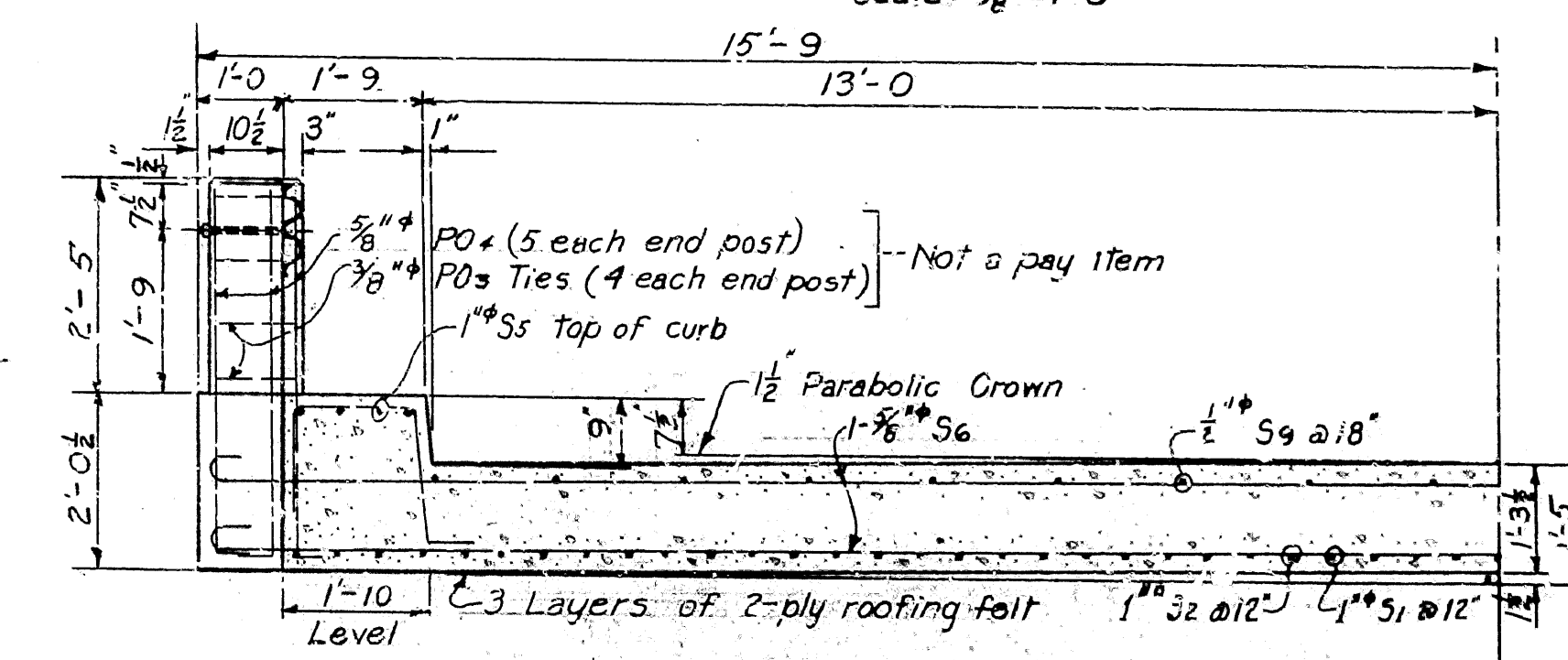
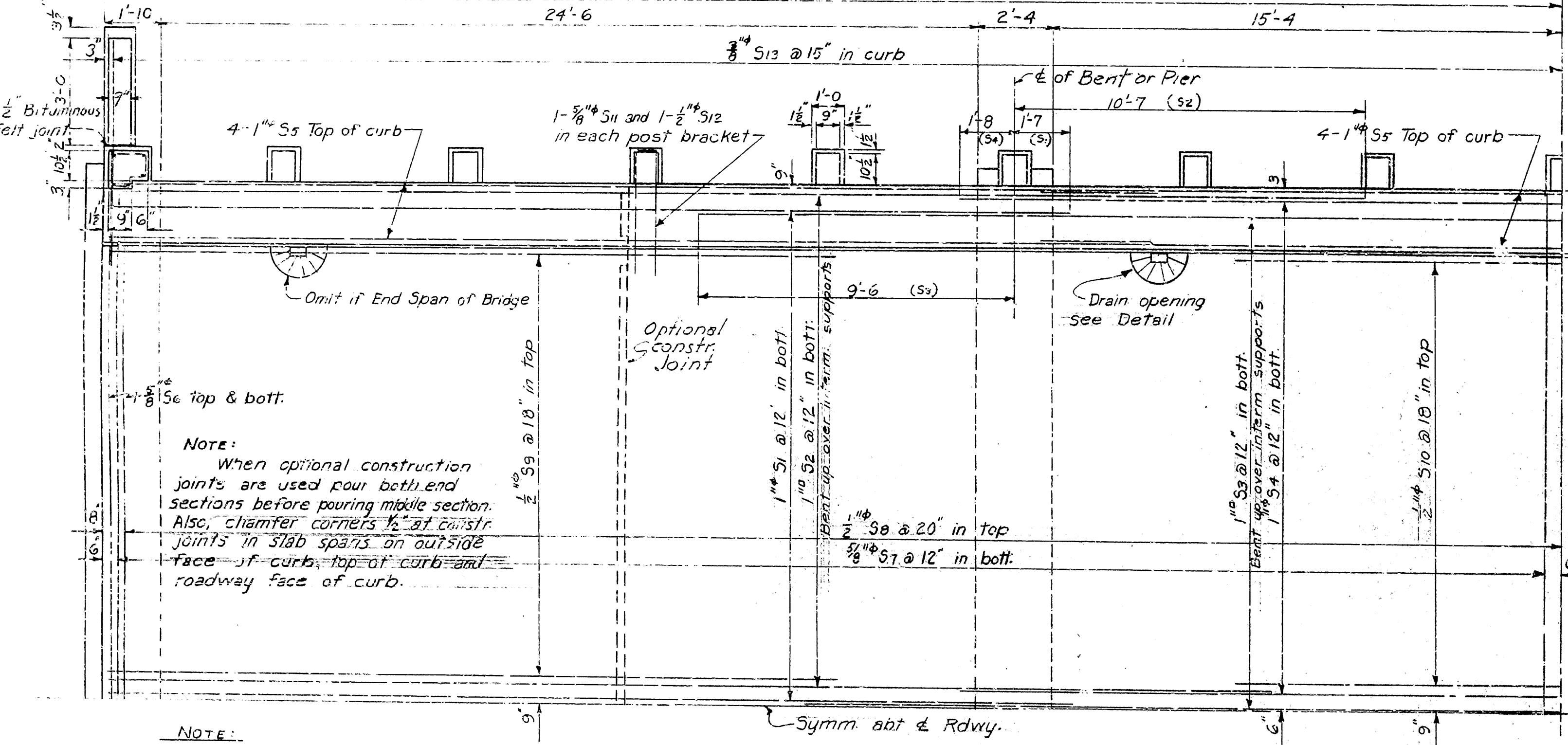
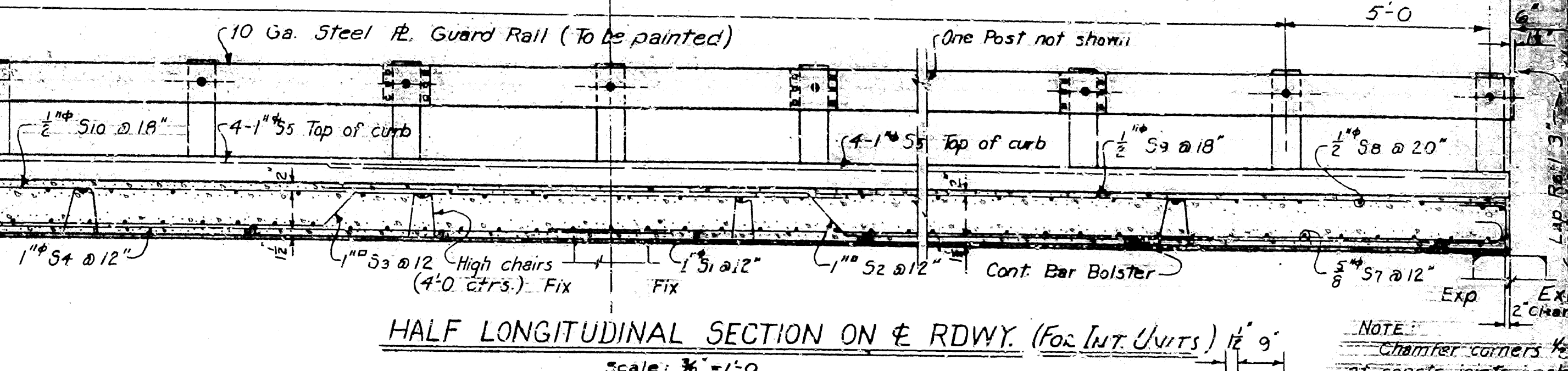
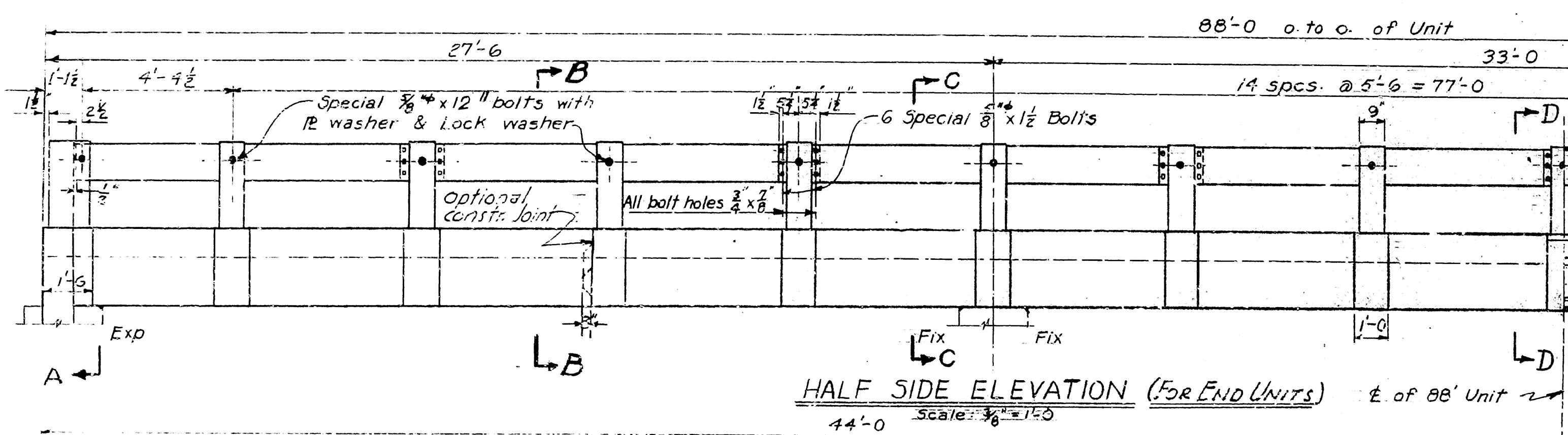


D.A. = 190.0 sq. mi. C = 0.5
Opening Req'd = 3256 sq. ft.
(Supplied by two bridges totaling 880')

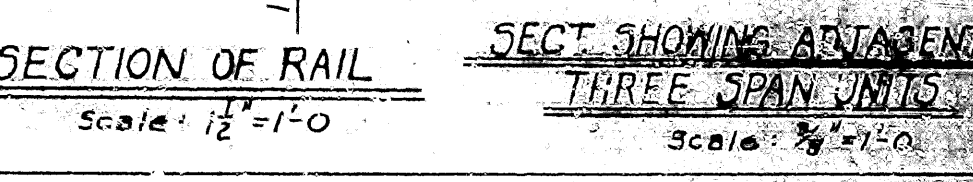
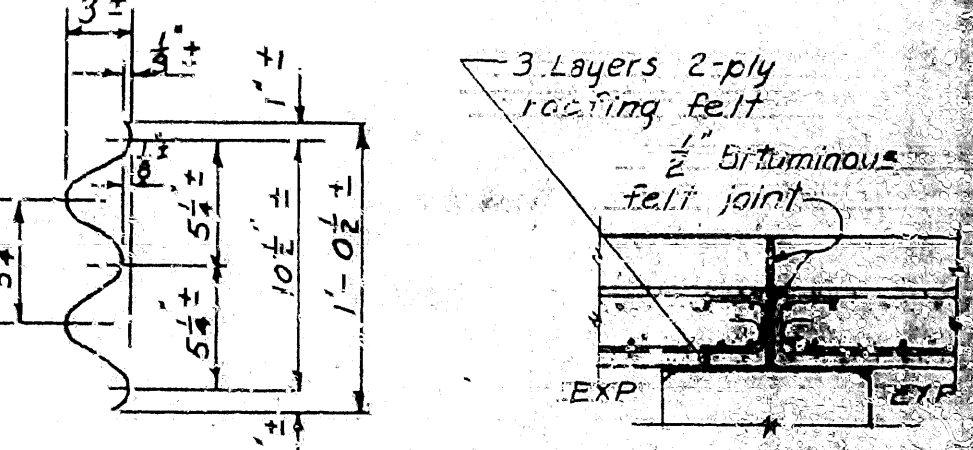
Piles in End Bents to be driven to minimum bearing of 30 tons per pile
 " " Int. " 21 " " " " " " " " 4 " " "

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: WMM Date: 3-13-52
Revised By: _____ Date: _____ Scale: 1 in. = 20 ft.
Checked By: WMM Date: 4-12-52
BRIDGE NO. 2845 DRAWING NO. 8167

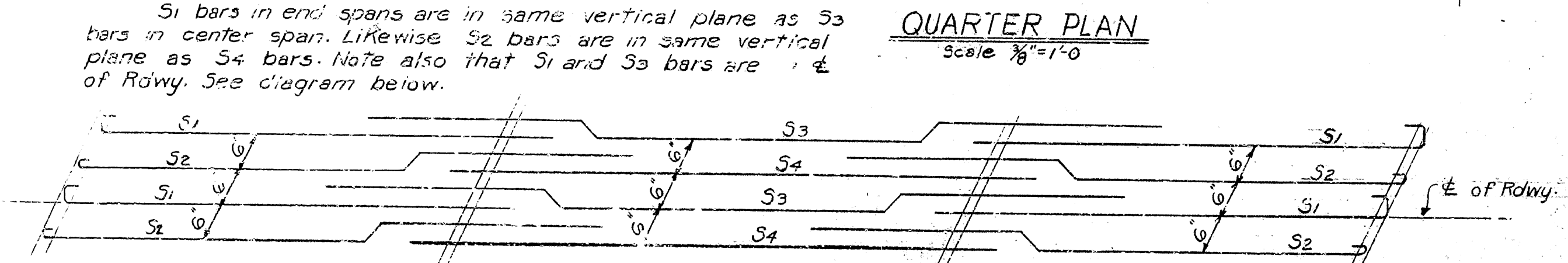
NO.	STATE	PROJECT	SHEET	TOTAL
6	ARK.		50	
STATE JUS 12				



Place 4 drain openings on each side of rdwy. at 26'-0", 24'-0", 26'-0" ctrs. See Plan. Openings to taper from 3'x6' at top of slab to 3'x7' at bott. Set entrance to openings 1" low and trowel out slab to meet.

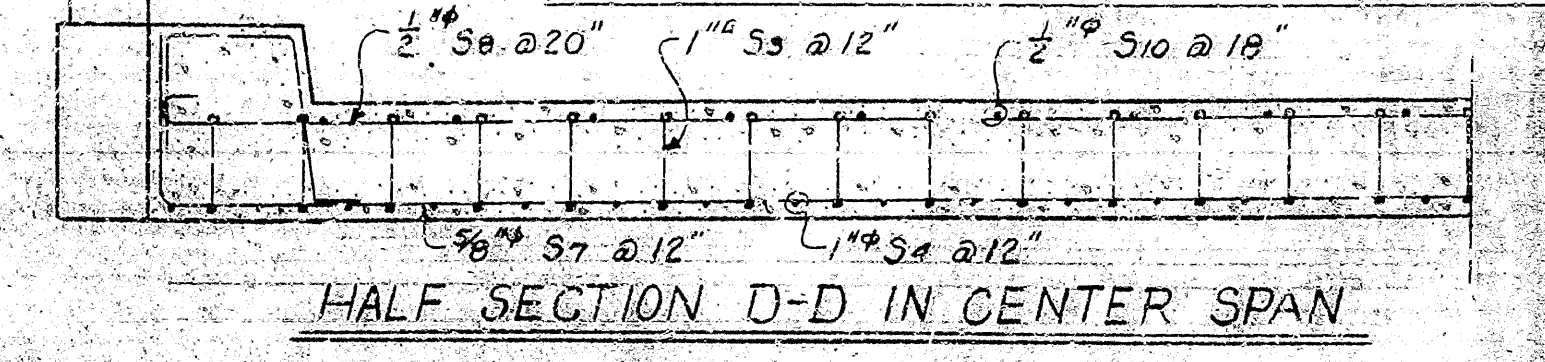
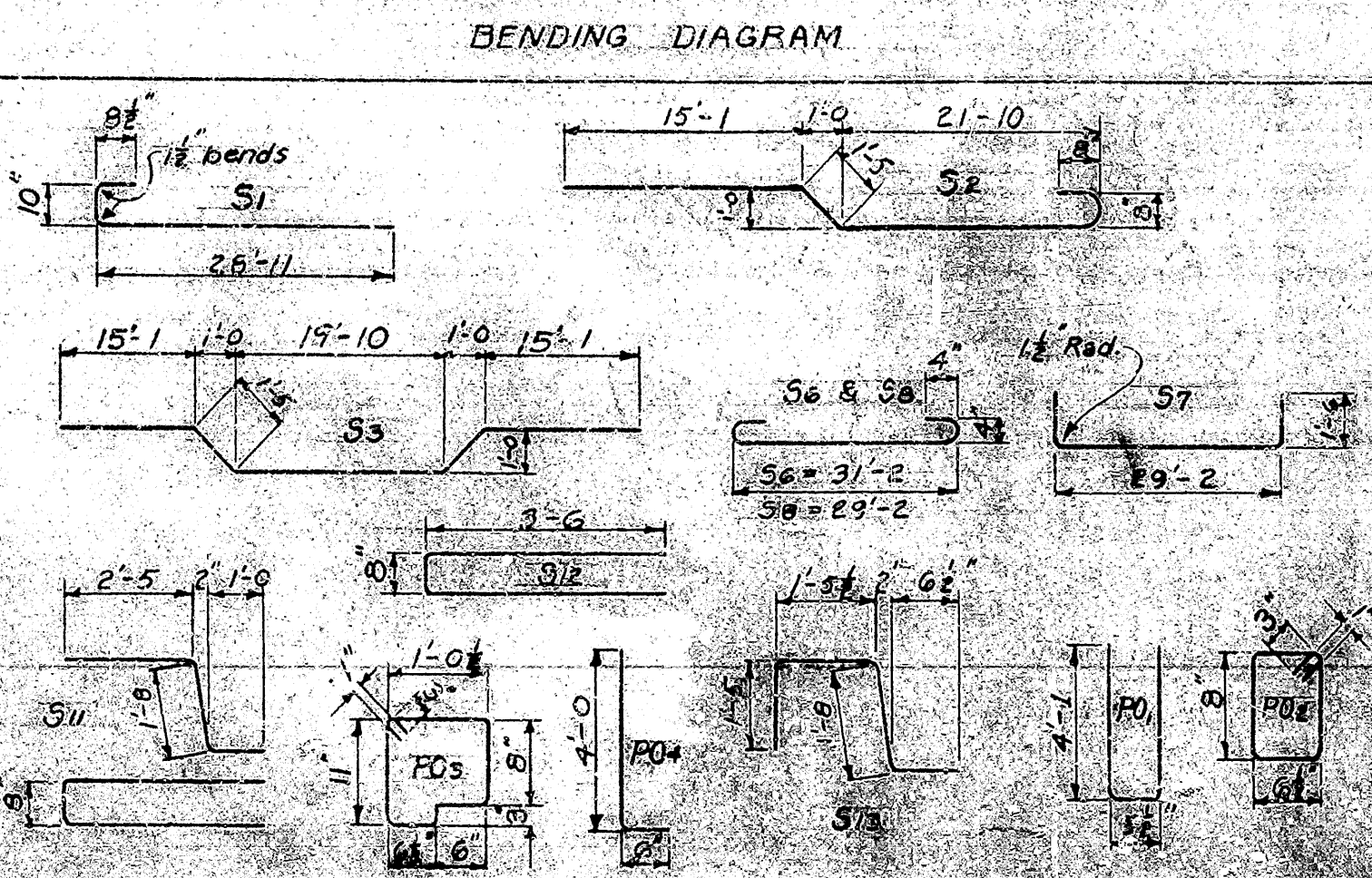


H2O LOADING
Load Distribution to Slab:
Dead Load: 209 #/ft.
Live Load: 0.174 wheels/ft. of width
or Lane Loads:
Uniform Load: 55.7 #/ft.
Concentrated Load: 1567 #/ft. of width
Impact: 30 %
Unit Stresses:
Class "S" conc. (n=10): 1200 #/ft.
Reinforcing Steel: 20,000 #/ft.



LIST OF BARS PER 88' UNIT

MARK	SIZE	NO. REQD.	LENGTH
S1	1"	58	30'-4"
S2	1"	60	39'-4"
S3	1"	29	52'-10"
S4	1"	30	36'-4"
S5	1"	24	31'-6"
S6	3/4"	4	32'-2"
S7	1"	88	32'-0"
S8	3/4"	53	30'-2"
S9	3/4"	36	8'-6"
S10	1"	18	14'-0"
S11	3/4"	34	10'-10"
S12	3/4"	34	7'-8"
S13	3/4"	142	5'-2"
S14	3/4"	60	64
S15	3/4"	21	128
S16	3/4"	16	5
S17	3/4"	20	110



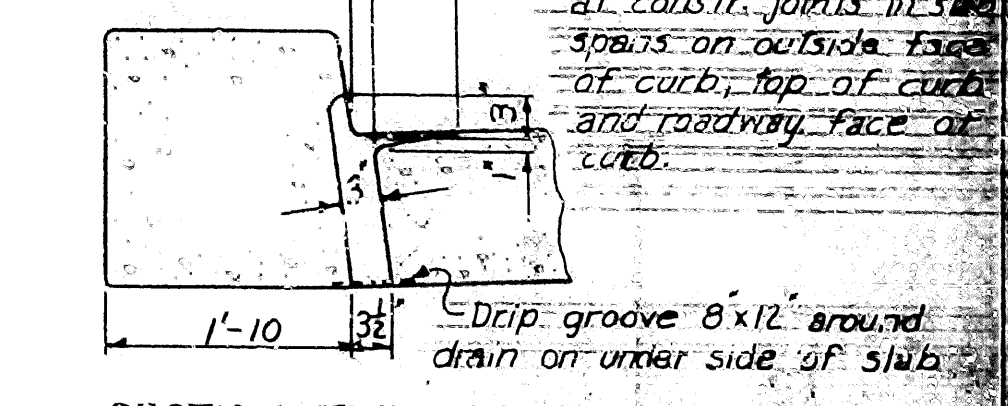
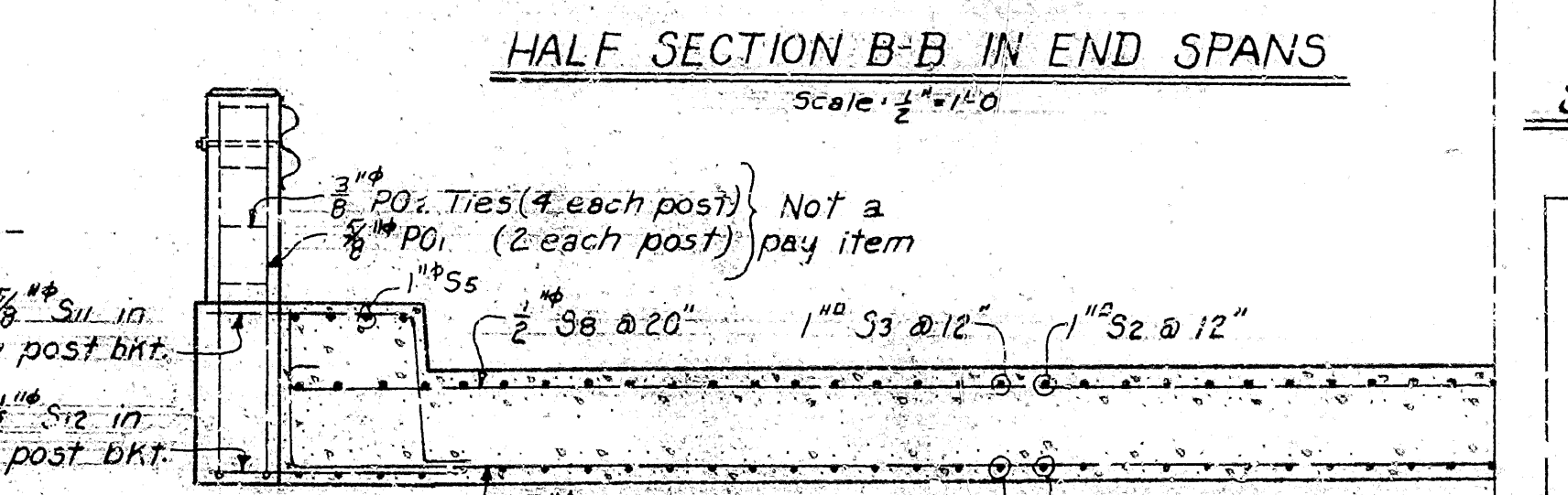
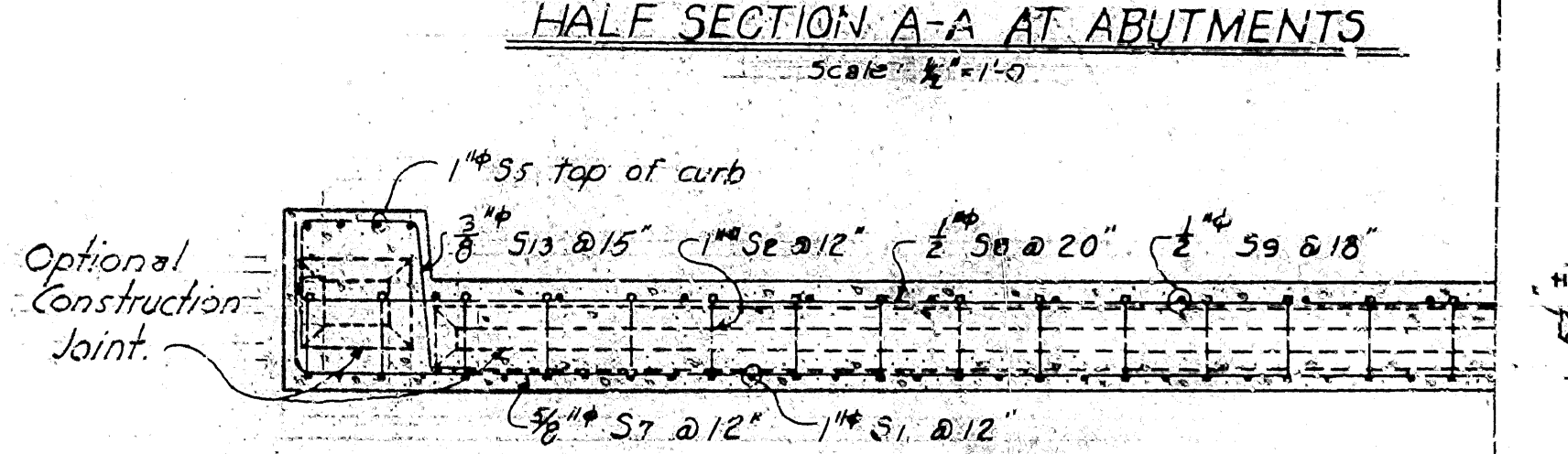
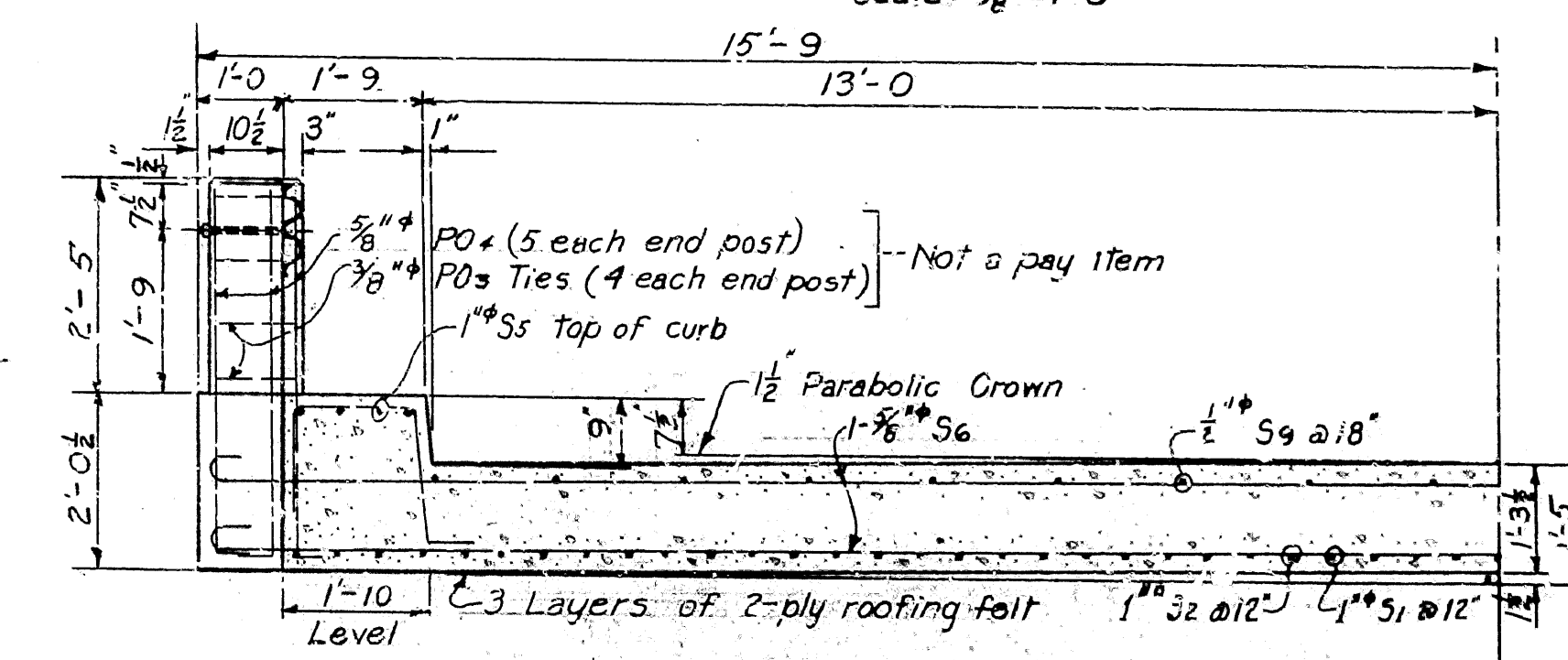
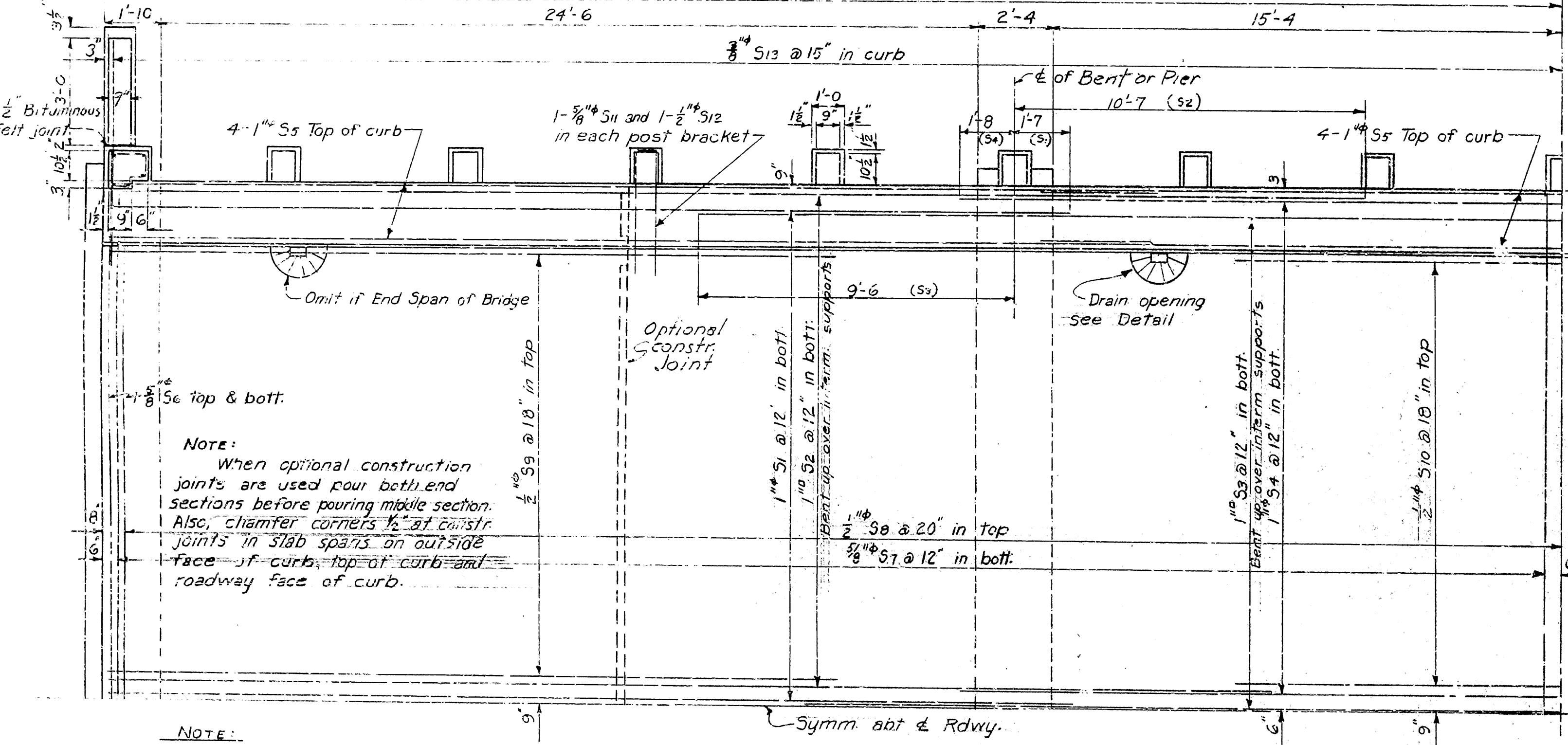
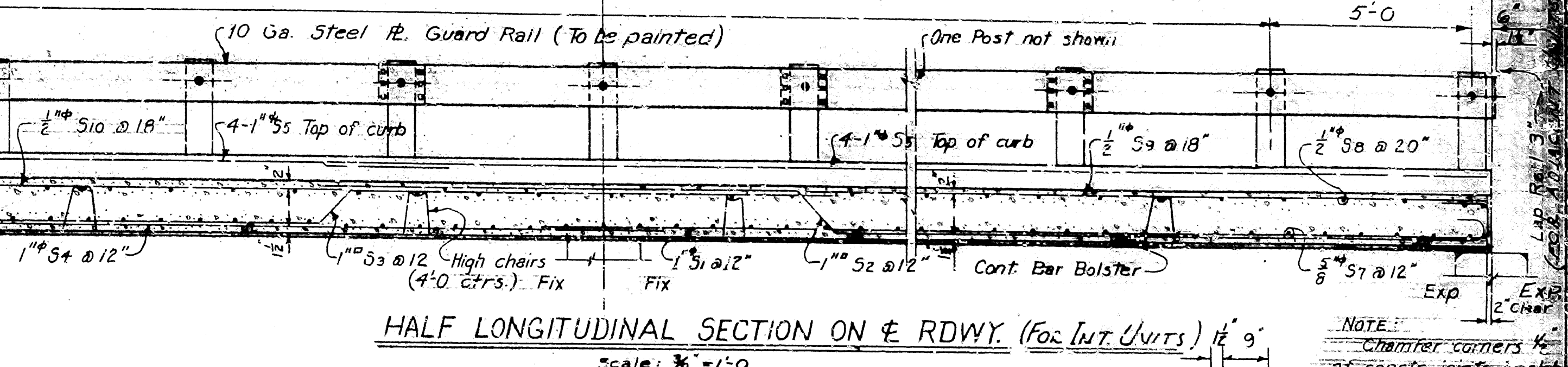
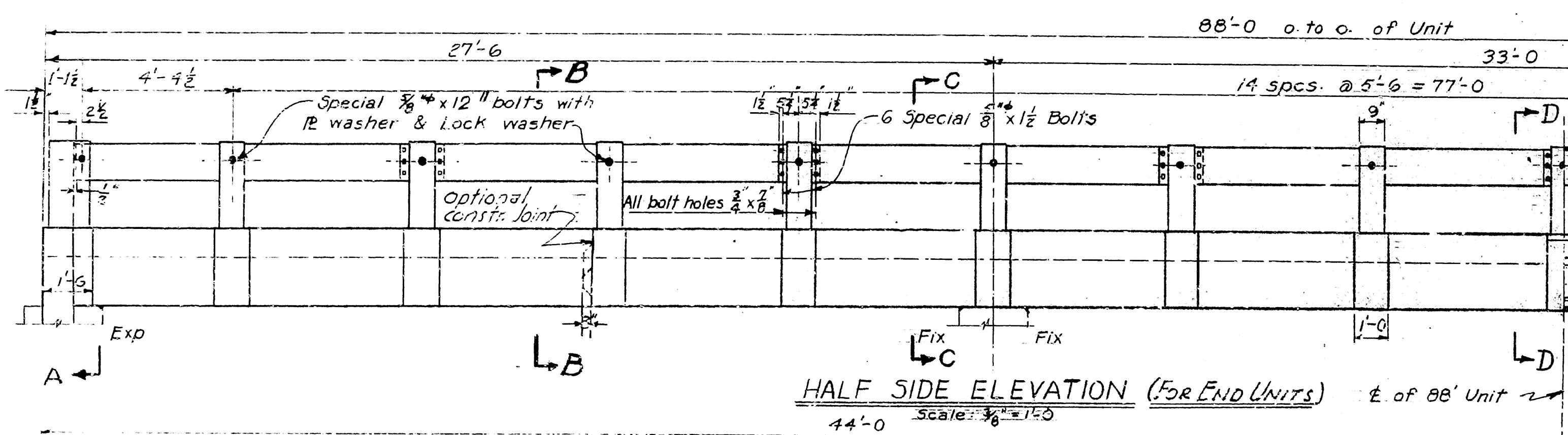
Revisions:
Reinforcing sequence: LRC 6-20-52

DETAILS OF STANDAPT 88-0
THREE SPAN CONTINUOUS R.C. SLAB
SPAN LENGTHS 27'-6" 33'-0" 27'-6"
26'-0" CLEAR RDWY. 2 CURBS @ 1'-6"

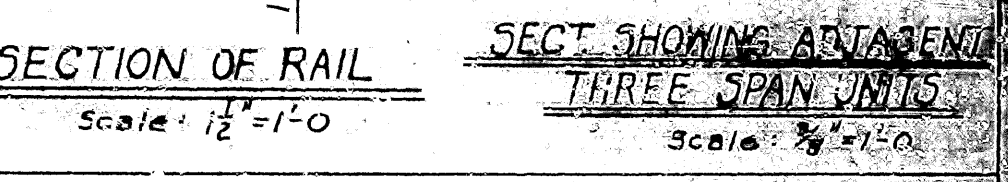
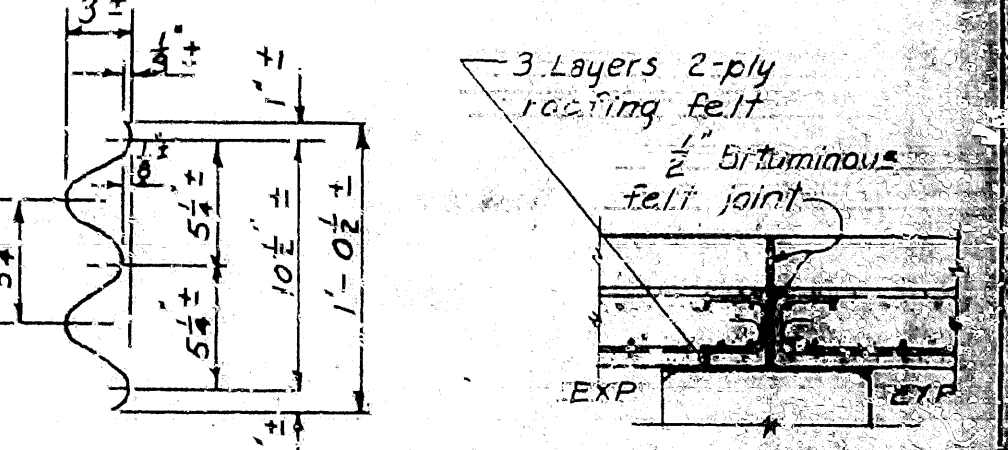
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawing No. 88-0

GENERAL NOTES
All concrete to be Class "S". All exposed corners to be chamfered 3/4" unless otherwise noted.
Reinforcing steel to be deformed bars of intermediate grade. Shop lists and bending diagrams must be submitted by the contractor and approved before fabrication is begun.
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports, sufficient in number and size to prevent displacement during the course of construction and to keep the steel a proper distance from the forms. The wire supports will not be paid for directly but will be considered subsidiary to the item of reinforcing steel. Shop lists and bending diagrams must be submitted for approval.
Payment for roofing and bituminous felt shall be included in the price bid for Class "S" conc.
The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail, including all concrete posts, shall be paid for at the unit price bid per linear foot for "Steel Plate Guard Rail".
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.
* Or sec. Special Provision 803.5 When included with the job.

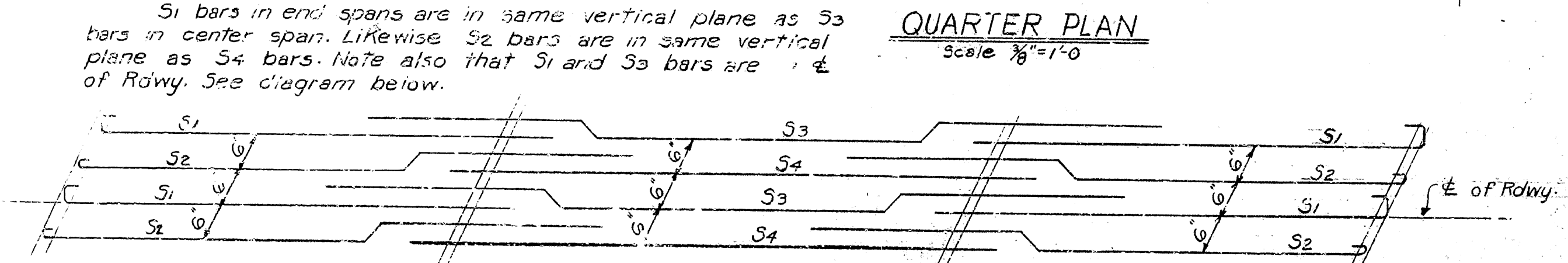
NO.	STATE	PROJECT	SHEET	TOTAL
6	ARK.		50	
STATE JUS 12				



Place 4 drain openings on each side of rdwy. at 26'-0", 24'-0", 26'-0" ctrs. See Plan. Openings to taper from 3'x6' at top of slab to 3'x7' at bott. Set entrance to openings 1" low and trowel out slab to meet.

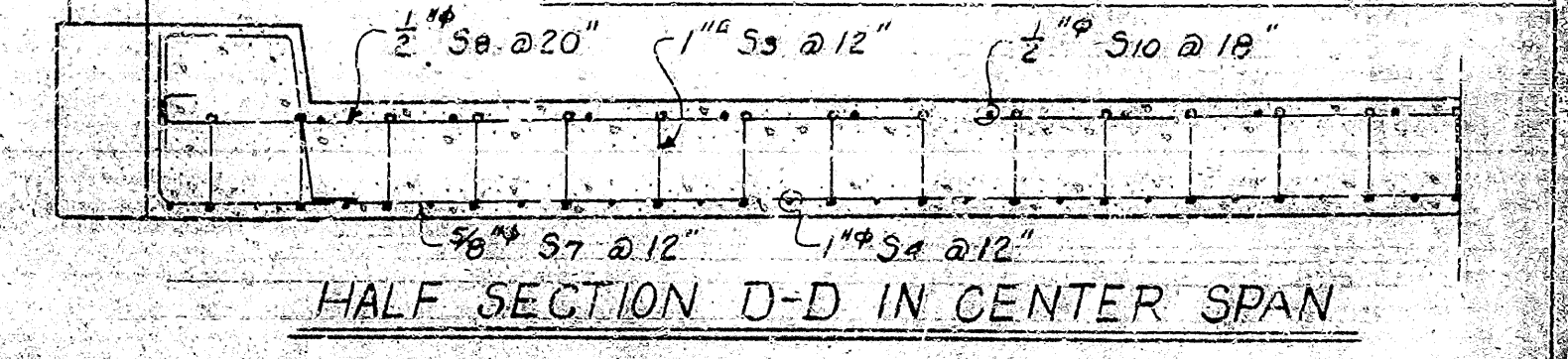
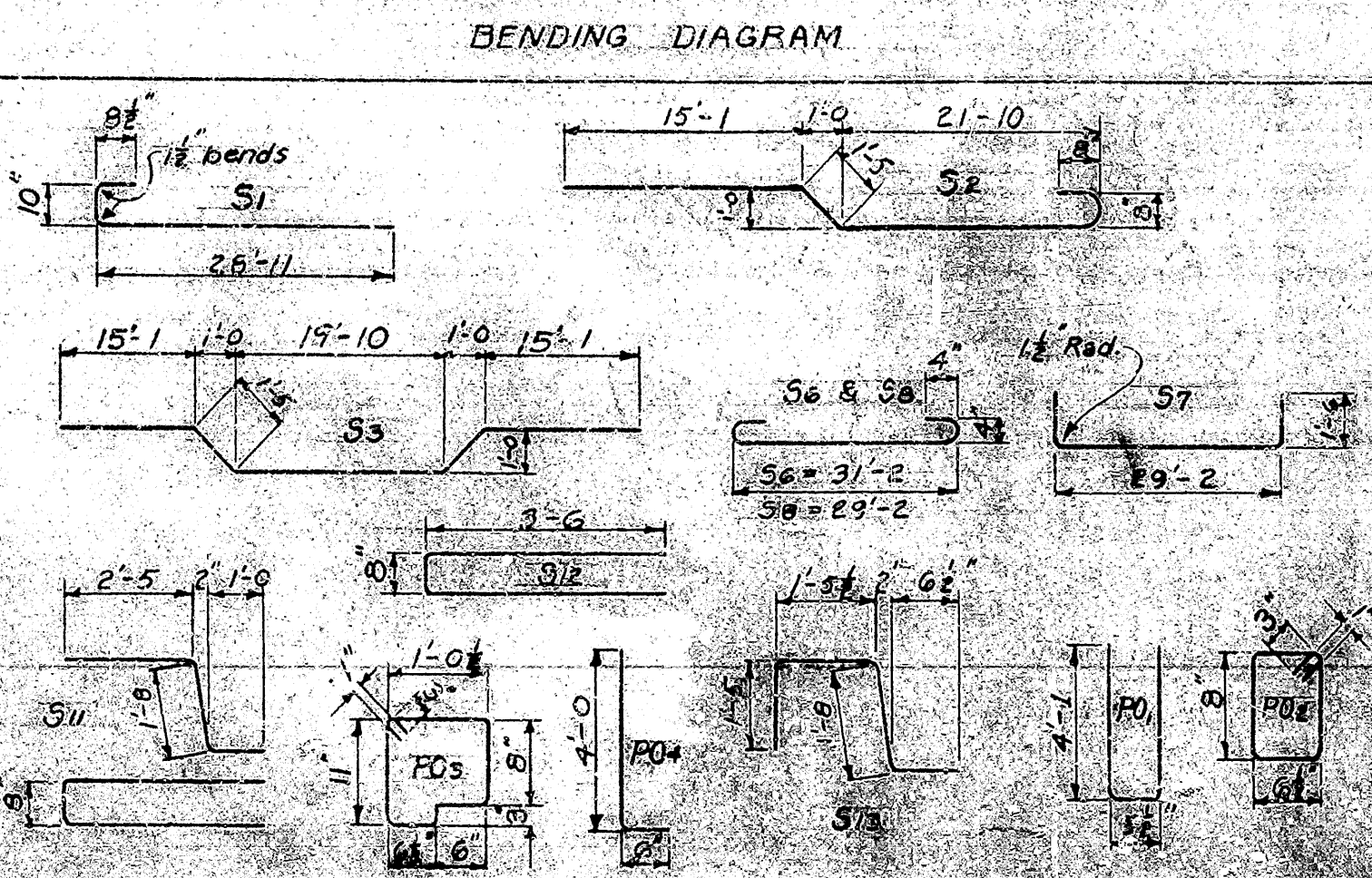


H2O LOADING
Load Distribution to Slab:
Dead Load: 209 #/ft.
Live Load: 0.174 wheels/ft. of width
or Lane Loads:
Uniform Load: 55.7 #/ft.
Concentrated Load: 1567 #/ft. of width
Impact: 30 %
Unit Stresses:
Class "S" conc. (n=10): 1200 #/ft.
Reinforcing Steel: 20,000 #/ft.



LIST OF BARS PER 88' UNIT

MARK	SIZE	NO. REQD.	LENGTH
S1	1"	58	30'-4"
S2	1"	60	39'-4"
S3	1"	29	52'-10"
S4	1"	30	36'-4"
S5	1"	24	31'-6"
S6	3/4"	4	32'-2"
S7	1"	88	32'-0"
S8	3/4"	53	30'-2"
S9	3/4"	36	8'-6"
S10	1"	18	14'-0"
S11	3/4"	34	10'-10"
S12	3/4"	34	7'-8"
S13	3/4"	142	5'-2"
S14	3/4"	60	64
S15	3/4"	21	128
S16	3/4"	16	5
S17	3/4"	20	110



DETAILS OF STANDAPT 88-0
THREE SPAN CONTINUOUS R.C. SLAB
SPAN LENGTHS 27'-6" 33'-0" 27'-6"
26'-0" CLEAR RDWY. 2 CURBS @ 1'-6"

GENERAL NOTES
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Revisions:
Reinforcing sequence LRC 6-20-52

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawing No. 517C