

ELEVATION NORMAL TO TRACK  
1" = 20'

### GENERAL NOTES

BENCH MARK: N.I.S. POWER POLE 23 FT. RT. STA. 476+78, ELEV. 1235.86.

FOOTINGS SHALL BE SET A MINIMUM OF 1'-6" INTO SHALE OR SANDSTONE. FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SECTION 801.04 OF THE STANDARD SPECIFICATIONS.

ALL CONCRETE SHALL BE POURED IN THE DRY.

ALL PILING SHALL BE HPIC42 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE AND INTO THE MATERIAL DESIGNATED AS SHALE OR SANDSTONE ON THE BORING LOGS. LENGTHS OF PILING SHOWN ARE ESTIMATING QUANTITIES ONLY. ORDER LENGTHS SHOWN, CUT-OFF OR BUILD-UP IF NECESSARY, TO BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PILES IN END BENT TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE.

FOR DETAILS OF END BENTS, SEE DWG. NO. 20713, 20714  
FOR DETAILS OF INTERMEDIATE BENTS, SEE DWG. NO. 20715, 20716, 20717  
FOR DETAILS OF COMPOSITE W-BEAM SPANS, SEE DWG. NOS. 20718, 20719, 20720  
FOR DETAILS OF R.C. SLAB SPANS, SEE DWG. NOS. 20721, 20722, 20723

3 SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ,  
EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS .

DESIGN SPECIFICATIONS. AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1973 WITH 1974 THRU 1976 INTERIMS

LIVE LOADING: H20 METHOD OF DESIGN: LOAD FACTOR

SEE ROADWAY PLANS FOR DETOUR ROUTE & MAINTENANCE OF TRAFFIC.

EXHIBIT A

### LAYOUT OF OVERPASS

KANSAS CITY SOUTHERN RAILROAD  
K.C.S. R.R. OVERPASS & APPRS.(DECATUR)

BENTON COUNTY

ROUTE 102 SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: H. H. H. DATE: 1-2-74  
TRACED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHECKED BY: C. P. B. DATE: 1/4/74

BRIDGE NO. 5669

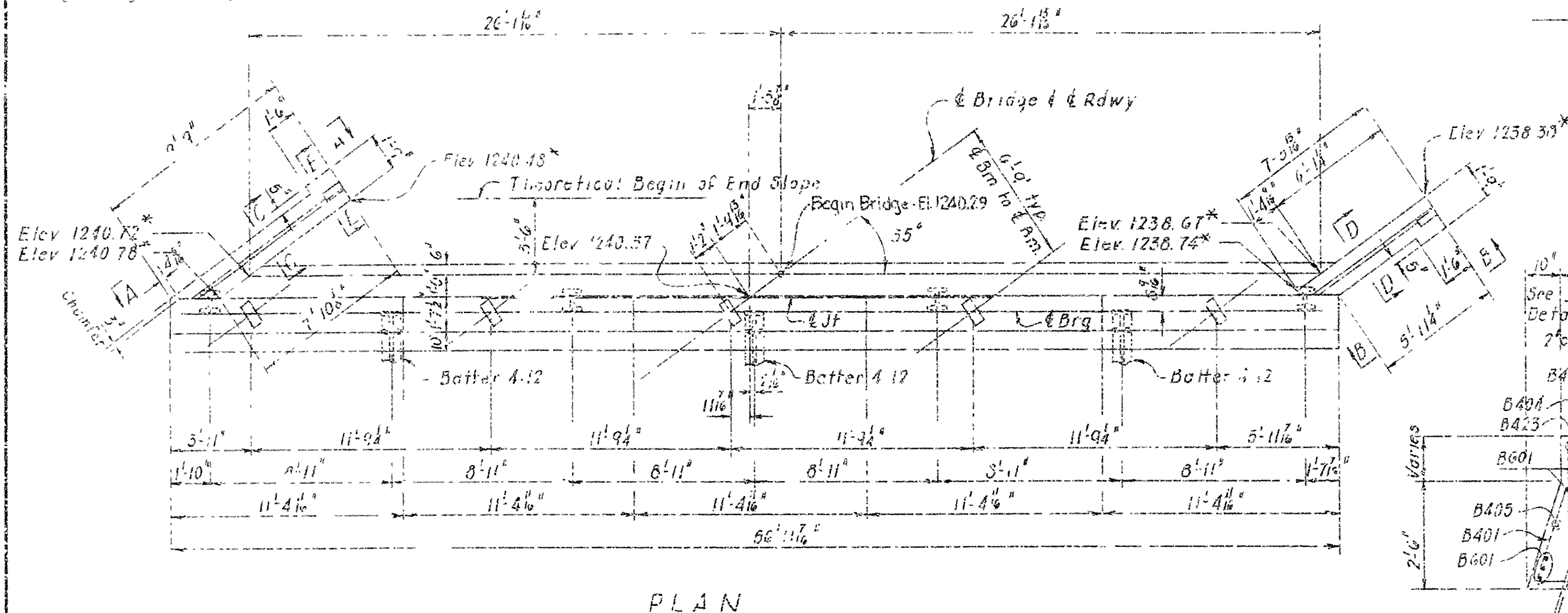
DRAWING NO. 20712

*Veroy Pinkerton*  
JUDGE ENGINEER

## BRIDGE ENGINEER

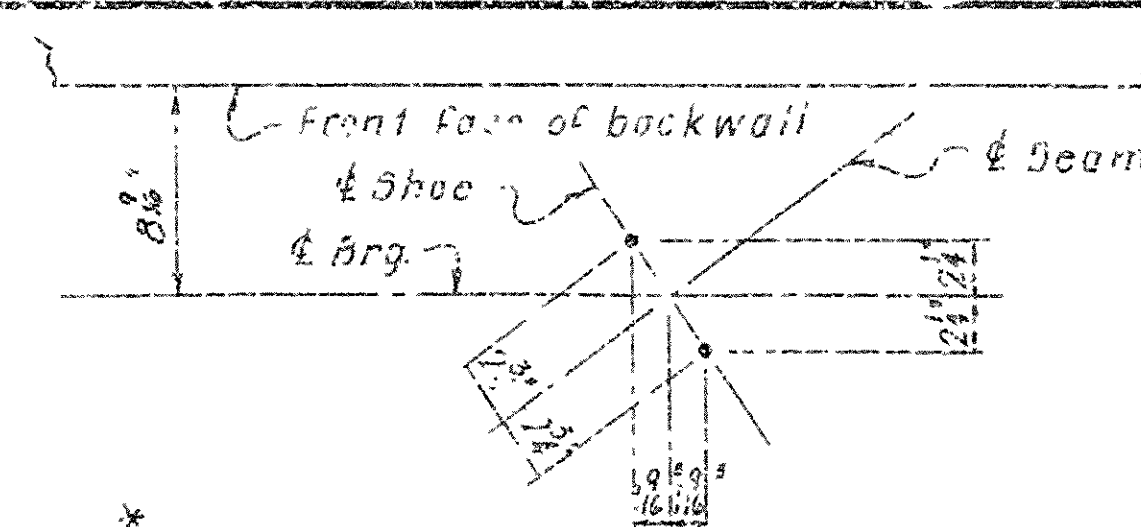


Place Type C Bridge Name  
Plate on right end post at  
beginning of bridge.

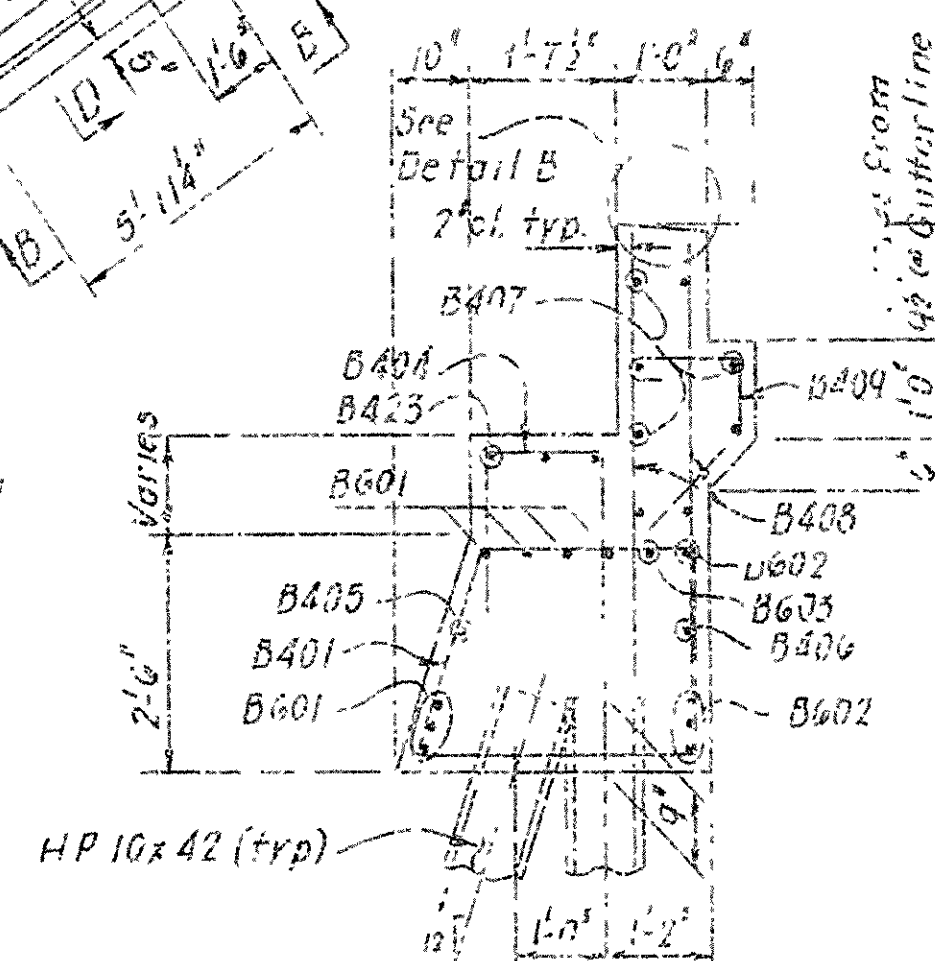


PLAN

\* Elevations given are at gutterline

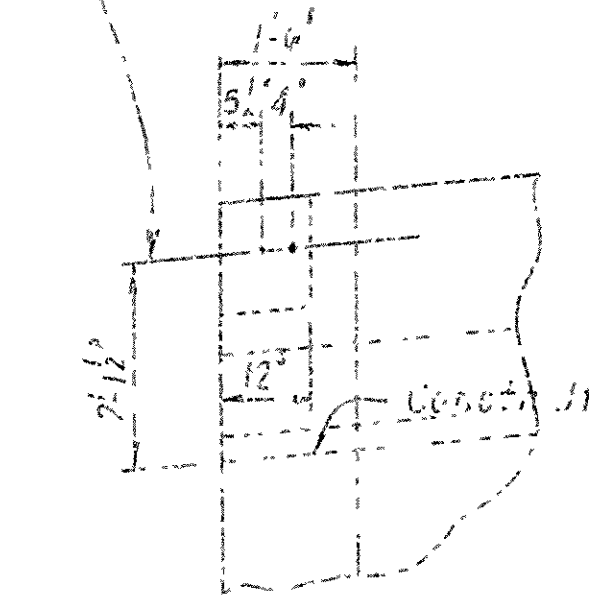


ANCHOR BOLT PLAN (TYP.)



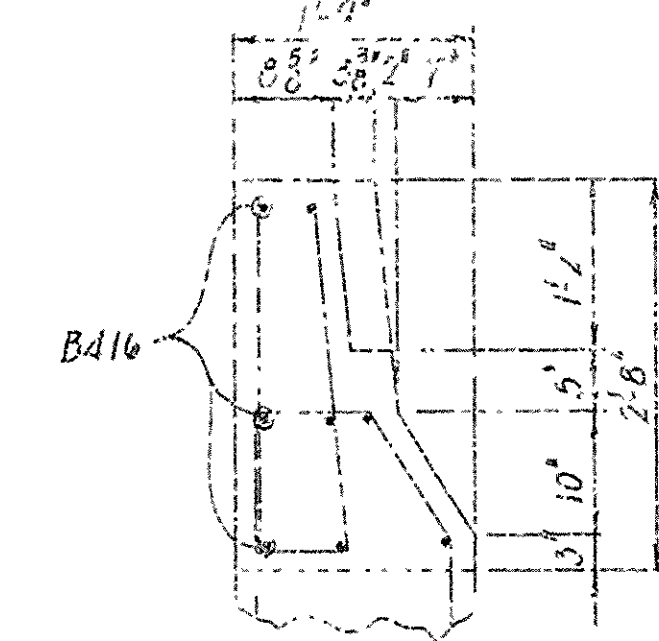
SECTION F-F

2 1/2" x 6" A325 Galvanized bolt,  
with 1/2" threaded (non pay  
item - subsidiary to other  
items) for Conn. details,  
see Rdwy plans.

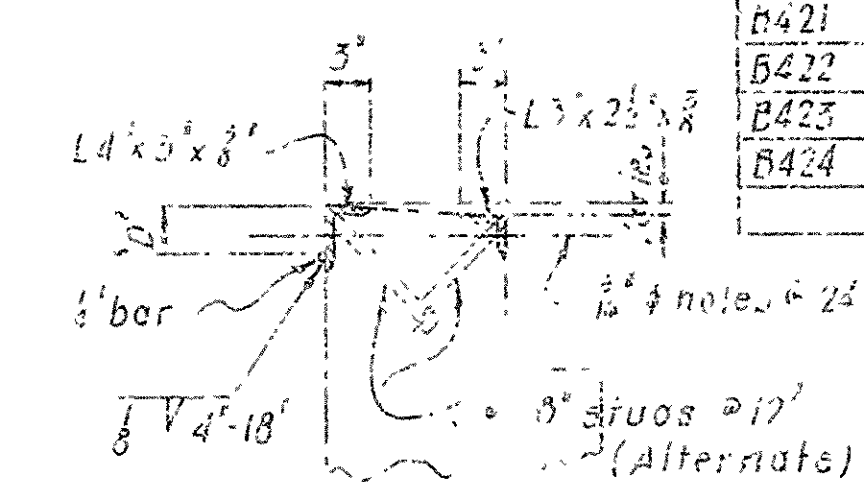


DETAIL C

N. 71

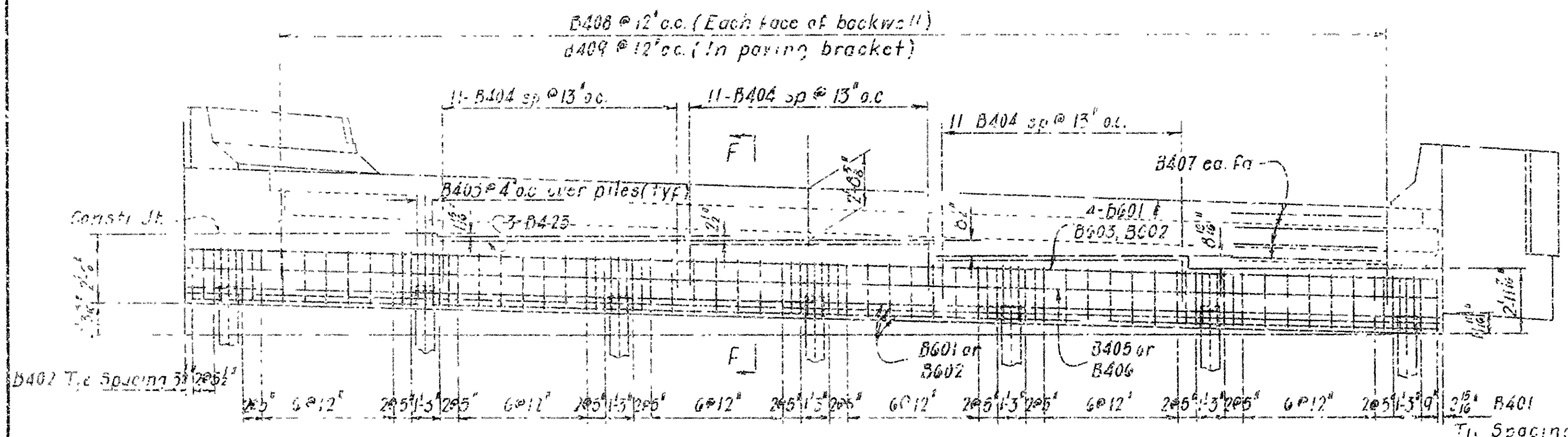


DETAILED A

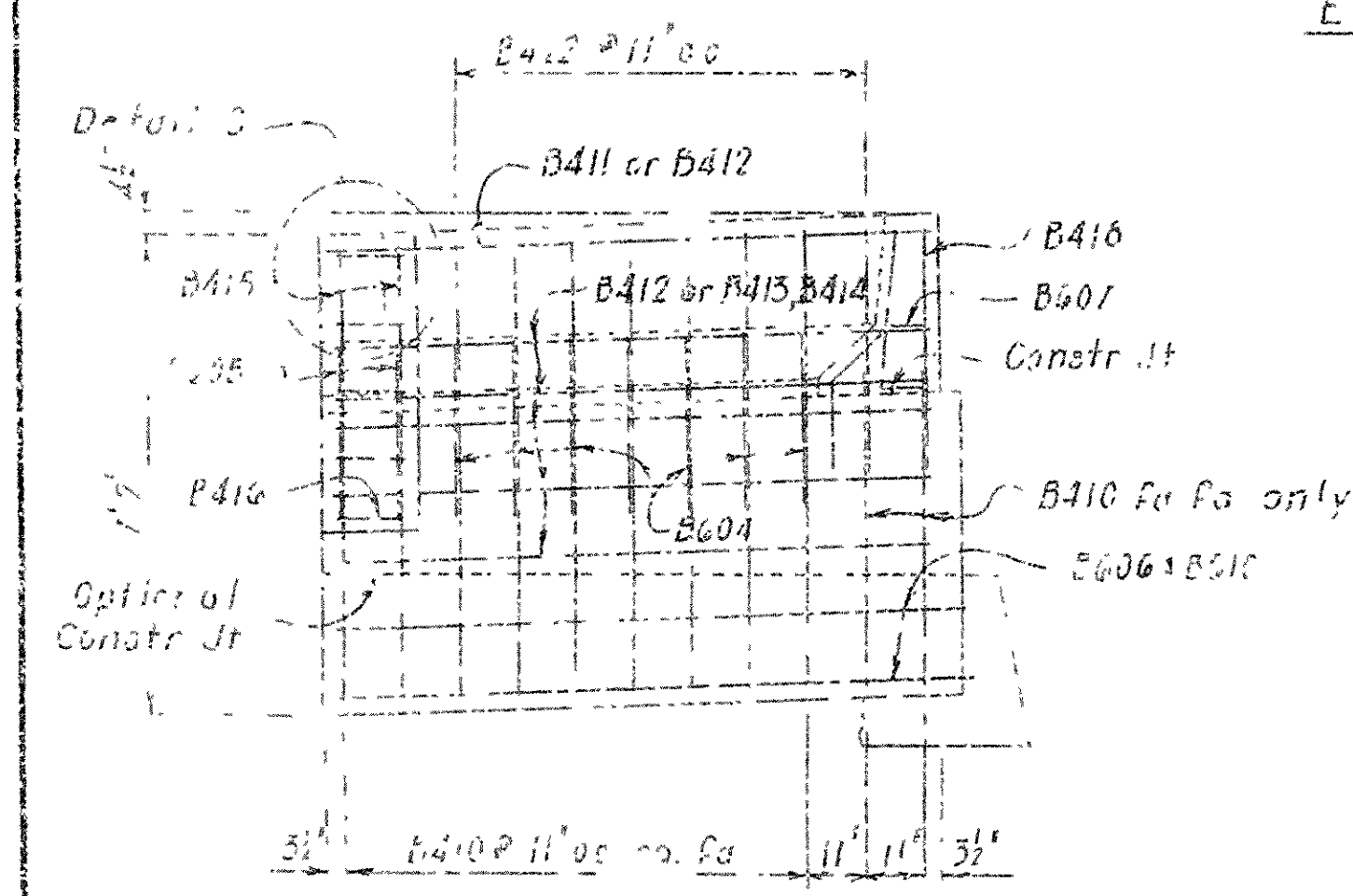


DETAIL B

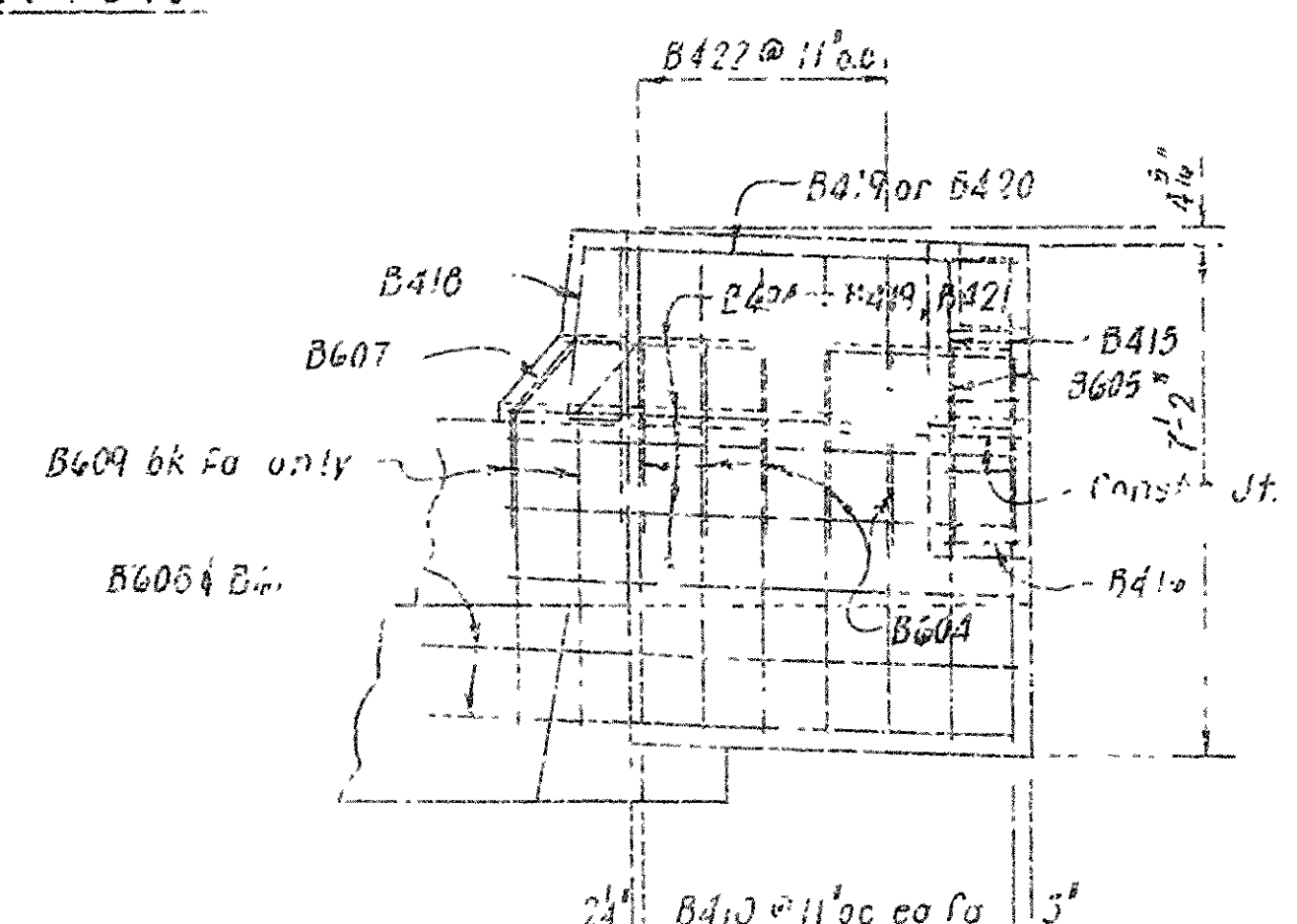
See drwg. no. 20720 for Alternate Anchor and dimensions. "D"



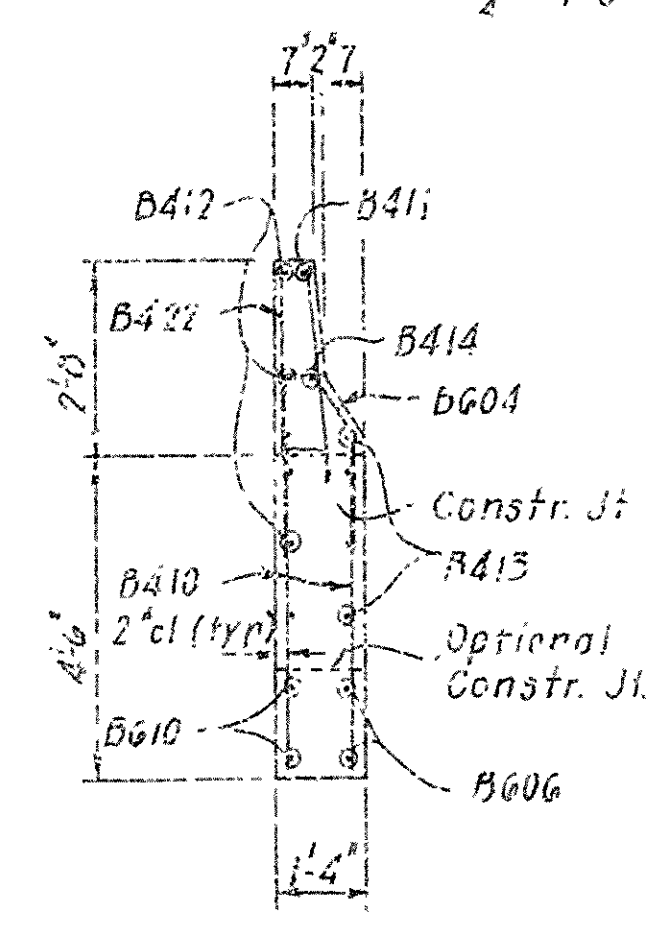
ELEVATION



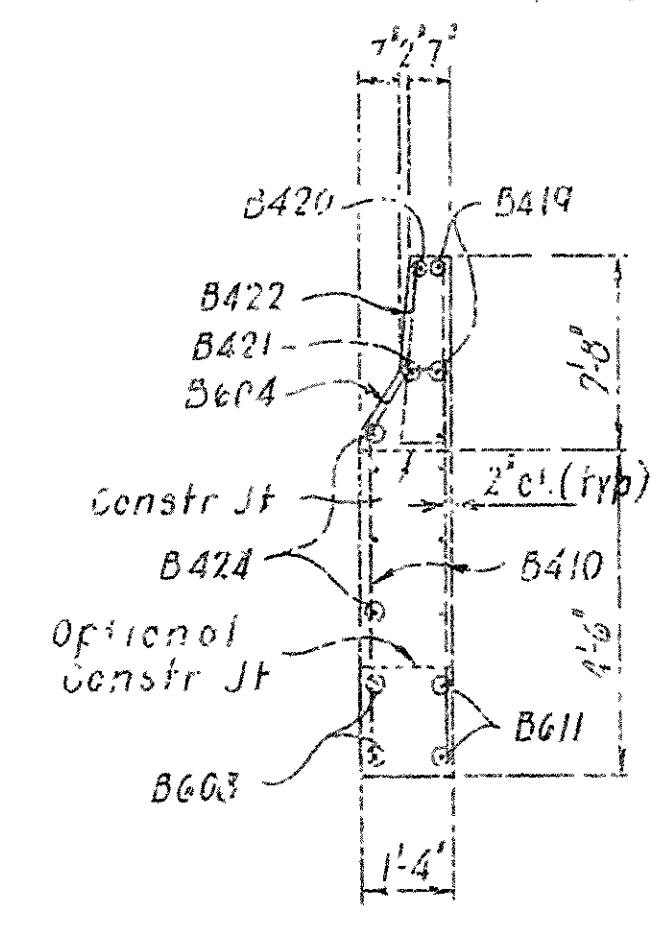
VIEW A-A  
3'-10'



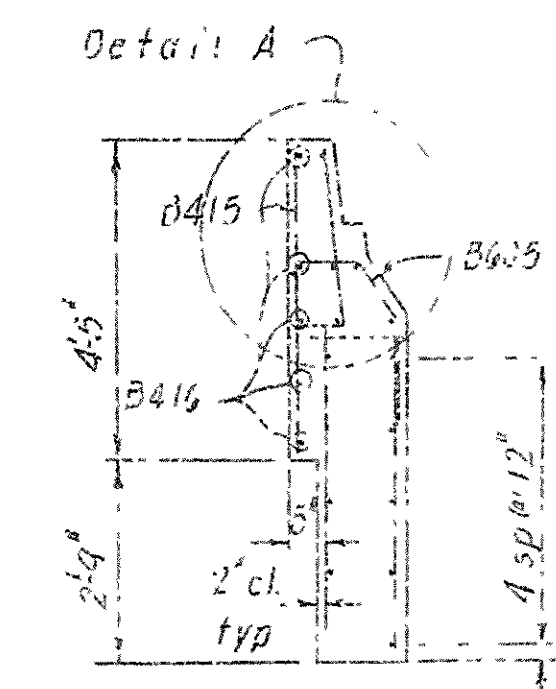
VIEW B-B



SECTION C-C



SECTION D-D



SAC, TAMU F-F

DATE FILMED	DATE FILMED	DATE REVIEWED	DATE FILMED	REF. NO.	DATE	REC. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK	105-A143(1)		
					JOB NO.	9505	15	55
				5669	End Ber + 1	20713		

SIR LIST (ONE BENT)

Mark	No. Reg'd	Lgth	A	B	D. Dia.
B601	7	56'-7"			Str.
B602	4	55'-4"			Str.
B603	1	56'-1"			Str.
B604	12	57'-7"	2'-8"	5'	33"
B605	4	6'-1"	2'-8"	10'	33"
B606	2	10'-3"	1'-7"	8'-0"	33"
B607	2	6'-5"			33"
B608	2	4'-7"	1'-7"	1'-4"	33"
B609	2	6'-2"	4'-7"	1'-7"	33"
B610	2	11'-6"	1'-7"	9'-3"	33"
B611	2	8'-4"	1'-7"	6'-2"	33"
B612	6B	10'-7"	2'-3 1/2"	3'-3 1/2"	2"
B402	5	8'-11"	1'-3 1/2"	2'-2 1/2"	2"
B403	2 1/2	6'-7"			2"
B404	33	5'-2"			2"
B405	2	29'-2"			Str.
B406	2	28'-6"			Str.
B407	1	29'-6"			5"
B408	104	4'-4"			Str.
B409	52	3'-11"			2"
B410	34	4'-7"			Str.
B411	1	7'-9"			Str.
B412	6	7'-0"			Str.
B413	4	7'-3"			Str.
B414	1	8'-4"			Str.
B415	4	5'-6"	2'-6"	7'-5"	2"
B416	10	1'-2"			Str.
B416	2	5'-11"			2"
B419	6	5'-8"			Str.
B420	1	5'-0"			Str.
B421	1	6'-3"			Str.
B422	13	5'-5"	2'-6"	6'-2"	2"
B423	9	11'-1"			Str.
B424	4	7'-2"			Str.

Band ng Diagram

### GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH  $f_c = 3500$  PSI. ALL CONCRETE SHALL BE POURED IN THE DRY. EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED

REINFORCING STEEL TO BE ASTM A615 OR A617, GRADE 60.

BACKWALL SHALL NOT BE POURED BEFORE REINFORCING ARE IN PLACE.

STRUCTURAL STEEL IN END BENT SHALL BE AS "A36, AND SHALL BE PAID FOR AS "STRUCTURAL STEEL IN BEAM SPANS (A36)."

PILING SHALL BE PP10X42 STEEL BEARING PILES DRIVEN TO A MINIMUM CAPACITY OF 55 TONS PER PILE.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY CONSTRUCTION, EDITION  
OF 1972, AND APPLICABLE SPECIAL PROVISIONS

LIVE LOAD: H20

METHOD OF DESIGN- LOAD FACTOR

DETAILS OF END BENT 1  
KANSAS CITY SOUTHERN RAILROAD  
K.C.S. R.R. OVERPASS & APPRS.(DECATUR)  
BENTON COUNTY  
ROUTE 102 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

CRAWN BY: LA DATE: 2-20-76  
 TRACED BY: \_\_\_\_\_ DATE: \_\_\_\_\_ SCALE: 4

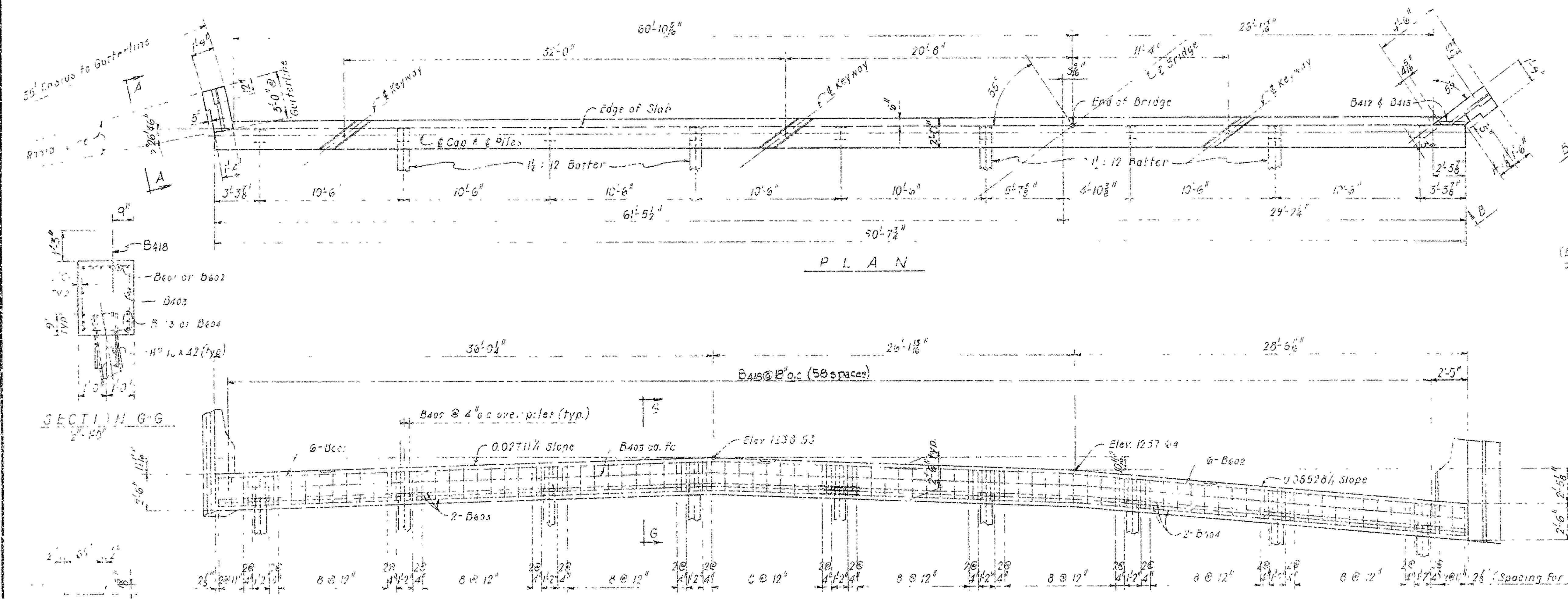
CHECKED BY: C.F.B. DATE: 2/1/77

BRIDGE NO. 5669      DRAWING NO. 20713

*Wesley Pinkerton*  
BRIDGE ENGINEER



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	70-2-2102(1)	16	55
				JOB NO.	0585			
				5669	END RENT		20714	



KEYWAY DETAIL  
N.F.S.

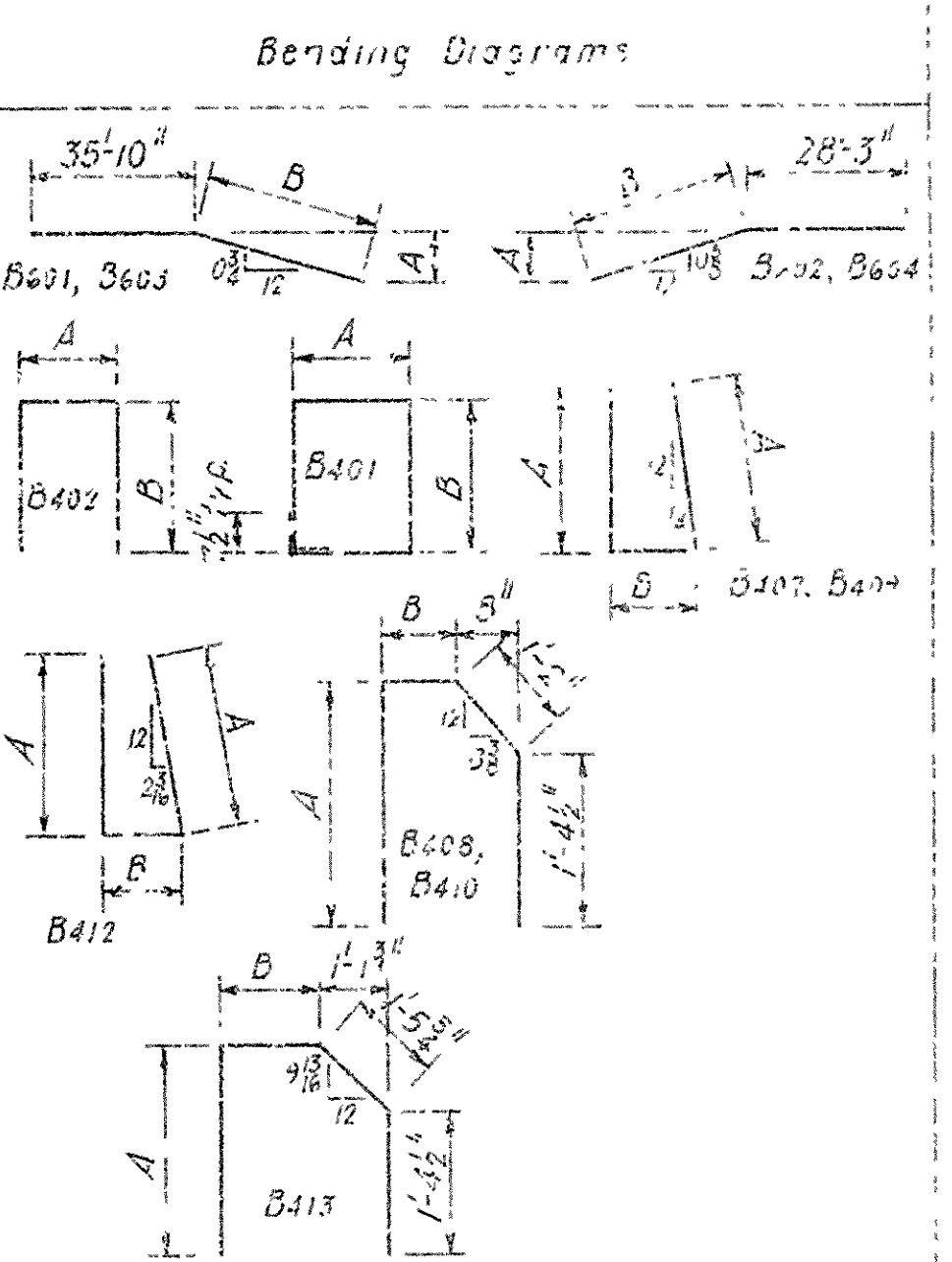
Note: See Guard Rail dwg  
BR-8A for Connection  
Details

ELEVATION  
(Looking Fwd.)

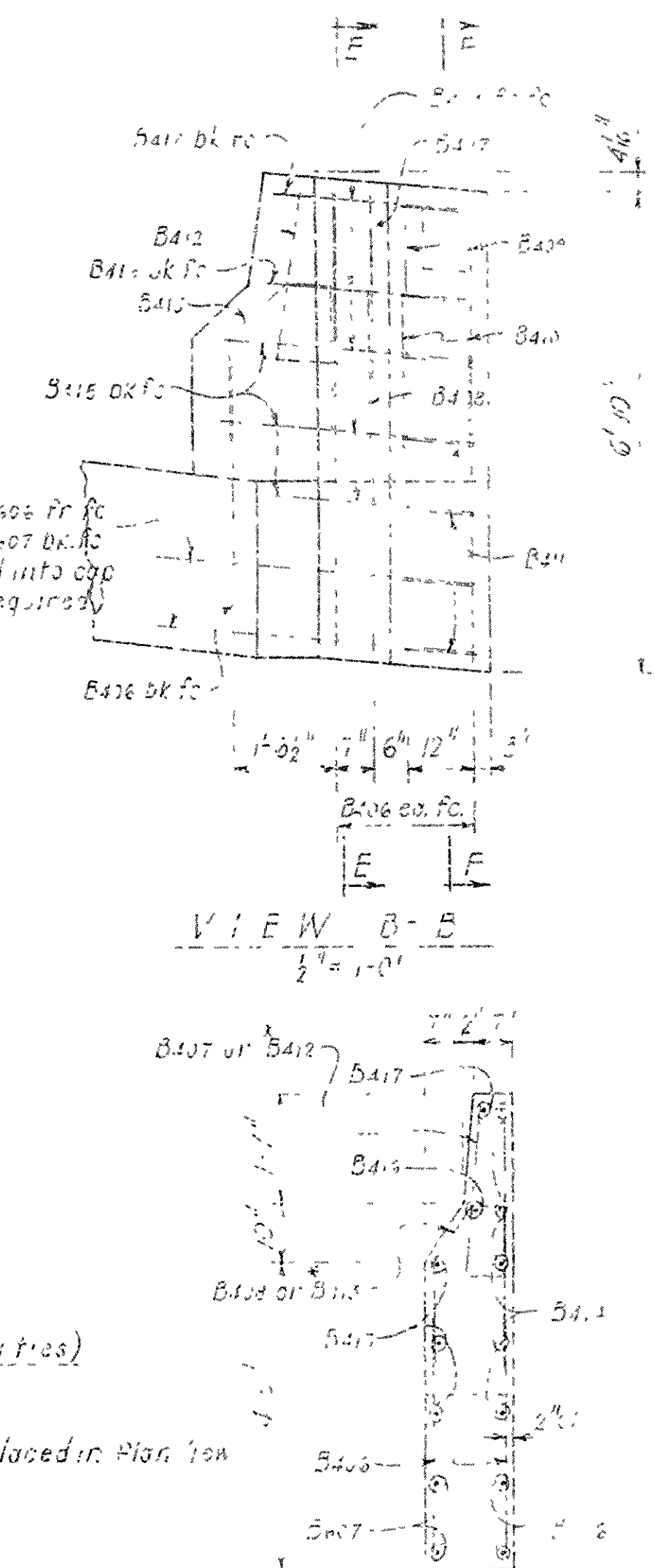
BAR LIST

BAR	No.	Length	A	B	Pin Dia
B401	6	51'-10"	11 1/2"	16'-0"	2 1/2"
B402	6	41'-3"	8"	15'-3"	3 1/2"
B403	6	44'-5"	7 1/2"	10'-7"	3 1/2"
B404	6	46'-4"	11 1/2"	18'-1"	3 1/2"
B405	4	5'-2"			Str.
B406	2	5'-0"			Str.
B407	2	6'-6"			Str.
B408	14	8'-6"	1'-8"	2'-2"	2"
B409	27	12'-10"	7'-8"	2'-7"	2"
B410	3	31'-9"			Str.
B411	1	1'-8"			Str.
B412	9	2'-6"			Str.
B413	17	6'-6"			Str.
B414	3	3'-5"	2'-6"	7"	2"
B415	3	5'-1"	2'-4"	5"	2"
B416	4	5'-6"	2'-6"	8"	2"
B417	4	5'-6"	2'-4"	10"	7"
B418	14	1'-2"			Str.
B419	1	5'-11"	2'-6"	12 1/2"	2"
B420	5	2'-5"			Str.
B421	3	3'-10"			Str.
B422	1	3'-11"			Str.
B423	1	2'-11"			Str.
B424	59	2'-6"			Str.

Dimens are out to out of bars



\*See as placed in Plan View

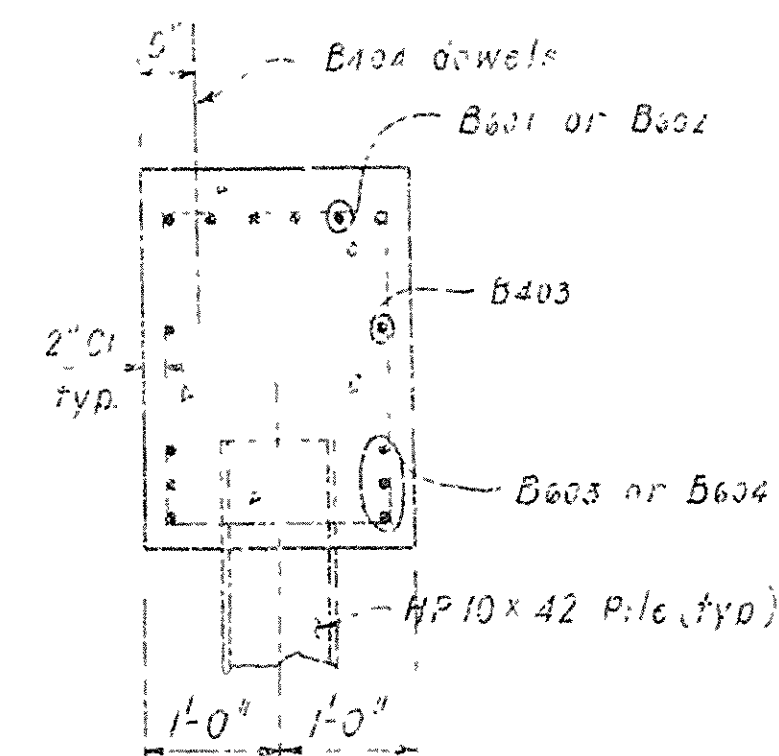
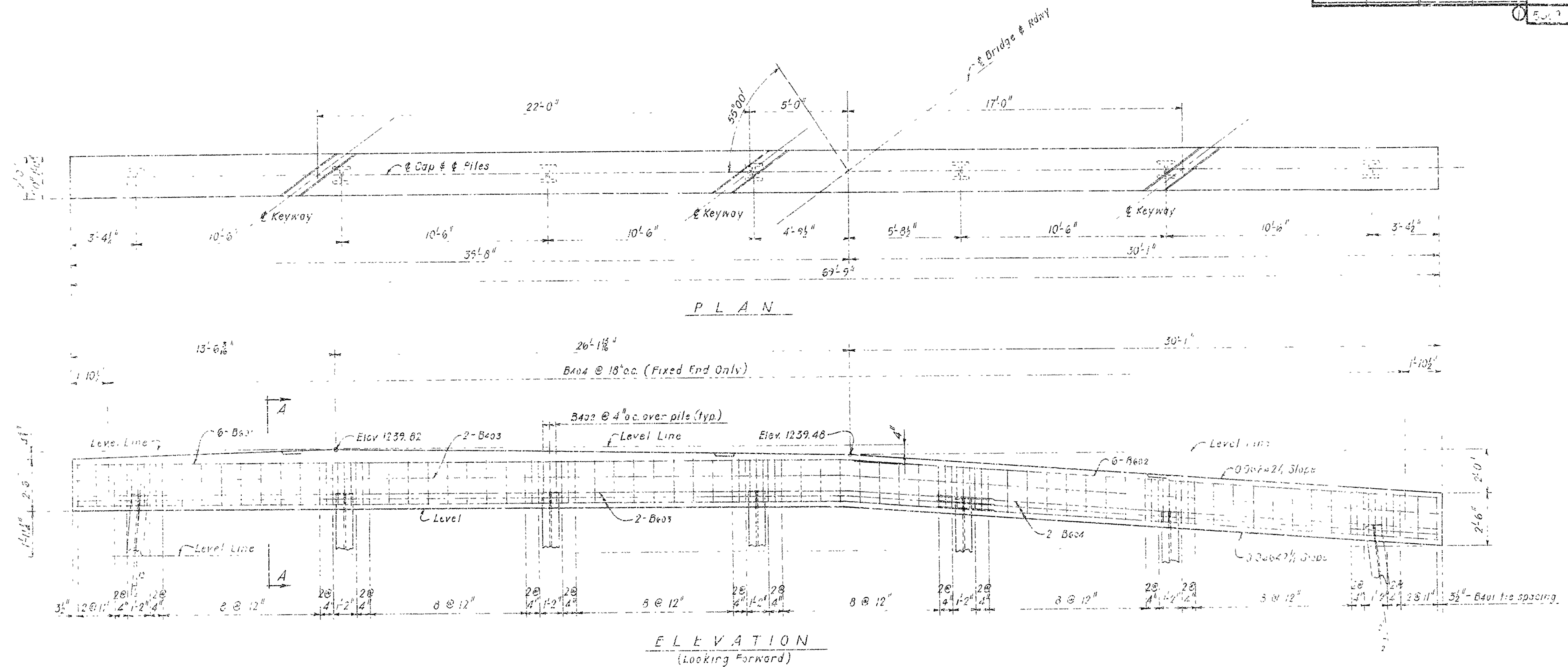


SECTION E-E  
1/2" = 1'-0"

For General Notes, See Dwg No. 20717

DETAILS OF BENT 5  
KANSAS CITY SOUTHERN RAILROAD  
K.C.S. R.R. OVERPASS & APPRS. (DECATUR)  
BENTON COUNTY  
ROUTE 102 SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
DRAWN BY: H. May DATE: 1-17-77  
CHECKED BY: H. May DATE: 1-17-77  
DESIGNED BY: H. May DATE: 1-17-77  
BRIDGE NO. 5669 DRAWING NO. 20714

DATE RECEIVED	DATE FILED	DATE RECEIVED	DATE FILED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	FED. PROJECT NO.	TOTAL
				3	ARK.	TQ3-R-03(1)		50533
				JOB NO		9585	19	55
				5000		NT BENT	20717	



BAR LIST

AK	No. Reqd.	Length	A	B	Pin Dia	Bending Diagrams
B401	6	43'-2"	40'-4 1/2"	2'-9"	3/8"	
B402	6	29'-0"	STR	STR	3/8"	
B403	6	46'-6"	40'-4 1/2"	6'-1"	5/8"	
B404	6	25'-6"	STR	STR	STR	
B405	63	8'-6"	2"	2"	2"	
B406	21	5'-10"	2"	2"	2"	
B407	4	35'-7"	STR	STR	STR	
B408	45	2'-6"	STR	STR	STR	

GENERAL NOTES:

ALL CONCRETE SHALL BE CLASS "S" AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL SHALL BE DEFORMED BARS OF ASTM A615 OR A617, GRADE 60. SHOP LISTS AND BENDING DIAGRAM MAY BE SUBMITTED FOR APPROVAL BEFORE FABRICATION IS BEGUN.

ALL PILING SHALL BE HP10X42 STEEL BEARING PILES. SEE LAYOUT FOR REQUIRED BEARING CAPACITY.

DETAILS OF BENT 4  
KANSAS CITY SOUTHERN RAILROAD  
K.C.S. R.R. OVERPASS & APPRS.(DECATUR)  
BENTON COUNTY  
ROUTE 102 SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

LITTLE ROCK, ARK.

DRAWN BY: 4. H. W. DATE: 7-1-17

CHECKED BY: C. B. DATE: 7-27-17

DESIGNED BY: C. B. DATE: 7-27-17

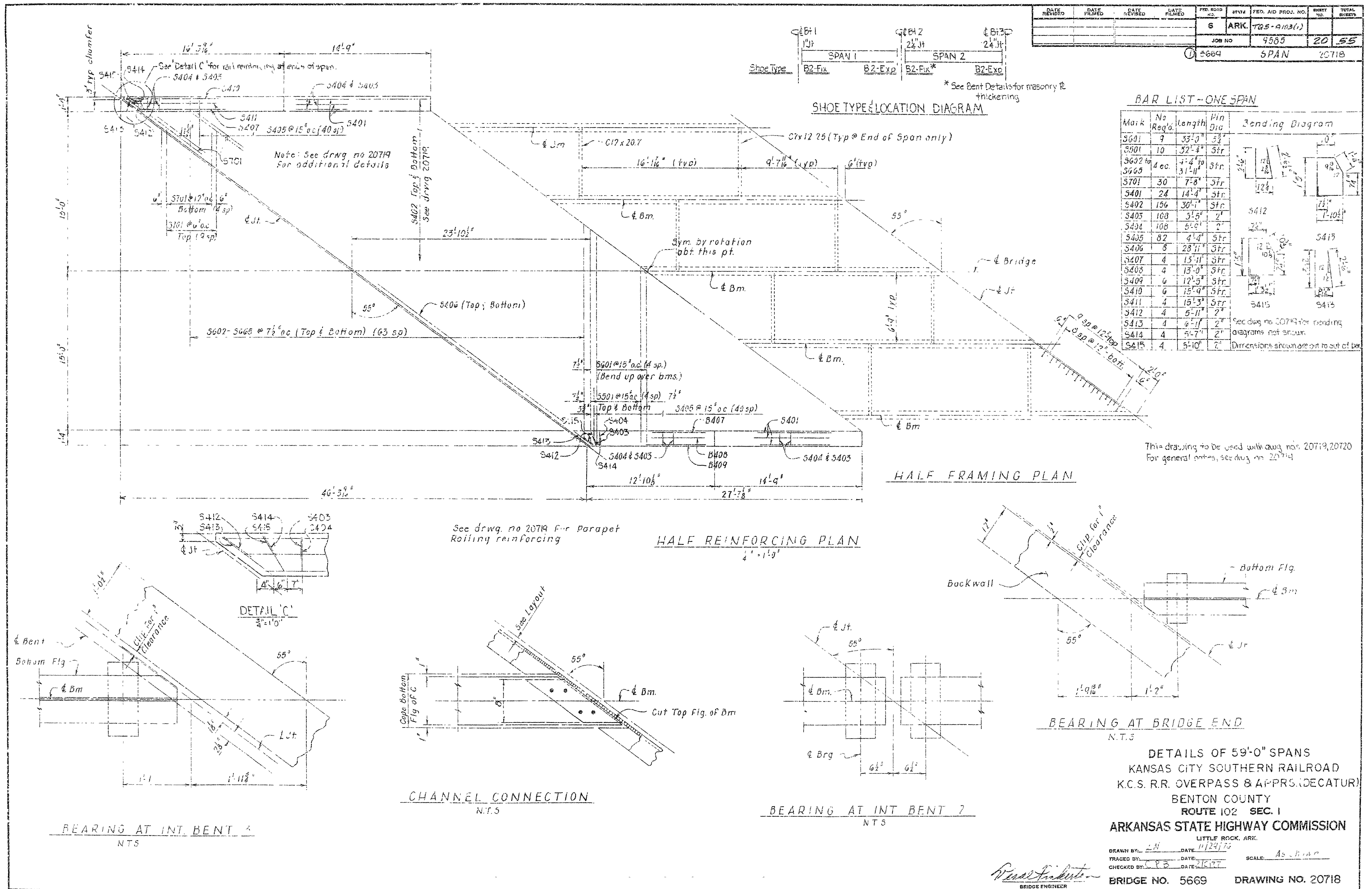
SCALE: 1" = 10' 0" 0" 0"

BRIDGE NO. 5669

DRAWING NO. 20717

BRIDGE NO. 5669 DRAWING NO. 20717



















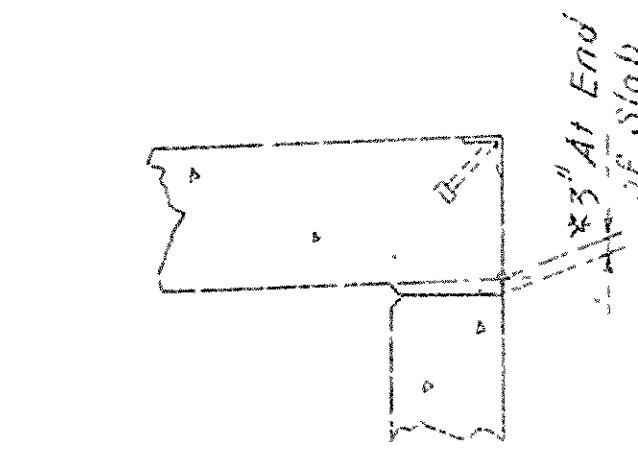
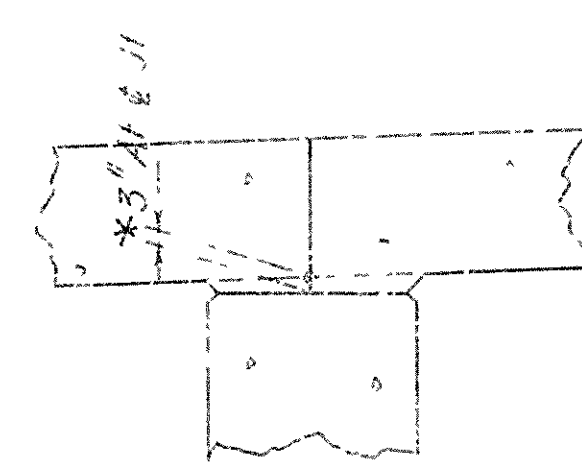
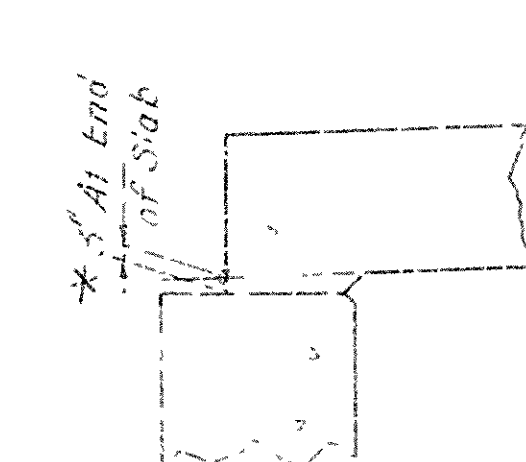
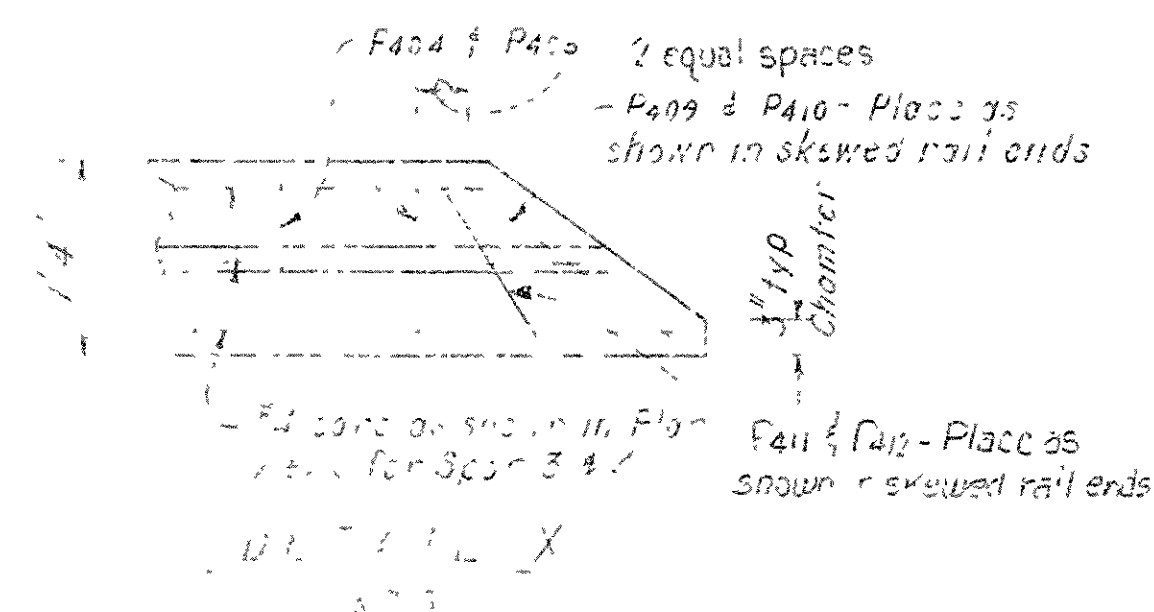
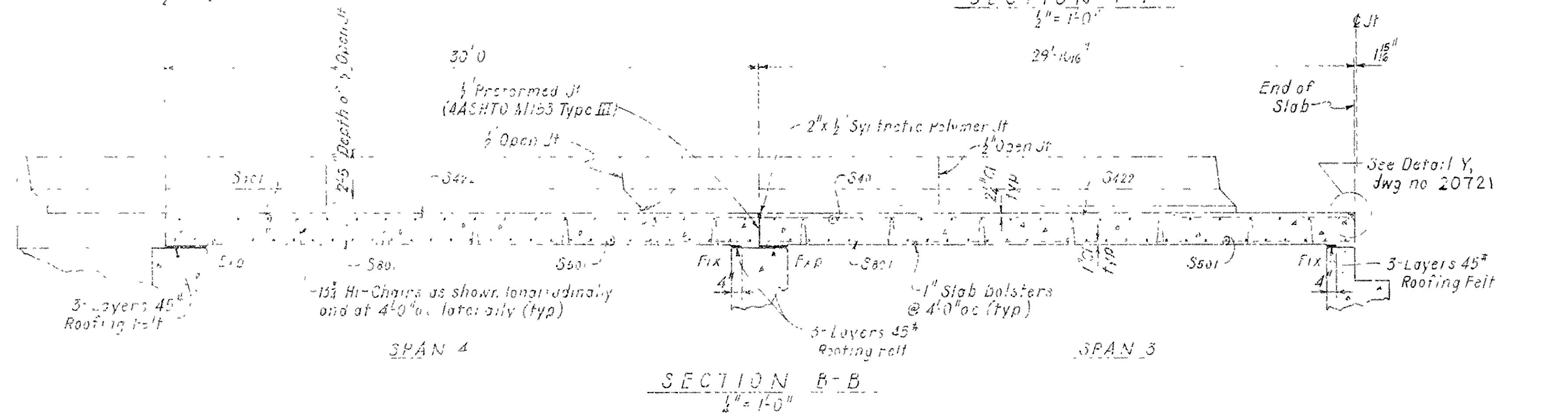
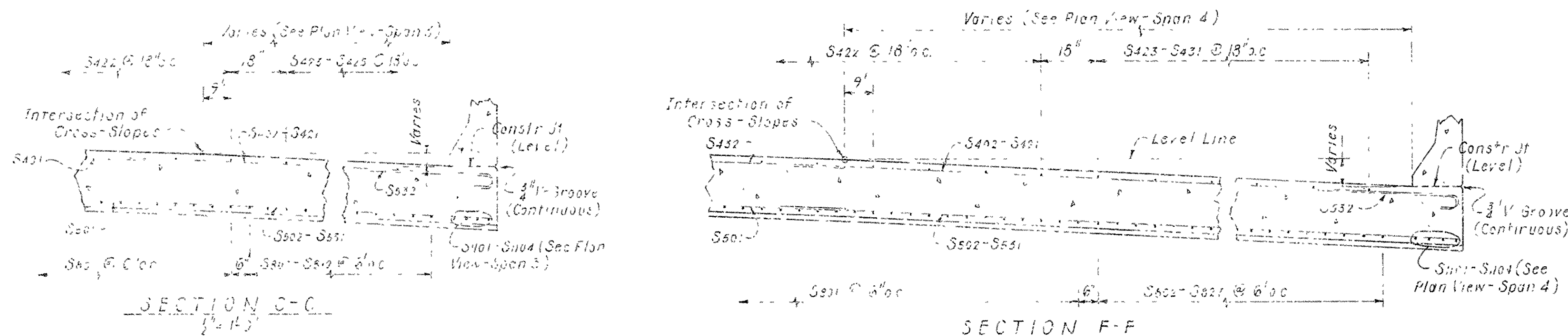
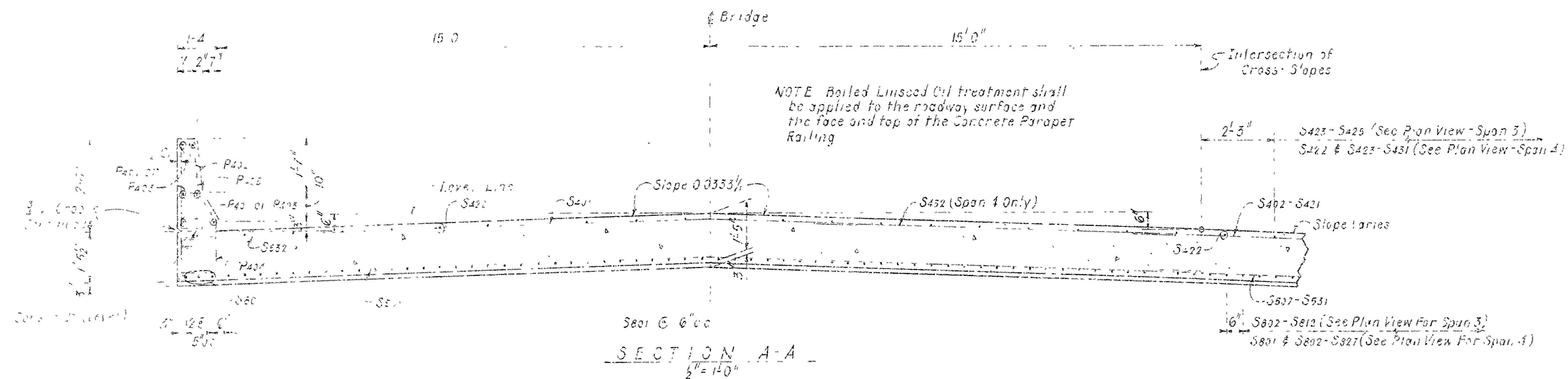
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				5	ARK.	T&S-A-103(1)	24	55
						JOB NO.	9585	
							5669	SPAN 4
								20722

## BAR LIST

WK	No. Reqd	Length	Pin Dia	Bending Diagrams	WK	No. Reqd	Length	Pin Dia	Pin Dia	
S301	76	29'-5"	Str.	A	S332	28	8'-5"	7'-10"	5"	33"
S302	1	29'-3"	Str.		S401	20	30'-0"	39'-6"	4"	3"
S303	1	29'-1"	Str.		S402	100	15'-7"	15'-1"	4"	3"
S304	100	28'-7"	Str.		S403	100	21'-7"	21'-1"	4"	3"
S305	100	22'-0"	Str.	B	S404	100	22'-9"	22'-3"	4"	3"
S306	100	20'-8"	Str.		S405	100	28'-5"	27'-11"	4"	3"
S307	100	13'-8"	Str.		S406	100	29'-5"	29'-7"	4"	3"
S308	100	12'-7"	Str.		S407	100	27'-6"	27'-0"	4"	3"
S309	100	7'-5"	Str.	C	S408	25	29'-5"			Str.
S310	100	6'-2"	Str.		S409	1	29'-5"			Str.
S311	100	2'-2"	Str.		S410	1	27'-2"			Str.
S312	100	2'-2"	Str.		S411	1	23'-3"			Str.
S313	50	54'-2"	Str.	D	S412	100	12'-9"			Str.
S314	100	15'-5"	Str.		S413	100	12'-7"			Str.
S315	100	16'-8"	Str.		S414	100	9'-1"			Str.
S316	100	17'-3"	Str.		S415	100	3'-2"			Str.
S317	100	20'-8"	Str.	E	S416	100	16'-4"			Str.
S318	100	25'-0"	Str.		S417	1	16'-6"			P = 33'-10"
S319	100	29'-10"	Str.		S418	1	16'-6"			R = 34'-2"
S320	100	37'-8"	Str.		S419	1	16'-8"			R = 34'-6"
S321	100	37'-8"	Str.	F	S420	1	16'-10"			R = 34'-10"
S322	100	37'-8"	Str.		S421	1	16'-10"			
S323	100	37'-8"	Str.		S422	1	16'-10"			
S324	100	37'-8"	Str.		S423	1	16'-10"			
S325	100	37'-8"	Str.	G	S424	1	16'-10"			
S326	100	37'-8"	Str.		S425	1	16'-10"			
S327	100	37'-8"	Str.		S426	1	16'-10"			
S328	100	37'-8"	Str.		S427	1	16'-10"			
S329	100	37'-8"	Str.	H	S428	1	16'-10"			
S330	100	37'-8"	Str.		S429	1	16'-10"			
S331	100	37'-8"	Str.		S430	1	16'-10"			
S332	100	37'-8"	Str.		S431	1	16'-10"			
S333	100	37'-8"	Str.	I	S432	1	16'-10"			
S334	100	37'-8"	Str.		S433	1	16'-10"			
S335	100	37'-8"	Str.		S434	1	16'-10"			
S336	100	37'-8"	Str.		S435	1	16'-10"			
S337	100	37'-8"	Str.	J	S436	1	16'-10"			
S338	100	37'-8"	Str.		S437	1	16'-10"			
S339	100	37'-8"	Str.		S438	1	16'-10"			
S340	100	37'-8"	Str.		S439	1	16'-10"			
S341	100	37'-8"	Str.	K	S440	1	16'-10"			
S342	100	37'-8"	Str.		S441	1	16'-10"			
S343	100	37'-8"	Str.		S442	1	16'-10"			
S344	100	37'-8"	Str.		S443	1	16'-10"			
S345	100	37'-8"	Str.	L	S444	1	16'-10"			
S346	100	37'-8"	Str.		S445	1	16'-10"			
S347	100	37'-8"	Str.		S446	1	16'-10"			
S348	100	37'-8"	Str.		S447	1	16'-10"			
S349	100	37'-8"	Str.	M	S448	1	16'-10"			
S350	100	37'-8"	Str.		S449	1	16'-10"			
S351	100	37'-8"	Str.		S450	1	16'-10"			
S352	100	37'-8"	Str.		S451	1	16'-10"			
S353	100	37'-8"	Str.	N	S452	1	16'-10"			
S354	100	37'-8"	Str.		S453	1	16'-10"			
S355	100	37'-8"	Str.		S454	1	16'-10"			
S356	100	37'-8"	Str.		S455	1	16'-10"			
S357	100	37'-8"	Str.	O	S456	1	16'-10"			
S358	100	37'-8"	Str.		S457	1	16'-10"			
S359	100	37'-8"	Str.		S458	1	16'-10"			
S360	100	37'-8"	Str.		S459	1	16'-10"			
S361	100	37'-8"	Str.	P	S460	1	16'-10"			
S362	100	37'-8"	Str.		S461	1	16'-10"			
S363	100	37'-8"	Str.		S462	1	16'-10"			
S364	100	37'-8"	Str.		S463	1	16'-10"			
S365	100	37'-8"	Str.	Q	S464	1	16'-10"			
S366	100	37'-8"	Str.		S465	1	16'-10"			
S367	100	37'-8"	Str.		S466	1	16'-10"			
S368	100	37'-8"	Str.		S467	1	16'-10"			
S369	100	37'-8"	Str.	R	S468	1	16'-10"			
S370	100	37'-8"	Str.		S469	1	16'-10"			
S371	100	37'-8"	Str.		S470	1	16'-10"			
S372	100	37'-8"	Str.		S471	1	16'-10"			
S373	100	37'-8"	Str.	S	S472	1	16'-10"			
S374	100	37'-8"	Str.		S473	1	16'-10"			
S375	100	37'-8"	Str.		S474	1	16'-10"			
S376	100	37'-8"	Str.		S475	1	16'-10"			
S377	100	37'-8"	Str.	T	S476	1	16'-10"			
S378	100	37'-8"	Str.		S477	1	16'-10"			
S379	100	37'-8"	Str.		S478	1	16'-10"			
S380	100	37'-8"	Str.		S479	1	16'-10"			
S381	100	37'-8"	Str.	U	S480	1	16'-10"			
S382	100	37'-8"	Str.		S481	1	16'-10"			
S383	100	37'-8"	Str.		S482	1	16'-10"			
S384	100	37'-8"	Str.		S483	1	16'-10"			
S385	100	37'-8"	Str.	V	S484	1	16'-10"			
S386	100	37'-8"	Str.		S485	1	16'-10"			
S387	100	37'-8"	Str.		S486	1	16'-10"			
S388	100	37'-8"	Str.		S487	1	16'-10"			
S389	100	37'-8"	Str.	W	S488	1	16'-10"			
S390	100	37'-8"	Str.		S489	1	16'-10"			
S391	100	37'-8"	Str.		S490	1	16'-10"			
S392	100	37'-8"	Str.		S491	1	16'-10"			
S393	100	37'-8"	Str.	X	S492	1	16'-10"			
S394	100	37'-8"	Str.		S493	1	16'-10"			
S395	100	37'-8"	Str.		S494	1	16'-10"			
S396	100	37'-8"	Str.		S495	1	16'-10"			
S397	100	37'-8"	Str.	Y	S496	1	16'-10"			
S398	100	37'-8"	Str.		S497	1	16'-10"			
S399	100	37'-8"	Str.		S498	1	16'-10"			
S400	100	37'-8"	Str.		S499	1	16'-10"			
S401	100	37'-8"	Str.	Z	S500	1	16'-10"			
S402	100	37'-8"	Str.		S501	1	16'-10"			
S403	100	37'-8"	Str.		S502	1	16'-10"			
S404	100	37'-8"	Str.		S503	1	16'-10"			
S405	100	37'-8"	Str.	AA	S504	1	16'-10"			
S406	100	37'-8"	Str.		S505	1	16'-10"			
S407	100	37'-8"	Str.		S506	1	16'-10"			
S408	100	37'-8"	Str.		S507	1	16'-10"			
S409	100	37'-8"	Str.	AB	S508	1	16'-10"			
S410	100	37'-8"	Str.		S509	1	16'-10"			
S411	100	37'-8"	Str.		S510	1	16'-10"			
S412	100	37'-8"	Str.		S511	1	16'-10"			
S413	100	37'-8"	Str.	AC	S512	1	16'-10"			
S414	100	37'-8"	Str.		S513	1	16'-10"			
S415	100	37'-8"	Str.		S514	1	16'-10"			
S416	100	37'-8"	Str.		S515	1	16'-10"			
S417	100	37'-8"	Str.	AD	S516	1	16'-10"			
S418	100	37'-8"	Str.		S517	1	16'-10"			
S419	100	37'-8"	Str.		S518	1	16'-10"			
S420	100	37'-8"	Str.		S519	1	16'-10"			
S421	100	37'-8"	Str.	AE	S520	1	16'-10"			
S422	100	37'-8"	Str.		S521	1	16'-10"			
S423	100	37'-8"	Str.		S522	1	16'-10"			
S424	100	37'-8"	Str.		S523	1	16'-10"			
S425	100	37'-8"	Str.	AF	S524	1	16'-10"			
S426	100	37'-8"	Str.		S525	1	16'-10"			
S427	100	37'-8"	Str.		S526	1	16'-10"			
S428	100	37'-8"	Str.		S527	1	16'-10"			
S429	100	37'-8"	Str.	AG	S528	1	16'-10"			
S430	100	37'-8"	Str.		S529	1	16'-10"			
S431	100	37'-8"	Str.		S530	1	16'-10"			
S432	100	37'-8"	Str.		S531	1	16'-10"			
S433	100	37'-8"	Str.	AH	S532	1	16'-10"			
S434	100	37'-8"	Str.		S533	1	16'-10"			
S435	100	37'-8"	Str.		S534	1	16'-10"			
S436	100	37'-8"	Str.		S535	1	16'-10"			
S437	100	37'-8"	Str.	AI	S536	1	16'-10"			
S438	100	37'-8"	Str.		S537	1	16'-10"			
S439	100	37'-8"	Str.		S538	1	16'-10"			
S440	100	37'-8"	Str.		S539	1	16'-10"			
S441	100	37'-8"	Str.	AJ	S540	1	16'-10"			
S442	100	37'-8"	Str.		S541	1	16'-10"			
S443	100	37'-8"	Str.		S542	1	16'-10"			
S444	100	37'-8"	Str.		S543	1	16'-10"			
S445	100	37'-8"	Str.	AK	S544	1	16'-10"			
S446	100	37'-8"	Str.		S545	1	16'-10"			
S447	100	37'-8"	Str.		S546	1	16'-10"			
S448	100	37'-8"	Str.		S547	1	16'-10"			
S449	100	37'-8"	Str.	AL	S548	1	16'-10"			
S450	100	37'-8"	Str.		S549	1	16'-10"			
S451	100	37'-8"	Str.		S550	1	16'-10"			
S452	100	37'-8"	Str.		S551	1	16'-10"			
S453	100	37'-8"	Str.	AM	S552	1	16'-10"			
S454	100	37'-8"	Str.		S553	1	16'-10"			
S455	100	37'-8"	Str.		S554	1	16'-10"			
S456	100	37'-8"	Str.		S555	1	16'-10"			
S457	100	37'-8"	Str.	AN	S556	1	16'-10"			
S458	100	37'-8"	Str.		S557	1	16'-10"			
S459	100	37'-8"	Str.		S558	1	16'-10"			
S460	100	37'-8"	Str.		S559	1	16'-10"			
S461	100	37'-8"	Str.	AO	S560	1	16'-10"			
S462	100	37'-8"	Str.		S561	1	16'-10"</			



DATE REVISID		DATE FILMED		DATE REVISID		DATE FILMED		FED. AID NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
								6	ARK.	TW-5-A1031.		
								JOB NO		2535	25	55
								569	PP-N 2145			20723



\*Note: 3" at each gutterline, at centerline Bridge, and at intersection of Cross-Slopes. Varies at all other locations as necessary to conform to roadway slope.

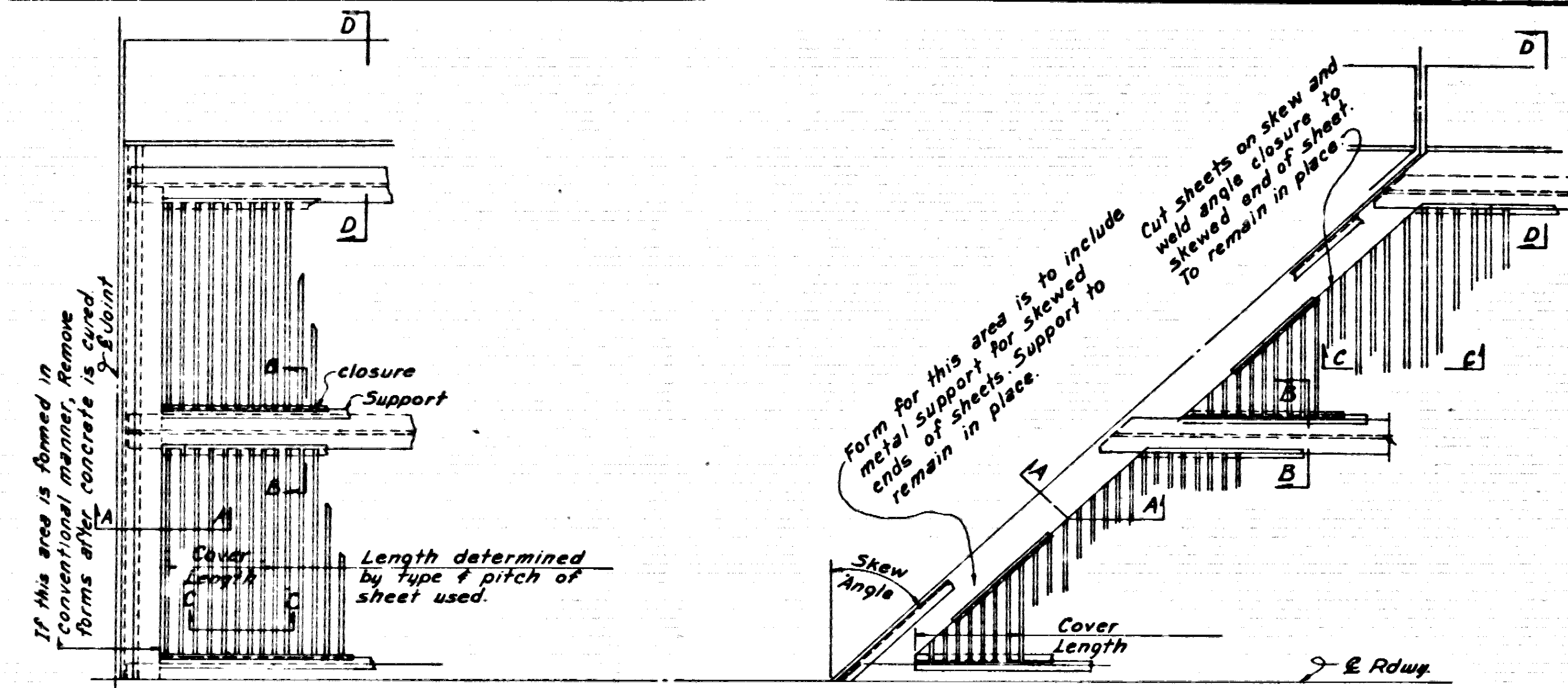
SUPPLEMENTARY DETAILS FOR  
SPANS 3 & 4  
KANSAS CITY SOUTHERN RAILROAD  
K.C.S. R.R. OVERPASS & APPRS. (DECATUR)  
BENTON COUNTY  
ROUTE 102 SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: A. H. DATE: 12-15-70  
 CHECKED BY: C. P. B. DATE: 11/13/77 SCALE: AS SHOWN  
 DESIGNED BY: SIO DATE: \_\_\_\_\_  
 BRIDGE NO. 5669 DRAWING NO. 20723

*Wesley Pinkston*  
BRIDGE ENGINEER

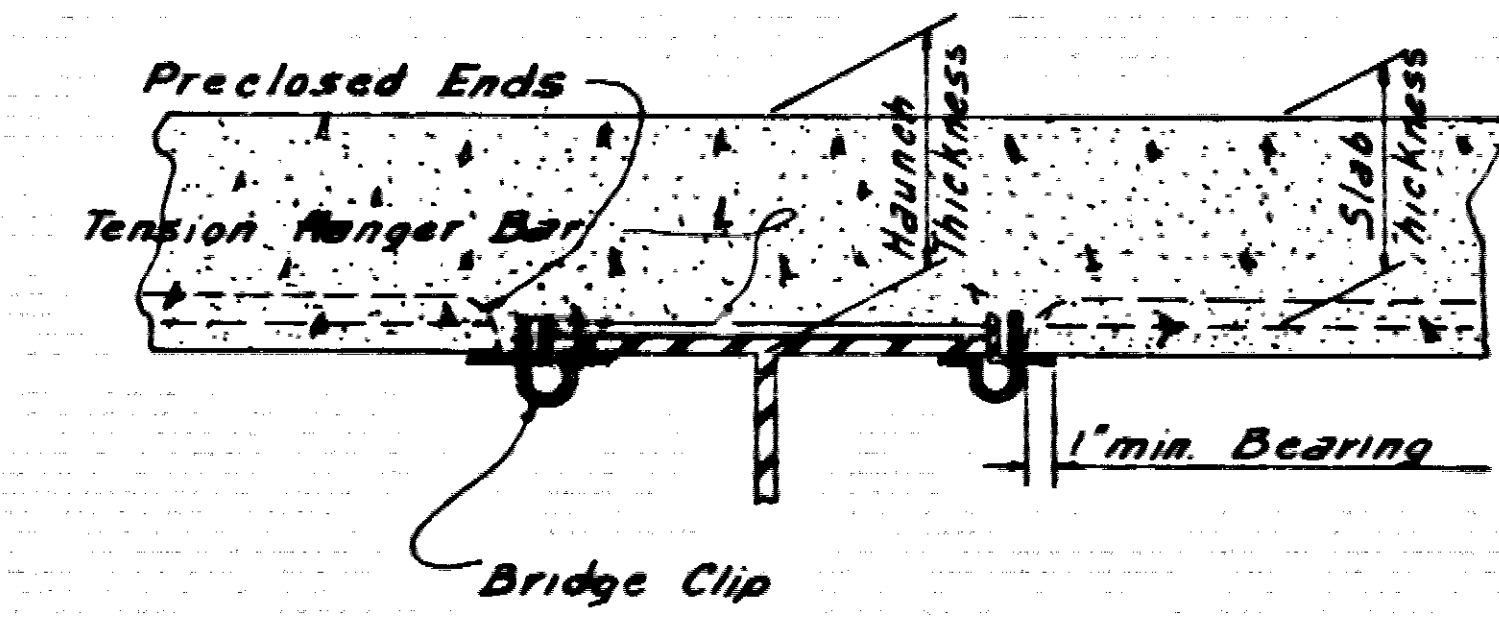


DATE	REVISION	DATE	REVISION	DATE	REVISION	DATE	REVISION	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8-8-72		5-29-8-10-72						6	ARK.			17	
JOB NO.													

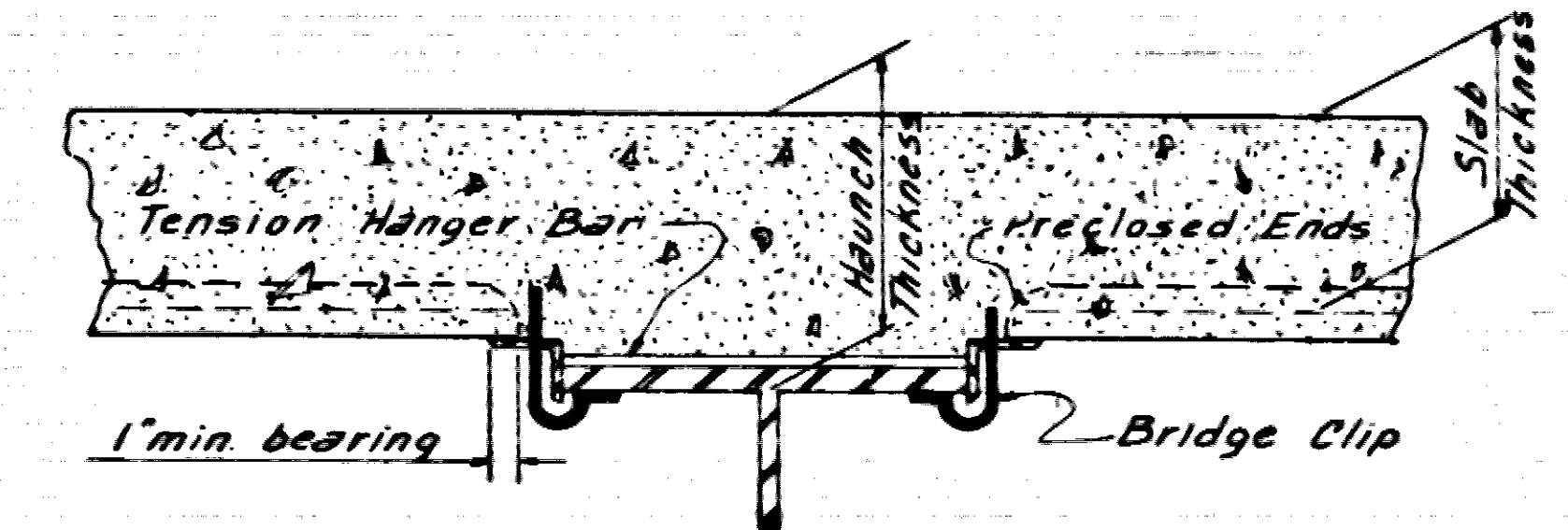


PART PLAN - SQUARE SPAN  
12'-10"

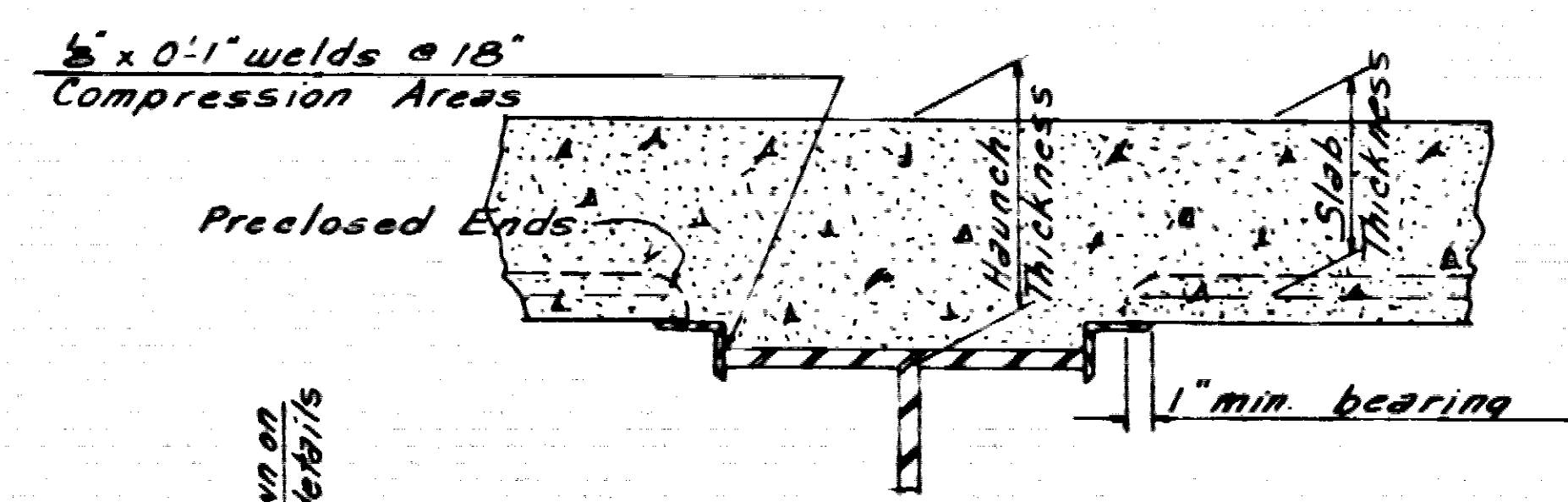
PART PLAN - SKEWED SPAN  
12'-10"



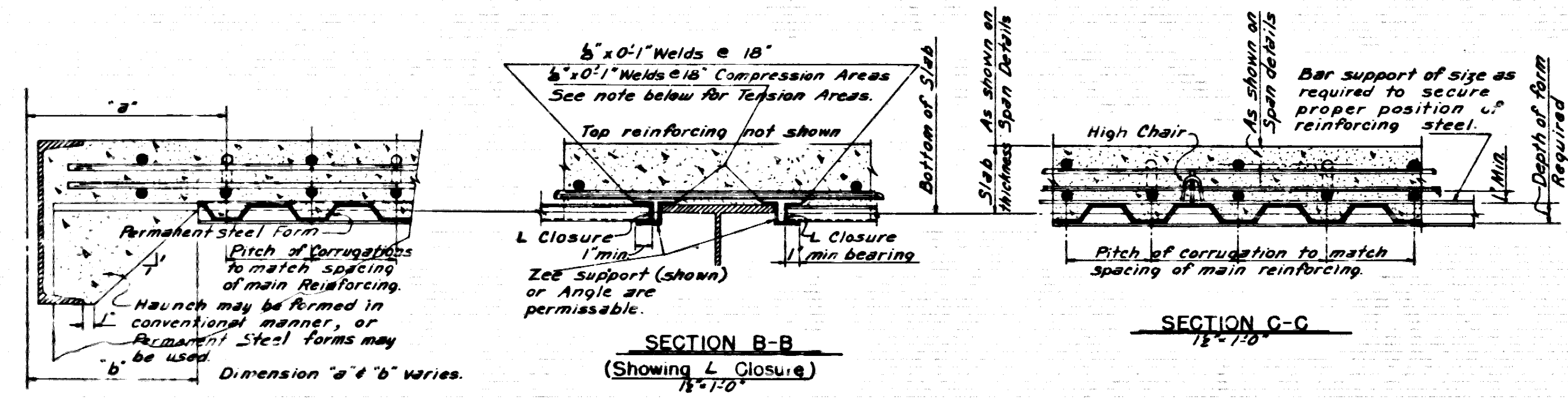
SECTION B-B  
Showing permissible support Tension Flange



SECTION B-B  
Showing permissible support Tension Flange



SECTION B-B  
Showing Permissible Support

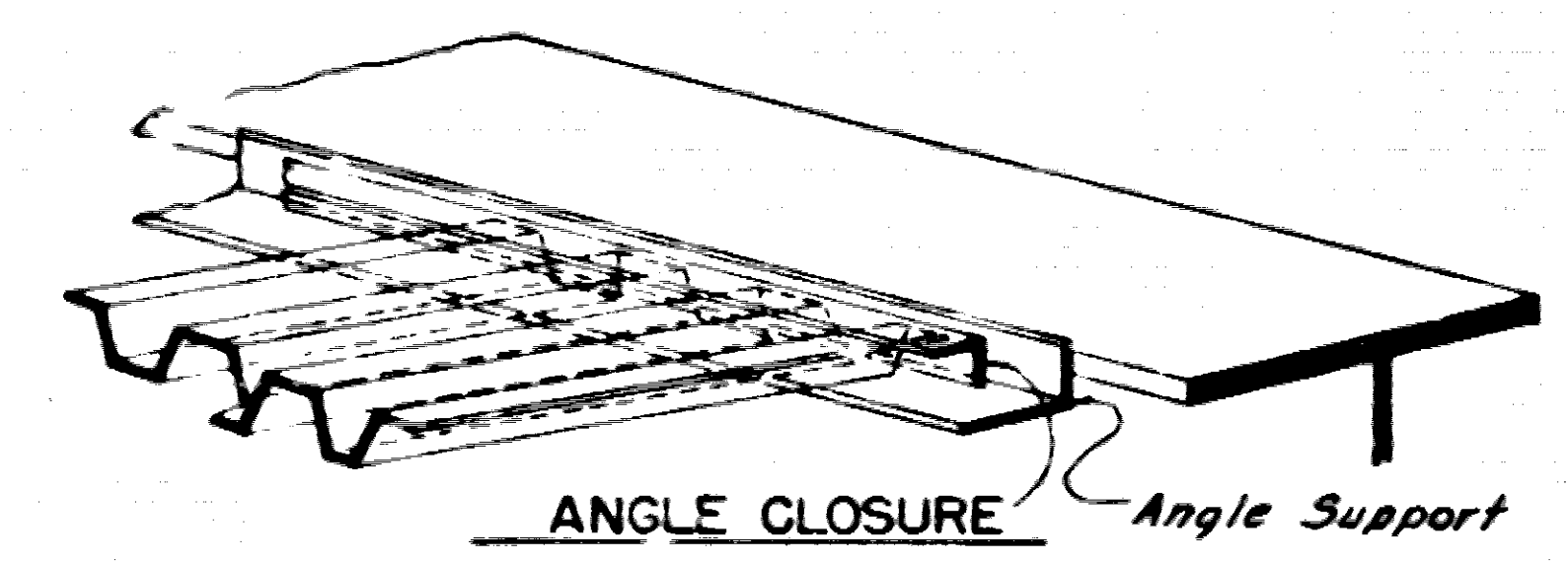


SECTION B-B  
(Showing L Closure)  
12'-10"

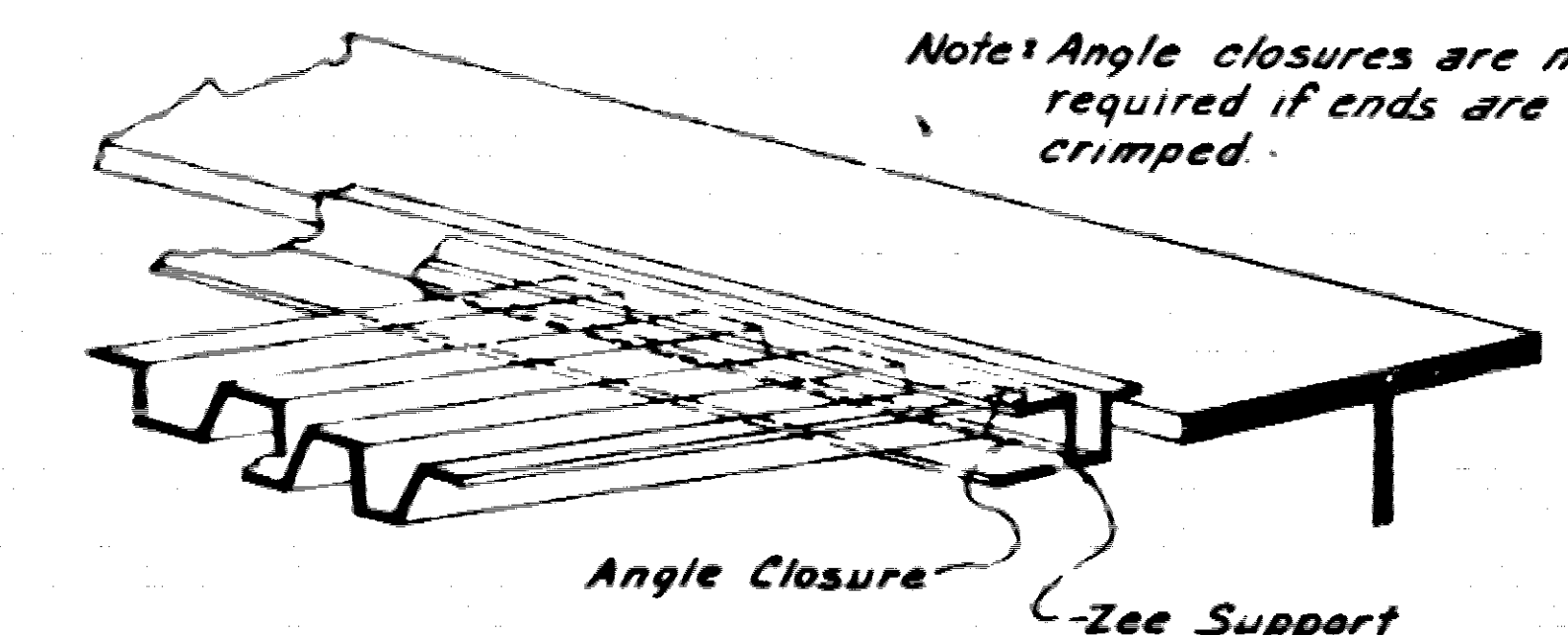
SECTION C-C  
12'-10"

CHANNEL AT END OF SPAN

SECTION A-A  
12'-10"

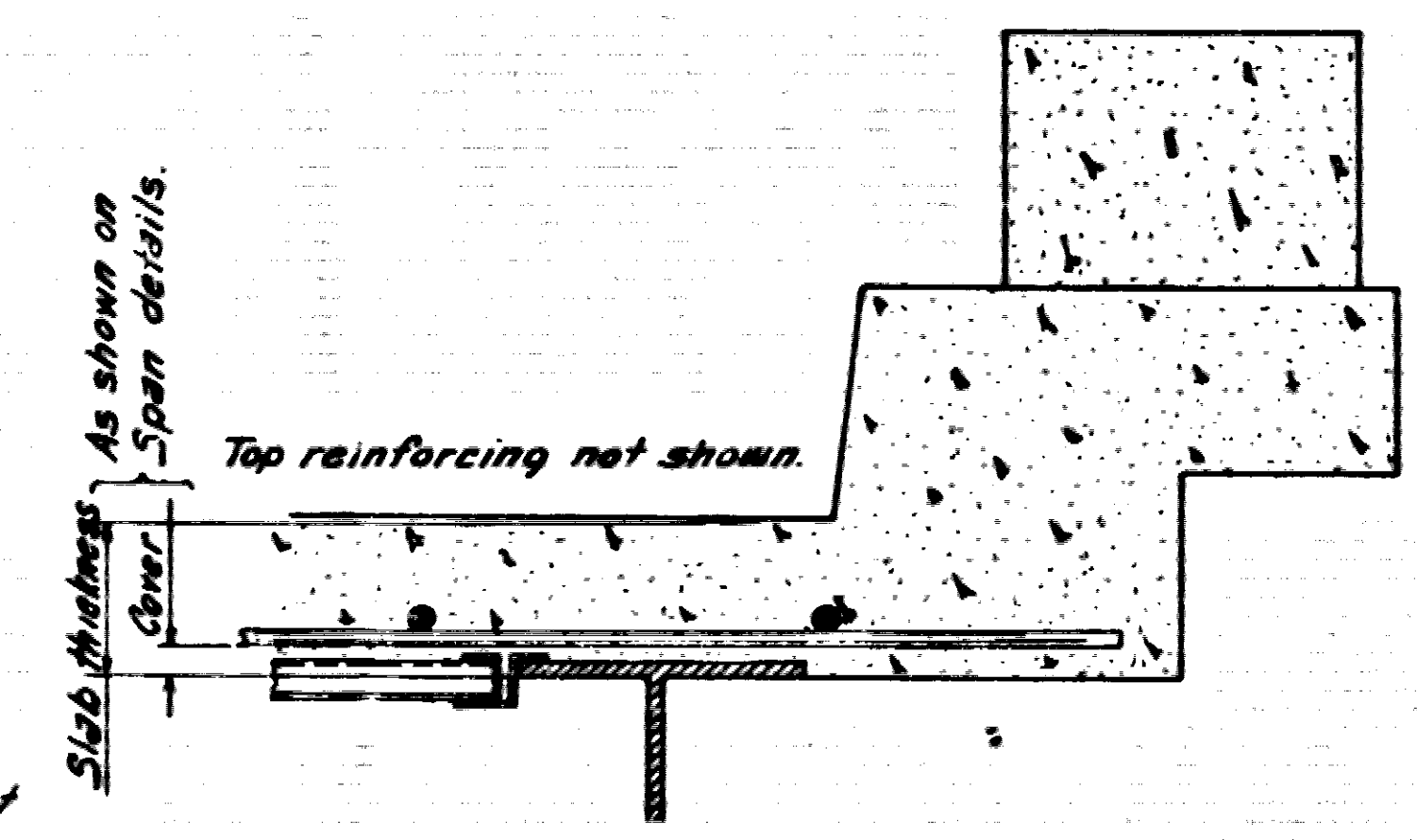


ANGLE CLOSURE



ANGLE CLOSURE

SKETCHES OF PERMISSIBLE SUPPORTS



SECTION C D  
No Scale

GENERAL NOTES

PERMANENT STEEL FORM SHEETS SHALL BE WELDED TO THE SUPPORTING MEMBER AT EACH END WITH A 1/2" MINIMUM DIAMETER PLG WELD AT EACH SIDE LAP AND AT CENTER OF SHEET, PRIOR TO CONSTRUCTION TRAFFIC. END SUPPORTS SHALL BE WELDED AS SHOWN ON THIS DRAWING PRIOR TO PLACING OF SHEETS.

ALIGN FORM SHEETS TRANSVERSELY ACROSS THE BRIDGE IN ORDER THAT CONTINUOUS REINFORCING BARS SHALL BE CORRECTLY ORIENTED WITH RESPECT TO THE CORRUGATIONS ACROSS THE VARIOUS FORM SPANS.

BAR SUPPORT RODS ARE TO BE OF SIZE REQUIRED TO SECURE PROPER POSITION OF REINFORCING STEEL AND SUFFICIENT IN NUMBER TO PROVIDE ADEQUATE SUPPORT.

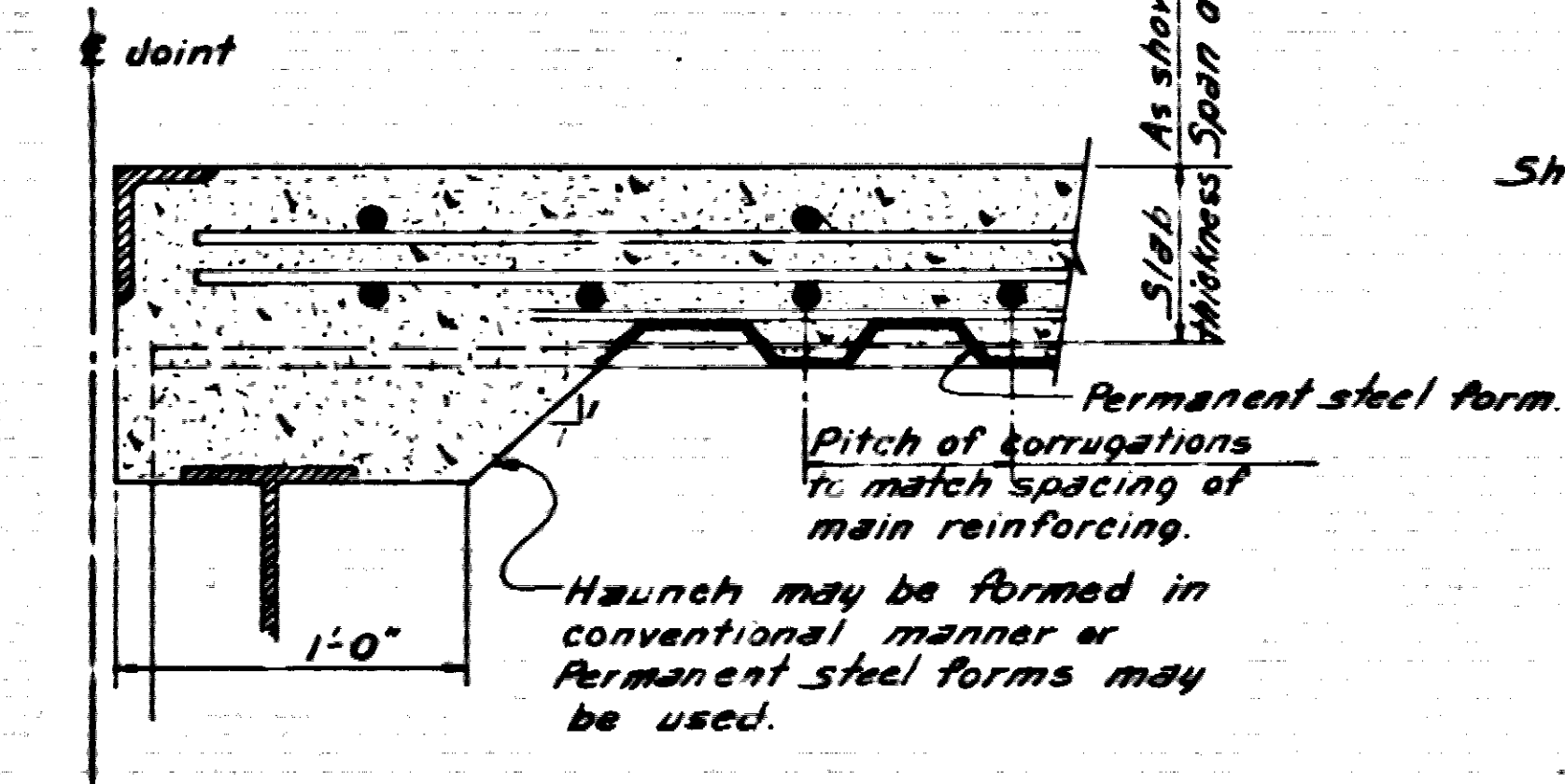
HIGH CHAIRS OF HEIGHT REQUIRED TO SUPPORT TOP ROW OF REINFORCING IN POSITION SHOWN ARE TO BE PLACED AT LOCATIONS SHOWN ON STANDARD DRAWING.

DETAIL PLANS OF PROPOSED PERMANENT STEEL FORMS SHALL BE SUBMITTED AND APPROVED BEFORE WORK OF FORMING ROADWAY SLAB IS STARTED.

WELDING WILL NOT BE PERMITTED IN TENSION AREAS OF BEAM FLANGES. SOME OTHER METHOD, APPROVED BY THE ENGINEER, OF FASTENING Z OR L SUPPORTS TO FLANGE MUST BE USED.

PERMANENT STEEL FORMS MUST MEET THE REQUIREMENTS OF SP 802-2.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.



ANGLE AT END OF SPAN  
SECTION A-A  
12'-10"

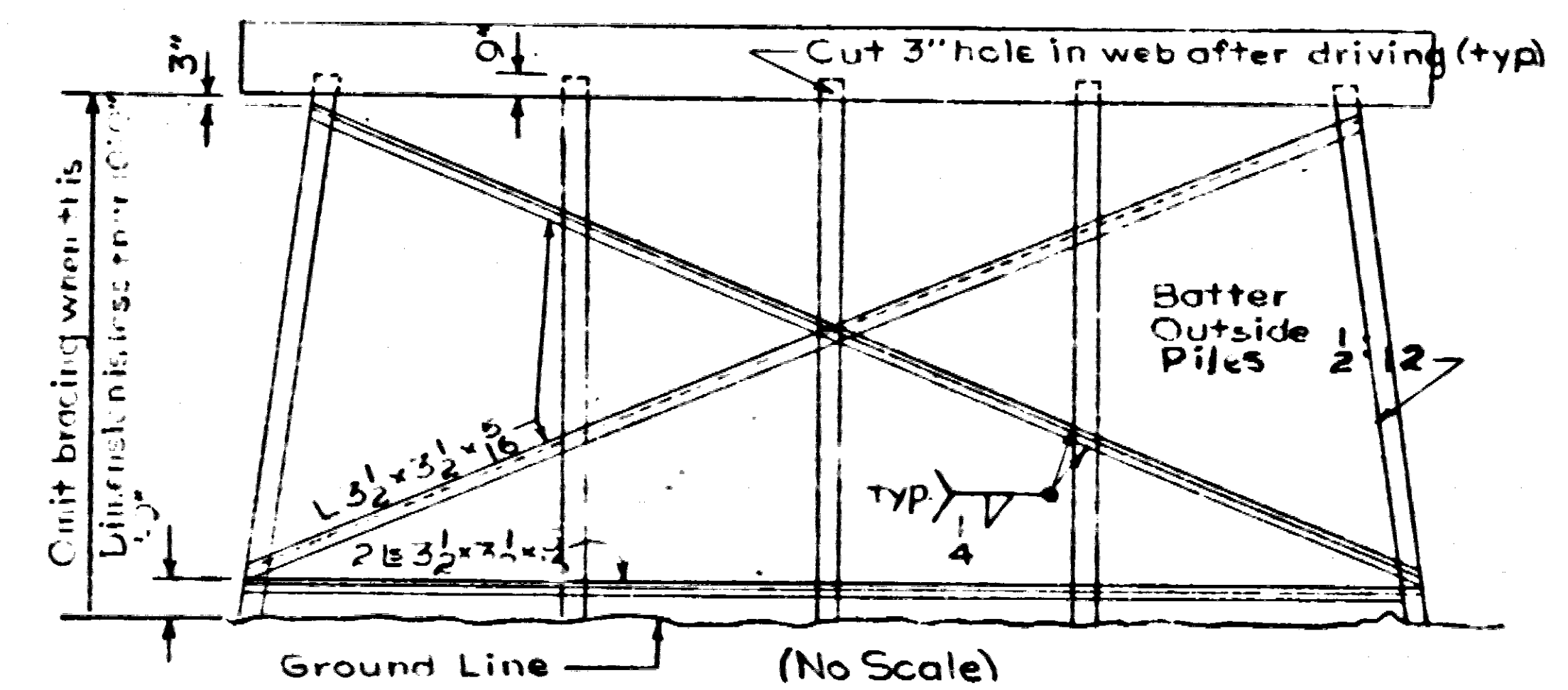
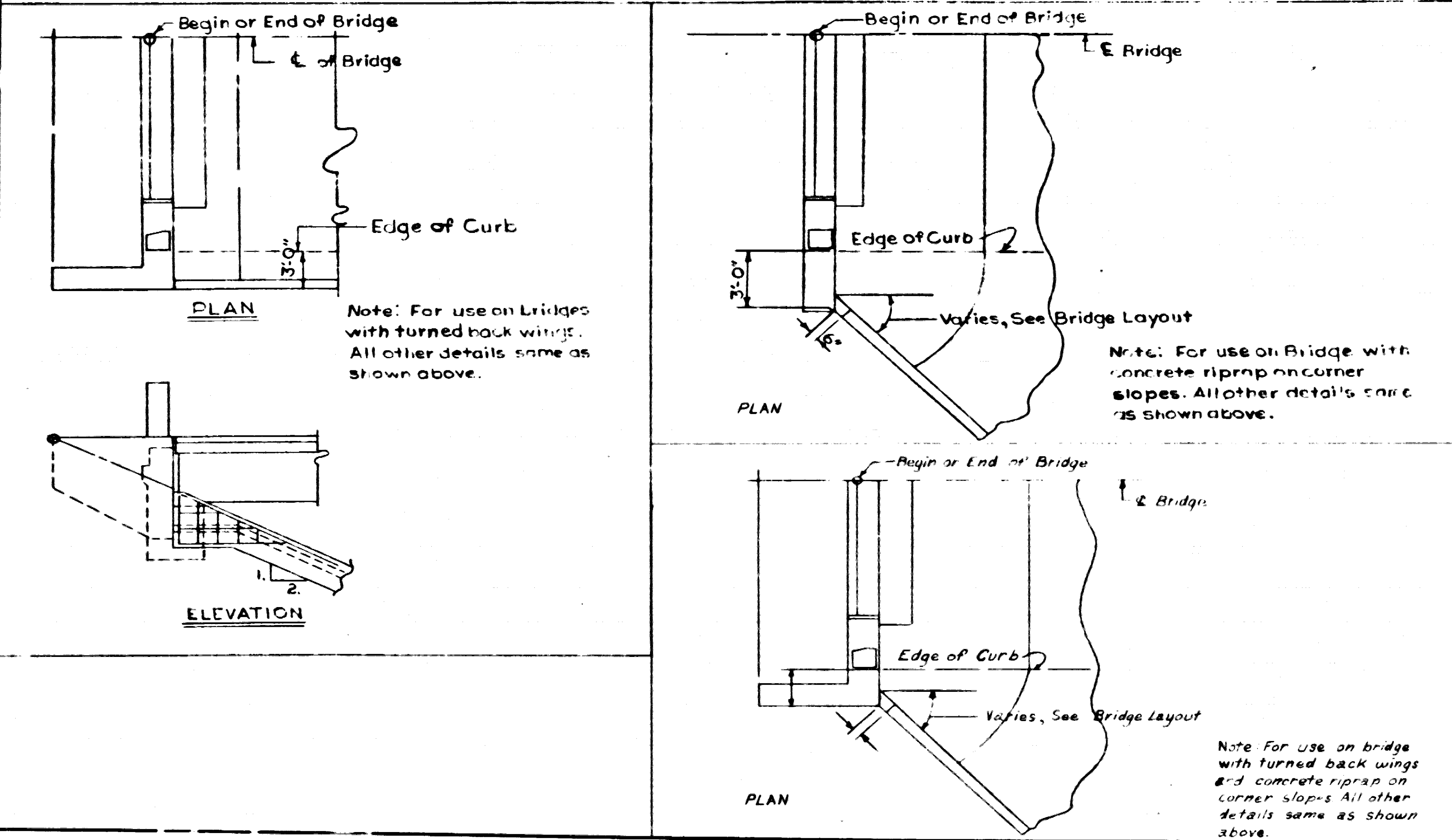
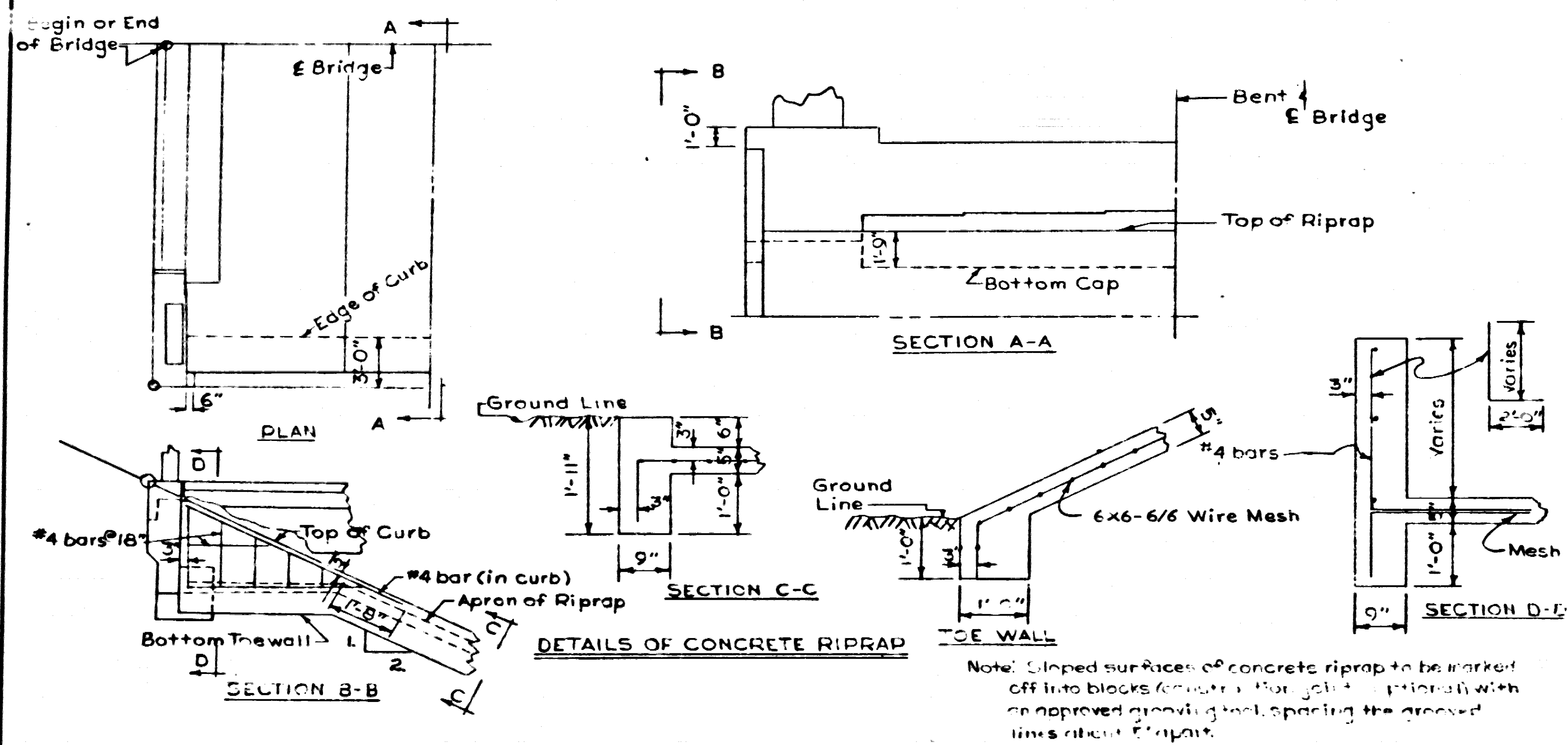
DETAILS OF  
PERMISSIBLE TYPE  
PERMANENT STEEL BRIDGE DECK FORMS  
FOR I-BEAM & PLATE GIRDER SPANS  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
DRAWN BY: W.W.W. DATE: 12-10-70  
TRACED BY: DATE: 12-10-70  
CHECKED BY: FMH DATE: 12-10-70  
BRIDGE NO. DRAWING NO. 14991

REVISED 8-8-72 FOR 1972 SPECS.  
Note: This drawing replaces drawing 14991 dated 2-21-63.

Ursal Pinkerton  
BRIDGE ENGINEER

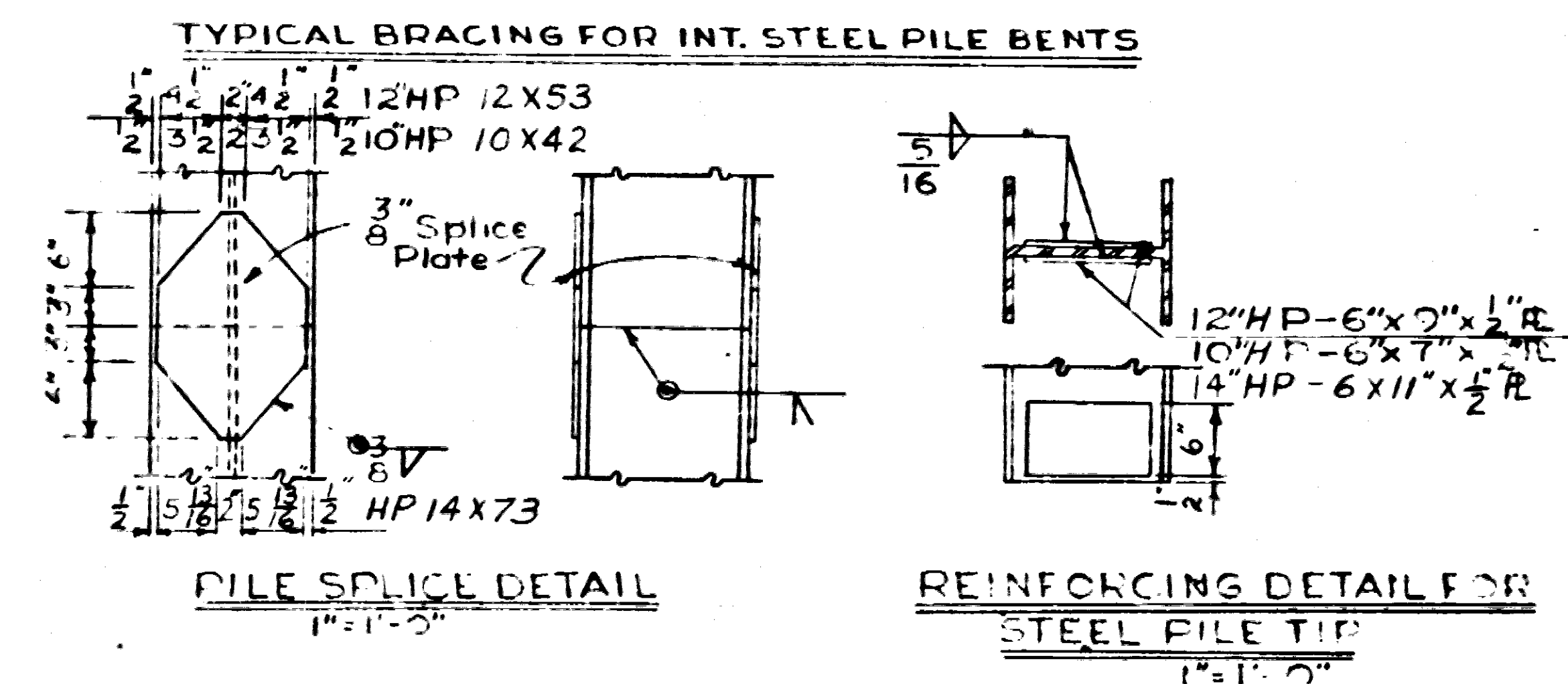


DATE	DATE	DATE	DATE	FED. ROAD	STATE	FED. AID	FISCAL	SHEET	TOTAL
REVISED	FILED	REVISED	FILED	NO.		PROJ.	YEAR	NO.	SHEETS
2/16/72	5/24/72			6	ARK.			18	
4-21-76	8-60-4-21-76								
JOB NO.									



The lengths of bracing members shall be determined in the field. Each member shall be a continuous angle and shall be welded to steel bearing piling as shown. Angle bracing shall be measured and paid for as (Structural Steel in Beam Spans).

Note: See Bent Details for number of piles.



Note: Steel Pile Tip Reinforcing will not be paid for directly, but shall be considered sub item to the item of "Steel Bearing Piling".

The Contractor may for his convenience and at his own expense provide as many as three splices per pile for steel bearing piling. Minimum spacing between splices shall be 5 feet.

NOTE: Drawing Adapted from Drawing No. 14995, With Detail Drawing of Concrete Riprap on Corner Slopes. L.E.G. 2/16/72

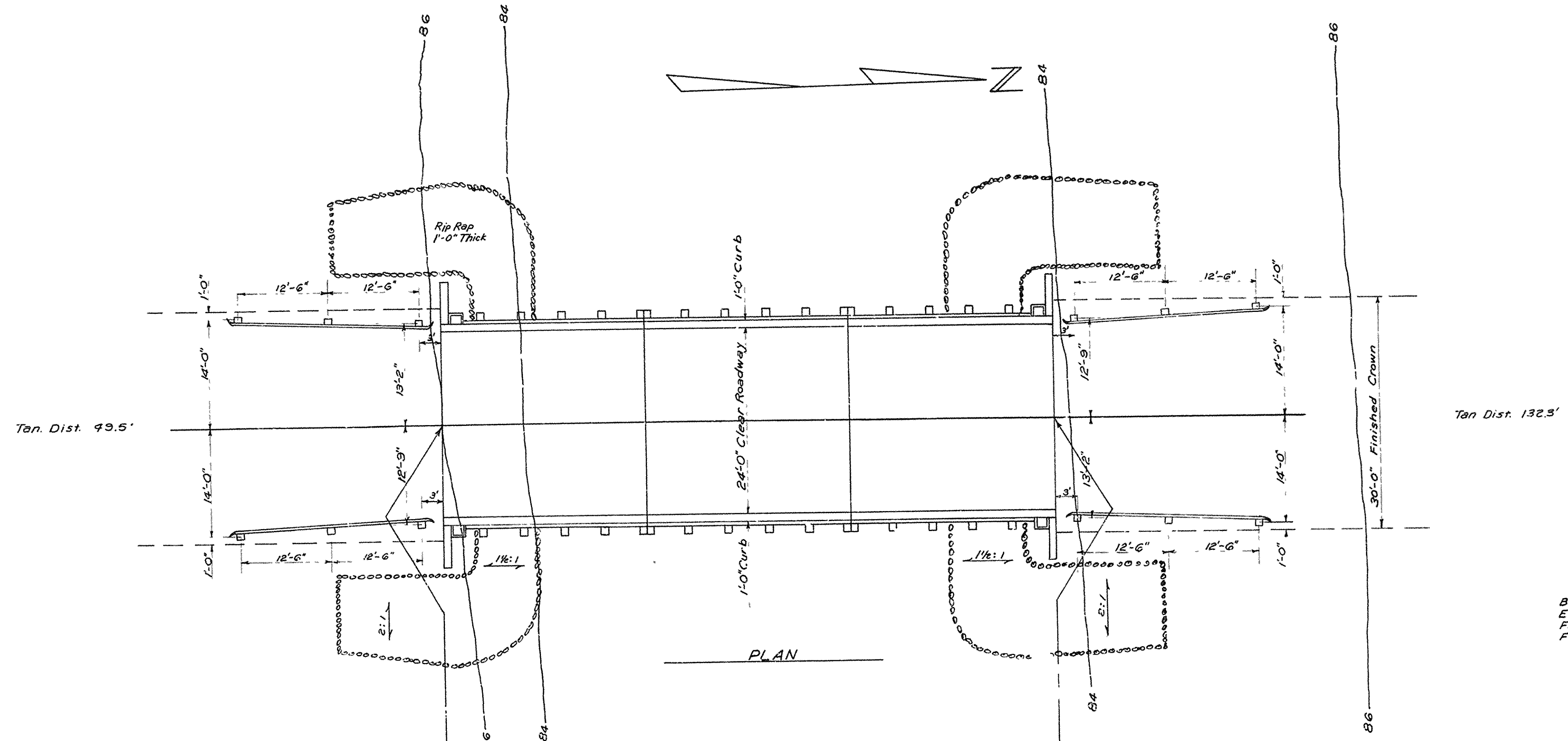
Revised 4-21-76 Added HP14X73 Pile. GVA

DETAILS OF CONCRETE RIPRAP  
AND MISC. DETAILS OF STEEL PILING  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: DATE: 6-6-68  
TRACED BY: DATE: 6-21-68  
CHECKED: FMH DATE: 6-21-68  
BRIDGE NO. DRAWING NO. 14995A



5-223  
(4)  
9386 6 25



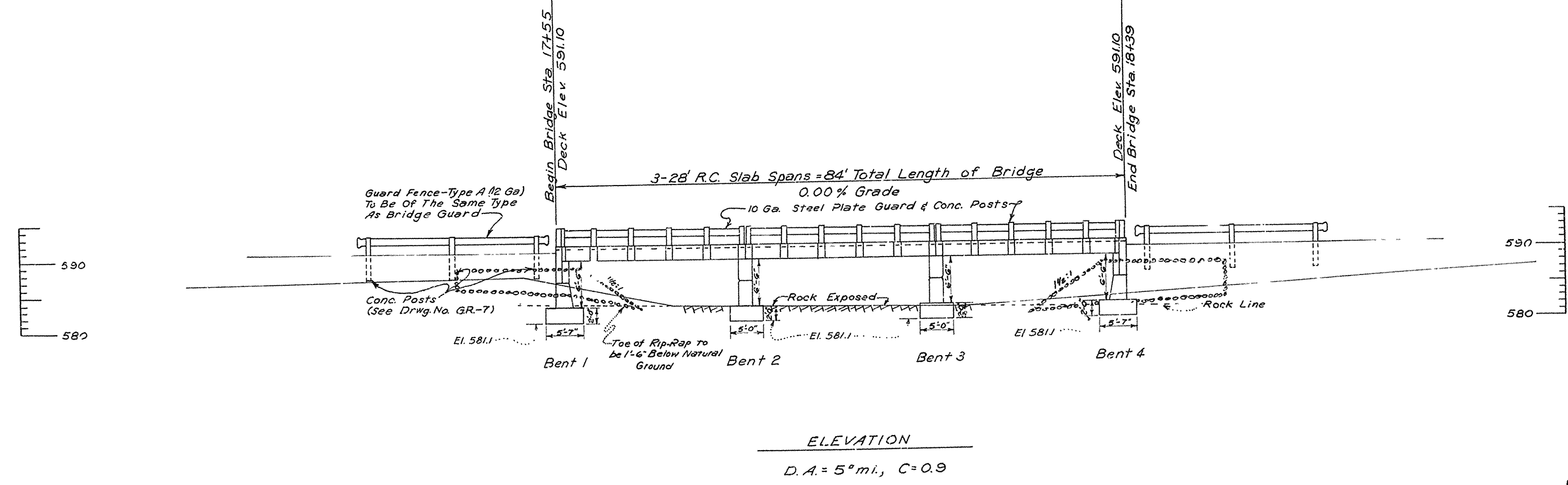
GENERAL NOTES

B.M. Nail in 2<sup>d</sup> Sycamore 85' Left Sta. 18+35  
Elev 591.10  
For Details of Superstructure See Drwg. No. 5492  
For Details of Substructure See Drwg. No. 5491

LOADING:  
H-15 A.A.S.H.O. 1953

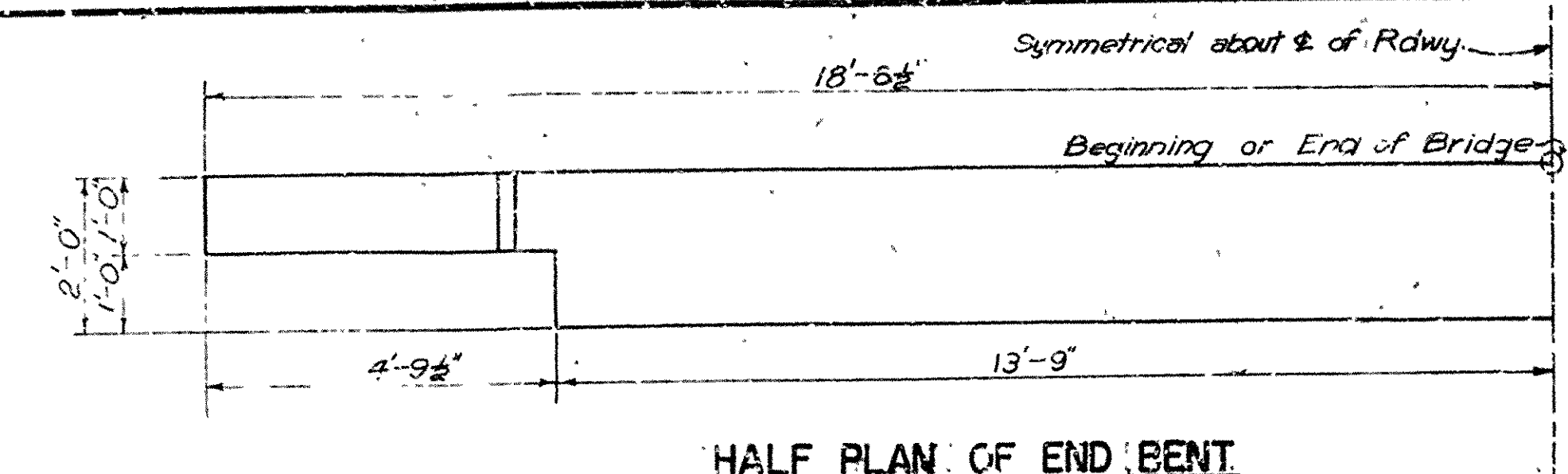
STRESSES:  
Class A Concrete ( $n=12$ ) 840 p.s.i.  
Class S Concrete ( $n=10$ ) 1200 p.s.i.  
Reinforcing Steel 20,000 p.s.i.

FOUNDATION PRESSURES:  
End Bent 6400 p.s.i.  
Int. Bent 6,100 p.s.i.



LAYOUT OF BRIDGE  
OVER TOWN BRANCH  
MARION COUNTY, ROUTE 14, SEC. 3  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
DRAWN BY: D.V.H. DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
SCALE: 1"=10'  
BRIDGE NO. 3147 DRAWING NO. 3522





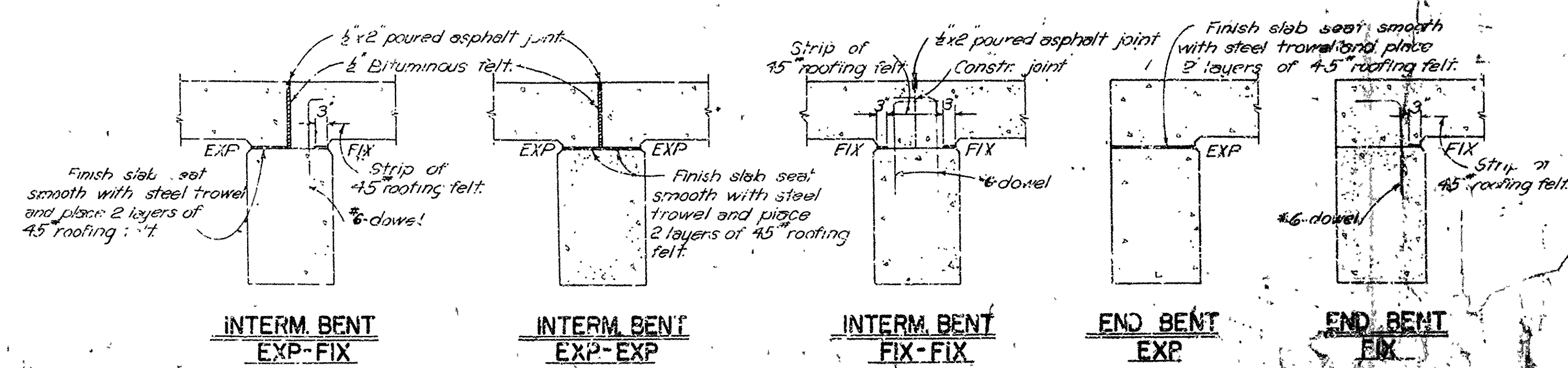
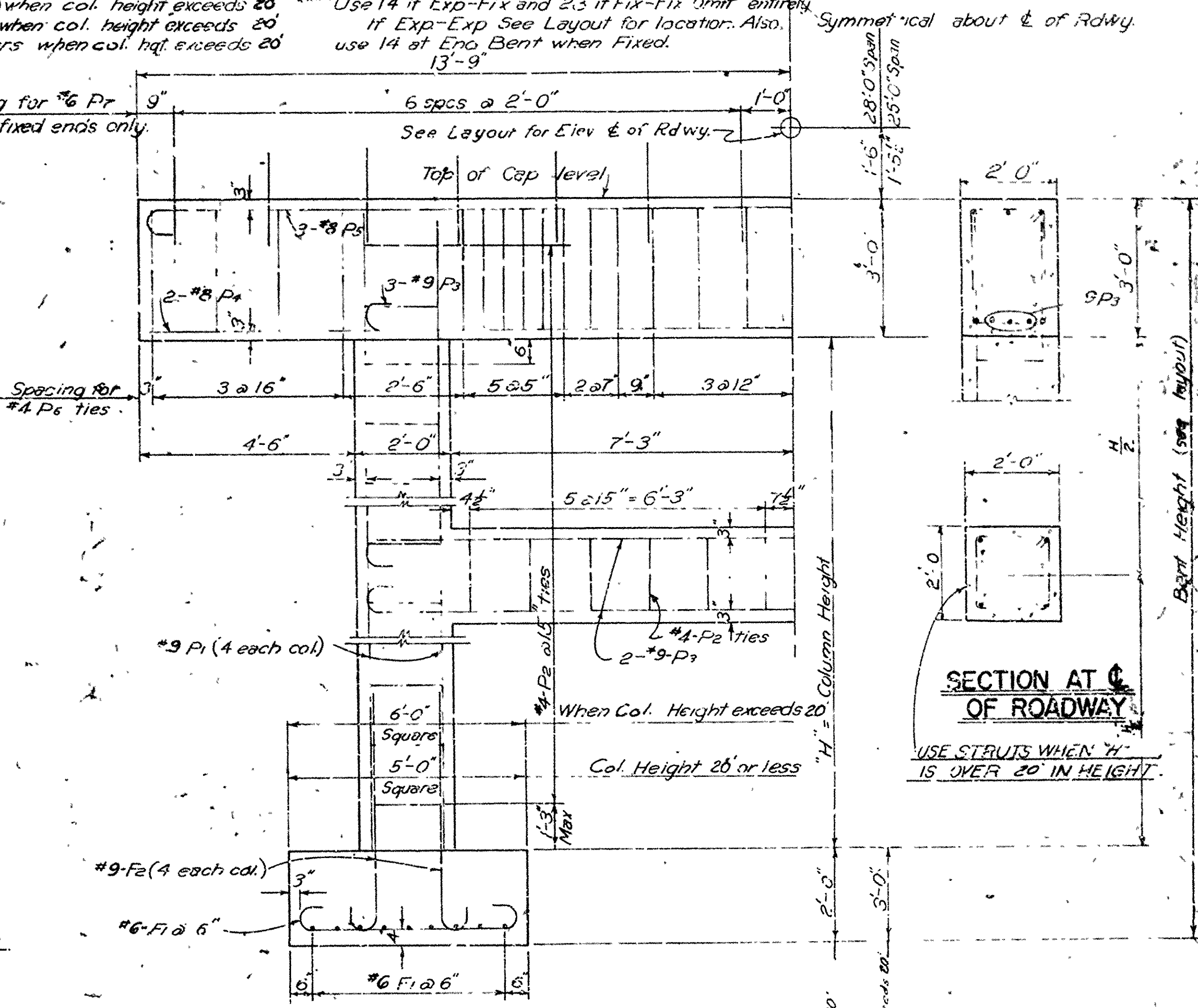
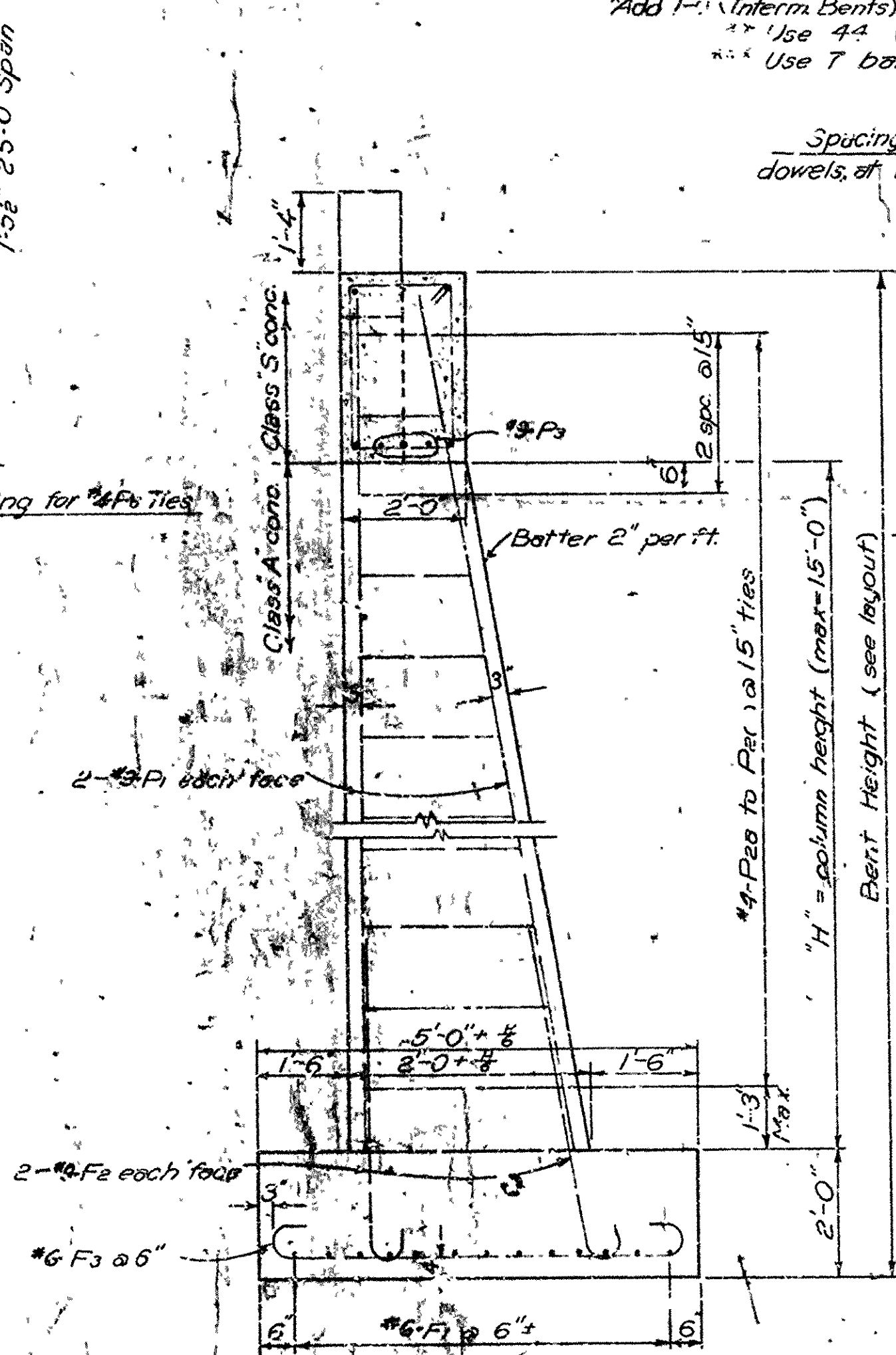
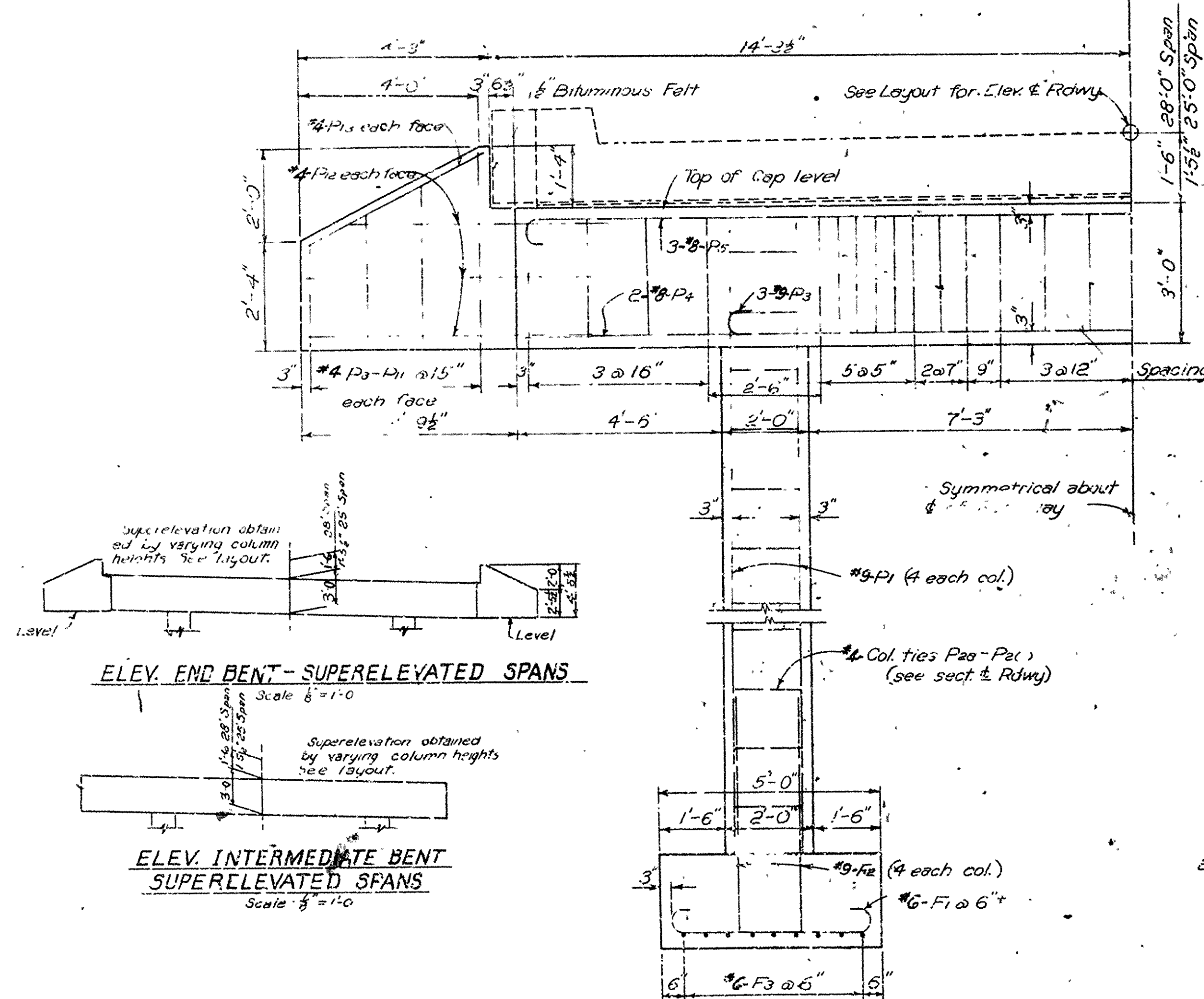
STRAIGHT BARS				
Mark	Size	No. of Bars		Length
		End	Term	
P <sub>1</sub>	#9	8	8	4'-2'-9"
P <sub>4</sub>	#8	2	2	27'-2"
P <sub>8</sub>	#6	4		2'-1"
P <sub>9</sub>	"	4		2'-9"
P <sub>10</sub>	"	4		3'-4"
P <sub>11</sub>	"	4		4'-0"
P <sub>12</sub>	"	12		6'-4"
P <sub>13</sub>	#4	4		4'-5"

# BENT BARS

Mark	Size	No. in Bents End Interm.	Length	A	B	Bending Diagram		
F1	#6	varies**	36	*6'-0" 4'-6"	6"			
F2	#9	8	8	*6'-9" *5'-6"	10"			
F3	#6	18		A+1'-6" (4'-6") + 8"	6"			
Pr	#6	14	*** 14 or 28	3'-0" 2'-0" 1'-0"				
P2	#4	varies		7'-3" 1'-7 1/2" 1'-7 1/2"				
P2a to P2.1	#4	varies		6'-5" 1'-7 1/2" 1'-3 3/4" min increased 2 1/2" per ft				
P3	#9	3	***	3 20'-6" 18'-0" 10"				
P5	#8	3	3	29'-3" 27'-0" 9"				
P6	#4	31	31	9'-1" 1'-7 1/2" 2'-7 1/2"				

Dimensions are to ctrs of bars.

\*Add 1" (Interm. Bents) when col. height exceeds 20' \*\*\*Use 14 if Exp-Fix and 23 if Fix-Fix omit entirely  
 \*\*Use 44 when col. height exceeds 20' If Exp-Exp See Layout for location. Also.  
 \*\*\*Use 7 bars when col. hgt. exceeds 20' use 14 at End Bent when Fixed.  
 13'-9"



## NOTES

For General Notes and details of superstructure see Drawing No. 5492.

All concrete in footings and columns to be Class "A".  
All concrete in caps and wings to be Class "S".  
All exposed corners to have  $\frac{1}{4}$ " chamfer unless noted otherwise.

Maximum bearing = 7200 p.s.f at End Bents and 6200 p.s.f at Interm. Bents.

Revised to show superelevated caps. (WWM 9-25-54)  
 Revised Intern. Bent Height limitations. (WWM 10-27-54)  
 Revised to include 25'-0" span Bents (F.R.B. 6-14-55)  
 Revised bar designation and details (WEM 11-7-57)  
 Revised Column Height limitations (F.R.B. 7-20-60)

DETAILS OF  
STANDARD R.C. BENTS  
FOR 25'-0" & 28'-0" R.C. SLAB SPANS  
24'-0" CLEAR RDWY. 1'-0" CURBS

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

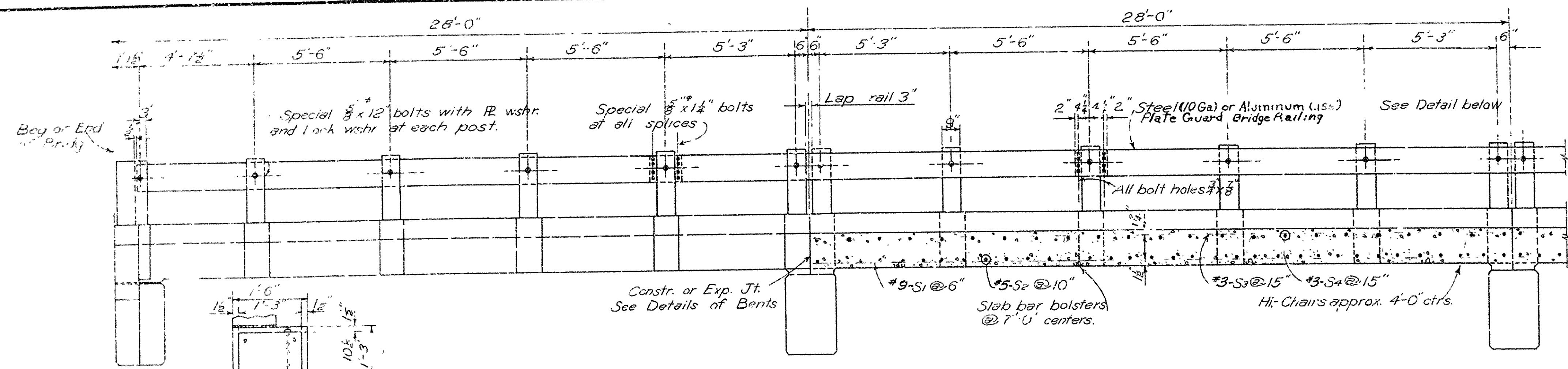
Drawn By: W.M. Date: 10-26-53  
Traced By: W.M. Date: 8-6-54  
Checked By: W.M. Date: 8-25-54

Scale: 1" = 10' / 1"

BRIDGE NO. DRAWING NO. 5491



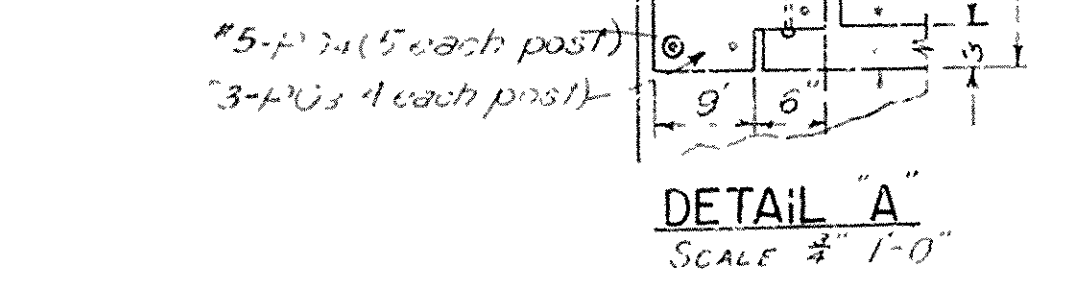
FEED ROAD P.C. NO.	STATION	PROJECT NO.	SCALE	DATE	TOTAL SHEETS
ARK					
STATE JOB NO.					



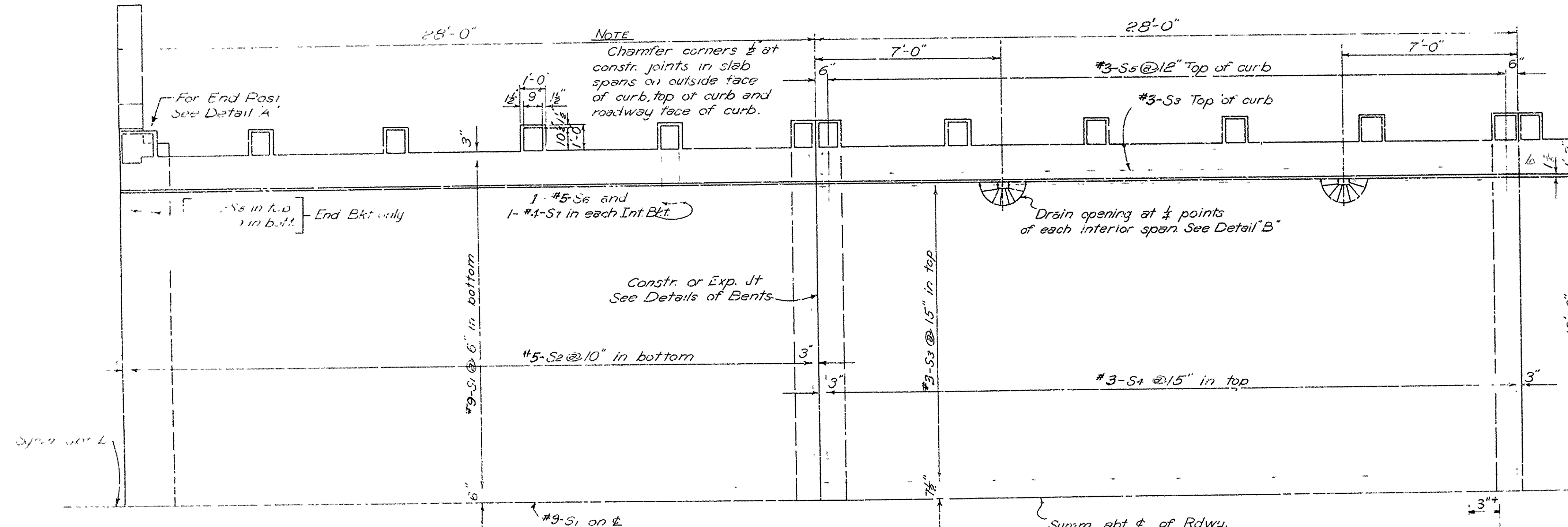
ELEVATION

SECTION ON C OF RDWY.

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



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



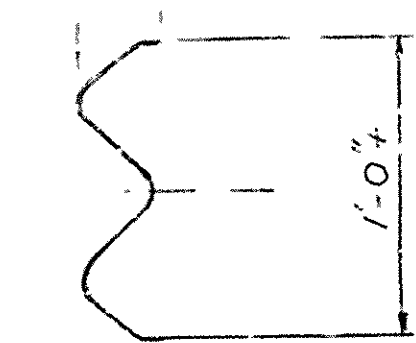
HALF PLAN END SPAN

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

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

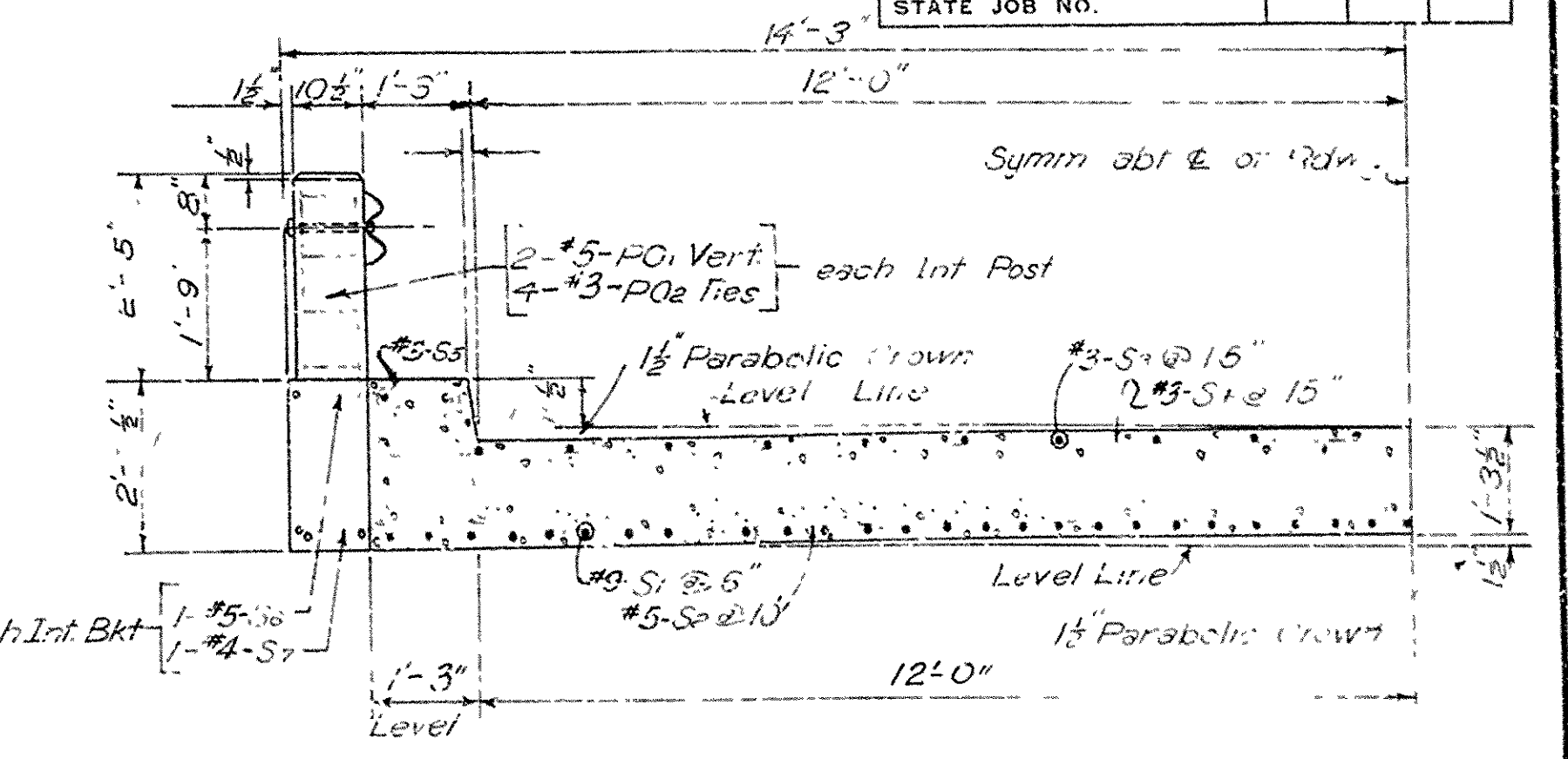
HALF PLAN INTERMEDIATE SPAN

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



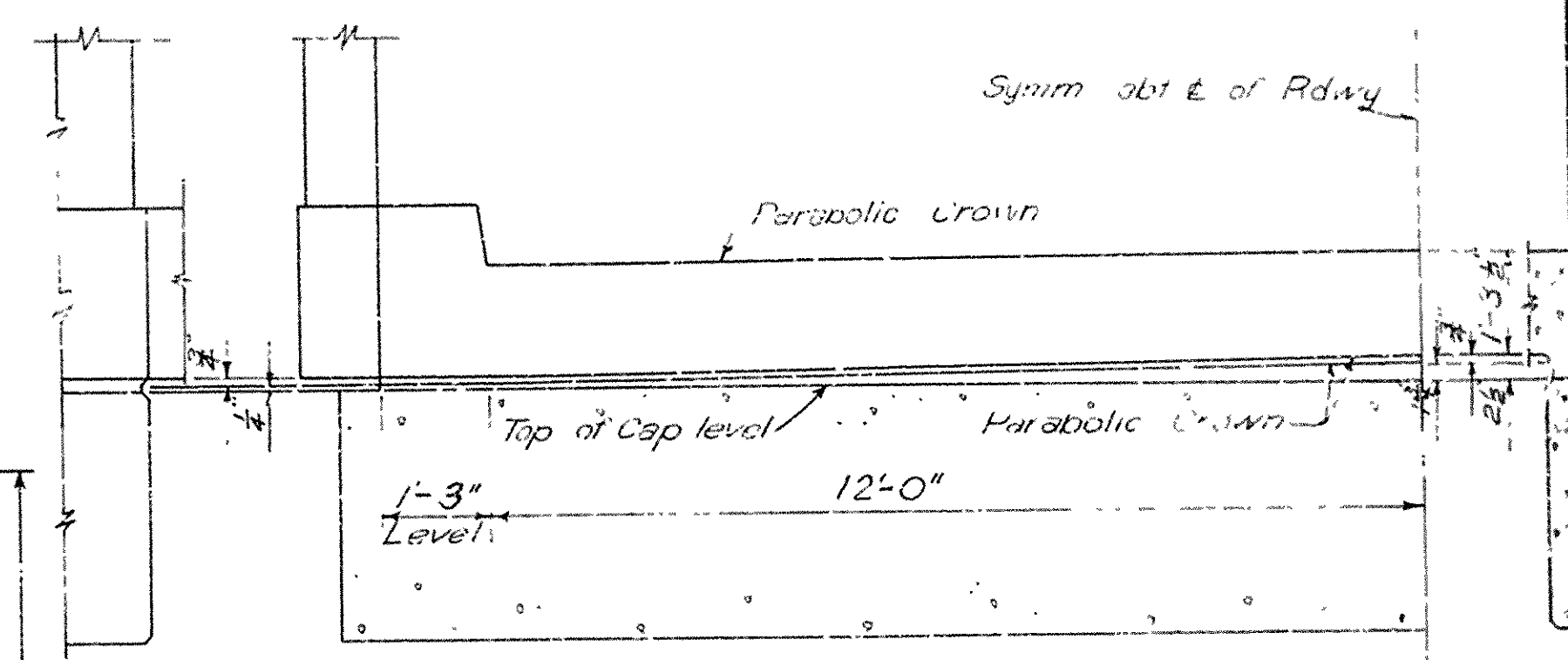
SECT. OF GUARD RAIL

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



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

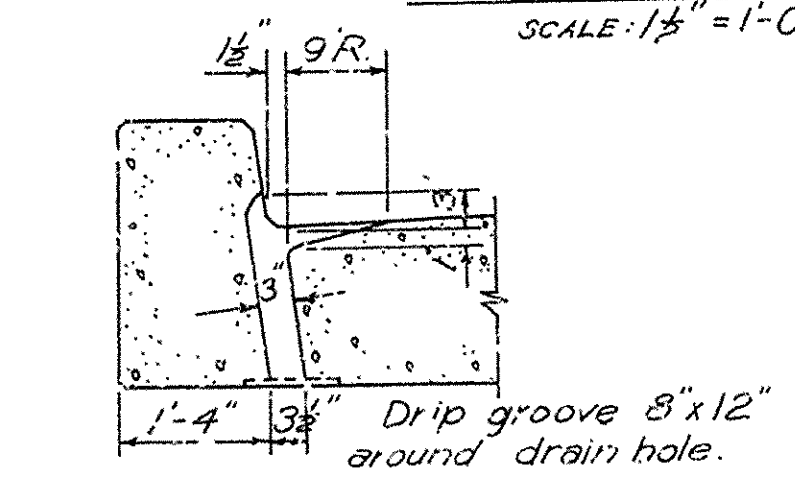
MARK	SIZE	LENGTH	BENDING DIAGRAM
S1	#9	27'-9"	
S2	#5	26'-2"	
S3	#3	27'-8"	
S4	#3	26'-2"	
S5	#3	5'-10"	
S6	#5	10'-2"	
S7	#4	6'-7"	
S8	#5	2'-7"	
S9	#4	3'-6"	
PO1	#5	9'-1"	
PO2	#3	2'-10"	
PO3	#3	4'-4"	
PO4	#5	4'-3"	

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 1955.

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 = 43.6 #/ft.  
Concentrated LL = 1227 #  
Impact = 30%  
UNIT STRESSES:  
Class "S" Concrete (n=10) 1200 #/sq. in.  
Reinforcing Steel 20,000 #/sq. in.



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.W.M. 5-26-54  
Changed S2 to straight bar W.W.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.W.M. Date: 5-5-52  
Traced By: L.W.H. Date: 6-15-55  
Checked By: Date: 5-23-55  
BRIDGE NO. DRAWING NO. 5492

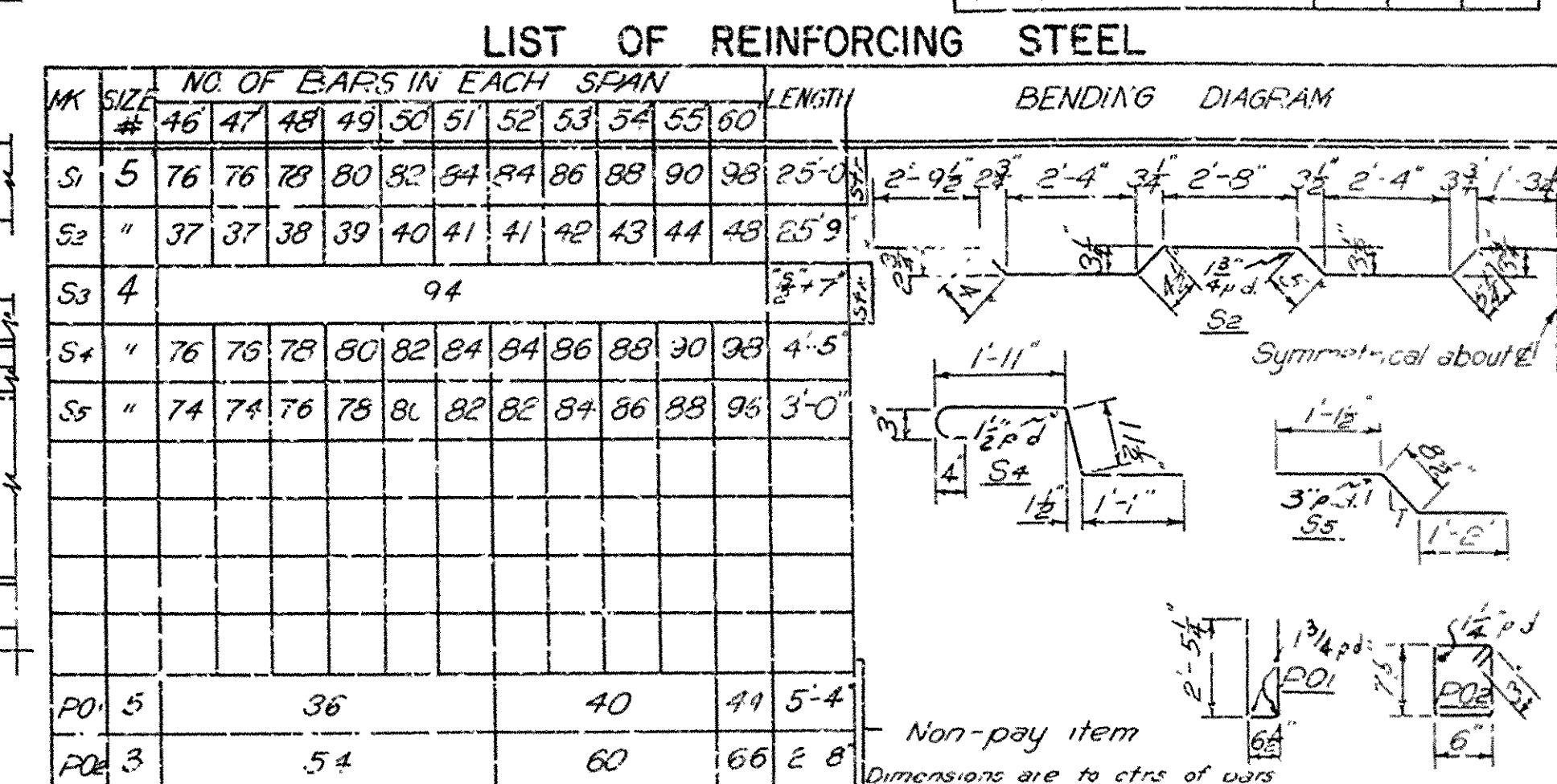












GENERAL NOTES  
All concrete to be Class "S." All exposed corners to have  $\frac{3}{4}$ " chamfer unless otherwise noted.

Field Connections for diaphragms to be riveted or bolted with high strength bolts.

Reveis -  $\frac{3}{4}$ " Open holes  $\frac{1}{2}$ " except where noted otherwise.  
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  $\frac{3}{8}$ " fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, 5th Edition 1956.

*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 - 1st Coat - Red lead lined with lamp black.  
2nd Coat - Aluminum Paint.

Bearings shall be finally seated in the manner set forth in the Specifications. This work and material are to be considered as subsidiary to the item "Structural Steel in Beam Spans" and will not be paid for directly.

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 at least a half span length longitudinal strike-off. The strike-off shall be sufficiently stiff so as to have no appreciable vertical deflection.

Reinforcing steel to be deformed bars of intermediate or hard grade ;  
Steel to 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 paid 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 approval secured before fabrication is begun.

Handrail to be Plate Guard Br. Railing of the type shown on an eq. nt  
rigid type as approved by the Engineer. The rail including posts and  
fastenings shall be paid for at the unit price bid per linear foot for "Steel  
or Aluminum Guard Bridge Railing."

SPECIFICATIONS Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of Dec 2, 1959.

LOADING AND TRAILING DATA

Load Distribution Outside Stringer	Load Distribution Inside Stringer
Dead Load = 760 <sup>Wt. per ft. of W used</sup>	Dead Load = 564 <sup>Wt. per ft. of W used</sup>
Live Load = 180 <sup>"</sup>	Live Load = 265 <sup>"</sup>
Conc. Live Load = 5100 * for moment 2300 * for shear	Conc. Live Load = 7400 * for moment 10720 * for shear
Truck Live Load = 0.80 wheels	Truck Live Load = 11 wheels

370p.  
6-57  
7  
-14-58

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

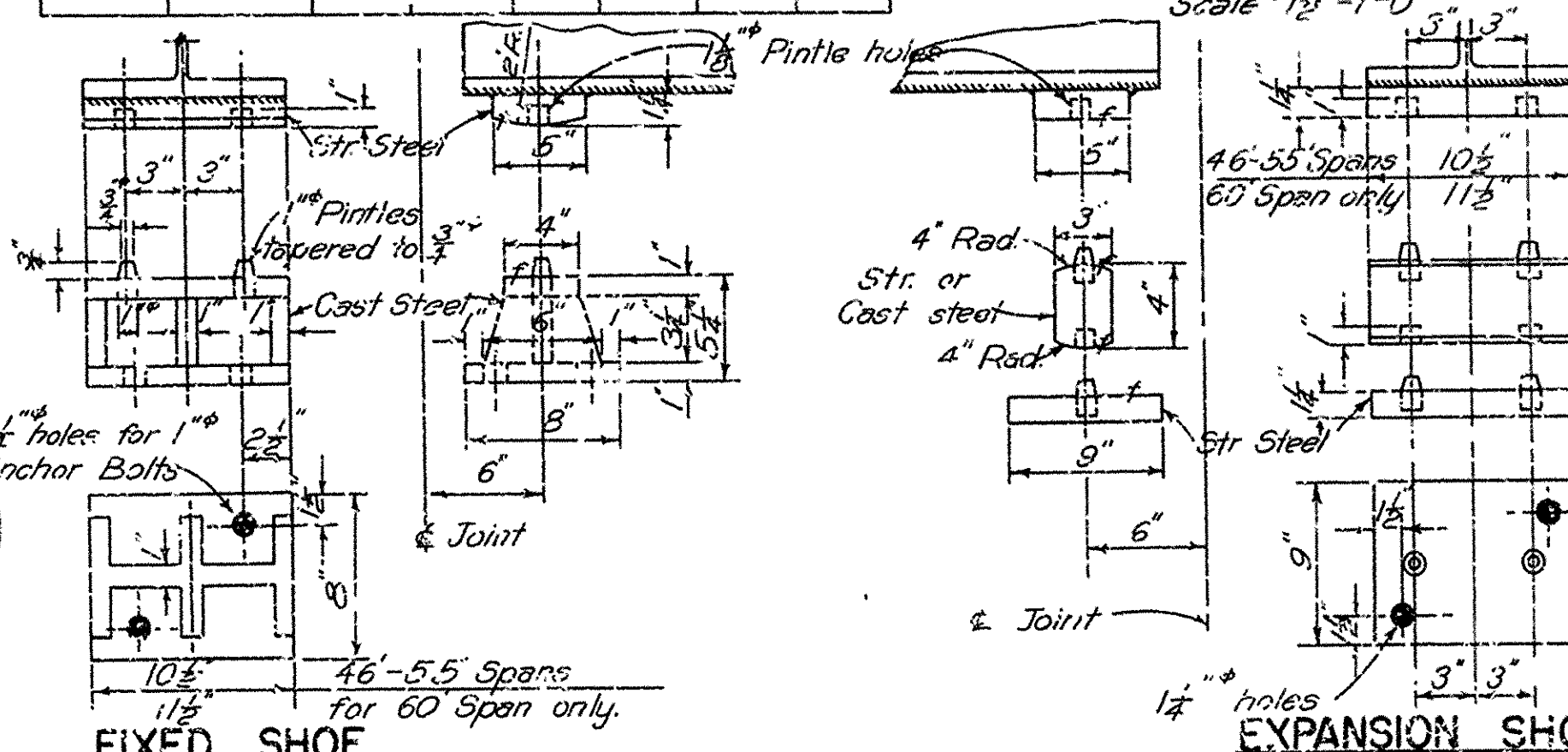
Changd Chamber Diagram WWM 6-24-54  
Added 60' Span 11/15/54 6-29-54  
Revised: Curb details & bar nos. or 15  
Added Detail n 5.9.8 11/6/  
Revised: Expansion Device E.R.B. 11/6-54  
Revised: Straps or expansion device. FDN. +  
Revised: Optional Weld, Steel Br.  
Railing, and General Notes. FDN 12-12-54

Drawn By: W.W.M. Date: 2-24-55  
Traced By: L.W.H. Date: 7-13-55 Scale: As noted  
Checked By: L.H.K. Date: 3-4-53

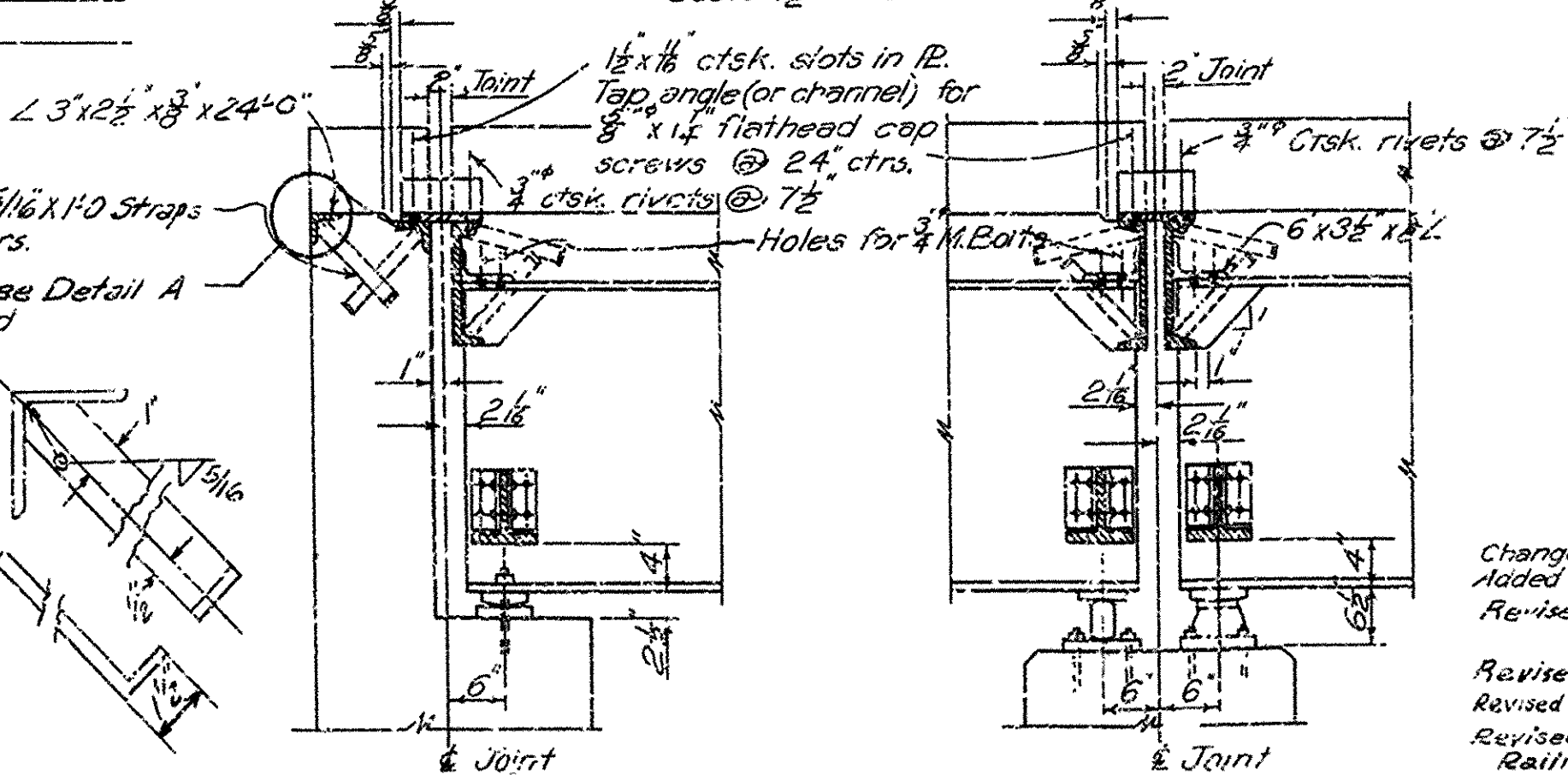
Checked By J.H.A. Date: 5-7-55  
BRIDGE NO. DRAWING NO. 5500I  
*Rev. changed Specs., removed rail section added Alum. Rail 728's*



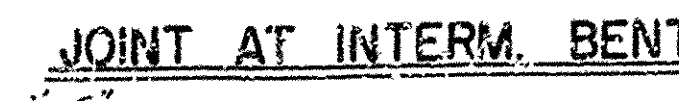
Spans c. 150' 78	Reqd. Stringer	Post Spacing			Strut	D.L. Def.	Y
		"a"	"b"	"c"	"d"		
46'-0"	30W/108	5'-6"	5'-7½"	6	15'-4"	8"	2'-11"
47'-0"	"	5'-8"	5'-9"	6	15'-8"	1½"	"
48'-0"	"	5'-9½"	5'-10½"	6	16'-0"	¾"	"
49'-0"	"	5'-11"	6'-0"	6	16'-4"	1½"	"
50'-0"	"	6'-0"	6'-1½"	6	16'-8"	¾"	"
51'-0"	30H/116	6'-2"	6'-3"	6	17'-0"	¾"	"
52'-0"	"	5'-7"	5'-8"	7	17'-4"	1½"	"
53'-0"	"	5'-9½"	5'-9"	7	17'-8"	"	"
54'-0"	30W/124	5'-10"	5'-10½"	7	18'-0"	1"	2'-11"
55'-0"	"	5'-11"	6'-0"	7	18'-4"	1½"	"
60'-0"	33W/180	6'-1"	5'-10"	8	20'-0"	1½"	3'-3"



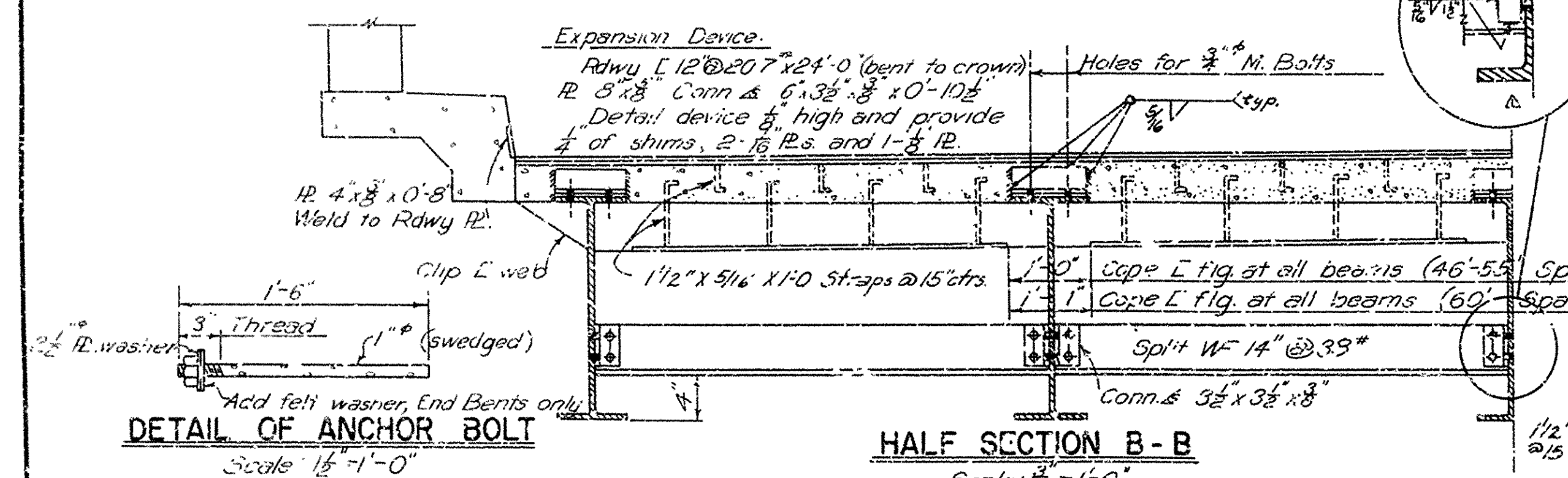
Scale:  $1\frac{1}{2}" = 1' - 0"$



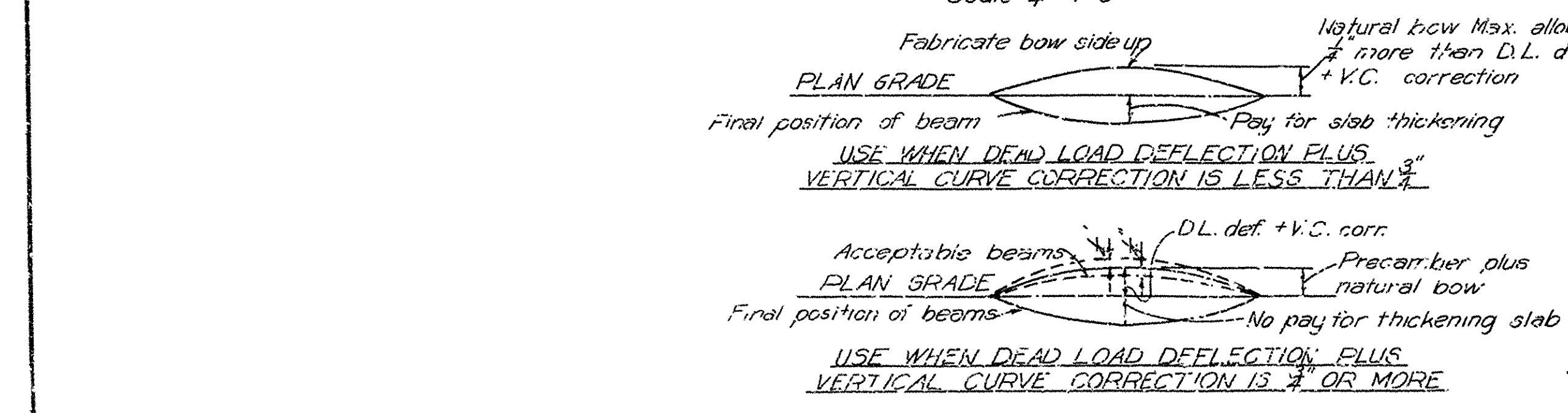
## JOINT AT INTERM. BENT



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



Scale:  $\frac{3}{4}'' = 1'-0''$



CAMBER

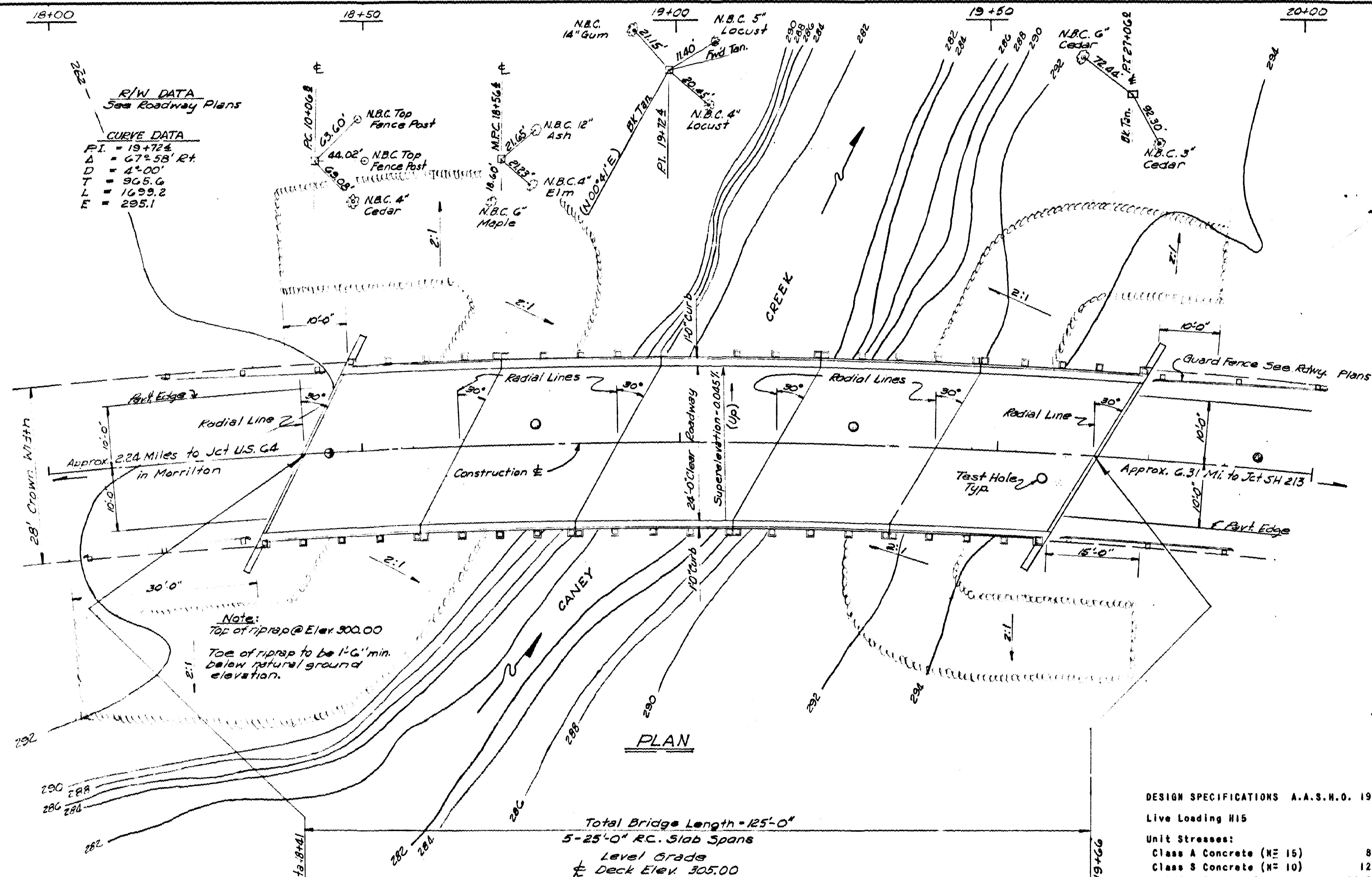
156 Y. n. n.



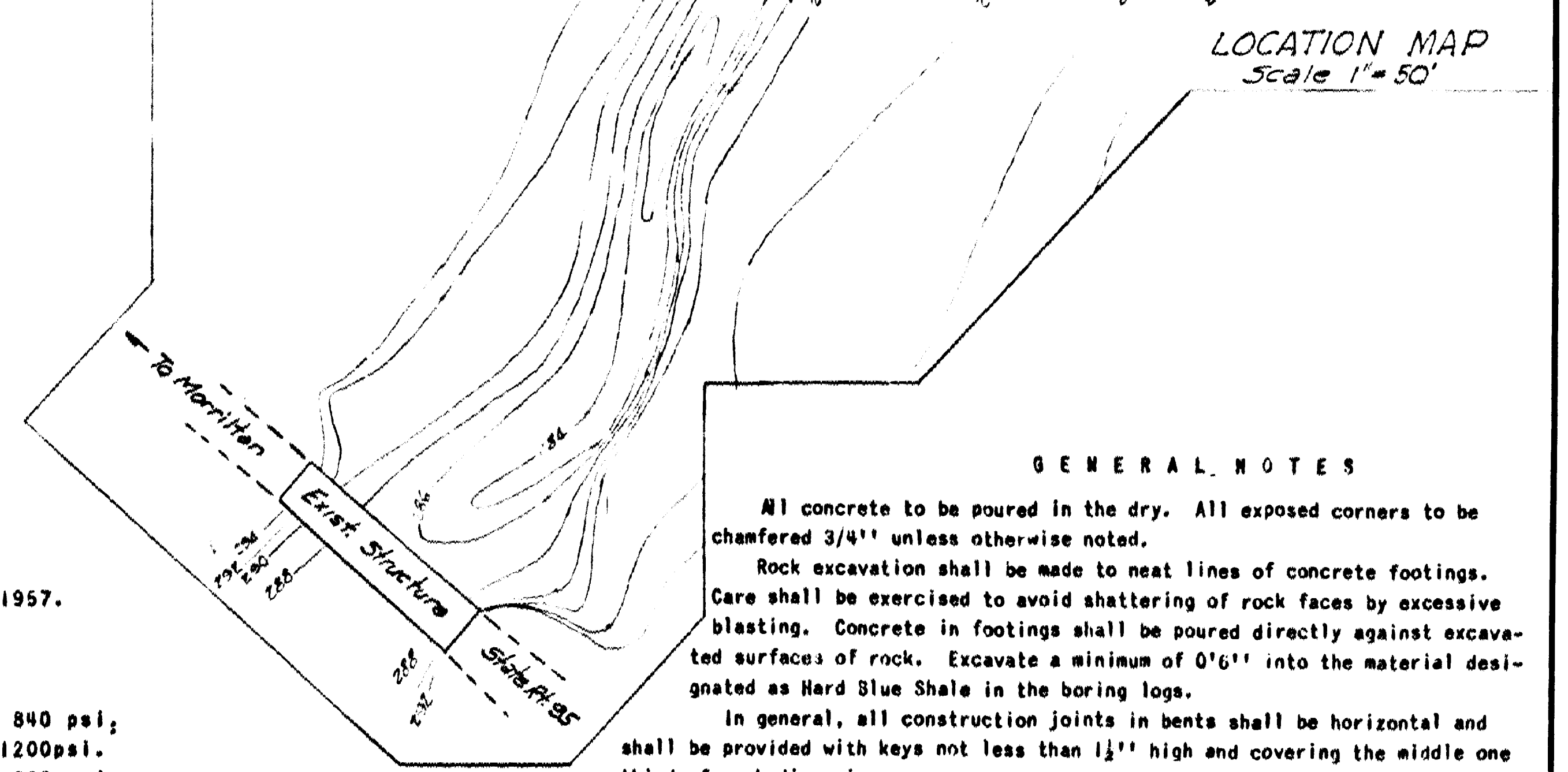




PER. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	2-2-50	PART 2	8	25
JOB No.		8514	14	50	



**NOTE**  
Contractor to remove existing 80' High Truss Type bridge. 5 panels @ 16' or 5 and 1 construction panels @ 16'. All material removed to remain property of the state. See Sec. 100% of Standard Specifications.



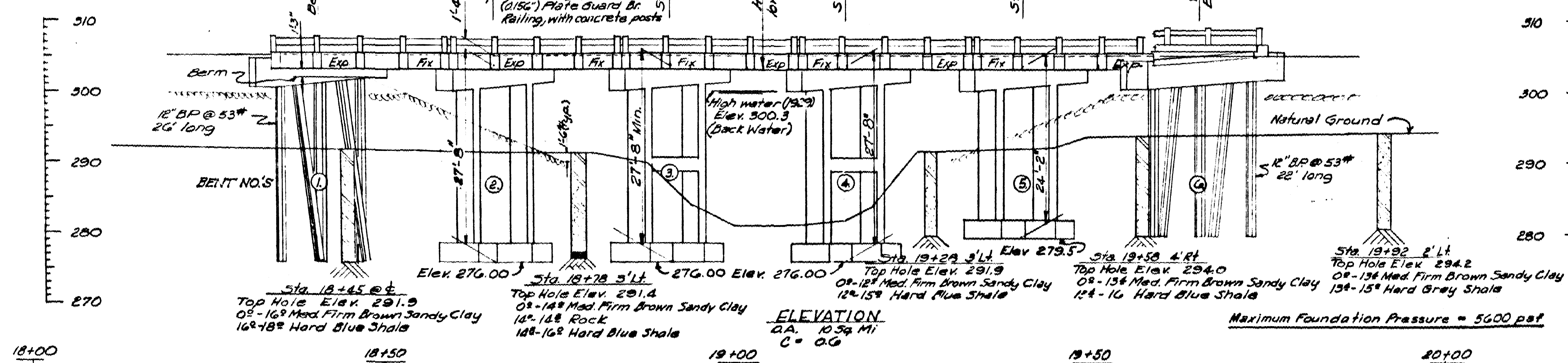
**GENERAL NOTES**  
All concrete to be poured in the dry. All exposed corners to be chamfered 3/4" unless otherwise noted.  
Rock excavation shall be made to neat lines of concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock. Excavate a minimum of 0'6" into the material designated as Hard Blue Shale in the boring logs.  
In general, all construction joints in bents shall be horizontal and shall be provided with keys not less than 1 1/2" high and covering the middle one third of each dimension.

**DESIGN SPECIFICATIONS A.A.S.H.O. 1957.**  
Live Loading H15  
Unit Stresses:  
Class A Concrete (N= 15) 840 psi;  
Class S Concrete (N= 10) 1200psi.  
Reinforcing Steel 20,000 psi.

All piling shall be 12" BP#53 and shall be driven with a steam hammer to a minimum capacity of 86 tons per pile and into the material designated as Hard Shale in the boring logs. Lengths of piling shown are for estimating quantities only. Order lengths shown; cut-off or build-up, if necessary, to be paid for in accordance with the Standard Specifications.  
All piles shall be driven after the embankment is in place.  
For details of End Bents see Drawing No. 11580.  
For details of Intermediate Bents see Drawing No. 11581.  
For details of Superstructure See Drawing No. 11582.

Specifications-- Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, designated Special Provisions.

**BENCH MARK**  
Nail in side 14" Elm opposite west End Existing Bridge. Elev. 302.73



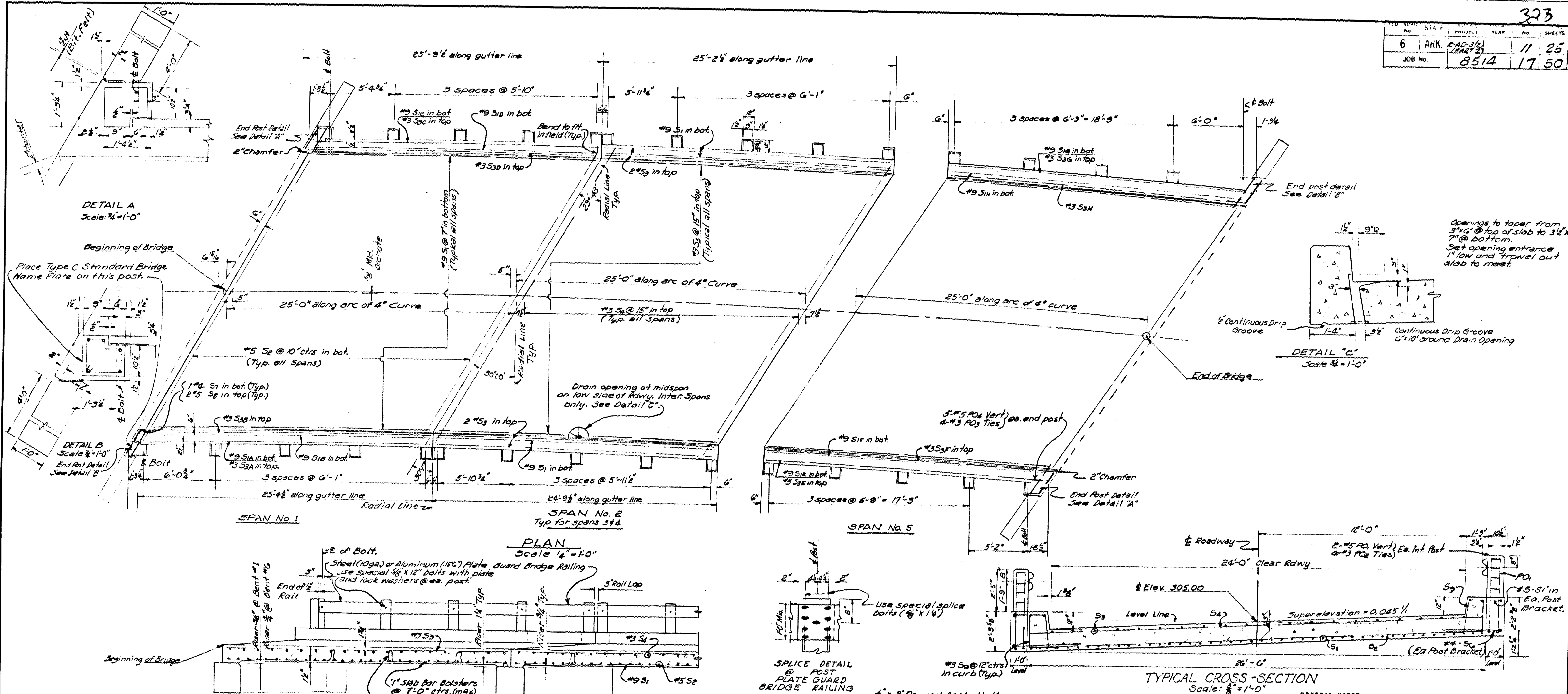
# LAYOUT OF BRIDGE OVER CANEY CREEK MORRILTON - NORTH CONWAY COUNTY

ROUTE 95 SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: *DGS* DATE: 6-20-61  
TRACED BY: *DGS* DATE: 7-27-61  
CHECKED BY: *DGS* DATE: 7-27-61  
BRIDGE NO. 3519 DRAWING NO. 11579.  
SCALE: 1 in. = 10 ft.



NO.	STATE	PROJECT	YEAR	NO.	SHEETS
6	ARK.	6AD-3(2) (PART 2)		11	25
JOB No.		8514		17	50



**BAR LIST (Str. Bars)**

MARK	SIZE	No. Req'd per Span	Span #1	Span #2	Span #3	LENGTH
S1	#9	42	46	42		24'-5"
S1A	#9	1				25'-4"
S1B	#9	1				25'-0"
S1C	#9	1				24'-9"
S1D	#9	1				24'-6"
S1E	#9			1		24'-2"
S1F	#9			1		24'-6"
S1G	#9			1		25'-9"
S1H	#9			1		25'-5"
S2	#5	30	30	30		30'-0"
S3	#9	20	24	20		24'-5"
S3A		1				25'-4"
S3B		1				24'-11"
S3C		1				24'-9"
S3D		1				24'-4"
S3E				1		24'-2"
S3F				1		24'-8"
S3G				1		25'-9"
S3H	#3			1		25'-3"

**BAR LIST**

MARK	SIZE	No. Req'd per Span	Span #1	Span #2	Span #3	Length	PIN DIA.	A	B	Bending Diagram
S4	#3	20	20	20		30'-0"	5/8"			
S5	#5	10	10	10		10'-0"	3/4"			
S6	#5	10	10	10		6'-7"	1 1/2"	5'-0"	0'-8"	
S7	#4	2		2		8'-0"	5/8"			
S8	#5	4		4		2'-4"	5/8"			
S9	#3	49	50	49		5'-10"	1 1/2"			
*PO1	#5	16	20	16		8'-11"	1 3/4"	4'-3 3/4"	5'-2"	
*PO2	#5	32	40	32		2'-10"	1 1/4"			
*PO3	#3	8		8		4'-4"	1 1/4"			
*PO4	#5	10		10		4'-5"	5/8"			

**DESIGN SPECIFICATIONS: AASHTO 1957**  
Design Live Loading: H-15  
Load Distribution to Slab: Dead Load 1888 lb; Live Load 0.182 wheels/ft. width + 30% Impact  
Unit Stresses: Class B Concrete (f'c=10) 1,300 psi  
Reinforcing Steel 20,000 psi

**GENERAL NOTES**  
All concrete to be Class B. All exposed corners to be chamfered 3/4" unless otherwise noted.  
Reinforcing steel to be deformed bars of intermediate or hard grade.  
Reinforcing steel shall be located in the forms in accordance with Article 803.6 of the Specifications. Shop lists and bending diagrams of reinforcing steel including wire supports shall be submitted and approved before fabrication is begun.  
Roofing felt, bituminous felt, and poured asphalt joints shall be measured and paid for as Class B Concrete.  
Plate Guard railing shall be of the type shown or an equivalent rigid type as approved by the Engineer. The plate guard railing, including all concrete posts and fastenings shall be paid for at the unit bid price for Steel or Aluminum Plate Guard Bridge Railing.  
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

**DETAILS OF SUPERSTRUCTURE  
BRIDGE OVER CANEY CREEK  
MORRILTON - NORTH  
CONWAY COUNTY  
ROUTE 95 SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.**

DRAWN BY: P.C.S. DATE: 6-27-61  
TRACED BY: DATE: 8-7-61  
CHECKED BY: J.E.M. DATE: 8-7-61  
BRIDGE NO. 3519 DRAWING NO. 11582

L.D. Carlson  
BRIDGE ENGINEER