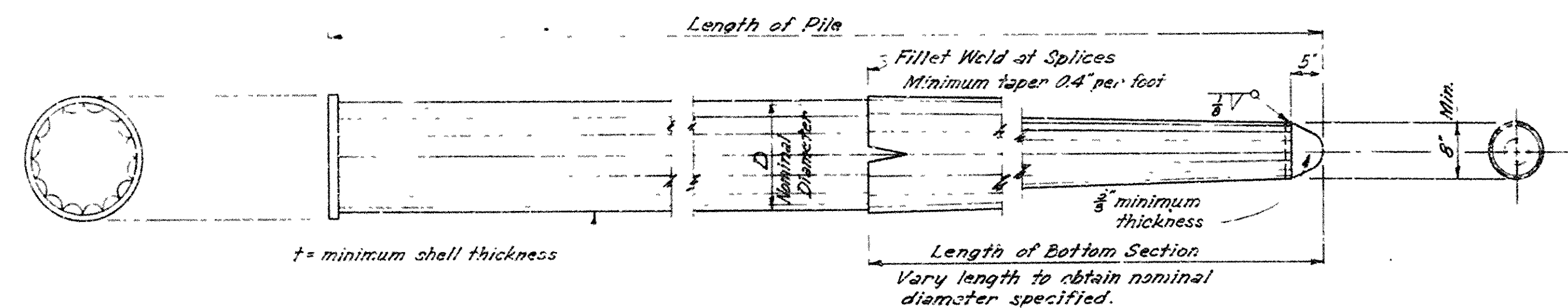
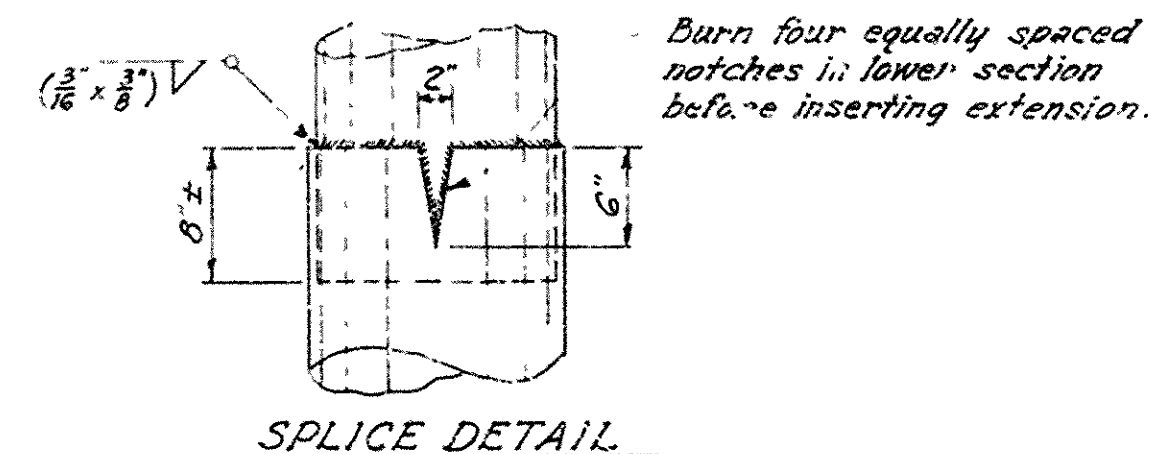


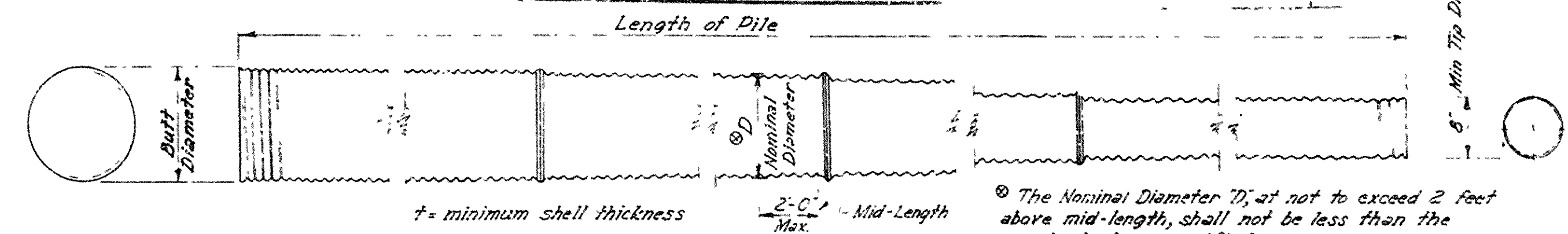
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-21-77	105-12-21-77		
9-8-72	502-1-9-72		
	627-7-23-81		



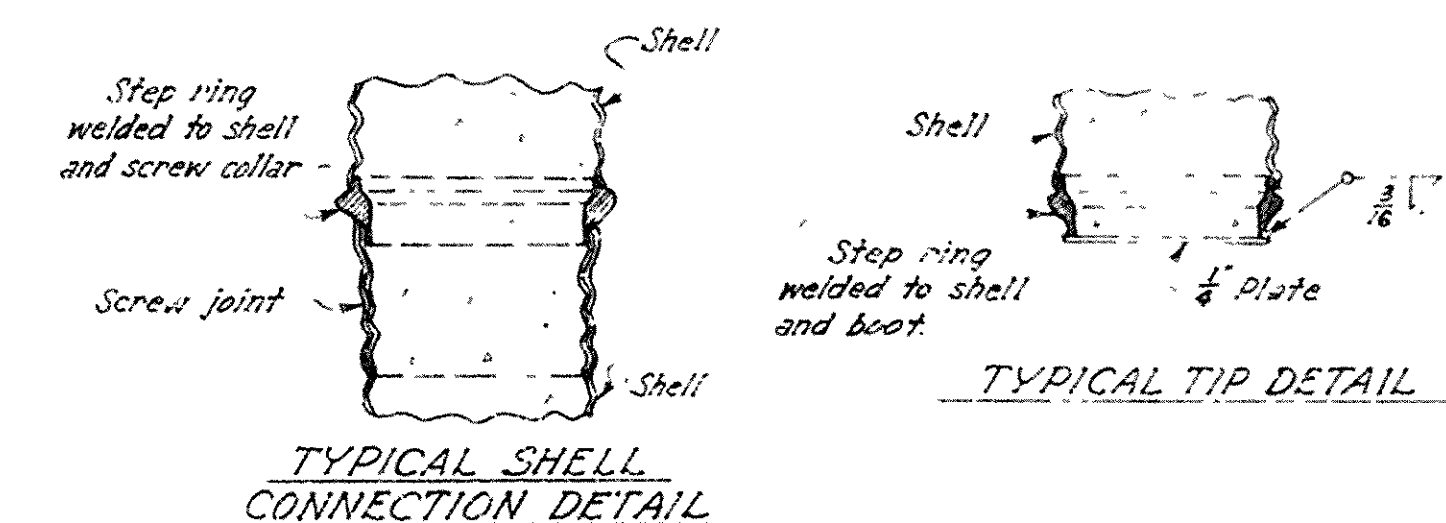
NOMINAL SIZE D	MIN SHELL THICK. t	REINFORCING STEEL	
		END BENT PILES BARS A	FOUND'N PILES BARS C
12"	7 Ga.	4 - #6 x 3'-0"	4 - #6 x 4'-0"
14"	7 Ga.	4 - #6 x 3'-0"	4 - #6 x 4'-0"
16"	7 Ga.	4 - #6 x 3'-0"	4 - #6 x 4'-0"
18"	7 Ga.	4 - #6 x 3'-0"	4 - #6 x 4'-0"



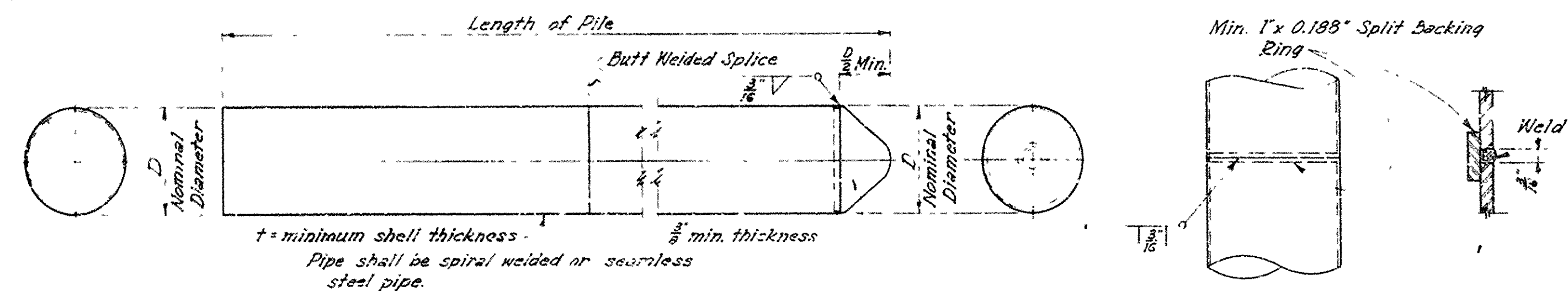
VERTICALLY FLUTED SHELL PILES



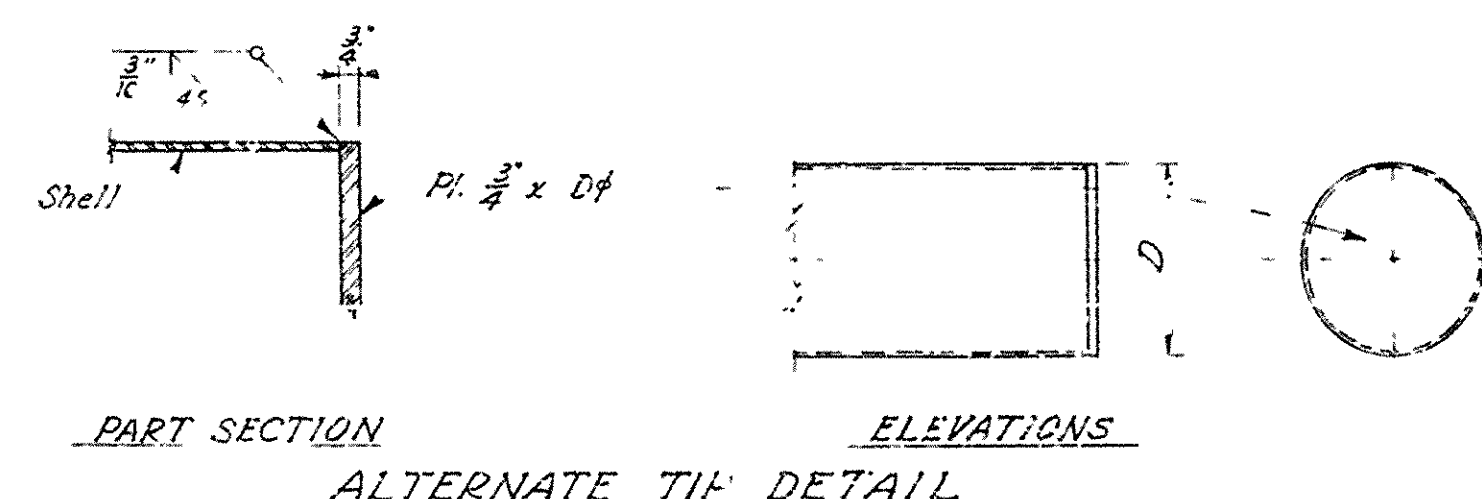
NOMINAL SIZE D	MIN SHELL THICK. t	REINFORCING STEEL		
		END BENT BARS A	BARS B	FOUND'N PILES BARS C
12"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"
14"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"
16"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"
18"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"



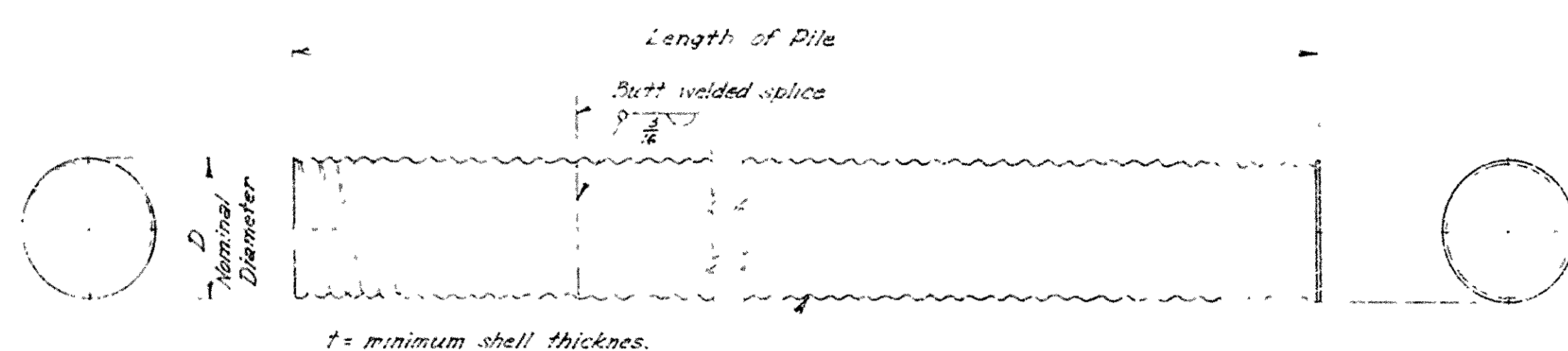
HORIZONTALLY CORRUGATED SHELL PILES



NOMINAL SIZE D	MIN SHELL THICK. t	REINFORCING STEEL	
		END BENT PILES BARS A	FOUND'N PILES BARS C
12"	0.172	4 - #6 x 3'-0"	4 - #6 x 4'-0"
14"	0.172	4 - #6 x 3'-0"	4 - #6 x 4'-0"
16"	0.172	4 - #6 x 3'-0"	4 - #6 x 4'-0"
18"	0.188	4 - #6 x 3'-0"	4 - #6 x 4'-0"

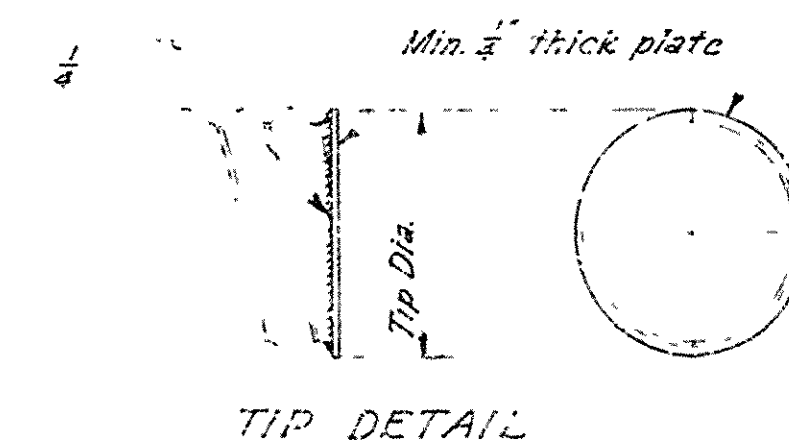


PLAIN ROUND SHELL PILES

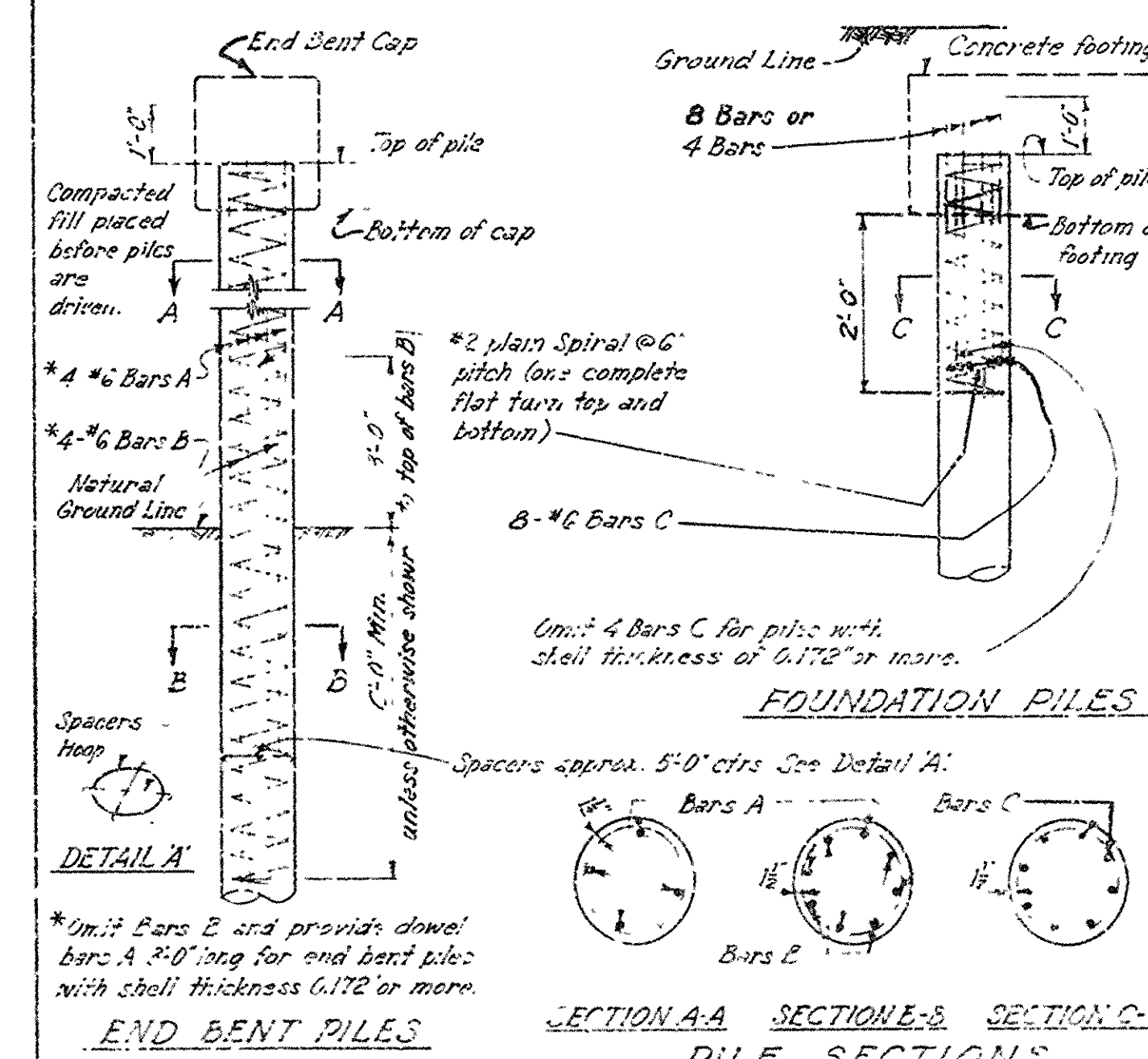


Note: All piling of this type to be driven with an internal steel mandrel

NOMINAL SIZE D	MIN SHELL THICK. t	REINFORCING STEEL		
		END BENT PILES BARS A	BARS B	FOUND'N PILES BARS C
12"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"
14"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"
16"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"
18"	16 Ga.	4 - #6	4 - #6	8 - #6 x 4'-0"



SPIRAL CORRUGATED ROUND SHELL PILES



GENERAL NOTES

Metal shells shall be filled with Class S Concrete after driving has been completed.

Reinforcing steel, except spirals, shall be deformed bars of 151-1 A615 Grade 40. Unless otherwise modified by Special Provisions. Spiral reinforcing shall be plain bars of ASTM A32. Dimensions relating to reinforcing steel are to centers of bars. Payment for all reinforcing steel to be included in the unit price per linear foot bid for "Bearing Piles".

Pile size designated on the Bridge Layout is nominal diameter of pile. Gages of metal shown are in accordance with U.S. Standard Gage.

Splices, where necessary, shall be made as shown, or as recommended by the Manufacturer, and approved by the Engineer. Cutoff or buildup will be paid for in accordance with the Standard Specifications.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1972 and applicable Special Provisions.

Revisions:

- Added notes: 6-12-57 H.B.
- 7-11-58 H.B.
- Reinf. Det. 4-24-59 A.I.
- Tr. Spec. 4-24-59 A.I.
- Specs. 7-24-67 A.I.
- Reinf. Designation Rev. 12-21-77 C.W.B.
- 8-8-72. Revised for 1972 Specs.

DETAILS OF CONCRETE FILLET METAL SHELL PILES

12", 14", 16" & 18" NOMINAL SIZE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

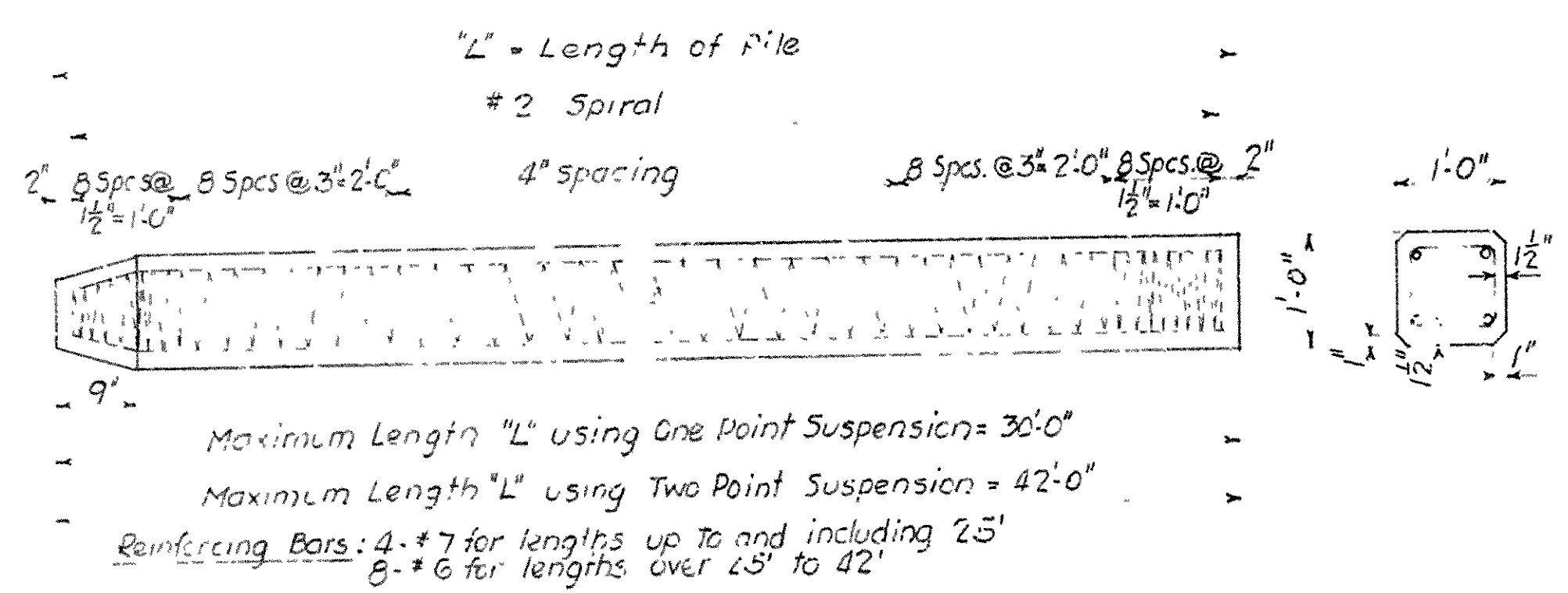
Drawn by: H.B. DATE: 5-6-57

Traced by: H.B. DATE: 4-24-59

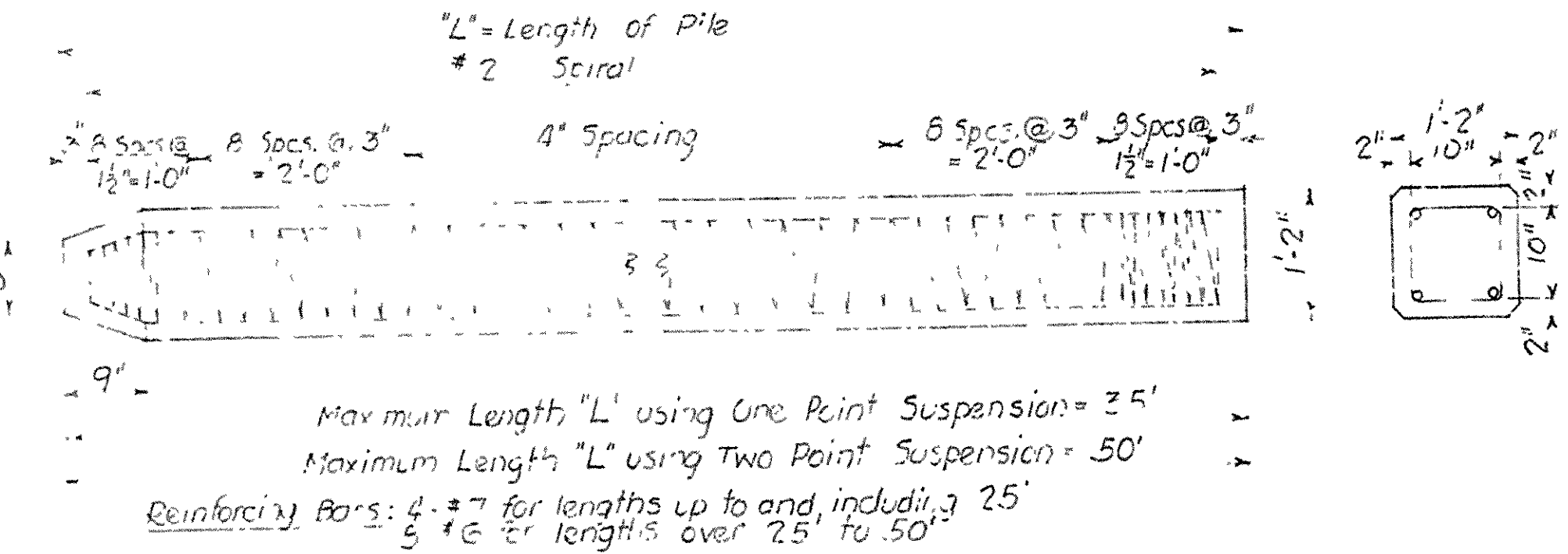
Checked by: H.B. DATE: 7-24-67

Tracing: H.B. DATE: 8-8-72

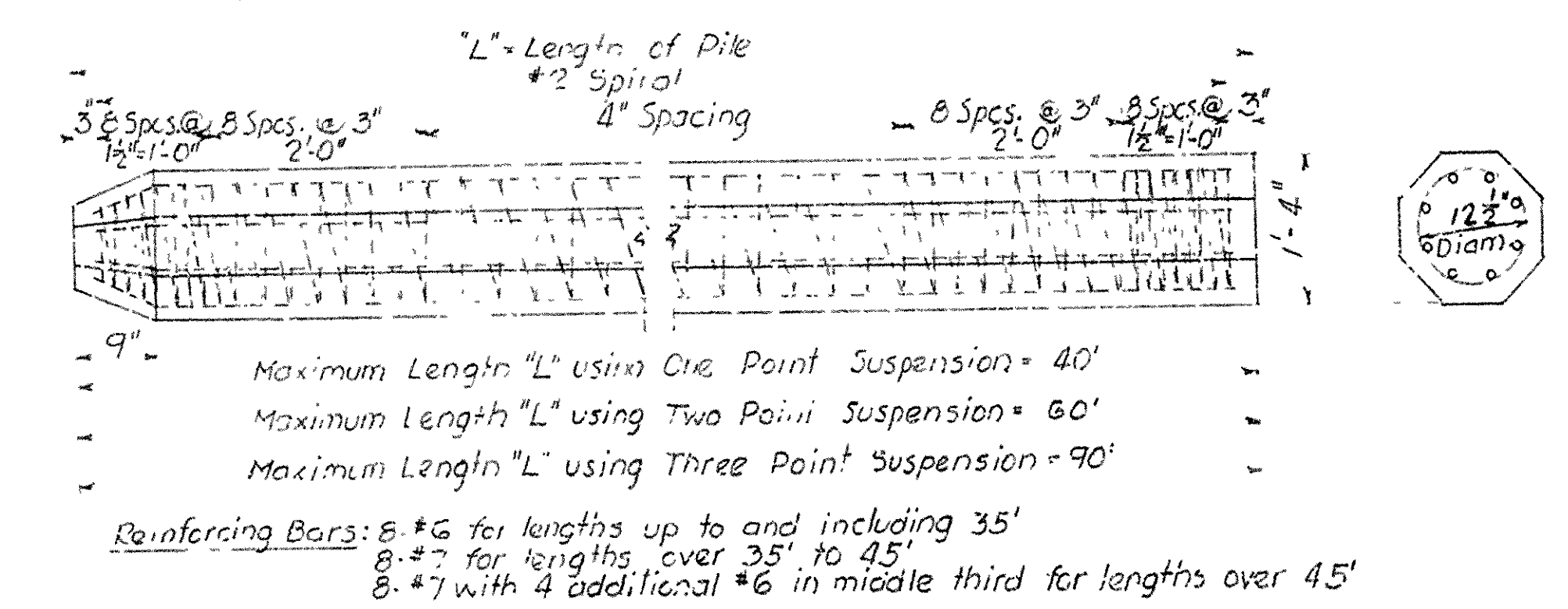
BRIDGE NO. DRAWING NO. 2381A



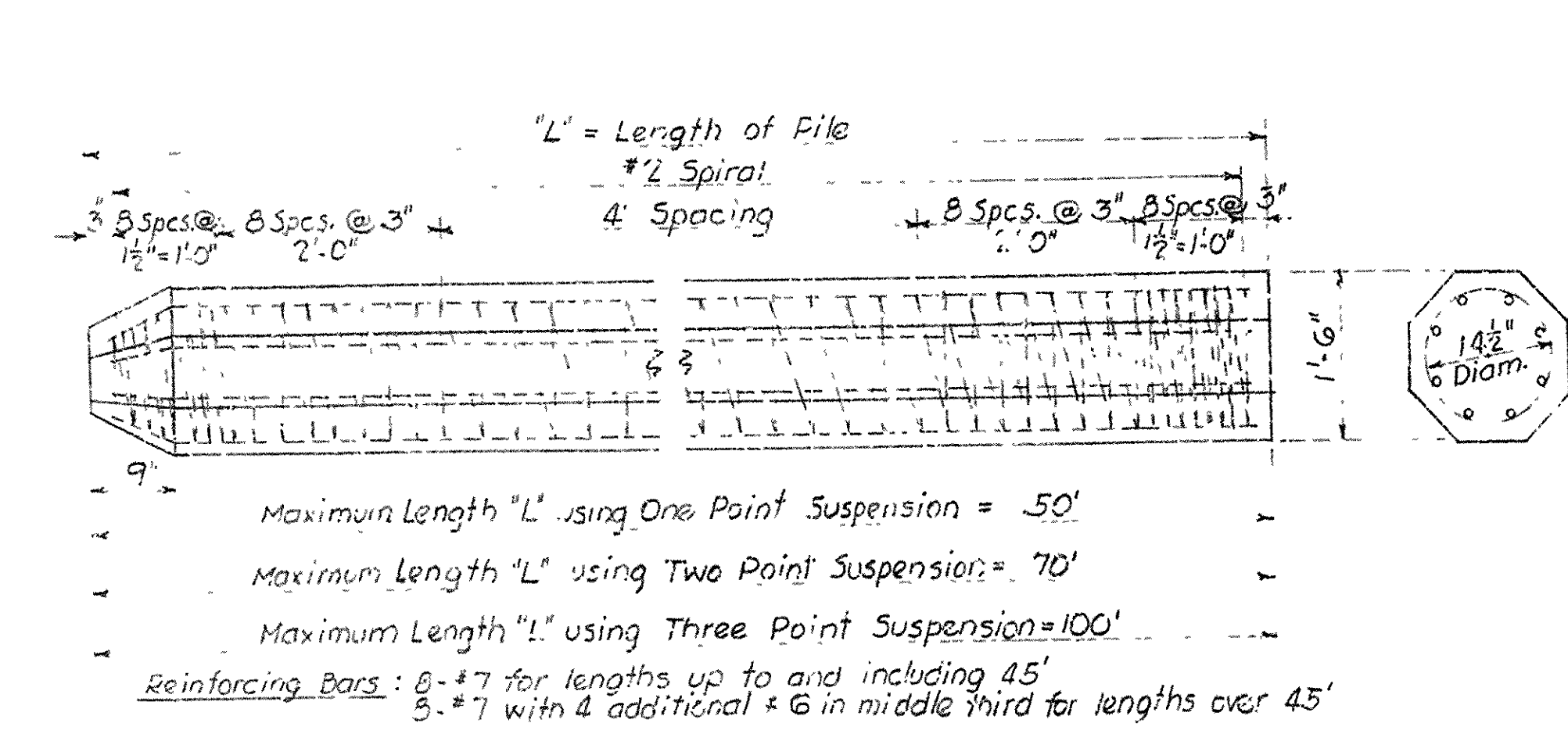
DETAILS OF 12" SQUARE PILE



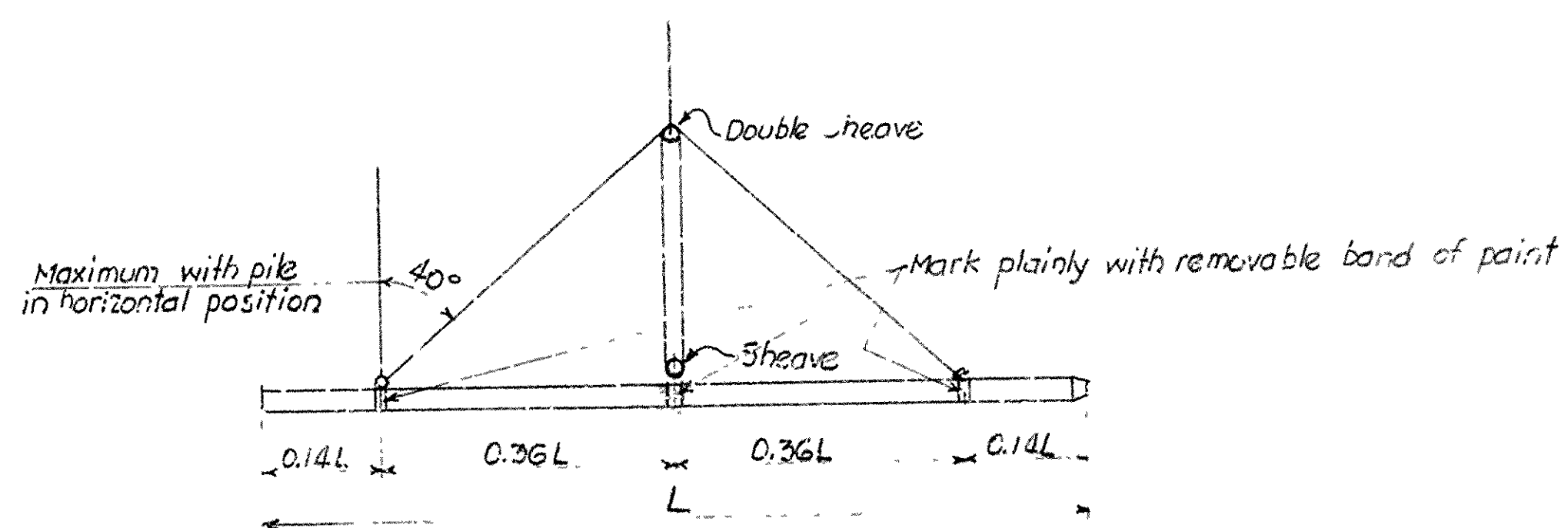
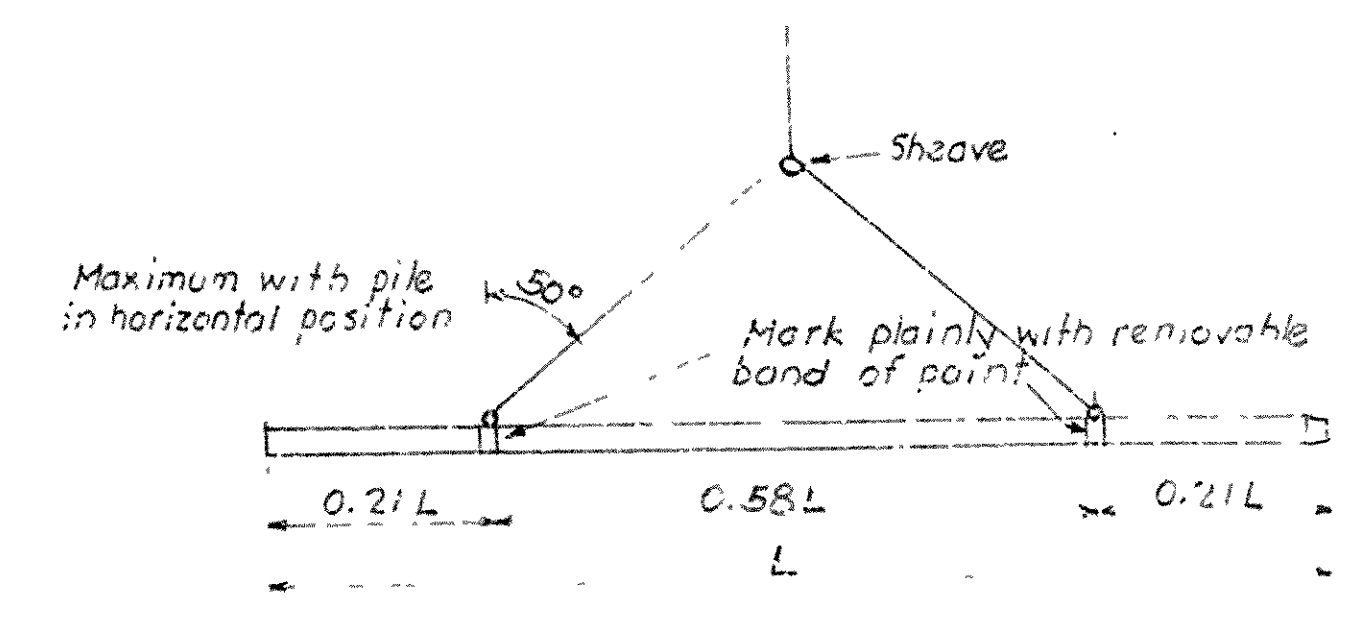
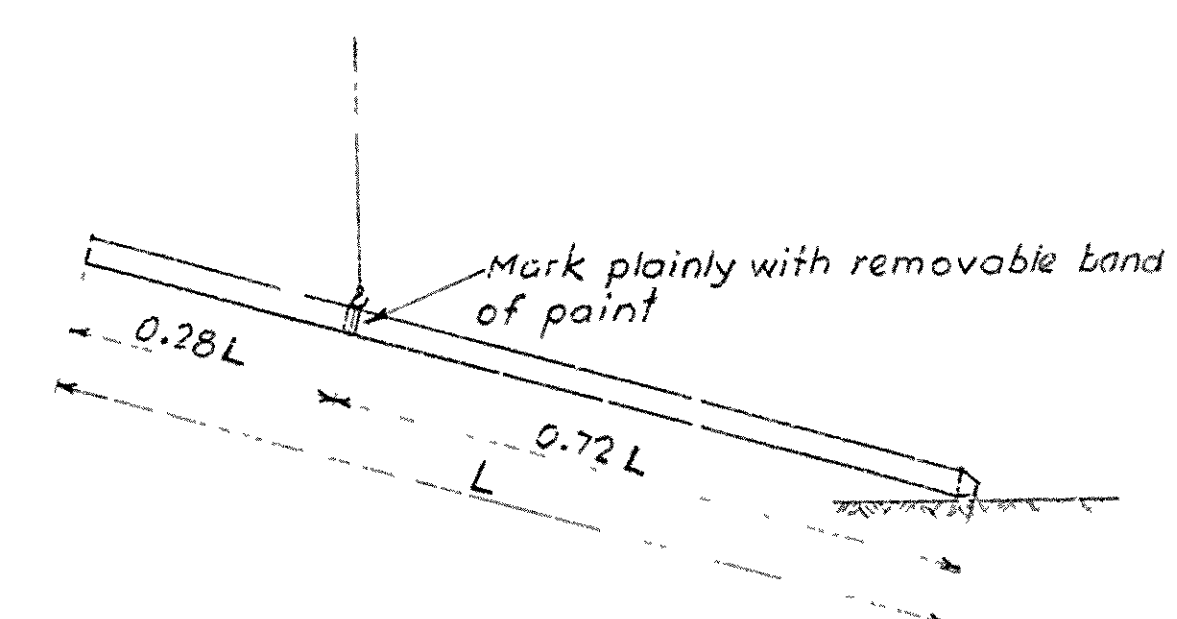
DETAILS OF 14" SQUARE PILE



DETAILS OF 16" OCTAGONAL PILE



DETAILS OF 18" OCTAGONAL PILE



GENERAL NOTES

All concrete to be Class "S"
Longitudinal reinforcing steel shall be determined bars of intermediate grade, unless otherwise modified by Special Provisions. Spiral shall be formed from plain round billet steel reinforcing bars.
SPECIFICATION 5: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

Prestressing Alternate:-

As an alternate to the reinforcement shown, these piles may be prestressed by the use of steel strands of high tensile cold-drawn uncoated stress-relieved wire strands having an ultimate tensile strength of not less than 250,000 p.s.i. and an elongation at rupture of not less than 3% in 10'; number and size of strands and prestressing load to be as follows:-

File Size	Wire Strands No. Nominal Dia.	* Prestressing Force Per Strand
12" Square	8 3/16"	10150*
14" Square	12 3/16"	10150*
16" Octagonal	12 3/8"	14000*
18" Octagonal	16 3/8"	14000*

* Prestressing force to be not more than 0.7 of the ultimate value of strand.

To permit splicing for buildup, where necessary, of prestressed piles, reinforcing as shown in details shall be provided in butt end of pile for a length of 5' and 6' for No. 6 & No. 7 bars respectively.

DETAILS OF STANDARD PRECAST CONCRETE PILES

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

DRAWN BY: L.W.H. DATE: 7-26-58
TRACED BY: J.A. DATE: 4-21-58
CHECKED BY: J.A. DATE: 7-27-58
RETRACTED BY: J.A. DATE: 4-2-58
BRIDGE NO. DRAWING NO. 2382

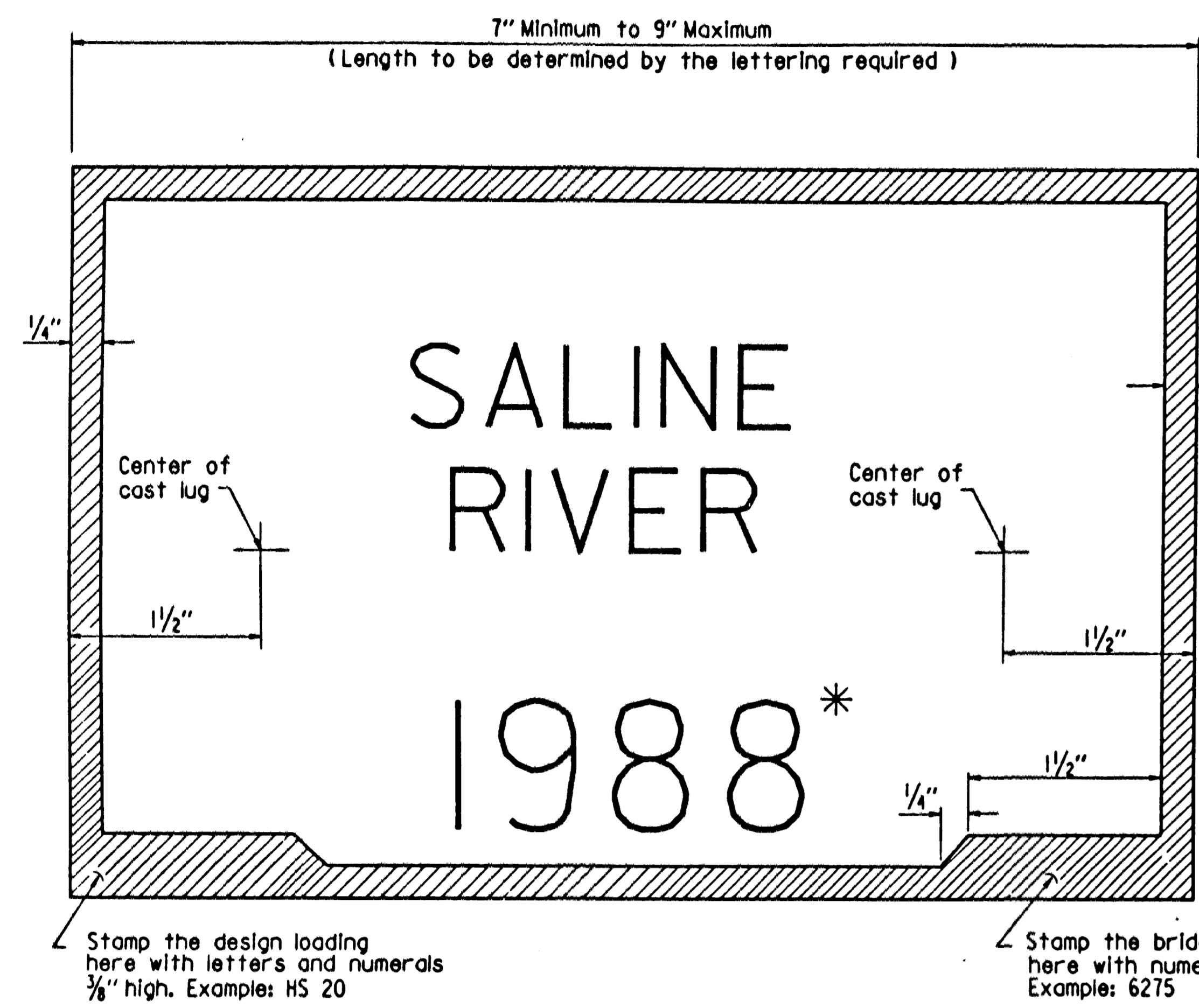
Revisions:-
Provisions for prestressing 1-6-58 H.B.
Prestressing strands, forces 4-14-58 H.B.
Number Prestressing Strands 16" Pile 10-31-58 H.B.
General Notes 2-26-60 A.J.

J.P. Carlson
BRIDGE DESIGN ENGINEER

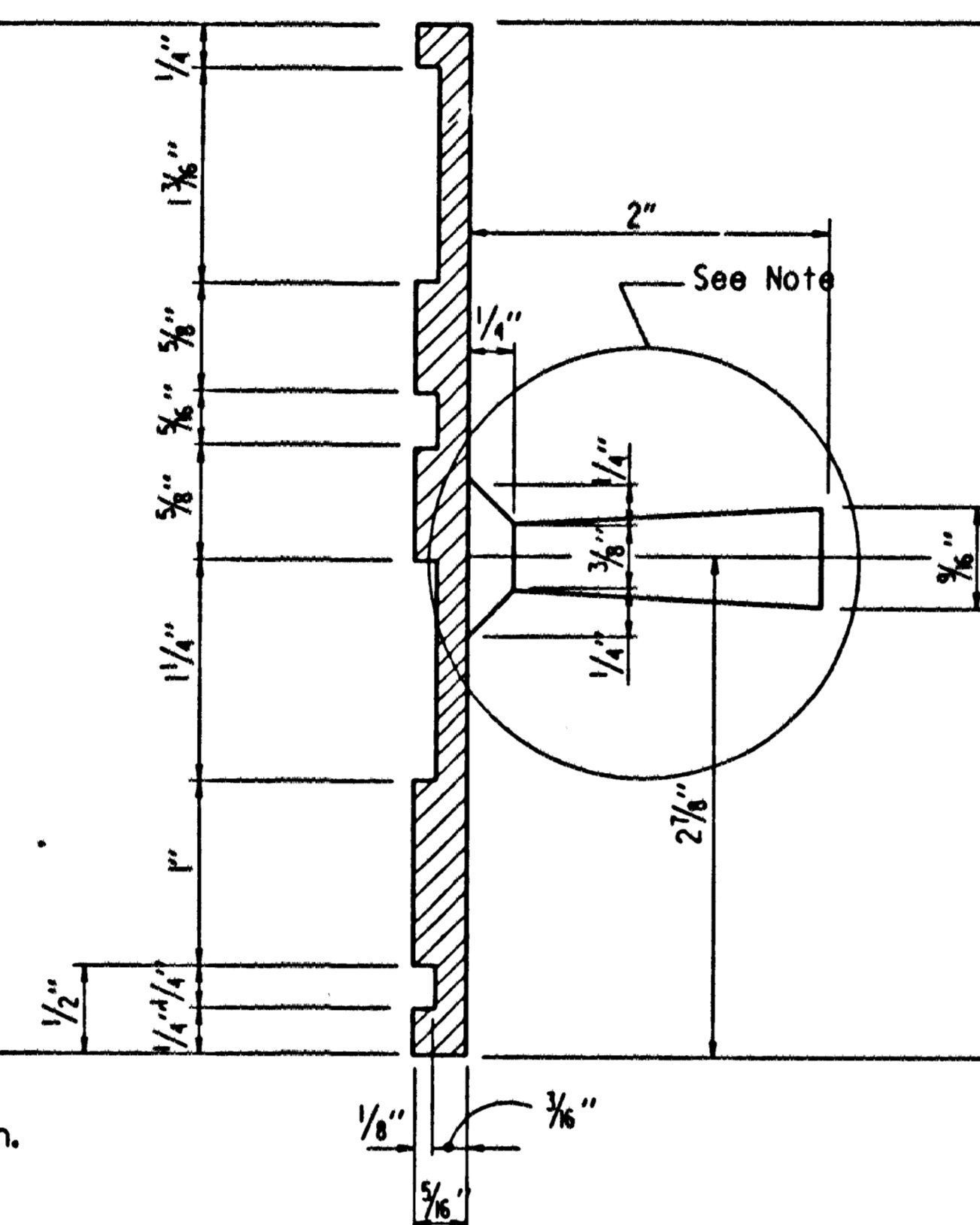
See Revised 5-22-61

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
I-16-89	5-20-89	I-16-89	5-20-89	6	ARK.		10	
I-2-90	11-5-90							
I-11-92	11-11-92							

—NAME PLATES— 2389A

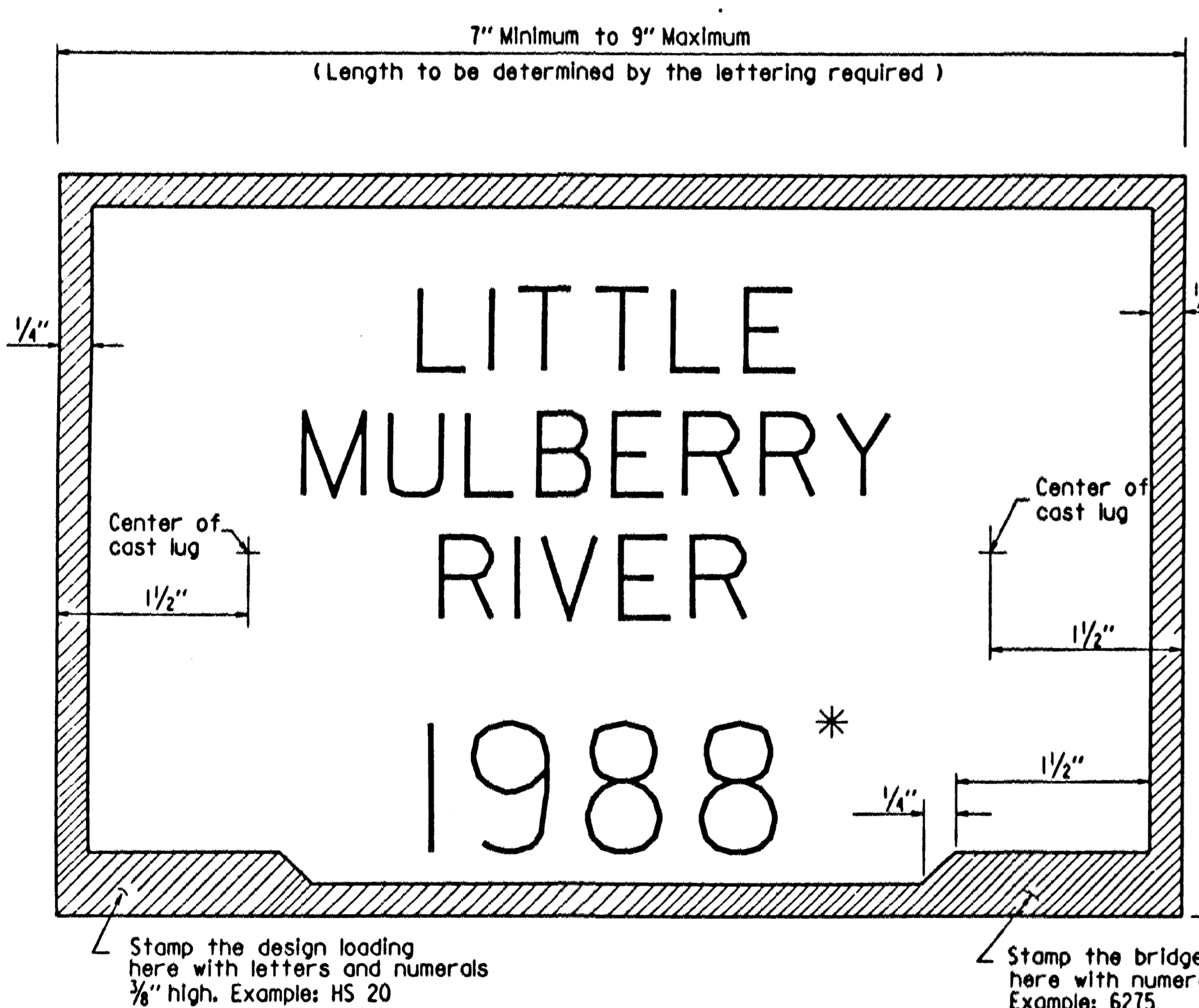


TYPICAL BRIDGE NAME PLATE-STYLE 1-FULL SIZE
STREAM CROSSINGS

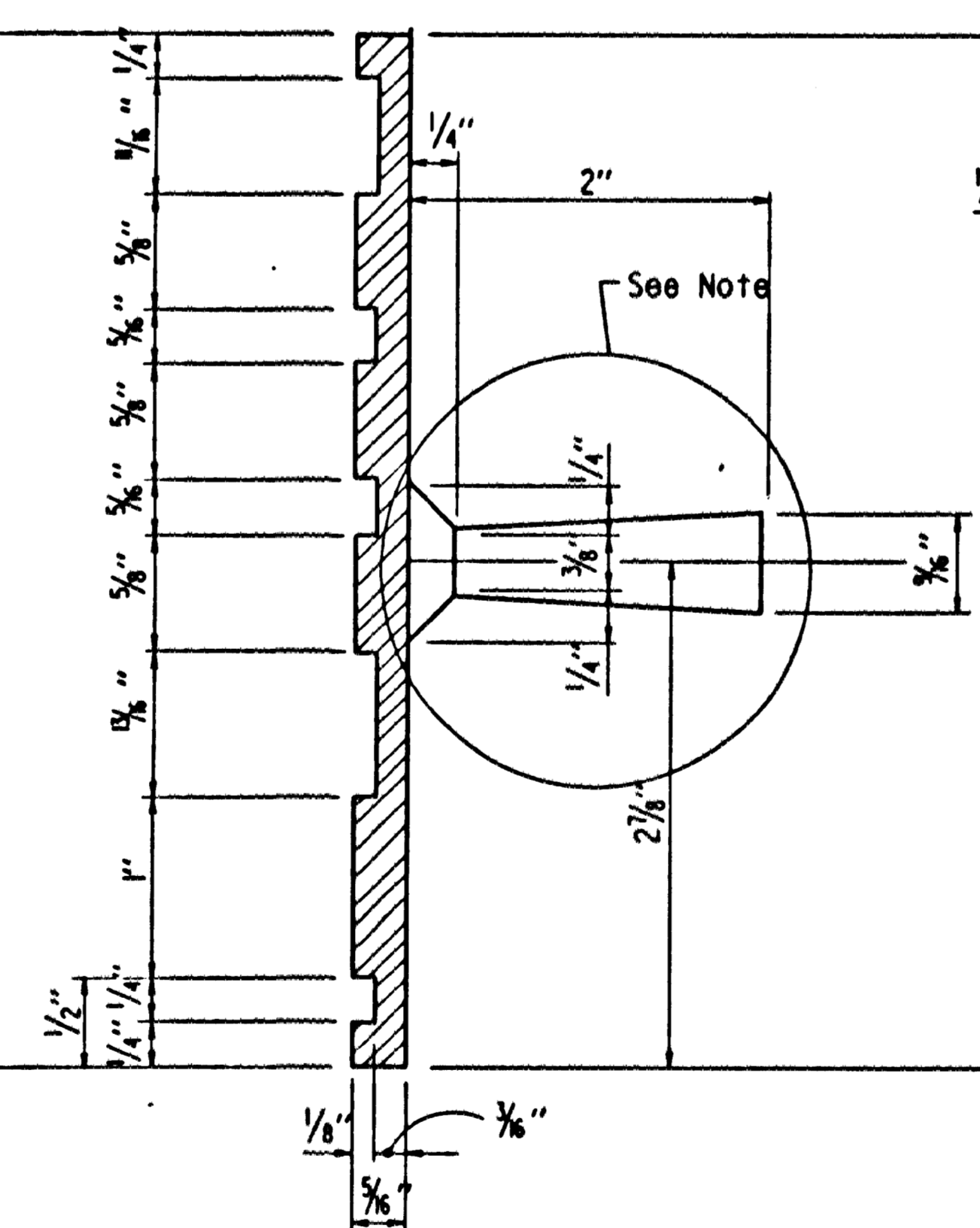


TYPICAL BRIDGE NAME PLATE-STYLE 3-FULL SIZE
GRADE SEPARATION STRUCTURES

- GENERAL NOTES**
- Name plates shall be either cast aluminum or bronze and shall meet the material requirements as specified in section 812 of the standard specifications.
 - Body of plate shall be 3/8 inch thick and shall include two tapering cone lugs 3/8 inch to 1/2 inch x 2 inch long. The border and all lettering shall be raised 1/8 inch above the face of plate and shall be polished.
 - All lettering shall be plain gothic, square cut and not tapered.
 - The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.
 - Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, Current Edition, with applicable Supplemental Specifications and Special Provisions.



TYPICAL BRIDGE NAME PLATE-STYLE 2-FULL SIZE
STREAM CROSSINGS



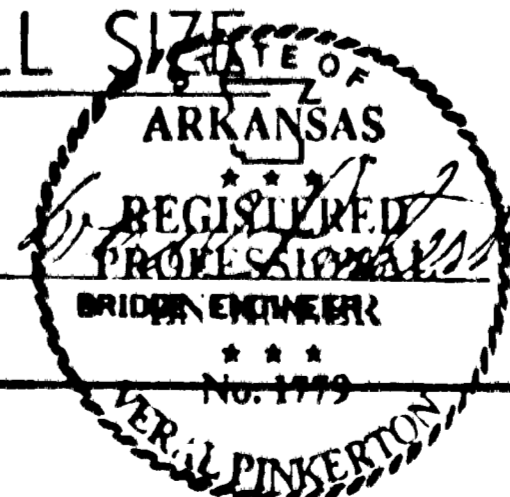
TYPICAL BRIDGE NAME PLATE-STYLE 4-FULL SIZE
GRADE SEPARATION STRUCTURES

* Year in which contract is awarded.

- Revised notes, I-16-89, LM
- Rev. General Notes, II-2-90, W.M.J.
- Rev. General Notes II-11-92 CRHart

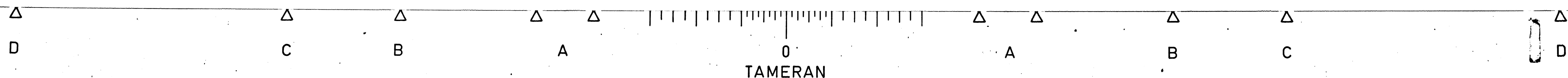
DETAILS OF STANDARD
TYPE C BRIDGE NAME PLATES

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: LDF DATE: 6-16-88
CHECKED BY: CPB DATE: 6-16-88
DESIGNED BY: DATE:
BRIDGE NO. DRAWING NO. 2389A



CCT 2 4 1335

128



TAMERAN

CROSS SECTION

6" x 6" - 6/16
w/ 1/2" mesh

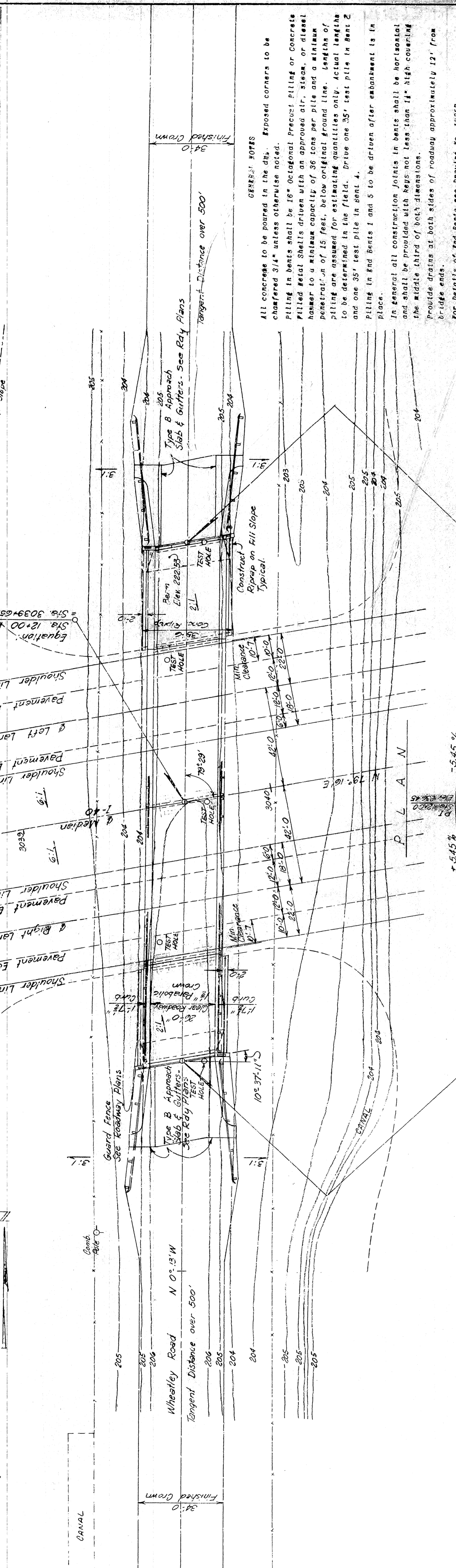
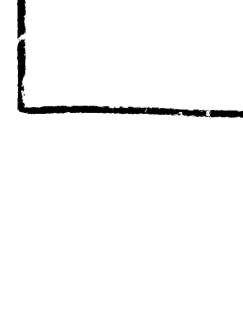
DETAILS OF CONCRETE RIPRAP
Scale $\frac{1}{2}'' = 1'-0$

Revised Quantities of Class 5 Conc. & Reinf. Steel. 11-18-63 RAS-2-10-64 H.B.

LITTLE ROCK, ARK.

L. P. Carlson
BRIDGE ENGINEER

* These spans are modified. All other I-Beam Spans on Job 11663 are Regular.



000 U.C.

Total Length of Bridge = 220' 4"

67'-0" Comp. I-Beam Span
(Regular)

42'-0" Comp. I-Beam Span
(Modified)

42'-0" Comp. I-Beam Span
(Modified)

For Details of Bent Piers see Drawing No. 14980A.
For Details of Composite T-Beam Spans see Drawing Nos. 14980A,
14980B and 14980C.
For Details of Bearing Piling see Drawings No. 2382 and 2381A.

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

[illegible][illegible]

E L E V A T I O N

Revision Test Bils Center, 7 May 53 CM

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: E.S. DATE: 1-28-63
 TRACED BY: _____ DATE: _____
 CHECKED BY: J.W. DATE: 3-28-63
BRIDGE NO. 3767 DRAWING NO. 12356

SCALE: 1" = 80'

B.M. Nail in Power Pole 80' Lt
Sta 36+9.53 - Elev 337.04

10+00	9+00	8+00	7+00	6+00	5+00	4+00	3+00	2+00	1+00	0+00
-------	------	------	------	------	------	------	------	------	------	------

B.M. Nail in Power Pole 80' Lt
Sta 36+9.53 - Elev 337.04

10+00	9+00	8+00	7+00	6+00	5+00	4+00	3+00	2+00	1+00	0+00
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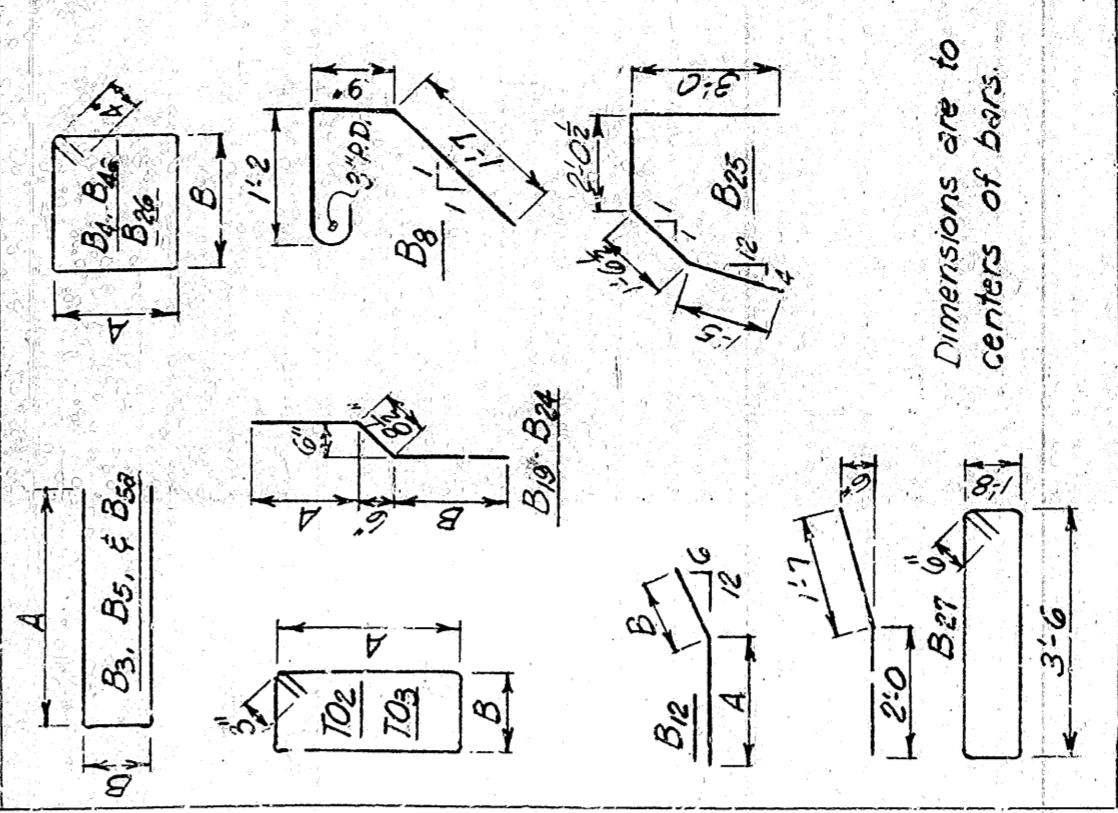
BRIDGE DOCUMENT

FED. ROAD DIST. NO.	STATE	FISCAL YEAR	PROJECT NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	530020	11663	21	196

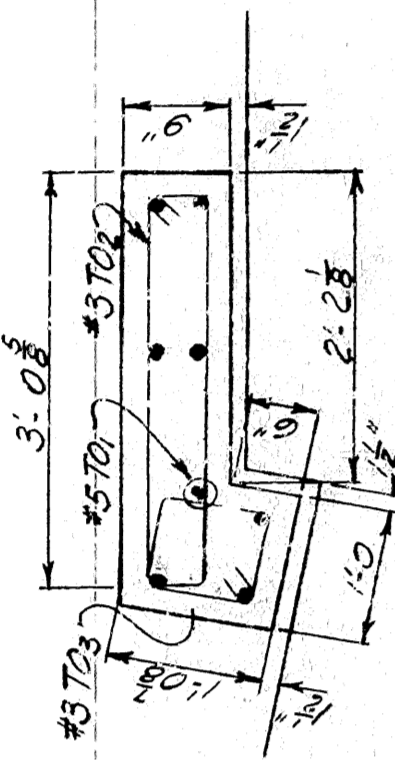
BAR LIST FOR ONE BENT

MARK	SIZE	NO.	LENGTH	A	B	REMARKS
B ₁	#6	3	18'-8"			Str.
B ₂	#6	6	7'-0"			Str.
B ₃	#6	4	27'-8"			Str.
B ₄	#6	4	30'-9"	14'-9"	1'-7"	2'-4"
B ₅	#4	36	10'-5"	2'-11 1/2"	1'-11 1/2"	1'-2"
B ₆	#4	16	8'-9"	2'-1 1/2"	1'-11 1/2"	1'-2"
B ₇	#6	9	7'-0"	2'-11 1/2"	1'-11 1/2"	2'-4"
B ₈	#6	6	6'-2"	2'-1 1/2"	1'-11 1/2"	2'-4"
B ₉	#4	8	26'-6"			Str.
B ₁₀	#4	54	3'-0"			Str.
B ₁₁	#4	27	4'-0"			Str.
B ₁₂	#4	6	4'-0"			Str.
B ₁₃	#4	14	7'-0"			Str.
B ₁₄	#4	4	4'-9"			Str.
B ₁₅	#4	4	6'-7"	4'-11"	1'-8"	1'-2"
B ₁₆	#4	26	varies 5'-4"			Str.
B ₁₇	#4	26	varies 5'-4"			Str.
B ₁₈	#4	4	7'-11"			2'-4"
B ₁₉	#4	2	5'-1"	0'-5"	1'-10"	2'-4"
B ₂₀	#4	4	11'-4"			2'-4"
B ₂₁	#5	14	5'-3"			Str.
B ₂₂	#3	8	6'-11"	2'-9"	0'-6"	1'-2"
B ₂₃	#3	4	3'-7"	0'-10"	0'-3"	1'-2"

BENDING DIAGRAMS

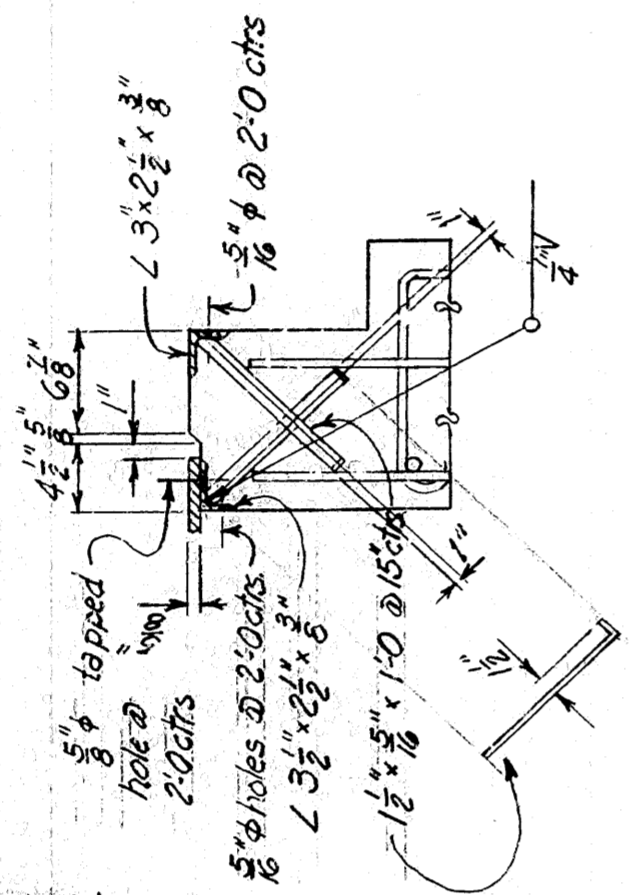


NOTES:
All concrete to be Class S.
All exposed corners to have 3/4" chamfer unless otherwise noted.
All piling shall be driven to a minimum capacity of 36 tons per pile.
Piling shall be either 16" octagonal precast piles or concrete filled metal shell piles as shown on the layout.
All structural steel shall be A572M 45G Steel.
Reinforcing shall be deformed bars of intermediate or hard grade.



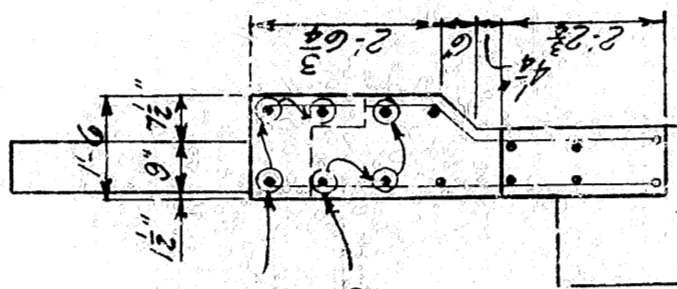
TURNOUT DETAIL

Scale 3/4" = 1'-0"

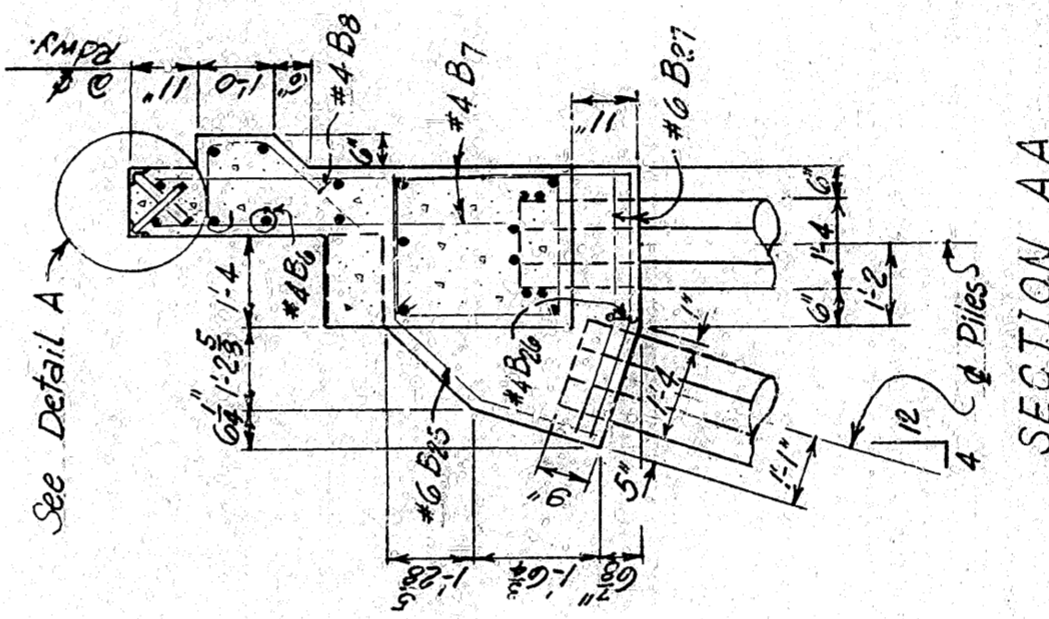


DETAIL A

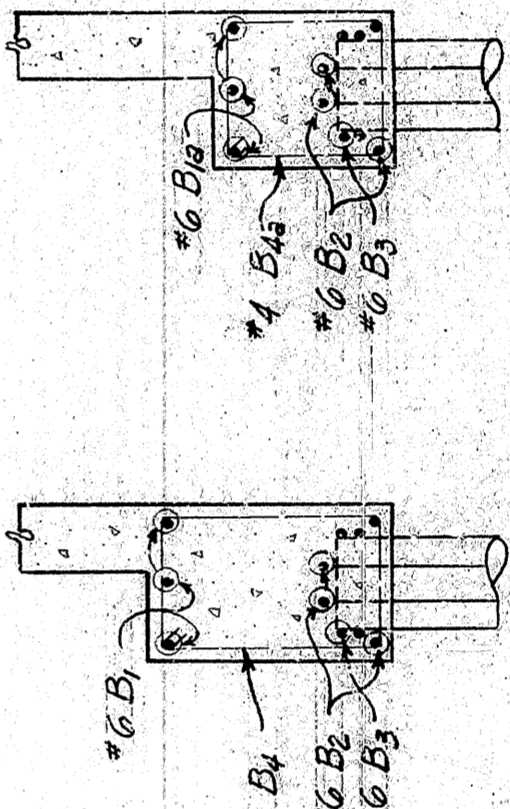
Scale 1" = 1'-0"



END VIEW

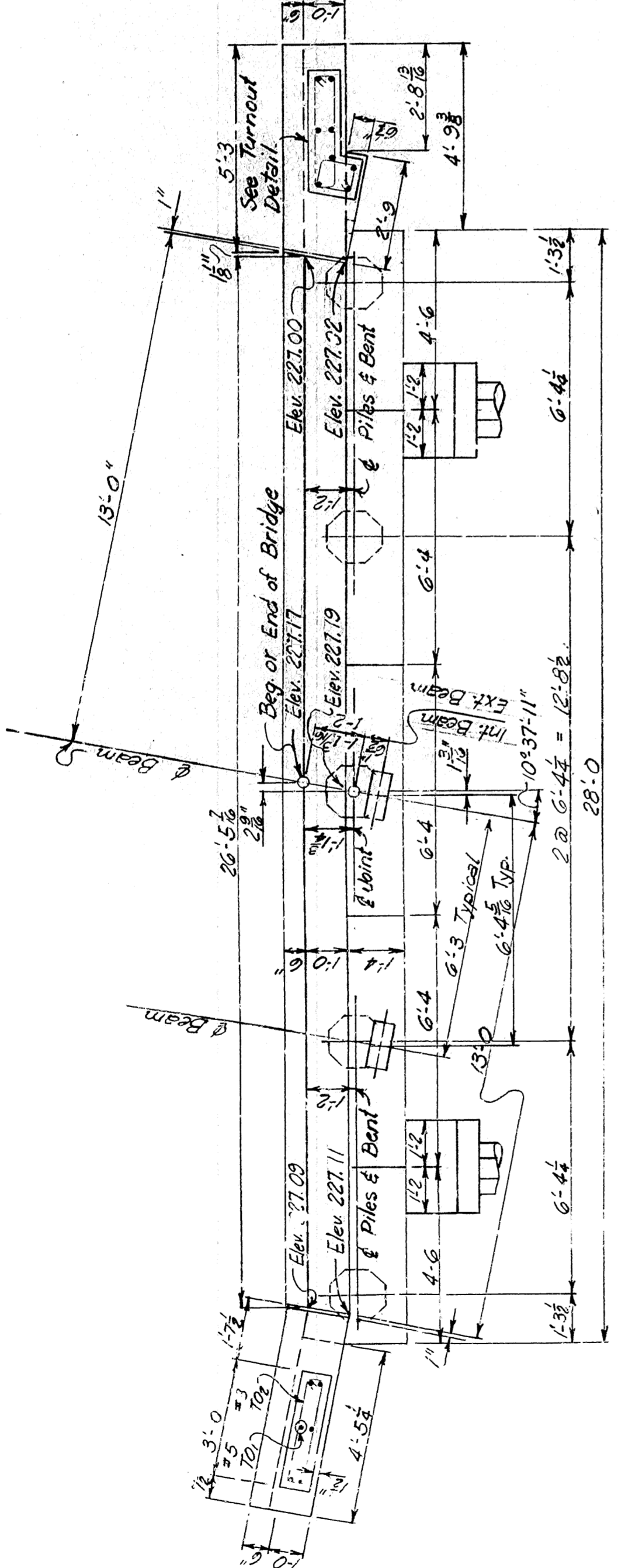


SECTION AA

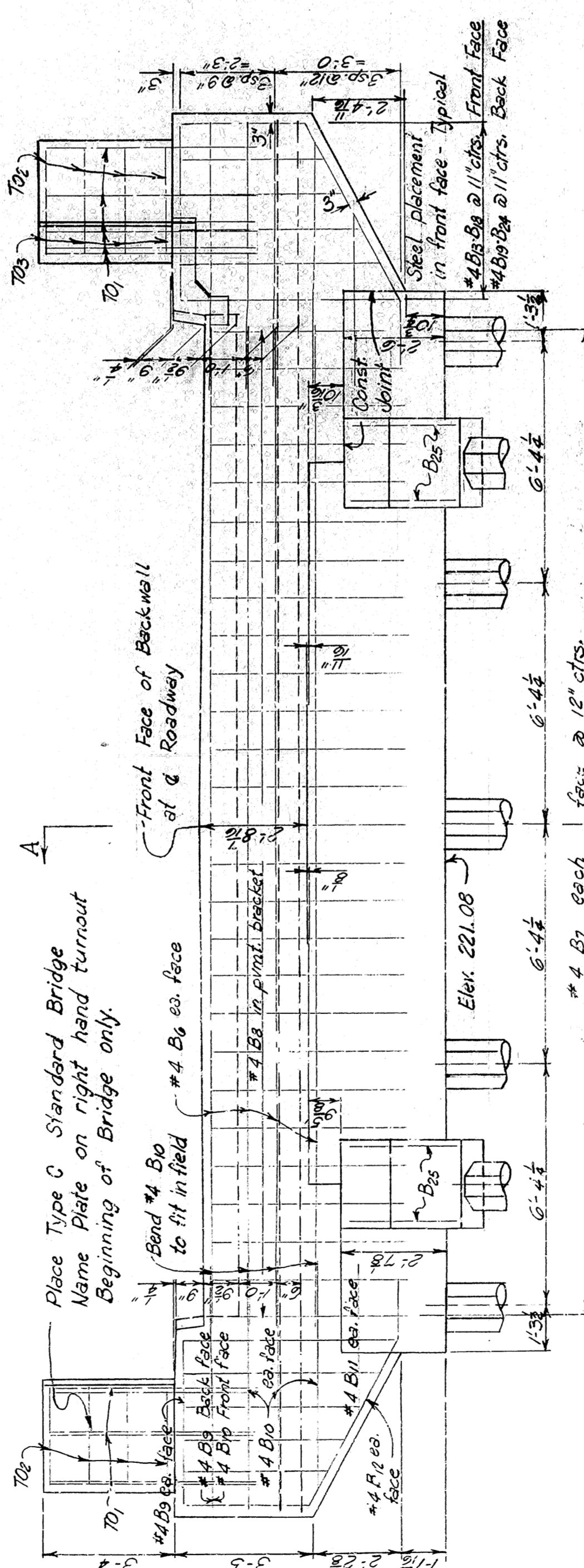


SECTION BB

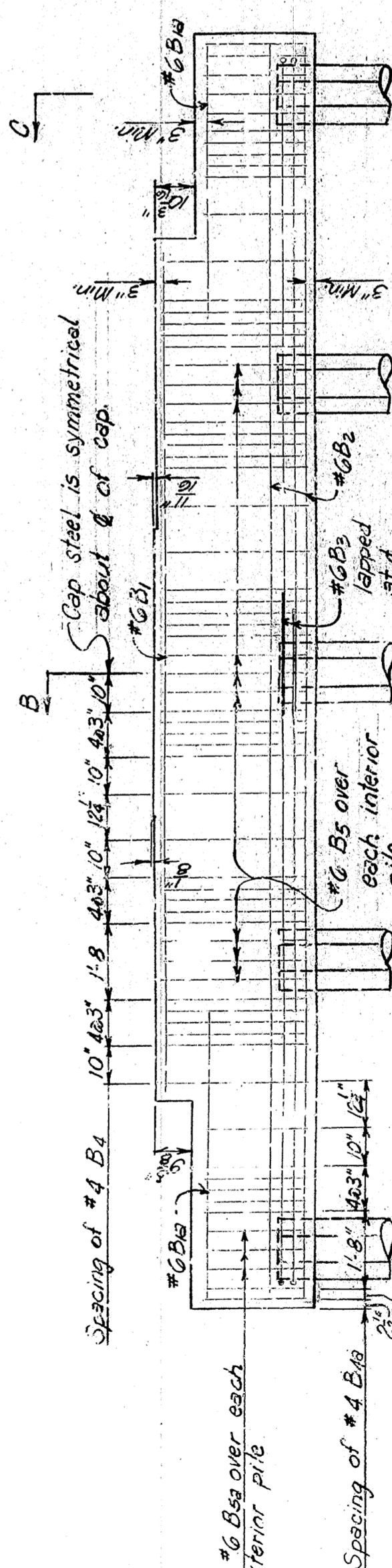
SECTION CC



PLAN OF BENTS 1 & 5



FRONT ELEVATION OF BENTS 1 & 5



CAP ELEVATION

DETAILS OF END BENTS 1 & 5
WHEATLEY UNDERPASS
MONROE CO. LINE - GOODWIN
ST. FRANCIS COUNTY
INT. ROUTE 40 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: BHS DATE: 2-13-63
CHECKED BY: DV DATE: 3-22-63
SCALE: 3/4" = 1'-0" or as noted

BRIDGE NO. 3167

DRAWING NO. 12557

L. O. Wilson
BRIDGE ENGINEER

FIG. NO.	STATE	FEED. NO.	FEED. DATE	SHEET NO.	TOTAL SHEETS
6	ARK.	140	5-24-22	22	136
JOB NO.		11663			

BAR LIST FOR EACH BENT

MARK	NO.	LENGTH	A	B	BEND DIA.	BENDING DIAGRAM
F ₁	6	8-11	7-6	6"	4"	F ₁ F ₂ P ₁ P ₂
F ₂	5	6-9	5-6	5"	3"	
F ₃	4	7-6			Str	
F ₄	4	5-6			Str	
F ₅	7	17-0			Str	
F ₆	4	7-11	1-8 1/2	1-11 1/2	1 1/2"	
F ₇	8	6-9	5-7 1/2	9"	8"	
P ₁	8	19-0			Str	
P ₂	4	8-11	2-1	2-1	12"	
P ₃	8	28-2	19-5	4-4 1/2	8"	
P ₄	8	29-9			8	
P ₅	7	29-2			5 1/4	
P ₆	8	19-0			Str	
P ₇	9	19-0			Str	
P ₈	9	11-6	10-3	10-3	9"	
P ₉	8	11-0	9-10 1/2	9"	8"	
P ₁₀	4	12-1	3-7 1/2	2-1 1/2	1 1/2"	
P ₁₁	4	9-5 1/2	2-2 1/2	2-1 1/2	1 1/2"	
P ₁₂	4	11-9	3-5 1/2	2-1 1/2	1 1/2"	
P ₁₃	4	27-6			Str	

Dimensions are Center to Center of Bars

NOTES

Concrete in footings and columns to be Class A. Concrete in caps to be Class S. All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.
Reinforcing steel to be deformed bars of Intermediate or Hard Grade Steel. Shop lists and bending diagrams shall be submitted and approved secured before fabrication of reinforcing steel is begun.
For additional notes and details see Drawing 12356 and 12360.

DETAILS OF BENTS 2, 3 & 4
WHEATLEY UNDERPASS
MONROE COUNTY LINE GOODWIN
37 FRANKS COUNTY
INTERSTATE ROUTE 40 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION

DRAWN BY: S.M. DATE: 5-28-22
CHECKED BY: J.E.M. DATE: 6-3-22
BRIDGE NO. 3767 DRAWING NO. 12358

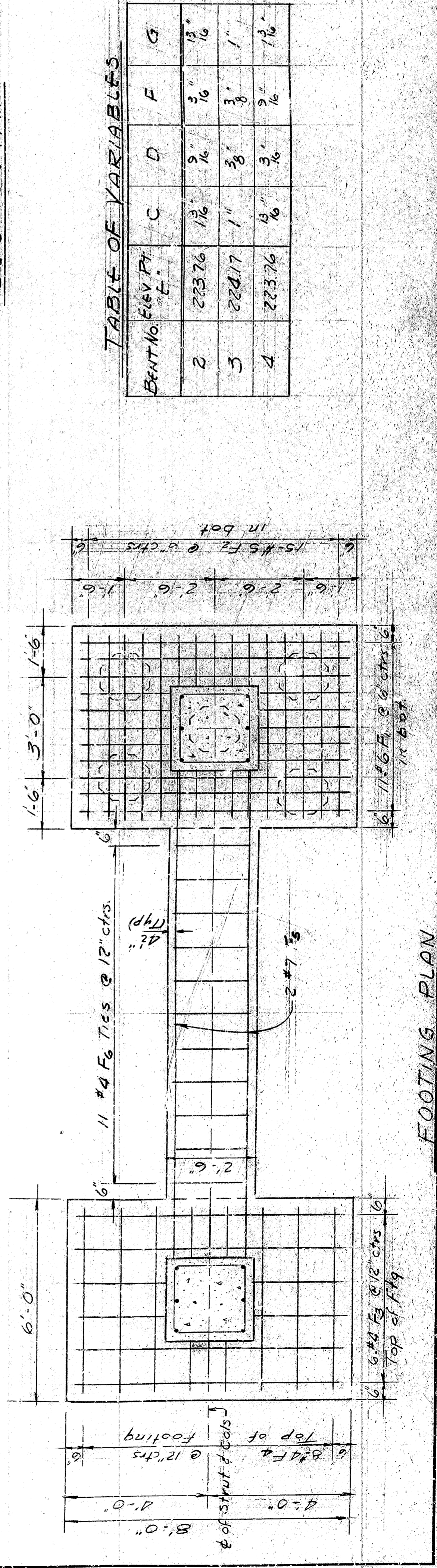
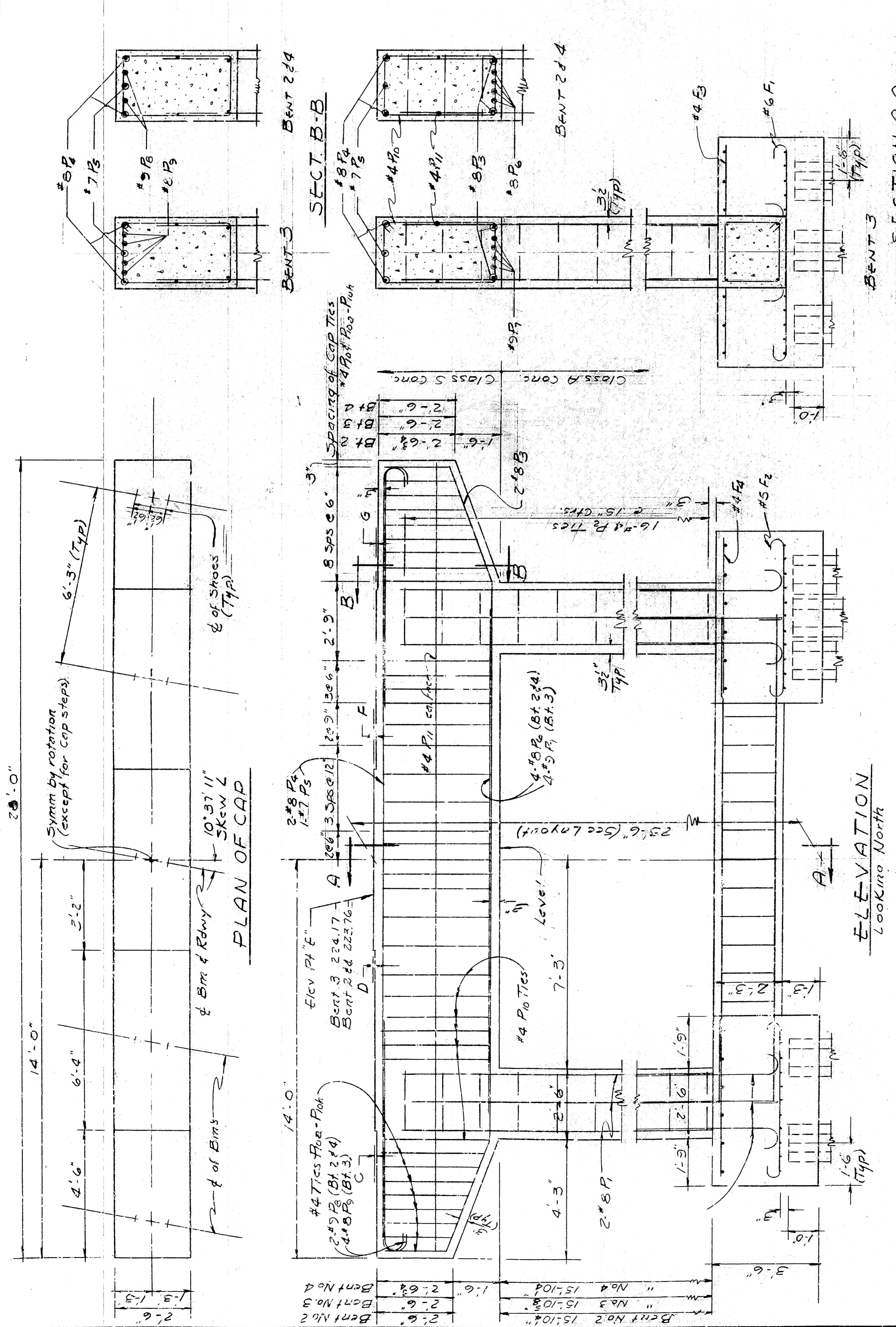
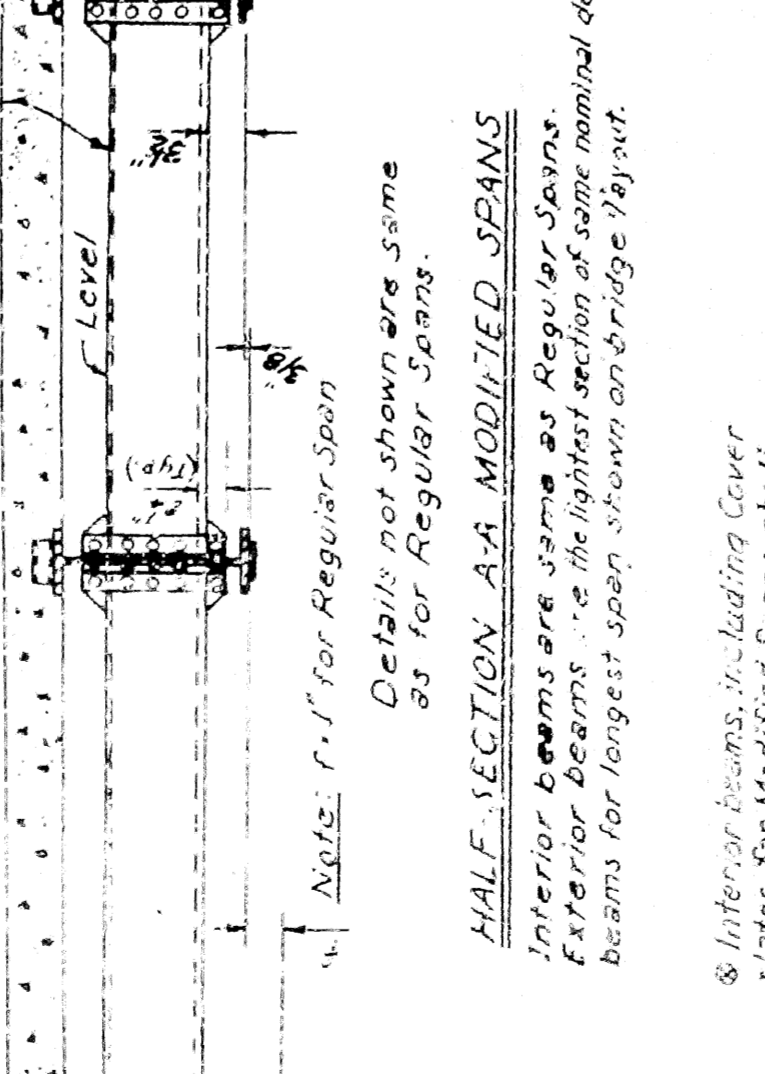
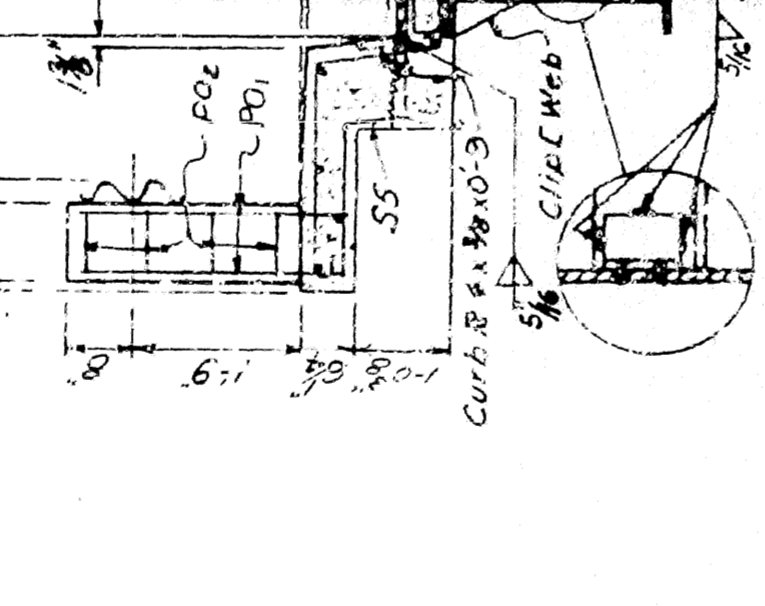
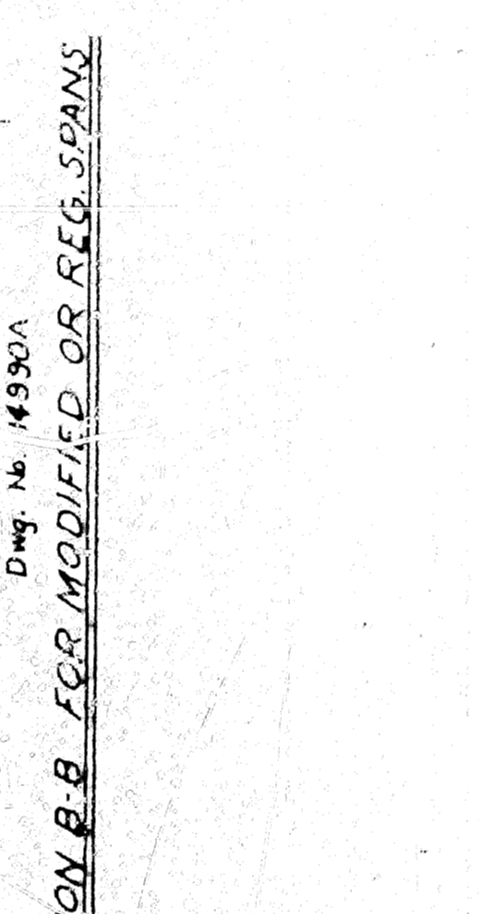


TABLE OF VARIABLES

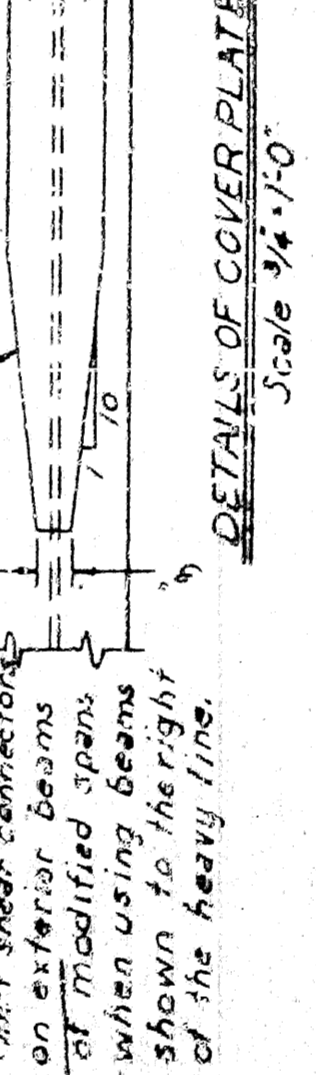
Bent No.	Elev. Ft.	C	D	F	G
2	223.76	1 1/2"	9"	3 1/2"	13"
3	224.17	1"	3 3/8"	3"	1"
4	223.76	1 1/2"	3"	3 1/2"	13"

[illegible]

SPAN	REGUL. IN. SPAN		PER. SPAN FOR ALUM. RAILS		SEAM	COVER PLATE	PER. SPAN FOR R. GUARD RAILING			C	DEAD LOAD DEFLECTION		ST-OUT SPACING No. 0'	VALUES OF Y' DEAD LOAD DEF. FOR EXTENDED BEAMS OR MODIFIED SPANS					
	COVER PLATES		B	C			B	C	INT		EXT	24 W F 68 12 W F 64 30 W F 99 13 W F 118 36 W F 135							
	INTERIOR	EXTERIOR										F		Δ	F	Δ	F	Δ	F
35	21 W F 30	5 1/2 x 21 0	4 1/2 x 16 0	8 1/2	8 1/2	2	5 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
36		6 1/2 x 23 0	5 1/2 x 18 0	6 1/2	7 0	3	5 1/2	5 1/2	4	1 1/2	1/4	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
37	21 W F 35	7 1/2 x 21 0	5 1/2 x 20 0	7 1/2	7 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
38	21 W F 35	5 1/2 x 22 0	4 1/2 x 18 0	7 1/2	7 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
39		8 1/2 x 24 0	5 1/2 x 20 0	7 1/2	7 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
40		6 1/2 x 26 0	5 1/2 x 22 0	7 1/2	7 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
41	21 W F 42	7 1/2 x 21 0	5 1/2 x 21 0	7 1/2	8 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
42	24 W F 68	5 1/2 x 24 0	5 1/2 x 21 0	8 1/2	8 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
43		6 1/2 x 26 0	5 1/2 x 23 0	8 1/2	8 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
44		7 1/2 x 28 0	5 1/2 x 24 0	8 1/2	8 0	3	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
45	24 W F 68	6 1/2 x 28 0	5 1/2 x 25 0	8 1/2	7 1/2	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
46	24 W F 75	6 1/2 x 30 0	5 1/2 x 26 0	7 1/2	7 1/2	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
47		7 1/2 x 30 0	6 1/2 x 26 0	7 1/2	7 1/2	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
48		7 1/2 x 32 0	7 1/2 x 27 0	7 1/2	7 1/2	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
49		7 1/2 x 34 0	7 1/2 x 28 0	7 1/2	8 0	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
50	24 W F 84	8 1/2 x 30 0	8 1/2 x 28 0	7 1/2	8 0	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
51		8 1/2 x 32 0	8 1/2 x 30 0	7 1/2	8 0	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
52		7 1/2 x 34 0	7 1/2 x 32 0	8 1/2	8 0	4	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
53		7 1/2 x 36 0	8 1/2 x 33 0	7 1/2	7 1/2	5	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
54		8 1/2 x 38 0	8 1/2 x 35 0	7 1/2	7 1/2	5	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5 1/2	1 1/2	1 1/2	5 1/2	Δ		
55	24 W F 84	8 1/2 x 40 0	8 1/2 x 36 0	7 1/2	7 1/2	5	6 1/2	5 1/2	4	2 1/2	3/8	20 W F 16	5						

Note. Stud shear connectors, granular flux filled, cold flux or equal may be used in place of the channels shown at the following ratios: $\frac{3}{4}$ " diameter stud in place of 1.02 inches of channel; $\frac{3}{8}$ " diameter stud in place of 2.53 inches of channel. The studs shall be $\frac{1}{2}$ " long and automatically welded to the beam flanges in accordance with recommendations of the manufacturer.

Channel sections will be used as basis for measurement of structural steel in these connectors.



0710N

for General Notes and additional details, see
Drawing No. 14990A.
All steel in composite I-beam spans shall be
ASTM A-36 steel unless otherwise noted.
This drawing is a modification of Dwg. No. 5465,
and Dwg. No. 5502 REV.

DETAILS OF STANDARD

35'-90" COMPOSITE I-BEAM SPANS
26'-0" CLEAR RDWY. 1'-6" & 1'-7 1/2" CURBS
ROADWAY: 1/4" Parabolic Crown

Note: This drawing to be used with Drwg. No. 14990A

ARKANSAS STATE HIGHWAY COMMISSION

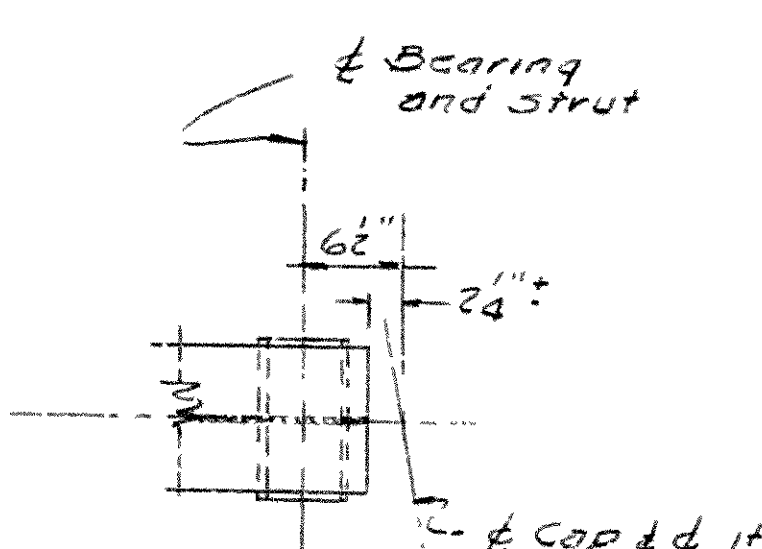
LITTLE ROCK, ARK.

RE DRAWN BY L.K DATE 8-19-62

TRACED BY DATE 8-17-62

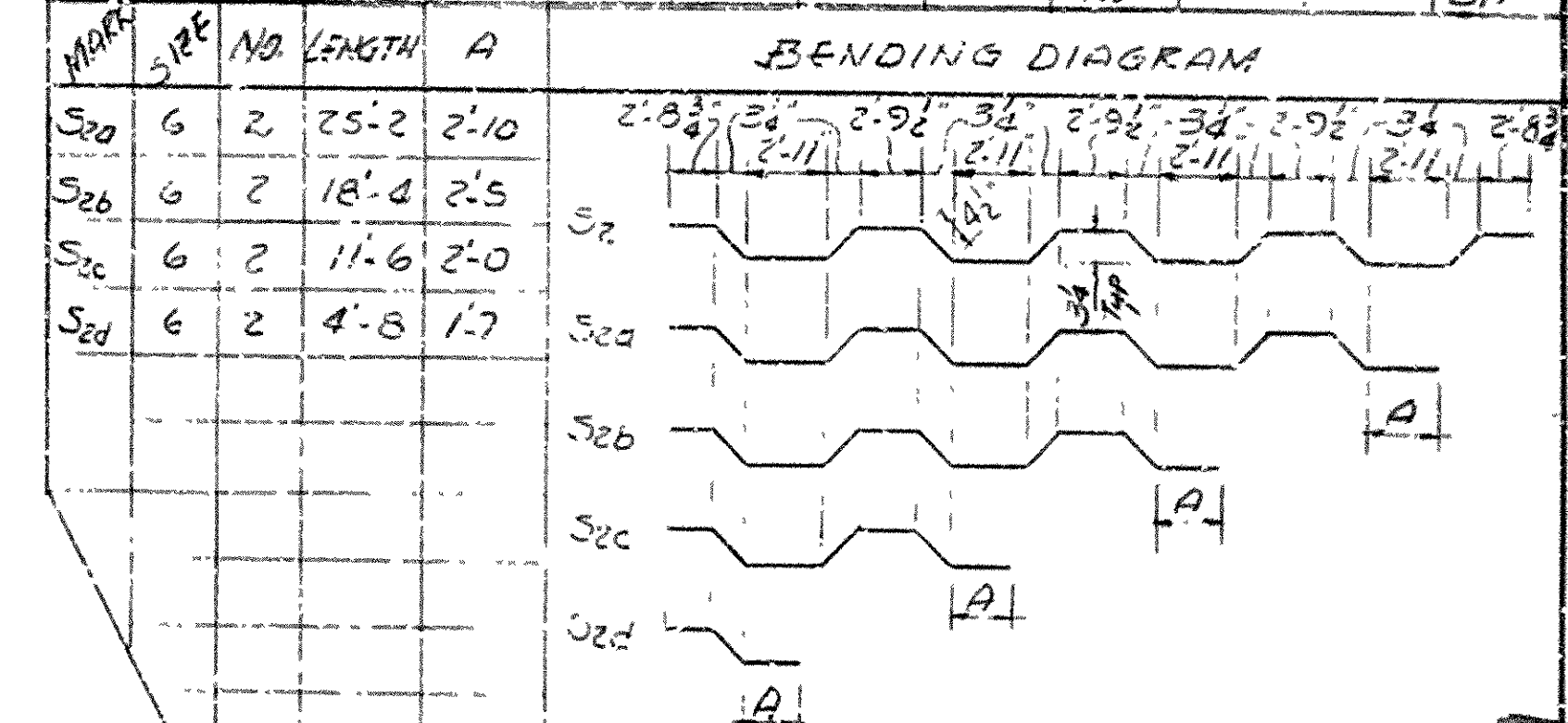
SCALE 1" = 10' OF AS SHOWN

DRAWING NO. 12359



PLAN OF BEARING
AT INTERMEDIATE SUPPORT
Scale: 1" = 1'-0"

MARK	SIZE	LENGTH	NUMBER REQUIRED EACH SPAN		PHS DIA.
			42	67	
S ₁	6	27'-8"	60	100	Str.
S ₂	6	7'-11" to	4	4	Str.
S ₃	6	21'-3"	each	each	
S ₄	6	28'-6"	29	49	24"
S ₅	4	$\frac{30}{16} + 7"$	124	—	Str.
S ₆	4	$\frac{30}{16} + 1'-0"$	—	216	Str.
S ₇	4	4'-11"	68	108	12"
S ₈	4	3'-11"	66	106	12"
S ₉	4	27'-6"	4	4	Str.
S ₁₀	4	3'-4"	68	108	12"
S ₁₁	4	3'-4"	12	12	Str.



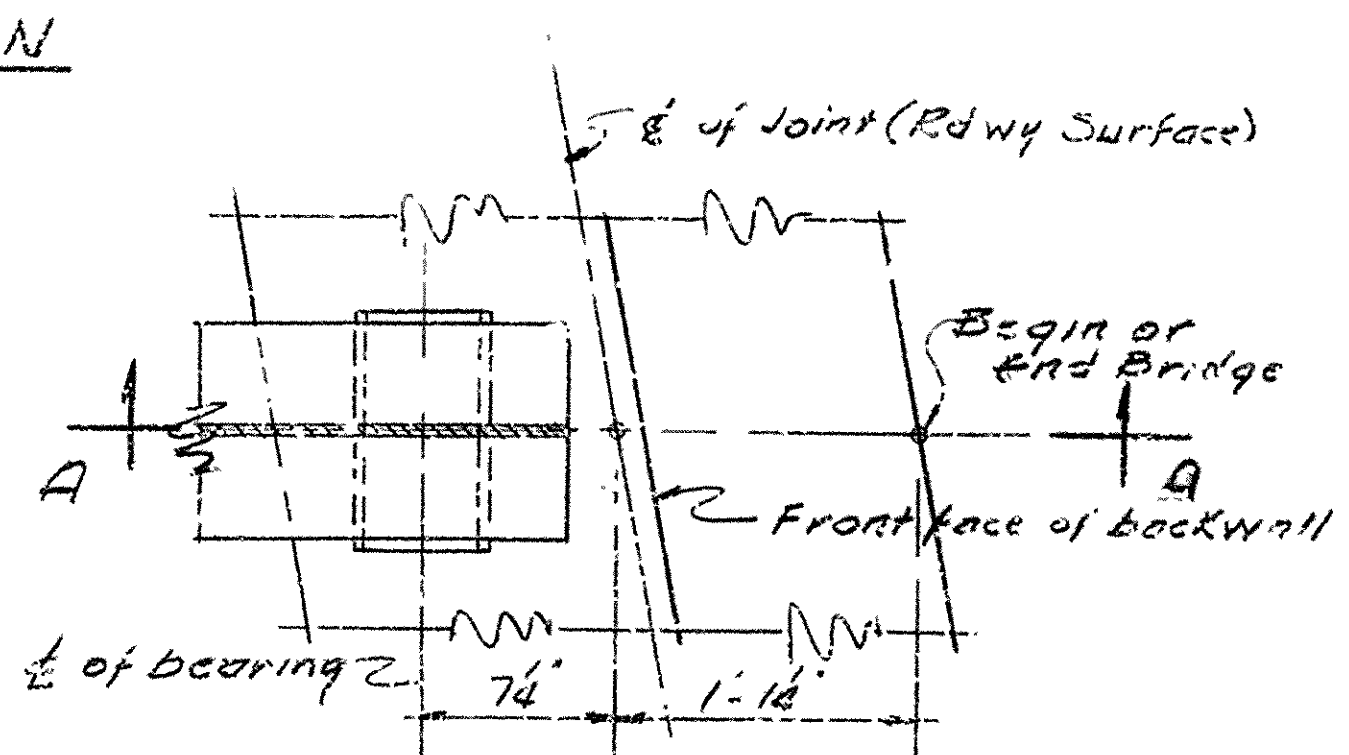
— Dimensions are to Center of Bars

For additional bending diagrams see Dwg No. 12359

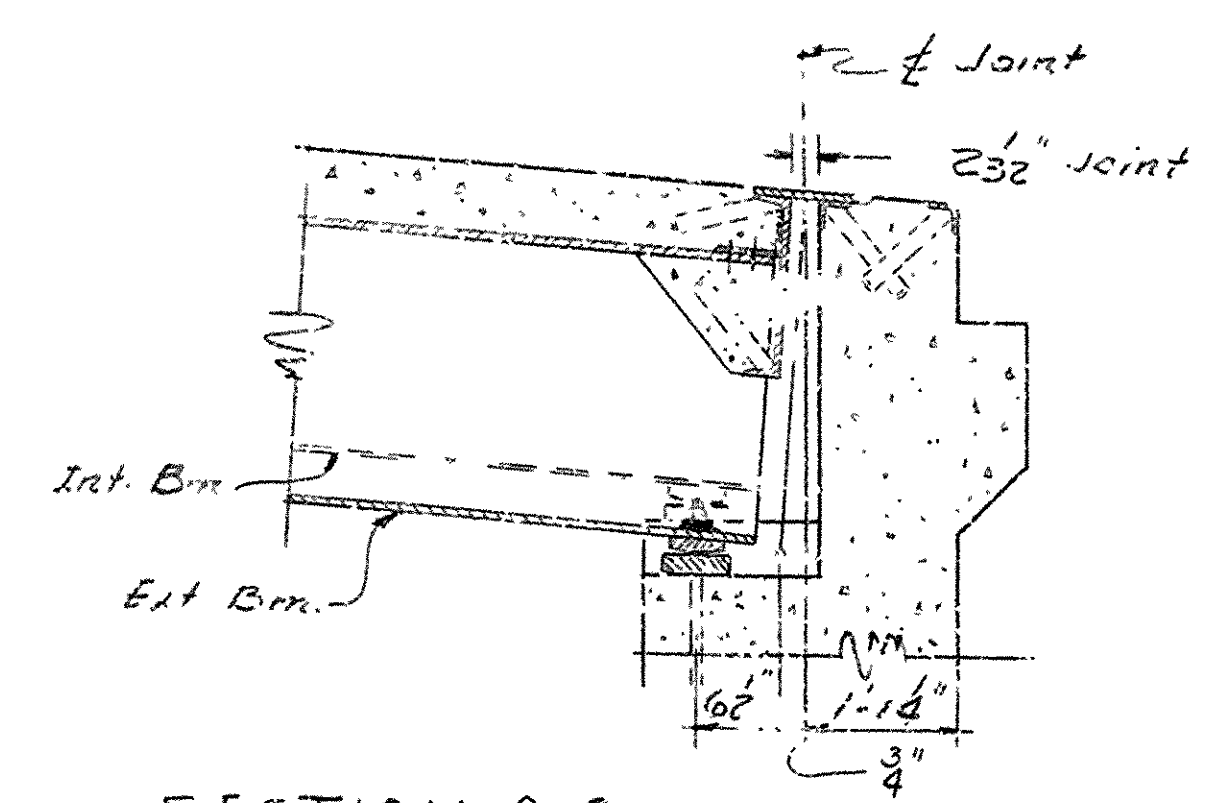
NOTES

for details not shown and General Notes see Digs. 14990 and 12359.
Use Type "A" shoes at Bents 2, 3 and 4.
Increase thickness of sole plates for all fixed shoes at Bent 2 by 1/2 in.
Increase thickness of sole plates for all fixed shoes at Bent 4
by 1/2 in.

CHANNEL DETAILS
(TYPICAL)
Scale: 1" = 1'-0"



PLAN OF BEARINGS
AT BRIDGE ENDS
Scale: $1\frac{1}{2}" = 1'-0"$



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

SPAN	Spaces at "d" & "t"
42'	2 @ 19'-10 1/4"
67'	3 @ 21'-7"

SUPPLEMENTAL DETAILS
FOR
42'± 67' COMPOSITE I BEAM SPANS
26'-0" CLEAR RDWY. 1'-6" ± 1'-7" CURBS
10° 37' 11" SKEW RT. FORWARD

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
17-5-60

DRAWN BY: BM DATE: 12 FEB 63
 TRACED BY: _____ DATE: _____ SCALE: Noted
 CHECKED BY: JEM DATE: 3-22-63
 BRIDGE NO. 3767 DRAWING NO. 12360

34. All concrete to be Class S. All exposed corners to be straight built unless otherwise noted.
35. All rivets to be hot dipped galvanized or better, with high strength bolts.
36. All structural shapes to be riveted or bolted, except where noted otherwise.
37. Structural shapes of equal or greater strength may be made on the basis of shapes shown, but Rivement will be made on the basis of shapes shown or those actually used; whichever is less.
38. All welded connections to be in accordance with the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, current edition.
39. Shop Paint: All structural steel except surfaces in contact with concrete shall be given one coat of red lead and one coat with aluminum flake paint.
40. Field Paint: All structural steel except red lead lined with lamp black. Second coat aluminum flake paint.
41. All metal bearing and roadway expansion devices to be as far as possible of the same make and type as shown on drawings. Bearings shall be finally checked in accordance with Section including drawings of the bridge. This, and all structural steel, shall be considered in place and ready for directly.
42. See General Note 11 for details of the design of the bridge.
43. This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approved, secured before fabrication is begun.
44. All Steel shall be ASTM A-36 unless otherwise noted.

Reinforcing steel to be deformed bars of intermediate or hard grade. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. 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 before fabrication is begun.

All members on concrete riser for railers to be $\frac{1}{2}$ ".

Shop drawings showing details of railing shall be submitted and approved. Secure bridge railing is begun.

The standard for the unit price bid per linear foot for Metal Framing Bridge Railing.

A rail connection utilizing set screws is an acceptable alternative and may be awarded at the Contractor's option.

[illegible]

This Drawing is a modification of Dwg No. 5442
5" thick stiffener on side of
Web tapered from edge of Corner

Wth BEAM
Cops 3m. 11g.
10 3/4 Width

8" thick stiffener on side of web to Fig. edge.

6" Web 12
1/4" x 8m. Fly.
Difference in "e"
Use When Difference in "e" Axis

DE TAILS OF BEAM QUALITY

COMPOSITE I-BEAM SPANS

KANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
BY *EM* DATE *8 MAR '62*

DRAWING NO. 14990
DO NOT USE 10/25/67

