

"A FULLY CONTROLLED ACCESS FACILITY"
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-28-01				6	ARK.			
4-2-01						BIO102	1	104
2 BRINKLEY - GOODWIN (F)								

BRINKLEY - GOODWIN (F)

MONROE AND ST. FRANCIS COUNTIES

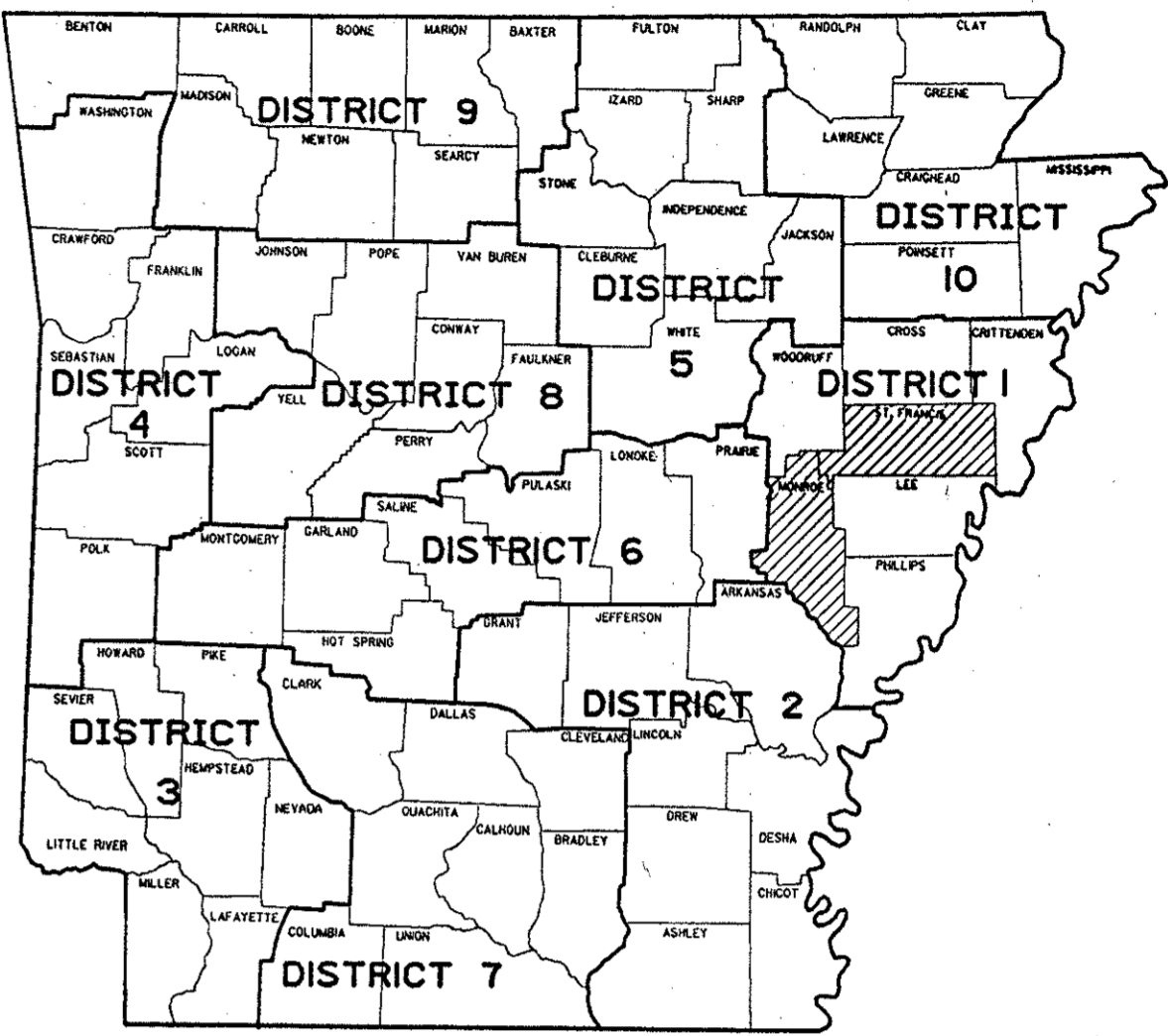
ROUTE 40 SECTIONS 43 & 51

FEDERAL AID PROJ. BIM-B40-0(1)0 &
IMD-40-4(75)216

JOB B10102

SCALE: 1" = 1 MILE

STA. 3420+00.00
END JOB BIO102
(LOG MILE 228.20)
BEGIN JOB BIO100



ARK. HWY. DIST. NO. 1

DESIGN TRAFFIC DATA

DESIGN YEAR _____ 2021
2001 ADT _____ 31300
2021 ADT _____ 53300
2021 DHV _____ 5863
DIRECTIONAL DISTRIBUTION _____ 0.60
TRUCKS _____ 50%
DESIGN SPEED _____ 70 MPH

RECOMMENDED FOR APPROVAL

BRIDGE DESIGN ENGINEER

ROADWAY DESIGN ENGINEER

DISTRICT ENGINEER

APPROVED

CHIEF ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
RECOMMENDED FOR APPROVAL

DATE

APPROVED

DIVISION ENGINEER

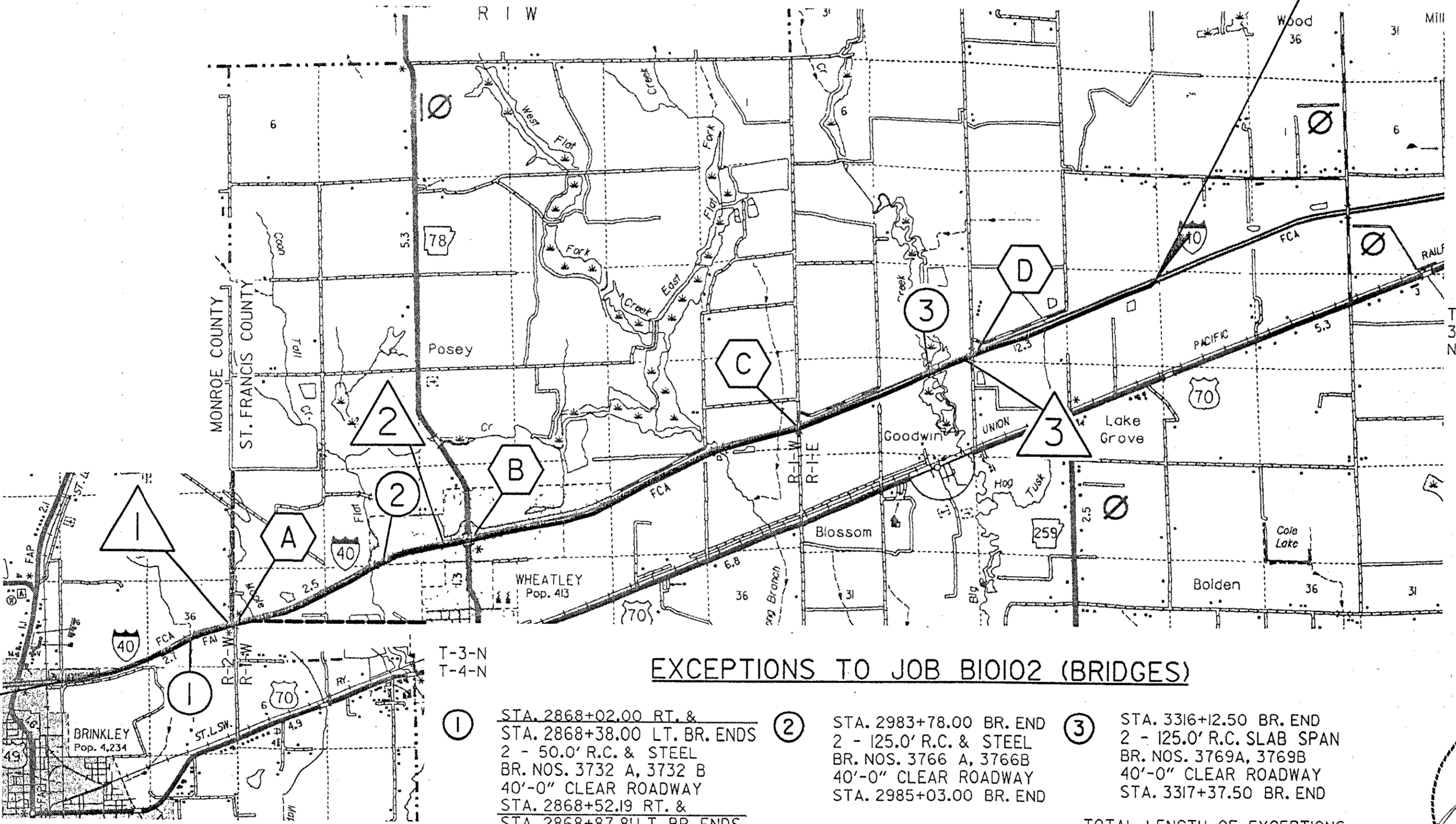
DATE

ST. FRANCIS COUNTY

PROJECT LOCATION

MONROE COUNTY

STA. 2802+00.00
BEGIN JOB BIO102
(LOG MILE 216.58)



EXCEPTIONS TO JOB BIO102 (BRIDGES)

- 1 STA. 2868+02.00 RT. & STA. 2868+38.00 LT. BR. ENDS 2 - 50.0' R.C. & STEEL BR. NOS. 3732 A, 3732 B 40'-0" CLEAR ROADWAY STA. 2868+52.19 RT. & STA. 2868+87.81 LT. BR. ENDS
- 2 STA. 2983+78.00 BR. END 2 - 125.0' R.C. & STEEL BR. NOS. 3766 A, 3766B 40'-0" CLEAR ROADWAY STA. 2985+03.00 BR. END
- 3 STA. 3316+12.50 BR. END 2 - 125.0' R.C. SLAB SPAN BR. NOS. 3769A, 3769B 40'-0" CLEAR ROADWAY STA. 3317+37.50 BR. END

TOTAL LENGTH OF EXCEPTIONS =
300.00' MEASURED ALONG Q MEDIAN

Q MEDIAN
STATION EQUATIONS

- 1 2896+79.10 BK.= 2899+85.00 AHD.
- 2 3019+15.10 BK.= 3019+07.50 AHD.
- 3 3339+36.80 BK.= 3340+36.80 AHD.

LENGTH IS COMPUTED ALONG Q MEDIAN & IS SHOWN FOR INFORMATION ONLY.

GROSS LENGTH OF PROJECT	61401.70	FEET OR	11.629 MILES
NET " " ROADWAY	6101.70	" "	11.572 "
NET " " BRIDGES	0.00	" "	0.000 "
NET " " PROJECT	6101.70	" "	11.572 "

BRIDGE DATA

- A STA. 2900+21.3 BR. NO. 3765 220.4' R.C. & STEEL OVERPASS 20' CLEAR ROADWAY TO BE MODIFIED
- B STA. 3039+65.3 BR. NO. 3767 220.4' R.C. & STEEL OVERPASS 20' CLEAR ROADWAY TO BE MODIFIED
- C STA. 3234+86.2 BR. NO. 3768 224.4' R.C. & STEEL OVERPASS 24' CLEAR ROADWAY TO BE MODIFIED
- D STA. 3339+36.8 BK = STA. 3340+38.8 AH BR. NO. 3770 228.42' R.C. & STEEL OVERPASS 24' CLEAR ROADWAY TO BE MODIFIED

DISTRIBUTION BY COUNTY
MONROE CO. = 15.5%
ST. FRANCIS CO. = 84.5%

MID POINT OF PROJECT
LATITUDE 34° 55' 48" N
LONGITUDE 91° 05' 43" W



P.E. JOB 001726
NON-PARTICIPATING

PLANS PREPARED BY

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

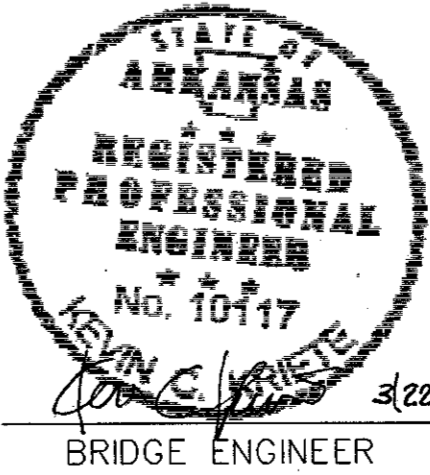
5200 OAKLAND AVENUE • ST. LOUIS, MISSOURI 63110
141 MARKET PLACE SUITE 208 • FAIRVIEW HEIGHTS, ILLINOIS 62208
www.hornershifrin.com

Plot Date: 03/22/01
Plot Time: 10:55:04 AM
Plotted By: bridge
Pen Table: \$PEN\$
Filename: t:\00069\B10102\FinalBridge\0006920_001BRDG_SCHEDULE.Dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-28-01				6	ARK.			
						JOB NO. 3765, 3767, 3768, 3770	B10102 41	104
						QUANTITIES	42298	

SCHEDULE OF BRIDGE QUANTITIES FOR JOB NO. B10102

BRIDGE NUMBER	CODE NUMBER	BRIDGE	ITEM NUMBER	SP, SS & 807	SP, SS & 821	SP JOB B10102
			ITEM	STRUCTURAL STEEL FOR MODIFICATION OF EXISTING BRIDGE STRUCTURE (M270 GR50W)	MODIFICATION OF EXISTING BRIDGE STRUCTURE- BR. NO.	RAISING EXISTING STRUCTURE- BR. NO.
			UNIT	LB.	LUMP SUM	LUMP SUM
03765	X771	BRIDGE NO. 3765		4570	1	1
03767	X771	BRIDGE NO. 3767		5710	1	1
03768	X771	BRIDGE NO. 3768		5710	1	1
03770	X771	BRIDGE NO. 3770		5710	1	1
		TOTALS FOR JOB NO. B10102		21700		



SCHEDULE OF BRIDGE QUANTITIES
BRINKLEY-GOODWIN (F)
MONROE AND ST. FRANCIS COUNTIES

ROUTE 40 SEC. 43 & 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BMM
CHECKED BY: KCK
DESIGNED BY: GGG

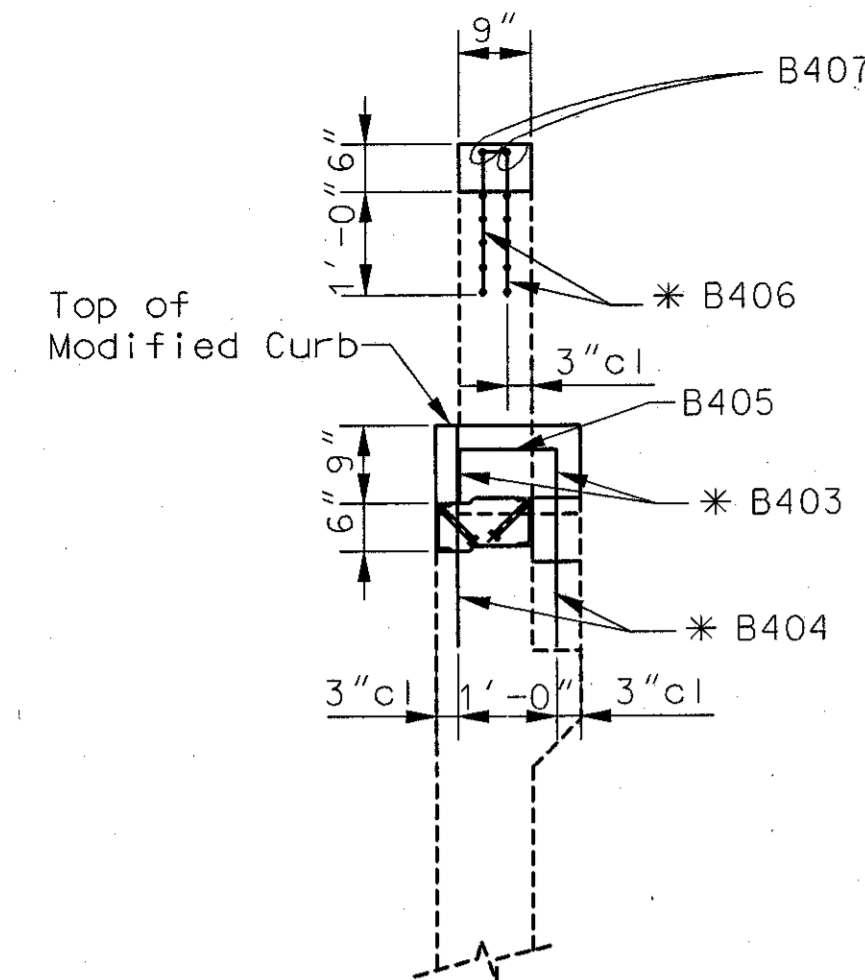
DATE 03-02-01
DATE 03-02-01
DATE 03-02-01

SCALE: AS SHOWN

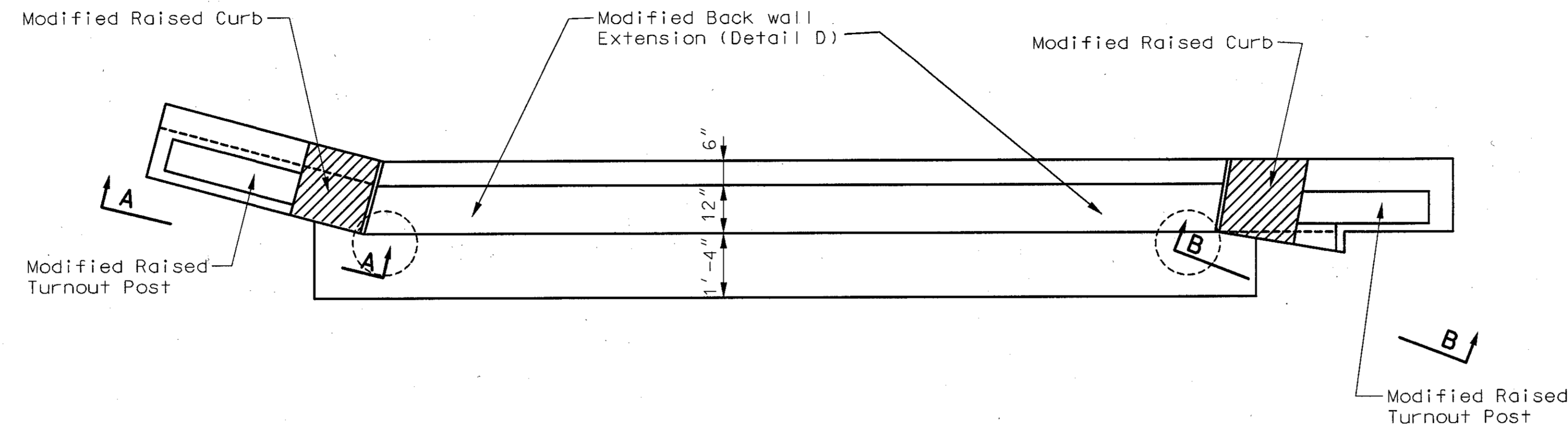
BRIDGE NO. 3765, 3767,
3768, 3770

DRAWING NO. 42298

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-28-01				6	ARK.			
4-6-2001						JOB NO.	B10102	60
							3767	REMODELING DETAILS
								42299



SECTION C - C
N.T.S.

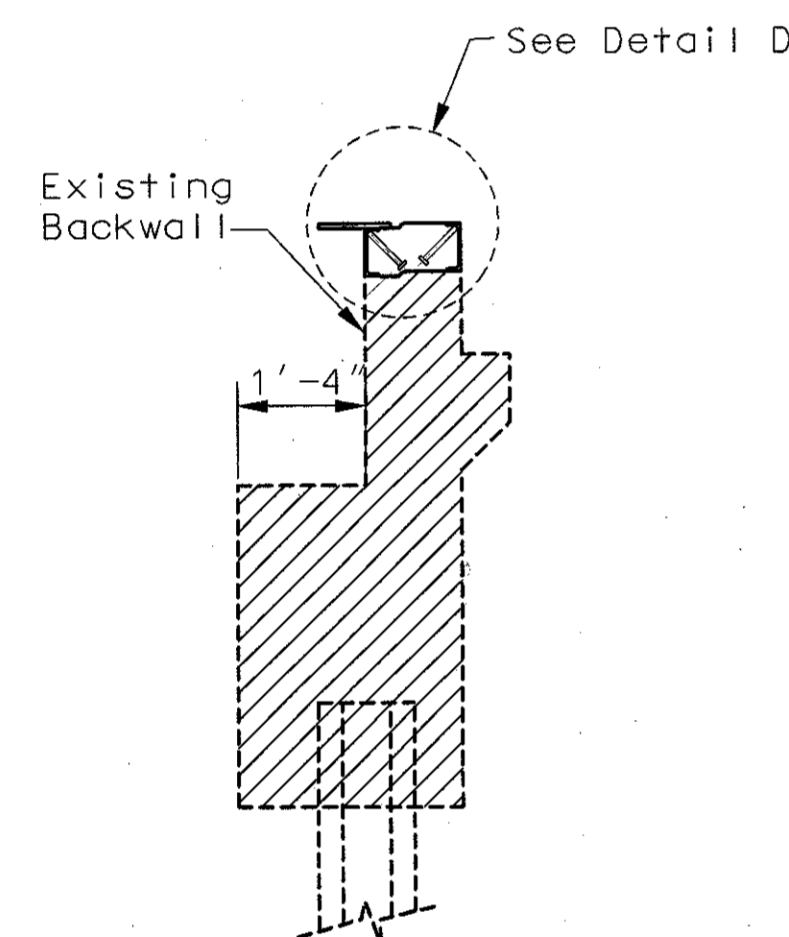


PARTIAL- PLAN OF END BENT
N.T.S.

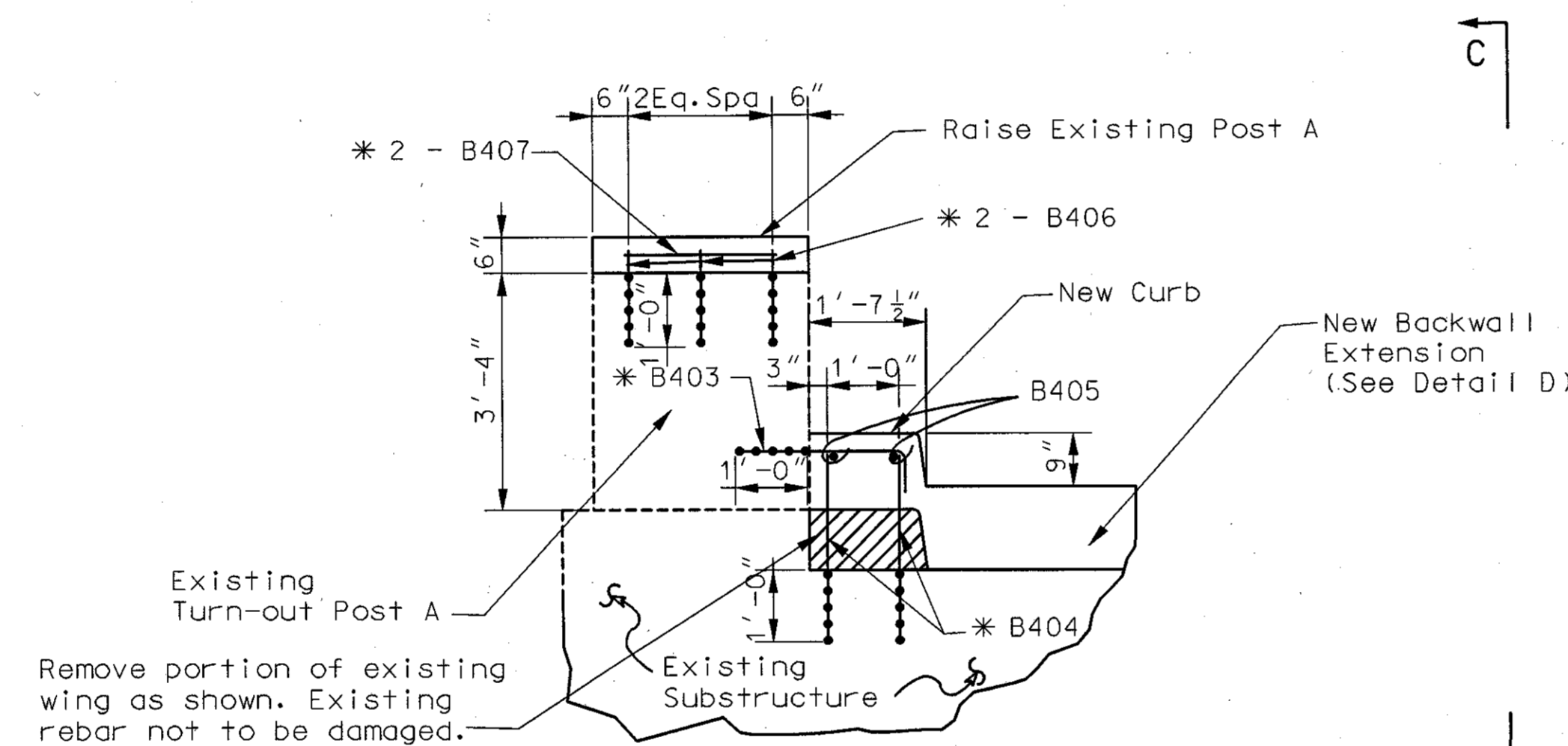
BAR LIST (ONE END BENT)

MARK	NO. REQ'D.	LENGTH	Pin. Dia.	BENDING DIAGRAMS
B401	28	1'-6"	STR.	
B402	2	26'-2"	STR.	
B403	4	3'-1 1/2"	3"	B403
B404	8	2'-3"	STR.	B406
B405	4	1'-2"	STR.	
B406	12	1'-8"	3"	
B407	4	2'-8"	STR.	

Dimensions are out to out of bars.

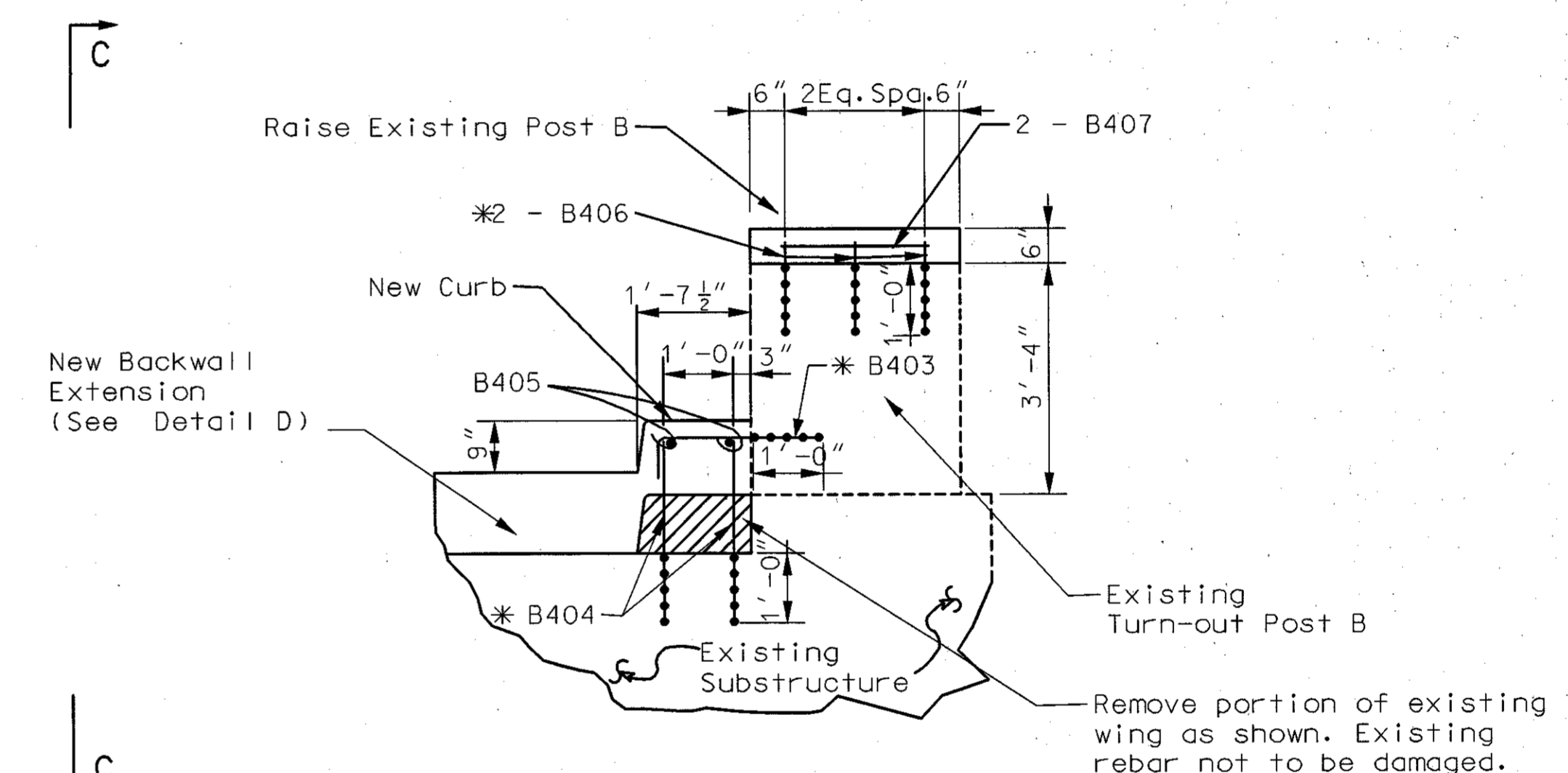


TYP. EXISTING
END BENT SECTION
N.T.S.



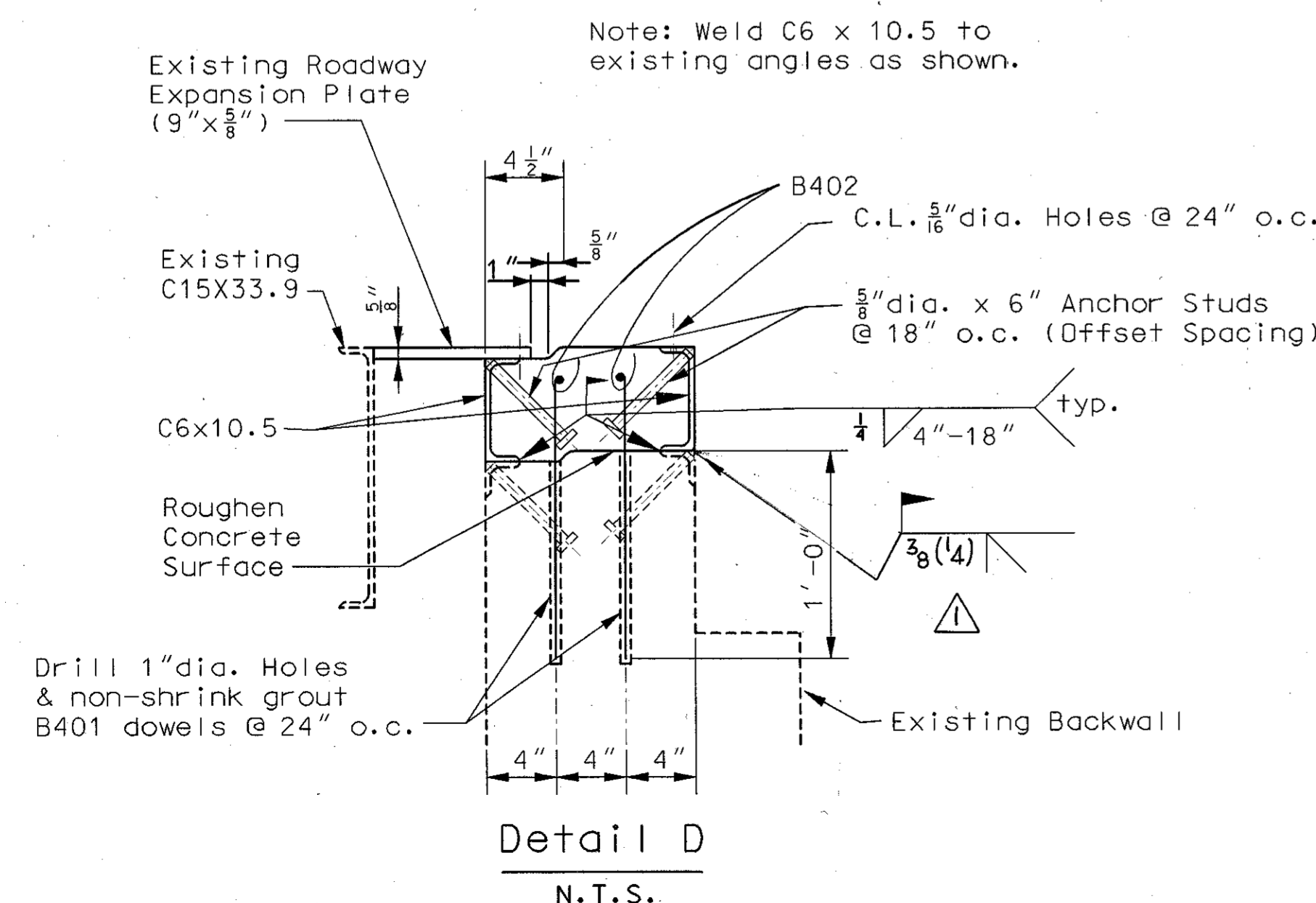
* Note: No. 4 bars shall be drilled & grouted 12" into existing concrete using 1" dia. holes and QPL approved non-shrink grout. Drilling and grouting of No. 4 dowels to be considered subsidiary to the item "Modification of Existing Bridge Structure".

VIEW A - A
N.T.S.



* Note: No. 4 bars shall be drilled & grouted 12" into existing concrete using 1" dia. holes and QPL approved non-shrink grout. Drilling and grouting of No. 4 dowels to be considered subsidiary to the item "Modification of Existing Bridge Structure".

VIEW B - B
N.T.S.



Detail D
N.T.S.

Revised Weld CPB 4-6-2001

Note:
For General Notes and anchor details, see Dwg. No. 42300
Structural steel pedestals shall be seated in accordance with subsection 807.66 of the Standard Construction Specifications.

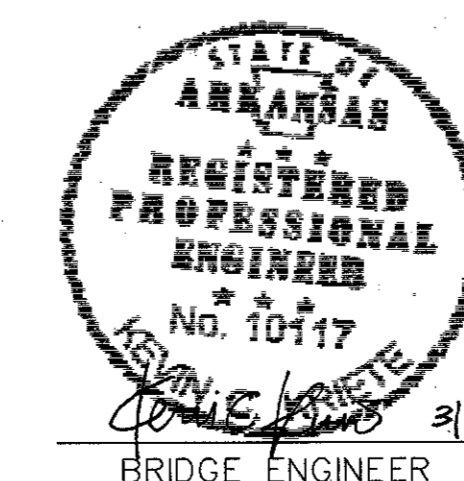
REMODELING DETAILS FOR BRIDGE NO. 3767

ROUTE 40 SEC. 43 & 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

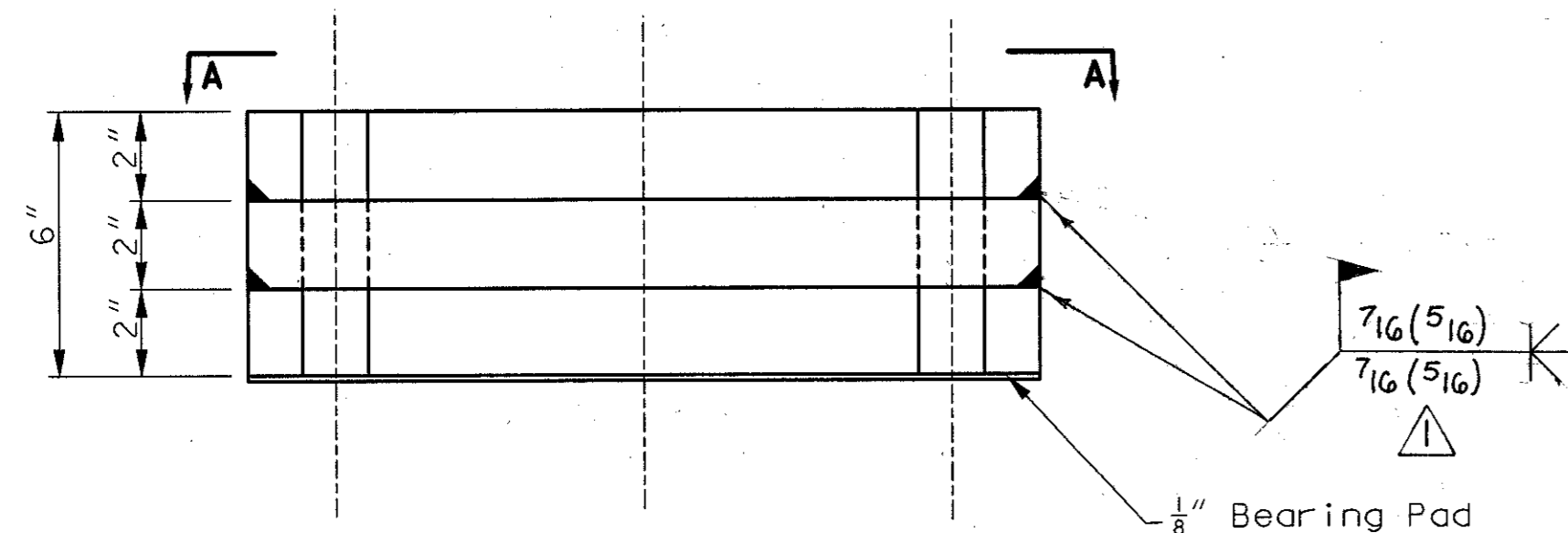
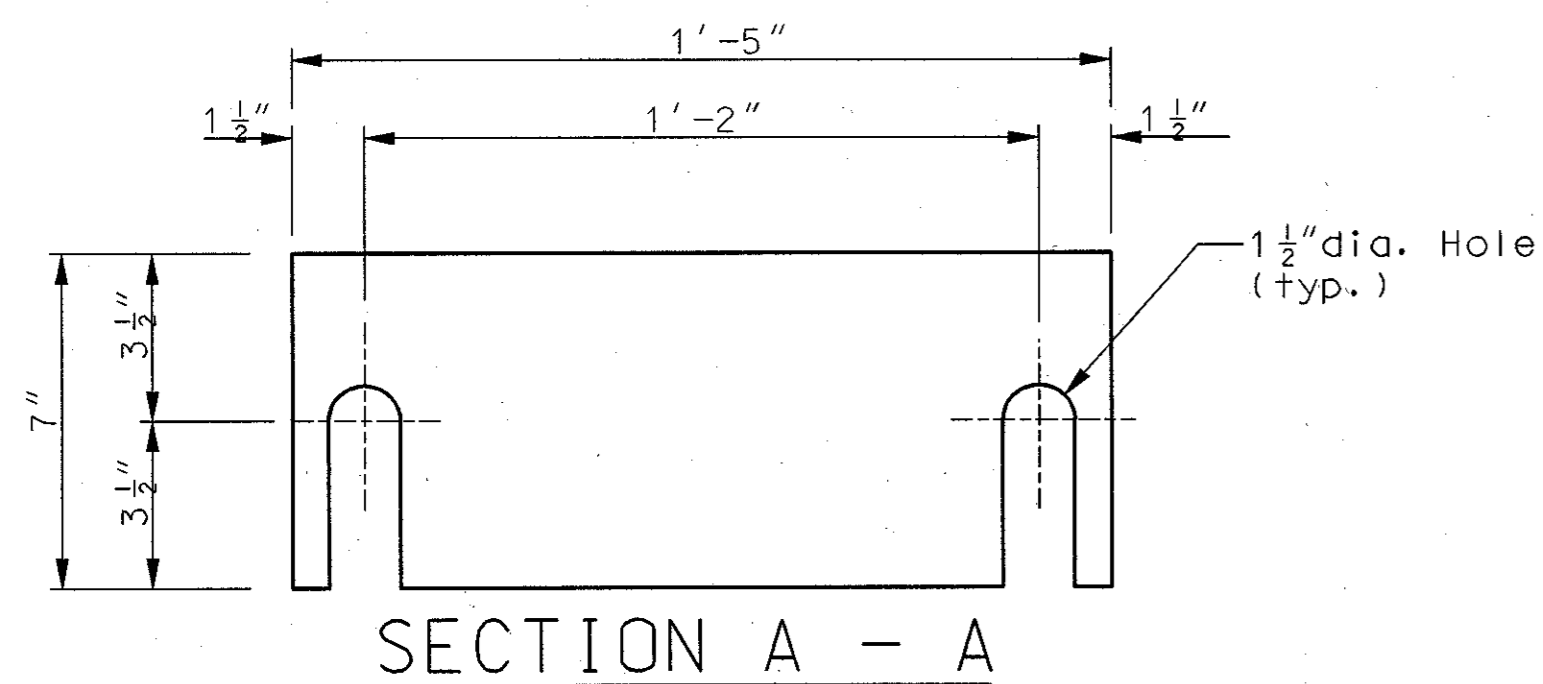
DRAWN BY: BMM
CHECKED BY: KCK
DESIGNED BY: GGG
DATE: 03-02-01
DATE: 03-02-01
DATE: 03-02-01

BRIDGE NO. 3767

DRAWING NO. 42299A

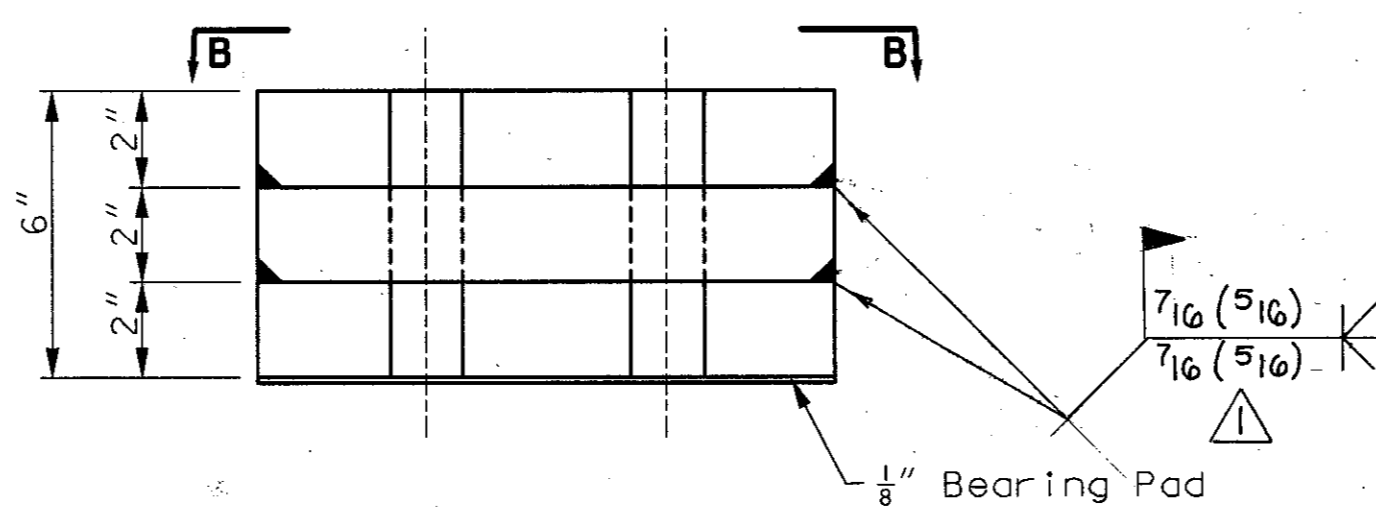
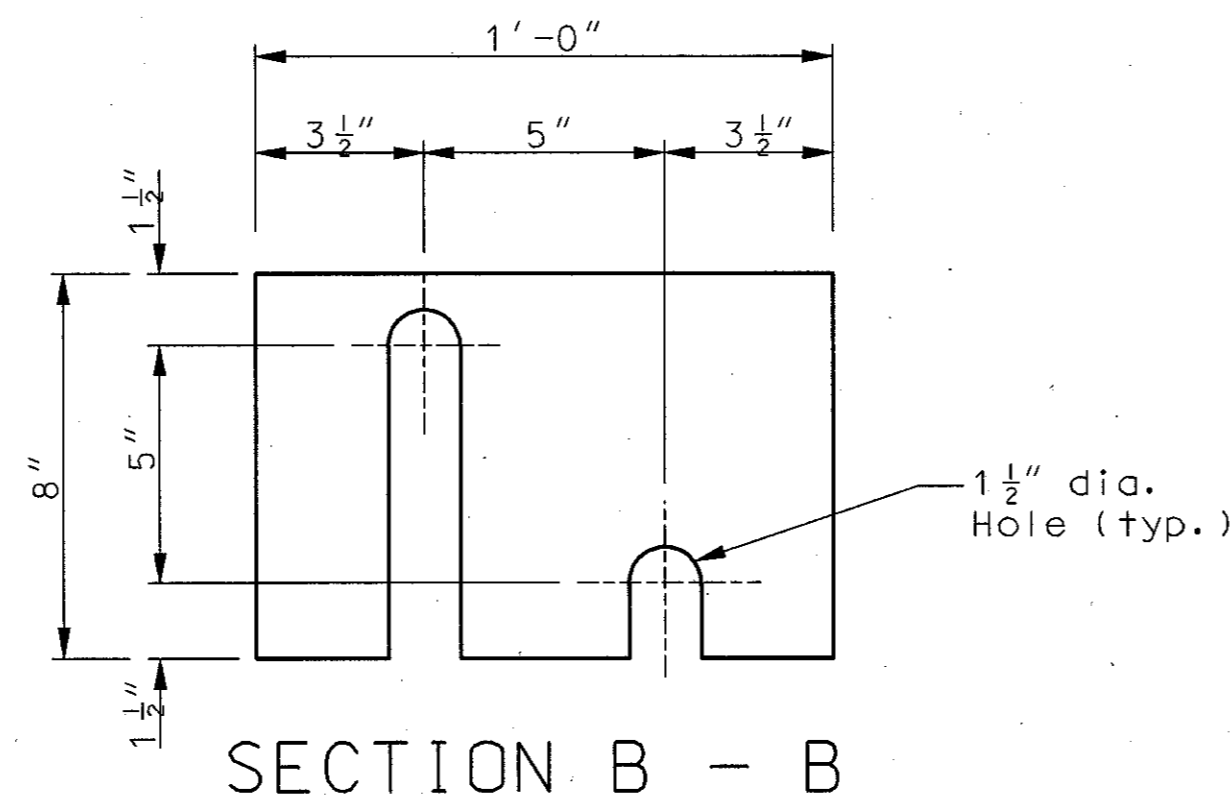


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-28-01				6	ARK.			
4-6-2001						JOB NO.	B10102	61
							REMODELING DETAILS	42300



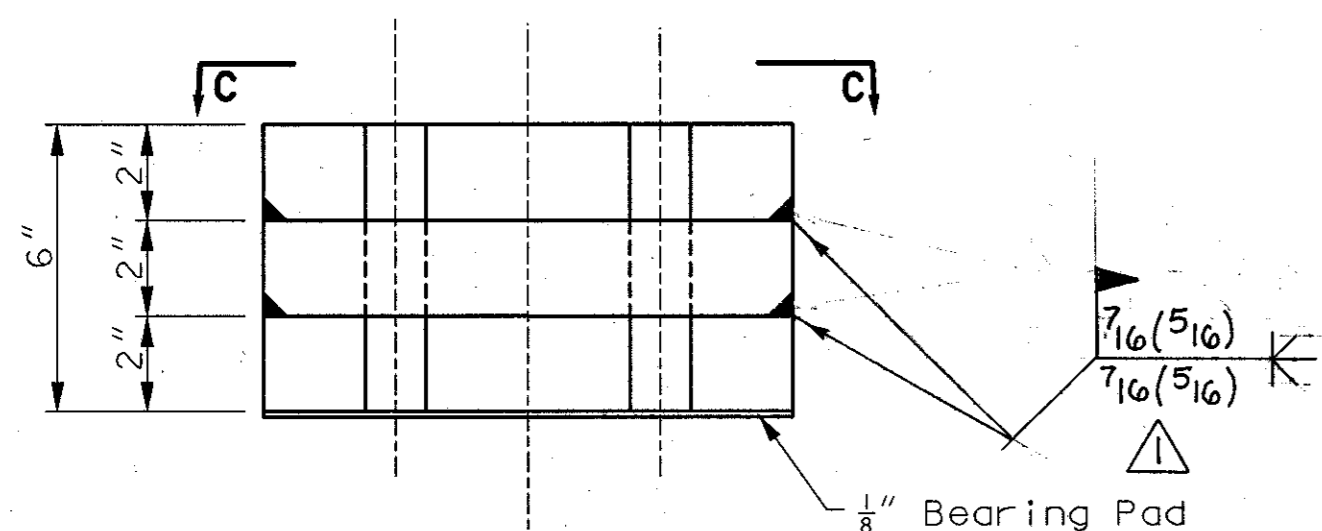
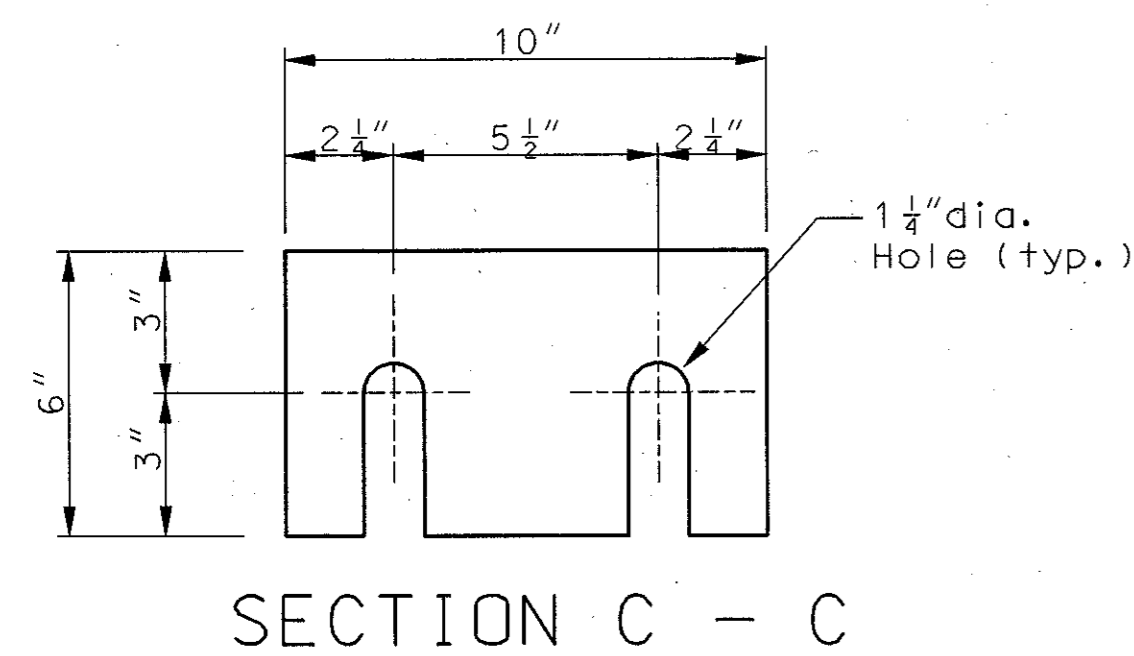
ELEVATION OF BUILD-UP FOR
EXP. SHOES AT BENT 3

- (8) Per Bridge #3765
- (10) Per Bridge #3767
- (10) Per Bridge #3768
- (10) Per Bridge #3770



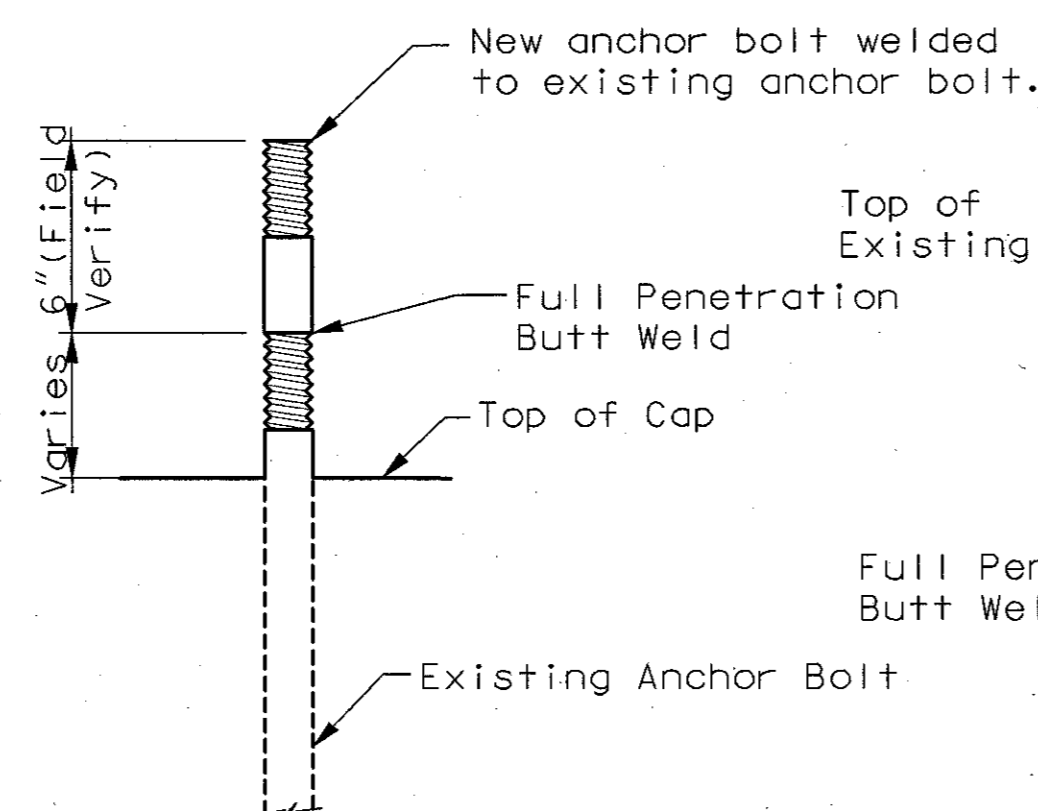
ELEVATION OF BUILD-UP FOR
FIXED SHOES AT BENTS 2 AND 4

- (8) Per Bridge #3765
- (10) Per Bridge #3767
- (10) Per Bridge #3768
- (10) Per Bridge #3770



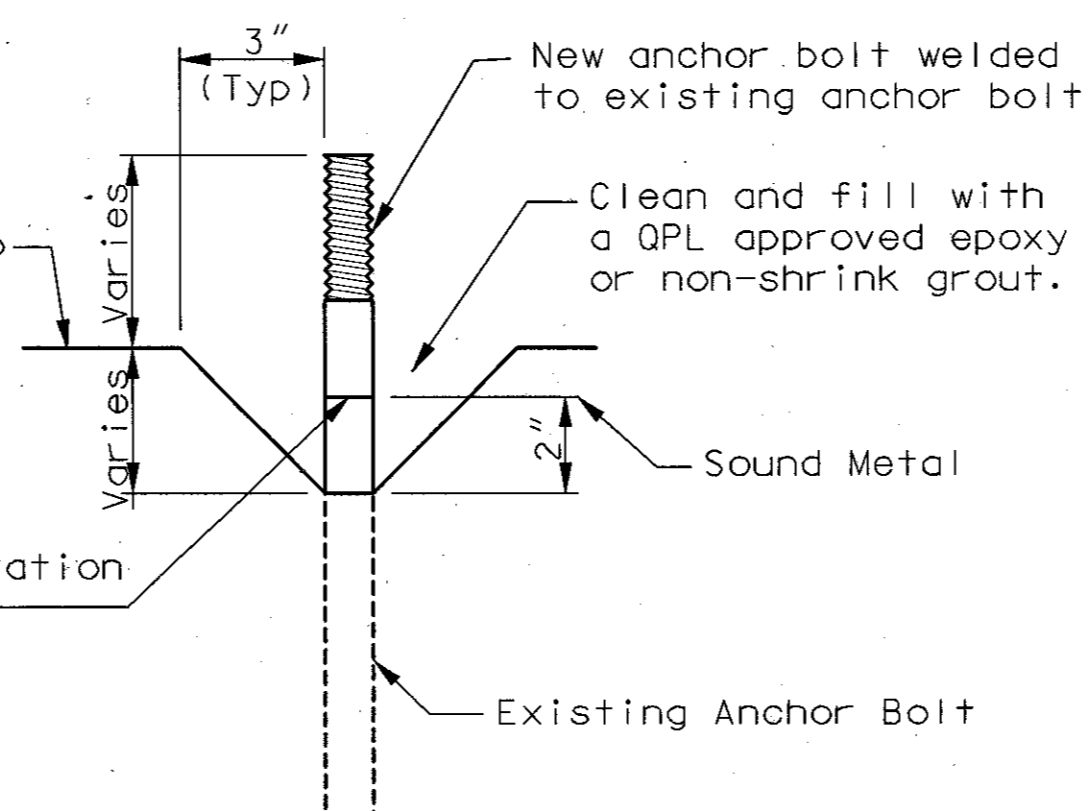
ELEVATION OF BUILD-UP FOR
FIXED SHOES AT BENTS 1 AND 5
& EXP. SHOES AT BENTS 2 AND 4

- (16) Per Bridge #3765
- (20) Per Bridge #3767
- (20) Per Bridge #3768
- (20) Per Bridge #3770



Note: For additional information,
see S.P. Job B10102 "Modification
of Existing Bridge Structure".

ANCHOR BOLT DETAIL



Note: For additional information,
see S.P. Job B10102 "Modification
of Existing Bridge Structure".

ALTERNATE ANCHOR BOLT DETAIL

GENERAL NOTES:

Governing specifications are the Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (1996 Edition), with applicable supplemental specifications and special provisions.

All steel shall be AASHTO designation M270, Gr. 50W unless otherwise noted and shall be paid for at the unit price per pound bid for "Structural Steel for Modification of Existing Bridge Structure (M270 GR50W)". M270, Gr. 50W steel shall not be painted. All exposed surfaces to be cleaned in accordance with subsection 807.84(e) of the Standard Specifications.

All welding to be performed by a certified welder approved by the Engineer.
All welding shall conform to the current AASHTO/AWS D1.5 Welding Code.

~~New backwall channels shall be beveled 3/8" at base of the web to facilitate a bevel weld between the channel and the existing embedded wall angle.~~

Structural steel pedestals shall be seated in accordance with subsection 807.66 of the Standard Construction Specifications.

Contractor shall provide new high strength bolts, washers, and nuts to connect existing shoes to new build ups.

Anchor bolt extension shall be M270, Gr. 36 and galvanized. Repair damaged galvanized surfaces in accordance with Subsection 807.88.

Bearing pads shall conform to the requirements of subsection 807.15(b)

Cost of 1/8" bearing pads will not be paid for separately. But will be considered subsidiary to "Modification of Existing Bridge Structure."

The Contractor shall field verify anchor bolt locations and plate dimensions prior to fabrication.

All concrete shall have a minimum 28 day compressive strength $f'_c = 3500$ psi. Concrete shall be poured in the dry and all exposed corners to be chamfered 3/4" unless otherwise noted. The concrete in the backwall should be a rapid set mix design to facilitate traffic handling. See SP JOB B10102 "FAST SETTING CEMENT".

Concrete in the backwall shall obtain a minimum compressive strength of 1200 psi before traffic is allowed on it.

All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (yield strength = 60,000 psi).

Loads to determine jack capacities can be found on the following sheets:

Bridge (3765) - 42303, 42304, 42305, 42306, 42307, 42308
Bridge (3767) - 42306, 42309, 42310, 42311, 42312, 42313
Bridge (3768) - 42306, 42314, 42315, 42316, 42317, 42318
Bridge (3770) - 42306, 42317, 42318, 42319, 42320, 42321

Sheets from the existing bridge plans have been included for information purposes only. All information required to complete the work shall be field verified by the Contractor.

Revised Weld, Removed Note CPB 4-6-2001

REMODELING DETAILS
FOR BRIDGES NO.
3765, 3767, 3768, 3770

ROUTE 40 SEC. 43 & 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

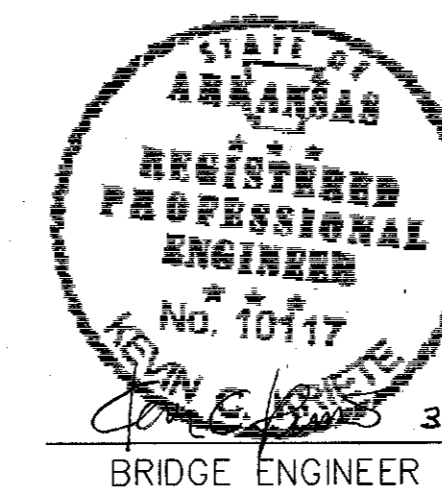
DRAWN BY: BMM
CHECKED BY: KCK
DESIGNED BY: GGG

DATE: 03-02-01
DATE: 03-02-01
DATE: 03-02-01

SCALE: AS SHOWN

BRIDGE NO. 3765, 3767,
3768, 3770

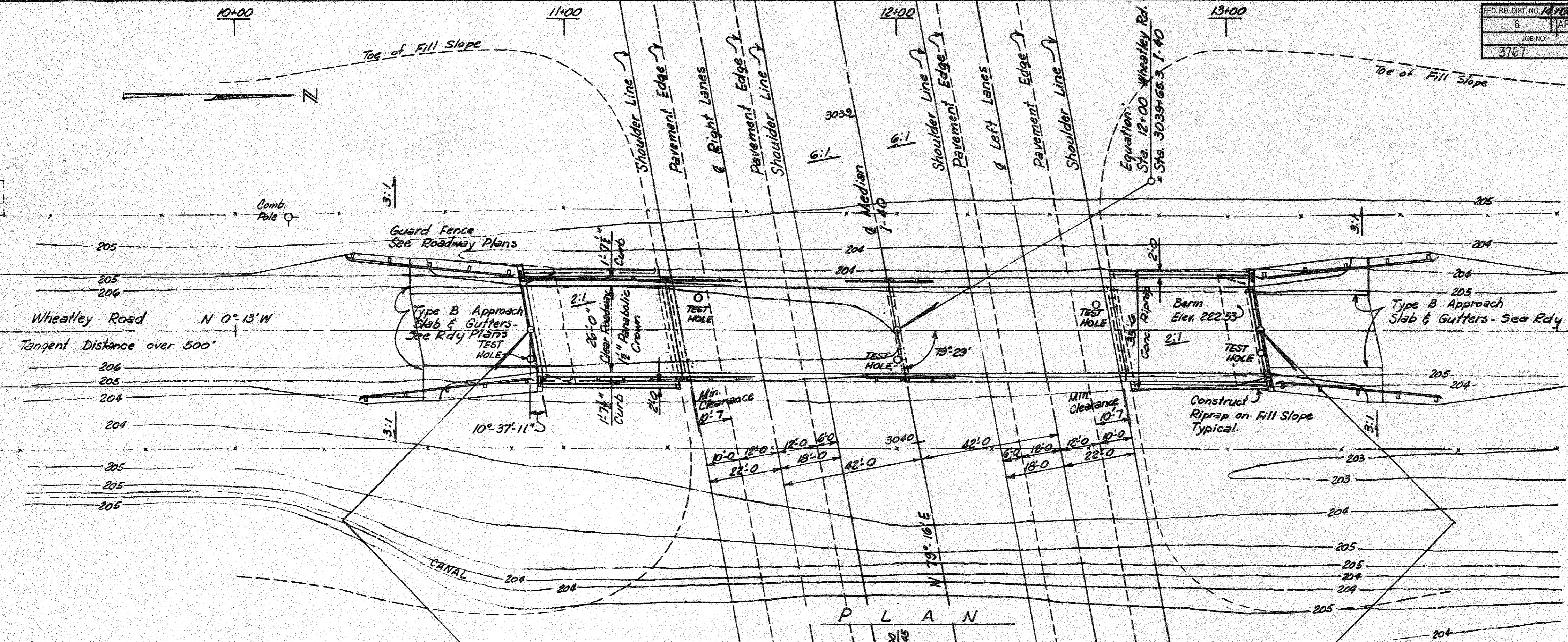
DRAWING NO. 42300



FED. RD. DIST. NO.	6	FED. AID PROJ. NO.	810102	SHEET NO.	70	TOTAL SHEETS	104
JOB NO.	3767	LAYOUT					42309

ROAD STATE	6	FED. AID PROJECT YEAR	1963	SHEET	126	TOTAL SHEETS	196
PROJECT	ARK.						

Right of Way Data
See Roadway Plans



GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

Piling in bents shall be 16" Octagonal Precast Piling or Concrete Filled Metal Shells driven with an approved air, steam, or diesel hammer to a minimum capacity of 36 tons per pile and a minimum penetration of 15 feet, below original ground line. Lengths of piling are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 35' test pile in Bent 2 and one 35' test pile in Bent 4.

Piling in End Bents 1 and 5 to be driven after embankment is in place.

In general all construction joints in bents shall be horizontal and shall be provided with keys not less than 1 1/2" high covering the middle third of both dimensions.

Provide drains at both sides of roadway approximately 12' from bridge ends.

For Details of End Bents see Drawing No. 12357.

For Details of Bent Nos. 2, 3, & 4 see Drawing No. 12358.

For Details of Composite I-Beam Spans see Drawing Nos. 14990A, 12359 and 12360.

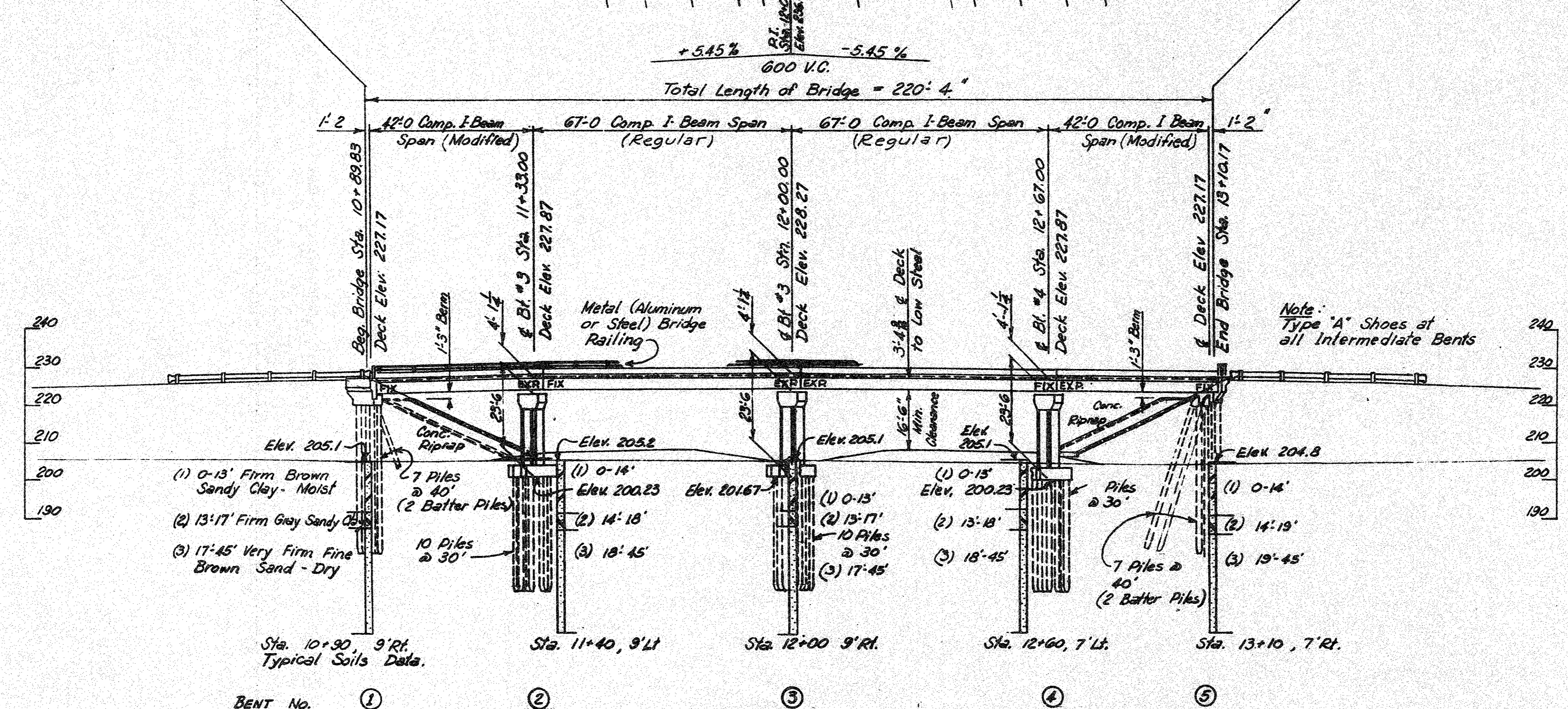
For Details of Bearing Piling see Drawings No. 2382 and 2381A.

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

DESIGN SPECIFICATIONS: AASHTO 1961

Design Live Load:	H20
Unit Stresses:	
Class S Concrete (n=10)	1,200 psi
Class A Concrete (n=15)	840 psi
Reinforcing Steel	20,000 psi
Structural Steel (A-36)	20,000 psi

NOTE: Thicken sole plates 1/8" at Bents 2 and 4 on 67'-0" spans. Build-up interior beams 8-5/16" at Bents 2 and 4 on 42'-0" spans.



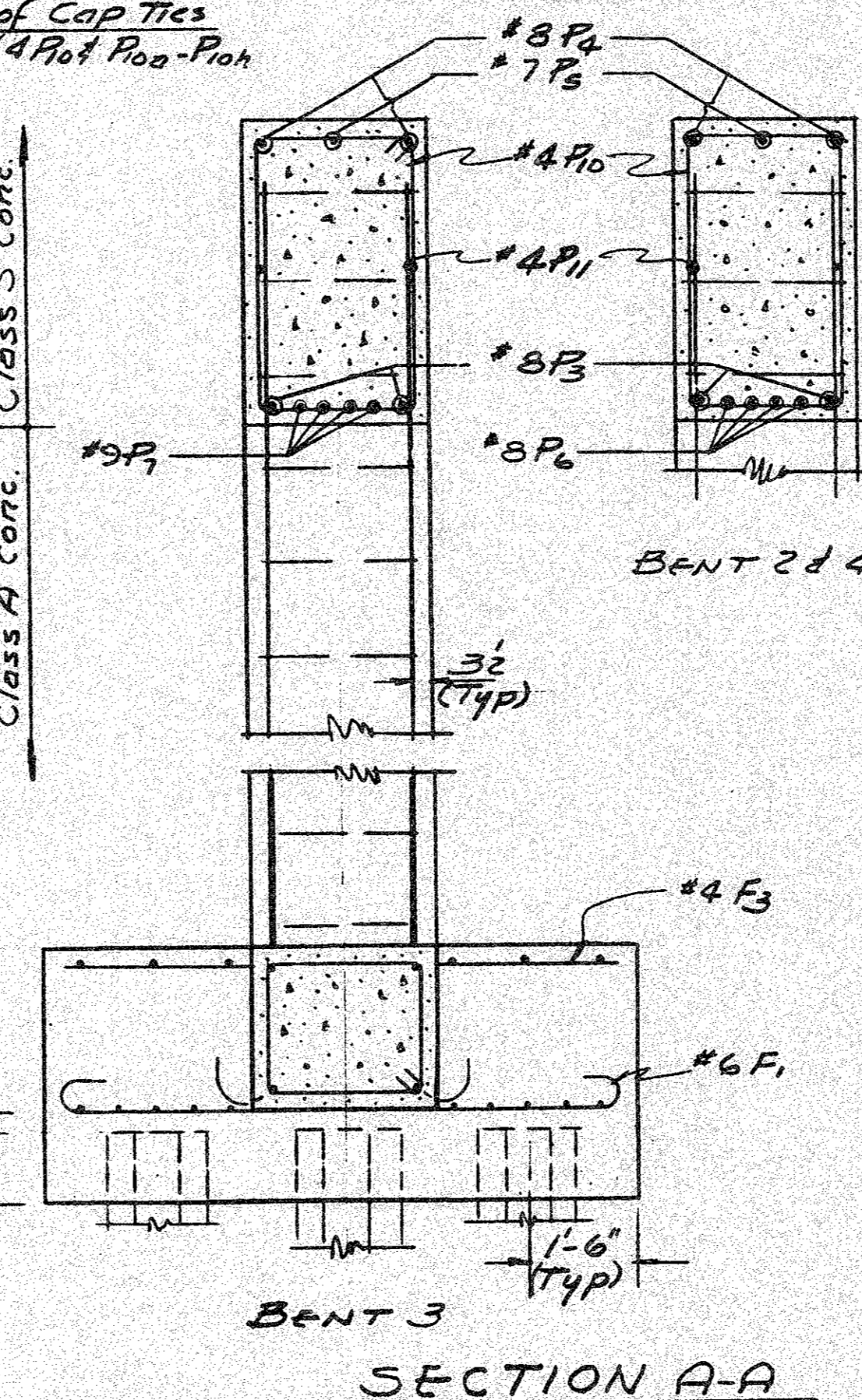
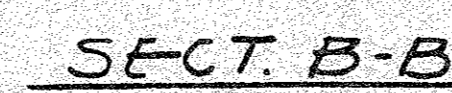
FOR INFORMATION ONLY

LAYOUT OF
WHEATLEY INTERCHANGE
MONROE CO. LINE - GOODWIN
ST. FRANCIS COUNTY
INT. ROUTE 40 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: *PHS* DATE: 1-23-63
CHECKED BY: *JEM* DATE: 3-28-63
BRIDGE NO. 3767
DRAWING NO. 12356

L.P. Carlson
BRIDGE ENGINEER

B.M. Nail in Power Pole 80' Lt.
Sta. 3039+55 - Elev. 207.04



~ 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 approval secured before fabrication of reinforcing steel is begun.

For additional notes and details see Drawing 12356 and 12360.

<u>TABLE OF VARIABLES</u>					
BENT NO.	ELEV. PT. "E."	C	D	F	G
2	223.76	1 $\frac{3}{16}$ "	9 $\frac{1}{16}$ "	3 $\frac{1}{16}$ "	13 $\frac{1}{16}$ "
3	224.17	1"	3 $\frac{3}{8}$ "	3 $\frac{3}{8}$ "	1"
4	223.76	13 $\frac{1}{16}$ "	3 $\frac{1}{16}$ "	9 $\frac{1}{16}$ "	13 $\frac{1}{16}$ "

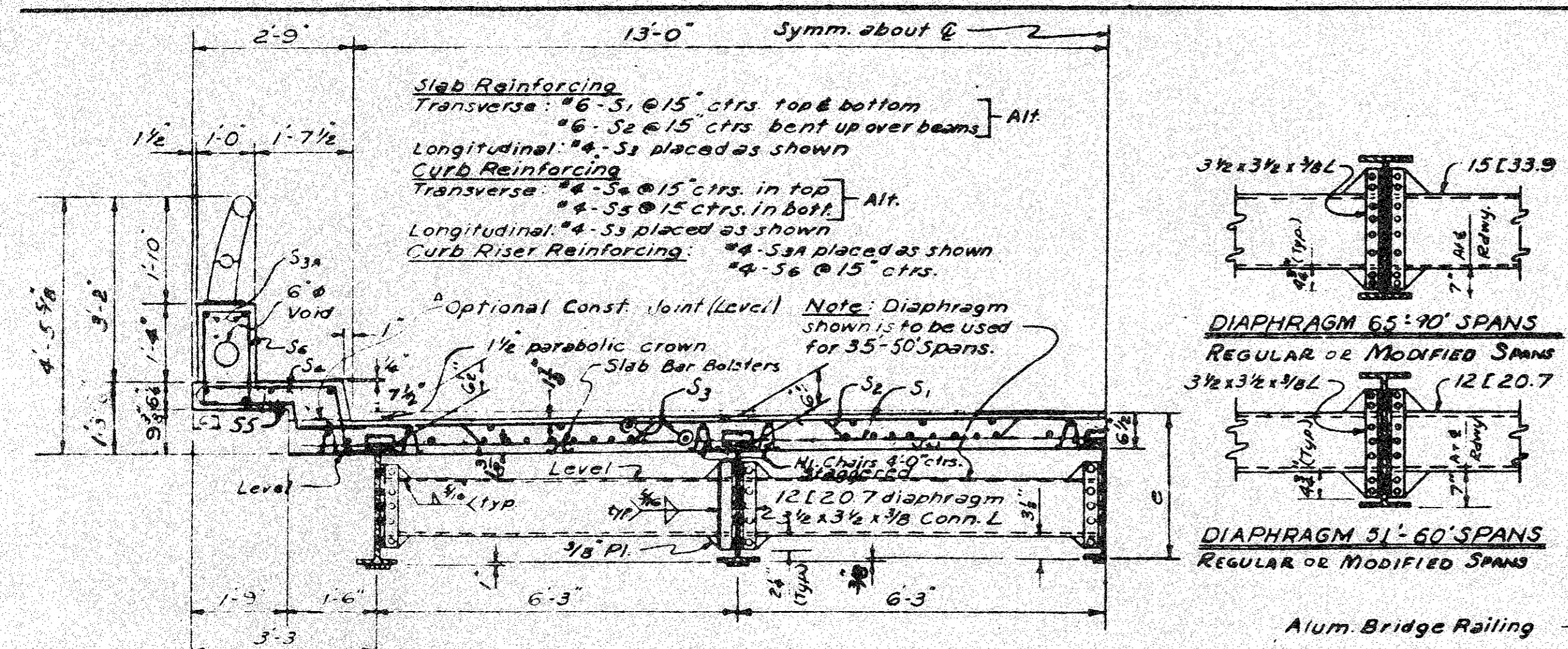
FOR INFORMATION ONLY

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

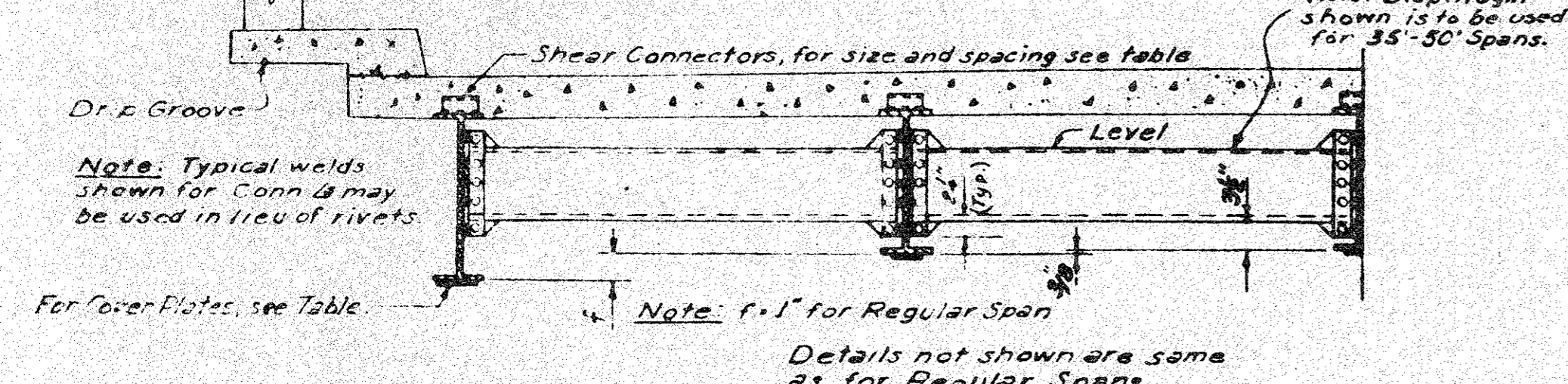
LITTLE ROCK, ARK.

DRAWN BY: BM DATE: 28 MAR 63 SCALE: 1" = 10'
TRACED BY: _____ DATE: _____
CHECKED BY: JEM DATE: 4-9-63 42311
BRIDGE NO. 3767 DRAWING NO. 1235

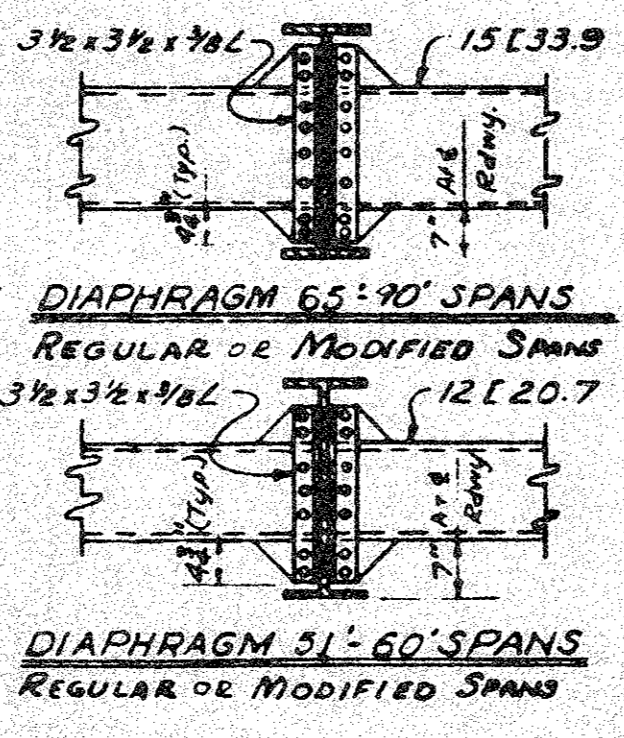
L. P. Carlson
BRIDGE ENGINEER



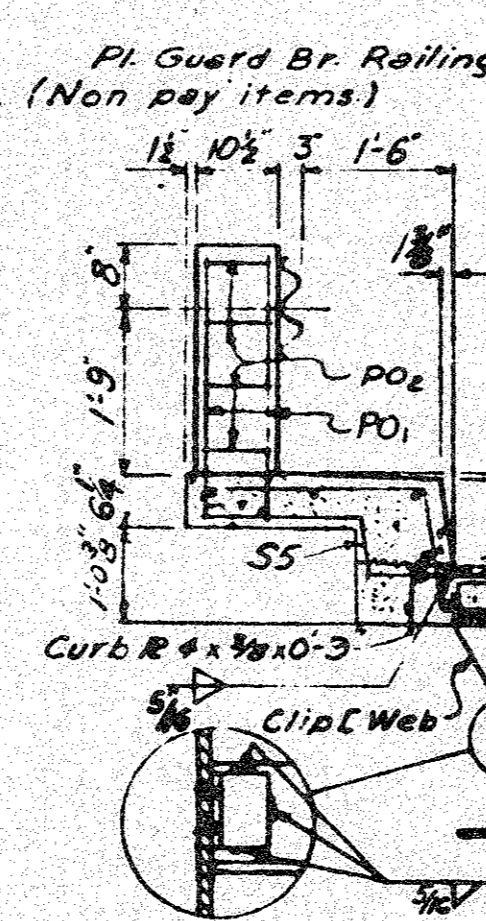
HALF-SECTION A-A OF REGULAR SPAN
(Regular spans have all beams of equal depth).



HALF-SECTION A-A MODIFIED SPANS
Interior beams are same as Regular Spans.

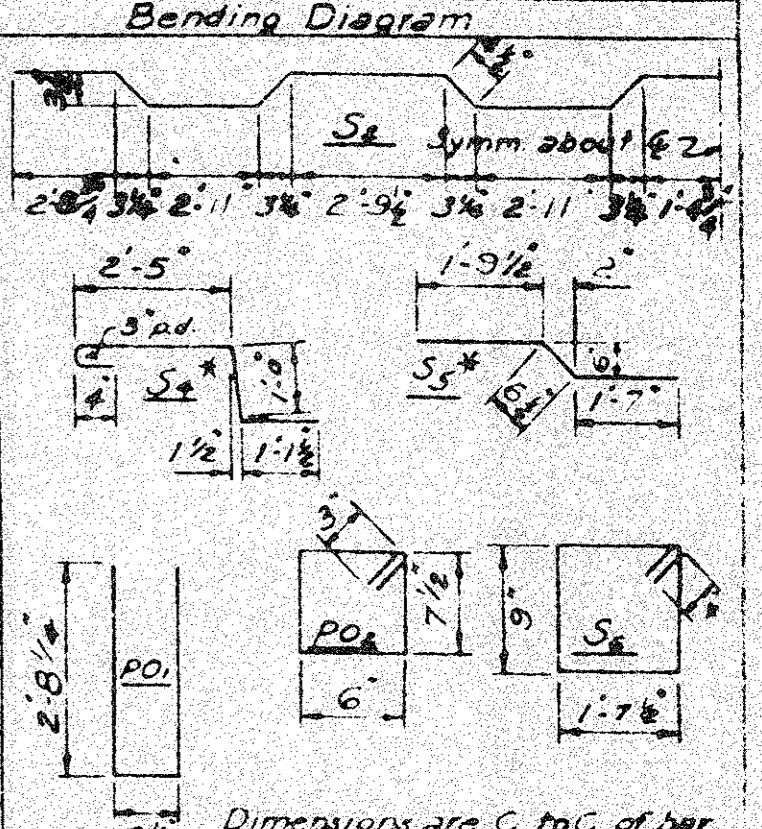


Alum. Bridge Railing



Optional Welds

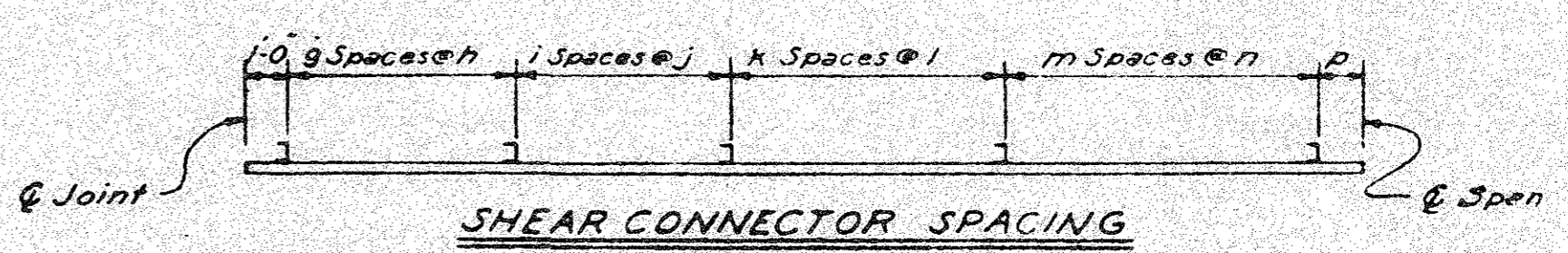
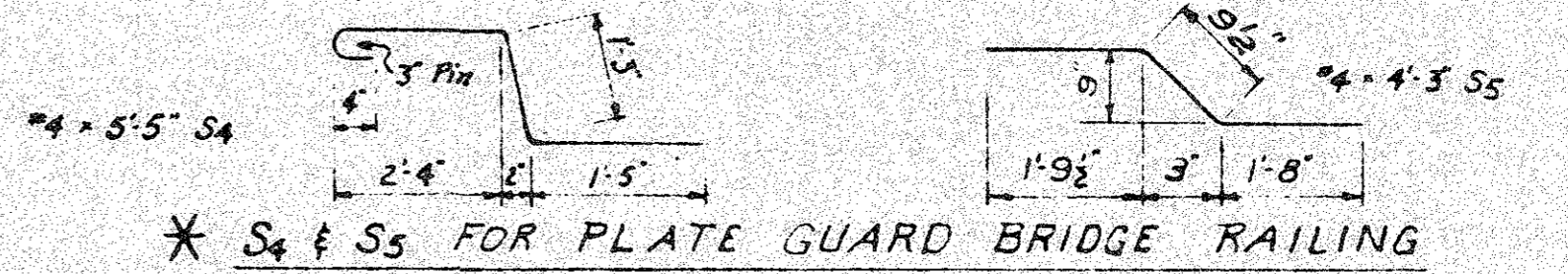
				<u>BAR LIST-ONE SPAN</u>																																							
MARK	SIZE	LENGTH	PIN DIA.	Number Required Each Span																																							
				35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	65	70	75	80	85	90	97							
S ₁	G	27'-8"	Str.	58	58	60	62	64	66	66	68	70	72	74	76	78	80	82	82	84	86	88	90	90	92	94	96	98	106	114	122	130	138	146	108								
S ₂	G	28'-4"	2 1/2"	58	58	29	30	31	32	32	33	34	35	36	36	37	38	39	40	40	41	42	43	44	44	45	46	47	48	52	56	60	64	68	72	53							
S ₃	4	5'-6"	Str.	72																																							
S ₃	4	5 1/2 x 7"	Str.	144																																							
S ₃	4	3/3 x 1'-0"	Str.	216																																							
S ₄	4	4'-11"	1 1/2"	58	58	60	62	64	66	66	68	70	72	74	74	76	78	80	82	82	84	86	88	90	90	92	94	96	98	106	114	122	130	138	146	103							
S ₅	4	3'-11"	1 1/2"	56	56	58	60	62	64	64	66	68	70	72	72	74	76	78	80	80	82	84	86	88	88	90	92	94	96	104	112	120	128	136	144	106							
S ₆	4	5'-4"	1 1/2"	58	58	60	62	64	66	66	68	70	72	74	74	76	78	80	82	82	84	86	88	90	90	92	94	96	98	106	114	122	130	138	146	103							
S _{3n}	4	5-(1'-3) 3	Str.	12																																							
PO ₁	5	5'-10"	1 3/8"	28				32				36				40				44				48				52				56				60				64			
PO ₂	3	2'-8"	1 1/4"	56				64				72				80				88				96				104				112				120				128			



6/2

Post Reinforcing : *5 P01 - 2 per post
*3 P02 - 4 per post

Expansion Device
Roadway [1-5.33' x 26'-0" (bent to crown)]
Roadway R 9' x 5/8" 126'-0" Conn. U 6.13 1/2" x 1/8" x 0'-5"
Detail device 1/8" high and provide 1/4 of shims
(2- 1/8" Es and 1- 1/8" E.)
1 1/2" x 1/8" x 1'-0" Anchors weld to [(see Drwg No. 14990)]

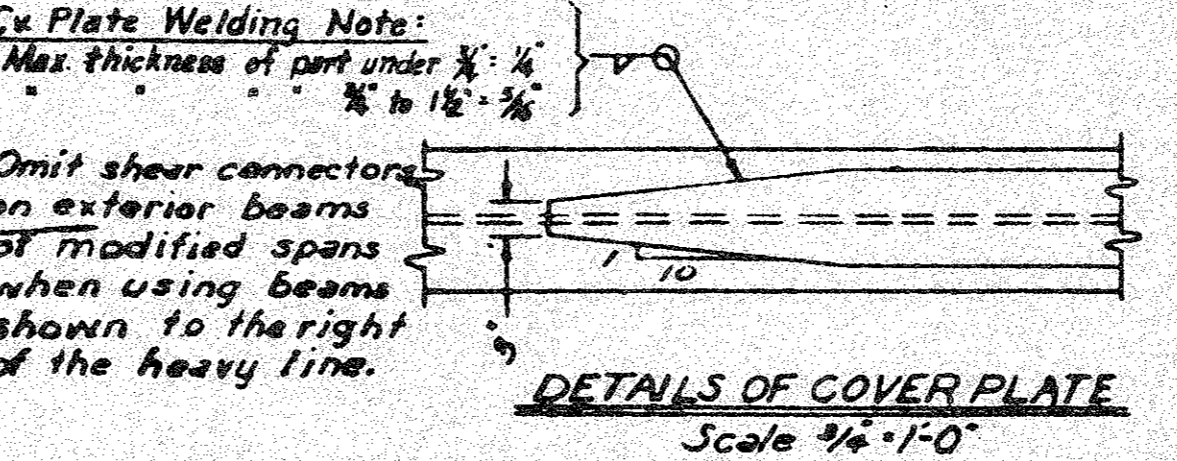


SPAN	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	70	75	80	85	90	
g	10	9	10	10	11	9	12	6	6	5	6	4	4	11	12	7	7	9	9	9	11	11	10	12	12	13	14	2	10	7	8	6	11
h	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	9	9	9	9	9	9	9	9	9	9	9	11	11	11	5	12	12	
i	7	9	9	7	7	6	8	9	8	10	10	8	9	7	6	8	9	7	9	8	9	10	9	9	9	9	1	5	9	5	5	7	
j	7	7	7	7	7	7	7	8	8	8	8	8	8	9	9	8	11	11	11	11	11	11	11	11	11	11	11	13	12	15	14	15	
k	5	6	6	7	5	6	6	6	7	6	11	10	8	8	10	5	6	5	4	5	5	4	4	4	5	5	8	10	7	10	5		
l	9	9	9	9	9	9	9	11	11	11	11	10	10	11	11	11	15	14	13	15	15	15	15	15	15	15	16	16	18	17	13		
m	4	3	3	4	4	6	6	4	5	4	5	4	5	3	4	4	2	2	3	3	2	2	3	3	3	3	5	4	7	8	8		
n	11	11	11	11	11	11	11	14	14	14	14	14	14	14	14	14	17	13	17	18	18	19	19	19	19	19	21	22	22	22	23		
p	—	—	—	—	—	—	—	6	6	—	6	—	6	—	6	—	9	5	11	—	11	9	11	6	12	5	5	—	18	9	10	12	

Note: Stud shear connectors, granular flux filled, solid fluxed, or equal may be used in place of the channels shown at the following ratios: $\frac{1}{4}$ " diameter stud in place of 1.02 inches of channel, $\frac{3}{8}$ " diameter stud in place of 2.52 inches of channel. The studs shall be 6" 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 shear connectors.

Note: Dimensions shown are for



LOADING H-20 AASHO. 1961

<u>Deck Load</u>	<u>Interior Beam</u>	<u>Exterior Beam</u>
1. H-20 Beam	507 $\frac{1}{2}$ + 1 (Wt./Ft. of Wf)	686 $\frac{1}{2}$ + 1 (Wt./Ft. of Wf)
2. <u>Curb Beam</u>		
(1) Plastic Guard Railing	80 $\frac{1}{2}$	80 $\frac{1}{2}$
(2) Alum. Railing	137 $\frac{1}{2}$	137 $\frac{1}{2}$

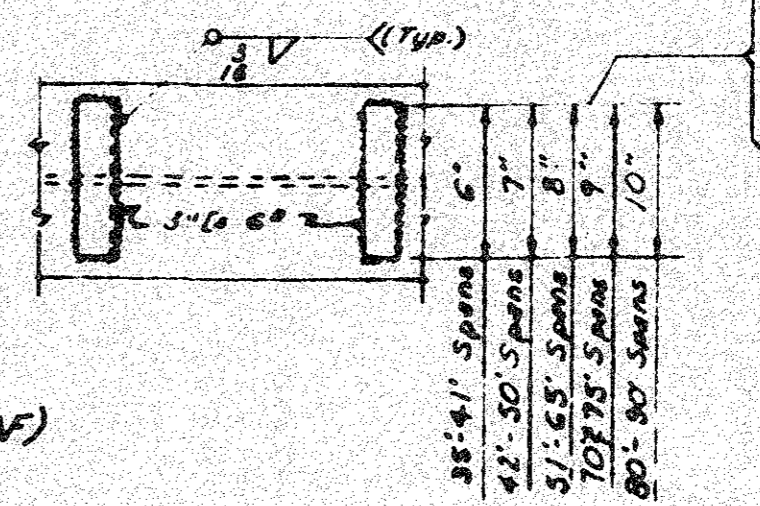
Live Load
To ca. Comp Beam 1,136 Wheels + Impact 1,124 Wheels + Impact

<u>Unit Stresses</u>		
Class 5 Conc. (1-10)		1200 psi.
Structural Steel (A-36)		29,000 psi.
Reinforcing Steel		28,000 psi.

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

[illegible]

Revision:
Modified Span notes. 3-7-67 AT.
Added Optional Const. Joint
at Curve 10+10-63 IVAS. V FRB 10-10-63.



DETAILS OF

NOTE: Dimensions shown are for
Interior beams. For Exterior beams
in Regular & Modified Spans these
dimensions shall be shortened by 1".

NOTES

F.R General Notes and additional details, see Drawing No. 11930A.

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. 5520 Rev.

FOR INFORMATION ONLY
DETAILS OF STANDARD
35'-90' COMPOSITE I-BEAM SPANS
26'-0" CLEAR RDWY. 1'-6" & 1'-7½" CURBS
ROADWAY: 1½" Parabolic Crown

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: L.K. DATE: 6-19-66

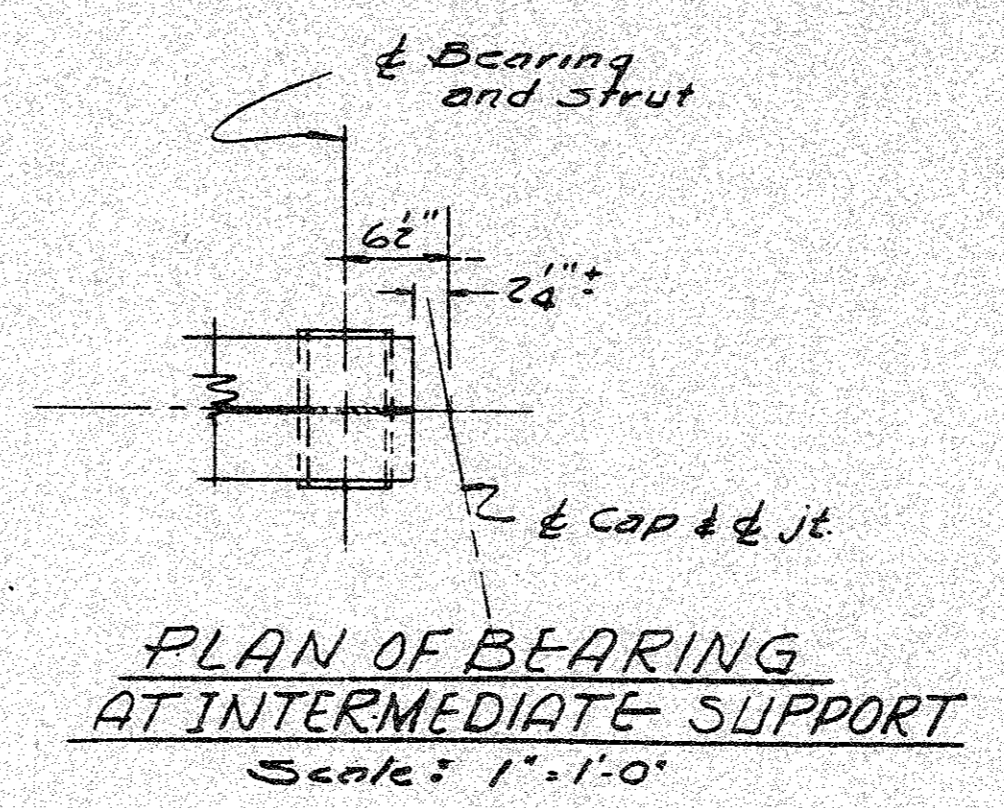
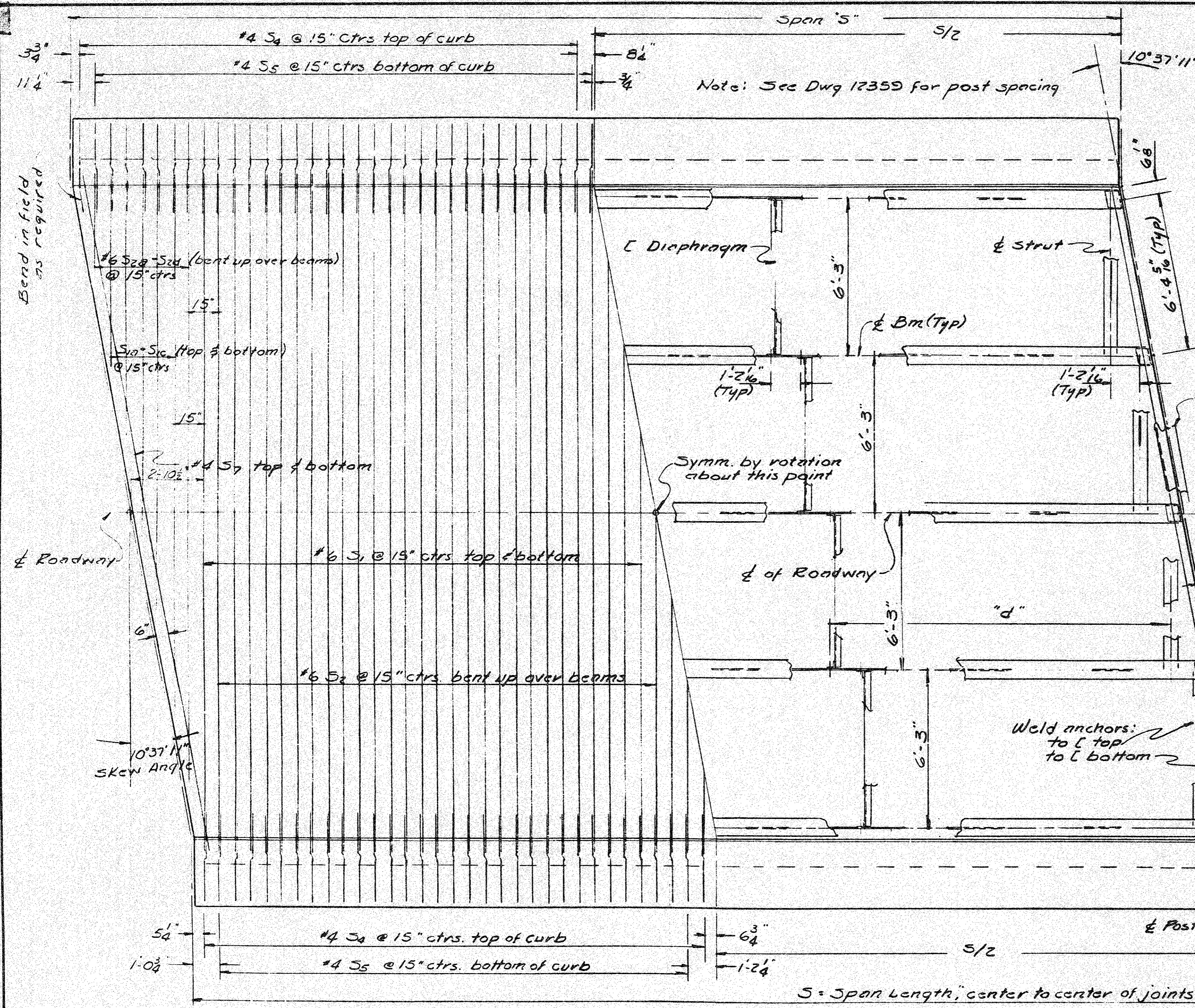
DESIGNED BY: DATE:

CHECKED BY: DATE: 6/21/66

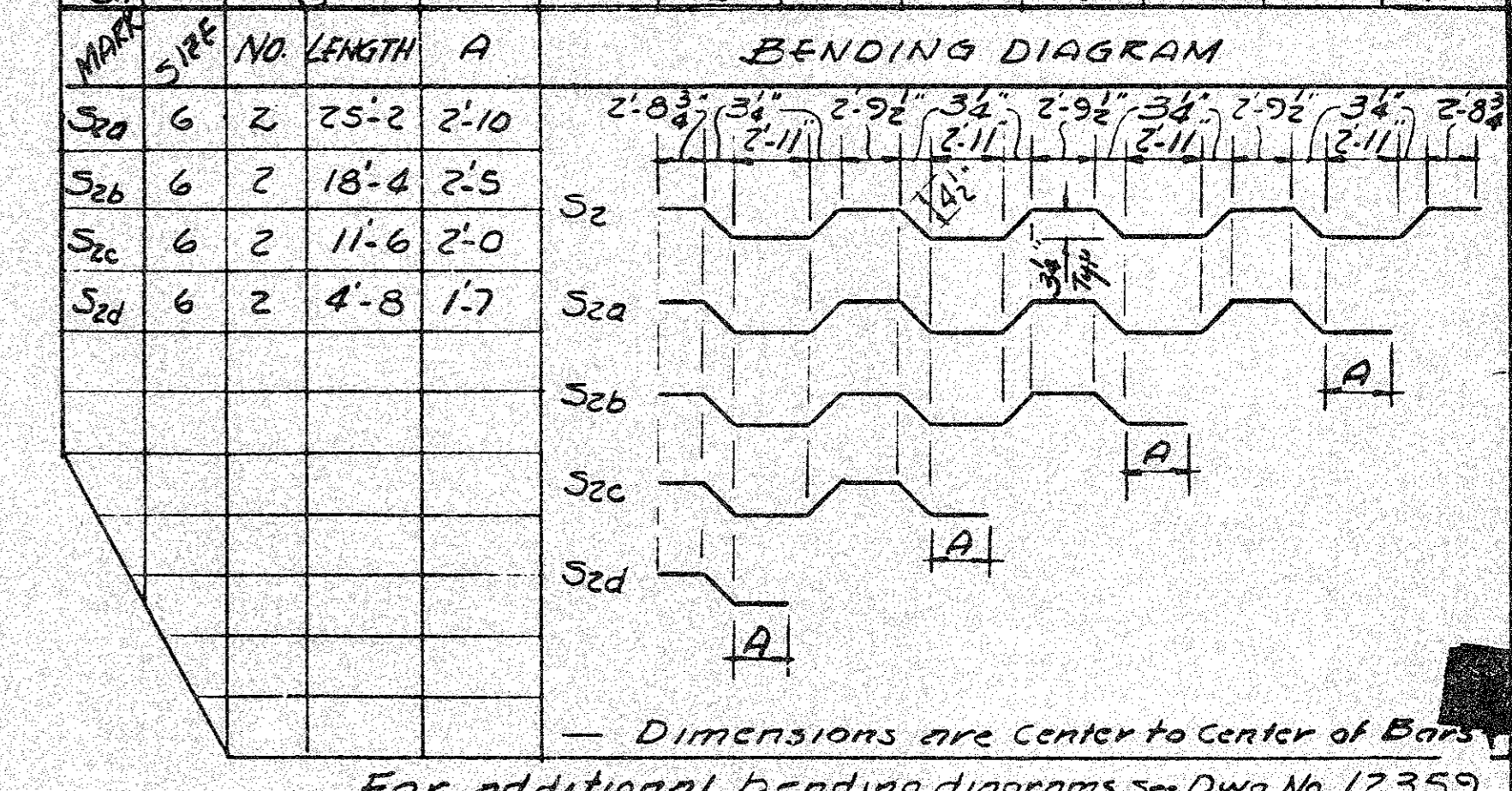
SCALE: 1" = 10' or AS SHOWN

BRIDGE NO. 3767 DRAWING NO. 42312-12339

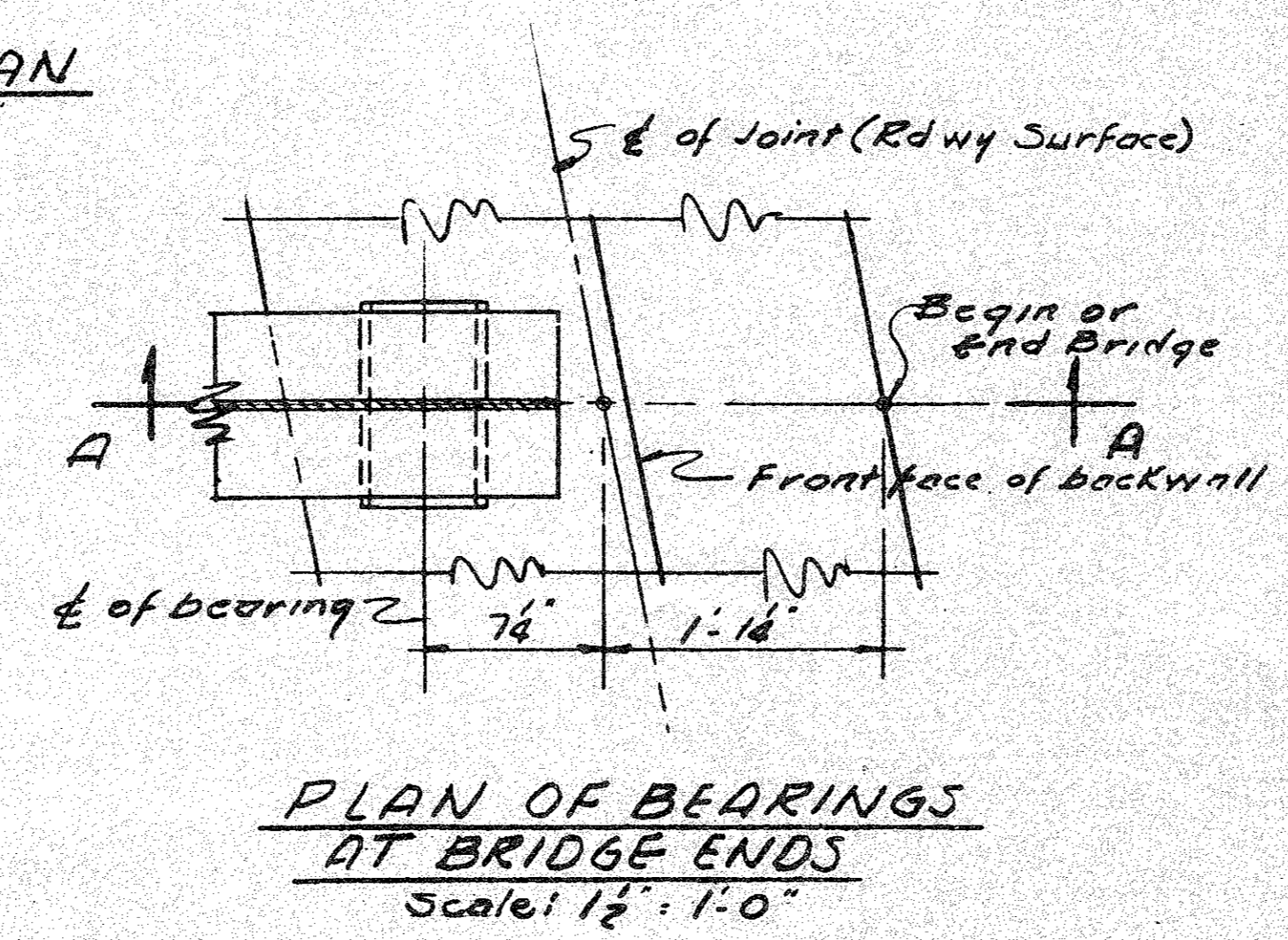
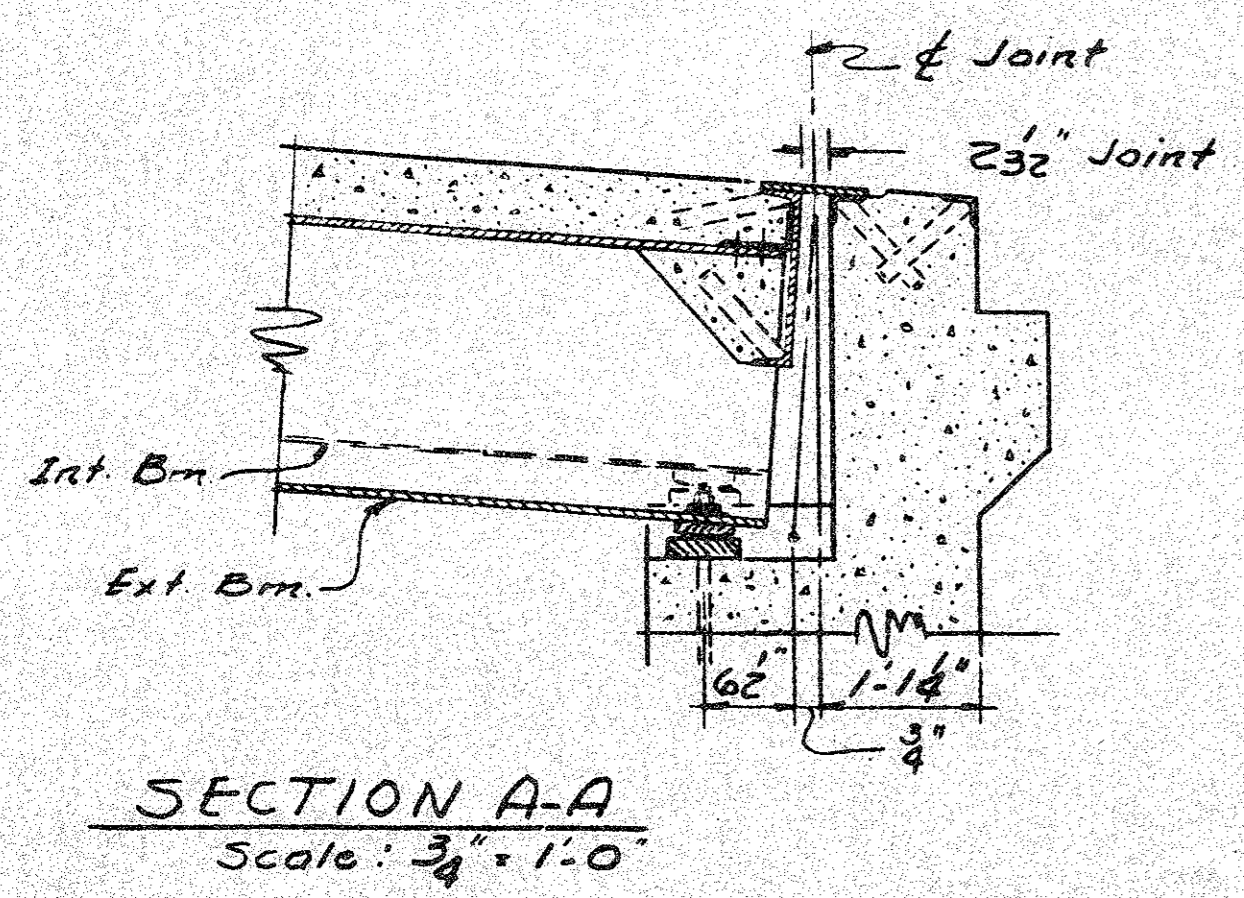
FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	PROJECT	DATE	BY	CHKD.	APP'D.
3767	AR	610102	10	104	SPANS	12-22-63	JEM		



BAR LIST FOR EACH SPAN					
MARK	SIZE	LENGTH	NUMBER REQUIRED EACH SPAN		PIN DIA.
			42	67	
S1	6	27'-8"	60	100	Str.
S1a-S1c	6	7'-11" to 21'-3"	4 each	4 each	Str.
S2	6	28'-4"	29	49	2 1/2"
S3	4	3/2 + 7'	144	—	Str.
S3a	4	3/2 + 1'-0"	—	216	Str.
S4	4	4'-11"	68	108	1 1/2"
S5	4	3'-11"	66	106	1 1/2"
S7	4	27'-6"	4	4	Str.
S8	4	5'-4"	68	108	1 1/2"
S8a	4	3'-11"	12	12	Str.



NOTES
For details not shown and General Notes see Dwg. 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 1/8".
Increase thickness of sole plates for all fixed shoes at Bent 4 by 1/8".



SPAN	Spaces at 1'
42'	2 @ 19'-10 1/4"
67'	3 @ 21'-7"

FOR INFORMATION ONLY
SUPPLEMENTAL DETAILS
FOR
42' & 67' COMPOSITE I BEAM SPANS
26'-0" CLEAR RDWY. 1'-6" & 1'-7 1/2" CURBS
10° 37' 11" SKEW RT. FORWARD

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: 67M DATE: 12 Feb 63
TRACED BY: DATE SCALE: Noted
CHECKED BY: JEM DATE: 3-22-63 42313
BRIDGE NO. 3767 DRAWING NO. 12360

Revision: Length transverse bars R.S. 11-18-63
L.P. Carlson
BRIDGE ENGINEER