

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	DATE
6	ARK.				
STATE JOB NO.					

GENERAL NOTES

All concrete to be Class "S". All exposed corners to have $\frac{1}{4}$ " chamfer unless otherwise noted. Field connections for diaphragms to be riveted or bolted with high strength bolts. Rivets: - $\frac{1}{2}$ " Open holes $\frac{1}{8}$ " 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 $\frac{1}{8}$ " fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, 4th Edition 1947.

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 - White lead tinted with lamp black. 2nd Coat - Aluminum Paint. All bearing plates and roadway expansion devices to be paid for as "Structural Steel in Beam Spans".

Bearings shall be finally seated on three layers of burlap saturated with red lead. 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 is for 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, see Special Provisions. 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 support is not to be paid for directly but will be considered subsidiary to the item of "Form 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 steel plate guard rail of the type shown or an equivalent 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 Plate Guard Rail".

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

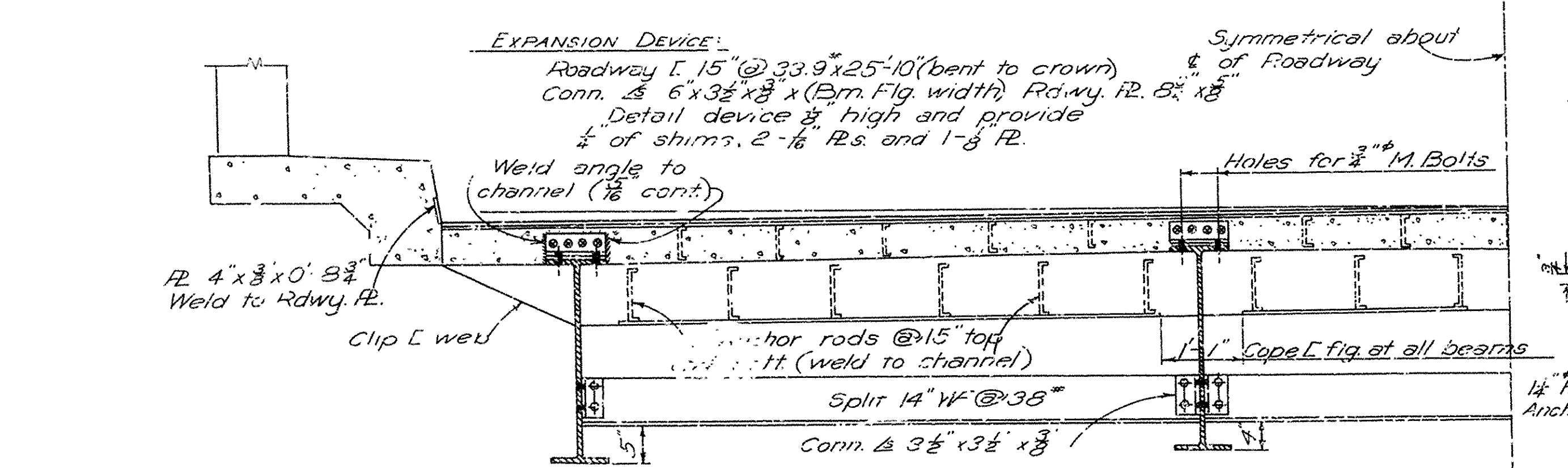
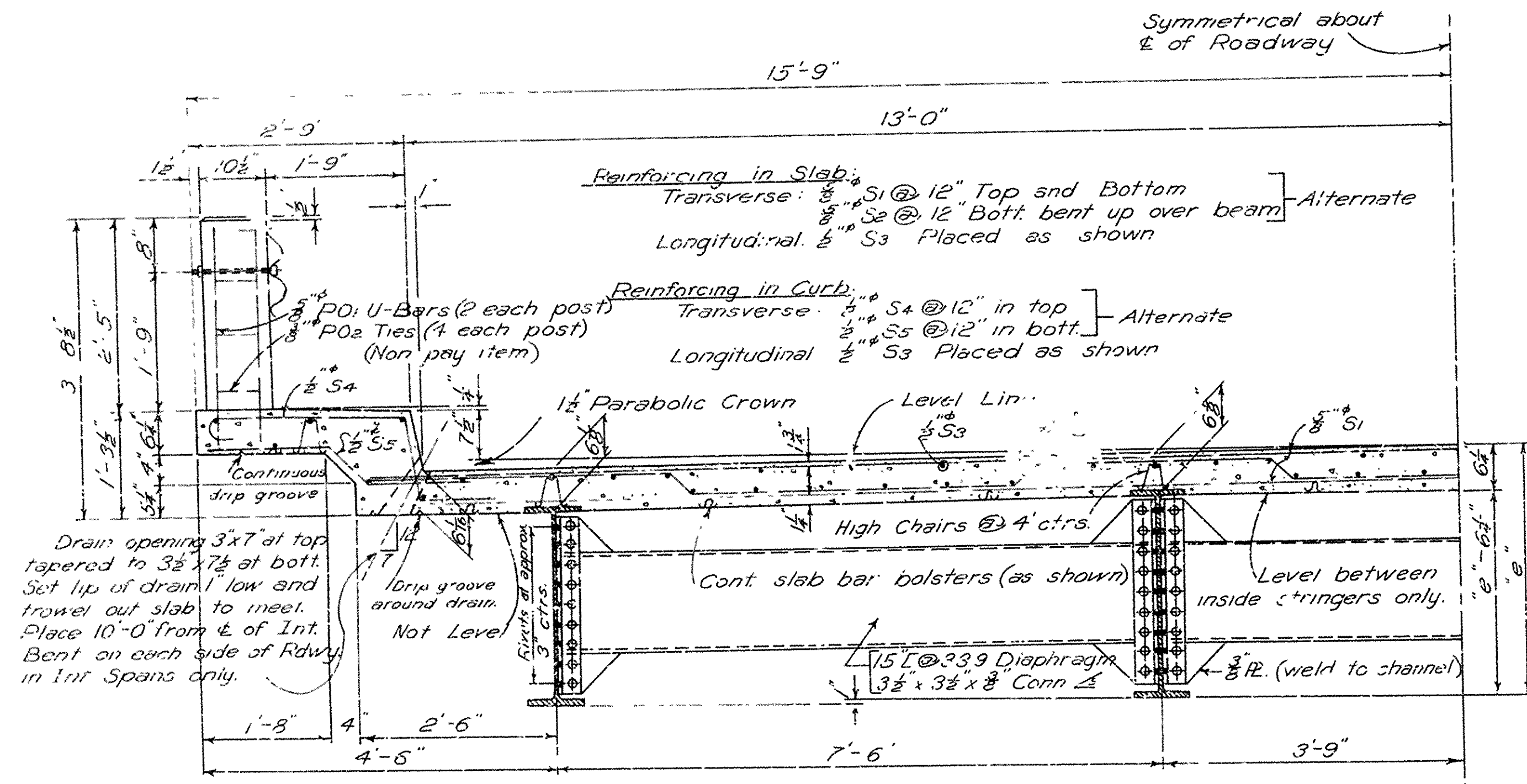
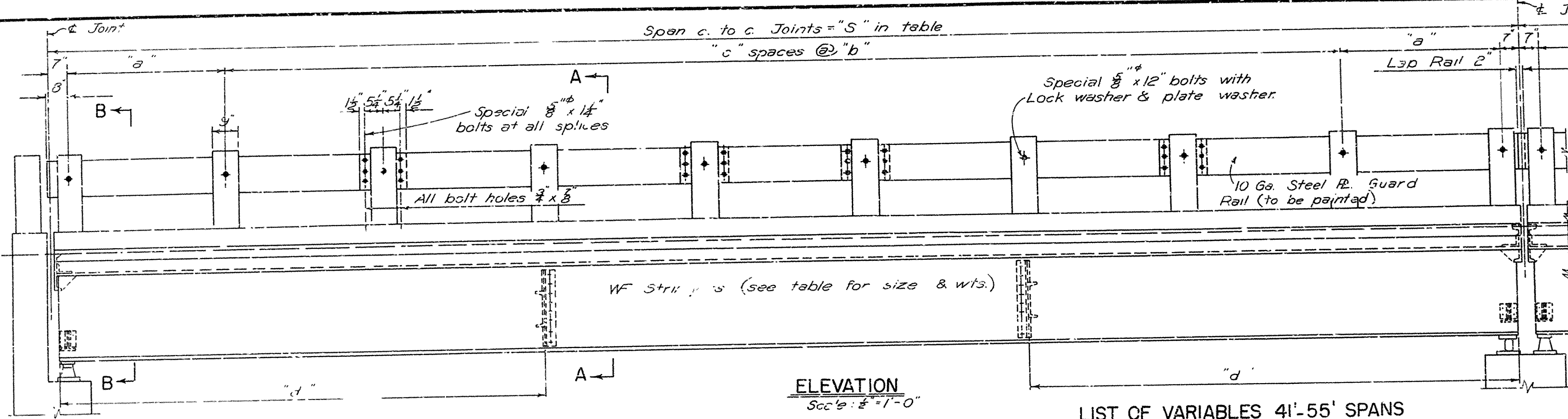
LOADING 1120 (A.S.H.C. 1953)
Dead Load = 700 (Wt. per ft. of WF used)
Truck Live Load = 1.5 wheels
Dead Load = 1023 (Wt. per ft. of WF used)
Truck Live Load = 1.11 wheels

LIST OF VARIABLES 41'-55' SPANS

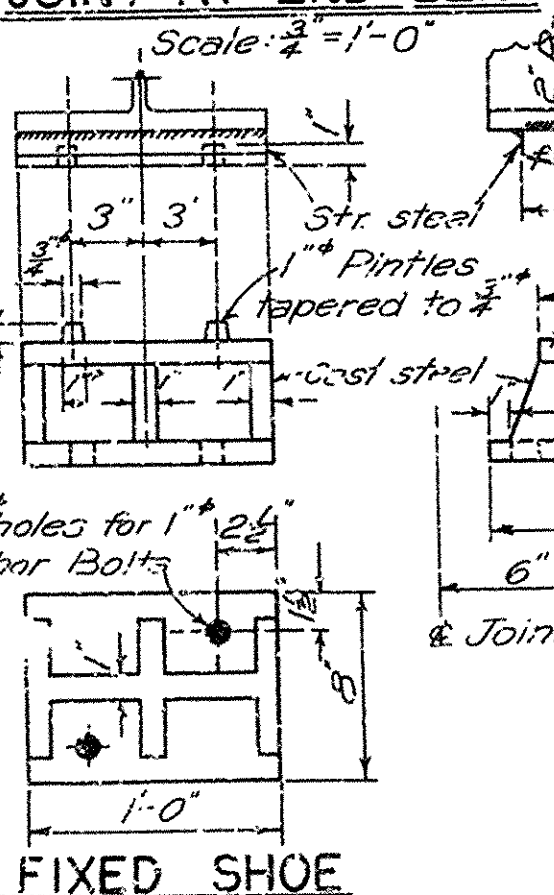
Spans c. to c. Joints	Reqd. Stringer	Post Spacing	Strut	Vert. Dimen.	Dead Load Deflected	
		"a"	"b"	"c"	"d"	"e"
41	30W ¹² 4	5'-9"	5'-8"	5	13'-8"	2'-11 ¹ / ₂ "
42	"	5'-10"	5'-10"	5	14'-0"	"
43	33W ¹³ 0	5'-11"	6'-0"	5	14'-4"	3'-2 ¹ / ₂ "
44	"	6'-0"	6'-2"	5	14'-8"	"
45	"	5'-5"	5'-6"	6	15'-0"	"
46	"	5'-6 ¹ / ₂ "	5'-7 ¹ / ₂ "	6	15'-4"	"
47	33W ¹⁴ 1	5'-8"	5'-9"	6	15'-8"	3'-2 ¹ / ₂ "
48	"	5'-9 ¹ / ₂ "	5'-10 ¹ / ₂ "	6	16'-0"	"
49	"	5'-11"	6'-0"	6	16'-4"	"
50	36W ¹⁵ 0	6'-0 ¹ / ₂ "	6'-1 ¹ / ₂ "	6	16'-8"	3'-5 ¹ / ₂ "
51	"	6'-2"	6'-3"	6	17'-0"	"
52	"	5'-7"	5'-8"	7	17'-4"	"
53	"	5'-9 ¹ / ₂ "	5'-9"	7	17'-8"	"
54	36W ¹⁶ 0	5'-10 ¹ / ₂ "	5'-10 ¹ / ₂ "	7	18'-0"	3'-5 ¹ / ₂ "
55	"	5'-11"	6'-0"	7	18'-4"	"

LIST OF REINFORCING STEEL

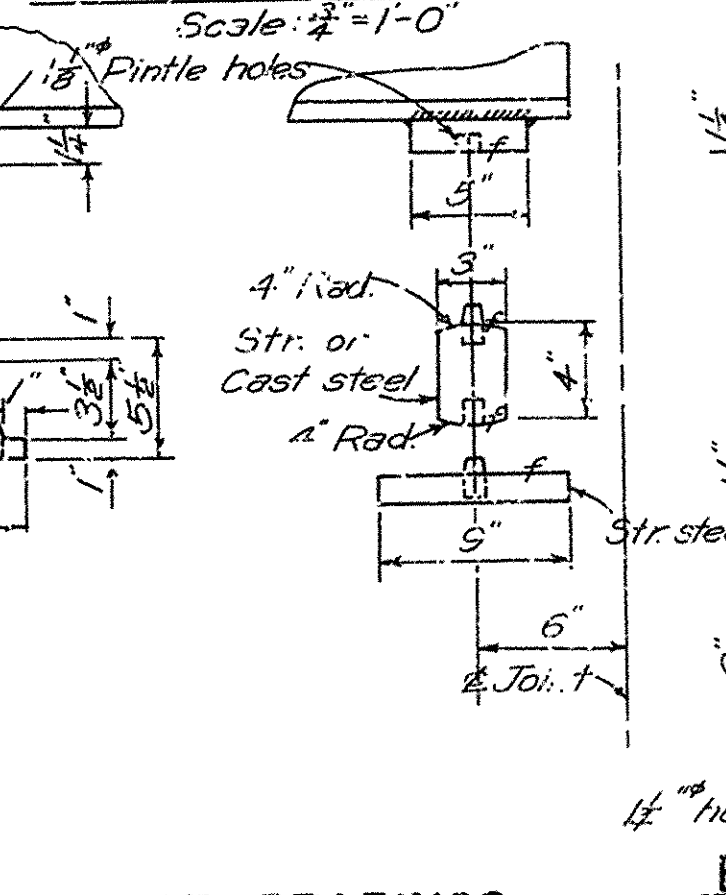
Mr.	Size	No in Each Span															Length	Bending Diagram	
		41	42	43	44	45	46	47	48	49	50	51	52	53	54	55			
S1	8"	84	86	88	90	92	94	96	98	100	102	104	106	108	110	112	27'-2"		
S2	8 1/4"	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	27'-10"		
S3	8 1/2"	114															28'-7"		
S4	8 3/4"	84	86	88	90	92	94	96	98	100	102	104	106	108	110	112	4'-11"		
S5	9"	82	86	88	90	92	94	96	98	100	102	104	106	108	110		3'-6"		
PO1	5"	32					36					40					5'-11"	Non pay item	
PO2	3"	64					72					80					2'-9"		
																		Dimensions are to centers of bars	



JOINT AT END BENT



JOINT AT INTERM. BENT



DETAILS OF BEARINGS

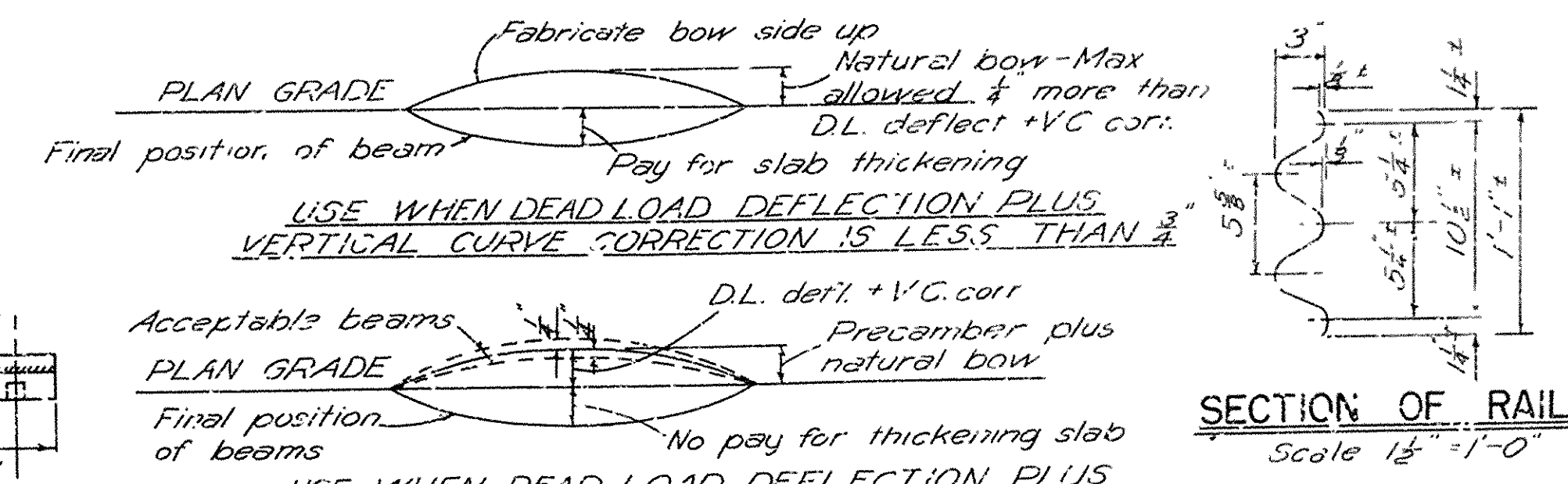
Scale: $\frac{1}{4}$ " = 1'-0"

EXPANSION SHOE

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

DETAIL OF ANCHOR BOLT

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



ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.
Drawn By: J.W.M. Date: 2-9-54
Traced By: L.W.H. Date: 7-1-55 ch. 7-5-55 gmc
Checked By: J.H.K. Date: 4-21-54
BRIDGE NO. DRAWING NO. 5454

BRIDGE DESIGN ENGINEER