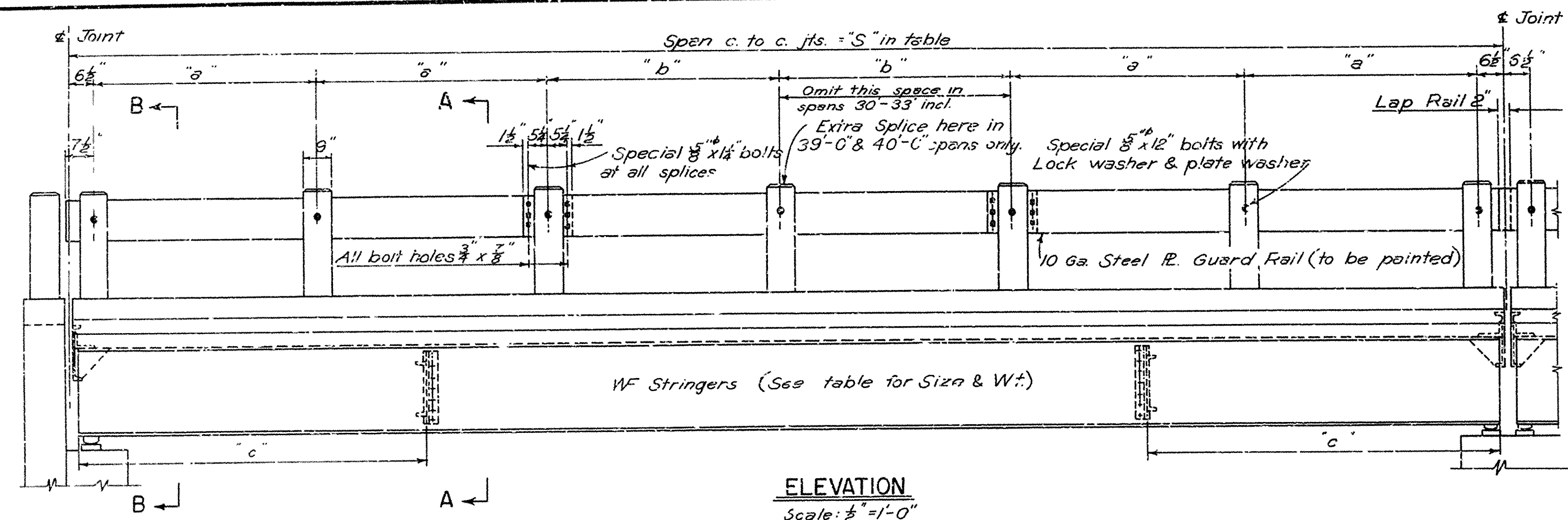
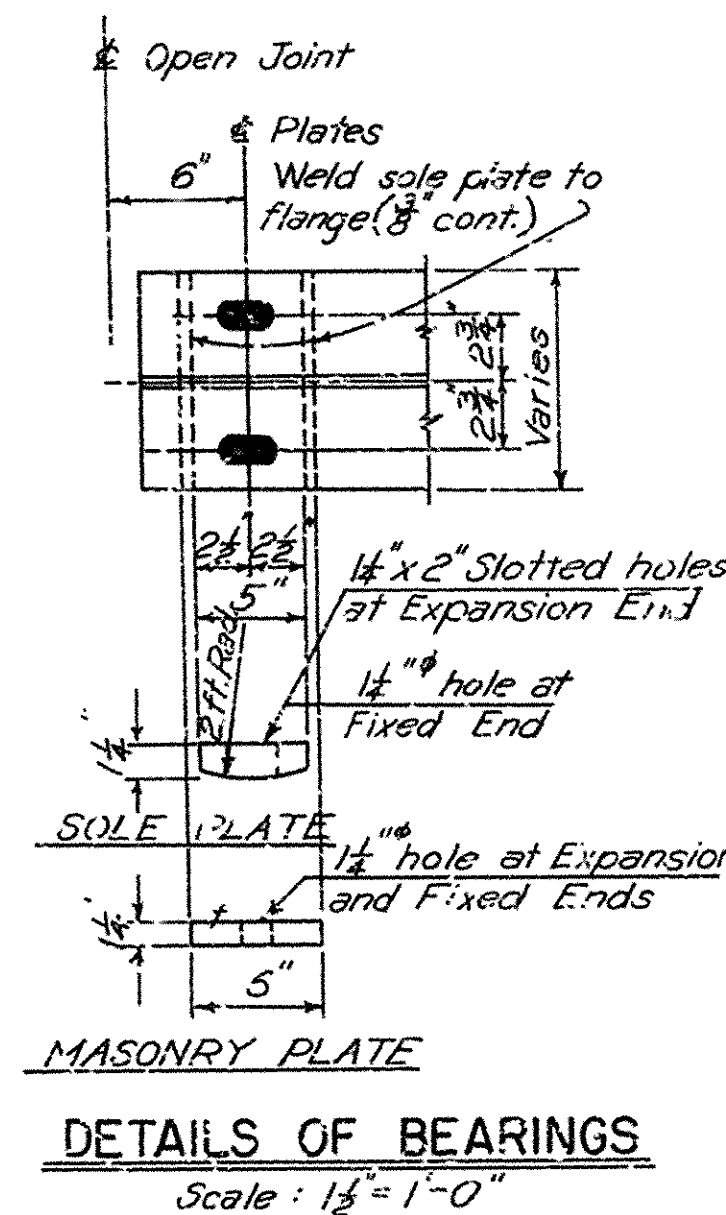


FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
STATE JOB NO.				



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



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

LIST OF REINFORCING STEEL																	
Mark	Size	No. in Each Span												Length	Bending Diagram		
		30	37	32	33	34	35	36	37	38	39	40					
S1	8"	62	64	66	68	70	72	74	76	78	80	82	27'-2"	str.			
S2	8"	30	31	32	33	34	35	36	37	38	39	40	27'-10"				
S3	2"	57												Dimension "S" - "C"		str.	
S4	2 1/2"	62	64	66	68	70	72	74	76	78	80	82	4'-11"				
S5	1"	60	62	64	66	68	70	72	74	76	78	80	3'-6"	str.			
PO1	8"	24															5'-11"
PO2	8"	48															

Dimensions are to ctrs. of bars.

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.

Rivets: - $\frac{3}{4}$ " 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 $\frac{3}{8}$ " fillet shop welds except as noted.

All welding shall conform to the American Welding Society Standard Specifications for Welded Highway & 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 shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

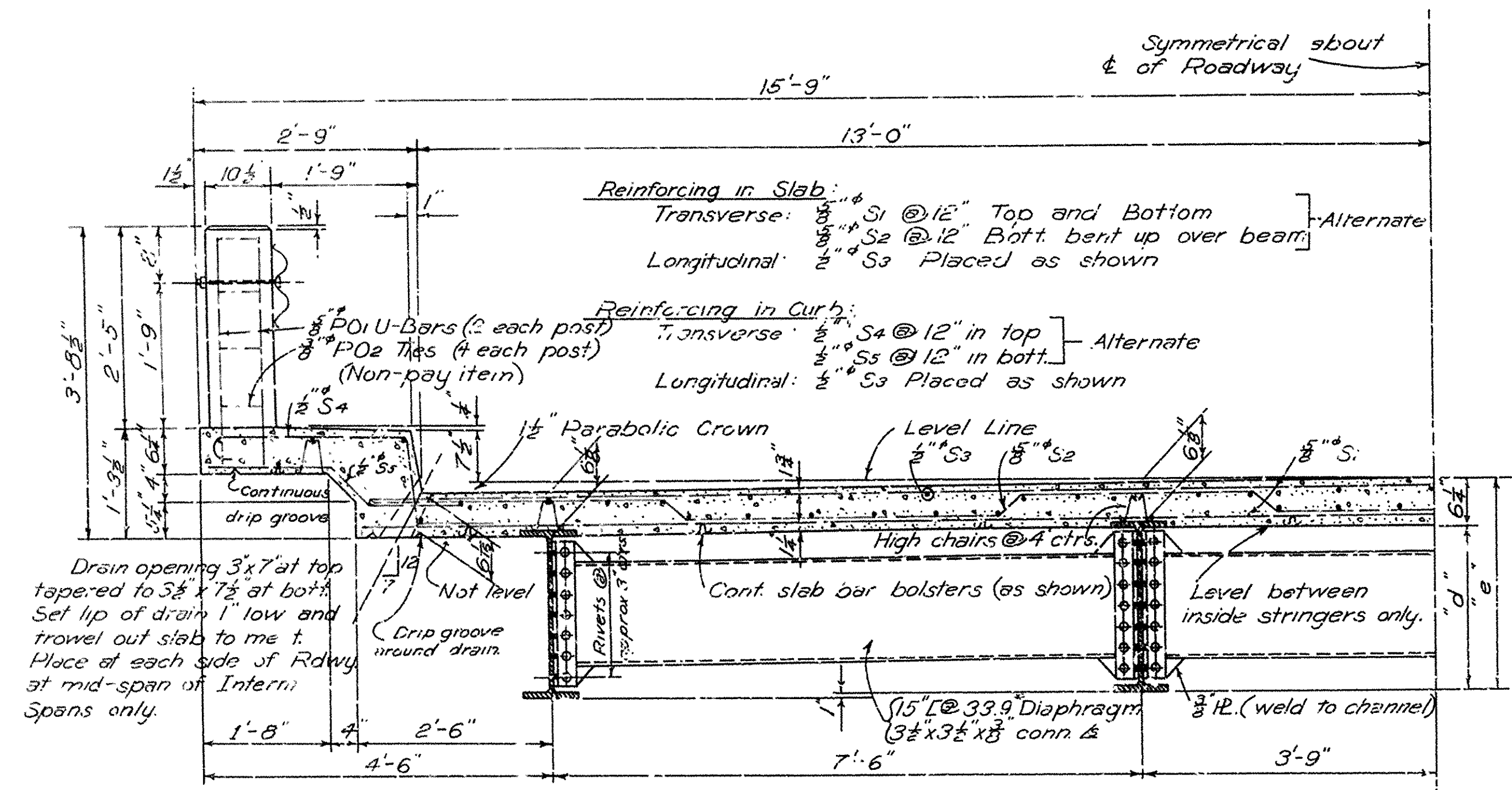
In order to secure a good riding surface it will be required that the floor slab be struck off from curb to curb with a full span length longitudinal strike-off. The strike-off shall be sufficiently stiff so as to have no appreciable vertical deflection.

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 stirrups, 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.

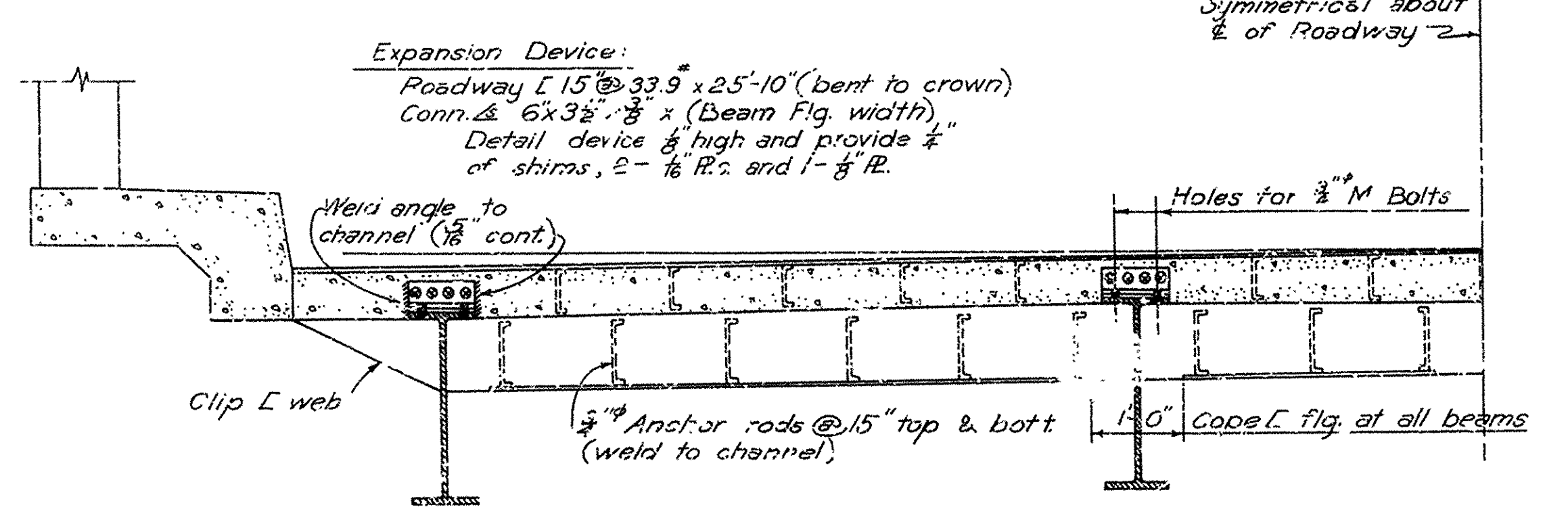
Shop lists and bending diagrams of reinforcing steel, including wire supports, shall be submitted and approval secured before fabrication is begun.

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.

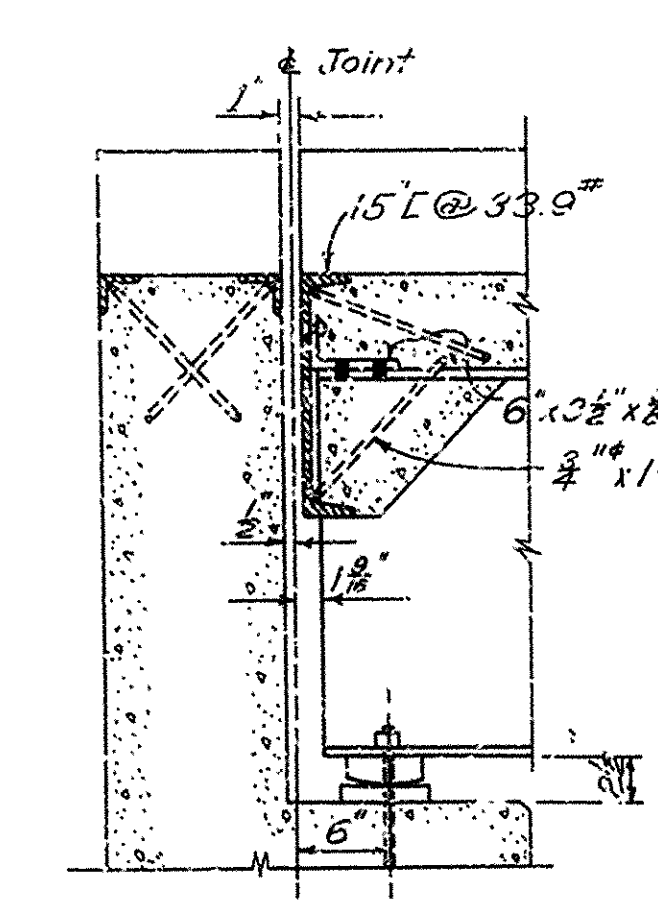
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.



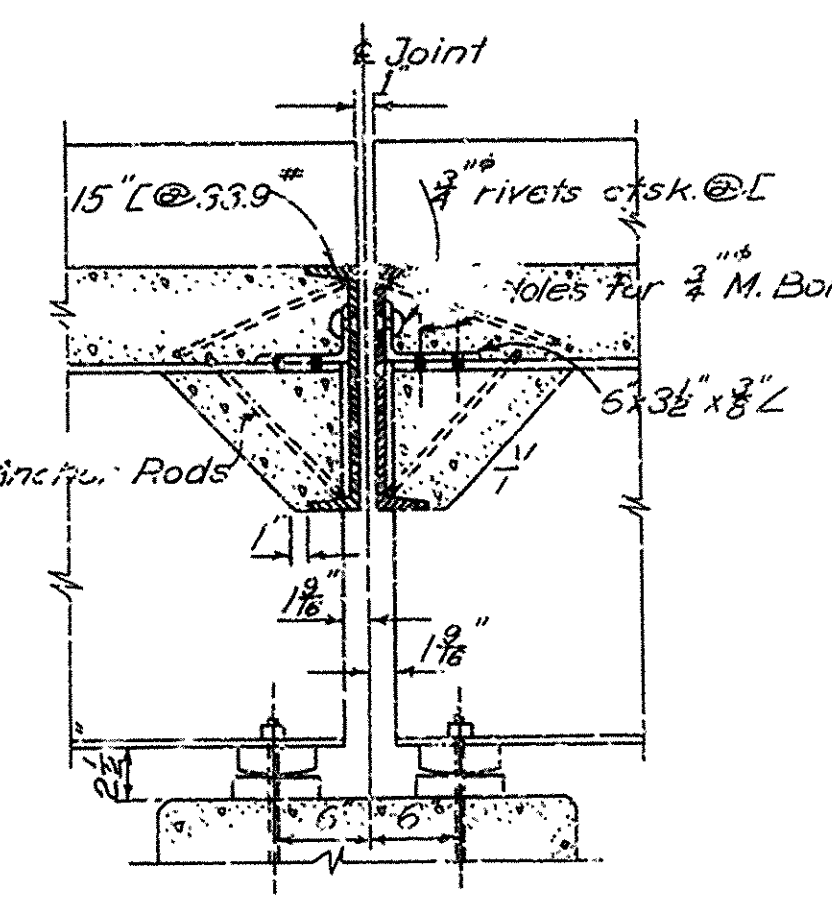
HALF SECTION A-A
Scale: $\frac{1}{4}$ " = 1'-0"



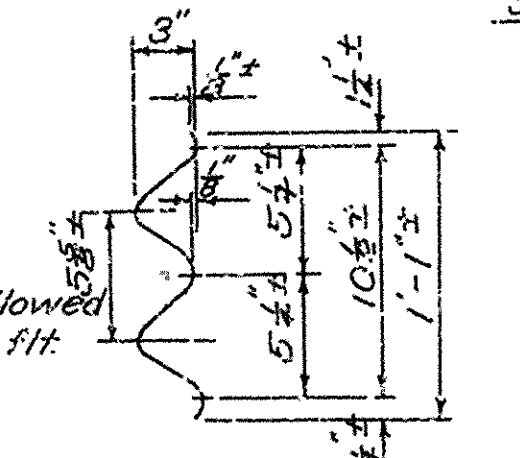
HALF SECTION B-B
Scale: $\frac{1}{4}$ " = 1'-0"



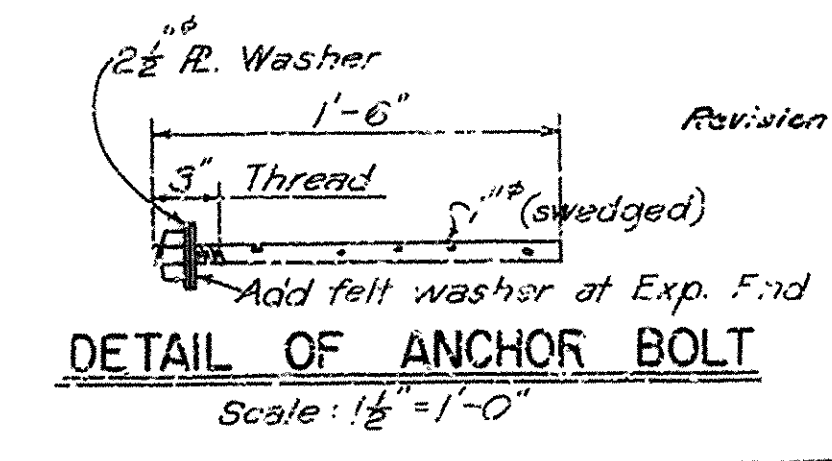
JOINT AT END BENT
Scale: 1" = 1'-0"



JOINT AT INTERM. BENT
Scale: 1" = 1'-0"



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



DETAIL OF ANCHOR BOLT
Scale: $\frac{1}{2}$ " = 1'-0"

Fabricate bow side up Natural bow - Max. allowed $\frac{1}{4}$ " more than D.L. defl. plus V.C. corr.

Final position of beam

Pay for slab thickening

USE WHEN DEAD LOAD DEFLECTION PLUS VERTICAL CURVE CORRECTION IS LESS THAN $\frac{1}{4}$ "

LOADING H20 (A.A.S.H.O. 1953)

Dead Load = 695" (Wt. per ft. of WF used) - Inside Stringers

Truck Live Load = 1.50 wheels

Dead Load = 1023" (Wt. per ft. of WF used) - Outside Stringers

Truck Live Load = 1.11 wheels

UNIT STRESSES:

Structural Steel 18,000 $\frac{lb}{sq. in.}$

Reinforcing Steel 20,000 $\frac{lb}{sq. in.}$

Class "S" Concrete (10) 1200 $\frac{lb}{sq. in.}$

DETAILS OF STANDARD 30' TO 40' 2-BEAM SPANS 26'-0" CLEAR RDWY. 1'-3" CURBS

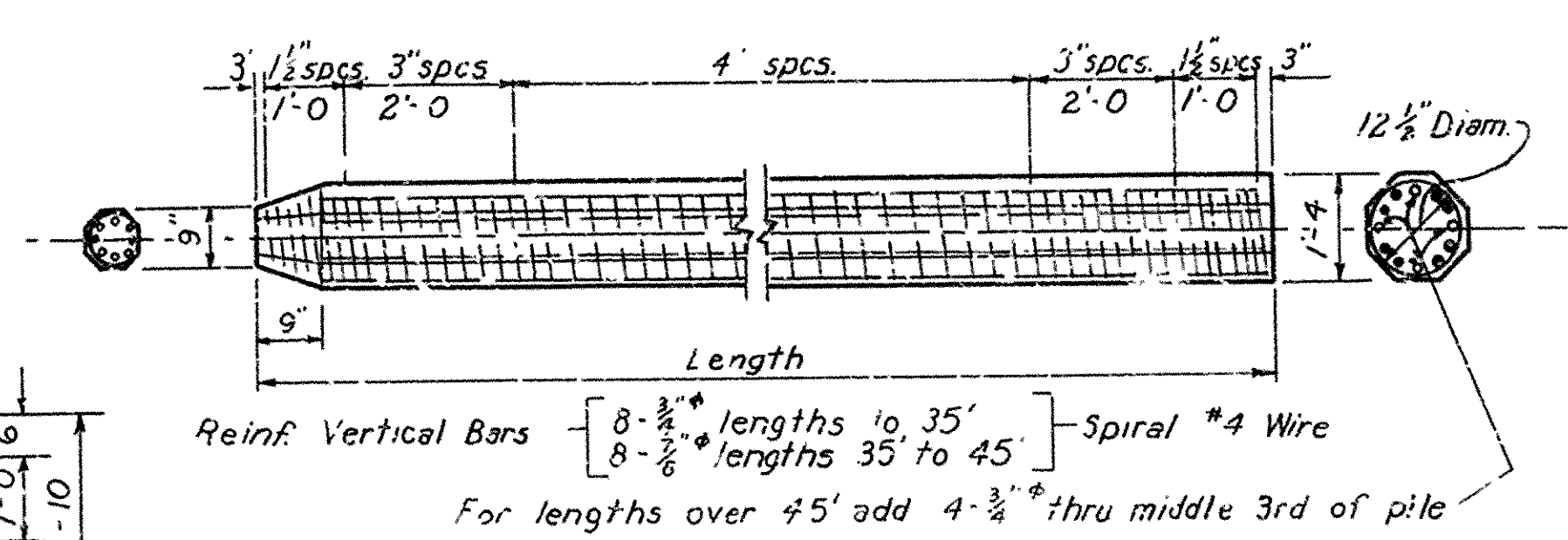
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W.W.M. Date: 10-13-53

Traced By: L.H.H. Date: 6-23-55 W.E.N. 6-22-55

Checked By: F.B.B. Date: 2-2-54

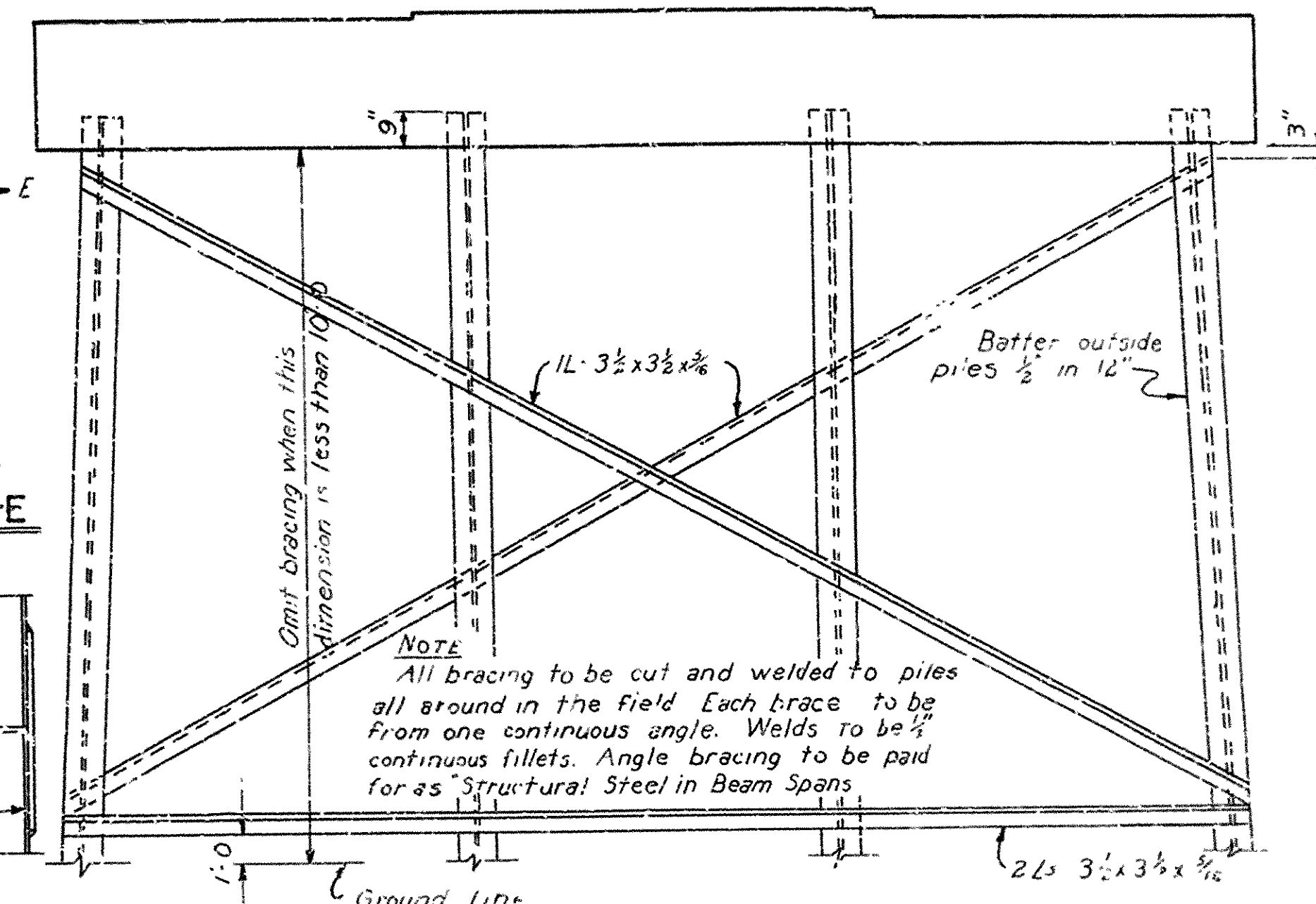
BRIDGE NO. DRAWING NO. 5453



DETAILS OF 16" PRECAST CONCRETE PILE.

Technical drawing of a pile section. The drawing shows a cross-section of a pile with a central core and outer sections. Dimensions are given in feet and inches. The total height is 6' 0". The core diameter is 3' 3 1/2". The outer sections are 3' 3 1/2" wide. The spacing between sections is 3' 3 1/2". The drawing includes a note: "Fill space between sections with weld material". Another note indicates: "Splice R.S. fillet welds". A dimension of 3' 3 1/2" is also shown for the core diameter. A note at the top right says: "Cut 3' holes in all piles after driving". A note at the bottom right says: "END VIEW E-E".

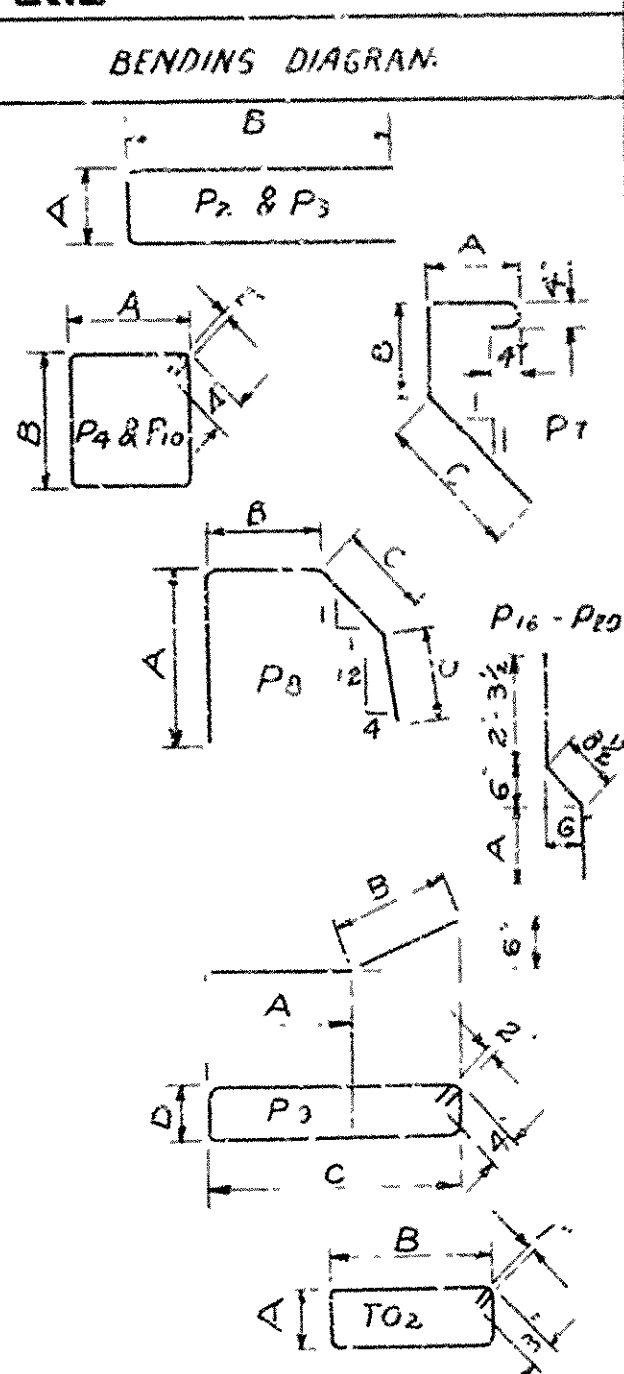
PILE SPLICE DETAILS



TYPICAL BRACING INTERMEDIATE BENT

LIST OF REINFORCING STEEL

MARK	SIZE	NO. IN BONTS		LENGTH	A	B	C	D
		END	INT.					
P ₁	3/4"	5	6	24'-10				
P ₂	"	4	4	27'-11	1'-5	13'-3		
P ₃	"	12	12	6'-4	2'-0	2'-2		
P ₄	1/2"	37	37	9'-2	2'-0	2'-2 1/2		
P ₅	"	10		26'-0				
P ₆	"	52		4'-6				
P ₇	"	26		4'-0	1'-2	9"	1'-7	
P ₈	3/4"	4		8'-0	3'-0	1'-11	1'-6	1'-7
P ₉	"	4		11'-1	1'-9	1'-7	3'-3	1'-10
P ₁₀	1/2"	2		5'-5	5"	1'-11		

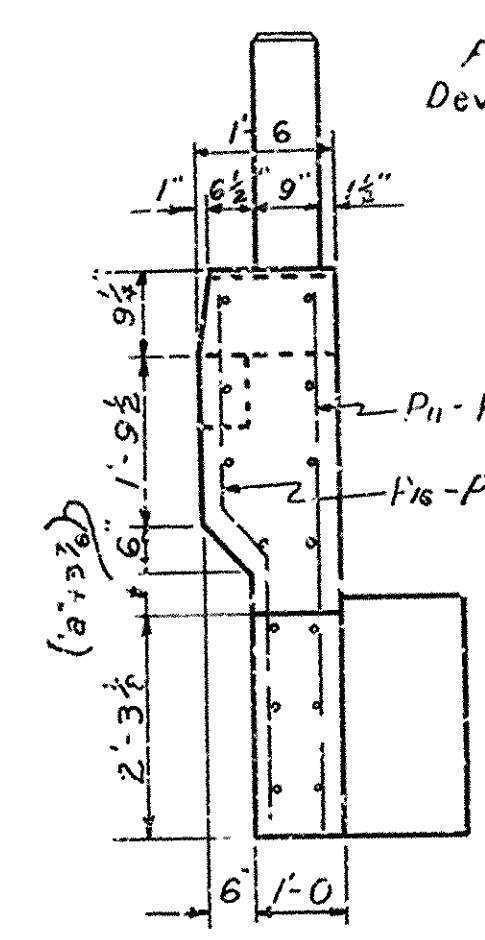


MARK	SIZE	NO. IN END BENT	LENGTH		A	
			30-33" SPANS	34-40" SPANS	30-33" SPANS	34-40" SPANS
P ₁₁	½" B	2	3'-7"	3'-10"		
P ₁₂	"	2	4'-0"	4'-3"		
P ₁₃	"	2	4'-5"	4'-8"		
P ₁₄	"	2	4'-10"	5'-1"		
P ₁₅	"	2	5'-3"	5'-6"		
P ₁₆	"	2	3'-9"	4'-0"	9"	1'-0"
P ₁₇	"	2	4'-2"	4'-5"	1'-2"	1'-5"
P ₁₈	"	2	4'-7"	4'-10"	1'-7"	1'-10"
P ₁₉	"	2	5'-0"	5'-3"	2'-0"	1'-3"
P ₂₀	"	2	5'-5"	5'-8"	2'-5"	2'-8"

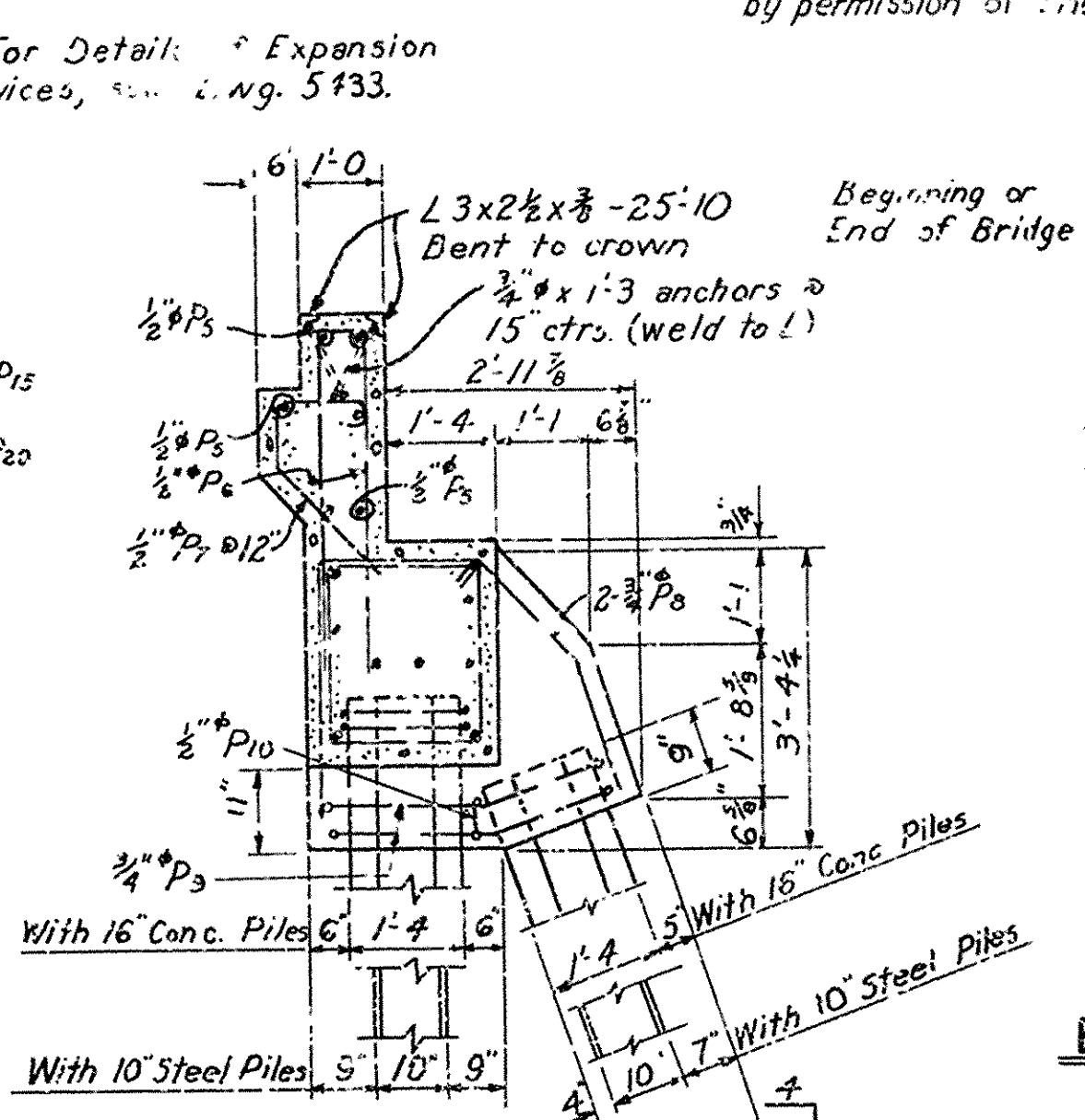
MARK	SIZE	NO. IN BENTS		LENGTH	A	B	C	D
		END	INT.					
P ₂₁	3/8"	4		3'-10"				
P ₂₂	"	4		5'-0"				
P ₂₃	"	14		7'-0"				
P ₂₄	"	6		4'-8"				
P ₂₅	"	4		6'-0"				
T ₀₁	3/8"	12		4'-3"				
T ₀₂	3/8"	8		7'-0"	6"	2'-9"		

Dimensions are 10 cfr's or bars

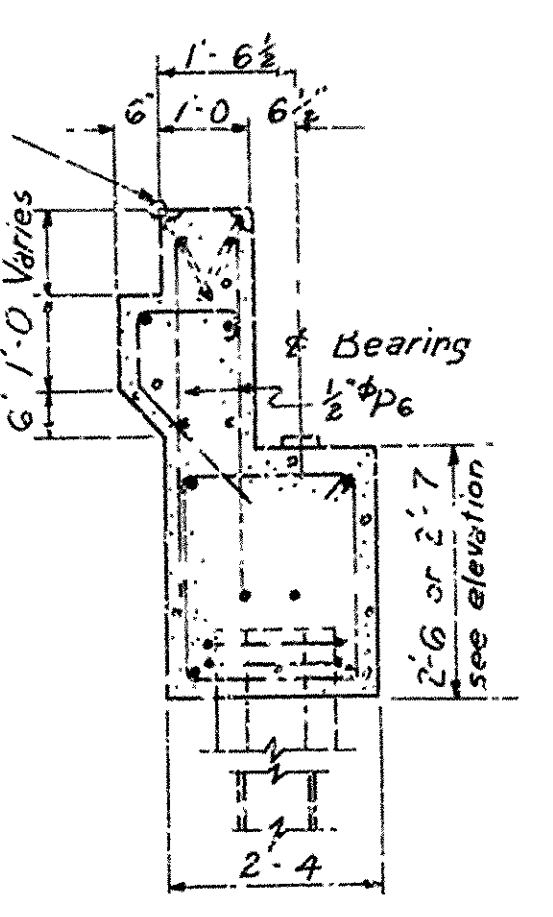
Non-pay items



END VIEW A-A



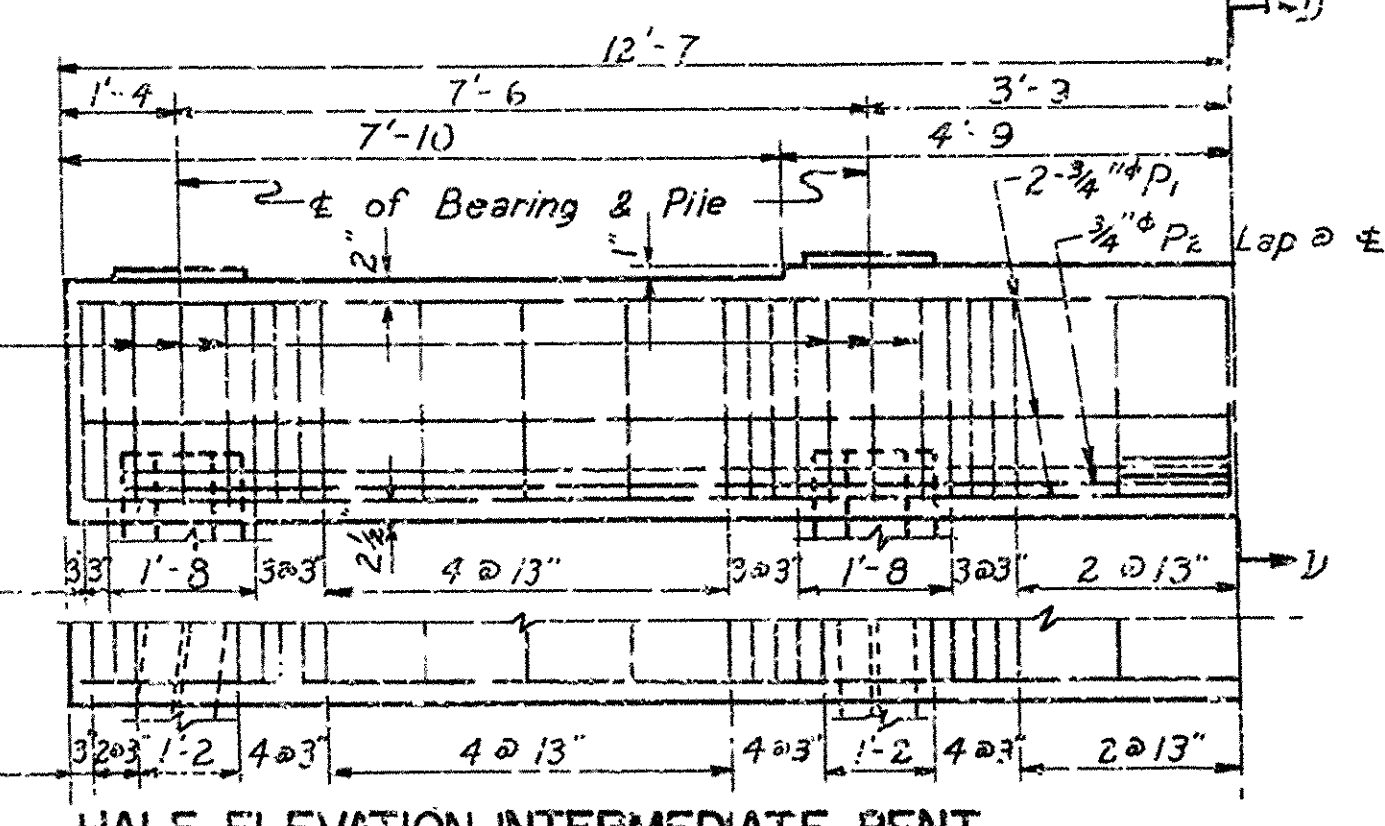
SECTION B-B
AT BATTER PILES



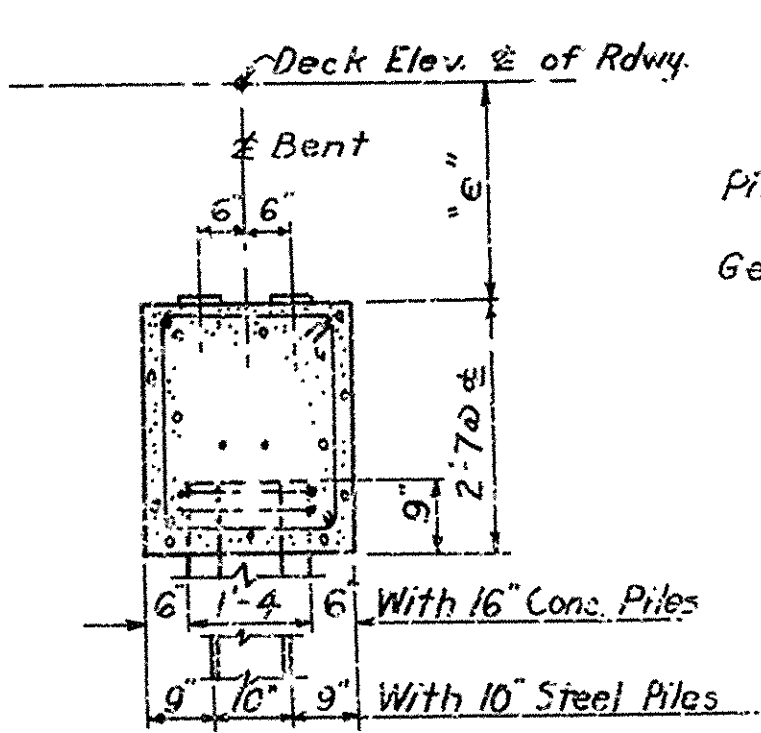
SECTION C-C
BETWEEN BATTER PILES

HALF ELEVATION END BENT

Cap reinforcing same as shown for Intermediate Ben



HALF ELEVATION INTERMEDIATE BENT



SECTION D-D

NOTES

Steel Piles are to be driven to refusal. Concrete Piles to be driven to a minimum capacity of 34 tons. For additional details of superstructure and for General Notes see Dwg. 5453.

Use type of Pile called for on Bridge Layout

All concrete to be Class "S"

Revised Roadway and Curb Widths 4-25-58 K.E.C.

DETAILS OF
STANDARD R. C. PILE BENTS
30'-40' I-BEAM SPANS
26'-0" CLEAR ROWY. 1'-6" CURBS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: WVM Date: 10-20-59
Traced By: KEC Date: 7-26-55 W.E.M. 7-28-55 Scale: $\frac{1}{2} \text{ in.} = 1 \text{ ft.}$
Checked By: FRB Date: 2-9-59 EXCEPT WHEN NOTED
DRAWING NO 5453A

DRAWING NO.5453A

R/W DATA
80' R/L & 125' L/R E of Survey

F-030-6(1)
10512 11 53

NOTE:
Existing 196' Timber Bridge, consisting of 13-15' Timber Spans, 19' clear roadway, to be removed by Contractor. See Special Provisions 1052-12.

NOTE:
Contractor to construct 195' Detour Bridge, Sta. 193+20 to Sta. 195+15, deck elev. 230.00, minimum roadway width 18' and minimum design capacity H 12.5.
Materials from existing structures not retained until completion of new bridge may be used in detour bridge. Existing bridges at Sta. 183 and Sta. 203 are to be retained until equivalent length of detour embankment has been removed.
See S.P. 1052-12 'Removal of Existing Bridge Structures and Maintenance of Traffic', also S.P. 7-12 'Public Convenience and Safety'. See Drawing No. 8886 for Typical Section of Detour.

GENERAL NOTES
T.B.M. Nail in Top of Water at Corner of Bridge 14' R/L Sta. 184+50, 191.21
Loading: H 20 A.M. 1953
Stresses:
Class "S" Concrete (n=10) 1200 p.s.i.
Reinforcing Steel 20,000 p.s.i.
Structural Steel 18,000 p.s.i.

Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 40' 14" test pile in each of Bents 10, 3, 8, 14 & 20.

For Details see Drawings No. 5453 & 5453A

12 ft. Steel Plate Guard Fence. To be same type and painted same as bridge guard rail.

PLAN

Total Length of Bridge = 800'-1"
I-Beam Spans R.C. Deck

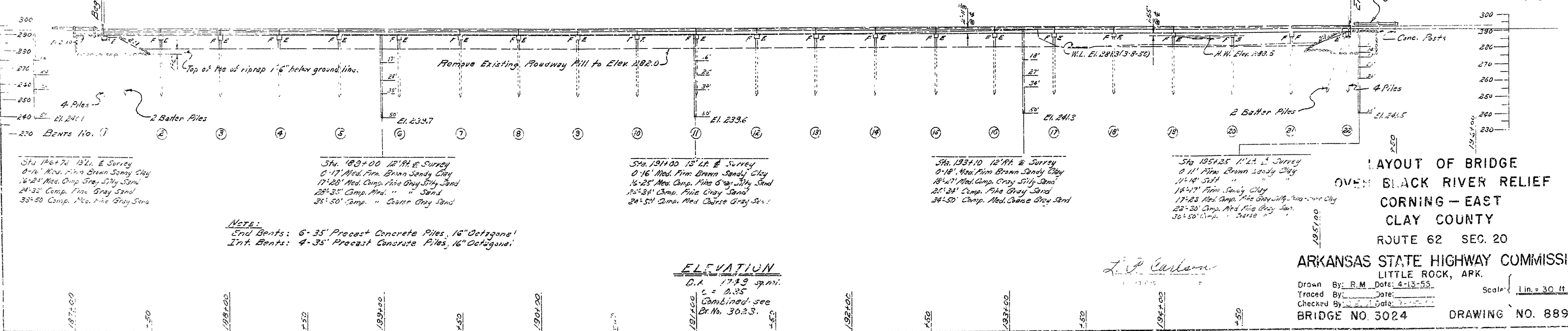
21 Spans @ 38'-0" = 798'-0"

For Post Spacing see Drawing No. 5453

Deck Elevation 233.0

10 Ga. Steel Plate Guard Rail & Reinforced Concrete Posts.

Level Grade



NOTE:
End Bents: 6-35' Precast Concrete Piles, 16" Defspans
Int. Bents: 4-35' Precast Concrete Piles, 16" Defspans

ELEVATION
D.A. 178.9 sp.m.
C = 0.35
Combined see
Dr. No. 30.3.

LAYOUT OF BRIDGE
OVER BLACK RIVER RELIEF
CORNING - EAST
CLAY COUNTY
ROUTE 62 SEC. 20
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: R.M. Date: 4-13-55
Traced By: Date:
Checked By: Date:
BRIDGE NO. 3024 DRAWING NO. 8892