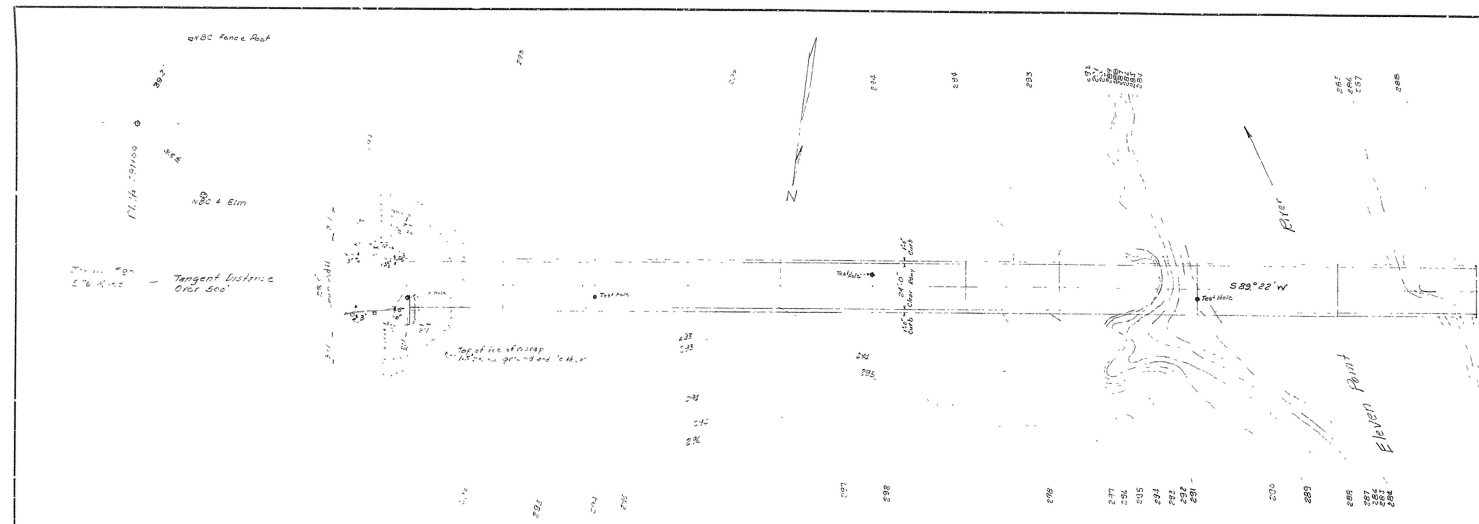


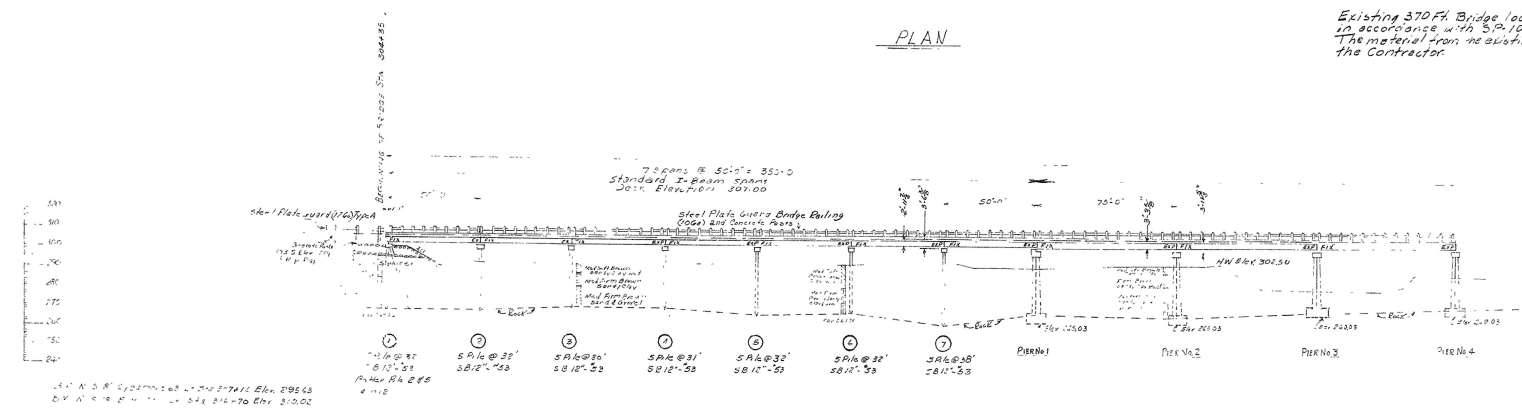
324

DATE	NO.	REV.	BY	CHK.	DATE
5	ANA	50326		4	30
10642				4	30



PLAN

Existing 370 ft Bridge located 150' down stream to be Removed in accordance with S.P. 1007 after the new bridge is in service. The material from the existing bridge shall become the property of the Contractor.



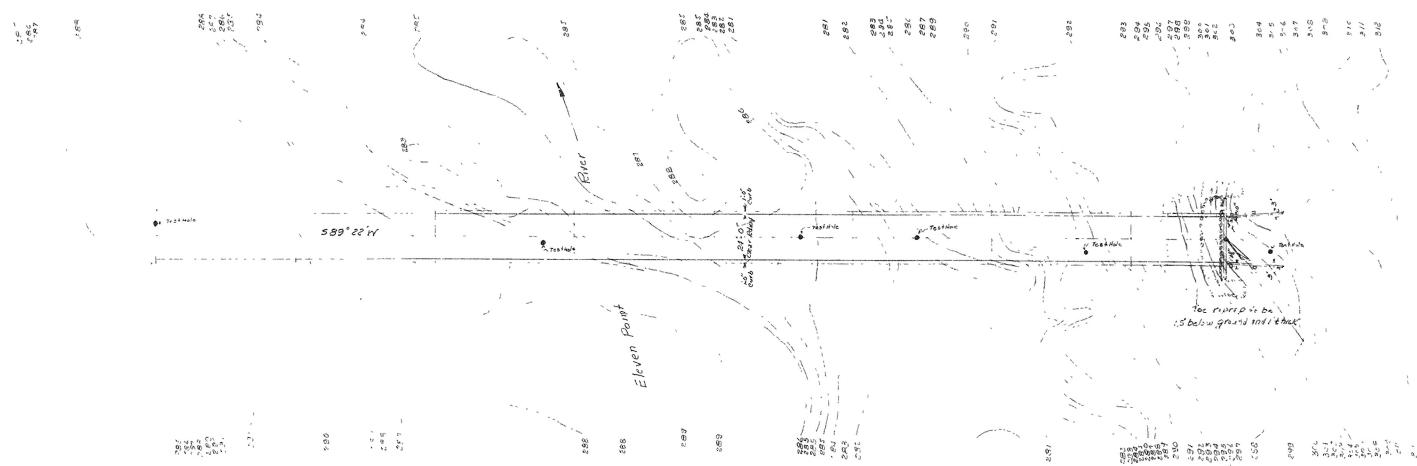
ELEVATION

GENERAL NOTES:
 Rock excavation shall be made to next line 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 faces of rock.
 All piling shall be 12" x 12" steel bearing piling driven to refusal. No test piling shall be required.
 Lengths of piling shown are assumed for estimating quantities only.
 The Contractor shall, assuming the responsibility for determining piling depths, in which case, payment shall be made for net length of pile in place, with no allowance or payment for cut-off or splicing.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction adopted March 1, 1940.

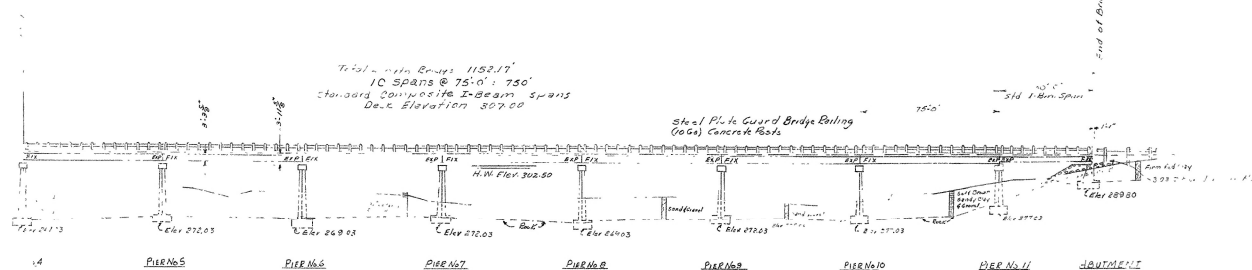
LAYOUT
BRIDGE OVER ELEVEN POINT, ARK.
 RANDOLPH COUNTY
 ROUTE 33 SEC. 1
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: _____ DATE: _____
 TRACED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 BRIDGE NO. 3254 DRAWING NO. 10056

For Details of Pile Bents See Drawg No. E50NH
 For Details of Piers & Abutment See Drawg No. 1004B, 1005B, 1006B
 For Details of Std 46-55 & 60 I-Beam Spans See Drawg No. S50CI
 For Details of Std 80-80 Composite I-Beam Spans See Drawg No. S50OP

DESIGN SPECIFICATIONS - ARSHW 1953
 LIVE LOAD: HS-20
 WIND: 40 mph
 TEMP: 70°F
 COEFF. OF FRICTION: 0.15
 COEFF. OF ADHESION: 0.25
 COEFF. OF FRICTION: 0.15
 COEFF. OF ADHESION: 0.25
 COEFF. OF FRICTION: 0.15
 COEFF. OF ADHESION: 0.25

325

PLAN



ELEVATION _____

LAYOUT
BRIDGE OVER ELEVEN POINT RIVER

RANDOLPH COUNTY

ROUTE 93 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

LITTLE ROCK, ARK.

DRAWN BY: _____ DATE: 10-21-58

SCALE: 1" = 30' 0"

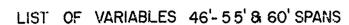
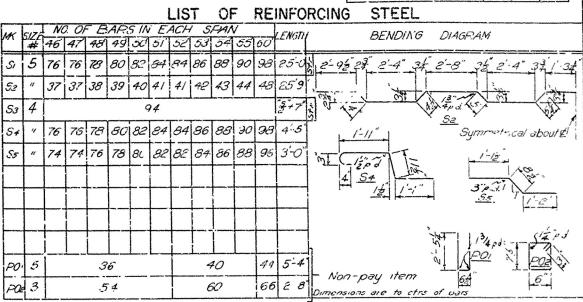
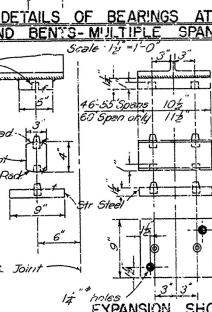
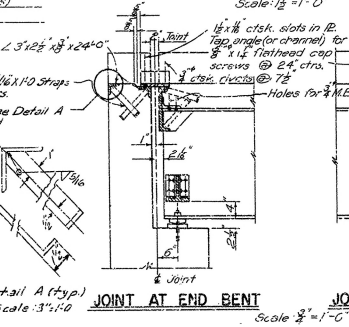
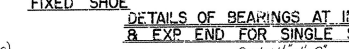
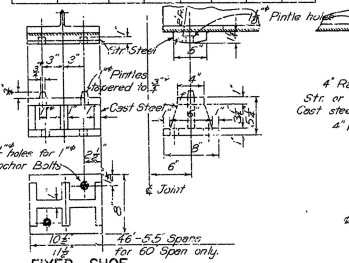
CHECKED BY: _____ DATE: _____

DRAWING NO. 10057

BRIDGE NO. 3254

[illegible]

BRIDGE DESIGN ENGINEER

[illegible]

GENERAL NOTES

All concrete to be Class "5". All exposures corners to have 3" chamfer unless otherwise noted.

Field Connections for diaphragms to be riveted or welded 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 in these actuality used, whichever.

Field connections to be $\frac{3}{4}$ " 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 1954.

Shop Paint: All structural steel, except surfaces in contact with concrete shall have one coat of red lead primer and be primed or primed after shipment.

Field Paint: 1st Coat - Red lead primed 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 fitted 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 prepared in accordance with the Specifications, submitted and approved 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 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 in accordance with the Specifications. It shall be accurately located in the form and firmly held in place by means of steel wire supports. It shall be sufficient in number and size to prevent displacement of the reinforcement during construction and to keep the steel a proper distance from the forms. The wire supports will not pad 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.

Handrail to be Plate Guard-Railing 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 market price bid per linear foot for Steel or Aluminum Plate Guard Bridge Railing.

SPECIFICATIONS, Arkansas State Highway Commission Standard Specifications for Highway Construction Edition of Dec 9, 1953.

LOADING HIS (CLASSIC 1957)

Load Distribution Outside Stringer	Load Distribution Inside Stringer
Dead Load = 700' (Wt per ft of W used)	Dead Load = 570' (Wt per ft of W used)
Live Load = 1200' (Wt per ft of W used)	Live Load = 585'
Conc Live Load = 500' for moment	Conc Live Load = 740' for moment
Conc Live Load = 1200' for shear	Conc Live Load = 1020' for shear
Truck Live Load = 0.80 wheels	Truck Live Load = 11 wheels

Unit Stresses

Structural Steel	60,000 psi
Reinf. Steel	20,000 psi
Class 5 Conc (H-10)	12,000 psi

DETAILS OF

STANDARD 45'-55' & 60' I-BEAM SPANS

24'-0" CLEAR RDWY. 1'-0" CURBS

REVISIONS

1. Change Diagram WWM 6-24-53

2. Spacing WWM 6-28-54

3. Clear outside bar max or 12" dia.

4. Added Detail 1-5-58 H-10

5. Expansion Joints 18" H-10

6. Slab or Expansion Joints 18" H-10

7. Optional Inside Steel 1/2" dia.

8. and General Notes FM 41-39

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

Drawn by: WWM Date: 6-24-53

Traced by: H-10 Date: 11-25-53

Checked by: H-10 Date: 3-2-59

Scale: As noted

BRIDGE No. _____

DRAWING No. 55001

Per changed spec, vertical and horizontal alignment shown 7-2-59

BRIDGE DESIGN ENGINEER