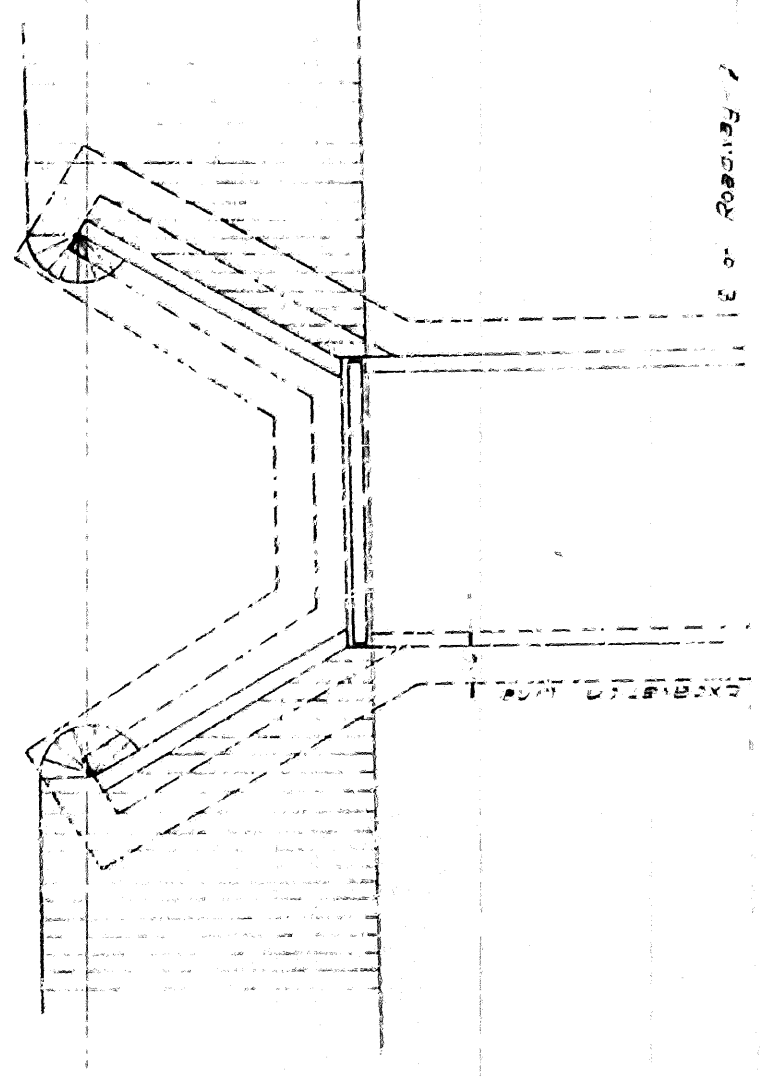
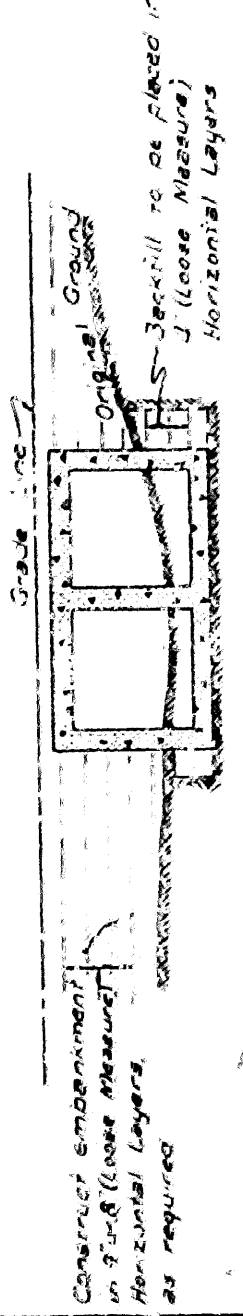


STATE	PLATE	SCALE	DATE	BY	CHKD.	APP'D.	REV.
ARK.	6	1" = 10'	1935	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
JOB NO.							

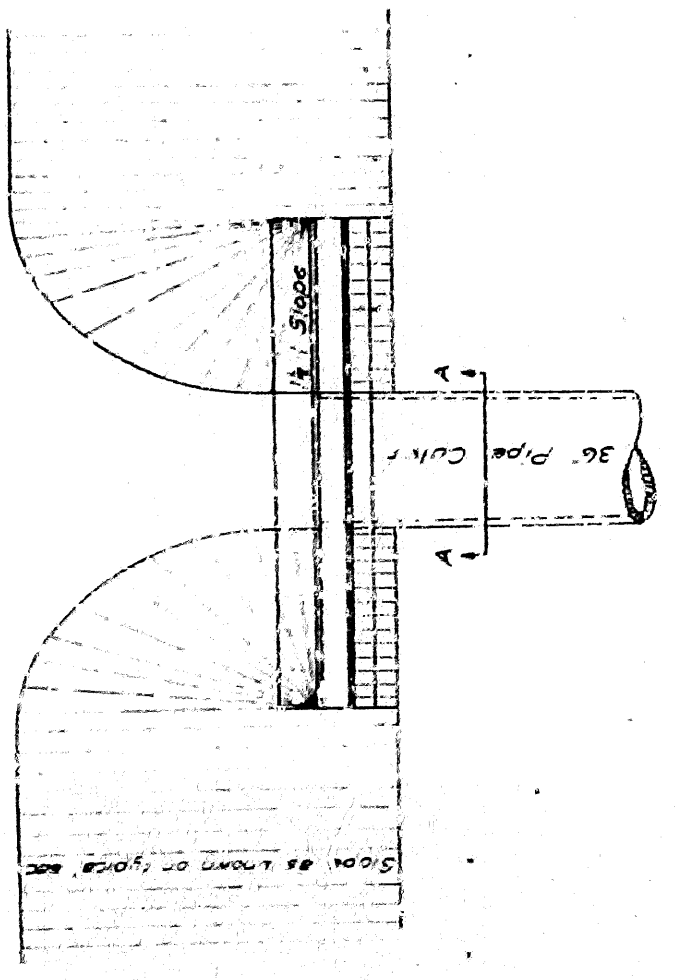


PLAN

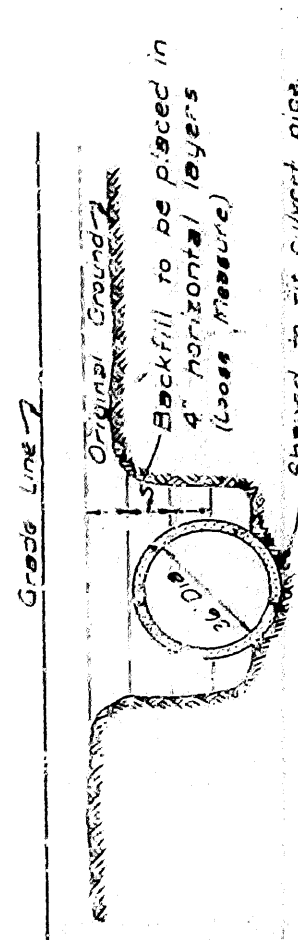


LONGITUDINAL SECTION

BOX CULVERT



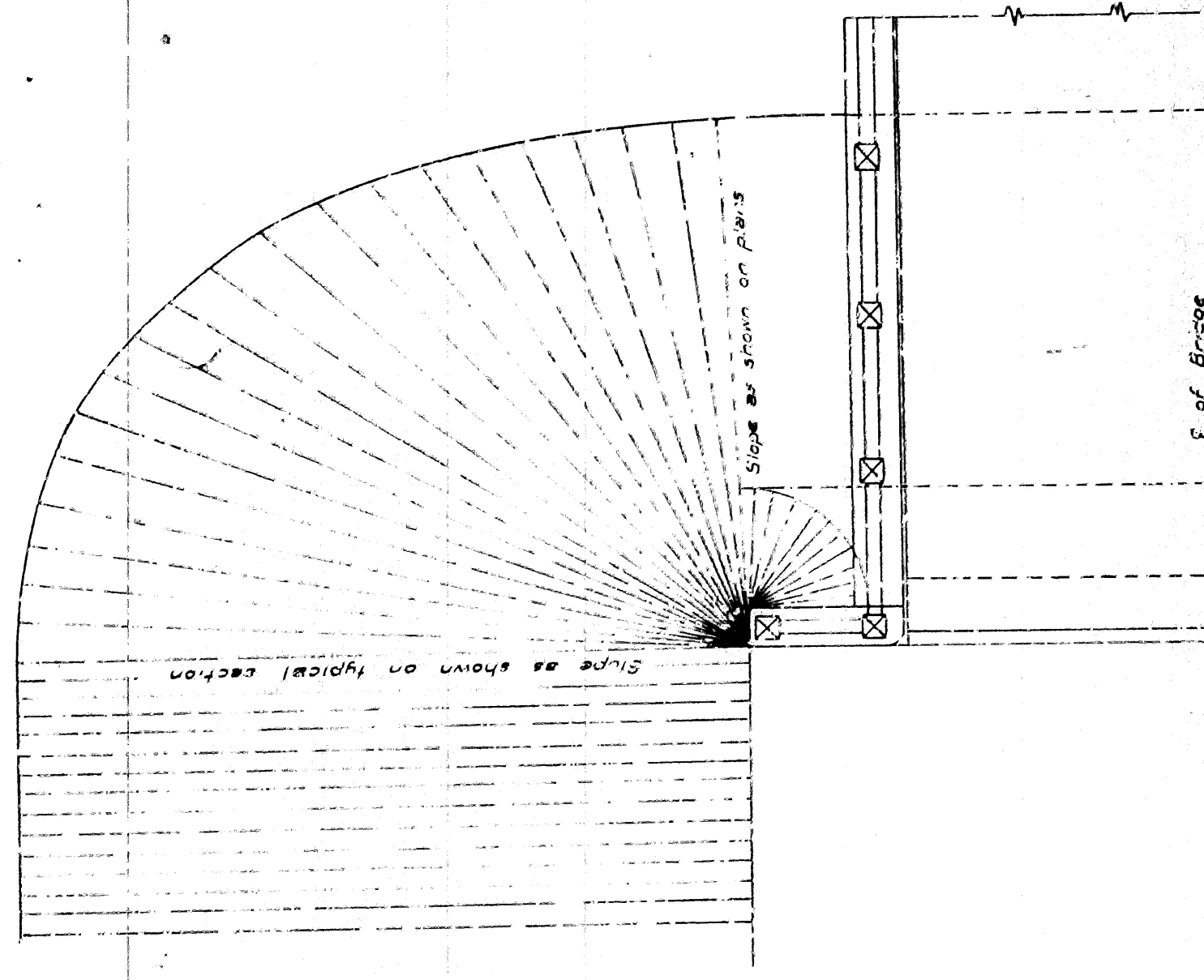
PLAN



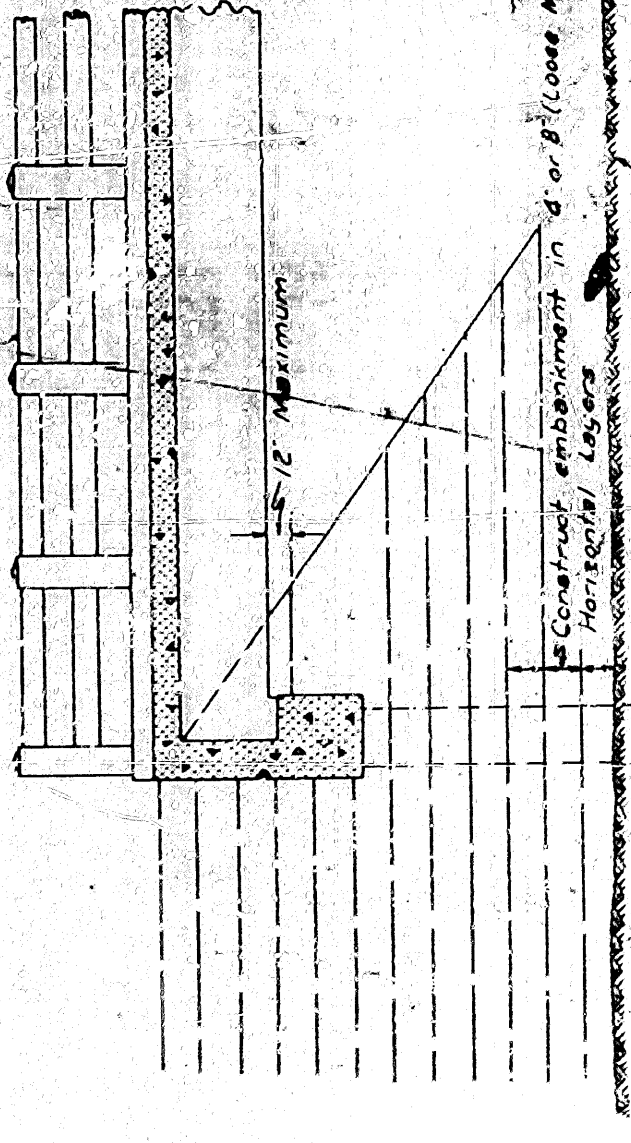
SECTION A-A

PIPE CULVERT

Notes relative to construction of bridge-end embankments and backfilling excavations shall be applicable to backfilling culvert excavations and the construction of embankment's over end adjacent to culverts.



HALF PLAN



LONGITUDINAL SECTION

OPEN END ABUTMENT

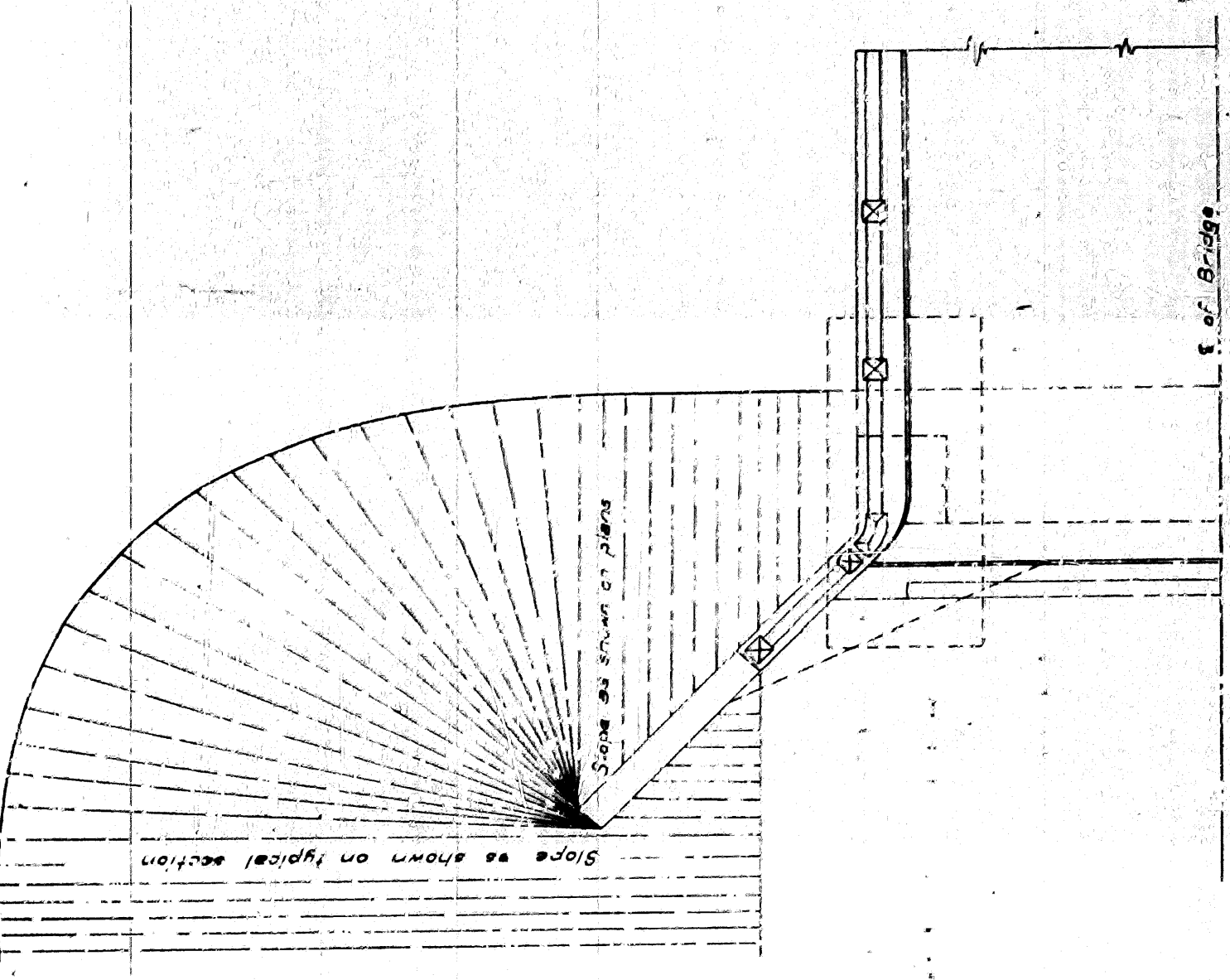
CONSTRUCTION OF THE BRIDGE-END EMBANKMENT

The bridge-end embankment shall be understood to mean not less than 20 feet of embankment adjacent to the end of the bridge roadway with the side slopes and slopes underneath the bridge-end and approach the end of wingwalls.

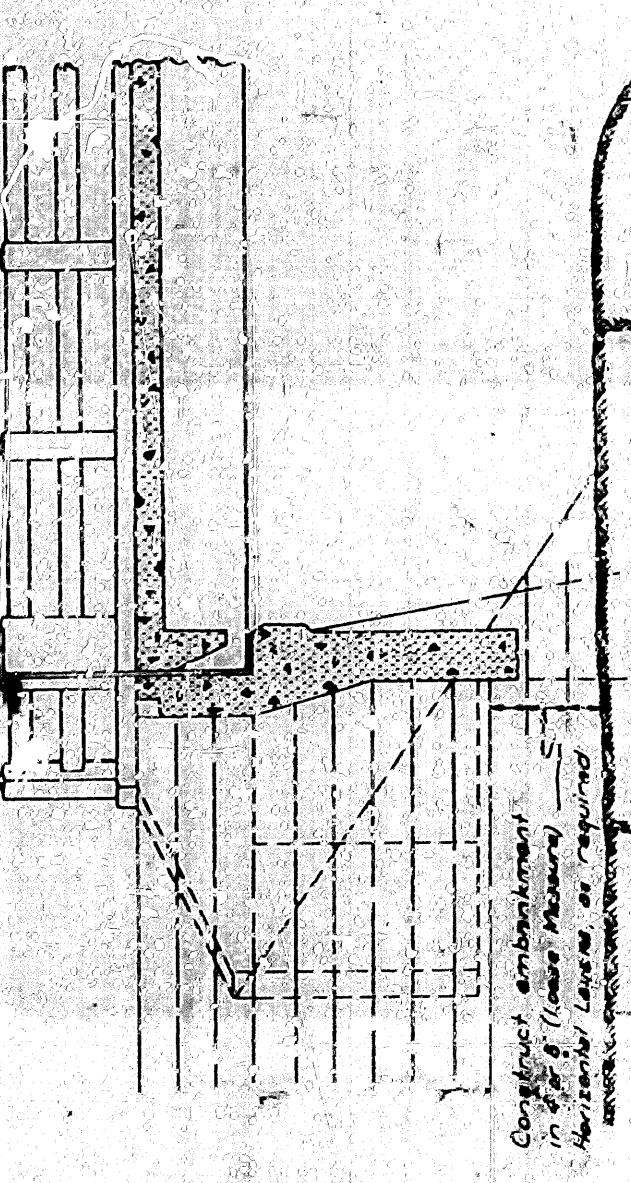
The surface area to be occupied by this embankment shall first be cleared of all debris and movable matter and then certified so as to completely expose the raw earth. The grading shall be done before any of the base surface is covered by material taken from the structure excavations.

Embankment material shall be of approved quality free from light and porous or perishable matter.

The fill shall be constructed in horizontal layers to the thickness required be specified in the specifications for Embankment material, Section 106 and shall be completed in accordance with the specifications for Special Compaction of Earthwork, Section 107.



HALF PLAN



LONGITUDINAL SECTION

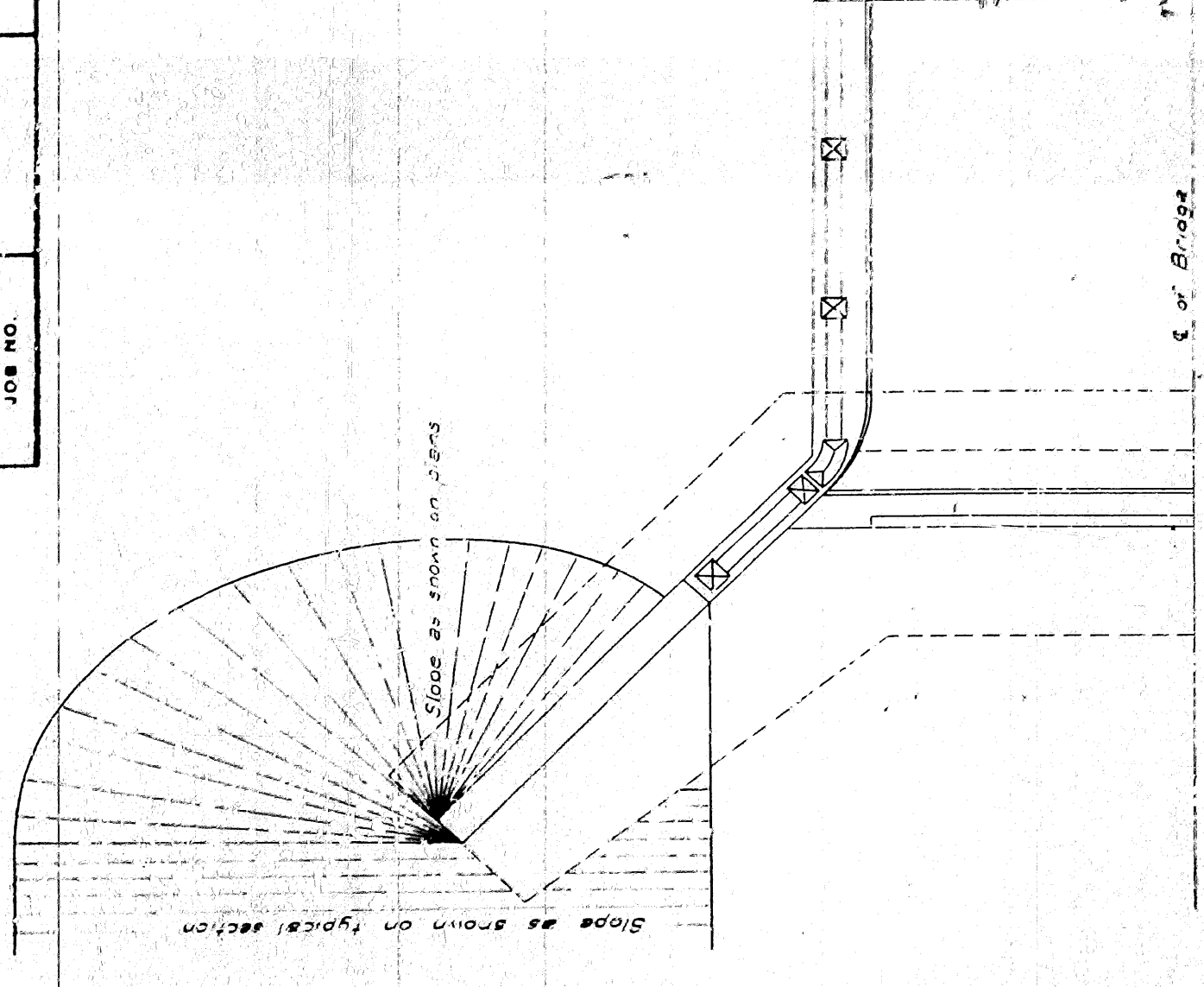
SEMI-OPEN ABUTMENT

BACKFILLING EXCAVATION

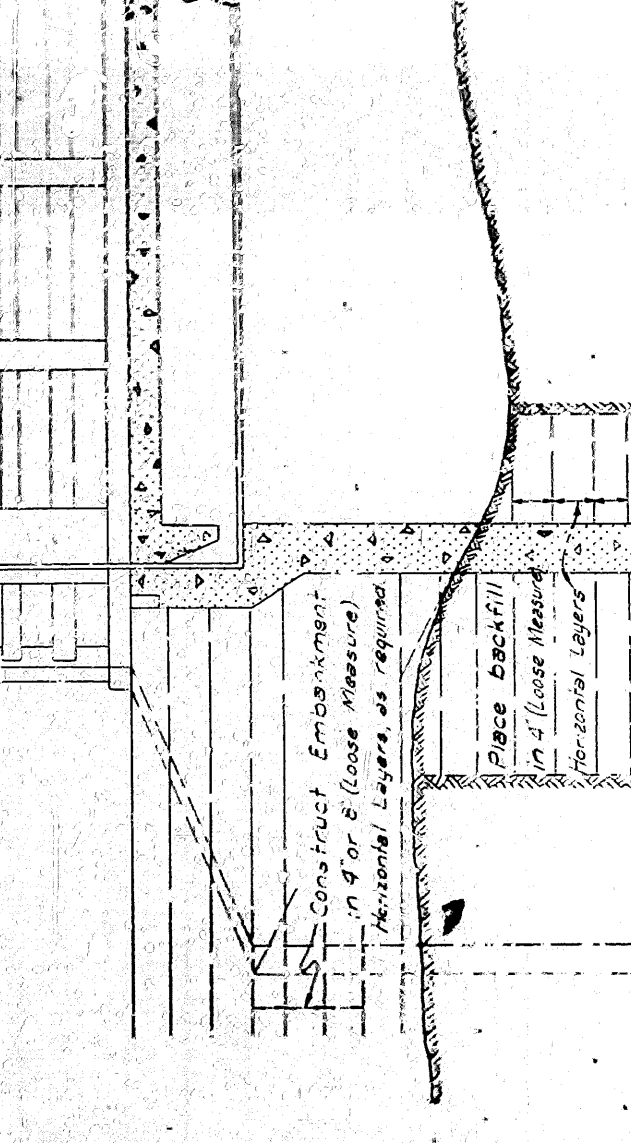
In so far as a practicable abutment excavations shall be cut to the size shown by the plans with allowance of 18 in. on all sides as permitted by the specifications. Gravelly oversize and flared cuts sometimes made to avoid the use of shoring will not be permitted.

When the abutment excavation is ready for backfilling, it shall be cleared of all collecting materials, unless otherwise directed by the engineer, and shall be in the condition of a finished surface.

The space around the wall or column shall then be carefully filled to the original ground line in horizontal layers to the thickness specified in the specifications for Embankment material, Section 106 and shall be completed in accordance with the specifications for Special Compaction of Earthwork, Section 107.



HALF PLAN



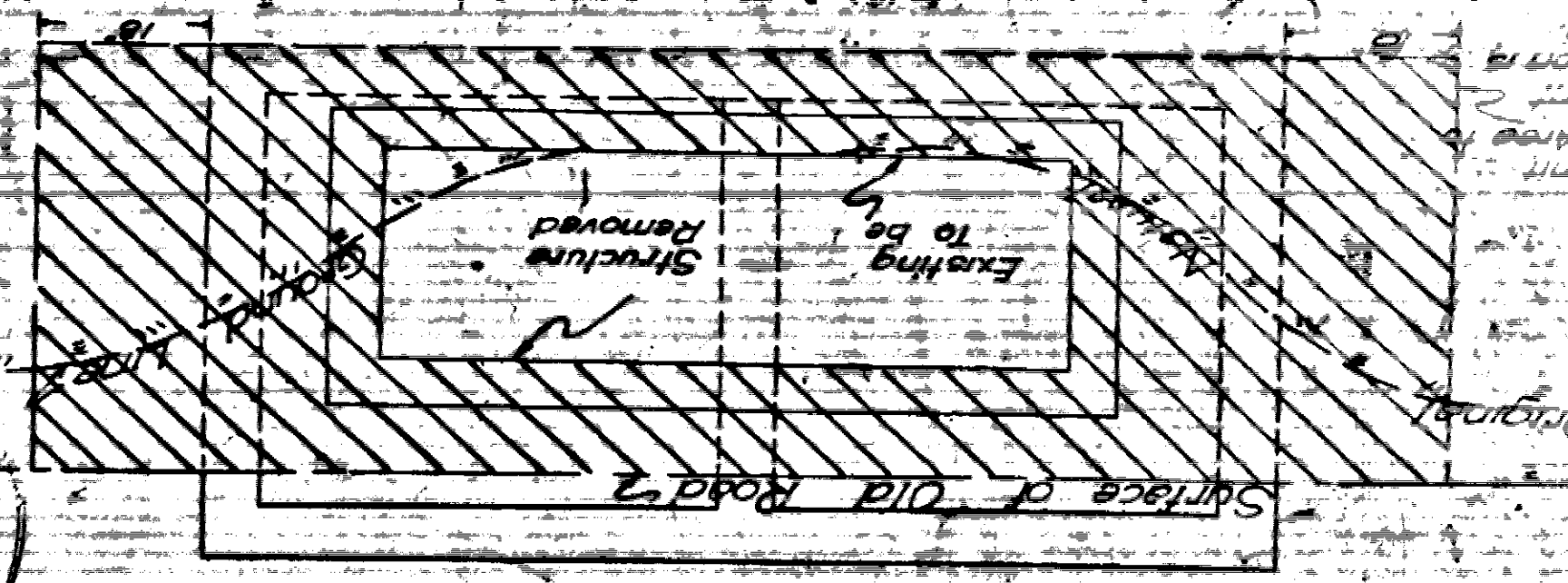
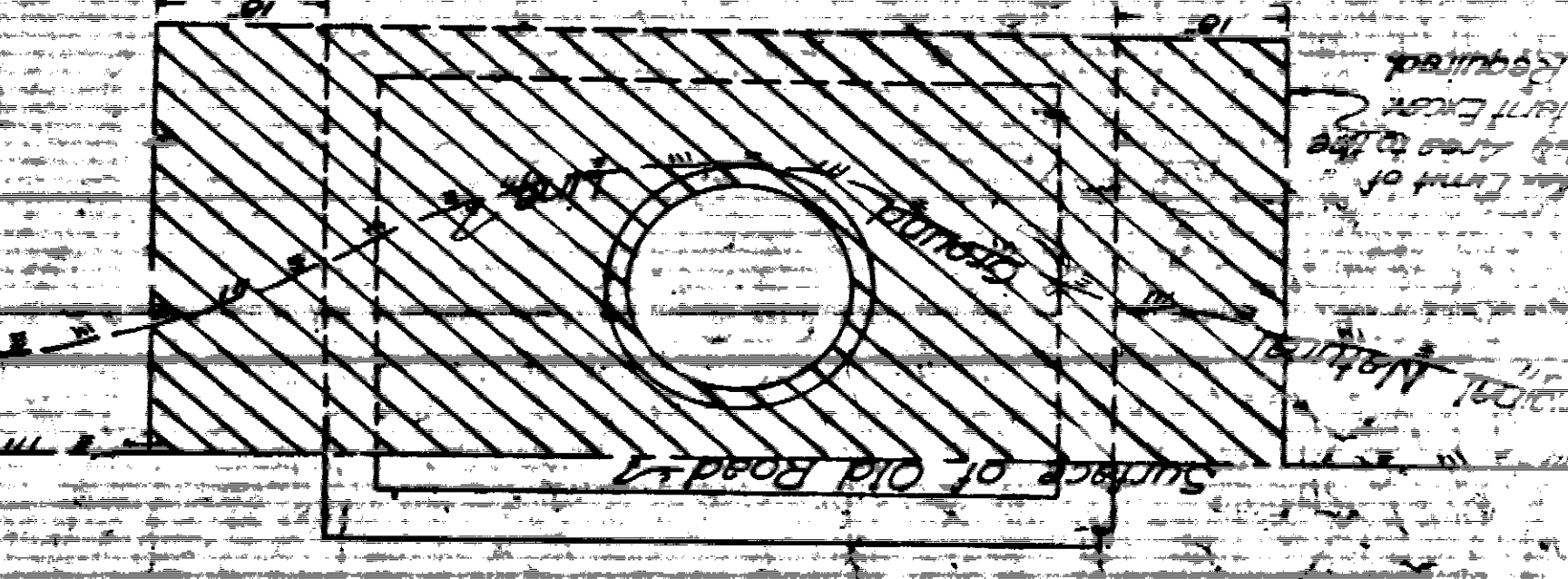
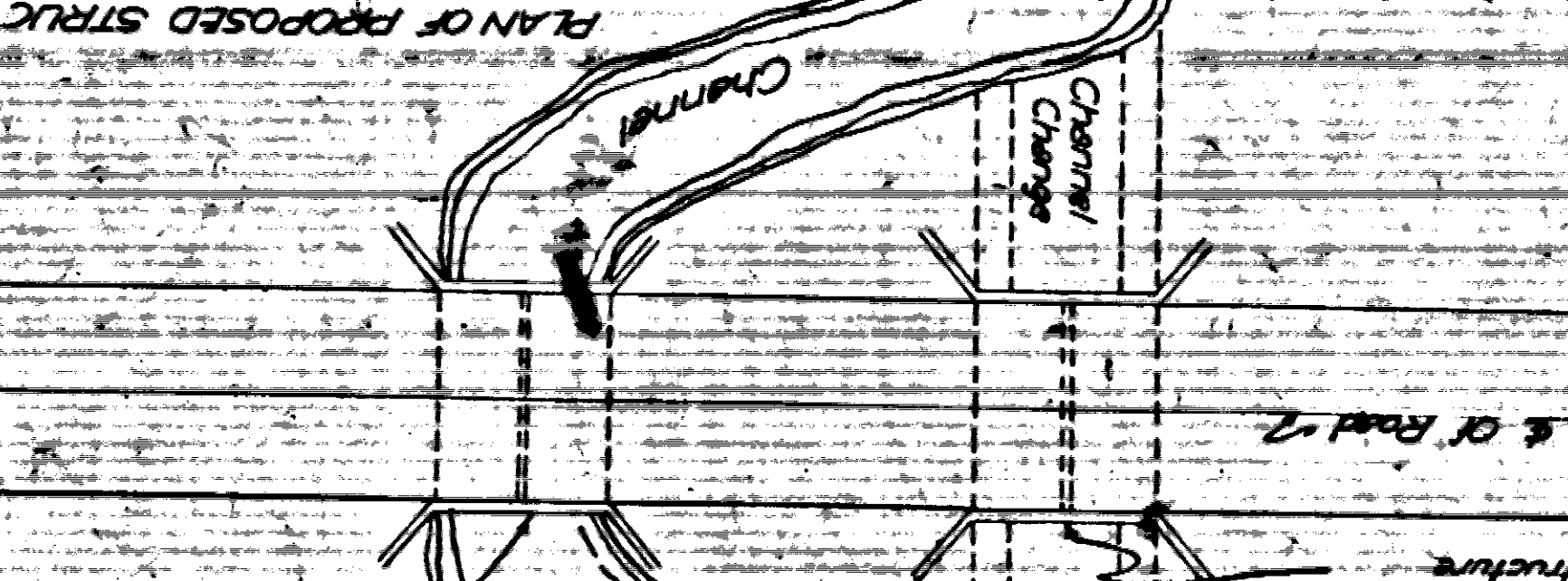
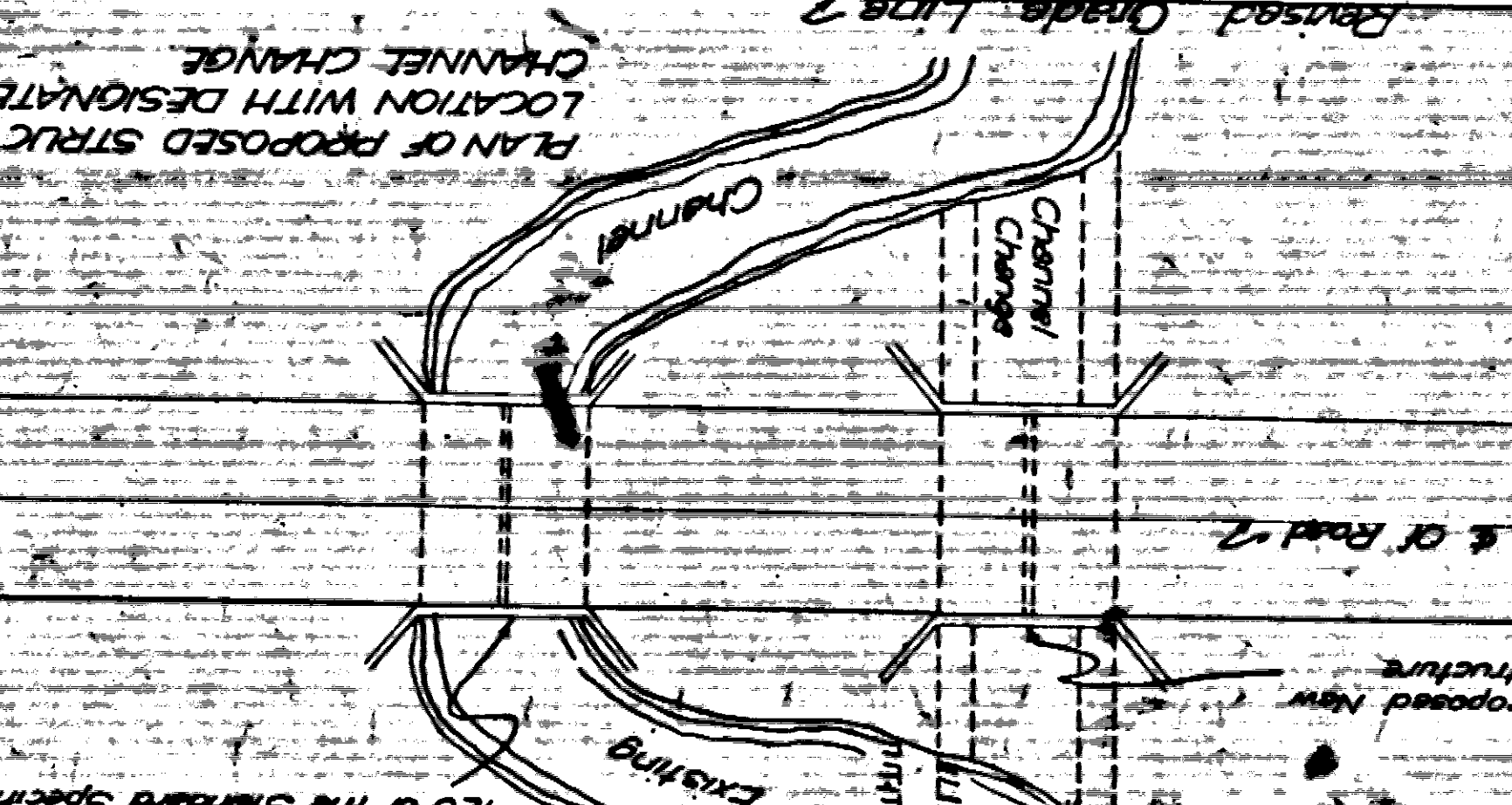
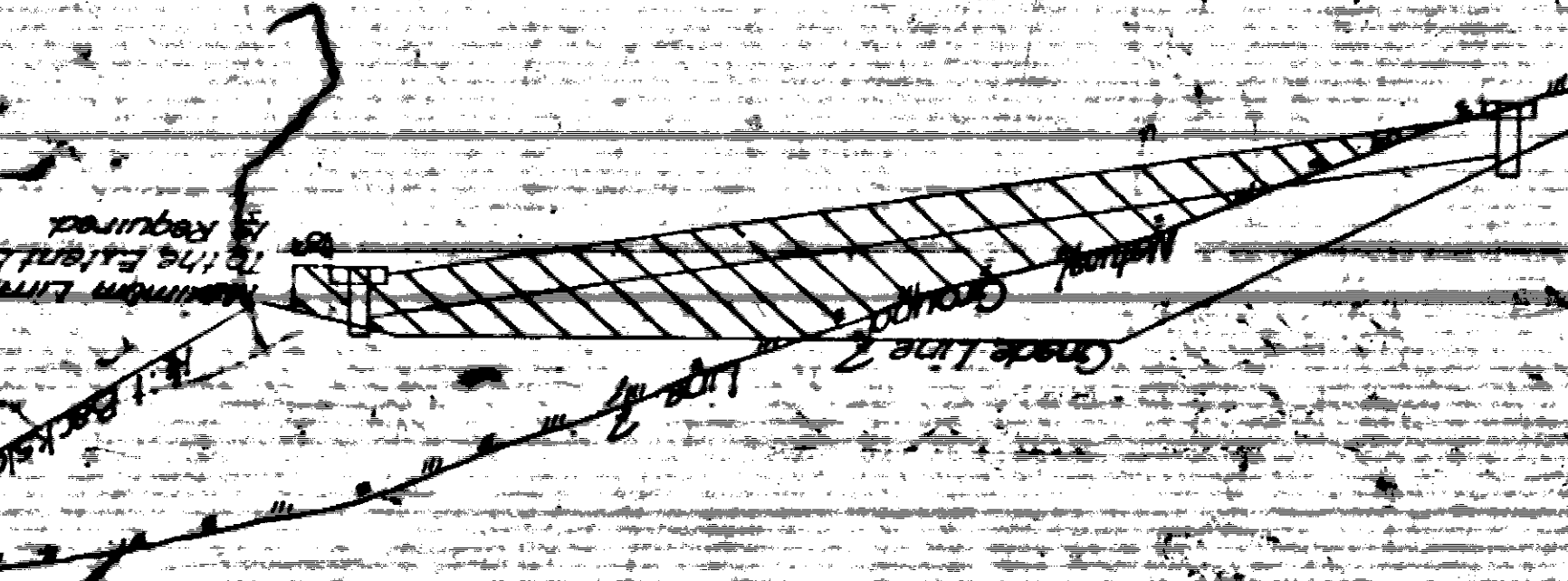
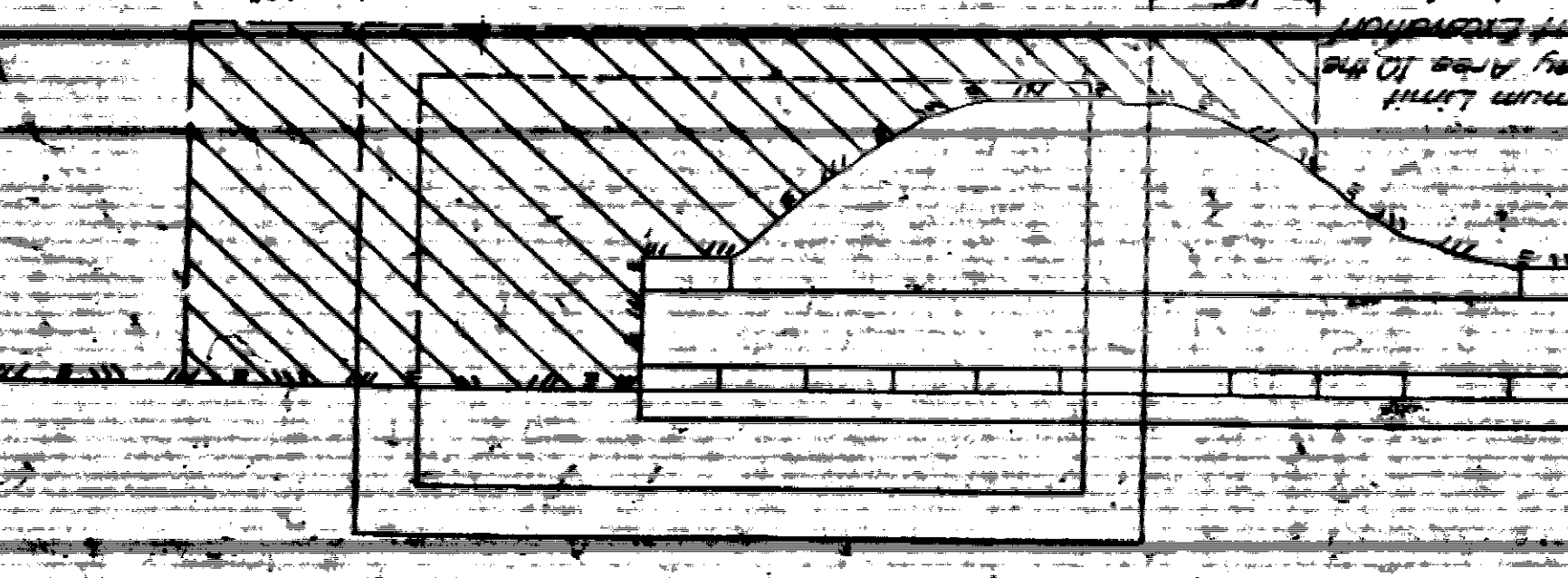
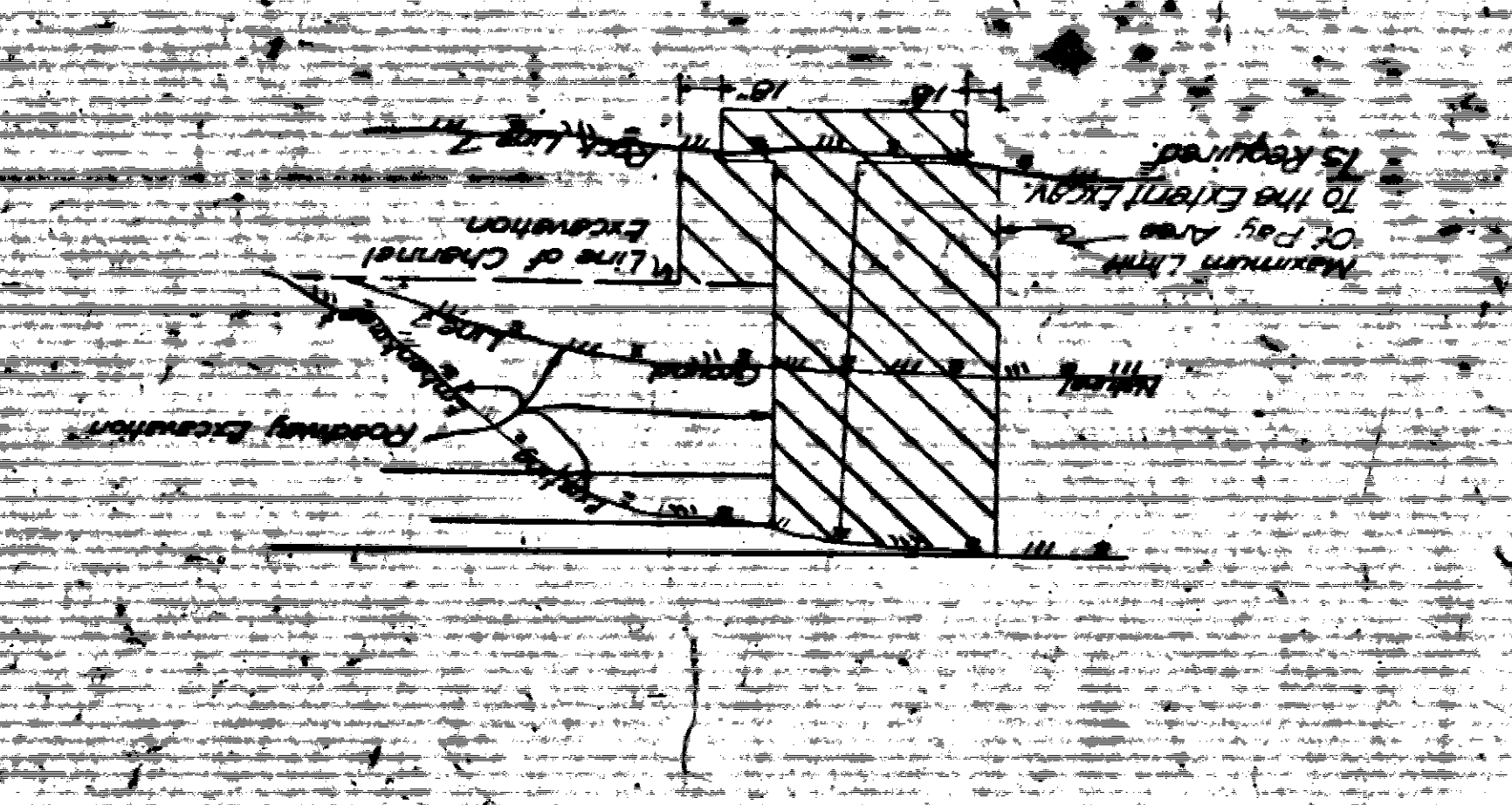
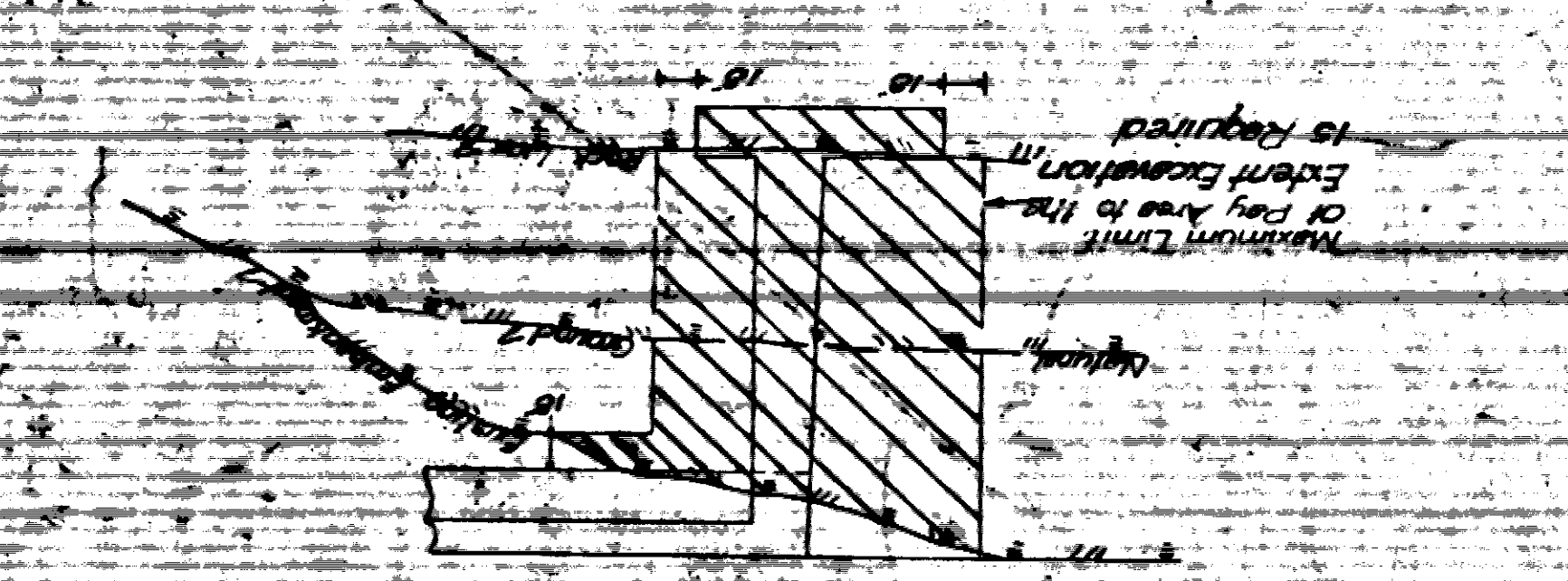
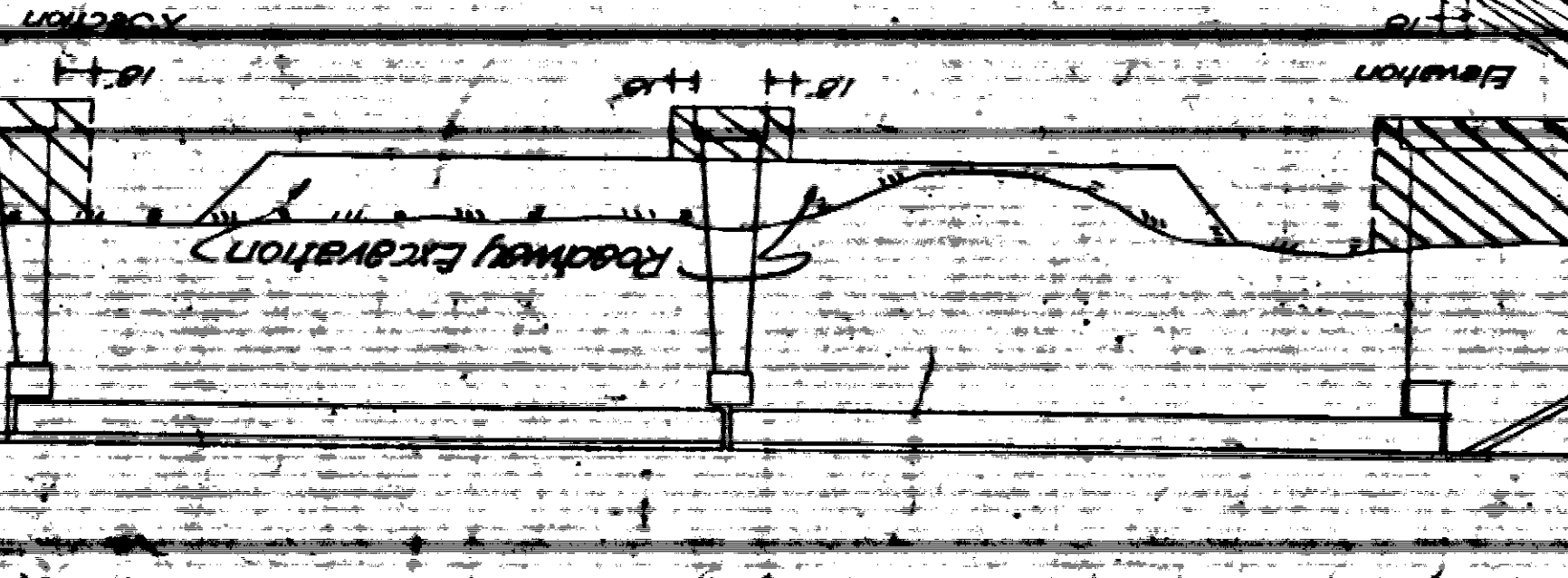
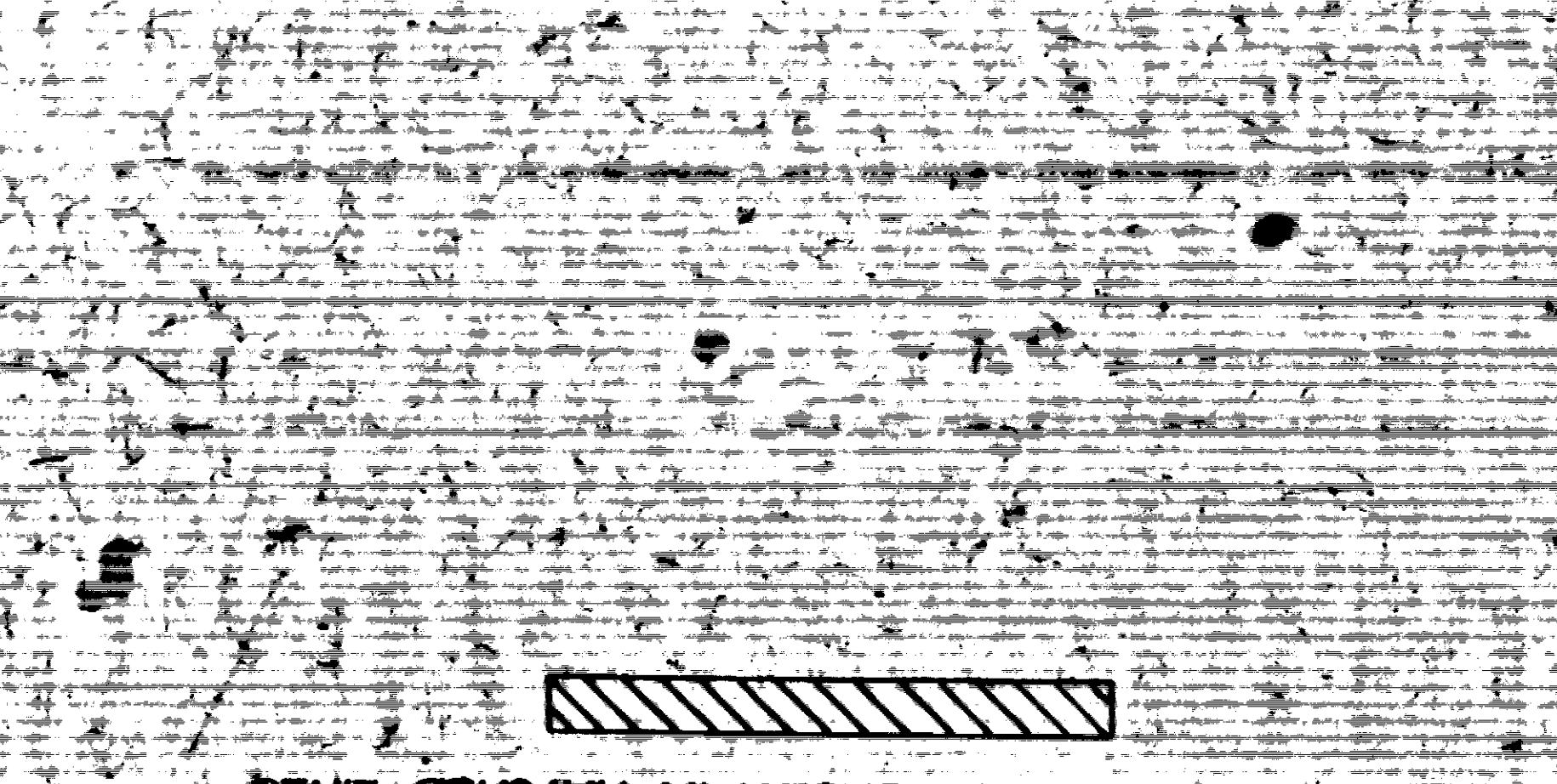
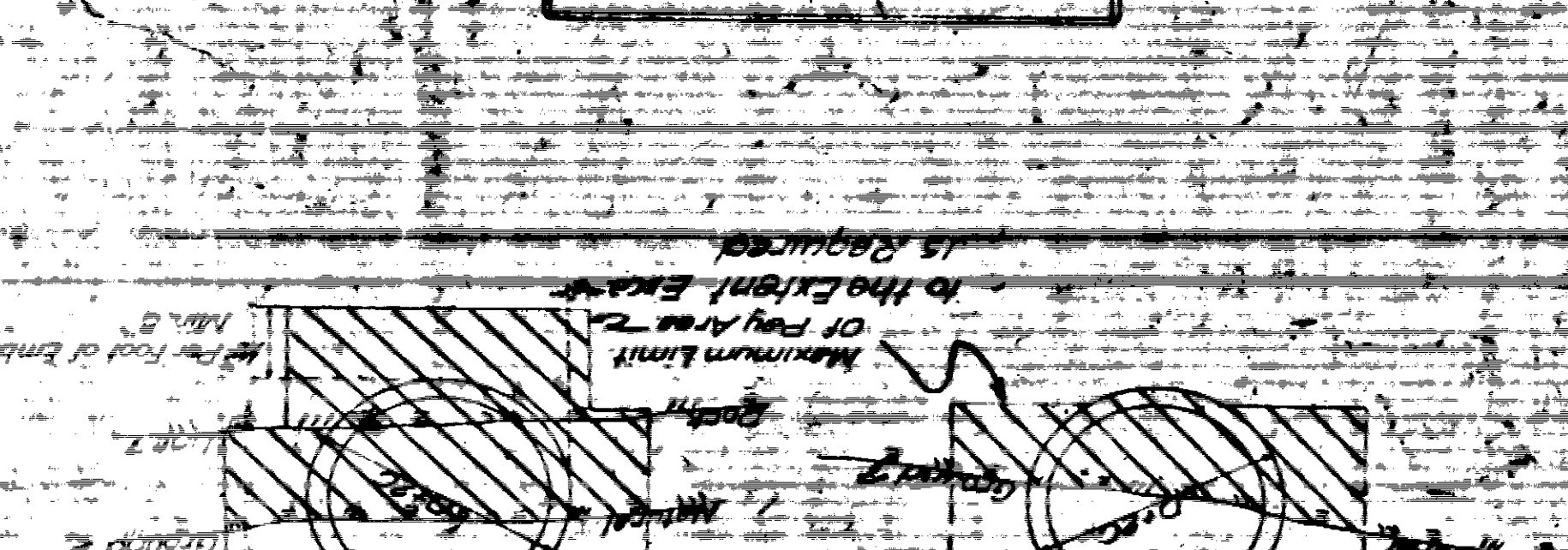
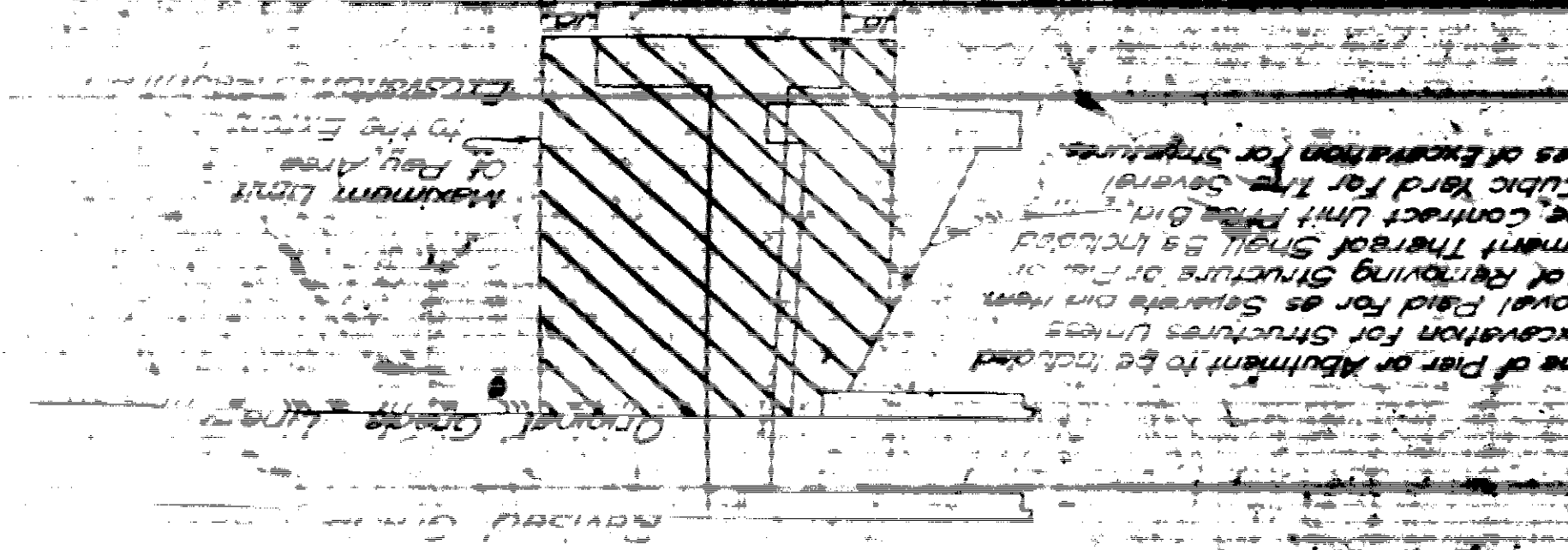
LONGITUDINAL SECTION

WINGWALL ABUTMENT

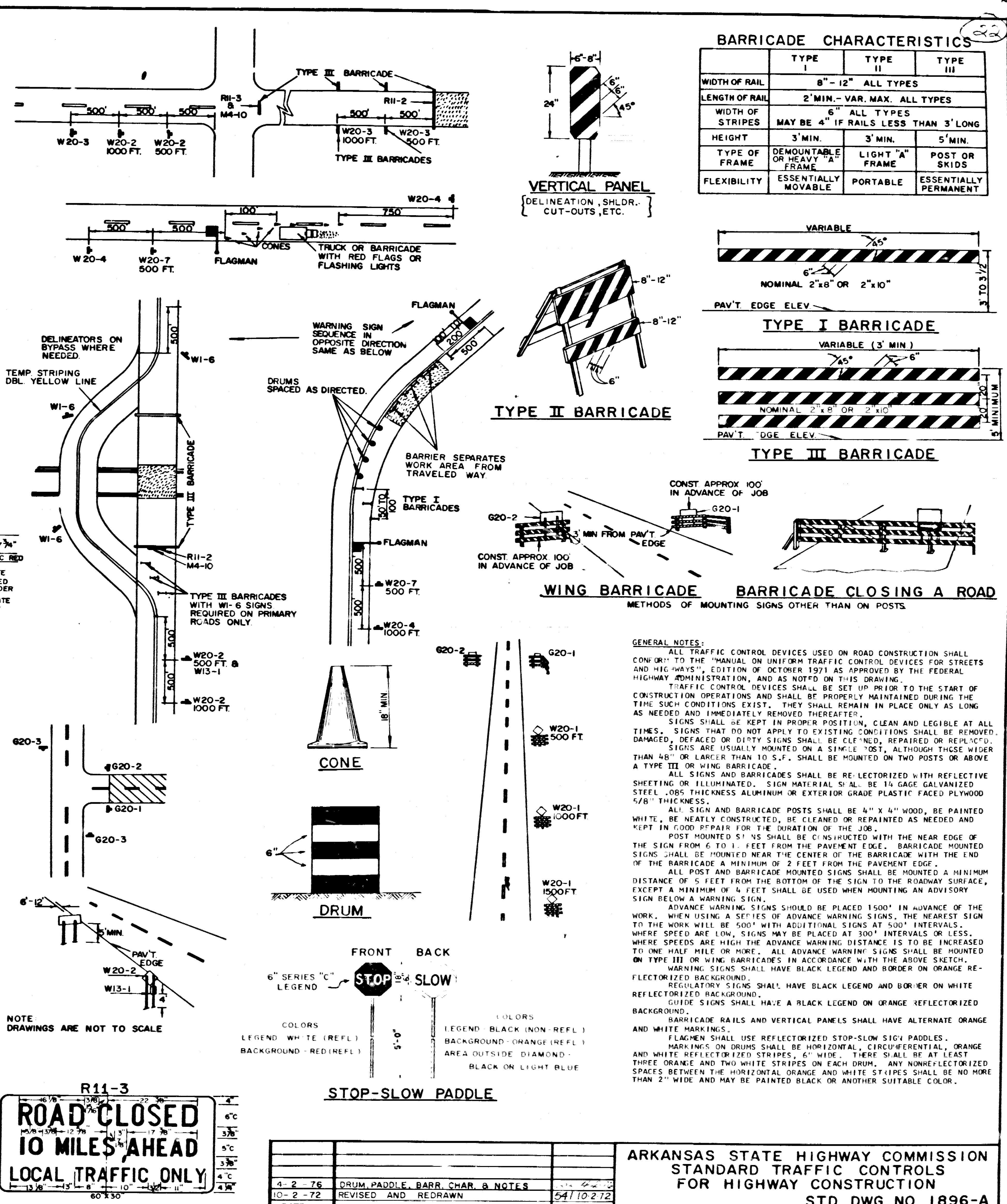
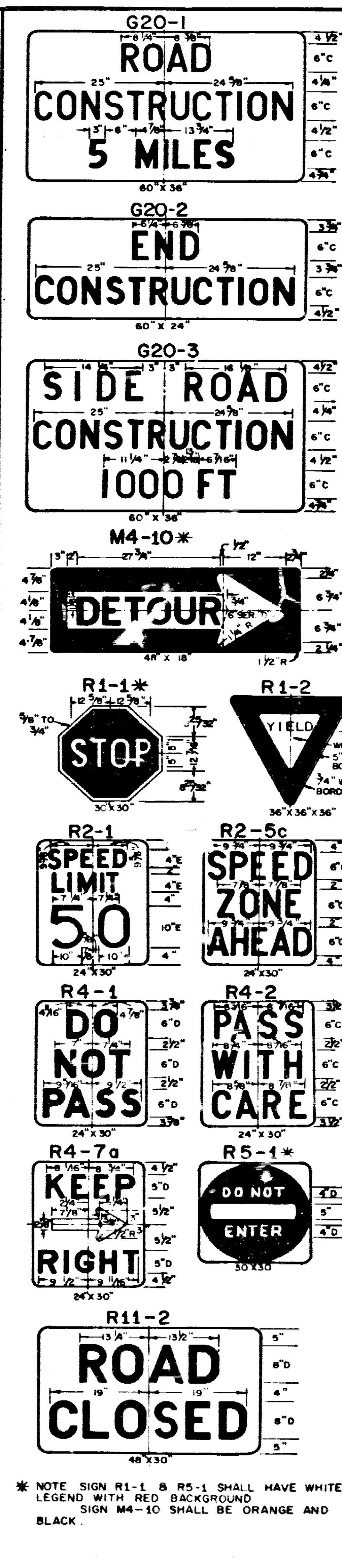
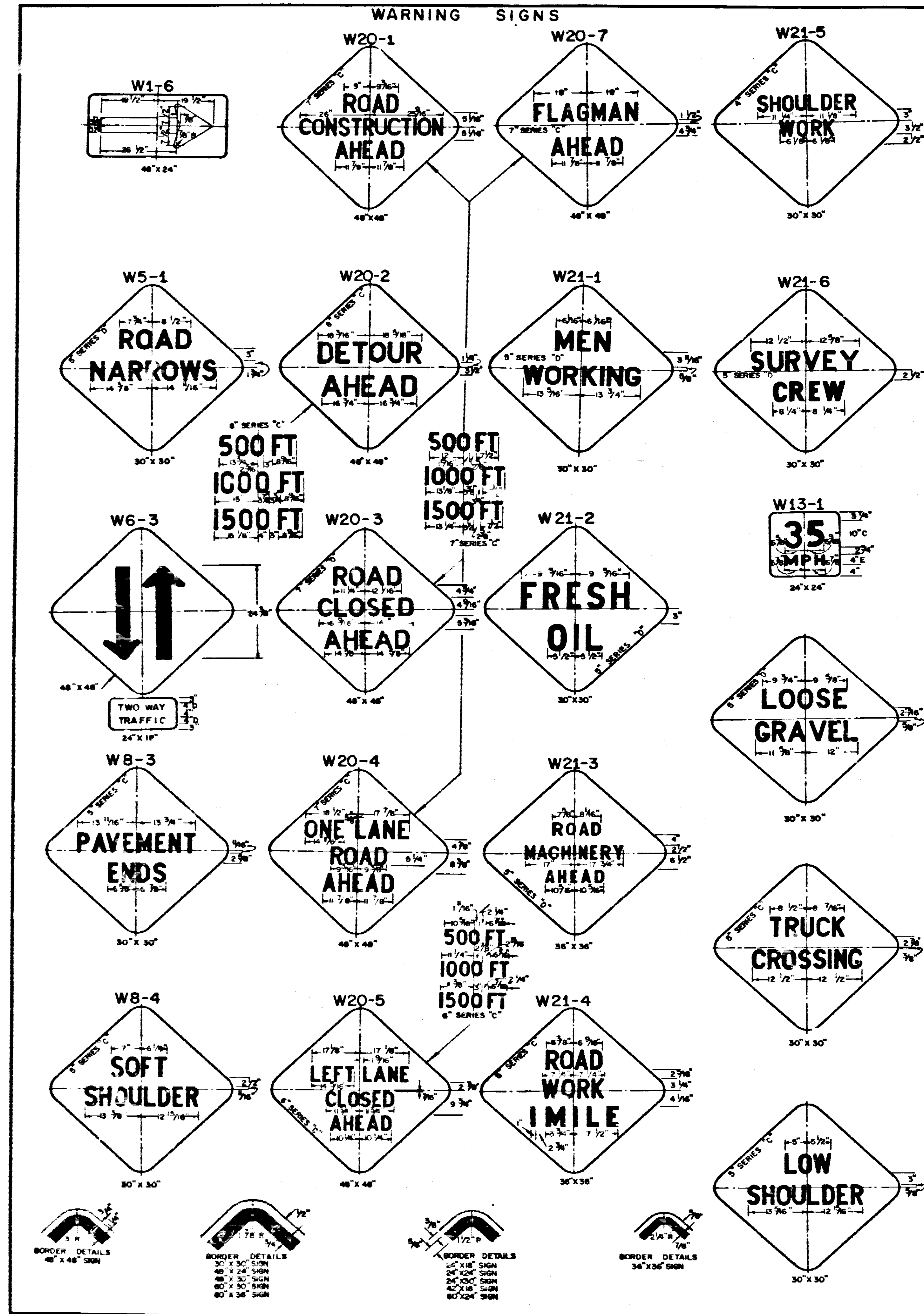
DETAILS OF  
EMBANKMENT CONSTRUCTION AT  
BRIDGE ENDS AND  
BACKFILL FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION



<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PIPE CULVERT</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Per cubic yard for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PIPE CULVERT</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Per cubic yard for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Per cubic yard for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH PROPOSED STRUCTURE ALONG CENTER LINE OF ROAD</p> <p>Plan of proposed structure location with designated channel change.</p> <p>Channel change line 2</p> <p>Proposed new structure</p> <p>Existing structure</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES ROADWAY SECTION IN EXCAVATION</p> <p>Excavation for structure</p> <p>Structure to be removed</p> <p>Excavation to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PLANK BRIDGE</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Per cubic yard for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH BRIDGE ABUTMENT WHERE CHANNEL CHANGE IS DESIGNATED</p> <p>Plan of proposed structure location with designated channel change.</p> <p>Channel change line 2</p> <p>Proposed new structure</p> <p>Existing structure</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH BRIDGE ABUTMENT</p> <p>Excavation for structure</p> <p>Structure to be removed</p> <p>Excavation to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE</p> <p>Plan of proposed structure location with designated channel change.</p> <p>Channel change line 2</p> <p>Proposed new structure</p> <p>Existing structure</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES BASIC FOR CONJUGATE EXCAVATION STANDARD ARKANSAS HIGHWAY COMMISSION</p> <p>NOTE: AREA OF MATCHES TO BE CLASSIFIED AS EXCAVATION FOR STRUCTURES SHOWN IN MATCHED LINES.</p> 	<p>EXCAVATION FOR STRUCTURES PIPE CULVERTS AND HEADWALLS</p> <p>Excavation for structure</p> <p>Structure to be removed</p> <p>Excavation to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES INVOLVING THE REMOVAL OF EXISTING SUBSTRUCTURES</p> <p>Excavation for structure</p> <p>Structure to be removed</p> <p>Excavation to be included in the contract unit price bid for the general classes of excavation for structures.</p> 
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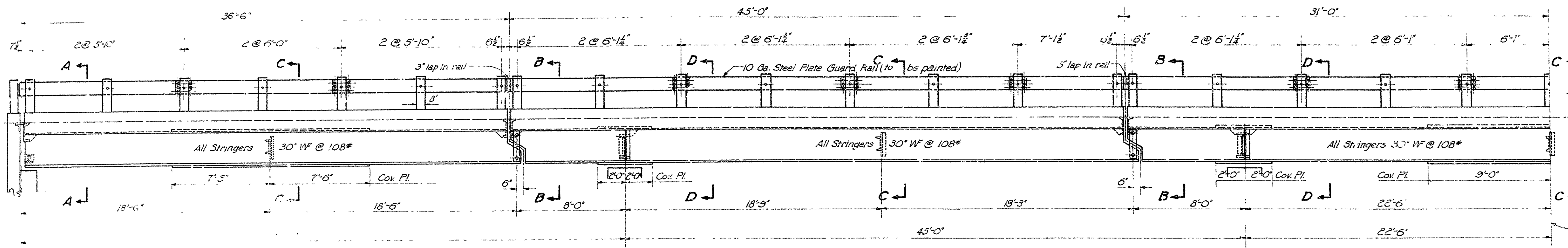


FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	ARK.				
STATE JOB NO.					

LOADING H2O S16

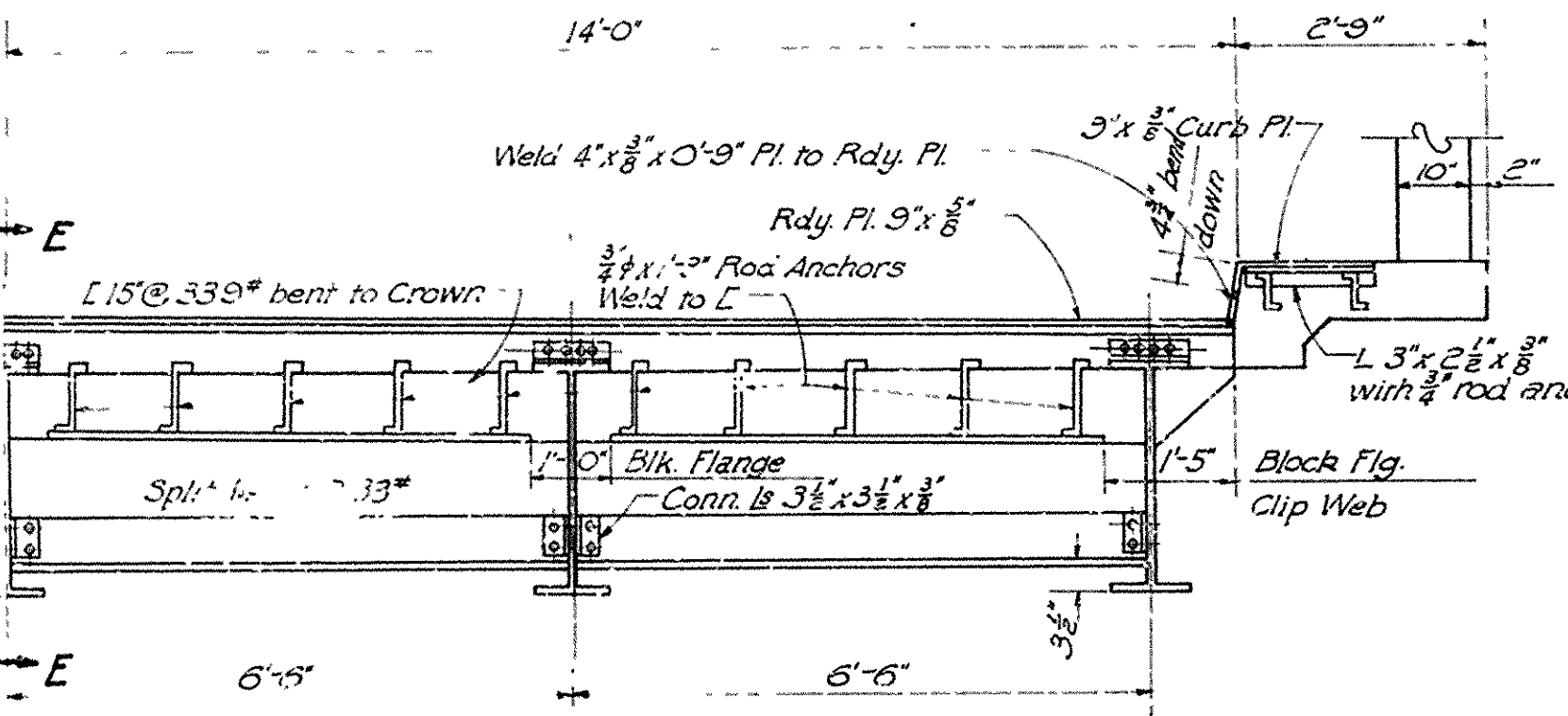
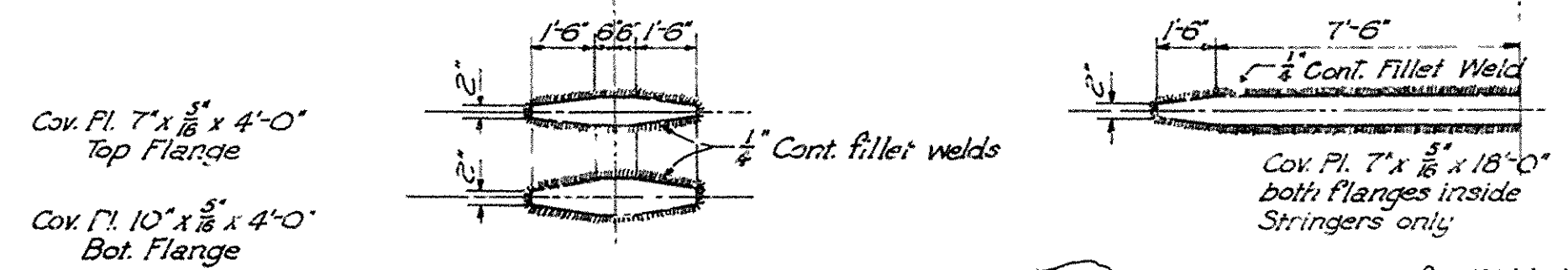
LOAD DISTRIBUTION	OUTSIDE	INSIDE
Dead Load per Foot	1000#	800#
Roadway Live Load Per Ft.	277#	416#
Concentrated Live Load	Mom 7800#	11,700#
Truck Wheel Load	Shear 11,200#	16,900#
Stresses:	Structural Steel = 18,000 psi	
	Reinforcing Steel = 20,000 psi	
	Concrete (f'c) = 1200 psi	
GENERAL NOTES:		

All concrete to be Class "S". All exposed concrete to have a finish unless otherwise noted.  
Rivets 3/4" Open holes 3/4". Where bolts are indicated use machine bolts.  
Cross Beam and Strut connections to be subpunched 3/4" and reamed to a metal template.  
Ends of Stiffener Angles to be ground to bear against beam flanges.  
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 3/8" fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, fourth 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: First coat, White lead tinted with lamp black; Second, Aluminum paint.  
All bearing plates, roadway expansion devices to be paid for as "Structural Steel in Beam Spans."  
Core shall be exercised to obtain 90° in the angle between flange and web of beams at bearing points.  
Beams in all spans will be completely erected before pouring roadway slabs.  
To provide for deflection of beams, slab is to be approximately 3/8" thicker at mid-span and 1/4" thicker at quarter points. To control beam deflection follow pouring sequence to be provided for each bridge.  
This drawing shows general features of design only. Shop drawings shall be made 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 a half span length longitudinal strike-off. The strike-off shall be sufficiently stiff so as to have no appreciable vertical deflection.  
Specifications: Arkansas State Highway Department Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

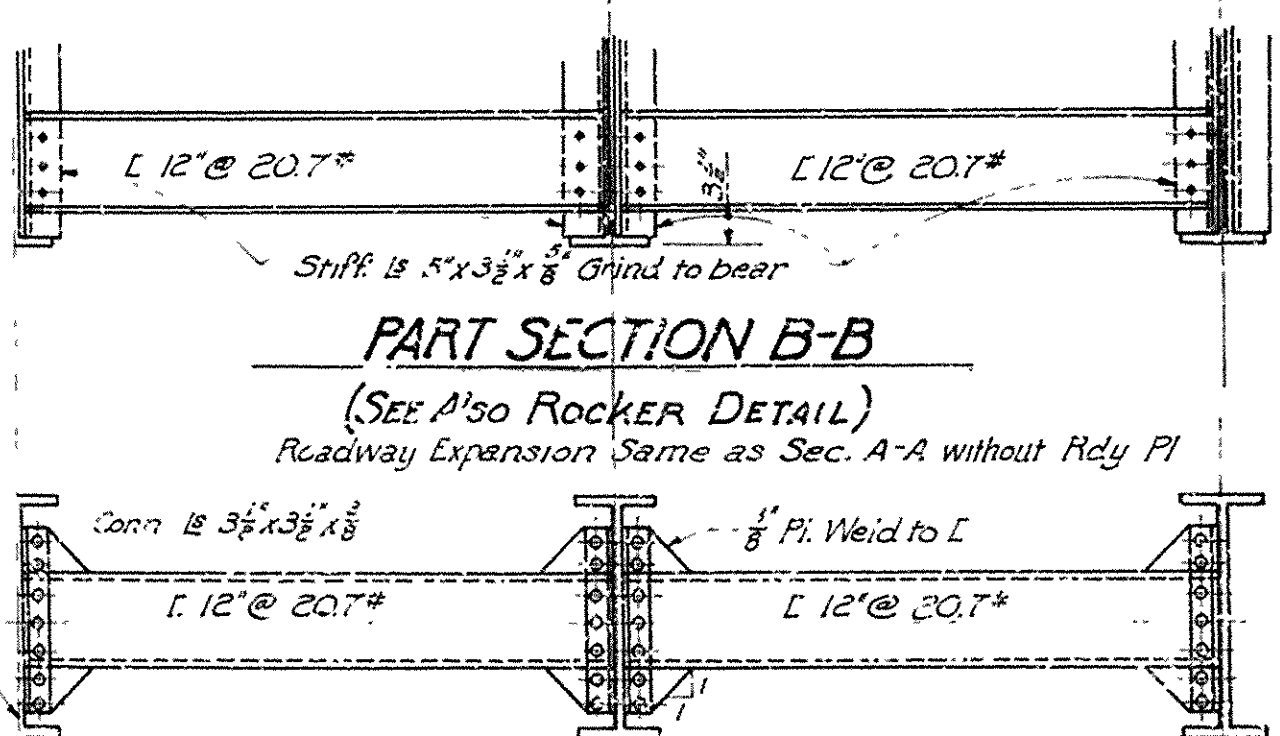


Steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The rail, including posts shall be paid for at the unit price per linear foot bid for "Steel Plate Guard Rail".

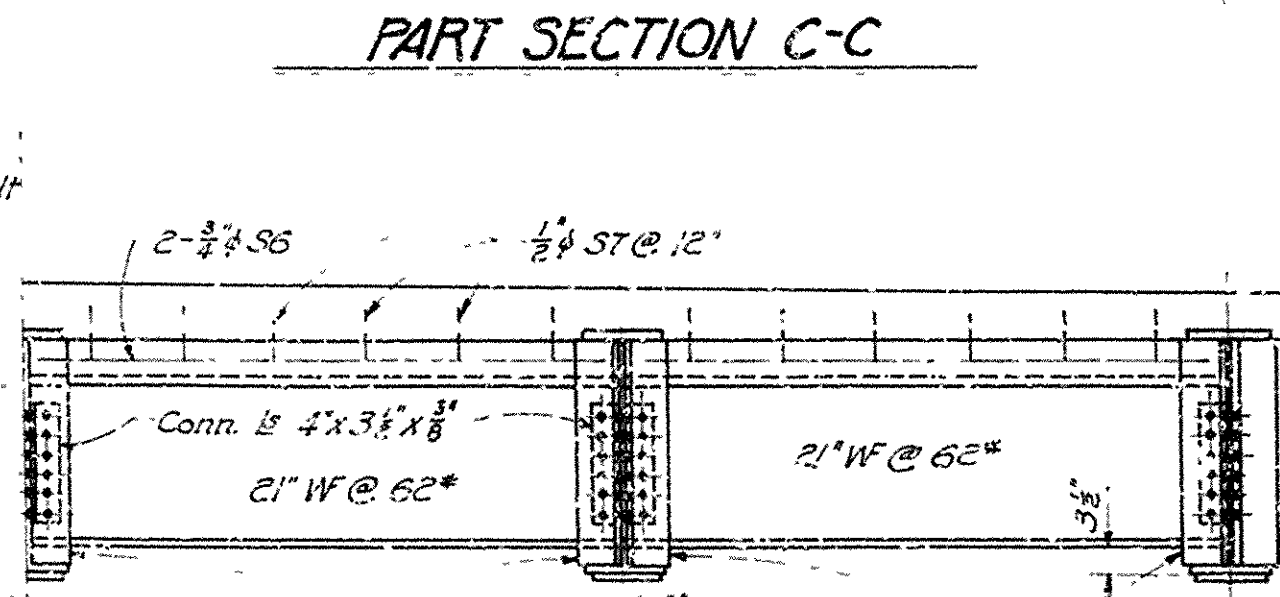
ELEVATION  
Scale: 1/2" = 1'-0"



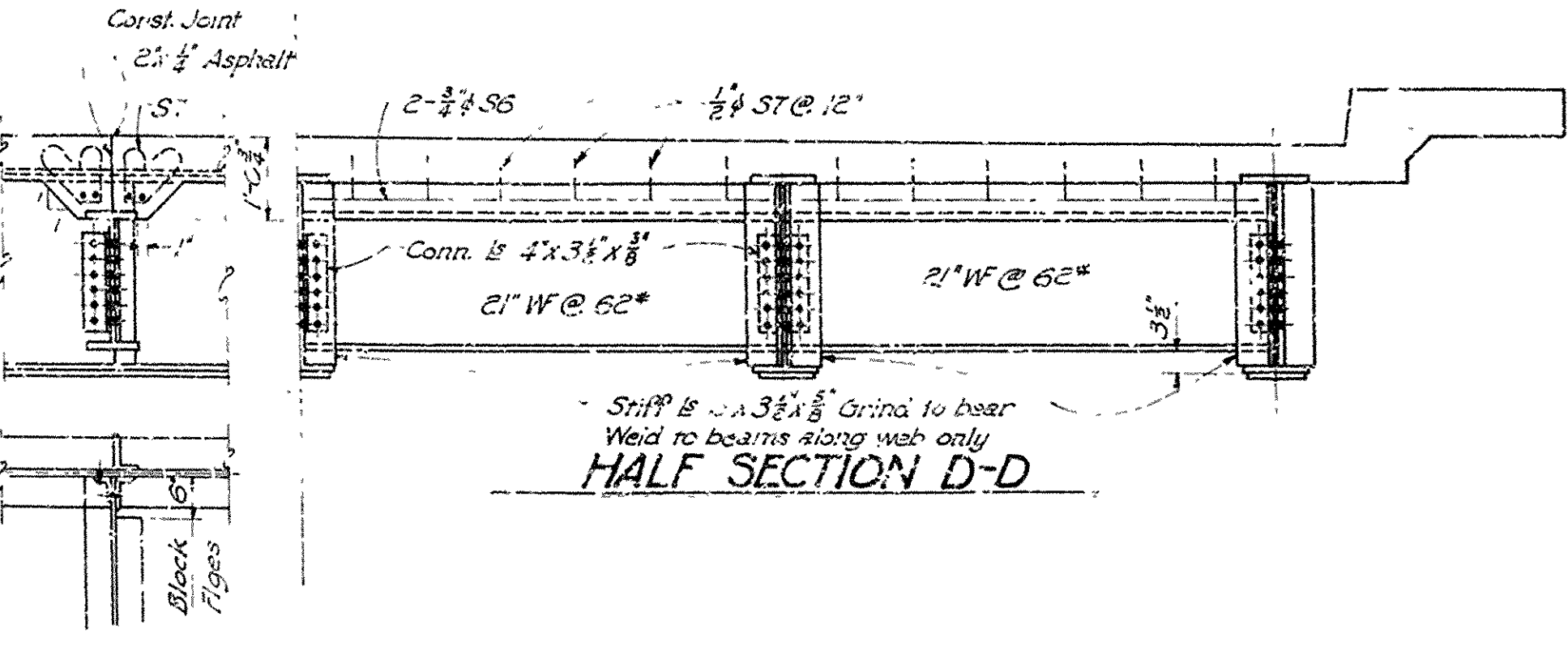
HALF SECTION A-A



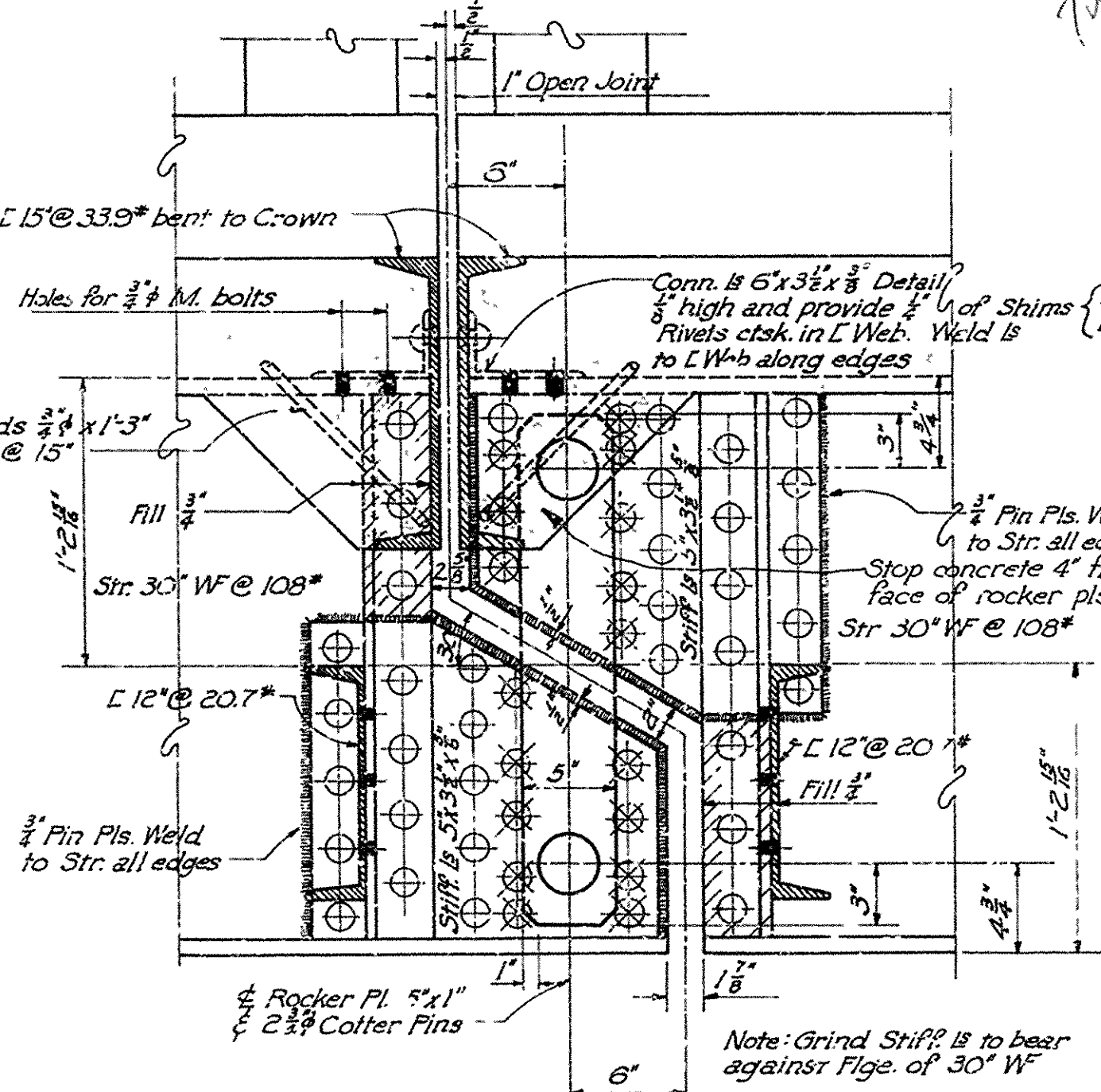
PART SECTION B-B  
(SEE ALSO ROCKER DETAIL)  
Roadway Expansion Same as Sec. A-A without Rdy. Pl.



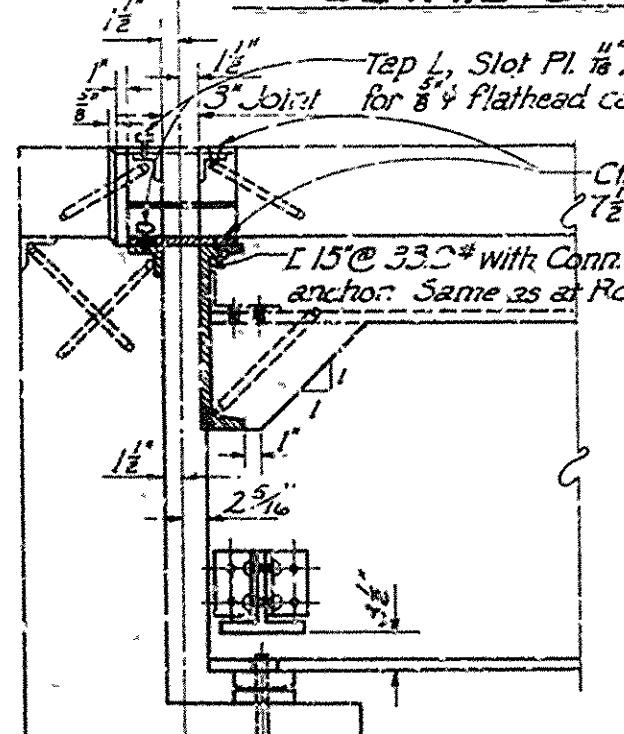
PART SECTION C-C



HALF SECTION D-D



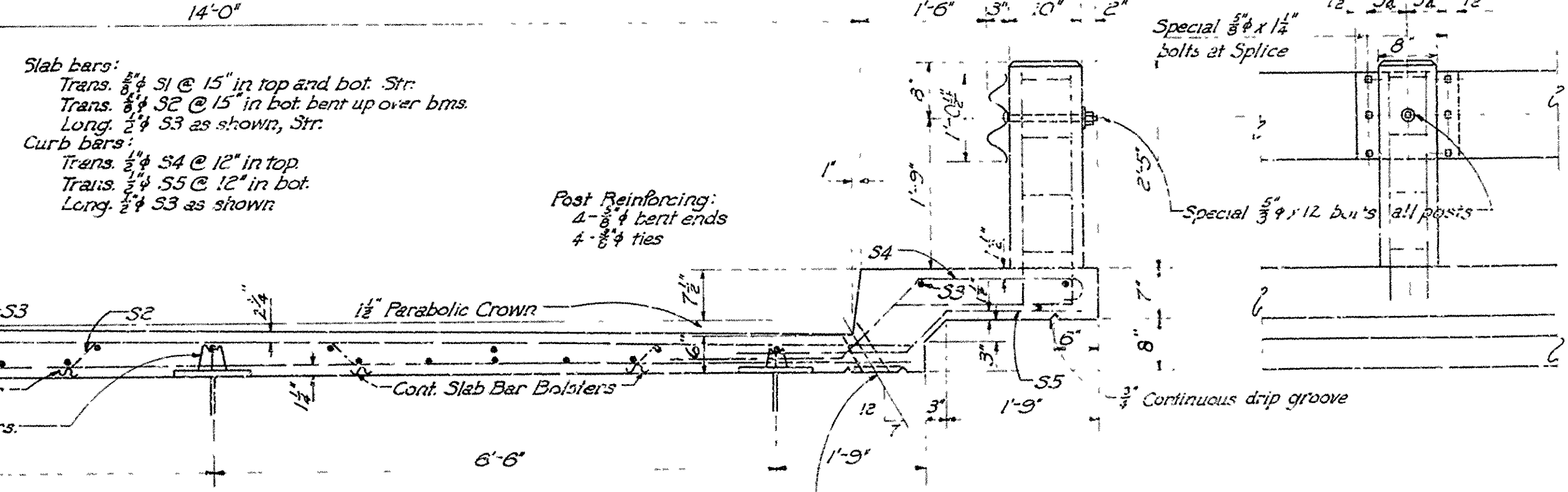
DETAIL OF ROCKER JOINT  
Scale: 1/2" = 1'-0"



SECTION E-E  
Scale: 1/2" = 1'-0"

SHOES AT END BENT SHOES AT INT. BENTS  
Scale: 1/2" = 1'-0"

Bearings shall be finally seated on 3 layers of burlap saturated with red lead. This work and material to be included in the unit price bid for "Structural Steel in Beam Spans."



TYPICAL SECTION OF SLAB  
Scale: 1/2" = 1'-0"

LIST OF BENT BARS

MARK	SIZE	LGTH	DIAGRAM
S2	3/4"	30'-2"	
S4	1/2"	5'-9"	
S5	3/4"	4'-3"	
S7	3/4"	2'-9"	
*RP1	3/4"	3'-11"	
*RP2	3/4"	2'-7"	

\*In Rail Posts

Bar lists to be submitted by Contractor and approved before fabrication is begun. Reinforcing steel to be delivered in bars of structural or intermediate grade. Steel to be held in place by steel wire supports. These will not be paid for directly but subsidiary to the item, "Reinforcing Steel." Shop lists of bar supports to be submitted for approval. Dimensions are in center of bars.

DETAILS OF  
45' ARTICULATED SPANS  
28'-0" CLEAR ROADWAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Drawn By: B.R. Date: 5-20-55  
Traced By: Date: 5-25-55  
Checked By: W.E.W. Date: 5-25-55  
BRIDGE NO. DRAWING NO. 5153-A





SUMMARY OF BRIDGE QUANTITIES - JOB 11517 - (Code No. X131)

ITEM NO.	ITEM	UNIT	BRIDGE NO. 2671-A							TOTAL
			BENTS NO. 1 & 22	BENTS NO. 2-4 & 19-21	BENTS NO. 5-12 & 13-18	PIERS NO. 1 & 2	SPANS NO. 1-11 & 15-23	SPA 1		
103	Dry Excavation For Structures	Cu. Yd.	118			213			331	
103	Wet Excavation For Structures	Cu. Yd.				30			30	
S.P. # 802	Class "A" Concrete For Bridges	Cu. Yd.				221.74			221.74	
S.P. # 802	Class "S" Concrete For Bridges	Cu. Yd.	27.54	162.16	442.69		621.75	123.14	1377.28	
S.P. # 803	Reinforcing Steel	Lb.	3306	29,872	55,968	13,491	96,644	13,613	217,994	
S.P. # 804	Concrete Piling (14" Square)	Lin. Ft.				15.89			15.89	
S.P. # 804	Concrete Piling (18" Octagonal)	Lin. Ft.	930	2104	4231				7315	
804	Concrete Pile Cut-Off	Lin. Ft.		13.9	311				444	
S.P. 805-3	Steel Plate Guard Rail (10 ga.)	Lin. Ft.	12.0				1624.50	279.0	1977.50	
S.P. # 807	Structural Steel in Beam Spans	Lb.	1550			153	5771,168	127,592	700,463	
92.9	Bridge Name Plates (Type "A")	Each	*1						1	

\* Plate Name Plate on right hand turn-out of R.R. # 1.

SUMMARY OF BRIDGE QUANTITIES  
MO. PAC. R.R. OVERPASS

CRITTENDEN COUNTY  
ROUTE 61 SEC. 1

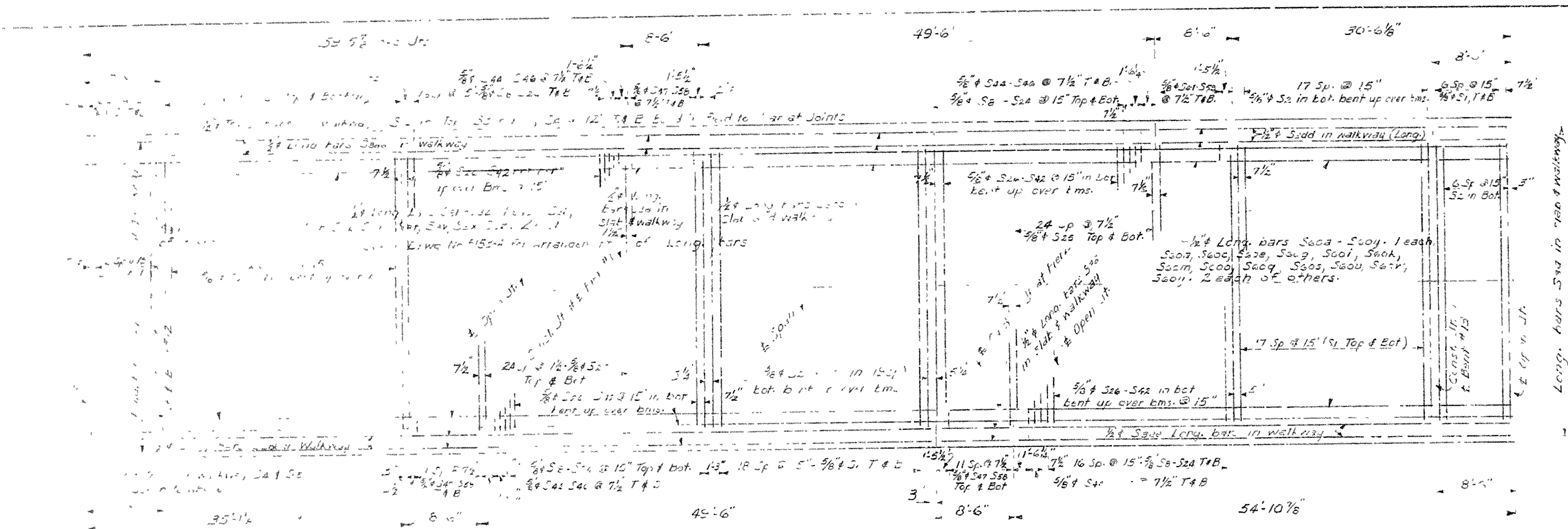
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Drawn By E. C. Date 5-14-55  
Traced By Date  
Checked By M. E. W. Date 5-25-55

L. B. Carlson  
Rel. to Job 11517

BRIDGE NO. 2671-A DRAWING NO. 8854

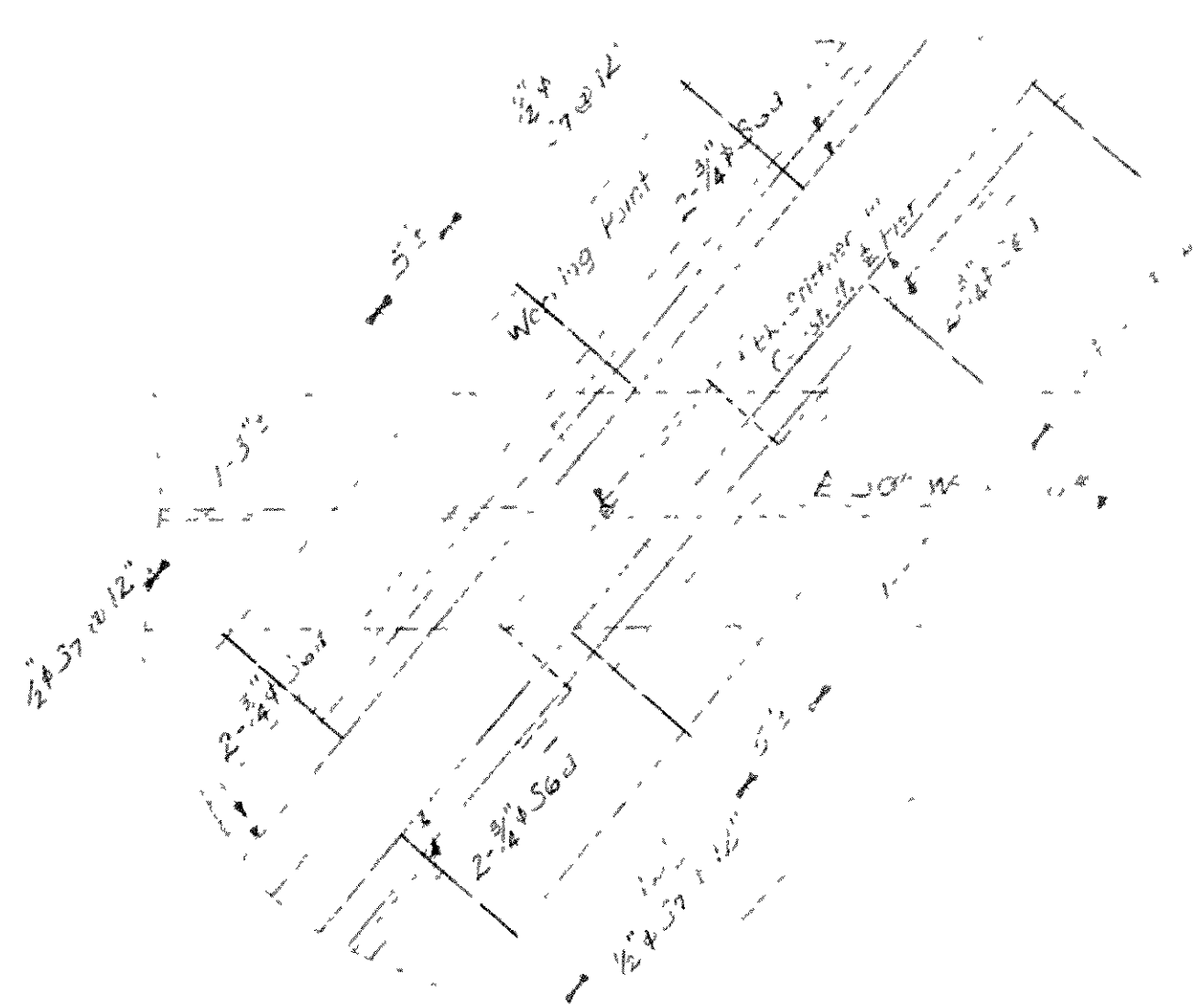
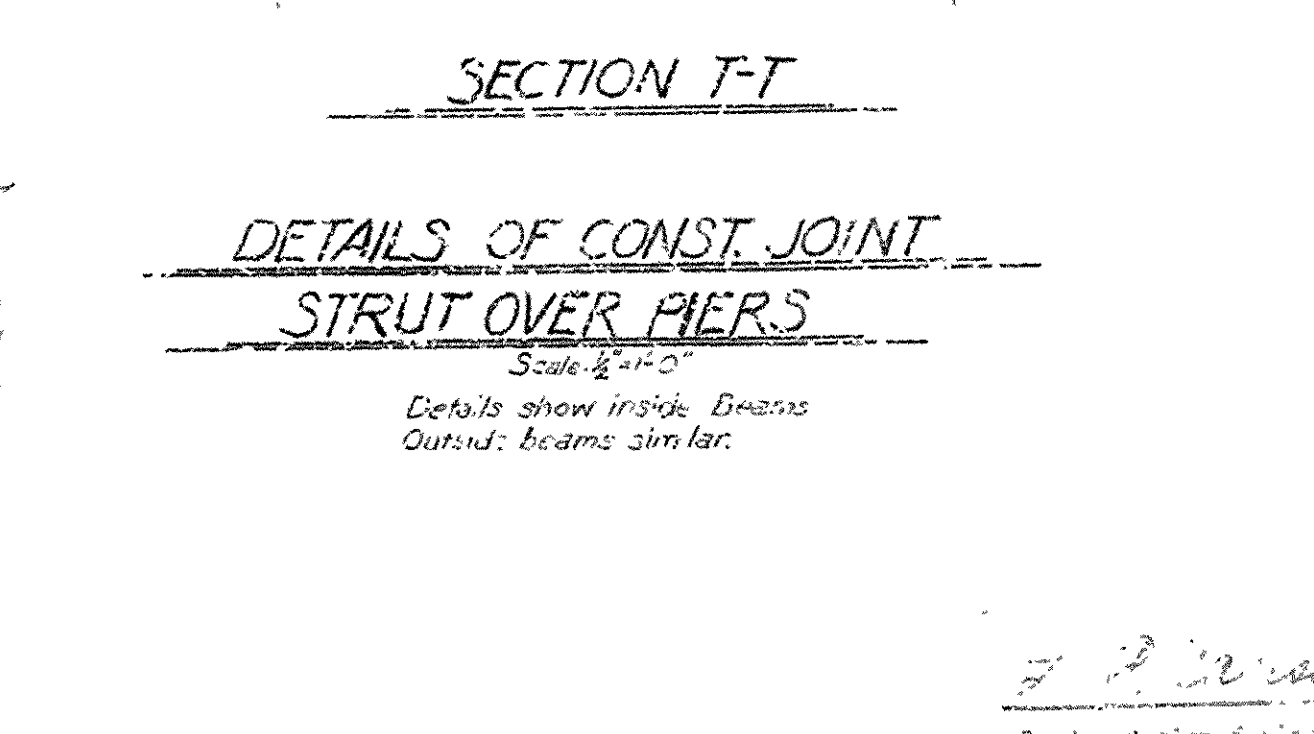
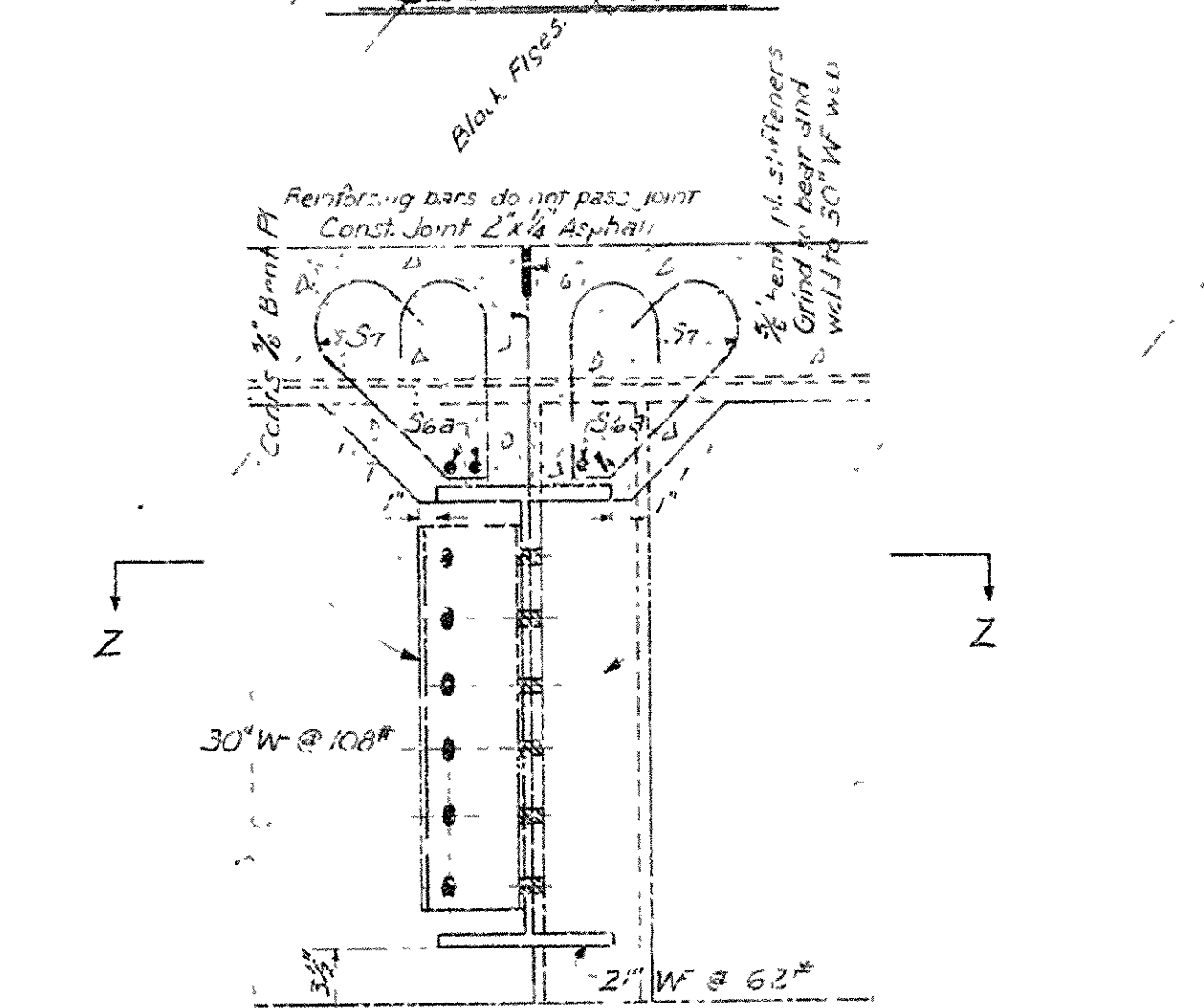
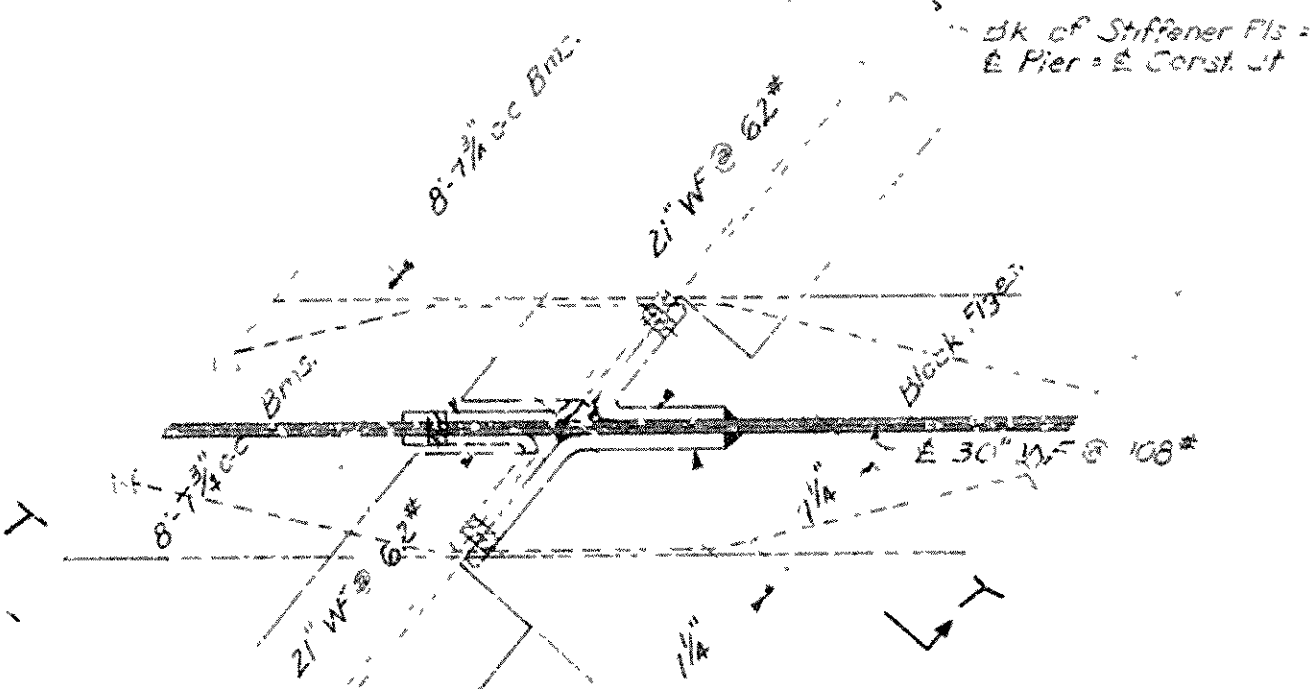
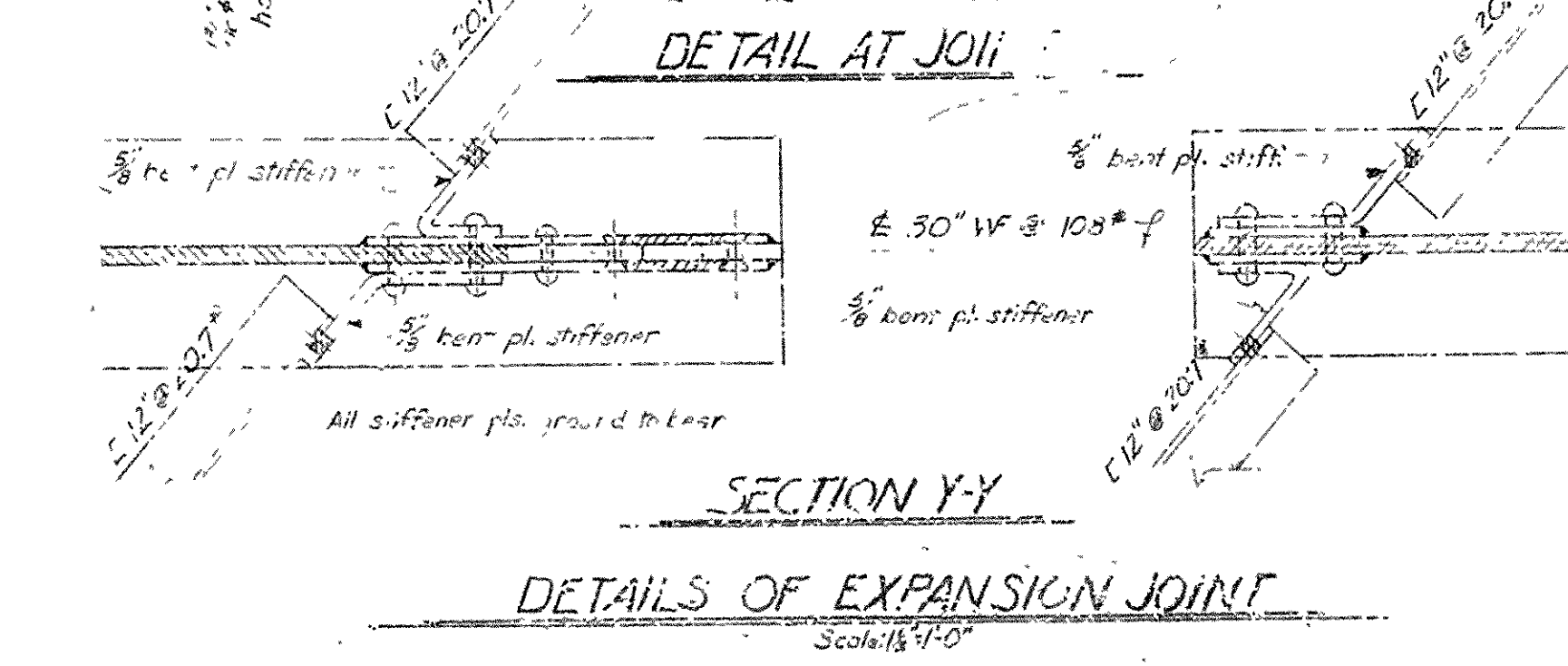
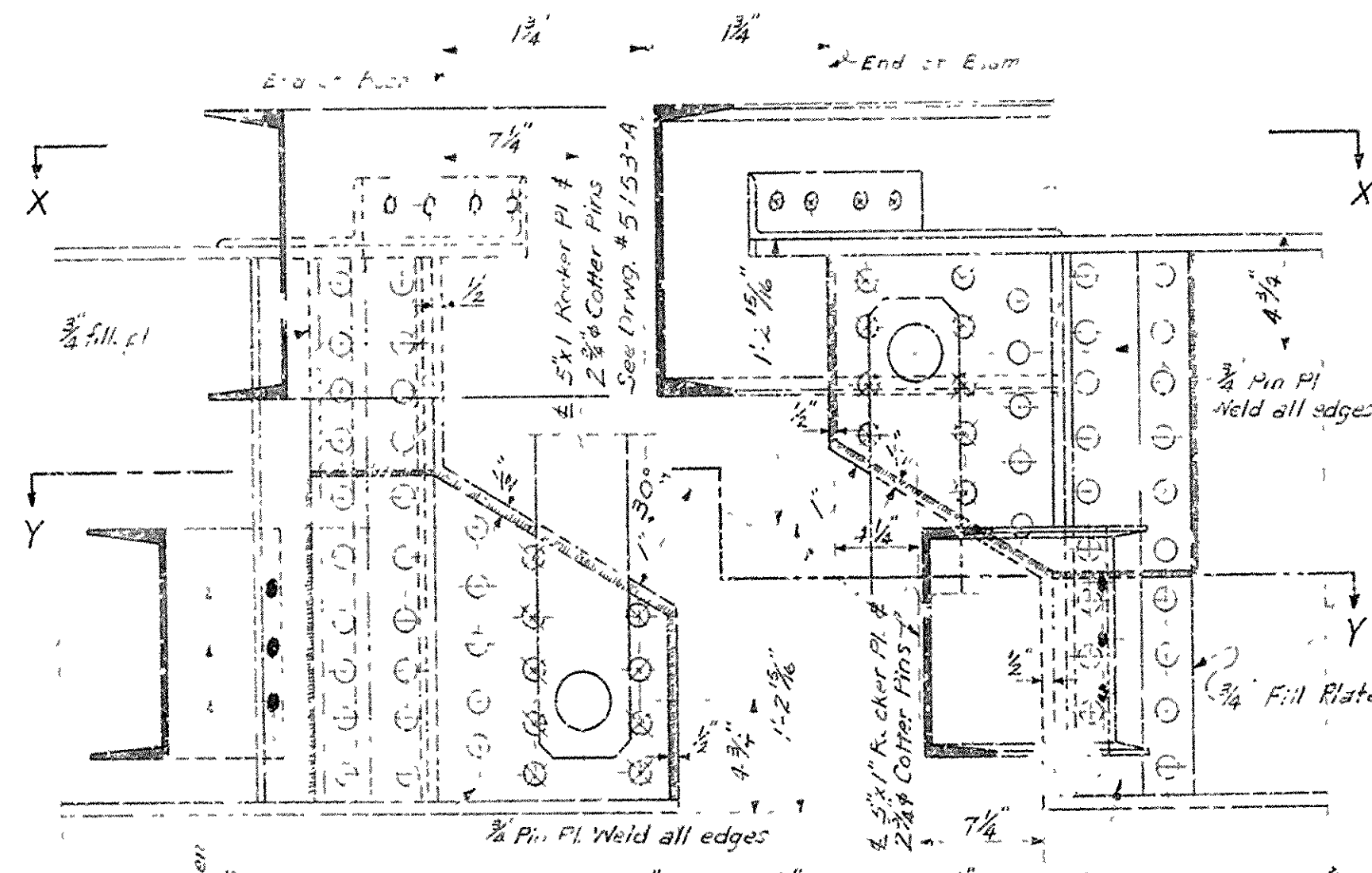
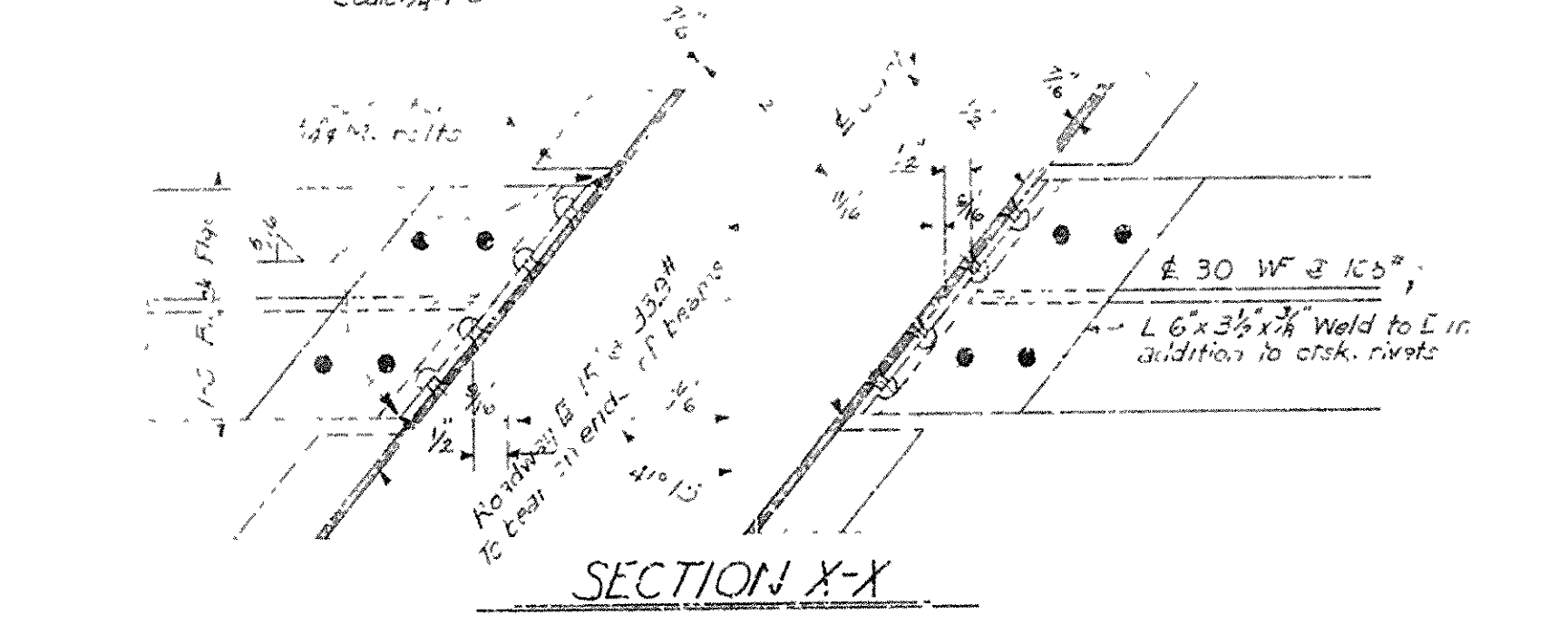




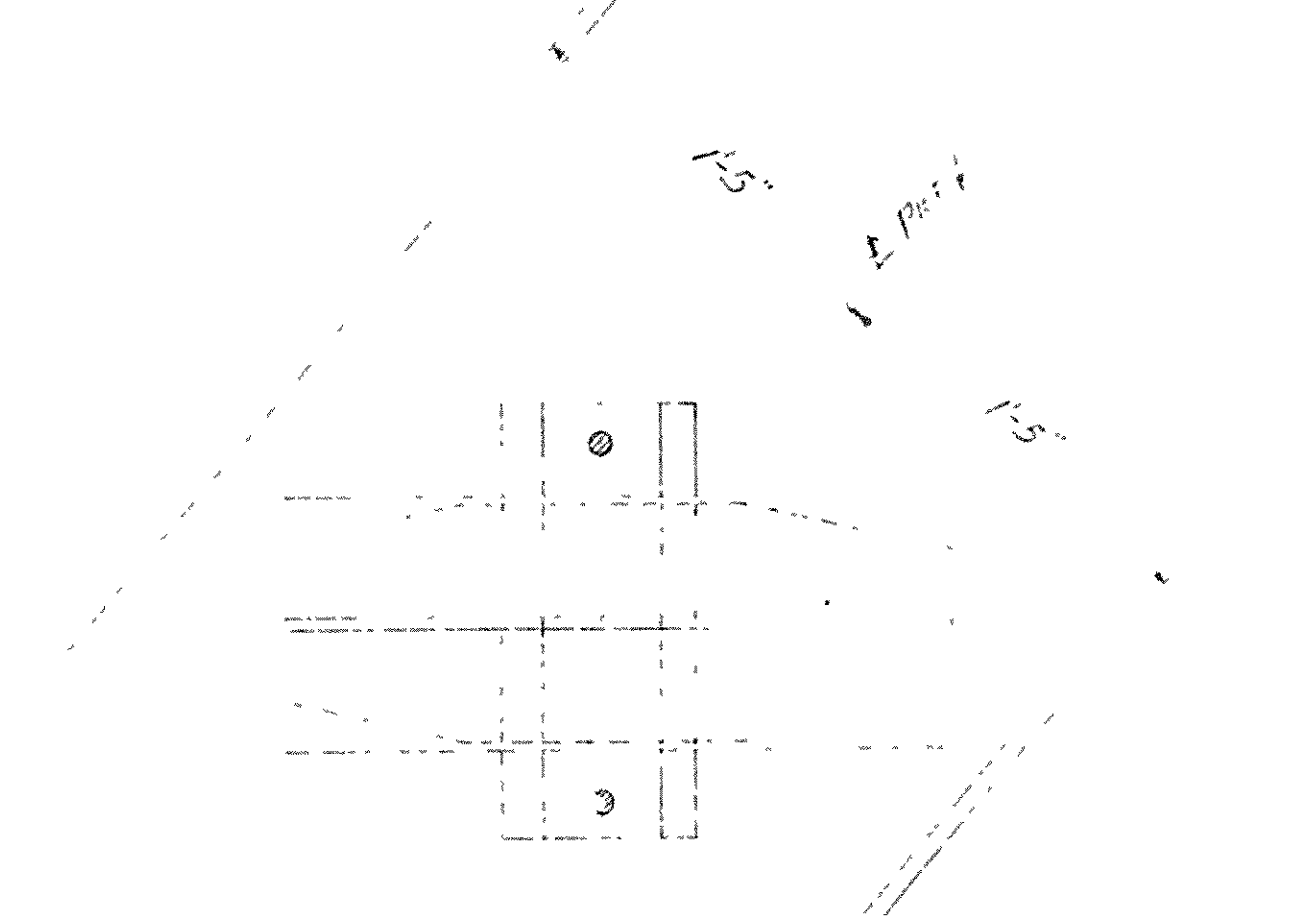
PLACING SKETCH FOR REINFORCING

COMPLETE LIST OF REINFORCING FOR SKEWED SPANS

Member	Span	Size	Length	Notes
1	1	5/8"	25'-11"	See Eng. No. 5153-A
2	2	5/8"	25'-11"	See Eng. No. 5153-A
3	3	5/8"	25'-11"	See Eng. No. 5153-A
4	4	5/8"	25'-11"	See Eng. No. 5153-A
5	5	5/8"	25'-11"	See Eng. No. 5153-A
6	6	5/8"	25'-11"	See Eng. No. 5153-A
7	7	5/8"	25'-11"	See Eng. No. 5153-A
8	8	5/8"	25'-11"	See Eng. No. 5153-A
9	9	5/8"	25'-11"	See Eng. No. 5153-A
10	10	5/8"	25'-11"	See Eng. No. 5153-A
11	11	5/8"	25'-11"	See Eng. No. 5153-A
12	12	5/8"	25'-11"	See Eng. No. 5153-A
13	13	5/8"	25'-11"	See Eng. No. 5153-A
14	14	5/8"	25'-11"	See Eng. No. 5153-A
15	15	5/8"	25'-11"	See Eng. No. 5153-A
16	16	5/8"	25'-11"	See Eng. No. 5153-A
17	17	5/8"	25'-11"	See Eng. No. 5153-A
18	18	5/8"	25'-11"	See Eng. No. 5153-A
19	19	5/8"	25'-11"	See Eng. No. 5153-A
20	20	5/8"	25'-11"	See Eng. No. 5153-A
21	21	5/8"	25'-11"	See Eng. No. 5153-A
22	22	5/8"	25'-11"	See Eng. No. 5153-A
23	23	5/8"	25'-11"	See Eng. No. 5153-A
24	24	5/8"	25'-11"	See Eng. No. 5153-A
25	25	5/8"	25'-11"	See Eng. No. 5153-A
26	26	5/8"	25'-11"	See Eng. No. 5153-A
27	27	5/8"	25'-11"	See Eng. No. 5153-A
28	28	5/8"	25'-11"	See Eng. No. 5153-A
29	29	5/8"	25'-11"	See Eng. No. 5153-A
30	30	5/8"	25'-11"	See Eng. No. 5153-A
31	31	5/8"	25'-11"	See Eng. No. 5153-A
32	32	5/8"	25'-11"	See Eng. No. 5153-A
33	33	5/8"	25'-11"	See Eng. No. 5153-A
34	34	5/8"	25'-11"	See Eng. No. 5153-A
35	35	5/8"	25'-11"	See Eng. No. 5153-A
36	36	5/8"	25'-11"	See Eng. No. 5153-A
37	37	5/8"	25'-11"	See Eng. No. 5153-A
38	38	5/8"	25'-11"	See Eng. No. 5153-A
39	39	5/8"	25'-11"	See Eng. No. 5153-A
40	40	5/8"	25'-11"	See Eng. No. 5153-A
41	41	5/8"	25'-11"	See Eng. No. 5153-A
42	42	5/8"	25'-11"	See Eng. No. 5153-A
43	43	5/8"	25'-11"	See Eng. No. 5153-A
44	44	5/8"	25'-11"	See Eng. No. 5153-A
45	45	5/8"	25'-11"	See Eng. No. 5153-A
46	46	5/8"	25'-11"	See Eng. No. 5153-A
47	47	5/8"	25'-11"	See Eng. No. 5153-A
48	48	5/8"	25'-11"	See Eng. No. 5153-A
49	49	5/8"	25'-11"	See Eng. No. 5153-A
50	50	5/8"	25'-11"	See Eng. No. 5153-A
51	51	5/8"	25'-11"	See Eng. No. 5153-A
52	52	5/8"	25'-11"	See Eng. No. 5153-A
53	53	5/8"	25'-11"	See Eng. No. 5153-A
54	54	5/8"	25'-11"	See Eng. No. 5153-A
55	55	5/8"	25'-11"	See Eng. No. 5153-A
56	56	5/8"	25'-11"	See Eng. No. 5153-A
57	57	5/8"	25'-11"	See Eng. No. 5153-A
58	58	5/8"	25'-11"	See Eng. No. 5153-A
59	59	5/8"	25'-11"	See Eng. No. 5153-A
60	60	5/8"	25'-11"	See Eng. No. 5153-A
61	61	5/8"	25'-11"	See Eng. No. 5153-A
62	62	5/8"	25'-11"	See Eng. No. 5153-A
63	63	5/8"	25'-11"	See Eng. No. 5153-A
64	64	5/8"	25'-11"	See Eng. No. 5153-A
65	65	5/8"	25'-11"	See Eng. No. 5153-A
66	66	5/8"	25'-11"	See Eng. No. 5153-A
67	67	5/8"	25'-11"	See Eng. No. 5153-A
68	68	5/8"	25'-11"	See Eng. No. 5153-A
69	69	5/8"	25'-11"	See Eng. No. 5153-A
70	70	5/8"	25'-11"	See Eng. No. 5153-A
71	71	5/8"	25'-11"	See Eng. No. 5153-A
72	72	5/8"	25'-11"	See Eng. No. 5153-A
73	73	5/8"	25'-11"	See Eng. No. 5153-A
74	74	5/8"	25'-11"	See Eng. No. 5153-A
75	75	5/8"	25'-11"	See Eng. No. 5153-A
76	76	5/8"	25'-11"	See Eng. No. 5153-A
77	77	5/8"	25'-11"	See Eng. No. 5153-A
78	78	5/8"	25'-11"	See Eng. No. 5153-A
79	79	5/8"	25'-11"	See Eng. No. 5153-A
80	80	5/8"	25'-11"	See Eng. No. 5153-A
81	81	5/8"	25'-11"	See Eng. No. 5153-A
82	82	5/8"	25'-11"	See Eng. No. 5153-A
83	83	5/8"	25'-11"	See Eng. No. 5153-A
84	84	5/8"	25'-11"	See Eng. No. 5153-A
85	85	5/8"	25'-11"	See Eng. No. 5153-A
86	86	5/8"	25'-11"	See Eng. No. 5153-A
87	87	5/8"	25'-11"	See Eng. No. 5153-A
88	88	5/8"	25'-11"	See Eng. No. 5153-A
89	89	5/8"	25'-11"	See Eng. No. 5153-A
90	90	5/8"	25'-11"	See Eng. No. 5153-A
91	91	5/8"	25'-11"	See Eng. No. 5153-A
92	92	5/8"	25'-11"	See Eng. No. 5153-A
93	93	5/8"	25'-11"	See Eng. No. 5153-A
94	94	5/8"	25'-11"	See Eng. No. 5153-A
95	95	5/8"	25'-11"	See Eng. No. 5153-A
96	96	5/8"	25'-11"	See Eng. No. 5153-A
97	97	5/8"	25'-11"	See Eng. No. 5153-A
98	98	5/8"	25'-11"	See Eng. No. 5153-A
99	99	5/8"	25'-11"	See Eng. No. 5153-A
100	100	5/8"	25'-11"	See Eng. No. 5153-A



PART PLAN SHOWING CONC. DIAPH. AT PIERS (CONN. & STIFFENER PLS. NOT SHOWN)



LOCATION OF SHOES ON PIER

DETAILS OF  
SKEWED & TRANSITION SPANS  
MO. PAC. R.R. OVERPASS

CRITTENDEN COUNTY  
ROUTE 61 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Drawn By B.R. Date 5-14-55  
Traced By Date  
Checked By W.E.W. Date 6-13-55

BRIDGE No. 887-A DRAWING NO. 886!