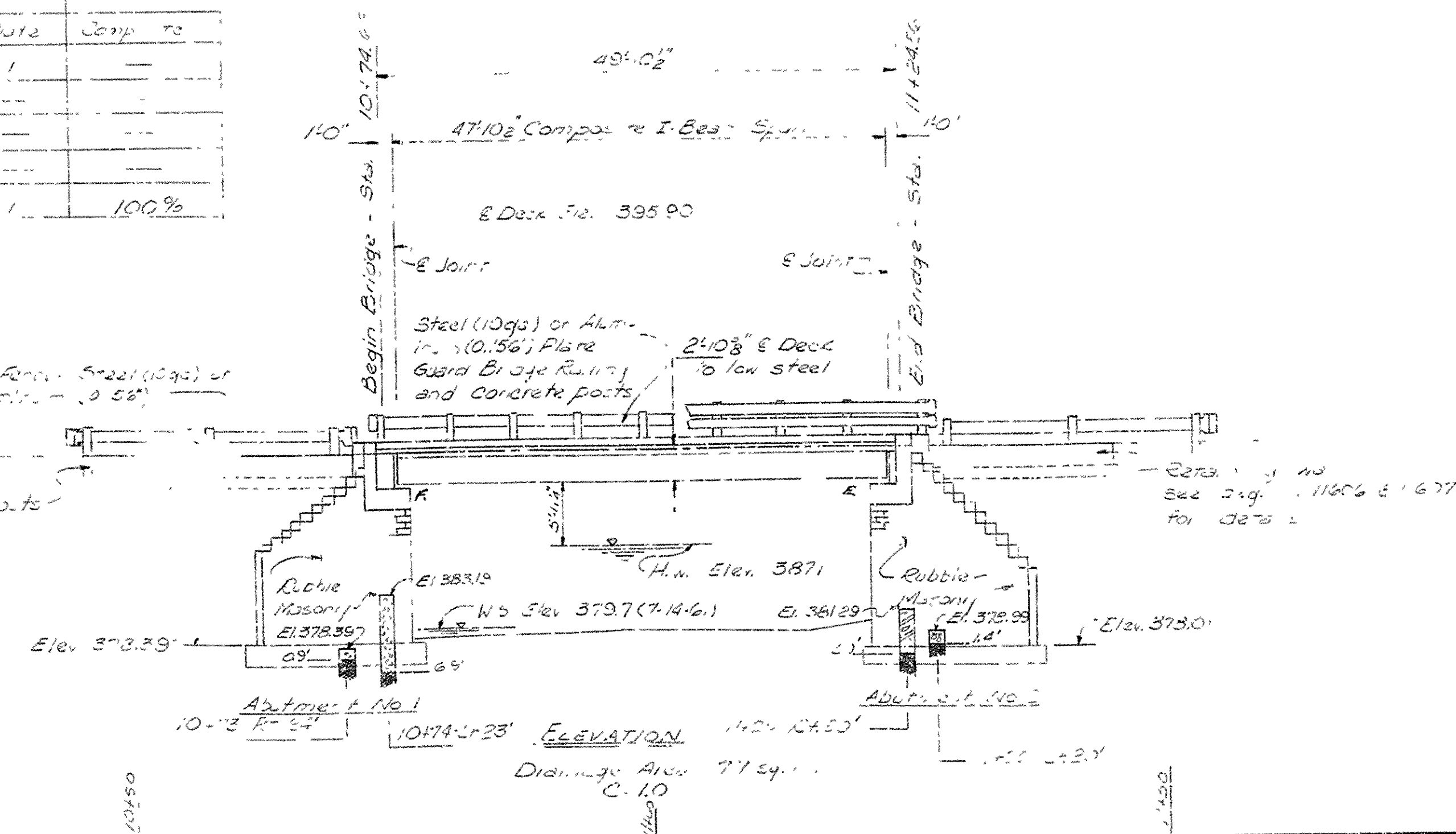
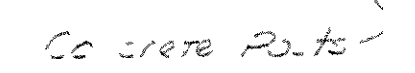


SP Job	SP Job 4437	SP Job 4438	SP Job 4439	SP Job 4440	SP Job 4441	SP Job 4442	SP Job 4443	SP Job 4444	SP Job 4445
1	100	798	---	481	1	---	---	---	---
2	798	800	---	481	---	---	---	---	---
3	3587	7688	128	33,788	---	---	---	---	---
4	53	770	25	---	---	---	---	---	---
5	8.20	100.0	20.8	36,600	1	---	---	---	100%



GENERAL NOTES

Bench Mark - Nail in power pole 20' right of Station 14+00.
Elevation 403.44.

The Contractor shall make check measurements of existing bridge and determine all dimensions and adjustments necessary to fit new work to existing construction.

For details of Substructure see Drawing No. _____

For details of Superstructure see Drawing No. 1

Loading: H-20 AASHTO 1957
Unit Stresses: Class 5 Concrete (n=10) 1.200 ksi

Unit Stresses: Class 5 Concrete ($n=10$) 1,200 psi

Reinforcing Steel 20,000 psi

Structural Steel 18,000 psi

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, edition of 1959.

LAYOUT OF BRIDGE
OVER GAR CREEK
OZARK-NORTH
FRANKLIN COUNTY

OZARK - NORTH
FRANKLIN COUNTY

ROUTE 219 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

LITTLE ROCK, ARK.

DRAWN BY: 1.5 DATE: 2.1.11
 TRACED BY: _____ DATE: _____
 CHECKED BY: E 2.5 DATE: 03.3.61

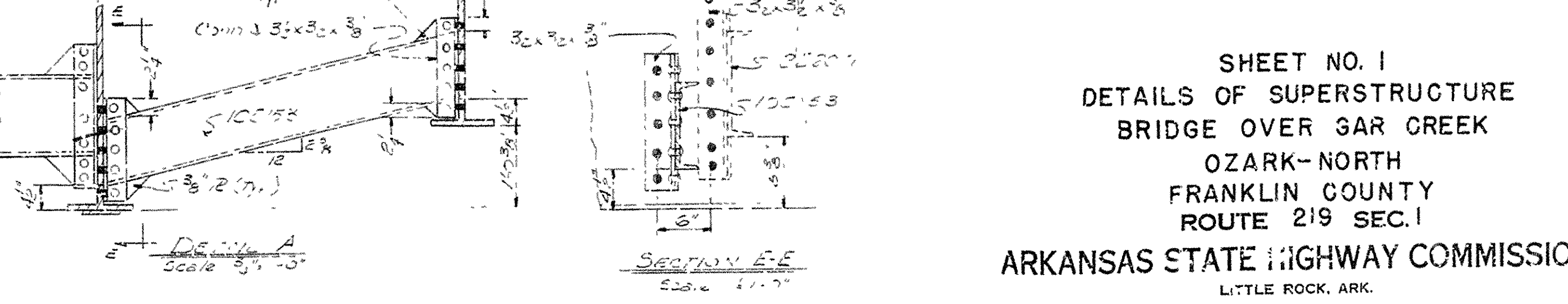
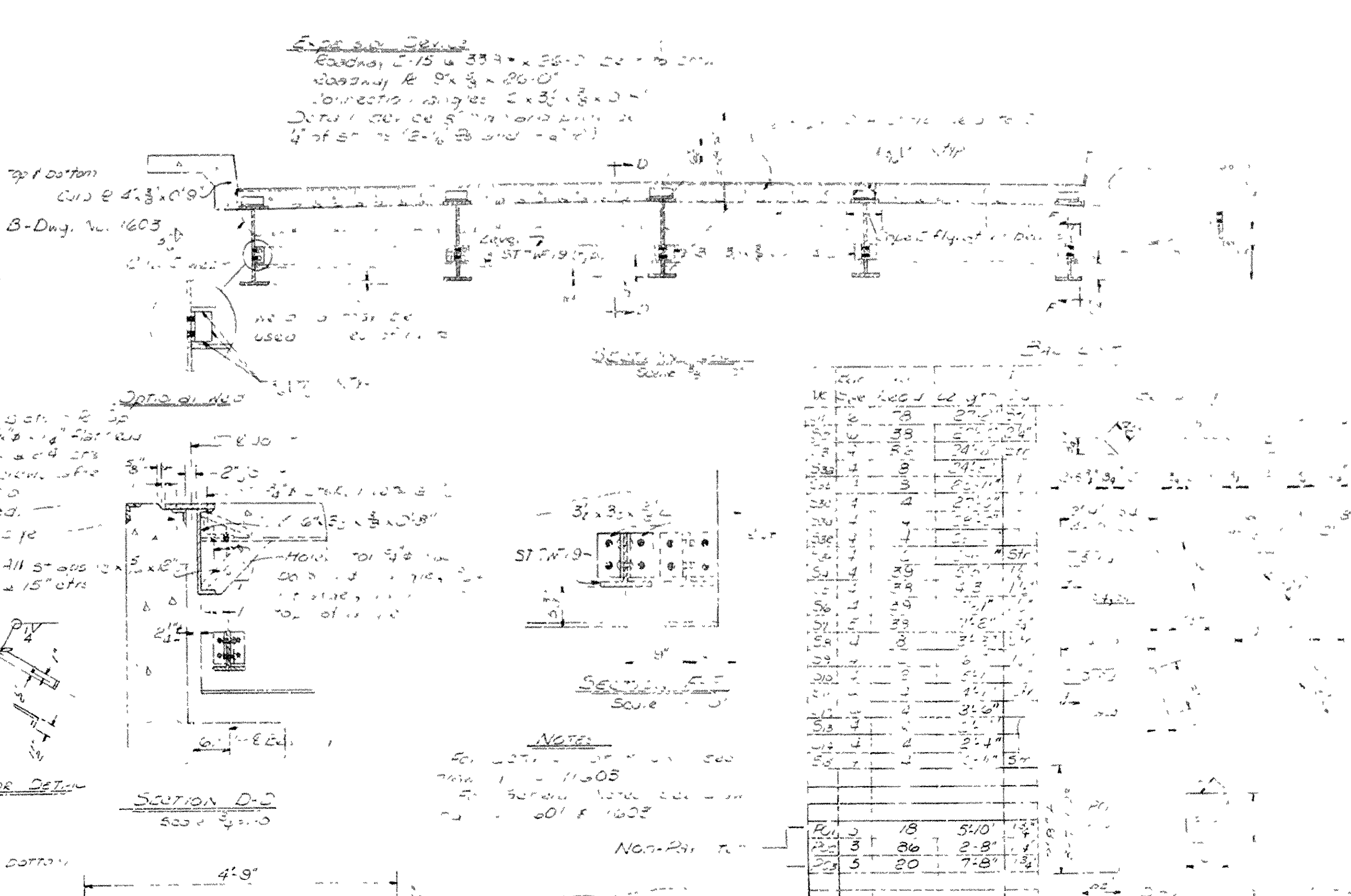
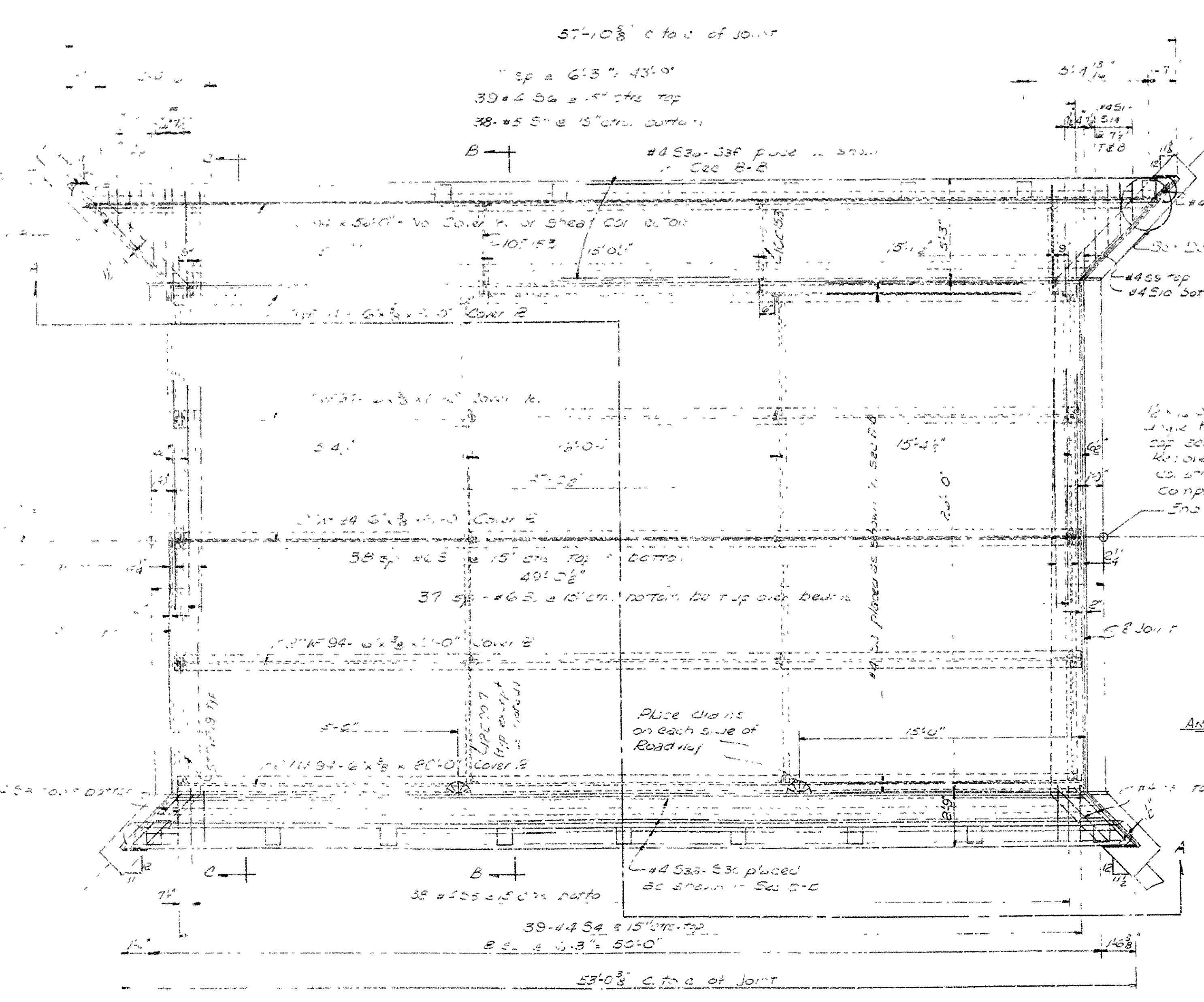
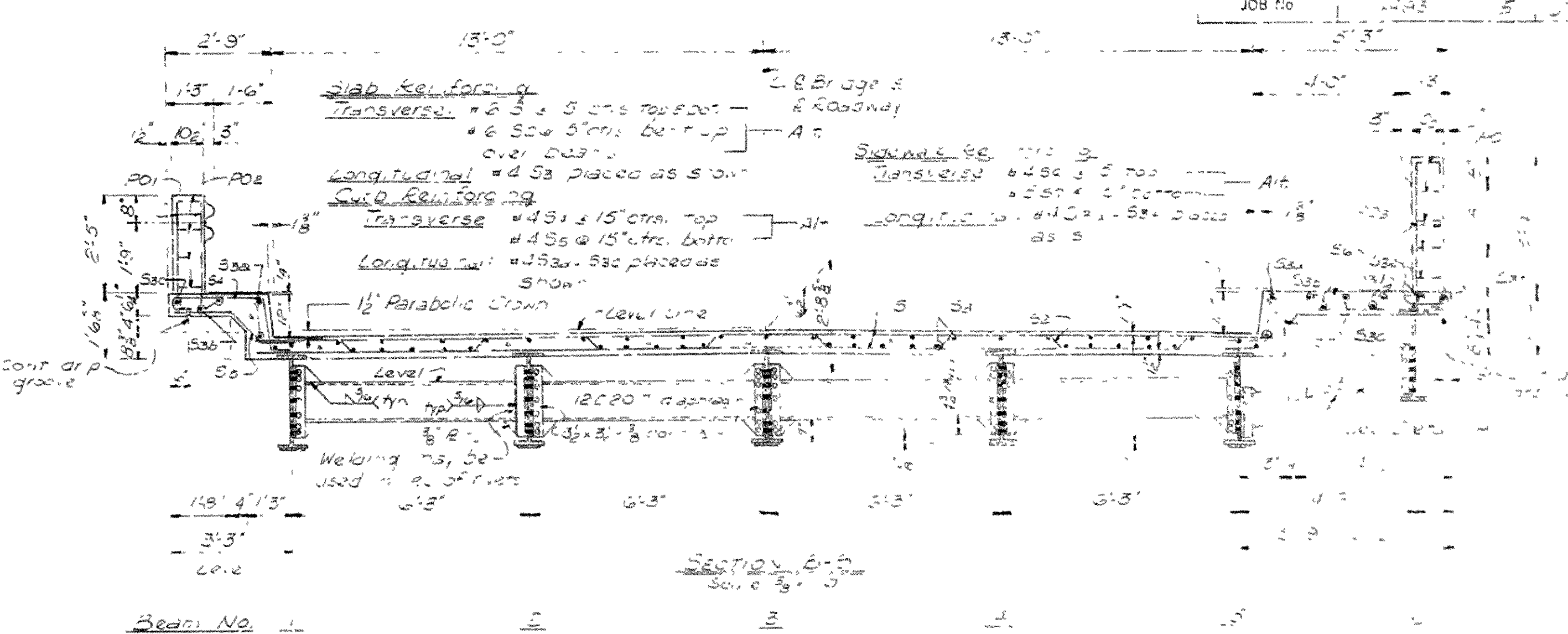
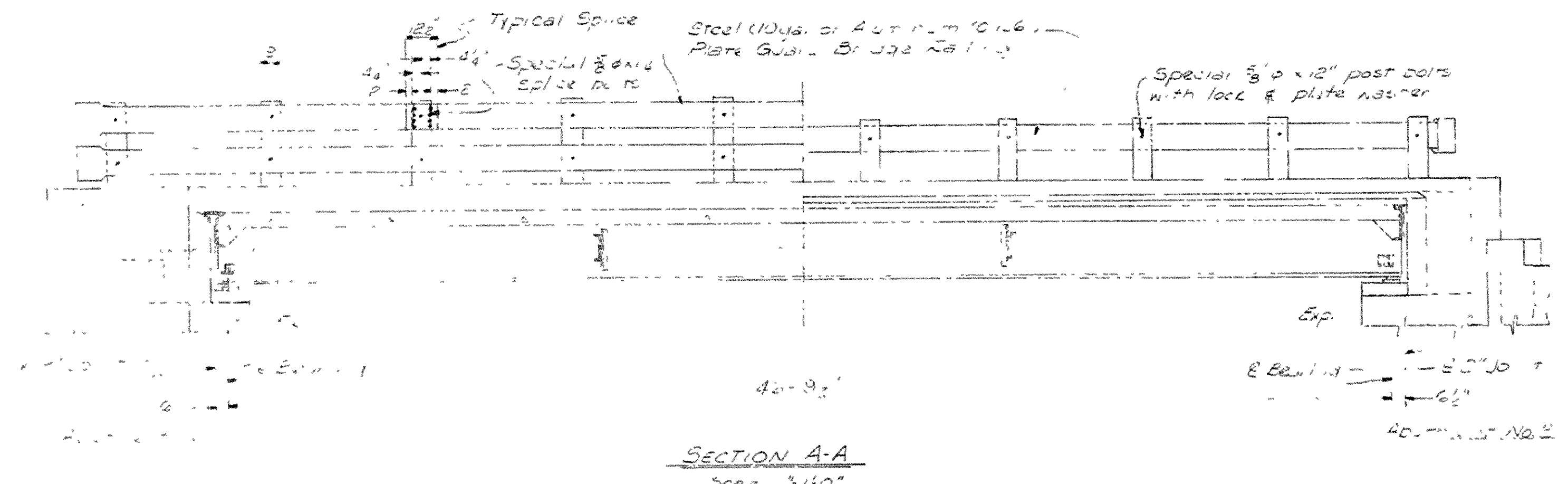
TRACED BY: DATE:

SCALE

BRIDGE NO.

DRAWING NO. 160

BRIDGE ENGINEERS



Station	10	20	30	40	50	60	70	80	90	100
1	10	20	30	40	50	60	70	80	90	100
2	10	20	30	40	50	60	70	80	90	100
3	10	20	30	40	50	60	70	80	90	100
4	10	20	30	40	50	60	70	80	90	100
5	10	20	30	40	50	60	70	80	90	100
6	10	20	30	40	50	60	70	80	90	100
7	10	20	30	40	50	60	70	80	90	100
8	10	20	30	40	50	60	70	80	90	100
9	10	20	30	40	50	60	70	80	90	100
10	10	20	30	40	50	60	70	80	90	100

SHEET NO. 1
DETAILS OF SUPERSTRUCTURE
BRIDGE OVER GAR CREEK
OZARK-NORTH
FRANKLIN COUNTY
ROUTE 219 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.E. DATE: 2-20-61
CHECKED BY: E.B.B. DATE: 2-21-61
BRIDGE NO. 3557 DRAWING NO. 11602

FED. ROAD No.	STATE	PROJECT	SHEET	OF
6	Ark.	5-4731		
JOB No.				

GENERAL NOTES

All concrete to be Class S. All exposed corners to be chamfered 3/4" unless otherwise noted.

Field connections to be riveted or bolted with high strength bolts.

Rivets: 3/4", open holes 13/16" except where noted otherwise.

Structural shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on those actually used, whichever is less.

All welded connections to be 5/16" 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 1956.

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 - red lead tinted with lamp black; second 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 in a 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.

These drawings show general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

Reinforcing steel to be deformed bars of intermediate or hard grade.

The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. 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.

Steel or Aluminum Plate Guard Bridge Railing shall be 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 or Aluminum Plate Guard Bridge Railing".

Slab Pouring Note: floor slab may be poured in one continuous operation with a strike off extending over the whole span length, or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured not less than 72 hours shall elapse before pouring the end sections. The end sections may be poured simultaneously. If not poured simultaneously, 48 hours shall elapse between end section pours.

Loading: H-20 AASHTO 1957

Unit Stresses: Class S Concrete (f_c=10) 1,200 psi

Structural Steel 18,000 psi

Reinforcing Steel 20,000 psi

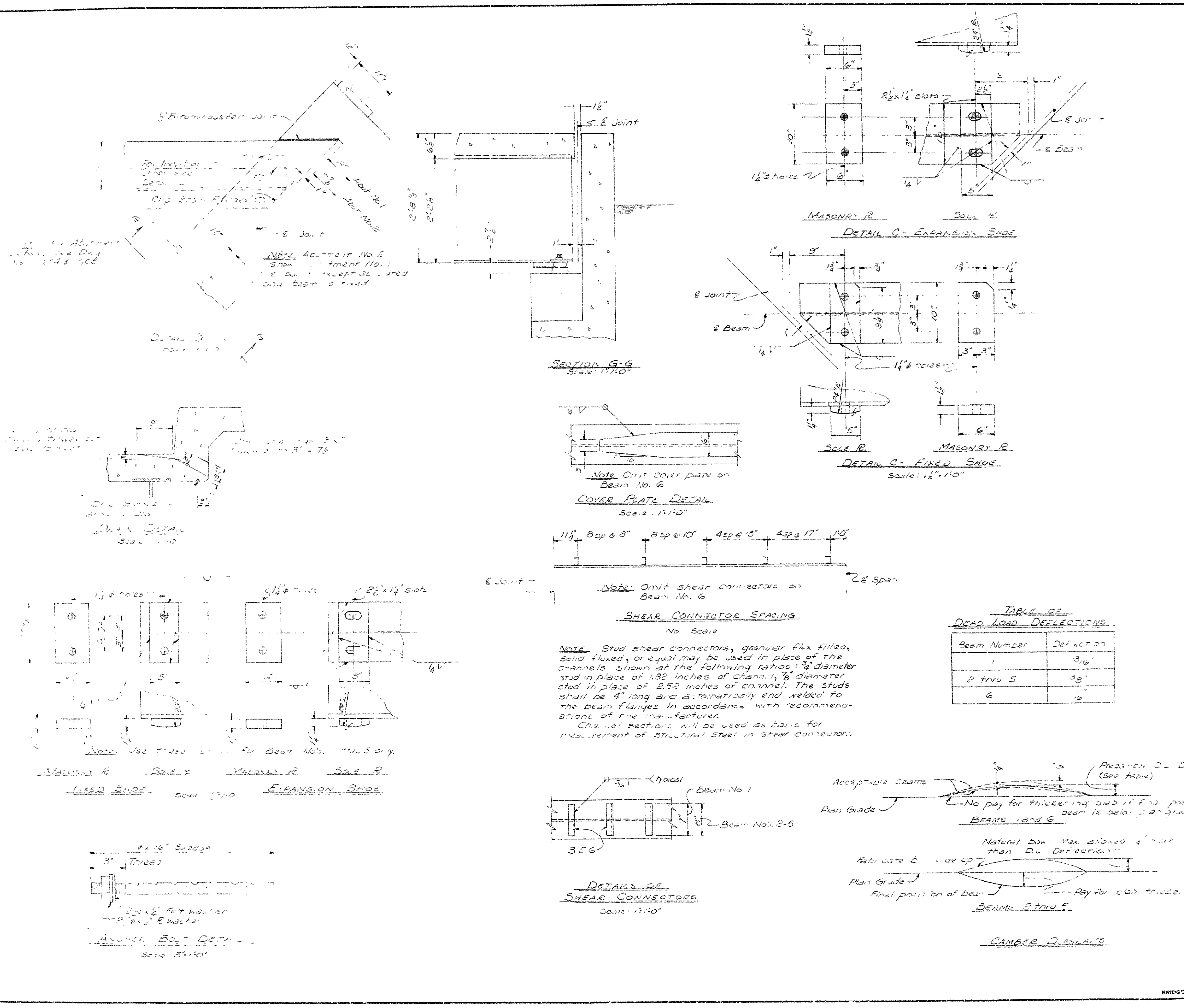
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

SHEET NO. 2
DETAILS OF SUPERSTRUCTURE
BRIDGE OVER GAR CREEK
OZARK-NORTH
FRANKLIN COUNTY
ROUTE 219 SEC. I
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.E. DATE: 8-30-51
TRACED BY: E.E.B. DATE: 2-3-52
CHECKED BY: E.E.B. DATE: 2-3-52

BRIDGE NO. 3557 DRAWING NO. 1160 3

BRIDGE ENGINEER



FILE NO.	STATION	DATE	BY
11604	219	4-25	7

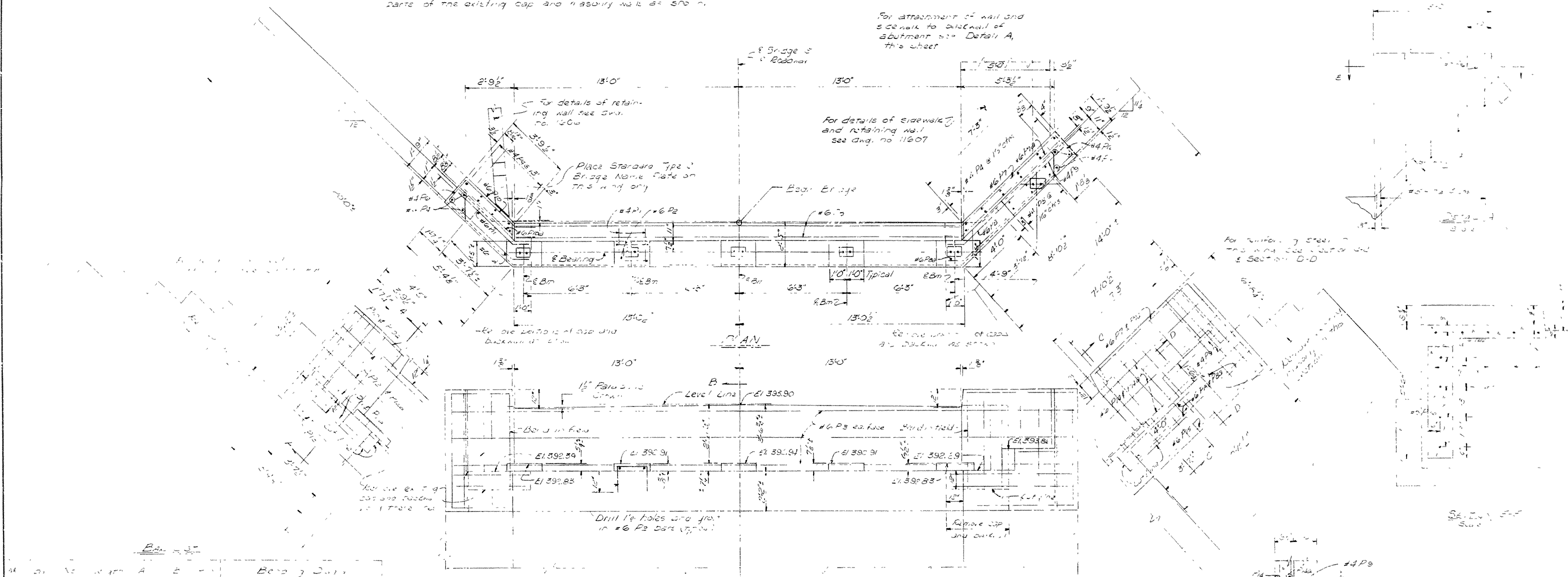
Note: Contractor to remove existing backwall to level of cap. The existing vertical reinforcing steel shall be retained in the new construction. The Contractor shall also remove parts of the existing cap and masonry wall as shown.

For attachment of wall and sidewalk to abutment see Detail A, this sheet.

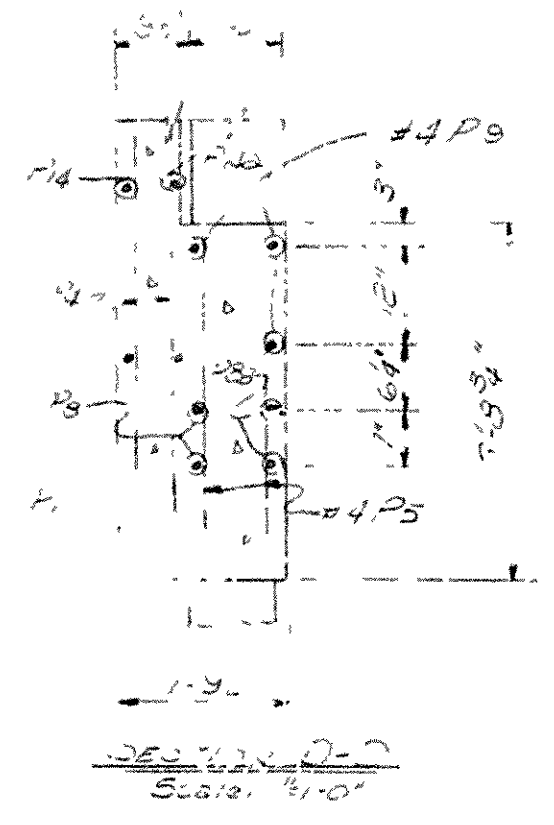
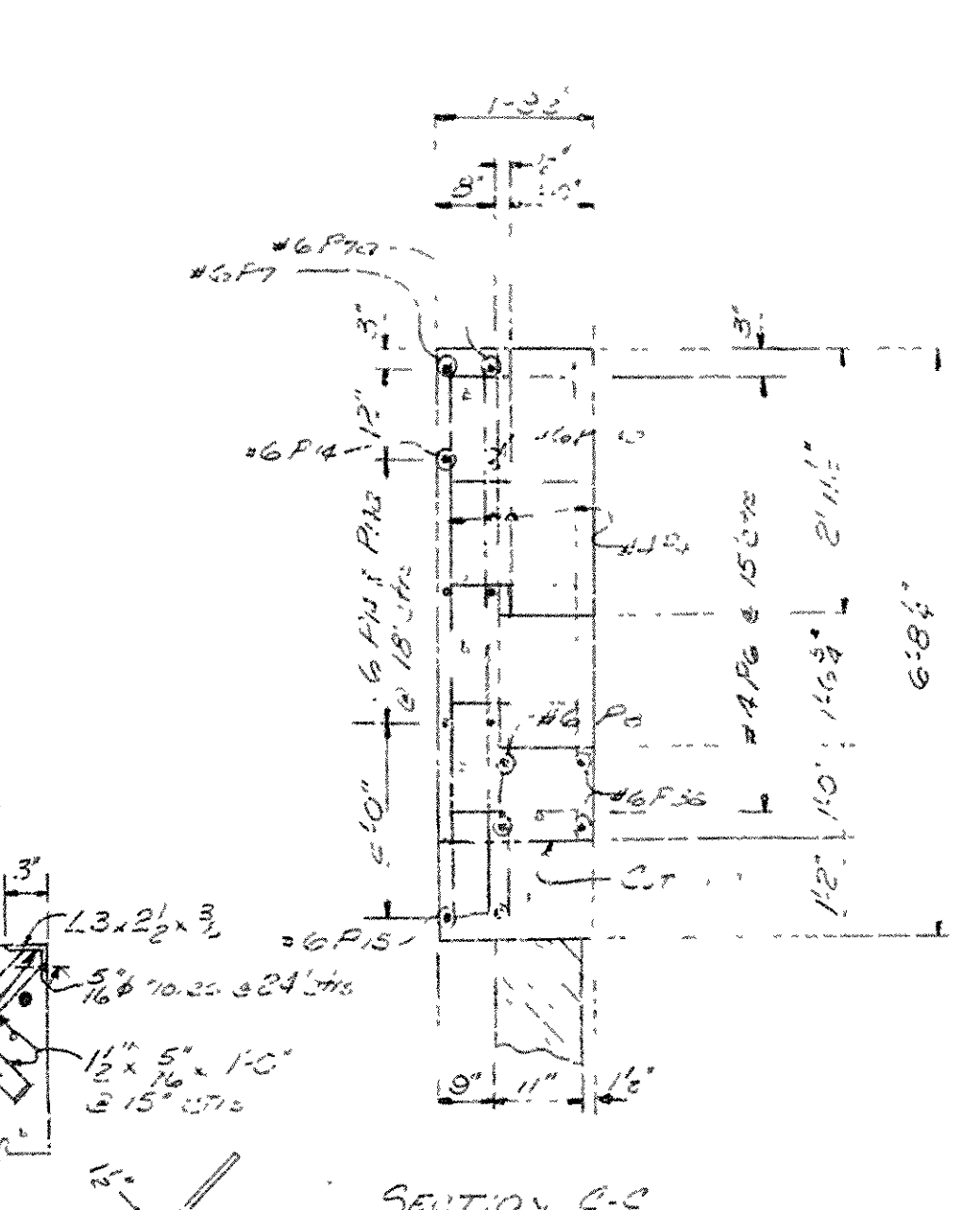
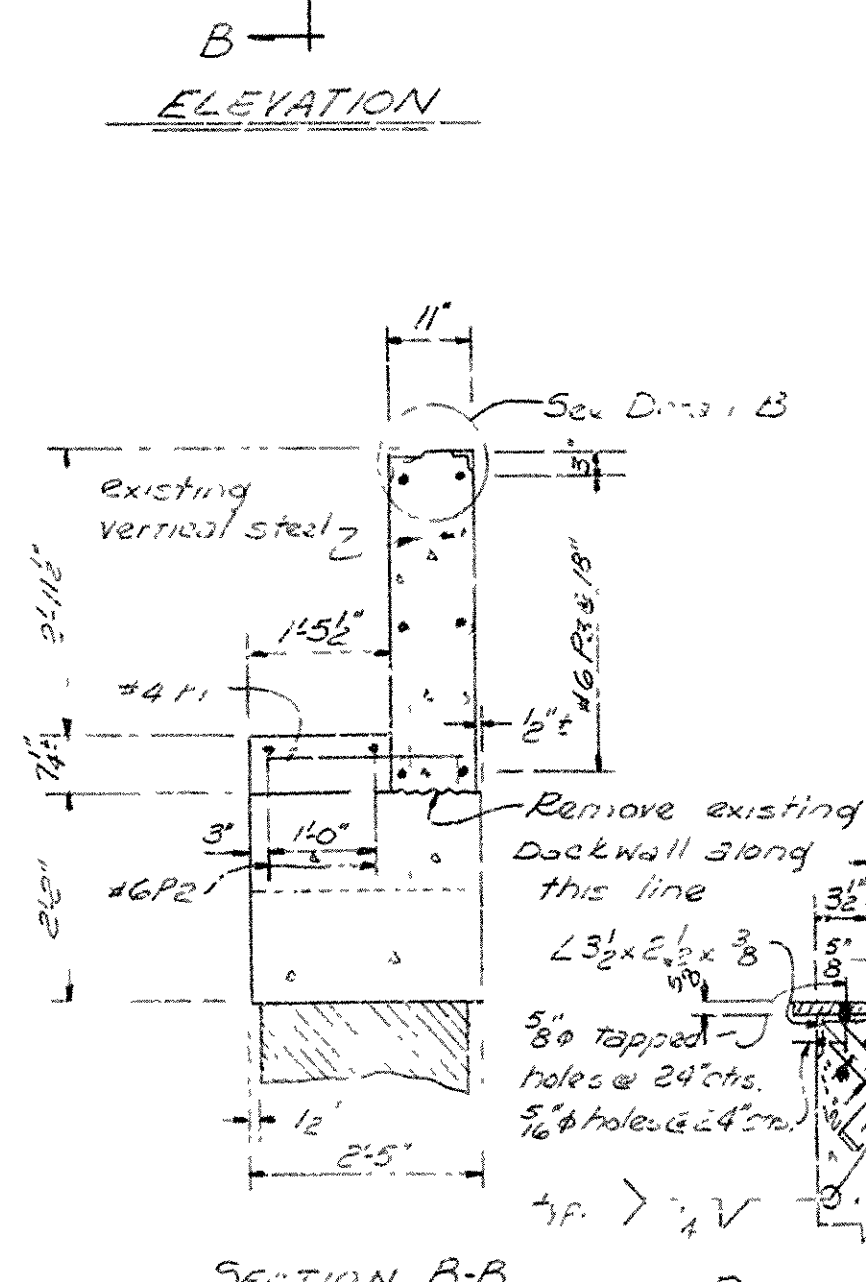
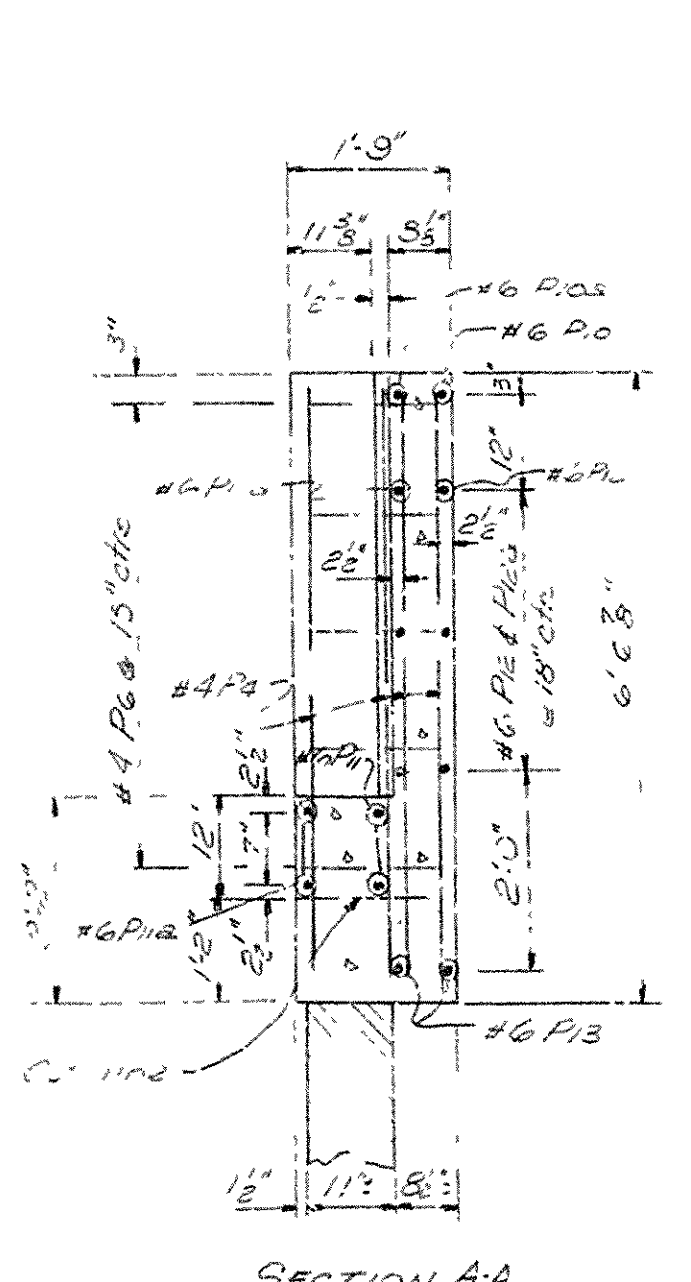
For details of sidewalk and retaining wall see dwg. no. 11607

Place Standard Type J Bridge Name Plate on this wall only

For further details see Section D-D



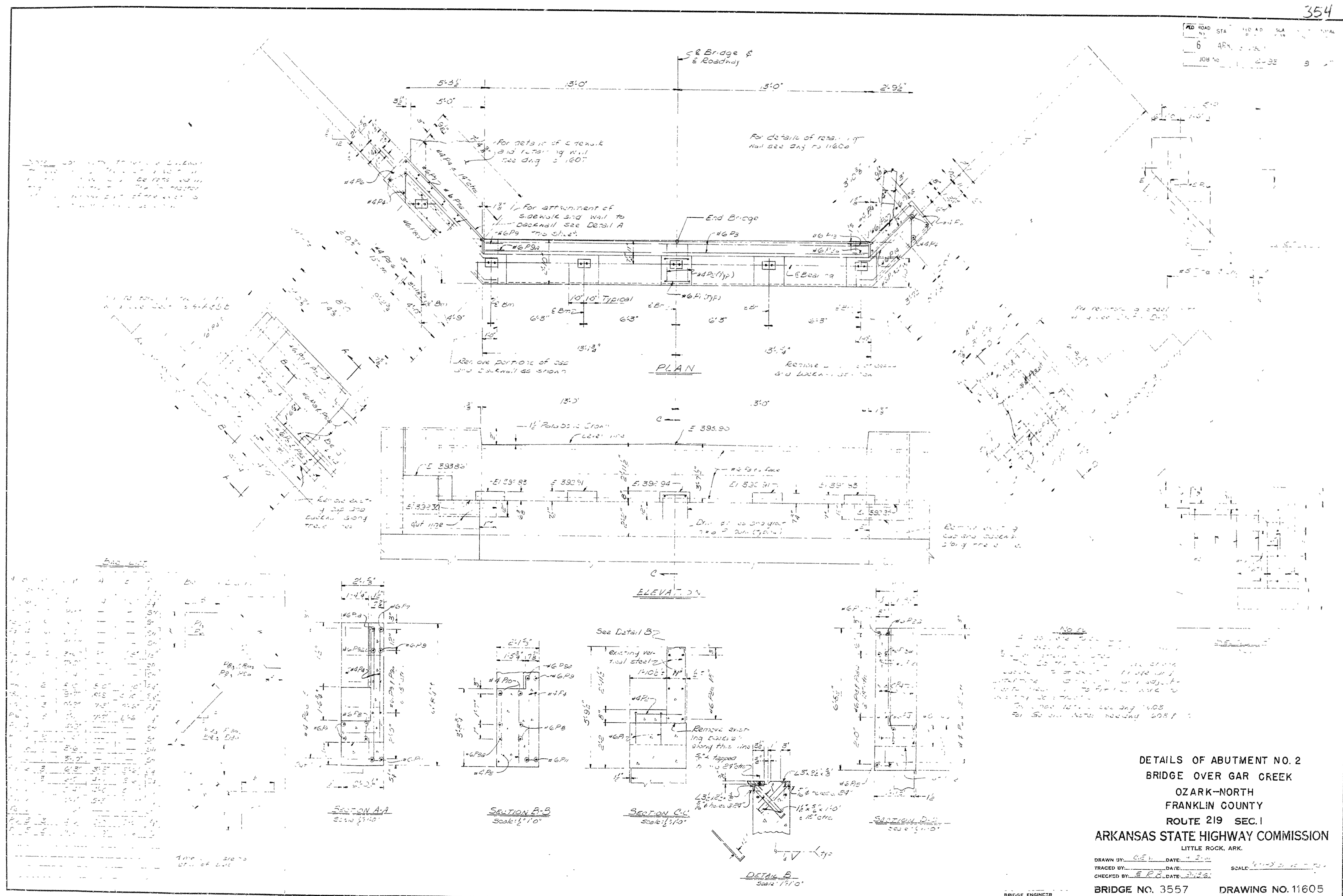
Bar		Bar	
No.	Size	No.	Size
1	#4	11	#4
2	#4	12	#4
3	#4	13	#4
4	#4	14	#4
5	#4	15	#4
6	#4	16	#4
7	#4	17	#4
8	#4	18	#4
9	#4	19	#4
10	#4	20	#4
21	#4	22	#4
23	#4	24	#4
25	#4	26	#4
27	#4	28	#4
29	#4	30	#4
31	#4	32	#4
33	#4	34	#4
35	#4	36	#4
37	#4	38	#4
39	#4	40	#4
41	#4	42	#4
43	#4	44	#4
45	#4	46	#4
47	#4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

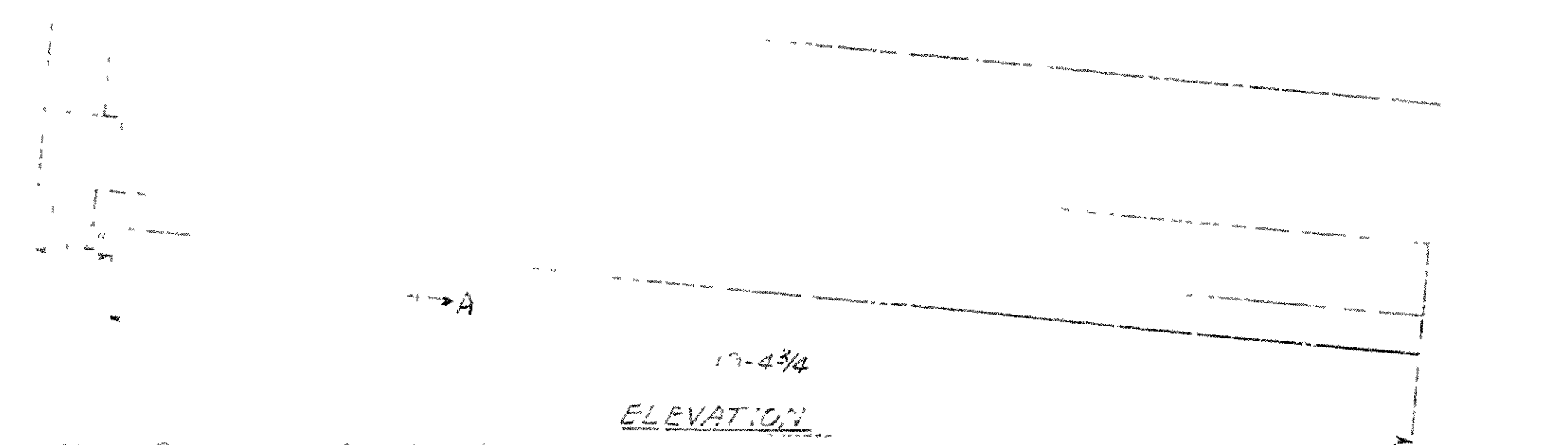
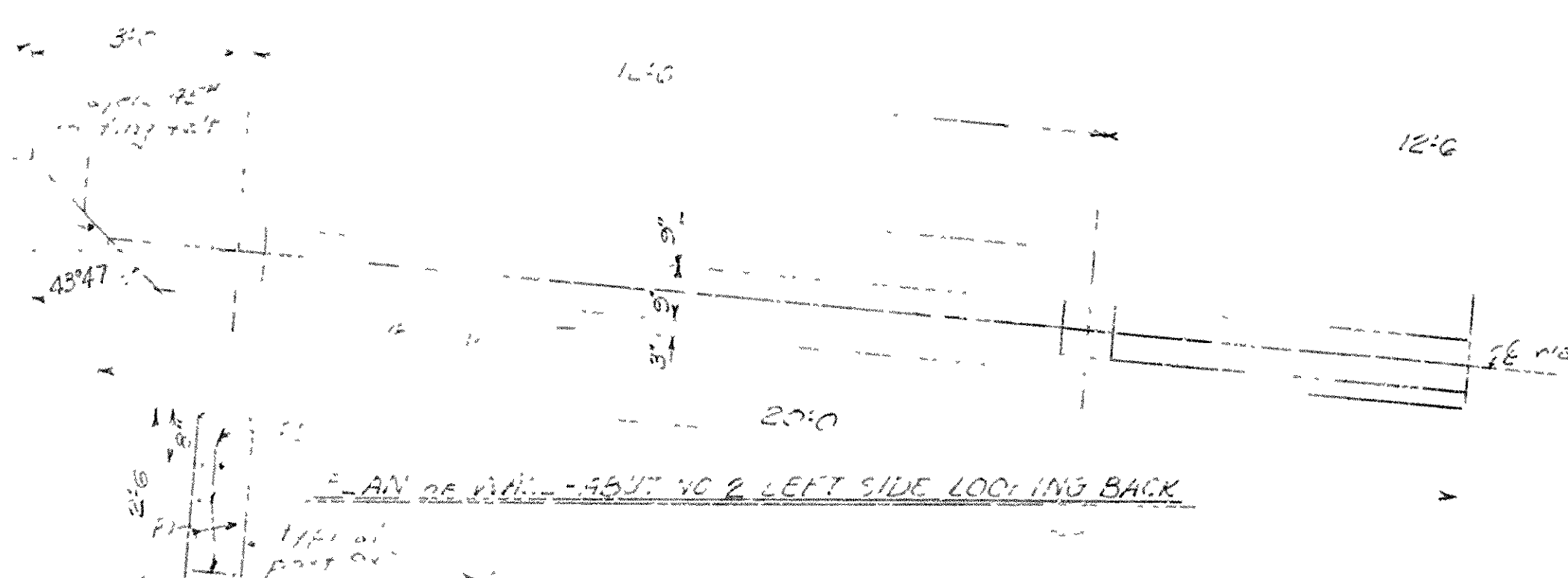
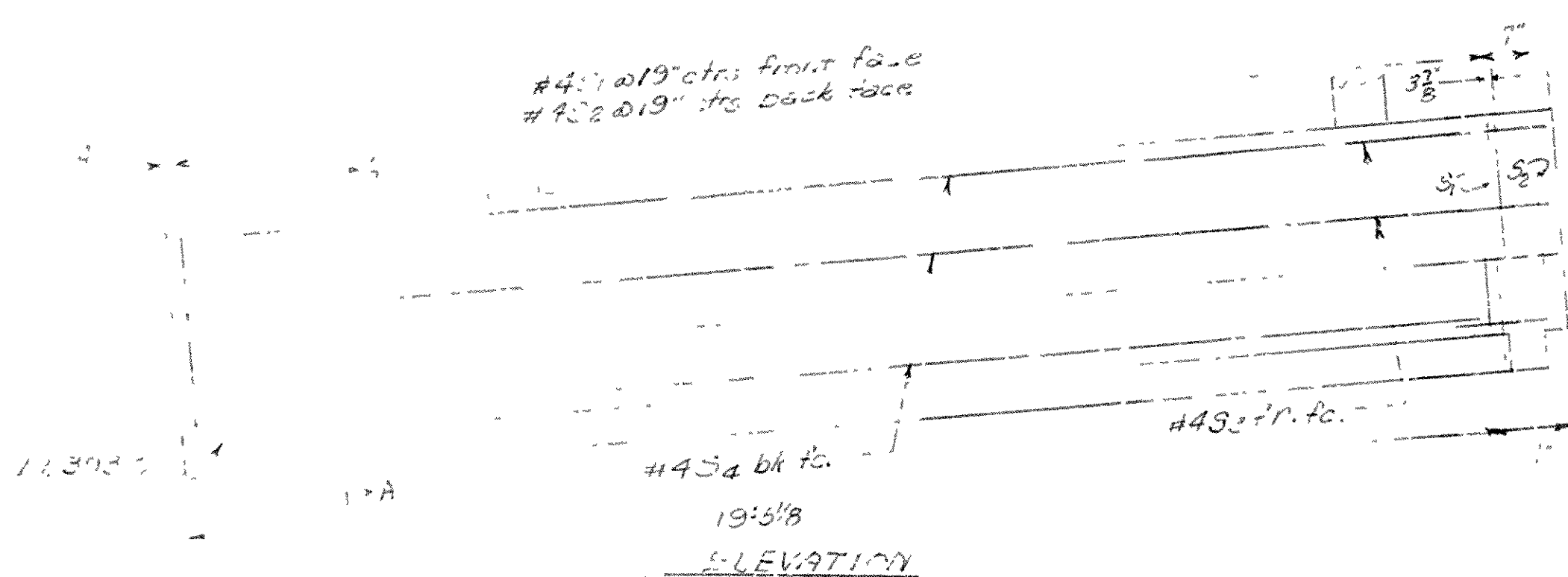
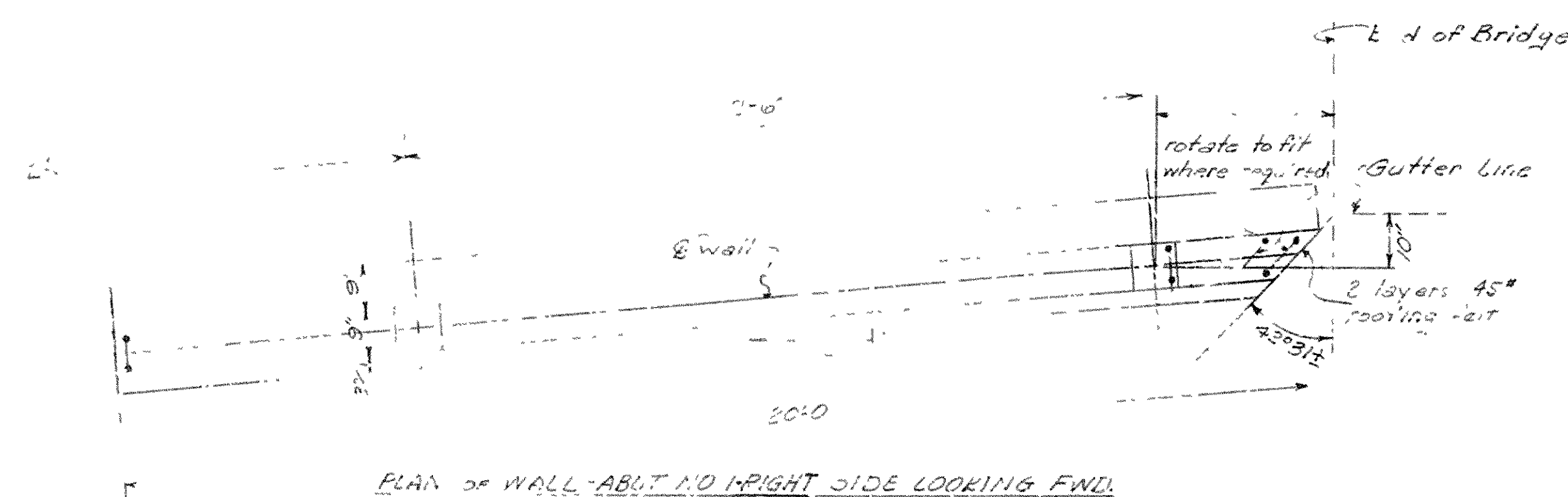


Note: All construction shall be in accordance with the specifications for Highway Construction, Arkansas Department of Transportation, and the American Institute of Steel Construction, Inc. (AISC) Manual of Steel Construction, 9th Edition. The contractor shall be responsible for obtaining all necessary permits and approvals for the construction of this bridge.

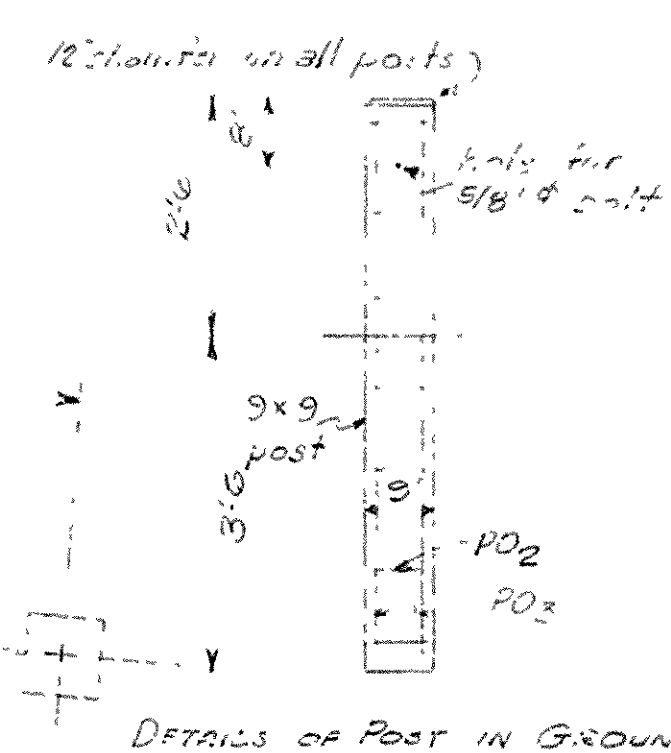
DETAILS OF ABUTMENT NO. 1
BRIDGE OVER GAR CREEK
OZARK-NORTH
FRANKLIN COUNTY
ROUTE 219 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: [Signature] DATE: 4-25-77
CHECKED BY: [Signature] DATE: 5-2-77
BRIDGE NO. 3557 DRAWING NO. 11604

[REDACTED] ROAD
 NY STA 1:00 AD SWA
 6 APR. 2 35
 JOH 40





Notes: Reinforcing for Abutment No. 1 and 2 are shown on separate sheets.



BAR LIST (ONE WALL)

NO.	SIZE	NO.	LENGTH	BENDING DIAGRAM
S1	4	13	3'-2"	
S2	4	14	3'-2"	
S3	4	2	19'-3"	
S4	4	3	19'-3"	
PD1	5	4	5'-9"	
PD2	3	13	2'-5"	
PD3	5	2	11'-9"	

Dimensions are C. to C.

NOTE
All concrete shall be class S.
All exposed corners shall be chamfered 3/4" unless otherwise noted.

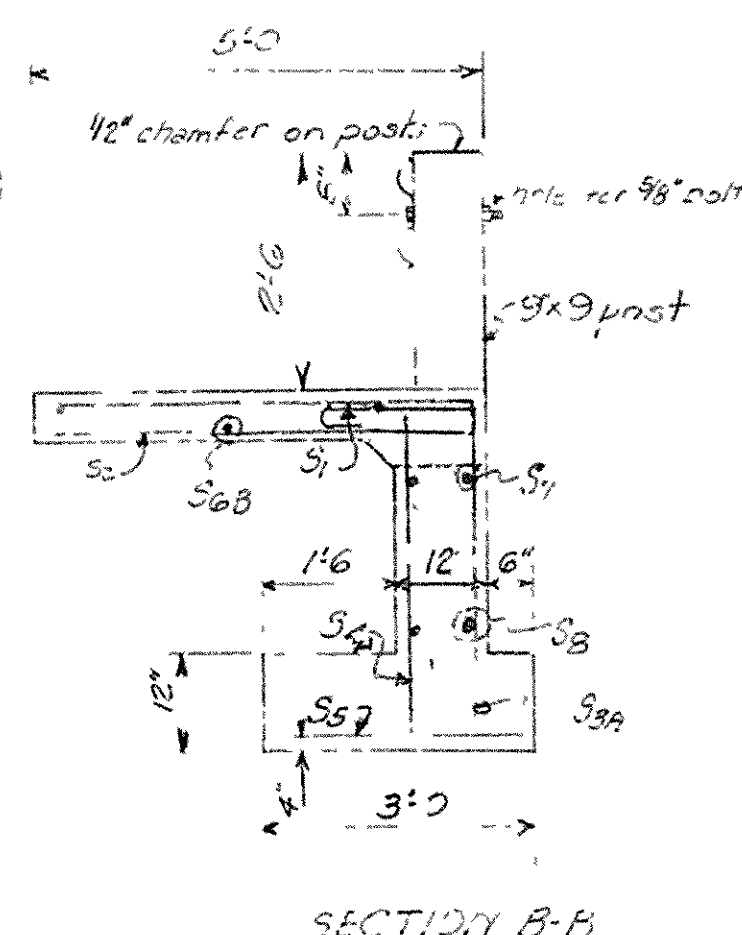
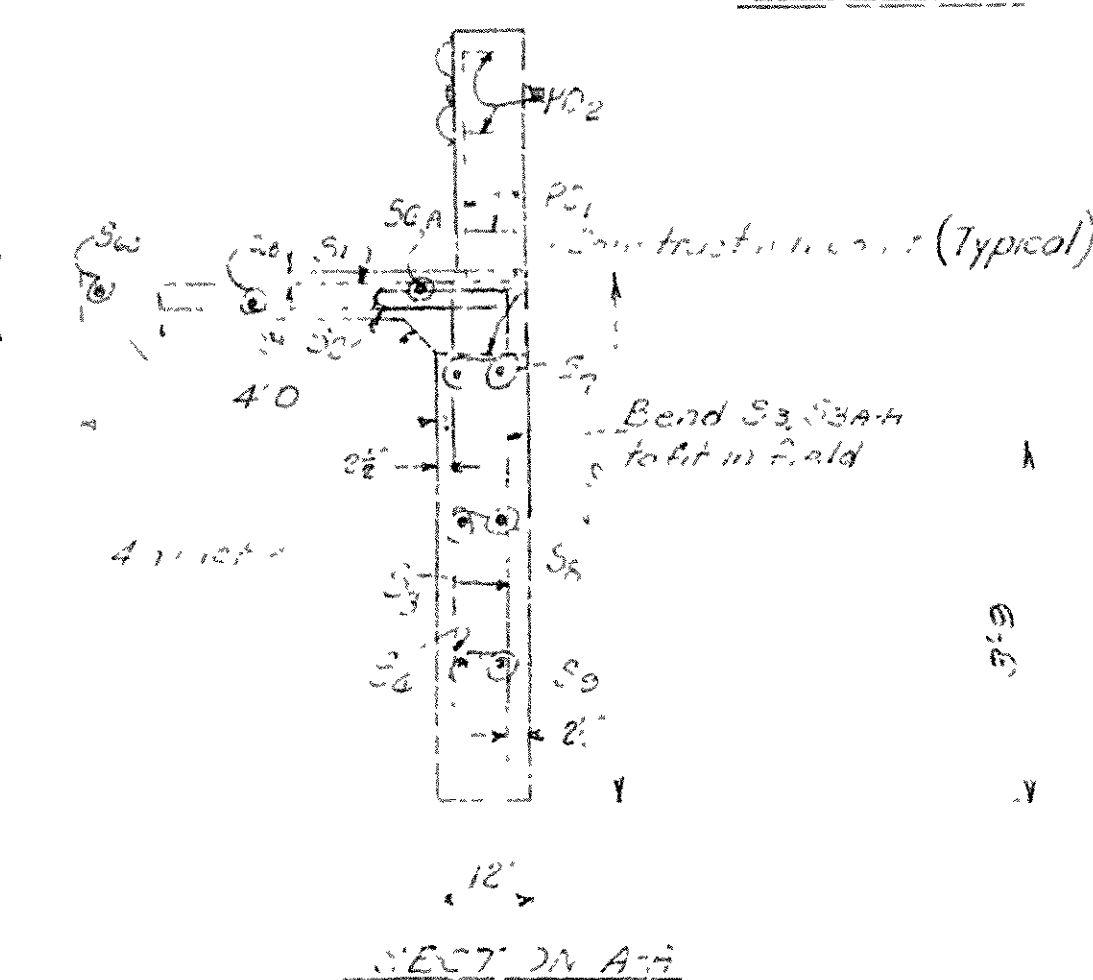
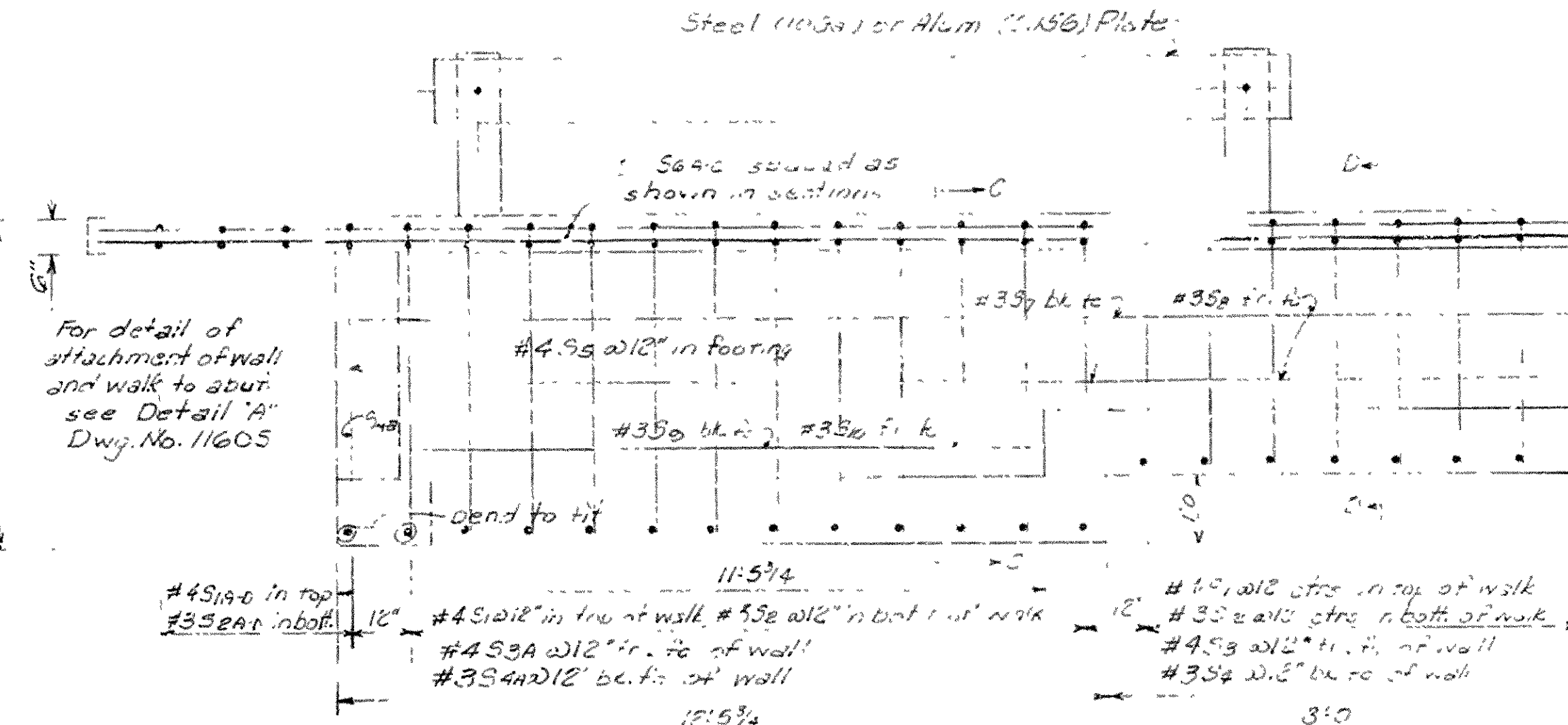
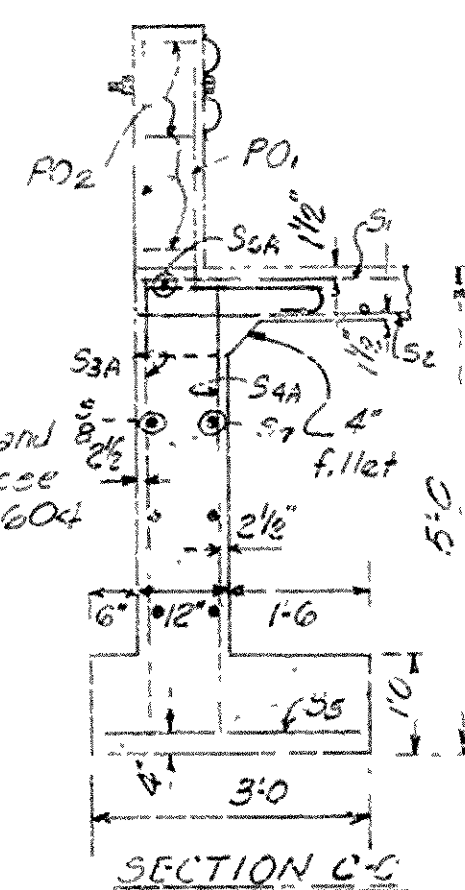
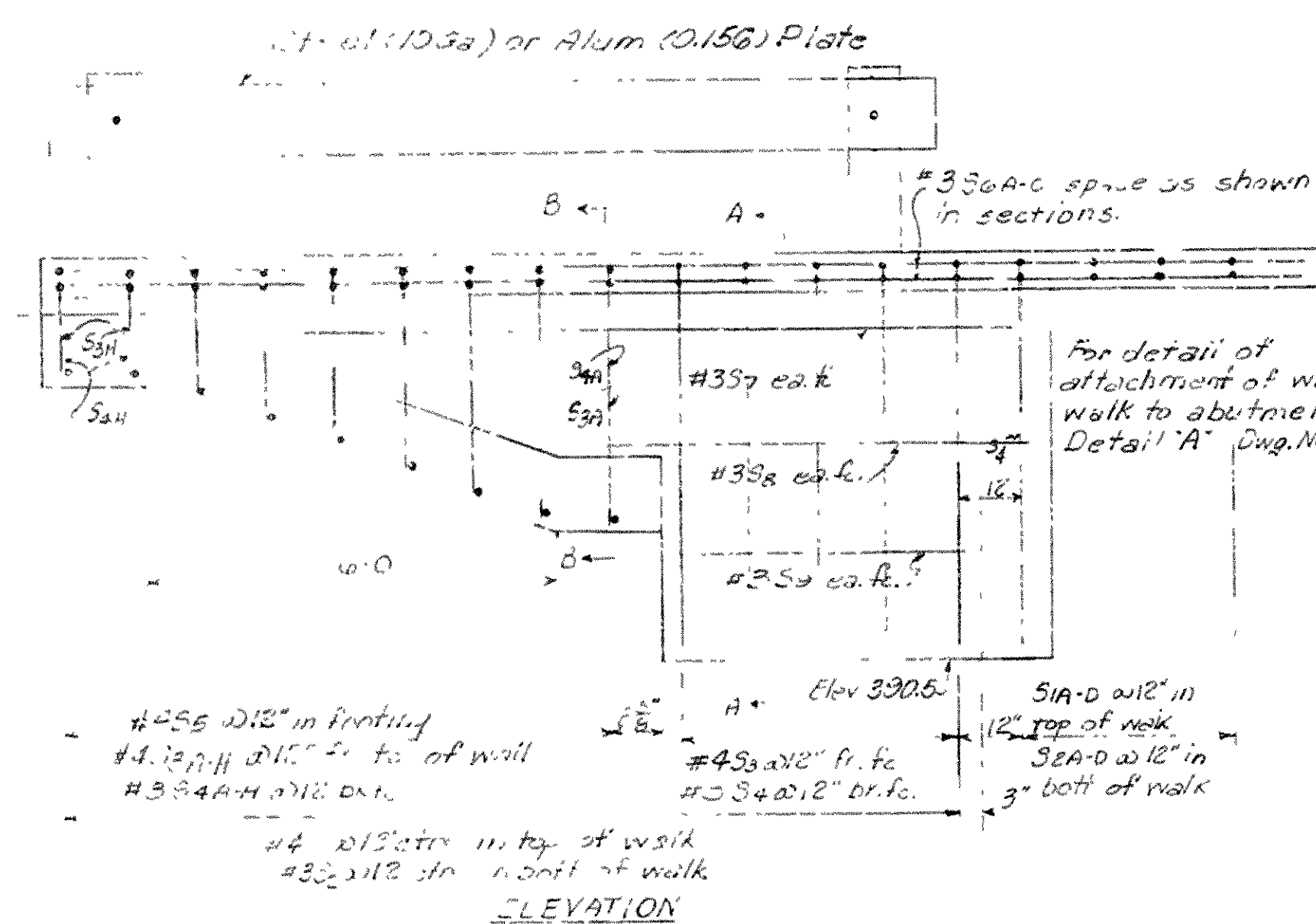
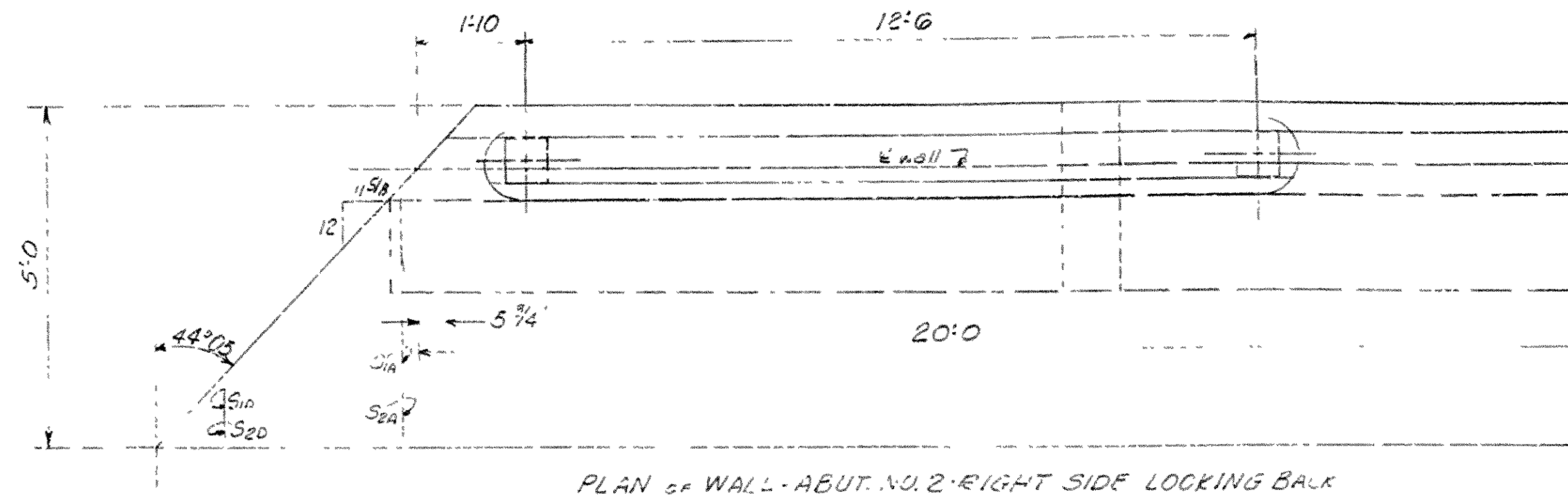
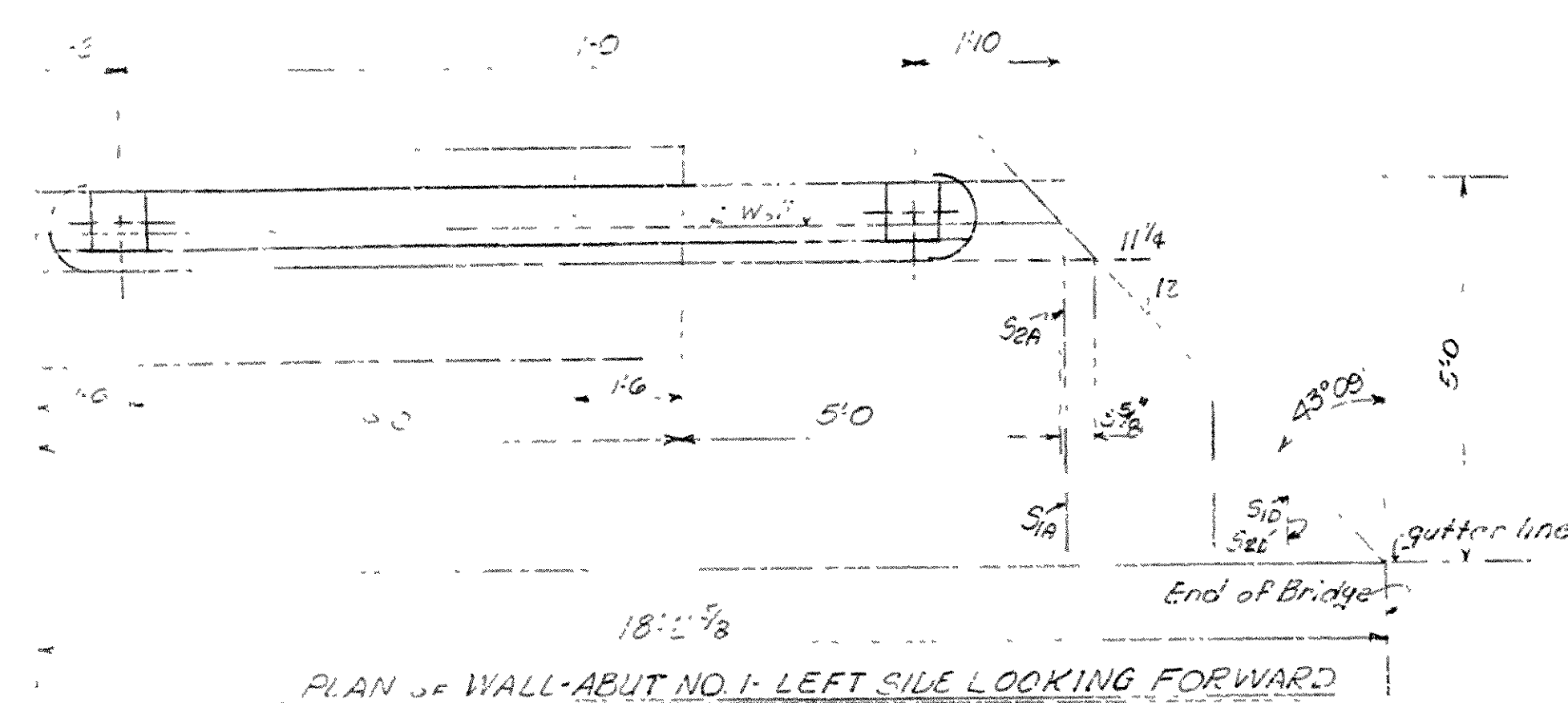
Steel or Aluminum Plate Guard Fence shall be the type shown or an equivalent rigid type as approved by the Engineer. The rail, including posts and fastenings, shall be paid for at the unit price bid per linear foot for "Steel or Aluminum Plate Guard Bridge Railing".

DETAILS OF WALLS
BRIDGE OVER GAR CREEK
OZARK-NORTH
FRANKLIN COUNTY
ROUTE 219 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: EFB DATE: 3-15-50
TRACED BY: NTE DATE: 3-15-50
CHECKED BY: J.E. DATE: 3-15-50
SCALE: 1/2" = 1'-0"

BRIDGE NO. 3557 DRAWING NO. 11606

BRIDGE ENGINEER



BAR LIST - WALL FOR ABUT NO. 1

NO.	SIZE	No. REQD	LENGTH	PIN DIA	A	BENDING DIAGRAM
S1	4	14	4'-9	Str.	---	
S2	3	14	4'-9	Str.	---	
S3	7	5	7'-3	1 1/2"	5'-0	
S4	3	6	5'-2	Str.	---	
S3A	4	1	5'-6	1 1/2"	3'-3	
S3B	4	1 each	4'-7 1/2	1 1/2"	3'-2 1/2	
S3C	4	2	3'-6	1 1/2"	1'-3	
S3D	3	1	3'-3	Str.	---	
S4A	3	1	3'-3	Str.	---	
S4B	3	1 each	3'-2 1/2	Str.	---	
S4C	3	2	1'-3	Str.	---	
S4D	4	9	2'-6	Str.	---	
S5A	3	1 each	14'-0 to 10'-0	Str.	---	
S5B	3	2	11'-3	Str.	---	
S5C	3	2	6'-3	Str.	---	
S5D	5	2	4'-0	Str.	---	
PO1	5	4	5'-9	1 3/4"	---	
PO2	3	6	2'-5	1 1/4"	---	
S6A-D	4	1 each	4'-0 to 1'-0	Str.	---	
S6A-D	3	1 each	4'-0 to 1'-0	Str.	---	

NOTE: All concrete shall be Class S. All exposed corners shall have 3/4" chamfer unless otherwise noted.

Steel or Aluminum Plate Guard Fence shall be 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 or Aluminum Plate Guard Bridge Railing".

BAR LIST - WALL ABUT NO. 2

NO.	SIZE	No. REQD	LENGTH	PIN DIA	BENDING DIAGRAM
S1	4	20	4'-9	Str.	
S1A-D	4	1 each	4'-0 to 1'-0	Str.	
S2	3	20	4'-9	Str.	
S2A-D	3	1 each	4'-0 to 1'-0	Str.	
S3	4	8	5'-9	1 1/2"	
S3A	4	12	6'-9	1 1/2"	
S4	3	3	3'-9	Str.	
S4A	3	3	4'-6	Str.	
S5	4	21	2'-6	Str.	
S5A-D	3	1 each	20'-0 to 2'-0	Str.	
S7	3	2	19'-3	Str.	
S8	3	2	19'-0	Str.	
S9	3	1	15'-2	Str.	
S10	3	1	15'-9	Str.	
PO1	5	4	5'-9	1 3/4"	
PO2	3	6	2'-5	1 1/4"	

Non
"ay"

Dimensions are C to C.

DETAILS OF WALLS
BRIDGE OVER GAR CREEK
OZARK-NORTH
FRANKLIN COUNTY
ROUTE 219 SEC. 1

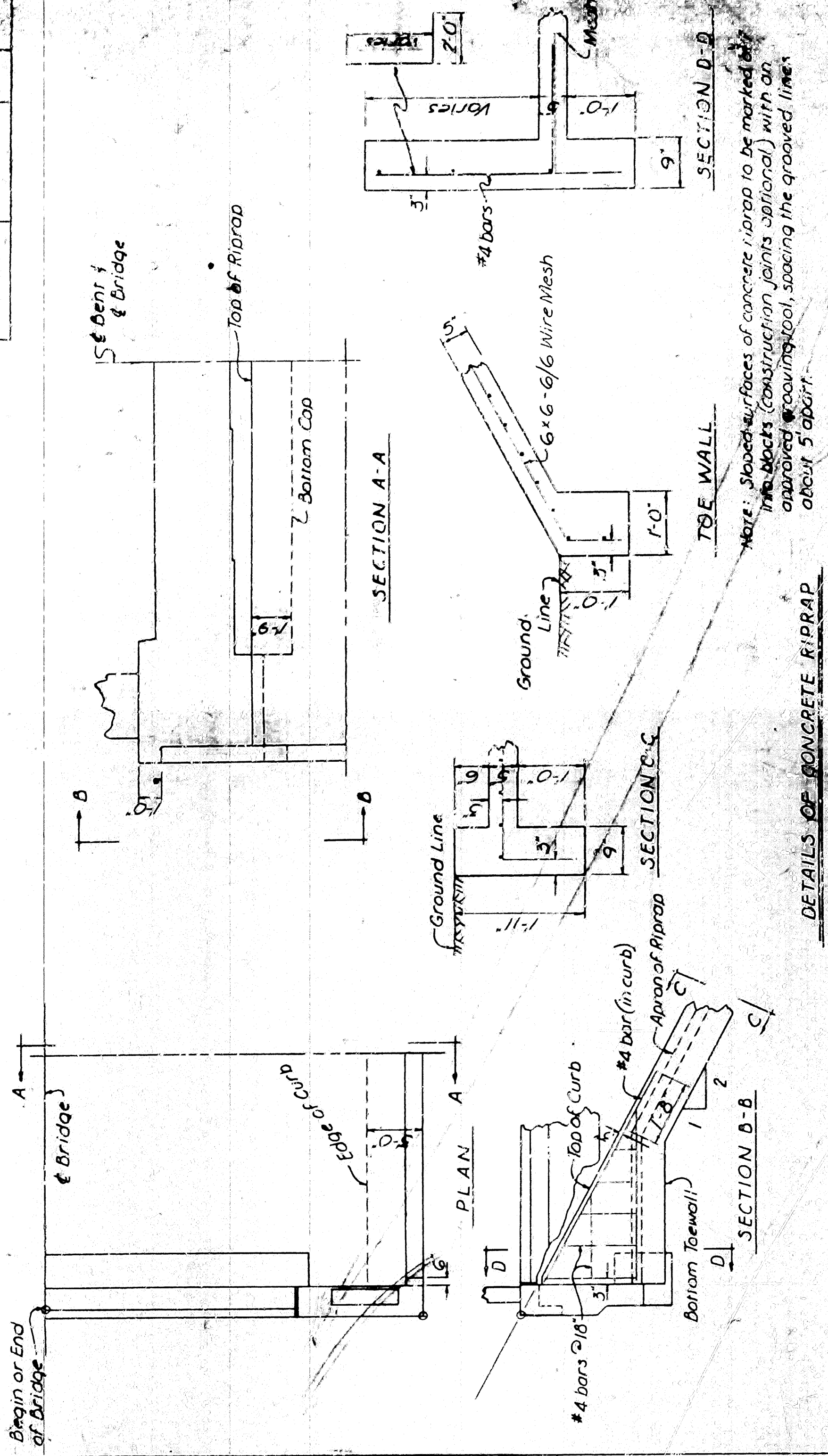
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DESIGNED BY: F.R.B. DATE: 9-1-61
TRACED BY: DATE: 9-13-61
CHECKED BY: DATE: 9-13-61

BRIDGE NO. 3557

DRAWING NO. 11607

BRIDGE ENGINEER

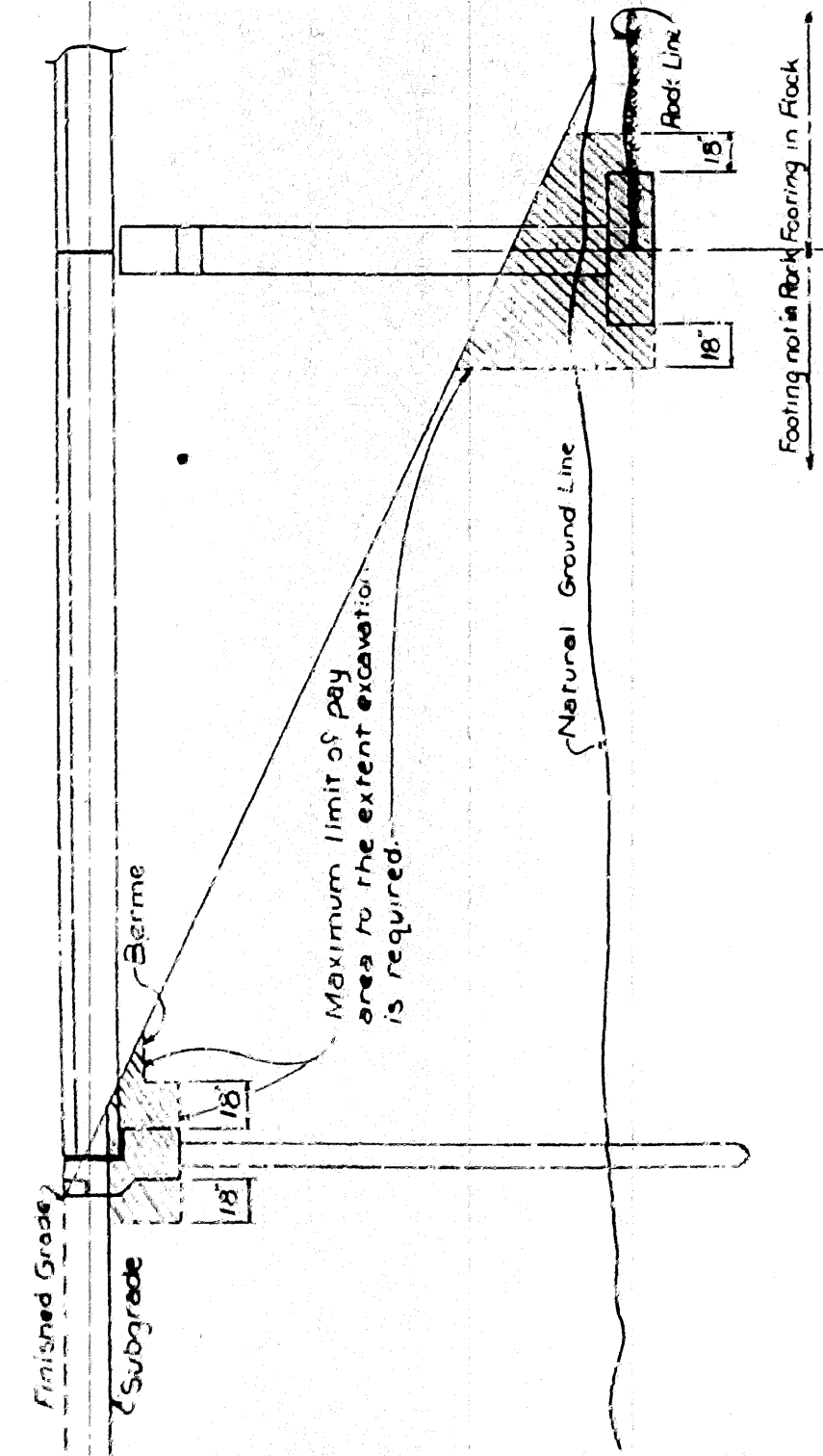


DETAILS OF CONCRETE RIPRAP

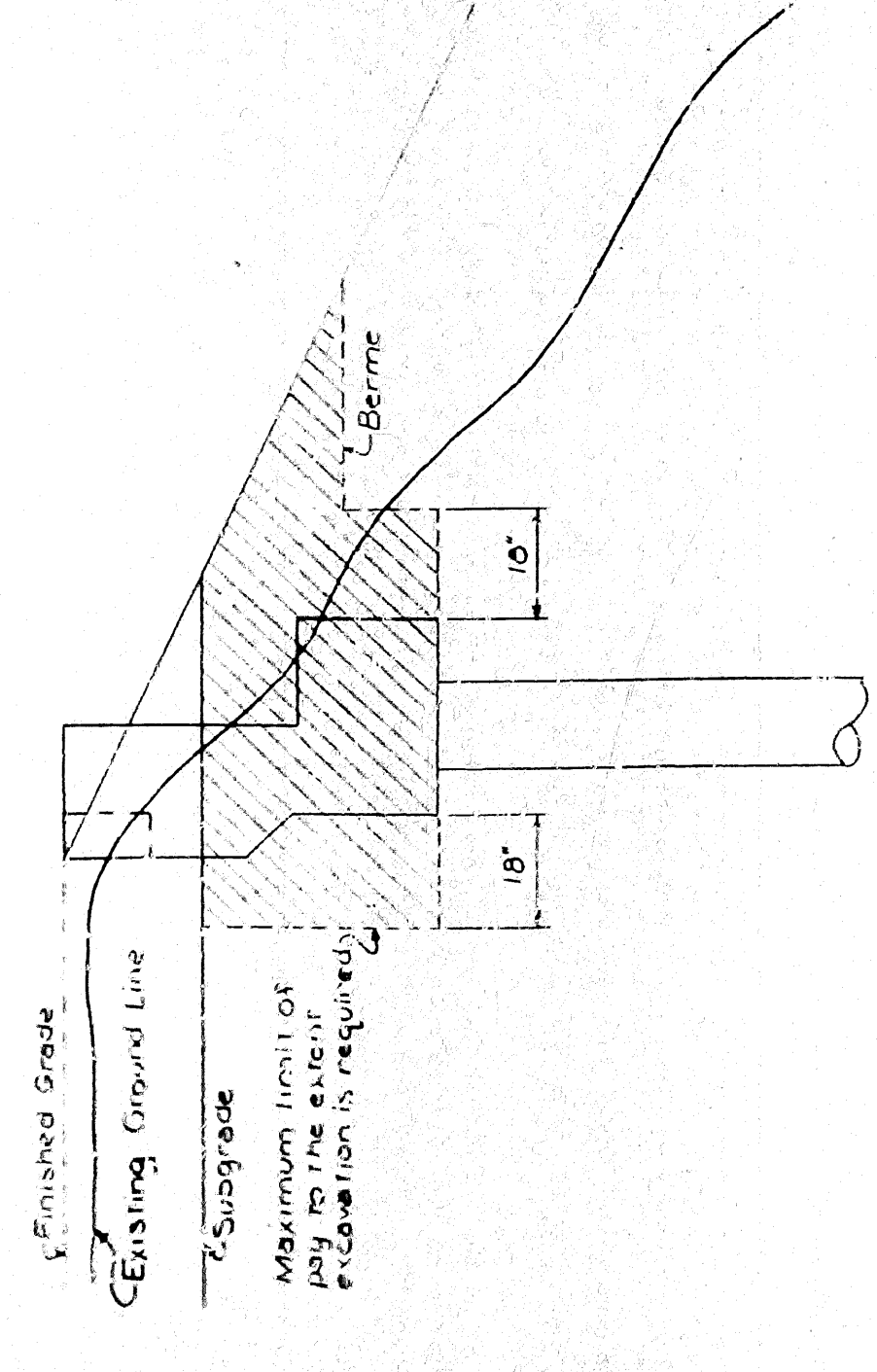
Revisions:
Fill Slope 1-5-61 H.B.
New Section 9-4-64 H.B.
Added Conc Riprap Title 3-16-65 R.W.M.

DETAILS FOR CONCRETE RIPRAP
AND COMPUTING
EXCAVATION FOR STRUCTURES

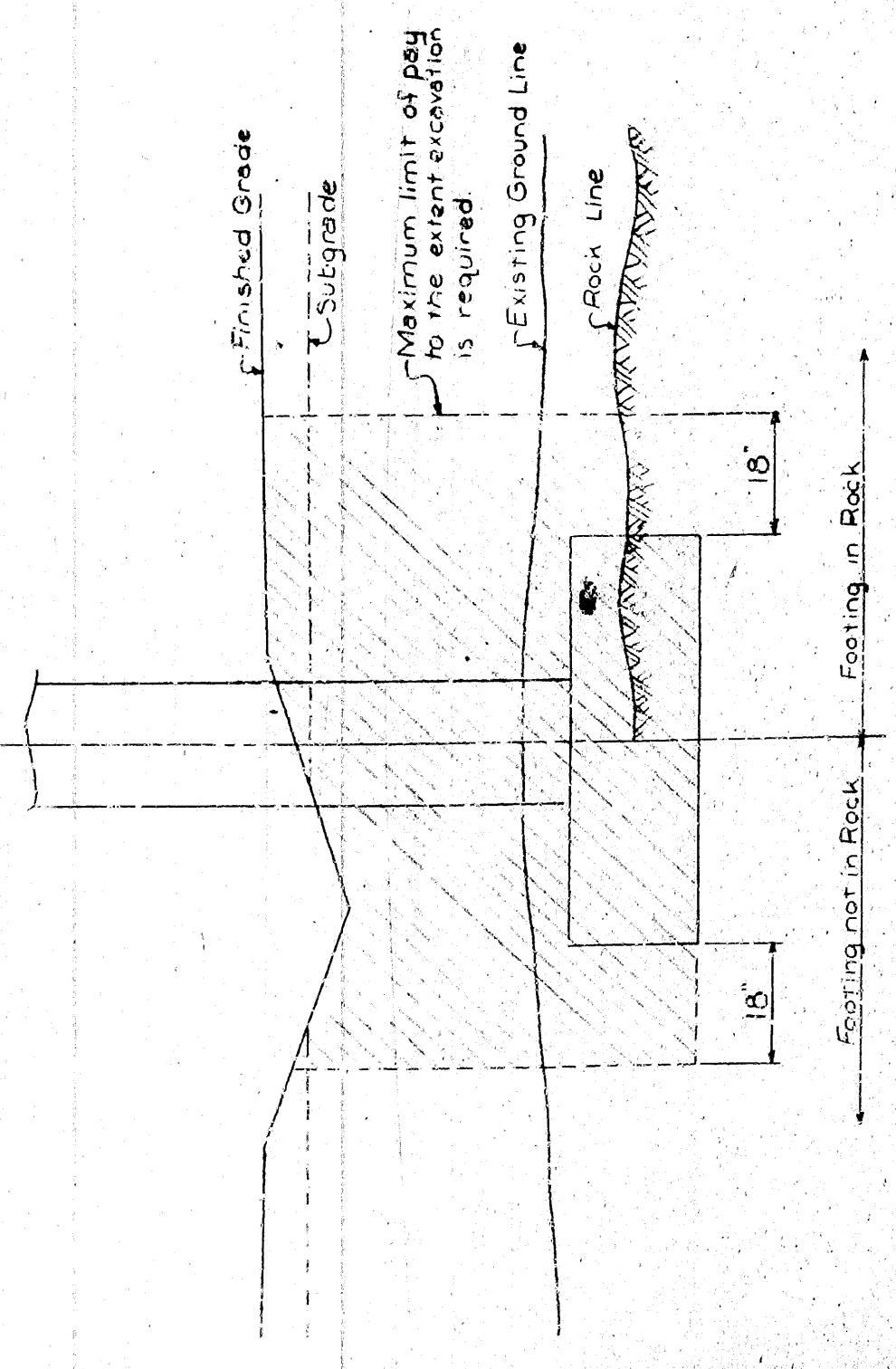
ROUTE 100
SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: J. P. GILSON
DATE: 9-15-60
TRACED BY: J. P. GILSON
CHECKED BY: J. P. GILSON
BRIDGE NO. 1891A
DRAWING NO. 1891A



EXCAVATION FOR STRUCTURES
IN NEW EMBANKMENT

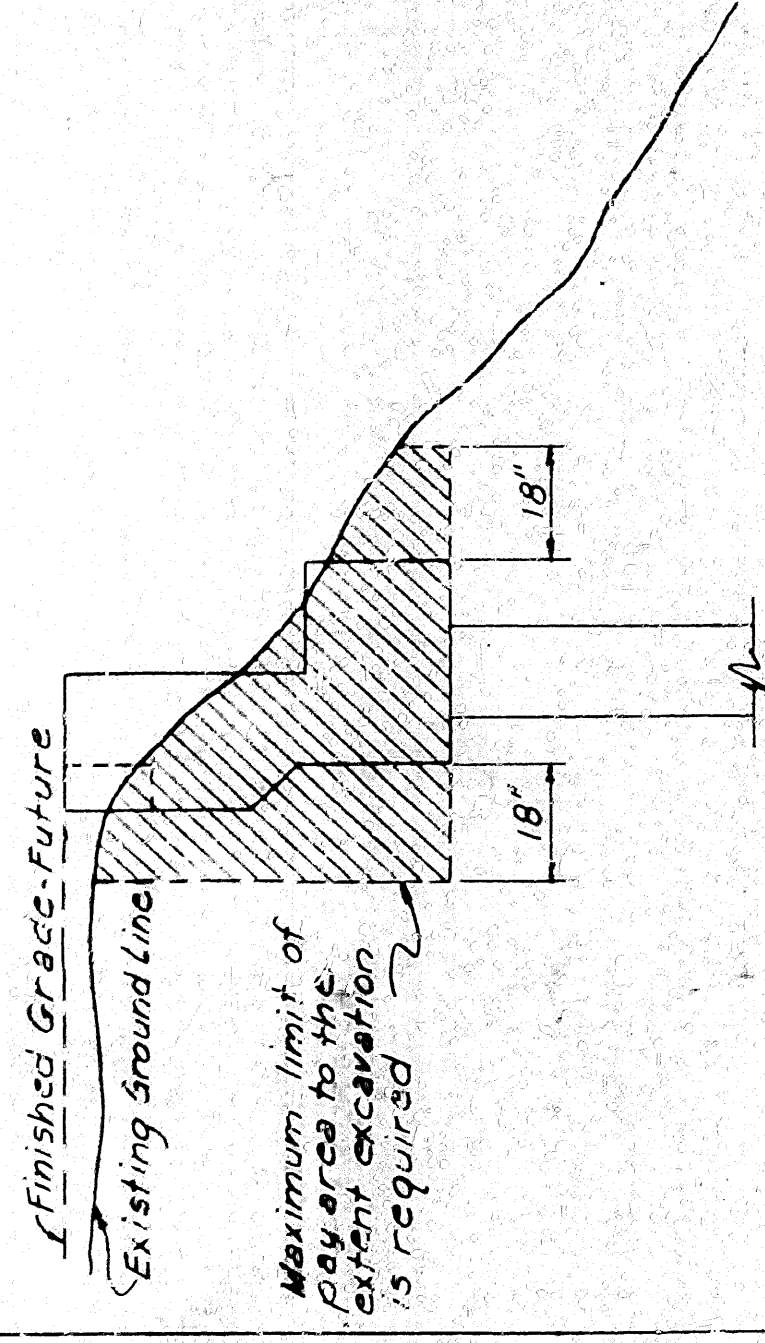


EXCAVATION FOR STRUCTURES
IN NATURAL GROUND AND NEW EMBANKMENT

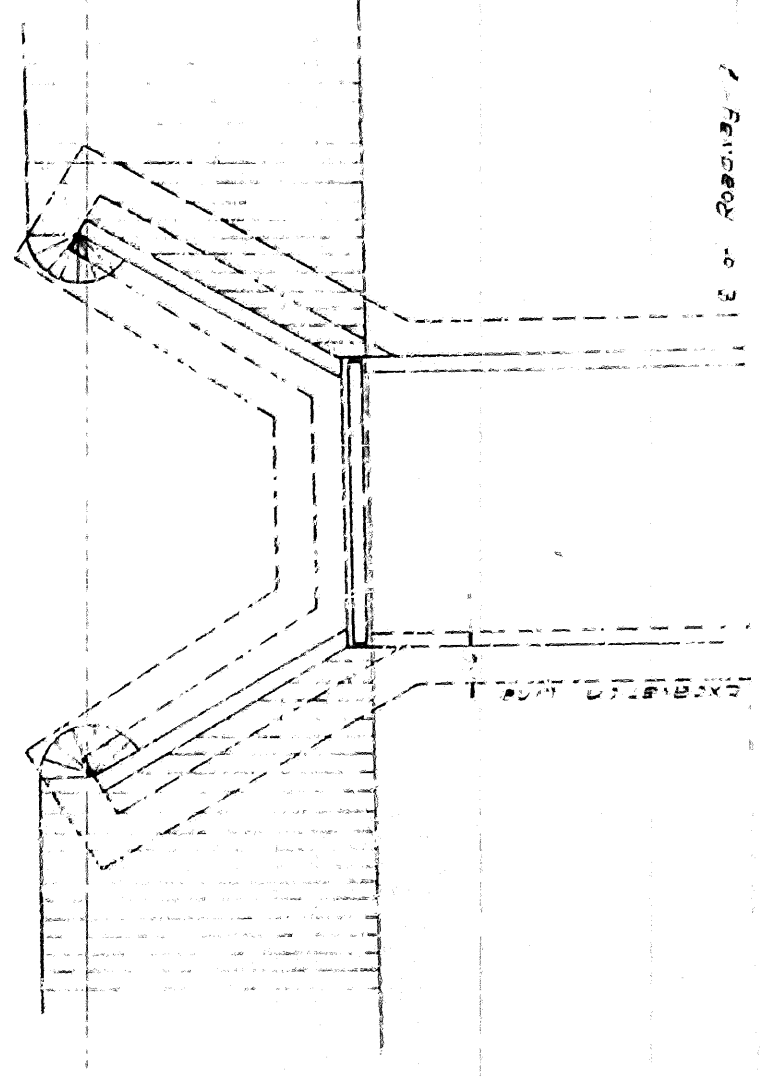


EXCAVATION FOR STRUCTURES
IN ROADWAY FILL SECTION

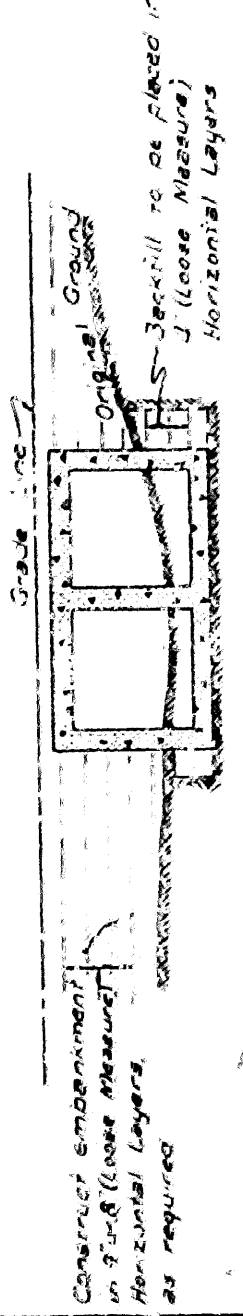
EXCAVATION FOR STRUCTURES
IN NATURAL GROUND PRIOR TO GRADING CONTRACT



STATE	PLATE	SCALE	DATE	BY	CHKD.	APP'D.	REV.
6	ARK.						
JOB NO.							

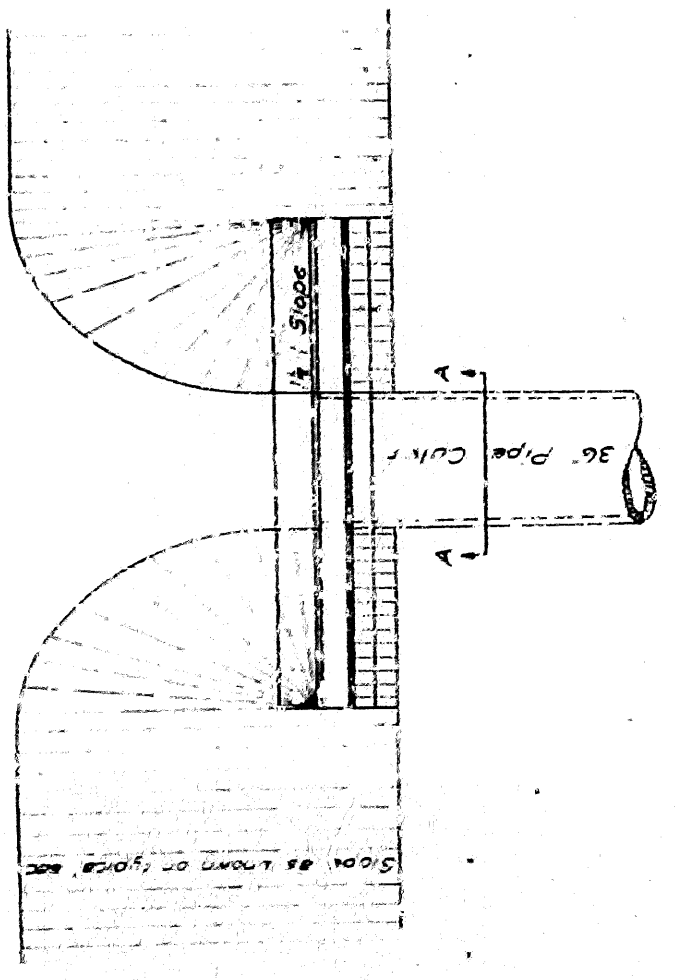


PLAN

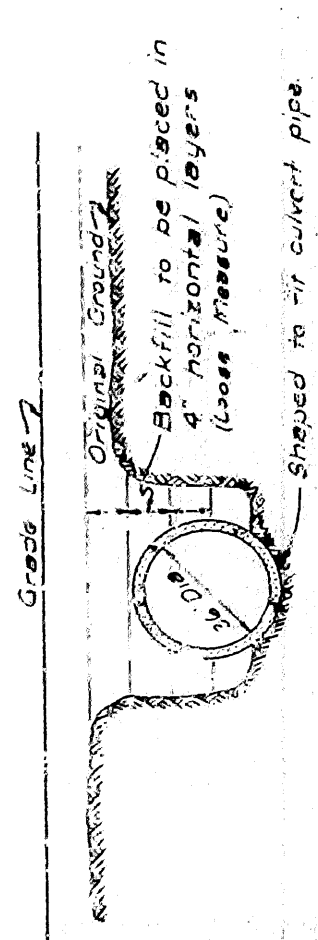


LONGITUDINAL SECTION

BOX CULVERT



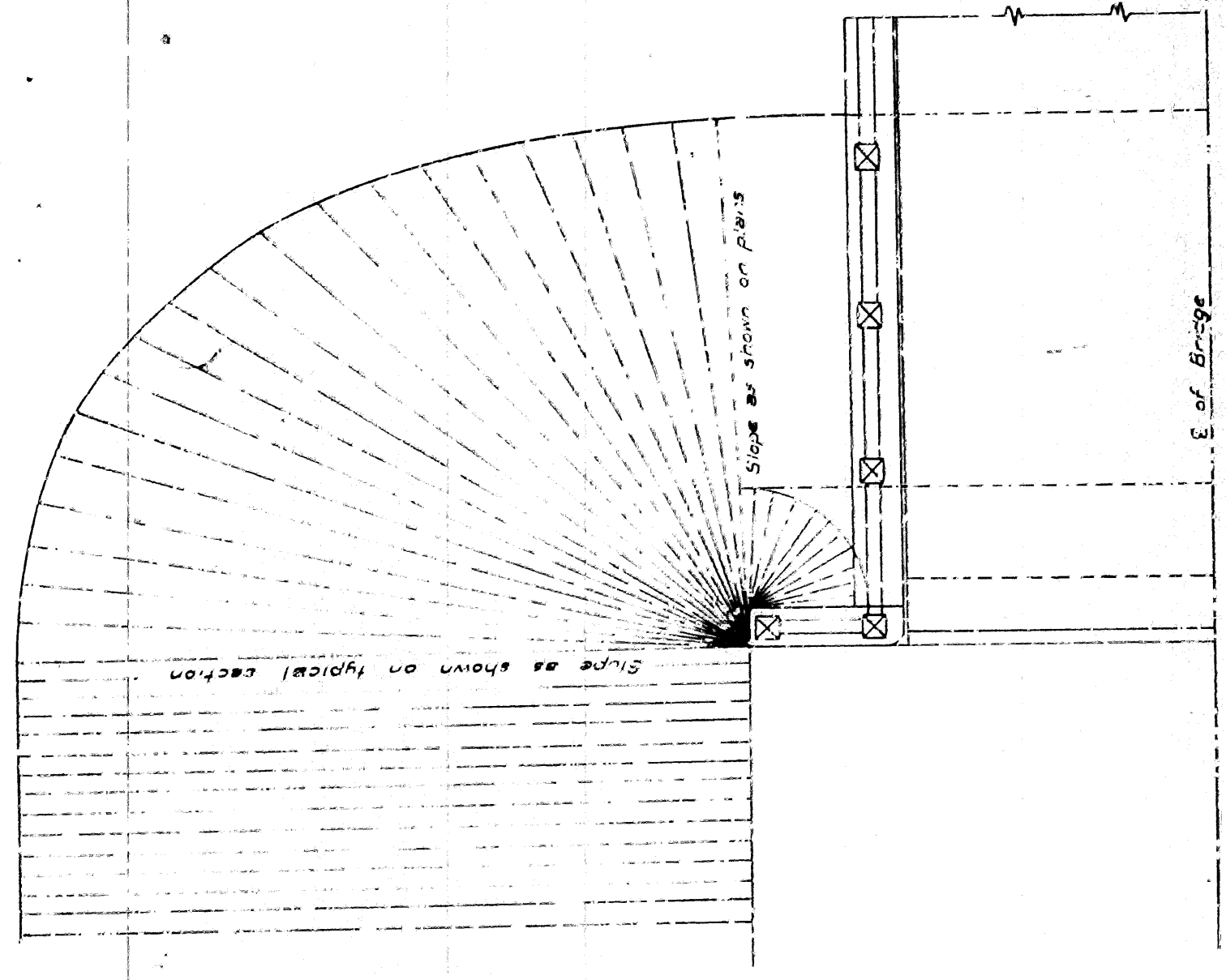
PLAN



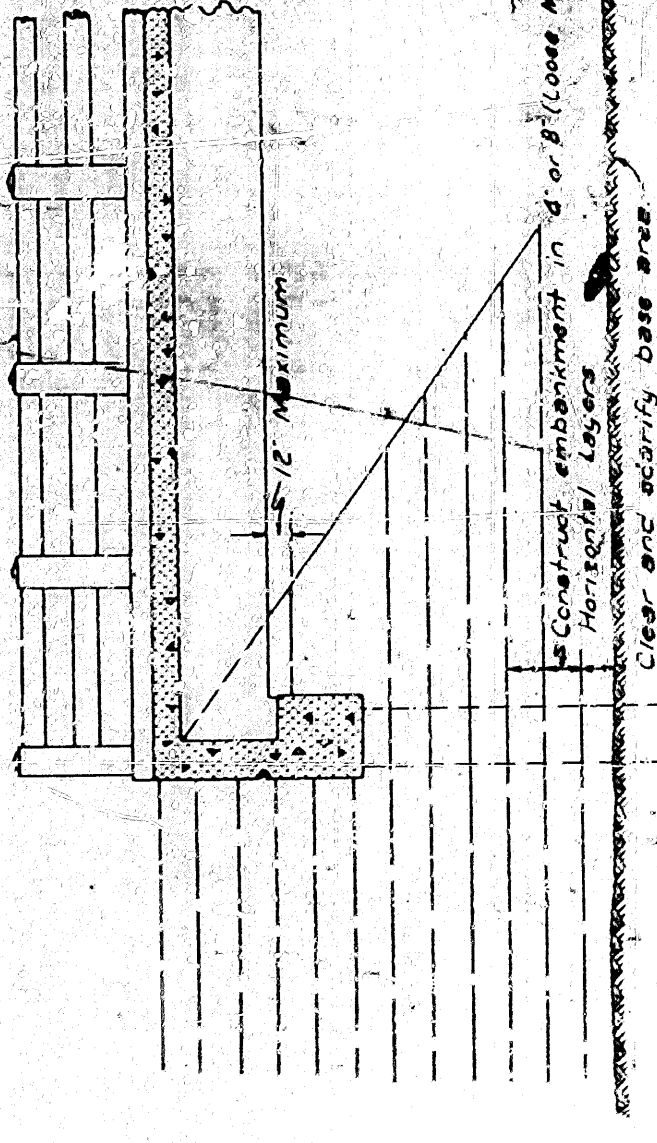
SECTION A-A

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

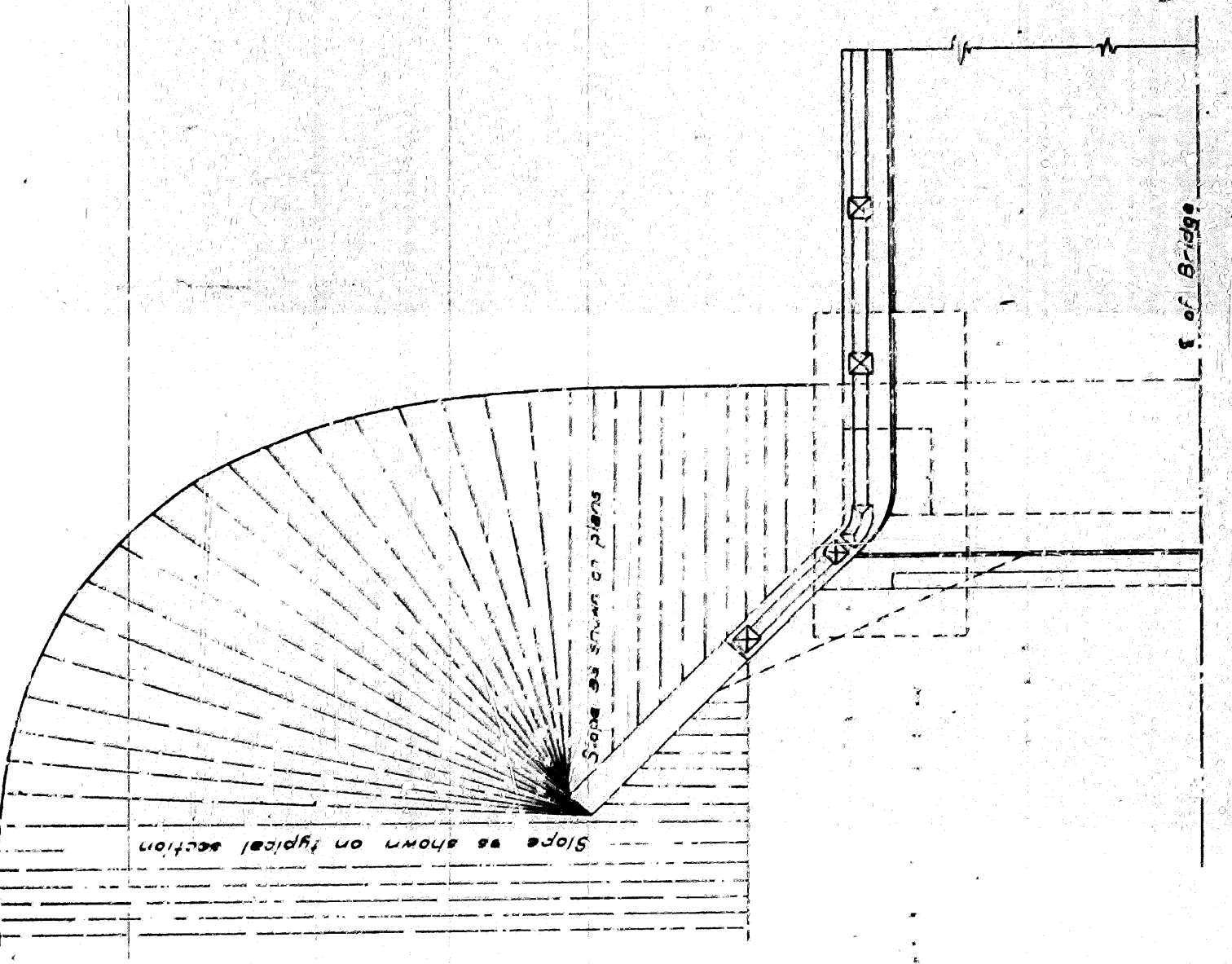
CONSTRUCTION OF THE BRIDGE-END EMBANKMENT

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 abutment the end of wingwalls.

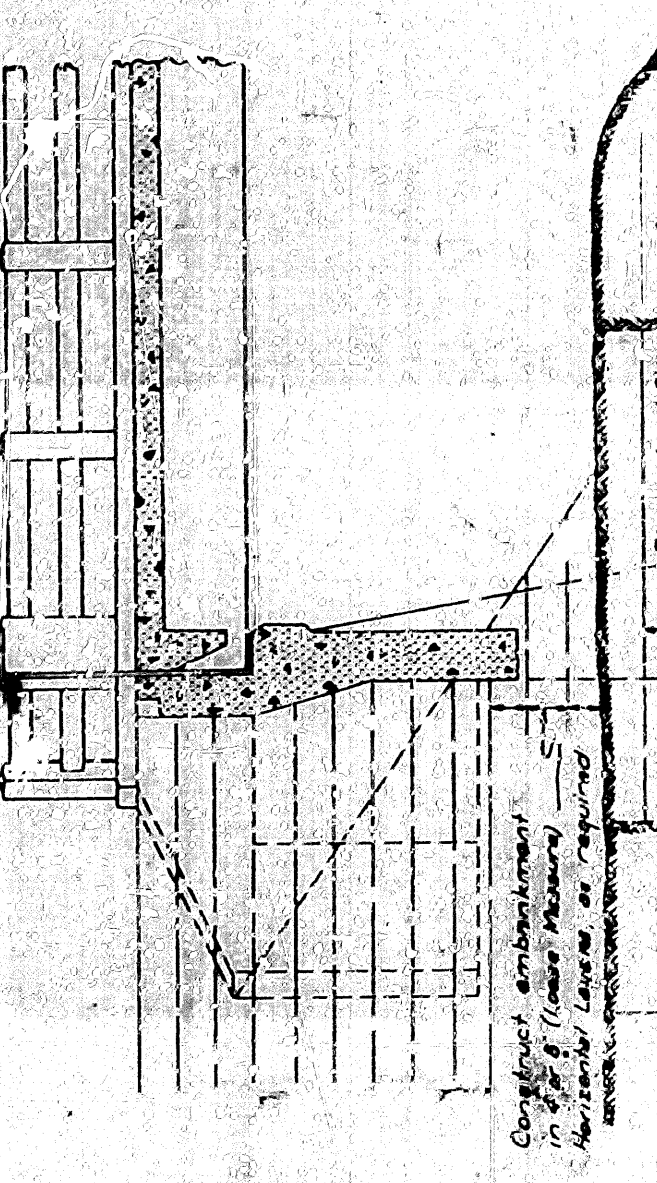
The surface area to be occupied by this embankment shall first be cleared of all debris and movable matter and then certified so as to completely expose the raw earth. The grading shall be done before any of the base surface is covered by material taken from the structure excavations.

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 Embankment Section 107.



HALF PLAN



LONGITUDINAL SECTION

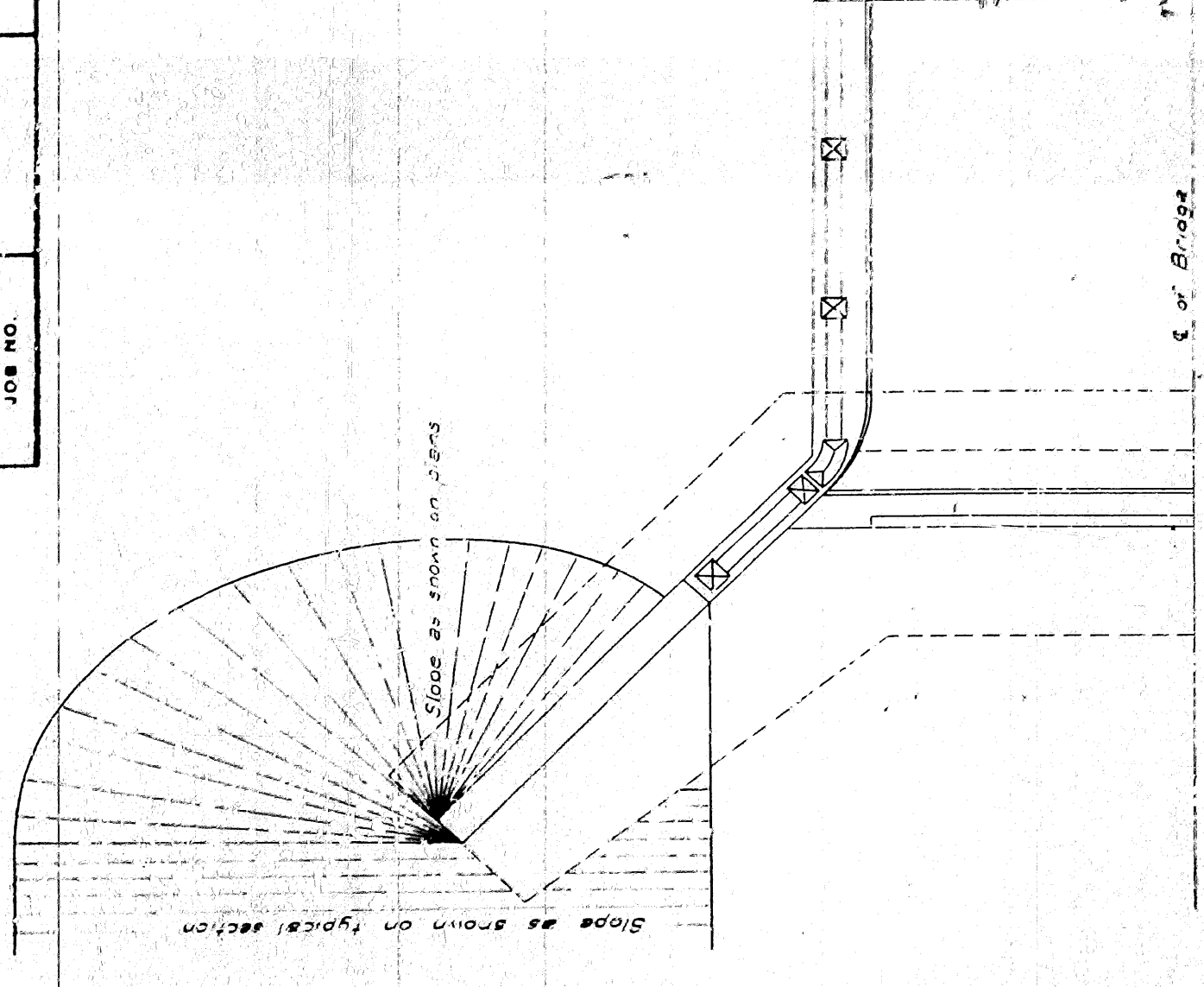
SEMI-OPEN ABUTMENT

BACKFILLING EXCAVATION

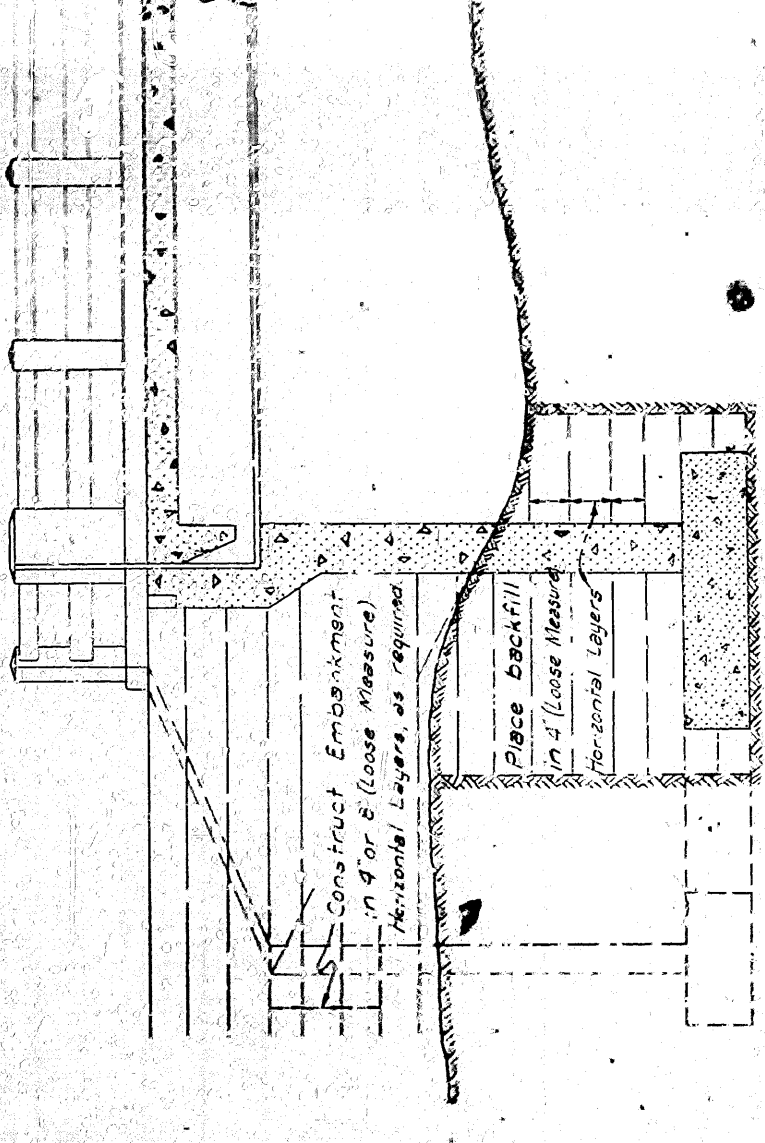
In so far as a practicable abutment excavations shall be cut to the size shown by the plans with allowance of 18 in all sides as permitted by the specifications. Gravelly oversize and flared cuts sometimes made to avoid the use of shoring will not be permitted.

When the abutment excavation is ready for backfilling shall be cleared of all collecting materials. Unless directed by the engineer and of all debris and undesirable fill materials.

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 Embankment Section 107.



HALF PLAN



LONGITUDINAL SECTION

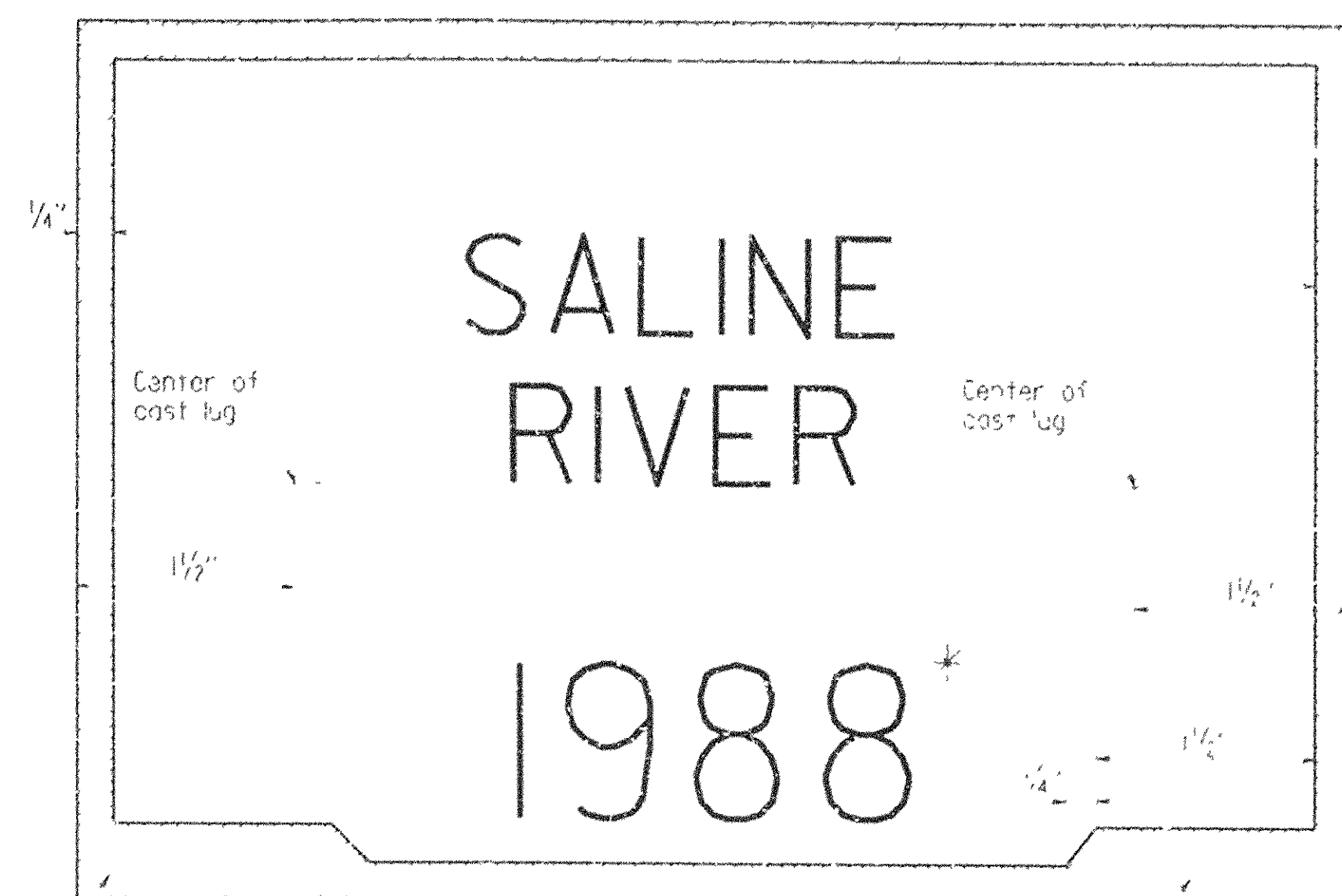
WINGWALL ABUTMENT

AR KANSAS STATE HIGHWAY COMMISSION
DETAILS OF
EMBANKMENT CONSTRUCTION AT
BRIDGE ENDS AND
BACKFILL FOR STRUCTURES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
11-89	11-16-91			6	ARK.			
				JOB NO.				

① NAME PLATES 2389A

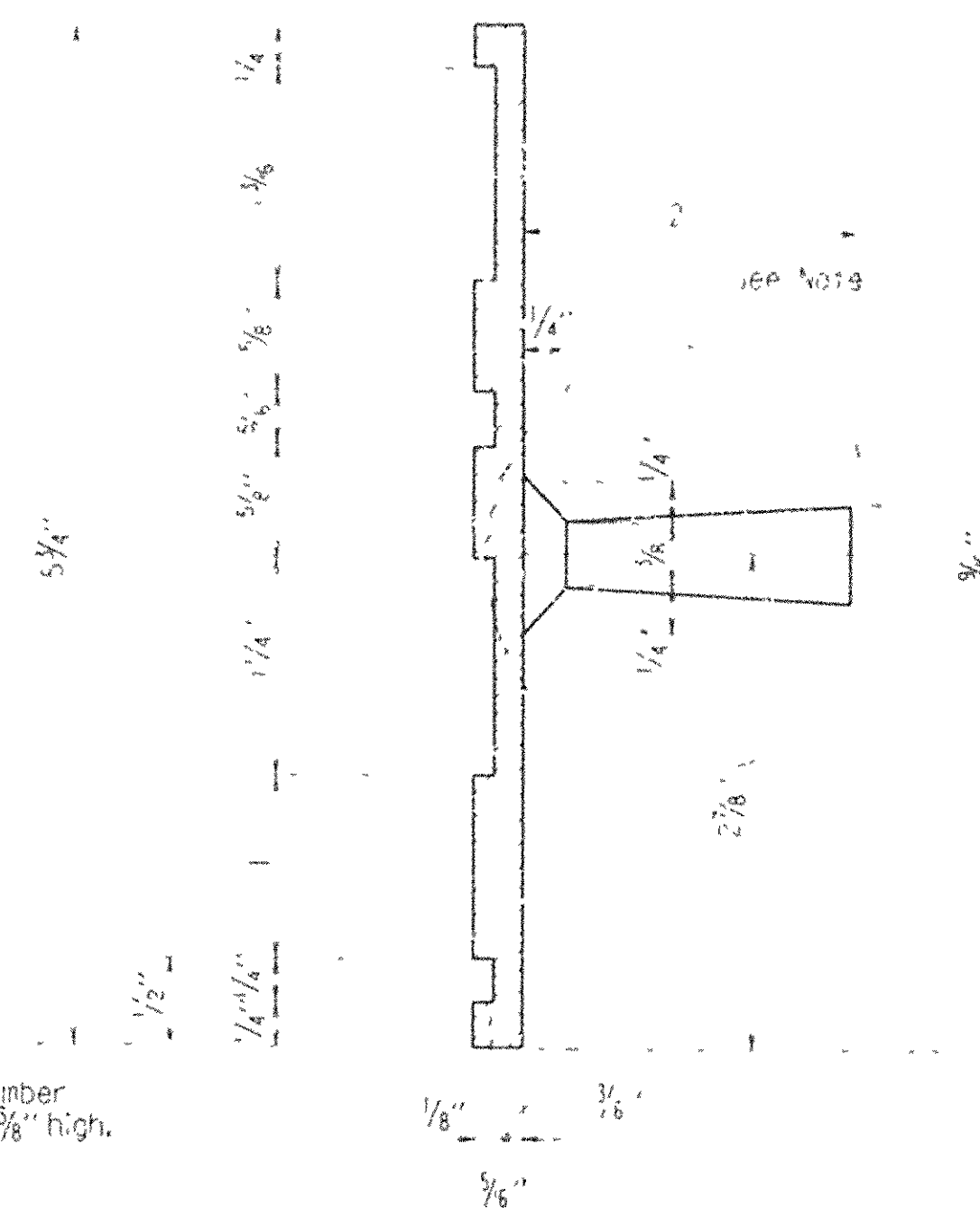
7" Minimum to 9" Maximum
(Length to be determined by the lettering required)



Stamp the design loading
here with letters and numerals
3/8" high. Example: HS 20

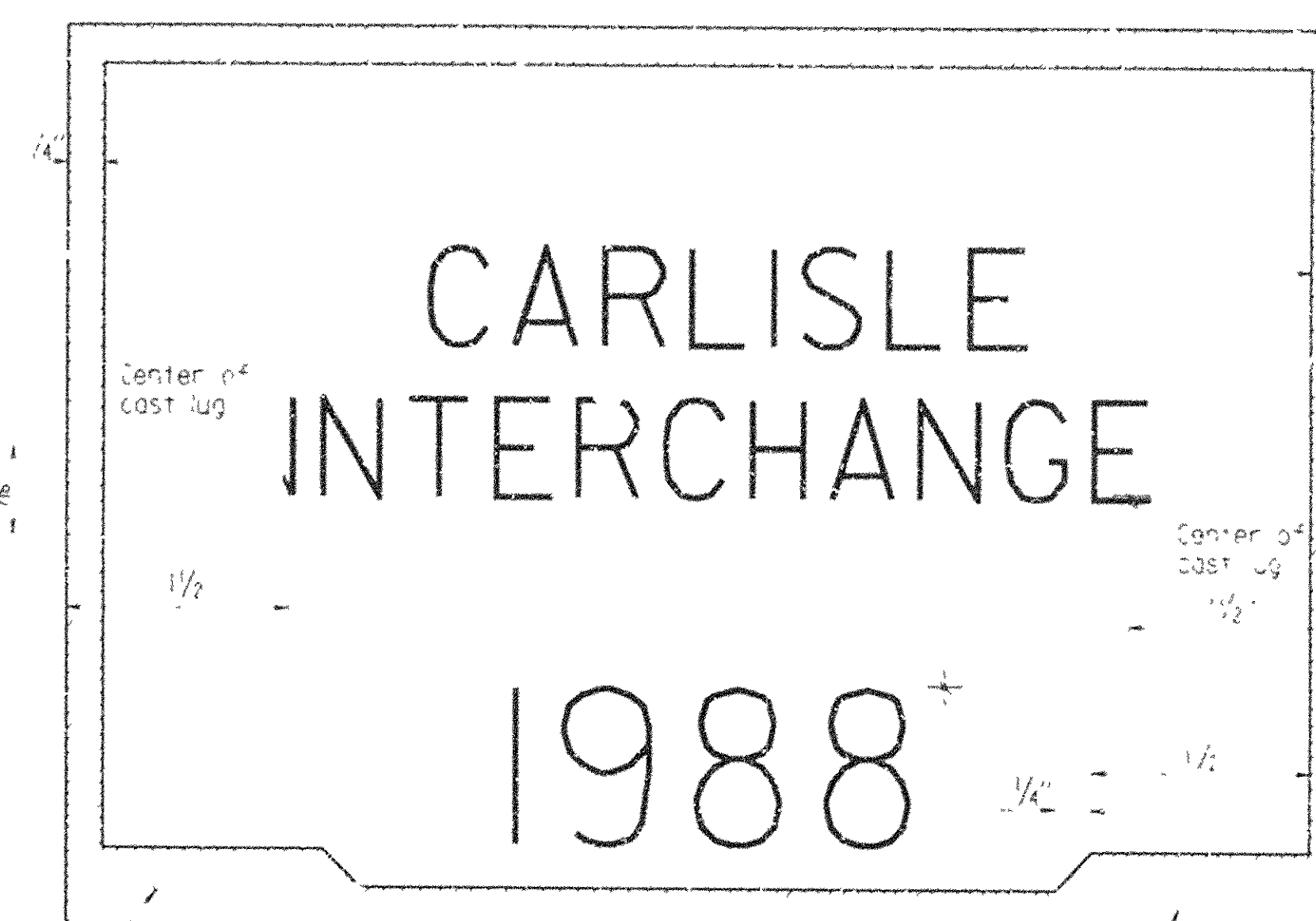
Stamp the bridge number
here with numerals 3/8" high.
Example: 6275

TYPICAL BRIDGE NAME PLATE-STYLE 1-FULL SIZE
STREAM CROSSINGS



Note: Alternate attachments may be used
provided such attachments are submitted
and approved secured before fabrication
is begun.

7" Minimum to 9" Maximum
(Length to be determined by the lettering required)



Stamp the design loading
here with letters and numerals
3/8" high. Example: HS 20

Stamp the bridge number
here with numerals 3/8" high.
Example: 6275

TYPICAL BRIDGE NAME PLATE-STYLE 3-FULL SIZE
GRADE SEPARATION STRUCTURES

GENERAL NOTES

1. Name plates are to be either cast aluminum or bronze and shall meet the material requirements as specified in section 6.1 of the standard specifications.

2. Body of plate shall be 1/4" thick and shall include two tapering slots 1/8" to 3/8" x 1/4" long. The border and all lettering shall be raised 1/4" above the face of plate and shall be polished.

3. All lettering shall be polished, square cut and not tapered.

4. The number of plates required and the location and name on the route for each bridge shall be as designated on the plans.

5. Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, Current Edition, with applicable Supplemental Specifications and Special Provisions.

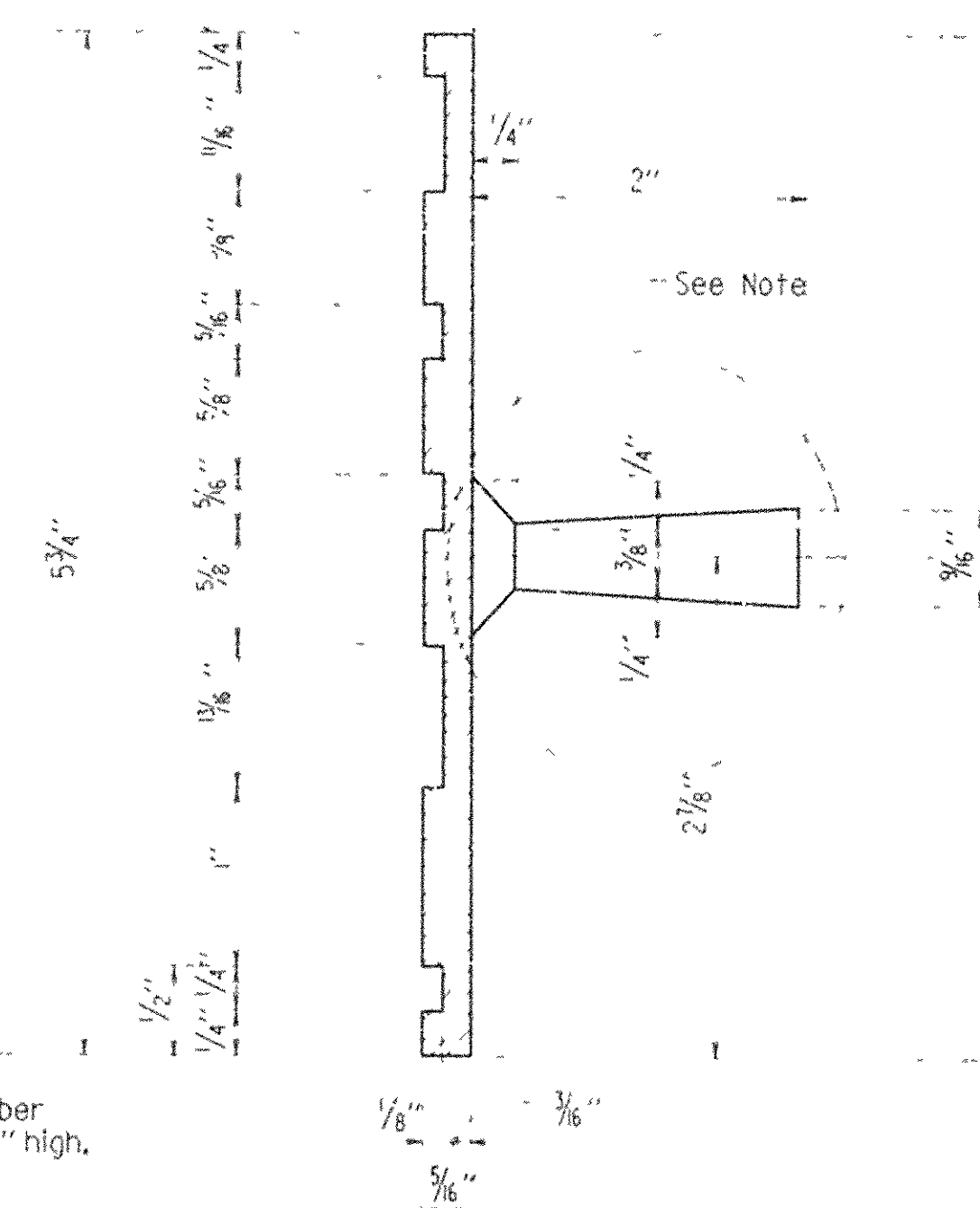
7" Minimum to 9" Maximum
(Length to be determined by the lettering required)



Stamp the design loading
here with letters and numerals
3/8" high. Example: HS 20

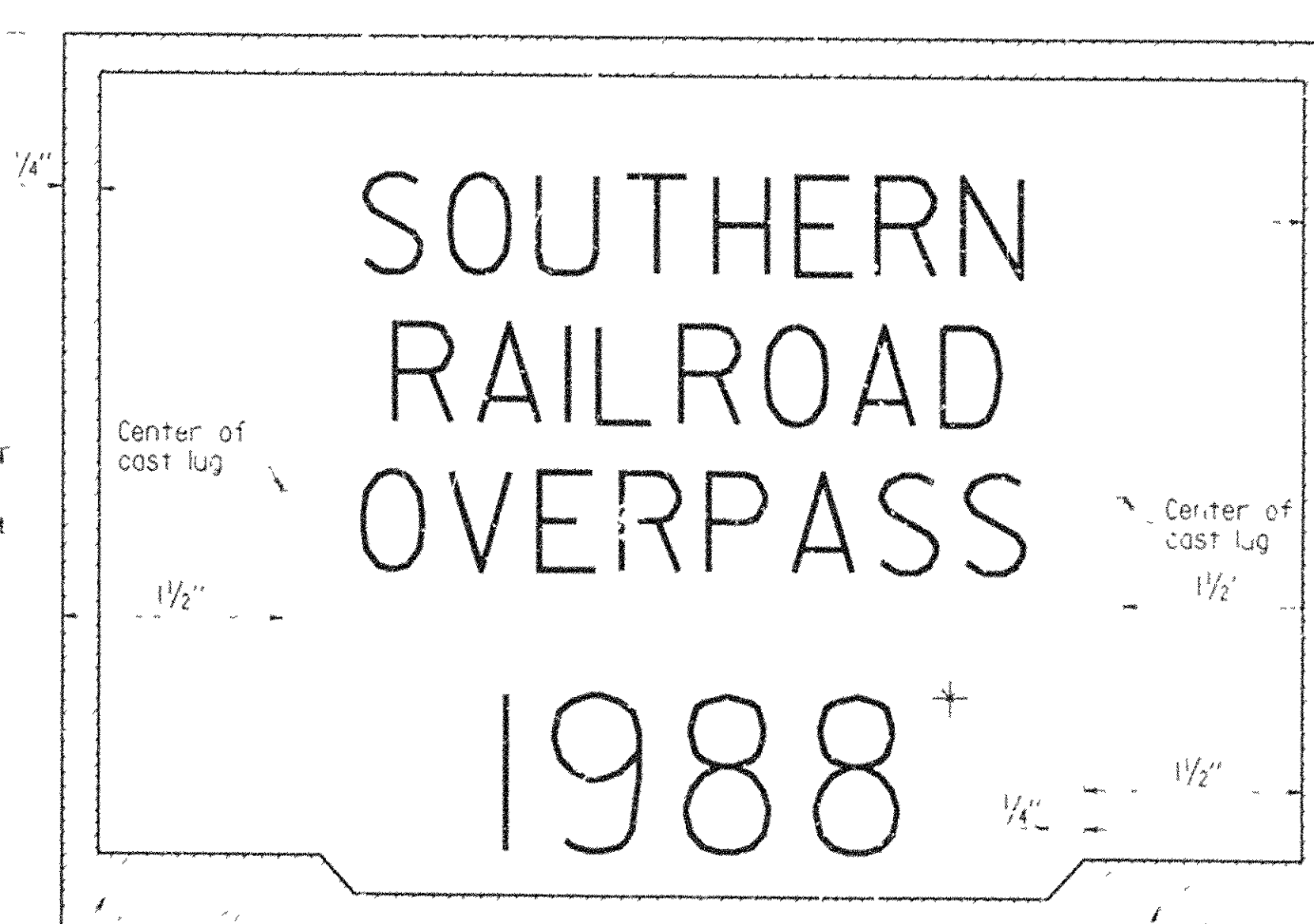
Stamp the bridge number
here with numerals 3/8" high.
Example: 6275

TYPICAL BRIDGE NAME PLATE-STYLE 2-FULL SIZE
STREAM CROSSINGS



See Note

7" Minimum to 9" Maximum
(Length to be determined by the lettering required)



Stamp the design loading
here with letters and numerals
3/8" high. Example: HS 20

Stamp the bridge number
here with numerals 3/8" high.
Example: 6275

TYPICAL BRIDGE NAME PLATE-STYLE 4-FULL SIZE
GRADE SEPARATION STRUCTURES

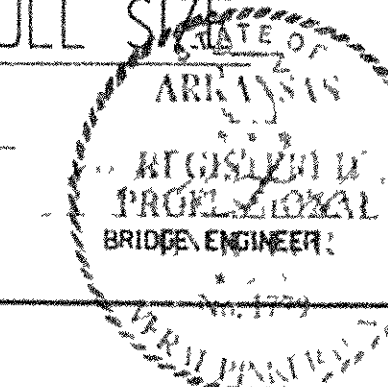
* Year in which contract is awarded.

Revised notes, 11-16-89, LM
Rev. General Notes, 11-2-90, W.M.G.
Rev. General Notes 11-11-92, CRHart

DETAILS OF STANDARD
TYPE C BRIDGE NAME PLATES

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LDF DATE: 6-16-88
CHECKED BY: CPB DATE: 6-16-88
DESIGNED BY: DATE:
BRIDGE NO. SCALE: FULL SIZE
DRAWING NO. 2389A



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-22-74	780-423			6	ARK.			
						JOB NO.	4623	1386
3557A - QUANT. - 16948								

SCHEDULE OF BRIDGE QUANTITIES - JOB NO 4623

ITEM NO.	SOI	SP#801	SP#802	803	804	806	SP#807	808	809	810	811	SP JOB 4623
ITEM	UNCLASSIFIED EXCAVATION FOR STRUCTURES- BRIDGE	CLASS 5 CONCRETE	CLASS 5(AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL (AGG. OF 10)	METAL FRAMES RAILROAD TIES	STRUCTURAL STEEL REINFORCING TIES	PAVEMENT MATERIAL LEAKERS	PAVEMENT MATERIAL LEAKERS	PAVEMENT MATERIAL LEAKERS	PAVEMENT MATERIAL LEAKERS	REMODEL VS EXISTING BRIDGE STRUCTURE
UNIT	CU. YD.	CU. YD.	CU. YD.	3AL.	LB.	LINE FT.	LF	LINE FT.	LINE FT.	LINE FT.	CU. YD.	LUMP SUM
END. ABUT. 1	218	95.57			10,386		390					
END. ABUT. 2	198	112.23			11,605		338					
ONE 1/2" DIA. RAILROAD TIE			37.50	6.5	9,813	96.0	19,414	11.0			23	
											66	
TOTAL FOR JOB 4623	416 *	207.80	37.90	6.5	31,800	96.0	20,210	11.0			29	1.0

*Includes approx. 127.0 Cu.Yds. of Rock Excavation.

** Main Load Carrying Members subject to requirements of SP 8.27-4.

SCHEDULE OF BRIDGE QUANTITIES
BRIDGE OVER GAR CREEK
HWY. 64~140 (OZARK)
FRANKLIN COUNTY

ROUTE 219 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: K.M.G. DATE: 1 MARCH 74
DESIGNED BY: J.P.P. DATE: 27 MARCH 74 SCALE: NONE
CHECKED BY: J.P.P. DATE: 1 MARCH 74

John P. P.
BRIDGE ENGINEER

BRIDGE NO. 3557A DRAWING NO. 16948

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-22-74	794 423			6	ARK.			
						JOB NO.	4623	2756

S 13557A ABUTMENT 16950

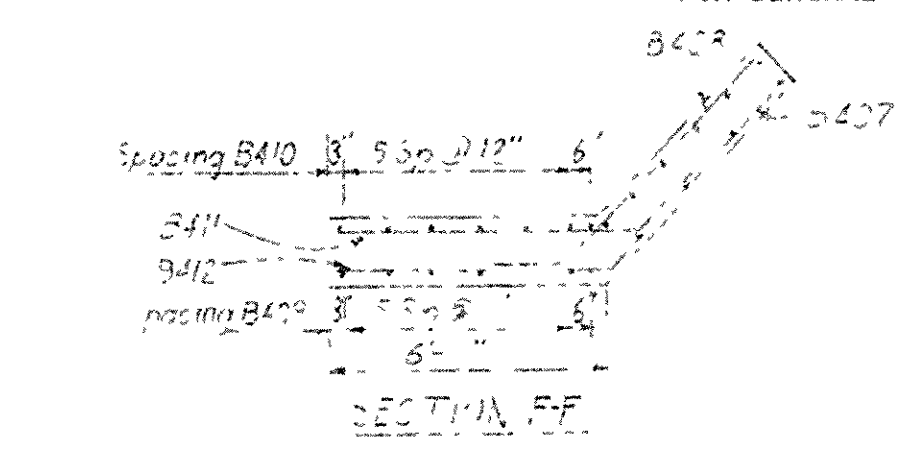
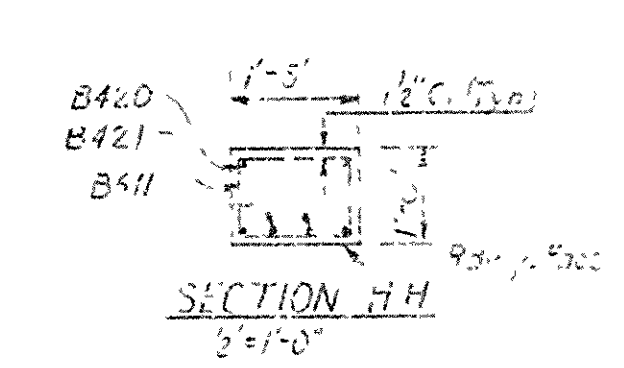
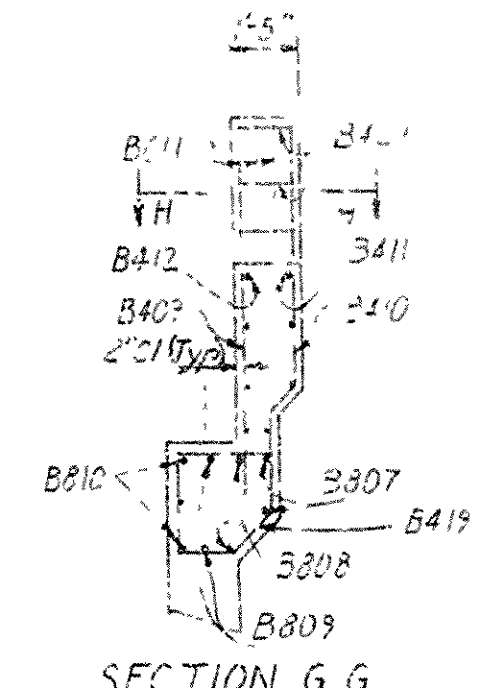
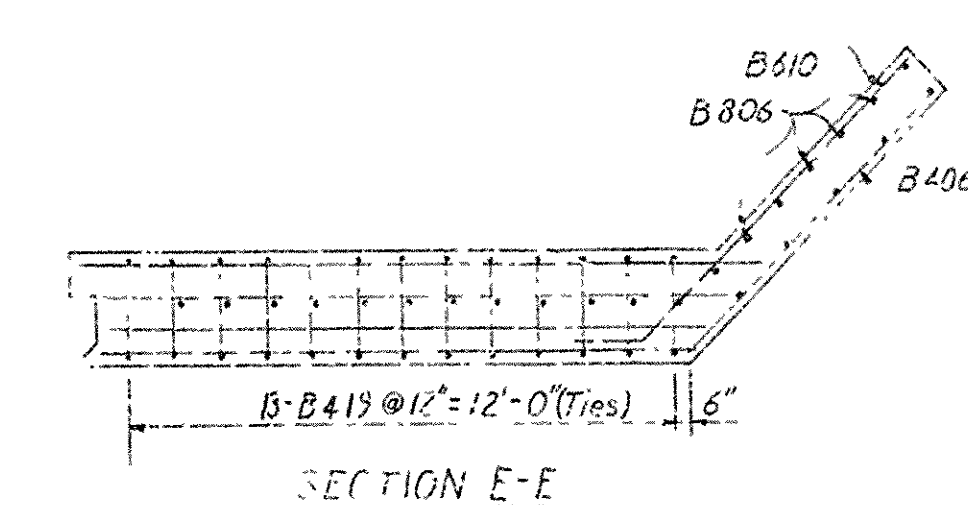
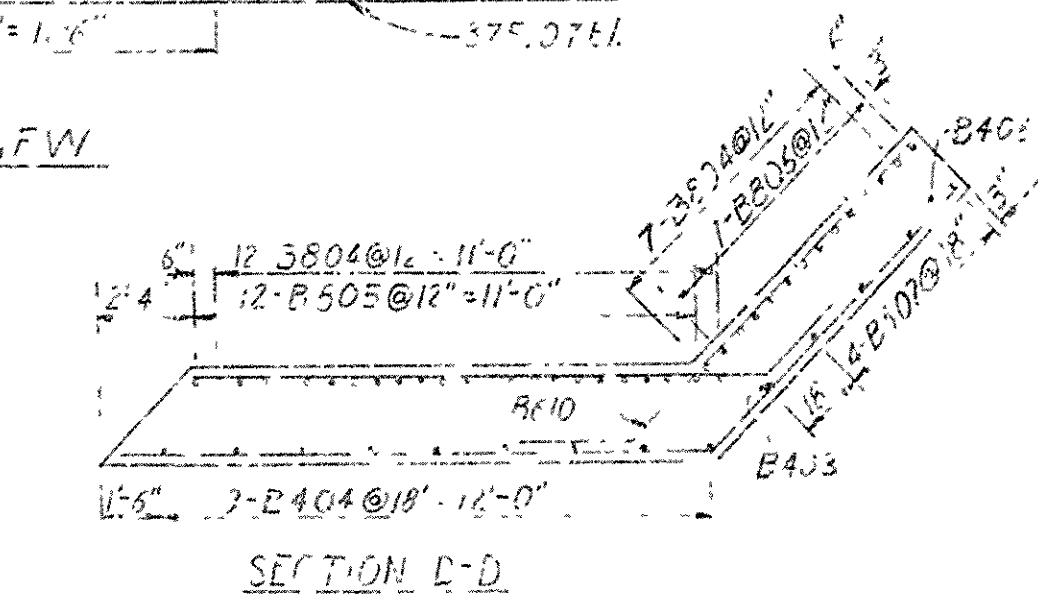
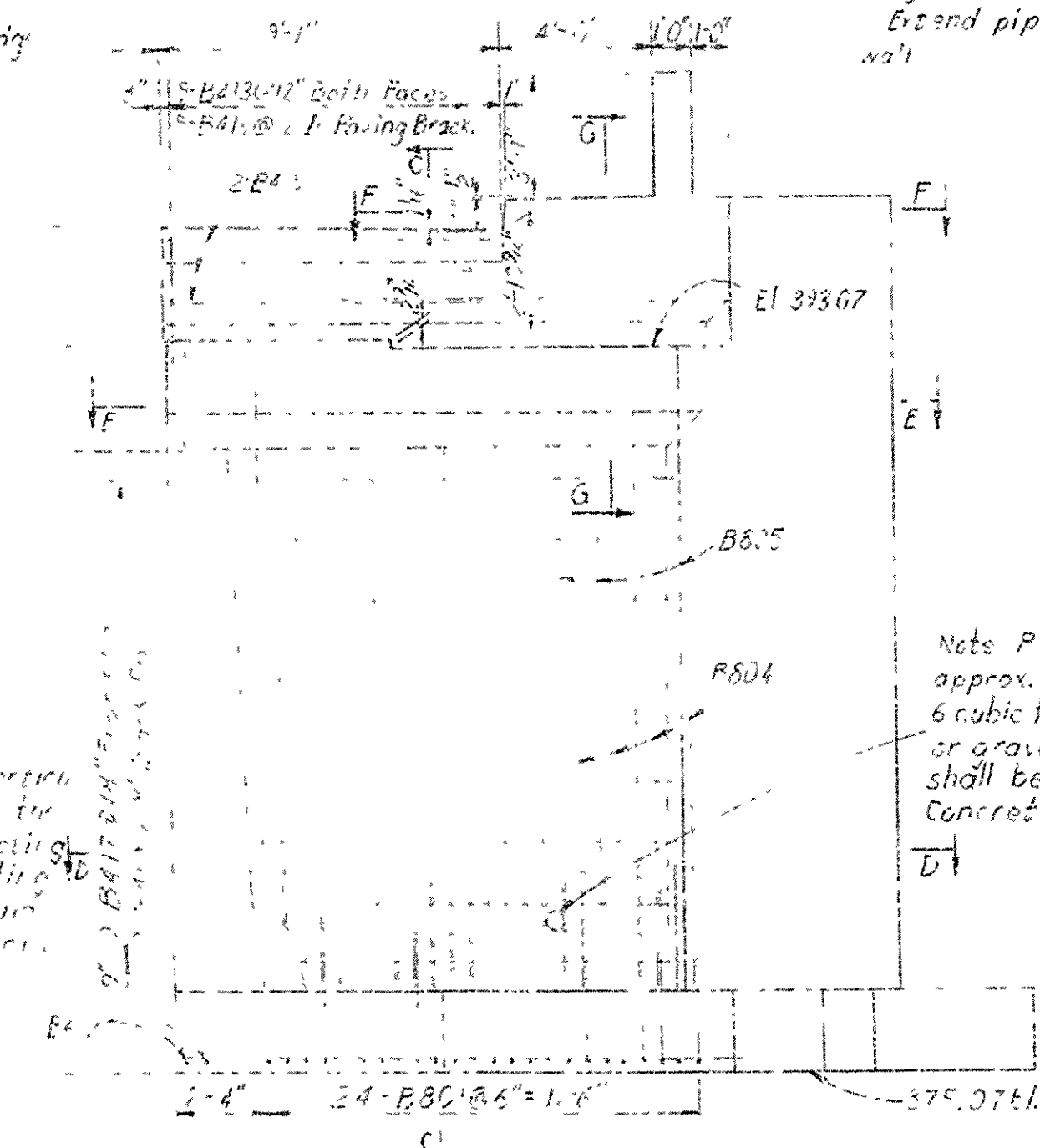
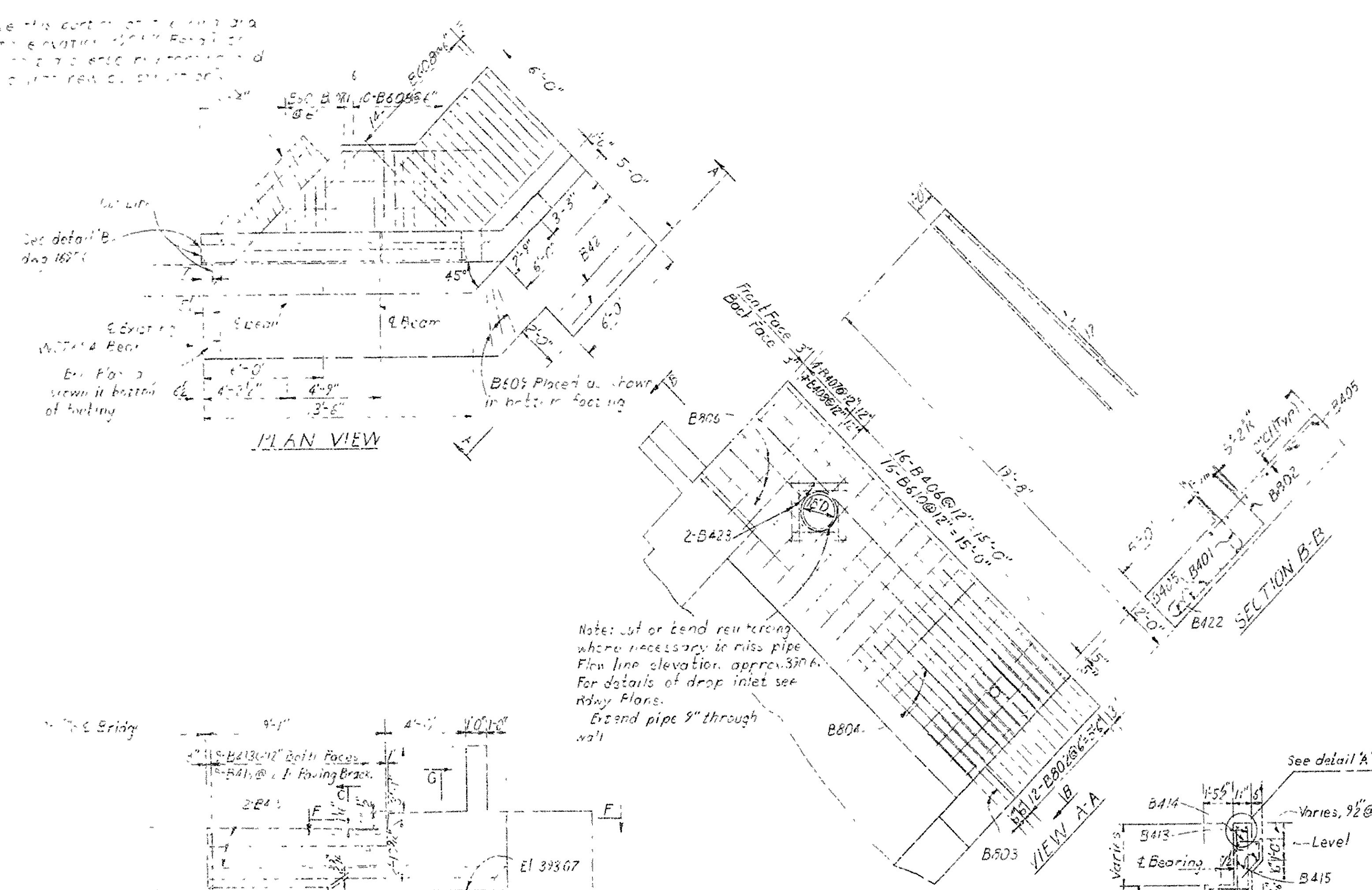
BAR LIST FOR ABUTMENT 1 RIGHT SIDE JULY

MARK NO	FEED	LENGTH	A	D	BAR DIA.	REIN. NO.	REIN. DIA.	MARK NO	FEED	LENGTH	A	D	BAR DIA.	REIN. NO.	REIN. DIA.
B801	15	12'-0"	6'-5"	5"		B417	1	15'-0"							
B802	2	17'-0"	6'-5"	5"		B437									
B803	24	10'-2"	1'-5"	5"											
B804	12	10'-2"	1'-5"	5"											
B805	12	8'-0"		5"		B412 B63									
B806	11	12'-0"		5"		B438	2	11'-5"							
B807	12	8'-0"		5"		B439	2	8'-0"							
B808	11	17'-0"		5"		B440	2	17'-0"							
B809	2	17'-0"		5"		B441	2	17'-0"							
B810	2	17'-0"		5"		B442	2	17'-0"							
B811	2	17'-0"		5"		B443	2	17'-0"							
B812	2	17'-0"		5"		B444	2	17'-0"							
B813	2	17'-0"		5"		B445	2	17'-0"							
B814	2	17'-0"		5"		B446	2	17'-0"							
B815	2	17'-0"		5"		B447	2	17'-0"							
B816	2	17'-0"		5"		B448	2	17'-0"							
B817	2	17'-0"		5"		B449	2	17'-0"							
B818	2	17'-0"		5"		B450	2	17'-0"							
B819	2	17'-0"		5"		B451	2	17'-0"							
B820	2	17'-0"		5"		B452	2	17'-0"							
B821	2	17'-0"		5"		B453	2	17'-0"							
B822	2	17'-0"		5"		B454	2	17'-0"							
B823	2	17'-0"		5"		B455	2	17'-0"							
B824	2	17'-0"		5"		B456	2	17'-0"							
B825	2	17'-0"		5"		B457	2	17'-0"							
B826	2	17'-0"		5"		B458	2	17'-0"							
B827	2	17'-0"		5"		B459	2	17'-0"							
B828	2	17'-0"		5"		B460	2	17'-0"							
B829	2	17'-0"		5"		B461	2	17'-0"							
B830	2	17'-0"		5"		B462	2	17'-0"							
B831	2	17'-0"		5"		B463	2	17'-0"							
B832	2	17'-0"		5"		B464	2	17'-0"							
B833	2	17'-0"		5"		B465	2	17'-0"							
B834	2	17'-0"		5"		B466	2	17'-0"							
B835	2	17'-0"		5"		B467	2	17'-0"							
B836	2	17'-0"		5"		B468	2	17'-0"							
B837	2	17'-0"		5"		B469	2	17'-0"							
B838	2	17'-0"		5"		B470	2	17'-0"							
B839	2	17'-0"		5"		B471	2	17'-0"							
B840	2	17'-0"		5"		B472	2	17'-0"							
B841	2	17'-0"		5"		B473	2	17'-0"							
B842	2	17'-0"		5"		B474	2	17'-0"							
B843	2	17'-0"		5"		B475	2	17'-0"							
B844	2	17'-0"		5"		B476	2	17'-0"							
B845	2	17'-0"		5"		B477	2	17'-0"							
B846	2	17'-0"		5"		B478	2	17'-0"							
B847	2	17'-0"		5"		B479	2	17'-0"							
B848	2	17'-0"		5"		B480	2	17'-0"							
B849	2	17'-0"		5"		B481	2	17'-0"							
B850	2	17'-0"		5"		B482	2	17'-0"							
B851	2	17'-0"		5"		B483	2	17'-0"							
B852	2	17'-0"		5"		B484	2	17'-0"							
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B854	2	17'-0"		5"		B486	2	17'-0"							
B855	2	17'-0"		5"		B487	2	17'-0"							
B856	2	17'-0"		5"		B488	2	17'-0"							
B857	2	17'-0"		5"		B489	2	17'-0"							
B858	2	17'-0"		5"		B490	2	17'-0"							
B859	2	17'-0"		5"		B491	2	17'-0"							
B860	2	17'-0"		5"		B492	2	17'-0"							
B861	2	17'-0"		5"		B493	2	17'-0"							
B862	2	17'-0"		5"		B494	2	17'-0"							
B863	2	17'-0"		5"		B495	2	17'-0"							
B864	2	17'-0"		5"		B496	2	17'-0"							
B865	2	17'-0"		5"		B497	2	17'-0"							
B866	2	17'-0"		5"		B498	2	17'-0"							
B867	2	17'-0"		5"		B499	2	17'-0"							
B868	2	17'-0"		5"		B500	2	17'-0"							
B869	2	17'-0"		5"		B501	2	17'-0"							
B870	2	17'-0"		5"		B502	2	17'-0"							
B871	2	17'-0"		5"		B503	2	17'-0"							
B872	2	17'-0"		5"		B504	2	17'-0"							
B873	2	17'-0"		5"		B505	2	17'-0"							
B874	2	17'-0"		5"		B506	2	17'-0"							
B875	2	17'-0"		5"		B507	2	17'-0"							
B876	2	17'-0"		5"		B508	2	17'-0"							
B877	2	17'-0"		5"		B509	2	17'-0"							
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B880	2	17'-0"		5"		B512	2	17'-0"							
B881	2	17'-0"		5"		B513	2	17'-0"							
B882	2	17'-0"		5"		B514	2	17'-0"							
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B884	2	17'-0"		5"		B516	2	17'-0"							
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B889	2	17'-0"		5"		B521	2	17'-0"							
B890	2	17'-0"		5"		B522	2	17'-0"							
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B894	2	17'-0"		5"		B526	2	17'-0"							
B895	2	17'-0"		5"		B527	2	17'-0"							
B896	2	17'-0"		5"		B528	2	17'-0"							
B897	2	17'-0"		5"		B529	2	17'-0"							
B898	2	17'-0"		5"		B530	2	17'-0"							
B899	2	17'-0"		5"		B531	2	17'-0"							
B900	2	17'-0"		5"		B532	2	17'-0"							
B901	2	17'-0"		5"		B533	2	17'-0"							
B902	2	17'-0"		5"		B534	2	17'-0"							
B903	2	17'-0"		5"		B535	2	17'-0"							
B904	2	17'-0"		5"		B536	2	17'-0"							
B905	2	17'-0"		5"		B537	2	17'-0"							
B906	2	17'-0"		5"		B538	2	17'-0"							
B907	2	17'-0"		5"		B539	2	17'-0"							
B908	2	17'-0"		5"		B540	2	17'-0"							
B909	2	17'-0"		5"		B541	2	17'-0"							
B910	2	17'-0"		5"		B542	2	17'-0"							
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B912	2	17'-0"		5"		B544	2	17'-0"							
B913	2	17'-0"		5"		B545	2	17'-0"							
B914	2	17'-0"		5"		B546	2	17'-0"							
B915	2	17'-0"		5"		B547	2	17'-0"							
B916	2	17'-0"		5"		B548	2	17'-0"							
B917	2	17'-0"		5"		B549	2	17'-0"							
B918	2	17'-0"		5"		B550	2	17'-0"							
B919	2	17'-0"		5"		B551	2	17'-0"							
B920	2	17'-0"		5"		B552	2	17'-0"							
B921	2	17'-0"		5"		B553	2	17'-0"							
B922	2	17'-0"		5"		B554	2	17'-0"							
B923	2	17'-0"		5"		B555	2	17'-0"							
B924	2	17'-0"		5"		B556	2	17'-0"							
B925	2	17'-0"		5"		B557	2	17'-0"							
B926	2	17'-0"		5"		B558	2	17'-0"							
B927	2	17'-0"		5"		B559	2	17'-0"					</		

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-22-74	7-25-74			6	ARK.			

3557A ABUTMENT 16951

Remove this portion of the old bridge and replace with new concrete. All dimensions are in feet and inches. See detail B and 16951 for details of bridge.



BAR LIST FOR ABUTMENT 16951 (SEE ONLY)

MARK	NO.	LENGTH	AREA	WEIGHT	REMARKS
B401	10	10'-0"	1.00	10.0	
B402	2	12'-0"	1.00	12.0	
B403	2	10'-0"	1.00	10.0	
B404	2	10'-0"	1.00	10.0	
B405	12	15'-0"	1.00	12.0	
B406	2	19'-0"	1.00	19.0	
B407	2	15'-0"	1.00	15.0	
B408	2	14'-0"	1.00	14.0	
B409	2	15'-0"	1.00	15.0	
B410	2	11'-0"	1.00	11.0	
B411	2	11'-0"	1.00	11.0	
B412	2	11'-0"	1.00	11.0	
B413	2	11'-0"	1.00	11.0	
B414	2	11'-0"	1.00	11.0	
B415	2	11'-0"	1.00	11.0	
B416	2	11'-0"	1.00	11.0	
B417	2	11'-0"	1.00	11.0	
B418	2	11'-0"	1.00	11.0	
B419	2	11'-0"	1.00	11.0	
B420	2	11'-0"	1.00	11.0	
B421	2	11'-0"	1.00	11.0	
B422	2	11'-0"	1.00	11.0	
B423	2	11'-0"	1.00	11.0	
B424	2	11'-0"	1.00	11.0	

GENERAL NOTES

ALL CONCRETE TO BE CLASS S AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615, GRADE 40.

SHOP LISTS AND BENDING DIAGRAM ARE TO BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

FOR GENERAL NOTES, SEE LAYOUT OF BRIDGE.

DETAILS OF WIDENING
WEST SIDE ABUTMENT 1
GAR CREEK
HWY. 64-1-40 (OZARK)
FRANKLIN COUNTY
ROUTE 219 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: [Signature] DATE: 3-27-74
CHECKED BY: [Signature] DATE: 25 Feb 74
DESIGNED BY: [Signature] DATE: 2-28-73

BRIDGE NO. 3557A DRAWING NO. 16951

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-22-74	790-4-23			6	ARK.		4623	29/36
JOB NO. 4623								

S013557A ABUTMENT 16952

BAR LIST FOR EAST OR WEST SIDE OF ABUTMENT 2

MARK	NO.	RECD	LENGTH	A	B	PIN DIA	BENDING DIAGRAM	MARK	NO.	RECD	LENGTH	A	B	PIN DIA
B401	2	10'-6"	4'-8"			5"		B401	2	10'-6"	4'-8"			5"
B402	3	9'-1"	14'-1"			5"		B402	3	9'-1"	14'-1"			5"
B403	12	12'-3"	6'-5"			5"		B403	12	12'-3"	6'-5"			5"
B404	2	10'-5"	4'-1"			5"		B404	2	10'-5"	4'-1"			5"
B405	20	8'-8"				5"		B405	20	8'-8"				5"
B406	11	15'-0"				5"		B406	11	15'-0"				5"
B407	2	14'-6"				5"		B407	2	14'-6"				5"
B408	2	13'-6"				5"		B408	2	13'-6"				5"
B409	2	12'-5"				5"		B409	2	12'-5"				5"
B410	2	12'-6"				5"		B410	2	12'-6"				5"
B411	1	16'-3"				5"		B411	1	16'-3"				5"
B412	1	19'-1"	10'			5"		B412	1	19'-1"	10'			5"
B413	1	19'-1"	10'			5"		B413	1	19'-1"	10'			5"
B414	1	19'-1"	10'			5"		B414	1	19'-1"	10'			5"
B415	1	19'-1"	10'			5"		B415	1	19'-1"	10'			5"
B416	1	19'-1"	10'			5"		B416	1	19'-1"	10'			5"
B417	1	19'-1"	10'			5"		B417	1	19'-1"	10'			5"
B418	1	19'-1"	10'			5"		B418	1	19'-1"	10'			5"
B419	1	19'-1"	10'			5"		B419	1	19'-1"	10'			5"
B420	1	19'-1"	10'			5"		B420	1	19'-1"	10'			5"
B421	1	19'-1"	10'			5"		B421	1	19'-1"	10'			5"
B422	1	19'-1"	10'			5"		B422	1	19'-1"	10'			5"
B423	1	19'-1"	10'			5"		B423	1	19'-1"	10'			5"
B424	1	19'-1"	10'			5"		B424	1	19'-1"	10'			5"
B425	1	19'-1"	10'			5"		B425	1	19'-1"	10'			5"
B426	1	19'-1"	10'			5"		B426	1	19'-1"	10'			5"
B427	1	19'-1"	10'			5"		B427	1	19'-1"	10'			5"
B428	1	19'-1"	10'			5"		B428	1	19'-1"	10'			5"
B429	1	19'-1"	10'			5"		B429	1	19'-1"	10'			5"
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B435	1	19'-1"	10'			5"		B435	1	19'-1"	10'			5"
B436	1	19'-1"	10'			5"		B436	1	19'-1"	10'			5"
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B438	1	19'-1"	10'			5"		B438	1	19'-1"	10'			5"
B439	1	19'-1"	10'			5"		B439	1	19'-1"	10'			5"
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B443	1	19'-1"	10'			5"		B443	1	19'-1"	10'			5"
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B471	1	19'-1"	10'			5"		B471	1	19'-1"	10'			5"
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B473	1	19'-1"	10'			5"		B473	1	19'-1"	10'			5"
B474	1	19'-1"	10'			5"		B474	1	19'-1"	10'			5"
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B477	1	19'-1"	10'			5"		B477	1	19'-1"	10'			5"
B478	1	19'-1"	10'			5"		B478	1	19'-1"	10'			5"
B479	1	19'-1"	10'			5"		B479	1	19'-1"	10'			5"
B480	1	19'-1"	10'			5"		B480	1	19'-1"	10'			5"

GENERAL NOTES

ALL CONCRETE TO BE CLASS S AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615, GRADE 40.

SHOP LISTS AND BENDING DIAGRAM ARE TO BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

FOR GENERAL NOTES, SEE LAYOUT OF BRIDGE.

DETAILS OF WIDENING
ABUTMENT 2
GAR CREEK
HWY. 64-I-40 (OZARK)
FRANKLIN COUNTY
ROUTE 219 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

BRIDGE NO. 3557A DRAWING NO. 16952

Notes: 1. The bridge is to be widened to 40 feet. 2. The existing bridge is to be removed. 3. The new bridge is to be constructed on the existing foundation. 4. The bridge is to be widened to 40 feet. 5. The existing bridge is to be removed. 6. The new bridge is to be constructed on the existing foundation.

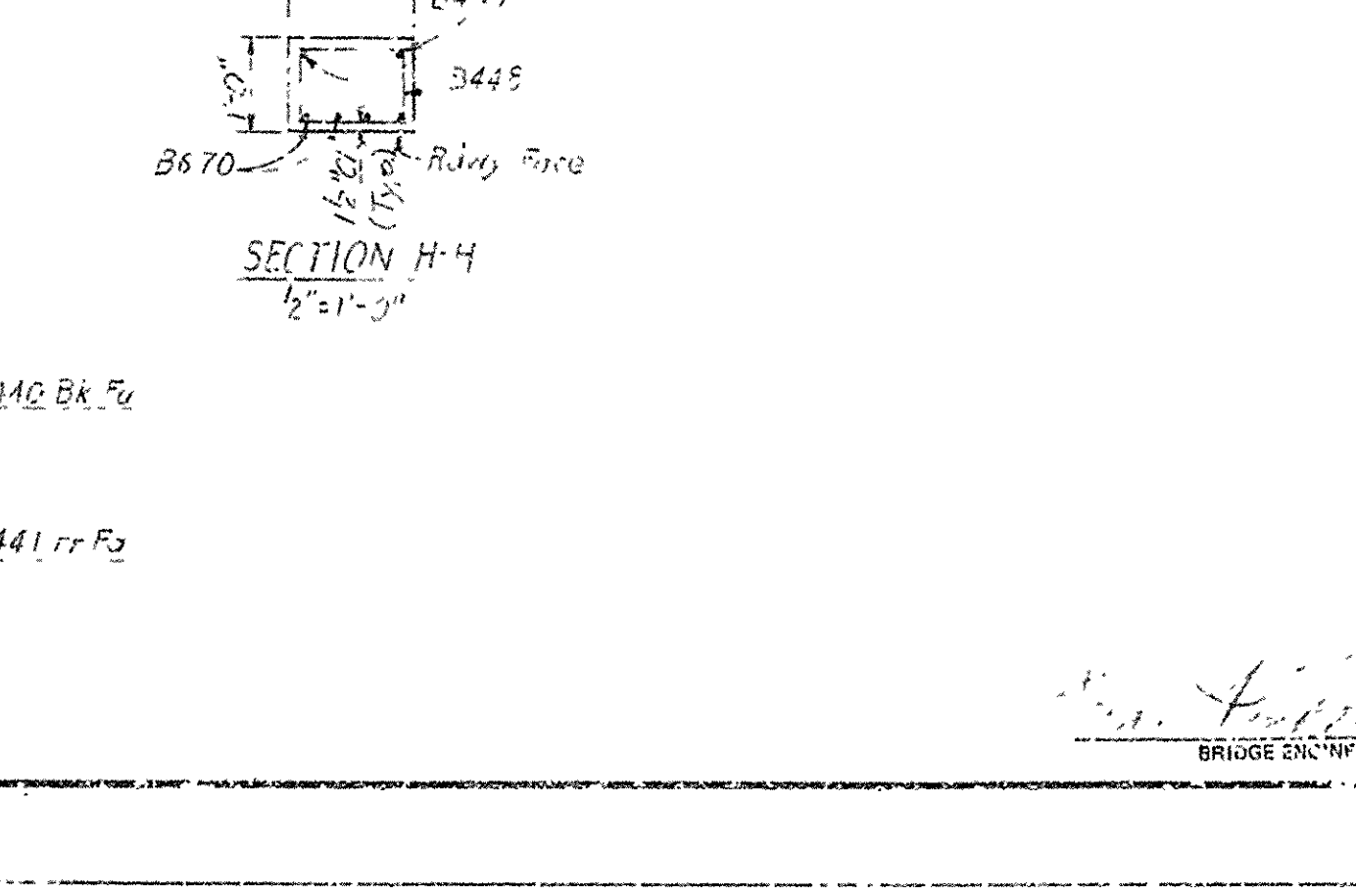
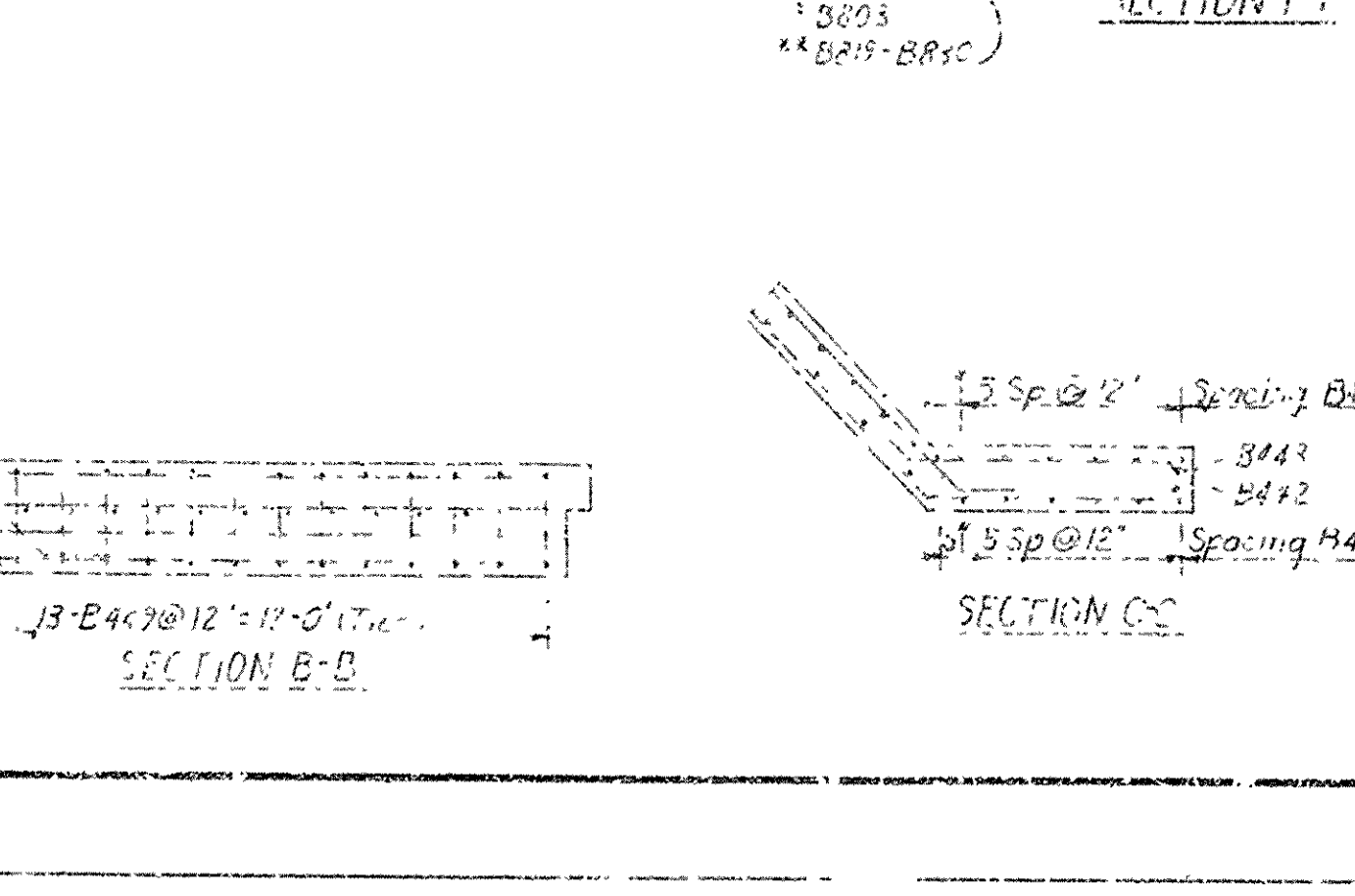
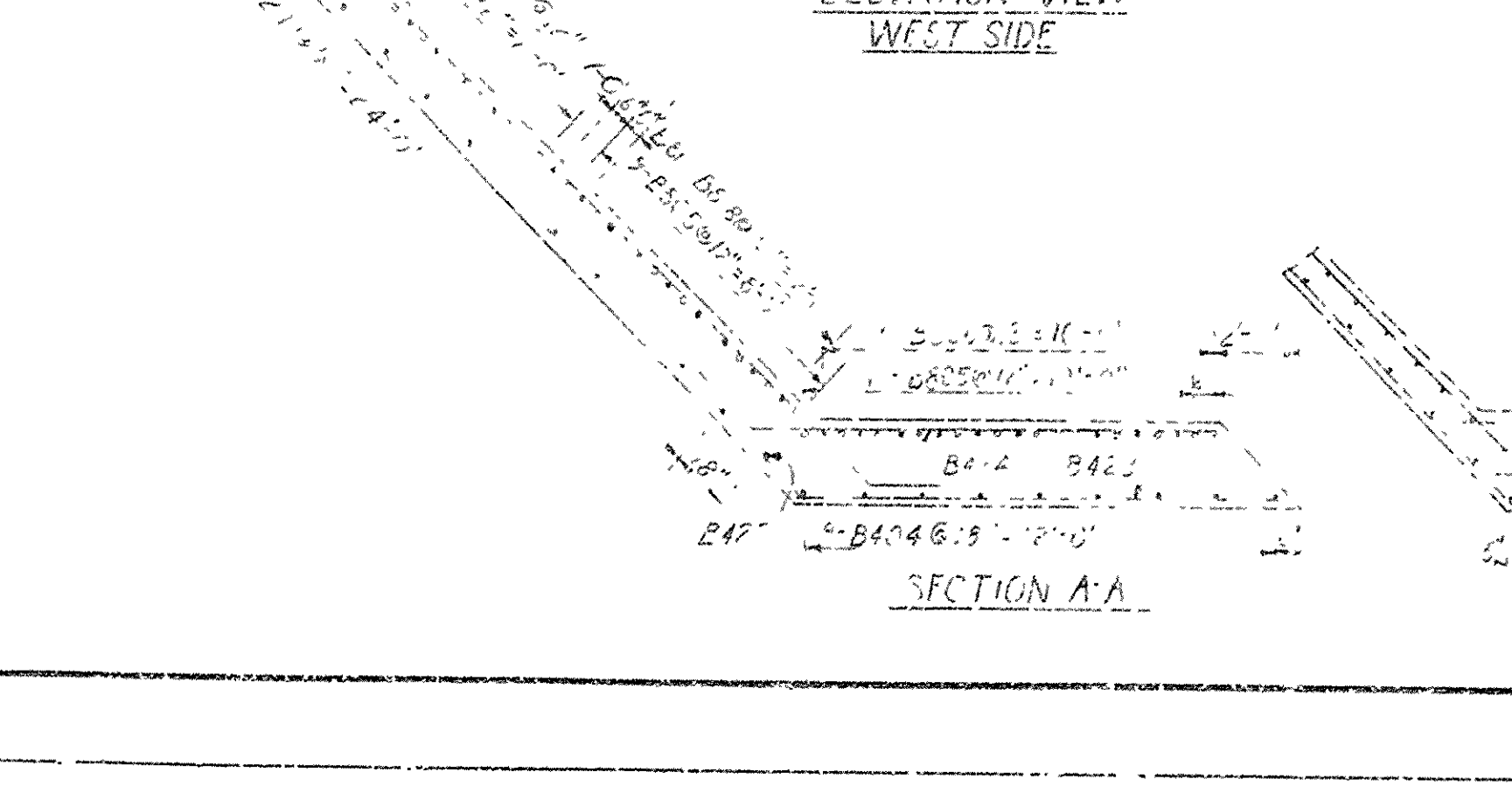
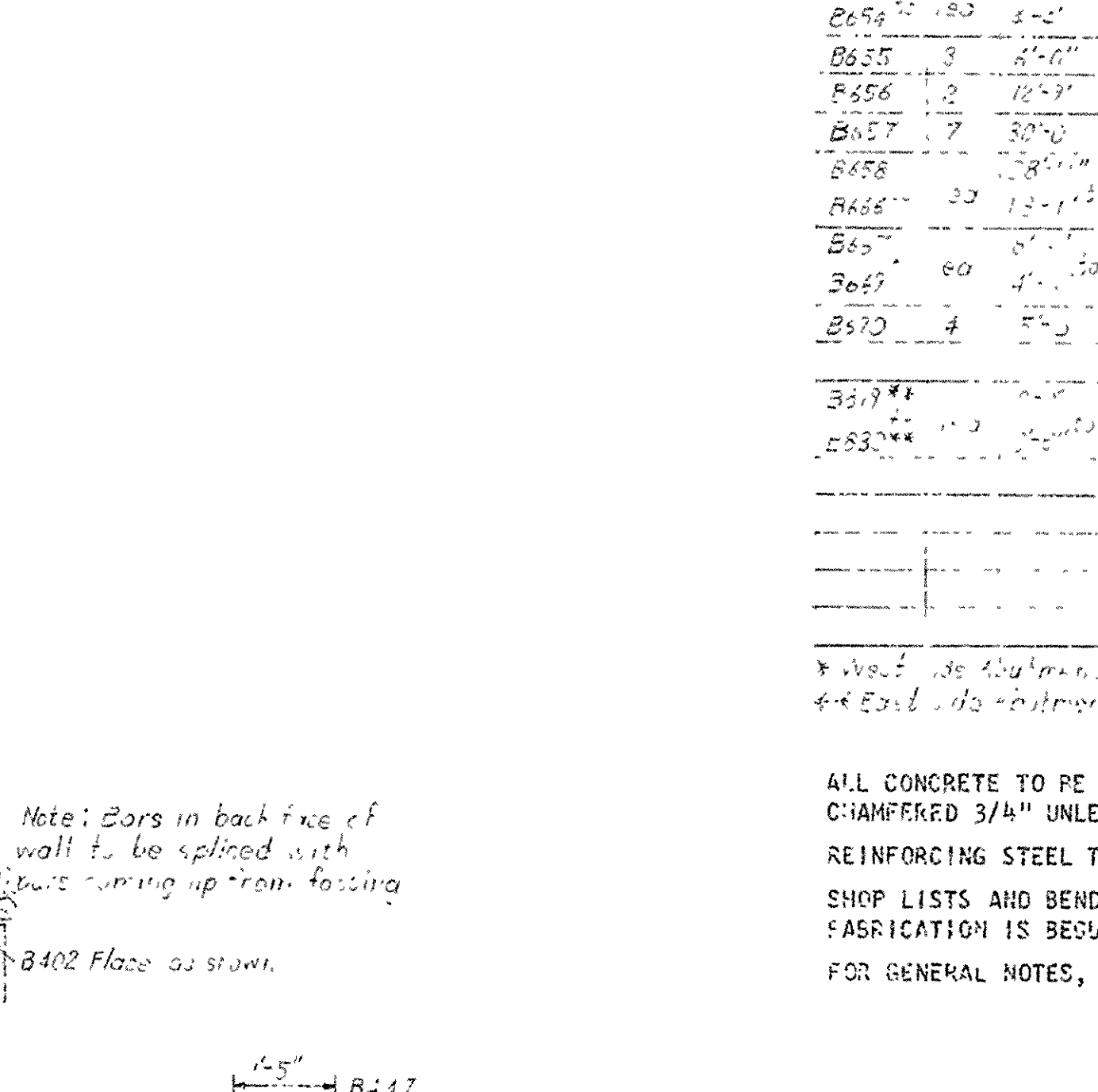
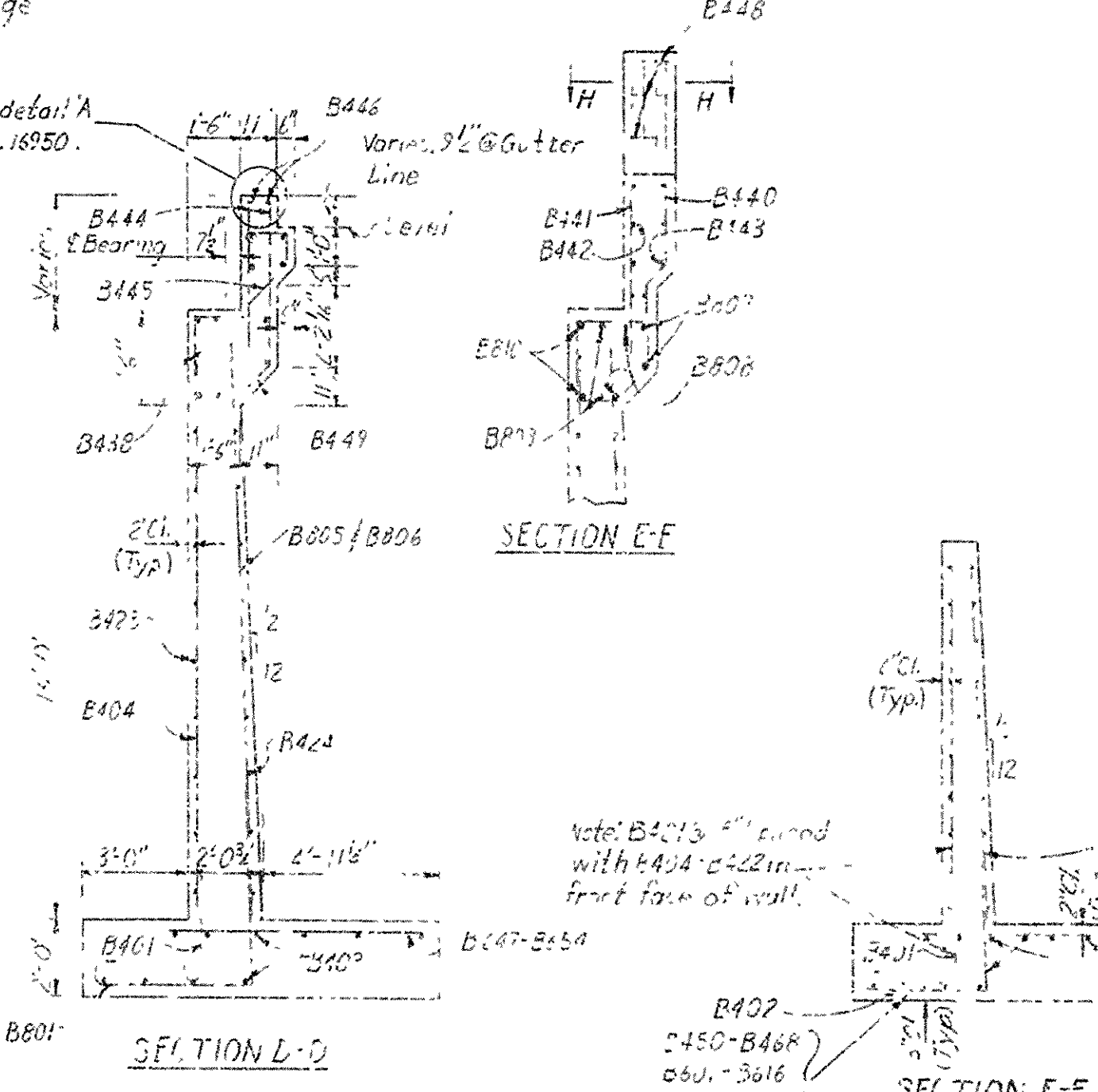
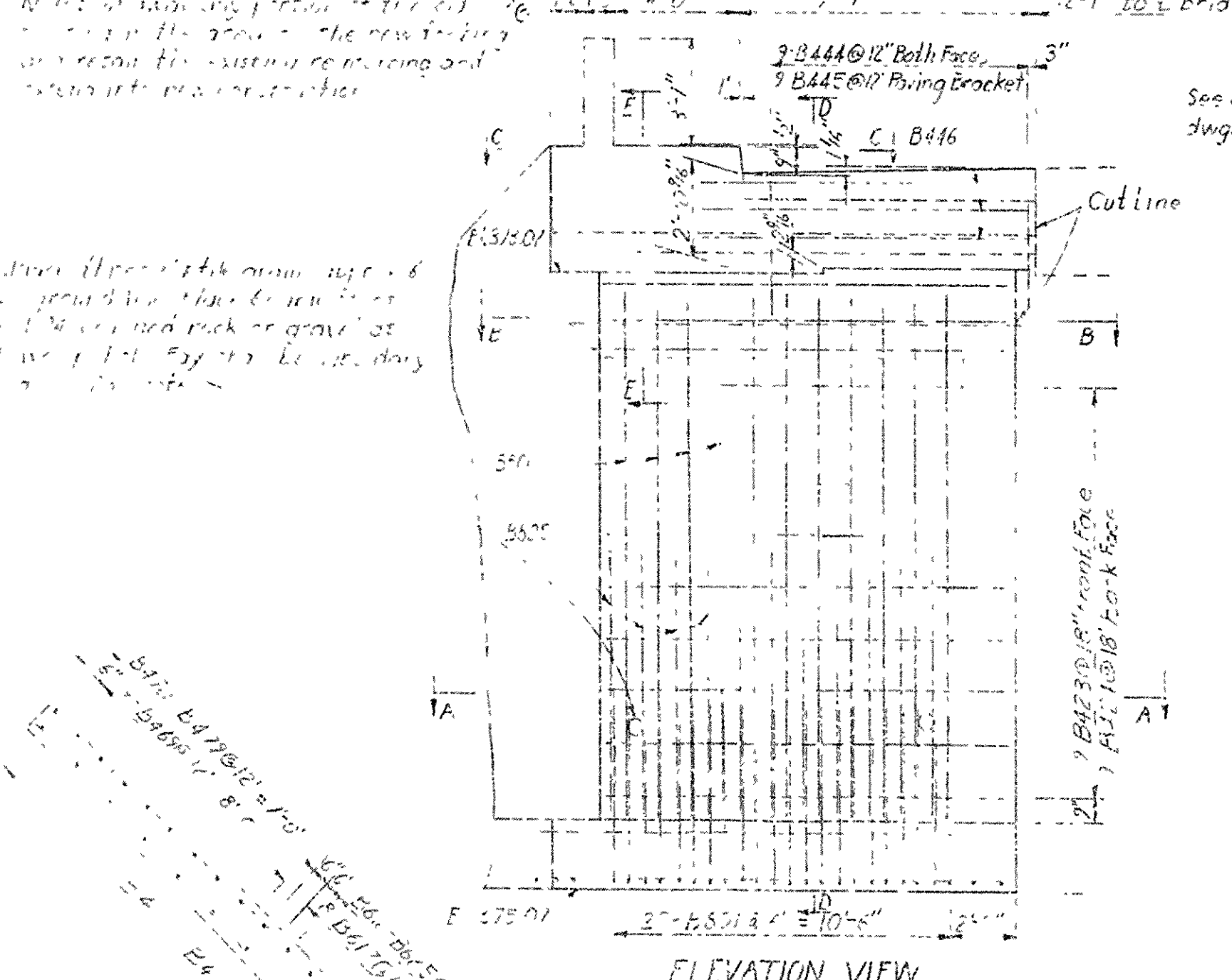
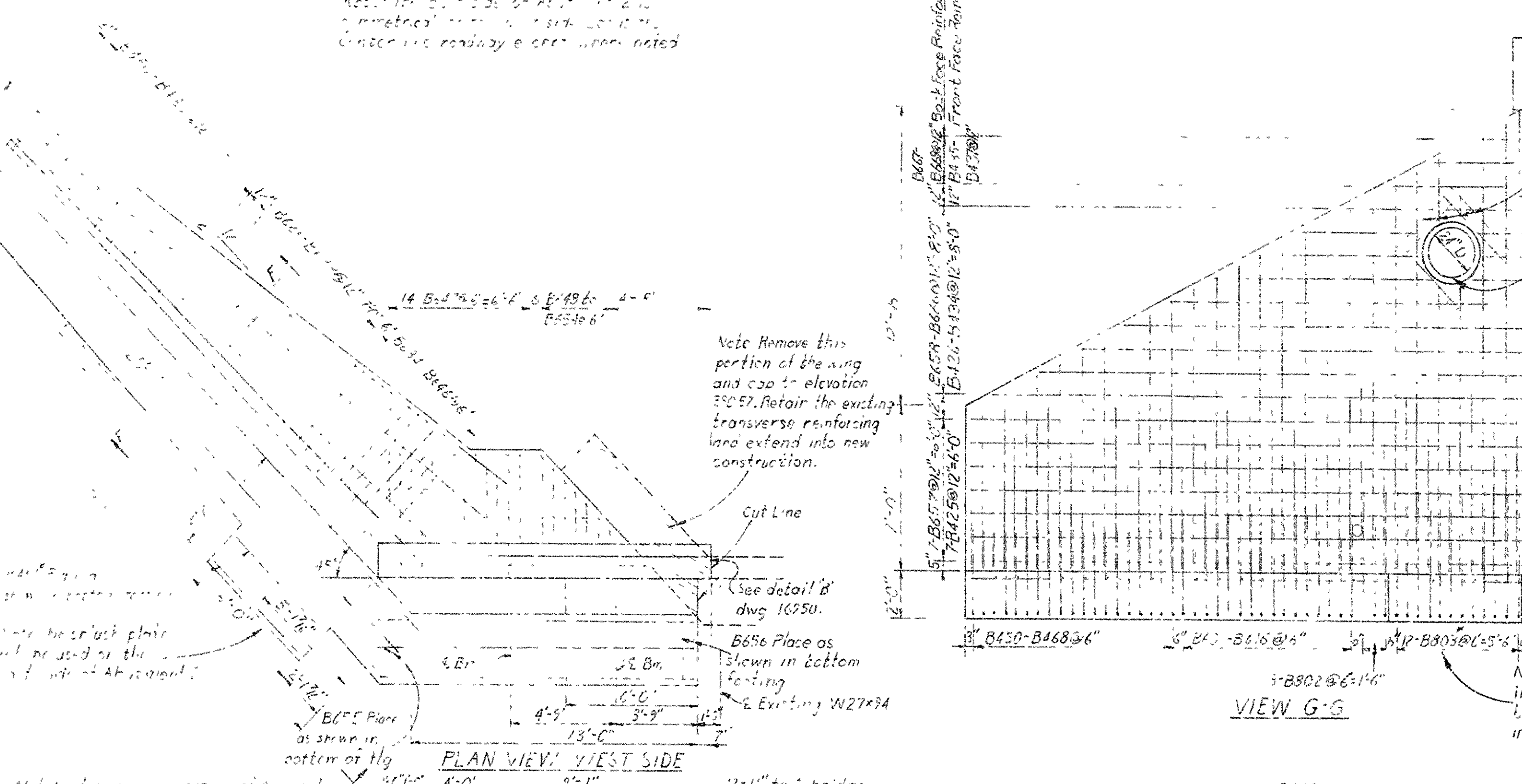
Note: Remove this portion of the wing and cap to elevation 352.57. Retain the existing transverse reinforcing and extend into new construction.

Note: Cut or bend reinforcing where necessary to miss pipe. Place the elevation approx 387.5. For details of drop inlet see Adwy Plans. Pipe will go through west side of Abutment 2 only. Extend pipe 3" through wall.

Note: Bars B402 will be on wall in the east side of Abutment 2. But bars B402/B403 will be used in their place.

Note: B402 is to be used with B404 at 22" from front face of wall.

Note: Bars in back face of wall to be spliced with bars running up from footing.



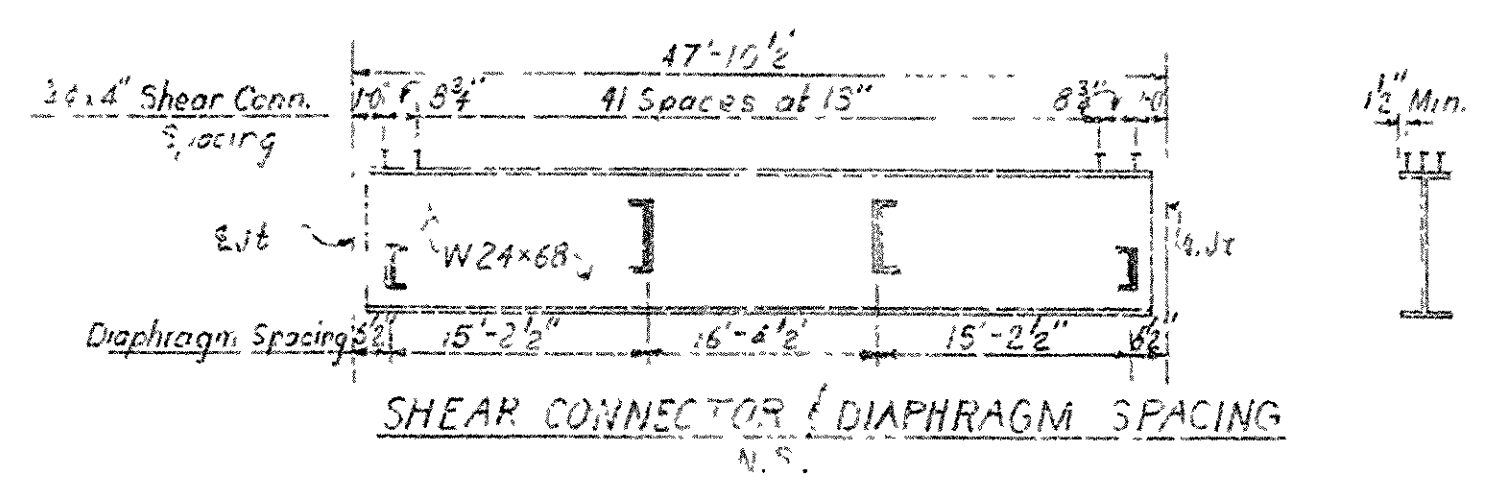
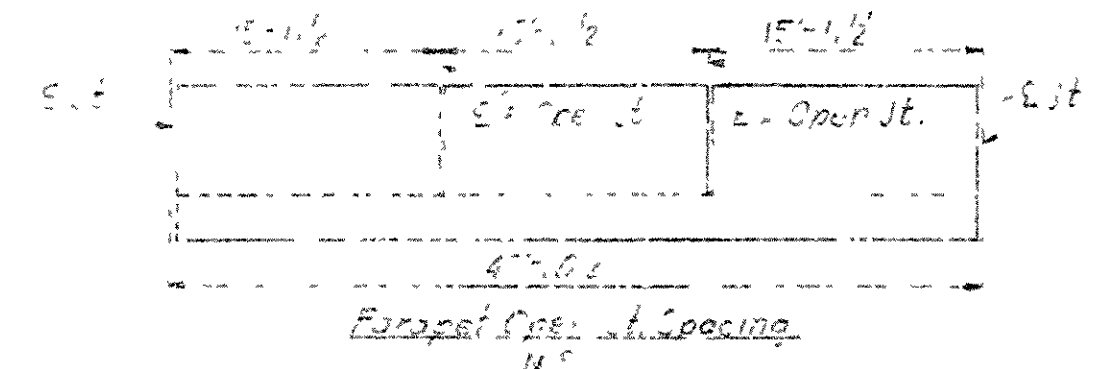
DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED	REV. NO.	STATE	F.D. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-22-74	7-27-73			6	ARK.			
						JOB NO. 4623	3086	

S(1) 3557A SPAN 16953

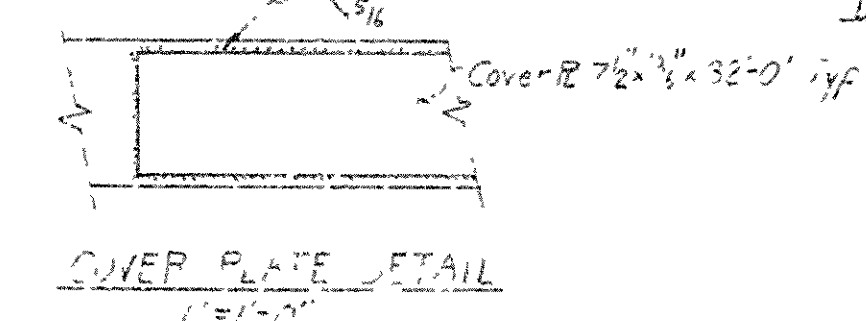
Slab Reinforcing:
Transverse:
S603 @ 7" Top
S607 @ 7" Top
Longitudinal:
S4C as shown

Slab Reinforcing:
Transverse:
S603 @ 7" Top
S604 @ 15" Bottom
S4C @ 8"
Longitudinal:
S401 @ 40" as shown

Expansion Device:
Roadway C15x33
Connection L6x8x8x8
Preformed Joint Sealer
Detail device 6" high and provide
4" shim using 2-1/8" x 1-1/8" x
5/8" x 8" Stud @ 11" o.c. (top/bottom)
1/4" x 4" Bar for seal seat (see dwg. 16954)



Note: Place cover plate symmetrical to center of beam on bottom flange.



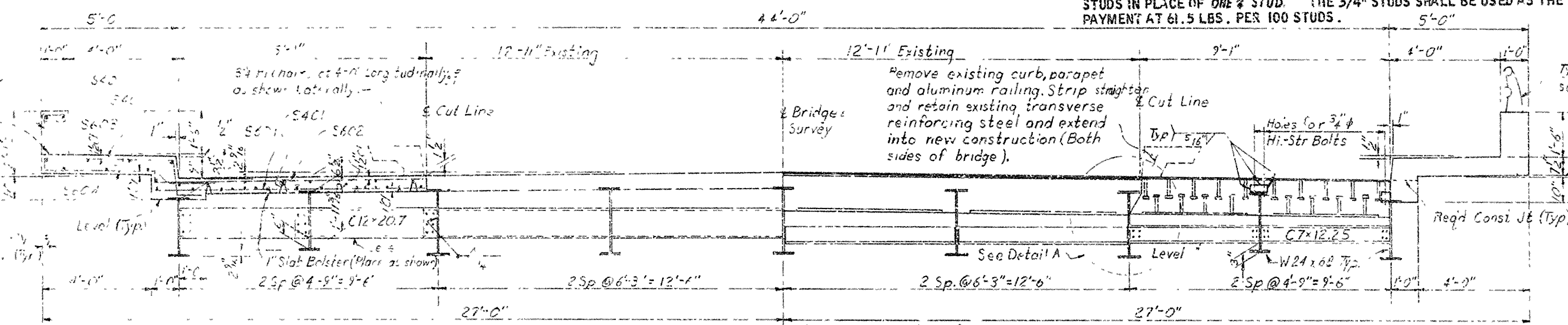
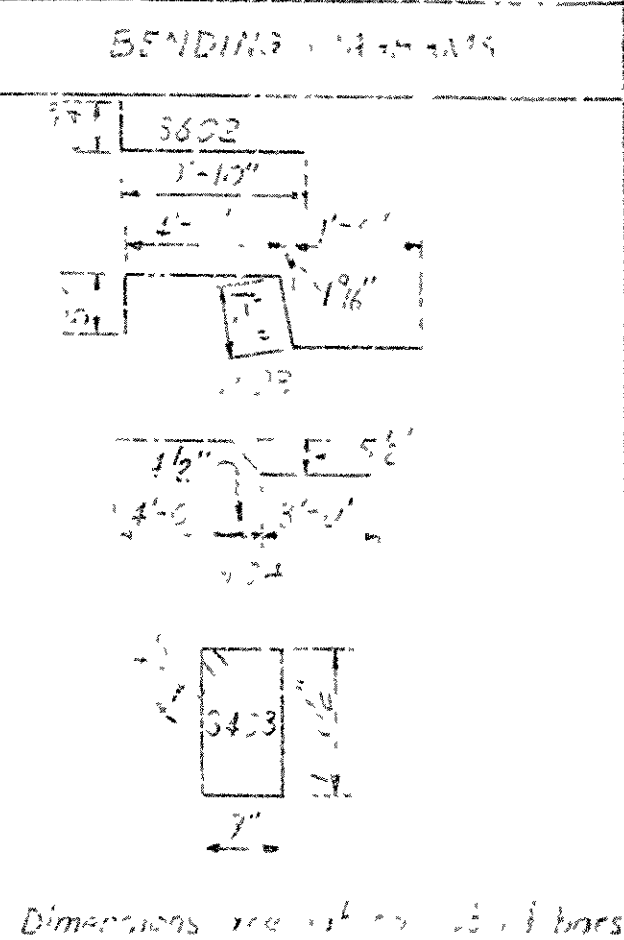
DEAD LOAD DEFLECTIONS

INT. BEAMS	EVT. BEAMS
9/4"	3/4"

STUD SHEAR CONNECTORS SHOWN SHALL BE 4" LONG, GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL, AND AUTOMATICALLY END WELDED TO GIRDER FLANGES IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. 7/8" DIAMETER STUDS MAY BE SUBSTITUTED FOR THE 3/4" DIAMETER STUDS SHOWN AT THE RATIO OF 1.73-7/8" STUDS IN PLACE OF ONE 3/4" STUD. THE 3/4" STUDS SHALL BE USED AS THE BASIS OF PAYMENT AT 61.5 LBS. PER 100 STUDS.

BAR LIST

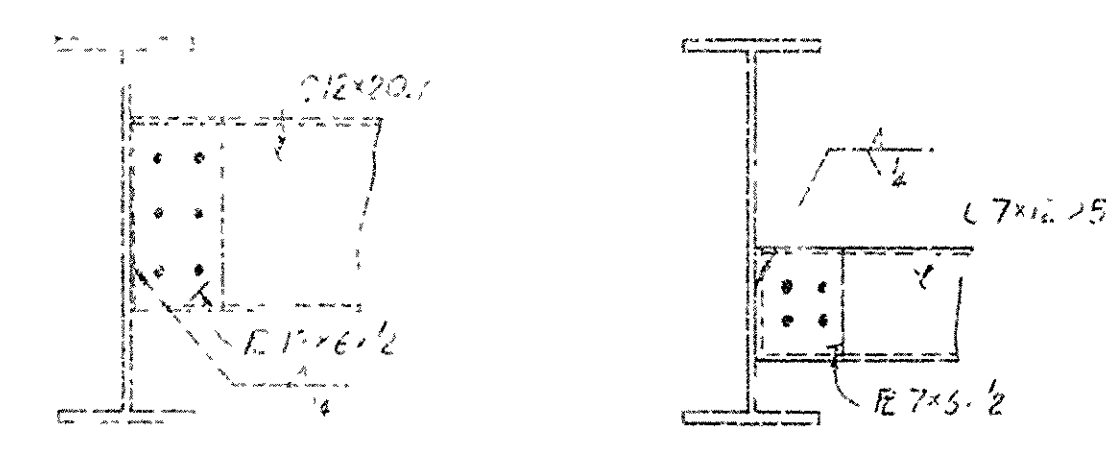
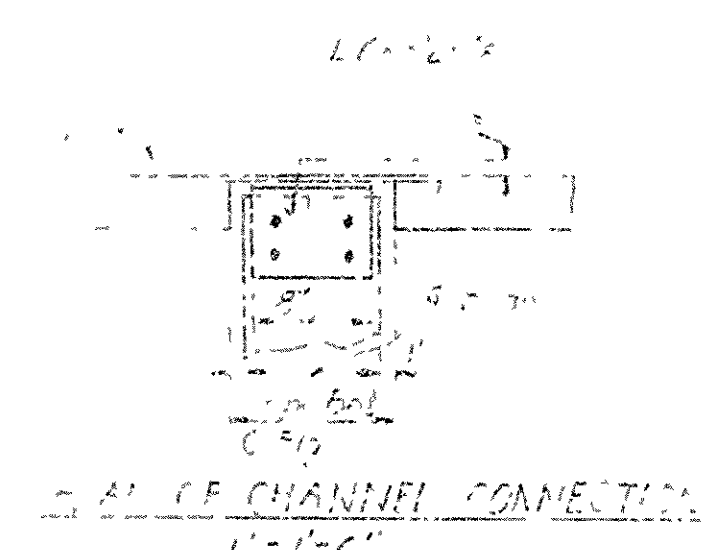
MARK	NO REQ'D	LENGTH	FIN DIA
S601	154	7'-11"	3/4"
S602	154	10'-5"	3/4"
S603	154	6'-9"	3/4"
S604	76	7'-6"	3/4"
S401	124	24'-8"	5/8"
S402	12	15'-7"	5/8"
S403	138	5'-9"	2"



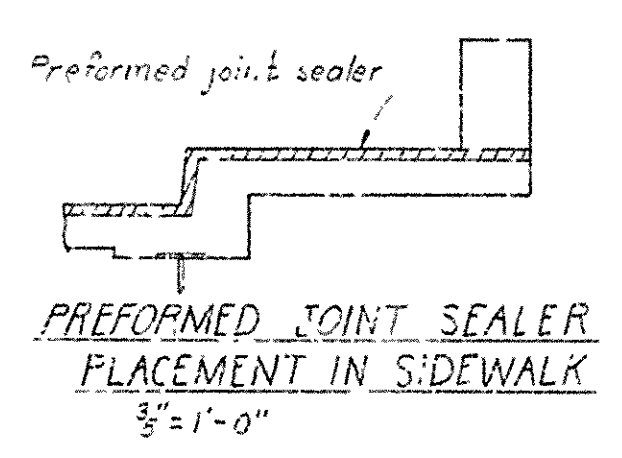
HALF SECTION AT MIDSPAN

SECTION THRU ROADWAY

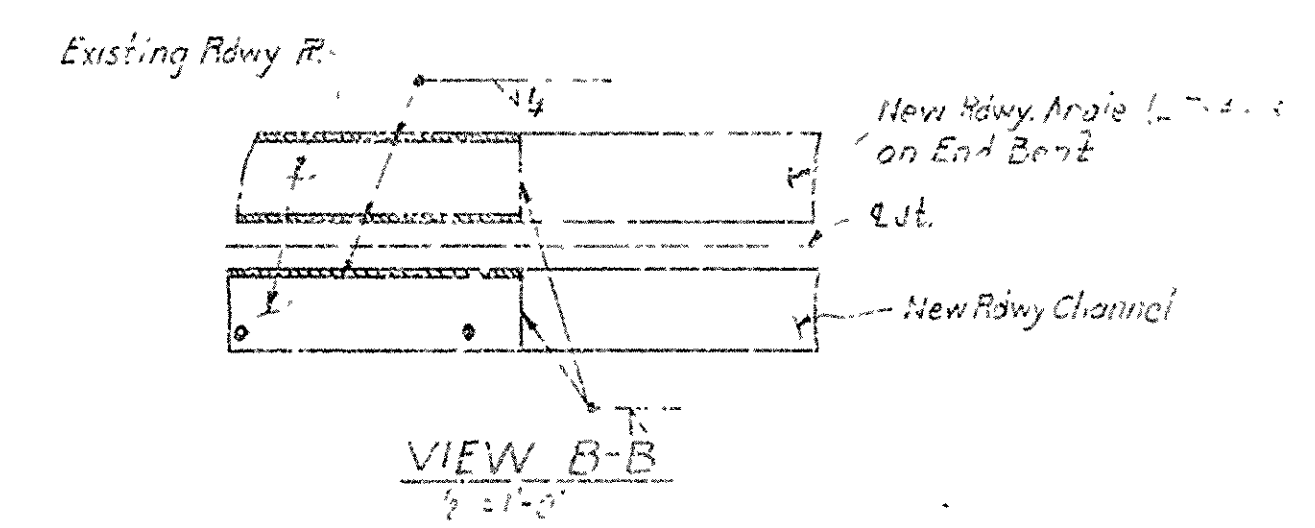
HALF SECTION AT END SPAN



DETAILS OF CHANNEL CONNECTIONS



PREFORMED JOINT SEALER PLACEMENT IN SIDEWALK



VIEW B-B

DESIGN LOADING - NEW BEAMS

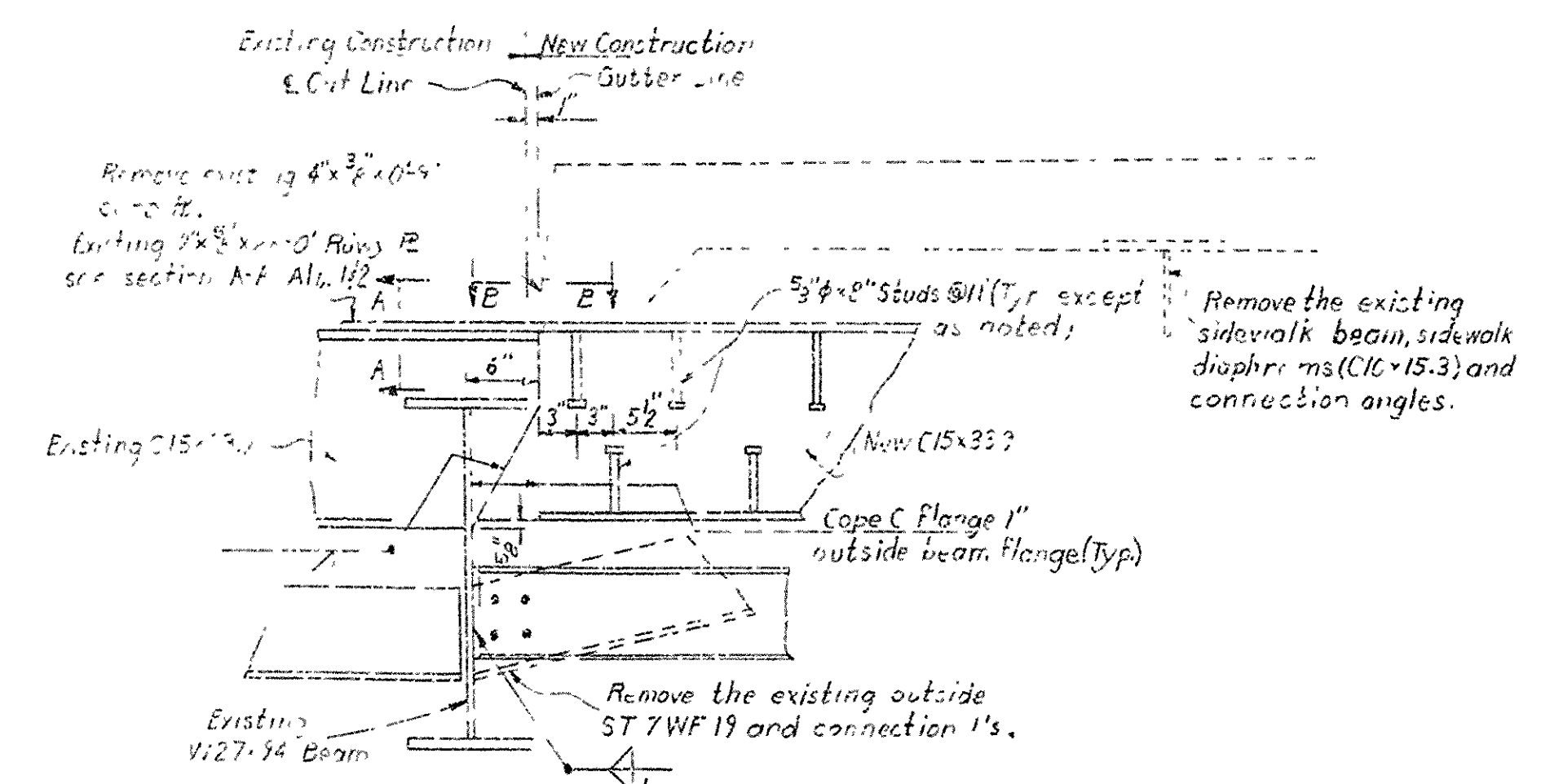
LIVE LOADING: HS20 AASHTO 1973
TO EACH COMPOSITE BEAM .864 WHEELS + IMPACT

DEAD LOAD:

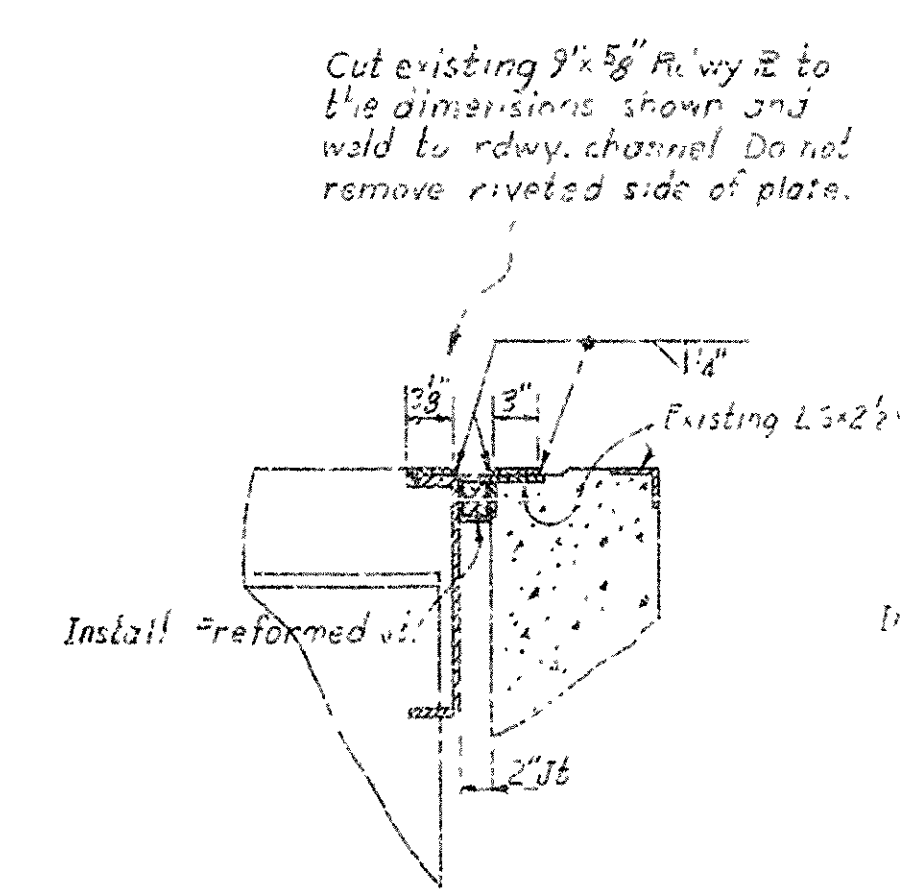
	INTERIOR BEAM	EXTERIOR BEAM
TO WF BEAM	381#/ft. 15 (WT/FT OF WF)	320#/ft. 15 (WT/FT OF WF)
TO COMPOSITE BEAM	228#/ft.	492#/ft.
UNIT STRESSES:	CLASS S (AE) CONCRETE (N=10)	1,200 PSI
	STRUCTURAL STEEL (A36)	20,000 PSI
	REINFORCING STEEL (A615-40)	20,000 PSI

SEE DRAWING NO. 16954 FOR DETAILS OF TYPE A RAIL. THIS DRAWING TO BE USED WITH DRAWING NO. 16954

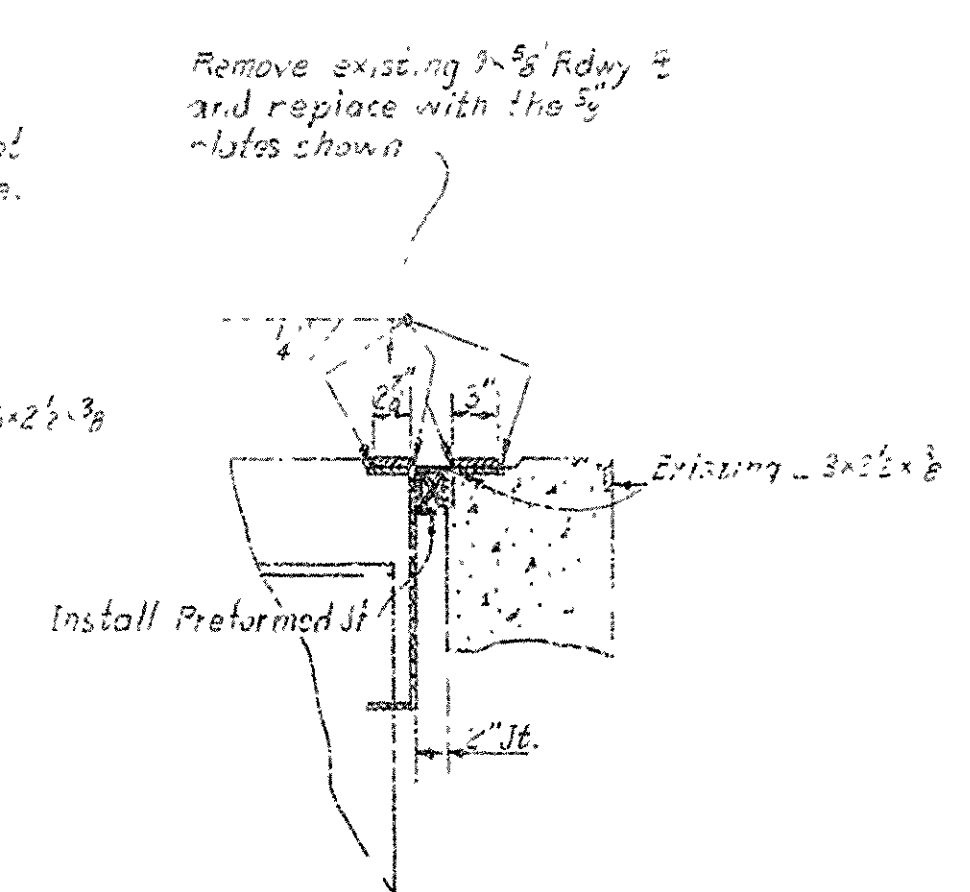
Note: Use type B' for Exp. Shores as shown in drawing 16954



DETAIL A



SECTION A-A, ALT. 1



SECTION A-A, ALT. 2

Note: See detail A dwg. No. 16950 for add'l joint constr. details in new portion

DETAILS OF WIDENING SPAN
GAR CREEK

HWY 64-I-40 (OZARK)

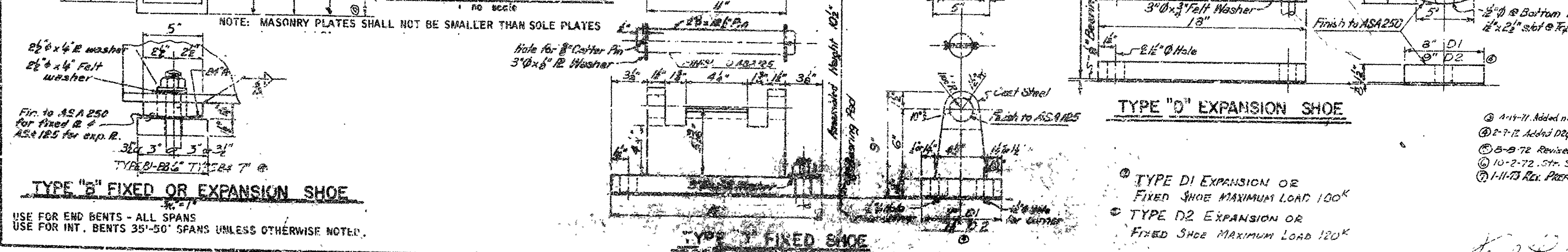
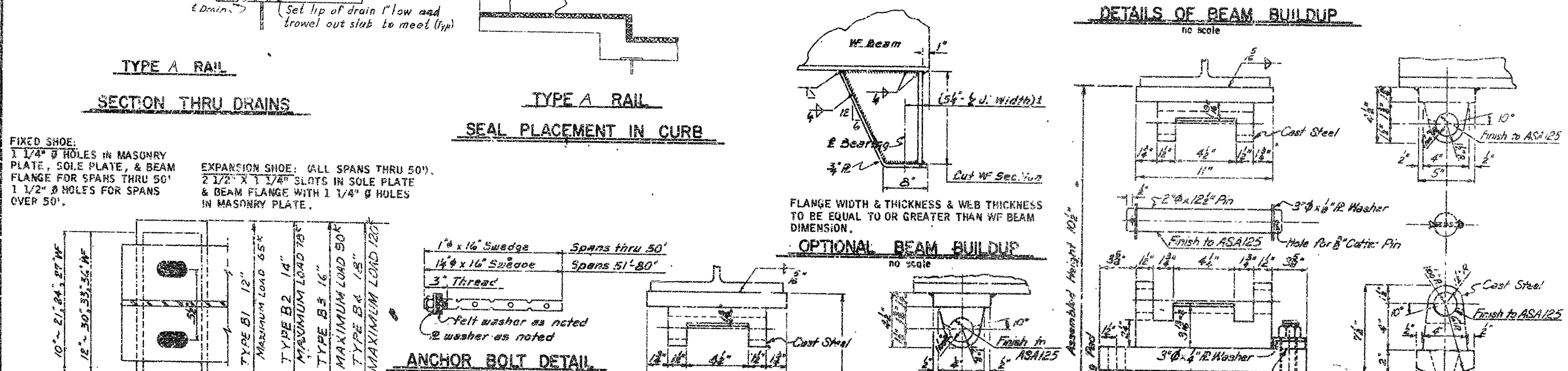
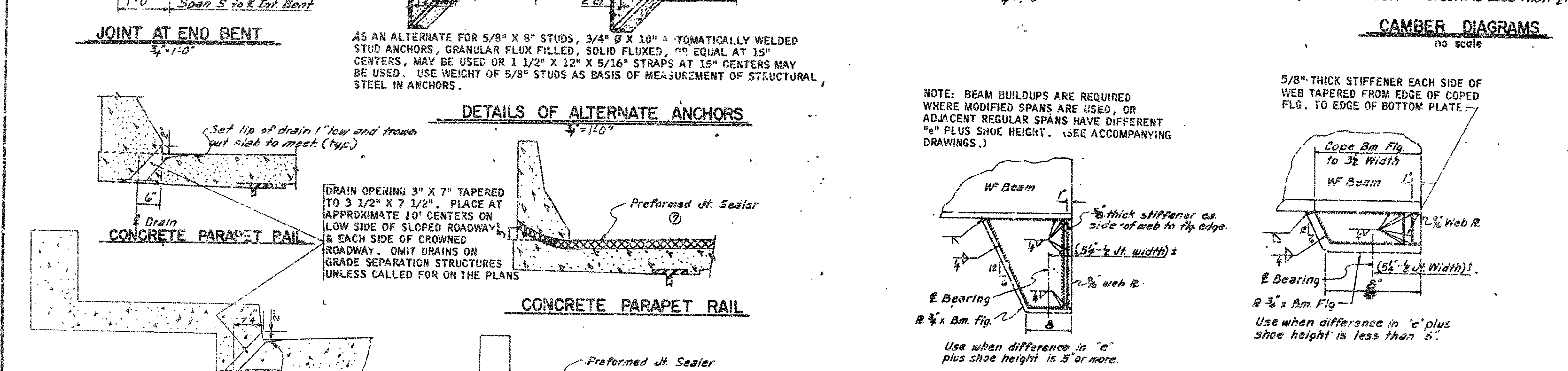
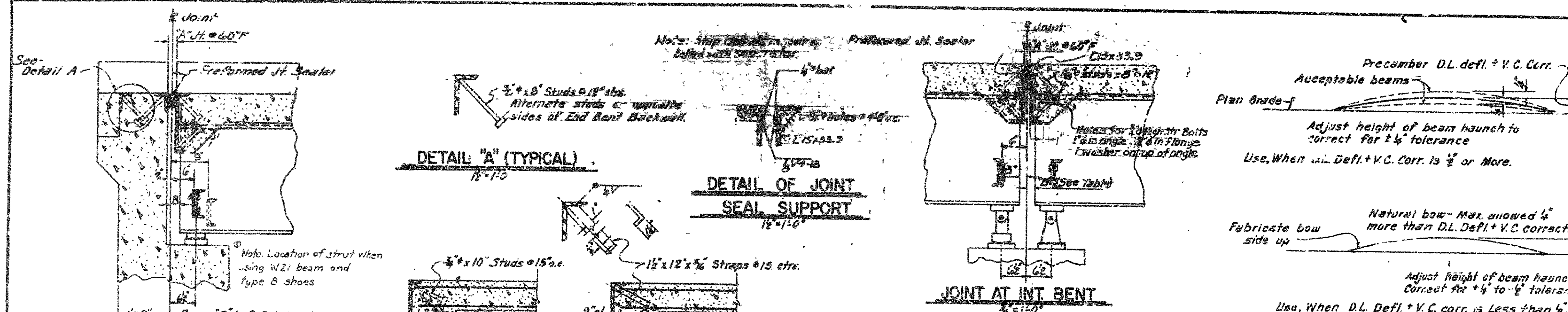
FRANKLIN COUNTY

ROUTE 219 SEC 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J. E. S. DATE: 1-27-74
CHECKED BY: J. E. S. DATE: 10-25-74
DESIGNED BY: J. E. S. DATE: 1-27-74

BRIDGE NO. 3557A DRAWING NO. 16953



REVISED	DATE	BY	CHKD	APP'D	REASON	DATE	BY	CHKD	APP'D
12-14-72	NAJ	2-10-72	NAJ	NAJ					
4-2-71	NAJ	10-8-72	NAJ	NAJ					
4-19-71	NAJ	10-7-72	NAJ	NAJ					
1-11-73	NAJ	2-22-72	NAJ	NAJ					

GENERAL NOTES

ALL CONCRETE TO BE CLASS 5 OR SAE) AS SHOWN ON THE LAYOUT. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED. FIELD CONNECTIONS TO BE BOLTED WITH HIGH STRENGTH BOLTS. BOLTS 3/4" Ø, OPEN HOLES 1 1/16" Ø EXCEPT WHERE NOTED OTHERWISE. STRUCTURAL SHAPES OF EQUAL OR GREATER STRENGTH MAY BE SUBSTITUTED FOR SHAPES SHOWN, BUT PAYMENT WILL BE MADE ON THE BASIS OF SHAPES SHOWN.

ALL WELDED CONNECTIONS TO BE 5/16" FILLET SHOP WELDS EXCEPT AS NOTED. ALL WELDING SHALL CONFORM TO THE AMERICAN WELDING SOCIETY STANDARD SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES, CURRENT EDITION.

ALL STRUCTURAL STEEL EXCEPT SURFACES IN CONTACT WITH CONCRETE SHALL BE GIVEN ONE SHOP COAT AND TWO FIELD COATS IN ACCORDANCE WITH SECTION 907.59 OF THE SPECIFICATIONS.

ALL METAL BEARING AND ROADWAY EXPANSION DEVICES TO BE PAID FOR AS "STRUCTURAL STEEL IN BEAM SPANS." BEARINGS SHALL BE FINALLY SEATED IN ACCORDANCE WITH SECTION 907.0501 OF THE STANDARD 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 MADE IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

ALL STEEL SHALL BE ASTM A-36 UNLESS OTHERWISE NOTED. ANCHOR BOLTS SHALL BE GALVANIZED TO CONFORM TO ASTM SPECIFICATION, DESIGNATION A153.

REINFORCING STEEL TO BE ASTM A615, GRADE 40. THE REINFORCING STEEL IS TO BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY STEEL WIRE SUPPORTS. SUFFICIENT IN NUMBER AND SIZE TO PREVENT DISPLACEMENT DURING THE COURSE OF CONSTRUCTION. 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.

SLAB POURING NOTE:
 FLOOR SLABS MAY BE POURED IN ONE CONTINUOUS OPERATION WITH A STRIKEOFF EXTENDING OVER THE WHOLE SPAN LENGTH, OR MAY BE POURED IN INCREMENTS WITH THE CENTER ONE-THIRD TO ONE-HALF SPAN LENGTH POURED FIRST. AFTER THE CENTER SECTION IS POURED, NOT LESS THAN 24 HOURS SHALL ELAPSE BEFORE POURING THE END SECTIONS. END SECTIONS MAY BE POURED SIMULTANEOUSLY. IF NOT POURED SIMULTANEOUSLY, 48 HOURS SHALL ELAPSE BETWEEN END SECTION POURS. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN COMPLETION OF THE SLAB AND THE POURING OF THE CURB & PARAPET. CONCRETE POSTS FOR RAIL MAY BE POURED 24 HOURS AFTER COMPLETION OF THE CURB.

FOR DETAILS OF BRIDGE RAILING SEE DWG. NO. 16952A OR 16952B AS SHOWN ON BRIDGE LAYOUT.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION EDITION OF 1972 AND APPLICABLE SPECIAL PROVISIONS.

ALL CASTINGS FOR SHOES SHALL BE ASTM A27 GRADE 70-40.

EXPANSION JOINT DATA

Total Length of Span Expanding at Abutment	Joint Width Perpendicular to Span (ft)	Seal Width (ft)	Joint Depth (ft)	Joint Type
47'-10 1/2"	2'	3"	1'	Fixed

NOTE: ALL JOINTS AT ABUTMENTS AND AT FIXED JOINTS SHALL BE THE DIMENSION 10" SHALL BE THE DIMENSION OF THE SEAL MANUFACTURER AS APPROVED BY THE BRIDGE ENGINEER. THE DEPTH OF THE SEAL SHALL BE APPROXIMATELY EQUAL TO THE UNCOMPRESSED WIDTH OF THE SEAL.

JOINTS SHOWN ARE TO BE USED AT SKEW ANGLES UP TO AND INCLUDING 15°. FOR JOINTS TO BE USED AT SKEW ANGLES GREATER THAN 15°, SEE SUPPLEMENTAL DETAILS.

© 12-14-70 Revised Spec. Form
 © 4-2-71 Added Type 'D' Shoes. K.M.B.

DETAILS COMMON TO STANDARD 35'-90'

COMPOSITE I-BEAM SPANS

ALL ROADWAYS

ARKANSAS STATE HIGHWAY COMMISSION

BRIDGE NO. 3557A DRAWING NO. 16954