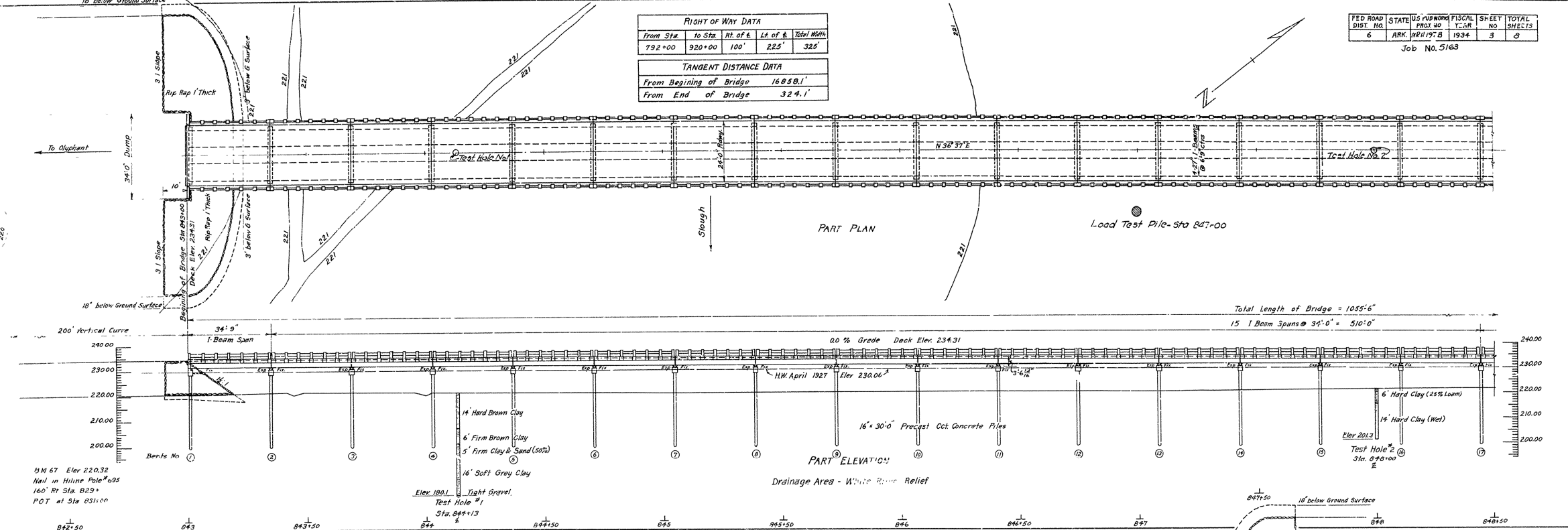


RIGHT OF WAY DATA				
From Sta.	To Sta.	Rt. of E.	Lt. of E.	Total Width
792+00	920+00	100'	225'	325'

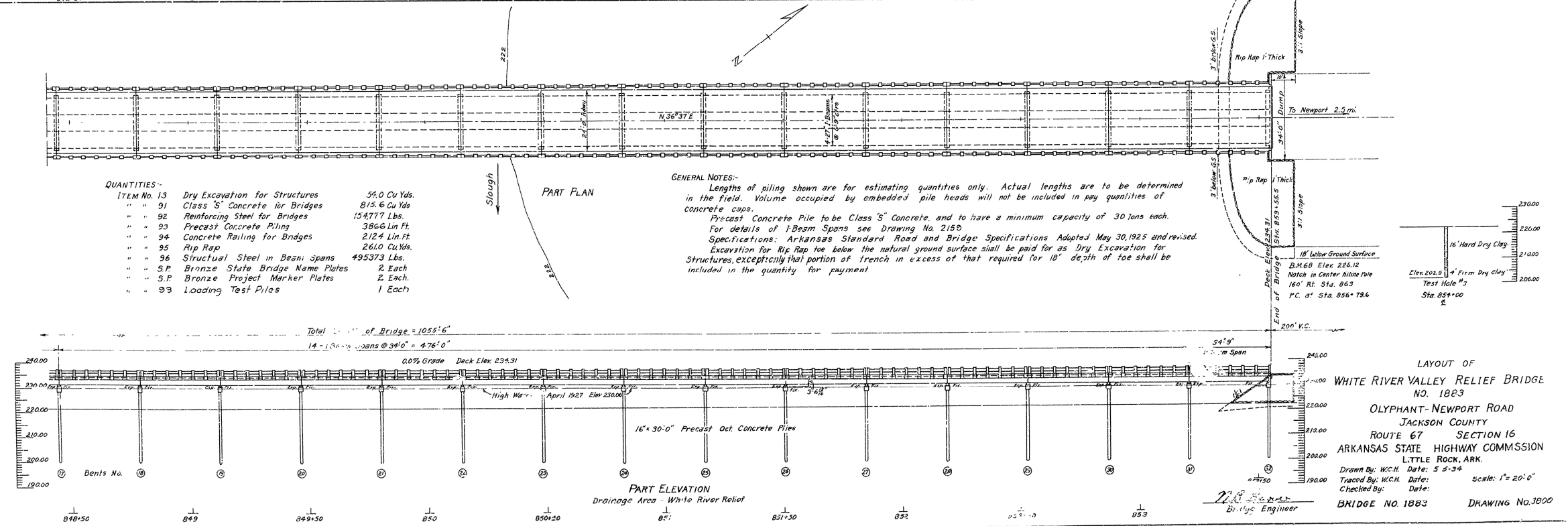
TANGENT DISTANCE DATA	
From Beginning of Bridge	16858.1'
From End of Bridge	324.1'



QUANTITIES:-

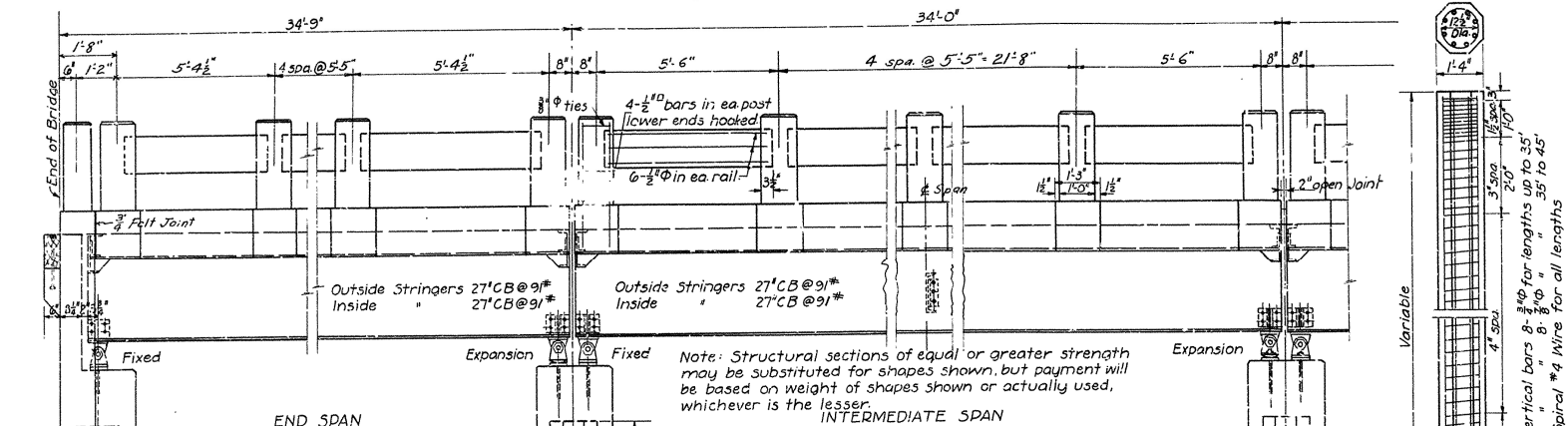
ITEM NO.	DESCRIPTION	QUANTITY
13	Dry Excavation for Structures	5A.0 Cu Yds.
91	Class "S" Concrete for Bridges	815.6 Cu Yds.
92	Reinforcing Steel for Bridges	154777 Lbs.
93	Precast Concrete Piling	3866 Lin. Ft.
94	Concrete Railing for Bridges	2124 Lin. Ft.
95	Rip Rap	2610 Cu Yds.
96	Structural Steel in Beam Spans	495373 Lbs.
97	S.P. Bronze State Bridge Name Plates	2 Each
98	S.P. Bronze Project Marker Plates	2 Each
99	Loading Test Piles	1 Each

GENERAL NOTES:-
 Lengths of piling shown are for estimating quantities only. Actual lengths are to be determined in the field. Volume occupied by embedded pile heads will not be included in pay quantities of concrete caps.
 Precast Concrete Pile to be Class "S" Concrete, and to have a minimum capacity of 30 tons each. For details of 1-Beam Spans see Drawing No. 2159.
 Specifications: Arkansas Standard Road and Bridge Specifications Adopted May 30, 1925 and revised.
 Excavation for Rip Rap toe below the natural ground surface shall be paid for as Dry Excavation for Structures, except that portion of trench in excess of that required for 18" depth of toe shall be included in the quantity for payment.

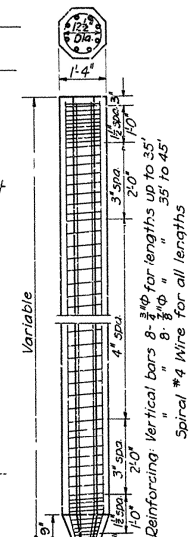


LAYOUT OF
 WHITE RIVER VALLEY RELIEF BRIDGE
 NO. 1883
 OLYPHANT-NEWPORT ROAD
 JACKSON COUNTY
 ROUTE 67 SECTION 16
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: W.C.H. Date: 5-5-34
 Traced By: W.C.H. Date: 5-5-34
 Checked By: W.C.H. Date: 5-5-34
 BRIDGE NO. 1883 DRAWING NO. 3800

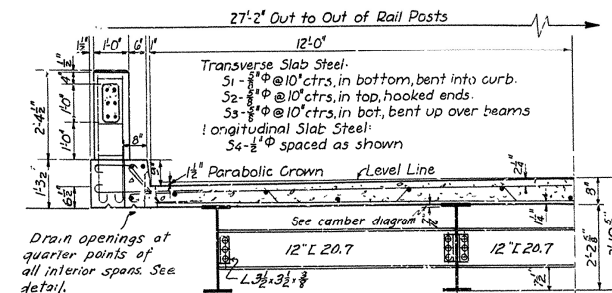
Extend Rail $3\frac{1}{2}$ into Posts. Wrap ends of each rail with tar paper



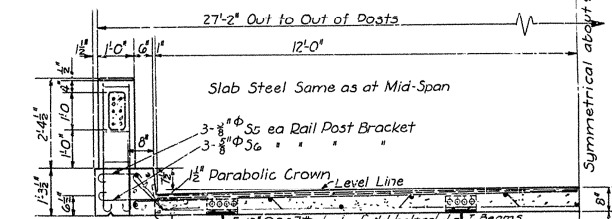
Note: Structural sections of equal or greater strength may be substituted for shapes shown, but payment will be based on weight of shapes shown or actually used, whichever is the lesser.



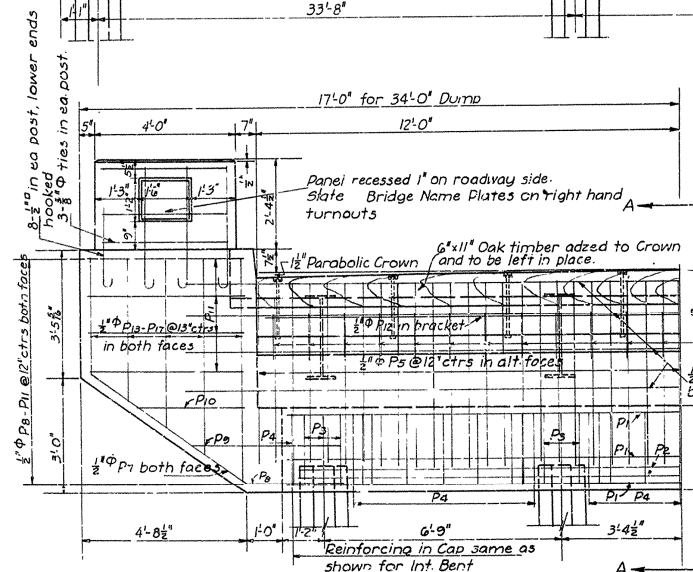
DETAIL OF PRECAST
CONCRETE PILE



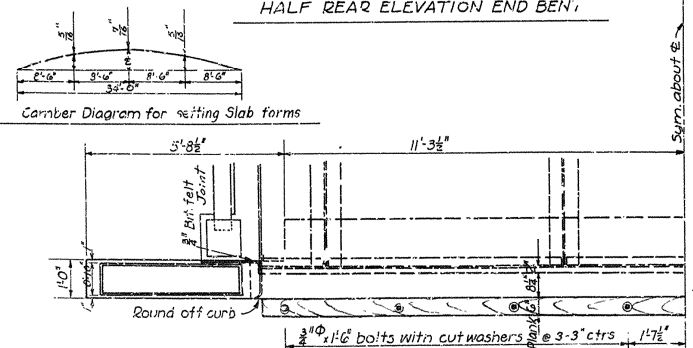
HALF SECTION AT MID-SPAN



HALF SECTION AT INT. BENT



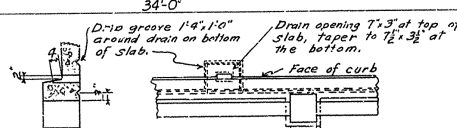
HALF REAR ELEVATION END BEN



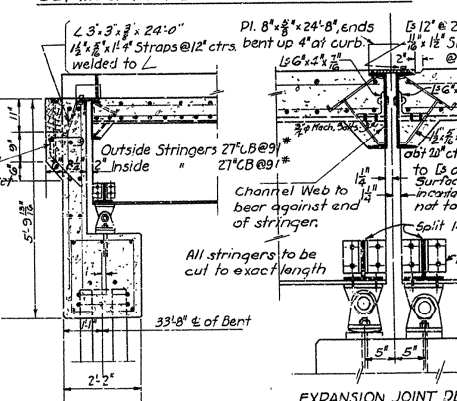
HALF PLAN OF END BENT

Note: HALF PLAN
In order to ensure a good riding surface, it will be required that the floor slab be struck off from curb to curb with 1 span length longitudinal screed. The screed shall be sufficiently stiff as to have no appreciable vertical deflection.

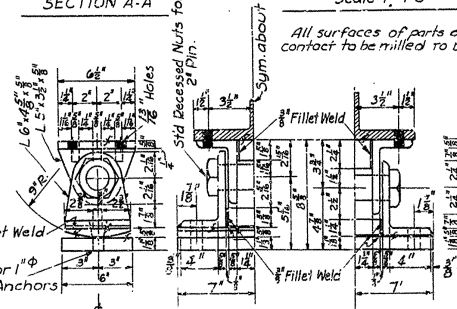
Note:
Masonry Plates shall finally be seated
on 3 layers of burlap saturated with
Red Lead. This work and material to be
included in the price bid for Structural
Steel



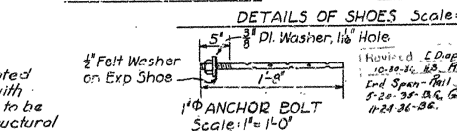
DETAIL OF POST BRACKET & DRAIN IN SLAB



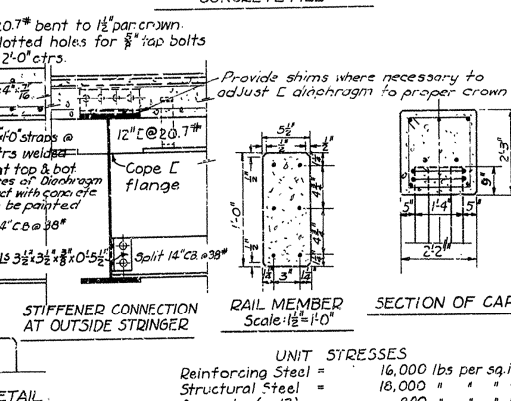
SECTION A-A



EXPANSION SHOE



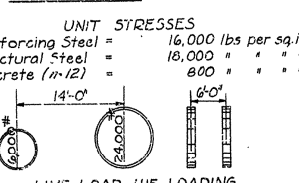
DETAILS OF SHOE



STIFFENER CONNECTION
AT OUTSIDE STRINGER

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

SECTION OF CAP



LIVE LOAD-HIS LOADING

UNIT STRESSES

Reinforcing Steel =	16,000 lbs per sq.in
Structural Steel =	18,000 " " " "
Concrete (11/12) =	800 " " " "

General Notes

All workmen to be Class "S". All exposed corners to have chamfers unless otherwise shown.

Shop drawings and bending diagrams of reinforcing steel must be submitted and approved before fabrication is begun.

Oak header bolts, and bituminous felt joints are to be paid for at unit prices bid for reinforcing steel.

Volume included by Oak header plank is included in volume of Class "S" concrete.

$\frac{3}{8}$ " rivets, $\frac{3}{4}$ " open holes. All field connections shall be riveted, except as noted.

Shop Paint: All structural steel to be given one coat of Red Lead and Raw Linseed Oil before shipment, except Field Paint: Coat, White Lead tinted with Lump Black and Coat, Aluminum Paint.

This drawing shows general features of design only. Shop drawings shall be made in compliance with specifications and be approved before fabrication is begun.

Specifications: Arkansas State Highway Commission Standard Specifications for Road & Bridge Construction a June 30th, 1936.

LIST OF BENT BARS

Mark	Size	Length	BENDING DIAGRAM
P ₂	$\frac{3}{8}" \phi$	47'-7"	
P ₄	$\frac{3}{8}" \phi$	7'-11"	
S ₁	$\frac{5}{8}" \phi$	26'-9"	
S ₂	$\frac{5}{8}" \phi$	25'-4 1/2"	
S ₃	$\frac{5}{8}" \phi$	26'-8"	
S ₅	$\frac{5}{8}" \phi$	4'-2"	
S ₆	$\frac{5}{8}" \phi$	3'-0"	
P ₁₀	$\frac{1}{2}" \phi$	3'-0"	

DETAILS OF STANDARD
34'-0" I-BEAM SPAN
CONCRETE DECK, 24'-0" CLEAR ROADWAY
FOUR I-BEAM GIRDERS,
CONCRETE PILE BENTS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn by: WCH Date: 5-2-34
Traced by: A. Date: 5-10-34 Scale: $\frac{1}{2}'' = 1'-0''$ (Exceptions noted)
Checked by: Date:

BRIDGE NO. DRWG NO 2159