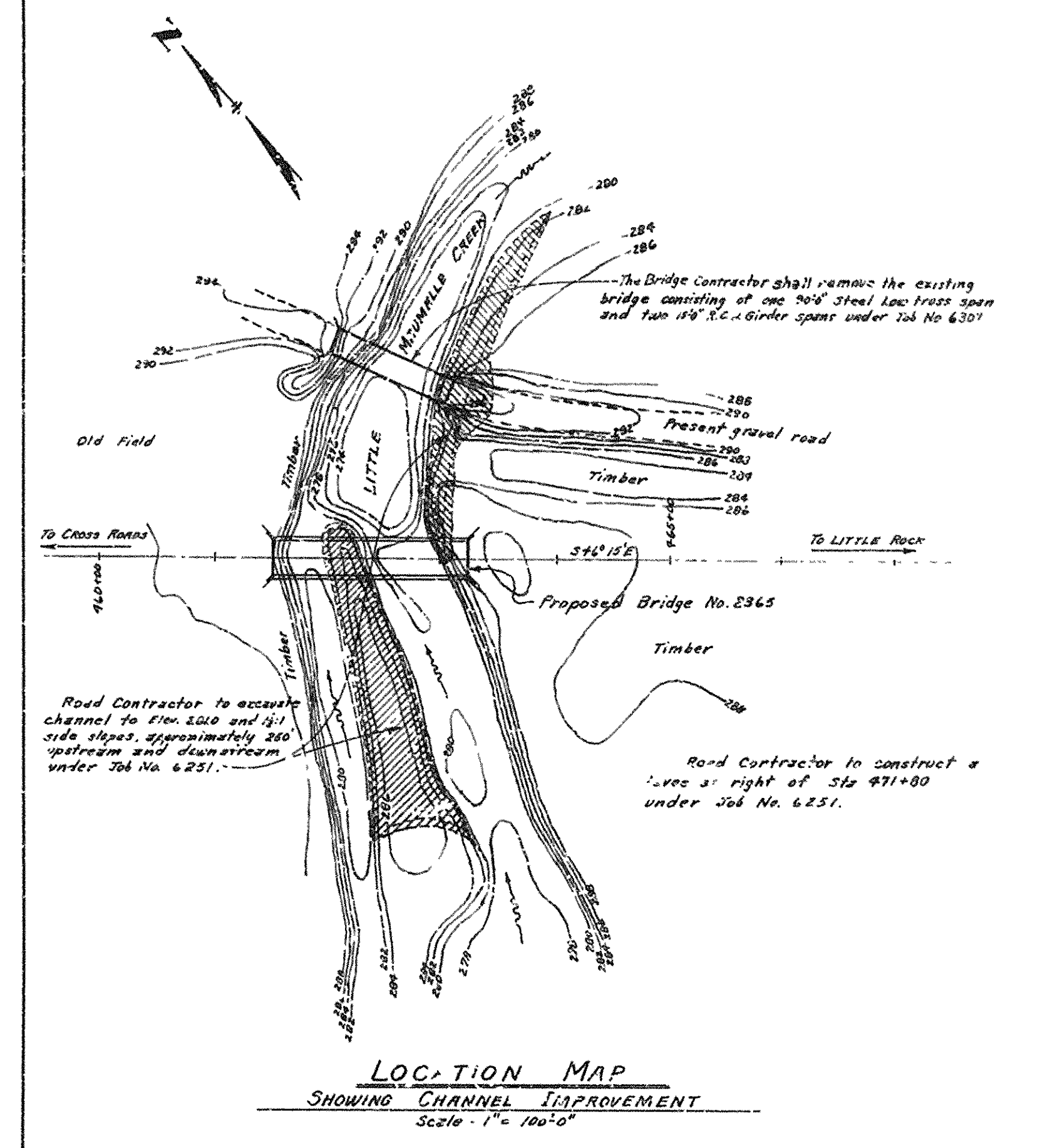
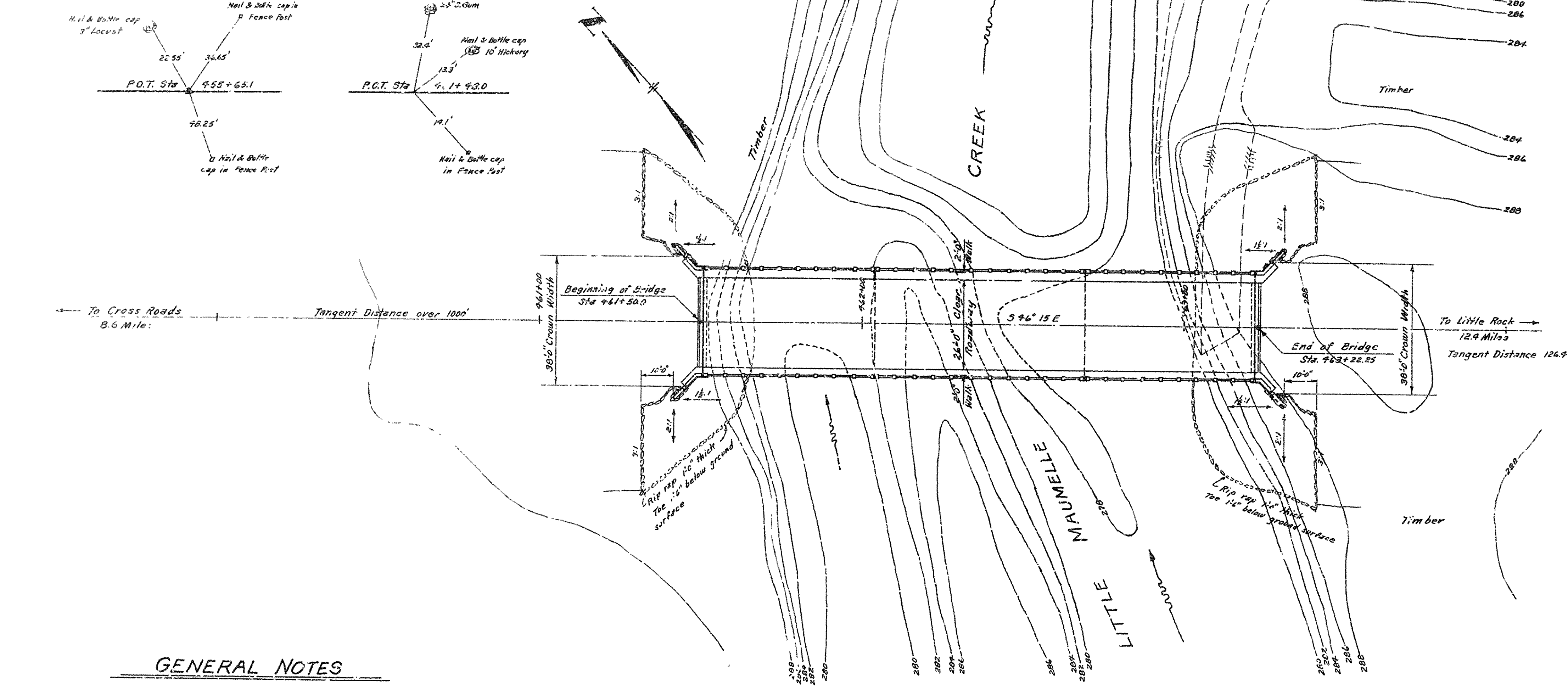


RIGHT OF WAY DATA

Sta	To Sta	On R	On L	Total
961+00	970+00	110'	50'	170'

FED. ROAD DIST. NO.	STATE	F.A.P. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	S-372-(3)		22	29
STATE JOB NO. 6307				22	29



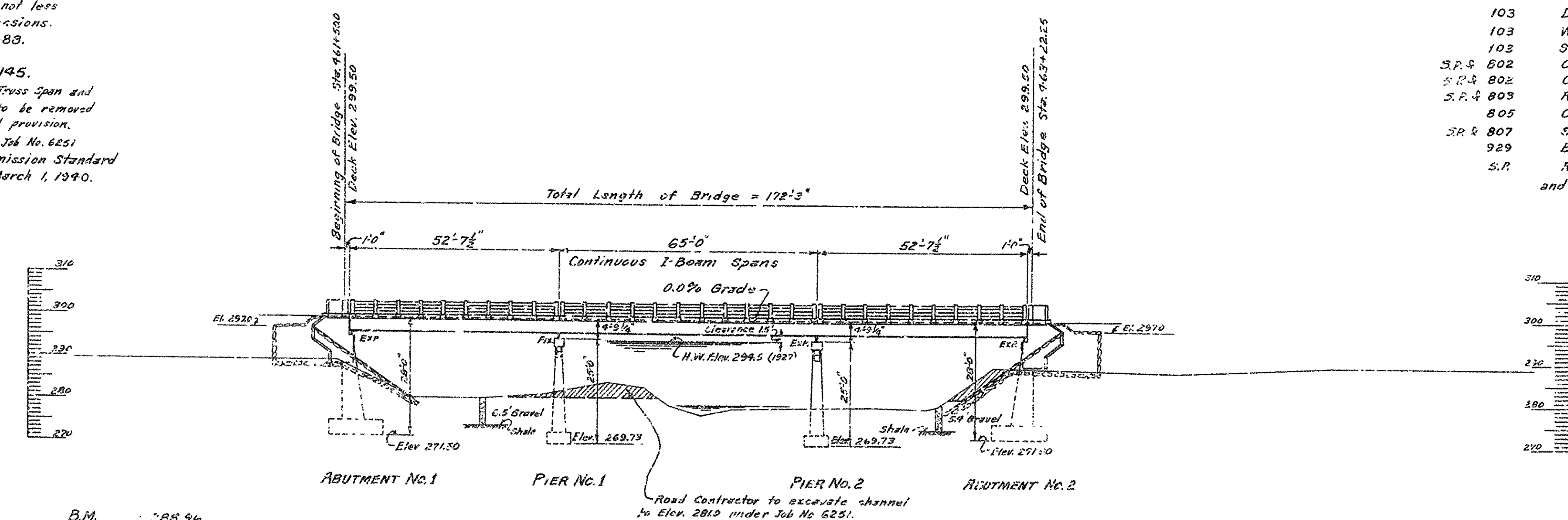
GENERAL NOTES

All concrete to be poured in the dry.  
Expansion joints are to be constructed as shown.  
Rock excavation to be done to near lines of concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting.  
In general all construction joints in abutments and piers shall be horizontal and shall be provided with keys not less than 3" deep covering the middle third of both dimensions.  
For details of Abutments, see Drawing No. 6683.  
For details of Piers, see Drawing No. 6689.  
For details of Cont. I-Beam Spans, see Drawg. Nos. 5145.  
The present structure consisting of one 90' Low Truss Span and two 15' R.C.G. Girder Spans on concrete substructure is to be removed by the Bridge Contractor under Job No. 6307; see special provision.  
Rip rap is to be placed by the Road Contractor under Job No. 6251.  
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

PLAN

QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
103	Dry Excavation for Structures	144	Cu.Yd.
103	Wet Excavation for Structures	291	Cu.Yd.
103	Solid Rock Excavation for Structures	3	Cu.Yd.
S.P. 602	Class "A" Concrete for Bridges	224.7	Cu.Yd.
S.P. 802	Class "B" Concrete for Bridges	148.3	Cu.Yd.
S.P. 803	Reinforcing Steel	5015.0	Lb.
805	Concrete Railing	366.5	Lin. Ft.
S.P. 807	Structural Steel in Beam Spans	11243.0	Lb.
929	Bridge Name Plates (Type "A")	2	Each
S.P.	Removal of Existing Bridge Structures and Maintaining Traffic	90 % Complete Item.	



ELEVATION

B.M. 288.96  
at corner of East Headwall of  
Concrete Culvert 75' at Sta. 967+00  
Drainage Area 35 Sq. Miles  
C = 1.0 100% Opening Regd.

DESIGN LIVE LOAD:- H-20 LOADING - A.A.S.H.O. 1941

UNIT STRESSES:-  
Class "A" Concrete (f<sub>c</sub>=15) 2000 psi  
Class "B" Concrete (f<sub>c</sub>=10) 1000 psi  
Reinforcing Steel 18000 psi  
Structural Steel 18000 psi

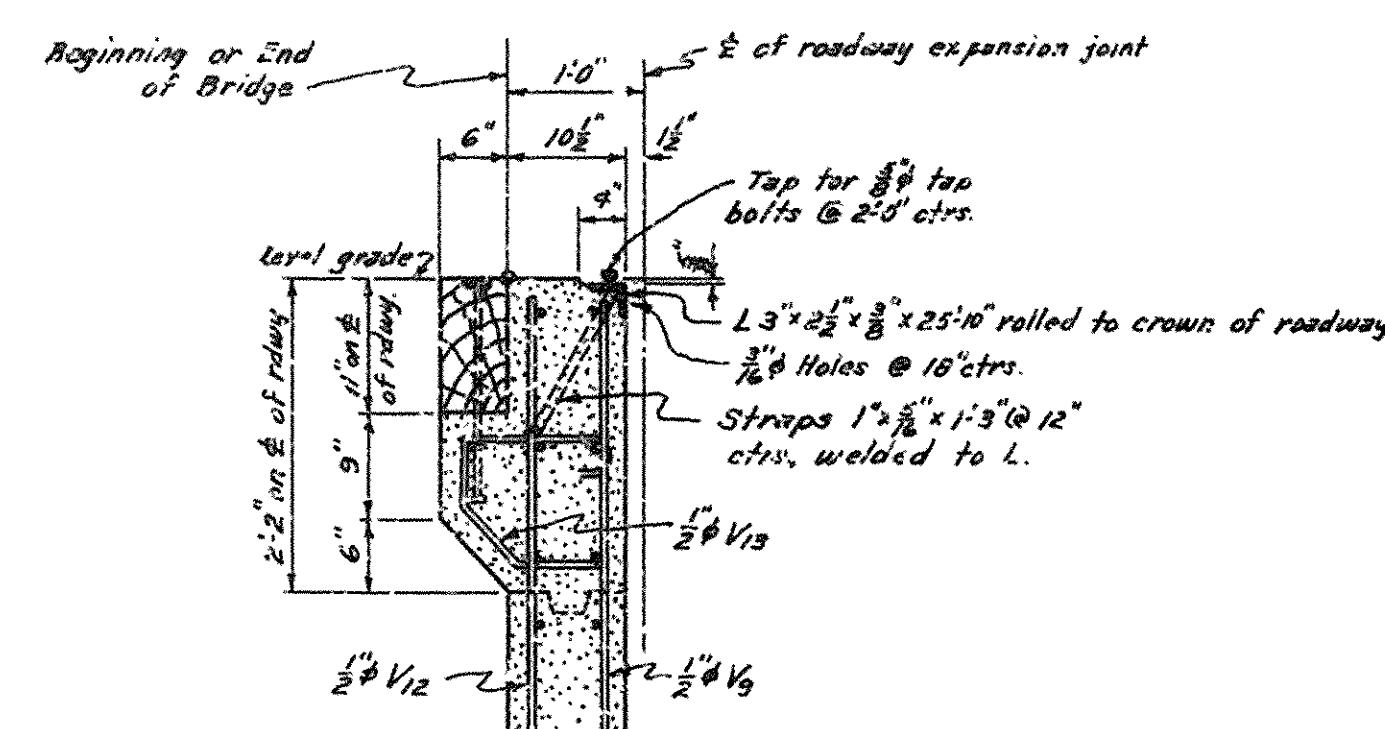
REVISIONS:- Structural Steel Quantity 10-24-46 W.C.H.

LAYOUT C BRIDGE  
OVER LITTLE MAUMELLE CREEK  
CROSS ROADS-LITTLE ROCK ROAD  
PULASKI COUNTY  
ROUTE 10 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
Drawn By: H.F.B. Date: 11-8-44  
Traced By: W.C.H. Date: 12-11-53  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
BRIDGE NO. 2365 DRAWING NO. 6687

H.F.B.  
PRINCIPAL HIGHWAY ENGINEER (BRIDGE)





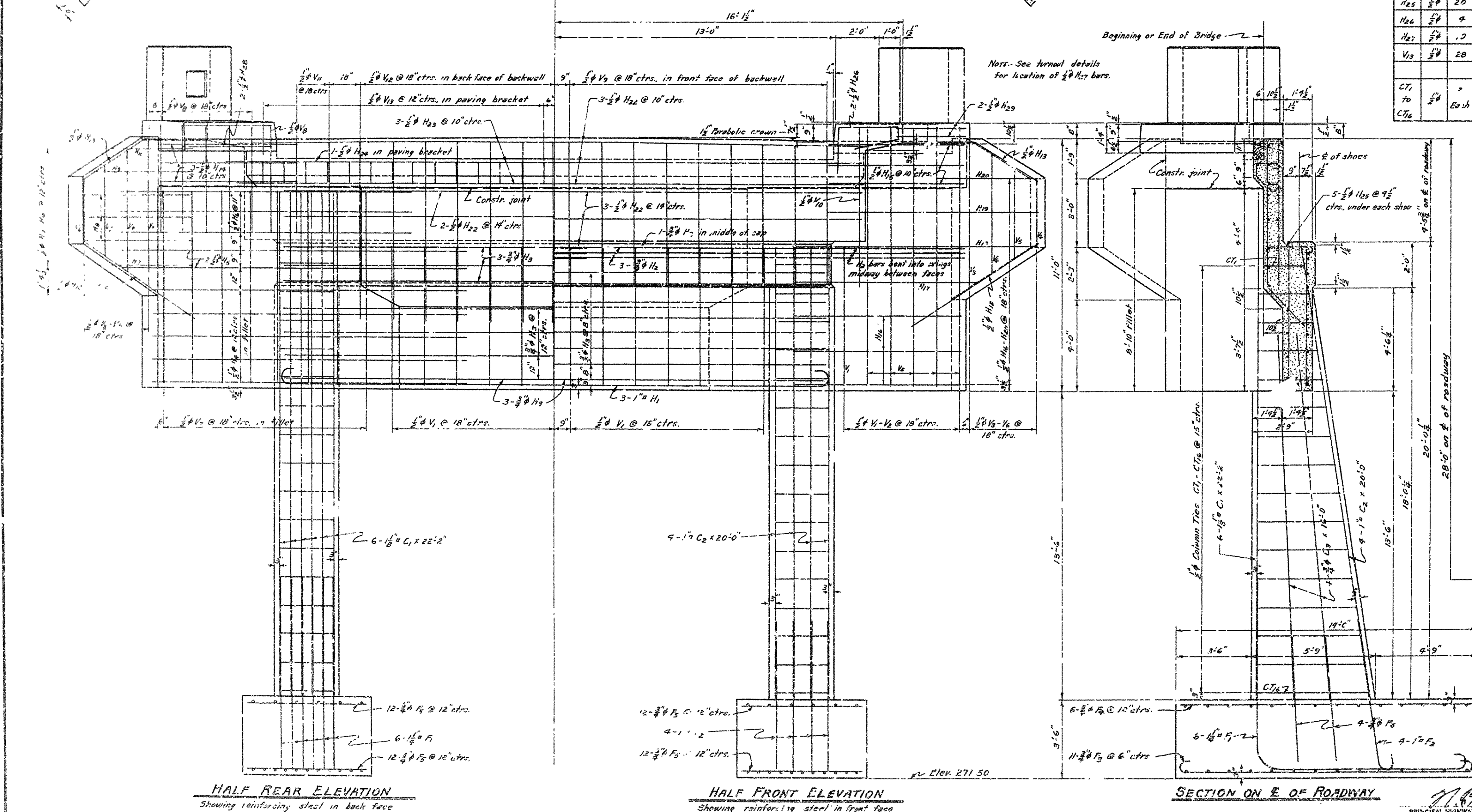
ROADWAY EXPANSION JOINT AT ABUTMENTS NO. 1 & 2  
Scale:  $\frac{1}{4}'' = 1'-0''$

### GENERAL NOTES

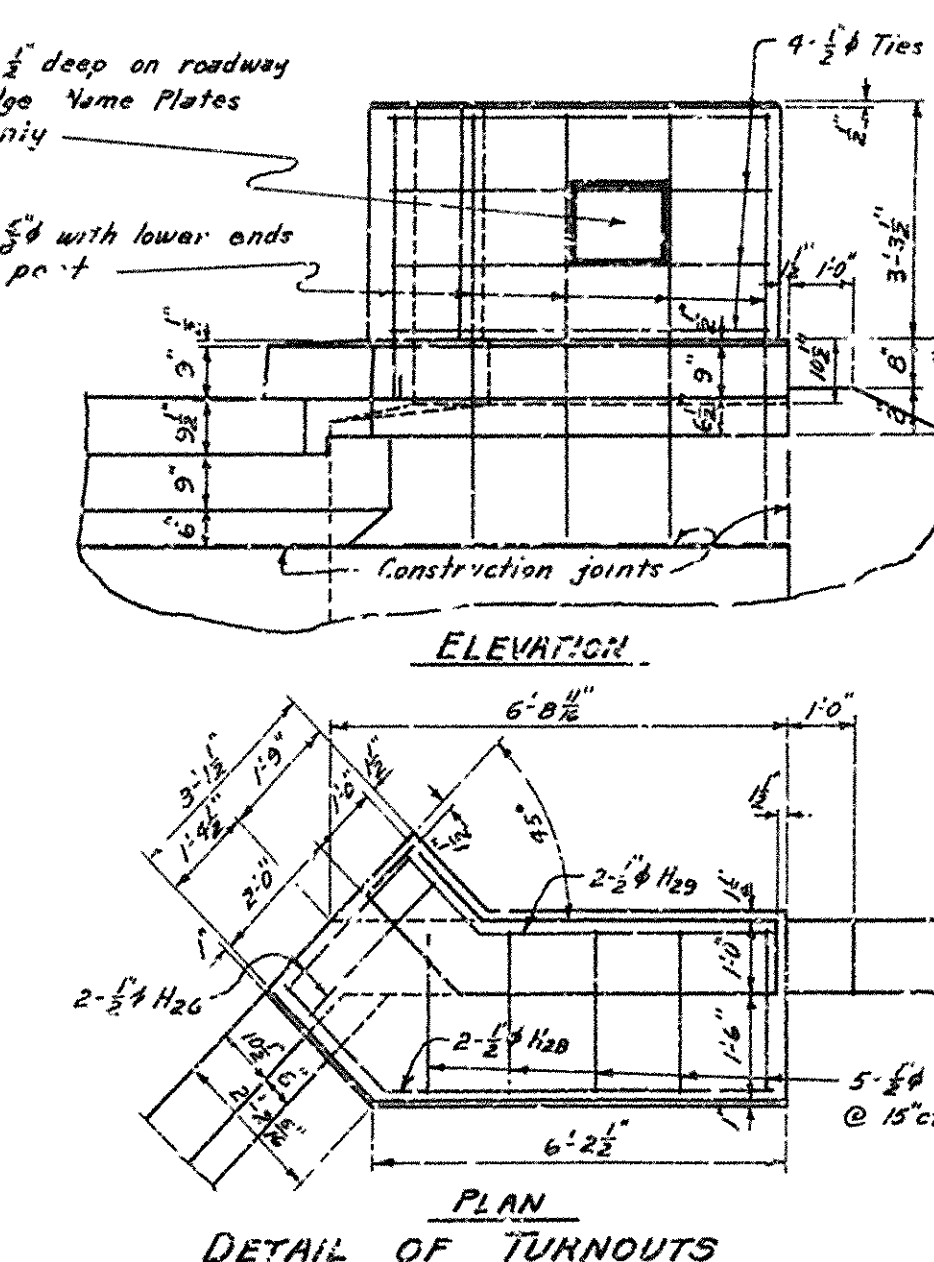
All concrete to be Class "A". All exposed corners to be chamfered  $\frac{3}{8}$ " unless otherwise noted.  
All concrete to be poured in the dry.  
For details of Sidewalk Expansion Devices see Drawing No. 5195.  
Roadway expansion devices to be paid for at unit price bid for "structural steel in beam spans".  
For Layout of Bridge No. 2364, see Drawing No. 660.  
For details of Standard 32" $\frac{1}{2}$ "-650" $\frac{1}{2}$ " Continuous I-Beam Spans, see Drawing No. 5195.  
Oak header bolts to be paid for as "reinforcing steel".

**BAR LIST FOR EACH ABUTMENT**

<b>BENT BARS</b>						<b>STRAIGHT BARS</b>					
MARK	SIZE	No. REQD	LENGTH	A	B	<b>BENDING DIAGRAM</b>					
F <sub>1</sub>	1 1/2"	12	10'-5"				MARK	SIZE	No. REQD	LEN	
F <sub>2</sub>	1"	8	7'-3"					C <sub>1</sub>	1 1/2"	12	22'
H <sub>1</sub>	1"	3	27'-2"	25'-6"	0'-8"			C <sub>2</sub>	1"	8	10'
F <sub>3</sub>	3/4"	22	15'-0"	13'-6"	0'-6"			C <sub>3</sub>	3/4"	9	16'
H <sub>2</sub>	3/4"	6	29'-0"					F <sub>4</sub>	3/4"	11	13'
H <sub>4</sub>	5/8"	10	17'-0"				F <sub>5</sub>	5/8"	56	5'	
H <sub>5</sub>	5/8"	4	18'-6"	16'-6"	1'-6"		H <sub>3</sub>	5/8"	17	25'	
H <sub>6</sub>	5/8"	6	15'-6"	13'-6"	1'-6"		H <sub>7</sub>	5/8"	2	5'	
H <sub>7</sub>	5/8"	4	7'-6"				H <sub>8</sub>	5/8"	6	7'	
H <sub>8</sub>	5/8"	6	8'-0"	7'-0"	1'-0"		H <sub>9</sub>	5/8"	2	6'	
H <sub>9</sub>	5/8"	6	8'-6"	6'-6"	1'-6"		H <sub>10</sub>	5/8"	2	9'	
H <sub>10</sub>	5/8"	6	10'-2"	8'-5"	1'-9"		H <sub>11</sub>	5/8"	4	8'	
H <sub>11</sub>	5/8"	2	11'-6"	9'-9"	1'-9"		H <sub>12</sub>	5/8"	9	8'	
H <sub>12</sub>	5/8"	6	15'-6"	13'-5"	1'-5"		H <sub>20</sub>	5/8"	2	6'	
H <sub>13</sub>	5/8"	2	13'-3"	11'-6"	1'-3"		H <sub>21</sub>	5/8"	8	28'	
H <sub>20</sub>	5/8"	4	7'-9"	5'-9"	2'-0"		H <sub>22</sub>	5/8"	3	29'	
H <sub>21</sub>	5/8"	4	5'-9"	4'-5"	1'-6"		H <sub>23</sub>	5/8"	1	30'	
V <sub>2</sub>	5/8"	13	6'-6"	6'-2"	2'-9"		V <sub>1</sub>	5/8"	27	6'	
H <sub>23</sub>	5/8"	20	2'-0"	1'-11"	0'-3"		V <sub>2</sub>	5/8"	10	11'	
H <sub>24</sub>	5/8"	4	7'-6"				V <sub>3</sub>	5/8"	4	6'	
H <sub>25</sub>	5/8"	1	7'-0"				V <sub>4</sub>	5/8"	4	5'	
V <sub>10</sub>	5/8"	28	3'-2"				V <sub>5</sub>	5/8"	4	9'	
C <sub>1</sub>	5/8"	2	Varies 10'-5" to 16'-0"	Varies 2'-1/2" to 5'-6"	2'-1/2"		V <sub>6</sub>	5/8"	9	2'	
C <sub>2</sub>	5/8"	2	Varies 10'-5" to 16'-0"	Varies 2'-1/2" to 5'-6"	2'-1/2"		V <sub>7</sub>	5/8"	16	8'	
							V <sub>8</sub>	5/8"	12	9'	
							V <sub>9</sub>	5/8"	18	6'	
							V <sub>10</sub>	5/8"	2	7'	



Recessed panel 16" x 14" x  $\frac{1}{2}$ " deep on roadway side only. Place Type A Bridge Name Plates on right hand turnouts only.



DETAILS OF ABUTMENTS No.1 & 2  
BRIDGE OVER LITTLE MAUMELLE CREEK  
CROSS ROADS- LITTLE ROCK ROAD  
FULASKI COUNTY  
ROUTE 10 SEC. 7

**ARKANSAS STATE HIGHWAY COMMISSION**  
LITTLE ROCK, ARK.

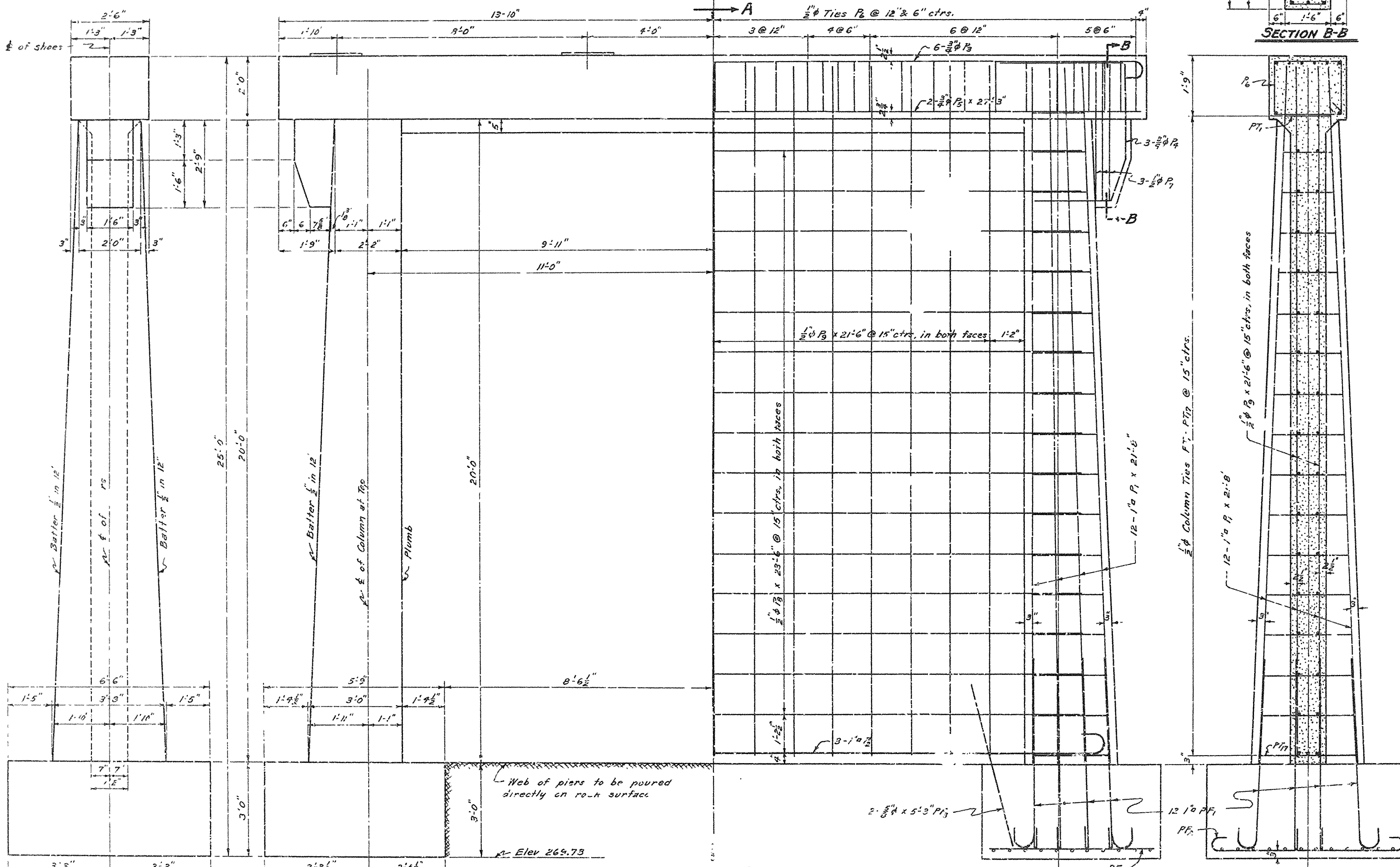
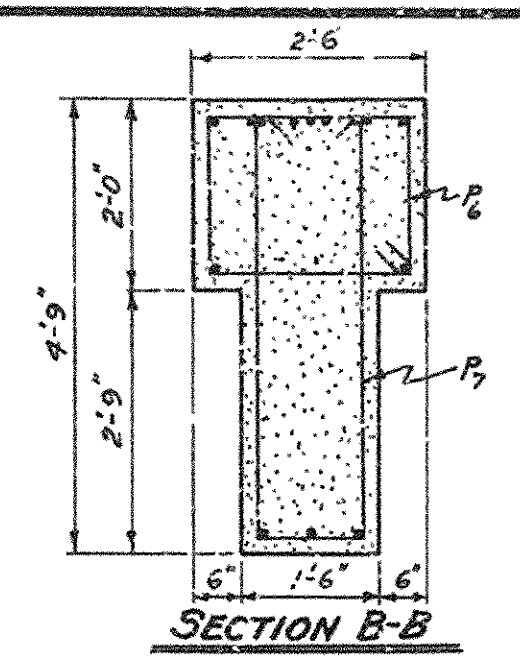
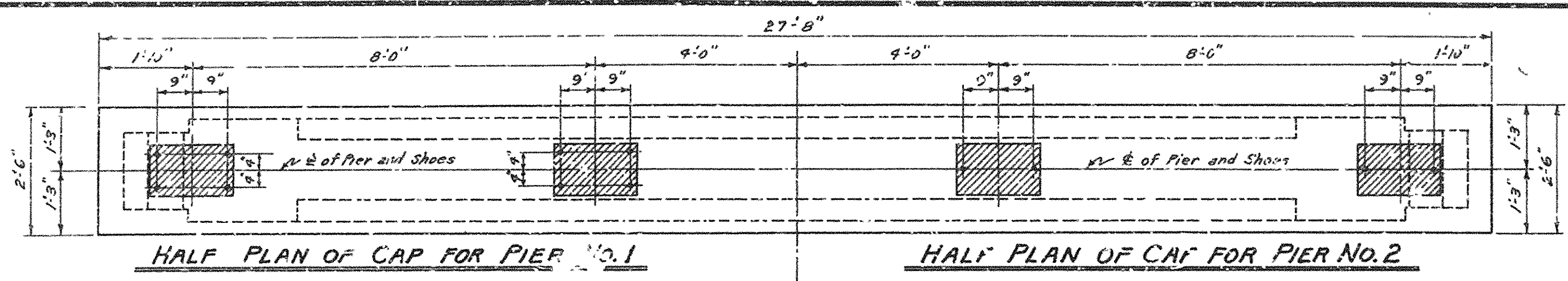
Drawn By: W.C.H. Date: 3-22-14  
Traced By: W.C.H. Date: 3-18-15  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_

**BRIDGE NO. 2365** **DRAWING NO. 6688**

Scale:  $\frac{3}{4}$  in. = 1 ft.  
EXCEPT AS SHOWN



FED. ROAD DIST. NO.	STATE	P.R.P. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	3-372-(3)		29	29
STATE JOB NO. 6307					29



BAR LIST FOR PIERS NO. 1 & 2

MARK	SIZE	No. REQ'D.	LENGTH	A	B	BENDING DIAGRAM
REF. 1	REF. 2					
PF <sub>1</sub>	1"	24	24	7'-0"	5'-0"	0'-8"
P <sub>1</sub>	1"	24	24	21'-9"	Straight	
P <sub>2</sub>	1"	3	3	26'-9"	24'-9"	0'-8"
P <sub>3</sub>	3/4"	6	6	28'-9"	27'-9"	0'-6"
P <sub>4</sub>	3/4"	6	6	10'-10"		
P <sub>5</sub>	3/4"	2	2	27'-3"	Straight	
PF <sub>2</sub>	3/4"	22	22	7'-3"	6'-0"	0'-5"
PF <sub>3</sub>	3/4"	28	28	5'-3"	Straight	
P <sub>6</sub>	3/4"	37	37	8'-5"	2'-2"	1'-6"
P <sub>7</sub>	3/4"	6	6	10'-7"		
P <sub>8</sub>	3/4"	30	30	23'-6"	Straight	
P <sub>9</sub>	3/4"	30	30	21'-6"	Straight	
PF <sub>4</sub>	3/4"	2	2	Varies	Varies	Varies
PF <sub>5</sub>	3/4"	Each	Each	7'-7" to 12'-7"	1'-7 1/2" to 3'-3 1/2"	2'-7 1/2"

Note: Dimensions relating to reinforcement steel are to center of bars.

GENERAL NOTES

All concrete to be Class 'A', and to be poured in the dry. All exposed corners to be chamfered 3/8" unless otherwise noted.  
 For Layout see Drawing No. 6687.  
 For Details of Standard 22"x25"x25" Cont. T-Beam Spar see Drawing No. 5145.  
 Maximum design foundation pressure for Piers No. 1 and 2 is 9.5 tons per square foot.

DETAILS OF PIERS NO. 1 & 2  
 BRIDGE OVER LITTLE MAUMELLE CREEK  
 CROSS ROADS-LITTLE ROCK ROAD  
 PULASKI COUNTY

ROUTE 10 SEC. 7  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.  
 Drawn By: W.C.H. Date: 3-22-44  
 Traced By: W.C.H. Date: 3-16-45  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 BRIDGE NO. 2365 DRAWING NO. 6689

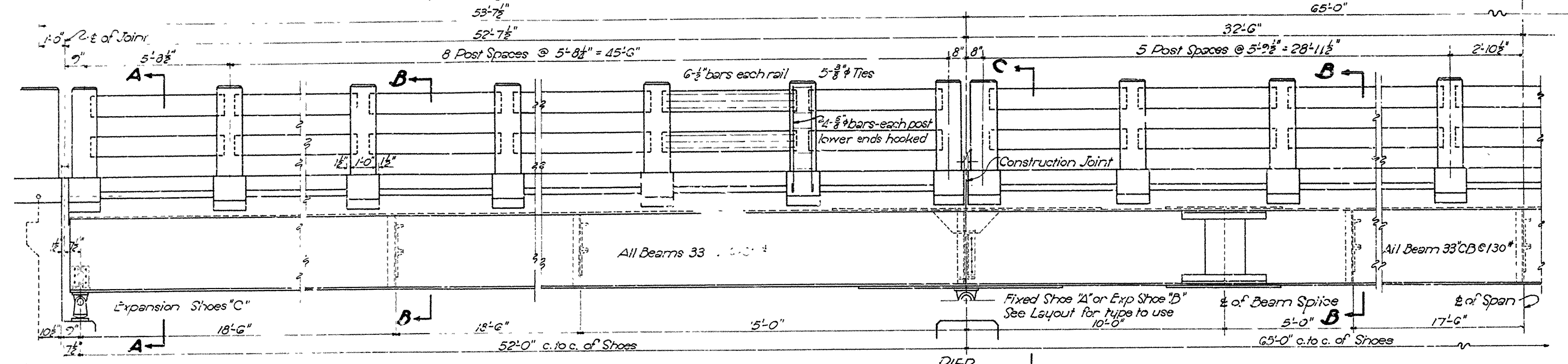
M.B. Lawler  
 PRINCIPAL HIGHWAY ENGINEER (BRIDGE)



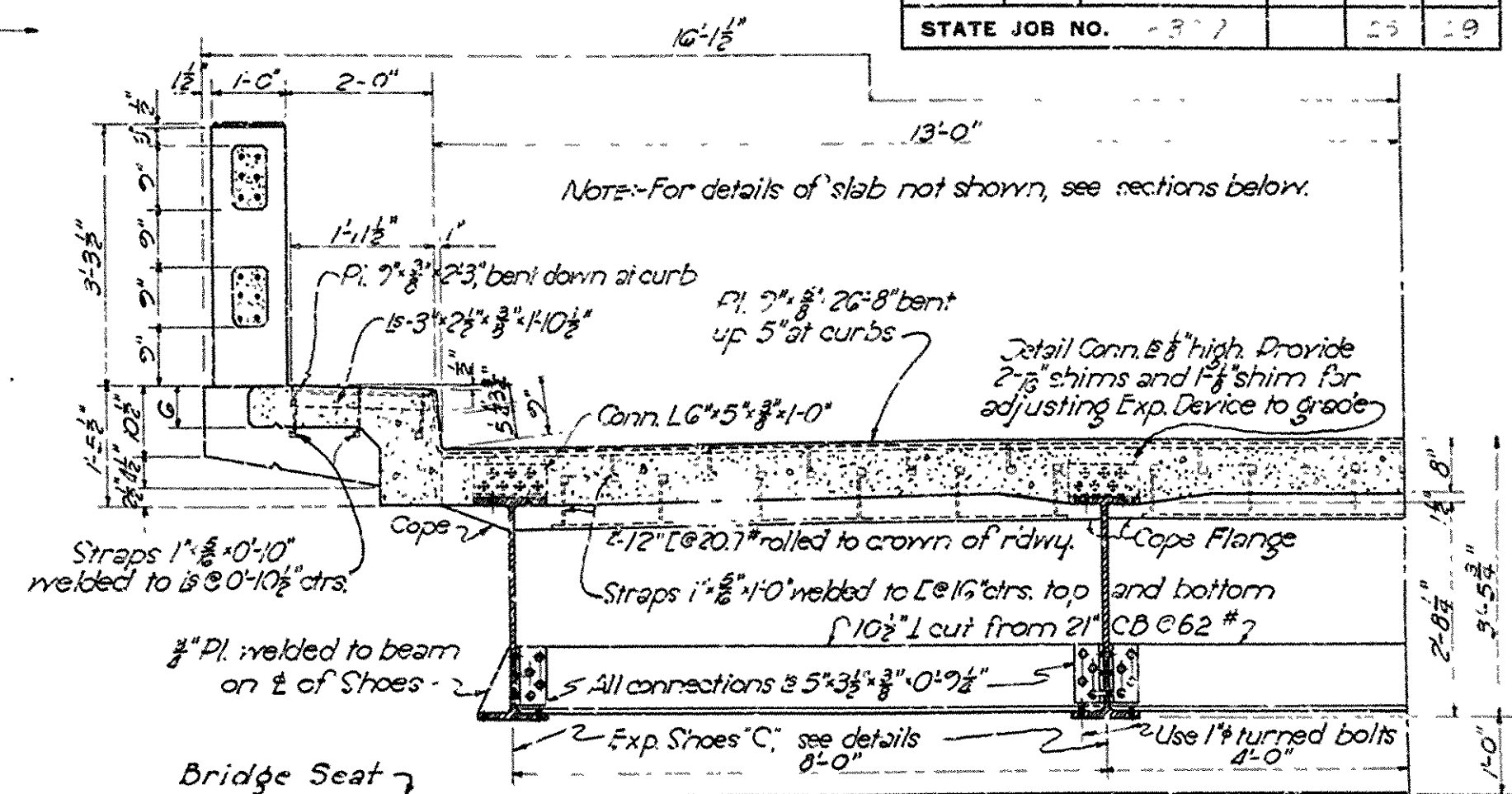
FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	S-372-2	25	29
STATE JOB NO.		23-7	25	29

Note: Extend all rail members 3/4" into posts. Wrap both ends of rail members with 1/2" ply roofing felt.

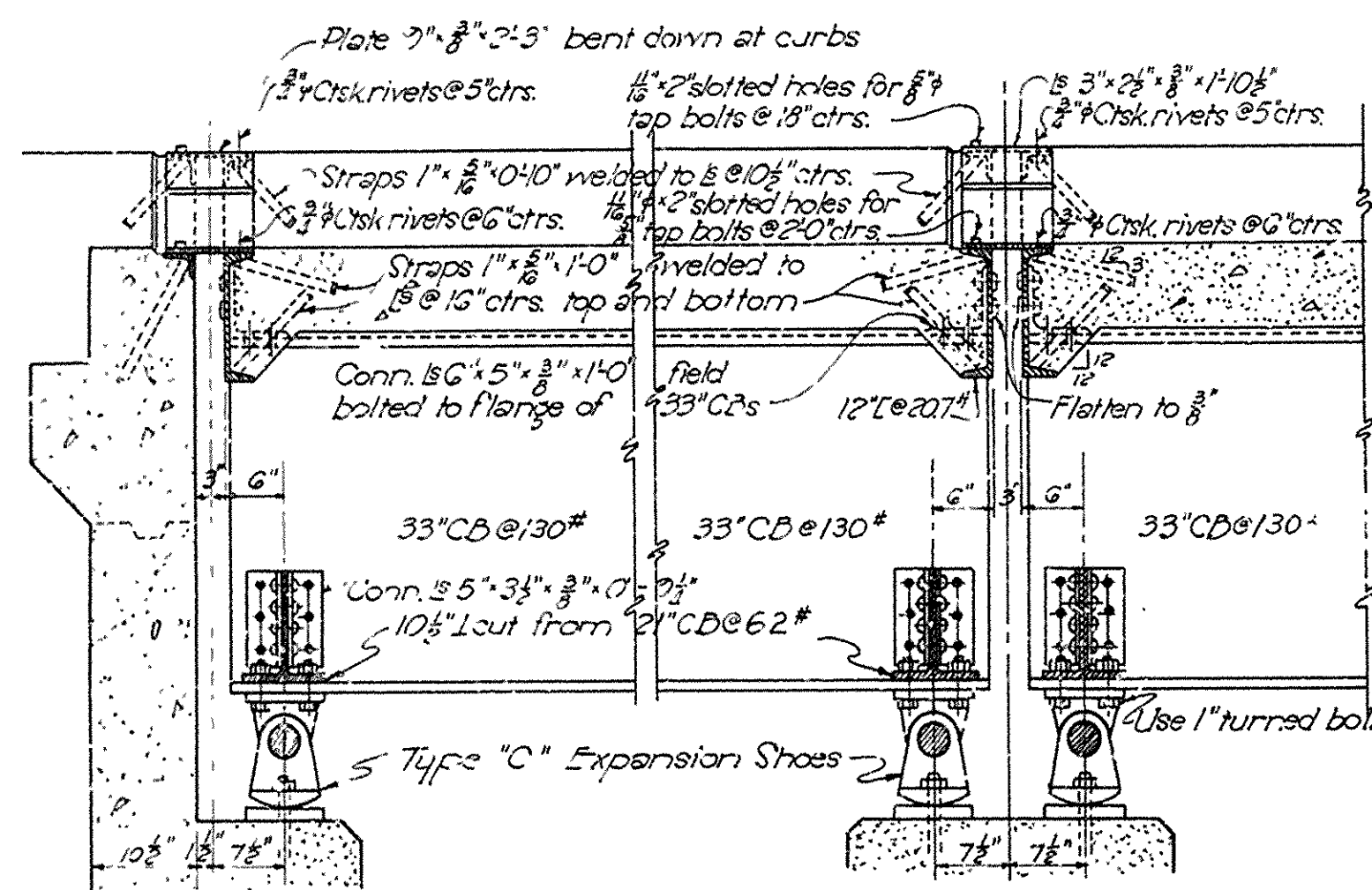
Symm. about this line except for intermediate shoes and center strut



**PART SIDE ELEVATION**  
Scale: 1/8" = 1'-0"

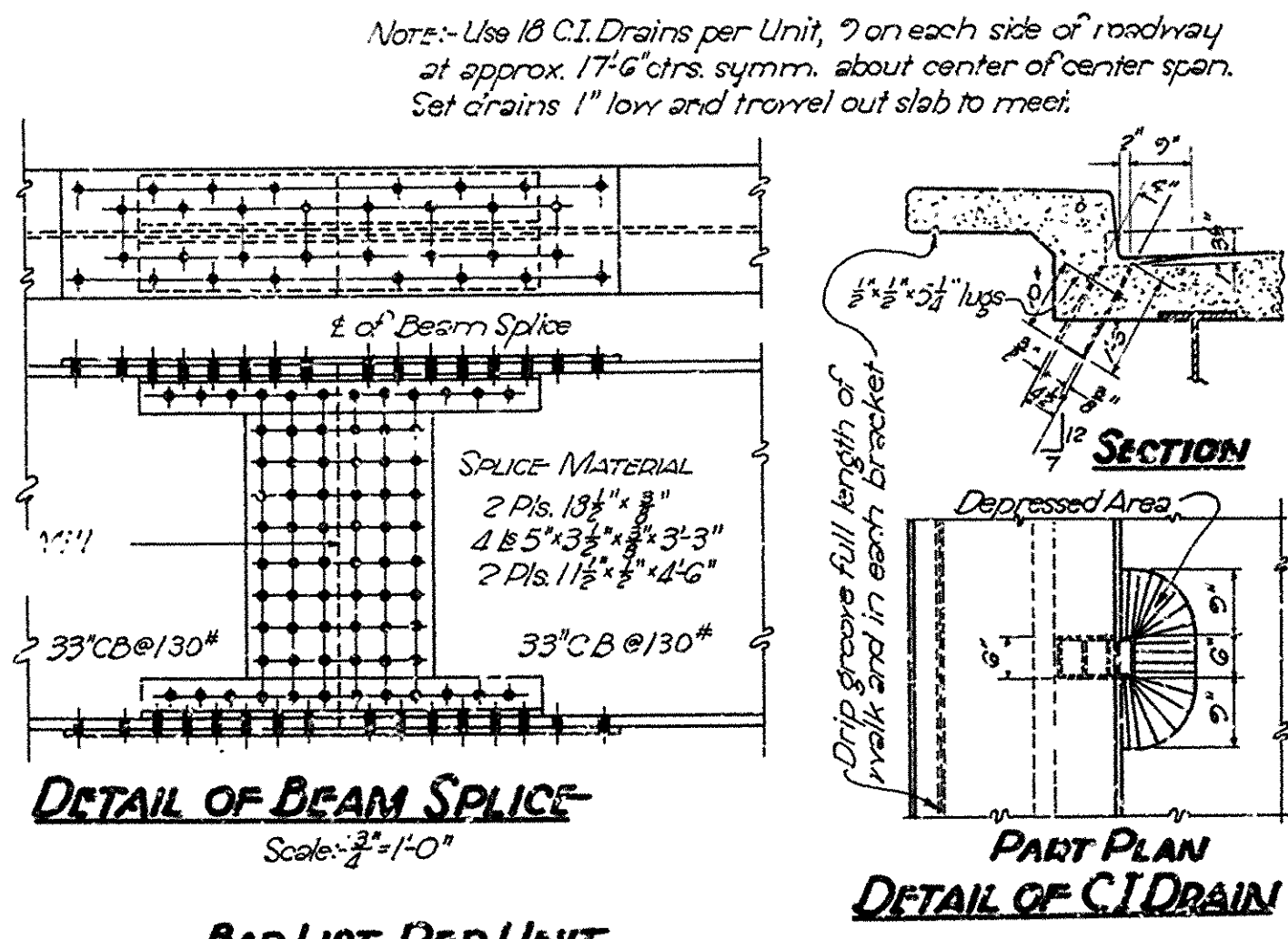


**HALF SECTION A-A AT ENDS OF UNIT**



**SEC. AT ABUTMENT**  
Scale: 1/4" = 1'-0"

**SEC. AT ENDS OF TWO UNITS**  
Scale: 1/4" = 1'-0"



**DETAIL OF BEAM SPICE**  
Scale: 1/4" = 1'-0"

**PART PLAN DETAIL OF CIDRAIN**

**GENERAL NOTES**

All concrete to be Class "S". All exposed corners to be chamfered 3/4". Rivets 3/4" Open holes 1/2" Machine or turned bolts to be used where indicated. Cross beam and strut connections are to be sub-punched 1/2" and reamed to a metal template.

Ends of all stiffeners angles shall be ground to bear against beam flanges. The holes in all beam splices shall be sub-punched or drilled to fit and reamed to 1/2" while beams are assembled in the shop. While assembled for reaming all parts are to be match-marked. A match-marking system shall be such as to prevent interchange or reversal of splice material. A match-marking diagram shall be furnished the Engineer.

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

Shop Paint: All structural steel shall be given one coat of red lead and raw linseed oil before shipment, except where in contact with concrete. Field Paint: 1st Coat White lead lined with lamp black. 2nd Coat Aluminum paint.

All shoes to be built from structural steel plates and shapes. All material to be welded together with 1/2" fillet welds extending entire length of all edges and surfaces in contact. Surfaces in contact to be fitted to bear before welding. All welded connections shall be welded by the electric arc process. All design, materials or workmanship shall be made in accordance with the specifications for "Fusion Welding".

Masonry plates shall be finally coated 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. All shoes and roadway expansion devices to be paid for as structural steel in beam spans.

Reinforcing steel to be deformed bars of structural or intermediate grade. Shop lists and bending diagrams must be submitted and approved secured before fabrication is begun. Cast iron drains to be paid for as "reinforcing steel" and to be painted the same as structural steel.

All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports sufficient in number and size to adequately 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 diagrams must be submitted for approval.

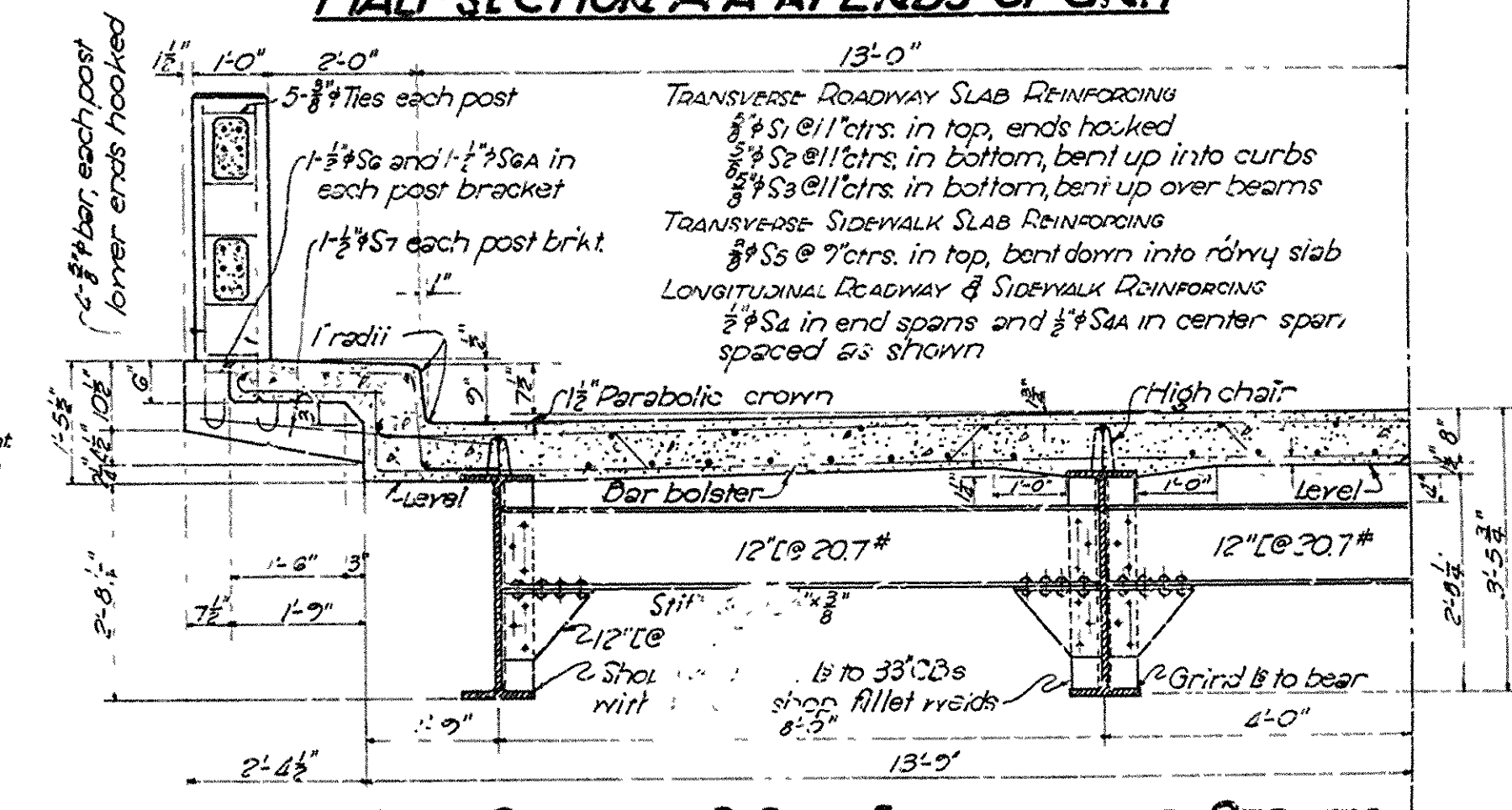
Unless corner is provided for bridge or a vertical curve the slab is to be approximately 1/2" thicker at midspan and 3/4" thicker at quarter points of each span to provide for dead load deflection of steel beams.

To control beam deflections provide supports at the middle of each span before the slab is poured to permit a deflection of only 3/8". Slab in all spans to be poured before any supports are removed. Each span is to be loaded symmetrically about its center, pouring end spans first.

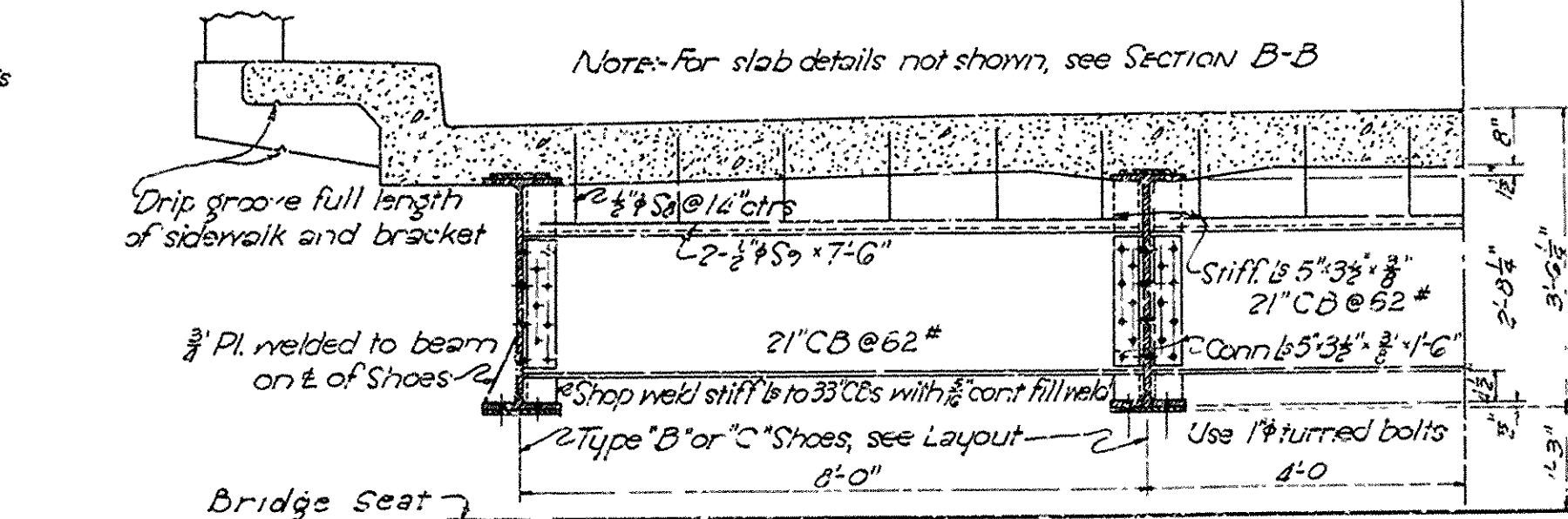
In alignment, all 33" beams are to be supported at points approx. one sixth of the length of the beams from each end. Both points of support are to be on the same car.

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

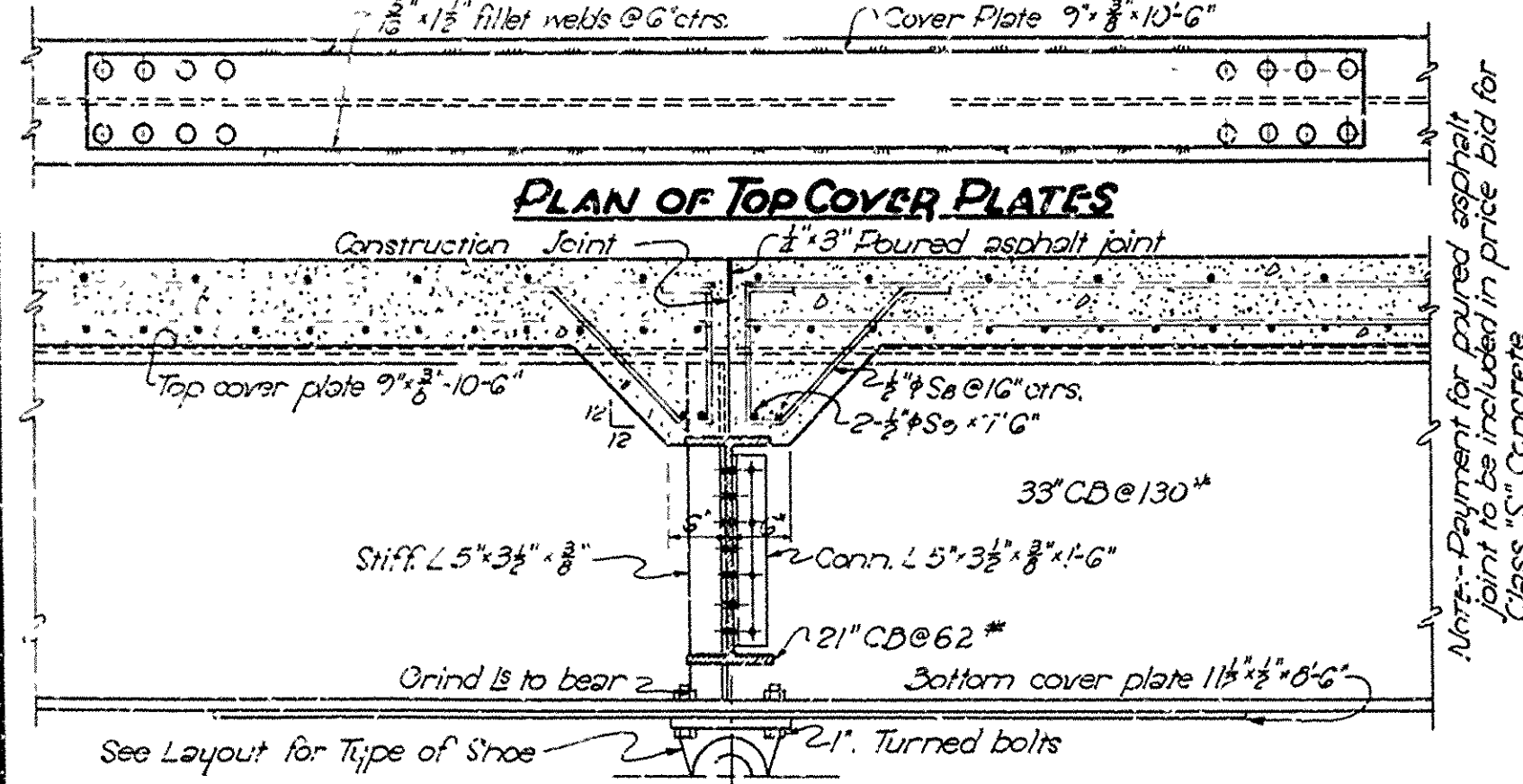
Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.



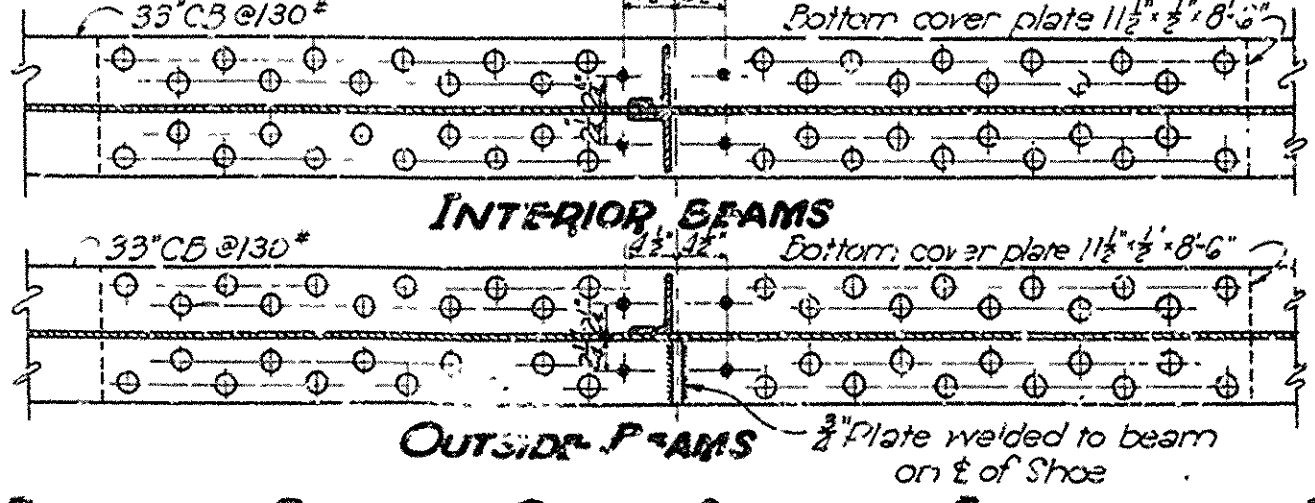
**HALF SECTION B-B AT INTERMEDIATE STRUTS**  
Note: See General Notes for note on corner



**HALF SECTION C-C AT INTERMEDIATE DIERS**



**SECTION AT PIERS**

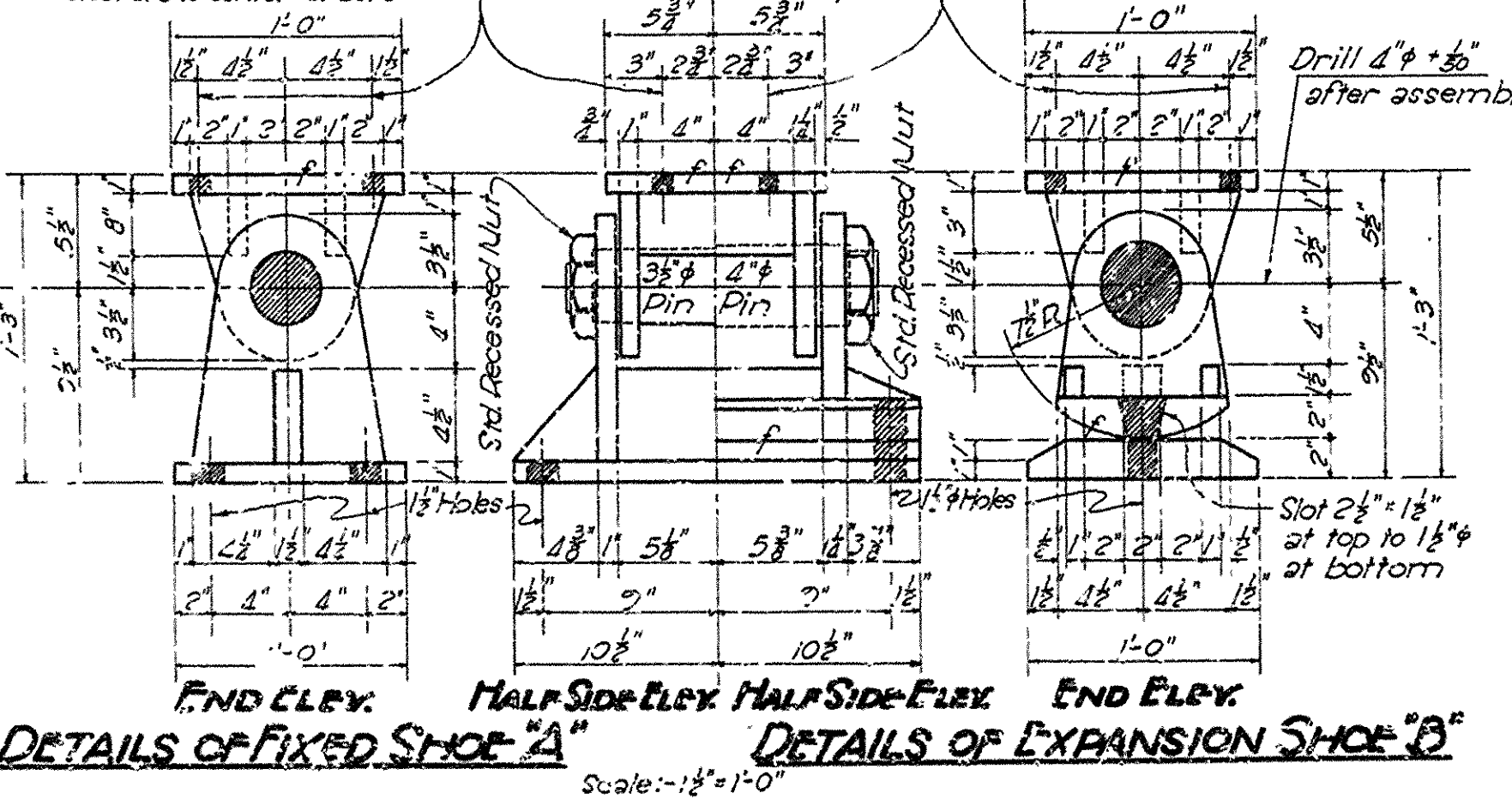


**DETAIL OF BOTTOM COVER PLATES AT INTERMEDIATE PIERS**  
Scale: 1/4" = 1'-0"

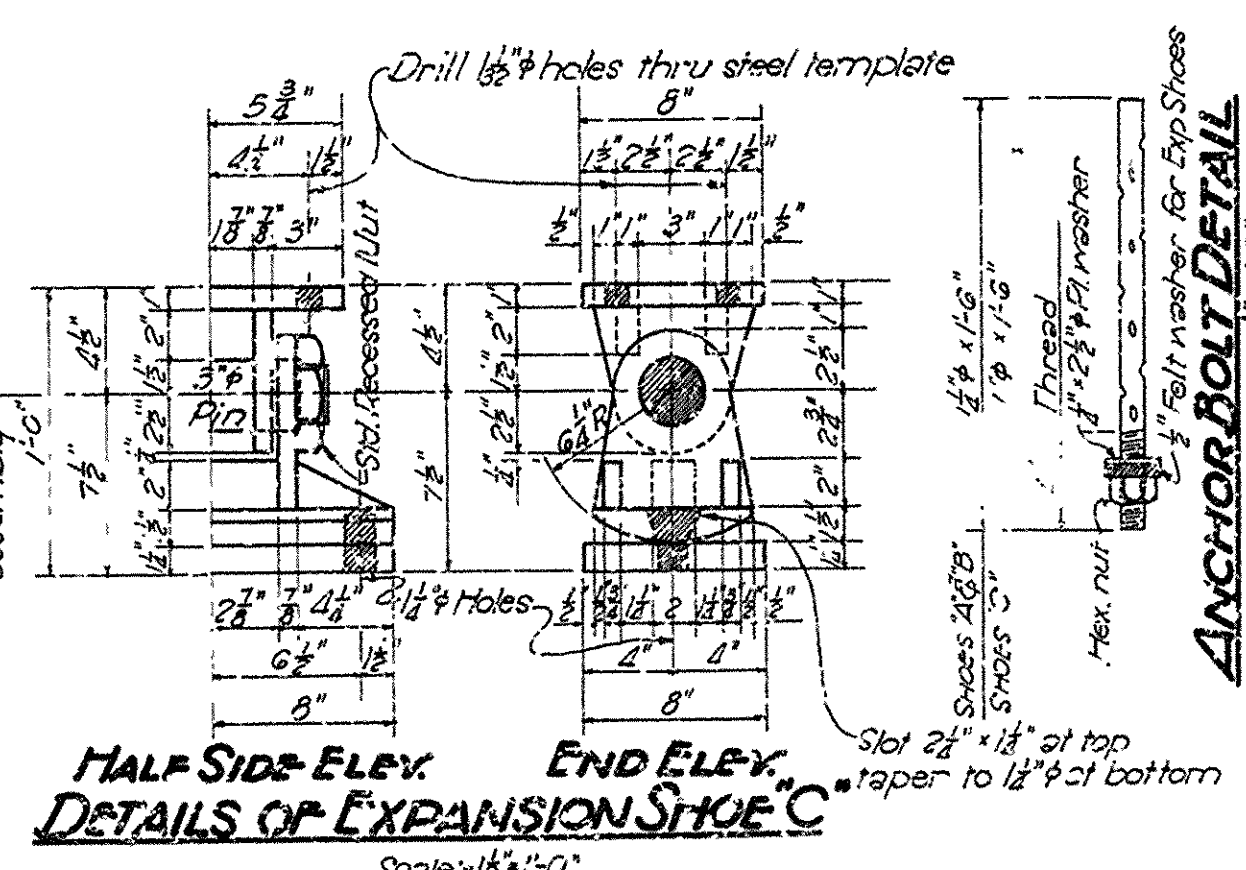
**BAR LIST PER UNIT**

MARK	SIZE	NO. REQD.	LENGTH	BENDING DIAGRAM
S1	3/8"	185	27'-11"	S1
S2	3/8"	185	29'-2"	S2
S3	3/8"	183	28'-11"	S3
S4	1/2"	200	27'-0"	S4
S5	1/2"	150	22'-8"	S5
S6	3/8"	454	6'-5"	S6
S7	1/2"	64	10'-11"	S7
S8	1/2"	64	10'-7"	S8
S9	1/2"	72	3'-6"	S9
S10	1/2"	24	7'-6"	S10

Note: Dimensions relating to reinforcing steel are to center of bars



**DETAILS OF FIXED SHOE 'A'** and **DETAILS OF EXPANSION SHOE 'B'**  
Scale: 1/4" = 1'-0"



**HALF SIDE ELEV. and END ELEV. DETAILS OF EXPANSION SHOE 'C'**  
Scale: 1/4" = 1'-0"

**DESIGN LIVE LOAD: M-20 LOADING A.A.S.H.O. 1941**

Load distribution to interior beam: Dead Load 1040 #/lin. ft.  
Live Load 0.8 Lanes

Load distribution to outside beam: Dead Load 1350 #/lin. ft.  
Live Load 0.5 Lanes

UNIT STRESSES: Class "S" Concrete (f' = 10) 1000 #/sq. in.  
Reinforcing Steel 18000 #/sq. in.  
Structural Steel 18000 #/sq. in.

**DETAILS OF STANDARD 52'-7 1/2" x 65'-0" x 52'-7 1/2" CONTINUOUS I-BEAM SPANS**  
**26'-0" CLEAR ROADWAY 2' SIDEWALK @ 2'-0"**  
**4 GIRDER TYPE**  
ROUTE SEC.

**ARKANSAS STATE HIGHWAY COMMISSION**  
LITTLE ROCK, ARK.

Drawn By: *W.C.H.* Date: 2-7-44  
Traced By: *F.H.* Date: 2-30-45  
Checked By: *D.T.* Date: \_\_\_\_\_

BRIDGE NO. 23-75 DRAWING NO. 5145

*M.B. Lamer*  
PRINCIPAL HIGHWAY ENGINEER (BRIDGE)