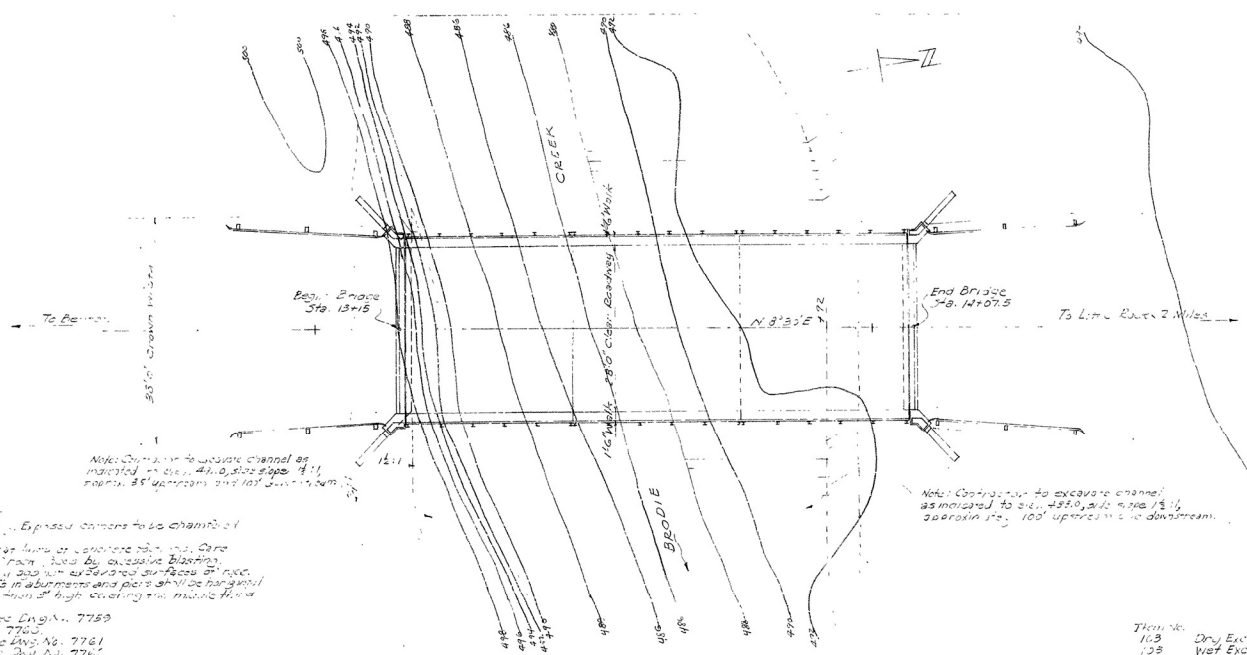


Drawn by L.H. 12-14-40  
See Plans and Notes

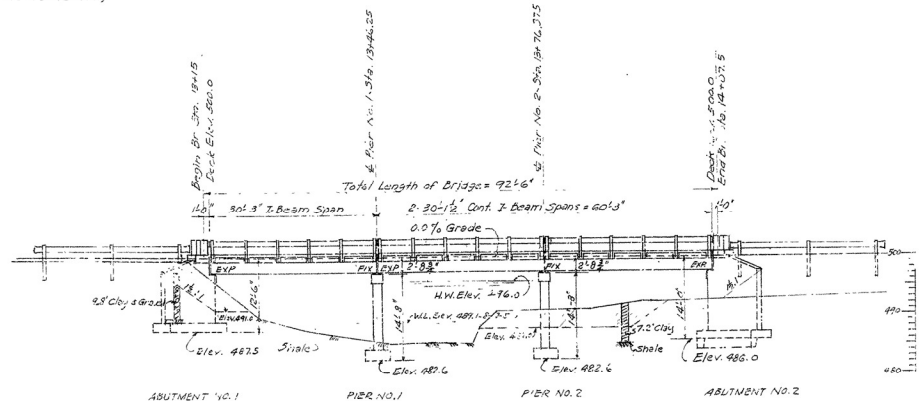


General Notes

1. All excavations shall be carried out in accordance with the specifications for the project. Exposed corners shall be chamfered.  
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10. All excavations shall be carried out in accordance with the specifications for the project. Exposed corners shall be chamfered.

PLAN

Item No.	Quantity	Unit	Notes
103	10.3	cu yd	Dry Excavation - for Structures
104	10.4	cu yd	Wet Excavation - for Structures
105	10.5	cu yd	Soft Rock Excavation - for Structures
106	10.6	cu yd	Class A Concrete for Abutments
107	10.7	cu yd	Class B Concrete for Abutments
108	10.8	cu yd	Reinforcing Steel
109	10.9	cu yd	Steel Plate Girders (Rail)
110	11.0	cu yd	Structural Steel in Beam Spans
111	11.1	cu yd	Structural Steel in Beam Spans
112	11.2	cu yd	Masonry & Waterproofing
113	11.3	cu yd	Removal of Existing Bridge Structure



ELEVATION

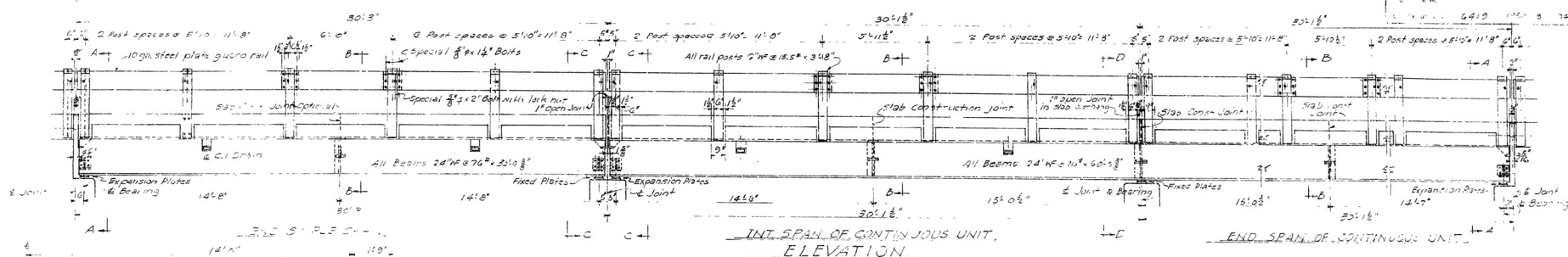
Design L.H. 12-14-40 H-16 Loading H-24.0, 1949

Unit Weights:  
Concrete (150) 150 lb/cu ft  
Class A Concrete (145) 145 lb/cu ft  
Reinforcing Steel 150 lb/cu ft  
Steel (49) 49 lb/cu ft

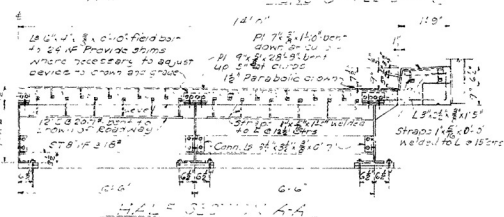
Drainage Area  
11.0 sq. miles 281.0  
B.M. Elev. 500.0 (Assumed)  
in Top of N. End of N. Abutment

Revisions: as per changes 12-14-40

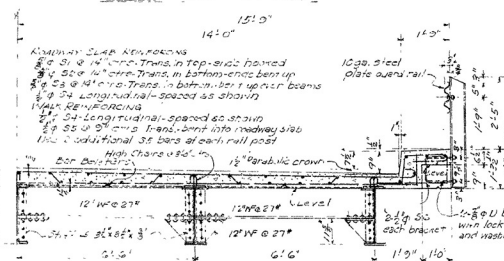
FIELD CRANE NO. 1  
REF. TO LAYOUT OF  
BRIDGE OVER SCOUT CREEK  
LITTLE ROCK - BENTON ROAD  
LITTLE ROCK - BENTON ROAD  
ARIZONA COUNTY  
ROUTE 580  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
Drawn by L.H. Date 12-14-40  
Traced by Date  
Checked by Date  
BRIDGE NO. 2713 DRAWING NO. 77584



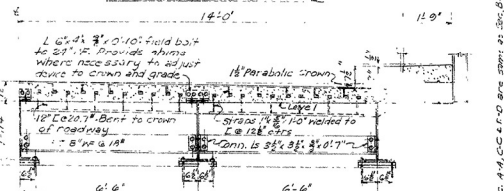
INT. SPAN OF CONTINUOUS UNIT  
ELEVATION



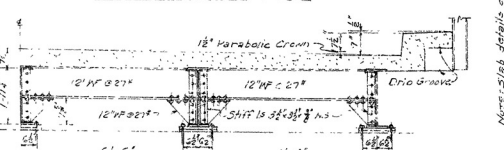
44-38861-4



HALF SECTION B-B



HALE SECTION C-C.

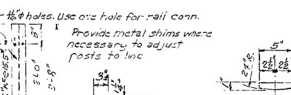


HALF SECTION D-D

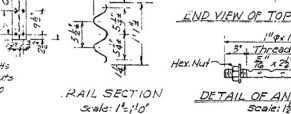
### BAR LIST

MARK	SIZ	LENGTH	BENDING DIAGRAM
S1	5/8"	24'-11"	
S2	5/8"	51'-2"	
S3	5/8"	30'-11"	
S4	1/2"	30'-0"	
S5	1/2"	41'-0"	
S6	1/2"	31'-11"	

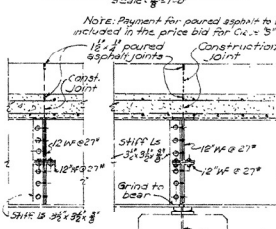
NOTE: Dimensions relating to reinforcing steel are to centers of bars



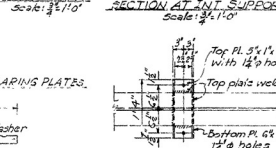
END VIEW OF TOP BEARING PLATES



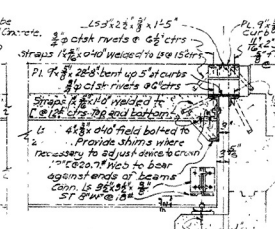
RAIL SECTION  
Scale: 1" = 10'



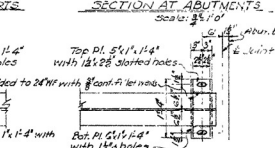
SEC. 47. INT.  
CONST. JOINT.



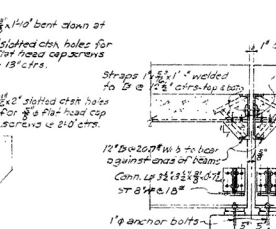
OR BOLT BEARING PLATES AT INT. SU  
Scale:  $\frac{3}{8}$ " = 1'-0"



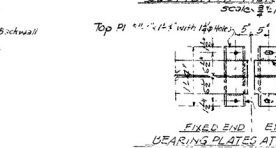
1" anchor bolts  $\left\{ \begin{array}{l} 6' \\ 12' \end{array} \right.$



REPORTS BEARING PLATES AT JOINTMENTS  
Scale: 2" = 1'-0"



SECTION AT PIER

Scale:  $\frac{3}{4}$ 

### GENERAL NOTES

1. All concrete to be Class S-11. All exposed corners to be chamfered unless otherwise noted.

2. Rebar shall be Class 60. Use neoprene boots where bolts are indicated.

3. Break off all stiffener angles shall be ground to bear against beam flanges.

4. Structural details of equal or greater strength may be substituted for spaces shown but must be fully noted on shop drawings.

5. All weld connections to be by the E-1111 shop widely except as noted. Welding in by the electric arc process is acceptable.

6. All connections with curved members shall be by the Highway and Railway Bridges of the American Welding Society.

7. All bearing plates to be of structural steel. All top plates to be of structural steel.

8. All connections to be of structural steel.

9. All extending ends of all edges and surfaces in contact.

10. Masonry plates to be applied on 3 layers of burlap saturated with red lead paint.

11. All bearing and roadway expansion devices to be paid for at the mill price list for structural steel in Burns Station.

12. Shop drawings shall be submitted to the Engineer for approval of red lead and raw linseed oil before shipment except surfaces in or with concrete.

13. Final Shop drawings shall be dated with lamp black, 20% cast, aluminum paint.

14. Cast iron shoes to be paid for at Reinforcing Steel, and to be painted with red lead paint.

15. This drawing shows general features of design only. Shop drawings shall be made in accordance with the specifications identified and approved by the Engineer before fabrication begins.

16. Reinforcing steel to be formed by means of structural intermediate grade steel. All reinforcement shall be submitted and approved before fabrication begins.

17. All reinforcing steel shall be accurately located in the

forms and rigidly held in place by means of steel wire supports sufficient in number and size to prevent displacement during the casting of concrete.

Wire supports will not be paid for directly but will be considered subsidiary to the item of Reinforcing steel.

Shells of bridge piers shall be cast in one piece.

No tolerance will be permitted in the angle between flange and web of beams of "I" type of bearing.

Splices in beams shall be staggered and no bridges on a vertical curve shall have a splice approximately 1/4th of the span and 1/4th of the length of the quarter span from the dead load deflection of the steel beams. For cantilevers, the span lengths shall be the distance center to center of support.

Slab pours shall be made as specified by number above.

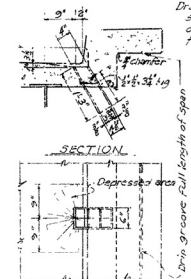
The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail, including its base, shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer.

Specifications: American Society of Highway Construction Standard Specifications for Road and Bridge Construction adopted 1931 and 1938.

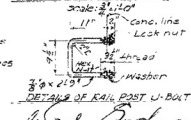
DESIGN LINE: AD - H-15 Loading A.R.R.O. (1941)  
Load Distribution to Interior Beams: DL + 75% M/L (H)  
Ls: Dist. from toe to Outside Beams: Ls 43 inches on A.D.  
Ls 43 inches on M/L  
Ls 43 inches on A.D.  
Ls 43 inches on M/L  
Ls 43 inches on A.D.  
Ls 43 inches on M/L

UNIT STRESSES:-

Class 5 <sup>th</sup> Concrete ( $m=10$ )	1000 $\text{kg}/\text{cm}^2$
Reinforcing steel	18000 $\text{kg}/\text{cm}^2$
Structural steel	18000 $\text{kg}/\text{cm}^2$



PART PLAN  
DETAIL OF S.I. DRAINS



CRIGGS DESIGN ENGINEER

**SPECIAL NOTE:** All 24" beams bearing in special steel joists are to be fabricated and installed by the Arkansas State Highway Commission and will be available to the City of the Arkansas Foundry Co. Little Rock, Ark.

The 24" beams fabricated "unsplined" and erected will be as a "wide-flange" or "Structural Steel" as shown by the photo.

Additional structural steel required in places bearing on the existing foundation of piers, diaphragms and all other on the main line of the bridge as shown by the Beam, Girder

DETAILS OF INCIDENTS AND

28' 0" CLEAR ROADWAY - E WALK 31-2

SECRET

ARKANSAS STATE HIGHWAY COMMISSION

Drawn By: J.B. Date: 5-25-50 Sec. 10, 11

BRIDGE NO. 77.2 DRAWING NO. 7762