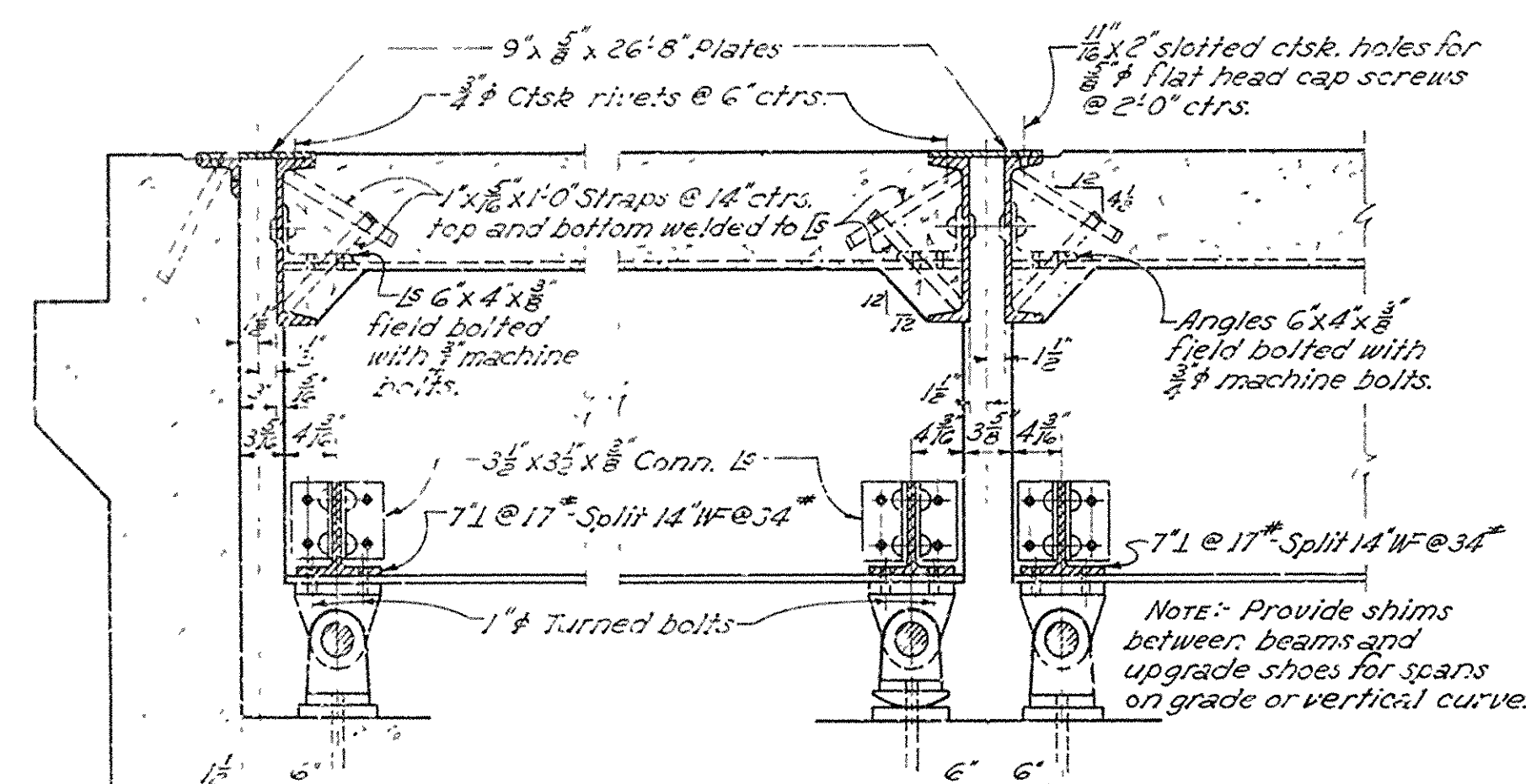
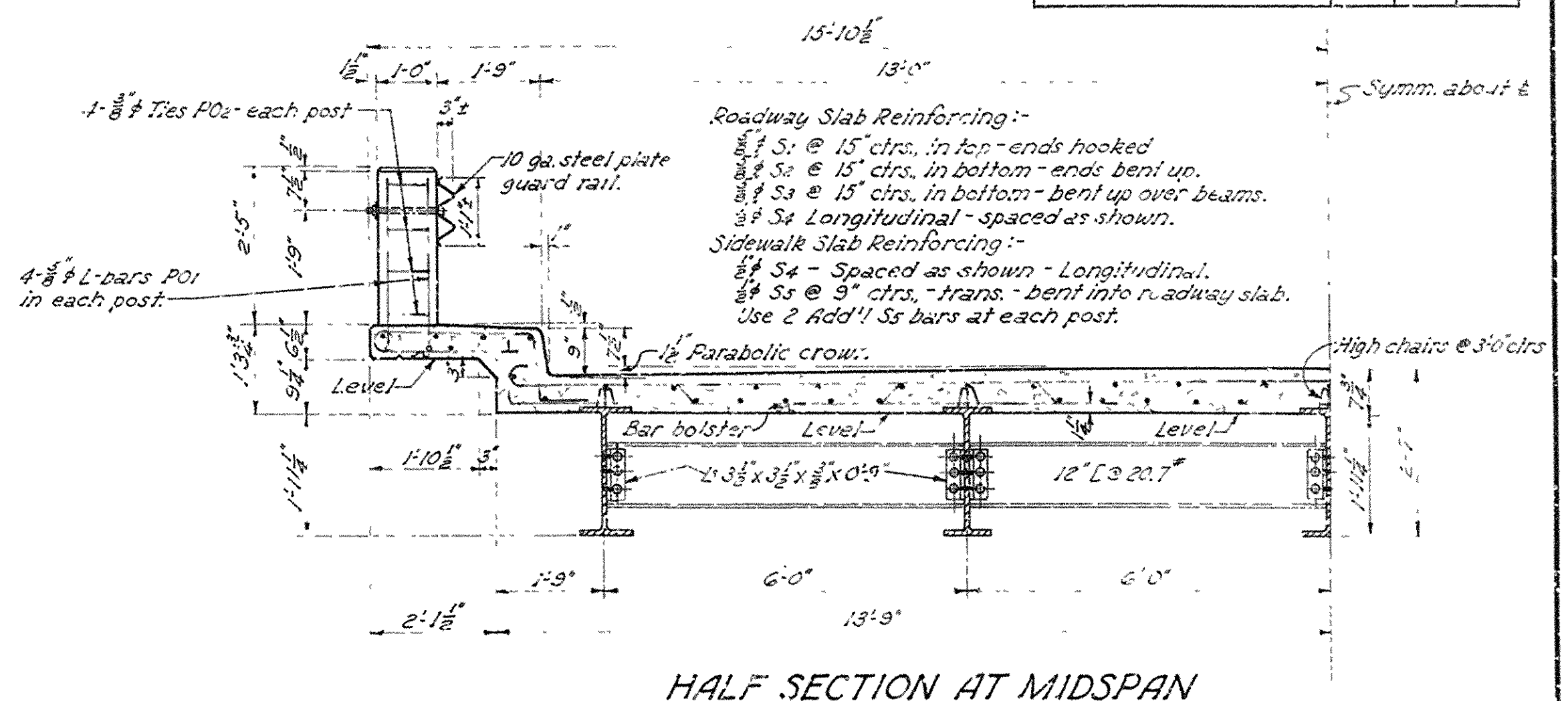
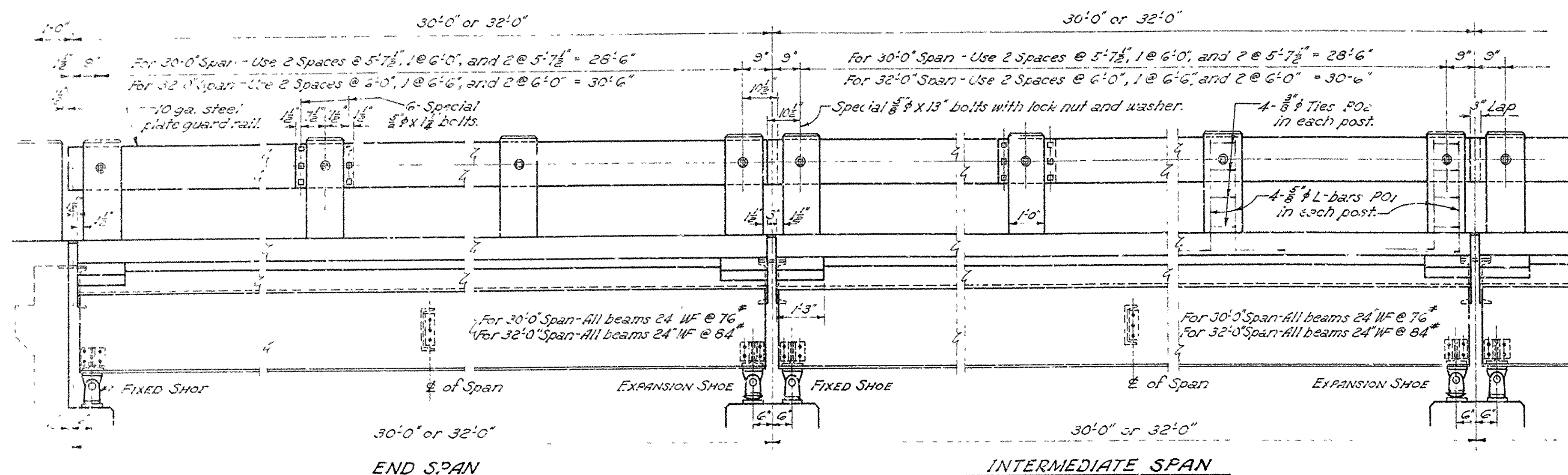






FED ROAD DIST NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	1-12			
STATE JOB NO.		1517			



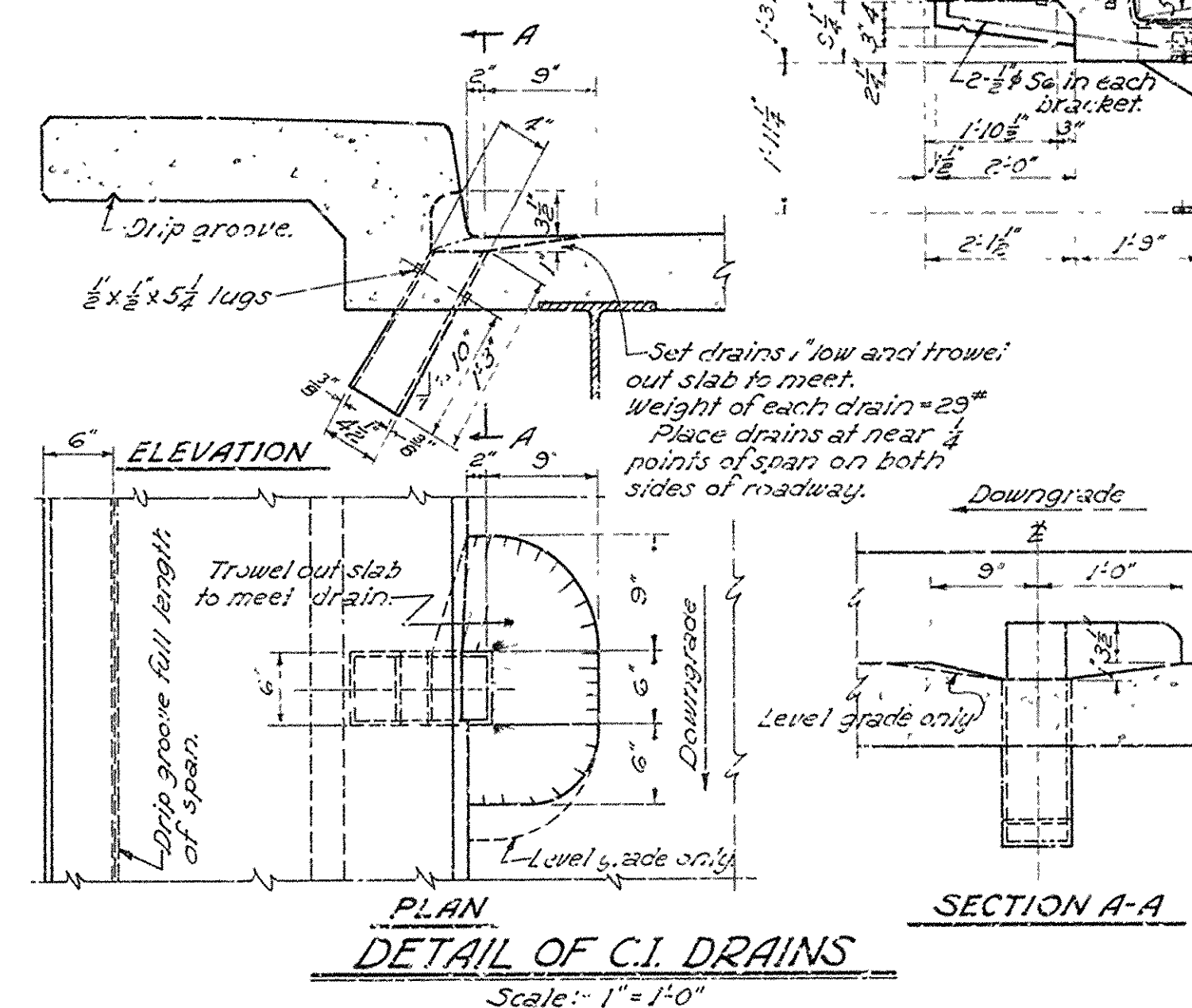
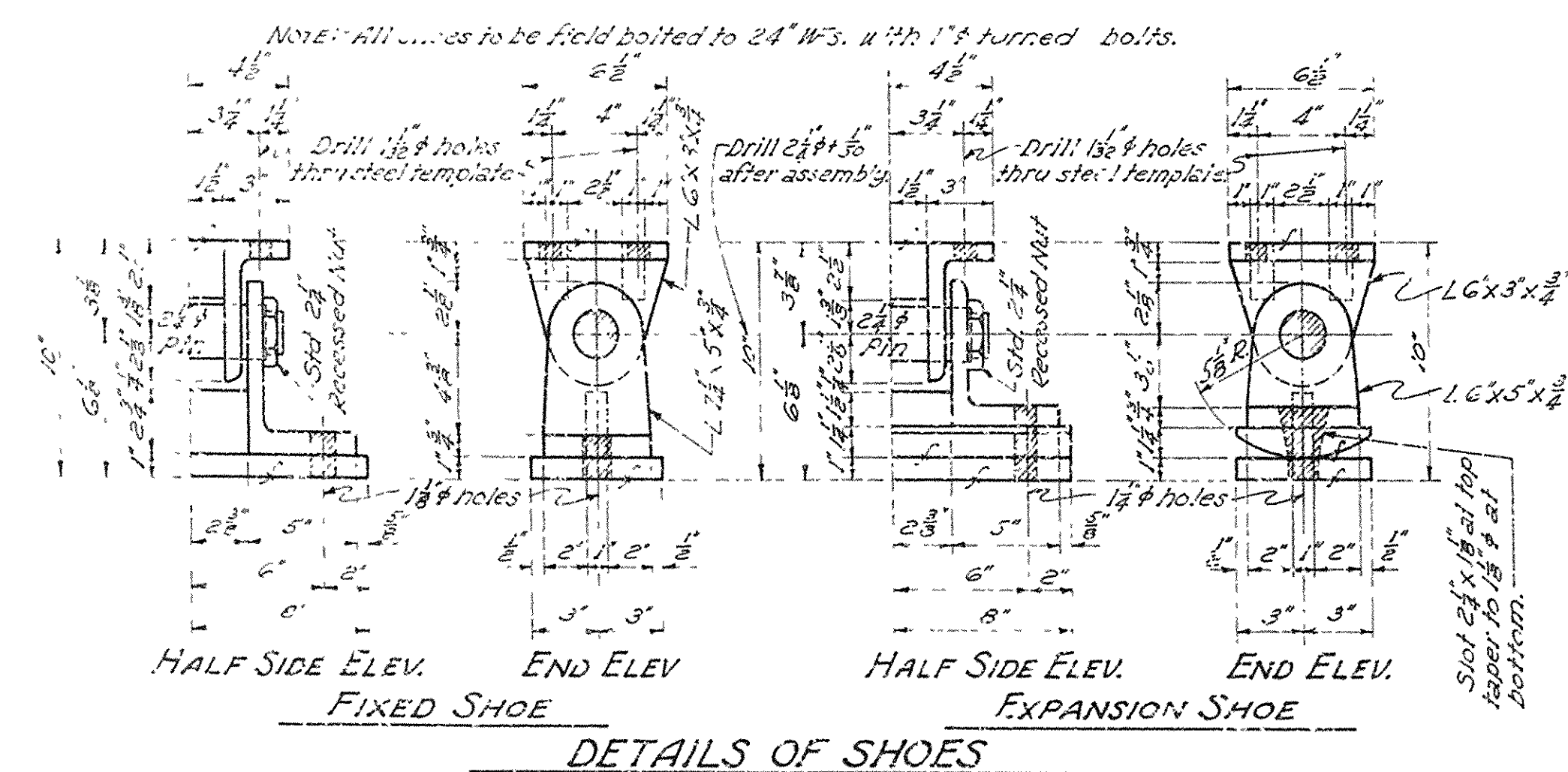
### LIST OF BENT BARS FOR SLABS

MARK	SIZE	LENGTH	BENDING DIAGRAM
S <sub>1</sub>	5/8" φ	27' 11"	
S <sub>2</sub>	5/8" φ	29' 2"	
S <sub>3</sub>	5/8" φ	29' 0"	
S <sub>4</sub>	1" φ	7' 0"	
S <sub>5</sub>	5/8" φ	4' 0"	
P01	5/8" φ	4' 0"	
P02	5/8" φ	3' 5"	

GIRDERS	DEAD LOAD	ROADWAY LIVE LOAD
Outside Girders	1030 & 1040 / Lin.ft.	0.833 Wheel
Interior Girders	710 & 720 / Lin.ft.	1.200 Wheel

DESIGN LIVE LOAD-H20 LOADING A.A.S.H.O. 1949  
WIDTH OF LANE = 10 FEET.

<b>UNIT STRESSES</b>	
Class "S" Concrete ( $n=10$ )	1000 <sup>#</sup> /sq.in.
Reinforcing Steel	13,000 <sup>#</sup> /sq.in.
Structural Steel	18,000 <sup>#</sup> /sq.in.



**REINFORCING STEEL NOTE**  
All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports of sufficient size and number to prevent displacement during the course of construction, and to keep the steel a proper distance from the forms. 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.

### GENERAL NOTES

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 all concrete posts, shall be paid for at the unit price bid per linear foot for Steel Plate Guard Rail. To be painted the same as structural steel.

To provide for deflection of girders due to dead load, the slab shall be approximately  $\frac{1}{4}$ " thicker at midspan and  $\frac{3}{16}$ " thicker at the quarter points. Increase thickness of slab to provide for vertical curve camber.

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

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

DETAILS OF STANDARD  
30'-0" AND 32'-0" I-BEAM SPANS  
26'-0" CLEAR ROADWAY 2 SIDEWALKS @ 1'-6"  
5 GIRDER TYPE

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

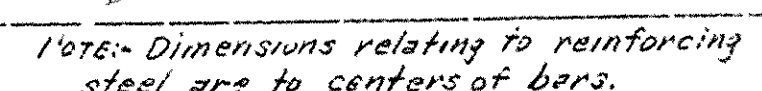
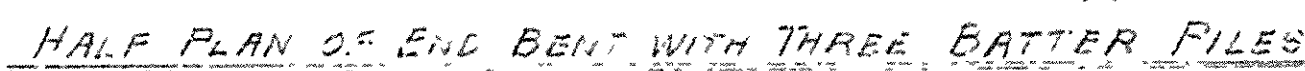
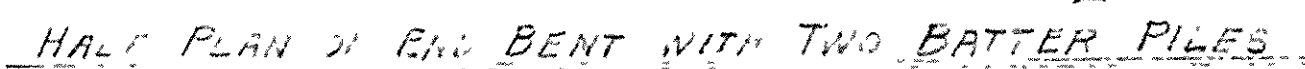
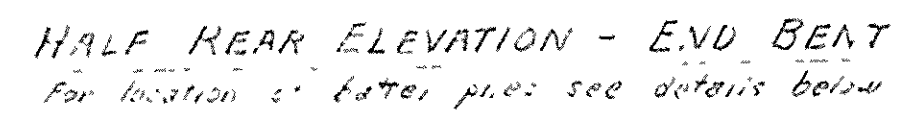
Drawn By: M.C.H. Date: 4-2-50  
Traced By: A.S.S. Date: 4-7-50  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_

Scale: 1" = 100'  
EXCEPT AS NOTED

BRIDGE NO. \_\_\_\_\_ DRAWING NO. 5111

*H. O. Lavier*  
BRIDGE ENGINEER





GENERAL NOTES

All concrete for 1-1000-5. All exposed corners to have  $\frac{1}{4}$  chamfer unless otherwise noted.

Shop lists and welding diagrams of reinforcing steel must be submitted and approved before fabrication is begun.

Maximum design pile load for regular intermediate bent is 300 and 300 tons per pile for 30'0" and 30'0" spans, respectively.

Piles to be driven to a minimum capacity of 300 tons.

SPC, ARIZONA - Arizona State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1943.

DETAILS OF BENTS  
FOR

STANDARD 30'-0" & 32'-0" I-BEAM SPANS  
26'-0" CLEAR ROADWAY 2 SIDEWALKS @ 1'-6"  
5 GIRDER TYPE

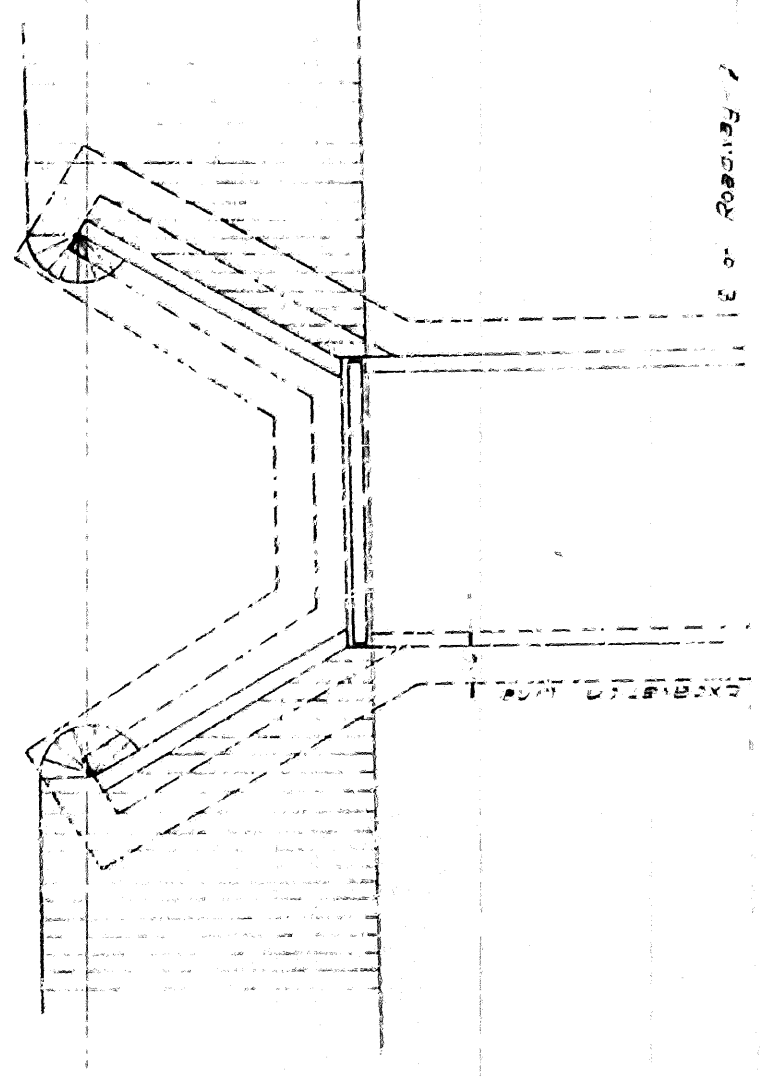
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Drawn By: W.G.H. Date: 1-6-50  
 Traced By: R.J.W. Date: 2-9-50  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 BRIDGE NO. \_\_\_\_\_ DRAWING NO. 5112

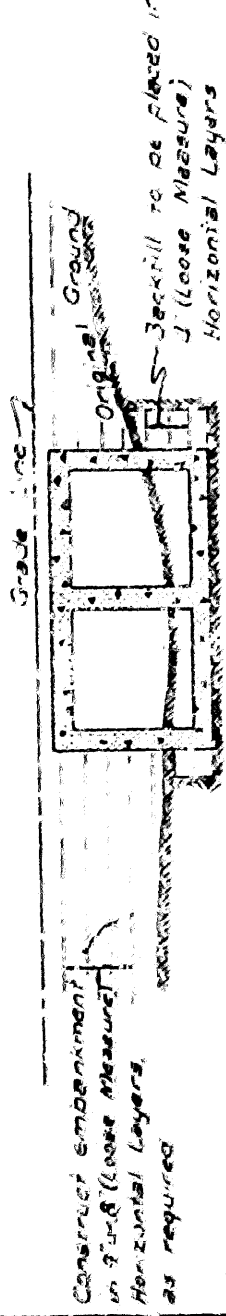
N. B. Garver  
BRIDGE ENGINEER



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

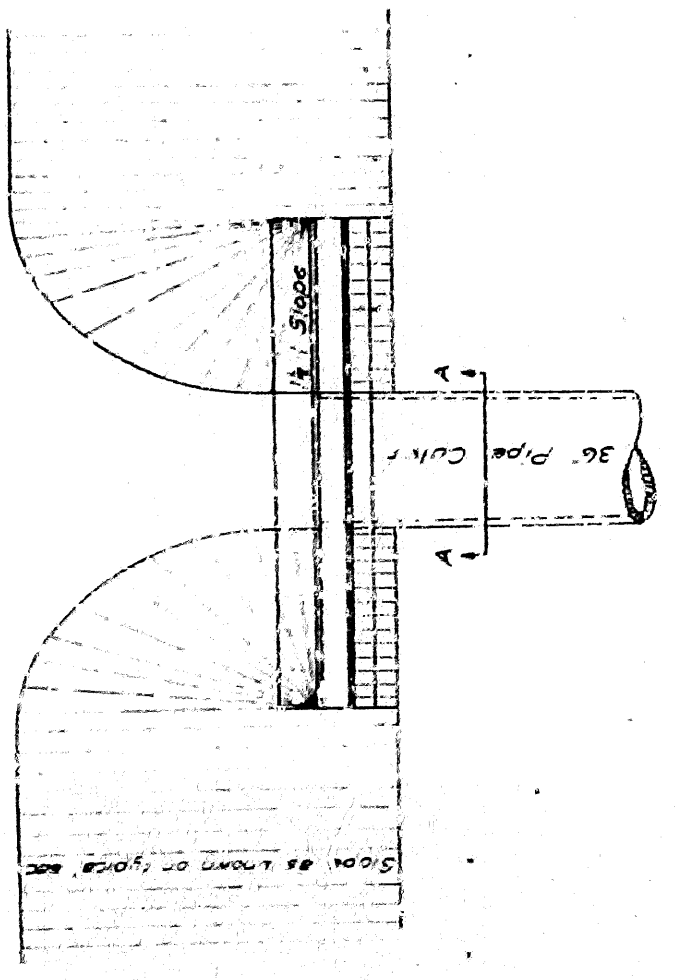


PLAN

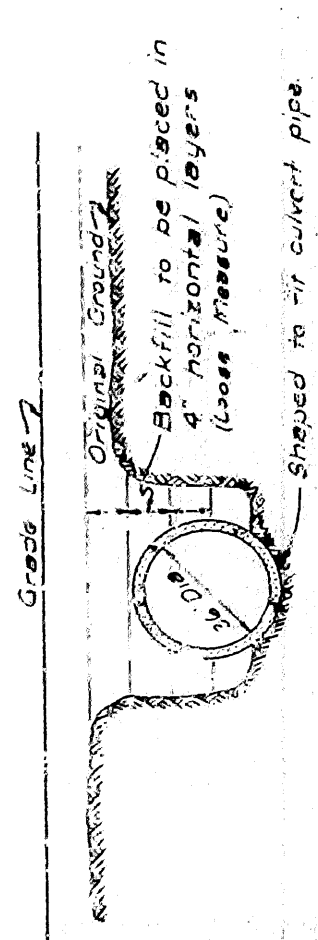


LONGITUDINAL SECTION

BOX CULVERT



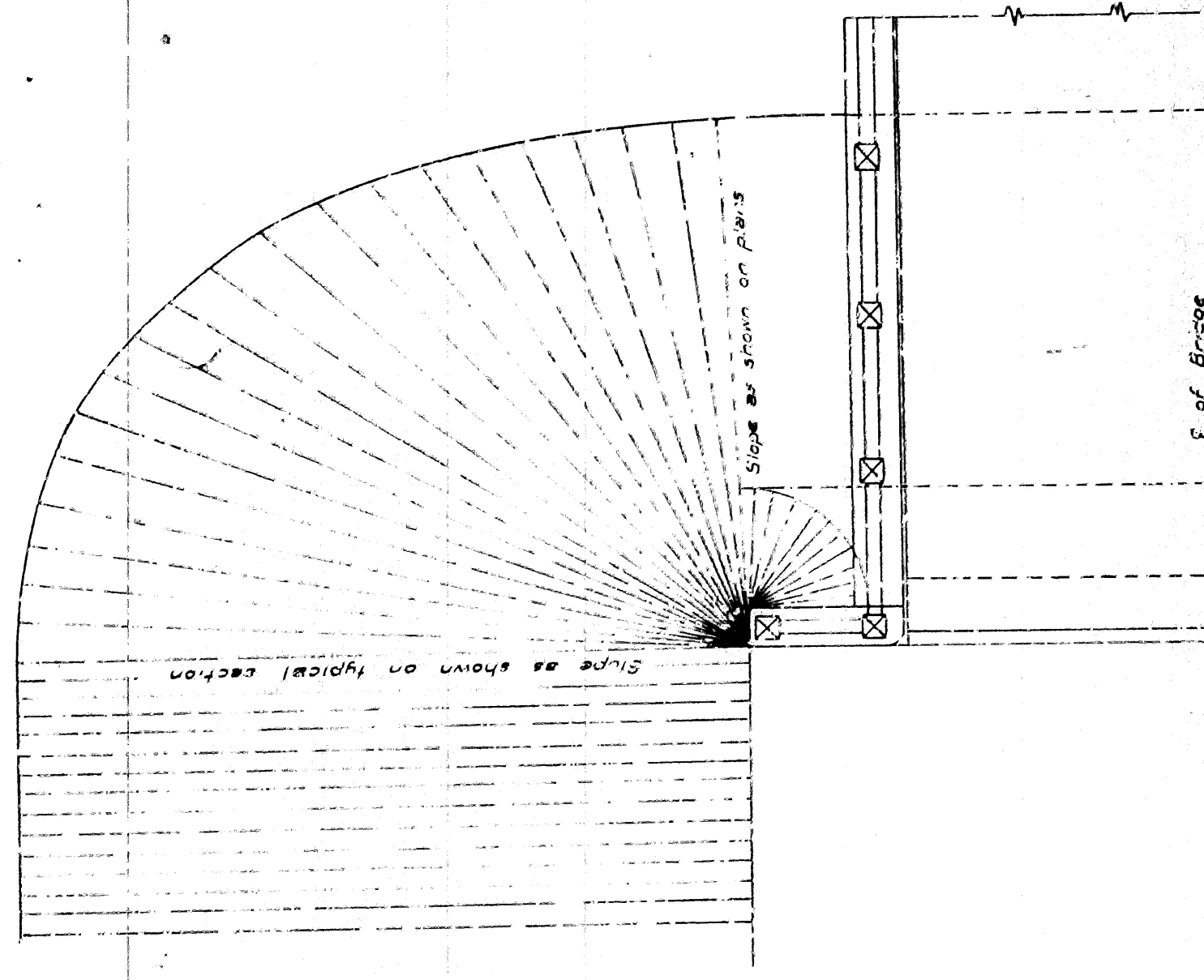
PLAN



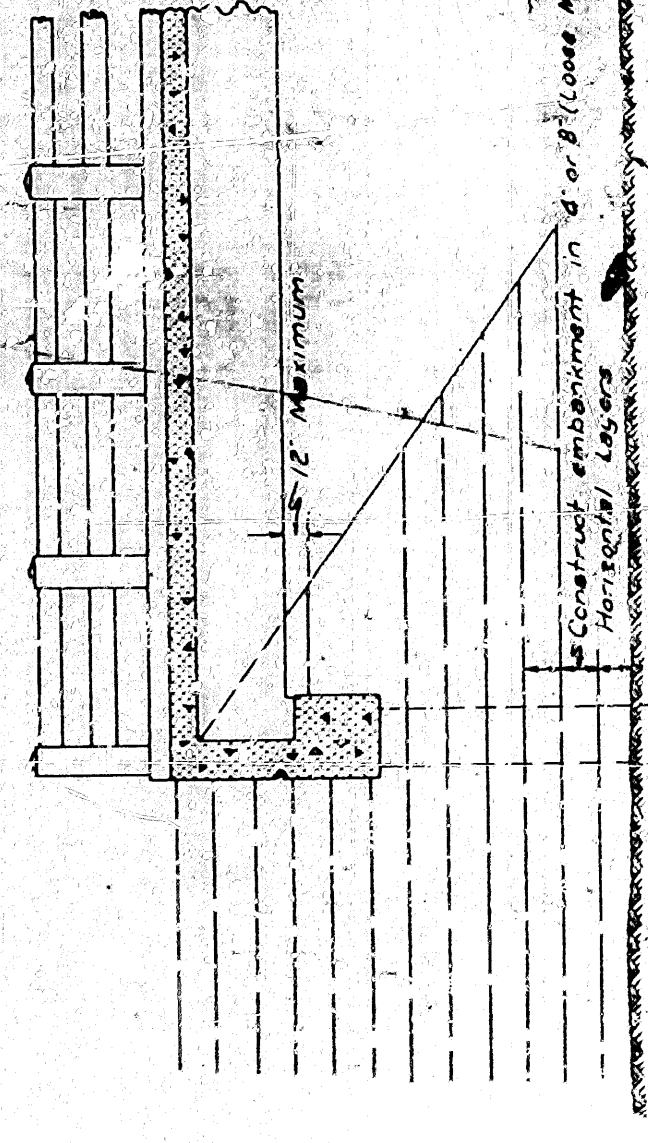
SECTION A-A

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 and adjacent to culverts.



HALF PLAN



LONGITUDINAL SECTION

OPEN END ABUTMENT

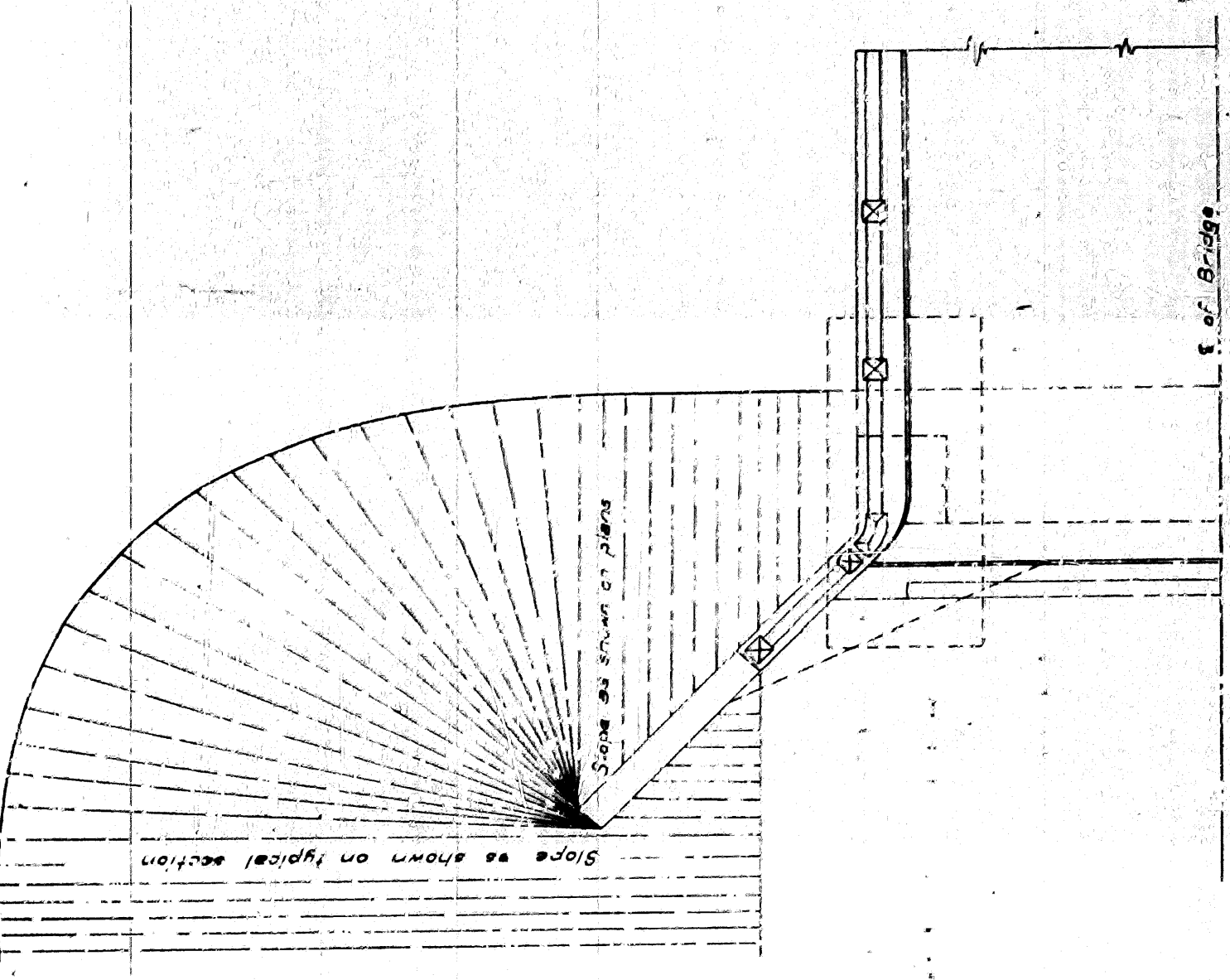
CONSTRUCTION OF THE BRIDGE-END EMBANKMENT

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 area to the end of wingwalls.

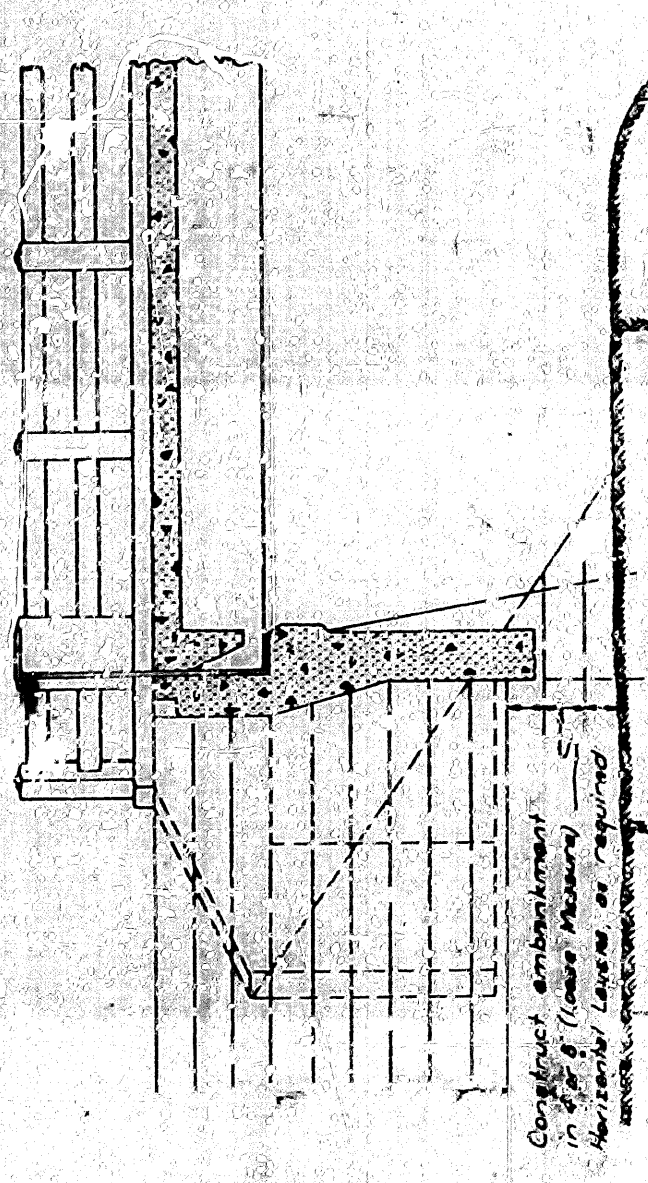
The surface area to be occupied by this embankment shall first be cleared of all debris and movable matter and then certified so as to completely expose the raw earth. The grading shall be done before any of the base surface is covered by material taken from the structure excavations.

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

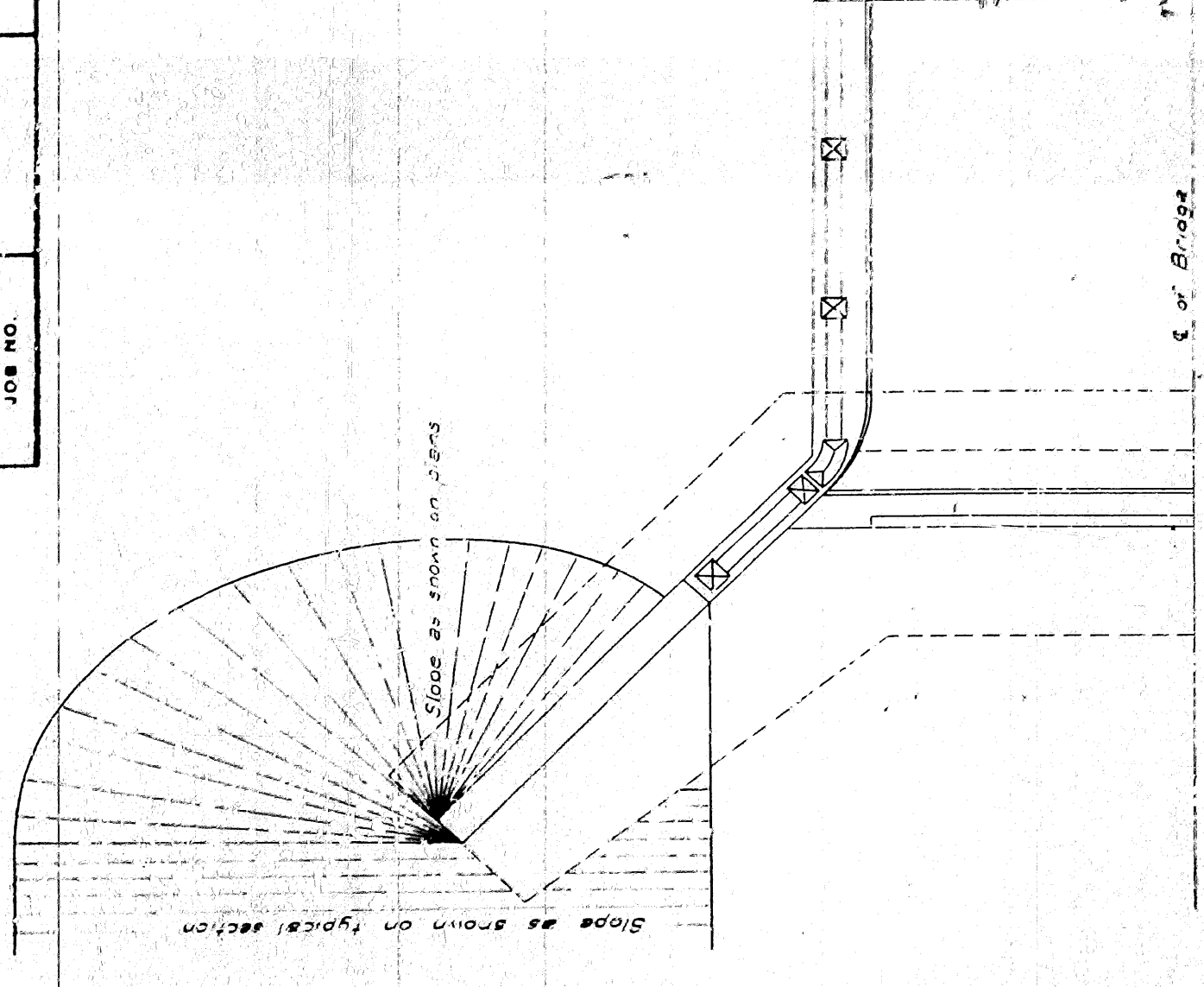
SEMI-OPEN ABUTMENT

BACKFILLING EXCAVATION

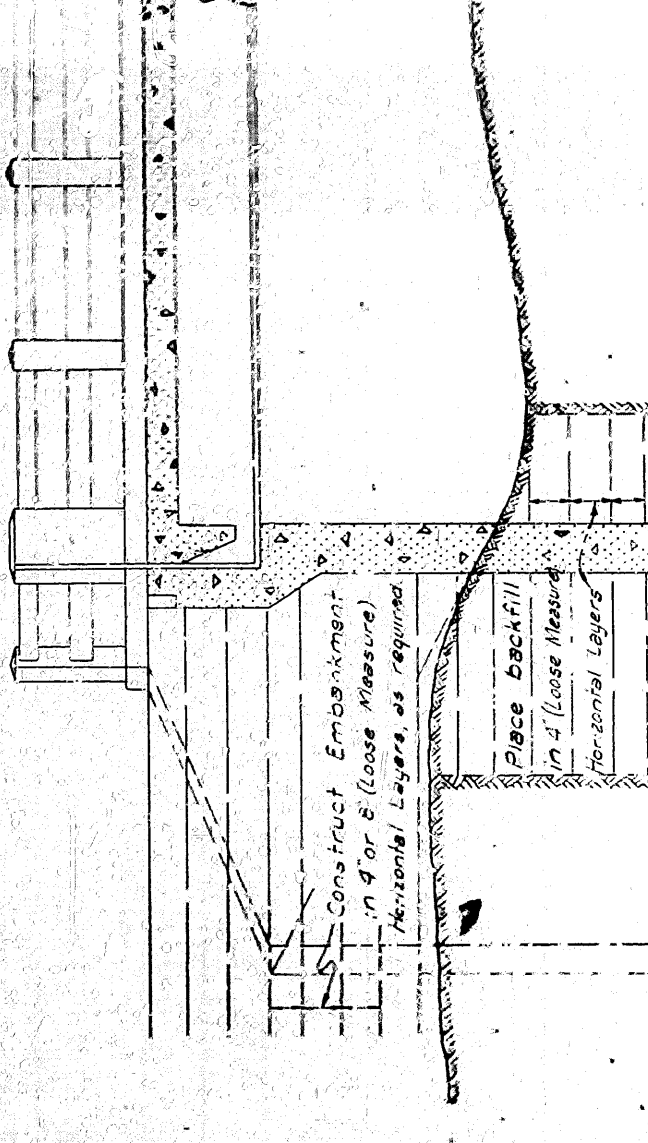
In so far as a practicable abutment excavations shall be cut to the size shown by the plans with allowance of 18 in. on all sides as permitted by the specifications. Gravelly oversize and flared cuts sometimes made to avoid the use of shoring will not be permitted.

When the abutment excavation is ready for backfilling, it shall be cleared of all collecting materials. Unless otherwise directed by the engineer and 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