

PLAN

End Bridge Sta. 115+15.5

Begin Bridge Sta. 112+42.00

Total Bridge Length 274.0'

Shoulder 10'-0"

Clear Roadway 24'-0"

Shoulder 10'-0"

470

460

450

440

430

480

470

460

450

440

430

Concrete Parapet

Rail

1.5' Clear

44'-0" Clear Roadway

1.5' Clear

Concrete Parapet

1.5' Clear

430

440

450

460

470

480

Fence

3:1

3:1

Test Hole (Typ.)

North 60° 01' 26" East

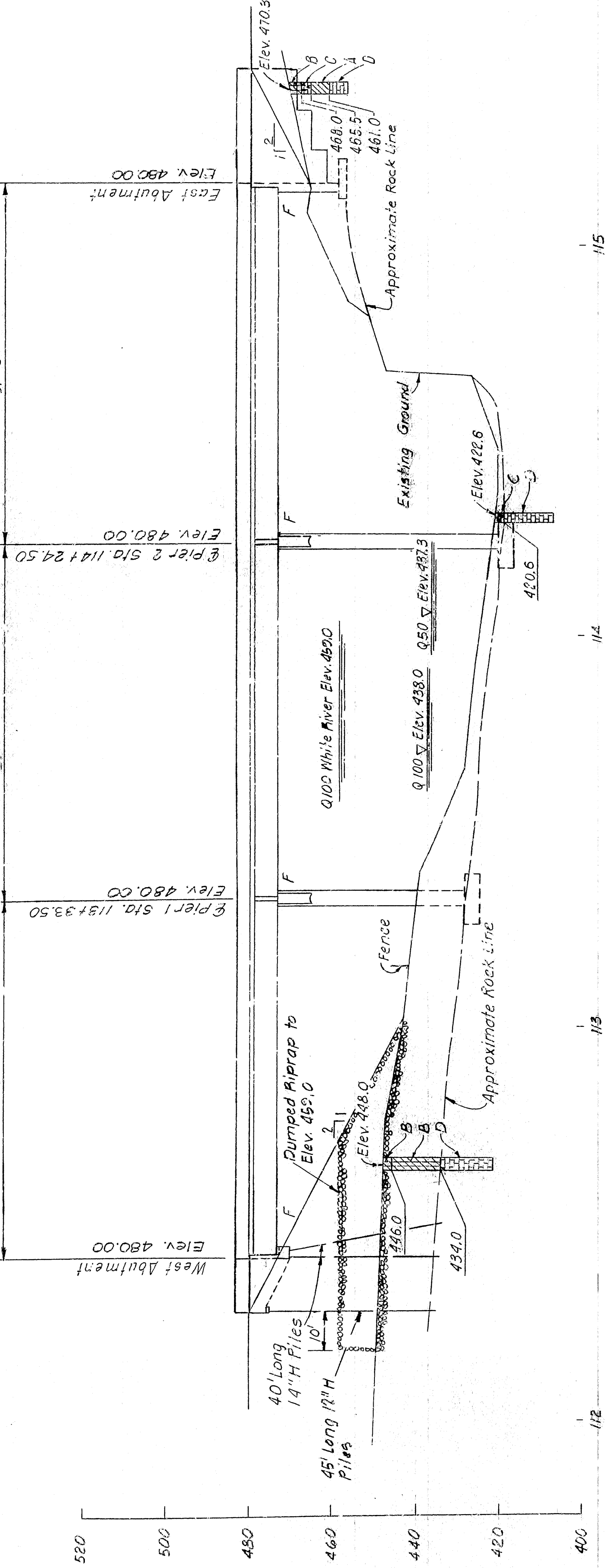
Type I Approach Slab For Details, see Drawing No. 274-00

Type I Approach Slab For Details, see Drawing No. 274-00

TBM-N.I.S. 4" Cedar 38' Rt.  
Sta. 113 + 05  
Elev. 443.07

TBM-N.I.S. 40" Twin Oak 190' Rt.  
Sta. 120 + 50  
Elev. 482.50

Total Bridge Length 274'-0"  
 Continuous Composite Prestressed Girder Spans  
 574' 115' 16' 00"  
 End Bridge



Vertical Curve  
PVI Sta. 109+50  
Elev. 480.00  
LVC 600'  
M.O. +3.75

ALT. NO. 1  
SHEET 1 OF 1

GENERAL PLAN AND ELEVATION  
U.S. HIGHWAY 62

FALLEN ASH CREEK BRIDGE

- B Silty Clay
- C Weathered Limestone and Chert Gravel
- D Gray Limestone

MARION COUNTY  
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

**LITTLE ROCK, ARK.**

DRAWN BY: J.D.T. DATE: MARCH, 1964  
CHECKED BY: H.J.P. DATE: APRIL, 1965  
DESIGNED BY: D.H.W. DATE: APRIL, 1965

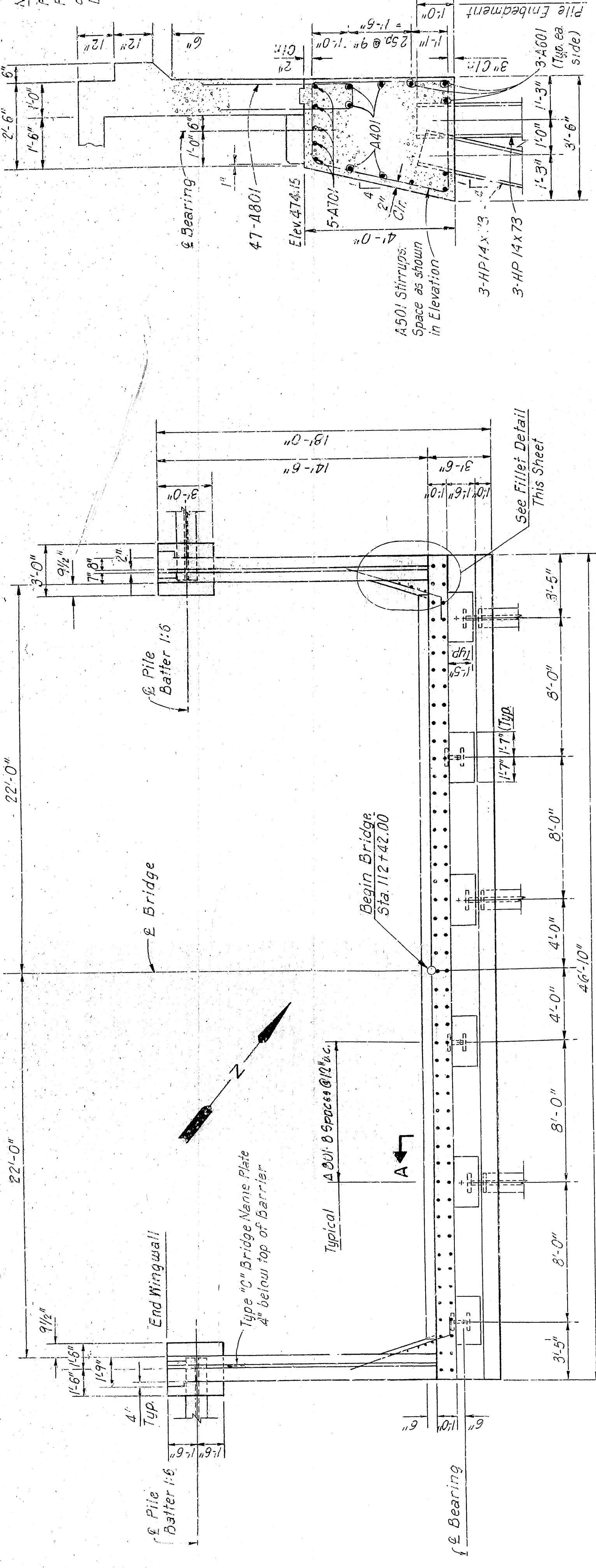
SCALE: 1" = 20'

BRIDGE NO. 6058

DRAWING NO. 27349

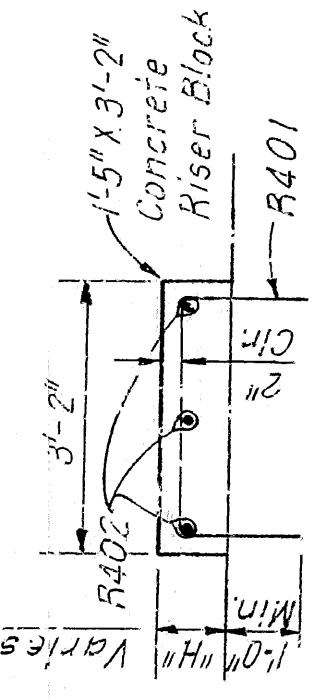
| NO. | DATE | REVISION | BY | CHKD. | APP'D. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|----|-------|--------|-------|--------------------|-----------|--------------|
| 1   |      |          |    |       |        | ARK.  |                    | 37        | 166          |
| 2   |      |          |    |       |        |       |                    |           |              |
| 3   |      |          |    |       |        |       |                    |           |              |
| 4   |      |          |    |       |        |       |                    |           |              |
| 5   |      |          |    |       |        |       |                    |           |              |
| 6   |      |          |    |       |        |       |                    |           |              |
| 7   |      |          |    |       |        |       |                    |           |              |
| 8   |      |          |    |       |        |       |                    |           |              |
| 9   |      |          |    |       |        |       |                    |           |              |
| 10  |      |          |    |       |        |       |                    |           |              |
| 11  |      |          |    |       |        |       |                    |           |              |
| 12  |      |          |    |       |        |       |                    |           |              |
| 13  |      |          |    |       |        |       |                    |           |              |
| 14  |      |          |    |       |        |       |                    |           |              |
| 15  |      |          |    |       |        |       |                    |           |              |
| 16  |      |          |    |       |        |       |                    |           |              |
| 17  |      |          |    |       |        |       |                    |           |              |
| 18  |      |          |    |       |        |       |                    |           |              |
| 19  |      |          |    |       |        |       |                    |           |              |
| 20  |      |          |    |       |        |       |                    |           |              |
| 21  |      |          |    |       |        |       |                    |           |              |
| 22  |      |          |    |       |        |       |                    |           |              |
| 23  |      |          |    |       |        |       |                    |           |              |
| 24  |      |          |    |       |        |       |                    |           |              |
| 25  |      |          |    |       |        |       |                    |           |              |
| 26  |      |          |    |       |        |       |                    |           |              |
| 27  |      |          |    |       |        |       |                    |           |              |
| 28  |      |          |    |       |        |       |                    |           |              |
| 29  |      |          |    |       |        |       |                    |           |              |
| 30  |      |          |    |       |        |       |                    |           |              |
| 31  |      |          |    |       |        |       |                    |           |              |
| 32  |      |          |    |       |        |       |                    |           |              |
| 33  |      |          |    |       |        |       |                    |           |              |
| 34  |      |          |    |       |        |       |                    |           |              |
| 35  |      |          |    |       |        |       |                    |           |              |
| 36  |      |          |    |       |        |       |                    |           |              |
| 37  |      |          |    |       |        |       |                    |           |              |

NOTE:  
For Details and  
Reinforcement  
of Sockwall, see  
Drawing No. 27350.

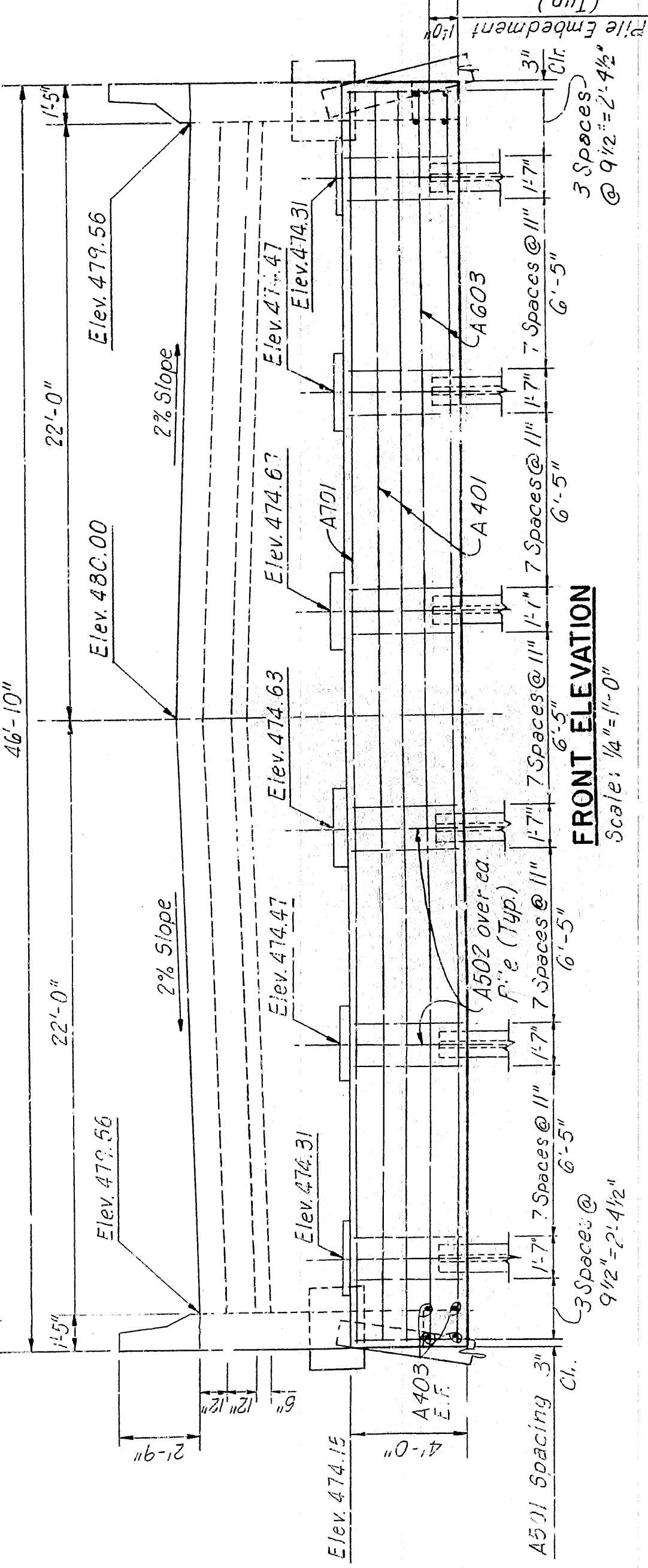


PLAN (WEST ABUTMENT)  
Scale: 1/4" = 1'-0"

SECTION A-A  
Scale: 1/2" = 1'-0"



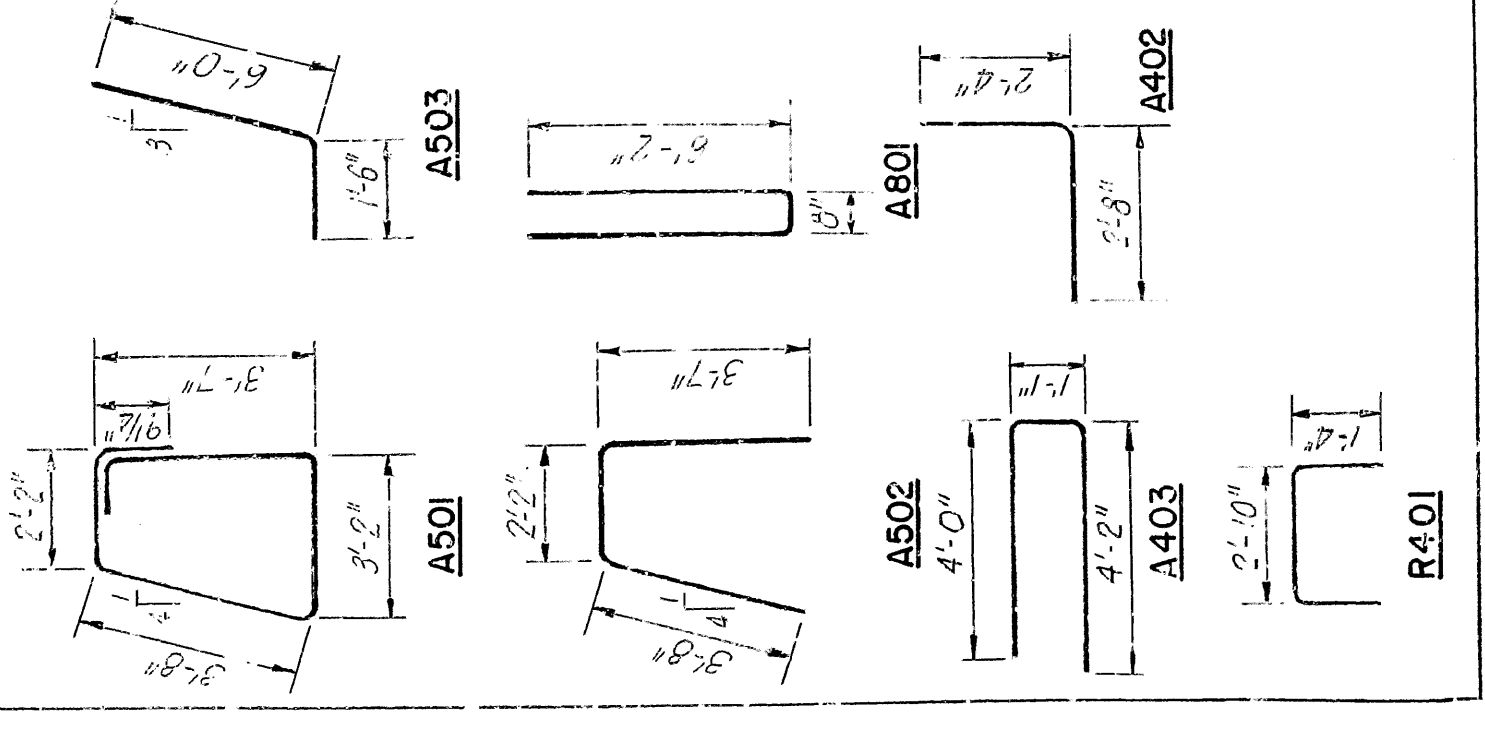
Scale: 1/2" = 1'-0"



FRONT ELEVATION  
Scale: 1/4" = 1'-0"

| MARK | NO. | LENGTH    | PIN DIA. |
|------|-----|-----------|----------|
| A401 | 5   | 46'-4"    | 5"       |
| A402 | 23  | 4'-11"    | 5"       |
| A403 | 4   | 9'-1"     | 2"       |
| A404 | 4   | 1'-1"     | 5/8"     |
| A501 | 48  | 13'-7"    | 2 1/2"   |
| A502 | 6   | 9'-2 1/2" | 2 1/2"   |
| A503 | 10  | 7'-5"     | 2 1/2"   |
| A504 | 2   | 6'-8"     | 5/8"     |
| A505 | 2   | 6'-5"     | 5/8"     |
| A506 | 2   | 5'-11"    | 5/8"     |
| A507 | 2   | 5'-6"     | 5/8"     |
| A601 | 6   | 46'-4"    | 5/8"     |
| A701 | 5   | 46'-4"    | 5/8"     |
| A801 | 47  | 12'-7"    | 6"       |
| R401 | 4   | 5'-4"     | 2"       |
| R402 | 6   | 2'-6"     | 5/8"     |

BENDING DIAGRAM



NOTE: Dimensions of Bars are out-to-out.

ALT. NO. 1  
SHEET 1 OF 2  
DETAILS OF WEST ABUTMENT  
FALLEN ASH CREEK BRIDGE



| DATE REPAID | DATE PAID | DATE PAID | FED. ROAD NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|-------------|-----------|-----------|---------------|-------|--------------------|-----------|--------------|
|             |           |           | 6             | ARK.  |                    |           |              |
| JOB NO.     |           |           |               |       | 9783               | 38        | 166          |

6058 DETAILS OF WEST ABUT

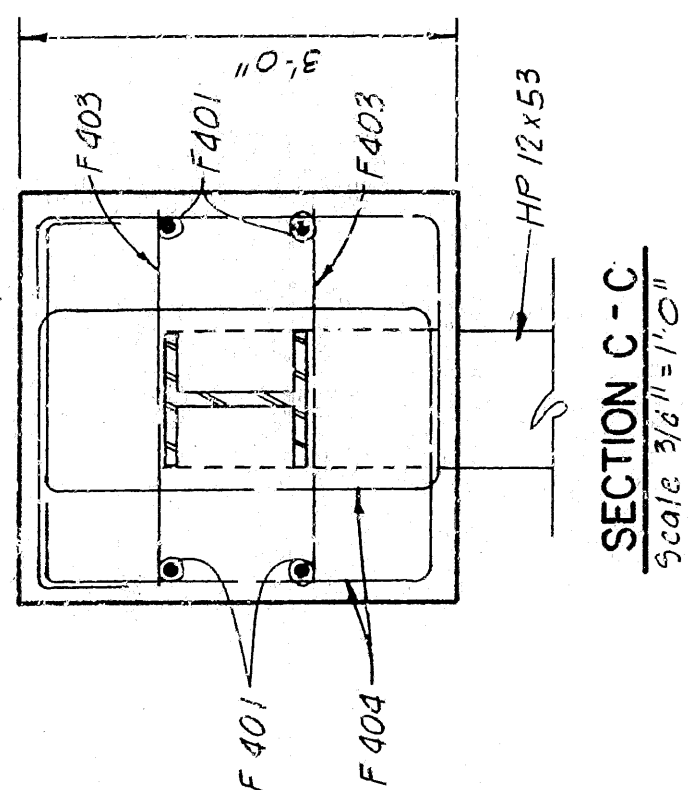
2735

| CLOSED PARAPET |         |     |
|----------------|---------|-----|
| "f"            | k       | n   |
| 1'-8"          | 2 1/2 " | 15" |
|                |         |     |
|                |         |     |

| REINFORCEMENT SCHEDULE |       |                 |          |
|------------------------|-------|-----------------|----------|
| MARK                   | NO.   | LENGTH          | PIN DIA. |
| W401                   | 2 Ea. | 1'-0" to 8'-6"  | 5/8"     |
| W206                   |       |                 |          |
| W407                   | 4 Ea. | 7'-9" to 4'-0"  | 5/8"     |
| W215                   |       |                 |          |
| W418                   | 12    | 3'-5"           | 3/8"     |
| W417                   | 18    | 2'-11"          | 2"       |
| W418                   | 4     | 6'-4"           | 5/8"     |
| W419                   | 10    | 14'-2"          | 5/8"     |
| W501                   | 2 Ea. | 11'-0" to 8'-3" | 5/8"     |
| W506                   |       |                 |          |
| V507                   | 10    | 14'-2"          | 3/8"     |
| W601                   | 4     | 10'-6"          | 5/8"     |
|                        |       |                 |          |
| F401                   | 8     | 5'-5"           | 5/8"     |
| F402                   | 8     | 5'-11/2"        | 2"       |
| F403                   | 8     | 2'-8"           | 5/8"     |
| F404                   | 8     | 10'-2"          | 5/8"     |
| F401                   | 32    | 2'-3"           | 2"       |
| F403                   | 32    | 5'-8"           | 2"       |
| F406                   | 14    | 14'-2"          | 5/8"     |
|                        |       |                 |          |
|                        |       |                 |          |
| BENDING DIAGRAM        |       |                 |          |
|                        |       |                 |          |

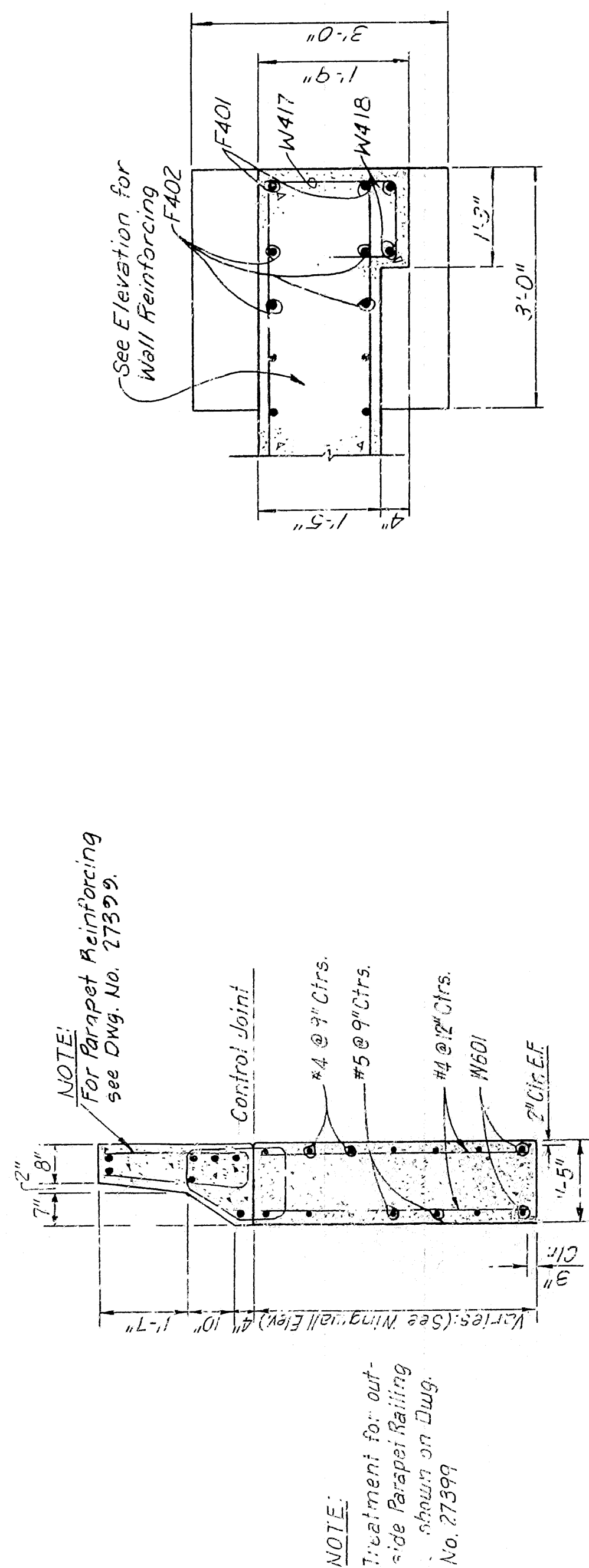
**VOTES:**

1. For Parapet Reinforcing and Bending Diagrams, see *Dwg. No. 27399*
2. For Guard Fence Bolt Details, see *Drawing No. 27399*.



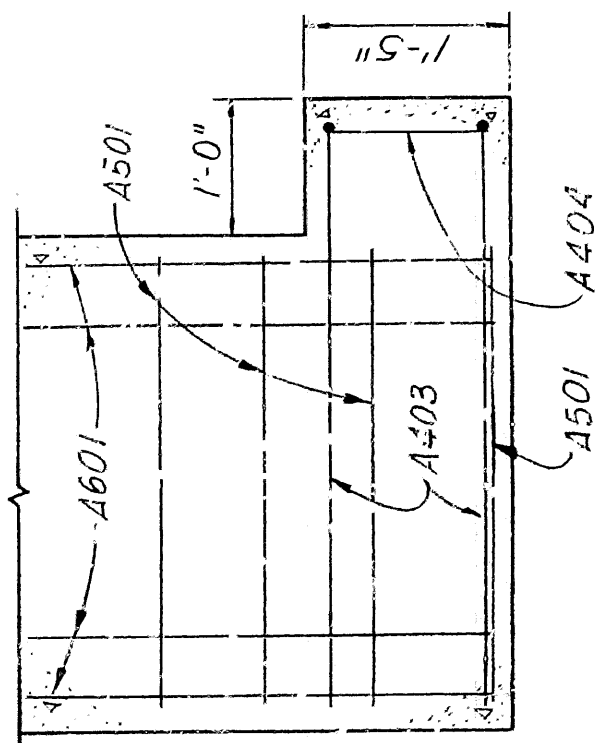
SECTION C - C  
scale 3/8" = 1'-0"

**NOTE:** Dimensions of Bars are out-to-out.



SECTION A-A  
Scale: 1/2" = 1'-0"

SECTION B-B  
Scale: 3/4" = 1'-0"



SECTION D-D  
Scale: 3/4"=1'-0"

AL.T. NO. 1  
SHEET 2 OF 2  
DETAILS OF WEST ABUTMENT  
FALLEN ASH CREEK BRIDGE

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

DRAWN BY: P.B.B. DATE: MARCH 1985  
CHECKED BY: H.U.P. DATE: MARCH 1985  
RECORDED BY: D.C.W. DATE: MARCH 1985  
SCALE: As Noted

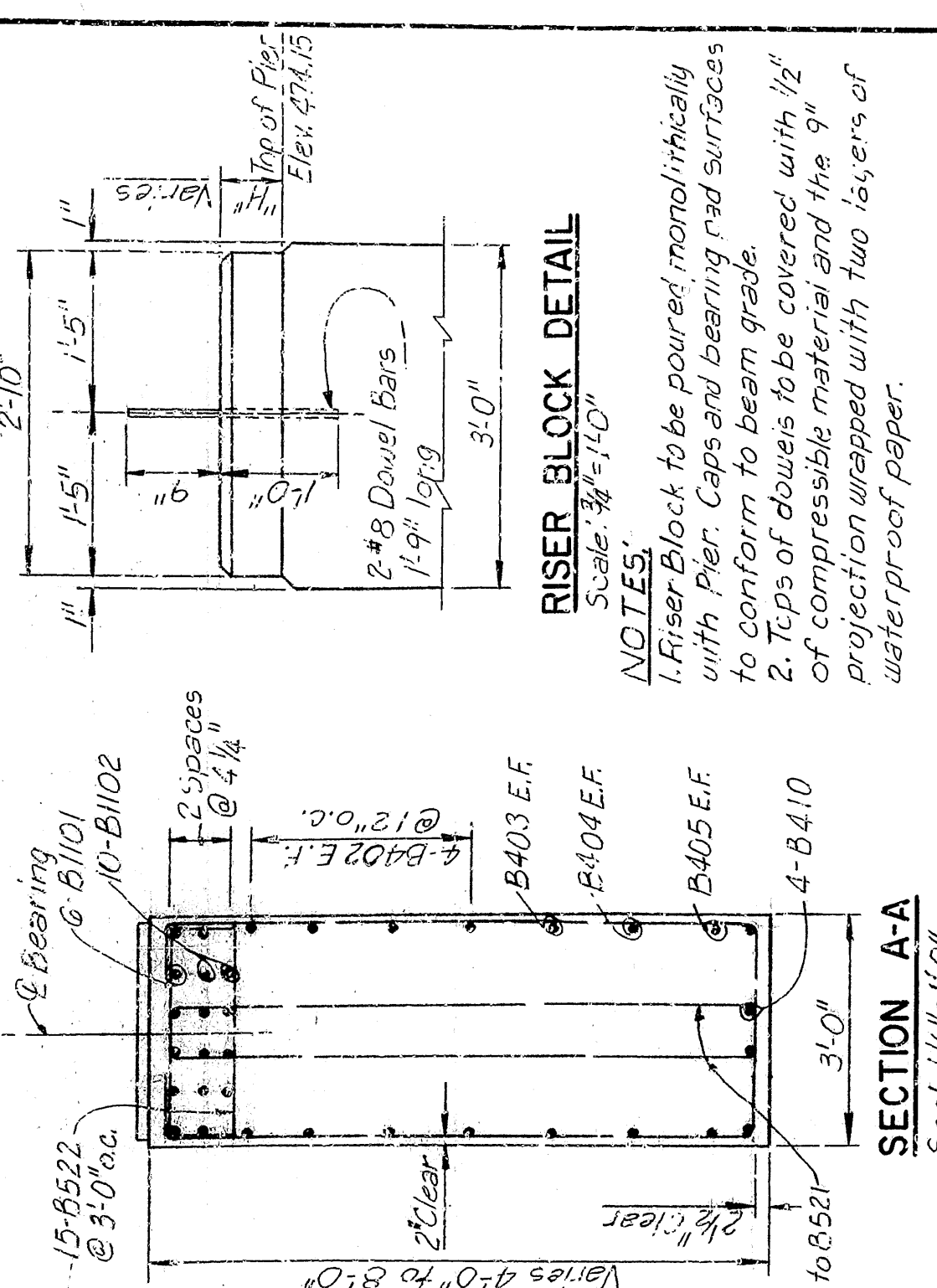
BRIDGE NO. 6058  
DRAWING NO. 27351

## BRIDGE ENGINEER

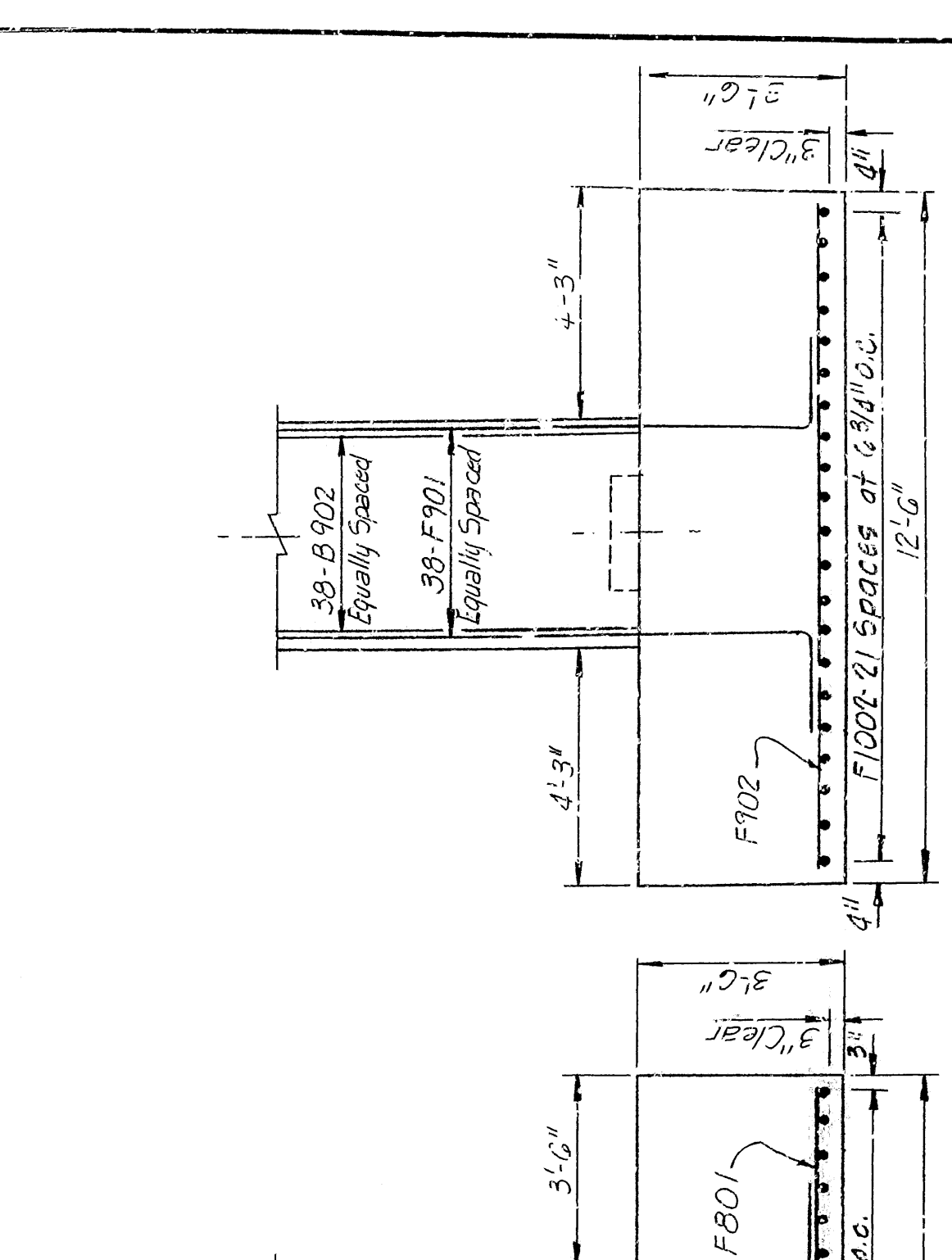


| REV. | DATE    | BY  | CHK. | NO. | DESCRIPTION |
|------|---------|-----|------|-----|-------------|
| 1    | 10/1/83 | ARK |      | 1   | AS NOTED    |
| 2    | 10/1/83 | ARK |      | 2   | AS NOTED    |
| 3    | 10/1/83 | ARK |      | 3   | AS NOTED    |
| 4    | 10/1/83 | ARK |      | 4   | AS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

05058 DETAILS OF PIERS 1&2 27352



SECTION A-A  
Scale: 1/2"=1'-0"



ELEVATION (PIER 1)  
Scale: 3/8"=1'-0"

ELEVATION (PIER 2)  
Scale: 3/8"=1'-0"

DETAILS OF PIERS 1 AND 2  
FALLEN ASH CREEK BRIDGE

ALT. NO. 1  
SHEET 1 OF 1

ROUTE  
MARION COUNTY

SEC.  
ARIZONA STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

SCALE: As Noted

BRIDGE NO. 27352

DESIGNED BY: DATE: CHECKED BY: DATE: DRAWN BY: DATE:

BRIDGE ENGINEER

SECTION B-B  
Scale: 1/2"=1'-0"

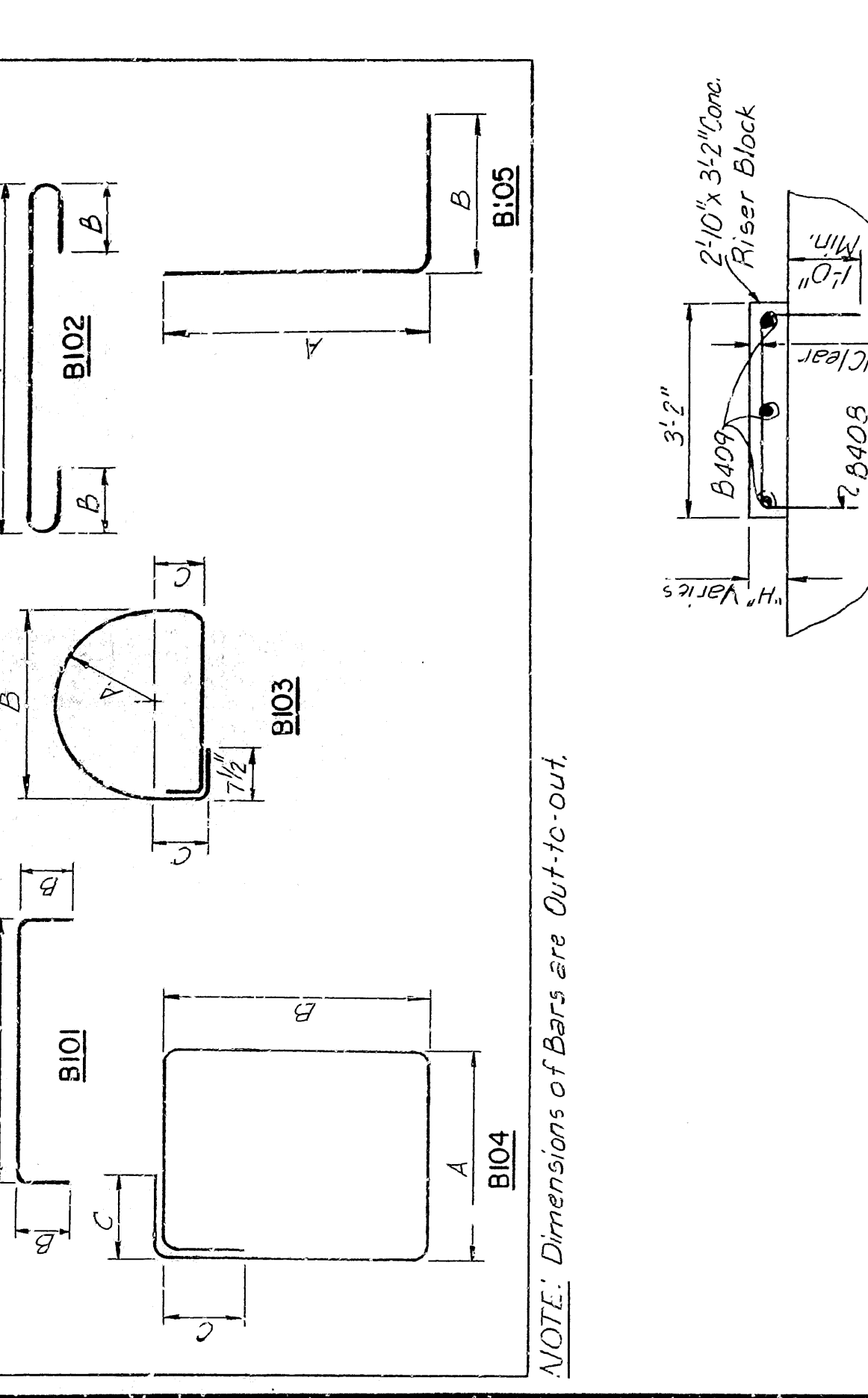
PIER 1 AND PIER 2  
Scale: 1/4"=1'-0"

ELEVATION

NOTE: Dimensions of Bars are Out-to-out.

| MARK         | NO.    | LENGTH                         | PIN DIA. | TYPE | A          | B                         | C      |
|--------------|--------|--------------------------------|----------|------|------------|---------------------------|--------|
| B401         | 8      | 4'-4 1/2"                      | 2"       | B01  | 2'-0 1/2"  | 1'-0"                     |        |
| B402         | 16     | 16'-10"                        | 5/8"     | Str. |            |                           |        |
| B403         | 4      | 12'-0"                         | 5/8"     | Str. |            |                           |        |
| B404         | 4      | 8'-7"                          | 5/8"     | Str. |            |                           |        |
| B405         | 4      | 4'-7"                          | 5/8"     | Str. |            |                           |        |
| B406         | 4      | 5'-3 1/2"                      | 2"       | B01  | 2'-10"     | 1'-3 1/4"                 |        |
| B407         | 6      | 2'-0"                          | 5/8"     | Str. |            |                           |        |
| B408         | 8      | 16'-10 1/2"                    | 5/8"     | Str. |            |                           |        |
| B501 to B521 | 4 Each | Varies 1'-9 3/4" to 19'-6 3/4" | 2 1/2"   | B103 | 1'-10 1/4" | Varies 3'-0" to 7'-6 1/2" | 9 1/4" |
| B522         | 15     | 2'-6"                          | 5/8"     | Str. |            |                           |        |
| B1101        | 6      | 4'-10"                         | 1 1/4"   | Str. |            |                           |        |
| B1102        | 10     | 4'-10"                         | 1 1/4"   | Str. |            |                           |        |
| F901         | 38     | 10'-1 1/8"                     | 9"       | B105 | 8'-9 3/8"  | 1'-7 1/4"                 |        |
| B406         | 11     | 17'-0"                         | 2"       | B104 | 4'-6"      | 3'-7"                     | 7 1/2" |
| B407         | 118    | 13'-4 1/4"                     | 2"       | B103 | 1'-9 1/2"  | 3'-7"                     | 1'-7"  |
| B901         | 38     | 5'-6 1/4"                      | 5/8"     | Str. |            |                           |        |
| F902         | 25     | 10'-5"                         | 5/8"     | Str. |            |                           |        |
| F1002        | 19     | 23'-6"                         | 5/8"     | Str. |            |                           |        |
| B406         | 110    | 17'-0"                         | 2"       | B104 | 4'-6"      | 3'-7"                     | 7 1/2" |
| B407         | 110    | 13'-4 1/4"                     | 2"       | B103 | 1'-9 1/2"  | 3'-7"                     | 1'-7"  |
| B902         | 38     | 5'-6 1/4"                      | 5/8"     | Str. |            |                           |        |
| F902         | 25     | 12'-0"                         | 5/8"     | Str. |            |                           |        |
| F1002        | 22     | 23'-6"                         | 5/8"     | Str. |            |                           |        |

SECTION B-B  
Scale: 1/2"=1'-0"



ELEVATION (PIER 1)  
Scale: 3/8"=1'-0"

ELEVATION (PIER 2)  
Scale: 3/8"=1'-0"

DETAILS OF PIERS 1 AND 2  
FALLEN ASH CREEK BRIDGE

ALT. NO. 1  
SHEET 1 OF 1

ROUTE  
MARION COUNTY

SEC.  
ARIZONA STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

SCALE: As Noted

BRIDGE NO. 27352

DESIGNED BY: DATE: CHECKED BY: DATE: DRAWN BY: DATE:

BRIDGE ENGINEER

SECTION B-B  
Scale: 1/2"=1'-0"

PIER 1 AND PIER 2  
Scale: 1/4"=1'-0"

ELEVATION

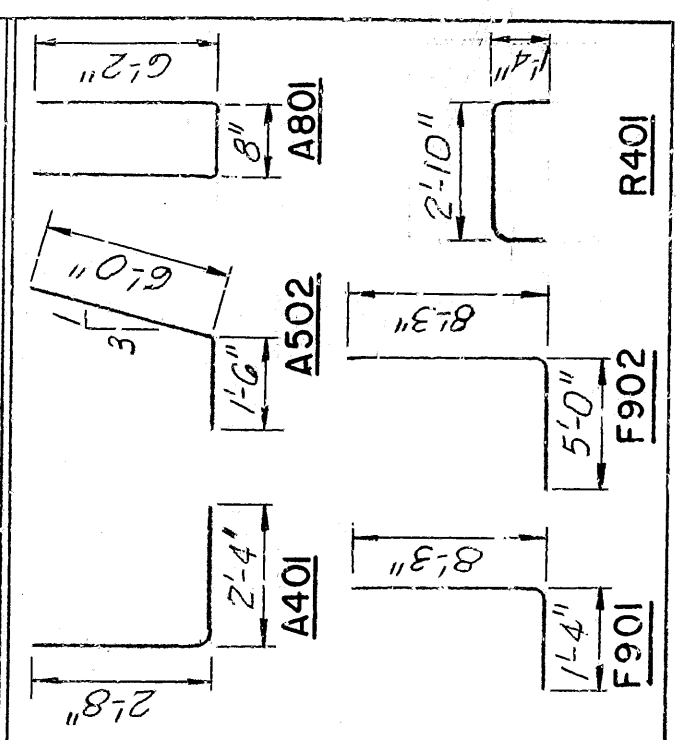
NOTE: Dimensions of Bars are Out-to-out.



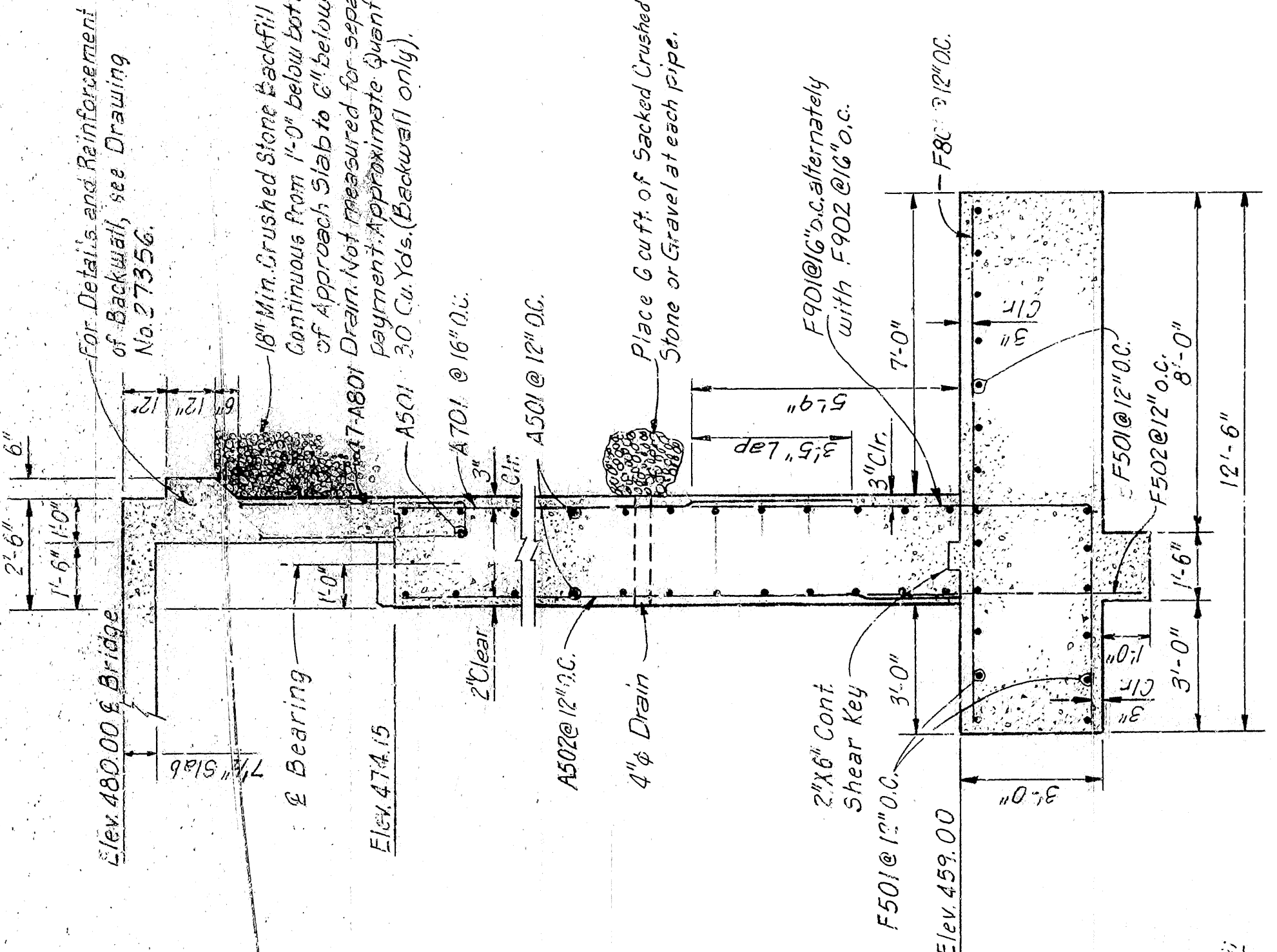
| REV. | DATE     | BY   | CHKD.  | APP'D. | NO. | DESCRIPTION            |
|------|----------|------|--------|--------|-----|------------------------|
| 1    | 10/25/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 2    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 3    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 4    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 5    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 6    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 7    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 8    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 9    | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |
| 10   | 11/10/85 | W.P. | H.W.P. | W.P.   | 6   | REINFORCEMENT SCHEDULE |

| MARK | NO. | LENGTH      | PIN DIA. |
|------|-----|-------------|----------|
| A401 | 88  | 2'-11"      | 2"       |
| A501 | 33  | 4'-6"       | 5/8"     |
| A502 | 47  | 14'-11 1/2" | 5/8"     |
| A504 | 32  | 7'-5"       | 2 1/2"   |
| A504 | 8   | 14'-9"      | 5/8"     |
| A701 | 35  | 12'-8"      | 5/8"     |
| A801 | 47  | 12'-7"      | 5/8"     |
| F501 | 19  | 50'-4"      | 5/8"     |
| F502 | 47  | 5'-6"       | 5/8"     |
| F801 | 51  | 12'-0"      | 5/8"     |
| F802 | 4   | 5'-0"       | 5/8"     |
| F901 | 35  | 9'-4"       | 5/8"     |
| F902 | 33  | 13'-0"      | 9"       |
| F901 | 4   | 5'-4"       | 2"       |
| R402 | 6   | 2'-6"       | 5/8"     |

REINFORCEMENT SCHEDULE

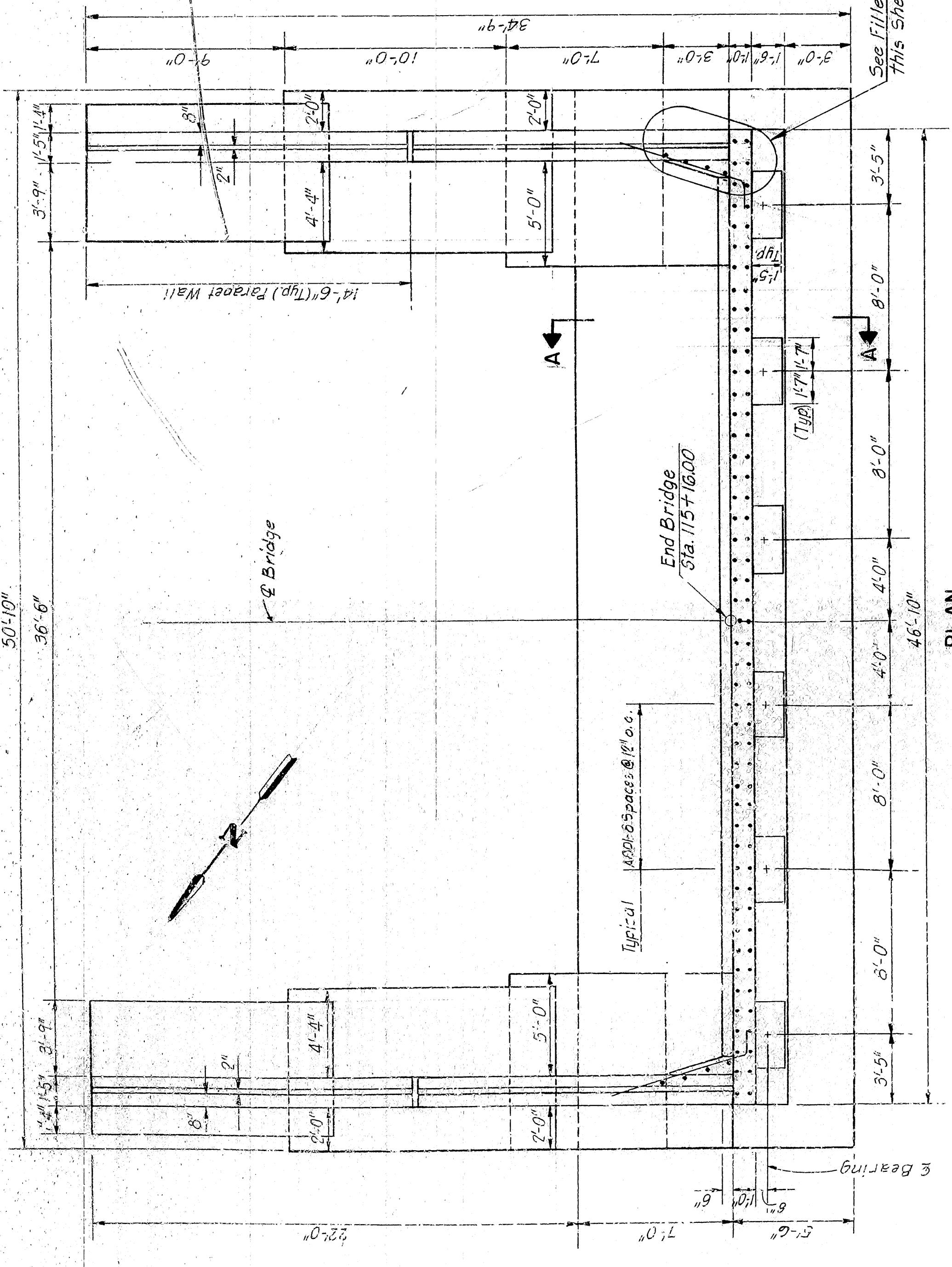


NOTE: Dimensions of Bars are out-to-out.



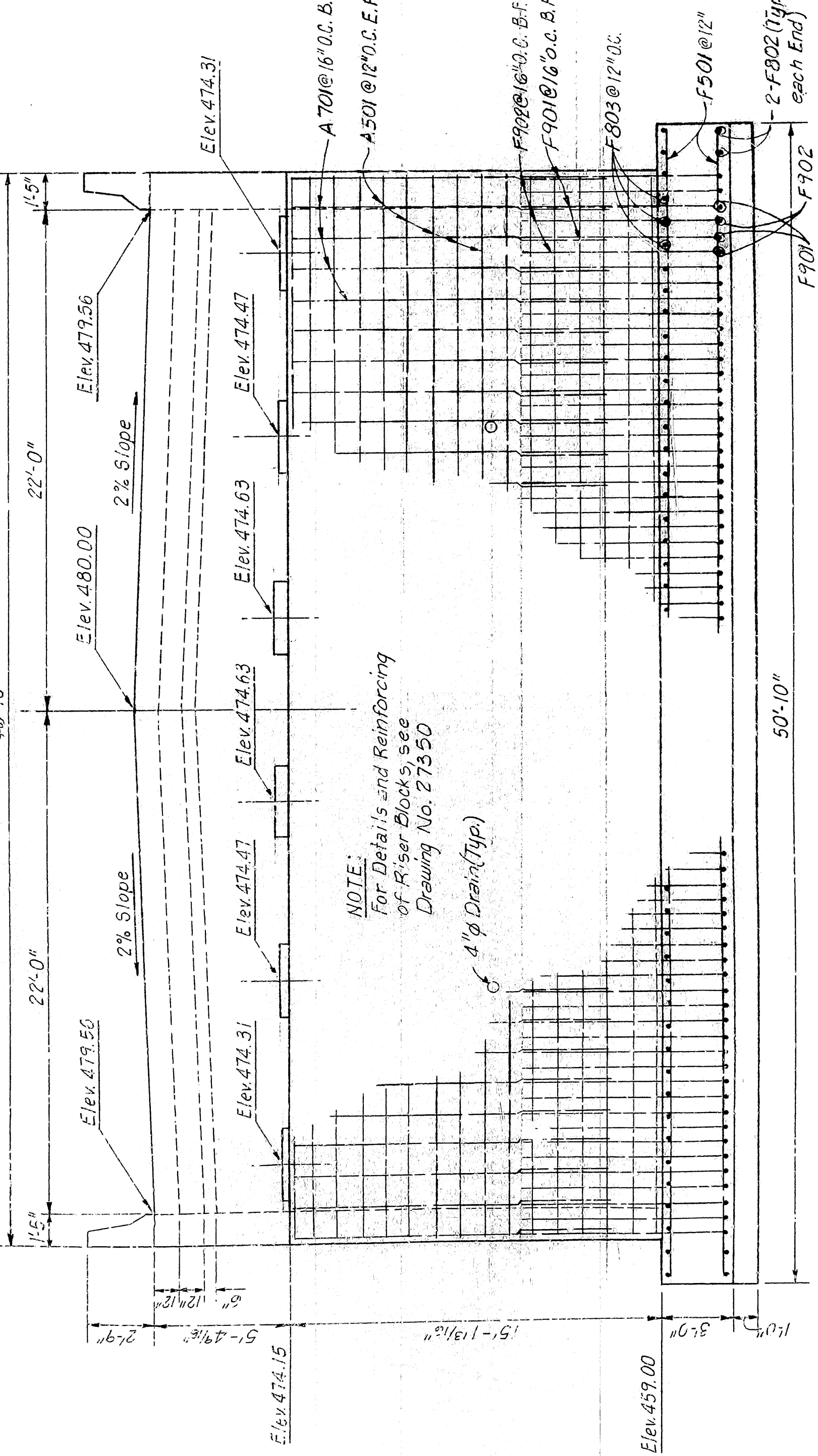
SECTION A-A

Scale: 3/8"=1'-0"



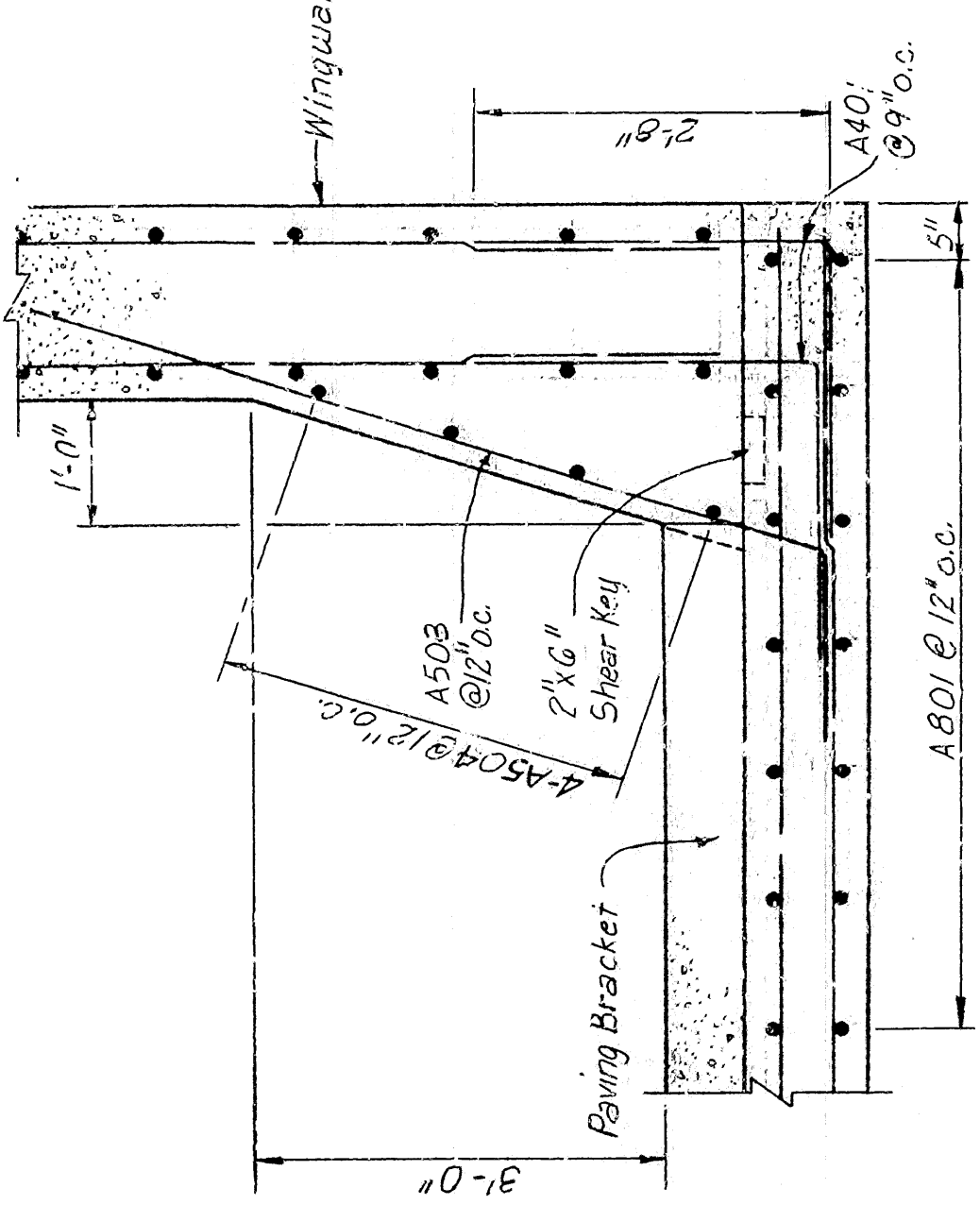
PLAN

Scale: 1/4"=1'-0"



ELEVATION

Scale: 1/4"=1'-0"



FILLET DETAIL

Scale: 3/4"=1'-0"

ALT. NO. 1  
SHEET 1 OF 2

DETAILS OF EAST ABUTMENT  
FALLEN ASH CREEK BRIDGE

ROUTE 86  
MARION COUNTY  
AR  
AR KANSAS STATE HIGHWAY COMMISSION

DATE: MARCH 1985  
CHECKED BY: H.W.P.  
DESIGNED BY: W.P.

BRIDGE NO. 6058  
DRAWING NO. 27353

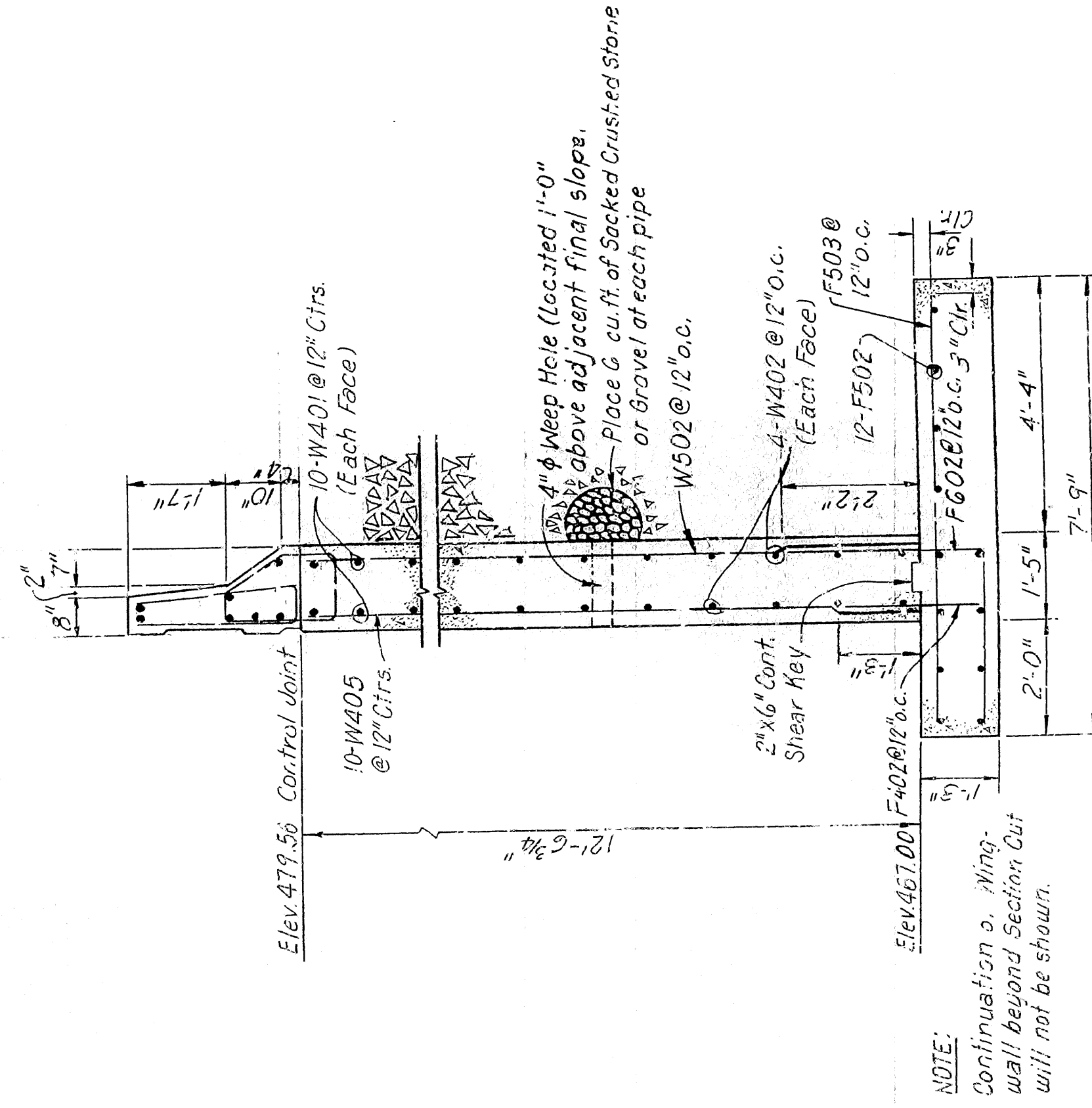


| REV.                             | DATE | BY  | CHKD. | APP'D. | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|----------------------------------|------|-----|-------|--------|-----------|-----------|--------------|
| 1                                | 9/83 | ARK |       |        | 6038      | 41        | 166          |
| 6038 DETAILS OF EAST ABUT. 27354 |      |     |       |        |           |           |              |

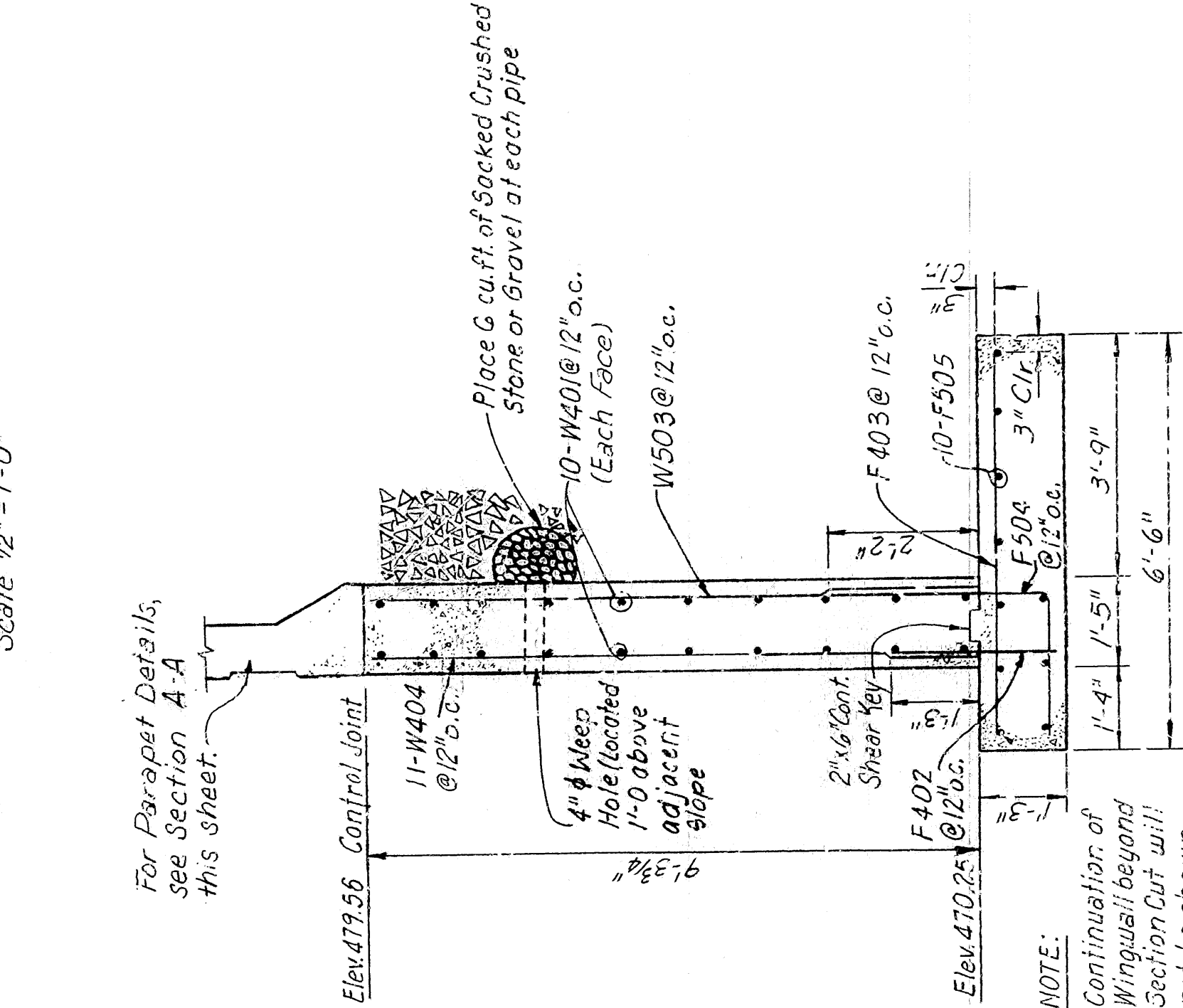
| VARIABLES FOR PARAPET RAILING |        |    |                |
|-------------------------------|--------|----|----------------|
| "i"                           | k      | n  | CLOSED PARAPET |
| 1/4" G                        | 2 1/4" | 15 |                |

| REINFORCEMENT SCHEDULE |     |            |          |
|------------------------|-----|------------|----------|
| MARK                   | NO. | LENGTH     | FIN DIA. |
| W401                   | 40  | 28'-8"     | Str.     |
| W402                   | 16  | 17'-8"     | Str.     |
| W403                   | 16  | 7'-8"      | Str.     |
| W404                   | 22  | 9'-2"      | Str.     |
| W405                   | 20  | 12'-5"     | Str.     |
| W406                   | 18  | 15'-11"    | Str.     |
| W407                   | 10  | 11'-6"     | 2"       |
| W408                   | 16  | 7'-11"     | Str.     |
| W501                   | 22  | 14'-7"     | Str.     |
| W502                   | 20  | 12'-5"     | Str.     |
| W503                   | 18  | 9'-2"      | Str.     |
| F401                   | 18  | 2'-6"      | Str.     |
| F402                   | 42  | 2'-3"      | Str.     |
| F403                   | 22  | 6'-0"      | Str.     |
| F501                   | 28  | 9'-6"      | Str.     |
| F502                   | 24  | 11'-6"     | Str.     |
| F503                   | 26  | 7'-3"      | Str.     |
| F504                   | 20  | 5'-4"      | 2 1/2"   |
| F505                   | 20  | 10'-6"     | Str.     |
| F506                   | 28  | 4'-0"      | Str.     |
| F507                   | 36  | 4'-6"      | Str.     |
| F508                   | 8   | 6'-0"      | Str.     |
| F509                   | 12  | 7'-3"      | Str.     |
| F601                   | 22  | 7'-11"     | Str.     |
| F602                   | 20  | 5'-11"     | 3 3/4"   |
| F701                   | 18  | 7'-6"      | 2 1/4"   |
| P401                   | 64  | 6'-3"      | 2"       |
| P403                   | 64  | 5'-8"      | 2"       |
| P406                   | 28  | 14'-2 1/2" | Str.     |

ELEVATION (EAST ABUTMENT)  
Scale: 1/4" = 1'-0"



SECTION A-A  
Scale: 1/2" = 1'-0"



SECTION B-B  
Scale: 1/2" = 1'-0"

SECTION C-C  
Scale: 1/2" = 1'-0"

ALT NO. 1  
SHEET 2 OF 2  
DETAILS OF EAST ABUTMENT  
FALLEN ASH CREEK BRIDGE

MARION COUNTY  
ROUTE 1  
SEC. 1  
ARKANSAS STATE HIGHWAY COMMISSION

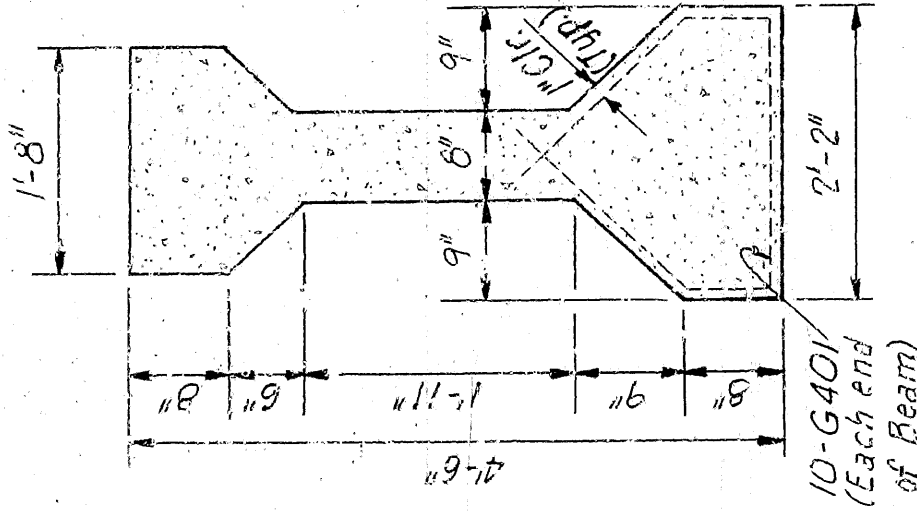
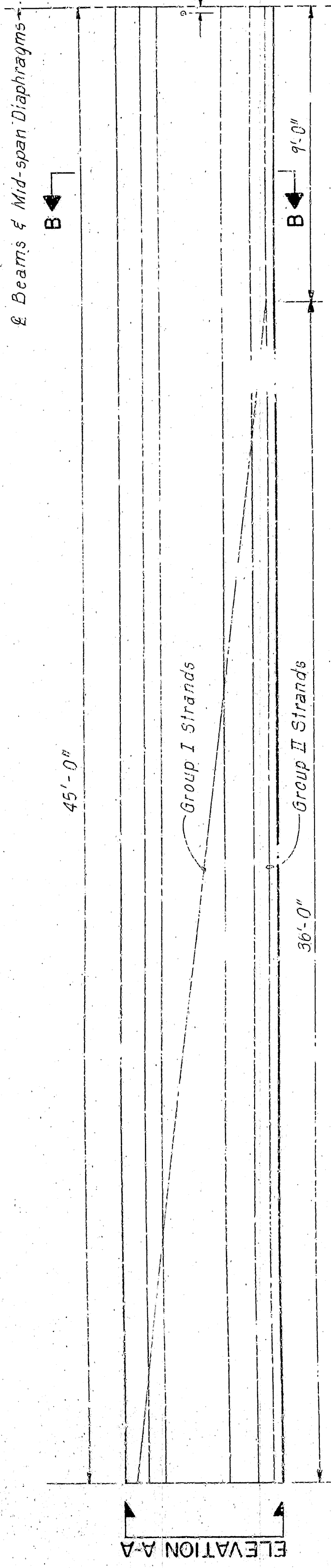
DESIGNED BY: D.C.W. DATE: MARCH, 1985  
CHECKED BY: H.U.P. DATE: MARCH, 1985  
LITTLE ROCK, ARK.  
SCALE: AS NOTED

BRIDGE ENGINEER  
BRIDGE NO. 6058  
DRAWING NO. 27354



|     |     |     |      |                    |       |       |
|-----|-----|-----|------|--------------------|-------|-------|
| ARL | ART | ARM | PALM | FED. AID PROJ. NO. | SHEET | TOTAL |
|     |     |     |      |                    | NO.   |       |
|     |     |     |      | STATE              |       |       |
|     |     |     |      | FED. ROAD NO.      |       |       |
|     |     |     |      | 6 ARK              |       |       |
|     |     |     |      | JOB NO.            | 9783  | 42    |
|     |     |     |      |                    |       | 160   |

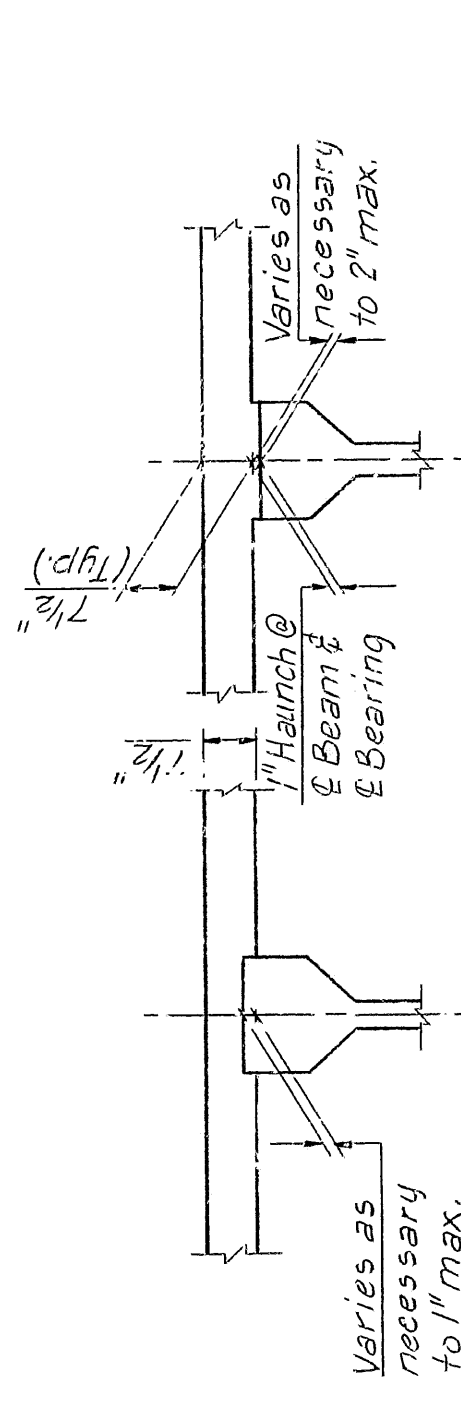
① 6058 DTLS PRESTR GIRD SPNS 27355



AASHTO TYPE IV  
Scale: 3/4" = 1'-0"

| MARK | NO. | LENGTH    | PIN DIA. | BENDING DIAGRAM |
|------|-----|-----------|----------|-----------------|
| G401 | 20  | 6'-0 1/2" | 2"       |                 |
| G402 | 16  | 3'-3 1/2" | 2"       |                 |
| G501 | 200 | 6'-0 1/2" | 2 1/2"   |                 |
| GG01 | 2   | 8'-1'8"   | 5/8"     |                 |
| GG02 | 16  | 3'-7"     | 3/4"     |                 |
|      |     |           |          |                 |

NOTE: Dimensions of Bars are out-to-out.

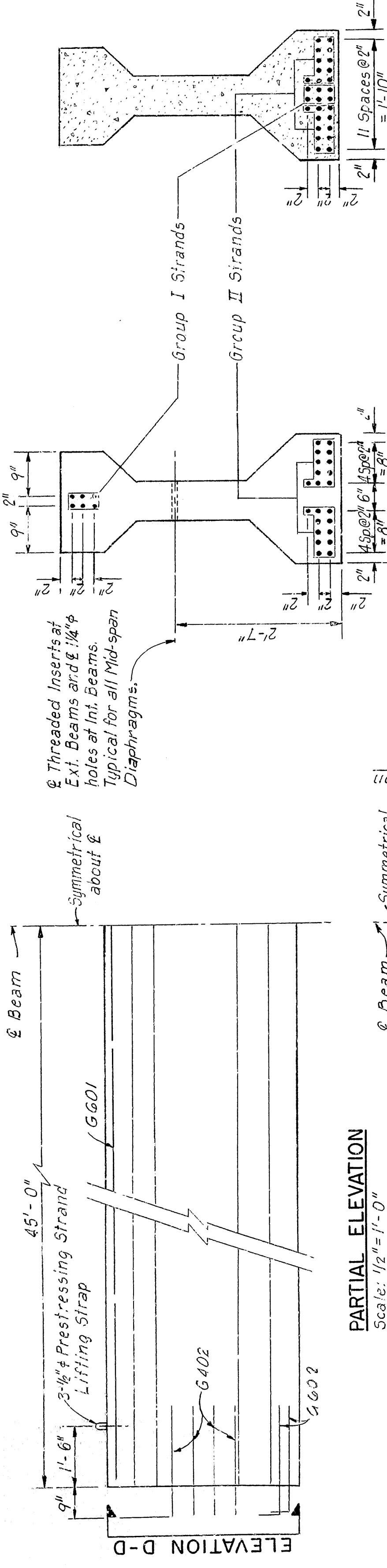


GIRDER SECTION\*

**GIRDER SECTION\***

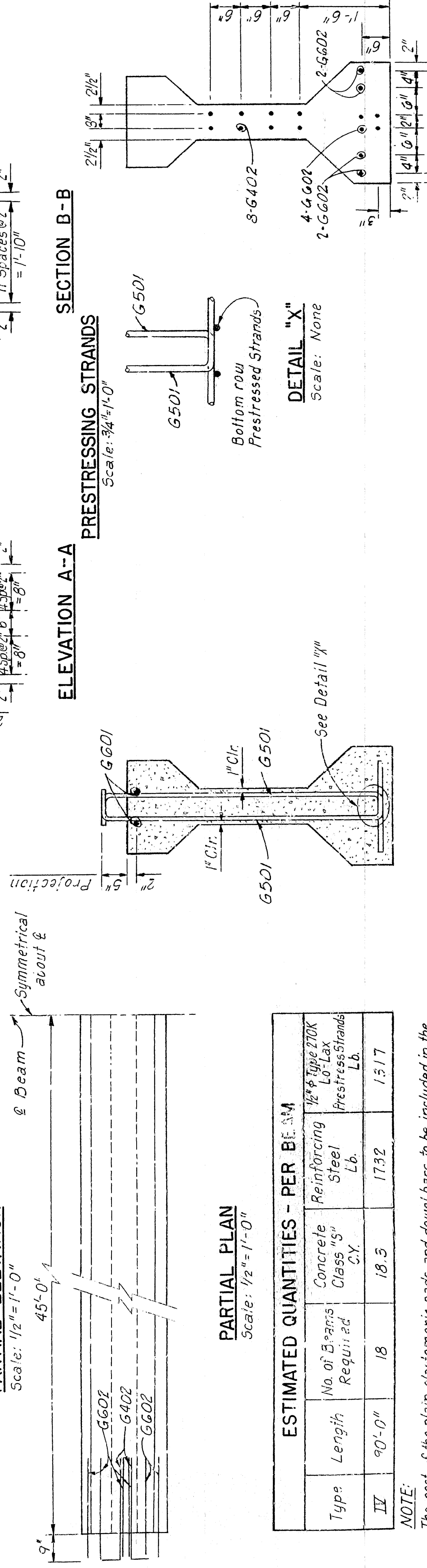
✱ "Girder Section" sketches show the range of acceptability of the Top of Girder relative to the Bottom of Slab after the placement of the Slab. When the top of the girder projects more than 1" into the Slab, a raise in Grade will be necessary.

*Girders will be set in a sufficient number of spans so when adjustment is necessary, the Profile Grade Line can be adjusted over suitable increments so the Revised Grade Line will produce a smooth riding surface. Variations in launch height will be at Contractors expense.*



PARTIAL ELEVATION

Scale: 1/2" = 1'-0"



ELEVATION A-A

## SECTION B-B

## PRESTRESSING STRANDS

## PRESTRESSING STRANDS

## PARTIAL PLAN

Scale: 1/2" = 1'-0"

| ESTIMATED QUANTITIES - PER BEAM |        |                      |                         |                       |  |
|---------------------------------|--------|----------------------|-------------------------|-----------------------|--|
| Type                            | Length | No. of Bars Required | Concrete Class "5" C.Y. | Reinforcing Steel Lb. | 1/2" Type 20K Lo-Lax Prestress Strands Lb. |
| IV                              | 90'-0" | 18                   | 18.3                    | 1732                  | 1517                                       |

NOTE:

The cost of the plain elastomeric pads and dowel bars to be included in the cost of the prestressed beams.

SECTION C-C

Scale: 3/4" = 1'-0"

ELEVATION D-D

MILITARY REINFORCEMENT

MILD REINFORC  
#C 11-11-61-01-03

ALT. NO. 1  
SHEET 1 OF 3

DETAILS OF PRESTRESSED GIRDER SPANS  
FALLEN ASH CREEK BRIDGE

MARION COUNTY  
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

**LITTLE ROCK, ARK.**

DRAWN BY: S.S.B. DATE: MARCH, 1985  
CHECKED BY: H.J.P. DATE: MARCH, 1985  
APPROVED BY: D.H.W. DATE: MARCH, 1985

BRIDGE NO. 6058

DRAWING NO. 27355

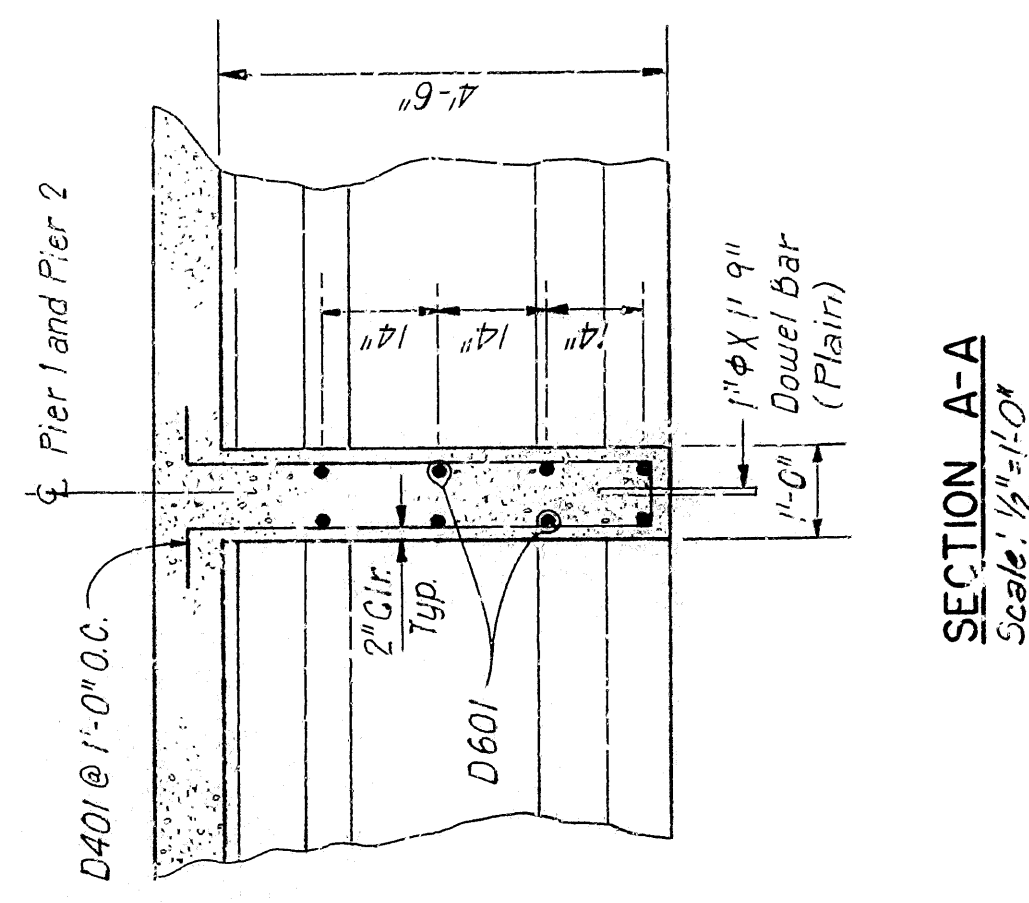
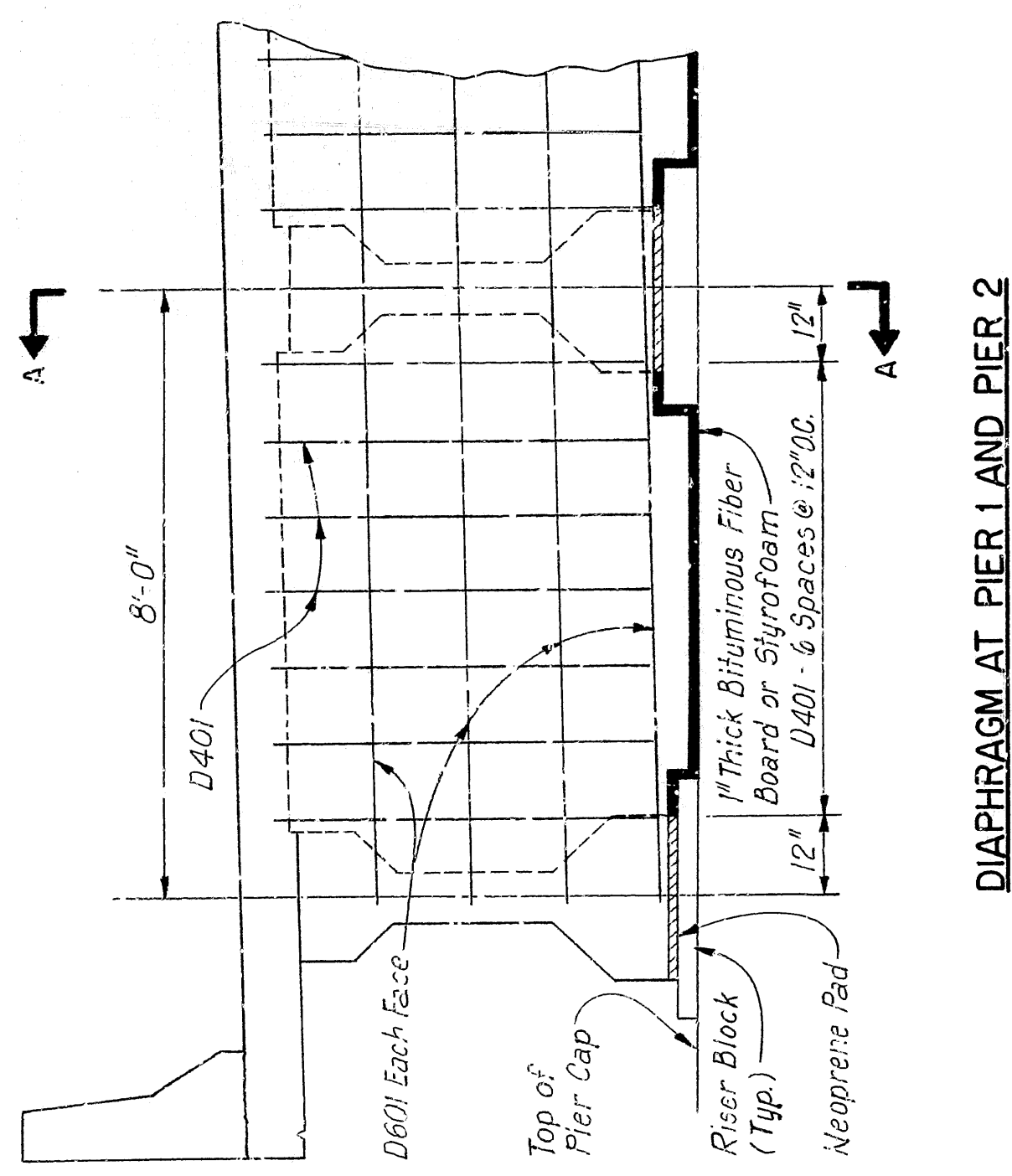
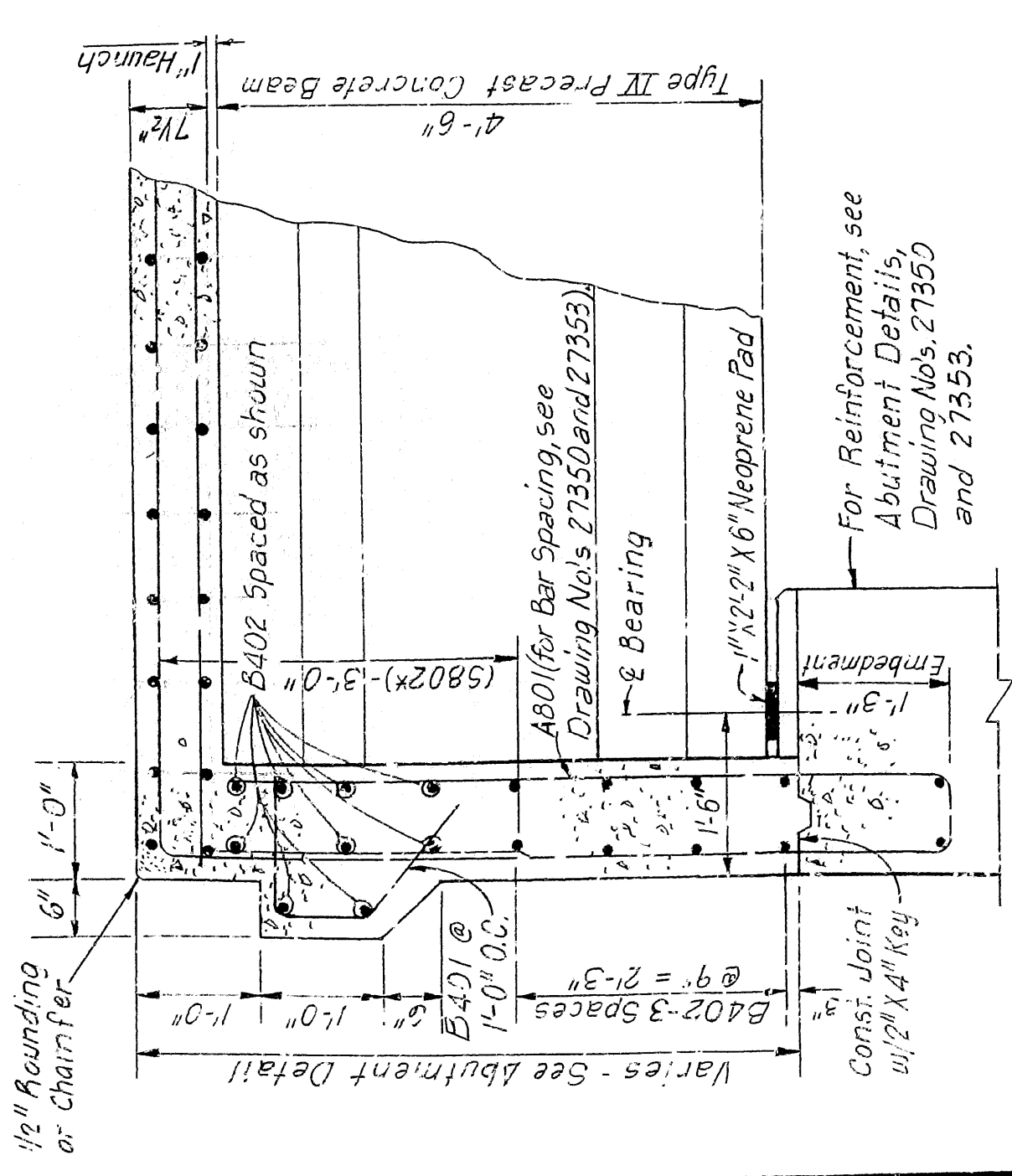
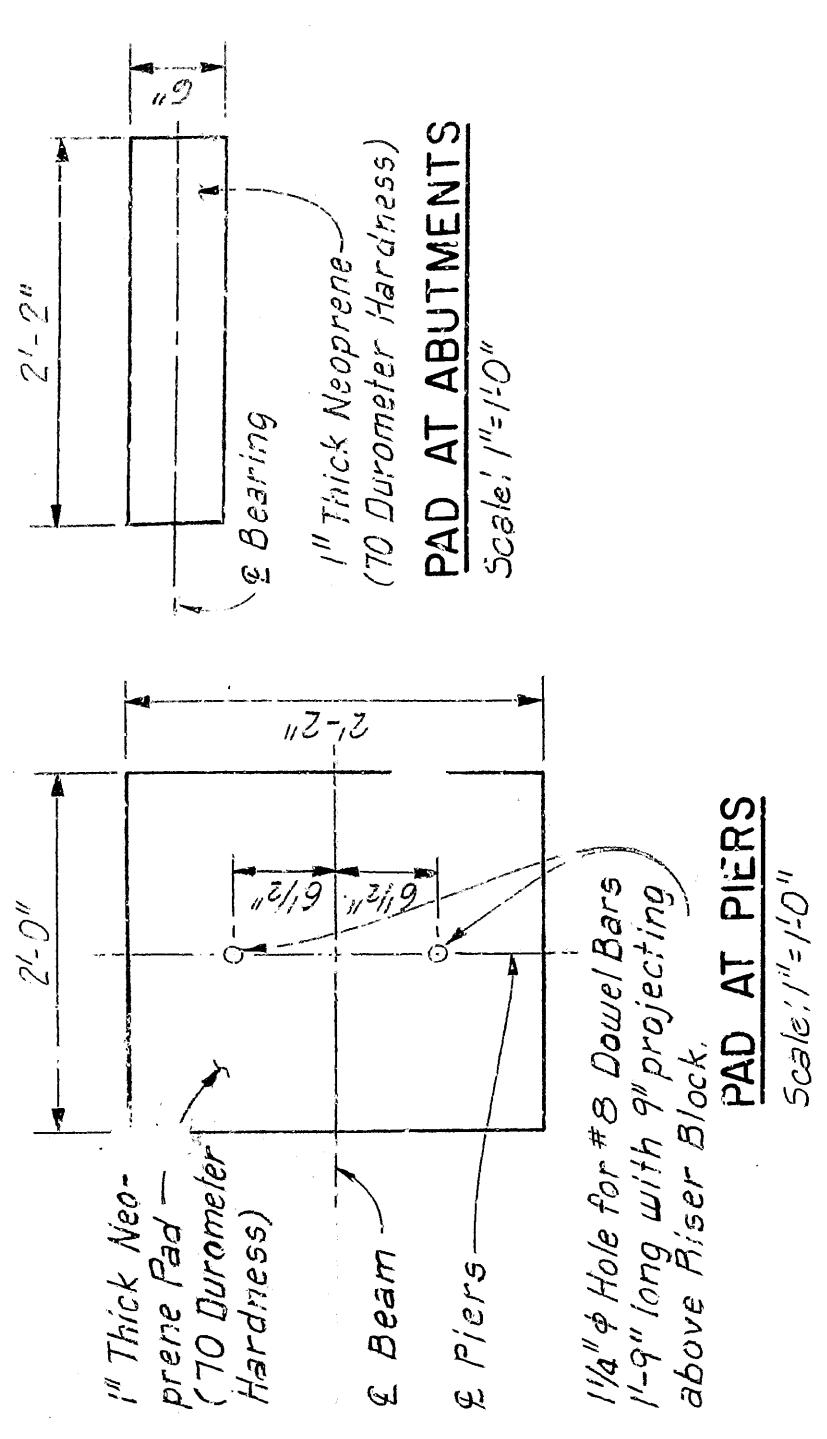
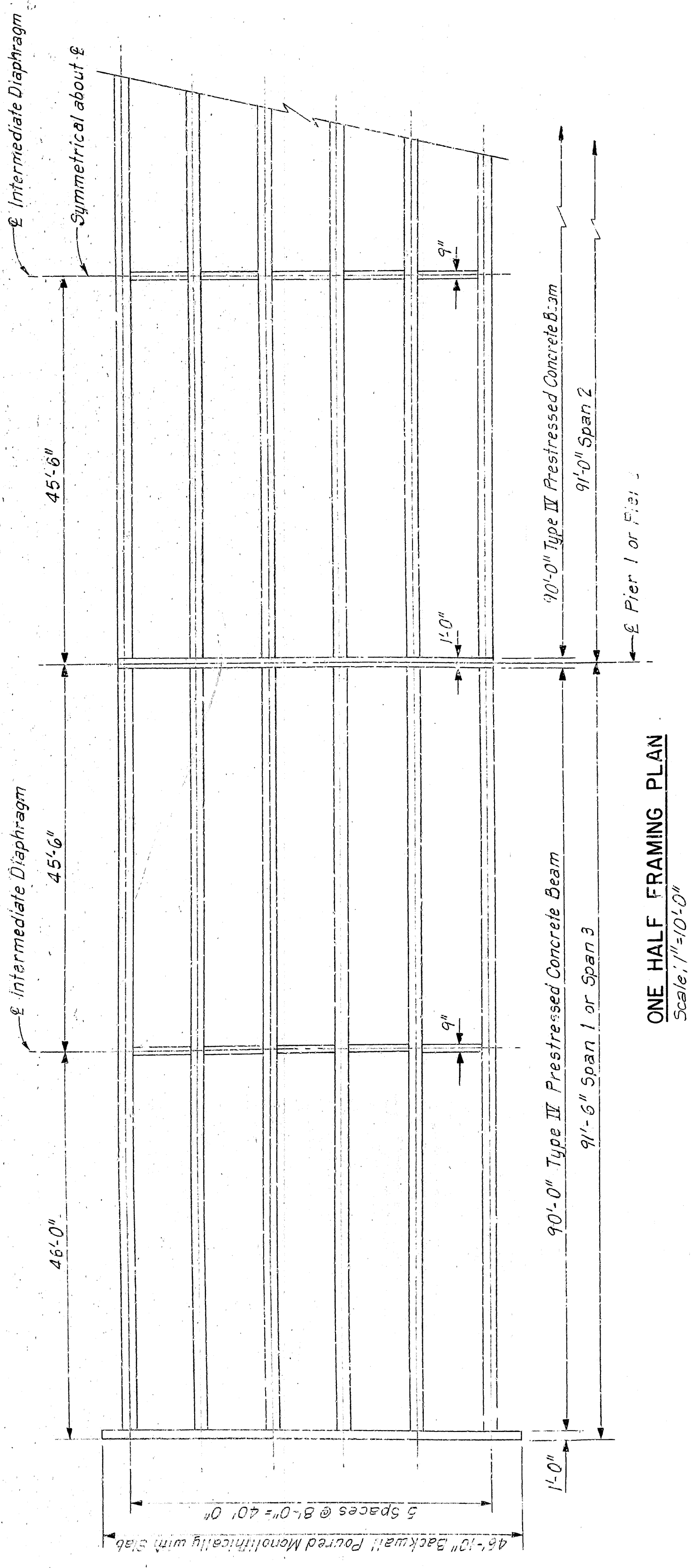
**BRIDGE ENGINEER**



43

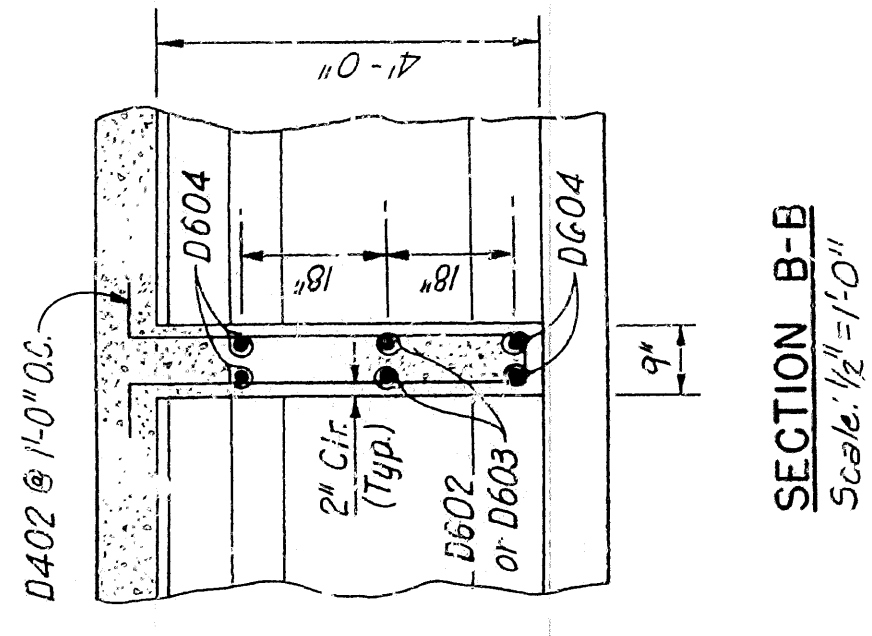
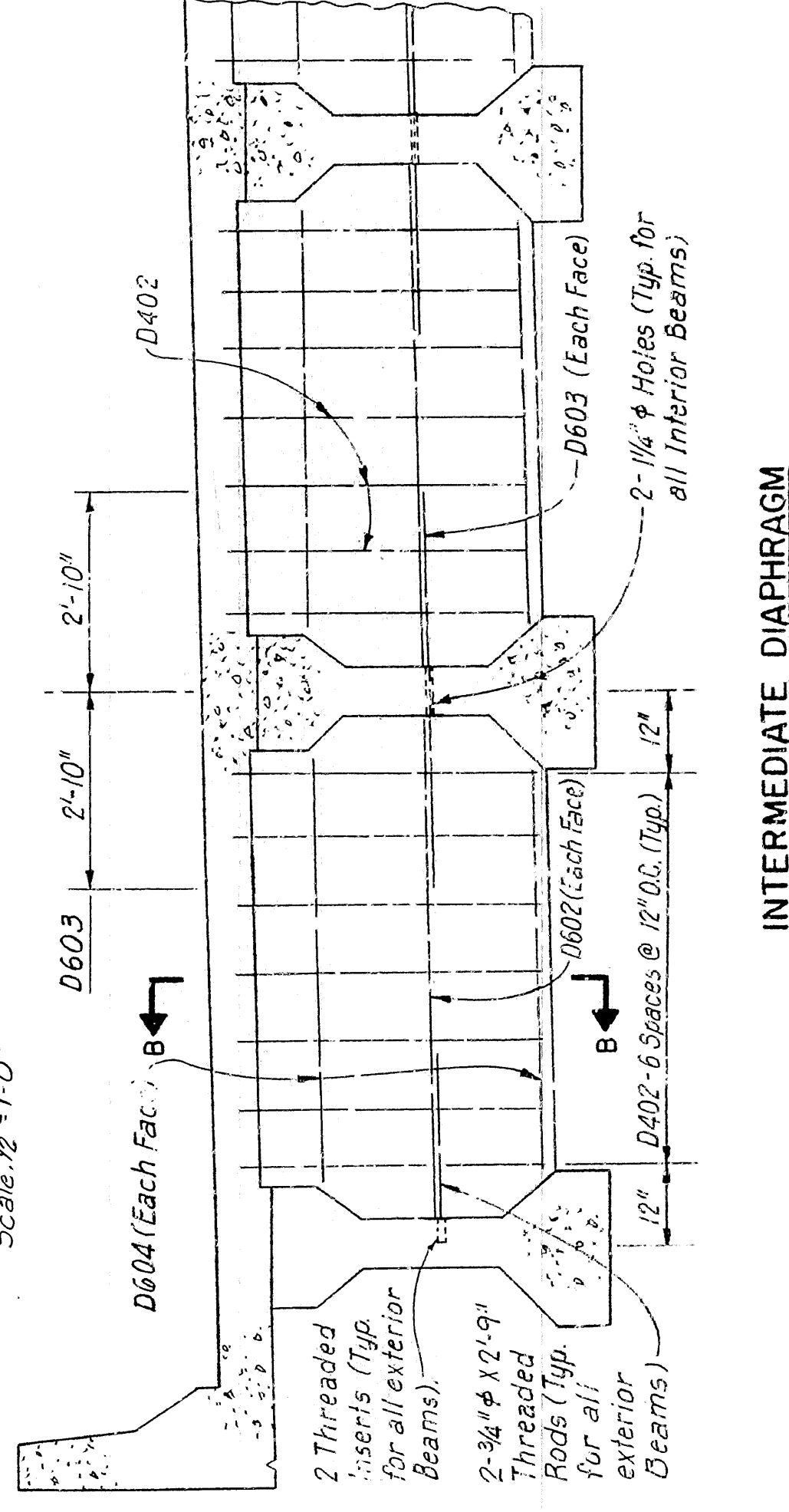
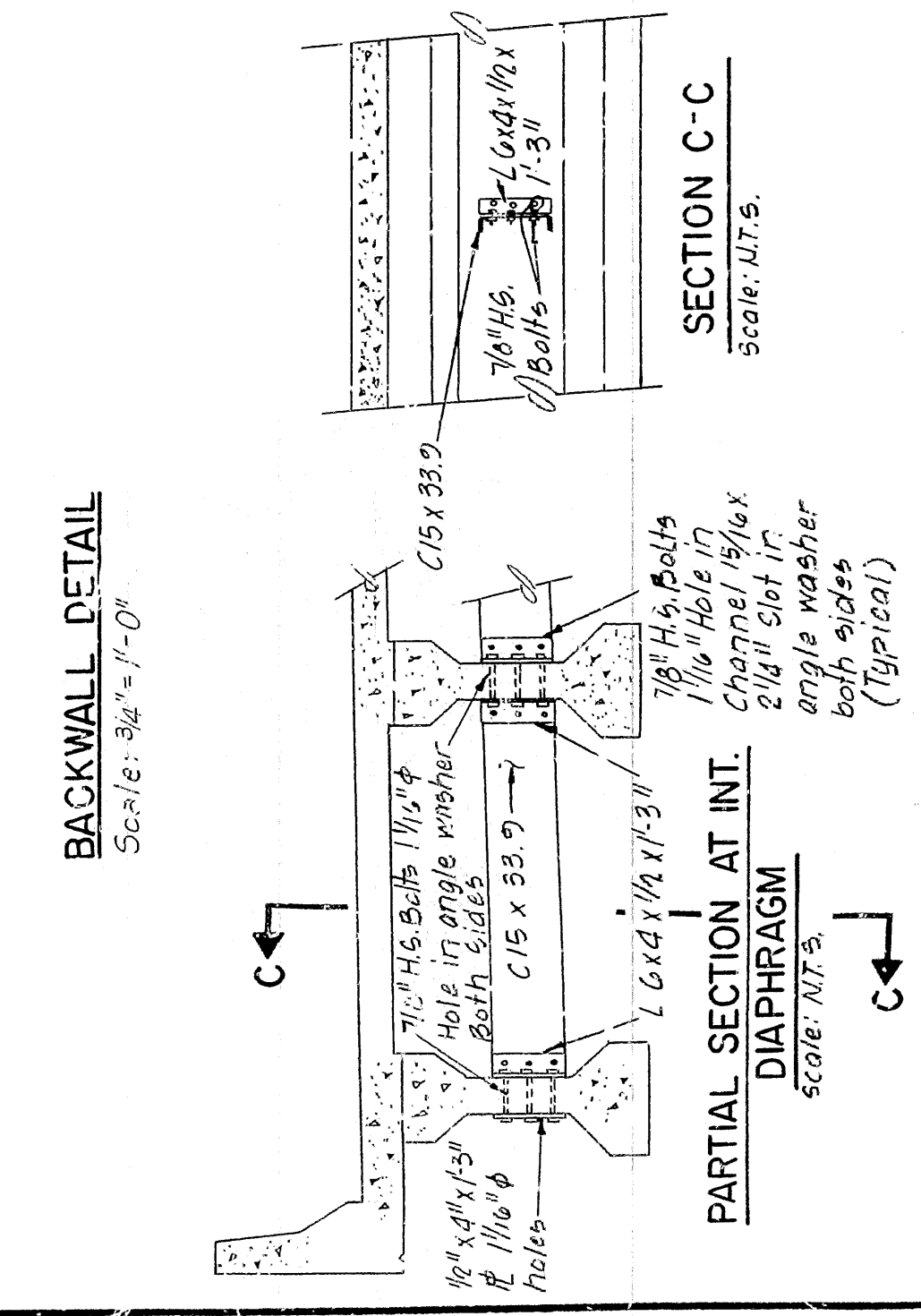
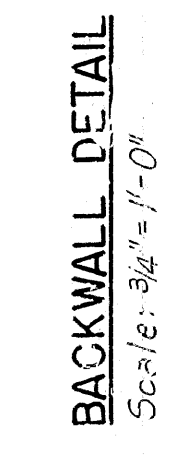
| REV. | DATE    | BY  | CHKD. | APP'D. | NO. | NO.  | NO. | NO. | NO. |
|------|---------|-----|-------|--------|-----|------|-----|-----|-----|
| 1    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 2    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 3    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 4    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 5    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 6    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 7    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 8    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 9    | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |
| 10   | 10/1/83 | ARK |       |        | 6   | 9183 | 43  | 106 |     |

06058 DTL5 PRESTR GIRD SPNS 27356



| MARK | NO. | LENGTH | PIN DIA. | BENDING DIAGRAM |
|------|-----|--------|----------|-----------------|
| B401 | 94  | 3'-8"  | 2"       |                 |
| B402 | 34  | 46'-4" | 5/16"    |                 |
| D401 | 70  | 11'-0" | 2"       |                 |
| D402 | 105 | 9'-5"  | 2"       |                 |
| D601 | 16  | 40'-3" | 5/16"    |                 |
| D602 | 30  | 7'-0"  | 5/16"    |                 |
| D603 | 24  | 5'-8"  | 5/16"    |                 |
| D604 | 60  | 5'-6"  | 5/16"    |                 |

NOTE: Dimension of Bars are out-to-out



ALT. NO. 1  
SHEET 2 OF 3  
DETAILS OF PRESTRESSED GIRDER SPANS  
FALLEN ASH CREEK BRIDGE  
MARION COUNTY  
ROUTE 1  
SEC. 1  
AR KANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
DESIGNED BY: DATE: 10/1/83  
CHECKED BY: DATE: 10/1/83  
BRIDGE NO. 6056  
DRAWING NO. 27356

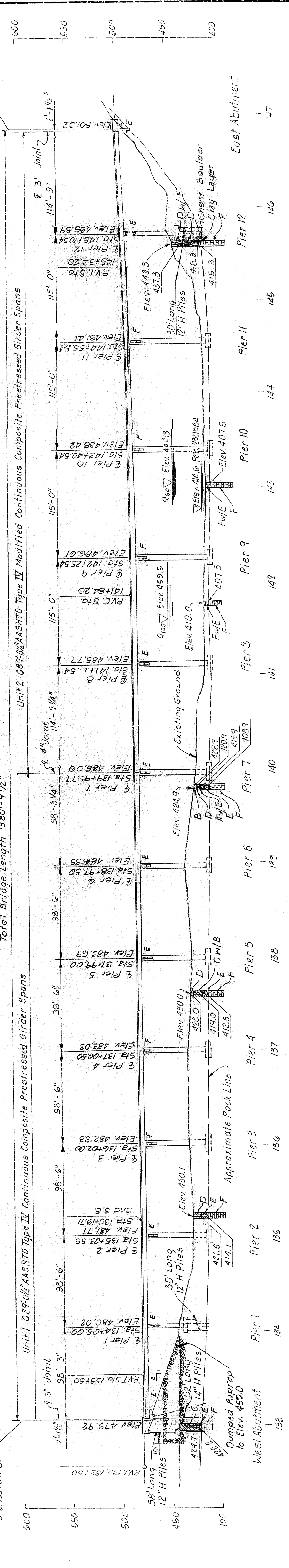
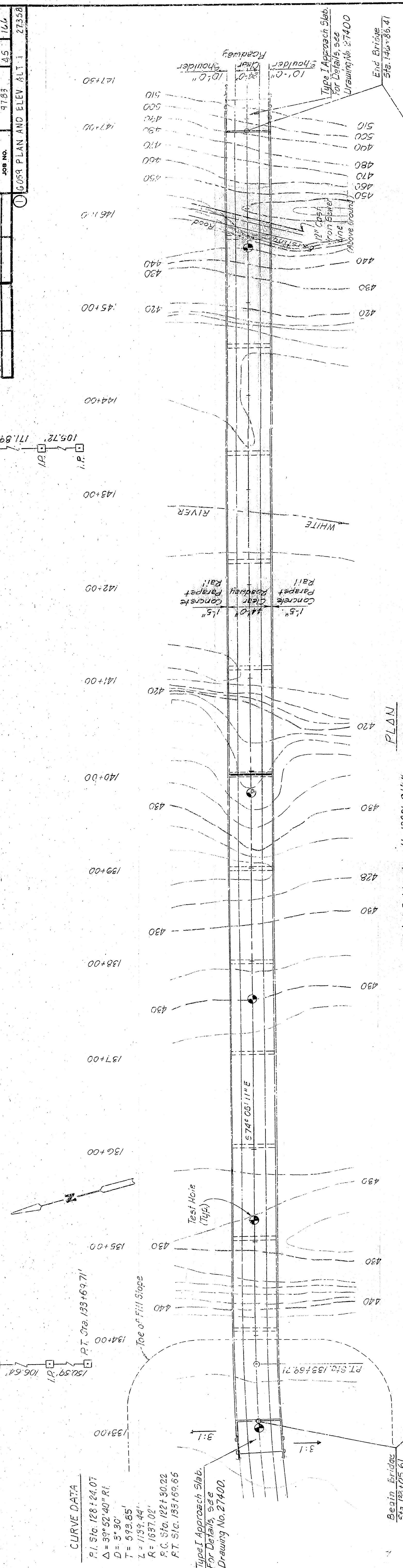






| DATE<br>RECEIVED | DATE<br>PAID | DAYS<br>DUESSED | DAYS<br>FINED | FIRST<br>LAST | STATE   | FED. AID PROJ. NO. | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------|--------------|-----------------|---------------|---------------|---------|--------------------|--------------|-----------------|
| 7/28/64          |              |                 |               |               | ARK.    |                    |              |                 |
| 8/14/64          |              |                 |               |               | 6       |                    |              |                 |
|                  |              |                 |               |               | JOB NO. | 9783               | 45           | 166             |

① GCSA PLAN AND ELEV. ALT. 1 27358



NOTE: Elevations Shown at Piers  
Are Top of Deck Elevations  
At  $\frac{1}{2}$  of Bridge.

PVI Sta. 145+34.20  
Elev. 488.60  
LVC 700'  
M.O. +5.54

7.000

TBM N.I.S. 24" Syracuse 100'RT.  
Sta. 138+30  
Elev. 432.40'

TBM N.I.S. 4" Ash 200'LT.  
Sta. 146+00  
Elev. 450.33'

Soils Legend

|   |                |
|---|----------------|
| A | Clayey Sand    |
| B | Silty Sand     |
| C | Sandy Clay     |
| D | Silt. Clay     |
| E | Gravel         |
| F | Gray Limestone |

CONSTRUCTION SPECIFICATION: ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION  
OF 1978, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: A.A.S.H.T.O. STANDARD SPECIFICATIONS FOR  
HIGHWAY BRIDGES, 1983 EDITION.

DESIGN LIVE-LOADING: HS 20

METHOD OF DESIGN: LOAD FACTOR

FATIGUE LOAD CYCLE: CASE 11

AL.T. NO. 1  
SHEET 1 OF 1  
GENERAL PLAN AND ELEVATION  
U.S. HIGHWAY 62  
WHITE RIVER BRIDGE

|       | DISCHARGE | ELEV. | WATERWAY AREA |
|-------|-----------|-------|---------------|
| Q 50  | 145,000   | 444.3 | 21,200        |
| Q 100 | 305,000   | 459.5 | 39,800        |

NOTE: From Begin of Bridge to End of Superelevation Transition at Sta. 135+19.71, Control Point For Elevations is Outside Edge of Pavement. See Sheet 29 For Details of Superelevation Transition.

| UNIT STRESSES                                 |                |             |
|---|----------------|-------------|
| CLASS 3 CONCRETE<br>(PRESTRESSED GIRDER ONLY) | F <sub>c</sub> | 5,600 PSI   |
| CLASS 3 CONCRETE                              | F <sub>c</sub> | 3,500 PSI   |
| CLASS 3 (AE) CONCRETE                         | F <sub>c</sub> | 3,500 PSI   |
| REINFORCING STEEL (GR. 60)                    | F <sub>y</sub> | 60,000 PSI  |
| STRUCTURAL STEEL<br>ASTM (A36)                | F <sub>y</sub> | 36,000 PSI  |
| CASTING: (A27 GR. 70)                         | F <sub>y</sub> | 40,000 PSI  |
| PRESTRESSING STRANDS                          | F <sub>y</sub> | 270,000 PSI |
| PILE BEARING CAPACITY                         | HP 14X53       | 70 TONS     |
|   | HP 14X73       | 96 TONS     |

MARION AND BAXTER COUNTIES  
ROUTE 25C  
LITTLE ROCK, ARK.  
ARKANSAS STATE HIGHWAY COMMISSION  
DRAWN BY: J. D. T. DATE: MARCH 1955  
CHECKED BY: T. B. H. DATE: MARCH 1955  
DESIGNED BY: J. D. B. DATE: MARCH 1955  
BRIDGE NO. 6059 DRAWING NO. 27358  
—



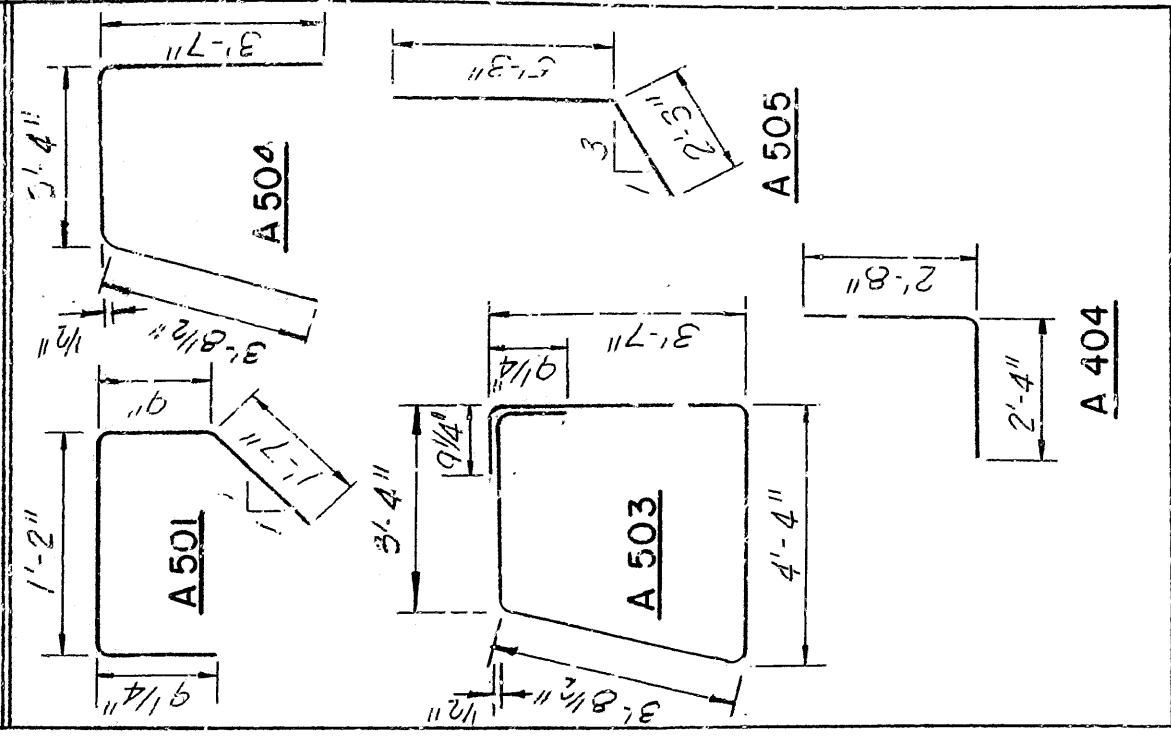
| DATE | TIME | REVIEW | DATE | TIME | REVIEW | FED. ROAD NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|------|------|--------|------|------|--------|---------------|-------|--------------------|-----------|--------------|
|      |      |        |      |      |        | 6             | ARK.  |                    |           |              |
|      |      |        |      |      |        |               |       | 9783               | 46        | 166          |

6059 DETALS WEST ABUT

27359

[illegible]

### BENDING DIAGRAM



**NOTE: Dimensions of Bars are out-to-out.**

ALT. NO. 1  
SHEET 1 OF 2  
DETAILS OF WEST ABUTMENT  
WHITE RIVER BRIDGE

**MARION AND BAXTER COUNTIES**

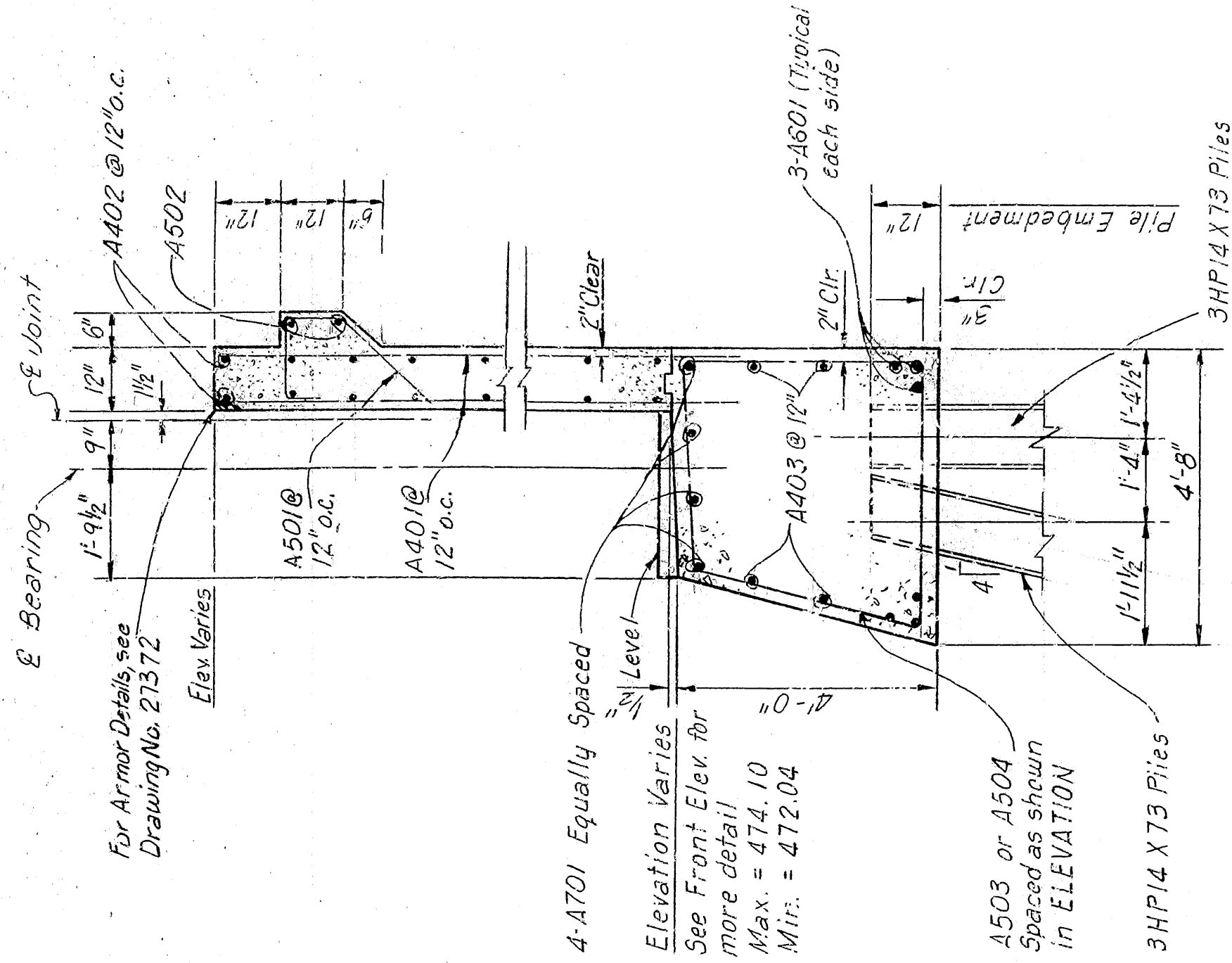
**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

DRAWN BY: J.S.B. DATE: 11/27/75  
CHECKED BY: H.J.P. DATE: 11/27/75  
D.C.W. DATE: 11/27/75  
SCALE: 1/8" = 1'-0"

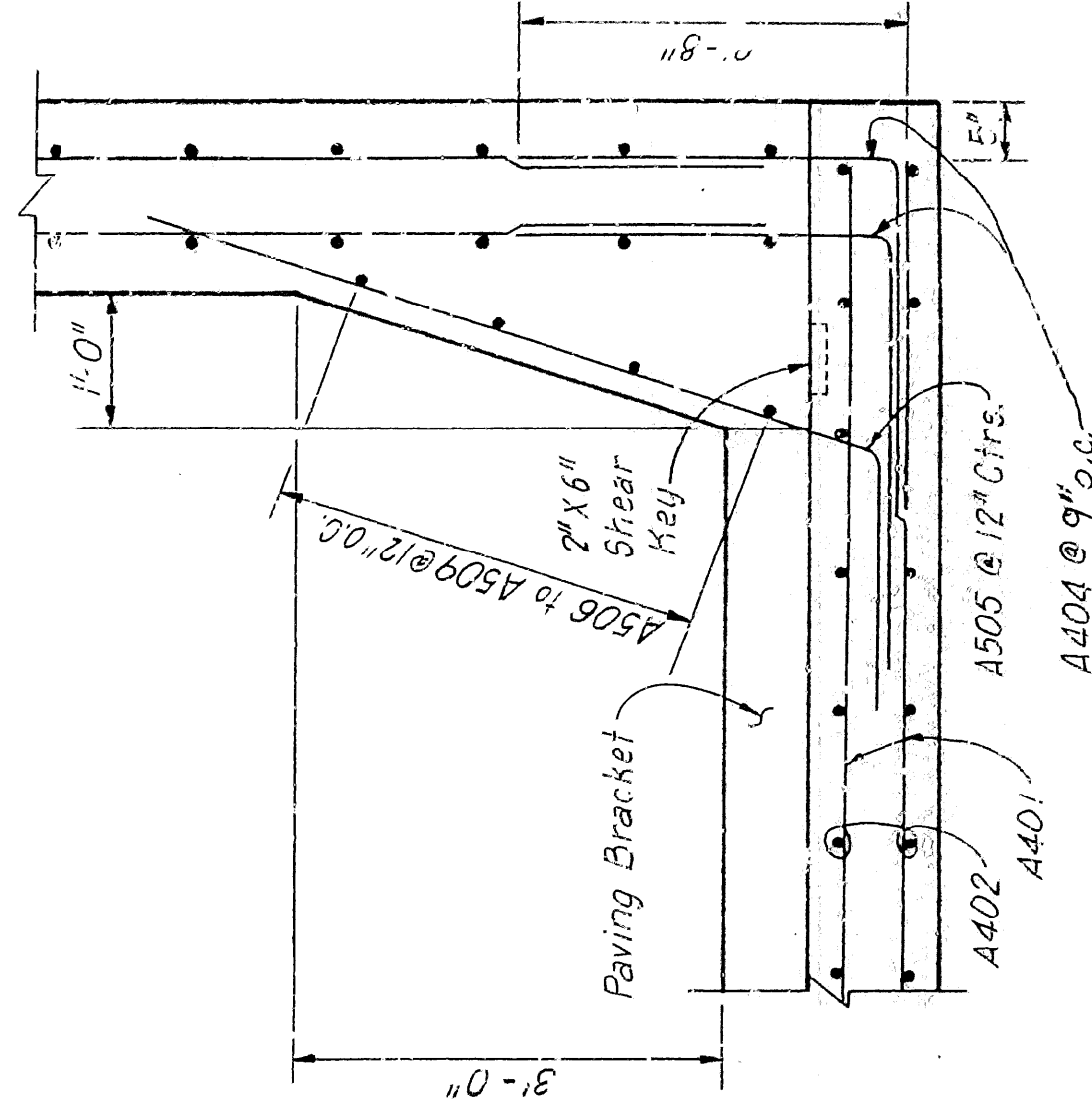
BRIDGE NO. 6059

## BRIDGES ENGINEERING



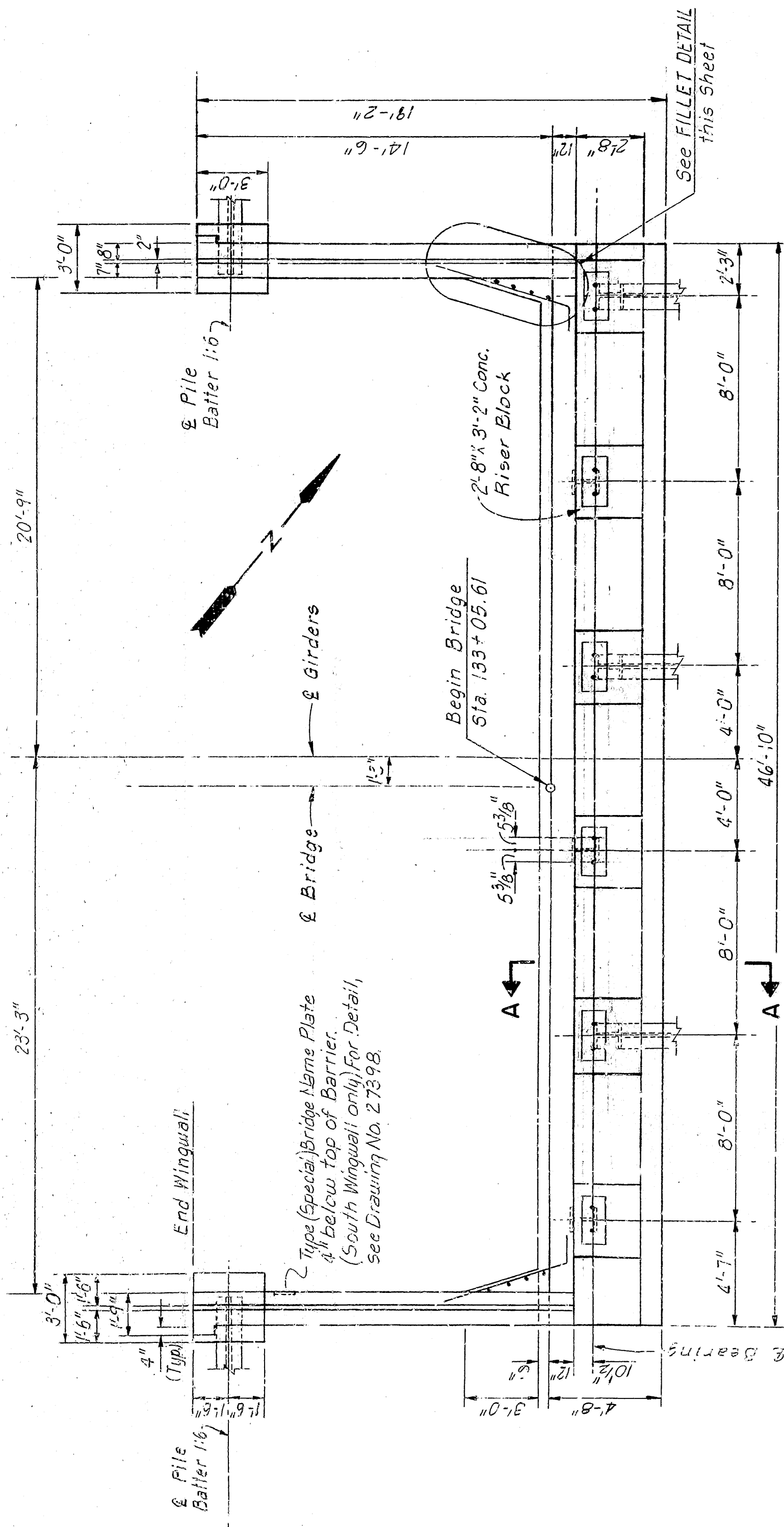
## SECTION A-A

Scale: 1/2"=1'-0"



## FILLET DETAIL

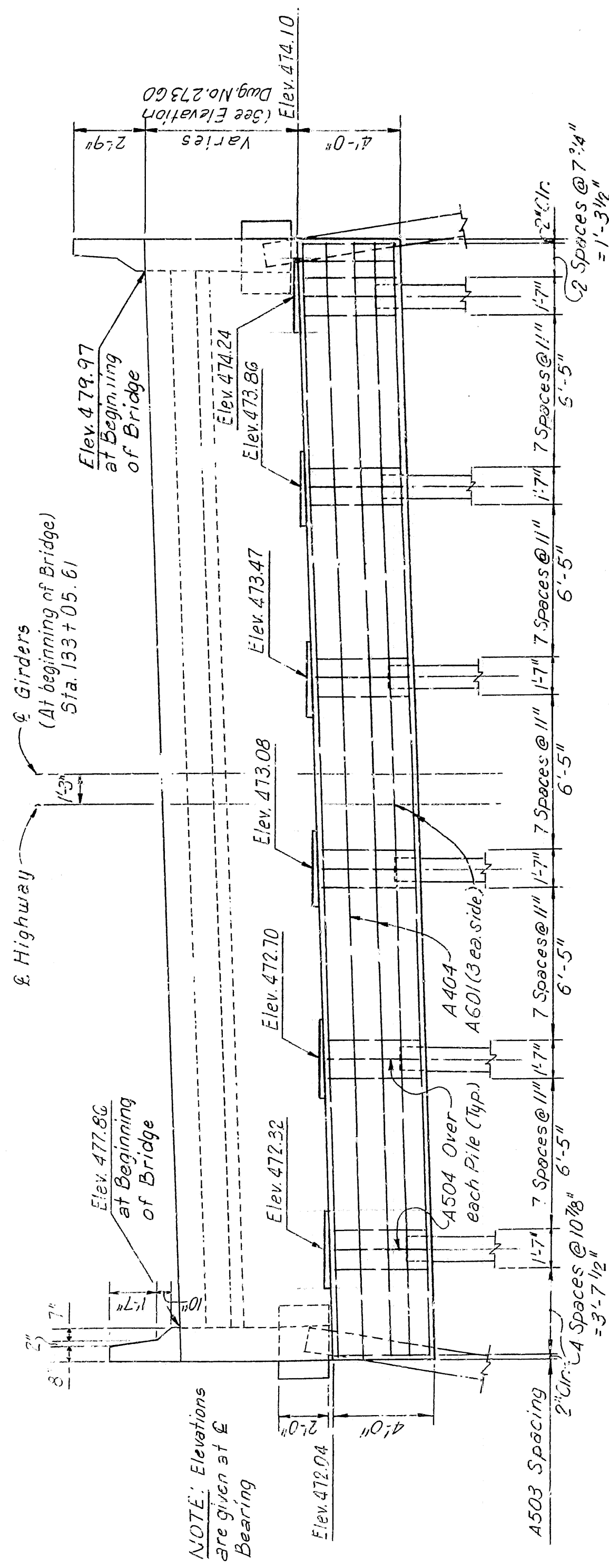
Scale: 3/4" = 1'-0"



NOTE: For Details of Expansion Pads, See Drawing No. 27372.

## PLAN

Scale: 1/4" = 1'-0"



## FRONT ELEVATION

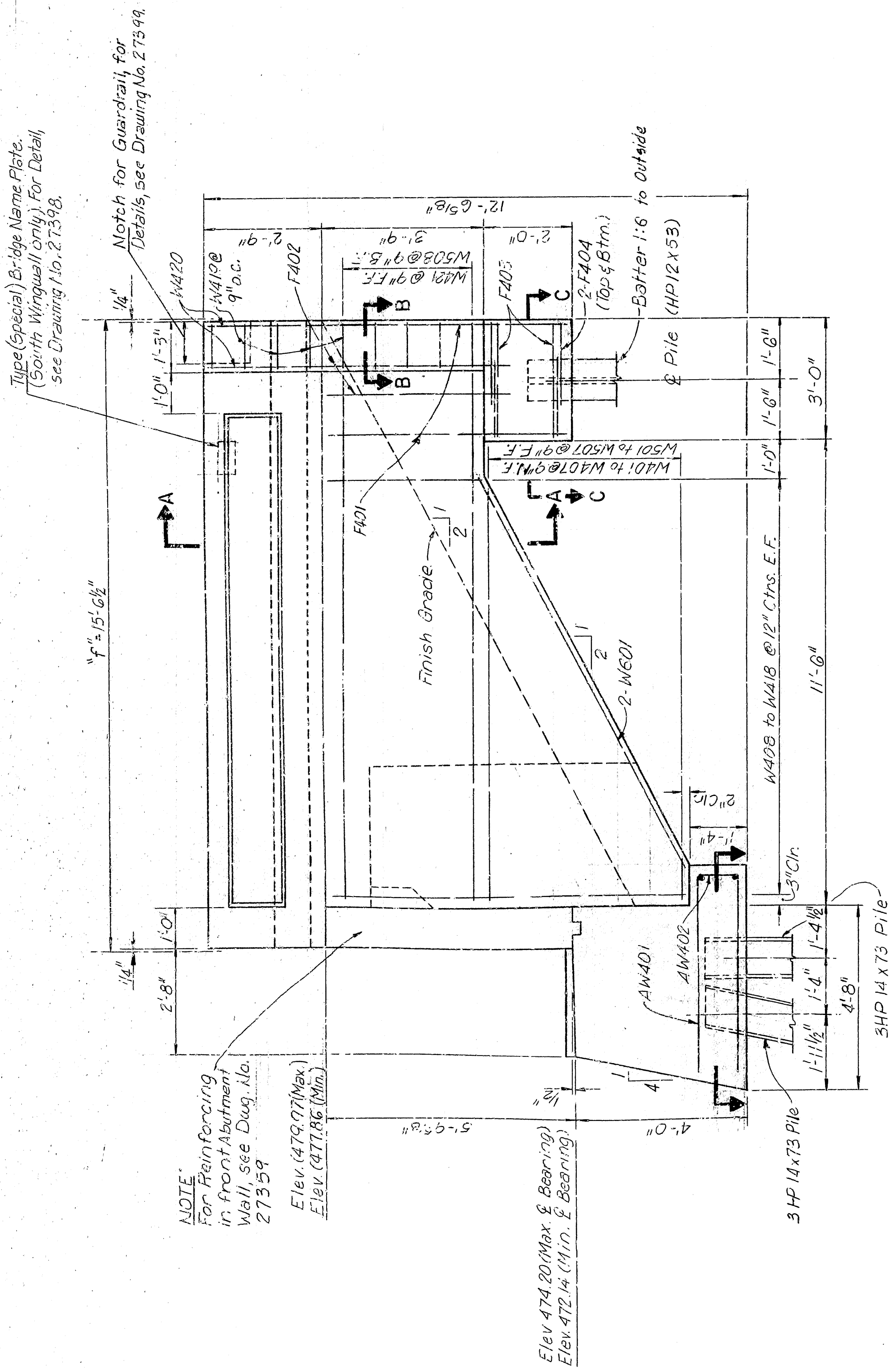
Scale: 1/4" = 1'-0"

NOTE: Elevations  
are given at  $\mathbb{E}$   
Bearing

| DATE<br>REMOVED | DATE<br>FILED | DATE<br>REMOVED | DATE<br>FILED | FED. ROAD<br>NO. | STATE | FED. AID PROJ. NO. | TRACT<br>NO. | TOTAL<br>SHEETS |
|-----------------|---------------|-----------------|---------------|------------------|-------|--------------------|--------------|-----------------|
|                 |               |                 |               | 6                | ARK   |                    |              |                 |
|                 |               |                 |               | JOB NO.          |       | 9783               | 47           | 166             |

① MOST DETAILS WEST ABOUT 27360

|                           |       |
|---------------------------|-------|
| 1. 6059 DETAILS WEST ABUT | 27360 |
|---------------------------|-------|

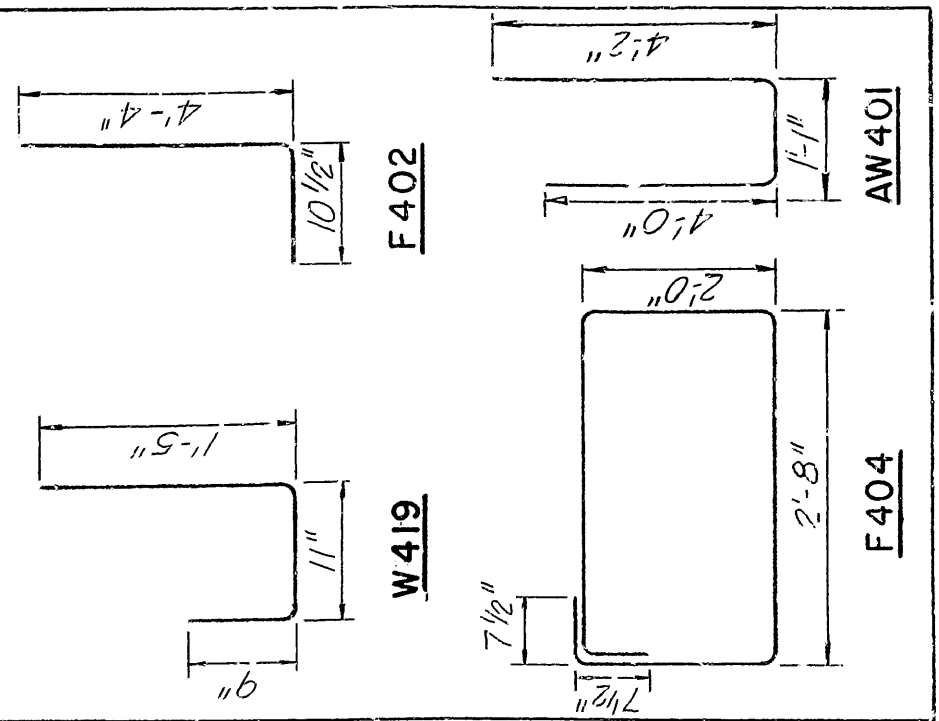


| VARIABLES FOR PARAPET RAILING |                |    |
|-------------------------------|----------------|----|
| "f"                           | CLOSED PARAPET |    |
|                               | k              | n  |
| 15'-6 1/2"                    | 2 1/2"         | 15 |

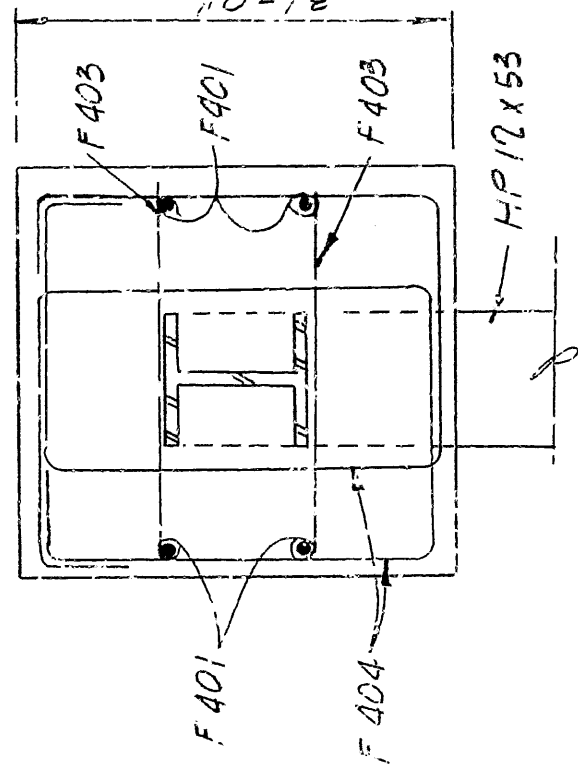
NOTES:  
1. For Parapet Reinforcing and Bending  
Diagrams, see Drawing No. 27399.

| REINFORCEMENT SCHEDULE |       |                 |
|------------------------|-------|-----------------|
| MARK                   | NO.   | LENGTH PIN DIA. |
| W401                   | 2 Ea  | 0'-9" to 10'-0" |
| W407                   |       |                 |
| W408                   | 4 Ea  | 3'-6" to 8'-2"  |
| W410                   |       |                 |
| W418                   | 1B    | 2'-11"          |
| W419                   |       |                 |
| W420                   | 4     | 6'-4"           |
| W421                   | 10    | 14'-2"          |
| W422                   |       |                 |
| W501                   | 2 Ea. | 0'-9" to 10'-0" |
| W507                   |       |                 |
| W508                   | 10    | 14'-2"          |
| W601                   | 4     | 11'-0"          |
| W602                   |       |                 |
| W6401                  | 4     | 9'-1"           |
| W6402                  |       |                 |
| F401                   | 8     | 1'-0"           |
| F402                   | 8     | 5'-4"           |
| F403                   | 8     | 4'-1/2"         |
| F404                   | 8     | 2'-8"           |
| F405                   | 8     | 10'-2"          |
| P401                   | 32    | 6'-3"           |
| P403                   | 32    | 5'-7 1/2"       |
| P406                   | 14    | 15'-2"          |
|                        |       |                 |

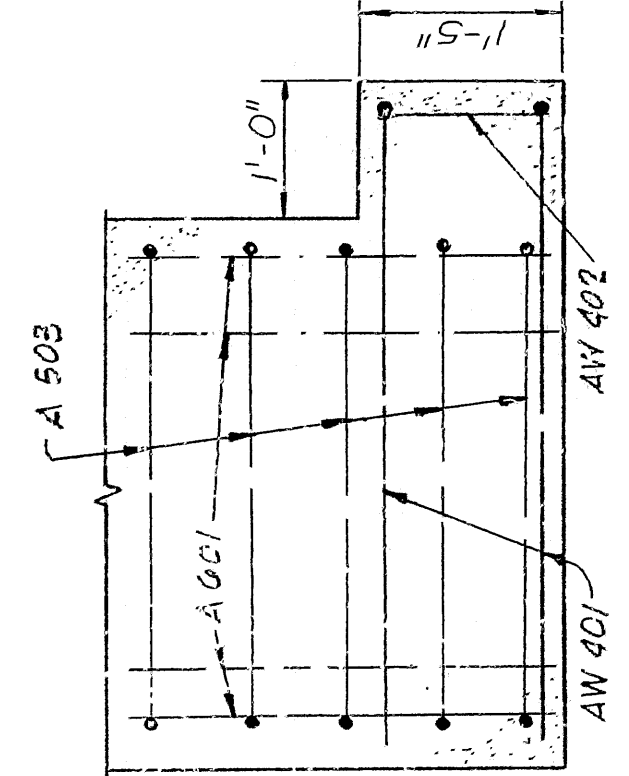
## BENDING DIAGRAM



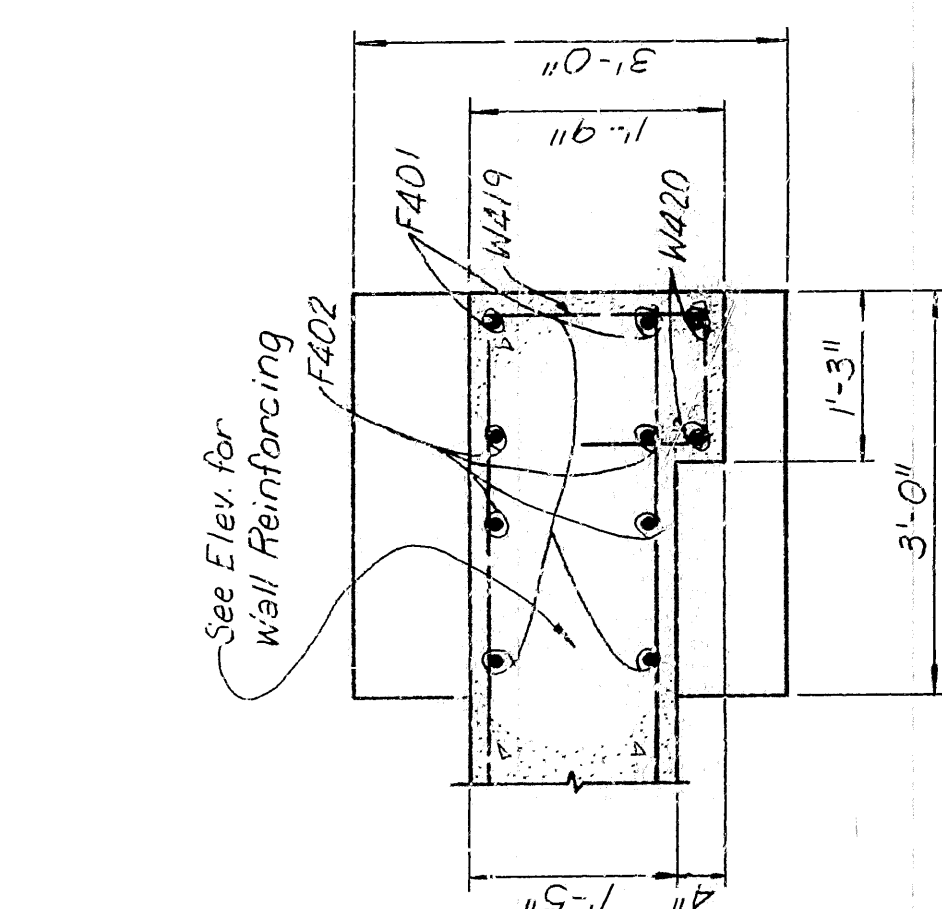
NOTE: Dimensions of Bars are out-to-out



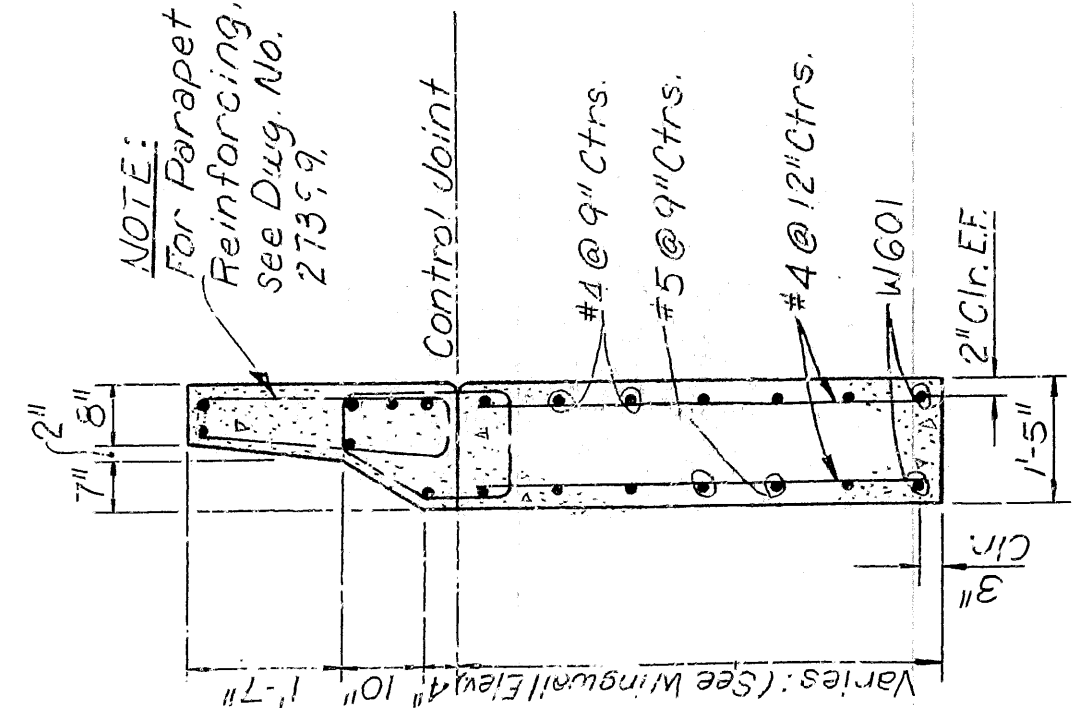
SECTION C-C



SECTION D-D  
Scale: 3/4" = 1'-0"



SECTION B-B  
Scale:  $\frac{3}{4}'' = 1'-0''$



SECTION A-A  
Scale: 1/2" = 1'-0"

ALT. NO. 1  
SHEET 2 OF 2  
DETAILS OF WEST ABUTMENT  
WHITE RIVER BRIDGE

| ARION AND BAXTER COUNTIES |      |
|---------------------------|------|
| ROUTE                     | SEC. |
| 1                         | 1    |
| 2                         | 2    |
| 3                         | 3    |
| 4                         | 4    |
| 5                         | 5    |
| 6                         | 6    |
| 7                         | 7    |
| 8                         | 8    |
| 9                         | 9    |
| 10                        | 10   |
| 11                        | 11   |
| 12                        | 12   |
| 13                        | 13   |
| 14                        | 14   |
| 15                        | 15   |
| 16                        | 16   |
| 17                        | 17   |
| 18                        | 18   |
| 19                        | 19   |
| 20                        | 20   |
| 21                        | 21   |
| 22                        | 22   |
| 23                        | 23   |
| 24                        | 24   |
| 25                        | 25   |
| 26                        | 26   |
| 27                        | 27   |
| 28                        | 28   |
| 29                        | 29   |
| 30                        | 30   |
| 31                        | 31   |
| 32                        | 32   |
| 33                        | 33   |
| 34                        | 34   |
| 35                        | 35   |
| 36                        | 36   |
| 37                        | 37   |
| 38                        | 38   |
| 39                        | 39   |
| 40                        | 40   |
| 41                        | 41   |
| 42                        | 42   |
| 43                        | 43   |
| 44                        | 44   |
| 45                        | 45   |
| 46                        | 46   |
| 47                        | 47   |
| 48                        | 48   |
| 49                        | 49   |
| 50                        | 50   |
| 51                        | 51   |
| 52                        | 52   |
| 53                        | 53   |
| 54                        | 54   |
| 55                        | 55   |
| 56                        | 56   |
| 57                        | 57   |
| 58                        | 58   |
| 59                        | 59   |
| 60                        | 60   |
| 61                        | 61   |
| 62                        | 62   |
| 63                        | 63   |
| 64                        | 64   |
| 65                        | 65   |
| 66                        | 66   |
| 67                        | 67   |
| 68                        | 68   |
| 69                        | 69   |
| 70                        | 70   |
| 71                        | 71   |
| 72                        | 72   |
| 73                        | 73   |
| 74                        | 74   |
| 75                        | 75   |
| 76                        | 76   |
| 77                        | 77   |
| 78                        | 78   |
| 79                        | 79   |
| 80                        | 80   |
| 81                        | 81   |
| 82                        | 82   |
| 83                        | 83   |
| 84                        | 84   |
| 85                        | 85   |
| 86                        | 86   |
| 87                        | 87   |
| 88                        | 88   |
| 89                        | 89   |
| 90                        | 90   |
| 91                        | 91   |
| 92                        | 92   |
| 93                        | 93   |
| 94                        | 94   |
| 95                        | 95   |
| 96                        | 96   |
| 97                        | 97   |
| 98                        | 98   |
| 99                        | 99   |
| 100                       | 100  |

| ROUTE                             | SEC. |
|-----------------------------------|------|
| ARKANSAS STATE HIGHWAY COMMISSION |      |

LITTLE ROCK, ARK.

DRAWN BY: P.B.S. DATE: MARCH, 1985  
CHECKED BY: H.U.P. DATE: MARCH, 1985  
DESIGNED BY: D.C.W. DATE: MARCH, 1985

BRIDGE NO. 6059  
DRAWING NO. 2

BRIDGE No. 6059

BRIDGE No. 6059

**DRAWING NO. 27360**







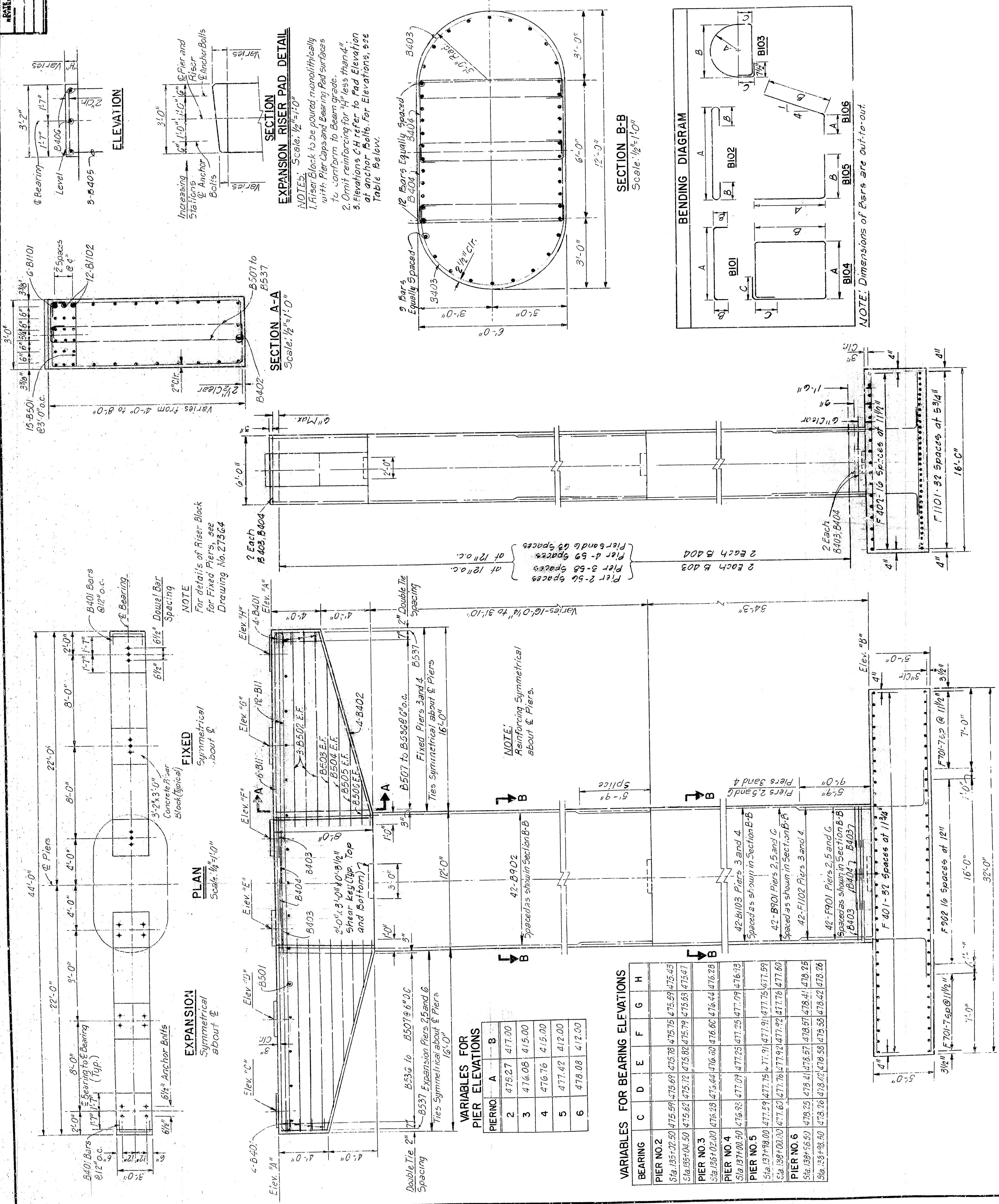
| REVISION | DATE | BY | APP'D | REASON |
|----------|------|----|-------|--------|
|          |      |    |       |        |
|          |      |    |       |        |
|          |      |    |       |        |

|                     |      |           |
|---------------------|------|-----------|
| PROJECT             | 6059 | PIERS 2-6 |
| STATE               | ARK. |           |
| FED. ROAD DIST. NO. | 6    |           |
| JOE NO.             | 9783 |           |
| SHEET NO.           | 49   | 27362     |

| REINFORCEMENT SCHEDULE           |     |            |            |            |
|----------------------------------|-----|------------|------------|------------|
| MARK                             | NO. | LENGTH     | PIN TYPE   | DIMENSIONS |
| B401                             | 8   | 4'-4 1/2"  | 2" B101    | 1'-0"      |
| B402                             | 8   | 17'-4"     | 2" B101    | 1'-0"      |
| B501                             | 15  | 2'-8"      | 5tr        | 1'-0"      |
| B502                             | 12  | 16'-10"    | 5tr        | 1'-0"      |
| B503                             | 4   | 14'-9"     | 5tr        | 1'-0"      |
| B504                             | 4   | 11'-5"     | 5tr        | 1'-0"      |
| B505                             | 4   | 8'-0"      | 5tr        | 1'-0"      |
| B506                             | 4   | 4'-8"      | 5tr        | 1'-0"      |
| B507                             | 4   | 11'-11"    | 5tr        | 1'-0"      |
| B536                             | 4   | 11'-0"     | 5tr        | 1'-0"      |
| B537                             | 4   | 11'-0"     | 5tr        | 1'-0"      |
| B101                             | 6   | 45'-10"    | 11/4" B102 | 43'-5"     |
| B102                             | 12  | 43'-8"     | 5tr        | 1'-0"      |
| F401                             | 33  | 15'-6"     | 5tr        | 1'-0"      |
| F402                             | 17  | 31'-6"     | 5tr        | 1'-0"      |
| F403                             | 16  | 15'-6"     | 5tr        | 1'-0"      |
| F404                             | 11  | 15'-6"     | 5tr        | 1'-0"      |
| F101                             | 33  | 31'-6"     | 5tr        | 1'-0"      |
| COMMON TO PIERS 2, 3, 4, 5 AND 6 |     |            |            |            |
| B403                             | 122 | 16'-7 1/2" | 2" B103    | 2'-0"      |
| B404                             | 122 | 18'-11"    | 2" B104    | 3'-5 3/8"  |
| B405                             | 15  | 5'-4"      | 2" B101    | 2'-4"      |
| B406                             | 15  | 2'-8"      | 5tr        | 1'-4"      |
| B901                             | 42  | 40'-0"     | 5tr        | 1'-7 1/2"  |
| B902                             | 42  | 23'-0"     | 5tr        | 1'-7 1/2"  |
| B403                             | 126 | 16'-7 1/2" | 2" B103    | 2'-0"      |
| B404                             | 126 | 18'-11"    | 2" B104    | 3'-5 3/8"  |
| B405                             | 12  | 5'-4"      | 2" B101    | 2'-4"      |
| B406                             | 12  | 2'-8"      | 5tr        | 1'-4"      |
| B902                             | 42  | 23'-0"     | 5tr        | 1'-7 1/2"  |
| B102                             | 42  | 15'-2"     | 11/4" B105 | 13'-6 1/2" |
| B403                             | 128 | 16'-7 1/2" | 2" B103    | 2'-0"      |
| B404                             | 128 | 18'-11"    | 2" B104    | 3'-5 3/8"  |
| B405                             | 12  | 5'-4"      | 2" B101    | 2'-4"      |
| B406                             | 12  | 2'-8"      | 5tr        | 1'-4"      |
| B901                             | 42  | 40'-0"     | 5tr        | 1'-7 1/2"  |
| B902                             | 42  | 23'-0"     | 5tr        | 1'-7 1/2"  |
| B403                             | 136 | 16'-7 1/2" | 2" B103    | 2'-0"      |
| B404                             | 136 | 18'-11"    | 2" B104    | 3'-5 3/8"  |
| B405                             | 12  | 5'-4"      | 2" B101    | 2'-4"      |
| B406                             | 12  | 2'-8"      | 5tr        | 1'-4"      |
| B901                             | 42  | 40'-0"     | 5tr        | 1'-7 1/2"  |
| B902                             | 42  | 23'-0"     | 5tr        | 1'-7 1/2"  |
| B403                             | 136 | 16'-7 1/2" | 2" B103    | 2'-0"      |
| B404                             | 136 | 18'-11"    | 2" B104    | 3'-5 3/8"  |
| B405                             | 12  | 5'-4"      | 2" B101    | 2'-4"      |
| B406                             | 12  | 2'-8"      | 5tr        | 1'-4"      |
| B901                             | 42  | 40'-0"     | 5tr        | 1'-7 1/2"  |
| B902                             | 42  | 23'-0"     | 5tr        | 1'-7 1/2"  |

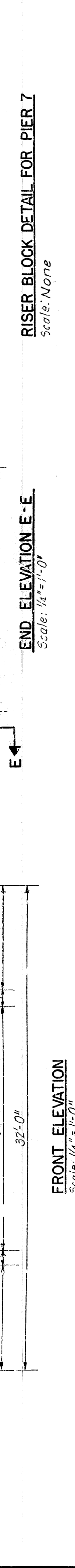
ALT. NO. 1  
SHEET 1 OF 1  
DETAILS OF PIERS 2, 3, 4, 5 AND 6  
WHITE RIVER BRIDGE

ROUTE  
SEC.  
MARION AND BAXTER COUNTIES  
ARIZONA STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
DRAWN BY: J.M.F. DATE: 10/23/55  
CHECKED BY: H.A.P. DATE: 10/23/55  
DESIGNED BY: J.D.S. DATE: 10/23/55  
BRIDGE NO. 6059  
BRIDGE ENGINEER  
DRAWING NO. 27362





|      |                 |     |       |
|------|-----------------|-----|-------|
| 6059 | DETAILS OF PERS | 788 | 27363 |
|------|-----------------|-----|-------|



MARION AND CANTER COUNTIES  
 ROUTE SEC.  
 ARKANSAS STATE HIGHWAY COMMISSION

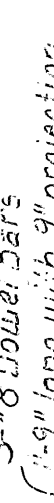
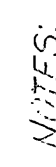
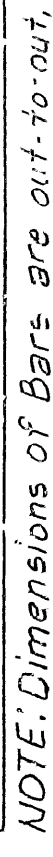
DRAWN BY: G.S.B. DATE: MARCH, 1985  
CHECKED BY: H.J.P. DATE: MARCH, 1985  
CONSIGNED BY: J.D.B. DATE: MARCH, 1985

**BRIDGE NO. 6059**



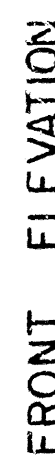
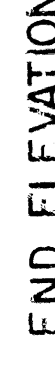
15.

### BENDING - DIAGRAM



VARIABLES FOR  
PIER ELEVATIONS

# VARIABLES FOR BEARING ELEVATIONS



SHEET 1 OF 1

**WHITE RIVER BRIDGE**

**MARION AND BAXTER COUNTIES**  
**POLICE SEC**

**ROUTE 255  
ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

U.S.S. MA 905, 1985

DOWN BY \_\_\_\_\_ DATE: \_\_\_\_\_  
CHECKED BY: H.J.B. DATE: MAR 24 1935

DEPOSED BY: J.D.D. DA:

**BRIDGE NO. COED**

DRAWING NO. 27364



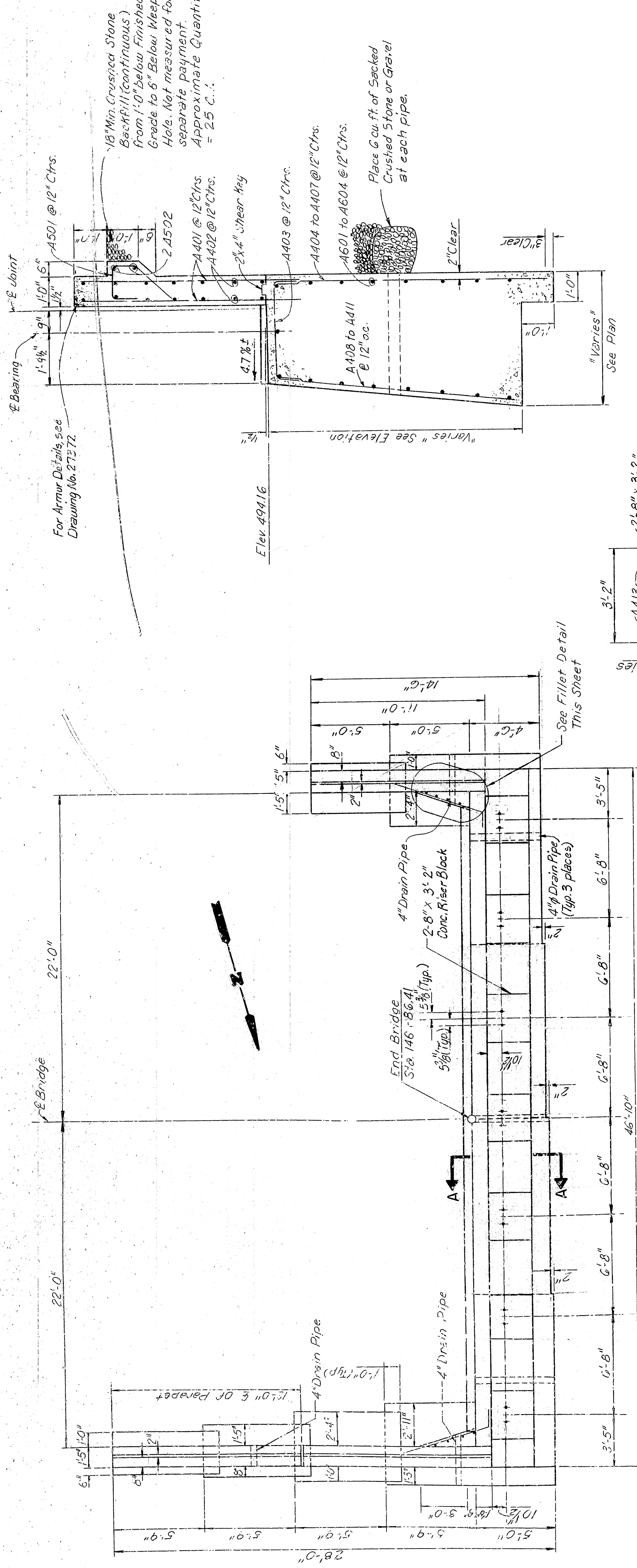
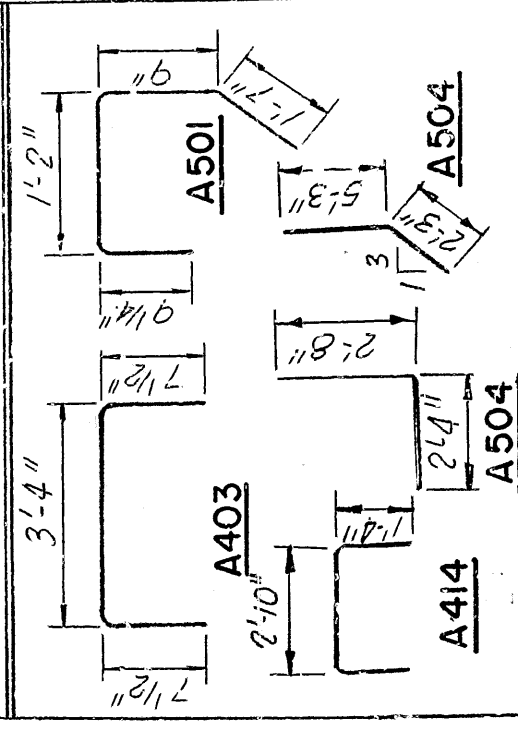




| MAIL<br>RECEIVED | DATE<br>RECEIVED | DATE<br>FILED | DATE<br>INDEXED | FILED<br>NO. | POST<br>PAID<br>NO. | STATE   | FED. AID<br>PROG. NO. | TRUCK<br>NO. | TOTAL<br>SHEET |
|------------------|------------------|---------------|-----------------|--------------|---------------------|---------|-----------------------|--------------|----------------|
|                  |                  |               |                 |              | 6                   | ARK.    |                       |              |                |
|                  |                  |               |                 |              |                     | JOB NO. | 4-703                 | 53           | 160            |

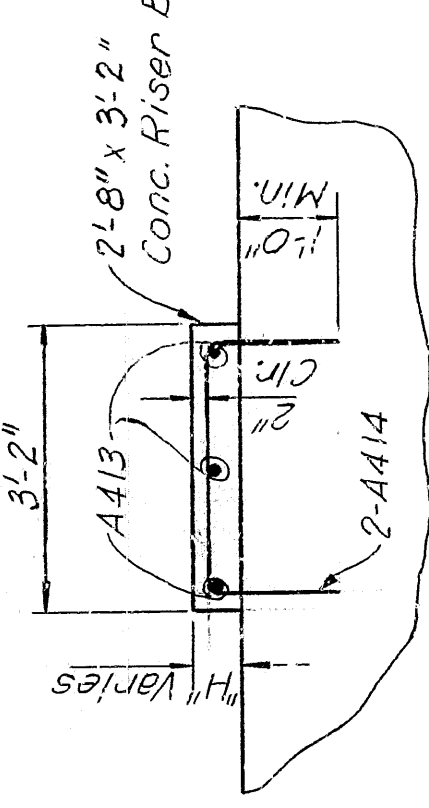
① 6059 DETAILS OF EAST ABOUT 27360

6059 DETAILS OF EAST ABUT 27366

[illegible]

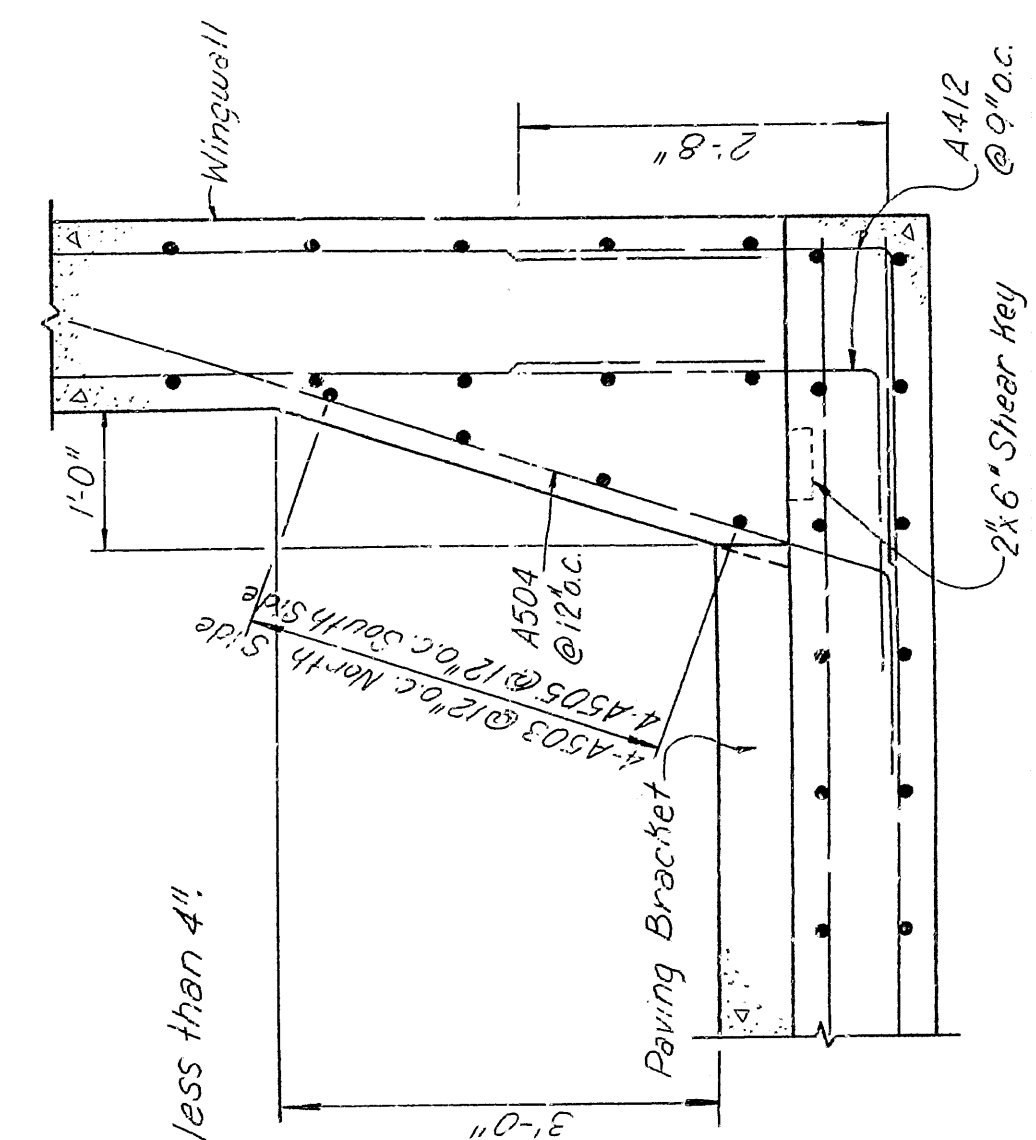
NOTE: Dimensions of Bars are out-to-out.

SECTION A-A  
Scale: 1/2" = 1'-0"

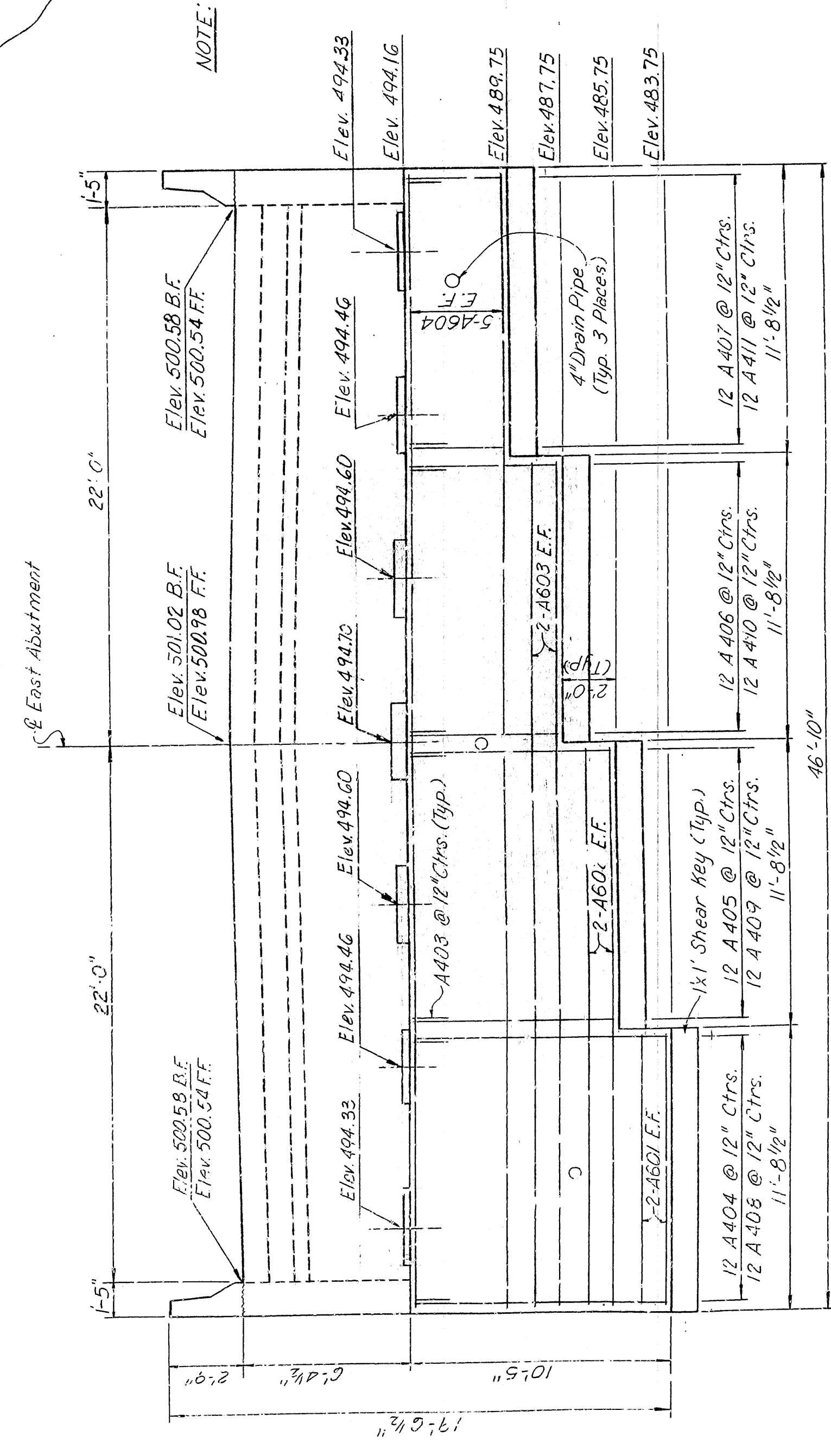
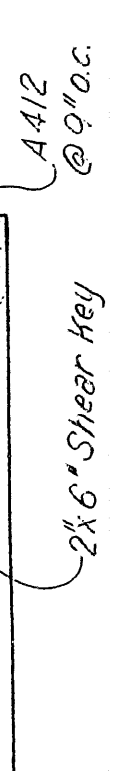


RISE BLOCK  
502/6: 1 1/2" = 1'-0"

NOTE: Omit reinforcing for "H" less than 4".



PILLET DETAIL



FRONT ELEVATION  
Scale: 1/4" = 1'-0"

scale:  $1/4" = 1'-0"$

ALT. NO. 1  
SHEET 1 OF 2

DETAILS OF EAST ABUTMENT  
WHITE RIVER BRIDGE

| MARION AND BAXTER COUNTIES |      |
|----------------------------|------|
| ROUTE                      | SEC. |
| 1                          | 1    |
| 2                          | 2    |
| 3                          | 3    |
| 4                          | 4    |
| 5                          | 5    |
| 6                          | 6    |
| 7                          | 7    |
| 8                          | 8    |
| 9                          | 9    |
| 10                         | 10   |
| 11                         | 11   |
| 12                         | 12   |
| 13                         | 13   |
| 14                         | 14   |
| 15                         | 15   |
| 16                         | 16   |
| 17                         | 17   |
| 18                         | 18   |
| 19                         | 19   |
| 20                         | 20   |
| 21                         | 21   |
| 22                         | 22   |
| 23                         | 23   |
| 24                         | 24   |
| 25                         | 25   |
| 26                         | 26   |
| 27                         | 27   |
| 28                         | 28   |
| 29                         | 29   |
| 30                         | 30   |
| 31                         | 31   |
| 32                         | 32   |
| 33                         | 33   |
| 34                         | 34   |
| 35                         | 35   |
| 36                         | 36   |
| 37                         | 37   |
| 38                         | 38   |
| 39                         | 39   |
| 40                         | 40   |
| 41                         | 41   |
| 42                         | 42   |
| 43                         | 43   |
| 44                         | 44   |
| 45                         | 45   |
| 46                         | 46   |
| 47                         | 47   |
| 48                         | 48   |
| 49                         | 49   |
| 50                         | 50   |
| 51                         | 51   |
| 52                         | 52   |
| 53                         | 53   |
| 54                         | 54   |
| 55                         | 55   |
| 56                         | 56   |
| 57                         | 57   |
| 58                         | 58   |
| 59                         | 59   |
| 60                         | 60   |
| 61                         | 61   |
| 62                         | 62   |
| 63                         | 63   |
| 64                         | 64   |
| 65                         | 65   |
| 66                         | 66   |
| 67                         | 67   |
| 68                         | 68   |
| 69                         | 69   |
| 70                         | 70   |
| 71                         | 71   |
| 72                         | 72   |
| 73                         | 73   |
| 74                         | 74   |
| 75                         | 75   |
| 76                         | 76   |
| 77                         | 77   |
| 78                         | 78   |
| 79                         | 79   |
| 80                         | 80   |
| 81                         | 81   |
| 82                         | 82   |
| 83                         | 83   |
| 84                         | 84   |
| 85                         | 85   |
| 86                         | 86   |
| 87                         | 87   |
| 88                         | 88   |
| 89                         | 89   |
| 90                         | 90   |
| 91                         | 91   |
| 92                         | 92   |
| 93                         | 93   |
| 94                         | 94   |
| 95                         | 95   |
| 96                         | 96   |
| 97                         | 97   |
| 98                         | 98   |
| 99                         | 99   |
| 100                        | 100  |

**ARKANSAS STATE HIGHWAY COMMISSION**

DRAWN BY: P.B.B. DATE: MARCH 1985  
CHECKED BY: H.J.R. DATE: MARCH 1985  
DESIGNED BY: D.C.W. DATE: MARCH 1985

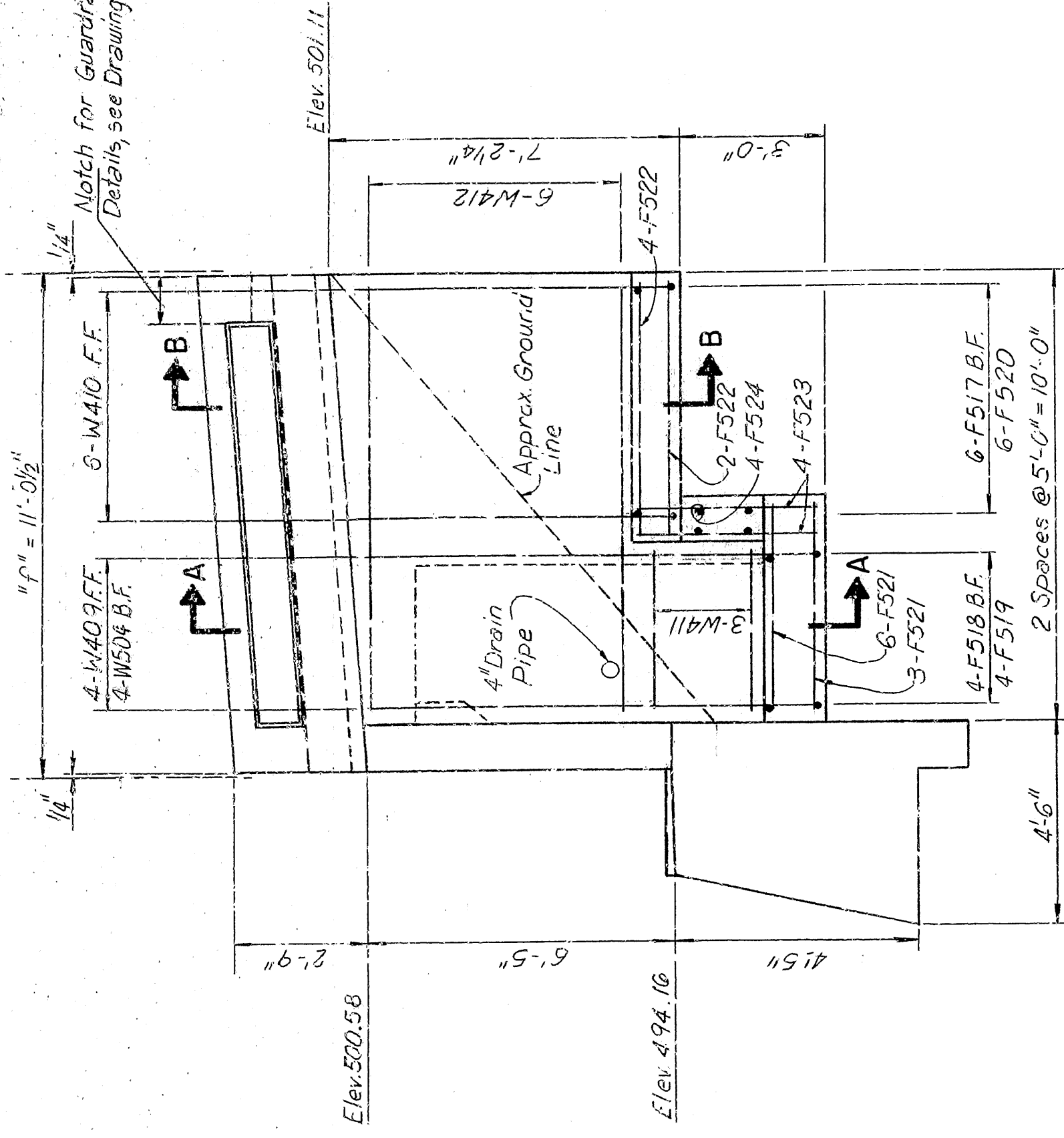
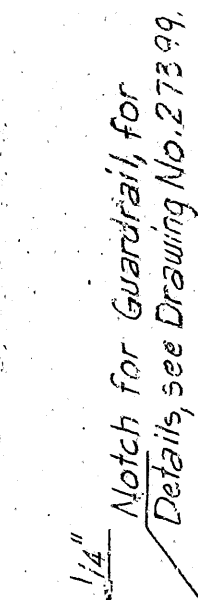
**BRIDGE NO. 6059**

**BRIDGE ENGINEER**



| DATE RECEIVED | DATE RECEIVED | DATE RECEIVED | DATE RECEIVED | FED. PASS. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------|---------------|---------------|---------------|----------------|-------|--------------------|-----------|--------------|
|               |               |               |               | 6              | ARK.  |                    |           |              |
|               |               |               |               | JOB NO.        |       | 9183               | 54        | 166          |

06059 DETAILS OF EAST ABOUT 27367



WINGWALL ELEVATION  
Scale: 3/8" = 1'-0"

**BENDING DIAGRAM**

**F501** Point load  $P$  at the free end. The bending moment is zero at the free end and increases linearly to  $PL$  at the fixed end. The diagram shows a triangular shape with a peak of  $PL$  at the fixed end.

**F502** Uniformly distributed load  $w$  over the entire length  $L$ . The bending moment is zero at the free end and increases parabolically to  $\frac{wL^2}{2}$  at the fixed end. The diagram shows a parabolic shape with a peak of  $\frac{wL^2}{2}$  at the fixed end.

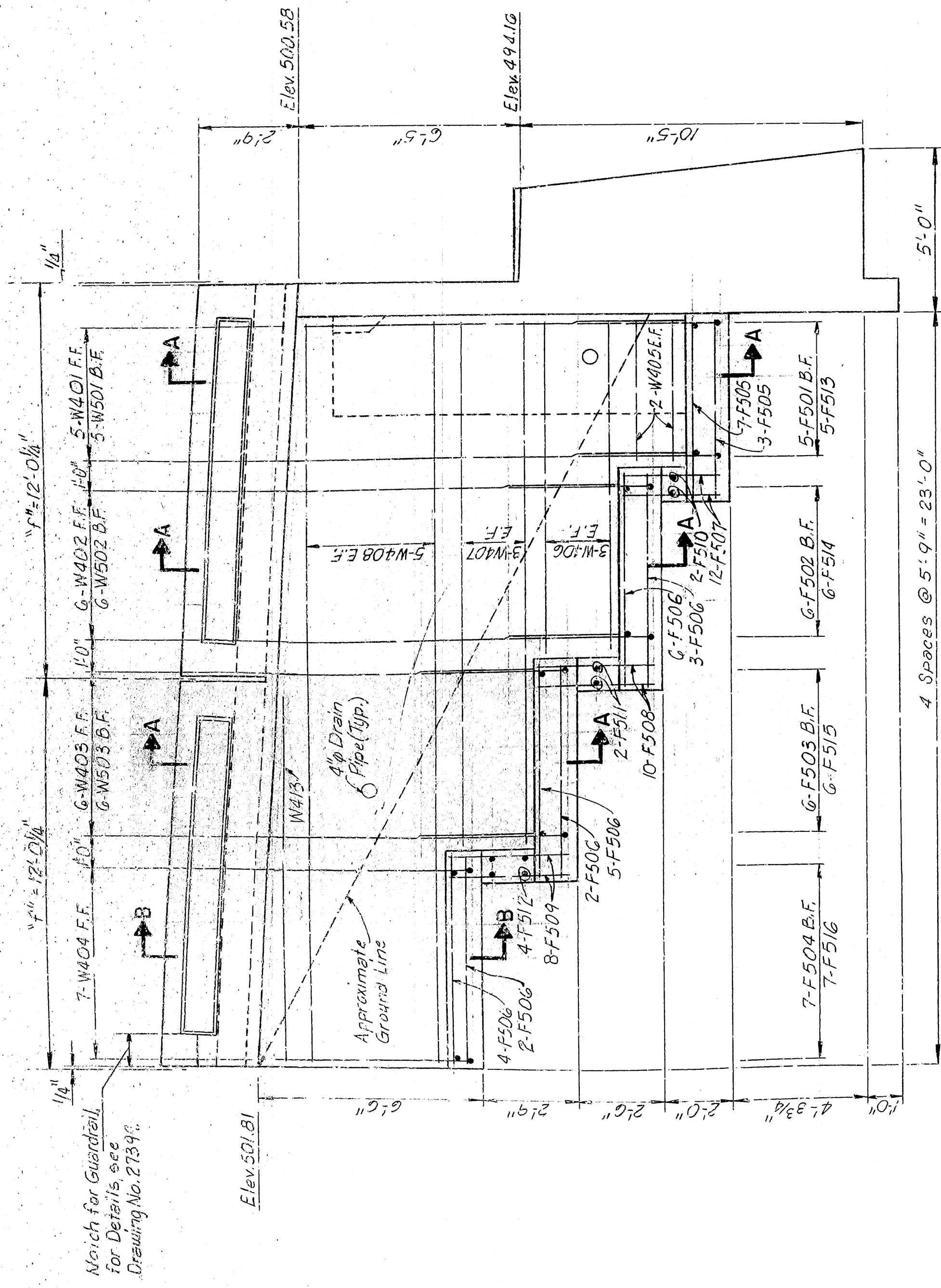
**F503** Triangularly distributed load increasing from 0 at the free end to  $w$  at the fixed end. The bending moment is zero at the free end and increases cubically to  $\frac{wL^3}{6}$  at the fixed end. The diagram shows a cubic shape with a peak of  $\frac{wL^3}{6}$  at the fixed end.

**F504** Rectangularly distributed load  $w$  over the entire length  $L$ . The bending moment is zero at the free end and increases linearly to  $wL$  at the fixed end. The diagram shows a triangular shape with a peak of  $wL$  at the fixed end.

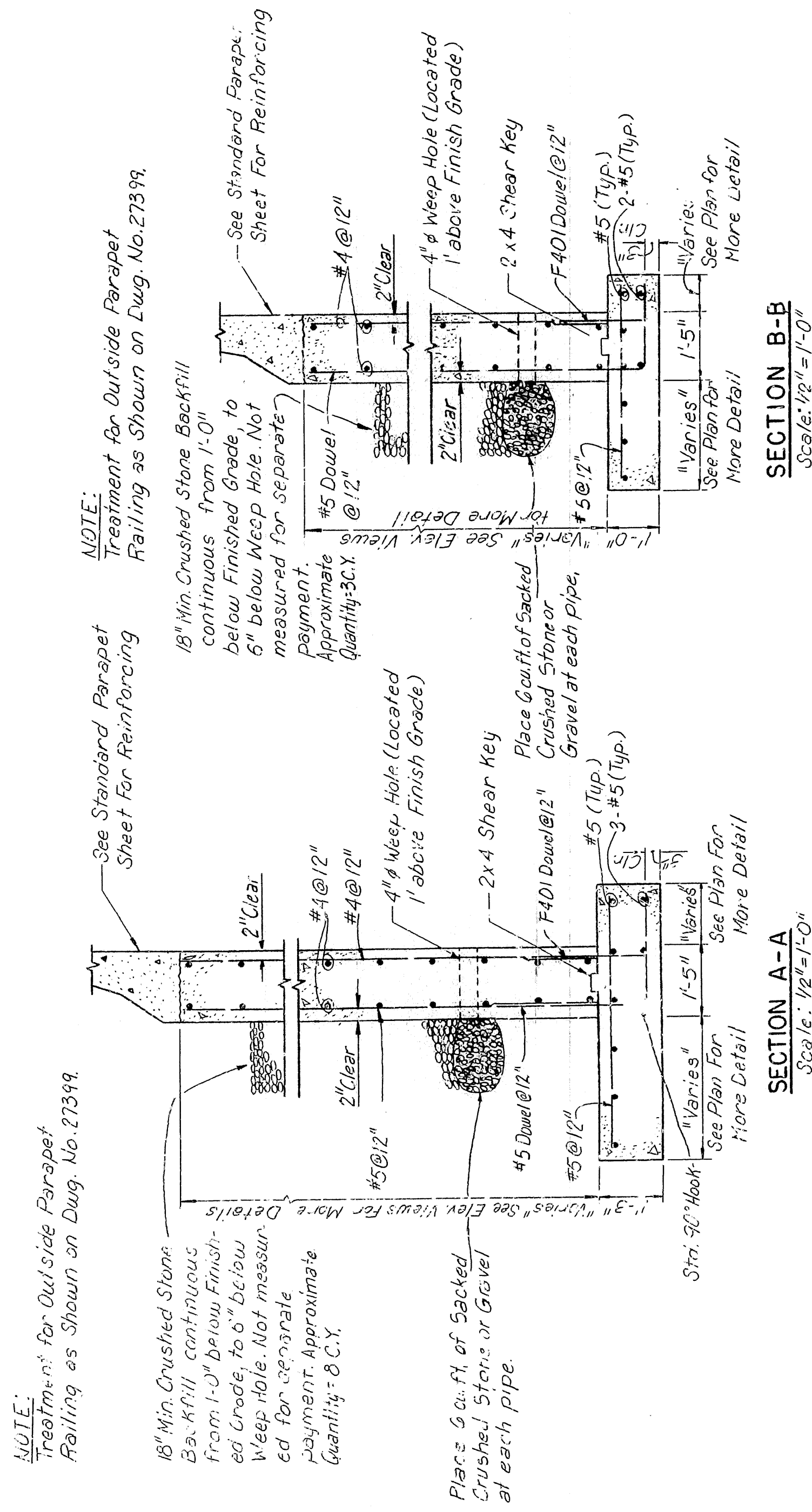
NOTE: Dimensions of Bars are out-to-out,

| VARIABLES FOR PARAPET RAILING |                |    |  |
|-------------------------------|----------------|----|--|
| "f"                           | CLOSED PARAPET |    |  |
|                               | k              | n  |  |
| 12'-0 1/4"                    | 2 1/2"         | 12 |  |
| 11'-0 1/4"                    | 2 1/2"         | 11 |  |

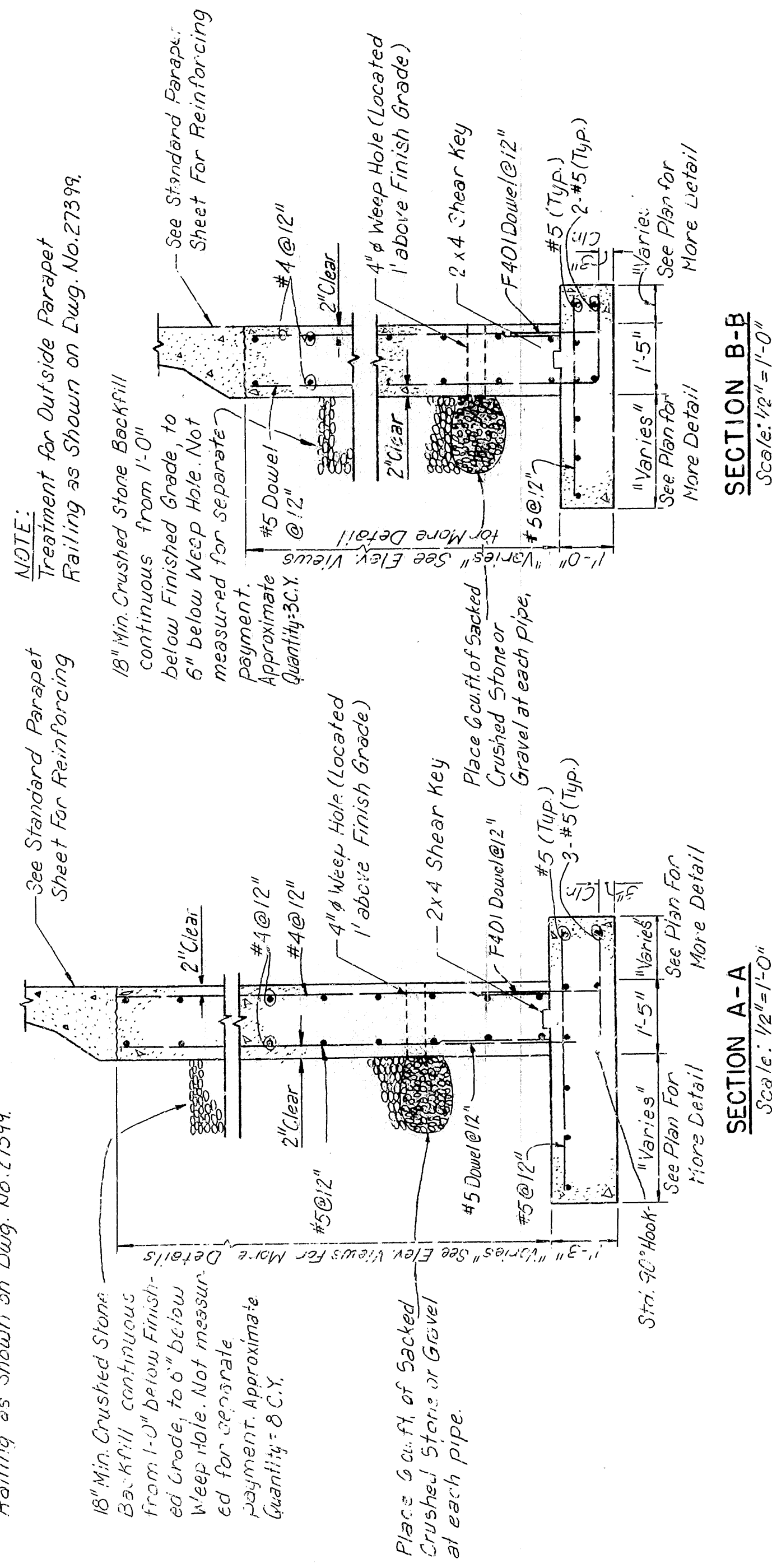
NOTE:  
1. For Parapet Reinforcing and Bending  
Diagrams See Dwg. No. 27399.



WINGWALL ELEVATION  
Scale 5/8" = 1'-0"



SECTION A-A



SECTION B-B

ALT. NO. 1  
SHEET 2 OF 2  
DETAILS OF EAST ABUTMENT  
WHITE RIVER BRIDGE

**MARION AND BAXTER COUNTIES**  
**ROUTE      SEC.**

**ARKANSAS STATE HIGHWAY COMMISSION**

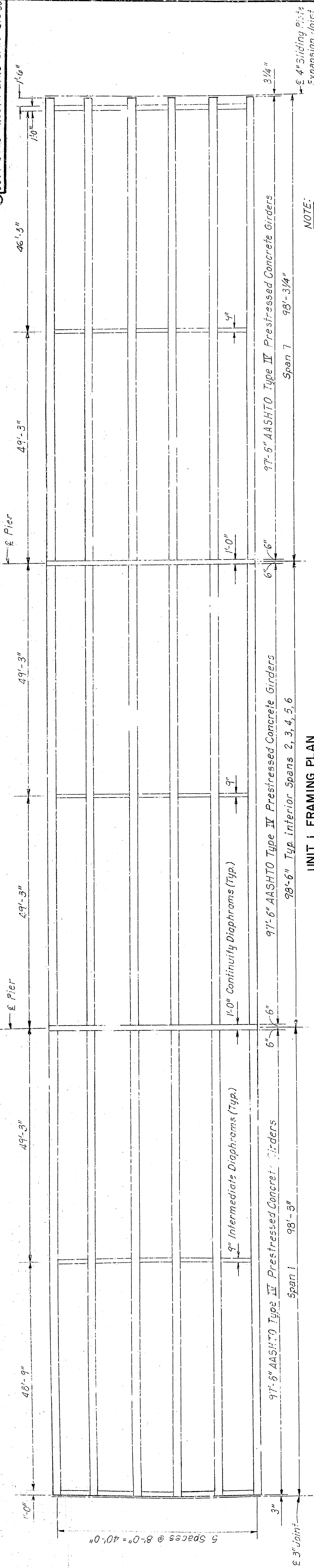
DRAWN BY: P.B.S. DATE: MARCH 1985  
 CHECKED BY: H.U.P. DATE: MARCH 1985  
 SCALE: AS NOTED

BRIDGE NO. 6059

**BRIDGE ENGINEER**

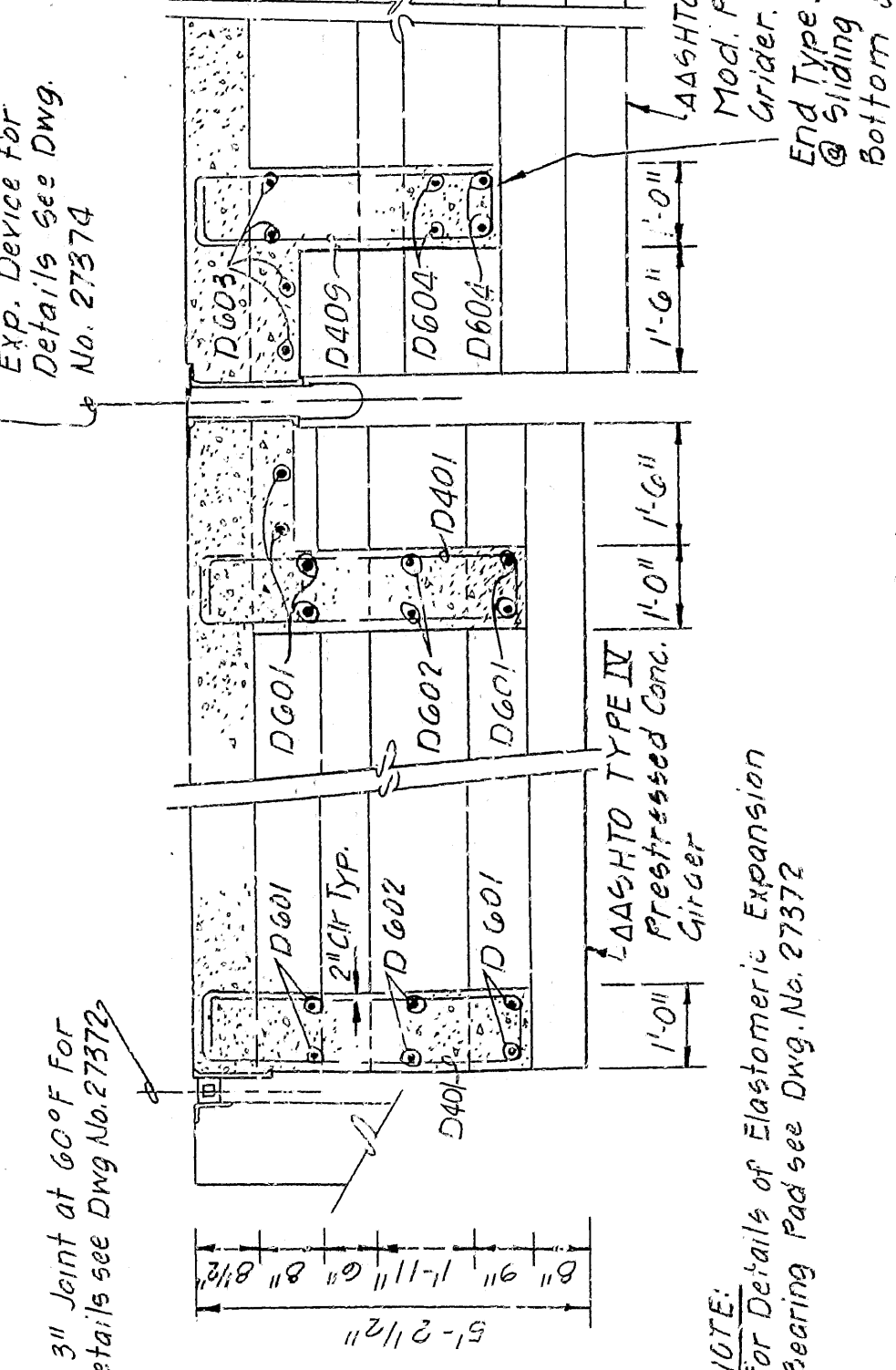
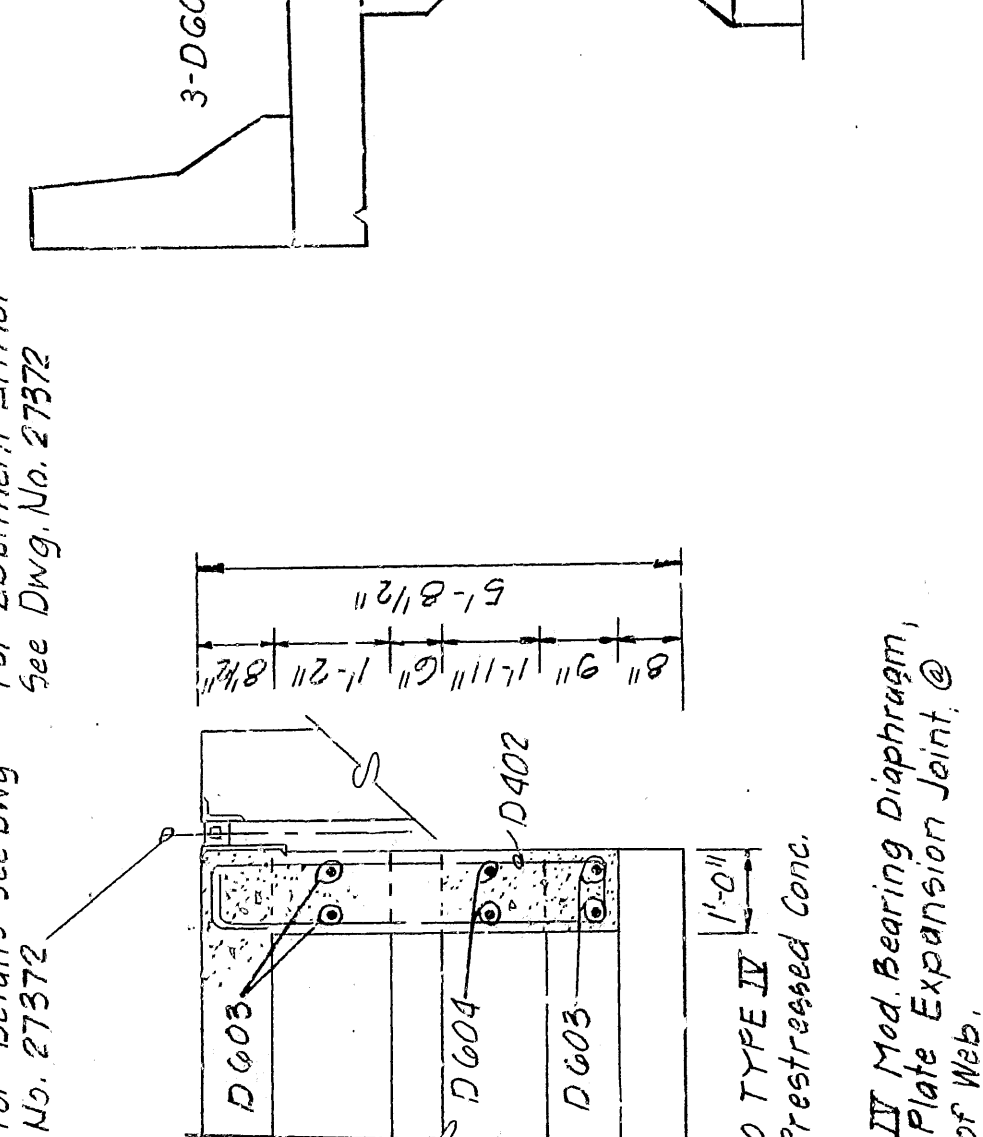
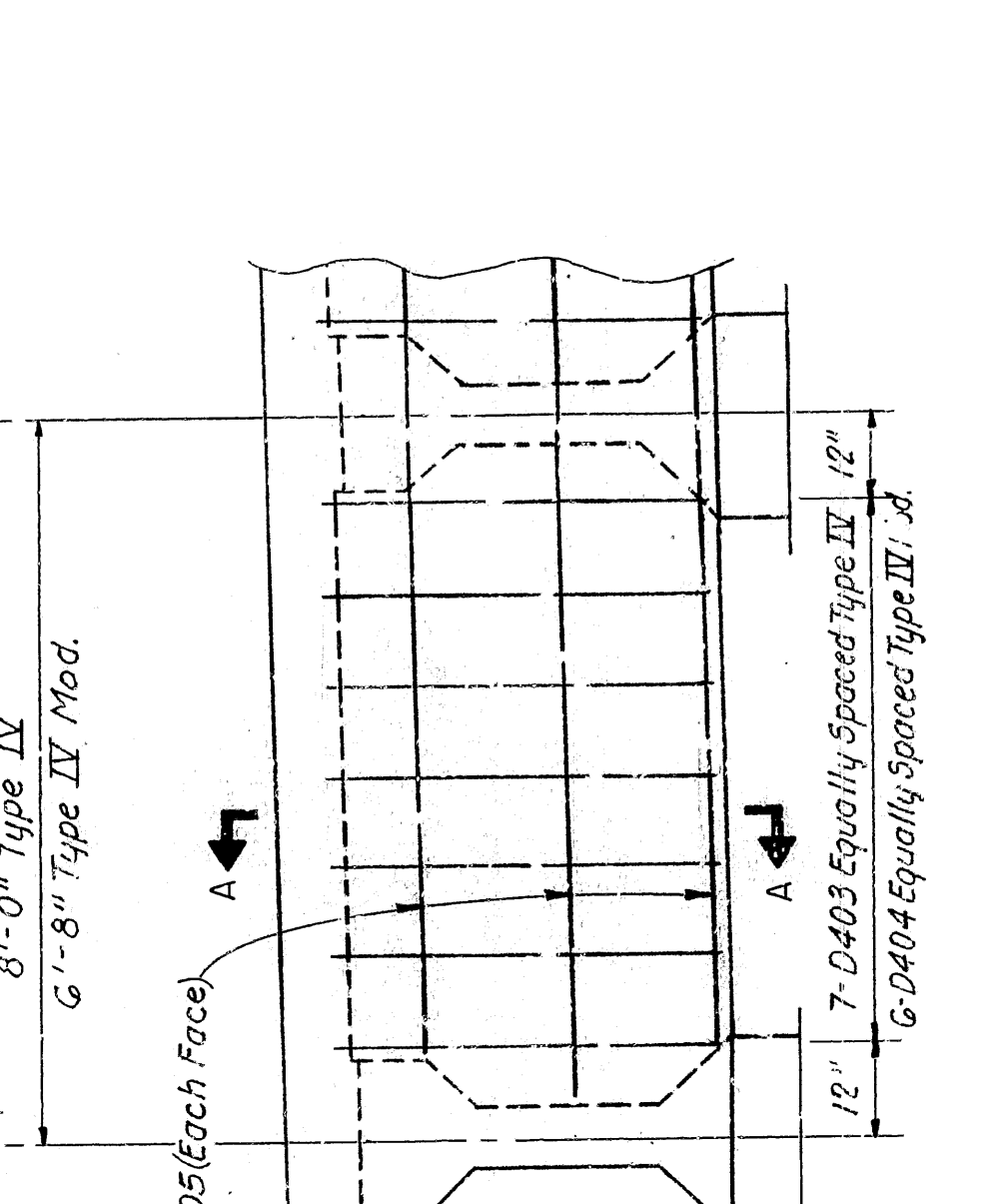
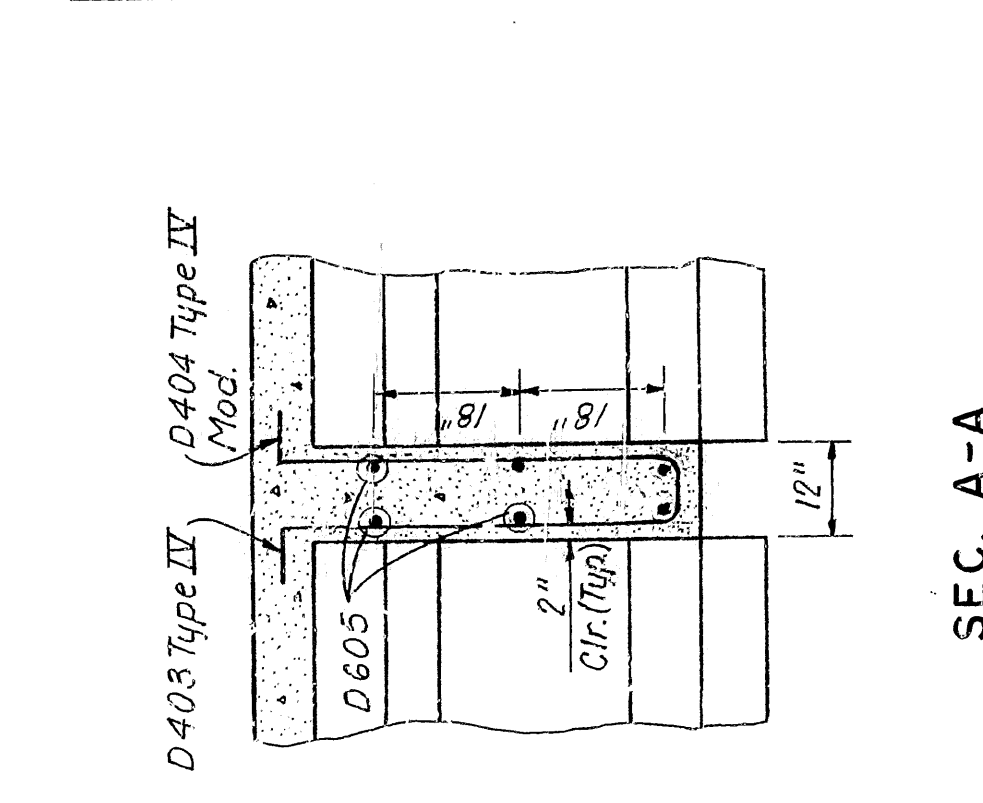


| REV. | DATE    | BY  | CHKD. | DATE    | BY  | CHKD. | DATE    | BY  | CHKD. |
|------|---------|-----|-------|---------|-----|-------|---------|-----|-------|
| 1    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 2    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 3    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 4    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 5    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 6    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 7    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 8    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 9    | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 10   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 11   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 12   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 13   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 14   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 15   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 16   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 17   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 18   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 19   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 20   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 21   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 22   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 23   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 24   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 25   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 26   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 27   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 28   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 29   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 30   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 31   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 32   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 33   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 34   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 35   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 36   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 37   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 38   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 39   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 40   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 41   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 42   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 43   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 44   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 45   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 46   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 47   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 48   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 49   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 50   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 51   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 52   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 53   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 54   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 55   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 56   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 57   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 58   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 59   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 60   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 61   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 62   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 63   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 64   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 65   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 66   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 67   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 68   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 69   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 70   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 71   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 72   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 73   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 74   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 75   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 76   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 77   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 78   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 79   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 80   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 81   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 82   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 83   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 84   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 85   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 86   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 87   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 88   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 89   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 90   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 91   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 92   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 93   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 94   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 95   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 96   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 97   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 98   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 99   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |
| 100  | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   | 10/1/74 | ARK | ARK   |



NOTE:  
See Drawing No. 27374,  
For Details of 4" Sliding Plate  
Expansion Device.

| MARK | NO. | LENGTH | PIN DIA. | TYPE | A  | B         | C      |
|------|-----|--------|----------|------|----|-----------|--------|
| D401 | 70  | 10'-7" | 2"       | 101  | 8" | 4'-2 1/2" | 7 1/2" |
| D403 | 140 | 9'-8"  | 2"       | 102  | 8" | 4'-0 1/2" | 7 1/2" |
| D405 | 245 | 9'-5"  | 2"       | 102  | 5" | 4'-0 1/2" | 7 1/2" |
| D407 | 70  | 11'-0" | 2"       | 102  | 8" | 4'-8 1/2" | 7 1/2" |
| D601 | 190 | 6'-0"  | 5/8"     | 5/8" |    |           |        |
| D602 | 90  | 7'-3"  | 5/8"     | 5/8" |    |           |        |
| D605 | 40  | 40'-0" | 5/8"     | 5/8" |    |           |        |
| D606 | 72  | 5'-8"  | 5/8"     | 5/8" |    |           |        |
| D607 | 36  | 2'-9"  | 5/8"     | 5/8" |    |           |        |



ALT. NO. 1  
SHEET 1 OF 7

DETAILS OF PRESTRESSED GIRDER SPANS  
WHITE RIVER BRIDGE

ROUTE  
MARION AND BAXTER COUNTIES  
SEC.  
ARKANSAS STATE HIGHWAY COMMISSION

BRIDGE NO. 6059  
DRAWING NO. 27368

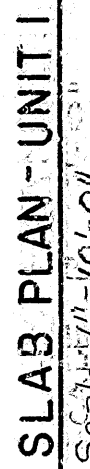
NOTE:  
At all Intermediate Diaphragms the Contractor may substitute a Galvanized Steel Diaphragm for the Concrete Diaphragm shown. For Details, see Drawing 27356.





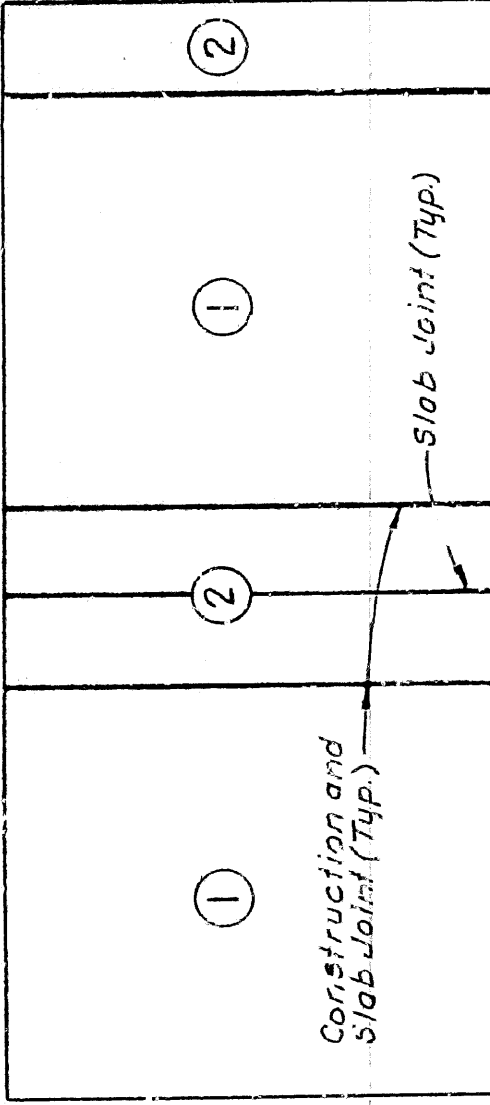


57



*For Special Curve Superelevation Details and Control Variables, See Sheet "Special Superelevation Details".*

NOTE: Dimensions of Bars are out to out.  
\* Indicates Epoxy Coated Reinforcing Steel.



Pours with same numbers may be placed simultaneously or separately. All Pours 1 must be placed before Pours 2 can be placed. All Pours 3 shall elapse between Pours, except adjacent Pours. Slab joints at Construction Joints not required if slab is poured continuously. All railing pours made before entire slab unit has been placed must be approved by the Bridge Engineer.

For Parapet Reinforcing and Bending Diagrams  
For P401: p405 see Drawing No. 27399

ALT. NO. 1  
SHEET 3 OF 7

**ARKANSAS STATE HIGHWAY COMMISSION**

LITTLE ROCK, ARK.

DRAWN BY: CH. K. DATE: 10.2.1935  
 CHECKED BY: J. D. R. DATE: 10.2.1935  
 SCALE: 1/2 inch = 1 foot

BRIDGE NO. 6059

\_\_\_\_\_

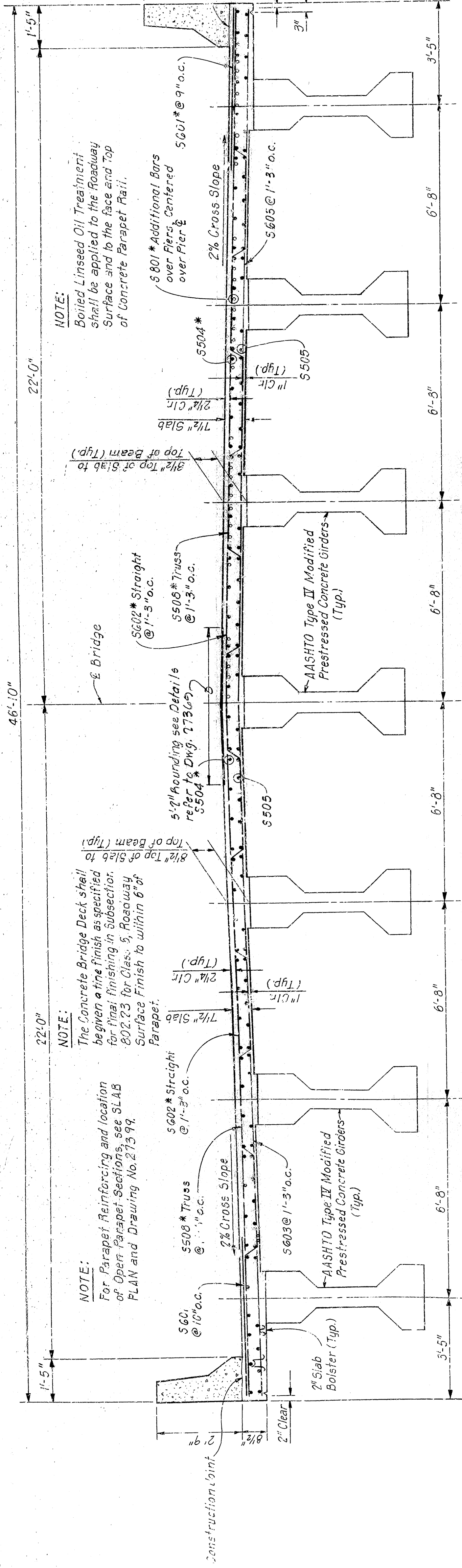


| VARIABLES FOR PARAPET RAILING |       |            |        |         |    |    |
|-------------------------------|-------|------------|--------|---------|----|----|
| Type                          | OPEN  |            |        | PARAPET |    |    |
|                               | a     | b          | c      | k       | m  | n  |
| 14'-316"                      | 2'-0" | 10'-5 3/8" | 4 3/4" | 2 1/2"  | 1' | 1' |
| 14'-412"                      | 2'-0" | 10'-4 1/2" | 4 3/4" | 2 1/2"  | 1' | 1' |
| 14'-44"                       | 2'-0" | 10'-4"     | 4 3/4" | 2 1/2"  | 1' | 1' |

NOTE: For Parapet Reinforcing and Bending Diagrams, See DWG. No. 27349.

| LOAD DISTRIBUTION TABLE                                     |                    |
|---|--------------------|
| Interior Girder   | Exterior Girder    |
| 119 PLF + Girder  | 148 PLF + Girder   |
| Dead Load Non-Composite                                     |                    |
| Dead Load to Composite Girder                               |                    |
| Includes 20 lbs./ft <sup>2</sup> for Future Wearing Surface |                    |
| 245 PLF   | 218 PLF            |
| Line Load to Composite Girder                               |                    |
| 1,121 W/ft  | 1,088 W/ft Impact* |

① Includes Slab and Diaphragms.

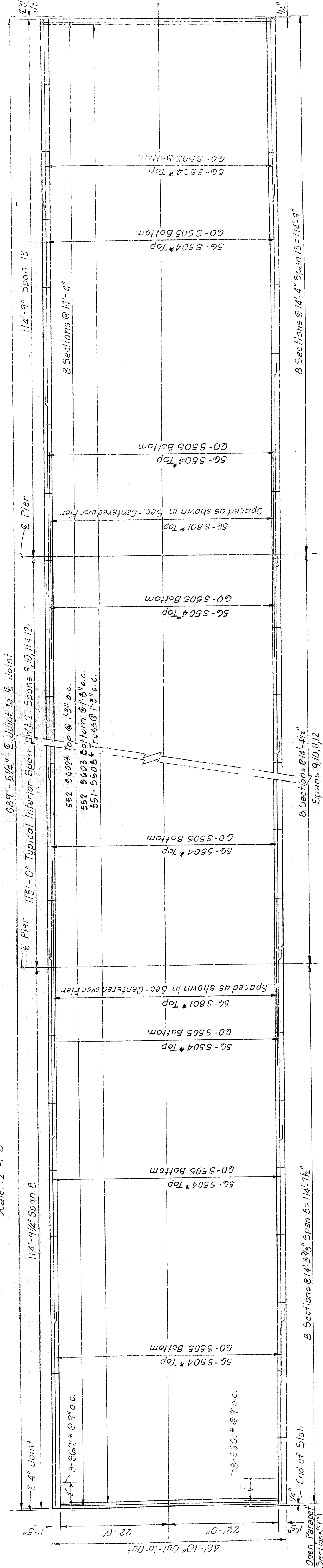


HAIF SECTION UNIT 2 - NEAR MIDSPAN

Scale:  $1/2'' = 1'$

HALF SECTION UNIT 2 - NEAR PIERS

Scale:  $1/2" = 1'-0"$



TYPICAL SLAB REINFORCING PLAN - UNIT 2

Scale: 1" = 10' 0"

| REINFORCEMENT SCHEDULE - UNIT 2 |      |            |          |      |      |           |          |
|---------------------------------|------|------------|----------|------|------|-----------|----------|
| MARK                            | NO.  | LENGTH     | PIN DIA. | MARK | NO.  | LENGTH    | PIN DIA. |
| S504 *                          | 1008 | 40'-0"     | 5/8"     | P461 | 960  | 6'-3"     | 2"       |
| S505                            | 1003 | 40'-0"     | 5/8"     | P402 | 960  | 7'-0"     | 2"       |
| S506 *                          | 551  | 47'-6 1/2" | 2 1/2"   | P404 | 1152 | 3'-6"     | 2"       |
| S507 *                          | 1440 | 5'-0"      | 5/8"     | P405 | 1152 | 3'-1 1/4" | 2"       |
| S502 *                          | 552  | 45'-5"     | 5/8"     | P406 | 384  | 13'-11"   | 5/8"     |
| S503                            | 552  | 44'-6"     | 5/8"     | PGD1 | 480  | 15'-11"   | 5/8"     |
| S504 *                          | 280  | 44'-0"     | 5/8"     |      |      |           |          |

41'-9 1/4" (Typ)

91'-0 3/4" (Typ)

23'-3"

3 1/4" (Typ)

4 1/2" (Typ)

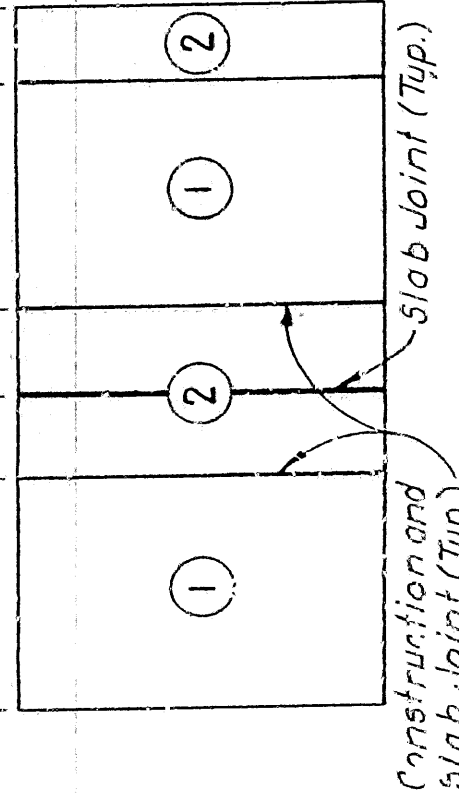
Sum about 2'

S508 \*

**NOTE:** Dimensions of Bars are out-to-out.  
\* indicates Epoxy Coated Reinforcing Steel.

NOTE: Pours with same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. All Pailing pour's made before entire winch unit has been placed must be approved by the Bridge Engineer.

between Pours, except 72 Hours shall elapse between adjacent Pours. Slab can be poured continuously and if poured continuously, slab joints at constant are not necessary.



Construction and Slab Joint (Tup)

SLAB POURING SEQUENCE

None

ALT. NO. 1  
SHEET 4 OF 7  
DETAILS OF PRESTRESSED GIRDER SPANS  
WHITE RIVER BRIDGE

**MARION AND BAXTER COUNTIES**

**ARKANSAS STATE HIGHWAY COMMISSION**

**ARKANSAS STATE THROTTLE**  
**LITTLE ROCK, ARK.**

DRAWN BY: G.C.B. DATE: MARCH, 1985

CHECKED BY: W.E.L. DATE: MARCH, 1995  
 CASHED BY: L.D.E. DATE: MARCH, 1995

**RECORDED BY: 16 CONNOR**

BRIDGE NO. 6053

### STYOF ENGINEER

**DRAWING NO. 27371**

**DRAWING NO. 27371**





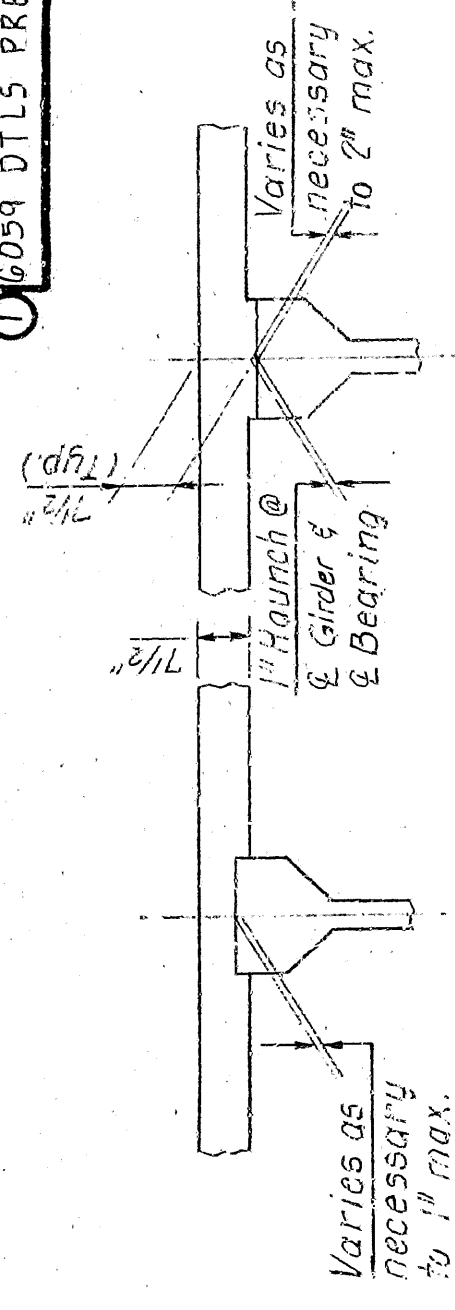






| DATE<br>RECORDED | DATE<br>FILED | NAME<br>RECORDED | DATE<br>FILED | FED. CORDS<br>NO. | STATE | FED. AID PROJ. NO. | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------|---------------|------------------|---------------|-------------------|-------|--------------------|--------------|-----------------|
|                  |               |                  |               | 6                 | AL    |                    |              |                 |
|                  |               |                  |               | JOB NO.           |       | 9783               | 61           | 166             |

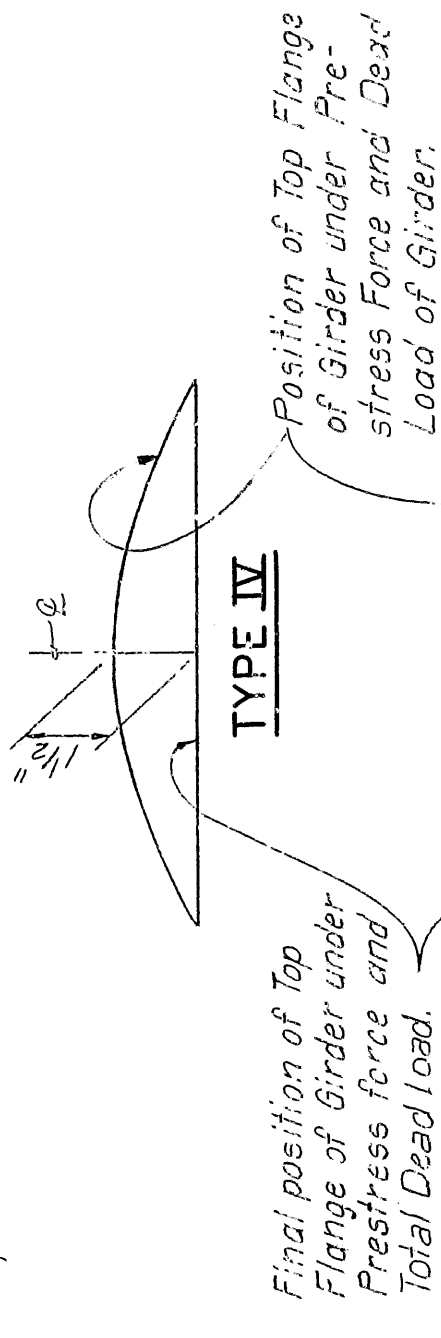
06059 DTL5 PRESTR GIRD SPNS 27374



\* GIRDLR SECTION

\* "Girder Section" sketches show the range of acceptability of the top of Girder relative to the Bottom of Slab after the placement of the Slab. When the top of the girder projects more than 1" into the Slab, a raise in Grade will be necessary.

*Girders will be set in a sufficient number of spans so when adjustment is necessary, the Profile Gradingline can be adjusted over suitable increments so the Revised Gradingline will produce a smooth riding surface. Variations in haunch height will be at Contractor's expense.*



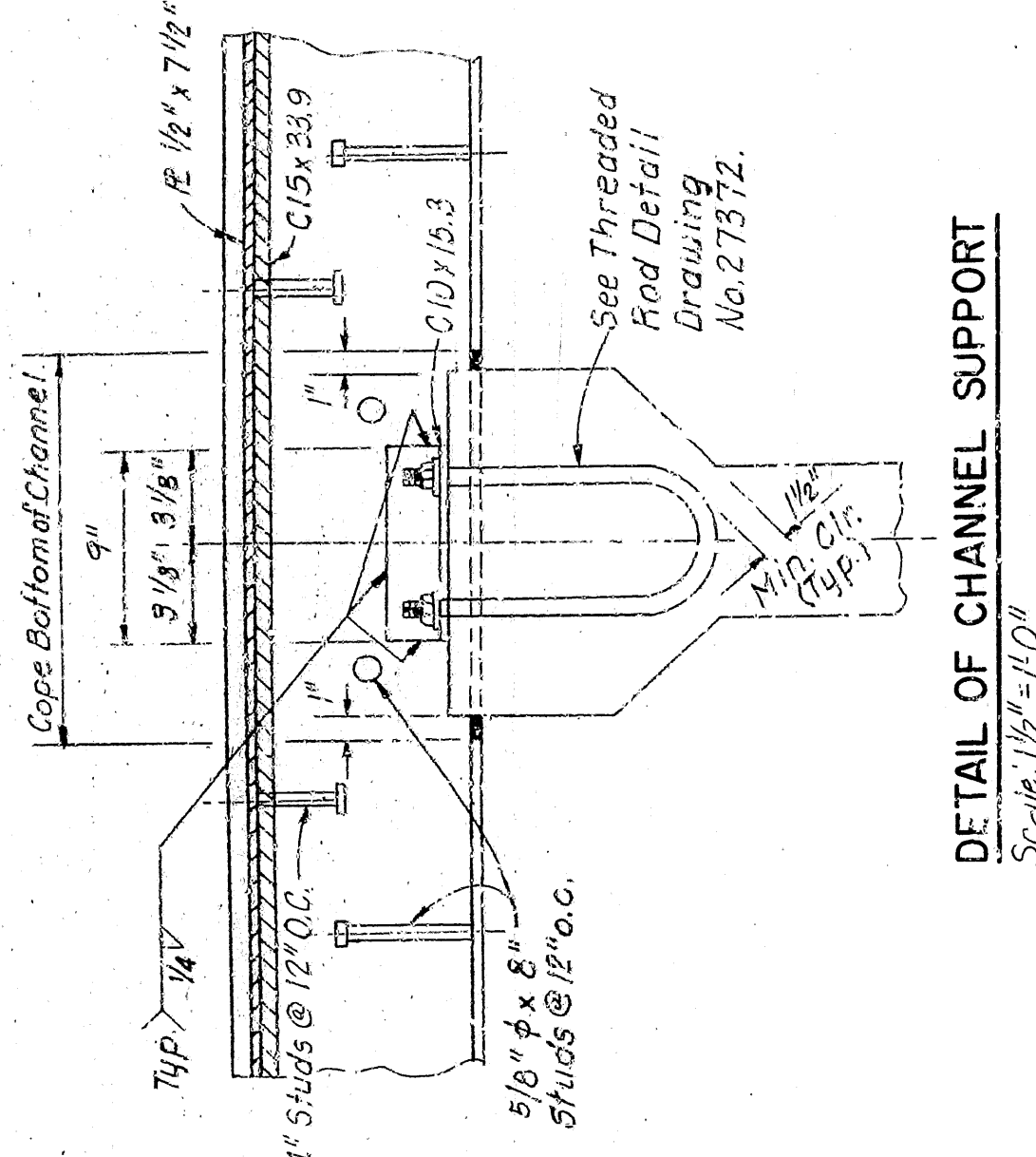
TYPE IV MODIFIED

### DEFLECTION OF PRESTRESSED GIRDER UNDER DEAD LOAD

Scale: None

NOTE:

The Camber shall be corrected as necessary to compensate for the Vertical Curve and meet the allowable tolerances.



## DETAIL OF CHANNEL SUPPORT

Scale:  $1\frac{1}{2}'' = 10'$ 

NOTES:

*Study shall be automatically welded Stud Anchors granular flux filled, solid fluxed or equal.*

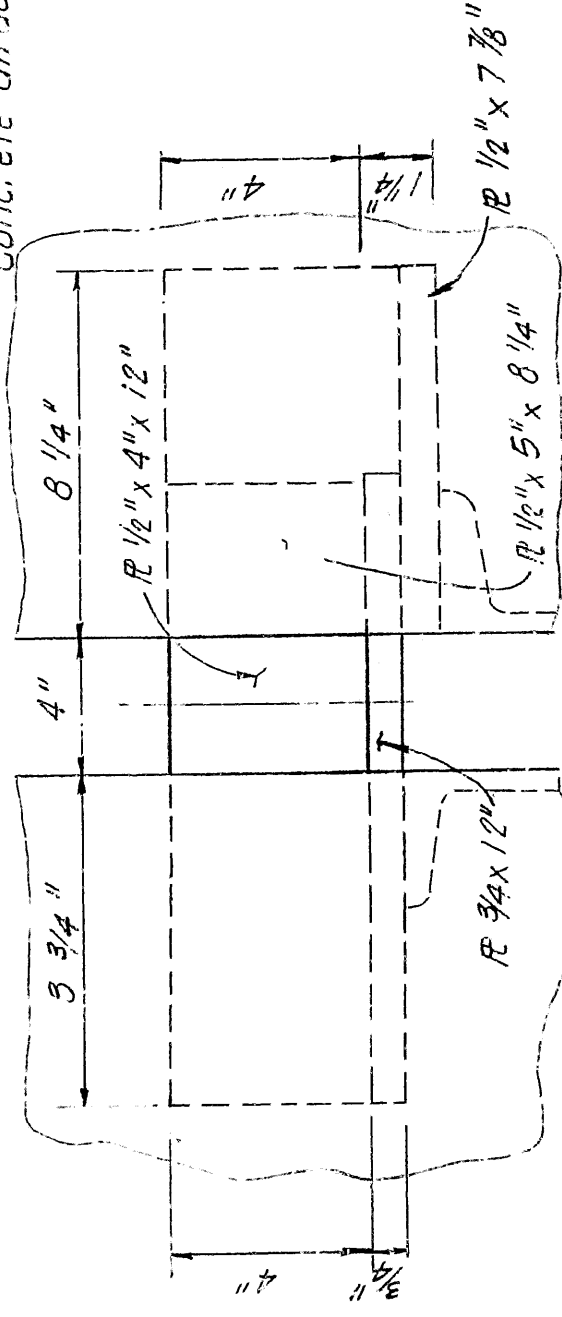
Detail device  $\frac{1}{8}$ " high and provide  $\frac{1}{4}$ " shims using 1 -  $\frac{1}{8}$ " R and 2 -  $\frac{1}{16}$ " R's.

All Joint Details shall be adjusted for grade.

Nylon reinforced neoprene trough to extend 6" outside curb each side.

Nylon reinforced neoprene trough will not be paid for separately but shall be considered subsidiary to other items of this Contract.

Threaded U-rods, washers and hex nuts shall be considered subsidiary to the Item "Prestressed Concrete Girders" (Type IV and IV Mod.)

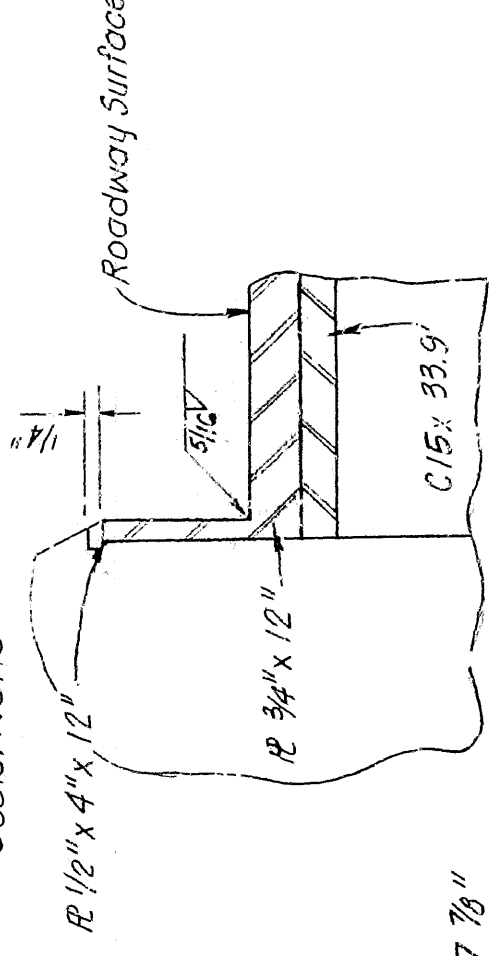


### DETAILS OF SLIDING PLATE EXPANSION DEVICE

Scale: 3" = 1'-0"

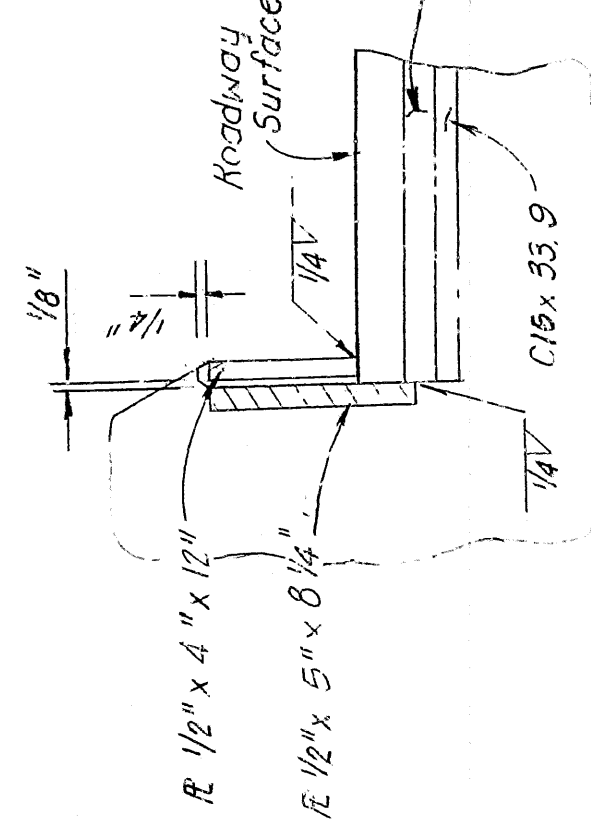


Scale: None



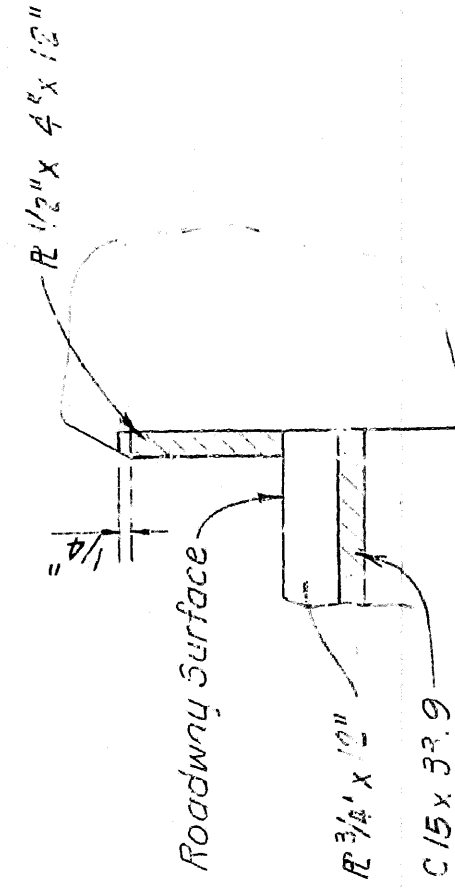
## SECTION D-D

Scale: Normal



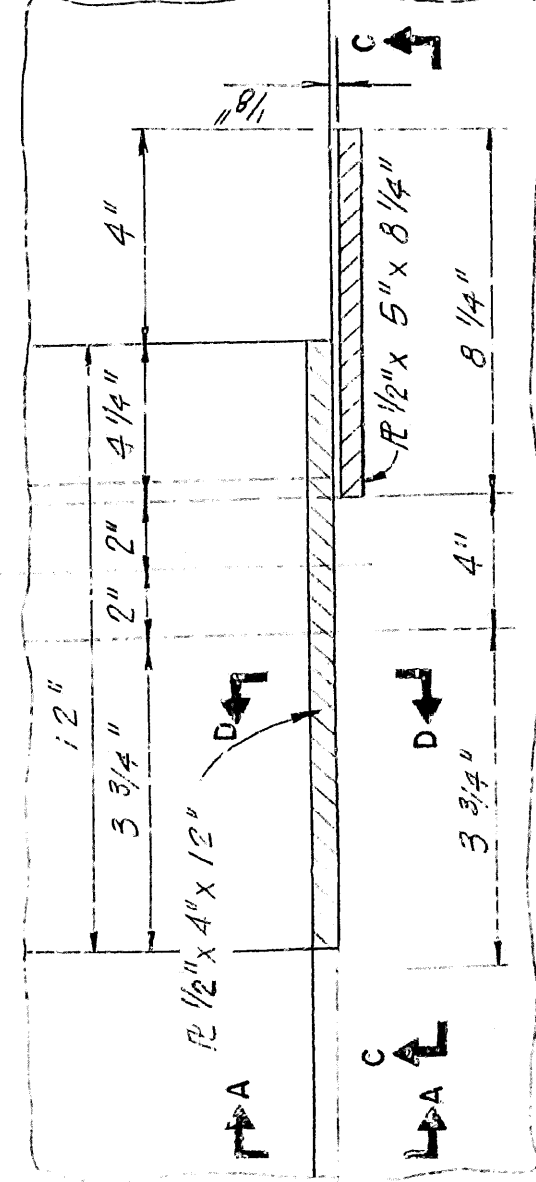
## SECTION B-B

Scale: None



## SECTION A-A

Scale: None



## PLAN OF SLIDING PLATE AT PARAPET

Scale: None



| DATE<br>REVISED | DATE<br>FILMED | DATE<br>RECEIVED | DATE<br>FILED | FED. AID PROJ. NO.                | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------|----------------|------------------|---------------|-----------------------------------|--------------|-----------------|
| 8/14/84         |                |                  |               | 6 ARK.                            | 62           | 146             |
|                 |                |                  |               | JOB NO.                           | 9783         |                 |
|                 |                |                  |               | 16058 PLAN AND ELEV. ALT. 2 27375 |              |                 |

NOTE: For Detail of Type I Approach Slab,  
See Drawing No. 27400 (Typ. Each End)

REFERENCE POINTS  
T.B.M. - N.I.S. 4"x6"x8" 33' RT  
Sta. 113+05  
Elev. 443.01  
T.B.M. - N.I.S. 40"x40"x40" 140' RT  
Sta. 120+30  
Elev. 482.50

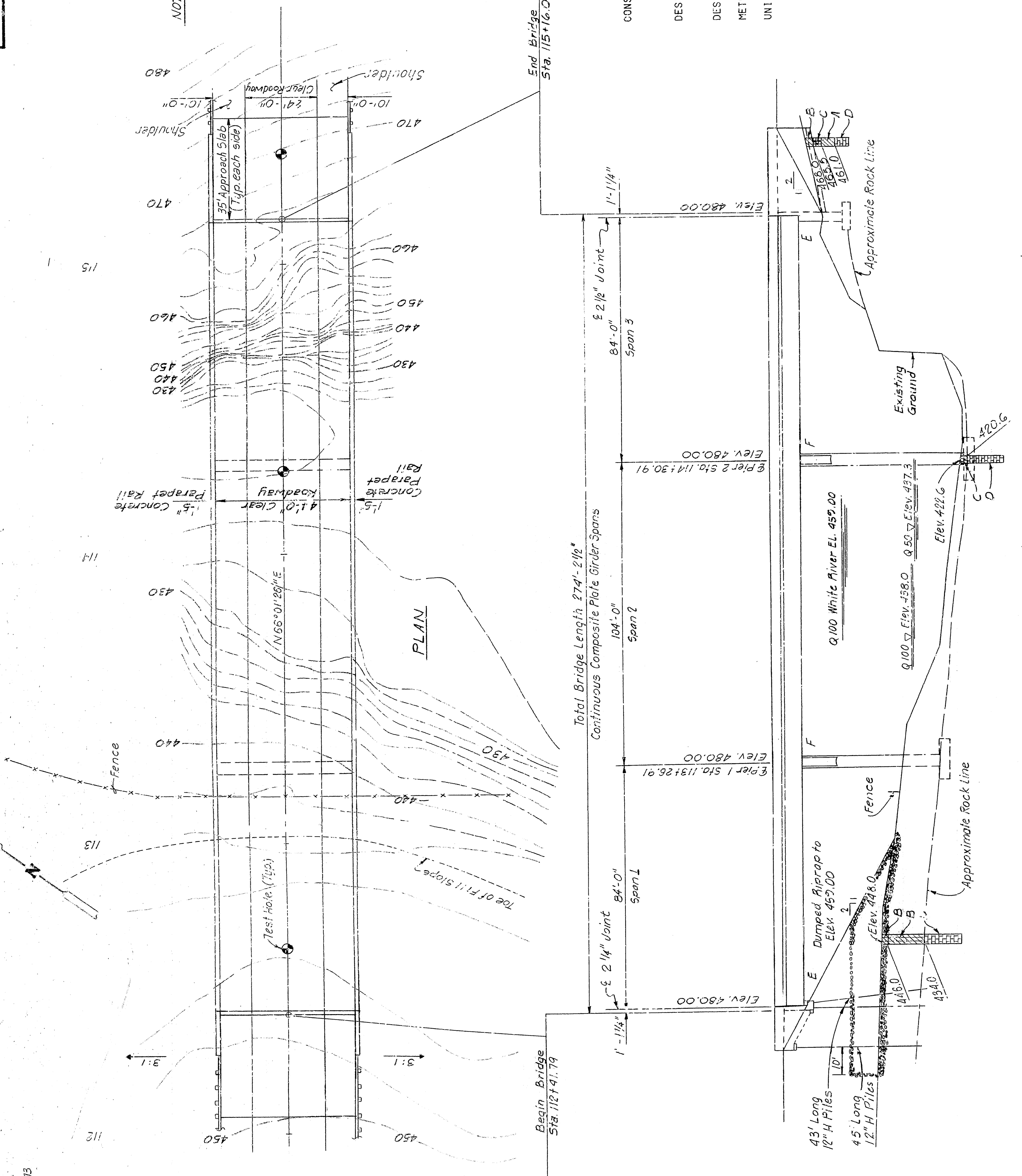
CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION  
OF 1978, AND APPLICABLE SPECIAL PROVISIONS.  
DESIGN SPECIFICATIONS: A.A.S.H.T.O. STANDARD SPECIFICATIONS FOR  
HIGHWAY BRIDGES, 1983 EDITION  
DESIGN LIVE LOADING: HS 20 FATIGUE LOAD CYCLE: CASE II  
METHOD OF DESIGN: LOAD FACTOR  
UNIT STRESSES:  
CLASS S CONCRETE F'c 3,500 PSI  
CLASS S (AE) CONCRETE F'c 3,500 PSI  
REINFORCING STEEL (GR-60) Fy 60,000 PSI  
STRUCTURAL STEEL Fy 36,000 PSI  
ASTM (A36) Fy 50,000 PSI  
CASTING (A27 GR. 70) Fy 40,000 PSI  
PILE BEARING CAPACITY (12") 70 TONS

ALT. NO. 2  
SHEET 1 OF 1  
GENERAL PLAN AND ELEVATION  
U.S. HIGHWAY 62  
FALLEN ASH CREEK BRIDGE

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

DRAWN BY: P.S.B. DATE: 11-7-83  
CHECKED BY: H.J.F. DATE: 11-7-83  
DESIGNED BY: D.C.M. DATE: 11-7-83  
SCALE: 1" = 20'

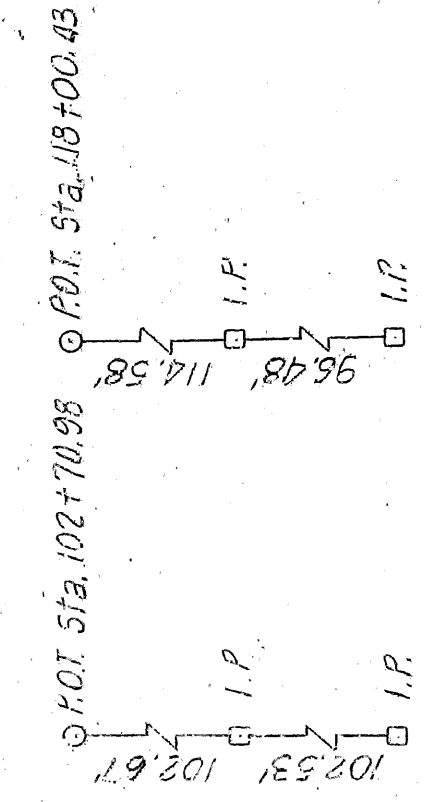
BRIDGE NO. 6058 DRAWING NO. 27375



Soils Legend  
A Clay  
B Silty Clay  
C Weathered Limestone and Chert Gravel  
D Gray Limestone

ELEVATION  
Scale: 1" = 20'

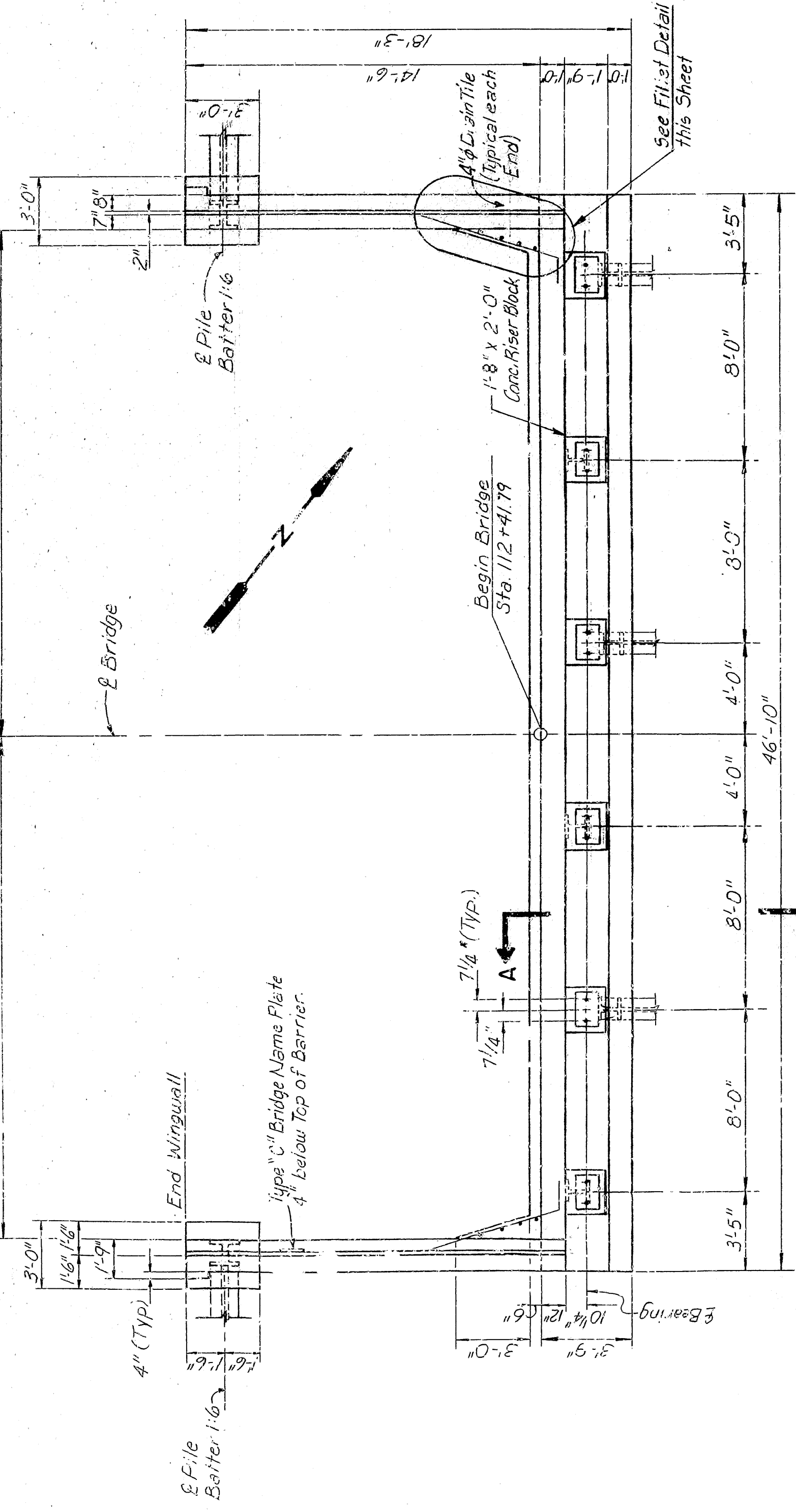
| DISCHARGE | ELEV.      | BACKWATER ELEV. |
|-----------|------------|-----------------|
| Q.50      | 9600 cfs   | 437.3           |
| Q.100     | 10,300 cfs | 439.0           |
|           |            | 443.8           |
|           |            | 459.0           |



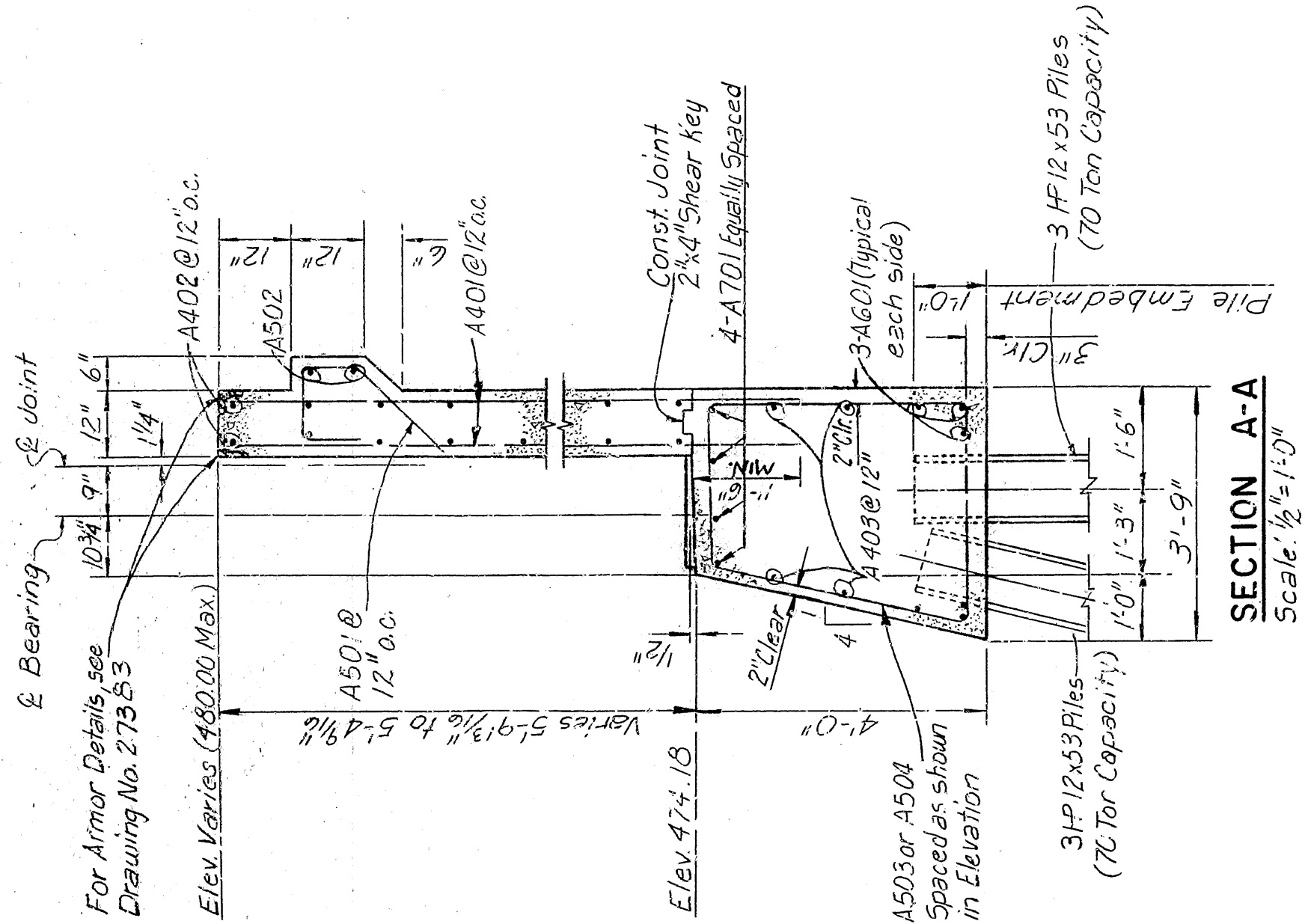
REFERENCE POINTS



| REV. | DATE    | BY   | CHK. | NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|------|---------|------|------|-----|-------|--------------------|-----------|--------------|
| 1    | 10/1/85 | W.B. | W.B. | 1   | ARK.  | 7133               | 63        | 166          |
| 2    | 10/1/85 | W.B. | W.B. | 2   | ARK.  | 7133               | 63        | 166          |
| 3    | 10/1/85 | W.B. | W.B. | 3   | ARK.  | 7133               | 63        | 166          |
| 4    | 10/1/85 | W.B. | W.B. | 4   | ARK.  | 7133               | 63        | 166          |
| 5    | 10/1/85 | W.B. | W.B. | 5   | ARK.  | 7133               | 63        | 166          |
| 6    | 10/1/85 | W.B. | W.B. | 6   | ARK.  | 7133               | 63        | 166          |
| 7    | 10/1/85 | W.B. | W.B. | 7   | ARK.  | 7133               | 63        | 166          |
| 8    | 10/1/85 | W.B. | W.B. | 8   | ARK.  | 7133               | 63        | 166          |
| 9    | 10/1/85 | W.B. | W.B. | 9   | ARK.  | 7133               | 63        | 166          |
| 10   | 10/1/85 | W.B. | W.B. | 10  | ARK.  | 7133               | 63        | 166          |
| 11   | 10/1/85 | W.B. | W.B. | 11  | ARK.  | 7133               | 63        | 166          |
| 12   | 10/1/85 | W.B. | W.B. | 12  | ARK.  | 7133               | 63        | 166          |
| 13   | 10/1/85 | W.B. | W.B. | 13  | ARK.  | 7133               | 63        | 166          |
| 14   | 10/1/85 | W.B. | W.B. | 14  | ARK.  | 7133               | 63        | 166          |
| 15   | 10/1/85 | W.B. | W.B. | 15  | ARK.  | 7133               | 63        | 166          |
| 16   | 10/1/85 | W.B. | W.B. | 16  | ARK.  | 7133               | 63        | 166          |
| 17   | 10/1/85 | W.B. | W.B. | 17  | ARK.  | 7133               | 63        | 166          |
| 18   | 10/1/85 | W.B. | W.B. | 18  | ARK.  | 7133               | 63        | 166          |
| 19   | 10/1/85 | W.B. | W.B. | 19  | ARK.  | 7133               | 63        | 166          |
| 20   | 10/1/85 | W.B. | W.B. | 20  | ARK.  | 7133               | 63        | 166          |
| 21   | 10/1/85 | W.B. | W.B. | 21  | ARK.  | 7133               | 63        | 166          |
| 22   | 10/1/85 | W.B. | W.B. | 22  | ARK.  | 7133               | 63        | 166          |
| 23   | 10/1/85 | W.B. | W.B. | 23  | ARK.  | 7133               | 63        | 166          |
| 24   | 10/1/85 | W.B. | W.B. | 24  | ARK.  | 7133               | 63        | 166          |
| 25   | 10/1/85 | W.B. | W.B. | 25  | ARK.  | 7133               | 63        | 166          |
| 26   | 10/1/85 | W.B. | W.B. | 26  | ARK.  | 7133               | 63        | 166          |
| 27   | 10/1/85 | W.B. | W.B. | 27  | ARK.  | 7133               | 63        | 166          |
| 28   | 10/1/85 | W.B. | W.B. | 28  | ARK.  | 7133               | 63        | 166          |
| 29   | 10/1/85 | W.B. | W.B. | 29  | ARK.  | 7133               | 63        | 166          |
| 30   | 10/1/85 | W.B. | W.B. | 30  | ARK.  | 7133               | 63        | 166          |
| 31   | 10/1/85 | W.B. | W.B. | 31  | ARK.  | 7133               | 63        | 166          |
| 32   | 10/1/85 | W.B. | W.B. | 32  | ARK.  | 7133               | 63        | 166          |
| 33   | 10/1/85 | W.B. | W.B. | 33  | ARK.  | 7133               | 63        | 166          |
| 34   | 10/1/85 | W.B. | W.B. | 34  | ARK.  | 7133               | 63        | 166          |
| 35   | 10/1/85 | W.B. | W.B. | 35  | ARK.  | 7133               | 63        | 166          |
| 36   | 10/1/85 | W.B. | W.B. | 36  | ARK.  | 7133               | 63        | 166          |
| 37   | 10/1/85 | W.B. | W.B. | 37  | ARK.  | 7133               | 63        | 166          |
| 38   | 10/1/85 | W.B. | W.B. | 38  | ARK.  | 7133               | 63        | 166          |
| 39   | 10/1/85 | W.B. | W.B. | 39  | ARK.  | 7133               | 63        | 166          |
| 40   | 10/1/85 | W.B. | W.B. | 40  | ARK.  | 7133               | 63        | 166          |
| 41   | 10/1/85 | W.B. | W.B. | 41  | ARK.  | 7133               | 63        | 166          |
| 42   | 10/1/85 | W.B. | W.B. | 42  | ARK.  | 7133               | 63        | 166          |
| 43   | 10/1/85 | W.B. | W.B. | 43  | ARK.  | 7133               | 63        | 166          |
| 44   | 10/1/85 | W.B. | W.B. | 44  | ARK.  | 7133               | 63        | 166          |
| 45   | 10/1/85 | W.B. | W.B. | 45  | ARK.  | 7133               | 63        | 166          |
| 46   | 10/1/85 | W.B. | W.B. | 46  | ARK.  | 7133               | 63        | 166          |
| 47   | 10/1/85 | W.B. | W.B. | 47  | ARK.  | 7133               | 63        | 166          |
| 48   | 10/1/85 | W.B. | W.B. | 48  | ARK.  | 7133               | 63        | 166          |
| 49   | 10/1/85 | W.B. | W.B. | 49  | ARK.  | 7133               | 63        | 166          |
| 50   | 10/1/85 | W.B. | W.B. | 50  | ARK.  | 7133               | 63        | 166          |
| 51   | 10/1/85 | W.B. | W.B. | 51  | ARK.  | 7133               | 63        | 166          |
| 52   | 10/1/85 | W.B. | W.B. | 52  | ARK.  | 7133               | 63        | 166          |
| 53   | 10/1/85 | W.B. | W.B. | 53  | ARK.  | 7133               | 63        | 166          |
| 54   | 10/1/85 | W.B. | W.B. | 54  | ARK.  | 7133               | 63        | 166          |
| 55   | 10/1/85 | W.B. | W.B. | 55  | ARK.  | 7133               | 63        | 166          |
| 56   | 10/1/85 | W.B. | W.B. | 56  | ARK.  | 7133               | 63        | 166          |
| 57   | 10/1/85 | W.B. | W.B. | 57  | ARK.  | 7133               | 63        | 166          |
| 58   | 10/1/85 | W.B. | W.B. | 58  | ARK.  | 7133               | 63        | 166          |
| 59   | 10/1/85 | W.B. | W.B. | 59  | ARK.  | 7133               | 63        | 166          |
| 60   | 10/1/85 | W.B. | W.B. | 60  | ARK.  | 7133               | 63        | 166          |
| 61   | 10/1/85 | W.B. | W.B. | 61  | ARK.  | 7133               | 63        | 166          |
| 62   | 10/1/85 | W.B. | W.B. | 62  | ARK.  | 7133               | 63        | 166          |
| 63   | 10/1/85 | W.B. | W.B. | 63  | ARK.  | 7133               | 63        | 166          |
| 64   | 10/1/85 | W.B. | W.B. | 64  | ARK.  | 7133               | 63        | 166          |
| 65   | 10/1/85 | W.B. | W.B. | 65  | ARK.  | 7133               | 63        | 166          |
| 66   | 10/1/85 | W.B. | W.B. | 66  | ARK.  | 7133               | 63        | 166          |
| 67   | 10/1/85 | W.B. | W.B. | 67  | ARK.  | 7133               | 63        | 166          |
| 68   | 10/1/85 | W.B. | W.B. | 68  | ARK.  | 7133               | 63        | 166          |
| 69   | 10/1/85 | W.B. | W.B. | 69  | ARK.  | 7133               | 63        | 166          |
| 70   | 10/1/85 | W.B. | W.B. | 70  | ARK.  | 7133               | 63        | 166          |
| 71   | 10/1/85 | W.B. | W.B. | 71  | ARK.  | 7133               | 63        | 166          |
| 72   | 10/1/85 | W.B. | W.B. | 72  | ARK.  | 7133               | 63        | 166          |
| 73   | 10/1/85 | W.B. | W.B. | 73  | ARK.  | 7133               | 63        | 166          |
| 74   | 10/1/85 | W.B. | W.B. | 74  | ARK.  | 7133               | 63        | 166          |
| 75   | 10/1/85 | W.B. | W.B. | 75  | ARK.  | 7133               | 63        | 166          |
| 76   | 10/1/85 | W.B. | W.B. | 76  | ARK.  | 7133               | 63        | 166          |
| 77   | 10/1/85 | W.B. | W.B. | 77  | ARK.  | 7133               | 63        | 166          |
| 78   | 10/1/85 | W.B. | W.B. | 78  | ARK.  | 7133               | 63        | 166          |
| 79   | 10/1/85 | W.B. | W.B. | 79  | ARK.  | 7133               | 63        | 166          |
| 80   | 10/1/85 | W.B. | W.B. | 80  | ARK.  | 7133               | 63        | 166          |
| 81   | 10/1/85 | W.B. | W.B. | 81  | ARK.  | 7133               | 63        | 166          |
| 82   | 10/1/85 | W.B. | W.B. | 82  | ARK.  | 7133               | 63        | 166          |
| 83   | 10/1/85 | W.B. | W.B. | 83  | ARK.  | 7133               | 63        | 166          |
| 84   | 10/1/85 | W.B. | W.B. | 84  | ARK.  | 7133               | 63        | 166          |
| 85   | 10/1/85 | W.B. | W.B. | 85  | ARK.  | 7133               | 63        | 166          |
| 86   | 10/1/85 | W.B. | W.B. | 86  | ARK.  | 7133               | 63        | 166          |
| 87   | 10/1/85 | W.B. | W.B. | 87  | ARK.  | 7133               | 63        | 166          |
| 88   | 10/1/85 | W.B. | W.B. | 88  | ARK.  | 7133               | 63        | 166          |
| 89   | 10/1/85 | W.B. | W.B. | 89  | ARK.  | 7133               | 63        | 166          |
| 90   | 10/1/85 | W.B. | W.B. | 90  | ARK.  | 7133               | 63        | 166          |
| 91   | 10/1/85 | W.B. | W.B. | 91  | ARK.  | 7133               | 63        | 166          |
| 92   | 10/1/85 | W.B. | W.B. | 92  | ARK.  | 7133               | 63        | 166          |
| 93   | 10/1/85 | W.B. | W.B. | 93  | ARK.  | 7133               | 63        | 166          |
| 94   | 10/1/85 | W.B. | W.B. | 94  | ARK.  | 7133               | 63        | 166          |
| 95   | 10/1/85 | W.B. | W.B. | 95  | ARK.  | 7133               | 63        | 166          |
| 96   | 10/1/85 | W.B. | W.B. | 96  | ARK.  | 7133               | 63        | 166          |
| 97   | 10/1/85 | W.B. | W.B. | 97  | ARK.  | 7133               | 63        | 166          |
| 98   | 10/1/85 | W.B. | W.B. | 98  | ARK.  | 7133               | 63        | 166          |
| 99   | 10/1/85 | W.B. | W.B. | 99  | ARK.  | 7133               | 63        | 166          |
| 100  | 10/1/85 | W.B. | W.B. | 100 | ARK.  | 7133               | 63        | 166          |

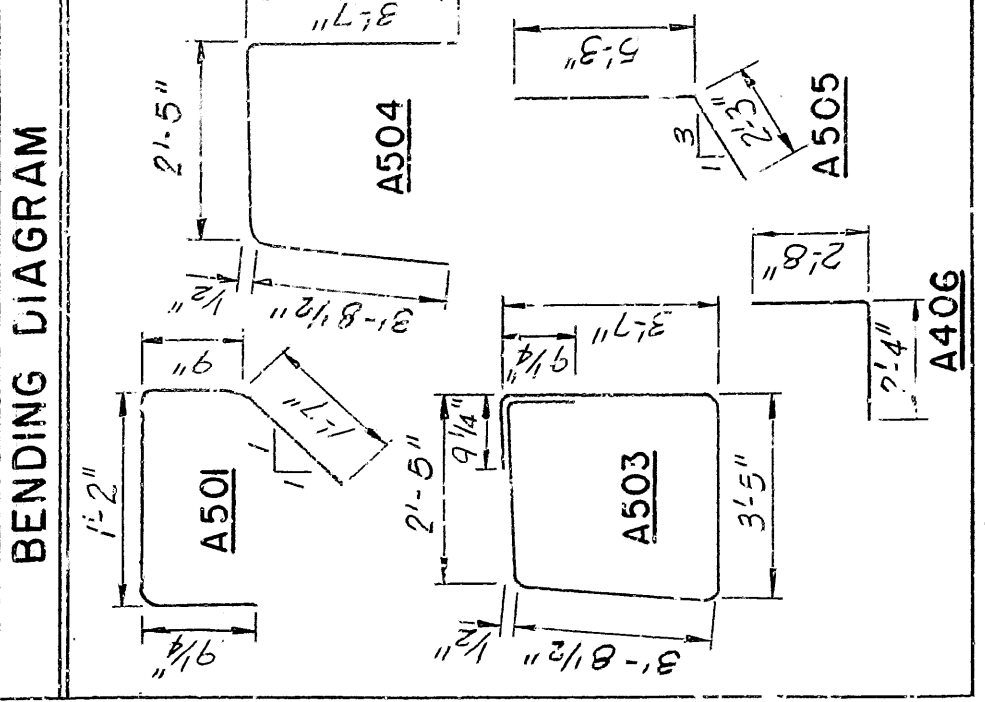


PLAN  
Scale: 1/4" = 1'-0"

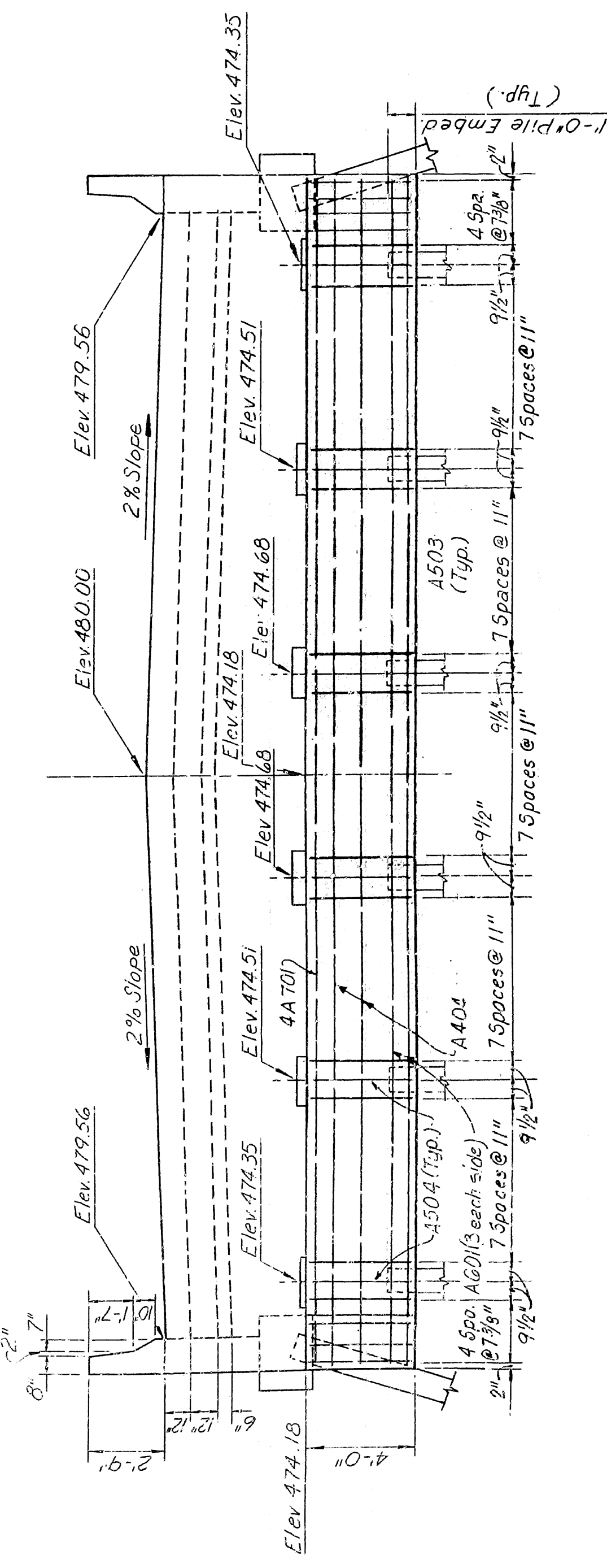


SECTION A-A  
Scale: 1/2" = 1'-0"

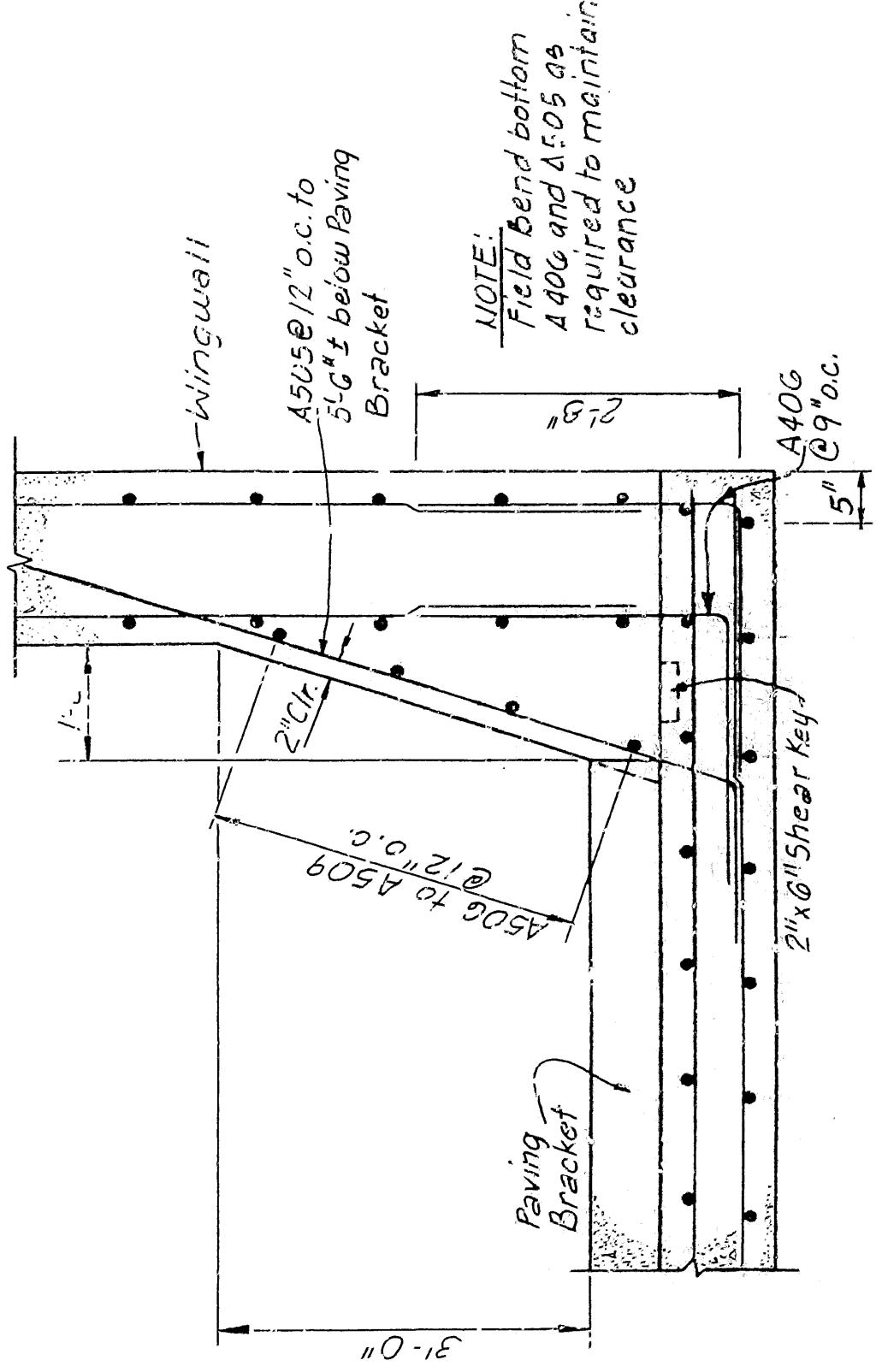
| MARK | NO. | LENGTH    | PIN DIA. |
|------|-----|-----------|----------|
| A401 | 14  | 7'-2"     | 5/8"     |
| A402 | 14  | 4'-6"     | 5/8"     |
| A403 | 4   | 4'-6"     | 5/8"     |
| A404 | 8   | 4'-2"     | 2"       |
| A405 | 12  | 1'-4"     | 5/8"     |
| A406 | 36  | 4'-11"    | 2"       |
| A501 | 43  | 4'-0 1/2" | 2 1/2"   |
| A502 | 2   | 4'-8"     | 5/8"     |
| A503 | 50  | 7'-2"     | 2 1/2"   |
| A504 | 6   | 9'-6"     | 2 1/2"   |
| A505 | 14  | 7'-6"     | 2 1/2"   |
| A506 | 2   | 7'-0"     | 5/8"     |
| A507 | 2   | 6'-10"    | 5/8"     |
| A508 | 2   | 6'-4"     | 5/8"     |
| A509 | 2   | 5'-10"    | 5/8"     |
| A601 | 6   | 4'-6"     | 5/8"     |
| A701 | 4   | 4'-6"     | 5/8"     |



NOTE: Dimensions of Bars are as shown in detail.  
① A404 and A405 Riser Block Rebars are Detailed on Drawing No. 27379.



FRONT ELEVATION  
Scale: 1/4" = 1'-0"



FILLET DETAIL  
Scale: 3/4" = 1'-0"

ALT. NO. 2  
SHEET 1 OF 2  
DETAILS OF WEST ABUTMENT  
FALLEN ASH CREEK BRIDGE













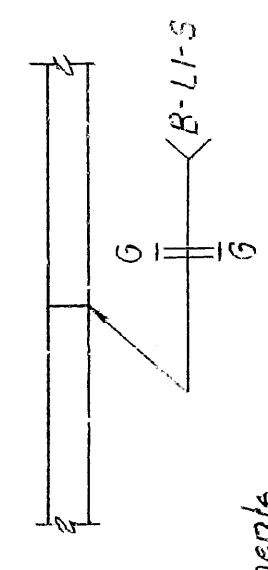


| DATE     | BY      | CHKD  | APP'D | REV   | NO.   | TOTAL |
|----------|---------|-------|-------|-------|-------|-------|
| 10/15/80 | W405    | W406  | W407  | W408  | W409  | W410  |
| 10/15/80 | W411    | W412  | W413  | W414  | W415  | W416  |
| 10/15/80 | W417    | W418  | W419  | W420  | W421  | W422  |
| 10/15/80 | W423    | W424  | W425  | W426  | W427  | W428  |
| 10/15/80 | W429    | W430  | W431  | W432  | W433  | W434  |
| 10/15/80 | W435    | W436  | W437  | W438  | W439  | W440  |
| 10/15/80 | W441    | W442  | W443  | W444  | W445  | W446  |
| 10/15/80 | W447    | W448  | W449  | W450  | W451  | W452  |
| 10/15/80 | W453    | W454  | W455  | W456  | W457  | W458  |
| 10/15/80 | W459    | W460  | W461  | W462  | W463  | W464  |
| 10/15/80 | W465    | W466  | W467  | W468  | W469  | W470  |
| 10/15/80 | W471    | W472  | W473  | W474  | W475  | W476  |
| 10/15/80 | W477    | W478  | W479  | W480  | W481  | W482  |
| 10/15/80 | W483    | W484  | W485  | W486  | W487  | W488  |
| 10/15/80 | W489    | W490  | W491  | W492  | W493  | W494  |
| 10/15/80 | W495    | W496  | W497  | W498  | W499  | W500  |
| 10/15/80 | W501    | W502  | W503  | W504  | W505  | W506  |
| 10/15/80 | W507    | W508  | W509  | W510  | W511  | W512  |
| 10/15/80 | W513    | W514  | W515  | W516  | W517  | W518  |
| 10/15/80 | W519    | W520  | W521  | W522  | W523  | W524  |
| 10/15/80 | W525    | W526  | W527  | W528  | W529  | W530  |
| 10/15/80 | W531    | W532  | W533  | W534  | W535  | W536  |
| 10/15/80 | W537    | W538  | W539  | W540  | W541  | W542  |
| 10/15/80 | W543    | W544  | W545  | W546  | W547  | W548  |
| 10/15/80 | W549    | W550  | W551  | W552  | W553  | W554  |
| 10/15/80 | W555    | W556  | W557  | W558  | W559  | W560  |
| 10/15/80 | W561    | W562  | W563  | W564  | W565  | W566  |
| 10/15/80 | W567    | W568  | W569  | W570  | W571  | W572  |
| 10/15/80 | W573    | W574  | W575  | W576  | W577  | W578  |
| 10/15/80 | W579    | W580  | W581  | W582  | W583  | W584  |
| 10/15/80 | W585    | W586  | W587  | W588  | W589  | W590  |
| 10/15/80 | W591    | W592  | W593  | W594  | W595  | W596  |
| 10/15/80 | W597    | W598  | W599  | W600  | W601  | W602  |
| 10/15/80 | W603    | W604  | W605  | W606  | W607  | W608  |
| 10/15/80 | W609    | W610  | W611  | W612  | W613  | W614  |
| 10/15/80 | W615    | W616  | W617  | W618  | W619  | W620  |
| 10/15/80 | W621    | W622  | W623  | W624  | W625  | W626  |
| 10/15/80 | W627    | W628  | W629  | W630  | W631  | W632  |
| 10/15/80 | W633    | W634  | W635  | W636  | W637  | W638  |
| 10/15/80 | W639    | W640  | W641  | W642  | W643  | W644  |
| 10/15/80 | W645    | W646  | W647  | W648  | W649  | W650  |
| 10/15/80 | W651    | W652  | W653  | W654  | W655  | W656  |
| 10/15/80 | W657    | W658  | W659  | W660  | W661  | W662  |
| 10/15/80 | W663    | W664  | W665  | W666  | W667  | W668  |
| 10/15/80 | W669    | W670  | W671  | W672  | W673  | W674  |
| 10/15/80 | W675    | W676  | W677  | W678  | W679  | W680  |
| 10/15/80 | W681    | W682  | W683  | W684  | W685  | W686  |
| 10/15/80 | W687    | W688  | W689  | W690  | W691  | W692  |
| 10/15/80 | W693    | W694  | W695  | W696  | W697  | W698  |
| 10/15/80 | W699    | W700  | W701  | W702  | W703  | W704  |
| 10/15/80 | W705    | W706  | W707  | W708  | W709  | W710  |
| 10/15/80 | W711    | W712  | W713  | W714  | W715  | W716  |
| 10/15/80 | W717    | W718  | W719  | W720  | W721  | W722  |
| 10/15/80 | W723    | W724  | W725  | W726  | W727  | W728  |
| 10/15/80 | W729    | W730  | W731  | W732  | W733  | W734  |
| 10/15/80 | W735    | W736  | W737  | W738  | W739  | W740  |
| 10/15/80 | W741    | W742  | W743  | W744  | W745  | W746  |
| 10/15/80 | W747    | W748  | W749  | W750  | W751  | W752  |
| 10/15/80 | W753    | W754  | W755  | W756  | W757  | W758  |
| 10/15/80 | W759    | W760  | W761  | W762  | W763  | W764  |
| 10/15/80 | W765    | W766  | W767  | W768  | W769  | W770  |
| 10/15/80 | W771    | W772  | W773  | W774  | W775  | W776  |
| 10/15/80 | W777    | W778  | W779  | W780  | W781  | W782  |
| 10/15/80 | W783    | W784  | W785  | W786  | W787  | W788  |
| 10/15/80 | W789    | W790  | W791  | W792  | W793  | W794  |
| 10/15/80 | W795    | W796  | W797  | W798  | W799  | W800  |
| 10/15/80 | W801    | W802  | W803  | W804  | W805  | W806  |
| 10/15/80 | W807    | W808  | W809  | W810  | W811  | W812  |
| 10/15/80 | W813    | W814  | W815  | W816  | W817  | W818  |
| 10/15/80 | W819    | W820  | W821  | W822  | W823  | W824  |
| 10/15/80 | W825    | W826  | W827  | W828  | W829  | W830  |
| 10/15/80 | W831    | W832  | W833  | W834  | W835  | W836  |
| 10/15/80 | W837    | W838  | W839  | W840  | W841  | W842  |
| 10/15/80 | W843    | W844  | W845  | W846  | W847  | W848  |
| 10/15/80 | W849    | W850  | W851  | W852  | W853  | W854  |
| 10/15/80 | W855    | W856  | W857  | W858  | W859  | W860  |
| 10/15/80 | W861    | W862  | W863  | W864  | W865  | W866  |
| 10/15/80 | W867    | W868  | W869  | W870  | W871  | W872  |
| 10/15/80 | W873    | W874  | W875  | W876  | W877  | W878  |
| 10/15/80 | W879    | W880  | W881  | W882  | W883  | W884  |
| 10/15/80 | W885    | W886  | W887  | W888  | W889  | W890  |
| 10/15/80 | W891    | W892  | W893  | W894  | W895  | W896  |
| 10/15/80 | W897    | W898  | W899  | W900  | W901  | W902  |
| 10/15/80 | W903    | W904  | W905  | W906  | W907  | W908  |
| 10/15/80 | W909    | W910  | W911  | W912  | W913  | W914  |
| 10/15/80 | W915    | W916  | W917  | W918  | W919  | W920  |
| 10/15/80 | W921    | W922  | W923  | W924  | W925  | W926  |
| 10/15/80 | W927    | W928  | W929  | W930  | W931  | W932  |
| 10/15/80 | W933    | W934  | W935  | W936  | W937  | W938  |
| 10/15/80 | W939    | W940  | W941  | W942  | W943  | W944  |
| 10/15/80 | W945    | W946  | W947  | W948  | W949  | W950  |
| 10/15/80 | W951    | W952  | W953  | W954  | W955  | W956  |
| 10/15/80 | W957    | W958  | W959  | W960  | W961  | W962  |
| 10/15/80 | W963    | W964  | W965  | W966  | W967  | W968  |
| 10/15/80 | W969    | W970  | W971  | W972  | W973  | W974  |
| 10/15/80 | W975    | W976  | W977  | W978  | W979  | W980  |
| 10/15/80 | W981    | W982  | W983  | W984  | W985  | W986  |
| 10/15/80 | W987    | W988  | W989  | W990  | W991  | W992  |
| 10/15/80 | W993    | W994  | W995  | W996  | W997  | W998  |
| 10/15/80 | W999    | W1000 | W1001 | W1002 | W1003 | W1004 |
| 10/15/80 | W1005   | W1006 | W1007 | W1008 | W1009 | W1010 |
| 10/15/80 | W1011   | W1012 | W1013 | W1014 | W1015 | W1016 |
| 10/15/80 | W1017   | W1018 | W1019 | W1020 | W1021 | W1022 |
| 10/15/80 | W1023   | W1024 | W1025 | W1026 | W1027 | W1028 |
| 10/15/80 | W1029   | W1030 | W1031 | W1032 | W1033 | W1034 |
| 10/15/80 | W1035   | W1036 | W1037 | W1038 | W1039 | W1040 |
| 10/15/80 | W1041   | W1042 | W1043 | W1044 | W1045 | W1046 |
| 10/15/80 | W1047   | W1048 | W1049 | W1050 | W1051 | W1052 |
| 10/15/80 | W1053   | W1054 | W1055 | W1056 | W1057 | W1058 |
| 10/15/80 | W1059   | W1060 | W1061 | W1062 | W1063 | W1064 |
| 10/15/80 | W1065   | W1066 | W1067 | W1068 | W1069 | W1070 |
| 10/15/80 | W1071   | W1072 | W1073 | W1074 | W1075 | W1076 |
| 10/15/80 | W1077   | W1078 | W1079 | W1080 | W1081 | W1082 |
| 10/15/80 | W1083   | W1084 | W1085 | W1086 | W1087 | W1088 |
| 10/15/80 | W1089   | W1090 | W1091 | W1092 | W1093 | W1094 |
| 10/15/80 | W1095   | W1096 | W1097 | W1098 | W1099 | W1100 |
| 10/15/80 | W1101   | W1102 | W1103 | W1104 | W1105 | W1106 |
| 10/15/80 | W1107   | W1108 | W1109 | W1110 | W1111 | W1112 |
| 10/15/80 | W1113   | W1114 | W1115 | W1116 | W1117 | W1118 |
| 10/15/80 | W1119   | W1120 | W1121 | W1122 | W1123 | W1124 |
| 10/15/80 | W1125   | W1126 | W1127 | W1128 | W1129 | W1130 |
| 10/15/80 | W1131   | W1132 | W1133 | W1134 | W1135 | W1136 |
| 10/15/80 | W1137   | W1138 | W1139 | W1140 | W1141 | W1142 |
| 10/15/80 | W1143   | W1144 | W1145 | W1146 | W1147 | W1148 |
| 10/15/80 | W1149   | W1150 | W1151 | W1152 | W1153 | W1154 |
| 10/15/80 | W1155   | W1156 | W1157 | W1158 | W1159 | W1160 |
| 10/15/80 | W1161   | W1162 | W1163 | W1164 | W1165 | W1166 |
| 10/15/80 | W1167   | W1168 | W1169 | W1170 | W1171 | W1172 |
| 10/15/80 | W1173   | W1174 | W1175 | W1176 | W1177 | W1178 |
| 10/15/80 | W1179   | W1180 | W1181 | W1182 | W1183 | W1184 |
| 10/15/80 | W1185   | W1186 | W1187 | W1188 | W1189 | W1190 |
| 10/15/80 | W1191   | W1192 | W1193 | W1194 | W1195 | W1196 |
| 10/15/80 | W1197   | W1198 | W1199 | W1200 | W1201 | W1202 |
| 10/15/80 | W1203   | W1204 | W1205 | W1206 | W1207 | W1208 |
| 10/15/80 | W1209   | W1210 | W1211 | W1212 | W1213 | W1214 |
| 10/15/80 | W1215   | W1216 | W1217 | W1218 | W1219 | W1220 |
| 10/15/80 | W1221   | W1222 | W1223 | W1224 | W1225 | W1226 |
| 10/15/80 | W1227   | W1228 | W1229 | W1230 | W1231 | W1232 |
| 10/15/80 | W1233   | W1234 | W1235 | W1236 | W1237 | W1238 |
| 10/15/80 | W1239   | W1240 | W1241 | W1242 | W1243 | W1244 |
| 10/15/80 | W1245   | W1246 | W1247 | W1248 | W1249 | W1250 |
| 10/15/80 | W1251   | W1252 | W1253 | W1254 | W1255 | W1256 |
| 10/15/80 | W1257   | W1258 | W1259 | W1260 | W1261 | W1262 |
| 10/15/80 | W1263   | W1264 | W1265 | W1266 | W1267 | W1268 |
| 10/15/80 | W1269   | W1270 | W1271 | W1272 | W1273 | W1274 |
| 10/15/80 | W1275   | W1276 | W1277 | W1278 | W1279 | W1280 |
| 10/15/80 | W1281   | W1282 | W1283 | W1284 | W1285 | W1286 |
| 10/15/80 | W1287   | W1288 | W1289 | W1290 | W1291 | W1292 |
| 10/15/80 | W1293   | W1294 | W1295 | W1296 | W1297 | W1298 |
| 10/15/80 | W1299   | W1300 | W1301 | W1302 | W1303 | W1304 |
| 10/15/80 | W1305   | W1306 | W1307 | W1308 | W1309 | W1310 |
| 10/15/80 | W1311   | W1312 | W1313 | W1314 | W1315 | W1316 |
| 10/15/80 | W1317   | W1318 | W1319 | W1320 | W1321 | W1322 |
| 10/15/80 | W1323   | W1324 | W1325 | W1326 | W1327 | W1328 |
| 10/15/80 | W1329   | W1330 | W1331 | W1332 | W1333 | W1334 |
| 10/15/80 | W1335   | W1336 | W1337 | W1338 | W1339 | W1340 |
| 10/15/80 | W1341   | W1342 | W1343 | W1344 | W1345 | W1346 |
| 10/15/80 | W1347   | W1348 | W1349 | W1350 | W1351 | W1352 |
| 10/15/80 | W1353   | W1354 | W1355 | W1356 | W1357 | W1358 |
| 10/15/80 | W1359   | W1360 | W1361 | W1362 | W1363 | W1364 |
| 10/15/80 | W1365   | W1366 | W1367 | W1368 | W1369 | W1370 |
| 10/15/80 | W1371   | W1372 | W1373 | W1374 | W1375 | W1376 |
| 10/15/80 | W1377   | W1378 | W1379 | W1380 | W1381 | W1382 |
| 10/15/80 | W1383</ |       |       |       |       |       |

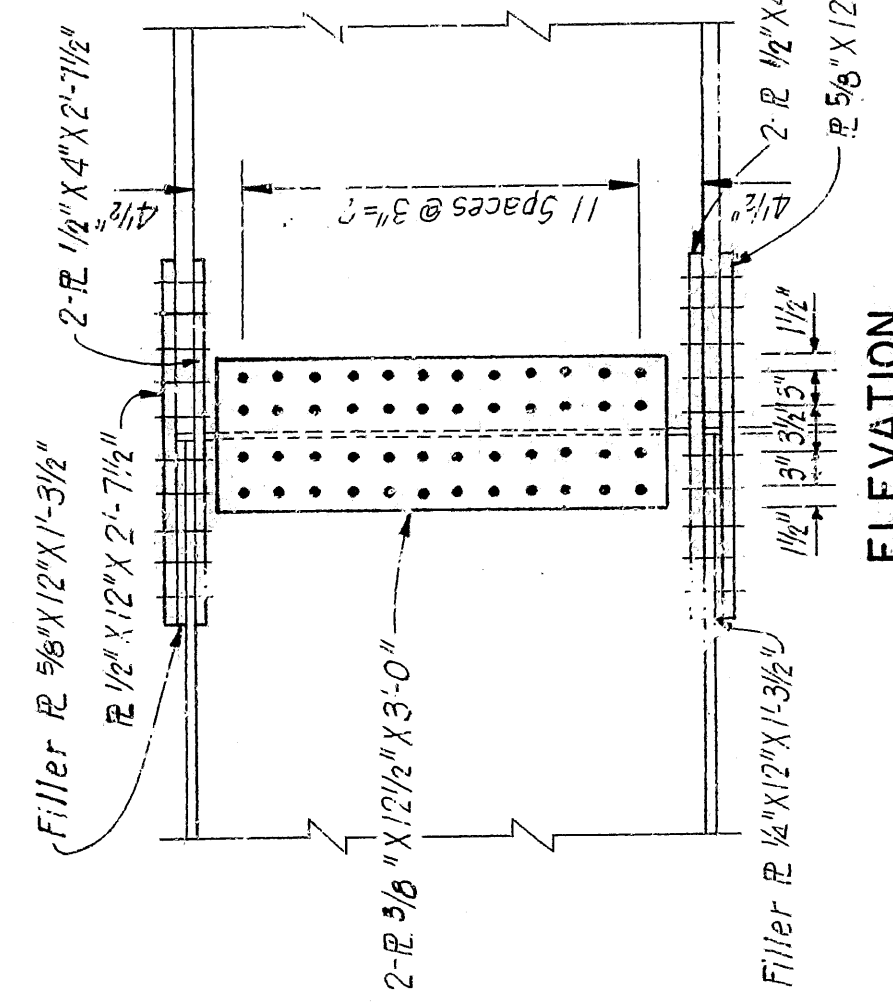
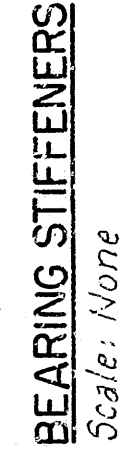


A diagram of a beam cross-section with a rectangular hole. The hole is labeled 'G' and 'B-13-S'.

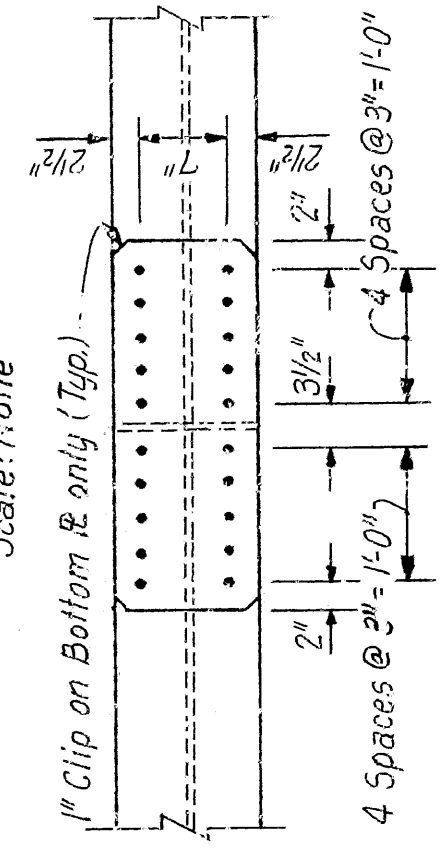
UNQUAL THICKNESS



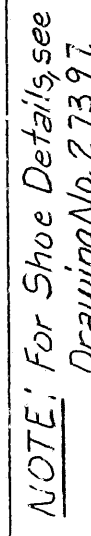
NOTE:  
Charpy "V" Notch Requirements  
do not apply to splice plates.



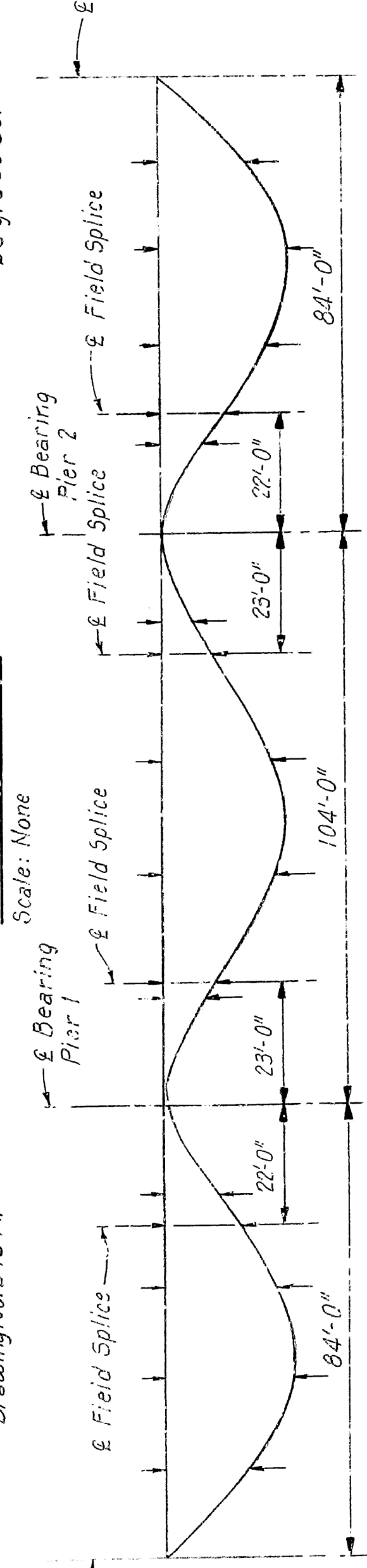
## Scale: None



## FIELD SPLICE



case: None



|                       | Point | SPICE  |        |        |        |        |               |         |         |               |        |               |         |         |         |
|-----------------------|-------|--------|--------|--------|--------|--------|---------------|---------|---------|---------------|--------|---------------|---------|---------|---------|
|                       |       | 2      | 4      | .6     | .74 B  | .722   | .4            | 0.5     | .6      | .7 B          | .8     | .2 16         | .4      | .6      | .8      |
| <b>TYPICAL GIRDER</b> |       |        |        |        |        |        |               |         |         |               |        |               |         |         |         |
| Dead Load/Girder only |       | 5/16"  | 7/32"  | 5/32"  | 3/8"   | 3/16"  | 3/32" 3/32"   | 7/32"   | 7/32"   | 3/32" 3/32"   | 3/32"  | 1/16" 3/32"   | 3/32"   | 7/32"   | 5/32"   |
| Dead Load Concrete    |       | 2 1/4" | 2 3/8" | 2 3/8" | 2 3/8" | 1 1/4" | 1 3/8" 1 3/8" | 2 7/32" | 2 7/32" | 1 3/8" 1 3/8" | 1 3/8" | 1 1/4" 1 1/4" | 2 3/32" | 2 3/32" | 2 1/32" |
| Dead Load Total       |       | 3 1/4  | 1 1/8" | 7/8"   | 9/16"  | 5/16"  | 1 1/2" 1 1/2" | 1 3/32" | 1 1/8"  | 1 3/32"       | 1 1/2" | 5/16" 9/16"   | 7/8"    | 1 1/8"  | 1 3/8"  |

Scale: None

MARION COUNTY  
ROUTE SEC

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

DRAWN BY: S. S. B. DATE: MAR 25, 1935

CHECKED BY: H. J. P. DATE: MAR 25, 1935

DESIGNED BY: D. C. W. DATE: MAR 24, 1935

SCALE: As Noted

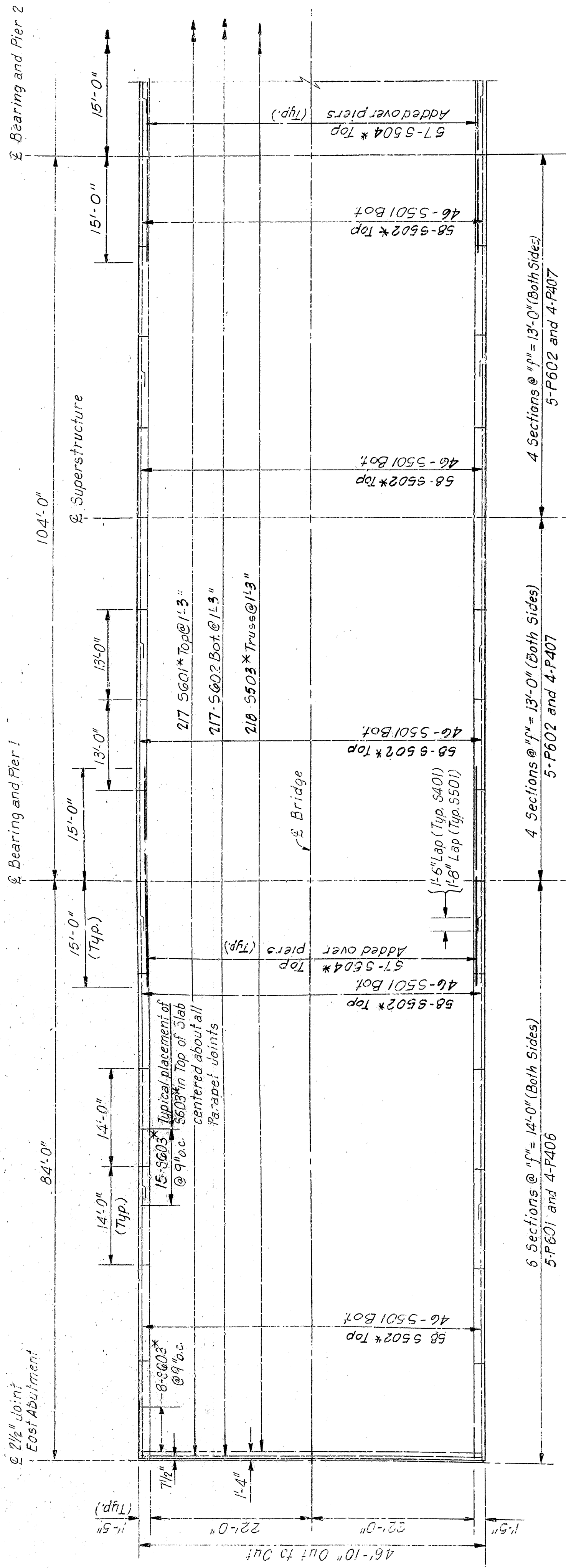
BRIDGE NO. 6058



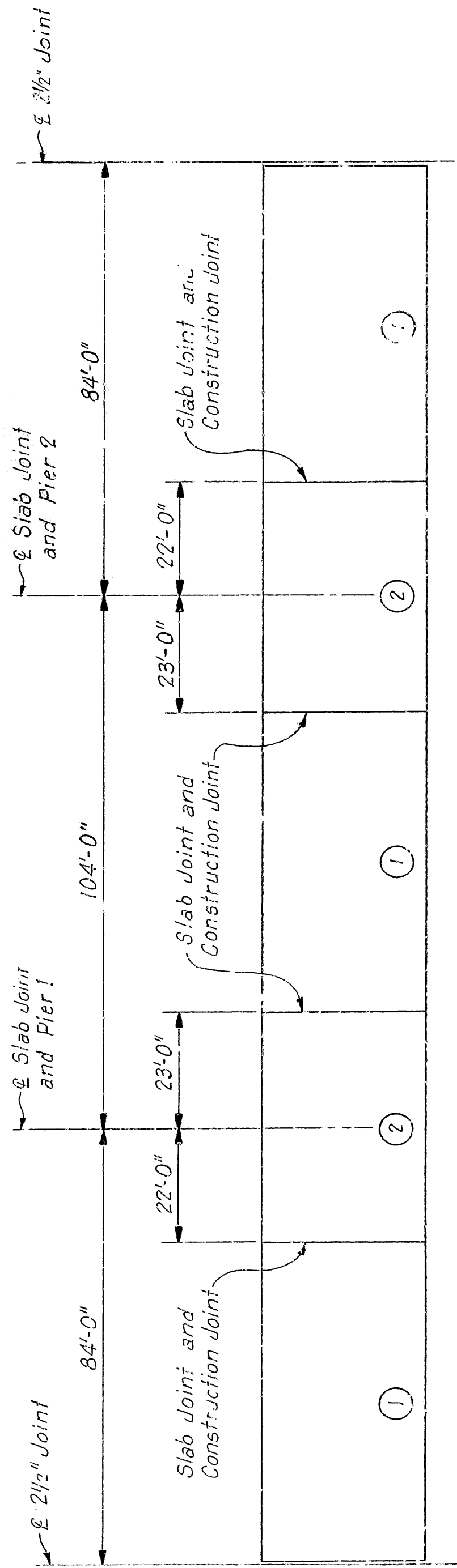
| DATE RECEIVED | DATE | DATE RECEIVED | DATE | FED ROAD NO.                   | STATE | FED AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------|------|---------------|------|--------------------------------|-------|-------------------|-----------|--------------|
|               |      |               |      | 6                              | ARK   |                   |           |              |
|               |      |               |      | JOB NO.                        |       | 9783              | 69        | 166          |
|               |      |               |      | 6058 DLS PLATE GIRD SPNS 27382 |       |                   |           |              |

| VARIABLES FOR PARAPET RAILING |              |        |         |         |   |  |
|-------------------------------|--------------|--------|---------|---------|---|--|
| "f"                           | OPEN PARAPET |        |         |         |   |  |
|                               | a            | b      | c       | k       | m |  |
| 13'-0"                        | 2'-0"        | 9'-0"  | 4'-3/4" | 2'-1/2" | 3 |  |
| 14'-0"                        | 2'-0"        | 10'-0" | 4'-3/4" | 2'-1/2" | 0 |  |
|                               |              |        |         |         |   |  |
|                               |              |        |         |         |   |  |
|                               |              |        |         |         |   |  |
|                               |              |        |         |         |   |  |

NOTES:  
i. For Parapet Reinforcing and Banding  
Diagrams; see Draw. No. 27399



NOTE:  
1. \* indicates that the bars are to be Epoxy Coated Reinforcing Steel.



| REINFORCEMENT SCHEDULE |     |            |         |        |     |        |         | BENDING DIAGRAM |  |
|------------------------|-----|------------|---------|--------|-----|--------|---------|-----------------|--|
| MARK                   | NO. | LENGTH     | PIN DIA | MARK   | NO. | LENGTH | PIN DIA |                 |  |
| S502*                  | 406 | 40'-3 1/2" | 5/8"    | P601   | 80  | 12'-8" | 5/8"    |                 |  |
| S501                   | 321 | 40'-5 1/2" | 5/8"    |        |     |        |         |                 |  |
| S602                   | 217 | 46'-6"     | 5/8"    | S504 * | 114 | 30'-0" | 5/8"    |                 |  |
| S601 *                 | 217 | 46'-6"     | 5/8"    |        |     |        |         |                 |  |
| S503 *                 | 210 | 47'-6 1/2" | 2 1/2"  |        |     |        |         |                 |  |
| S602 *                 | 602 | 5'-0"      | 5/8"    |        |     |        |         |                 |  |
| P401                   | 400 | 6'-3"      | 2"      |        |     |        |         |                 |  |
| P402                   | 400 | 7'-0"      | 2"      |        |     |        |         |                 |  |
| P404                   | 384 | 3'-6"      | 2"      |        |     |        |         |                 |  |
| P405                   | 384 | 6'-1"      | 2"      |        |     |        |         |                 |  |
| P406                   | 96  | 13'-8"     | 5/8"    |        |     |        |         |                 |  |
| P406                   | 64  | 12'-8"     | 5/8"    |        |     |        |         |                 |  |
| P601                   | 120 | 13'-8"     | 5/8"    |        |     |        |         |                 |  |

**NOTES:**

Reinforcement Schedule is total required for Slab.

± Dimensions of Bars are out-to-out.

23'-3"

5'-1 3/8"

3'-8 3/4" (Typ)

3'-8 3/4" (Typ)

3'-8 3/4" (Typ)

3 1/4" (Typ)

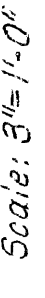
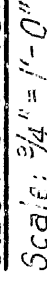
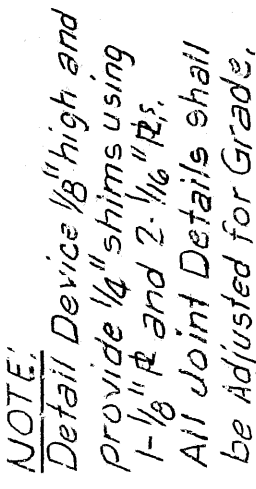
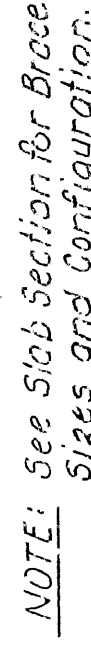
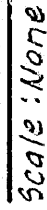
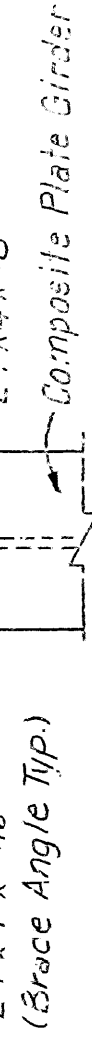
4/8"

Symmetrical about £

S602 \*

**NOTE:** Pours with same number may be placed simultaneously or separately. All pours ① must be placed before Pours ② can be placed. 48 hours shall elapse between Pours, except 12 hours shall elapse between adjacent Pours. Slab Joints at Construction Joints not required if slab is poured continuously. All failing pours made before slab unit has been placed must be approved by the Bridge Engineer.



LOAD DISTRIBUTION TABLE

## ROUTE

# MALE HIGHWAY

the 1/8" shall be used as the basis of payment of 81.0 lbs. per one hundred studs.

Scale: 1/2" = 1'-0"

SECTION A

BRIDGE NO. 6058

**BRIDGE ENGINEER**



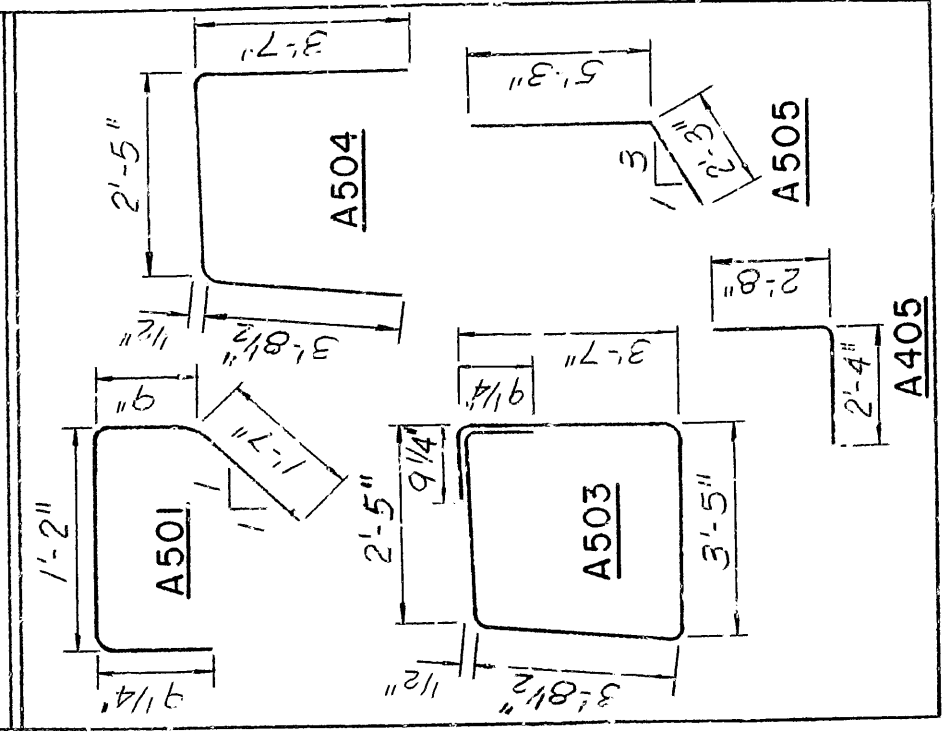




|  | PAYE<br>PAYER | PAYE<br>PAYER | PAYE<br>PAYER | FED. BOND<br>NO. | STATE   | TED. AID PROJ. NO. | BAGET<br>NO. | TRAVEL<br>STAGES |
|--|---------------|---------------|---------------|------------------|---------|--------------------|--------------|------------------|
|  |               |               |               | 8                | ARK     | 9783               | 72           | 160              |
|  |               |               |               |                  | JOB NO. |                    |              |                  |

| REINFORCEMENT SCHEDULE |     |                                     |                                 | PIN DIA. |
|------------------------|-----|-------------------------------------|---------------------------------|----------|
| MARK                   | NO. | LENGTH                              |                                 |          |
| A401                   | 48  | 7'-0"                               | Sfr.                            |          |
| A402                   | 47  | 7'-0"                               | Sfr.                            |          |
| A403                   | 14  | 46'-6"                              | Sfr.                            |          |
| A404                   | 4   | 46'-6"                              | Sfr.                            |          |
| A405                   | 44  | 4'-11 <sup>1</sup> / <sub>2</sub> " | 2"                              |          |
| A501                   | 43  | 4'-0 <sup>1</sup> / <sub>2</sub> "  | 2 <sup>1</sup> / <sub>2</sub> " |          |
| A502                   | 2   | 41'-8"                              | Sfr.                            |          |
| A503                   | 18  | 14'-2"                              | 2 <sup>1</sup> / <sub>2</sub> " |          |
| A504                   | 6   | 9'-6"                               | 2 <sup>1</sup> / <sub>2</sub> " |          |
| A505                   | 14  | 7'-6"                               | 2 <sup>1</sup> / <sub>2</sub> " |          |
| A506                   | 2   | 7'-6"                               | Sfr.                            |          |
| A507                   | 2   | 7'-4"                               | Sfr.                            |          |
| A508                   | 2   | 6'-10 <sup>1</sup> / <sub>2</sub> " | Sfr.                            |          |
| A509                   | 2   | 6'-6"                               | Sfr.                            |          |
| A601                   | 6   | 40'-6"                              | Sfr.                            |          |
| A701                   | 4   | 40'-6"                              | Sfr.                            |          |

BENDING DIAGRAM



NOTE: Dimensions of Bars are out-to-unit.

NOTE:  
Field Bend Bottom A 465 and as A 505  
as required to maintain clearance.

ALT. NO.2  
SHEET 1 OF 2

DETAILS OF WEST ABUTMENT  
WHITE RIVER BRIDGE

FILLET DETAIL  
Scale:  $3/4" = 1'-0"$

FRONT ELEVATION  
Scale: 1/4" = 1'-0"

**MARION AND BAXTER COUNTIES**

# ROUTE SEC. ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: P.B.B. DATE: MARCH, 1985  
 CHECKED BY: H.V.P. DATE: MARCH, 1985  
 DESIGNED BY: G.A.F. DATE: MARCH, 1985

SCALE: As Noted

DRAWN BY: P.B.B. DATE: MARCH, 1985

|                             |                          |
|-----------------------------|--------------------------|
| CHECKED BY: <u>H. V. P.</u> | DATE: <u>MARCH, 1985</u> |
| <u>G. A. F.</u>             | <u>MARCH, 1985</u>       |

BRIDGE NO. 6059

**DRAWING NO. 27385**

**BRIDGE ENGINEER**





















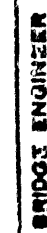










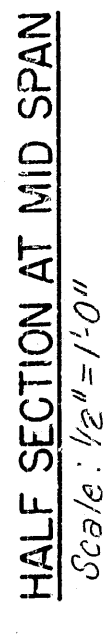








① Includes Slab and Diaphragms



Scale: None



DETAILS OF PLATE GIRDER SPANS  
WHITE RIVER BRIDGE

ROUTE SEC.

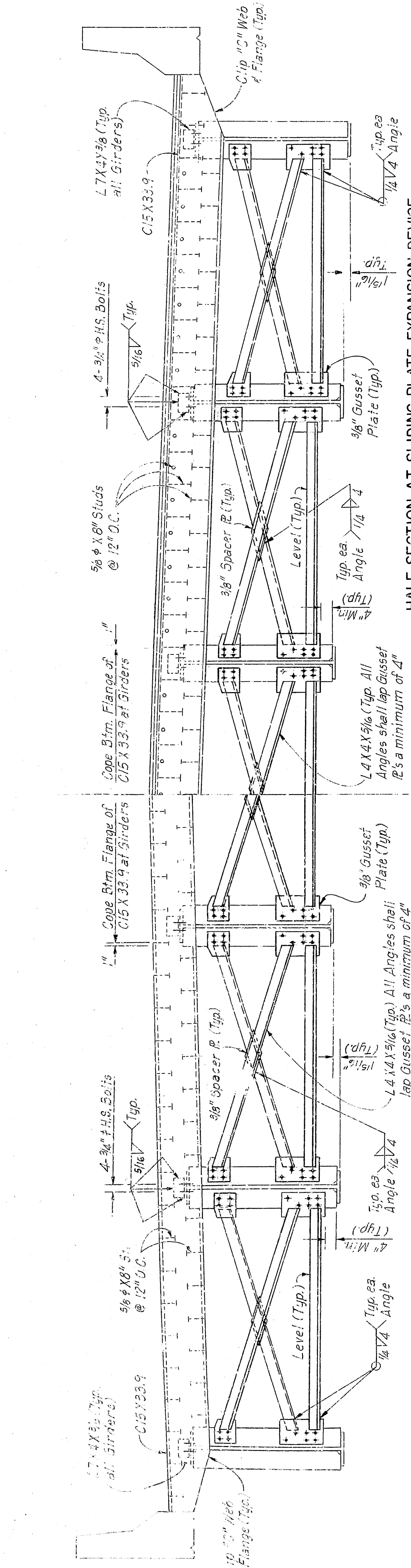
**LITTLE ROCK, ARK.**

BRIDGE NO. 6059

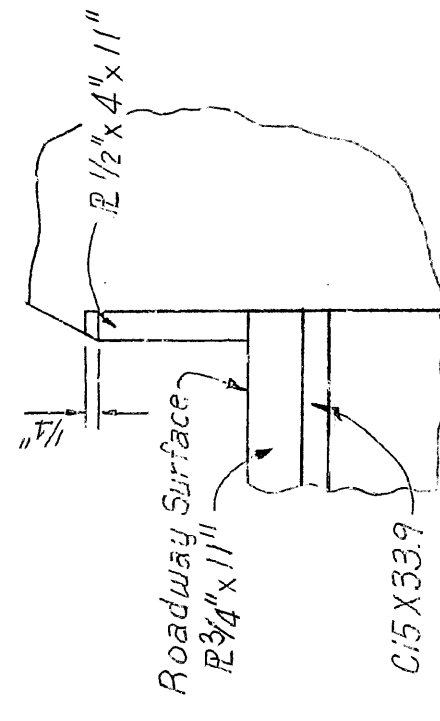
**BRIDGE ENGINEER**



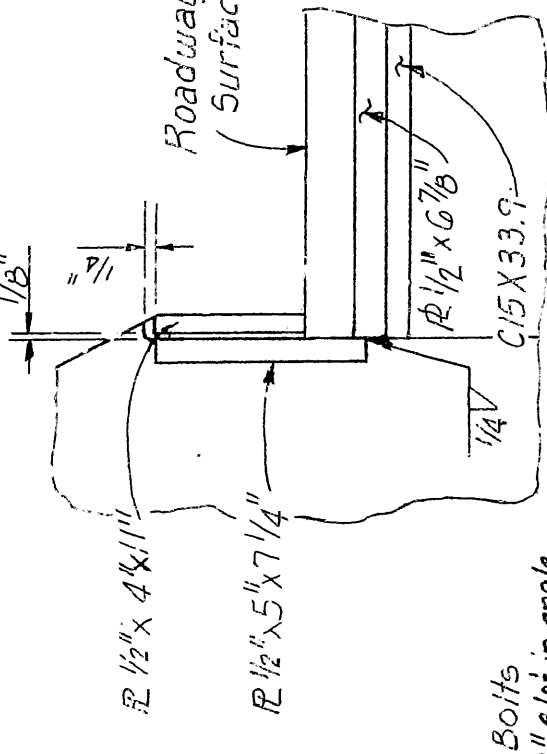
| DATE<br>FILMED | DATE<br>FILMED | DATE<br>FILMED | DATE<br>FILMED | FED. ROAD<br>NO. | STATE | FED. AID PROJ. NO.                | ART<br>NO. | TYPE<br>SHEET | TOTAL<br>SHEETS |
|----------------|----------------|----------------|----------------|------------------|-------|-----------------------------------|------------|---------------|-----------------|
|                |                |                |                | 6                | ARK.  |                                   |            |               |                 |
|                |                |                |                |                  |       | JOB NO.                           | 7783       | 83            | 106             |
|                |                |                |                |                  |       | ① 6059 DTLS PL GIRDEK STANS 27382 |            |               |                 |



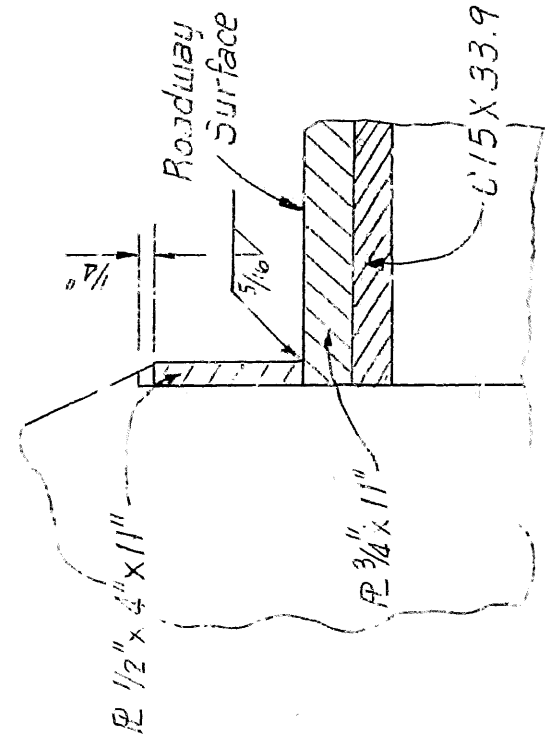
HALF SECTION AT PREFORMED EXPANSION DEVICE



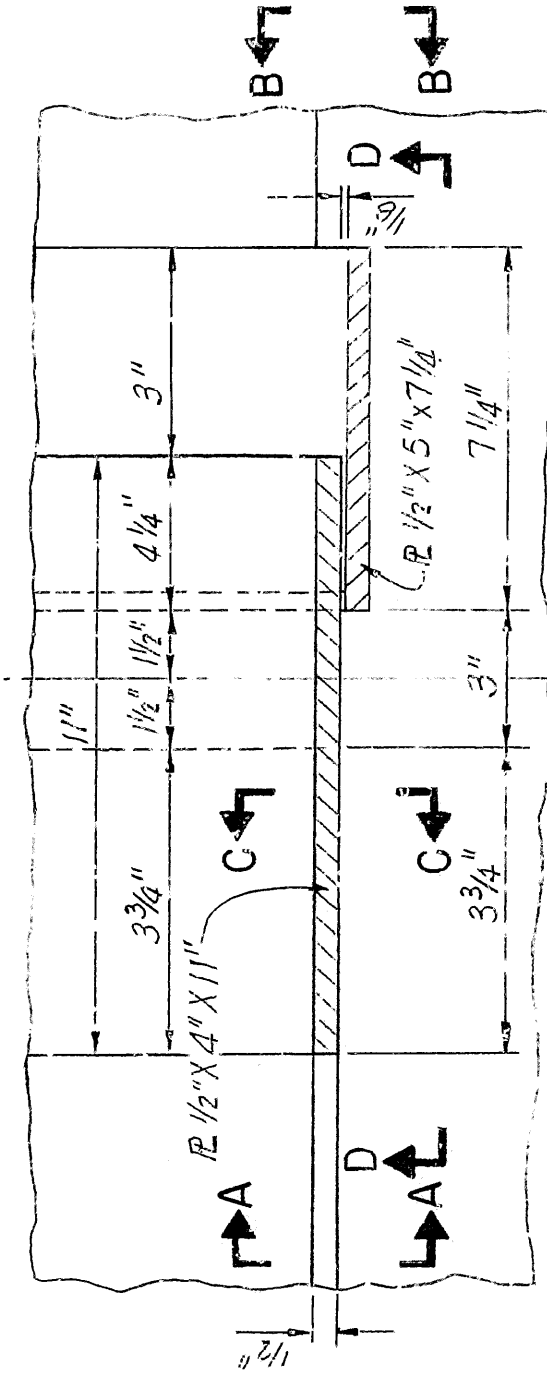
SECTION A-A  
Scale: None



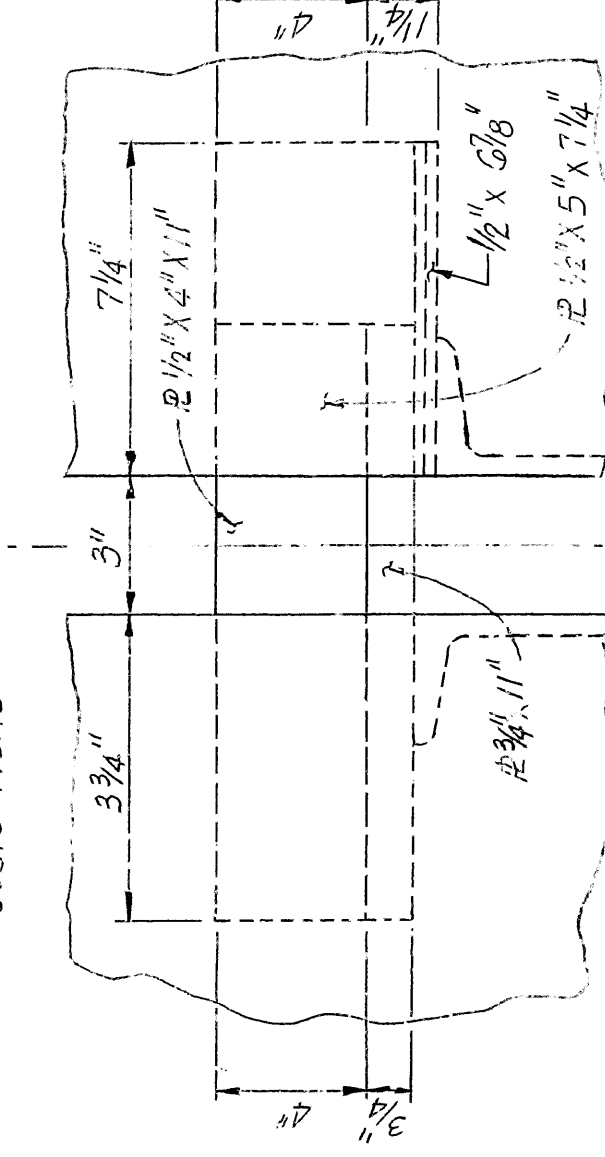
SECTION B-B  
Scale: None



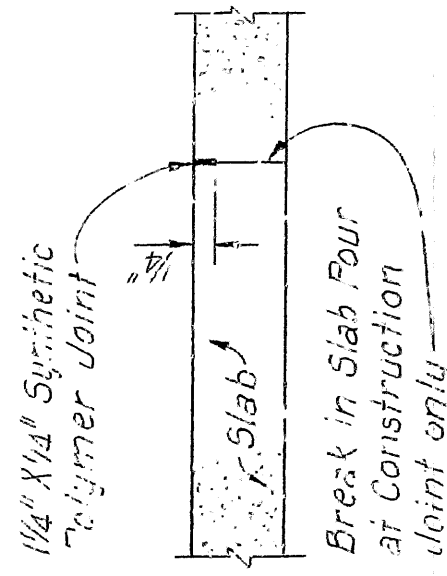
SECTION C-C  
*Scale: None*



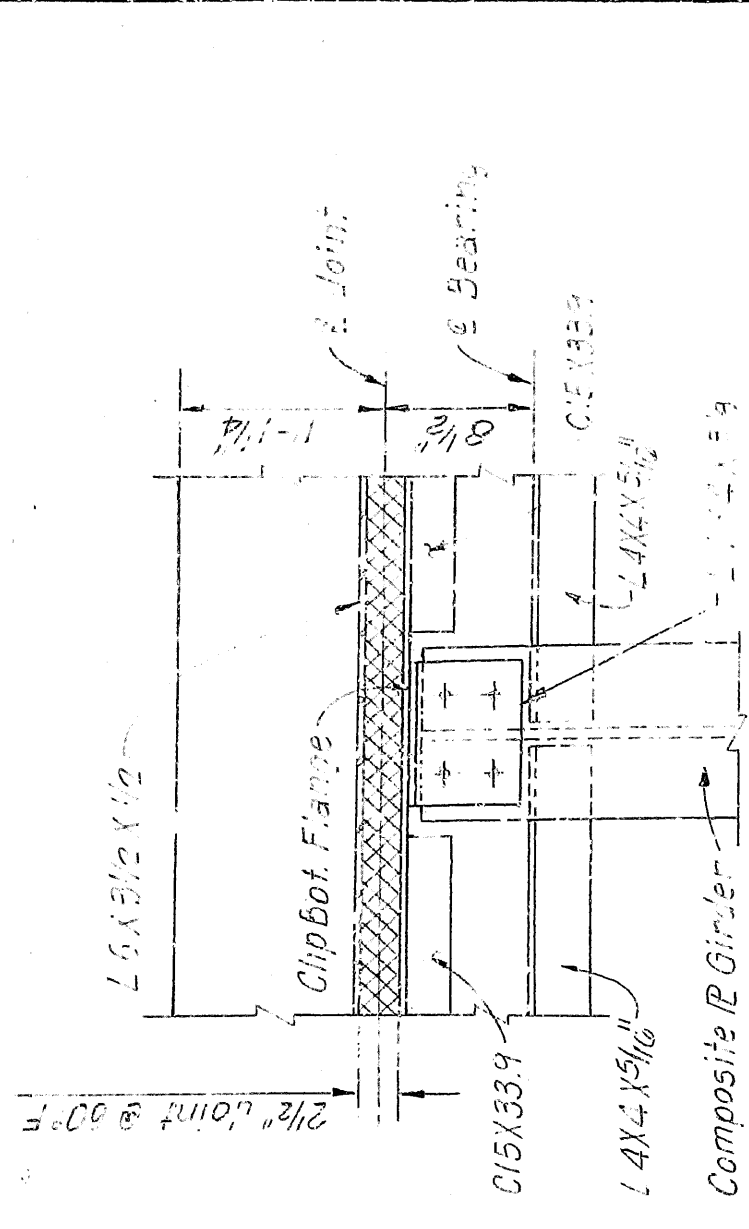
PLAN OF SLIDING PLATE AT PARAPET  
*Scale: None*



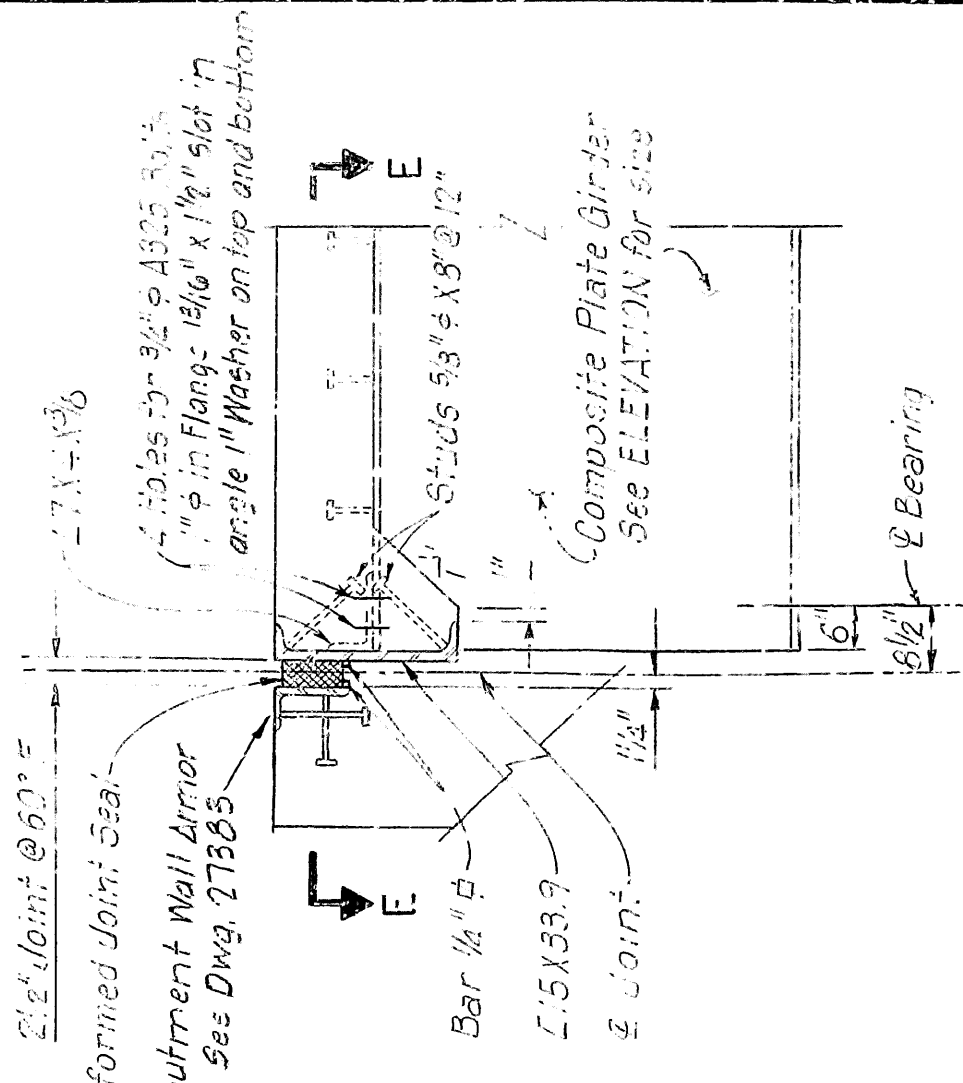
SECTION D-D  
*Scale: None*



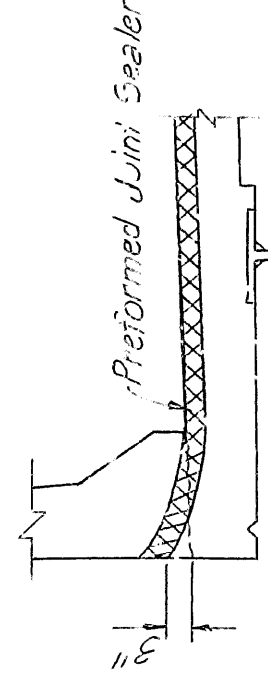
SLAB JOINT DETAIL  
Scale: None



SECTION E-E  
Scale: 1"=1'-0"



SECTION NORMAL TO ABUTMENT  
*Scale: None*



SEAL PLACEMENT  
Scale: None

NOTES:  
*Study shall be automatically welded  
 Stud Anchors, granular flux filled,  
 solid fluxed or equal*

Detail all expansion devices  $\frac{1}{8}$ " high and provide  $\frac{1}{4}$ " shims using  $1\frac{1}{4}$ " and  $2\frac{1}{16}$ " R's.

*All Joint Details shall be adjusted for grade.*

Nylon reinforced neoprene trough to extend 6" outside curb each side.

Nylon reinforced neoprene trough will not be paid for separately but shall be considered subsidiary to other items of this Contract.

ALT. NO. 2  
SHEET 4 OF 4

SHEET 4 OF 4

## DETAILS OF PLATE GIRDER SPANS WHITE RIVER BRIDGE

SLAB JOINT DETAIL  
Scale: None

**MARION AND BAXTER COUNTIES**

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

DRAWN BY: G. B. DATE: MARCH 1955  
CHECKED BY: H. B. DATE: MARCH 1955  
DESIGNED BY: G. B. DATE: MARCH 1955

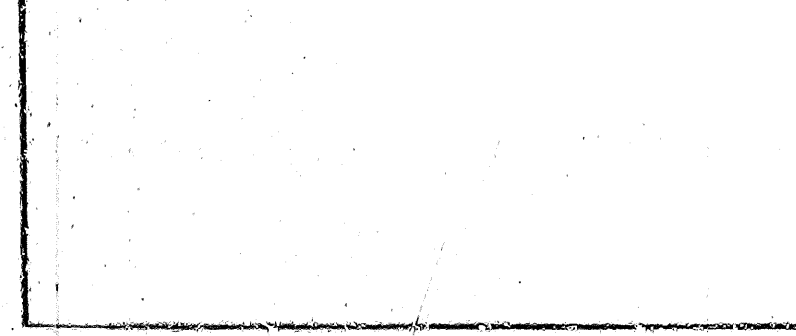
BRIDGE NO. 6059

**BRIDGE ENGINEER**

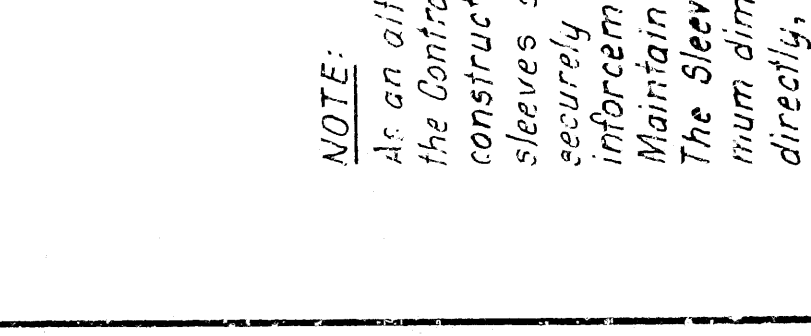
**DRAWING NO. 27396**



- Use 4-1 1/16"  $\phi$  holes in Girder Flange. Use 7/8"  $\phi$  High Strength Bolts with one circular washer under nut and head of Bolt.



507



ANCHOR BOLT SLEEVE DETAIL

1000

10

| TOTALS | MALLEN WHITE<br>ASH RIVER<br>ALT? ALT? |
|--------|--|
| 12     | 48                                     |

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

[illegible]

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|--|--|--|--|--|--|

DESIGN ENGINEER