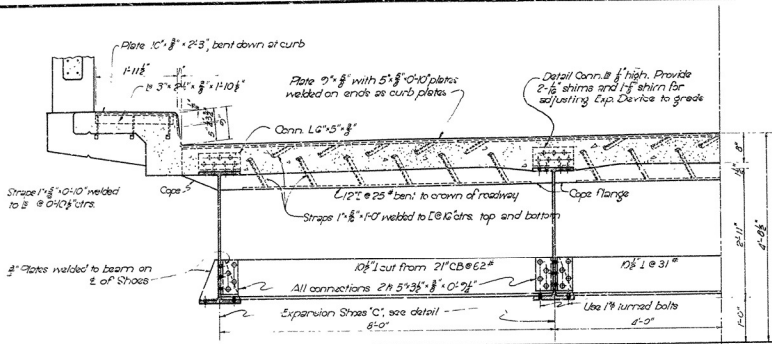
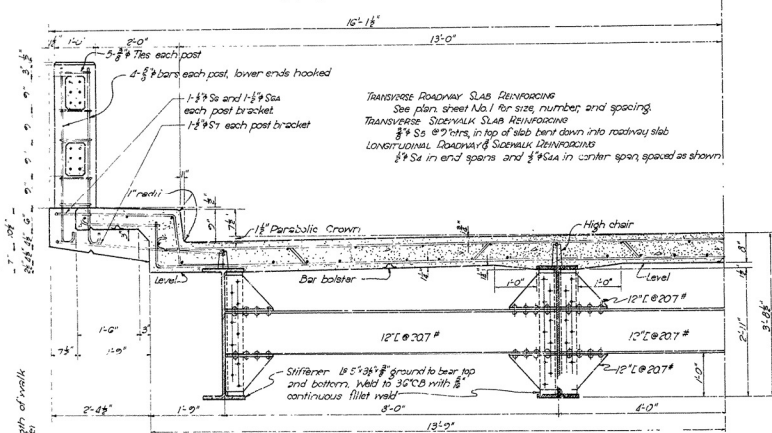


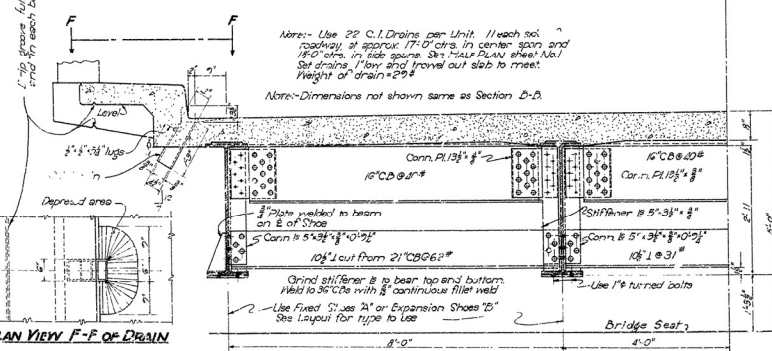
FED. ROAD DIST. NO.	STATE	F.B.P. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	S-372-13		12	49
STATE JOB NO. 6307				12	49



**HALF SECTION A-A AT ENDS OF UNIT**  
Dimensions of Slab not shown same as Section B-B

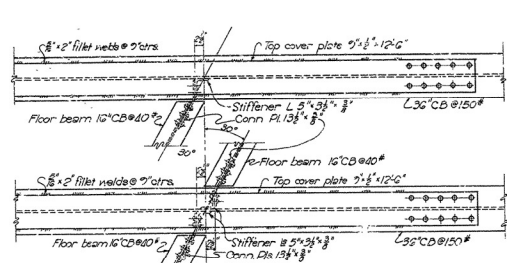


**HALF SECTION D-B NEAR MID-SPAN**

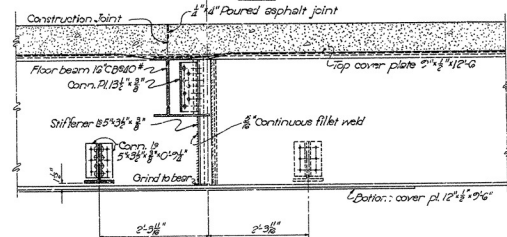


**PLAN VIEW F-F OF DRAIN**

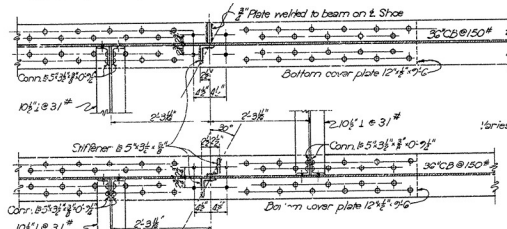
**HALF SECTION C-C NEAR INTERMEDIATE PIERS**



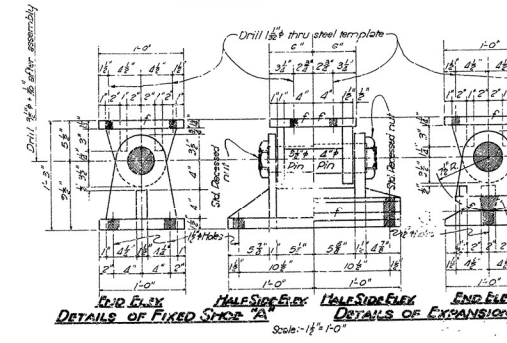
**DETAIL OF FLOOR BEAM CONNECTIONS AND TOP COVER PLATE AT INTERMEDIATE PIER**



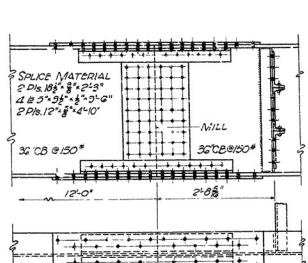
**SECTION D-D AT INTERMEDIATE PIERS**



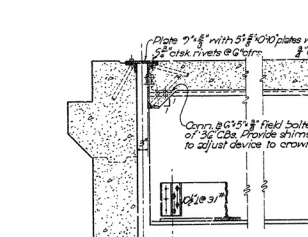
**DETAILS OF CROSS-STRUT CONNECTION AND BOTTOM COVER PLATE AT INTERMEDIATE PIERS**



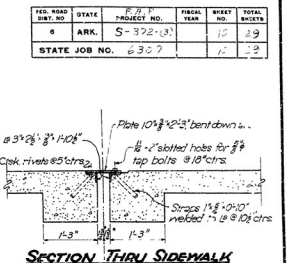
**DETAILS OF FIXED SHOE AND DETAILS OF EXPANSION SHOE**



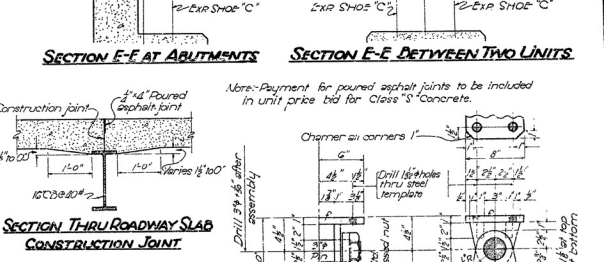
**DETAIL OF BEAM SPLICE**



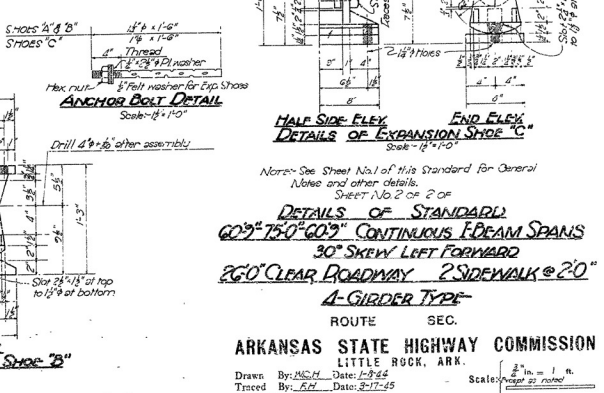
**SECTION E-E AT ABUTMENTS**



**SECTION THRU SIDEWALK AT EXPANSION JOINTS**



**SECTION E-E BETWEEN TWO UNITS**



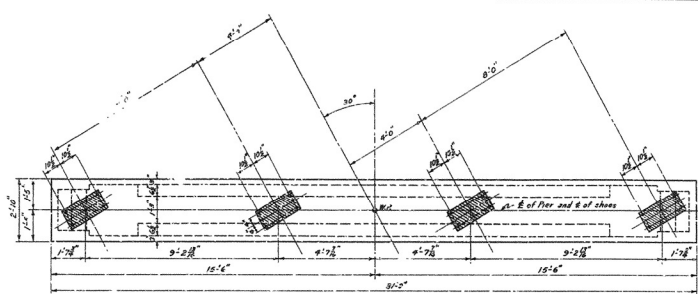
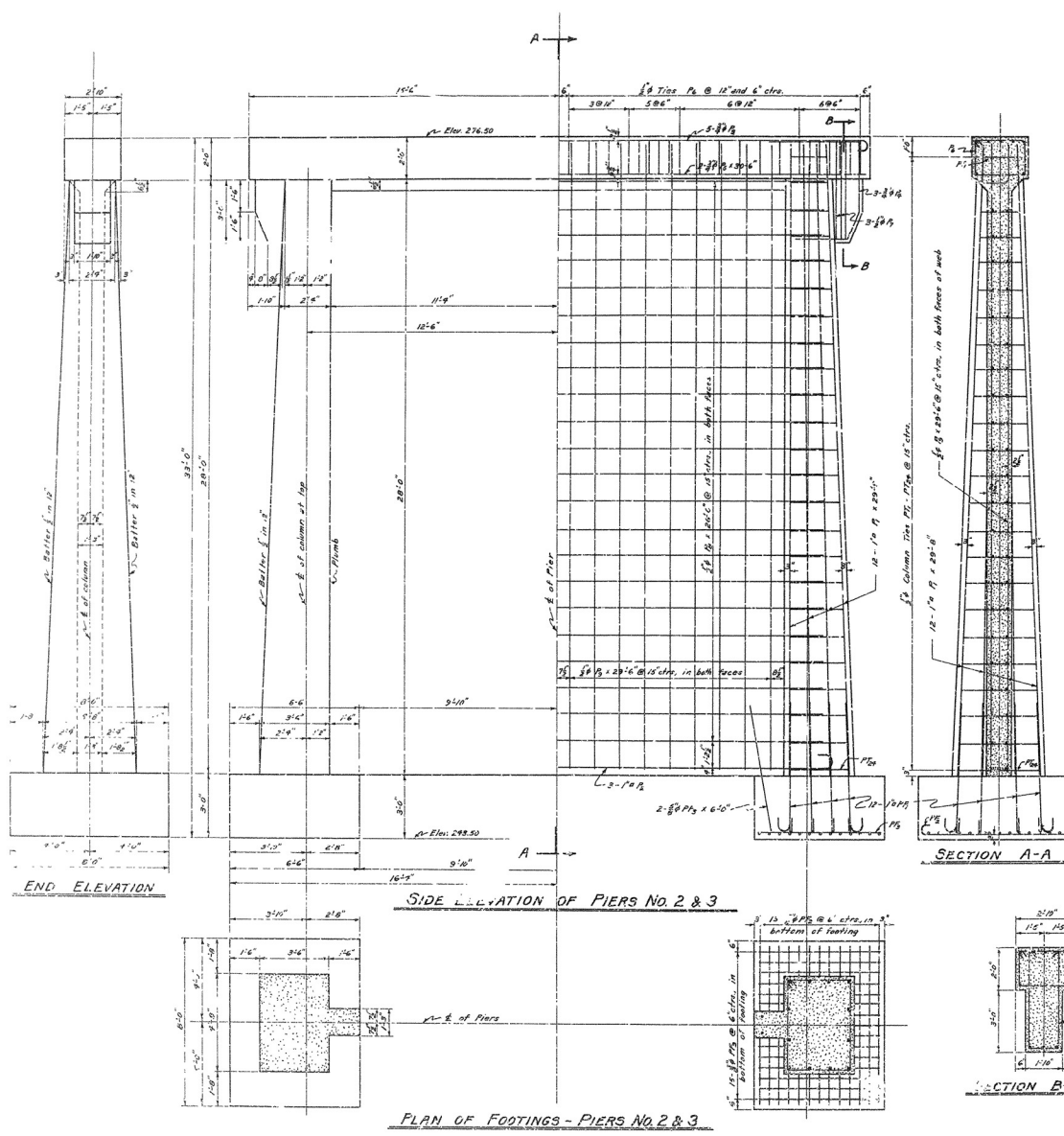
**HALF SIDE ELEVATION AND END ELEVATION DETAILS OF EXPANSION SHOE**

Notes: See Sheet No. 1 of this Standard for General Notes and other details.  
 SHEET NO. 2 OF 2 OF  
**DETAILS OF STANDARD 60" 150-60" CONTINUOUS FLOOR SPANS 30° SKEW LEFT FORWARD 260' CLEAR ROADWAY 2' SIDEWALK @ 2'0"**  
**A-GIRDER TYPE**  
 ROUTE SEC.  
**ARKANSAS STATE HIGHWAY COMMISSION**  
 LITTLE ROCK, ARK.  
 Drawn By: MCH Date: 1-9-45  
 Traced By: R.H. Date: 3-17-45  
 Checked By: Date:  
 Bridge No. 33-1-1 DRAWING NO. 5147-A

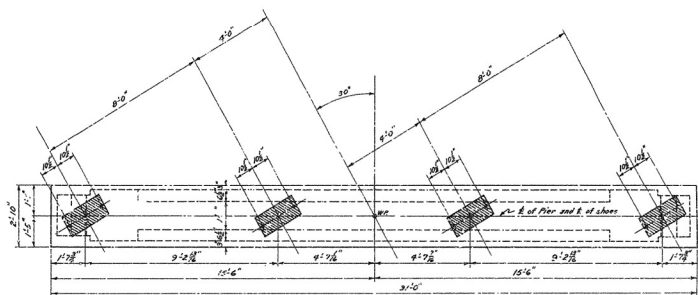
REVISIONS: - RE OF 21CB, 11-1-45, M.C.K.

M.B. Carver  
 PRINCIPAL ENGINEER (STRUCT.)

DESIGN NO.	STATE	F.A.P. PROJECT NO.	PIER NO.	SHEET NO.	TOTAL SHEETS
8	ARK.	5-372-9	7	29	
STATE JOB NO. 6307			7	29	



PLAN OF CAP OF PIER No. 2

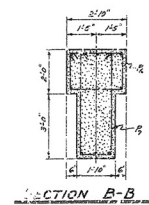


PLAN OF CAP OF PIER No. 3

**GENERAL NOTES**

All concrete to be Class "A", and to be poured in the dry. All exposed corners to be chamfered 1/4" unless otherwise noted.  
 For layout of structure see Drawing No. 6673.  
 For details of Standard Continuous I-Beam Span, see Drawings No. 17 and 5197-A.  
 Maximum design foundation pressure is 4.2 tons per sq. area foot for Piers No. 2 & 3.  
 For Bar L25 for all piers see Drawing No. 6675.

SECTION A-A

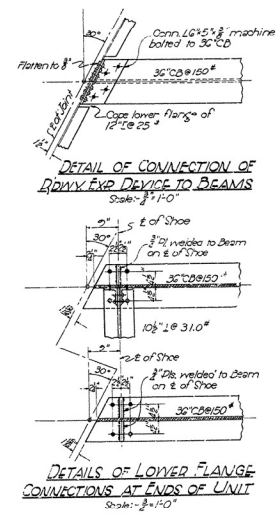
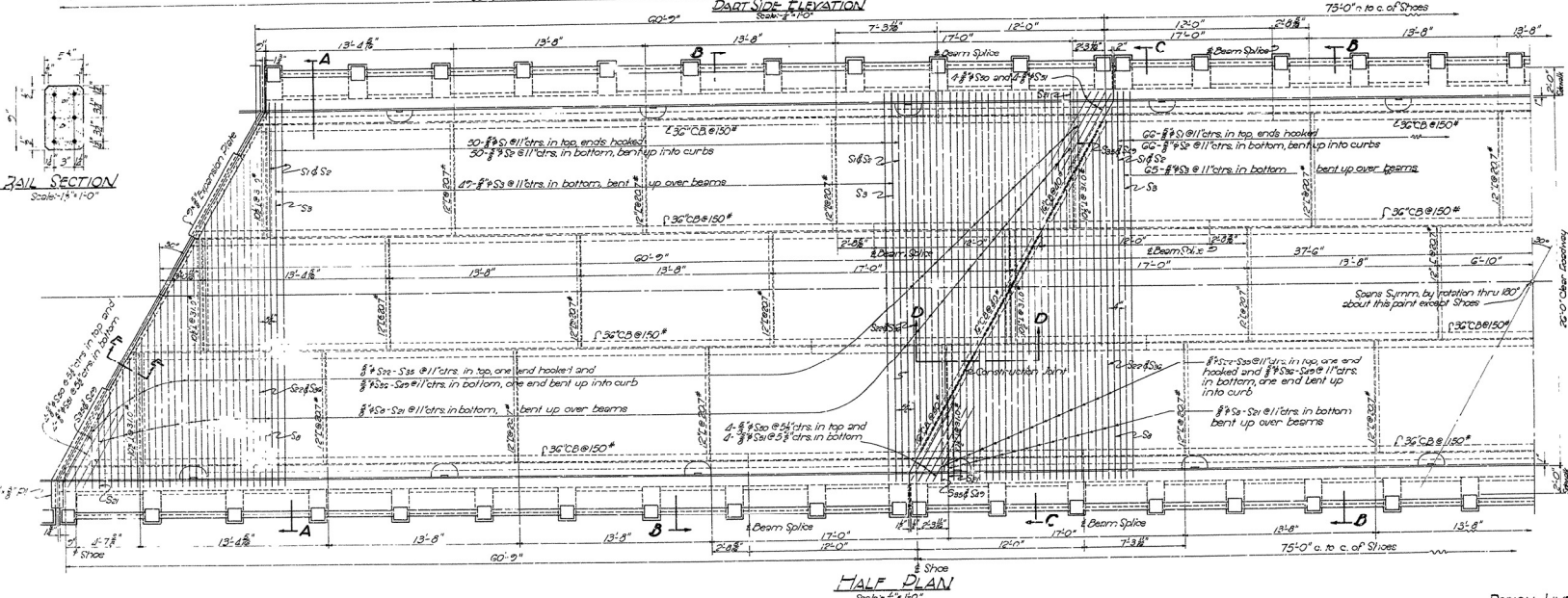
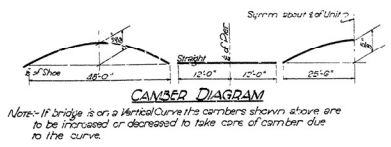
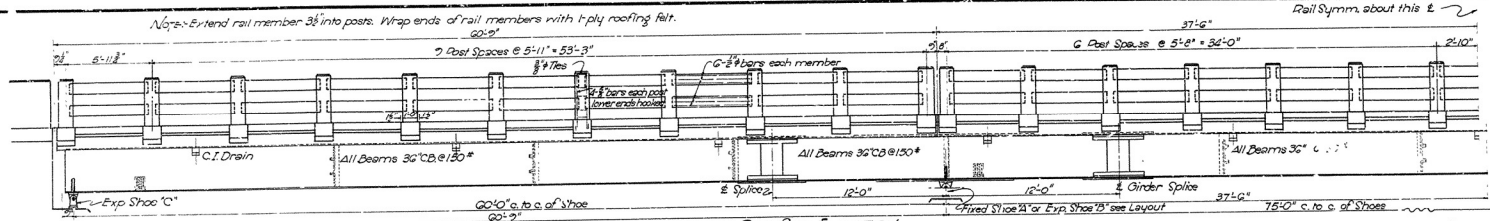


SECTION B-B

DETAILS OF PIERS No. 2 & 3  
 BRIDGE OVER BIG MAUMELLE RIVER  
 CROSS ROADS - LITTLE ROCK ROAD  
 PULASKI COUNTY  
 ROUTE 10 SEC 7  
**ARKANSAS STATE HIGHWAY COMMISSION**  
 LITTLE ROCK, ARK.  
 Drawn By: W.C.H. Date: 11-11-45  
 Traced By: W.C.H. Date: 2-21-46  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 BRIDGE No. 2360 DRAWING No. 6677

W.C.H. 11/11/45  
 PRINCIPAL HIGHWAY ENGINEER (EM-13)





BAR LIST PER UNIT

Bar No.	Bar Size	Bar Length	Bar Quantity	Bar Weight	Bar Total Weight
1	#4	10'-0"	1	1.67	1.67
2	#4	10'-0"	1	1.67	1.67
3	#4	10'-0"	1	1.67	1.67
4	#4	10'-0"	1	1.67	1.67
5	#4	10'-0"	1	1.67	1.67
6	#4	10'-0"	1	1.67	1.67
7	#4	10'-0"	1	1.67	1.67
8	#4	10'-0"	1	1.67	1.67
9	#4	10'-0"	1	1.67	1.67
10	#4	10'-0"	1	1.67	1.67
11	#4	10'-0"	1	1.67	1.67
12	#4	10'-0"	1	1.67	1.67
13	#4	10'-0"	1	1.67	1.67
14	#4	10'-0"	1	1.67	1.67
15	#4	10'-0"	1	1.67	1.67
16	#4	10'-0"	1	1.67	1.67
17	#4	10'-0"	1	1.67	1.67
18	#4	10'-0"	1	1.67	1.67
19	#4	10'-0"	1	1.67	1.67
20	#4	10'-0"	1	1.67	1.67
21	#4	10'-0"	1	1.67	1.67
22	#4	10'-0"	1	1.67	1.67
23	#4	10'-0"	1	1.67	1.67
24	#4	10'-0"	1	1.67	1.67
25	#4	10'-0"	1	1.67	1.67
26	#4	10'-0"	1	1.67	1.67
27	#4	10'-0"	1	1.67	1.67
28	#4	10'-0"	1	1.67	1.67
29	#4	10'-0"	1	1.67	1.67
30	#4	10'-0"	1	1.67	1.67
31	#4	10'-0"	1	1.67	1.67
32	#4	10'-0"	1	1.67	1.67
33	#4	10'-0"	1	1.67	1.67
34	#4	10'-0"	1	1.67	1.67
35	#4	10'-0"	1	1.67	1.67
36	#4	10'-0"	1	1.67	1.67
37	#4	10'-0"	1	1.67	1.67
38	#4	10'-0"	1	1.67	1.67
39	#4	10'-0"	1	1.67	1.67
40	#4	10'-0"	1	1.67	1.67
41	#4	10'-0"	1	1.67	1.67
42	#4	10'-0"	1	1.67	1.67
43	#4	10'-0"	1	1.67	1.67
44	#4	10'-0"	1	1.67	1.67
45	#4	10'-0"	1	1.67	1.67
46	#4	10'-0"	1	1.67	1.67
47	#4	10'-0"	1	1.67	1.67
48	#4	10'-0"	1	1.67	1.67
49	#4	10'-0"	1	1.67	1.67
50	#4	10'-0"	1	1.67	1.67
51	#4	10'-0"	1	1.67	1.67
52	#4	10'-0"	1	1.67	1.67
53	#4	10'-0"	1	1.67	1.67
54	#4	10'-0"	1	1.67	1.67
55	#4	10'-0"	1	1.67	1.67
56	#4	10'-0"	1	1.67	1.67
57	#4	10'-0"	1	1.67	1.67
58	#4	10'-0"	1	1.67	1.67
59	#4	10'-0"	1	1.67	1.67
60	#4	10'-0"	1	1.67	1.67
61	#4	10'-0"	1	1.67	1.67
62	#4	10'-0"	1	1.67	1.67
63	#4	10'-0"	1	1.67	1.67
64	#4	10'-0"	1	1.67	1.67
65	#4	10'-0"	1	1.67	1.67
66	#4	10'-0"	1	1.67	1.67
67	#4	10'-0"	1	1.67	1.67
68	#4	10'-0"	1	1.67	1.67
69	#4	10'-0"	1	1.67	1.67
70	#4	10'-0"	1	1.67	1.67
71	#4	10'-0"	1	1.67	1.67
72	#4	10'-0"	1	1.67	1.67
73	#4	10'-0"	1	1.67	1.67
74	#4	10'-0"	1	1.67	1.67
75	#4	10'-0"	1	1.67	1.67
76	#4	10'-0"	1	1.67	1.67
77	#4	10'-0"	1	1.67	1.67
78	#4	10'-0"	1	1.67	1.67
79	#4	10'-0"	1	1.67	1.67
80	#4	10'-0"	1	1.67	1.67
81	#4	10'-0"	1	1.67	1.67
82	#4	10'-0"	1	1.67	1.67
83	#4	10'-0"	1	1.67	1.67
84	#4	10'-0"	1	1.67	1.67
85	#4	10'-0"	1	1.67	1.67
86	#4	10'-0"	1	1.67	1.67
87	#4	10'-0"	1	1.67	1.67
88	#4	10'-0"	1	1.67	1.67
89	#4	10'-0"	1	1.67	1.67
90	#4	10'-0"	1	1.67	1.67
91	#4	10'-0"	1	1.67	1.67
92	#4	10'-0"	1	1.67	1.67
93	#4	10'-0"	1	1.67	1.67
94	#4	10'-0"	1	1.67	1.67
95	#4	10'-0"	1	1.67	1.67
96	#4	10'-0"	1	1.67	1.67
97	#4	10'-0"	1	1.67	1.67
98	#4	10'-0"	1	1.67	1.67
99	#4	10'-0"	1	1.67	1.67
100	#4	10'-0"	1	1.67	1.67

GENERAL NOTES

All concrete to be Class 35. All exposed corners to be chamfered  $\frac{1}{2}"$ .  
 Divots  $\frac{1}{2}"$  deep, holes  $\frac{1}{2}"$  diameter to be used where indicated.  
 Cross beam and strut connections are to be sub-punched  $\frac{1}{2}"$  and returned to a metal template.  
 Ends of stiffener angles shall be ground to bear against beam flanges.  
 All longitudinal beams are to be cambered in accordance with the plans.  
 The ends of the beams at the splices shall be milled so as to conform to the cambers of adjoining beams. The holes for all beam splices shall be sub-punched or drilled to  $\frac{1}{2}"$  and named to  $\frac{1}{2}"$  while beams are assembled in the shop.  
 While assembled for fitting all parts are to be marked with a marking system such as to prevent interchange or reversal of splice material. A match-marking diagram shall be furnished to the Engineer.  
 Standard shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on weight of shapes shown or those actually used or whichever is the lesser.  
 Shop fabricator: All structural steel shall be given one coat of red lead and two coats of white primer, except where in contact with concrete.  
 Field Paint: 1" Coat, white lead lined with lamp black, 2nd coat aluminum paint.  
 All shoes to be cut off from structural steel plates and shoes. All material to be welded together with  $\frac{1}{2}"$  fillet weld extending entire length of all edges and surfaces in contact. Surfaces in contact to be milled to bear before welding.  
 All welded connections shall be welded by the electric arc process. All design, materials, and workmanship shall be made in accordance with specifications for fusion welding.  
 Reinforcing plates shall be finally sealed on 3 layers of bit-lump saturated with red lead. This work and material to be included in the unit price bid for structural steel in beam spans. All shoes and roadway expansion devices to be paid for as structural steel in beam spans.

Reinforcing steel to be deformed bars of structural or intermediate grade. Shop lists and bending diagrams must be submitted and approved before fabrication is begun. Cast iron drains to be paid for as reinforcing steel and to be painted the same as structural steel.  
 All reinforcing steel shall be accurately located in the concrete. It is to be held in place by means of steel wire supports, sufficient in number and size to adequately prevent displacement during the course of construction and to provide the steel a proper distance from the forms. This wire supports will not be paid for directly but will be considered subsidiary to the item of "reinforcing steel". Shop lists and diagrams must be submitted for approval.  
 To control beam deflections provide supports at the middle of each span and before the slab is poured to permit a deflection of only  $\frac{1}{8}"$ . Slab in all spans to be poured before any supports are removed. Each span to be loaded symmetrically about its center, pouring and spans first.  
 In shipment, all 3" beams are to be supported at points approximately one sixth of the length of the beams from each end. Each point of support are to be on the same span.  
 The drawing shows general features of design only. Shop drawings shall be made in accordance with specifications and shall be submitted and approved before fabrication is begun.  
 For remainder of details see Drawing No. 5187-A.  
 Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

Revisions: WK of 2/28/40. 10-25-46. M.C.H.

*G.B. Jones*  
 PRINCIPAL SURVEY ENGINEER (BROOKS)

DESIGN LIVE LOAD: 17-20 LOADING AASHO 1941

Load distribution to Interior Beams: Dead Load 1055#/in ft  
 Live Load 0.8 Lanes  
 Load distribution to Outside Beams: Dead Load 1375#/in ft  
 Live Load 0.5 Lanes  
 Unit Stresses: Class "S" Concrete (7+28) 10000 #/sq  
 Reinforcing Steel 10000 #/sq  
 Structural Steel 10000 #/sq

DETAILS OF STANDARD  
 60'-7" 75'-0" 60'-9" CONTINUOUS I-BEAM SPANS  
 30" SKIRM LEFT FORWARD  
 26'-0" CLEAR ROADWAY 25'-0" WALKWAY @ 2'-0"  
 4-GIRDER TYPE  
 ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.  
 Drawn By: M.C.H. Date: 1-4-44  
 Traced By: A.H. Date: 3-28-45  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 BRIDGE NO. \_\_\_\_\_ DRAWING NO. 5147