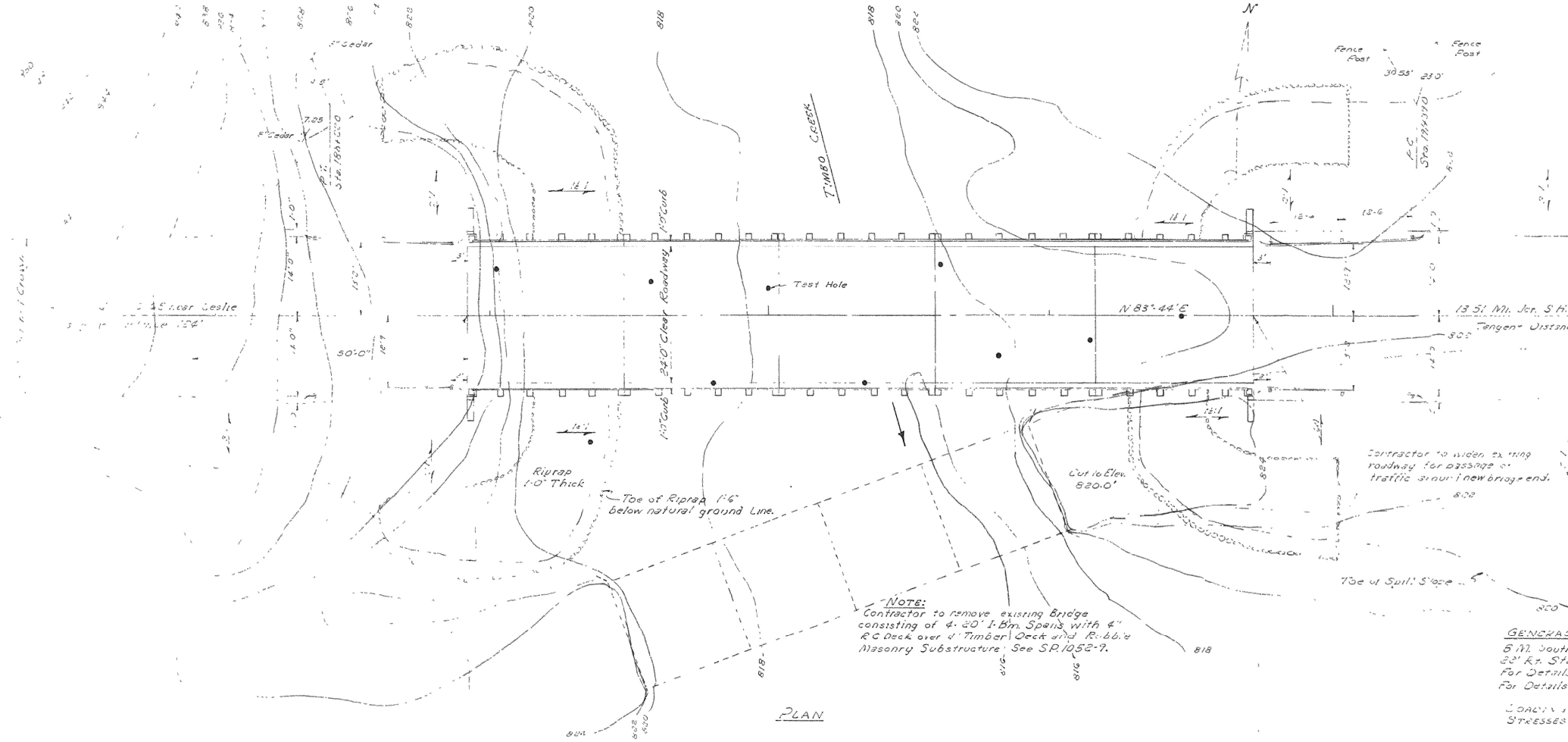


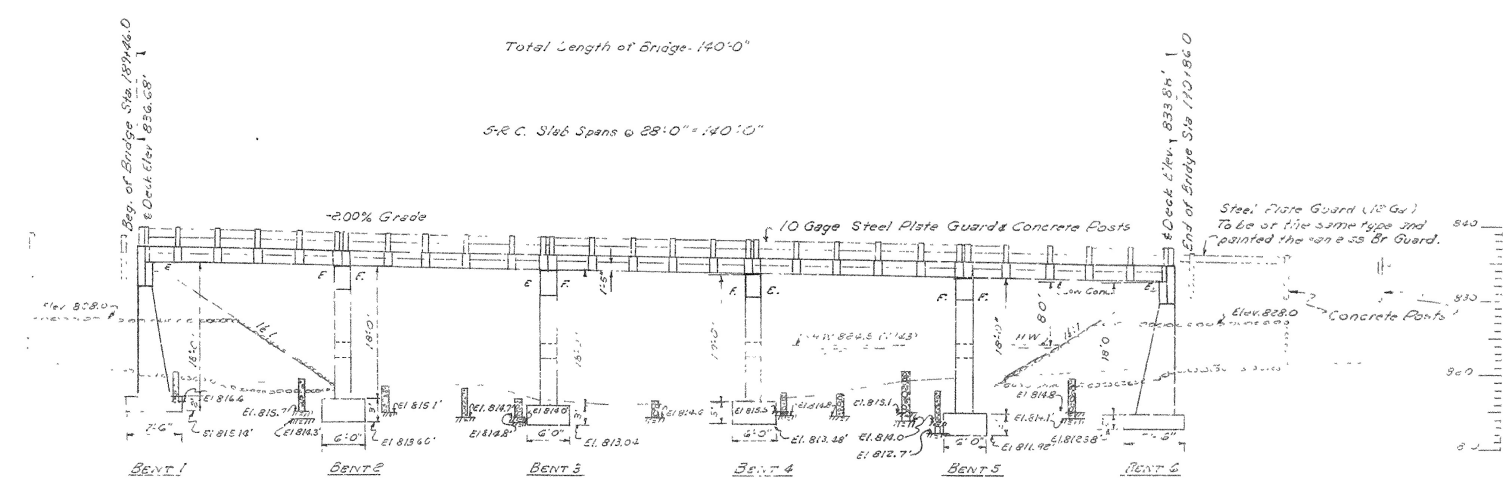
Sta. 190+00 to 190+50
Sta. 190+50 to 190+100



PLAN

GENERAL NOTES:
6 M. South East corner North side of Bridge
20' R. Sta. 190+50 Elev. 858.15'
For Details of Superstructure see Drawing S-257
For Details of Substructure see Drawing S-258

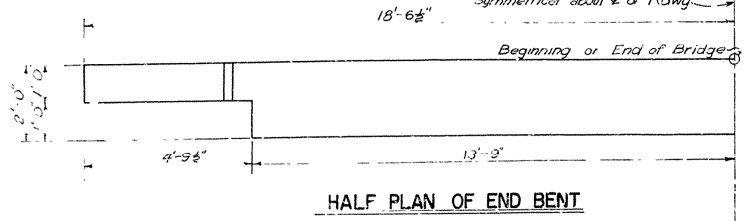
LOADING: H-15 AASHTO 1958
STRESSES: Class A Concrete (in Deck) 4,000 psi
Class B Concrete (in Abutments) 3,000 psi
Reinforcing Steel 60,000 psi
FOUNDATION STRESSES: See Drawing S-258



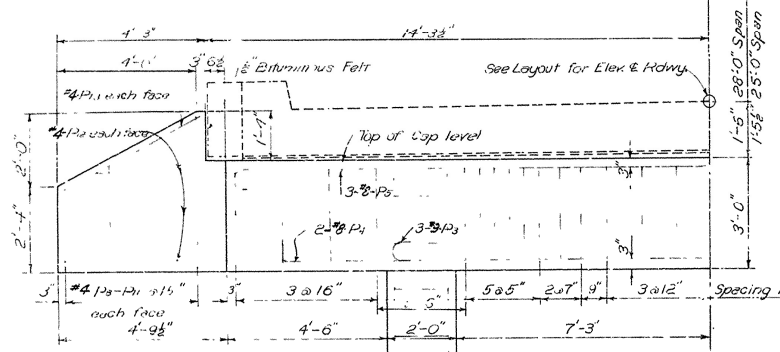
ELEVATION
D.A. = 5" = 1' M.
C = 1.0

LAYOUT OF
BRIDGE OVER TIMBO CREEK
HARNESS MOUNTAIN-EAST & WEST
STONE COUNTY
ROUTE 66 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: E. B. B. DATE: 5-1-55
TRACED BY: W. H. B. DATE: 5-1-55
CHECKED BY: W. H. B. DATE: 5-1-55
BRIDGE NO. 2573 DRAWING NO. 9109



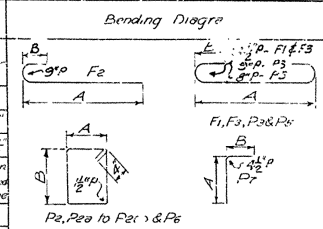
HALF PLAN OF END BENT



HALF ELEVATION OF END BENT

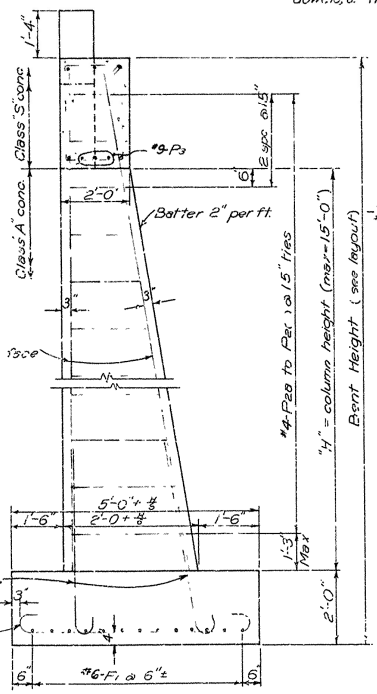
Mark	Size	No. in Bents	Length
P1	#9	8	4'-2'-9"
P2	#8	2	2'-2"
P3	#4	4	2'-1"
P4	"	4	2'-3"
P5	"	4	3'-4"
P6	"	4	4'-0"
P7	#12		6'-4"
P8	#4	4	4'-5"

Mark	Size	No. in Bents	Length	A	B
F1	#6	varies	36	6'-0"	4'-6"
F2	#9	8	8	6'-9"	5'-6"
F3	#6	18		A+1'-6"	4'-6"
P1	#6	14	14 or 28	3'-0"	2'-0"
P2	#4	varies		7'-3"	1'-7 1/2"
P3	#4	varies		6'-3"	1'-7 1/2"
P4	#4	varies		10	1'-7 1/2"
P5	#4	3	3	20'-6"	18'-0"
P6	#4	3	3	29'-3"	27'-0"
P7	#4	31	31	9'-1"	1'-7 1/2"

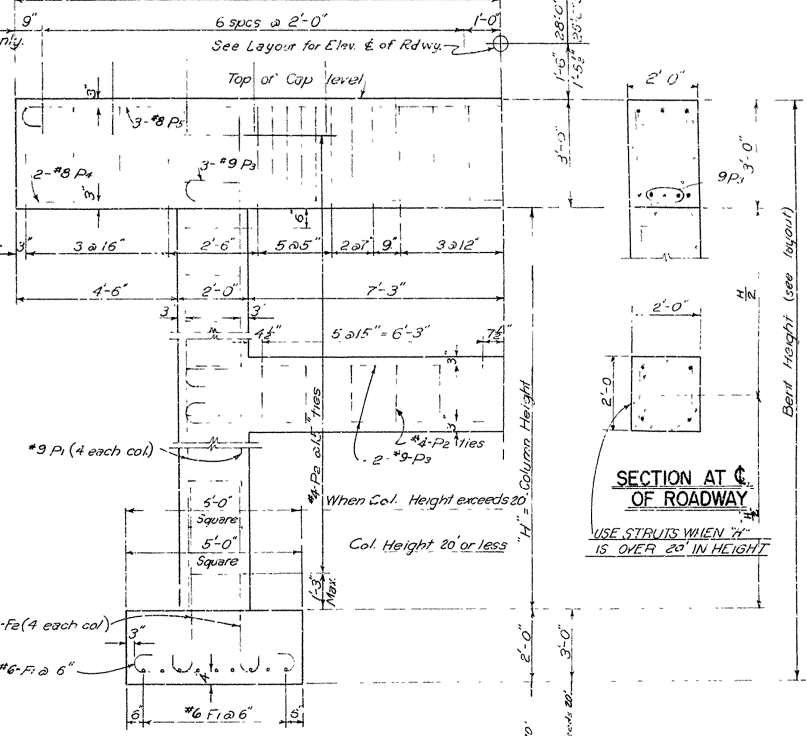


BENT BARS

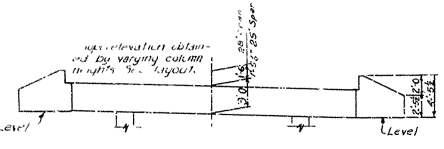
*Add 1'-0" Interim Bents when col. height exceeds 20' ****Use 14 if Exp-Fix and 28 if Fix-Fix. Limit entirely if Exp-Exp. See Layout for location. Also use 14 at End Bent when Fixed. 13'-9"



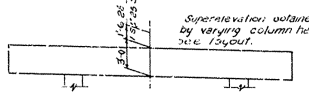
SECTION ON C. RDWY END BENT



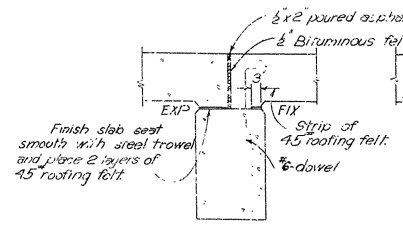
HALF ELEVATION INTERMEDIATE BENT



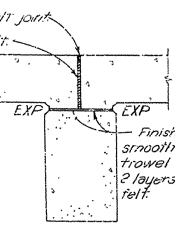
ELEV. END BENT - SUPERELEVATED SPANS



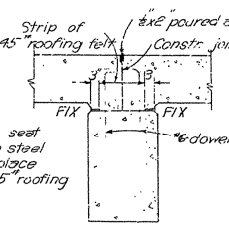
ELEV. INTERMEDIATE BENT - SUPERELEVATED SPANS



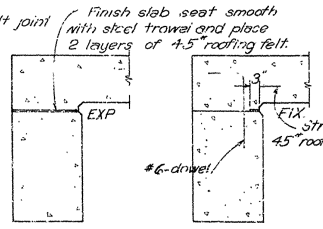
INTERM. BENT EXP-FIX



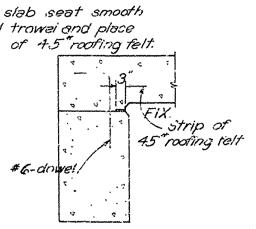
INTERM. BENT EXP-EXP



INTERM. BENT FIX-FIX



END BENT EXP



END BENT FIX

SECTIONS ON C. RDWY SHOWING FIXED & EXPANSION SLAB ENDS. SEE LAYOUT FOR LOCATION.

NOTES

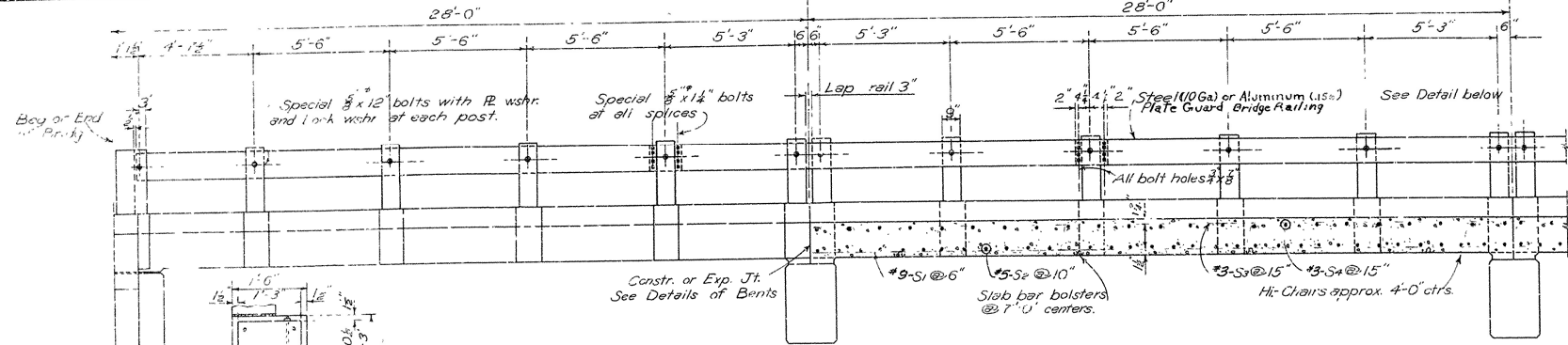
For General Notes and details of superstructure see Drawing No. 5492.
All concrete in footings and columns to be Class "A"
All concrete in caps and wings to be Class "S".
All exposed corners to have 4" chamfer unless noted otherwise.
Maximum bearing = 7200 p.s.f. at End Bents and 5200 p.s.f. at Interm. Bents.

Revised to show super-elevated caps. (WWM 8-25-54)
Revised Interm. Bent Height limitations. (WWM 10-27-54)
Revised to include 25'-0" Span Bents (I.R.B. 6-14-55)
Revised bar designation and details (W.C.W. 11-7-57)
Revised Column Height limitations (C.R.B. 7-20-60)

DETAILS OF
STANDARD R.C. BENTS
FOR 25'-0" & 28'-0" R.C. SLAB SPANS
24'-0" CLEAR RDWY. 1'-0" CURBS

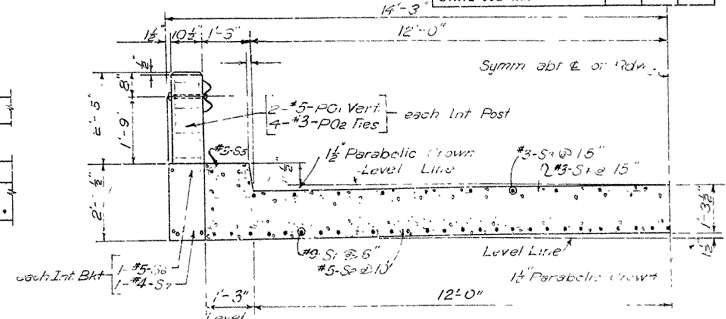
Class "A" Concrete (n=15) = 3400 psi
Class "S" " (n=10) = 1200 psi
Reinforcing Steel = 20,000 psi

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: WWM Date: 10-27-54
Traced By: LWH Date: 6-2-54
Checked By: LWH Date: 2-2-54
BRIDGE NO. DRAWING NO. 5491



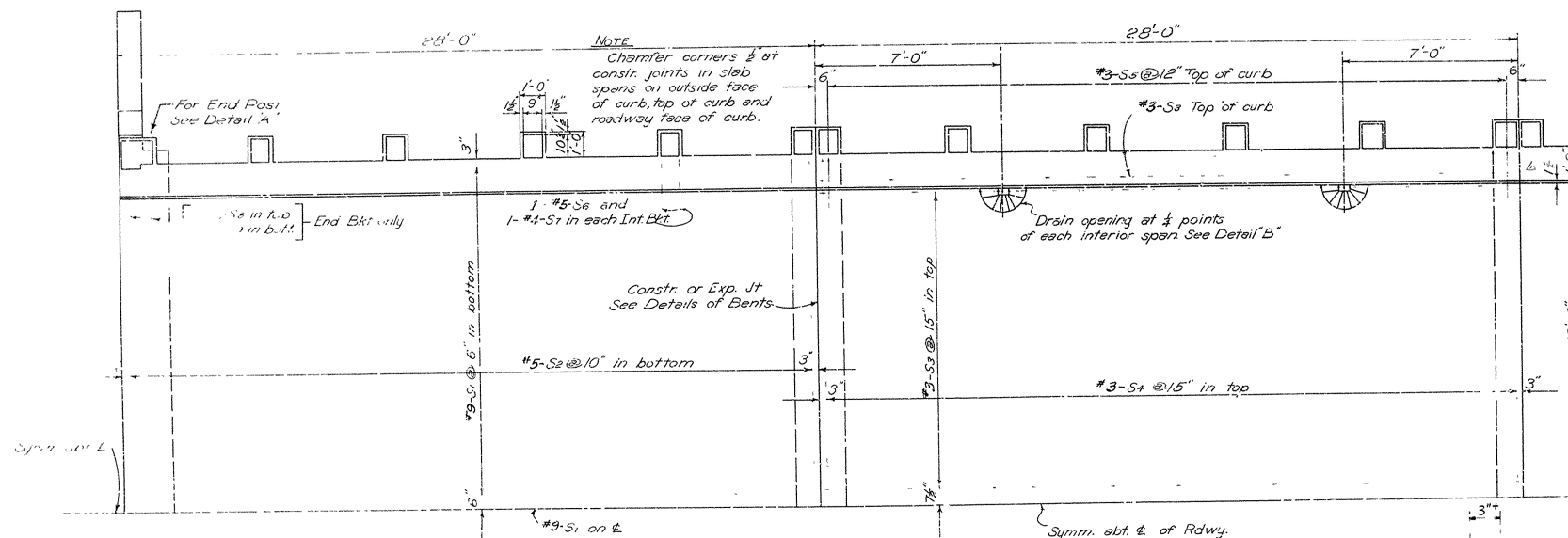
ELEVATION

SECTION ON C OF RDWY.



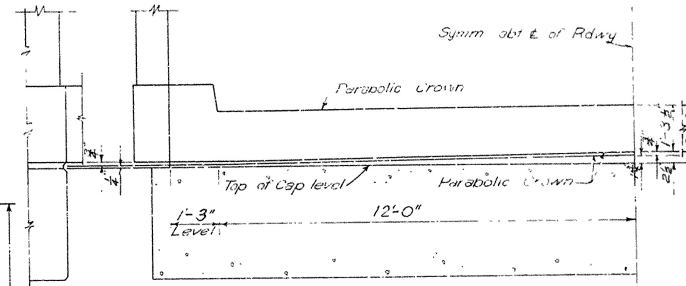
TYPICAL CROSS SECTION

DETAIL A
SCALE 3/4" = 1'-0"



HALF PLAN END SPAN

HALF PLAN INTERMEDIATE SPAN



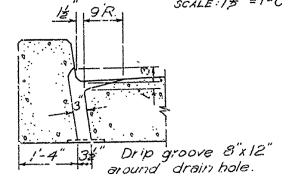
SECTION AT BENT

SHOWING HOW THICKNESS OF PARABOLIC SLAB IS INCREASED AT BENT TO MEET LEVEL GAP.
SCALE 3/4" = 1'-0"

LIST OF REINFORCING STEEL

MARK	SIZE	LENGTH	BENDING DIAGRAM
S1	#9	27'-8"	
S2	#5	26'-2"	
S3	#3	27'-8"	
S4	#3	26'-2"	
S5	#3	5'-10"	
S6	#5	19'-2"	
S7	#4	6'-7"	
S8	#5	2'-7"	
S9	#4	3'-6"	
PO1	#5	9'-1"	
PO2	#3	2'-10"	
PO3	#3	2'-4"	
PO4	#5	4'-3"	

SECT. OF GUARD RAIL



DETAIL B
SECTION THRU DRAIN OPENING

Openings to taper from 3'x6' at top of slab to 3'x7' at bottom. Set entrance to openings 1' low and throw out slab to meet.

GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered 3/4" unless otherwise noted. Reinforcing steel to be deformed bars of intermediate or hard grade. A reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports sufficient in number and size to prevent displacement during the course of construction and to keep the steel a proper distance from the forms. The wire supports will not be paid for directly but will be considered subsidiary to the item of Reinforcing Steel. Shop lists and bending diagrams of reinforcing steel including wire supports shall be submitted and approved secured before fabrication is begun. Roofing and bituminous felt shall be measured and paid for as Class S Concrete. The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail including post and fastenings shall be paid for at the unit price bid per linear foot for Steel or Aluminum Plate Guard Bridge Railing. SPECIFICATIONS Arkansas State Highway Commission Standard Specifications for Highway Construction, adopted Edition of 1957.

H 15 LOADING (A.A.S.H.O. 1957 REVISED)

LOAD DISTRIBUTION TO SLAB:
Dead Load = 209 #/ft.
Live Load = 0.182 Wheel/ft. width
Impact = 30 %

OR LANE LOADS

Uniform Load = 436 #/ft.
Concentrated LL = 1227 #
Impact = 30 %

UNIT STRESSES

Class "S" Concrete (n=10) 1200 #/sq. in.
Reinforcing Steel 20,000 #/sq. in.

Revisions:
Add'd 2'-2 1/2" to Ss W/M 5-26-54
Changed S2 to straight bar W/M 11-1-54
Changed note for payment of Bituminous and Roofing felt F.R.B. 5-4-56
Changed bar designation and roadway to gutter line. W.E.H. 11-7-57
Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design loading 1/1957. L.H.T. 9-15-59 24'-0" CLEAR RDWY. 1'-0" CURBS
Revised Guard Rail Note J.M.H. 7-15-66

DETAILS OF STANDARD
28'-0" R.C. SLAB SPAN

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W.W.M. Date: 5-5-52
Traced By: L.W.H. Date: 6-15-55
Checked By: J.M.H. Date: 7-15-59
BRIDGE NO. DRAWING No. 5492