

FISCAL YEAR	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	174-A(4)	1	35

STATE JOB No. 6232 1 35

STATE OF ARKANSAS  
STATE HIGHWAY COMMISSION

PLAN OF PROPOSED BRIDGES  
GREENBRIER - DAMASCUS ROAD

HULKNER COUNTY

ROUTE 65 SEC. 9

JOB NO. 6232

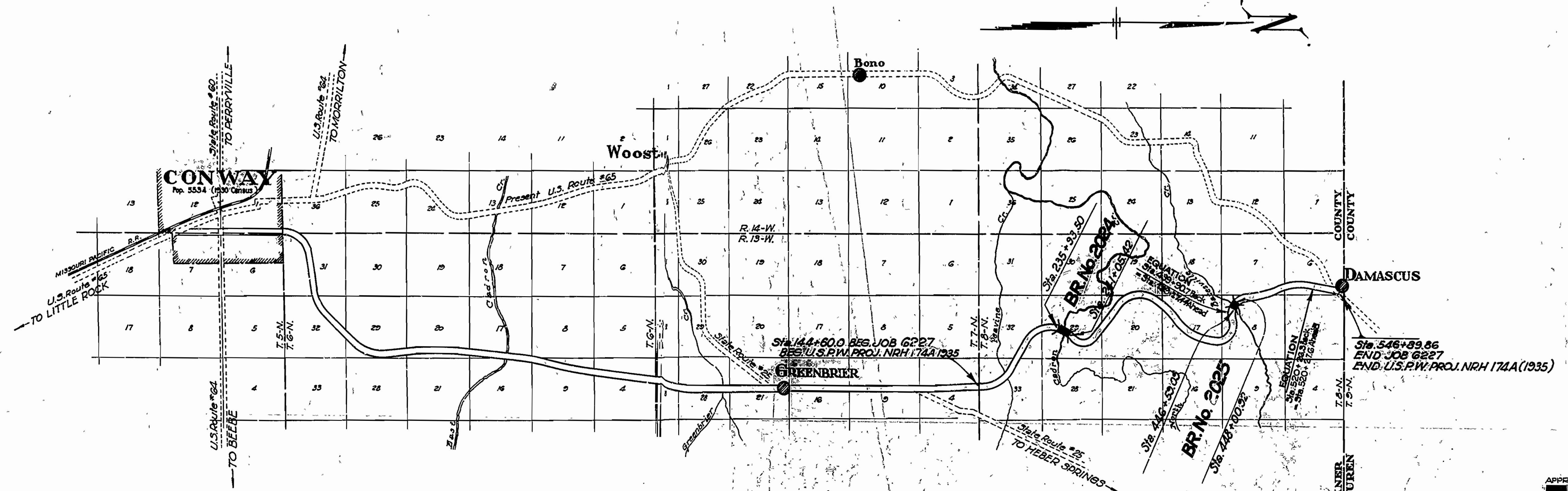
FEDERAL AID PROJECT NO. 174-A(4)

INDEX OF SHEETS

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2	4686	Summary Sheet
3	4687	Layout Br. No. 2024
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5	4689	Details of Bents 3&4, Br. No. 2024
6	4690	Details of Bents 5, Br. No. 2024
7	4691	Details of Piers 1&2, Br. No. 2024
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16	4697-A	Details of Abutment No. 1, Br. No. 2025
17	4698	Details of Abutment No. 2, Br. No. 2025
18	4698-A	Details of Abutment No. 2, Br. No. 2025
19	4699	Details of Piers 1, 2, & 3, Br. No. 2025
20 & 21	4700 & 4700A	Details of 35' R.C.D. Gir. Span on 5' Curve
22	2357	Details of State Bridge Name Plates
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25	4686A	Profile of Earth Approaches to Bridges 2024 & 2025
26-35	(4686B) (4686K)	Cross Sections Earth Approaches

QUANTITIES

Item No.	Item	Quantity	Unit
103	Dry Excavation for Structures	655	Cu.Yds.
103	Wet Excavation for Structures	695	Cu.Yds.
103	Solid Rock Excavation for Structures	605	Cu.Yds.
S.P. & 802	Class A Concrete for Bridges	1202.60	Cu.Yds.
S.P. & 802	Class B Concrete for Bridges	322.60	Cu.Yds.
S.P. & 802	Class S Concrete for Bridges	1424.80	Cu.Yds.
003	Reinforcing Steel	463000	Lbs.
005	Concrete Railing	1327	Lin. Ft.
807	Metal Bearing & Roadway Expansion Devices	20250	Lbs.
929	Bridge Name Plates (Type A)	4	Each
102	Common Excavation	4615	Cu.Yds.
102	Solid Rock Excavation	2063	Cu.Yds.



Specifications: Arkansas State Highway Commission  
Standard Specifications for Road and Bridge Construction  
adopted March 1st, 1940, together with Special Provisions  
as listed.

SPECIAL PROVISIONS

DIVISION	PART	NO.	Item	No. of Sheets	Dated
I	1		Required Special Provisions	11	(Approved 4-10-39)
II	1		Wages of Labor	1	
II	8a	8-3	Employment Centers for Labor	1	
II	8b	853-1	Machine Mixing	1	
III		850-1	Engineers Field Office	1	
IV		7-2	Unemployment Compensation or Insurance	1	

LAYOUT

Scale: 1 Inch = 5000 Feet

LENGTH OF PROJECT = 1.23 MI.  
LENGTH OF BRIDGES = 0.123 MI.  
LENGTH OF JOB = 0.123 MI.  
JOB 6232 - BRIDGE STRUCTURES ONLY, LIMITS AS SHOWN ABOVE.  
WITH EMBANKMENT ADJACENT TO BRIDGE ENDS. LENGTH OF EMBANKMENT  
NOT INCLUDED IN LENGTHS OF PROJECT AS SHOWN ABOVE.

Revised 6-1-39  
REVISED 9-10-40

APPROVED

CHAIRMAN State Highway Commission

APPROVED

STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

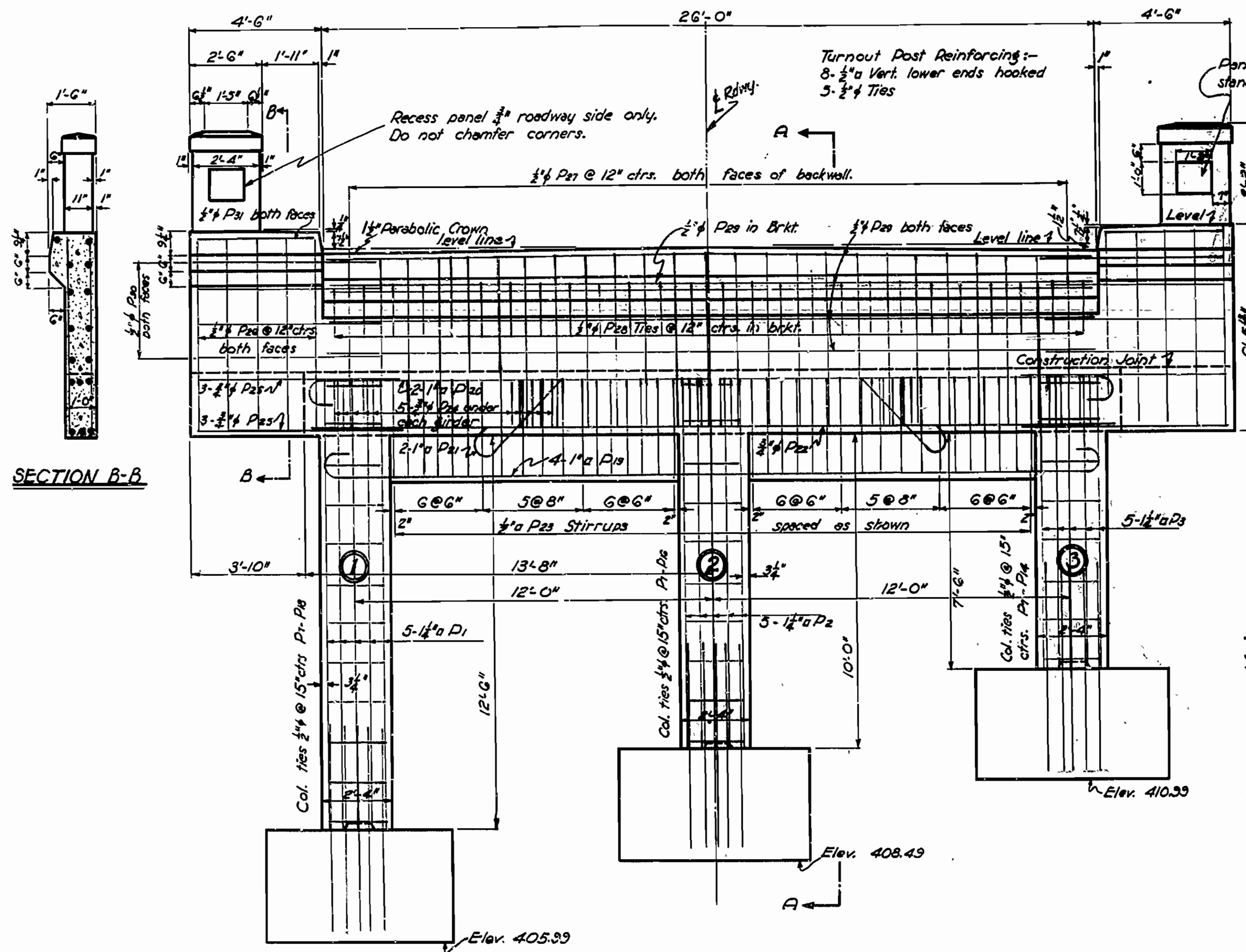
DISTRICT ENGINEER  
FEDERAL WORKS AGENCY  
PUBLIC ROADS ADMINISTRATION

APPROVED

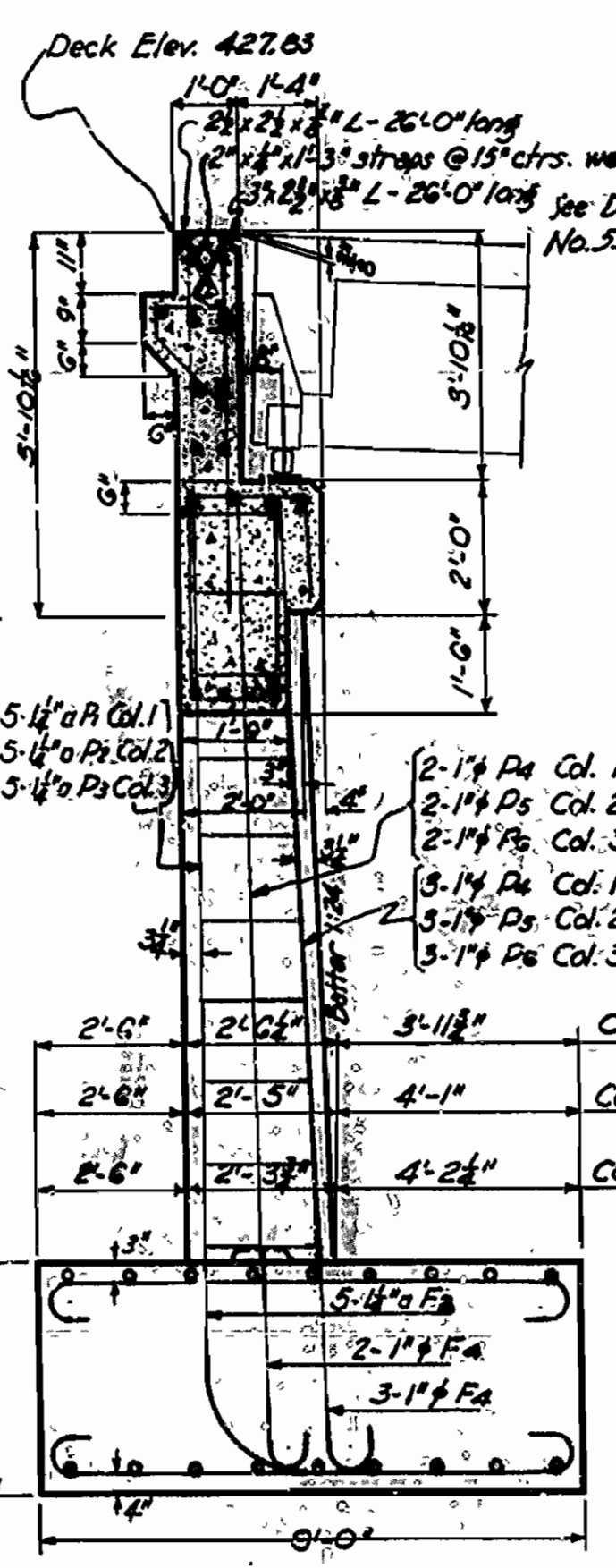
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FEDERAL WORKS AGENCY  
PUBLIC ROADS ADMINISTRATION

M. B. [Signature]  
BRIDGE ENGINEER

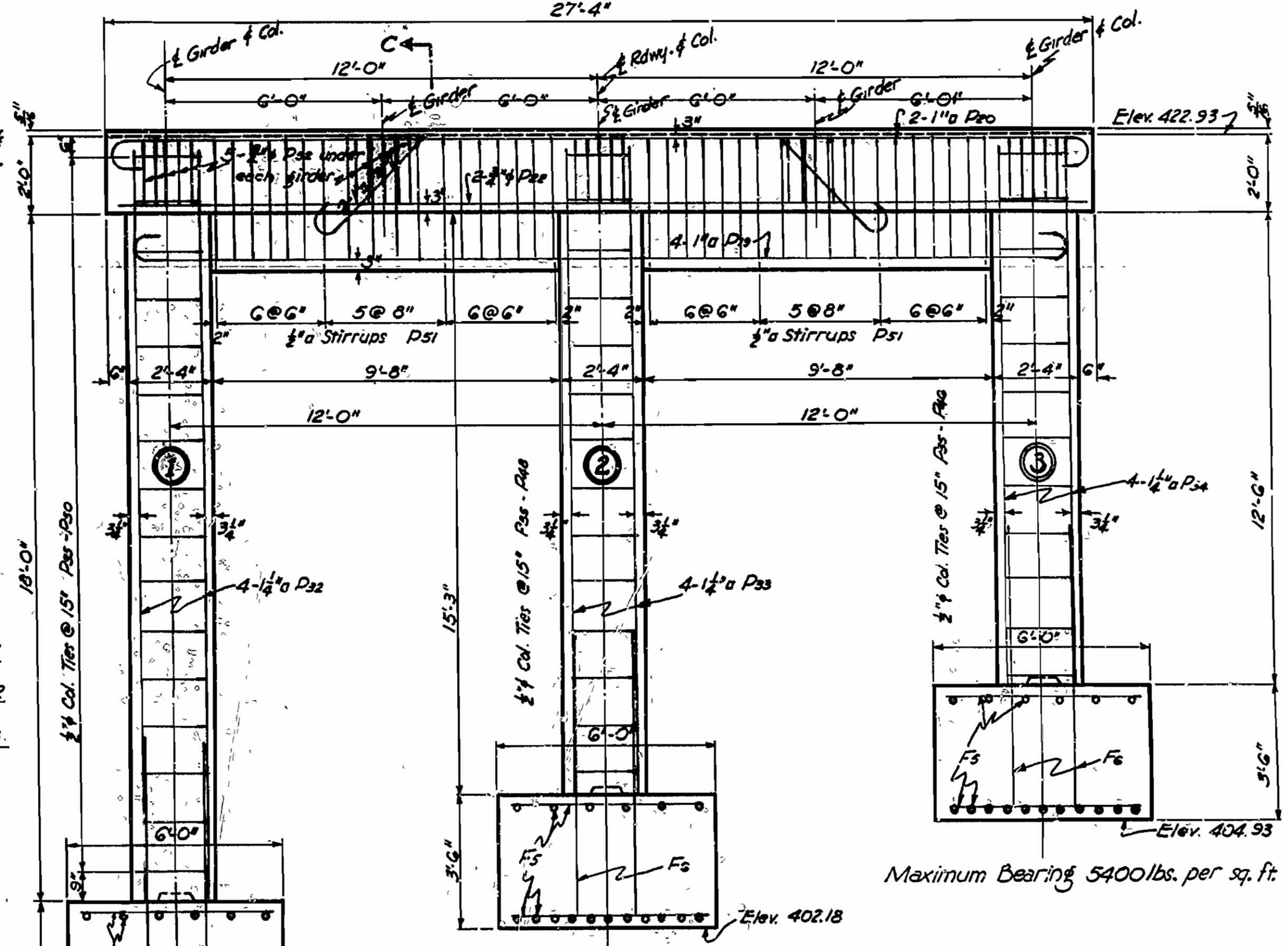
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174A(4)		4	35
STATE JOB NO. G232				4	35



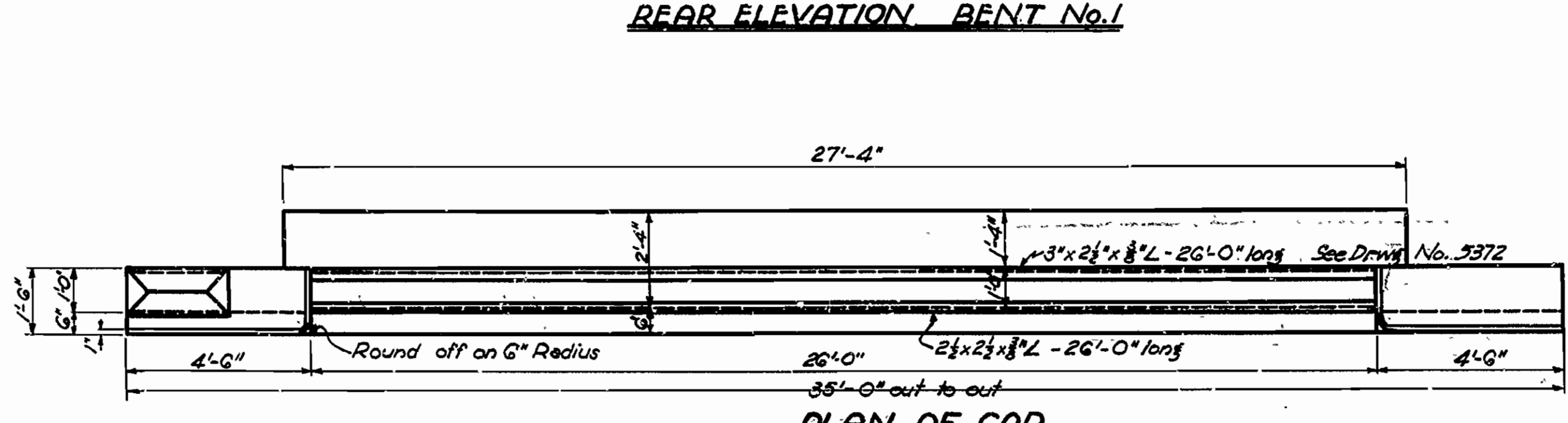
REAR ELEVATION BENT No.1



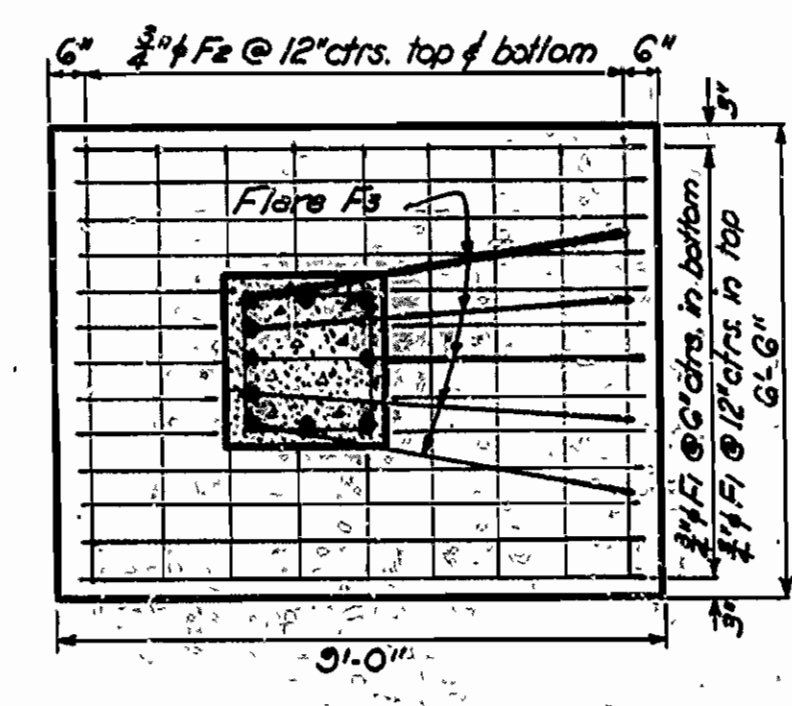
SECTION A-A



ELEVATION BENT No.2



PLAN OF CAP



PLAN OF FOOTING BENT No.1

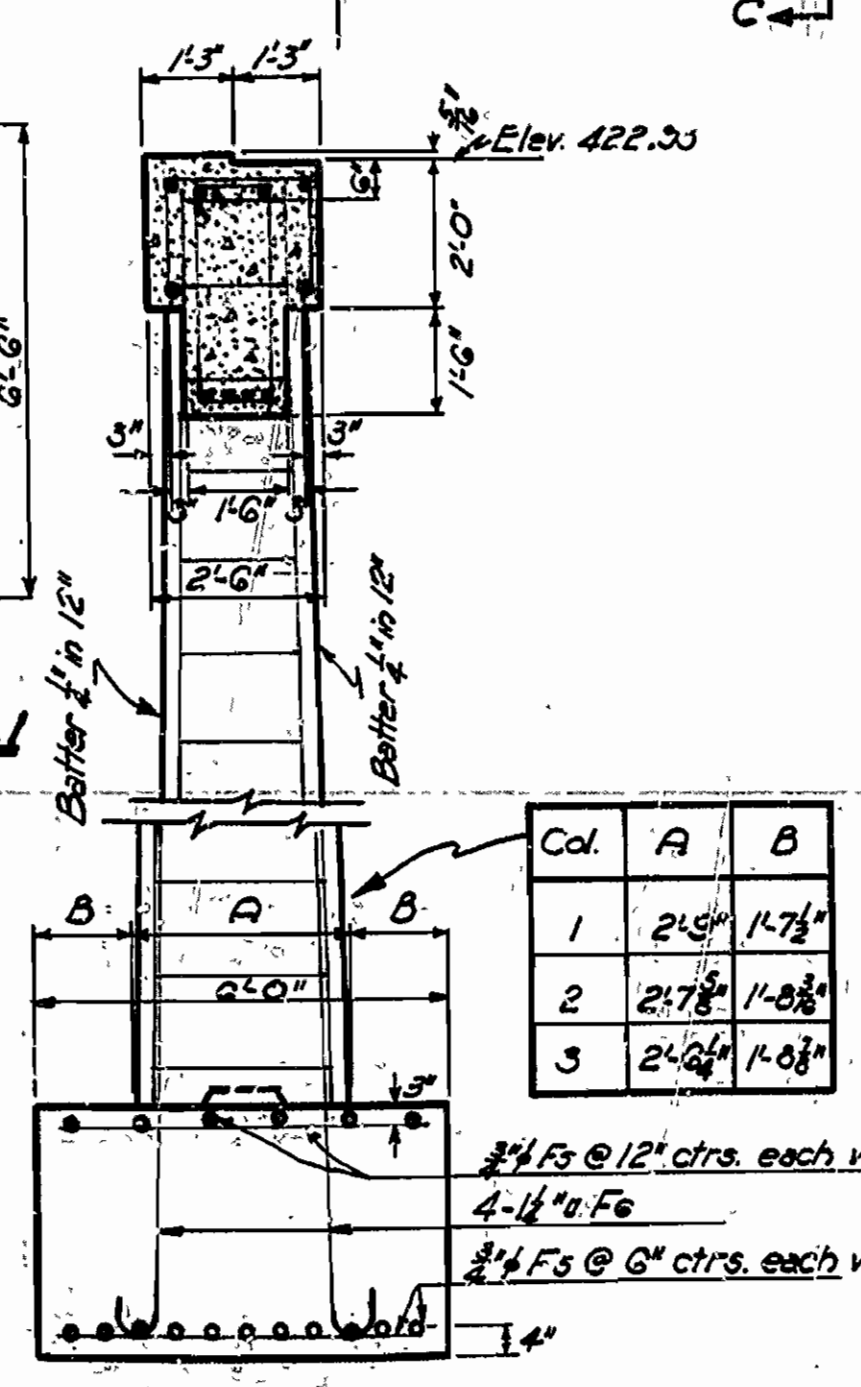
LIST OF BENT BARS BENT No.1

Mark	Size	Length	A	B	C	Diagram
F1	3/4"	10'-0"	8'-6"	6"		
P10	1"	27'-10"	25'-10"	8"		
P20	1"	28'-10"	26'-10"	8"		
F3	1/2"	13'-9"	6'-0"	7'-2"	8"	
F4	1"	7'-6"	6'-6"	8"		
P24	3/4"	5'-2"	1'-11 1/2"	1'-7 1/2"		
P7-10	3/4"	8'-4"	2'-1 1/2"	1'-4 1/2"		
P25	1/2"	9'-3"	3'-1 1/2"	1'-4 1/2"		
P26	1/2"	3'-9"	1'-8"	7"	1'-0"	
P21	1"	19'-0"				

Note: All concrete to be class "A" except Turnout Rail Posts which are class "S" concrete. Construction joints where permitted in substructure units shall have keys at least 3" deep and shall occupy the middle third of each dimension. For Details of 40'-0" R.C.D.G. span see Drawg No. 5312

BENT BARS BENT No.2

Mark	Size	Length	A	B	C	Diagram
F6	1/2"	8'-3"	7'-3"			
P10	1"	27'-10"	25'-10"	8"		See Bent No. 1
P20	1"	28'-10"	26'-10"	8"		See Bent No. 1
P21	1"	19'-6"				See Bent No. 1
P25	1/2"	Ave. to 8'-7"	1'-6 1/2"	2'-4 1/2"	1'-11 1/2"	
P21	1"	9'-3"	3'-1 1/2"	1'-1 1/2"		
P22	3/4"	5'-4"	2'-1 1/2"	1'-7 1/2"		



SECTION C-C  
Typical all Columns

REVISED & REDRAWN 7-26-40

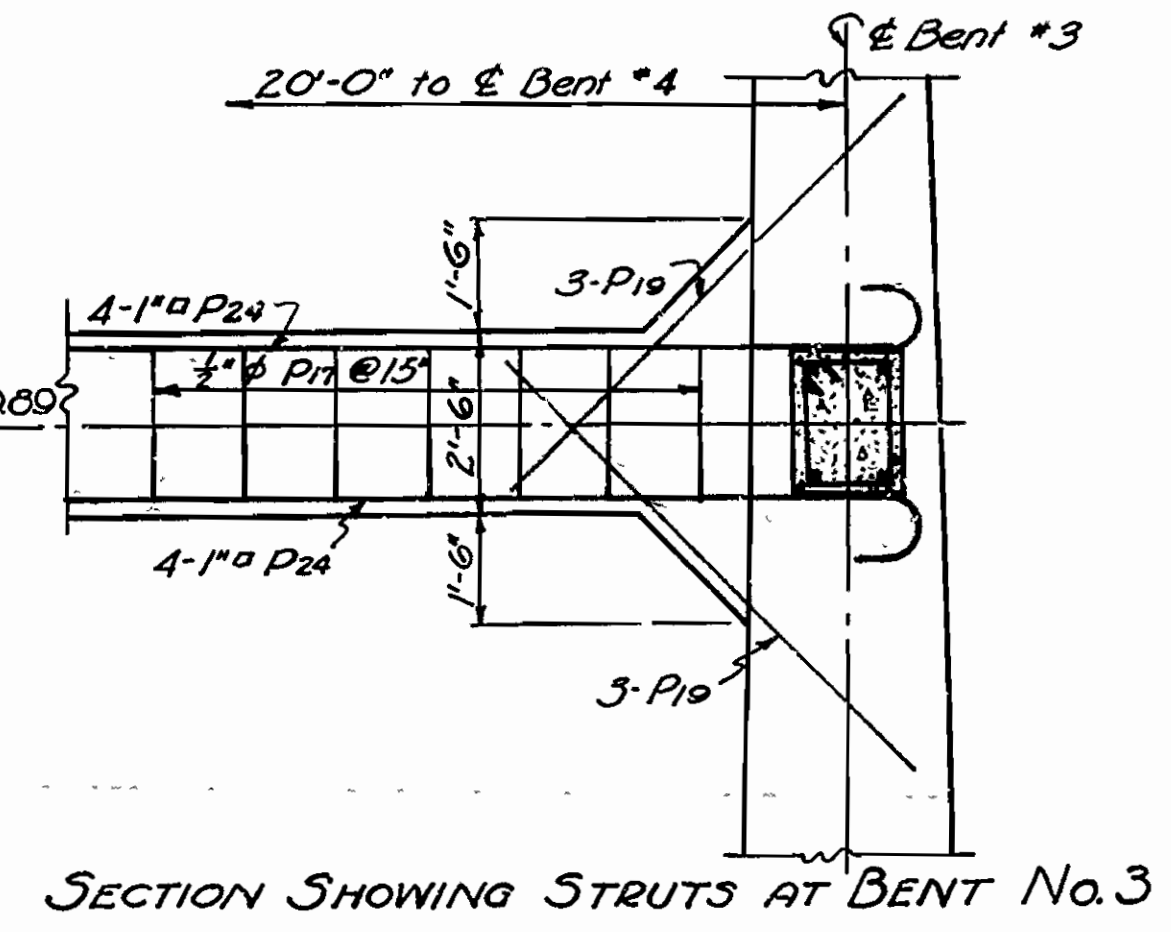
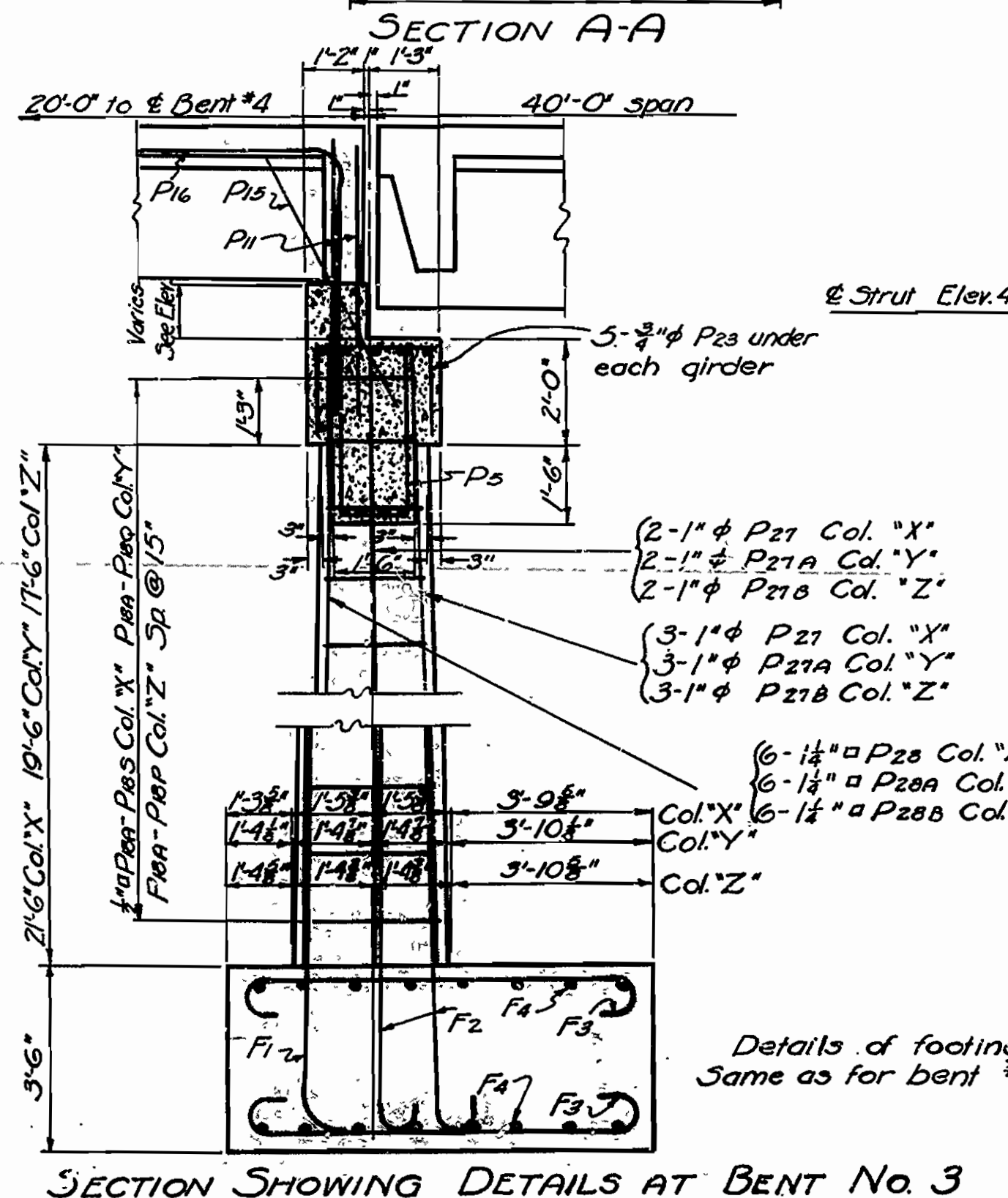
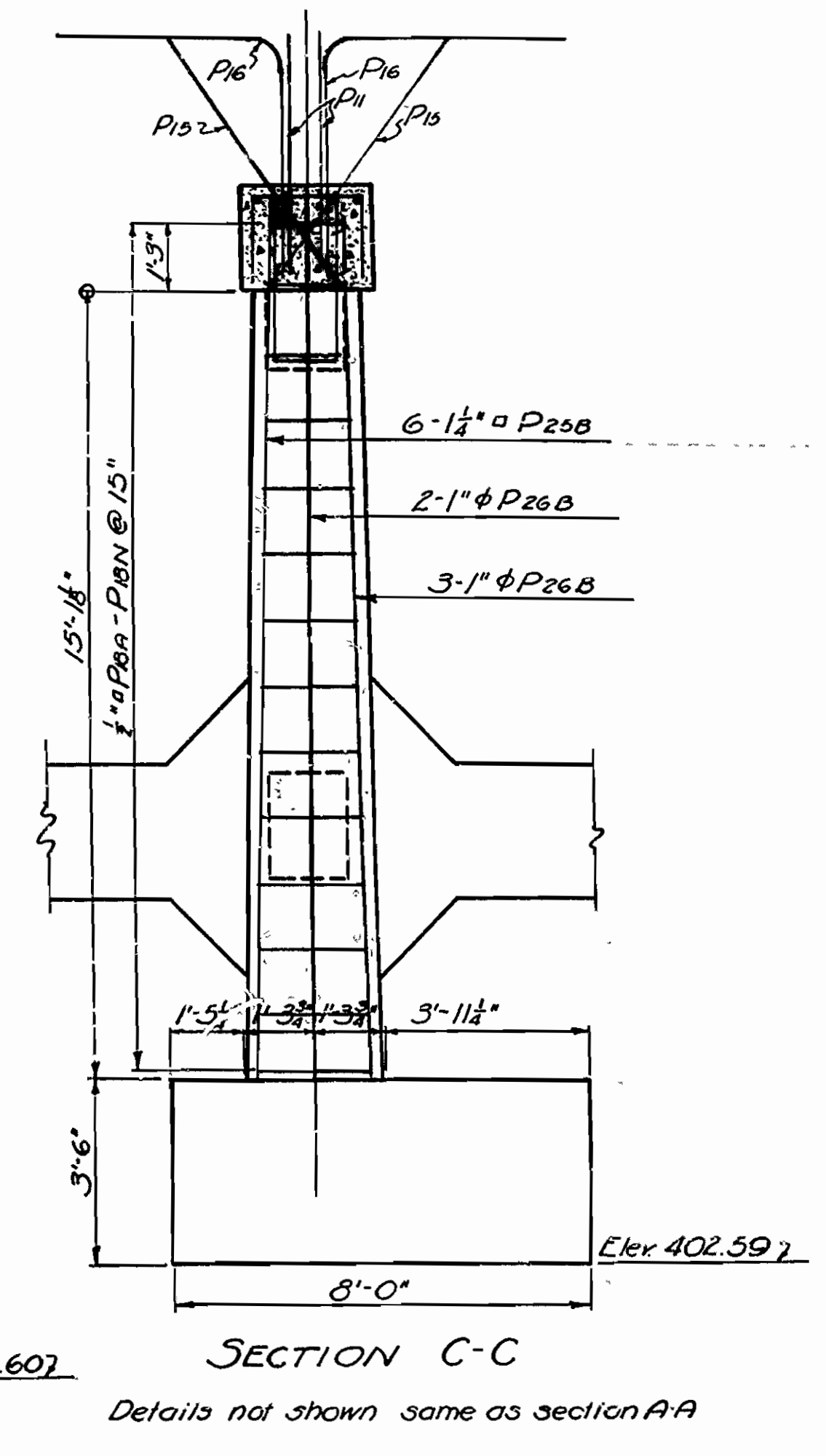
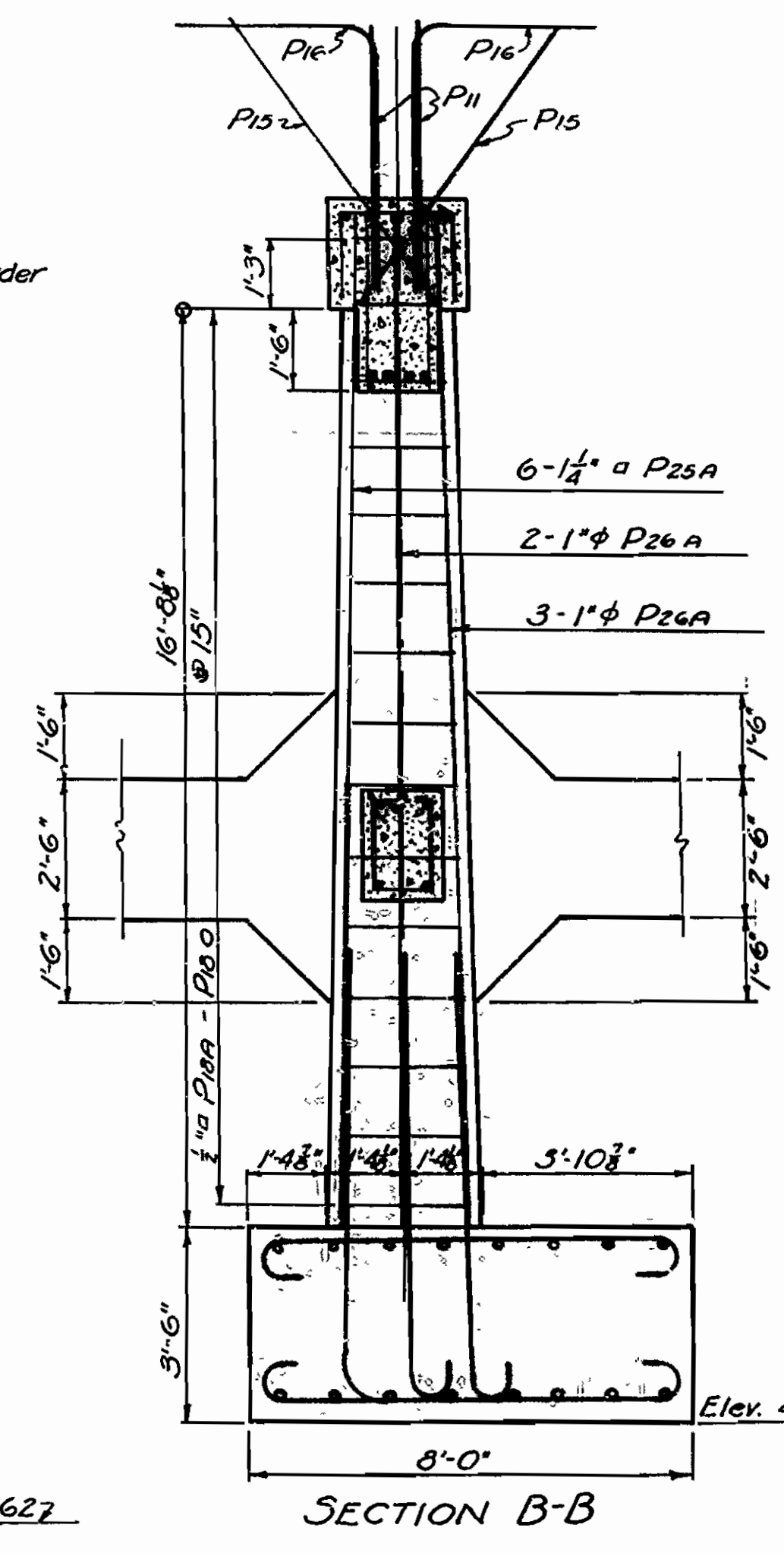
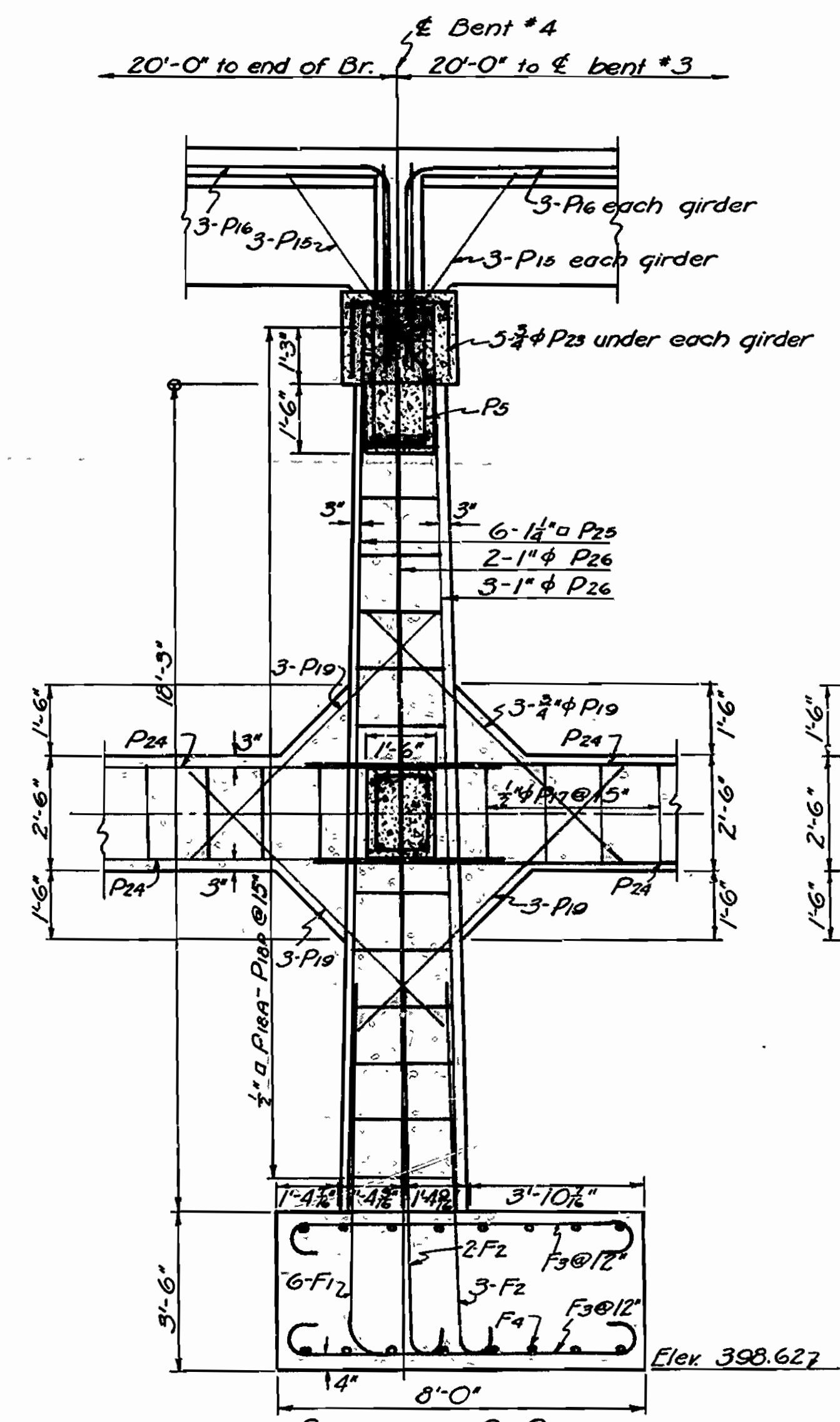
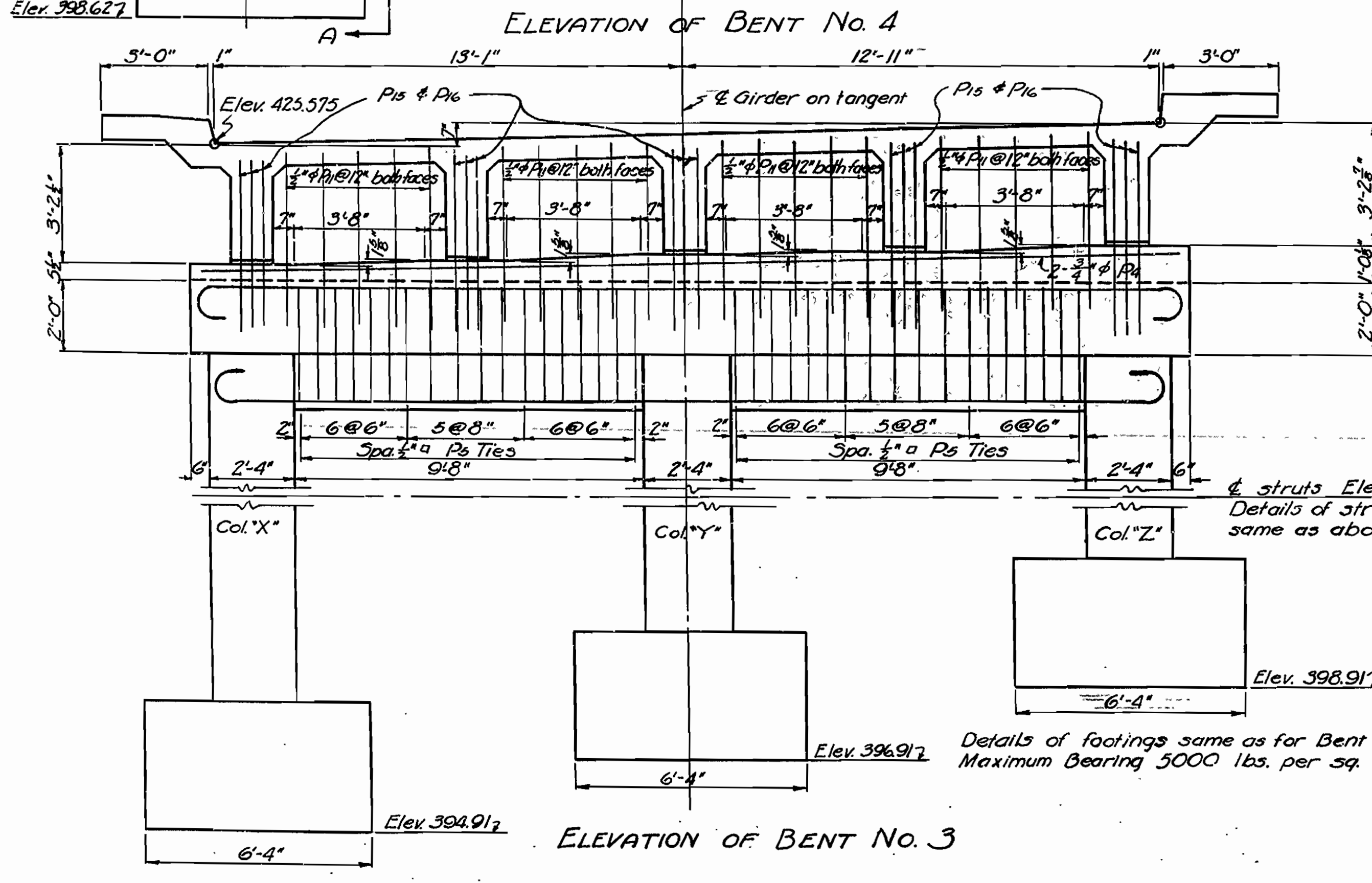
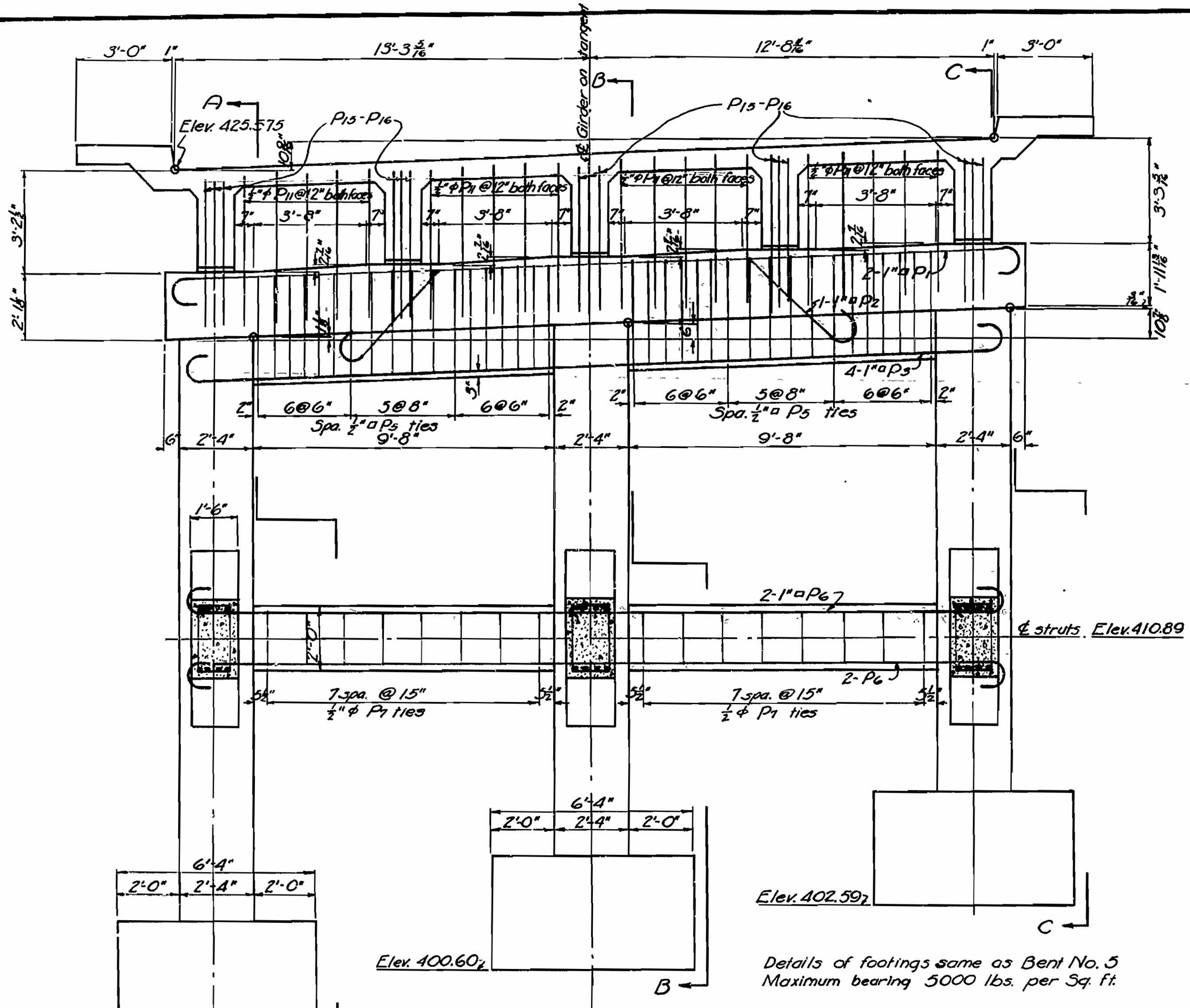
DETAIL OF  
BENT No. 1 & BENT No. 2  
NORTH CADRON CREEK  
CONWAY-DAMASCUS ROAD  
FAULKNER COUNTY  
ROUTE 65 SEC. 3

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Drawn By: L.A.M.F. Date: 7-26-40  
Traced By: G.F.D. Date: 8-1-40  
Checked By: Date:  
BRIDGE NO. 2024 DRAWING NO. 4688

W. L. Sawyer  
PRINCIPAL HIGHWAY ENGINEER (BRIDGE)

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	ARK.	F.A.P. 174-A(1)		5	35
STATE JOB NO. 6232				5	35



For bending diagram see Drwg. No. 4690

Note:  
All Concrete in Bents to be Class "A"

Revised and Redrawn 9-5-40

**DETAILS OF BENTS No. 3 & 4**  
**BRIDGE OVER NORTH CADRON CREEK**  
**CONWAY - DAMASCUS ROAD**  
**FAULKNER COUNTY**  
**ROUTE 65 SEC. 9**

**ARKANSAS STATE HIGHWAY COMMISSION**  
 LITTLE ROCK, ARK.

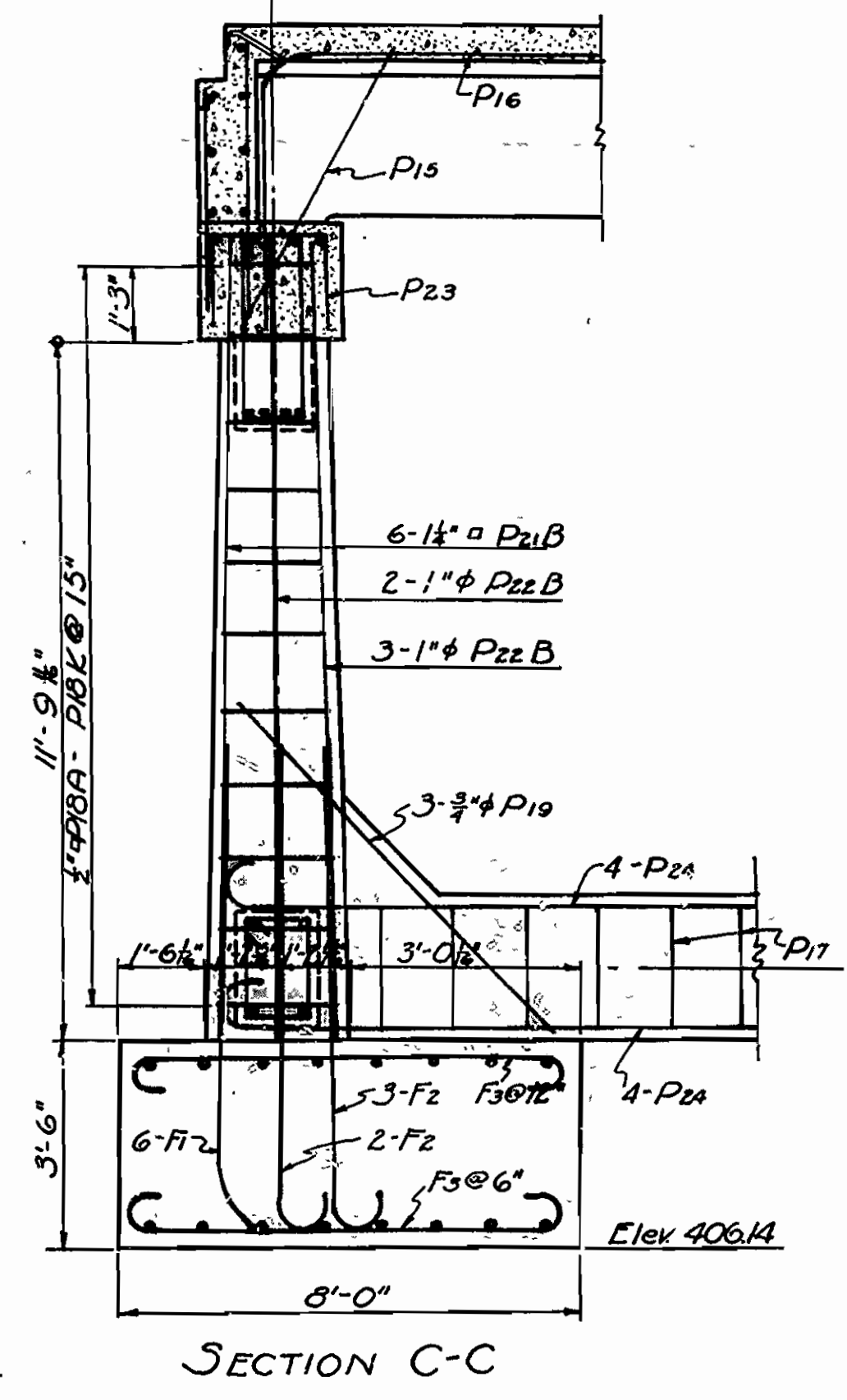
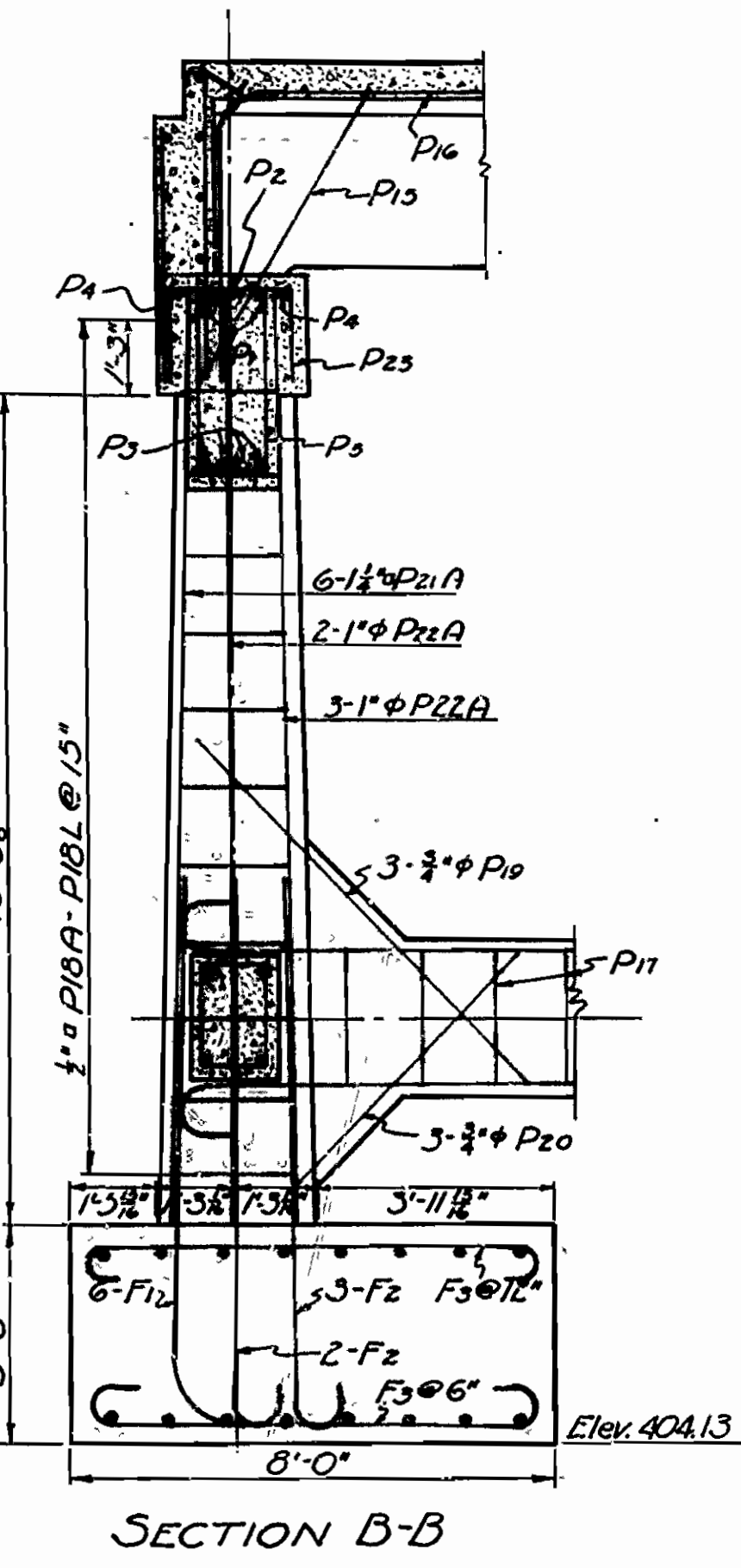
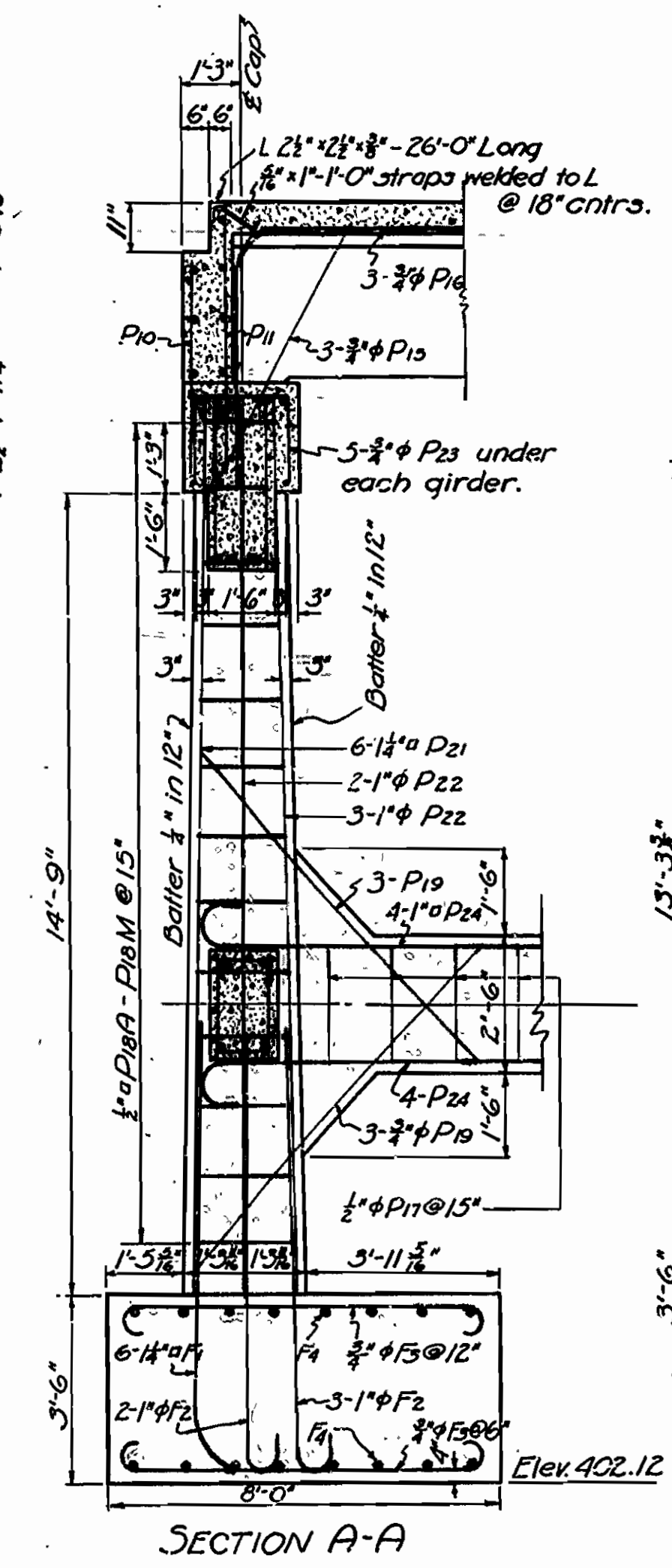
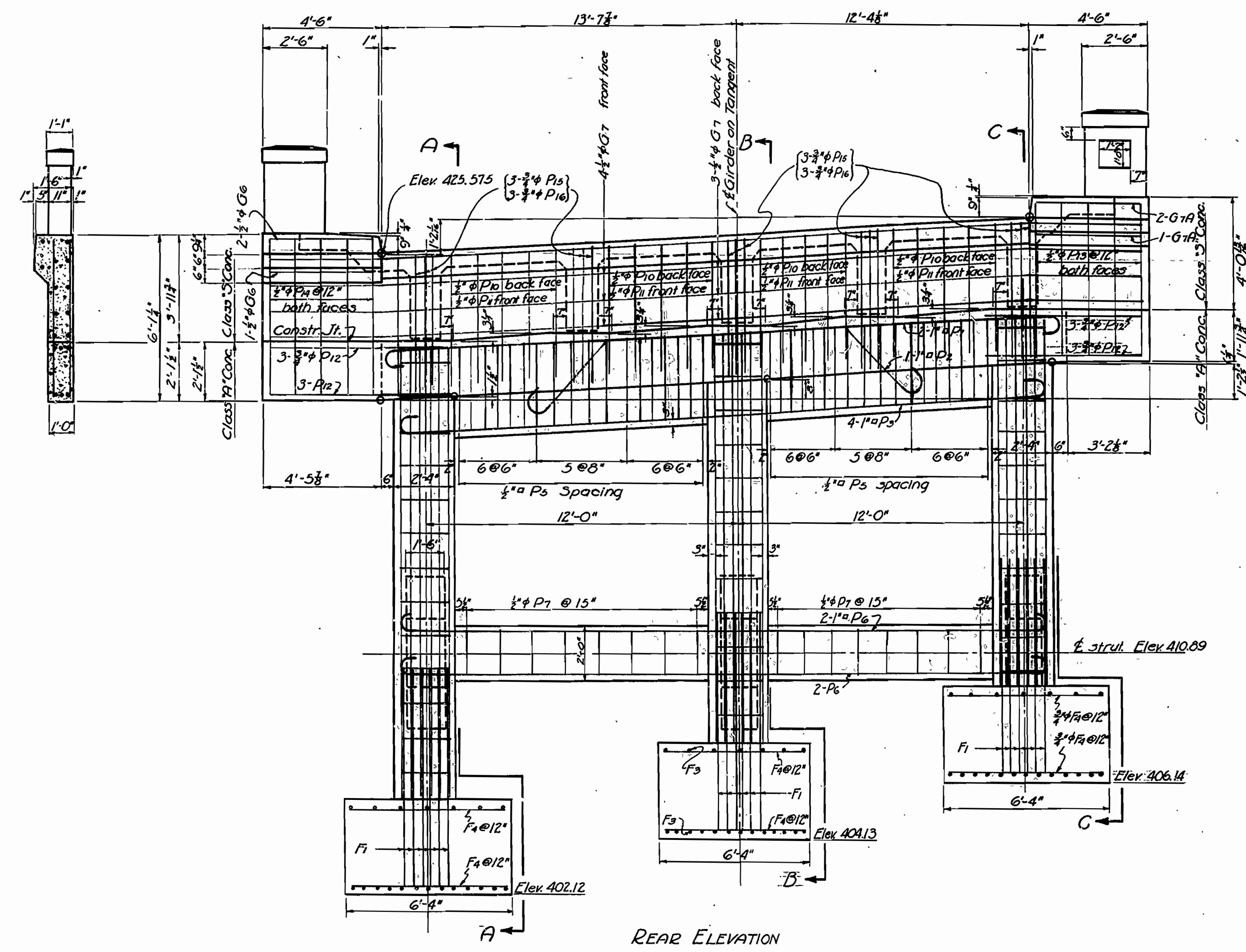
Drawn By: L.A.M. Date: 9-5-40  
 Traced By: J.H.W. Date: 9-12-40  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_

Scale: 1/4" = 1 ft.

BRIDGE NO. 2024 DRAWING NO. 4689

*M.A. Lane*  
 PRINCIPAL HIGHWAY ENGINEER (BRIDGE)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174A(4)		6	35
STATE JOB NO. 6232				G	35



MARK	SIZE	LENGTH	A	B	BENDING DIAGRAM	
F3	3/8" φ	9'-0"	7'-6"	0'-6"		
P1	1" □	28'-10"	26'-10"	0'-8"		
P3	1" □	27'-10"	25'-10"	0'-8"		
P5	1" □	27'-10"	25'-10"	0'-8"		
F1	1 1/2" □	15'-0"	6'-0"	8'-3"		
P2	1" □	19'-6"				
P16	3/8" φ	8'-11"	4'-6"	4'-10"		
P23	3/8" φ	5'-3"	2'-1"	1'-7"		
F2	1" φ	8'-3"	7'-3"	0'-8"		
P24	1" □	23'-7"	22'-7"	0'-8"		
P5	1/2" □	9'-3"	1'-1 1/2"	3'-1 1/2"		
P7	1/2" φ	6'-3"	1'-1 1/2"	1'-7 1/2"		
P17	1/2" φ	7'-3"	1'-1 1/2"	2'-1 1/2"		
P18A	1/2" □	Varies	Varies			
P18	1/2" □	7'-10 1/2"	1'-11 3/4"	by 8"		
P18S	1/2" □	to 9'-9"	1'-11 3/4"	by 8"		

Maximum Bearing on Footings 5000 Lbs. per Sq. Ft.

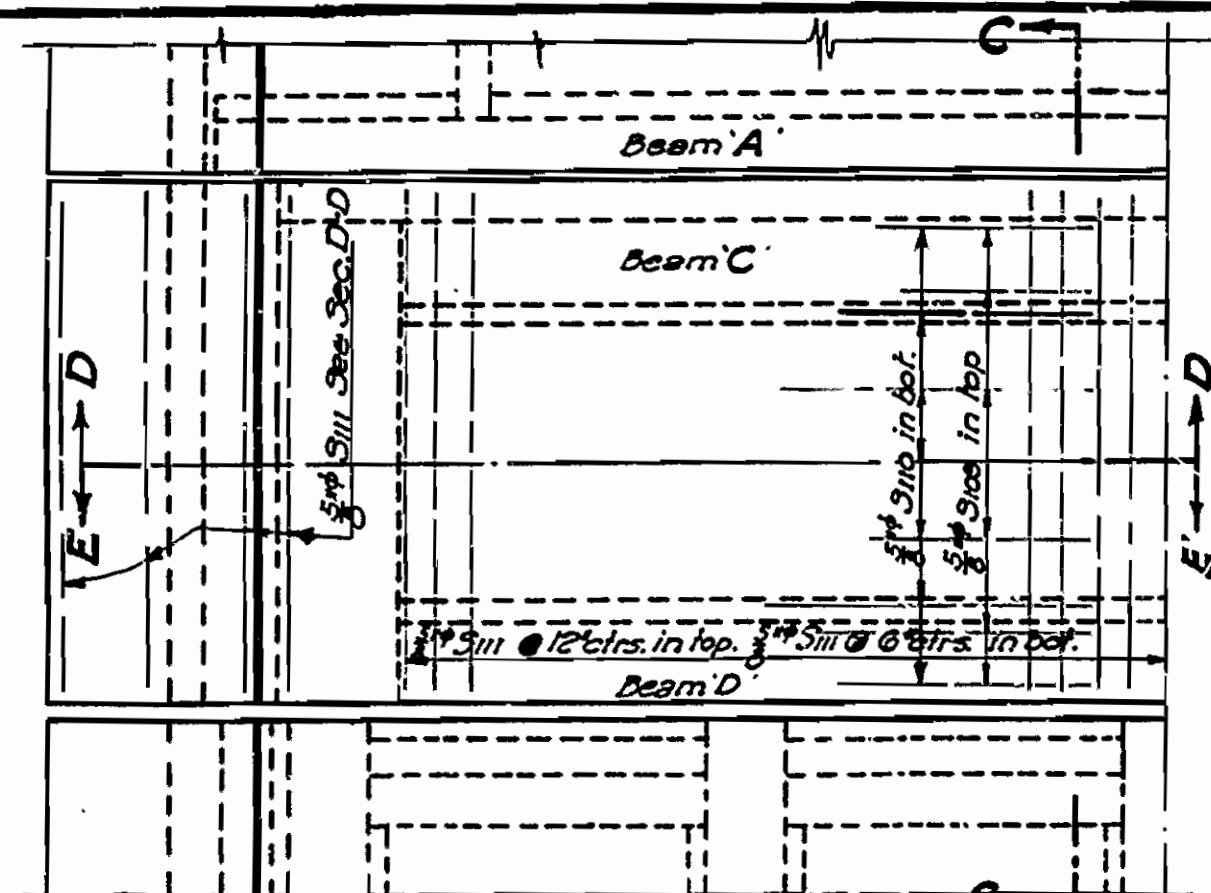
Revised & Redrawn 8-28-40  
L.A.M.

DETAILS OF BENT NO. 5  
BRIDGE OVER NORTH CADRON CREEK  
CONWAY-DAMASCUS ROAD  
FAULKNER COUNTY  
ROUTE 65 SEC. 9  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
Drawn By: L.A.M. Date: 8-28-40  
Traced By: J.H.W. Date: 9-5-40  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
Scale: 3/8" = 1' ft.  
BRIDGE NO. 2024 DRAWING NO. 4690

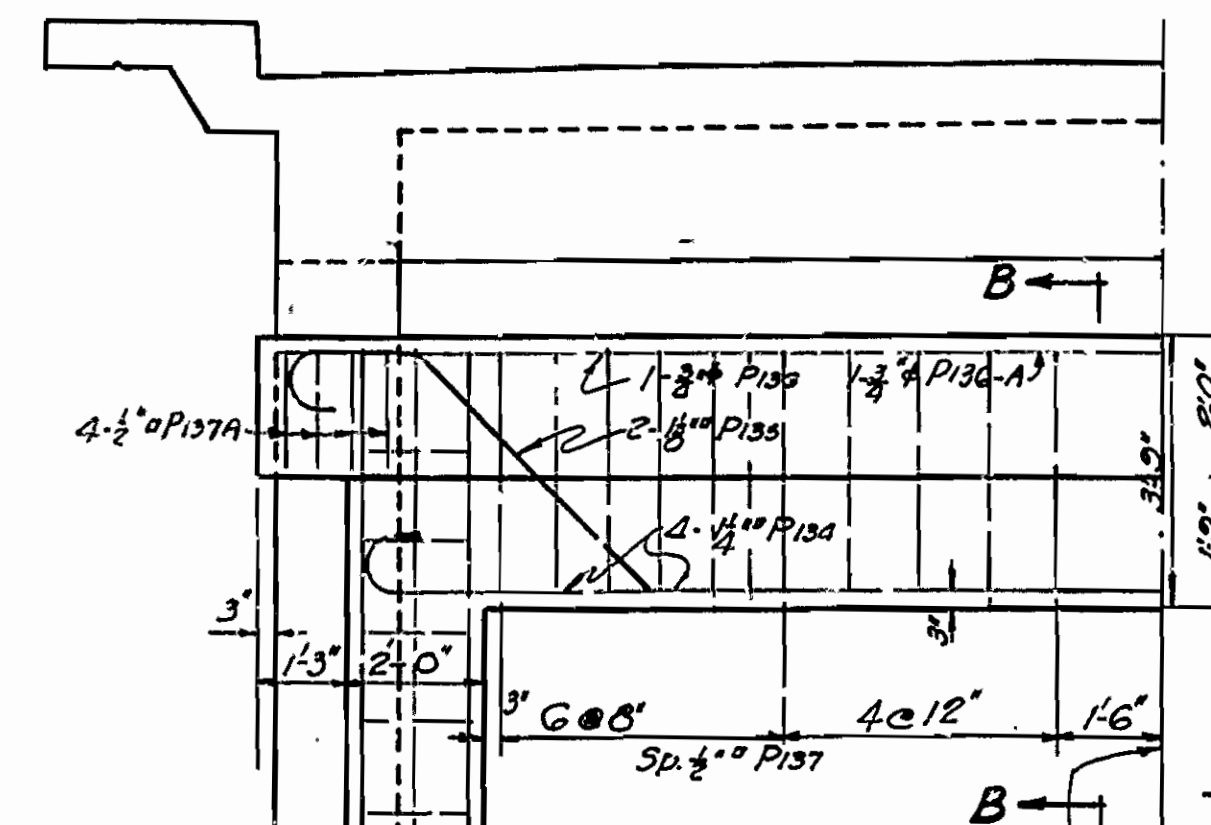
J.A. Kamm  
PRINCIPAL HIGHWAY ENGINEER (BRIDGE)



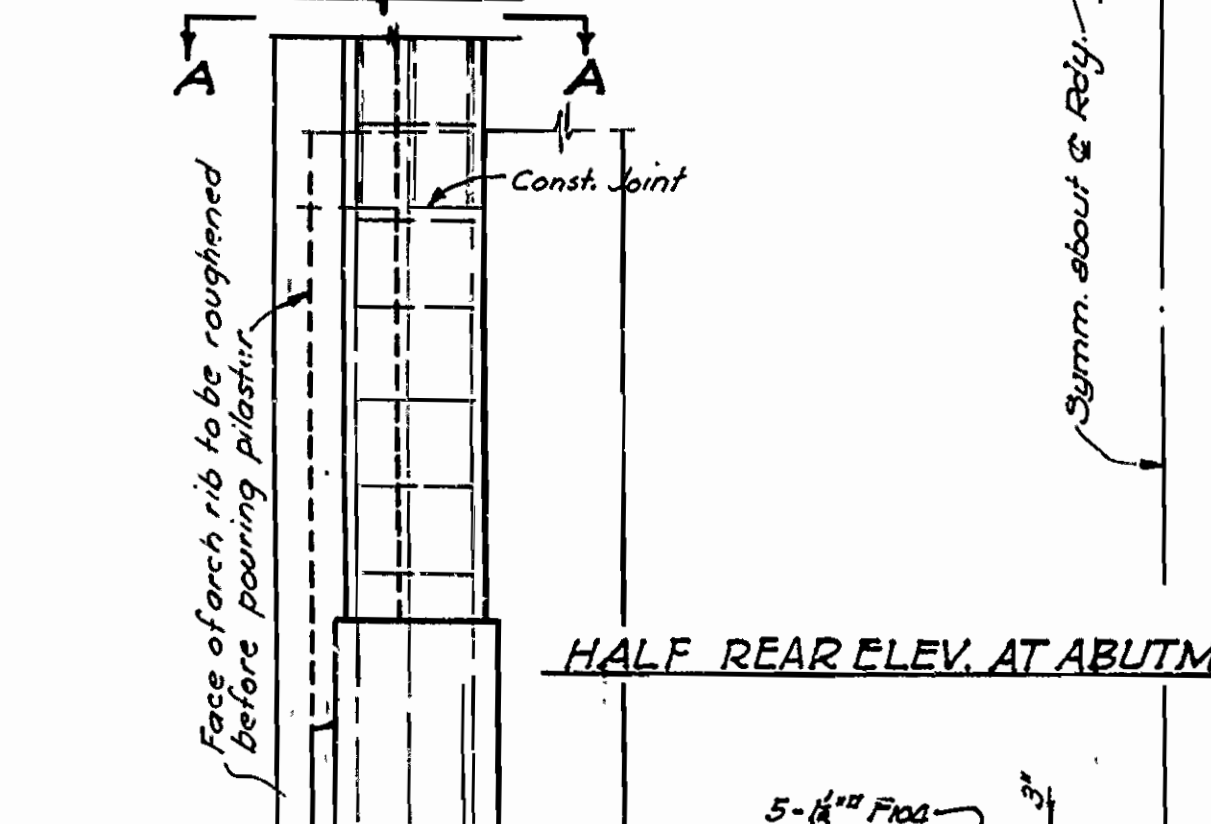
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174 A(4)		8	35
STATE JOB NO. 6232				8	35



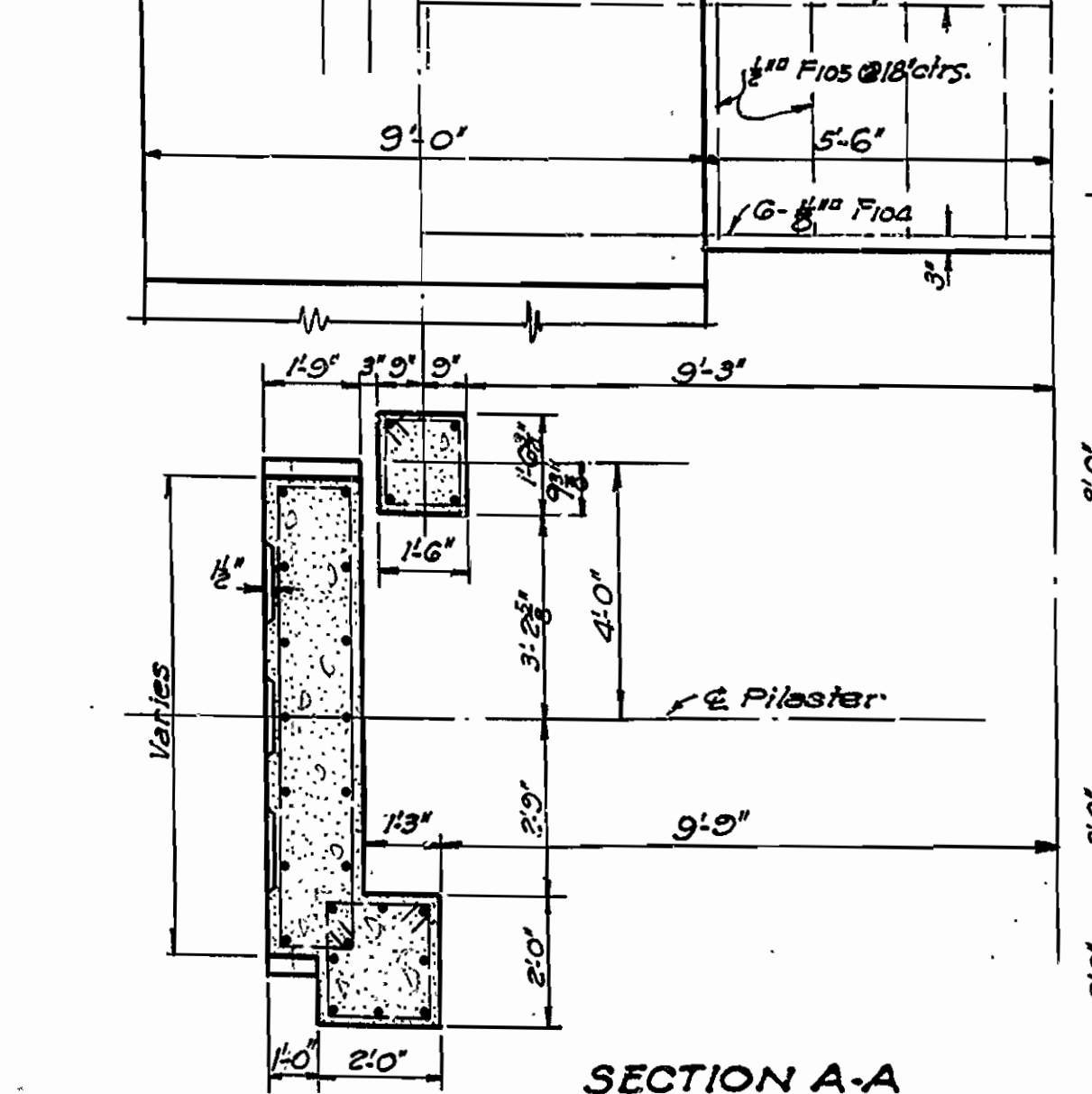
HALF PLAN AT ABUTMENT



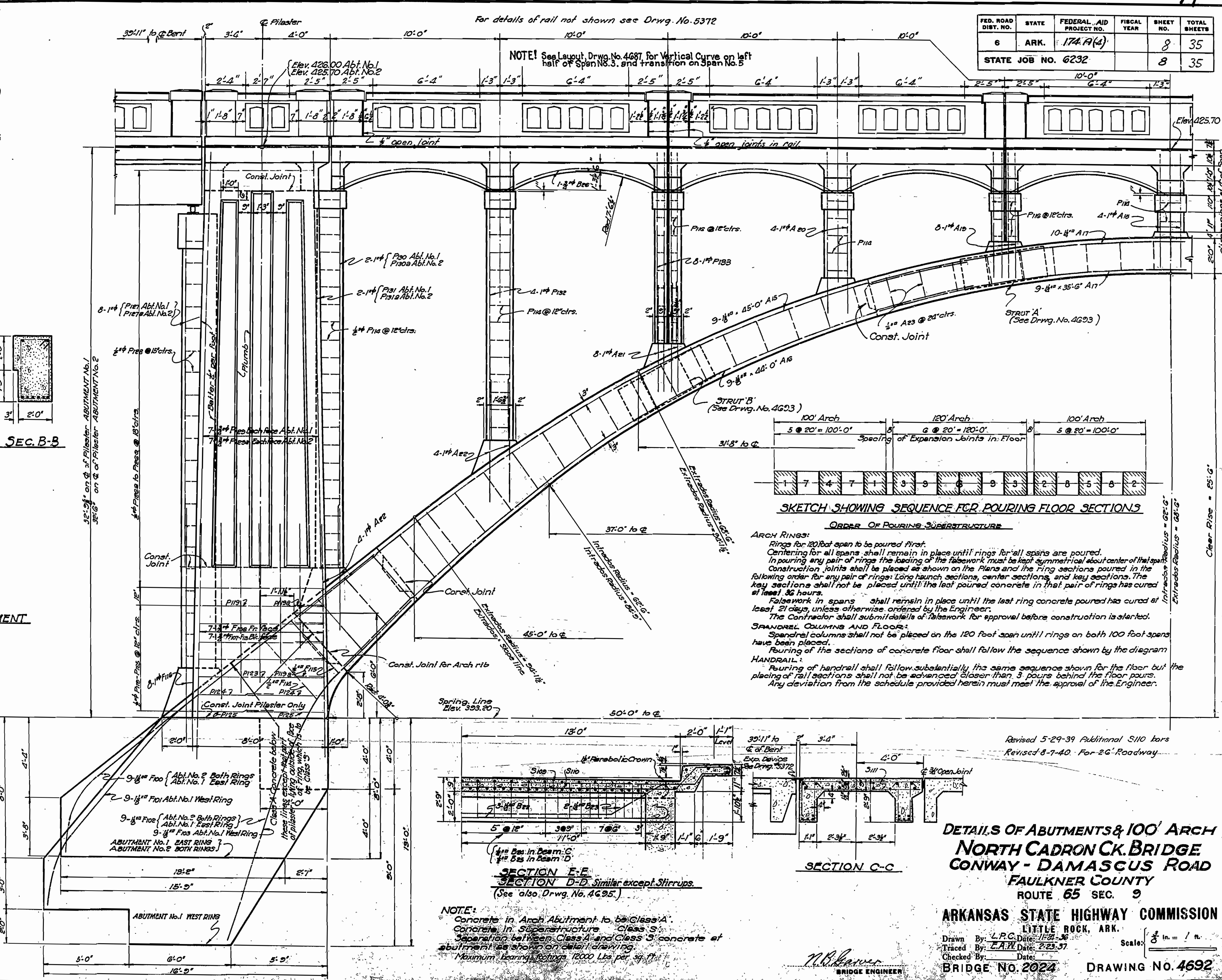
SEC. B-B



HALF REAR ELEV. AT ABUTMENT

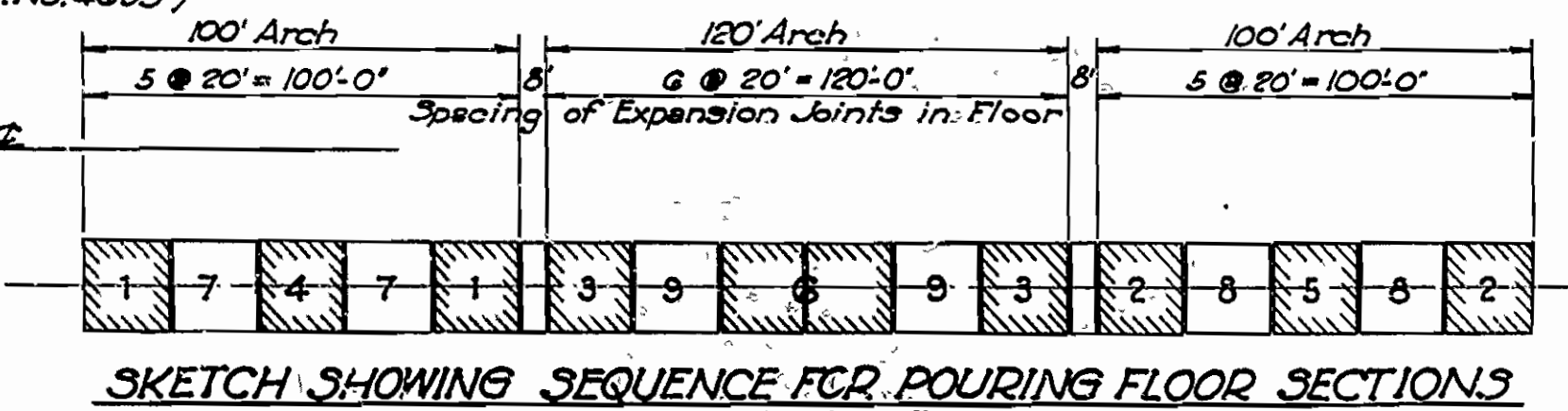


SECTION A-A



For details of rail not shown see Drwg. No. 5372

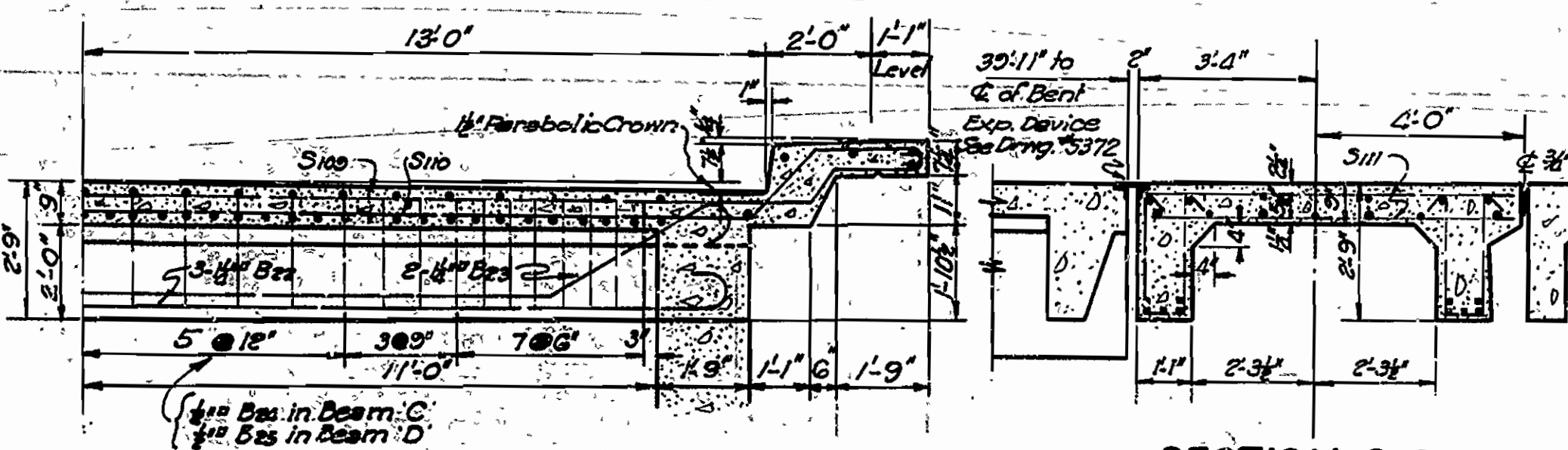
NOTE! See Layout Drwg. No. 4687 for Vertical Curve on left half of Span No. 3, and transition on Span No. 5



**ARCH RINGS:**  
 Rings for 120' span to be poured first.  
 Centering for all spans shall remain in place until rings for all spans are poured.  
 In pouring any pair of rings the loading of the falsework must be kept symmetrical about center of that span.  
 Construction joints shall be placed as shown on the Plans and the ring sections poured in the following order for any pair of rings: Long haunch, sections, center sections, and key sections. The key sections shall not be placed until the last poured concrete in that pair of rings has cured at least 36 hours.  
 Falsework in spans shall remain in place until the last ring concrete poured has cured at least 21 days, unless otherwise ordered by the Engineer.  
 The Contractor shall submit details of falsework for approval before construction is started.

**SPANDREL COLUMNS AND FLOORS:**  
 Spandrel columns shall not be placed on the 120 foot span until rings on both 100 foot spans have been placed.  
 Pouring of the sections of concrete floor shall follow the sequence shown by the diagram.

**HANDRAIL:**  
 Pouring of handrail shall follow substantially the same sequence shown for the floor but the placing of all sections shall not be advanced closer than 3 pours behind the floor pours.  
 Any deviation from the schedule provided herein must meet the approval of the Engineer.



SECTION E-E  
SECTION C-C Similar except Stirrups  
(See also Drwg. No. 4695.)

**NOTE:**  
 Concrete in Arch Abutment to be Class A.  
 Concrete in Superstructure Class S.  
 Separation between Class A and Class S concrete at abutment as shown on detail drawing.  
 Maximum bearing stresses 12000 Lbs. per sq. ft.

**DETAILS OF ABUTMENTS & 100' ARCH  
 NORTH CADRON CK. BRIDGE  
 CONWAY - DAMASCUS ROAD  
 FAULKNER COUNTY  
 ROUTE 65 SEC. 9**

**ARKANSAS STATE HIGHWAY COMMISSION**  
 LITTLE ROCK, ARK.  
 Drawn By: L.P.C. Date: 11/21-26  
 Traced By: E.A.W. Date: 2/23/37  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 BRIDGE NO. 2024 DRAWING NO. 4692

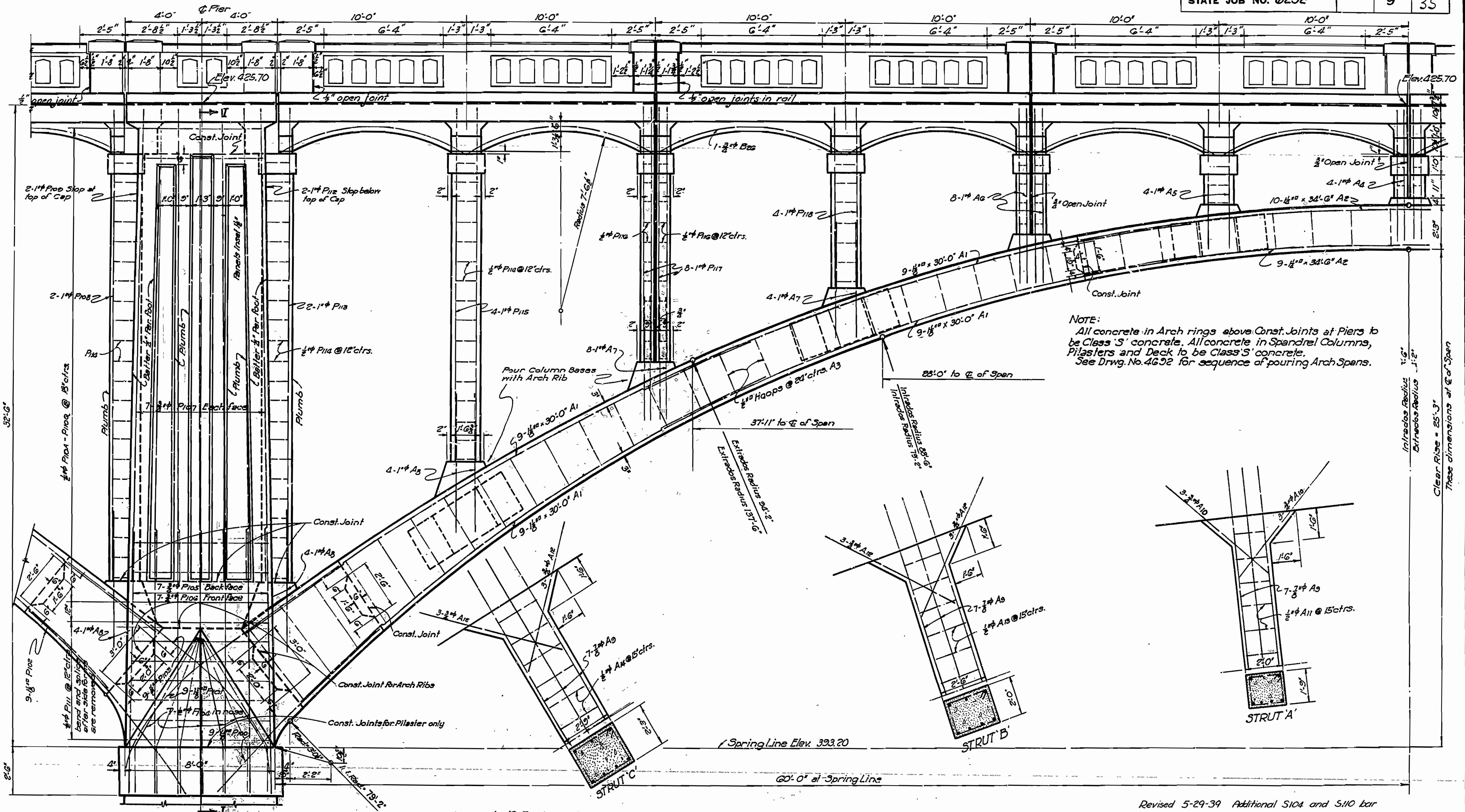
*N.B. Weaver*  
 BRIDGE ENGINEER

Revised 5-29-39 Additional #110 bars  
 Revised 8-7-40 For 26' Roadway

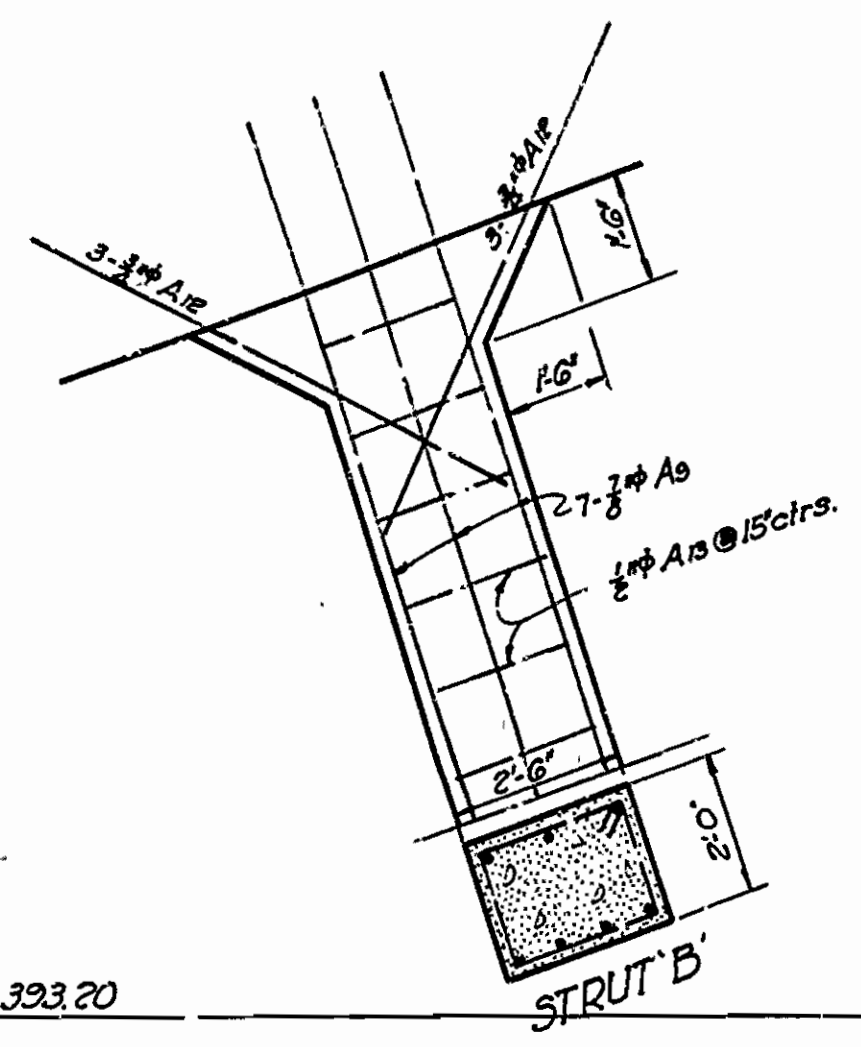
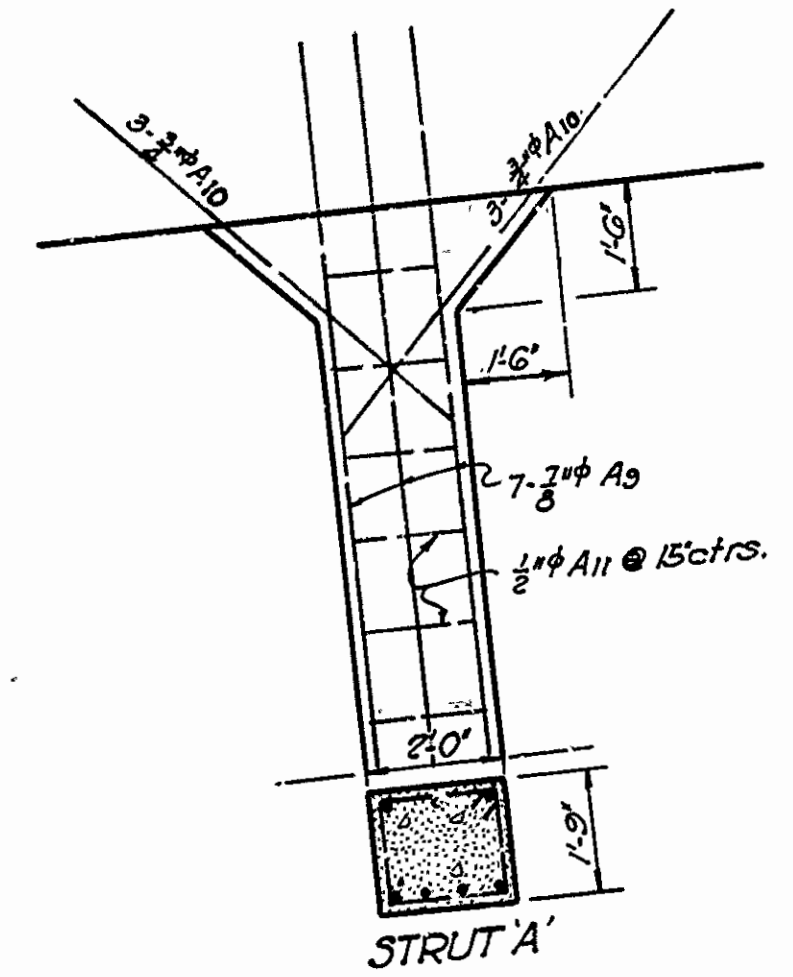
Clear Rise = 85'-6"  
 Intrados Radius = 62'-0"  
 Extrados Radius = 68'-0"

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174 A(4)		9	35
STATE JOB NO. 6232				9	35

For details of rail not shown see Drwg. No. 5372

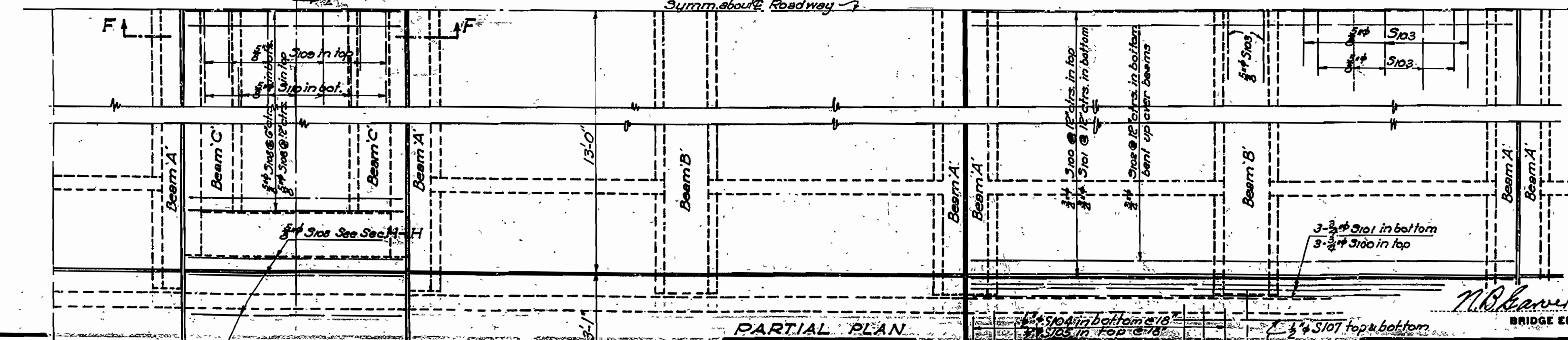


NOTE:  
 All concrete in Arch rings above Const. Joints at Piers to be Class 'S' concrete. All concrete in Spandrel Columns, Pilasters and Deck to be Class 'S' concrete. See Drwg. No. 4692 for sequence of pouring Arch Spans.



Spring Line Elev. 393.20

60'-0" at Spring Line



Revised 5-29-39 Additional S104 and S110 bar  
 Revised 8-8-40 For 26' Roadway

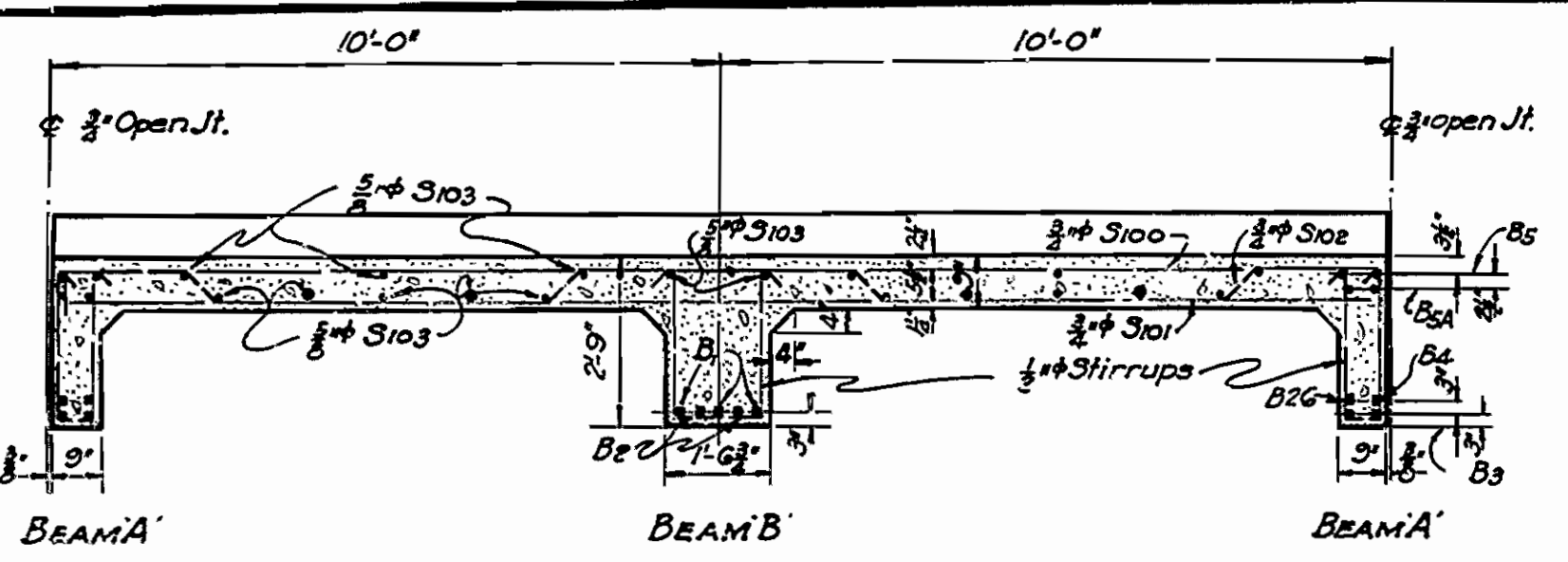
**DETAILS OF PIERS 1 & 2 AND 120' ARCH**  
**NORTH CADRON CK. BRIDGE**  
**CONWAY - DAMASCUS ROAD**  
**FAULKNER COUNTY**  
**ROUTE 65 SEC. 9**

**ARKANSAS STATE HIGHWAY COMMISSION**  
 LITTLE ROCK, ARK.

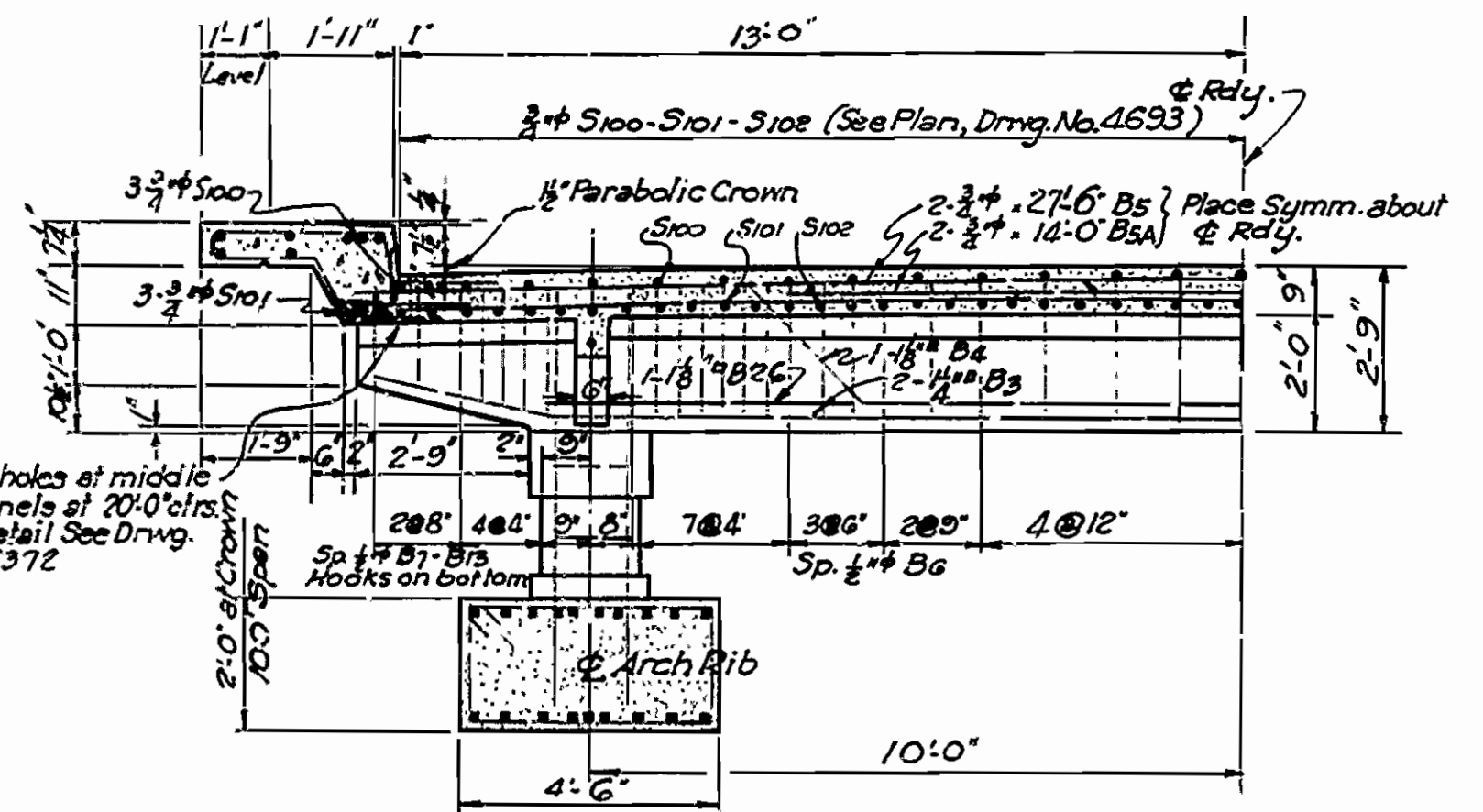
Drawn By: LPC Date: 12-12-36  
 Traced By: ZAK Date: 3-2-37  
 Checked By: Date:  
**BRIDGE NO. 2024 DRAWING NO. 4693**

*W. B. Shaw*  
 BRIDGE ENGINEER

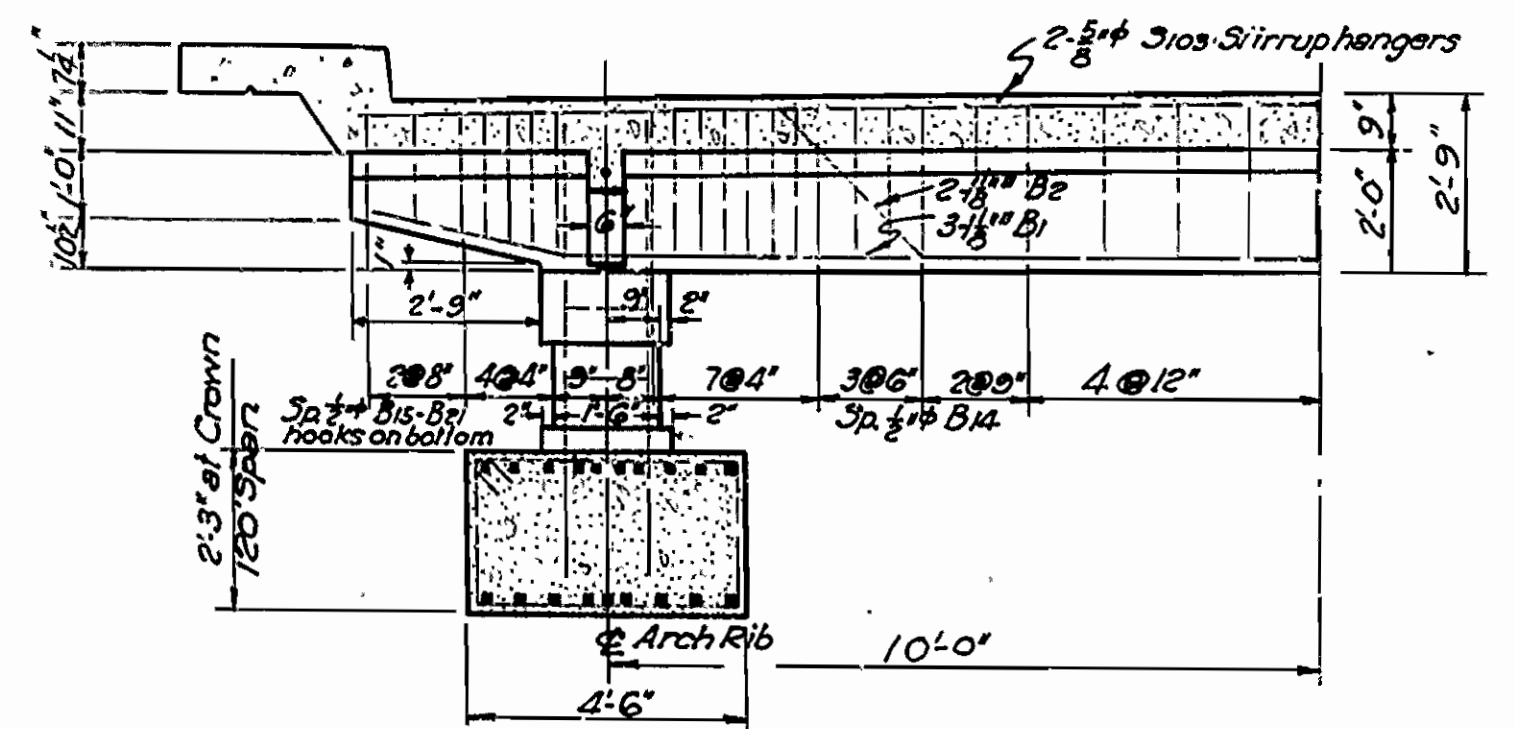
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6	ARK.	174-A(4)		10	35
STATE JOB NO. 6232				10	35



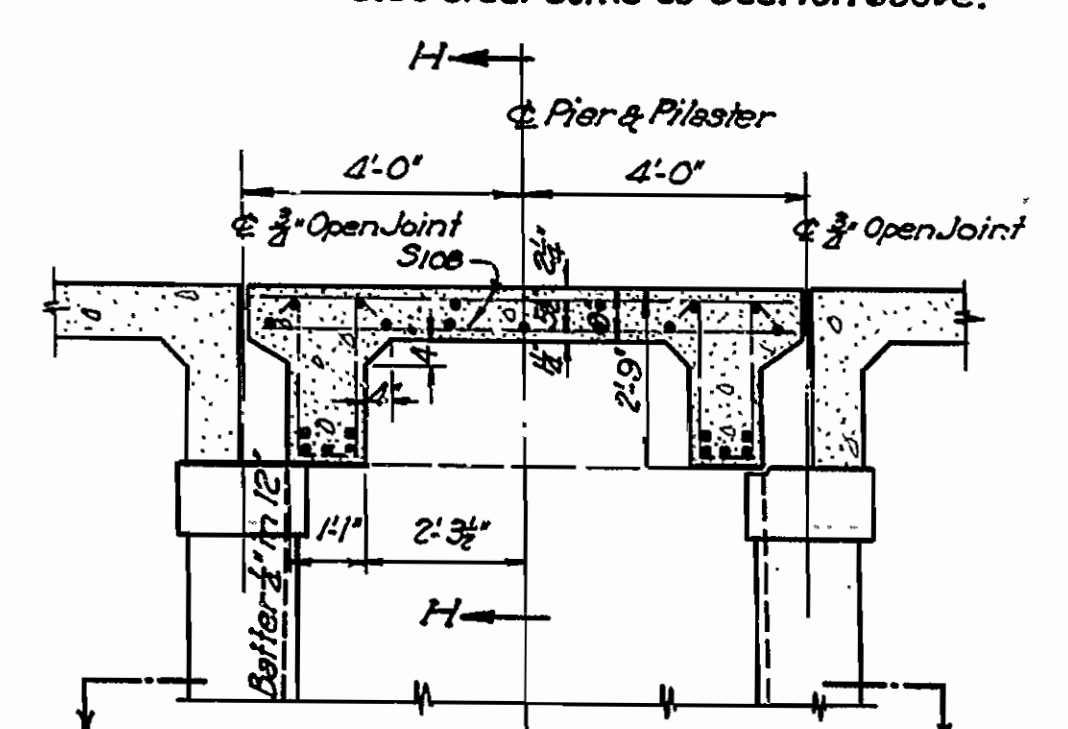
PART SECTION ON ROADWAY



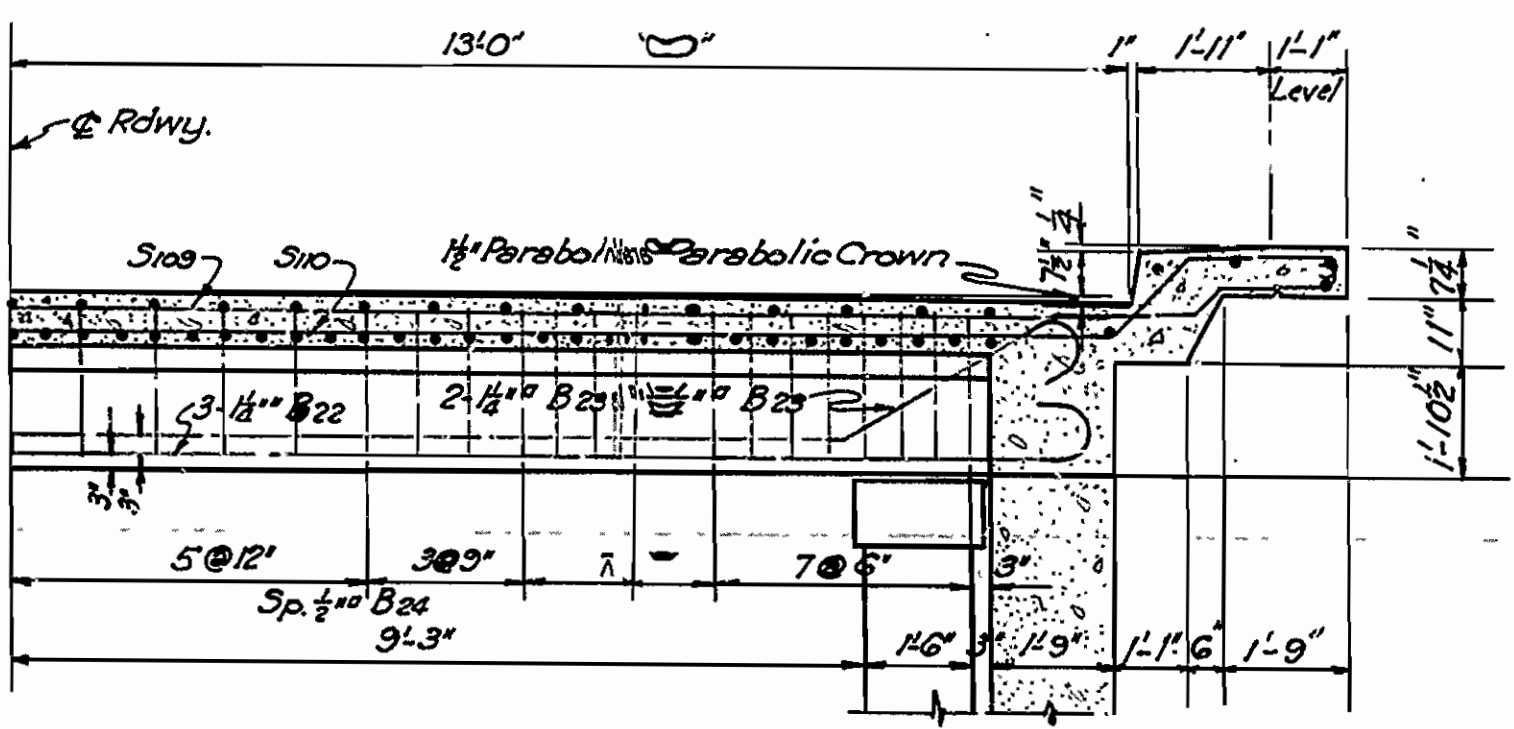
HALF SECTION SHOWING BEAM A



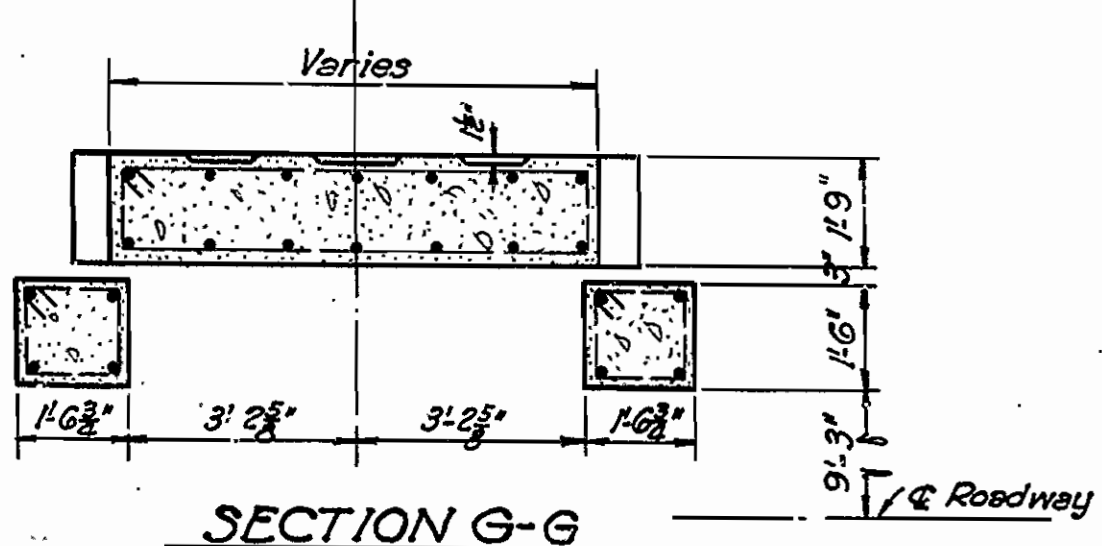
HALF SECTION SHOWING BEAM B



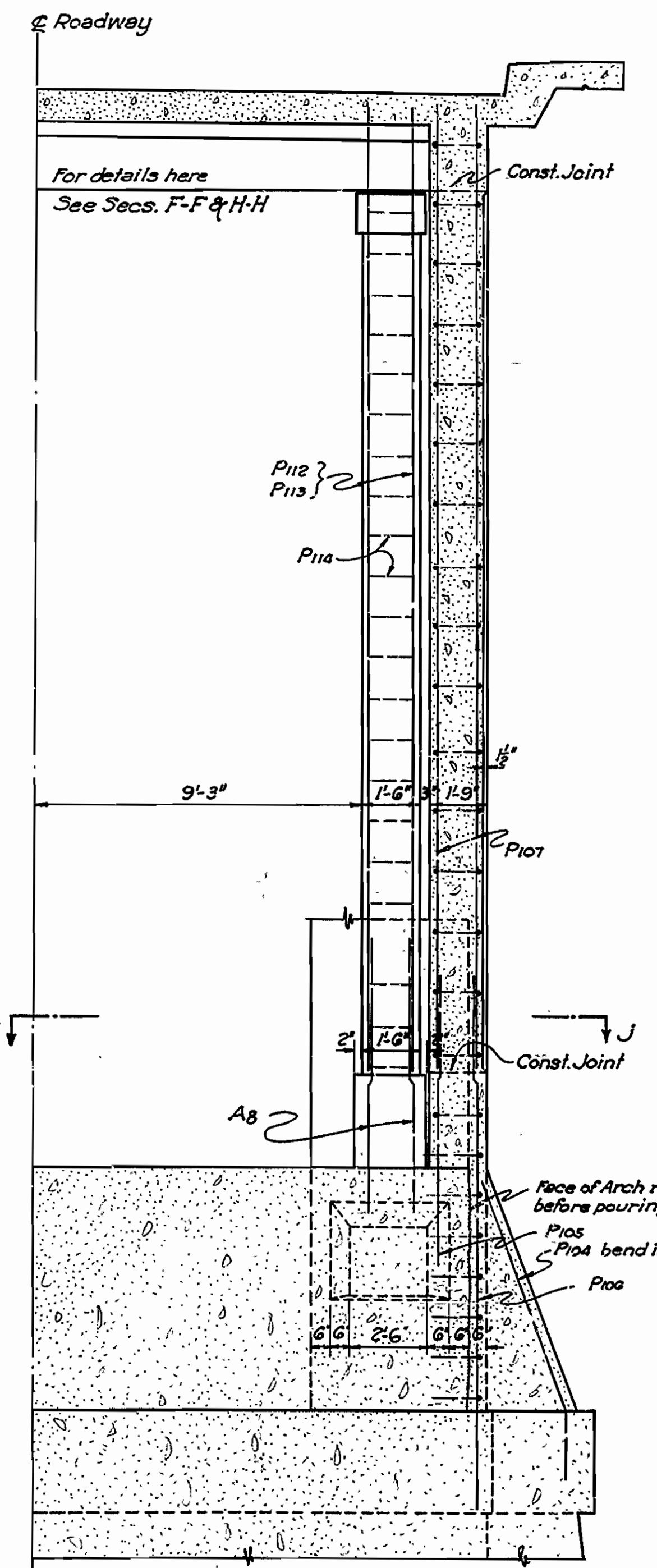
SECTION F-F



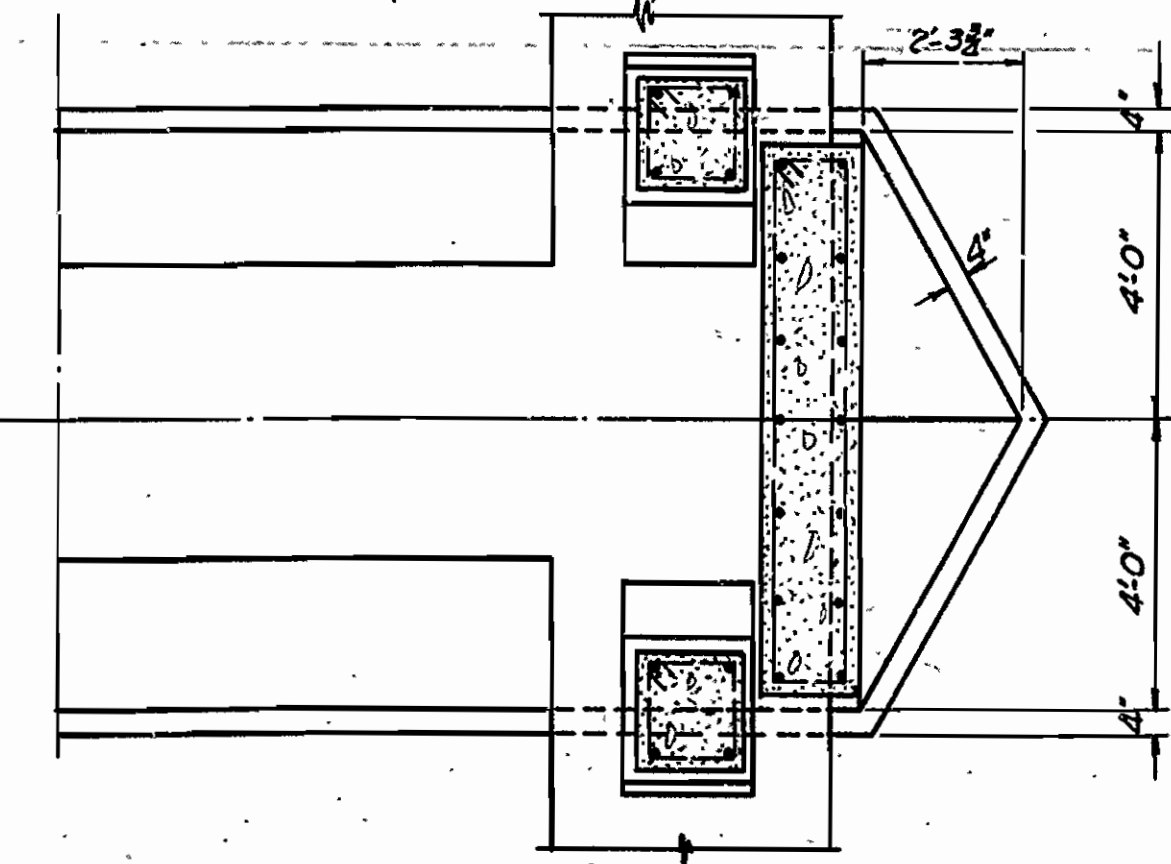
SECTION A-A ON H-H



SECTION G-G



SECTION I-I (Not to scale)



SECTION J-J (Not to scale)

For additional details of Piers See Drwg. No. 4691

BENT BARS FOR ARCH SPANS

Mark	Size	Length	A	B	Banding Diagrams
F105	1/2"	15'-0"	3'-6"	3'-7 1/2"	
F114	1/2"	14'-4"	4'-1 1/2"	4'-8"	
F115	1/2"	17'-4"	4'-1 1/2"	4'-2"	
P10A-P10B	1/2"	Varies	Varies by 1/2"	1'-4"	
P114	1/2"	5'-0"	1'-2 1/2"	1'-1 1/2"	
F116	1/2"	3'-9"	0'-0"	1'-1 1/2"	
P137	1/2"	10'-9"	1'-7 1/2"	3'-0"	
A3A-A3B	1/2"	Varies	4'-1 1/2"	Varies	
A11	1/2"	6'-9"	1'-7 1/2"	1'-0"	
A13	1/2"	5'-3"	1'-7 1/2"	2'-1 1/2"	
A14	1/2"	9'-3"	1'-0"	2'-0"	
D137A	3/8"	7'-9"	1'-10"	1'-7 1/2"	
A33A-A33B	1/2"	Varies	4'-1 1/2"	Varies	
P104	1/2"	Varies	Varies by 1/2"	1'-4"	
P120	1/2"	7'-5"	1'-7 1/2"	1'-7 1/2"	
A4	1/2"	7'-6"	6'-6"	8"	
A5	1/2"	8'-0"	7'-0"	8"	
A6	1/2"	9'-6"	8'-6"	3"	
A7	1/2"	7'-3"	6'-3"	8"	
A8	1/2"	8'-0"	7'-0"	8"	
A18	1/2"	7'-3"	6'-3"	8"	
A19	1/2"	8'-0"	7'-0"	8"	
A20	1/2"	10'-0"	9'-0"	8"	
A21	1/2"	7'-0"	6'-0"	8"	
A22	1/2"	8'-0"	7'-0"	8"	
F118	1/2"	13'-6"	13'-6"	8"	
P111	1/2"	6'-6"	6'-0"	4"	
P124	1/2"	25'-0"	25'-0"	8"	
A9	1/2"	22'-6"	20'-6"	8"	
Bee	1/2"	27'-0"	25'-0"	8"	
S100	3/8"	33'-0"			
P110	1/2"	15'-1"	6'-0"	7'-4"	
P120	1/2"	13'-9"	4'-8"	7'-4"	
P121	1/2"	12'-7"	3'-5 1/2"	7'-5"	
P122	1/2"	11'-3"	2'-1"	7'-5"	
P123	1/2"	10'-1"	0'-10"	7'-6"	
P119A	1/2"	3'-2"	1'-1"	1'-8 1/2"	
P124	1/2"	6'-11"	1'-1"	5'-5 1/2"	
P125	1/2"	27'-3"			
B1	1/2"	27'-3"			
B3	1/2"	27'-3"			
B2	1/2"	30'-10"			
B4	1/2"	30'-7"			
B6	1/2"	5'-11"	0'-6"	2'-4"	
B7-B13	1/2"	Varies	0'-6"	Varies	
B24	1/2"	6'-2 1/2"	0'-0"	2'-4"	
B25	1/2"	6'-2 1/2"	0'-0"	2'-4"	
B24	1/2"	6'-8"	1'-3"	2'-4"	
B5-B21	1/2"	Varies	1'-3"	Varies	
S100	3/8"	27'-6"	19'-6"	11'-0"	
S102	3/8"	22'-3"			
S104	3/8"	5'-2"			
S105	3/8"	5'-8 1/2"			
S106	3/8"	4'-10 1/2"			

Revised 5-29-39 Additional S104 and S110 bars  
Revised 8-9-40 For 26' Roadway

BENDING DIAGRAMS & ADDITIONAL DETAILS OF ARCH SPANS  
NORTH CADRON CK. BRIDGE  
CONWAY - DAMASCUS ROAD  
FAULKNER COUNTY  
ROUTE 65 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

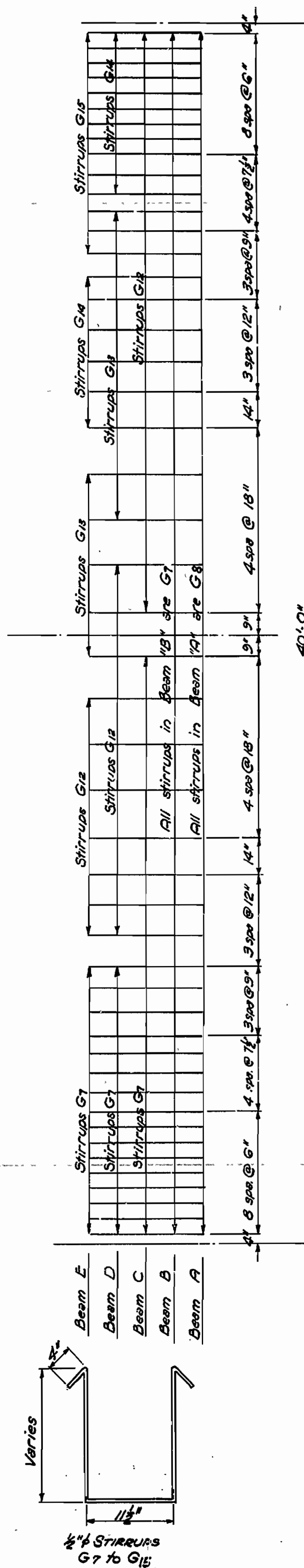
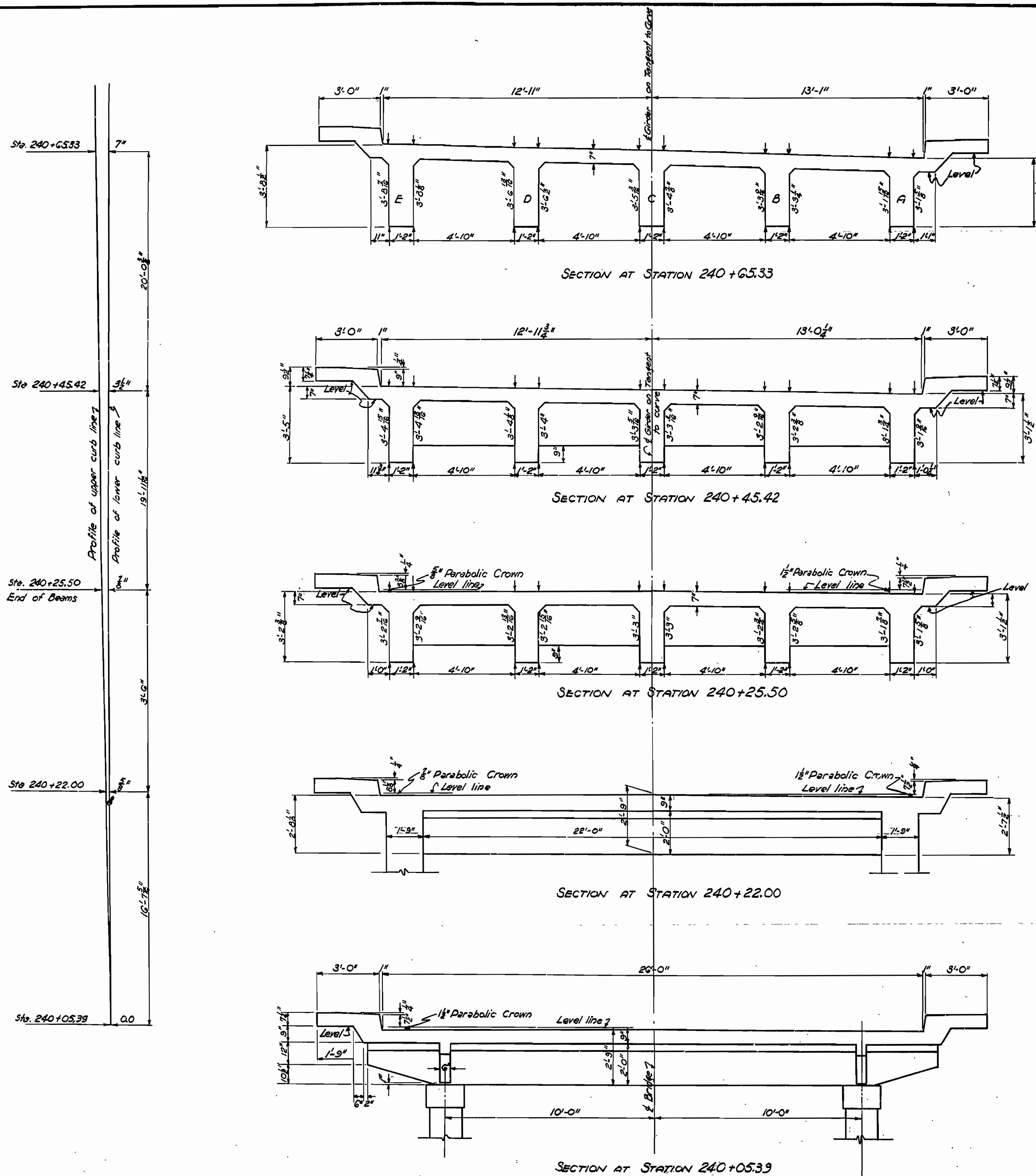
Drawn By: L.P.C. Date: \_\_\_\_\_  
Traced By: E.A.W. Date: 3-5-37  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
Scale: 3/8" = 1'-0"

BRIDGE ENGINEER

BRIDGE NO. 2024 DRAWING NO. 4694



FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174 A(4)		12	35
STATE JOB NO. Q232				12	35



For details of 40' span not shown see Drwg. No. 5372  
 For details at Sta. 240+05.33 " " " 4694  
 For details at Sta. 240+22.00 " " " 4692

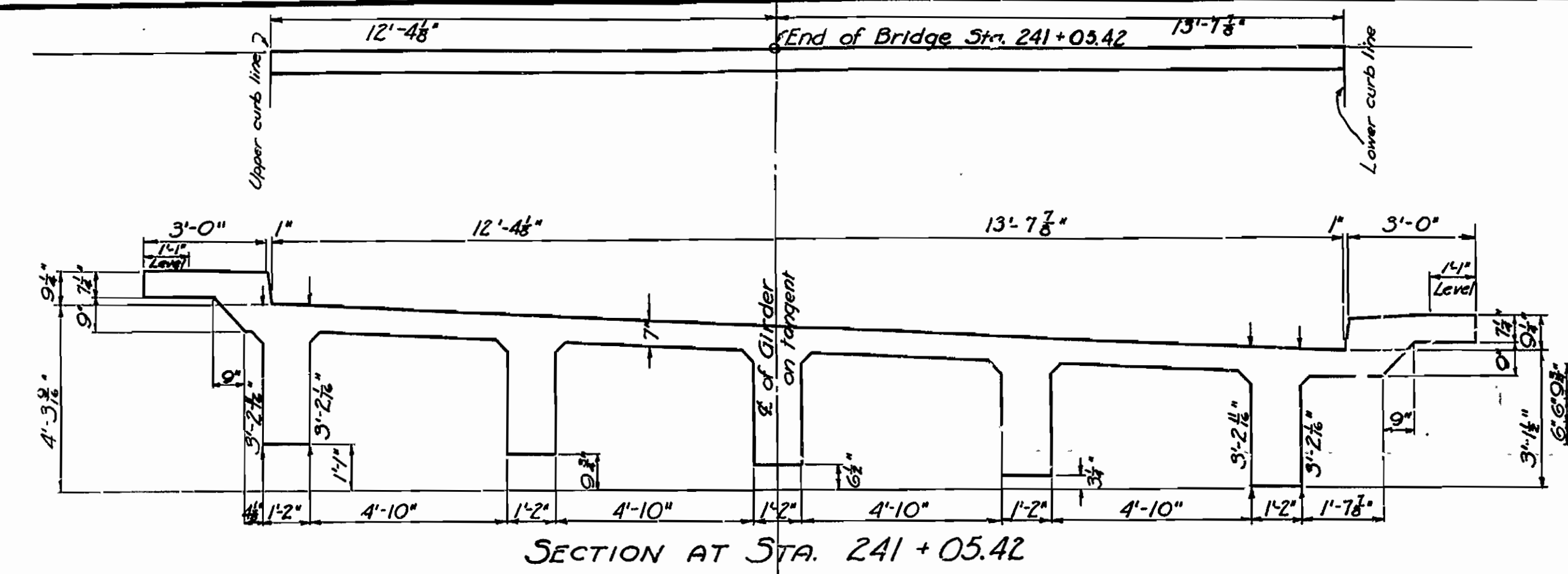
REVISED and REDRAWN 8-12-40

**ADDITIONAL DETAILS OF SPANS  
 No. 5 & 6  
 BRIDGE OVER NORTH CADRON CREEK  
 CONWAY-DAMASCUS ROAD  
 FAULKNER COUNTY  
 ROUTE 65 SEC. 9**

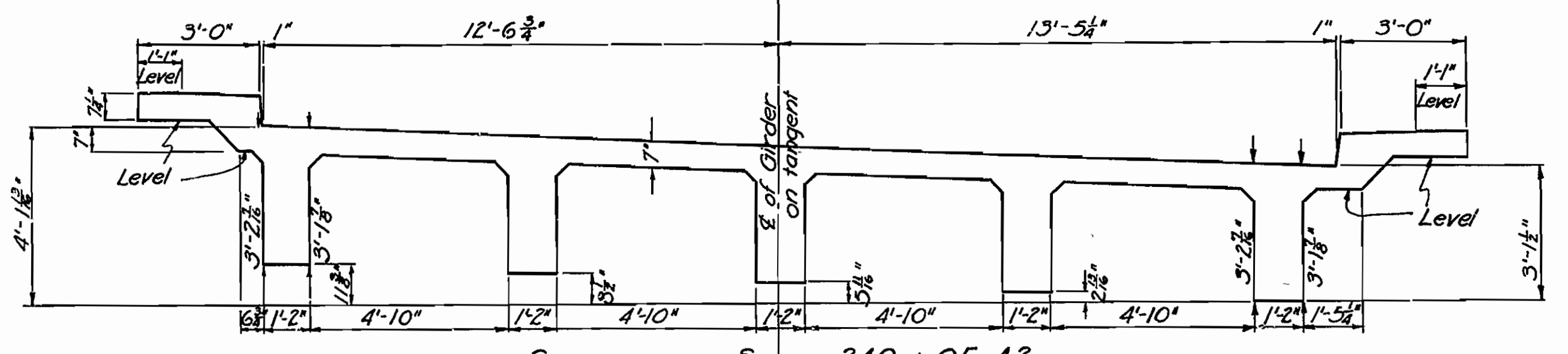
**ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.**  
 Drawn By: L.A.M. Date: 8-12-40  
 Traced By: G.E.D. Date: 8-12-40  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 Scale: 5/8 in. = 1 ft.  
**BRIDGE NO. 2024 DRAWING NO. 4695**

*W.B. Lawler*  
 PRINCIPAL HIGHWAY ENGINEER (BRIDGE)

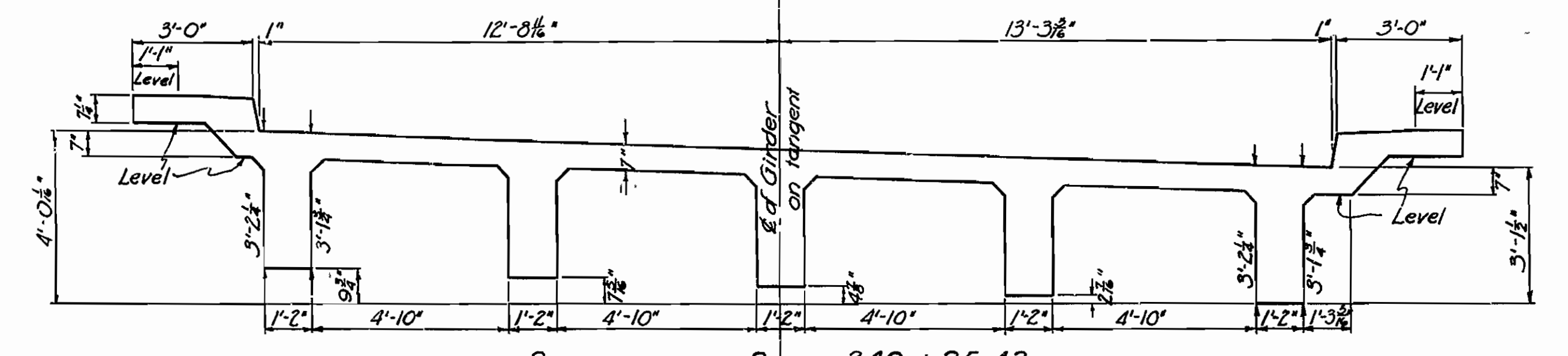
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174 A (4)		73	35
STATE JOB NO. 6232				13	35



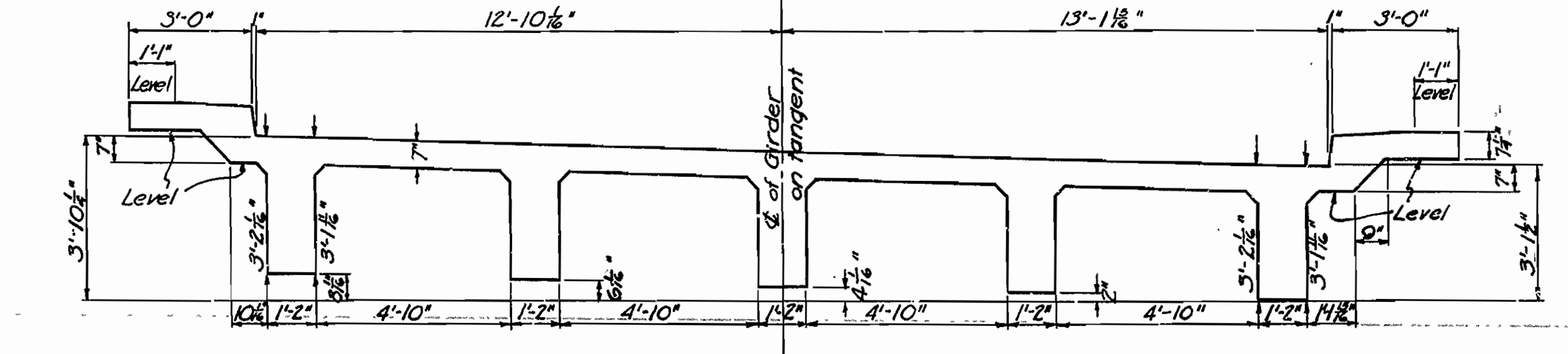
SECTION AT STA. 241 + 05.42



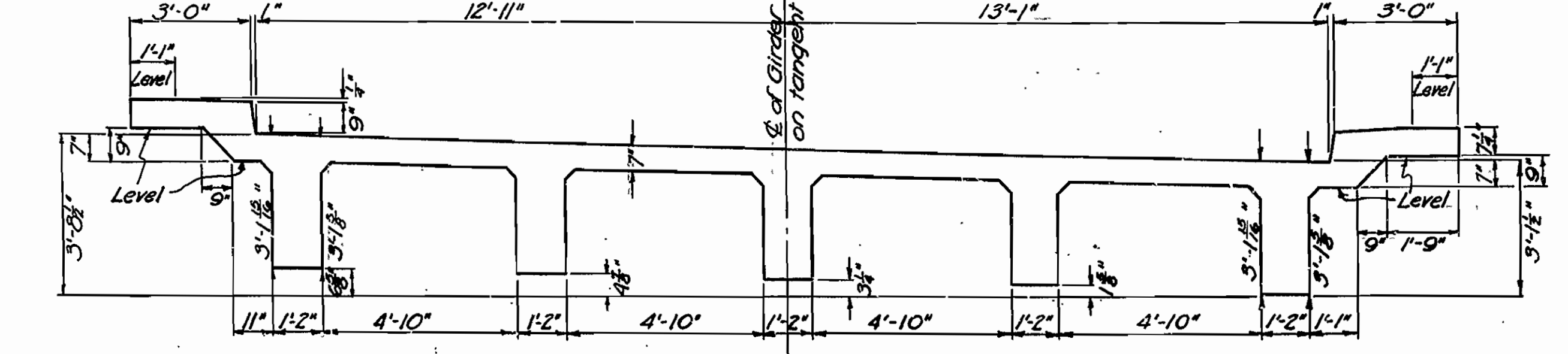
SECTION AT STA. 240 + 95.42



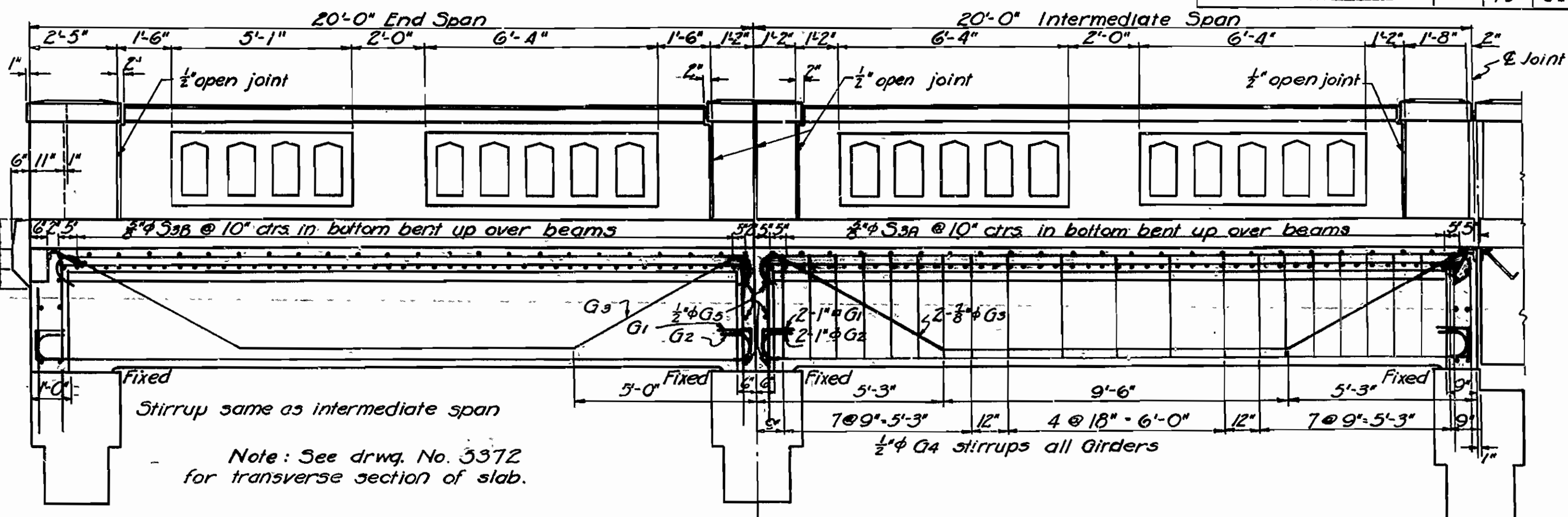
SECTION AT STA. 240 + 85.42



SECTION AT STA. 240 + 75.50



SECTION AT STA. 240 + 65.50



LONGITUDINAL SECTION NEAR LOWER CURB

Mark	Size	Length	A	B	Bending Diagram	
G1	1"φ	23'-3"	19'-6"	1'-0"	[Diagram showing bar G1 placement]	
G2	1"φ	21'-5"	19'-6"	0'-8"	[Diagram showing bar G2 placement]	
G3	3/8"φ	21'-1"			[Diagram showing bar G3 placement]	
G4	1/2"φ	7'-3 1/2"	2'-10"	2'-9 1/2"	[Diagram showing bar G4 placement]	
S1	3/8"φ	33'-7"	25'-5"	1'-1"	[Diagram showing bar S1 placement]	
S2	3/8"φ	33'-0"	27'-7"	5'-2"	[Diagram showing bar S2 placement]	
S3A	3/8"φ	28'-8"	2'-9"	3'-1"	[Diagram showing bar S3A placement]	
S3B	3/8"φ	28'-8"	2'-5"	3'-5"	[Diagram showing bar S3B placement]	

\* Place 'B' end at lower curb

Revised and redrawn 8-21-40

DETAILS OF  
20'-0" TOWER SPANS- NO. 7 & 8  
26'-0" CLEAR ROADWAY & 2'-2" SIDEWALKS  
5 GIRDER TYPE  
NORTH CADRON CREEK  
CONWAY-DAMASCUS ROAD  
FAULKNER COUNTY  
ROUTE 65 SEC. 9

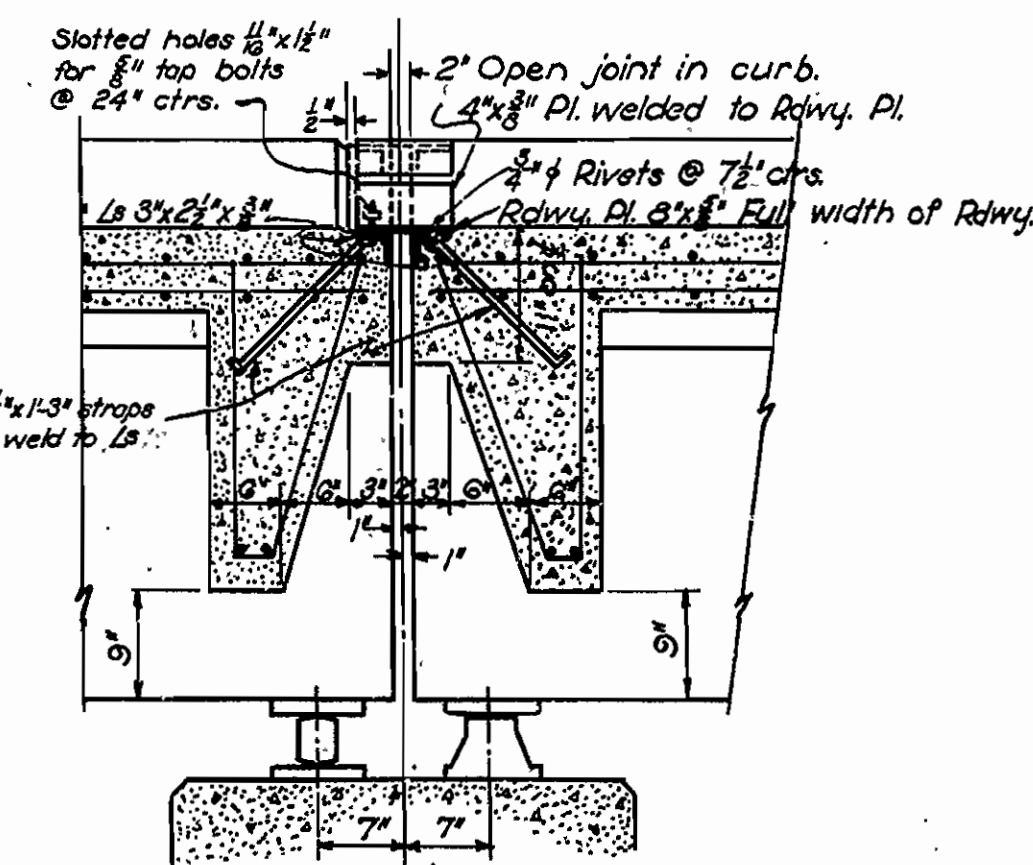
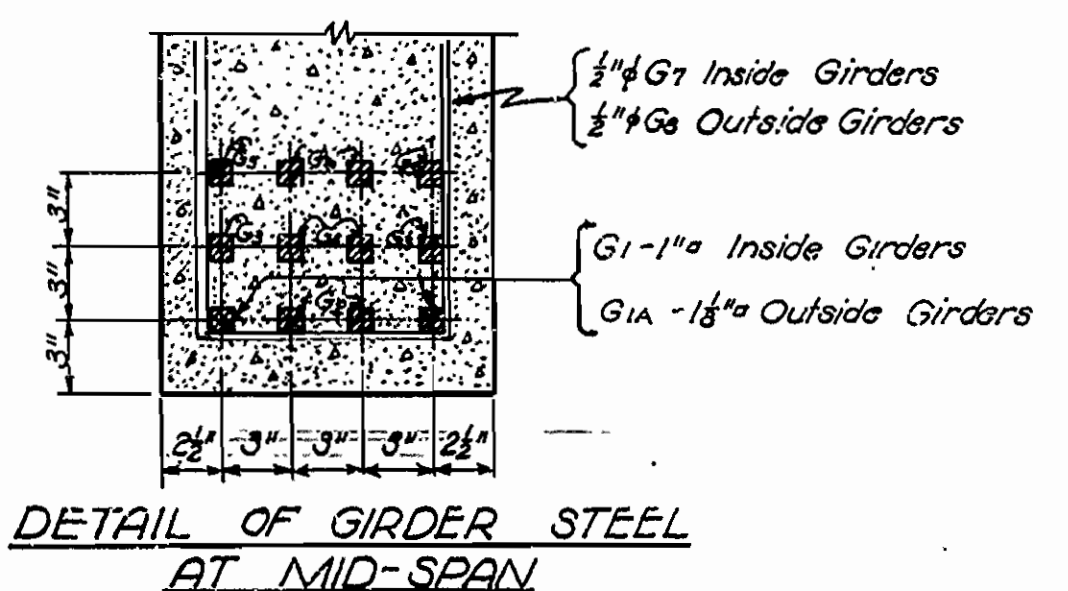
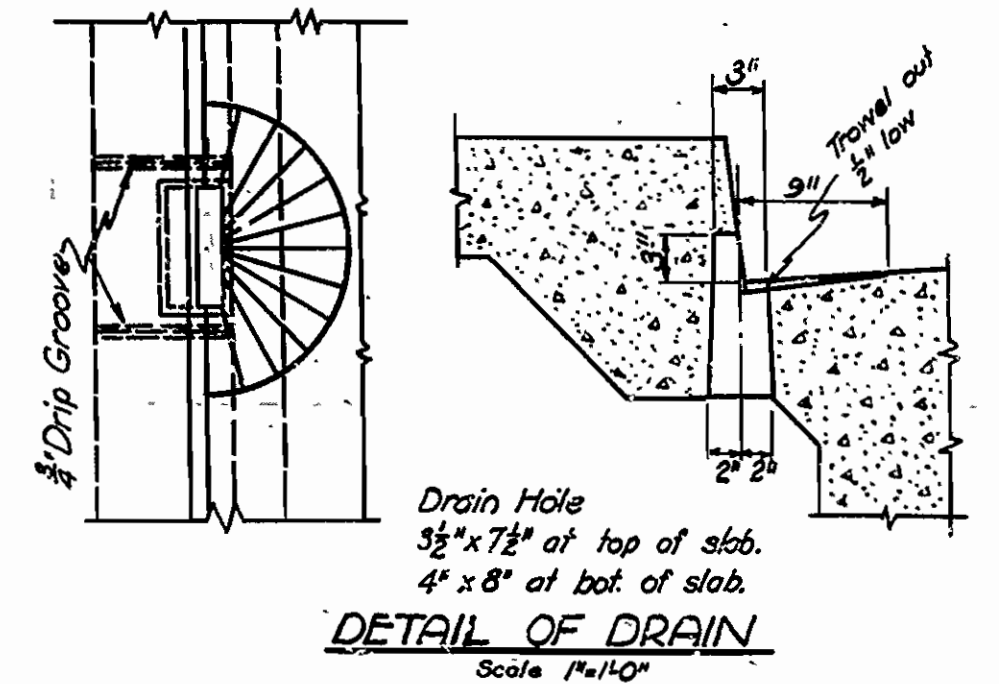
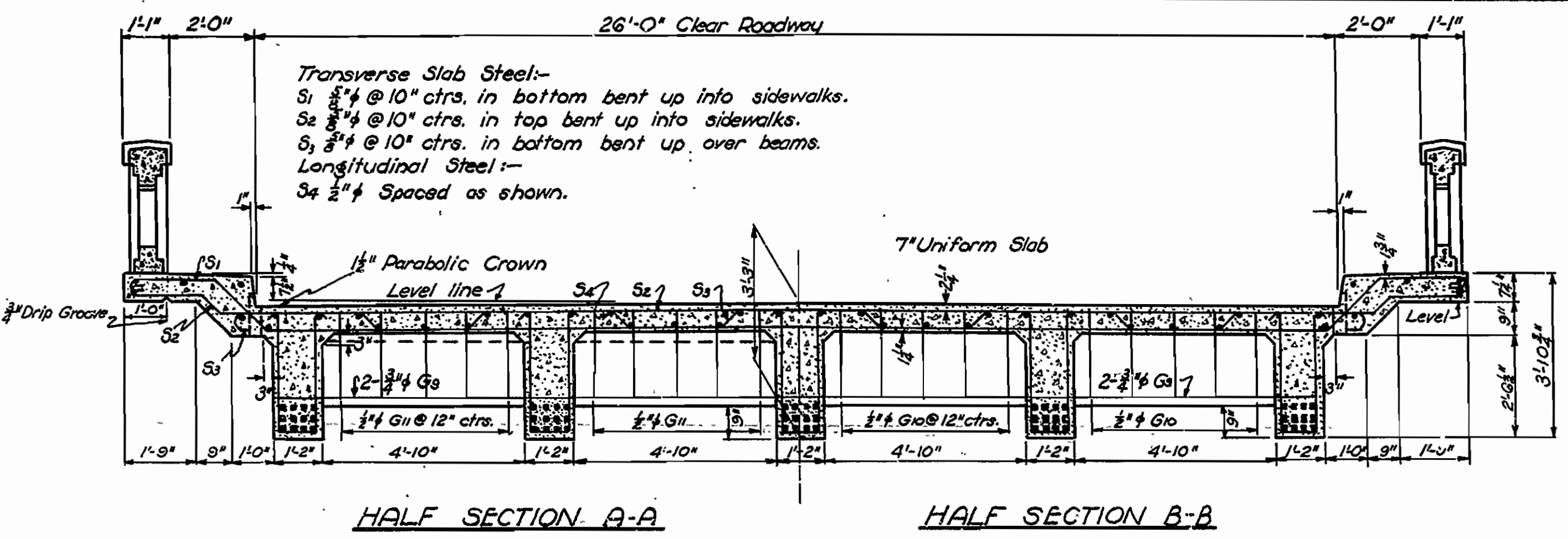
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Drawn By: L.A.M. Date: 8-21-40  
Traced By: J.H.W. Date: 9-10-40  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
Scale: 3/8" = 1 ft.  
BRIDGE NO. 2024 DRAWING NO. 4695A

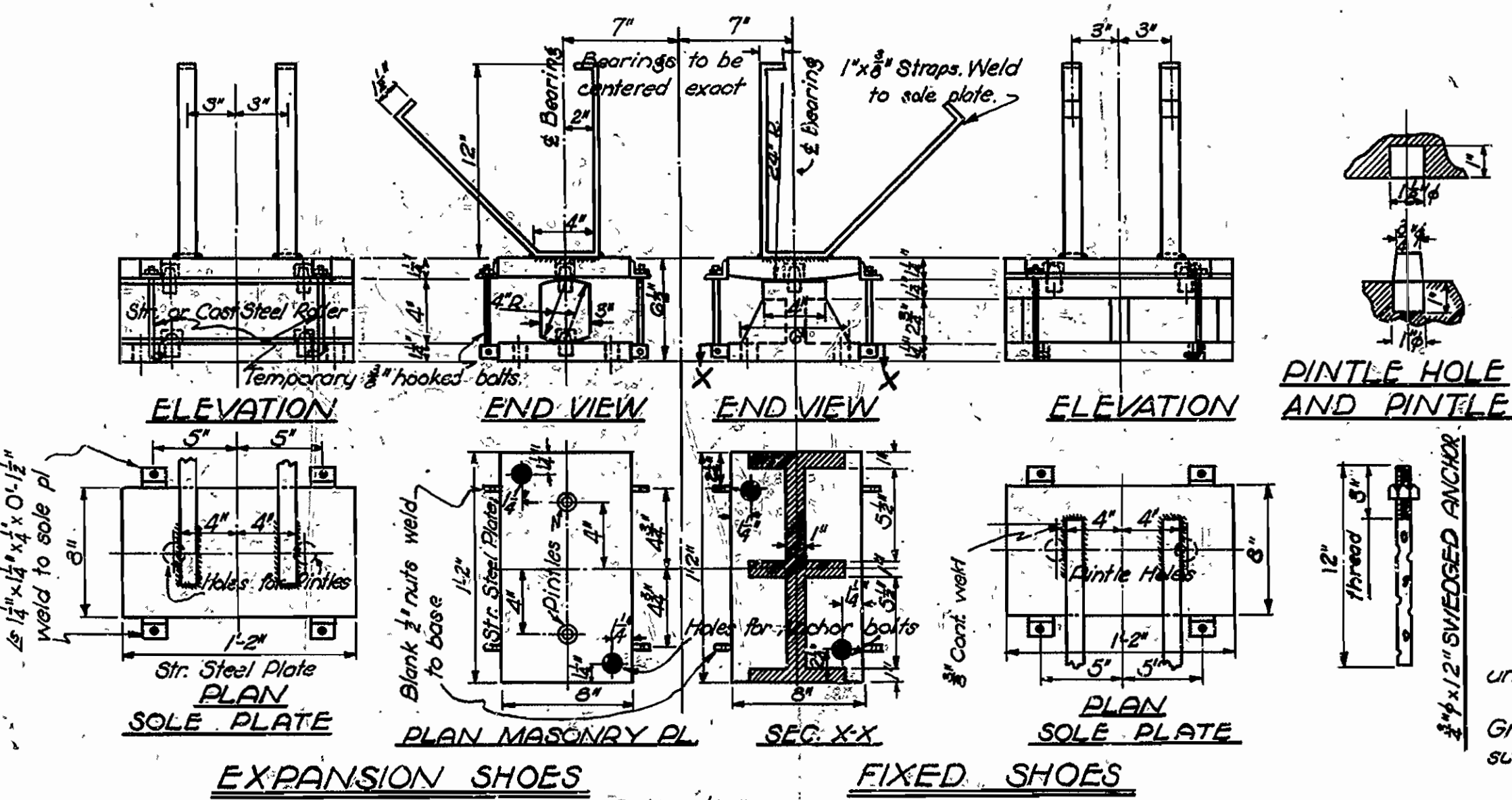
*J.H.W.*  
PRINCIPAL HIGHWAY ENGINEER (BRIDGE)

FED. ROAD DIST. NO.	STATE	Fed Aid PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	174A(4)		11	35
STATE JOB NO. 6237				11	35

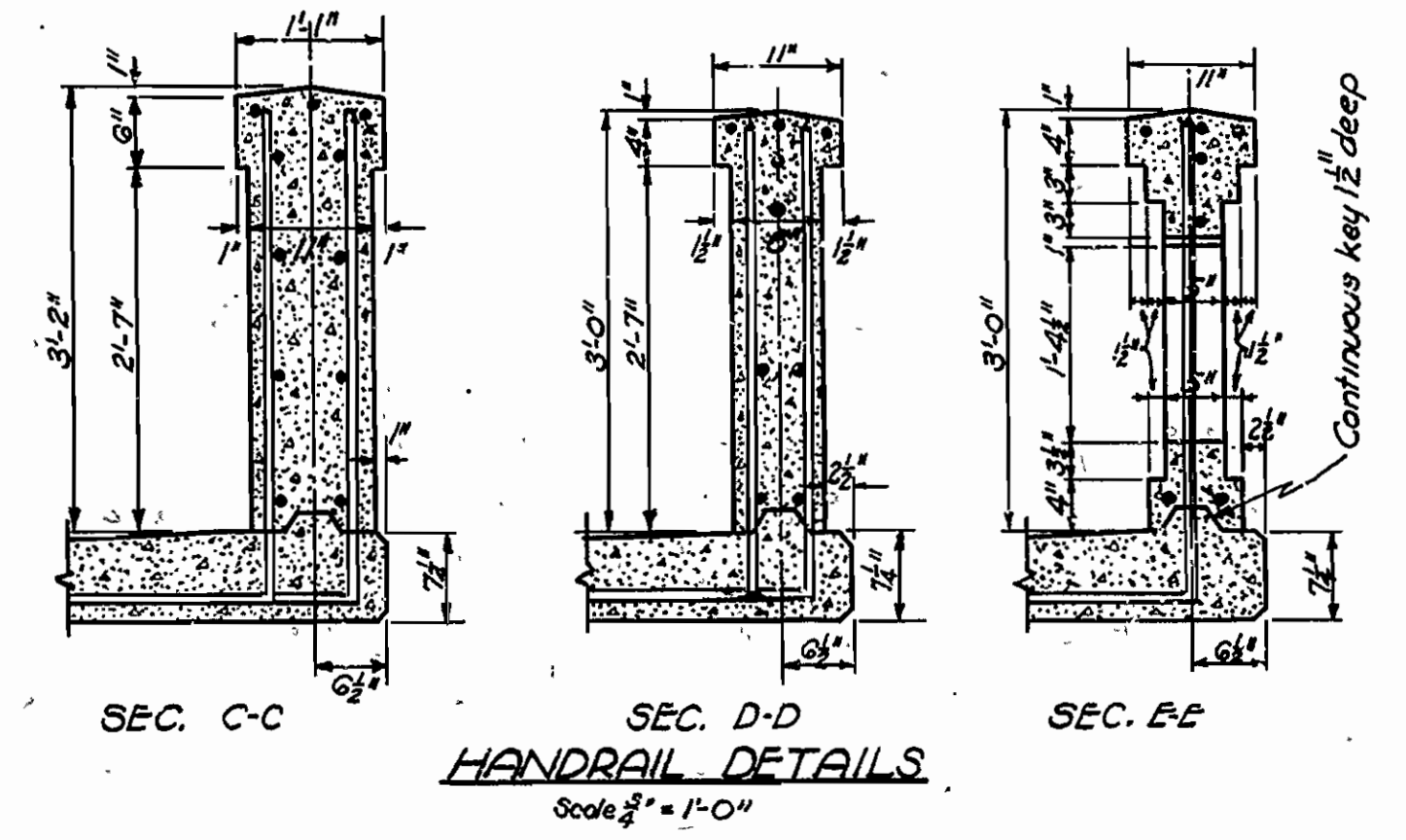
LIST OF BENT BARS							DIAGRAM
MARK	SIZE	LENGTH	a	b	c	d	
S <sub>1</sub>	3/4"	33'-7"	23'-5"	1'-1"	2'-0 1/2"	1'-0 1/2"	
S <sub>2</sub>	3/4"	33'-0"	27'-7"	5 1/2"	1'-0 3/4"	7 1/4"	
S <sub>3</sub>	3/4"	28'-8"	3'-0"	3 1/2"	2'-5"	2'-11"	
G <sub>1</sub>	1"	43'-6"	39'-6"	1'-0"			
G <sub>1a</sub>	1 1/8"	43'-6"	39'-6"	1'-0"			
G <sub>2</sub>	1"	41'-0"	39'-0"	8"			
G <sub>3</sub>	1"	40'-6"	38'-6"	8"			
G <sub>4</sub>	1"	41'-0"	29'-6"	4'-4"	2'-3"	4'-9"	
G <sub>5</sub>	1"	35'-0"	24'-6"	3'-11"	2'-0"	4'-3"	
G <sub>6</sub>	1"	30'-0"	19'-6"	3'-11"	2'-0"	4'-3"	
G <sub>7</sub>	1/2"	7'-5"	11 1/2"	2'-10 1/2"			
G <sub>8</sub>	1/2"	7'-2"	11 1/2"	2'-3 1/2"			
G <sub>10</sub>	1/2"	4'-7"	5"	2'-1"			
G <sub>11</sub>	1/2"	4'-6"	3"	2'-1"			



SECTION AT INTERMEDIATE BENT  
Scale 3/4" = 1'-0"

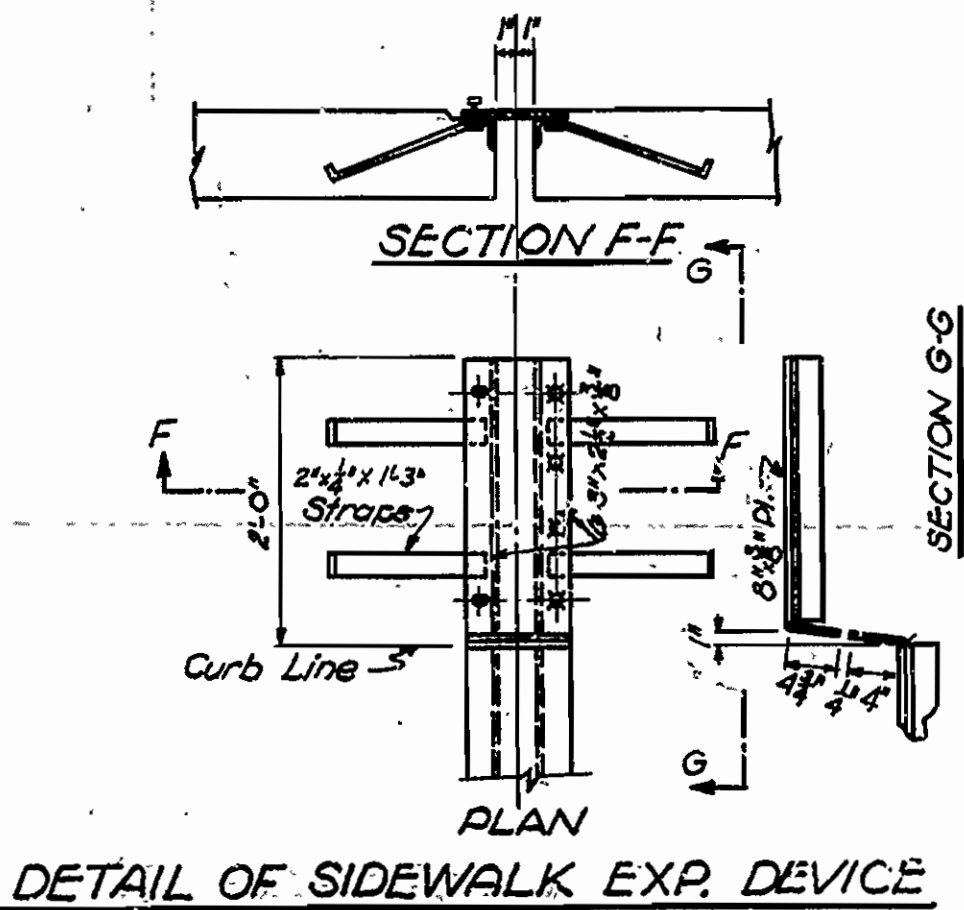


Shop Note: Dimensions on shoes must be exact and lines square and true. Care must be exercised in assembling shoes to give true bearing along the  $\xi$  of shoes



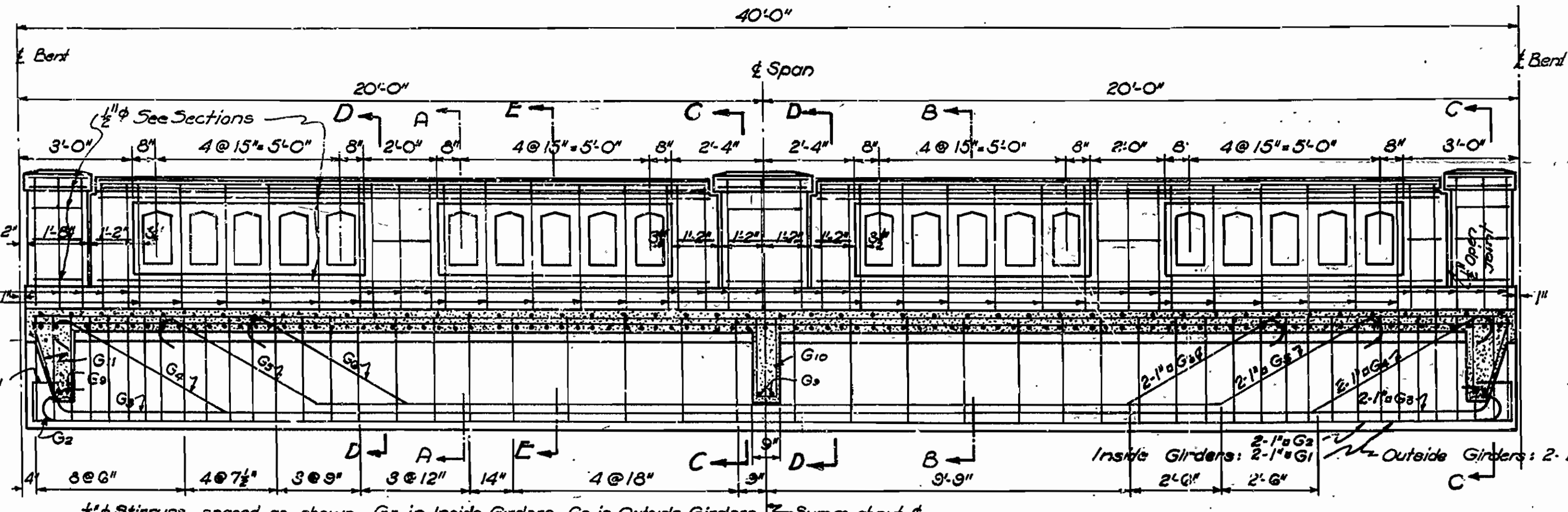
GENERAL NOTES

All concrete to be class "S". All exposed corners to have 3/4" chamfer unless otherwise noted.  
 Reinforcing Steel to be deformed bars of Structural or Intermediate Grade. Shop List and Bending Diagrams of Reinforcing Steel must be submitted by Contractor and approval secured before fabrication is begun.  
 Dimensions shown for reinforcing steel are to centers of bars.  
 Weights of shoes and rollers (both cast and structural steel) and weights of channels, angles, cover plates, and fittings which make up roadway expansion devices are to be paid for at the unit price bid for "Metal Bearing and Roadway Expansion Devices".  
 Rivets, 3/4". Open holes 1/8".  
 For shims under shoes see Substructure details.  
 SHOP PAINT: All Structural Steel (except surfaces in contact with concrete) to be given one coat of red lead oil and raw linseed oil before shipment.  
 FIELD PAINT: First coat, white lead tinted with lampblack.  
 Second coat, Aluminum paint.  
 SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.  
 In order to secure a good riding surface it will be required that the floor slab be struck off from curb to curb with a half span length longitudinal screed. The screed shall be sufficiently stiff as to have no appreciable vertical deflection.  
 This drawing shows general features of design only. Shop drawings shall be made in compliance with Specifications and be approved before fabrication is begun.  
 UNIT STRESSES: Class "S" concrete: 800 #/sq in. n=12  
 Reinforcing Steel: 16,000 #/sq in.  
 Structural Steel: 18,000 #/sq in.



DETAIL OF SIDEWALK EXP. DEVICE

LOAD DISTRIBUTION, OUTSIDE GIRDER -  
 Dead load per foot 1540 #  
 Truck live load 0.9 Wheel  
 Sidewalk live load per foot = 100 #  
 LOAD DISTRIBUTION, INSIDE GIRDER  
 Dead load per foot 1075 #  
 Truck live load 1.5 Wheel  
 H-15 Loading



LONGITUDINAL SECTION C-C

DETAIL OF STANDARD  
 40'-0" R.C.D. GIRDER SPAN  
 5 GIRDERS  
 26'-0" CLEAR ROADWAY  
 TWO 2'-0" SIDEWALKS

ROUTE SEC.  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.  
 Drawn By: L.A.M. Date: 7-12-40  
 Traced By: A.D. Date: 7-12-40  
 Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 BRIDGE NO. DRAWING NO. 5372