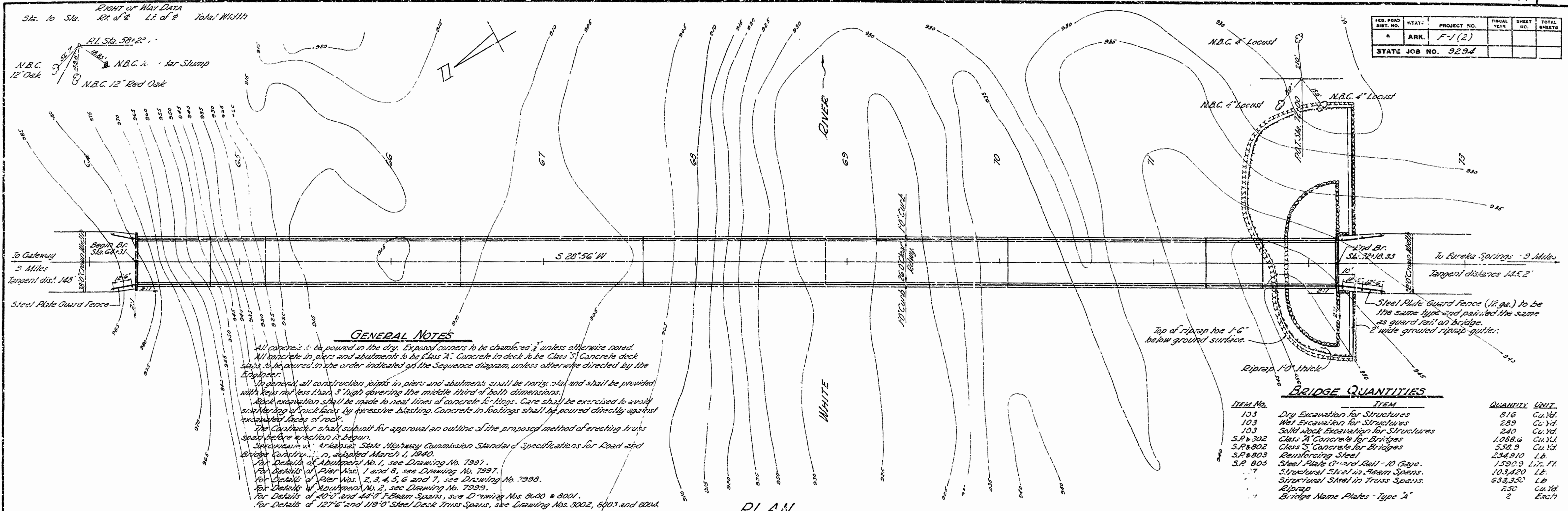


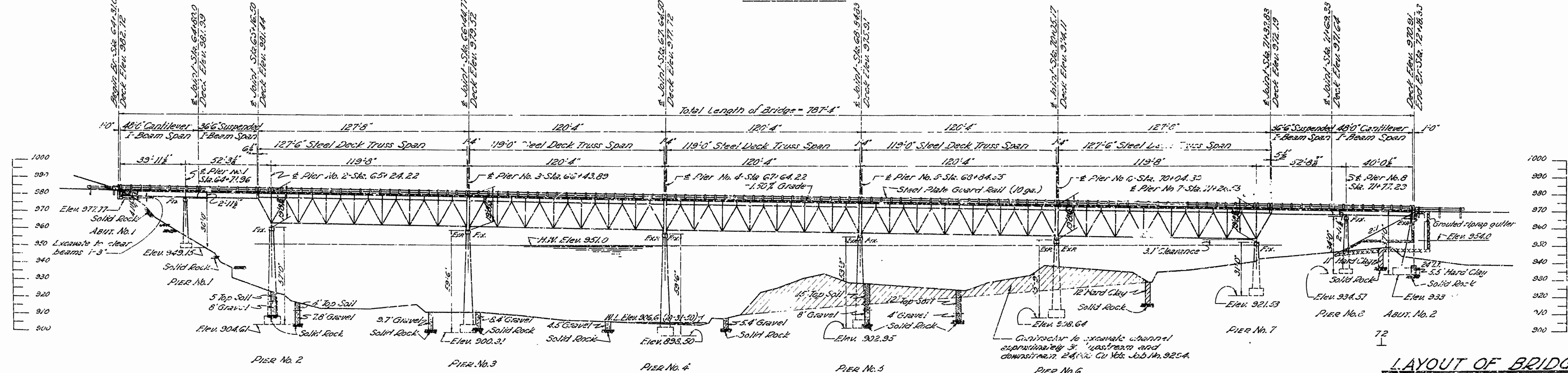
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ARK.	F-1(2)		
STATE JOB NO. 9294			



BRIDGE QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
103	Dry Excavation for Structures	816	Cu.Yd.
103	Wet Excavation for Structures	289	Cu.Yd.
103	Solid Rock Excavation for Structures	240	Cu.Yd.
S.P.#302	Class "A" Concrete for Bridges	1,058.6	Cu.Yd.
S.P.#303	Class "S" Concrete for Bridges	530.9	Cu.Yd.
S.P.#303	Reinforcing Steel	234,910	Lb.
S.P.#305	Steel Plate Guard Rail - 10 Gage	15,900.9	Lt.
	Structural Steel in Beam Spans	103,420	Lb.
	Structural Steel in Truss Spans	633,350	Lb.
	Riprap	250	Cu.Yd.
	Bridge Name Plates - Type "A"	2	Each

PLAN



LAYOUT OF BRIDGE OVER WHITE RIVER

BUSCH RELOCATION

CARROLL COUNTY

ROUTE 62 SEC. 3

Design Live Load - H-20 Loading, A.A.S.H.O. 1940

Unit Stresses:

Class "A" Concrete (1-15)	840' 1"
Class "S" Concrete (1-10)	1200' 1"
Reinforcing Steel - Int. Grade	20,000' 1"
Structural Steel	18,000' 1"

Maximum Foundation Pressures:

Abutment No. 1 - 13 Tons 1"
Pier No. 1 - 2.5 "
Pier No. 2 - 3.5 "
Pier No. 3 & 4 - 4.5 "
Pier No. 5 - 4.2 "
Pier No. 6 - 3.8 "
Pier No. 7 - 4.1 "
Pier No. 8 - 3.6 "
Abutment No. 2 - 4.0 Tons 1"

Drawings 1254
1210 Sp. Miles, C-1.0

B.M. Elev. 982.66
N-1 in 10' Oak 32 Lt.
of Sta. 64+00

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

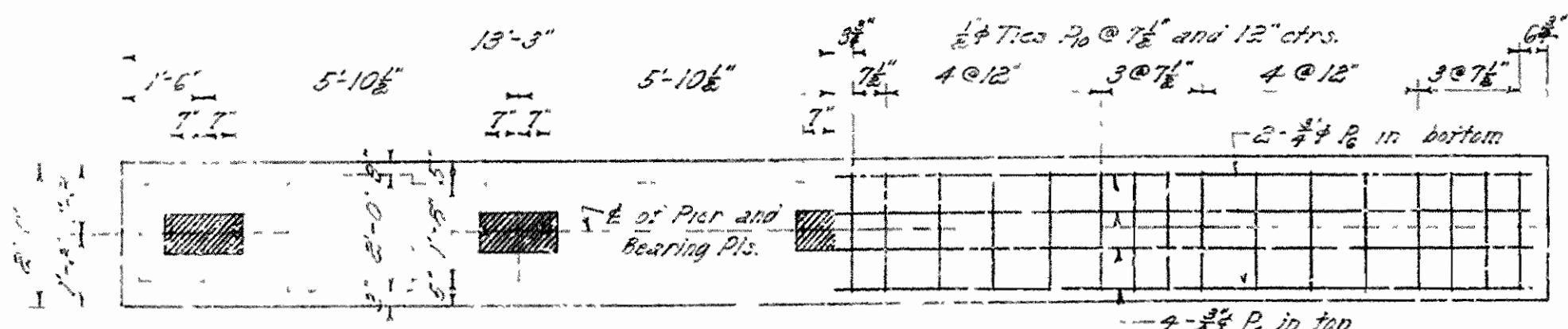
Drawn By: H.E. Date: 4-18-51
Traced By: J.L. Date: 5-28-51
Checked By: J.H.K. Date: 5-28-51

BRIDGE NO. 2597

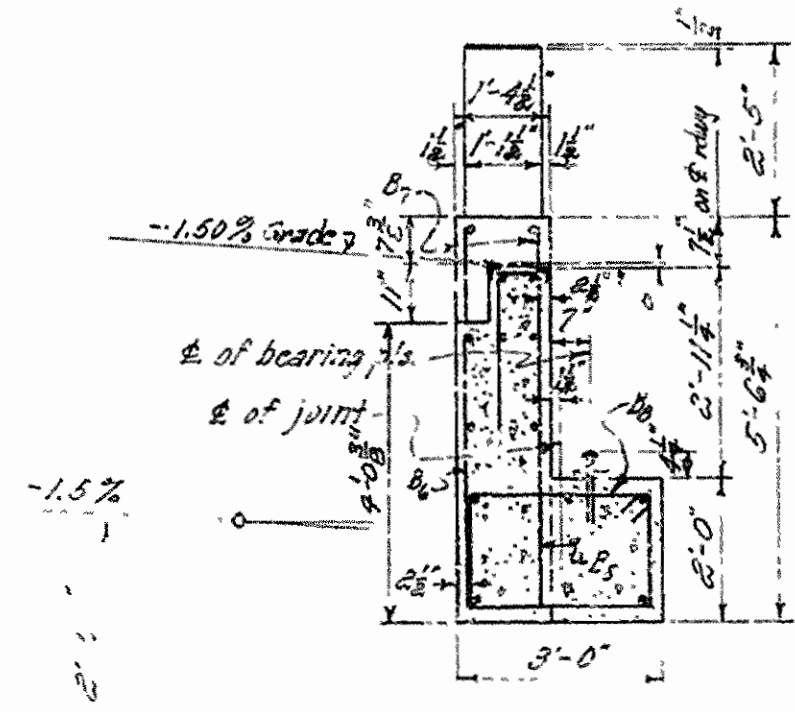
Section: 1 in. = 10 ft. 0 in.

DRAWING NO. 7996

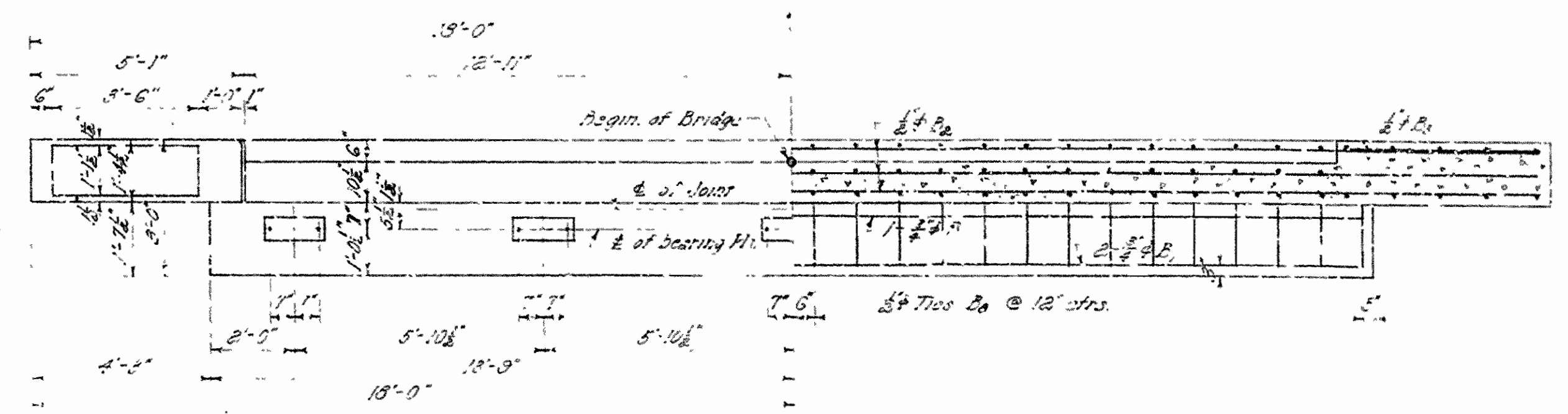
STATE JOB NO. 9294
 ARK. F1(2)



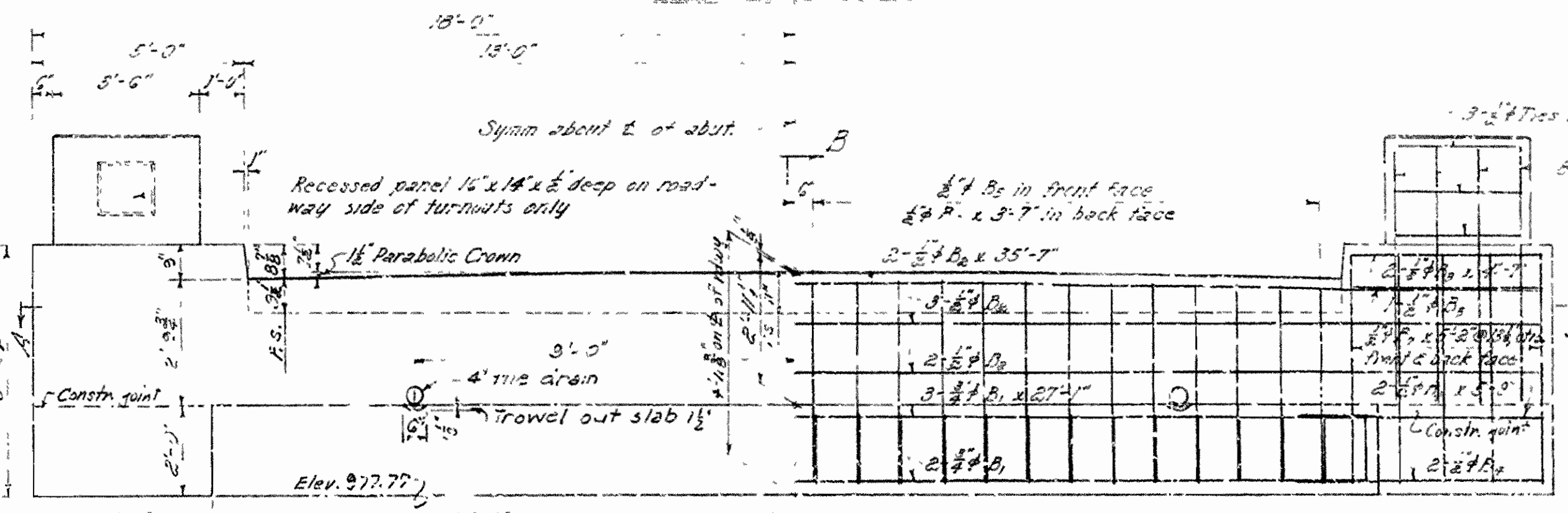
PLAN OF CAP-PIERS No. 1 & 8



SECTION B-B
 ABUT. No. 1



HALF DIMENSIONED PLAN ABUTMENT No. 1 - HALF SECTION A-A SHOWING RAISE

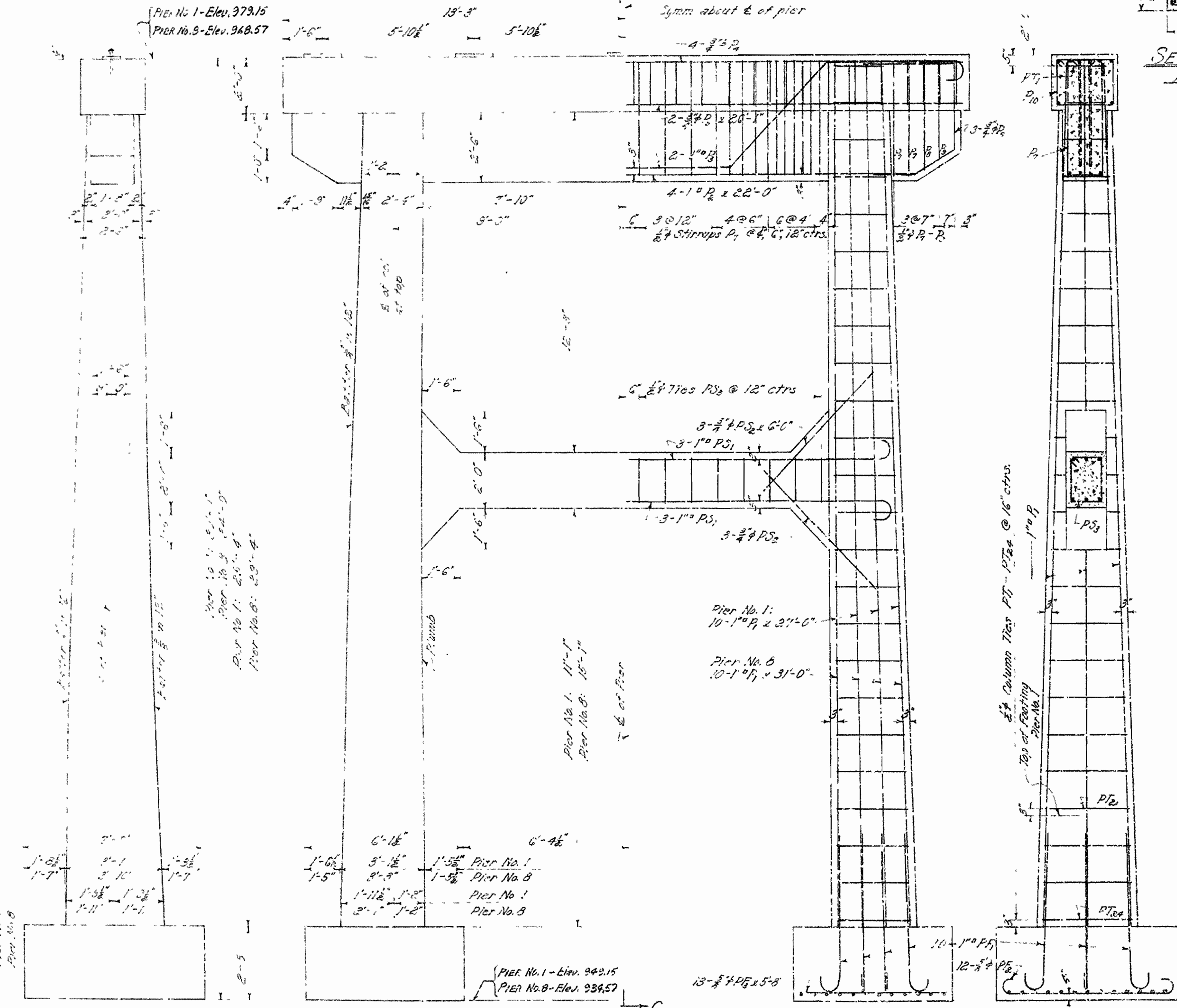


ELEVATION OF ABUTMENT No. 1

BAR LIST - EACH STRUCTURE

BENT PILES						STRAIGHT BARS					
MARK	SIZE	NO.	LENGTH	A	B	BENDING DIAGRAM		MARK	SIZE	NO.	LENGTH
B ₀	#7	28	9'-3"	5'-7 1/2"	1'-7 1/2"		B ₁	#7	5	2'-1"	
P ₀	1"	2	29'-1"	-	-		B ₂	#7	7	1'-11"	
PS ₁	1"	2	22'-0"	20'-0"	0'-5"		B ₃	#7	6	1'-11"	
PF ₁	1"	2	7'-7"	-	-		B ₄	#7	6	5'-9"	
P ₂	#7	4	27'-7"	26'-1"	0'-6"		B ₅	#7	26	3'-0"	
PS ₂	#7	2	9'-0"	6'-6"	0'-6"		B ₆	#7	20	4'-2"	
P ₃	#7	92	10'-3"	4'-1 1/2"	1'-3 1/2"		TO ₁	#7	16	4'-0"	
P ₄	#7	2	8'-6"	7'-2 1/2"	1'-3 1/2"		P ₁	1"	20	9'-7"	
P ₅	#7	2	8'-1"	8'-5 1/2"	1'-3 1/2"		P ₂	1"	20	25'-5"	
P ₆	#7	32	8'-3"	2'-1 1/2"	1'-7 1/2"		P ₃	1"	4	23'-3"	
PS ₃	#7	16	5'-5"	1'-0"	1'-2"	P ₄	#7	2	26'-1"		
TC ₀	#7	6	8'-5"	3'-2"	0'-3 1/2"	PS ₂	#7	13	6'-0"		
PT ₁	#7	2	Varies 3'-7'-8" to 12'-0"	Varies 1'-6 1/2" to 5'-2 1/2"	Varies 8'-11 1/2" to 2'-3"	P ₅	#7	26	5'-8"		
PT ₂	#7	Each	Varies 3'-7'-8" to 12'-0"	Varies 1'-6 1/2" to 5'-2 1/2"	Varies 8'-11 1/2" to 2'-3"						
B ₇	#7	26	7'-6"	-	-						
PT ₂	#7	2	Varies 3'-7'-8" to 12'-0"	Varies 1'-6 1/2" to 5'-2 1/2"	Varies 8'-11 1/2" to 2'-3"						
PT ₂	#7	Each	Varies 3'-7'-8" to 12'-0"	Varies 1'-6 1/2" to 5'-2 1/2"	Varies 8'-11 1/2" to 2'-3"						

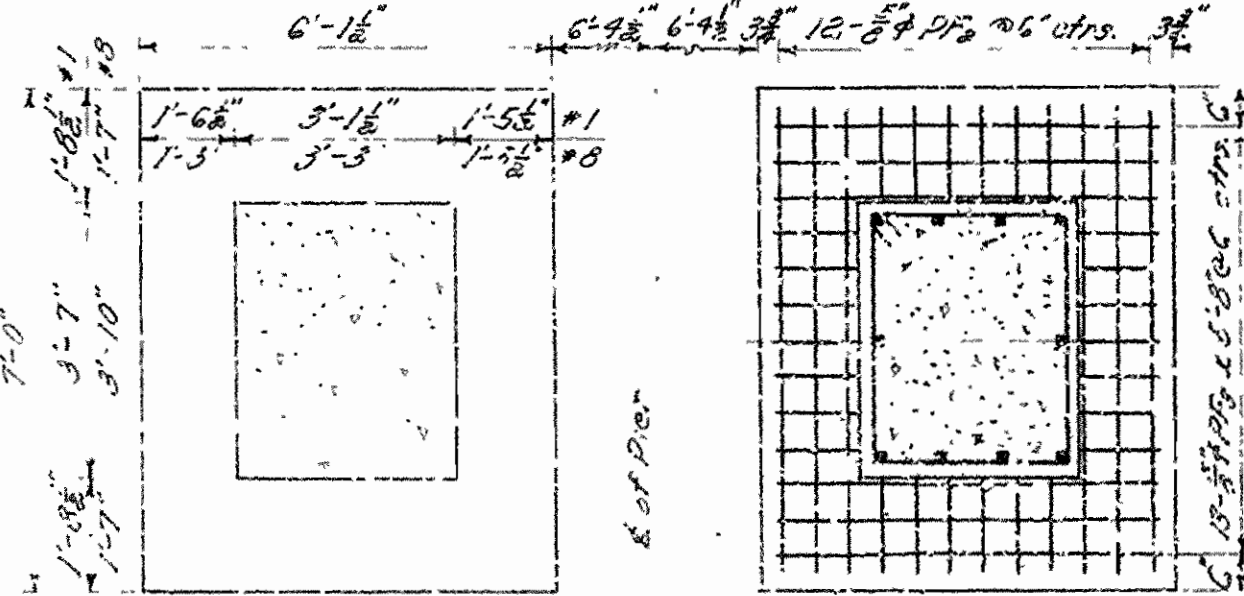
Note: Dimensions relating to reinforcing steel are to centers of bars.



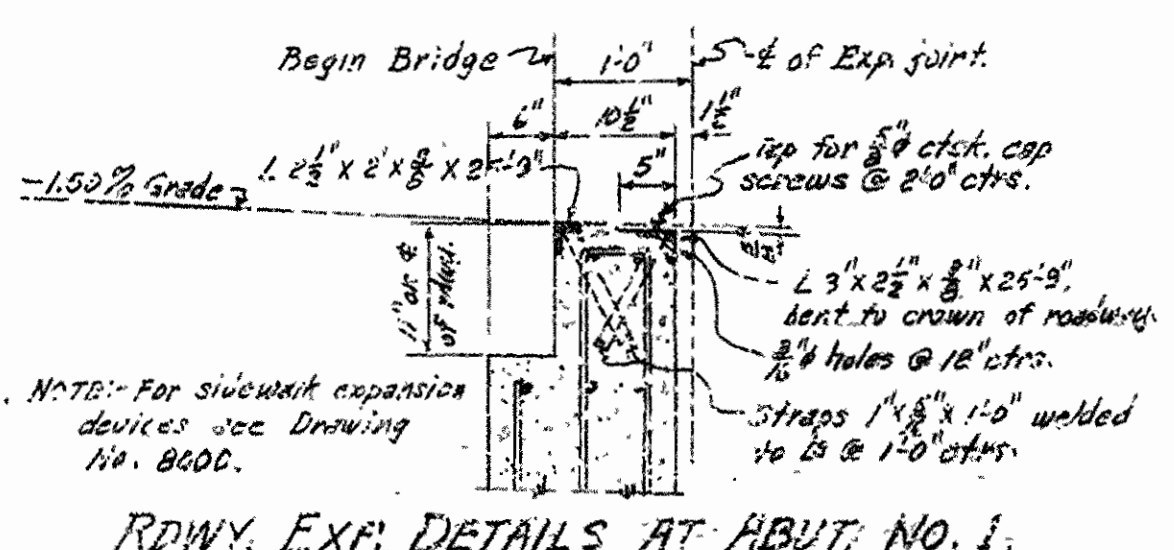
SIDE ELEVATION - PIERS No. 1 & 8

SECTION C-C

END ELEVATION



PLAN OF FOOTINGS



RDWY. EXP. DETAILS AT ABUT. NO. 1

GENERAL NOTES

All concrete to be Class "A" and shall be cured in the dry. All exposed surfaces are to be finished unless otherwise noted.
 Reinforcing steel to be deformed bars of intermediate grades. Shop lists and bending diagrams to be submitted for approval.
 In general all construction joints in abutments and piers shall be horizontal and shall be provided with keys not less than 2" high, covering the middle third of both dimensions.
 For details of I-beam splices see Drawings No. 8000 and 8001.
 Payment for pile drains to be included in the price bid for Class "A" Concrete.

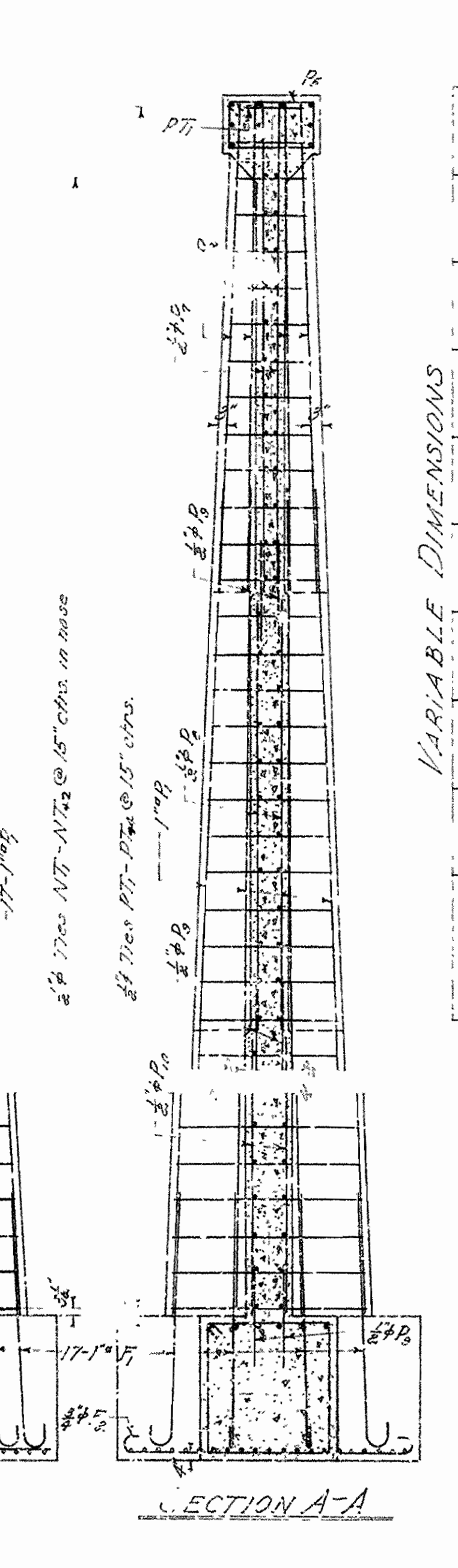
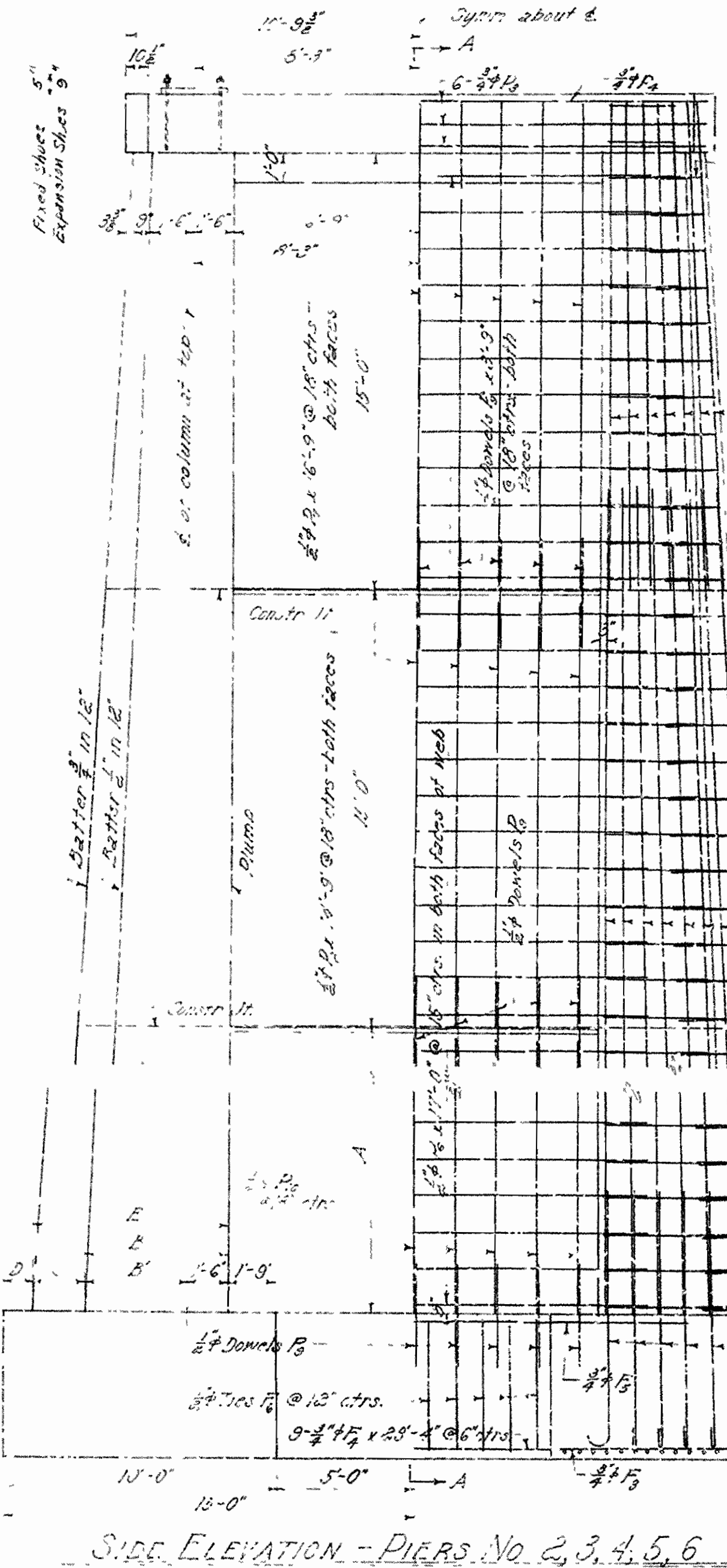
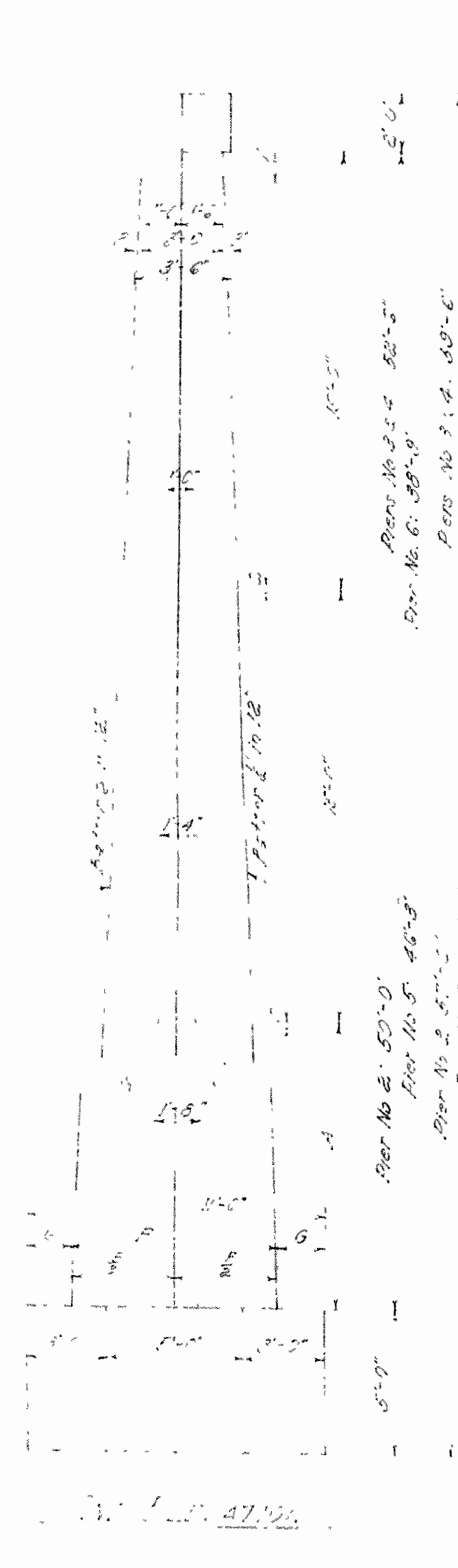
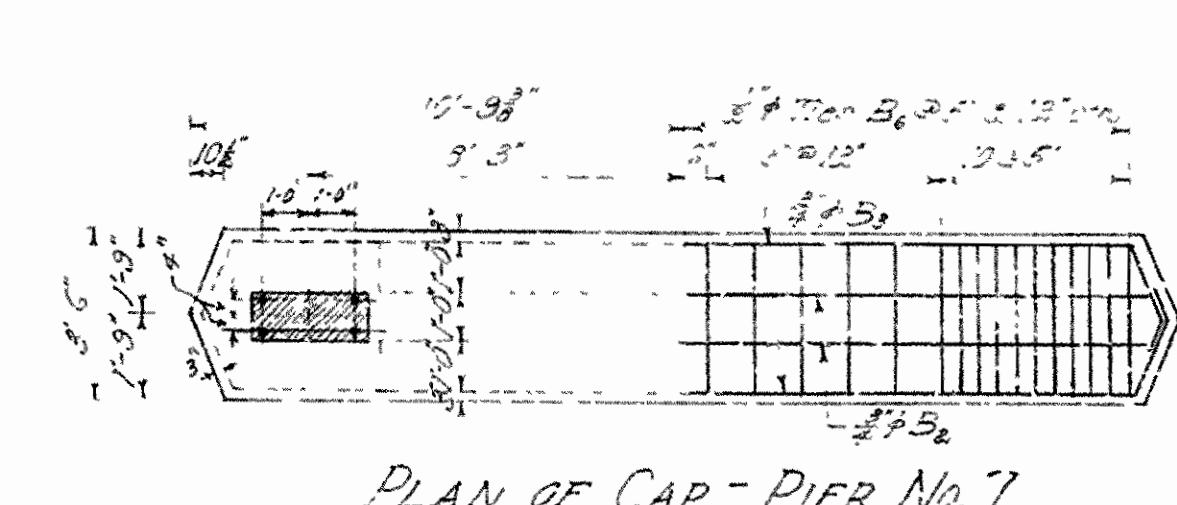
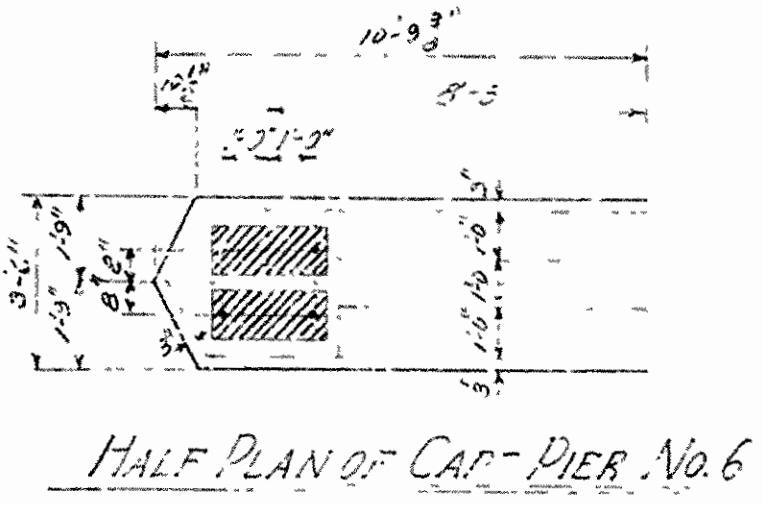
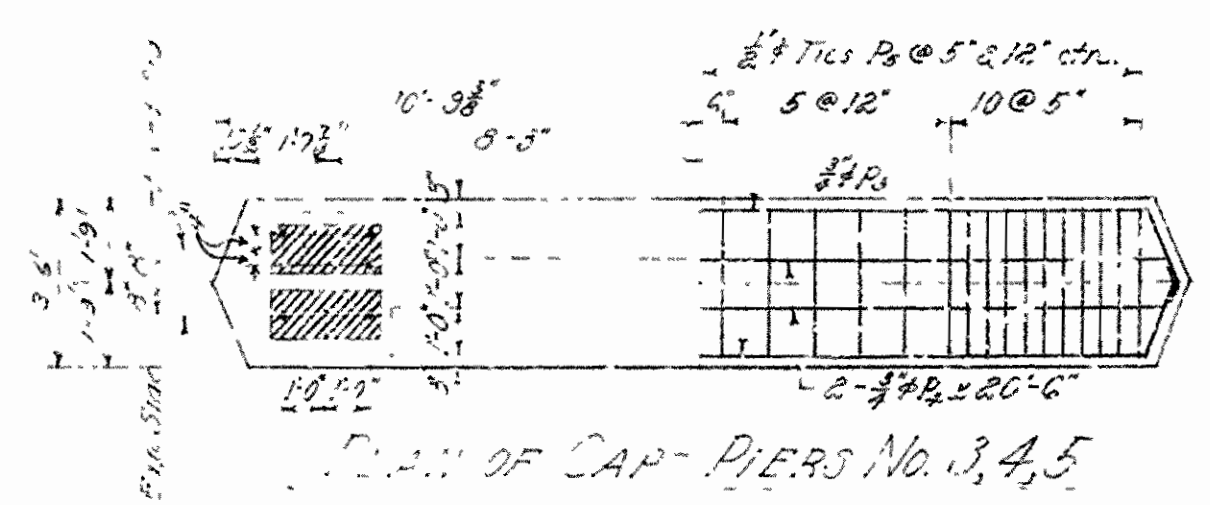
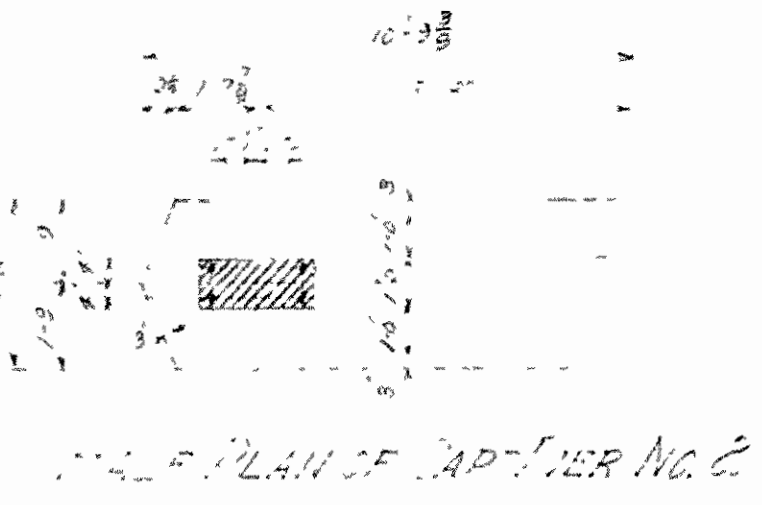
DETAILS OF ABUTMENT No. 1 AND PIERS No. 1 & 8
 BRIDGE OVER WHITE RIVER
 BUSCH RELOCATION
 CARROLL COUNTY
 ROUTE 62 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: *W. J. ...* Date: 5-2-51
 Traced By: *J. H. ...* Date: 5-2-51
 Checked By: *J. H. ...* Date: 5-2-51
 BRIDGE No. 2597 DRAWING No. 7997

Maximum foundation pressure:
 Abutment No. 1 = 13 Tons/Sq. Ft.
 Pier No. 1 = 25 Tons/Sq. Ft.
 Pier No. 8 = 26 Tons/Sq. Ft.

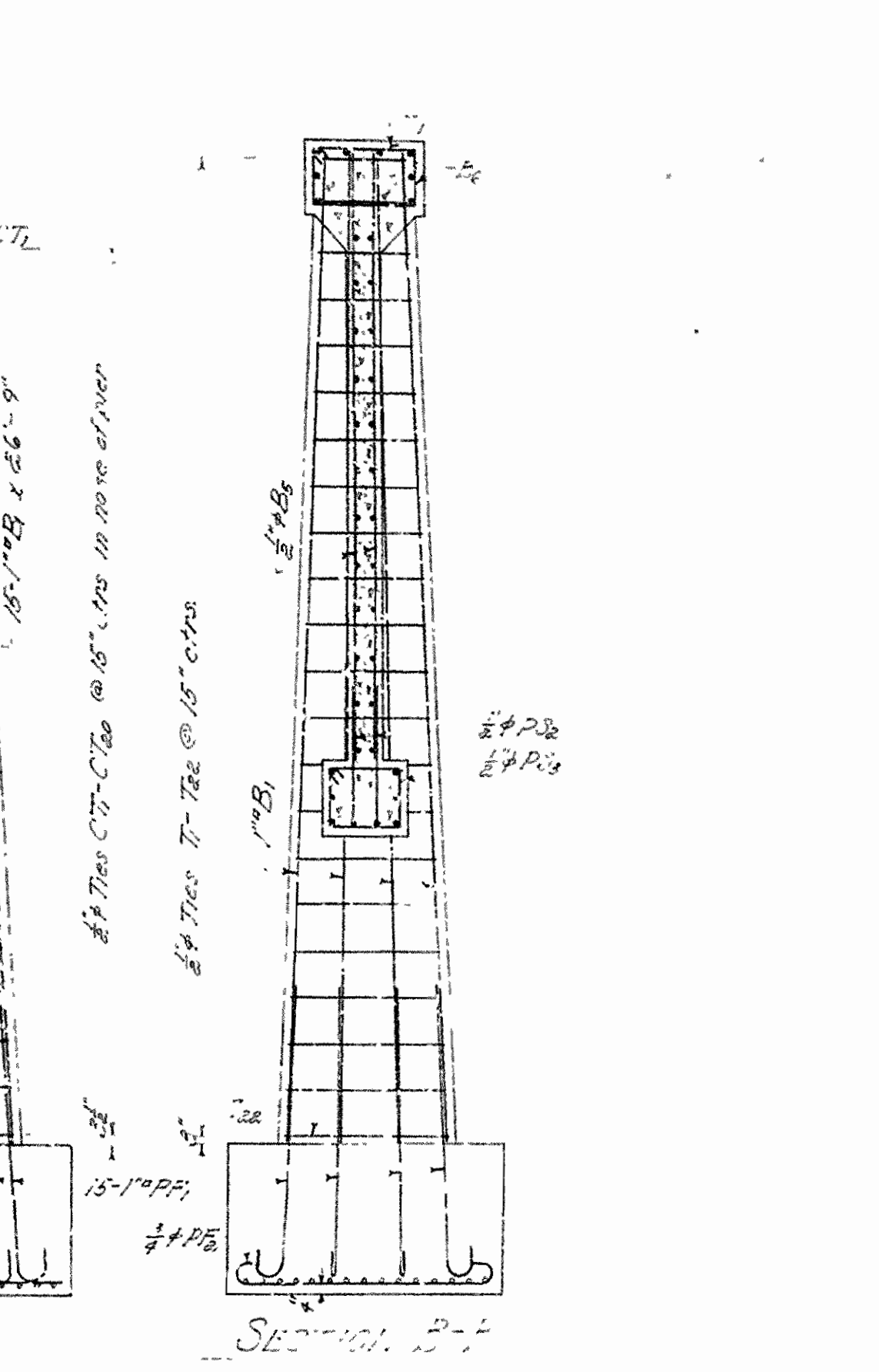
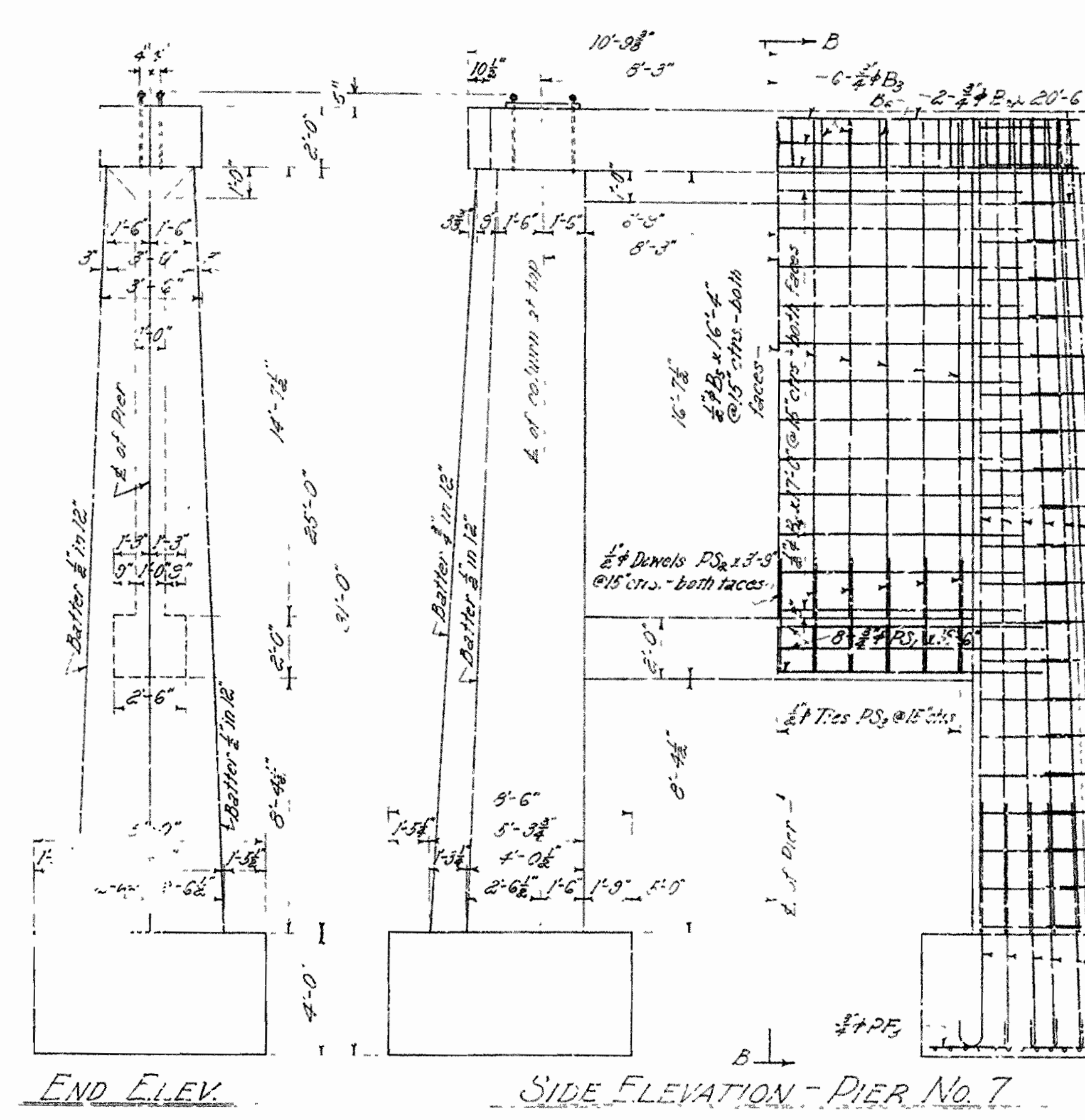
W. J. ...
 BRIDGE DESIGNER

FEET AND INCHES
 F1(2)
 STA. 9294



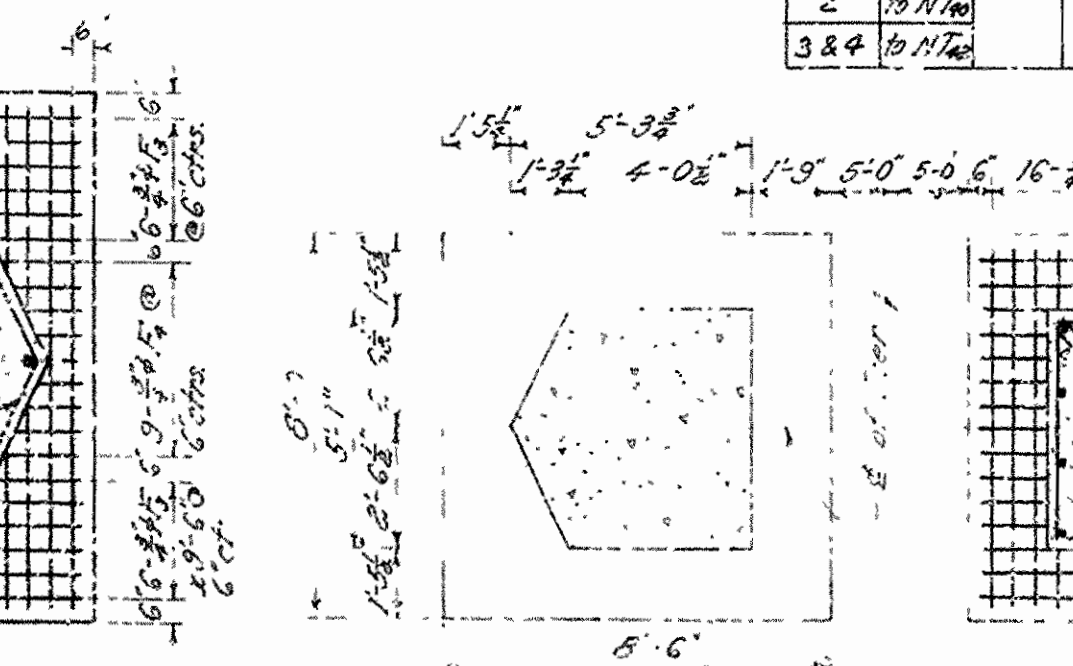
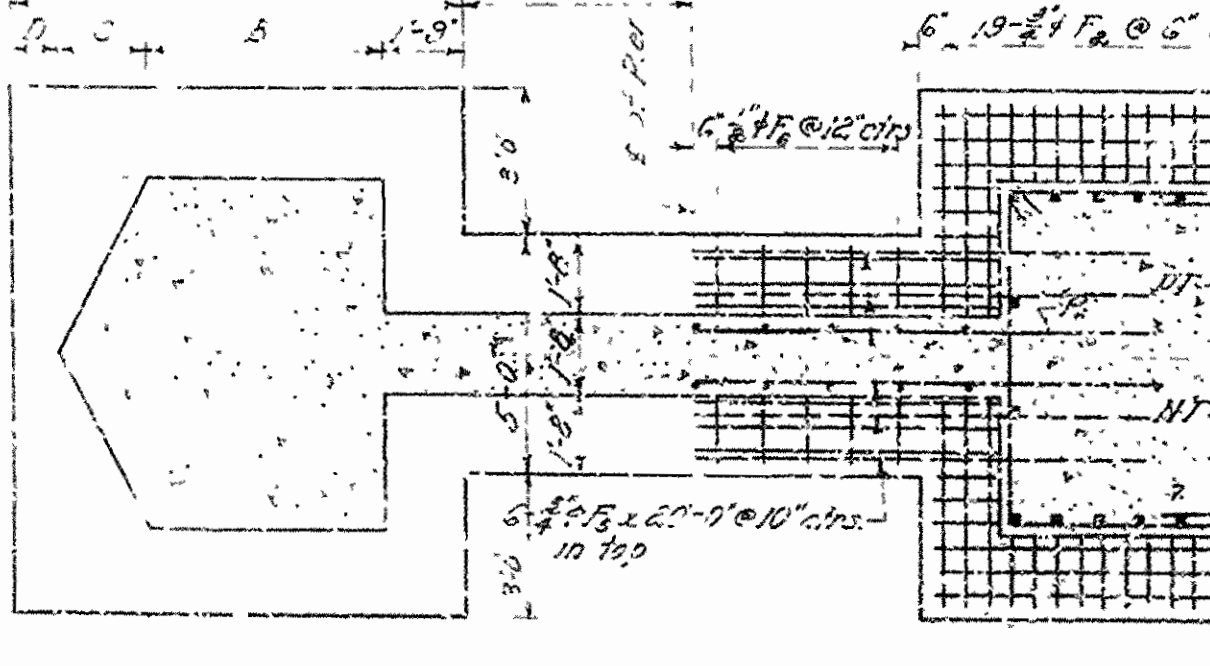
VARIABLE DIMENSIONS

Pier No.	A	B	C	D	E	F	G
Pier No. 2	20'-0"	5'-1"	3'-7"	1'-4 1/2"	6'-10 1/2"	7'-5"	3'-7"
Pier No. 3 & 4	22'-6"	5'-2 1/2"	3'-2 1/2"	1'-10 1/2"	7'-0 1/2"	7'-4 1/2"	3'-10 1/2"
Pier No. 5	16'-3"	4'-1 1/2"	3'-5 1/2"	1'-8 1/2"	6'-7 1/2"	6'-10 1/2"	3'-0 1/2"
Pier No. 6	2'-9"	4'-7 1/2"	3'-1 1/2"	1'-2 1/2"	6'-2 1/2"	6'-2 1/2"	3'-1 1/2"



ELEVATIONS

PIER No.	TOP OF PIER CAP	BOTTOM OF PIER FOOTING
2	961.61	904.61
3	959.81	900.31
4	958.00	898.50
5	956.20	902.35
6	954.33	908.64
7	952.61	921.61



BAR LIST - EACH PIER

PIER No.	MARK	SIZE	No.	LENGTH	BENDING DIAGRAM		PIER No.	MARK	SIZE	No.	LENGTH	STRAIGHT BARS		PIER No.	
					A	B						MARK	SIZE		No.
2	F ₁	1"	34	9'-0"	8'-0"	0'-6"	7	P ₁	1"	30	3'-0"	7'-2"	0'-0"	2	
	F ₂	3/8"	38	12'-0"	10'-6"	0'-6"		P ₂	3/8"	32	9'-0"	7'-6"	0'-6"		2
	P ₃	3/8"	6	24'-5"	-	-		P ₄	3/8"	4	11'-0"	11'-0"	0'-0"		
	Incl. P ₅	3/8"	32	10'-7"	3'-12"	1'-7 1/2"		P ₆	3/8"	3	24'-5"	-	-		5
6	P ₇	3/8"	10	19'-8"	4'-7 1/2"	4'-7 1/2"	7	B ₁	3/8"	32	10'-7"	3'-12"	1'-7 1/2"	6	
	PT ₁ to PT ₂	3/8"	2	10'-10 1/2" to 20'-10 1/2"	2'-6" to 5'-10"	4'-2 1/2"		T ₁	3/8"	2	Varies 10'-10 1/2" to 20'-10 1/2"	Varies 2'-6" to 5'-10"	4'-2 1/2"		2
5	to PT ₂	3/8"	2	to 28'-9"	to 6'-5 1/2"	to 4'-6 1/2"	7	T ₂	3/8"	2	to 10'-5"	to 4'-0 1/2"	to 4'-0 1/2"	10	
	to PT ₃	3/8"	2	to 28'-0"	to 6'-5 1/2"	to 4'-0 1/2"		T ₃	3/8"	2	to 17'-5"	to 4'-0 1/2"	to 4'-0 1/2"		10
3 & 4	to PT ₃	3/8"	2	to 24'-3 1/2"	to 6'-1 1/2"	to 4'-3 1/2"	7	T ₄	3/8"	2	to 0'-3"	to 1'-2 1/2"	to 1'-2 1/2"	6	
	NT ₁	3/8"	2	to 6'-3"	to 1'-2 1/2"	to 1'-4 1/2"		T ₅	3/8"	2	to 0'-3"	to 1'-2 1/2"	to 1'-2 1/2"		6
5	to NT ₂	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"	7	T ₆	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"	6	
	to NT ₂	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"		T ₇	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"		6
2	to NT ₂	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"	7	T ₈	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"	6	
	to NT ₂	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"		T ₉	3/8"	2	to 10'-9"	to 3'-9 1/2"	to 3'-5 1/2"		6
3 & 4	to NT ₂	3/8"	2	to 11'-0"	to 3'-4 1/2"	to 3'-9 1/2"	7	T ₁₀	3/8"	2	to 11'-0"	to 3'-4 1/2"	to 3'-9 1/2"	6	
	to NT ₂	3/8"	2	to 11'-0"	to 3'-4 1/2"	to 3'-9 1/2"		T ₁₁	3/8"	2	to 11'-0"	to 3'-4 1/2"	to 3'-9 1/2"		6

GENERAL NOTES

All concrete to be Class "A" and to be poured in the dry. Exposed corners to be chamfered unless otherwise noted. Reinforcing steel to be deformed bars of intermediate grade. Shop lists and bending diagrams to be submitted for approval.

In general all construction joints in piers shall be horizontal and shall be provided with keys not less than 3" high, overing the middle third of both dimensions.

For details of truss spans, see Divg. Nos. 9002, 9003, and 8004.

Maximum foundation pressure:-
 Pier No. 2 = 3.5 Tons/Sq. Ft.
 Piers No. 3 & 4 = 4.5 Tons/Sq. Ft.
 Pier No. 5 = 4.2 Tons/Sq. Ft.
 Pier No. 6 = 3.8 Tons/Sq. Ft.
 Pier No. 7 = 4.1 Tons/Sq. Ft.

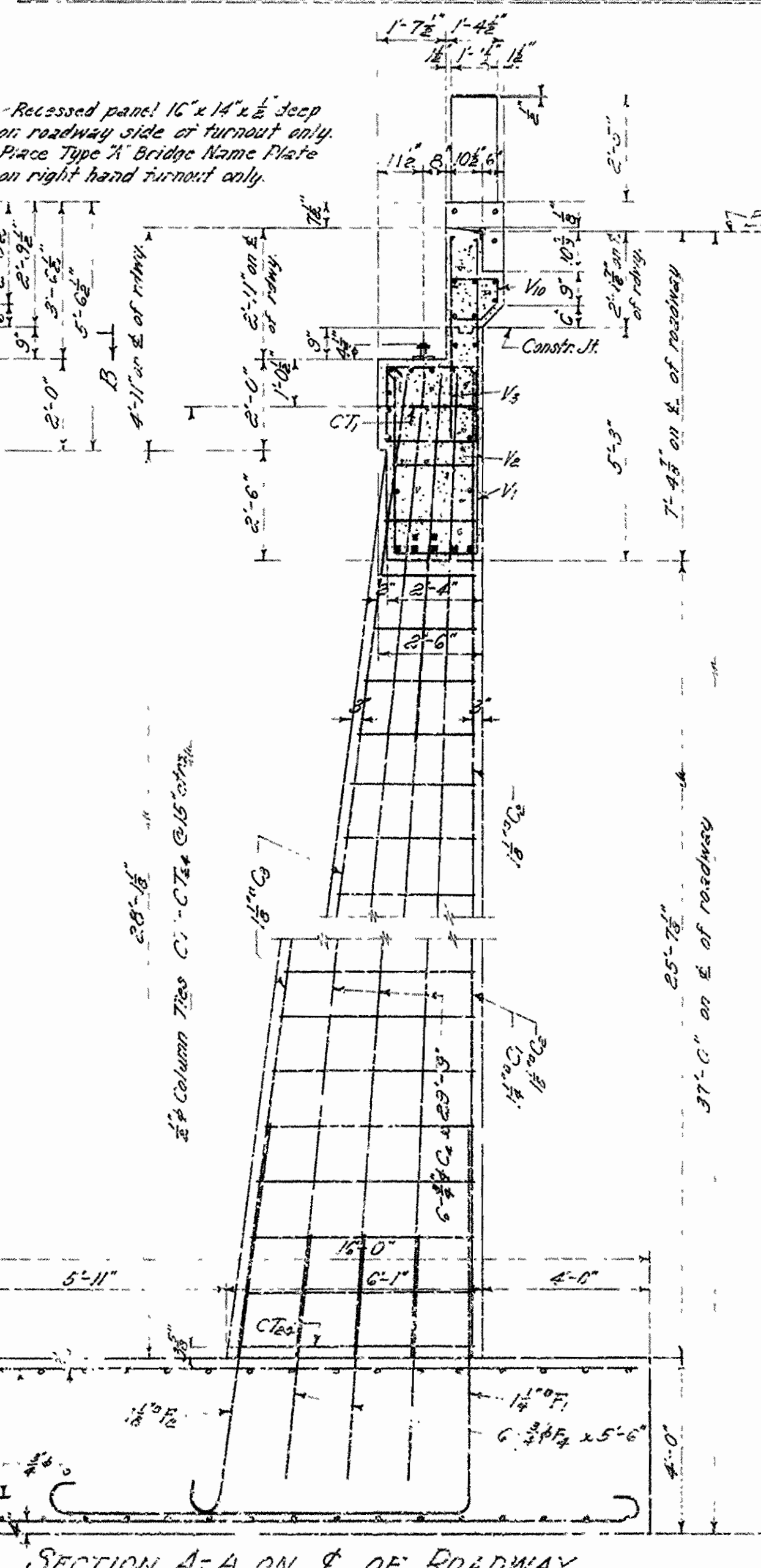
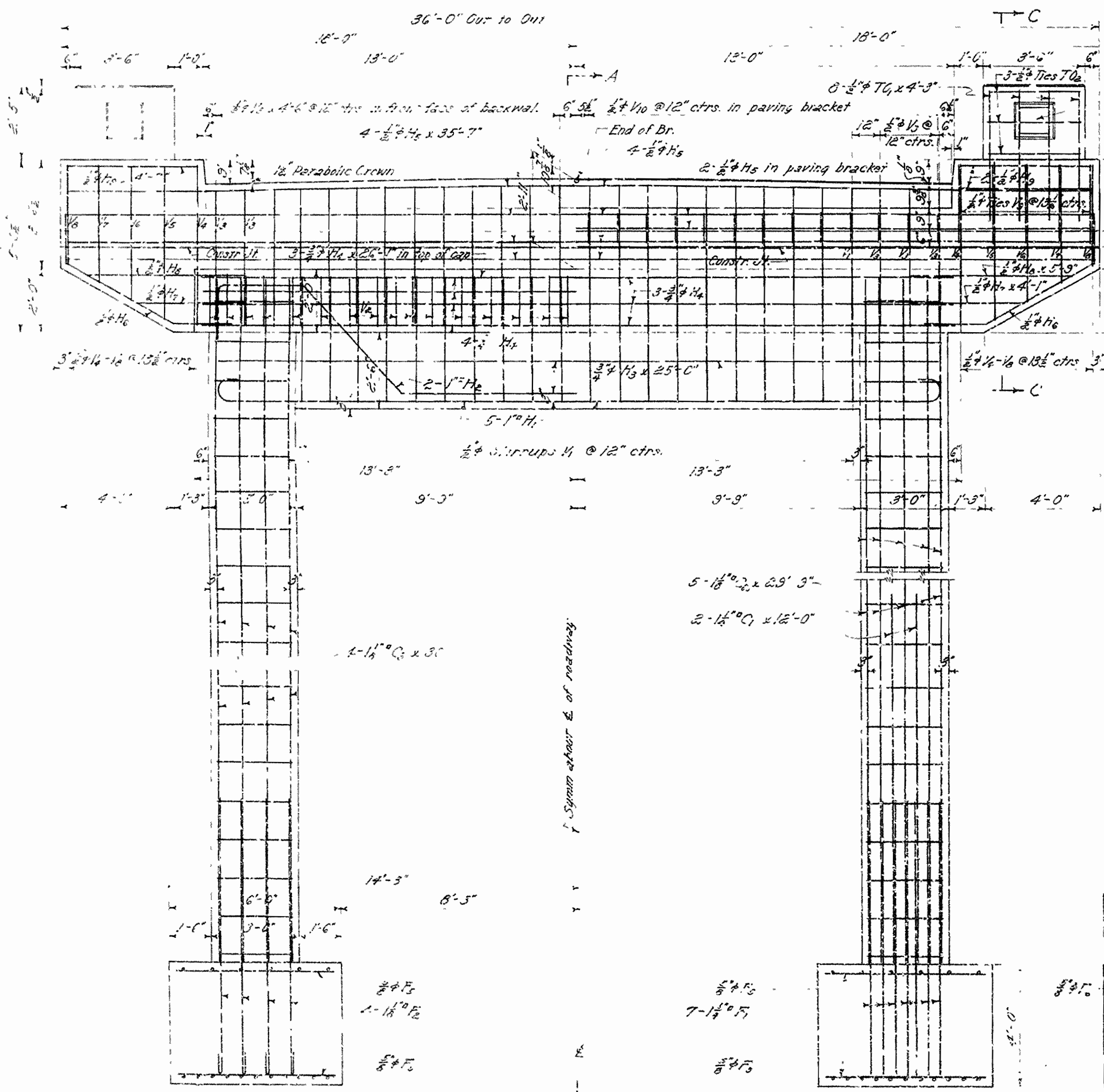
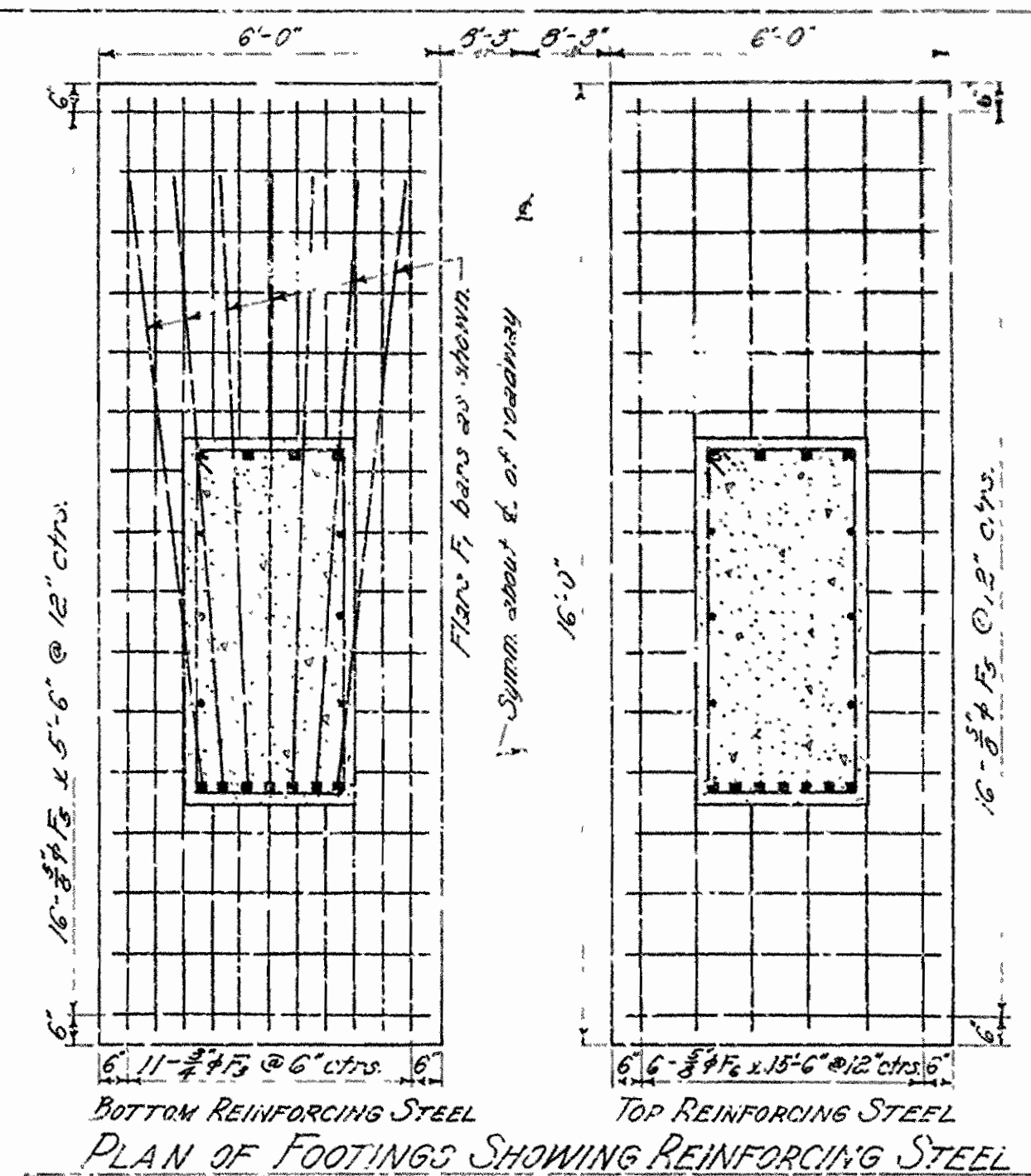
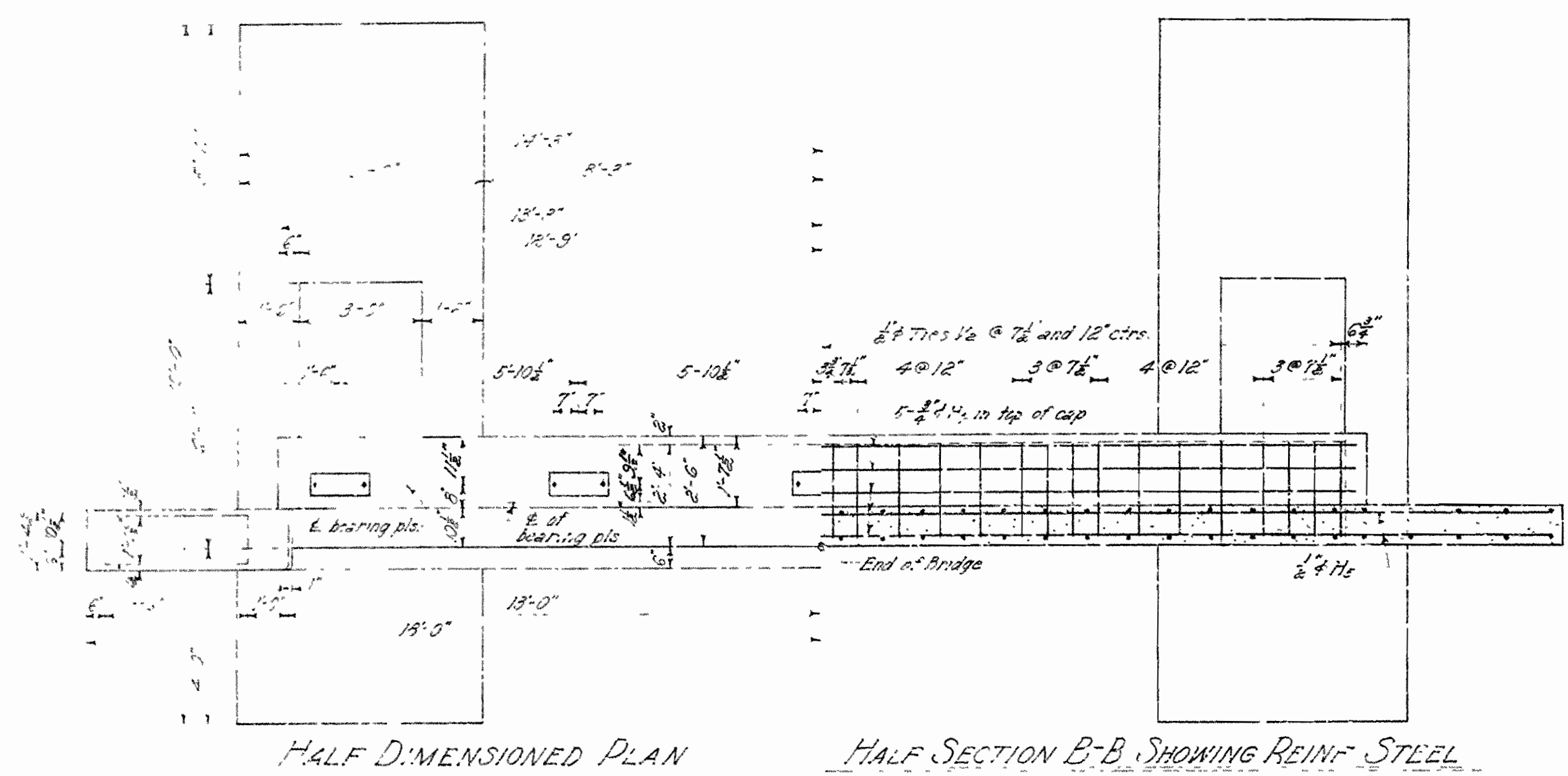
Ward Bradman
 BRIDGE DESIGN ENGINEER

DETAILS OF PIERS NO. 2, 3, 4, 5, 6 & 7
 BRIDGE OVER WHITE RIVER
 BUSCH RELOCATION
 CARROLL COUNTY
 ROUTE 62 SEC. 3
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: A.L. Date: 5-2-51
 Traced By: Date: Location: 4-1-51
 Checked By: J.H.K. Date: 5-12-51
 BRIDGE No. DRAWING No. 7998

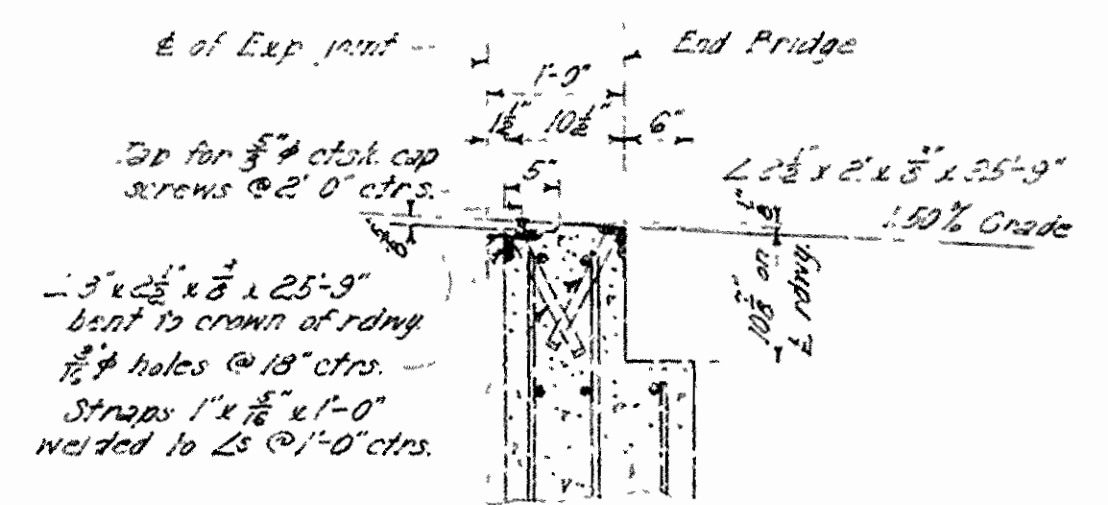
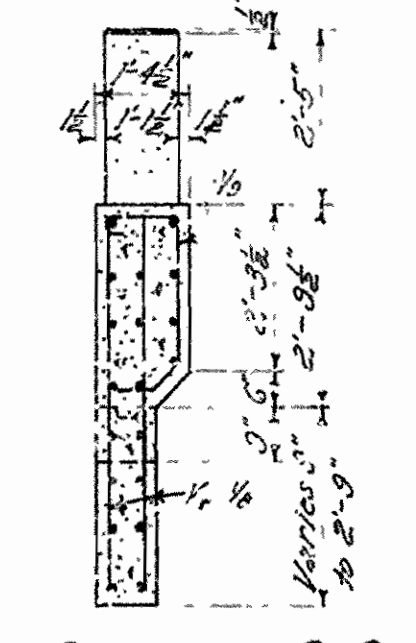
F(2)
9294

BAR LIST

BENT BARS						STRAIGHT BARS			
MARK	SIZE	No. REQ'D	LENGTH	A	B	MARK	SIZE	No. REQ'D	LENGTH
F ₁	1/2"	14	15'-3"			C ₁	1/2"	4	12'-0"
F ₂	1/2"	3	10'-0"			C ₂	1/2"	10	29'-9"
H ₁	1"	5	27'-0"	25'-0"	9'-8"	C ₃	1/2"	8	30'-0"
H ₂	1"	2	32'-1"			F ₃	3/4"	12	5'-6"
F ₃	3/4"	22	17'-0"	15'-6"	0'-6"	H ₃	3/4"	2	25'-0"
H ₃	1/2"	4	8'-9"			H ₄	3/4"	10	26'-1"
V ₁	1/2"	20	13'-2"			F ₄	3/4"	54	5'-6"
V ₂	3/4"	32	8'-3"	2'-1/2"	1'-7/8"	F ₅	3/4"	12	15'-6"
V ₃	1/2"	10	4'-7"	2'-0"		H ₅	3/4"	10	35'-7"
V ₄	1/2"	26	3'-1"	0'-6"		H ₆	3/4"	4	4'-1"
CT ₁	1/2"	2	9'-9"	1'-10"	2'-8"	H ₇	3/4"	4	5'-9"
CT ₂	1/2"	2	17'-5"	5'-8"		H ₈	3/4"	6	4'-7"
						V ₅	3/4"	32	4'-6"
						V ₆	3/4"	4	5'-2"
						V ₇	3/4"	4	5'-0"
						V ₈	3/4"	4	4'-5"
						V ₉	3/4"	4	3'-10 1/2"
						V ₁₀	3/4"	4	5'-4"
						T ₁	3/4"	12	23'-9"
						T ₂	3/4"	16	4'-5"



Note: Dimensions relating to reinforcing steel are to centers of bars.



GENERAL NOTES

All concrete to be Class "A" and shall be poured in the dry. All exposed corners to be chamfered 1/4" unless otherwise noted.
 Reinforcing steel to be deformed bars of intermediate grade. Shop lists and bending diagrams shall be submitted for approval.
 In general, all construction joints in abutments shall be horizontal and shall be provided with keys not less than 3" high covering the middle third of both dimensions.
 Abutment backwall shall not be poured until after the I-beams and roadway expansion device have been placed in position.
 For Details of I-beam Spans, see Dwg. No. 8000 & 8001.

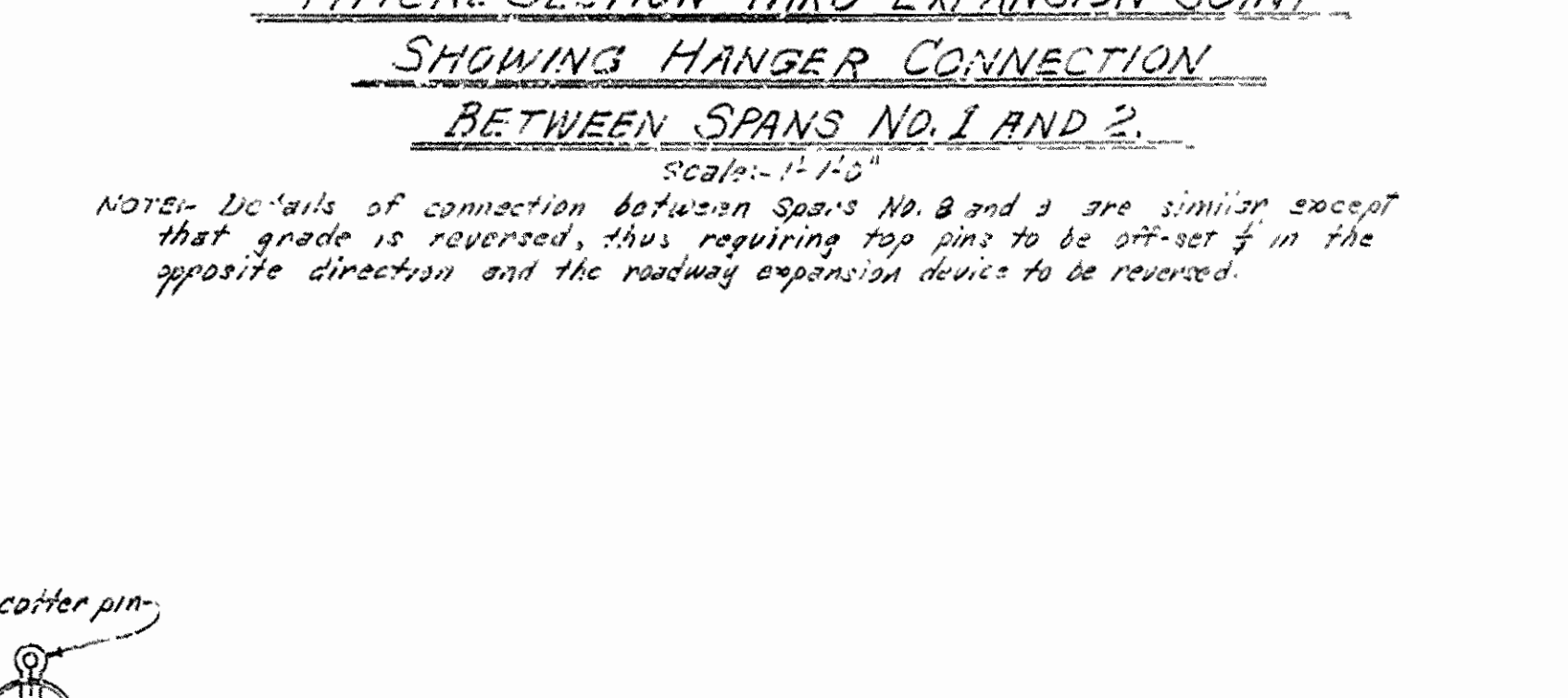
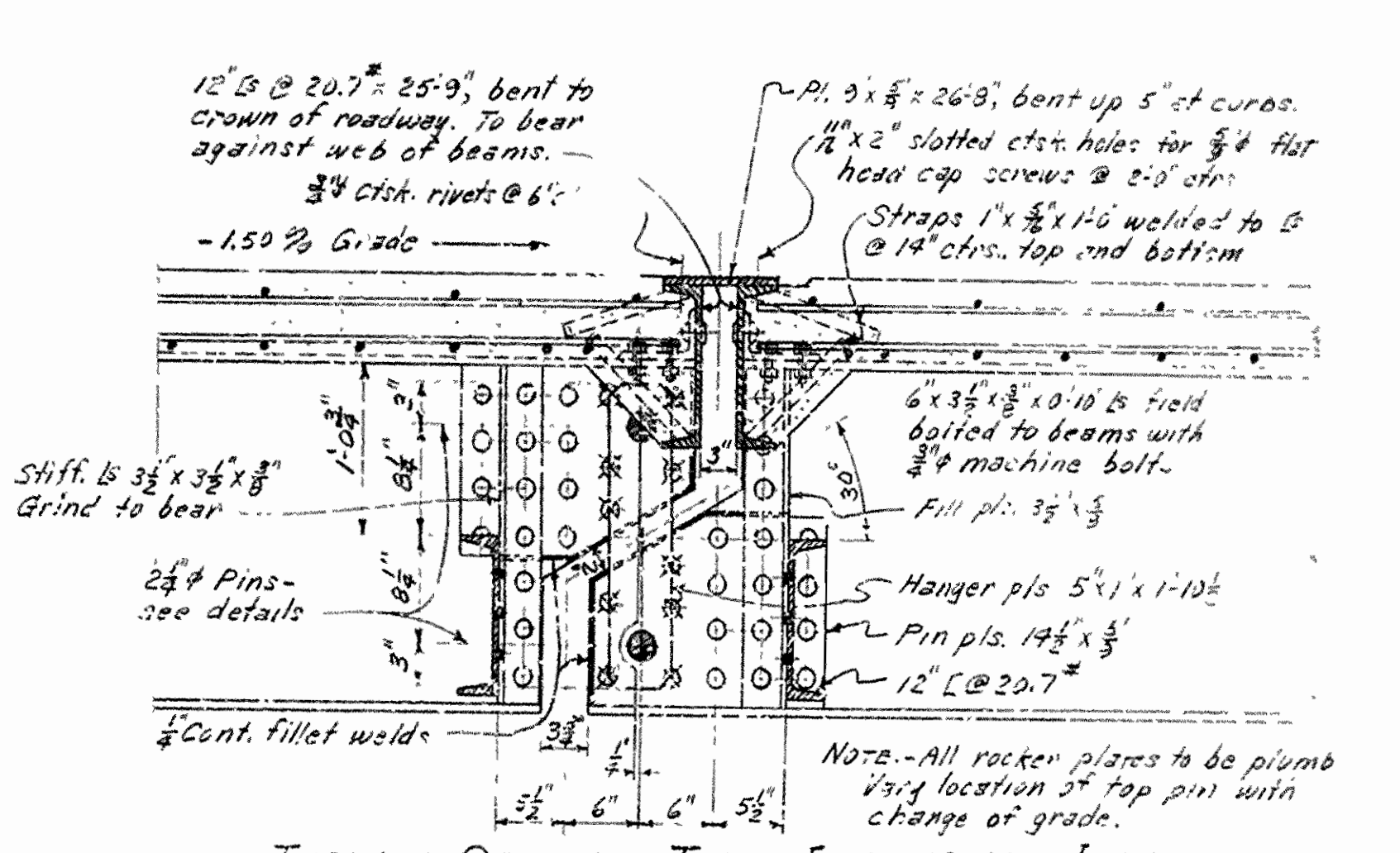
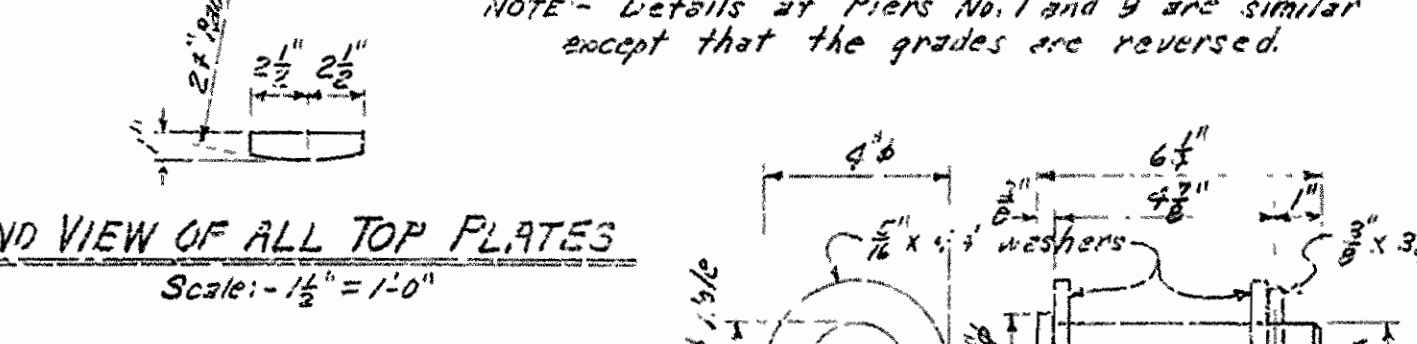
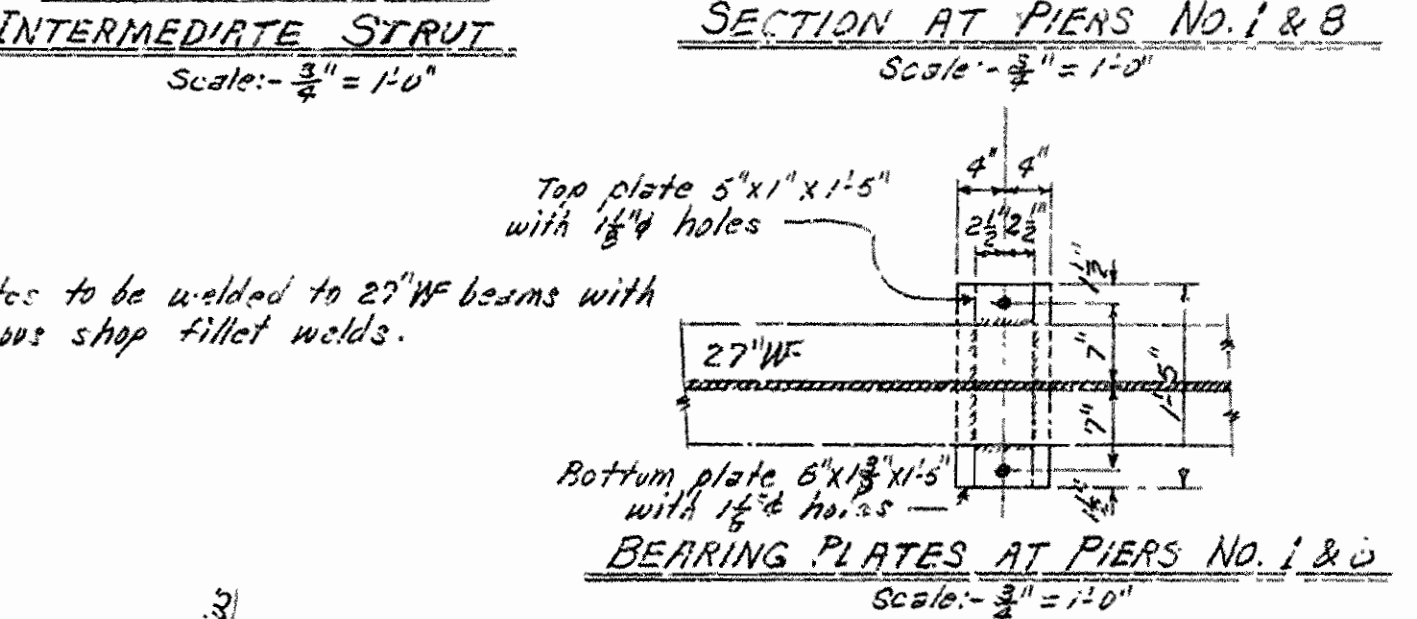
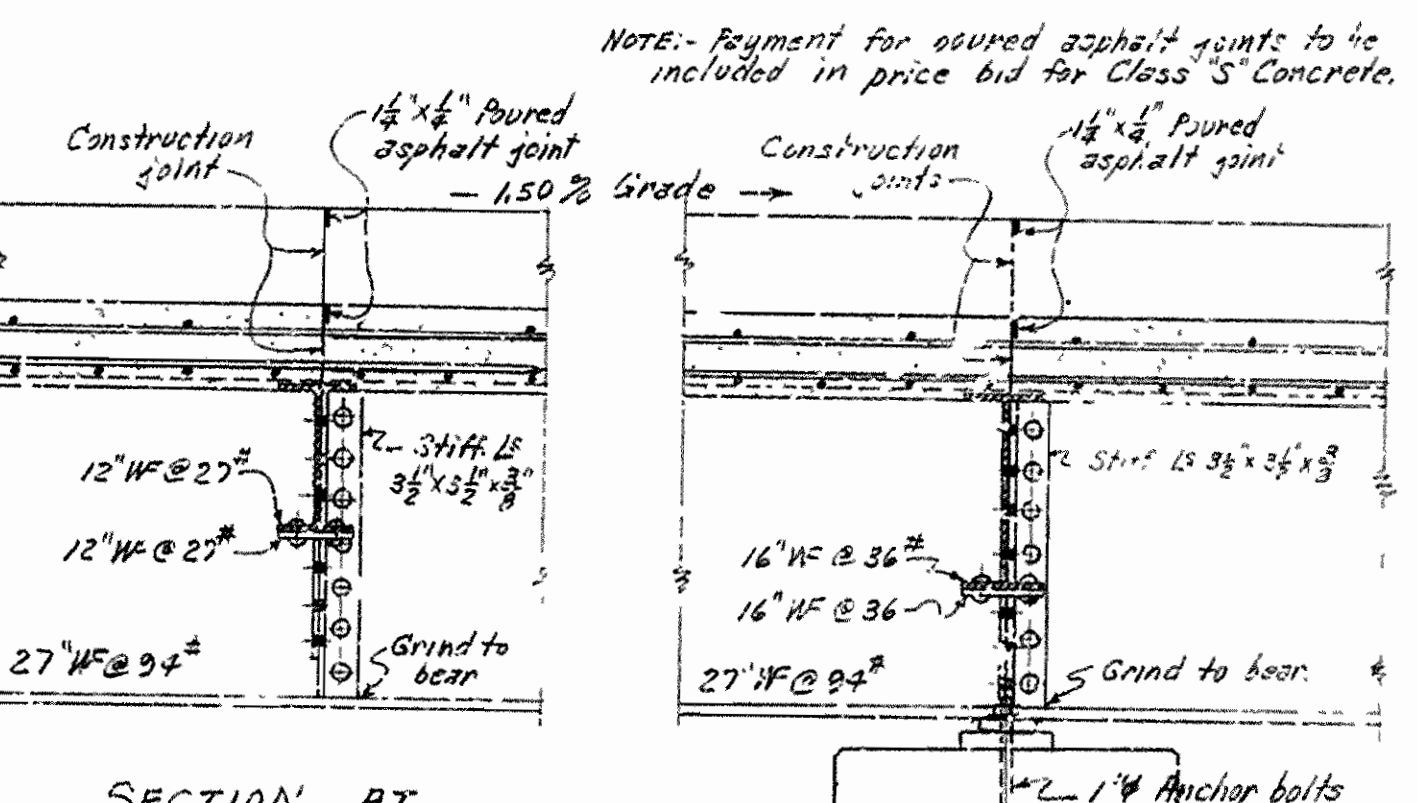
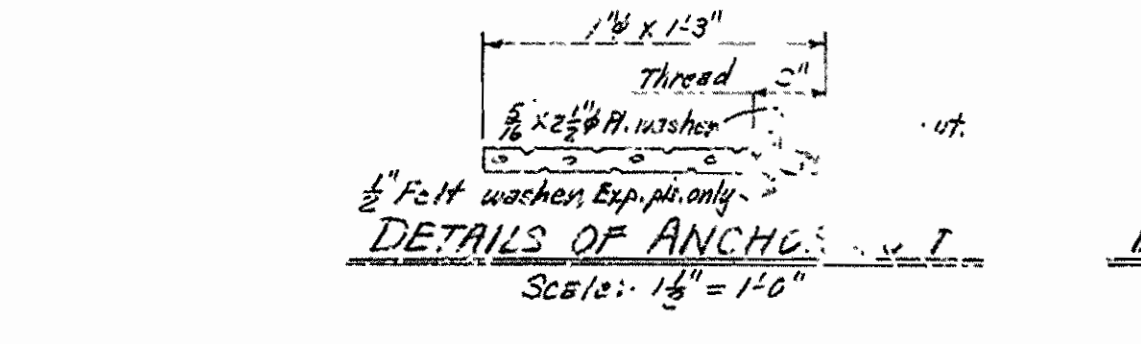
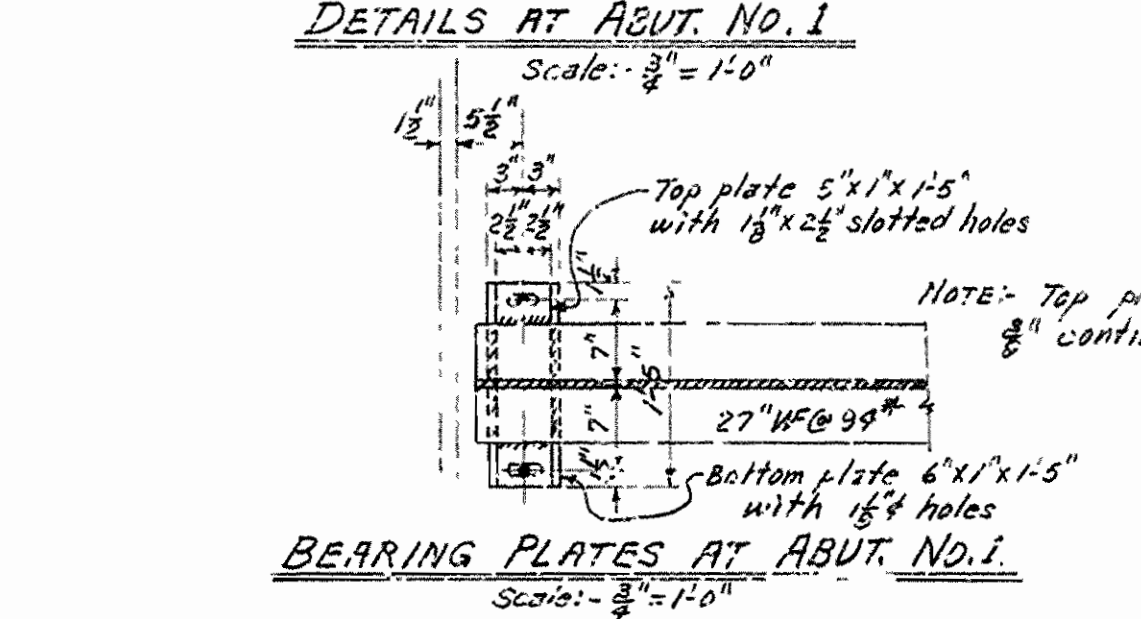
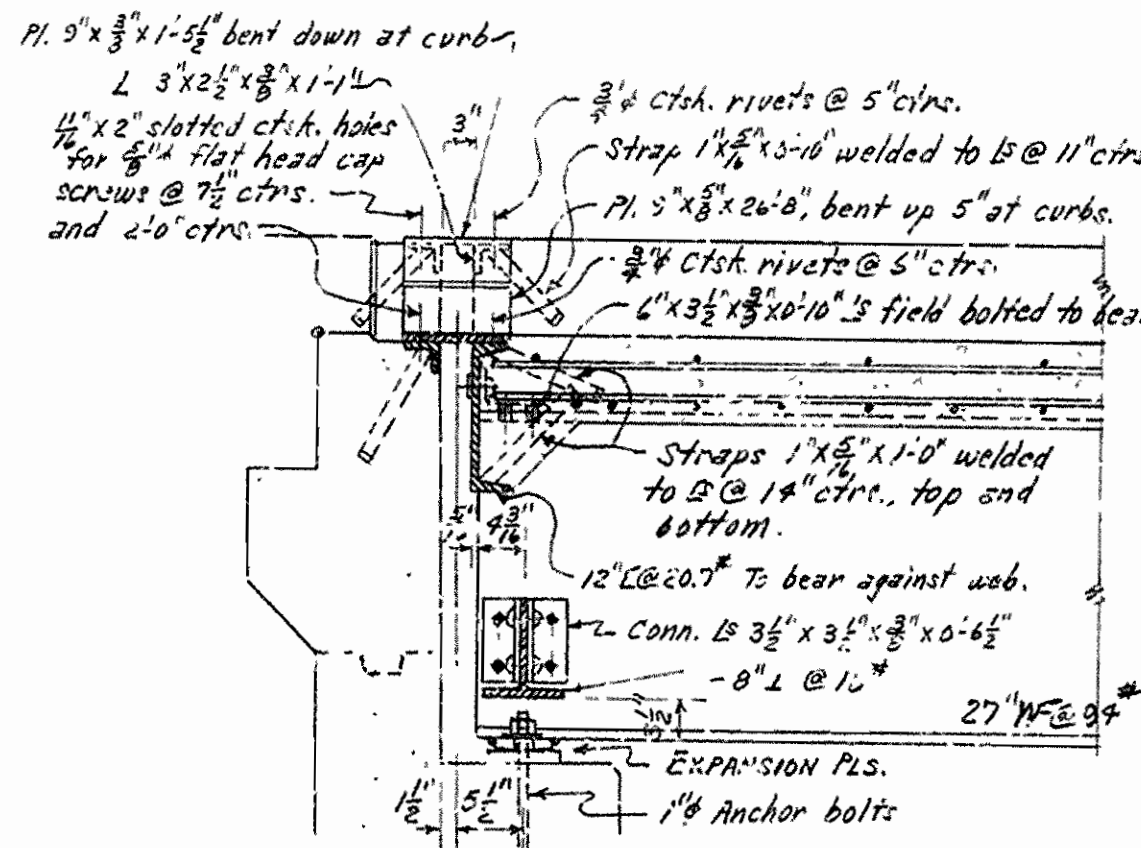
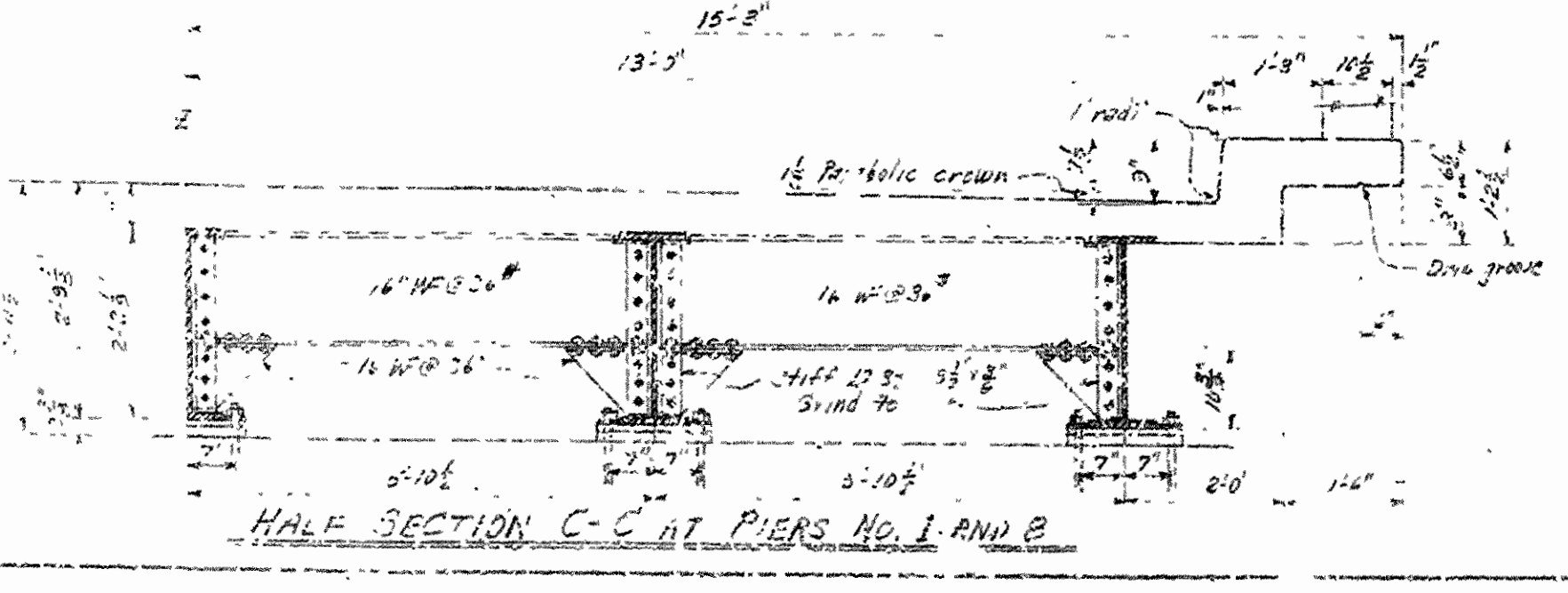
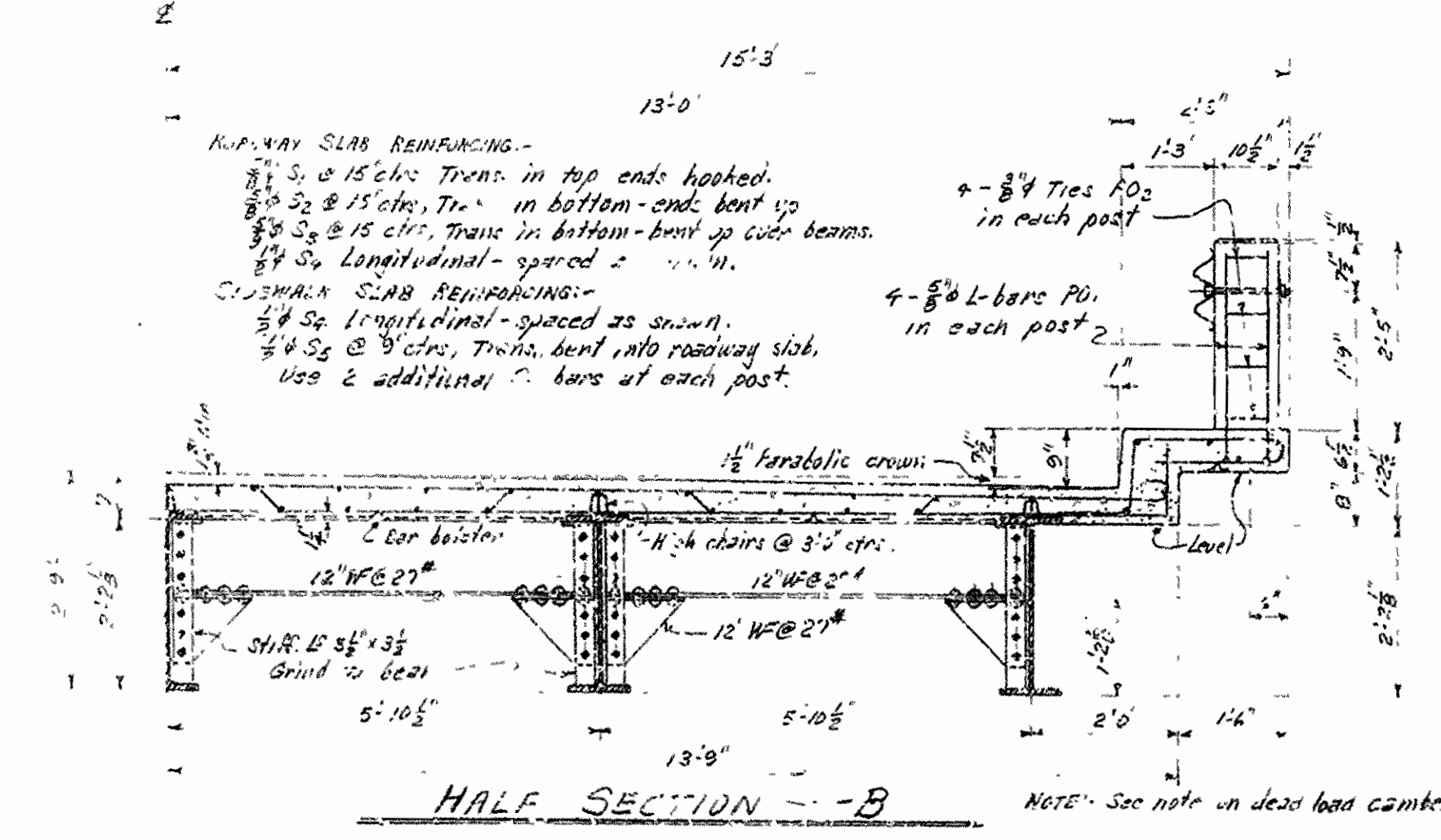
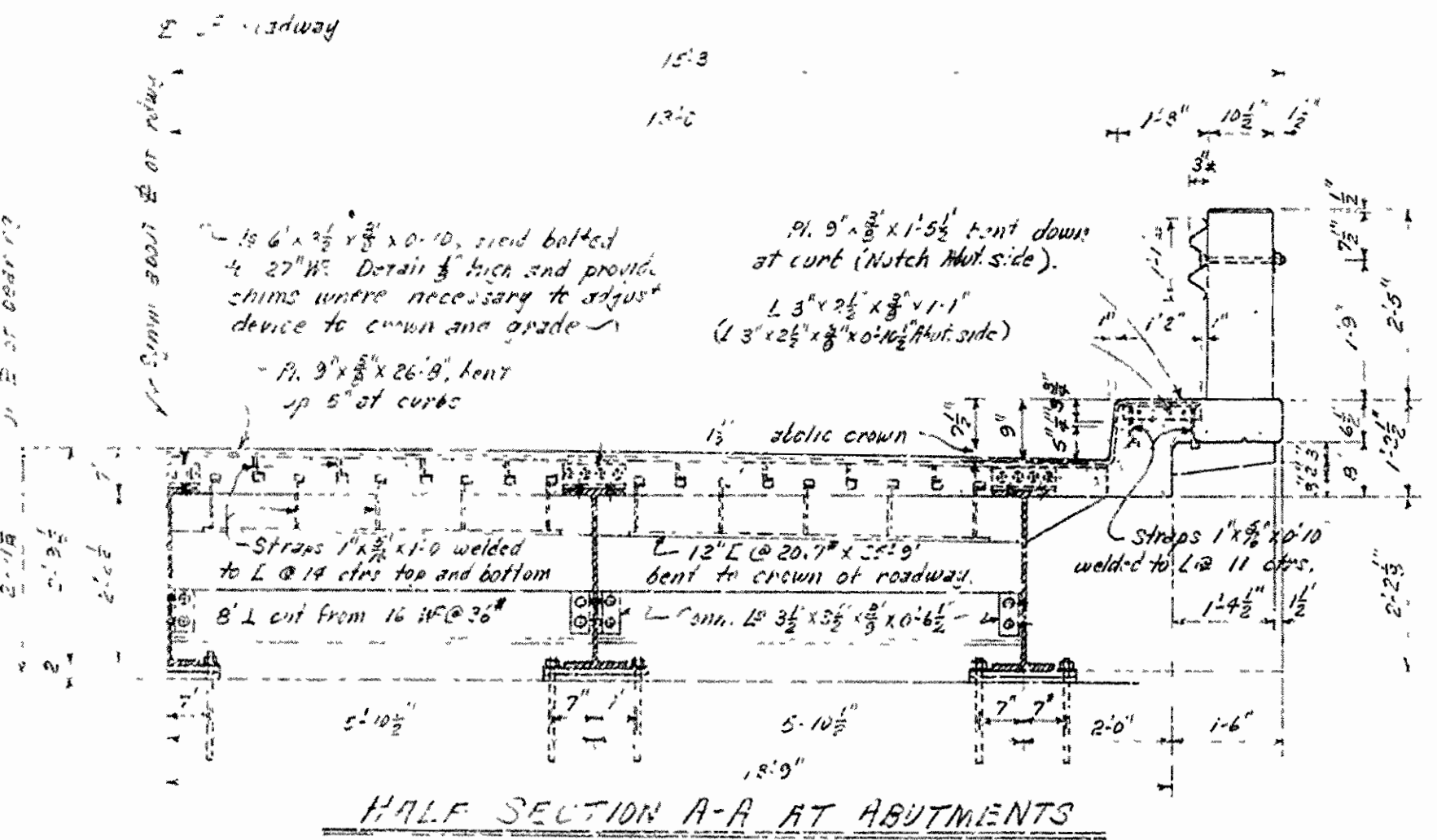
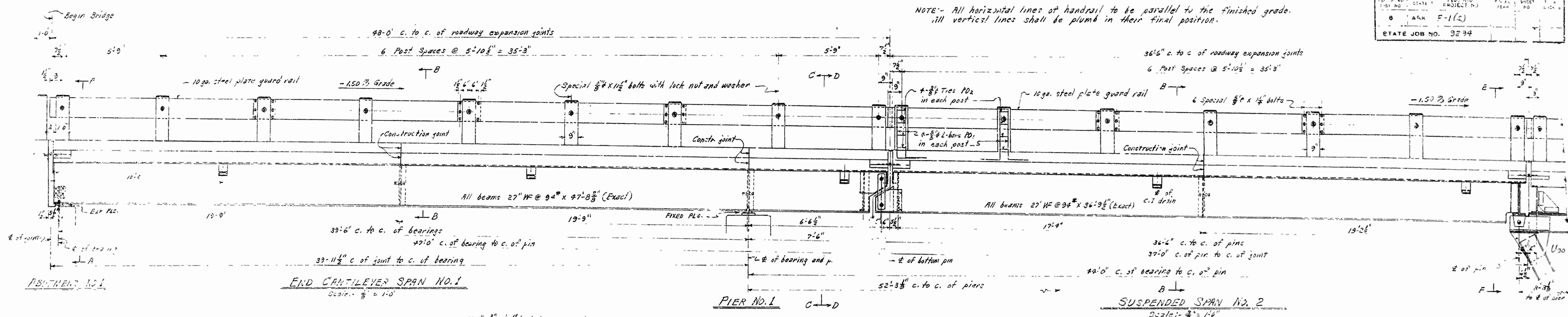
DETAILS OF ABUTMENT NO. 2
 BRIDGE OVER WHITE RIVER
 BUSCH RELOCATION
 CARROLL COUNTY
 ROUTE 62 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: [Signature] Date: 5-14-51
 Traced By: [Signature] Date: 5-14-51
 Checked By: [Signature] Date: 5-14-51
 Bridge No. [Blank] Drawing No. 7339

Walter Goodman
 Chief Designer

STATE	NO.	PROJECT	NO.	SHEET	NO.
ARK.	2597	F-1(2)		123	
STATE JOB NO. 3294					

NOTE - All horizontal lines of handrail to be parallel to the finished grade. All vertical lines shall be plumb in their final position.



BAR LIST FOR SPANS NO. 1, 2, 8, AND 9 - EACH

MARK	SIZE	NO. REB'D PER SPAN				LENGTH	BENDING DIAGRAM
		1	2	3	4		
S1	5/8"	39	30	30	39	27'-11"	[Bending Diagram for S1, S2]
S2	5/8"	39	30	30	39	29'-0"	
S3	5/8"	38	20	23	38	28'-7"	[Bending Diagram for S3, S4, S5]
S4	5/8"	51	—	—	51	22'-0"	
		51	—	—	51	27'-3"	
S5	5/8"	—	51	51	—	18'-9"	
S6	5/8"	104	126	126	104	5'-9"	[Bending Diagram for S6, S7]
PO1	5/8"	8	8	8	8	4'-0"	
PO2	5/8"	72	56	56	72	4'-0"	
PO3	5/8"	72	56	56	72	2'-6"	

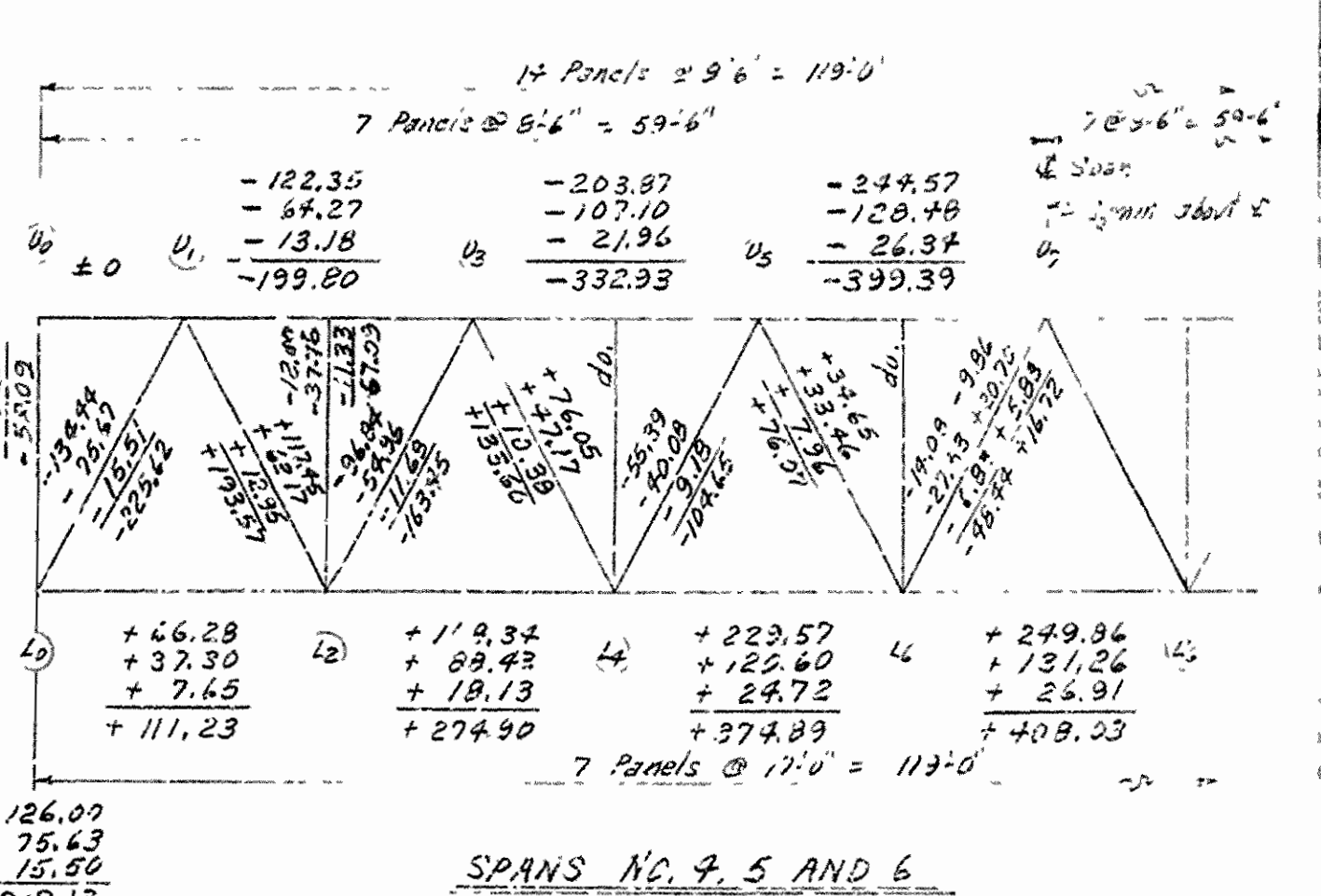
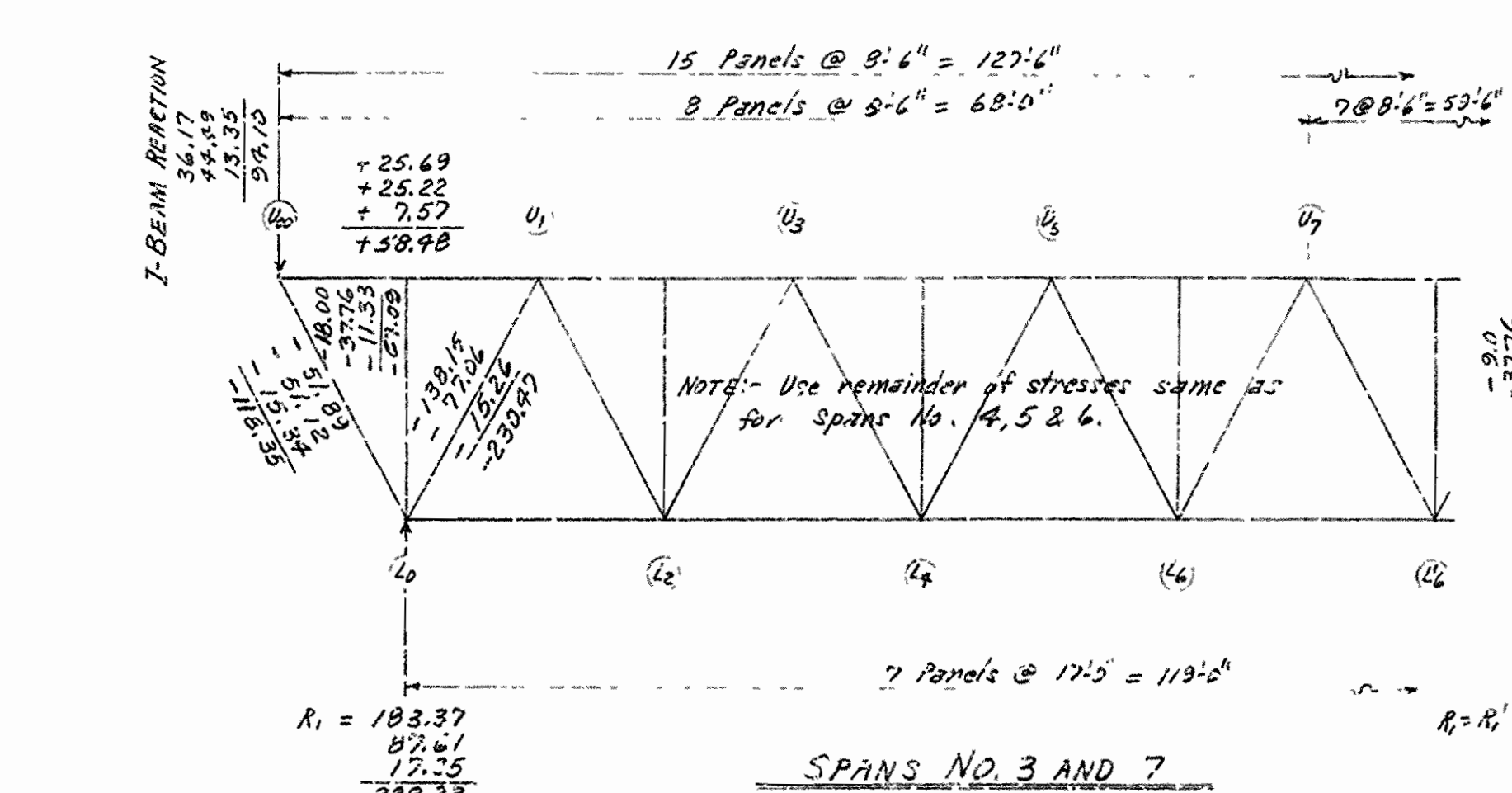
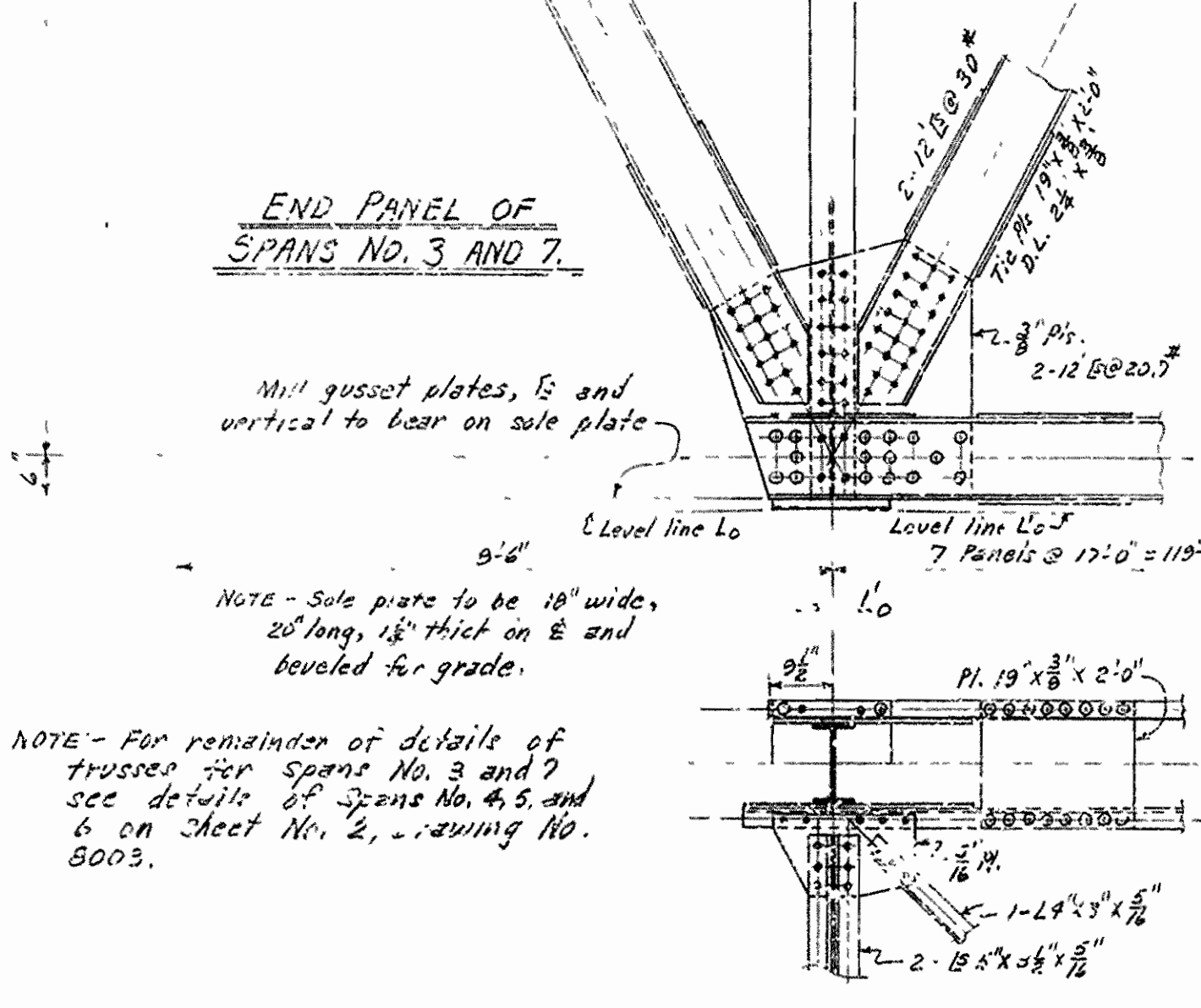
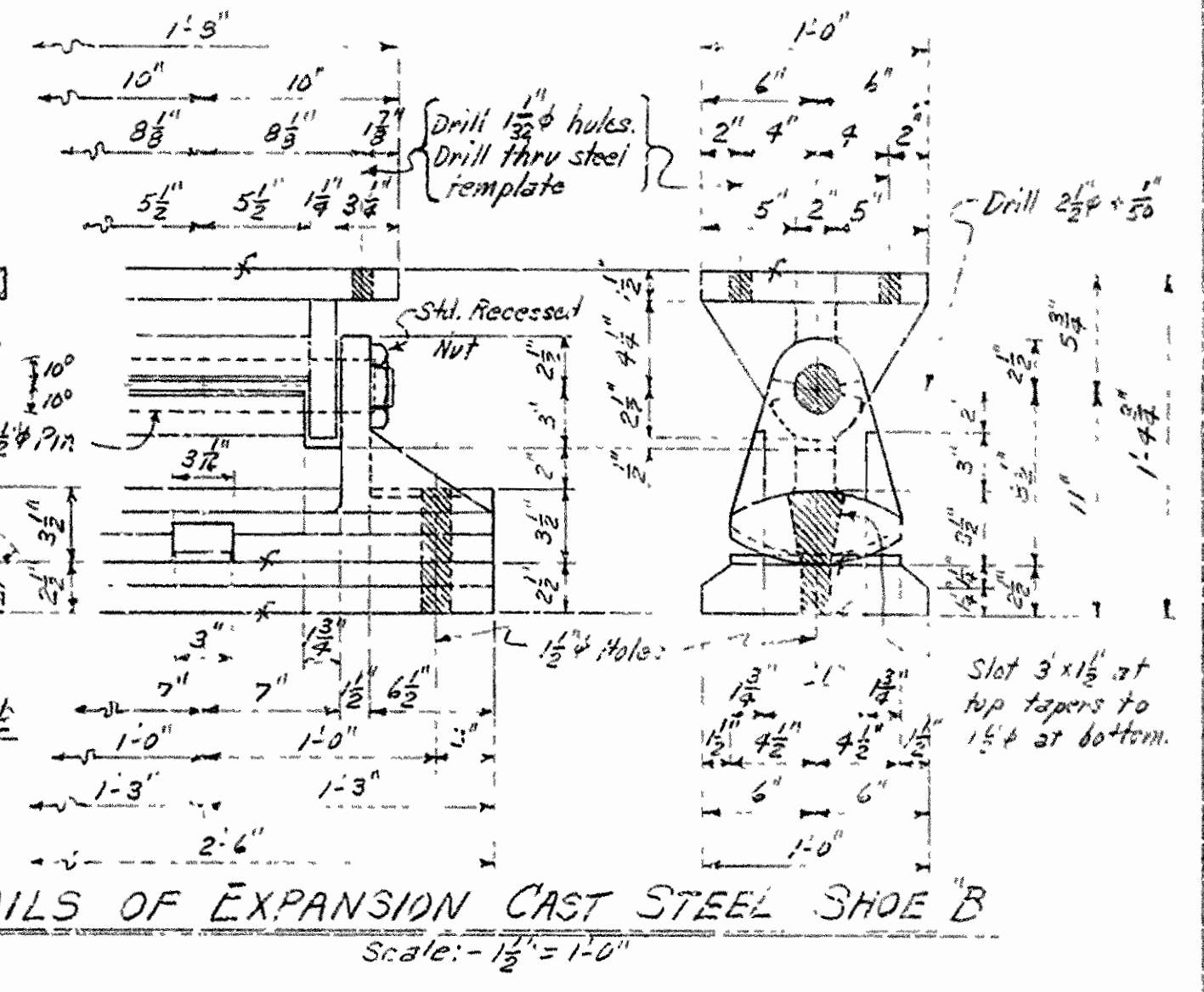
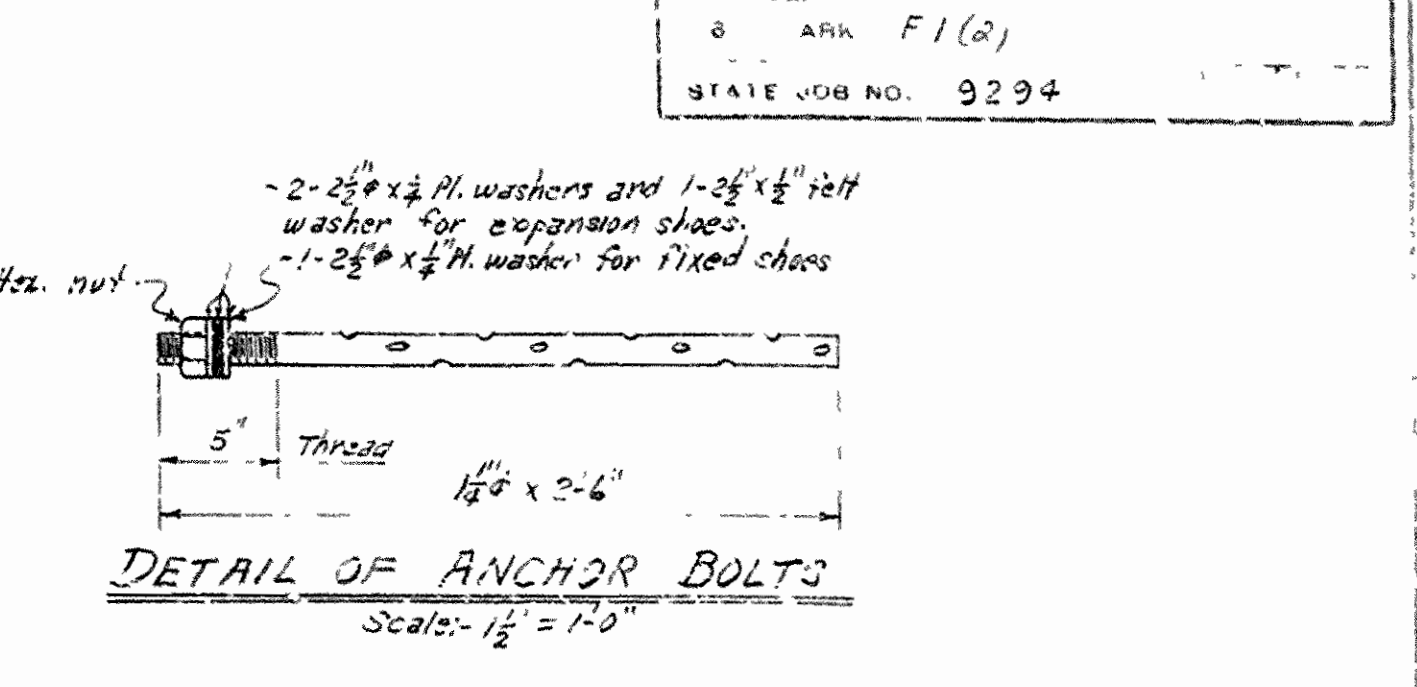
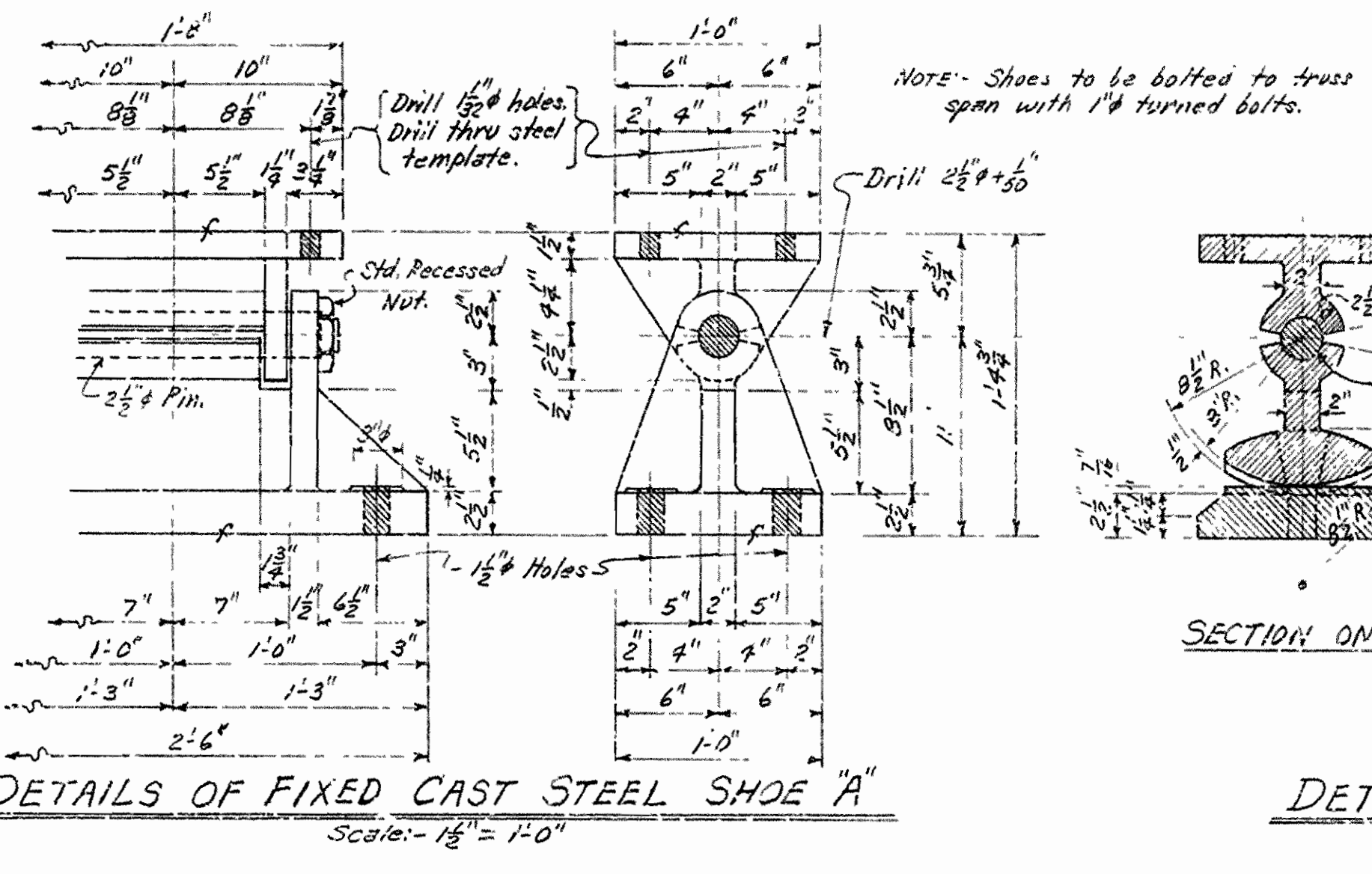
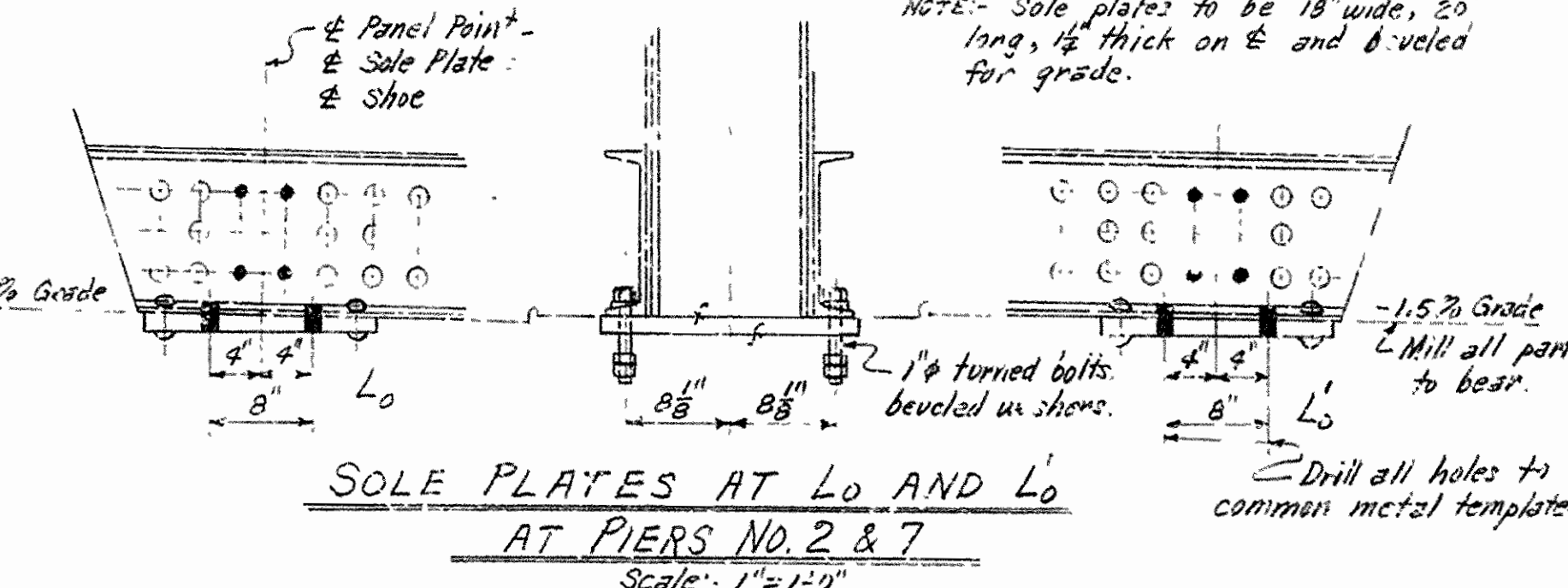
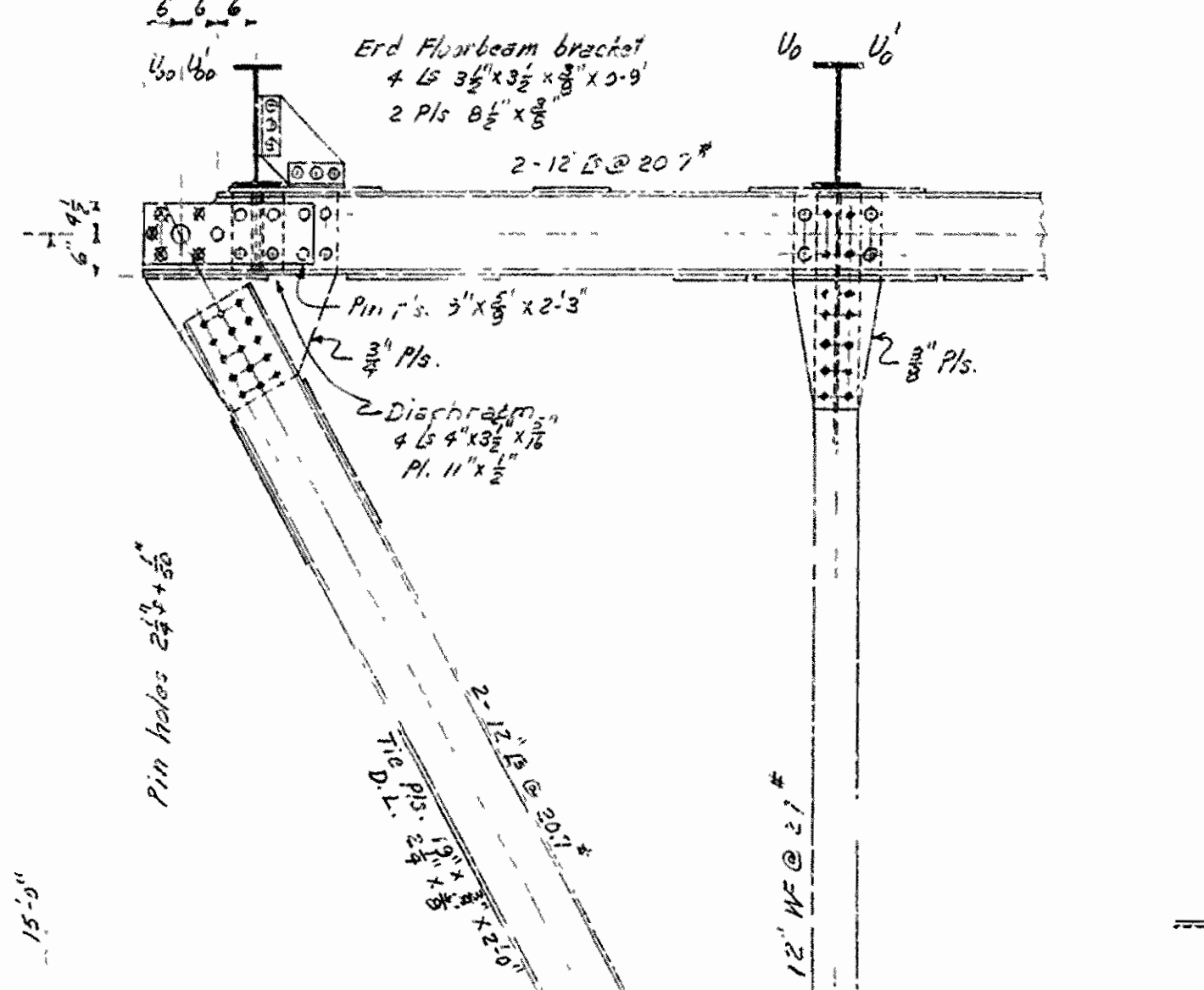
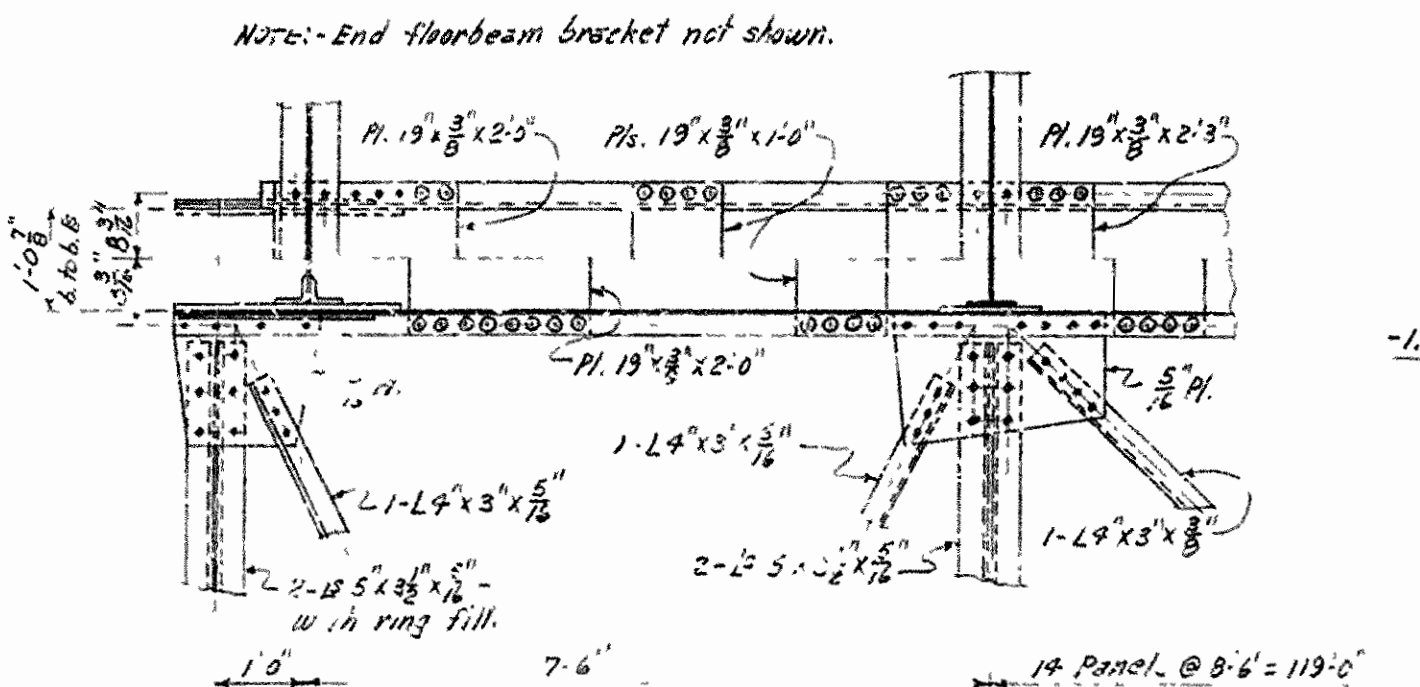
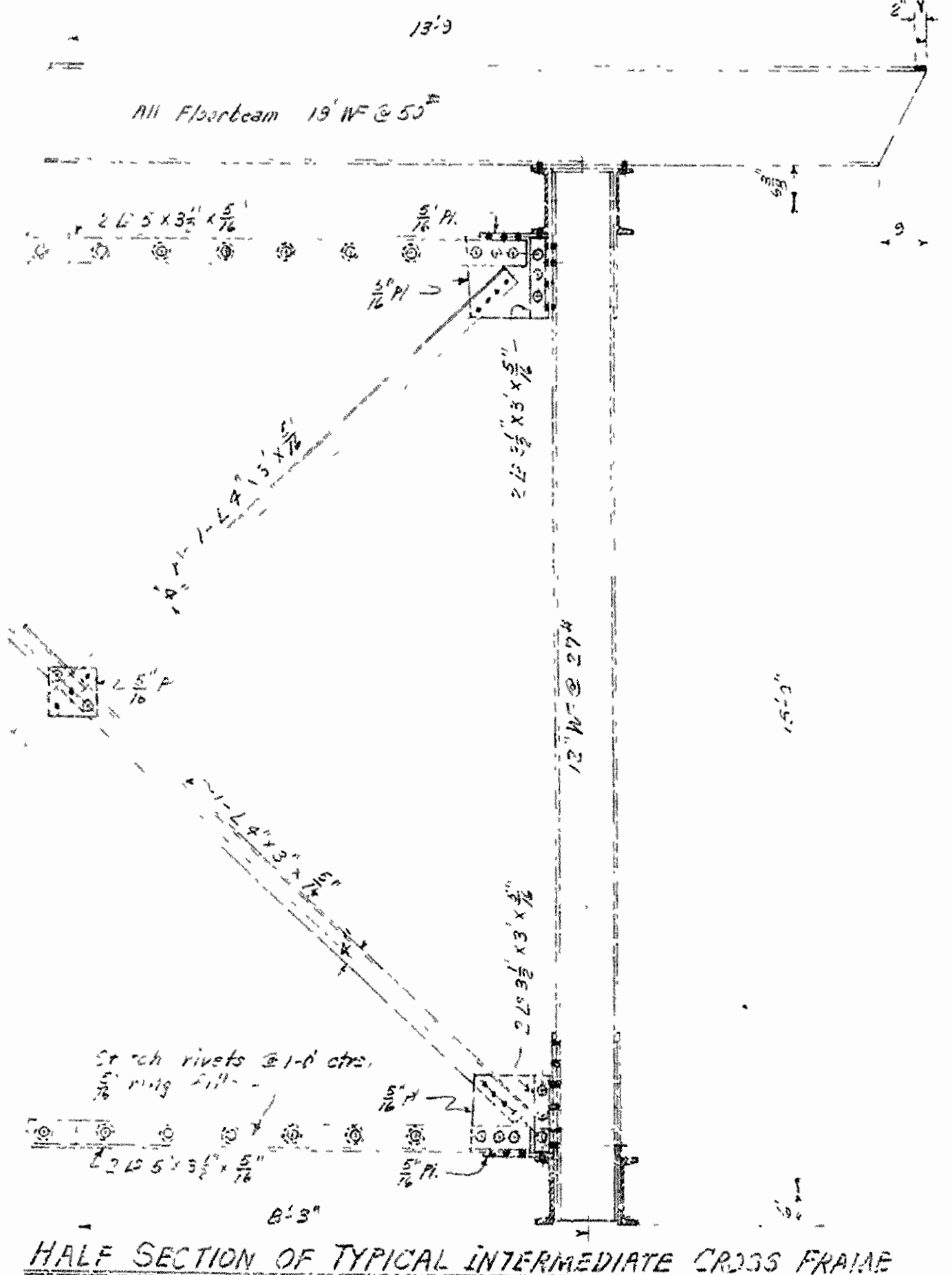
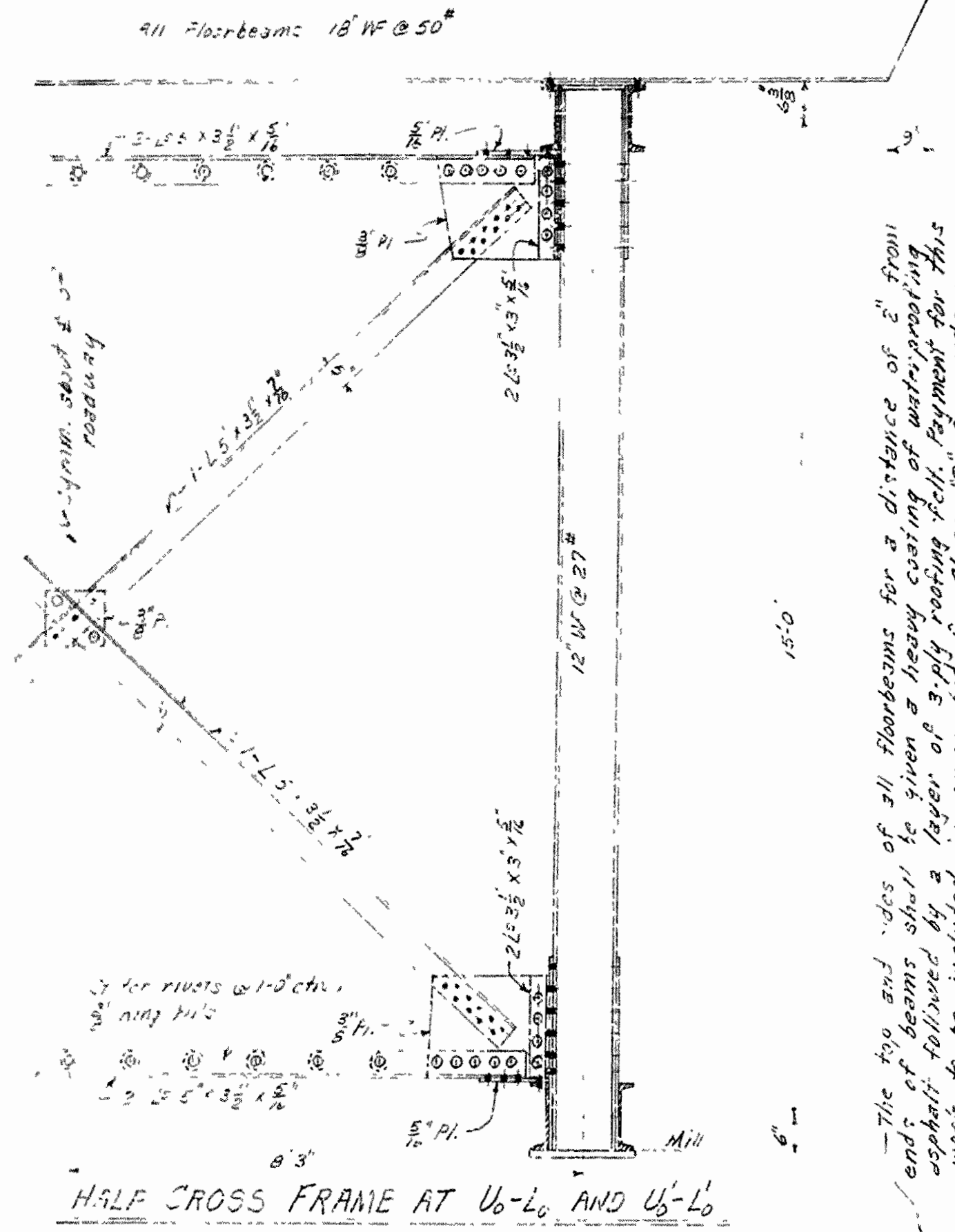
NOTE: Dimensions relating to reinforcing steel are to centers of bars.

Note - For remainder of details see sheet 122 covering No. 2001

SHEET NO. 1 OF 2 OF
 DETAILS OF 40'-0" AND 44'-0"
 CANTILEVER I-BEAM SPAN UNITS
 26'-0" CLEAR ROADWAY 2 CURBS @ 1'-0"
 5 GIRDER TYPE ROUTE SEC
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: M. J. Hill Date: 4-27-51
 Traced By: J. H. Hill Date: 5-7-51
 Checked By: J. H. Hill Date: 5-7-51
 BRIDGE NO. 2597 DRAWING NO. 8020

STATE JOB NO. 9294

NOTE: See Drawing Nos. 8000 and 8001 for details of I-B-3M spans. See Drawing No. 8004 for details of roadway expansion devices on truss spans.



DESIGN STRESSES table with columns for member, dead load, live load, impact, and total stress.

GENERAL NOTES: Concrete Deck, All welds, Rivets, Holes, Trusses, Field Paint, Shapes with equal or greater strength...

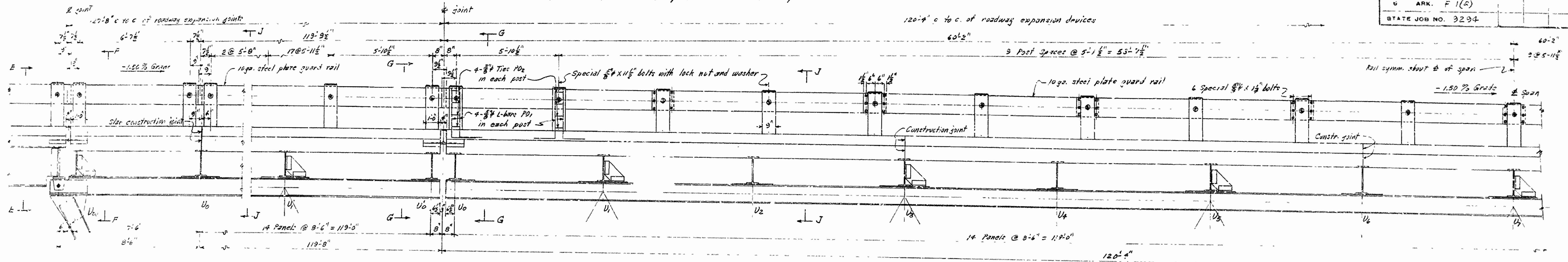
DESIGN LIVE LOAD: H-20 LOADING A.A.S.H.O. 1949. UNIT STRESSES: Class 'S' Concrete (11,000 psi), Reinforcing Steel (60,000 psi), Structural Steel (36,000 psi), Cast Steel (13,500 psi).

FLOOR BEAM DATA table with columns for Dead Load Moment, Live Load Moment, 30% Impact, and Section Modulus required.

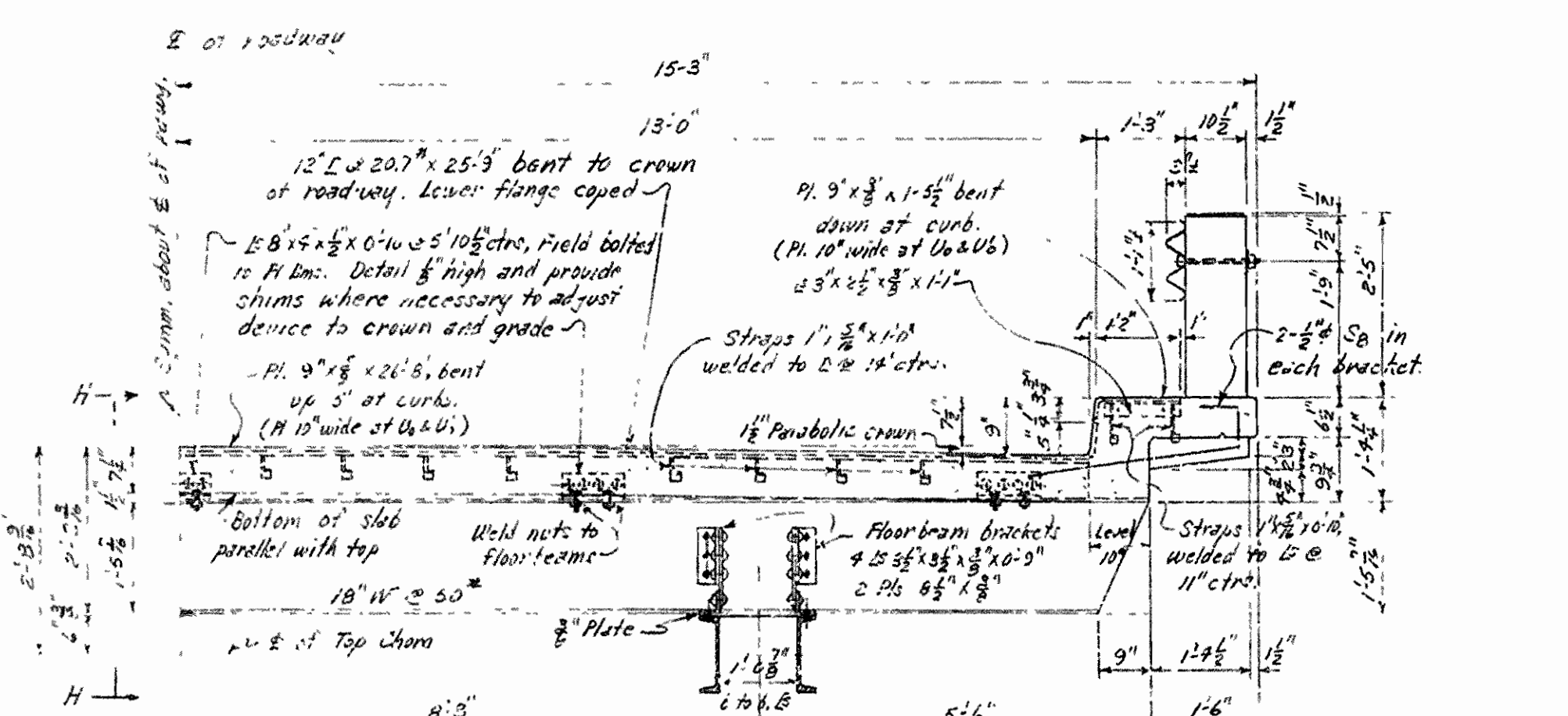
SHEET No. 1 OF DETAILS OF DECK TRUSSES 127'-6" AND 119'-0" SPANS BRIDGE OVER WHITE RIVER BUSCH RELOCATION CARROLL COUNTY ROUTE 62 SEC. 3 ARKANSAS STATE HIGHWAY COMMISSION LITTLE ROCK, ARK.

W. G. ... ENGINEER

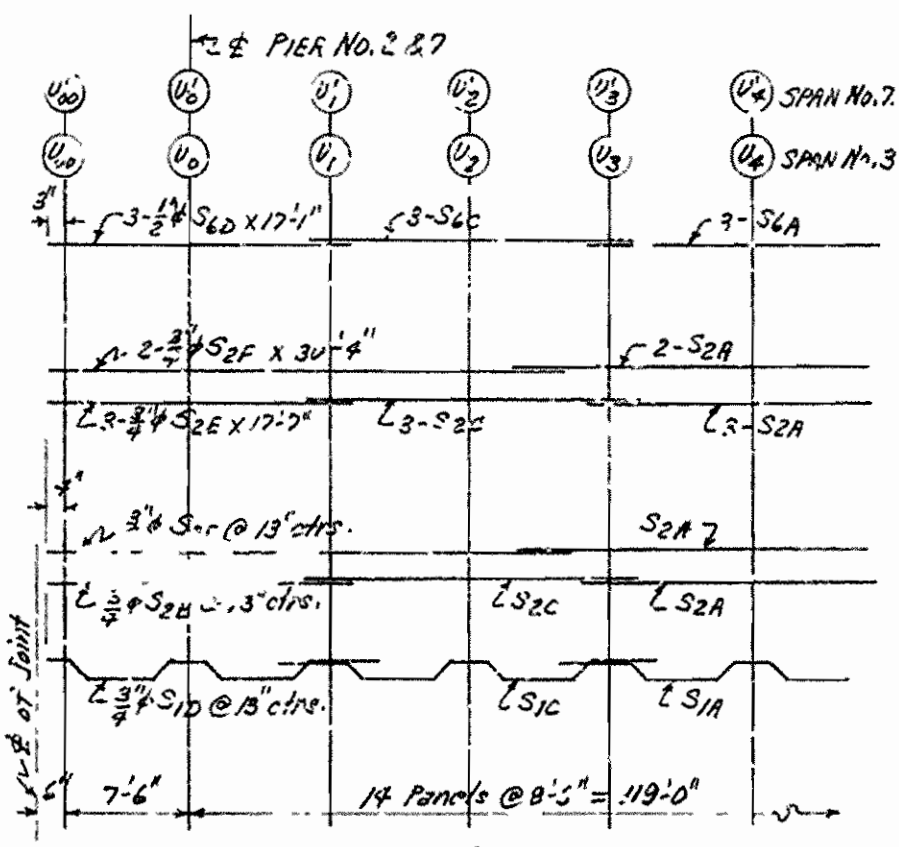
NOTE: All horizontal lines of handrail to be parallel to the finished grade.
All vertical lines shall be plumb in their final position.



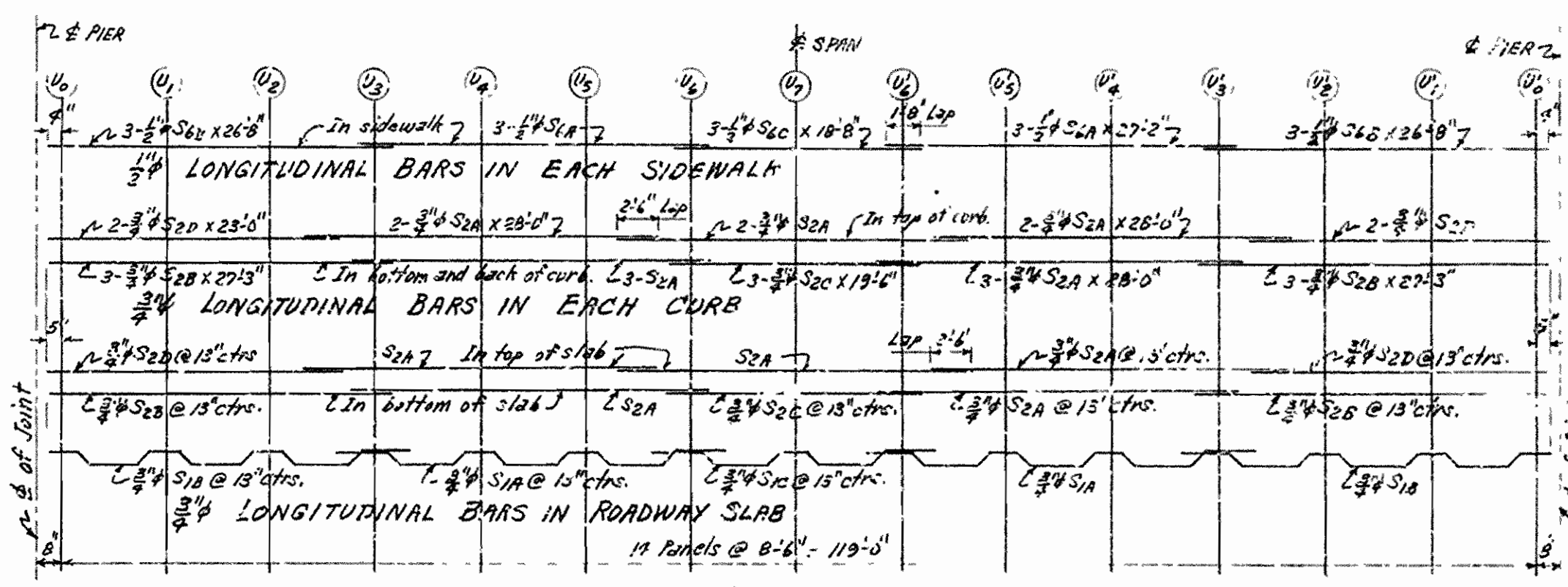
PART SIDE ELEVATION OF TRUSS SPANS - SHOWING RAIL POST SPACING AND LOCATION OF FLOORBEAM BRACKETS



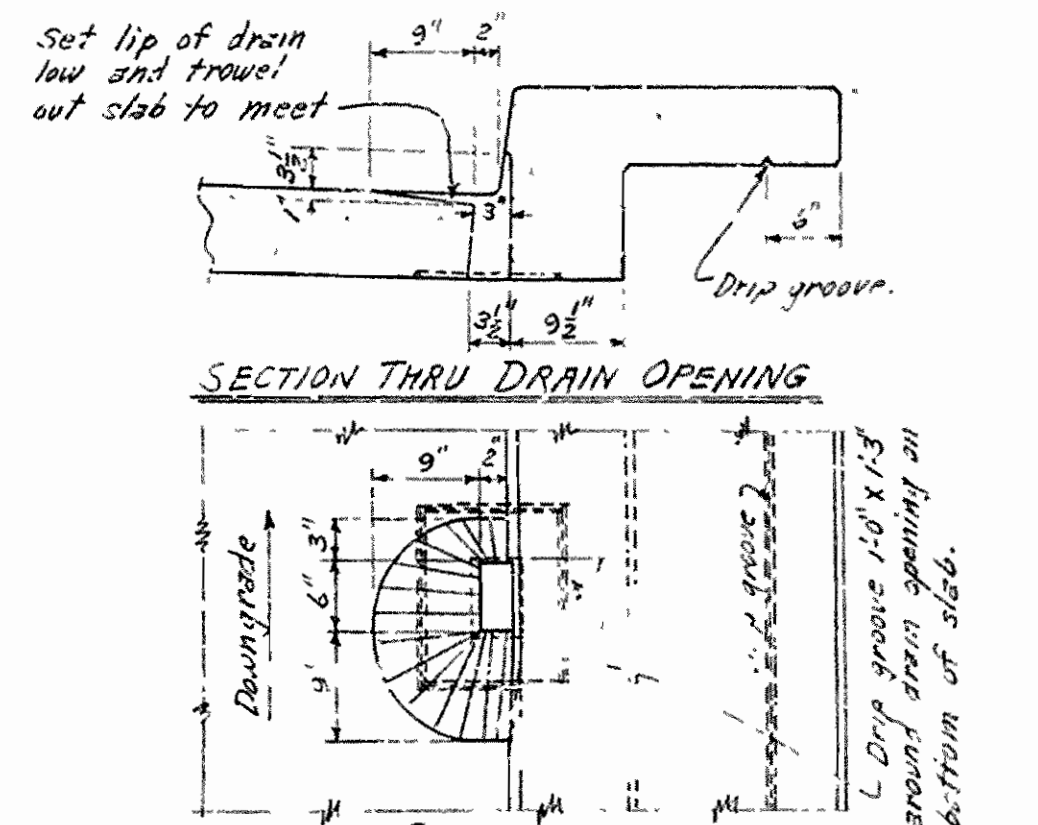
HALF SECTION F-F AT EXPANSION JOINT AT U00 & U00



PART SPANS NO. 3 AND 7

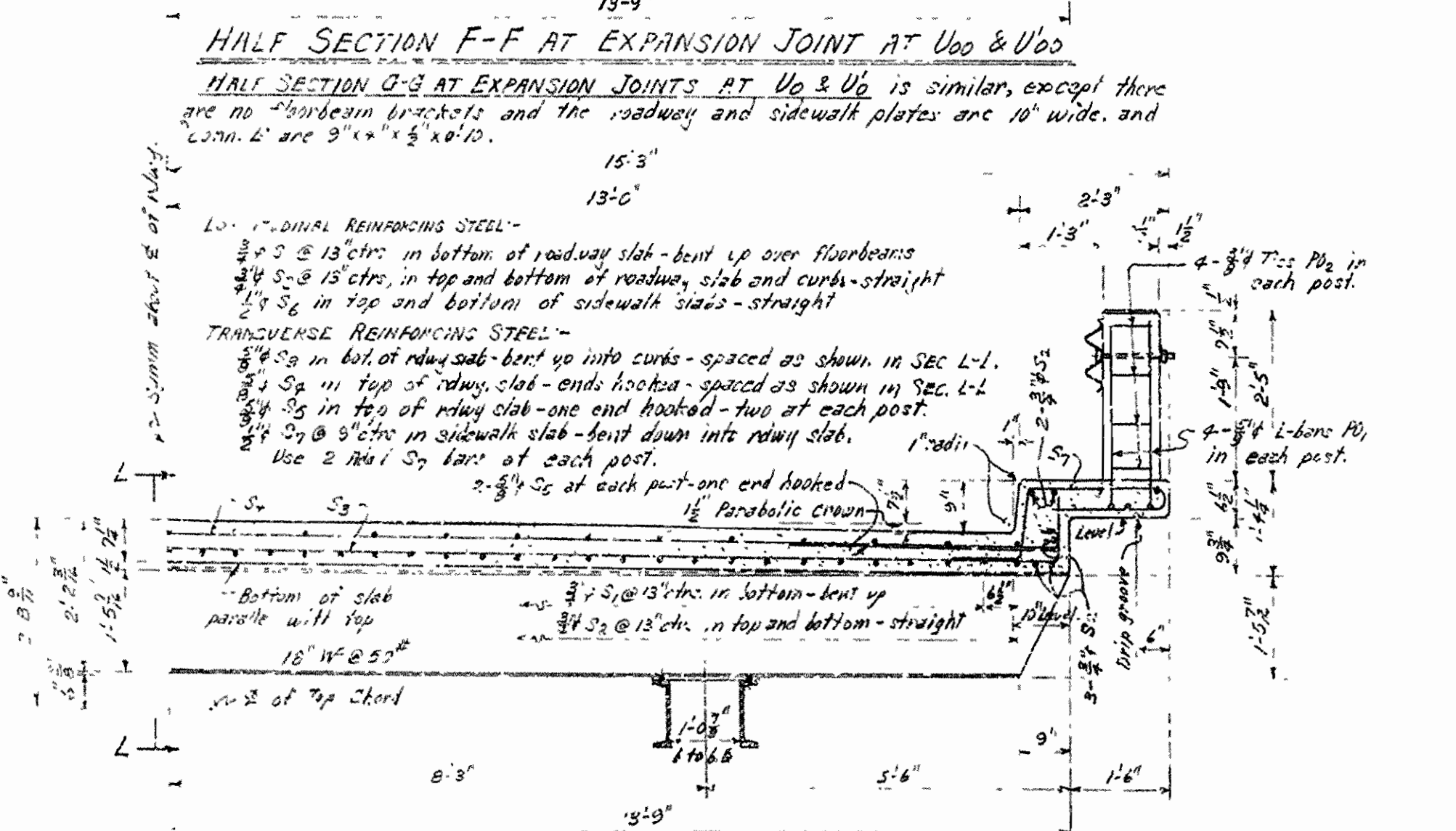


LAYOUT OF LONGITUDINAL SLAB BARS



SECTION THRU DRAIN OPENING

DETAILS OF DRAIN OPENING Scale: 3/4" = 1'-0"
NOTE: Place drain openings, on each side of roadway, at center of panel in every other panel beginning with panel 1-2 and ending with panel 1-0.



HALF SECTION G-G AT EXPANSION JOINTS AT U0 & U0

BAR LIST FOR SPANS NO. 3, 4, 5, 6 & 7 - EACH

MARK	SIZE	NO. REQ'D PER SPAN	LENGTH	BENDING DIAGRAM													
				A	B	C	D	E	F	G	H	I	J	K	L	M	
S1A	#4	48	47'-11"	70'-4"	4'-2"	4"	4'-4"	4"	3'-6"	4"	4'-4"	4"	3'-6"	4"	4'-2"	4"	4'-2"
S1B	#4	29	48	29'-11"	28'-0"	2'-2"	4"	1'-4"	4"	4'-4"	4"	3'-6"	4"	4'-2"	4"	4'-2"	
S1C	#4	48	24	22'-4"	21'-0"	4'-3"	4"	4'-4"	4"	3'-6"	4"	4'-4"	4"	4'-2"	4"	4'-2"	
S1D	#4	24	19'-3"	18'-9"	1'-1"	4"	4'-4"	4"	3'-6"	4"	4'-4"	4"	4'-2"	4"	4'-2"		
S2A	#4	148	142	28'-0"													
S2B	#4	31	62	27'-3"													
S2C	#4	62	31	19'-6"													
S2D	#4	29	58	29'-0"													
S2E	#4	31	—	17'-3"													
S2F	#4	29	—	30'-4"													
S3	#4	105	98	29'-2"													
S4	#4	76	71	27'-0"													
S5	#4	92	84	4'-6"													
S6A	#4	2	12	27'-2"													
S6B	#4	6	12	26'-8"													
S6C	#4	12	6	10'-0"													
S6D	#4	6	—	17'-1"													
S7	#4	404	404	5'-10"													
S8	#4	8	8	4'-0"													
P01	#4	184	188	4'-0"													
P02	#4	184	188	2'-9"													

NOTE: Dimensions relating to reinforcing steel are to centers of bars.

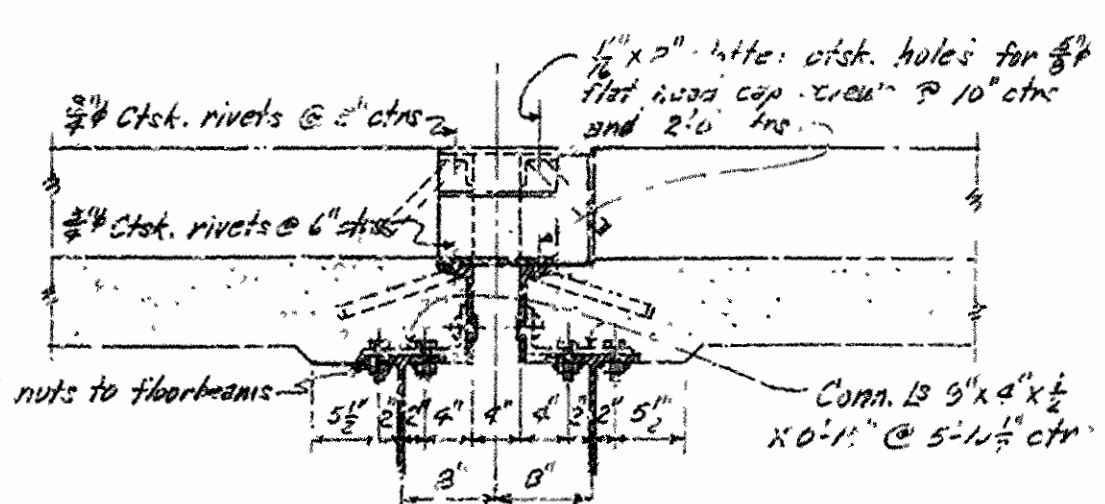
GENERAL NOTES

All concrete to be class 'S'. All exposed corners to be chamfered 3/8" unless otherwise noted. Reinforcing steel to be deformed bars of intermediate grade. Shop list and bending diagrams must be submitted and approved before fabrication is begun. All 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. Wire supports will not be paid for directly but will be considered subsidiary to the item of 'Reinforcing Steel'. Shop lists and diagrams of type to be used must be submitted for approval. All weld connections to be full fillet shop welds, except as noted. Welding to be by the electric arc process in accordance with current specifications for Welded Highway and Railway Bridges of the American Welding Society. The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer. The steel plate guard rail, including all concrete posts, shall be paid for at the unit price bid per linear foot for 'Steel Plate Guard Rail' to be painted same as structural steel. Rivets: 3/4" Open holes: 1/2". Where bolts are indicated, use machine bolts.

DESIGN LIVE LOAD: H-20 LOADING, A.R.S.H.O. 1949

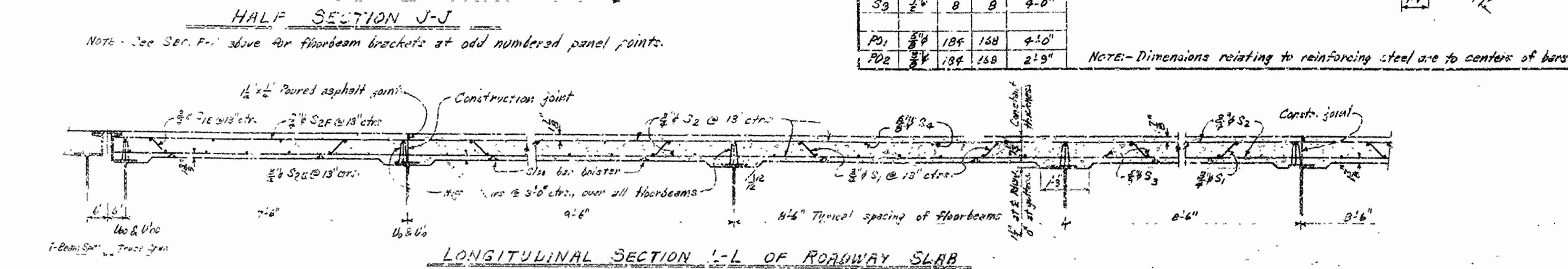
UNIT STRESSES: - Class 'S' Concrete (n=11) 1200 psi
Reinforcing Steel (In grade) 20,000 psi
Structural Steel 19,000 psi

SHEET NO. 3 OF 3 OF
TYPICAL DECK DETAILS
FOR 27'-6" AND 119'-0" DECK TRUSS SPANS
BRIDGE OVER WHITE RIVER
BUSCH RELOCATION
CARROLL COUNTY
ROUTE 62 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



SECTION H-H SHOWING DECK EXPOSED OVER PIERS NO. 3, 4, 5 AND 6

NOTE: For expansion device at U00 and U100, see Drawing No. 8001.



LONGITUDINAL SECTION L-L OF ROADWAY SLAB

NOTE: For remainder of details see sheet 127-1 & 2, Drawing Nos. 8002 and 8003.

W. and G. BRIDGE DESIGN ENGINEER

Drawn By: W.C.H. Date: 2-23-51
Traced By: J.H.K. Date: 3-11-51
Checked By: J.H.K. Date: 3-11-51
BRIDGE NO. 2597 DRAWING NO. 8004