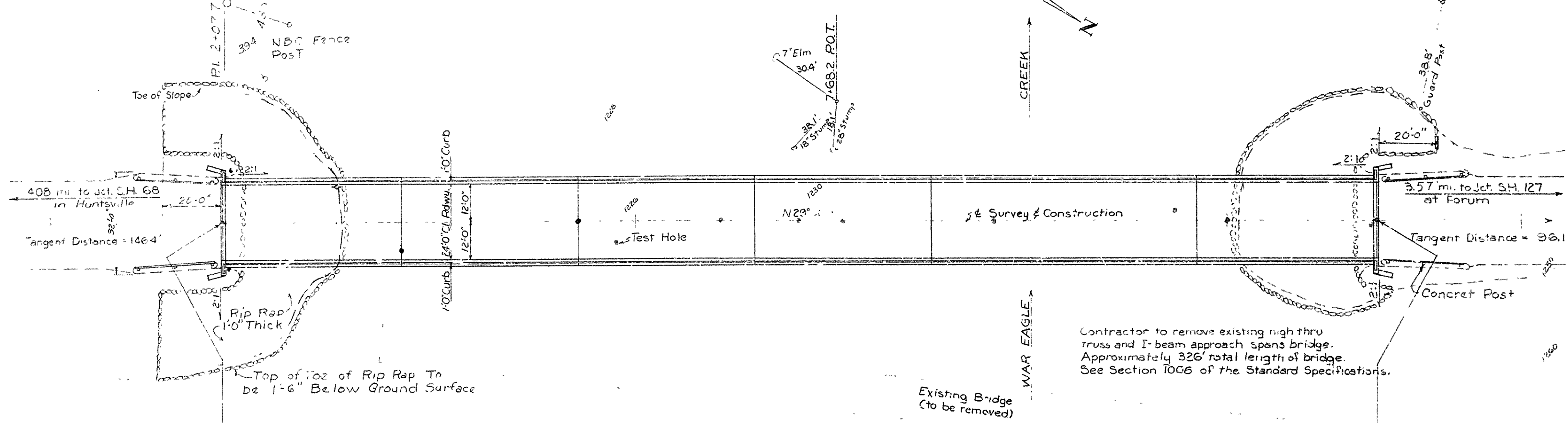


R/W DATA  
See Roadway Plans



GENERAL NOTES

All concrete to be poured in the dry. All exposed corners to be chamfered 3/4" unless otherwise noted.

Rock excavation shall be made to seat lines of concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock. Excavate a minimum of 1'6" into material designated as rock in the sounding logs for the intermediate pier footings. Footings for End Bent No. 2 shall be set a minimum of 1'6" into the rock.

In general, all construction joints in bents shall be horizontal and shall be provided with keys not less than 1 1/2" high covering the middle third of both dimensions.

All piling shall be 12" HP # 53 and shall be driven with an approved air, steam, or diesel hammer to a minimum capacity of 36 tons per pile and into the material designated as rock or limestone on the boring logs. Lengths of piling shown are for estimating quantities only. Order lengths shown; cut-off or built-up, if necessary, to be paid for in accordance with the Standard Specifications.

Piles in End Bent No. 1 shall be driven after the embankment is in place.

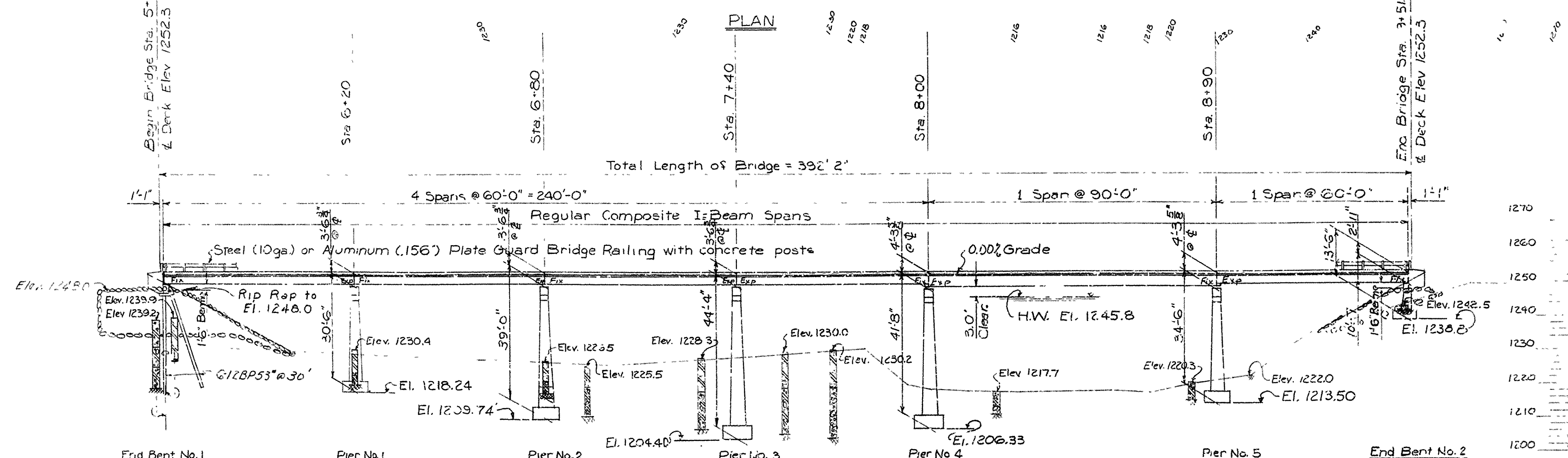
For details of End Bents see Drawing No. 1171.

For details of Piers see Drawing No. 1173.

For details of Standard Composite I-Beam Spans see Drawings No. 5460 and 5462.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

DESIGN SPECIFICATIONS		AASHTO 1961
Live Loading		H-15
Unit Stresses:	Class A Concrete (n=15)	840 psi
	Class B Concrete (n=10)	1,200 psi
	Reinforcing Steel	20,000 psi
	Structural Steel	18,000 psi
Footings Pressure		8,000 psi



B.M. U.S.C. & G.S. R-51 Standard Disc. 75' Rr. Sta. -185 feet back of Sta. 0+00, Elev. 1228.42											
8" Firm Brown Sandy Clay, few Gravel	15" Firm Br. Sandy Clay, moist	7" Med. firm Br. Sandy Clay	6" Med. firm Br. Sandy Clay	6" Med. firm Br. Sandy Clay	10" Med. firm Br. Sandy Clay	11" Med. firm Br. Sandy Clay	11" Med. firm Br. Sandy Clay	6" Comp. Clay, Gravel & Boulders	5" Firm Gray Sandy Clay & Gravel	Rock-exposed & Sta. 9+00	1 1/2" Clay Gravel & Boulders
6" Firm Clay Gravel & Bould.	0 1/2" Limestone can't penetrate	3" Firm Br. Sandy Clay & Small Gravel	3" Firm Br. Sandy Clay & Small Boulders	8" Firm Clay	11" Firm Clay Gr.	13" Firm Clay Gr.	15" Firm Br. Sandy Clay, small Bould.	Rock can't penet.	Rock can't penet.	3' Lt. Sta. 8+82	2' Rr. Sta. 9+49
6" Firm Br. Sandy Clay & Gravel	14' Rr. Sta. 5+60	18' Left Sta. 5+60	9' Rr. Sta. 6+20	7' Rr. Sta. 6+80	7' Rr. Sta. 6+93	4' Sta. 7+25	4' Sta. 7+55	4' Sta. 7+70			

ELEVATION  
D.A. = 221 sq. mi.  
C = 1.0

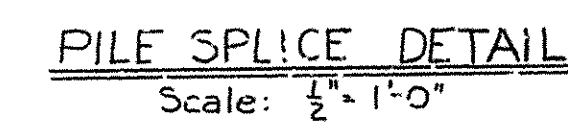
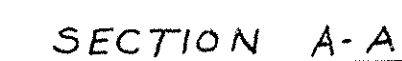
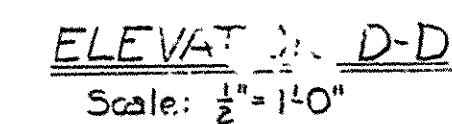
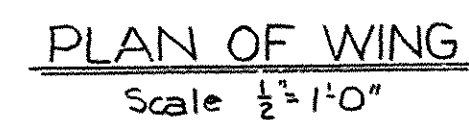
LAYOUT OF BRIDGE  
OVER WAR EAGLE CREEK  
MADISON COUNTY

ROUTE 23 SEC. 9  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: J.P. Carlson DATE: 9-6-61  
TRACED BY: J.P. Carlson DATE: 11-6-61  
CHECKED BY: J.P. Carlson DATE: 11-6-61

BRIDGE NO. 3583 DRAWING NO. 11741





GENERAL NOTES

For additional notes see Drawing No. 1741

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: JES DATE: 8-23-61  
 TRACED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: JES DATE: 11-9-61  
 BRIDGE NO. 3583  
 SCALE:  $\frac{3}{8}'' = 1'-0''$   
 except as noted  
 DRAWING NO. 11742

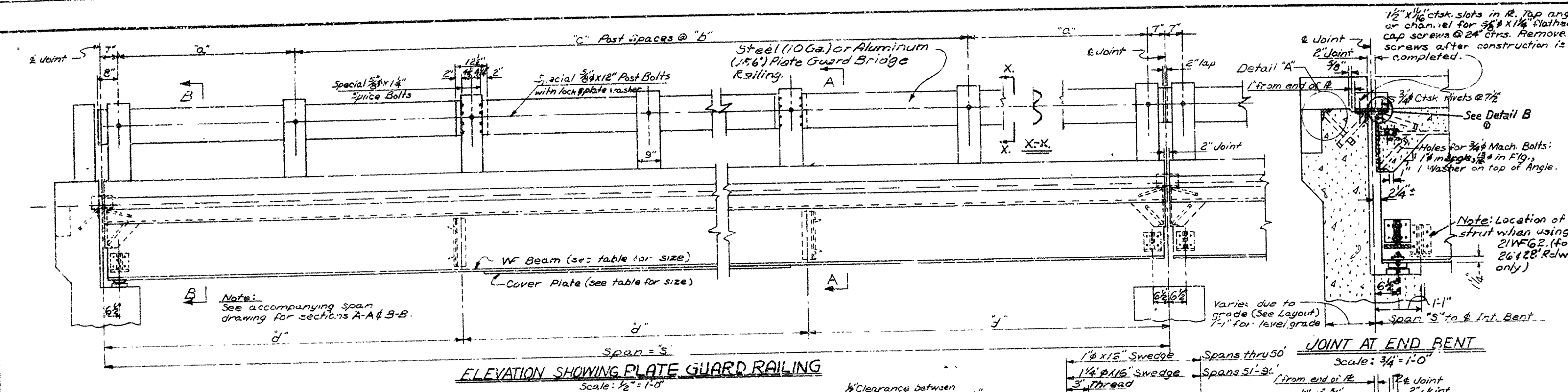












**GENERAL NOTES**

All concrete to be Class S. All exposed corners to be chamfered 3/4\" unless otherwise noted.

Field connections to be riveted or bolted with high strength bolts. Rivets 3/4\" open holes 7/8\" except where noted otherwise.

Structural shapes shown, but payment will be made on the basis of shapes shown or those actually used, whichever is less.

All welded connections to be 3/16\" fillet shop welds except as noted.

All welding shall conform to the American Welding Society Standards Specifications for Welded Highway and Railway Bridges, 5th Edition.

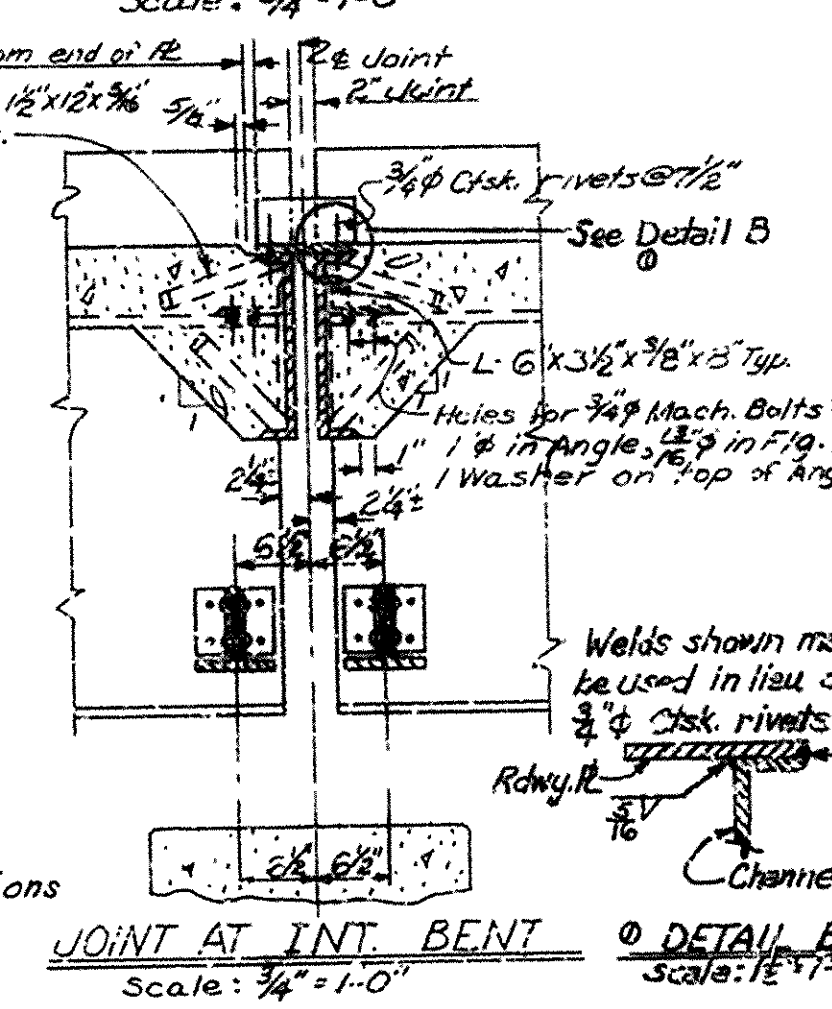
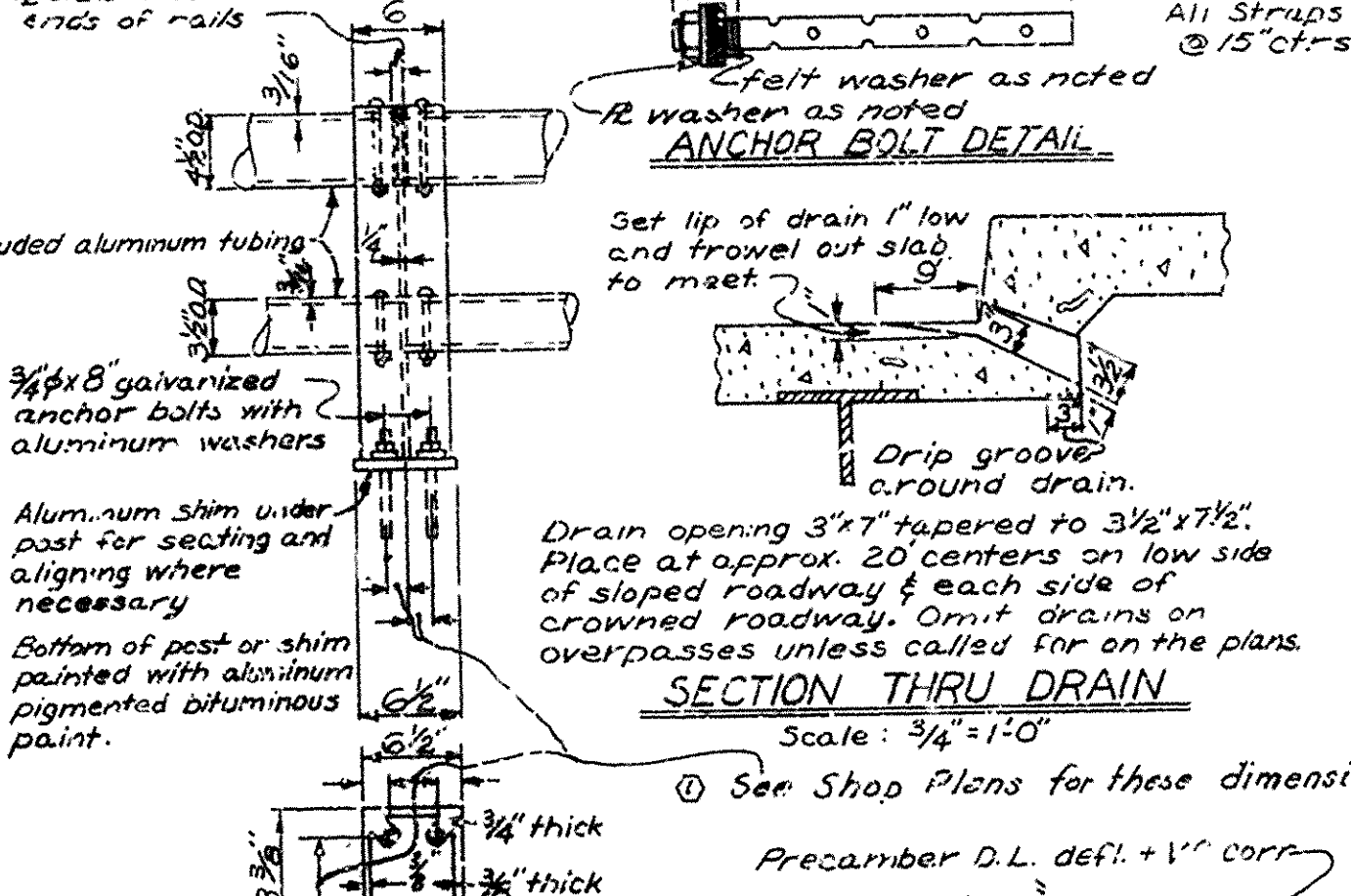
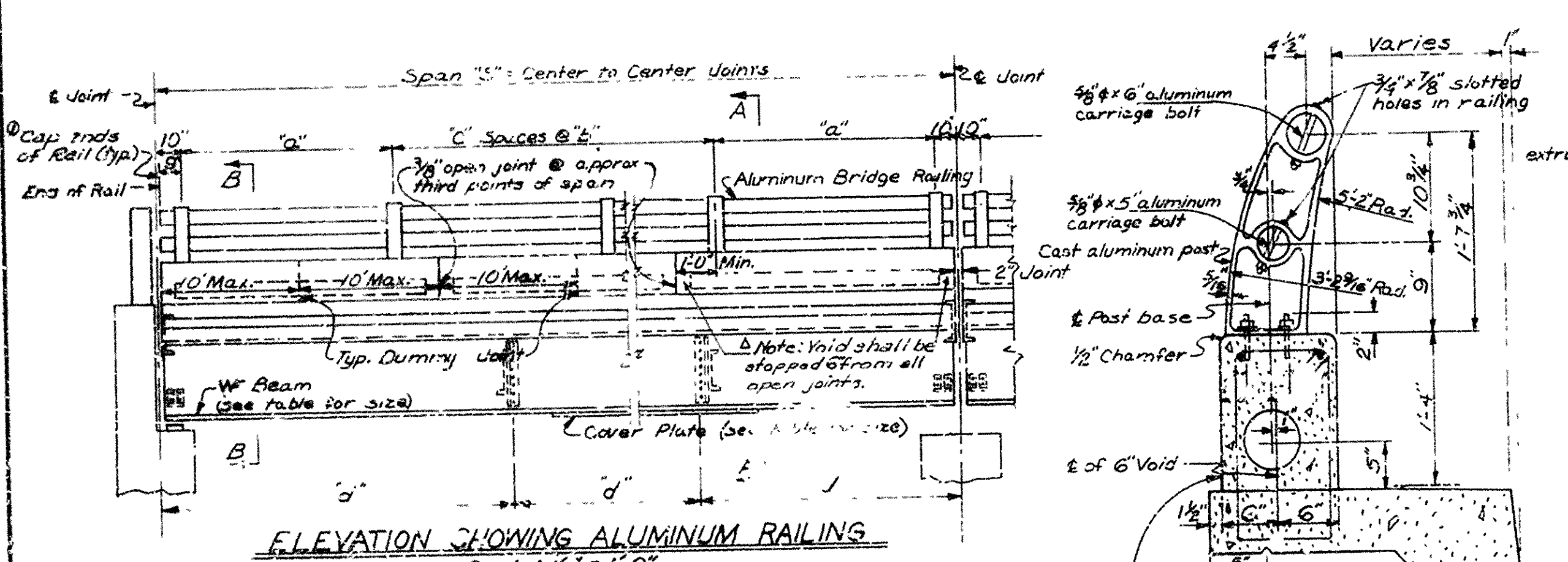
Shop Paint: All structural steel except surfaces in contact with concrete shall be given one coat of red lead and raw linseed oil before shipment.

Field Paint: First coat - red lead tinted with lamp black. Second coat - aluminum paint.

All bearing plates and roadway expansion devices to be paid for as Structural Steel in Beam Spans. Bearings shall be finally seated in a manner set forth in the Specifications. This work and material are to be considered as subsidiary to the item 'Structural Steel in Beam Spans' and will not be paid for directly.

This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approved before fabrication is begun.

Anchor bolts shall be galvanized to conform to ASTM Specification, Designation A 153.



Reinforcing steel to be deformed bars of intermediate or hard grade. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports sufficient in number and size to prevent displacement during the course of construction. 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 before fabrication is begun.

All chamfers on concrete riser for rail are to be 1/4\".

Shop drawings showing details of railing shall be submitted and approved before fabrication is begun.

The aluminum bridge railing, including posts and fasteners, shall be paid for at the unit price bid per linear foot for 'Aluminum Bridge Railing'.

A rail connection utilizing set screws is an acceptable alternative and may be supplied at the Contractor's option.

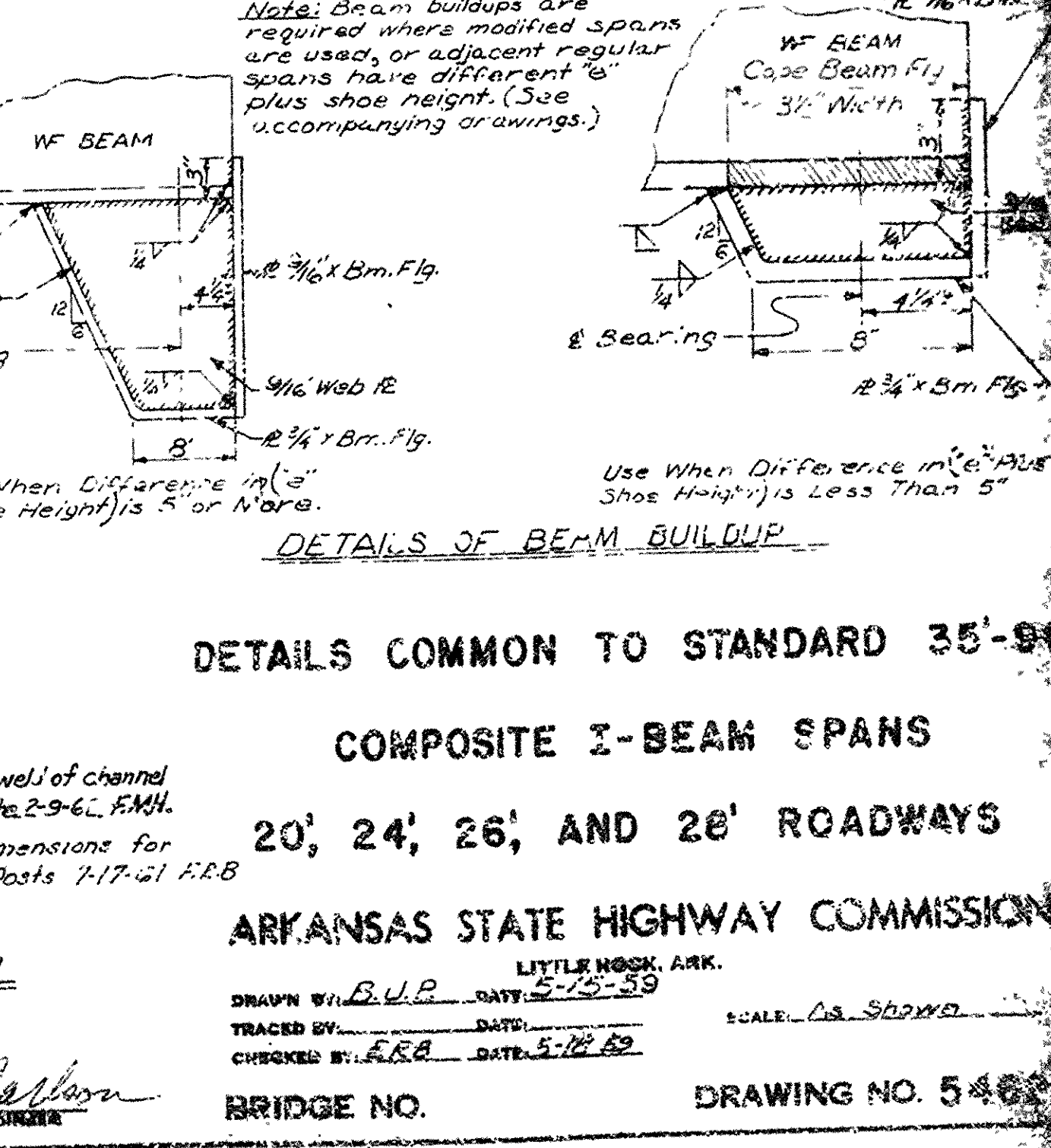
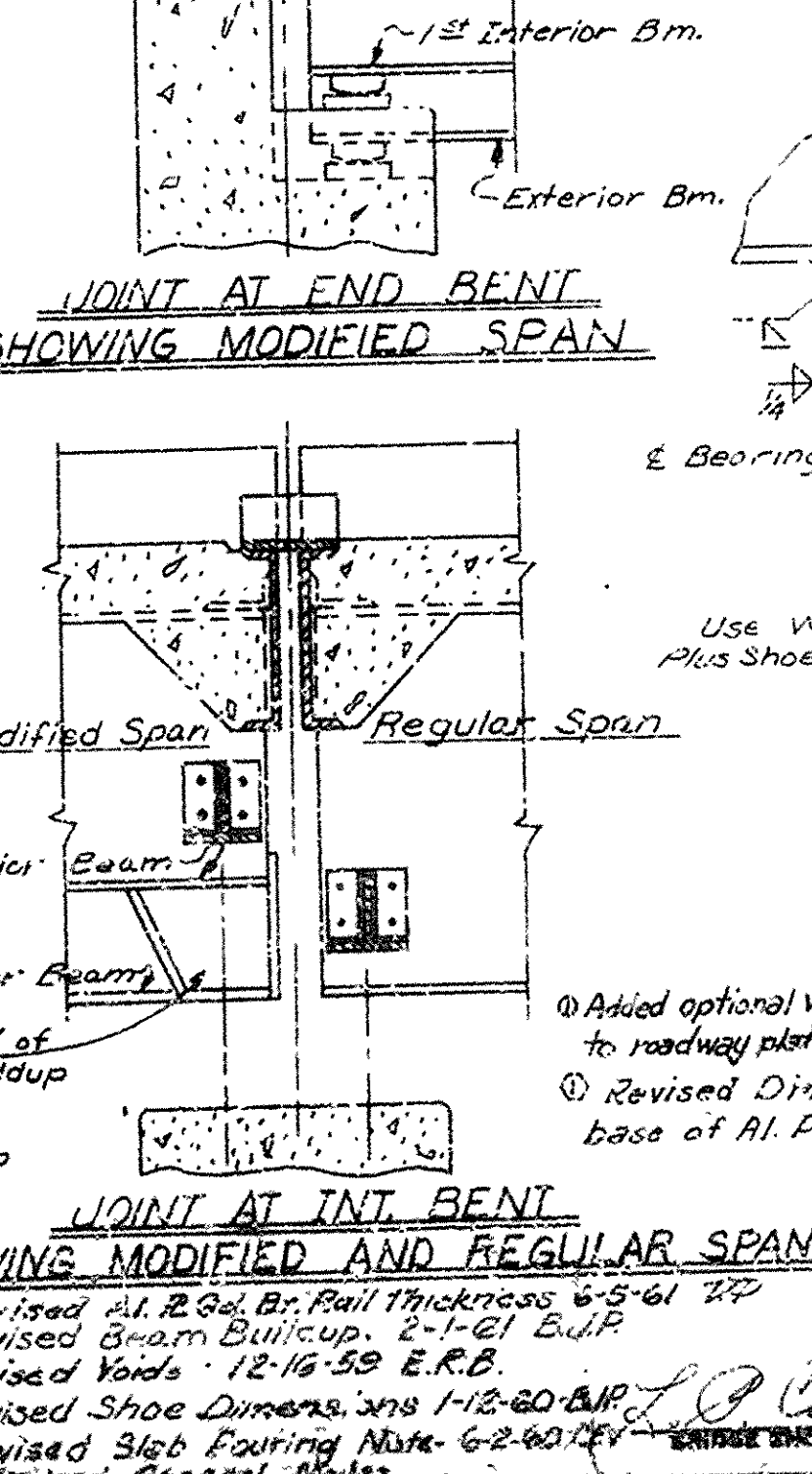
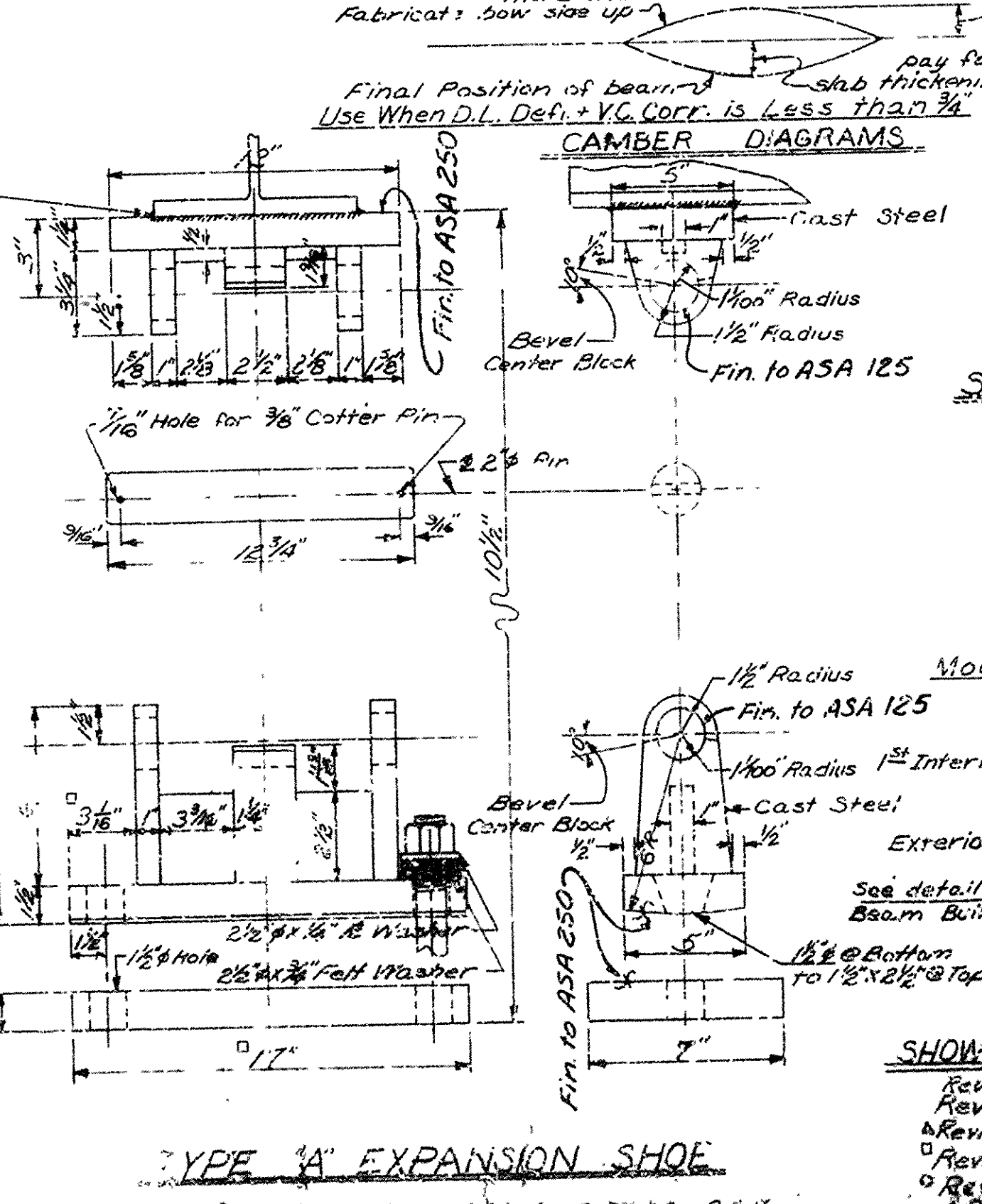
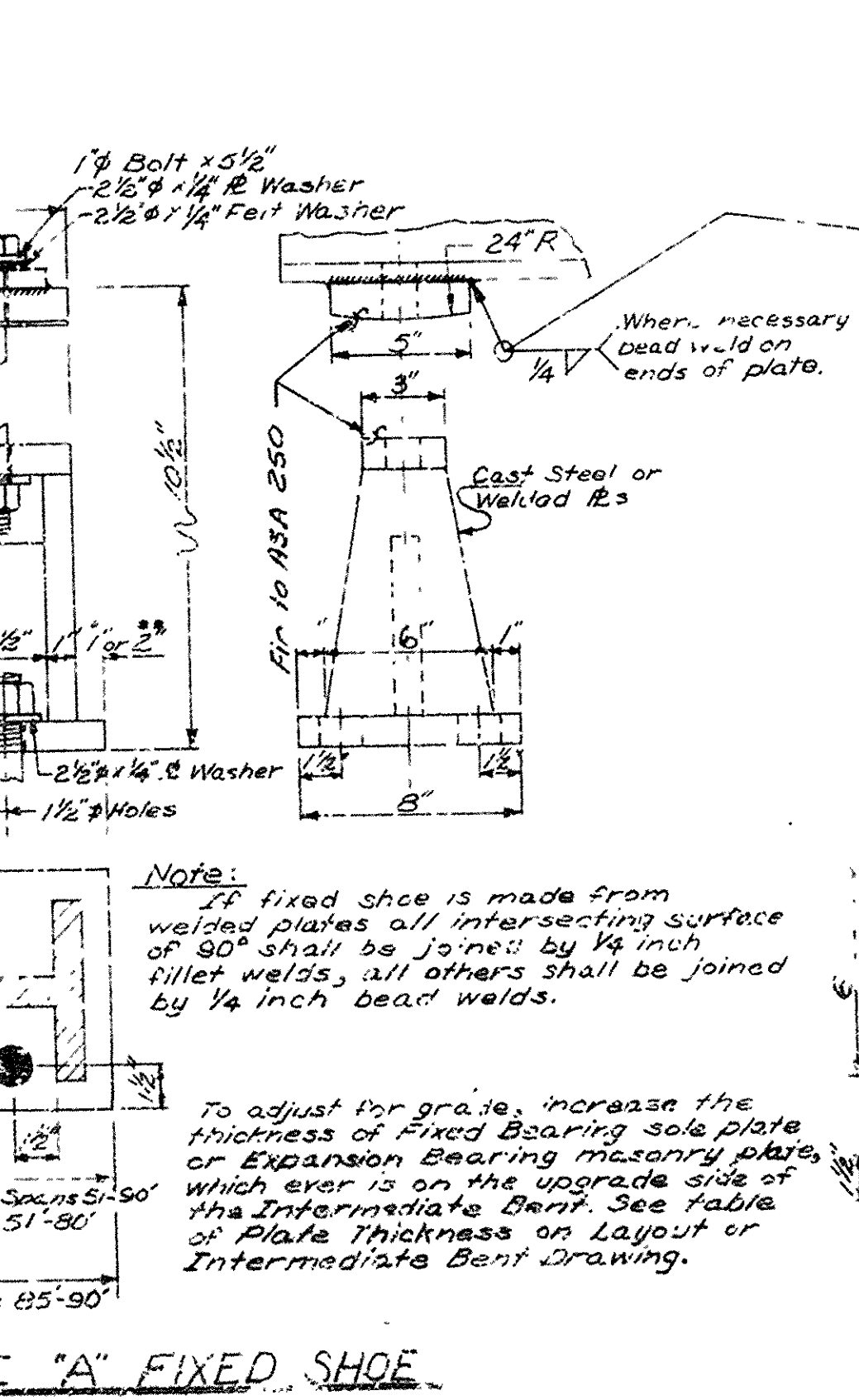
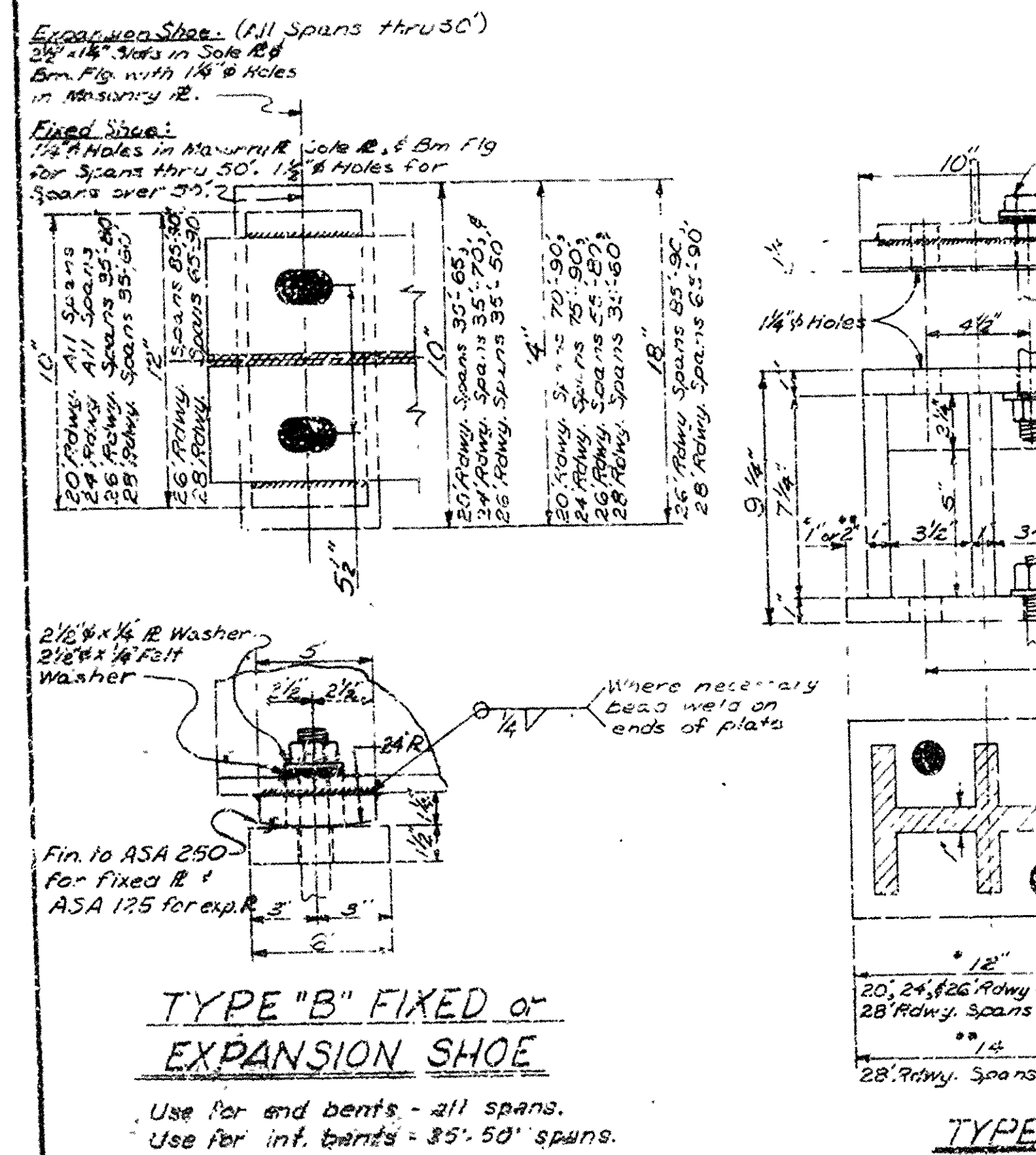
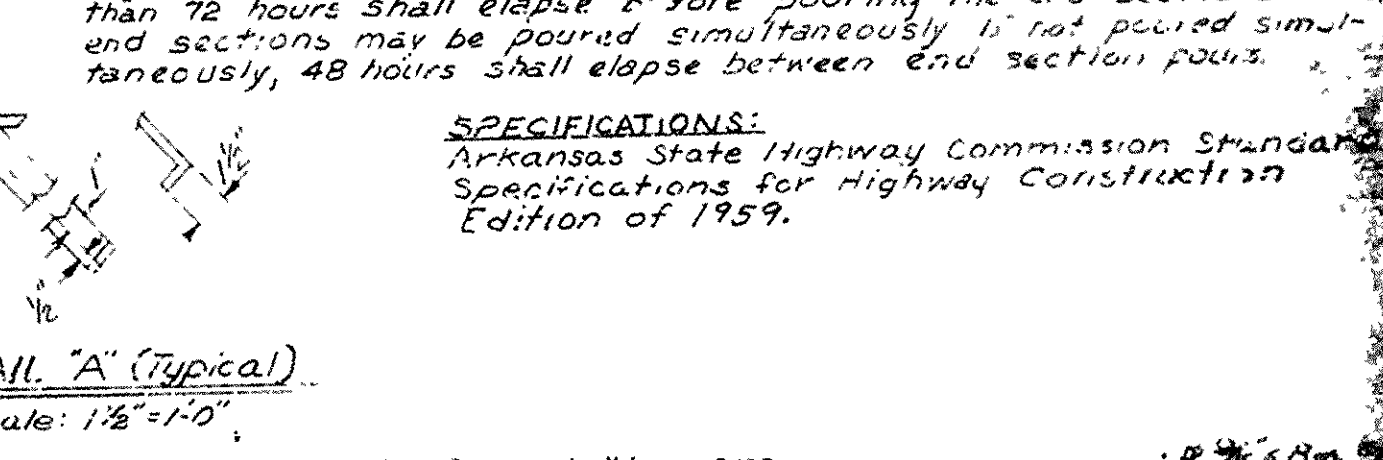
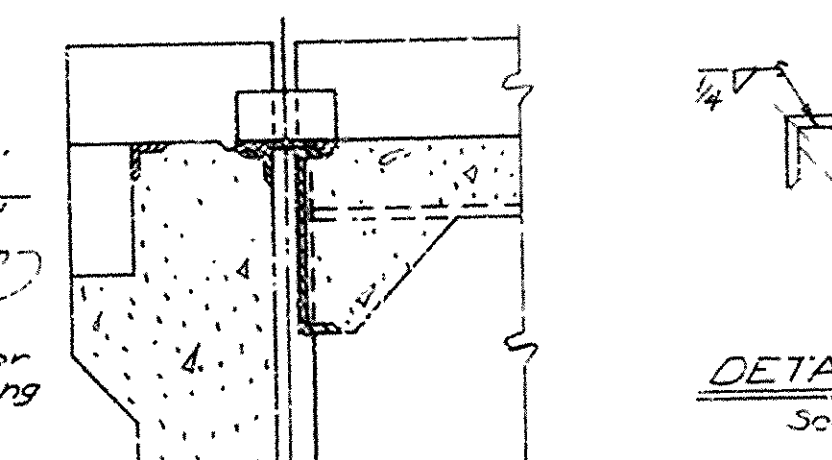
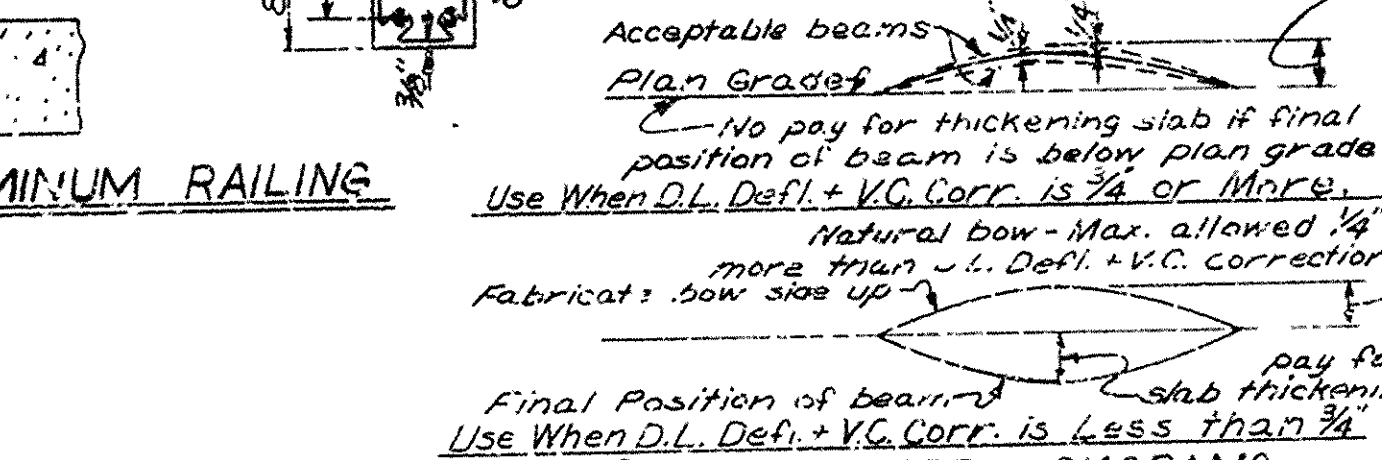
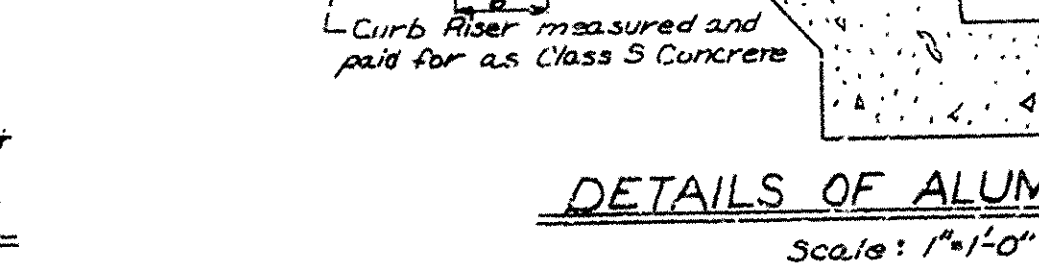
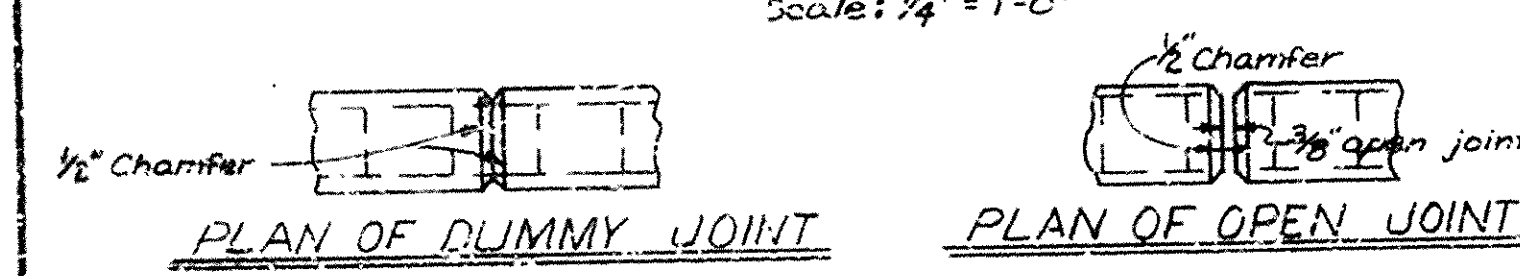
Outside surfaces of flanges of cast aluminum parts shall be given a 220 grit belt finish after which all exposed surfaces of parts shall receive one coat of clear lacquer.

If Steel or Aluminum Plate Guard Bridge Railing is used it shall be the type shown or an equivalent rigid type as approved by the Engineer.

The rail including posts and fasteners shall be paid for at the unit price bid per linear foot for 'Steel' or 'Aluminum Plate Guard Bridge Railing'.

**Slab Pouring Note:**

Floor slabs may be poured in one continuous operation with a strikeoff extending over the whole span length, or may be poured in increments with the center one-third to one-half span poured first. After the center section is poured not less than 12 hours shall elapse before pouring the end sections. The end sections may be poured simultaneously but not poured simultaneously, 48 hours shall elapse between end section pours.



**DETAILS COMMON TO STANDARD 35'-90'**

**COMPOSITE I-BEAM SPANS**

**20', 24', 26', AND 28' ROADWAYS**

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

**DRAWN BY: B.U.P. DATE: 5-2-59**

**TRACED BY: DATE: 5-1-61**

**CHECKED BY: E.E.B. DATE: 5-1-62**

**BRIDGE NO. DRAWING NO. 5468**