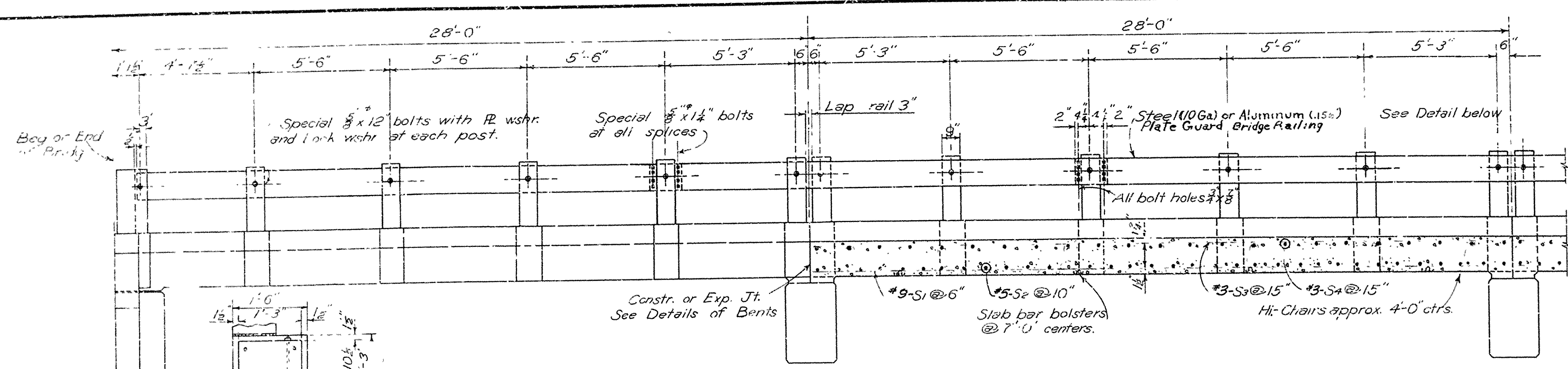


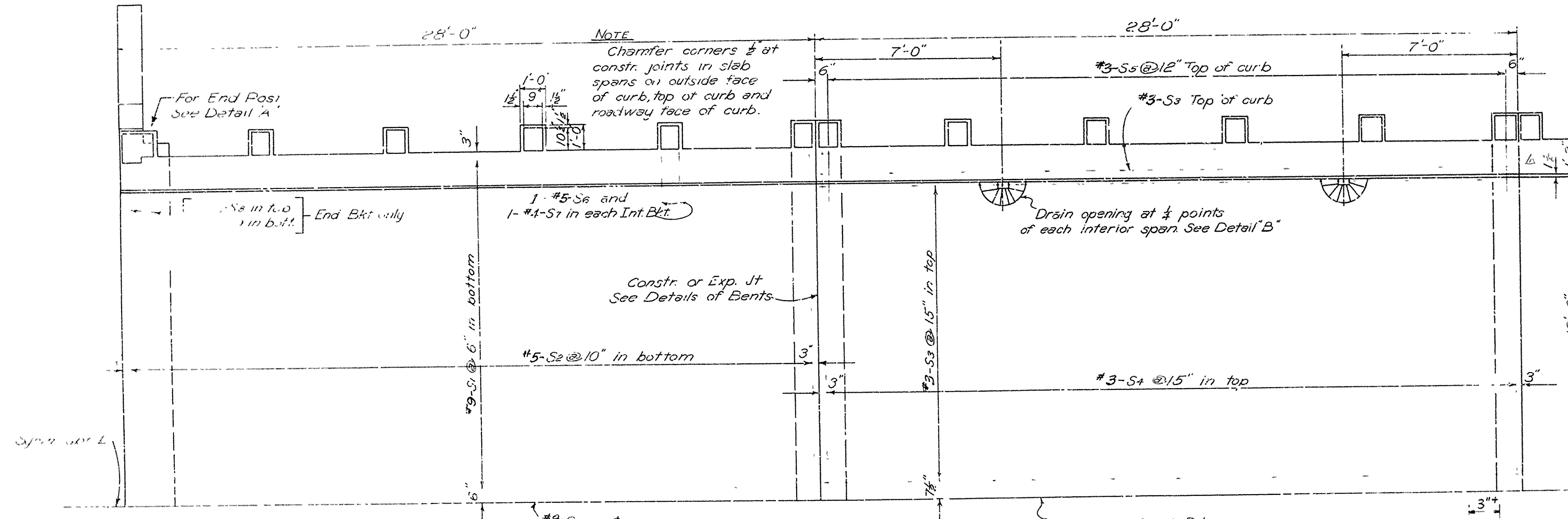
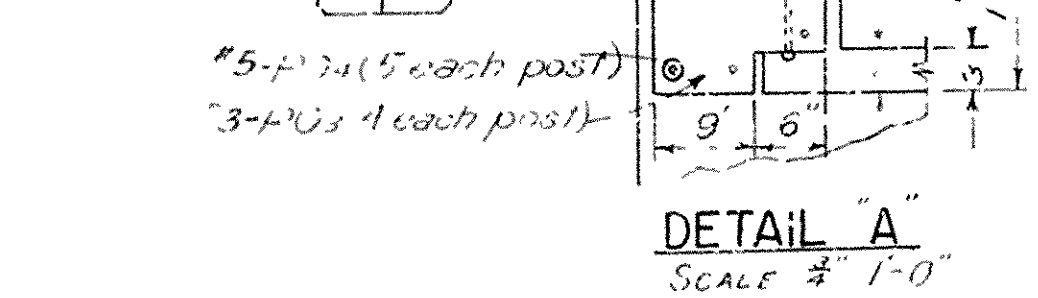
FEED ROAD	STATION	PROJECT NO.	FEEL	INSET	TOTAL
NO.	NO.	NO.	NO.	NO.	SHEETS
STATE JOB NO.					



ELEVATION

SECTION ON $\frac{1}{2}$ OF RDWY.

SCALE: $\frac{3}{8}'' = 1'-0''$



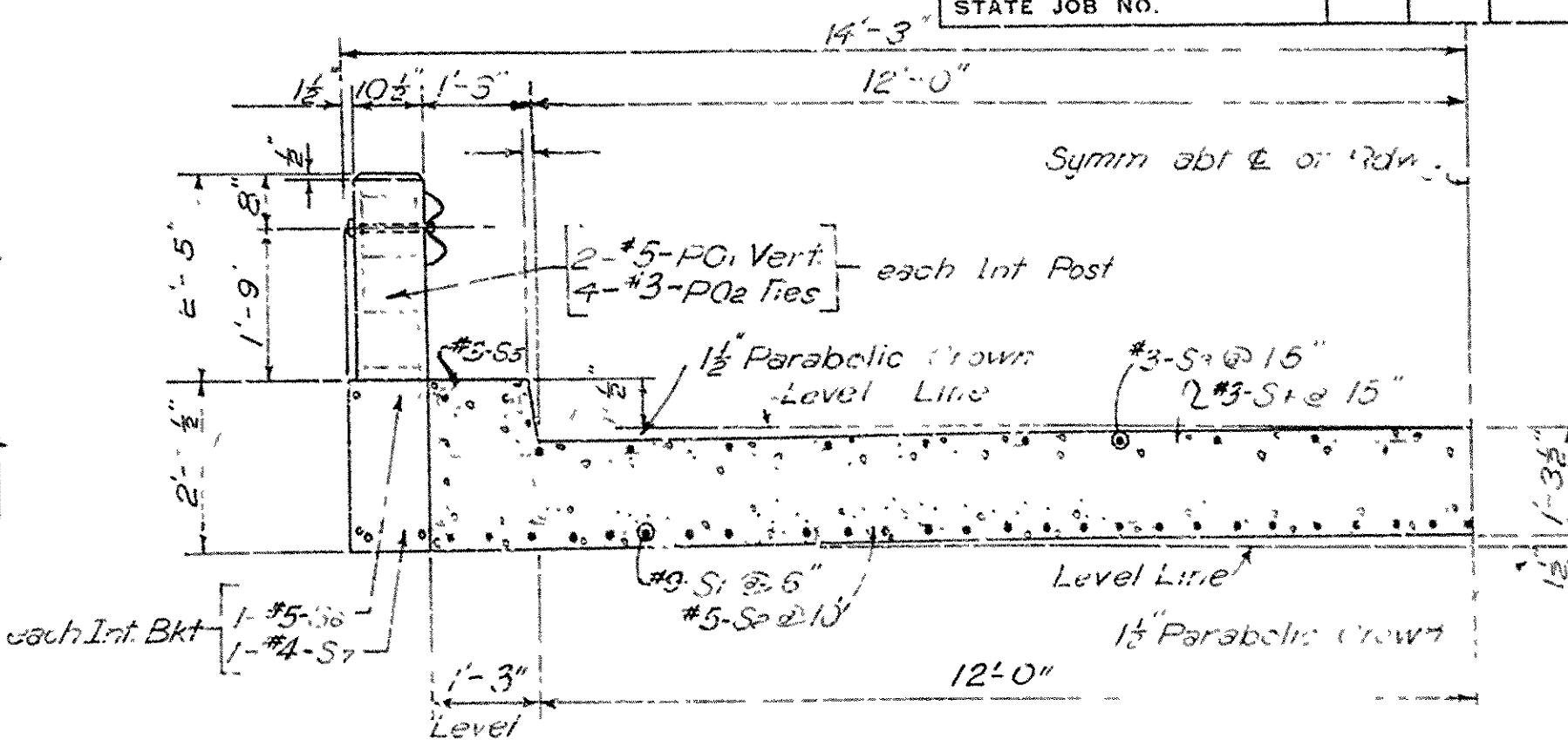
HALF PLAN END SPAN

HALF PLAN INTERMEDIATE SPAN

SHOWING STEEL IN BOTTOM OF SLAB
TOP SLAB STEEL SAME AS SHOWN FOR INT. SPAN

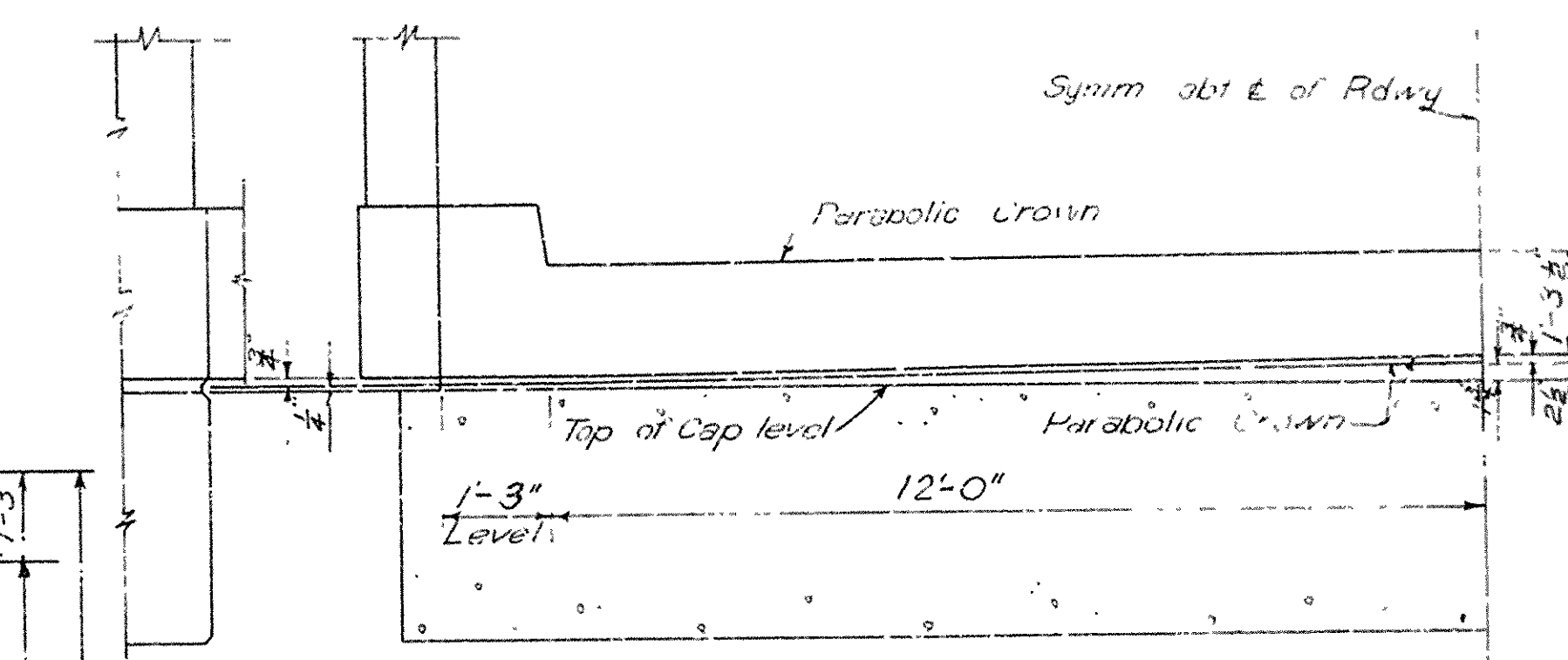
SHOWING STEEL IN TOP OF SLAB
BOT. SLAB STEEL SAME AS SHOWN FOR END SPAN

SCALE: $\frac{3}{8}'' = 1'-0''$



TYPICAL CROSS SECTION

SCALE: $\frac{3}{8}'' = 1'-0''$



SECTION AT BENT

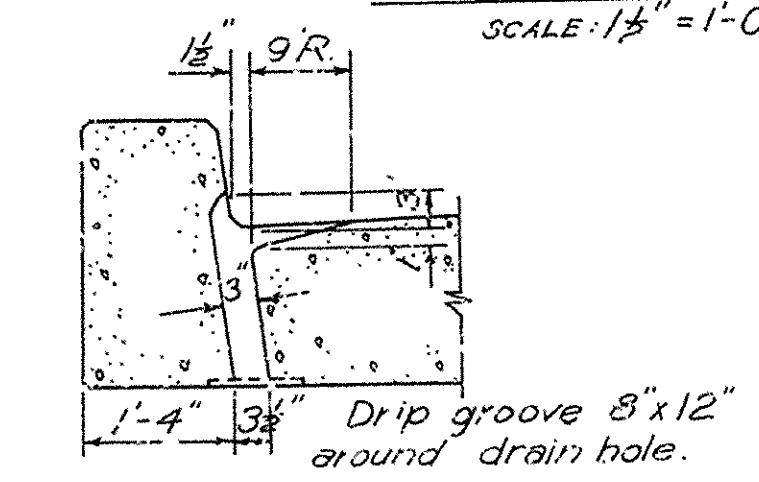
SHOWING HOW THICKNESS OF PARABOLIC SLAB IS INCREASED AT BENT TO MEET LEVEL CAP.
SCALE: $\frac{3}{8}'' = 1'-0''$

LIST OF REINFORCING STEEL

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

SECT. OF GUARD RAIL

SCALE: $\frac{1}{2}'' = 1'-0''$



DETAIL B
SECTION THRU DRAIN OPENING

SCALE: $\frac{3}{8}'' = 1'-0''$

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

GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered $\frac{3}{8}$ " unless otherwise noted. Reinforcing steel to be deformed bars of intermediate or hard grade. 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. 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 1957.

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

LOAD DISTRIBUTION TO SLAB:
Dead Load = 209 $\frac{lb}{ft^2}$
Live Load = 0.182 Wheel/ft. width
Impact = 30%

OR LANE LOADS

Uniform Load = 436 $\frac{lb}{ft}$
Concentrated LL = 1227 $\frac{lb}{ft}$
Impact = 30%

UNIT STRESSES

Class "S" Concrete (n=10) 1200 $\frac{psi}{in^2}$
Reinforcing Steel 20,000 $\frac{psi}{in^2}$

Revisions:
Add-d 2'-2 1/2" to S6 W.W.M. 5-26-54
Changed S2 to straight bar W.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.W. 11-7-57
Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design Loading (1937). 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

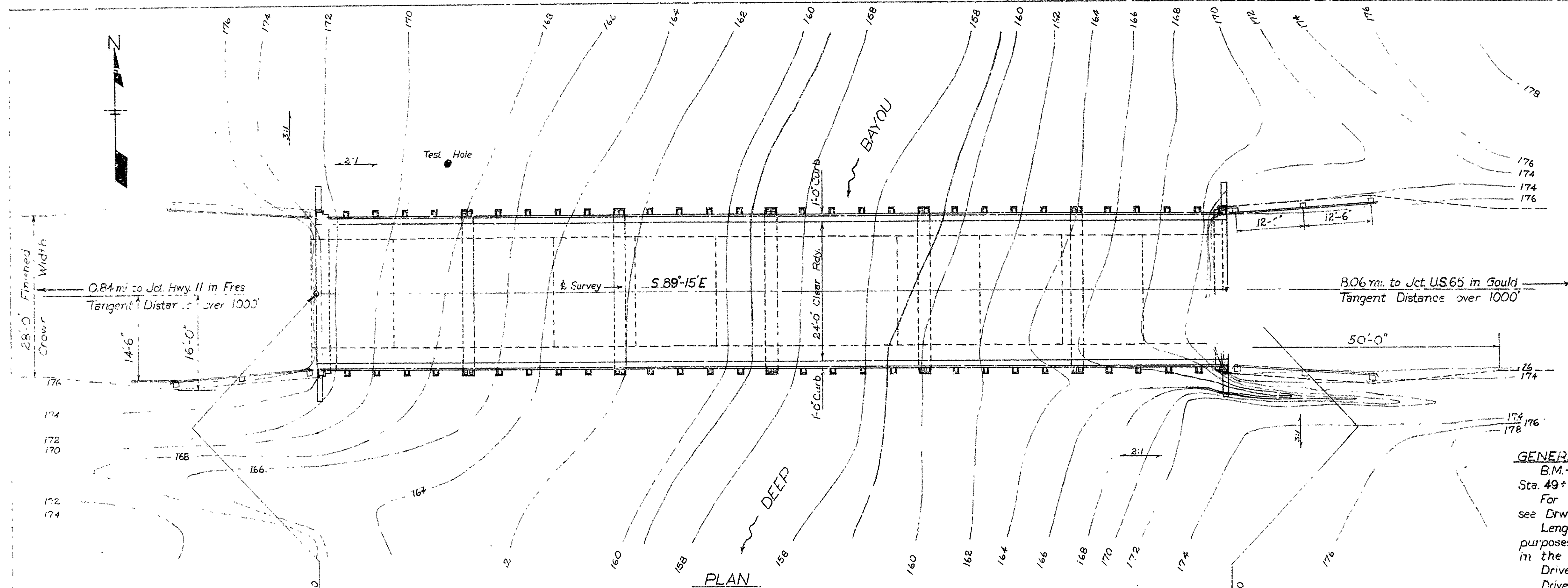
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W.W.M. Date: 5-5-52
Traced By: L.W.H. Date: 6-15-55
Checked By: Date: 5-23-55
BRIDGE NO. DRAWING NO. 5492

FED. ROAD DIST.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	5185(2)		5	82
JOB No.		2450			

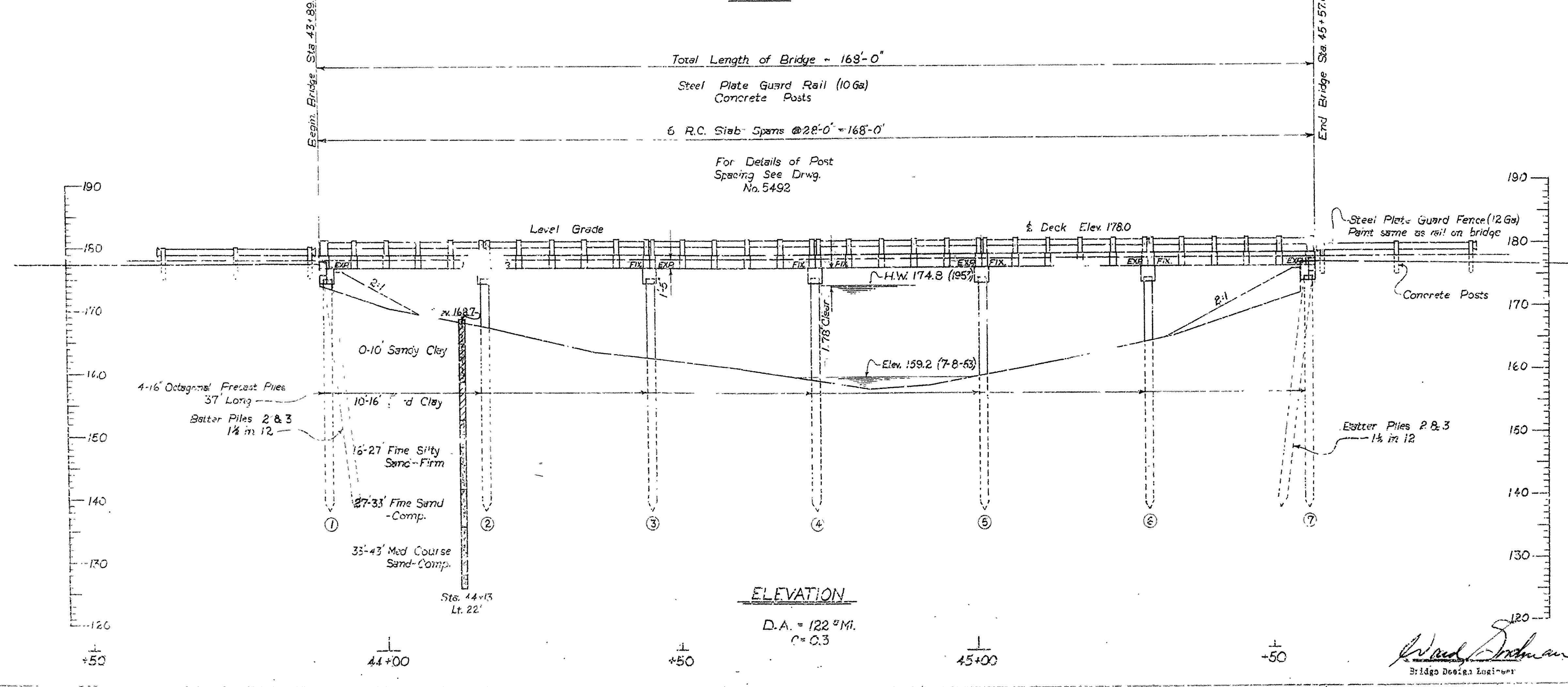
NOTE:
Existing bridge of 9-15' timber spans and 1-30' I-beam span to be removed by Contractor. See SP1052-7.

	Rt. of $\frac{1}{2}$	Lt. of $\frac{1}{2}$
OLD R/W	40	40
TEMP. R/W	50	50



PLAN

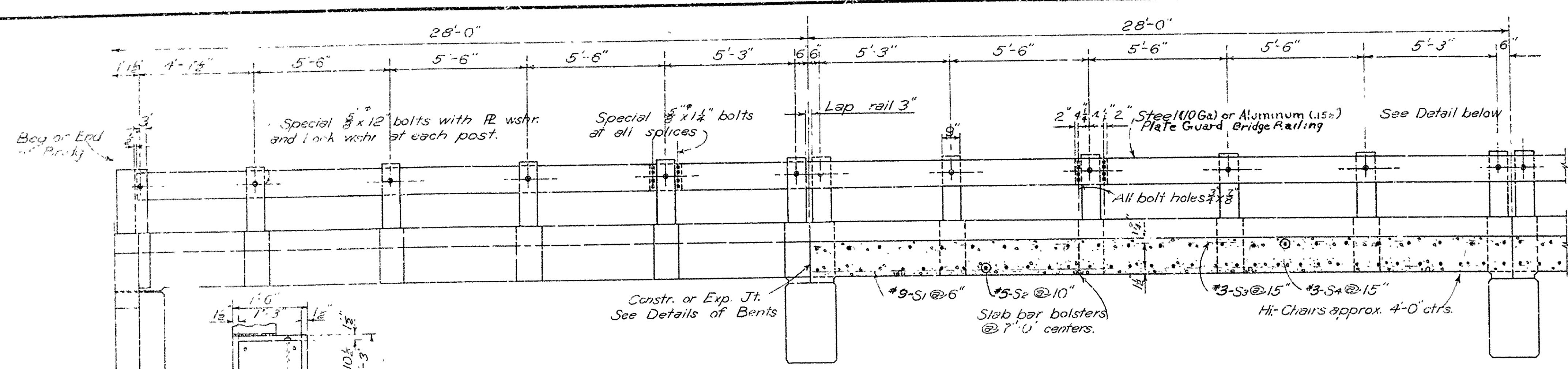
GENERAL NOTES:
B.M. - Nail in side of power pole, 30' of Sta. 49+90 - Elevation 178.66.
For details of substructure and superstructure see Drwgs. No. 5492, & 5492A.
Lengths of piling shown are for estimating purposes only. Actual lengths to be determined in the field.
Drive one 42' test pile in Bent No. 6.
Drive piles to a minimum bearing capacity of 32 tons in Intermediate Bents and 30 tons in End Bents.
Loading: H 15 (AASHO 1949 Revised)
Unit Stresses:
Class 'S' Concrete ($n=10$) 1200 $\frac{lb}{sq. in.}$
Reinforcing Steel 20,000 $\frac{lb}{sq. in.}$



ELEVATION

LAYOUT OF
BRIDGE OVER DEEP BAYOU
FRESNO - GOULD
LINCOLN COUNTY
ROUTE 114, SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: J.H.L. Date: 7-24-53
Traced By: J.H.L. Date: 8-7-53
Checked By: J.H.L. Date: 8-7-53
Scale: 1 in. = 10 ft.
BRIDGE NO. 2823 DRAWING NO. 6355

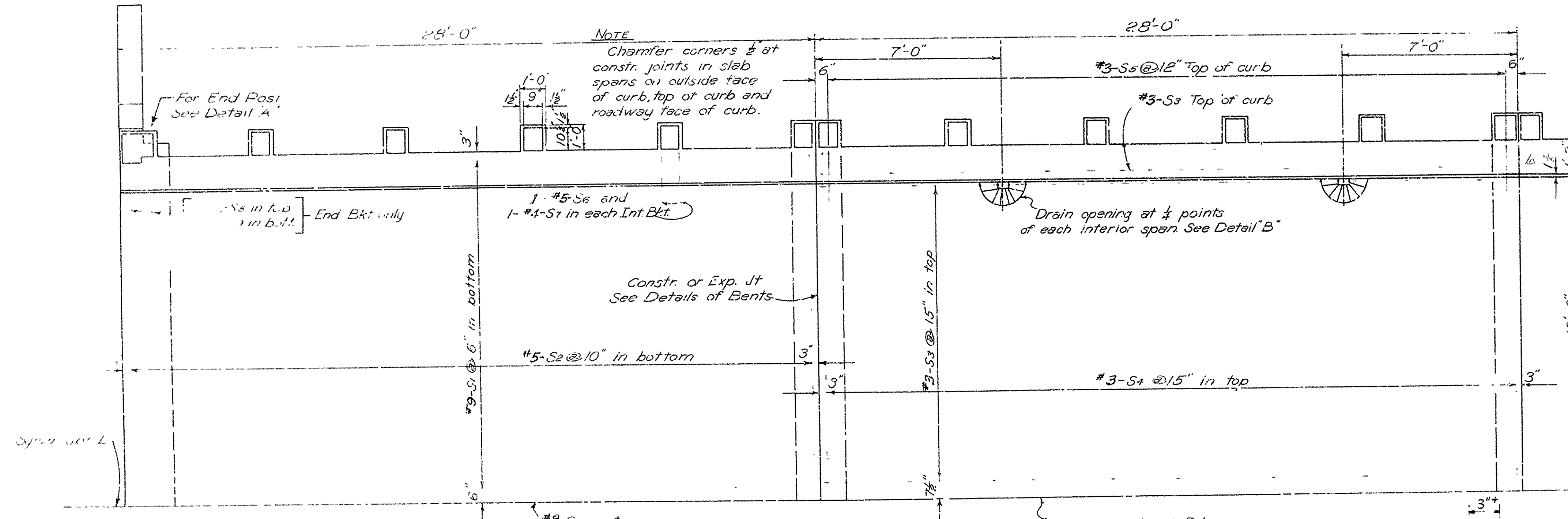
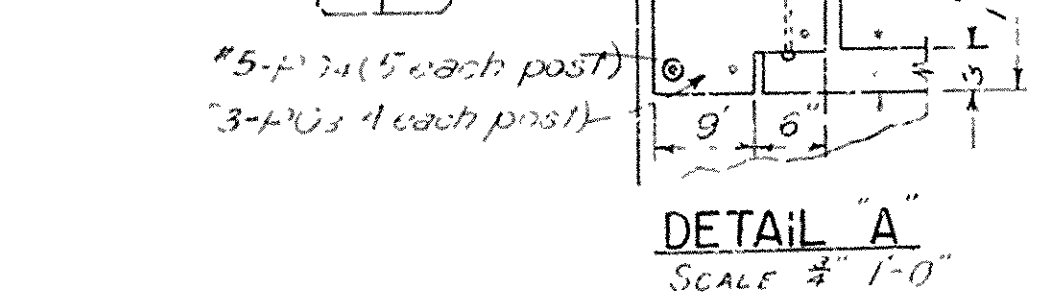
FEED ROAD	STATION	PROJECT NO.	FEEL	INSET	TOTAL
NO.	NO.	NO.	NO.	NO.	SHEETS
STATE JOB NO.					



ELEVATION

SECTION ON $\frac{1}{2}$ OF RDWY.

SCALE: $\frac{3}{8}'' = 1'-0''$



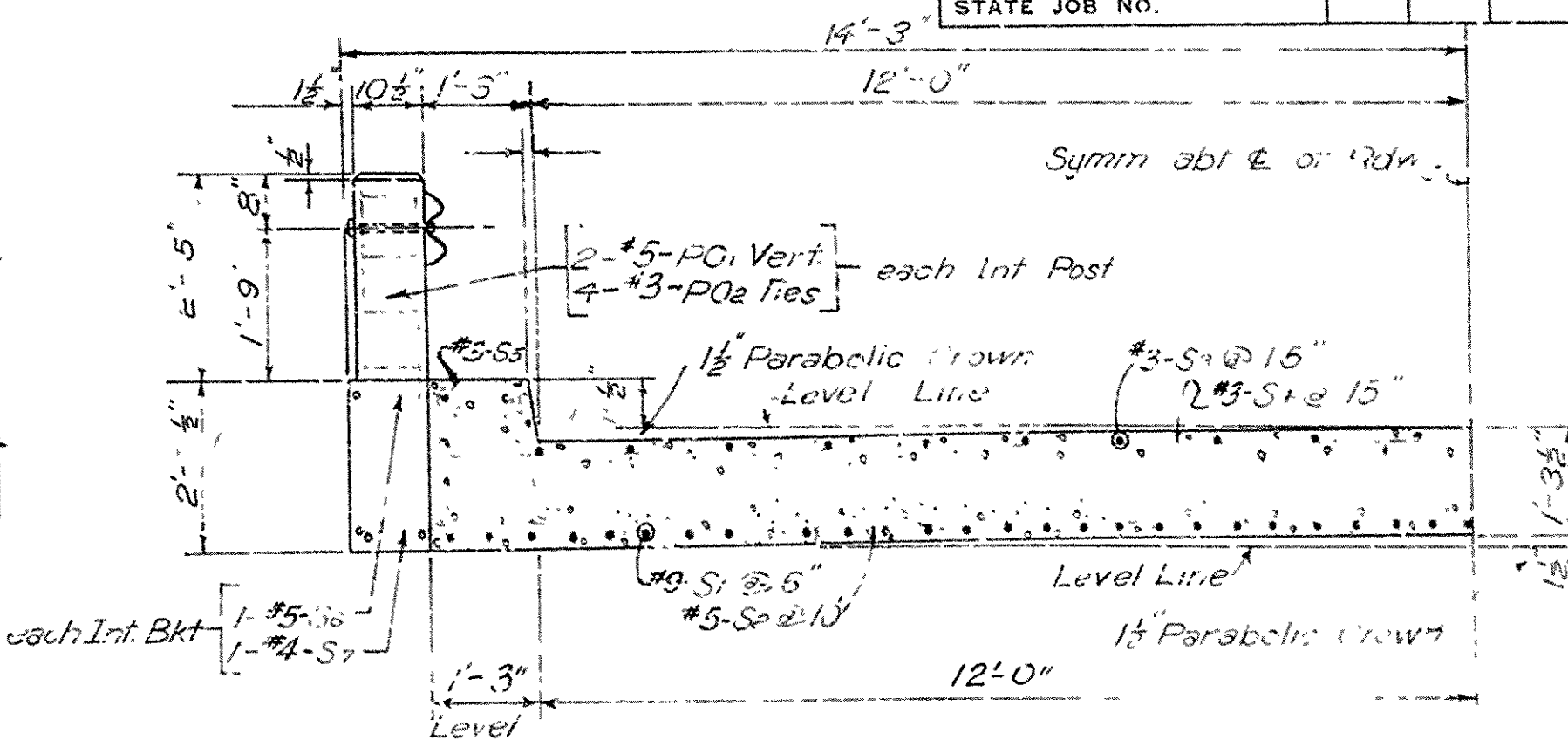
HALF PLAN END SPAN

HALF PLAN INTERMEDIATE SPAN

SHOWING STEEL IN BOTTOM OF SLAB
TOP SLAB STEEL SAME AS SHOWN FOR INT. SPAN

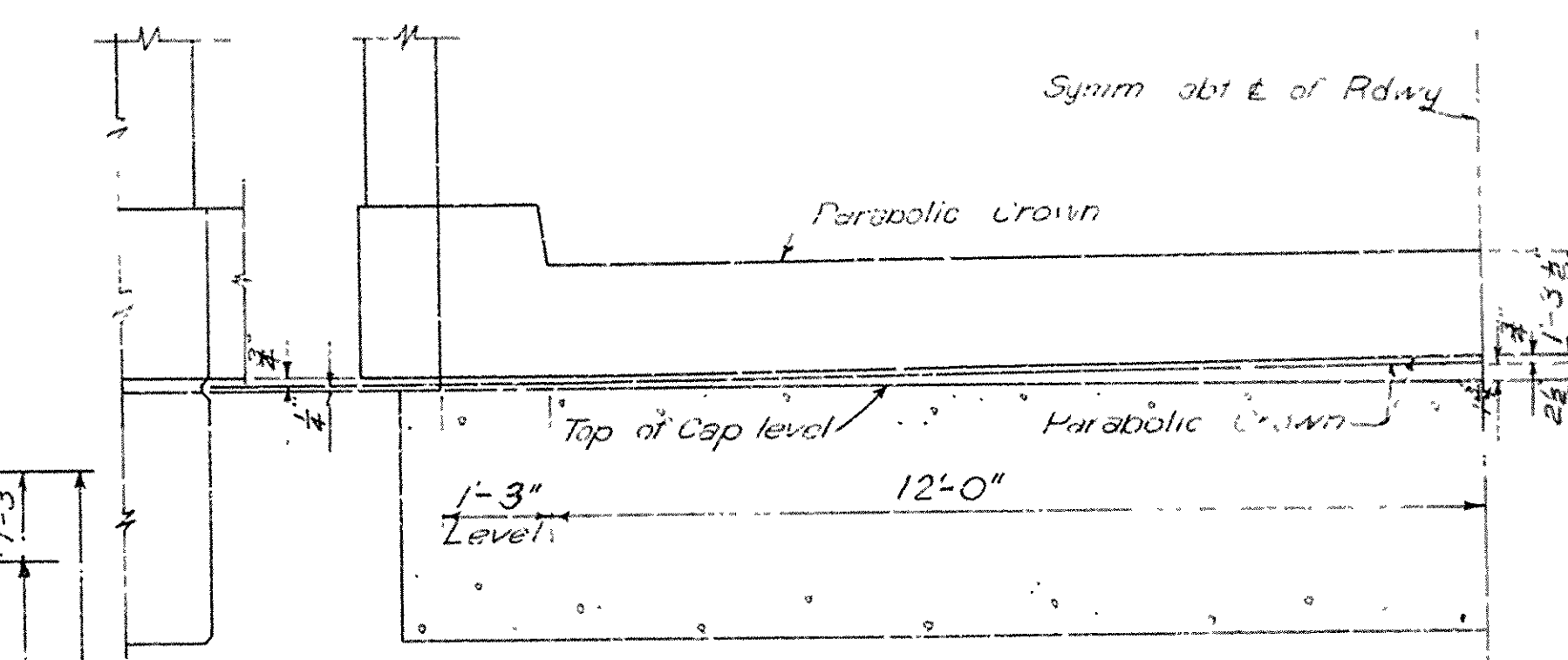
SHOWING STEEL IN TOP OF SLAB
BOT. SLAB STEEL SAME AS SHOWN FOR END SPAN

SCALE: $\frac{3}{8}'' = 1'-0''$



TYPICAL CROSS SECTION

SCALE: $\frac{3}{8}'' = 1'-0''$



SECTION AT BENT

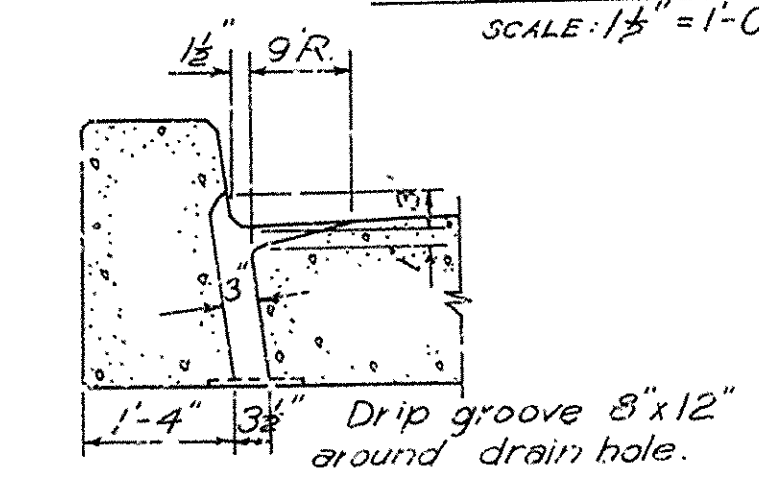
SHOWING HOW THICKNESS OF PARABOLIC SLAB IS INCREASED AT BENT TO MEET LEVEL CAP.
SCALE: $\frac{3}{8}'' = 1'-0''$

LIST OF REINFORCING STEEL

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

SECT. OF GUARD RAIL

SCALE: $\frac{1}{4}'' = 1'-0''$



DETAIL B
SECTION THRU DRAIN OPENING

SCALE: $\frac{3}{8}'' = 1'-0''$

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

GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered $\frac{3}{8}$ " unless otherwise noted. Reinforcing steel to be deformed bars of intermediate or hard grade. 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. 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 - 1957

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

LOAD DISTRIBUTION TO SLAB:
Dead Load = 209 $\frac{1}{2}$ "
Live Load = 0.182 Wheel/ft. width
Impact = 30%

OR LANE LOADS

Uniform Load = 43.6 $\frac{1}{2}$ "
Concentrated LL = 1227"
Impact = 30%

UNIT STRESSES

Class "S" Concrete (n=10) 1200 $\frac{1}{2}$ "
Reinforcing Steel 20,000 $\frac{1}{2}$ "

Revisions:
Add-d 2'-2 1/2" to S6 W.W.M. 5-26-54
Changed S2 to straight bar W.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.W. 11-7-57
Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design Loading (1937). L.H.T. 9-15-59 24'-0" CLEAR RDWY. 1'-0" CURBS
Revised Guard Rail Note J.M.H. 7-15-66

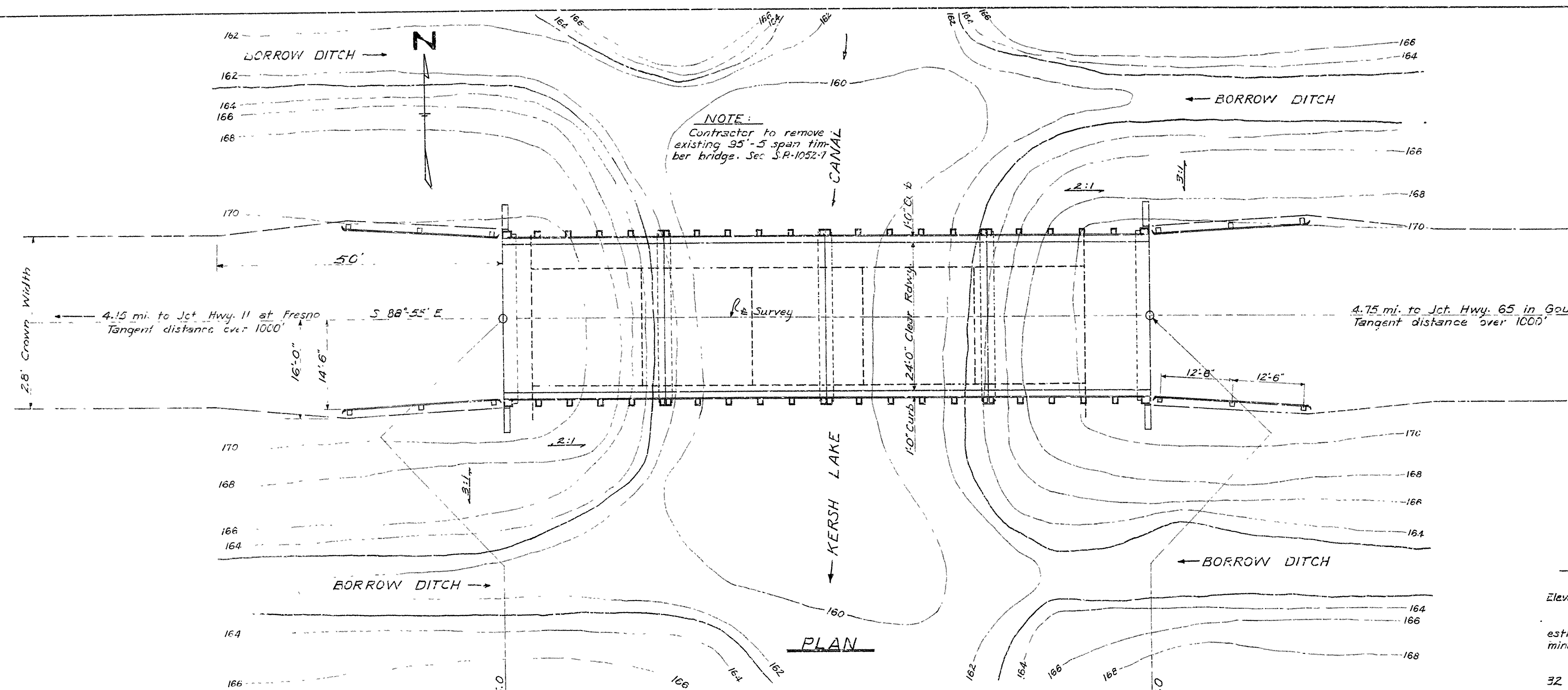
DETAILS OF STANDARD
28'-0" R.C. SLAB SPAN

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: Date: 5-23-55
BRIDGE NO. DRAWING NO. 5492

FED. ROAD DIST. NO.	STATE	FED. AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	3185(2)		G	82
JOB NO.	2450				

R/W
40' Lt. 40' Rt.

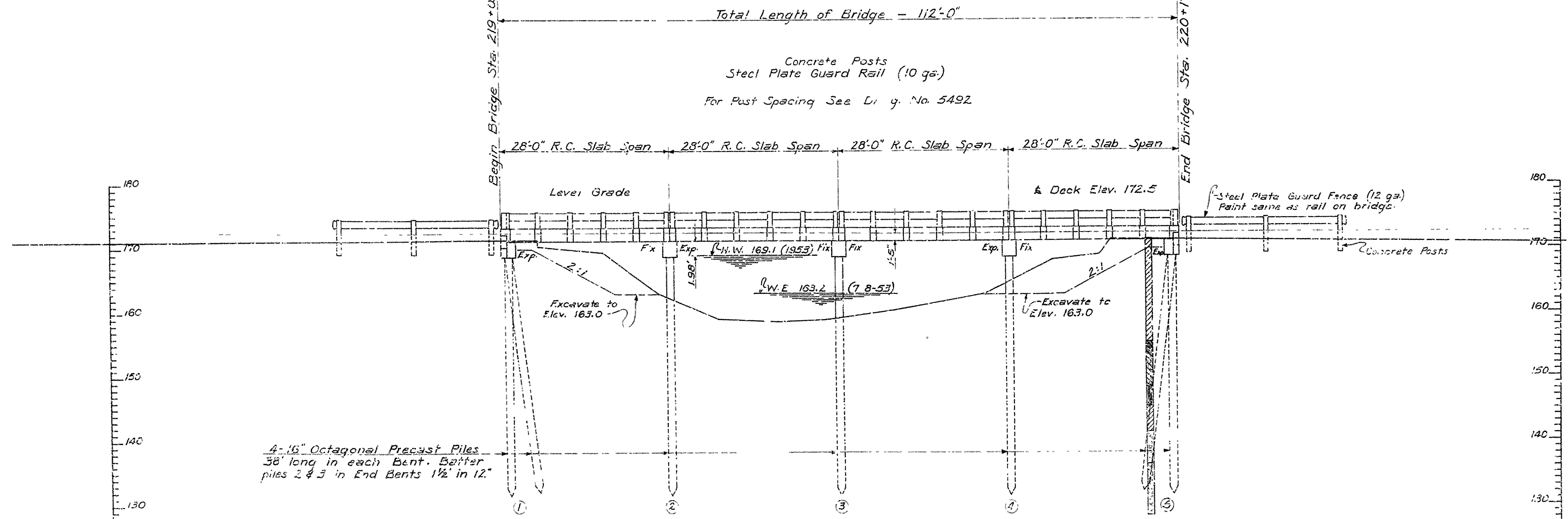


PLAN

GENERAL NOTES:

B.M. - Nail in top of pile 25' left of Sta. 219+10
Elevation - 170.30
For details see Drawings No. 5492 & 5492-A
Lengths of precast concrete piles shown are for
estimating purposes only. Actual lengths to be deter-
mined in the field.
Drive one 43' test pile in East No. 2.
All piling to be driven to a minimum bearing of
32 tons per pile in Intermediate Bents and 30 tons
per pile in End Bents.

Loading: H 15 (A.A.S.H.O. 1949 Revised)
Stresses:
Class "S" Concrete (n=10) 1200 ψ /in.
Reinforcing Steel 20,000 ψ /in.



ELEVATION

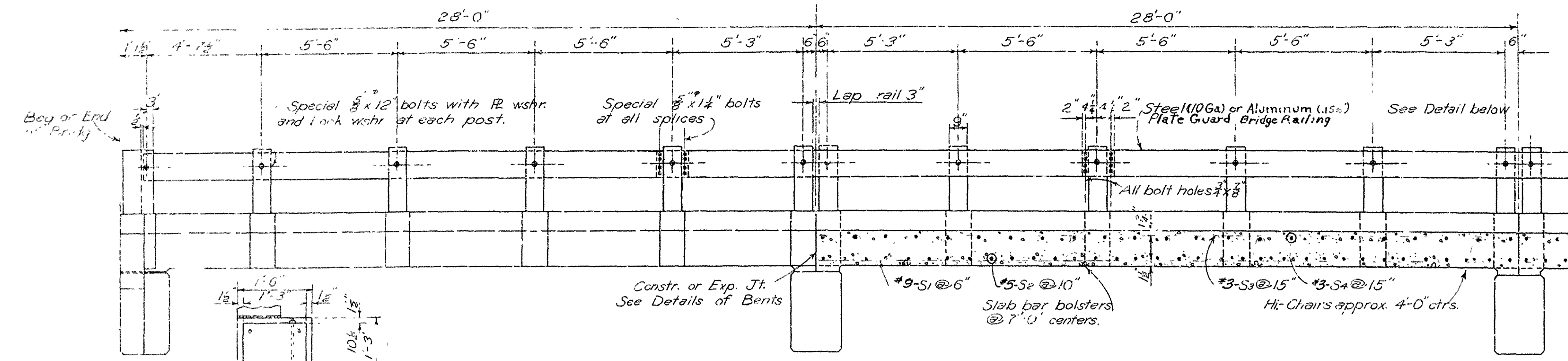
4-16" Octagonal Precast Piles
38' long in each Bent. Better
piles 2 & 3 in End Bents 1 1/2' in 12"

Sta. 220+12 - 11' right
0-16' Hard Clay
16'-23' Sandy Clay - Firm
23'-26' Fine Silty Sand Water Bearing
26'-30' Hard Clay
30'-35' Fine Silty Sand - Firm
35'-43' Fine Sand - Compact

LAYOUT OF BRIDGE
OVER KERSH LAKE CANAL
FRESNO-GOULD
LINCOLN COUNTY
ROUTE 114 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By B.K. Date 7-24-53
Traced By Date
Checked By F.D.B. Date 8-7-53
BRIDGE NO. 2894 DRAWING NO. 6356
Scale: 1 in. = 10 ft.

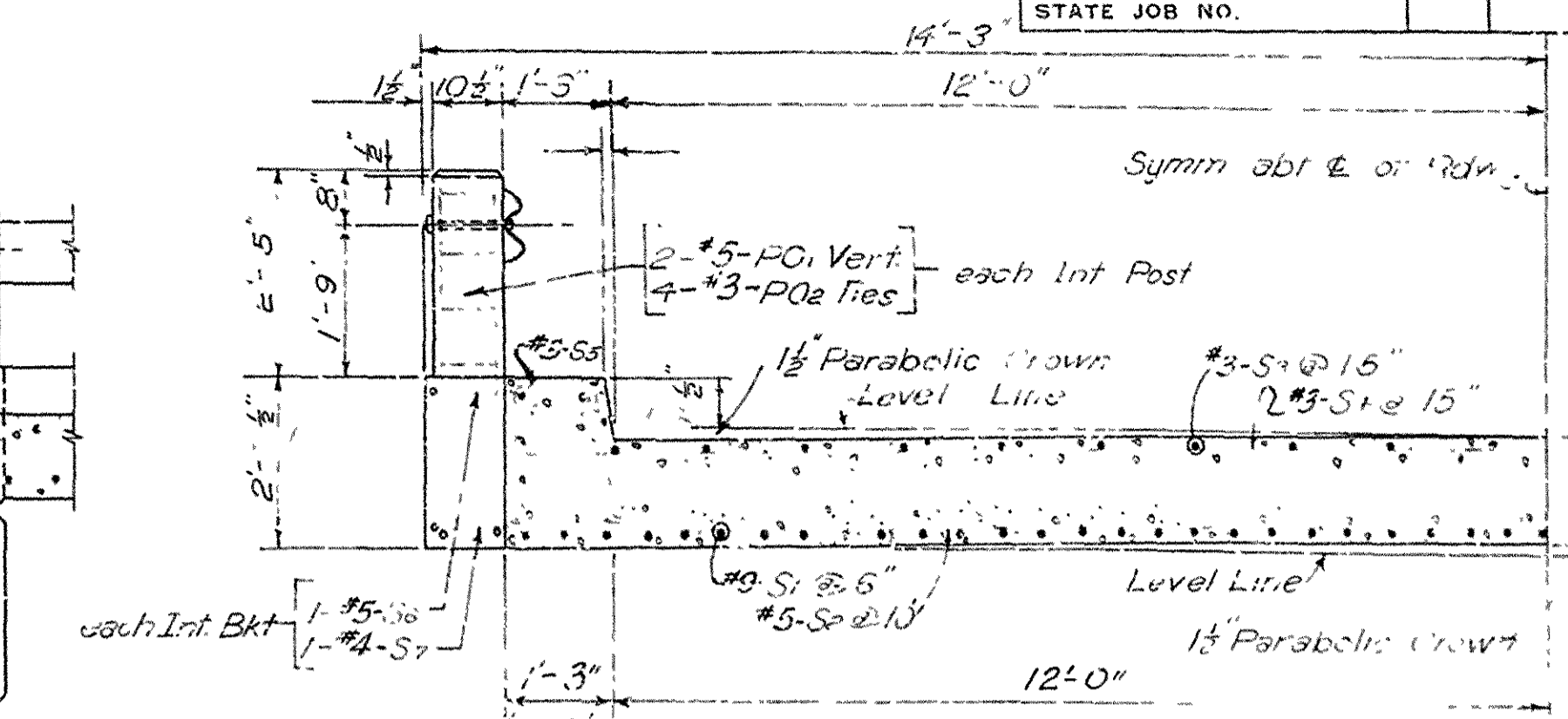
FILE NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
6	ARK				
STATE JOB NO.					



ELEVATION

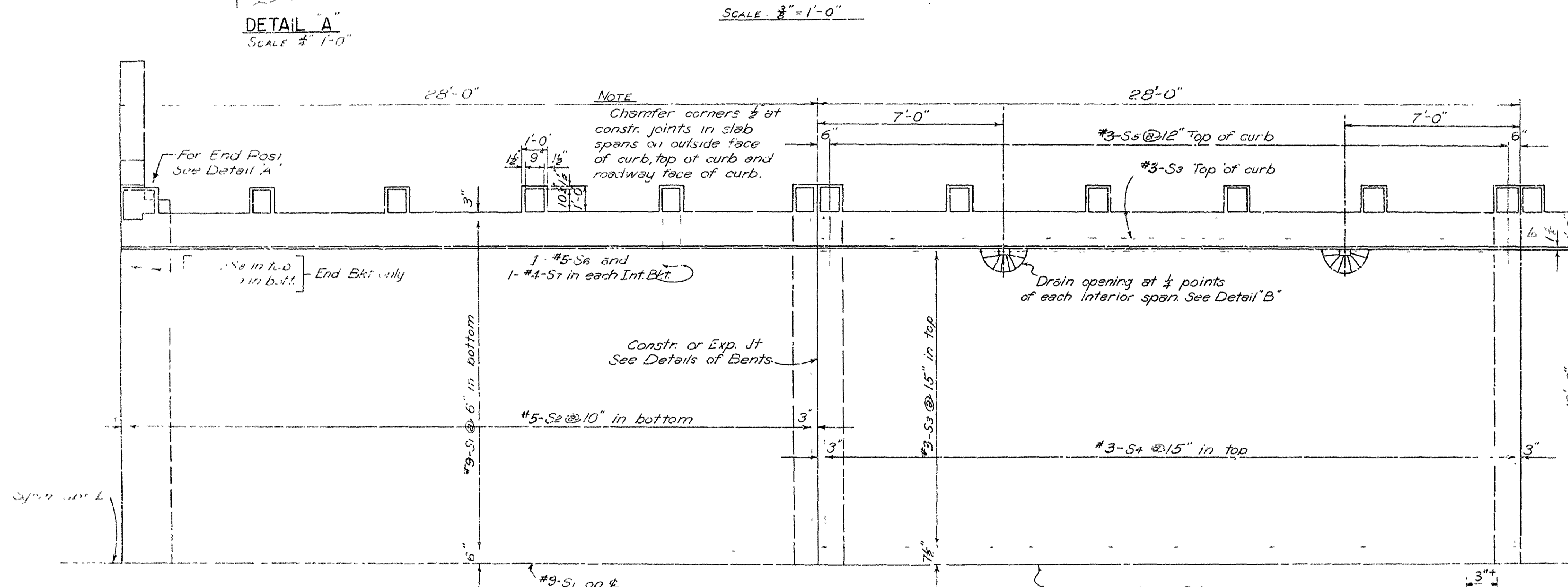
SECTION ON C OF RDWY.

SCALE: 3/8" = 1'-0"



TYPICAL CROSS SECTION

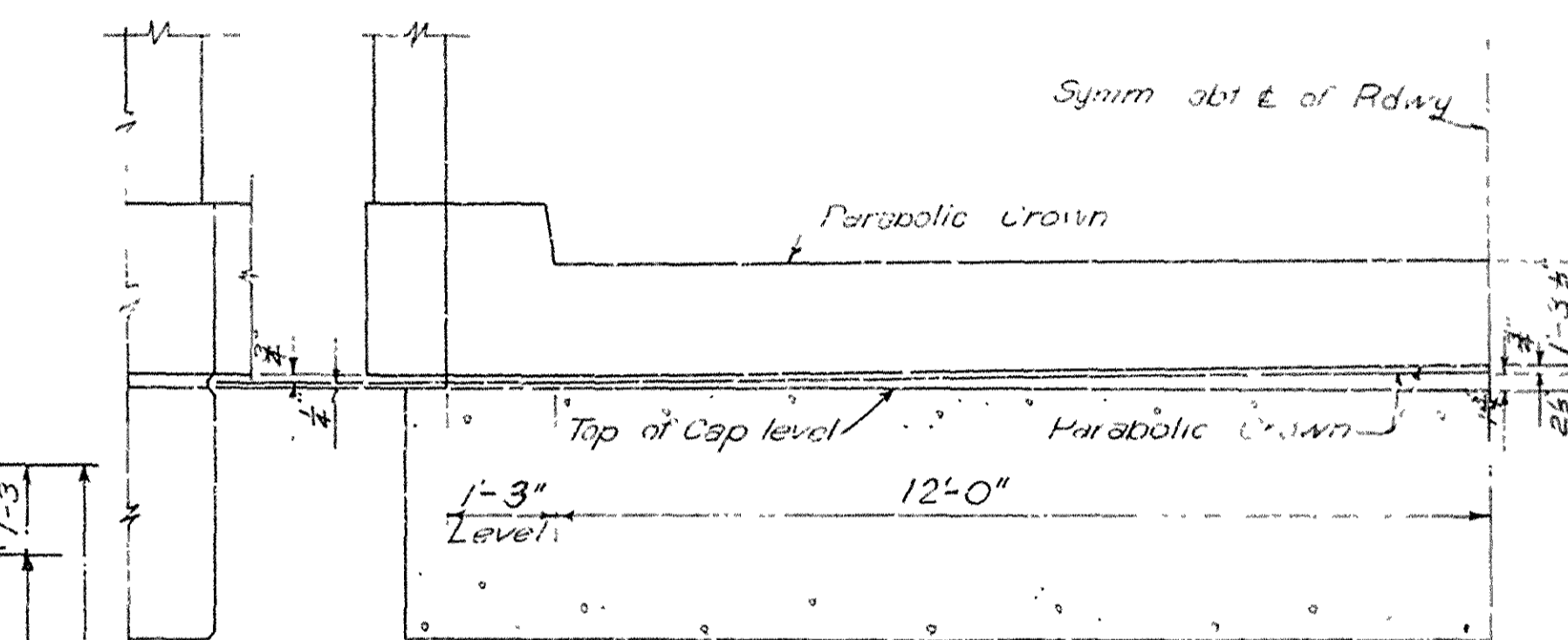
SCALE: 3/8" = 1'-0"



HALF PLAN END SPAN

HALF PLAN INTERMEDIATE SPAN

SCALE: 3/8" = 1'-0"



SECTION AT BENT

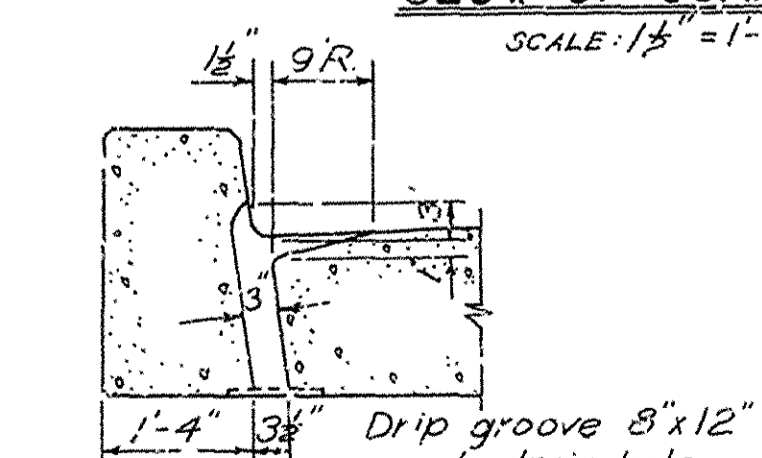
SHOWING HOW THICKNESS OF PARABOLIC SLAB IS INCREASED AT BENT TO MEET LEVEL CAP.
SCALE: 3/8" = 1'-0"

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	10'-2"	
S7	#4	6'-7"	
S8	#5	2'-7"	
S9	#4	3'-6"	
PO1	#5	9'-1"	
PO2	#3	2'-10"	
PO3	#3	4'-4"	
PO4	#5	4'-3"	

SECT OF GUARD RAIL

SCALE: 1/2" = 1'-0"



DETAIL B
SECTION THRU DRAIN OPENING

SCALE: 3/8" = 1'-0"
Openings to taper from 3"x6" at top of slab to 3"x7" at bottom. Set entrance to openings 1" low and trowel 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.
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. 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 1955.

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

LOAD DISTRIBUTION TO SLAB:
Dead Load = 209 #/sq ft
Live Load = 0.132 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 S5 W.W.M. 5-28-54
Changed S2 to straight bar W.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.W. 11-7-57
Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design Loading (1957). L.H.T. 9-15-59
Revised Guard Rail Note J.M.H. 7-15-60

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

24'-0" CLEAR RDWY. 1'-0" CURBS

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 and P.F.L. Date: 6-15-55
Checked By: Date: 5-12-55
BRIDGE NO. DRAWING No. 5492

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	S-185(2)		7	82
JOB No.		2450			

NOTE:
Existing bridge of 2-20'
timber spans to be removed
by Contractor. See S.F. 1052-7.

	Lt. of £	Ri. of £
R/W	40	40

GENERAL NOTES:

BM - Nail in side of power pole, 40' left of Sta. 351+80. Elevation 169.84.

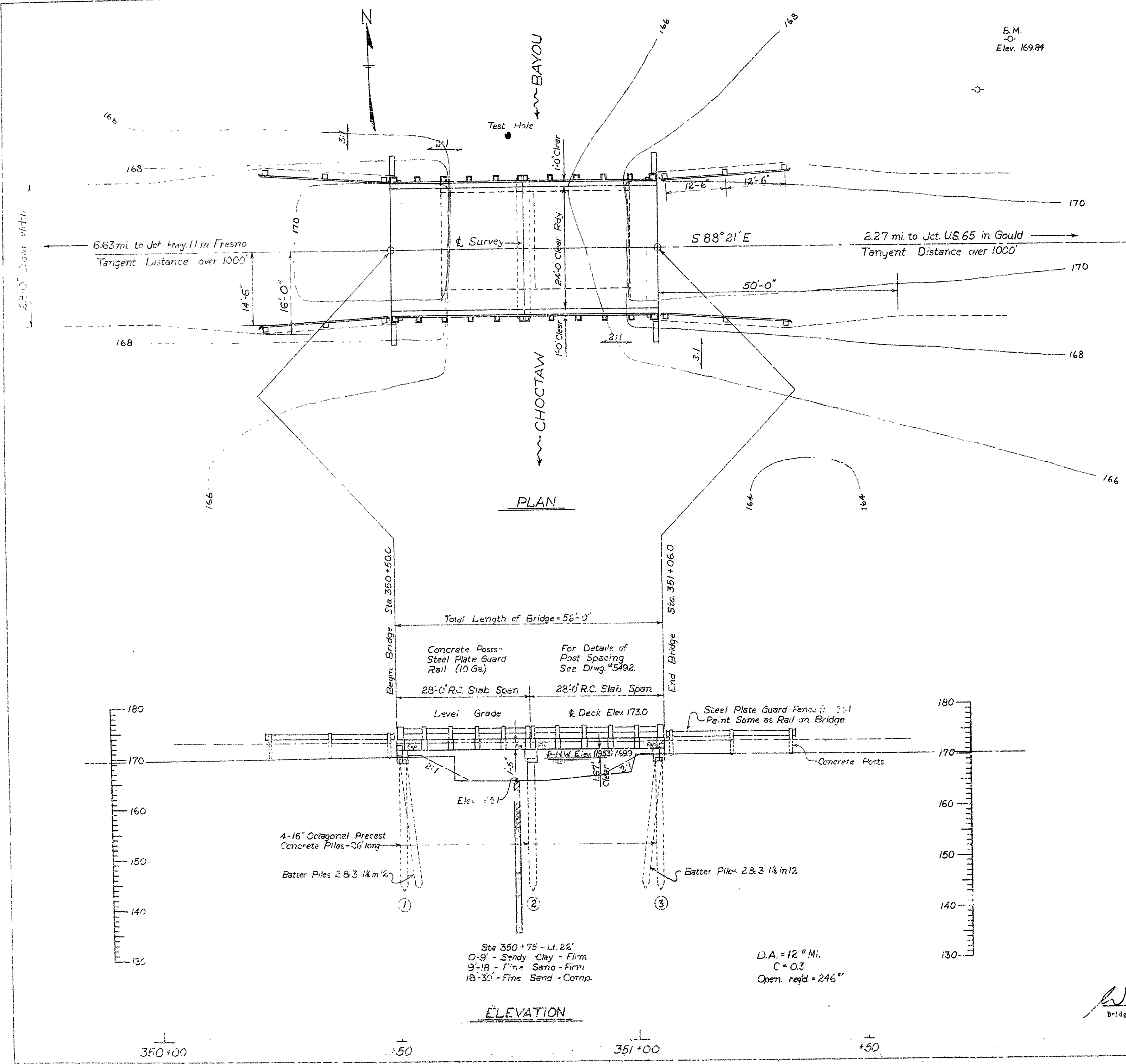
For details of substructure and superstructure see Drawgs. No. 5492, & 5492A.

Lengths of piling shown are for estimating purposes only. Actual lengths to be determined in the field.

Drive one test pile 31' long in Bent No. 2.

Drive piles to a minimum bearing capacity of 32 tons per pile in Intermediate Bents and 30 tons per pile in End Bents.

LOADING: H 15 (A.A.S.H.O. 1949 Revised)
Unit Stresses:
Class 'S' Concrete ($n=10$) 1200 $\frac{\text{lb}}{\text{in}^2}$
Reinforcing Steel 20,000 $\frac{\text{lb}}{\text{in}^2}$



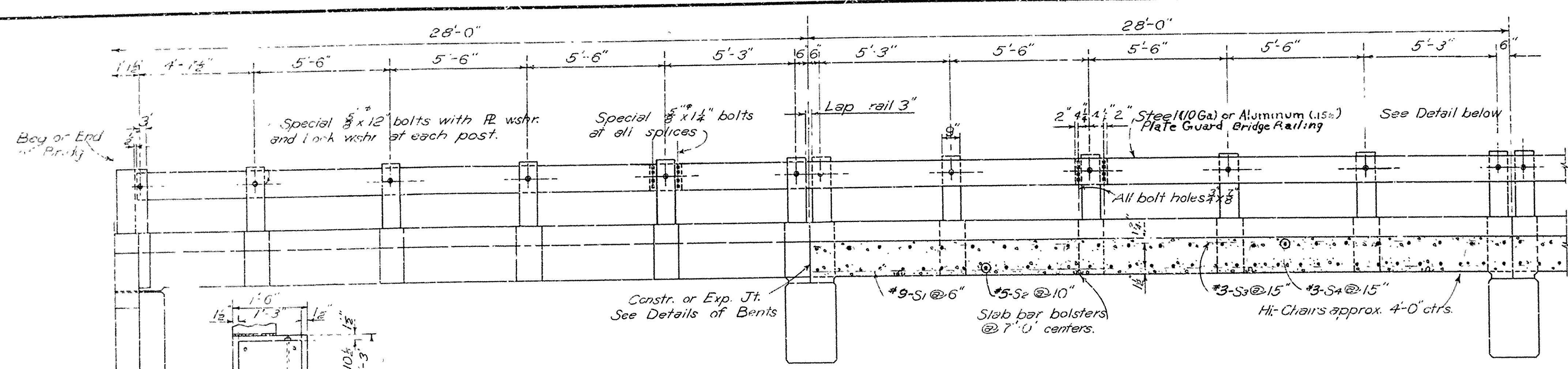
LAYOUT OF
BRIDGE OVER CHOCTAW BAYOU
FRESNO—GOULD
LINCOLN COUNTY
ROUTE 114 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: J.H.L. Date: 1-28-53 Scale: 1 in. = 10 ft.
Traced By: _____ Date: _____
Checked By: FRB Date: 8-7-54

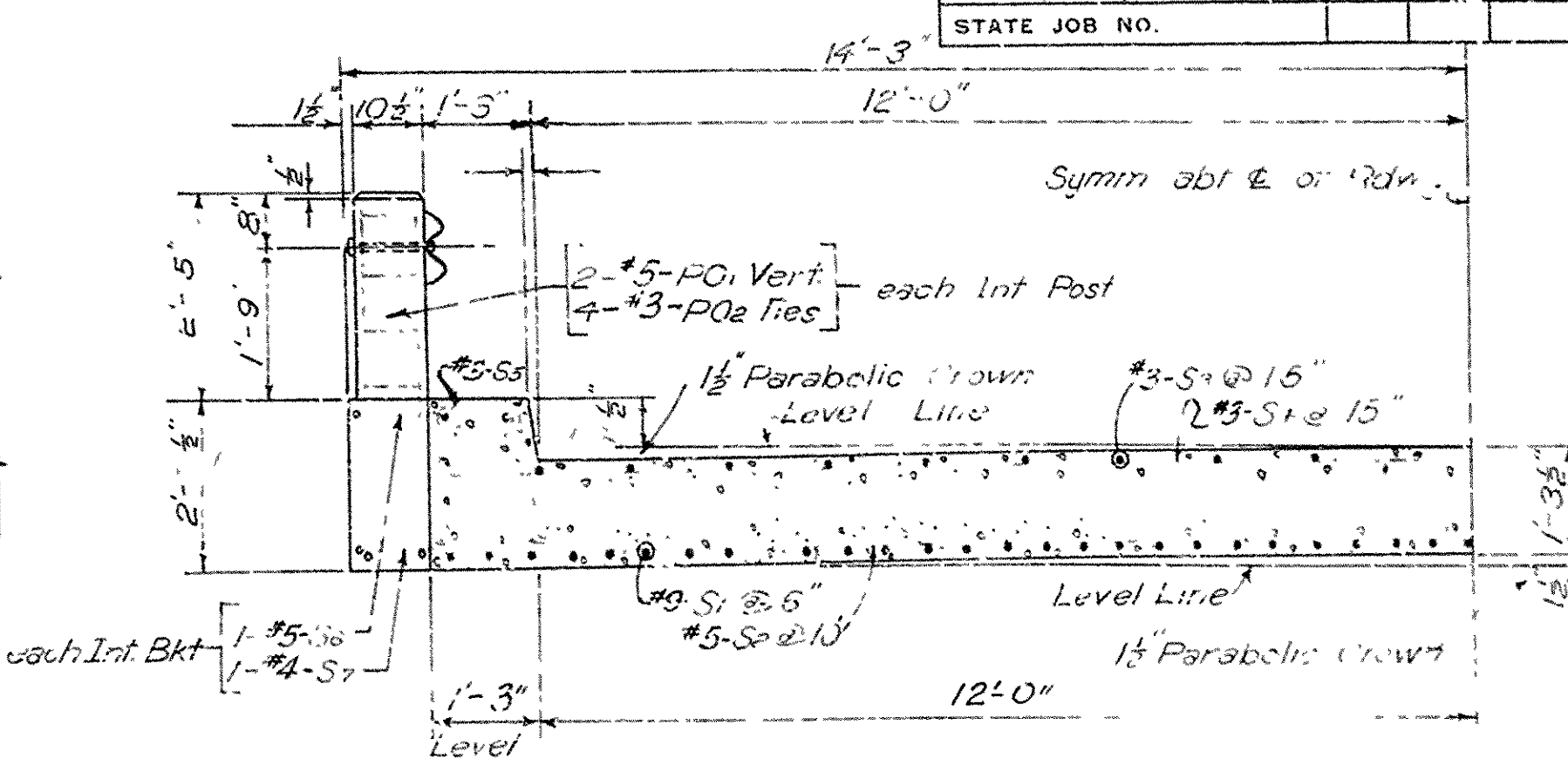
BRIDGE NO. 2895 DRAWING NO. 6357

FEED ROAD	STATION	PROJECT NO.	FEED YEAR	FEED NO.	TOTAL SHEETS
ARK					
STATE JOB NO.					

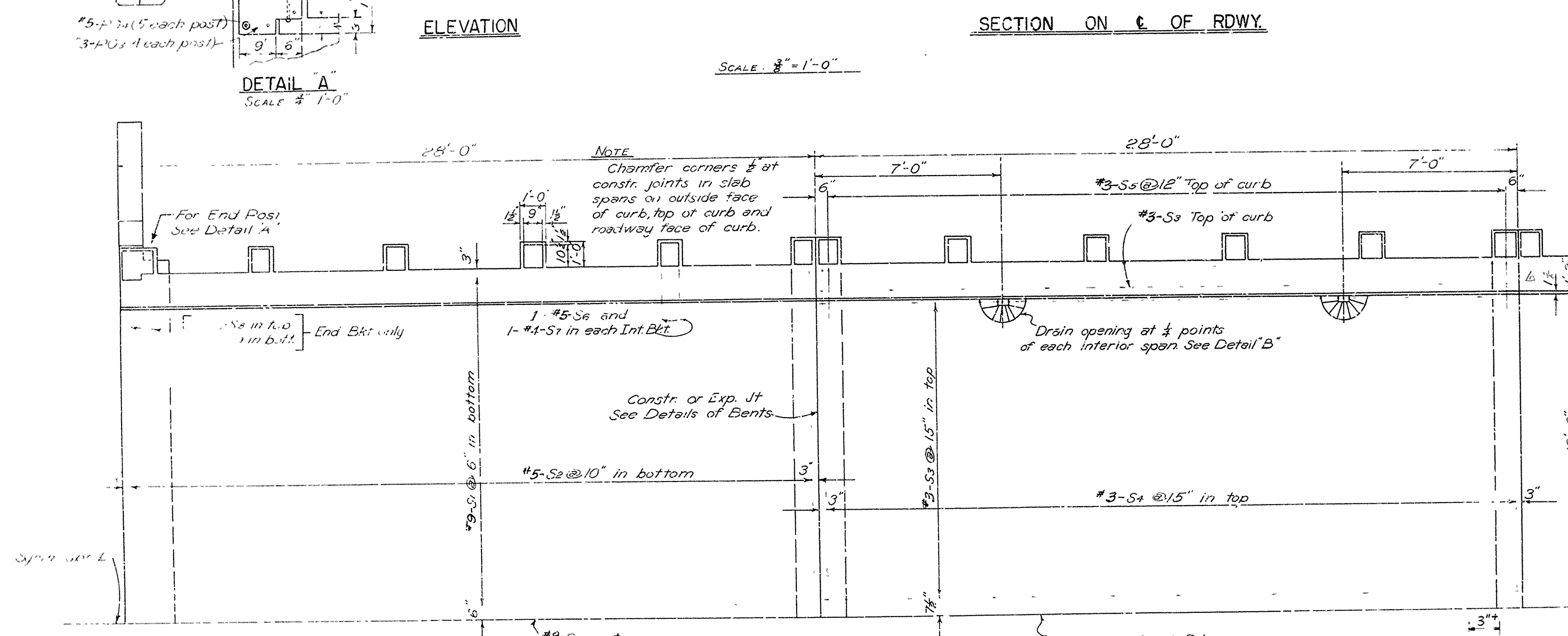


ELEVATION

SECTION ON C OF RDWY.

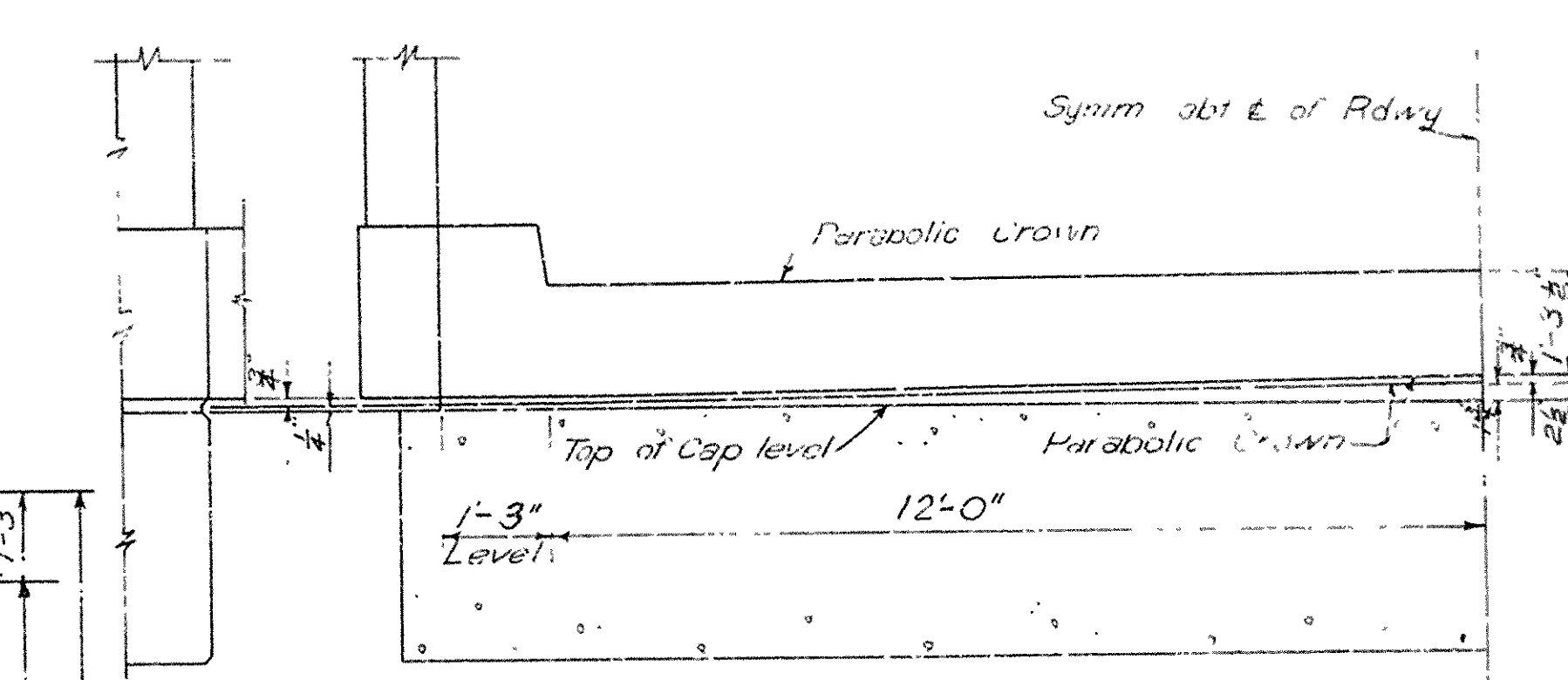


TYPICAL CROSS SECTION
SCALE 3/4" = 1'-0"



HALF PLAN END SPAN

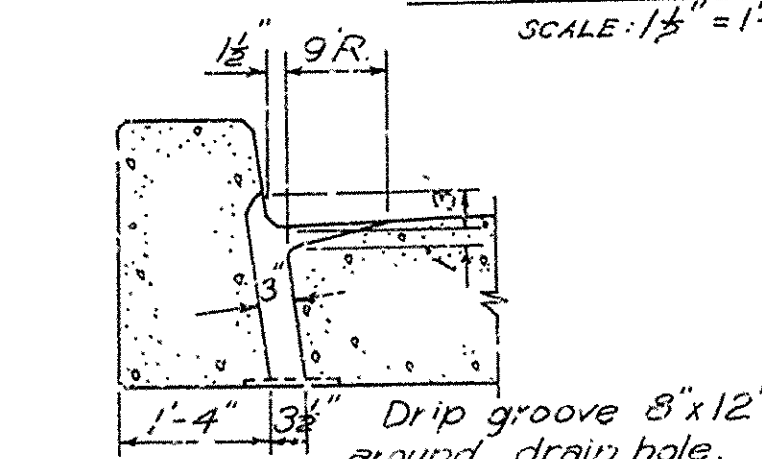
HALF PLAN INTERMEDIATE SPAN



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

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

SECTION OF GUARD RAIL
SCALE 1/4" = 1'-0"



DETAIL B
SECTION THRU DRAIN OPENING
SCALE 3/4" = 1'-0"

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 or hard grade. An 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 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%.

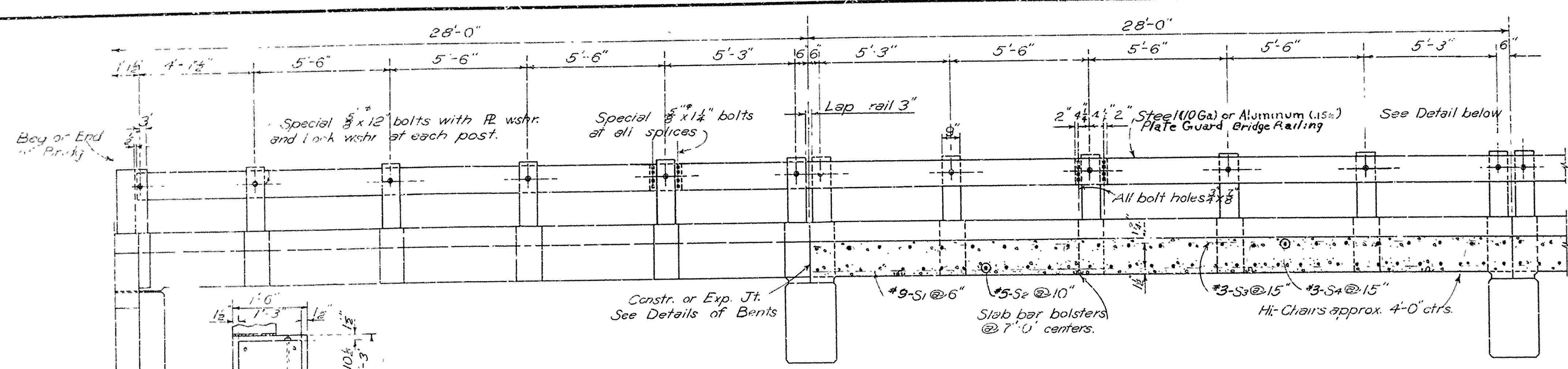
OR LANE LOADS:
Uniform Load = 436 #/ft.
Concentrated LL = 1227 #
Impact = 30%.

UNIT STRESSES:
Class "S" Concrete (n=10) 1200 #/ft.
Reinforcing Steel 20,000 #/ft.

Revisions:
Add-d 2'-2 1/2" to S6 W.W.M. 5-26-54
Changed S2 to straight bar W.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.W. 11-7-57
Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design Loading (1937). 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
24'-0" CLEAR RDWY. 1'-0" CURBS
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: Date: 5-23-55
BRIDGE NO. DRAWING NO. 5492

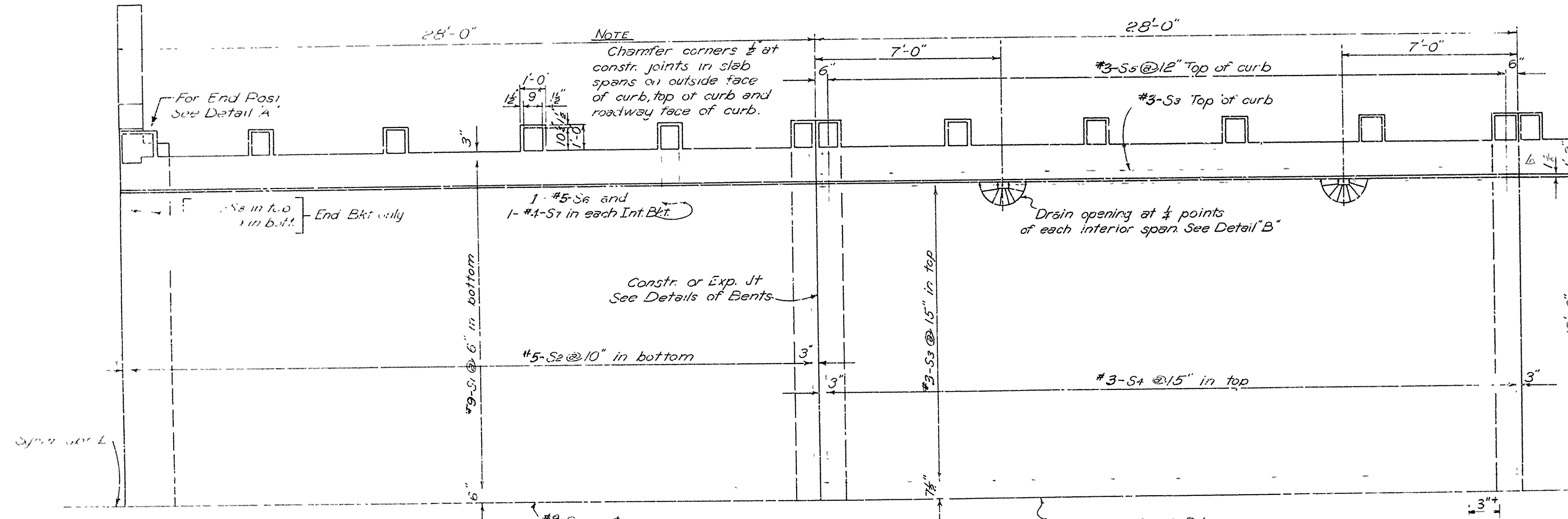
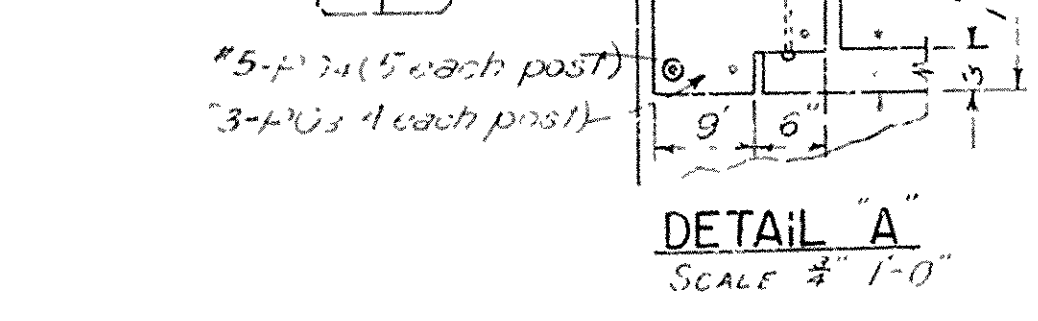
FEED ROAD	STAGE	PROJECT NO.	FEEL	INSET	TOTAL SHEETS
6	ARK				
STATE JOB NO.					



ELEVATION

SECTION ON $\frac{1}{2}$ OF RDWY.

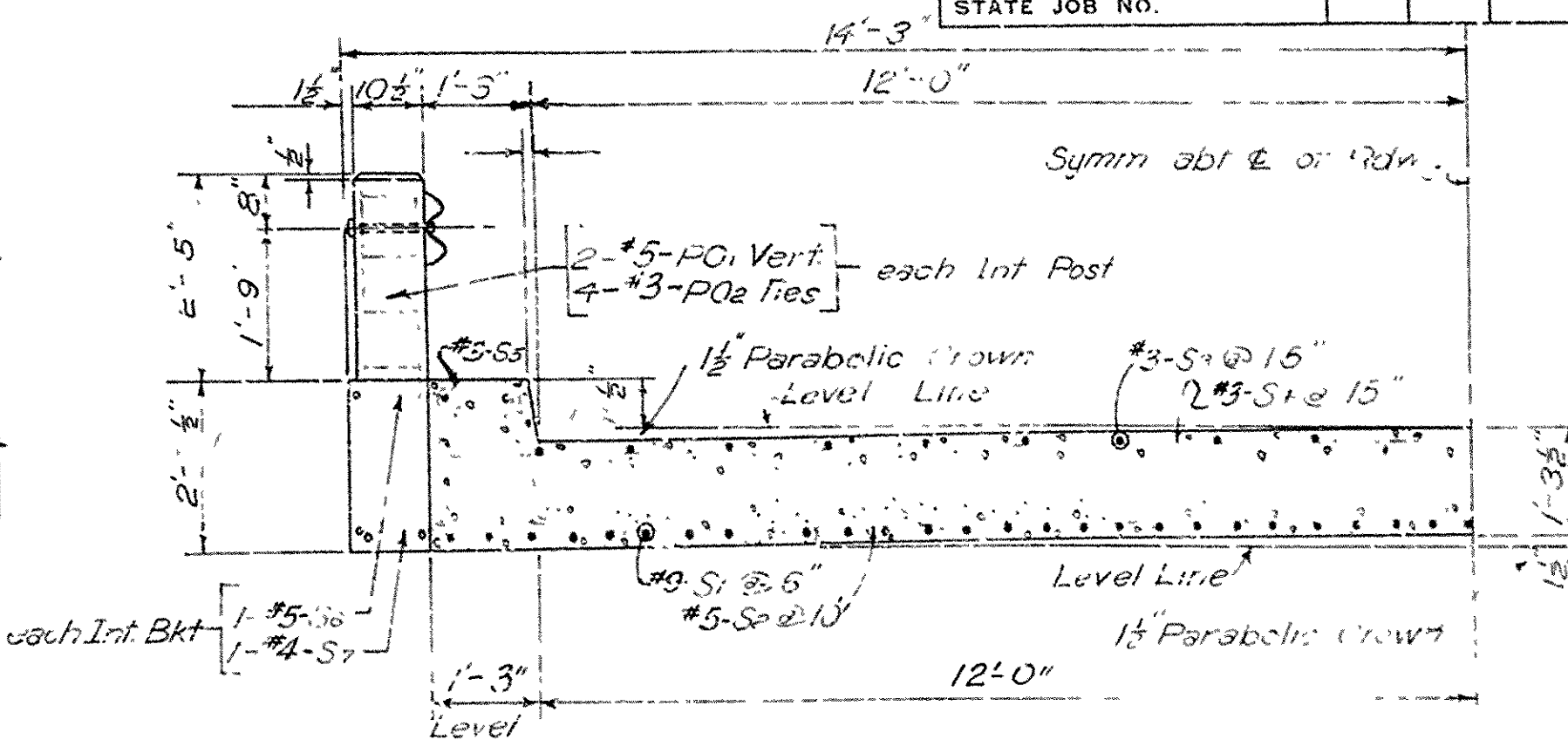
SCALE: $\frac{3}{8}'' = 1'-0''$



HALF PLAN END SPAN

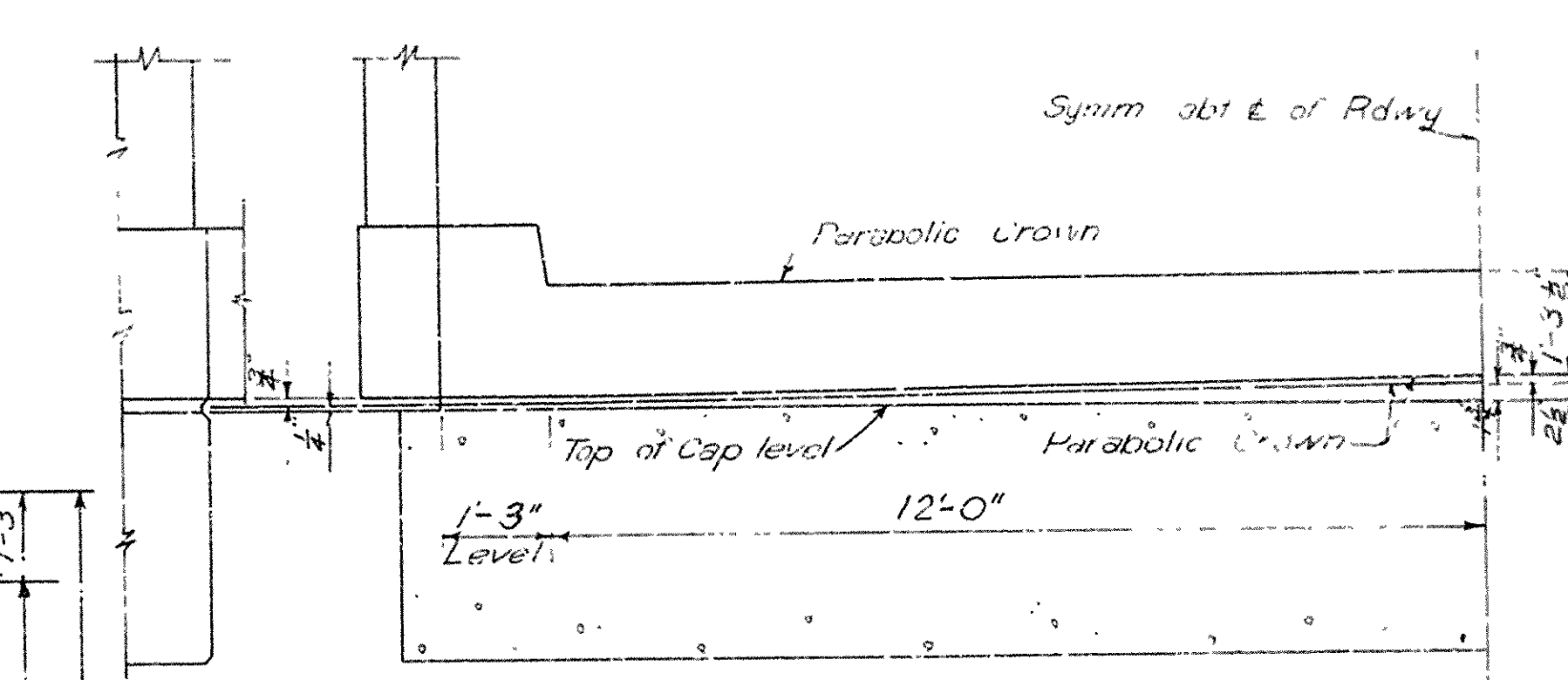
HALF PLAN INTERMEDIATE SPAN

SCALE: $\frac{3}{8}'' = 1'-0''$



TYPICAL CROSS SECTION

SCALE: $\frac{3}{8}'' = 1'-0''$



SECTION AT BENT

SHOWING HOW THICKNESS OF PARABOLIC SLAB IS INCREASED AT BENT TO MEET LEVEL CAP.

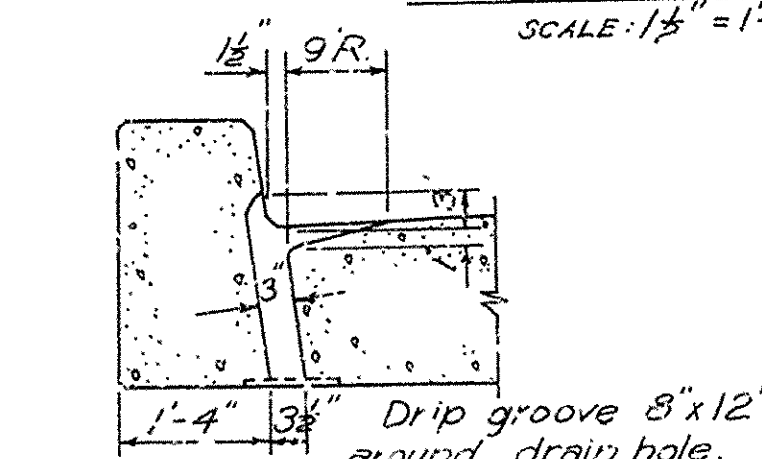
SCALE: $\frac{3}{8}'' = 1'-0''$

LIST OF REINFORCING STEEL

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

SECTION OF GUARD RAIL

SCALE: $\frac{1}{4}'' = 1'-0''$



GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered $\frac{3}{8}$ " unless otherwise noted.

Reinforcing steel to be deformed bars of intermediate or hard grade.

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. 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 1957.

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

LOAD DISTRIBUTION TO SLAB:

Dead Load = 209 $\frac{1}{2}$ "

Live Load = 0.182 Wheel/ft. width

Impact = 30%

OR LANE LOADS

Uniform Load = 436 $\frac{1}{2}$ "

Concentrated LL = 1227"

Impact = 30%

UNIT STRESSES:

Class "S" Concrete (n=10) 1200 $\frac{1}{2}$ "

Reinforcing Steel 20,000 $\frac{1}{2}$ "

Revisions:

Add 2'-2 1/2" to S6 W.W.M. 5-26-54

Changed S2 to straight bar W.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.W. 11-7-57

Steel Plate Guard splices; Notes for reinforcing steel and Bridge Railing; Design Loading (1937). 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

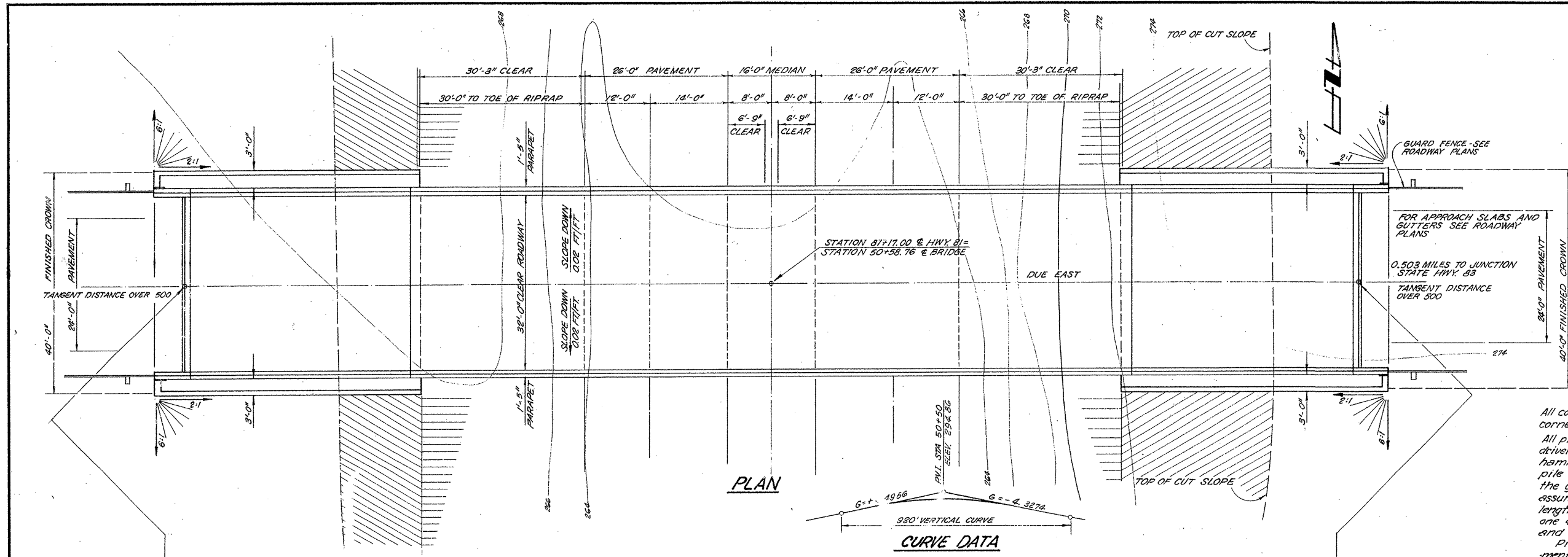
LITTLE ROCK, ARK.

Drawn By: W.W.M. Date: 5-5-52

Traced By: L.W.H. Date: 6-15-55

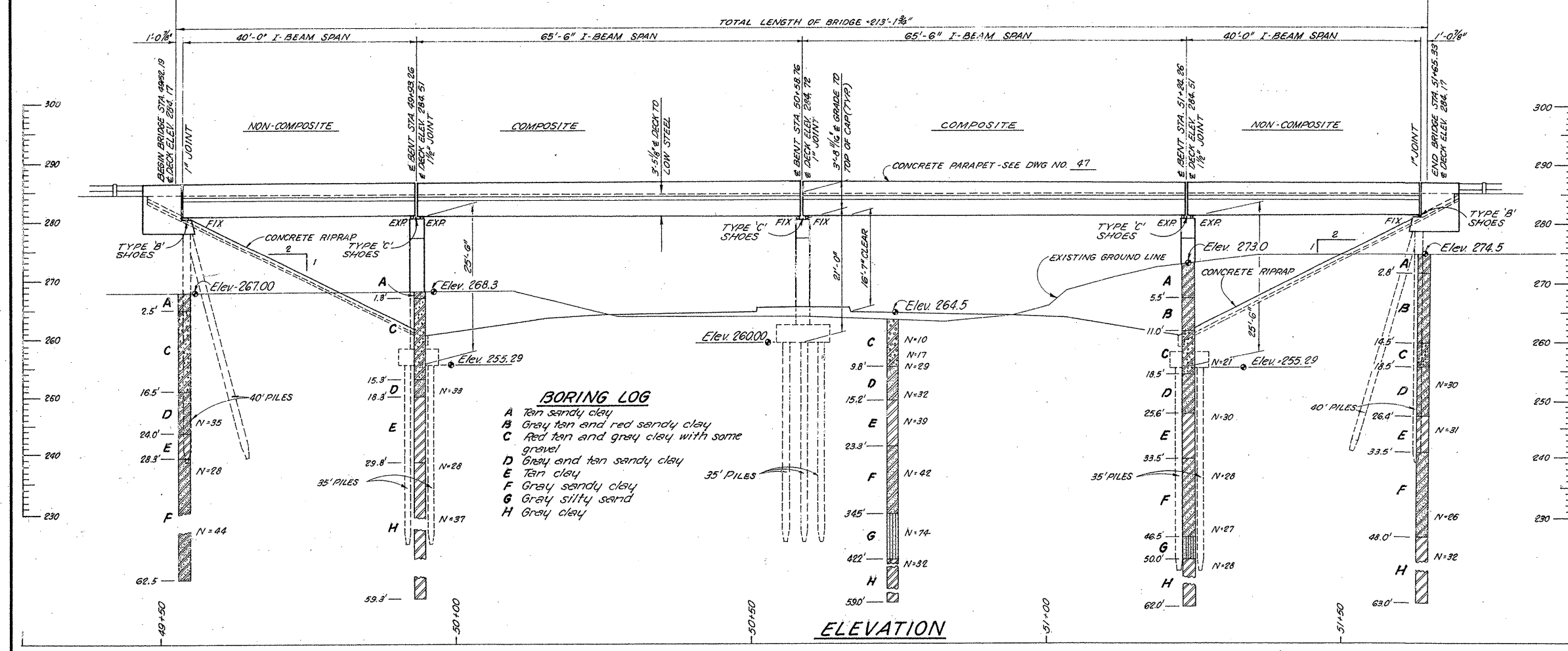
Checked By: Date: 5-23-55

BRIDGE NO. DRAWING NO. 5492



PLAN

CURVE DATA



ELEVATION

BORING LOG

- A Tan sandy clay
- B Gray tan and red sandy clay
- C Red tan and gray clay with some gravel
- D Gray and tan sandy clay
- E Tan clay
- F Gray sandy clay
- G Gray silty sand
- H Gray clay

GENERAL NOTES

All concrete to be poured in the dry. All exposed corners to be chamfered $\frac{3}{8}$ " unless otherwise noted.
 All piling to be 16" precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum capacity of 44 tons per pile and to a minimum penetration of 20' below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. Drive one 45' test pile in each end bent numbers 1 & 5 and one 40' test pile in each bent numbers 2 & 4.
 Piles in end bents to be driven after embankment is in place.
 Bench Mark: Nail in 16" pine 90' Lt Sta 54+10.51, Elev. 272.39.
 For details of end bents see dwg. No. 48.
 For details of interior bents see dwg. No. 48.
 For details of shoes see dwg. No. 48.
 For details of superstructure see dwg. No. 46.

Design Specifications MASHO 1969
 Live Load H20
 Unit stresses: Class A Concrete (n=10) 1,200 psi
 Reinforcing Steel ASTM A615
 (Grade 40) 20,000 psi
 Structural Steel ASTM A588
 (Grade A) 23,000 psi
 $F_y = 60,000$

M3479
 sheets
 18 Aug 83
 SEC 1-5

1218 WEST 3RD MEHLBURGER ENGINEERS INC. LITTLE ROCK, ARKANSAS	
ENGINEERS PLANNERS	
MONTICELLO COMPLEX MONTICELLO, ARKANSAS	
PLAN AND ELEVATION OF BRIDGE OVER HIGHWAY 81	
DATE: SEPT. 1970 JOB: EDA NO. 08-1-00897	SCALE: N.T.S. DRAWN BY: <i>Billy D. Hunt</i> APPROVED: <i>Billy D. Hunt</i>
SHEET NO. 45 OF 75	

AHTD BR #M3479

GENERAL NOTES

Concrete: Class of concrete shall be as shown on the bridge layout. All exposed corners to be chamfered $\frac{3}{4}$ " unless otherwise noted.

Reinforcing: Reinforcing steel shall be ASTM A615, grade 40. Shop lists and bending diagrams of reinforcing steel, including wire supports shall be submitted and approved before fabrication is begun. Reinforcing not fabricated within $\frac{1}{4}$ " of plan dimensions may be rejected.

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."

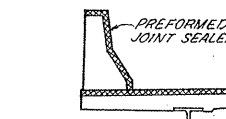
Deck Pouring: Slabs may be poured in one continuous operation or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. A minimum of 72 hours shall elapse between completion of the slab pours and the parapet pour.

Structural Steel: Structural steel shall conform to ASTM A588, grade A, F, unless otherwise noted. Structural shapes of equal or greater elastic properties may be substituted for shapes shown, but payment will be made on basis of shapes shown or those actually used, whichever is less. 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. Shear connectors, diaphragms, connecting angles, and anchor bolts may be fabricated from A36 steel. All welding shall conform to the "American Welding Society" standard specifications for "Welded Highway and Railway Bridges," current edition, and SP806-13, "Revision of American Welding Society Bridge Specifications." Field connections shall be made with bolts conforming to ASTM A325. All bolts are $\frac{3}{4}$ " ϕ in $\frac{1}{2}$ " ϕ holes unless otherwise noted.

Structural steel shall be cleaned sufficiently of mill scale and other substances as described in the specifications, to prevent uneven weathering. Anchors bolts shall be galvanized according to ASTM specifications, designation A153.

Bearings shall be finally seated in accordance with Sec. 806.54, including alternate, of the standard specifications. All labor and incidentals required to install metal bearing and roadway expansion angles shall be subsidiary to the item "Structural Steel."

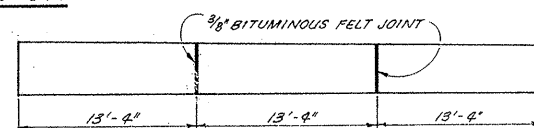
Boiled Linseed Oil shall be mapped on Deck Surface only.



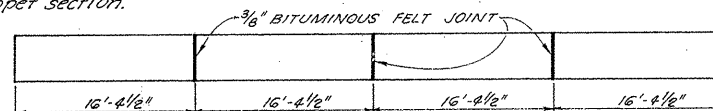
SEAL PLACEMENT IN PARAPET

FOR BAR LIST AND BENDING DIAGRAM SEE DRAWING NO. 49/75

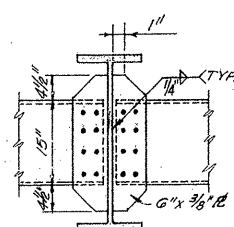
PARAPET SECTION



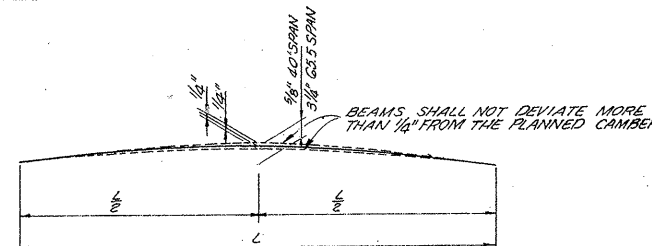
PARAPET JOINTS 40'-0" SPAN



PARAPET JOINTS 65'-6" SPAN



DIAPHRAGM CONNECTION



CAMBER DIAGRAM

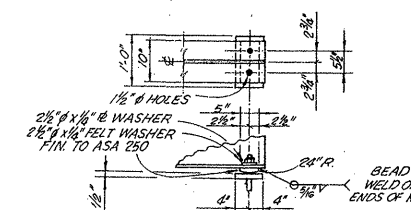
EXPANSION JOINT DATA

Total length of Spans Expanding at (F-E 1 Span) Bent or Pier (E-E 2 Spans)	X (Joint width perpendicular to angle @ 60°F)	Seal width	B
To 80'	1"	1 3/4"	1 3/4"
Over 80' to 100'	1 1/2"	2"	1 7/8"
Over 100' to 130'	1 1/2"	2 1/2"	2"
Over 130' to 150'	2"	3"	2 1/4"
Over 150' to 180'	2 1/2"	3 1/2"	2 3/4"

NOTE:

All joints at end bents and at fix-fix joints shall be 1"

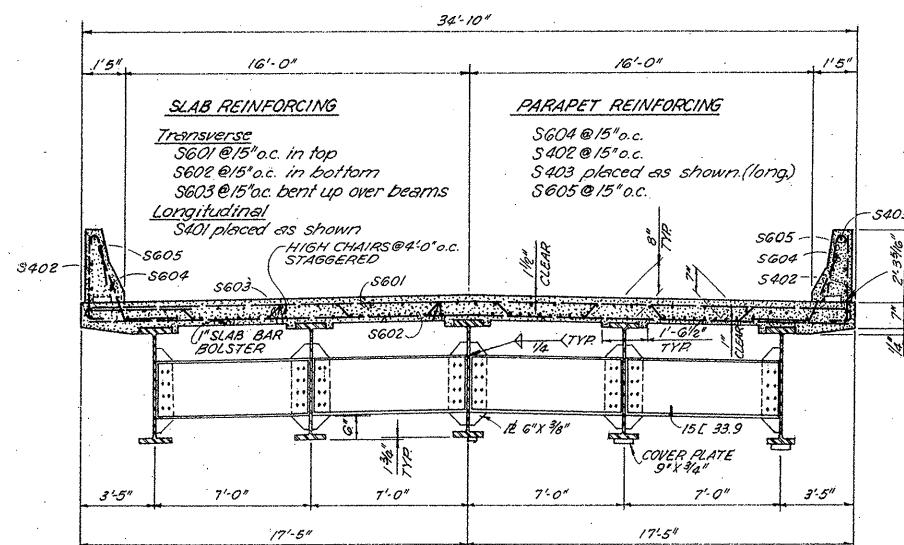
The dimension 'D' shall conform to the recommendations of the seal manufacturer as approved by the bridge engineer. The depth of the seal shall be approximately equal to the uncompressed width of the seal.



TYPE 'B' FIXED SHOE

1218 WEST 3RD	MEHLBURGER ENGINEERS INC.	LITTLE ROCK ARKANSAS
ENGINEERS	PLANNERS	
MONTICELLO	COMPLEX	ARKANSAS
BRIDGE	DETAILS	
DATE: SEPT. 1970	SCALE: N.T.S.	DRAWN BY: B. D. HUNT
JOB: EDA	NO. 08-1-00897	SHEET NO. 46 OF 75

AHTD BR # M3479



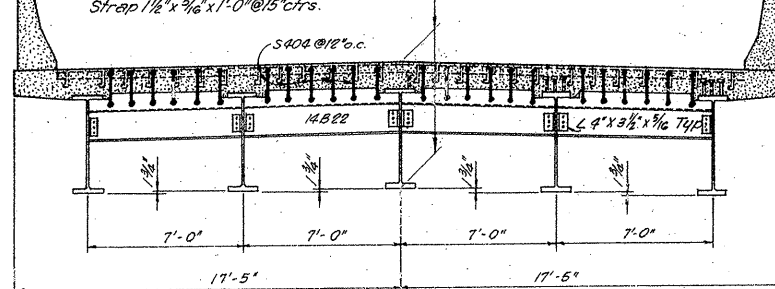
HALF SECTION 40'-0" SPAN

HALF SECTION 65'-6" SPAN

NOTE:

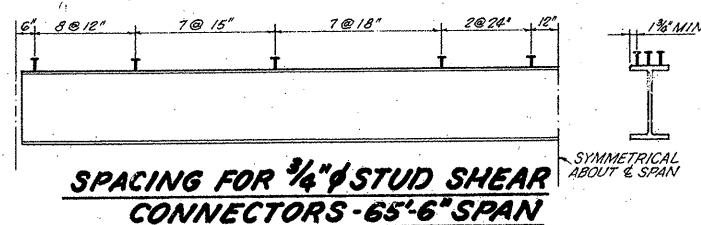
Hi chairs required at 4'-0" centers minimum.

ROADWAY EXPANSION DEVICE
L 3" x 2 1/2" x 3/8" x 32'-0"
Preformed Joint Sealer
Strap 1/2" x 3/8" x 1'-0" @ 15' c/s

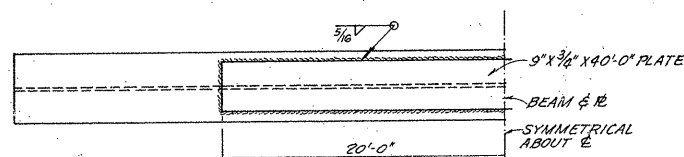


HALF SECTION 40'-0" SPAN AT BEARING

HALF SECTION 65'-6" SPAN AT BEARING

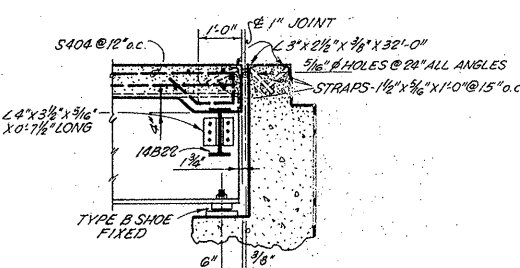


SPACING FOR 3/4" STUD SHEAR CONNECTORS - 65'-6" SPAN

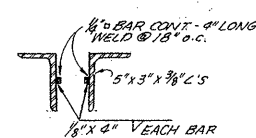


COVER PLATE FOR 65'-6" SPAN

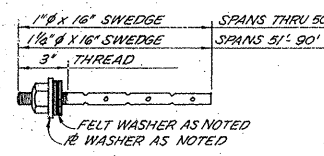
Span Length	Beam Size	e	Cover Plate	Dead Load Defl.	Diaphragm Spacing
65'-6"	30WF108	3'-1 1/2"	9" x 3/4" x 40'-0"	2 5/8"	21'-10"
40'-0"	30WF99	3'-1"	None	1/2"	20'-0"



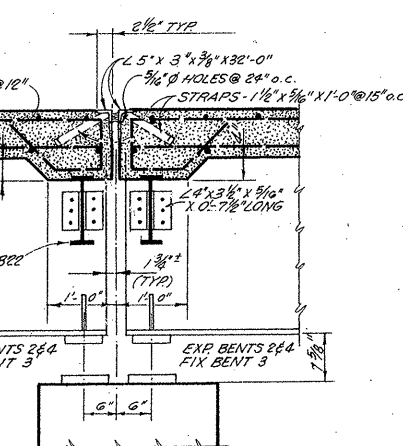
GIRDER & END BENT DETAIL



DETAIL OF JOINT SEAL SUPPORT

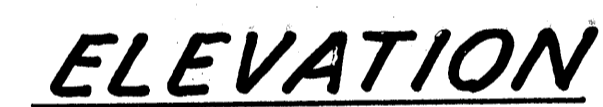


ANCHOR BOLT DETAIL



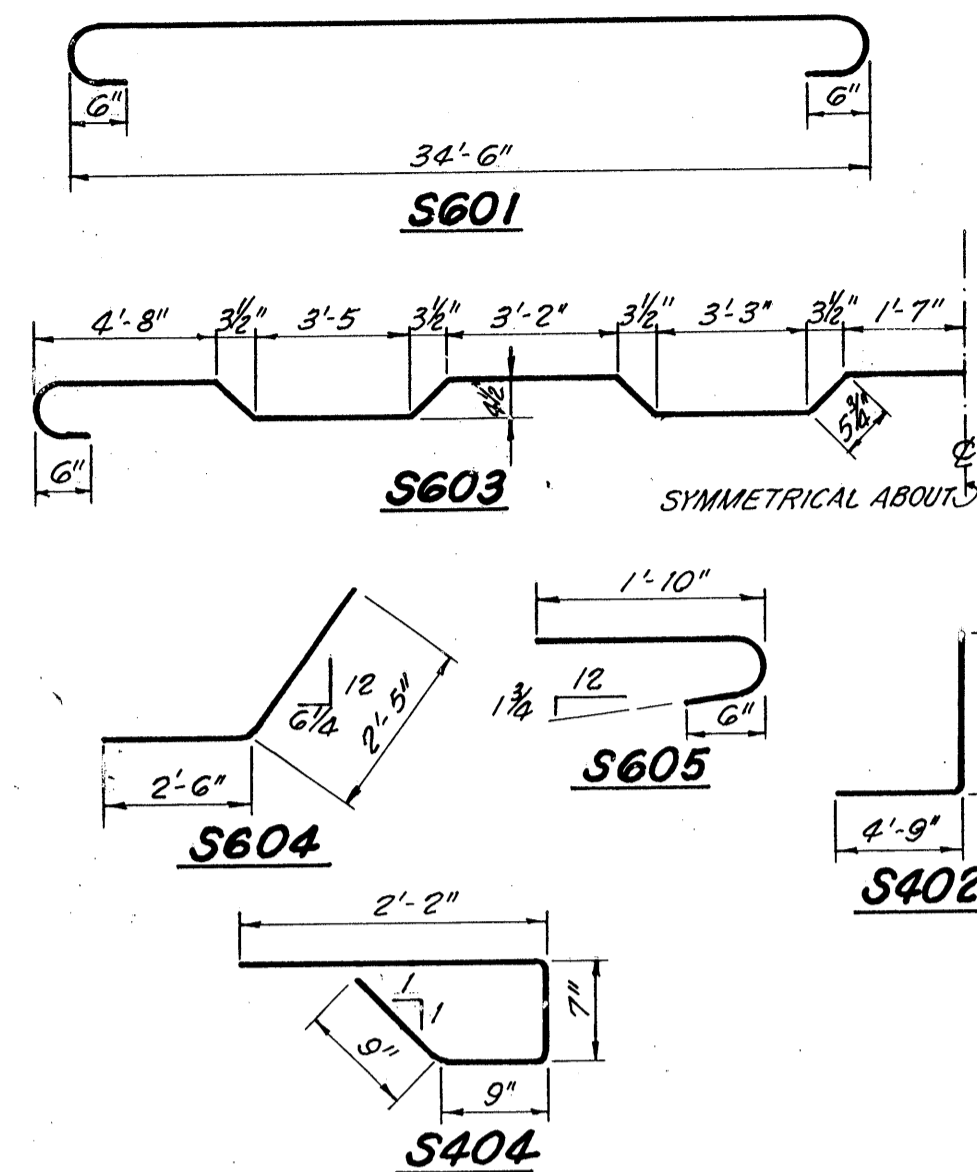
BENT DETAIL

NOTE:
No adjustment of masonry plates is necessary.

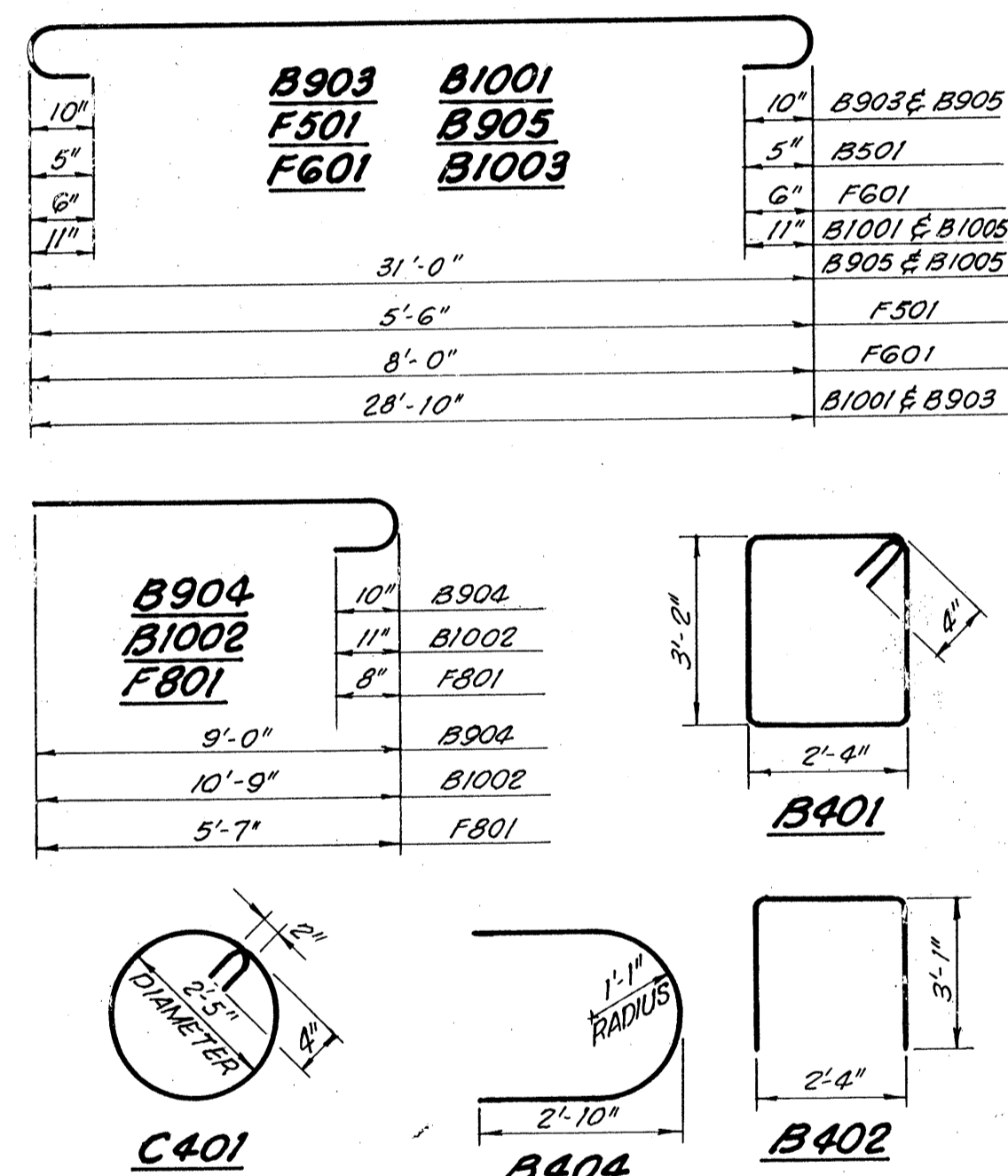


1-1-3 (5)

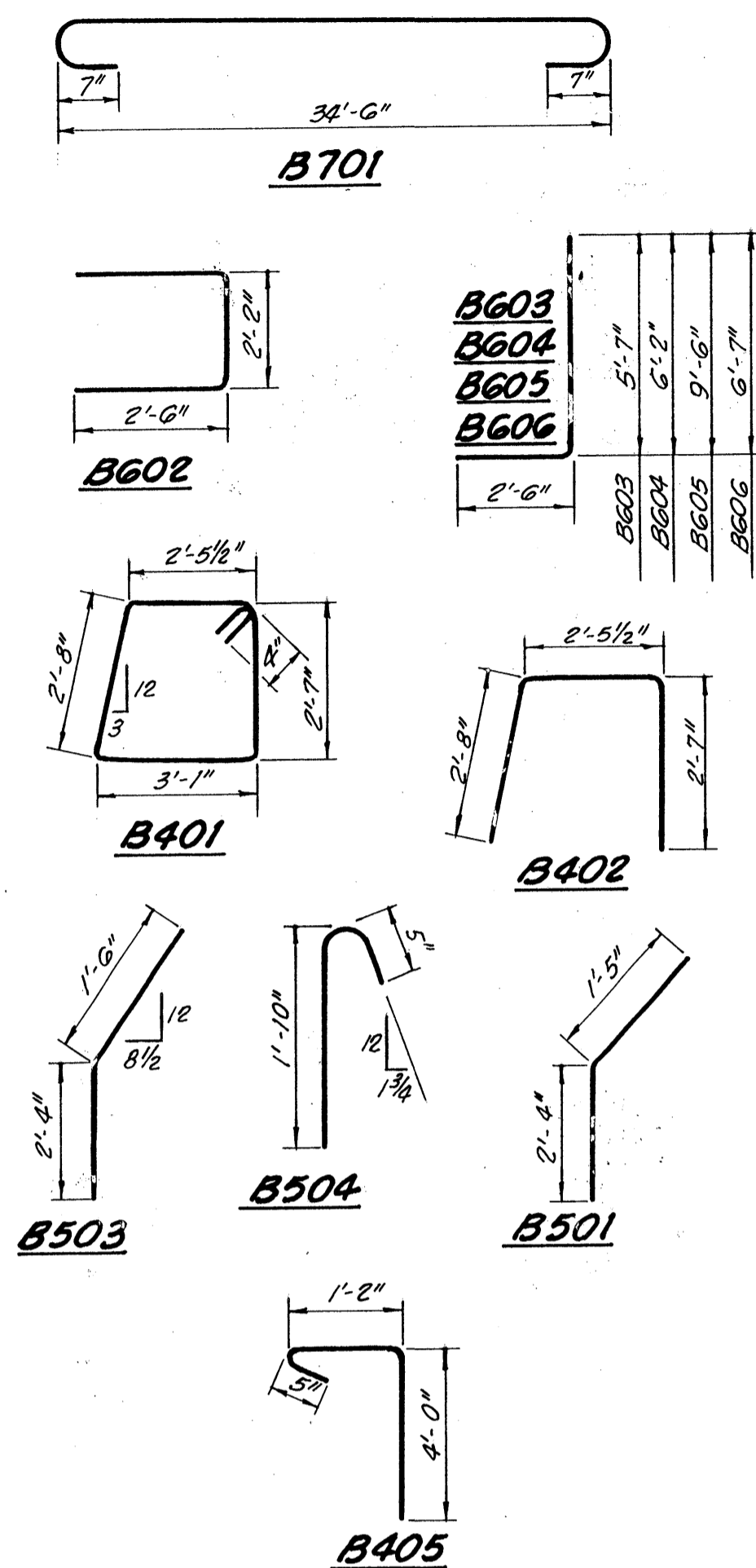
SUPERSTRUCTURE



BENTS 2, 3, & 4

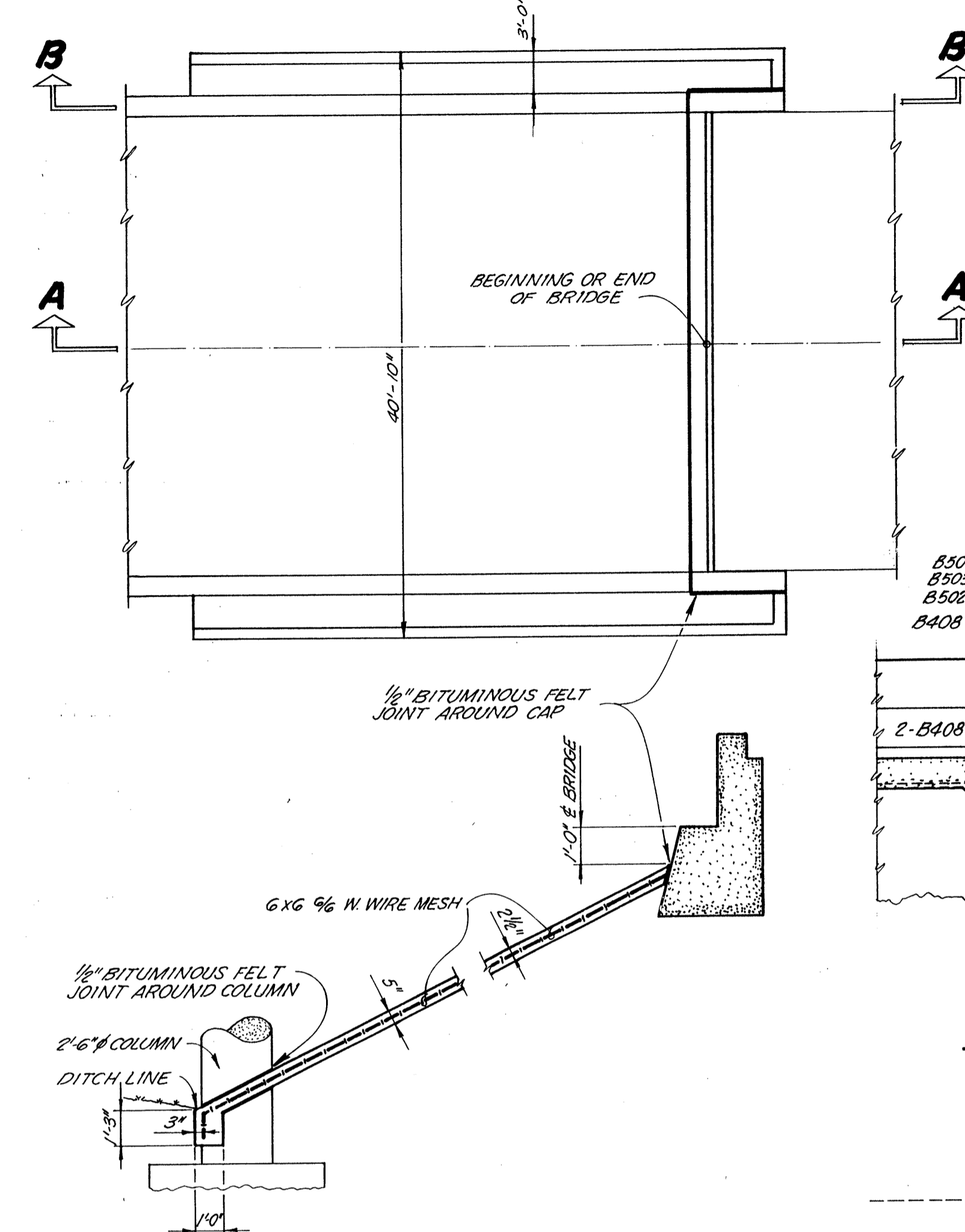


END BENTS



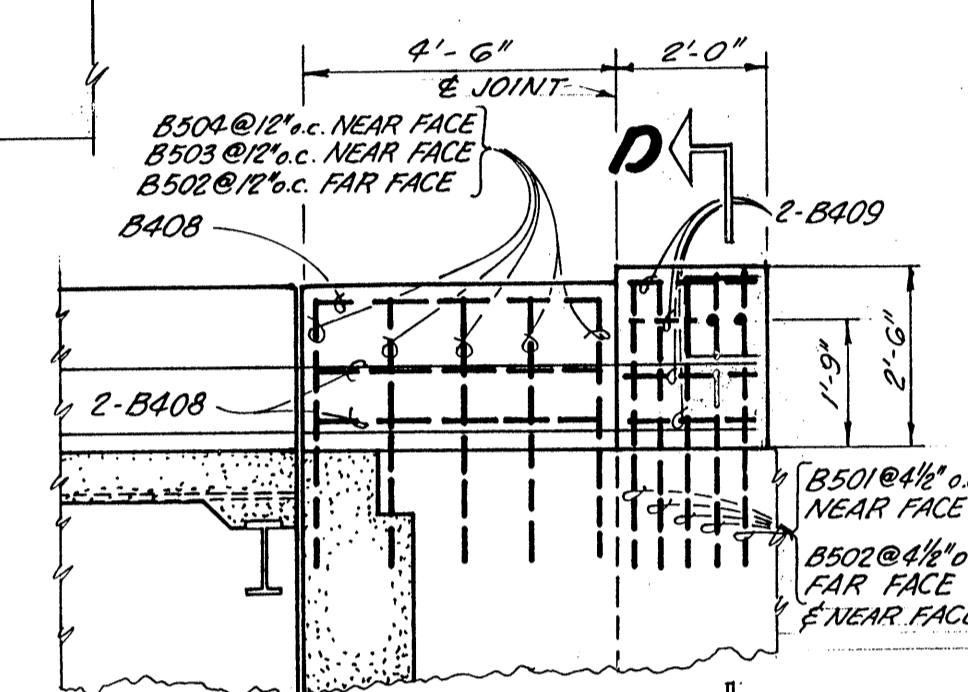
BAR LIST

MARK	SIZE	NUMBER REQUIRED		PIN DIAMETER	LENGTH	
		40'-0"	65'-6"		40'-0"	65'-6"
S601	6	32	53	3"	35'-10"	35'-10"
S602	6	32	53	STR.	34'-6"	34'-6"
S603	6	31	52	3"	36'-11"	36'-11"
S604	6	76	122	3"	4'-10"	4'-10"
S605	6	76	122	3"	2'-6"	2'-6"
S401	4	148	222	STR.	21'-6"	21'-6"
S402	4	76	122	2 1/2"	7'-0"	7'-0"
S403	4	30	40	STR.	13'-0"	14'-9"
S404	4	64	64	2 1/2"	4'-1"	4'-1"
		BENTS 2 & 4	BENT 3		BENTS 2 & 4	BENT 3
B1001	10		2	10"		31'-8"
B1002	10		4	10"		12'-2"
B1003	10		1	10"		34'-3"
B1004	10		1	STR.		30'-2"
B901	9	4	4	STR.	23'-6"	23'-6"
B902	9	4	4	STR.	28'-10"	
B903	9	2		9"		
B904	9	4		9"		
B905	9	1		9"		
B906	9	1		STR.	30'-0"	
B401	4	49	49	2"	11'-6"	11'-6"
B402	4	6	6	2"	8'-4"	8'-4"
B403	4	2	2	STR.	28'-10"	28'-10"
B404	4	6	6	2"	6'-11"	6'-11"
C-401	4	42	32	2'-0"	7'-0"	7'-0"
F501	5	44	32	3 3/4"	6'-8"	6'-8"
F601	6		26	4 1/2"		9'-4"
F801	8	16	16	6"	6'-6"	6'-6"
B1003	10		4	STR.		28'-10"
C801	8	16	16	STR.	20'-6"	16'-0"
		END BENTS	END BENTS			
B701	7		5	5 1/4"	36'-2"	
B601	6		8	STR.	34'-6"	
B602	6		2	3"	7'-5"	
B603	6		8	3"	8'-0"	
B604	6		8	3"	8'-7"	
B605	6		8	3"	9'-11"	
B606	6		8	3"	9'-0"	
B501	5		10	2 1/2"	3'-9"	
B502	5		10	STR.	4'-5"	
B503	5		10	2 1/2"	3'-10"	
B504	5		10	3"	2'-5"	
B401	4		56	2"	11'-3"	
B402	4		15	2"	7'-10"	
B403	4		9	STR.	34'-6"	
B404	4		32	STR.	5'-0"	
B405	4		32	STR.	3'-0"	
B406	4		32	STR.	5'-5"	
B407	4		52	STR.	5'-11"	
B408	4		10	STR.	3'-11"	
B409	4		16	STR.	1'-6"	

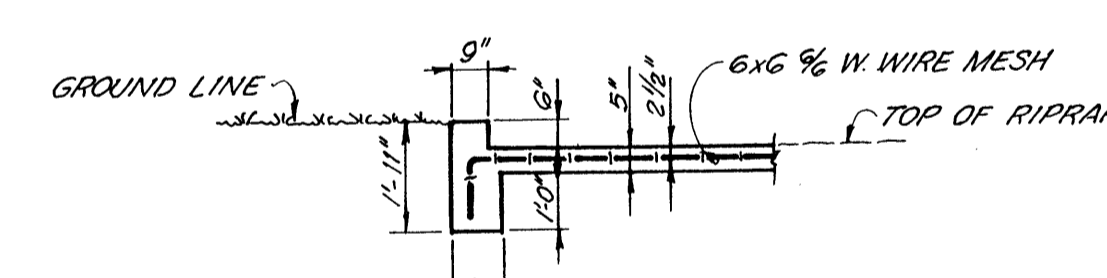


SECTION A-A

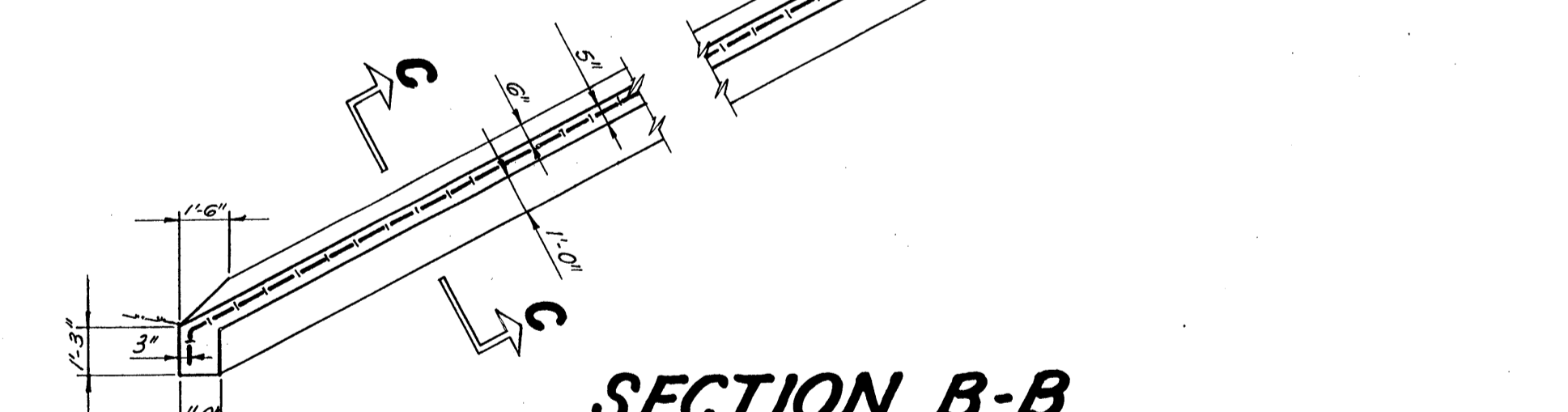
SECTION D-D



WING PARAPET REINFORCING



SECTION C-C



SECTION B-B

CONCRETE RIPRAP WING PARAPET REINFORCING

SUMMARY OF QUANTITIES

ITEM	EXCAVATION FOR STRUCTURES	CLASS A CONCRETE	CLASS A (AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL	PRECAST CONCRETE PILING (16 IN. OCTAGON)	STRUCTURAL STEEL IN BEAM SPANS (ASTM A36)	PREFORMED JOINT SEALER	BRIDGE NAME PLATES (TYPE C)	PROVIDING EQUIPMENT FOR DRIVING TEST PILES	CONCRETE RIPRAP
	CU. YDS.	CU. YDS.	CU. YDS.	GAL.	LBS.	LIN. FT.	LBS.	LIN. FT.	PLATE	COMP. ITEM	CU. YDS.
END BENTS NOS. 1 & 5	88	44.16		0.40	5250	410	102.8				66.78
INTERIOR BENTS NOS. 2 & 4	68	53.67			6817	570					
INTERIOR BENT NO. 3	35	28.97			3943	350					
2'-65'-6" COMP. I-BM. SPANS			120.60	11.04	28,850		85,492	114			
2'-40'-0" NON-COMP. I-BM. SPANS			74.20	6.74	17,074		49,566	76			
TOTALS	191.0	126.80	194.80	18.18	61,940	1330	136,086	190			66.78

1218 WEST 3RD		MEHLBURGER ENGINEERS INC. ENGINEERS PLANNERS		LITTLE ROCK ARKANSAS	
MONTICELLO		COMPLEX		ARKANSAS	
BRIDGE		DETAILS			
DATE: SEPT. 1970	SCALE: N.T.S.	DRAWN BY: <i>Billy O. Hunt</i>	SHEET NO. 49 OF 75		
JOB EDA	NO. 08-1-00897				

AHTD BR # M3479

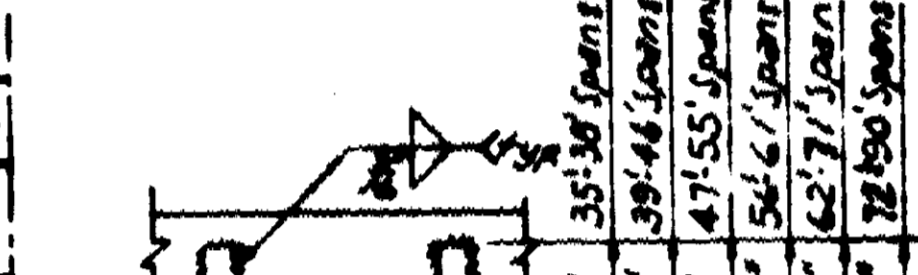
400

P. J. Carlson
BRIDGE ENGINEER

BRIDGE NO. 500

DRAWING NO. 13 31

The figure consists of two main parts. On the left, there are bending diagrams for various spans of a bridge, labeled with dimensions such as 5'-0", 10'-0", 15'-0", 20'-0", 25'-0", 30'-0", 35'-0", 40'-0", 45'-0", 50'-0", 55'-0", 60'-0", 65'-0", 70'-0", 75'-0", 80'-0", 85'-0", 90'-0", 95'-0", 100'-0", 105'-0", 110'-0", 115'-0", 120'-0", 125'-0", 130'-0", 135'-0", 140'-0", 145'-0", 150'-0", 155'-0", 160'-0", 165'-0", 170'-0", 175'-0", 180'-0", 185'-0", 190'-0", 195'-0", 200'-0". The diagrams show the distribution of bending moments across the spans. On the right, there is a cross-section A-A of a modified span slope roadway. The section shows a roadway with a 10% slope, a 15% slope, and a 5% slope. The roadway is supported by a series of vertical beams. The section is labeled "SECTION A-A OF MODIFIED SPAN SLOPE ROADWAY". Below the section, there is a note: "Note: f = corresponding dimension for Parabolic Crown Roadway. Interior Beams are same as in Regular Spans & Interior Beams are the lightest section of same nominal depth beams for longest span shown on Bridge Layout." The drawing is dated 1954 and is labeled "SECTION A-A OF MODIFIED SPAN SLOPE ROADWAY".



DETAILS OF

Expansion Device

Roadway 17'5" @ 33.5" @ 20'-0"

Conn. 0'6" @ 31.5" @ 20'-0"

Roadway 18'5" @ 28'-0"

Detail device to high and provide
of shims using 2" x 1" x 1" and 1 1/2" x 1 1/2" @ 15" c/c

Holes for 3/4" Mach. Bolts

Split MAF 36

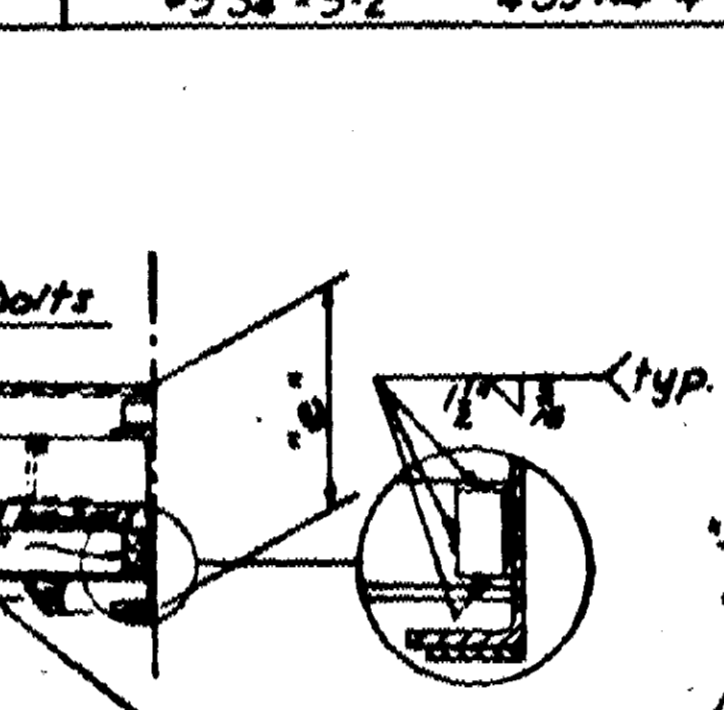
Clip E web

Parallel to roadway for constant spans
Lateral for parabolic crown

* See Dwg. 14-9908 for
Alternate Anchor Details

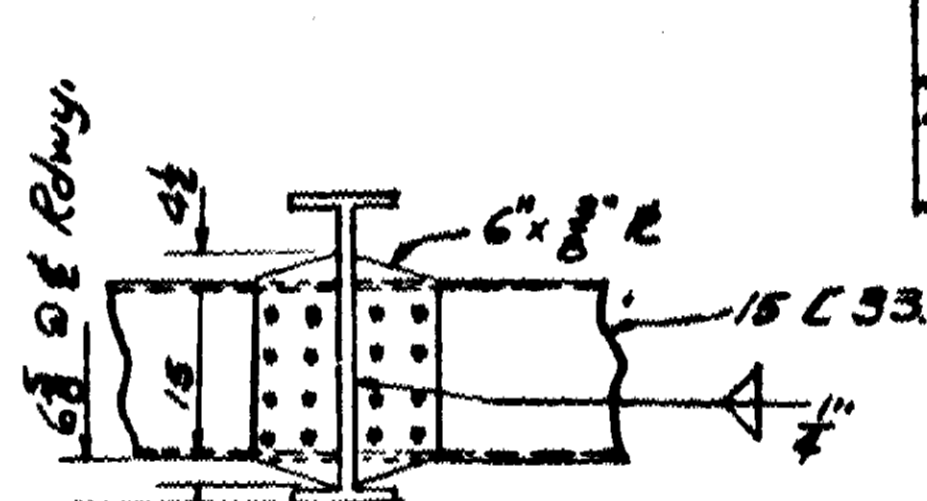
Except when using 21M 33
and 21M 62. See Dwg. No. 14-9908

HALF SECTION B-B MODIFIED OR REGULAR SPANS
(See Dwg. No. 14-9908)

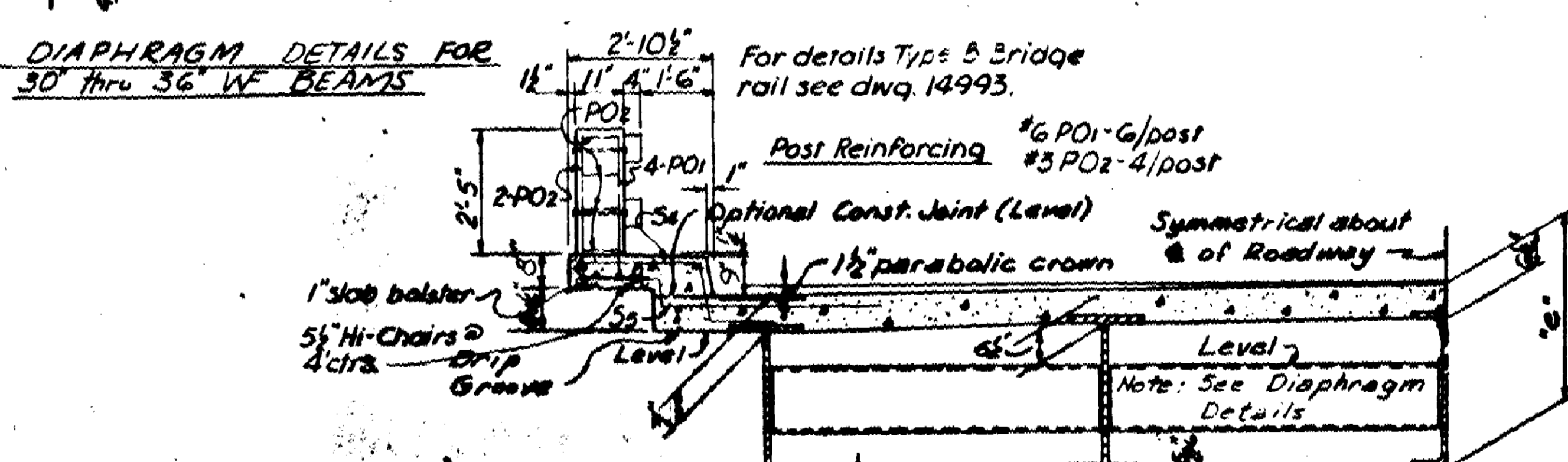


55
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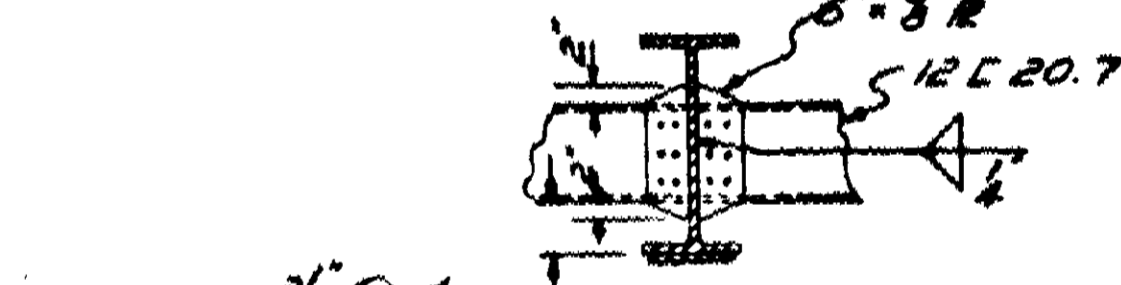
OPTIONAL WELDS



DIAPHRAGM DETAILS FOR
30" thru 36" IAF BEAMS 11

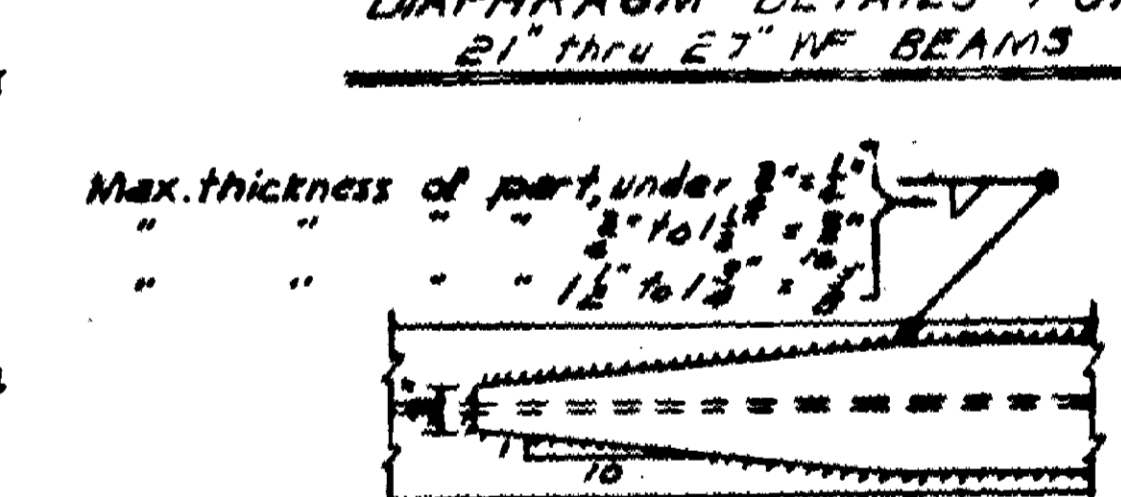


HALF SECTION A-A MODIFIED OR REGULAR SPAN
PARABOLIC CROWN
(See Draw. No. 14990A)



52 (b) (6)
Roadway

DIAPHRAGM DETAILS FOR



DETAILS OF COVER PLATES

[illegible]

LOADING: 4520 (AASRO-1001) and Special Interstate Loading of 2-24,000# axles spaced 4'0" on centers.

- spaced @ 4'0" on centers.
- | | | |
|--|-------------------------------|-------------------------------|
| 1. Dead Load: (Type A Rail) | Interior Beam | Exterior Beam |
| a. To WF Beam (With or without 5200#) + 1.15(wt/ft of 26#) | 5200# + 1.15(wt/ft of 26#) | 5200# + 1.15(wt/ft of 26#) |
| Cost: J.T. | 480¢ | +1.15(wt/ft of 26#) |
| b. To Composite Beam | 15¢/ft. (without const. J.T.) | 15¢/ft. (without const. J.T.) |
| W/Flt. or Bridge Sailing | 2620# (with const. J.T.) | 2620# (with const. J.T.) |
-
- | | | |
|---------------------------|-----------------------|-----------------------|
| 2. Live Load: | | |
| a. To each Composite Beam | 1.10¢ wheels + impact | 1.15¢ wheels + impact |
-
- NET 3780000:
- | | |
|--------------------------|------------|
| Class 2 Concrete (40-50) | 1,700 gal |
| Structural Steel (40-50) | 20,000 gal |
| Reinforcing Steel | 20,000 gal |
| | 0 |
-
3. Dead Load: (Type B Rail)
- | | | |
|-------------------------------------|----------------------------|----------------------------|
| | Interior Beam | Exterior Beam |
| a. To WF Beam (Without Const. J.T.) | 520K# + 1.15 (wt/ft of WF) | 886K# + 1.15 (wt/ft of WF) |
| (With Const. J.T.) | 526K# + 1.15 (wt/ft of WF) | 480K# + 1.15 (wt/ft of WF) |
-
- | | | |
|--|-------|-------|
| b. To Composite Beam (Without Const. J.T.) | 91K# | 91K# |
| (With Const. J.T.) | 209K# | 209K# |

NOTE: This drawing is to be used with Drawing No. 148908. For General Notes see Drawing No. 148908.

All steel in Composite I-Beam Spans shall be A-36 steel unless otherwise noted.

This drawing adopted from Std. Spec. 1540

DETAILS OF STANDARD
35'-90' COMPOSITE I-BEAM SPANS
28' CLEAR ROADWAY 1'-6 or 1'-7½" CURBS

ROADWAY: $\frac{1}{2}$ " PARABOLIC CROWN 0.0104 SLOPE

ROUTE 20 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

REMOVED BY: WAS DATE: 12-5-64

TRACED BY: 2173 DATE: 10-6-64 SCALE: 1/2" = 100'

BRIDGE NO. 5001 DRAWING NO. 13313

BRIDGE NO. 3007 DRAWING NO. 15975

Revised: Added Type B
Bridge Rail. 3-2-65. RWM ck. FMN
Revised 1-5-68. Added SIA. Added
hook to Sg. FMN (WJ. JEN)

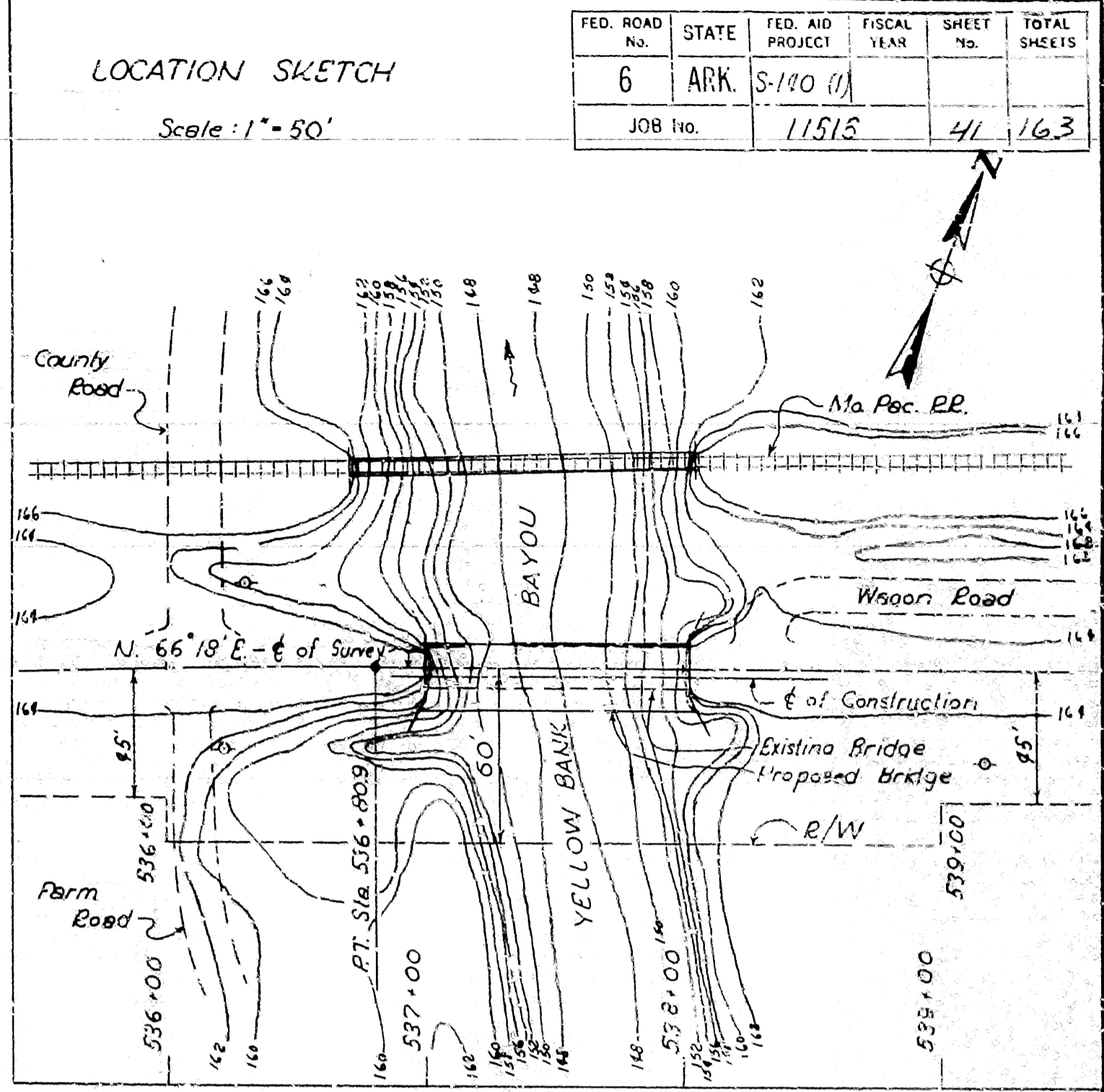
L. J. Carlson
WIDE WINKER

REMOVED BY: WAS DATE: 12-5-64

TRACED BY: 2173 DATE: 10-6-64 SCALE: 1/2" = 100'

BRIDGE NO. 5001 DRAWING NO. 13313

BRIDGE NO. 3007 DRAWING NO. 15975



NOTE: Contractor shall remove existing 100' steel truss span. Retain and remodel concrete abutments. Construct and maintain detour bridge approximately 100' long, with connecting ramps, approximately 35' upstream; deck elevation 160.0. See Special Provision.

GENERAL NOTES

For details of super-structure see Drawing No. 9135.
For details of pile bents see Drawing No. 5492-A.
For details of remodeling existing abutments see Drawing No. 9134.

All dimensions relating to existing structure must be verified in the field before construction is begun.

All piling to be 16" octagonal precast concrete piles. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 40 test pile in Bent No. 2. Drive all piling to a minimum bearing capacity of 32 tons per pile and to a minimum penetration of 20' below natural ground line.

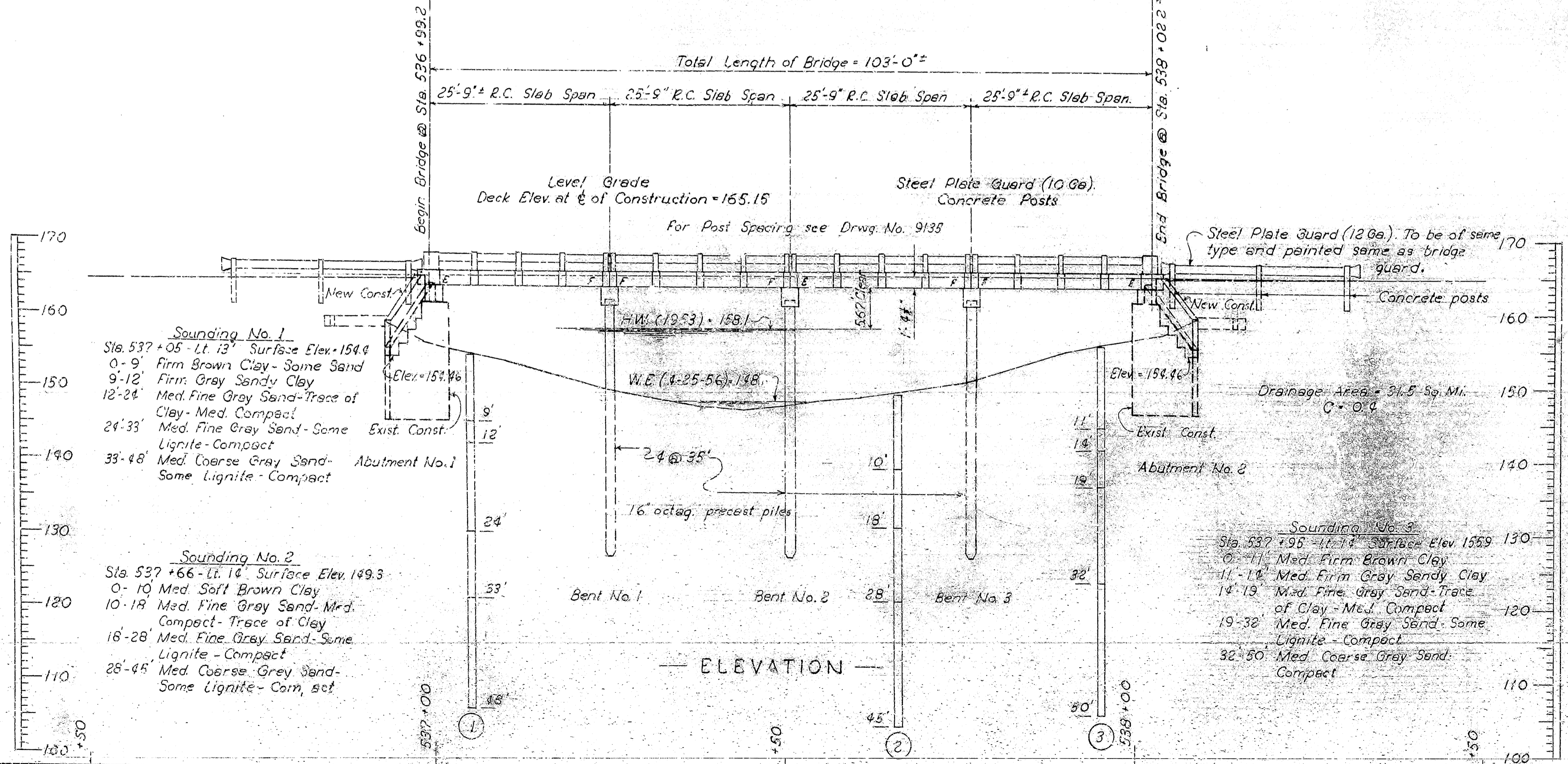
DESIGN SPECIFICATIONS: A.A.S.H.O. 1953
Loading: H-15
Stresses:
Class S Concrete (n=10) 1200 psi
Reinforcing Steel 20,000 psi

Bench Mark: Cross (X) on rivet head - Southwest corner of steel bridge - 9' lt. of Sta. 537+00. Elev. = 164.39.

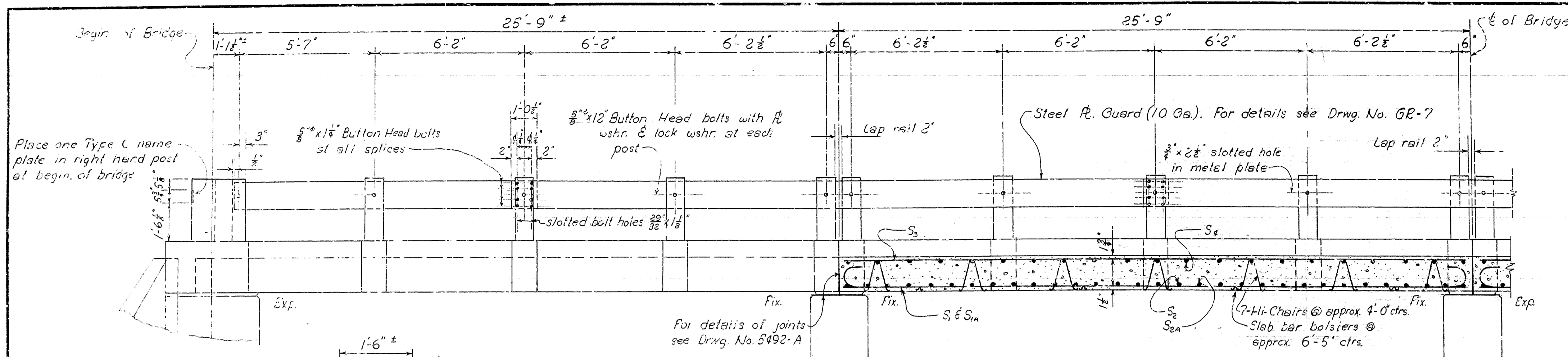
LAYOUT OF BRIDGE
OVER YELLOW BANK BAYOU
ELAINE-DESHA COUNTY LINE
RECONSTRUCTION
PHILLIPS COUNTY
ROUTE 44 SEC. 2

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.H.C. DATE: 6-21-56
 TRACED BY: _____ DATE: _____ SCALE: 1 in. = 10 ft.
 CHECKED BY: [Signature] DATE: 6-22-56
 BRIDGE NO. 3053 DRAWING NO. 9132



FED. ROAD No.	STATE	FED. AID (PROJECT)	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	S-140(1)			
JOB No.		11515		43	16



NOTE

For the following details see Drwg. No. 9132:

1. Typical Cross Section
2. Section at Bent (Showing Riser Dimensions)
3. Section Thru Drain Opening
4. Design Specifications

GENERAL NOTES

All concrete to be Class S and poured in the dry. All exposed corners to be chamfered $\frac{3}{4}$ " unless otherwise noted. Reinforcing steel to be deformed bars of intermediate grade, unless modified by special provision. Shop lists and bending diagrams must be submitted and approval secured before fabrication is begun. All reinforcing steel to be accurately located in the forms and firmly held in place by means of steel wire supports, sufficient in size and number to prevent displacement during the course of construction. 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.

Removal of concrete from existing bridge abutments shall be paid for at the lump sum price bid for "Removeling Existing Bridge Abutments." Care shall be taken to prevent damage to the portion of the structure to remain in place.

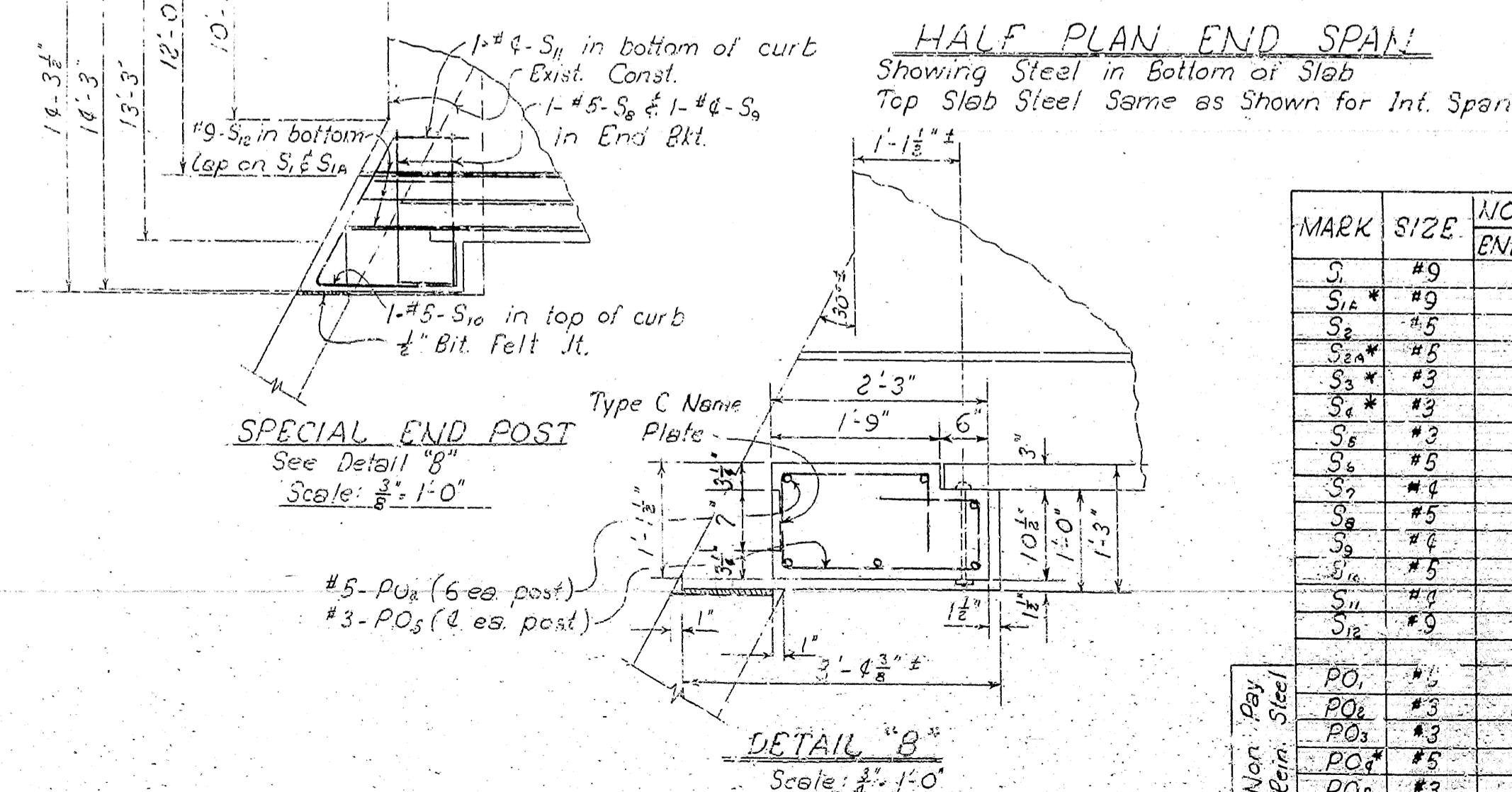
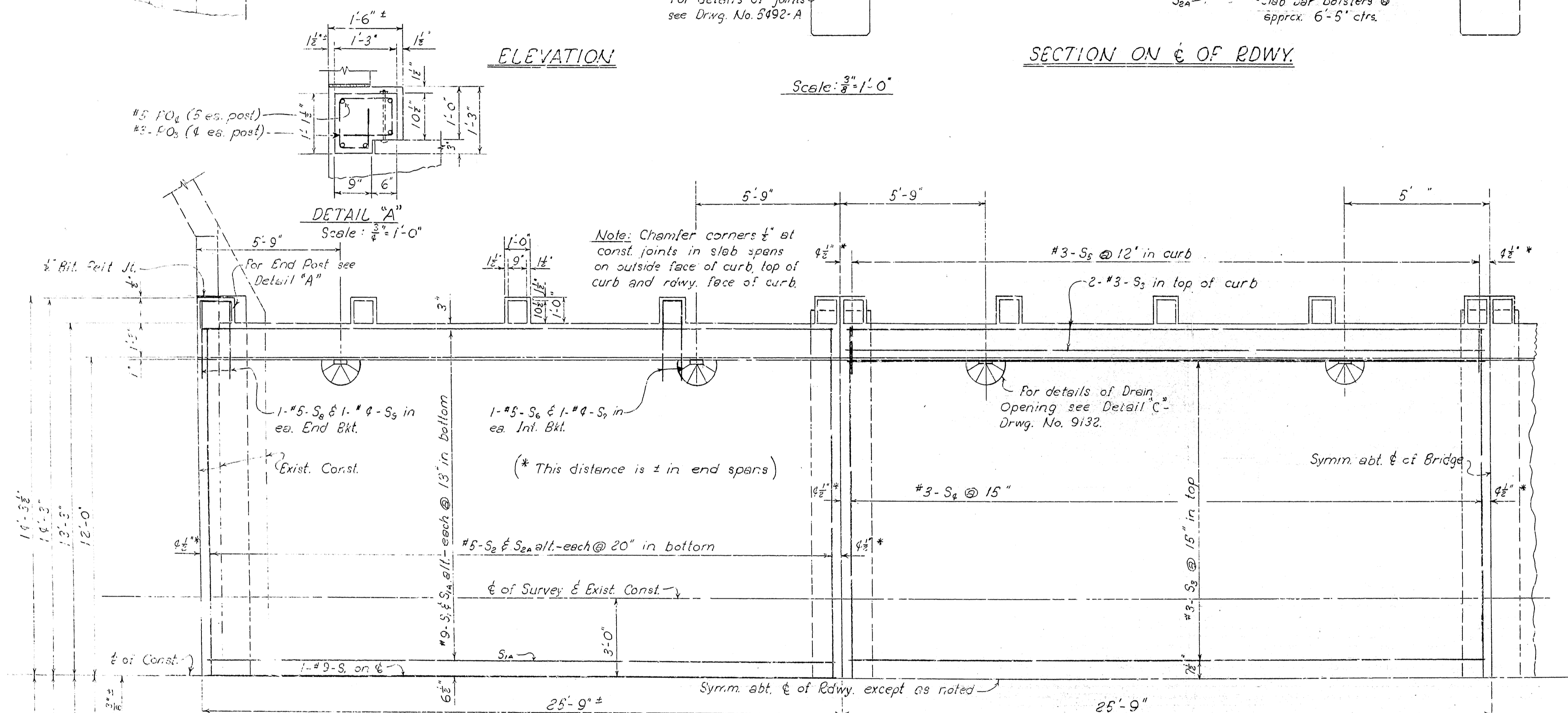
Where possible existing steel exposed by the removal of concrete from the abutments shall be stripped clean and bent into new construction.

Bituminous felt and roofing felt shall be measured and paid for as "Class 3 Concrete for Bridges."

Dimensions shown which relate to existing structures are general only and must be verified in the field before construction is begun. Any adjustments necessary to conform to existing construction shall be made.

For details of Abutments and Bents see Drawgs. No. 9134 and 5492-A.

SPECIFICATIONS: Arkansas State Highway Commission
Standard Specifications for Road and Bridge Construction adopted
March 1, 1940

[illegible]

DETAILS OF R.C. SLAB SPANS
24'-0" CLEAR RDWY. 1'-0" CURBS
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: J.H.L. DATE: 6-25-56

TRACED BY: _____ DATE: _____ SCALE: As Noted

CHECKED BY: Ans DATE: 6-29-56

BRIDGE NO. 3053 DRAWING NO. 9135