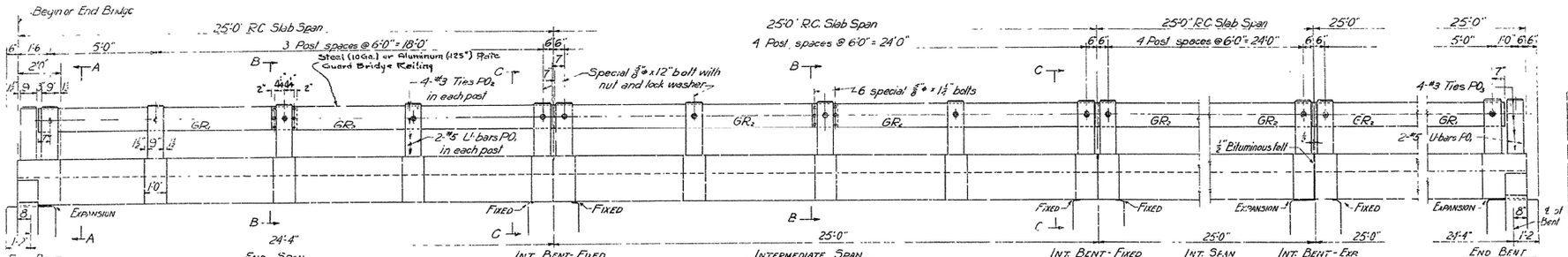
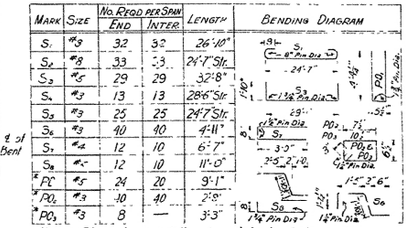
| FED ROAD DIST NO | STATE | PROJECT NO | FISCAL YEAR | SHEET No | TOTAL SHEETS |
|---|---|---|---|---|---|
| 4 | ARK. | | | | |
| STATE JOB NO. | | | | | |



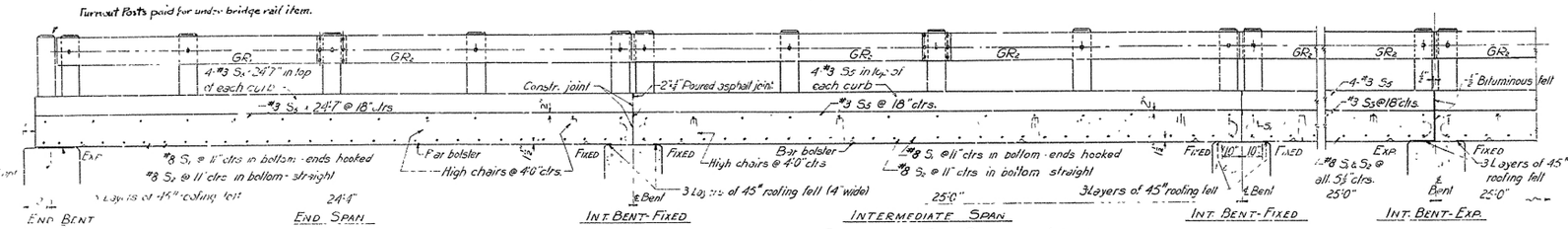

PART SIDE ELEVATION
Scale: ⅛" = 1'-0"

## BAR LIST PER SPAN

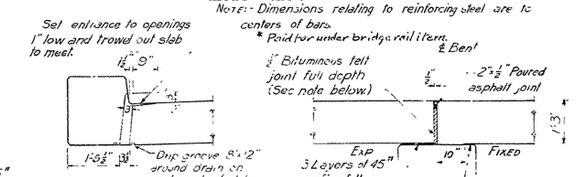
| MARK | SIZE | No. REQD PER SPAN END | No. REQD PER SPAN INTER | LENGTH | BENDING DIAGRAM |
|---|---|---|---|---|---|
| $S_1$ | #3 | 32 | 32 | 26'-10" | |
| $S_2$ | #8 | 33 | 33 | 24'-7" Str. | |
| $S_3$ | #5 | 29 | 29 | 32'-8" | |
| $S_4$ | #3 | 13 | 13 | 28'-6" Str. | |
| $S_5$ | #3 | 25 | 25 | 24'-7" Str. | |
| $S_6$ | #3 | 40 | 40 | 4'-11" | |
| $S_7$ | #4 | 12 | 10 | 6'-7" | |
| $S_8$ | #4 | 12 | 10 | 11'-0" | |
| PC | #5 | 24 | 20 | 9'-1" | |
| $PO_1$ | #3 | 40 | 40 | 2'-8" | |
| $PO_2$ | #3 | 8 | — | 3'-3" | |



NOTE:- Dimensions relating to reinforcing steel are to centers of bars.
* Paid for under bridge rail item.




LONGITUDINAL SECTION AT GUTTER LINE
Scale: ⅛" = 1'-0"

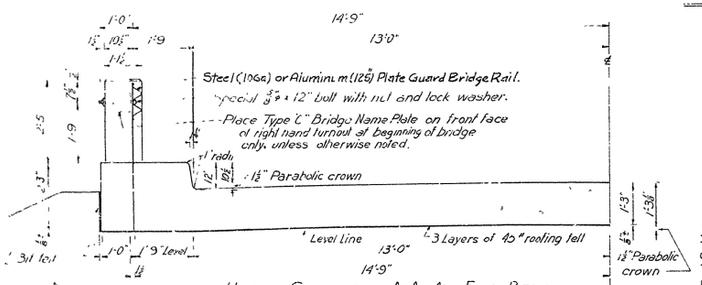



SECTION THRU DRAIN OPENING

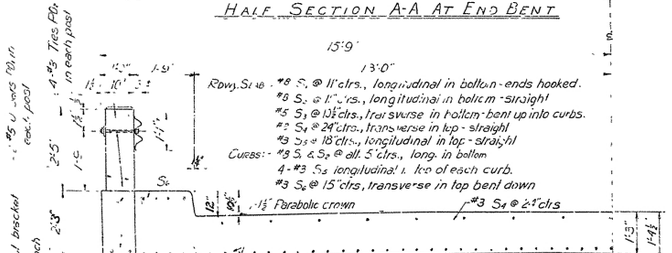
NOTE:- Place drain openings on each side of roadway near mid-span. See part plan. Opening to taper from 3"x6" at top of slab to 3½"x7" at bottom.

ROWY. EXP. JOINT AT EXP. BENT

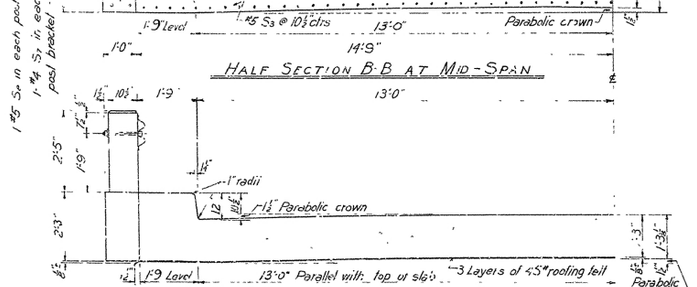
NOTE:- Construct the ½" bituminous felt full depth. After both slabs have been poured remove the top 2" of bituminous felt full width of roadway surface and replace with a poured asphalt joint 2"x½".



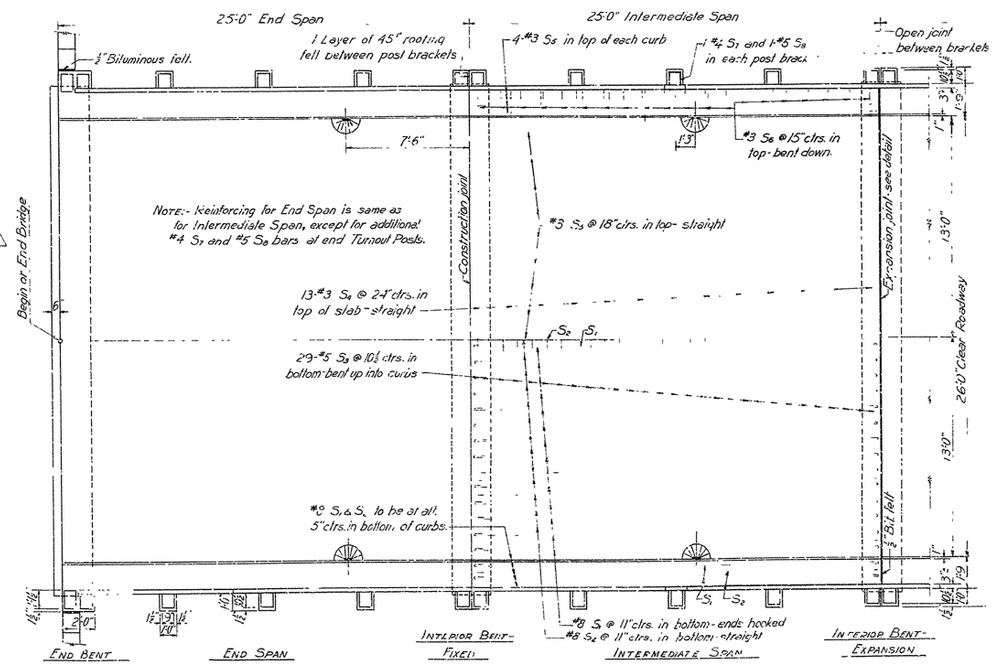

HALF SECTION A-A AT END BENT




HALF SECTION B-B AT MID-SPAN




HALF SECTION C-C AT INTERIOR BENTS




PART PLAN
Scale:- ⅛" = 1'-0"

Revised Curb Width 1-15-57 E.R.B.
Revised Bar Designation 5-14-57 R.W.P.
Revised Rev. Notes & Spec. Ref. 25 May 60 C.H.H.
Revised Curb Height 5-19-61 L.K.

## GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered ¾" unless otherwise noted.

Reinforcing steel to be deformed bars of intermediate grade, unless modified by Special Provisions. Shop lists and bending diagrams must be submitted and approval secured 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 of sufficient size and number 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 must be submitted for approval.

Payment for roofing felt, bituminous felt, and poured asphalt joints to be included in the price bid for "Class S Concrete."

The plate guard rail shall be of the type shown or an equivalent rail type as approved by the Engineer. The plate guard rail, including all concrete posts, shall be paid for at the unit price bid per linear foot for "Steel or Aluminum Plate Guard Bridge Railing"

Shop Paint:- The steel plate guard rail shall be painted in accordance with Section 805 of the Specifications before shipment.

Field Paint:- 1st Coat, red lead tinted with lamp black; 2nd Coat Aluminum paint (for steel plate guard only)

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

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

DESIGN LIVE LOAD - H-20 LOADING A.A.S.H.O. 1957

Load distribution to slab:- Dead Load = 1.95 #/sq.
Live Load = 0.175 Wheels/ft width 30% Impact

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

# DETAILS OF STANDARD 25'-0" R.C. SLAB SPANS

26'-0" CLEAR ROADWAY — 2 WALKS @ 1'-6"

ROUTE — SEC.

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

Drawn By: W.C.H. Date: 10-30-51
Traced By: J.E.H. Date: 4-17-52
Checked By: J.H.L. Date: 11-9-51
" " H.N. " 4-23-52

Scale: ½ in. = 1 ft. EXCEPT AS NOTED

Tracing

BRIDGE ENGINEER

BRIDGE NO.

DRAWING NO. 5416