DATE REVISED	DATE PICKED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED AID PROJ NO	SHEET NO	TOT. SHEETS
				6	ARK.			
				JOB NO.		3940	15	78
				5876		QUANT.		23706

SCHEDULE OF BRIDGE QUANTITIES

BRIDGE NUMBER	CODE NUMBER	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	SP & 802	SP & 802	803	804	SP & 805*	SP & 805	912	SP & 816	SP & 816	SP 82.0	205	SP & 603
				ITEM	CLASS S CONCRETE	CLASS S(AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL (GRADE 60)	STEEL BEARING PILING (HP 12 x 53)	TEST PILES (HP 12 x 53)	BRIDGE NAME PLATE (TYPE C)	RIPRAP	FILTER BLANKET	PILE ENCASEMENT	REMOVAL OF EXISTING BRIDGE STRUCTURES	TEMPORARY BRIDGE STRUCTURES
				UNIT	CU. YD.	CU. YD.	GAL.	LB.	LIN. FT.	LINEAR FOOT	EACH	CUBIC YARD	SQUARE YARD	LINEAR FOOT	LUMP SUM	LUMP SUM
5876	XC20	GARLAND CREEK														
			END BENT NOS. 1 AND 4		17.90			1916	80	25		165	330			
			INTERMEDIATE BENT NOS. 2 AND 3		15.90			1984	300	25				129		
			2-35'-0" R.C. SLAB END SPANS			195.64	7.4	30360			1					
			1-35'-0" R.C. SLAB INTERMEDIATE SPAN			97.26	3.7	15100								
TOTAL FOR JOB NO. 3940					33.80	292.90	11.1	49360	480	50	1	165	330	129	1	1

* Refers to SP 807-5

DALLAS VIRE
DESIGN SECTION SUPERVISOR

Visal Pinkerton
BRIDGE ENGINEER

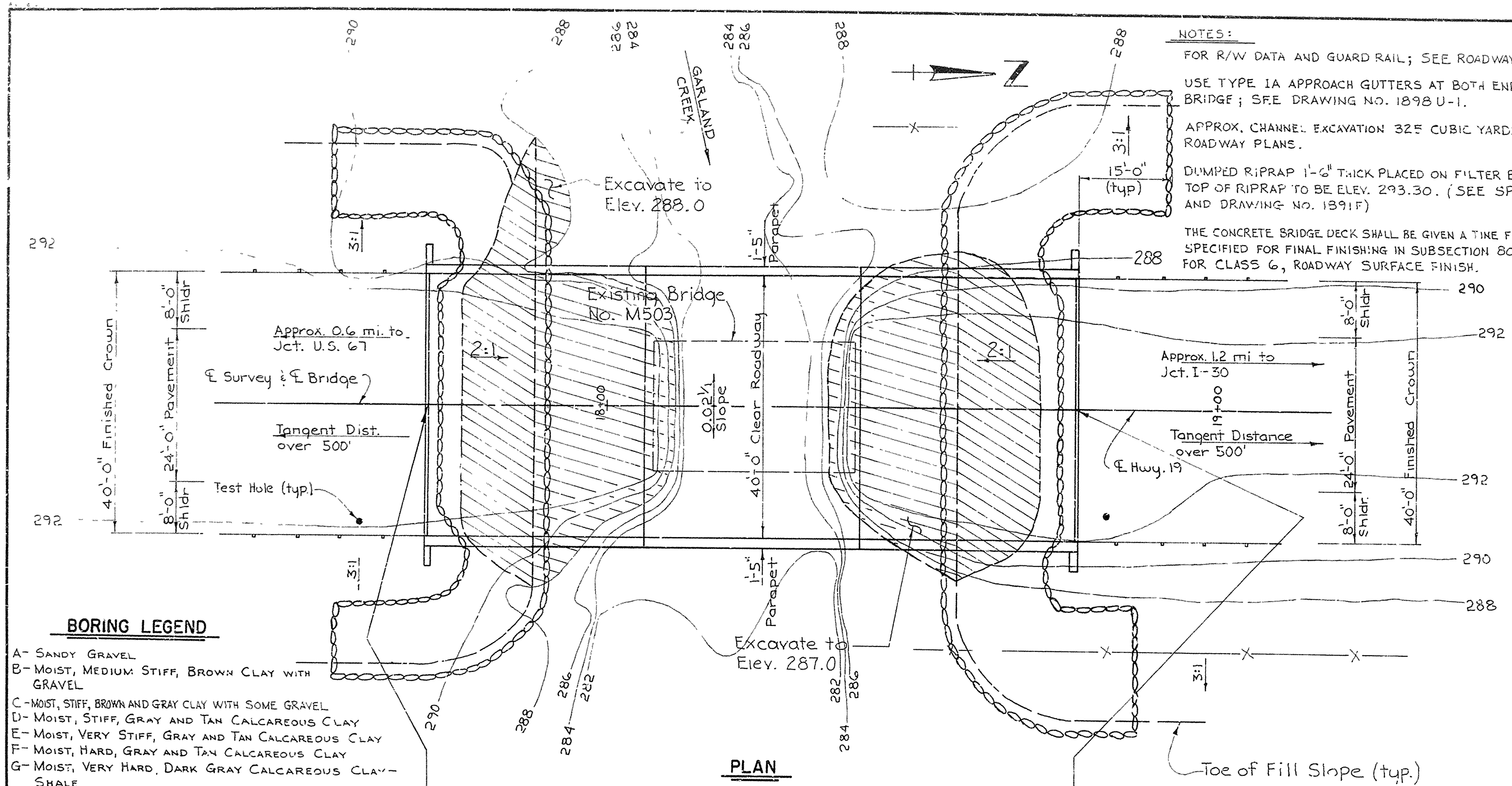
SCHEDULE OF BRIDGE QUANTITIES
HWY. 67 – I-30
NEVADA COUNTY
ROUTE 19 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LDF DATE: 12-14-83
CHECKED BY: DVL DATE: 1-31-84
DESIGNED BY: _____ DATE: _____
SCALE: _____

BRIDGE NO. 5876 DRAWING NO. 23706

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		3940	28	72
				5876		LAYOUT 23707		

282



NOTES:

FOR R/W DATA AND GUARD RAIL; SEE ROADWAY PLANS

USE TYPE 1A APPROACH GUTTERS AT BOTH ENDS OF BRIDGE; SEE DRAWING NO. 1898 U-1.

APPROX. CHANNEL EXCAVATION 325 CUBIC YARDS; SEE ROADWAY PLANS.

DUMPED RIPRAP 1'-6" THICK PLACED ON FILTER BLANKET. TOP OF RIPRAP TO BE ELEV. 293.30. (SEE SP 816-7 AND DRAWING NO. 1391F)

THE CONCRETE BRIDGE DECK SHALL BE GIVEN A TINE FINISH AS SPECIFIED FOR FINAL FINISHING IN SUBSECTION 802.23 FOR CLASS 6, ROADWAY SURFACE FINISH.

GENERAL NOTES

[illegible]CH MARK [illegible] POWER POLE [illegible] STA. [illegible] ELEV. [illegible]

ALL CONCRETE IN SUPERSTRUCTURE SHALL BE CLASS S(AE). ALL CONCRETE IN SUBSTRUCTURE SHALL BE CLASS "S".

ALL CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

ALL PILING SHALL BE *HP12×53 STEEL BEARING PILING* AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE, AND TO A MINIMUM PENETRATION OF 15 FT. BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE *25* FT. TEST PILE IN BENT NO. 1 AND ONE *25* FT. TEST PILE IN BENT NO. 3

FOR DETAILS OF BENTS, SEE DWG. NO. 23708
FOR DETAILS OF 35'-0" R.C. SLAB SPANS, SEE DWG. NO. 23709
FOR DETAILS OF *STEEL BEARING PILING*, SEE DWG. NO. *14995A*

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1977 EDITION WITH INTERIM SPECIFICATIONS.

LIVE LOADING: HS20
METHOD OF DESIGN: LOAD FACTOR

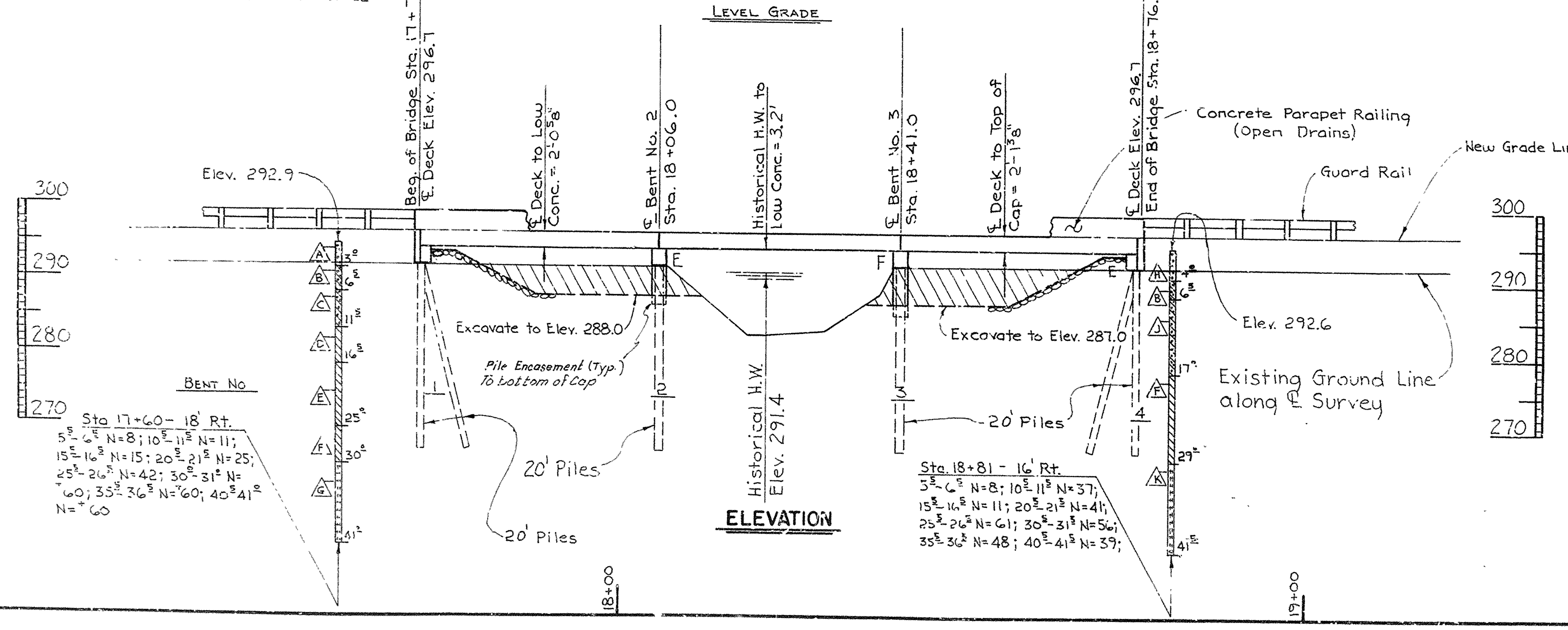
UNIT STRESSES: f'_c = COMPRESSIVE STRENGTH OF CLASS S OR S(AE) CONCRETE = 3500 PSI.
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI.

DETOUR CONSTRUCTION: THE CONTRACTOR SHALL CONSTRUCT A DETOUR BRIDGE 50' DOWNSTREAM FROM THE CENTER LINE CONSTRUCTION. THE BRIDGE SHALL BE 50' LONG WITH A MINIMUM CLEAR ROADWAY OF 20' AND A MINIMUM DECK ELEVATION OF 290. DESIGN LOADING H15. SEE SECTION 603 OF THE STANDARD SPECIFICATIONS. SEE DRAWING NOS. 2391 AND 2392.

REMOVAL OF EXISTING BRIDGE: THE CONTRACTOR SHALL REMOVE THE EXISTING 32' BRIDGE IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. THE BRIDGE CONSISTS OF TWO 16' SPANS WITH ASPHALT AND CONCRETE DECKS ON STEEL STRINGERS AND TIMBER PILE BENTS. ALL MATERIAL FROM THE EXISTING BRIDGE SHALL BECOME THE PROPERTY OF THE CONTRACTOR EXCEPT STEEL I-BEAM STRINGERS AND BRIDGE RAILING WHICH SHALL REMAIN THE PROPERTY OF THE STATE.

BORING LEGEND

A- SANDY GRAVEL
B- MOIST, MEDIUM STIFF, BROWN CLAY WITH GRAVEL
C- MOIST, STIFF, BROWN AND GRAY CLAY WITH SOME GRAVEL
D- MOIST, STIFF, GRAY AND TAN CALCAREOUS CLAY
E- MOIST, VERY STIFF, GRAY AND TAN CALCAREOUS CLAY
F- MOIST, HARD, GRAY AND TAN CALCAREOUS CLAY
G- MOIST, VERY HARD, DARK GRAY CALCAREOUS CLAY-SHALE
H- MOIST, MEDIUM DENSE, BROWN GRAVEL
J- MOIST, STIFF, BROWN AND GRAY CLAY WITH GRAVEL
K- MOIST, HARD, DARK GRAY CALCAREOUS CLAY - SHALE



HYDRAULIC DATA

	DESIGN FLOOD (Q50)	BASIC FLOOD (Q100)
DISCHARGE (CFS)	3,083	3,577
NORMAL WATER SURFACE ELEV.	291.5	291.8
NORMAL WATER SURFACE BACKWATER ELEV.	294.9	295.1

DRAINAGE AREA = 4.50 SQUARE MILES

LAYOUT OF BRIDGE OVER
GARLAND CREEK

NEVADA COUNTY
ROUTE 19 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 1-25-80
CHECKED BY: [illegible] DATE: [illegible]
DESIGNED BY: [illegible] DATE: 1-80
SCALE: 1" = 10'-0"

BRIDGE ENGINEER

BRIDGE NO. 5876 DRAWING NO. 23707

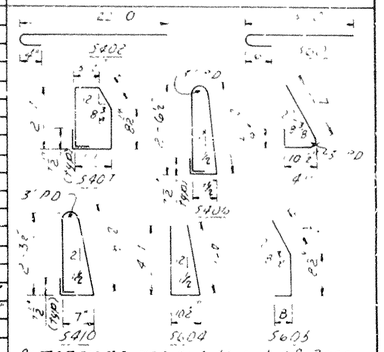
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED ROAD NO	STATE	FED AID PROJ NO	SHEET NO	TOTAL SHEETS
				6	ARK.			
				JOB NO		5876	20	78
				(1) 5876		SPAN DTL'S	23709	

Note Drain shall taper from 3-8"ø at curb to 5"ø 8'-0" on back face of concrete Parapet typ

BAR LIST PER SPAN

MK	No Regd End	No Regd Int	Length	Bar Dia
S401	29	29	34'-8"	S11
S402	50	50	22'-6"	5
S403	20	10	1'-4"	S11
S404	2		0'-10"	S11
S405	8	-	1'-10"	S11
S406	44	48	6'-10"	2
S407	44	48	1'-9"	2
S408	110	110	22'-0"	S11
S409	8		1'-0"	S11
S410	54	54	6'-4"	2
S411	54	54	3'-2"	2
S501	24	24	5'-0"	S11
S601	12	12	5'-8"	4½
S602	12	18	11'-4"	S11
S603	4		11'-10"	S11
S604	4		8'-9"	3¾
S605	6		4'-9"	3¾
S901	81	89	34'-8"	S11
S902	8		35'-2"	S11
S606	2		10'-10"	S11

Bending Diagrams



GENERAL NOTES

ALL CONCRETE TO BE CLASS S OR S(AE) AS SHOWN ON THE LAYOUT. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED

REINFORCING STEEL TO BE ASTM A615 OR AASHTO M31 GRADE 60

BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL"

ROOFING FELT, BITUMINOUS FELT, PREFORMED JOINT, STRUCTURAL STEEL, AND POURED SYNTHETIC POLYMER JOINTS SHALL BE MEASURED AND PAID FOR AS CLASS S OR S(AE) CONCRETE

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978, AND APPLICABLE SPECIAL PROVISIONS

DESIGN SPECIFICATIONS: AASHTO 1977 AND INTERIM

DESIGN LIVE LOADING: HS 20

LOAD DISTRIBUTION TO SLAB: DEAD LOAD - 283 PSF; LIVE LOAD - 0.166 WHEELS/FT OF WIDTH PLUS 30% IMPACT

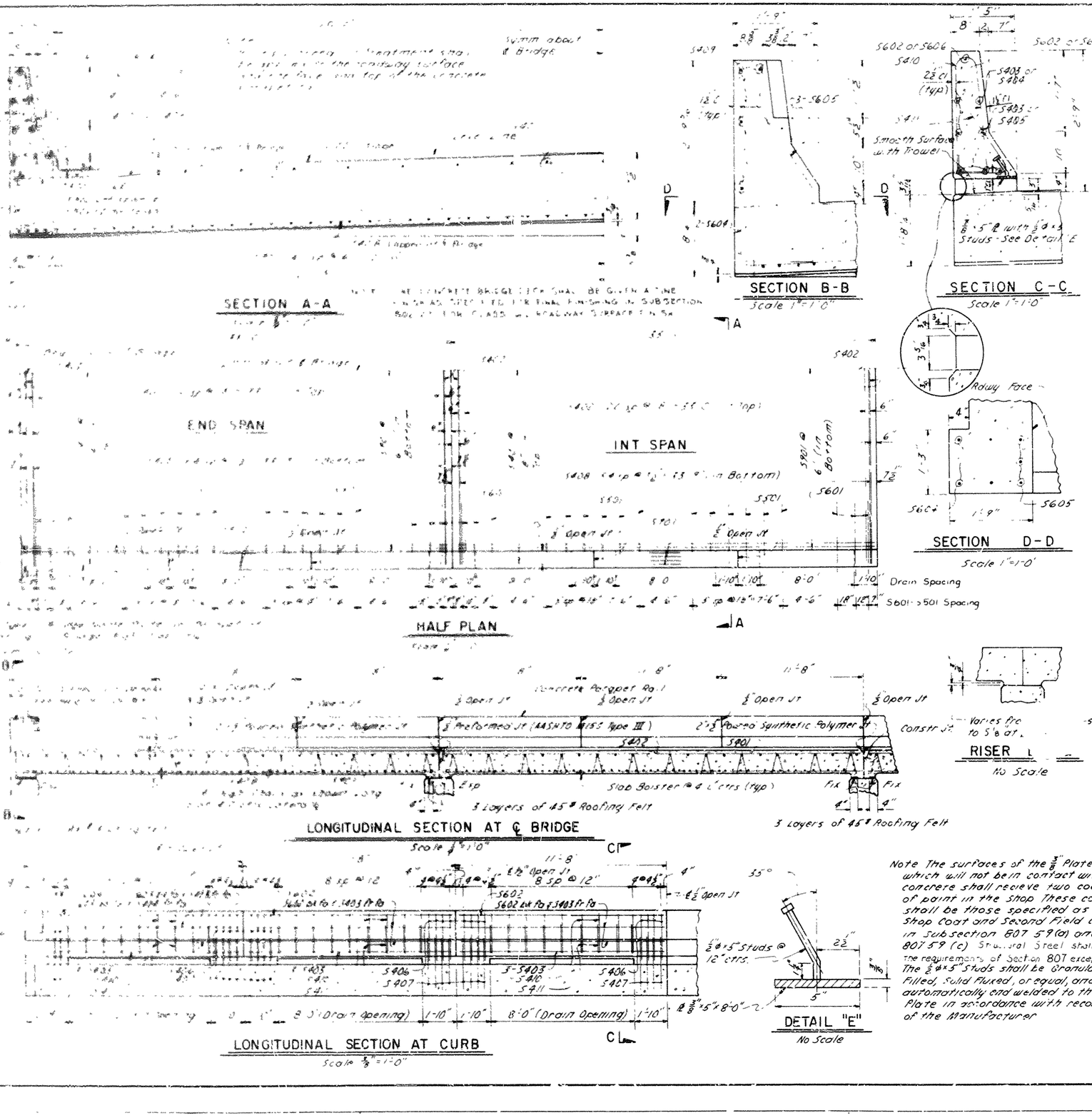
UNIT STRESSES: COMPRESSIVE STRENGTH OF CLASS S OR S(AE) CONCRETE f'_c = 3,500 PSI
YIELD STRENGTH OF REINFORCEMENT f_y = 60,000 PSI

LOAD FACTOR USED FOR DESIGN OF SLAB

QUANTITIES (PER SPAN)

	Concrete	Reinforcing Steel	Structural Steel
End Span	* 97.8 cu yd	15180 LBS	* 323 LBS
Int Span	** 97.6 cu yd	15101 LBS	* 323 LBS

* For information only. Structural Steel to be measured and paid for as Class S or S(AE) concrete.
** Concrete Quantities calculated for 2-4 Caps



Note The surfaces of the 3/8" Plates which will not be in contact with concrete shall receive two coats of paint in the shop. These coats shall be those specified as First Shop Coat and Second Field Coat in Subsection 807.59(a) and 807.59(c). Structural Steel shall meet the requirements of Section 807 except as noted. The 3/4"ø x 5" Studs shall be Granular Flux Filled, Solid Fluxed, or equal, and automatically and welded to the 3/8" Plate in accordance with recommendations of the Manufacturer.

DETAILS OF STANDARD
35'-0" R.C. SLAB SPAN
40' CL RDWY CONCRETE PARAPET RAIL
ROUTE 19 **SEC.** 5

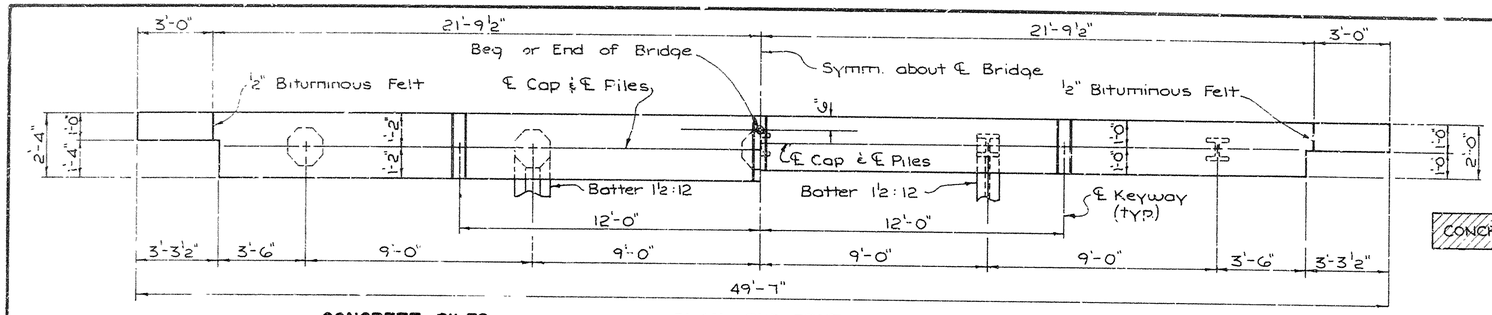
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

REVISED BY: BJM DATE: 7-29-77
CHECKED BY: ARW DATE: 9-2-77
DESIGNED BY: JCK DATE: 6-10-76
SCALE: as noted

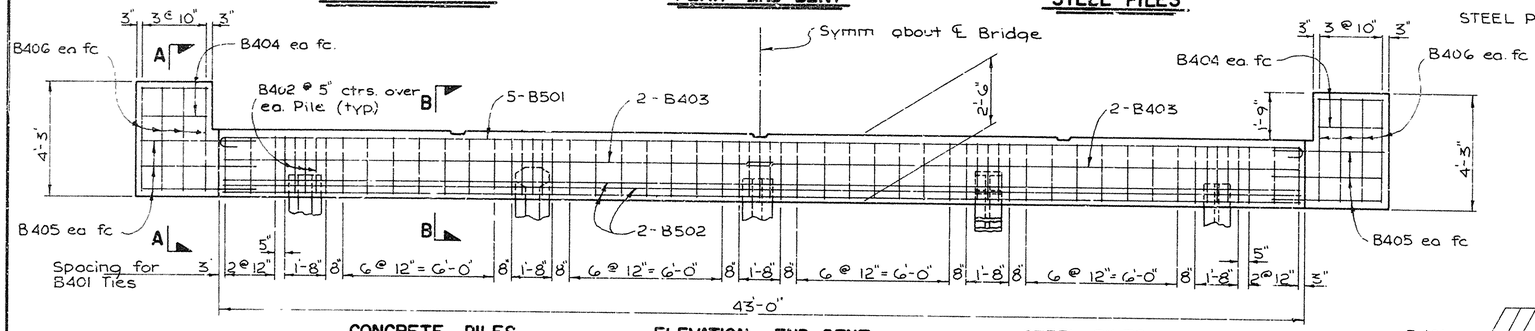
BRIDGE ENGINEER

BRIDGE NO. 5876 **DRAWING NO.** 23709

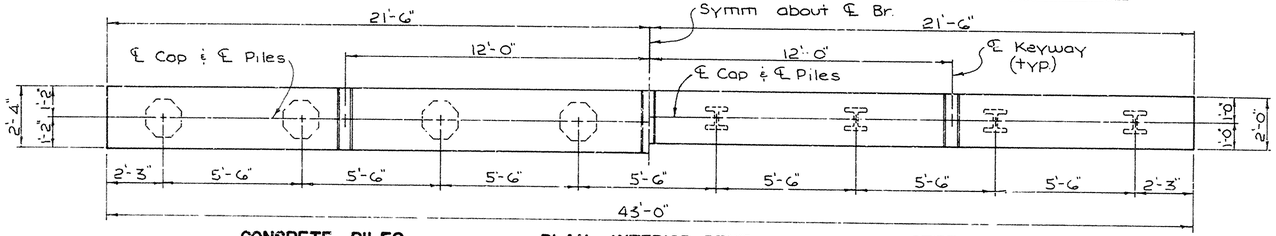
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED ROAD NO	STATE	FED AID PROJ NO.	SHEET NO.	TOTAL SHEETS
				S	ARK.			
				JOB NO		3940	29	76
				①	5876	STD BENTS	23708	



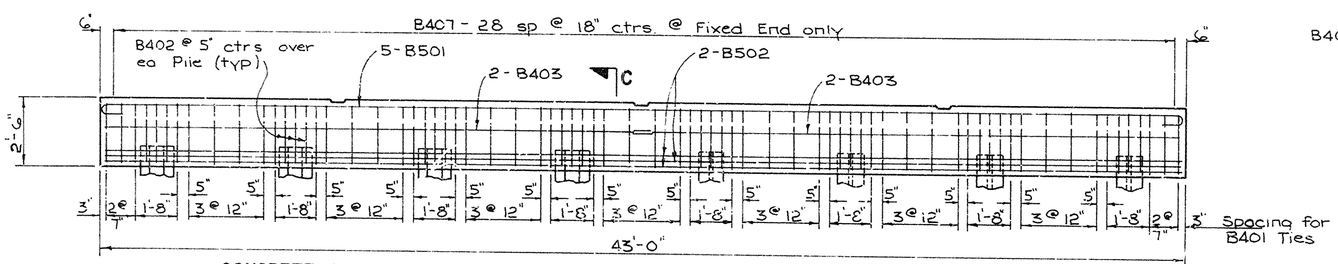
CONCRETE PILES — PLAN — END BENT — STEEL PILES



CONCRETE PILES — ELEVATION — END BENT — STEEL PILES



CONCRETE PILES — PLAN - INTERIOR BENT — STEEL PILES



CONCRETE PILES — ELEVATION - INTERIOR BENT — STEEL PILES

C

BAR LIST - PER BENT

CONCRETE PILES

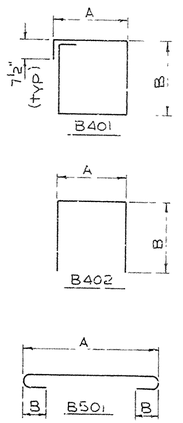
MARK	NO REQ'D END	NO REQ'D INT	LENGTH	A	B	PIN DIA
B401	44	48	9'-2"	2'-0"	0'-2"	2"
B402	15	24	4'-2"	2'-0"	2'-2"	2"
B403	4	4	22'-2"			Str
B404	8		2'-8"			Str
B405	12		4'-9"			Str
B406	16		3'-11"			Str
B407		*	2'-6"			Str

STEEL PILES

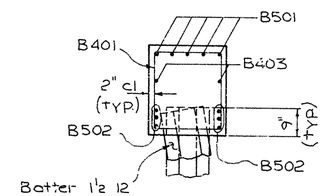
MARK	NO REQ'D END	NO REQ'D INT	LENGTH	A	B	PIN DIA
B401	44	48	8'-6"	1'-8"	2'-2"	2"
B402	15	24	5'-10"	1'-8"	2'-2"	2"
B501	5	5	43'-10"	42'-8"	5"	3¾"
B502	6	6	42'-8"			Str

* 29 REQ'D AT FIX-EXP BENT
58 REQ'D AT FIX-FIX. BENT

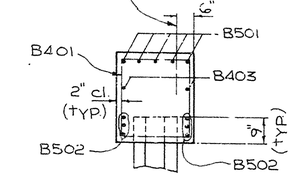
BENDING DIAGRAMS



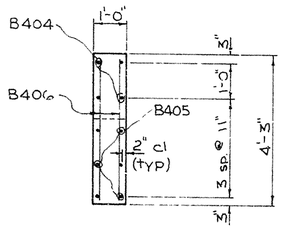
B407 Dowels (at Fix Sides only spaced @ 18" & Anchored 1'-3" into Cap)



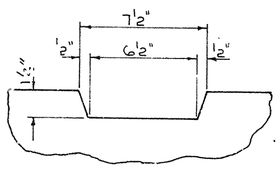
SECTION B-B
Scale: ½"= 1'-0"



SECTION C-C
Scale: ½"= 1'-0"



SECTION A-A
Scale: ½"= 1'-0"



KEYWAY DETAIL
Scale: 3" = 1'-0"

GENERAL NOTES:

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH f'_c = 3500 PSI. CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

FOR PILING TYPE, SEE LAYOUT, DWG. NO. 23707

REINFORCING STEEL SHALL BE ASTM A615 OR A617, GRADE 60 (YIELD STRENGTH = 60,000 PSI).

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 EDITION

LIVE LOAD: HS20

METHOD OF DESIGN: LOAD FACTOR

FOR ADDITIONAL NOTES, SEE LAYOUT.

DETAILS OF STANDARD PILE BENTS FOR 35'-0" R.C. SLAB SPANS 40'-0" CLEAR ROADWAY CONCRETE PARAPET RAIL

ROUTE 19 SEC. 5

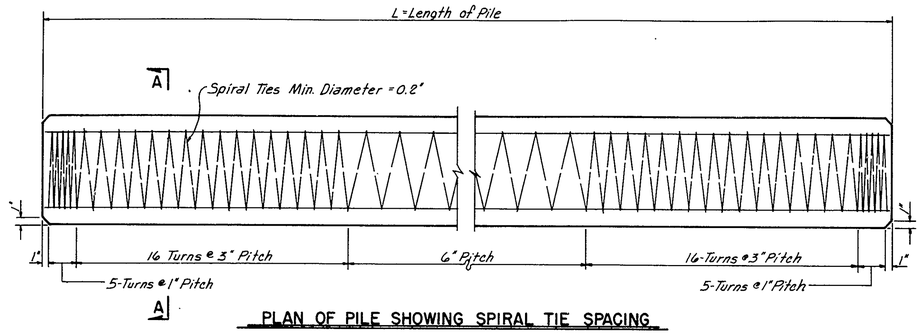
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 7-21-78
CHECKED BY: MBW DATE: 7-24-78
DESIGNED BY: SWL DATE: _____
SCALE: 3/8" = 1'-0" or as Noted

BRIDGE ENGINEER

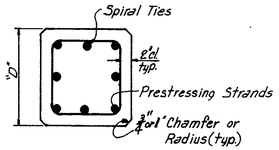
BRIDGE NO. 5876 DRAWING NO. 23708

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AND PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-24-75	687-8-4-75	9-15-78	882-9-15-78	6	ARK.			
12-2-77	501-12-577			JOB NO.			20	

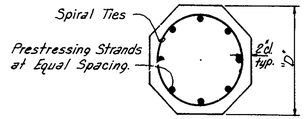


PLAN OF PILE SHOWING SPIRAL TIE SPACING

NOTE: Strand location shall be symmetrical about the Axis of the pile with no more than one strand difference between any two adjacent sides.



SECTION A-A
SQUARE PILE



SECTION A-A
OCTAGONAL PILE

PRESTRESSED CONCRETE PILES

PRESTRESSED PILE PROPERTIES

GRADE	STRAND DIAMETER	*NUMBER OF STRANDS PER PILE SIZE "D" 16" OCT.	18" OCT.	14" SQ.	16" SQ.	18" SQ.	MINIMUM ULTIMATE TENSILE STRENGTH PER STRAND (LBS)	INITIAL PRESTRESSING FORCE PER STRAND (LBS.)
250	3/8"	14	18	14	16	22	20,000	14,000
	7/16"	11	13	10	12	16	27,000	18,900
	1/2"	8	10	8	10	12	36,000	25,200
270	3/8"	12	15	12	14	18	23,000	16,100
	7/16"	9	11	8	12	14	31,000	21,700
	1/2"	7	9	6	8	10	41,300	28,900

*Number Based on initial Prestress Force of 0.7 x Ultimate Tensile Stress, Prestress Losses, and Min. 700 psi. Unit Prestress on concrete after Losses.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1977 WITH 1978 INTERIMS

CONCRETE: CONCRETE IN THE PRECAST PRESTRESSED PILES SHALL BE CLASS S(AE) AND SHALL HAVE A MINIMUM COMPRESSIVE CYLINDER STRENGTH (f'c) OF 5000 PSI AT 28 DAYS. COMPRESSIVE CYLINDER STRENGTH AT TRANSFER OF THE PRESTRESSING FORCE SHALL BE NOT LESS THAN 4000 PSI.

CONCRETE IN BUILD-UPS SHALL HAVE A MINIMUM COMPRESSIVE CYLINDER STRENGTH (f'c) OF 3500 PSI.

PRESTRESSING REINFORCEMENT: SEVEN WIRE STRESS RELIEVED STRAND SHALL CONFORM TO THE GENERAL REQUIREMENTS OF ASTM A416. BROKEN WIRES WITHIN INDIVIDUAL STRANDS WILL BE PERMITTED UP TO 2% OF THE TOTAL NUMBER OF WIRES IN EACH PILE, PROVIDING THAT THERE IS NOT MORE THAN ONE BROKEN WIRE PER STRAND. TWO OR MORE BROKEN WIRES PER STRAND WILL BE CAUSE FOR REPLACEMENT OF THE STRAND, EVEN THOUGH THE TWO BROKEN WIRES ARE WITHIN THE 2% LIMITATION.

BUILD-UPS: TO PROVIDE FOR BUILD-UPS OF PILES WHERE AUTHORIZED BY THE ENGINEER, CONCRETE SHALL BE CUT BACK TO EXPOSE THE STRANDS FOR A DISTANCE SUFFICIENT TO PROVIDE A LAP OF 40 DIAMETERS OF THE REINFORCING BARS REQUIRED FOR BUILD-UP. REINFORCING FOR BUILD-UPS SHALL HAVE A MINIMUM AREA EQUAL TO 1-1/2% OF THE GROSS SECTION OF PILE. PLACEMENT OF BARS SHALL BE IN A SYMMETRICAL PATTERN OF NOT LESS THAN FOUR BARS. SEE SECTION 805.14 OF THE STANDARD SPECIFICATIONS.

FORMS: FOR FORMING EXTERIOR OF PILES, THE USE OF STEEL FORMS ON CONCRETE FOUNDED CASTING BEDS IS REQUIRED, UNLESS OTHERWISE APPROVED BY THE ENGINEER. SIDE FORMS MAY HAVE A MAXIMUM DRAFT ON EACH SIDE NOT EXCEEDING 1/4" PER FOOT.

TOLERANCES: PILE ENDS SHALL BE PLANE SURFACES AND PERPENDICULAR TO AXIS OF PILE WITH A MAXIMUM TOLERANCE OF 1/8" PER FOOT TRANSVERSELY.

THE MAXIMUM SWEEP (DEVIATION FROM STRAIGHTNESS MEASURED ALONG TWO PERPENDICULAR FACES OF THE PILE, WHILE NOT SUBJECT TO BENDING FORCES) SHALL NOT EXCEED 1/8" IN 10' OF ITS LENGTH.

GENERAL: SHIPMENT OF PILES FROM THE PLANT SITE OR PILE DRIVING WILL NOT BE PERMITTED UNTIL THE REQUIRED MINIMUM CYLINDER STRENGTH IS REACHED, AND IN NO CASE LESS THAN 10 DAYS AFTER POURING THE CONCRETE. PILES MAY BE REMOVED FROM CASTING BED TO A NEARBY STORAGE ANY TIME AFTER TRANSFER OF STRESS.

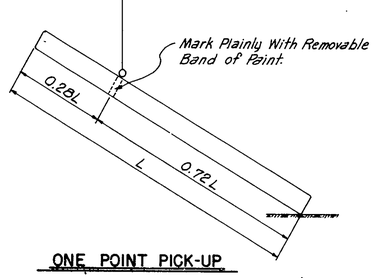
SPIRAL REINFORCING: SPIRAL REINFORCING SHALL BE STEEL WIRE MEETING THE REQUIREMENTS OF ASTM A82 WITH A MINIMUM DIAMETER OF 0.2" OR SHALL BE PLAIN ROUND STEEL BARS MEETING THE REQUIREMENTS OF ASTM A615, WITH A MINIMUM DIAMETER OF 0.25".

MANUFACTURE, TRANSPORTATION AND STORAGE: SEE SECTION 802 "CONCRETE FOR STRUCTURES" OF THE STANDARD SPECIFICATIONS.

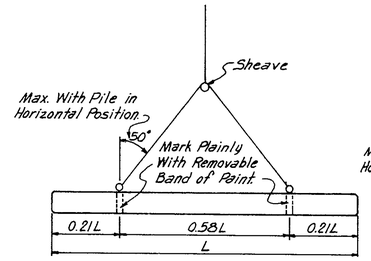
INSTALLATION, MEASUREMENT AND PAYMENT: SEE SECTION 805 "BEARING PILING" OF THE STANDARD SPECIFICATIONS. PRECAST PRESTRESSED CONCRETE PILING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT BID FOR "PRECAST CONCRETE PILING".

MAXIMUM PICKUP LENGTHS L

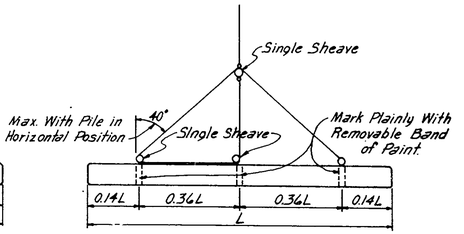
TYPE OF PICK-UP	PRESTRESSED 16" OCT.	18" OCT.	PRECAST 16" or 18" OCT.	PRESTRESSED 14" SQ.	16" SQ.	18" SQ.	PRECAST 14" SQ.	16" SQ.	18" SQ.
ONE-POINT	52'	55'	46'	55'	59'	63'	52'	51	55
TWO-POINT	75'	80'	67'	79'	84'	90'	75'	74	79
THREE-POINT	105'	112'	93'	110'	117	126'	104'	103	111



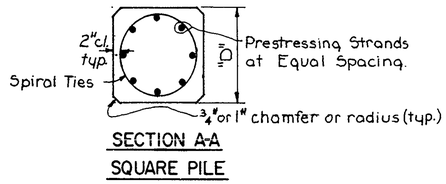
ONE POINT PICK-UP



TWO POINT PICK-UP



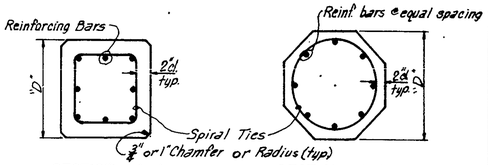
THREE POINT PICK-UP



SECTION A-A
SQUARE PILE

PRECAST PILE REINFORCING

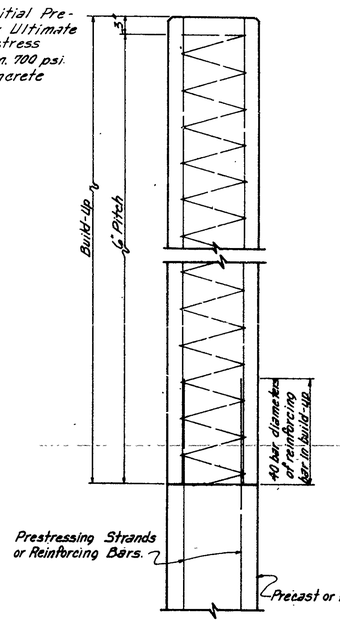
PILE SIZE	NO. REQ'D.	BAR SIZE
16" OCT.	8	#7
18" OCT.	8	#7
14" SQ.	8	#7
16" SQ.	8	#7
18" SQ.	8	#8



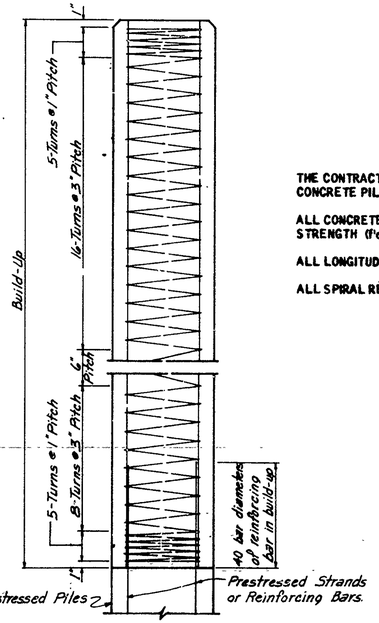
SECTION A-A
SQUARE PILE

SECTION A-A
OCTAGONAL PILE

PRECAST CONCRETE PILES



BUILD-UP WITHOUT DRIVING



BUILD-UP WITH DRIVING

Revised 12-2-77, Added 3" Chamfer. Removed time before prestressing.

Revised 7-24-75: Redrawn to include Square Piles.

Revised for 1978 Specs. 9-15-78 K.D.N.

BRIDGE ENGINEER

ALTERNATE PRECAST CONCRETE PILES

THE CONTRACTOR MAY ELECT TO USE A PRECAST CONCRETE PILE IN LIEU OF THE PRESTRESSED CONCRETE PILE. THE FOLLOWING NOTES APPLY TO PRECAST CONCRETE PILES.

ALL CONCRETE SHALL BE CLASS S(AE) AND SHALL HAVE A MINIMUM COMPRESSIVE CYLINDER STRENGTH (f'c) OF 3500 PSI AT 28 DAYS.

ALL LONGITUDINAL REINFORCING BARS SHALL BE DEFORMED BARS OF ASTM A615 OR A617.

ALL SPIRAL REINFORCING SHALL BE THE SAME AS THAT SHOWN FOR PRESTRESSED CONCRETE.

DETAILS OF STANDARD CONCRETE PILES

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: W.W.W. DATE: 7-24-75
CHECKED BY: C.C.J. DATE: 7-31-75
DESIGNED BY: O.E.L. DATE: 7-24-75
SCALE: 1"=1'-0"

BRIDGE NO.

DRAWING NO. 2383