

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/17/92	3-24-92			6	ARK.			
8/14/92	8-24-92							
12-30-92	1-6-93							
				JOB NO.	R40045	20	227	
				6238, 39A&B, 40, 41 BRID. QUA. 29221				

SCHEDULE OF BRIDGE QUANTITIES																					
BRIDGE NO.	CODE NO.	NAME PLATE TITLE	ITEM NO.		SP & 801	SP & 802	SP & 802	803	SP & 804	804	805	807	807	807	807	SP & 807	809	812	816	SP	SP
			UNIT OF BRIDGE	ITEM	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE *	CLASS S CONCRETE	CLASS S(AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STEEL PILING (HP 12 x 53)	STRUCTURAL STEEL IN BEAM SPANS (A36)	STRUCTURAL STEEL IN BEAM SPANS (A572 GRADE 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A36)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A572 GRADE 50)	PAINTING STRUCTURAL STEEL	PREFORMED JOINT SEALER	BRIDGE NAME PLATES	CONCRETE RIPRAP	SPECIAL WALL DRAINAGE SYSTEM	ROCK ANCHORS
			UNIT	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT	LB.	LB.	LB.	LB.	TON	LIN. FT.	EA.	CU. YD.	SQ. FT.	EACH	
6238	X771	U.S. HWY. 71	WEST ABUTMENT	410- 248	406.5- 147.2	7.0		19,997- 18,173					2,560- 969			51	1	83	1,770- 441	20	
			PIER 1	73	97.9			10,065													
			PIER 2	73	74.6			13,757													
			PIER 3	73	91.2			9,186													
			EAST ABUTMENT	245- 159	247.8- 124.8	4.1		16,100- 9,150				12,323		2,560- 969			51		48	1,395- 420	10
			370'-0" COMP. PL. GIRDER UNITS **				342.4 454.7	27 37		78,037 104,920		12,323	35,147	247,910 299,298	294,845	132,863					
TOTAL BRIDGE 6238				728- 626	728.9 535.7	353.5 465.8	27 37	49,854- 60,341	78,037 104,920	0	12,323	35,147	253,040 291,236	296,783	132,863	193- 242	0- 102	1	0- 131	3,165- 861	39- 0
6239 A	X271	FARM ROADS	SOUTH ABUTMENT		45.4	2.6		4,611		216	2,207								139		
			PIER 1	179	64.2			7,565													
			PIER 2	268	66.6			9,287													
			PIER 3	234	64.1			9,485													
			NORTH ABUTMENT		46.6	2.6		4,621		180	2,207							1	98		
			275'-6 5/8" CONT. COMP. ROLLED BEAM UNIT			329.9	29		79,649		59,159	245,156									
TOTAL BRIDGE 6239A				681	286.9	335.1	29	35,569	79,649	396	61,366	245,156	0	0	153	0	1	237	0	0	
6239 B	X271	FARM ROADS	SOUTH ABUTMENT		45.4	2.6		4,611		204	2,207							1	146		
			PIER 1	155	64.2			7,491													
			PIER 2	144	66.6			9,207													
			PIER 3	212	64.1			9,391													
			NORTH ABUTMENT		46.6	2.6		4,621		168	2,207								95		
			275'-6 5/8" CONT. COMP. ROLLED BEAM UNIT			329.9	29		79,649		59,159	245,156									
TOTAL BRIDGE 6239B				511	286.9	335.1	29	35,321	79,649	372	63,573	245,156	0	0	154	0	1	241	0	0	
6240	X771	U.S. HWY. 71	WEST ABUTMENT	163	32.2	2.5		3,682		120	1,530							1	52		
			PIER 1	61	50.5			6,937													
			PIER 2	81	64.5			10,134													
			PIER 3	61	50.5			6,937													
			EAST ABUTMENT	161	32.0	2.5		3,682		60	1,530									52	
			341'-3" CONT. COMP. ROLLED BEAM UNIT			319.7	28		73,112		61,585	304,538									
TOTAL BRIDGE 6240				527	229.7	324.7	28	31,372	73,112	180	64,645	304,538	0	0	185	0	1	104	0	0	
6241	X771	U.S. HWY. 71	WEST ABUTMENT	90- 487	86.4 409.0	7.0 9.6		7,742- 36,943					521			34	1	26- 14	1445		
			PIER	137	63.8			9,153													
			EAST ABUTMENT	406- 385	86.1 177.5	7.0		7,742- 17,717					521			34		21	348		
			252'-2 1/2" CONT. COMP. PL. GIRDER UNIT			247.7	21		51,916				168,901	81,801							
			TOTAL BRIDGE 6241	1009	650.3	264.3		63,813		0	0	0	169,943	81,801	126	68	1	47- 35	0- 1,793	0	
			TOTAL JOB R40045	3,354	2,363- 1,989.5	261.7 1,725.0	21	24,637- 226,416	51,916	0	0	0	191,791- 491,791	829,997	169,179	860	170	5	617- 748	4,958- 3,165	30- 0
TOTAL JOB R40045				2,780	1,768.7	1,610.1	134 144	176,753	362,363	948	189,584	794,860	422,971	214,664	811	68	5	629	3,165	30- 0	
				3,354	1,989.5	1,725.0		226,416			206,655		466,726				748		2,654		

*ESTIMATED QUANTITY OF ROCK EXCAVATION

BRIDGE 6238	728- 540
BRIDGE 6239A	84
BRIDGE 6239B	333
BRIDGE 6240	203
BRIDGE 6241	333- 78
TOTAL FOR JOB	1,677- 1,426- 1,238

** BRIDGE 6238 SUPERSTRUCTURE QUANTITIES BY UNIT						
ITEM NO.	ITEM	UNIT	55' SIMPLE SPAN	280' CONT. SPAN	35' SIMPLE SPAN	TOTAL
SP & 802	CLASS S (AE) CONCRETE	CU. YD.	68.4	342.4	43.9	454.7
803	BOILED UNSEED OIL	GAL.	6	27	4	37
804	EPOXY COATED REINFORCING STEEL (GRADE 60)	LB.	16,284	78,037	10,599	104,920
807	STRUCTURAL STEEL IN BEAM SPANS (A36)	LB.	10,369 8565	0	4,495 3738	14,864
807	STRUCTURAL STEEL IN BEAM SPANS (A572 GRADE 50)	LB.	25,749	0	9,398	35,147
807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A36)	LB.	29,172 27060	247,910	22,216 19875	299,298
807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A572 GRADE 50)	LB.	0	132,863	0	132,863
SP & 807	PAINTING STRUCTURAL STEEL	TON	33	191	18	242



SHEET 1 OF 1
SCHEDULE OF BRIDGE QUANTITIES
WEST FORK - GREENLAND

WASHINGTON COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: L.D.T. DATE: SEPT., 1987
CHECKED BY: H.J.P. DATE: SEPT., 1987
DESIGNED BY: G.A.F. DATE: SEPT., 1987

BRIDGE NO. 6238, 6239 A & B
6240 AND 6241
DRAWING NO. 29221

BWC: LKK, 8/15/2013 WFL C20CNST11 11-15-88

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		R40045	48	227
① 6238,9A&B,40,41 GEN NOTES 29222								

GENERAL NOTES - JOB R40045

- ALL BEARINGS REFER TO TRUE NORTH.
- LEVEL DATUM IS MEAN SEA LEVEL REFERENCED TO U.S.C. AND G.S.
- GRADE LINE DENOTES FINISHED GRADE.
- DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHOWING DETAILS OF STRUCTURAL STEEL AND PERMANENT STEEL FORMS SHALL BE PREPARED, SUBMITTED AND APPROVED BEFORE FABRICATION IS BEGUN.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE RESPECTIVE OWNERS, UNLESS OTHERWISE PROVIDED.
- ALL CONCRETE IN THE SUPERSTRUCTURE SLABS AND PARAPET SHALL BE CLASS S(AE). ALL OTHER CONCRETE SHALL BE CLASS S.
- ALL CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- ALL CONCRETE SHALL BE POURED AND SCREEDED OFF PRIOR TO INITIAL SET. THE CONCRETE DECK SHALL BE FINISHED WITH A METAL TINE IN ACCORDANCE WITH SUBSECTION 802.20 OF THE STANDARD SPECIFICATIONS. MOVEMENT OF THE FINISHING MACHINE ACROSS NEW CONCRETE SHALL BE ON PLANKS PLACED ON THE SURFACE AND SHALL BE PROHIBITED FOR 72 HOURS AFTER FINISHING THE POUR.
- THE BRIDGE SLAB SHALL BE MADE BY PLACING THE SAME NUMBERED POURS SIMULTANEOUSLY OR SEPARATELY - WITH PARTICULAR EMPHASIS ON THE REQUIREMENT THAT THE LOWER NUMBERED POURS SHALL BE MADE PRIOR TO ANY ADJACENT HIGHER NUMBERED POUR. THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE ENGINEER IF HE ELECTS TO MAKE POURS OTHER THAN SHOWN. FORTY-EIGHT HOURS SHALL ELAPSE BETWEEN POURS WHICH ARE NOT ADJACENT. SEVENTY-TWO HOURS SHALL ELAPSE BETWEEN ADJACENT POURS. ALL PARAPET POURS MADE BEFORE ENTIRE SLAB UNIT HAS BEEN PLACED MUST BE APPROVED BY THE ENGINEER.
- REINFORCING STEEL SHALL BE ASTM A615 OR A617 GRADE 60 DEFORMED BARS. LAP SPLICES SHALL BE A MINIMUM OF 32 BAR DIAMETERS IN LENGTH UNLESS OTHERWISE NOTED. BAR SIZES ARE DESIGNATED BY NUMBER, THE FIRST DIGIT OR DIGITS INDICATING THE SIZE OF THE BAR. BARS SHALL BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY STEEL 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."
- DIMENSIONS SHOWN IN REINFORCING BAR BENDING DIAGRAMS ARE TO OUTER EDGE OF BARS, UNLESS OTHERWISE NOTED.
- REINFORCING STEEL IN SLAB AND RAIL SHALL BE EPOXY COATED. ALL REINFORCING STEEL TO BE EPOXY COATED HAS BEEN MARKED IN THE PLANS WITH AN "E" IMMEDIATELY AT THE END OF THE BAR MARK.
- THE TRANSVERSE TRUSS BARS SHOWN IN NON-SKEWED SUPERSTRUCTURE SLABS MAY BE REPLACED WITH FULL LENGTH STRAIGHT BARS OF THE SAME SIZE IN THE TOP AND BOTTOM MAT OF THE SLAB. THE BASIS OF PAYMENT SHALL BE THE TRUSS BARS.
- BOILED LINSEED OIL SHALL BE APPLIED TO THE ROADWAY SURFACE OF ALL BRIDGE DECKS AND THE FRONT FACE AND TOP OF THE RAIL.
- ANCHOR BOLTS SHALL BE ASTM DESIGNATION A36 AND SHALL BE GALVANIZED TO CONFORM TO ASTM A153. ANCHOR BOLTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "STRUCTURAL STEEL IN ... SPANS (A36)."
- PILES IN ABUTMENTS TO BE DRIVEN AFTER EMBANKMENT TO BOTTOM OF CAP IS IN PLACE.
- STEEL BEARING PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER WITH A MINIMUM ENERGY OF 19,000 FOOT POUNDS PER BLOW. ALL PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 70 TONS. PILING SHALL BE HP 12 x 53. LENGTHS SHOWN ARE FOR ESTIMATING QUANTITIES AND FOR USE IN DETERMINING PAYMENT FOR CUT-OFF AND BUILDUP. FOR PILE TIPS, SEE DWG. 14995A.
- TOPS OF ALL PIER FOOTINGS SHALL BE A MINIMUM OF 1'- 6" BELOW FINISHED GROUND LINE.
- CONCRETE IN THE BRIDGE SUPERSTRUCTURE SHALL BE PLACED AND CONSOLIDATED FOR THE ENTIRE POUR BEFORE ANY CONCRETE HAS TAKEN ITS INITIAL SET.

STRUCTURAL STEEL NOTES

- ALL STRUCTURAL STEEL NOT CLASSIFIED AS TO A SPECIFIC GRADE SHALL BE A36.
- STRUCTURAL SHAPES OF EQUAL OR GREATER STRENGTH MAY BE SUBSTITUTED FOR SHAPES SHOWN IF APPROVAL IS OBTAINED FROM THE BRIDGE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF SHAPES SHOWN.
- ALL FLANGE AND WEB PLATES, AND WIDE FLANGE BEAMS ARE CONSIDERED MAIN LOAD CARRYING MEMBERS AND SHALL MEET THE REQUIREMENTS OF THE CHARPY V-NOTCH TEST AS SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS. GROOVE WELDS IN THESE MAIN MEMBERS SHALL BE QUALITY CONTROL (Q.C.) TESTED BY NONDESTRUCTIVE TESTING AS REQUIRED BY THE GOVERNING SPECIFICATIONS.
- ALL WELDING SHALL CONFORM TO SUBSECTION 807.24 OF THE STANDARD SPECIFICATIONS.
- FILLET WELDS AT FLANGE TO WEB PLATE CONNECTIONS SHALL BE Q.C. TESTED BY THE MAGNETIC PARTICLE METHOD.
- ALL QUALITY CONTROL (Q.C.) TESTING IS AT THE CONTRACTOR'S EXPENSE.
- ALL WELDS TO BE MADE DURING FABRICATION, BOTH TEMPORARY AND PERMANENT, SHALL BE FULLY DETAILED ON THE SHOP DRAWINGS. ADDITIONAL WELDS FOR ERECTION PURPOSES, BOTH PERMANENT AND TEMPORARY, SHALL BE FULLY DETAILED AND SUBMITTED TO THE BRIDGE DESIGN DIVISION OF THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT FOR APPROVAL.
- ALL BEAMS AND GIRDERS SHALL BE BLOCKED IN THEIR TRUE POSITION, WITH WEBS HORIZONTAL, IN THE SHOP. THE CAMBER, LENGTH OF SECTIONS, DISTANCE BETWEEN BEARINGS AND OPENING OF JOINTS SHALL BE MEASURED WITH THE BEAMS IN THIS POSITION AND THIS INFORMATION SHALL BECOME A PART OF THE PERMANENT RECORDS OF THIS JOB.
- DIAPHRAGMS AND CROSSFRAMES SHALL BE INSTALLED AS BEAMS ARE ERECTED. ALL DIAPHRAGMS OR FRAMES SHALL BE INSTALLED AND COMPLETELY BOLTED PRIOR TO POURING OF FLOOR SLABS.
- OVERSIZED HOLES 3/16" GREATER THAN THE BOLT DIAMETER MAY BE USED AT ALL BOLTED CONNECTIONS OTHER THAN FIELD SPLICES FOR BOLTS 7/8" AND LESS IN DIAMETER. WASHERS UNDER BOTH NUT AND HEAD OF THE BOLT SHALL BE USED WITH OVERSIZED BOLT HOLES.
- FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER BOLTS UNLESS OTHERWISE NOTED. THE MINIMUM DISTANCE BETWEEN THE CENTERS OF 7/8" DIAMETER BOLTS SHALL NOT BE LESS THAN 3 TIMES THE DIAMETER OF THE BOLT AND PREFERABLY NOT LESS THAN 3". THE MINIMUM DISTANCE FROM THE CENTER OF A 7/8" DIAMETER BOLT TO A SHEARED OR FLAME CUT EDGE SHALL BE 1 1/2" AND TO A ROLLED FOR PLANED EDGE SHALL BE 1 1/4". BOLT HOLES IN FIELD SPLICES SHALL NOT EXCEED 15/16" IN DIAMETER. BOLT HEADS AT FIELD SPLICES SHALL BE PLACED ON THE EXTERIOR SIDE OF BEAMS, AND BOTTOM OF BEAM FLANGES.
- ALL CONTACT SURFACES BETWEEN PLATES AT FIELD SPLICES SHALL BE FREE OF PAINT, OIL, RUST, OR SCALE BEFORE ASSEMBLY.
- BEARINGS SHALL BE FIRMLY SEATED IN ACCORDANCE WITH SUBSECTION 807.51 OF THE STANDARD SPECIFICATIONS. THIS ITEM OF WORK AND MATERIAL IS TO BE CONSIDERED AS SUBSIDIARY TO THE ITEM OF "STRUCTURAL STEEL IN ... SPANS (A36)" AND WILL NOT BE PAID FOR DIRECTLY.
- THE BEARING ASSEMBLIES SHALL BE SET IN A VERTICAL POSITION AT 60 DEGREES F.
- ALL METAL BEARINGS AND ROADWAY EXPANSION DEVICES SHALL BE PAID FOR AS "STRUCTURAL STEEL IN ... SPANS (A36)."
- ALL STRUCTURAL STEEL, EXCEPT GALVANIZED MEMBERS, SHALL BE PAINTED IN ACCORDANCE WITH SPECIAL PROVISION "PAINTING STRUCTURAL STEEL", PAINT SYSTEM B SHALL BE USED, WITH A FINISH COAT COLOR OF ALUMINUM.
- GIRDER WEBS MAY BE MADE BY SHOP SPlicing WITH A MINIMUM LENGTH OF 25'-0" FOR SECTIONS. NO ADDITIONAL PAYMENT FOR WELDS FOR THESE SPLICES WILL BE MADE.
- ALL WEB AND FLANGE PLATES AND FLANGE SPlice PLATES MUST BE PLACED SO THAT THE DIRECTION IN WHICH THE PLATES ARE ROLLED IS ALONG THE LONGITUDINAL AXIS OF THE GIRDER.
- TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE SET NORMAL TO THE TOP FLANGE AND ON THE SIDE OF THE GIRDER WEB AS INDICATED OF THE FRAMING PLANS. NO TRANSVERSE INTERMEDIATE STIFFENERS ARE TO BE PLACED ON THE OUTSIDE OF THE EXTERIOR GIRDERS.

SHEET 1 OF 1

GENERAL NOTES FOR STRUCTURES

WEST FORK - GREENLAND

WASHINGTON COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: L.D.T. DATE: SEPT. 1987

CHECKED BY: H.J.P. DATE: SEPT. 1987

DESIGNED BY: G.A.F. DATE: SEPT. 1987

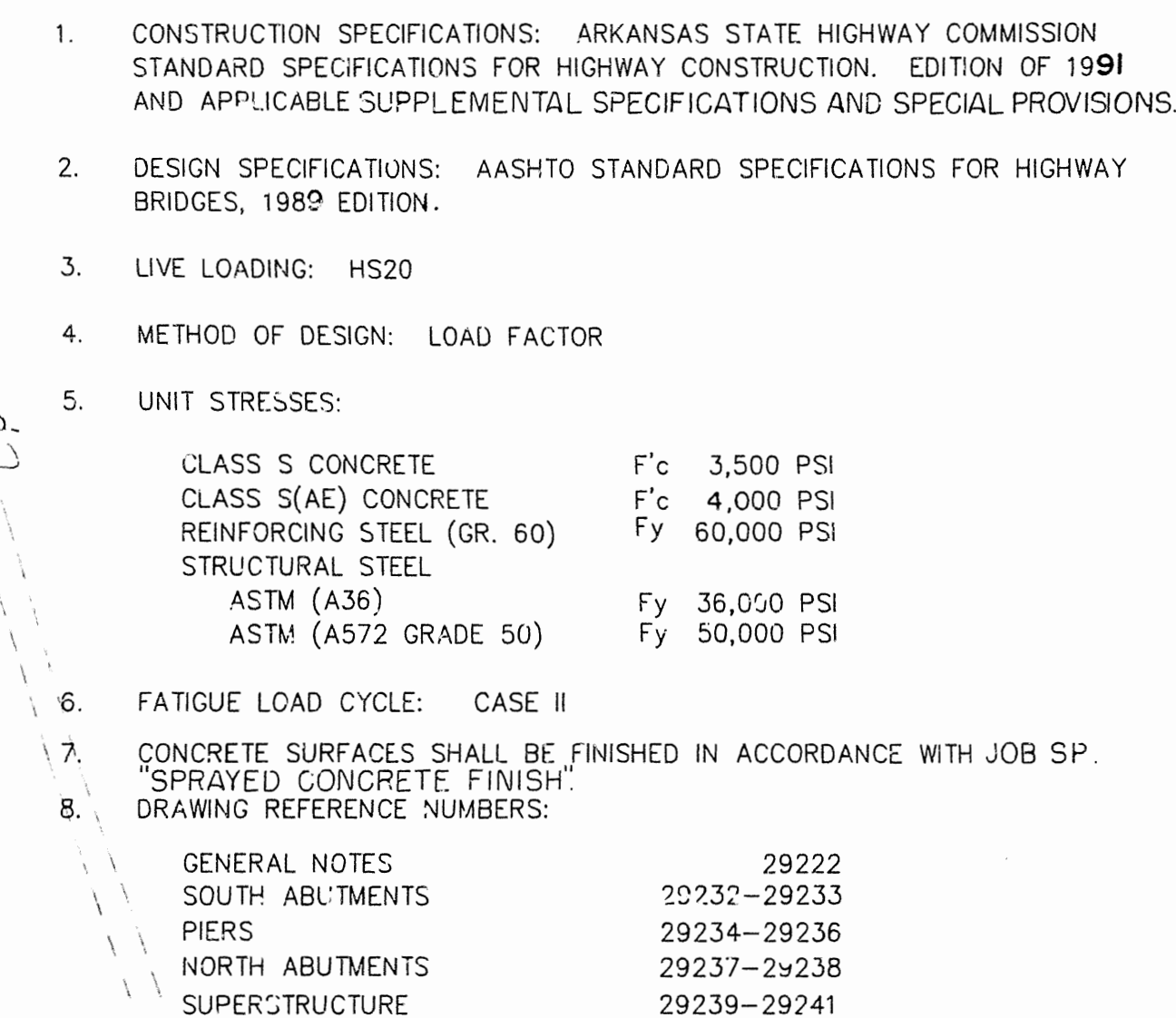
SCALE: AS NOTED

BRIDGE NO. 6238,6239 A&B 6240 AND 6241

DRAWING NO. 29222

BRIDGE ENGINEER

①	6239	A&B GEN PLAN & ELEV	2923
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3. FOOTINGS FOR PIERS SHALL BE SET A MINIMUM OF 1'-0" INTO MATERIAL DESIGNATED AS MEDIUM HARD, DARK GRAY WEATHERED SHALE ON THE BORING LOGS. FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SECTION 801.04 OF THE STANDARD SPECIFICATIONS.

BORING LEGEND

- (A) Moist, Very Stiff, Brown Sandy Clay with Sandstone Fragments
- (B) Medium Hard, Dark Gray Weathered Shale
- (C) Hard, Dark Gray Shale
- (D) Hard, Gray Sandstone Interbedded with Hard, Dark Gray Shale
- (E) Hard, Gray Calcareous Sandstone Interbedded with Hard, Dark Gray Calcareous Shale
- (F) Medium Hard, Dark Gray Calcareous Shale Interbedded with Hard, Gray Calcareous Sandstone
- (G) Soft, Brown and Gray Weathered Shale
- (H) Moist, Very Stiff, Brown Sandy Clay with Sandstone Fragments and Some Weathered Sandstone Seams
- (I) Medium Hard, Dark Gray Shale
- (J) Hard, Dark Gray Calcareous Shale Interbedded with Hard, Gray Calcareous Sandstone
- (K) Moist, Stiff, Brown Sandy Clay with Sandstone Fragments
- (L) Moist, Medium Dense, Brown Sandstone Fragments with Some Weathered Sandstone and Clay Seams
- (M) Hard, Brown Fractured Sandstone
- (N) Hard, Dark Gray Calcareous Shale
- (O) Hard, Dark Gray Shale Interbedded with Hard, Gray Sandstone
- (P) Hard, Gray Calcareous Sandstone
- (Q) Hard, Gray Sandstone with Some Thin Dark Gray Shale Seams
- (R) Moist, Medium Dense, Brown Sandstone Fragments with Some Sandy Clay

NOTE : Copies of Boring Logs may be obtained from the Programs and Contracts Division of the Arkansas Highway and Transportation Department upon request.

SHEET 1 OF 1

GENERAL PLAN AND ELEVATION
US HIGHWAY 71 OVER FARM ROADS

WASHINGTON COUNTY

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

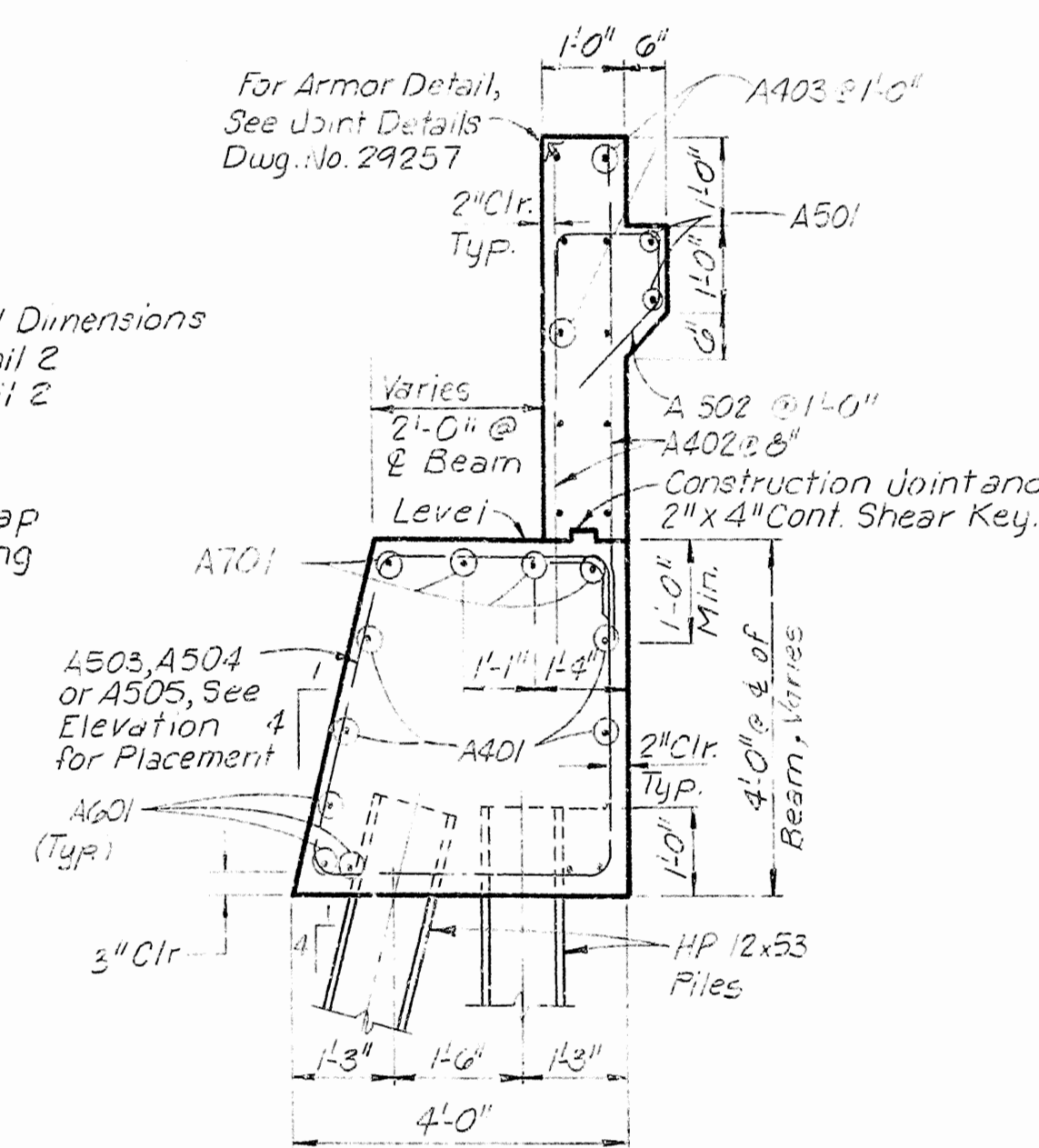
DRAWN BY: D.M.F. DATE: Sept. 1927
CHECKED BY: H.J.P. DATE: Sept. 1927
DESIGNED BY: H.J.P. DATE: Sept. 1927

SCALE: 1" = 20'

BRIDGE NO. 6239 A & B DRAWING NO. 2923

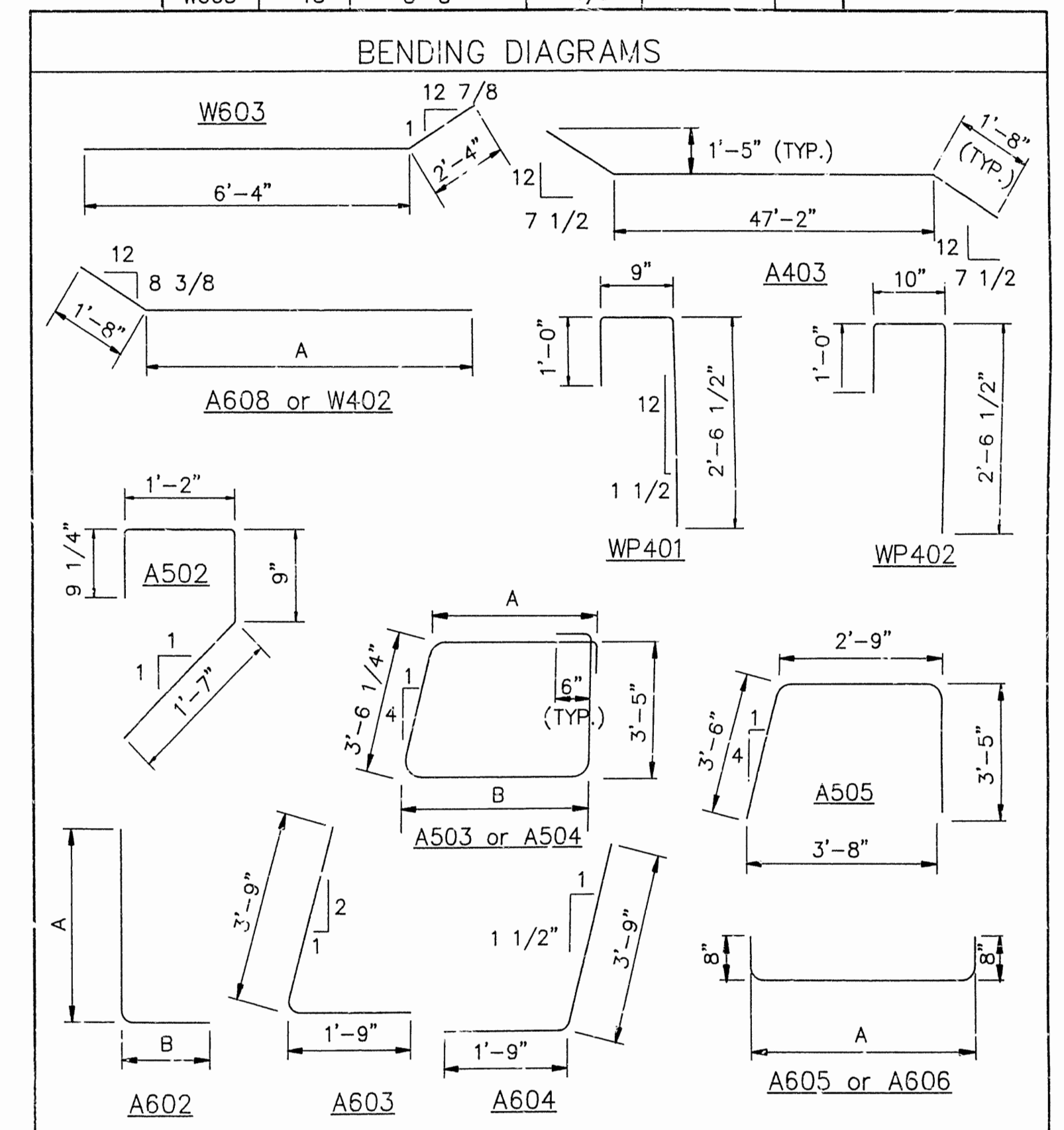
BRIDGE ENGINEER

6239 A&B DTLS OF SO. ABUT 29232



SECTION A-A
Scale: 1/2"=1'-0"

REINFORCEMENT SCHEDULE					
MARK	NO	LENGTH	PIN DIA	A	B
A401	4	49'-11"	STR		
A402	142	6'-1"	STR		
A403	10	50'-6"	2"		
A501	2	44'-4"	STR		
A502	45	4'-0 1/2"	2 1/2"		
A503	44	13'-10"	2 1/2"	2'-9"	3'-8"
A504	1	13'-1"	2 1/2"	2'-5"	3'-3"
A505	6	9'-6"	2 1/2"		
A601	6	49'-11"	STR		
A602	18	5'-3"	4 1/2"	3'-9"	1'-7"
A603	9	5'-5"	4 1/2"		
A604	9	5'-5"	4 1/2"		
A605	8	5'-3 1/2"	4 1/2"	4'-3"	
A606	8	9'-0"	4 1/2"	8'-0"	
A607	4	10'-11"	STR		
A608	4	10'-4"	4 1/2"	8'-8"	
A701	4	49'-11"	STR		
WP401	8	4'-1 1/2"	2"		
WP402	8	4'-2 1/2"	2"		
WP403	12	9'-8"	STR		
WP404	2	2'-2"	STR		
W401	12	10'-11"	STR		
W402	12	10'-4"	2"	8'-8"	
W403	6	7'-0"	STR		
W601	20	11'-2"	STR		
W602	18	8'-8"	STR		
W603	18	8'-8"	4 1/2"		



Notes:

1. Dimension of Bars in Bending Diagram are Out-To-Out.
2. Reinforcing Schedule Shown is for One Abutment Only.

TABLE OF VARIABLES																
	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G	ELEV. H	ELEV. I	ELEV. J	K	L	M	N	ELEV. O	ELEV. P
BRIDGE A	1341.24*	1341.26*	1341.28	1341.30	1341.32	1341.32	1345.08	1337.26	1345.95	1337.70	4.7%	4.7%	8.7%	8.8%	1346.18	1346.26
BRIDGE B	1333.32	1338.62	1338.92	1339.22	1339.52	1339.82	1342.09	1334.25	1344.47	1335.93	4.6%	4.7%	8.7%	8.6%	1343.16	1344.76

Notes:

- * Elev. A and Elev. B are Equal on Bridge A
- + Elev. E and Elev. F are Equal on Bridge A

SHEET 1 OF 2
DETAILS OF SOUTH ABUTMENTS
U.S. HIGHWAY 71 OVER FARM ROADS

WASHINGTON COUNTY

ROUTE	SEC.
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ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: T.V.M. DATE: SEP. 1987
CHECKED BY: H.J.R. DATE: SEPT. 1987 SCALE: AS SHOWN
DESIGNED BY: W.R.W. DATE: SEP. 1987

BRIDGE NO. 6239 A & B DRAWING NO. 29232

BRIDGE ENGINEER

BRIDGE NO. 6239 A & B DRAWING NO. 29232

① 6239 A & B DETAILS PIER 1 29234

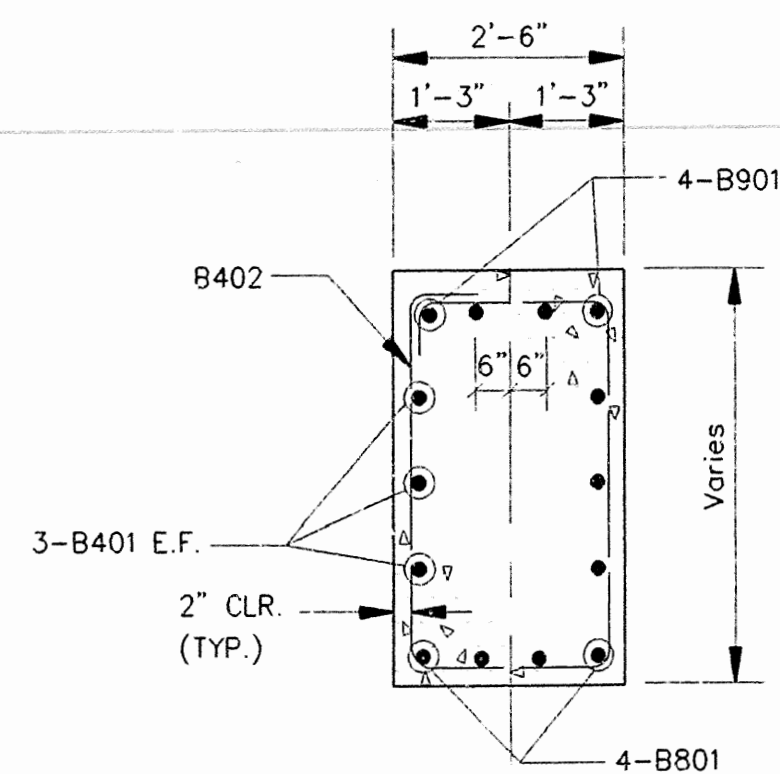


Diagram of a square panel with dimensions and labels:

- Top dimension: 2'-6"
- Right dimension: 2'-6"
- Labels on the left: 8-B902, 8-B903, OR, 8-B904
- Label pointing to the top-left corner: B403
- Label pointing to the bottom-left corner: 2 1/2" CLP (T.P.)

2'-6"

6" MAX.

10" X 10" X 2" KEY
(TYP. Top & Bot.)

B403 Ties - 28 Even Spaces

6"

3"

B403 TIE

4"

F701 - 13 Spaces @ 10"
(TYP.)

11'-6"
(TYP.)

3" CLR.

4"

BENDING DIAGRAMS

B402

B403

F701

B801

F801

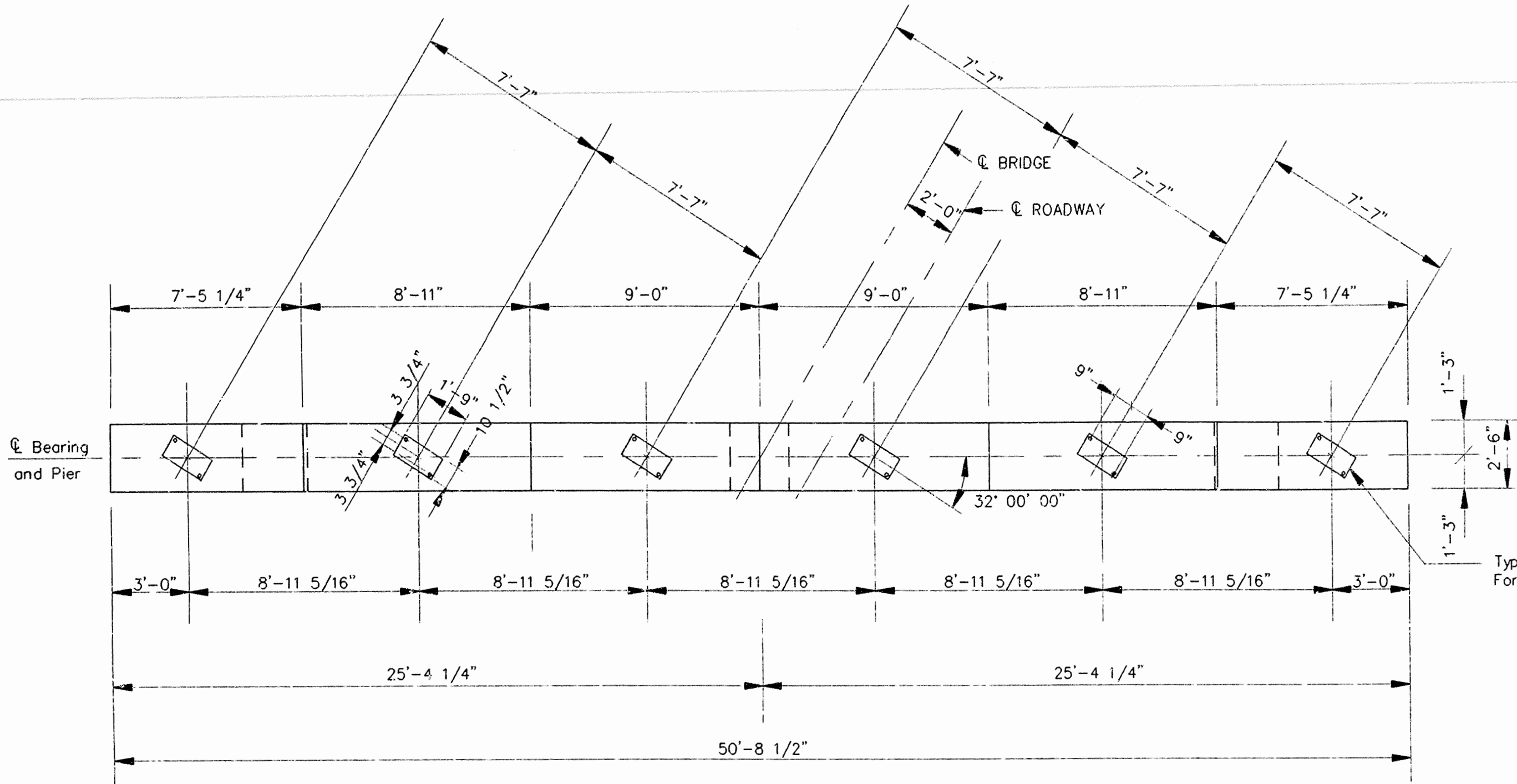
TABLE OF VARIABLES

*Note: Bridge A Top of Cap = Constant Elev. 1339.66

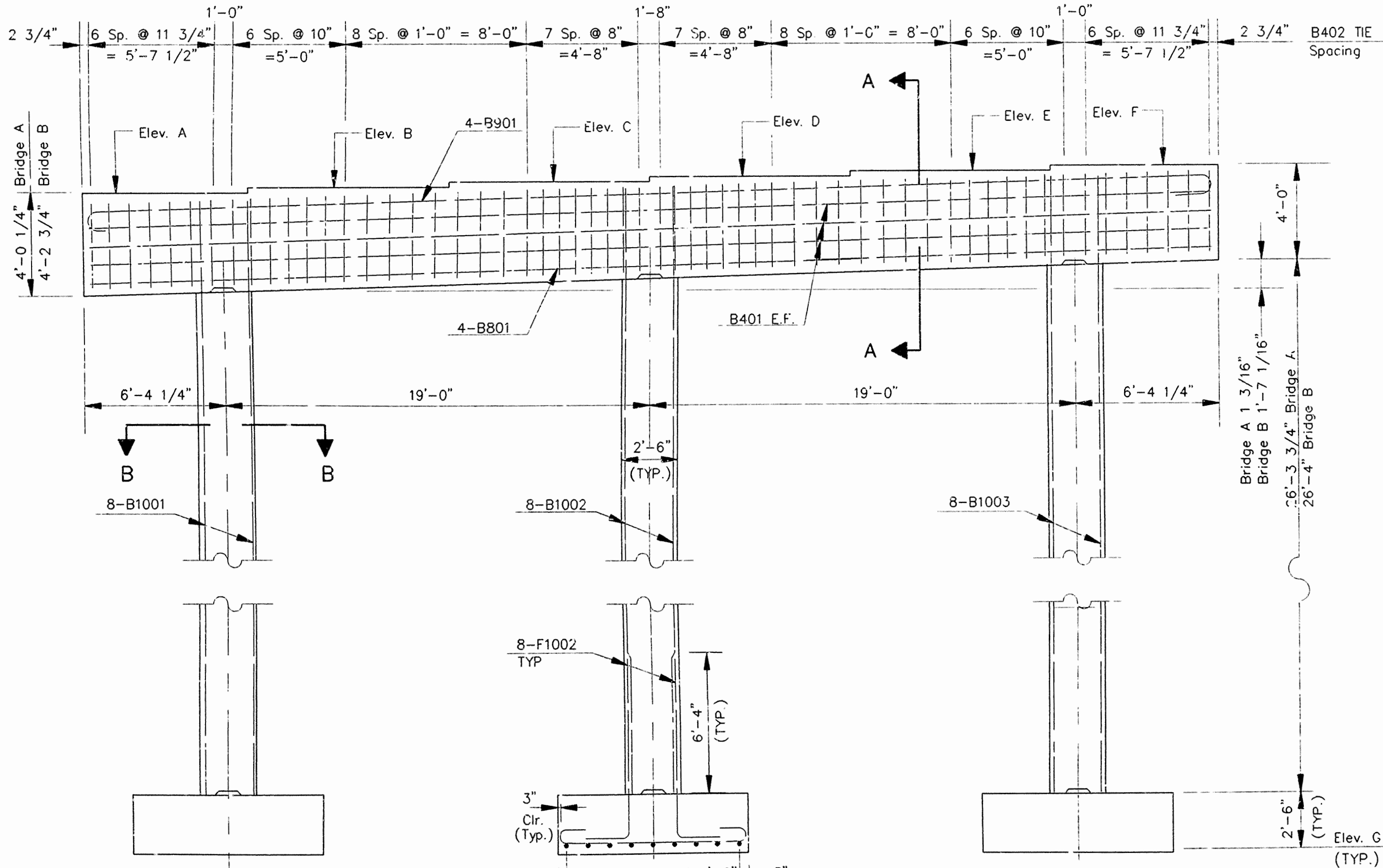
WASHINGTON COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

BRIDGE NO. 6239 A & B DRAWING NO. 29234

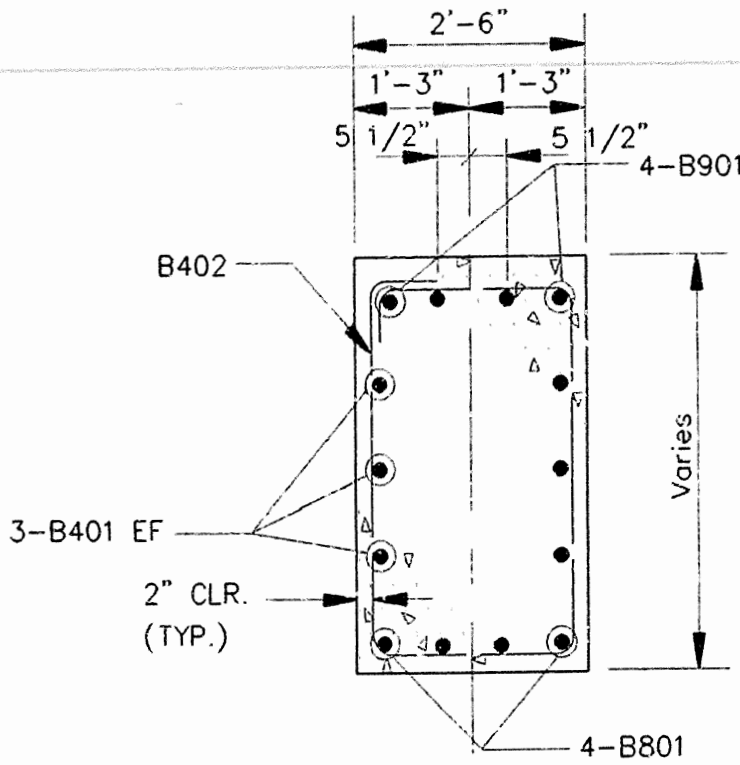
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				6	ARK.			
				JOB NO.	R40045	61	227	
				6239 A & B DETAILS PIER 2 29235				



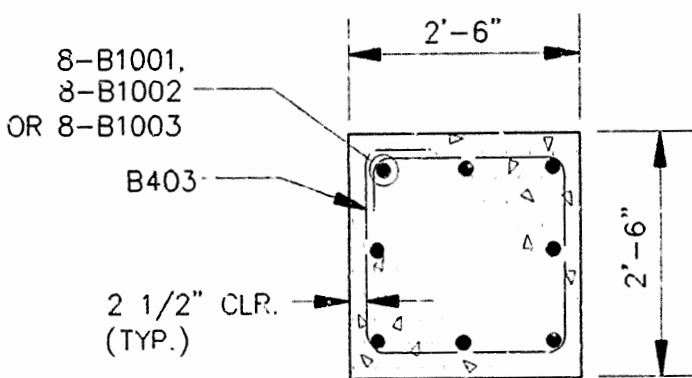
PLAN
BRIDGE A LOOKING FORWARD
BRIDGE B LOOKING BACK
SCALE: 1/4" = 1'-0"



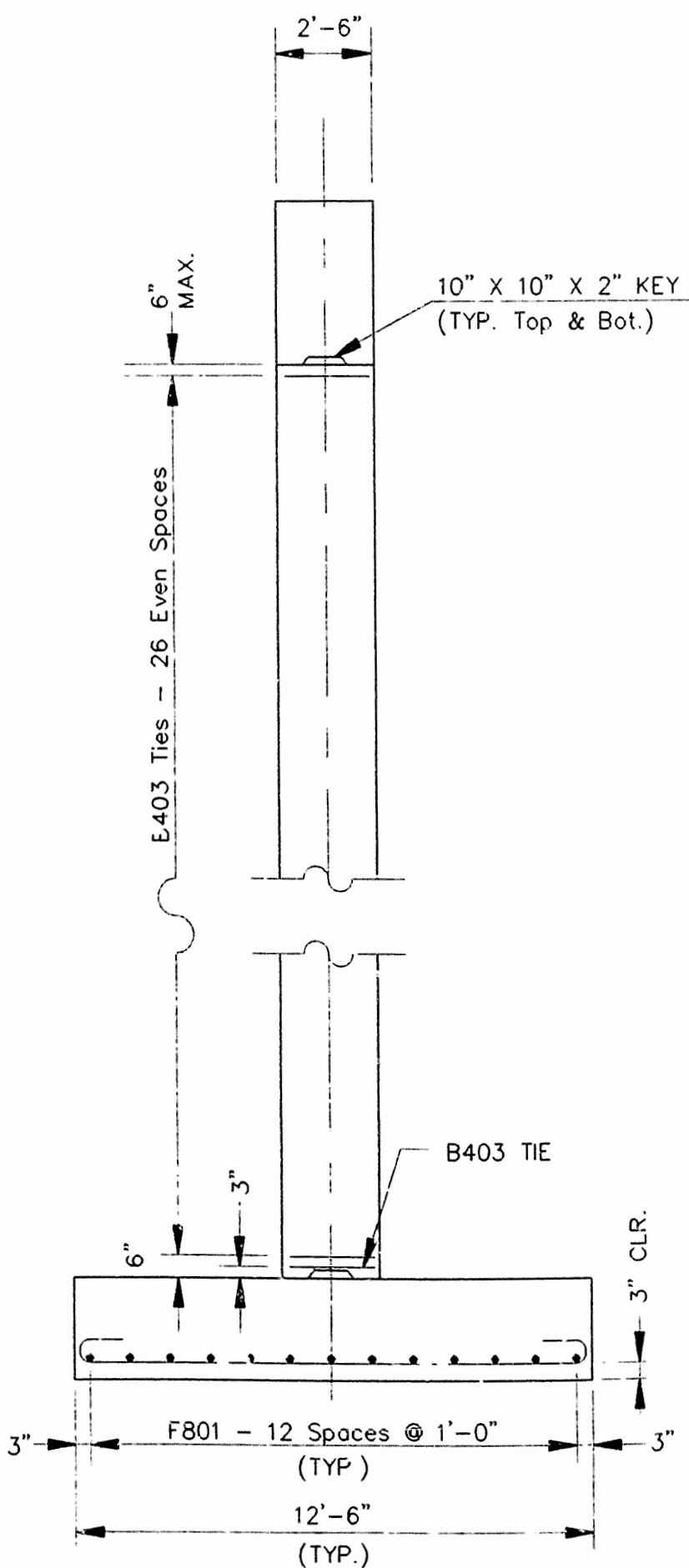
FRONT ELEVATION
BRIDGE A LOOKING FORWARD
BRIDGE B LOOKING BACK
SCALE: 1/4" = 1'-0"



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

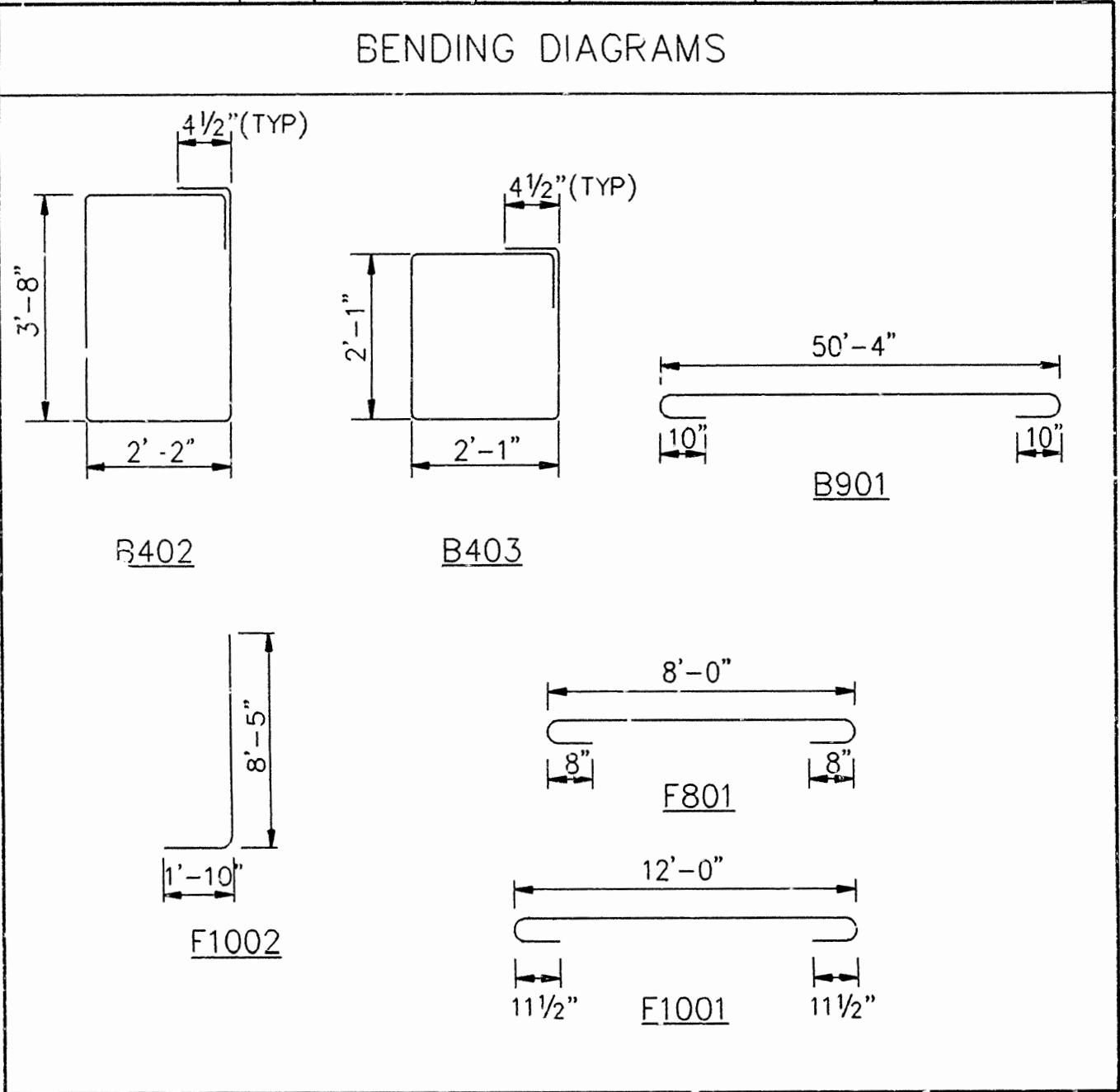


SECTION B-B
SCALE: 1/2" = 1'-0"



END ELEVATION
SCALE: 1/4" = 1'-0"

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	PIN DIA.
B401	6	50'-4"	STR
B402	58	12'-0"	2"
B403	84	8'-8"	2"
B801	4	50'-4"	STR
B901	4	52'-10"	9"
F801	39	9'-10"	6"
F1001	27	14'-10"	10"
F1002	24	9'-11"	10"
Bars Common to Bridge A & B			
B1001	8	30'-1"	STR
B1002	8	30'-1"	STR
B1003	8	30'-1"	STR
Bridge B			
B1001	8	28'-9"	STR
B1002	8	29'-4"	STR
B1003	8	29'-10"	STR

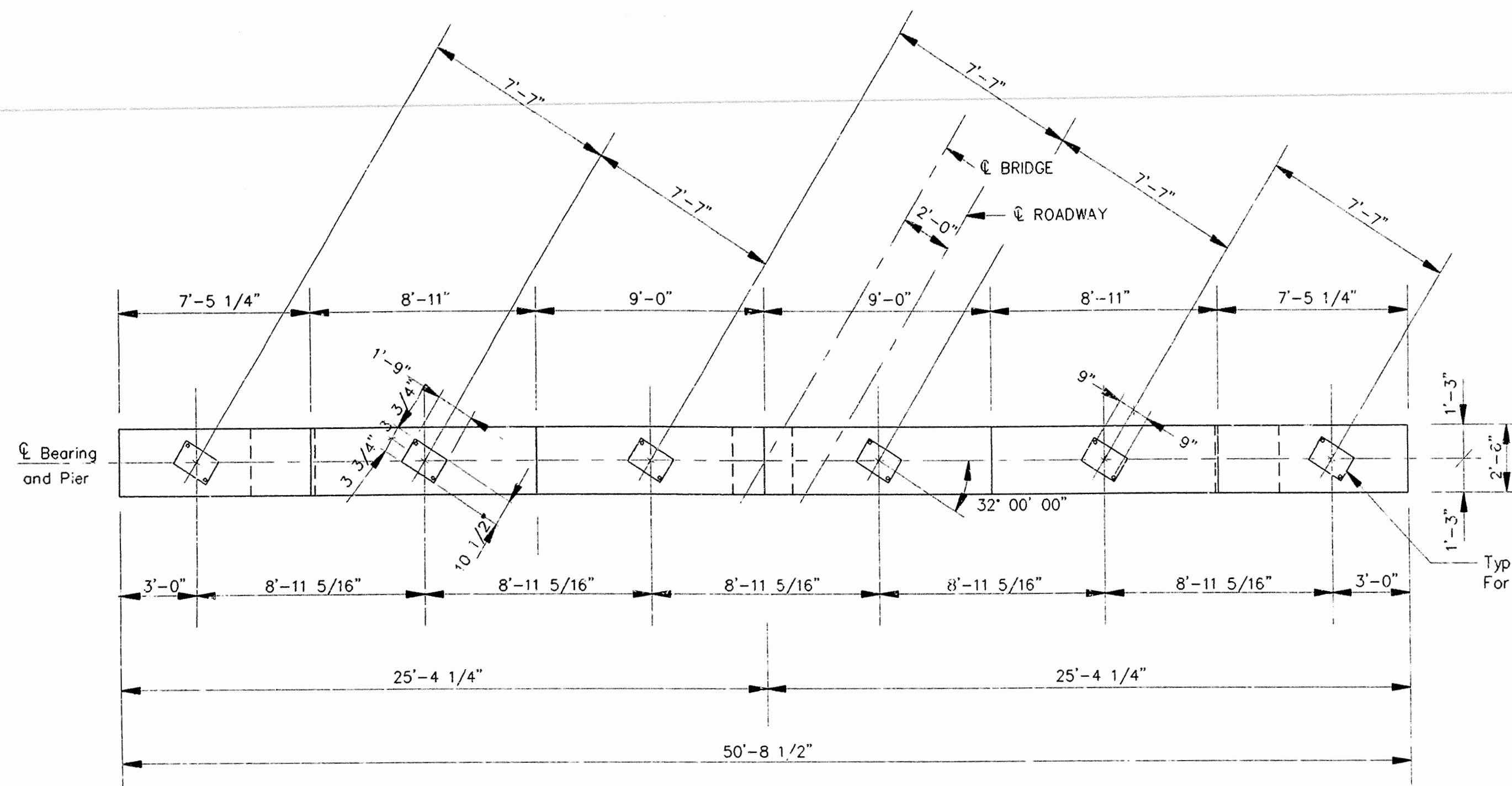


- Notes:
1. Dimension of Bars in Bending Diagram are Out-To-Out.
2. Reinforcement Schedule Shown is for One Pier Only.

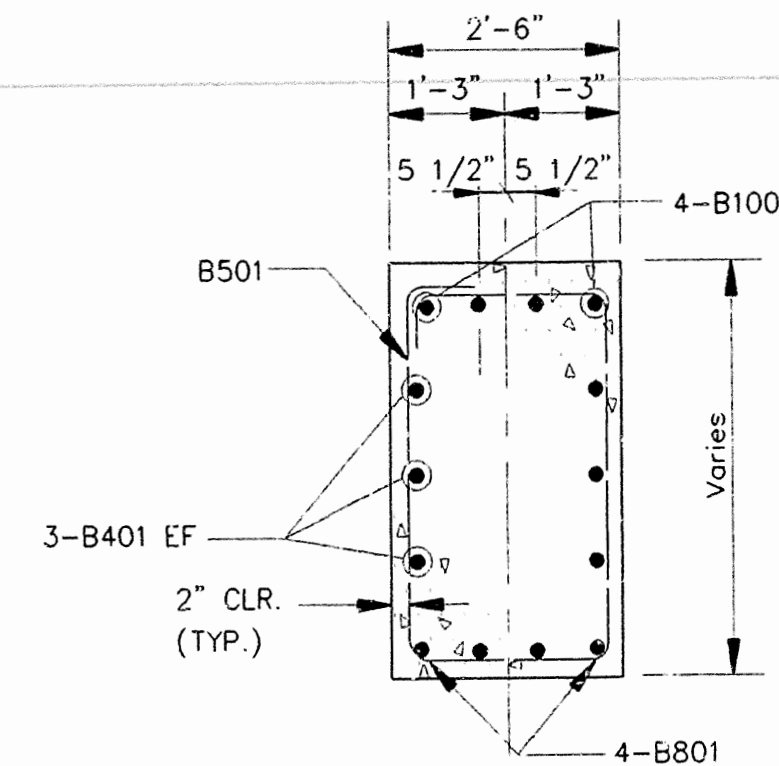
	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G
BRIDGE A	1337.53	1337.53	1337.55	1337.57	1337.59	1337.61	1304.80
BRIDGE B	1335.07	1335.34	1335.61	1335.88	1336.15	1336.43	1303.60

SHEET 1 OF 1
DETAILS OF PIER 2
U.S. HIGHWAY 71 OVER FARM ROADS
WASHINGTON COUNTY
ROUTE 87
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: W.R.W. DATE: SEPT., 1987
CHECKED BY: H.J.P. DATE: SEPT., 1987
DESIGNED BY: W.R.W. DATE: SEPT., 1987
SCALE: AS NOTED
BRIDGE NO. 6239 A & B
DRAWING NO. 29235

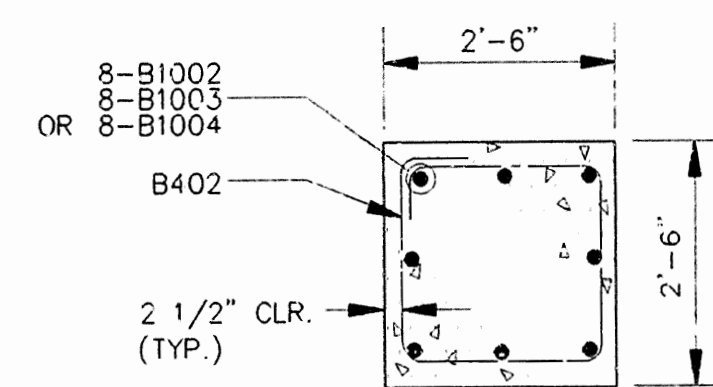
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	R40045	62	227	
				① 6239 A & B DETAILS PIER 3 29236				



PLAN
BRIDGE A LOOKING FORWARD
BRIDGE B LOOKING BACK
SCALE: 1/4" = 1'-0"



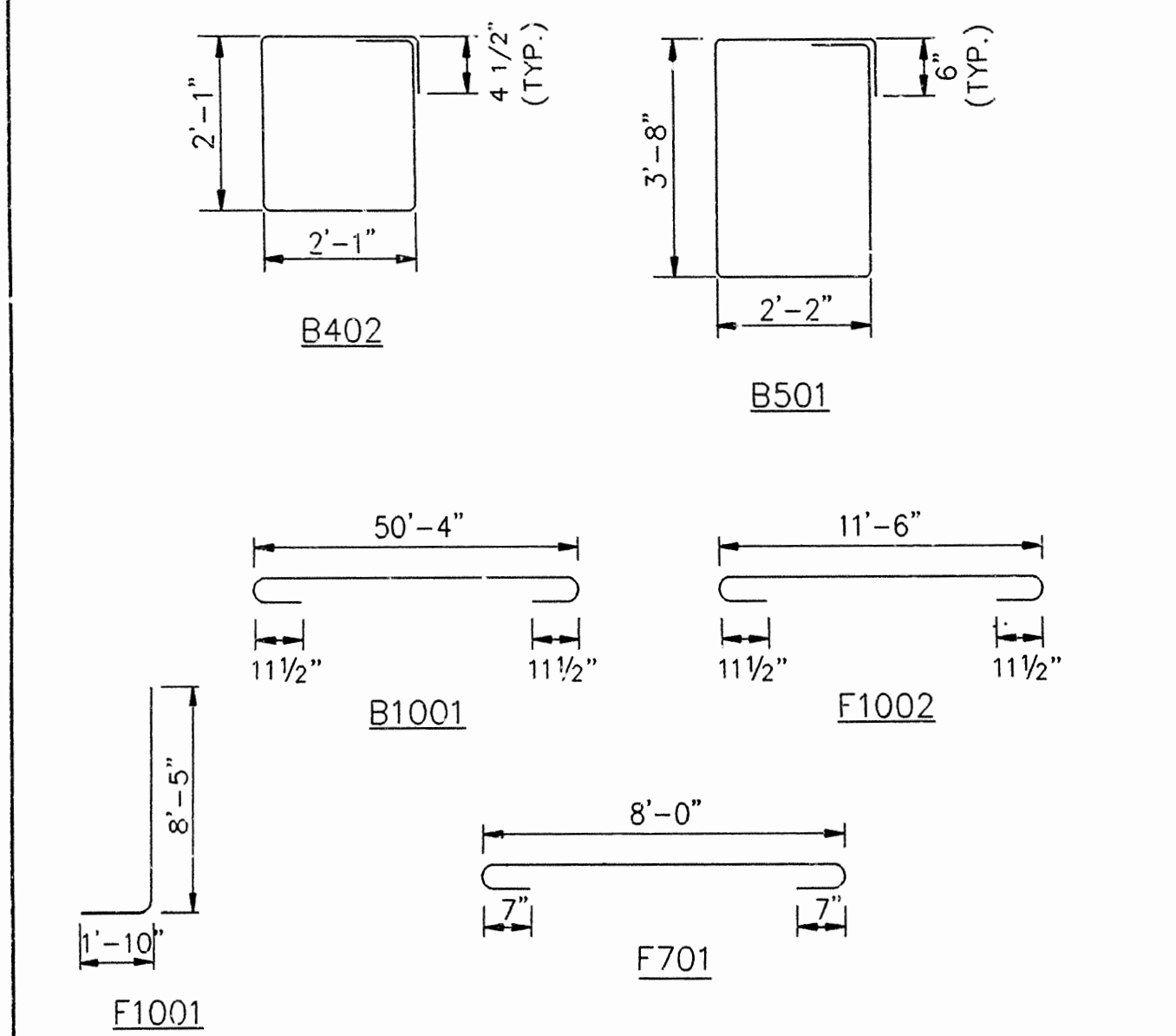
SECTION A-A
SCALE: 1/2" = 1'-0"



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

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	PIN DIA.
B401	6	50'-4"	STR
B402	78	8'-8"	2"
B501	57	12'-2"	2 1/2"
B801	4	50'-4"	STR
B1001	4	53'-2"	10"
F701	54	9'-8"	5 1/4"
F1001	24	9'-11"	10"
F1002	27	14'-4"	10"
B1002	8	28'-0"	STR
B1003	8	28'-1"	STR
B1004	8	28'-2"	STR
B1002	8	26'-8"	STR
B1003	8	27'-2"	STR
B1004	8	27'-8"	STR

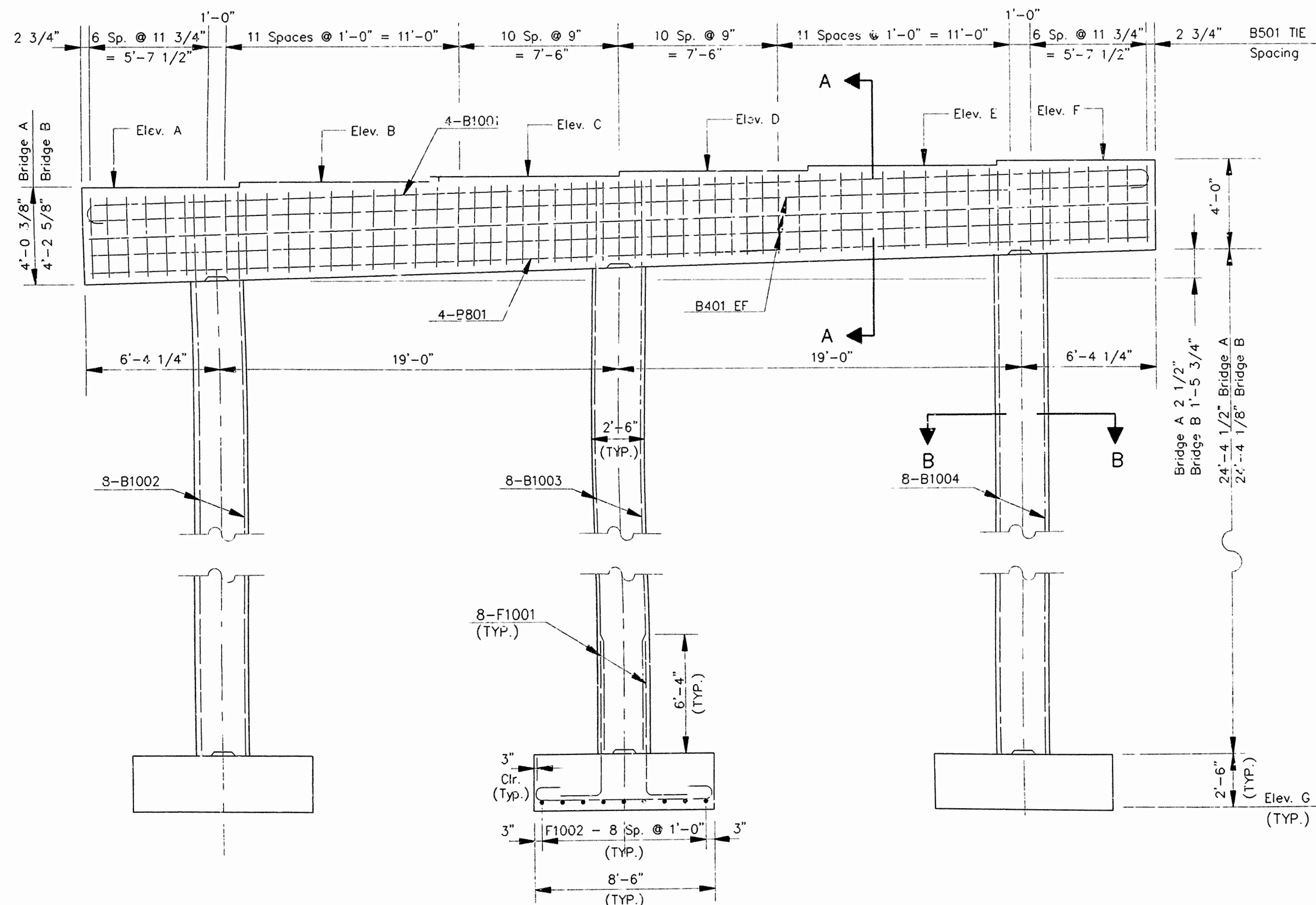
BENDING DIAGRAMS



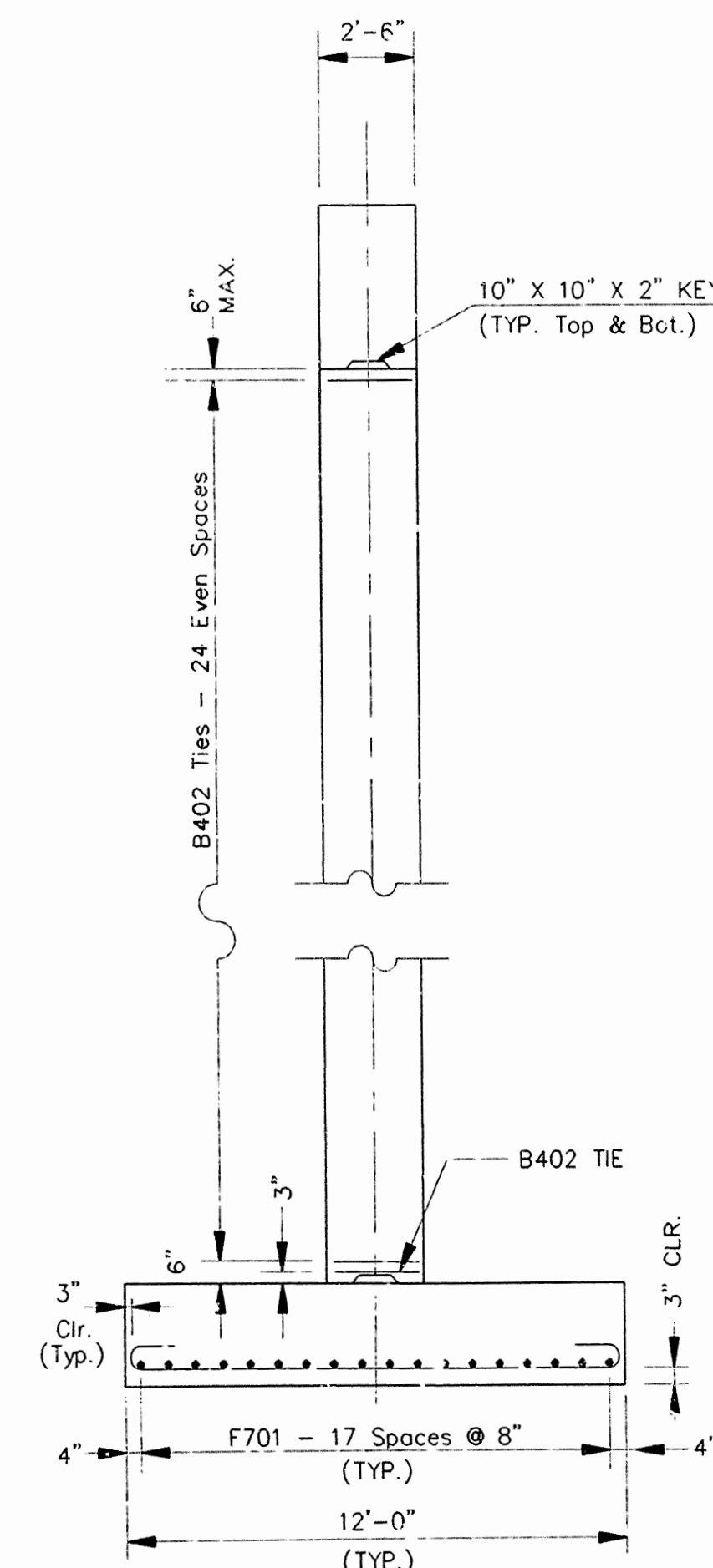
- Notes:
1. Dimension of Bars in Bending Diagram are Out-To-Out.
 2. Reinforcement Schedule Shown is for One Pier Only.

TABLE OF VARIABLES

	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G
BRIDGE A	1335.30	1335.33	1335.37	1335.40	1335.44	1335.48	1304.60
BRIDGE B	1333.23	1333.48	1333.73	1333.98	1334.23	1334.49	1303.90



FRONT ELEVATION
BRIDGE A LOOKING FORWARD
BRIDGE B LOOKING BACK
SCALE: 1/4" = 1'-0"



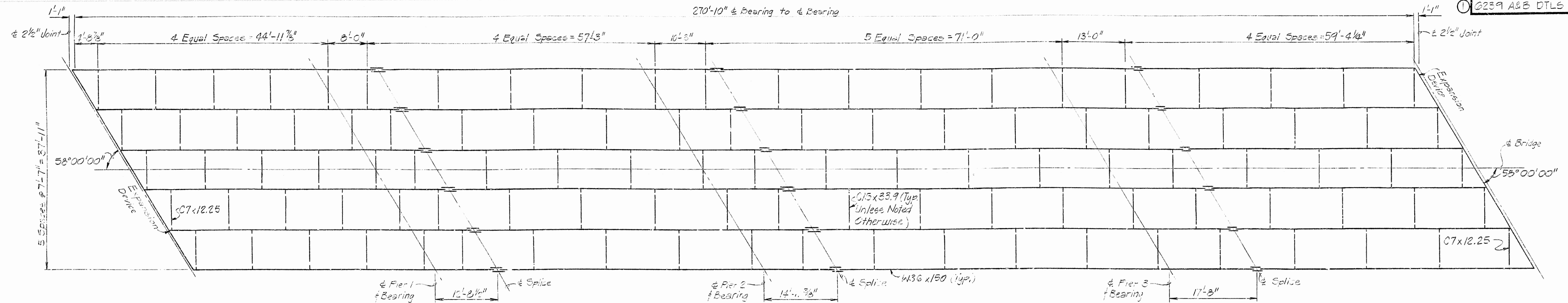
END ELEVATION
SCALE: 1/4" = 1'-0"

SHEET 1 OF 1
DETAILS OF PIER 3
U.S. HIGHWAY 71 OVER FARM ROADS
WASHINGTON COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: W.R.W. DATE: SEPT., 1987
CHECKED BY: H.J.P. DATE: SEPT., 1987
DESIGNED BY: W.R.W. DATE: SEPT., 1987
SCALE: AS NOTED
BRIDGE NO. 6239 A & B DRAWING NO. 29236

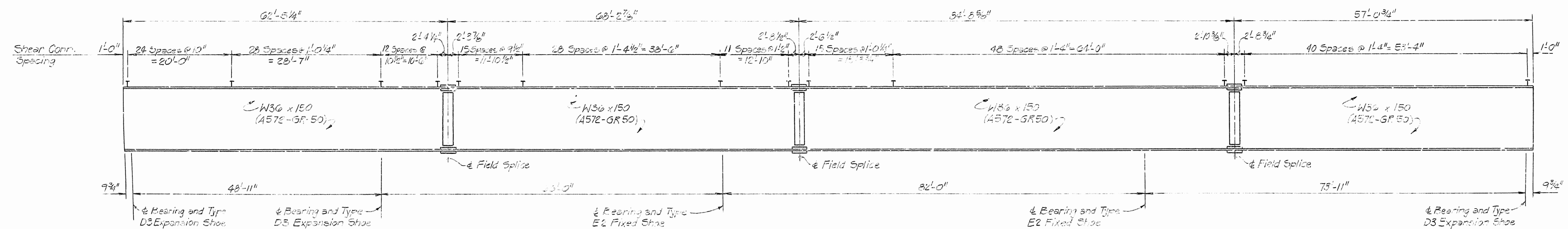
BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		R40045	65	227

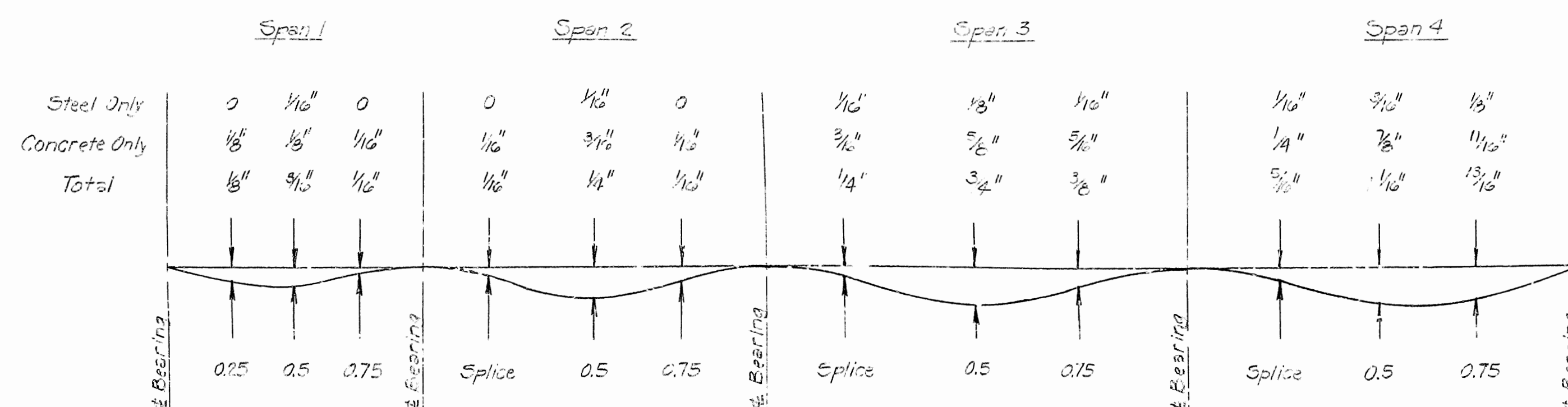
12/1" ① 8289 A88 DTLS ROLLED BEAM 29239



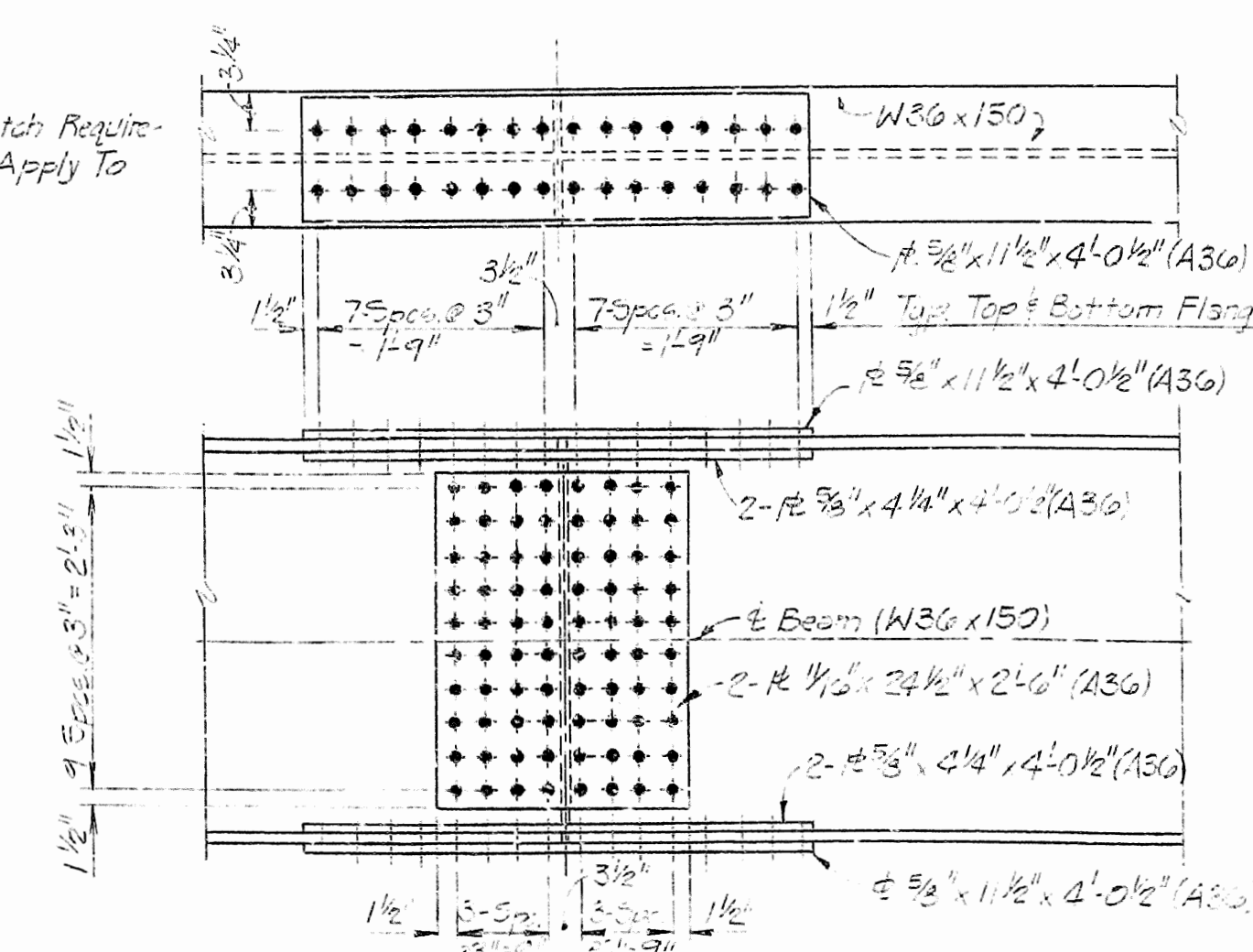
FRAMING PLAN
Scale: 1"=10'-0"



TYPICAL BEAM ELEVATION
Scale: None



DEAD LOAD DEFLECTION DIAGRAM
Scale: None



FIELD SPLICE DETAIL
Scale: $\frac{3}{4}" = 1'-0"$

Note:

1. For Shear Connector and Diaphragm Connection Details, See Dwg. No. 29258
2. For Shoe Details, See Dwg. No. 29259

SHEET 1 OF 3
DETAILS OF W-BEAM SPANS
U.S. HIGHWAY 71 OVER FARM ROADS

WASHINGTON COUNTY

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

DRAWN BY: T.W.M. DATE: SEPT. 1987

DRAWN BY: T.W.M. DATE: SEPT. 1987
CHECKED BY: H.J.R. DATE: SEPT. 1987 SCALE: AS NOTED
DESIGNED BY: W.R.W. DATE: SEPT. 1987

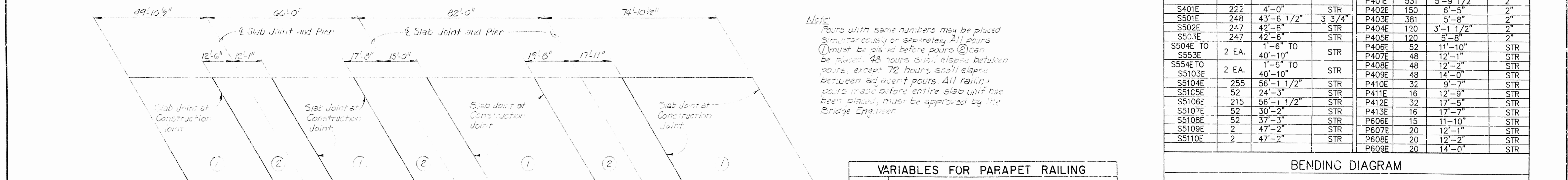
DRAWN BY: T.W.M. DATE: SEPT. 1987
CHECKED BY: H.J.P. DATE: SEPT. 1987
DESIGNED BY: W.R.W. DATE: SEPT 1987

BRIDGE NO. 6239 A&B DRAWING NO. 29239

BRIDGE ENGINEER

[illegible]

TYPICAL SLAB PLAN
Scale: 1"=4'



SLAB POURING SEQUENCE
Scale: 1" = 20'-0"

12'-1"	2'-0 1/2"	8'-0"	5'	2'	7	08
12'-4"	2'-2"	8'-5"	5'-4 1/4"	2'-2 1/2"	7	07

The diagram shows a cross-section of a slab with a total width of 12'-1" and a total height of 4". The slab is divided into sections with dimensions: 12'-4", 2'-2", 8'-5", 5'-4 1/4", 2'-2 1/2", 7, and 07. The diagram also shows a section with dimensions: 12'-1", 2'-0 1/2", 8'-0", 5', 2', 7, and 08. The diagram includes a scale of 1" = 20'-0" and a title 'SLAB POURING SEQUENCE'.

Note:
 Pours with same numbers may be placed simultaneously or separately. All pours must be placed before pours @ can be placed. 48 hours shall elapse between pours, except 72 hours shall elapse between adjacent pours. All railing pours made before entire slab unit has been placed, must be approved by the Bridge Engineer.

Span	Bar Size	Quantity	Spacing	Notes
Span 1	S501E	248	43'-6 1/2"	3 3/4"
	S502E	247	42'-6"	STR
	S503E	247	42'-6"	STR
Span 2	S504E TO S505E	2 EA.	1'-6" TO 40'-10"	STR
	S506E TO S507E	2 EA.	1'-6" TO 40'-10"	STR
	S508E TO S509E	255	56'-1 1/2"	STR
Span 3	S510E	52	24'-3"	STR
	S511E	215	56'-1 1/2"	STR
	S512E	52	30'-2"	STR
Span 4	S513E	130	8'-3"	2"
	S514E	381	5'-8"	2"
	S515E	120	3'-1 1/2"	2"

SLAB POURING SEQUENCE
Scale: 1"=20'-0"

VARIABLES FOR PARAPET RAILING

"f"	OPEN PARAPET					
	a	b	c	k	m	t
12'-1"	2'-0 1/2"	8'-2"	5"	2"	7	0.6
12'-4"	2'-2"	8'-5"	5 1/4"	2 1/2"	7	0.7
12'-5 5/8"	2'-2 3/8"	8'-5"	5 1/2"	2 3/8"	7	0.8
13'-3"	3'-1 1/2"	8'-0"	8 1/2"	2 1/2"	7	0.9

"f"	CLOSED PARAPET					
	k	n	t			
9'-10"	2"	10	12			
10'-1"	2"	12	0.6			
12'-4"	2"	12	0.7			
12'-5 5/8"	2"	13	0.8			
13'-0"	2"	13	1.1			
14'-3"	2"	14	0.9			
15'-8"	2"	13	1.2			
17'-10 1/2"	2"	13	1.3			

BENDING DIAGRAM

S501E

Notes:
 1. Dimension of Bars in Bending Diagram are Out-To-Out.
 2. Reinforcement Schedule Shown is for One Bridge Only.

SLAB POURING SEQUENCE
Scale: 1"=20'-0"

VARIABLES FOR PARAPET RAILING

"f"	OPEN PARAPET					
	a	b	c	k	m	t
12'-1"	2'-0 1/2"	8'-2"	5"	2"	7	0.6
12'-4"	2'-2"	8'-5"	5 1/4"	2 1/2"	7	0.7
12'-5 5/8"	2'-2 3/8"	8'-5"	5 1/2"	2 3/8"	7	0.8
13'-3"	3'-1 1/2"	8'-0"	8 1/2"	2 1/2"	7	0.9

"f"	CLOSED PARAPET					
	k	n	t			
9'-10"	2"	10	12			
10'-1"	2"	12	0.6			
12'-4"	2"	12	0.7			
12'-5 5/8"	2"	13	0.8			
13'-0"	2"	13	1.1			
14'-3"	2"	14	0.9			
15'-8"	2"	13	1.2			
17'-10 1/2"	2"	13	1.3			

BENDING DIAGRAM

S501E

Notes:
 1. Dimension of Bars in Bending Diagram are Out-To-Out.
 2. Reinforcement Schedule Shown is for One Bridge Only.

SHEET 2 OF 3

DETAILS OF W-BEAM SPANS

U.S. HIGHWAY 71 OVER FARM ROADS

WASHINGTON COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

Notes For Bridge Reinforcing and Binding Diagrams
See Drawing No. 29267

DRAWN BY: T.W.M. DATE: Sept 1927
CHECKED BY: H.P. DATE: Sept 1927
SCALE: AS NOTED

Diagram illustrating the reinforcement layout and dimensions for a bridge deck. The deck is divided into sections by slab joints and piers. Dimensions include 49'-10 1/2", 66'-0", 82'-0", 74'-10 1/2", 12'-6", 12'-1 1/2", 17'-8", 13'-0", 19'-6", and 17'-1 1/2". Labels indicate 'Slab Joint and Pier', 'Slab Joint at Construction Joint', and 'Slab Joint at Pier'.

VARIABLES FOR PARABET PAILING



"f"	CLOSED PARAPET					
	k	n	t			

Notes:

1. Dimension of Bars in Bending Diagram are Out-To-Out.
2. Reinforcement Schedule Shown is for One Bridge Only.

12'-1"	2"	12	0.6
12'-4"	2"	12	0.7
12'-5 3/4"	2"	13	0.8

SHEET 2 OF 3

DETAILS OF W-BEAM SPANS

U.S. HIGHWAY 71 OVER FARM ROADS

[illegible]

$(\gamma^t)_c H_a^b$	H_c^b	$I_{ab}^{(2)}$	γ^t	ROUTE	SEC.
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ARKANSAS STATE HIGHWAY COMMISSION

ARIZONA STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Notes For Budget Reinforcing and Bonding Diagrams

DRAWN BY: T.W.M. DATE: SEPT 1957
 CHECKED BY: A.J.R. DATE: SEPT 1957
 DESIGNED BY: A.R.W. DATE: SEPT 1957

SCALE: AS NOTED

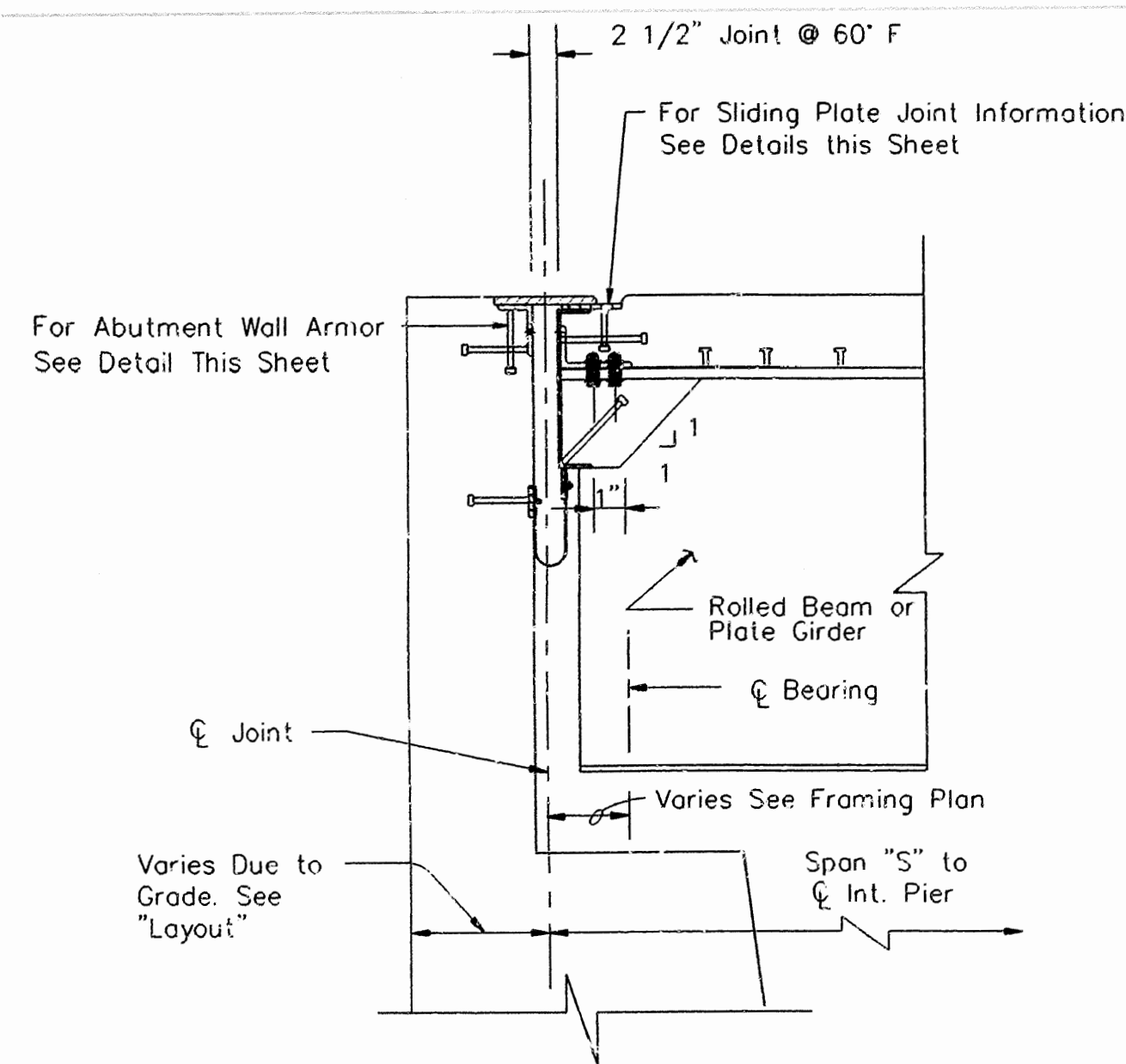
DESIGNED BY: M. N. M. DATE: 26.11.2020 DRAWING NO: 22210

BRIDGE ENGINEER BRIDGE NO. 6239 A&B DRAWING NO. 29240

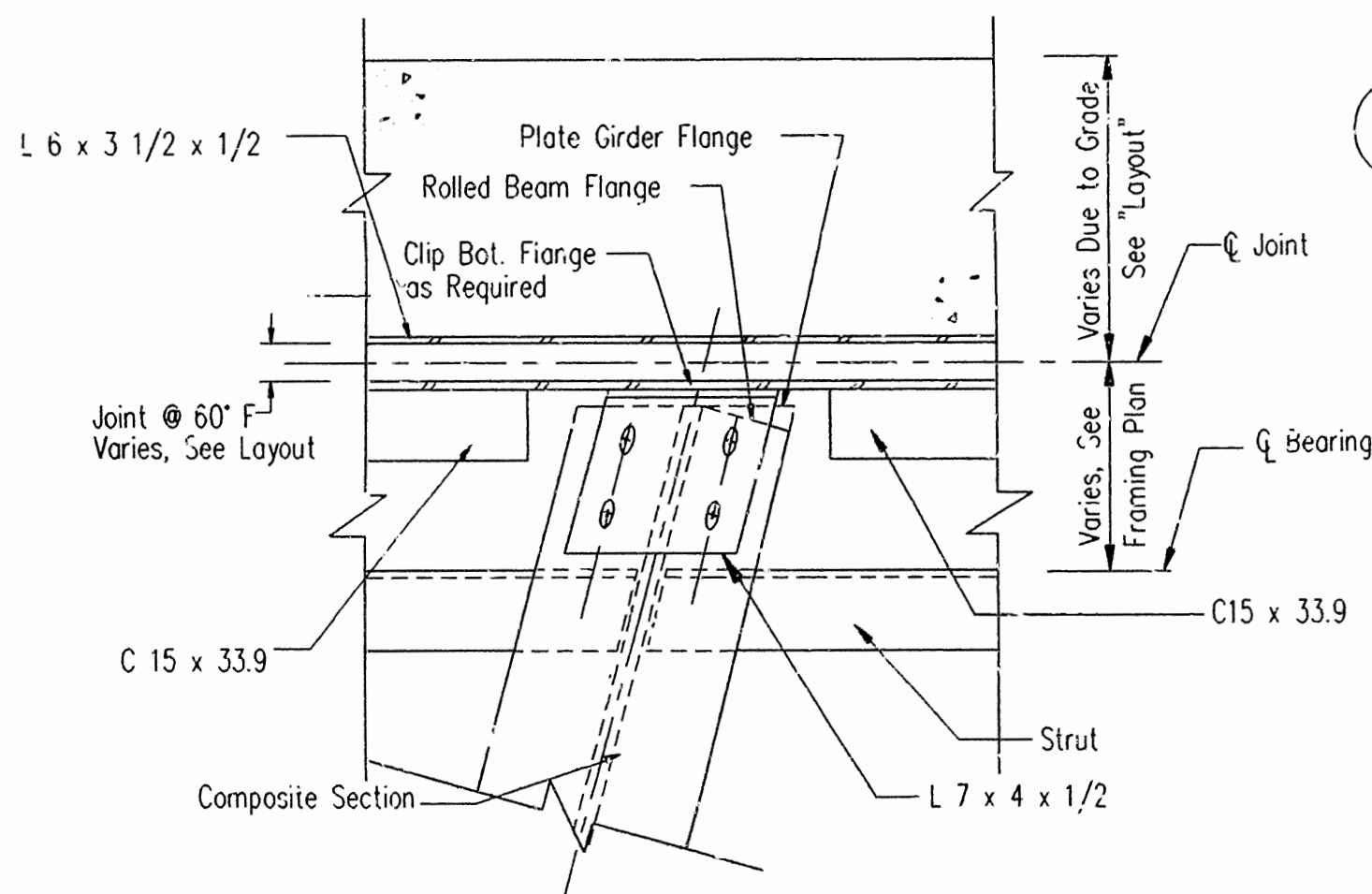
BRIDGE ENGINEER BRIDGE NO. 6239 A88 DRAWING NO. 29240

BRIDGE NO. 6239 ABB DRAWING NO. 29240

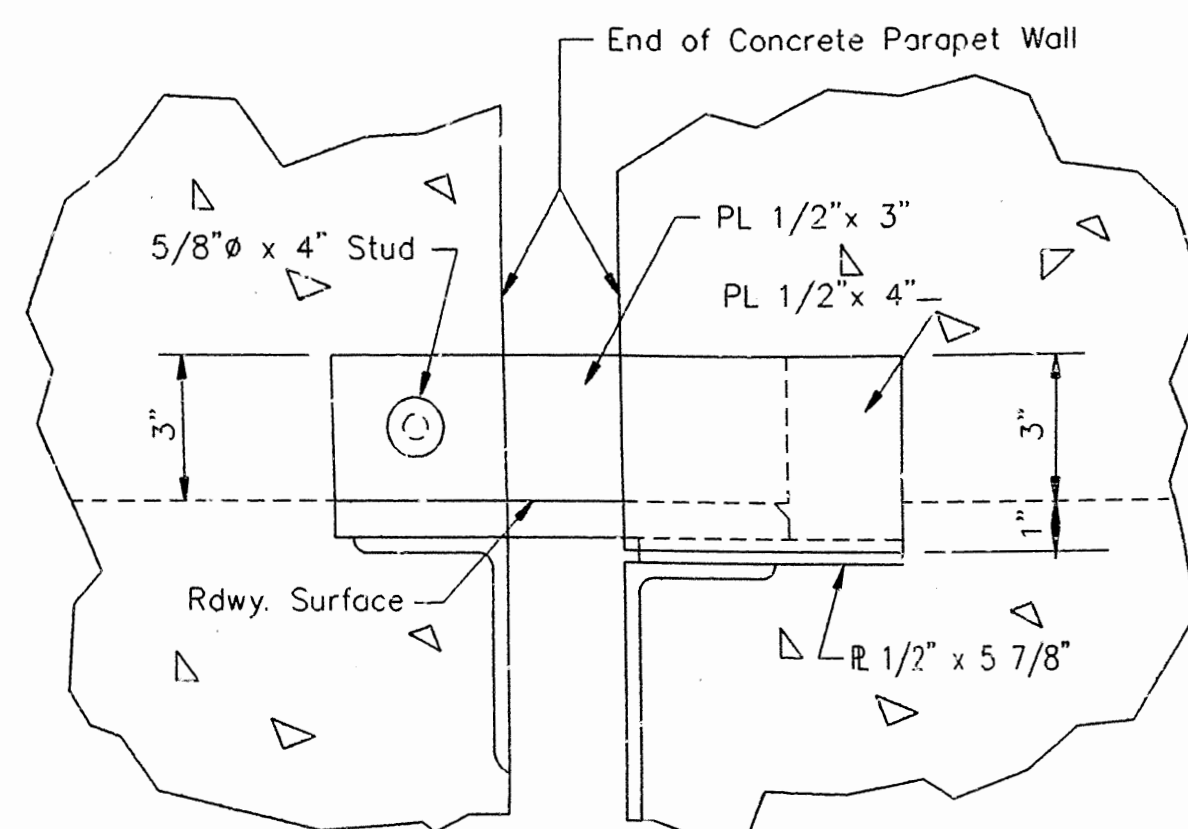
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		83	227
				JOB NO.	R40045		29257	
				6238,39A&B,40,41 DTL JOINT				



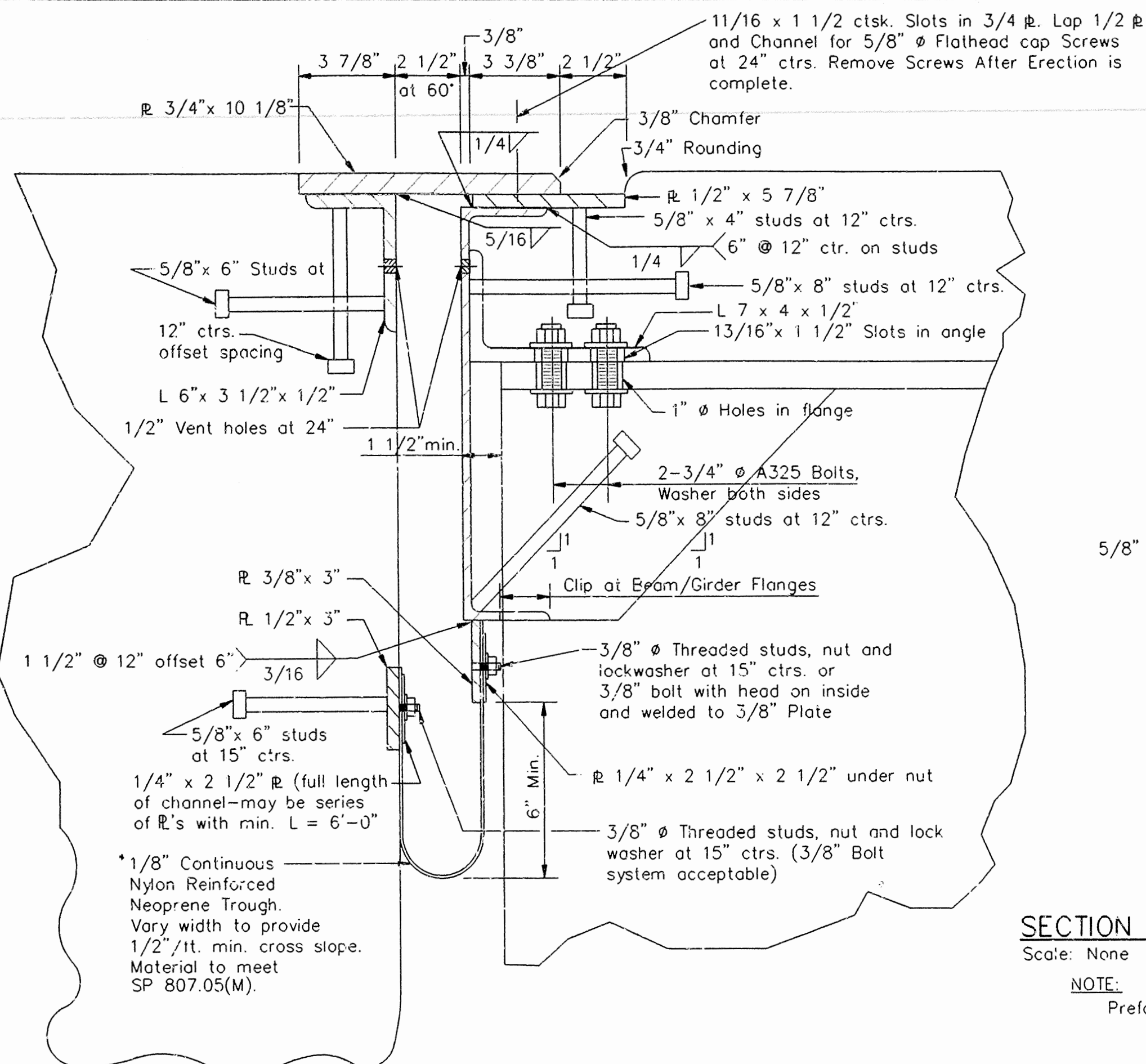
SECTION OF SLIDING PLATE EXPANSION DEVICE AT ABUTMENT
Scale: None



FLANGE CLIP DETAIL
Scale: 1 1/2" = 1'-0"

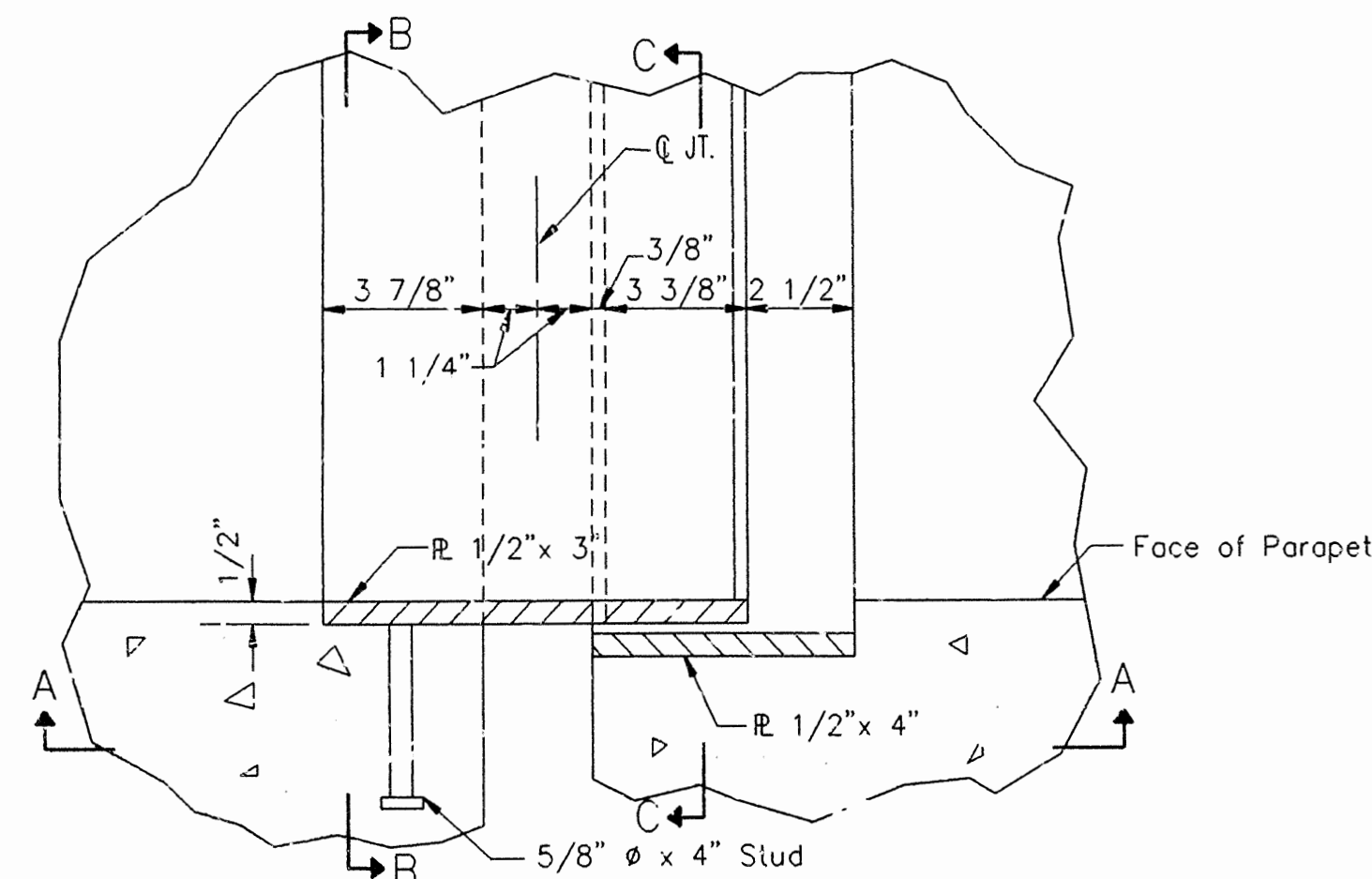


SECTION A-A
Scale: 3" = 1'-0"

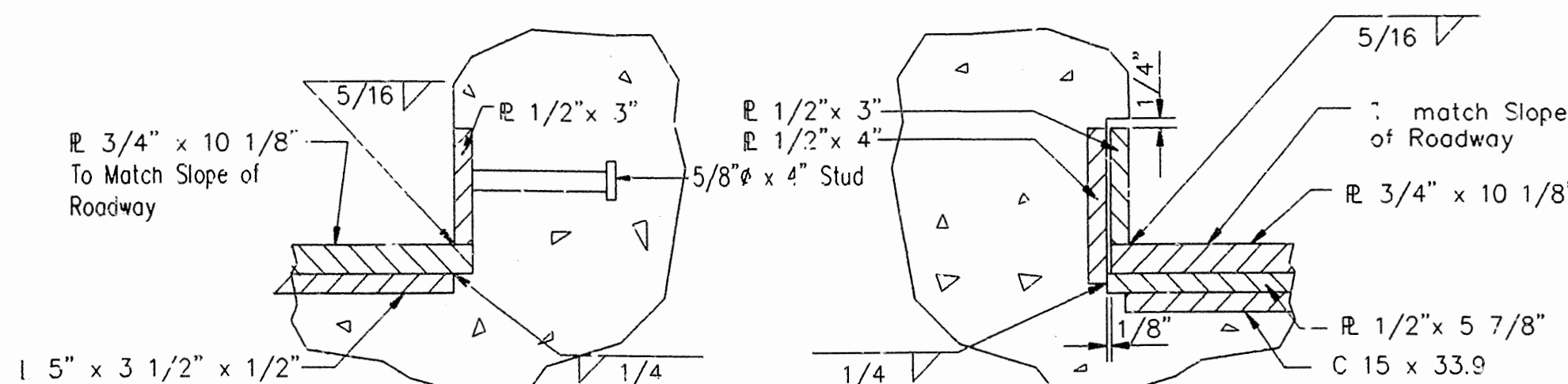


DETAILS OF SLIDING PLATE AT ABUTMENT
SCALE: None

* NOTE: 1/8" Nylon Trough is Subsidiary to "Structural Steel in Spans".

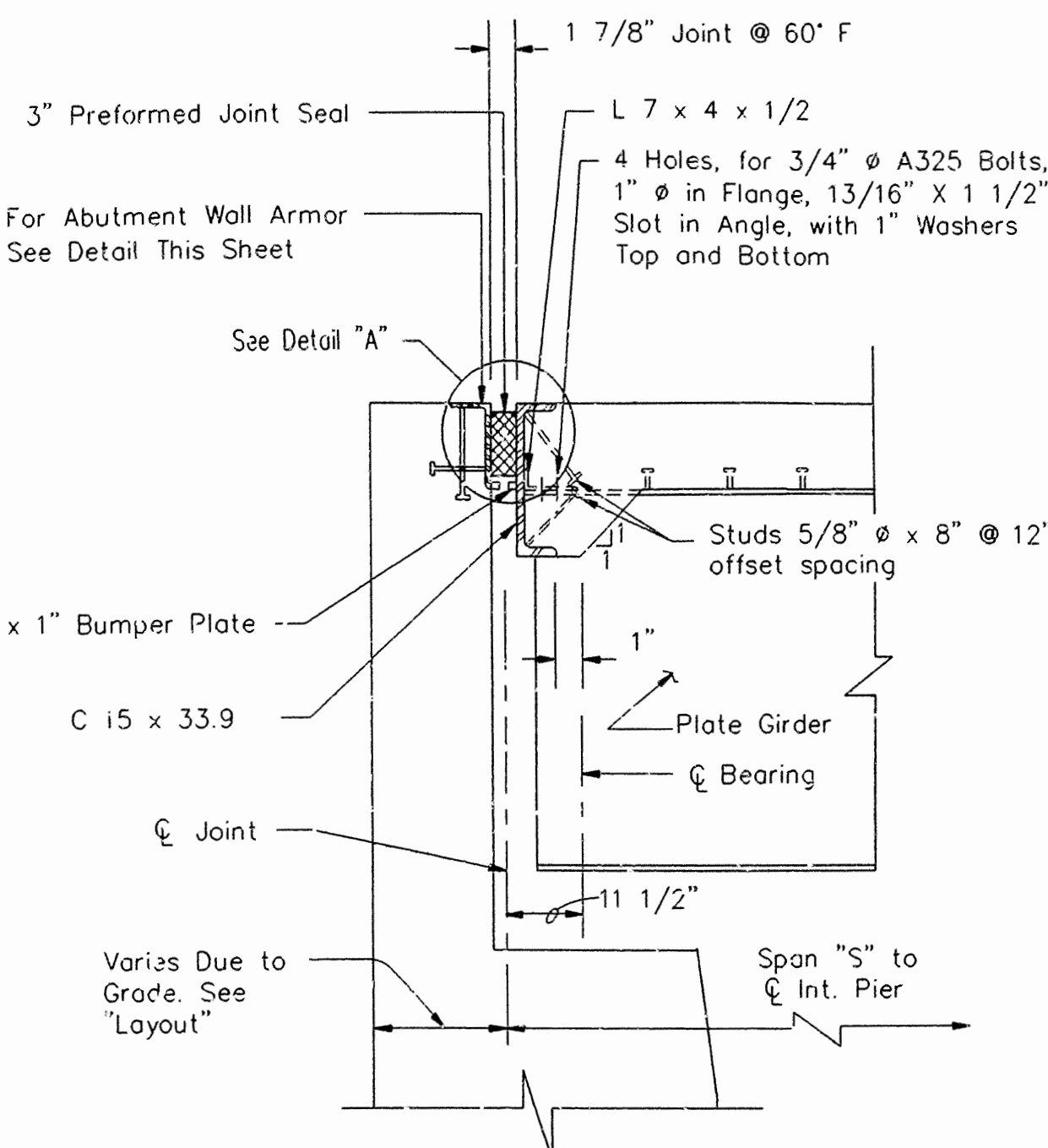


PLAN OF SLIDING PLATE JOINT AT PARAPET
Scale: 3" = 1'-0"



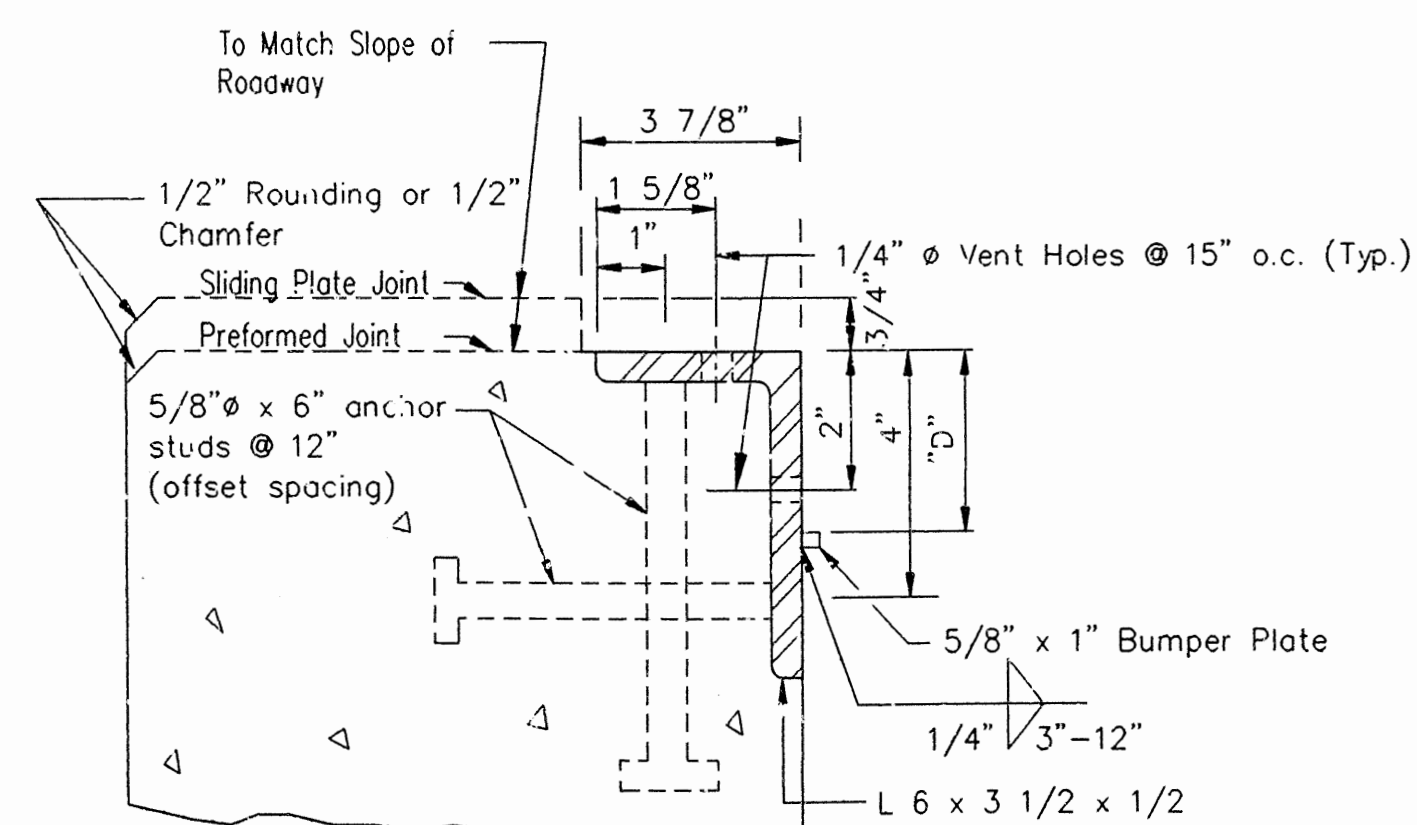
SECTION B-B
Scale: 3" = 1'-0"

SECTION C-C
Scale: 3" = 1'-0"



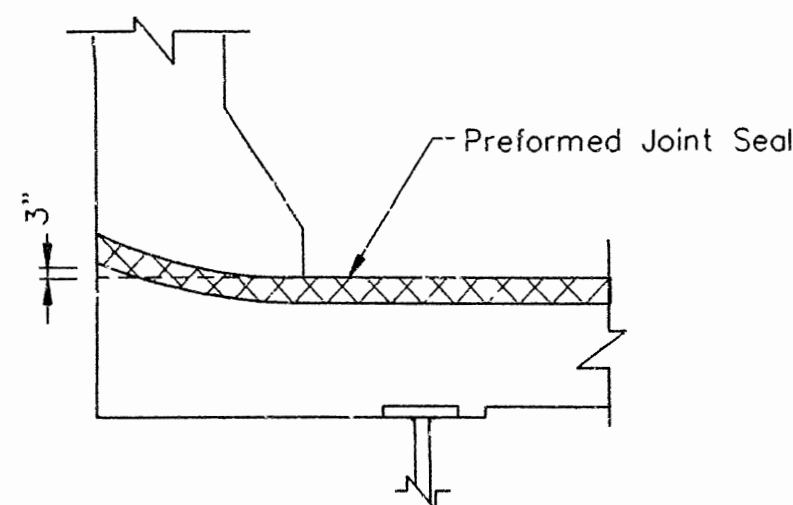
SECTION OF PREFORMED EXPANSION DEVICE AT ABUTMENT
Scale: None

NOTE: Preformed Expansion Device Occurs at Bridge No.6241 only.

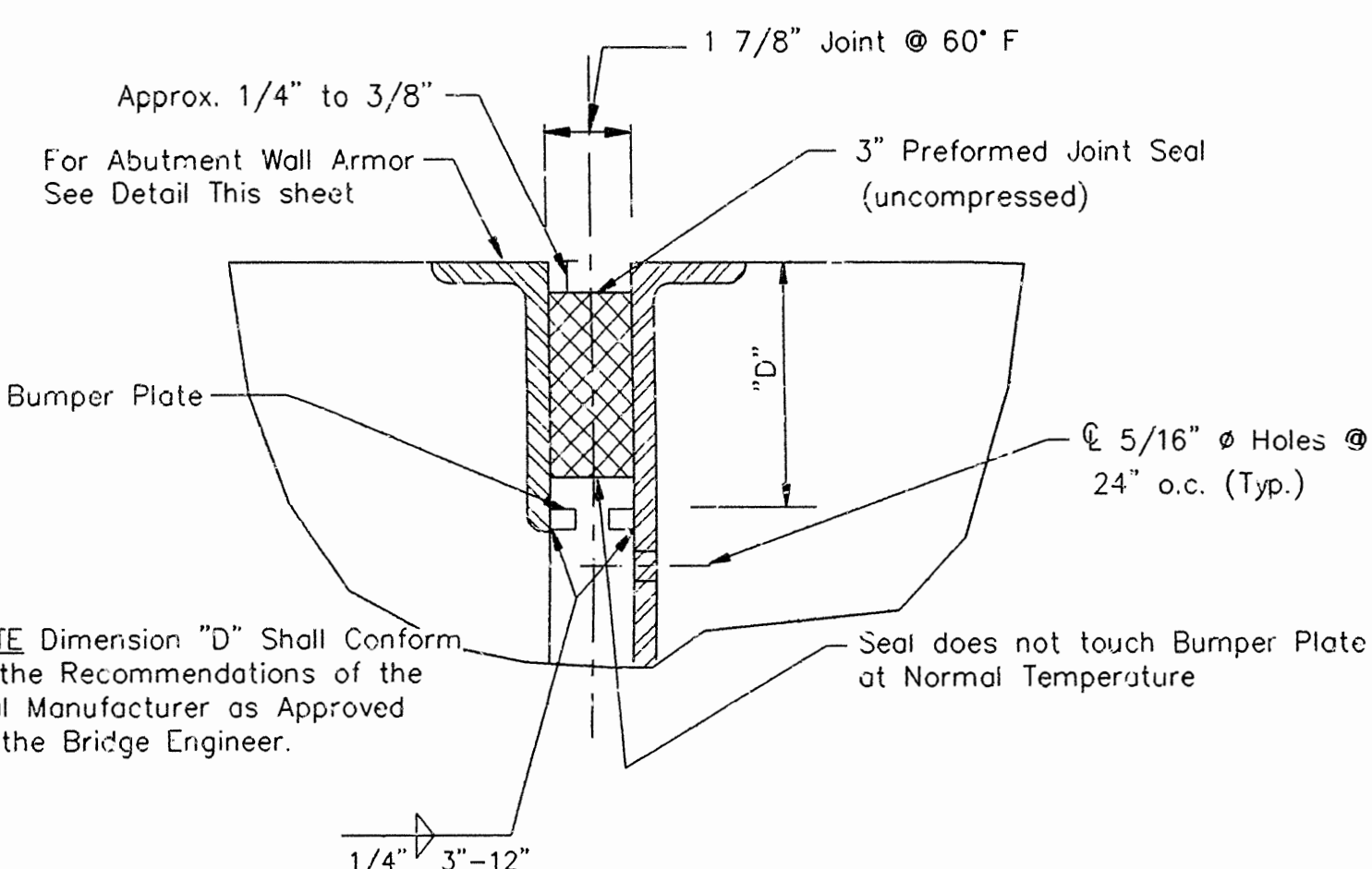


- Notes:
1. "D" shall Conform to Recommendations of Seal Manufacturer
 2. Bumper Plate Not Required For Sliding Plate Joints.

ABUTMENT WALL ARMOR DETAIL
Scale: None



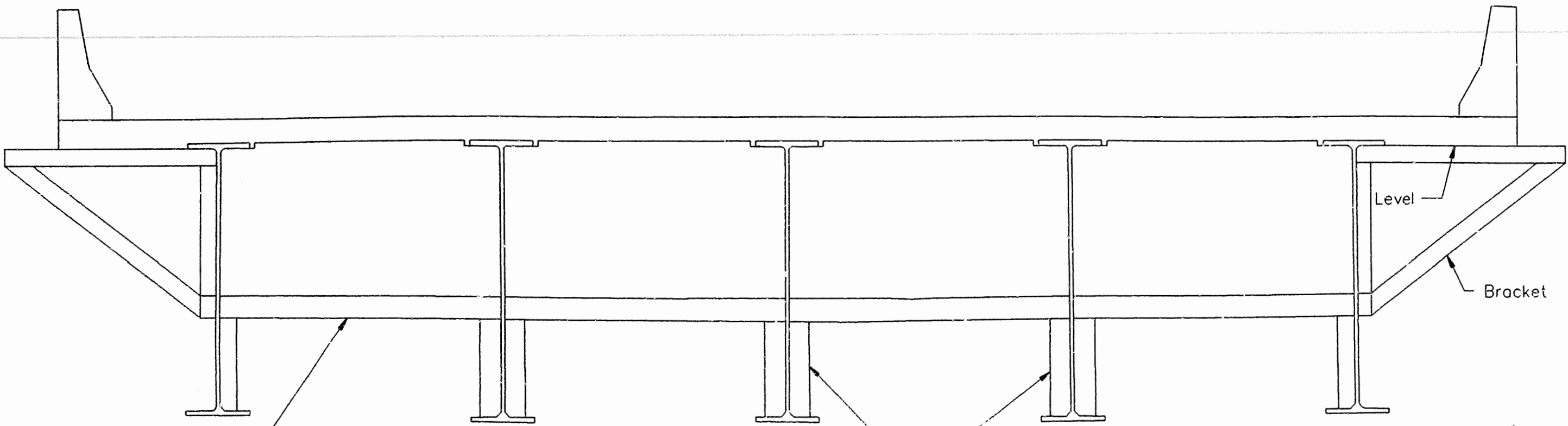
PREFORMED JOINT SEAL PLACEMENT DETAIL
Scale: None



DETAIL "A"
Scale: None

SHEET 1 OF 1
DETAILS OF JOINTS
WEST FORK - GREENLAND
WASHINGTON COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: L.D.T. DATE: SEPT., 1987
CHECKED BY: H.J.P. DATE: SEPT., 1987
DESIGNED BY: G.A.F. DATE: SEPT., 1987
SCALE: AS NOTED
BRIDGE NO. 6239 A & B
BRIDGE NO. 6240 AND 6241 DRAWING NO. 29257

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. R40045	84	227
						6238,39A&B,40,41,MISC. DTLS. 29258		



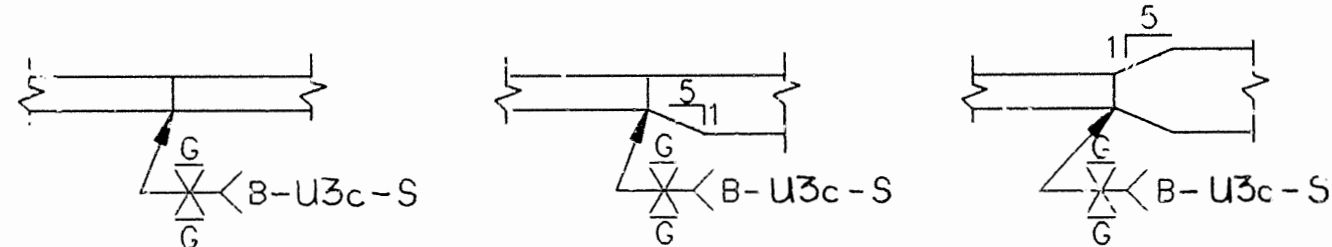
- Note:
- If a Transverse Finishing Machine is Used, The Rail Shall be Supported Directly Over the Exterior Stringer, or as an Alternate, The Rail May Be Supported by the Overhang Brackets if the Above Strutting System is Used.
 - Brackets and 4x4 Bracing Shall Not Be Paid for Directly But Considered Subsidiary to "Structural Steel in Spans".

SCREED RAIL SUPPORT DETAIL
Scale: None

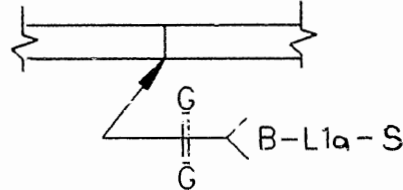
TABLE FOR MINIMUM FILLET WELD SIZE

Material Thickness Of Thicker Part Joined (Inches)	Minimum Size Of Fillet Weld (Inches)	Single Pass Weld Must be Used
To 1/2" Inclusive	3/16"	
Over 1/2" to 3/4"	1/4"	
Over 3/4"	5/16"	

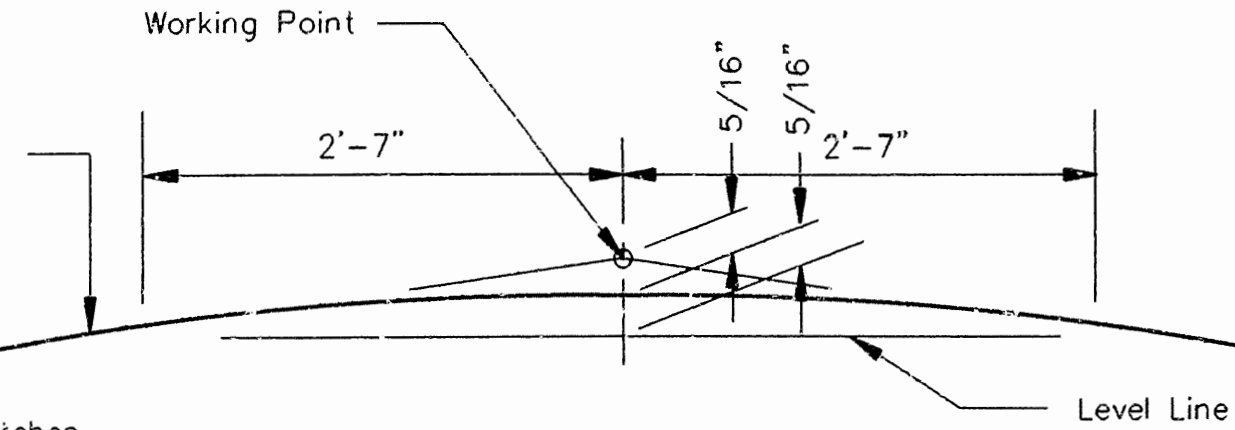
Note:
When a Fillet Weld Size, As Shown On the Plans, is Larger than the Minimum, the First Pass Shall Be That Specified For Minimum Size of Fillet Weld.



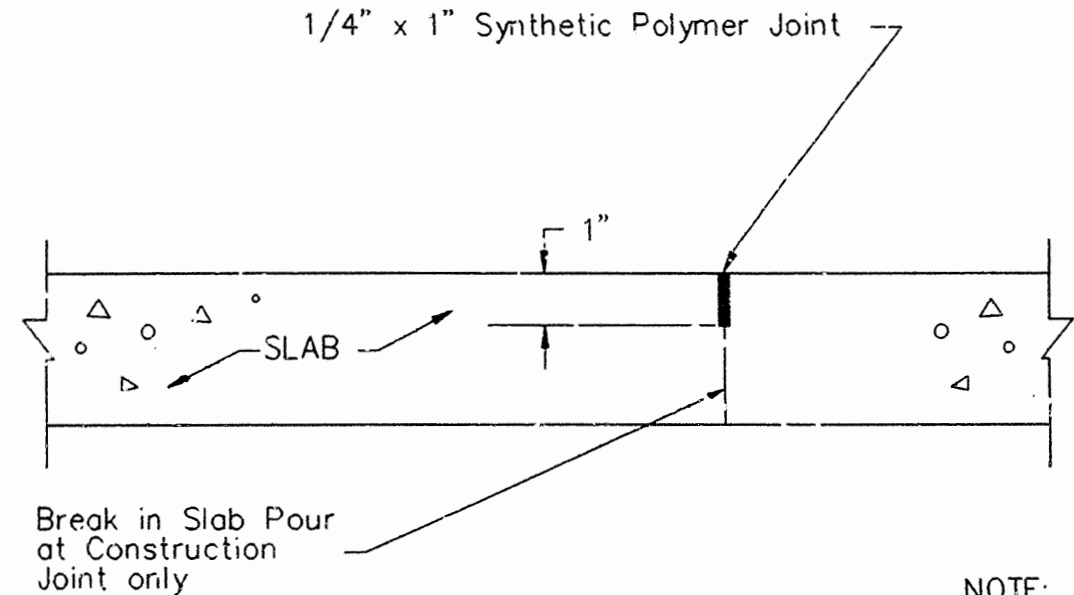
FLANGE SPLICES
Scale: None



WEB SPLICE
Scale: None

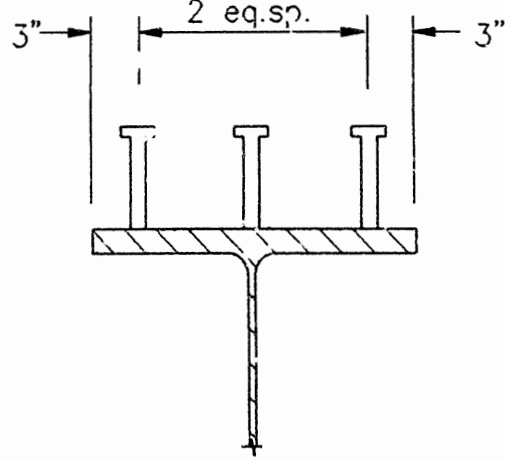


ROUNDING DETAIL
Scale: None

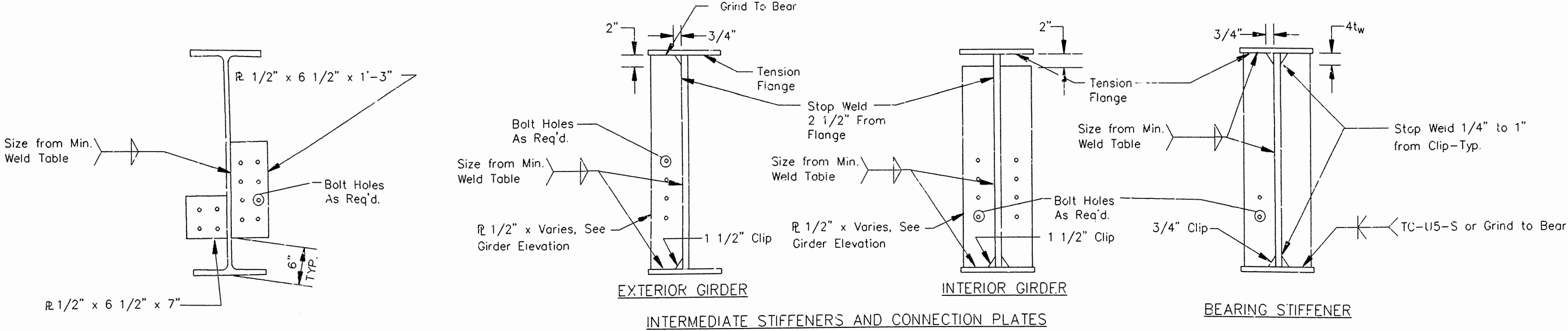


NOTE:
For Location of Slab Joints and Construction Joints, See Bridge Slab Pouring Sequence. Joints Shall Be Subsidiary To "Class S(AE) Concrete."

SLAB JOINT DETAIL
Scale: None



SHEAR CONNECTOR DETAIL
Scale: None



ROLLED BEAM CONNECTION PLATE DETAILS
Scale: 1"=1'-0"

PLATE GIRDER CONNECTION AND STIFFENER PLATE DETAILS
Scale: 1"=1'-0"

SHEET 1 OF 1
MISCELLANEOUS DETAILS
WEST FORK - GREENLAND
WASHINGTON COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: T.W.M. DATE: SEPT., 1987
CHECKED BY: H.J.P. DATE: SEPT., 1987
DESIGNED BY: G.A.F. DATE: SEPT., 1987
DRAWN BY: AS NOTED
BRIDGE NO. 6238,6239 A & B, 6240 AND 6241 DRAWING NO. 29258

BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	R40045		85	227
				6238, 39A&B, 40, 41 DTL SHOES				29259

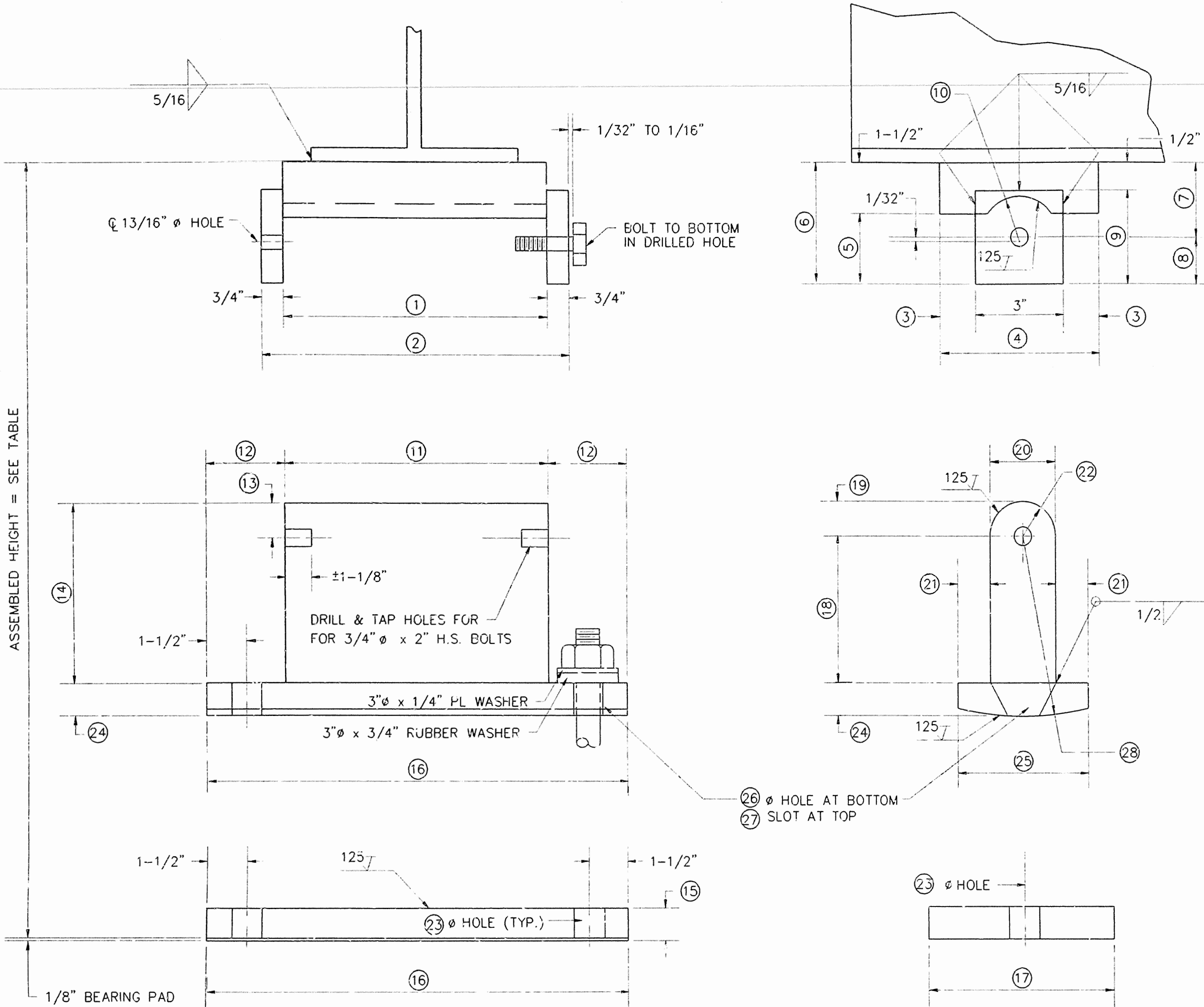
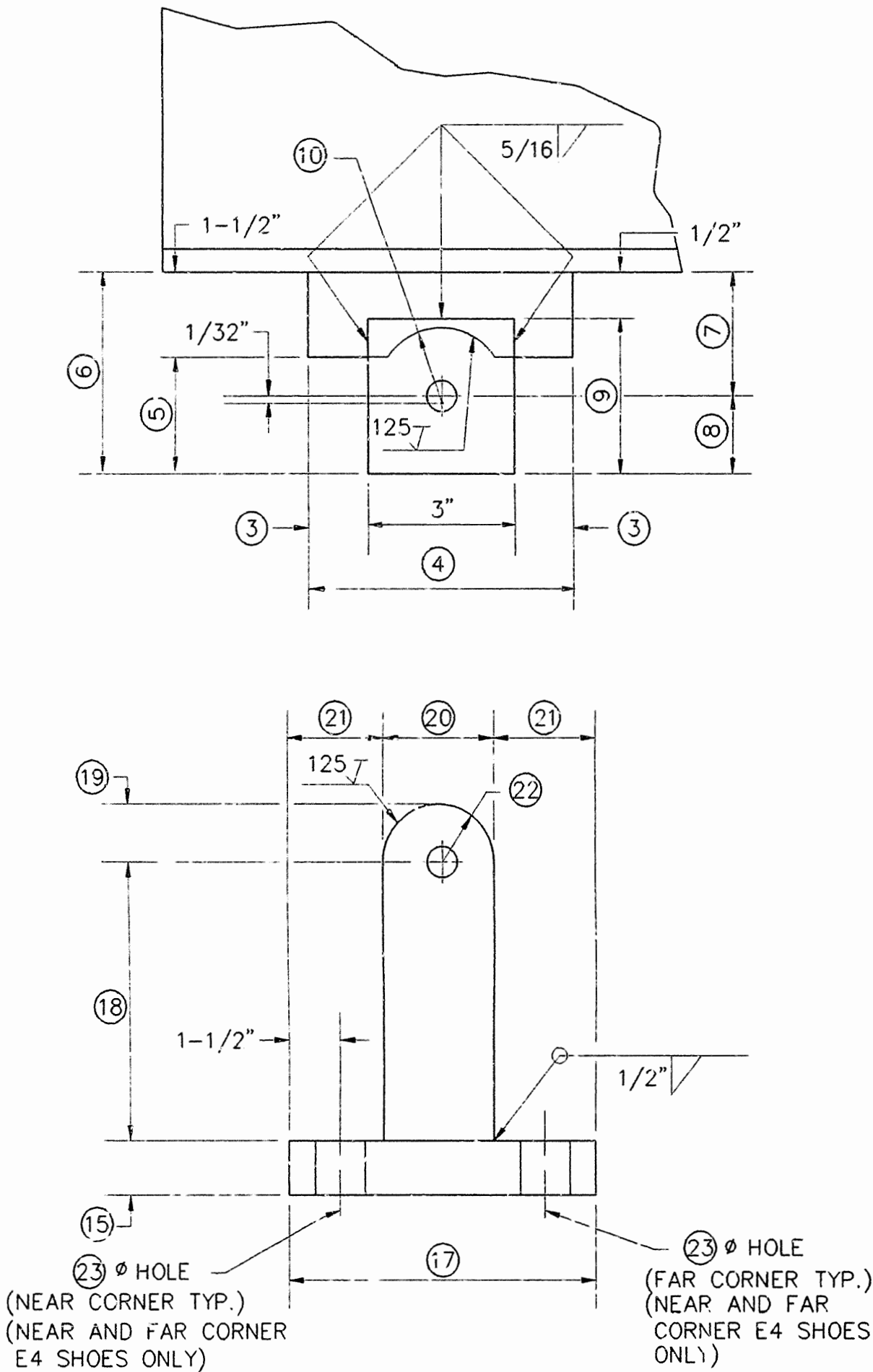
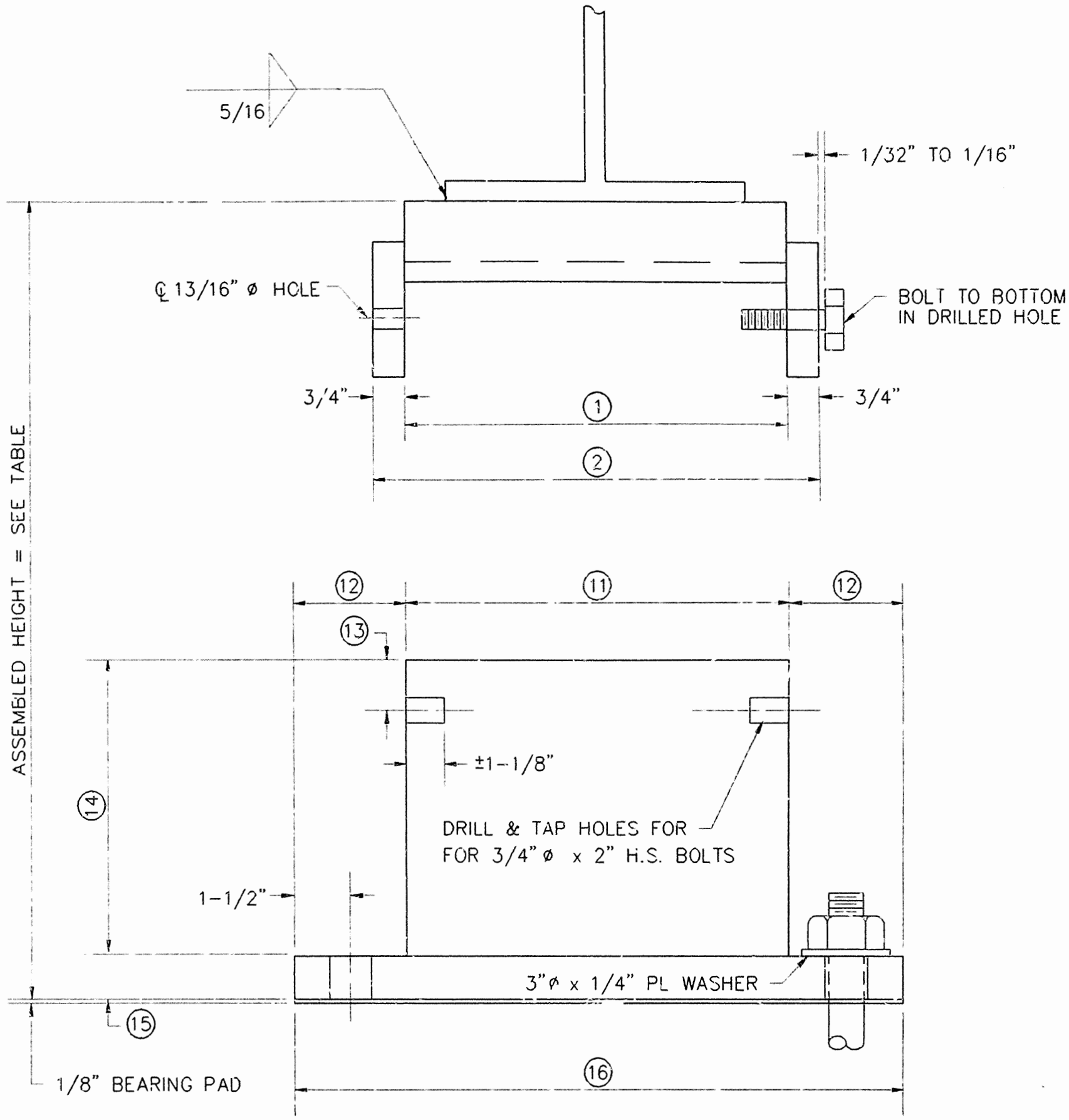


TABLE FOR MINIMUM FILLET WELD SIZE	
MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)
To 2 1/4" Inclusive	3/8"
Over 2 1/4" to 6"	1/2"

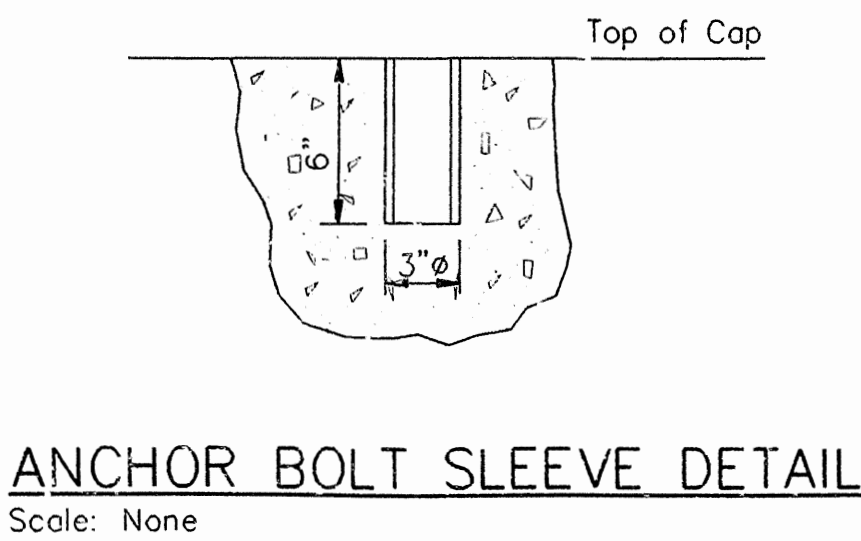


NOTE:
Rubber Washer Shall Be a Closed Cell Expanded Rubber Meeting Requirements of ASTM D1056-78 for RE452-B2E2 Material.

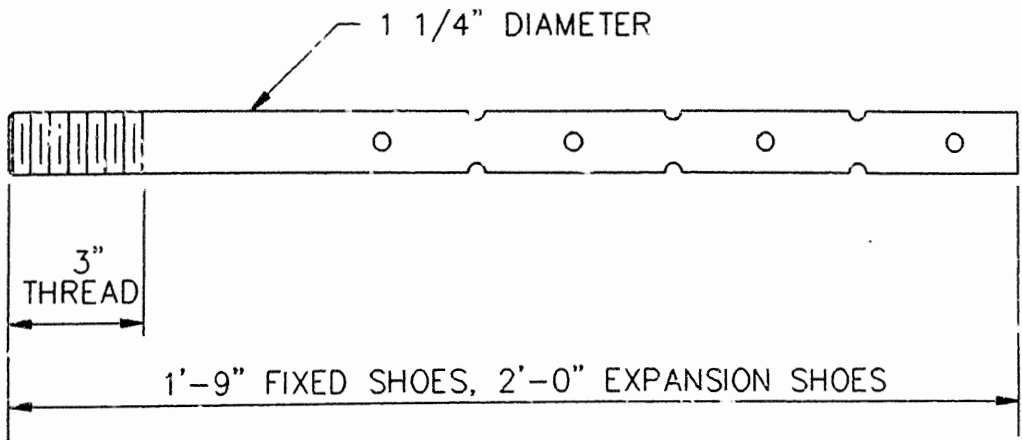
EXPANSION SHOE
Scale: None

FIXED SHOE
Scale: None

SPECIFICATIONS AND VARIABLE DIMENSIONS FOR WELDED PLATE STEEL EXPANSION AND FIXED SHOES																												TOTAL BRIDGE NO. 6238	TOTAL BRIDGE NO. 6239 A & B	TOTAL BRIDGE NO. 6240	TOTAL BRIDGE NO. 6241
SHOE TYPE	ASSEMBLED HEIGHT	MAX. LOAD	MAXIMUM MOVEMENT	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳	㉑	㉒	㉓	㉔	㉕	㉖	㉗	㉘
D3	11"	150K	1 3/4" (± 7/8" or 140")	10 1/8"	11 1/8"	1"	5"	2"	3 1/2"	2 1/4"	1 1/4"	3"	1 9/32" R	10"	4"	1 1/4"	6"	2"	18"	12"	4 3/4"	1 1/4"	2 1/2"	1 1/4"	1 1/4" R	1 1/2"	2"	5"	1 1/2"	1 1/2" x 2 1/2"	6 3/4" R
D4	13"	200K	2 1/2" (± 1 1/4" or 200")	13 1/8"	14 1/8"	1 1/2"	6"	2 1/2"	4"	2 1/2"	1 1/2"	3 1/2"	1 17/32" R	13"	4"	1 1/2"	7"	2 1/2"	21"	14 1/2"	5 1/2"	1 1/2"	3"	1 1/2"	1 1/2" R	1 1/2"	2 1/2"	6"	1 1/2"	1 1/2" x 3"	8" R
D5	10 1/2"	175K		10 1/8"	11 5/8"	1"	5"	2"	3 1/2"	2 1/4"	1 1/4"	3"	1 9/32" F	10"	3 1/2"	1 1/4"	8"	1 1/2"	17"	10 1/2"	6 3/4"	1 1/4"	2 1/2"	4"	1 1/4" R	1 1/2"					6
E2	12"	200K		13 1/8"	14 5/8"	1 1/2"	6"	2 1/2"	4"	2 1/2"	1 1/2"	3 1/2"	1 19/32" R	13"	4"	1 1/2"	9"	2"	21"	10 1/2"	7 1/2"	1 1/2"	3"	3 3/4"	1 1/2" R	1 1/2"					12
E4	12"	250K		13 1/8"	14 5/8"	1 1/2"	6"	2 1/2"	4"	2 1/2"	1 1/2"	3 1/2"	1 19/32" R	13"	4"	1 1/2"	9"	2"	21"	12 1/2"	7 1/2"	1 1/2"	3"	4 3/4"	1 1/2" R	1 1/2"					5



ANCHOR BOLT SLEEVE DETAIL
Scale: None

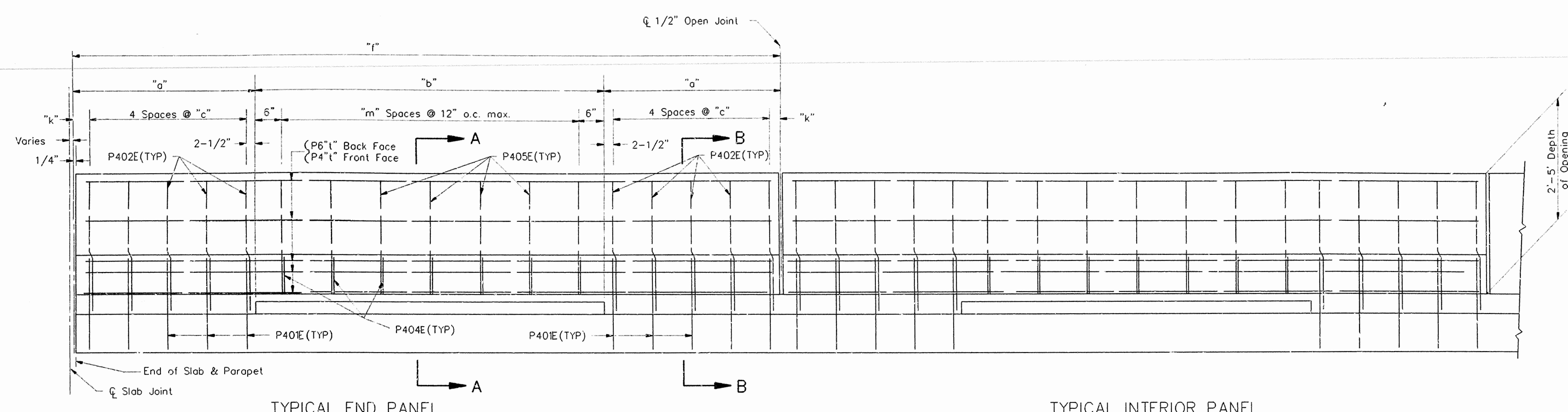


DETAILS OF SWEDGED ANCHOR BOLT
Scale: None

- Notes:
- All Shoes Shall Be Built of ASTM A36 Welded Plates
 - All Shoes Shall Be Measured and Paid for as "Structural Steel in ... Spans (A36)."
 - Bearings Shall Be Finally Seated in Accordance with Section 807.51 of the Standard Specifications.
 - The Size of Fillet Welds Shall Be as shown in the Table for Minimum Fillet Weld size.
 - Top Plate to be Beveled to Grade where Grade is 1% or Greater.

SHEET 1 OF 1
DETAILS OF SHOES
WEST FORK - GREENLAND
WASHINGTON COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: L.D.T. DATE: SEPT. 1987
CHECKED BY: H.J.P. DATE: SEPT. 1987
DESIGNED BY: G.A.F. DATE: SEPT. 1987
SCALE: NONE
BRIDGE NO. 6238, 6239 A & B, 6240 AND 6241 DRAWING NO. 29259

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		R40045	86	227
				① 6238,39A&B,40,41 DTL RAIL 29260				

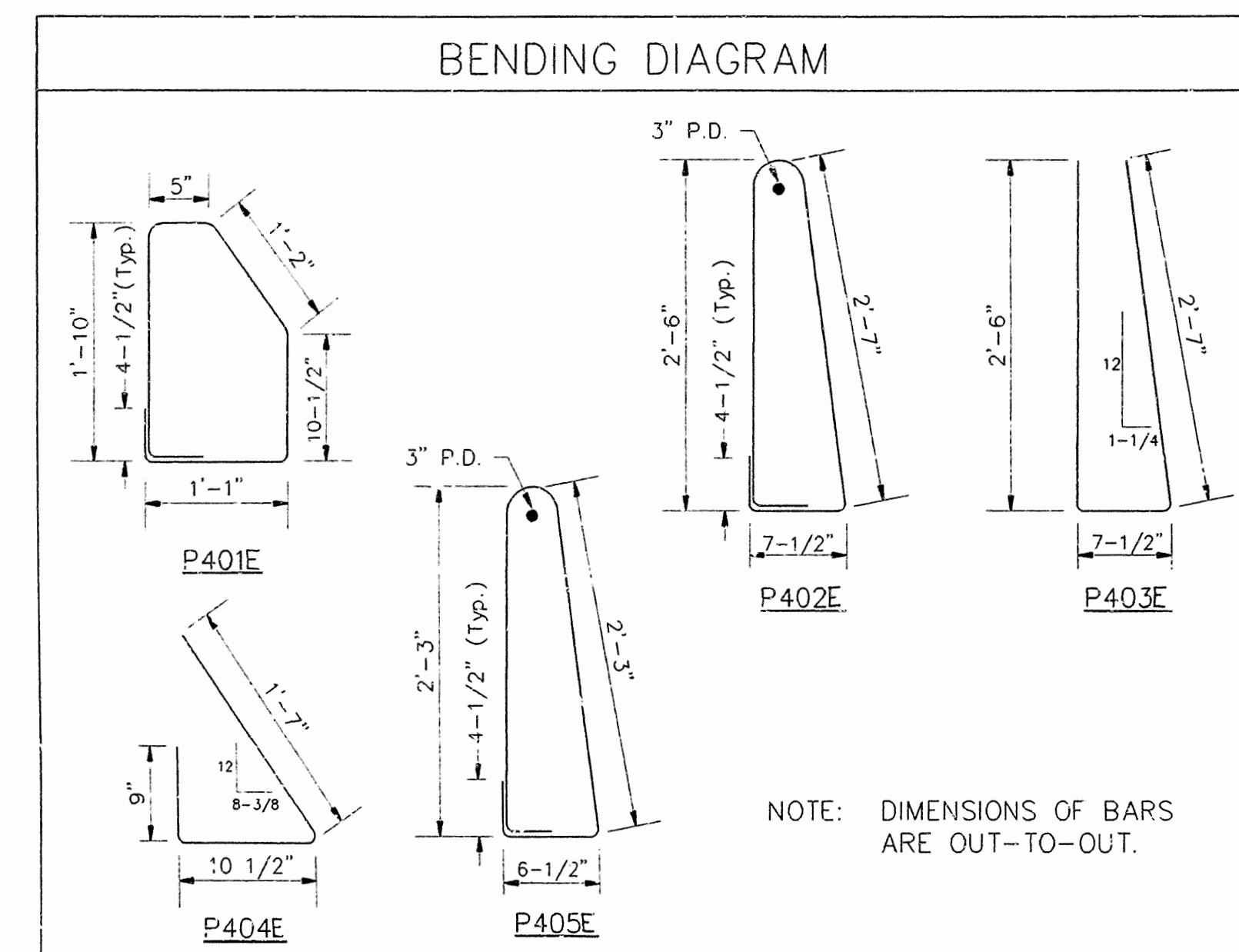


TYPICAL END PANEL

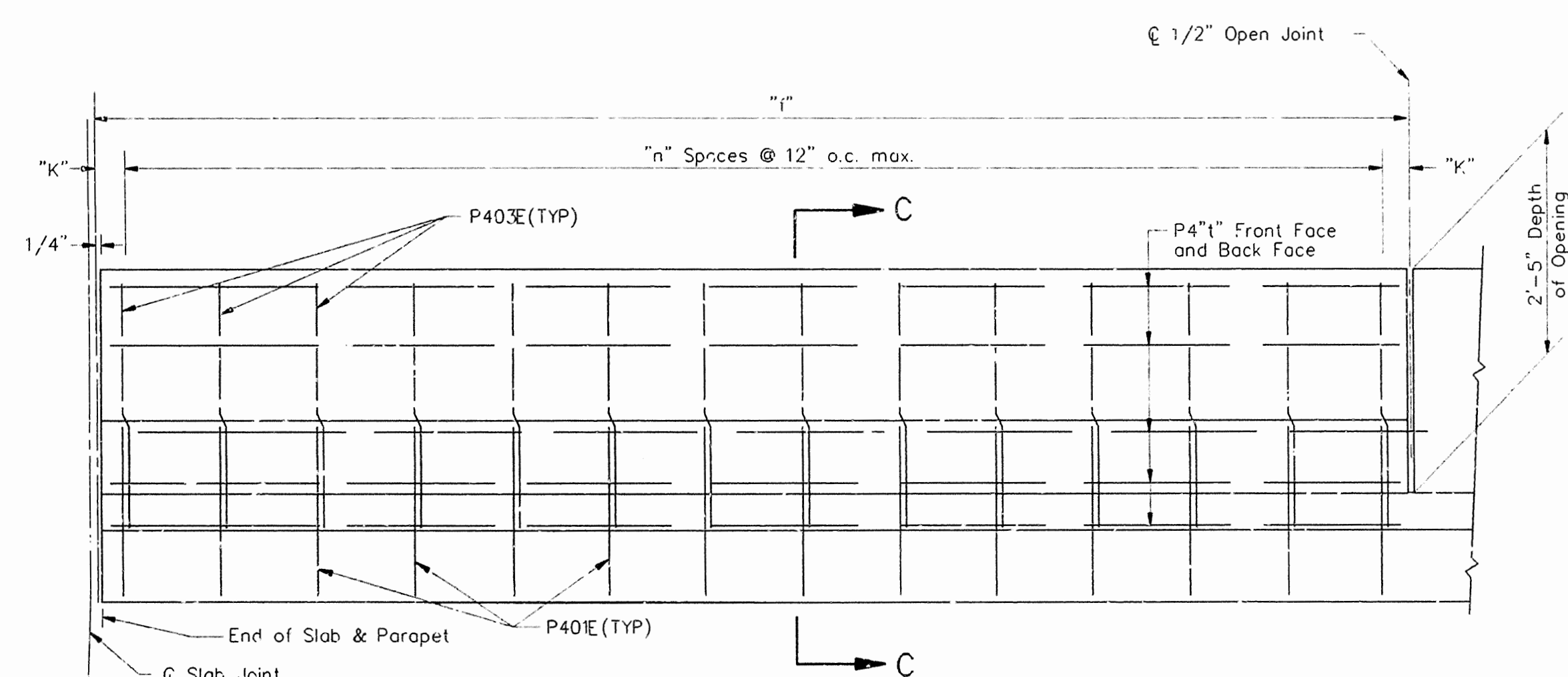
LONGITUDINAL SECTION AT CURB FOR OPEN PARAPET RAIL

SCALE: NONE

TYPICAL INTERIOR PANEL

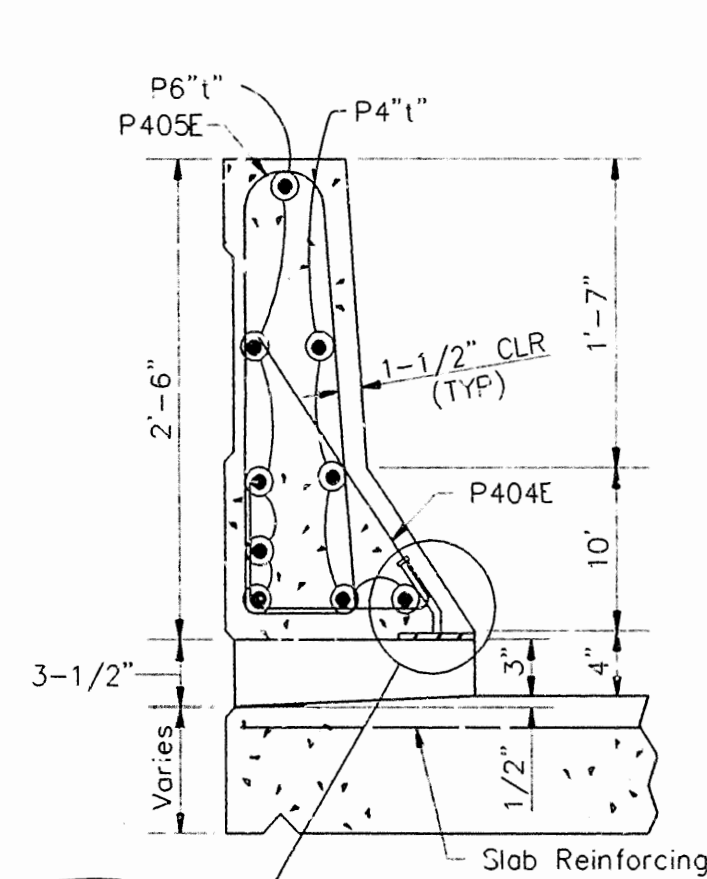


NOTE: DIMENSIONS OF BARS ARE OUT-TO-OUT.



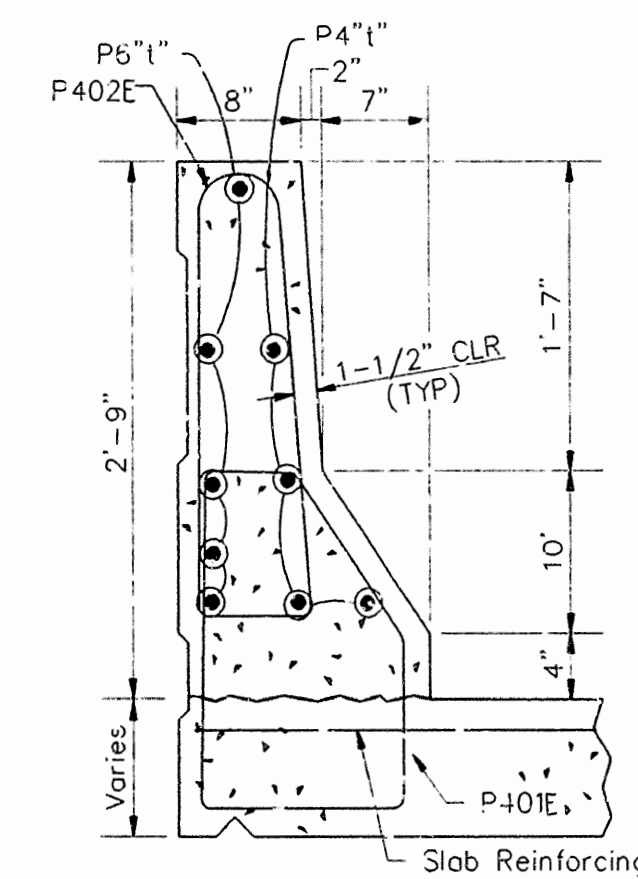
LONGITUDINAL SECTION AT CURB FOR CLOSED PARAPET RAIL

SCALE: NONE



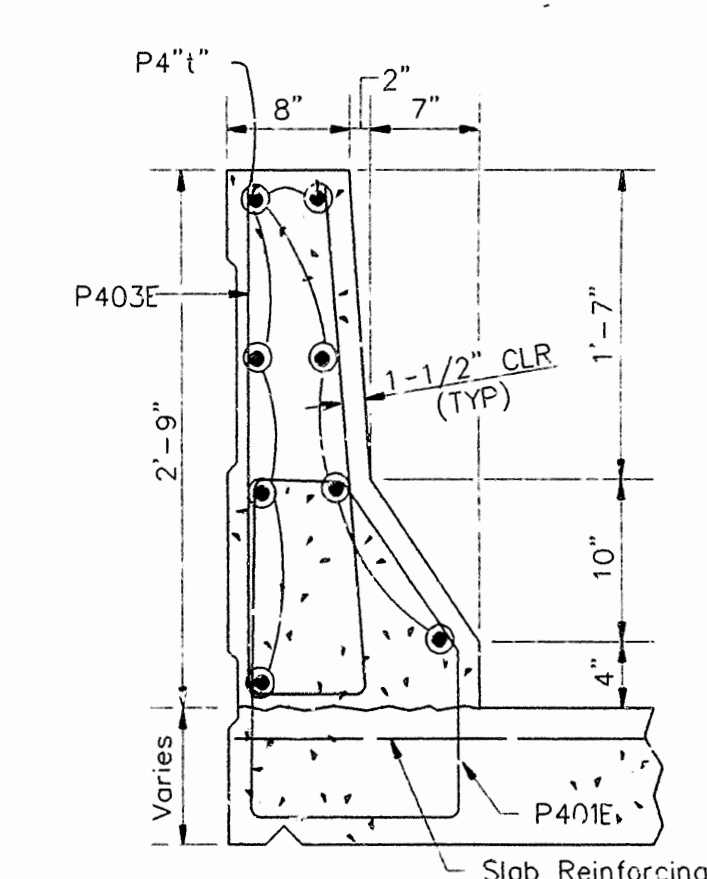
SECTION A-A

SCALE: 1\"/>



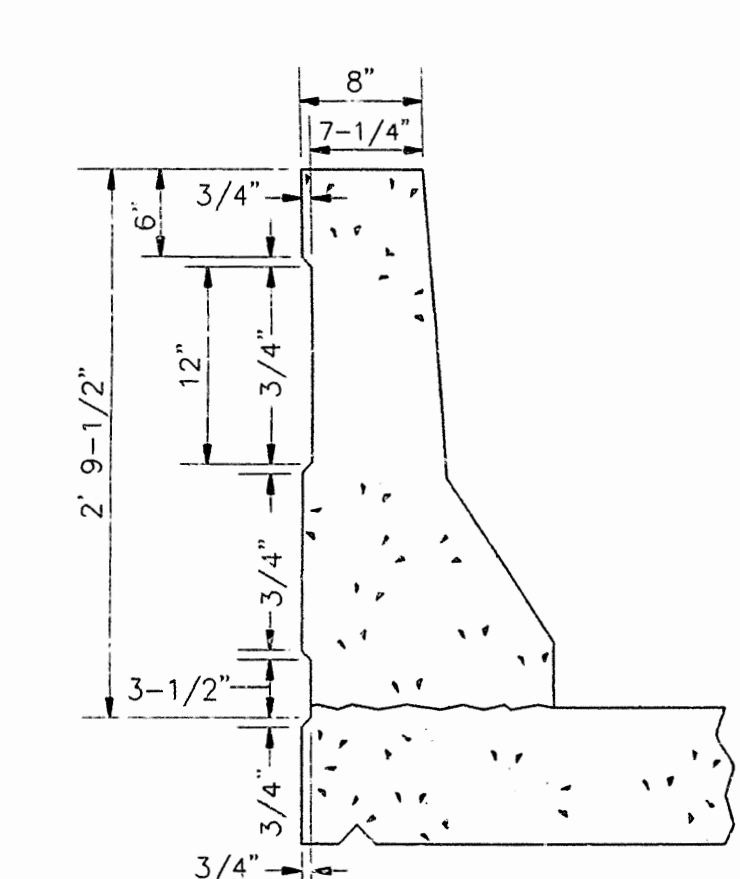
SECTION B-B

SCALE: 1\"/>



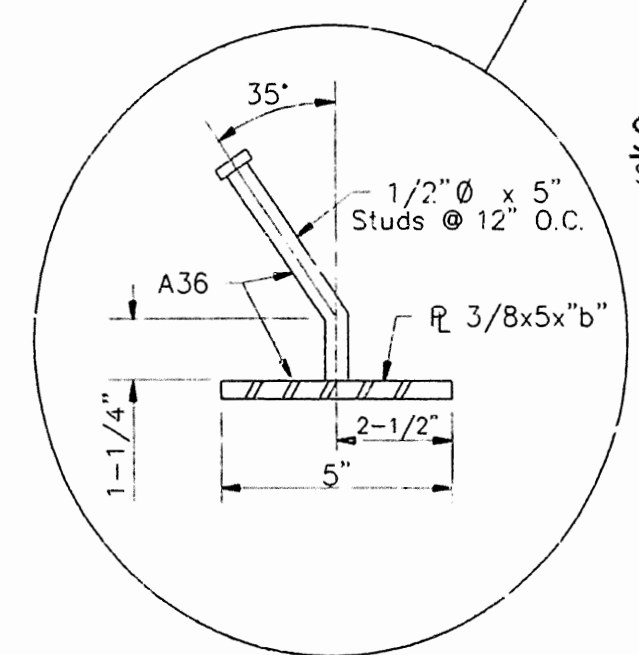
SECTION C-C

SCALE: 1\"/>



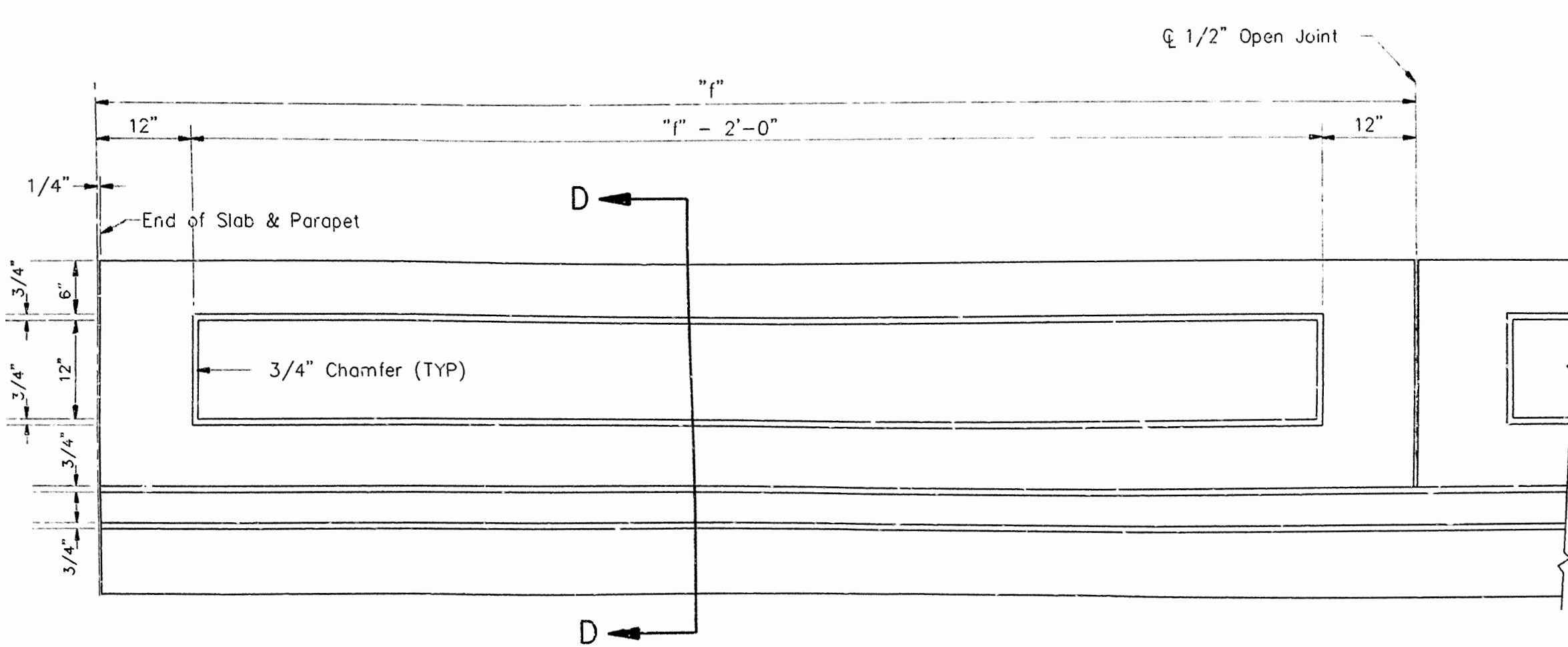
SECTION D-D

SCALE: 1\"/>



Notes:

1. Studs Shall Be 5\"/>



ELEVATION SHOWING TREATMENT FOR OUTSIDE PARAPET RAILING

SCALE: NONE

SHEET 1 OF 1
DETAILS OF PARAPET
WEST FORK - GREENLAND

WASHINGTON COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: L.D.T. DATE: SEPT., 1987
CHECKED BY: H.J.P. DATE: SEPT., 1987
DESIGNED BY: G.A.F. DATE: SEPT., 1987

DRAWN BY: AS NOTED

BRIDGE NO. 6238, 6239 A&B, 6240, AND 6241 DRAWING NO. 29260

BRIDGE ENGINEER

BWC\WV 8615203\WFI C2PARPET 11-04-88