

SCHEDULE OF BRIDGE QUANTITIES																			
BRIDGE NO.	CODE NO.	NAME PLATE TITLE	UNIT OF BRIDGE	ITEM NO.	801	SP, SS & 802	SP, SS & 802	803	SP, SS & 804	SS & 804	SS & 805	SS & 807	SS & 807	SS & 807	807	809	812	SS & 816	SP
					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 PLATE GIRDER SPANS (A36)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A572 GRADE 50)	PAINTING STRUCTURAL STEEL	PREFORMED JOINT SEALER	BRIDGE NAME PLATES (TYPE C)	CONCRETE RIPRAP	WALL DRAINAGE SYSTEM
UNIT				CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LB.	LB.	LB.	TON	LIN. FT.	EA.	CU. YD.	SQ. FT.	
6242 A	X271	COUNTY ROAD 26	SOUTH ABUTMENT		37.3	2.7		4,339		120	664						102		
			PIER 1	69	55.6			5,785											
			PIER 2	99	55.6			5,785											
			NORTH ABUTMENT		37.3	2.7	4,339		120	664					1	100			
			160'-1 7/8" CONT. COMP. BEAM SPAN			189.1	17	21,930	30,495	158,635				86.0					
TOTAL BRIDGE 6242A				168	185.8	194.5	17	42178	30,495	240	159,963		80.0	86.0	1	202			
6242 B	X271	COUNTY ROAD 26	SOUTH ABUTMENT		37.3	2.7		4,339		120	664						1	116	
			PIER 1	152	55.4			5,785											
			PIER 2	126	55.4			5,785											
			NORTH ABUTMENT		37.3	2.7	4,339		180	664						114			
			160'-1 7/8" CONT. COMP. BEAM SPAN			189.1	17	21,930	30,495	158,635				86.0					
TOTAL BRIDGE 6242B				278	185.4	194.5	17	42178	30,495	300	159,963		80.0	86.0	1	230			
6243 A	X271	STATE HWY. 265	SOUTH ABUTMENT		57.9	2.6	1	5,829		150		2,660					1	103	
			PIER 1	327	90.8			11,509											
			PIER 2	378	90.0			11,421											
			NORTH ABUTMENT		57.9	2.6	1	5,829		180	2,660					123			
			239'-9" CONT. COMP. PL. GIRDER UNIT			302.9	24	37,293	42,765		152,220	76,875							
TOTAL BRIDGE 6243A				705	296.6	308.1	26	71,881	42,765	330		157,540	76,875	117		1	226		
6243 B	X271	STATE HWY. 265	SOUTH ABUTMENT		57.9	2.6	1	5,829		180		2,660					1	117	
			PIER 1	289	90.5			11,450											
			PIER 2	339	89.7			11,362											
			NORTH ABUTMENT		57.9	2.6	1	5,829		150	2,660					104			
			239'-9" CONT. COMP. PL. GIRDER UNIT			302.9	24	37,293	42,765		152,220	76,875							
TOTAL BRIDGE 6243B				628	296.0	308.1	26	71,763	42,765	330		157,540	76,875	117		1	221		
6244	X771	U.S. HWY. 71	EAST ABUTMENT		925	294.7	2.6	1	14,334			3,422					1	1,460	
			PIER	150	91.6			13,538											
			WEST ABUTMENT		2,320	618.7	2.6	1	33,900			2,693						2,638	
			257'-7 3/8" CONT. COMP. PL. GIRDER UNIT			328.7	25	42,577	56,117		211,021	151,924							
			TOTAL BRIDGE 6244	3,395	1,005.0	333.9	27	104,349	56,117			217,136	151,924	185		1		4,098	
TOTAL JOB R40046				5,174	1,968.8	1,339.1	113	332,349	202,637	1,200	319,926	532,216	305,674	579	172.0	5	879	4,098	

\*ESTIMATED QUANTITY OF ROCK EXCAVATION - JOB R40046  
BRIDGE 6242 A = 102 Cu.Yd.  
BRIDGE 6242 B = 109 Cu.Yd.  
BRIDGE 6243 A = 110 Cu.Yd.  
BRIDGE 6243 B = 217 Cu.Yd.  
BRIDGE 6244 = 2,865 Cu.Yd.  
TOTAL FOR JOB 3,403 Cu.Yd.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-3-89				6	ARK.			
				JOB NO.		R40068	38	234
				① 6242A&B, 6243A&B, & 6244 NOTES 29017				

GENERAL NOTES -- JOB R40046

- 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. CONCRETE IN BRIDGE SUPERSTRUCTURE SHALL BE PLACED AND CONSOLIDATED FOR THE ENTIRE POUR BEFORE ANY CONCRETE HAS TAKEN IT'S INITIAL SET.
- 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 TOP MAT OF SLAB 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 THE 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 BARS IN THE TOP MAT SHALL BE EPOXY COATED. 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 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 BEAM 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. FOR PILE TIPS, SEE DWG. 14995 A.
- TOPS OF ALL FOOTINGS SHALL BE A MINIMUM OF 1'- 6" BELOW FINISHED GROUND LINE.
- THE BASE AT ALL SPREAD FOOTINGS SHALL BE EMBEDDED A MINIMUM OF 1'- 0" INTO THE ROCK AND AS DEEP AS REQUIRED TO INSURE THAT THE FOOTING BEARS ON SOUND MATERIAL.

STRUCTURAL STEEL NOTES

- ALL STRUCTURAL STEEL NOT CLASSIFIED AS TO A SPECIFIC GRADE SHALL BE A36.
- ALL 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.
- ALL FLANGE AND WEB PLATES, ARE CONSIDERED MAIN LOAD CARRYING MEMBERS AND SHALL MEET THE REQUIREMENTS OF THE LONGITUDINAL 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 SPECIFIED IN SUPPLEMENTAL SPECIFICATION 807-1.
- 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 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 WELDING SHALL CONFORM TO SUBSECTION 807.24 OF THE STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATION 807-1.
- 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 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 CROSS FRAMES 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 OR PLANED EDGE SHALL BE 1 1/4". BOLT HOLDS 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 BEAM SPANS (A36)" AND WILL NOT BE PAID FOR DIRECTLY.
- THE BEARING ASSEMBLES 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)".
- PINS SHALL BE ASTM A668 CLASS C OR ASTM A108 GRADE 1016-1030 INCLUSIVE AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "STRUCTURAL STEEL IN ... SPANS (A36)".
- ALL STRUCTURAL STEEL, EXCEPT GALVANIZED MEMBERS, CONTACT SURFACES OF BOLTED CONNECTIONS, SURFACES WITHIN 3" OF HOLES AND FIELD WELDS, AND SURFACES IN CONTACT WITH CONCRETE, SHALL BE GIVEN ONE SHOP PRIME COAT AND TWO FIELD COATS OF PAINT AFTER ERECTION AS SPECIFIED IN SUBSECTION 807.59 OF THE STANDARD SPECIFICATIONS. THE SECOND FIELD COAT SHALL BE THE COLOR "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 ON 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

GREENLAND -- FAYETTEVILLE BYPASS

WASHINGTON COUNTY

ROUTE

SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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

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

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

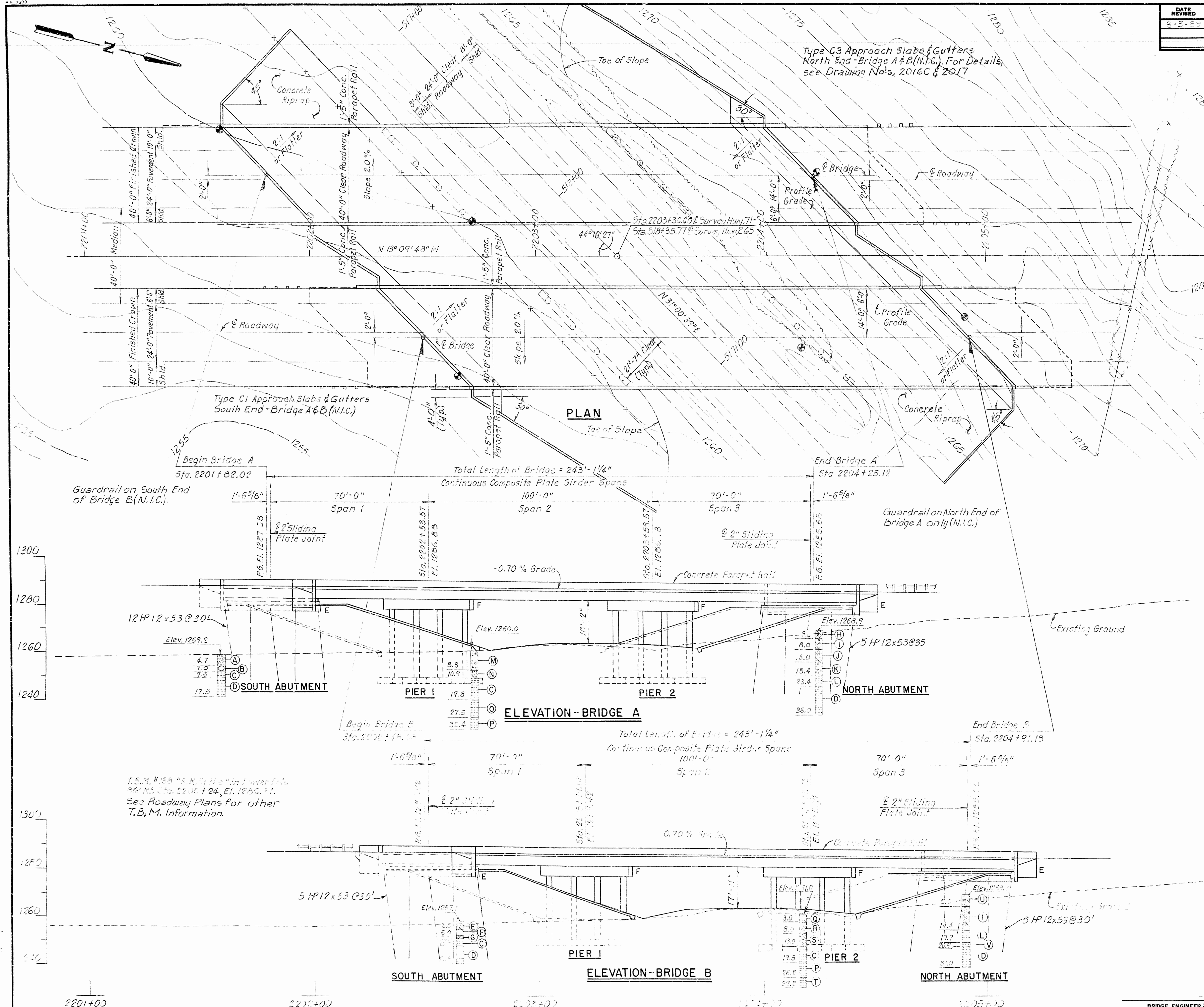
SCALE: AS NOTED

BRIDGE NO. 6242 A&B, 6243 A&B, AND 6244 DRAWING NO. 29017

BRIDGE ENGINEER



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
8-8-55				6	ARK.			
				JOB NO.		R40068	4	234
① 6243A&B PLAN & ELEVATION 29583								



1. CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1988 AND APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
2. DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1993 EDITION WITH CURRENT INTERIM SPECIFICATIONS.
3. LIVE LOADING: HS20
4. METHOD OF DESIGN: LOAD FACTOR
5. UNIT STRESSES:
- |                            |                |            |
|----------------------------|----------------|------------|
| CLASS S CONCRETE           | F <sub>c</sub> | 3,500 PSI  |
| CLASS S(AE) CONCRETE       | F <sub>c</sub> | 4,000 PSI  |
| REINFORCING STEEL (GR. 60) | F <sub>y</sub> | 60,000 PSI |
| STRUCTURAL STEEL           |                |            |
| ASTM (A36)                 | F <sub>y</sub> | 36,000 PSI |
| ASTM (A572 GRADE 50)       | F <sub>y</sub> | 50,000 PSI |
- 0-6. FATIGUE LOAD CYCLE: CASE II
7. CONCRETE SURFACES SHALL BE FINISHED IN ACCORDANCE WITH JOB SP "SPRAYED CONCRETE FINISH."
8. DRAWING REFERENCE NUMBERS:
- |                |                            |
|----------------|----------------------------|
| GENERAL NOTES  | 29017                      |
| ABUTMENT       | 29584-29585                |
| PIER           | 29586                      |
| SUPERSTRUCTURE | 29587-29589, 29603 & 29604 |
9. FOOTINGS SHALL BE SET A MINIMUM OF 1'-0" INTO MATERIAL DESIGNATED AS MEDIUM HARD SHALE ON SOIL BORING LOGS. FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SECTION 801.04 OF THE STANDARD SPECIFICATIONS.
10. SEE ROADWAY PLANS FOR RIGHT-OF-WAY INFORMATION AND REFERENCE POINTS.

### BORING LEGEND

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

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  
U.S. HIGHWAY 71 OVER STATE HIGHWAY 265

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

DRAWN BY: T.W.M. DATE: NOV. 87  
 CHECKED BY: H.U.P. DATE: NOV. 87 SCALE: 1"=20'  
 DESIGNED BY: W.R.W. DATE: NOV. 87

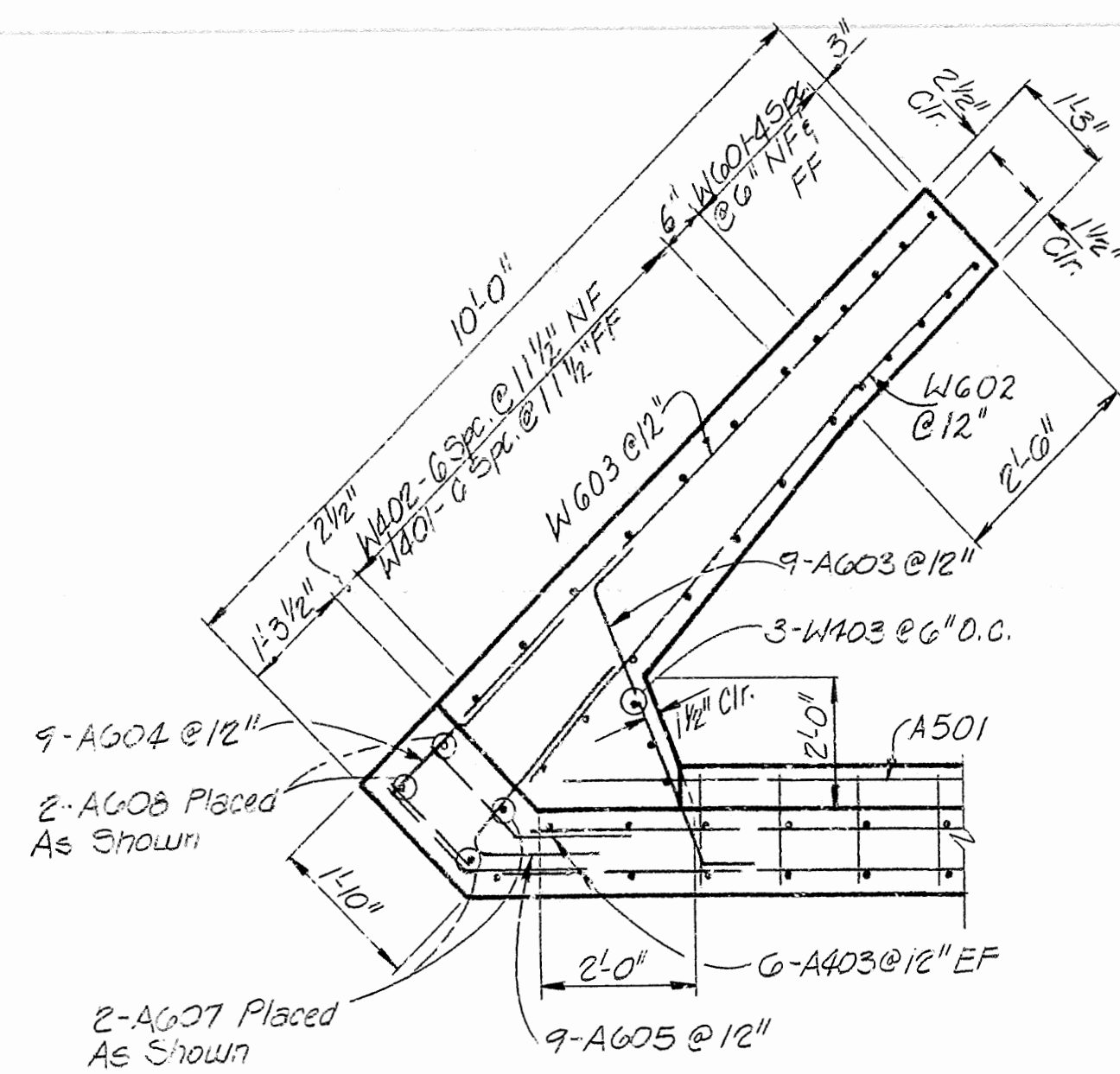
**BRIDGE NO. 6243 A & B** **DRAWING NO. 29583**



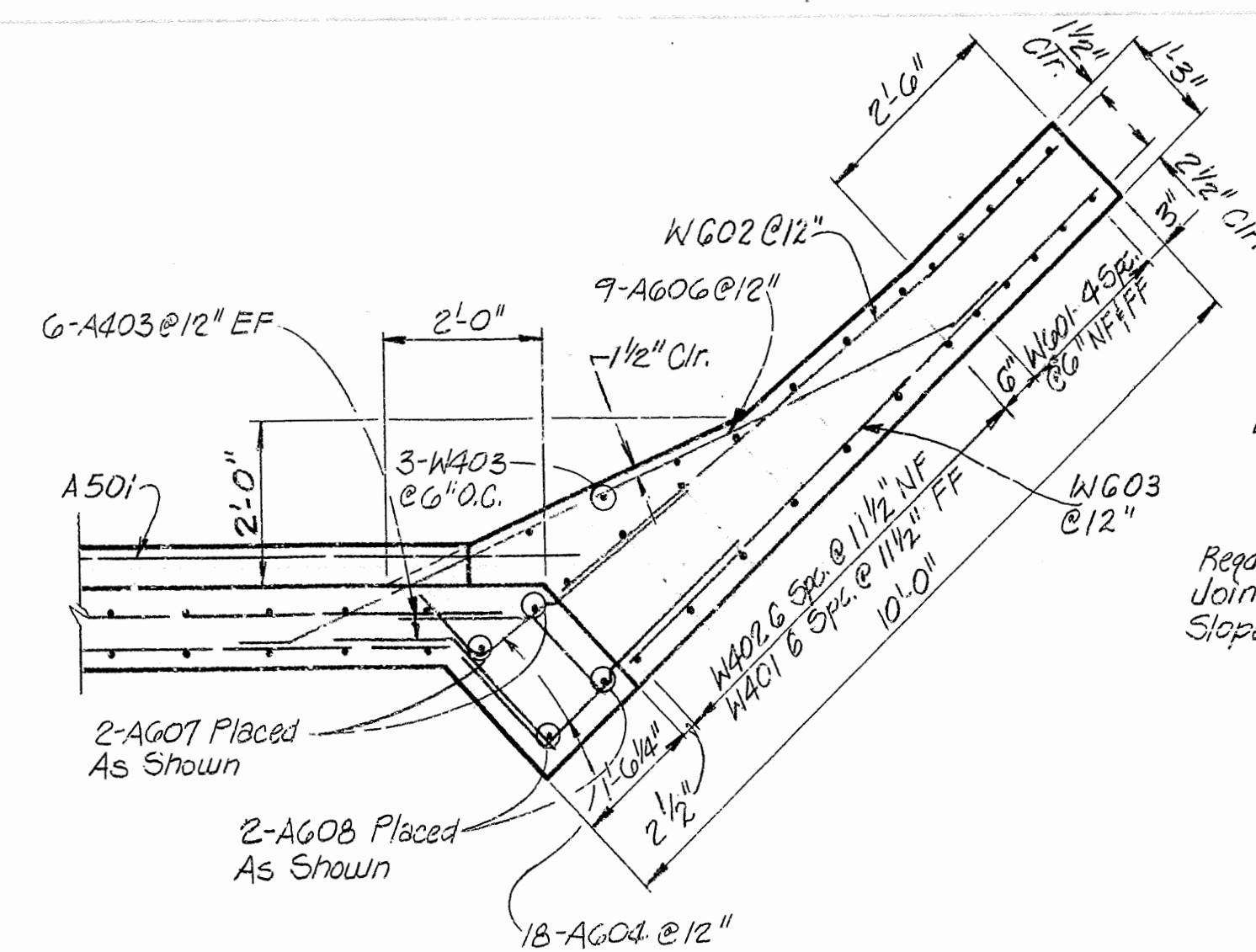




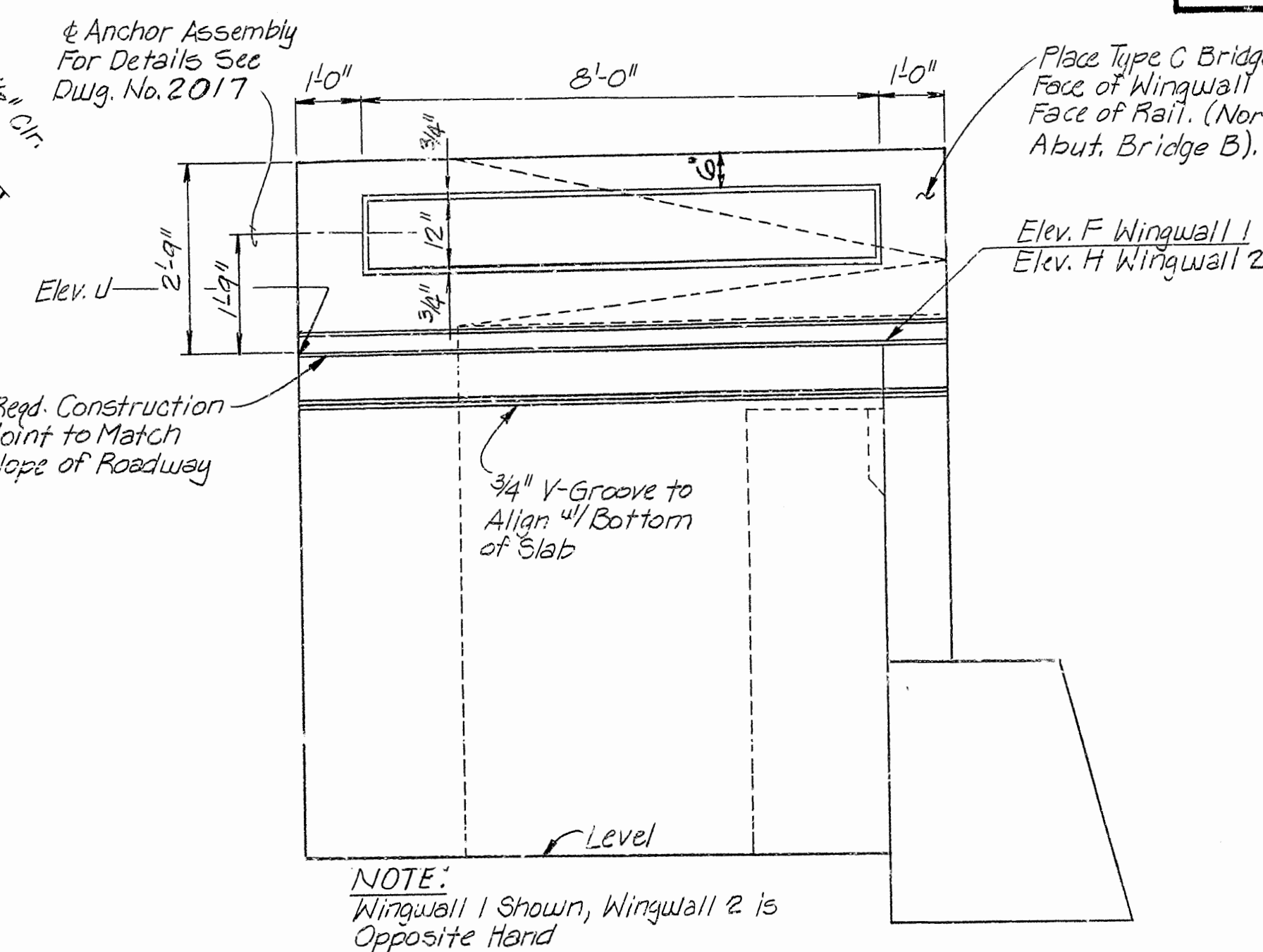
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-3-89	11			6	ARK.			
				JOB NO.		R40068	48	234
				① 6243A&B DTL5 ABT5				29585



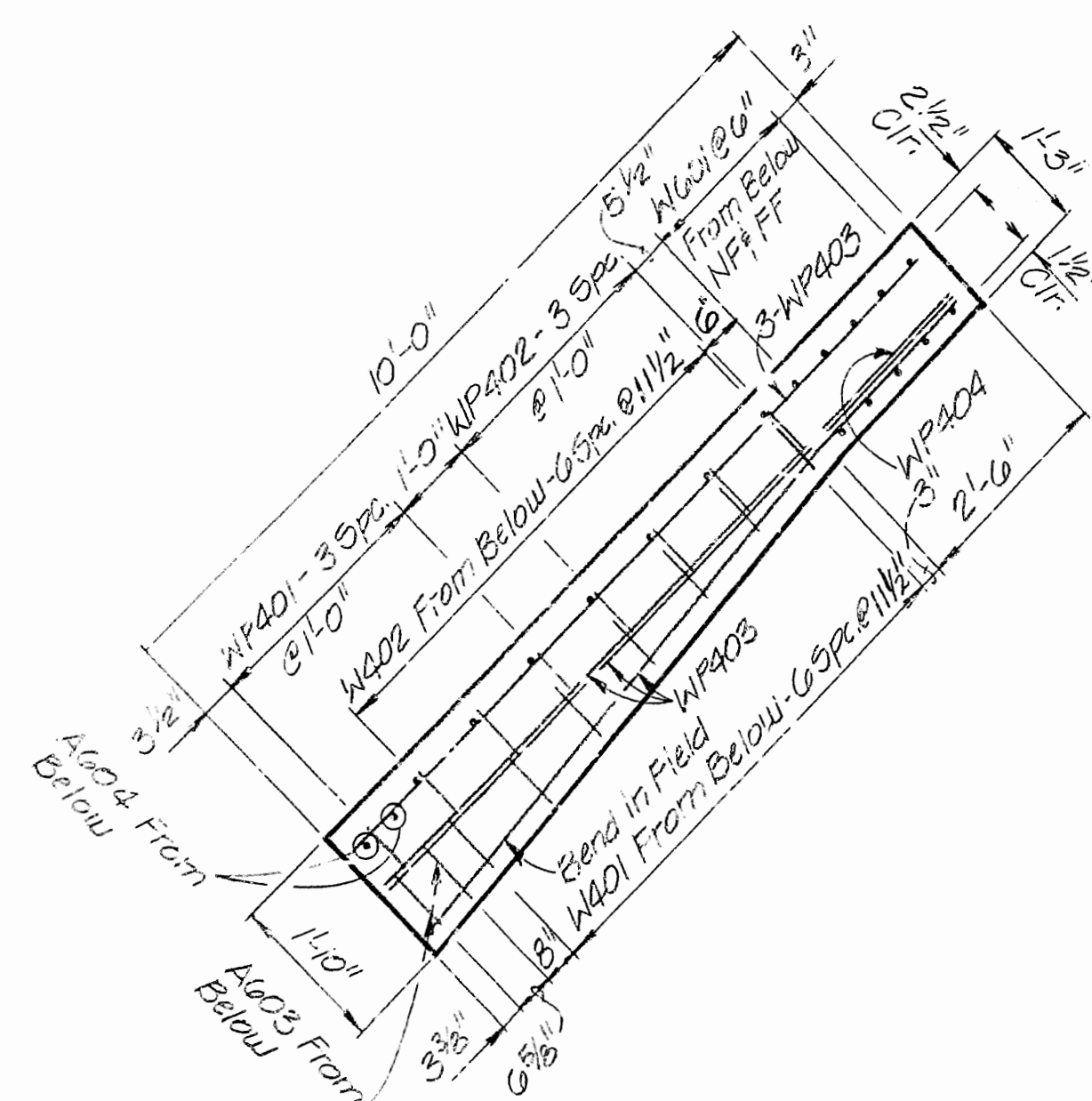
WINGWALL I DETAIL  
Scale:  $\frac{1}{2}'' = 1'-0''$



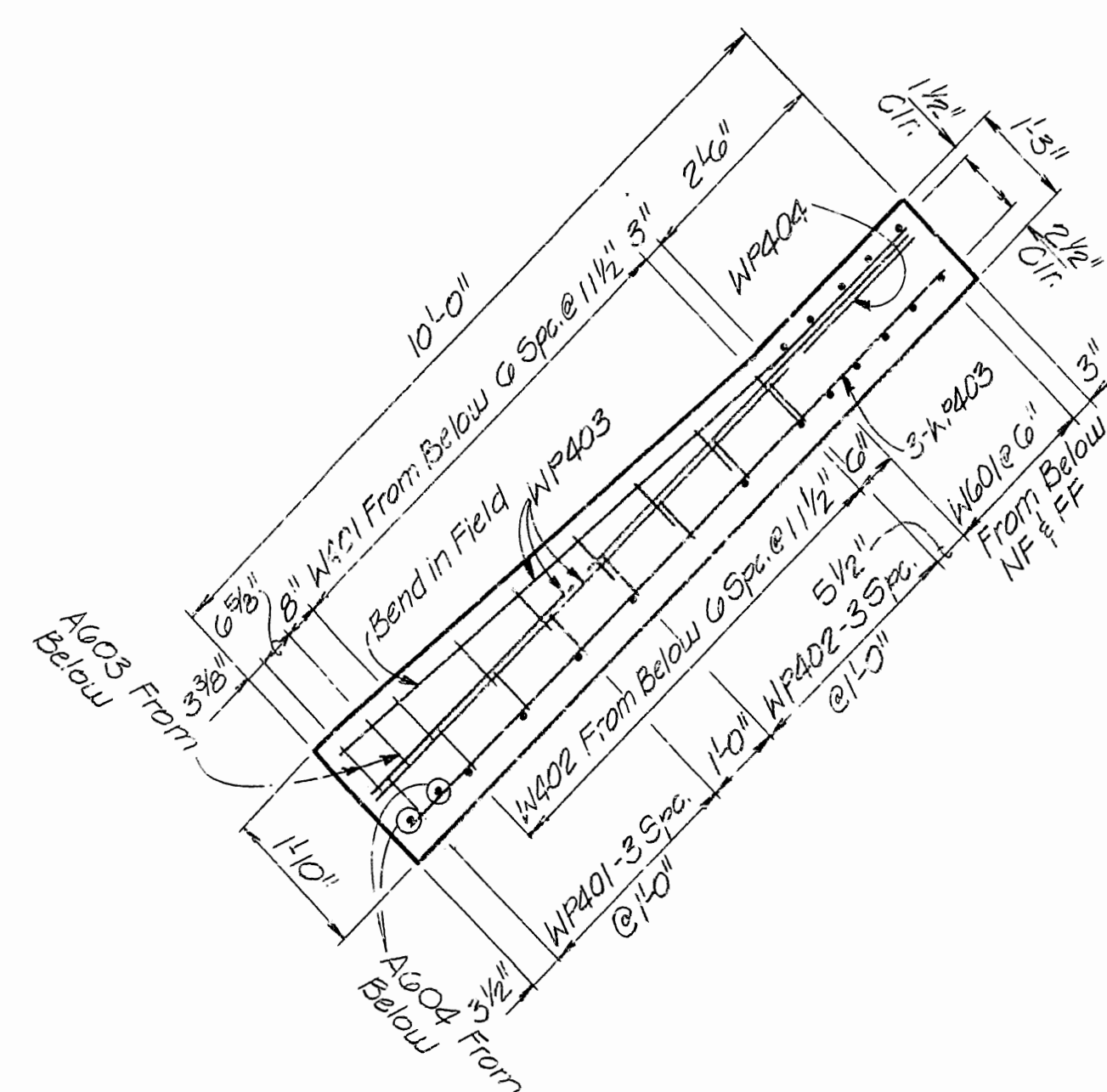
**WINGWALL 2 DETAIL**  
Scale:  $\frac{1}{2}" = 1'-0"$



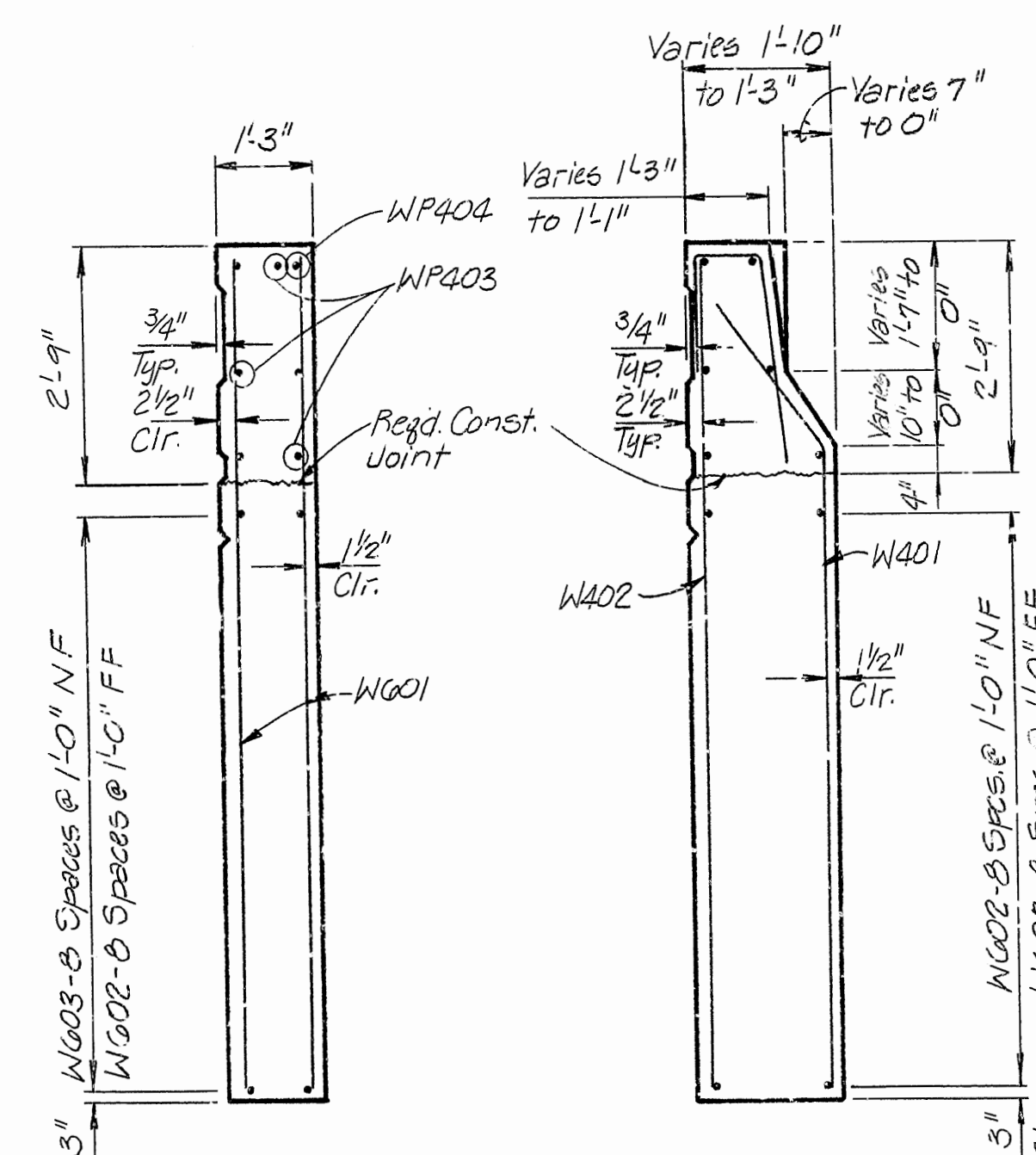
**TYPICAL WINGWALL DETAIL**  
Scale: 1/2" = 1'-0"



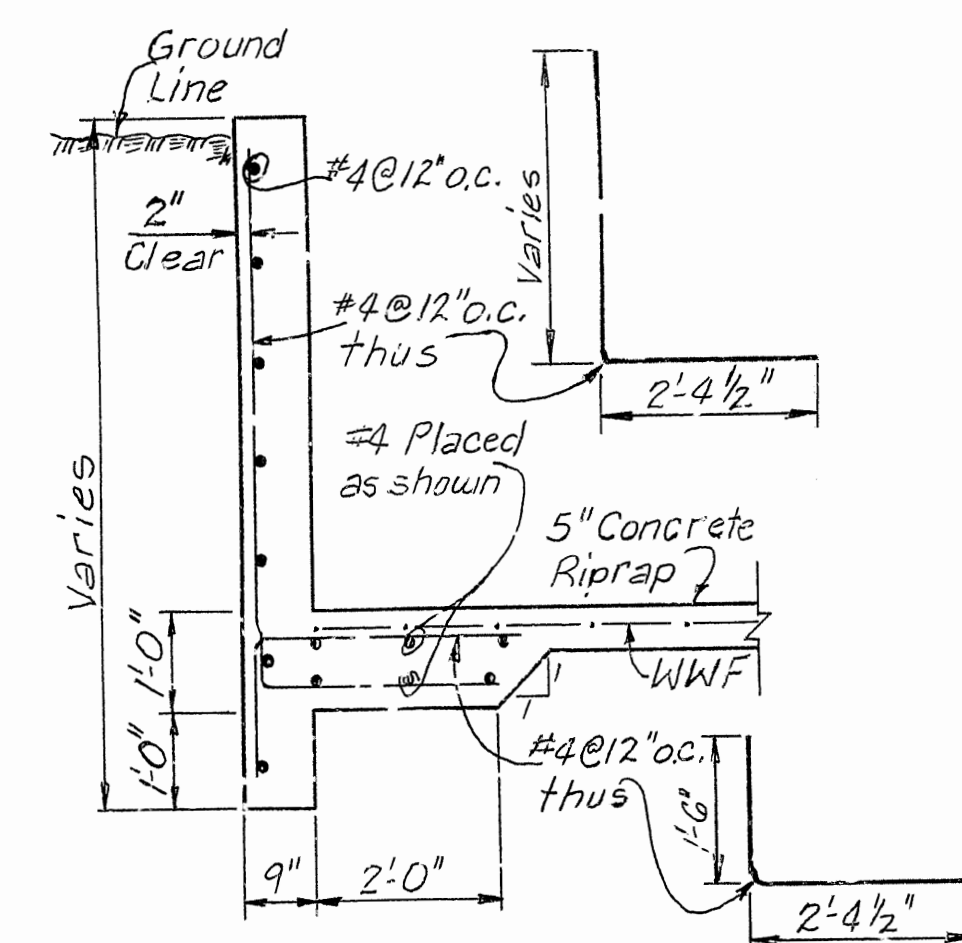
WINGWALL & PARAPET DETAIL  
Scale: 1/2" = 1'-0"



WINGWALL 2 PARAPET DETAIL  
Scale:  $\frac{1}{2}" = 1'-0"$



**SECTION B-B**  
Scale: 1/2" = 1'-0"



**CONCRETE RIPRAP CURB DETAIL**  
**AT WINGWALL**  
Scale:  $\frac{1}{2}" = 1'-0"$   
NOTE: The above Detail Modifies  
Drawing No. 14995A.

SHEET 2 OF 2  
DETAILS OF ABUTMENTS  
U.S. HIGHWAY 71 OVER STATE HIGHWAY 265

WASHINGTON COUNTY

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

DRAWN BY: T.W.M. DATE: Nov. 1937  
CHECKED BY: T.J.P. DATE: Nov. 1937 SCALE: As Noted  
DESIGNED BY: L.M.P. DATE: Nov. 1937

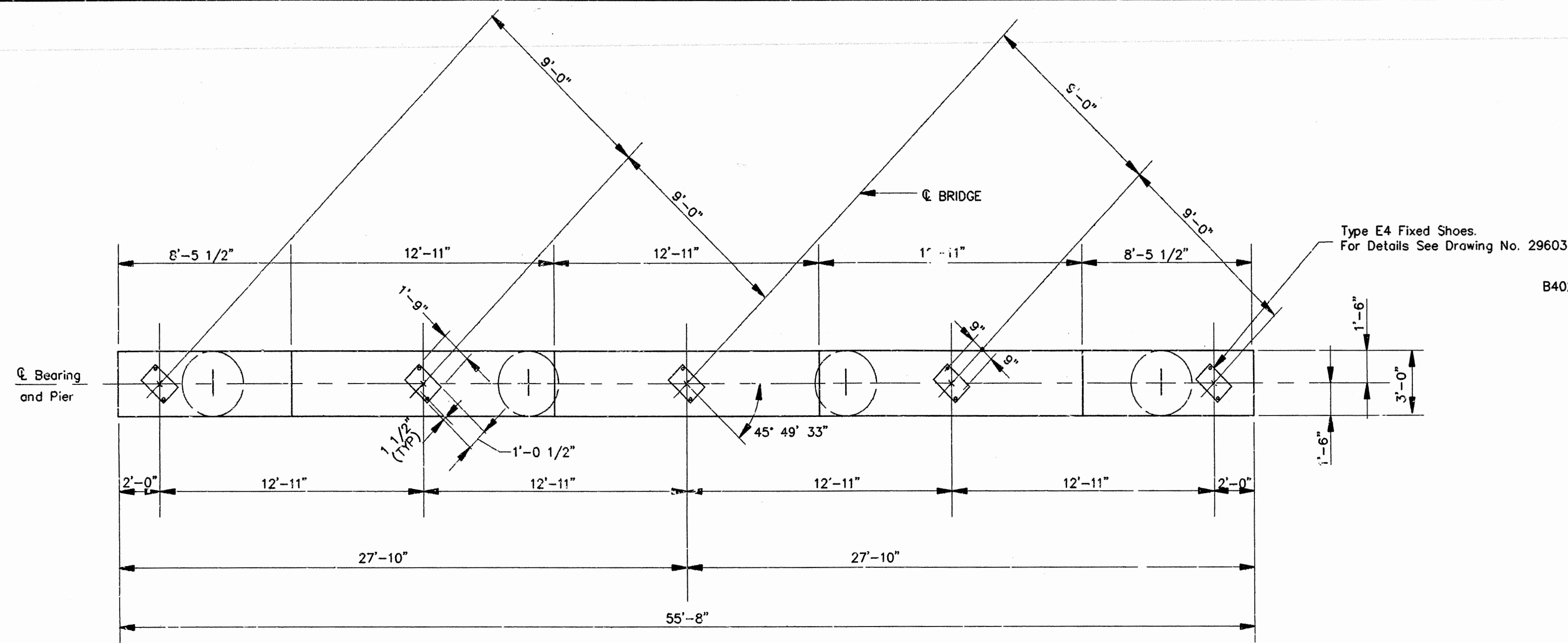
BRIDGE NO. 6243 A &amp; B DRAWING NO. 29585

BRIDGE ENGINEER

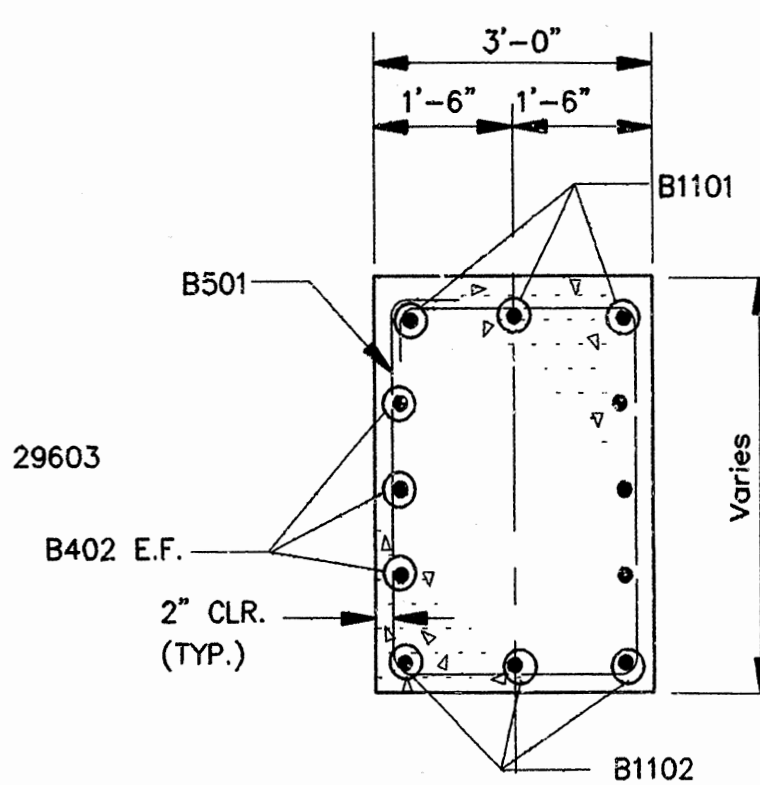
BRIDGE NO. 6243 A &amp; B DRAWING NO. 29585



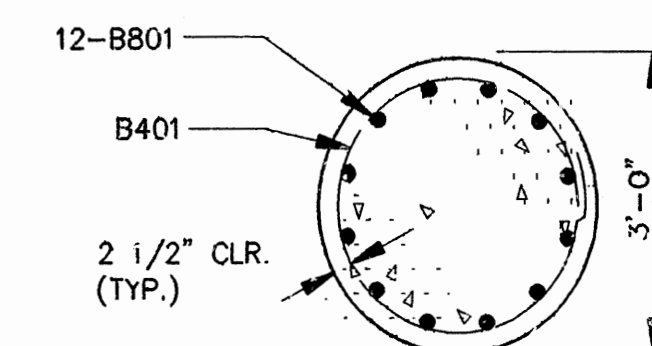
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-3-89	<del>REDACTED</del>			6	ARK.			
				JOB NO.		R40068	49	234
(1) 6243 A & B DTLs OF PIERS 29586								



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



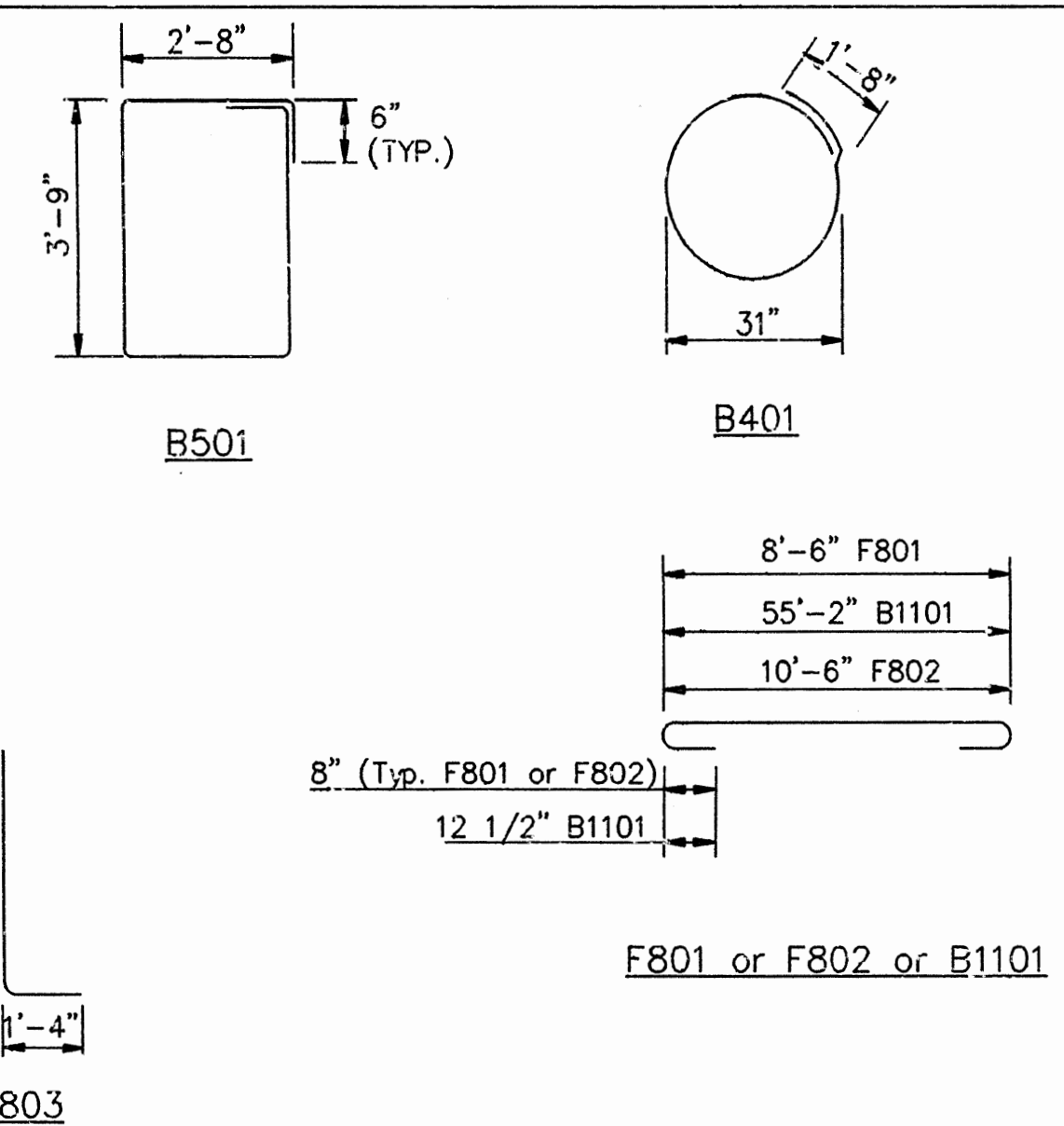
SECTION A-A  
SCALE: 1/2" = 1'-0"



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

REINFORCEMENT SCHEDULE										
COMMON BARS	MARK	NO.	LENGTH	PIN DIA.	Bridge A	MARK	NO.	LENGTH	PIN DIA.	
	B401	116	9'-9 1/2"	30"		Pier 1	B801	12	31'-4"	Str.
	B402	6	55'-2"	Str.			B802	12	31'-5 1/2"	Str.
							B803	12	31'-8 1/2"	Str.
	B501	80	13'-4"	2 1/2"	Pier 2	B804	12	31'-10"	Str.	
						B801	12	30'-8"	Str.	
	F801	52	10'-4"	6"		B802	12	30'-9 1/2"	Str.	
	F802	36	12'-4"	6"	Bridge B	B803	12	31'-0"	Str.	
	F803	48	7'-4"	6"		B804	12	31'-1 1/2"	Str.	
						B801	12	30'-7 1/2"	Str.	
B1101	3	58'-2"	11 1/4"	Pier 1		B802	12	30'-10 1/2"	Str.	
B1102	3	55'-4"	Str.			B803	12	31'-4 1/2"	Str.	
						B804	12	31'-7 1/2"	Str.	
				Pier 2		B801	12	29'-11 1/2"	Str.	
						B802	12	30'-2 1/2"	Str.	
						B803	12	30'-8"	Str.	
						B804	12	30'-11"	Str.	

### BENDING DIAGRAMS



**NOTE:**

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	G
Bridge A	PIER 1	1280.54	1280.66	1280.77	1280.89	1281.01	1246.50	27'-11 1/4"
	PIER 2	1279.84	1279.96	1280.07	1280.19	1280.31	1246.50	27'-3"
Bridge B	PIER 1	1279.82	1280.07	1280.31	1280.56	1280.80	1246.50	27'-8"
	PIER 2	1279.12	1279.37	1279.61	1279.86	1280.10	1246.50	27'-0"

SHEET 1 OF 1

DETAILS OF PIERS

U.S. HIGHWAY 71 OVER STATE HIGHWAY 265

WASHINGTON COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

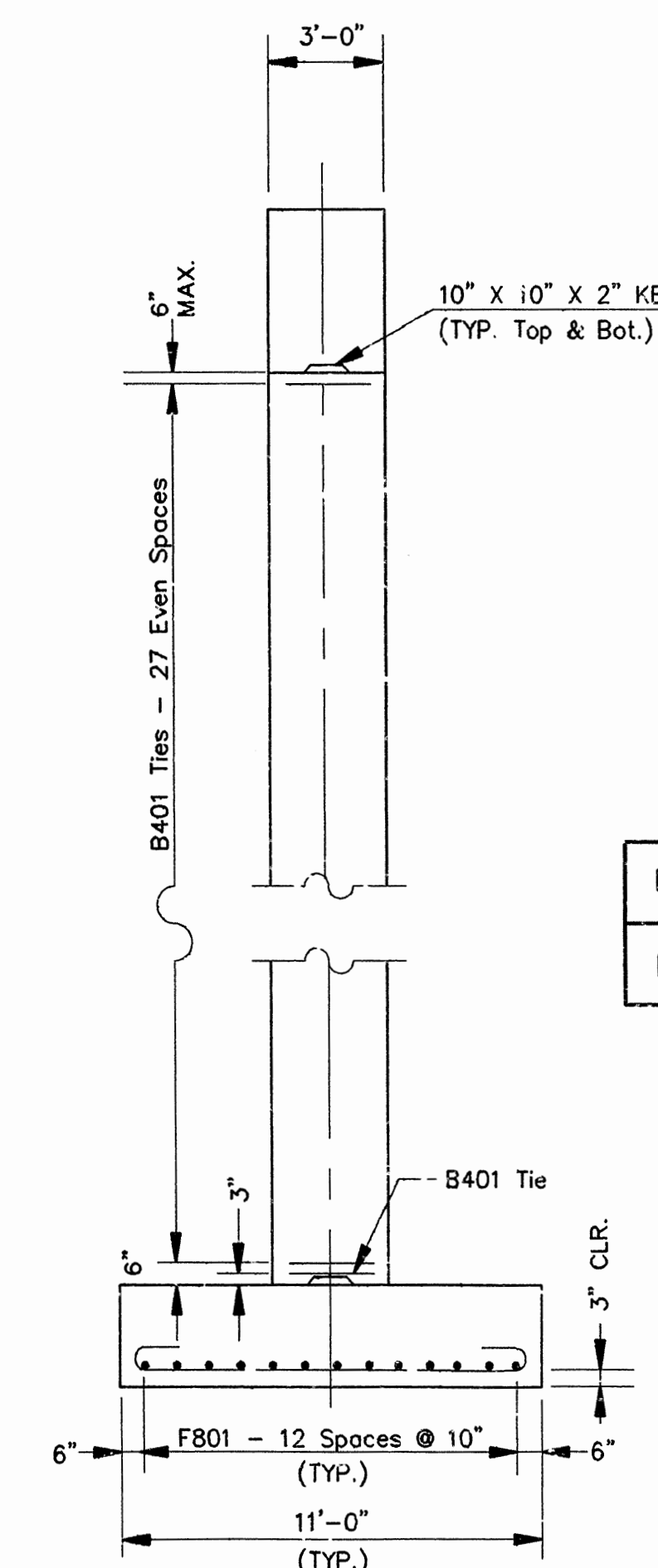
LITTLE ROCK, ARK.

DRAWN BY: J.M.P. DATE: FEB., 1988  
CHECKED BY: H.J.P. DATE: FEB., 1988  
DESIGNED BY: J.M.P. DATE: FEB., 1988

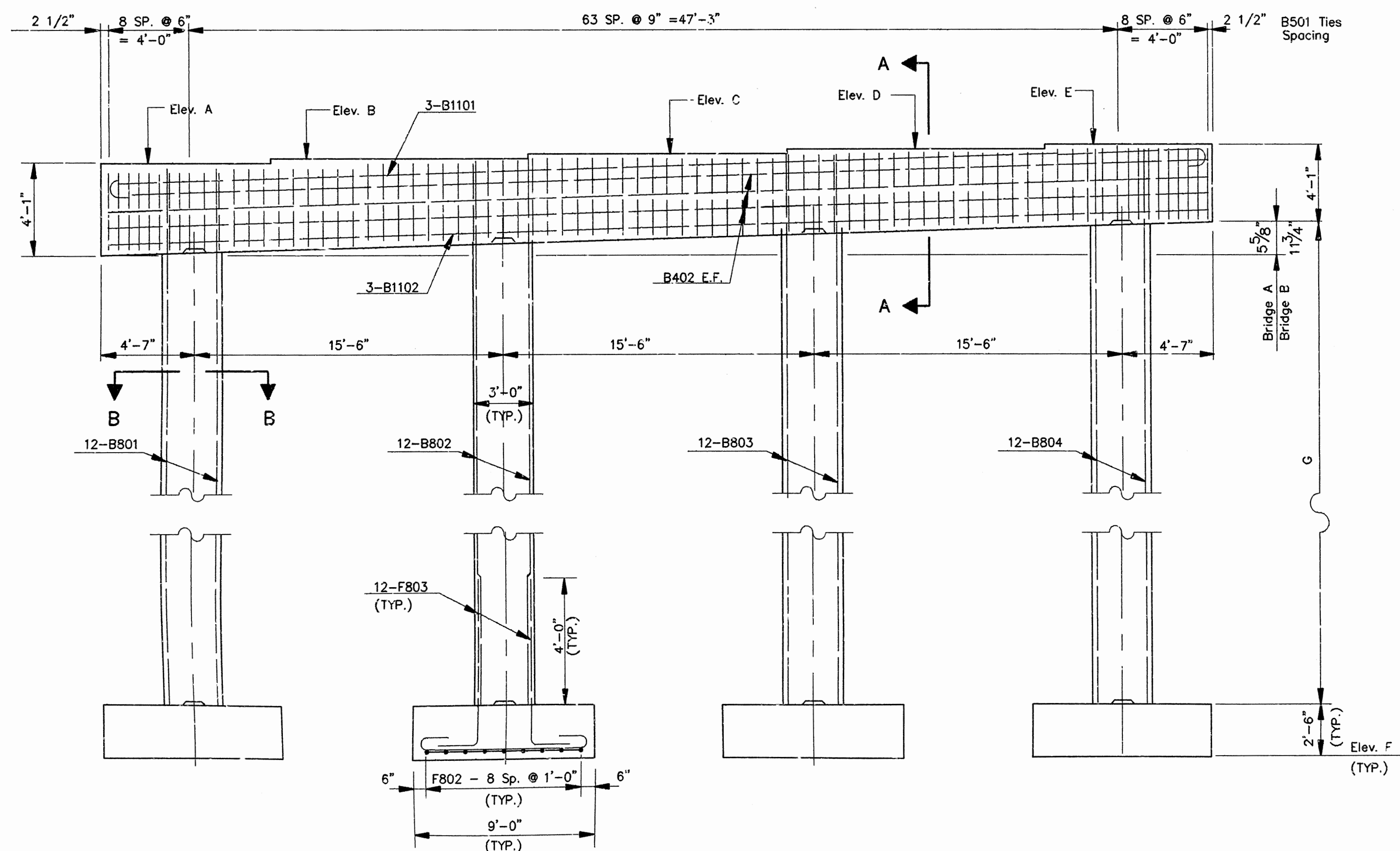
SCALE: AS NOTED

BRIDGE NO. 6243 A &amp; B

**DRAWING NO.** 29586

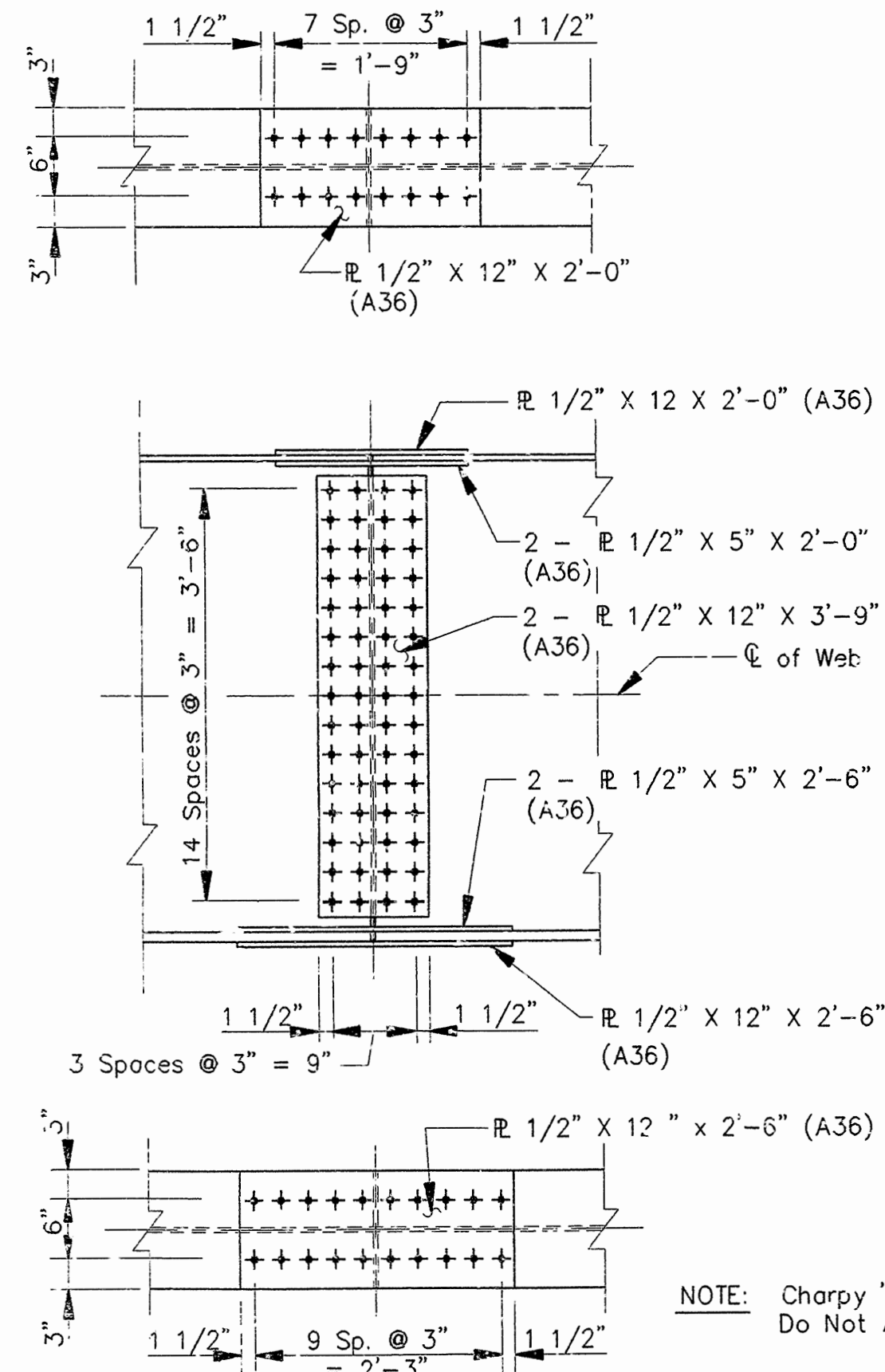
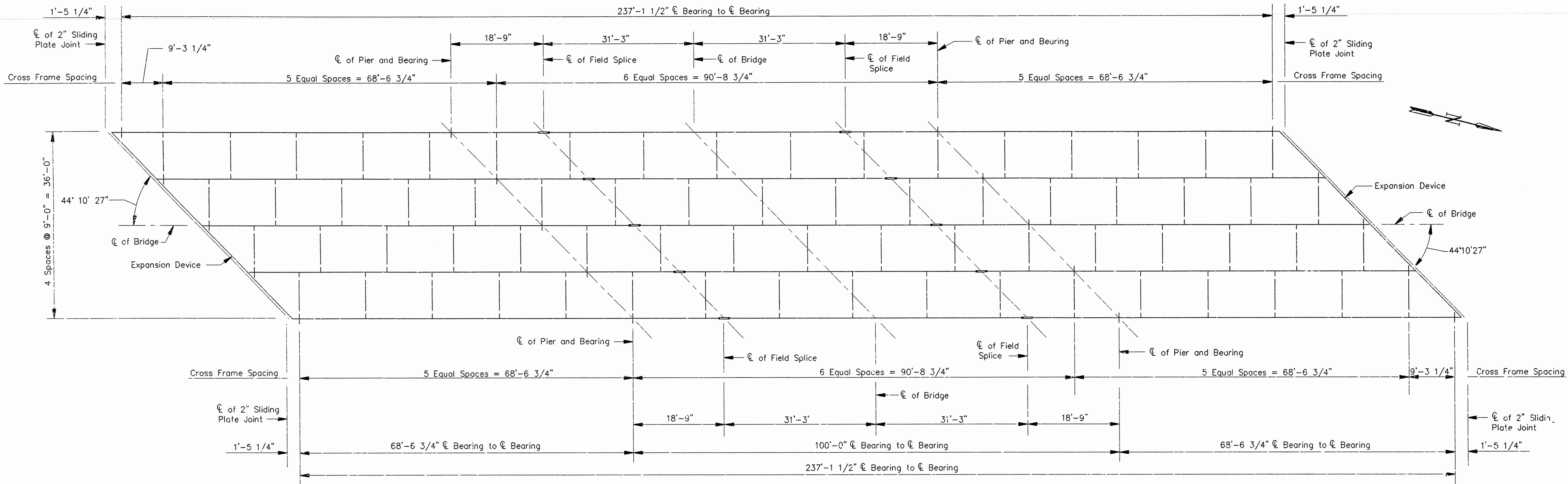


END ELEVATION  
SCALE: 1/4" = 1'-0"

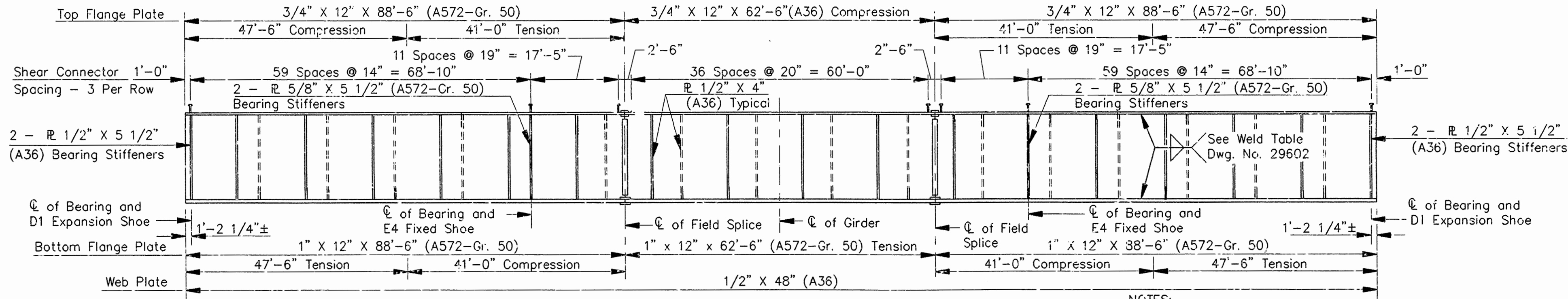


FRONT ELEVATION  
BRIDGE A LOOKING FORWARD  
BRIDGE B LOOKING BACK  
SCALE: 1/4" = 1'-0"

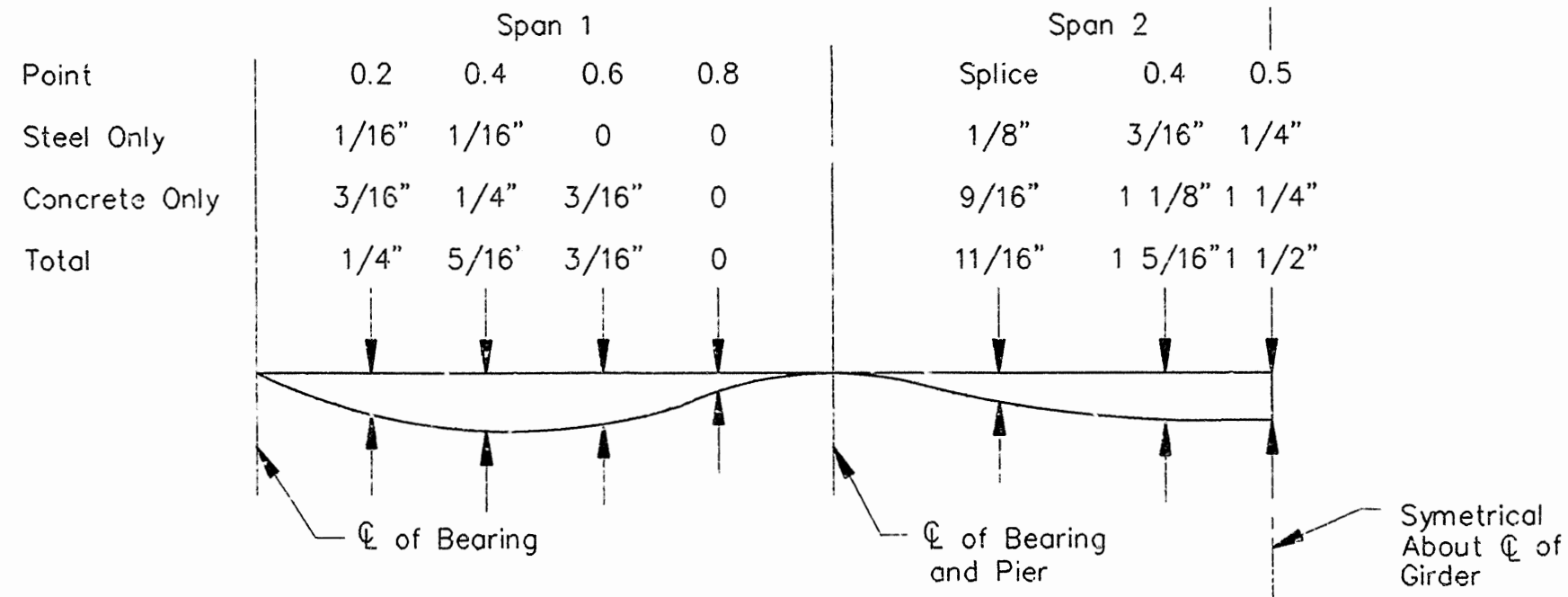
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-3-89				€	ARK.			
10-12-89	10-12-89							
				JOB NO.	R40068		50	234
				① 6243A&B DTLs PL GIRD SPANS 29587				



NOTE: Charpy "V" Notch Requirements Do Not Apply to Splice Plates.

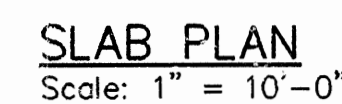


NOTES:  
1. For Shear Connectors, Stiffener Connections, Flange and Web Splice Details, See Dwg. 29602.  
2. For Shoe Details, See Dwg. 29603.



SHEET 1 OF 3  
DETAILS OF PLATE GIRDER SPANS  
U.S. HIGHWAY 71 OVER STATE HIGHWAY 265  
WASHINGTON COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.  
DRAWN BY: W.R.W. DATE: JAN., 1988  
CHECKED BY: H.J.P. DATE: JAN., 1988  
DESIGNED BY: W.R.W. DATE: JAN., 1988  
SCALE: AS NOTED  
BRIDGE NO. 6243 A & B  
DRAWING NO. 29587





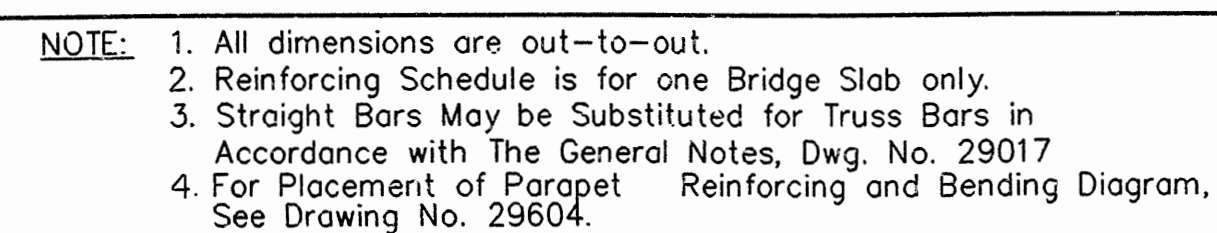
VARIABLES FOR PARAPET RAILING						
"f"	OPEN PARAPET					
	c	b	c	k	m	t
9'-6"	2'-0"	5'-6"	4 1/2"	3 1/2"	5	06
11'-2 3/8"	2'-0"	7'-2 3/8"	4 1/2"	3 1/2"	7	07
"f"	CLOSED PARAPET					
	k	n	t			
9'-4 1/2"	2 1/2"	9	08			
9'-6"	3"	9	06			
10'-5"	2 1/2"	10	09			
11'-2 3/8"	2 1/2"	11	07			

LOAD DISTRIBUTION TABLES		
	INTERIOR GIRDER	EXTERIOR GIRDER
Dead Load Non-Composite	900 plf + Girder	791 plf + Girder
Dead Load to Composite Girder*	346 plf	351 plf
Live Load to Composite Girder	1.64 Wheel + Impact	1.44 Wheel + Impact

\*Includes 24 psf for Future Overlay



**NOTE:** Pours with the same numbers may be placed simultaneously or separately. All pours ① must be placed before pours ② 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.



SHEET 2 OF 3  
DETAILS OF PLATE GIRDER SPANS  
U.S. HIGHWAY 71 OVER STATE HIGHWAY 265

WASHINGTON	COUNTY
ROUTE	SEC.

**ARKANSAS STATE HIGHWAY COMMISSION**

LITTLE ROCK, ARK.

DRAWN BY: W.R.W. DATE: Jan., 1988  
 CHECKED BY: H.J.P. DATE: Jan., 1988  
 DESIGNED BY: W.R.W. DATE: Jan., 1988

SCALE: AS NOTED

BRIDGE NO. 6243 A &amp; B

DRAWING NO. 29588

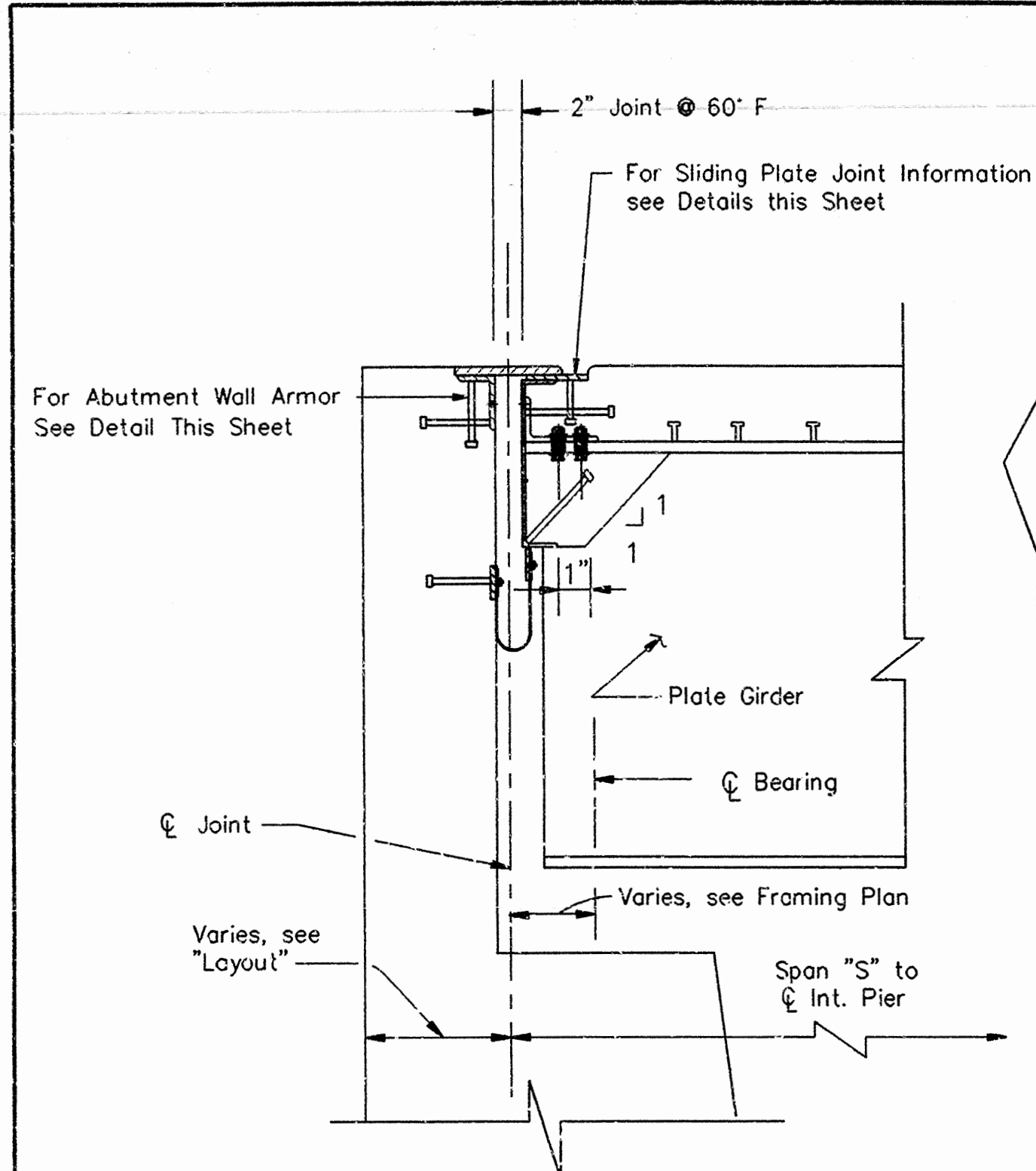
BRIDGE ENGINEER



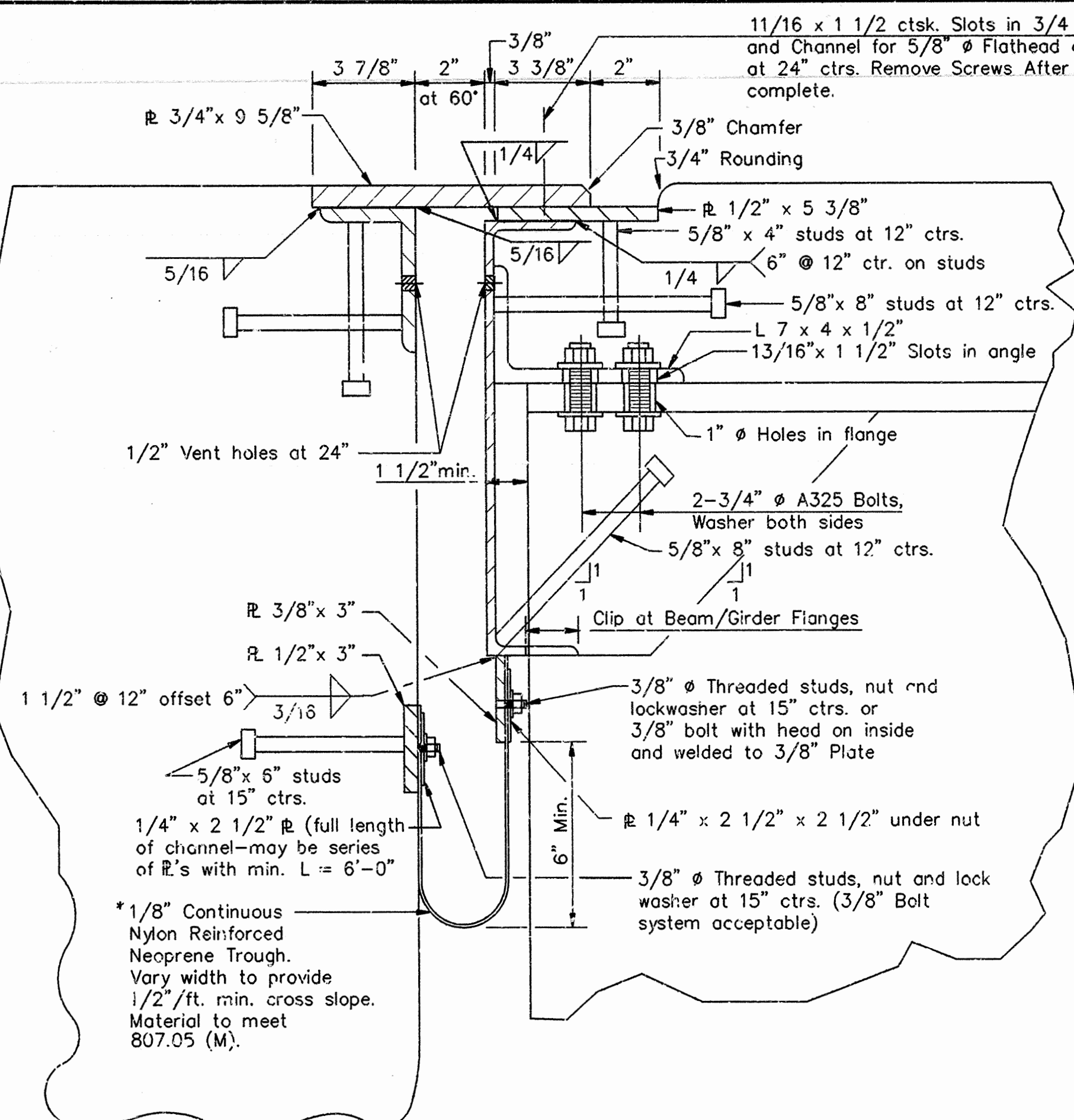




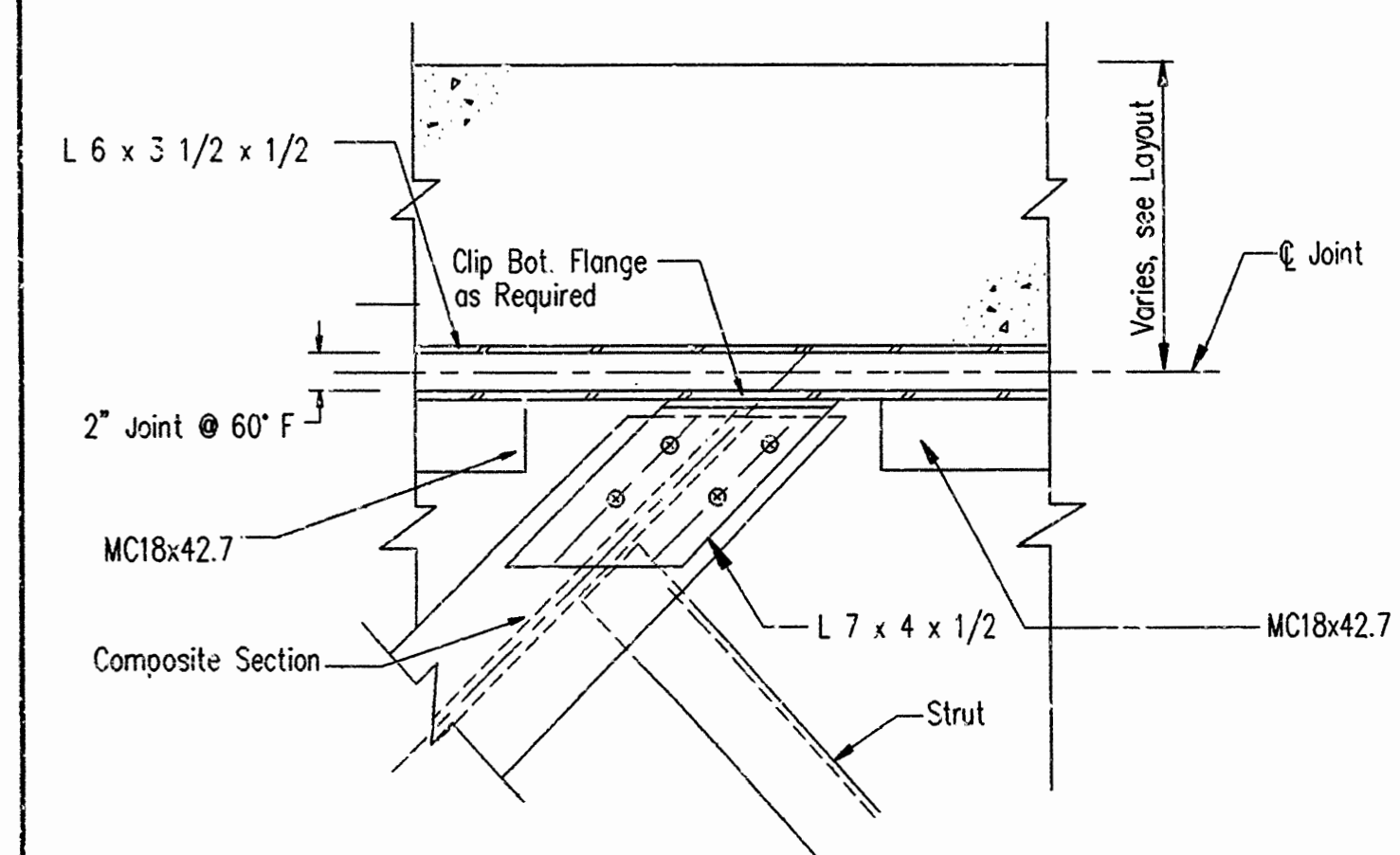
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-3-89				6	ARK.			
				JOB NO.	R40068		64	234
				6243 A&B, 6244 DTL JOINTS			29601	



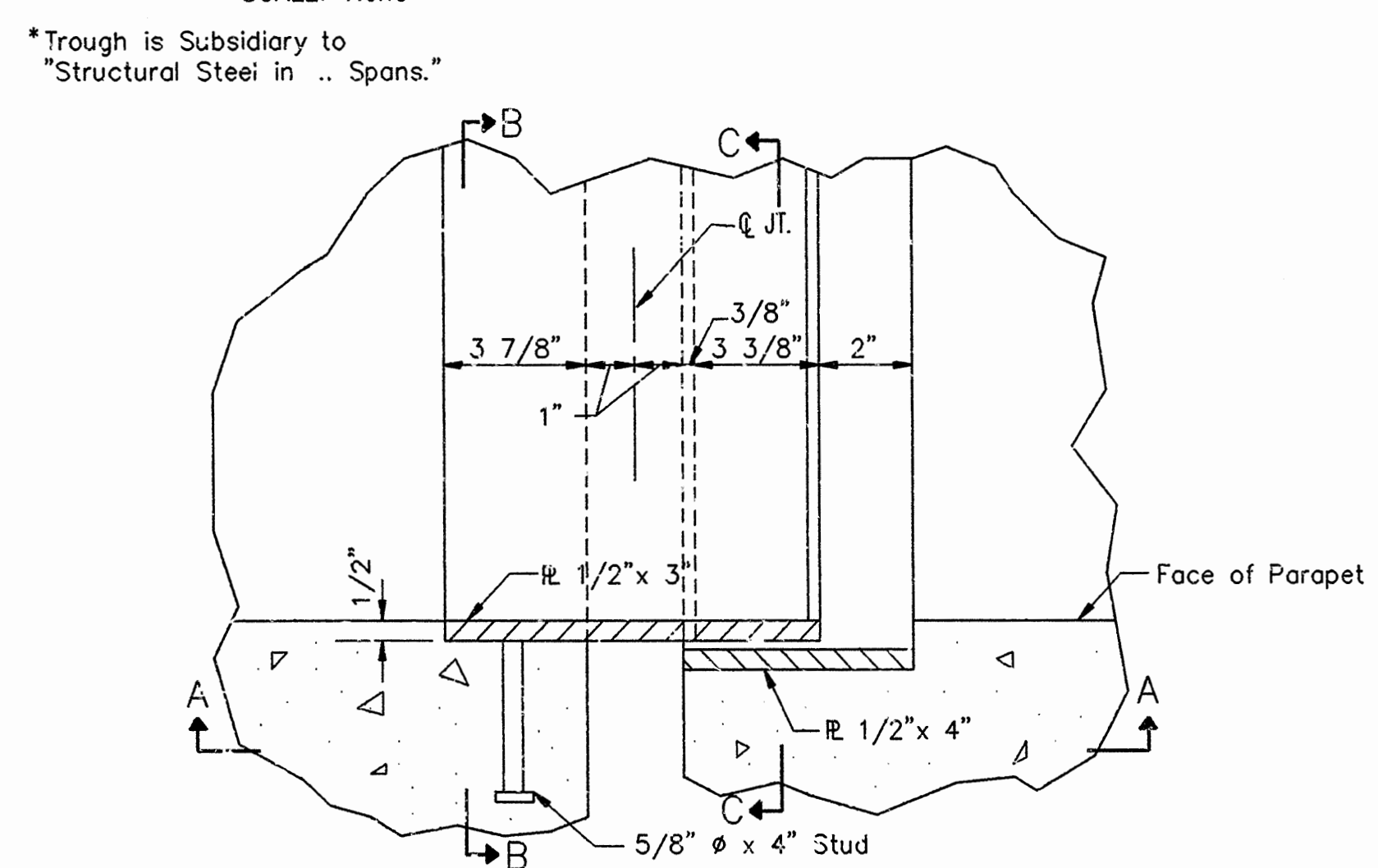
**SECTION OF SLIDING PLATE EXPANSION DEVICE AT ABUTMENT**  
Scale: None



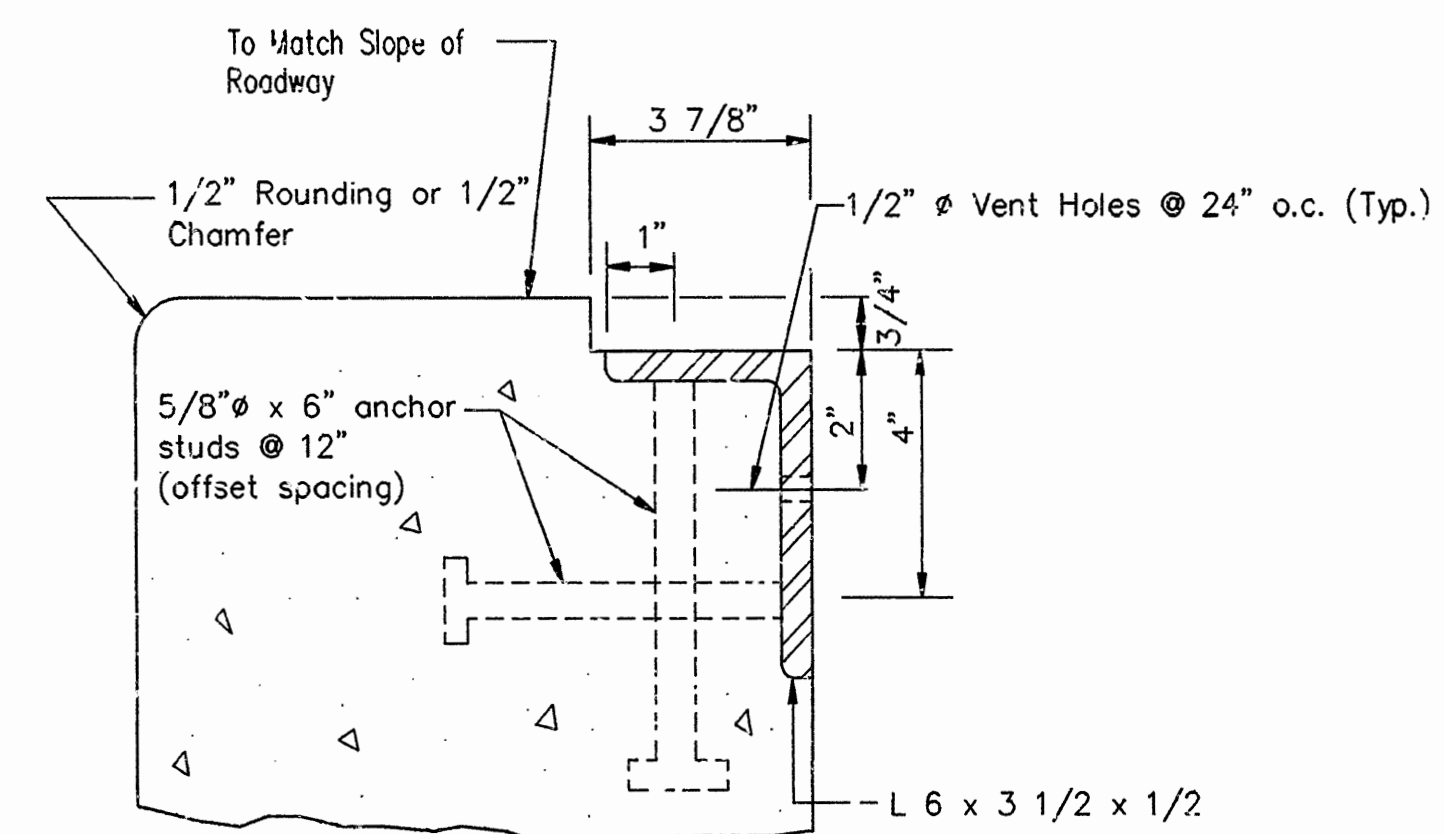
**DETAILS OF SLIDING PLATE AT ABUTMENT**  
SCALE: None



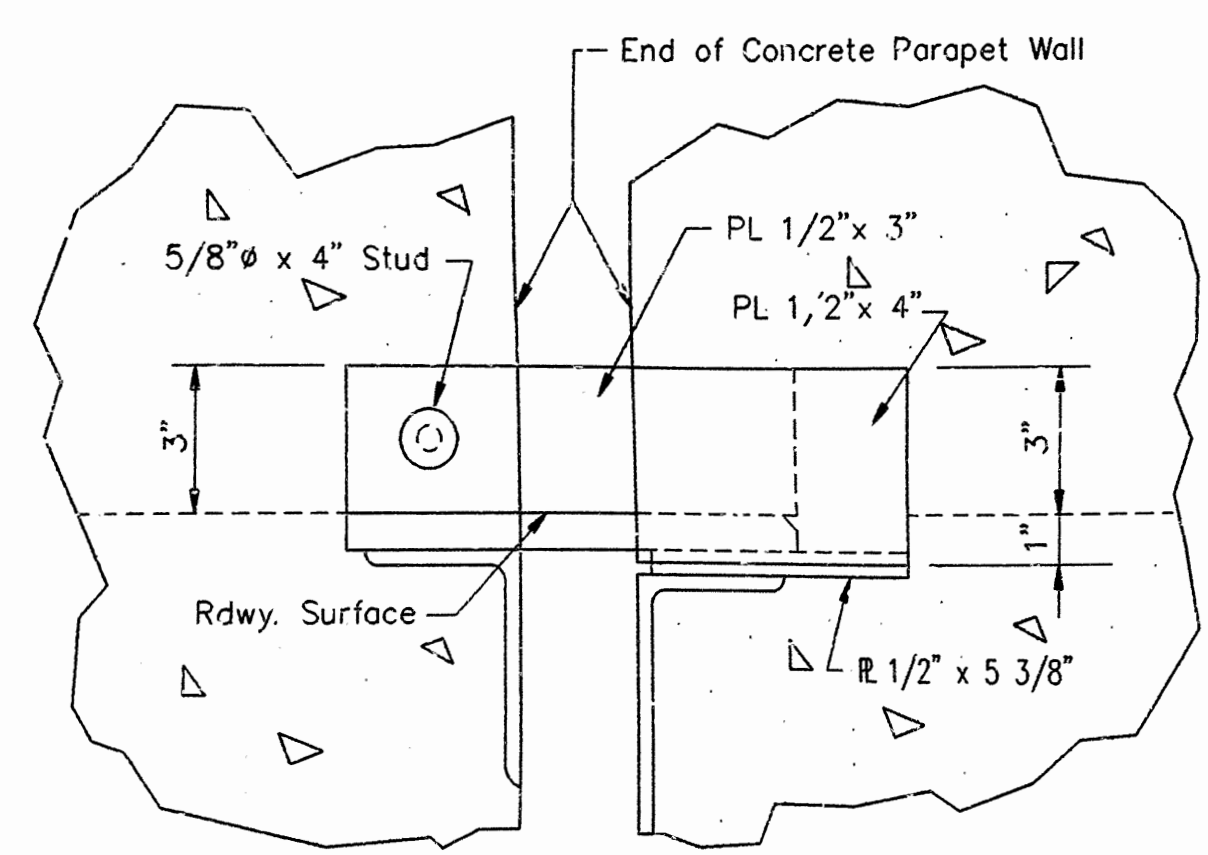
**FLANGE CLIP DETAIL**  
Scale: None



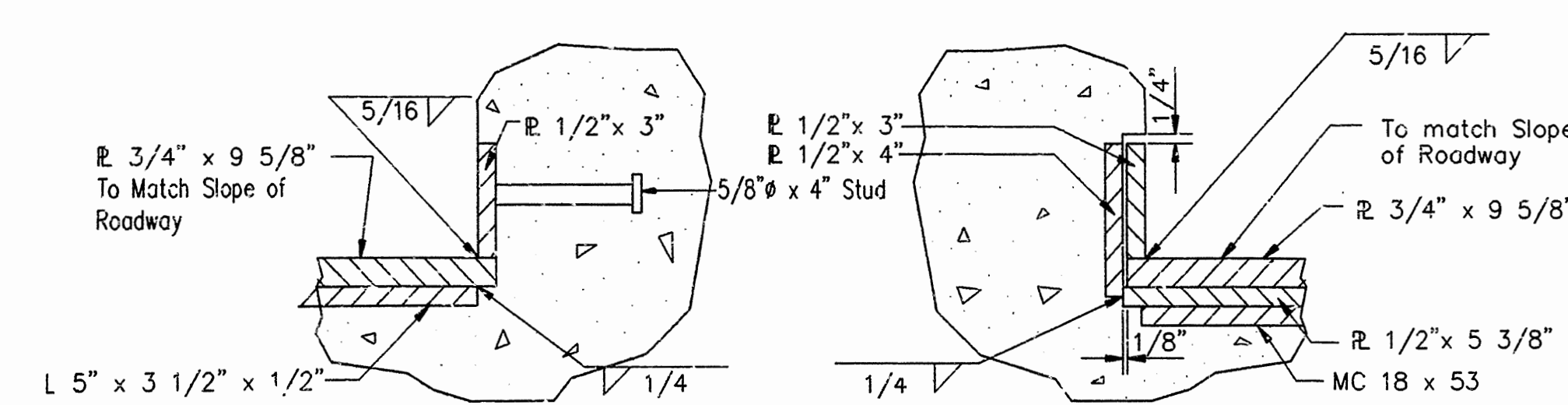
**PLAN OF SLIDING PLATE JOINT AT PARAPET**  
Scale: None



**ABUTMENT WALL ARMOR DETAIL**  
Scale: None



**SECTION A-A**  
Scale: None



**SECTION B-B**  
Scale: None

**SECTION C-C**  
Scale: None

SHEET 1 OF 1  
DETAILS OF SLIDING PLATE JOINTS  
GREENLAND - FAYETTEVILLE BYPASS

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

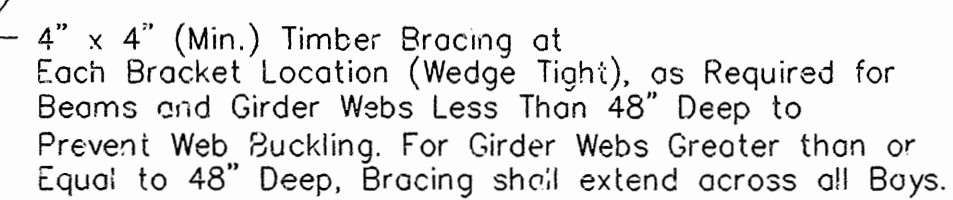
DRAWN BY: L.D.T. DATE: JAN., 1988  
CHECKED BY: H.J.P. DATE: JAN., 1988  
DESIGNED BY: G.A.F. DATE: JAN., 1988

BRIDGE NO. 6243 A & B  
BRIDGE NO. 6244  
DRAWING NO. 29601  
SCALE: AS NOTED

BRIDGE ENGINEER

BWC\LDI JDITL 8615203\046 2-28-83



BWC\RNF MISCDTLS 8615203\R046 2-28-89

NOTE:

- SCREED RAIL SUPPORT DETAIL

Scale: None

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:

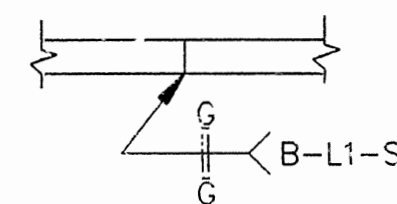
EQUAL THICKNESS

UNEQUAL THICKNESS

UNEQUAL WIDTH

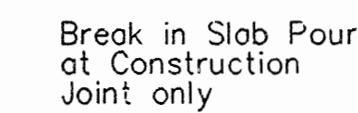
## FLANGE SPLICES

Scale: None



WEB SPLICE

Scale: None

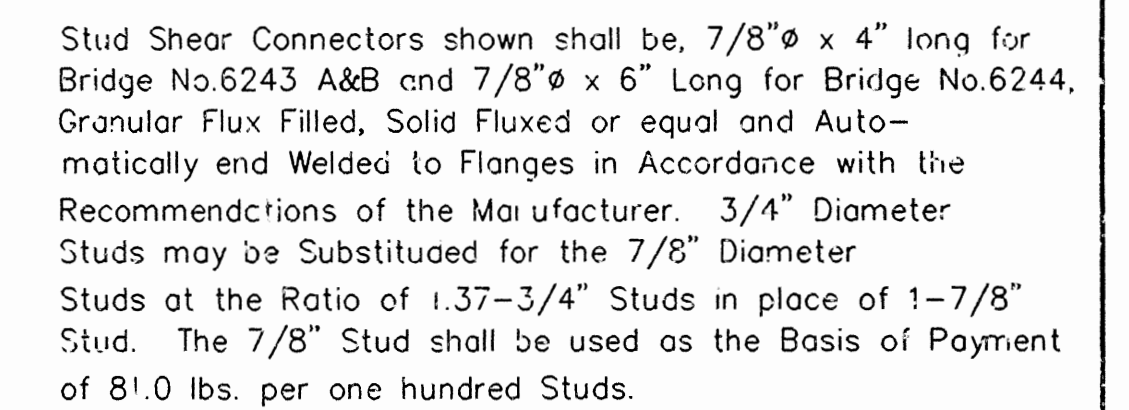


NOTE:

For Location of Slab Joints and Construction Joints, see Bridge Slab Pouring Sequence. Joints are Subsidiary to "Class S(AE) Concrete."

SLAB JOINT DETAIL

Scale: None



SHEAR CONNECTOR DETAIL

Scale: None

10-12-89 Revised Conn.  $\Phi$  welds

SHEET 1 OF 1

MISCELLANEOUS PLATE GIRDER DETAILS  
GREENLAND - FAYETTVILLE BYPASS

WASHINGTON COUNTY  
ROUTE SEC.

**ARKANSAS STATE HIGHWAY COMMISSION**

LITTLE ROCK, ARK.

DRAWN BY: T.W.M. DATE: JAN., 1988

DRAWN BY: AS NOTED

CHECKED BY: H.J.P. DATE: JAN., 1988  
DESIGNED BY: G.A.F. DATE: JAN., 1988

BRIDGE NO. 6243 A & B  
6244

DRAWING NO. 29602

BRIDGE ENGINEER

The image contains two technical drawings of stiffeners. The left drawing is labeled 'INTERMEDIATE STIFFENERS AND CONNECTION PLATES' and the right drawing is labeled 'BEARING STIFFENER'.

**INTERMEDIATE STIFFENERS AND CONNECTION PLATES:**

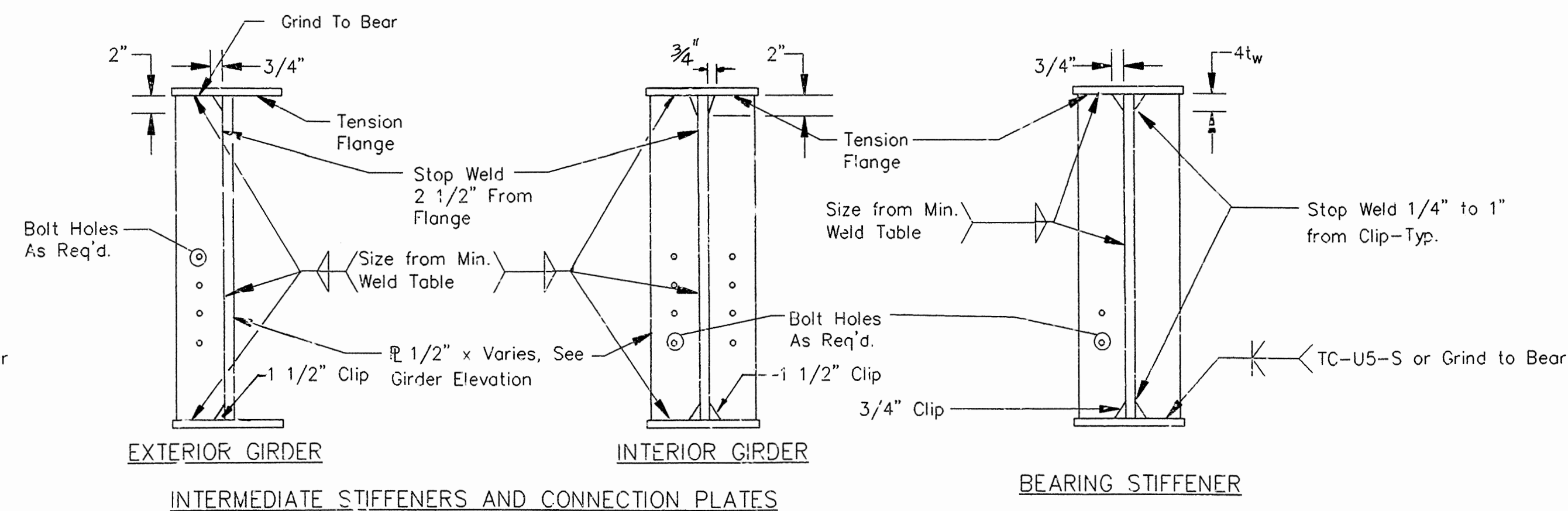
- Top flange thickness:  $4t_w$
- Stiffener width:  $3/4"$
- Stop Weld:  $1/4"$  to  $1"$  from Clip
- Size from Min. Weld Table
- Bolt Holes: As Req'd.
- Plate size:  $R\ 1/2" \times 6"$  as req'd
- Clip:  $3/4"$  Clip

**BEARING STIFFENER:**

- Top flange thickness:  $4t_w$
- Stiffener width:  $3/4"$
- Stop Weld:  $1/4"$  to  $1"$  from Clip-Typ.
- Size from Min. Weld Table
- Plate size:  $R$  Size Varies, see Girder Elevation
- TC-U5-S or Grind to Bear

CONNECTION AND STIFFENER PLATE DETAILS FOR BRIDGE NO. 6244

Scale: None



CONNECTION PLATE DETAILS FOR BRIDGE NO. 6243 A & B

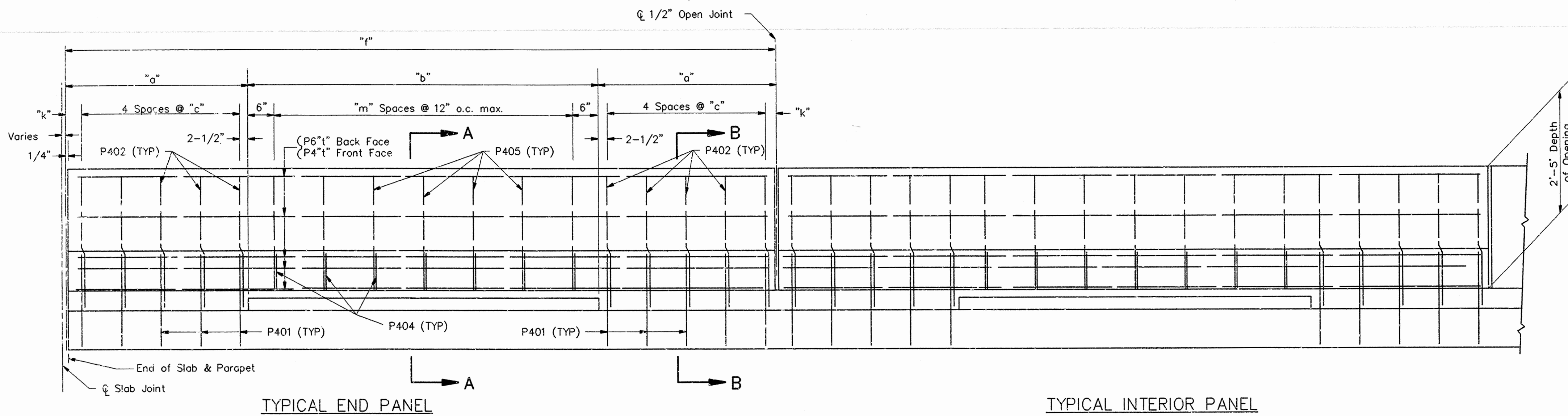
Scale: None





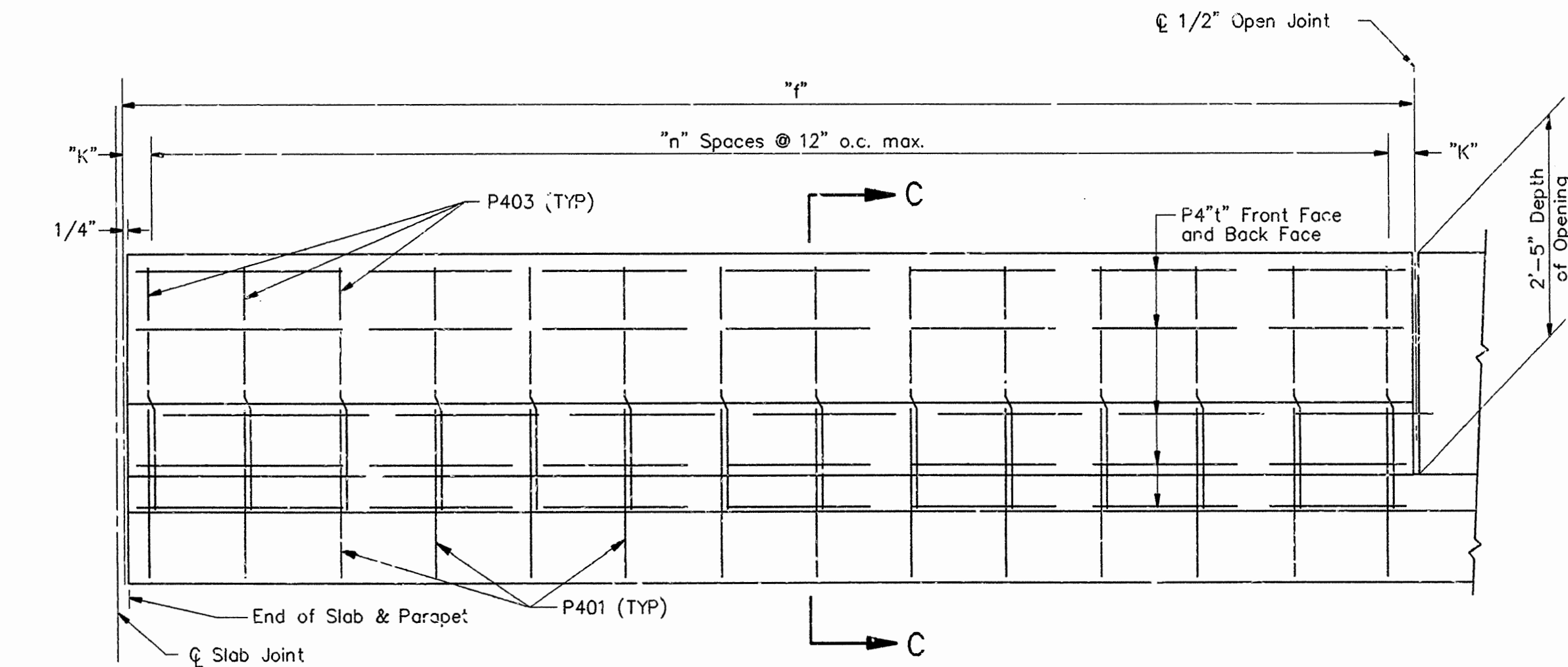


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-3-89				6	ARK.			
				JOB NO.	R40068	67	234	
6242 A&B, 6243 A&B, & 6244 RAIL 29604								

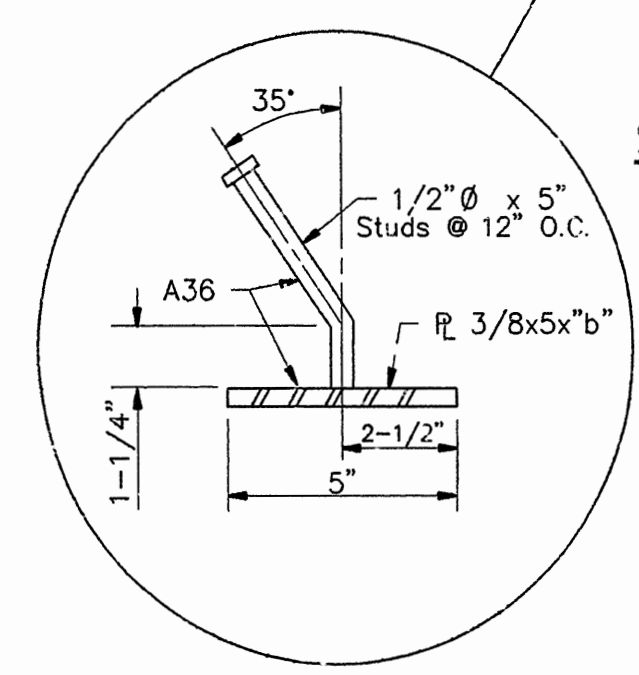


LONGITUDINAL SECTION AT CURB FOR OPEN PARAPET RAIL  
SCALE: NONE

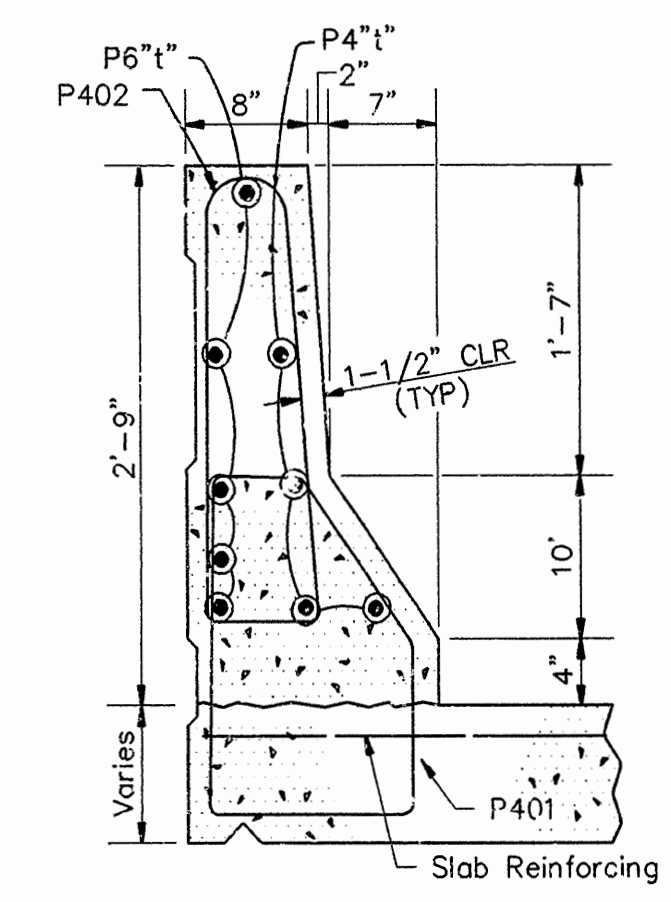
TYPICAL INTERIOR PANEL



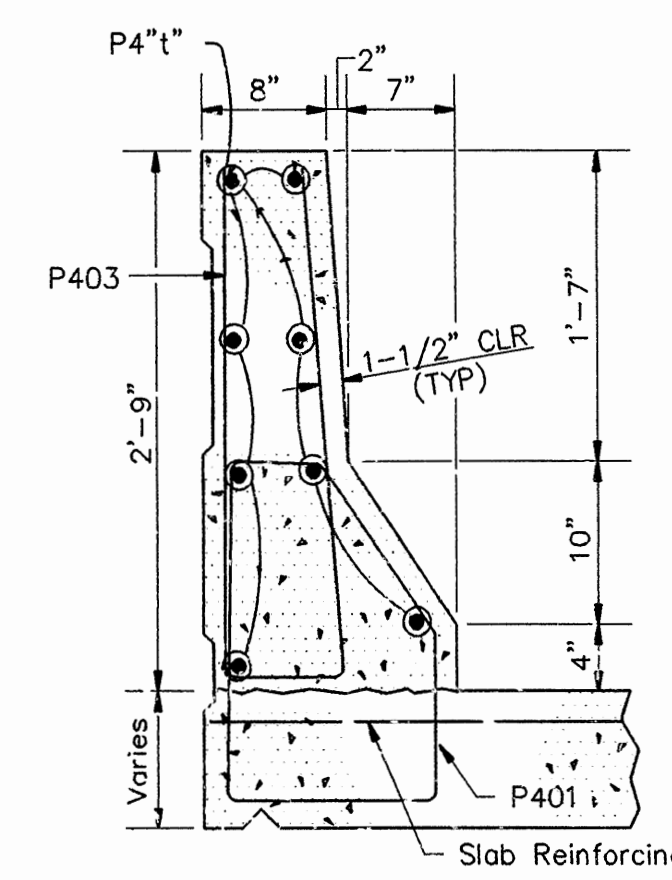
LONGITUDINAL SECTION AT CURB FOR CLOSED PARAPET RAIL  
SCALE: NONE



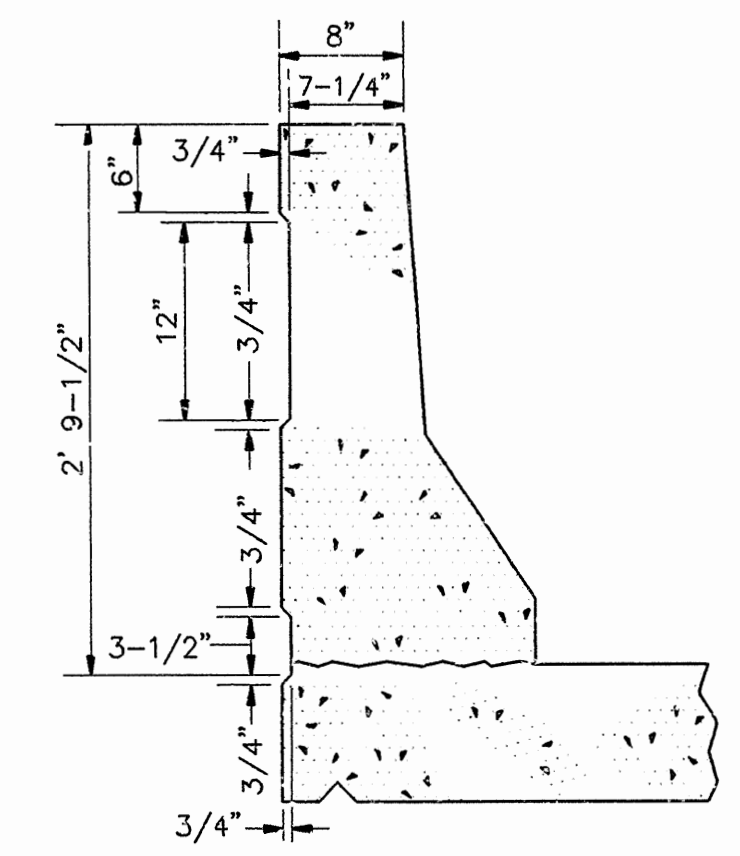
SECTION A-A  
SCALE: 1" = 1'-0"



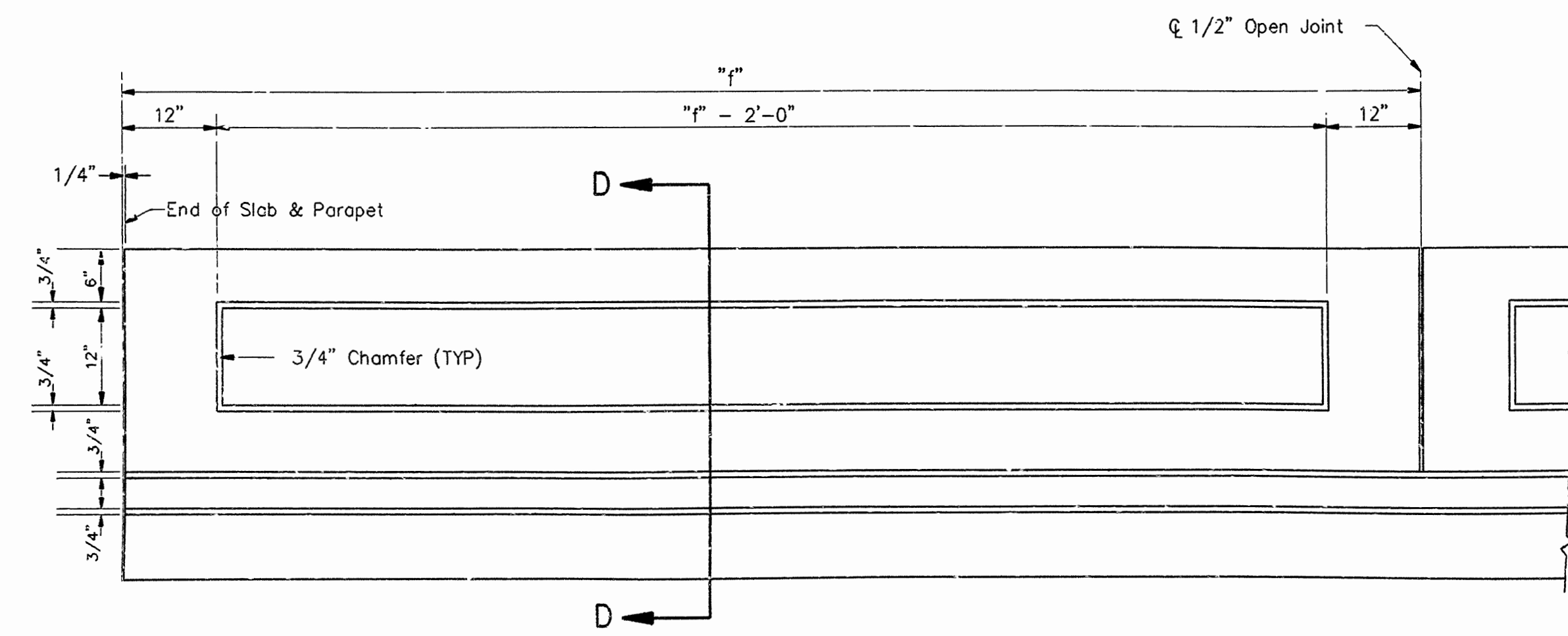
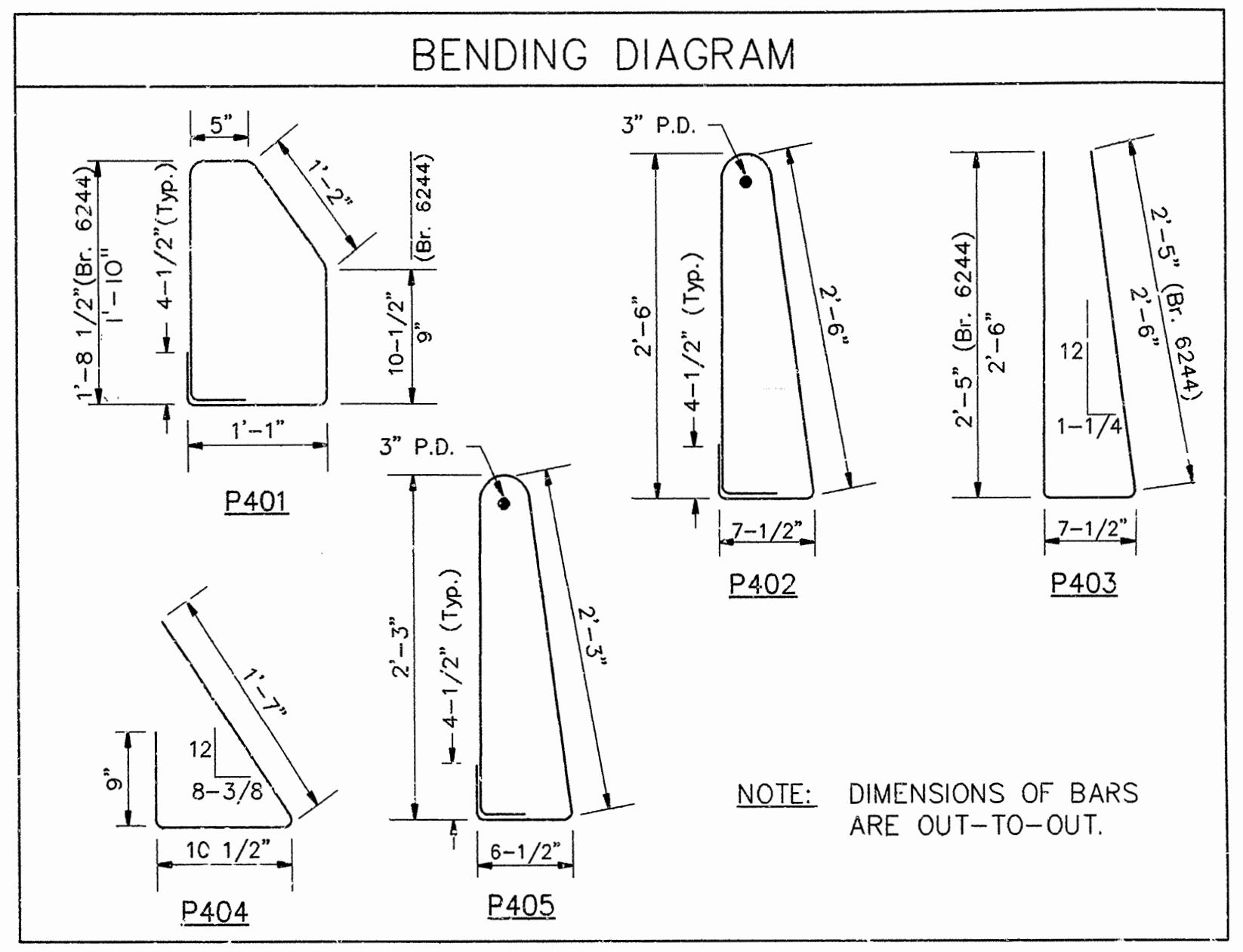
SECTION B-B  
SCALE: 1" = 1'-0"



SECTION C-C  
SCALE: 1" = 1'-0"



SECTION D-D  
SCALE: 1" = 1'-0"



ELEVATION SHOWING TREATMENT FOR OUTSIDE PARAPET RAILING  
SCALE: NONE

NOTES:

1. Studs Shall Be 5" Long, Granular Flux Filled, Solid Fluxed or Equal and Automatically Welded to Plate. Studs and Plate to be Measured and Paid for as "Structural Steel in ... Spans (A36).
2. The Surfaces of the 3/8" Plate Which Will Not Be In Contact With Concrete Shall Receive Two Coats of Paint in the Shop. These Coats Shall Be Those Specified as Shop Prime Coat and Finish Coat in Subsection 807.59(1) and 807.59(3) of the Standard Specifications.

SHEET 1 OF 1  
DETAILS OF PARAPET  
GREENLAND - FAYETTEVILLE BYPASS

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

DRAWN BY: L.D.T. DATE: JAN., 1988  
CHECKED BY: H.J.P. DATE: JAN., 1988  
DESIGNED BY: G.A.F. DATE: JAN., 1988  
BRIDGE NO. 6242 A&B, 6243 A&B, DRAWING NO. 29604 AND 6244

FILMED  
2-1989

BWC\RF PARAPET 8615203\RO46 2-28-89