

10-67-62 726 10-27-62 725 11-23-62

253

#

FED. ROAD NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	NO. OF SHEETS	TOTAL SHEETS
6	ARK.	F-021-3(22)		20	247
JOB NO.		1429			
① 5333-5336 QUANTITIES 16570					

SUMMARY OF BRIDGE QUANTITIES-JOB 1429

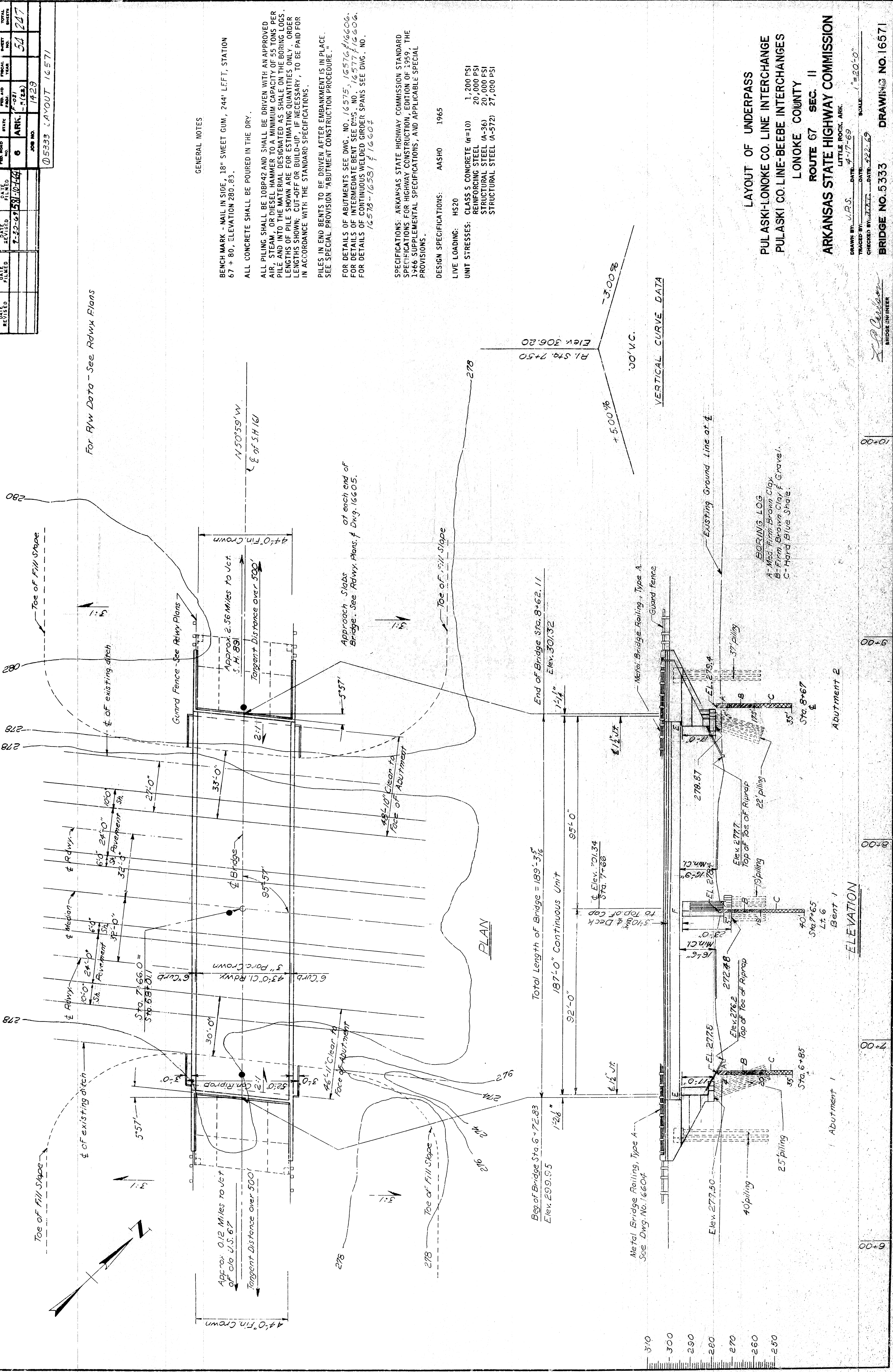
BRIDGE NUMBER	CODE NUMBER	PULASKI COUNTY LINE-BEEBE INTERCHANGE	UNIT OF BRIDGE	ITEM NO.	801	SP#802	SP#803	SP-802-9	SP#804	*SP#805(ALT#2) 805(ALT#2)	SP#806	SP#806	SP-806-9	812	817
				ITEM	UNCLASSIFIED EXCAVATION FOR STRUCTURES	CLASS S(AE) CONCRETE	REINFORCING STEEL	BOILED LINSEED OIL	STEEL BEARING PILING (10BP42)	(ALT#2) METAL (ALUMINUM) BRIDGE RAILING (TYPE A) (ALT#2) METAL (STEEL) BRIDGE RAILING (TYPE A)	STRUCTURAL STEEL IN CONTINUOUS PLATE GIRDER SPANS (A36)	STRUCTURAL STEEL IN CONTINUOUS PLATE GIRDER SPANS (A572)	PREFORMED JOINT SEALER	BRIDGE NAME PLATE (TYPE C)	CONCRETE RIPRAP
5333	X 771	PULASKI COUNTY LINE-BEEBE INTERCHANGE		ABUTMENT 1	96	122.52	13,790	0.5	420	54	838			1	18.70
				ABUTMENT 2	96	122.52	13,790	0.5	375	54	838				17.60
				BENT 1	88	63.73	6,819		380						
				187'0" CONTINUOUS UNIT		235.13	58,571	21.0		374	158,644	40,090	96		
				TOTAL FOR BRIDGE	280	543.90	92,970	22.0	1175	482	160,320	40,090	96	1	36.30
5334	X 771	HWY 89		ABUTMENT 1	102	122.52	14,186	0.5	420	54	874			1	21.50
				ABUTMENT 2	102	122.60	14,188	0.5	309	54	874				18.30
				BENT 1	196	74.64	11,554								
				219'0" CONTINUOUS UNIT		253.14	69,060	24.0		438	229,832	34,300	99		
				TOTAL FOR BRIDGE	400	572.90	108,990	25.0	729	546	231,580	34,300	99	1	39.80
5335	X 771	AUSTIN		ABUTMENT 1	73	96.65	11,599	0.5	502	54	575			1	11.50
				ABUTMENT 2	73	94.51	11,450	0.5	380	54	575				17.50
				BENT 1	60	52.24	6,969		540						
				219'6" CONTINUOUS UNIT		180.40	47,192	17.0		439	143,110	27,830	68		
				TOTAL FOR BRIDGE	206	423.80	77,210	18.0	1422	547	144,260	27,830	68	1	29.00
5336	X 771	WARD		ABUTMENT 1	166	136.43	17,137	0.5	52	54	670			1	17.70
				ABUTMENT 2	266	145.25	18,390	0.5	52	54	670				29.30
				BENT 1	97	50.38	8,438								
				217'6" CONTINUOUS UNIT		200.94	56,875	20.0		435	175,080	28,600	78		
				TOTAL FOR BRIDGE	529	533.00	100,640	21.0	104	543	176,420	28,600	78	1	47.00
TOTAL FOR JOB NO. 1429					** 1,415	2,073.60	380,010	86.0	3,430	2,112	712,580	130,820	341	4	152.10

* See SP806-10
** Approx. 121 Cu Yds. Rock Excavation.

SUMMARY OF BRIDGE QUANTITIES
PULASKI CO. LINE-BEEBE INTERCHANGES
LONOKE COUNTY
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: W.W.W. DATE: 8-4-69
TRACKED BY: DATE: SCALE: NONE
CHECKED BY: FMH DATE: 5-13-69
BRIDGE NO. 5333-5336 DRAWING NO. 16570

Revised 11-24-69. Concrete made Class S(AE)

BRIDGE ENGINEER



LAYOUT OF UNDERPASS
PULASKI-LONOKE CO. LINE INTERCHANGE
PULASKI CO. LINE-BEEBE INTERCHANGES
LONOKE COUNTY
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION

DRAWN BY: J.R.S. DATE: 4-17-69 SCALE: 1"=20'-0"
 TRACED BY: _____ DATE: _____
 CHECKED BY: J.H.H. DATE: 4-22-69
 BRIDGE NO. 5333 DRAWING NO. 16571

#8 856

A diagram of a V-groove. The angle of the groove is labeled as 45°. A note next to it says "(1/2 inch span)".

DETAIL A
Scale: 1/4" = 1'-0"

SECTION C-C

DETAILS OF ABUTMENTS

LONOKE COUNTY

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

CHECKED BY: JEP DATE: 11/1/78

BRIDGE NO. 5333

L. P. Carlson
BRIDGE ENGINEER

ELEVATION
Looking Back About #1. Looking Forward About #2

ELEVATION

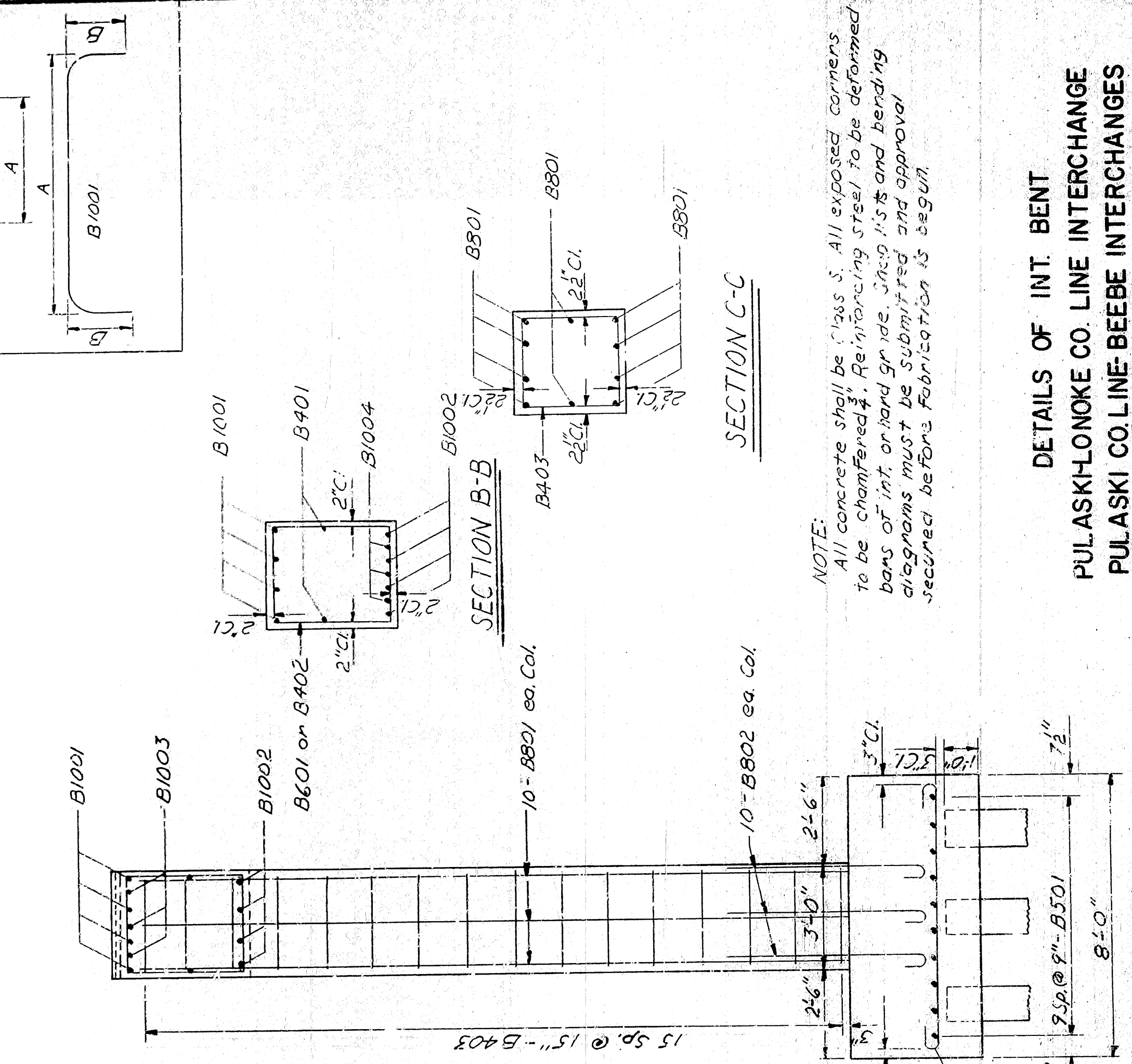
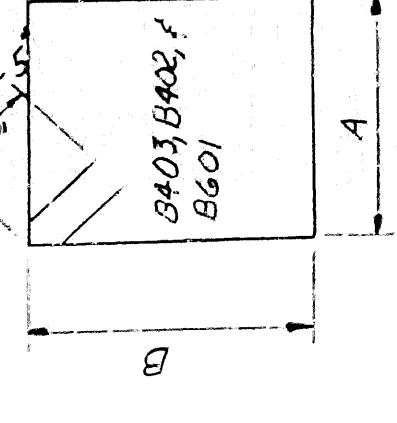
Looking Back About #1 : Looking Forward About #2

FÄHRIGKEITEN SCHÄTZEN 1000-H

260 終

PLAN VIEW OF
FOOTING

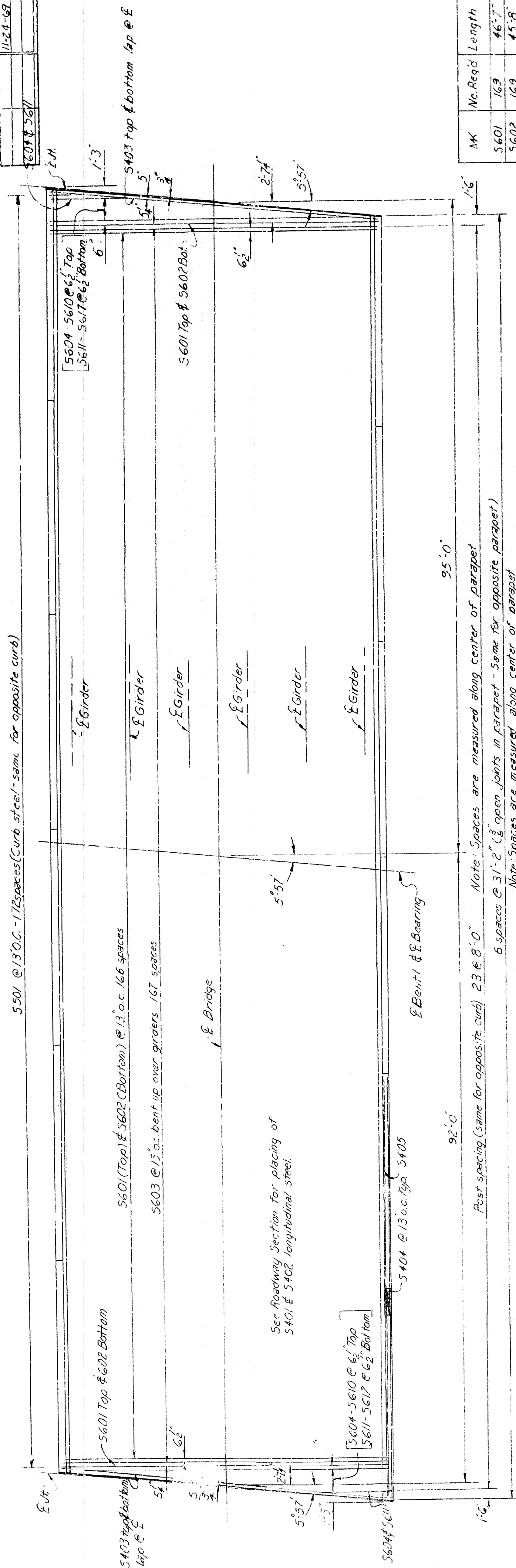
Bending Diagrams
(Dimensions are out to out of box)



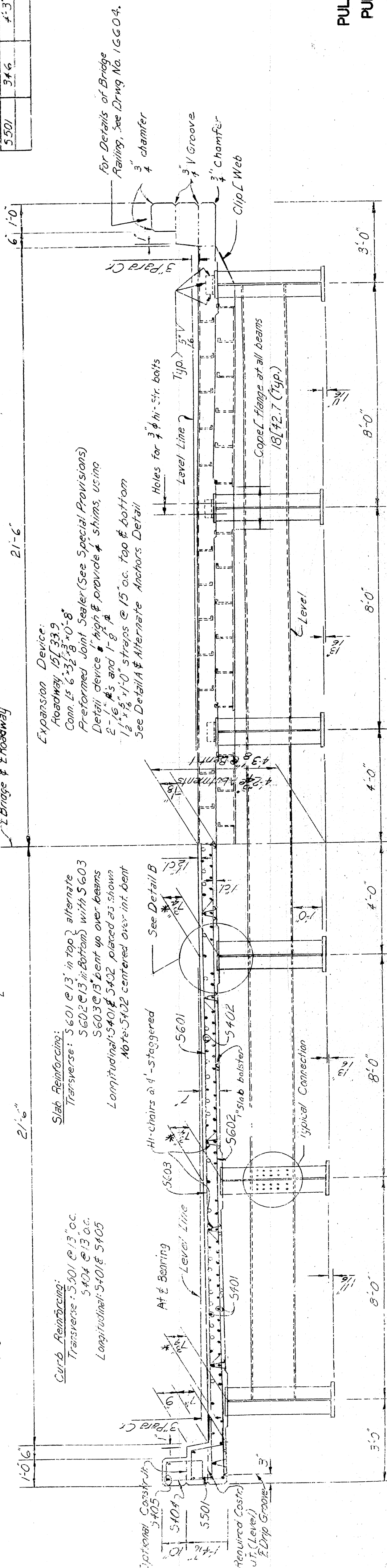
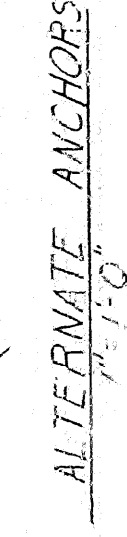
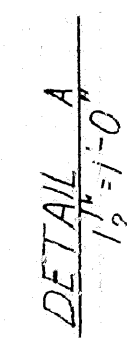
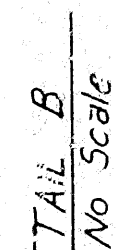
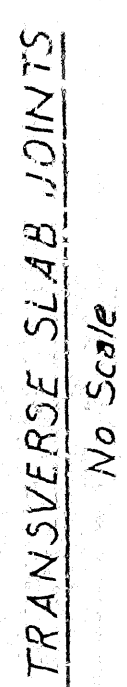
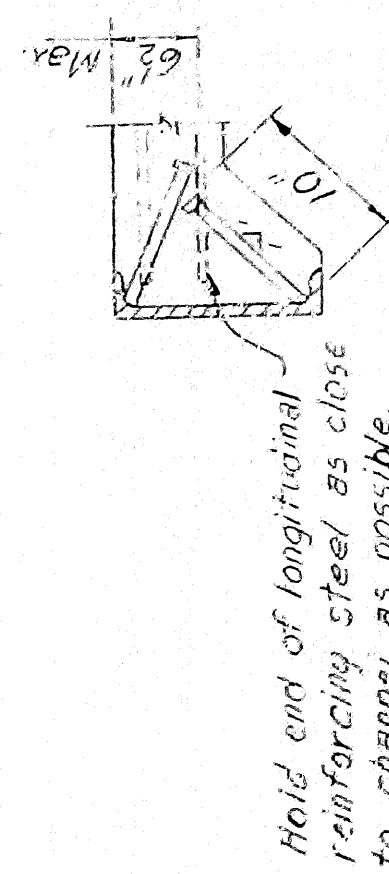
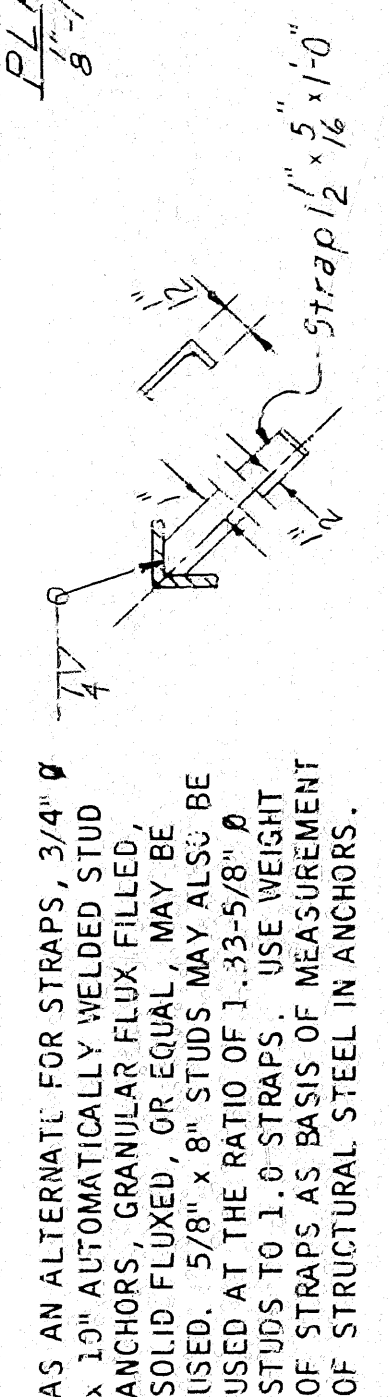
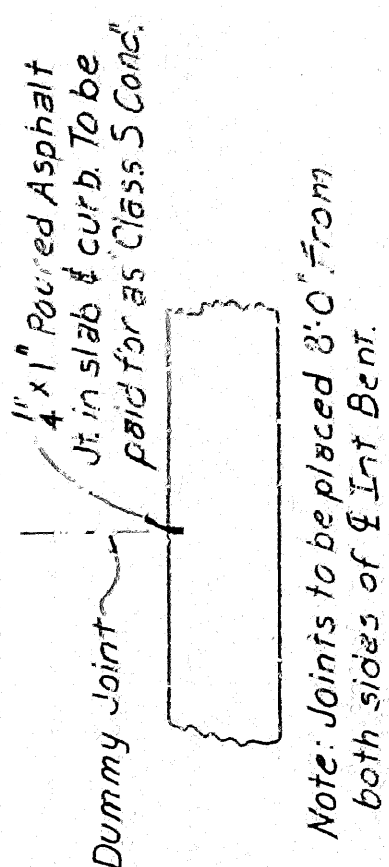
Looking Back

DRAWN BY: J.P.S. DATE: 6-23-69
 TRACED BY: D.F. DATE: 6-16-69
 SCALE: $\frac{3}{8} = 1'-0"$

DRAWING NO.16577

[illegible]

AK	No. Reqd	Length	Pin Dia
S601	169	46'-7"	3"
S602	169	45'-8"	5 1/4"
S603	168	48'-1"	3"
S401	675	38'-3"	5 1/4"
S402	42	50'-0"	5 1/4"
S403	8	23'-9"	5 1/4"
S404	346	4'-6"	2"
S405	24	30'-9"	5 1/4"
S604 to	2 ea	8'-3" to 39'-5"	3"
S610			
S611 to	2 ea	7'-0" to 39'-0"	5 1/4"
S617			
S501	346	4'-3"	2 1/2"



DETAILS OF CONTINUOUS WELDED PLATE GIRDER UNIT

PUII ASKI CO. LINE-BEEBE INTERCHANGES

BOITE 67 SEC. II

LITTLE ROCK, ARK.

General Notes see sheet 4 of 4.

General Notes see sheet 4 of 4.

2-1-0

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CALL: AS SHOWN

U. I. I. DATE: 6 20 63

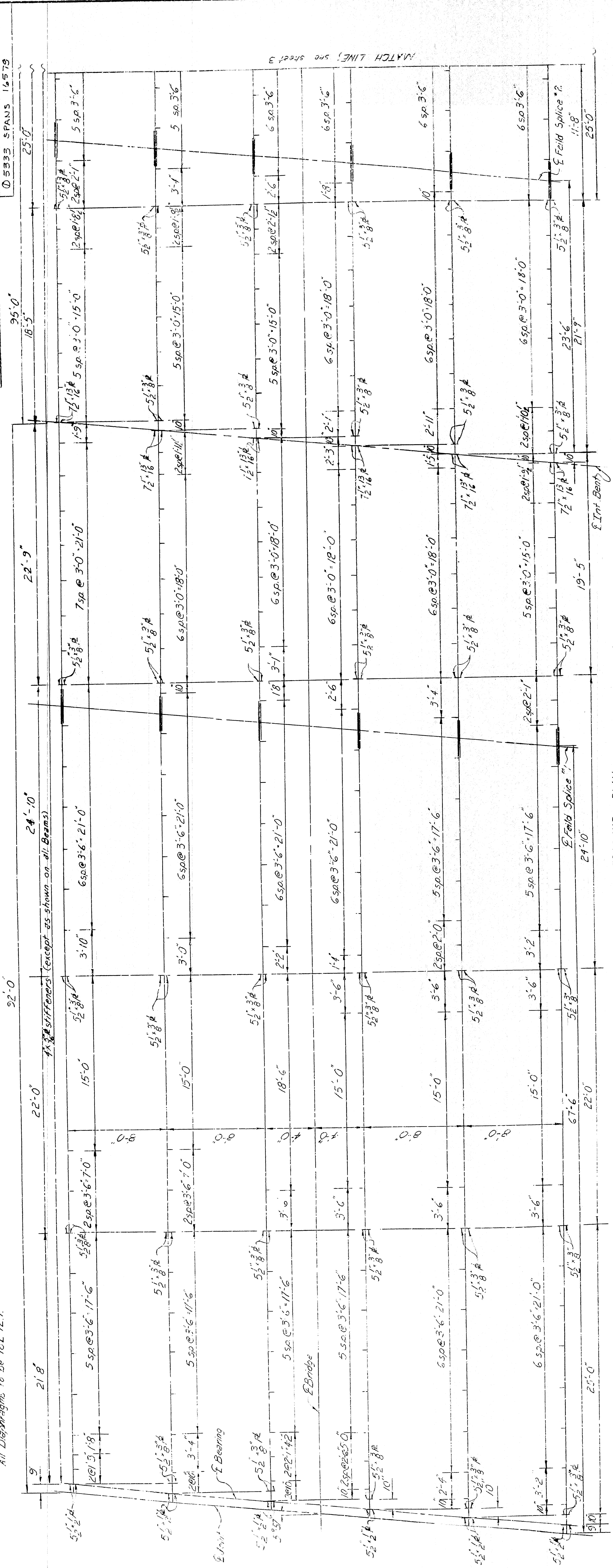
DRAWN

BRIDGE NO. 5333 DRAWING NO. 16578

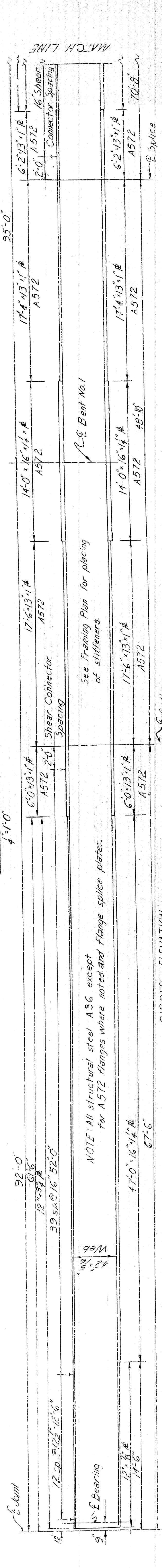
Bridge Engineer

NOTE: Stiffeners between field splices to be welded to Bottom Flange. All other stiffeners to be welded to Top Flange. All Diaphragms to be 18" x 12'.

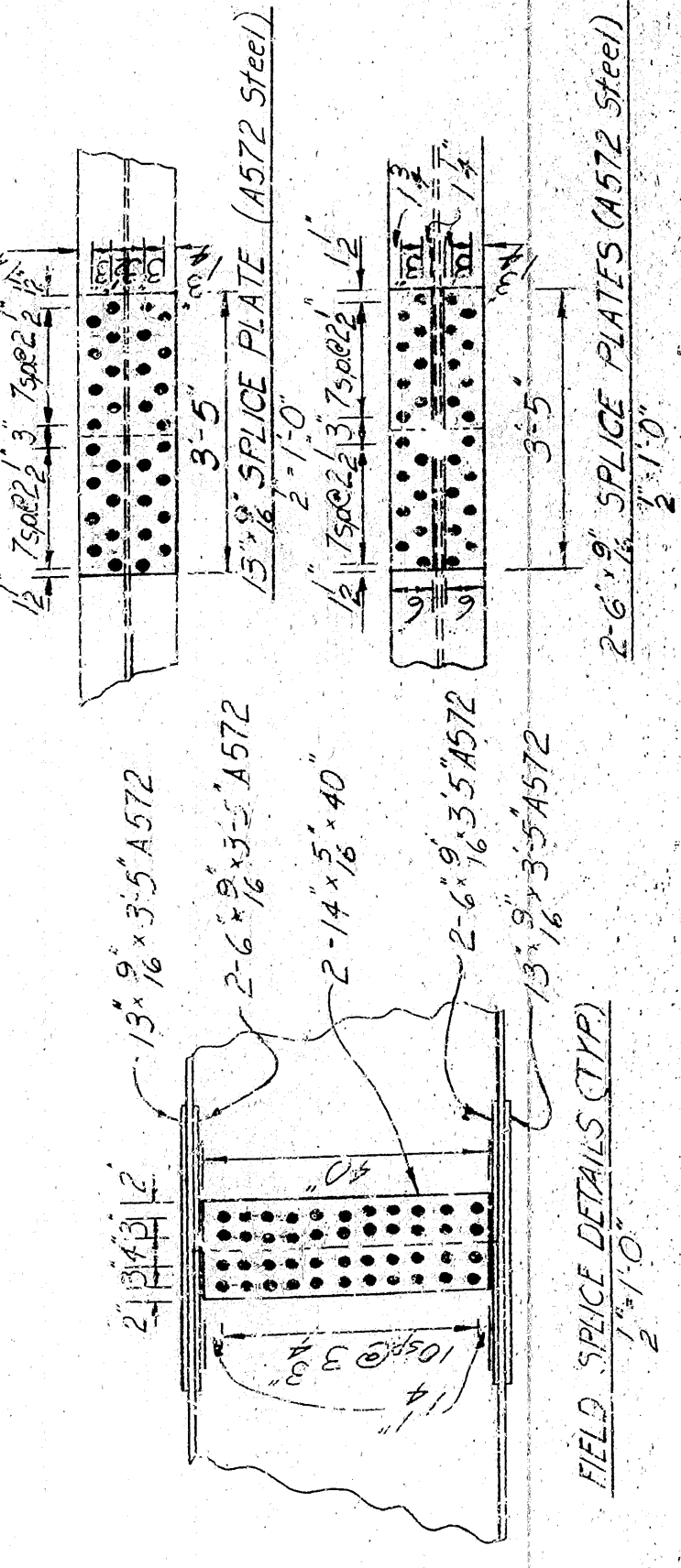
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PROJECT NO.	6	DATE	1/22/21	DESIGNED BY	ARK	CHECKED BY	202	DATE	1/22/21	PROJECT NO.	6	DATE	1/22/21	DESIGNED BY	ARK	CHECKED BY	202	DATE	1/22/21



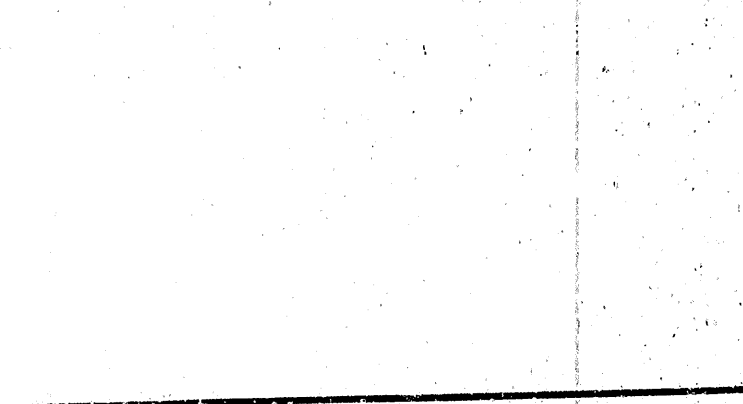
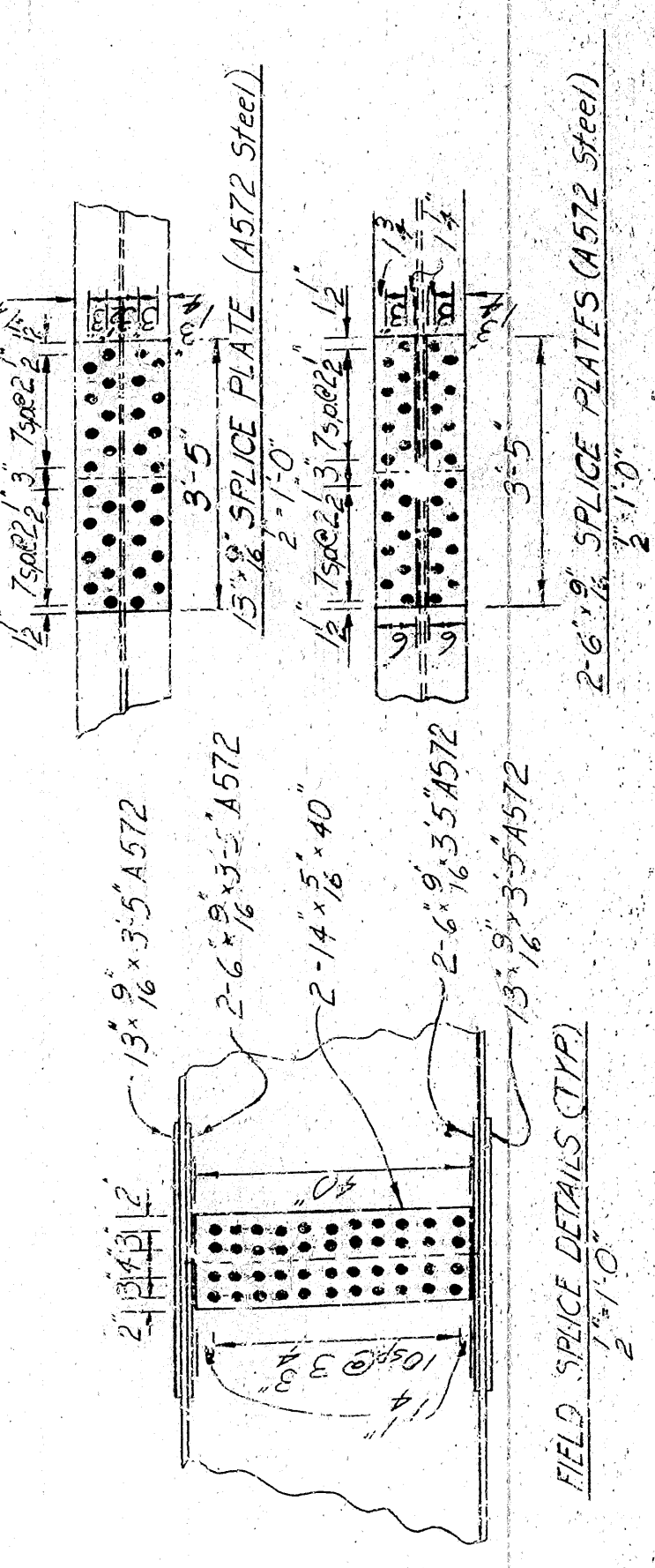
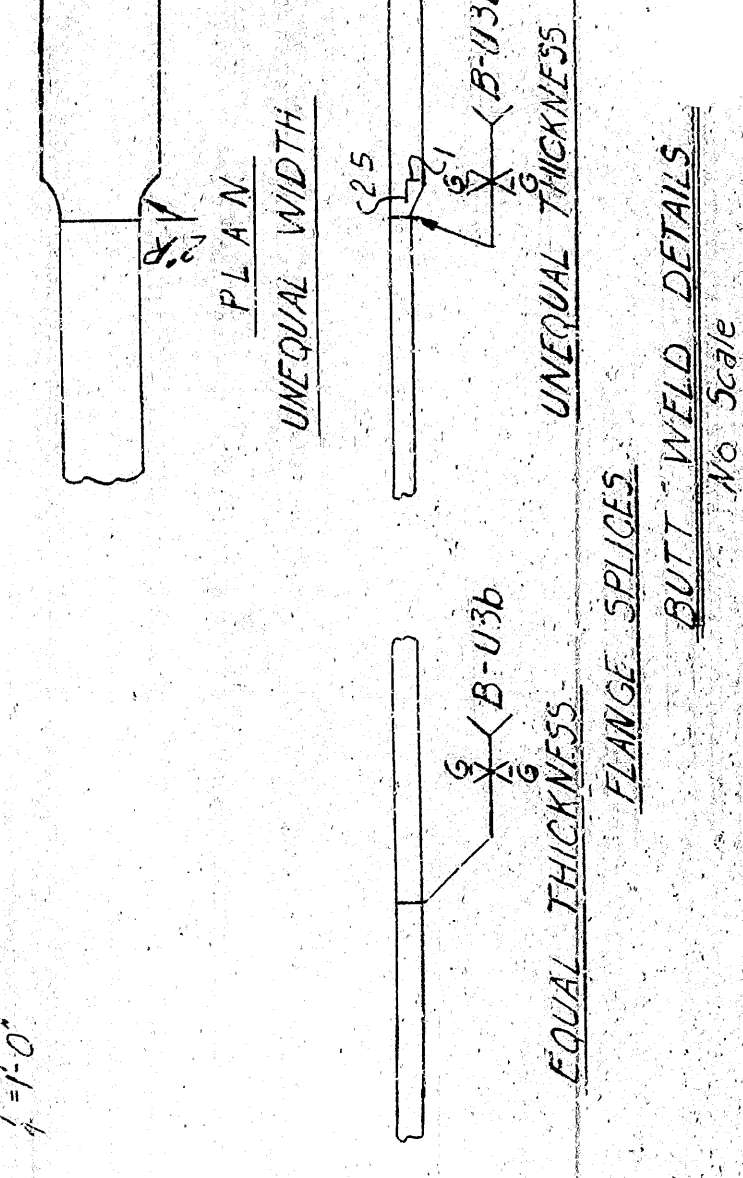
FRAMING PLAN
1" = 1'-0"



GIRDER ELEVATION
1" = 1'-0"



NOTE: All structural steel A36 except for A572 flanges where noted and flange splice plates. See Framing Plan for placing of stiffeners.



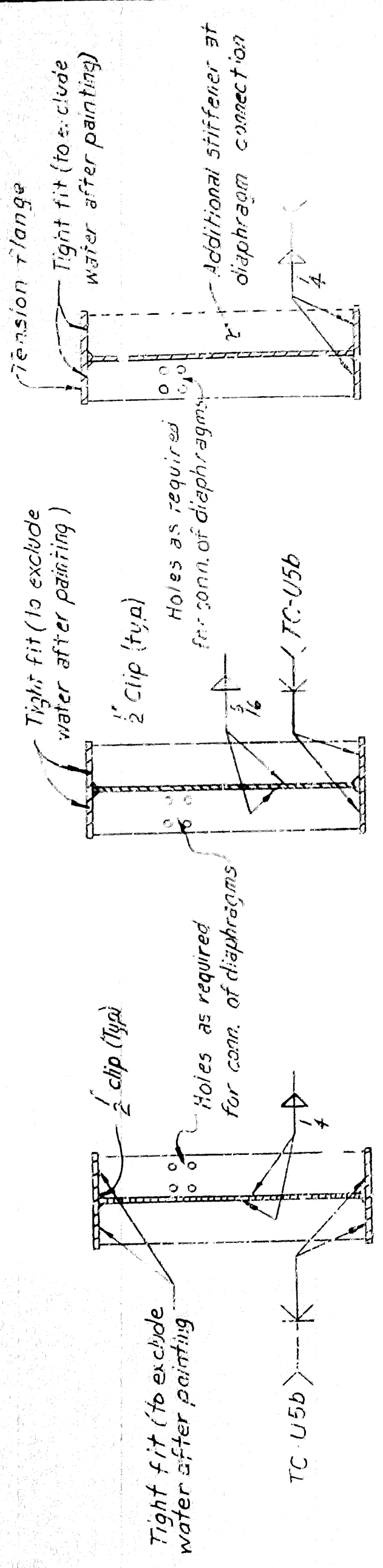
SHEET 2 OF 4
DETAILS OF CONTINUOUS WELDED PLATE GIRDER UNIT
PULASKI-LONOKE CO. LINE INTERCHANGE
PULASKI CO. LINE-BEEBE INTERCHANGES
LONOKE COUNTY
ROUTE 67 SEC. II
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: J.F.P. DATE: 6-27-69
CHECKED BY: J.A.S. DATE: 7-8-69
BRIDGE NO. 5333
DRAWING NO. 16579

247

263

DATE REVISED	BY	CHKD	DATE	PROJ. NO.	STATE	PROJ. NAME	CONTRACT NO.	CONTRACT NAME
				6	ARK.	F-221 -3(22)	63	247
				JOB NO.			1429	
				Q. 5333			SPANS 16590	

THE TENSION FLANGE SHALL BE CONSIDERED THE BOTTOM FLANGE FROM THE END OF THE GIRDERS TO THE FIELD SPLICES AND THE TOP FLANGE BETWEEN FIELD SPLICES



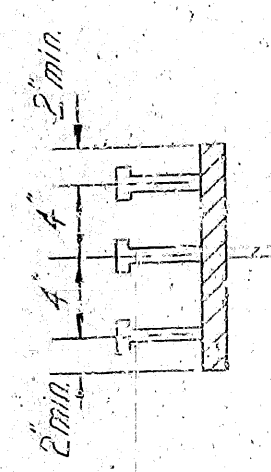
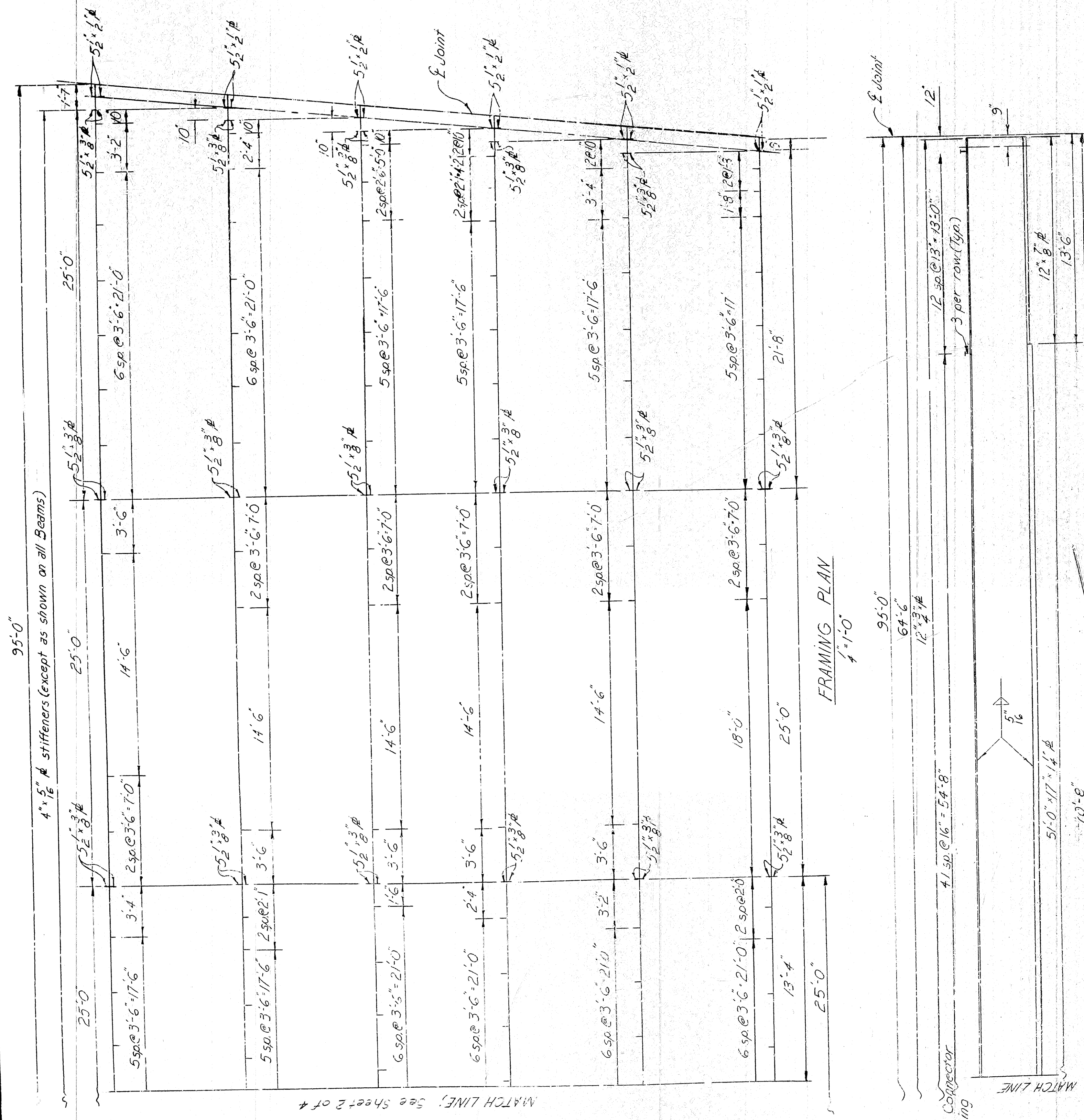
DESIGN SPECIFICATIONS: AASHTO 1965
DESIGN LIVE LOADING: HS20
LOAD DISTRIBUTION:
DEAD LOAD TO GIRDER
(A VG. 139.4 #/FT. FOR WT. BEAM)
DEAD LOAD TO COMPOSITE GIRDER
(INCLUDES 59#/FT. FOR FUTURE WEARING SURFACE)
LIVE LOAD TO COMPOSITE GIRDER

UNIT STRESSES:
CLASS 5 CONCRETE (F_c=4000)
REINFORCING STEEL (F_y=60,000)
STRUCTURAL STEEL (A 36)
STRUCTURAL STEEL (A 572)

TO INTERIOR GIRDER
705 #/FT. +
ACT. WT. BEAM
169 #/FT.
1.455 WHEELS + IMPACT
1.333 WHEELS + IMPACT

TO EXTERIOR GIRDER
675 #/FT. +
ACT. WT. BEAM
247 #/FT.
1.333 WHEELS + IMPACT

NOTE: See Framing Plan for # sizes



STUD SHEAR CONNECTORS SHOWN SHALL BE 4" LONG GRANULAR FILL FILLER, SOLID FILLER OR EQUAL, AND AUTOMATICALLY END WELDED TO GIRDER FLANGES IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. 7/8" DIAMETER STUDS MAY BE SUBSTITUTED FOR THE 3/4" DIAMETER STUDS SHOWN AT THE RATIO OF 0.75-7/8" STUDS IN PLACE OF 3/4" STUDS. THE 3/4" STUDS SHALL BE USED AS THE BASIS OF PAYMENT AT 61.5 LBS PER ONE HUNDRED STUDS.

SHEET 3 OF 4
DETAILS OF CONTINUOUS WELDED
PLATE GIRDER UNIT
PULASKI- LONOKE CO. LINE INTERCHANGE
PULASKI CO. LINE-BEEBE INTERCHANGES
LONOKE COUNTY
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION

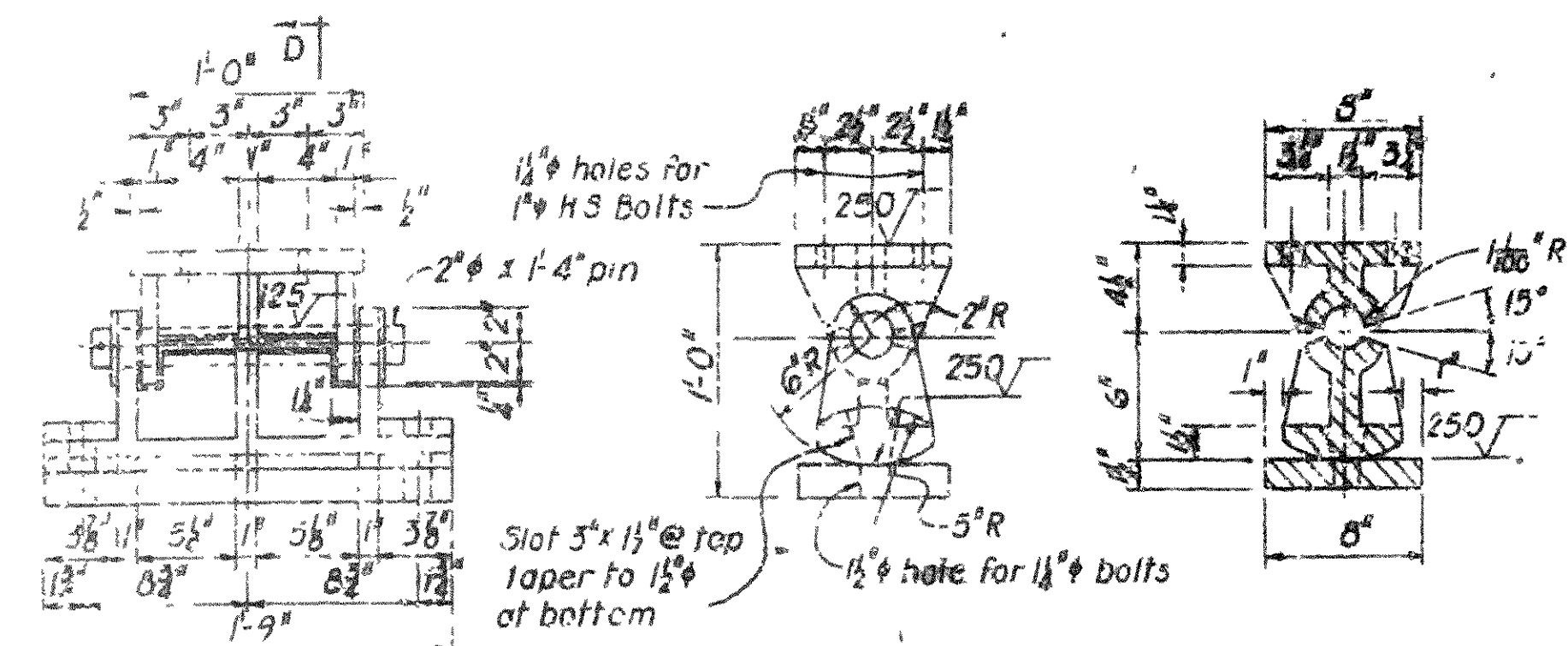
BRIDGE NO. 5333
DRAWING NO. 16580
SCALE: As Shown
DATE: 6-22-69
CHECKED BY: JAS
DATE: 7-9-69
LITTLE ROCK, ARK.

J.P. Wilson
BRIDGE ENGINEER

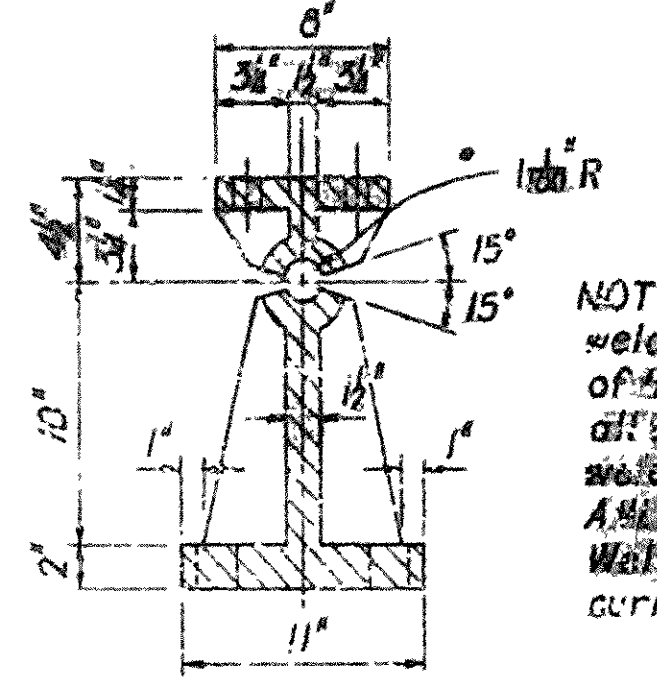
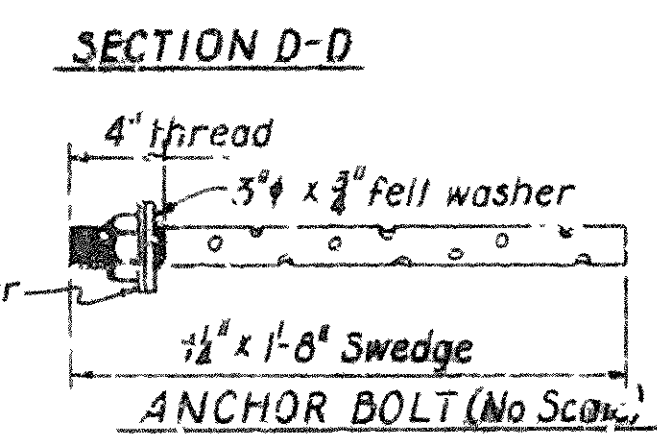
TABLE OF DEFLECTIONS

Point of Deflection	Wt of Girder		Wt of Girder & Slab		Wt of Girder, Slab, Parapet, Rail	
	Int	Ext	Int	Ext	Int	Ext
A	0.080	0.080	0.480	0.480	0.577	0.577
B	0.14	0.14	0.840	0.840	0.946	0.946
C	0.22	0.22	1.23	1.23	1.41	1.41
D	0.31	0.31	1.74	1.74	2.07	2.07
E	0.41	0.41	2.30	2.30	2.84	2.84
F	0.52	0.52	2.93	2.93	3.67	3.67
G	0.63	0.63	3.63	3.63	4.63	4.63
H	0.75	0.75	4.40	4.40	5.67	5.67
I	0.88	0.88	5.25	5.25	6.85	6.85
J	1.02	1.02	6.18	6.18	8.19	8.19
K	1.17	1.17	7.19	7.19	9.70	9.70
L	1.33	1.33	8.28	8.28	11.39	11.39
M	1.50	1.50	9.45	9.45	13.27	13.27
N	1.68	1.68	10.70	10.70	15.34	15.34
O	1.87	1.87	12.03	12.03	17.61	17.61
P	2.07	2.07	13.44	13.44	20.09	20.09
Q	2.28	2.28	14.93	14.93	22.79	22.79
R	2.50	2.50	16.50	16.50	25.72	25.72

Sanitized for lead load. Reaction plus vertical curve $\pm \frac{1}{4}$ " tolerance

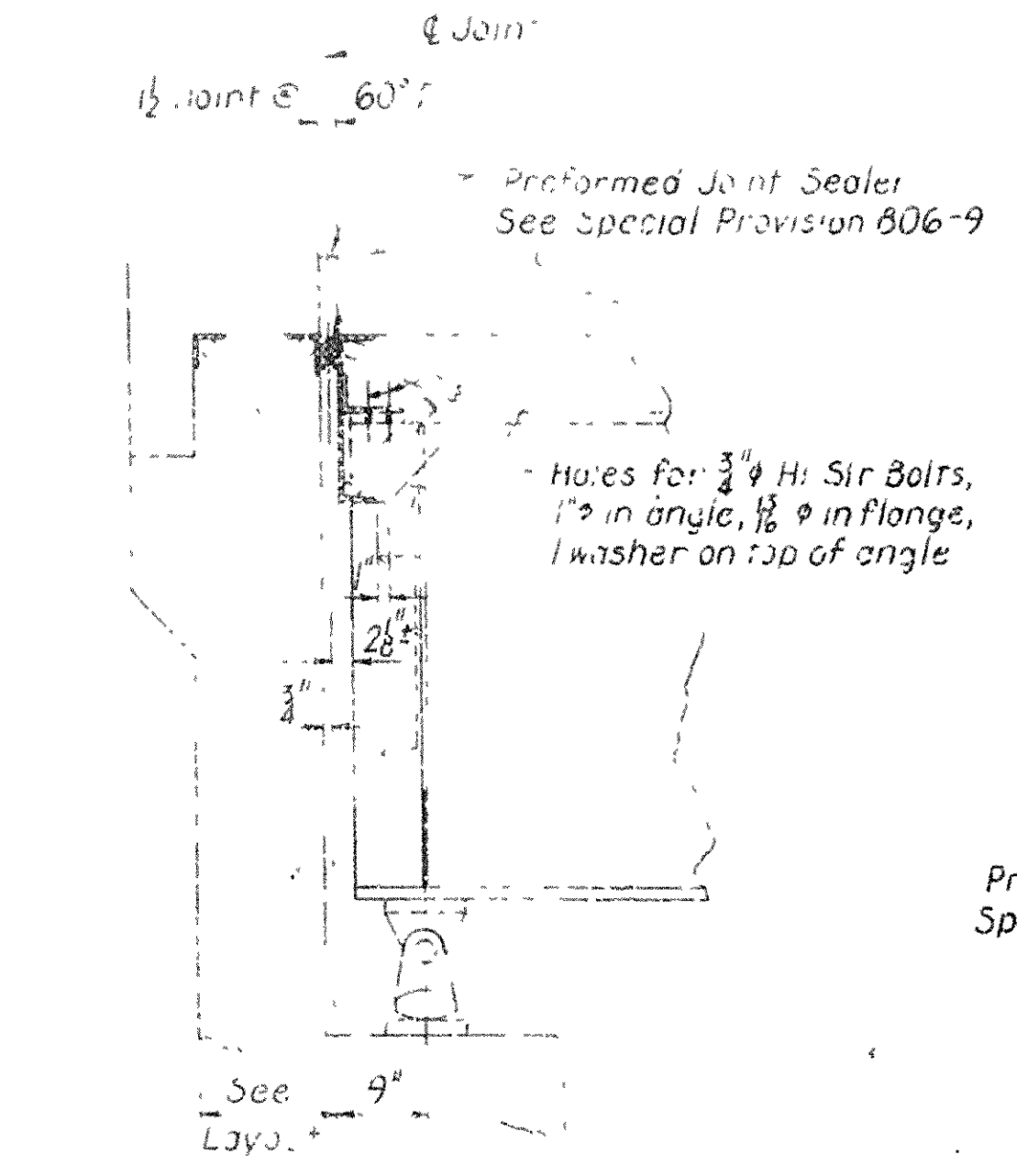


EXPANSION SHOE
 (Abutment 1 & 2)
 $\frac{1}{2}$ " = 1'-0"

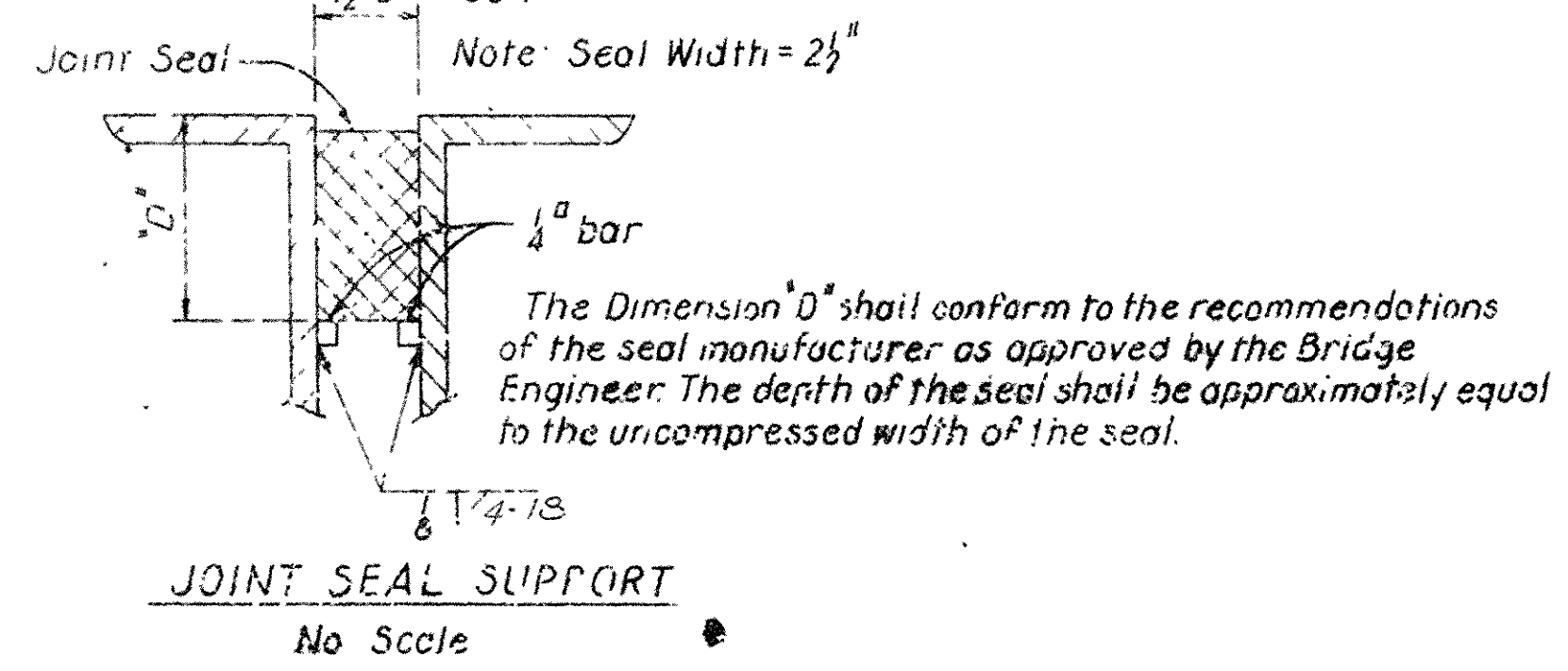


NOTE: If fixed shoe is made from welded plates all intersecting surfaces of 90° shall be joined by fillet welds, all others shall be joined by bead welds, with size welds according to AWS Standard Specifications for Welded Highway & Railway Bridges, current edition.

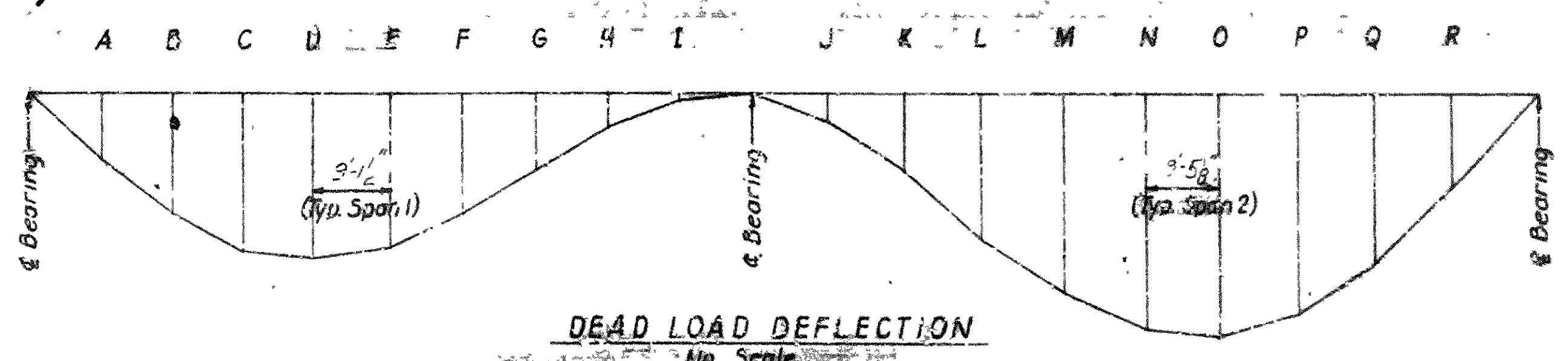
FIXED SHOE
 (Int bent)
 $\frac{1}{2}$ " = 1'-0"



JOINT AT ABUTMENTS



SEAL PLACEMENT IN CURB
 No Scale



GENERAL NOTES:

ALL CONCRETE TO BE CLASS 5. ALL EXPOSED CORNERS TO BE CHAMFERED $\frac{3}{4}$ " UNLESS OTHERWISE NOTED.
 FIELD CONNECTIONS TO BE BOLTED WITH HIGH STRENGTH BOLTS.
 BOLTS: $\frac{3}{4}$ " ϕ , OPEN HOLES $\frac{13}{16}$ " ϕ EXCEPT WHERE NOTED OTHERWISE. BOLT SPACING SHALL BE 2- $\frac{1}{2}$ " UNLESS OTHERWISE NOTED. MINIMUM EDGE DISTANCE SHALL BE 1- $\frac{1}{4}$ " UNLESS NOTED OTHERWISE. BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.
 STRUCTURAL SHAPES OF EQUAL OR GREATER STRENGTH MAY BE SUBSTITUTED FOR SHAPES SHOWN, BUT PAYMENT WILL BE MADE ON THE BASIS OF SHAPES SHOWN OR THOSE ACTUALLY USED, WHICHEVER IS LESS.
 ALL WELDING SHALL CONFORM TO THE AMERICAN WELDING SOCIETY STANDARD SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES, CURRENT EDITION.
 SHOP PAINT: ALL STRUCTURAL STEEL EXCEPT GALVANIZED MEMBERS, CONTACT SURFACES OF BOLTED CONNECTIONS AND SURFACES WITHIN 3" OF HOLES AND FIELD WELDS, SPECIFIED IN SPECIAL PROVISION 806-18 "PAINTING OF STEEL STRUCTURES".
 FIELD PAINT: AFTER ERECTION ALL EXPOSED STEEL SURFACES WHICH DID NOT RECEIVE A COAT OF SHOP PAINT EXCEPT SURFACES IN CONTACT WITH CONCRETE SHALL BE GIVEN ONE COAT. TWO ADDITIONAL COATS OF FIELD PAINT SHALL BE APPLIED TO ALL EXPOSED SURFACES. FIRST COAT - RED LEAD TINTED WITH LAMP BLACK, SECOND COAT - ALUMINUM PAINT. FIELD PAINT SHALL BE AS SPECIFIED IN SPECIAL PROVISION 806-18 "PAINTING OF STEEL STRUCTURES".
 BEARINGS SHALL BE FINALLY SEATED IN ACCORDANCE WITH SEC. 806.54, INCLUDING ALTERNATE, OF THE STANDARD SPECIFICATIONS. THIS WORK AND MATERIAL IS TO BE CONSIDERED AS SUBSIDIARY TO THE ITEM OF "STRUCTURAL STEEL" AND WILL NOT BE PAID FOR DIRECTLY.
 THESE DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
 ANCHOR BOLTS SHALL BE GALVANIZED TO CONFORM TO ASTM SPECIFICATION, DESIGNATION A 153.
 REINFORCING STEEL TO BE DEFORMED BARS OF INTERMEDIATE OR HARD GRADE. THE REINFORCING STEEL IS TO BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY STEEL WIRE SUPPORTS, SUFFICIENT IN NUMBER AND SIZE TO PREVENT DISPLACEMENT DURING THE COURSE OF CONSTRUCTION. THE WIRE SUPPORTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF "REINFORCING STEEL".
 SHOP LISTS AND BENDING DIAGRAMS OF REINFORCING STEEL, INCLUDING WIRE SUPPORTS, SHALL BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
 SLAB POURING NOTE:
 FLOOR SLABS SHALL BE POURED IN ONE CONTINUOUS OPERATION OVER THE ENTIRE UNIT. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN COMPLETION OF THE SLAB AND THE POURING OF THE CURB SECTION. IF PARAPET IS NOT POURED WITH CURB, 72 HOURS SHALL ELAPSE BETWEEN POURING OF CURB AND PARAPET. ALL CONCRETE IN SLAB SHALL BE POURED BEFORE ANY PORTION HAS REACHED ITS INITIAL SET.
 THE CONCRETE DECK SHALL BE FINISHED IN ACCORDANCE WITH SECTION 802.24 OF THE STANDARD SPECIFICATIONS AND THE 1966 SUPPLEMENTAL SPECIFICATIONS.
 MOVEMENT OF THE FINISHING MACHINE ACROSS NEW CONCRETE SHALL BE ON PLANKS LAYED ON THE SURFACE AND SHALL BE PROHIBITED FOR 72 HOURS AFTER FINISHING THE POUR.
 GIRDER WEBS MAY BE MADE BY SHOP SPLICING WITH MINIMUM LENGTH OF 25'-0" FOR SECTIONS. NO SPLICES WILL BE PERMITTED CLOSER THAN 3' TO A FLANGE SPlice. FLANGE PLATES LONGER THAN 50' MAY BE MADE BY SHOP SPLICING WITH MINIMUM LENGTH OF 25'-0" FOR SECTIONS. NO ADDITIONAL PAYMENT FOR WELDS FOR THESE SPLICES WILL BE MADE.
 FLANGES NOTED ON GIRDER ELEVATION (SHEET 2) SHALL BE HIGH STRENGTH LOW ALLOY COLUMBIUM VANADIUM STEEL, ASTM DESIGNATION A 572, GRADE 50 AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND BID FOR "STRUCTURAL STEEL IN PLATE GIRDER SPANS - A 572." ALL OTHER STRUCTURAL STEEL SHALL BE STRUCTURAL STEEL ASTM DESIGNATION A 36 AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND BID FOR "STRUCTURAL STEEL IN PLATE GIRDER SPANS A 36." MATERIAL PROPERTIES OF SHOES SHALL MEET THE REQUIREMENTS OF SECTION 806.2 OF THE STANDARD SPECIFICATIONS.
 ALSO FLANGE SPlice PLATES
 FOR DETAILS OF BRIDGE RAILING SEE DRAWING NO 16604.
 SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, PULASKI-LONOKE CO. LINE INTERCHANGE EDITION OF 1959, THE 1966 SUPPLEMENTAL SPECIFICATIONS THERETO, AND APPLICABLE SPECIAL PROVISIONS.

SHEET 4 OF 4

DETAILS OF CONTINUOUS WELDED
 PLATE GIRDER UNIT
 LONOKE COUNTY
 ROUTE 67 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JFD DATE: 7-7-69
 CHECKED BY: JAS DATE: 7-8-69
 BRIDGE NO. 5333 DRAWING NO. 16581

FED. ROAD NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-021-5(22)		5	22
JOB NO.		1429			

GENERAL NOTES

Metal railing including posts and fasteners shall be paid for at the unit price bid for Metal (Aluminum or Steel) Bridge Railing. This railing system is for installation on parapet walls only. For details of parapet walls see span drawings. Parapet walls will be paid for at unit prices bid for concrete and reinforcement steel.

Railing components may be either aluminum or steel. Stainless steel fasteners shall be used on either aluminum or steel systems. The exceptions noted here and in the Material Data section of aluminum and steel parts is permitted. For lists of material designations & specifications of various parts, see Material Data.

Uniform section steel or aluminum tubing or pipe of equivalent strength and wall thickness with approved fasteners may be substituted for approved Toggle bolt fasteners 1/2" dia with 5/8" toggle pin may be used to attach uniform sections to posts.

Rail tubes, pipes or extrusions must be fabricated to attach to at least three posts. Shop drawings of railing shall be submitted and approved before fabrication is begun.

Steel rail members shall be galvanized in accordance with ASTM A123 after fabrication. Steel fasteners other than chain link shall be galvanized according to ASTM A153.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, the 1966 Supplemental Specifications thereto and applicable Special Provisions.

MATERIAL DATA

PART	ALUMINUM	STEEL
	Specification	Grade
TUBING	4061-T6	ASTM B221
PIPE	6061-T6	ASTM B221
EXTRUSIONS	6061-T6	ASTM B221
RAILING END CAPS	5052-T6	ASTM B221
CAST RAIL POSTS	A344-T6	Permanent Mold Castings
ANCHOR BOLTS & RAIL CLAMP SCREWS	Same as for Steel Railing	B8 - ASTM A307
WASHERS	Same as for Steel Railing	ASTM A429 (302)
* NUTS	Same as for Steel Railing	B8 - ASTM A307

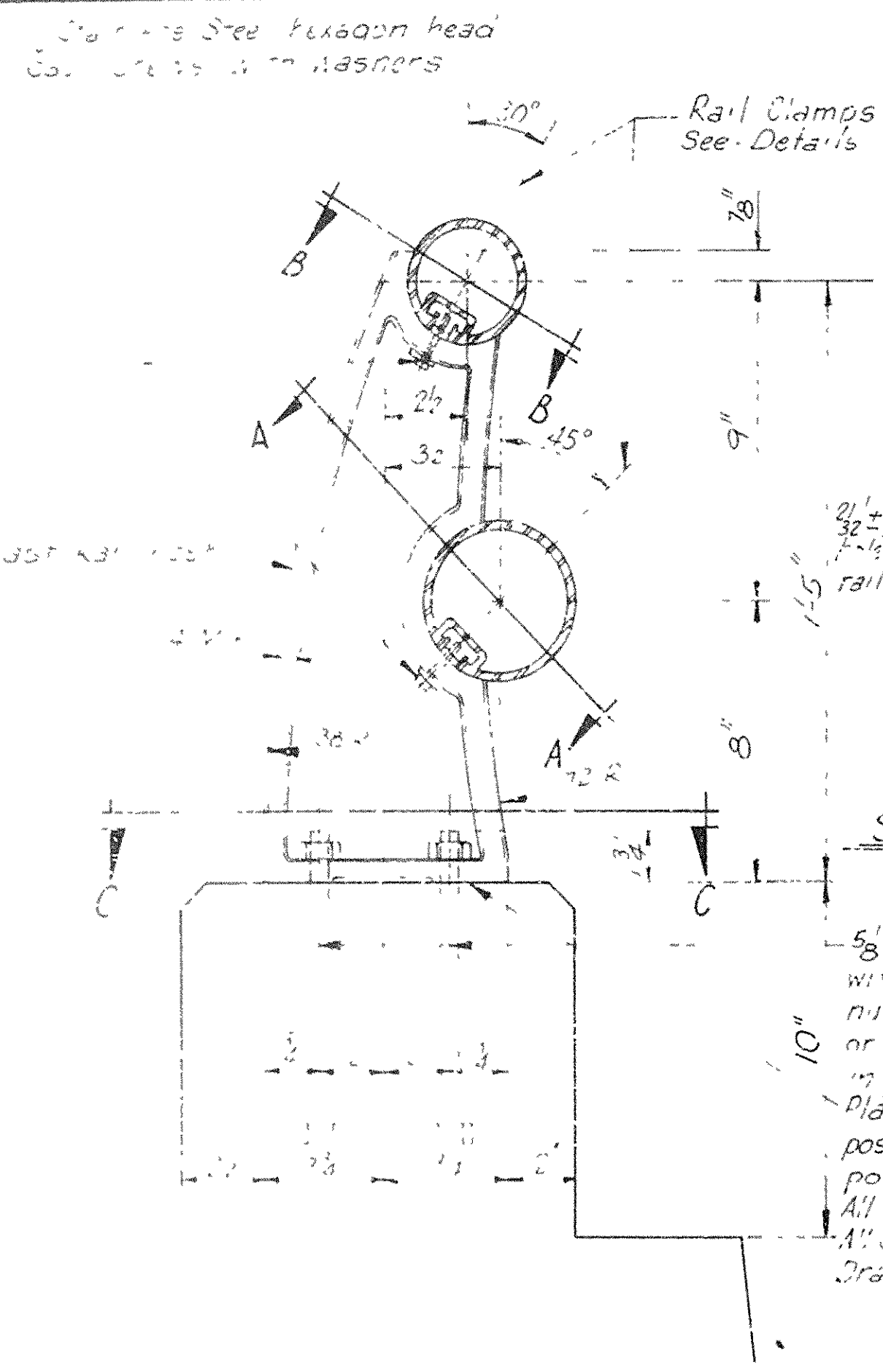
The entire assembly shall be capable of withstanding a tensile load of 9000 pounds applied through a 1" hole. The materials for components will be specified by recognized ASTM designations on shop drawings submitted for approval, and will be accepted by manufacturer's certification on approval by the engineer.

* Threads on bolts, screws and nuts shall conform to American Standard coarse Series, Class 2A for screws, Class 2 for nuts, F14 ASA B11.
 ‡ Minimum yield strength - 80,000 psi
 □ Commercial Designation 356 F
 § Steel posts to be Galvanized in accordance with ASTM A123
 ¶ Section 805 - Bridge Railing, of 1966 Supplemental Specifications.

DETAILS OF METAL BRIDGE RAILING TYPE A

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

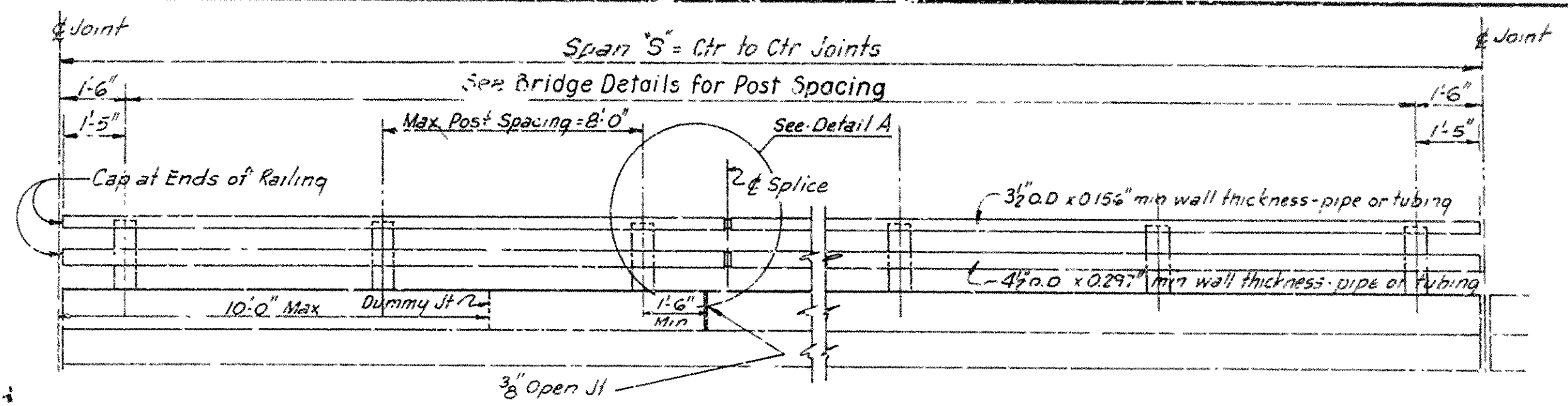
DRAWN BY: *th. day* DATE: 7-21-69
 TRACED BY: DATE: SCALE: As Noted
 CHECKED BY: DATE: BRIDGE NO. 5333-5336 DRAWING NO. 16604



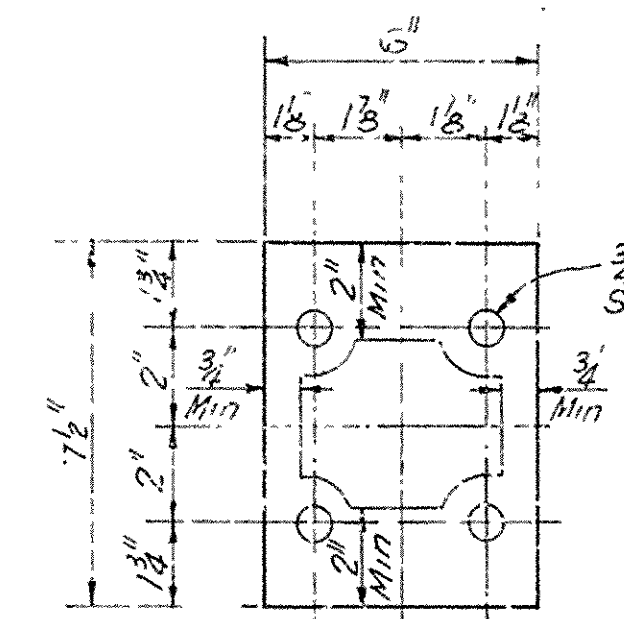
SECTION A-A THRU RAIL POST
 SECTION B-B SIMILAR
 3" = 1'-0"

5/8" x 8" stainless steel anchor bolts with stainless steel heavy hexagonal nut and washer with hot formed head or 4" additonal bend anchor. Cast in place on concrete. Place shims between bearing pad and post where necessary to align railing posts. All fillets to have 1/4" R unless otherwise shown. All outside corners to be 1/2" Radius Draft 5° unless otherwise shown.

NOTE: Linseed Oil Treatment shall be applied to the roadway surface, the face & top of curbs & the face & top of curb risers before placing metal rail. See SP 302-9.

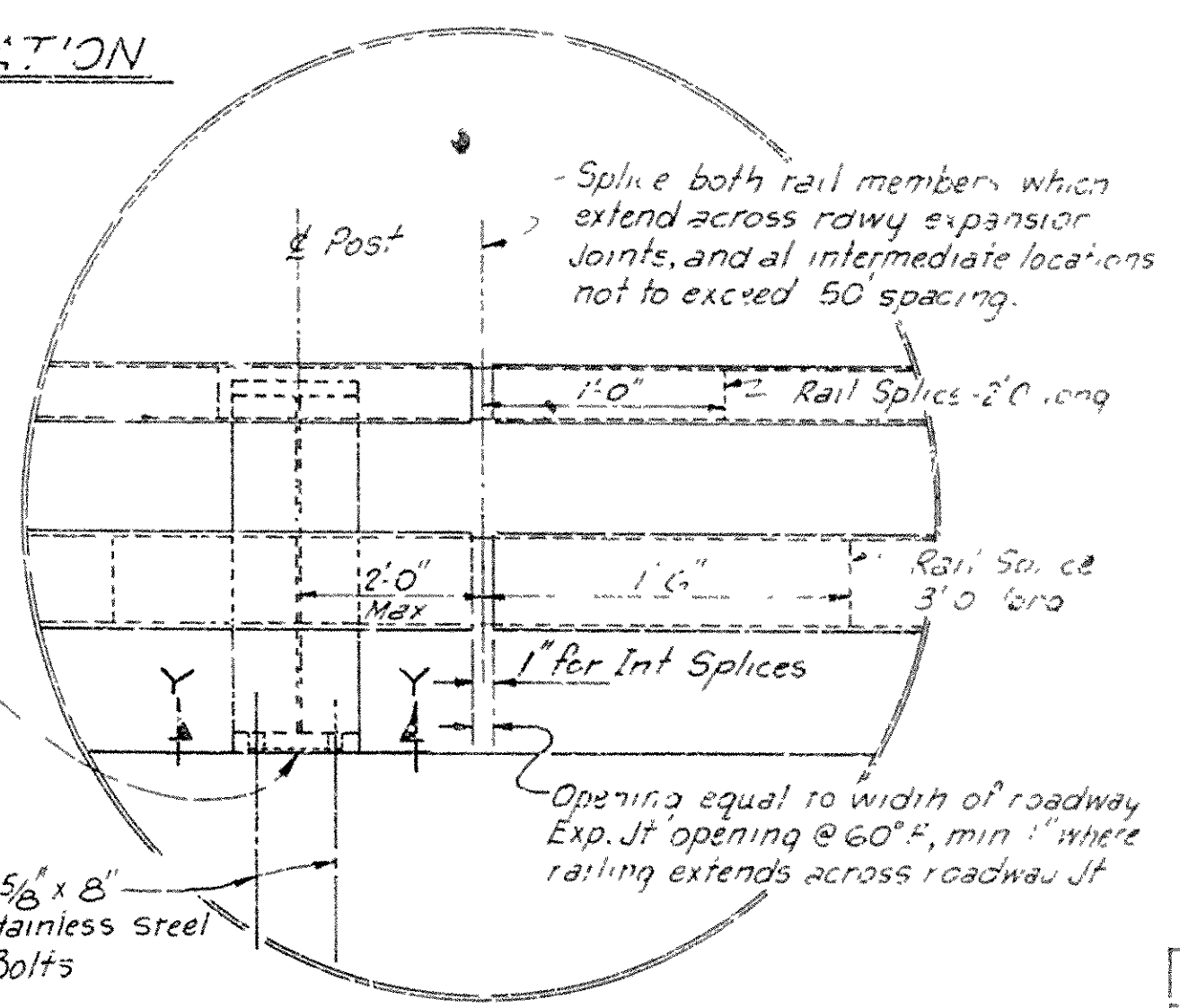


SIDE ELEVATION
 3/8" = 1'-0"

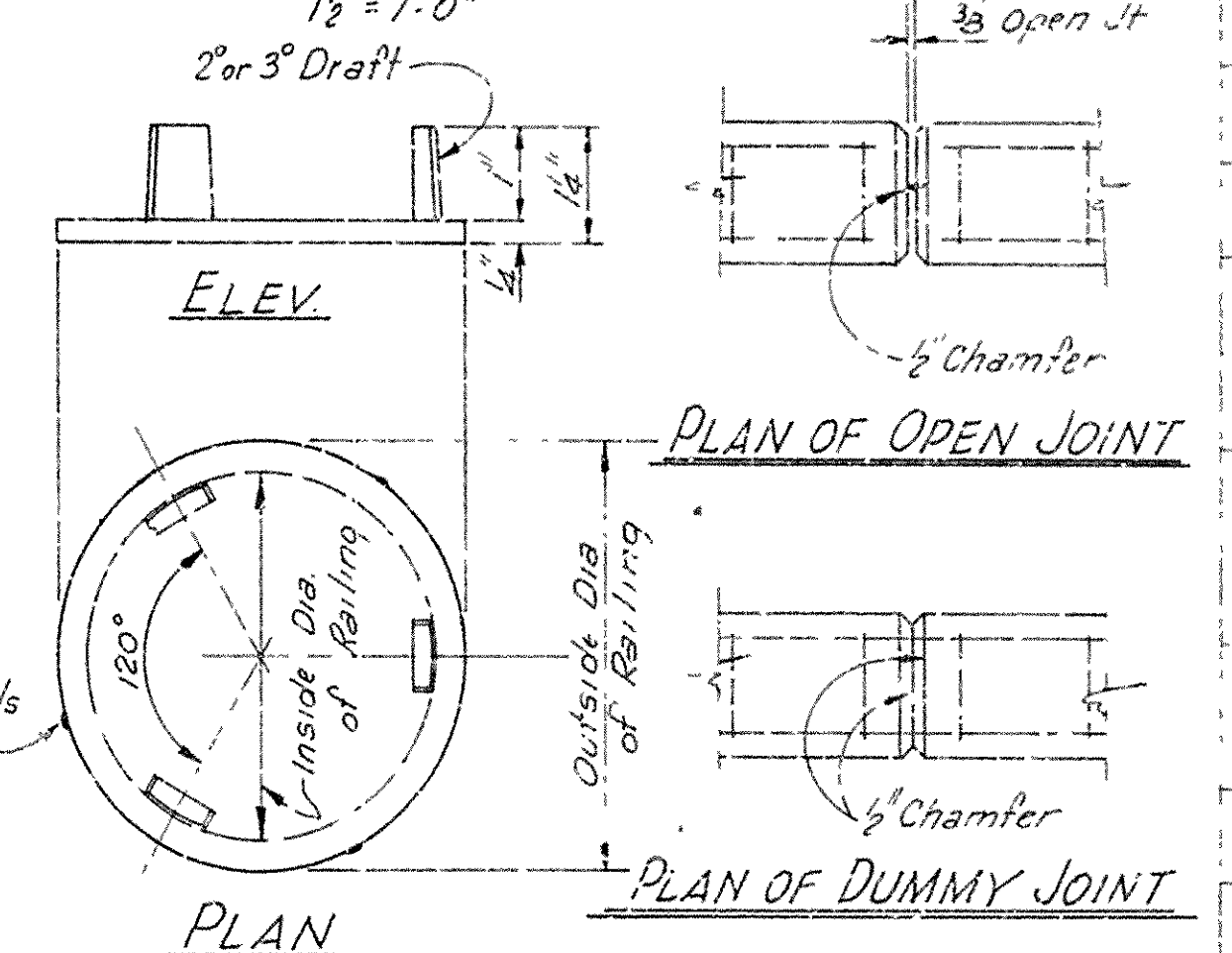


SECTION Y-Y
 3" = 1'-0"

Preformed fabric or synthetic rubber bearing pads shall be placed under each post. Bearing Pads to be 6" x 1 1/2" x 1/2" thick with 4-1/4 holes. Preformed fabric pads shall conform to Article 806.2, Sub-article (h)2 of the Standard Specifications. Synthetic Rubber Pads shall conform to Article 806.2, Sub-article (h)3 as amended by the 1966 Supplemental Specifications.



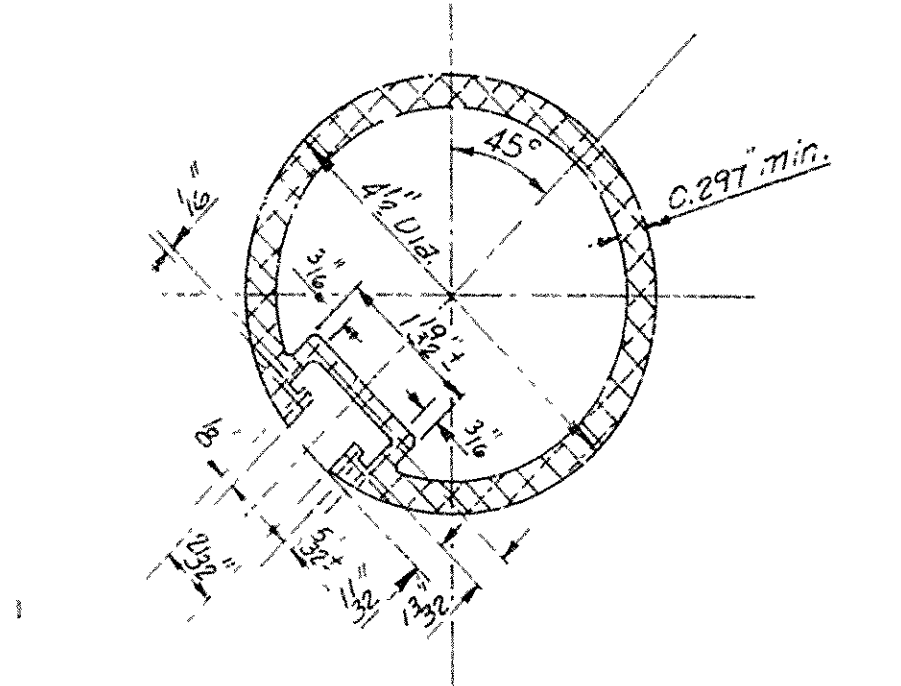
DETAIL A
 1 1/2" = 1'-0"



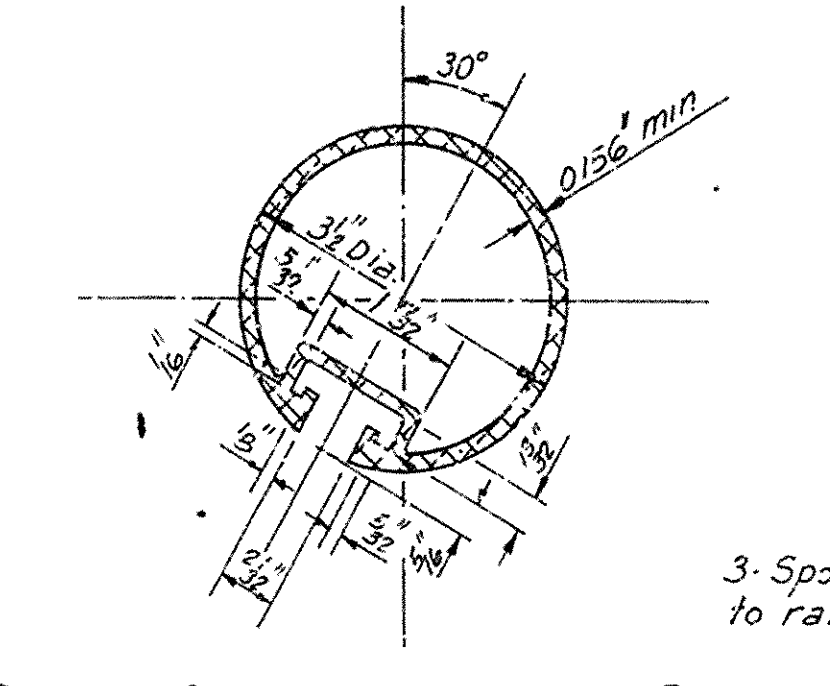
PLAN

RAIL END CAP DETAILS
 HALF SIZE

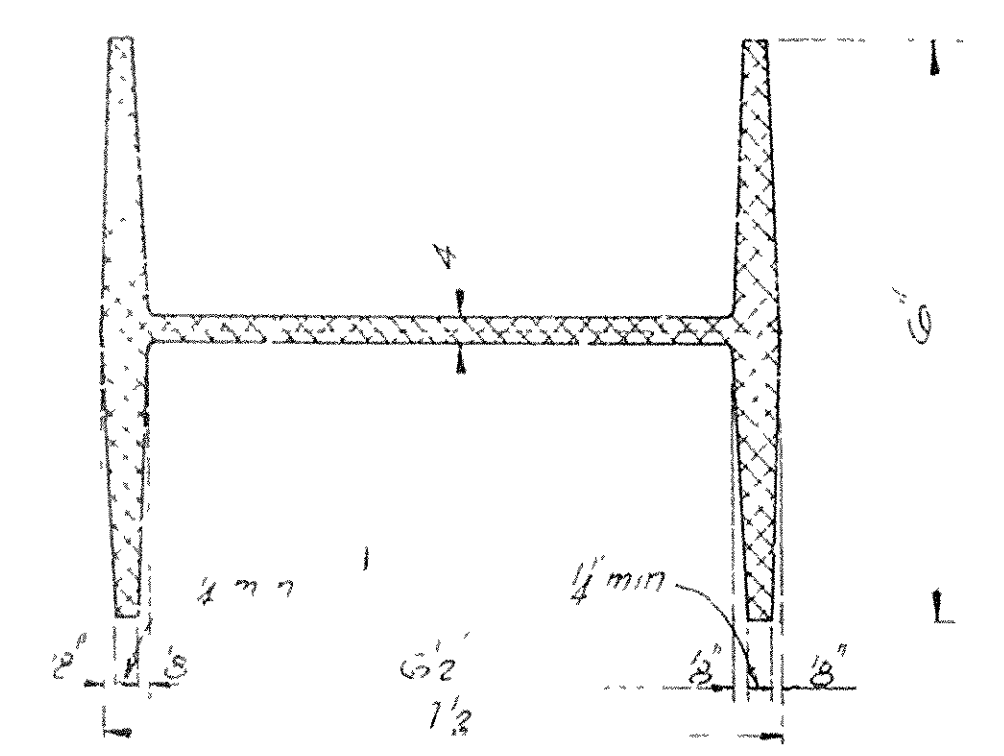
ALTERNATE SPLICE INSTALLATION
 1 1/2" = 1'-0"



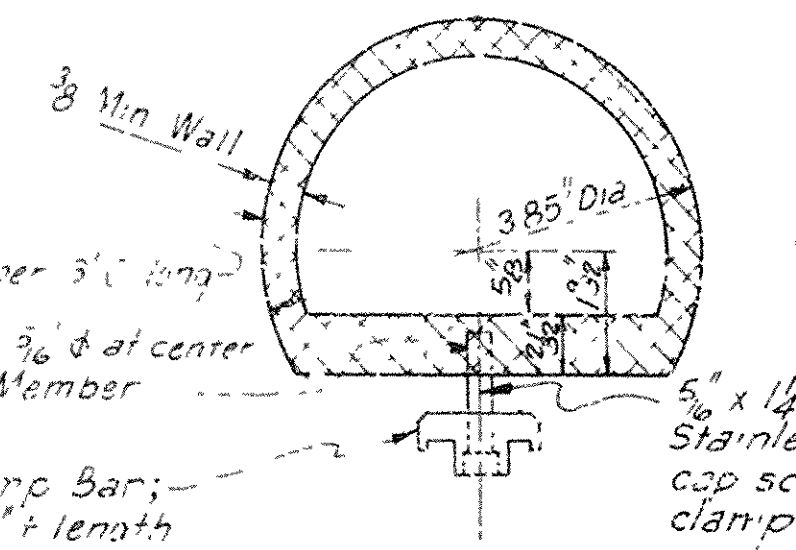
CROSS SECTION OF LOWER RAIL
 HALF SIZE



CROSS SECTION OF UPPER RAIL
 HALF SIZE

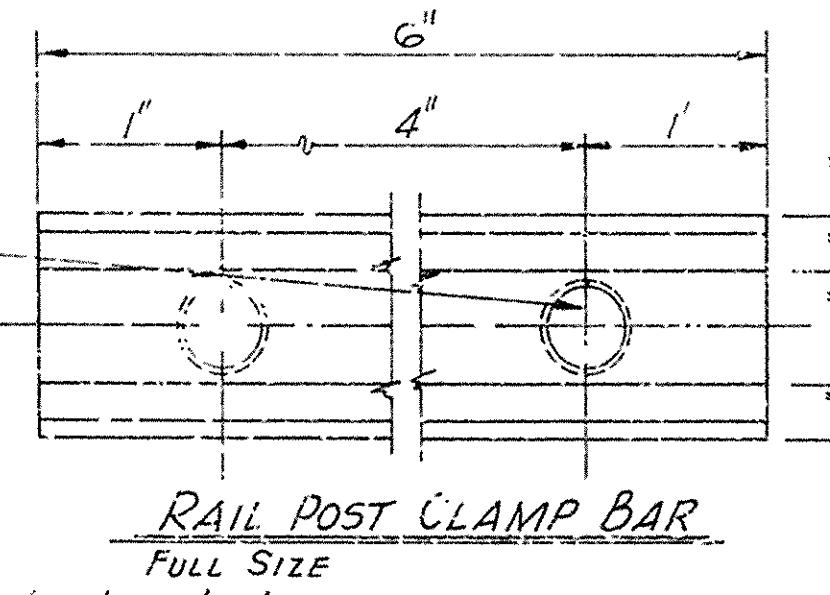


SECTION C-C OF RAIL POST
 HALF SIZE

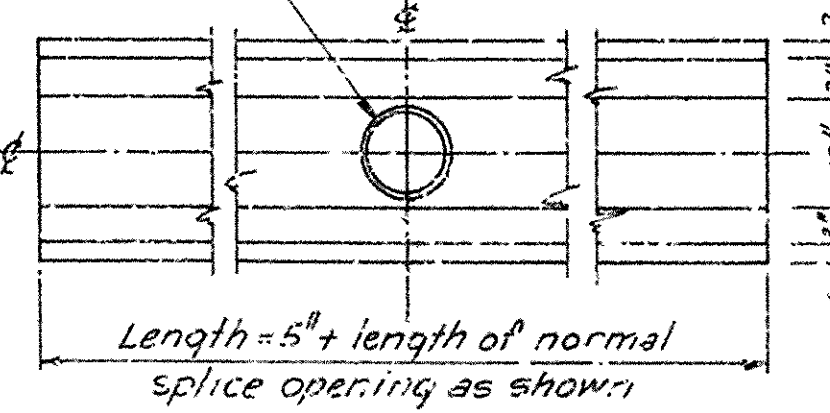


CROSS SECTION OF LOWER RAIL
 SPLICE MEMBER & CLAMP BAR
 HALF SIZE

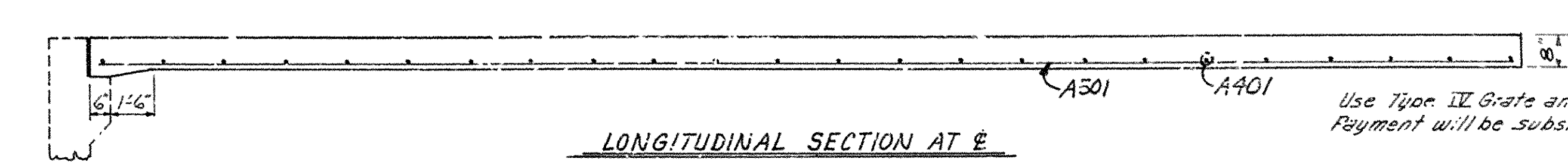
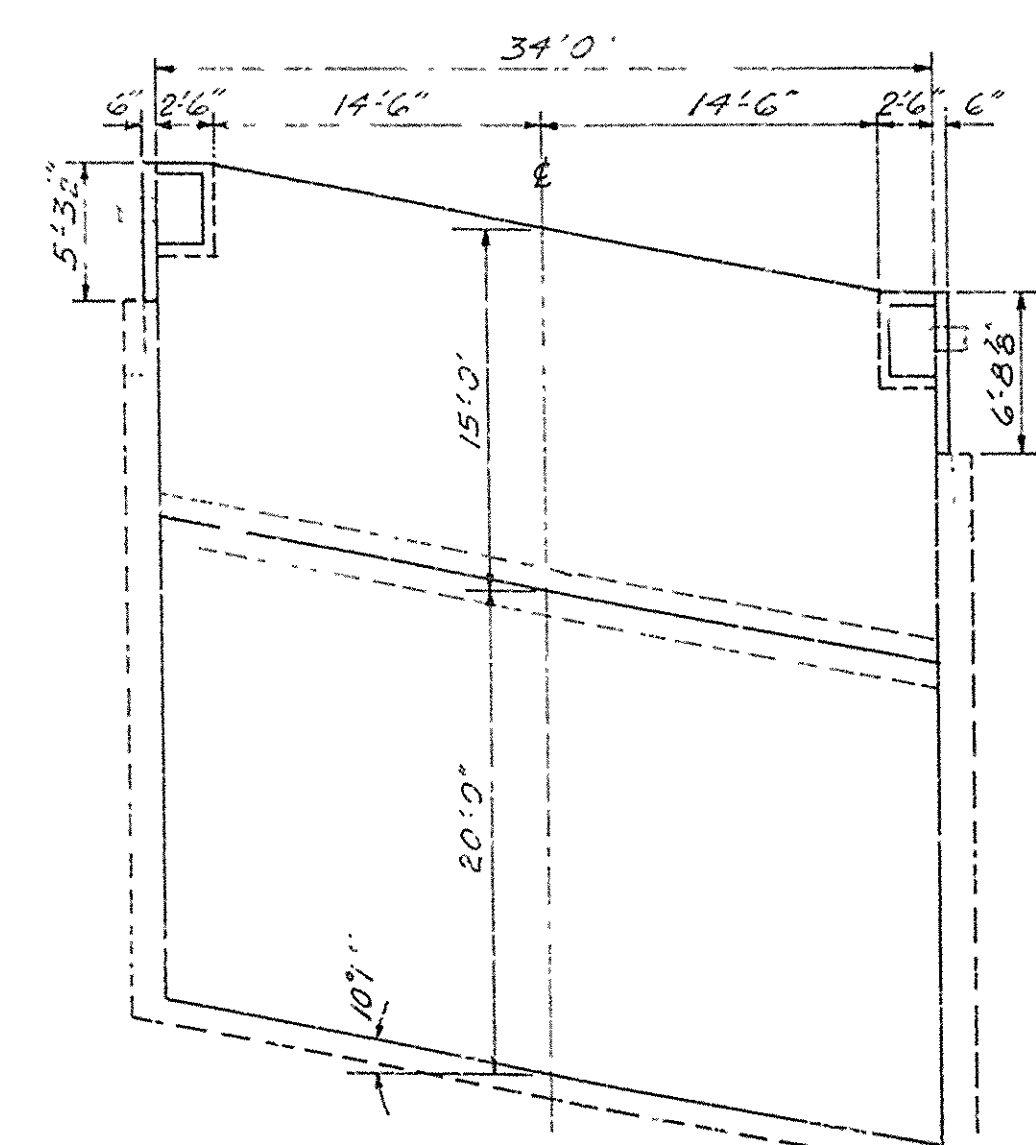
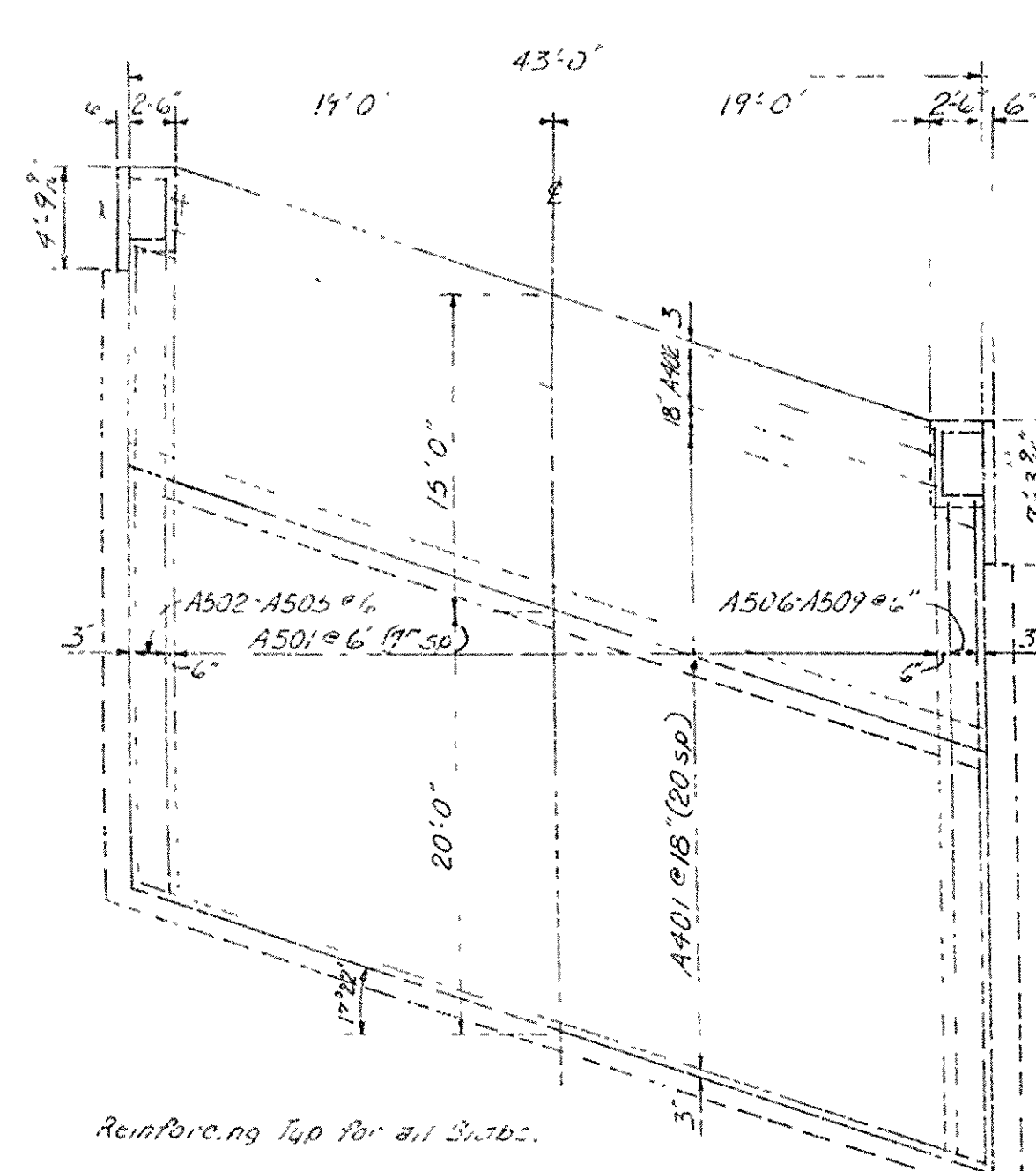
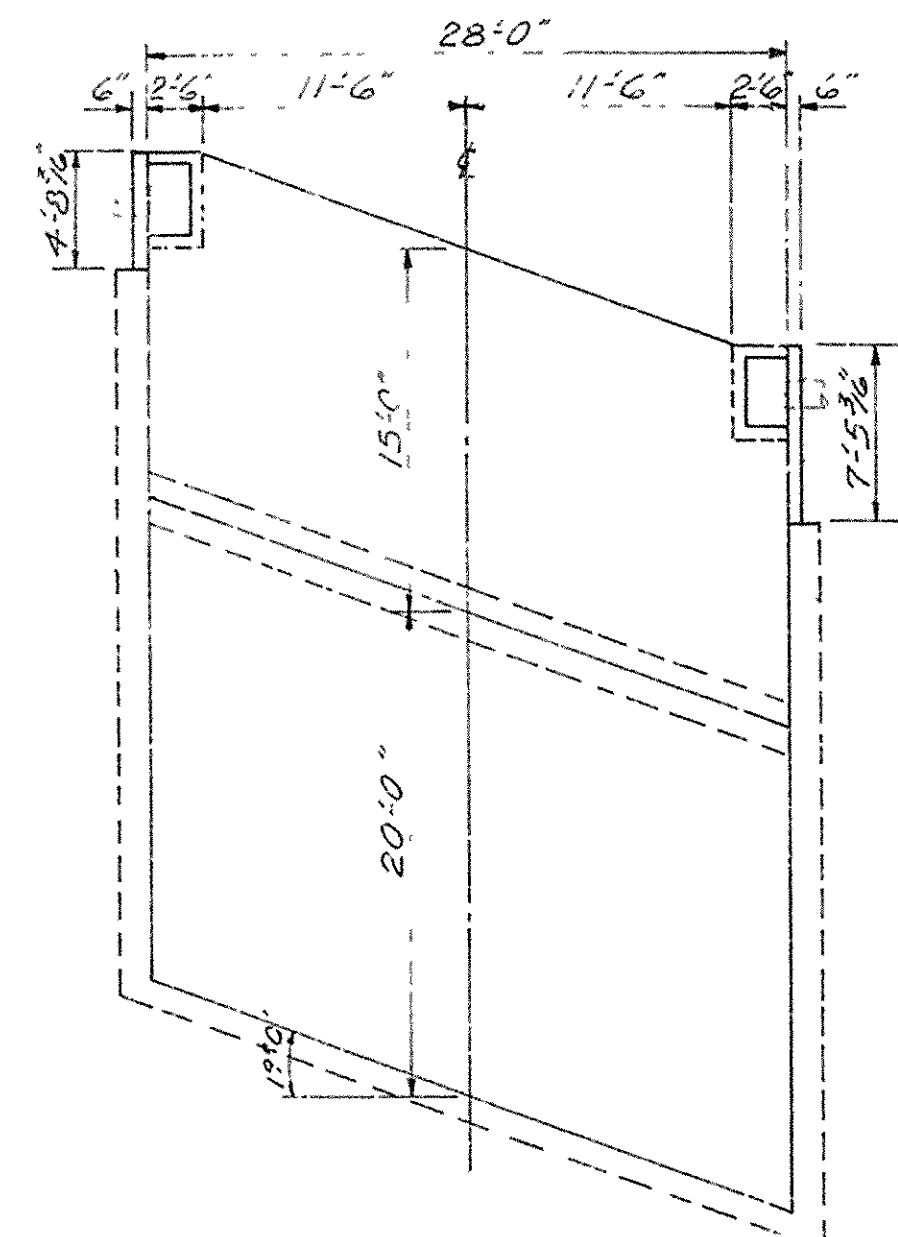
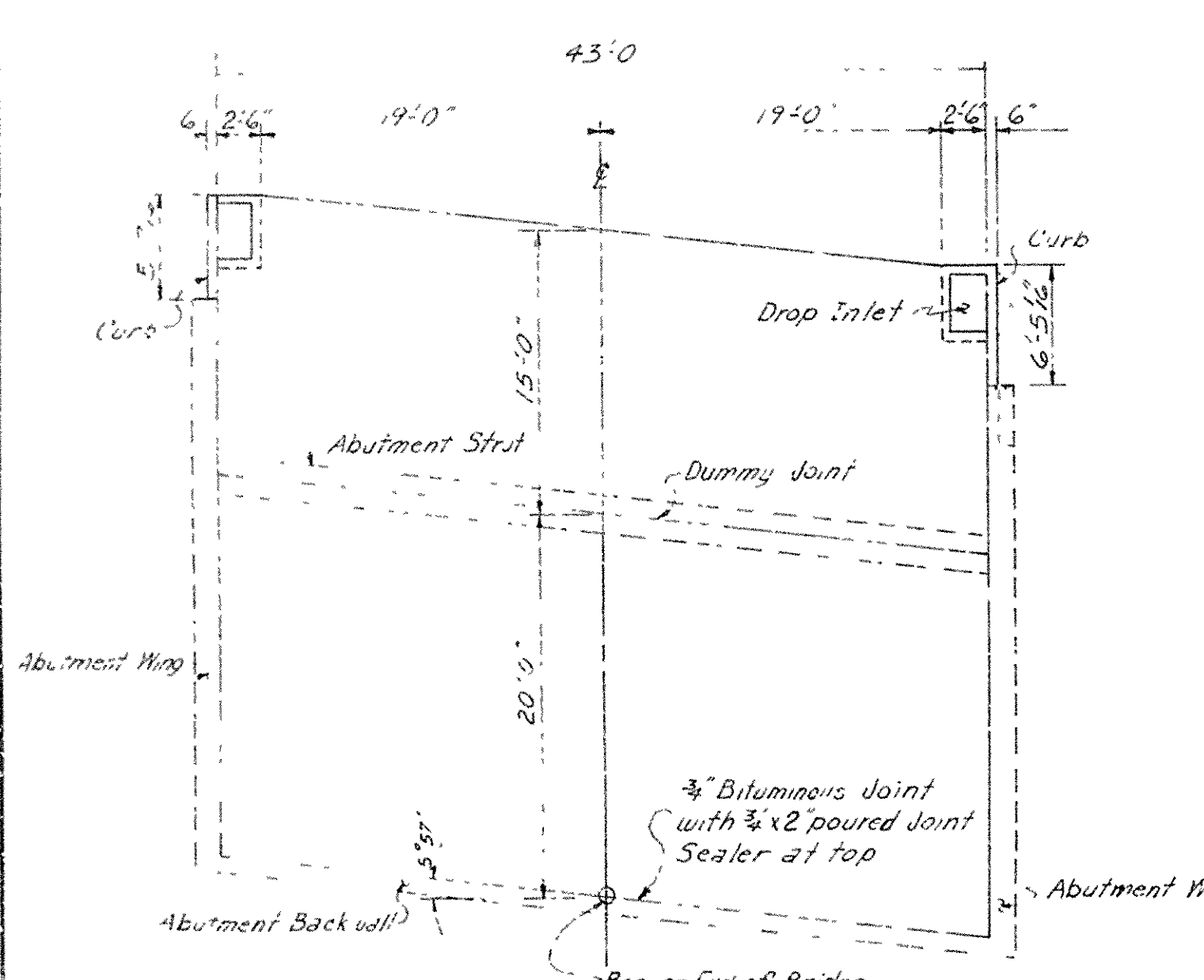
CROSS SECTION OF UPPER RAIL
 SPLICE MEMBER & CLAMP BAR
 HALF SIZE



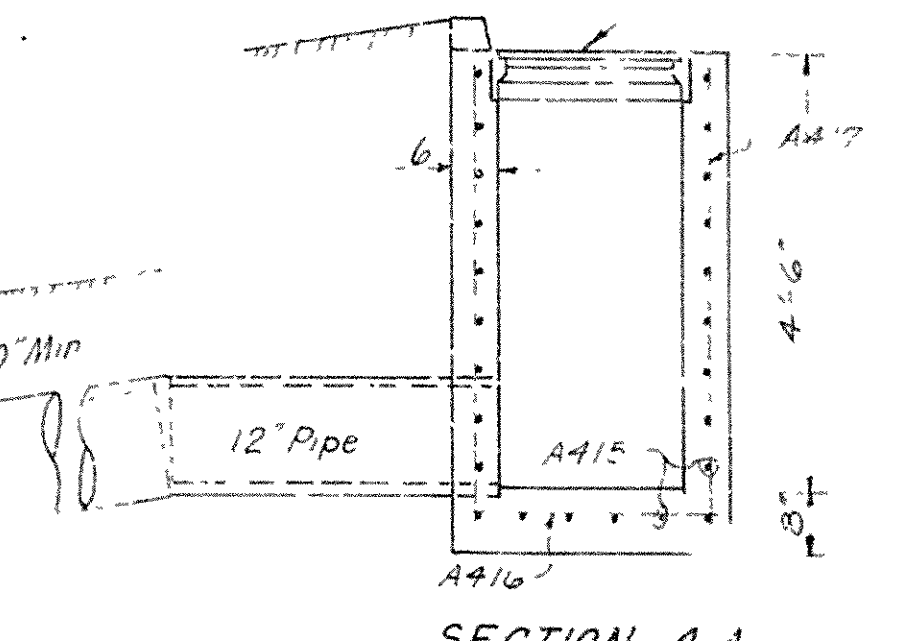
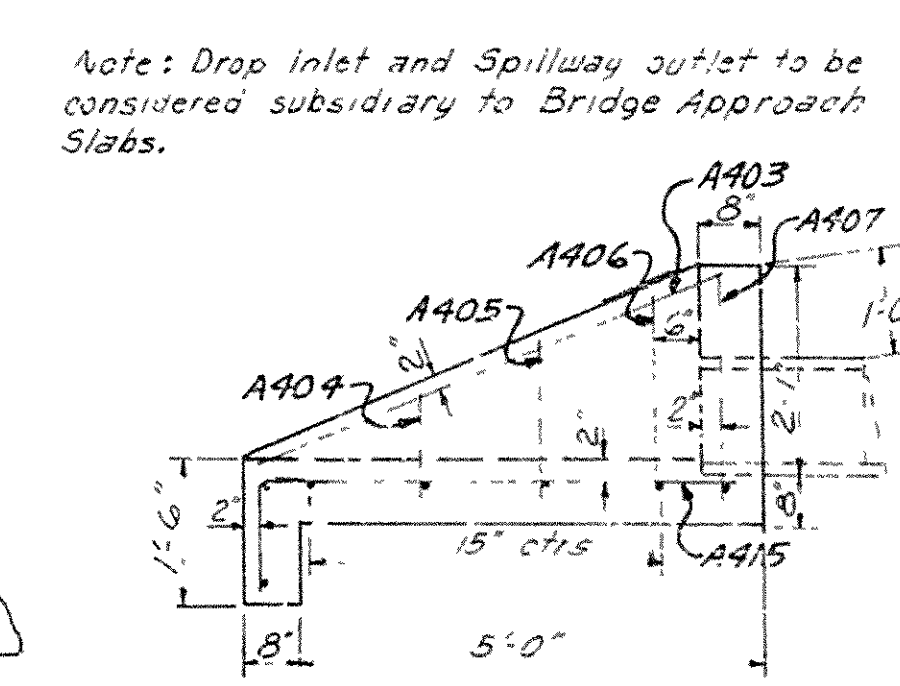
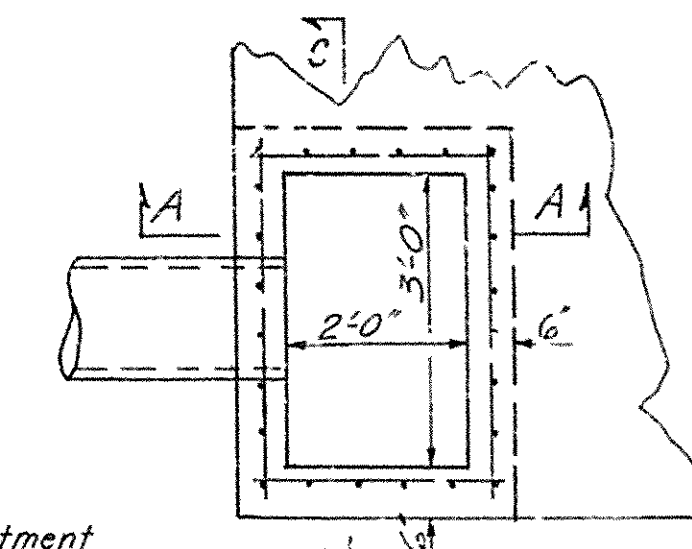
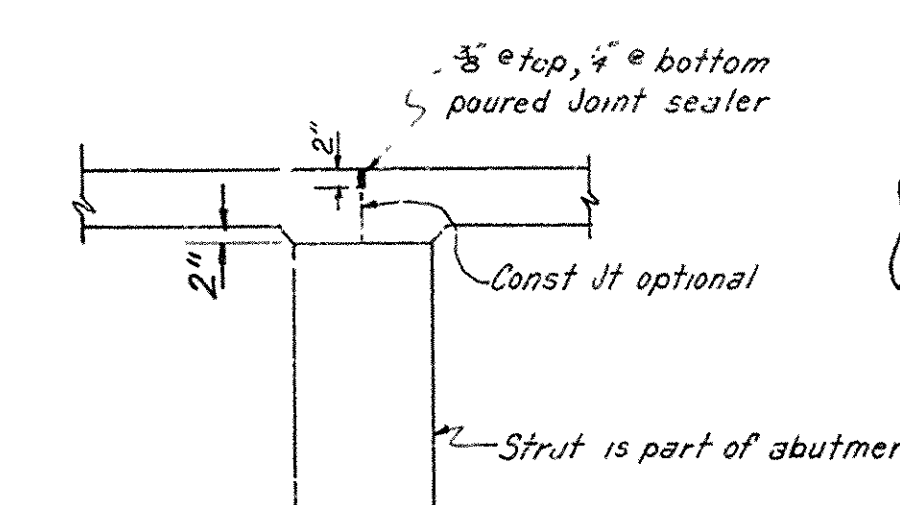
RAIL POST CLAMP BAR
 FULL SIZE



SPLICE CLAMP BAR
 FULL SIZE

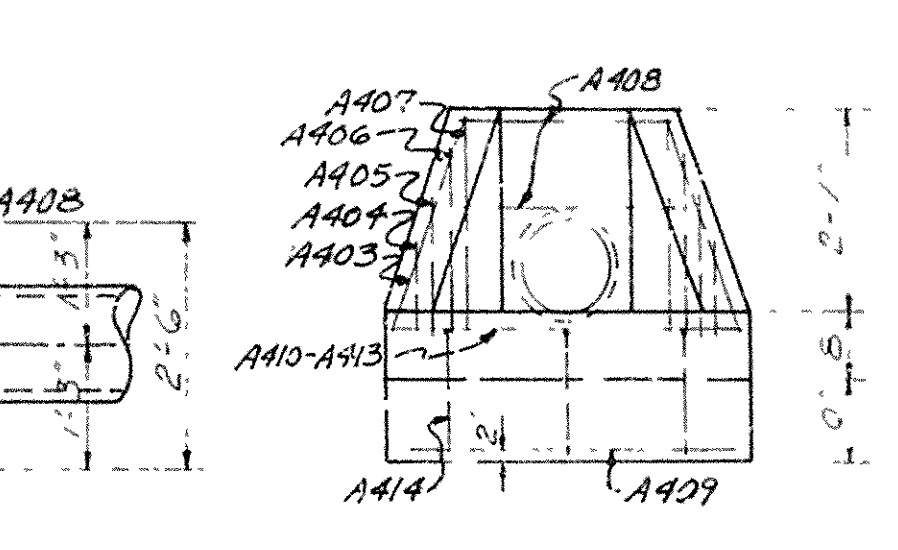
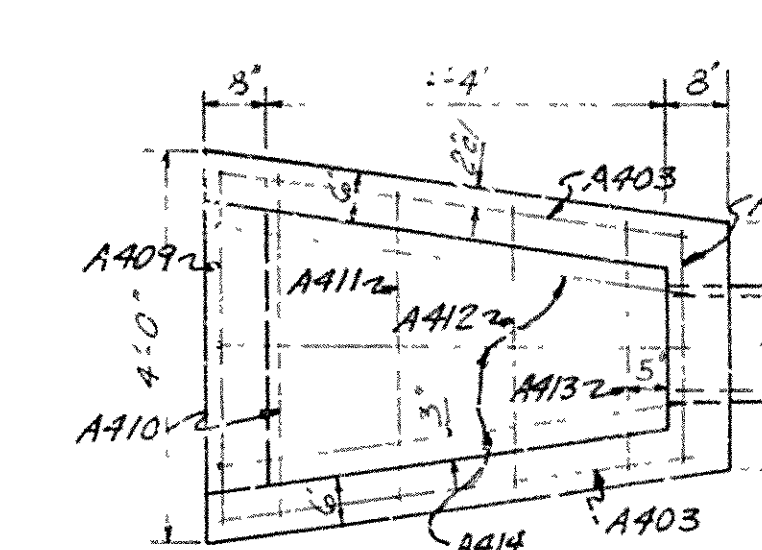


NOTE: Joint Filler around Drop Inlet to be non-extruding preformed joint filler. A.A.S.H.O. Designation M-153-S4, Type III.



Use Type III Grate and Frame. Refer to Std. Draw. FPC-96
 Payment will be subsidiary to Bridge Approach Slabs.

Note: Drop Inlet and Spillway outlet to be considered subsidiary to Bridge Approach Slabs.

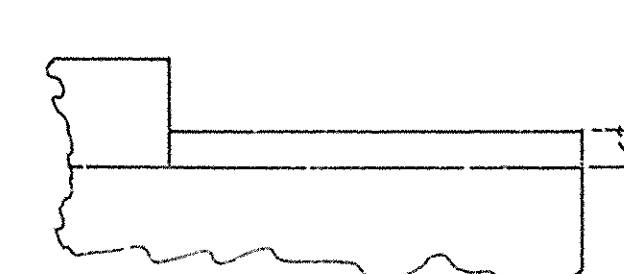
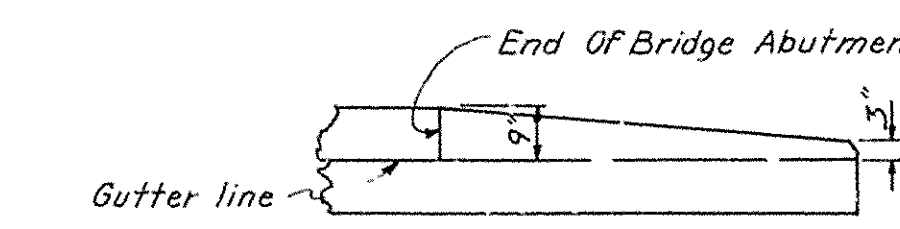


SECTION C-C
 BAR LIST FOR ONE
 DROP INLET & SPILLWAY OUTLET

MARK	NO	LENGTH
A403	2	5'-9"
A404	2	1'-2"
A405	2	1'-8"
A406	2	2'-2"
A407	2	2'-5"
A408	2	2'-2"
A409	2	3'-8"
A410	1	3'-5"
A411	1	3'-1"
A412	1	2'-9"
A413	1	2'-5"
A414	3	6'-5"
A415	24	3'-8"
A416	26	2'-8"
A417	24	4'-10"

BAR LIST FOR APPROACH SLABS

MARK	NO	LENGTH
Pulaski-Lonoke Co Line Inter.		
A401	21	42'-10"
A402	3	38'-9"
A501	78	34'-8"
A502	1ea.	31'-1"
A505	1ea.	30'-7"
A506	1ea.	31'-3"
A509	1ea.	31'-9"
Hwy. 89 Interchange		
A401	21	44'-8"
A402	3	40'-6"
A501	78	34'-8"
A502	1ea.	31'-2"
A505	1ea.	30'-11"
A506	1ea.	31'-2"
A509	1ea.	31'-5"
WARD INTERCHANGE		
A401	21	34'-2"
A402	3	30'-1"
A501	60	34'-8"
A502	1ea.	31'-1"
A505	1ea.	30'-10"
A506	1ea.	31'-3"
A509	1ea.	31'-6"



NOTE:
 ALL CONCRETE TO BE CLASS S. EXPOSED CORNERS TO BE CHAMFERED 3/4".
 REINFORCING STEEL TO BE DEFORMED BARS OF INTERMEDIATE OR HARD GRADE.

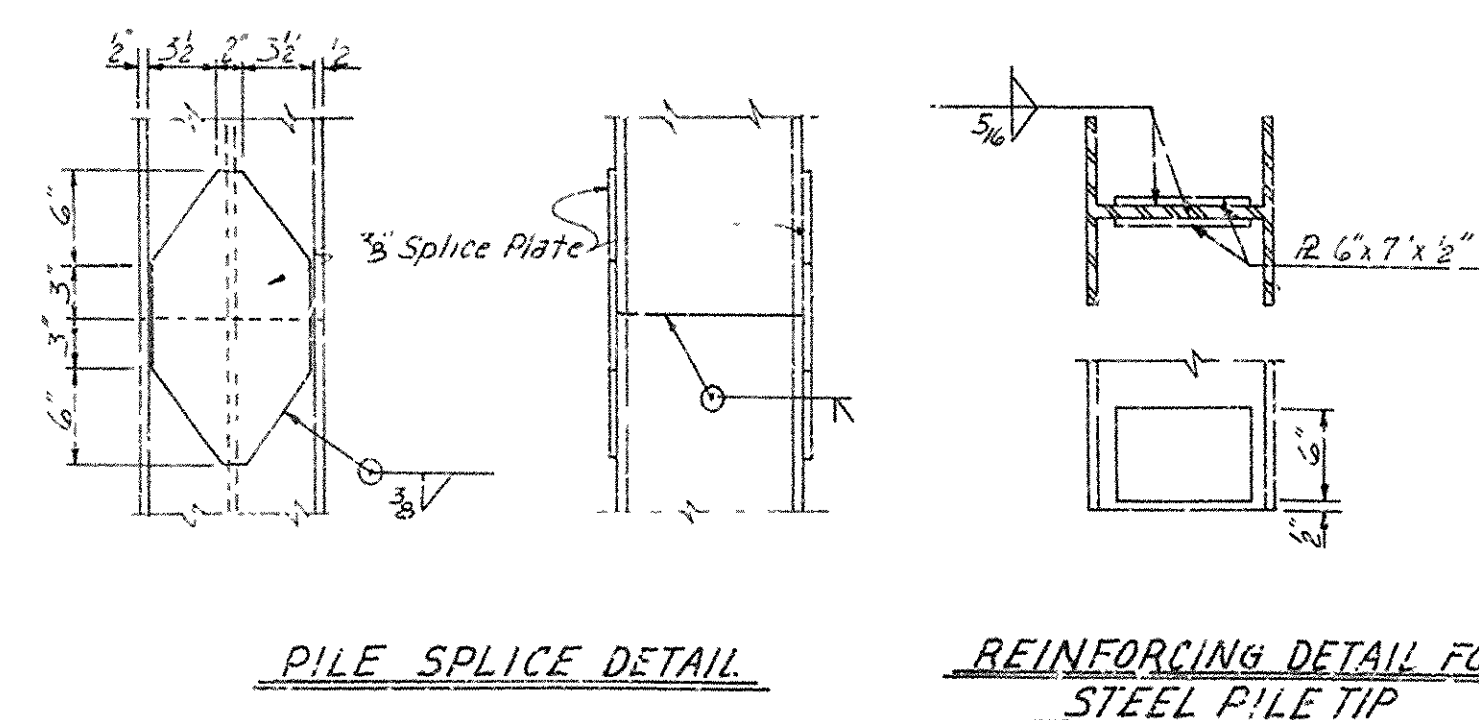
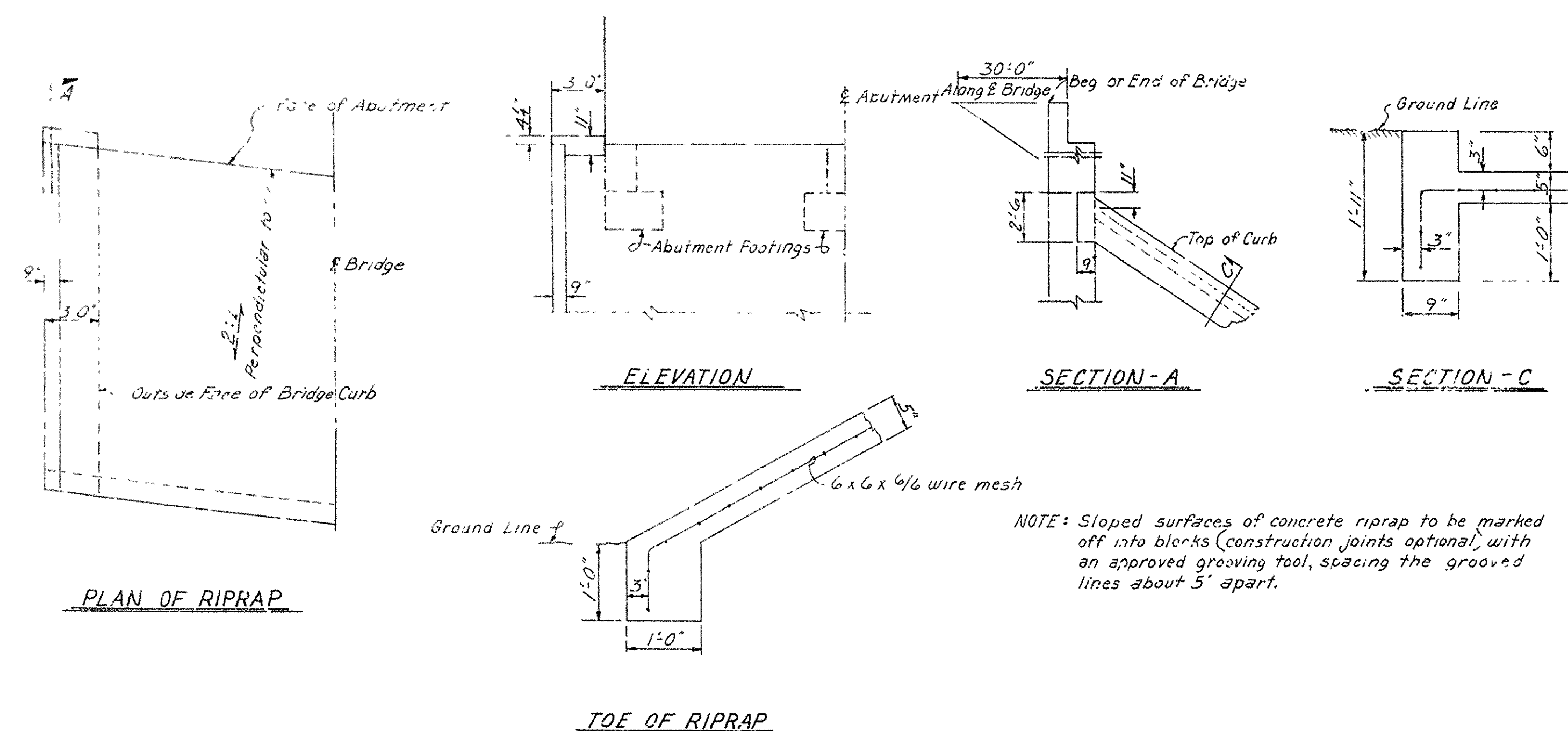
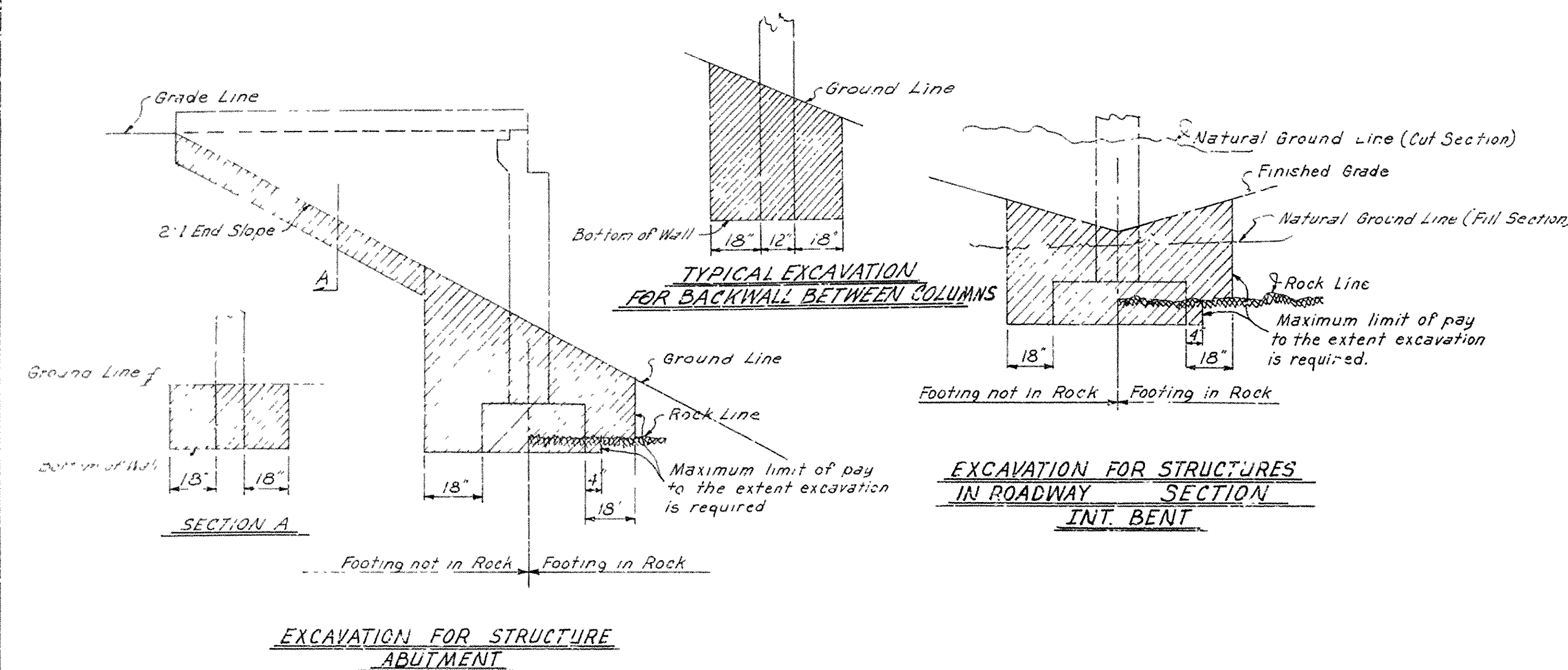
APPROACH SLABS FOR STRUCTURES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH BID FOR "APPROACH SLABS", WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, INCLUDING REINFORCING STEEL AND JOINT MATERIALS; FOR FORMS, MIXING, PLACING AND FINISHING CONCRETE, FOR EXCAVATION AND BACK FILL AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

PAYMENT FOR FURNISHING AND INSTALLING CORRUGATED METAL PIPE SHALL BE MADE UNDER THE ITEM "PIPE CULVERTS" SECTION 909.

DETAILS OF APPROACH SLABS
 PULASKI CO. LINE-BEEBE INTERCHANGE
 LONOKE COUNTY
 ROUTE 67 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: W.W.V. DATE: 7-2-69
 TRACED BY: DATE: 7-2-69
 CHECKED BY: DATE: 7-2-69
 BRIDGE NO. 5333-5336 DRAWING NO. 16005

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-02-3 (22)		30	17
JOB NO.		1429			
T. 5333-5336 Misc. Details 19606					



NOTE: The Contractor may for his convenience and at his own expense, provide as many as three splices per pile for steel bearing piling. Minimum spacing between splices shall be 5'.

NOTE: Steel Pile Tip Reinforcing will not be paid for directly, but shall be considered subsidiary to the item of "Steel Bearing Piling."

MISCELLANEOUS DETAILS
PULASKI CO. LINE-BEEBE INTERCHANGES
LONOKE COUNTY
ROUTE 67 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.W.M. DATE: 8-1-67
TRACED BY: DATE: SCALE: NONE
CHECKED BY: F.H.B. DATE: BRIDGE ENGINEER
BRIDGE NO. 5333-5336 DRAWING NO. 16606