

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		60381	14	45
① 3424 AR&BR GEN & STRU NOTE 28163								

GENERAL NOTES – JOB 60381

- ALL BEARINGS REFER TO TRUE NORTH.
- LEVEL DATUM IS MEAN SEA LEVEL REFERENCED TO U.S.C. AND G.S.
- ALL CONCRETE EXCEPT SEAL CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- ALL CONCRETE IN THE SUPERSTRUCTURE SLABS AND PARAPET SHALL BE CLASS S(AE). ALL OTHER CONCRETE SHALL BE CLASS S.
- GRADE LINE DENOTES FINISHED GRADE.
- ALL STRUCTURAL STEEL SHALL BE A36 OR A572 GRADE 50. STRUCTURAL STEEL NOT IDENTIFIED AS TO GRADE SHALL BE A36.
- 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)."
- 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.
- THE TOPS OF ALL NEW FOOTINGS SHALL NOT BE ABOVE THE TOPS OF THE EXISTING ADJACENT FOOTINGS.
- 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 IN THE SUPERSTRUCTURE SLAB 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.
- CONCRETE SLABS FOR SPANS UP TO 50 FEET IN LENGTH SHALL BE POURED IN ONE CONTINUOUS OPERATION. SPANS OVER 50 FEET IN LENGTH MAY BE POURED IN INCREMENTS WITH THE CENTER ONE-THIRD TO ONE-HALF SPAN POURED FIRST. AFTER THE CENTER SECTION IS POURED, NOT LESS THAN 72 HOURS SHALL ELAPSE BEFORE POURING THE END SECTIONS. END SECTIONS MAY BE POURED SIMULTANEOUSLY. IF NOT POURED SIMULTANEOUSLY, 48 HOURS SHALL ELAPSE BETWEEN END SECTION POURS. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN COMPLETION OF THE SLAB AND THE POURING OF THE PARAPET RAILING.
- ALL CONCRETE SHALL BE POURED AND SCREEDDED OFF PRIOR TO INITIAL SET. THE CONCRETE DECK SHALL BE GIVEN A GROOVED FINISH AS SPECIFIED IN SP. "FINISHING AND GROOVING CONCRETE BRIDGE DECKS AND APPROACHES." 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.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERS WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE RESPECTIVE OWNERS, UNLESS OTHERWISE PROVIDED.
- STEEL PILING: PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM OR DIESEL HAMMER TO 70 TONS MINIMUM. LENGTHS OF PILING SHOWN ARE BASED ON EXISTING DRIVING RECORDS. ORDER LENGTHS SHOWN; CUT-OFF OR SPLICING ON, IF NECESSARY, SHALL BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- ALL MATERIAL REMOVED FROM THE BRIDGES AND NOT SCHEDULED TO BE REUSED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- BOILED LINSEED OIL SHALL BE APPLIED TO THE ROADWAY SURFACE OF ALL BRIDGE DECKS AND THE ROADWAY FACE AND TOP OF THE CONCRETE PARAPET RAIL.
- ALL NEW 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 AND SP 807-10. THE SECOND FIELD COAT SHALL BE THE COLOR "ALUMINUM."
- ALL EXISTING STRUCTURAL STEEL SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISION "PAINTING EXISTING STRUCTURAL STEEL." THE FINISH COAT SHALL BE THE COLOR "ALUMINUM."
- THE CONTRACTOR SHALL SUBMIT A PLAN TO REMOVE DEMOLITION DEBRIS FROM THE WATER AREAS, FOR APPROVAL BY THE ENGINEER, PRIOR TO BEGINNING DEMOLITION OPERATIONS. THE CONTRACTOR MAY SUSPEND A PLATFORM OR NETTING FROM THE BRIDGE CAPABLE OF SUPPORTING PIECES OF CONCRETE FALLING FROM THE DECK, AS APPROVED BY THE ENGINEER.
- ADDITIONAL GENERAL NOTES ARE LISTED ON THE BRIDGE STAGE CONSTRUCTION PLAN.

STRUCTURAL STEEL NOTES

- ALL EXISTING BEARINGS TO REMAIN AND NEW BEARINGS SHALL BE FIRMLY SEATED OR RESEATED 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.
- PLATE GIRDER WEBS 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.
- ALL WEB AND FLANGE PLATES MUST BE PLACED SO THAT THE DIRECTION IN WHICH THE PLATES ARE ROLLED IS ALONG THE LONGITUDINAL AXIS OF THE PLATE GIRDER.
- 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 THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE AWS D1.1-75, AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, 1981 EDITION, SUBSECTION 807.24 OF THE STANDARD SPECIFICATIONS AND SP 807-5.
- ALL GIRDERS SHALL BE BLOCKED IN THEIR TRUE POSITION, WITH WEB PLATES HORIZONTAL, IN THE SHOP IN GROUPS OF 3 SECTIONS MINIMUM. THE CAMBER, LENGTH OF SECTIONS, DISTANCE BETWEEN BEARINGS AND OPENING OF JOINTS SHALL BE MEASURED WITH THE GIRDERS IN THIS POSITION AND THIS INFORMATION SHALL BECOME A PART OF THE PERMANENT RECORDS OF THIS JOB.
- TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE SET NORMAL TO THE TOP FLANGE AND ON THE SIDE OF THE GIRDER WEB AS INDICATED ON THE FRAMING PLAN. NO TRANSVERSE INTERMEDIATE STIFFENERS ARE TO BE PLACED ON THE OUTSIDE OF THE EXTERIOR GIRDERS.
- CROSSFRAMES SHALL BE INSTALLED AS GIRDERS ARE ERECTED. ALL CROSSFRAMES SHALL BE INSTALLED AND COMPLETELY BOLTED PRIOR TO POURING OF FLOOR SLABS.
- ALL WIDE FLANGE BEAMS, AND GIRDER FLANGE AND WEB PLATES, ARE CONSIDERED MAIN LOAD CARRYING MEMBERS AND SHALL MEET THE REQUIREMENT OF THE CHARPY V-NOTCH TEST AS SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.
- 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 PLATE GIRDER SPANS (A36)."
- ALL METAL BEARINGS AND ROADWAY EXPANSION DEVICES SHALL BE PAID FOR AS "STRUCTURAL STEEL IN ... SPANS (A36)."
- THE BEARING ASSEMBLIES SHALL BE SET IN A VERTICAL POSITION AT 60 DEGREES F.
- UNLAMINATED ELASTOMERIC BEARINGS SHALL BE SUPPLIED IN NOMINAL 70 DUROMETER HARDNESS. LAMINATED ELASTOMERIC BEARINGS SHALL BE SUPPLIED IN NOMINAL 60 DUROMETER HARDNESS. ALL ELASTOMERIC BEARINGS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 808 OF THE STANDARD SPECIFICATIONS.
- THE LUMP SUM BID PRICE FOR ALL ELASTOMERIC BEARINGS SHALL INCLUDE PAYMENT FOR ALL PADS INCLUDING INTERNAL SHIM PLATES, EPOXY ADHESIVE, AND SOLE PLATES.
- ALL CONTACT SURFACES BETWEEN PLATES AT FIELD SPLICES SHALL BE FREE OF PAINT, OIL, RUST, OR SCALE BEFORE ASSEMBLY.
- 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.
- 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 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.
- 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.

SPECIAL NOTE – ELEVATIONS

ELEVATIONS SHOWN ON THE BRIDGE DRAWINGS HAVE BEEN TAKEN OR COMPUTED FROM THE ORIGINAL BRIDGE CONSTRUCTION PLANS AND ARE PROVIDED FOR INFORMATION ONLY. THESE ELEVATIONS HAVE NOT BEEN SURVEYED OR REFERENCED TO A CURRENT T.B.M. WHEN A DISCREPANCY EXISTS BETWEEN THE ELEVATIONS PROVIDED IN THESE PLANS, THE ACTUAL FIELD ELEVATIONS AND THE DIMENSIONS SHOWN, THE ACTUAL FIELD ELEVATIONS AND/OR DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING CHECK MEASUREMENTS OF THE EXISTING BRIDGES AND NECESSARY ADJUSTMENTS TO THE NEW WORK.

SHEET 1 OF 1

GENERAL AND STRUCTURAL NOTES
OUACHITA RIVER BRIDGE AND APPROACHES

HOT SPRING COUNTY
ROUTE I-30 SEC.2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: L.O.T. DATE: DEC 1985
CHECKED BY: H.J.P. DATE: DEC 1985
DESIGNED BY: J.P. DATE: DEC 1985
SCALE: None

BRIDGE NO. 3424 AR & BR DRAWING NO. 28163

BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6-5-86	5-6-86	8-7-87	4-0-87	6	ARK.			
7-14-86	5-17-86							
9-30-86	8-27-86							
				JOB NO.	60381		11	45

① 3424 AR & BR SCH. OF QUANT. 28164

BRIDGE NO.	CODE NO.	BRIDGE NAME PLATE TITLE	UNIT OF BRIDGE	ITEM NO.	801	SP & 802	SP & 802	803	804	SP & 804	805	SP & 807	SP & 807	SP & 807	SP & 307
				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 BEARING PILING (HP 12 X 53)	STRUCTURAL STEEL IN BEAM SPANS (A36)	STRUCTURAL STEEL IN BEAM SPANS (A572 GR50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A36)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A572 GR50)
				UNIT	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LB.	LB.	LB.	LB.
3424 AR	X071	OUACHITA RIVER	END BENT 1	20	11.2 13.4				1123 1,129		80 100	609 592			
			BENT 2	8	2.6				296 354		78	487			
			PIER 1	208 244	589 60 58.65				4032 3,983						
			PIER 2	35 19	66.1 84				4312 4,119					1,176 792	
			PIER 3	37 28	67.7 85				4409 4,133					1,248 966	
			PIER 4	36 28	67.7 85				4409 4,133					1,176 792	
			PIER 5	36 28	67.7 85				4409 4,133					1,176 792	
			PIER 6	214 246	602 63 59.55				4107 4,001						
			BENT 3	8	2.6				296 354		78	501			
			END BENT 4	20	11.2 13.4				1123 1,129		80 100	609 592			
			FOUR - 40' SPANS			192.0		17	2407 25,007	25,204		18,955 17,598	25,360		
			FIVE - 110' SPANS			653.0		58	8090 36,844	36,804 36,150				152,636 175,449	82,452
			TOTAL FOR BR. NO.3424 AR	622 648	1,415.0	845.0		75	3300 132,419	121,354	316 476	21,173 19,770	25,360	157,406 178,791	82,452
3424 BR	X071	OUACHITA RIVER	END BENT 1	20	11.2 13.4				1123 1,129		80 100	609 592			
			BENT 2	8	2.6				296 354		78	487			
			PIER 1	208 244	589 60 58.65				4032 3,983						
			PIER 2	34 23	66.1 84				4312 4,119					1,176 792	
			PIER 3	36 28	67.7 85				4409 4,133					1,248 966	
			PIER 4	40 35	67.7 85				4409 4,133					1,176 792	
			PIER 5	34 30	67.7 85				4409 4,133					1,176 792	
			PIER 6	216 254	602 63 59.55				4107 4,001						
			BENT 3	8	2.6				296 354		78	501			
			END BENT 4	20	11.2 13.4				1123 1,129		80 100	609 592			
			FOUR - 40' SPANS			192.0		17	2407 25,007	25,204		18,955 17,598	25,360		
			FIVE - 110' SPANS			653.0		58	8090 36,844	36,804 36,150				152,636 175,449	82,452
			TOTAL FOR BR. NO.3424 BR	664 622	1,415.0	845.0		75	3300 132,419	121,354	316 476	21,173 19,770	25,360	157,406 178,791	82,452
			TOTAL FOR JOB 60381	1,312 1214	2,830.0	1,690.0		150	6600 264,838	242,708	632 882	42,346	50,720	314,812	164,904

*ESTIMATED ROCK EXCAVATION = 85 C.Y.

① 180 ② 211.2 ③ 267,866 ④ 33,540 ⑤ 357,582 ⑥ 164,904

- ① Revised Quantity of Str. Steel (A572-50). LDF 6-5-86
- ② Revised Quantities. EJK 7-14-86
- ③ Revised Quantities 9-30-86. EJK
- ④ Revised Quantities. 8-7-87 F.H.

BRIDGE NO.	CODE NO.	BRIDGE NAME PLATE TITLE	UNIT OF BRIDGE	ITEM NO.	SP & 808	SP & 809	812	SP	SP	SP	SP	SP	SP	SP	SP	SP
				ITEM	ELASTOMERIC BEARINGS	PREFORMED JOINT SEALER	BRIDGE NAME PLATES (TYPE C)	REPLUMBING EXISTING BEARINGS	PAINTING EXISTING STRUCTURAL STEEL (TYPE II)	REMODELING EXISTING BRIDGE STRUCTURES	REPLACING EXISTING ANCHOR BOLTS	REPAIR OF EXISTING CONCRETE STRUCTURES	REPLACEMENT OF SHOE PINS	REPLACEMENT OF MASONRY PLATES		
				UNIT	L.S.	LIN. FT.	EA.	EA.	TON	L.S.	EA.	CU. FT.	EA.	EA.		
3424 AR	X071	OUACHITA RIVER	END BENT 1	42.9			1									
			BENT 2	42.9					2.88		2					
			PIER 1	42.9							2					
			PIER 2	42.9				4			1					
			PIER 3					8			2					
			PIER 4					4			1					
			PIER 5					4			1					
			PIER 6								2					
			BENT 3	42.9							2					
			END BENT 4	42.9					2.88							
			FOUR - 40' SPANS	0.4					36.00							
			FIVE - 110' SPANS	0.1					228.70							
			TOTAL FOR BR. NO.3424 AR	0.5		386.1	1	20	270.46	0.5	13		5	5		
3424 BR	X071	OUACHITA RIVER	END BENT 1	42.9												
			BENT 2	42.9					2.88		2		1			
			PIER 1	42.9							2					
			PIER 2	42.9				4			1					
			PIER 3					8			2					
			PIER 4					4			1					
			PIER 5					4			1					
			PIER 6								2					
			BENT 3	42.9							2					
			END BENT 4	42.9					2.88				1			
			FOUR - 40' SPANS	0.4					36.00							
			FIVE - 110' SPANS	0.1					228.70				5	5		
			TOTAL FOR BR. NO.3424 BR	0.5		386.1	1	20	270.46	0.5	13	2	5	5		
			TOTAL FOR JOB 60381	1.0		772.2	2	40	540.92	1.0	26	2	10	10		

SHEET 1 OF 1

SCHEDULE OF BRIDGE QUANTITIES
OUACHITA RIVER BRIDGE AND APPROACHES

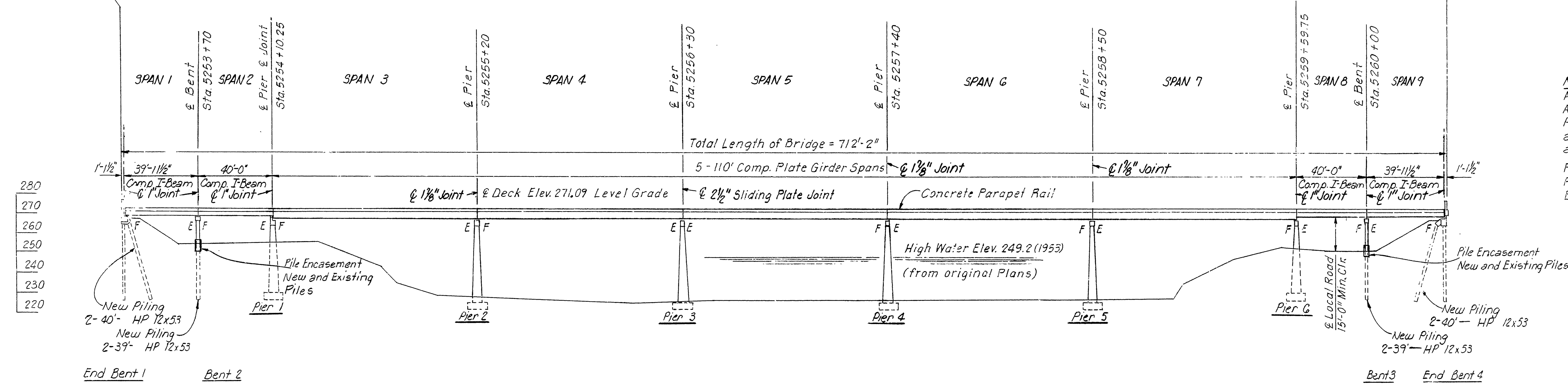
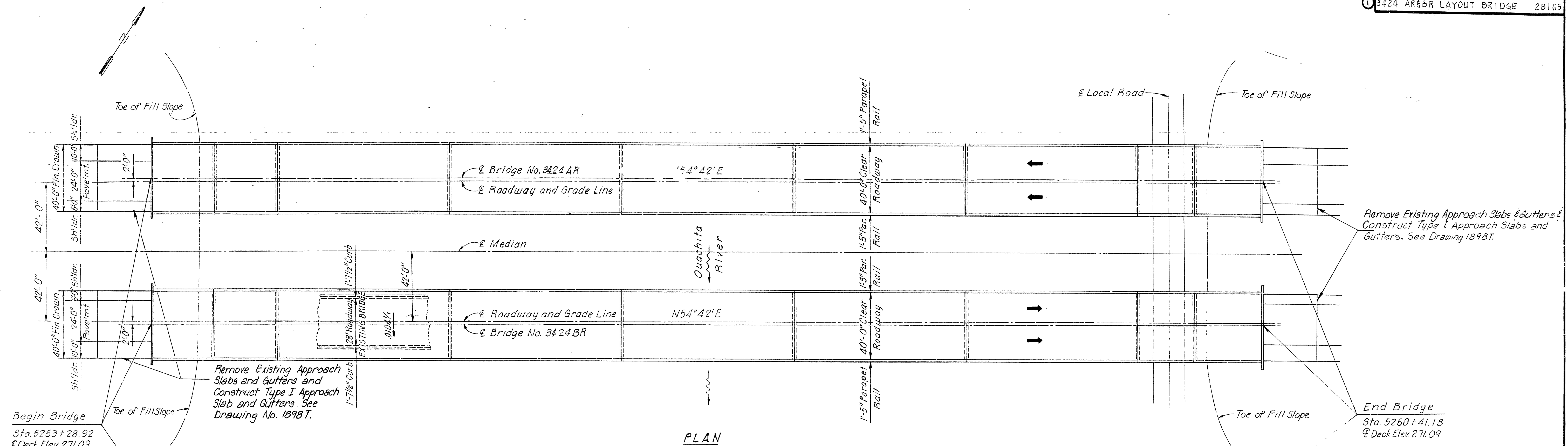
HOT SPRING COUNTY
ROUTE I-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: L.D.T. DATE: DEC. 1985
CHECKED BY: H.J.P. DATE: DEC. 1985
DESIGNED BY: J.R. DATE: DEC. 1985
SCALE: None

BRIDGE NO. 3424 AR & BR DRAWING NO. 28164

BRIDGE ENGINEER

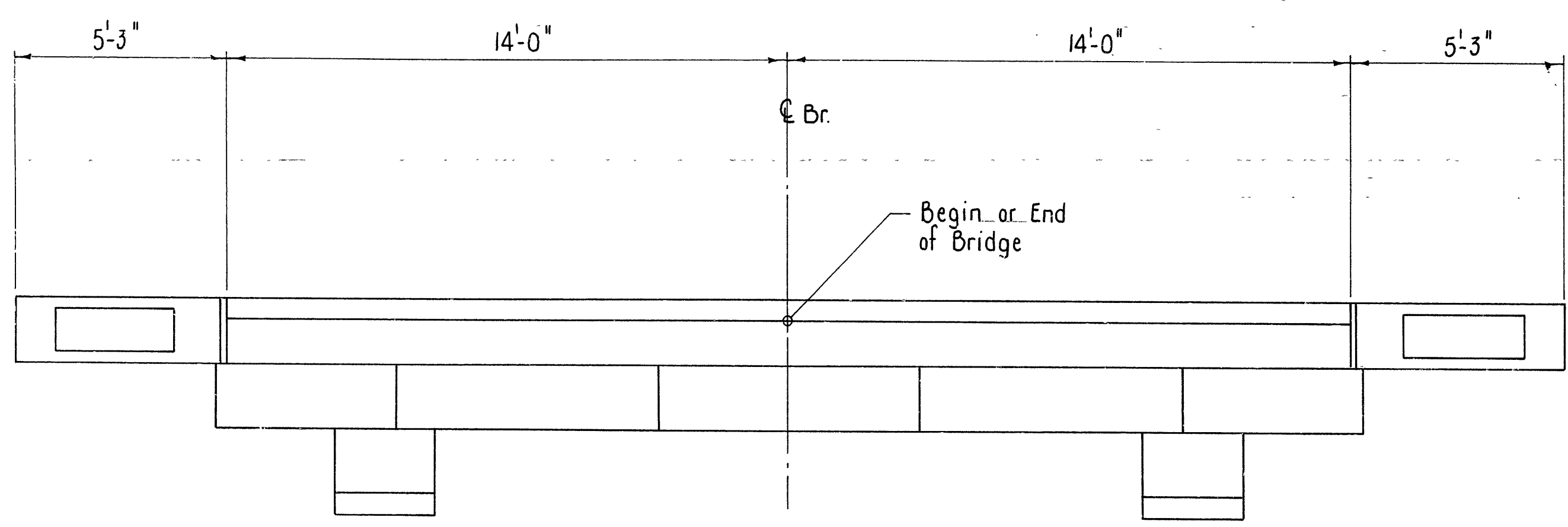
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	60381	15	45	
				3424 AR&BR LAYOUT BRIDGE 28165				



NOTES:
All Stations are from Original Plans.
All Elevations are 1/8" higher than Original Plans due to increased Slab Thickness and addition of a Bearing Pad under all Shoes.
For General Notes, See Dwg. 28103 & 28166
For Soils information, see Layout of Existing Bridge, Dwg. 11205.

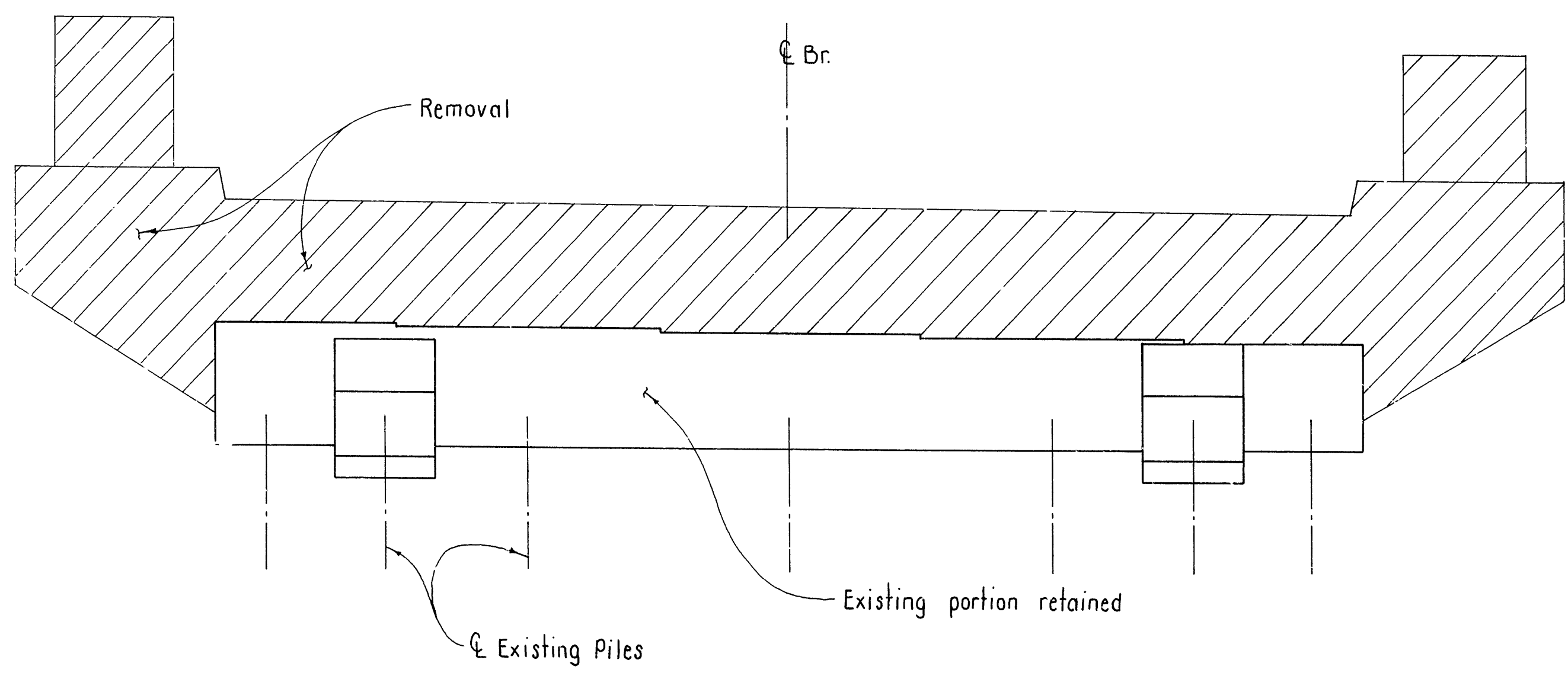
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		60381	17	46
① 3424 AR 8 BR - REMOVAL DTLS. - 28167								



EXISTING PLAN
Scale: $\frac{3}{8}" = 1'-0"$

Note:
For Stage Construction, see Drwg. No. 28166.



EXISTING FRONT ELEVATION
Scale: $\frac{3}{8}" = 1'-0"$

REMOVAL DETAILS FOR
EXISTING END BENTS 1 AND 4
OUACHITA RIVER BRIDGE AND APPROACHES
HOT SPRING COUNTY

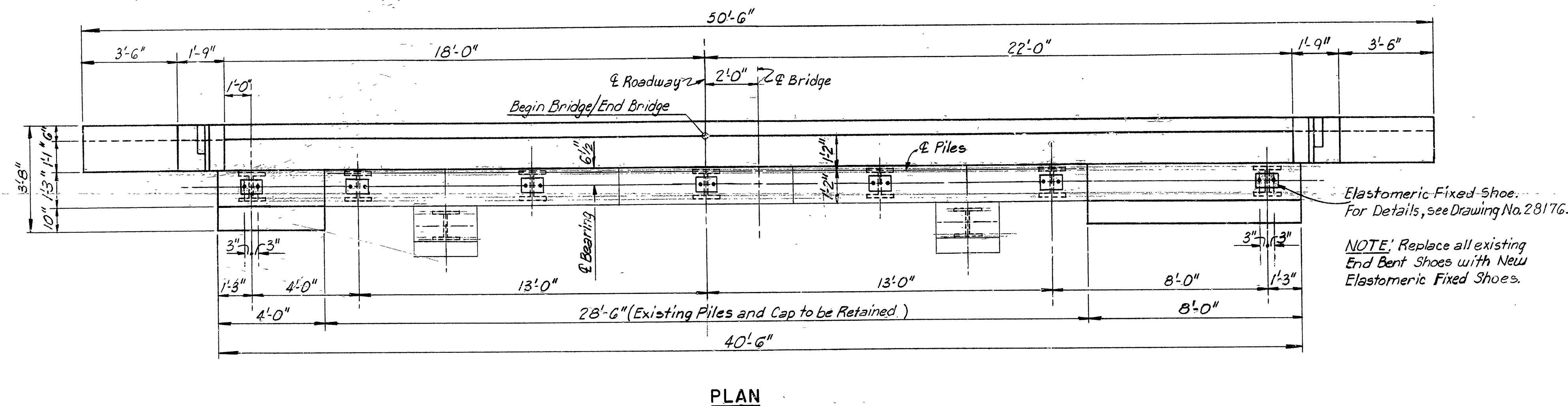
ROUTE 1-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 12 MAY 86
CHECKED BY: DATE: SCALE: AS SHOWN
DESIGNED BY: DATE:

BRIDGE NO. 3424 AR 8 BR DRAWING NO. 28167

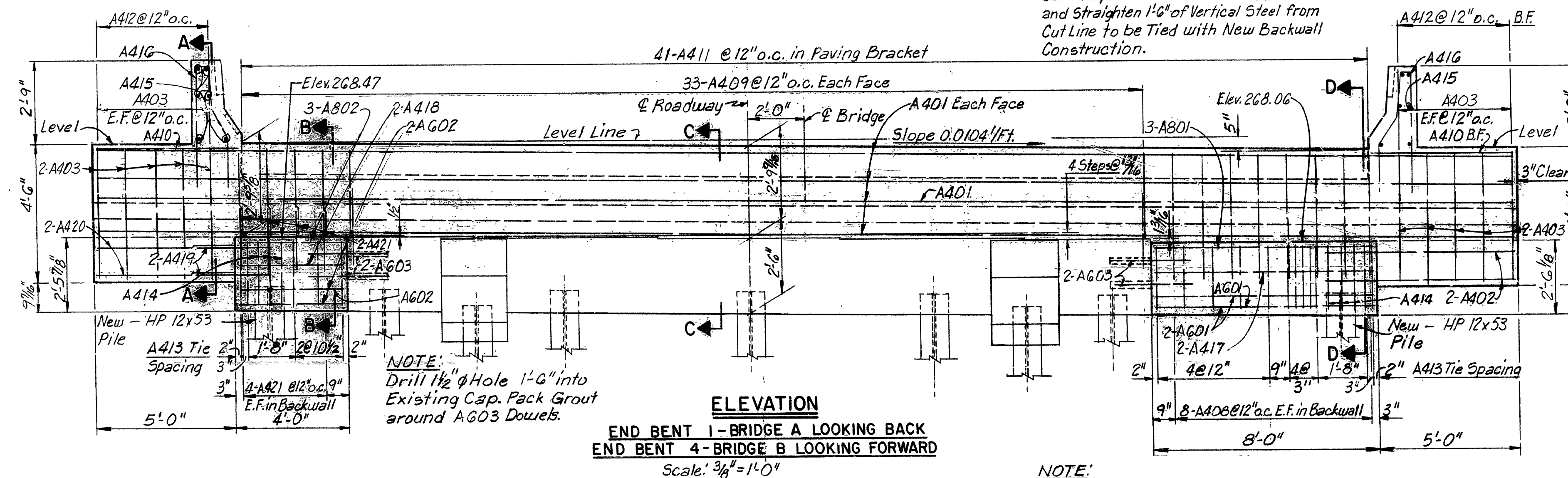
BRIDGE ENGINEER

①	342.4	AR&BR	DTLS. END BENTS	28168
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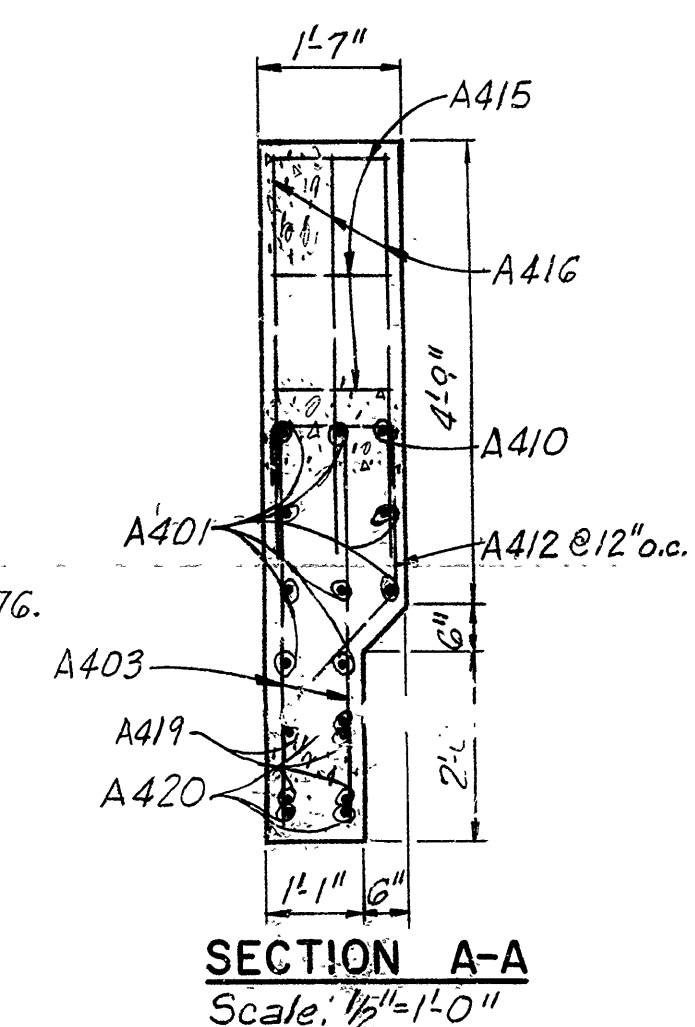
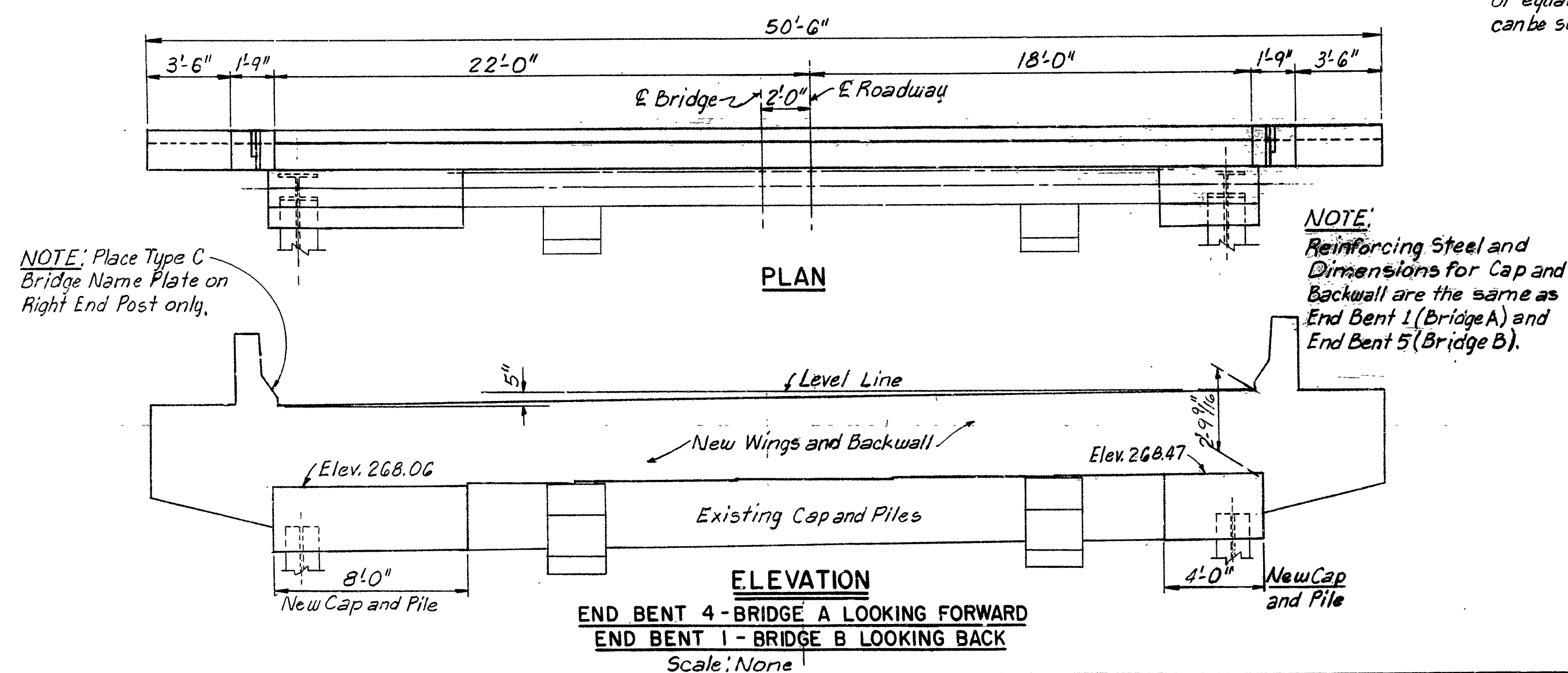


NOTE: For Treatment of Parapet Posts and Location of Bridge Name Plate, see "Guard Fence Bolt Detail". Drawing No. 28178.

NOTE:
Remove Existing Backwall and Wings to Cut Line, see Section C-C. Strip, Clean and Straighten 1'6" of Vertical Steel from Cut Line to be Tied with New Backwall Construction.

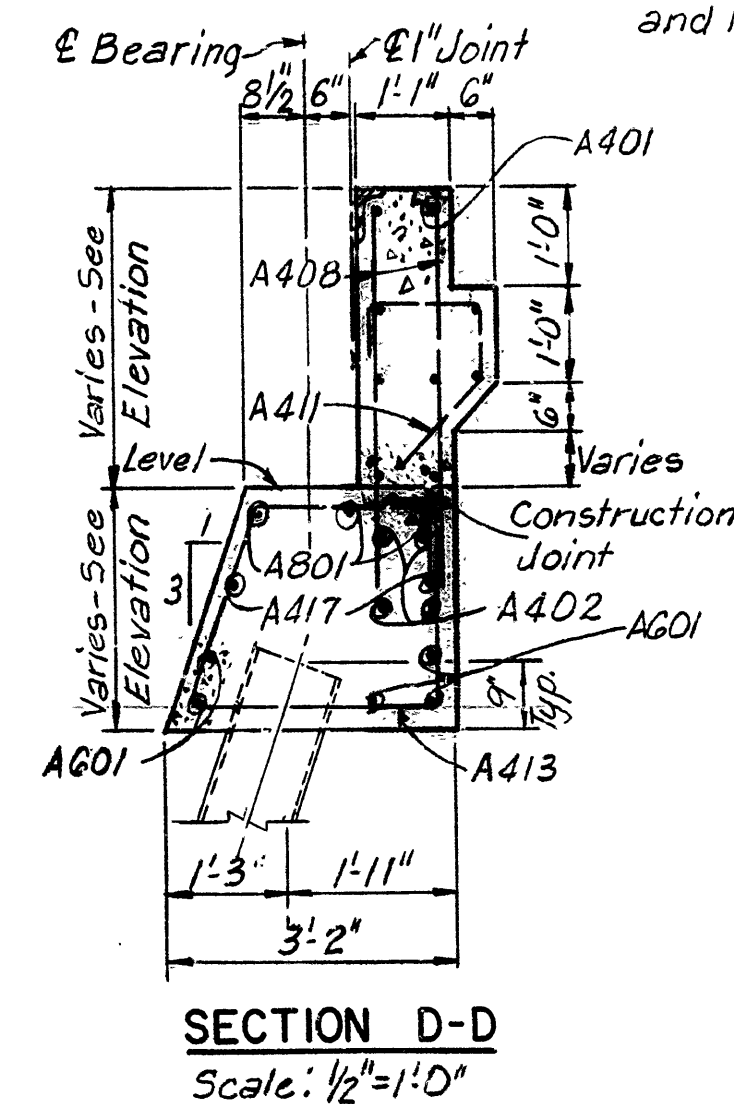
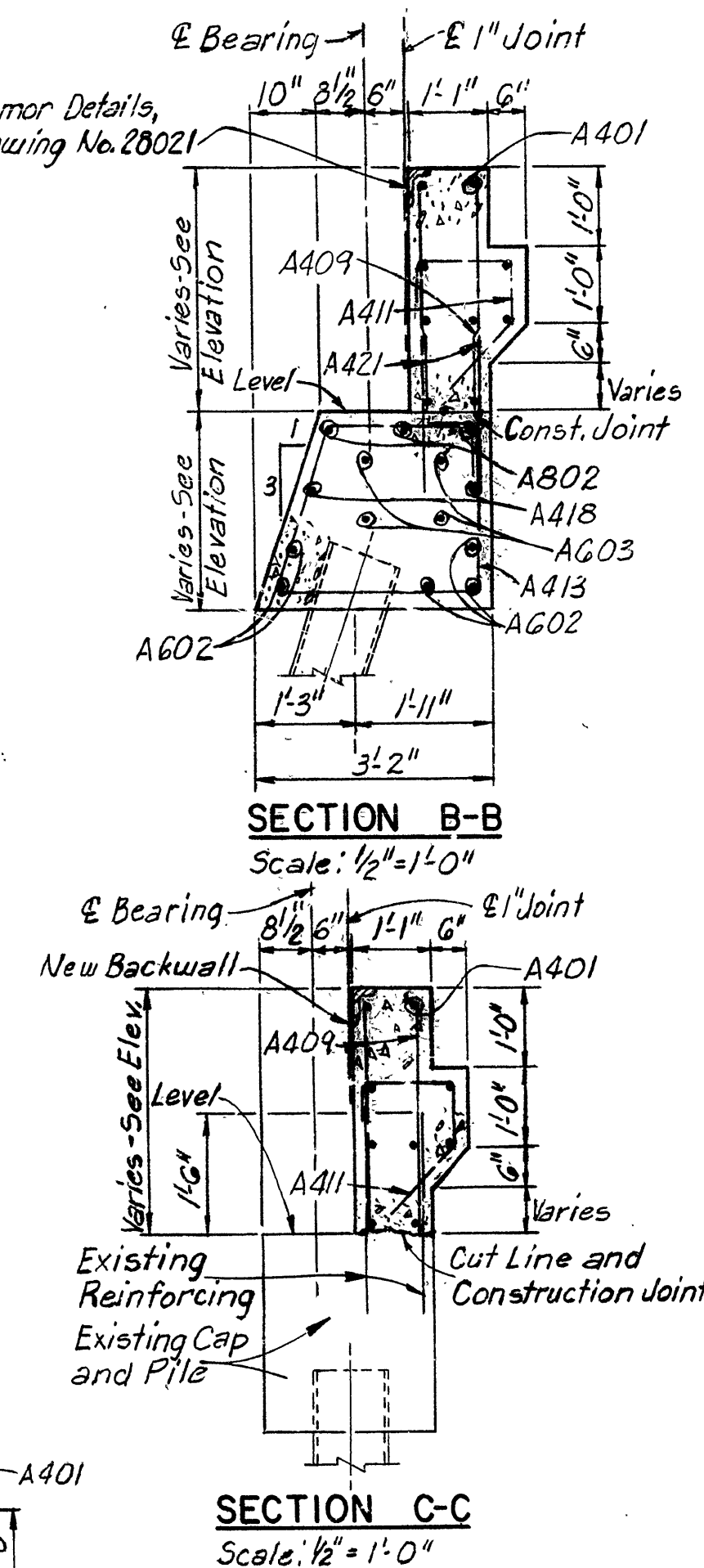


NOTE:
Red Head Galvanized Threaded Anchors
or equal and 3/4" ϕ x 2'-0" Threaded Rods
can be substituted for the AG03 Dowels.



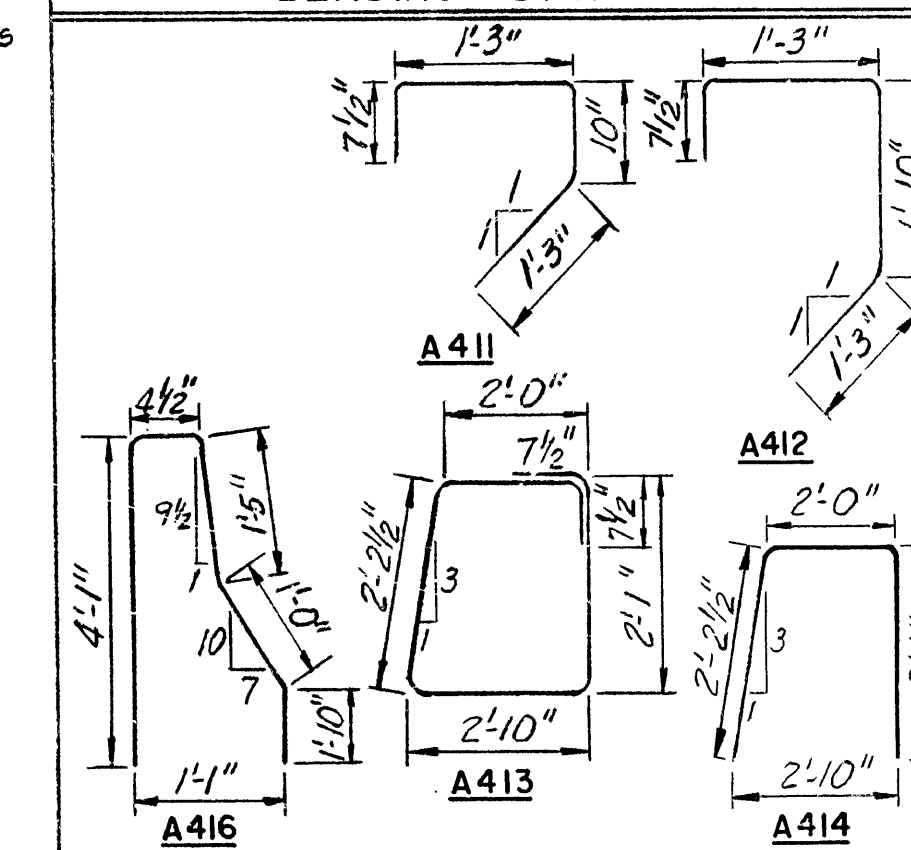
A hand-drawn cross-section diagram of armor plate. The diagram shows a central vertical line representing the centerline. To the left of the centerline, there is a dimension of 10" from the centerline to the outer edge. To the right of the centerline, there are three segments: 3 1/2" from the centerline to the first edge, 6" from the first edge to the second edge, and 1 1/2" from the second edge to the third edge. The total thickness of the armor plate is 6". The label "E Bearing" is written above the 10" dimension. The label "E 1" Joint" is written above the 3 1/2" dimension. The label "A 40" is written below the 6" dimension. The label "For Armor Details, see Drawing No. 28021" is written to the left of the diagram.

E Bearing
 E 1" Joint
 10" 3 1/2" 6" 1 1/2" 6"
 A 40
 For Armor Details, see Drawing No. 28021



REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	PIN DIA
A401	9	50'-2"	Str.
A402	4	6'-3"	Str.
A403	20	4'-1"	Str.
A403	16	4'-2"	Str.
A409	66	2'-7"	Str.
A410	2	4'-10"	Str.
A411	41	3'-9"	2"
A412	10	4'-9"	2"
A413	17	9'-11"	2"
A414	6	6'-1"	2"
A415	12	1'-3"	Str.
A416	6	8'-6"	2"
A417	2	7'-8"	Str.
A418	2	3'-8"	Str.
A419	4	3'-0"	2"
A420	4	4'-10"	Str.
A421	8	3'-0"	Str.
AG01	5	7'-8"	Str.
AG02	5	3'-8"	Str.
AG03	8	3'-0"	Str.
AB01	3	7'-8"	Str.
AB02	3	3'-8"	Str.

BENDING DIAGRAM



NOTE: 1. Dimensions of Bars are out-to-out.
2. Reinforcement Schedule is for One Bent,
One Bridge only.

SHEET 1 OF 1

DETAILS OF END BENTS
OUACHITA RIVER BRIDGE AND APPROACHES

HOT SPRING COUNTY
ROUTE 1-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

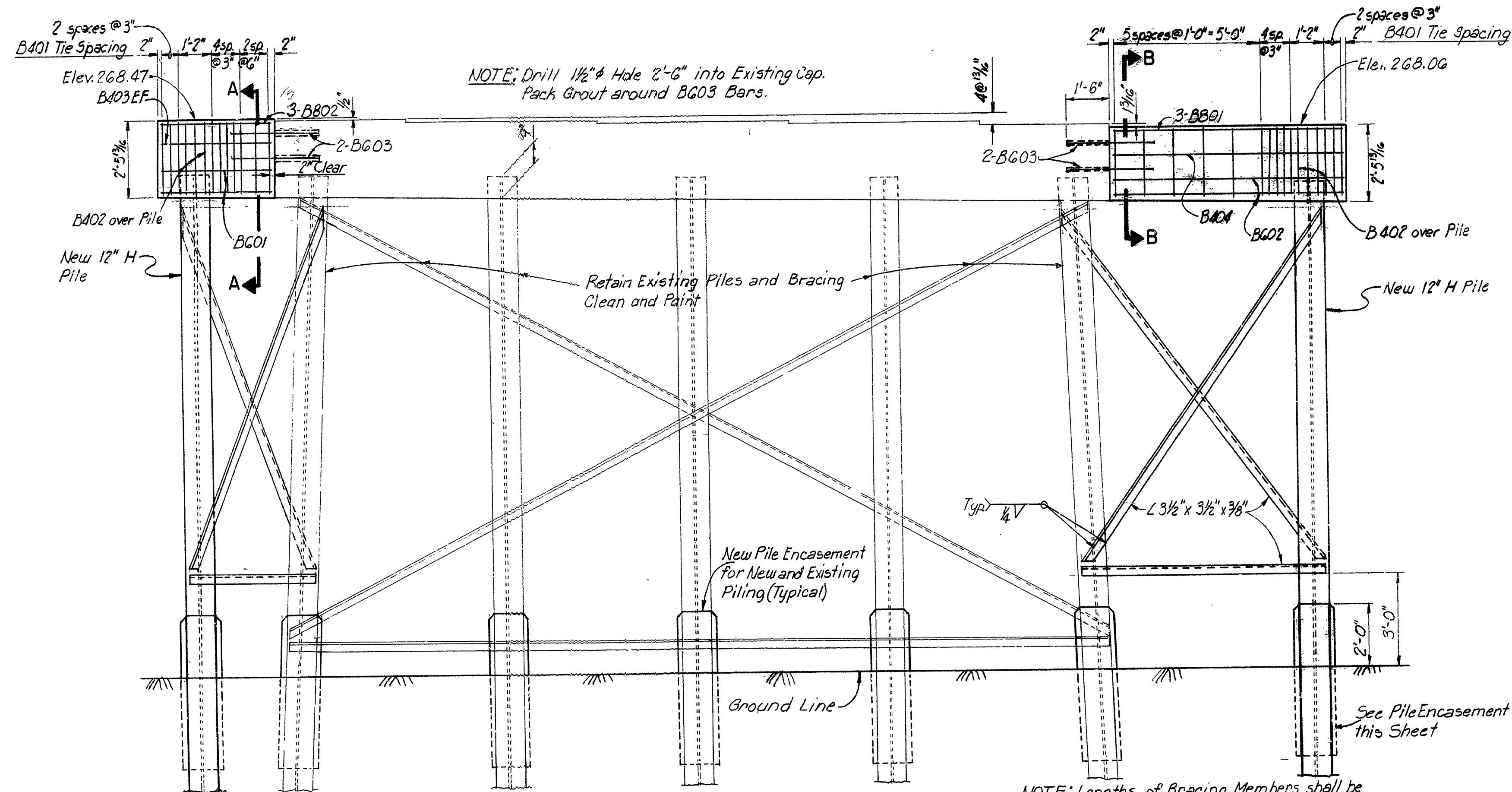
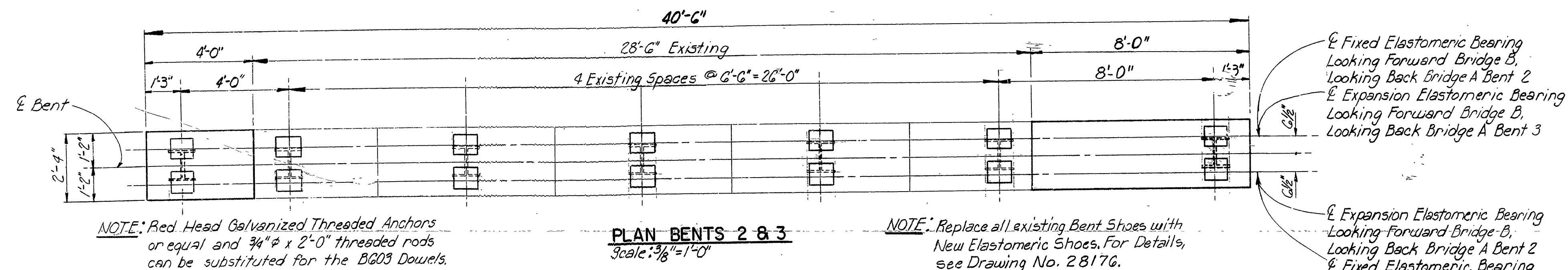
DRAWN BY: D.M.F. DATE: DEC. 1985
CHECKED BY: H.J.F. DATE: DEC. 1985 SCALE: As Noted
DESIGNED BY: G.A.F. DATE: DEC. 1985

BRIDGE NO. 3424 AR & BR DRAWING NO. 28168

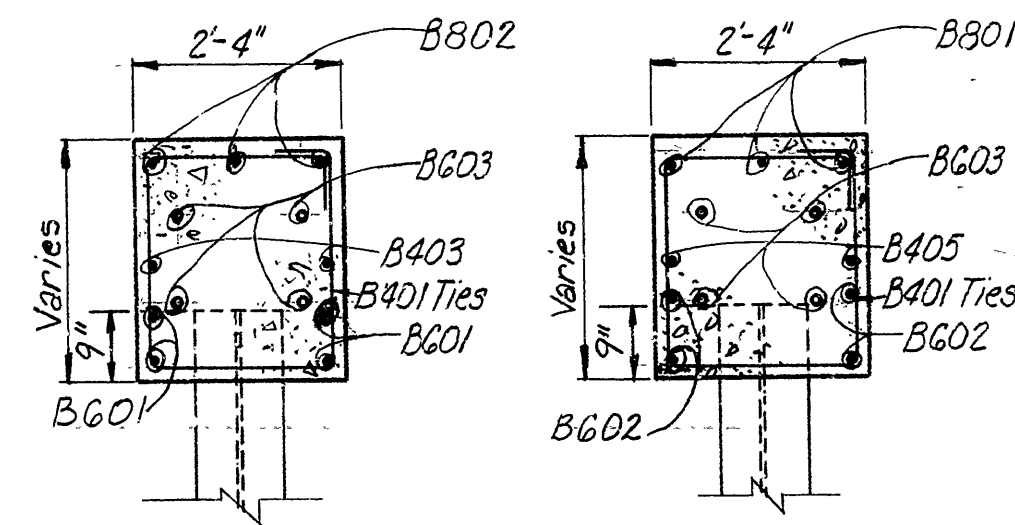
BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		G0381	19	45

3424 AR & BR DTL. PILE BENTS 28169



ELEVATION BENTS 2 & 3
LOOKING FORWARD-BRIDGE B
LOOKING BACK-BRIDGE A
Scale: 3/8"=1'-0"

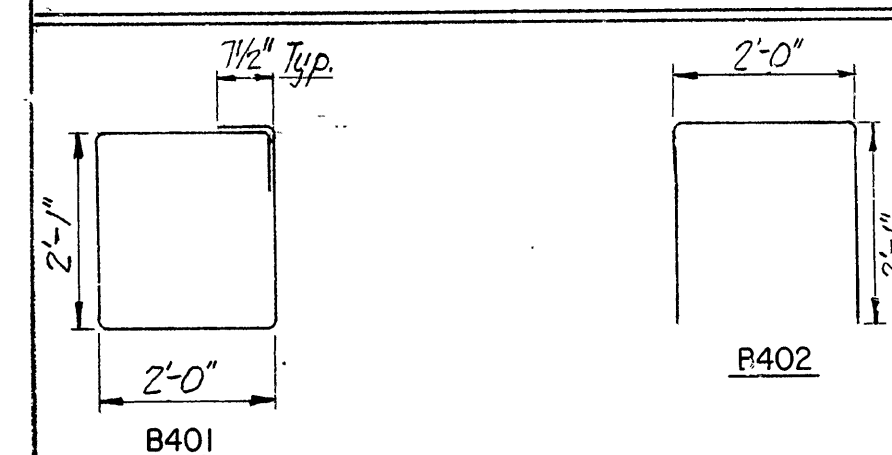


SECTION A-A
Scale: 1/2"=1'-0"

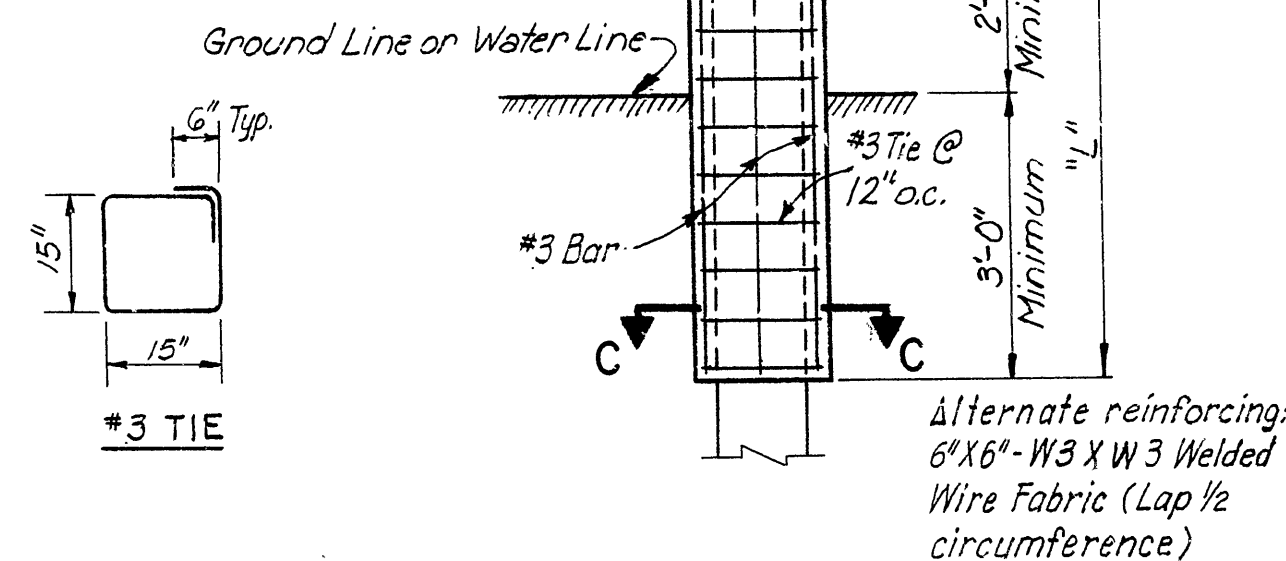
SECTION B-B
Scale: 1/2"=1'-0"

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	PIN DIA.
B401	23	9'-0"	2"
B402	6	6'-0"	2"
B403	2	3'-8"	Str.
B404	2	7'-8"	Str.
B401	4	3'-8"	Str.
B402	4	7'-8"	Str.
B403	8	3'-0"	Str.
B401	3	7'-8"	Str.
B402	3	3'-8"	Str.

BENDING DIAGRAM

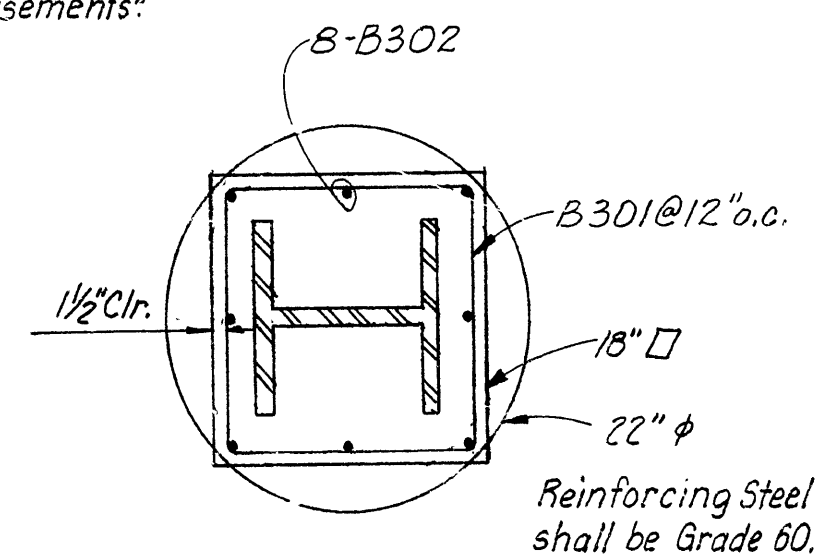


NOTE: 1. Dimensions of Bars are out-to-out.
2. Reinforcement Schedule is for One Bent, One Bridge Only.



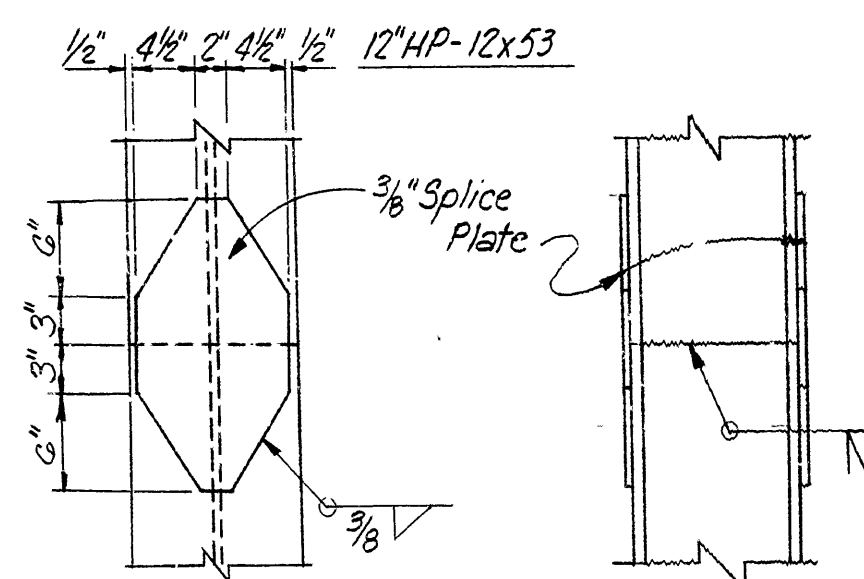
PILE ENCASEMENT DETAIL
Scale: None

Concrete and Reinforcing in Encasement shall be paid for at the contract unit price per linear foot bid for "Pile Encasements."

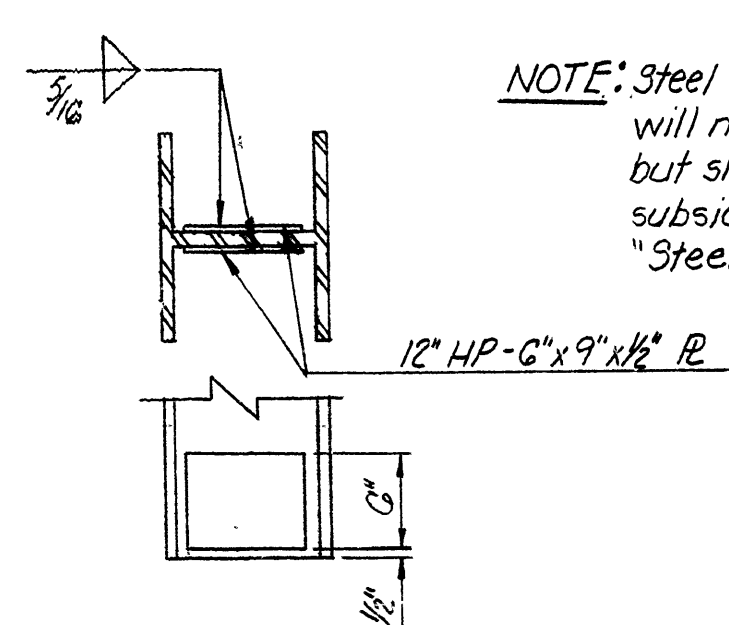


SECTION C-C

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 ft.



PILE SPLICE DETAIL
Scale: 1"=1'-0"



REINFORCING DETAIL FOR STEEL PILE TIP
Scale: 1"=1'-0"

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

SHEET 1 OF 1

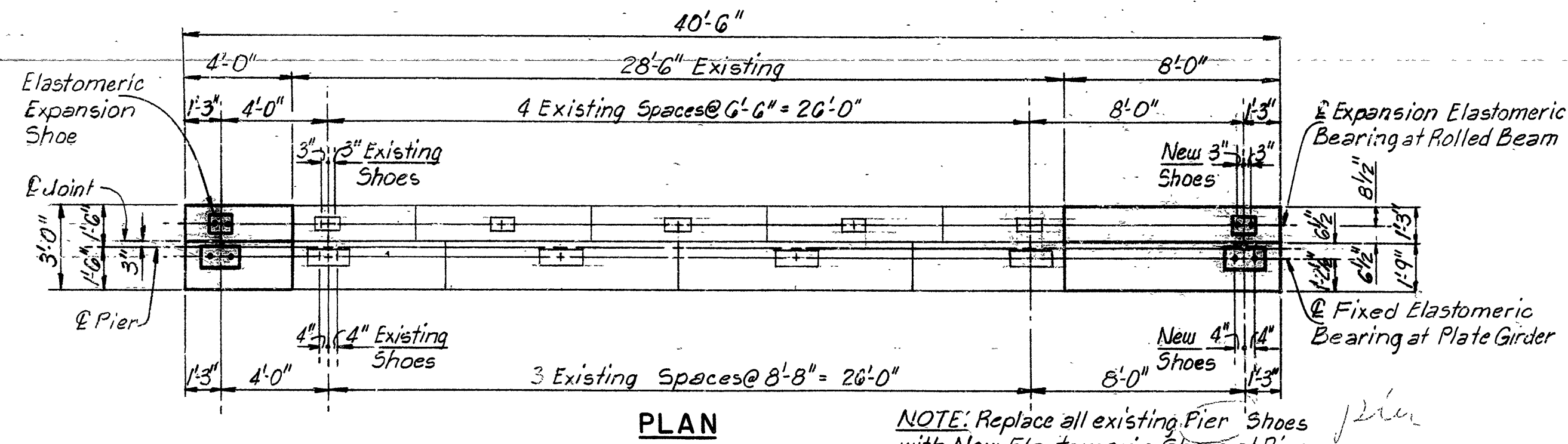
DETAILS OF PILE BENTS
OUACHITA RIVER BRIDGE AND APPROACHES

HOT SPRING COUNTY
ROUTE I-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: T.V.A. DATE: DEC. 1985
CHECKED BY: H.J.P. DATE: DEC. 1985
DESIGNED BY: J.P. DATE: DEC. 1985

BRIDGE NO. 3424 AR & BR DRAWING NO. 28169

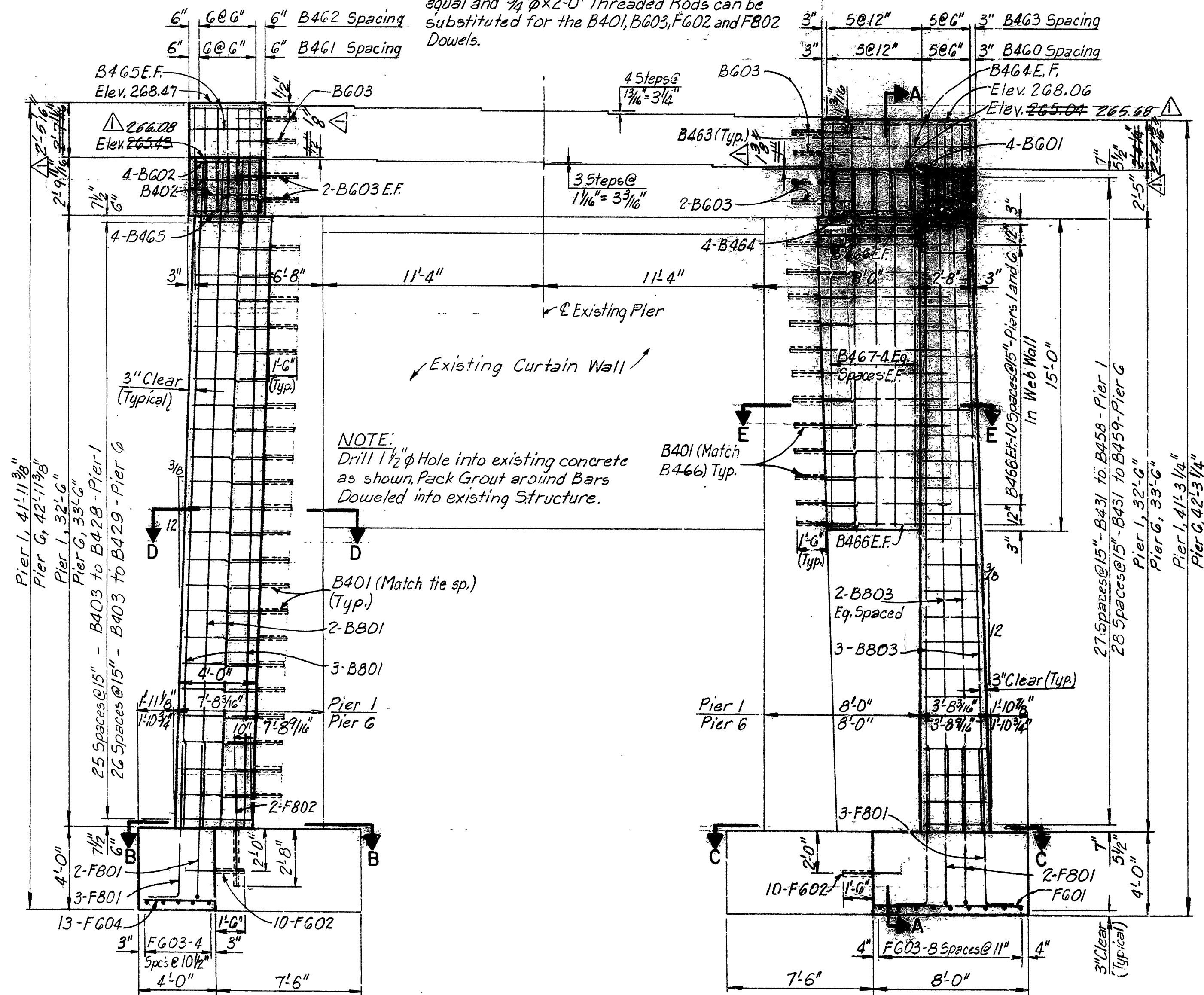
BRIDGE ENGINEER



PLAN

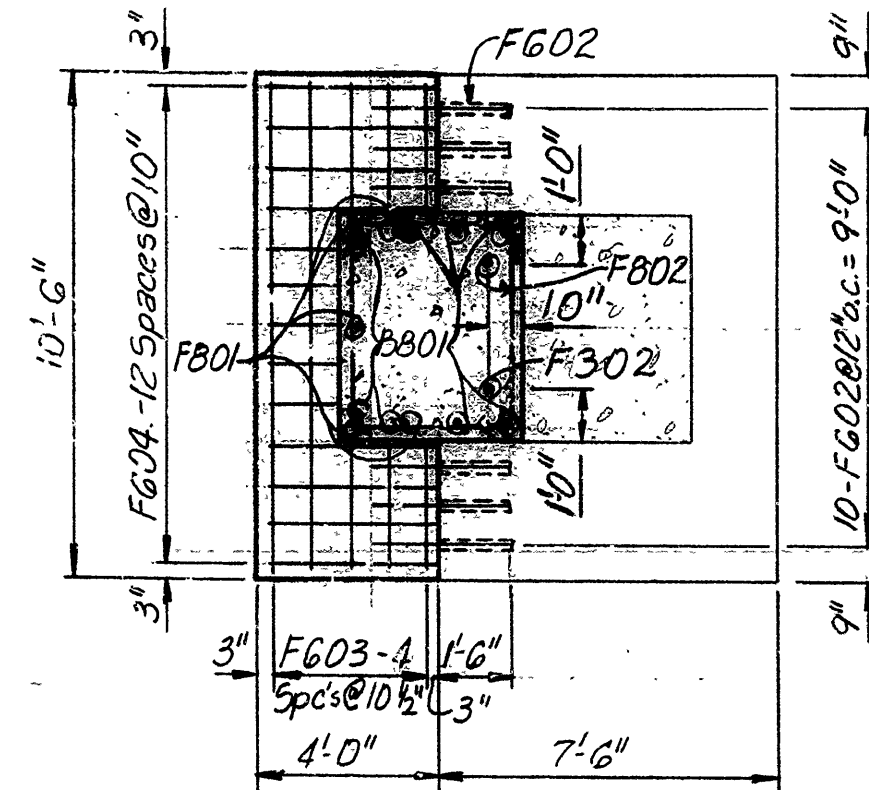
NOTE: Replace all existing Pier Shoes with New Elastomeric Shoes at Pier 1 and G. For Details, see Drawing No. 28176.

NOTE:
Red Head Galvanized Threaded Anchors or equal and $\frac{3}{4}" \phi \times 2'-0"$ Threaded Rods can be substituted for the B401, B603, FG02 and F802 Dowels.

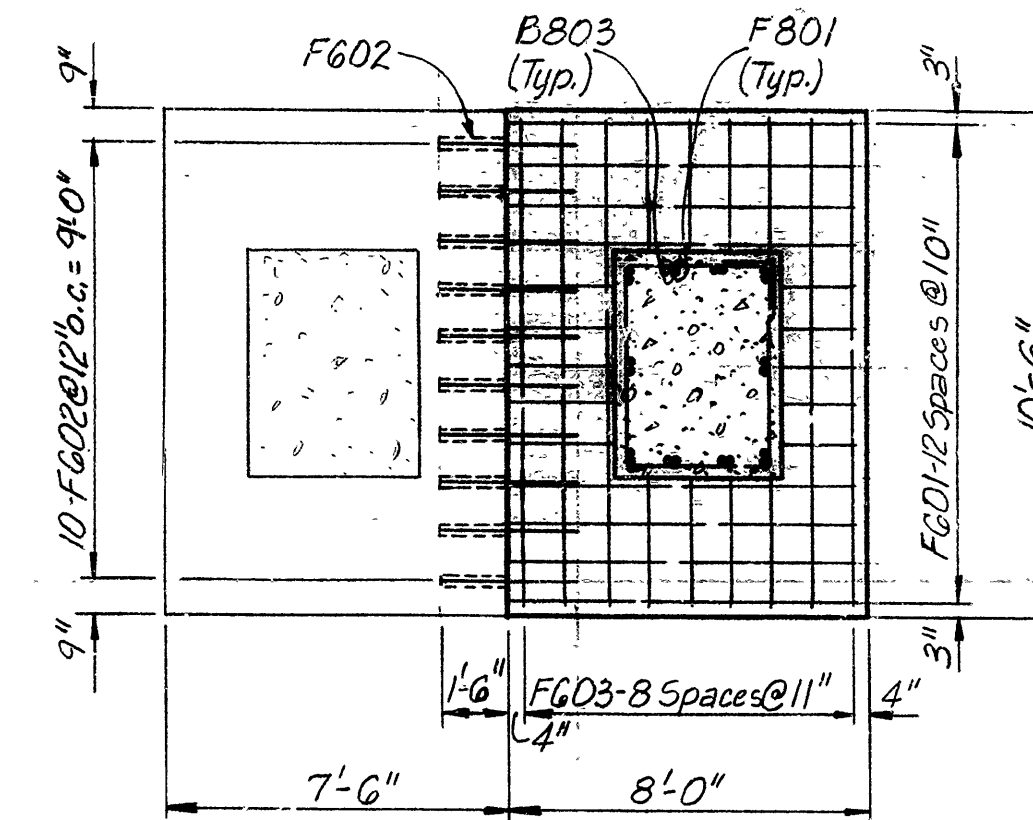


ELEVATION - PIERS 1 AND 6
LOOKING FORWARD-BRIDGE B, PIER 6
LOOKING BACK-BRIDGE A, PIER 1

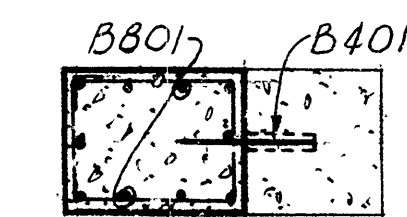
NOTE: Bridge-B, Pier 1 and Bridge A, Pier 6 are opposite hand.



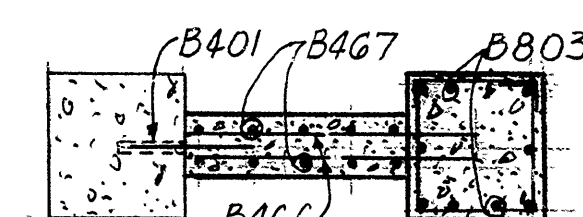
SECTION B-B



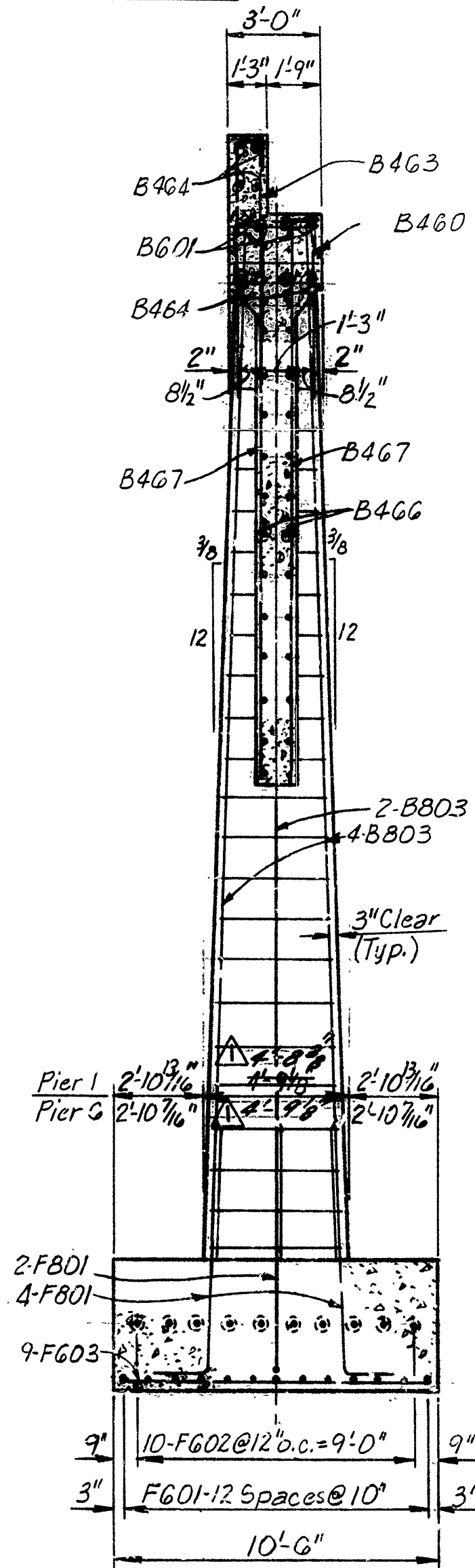
SECTION C-C



SECTION D-D



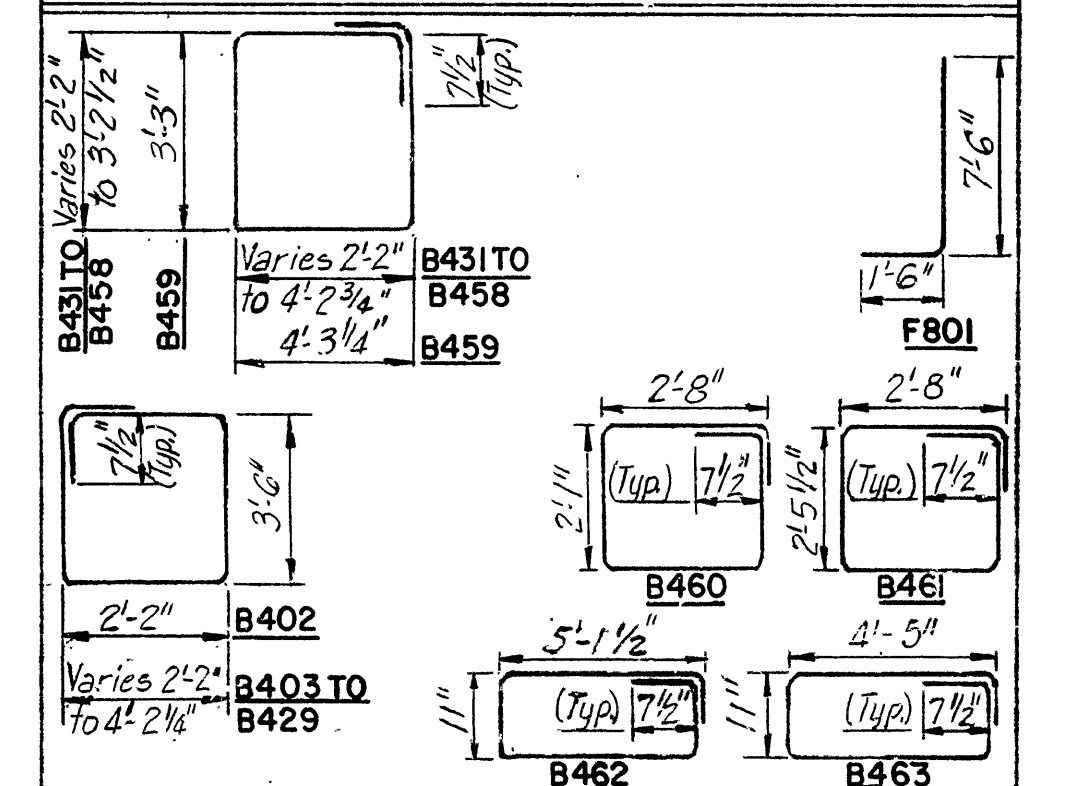
SECTION E-E



SECTION A-A

REINFORCEMENT		SCHEDULE	
MARK	NO.	LENGTH	PIN DIA.
B401	36	3'-0"	Str.
B402	2	12'-2"	2"
B460	11	10'-4"	2"
B461	7	11'-1"	2"
B462	7	12'-11"	2"
B463	11	11'-6"	2"
B464	8	7'-9"	Str.
B465	8	3'-9"	Str.
B466	26	6'-10"	Str.
B467	10	17'-0"	Str.
B601	4	7'-9"	Str.
B602	4	3'-9"	Str.
B603	12	3'-0"	Str.
F601	13	7'-9"	Str.
F602	20	3'-0"	Str.
F603	14	10'-0"	Str.
F604	13	3'-9"	Str.
F801	15	8'-9½"	6"
F802	2	5'-4"	Str.
B403 to B428	1 Each	Varies 12'2" to 16'1 1"	2"
B431 to B453	1 Each	Varies 9'6" to 15'8½"	2"
B801	10	35'-2½"	Str.
B803	10	34'-9"	Str.
B403 to B429	1 Each	Varies 12'2" to 16'2 ½"	2"
B431 to B459	1 Each	Varies 9'6" to 15'10½"	2"
B801	10	36'-2½"	Str.
B803	10	35'-9"	Str.

BENDING DIAGRAM



NOTE: 1. Dimensions of Bars are out-to-out.
2. Reinforcement Schedule shown is for One Pier, One Bridge only.

SHEET 1 OF 1

DETAILS OF PIERS 1 AND 6 OUACHITA RIVER BRIDGE AND APPROACHES

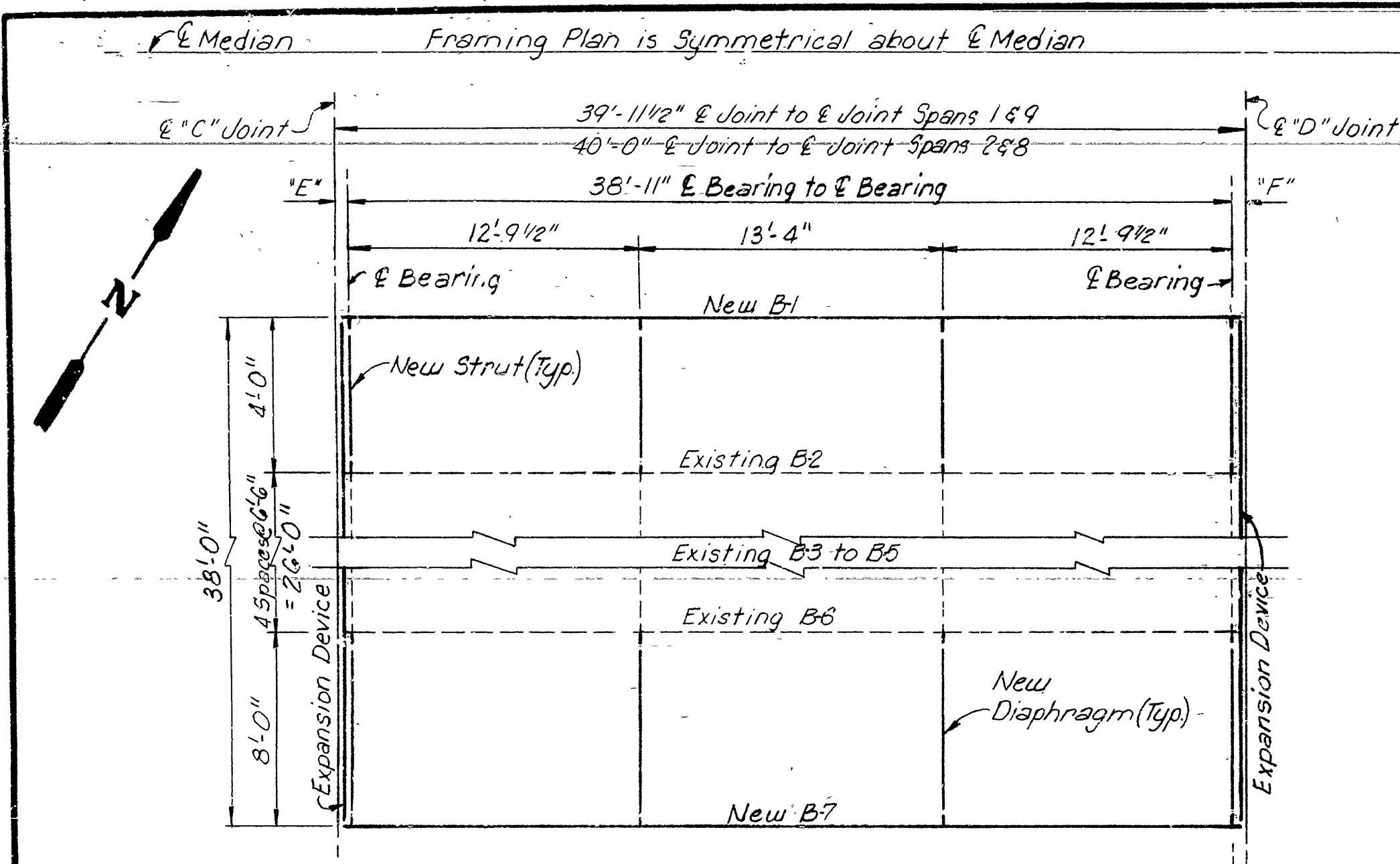
HOT SPRING COUNTY
ROUTE 1-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: D.M.F. DATE: DEC. 1985
CHECKED BY: H.J.P. DATE: DEC. 1985
DESIGNED BY: J.P. DATE: DEC. 1985

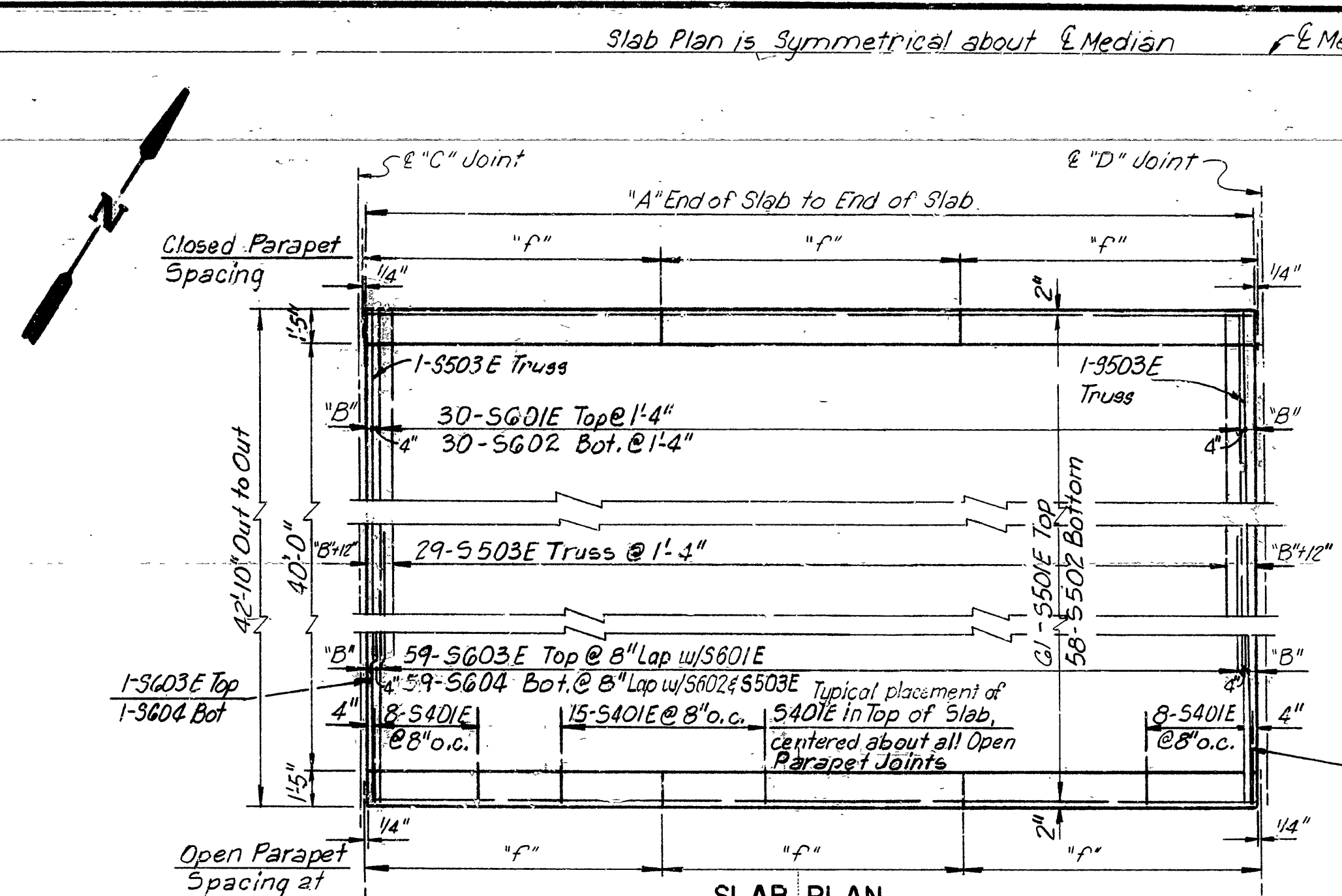
SCALE: 1/4" = 1'-0"

BRIDGE NO. 3424 AR & BR DRAWING NO. 28170

DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-30-86	331-10-1-86	11-7-86	647-11-7-86	6	ARK.			
				JOB NO.		G0381	22	45
				3424 AR&BR DTL5: RLD. BM SPANS 28172				



FRAMING PLAN
SPANS 1,2 AND 8,9
Scale: None

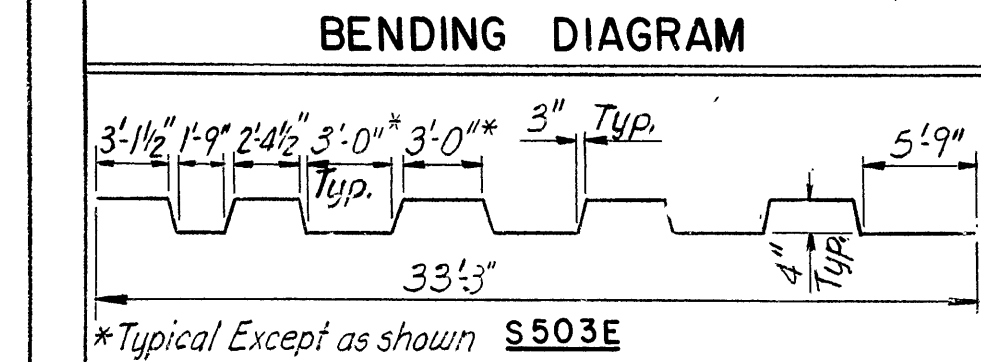


SLAB PLAN
SPANS 1,2 AND 8,9
Scale: None

VARIABLES FOR PARAPET RAILING						
"f"	OPEN PARAPET					
	a	b	c	k	m	
13'-3 3/4"	2'-7 1/16"	8'-0"	5"	1 15/16"	7	
"f"	CLOSED PARAPET					
	k	n				
13'-3 3/4"	7 7/8"	12				

NOTE: For Parapet Reinforcing and Bending Diagrams, See Drawing No. 28178.

SPANS 1,2 AND 8,9 REINFORCEMENT SCHEDULE			
MARK	NO. Δ	LENGTH	PIN DIA.
S401E	4E **	4'-0"	Str.
S501E	60	39'-5"	Str.
S502E	58	39'-5"	Str.
S503E	31	34'-2"	2 1/2"
S601E	30	30'-3"	Str.
S602E	30	33'-6"	Str.
S603E	61	14'-9"	Str.
S604E	61	11'-6"	Str.
P601	15	13'-0"	Str.
P401	15	6'-3"	2"
P402	36	7'-0"	2"
P403	39	5'-8"	2"
P404	24	3'-6"	2"
P405	24	6'-11"	2"
P406	39	13'-0"	2"
P401	78	6'-3"	2"
P403	78	5'-8"	2"
P406	42	13'-0"	2"

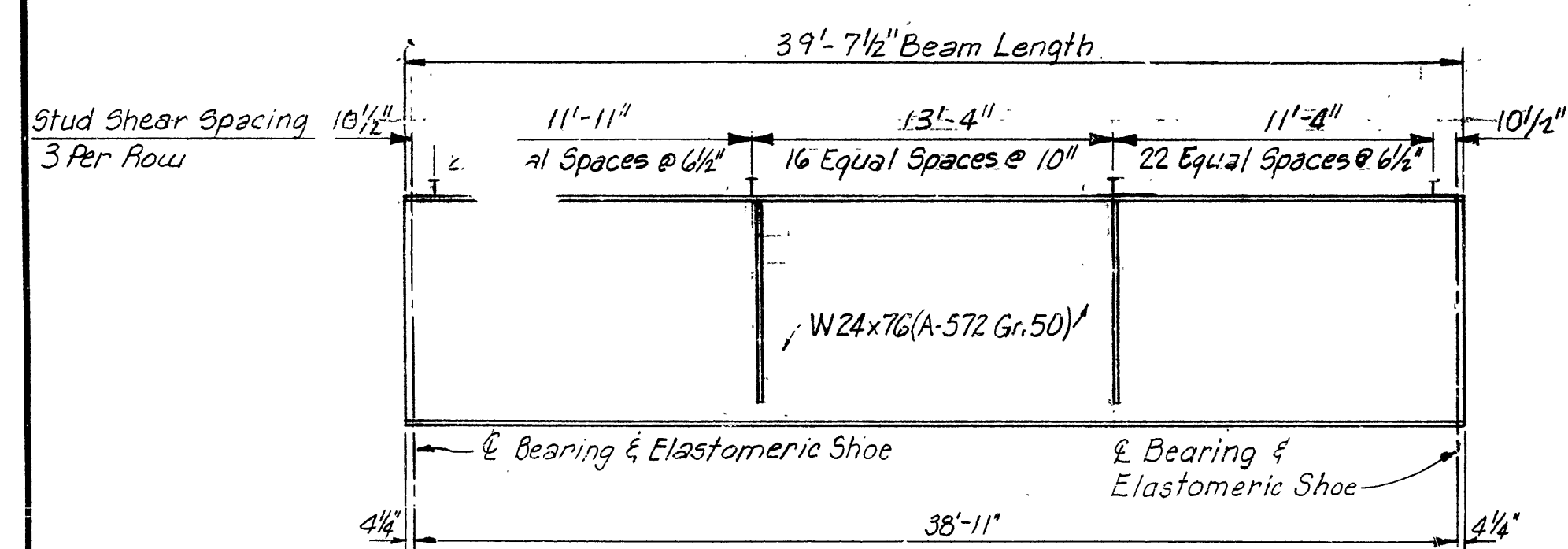


*Typical Except as shown S503E

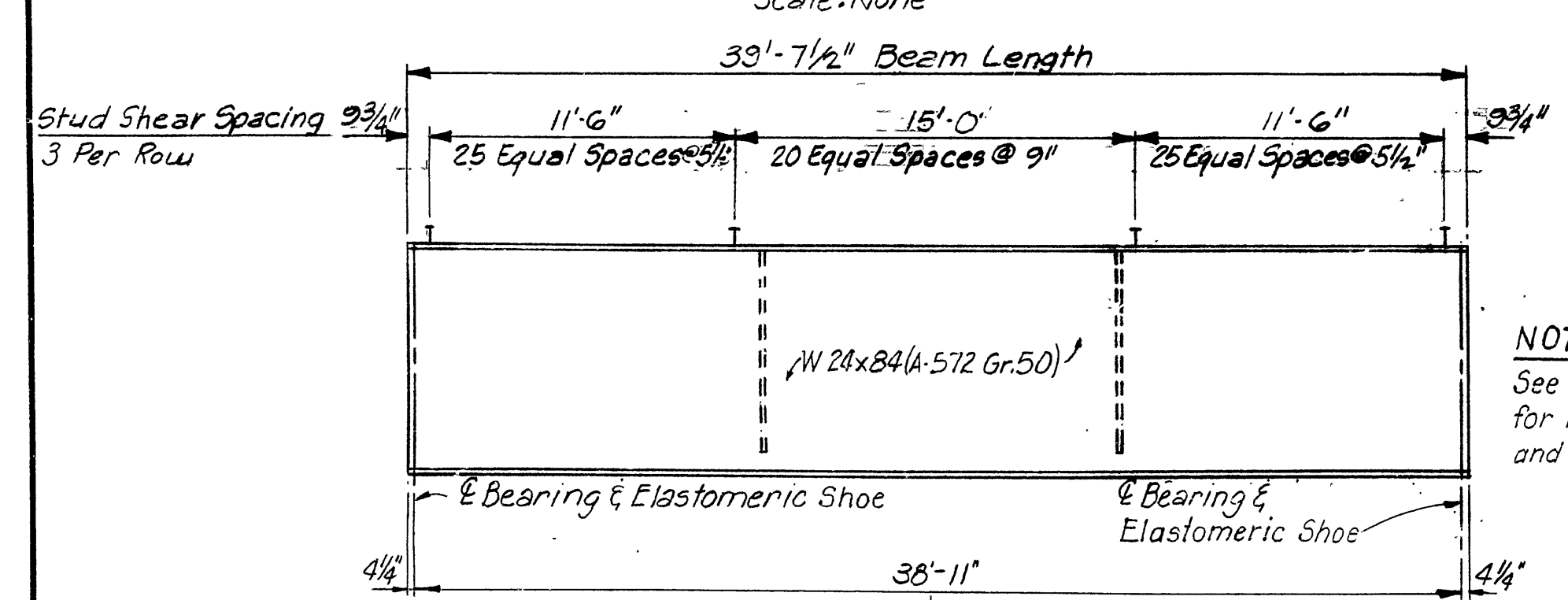
TABLE OF DEAD LOAD DEFLECTIONS					
BEAM	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS
B-1	1/4	1/16"	1/16"	3/8"	
	1/2	1/16"	3/8"	1/2"	
B-2	1/4	1/16"	5/16"	3/8"	
	1/2	1/16"	3/8"	1/2"	9/16"
B-3 to B-5	1/4	1/16"	5/16"	3/8"	
	1/2	1/16"	7/16"	9/16"	7 1/16"
B-6	1/4	1/16"	3/8"	1/2"	
	1/2	1/16"	9/16"	5/8"	9/16"
B-7	1/4	1/16"	3/8"	7/16"	
	1/2	1/16"	1/2"	5/8"	

TABLE OF VARIABLES							
SPAN	DIMENSIONS						
	A	B	C	D	E	F	"f"
1	39'-10 1/4"	3 1/4"	1"	1"	6 1/2"	6 1/2"	13'-3 1/16"
2	39'-10 1/4"	3 1/4"	1"	1"	6 1/2"	6 1/2"	13'-3 1/16"
3	39'-11"	3 1/2"	1"	1"	6 1/2"	6 1/2"	13'-3 1/16"
4	39'-11"	3 1/2"	1"	1"	6 1/2"	6 1/2"	13'-3 1/16"

Δ Revised Bar List - EGK-9-30-86
⊗ Revised Dead Load Defl. 11-7-86 FMH



BEAM ELEVATION B1
SPANS 1,2 AND 8,9
Scale: None



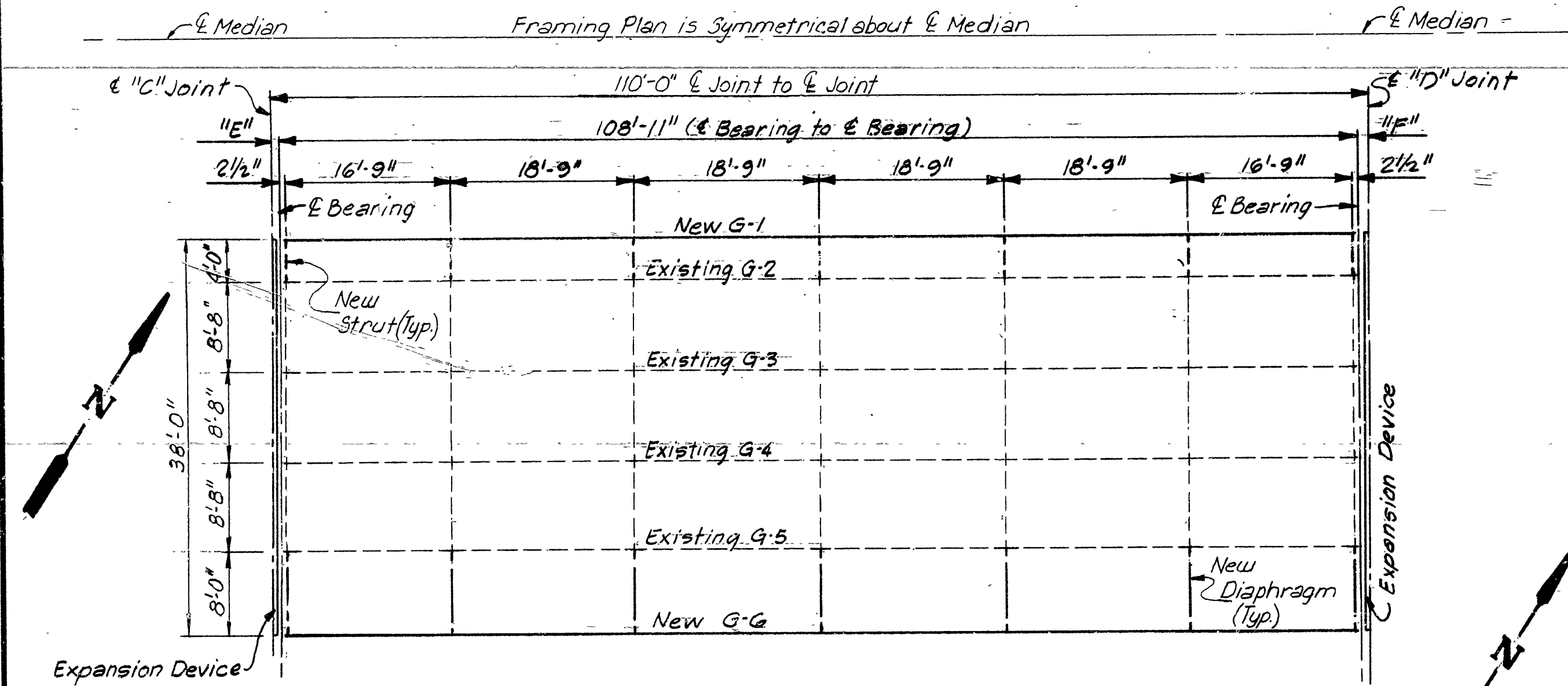
BEAM ELEVATION B7
SPANS 1,2 AND 8,9
Scale: None

NOTE:
See Bridge Layout for location of Fixed and Expansion Shoes.

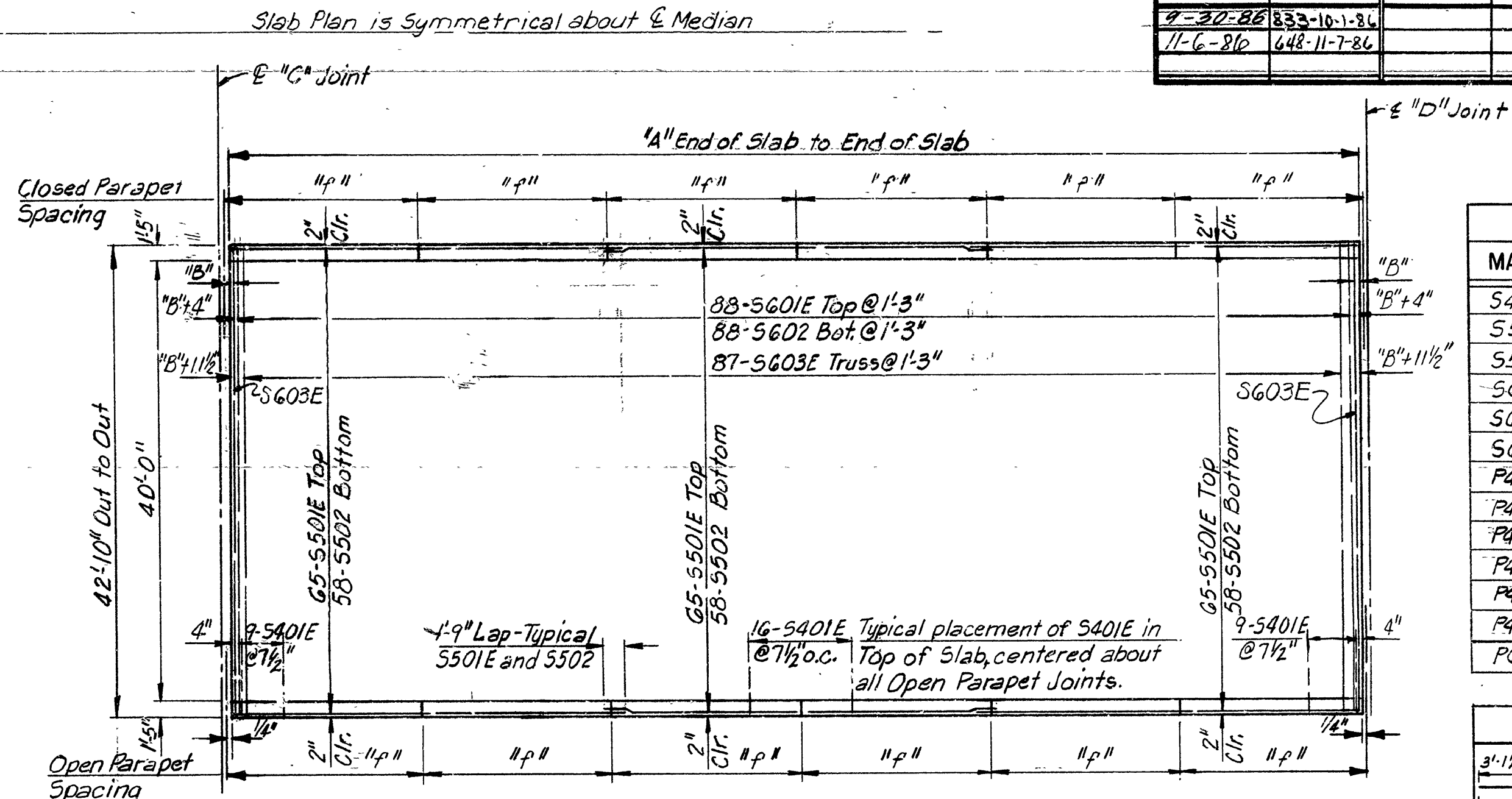
- NOTES:
- Dimensions of Bars are out-to-out.
 - "E" indicates that bars are to be Epoxy Coated Reinforcing Steel.
 - Reinforcement Schedule is for One Span, One Bridge Only.
 - For Joint Details of Expansion Devices, see Drawing No. 28176.
 - For Slab Joint Details, see Drawing No. 28176.
 - For Elastomeric Fixed and Expansion Shoe Details, see Drawing No. 28176.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9-30-86	833-10-1-86	11-6-86	648-11-7-86	6	ARK.			
				JOB NO.	60381		24	45

3424 AR&BR PL. GIRD SPANS 28174

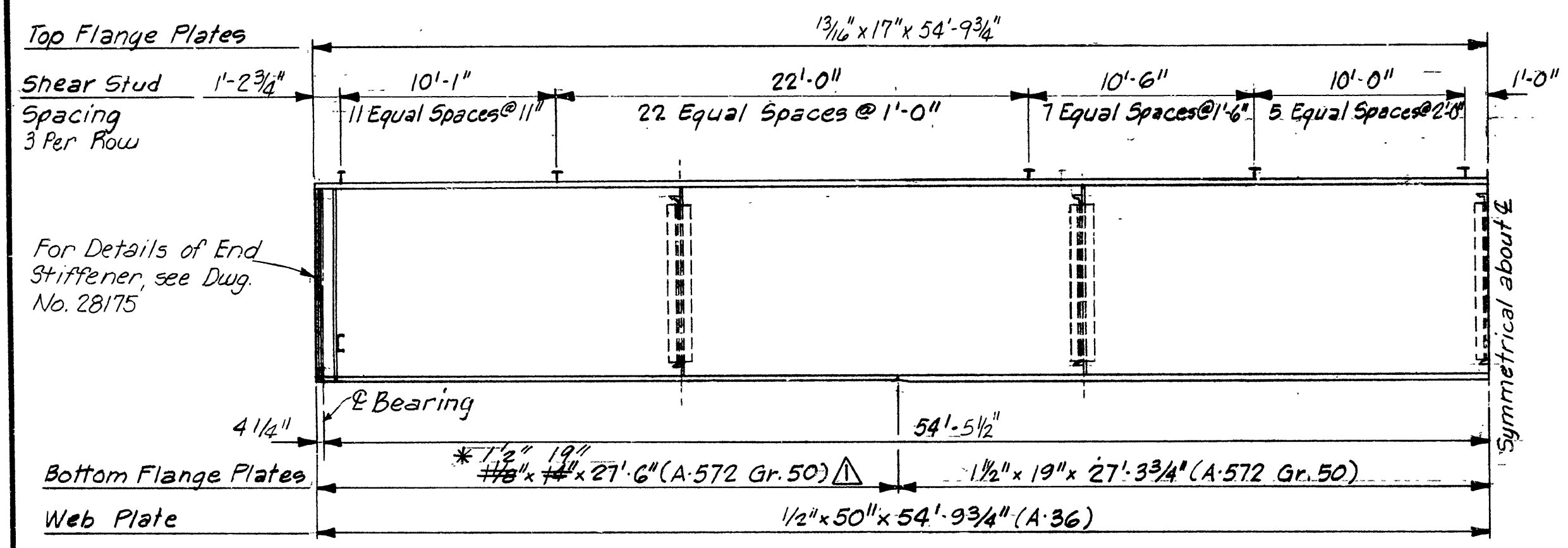
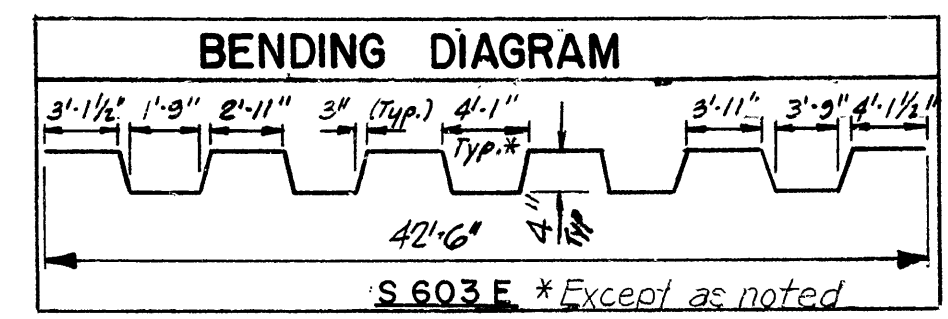


FRAMING PLAN
SPANS 3 THRU 7
Scale: 3/32"=1'-0"

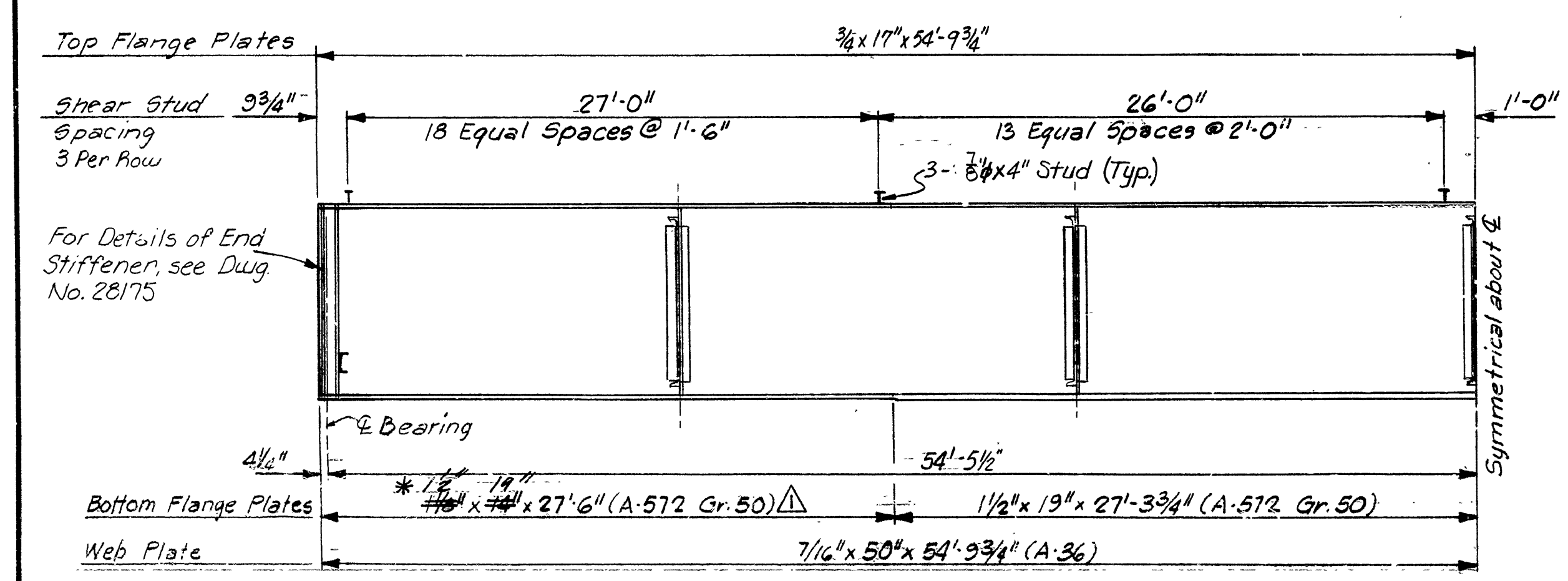


SLAB PLAN
SPANS 3 THRU 7
Scale: 3/32"=1'-0"

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	PIN DIA.
S401E	38	4'-0"	Str.
S501E	195	37'-8"	Str.
S502E	174	37'-8"	Str.
SG01E	88	42'-6"	Str.
SG02E	88	42'-6"	Str.
SG03E	89	43'-6 1/2"	3 3/4"
P401	216	6'-3"	2"
P402	108	7'-0"	2"
P403	108	5'-8"	2"
P404	48	3'-6"	2"
P405	48	6'-1"	2"
P406	66	18'-0"	Str.
P601	30	18'-0"	Str.



GIRDER ELEVATION G6
SPANS 3 THRU 7
Scale: 3/16"=1'-0"



GIRDER ELEVATION G7
SPANS 3 THRU 7
Scale: 3/16"=1'-0"

VARIABLES FOR PARAPET RAILING					
"f"	OPEN PARAPET				
	a	b	c	k	m
18'-3 3/8"	5'-1 1/8"	8'-0"	7"	3 7/16"	7
18'-3 3/4"	5'-1 7/8"	8'-0"	7"	3 3/8"	7
"f"	CLOSED PARAPET				
	k	n			
18'-3 3/8"	7 5/16"	17			
18'-3 3/4"	7 7/8"	17			

NOTE: For Parapet Reinforcing and Bending Diagram, see Dwg. No. 28023

TABLE OF DEAD LOAD DEFLECTIONS					
GIRDER	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS
G-1	1/4	3 1/4"	3 1/4"	2 1/4"	
	1/2	1 1/4"	1 1/4"	3 1/4"	
G-2	1/4	4 1/8"	1 1/8"	2 5/8"	
	1/2	7/8"	2 1/2"	3 5/8"	4 1/8"
G-3	1/4	5 1/8"	2 1/2"	3 5/16"	
	1/2	7/8"	3 3/16"	4 9/16"	3 3/4"
G-4	1/4	5 1/8"	2 7/16"	3 3/16"	
	1/2	7/8"	3 5/16"	4 9/16"	4 1/8"
G-5	1/4	3 1/4"	3 1/4"	2 1/4"	
	1/2	1 1/4"	1 1/4"	3 1/4"	

TABLE OF VARIABLES							
SPAN	DIMENSIONS						
	A	B	C	D	E	F	"f"
3	109'-10 1/2"	2 3/4"	1"	1 7/8"	6 1/2"	6 1/2"	18'-3 13/16"
4	109'-9 13/16"	2 3/8"	1 7/8"	2 1/2"	6 1/2"	6 1/2"	18'-3 3/4"
5	109'-9 13/16"	2 3/8"	2 1/2"	1 7/8"	6 1/2"	6 1/2"	18'-3 3/4"
6	109'-10 1/2"	2 3/16"	1 7/8"	1 7/8"	6 1/2"	6 1/2"	18'-3 3/4"
7	109'-10 1/2"	2 3/8"	1 7/8"	1"	6 1/2"	6 1/2"	18'-3 13/16"

Revised Dead Load Deflections, Girder Nos. & Girder Dimensions. E.g. 9-30-86
Revised Dead Load Defl. 11-7-86, FMH

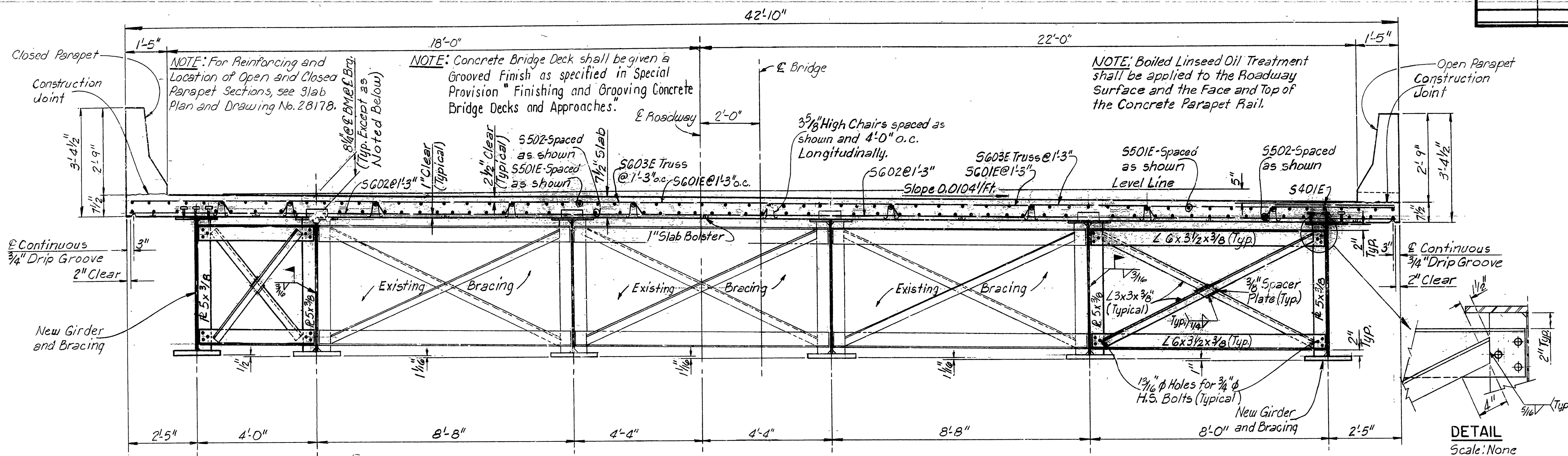
* Dimensions submitted by Fabricator. (No increase in pay quantity)

- NOTE: 1. Dimensions of Bars are out-to-out.
2. "E" indicates that the Bars are to be Epoxy Coated Reinforcing Steel.
3. Reinforcement Schedule is for One Span, One Bridge Only.
4. For Joint Details of Expansion Device, see Dwg. No. 28176.
5. For Slab Joint Details, see Dwg. No. 28176.
6. For Shoe Details, see Dwg. No. 28177.
7. Concrete, Re-bars and Expansion Channel Extension will be paid for as quantities. Removal will be paid for under "Remodeling S.P." Entire New Expansion Device to be Installed.
8. For Elastomeric Fixed Shoe Details, see Drawing No. 28176.

SHEET 1 OF 2
DETAILS OF PLATE GIRDER SPANS
OUACHITA RIVER BRIDGE AND APPROACHES
HOT SPRING COUNTY
ROUTE I-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: D.M.F. DATE: DEC. 1985
CHECKED BY: H.J.P. DATE: DEC. 1985
DESIGNED BY: J.P. DATE: DEC. 1985
SCALE: As Noted
BRIDGE NO. 3424 AR & BR DRAWING NO. 28174

DATE REVISED	DATE FILLED	DATE REVISED	DATE FILLED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		60381	25	45

3424 AR & BR DTL. PL. GIRD SPANS 28:75



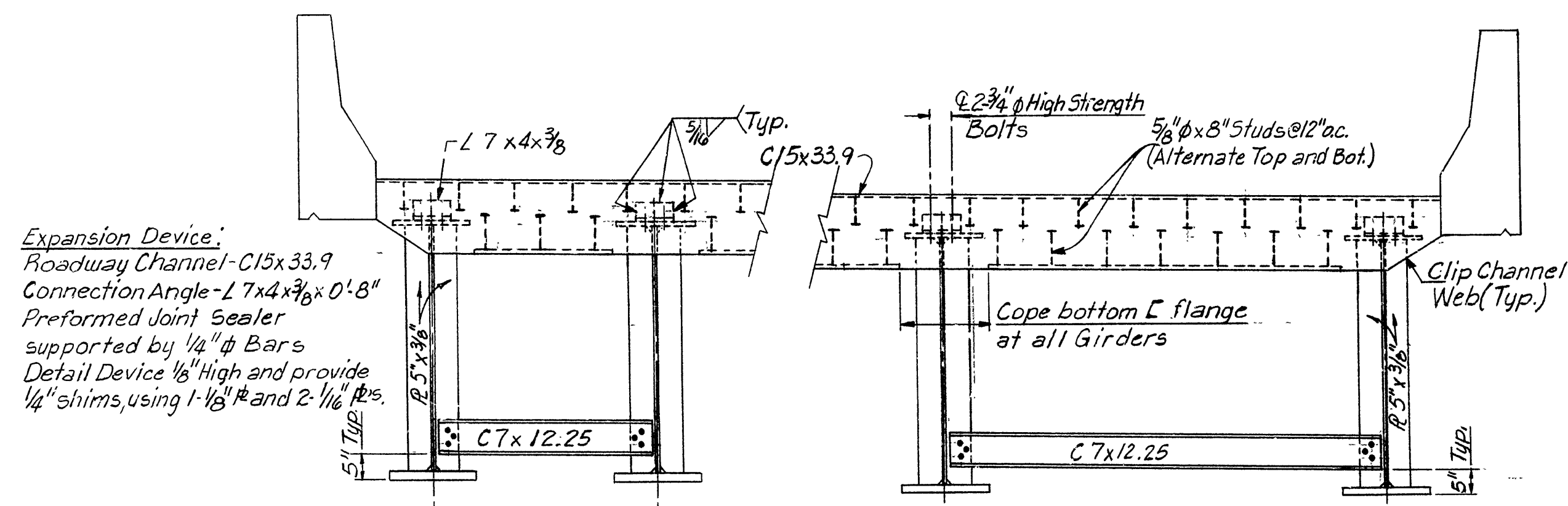
ROADWAY SECTION NEAR MID-SPAN

LOOKING FORWARD - BRIDGE (B)

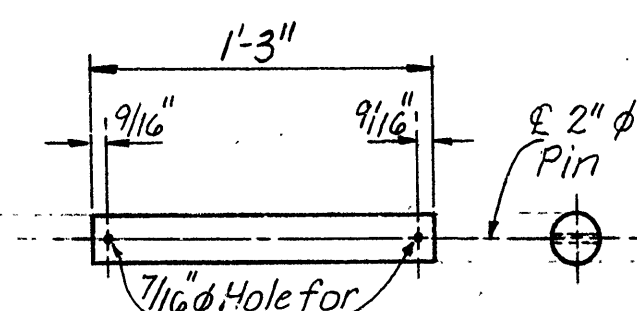
LOOKING BACK - BRIDGE (A)

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

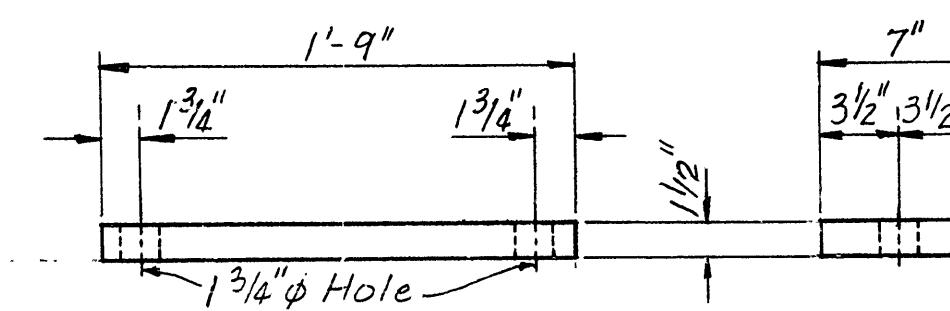
NOTE: Shoe Pins & Masonry Plates shall be replaced as directed by the Engineer.



ROADWAY SECTION NEAR EXPANSION DEVICE

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

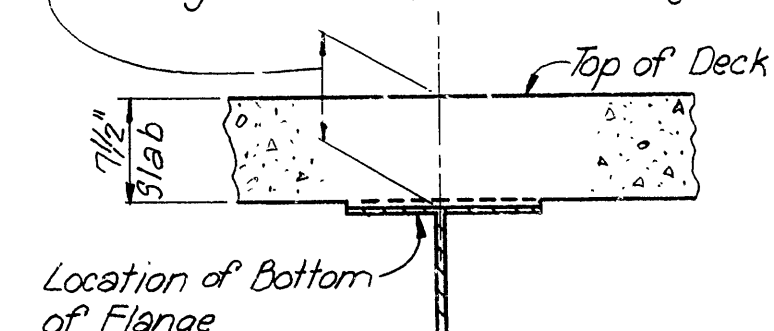
DETAILS OF REPLACEMENT SHOE PIN

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

DETAILS OF REPLACEMENT MASONRY PLATE

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

Bottom of flange to top of slab - Acceptable range away from Bearing $\frac{7}{16}"$ to $\frac{9}{16}"$ ($\frac{3}{4}"$ @ E Bearing)

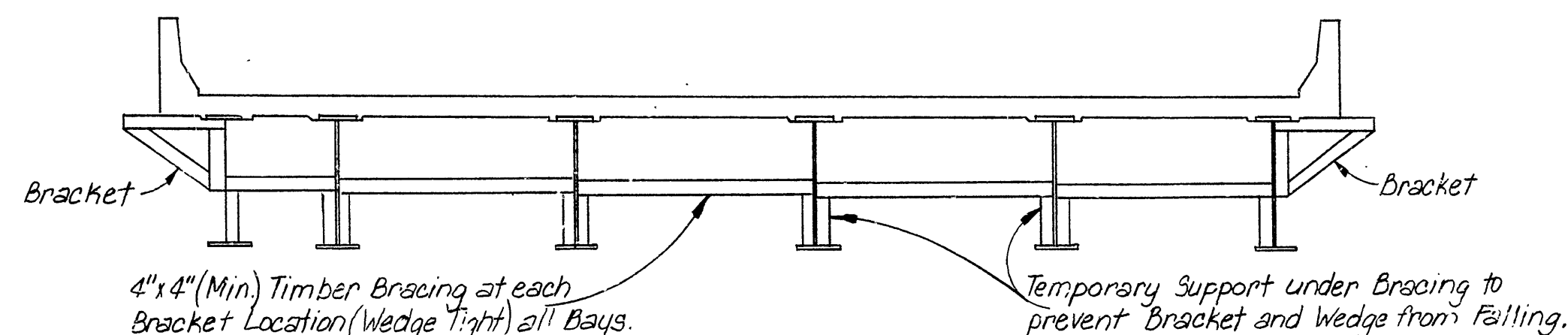
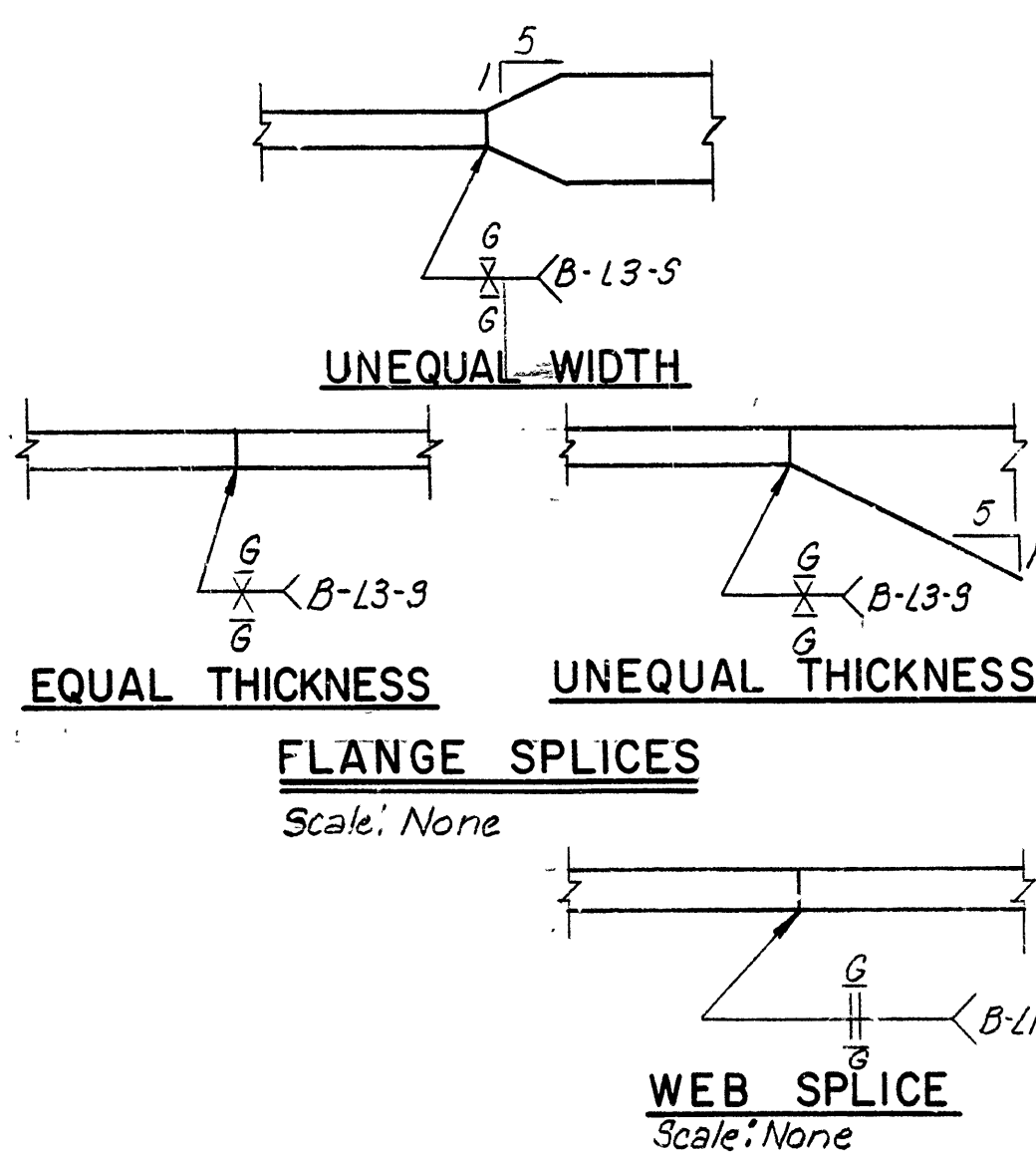
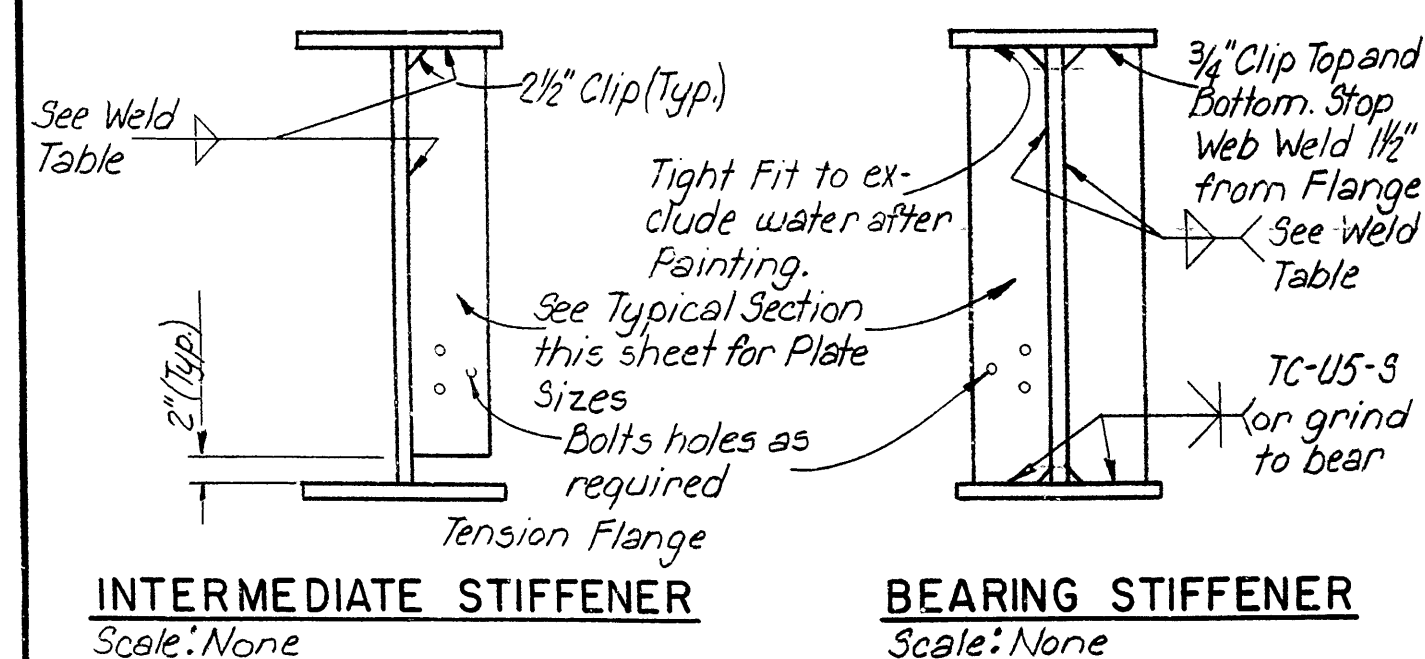
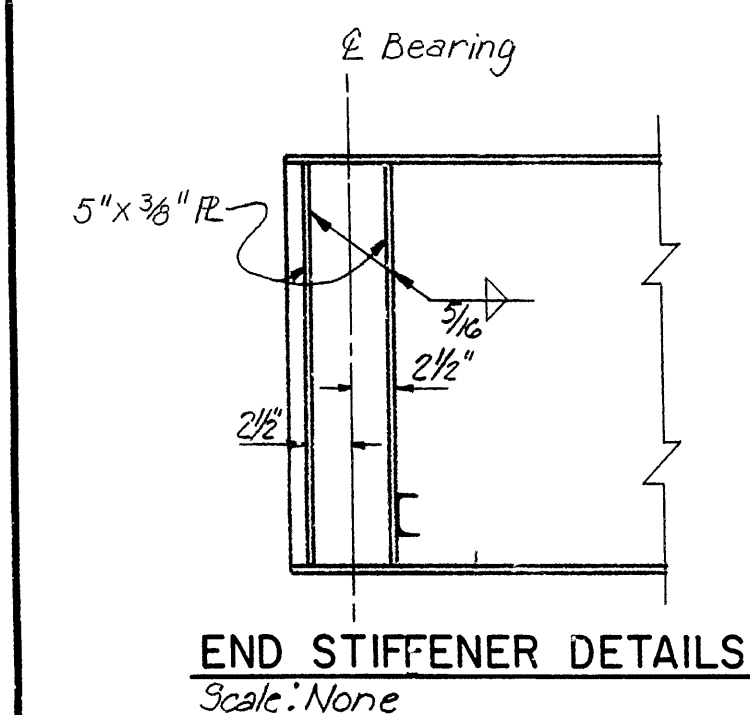


CONSTRUCTION METHOD FOR EXISTING GIRDER CAMBER

Scale: None

See Dwg. No. 28173 for Note regarding Girder Camber Tolerances, Haunch Details and Thickened Slab Information.

NOTE: For Stud Shear Connection, see Detail, Dwg. No. 28173



If a Transverse Finishing Machine is used, the Rail shall be Supported Directly over the Exterior Beams, or as an Alternate, the Rail may be Supported by the Overhang Brackets if the above Strutting System is Used.

SHEET 2 OF 2

DETAILS OF PLATE GIRDER SPANS
OUACHITA RIVER BRIDGE AND APPROACHES

HOT SPRING COUNTY
ROUTE I-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: D.M.F. DATE: DEC. 1985
CHECKED BY: H.J.P. DATE: DEC. 1985
DESIGNED BY: J.P. DATE: DEC. 1985

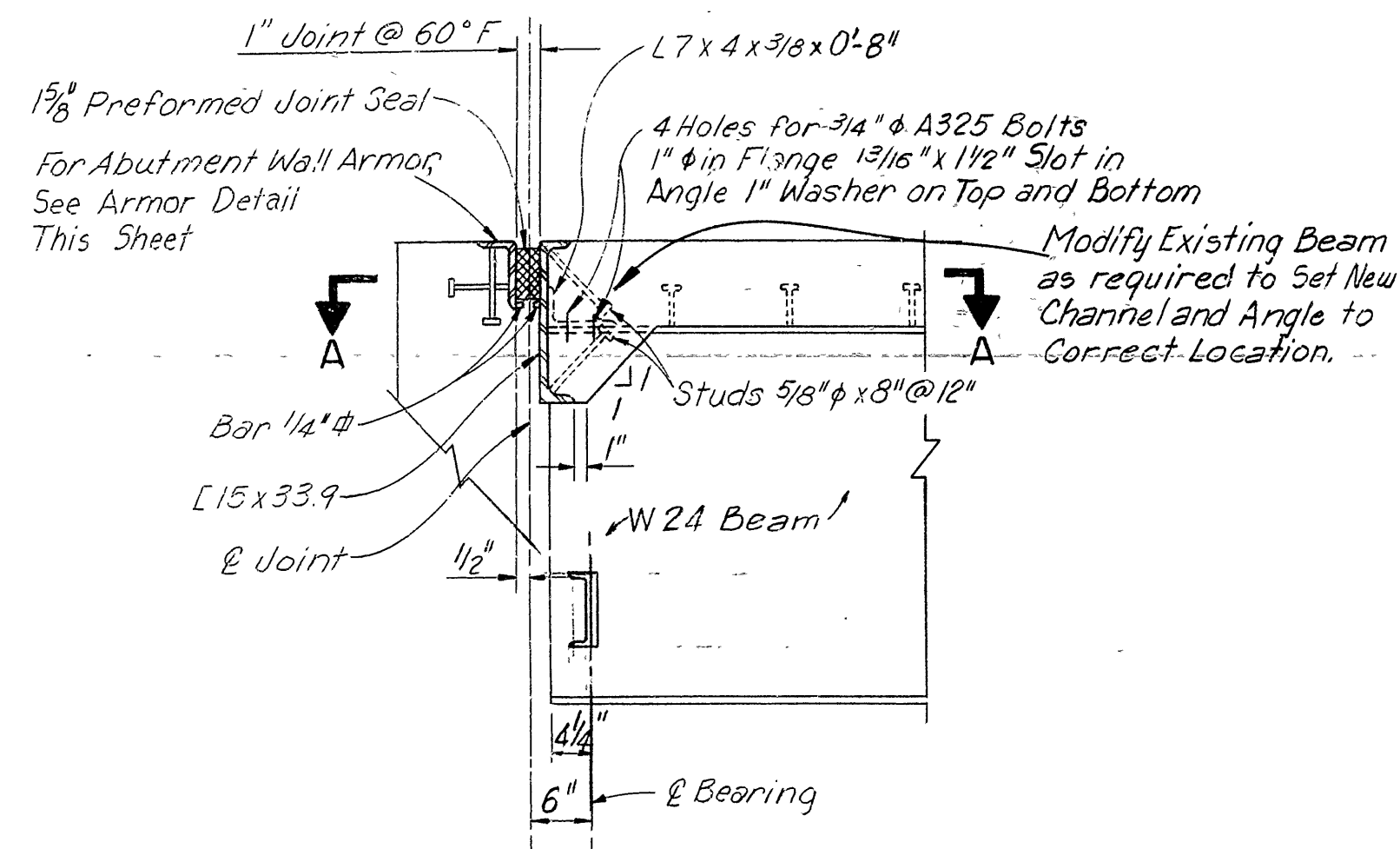
SCALE: As Noted

BRIDGE NO. 3424 AR & BR DRAWING NO. 28175

BRIDGE ENGINEER

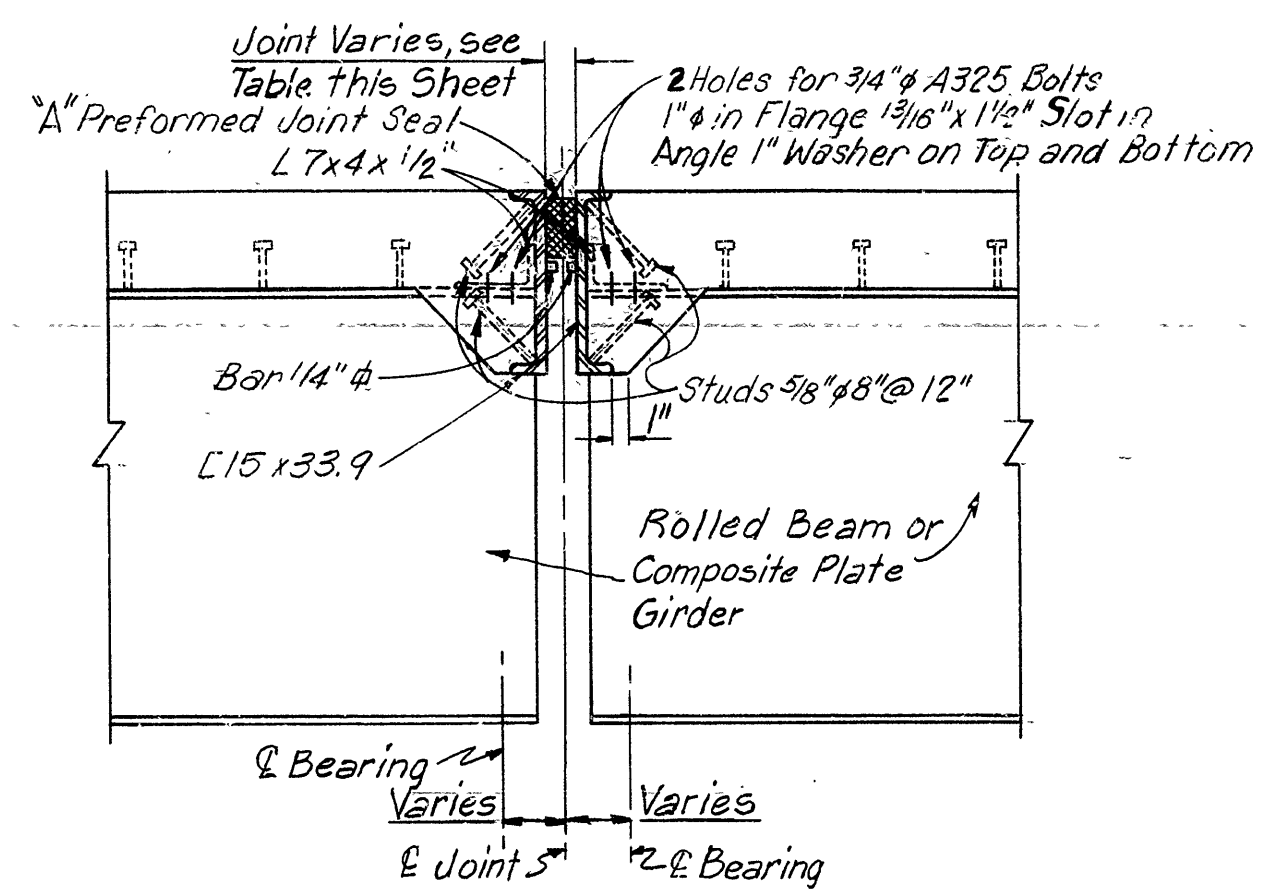
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		60381	26	45

3424 AR&BR JTS & ELAS SHOES 28176



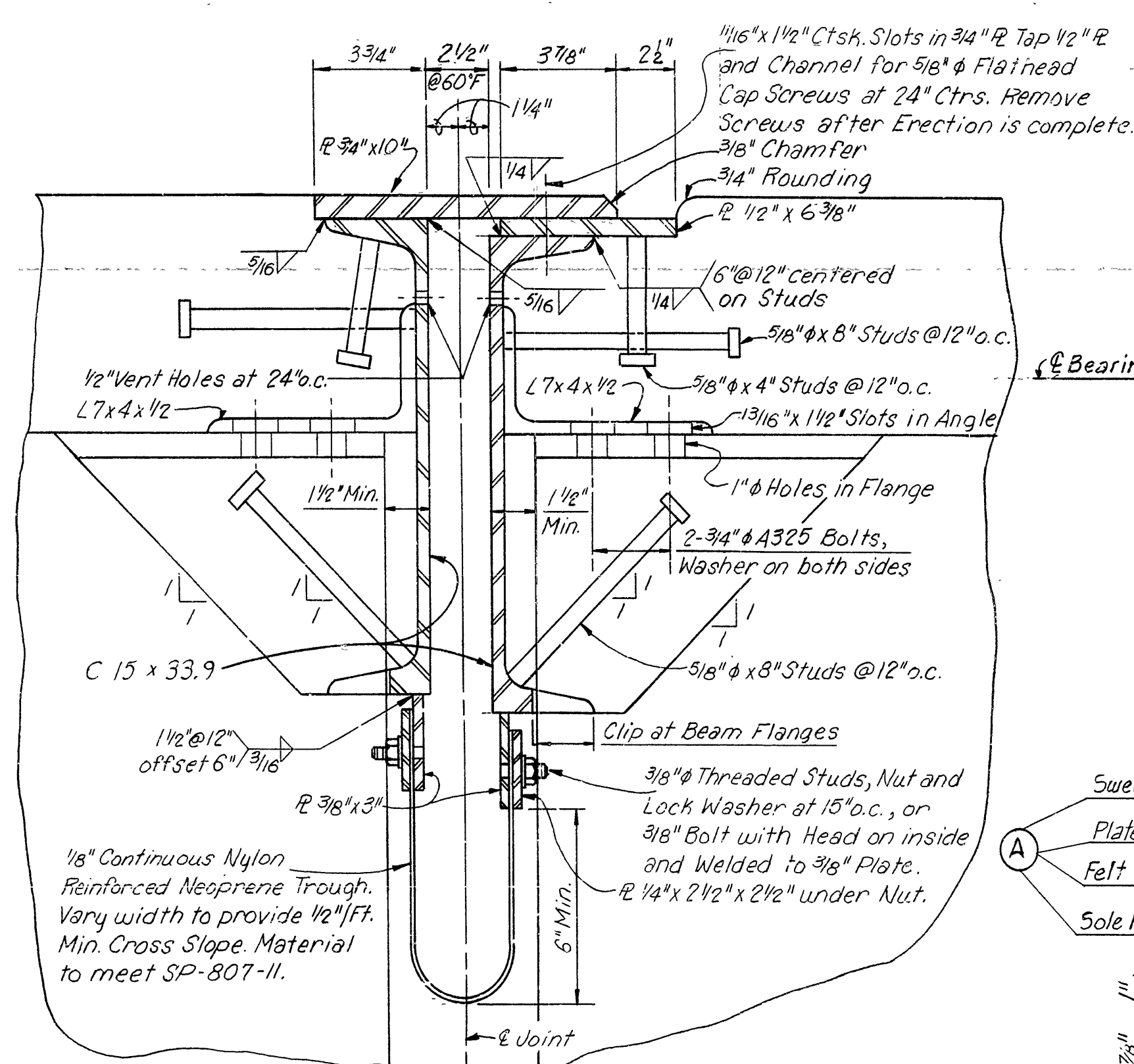
SECTION OF EXPANSION DEVICE AT ABUTMENTS

Scale: None



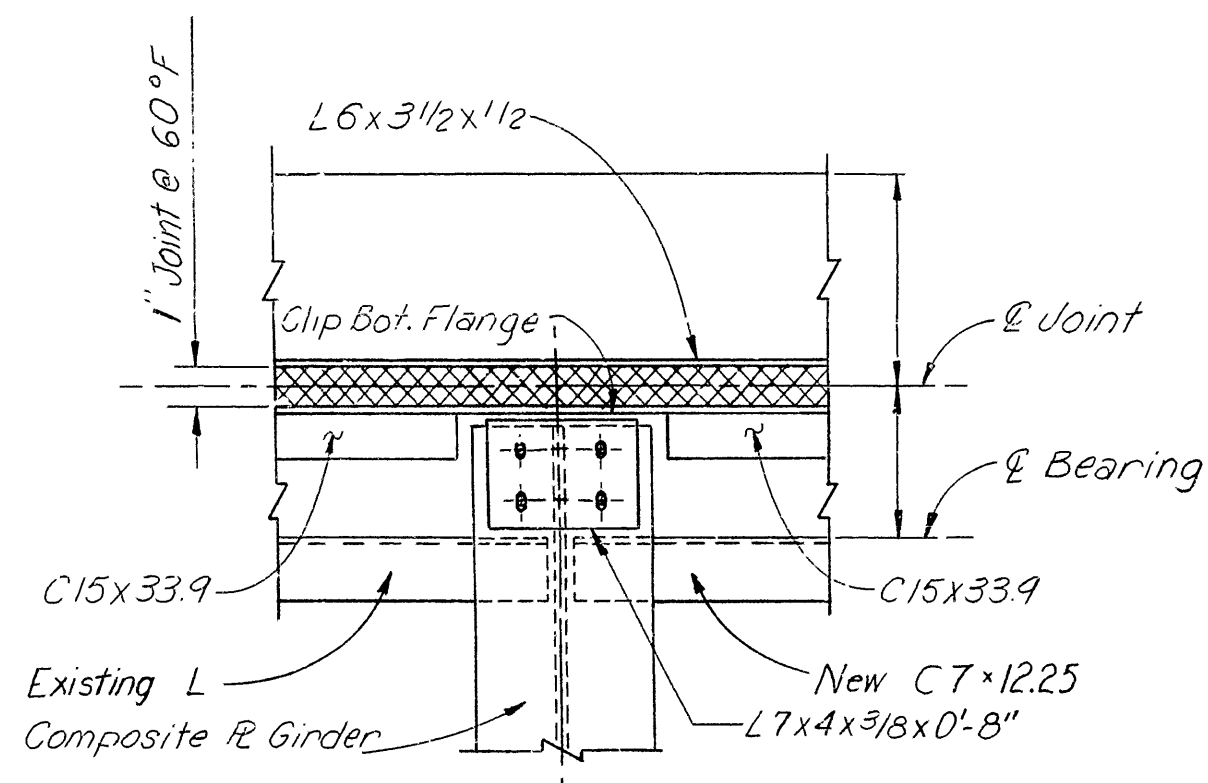
SECTION OF PREFORMED EXPANSION DEVICE

Scale: None



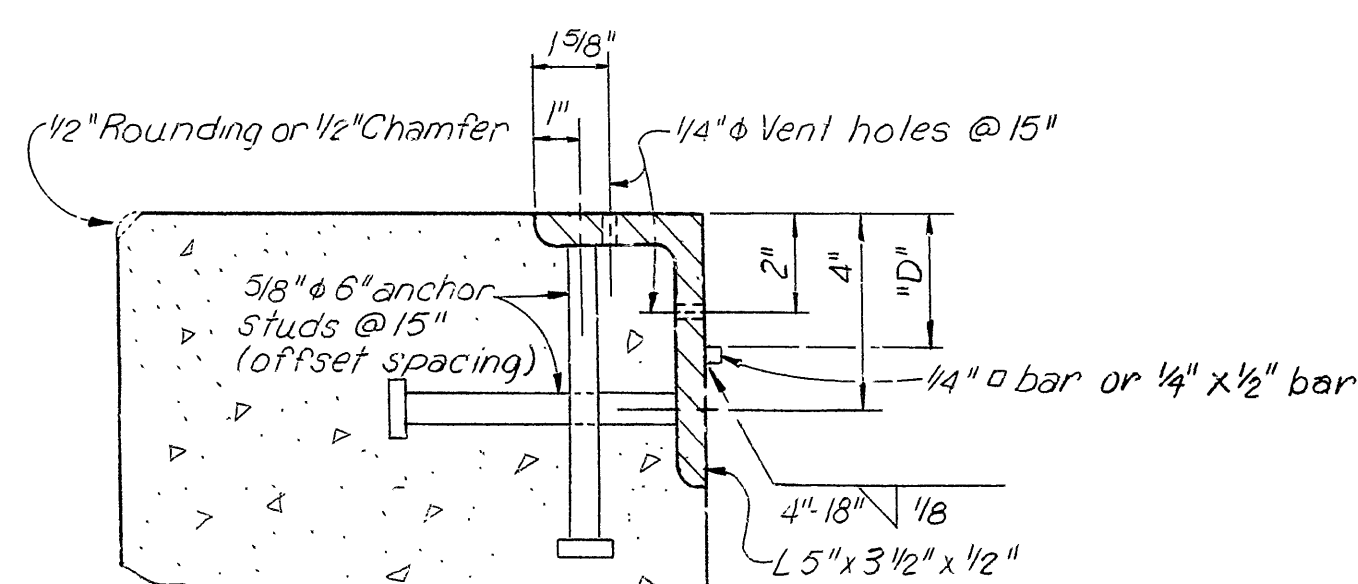
SECTION OF SLIDING PLATE EXPANSION DEVICE AT PIER NO.3

Scale: 3"=1'-0"



SECTION A-A

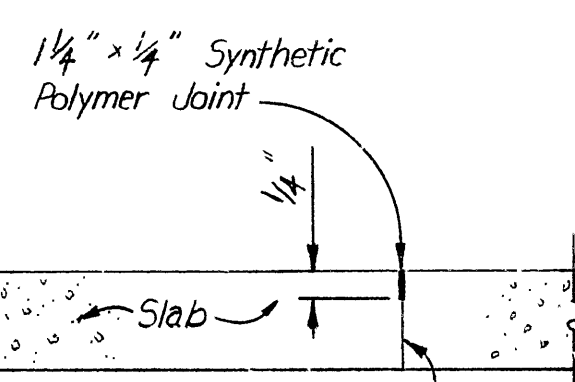
Scale: None



ARMOR DETAIL

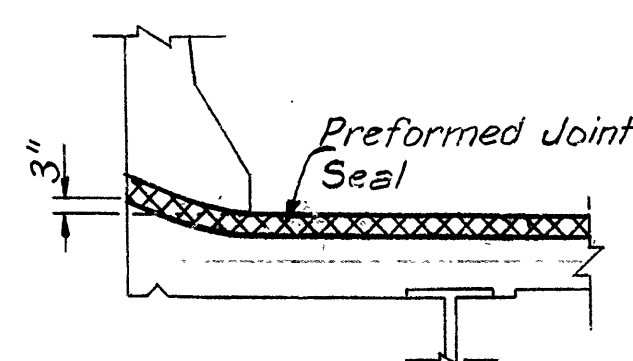
Scale: None

PREFORMED JOINT SEAL SIZE "A"		
LOCATION	JOINT SIZE	"A"
Bents 2 and 3	1"	1 5/8"
Piers 1 and 6	1"	1 3/8"
Piers 2, 4 and 5	1 1/8"	3"



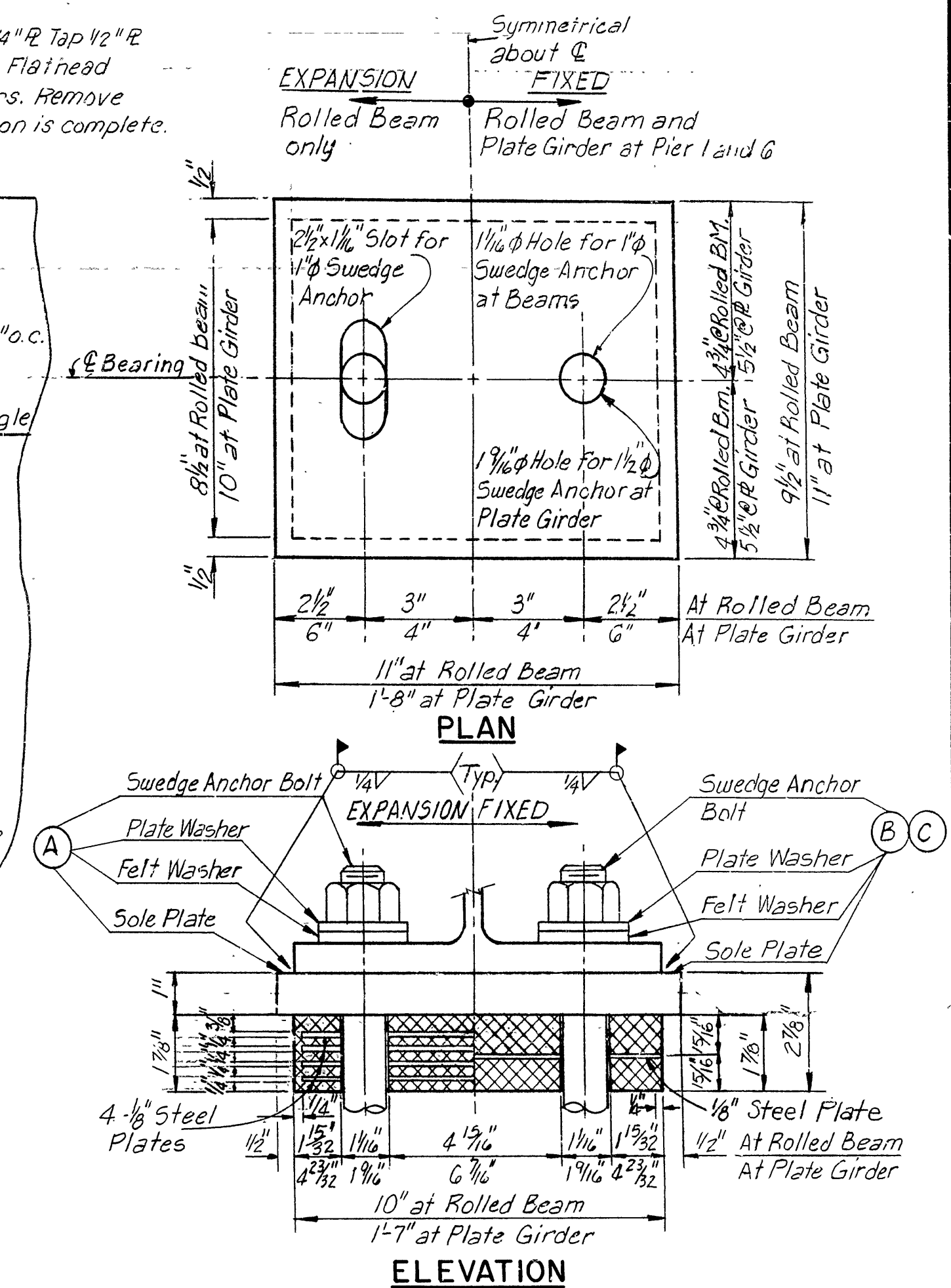
SLAB JOINT DETAIL

Scale: None



SEAL PLACEMENT

Scale: None



ELEVATION

Scale: None

TABLE OF VARIABLES

MARK	TABLE OF VARIABLES		
	ROLLED BEAM (A)	PLATE GIRDER (B)	PLATE GIRDER (C)
Swedge Anchor Bolt	1" x 2'-0"	1" x 1'-9"	1 1/2" x 1'-9"
Plate Washer	2 1/2" x 1/4"	2 1/2" x 1/4"	3" x 1/4"
Felt Washer	2 1/2" x 1/4"	2 1/2" x 1/4"	3" x 1/4"
Sole Plate	1" x 9 1/2" x 0'-11"	1" x 9 1/2" x 0'-11"	1" x 11" x 1'-8"
No. of Shoes Required	56	56	24

NOTES: 1. Provide 2-2 1/2" x 1 1/8" Slots in Bottom Flange of Beam for Expansion Shoes.
2. Provide 2-1 1/8" x 1 1/8" Holes in Bottom Flange of Beam and 2-1 1/8" x 1 1/8" Holes in Bottom Flange of Plate Girder for Fixed Shoes.
3. For attachment of Elastomeric Pad to Sole Plate or Bearing Seat, see SP-808-1.

SHEET 1 OF 1

DETAILS OF JOINTS AND ELASTOMERIC SHOES
OUACHITA RIVER BRIDGE AND APPROACHES

HOT SPRING COUNTY
ROUTE 1-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

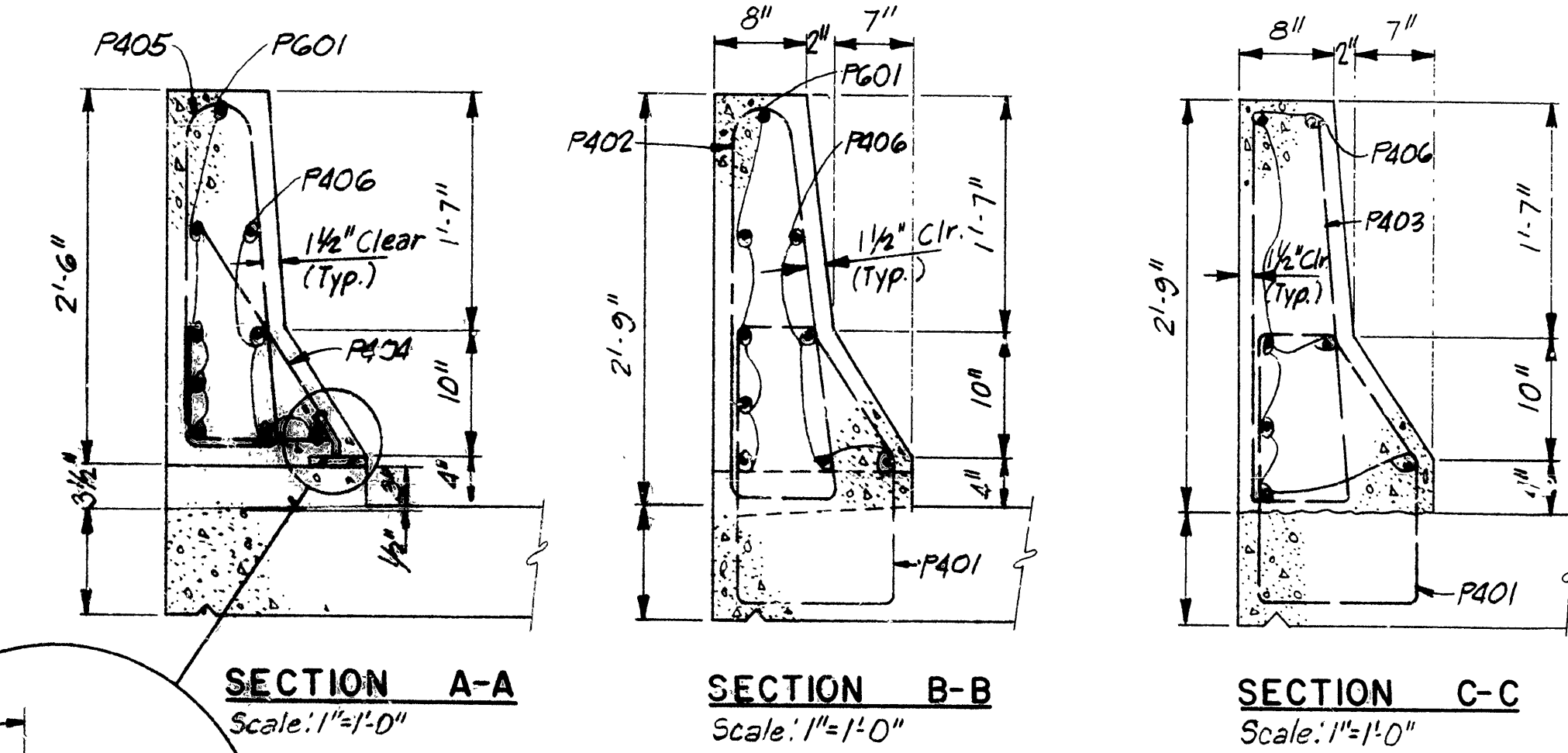
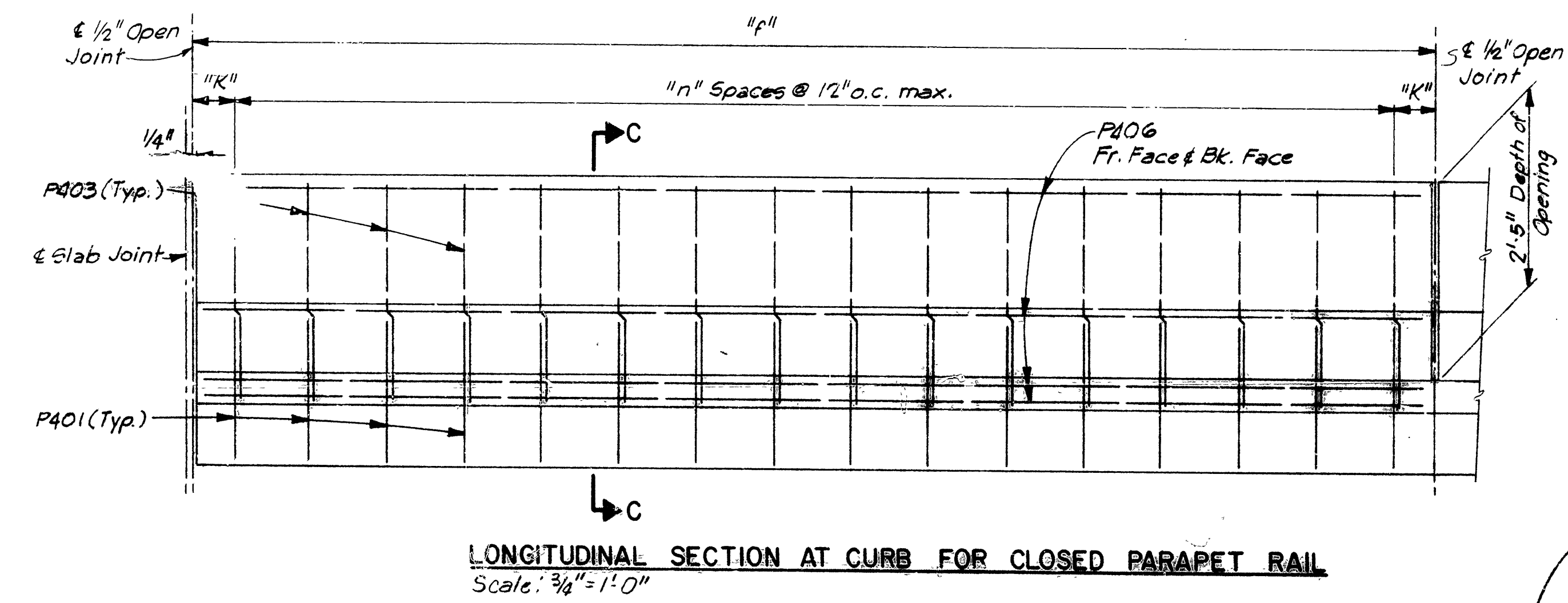
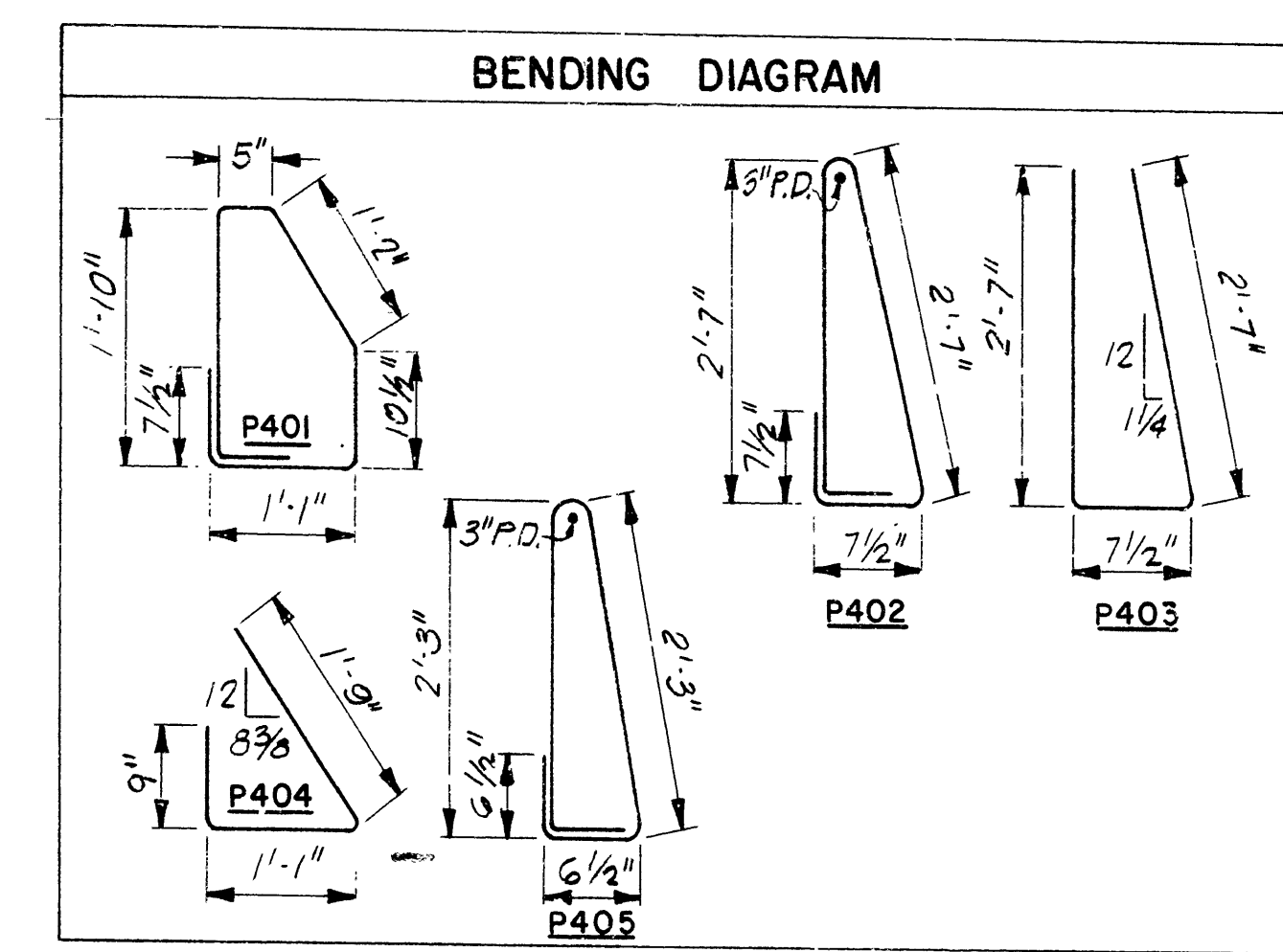
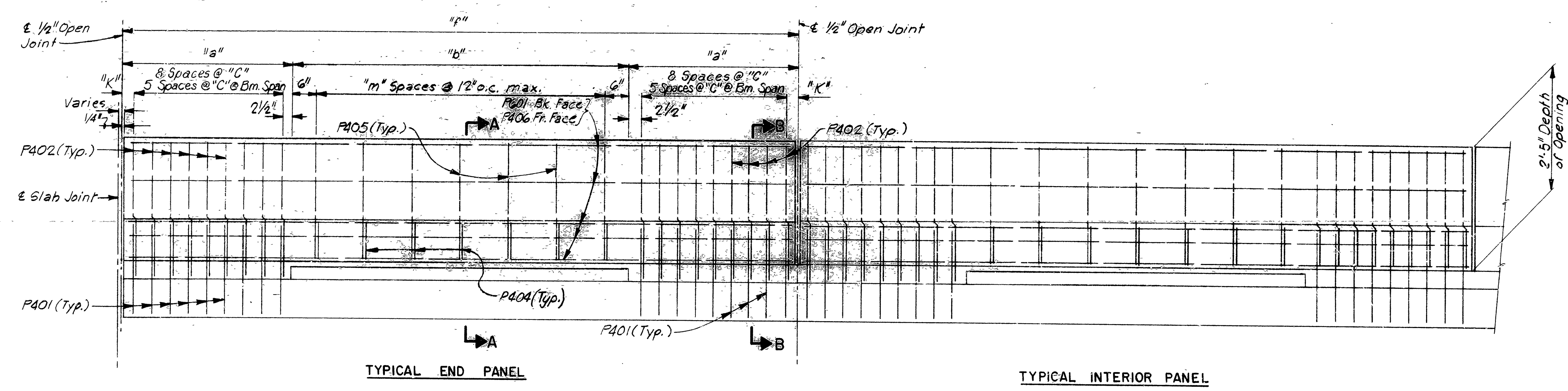
DRAWN BY: B.B. DATE: DEC. 1985
CHECKED BY: H.V.P. DATE: DEC. 1985
DESIGNED BY: J.P. DATE: DEC. 1985

BRIDGE NO. 3424 AR & BR DRAWING NO. 28176

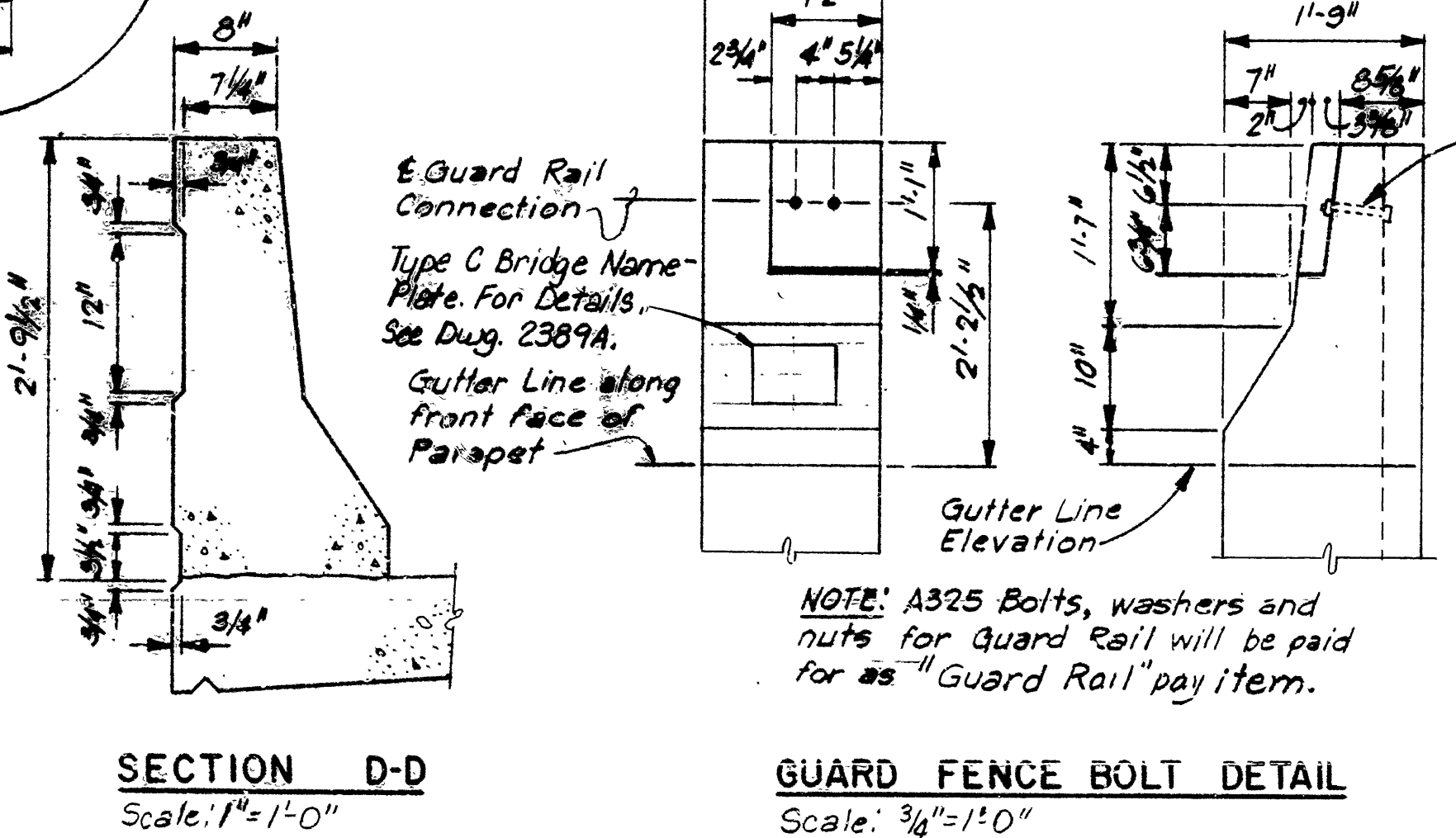
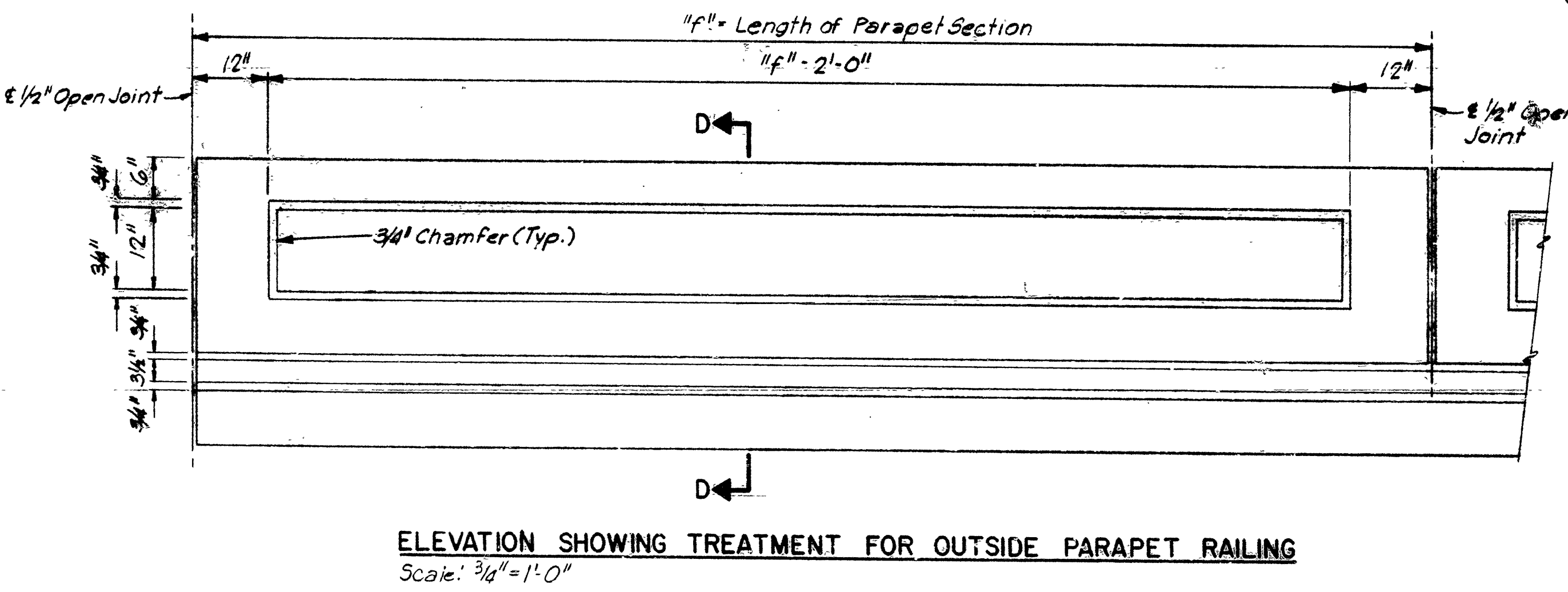
BRIDGE ENGINEER



DATE	REVISION	DATE	REVISION	PER. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO.					60381	28	45	
3424 AR&BR DETAILS RAILING 28178								



- NOTES:
1. Boiled Linseed Oil Treatment shall be applied to the roadway surface and the face and top of the concrete parapet rail.
 2. 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".
 3. 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 First Shop Coat and Second Field Coat in Subsection 807.59(a) and 807.59(c).



SHEET 1 OF 1
DETAILS OF RAILING
OUACHITA RIVER BRIDGE AND APPROACHES
HOT SPRING COUNTY
ROUTE 1-30 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: D.M.P. DATE: DEC. 1985
CHECKED BY: H.J.P. DATE: DEC. 1985
DESIGNED BY: J.P. DATE: DEC. 1985
SCALE: As Noted
BRIDGE NO. 3424 AR & BR DRAWING NO. 28178