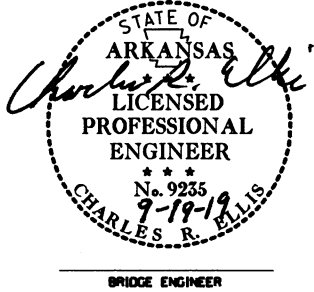


SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 110617

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SS & 802	SP, SS, & 802	803	SS & 804	SS & 804	SS & 805	SS & 805	SS & 805	SS & 805	SP, SS & 807	SS & 807	SS & 808	SS & 809	812	816	816
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.)	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	CLASS S CONCRETE-BRIDGE	CLASS S(AE) CONCRETE-BRIDGE	CLASS 1 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STEEL SHELL PILING (18" DIA.)	STEEL SHELL PILING (30" DIA.)	PILE ENCASEMENT	PREBORING	STRUCTURAL STEEL IN BEAM SPANS (A709, GR. 50W)	① PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP
			UNIT	LUMP SUM	CUBIC YARD	CUBIC YARD	CUBIC YARD	GALLON	POUND	POUND	LINEAR FOOT	LINEAR FOOT	LINEAR FOOT	LINEAR FOOT	POUND	TON	CUBIC INCH	LINEAR FOOT	EACH	SQUARE YARD	CUBIC YARD
07467	HIGHWAY 50 OVER CUTOFF BAYOU	BENT 1			121	48.70		0.4	7,810	520	644				780		2,142.0			478	258
		BENT 2				60.00			11,930			320	20				1,392.0				
		BENT 3				60.00			11,930			360	33				1,392.0				
		BENT 4				60.00			11,930			360	65				1,392.0				
		BENT 5				60.00			11,930			360	65				1,392.0				
		BENT 6				60.00			11,930			360	31				1,392.0				
		BENT 7			121	48.70		0.4	7,810	520	724				780		2,142.0			437	234
		408'-0" CONTINUOUS COMPOSITE W-BEAM UNIT					454.30	33.7		104,410					314,260	3.8		89	1		
		SITE NO. 1 (EXISTING BR. NO. M3290)		1																	
		TOTALS FOR BRIDGE NO. 07467		1	242	397.40	454.30	34.5	75,270	105,450	1,368	1,760	214		315,820	3.8	11,244.0	89	1	915	492
07468	HIGHWAY 79 OVER FIFTEEN MILE BAYOU	BENT 1			84	20.40			3,630	650	420			60						89	58
		BENT 2				54.70			10,810	860		360	48								
		BENT 3				54.70			10,810	860		360	32								
		BENT 4			84	20.40			3,630	650	540			60						82	53
		240'-0" CONTINUOUS COMPOSITE INTEGRAL W-BEAM UNIT					376.60	25.6		77,370					292,440				1		
		SITE NO. 2 (EXISTING BR. NO. 02453)		1																	
		TOTALS FOR BRIDGE NO. 07468		1	168	150.20	376.60	25.6	28,880	80,390	960	720	80	120	292,440				1	171	111
		TOTALS FOR JOB NO. 110617			410	547.60	830.90	60.1	104,150	185,840	2,328	2,480	294	120	608,260	3.8	11,244.0	89	2	1,086	603

LUKE BAILEY
DESIGN SECTION SUPERVISOR

① The color of paint shall be Brown equal or close to Federal Std. 595B Color Chip No. 30070 and as approved by the Engineer.



SCHEDULE OF BRIDGE QUANTITIES
FIFTEENMILE & CUTOFF BAYOUS
STRS. & APPRS. (S)
ST. FRANCIS COUNTY

ROUTE 50 SEC. I
ROUTE 79 SEC. I7
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: NAC DATE: 9/9/2019 FILENAME: b110617_q1.dgn
CHECKED BY: WAC DATE: 9-19-19 SCALE: No Scale
DESIGNED BY: DATE:
BRIDGE NO. 07467, 07468 DRAWING NO. 61255

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.		110617	32	78
				07467 - LAYOUT			61256	

For R/W Data See Rdwy. Plans.

Use Type A Approach Gutters ("W" = 4'-0") and Type A Approach Slabs (Width = 22'-0") at both ends of the bridge. See Std. Dwg. Nos. 55030A & 55040A, respectively.

The Contractor shall excavate the existing embankments as shown at both ends of bridge. Approx. 2,100 cu. yds. of excavation.

② Sta. 111+44, 16.6' Rt. of C.L. Bridge

③ Sta. 111+77, 16.6' Lt. of C.L. Bridge

④ Sta. 114+37, 16.7' Rt. of C.L. Bridge

⑤ Sta. 114+70, 16.6' Lt. of C.L. Bridge

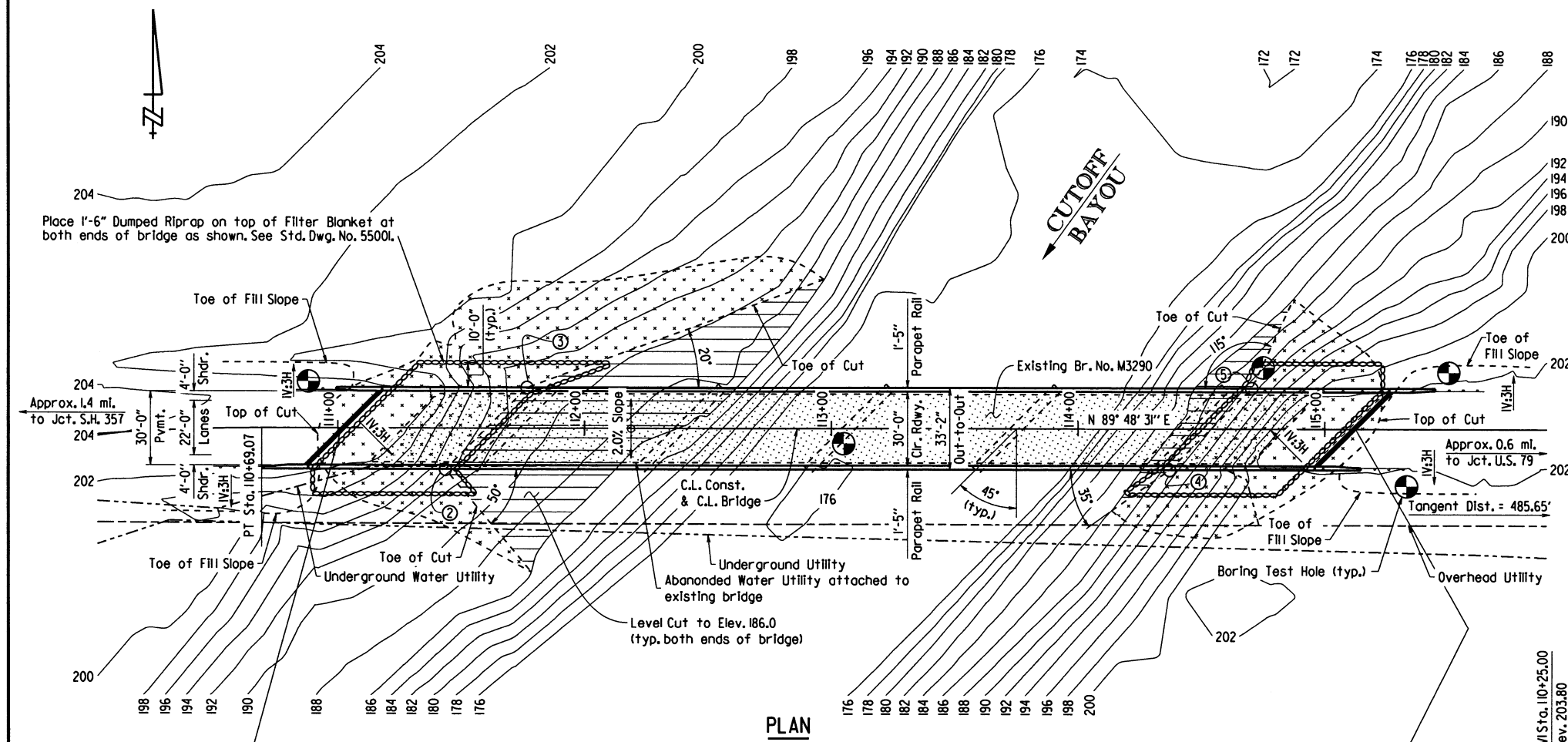
The proposed bridge is positioned to avoid interference with existing piling. The Contractor shall verify the location of existing piling before driving any new piling. Any adjustments necessary to fit the proposed bridge to existing conditions shall be submitted for the Engineer's approval. See "Foundation Plan" on Drawing No. 61258 for additional details.

⑥ Timber Compaction Piles to be driven in embankment. See "Foundation Plan" on Drawing No. 61258 and Special Provision Job 110617 "Timber Piling for Soil Densification" for details of timber piling in bridge embankments.

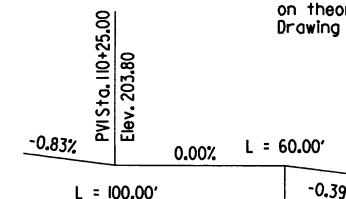
See Dwg. No. 61258 for General Notes.

See Dwg. No. 61257 for Soil Borings.

Stations shown are along C.L. Construction. Elevations shown are theoretical working point elevations at C.L. Bridge. Any vertical dimension referenced to C.L. Deck is based on theoretical working point elevation at C.L. Bridge. See "Rounding Detail" on Standard Drawing Number 55007 for additional information.



PLAN



VERTICAL CURVE DATA
Theoretical Grade
Along C.L. Const.

HYDRAULIC DATA

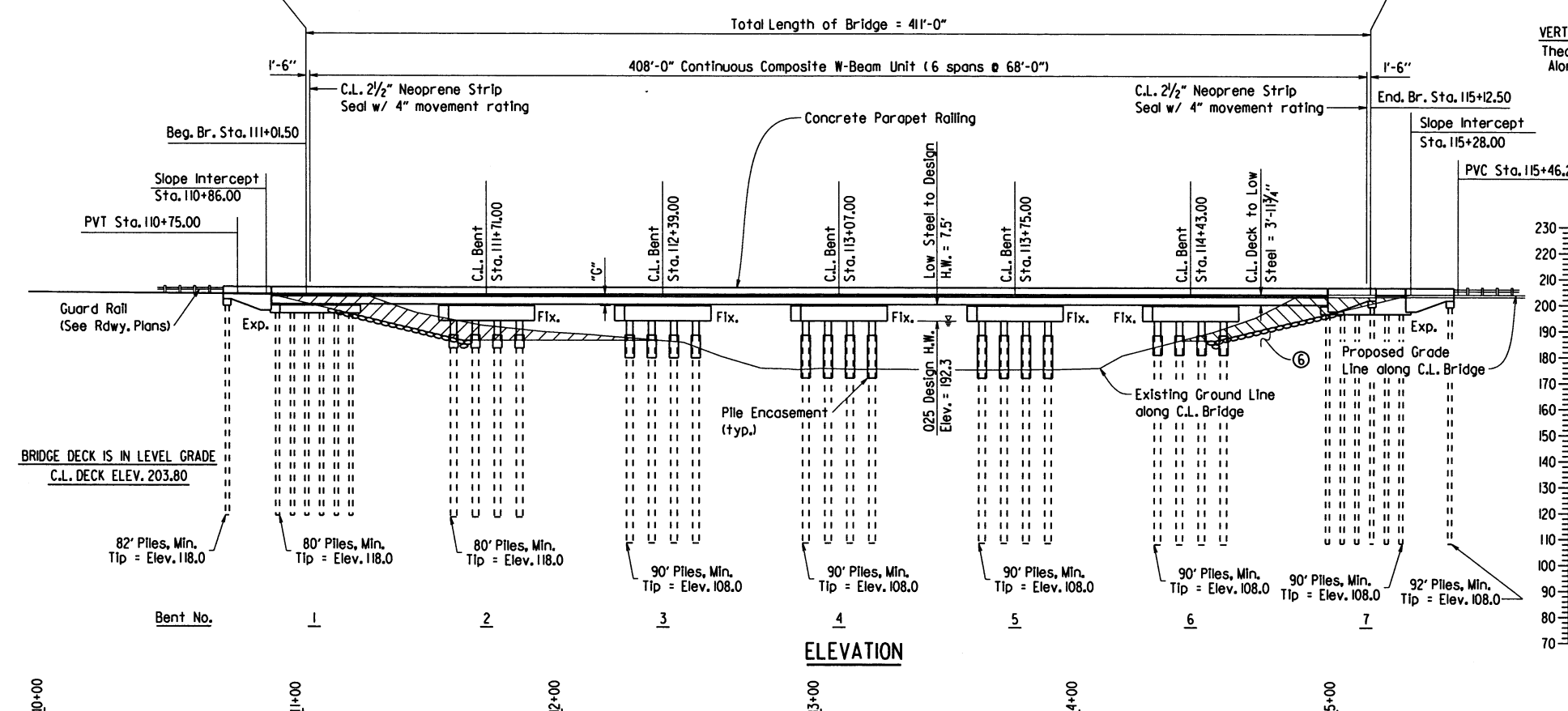
FLOOD DESCRIPTION	FREQUENCY YEARS	DISCHARGE CFS	NATURAL WATER SURFACE ELEVATION FEET	WATER SURFACE ELEV. WITH BACKWATER FEET
Design	25	6400	192.4	192.4
Base	100	7980	194.6	194.6
Extreme	500	9670	196.7	196.8
Overtopping	>500	-	-	-

① Unconstricted water surface without structure or roadway approaches.

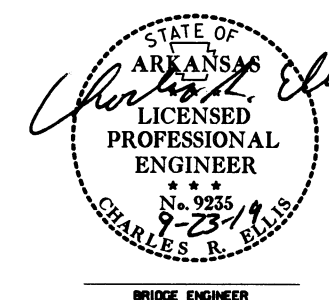
0100 backwater elevation for existing structure = 194.6 ft.
Proposed Low Bridge Chord elevation = 199.82 ft.
Drainage area = 219 square miles.
Historical H.W. Elev. = 194.09 ft.

TABLE OF VARIABLES

Bent No.	C.L. Deck @ C.L. Bent to Low Seat of Cap
2	4'-3 3/8"
3	4'-3 3/4"
4	4'-3 1/2"
5	4'-3 1/4"
6	4'-3 3/8"



ELEVATION



SHEET 1 OF 3
LAYOUT OF BRIDGE
HIGHWAY 50 OVER CUTOFF BAYOU
FIFTEENMILE & CUTOFF BAYOUS
STRS. & APPRS. (S)
ST. FRANCIS COUNTY

ROUTE 50 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: WAC DATE: 5/21/18 FILENAME: b10617_Ldgn
CHECKED BY: LJB DATE: 9-23-19 SCALE: 1" = 30'
DESIGNED BY: LJB DATE: 5-18
BRIDGE NO. 07467 DRAWING NO. 61256

BORING LEGEND

AI-Moist, Very Loose, Brown Sand with Clay
BI-Moist, Loose, Brown Sand
CI-Moist, Soft, Brown Clay with Some Silt
DI-Wet, Very Loose, Brown Sandy Silt
EI-Wet, Medium Dense, Brown Sand
FI-Wet, Dense, Brown Sand
GI-Wet, Dense, Brown Sand with Trace Gravel
HI-Wet, Very Dense, Brown Sand with Trace Gravel
JI-Wet, Medium Dense, Brown Sand with Some Gravel and Some Organic Matter
KI-Wet, Very Dense, Brown Sand with Gravel
LI-Wet, Medium Dense, Gray Sand with Silt
MI-Wet, Medium Dense, Gray Poorly-Graded Sand with Silt
NI-Wet, Dense, Gray Poorly-Graded Sand
PI-Wet, Loose, Gray Poorly-Graded Sand with Silt
OI-Wet, Medium Dense, Gray Poorly-Graded Sand
RI-Wet, Dense, Gray Poorly-Graded Sand with Some Gravel
SI-Wet, Medium Dense, Gray Poorly-Graded Sand with Some Gravel
TI-Wet, Dense, Gray Poorly-Graded Sand with Silt and Gravel
UI-Wet, Dense, Gray Poorly-Graded Sand with Gravel
VI-Wet, Medium Dense, Gray Poorly-Graded Sand with Gravel
WI-Wet, Medium Dense, Gray Well-Graded Gravel with Sand
XI-Wet, Loose, Gray Poorly-Graded Sand with Some Gravel
YI-Wet, Very Dense, Gray Poorly-Graded Sand with Gravel
ZI-Wet, Very Loose, Gray Silty Sand
A2-Wet, Loose, Gray Sand with Silt
B2-Wet, Loose, Gray Clayey Sand
C2-Wet, Medium Dense, Gray Sand
D2-Wet, Medium Dense, Gray Sand with Trace Gravel
E2-Wet, Medium Dense, Gray Sand with Some Gravel
F2-Wet, Medium Dense, Gray Sand with Silt and Some Gravel

G2-Wet, Medium Dense, Gray Sand with Silt and Trace Gravel
H2-Wet, Dense, Gray Sand with Silt
J2-Wet, Dense, Gray Sand with Trace Gravel
K2-Wet, Dense, Gray Sand with Silt and Trace Gravel
L2-Wet, Very Dense, Gray Sand with Silt
M2-Moist, Medium Stiff, Brown Clay with Trace Gravel
N2-Moist, Soft, Brown Lean Clay
P2-Wet, Soft, Brown Sandy Lean Clay
Q2-Wet, Very Soft, Brown Sandy Lean Clay
R2-Wet, Very Loose, Brown Silt
S2-Wet, Soft, Brown Silty Clay
T2-Wet, Medium Dense, Brown Poorly-Graded Sand with Silt
U2-Wet, Medium Dense, Brown Poorly-Graded Sand
V2-Wet, Medium Dense, Brown Silty Sand
W2-Wet, Medium Dense, Brown Poorly-Graded Sand with Trace Organic Matter
X2-Wet, Dense, Brown Poorly-Graded Sand with Silt
Y2-Wet, Medium Dense, Brown Well-Graded Sand with Some Gravel
Z2-Wet, Medium Dense, Brown Poorly-Graded Sand with Trace Gravel
A3-Wet, Loose, Brown Poorly-Graded Sand with Silt Some Gravel and Trace Organic Matter
B3-Wet, Dense, Brown Poorly-Graded Sand
C3-Wet, Dense, Brown Poorly-Graded Sand with Trace Gravel
D3-Wet, Medium Dense, Brown Poorly-Graded Sand with Silt and Some Organic Matter
E3-Wet, Medium Dense, Brown Poorly-Graded Sand
F3-Moist, Medium Stiff, Brown Clay with Some Organic Matter
G3-Moist, Soft, Brown Silty Clay
H3-Moist, Very Loose, Gray Clayey Sand
J3-Wet, Medium Dense, Gray Sand with Gravel and Organic Matter
K3-Wet, Dense, Gray Sand with Some Gravel
L3-Wet, Dense, Gray Sand
M3-Wet, Very Dense, Gray Sand

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.		110617	33	78
				07467 - LAYOUT				61257

"N" VALUES

Sta. 110+88 - 19' Left of C.L. Construction

5.8- 6.8, N=4
10.8- 11.8, N=7
15.5- 16.5, N=4
20.5- 21.5, N=3
25.5- 26.5, N=13
30.5- 31.5, N=12
35.5- 36.5, N=12
40.5- 41.5, N=17
45.5- 46.5, N=23
50.5- 51.5, N=20
55.5- 56.5, N=25
60.5- 61.5, N=40
65.5- 66.5, N=25
70.5- 71.5, N=23
75.5- 76.5, N=31
80.5- 81.5, N=56
85.5- 86.5, N=37
90.5- 91.5, N=27
95.5- 96.5, N=76
100.5- 101.5, N=60(2')

Sta. 113+05 - 6' Right of C.L. Construction

7.5- 8.5, N=14
17.5- 18.5, N=49
25.5- 26.5, N=9
30.5- 31.5, N=14
35.5- 36.5, N=17
40.5- 41.5, N=19
45.5- 46.5, N=17
50.5- 51.5, N=33
55.5- 56.5, N=30
60.5- 61.5, N=27
65.5- 66.5, N=40
70.5- 71.5, N=36
75.5- 76.5, N=22
80.5- 81.5, N=25
85.5- 86.5, N=10
90.5- 91.5, N=57
95.5- 96.5, N=25
100.5- 101.5, N=28
105.5- 106.5, N=31
110.5- 111.5, N=45

Sta. 114+75 - 25' Left of C.L. Construction

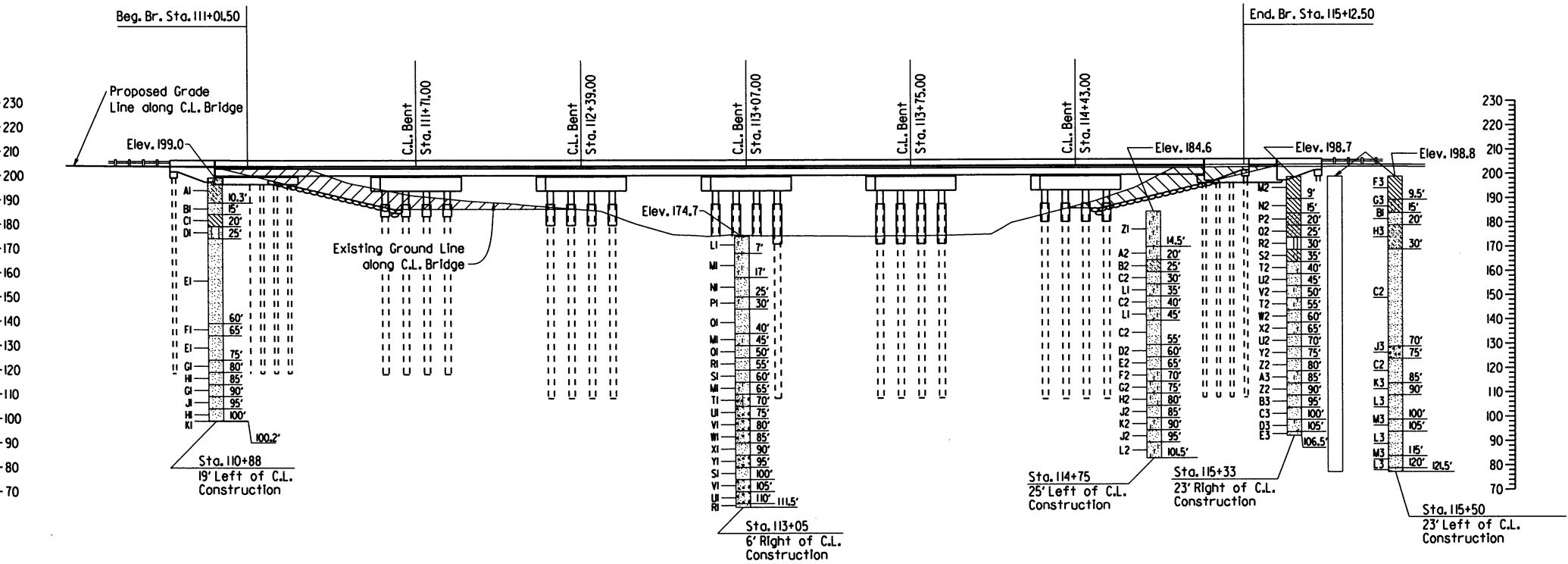
10.0- 11.0, N=3
15.0- 16.0, N=7
20.5- 21.5, N=8
25.5- 26.5, N=16
30.5- 31.5, N=17
35.5- 36.5, N=14
40.5- 41.5, N=14
45.5- 46.5, N=26
50.5- 51.5, N=13
55.5- 56.5, N=19
60.5- 61.5, N=11
65.5- 66.5, N=17
70.5- 71.5, N=12
75.5- 76.5, N=37
80.5- 81.5, N=44
85.5- 86.5, N=33
90.5- 91.5, N=47
95.5- 96.5, N=52
100.5- 101.5, N=50

Sta. 115+33 - 23' Right of C.L. Construction

4.5- 5.5, N=6
9.5- 10.5, N=2
15.5- 16.5, N=3
20.5- 21.5, N=1
25.5- 26.5, N=1
30.5- 31.5, N=3
35.5- 36.5, N=13
40.5- 41.5, N=23
45.5- 46.5, N=14
50.5- 51.5, N=27
55.5- 56.5, N=20
60.5- 61.5, N=35
65.5- 66.5, N=18
70.5- 71.5, N=21
75.5- 76.5, N=23
80.5- 81.5, N=5
85.5- 86.5, N=30
90.5- 91.5, N=49
95.5- 96.5, N=33
100.5- 101.5, N=25
105.5- 106.5, N=25

Sta. 115+50 - 23' Left of C.L. Construction

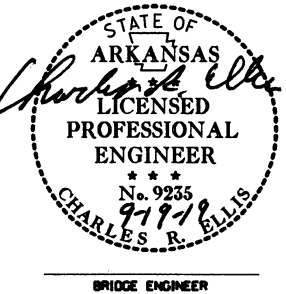
5.0- 6.0, N=6
10.0- 11.0, N=4
15.5- 16.5, N=5
20.5- 21.5, N=0
25.5- 26.5, N=4
30.5- 31.5, N=13
35.5- 36.5, N=11
40.5- 41.5, N=11
45.5- 46.5, N=19
50.5- 51.5, N=16
55.5- 56.5, N=13
60.5- 61.5, N=26
65.5- 66.5, N=19
70.5- 71.5, N=21
75.5- 76.5, N=13
80.5- 81.5, N=21
85.5- 86.5, N=40
90.5- 91.5, N=36
95.5- 96.5, N=37
100.5- 101.5, N=53
105.5- 106.5, N=38
110.5- 111.5, N=35
115.5- 116.5, N=73
120.5- 121.5, N=50



SOIL BORING ELEVATION

SHEET 2 OF 3
LAYOUT OF BRIDGE
HIGHWAY 50 OVER CUTOFF BAYOU
FIFTEENMILE & CUTOFF BAYOUS
STRS. & APPRS. (S)
ST. FRANCIS COUNTY

ROUTE 50 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: WAC DATE: 5/21/18
CHECKED BY: LJB DATE: 9-19-19
DESIGNED BY: LJB DATE: 5-20-18
BRIDGE NO. 07467
DRAWING NO. 61257



GENERAL NOTES

BENCH MARK: Vertical Control Data are shown on the Survey Control Data Sheets.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications Seventh Edition (2014) with 2015 Interim revisions.

LIVE LOADING: HL-93

SEISMIC ZONE: 4 $S_D = 0.637$ SITE CLASS: E

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (Superstructure)	$f'_c = 4,000$ psi
Class S Concrete (Substructure)	$f'_c = 3,500$ psi
Reinforcing Steel (AASHTO M 31 or M 322, Type A)	$f_y = 60,000$ psi
Structural Steel (ASTM A709, Gr. 36)	$F_y = 36,000$ psi
Structural Steel (ASTM A709, Gr. 50)	$F_y = 50,000$ psi
Structural Steel (ASTM A709, Gr. 50W)	$F_y = 50,000$ psi

BORING LOGS: Boring logs may be obtained from the Construction Contract Procurement Section of the Program Management Division.

STEEL SHELL PILING: Piling in Bents 1 and 7 shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 210 tons per pile. Piling in Bents 2 thru 6 shall be 30" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 600 tons per pile. All piling shall be driven with an approved air, steam, or diesel hammer to the minimum tip elevations shown on Dwg. No. 61256 or lower. Piling in end bents shall be driven after embankment to bottom of cap is in place. Piling at Bents 6 and 7 shall be driven after completing driving of the Timber Compaction Piles. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. No additional payment will be made for cut-off or build-up. Test piles are not required but may be driven for the Contractor's information in accordance with Subsection 805.08(g).

Water Jetting or other methods as approved by the Engineer may be required to achieve minimum penetration. This work shall not be paid for directly, but shall be considered incidental to the item "Steel Shell Piling (18" Dia.)" and "Steel Shell Piling (30" Dia.)".

DRIVING SYSTEM: The driving system approval and the ultimate bearing capacity determination for piling shall be based on the requirements of Subsection 805.09(b), "Method B - Wave Equation Analysis (WEAP)". It is estimated that the minimum rated hammer energy required to obtain the ultimate bearing capacity will be 30,000 foot pounds per blow at Bents 1 and 7 and 80,000 foot pounds per blow at Bents 2 thru 6.

PILE ENCASEMENT: Pile encasement for Bents 2 thru 6 shall extend from Elevation 188.0 to 3' below natural or finished ground, whichever is lower. Corrugated steel pipe shall not be used for pile encasement. See Std. Dwg. No. 55021 & Dwg No. 61265 for additional information.

BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class I Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the concrete parapet rails in accordance with Section 803.

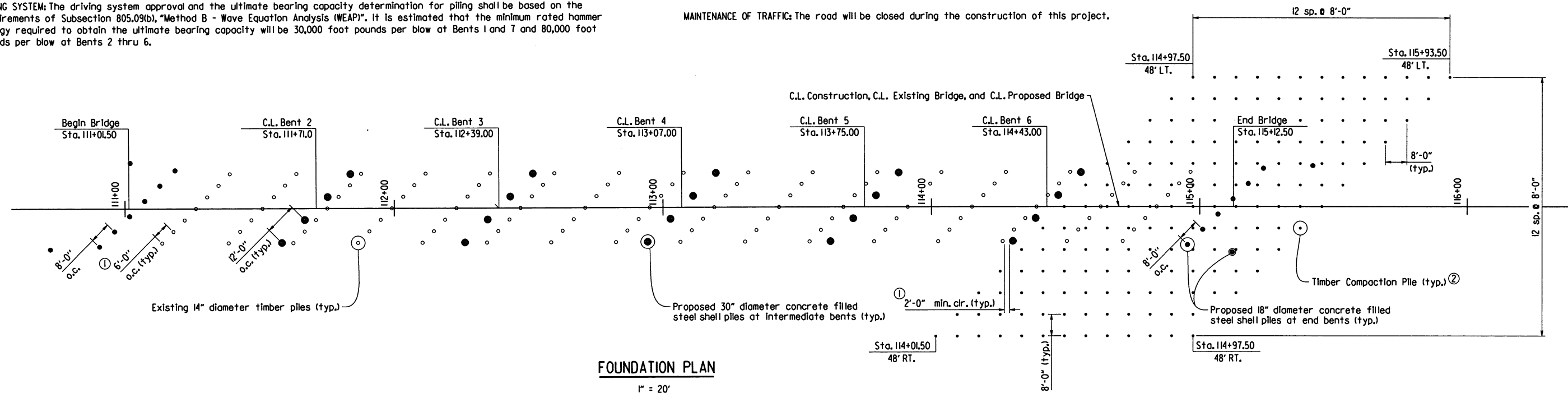
PAINTING: All Grade 50W structural steel, except galvanized members, surfaces in contact with concrete, and the expansion device, within five feet of bridge deck expansion joints shall be painted as specified in Subsection 807.75. The color of paint shall be Brown equal or close to Federal Std. 595B, Color Chip No. 30070 and as approved by the engineer. The finish system may be applied in the shop. Any damage to the paint system occurring during transport or installation shall be corrected according to the manufacturer's recommendations at no cost to the Department.

DETAIL DRAWINGS:	DRAWING NOS.
End Bents	61259-61262
Intermediate Bents	61263-61264
Elastomeric Bearings	61266
408'-0" Continuous W-Beam Unit	61267-61273
General Notes for Steel Bridge Structures	55006
Details for Steel Bridge Structures	55007
Neoprene Strip Seal Joints	55009
Concrete Filled Steel Shell Piling	55021 & 61265

EXISTING BRIDGE: Existing Bridge No. M3290 (L.M. 20.8) is 29.2' wide (28.2' clear roadway) and 360.0' long and consists of a concrete deck on timber planking on steel I-beam spans supported by timber pile bents. The existing bridge occupies the same location as the proposed new bridge. Plans of the existing structure, if available, may be obtained upon request to the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: After the road has been closed, the Contractor shall remove Existing Bridge No. M3290, including existing riprap, in accordance with Section 205. Removal of existing riprap will not be paid for directly but shall be considered subsidiary to the item "Removal of Existing Bridge Structure (Site No. 1)". All material from the existing bridge shall become the property of the Contractor.

MAINTENANCE OF TRAFFIC: The road will be closed during the construction of this project.



① Dimensions are approximate.

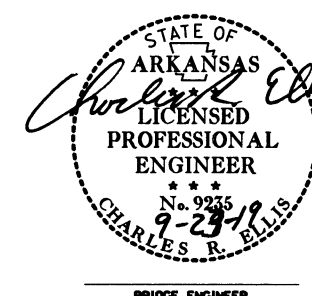
② TIMBER COMPACTION PILE NOTES:

Timber Compaction Piles shall be in accordance with Special Provision Job 110617 "Timber Piling for Soil Densification".

At the direction of the Engineer, drive 169 Timber Compaction Piles at Bent 7. The Timber Compaction Piles shall be 40' in length and driven until the top of the pile is 2' below finished ground. Timber Compaction piles in the foot print of the end bent cap, wings, approach slab, and approach gutters shall be driven until the top of the pile is 2' below the bottom of the lowest plan elevation of the concrete structural element above the pile.

The Timber Compaction Piles shall be driven after embankment to bottom of cap is in place, but prior to driving the concrete filled steel shell piling at Bents 6 and 7.

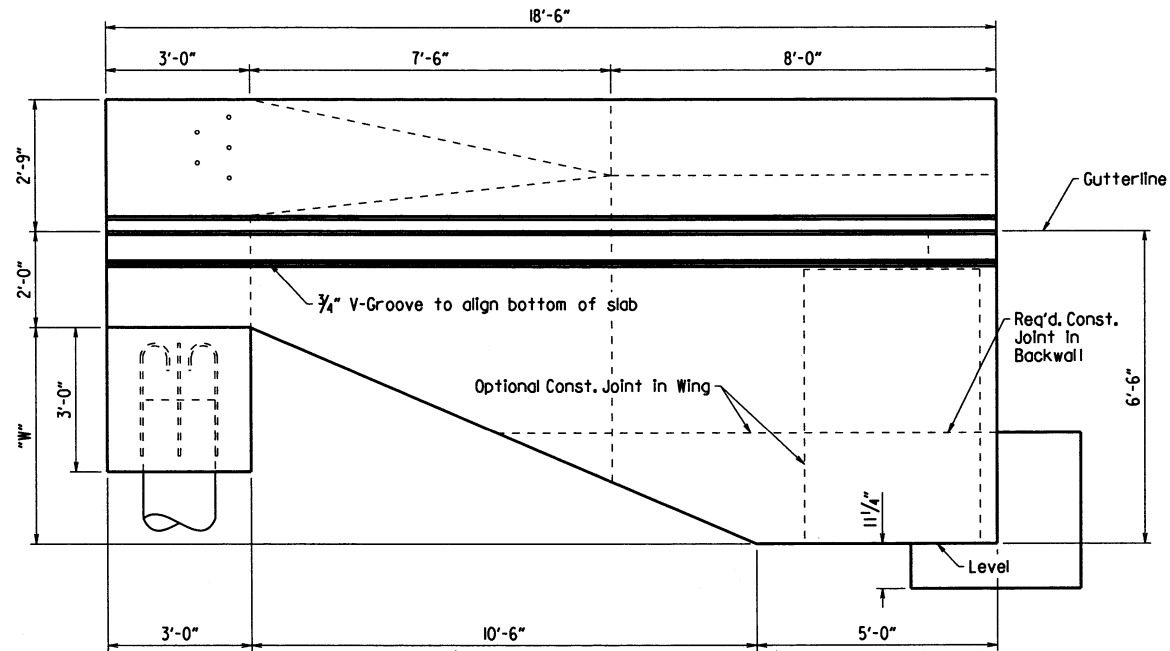
The Contractor shall coordinate with the Engineer to avoid any and all utilities and proposed or existing piles within the soil densification areas. Minor adjustments to the Timber Compaction Piles locations will be allowed.



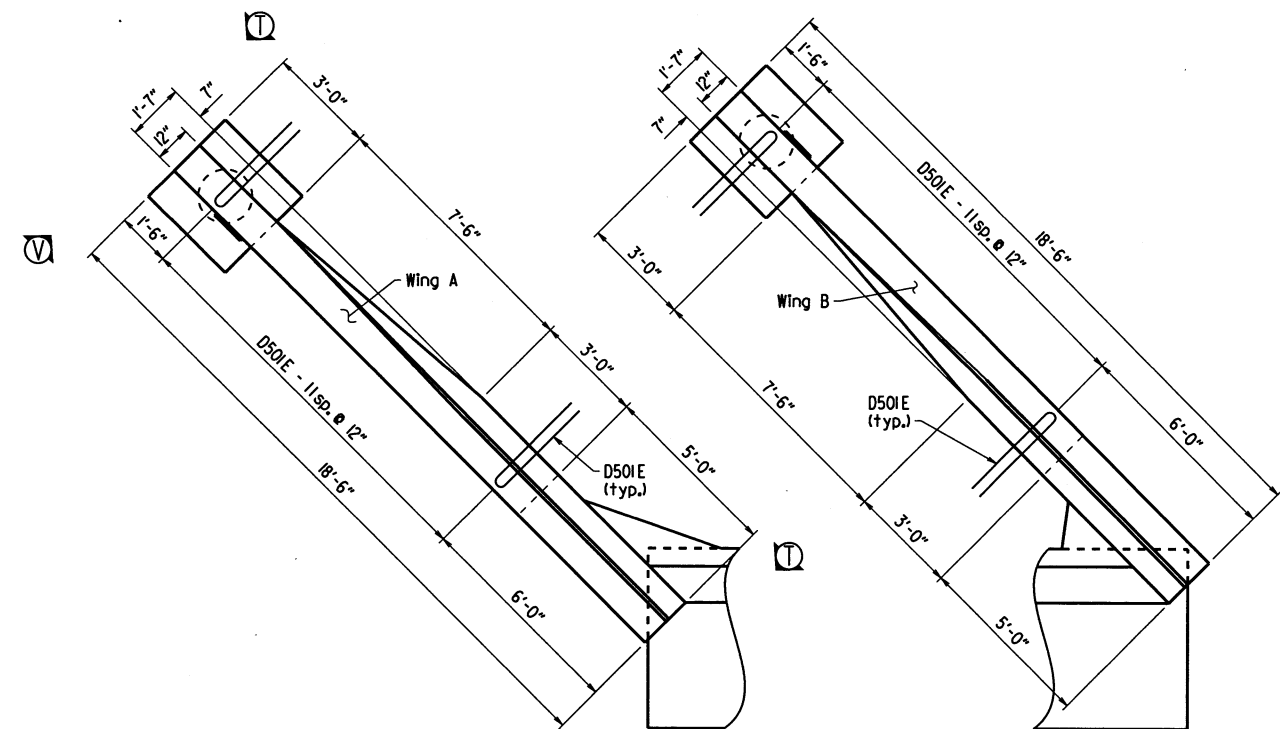
SHEET 3 OF 3
LAYOUT OF BRIDGE
HIGHWAY 50 OVER CUTOFF BAYOU
FIFTEENMILE & CUTOFF BAYOUS
STRS. & APPRS. (S)
ST. FRANCIS COUNTY

ROUTE 50 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: WAC DATE: 5/21/18 FILENAME: B10617_IL.dgn
CHECKED BY: LJB DATE: 9-23-19 SCALE: 1" = 30'
DESIGNED BY: LJB DATE: 5-2018
BRIDGE NO. 07467 DRAWING NO. 61258

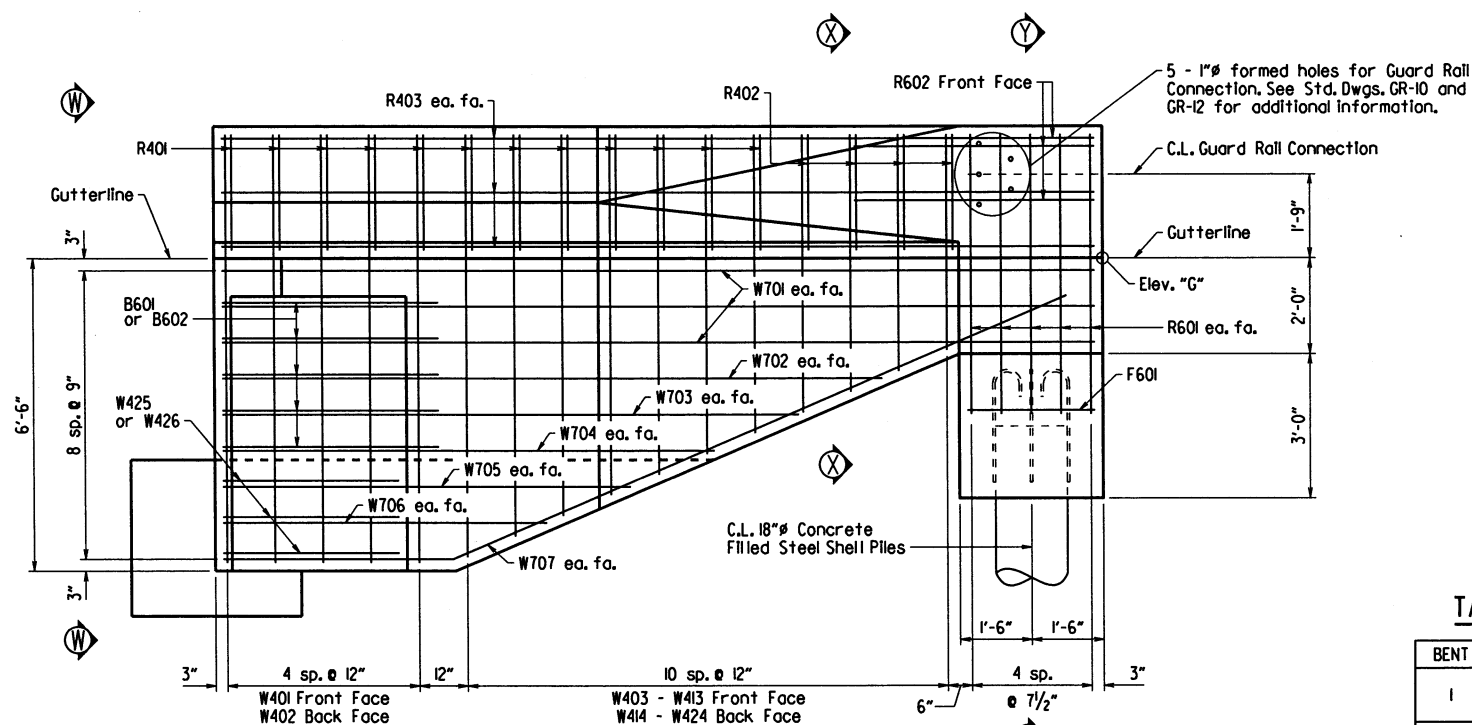
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		110617	36	78
07467 - END BENTS - 61260								



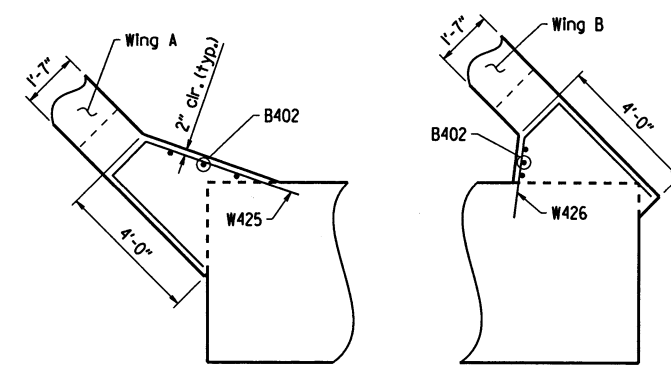
VIEW V-V
1/2" = 1'-0"



PLAN OF RAILS
3/8" = 1'-0"



VIEW T-T
1/2" = 1'-0"

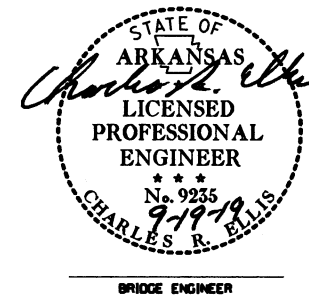


SECTION P-P
3/8" = 1'-0"

For location of "SECTION P-P",
see Dwg. No. 61262.

TABLE OF VARIABLES

BENT	WING	"W"	Elev. "G"
1	A	4'-6 1/8"	203.51
	B	4'-6"	203.50
7	A	4'-6"	203.50
	B	4'-6"	203.50



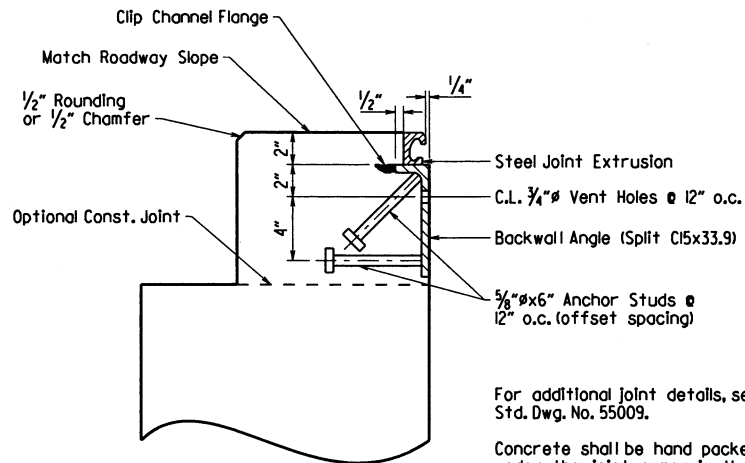
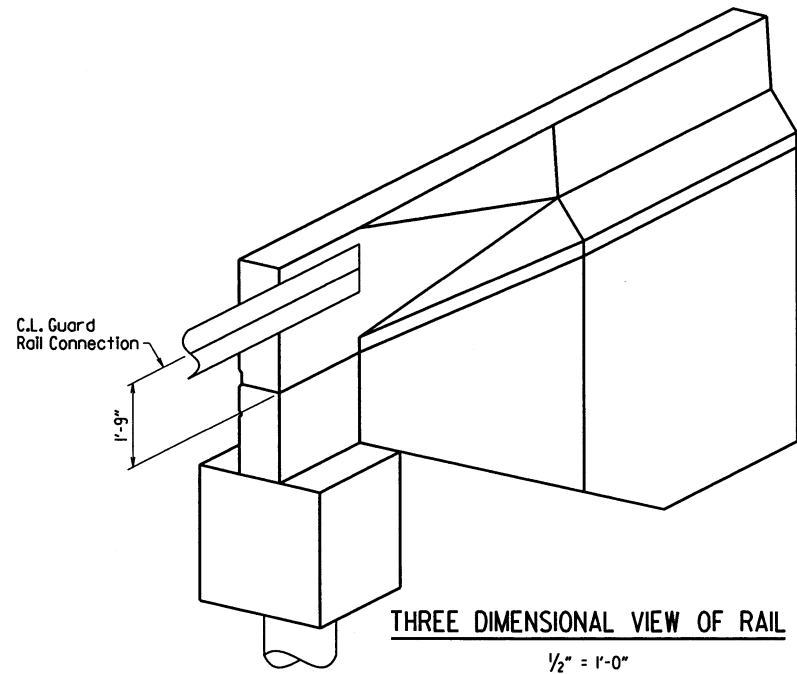
SHEET 2 OF 4
DETAILS OF END BENTS
CUTOFF BAYOU

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

DRAWN BY: NAC DATE: 8/13/2019
CHECKED BY: WAC DATE: 9/19/19
DESIGNED BY: LJS DATE: 8-2019

BRIDGE NO. 07467 DRAWING NO. 61260

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.		110617	37	78
① 07467 - END BENTS - 61261								

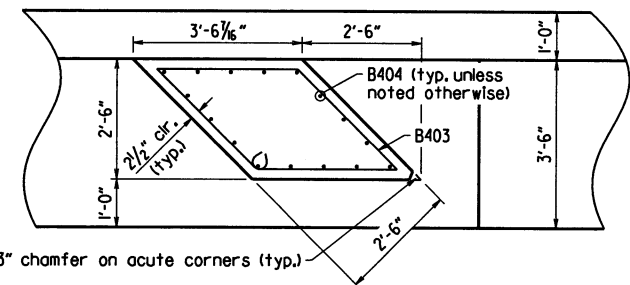
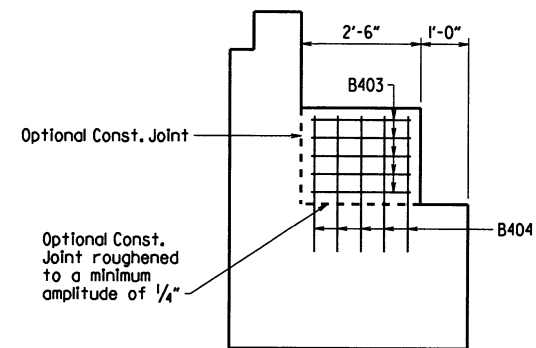


For additional joint details, see Std. Dwg. No. 55009.

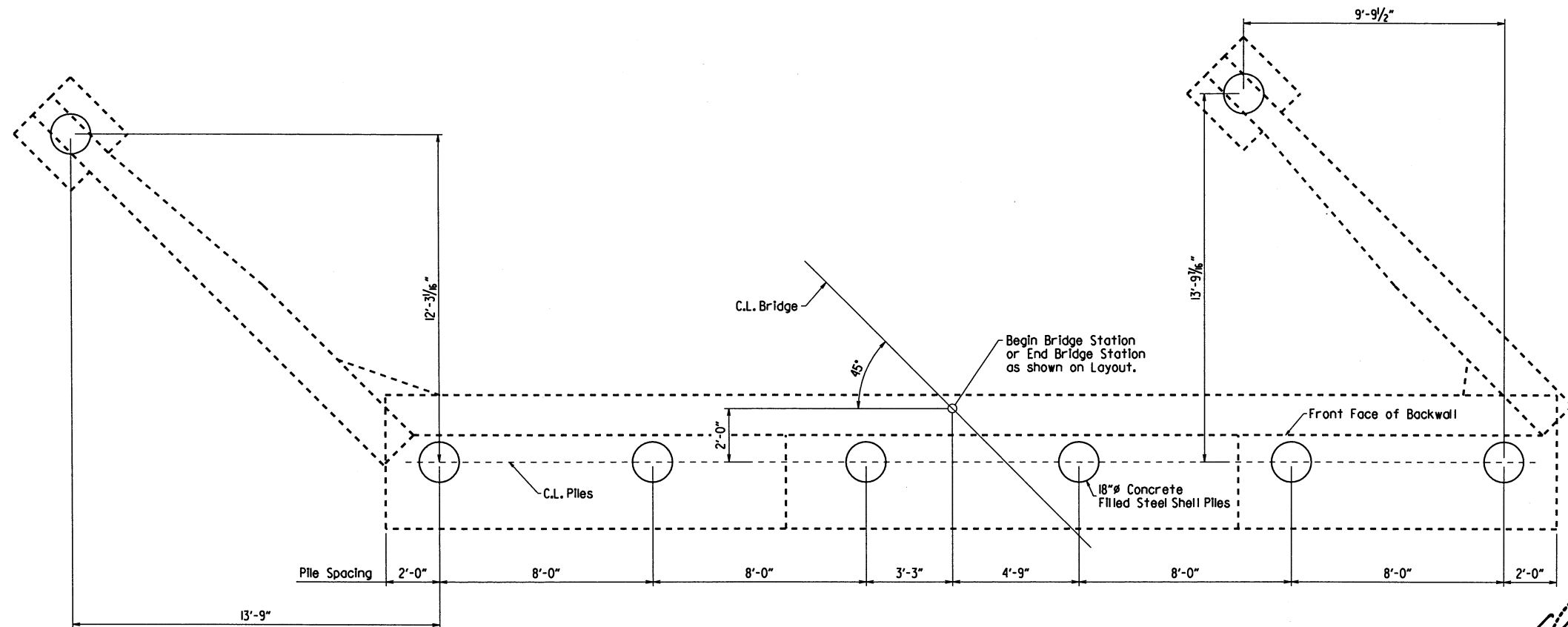
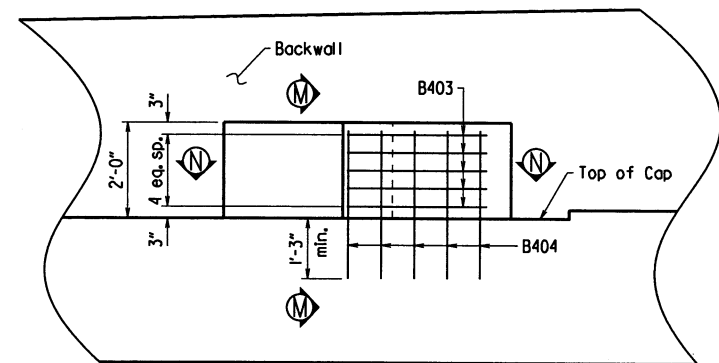
Concrete shall be hand packed under the joint armor in the backwall.

Transverse spacing between top anchor studs and vent holes shall be 6".

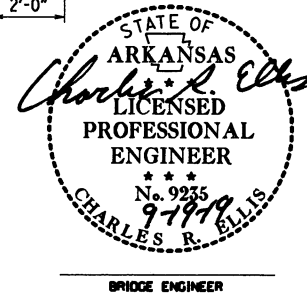
For location of "DETAIL Z", see Dwg. No. 61262.



3" chamfer on acute corners (typ.)



For details of piles and pile anchorage, see Std. Dwg. No. 55021.



SHEET 3 OF 4
DETAILS OF END BENTS
CUTOFF BAYOU

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

DRAWN BY: NAC DATE: 8/13/2019 FILENAME: b00617d.bldgn
CHECKED BY: WAC DATE: 7/17/19 SCALE: As Noted
DESIGNED BY: LJB DATE: 8-2019
BRIDGE NO. 07467 DRAWING NO. 61261

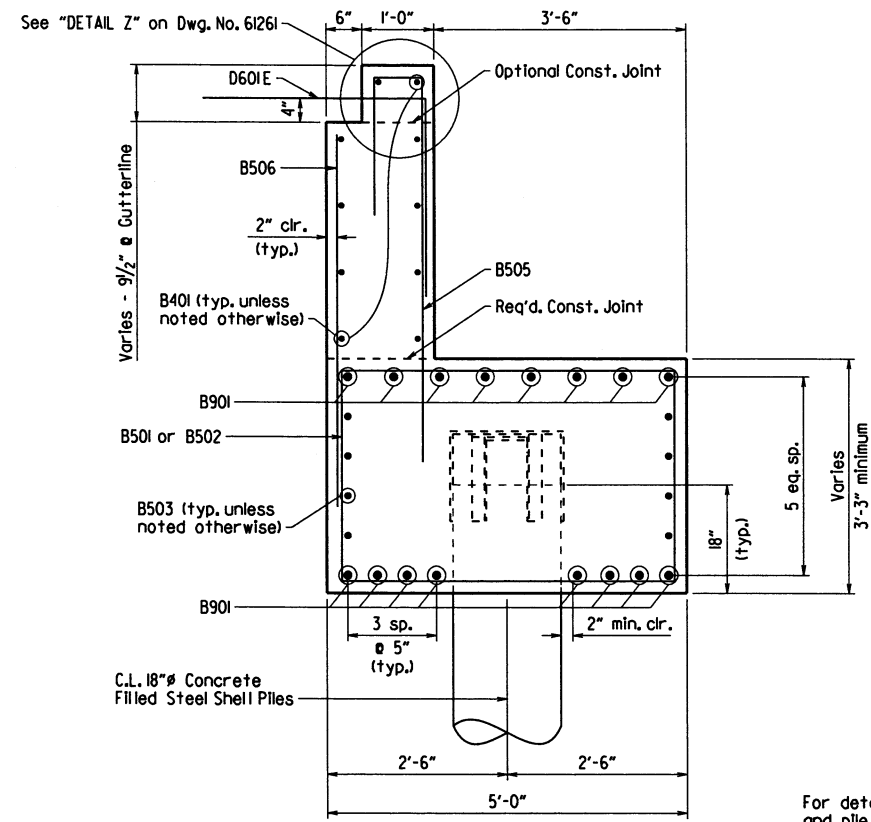
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		110617	38	78

07467 - END BENTS - 61262

BAR LIST - PER BENT

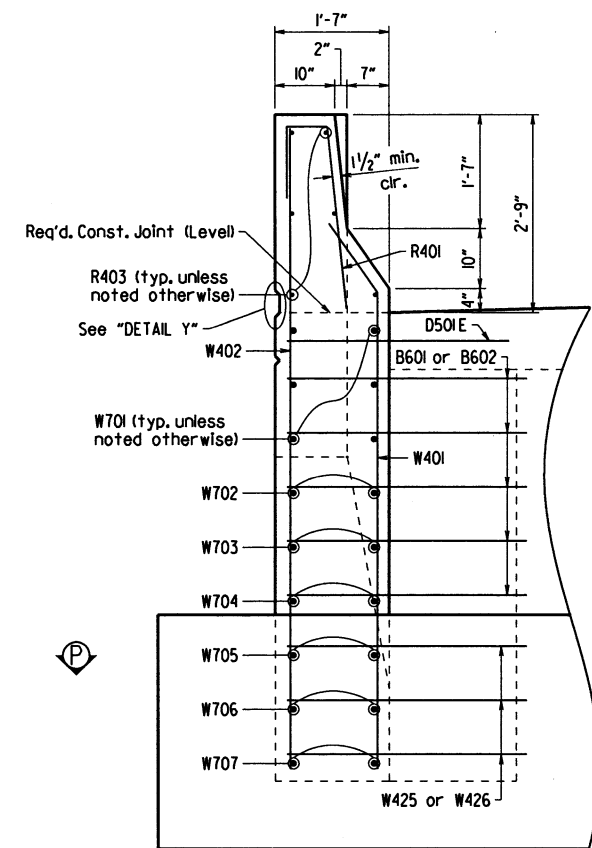
MARK	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS			
B401	10	45'-3"	2"				
B402	6	5'-5"	Str.				
B403	10	12'-3"	3"				
B404	32	3'-1"	Str.				
B501	71	15'-8"	2 1/2"				
B502	18	10'-3"	2 1/2"				
B503	8	43'-8"	Str.				
B504	8	11'-7"	2 1/2"				
B505	75	8'-2"	2 1/2"				
B506	75	5'-0"	Str.				
B601	5	10'-6"	Str.				
B602	5	5'-3"	4 1/2"				
B901	16	46'-2"	9"				
R401	24	3'-11"	2"				
R402	8	4'-0"	2"				
R403	12	18'-2"	Str.				
R601	20	6'-8"	4 1/2"				
R602	6	5'-0"	Str.				
F601	12	2'-8"	Str.				
W401	10	7'-10"	2"				
W402	10	8'-11"	Str.				
W403-W413	2 each	7'-8"-3'-5"	2"				
W414-W424	2 each	8'-9"-4'-6"	Str.				
W425	3	9'-2"	2"				
W426	3	7'-2"	2"				
W701	12	18'-2"	Str.				
W702	4	13'-9"	Str.				
W703	4	12'-0"	Str.				
W704	4	10'-3"	Str.				
W705	4	8'-6"	Str.				
W706	4	6'-9"	Str.				
W707	4	18'-8"	5 1/4"				
D501E	24	6'-4"	3 3/4"				
D601E	42	5'-8"	4 1/2"				

Dimensions are out to out of bars.
Bars with and "E" suffix are to be epoxy coated.



SECTION A-A

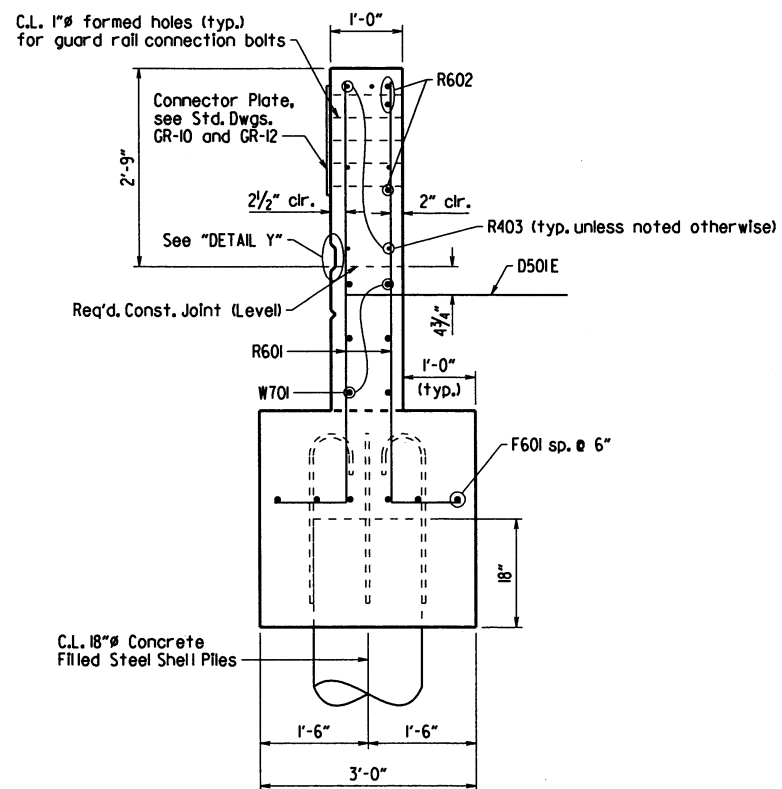
3/4" = 1'-0"



VIEW W-W

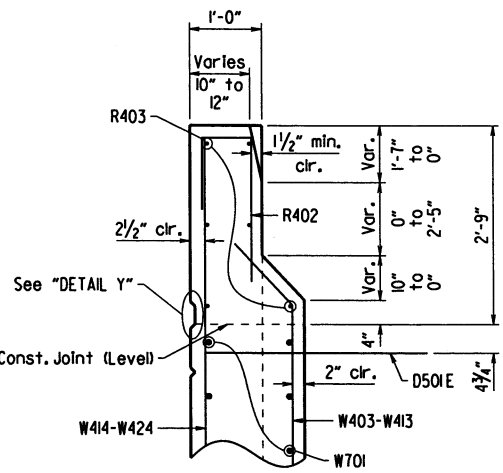
3/4" = 1'-0"

For "SECTION P-P", see Dwg. No. 61260.



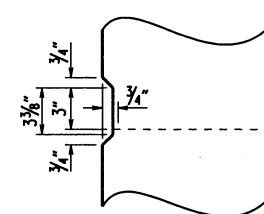
SECTION Y-Y

3/4" = 1'-0"



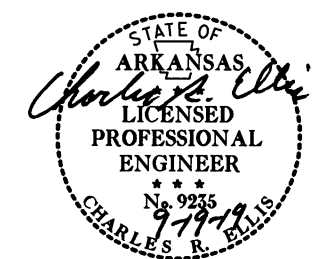
SECTION X-X

3/4" = 1'-0"



DETAIL Y

No Scale



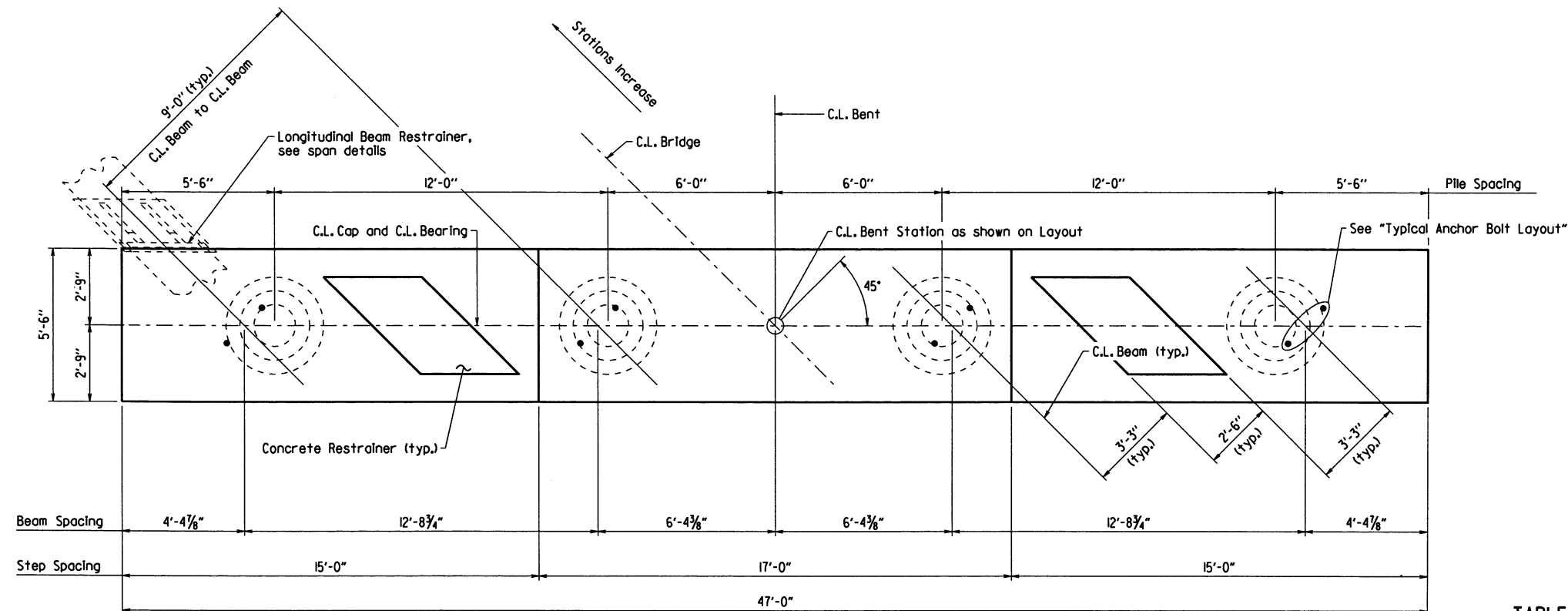
SHEET 4 OF 4
DETAILS OF END BENTS
CUTOFF BAYOU

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

DRAWN BY: NAC DATE: 8/13/2019
CHECKED BY: WAC DATE: 9/19/19
DESIGNED BY: LJB DATE: 8-2019

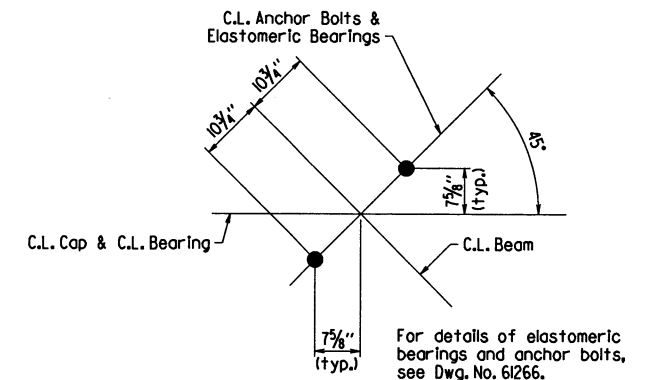
BRIDGE NO. 07467 DRAWING NO. 61262

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.		110617	39	78
① 07467 - INTERMEDIATE BENTS - 61263								



PLAN

3/8" = 1'-0"

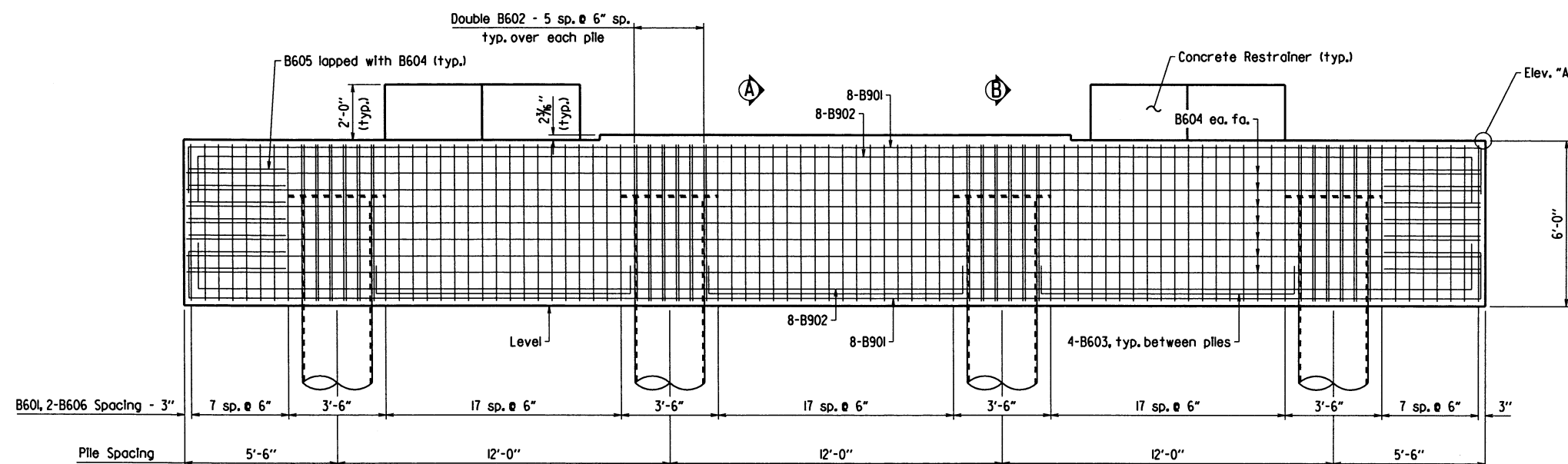


TYPICAL ANCHOR BOLT LAYOUT

No Scale

TABLE OF VARIABLES

BENT	Elev. "A"
2	199.50
3	199.53
4	199.51
5	199.53
6	199.50



ELEVATION

Looking Ahead

3/8" = 1'-0"

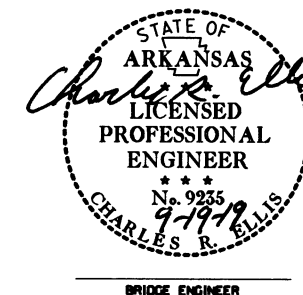
See Dwg. No. 61264 for "Section A-A", "Section B-B", and Concrete Restrainer details.

The concrete in the bent cap shall have a maximum nominal aggregate size of 3/4".

For details of piling, see Dwg. No. 61265.

See Std. Dwg. No. 55006 for additional notes.

For additional information, see Layout.

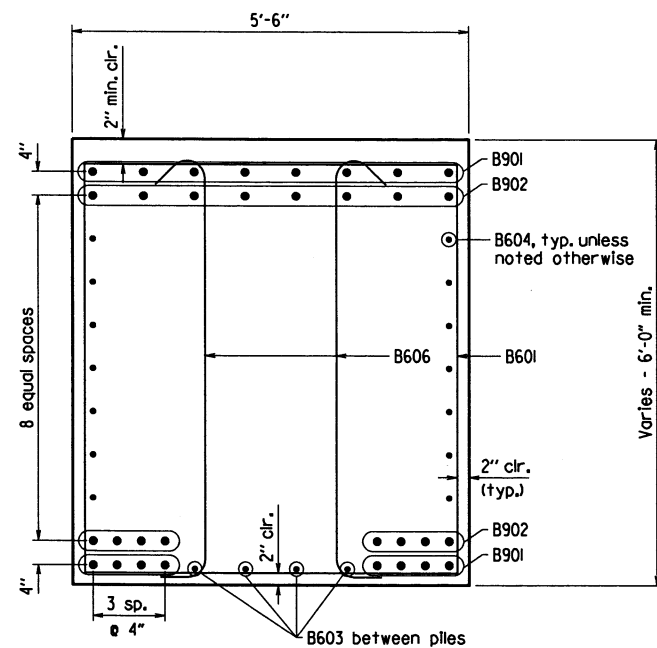


SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENTS
CUTOFF BAYOU

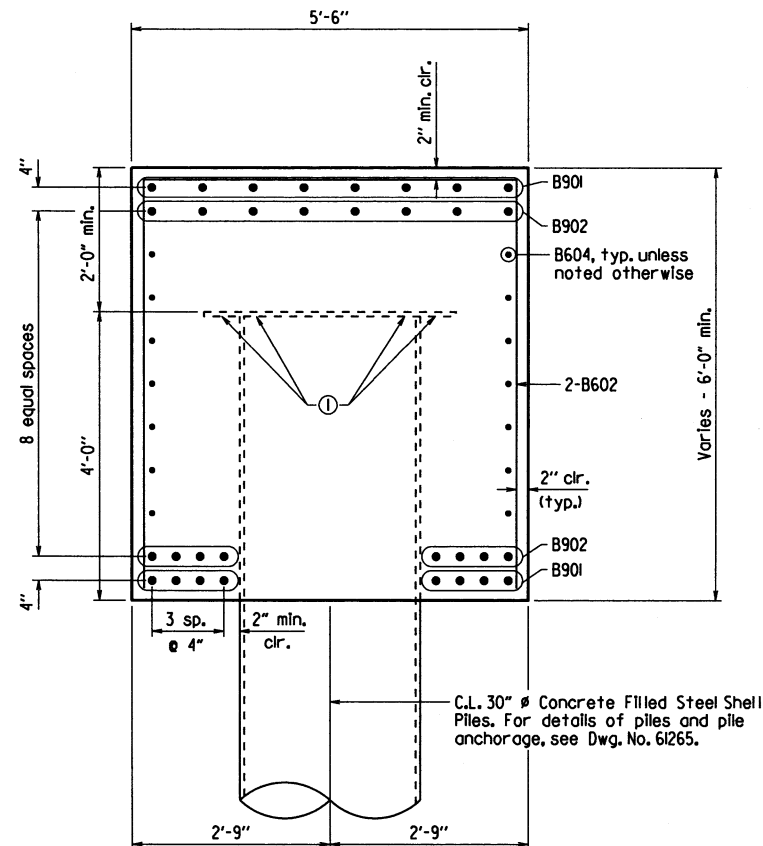
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LJB DATE: 8/27/19 FILENAME: b10617xl.b2.dgn
CHECKED BY: OMS DATE: 9-19-19 SCALE: as noted
DESIGNED BY: LJB DATE: 8-20-19
BRIDGE NO. 07467 DRAWING NO. 61263

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.		110617	40	78
① 07467 - INTERMEDIATE BENTS - 61264								



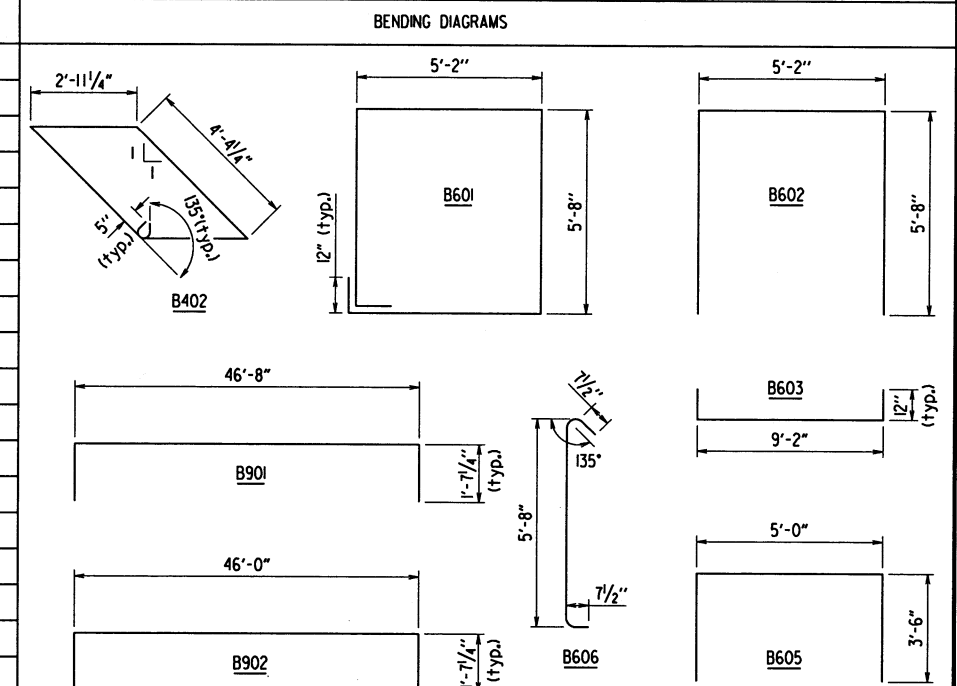
SECTION A-A
3/4" = 1'-0"



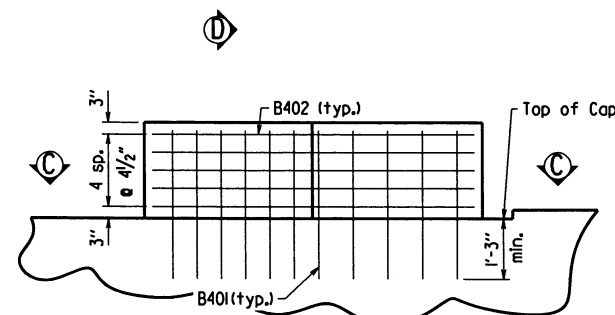
SECTION B-B
3/4" = 1'-0"

① Contractor shall ensure that concrete in this area is in full and complete contact with annular ring.

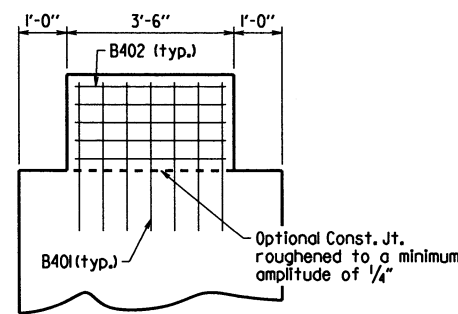
MARK	NO. REQ'D.	LENGTH	P.D.
B401	40	3'-1"	Str.
B402	10	15'-1"	3"
B601	70	22'-10"	4 1/2"
B602	48	16'-2"	4 1/2"
B603	12	10'-10"	4 1/2"
B604	14	46'-8"	Str.
B605	14	11'-8"	4 1/2"
B606	140	6'-9"	4 1/2"
B901	16	49'-4"	9"
B902	16	48'-8"	9"



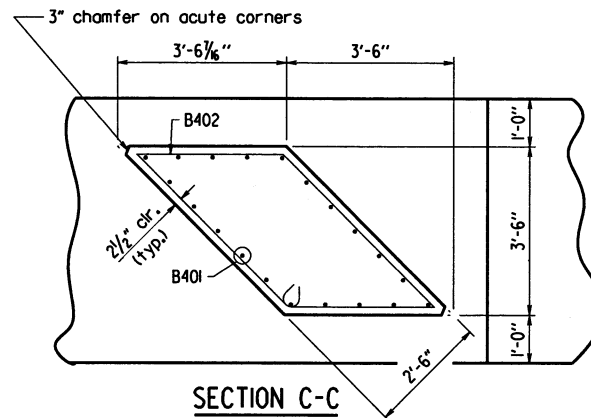
Dimensions are out to out of bars



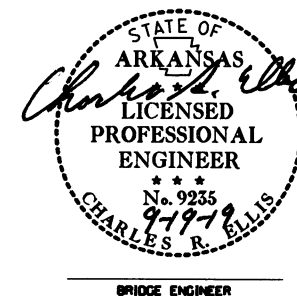
ELEVATION - CONCRETE RESTRAINER
1/2" = 1'-0"



SECTION D-D
1/2" = 1'-0"

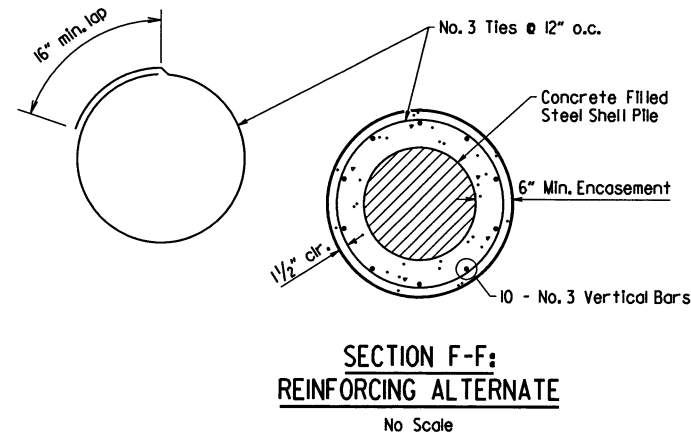
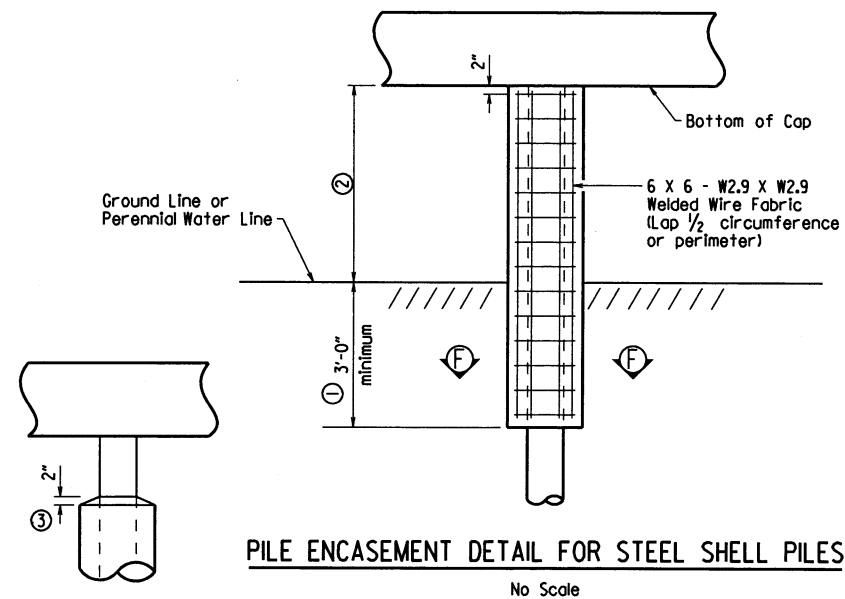


SECTION C-C
1/2" = 1'-0"



SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENTS
CUTOFF BAYOU
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: LJB DATE: 8-27-19
CHECKED BY: DKS DATE: 9-14-19
DESIGNED BY: LJB DATE: 8-20-19
BRIDGE NO. 07467 DRAWING NO. 61264

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.		110617	41	78
① 07467, 07468 - 30" DIA. CFSP - 61265								



GENERAL NOTES FOR PILE ENCASEMENTS

See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

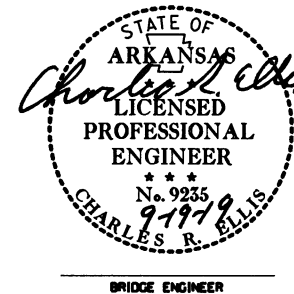
Concrete shall be Class S with a minimum 28-day compressive strength, $f'_c = 3,500$ psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

Welded wire fabric shall conform to AASHTO M 55 or M 221.

Concrete, welded wire fabric or reinforcing steel shall not be paid for directly, but shall be considered subsidiary to the item "Pile Encasement".

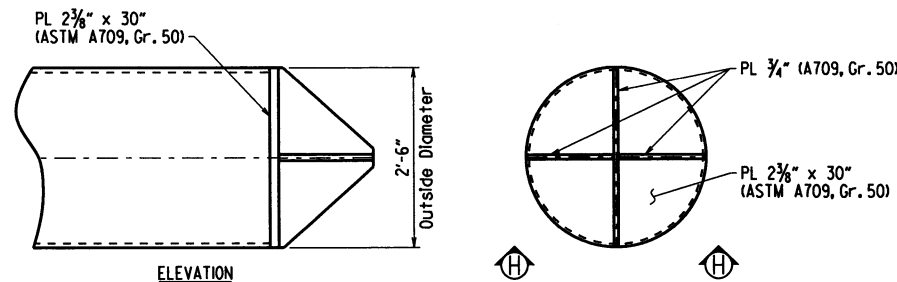
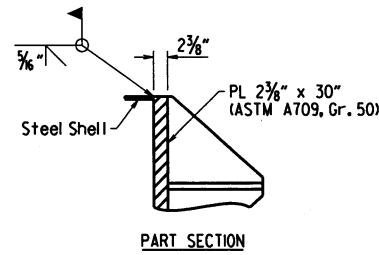
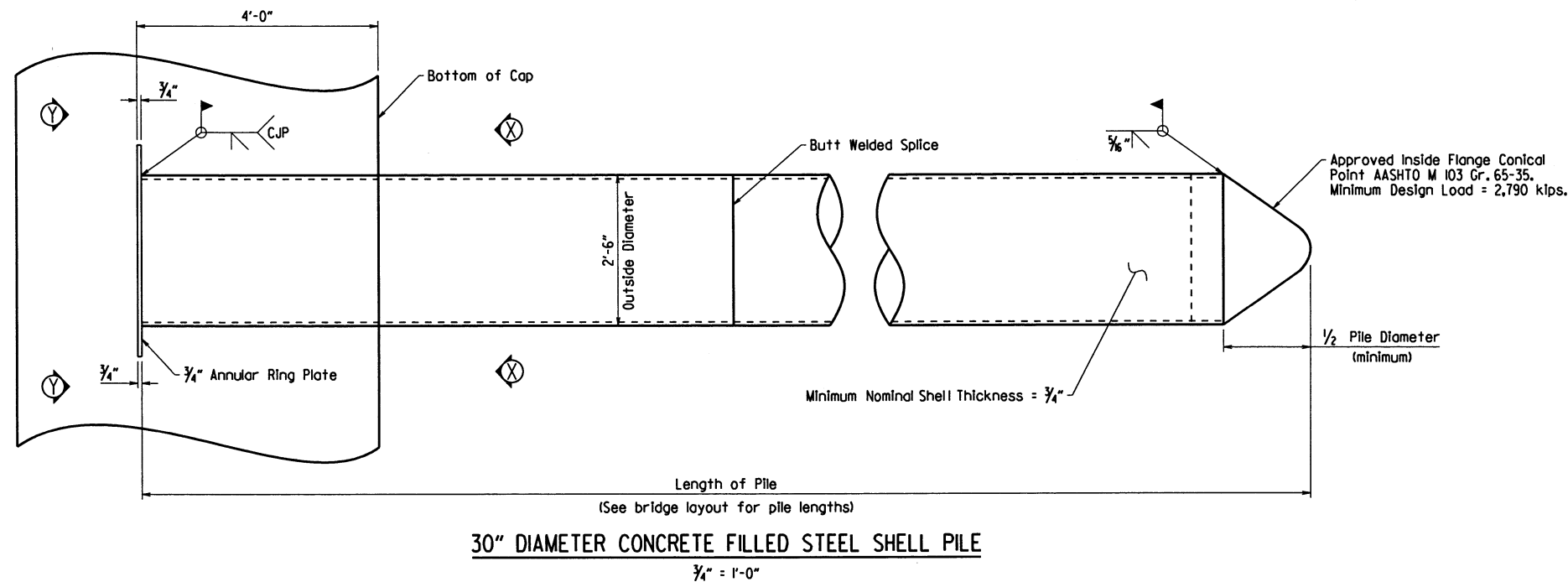
- ① Unless otherwise noted on Bridge Layout.
- ② See Bridge Layout for height of pile encasement (3'-0" minimum).
- ③ Pile encasement, when not extended to bottom of cap, shall have a 2" concrete taper for water runoff as shown.



**DETAILS OF
30" DIA. CONCRETE FILLED
STEEL SHELL PILES**

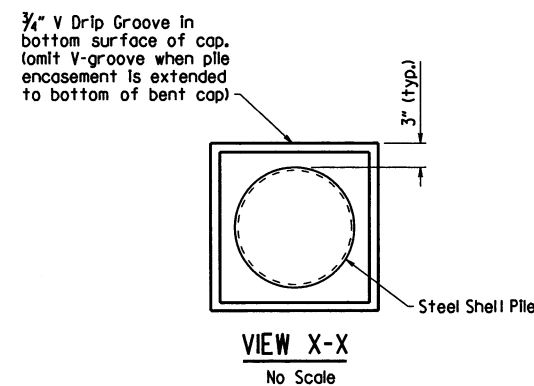
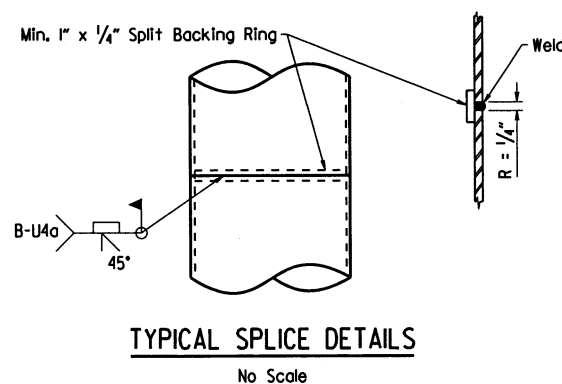
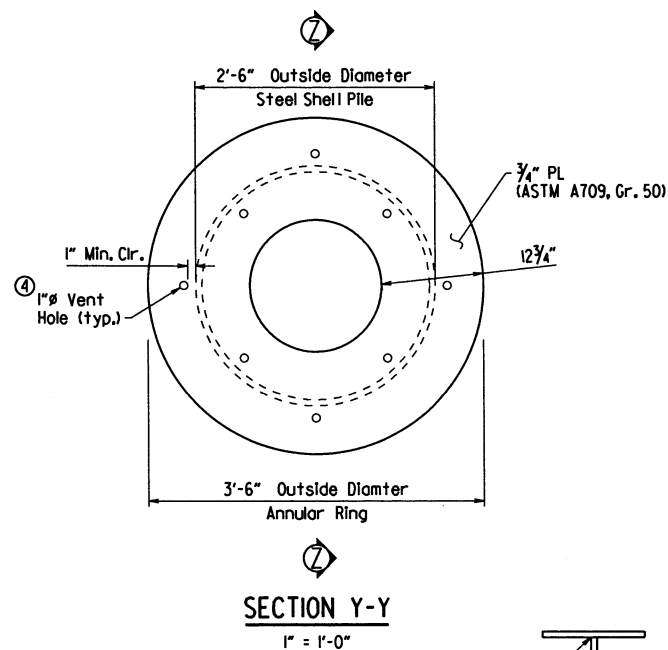
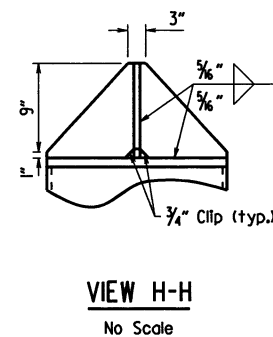
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: NAC DATE: 8/28/19 FILENAME: b10617.cfsp.dgn
CHECKED BY: LJB DATE: 9-19-19 SCALE: As Noted
DESIGNED BY: LJB DATE: 8-2019
BRIDGE NO. 07467, 07468 DRAWING NO. 61265



ALTERNATE VANED TIP DETAIL FOR 30" PILE

No Scale



GENERAL NOTES FOR CONCRETE FILLED STEEL SHELL PILES

Steel shells shall conform ASTM A252, Grade 3 ($F_y = 45,000$ psi.)

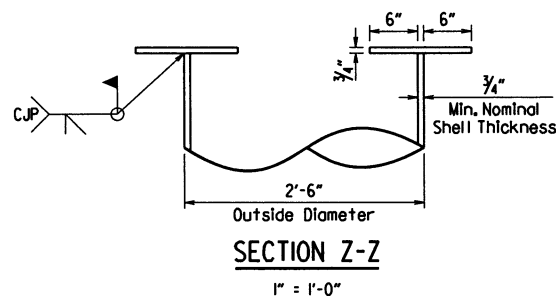
Concrete used for filling of steel shell shall be Class S with a minimum 28-day compressive strength, $f'_c = 3,500$ psi, and shall be poured in the dry.

Steel shell piling that extends above the ground and is not protected by pile encasement shall be painted in accordance with Subsection 805.02.

See Bridge Layout for size and estimated length of steel shell piles and for driving information.

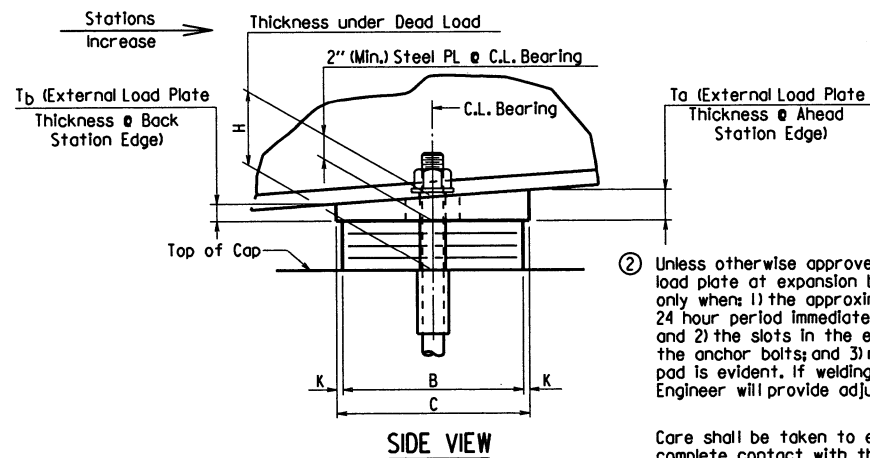
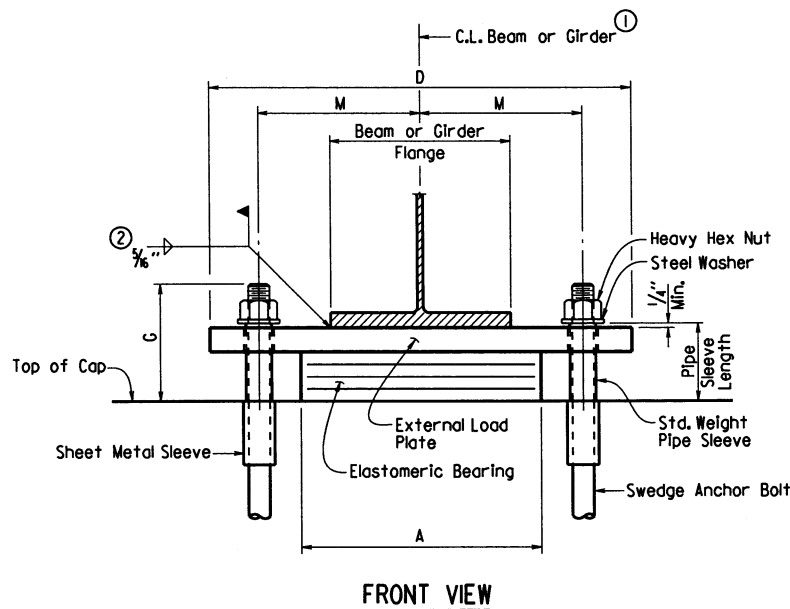
Concrete, structural steel, reinforcing steel (including welding), and painting shall not be paid for directly, but shall be considered subsidiary to the item "Steel Shell Piling (30" dia.)"

Steel pile tip will not be paid for directly, but shall be subsidiary to the item "Steel Shell Piling (30" dia.)"



- ④ A minimum of 4 holes shall be equally spaced along the outside of the ring as shown. A minimum of 4 holes shall be equally spaced along the inside of the ring as shown.

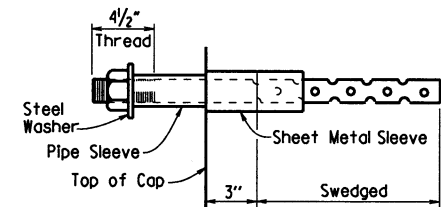
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		110617	42	78
07467 - ELASTOMERIC BEARINGS - 6266								



The direction of bevel of the external load plate may not be accurately depicted with respect to T_a and T_b values shown in the "Table of Fabricator Variables".

② Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the beam or girder will be allowed only when: 1) the approximate average air temperature during the 24 hour period immediately preceding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.

Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.



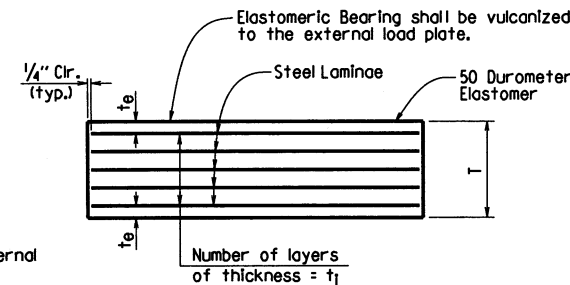
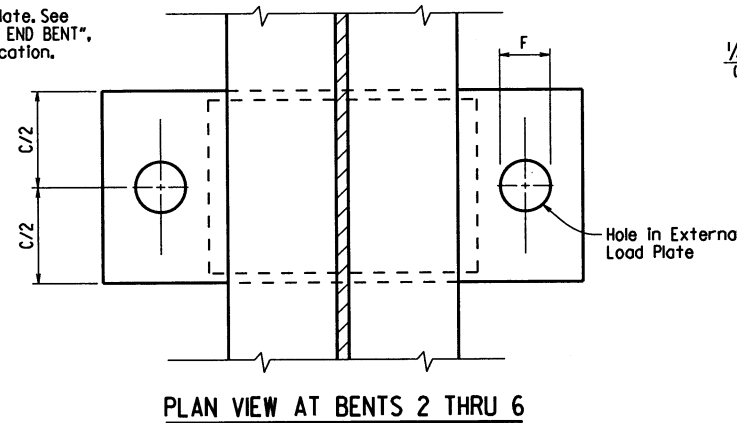
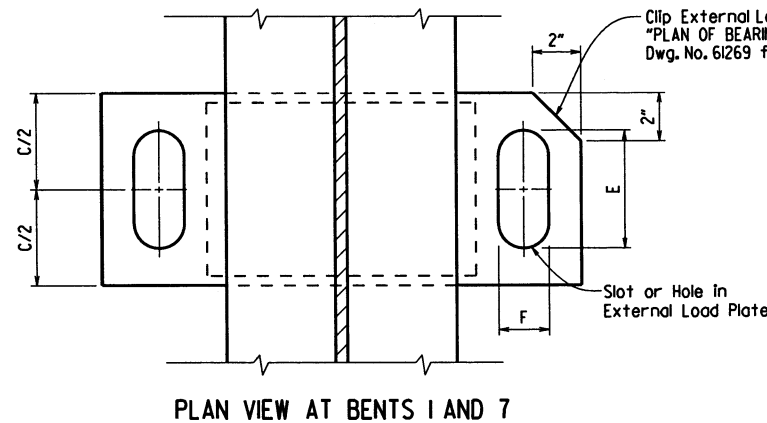
ANCHOR BOLT DETAIL

Anchor Bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required.

If Anchor Bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the concrete. Bolts placed in drilled holes shall be accurately set and fixed using a DPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly, but will be considered subsidiary to the Item "Structural Steel in Beam Spans (A709, Gr. 50W)".

① C.L. Elastomeric Pad shall be aligned with C.L. Beam or Girder.

Prior to erection of the beams or girders, the Contractor shall verify the orientation of the bearing with respect to T_a and T_b .



t_e = Thickness of elastomer cover on top and bottom of pad
 t_1 = Thickness of elastomer between steel laminae
 N = Number of elastomer layers of thickness t_1

GENERAL NOTES

Elastomeric Bearings shall conform to Section 808 and shall be paid for at the unit price bid for "Elastomeric Bearings".

External load plates shall conform to ASTM A709, Gr. 50W. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, Class 50.

External load plates shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808.03. Other surfaces shall be blast cleaned in accordance with Subsection 807.84(b) for painted steel and 807.84(e) for unpainted Grade 50W steel.

Anchor Bolts, Washers and Nuts shall conform to Subsection 807.07. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers and Nuts shall be paid for at the unit price bid for "Structural Steel in Beam Spans (A709, Gr. 50W)". External load plates will not be measured and paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".

Bearings shall be seated in accordance with Subsection 808.08. This work and materials are considered subsidiary to the Item "Elastomeric Bearings" and will not be paid for directly.

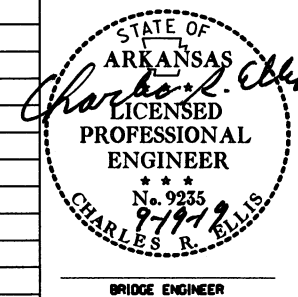
TABLE OF FABRICATOR VARIABLES

③ Maximum Design Load = Service I Limit State

③ Maximum Design Load = Service I Limit State

BRIDGE NO.	LOCATION		BEARING TYPE	NO. of BEARINGS EACH BENT	③ MAXIMUM DESIGN LOAD (KIPS)	G	H	ELASTOMERIC PAD								EXTERNAL LOAD PLATE								ANCHOR BOLT			
	BENT NO(S)	BEAM OR GIRDER NO.						A	B	N	t _i	t _e	NO. & THICKNESS OF STEEL LAMINAE	T	C	D	E	F	K	M	T _a	T _b	ANCHOR BOLT		PIPE SLEEVE SIZE (Ø x L)	SHEET METAL SLEEVE SIZE (Ø x L)	STEEL WASHER SIZE (Ø x L)
																							(Ø x L)	GRADE			
07467	1 & 7	All	Exp.	4	133	9 1/8"	6 1/8"	14"	9"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	10"	26"	6 1/8"	2 5/8"	1/2"	9 1/2"	2.00"	2.00"	1 3/4" x 29"	55	2" x 6 3/8"	4" x 6"	3 3/8"
	2 - 6	All	Fix	4	236	7 1/8"	3 1/8"	16"	12"	2	1/2"	1/4"	3 @ 12 Ga.	1 1/8"	13"	29"	-	3 1/8"	1/2"	10 3/4"	2.00"	2.00"	2" x 29"	55	2 1/2" x 4 1/8"	4" x 9"	3 3/4"

PRINT DATE: 9/19/2019



DETAILS OF
ELASTOMERIC BEARINGS
CUTOFF BAYOU

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

DRAWN BY: WAC DATE: 8/27/19 FILENAME: b110617_el.dgn
 CHECKED BY: NAC DATE: 9-19-19 SCALE: None
 DESIGNED BY: WAC DATE: 8/27/19
 BRIDGE NO. 07467 DRAWING NO. 6266

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.		110617	43	78
				① 07467 - 408' CONT. UNIT - 61267				

Slab Reinforcing:

Longitudinal: S402E as shown

S601E as shown centered over int. supports. See "REINFORCING PLAN & POURING SEQUENCE", Dwg. No. 61270.

Transverse: S502E @ 12" o.c. bent up over beams

S501E @ 12" o.c. in top, S401E @ 12" o.c. in bottom — Alternate
S503E @ 6" in top of overhangs (bundled with #5 bars)

Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers or other approved devices per Subsection 804.06. Placement of slab bolsters or hi-chairs with full length lower runners directly on removable deck forms will not be allowed.

At the Contractor's option, two straight epoxy coated No. 5 bars may be substituted for bar S502E. Payment for reinforcing will be based on the weight of bar S502E.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the Face and Top of Concrete Parapet Rail.

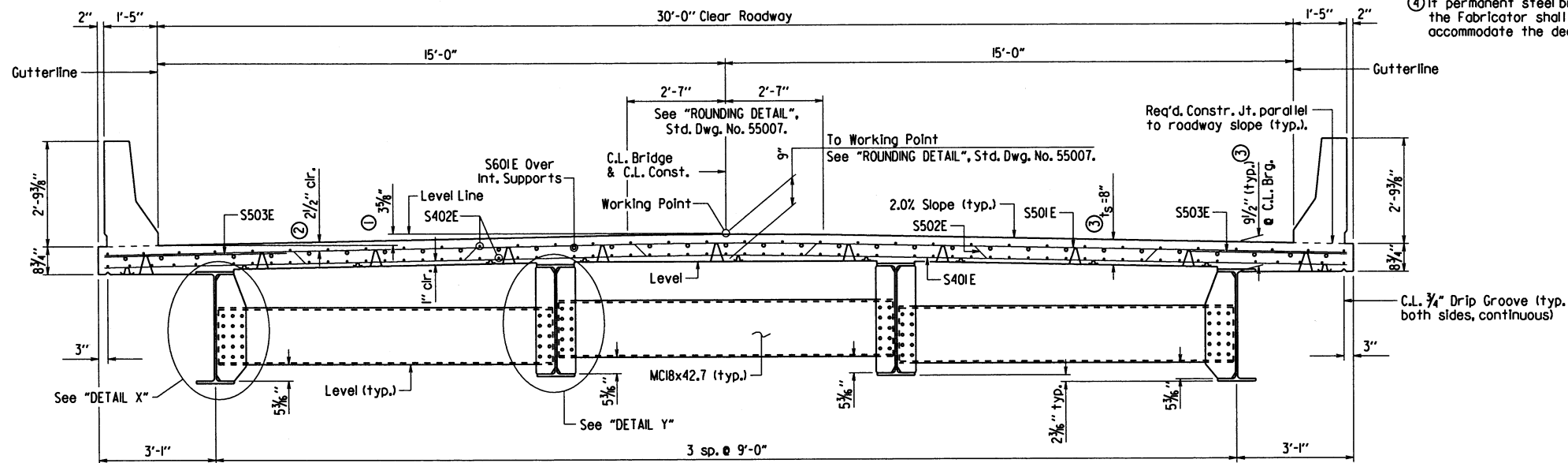
Bars with an "E" designation shall be epoxy coated.

① Working point to gutterline.

② Tolerance: Minus = $\frac{1}{4}$ "; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

③ See ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on Std. Dwg. No. 55007. For both removable and permanent steel deck forms the haunch dimension may vary within the following limits: plus $1\frac{3}{8}$ " minus when the top flange contacts the bottom reinforcing steel. See "SHEAR CONNECTOR DETAIL" on Std. Dwg. No. 55007 for shear connector requirements.

④ If permanent steel bridge deck forms are used, the Fabricator shall clip plates as necessary to accommodate the deck form supports.

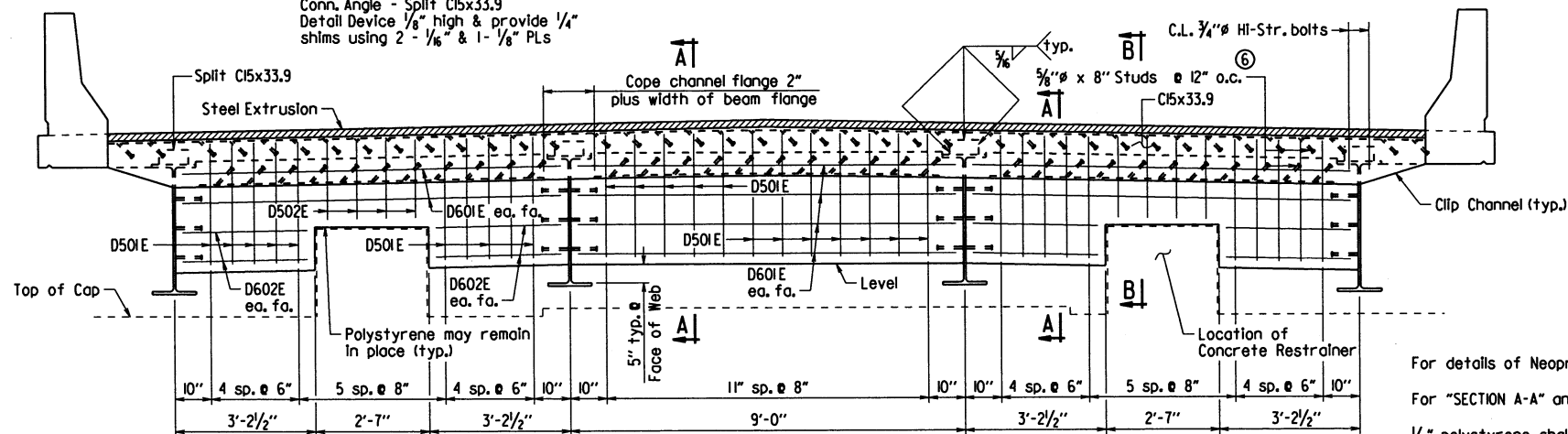


TYPICAL ROADWAY SECTION

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

Expansion Device:

Rdwy. Channel - C15x33.9
Conn. Angle - Split C15x33.9
Detail Device $\frac{1}{8}$ " high & provide $\frac{1}{4}$ " shims using 2 - $\frac{1}{16}$ " & 1 - $\frac{1}{8}$ " PLs



ROADWAY SECTION NEAR JOINT

Looking Ahead - Bent 1
Looking Back - Bent 7
 $\frac{1}{2}$ " = 1'-0"

STRIP SEAL JOINT DATA

Bent No(s).	Movement Rating (Inch)	⑤ "A" Width Perpendicular to Joint at 24 Hour Average Temperature of:			⑥ "B" Width Perpendicular to Joint at 24 Hour Average Temperature of:			"C" (min.) Perpendicular to Joint at 24 Hour Average Temperature of 60° F
		40° F	60° F	80° F	40° F	60° F	80° F	
1 & 7	4"	1 $\frac{3}{4}$ "	1 $\frac{1}{2}$ "	1 $\frac{1}{4}$ "	2 $\frac{1}{4}$ "	2"	1 $\frac{3}{4}$ "	2" +/-

⑤ The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

⑥ See "DETAILS OF ALTERNATE ANCHORS AND PLACEMENT OF LONGITUDINAL REINFORCEMENT", Dwg. No. 61268.

For details of Neoprene Strip Seal Joints, see Std. Dwg. No. 55009.

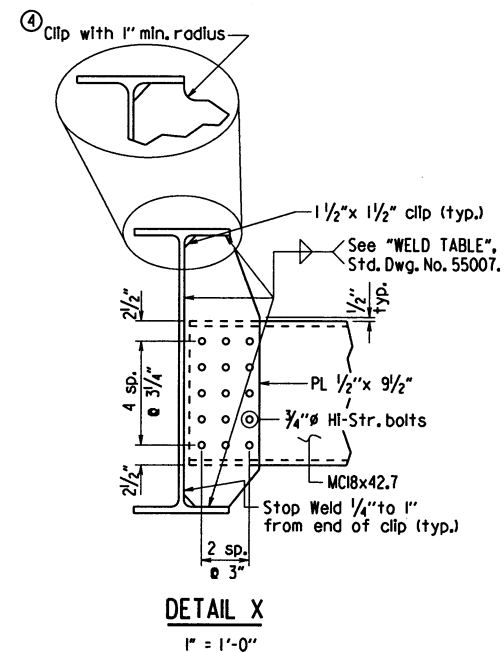
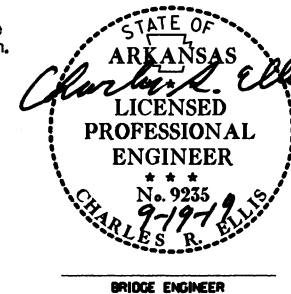
For "SECTION A-A" and "SECTION B-B", see Dwg. No. 61268.

$\frac{1}{2}$ " polystyrene shall be used as a bond breaker between the concrete restrainer and the concrete diaphragm and may remain in place. Polystyrene will not be paid for directly, but will be considered subsidiary to Class (S)AE Concrete-Bridge.

Forms for concrete diaphragms shall be removable.

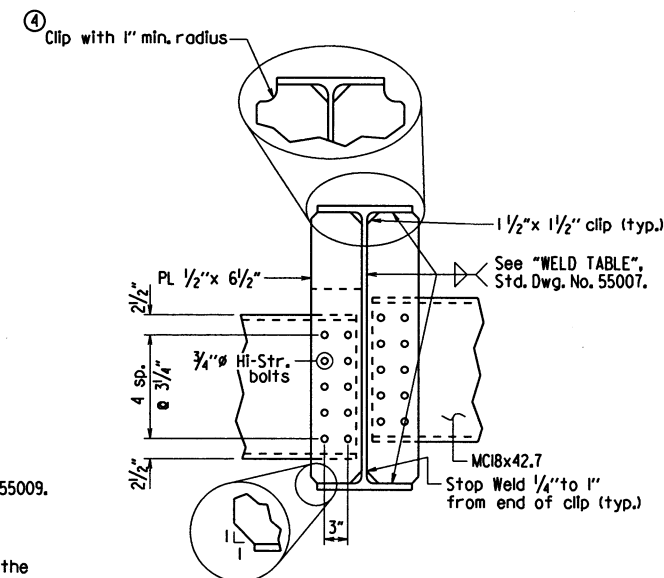
Concrete Diaphragms shall be vertical and poured monolithically with the deck.

Prior to pouring concrete diaphragms, remove mill scale from steel surfaces to be in contact with concrete with a wire brush.



DETAIL X

1" = 1'-0"



DETAIL Y

1" = 1'-0"

SHEET 1 OF 7
DETAILS OF
408'-0" CONTINUOUS W-BEAM UNIT
CUTOFF BAYOU

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: WAC DATE: 10-1-18 FILENAME: b110617x1.sl.dgn

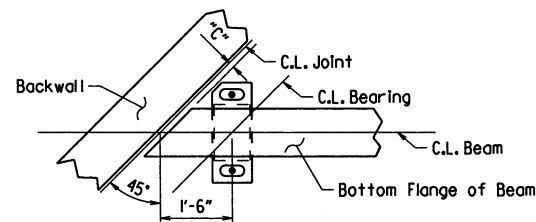
CHECKED BY: NAC DATE: 9-19-19 SCALE: As Shown

DESIGNED BY: JYP DATE: 9-20-13

BRIDGE NO. 07467 DRAWING NO. 61267

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.		110617	45	78

① 07467 - 408' CONT. UNIT - 61269



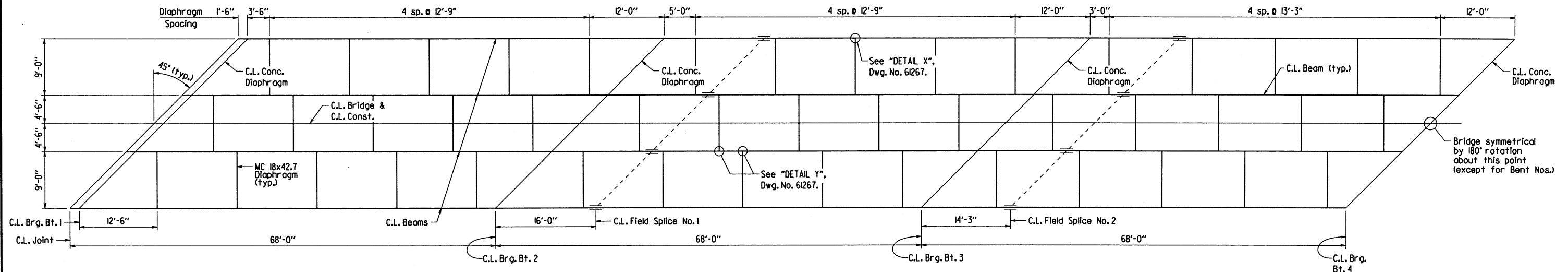
PLAN OF BEARING AT END BENT

No Scale

See "STRIP SEAL JOINT DATA" on Dwg. No. 61267 for "C".

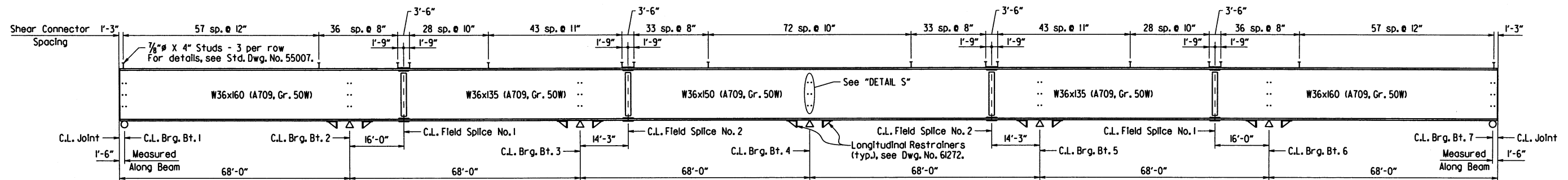
See Dwg. No. 61266 for details of Elastomeric Bearings.

All structural steel shall be ASTM A709, Grade 50W unless otherwise noted and shall be paid for as "Structural Steel In Beam Spans (A709, Gr. 50W)". See Std. Dwg. Nos. 55006 and 55007 for additional notes and details.



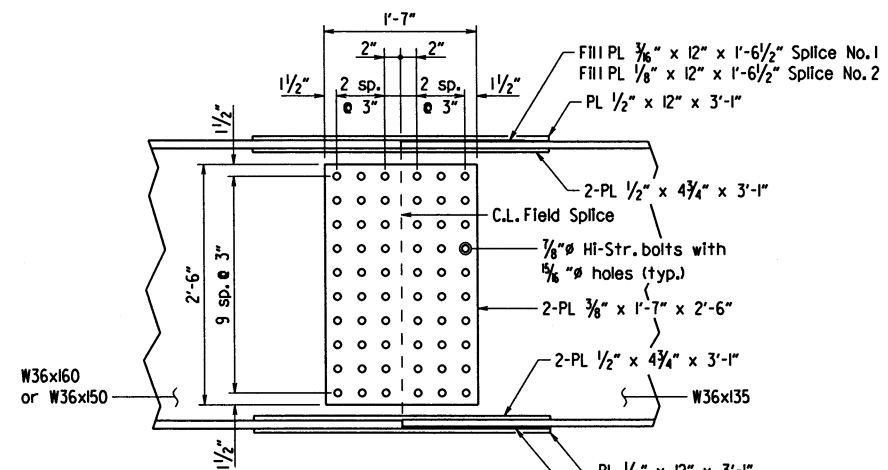
HALF FRAMING PLAN

1/8" = 1'-0"



BEAM ELEVATION

No Scale

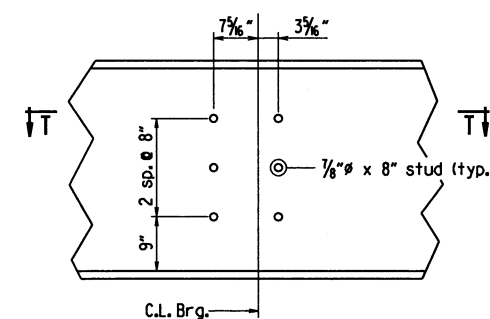
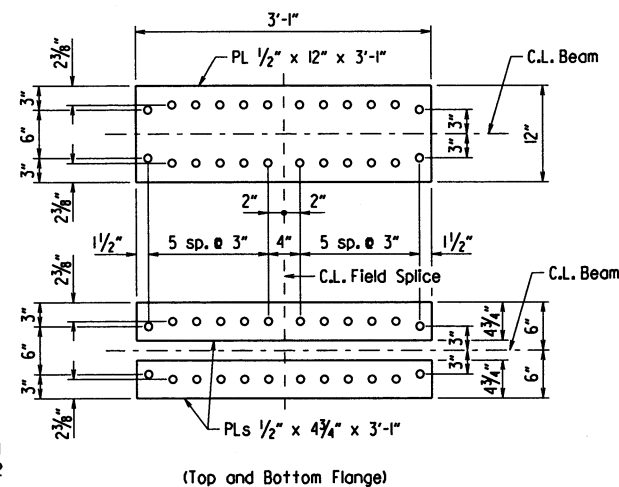


DETAILS OF BOLTED FIELD SPLICES

1" = 1'-0"

Bolted field splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the plan quantities.

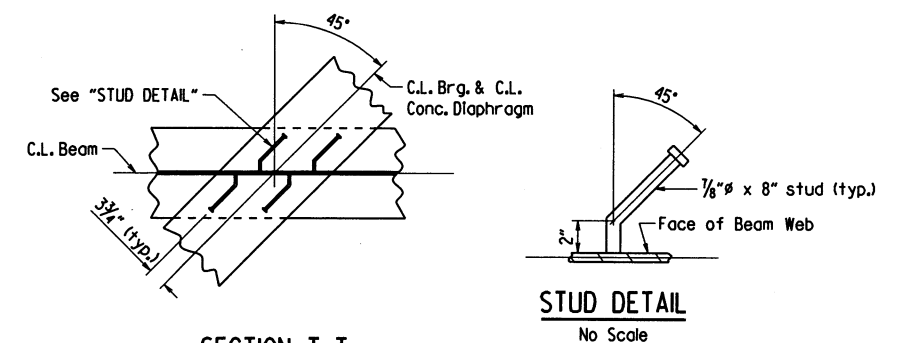
All field splice bolts shall be 7/8" HI-str. bolts. All holes for splice bolts shall be 5/8" Ø.



DETAIL S

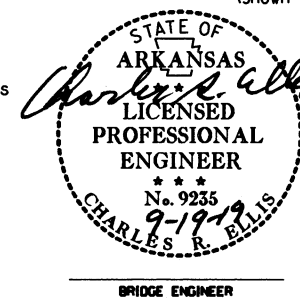
No Scale

Stud placement on side of beam at intermediate Bents shown, placement at End Bents similar.



SECTION T-T

(Shown @ Interior Beam)
No Scale



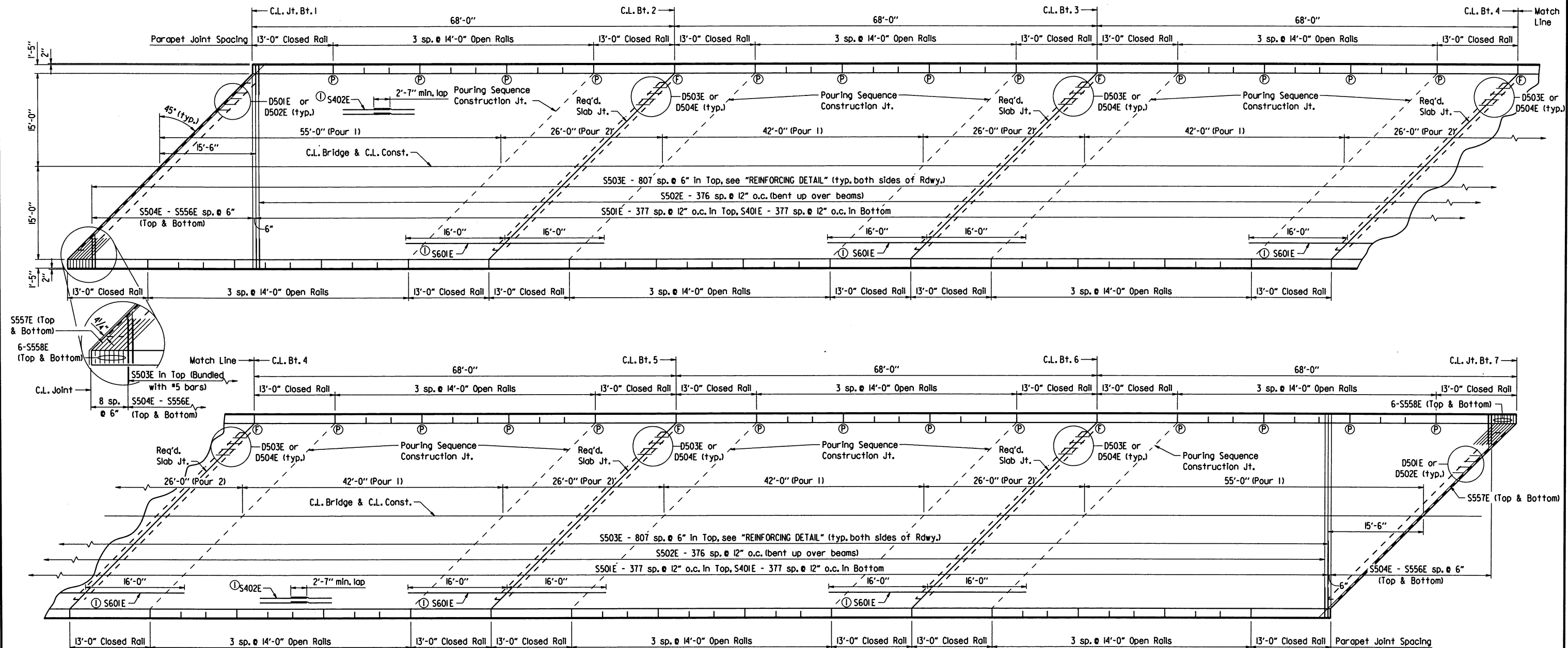
SHEET 3 OF 7
DETAILS OF
408'-0" CONTINUOUS W-BEAM UNIT
CUTOFF BAYOU

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

DRAWN BY: WAC DATE: 10-1-18 FILENAME: b110617xl.stg
CHECKED BY: NAC DATE: 9-19-19 SCALE: As Shown
DESIGNED BY: JYP DATE: 9-28-13
BRIDGE NO. 07467 DRAWING NO. 61269

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.		110617	46	78
① 07467 - 408' CONT. UNIT - 61270								

① For placement of reinforcement, see "TYPICAL ROADWAY SECTION", Dwg. No. 61267.



REINFORCING PLAN AND POURING SEQUENCE

1/8" = 1'-0"

Required slab joints and pouring sequence construction joints shall align with open joints in parapet rail at the gutterline.

Locations of full and partial depth parapet joints shown are typical for both sides of roadway.

- Ⓟ Partial depth parapet joint at this location
- Ⓡ Full depth parapet joint at this location

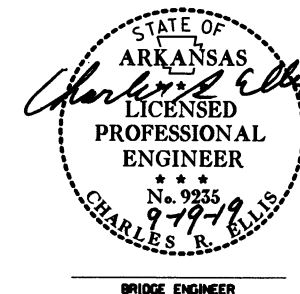
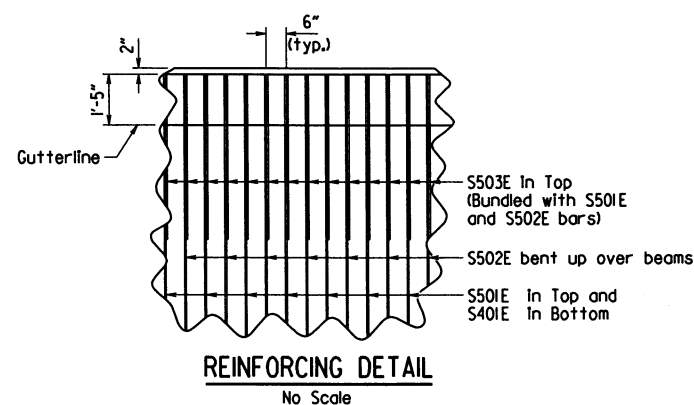
For Parapet Reinforcing Details and Bar List, see Dwg. Nos. 61271 and 61273, respectively.

Pours with the same number may be placed simultaneously or separately. All Pour(s) 1 must be placed before Pour(s) 2 can be placed. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

Concrete diaphragms shall be poured monolithically with the deck.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

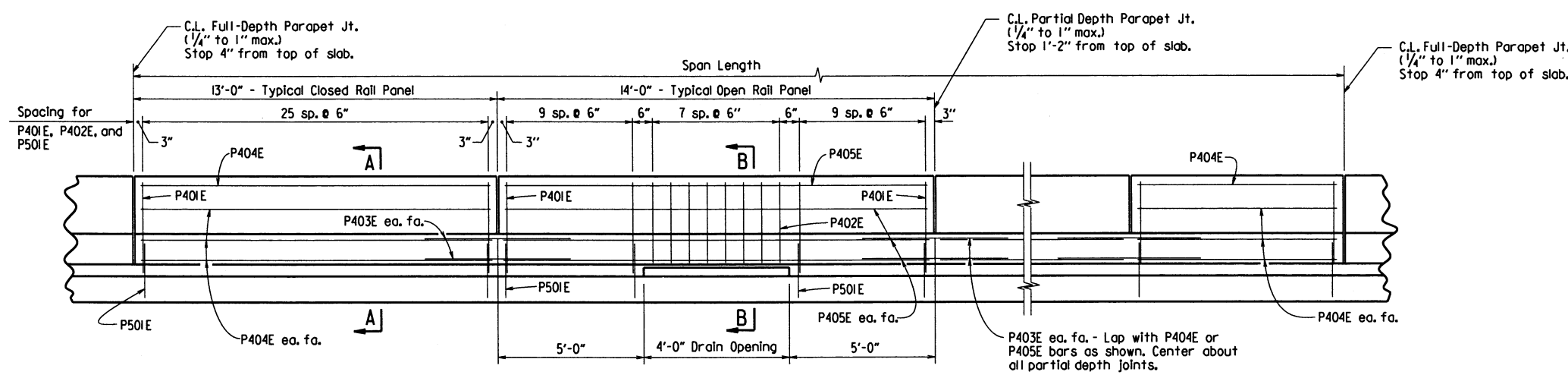
A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.



SHEET 4 OF 7
DETAILS OF
408'-0" CONTINUOUS W-BEAM UNIT
CUTOFF BAYOU

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: WAC DATE: 10-1-18 FILENAME: b10617xl.sl.dgn
CHECKED BY: AJB DATE: 9-19-19 SCALE: As Shown
DESIGNED BY: JYP DATE: 9-20-13
BRIDGE NO. 07467 DRAWING NO. 61270

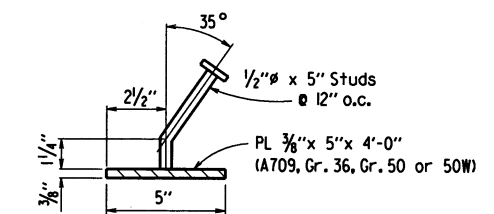
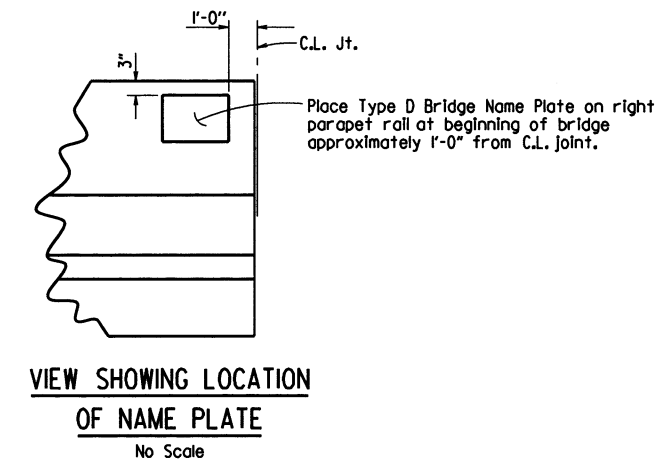
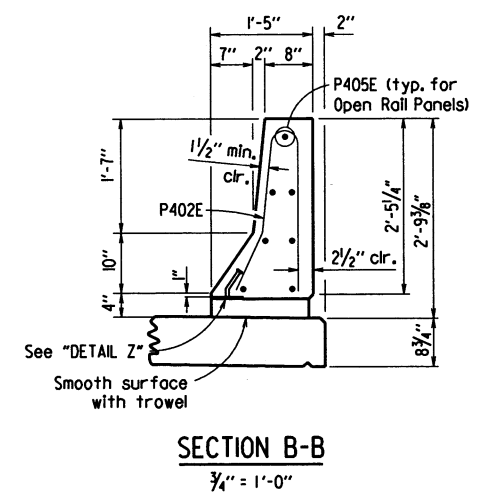
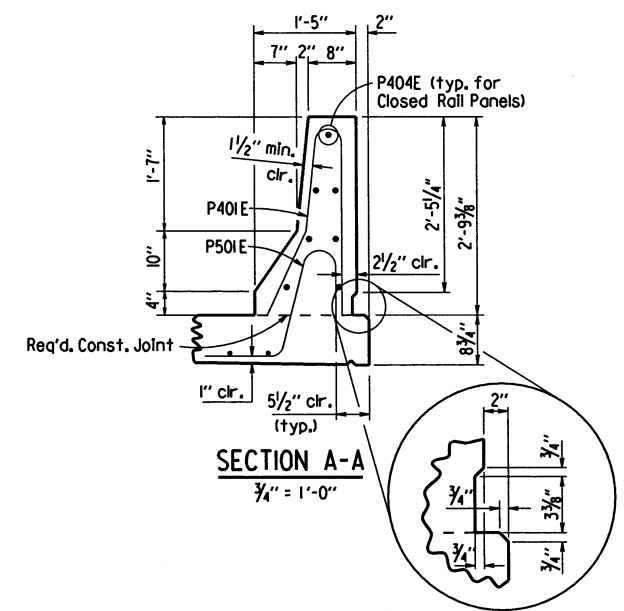
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		110617	47	78
						07467 - 408' CONT. UNIT - 61271		



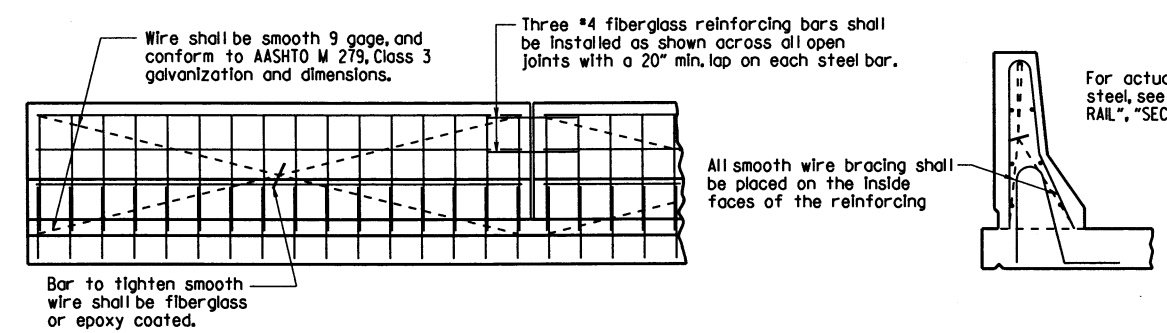
ELEVATION - CONCRETE PARAPET RAIL

1/2" = 1'-0"

For location of full and partial depth parapet joints, See Dwg. No. 61270.



Parapet Studs shall be 5" long, granular flux filled, solid fluxed, or equal, and automatically end welded to the plate. Studs and plate shall meet the requirements of Section 807. Studs and plate shall be measured and paid for as "Structural Steel in Beam Spans (A709, Gr. 50W)". The surfaces of the 3/8" Plates which will not be in contact with concrete shall be painted in accordance with Section 638, or as approved by the Engineer. Only one coat is required and shall be applied in the Fabricator's shop. Painting will not be paid for directly, but will be considered subsidiary to "Structural Steel in Beam Spans (A709, Gr. 50W)".

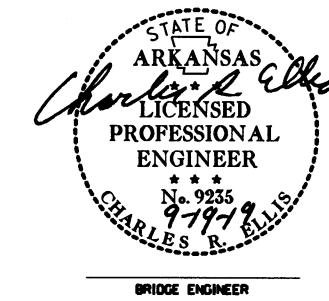


All panels shall be braced as required to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of 1/4". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.

The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3 Textured Coating Finish in place of Class 2 Rubbed Finish.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

No Scale



SHEET 5 OF 7

DETAILS OF

408'-0" CONTINUOUS W-BEAM UNIT CUTOFF BAYOU

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

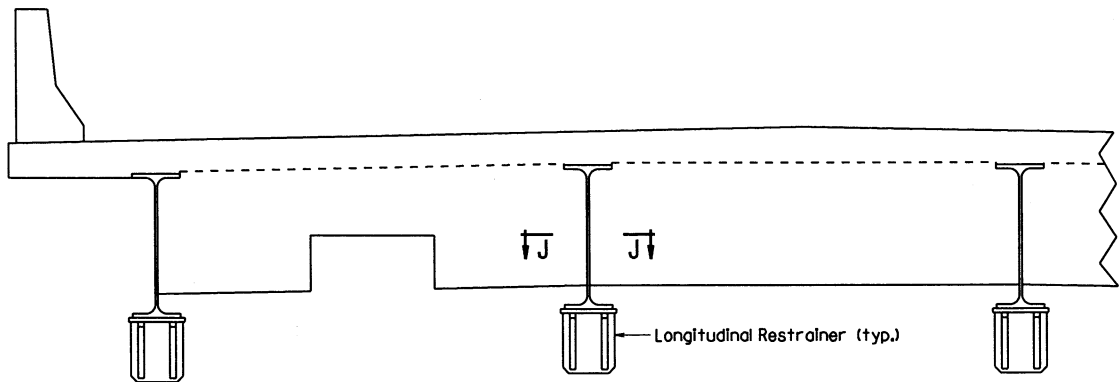
DRAWN BY: WAC DATE: 10-1-18 FILENAME: b110617x1.sl.dgn

CHECKED BY: ALB DATE: 9-19-19 SCALE: AS SHOWN

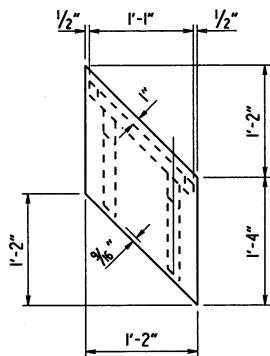
DESIGNED BY: JYP DATE: 9-20-13

BRIDGE NO. 07467 DRAWING NO. 61271

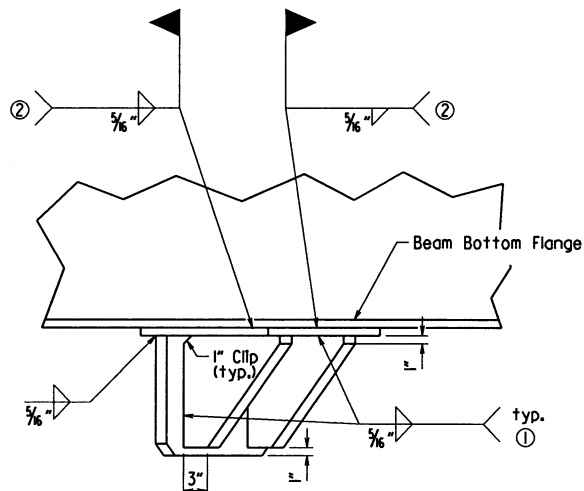
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		110617	48	78
				① 07467 - 408' CONT. UNIT - 61272				



SKETCH OF LONGITUDINAL RESTRAINER
DEVICES AT INTERMEDIATE BENTS
1/2" = 1'-0"

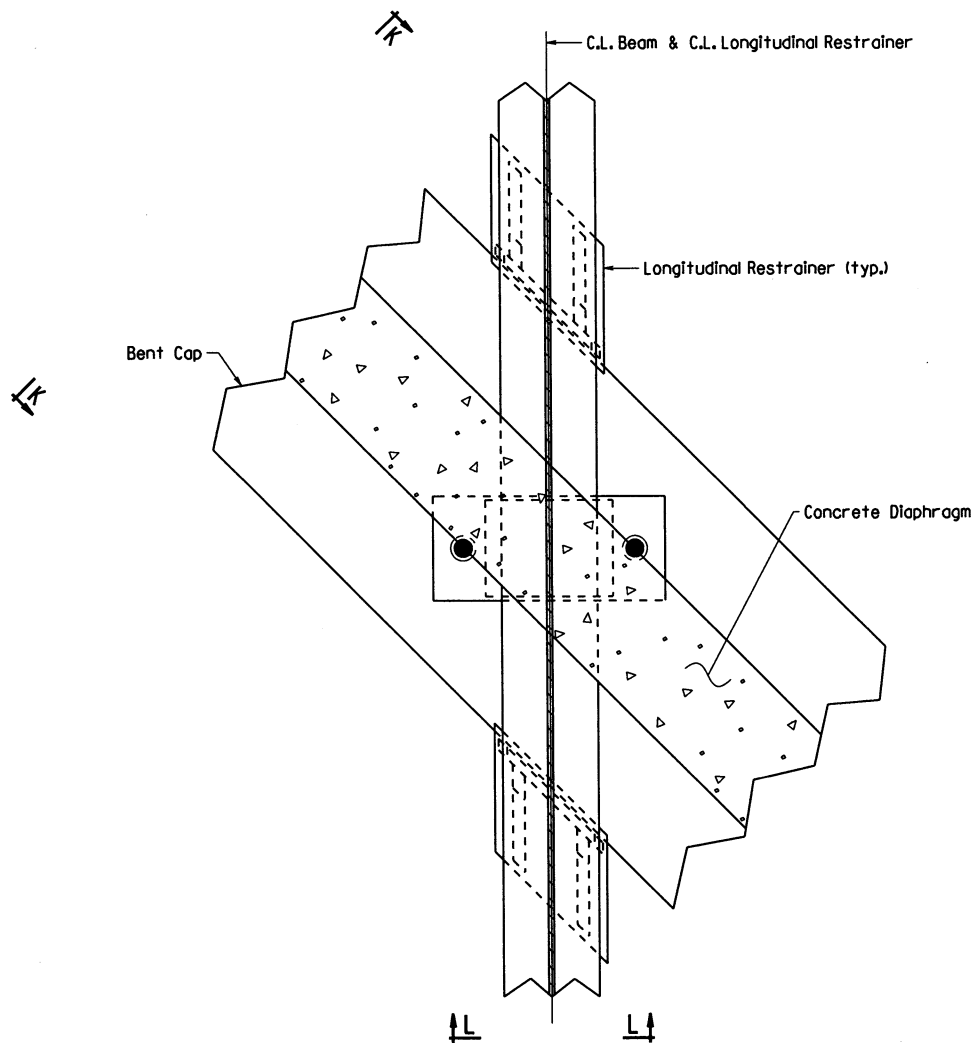


PLAN OF LONGITUDINAL RESTRAINER
1" = 1'-0"

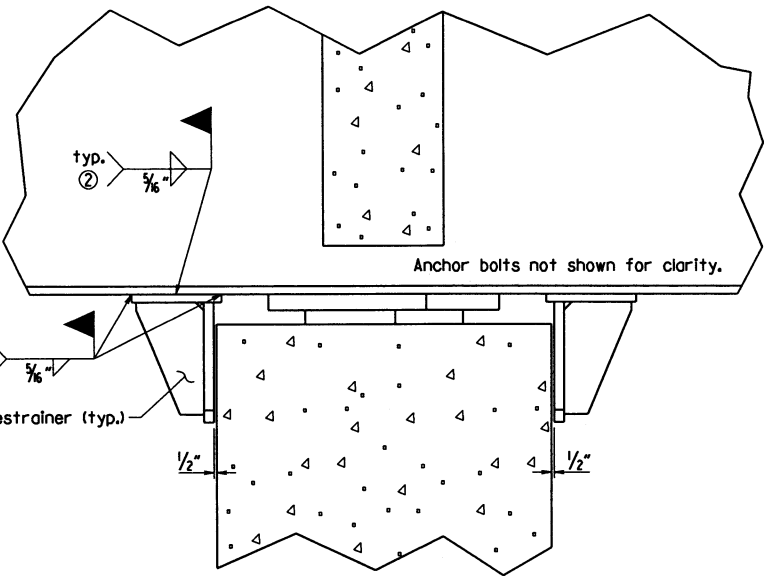


VIEW M-M
1" = 1'-0"

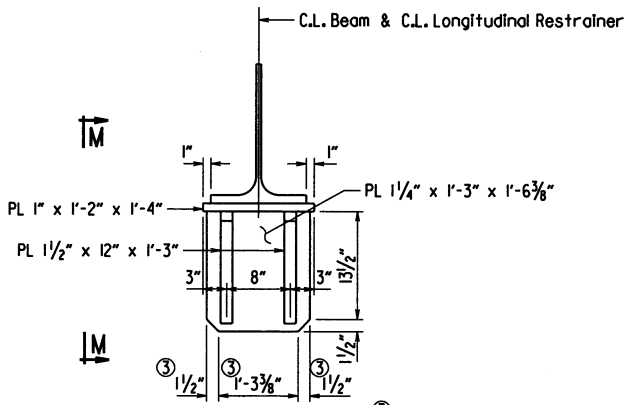
- ① Stop weld 1/2" from end of clip.
- ② Longitudinal restrainer shall not be welded to beam until deck has been poured.



VIEW J-J
1" = 1'-0"

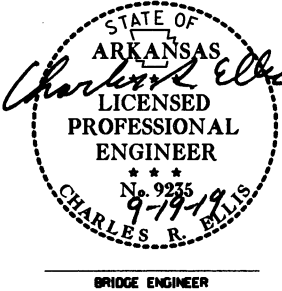


VIEW K-K
1" = 1'-0"



VIEW L-L
1" = 1'-0"

- ③ Measured along face of plate



SHEET 6 OF 7
DETAILS OF
408'-0" CONTINUOUS W-BEAM UNIT
CUTOFF BAYOU
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: WAC DATE: 10-1-18
CHECKED BY: NAC DATE: 9-19-19
DESIGNED BY: JYP DATE: 9-20-19
BRIDGE NO. 07467 DRAWING NO. 61272