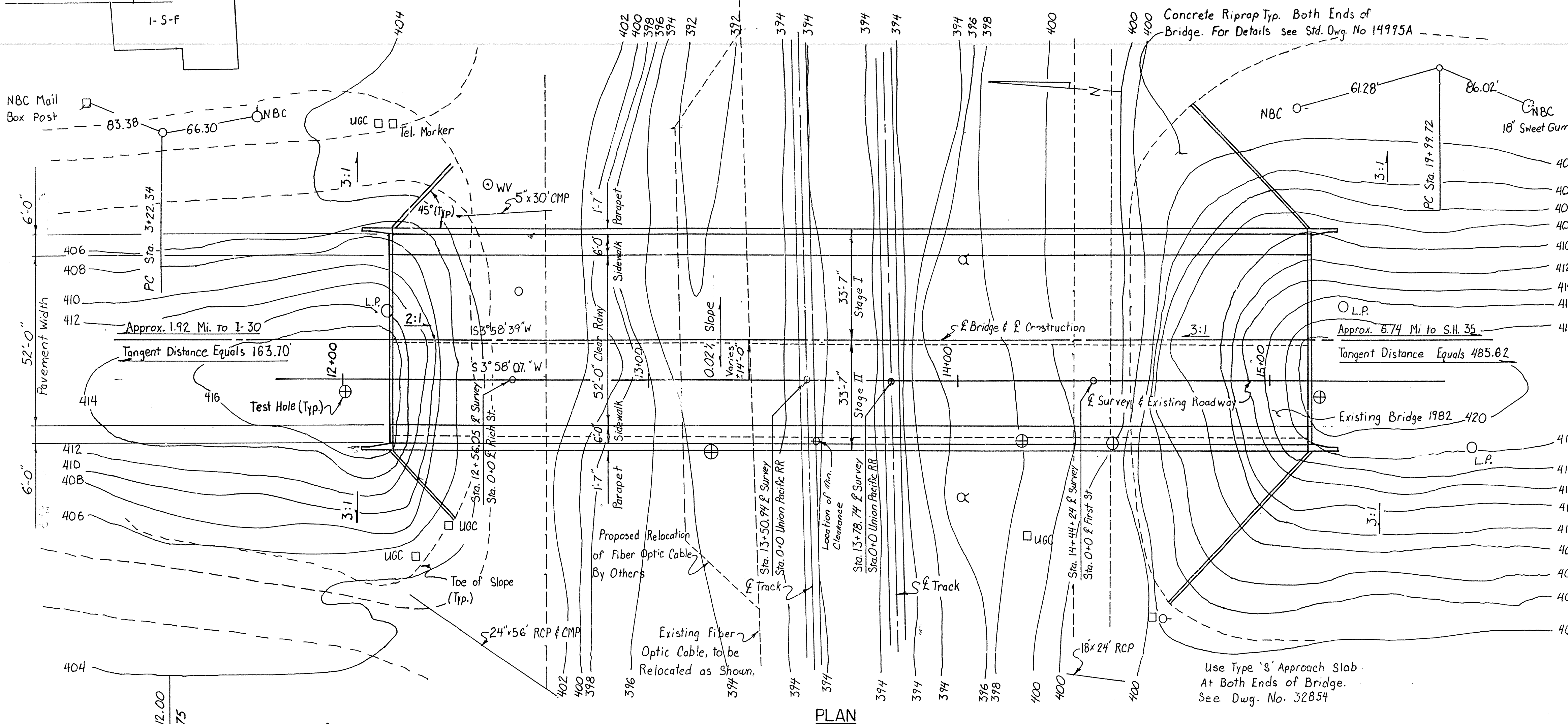


For R/W Data see Rdwy Plans

I-S-F

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/18/94				6	ARK.			
				JOB NO.	060575	16	62	
				①	6464	-LAYOUT-	32840	



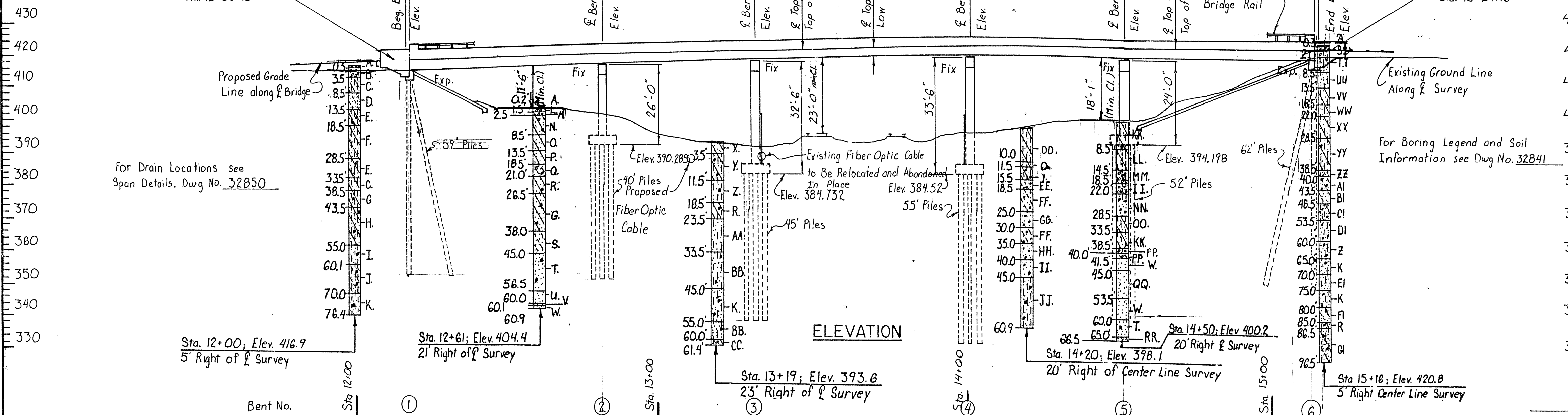
PLAN

GENERAL NOTES

- BENCH MARK: NIS Telegraph Pole 36' Left of Centerline Survey Station 14+02
Elevation 394.58 ft.
- CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 1993 edition, with applicable supplemental specifications and special provisions.
- DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges, 1989 with current interim specifications.
- LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor
- SEISMIC DESIGN CATEGORY: A
- MATERIALS AND STRENGTHS:
- Class S(AE) Concrete (superstructure) $f'_c = 4,000$ psi
 - Class S Concrete (substructure) $f'_c = 3,500$ psi
 - Reinforcing Steel (A615 or A617, GR. 60) $F_y = 60,000$ psi
 - Structural Steel (A572-GR. 50) $F_y = 50,000$ psi
 - Structural Steel (A36) $F_y = 36,000$ psi
- STEEL PILING: All piling shall be HP 10x42 and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 55 tons per pile. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with the specifications. Piles in end bents to be driven after embankment to bottom of cap is in place. On all piles the contractor shall use approved steel H-pile driving points. Minimum penetration for all piles shall be 20' below bottom of cap or footing.
- BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.20 for Class 5 Bridge Roadway Surface Finish.
- BOILED LINSEED OIL: Boiled linseed oil treatment shall be applied to the roadway surface and to the face and top of the concrete parapet rail.
- DETAIL DRAWINGS:
- | | DRAWING NO. |
|-------------------------------------|------------------|
| End Bents | 32842 and 32846 |
| Intermediate Bents | 32843 thru 32845 |
| Cont. W-Beam span | 32846 thru 32852 |
| Elastomeric Bearings | 32853 |
| Approach Slabs (Type S) | 32854 |
| Permanent Steel Bridge Deck Forms | 14991 |
| Concrete Riprap | 14995A |
| Steel Piling | 14995A |
| Type C Bridge Name Plate | 2389A |
| Computing Excavation for Structures | 1891F |
| Temporary Precast Barrier | 1896B |
- REMOVAL OF EXISTING BRIDGE 1982: Existing bridge shall be removed after Stage Construction is complete and open to traffic. All materials shall become the property of the contractor.
- MAINTENANCE OF TRAFFIC: Details of stage construction which relate to maintenance of traffic are shown on the bridge plans for information only, see roadway plans. For maintenance of local traffic on city streets, see roadway plans.
- SPRAYED CONCRETE FINISH: A sprayed concrete finish shall be used on the surfaces specified in the SP Job 60575 'Sprayed Concrete Finish'.

VERTICAL CURVE DATA

Slope Intercept
Sta. 12+05.90



ELEVATION

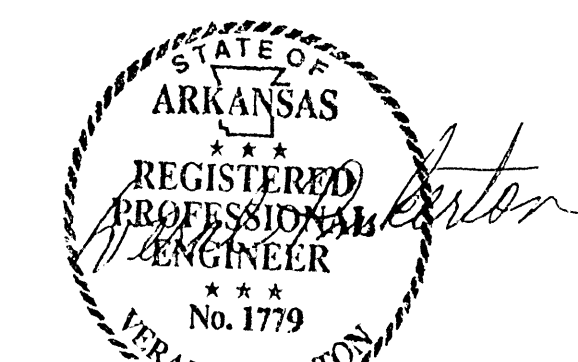


EXHIBIT 'A' (SHEET 1 OF 2)

SHEET 1 OF 2

LAYOUT OF BRIDGE OVER

UNION PACIFIC RAILROAD

BRYANT-SOUTH RR OVERPASS

SALINE COUNTY

ROUTE 183 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CSL DATE: SEPT. 20/91

CHECKED BY: LJB DATE: MAR 92

DESIGNED BY: CSL DATE: Sept. 91

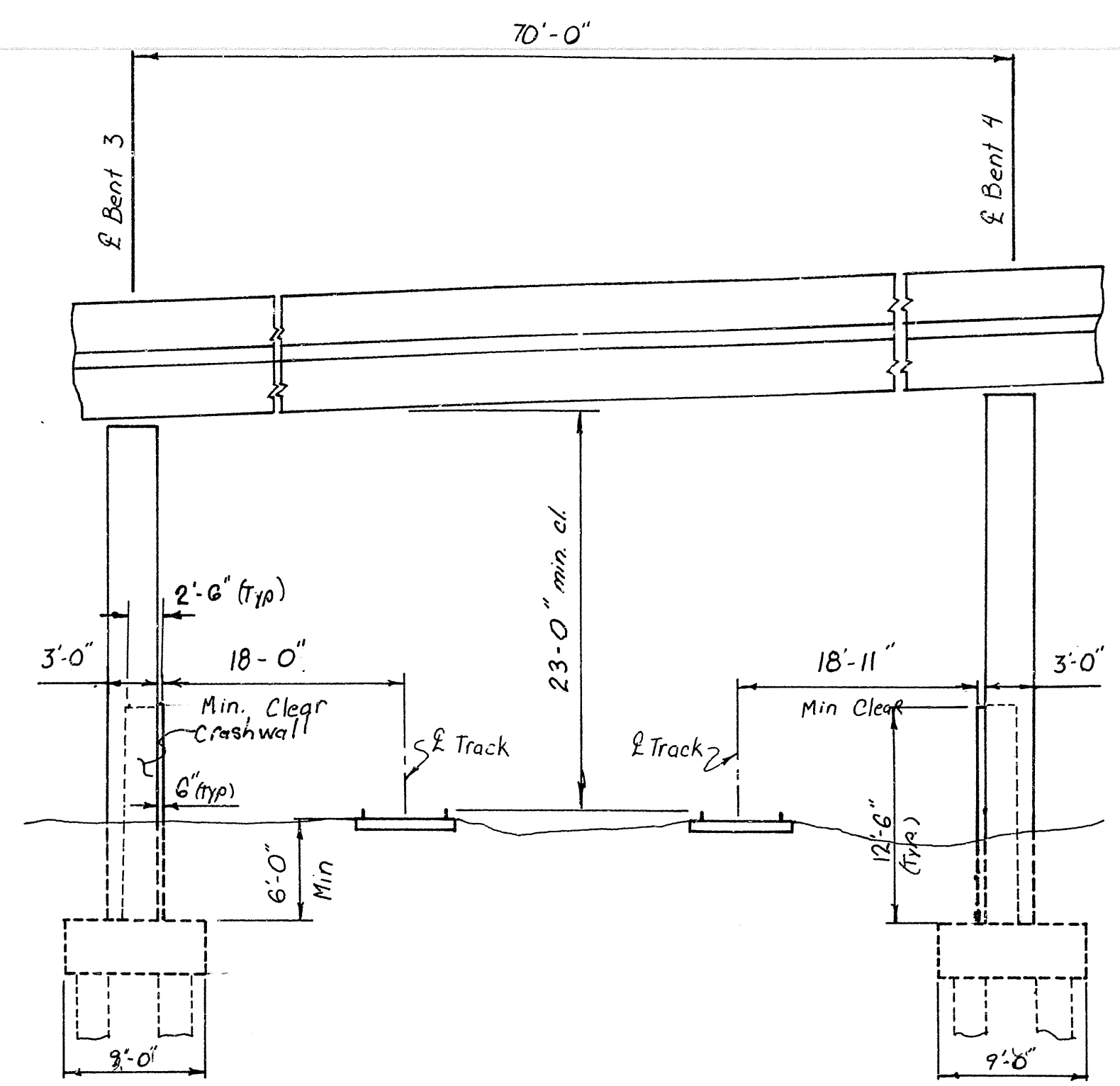
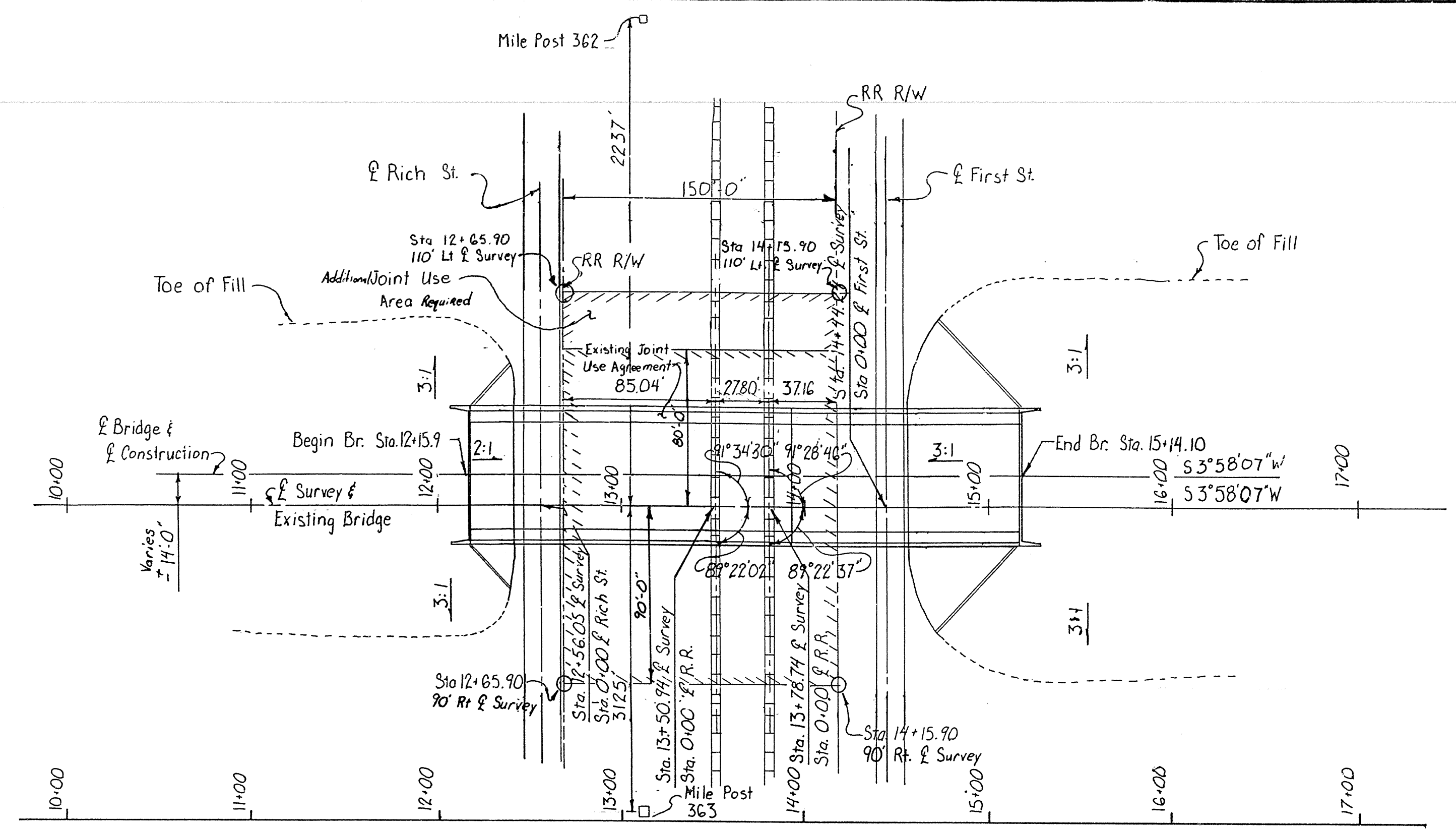
SCALE: 1" = 20'

BRIDGE ENGINEER

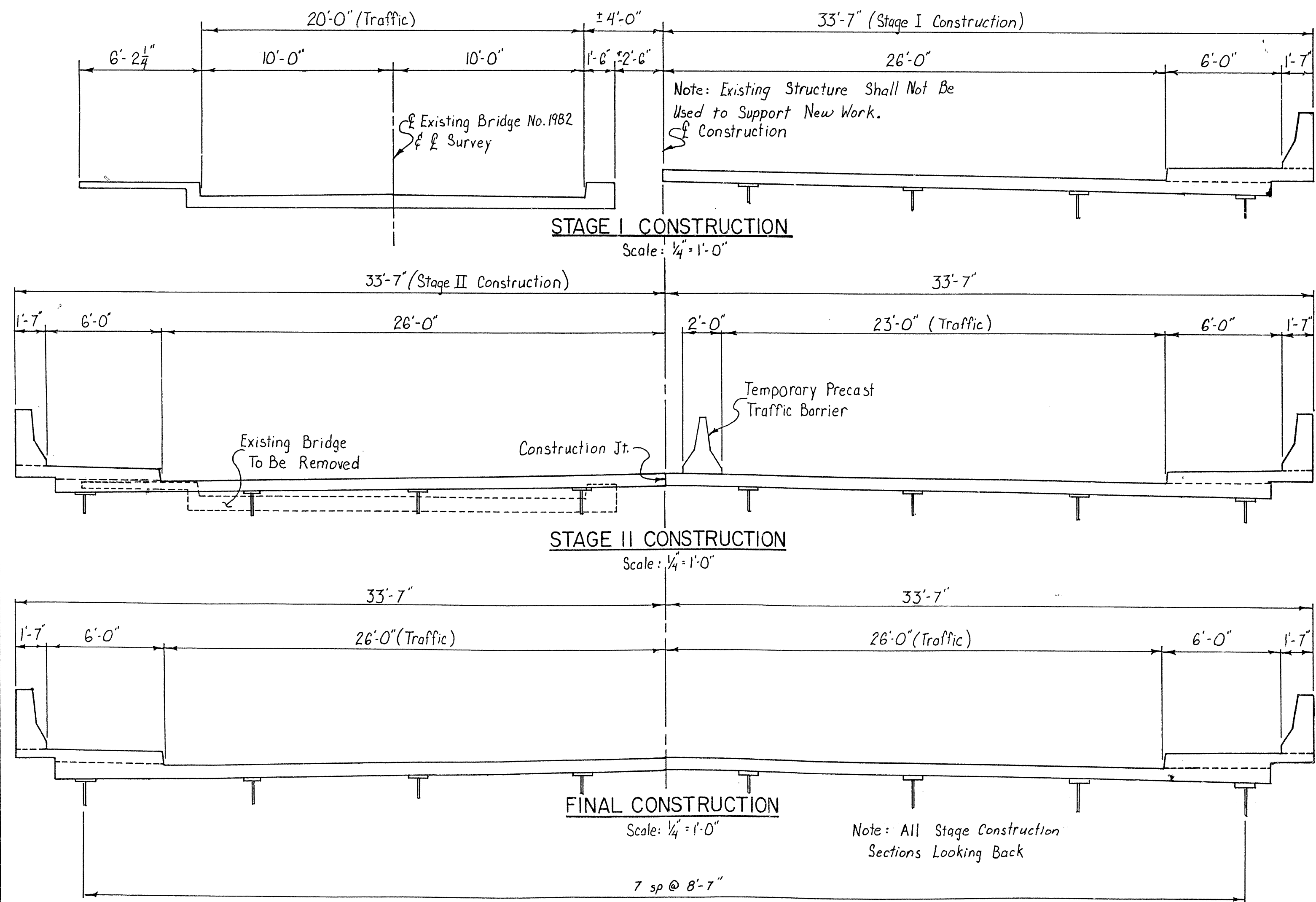
BRIDGE NO. 6464

DRAWING NO. 32840

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/18/74				6	ARK.			
				JOB NO.		060575	17	62
① 6464 - EXHIBIT 'A' - 32841								



- BORING LEGEND**
- A: ASPHALT PAVEMENT.
 - B: MOIST, LOOSE, SAND AND GRAVEL.
 - C: MOIST, SOFT, SILTY SANDY CLAY.
 - D: MOIST, VERY LOOSE, CLAYEY SAND.
 - E: MOIST, STIFF, SILTY SANDY CLAY WITH GRAVEL.
 - F: MOIST, STIFF TO VERY STIFF, SILTY SANDY CLAY.
 - G: MOIST, VERY STIFF, CLAY WITH SILT AND SAND LENSES AND TRACES OF LIGNITE.
 - H: MOIST, HARD, CLAY WITH SILT AND SAND LENSES AND TRACES OF LIGNITE.
 - I: WET, VERY DENSE, SILTY SAND AND TRACES OF LIGNITE.
 - J: MOIST, VERY DENSE, SILTY SAND WITH CLAY SEAMS AND TRACES OF LIGNITE.
 - K: MOIST, VERY DENSE, SILTY SAND AND TRACES OF LIGNITE.
 - L: MOIST, MEDIUM DENSE, SAND AND GRAVEL.
 - M: MOIST, MEDIUM DENSE, CLAYEY SAND AND GRAVEL.
 - N: MOIST, MEDIUM STIFF, SANDY CLAY WITH QUARTZ GRAVEL.
 - O: MOIST, VERY STIFF, SANDY SILTY CLAY.
 - P: MOIST, STIFF, SANDY CLAY.
 - Q: MOIST, VERY DENSE, CLAYEY SAND AND QUARTZ GRAVEL.
 - R: MOIST, VERY STIFF, SILTY CLAY WITH TRACES OF LIGNITE.
 - S: WET, VERY DENSE, SAND WITH CLAY SEAMS.
 - T: WET, VERY DENSE, SAND WITH TRACES OF LIGNITE.
 - U: WET, VERY DENSE, SAND WITH TRACES OF CLAY.
 - V: MOIST, HARD, SILTY CLAY.
 - W: WET, VERY DENSE, SAND.
 - X: MOIST, SOFT, SANDY CLAY.
 - Y: MOIST, VERY STIFF, SILTY SANDY CLAY WITH GRAVEL.
 - Z: WET, DENSE, SILTY SAND WITH SOME CLAY AND TRACES OF LIGNITE.
 - AA: MOIST, VERY DENSE TO MEDIUM DENSE, SILTY SAND WITH SOME CLAY.
 - BB: MOIST, VERY DENSE, SILTY SAND WITH SOME THIN LIGNITE AND CLAY SEAMS.
 - CC: MOIST, VERY HARD, SILTY CLAY WITH SAND AND LIGNITE SEAMS.
 - DD: MOIST, VERY SOFT, SILTY SANDY CLAY.
 - EE: MOIST, VERY DENSE, QUARTZ GRAVEL WITH SANDY CLAY SEAMS.
 - FF: WET, LOOSE, CLAYEY SAND AND GRAVEL.
 - GG: WET, MEDIUM DENSE, SAND AND GRAVEL WITH SOME CLAY SEAMS.
 - HH: WET, LOOSE, SAND AND GRAVEL WITH SOME CLAY.
 - II: MOIST, DENSE, SAND AND SOME PEA GRAVEL.
 - JJ: MOIST, VERY DENSE, SILTY SAND WITH TRACES OF LIGNITE.
 - KK: MOIST, MEDIUM STIFF, SANDY SILTY CLAY.
 - LL: MOIST, VERY STIFF, SILTY CLAY.
 - MM: MOIST, DENSE, GRAVEL WITH SILTY CLAY SEAMS.
 - NN: WET, VERY LOOSE, SAND AND GRAVEL.
 - OO: MOIST, SOFT, SILTY CLAY WITH SOME SAND SEAMS.
 - PP: WET, MEDIUM DENSE, CLAYEY SAND WITH SOME GRAVEL.
 - QQ: WET, DENSE, SAND WITH SOME CLAY SEAMS.
 - RR: MOIST, HARD, CLAY WITH SOME SAND LENSES.
 - SS: MOIST, LOOSE, GRAVEL (FILL MATERIAL).
 - TT: MOIST, VERY LOOSE, SILTY SAND WITH SOME GRAVEL.
 - UU: MOIST, VERY LOOSE, SILTY SAND WITH TRACES OF CLAY.
 - VV: MOIST, SOFT, SILTY SANDY CLAY.
 - WW: MOIST, VERY LOOSE, SILTY SAND WITH SOME CLAY.
 - XX: MOIST, MEDIUM STIFF, SILTY SANDY CLAY.
 - YY: MOIST, VERY STIFF, SILTY SANDY CLAY WITH SOME GRAVEL.
 - ZZ: MOIST, VERY DENSE, CLAYEY SAND AND GRAVEL.
 - AA: WET, VERY DENSE, CLAYEY SAND AND GRAVEL.
 - BB: WET, VERY LOOSE, CLAYEY SAND.
 - CC: WET, LOOSE, CLAYEY SILTY SAND WITH SOME GRAVEL.
 - DD: WET, LOOSE, SILTY SAND AND GRAVEL.
 - EE: MOIST, MEDIUM DENSE, SILTY SAND.
 - FF: MOIST, VERY DENSE, SAND WITH CLAY SEAMS AND TRACES OF LIGNITE.
 - GG: MOIST, HARD, SANDY SILTY CLAY WITH TRACES OF LIGNITE.



SOIL BORING AT STA 12+00	SOIL BORING AT STA 12+61	SOIL BORING AT STA 13+19
5' RT. CL SURVEY	21' RT. CL SURVEY	23' RT. CL SURVEY
4.0-5.0 n*3	4.0-5.0 n*8	4.0-5.0 n*22
9.0-10.0 n*3	9.0-10.0 n*25	9.0-10.0 n*16
14.0-15.0 n*11	14.0-15.0 n*15	14.0-15.0 n*43
19.0-20.0 n*14	19.0-20.0 n*66	19.0-20.0 n*23
24.0-25.0 n*21	25.5-26.5 n*27	24.0-25.0 n*64
29.0-30.0 n*14	30.5-31.5 n*25	29.0-30.0 n*27
34.0-35.0 n*3	35.5-36.5 n*29	34.0-34.9 n*90
39.0-40.0 n*19	40.5-41.5 n*51	40.5-41.2 n*101
44.0-45.0 n*38	45.5-46.5 n*91	45.5-45.8 n*60
49.0-50.0 n*35	50.5-50.9 n*60	
55.5-56.5 n*61		
60.5-61.5 n*87		

SOIL BORING AT STA 14+20	SOIL BORING AT STA 14+50	SOIL BORING AT STA 15+16
20' RT. CL SURVEY	20' RT. CL SURVEY	5' RT. CL SURVEY
4.5-5.5 n*2	4.0-5.0 n*8	4.0-5.0 n*2
10.5-11.5 n*16	9.0-10.0 n*25	9.0-10.0 n*2
15.5-16.5 n*91	14.0-15.0 n*36	14.0-15.0 n*3
20.5-21.5 n*6	19.0-20.0 n*40	19.0-20.0 n*2
25.5-26.5 n*15	24.0-25.0 n*4	24.0-25.0 n*8
30.5-31.5 n*5	29.0-30.0 n*3	29.0-30.0 n*23
35.5-36.5 n*7	34.0-35.0 n*7	34.0-35.0 n*22
40.5-41.5 n*50	39.0-40.0 n*17	39.0-40.0 n*68
45.5-46.5 n*51	44.0-45.0 n*94	44.0-45.0 n*4
50.5-50.9 n*60	49.0-50.0 n*48	49.0-50.0 n*9
	54.0-54.9 n*90	54.0-55.0 n*8
	60.5-61.4 n*114	60.5-61.5 n*46
	65.5-66.5 n*35	65.5-66.5 n*58
		70.5-71.5 n*25
		75.5-76.4 n*99
		80.5-81.5 n*81
		85.5-86.5 n*30
		90.5-91.5 n*45
		95.5-96.5 n*48

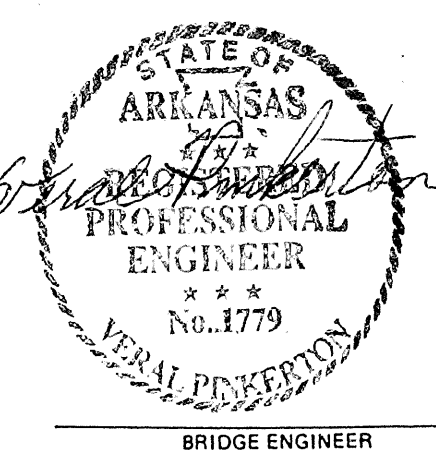
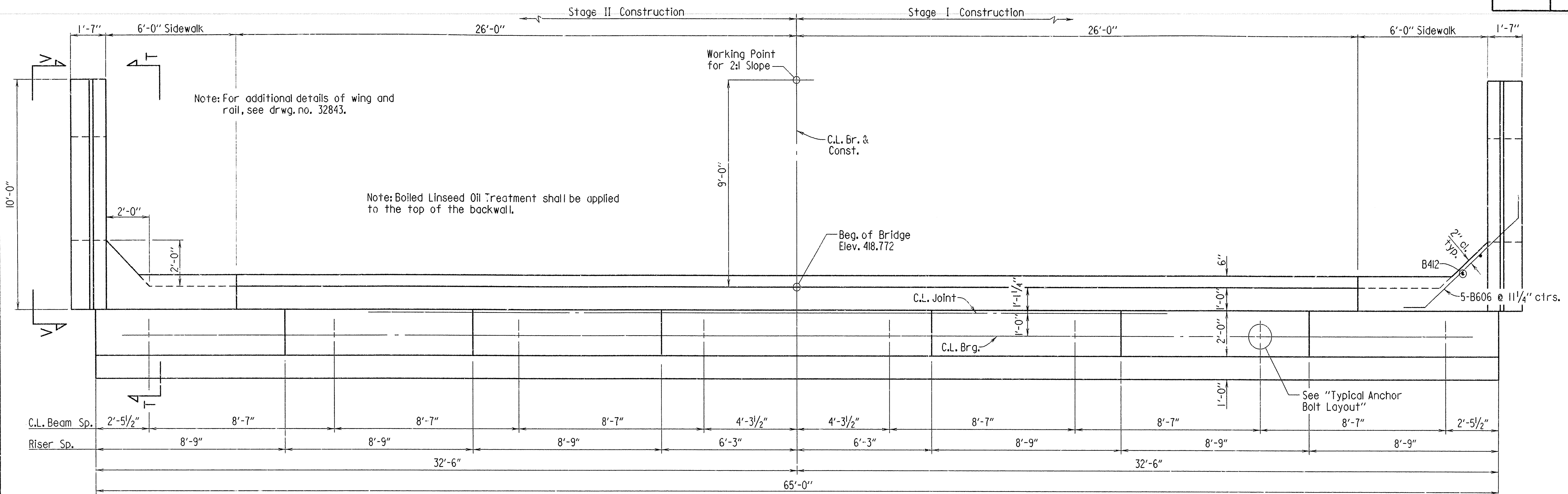


EXHIBIT 'A' (SHEET 2 OF 2)
SHEET 2 OF 2
LAYOUT OF BRIDGE OVER
UNION PACIFIC RAILROAD
BRYANT-SOUTH RR OVERPASSES
SALINE COUNTY
ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: CSL DATE: 10/12/89
CHECKED BY: JLB DATE: MAR 92
DESIGNED BY: CSL DATE: Sept 88
BRIDGE NO. 6464 DRAWING NO. 32841

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.		060575	18	62

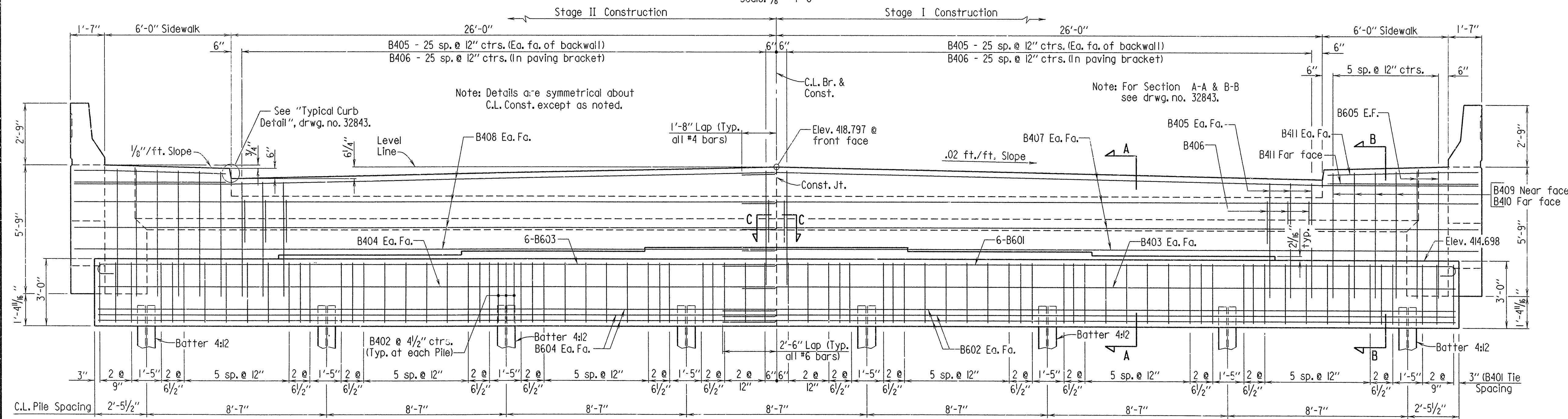
6464 BENT DTLS. 32842



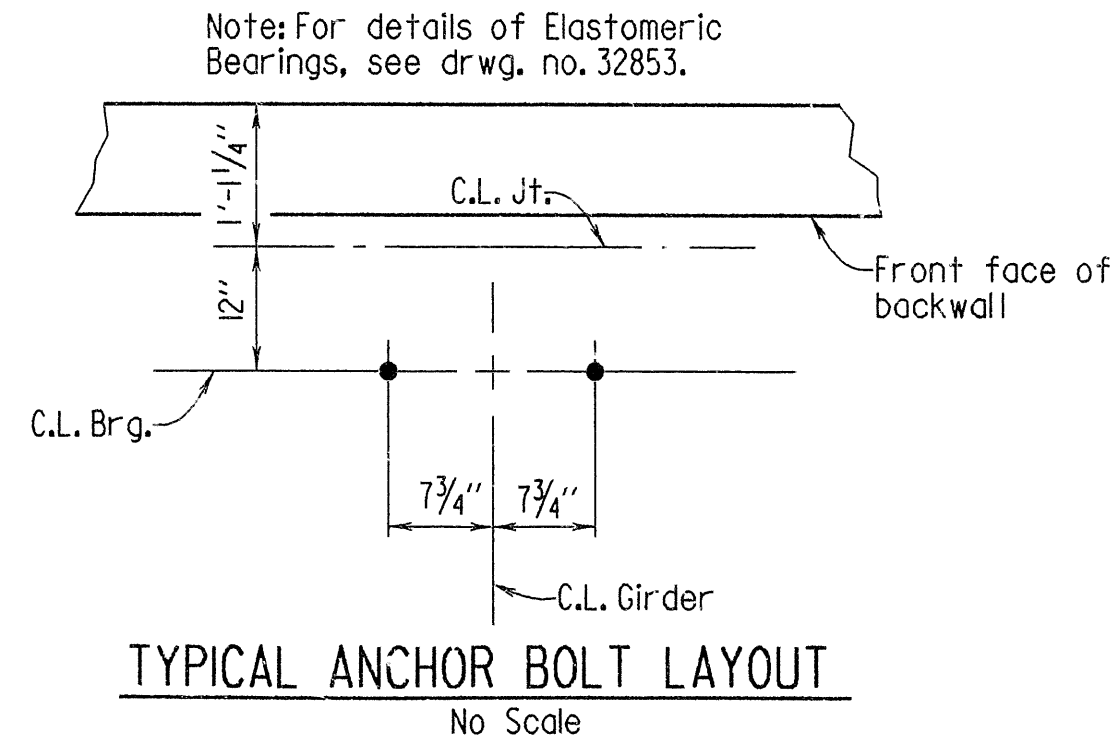
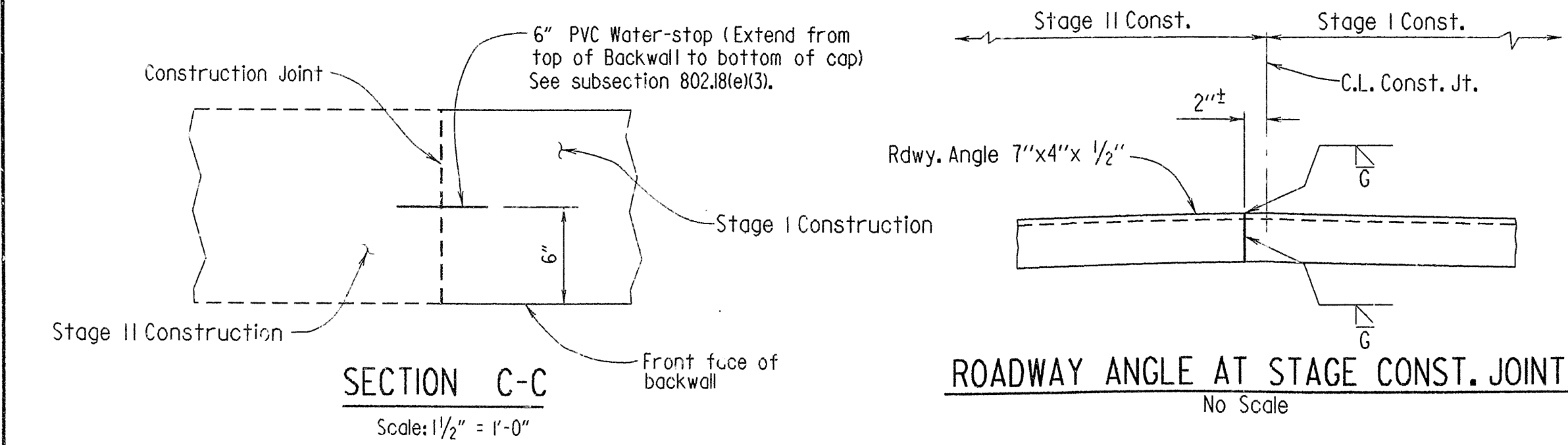
BAR LIST

Mark	No. Req'd.	Length	A	B	Pin Dia.
B401	76	12'-2"	2'-8 1/2"	3'-7"	2"
B402	24	8'-1"	2'-8 1/2"	3'-7"	2"
B403	2	34'-1"			Str.
B404	2	32'-3"			Str.
B405	104	5'-1"			Str.
B406	52	3'-11"	1'-2"	4 1/2"	2"
B407	8	35'-2"			Str.
B408	8	33'-4"			Str.
B409	8	5'-8"			Str.
B410	8	5'-10"			2"
B411	6	7'-3"			Str.
B412	4	5'-5"			Str.
B601	6	35'-7"	34'-11"	6"	4 1/2"
B602	6	34'-11"			Str.
B603	6	32'-11"	32'-3"	6"	4 1/2"
B604	6	32'-3"			Str.
B605	8	6'-6"			Str.
B606	10	7'-8"			Str.
R401	22	3'-11"			2"
R402	12	9'-8"			Str.
W401	6	7'-0"	5'-10"	1'-2"	2"
W402	6	8'-2"			Str.
W403-W407	2 Ea.	Var. 3'-5" to 5'-5"	Var. 2'-3" to 4'-3"	1'-2"	2"
W408-W412	2 Ea.	Var. 4'-6" to 6'-6"			Str.
W413	6	3'-3"	2'-1"	1'-2"	2"
W414	6	4'-5"			Str.
W415	4	7'-8"			2"
W701	12	3'-8"			Str.
W702	4	6'-0"			Str.
W703	4	4'-6"			Str.
W704	4	8'-4"			5 1/4"

Note: For Bending Diagrams, see drwg. no. 32843.



Note: For additional details and General Notes, see drwg. no. 32843.



DETAILS OF
END BENT NO. 1

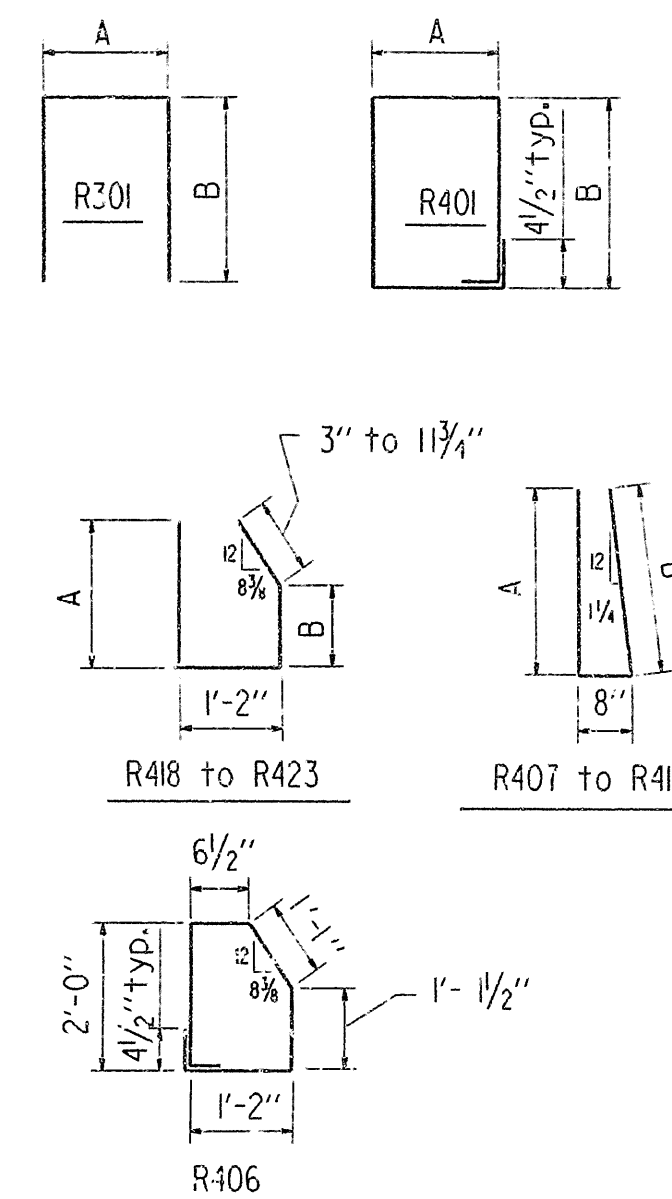
ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 27 Jan 92
CHECKED BY: JSP DATE: Aug 92 SCALE: As Shown
DESIGNED BY: SP DATE:
BRIDGE NO. 6464 DRAWING NO. 32842

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.		060575	20	62
				6464		TRANS. RAIL		32843A

BAR LIST PER RAILING

MARK	NO. REQ'D.	LENGTH	'A'	'B'	P.D.	BENDING DIAGRAMS
F401	8	19'-8"			str.	Dimensions are out to out of bars.
F402	40	3'-8"			str.	
R301	8	3'-5"	6"	1'-6"	1 1/2"	
R401	2	4'-10"	1'-2"	1'-1"	2"	
R402	2	2'-0"			str.	
R403	3	17'-9"			str.	
R404	1	5'-0"			str.	
R405	1	12'-9"			str.	
R406	12	6'-3"			2"	
R407 to R417	lea.	3'-0" to 5'-5"	1'-3" to 2'-5 1/2"	1'-3" to 2'-5 1/2"	2"	
R418 to R423	lea.	3'-9" to 5'-1"	1'-4" to 1'-11 1/4"	1'-1 1/2"	2"	
R424	2	10'-9"			str.	



- R301 reinforcing steel shall be galvanized.

Notes :
Transitional Approach Railing shall be placed at each side of Beg. and End of Bridge.
Adjacent Railing is opposite hand to Railing shown.

All Concrete shall be Class "S" and be poured in the dry. All exposed corners to be chamfered 3/4" unless otherwise noted.

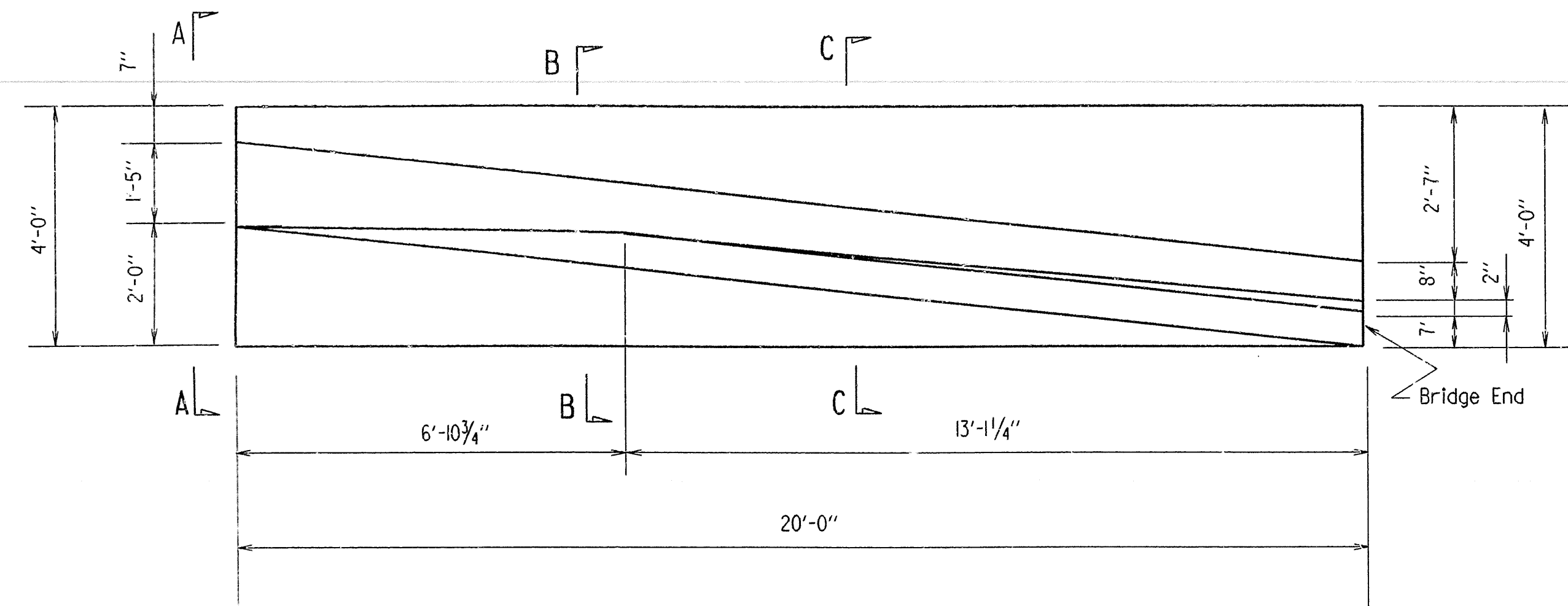
All Reinforcing Steel shall conform to ASTM A615 or A617, Grade 60. Reinforcing steel designated as galvanized shall be galvanized in accordance with ASTM A767. Use coating Class 1 with galvanization after fabrication.

Boiled Linseed Oil Treatment shall be applied to the roadway surface, front face and top of the Transitional Approach Railing.

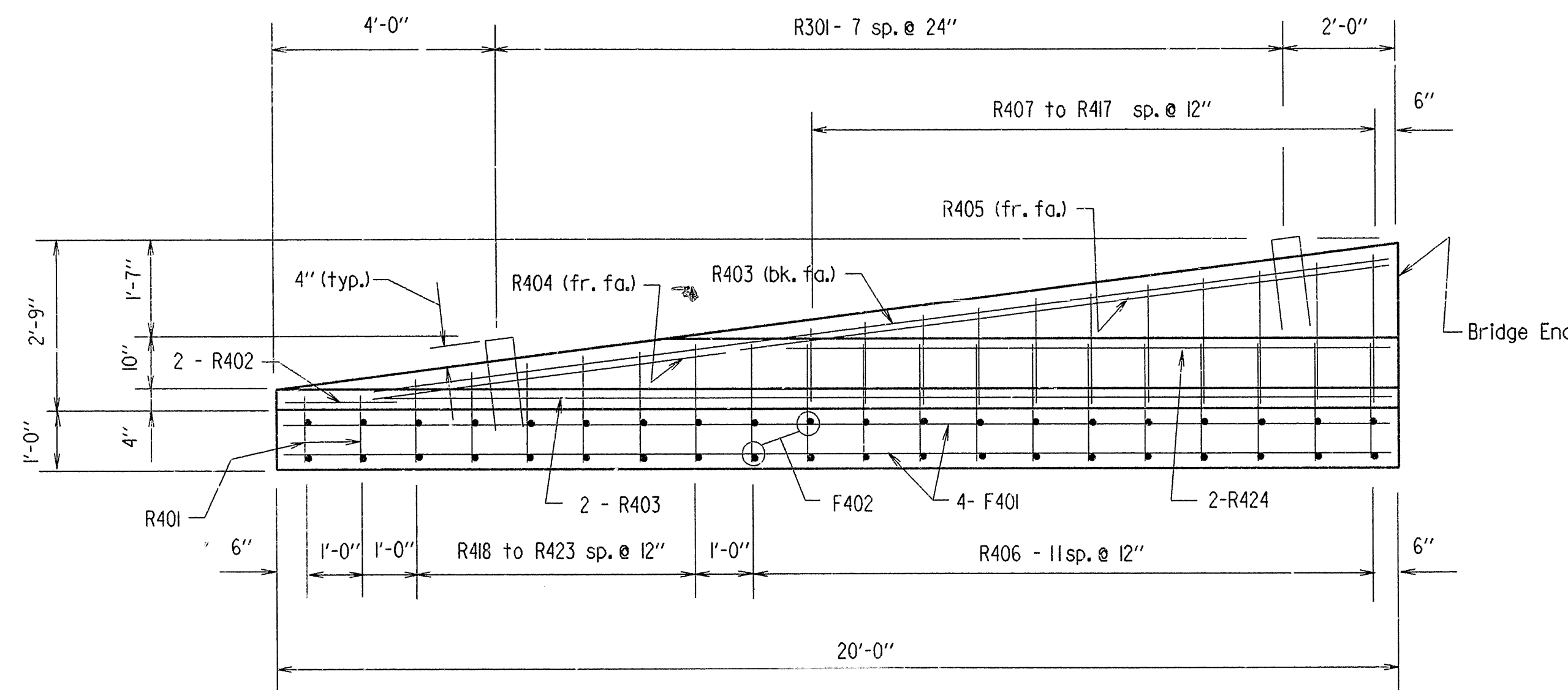
Transitional Approach Railing shall be paid for at the contract unit price bid per each for "Transitional Approach Railing." See SP Job No. 060575 "Transitional Approach Railing."

FOR INFORMATION ONLY SCHEDULE OF QUANTITIES PER RAIL UNIT

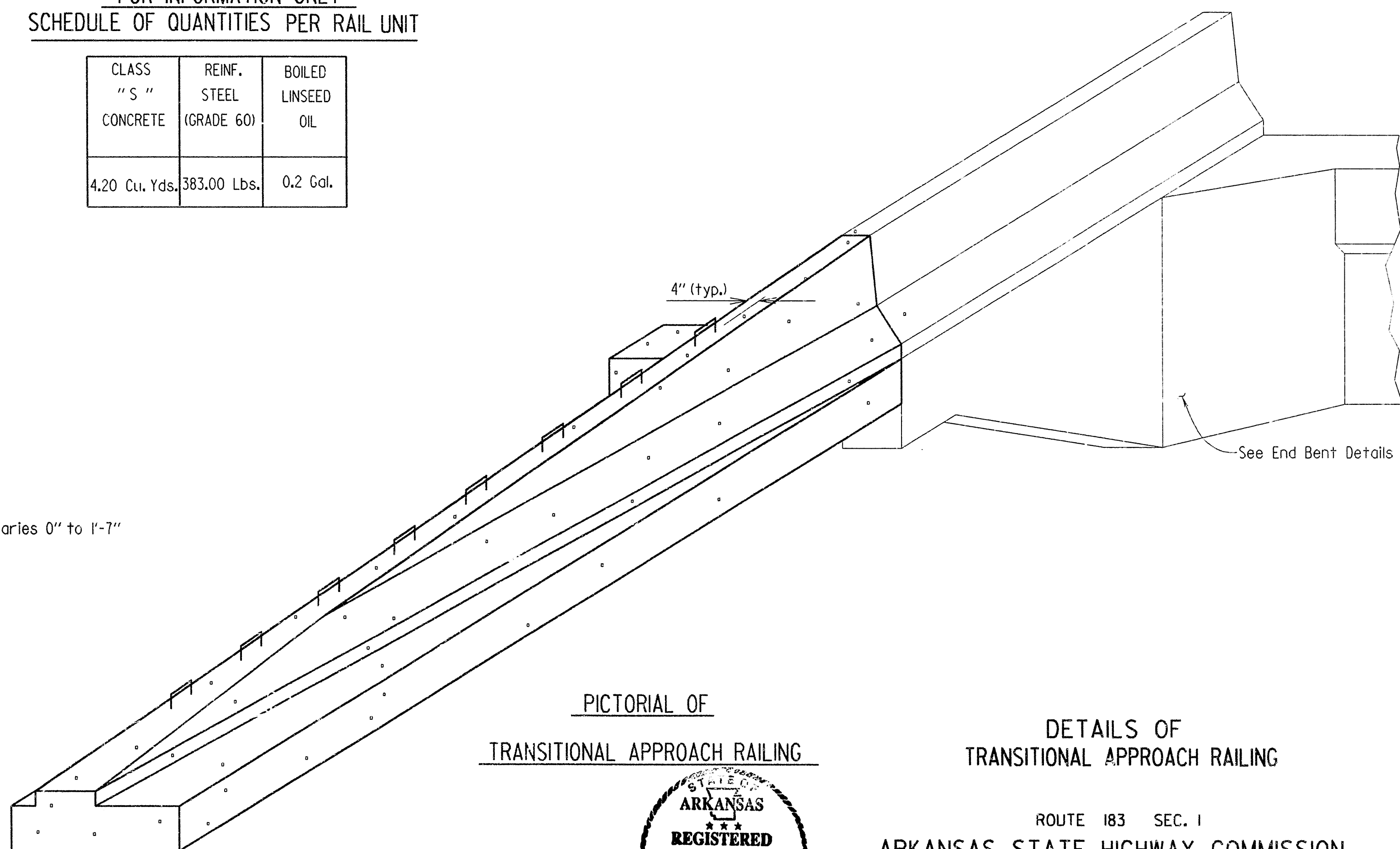
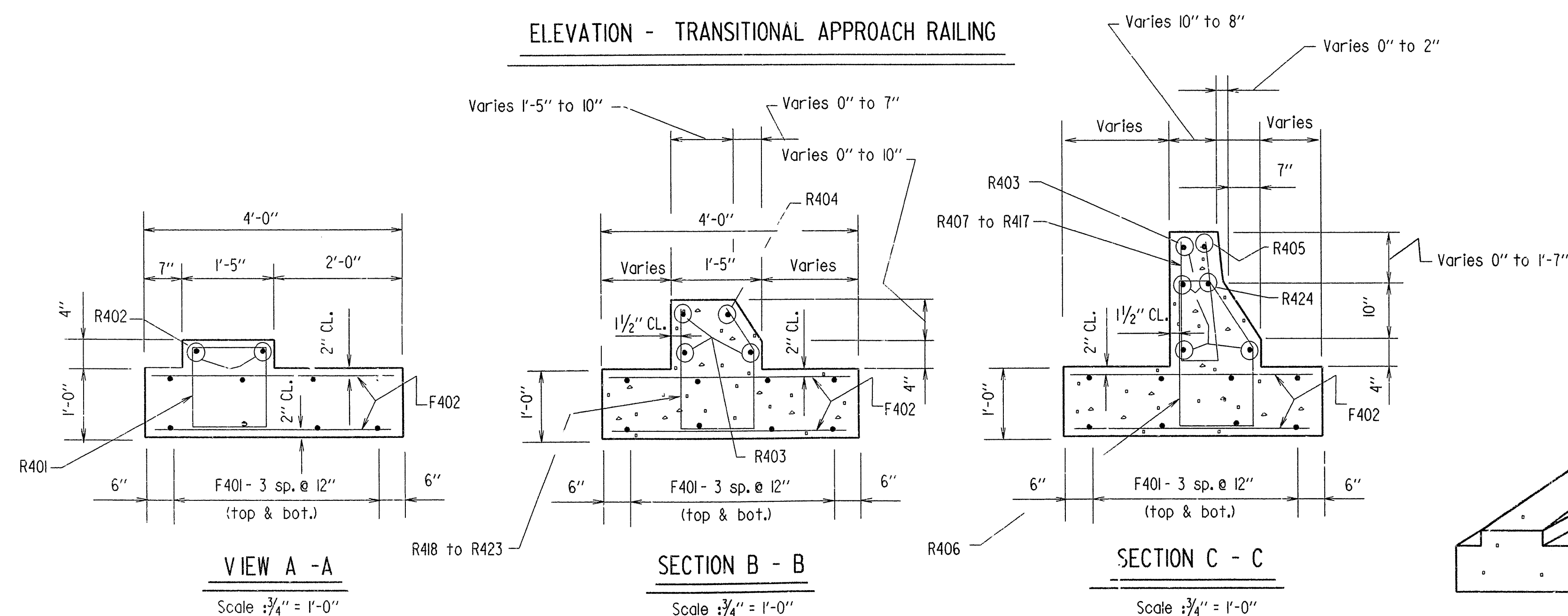
CLASS "S"	REINF. STEEL (GRADE 60)	BOILED LINSEED OIL
CONCRETE		
4.20 Cu. Yds.	383.00 Lbs.	0.2 Gal.



PLAN - TRANSITIONAL APPROACH RAILING

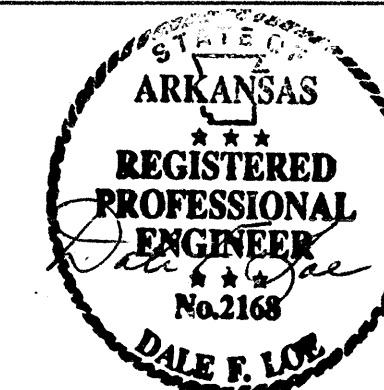


ELEVATION - TRANSITIONAL APPROACH RAILING



PICTORIAL OF TRANSITIONAL APPROACH RAILING

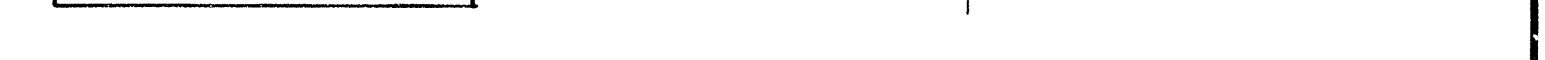
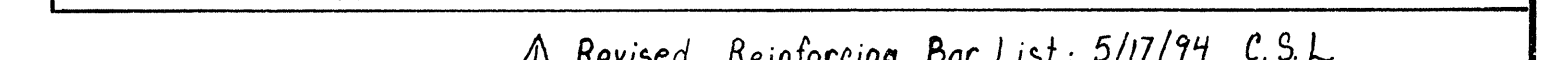
DETAILS OF TRANSITIONAL APPROACH RAILING



ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: KMG DATE: 27 July 93
CHECKED BY: JSB DATE: Aug 93
DESIGNED BY: JSP DATE:
BRIDGE NO. 6464 DRAWING NO. 32843A

① 6464 - BENT DTLS. - 32844

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.	BENDING DIAGRAMS
B401 - B406	4 ea	Var. 11'-2" to 13'-10"	Var. 2'-9" to 4'-1"	2'-8"	2"	<p>B401 - B406 B407, C401</p>
B407	34	14'-0"	4'-2"	2'-8"	2"	
B408	8	28'-5"			Str.	
B409	4	26'-4"			Str.	
B410	16	10'-10"	4'-2"	2'-8"	2	
B701	12	30'-1"	28'-5"	7"	5 1/4	
B702	12	28'-10"	20'-2"	4'-4"	5 1/4	
C401	**	10'-8"	2'-7"	2'-7"	2"	
C401	32	***			str.	
C402	32	*			str.	
F501	54 ^A 108	8'-8"	7'-6"	5"	3 3/4"	
F801	30 ^A 60	15'-4"	13'-6"	8"	6"	
F901	64	8'-0"	6'-8"	1'-7"	9"	
					B410	



No Scale

GENERAL NOTES

All reinforcing steel shall conform to ASTM A615 or A617, Grade 60 (yield strength = 60,000 psi.).

For additional information, see Layout

For additional information see layout.

NOTE 30

STATE HIGHWAY 0

LITTLE ROCK, ARK.

DRAWN BY: CSL DATE: DEC.12,91

CHECKED BY: KMG DATE: 12 Mar. 92 SCALE: AS SHOWN
DESIGNED BY: C.S.H. DATE: Oct 91

BRIDGE NO. 6461 DRAWING NO. 32844

BRIDGE NO. 6464 DRAWING NO. 52844

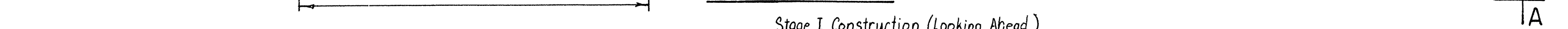


Stage I Construction (Looking Ahead)

Stage II Construction (Looking Back)

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

د



Stage I Construction (Looking Ahead)

Stage II Construction (Looking Back)

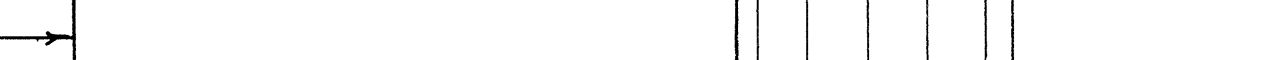
Scale: $\frac{1}{2}'' = 1'-0''$



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

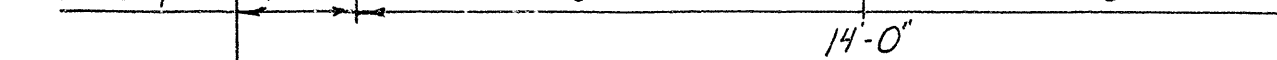


Scale: $\frac{1}{4}'' = 1'-0''$



Scale: $\frac{3}{4}'' = 1'-0''$

100



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

BRIDGE ENGINEER

BRIDGE NO. 6464

DRAWING NO. 32844

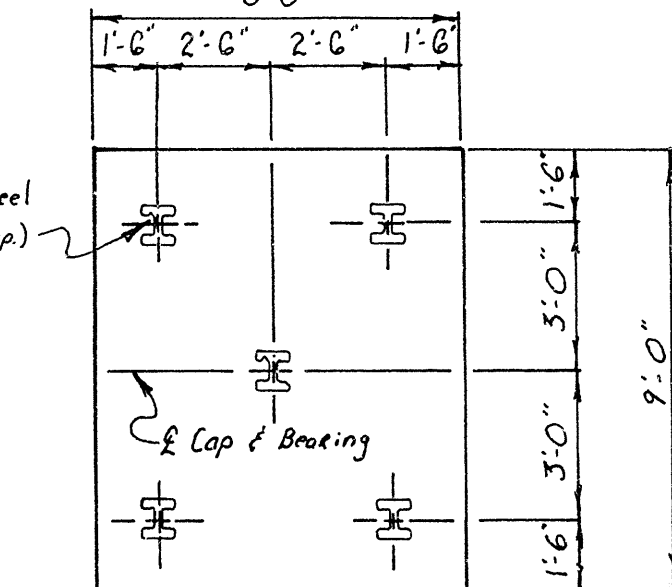
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		060575	22	62

① 6464 - BENT DETAILS - 32845

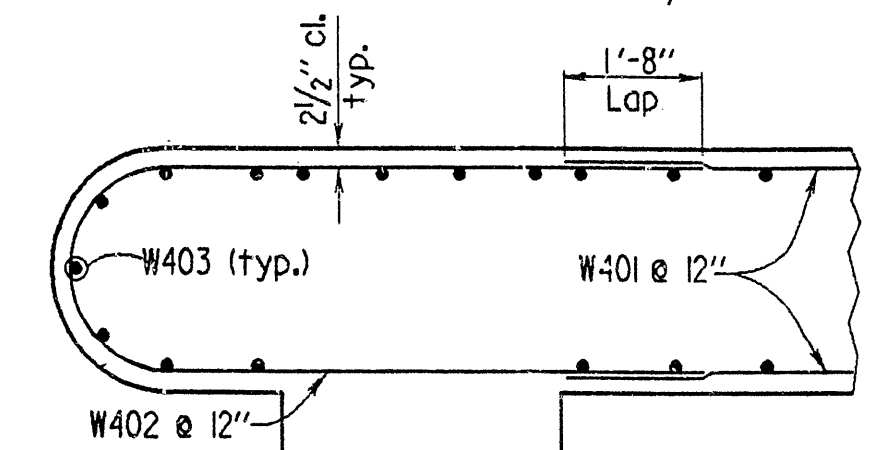
BAR LIST - PER BENT

MARK	NO. REQ'D	LENGTH	A	B	P.D.	BENDING DIAGRAMS
B401-B406	4 each	Var. 11'-2" to 13'-10"	Var. 2'-9" to 4'-1"	2'-8"	2"	Note: Dimensions are Out to Out of Bars.
B407	34	14'-0"	4'-2"	2'-8"	2"	
B408	8	28'-5"			Str.	
B409	4	26'-4"			Str.	
B410	16	10'-10"	4'-2"	2'-8"	2"	
B701	12	30'-1"	28'-5"	7"	5 1/2"	
B702	12	28'-10"	20'-2"	4'-4"	5 1/4"	
C401	*	10'-8"	2'-7"	2'-7"	2"	
C901	32	**			Str.	
C902	32	***			Str.	
F401	66	3'-6"			Str.	
F501	68	8'-8"	7'-6"	5"	3 3/4"	
F601	60	9'-10"	8'-6"	6"	4 1/2"	
F901	64	8'-0"	1'-7"	6'-8"	9"	
W401	44	19'-0"			Str.	
W402	22	15'-2"	7'-0"	2'-1"	2'-0"	
W403	132	12'-2"			Str.	
W404	22	14'-1"			Str.	
W701	16	25'-8"			Str.	
W702	8	14'-1"			Str.	
W703	4	9'-2"	4'-0"	2'-1"	1'-11 1/2"	

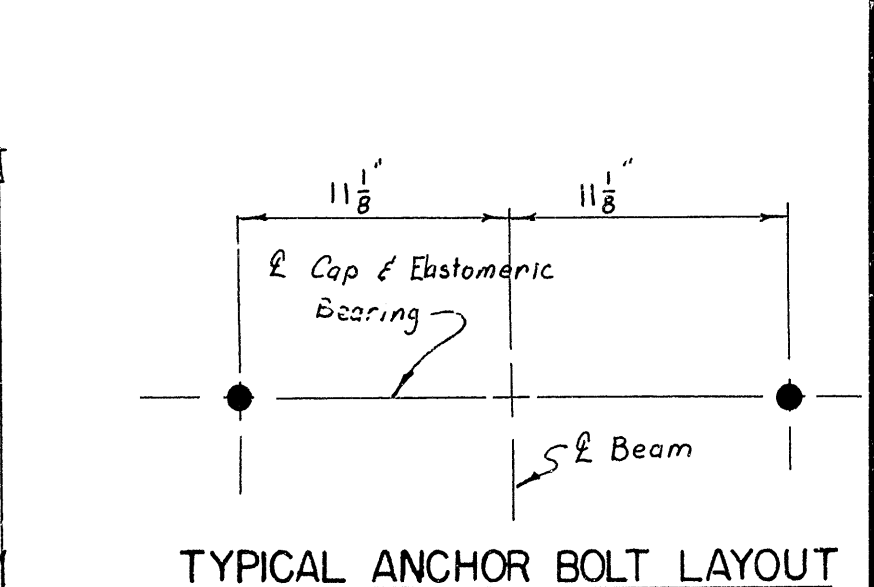
* = 100 for Bent No. 3; 104 for Bent No. 4
 ** = 28'-6" for Bent No. 3; 29'-6" for Bent No. 4
 *** = 28'-10" for Bt. 3; 29'-10" for Bt. 4



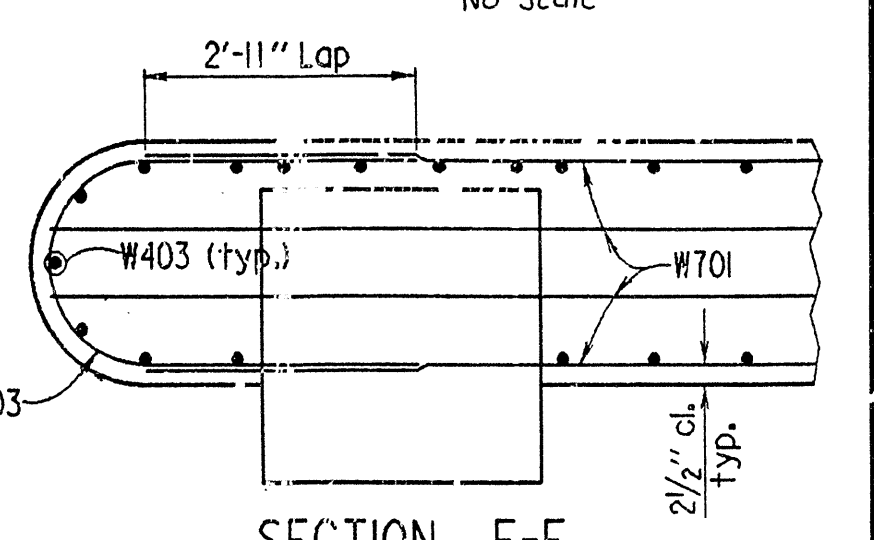
SECTION D-D
Scale: 1/4" = 1'-0"



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



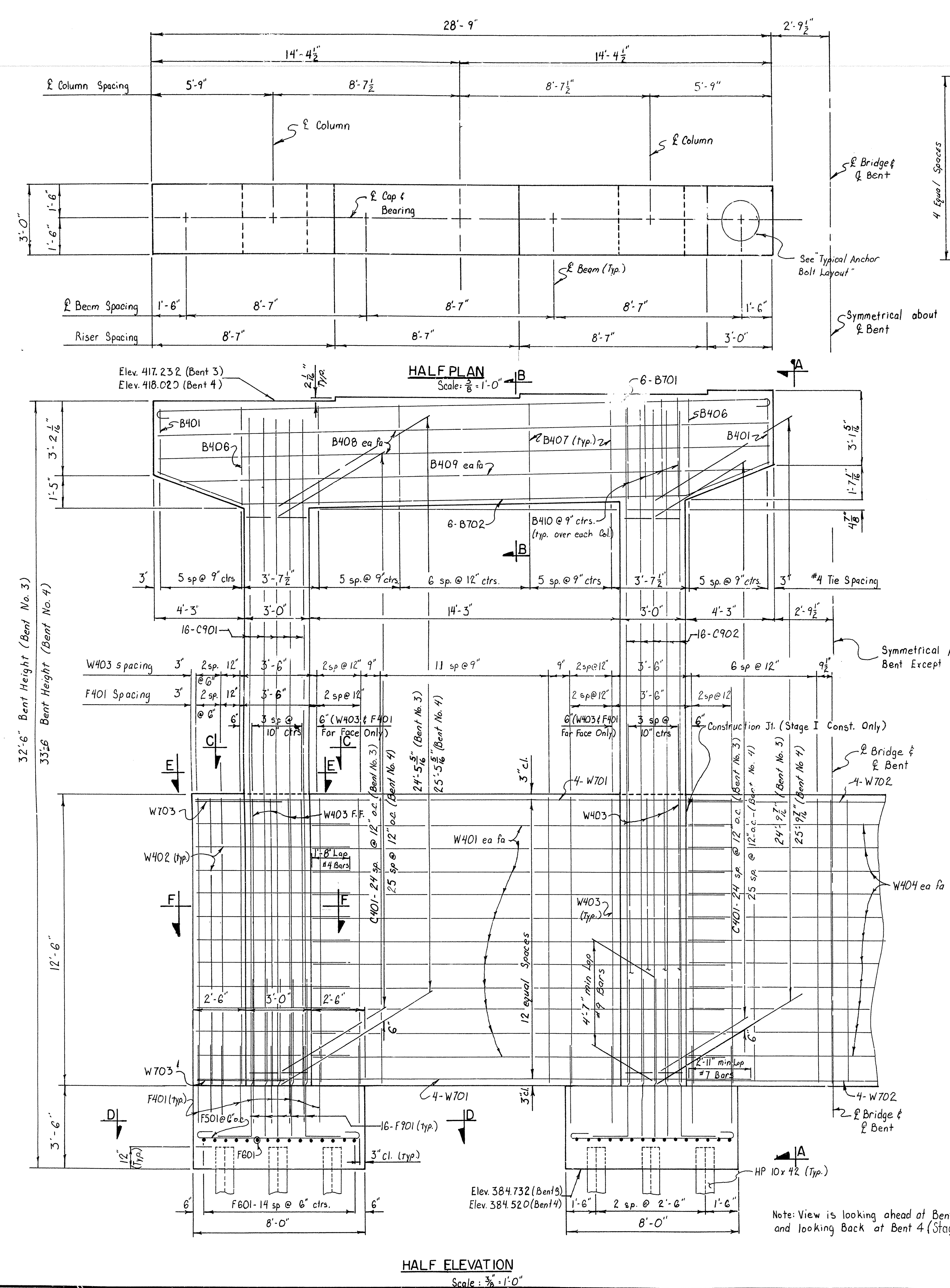
No Scale



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

DETAILS OF
INTERMEDIATE BENTS
NO. 3 & 4

ROUTE 183 SEC. I
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CSL DATE: 12/16/91
 CHECKED BY: KMG DATE: 12 Mar 92
 DESIGNED BY: CSL DATE: Oct. 91
 SCALE: AS SHOWN
 BRIDGE NO. 6464 DRAWING NO. 32845



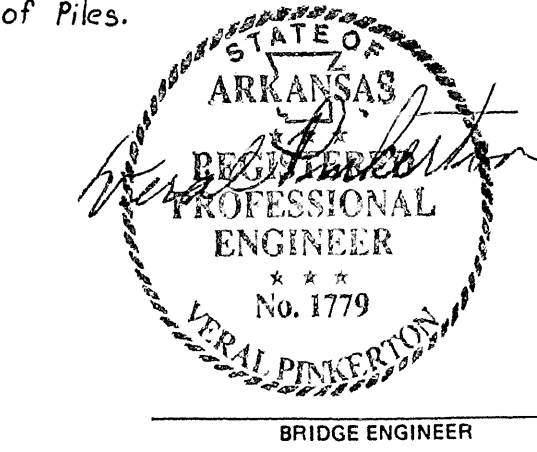
HALF ELEVATION
Scale: 3/8" = 1'-0"

VIEW A-A
Scale: 3/8" = 1'-0"

Note: View is looking ahead at Bent 3 (Stage I Const.) and looking back at Bent 4 (Stage II Const.).

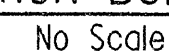
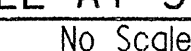
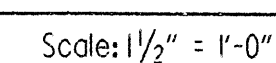
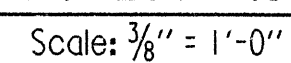
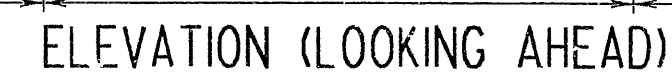
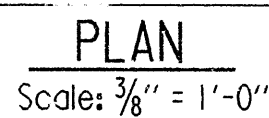
Note: Reinforcing Mat May Rest on Top of Piles.

Note: For General Notes see Dwg. No. 32844



BAR LIST

Note: For Bending Diagrams, see drwg. no. 32843.



ROUTE 183 SEC. 1

LITTLE ROCK, ARK.

CHECKED BY: BB DATE: Aug. 93

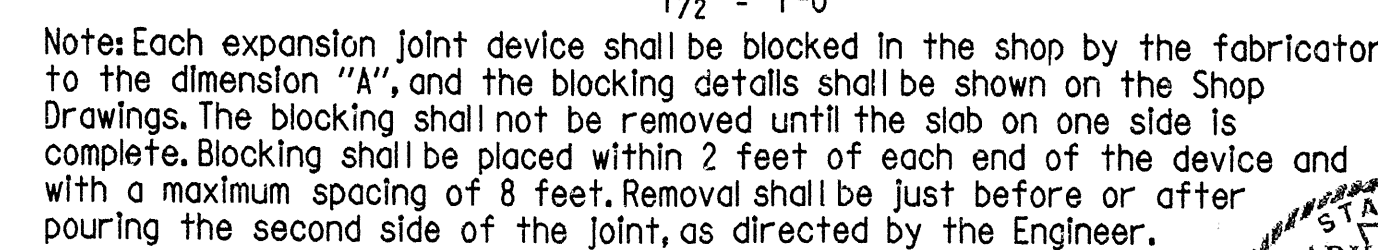
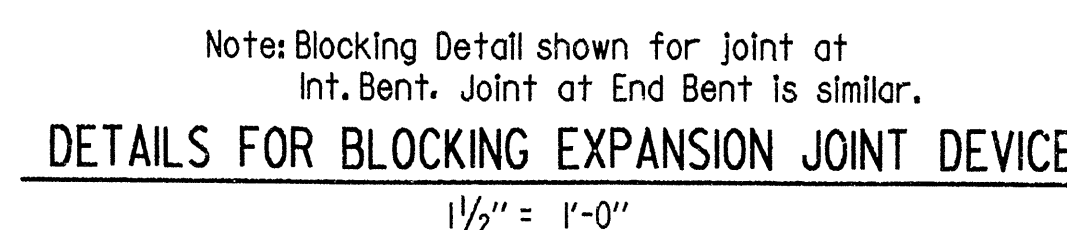
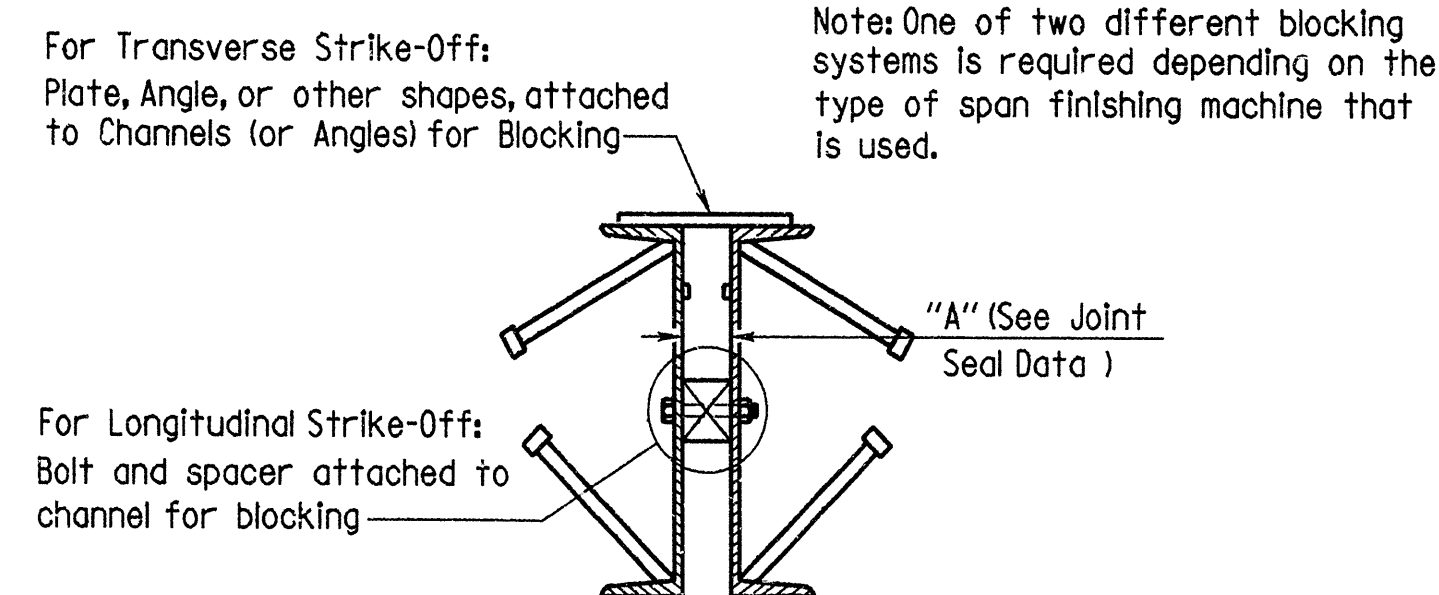
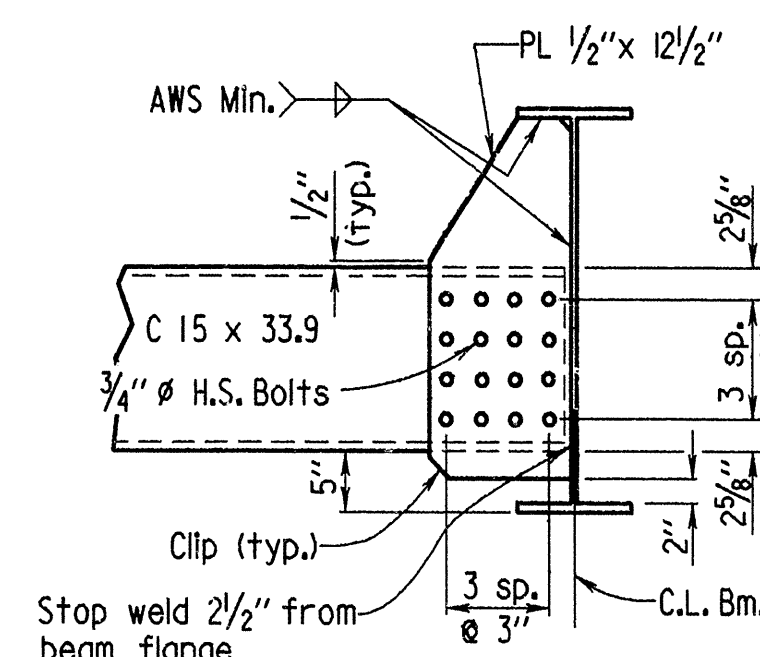
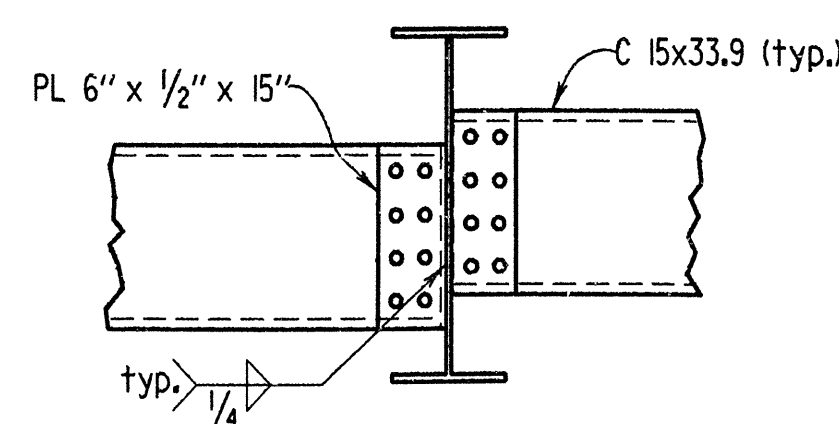
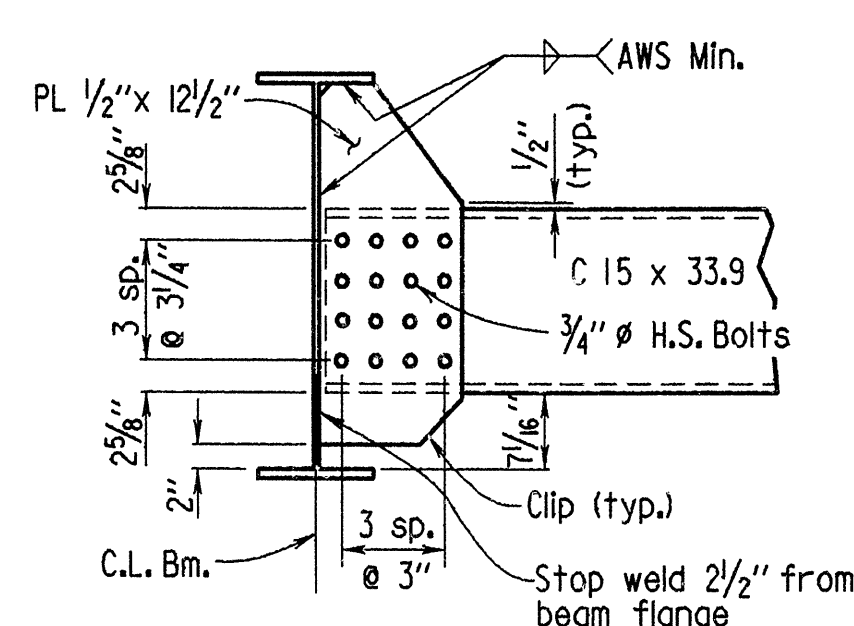
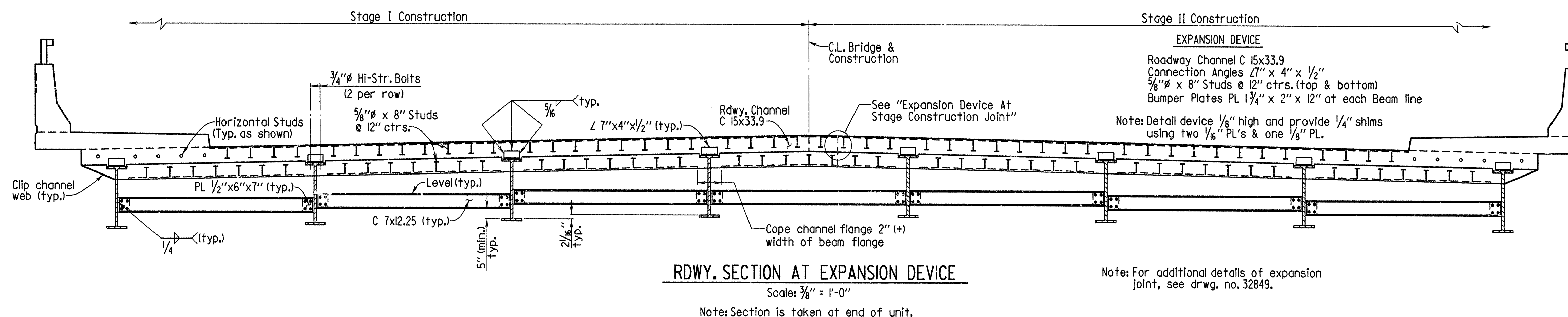
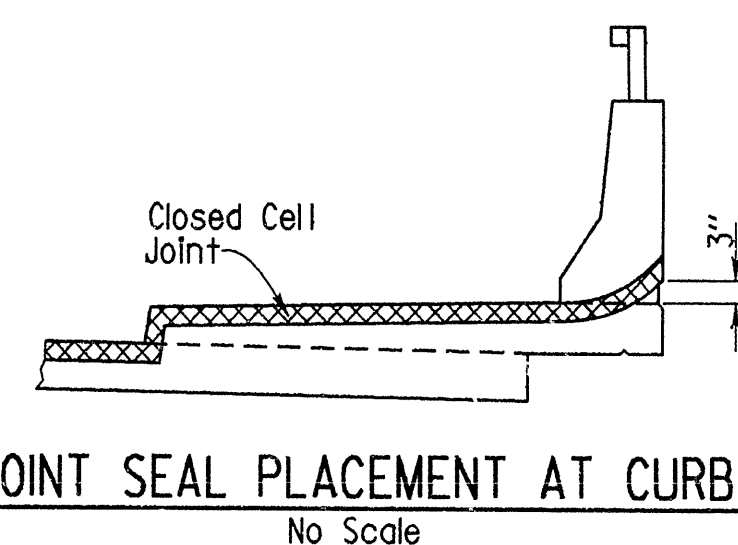
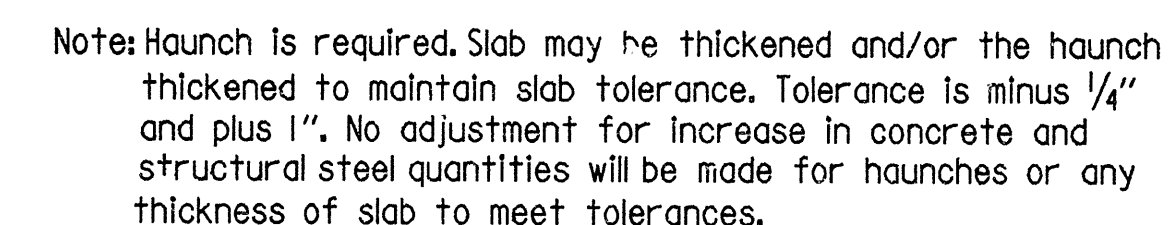
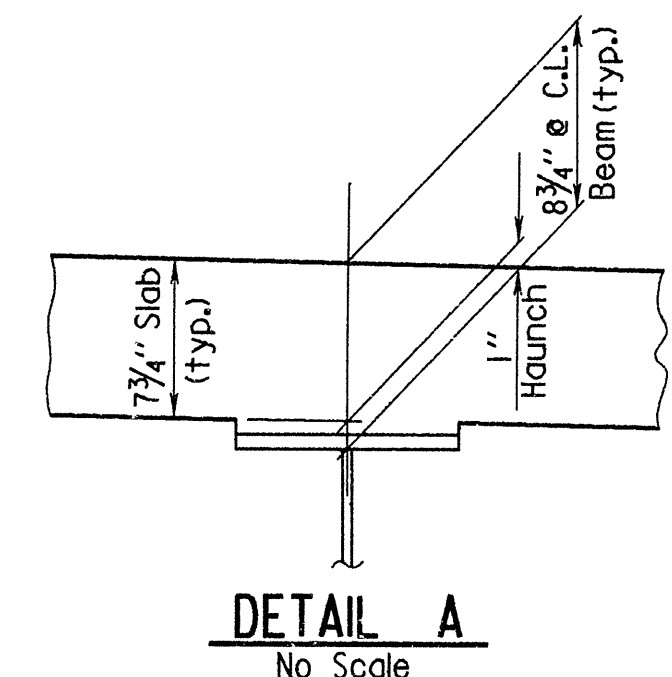
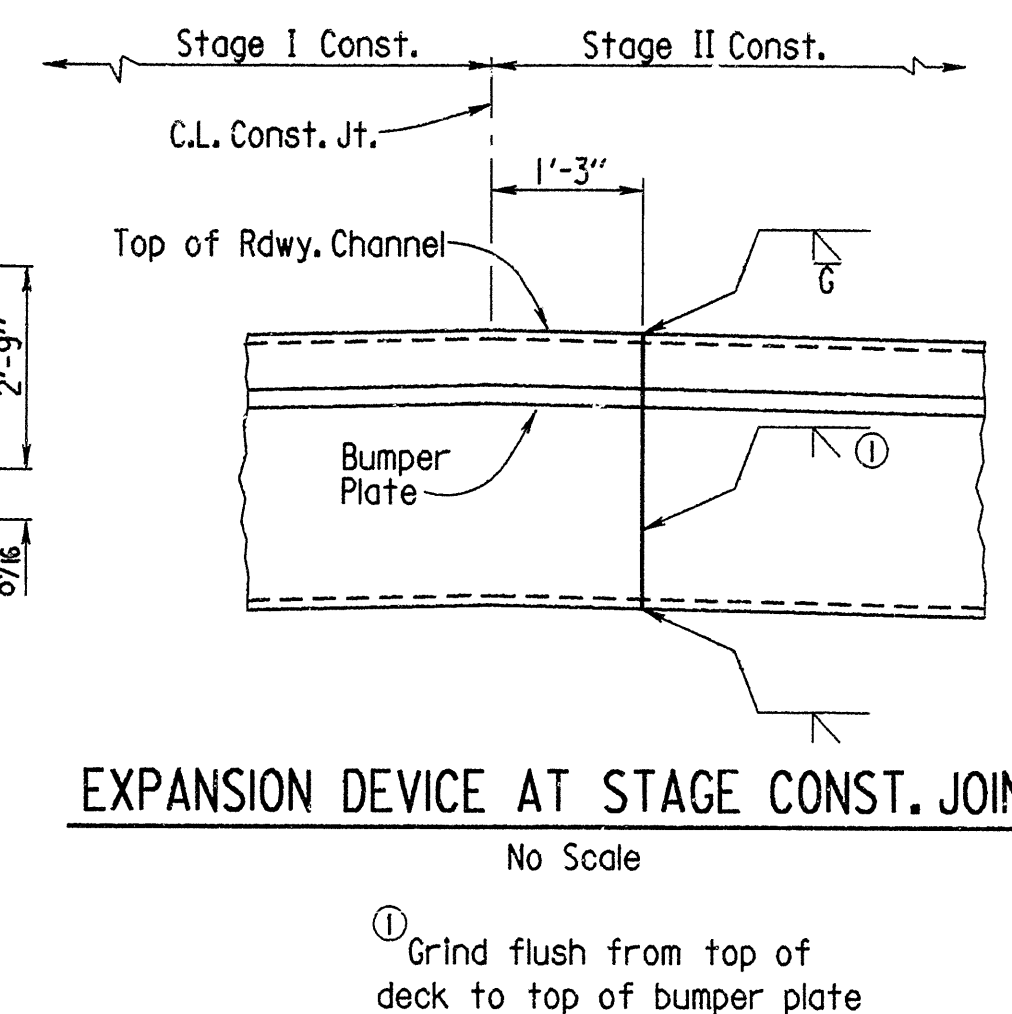
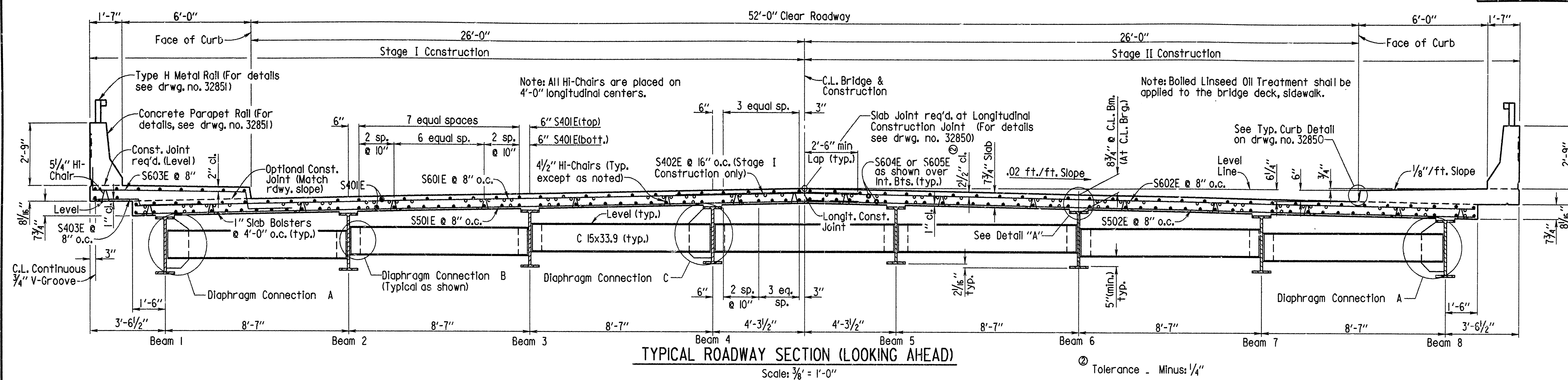
CHECKED BY: BB DATE: Aug 93 SCALE: As Shown

DESIGNED BY: Sm DATE: _____

BRIDGE NO. 6464 DRAWING NO. 32846

DRAWING NO. 32846

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.		060575	24	62



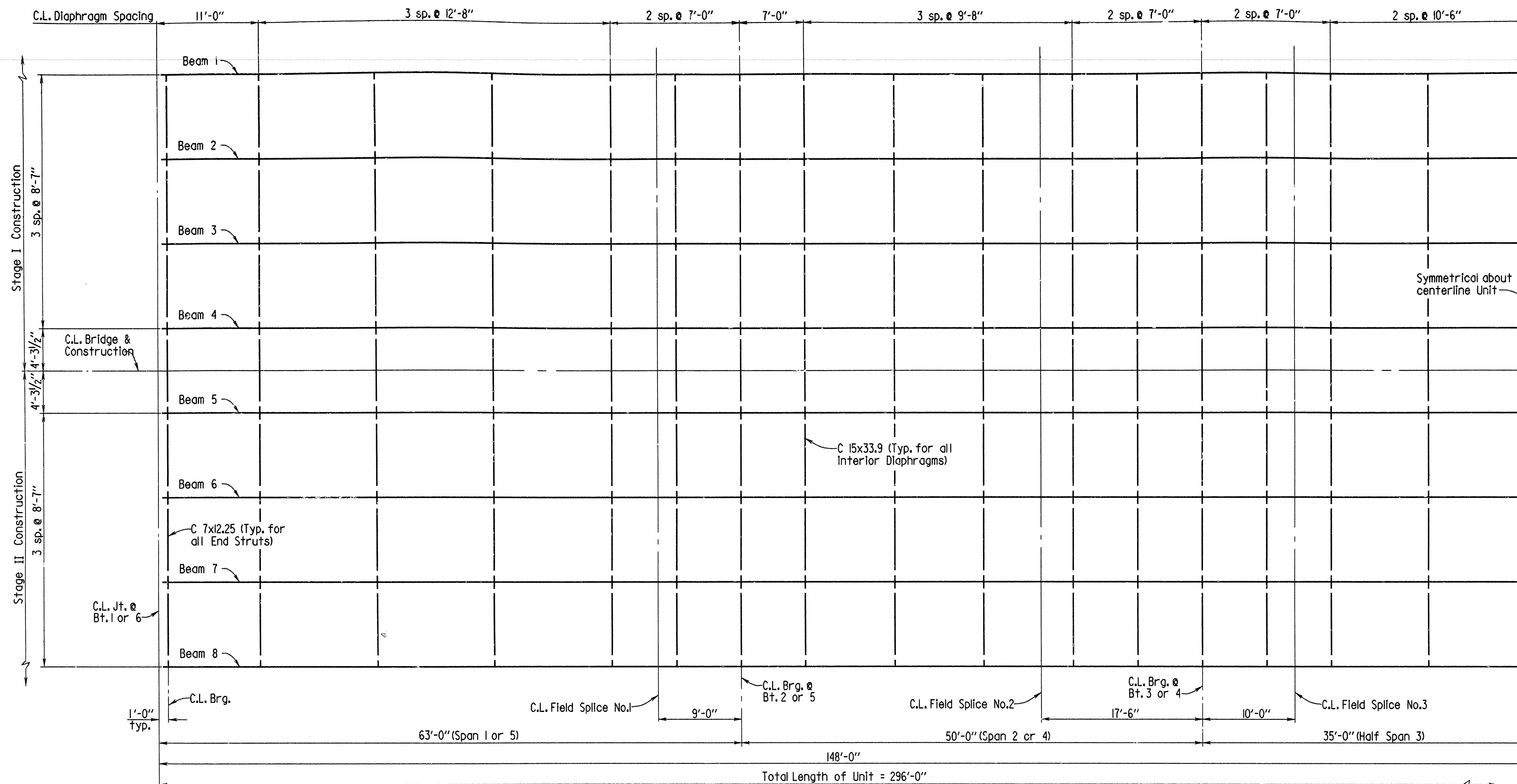
after
er.

STATE OF
ARKANSAS
REGISTERED
PROFESSIONAL
ENGINEER
No. 1779
VERAL P. BERTON
BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 296'-0"
CONTINUOUS COMPOSITE W-BEAM UNIT

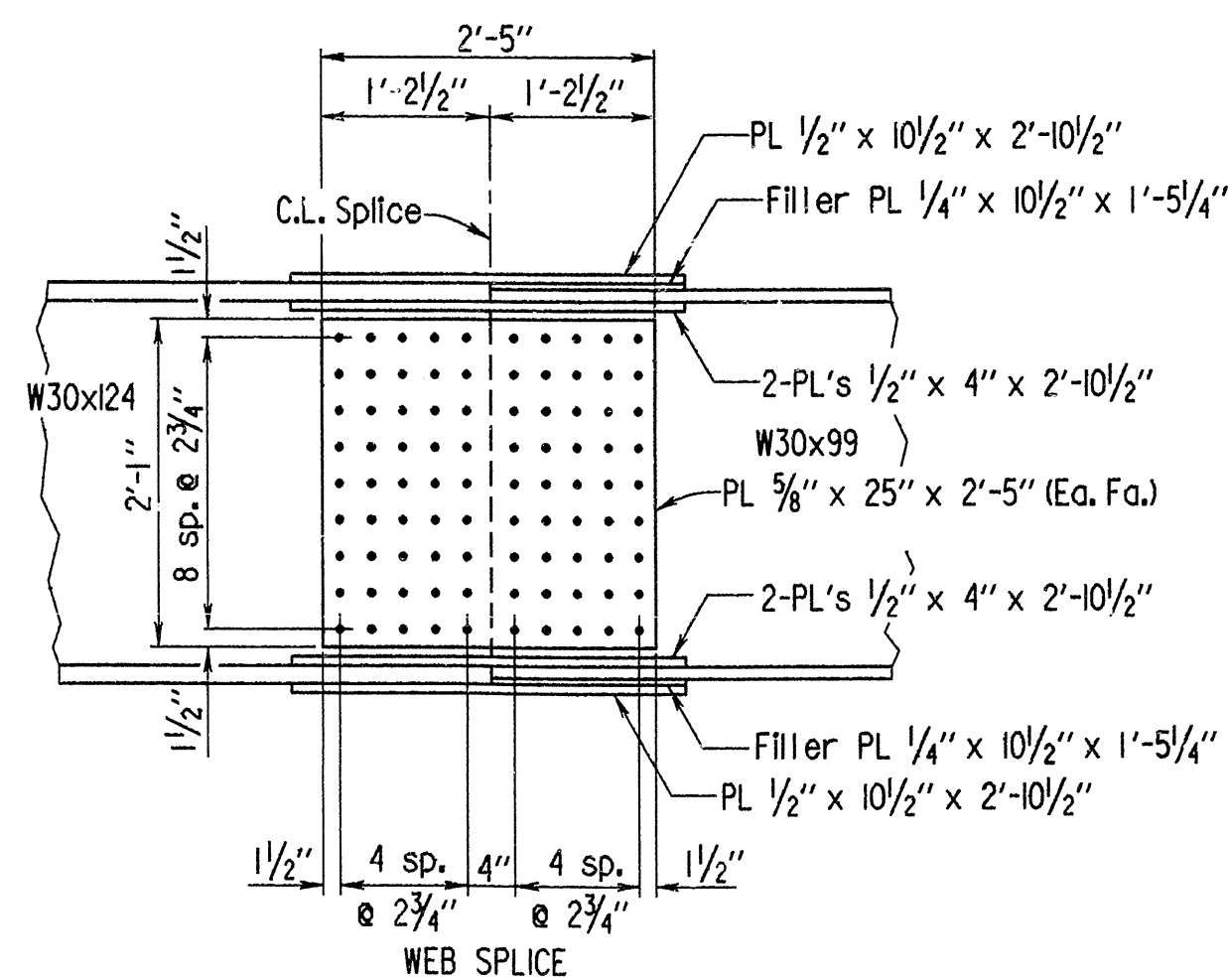
ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: KMG DATE: 21 Jan 92
CHECKED BY: RLM DATE: 10-7-92 SCALE: As Shown
DESIGNED BY: CSL DATE: Oct. 91
BRIDGE NO. 6464 DRAWING NO. 32847

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.		060575	25	62
				6464		SPAN DTLS.		32848



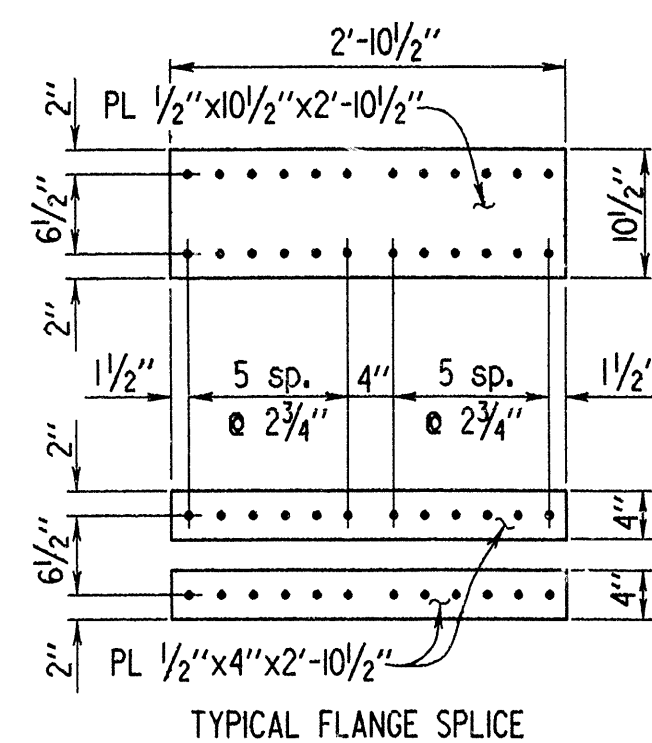
FRAMING PLAN

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

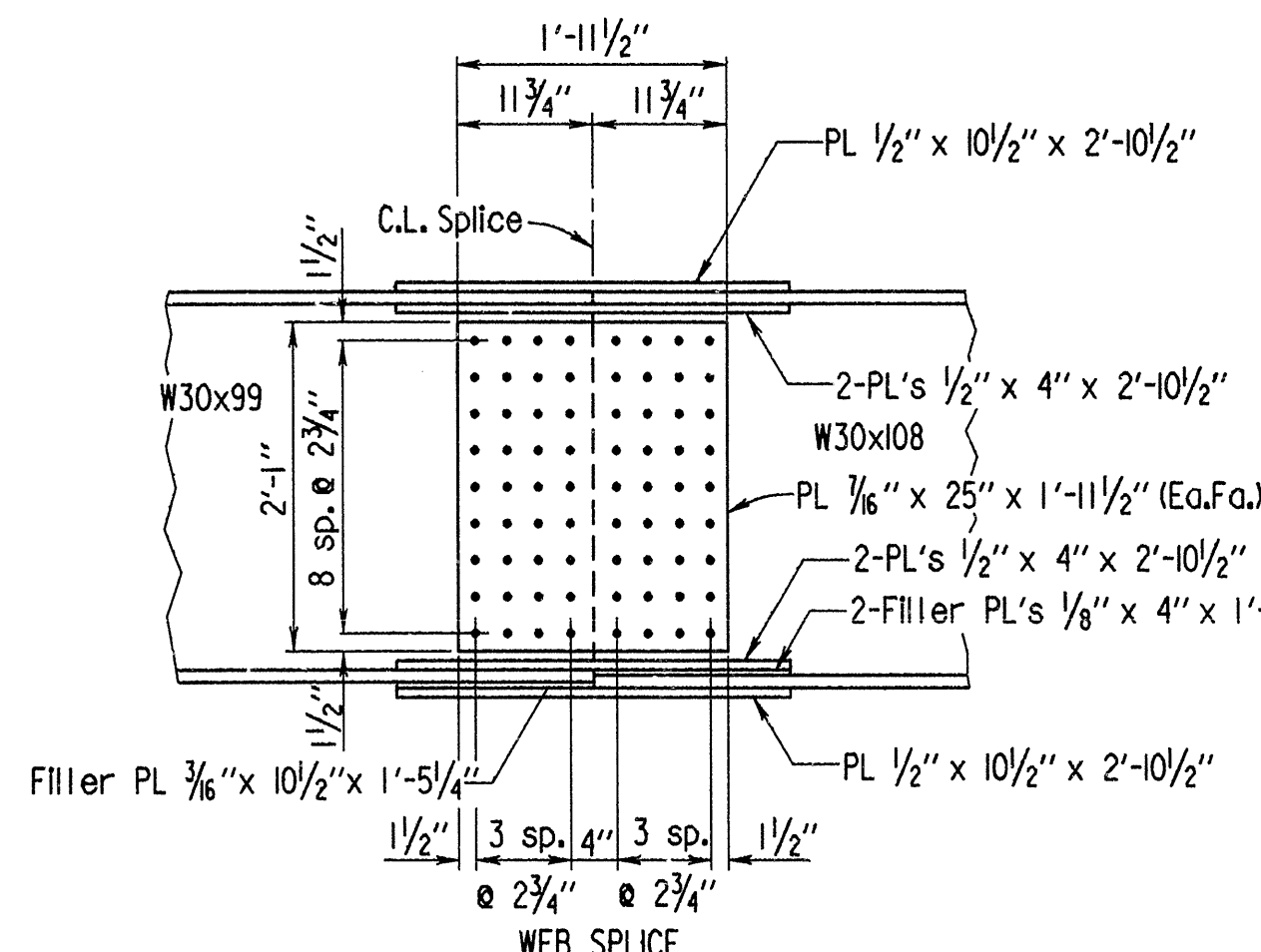


DETAILS OF FIELD SPICE NO. 1

Scale: 3/4" = 1'-0"

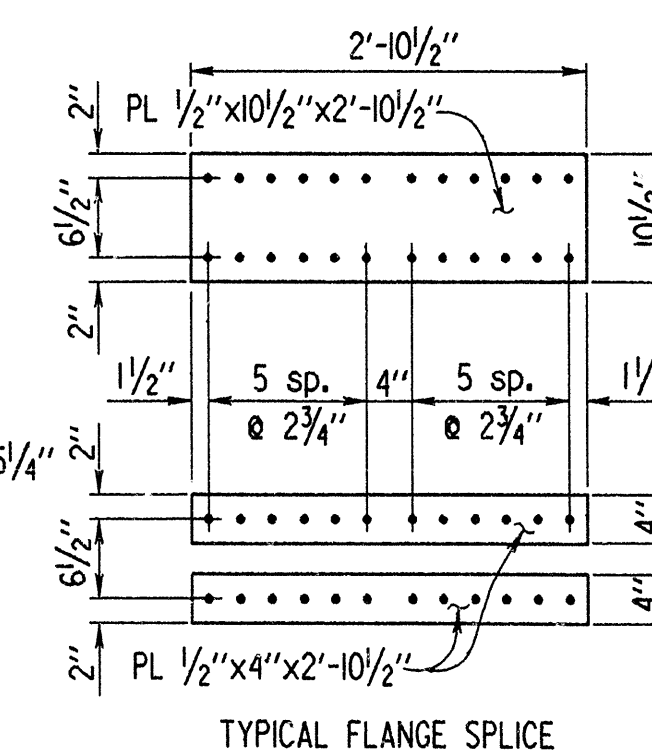


TYPICAL FLANGE SPICE

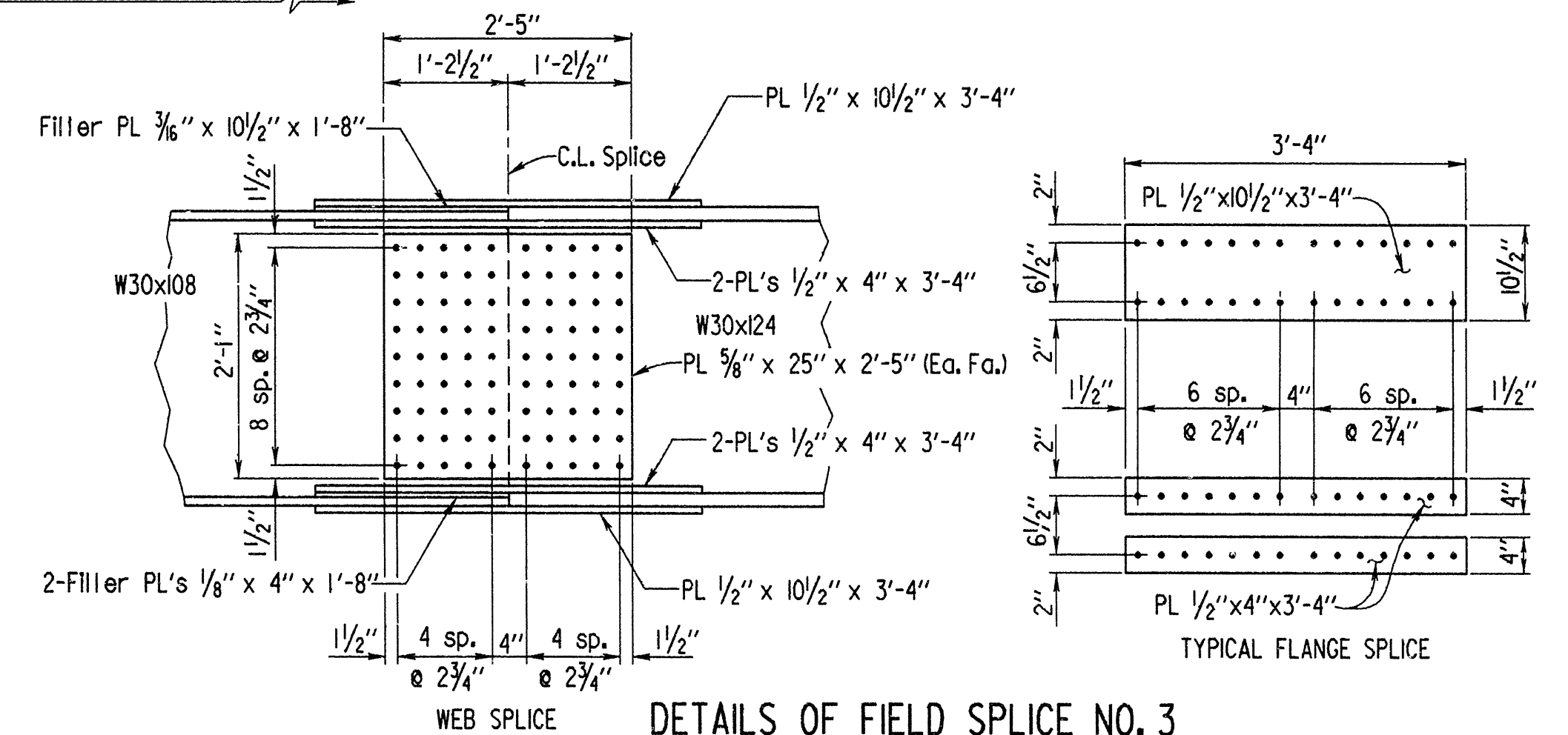


DETAILS OF FIELD SPICE NO. 2

Scale: 3/4" = 1'-0"



TYPICAL FLANGE SPICE



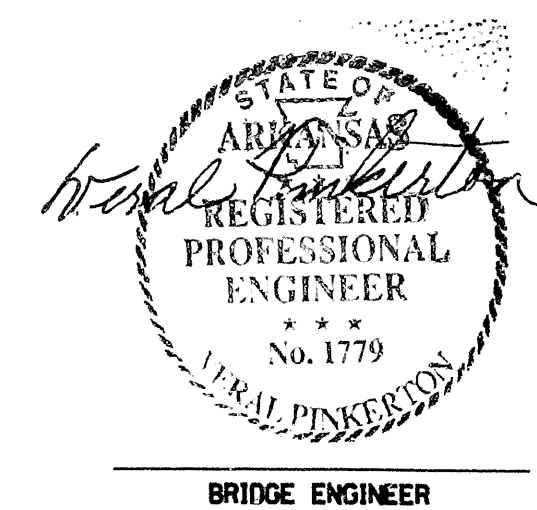
DETAILS OF FIELD SPICE NO. 3

Scale: 3/4" = 1'-0"

SHEET 2 OF 6
DETAILS OF 296'-0"
CONTINUOUS COMPOSITE W-BEAM UNIT

ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 21 Jan 92
CHECKED BY: J. H. M. DATE: 4-18-92
DESIGNED BY: CSL DATE: Oct. 91
BRIDGE NO. 6464 DRAWING NO. 32848



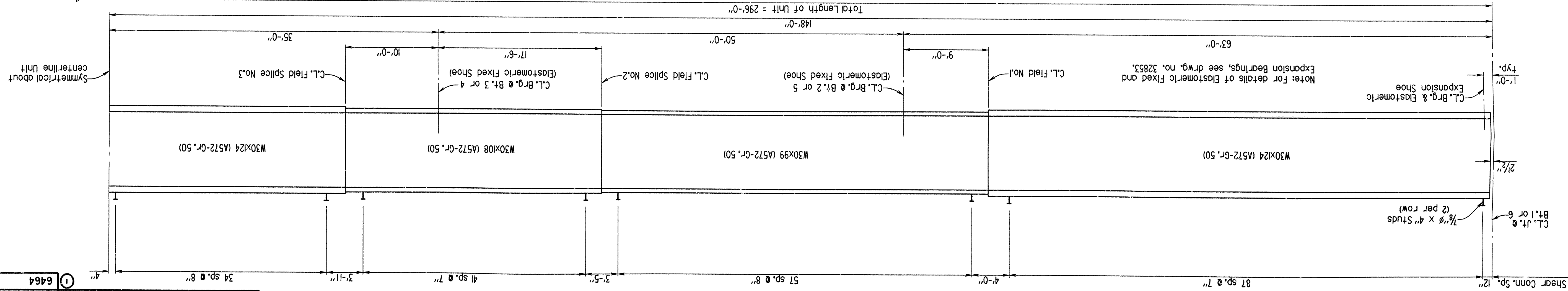
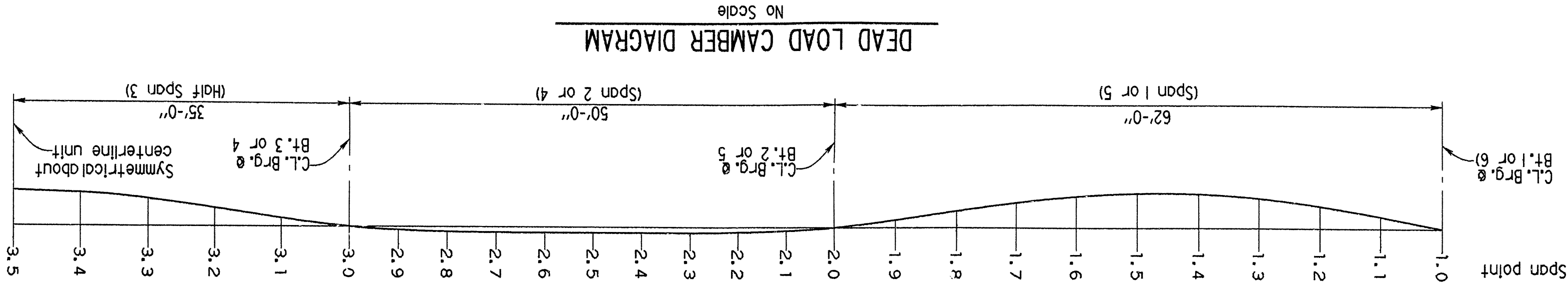
[illegible]

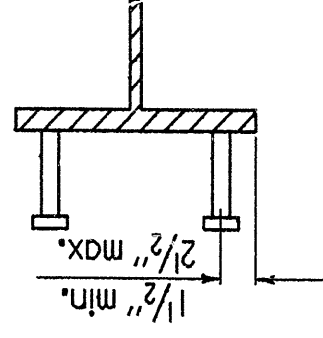
TABLE OF DEFLECTIONS (INCHES)

Camber for Dead Load Deflection plus Vertical curve $\pm 1/4"$ tolerance.
Negative sign (-) indicates upward deflection.

Point of Deflection	Span	1 or 5										2 or 4										Half Span 3					
		1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9		3.0	3.1	3.2	3.3	3.4
Structural Steel	Beam 1 or 8	0.000	0.063	0.118	0.159	0.182	0.185	0.169	0.136	0.092	0.042	0.000	-0.022	-0.034	-0.040	-0.042	-0.043	-0.042	-0.038	-0.032	-0.020	0.000	0.046	0.100	0.148	0.179	0.190
	Beam 1 or 8 + Slab	0.000	0.460	0.859	1.154	1.292	1.316	1.494	1.085	0.644	0.293	0.000	-0.135	-0.218	-0.219	-0.223	-0.242	-0.242	-0.235	-0.190	-0.129	0.000	0.319	0.700	1.049	1.271	1.352
Structural Steel + Slab + Porpoet	Beam 1 or 8	0.000	0.000	0.000	0.000	0.000	0.329	0.723	0.000	0.000	0.000	-0.032	-0.036	-0.042	-0.045	-0.045	-0.045	-0.045	-0.041	-0.034	-0.022	0.000	0.360	0.789	1.180	1.432	1.523
	Beam 1 or 8 + Slab + Porpoet	0.000	0.515	0.962	1.292	1.474	1.494	1.357	1.085	0.644	0.329	0.000	-0.150	-0.240	-0.242	-0.242	-0.242	-0.242	-0.235	-0.210	-0.144	0.000	0.360	0.789	1.180	1.432	1.523
Structural Steel	Beams 2-7	0.000	0.068	0.127	0.172	0.196	0.199	0.182	0.146	0.098	0.045	0.000	-0.032	-0.036	-0.042	-0.045	-0.045	-0.045	-0.041	-0.034	-0.022	0.000	0.049	0.106	0.158	0.191	0.203
	Beams 2-7 + Slab	0.000	0.448	0.837	1.125	1.282	1.299	1.180	0.943	0.628	0.285	0.000	-0.132	-0.193	-0.215	-0.218	-0.218	-0.217	-0.209	-0.185	-0.125	0.000	0.311	0.682	1.021	1.237	1.316
Structural Steel + Slab + Porpoet	Beams 2-5	0.000	0.457	0.854	1.217	1.309	1.326	1.204	0.963	0.641	0.291	0.000	-0.134	-0.196	-0.218	-0.222	-0.221	-0.220	-0.213	-0.189	-0.128	0.000	0.318	0.696	1.043	1.264	1.344
	Beams 6 or 7	0.000	0.485	0.906	1.217	1.388	1.407	1.278	0.963	0.680	0.309	0.000	-0.142	-0.206	-0.228	-0.231	-0.231	-0.230	-0.223	-0.199	-0.135	0.000	0.338	0.741	1.109	1.344	1.430



DEAD LOAD CAMBER DIAGRAM



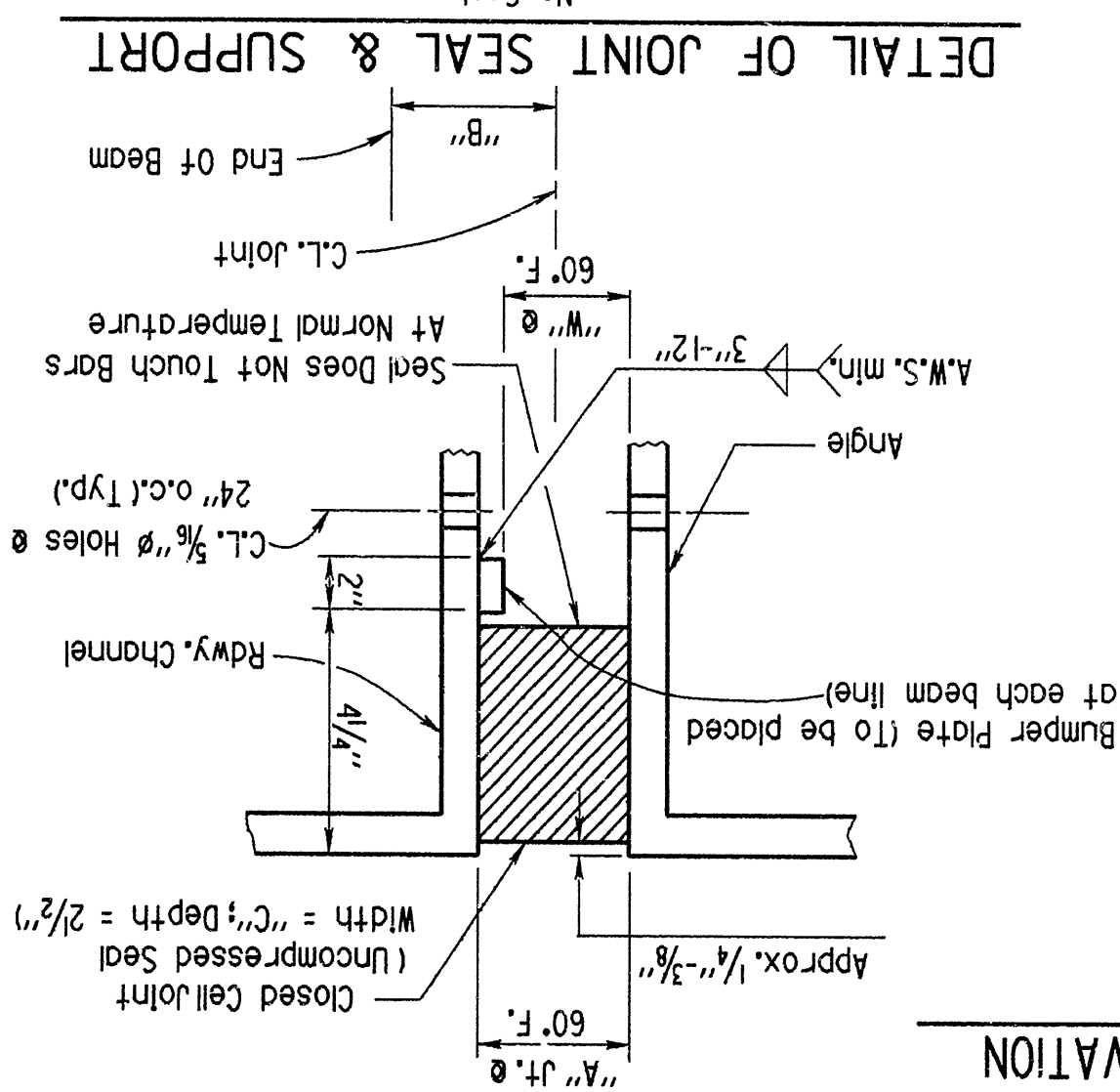
Stud Shear Connectors shown shall be $\frac{1}{8}'' \times 4''$ automatically and welded to the beam flange, and granular flux filled, solid fluxed or argon, in accordance with the recommendations of the Manufacturer. $\frac{3}{4}''$ studs may be used in place of the $\frac{1}{8}'' \times \frac{3}{4}''$ studs shown, at the ratio of 1.35:1. $\frac{1}{8}'' \times \frac{3}{4}''$ studs in place of one $\frac{1}{8}'' \times \frac{3}{4}''$ stud. $\frac{1}{8}'' \times \frac{3}{4}''$ studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = $24''$.

SHEAR CONNECTOR DETAIL

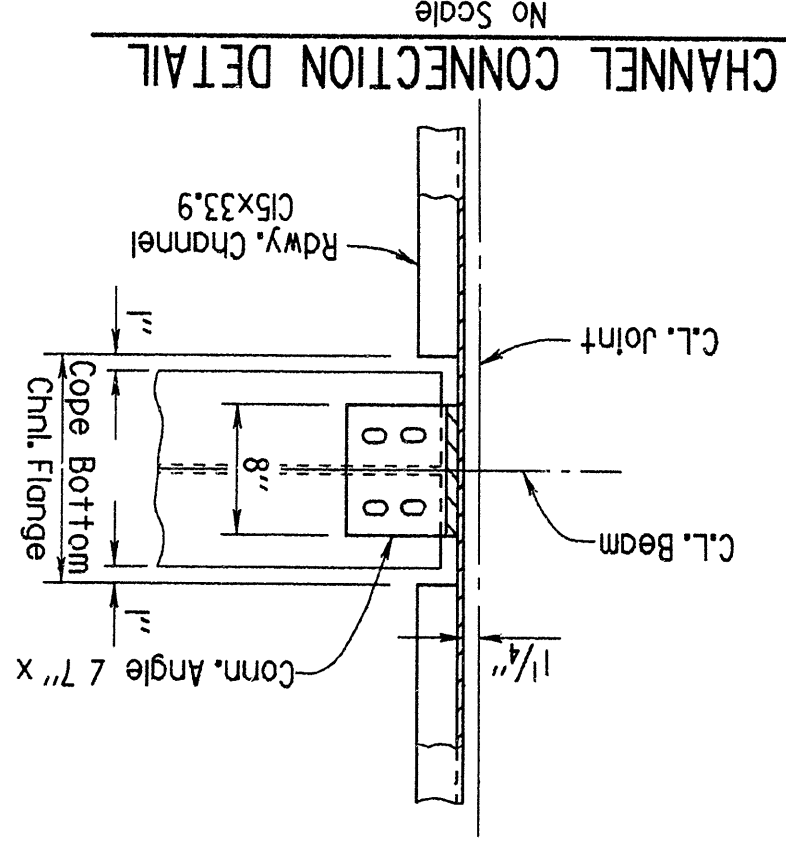
"A" Joint Width	"B" Perpendicular to Joint	"C" Uncompressed Seal Width	"W" Width Between Plates	Bumper Plate Size
2 1/2"	2 1/2" +	3 1/2"	3/4"	1 3/4" x 2" x 12"

JOINT SEAL DATA

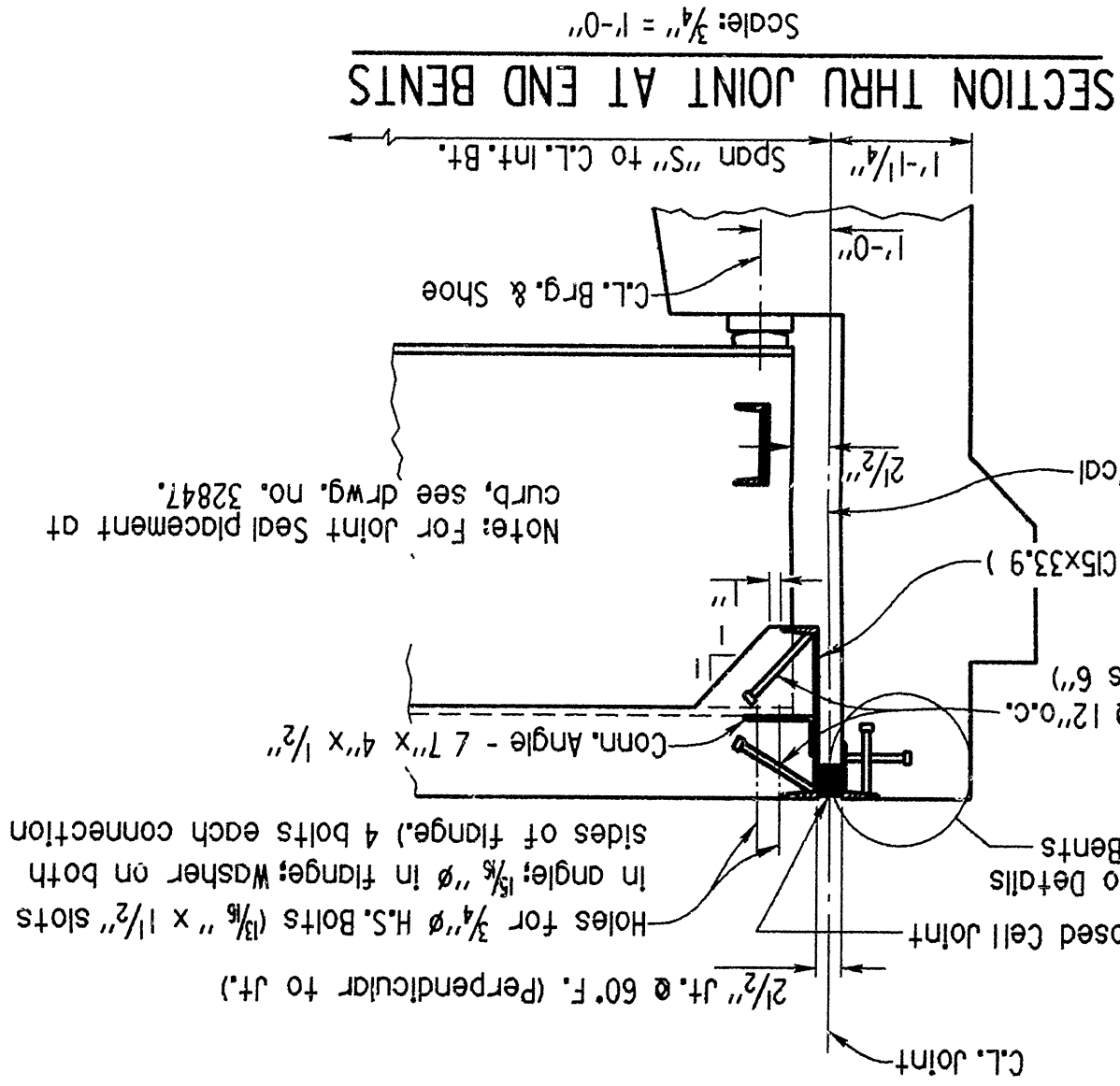
Note: Channel & Angle surfaces must be sandblasted to SSPC-PC10 finish immediately before installation of bonding agent.



TYPICAL BEAM ELEVATION



CHANNEL CONNECTION DETAIL



SECTION THRU JOINT AT END BENTS

Scale: $\frac{3}{4}'' = 1'-0''$

1 1/4" — Conn. Angle 7 7" x 4" x 1/2"

NO SCALE

SHEET 3 OF 6
DETAILS OF 2967-1

CONTINUOUS COMPOSITE W-BEAM UNIT

ROUTE 183 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

DRAWN BY: KMG DATE: 21 Jan 92

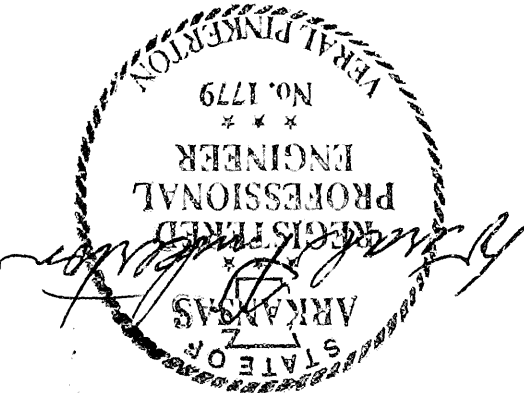
76-80-60 DATE: 11/8/80 CHECKED BY: [Signature]

SCALE: AS SHOWN

BRIDGE NO. 6464 DRAWING NO. 32849

BRIDGE NO. 6464

BRIDGE ENGINEER

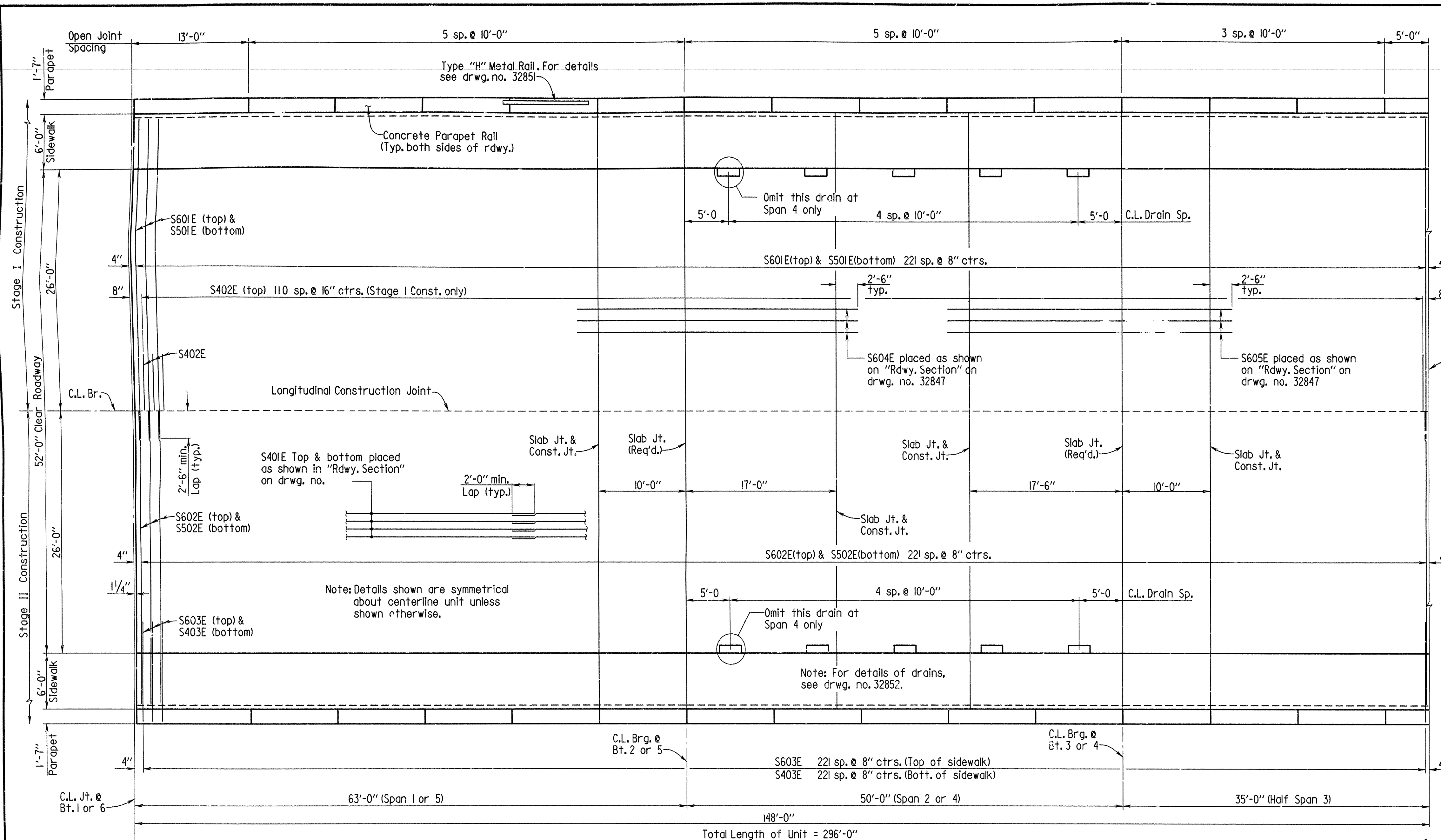


AS SHOWN

860575.S13

(1,550,3001,60375)KMGES10

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.		O60575	27	62
				6464		SPAN DTLS.		32850



C.L. 1/4" x 1" Type 6 Poured Synthetic Polymer Joint in slab (To be paid for as Class S(AE) Concrete). If slab joints are to be sawed, they shall be sawed before any vehicular traffic is allowed on the unit. See subsection 501.03(h) and 501.04(i) for material and construction specifications. See "Reinforcing Plan" for location of joints.

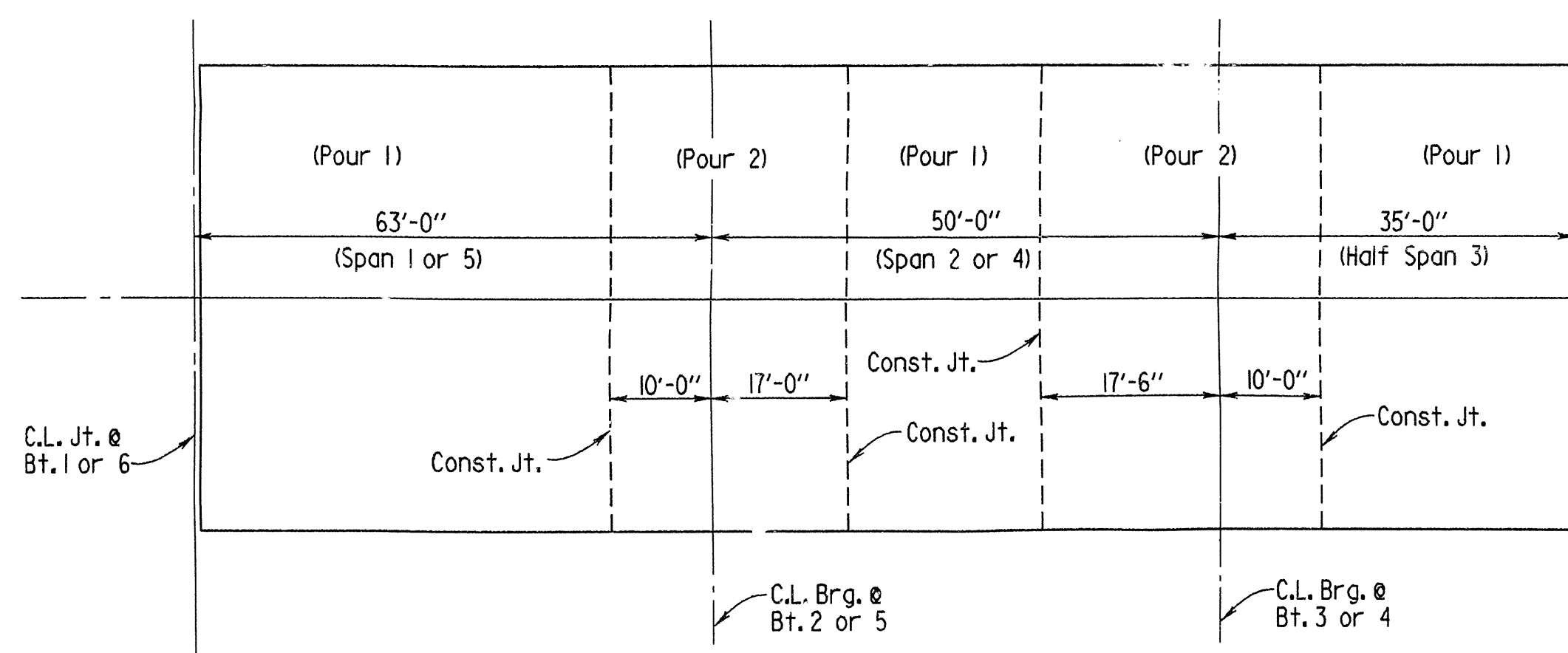
SLAB JOINT DETAIL

No Scale

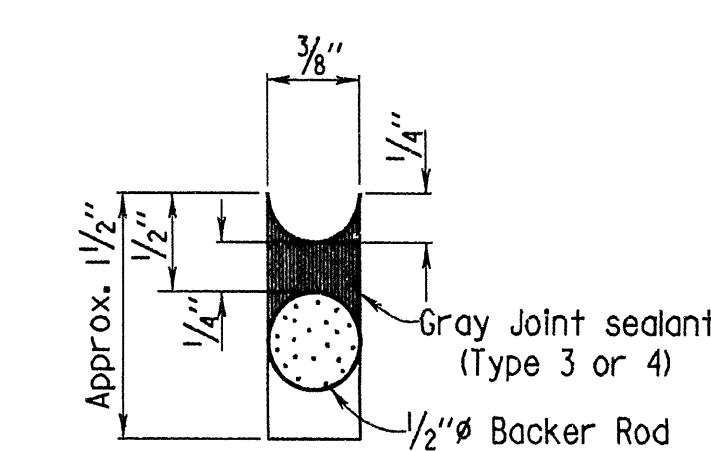
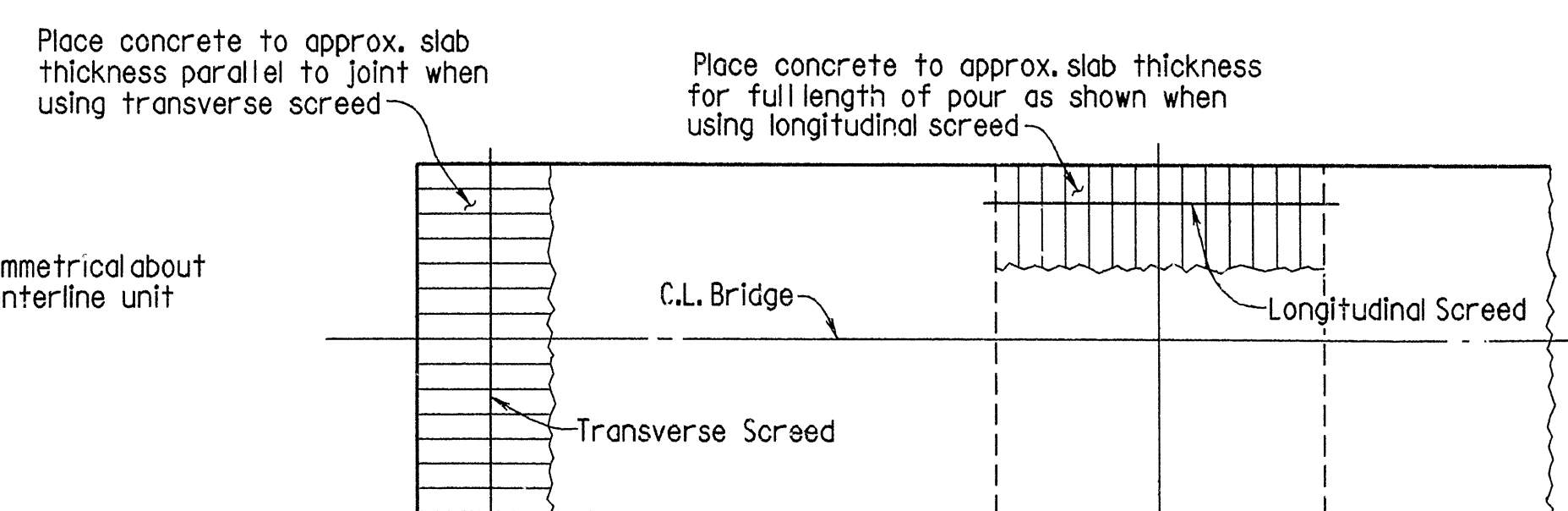
BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS
S401E	1296	38'-9"	Str.	Dimensions are out to out of bars.
S402E	222	5'-5"	Str.	
S403E	888	4'-4"	2"	
S501E	444	33'-11"	Str.	
S502E	444	31'-5"	Str.	
S601E	444	33'-11"	Str.	
S602E	444	31'-5"	Str.	
S603E	888	11'-5"	4 1/2"	
S604E	176	32'-0"	Str.	
S605E	176	32'-6"	Str.	
P401E	592	6'-6"	2"	
P402E	592	5'-11"	2"	
P403E	324	9'-7"	Str.	
P404E	24	12'-7"	Str.	
P405E	8	3'-10"	2"	
P406E	12	5'-4"	2"	

Note: All reinforcing to be epoxy coated.

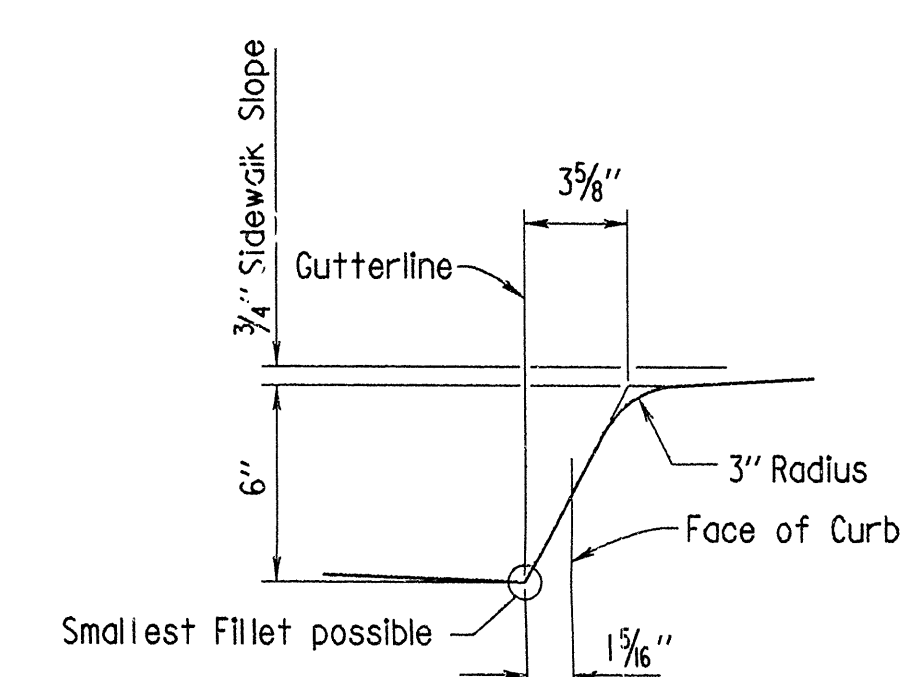


NOTE: Pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. Forty-eight (48) hours shall elapse between the end of a pour and the start of the next pour. Seventy-two (72) hours shall elapse between the end of a pour and the start of an adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Bridge Engineer.



Note: Joint sealant must be gray or other color similar to the color of concrete.

Note: Joint sealant and Backer Rod shall be paid for as "Class S(AE) Concrete".



SHEET 4 OF 6

DETAILS OF 296'-0"

CONTINUOUS COMPOSITE W-BEAM UNIT

ROUTE 183 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

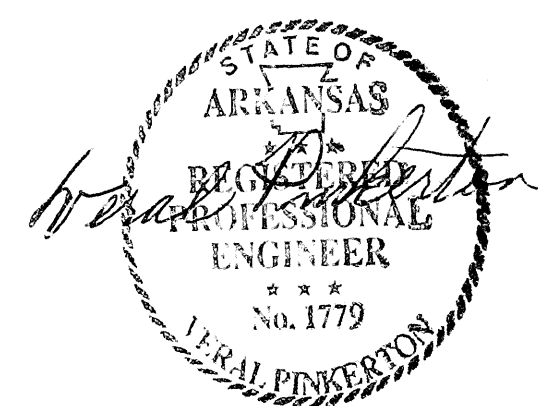
DRAWN BY: KMG DATE: 21 Jan 92

CHECKED BY: JBM DATE: 10-04-92

DESIGNED BY: CSL DATE: Oct. 91

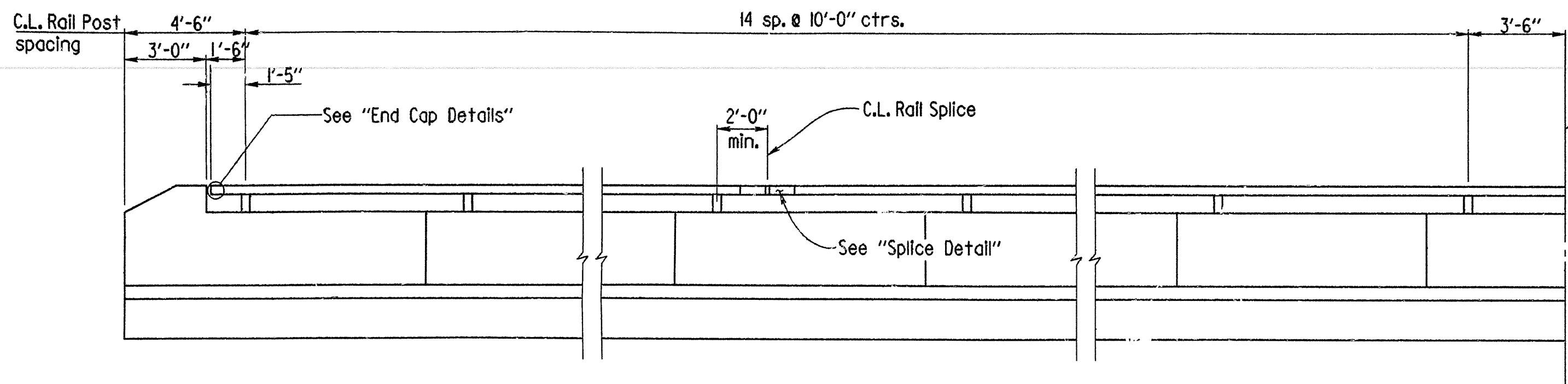
BRIDGE NO. 6464

DRAWING NO. 32850

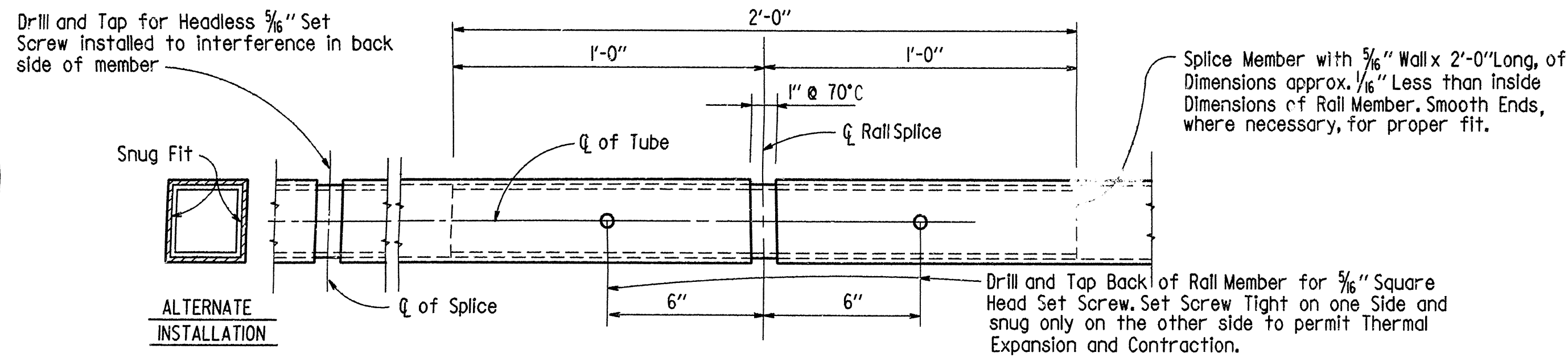


BRIDGE ENGINEER

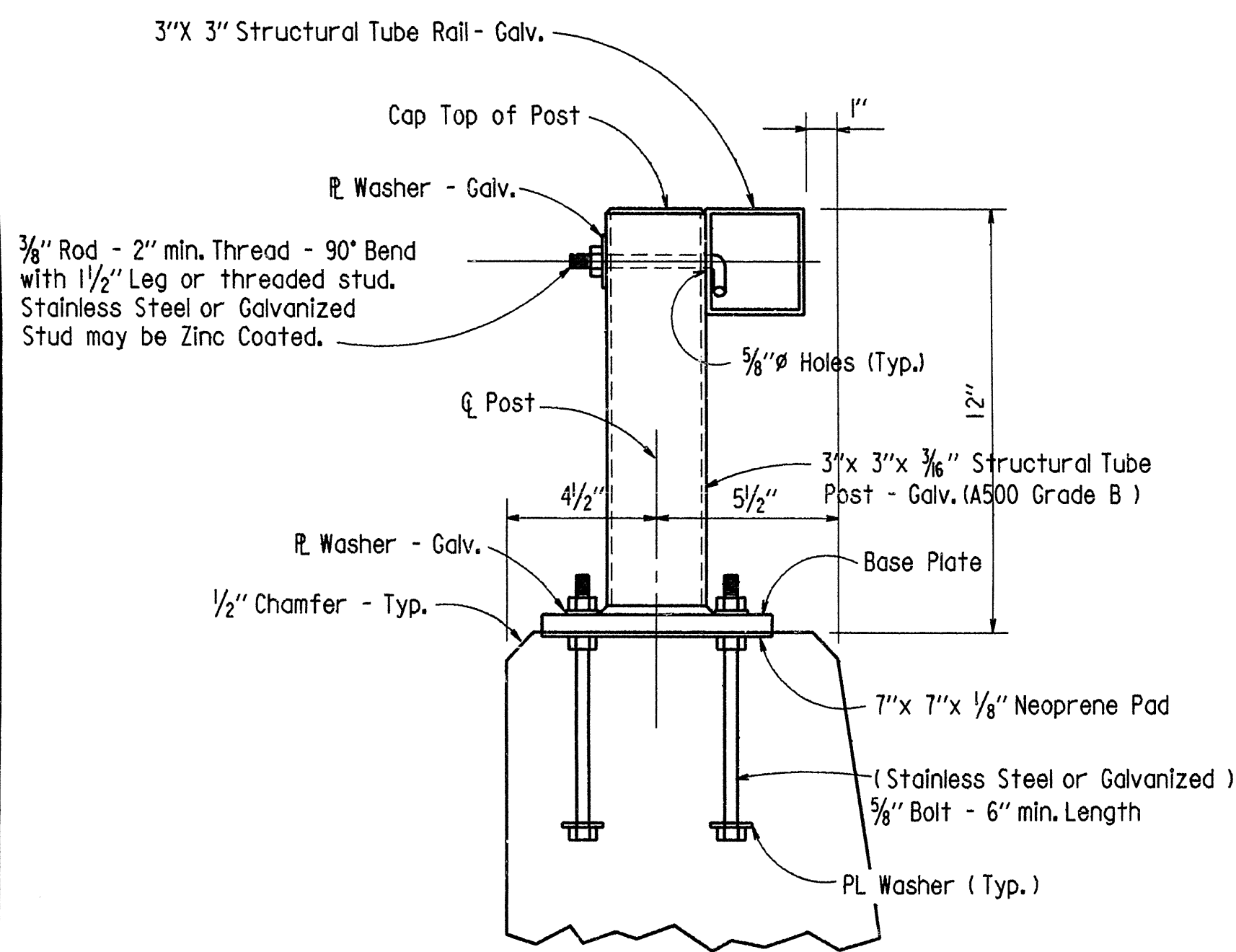
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		060575	28	62
				6464		SPAN DTLS.		32851



RAIL POST SPACING DETAIL
No Scale



DETAILS OF OPTIONAL SPLICE MEMBER
Scale: 3" = 1'-0"



TYPE H RAIL
Scale: 3" = 1'-0"

MATERIALS FOR BRIDGE RAILING

Tubing, Posts, and accessories: ASTM Specification A36 or ASTM A500-Grade B.

Railing End Caps: ASTM Specification A36.

Steel Rail members shall be galvanized in accordance with ASTM Specification A123, after fabrication.

Anchor bolts shall be of stainless steel or high strength steel. Stainless steel anchor bolts shall conform to ASTM A193 or A320-Grade B8 with a minimum yield strength of 80,000 psi. High strength steel anchor bolts shall conform to ASTM A325 or A354-Grade BC galvanized in accordance with ASTM A153.

Splice Set Screws: Stainless steel, ASTM Specifications A193 or A320-Grade B8, or ASTM A36, galvanized.

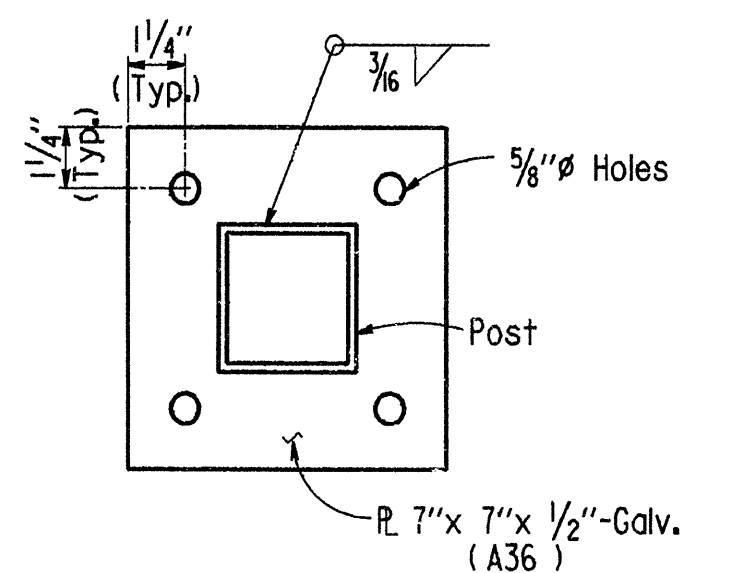
Nuts: Nuts shall conform to ASTM A194-Grade 8 (Stainless steel) or ASTM A325 galvanized in accordance with ASTM A153.

Threads: Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B 1.1.

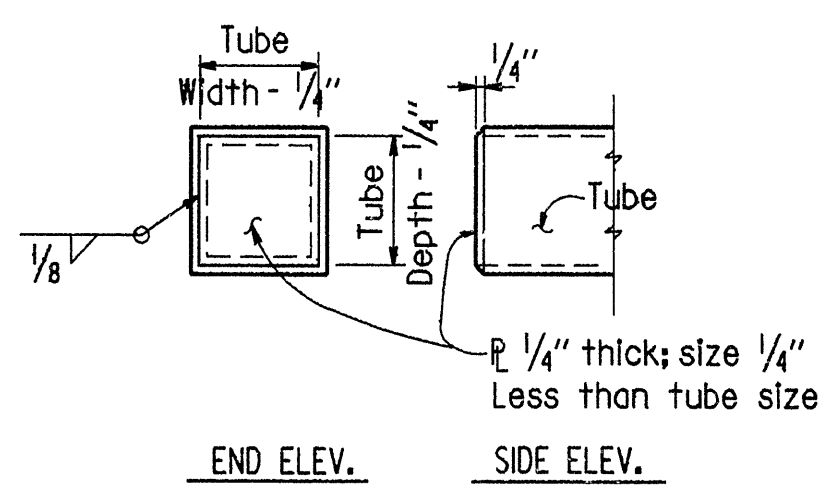
Washers shall be of high strength steel conforming to ASTM A36, galvanized in accordance with ASTM A153, or of stainless steel conforming to ASTM A276 or A167-Type 302.

Bridge railing, including posts and fasteners, shall be paid for at the contract unit price per linear foot bid for "Metal Bridge Railing (Type H)".

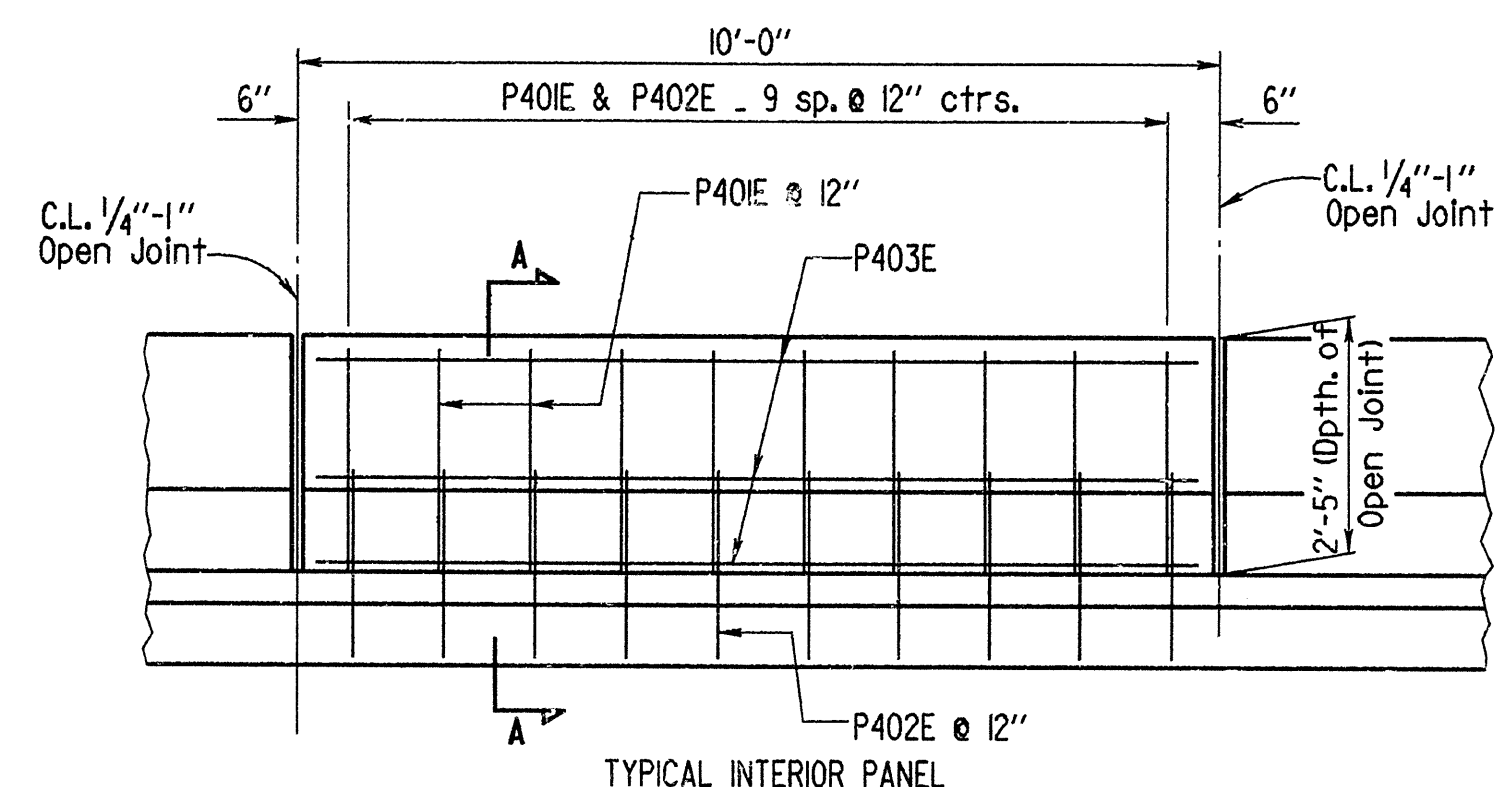
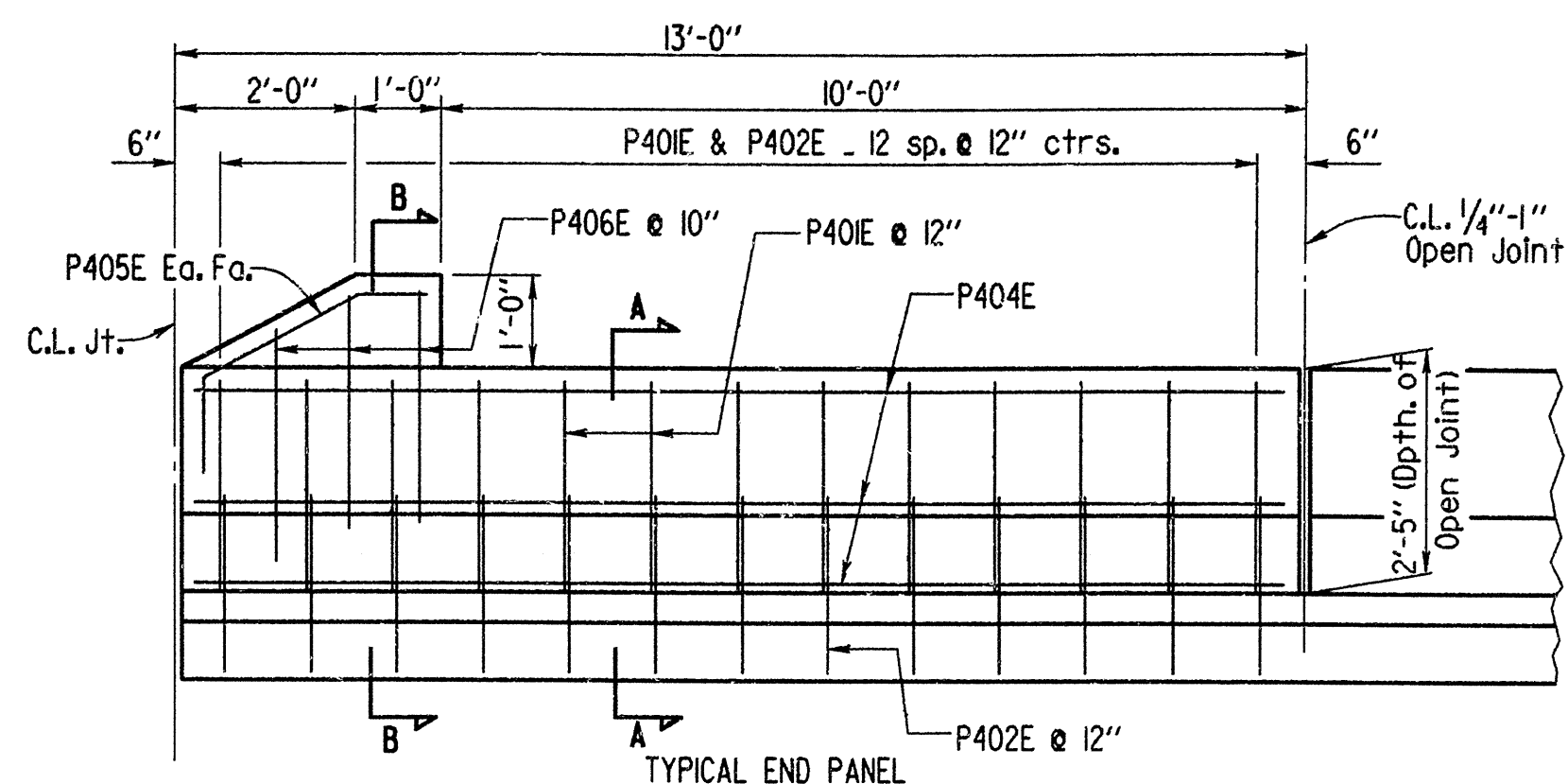
Shop drawings showing details of railing shall be submitted and approval secured before fabrication is begun.



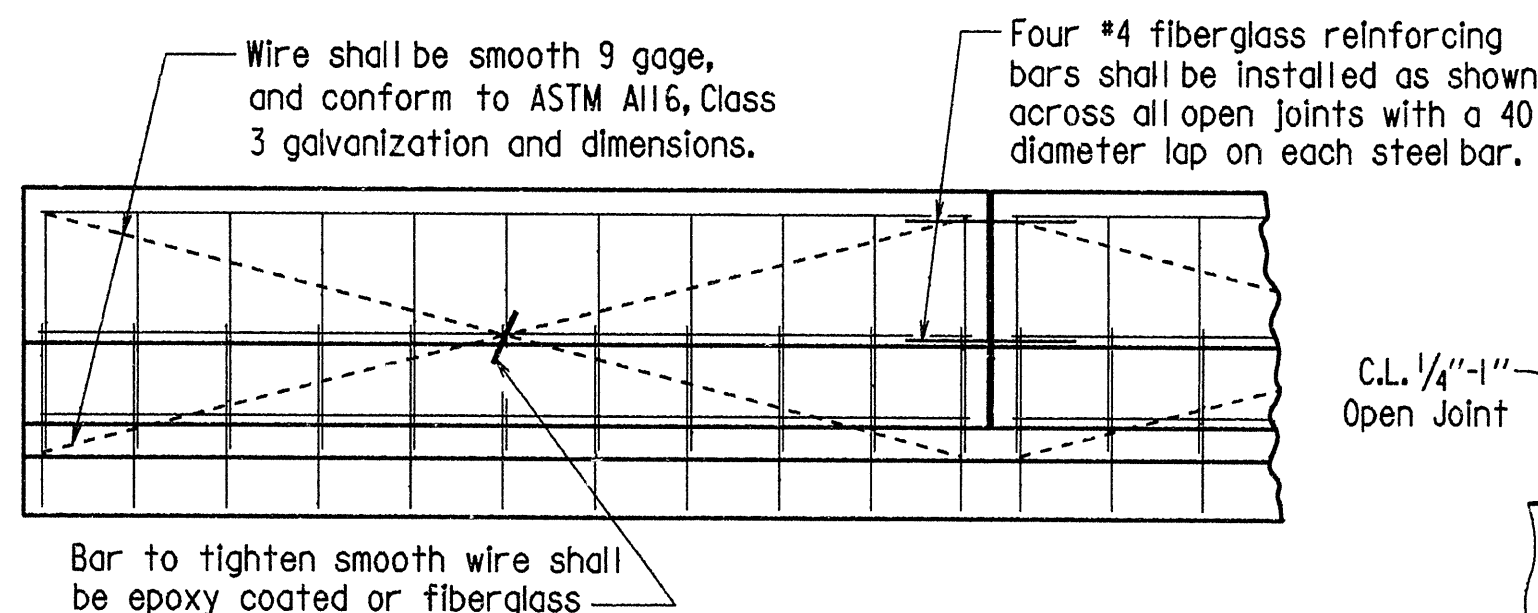
BASE PLATE
Scale: 3" = 1'-0"



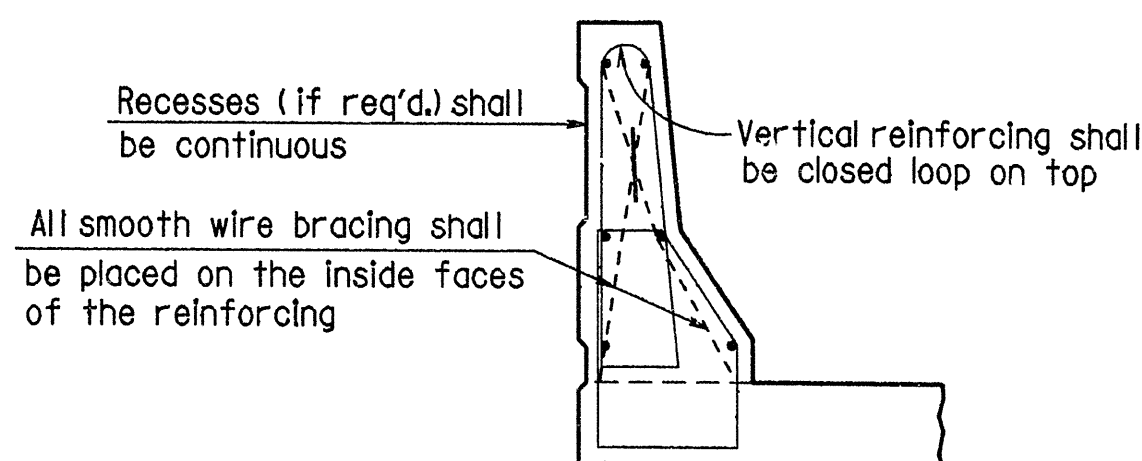
DETAILS OF END CAPS
Scale: 3" = 1'-0"



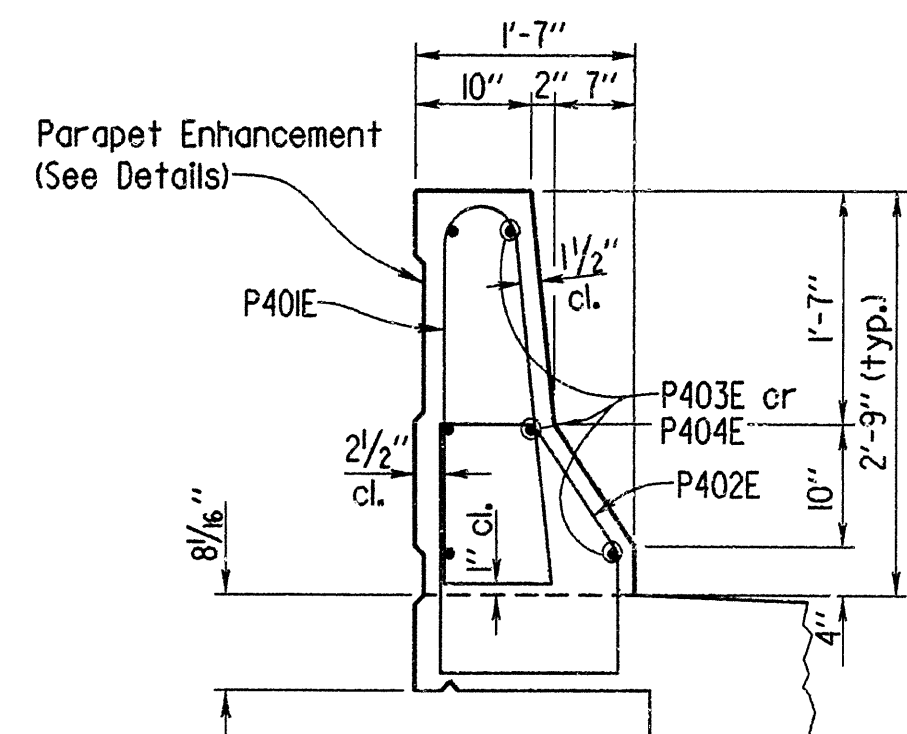
DETAILS OF CONCRETE PARAPET RAIL
Scale: 3/4" = 1'-0"



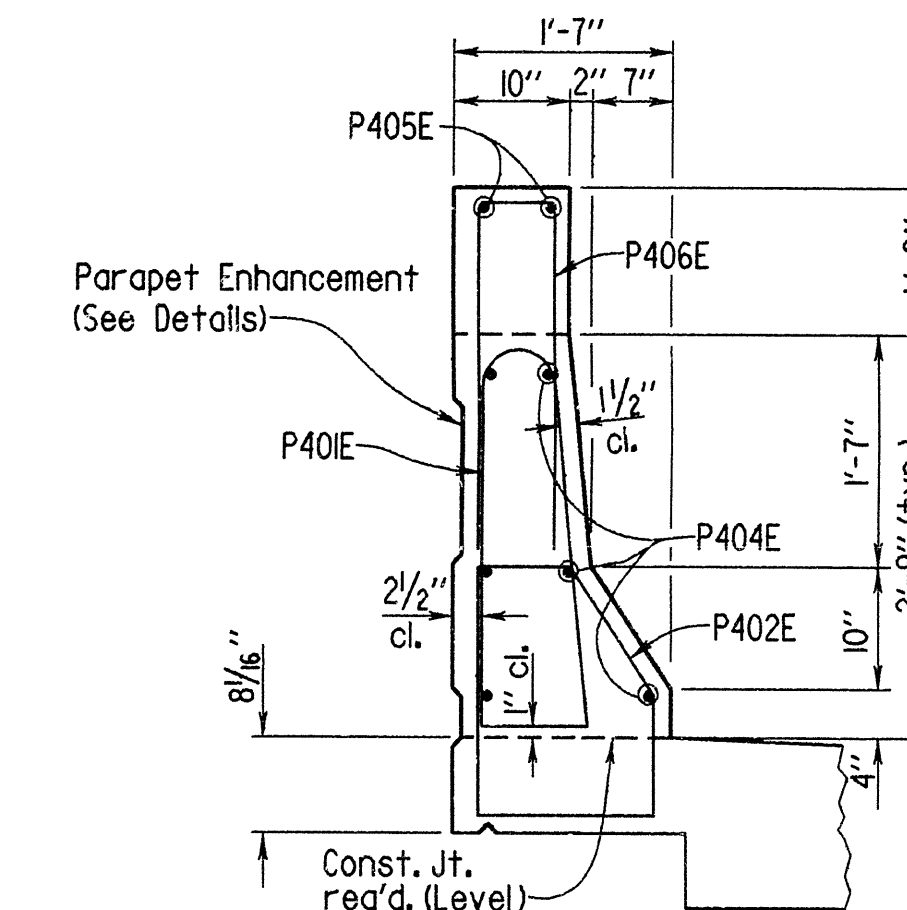
All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of 1/4". To control cracking before sawing all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.



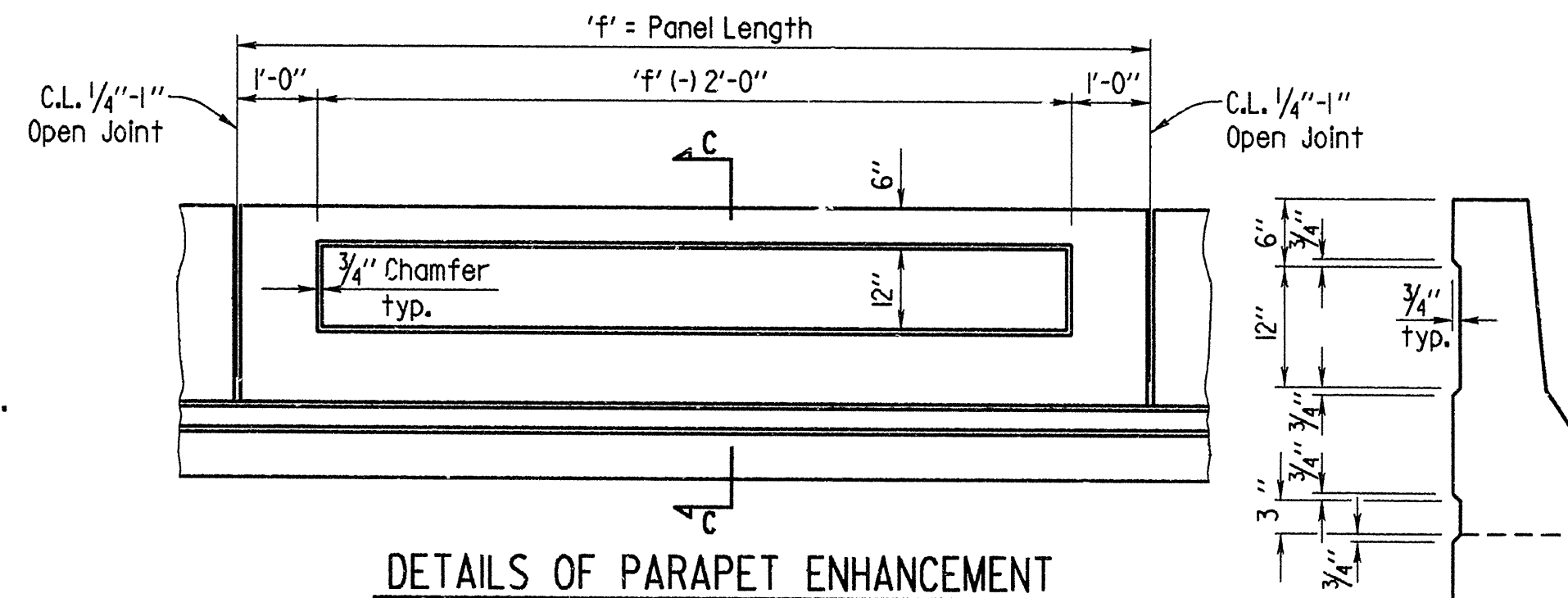
DETAILS OF OPTIONAL SLIPFORMING OF PARAPET RAIL
No Scale



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

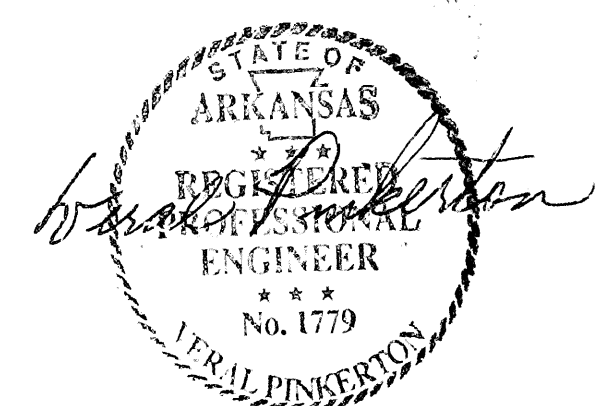


SECTION B-B
Scale: 3/4" = 1'-0"



DETAILS OF PARAPET ENHANCEMENT
Scale: 1/2" = 1'-0"

SECTION C-C
Scale: 3/4" = 1'-0"



BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 296'-0"
CONTINUOUS COMPOSITE W-BEAM UNIT

ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 21 Jan 92
CHECKED BY: BLM DATE: 09-08-92
DESIGNED BY: CSL DATE: 06/1/91

BRIDGE NO. 6464 DRAWING NO. 32851

SUPERSTRUCTURE GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 1993 edition, with applicable special provisions.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges, 1989 with current interim specifications.

LIVE LOADING: HS20 - 44

METHOD OF DESIGN: Load Factor

MATERIALS AND STRENGTHS:

Concrete: All concrete shall be Class (S(AE)) with minimum 28 day compressive strength $f'_c = 4000$ psi.

Reinforcing Steel: Reinforcing steel shall conform to ASTM A615 or A617, Grade 60 (Yield Strength = 60,000 psi.)

Structural Steel: Structural steel shall conform to ASTM A36 ($f_y = 36,000$ psi.) or ASTM A572-Gr. 50 ($f_y = 50,000$ psi.)

Elastomeric Bearings: For Elastomeric Bearings, see Drwg. No. 32853.

STRUCTURAL STEEL:

All W-Beams and Field Splice Plates shall be ASTM A572-Gr. 50 steel and shall be paid for as Structural Steel in Beam Spans (A572-Gr. 50). All other structural steel shall be ASTM A36 and shall be paid for as Structural Steel in Beam Spans (A36). All exposed surfaces to be cleaned in accordance with Subsection 807.67 of the Standard Specifications. Structural steel completely embedded in concrete may be ASTM A36.

Structural shapes of equal or greater strength may be substituted for shapes shown if approval is obtained from the Bridge Engineer. Payment will be made on the basis of shapes shown.

Longitudinal beams are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Section 807.05 of the Standard Specifications.

Steel plates for main members and flange field splice plates shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

All beams shall be blocked in their true position in the shop in groups of a minimum of three sections. Beams shall be blocked with webs horizontal. See Section 807.18 (b)(2) of the Standard Specifications. The camber, length of sections, distance between bearings, and openings of joints shall be measured with the beams in their true position. This information shall become a part of the permanent records of this job. The component parts shall be match-marked in this assembly and these marks shall be shown on the erection diagram. All beam dimensions are based on a temperature of 60 F. A tolerance of $\pm 1/4"$ is allowed for camber.

Anchor bolts shall be galvanized to conform to ASTM Specifications, designation A153

Elastomeric Bearings shall be firmly seated in accordance with subsection 808.07 of the specifications. This work to be considered as subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Field connections to be bolted with high strength bolts. For $3/4"$ bolts: Open holes = $11/16"$ unless otherwise noted. Bolt spacing = $2 1/2"$ unless otherwise noted. Minimum edge distance = $1 1/4"$ unless otherwise noted. For $1/2"$ bolts: Open holes = $5/8"$ unless otherwise noted. Bolt spacing = $3"$ unless otherwise noted. Minimum edge distance = $1 1/2"$ unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior beam webs and on bottom of beam flanges.

Holes for $3/4"$ high strength bolts in diaphragms may be $5/8"$ if a washer is supplied for use under both the nut and the head of the bolt.

Diaphragms shall be installed as beams are erected. Diaphragms shall be installed and completely bolted prior to pouring of floor slabs.

All welding that is to be done during fabrication of structural steel, including temporary welds shall be detailed on the shop drawings and submitted for approval. If the contractor or erector should want to make additional welds, whether temporary or permanent, he shall submit detailed drawings with a formal request to the Bridge Design Engineer of the Arkansas State Highway and Transportation Department for approval. All welding shall conform to the standard specifications.

Drawings show general features of design only. Shop drawings shall be made in accordance with the specifications, submitted, and approved before fabrication is begun.

PAINTING:

For details of painting of structural steel, see section 807.58 of the standard specifications. Color of paint shall be blue and shall match Fed. Std. 595, Color Chip 25180.

REINFORCING STEEL:

The reinforcing steel shall be accurately located in the forms and firmly held in place by steel wire supports sufficient in size and number 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"

CONCRETE:

Concrete in bridge superstructure shall be placed and consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent. The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.20 for a Class 5 tined bridge roadway surface finish. Movement of the finishing machine across the new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the beam. If a longitudinal strike-off is used, a vertical camber adjustment must be made in the strike-off to account for the future dead load deflection due to the railing.

The bridge slab shall be poured as shown on the pouring sequence diagram. When this sequence is used, all pours (1) adjacent to pours (2) must be placed before pours (2) can be placed.

The contractor must obtain approval from the project engineer if he elects to make pours other than as shown.

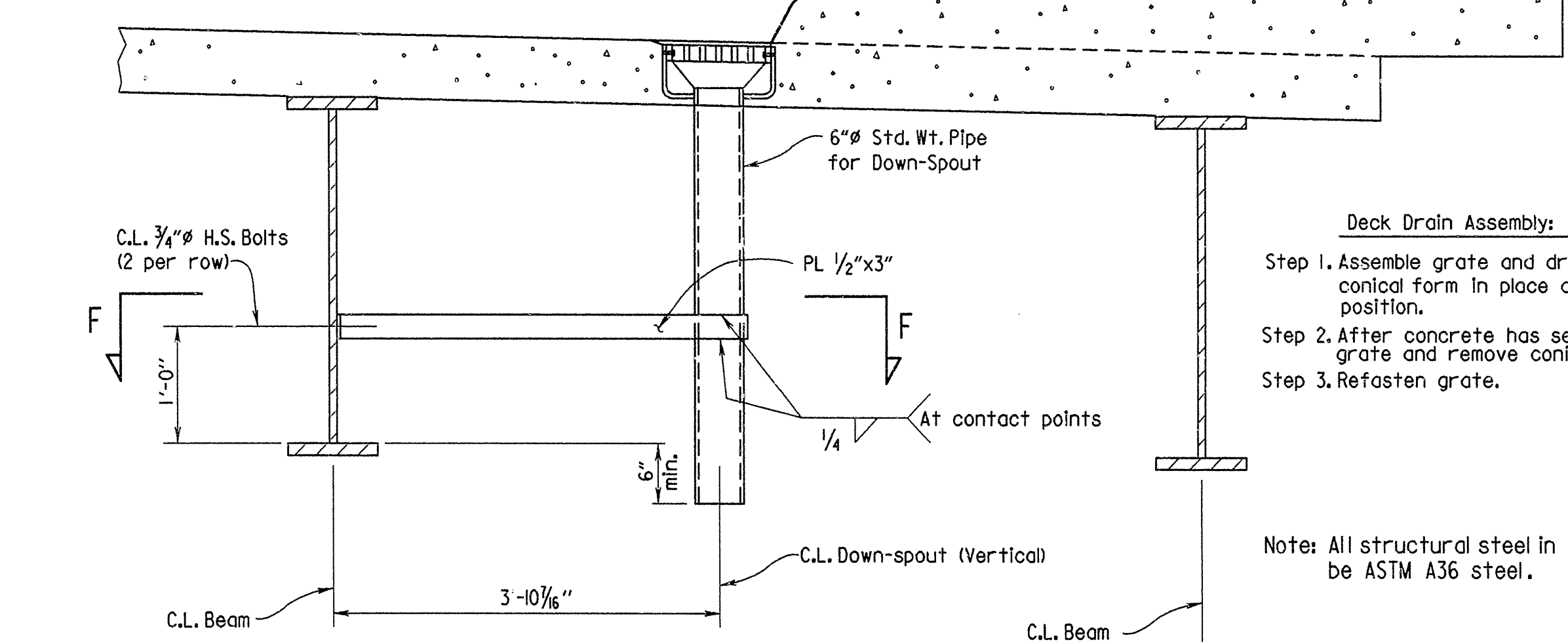
All exposed corners to be chamfered $3/4"$ unless otherwise noted.

Beam Nos.	1 & 8	2 thru 5	6 & 7
Dead Load:			
To W-Beam	868 PLF + 1.3(wt./ft. of W-Beam)	832 PLF + 1.3(wt./ft. of W-Beam)	832 PLF + 1.3(wt./ft. of W-Beam)
To Composite Beam	237	247*	367*
*Includes 208 PLF Future Wearing Surface			

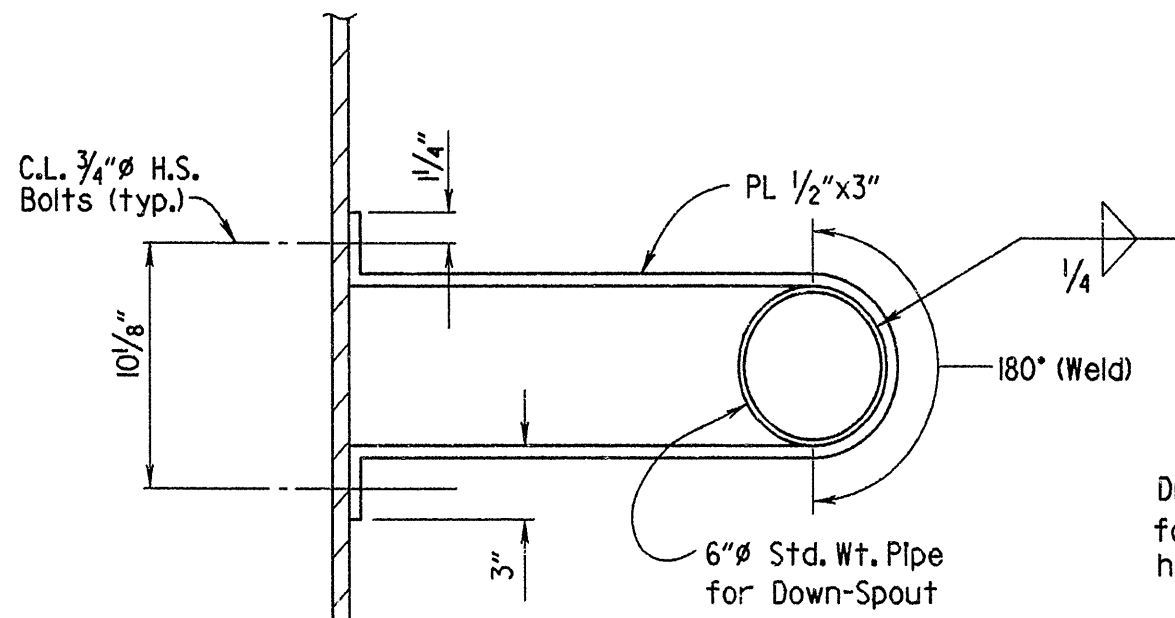
Live Load:

To each Composite Beam Bm. 1 & 8 = 1,397 wheels (+) impact
Bm. 2 thru 7 = 1,561 wheels (+) impact

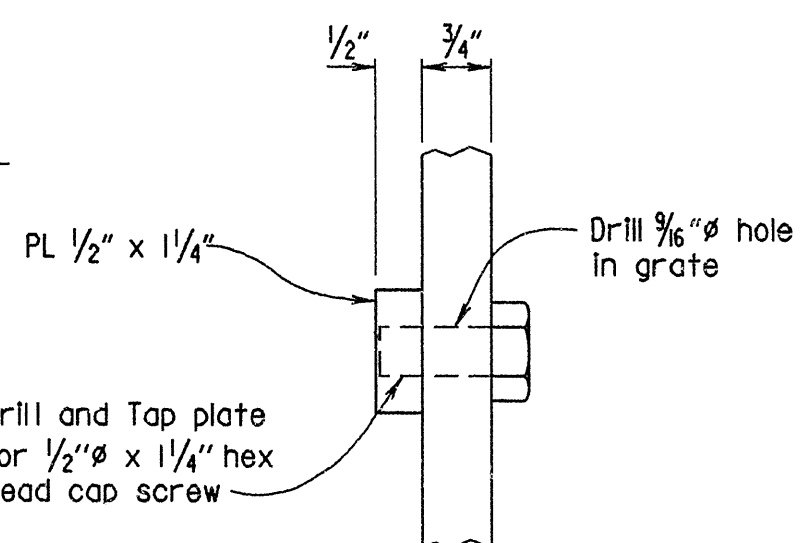
Note: For location of Deck Drains, see Reinforcing Plan, drwg. no. 32850.



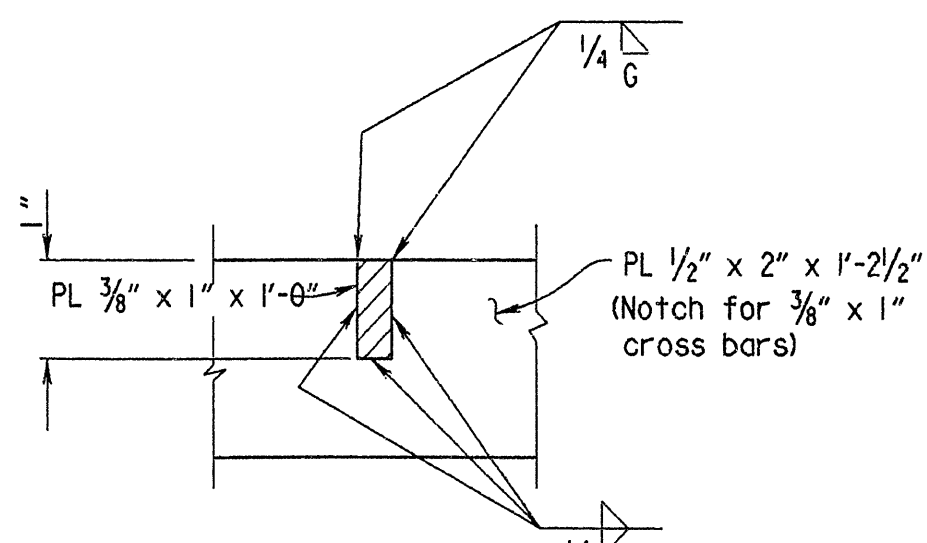
DETAIL OF DECK DRAIN
No Scale



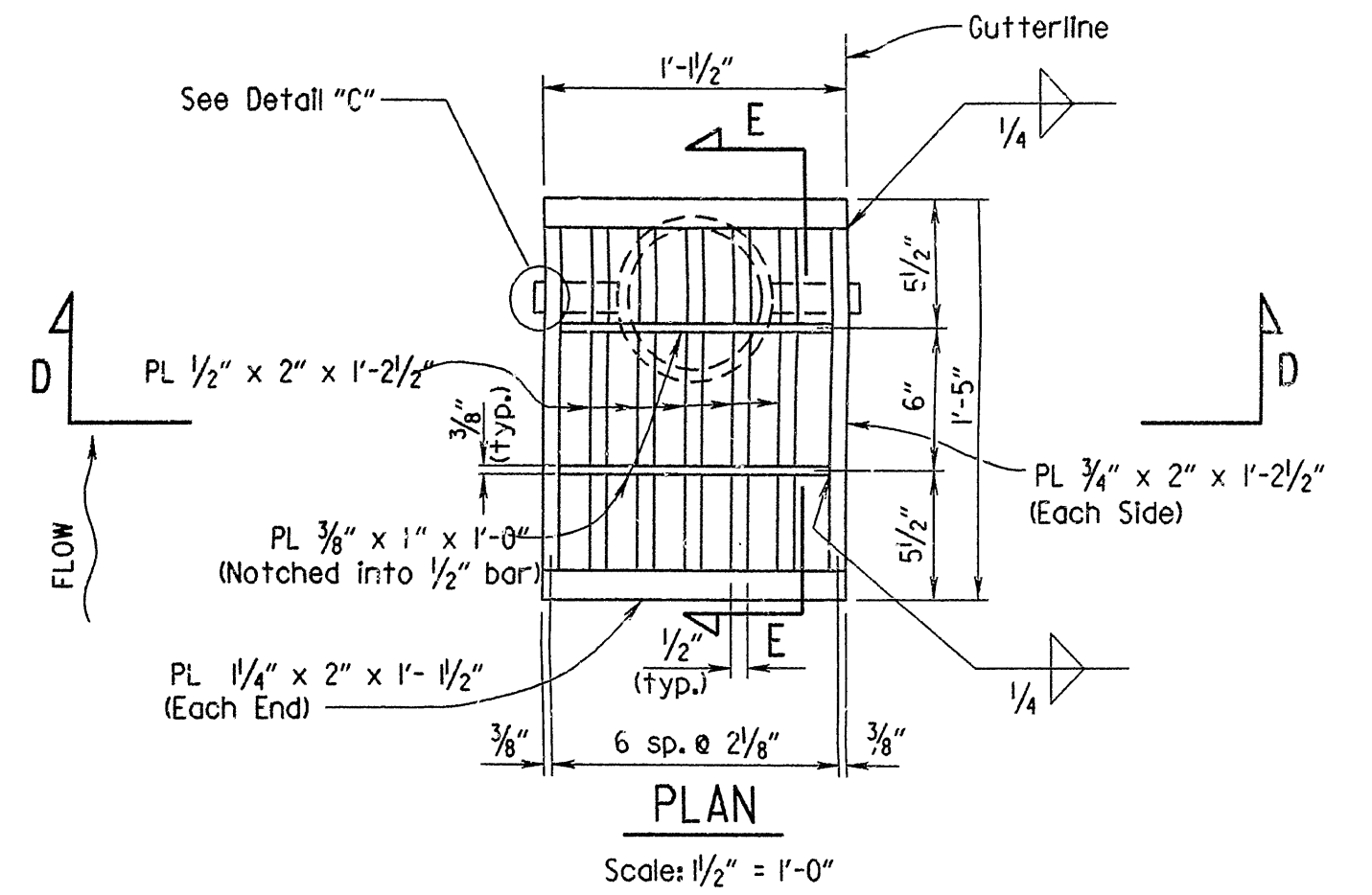
SECTION F-F
Scale: 1/2" = 1'-0"



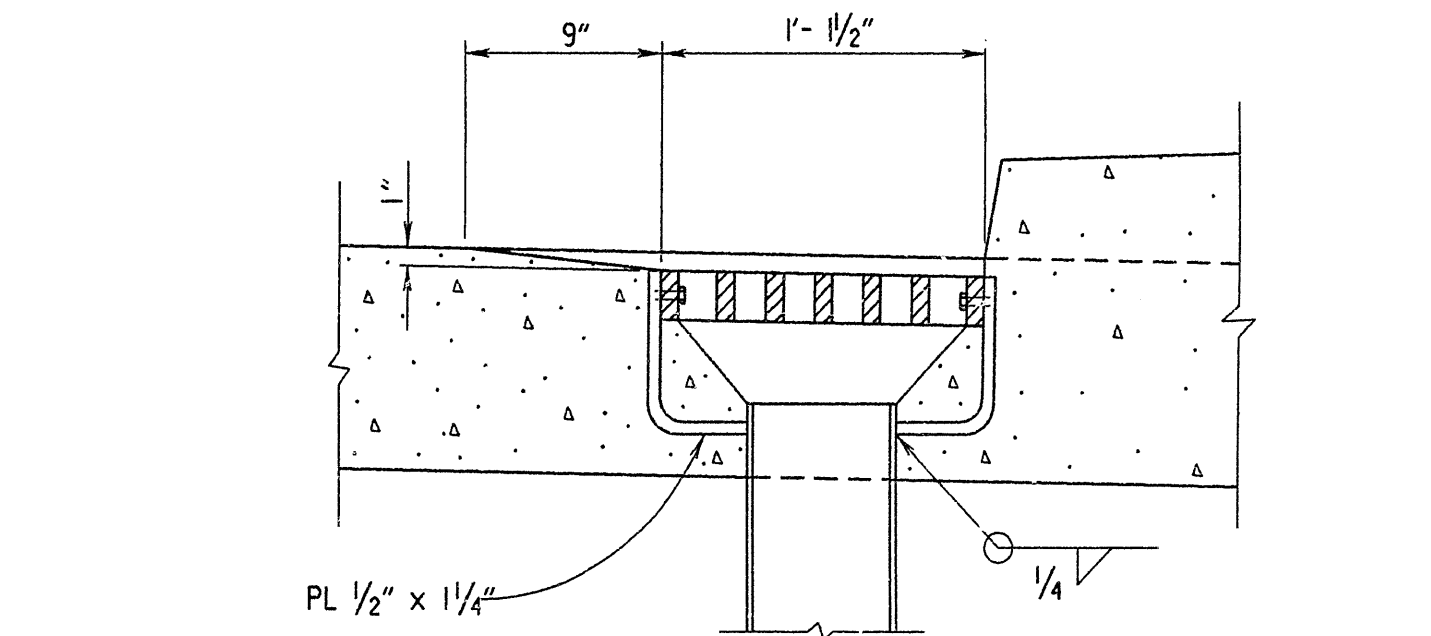
DETAIL "C"
No Scale



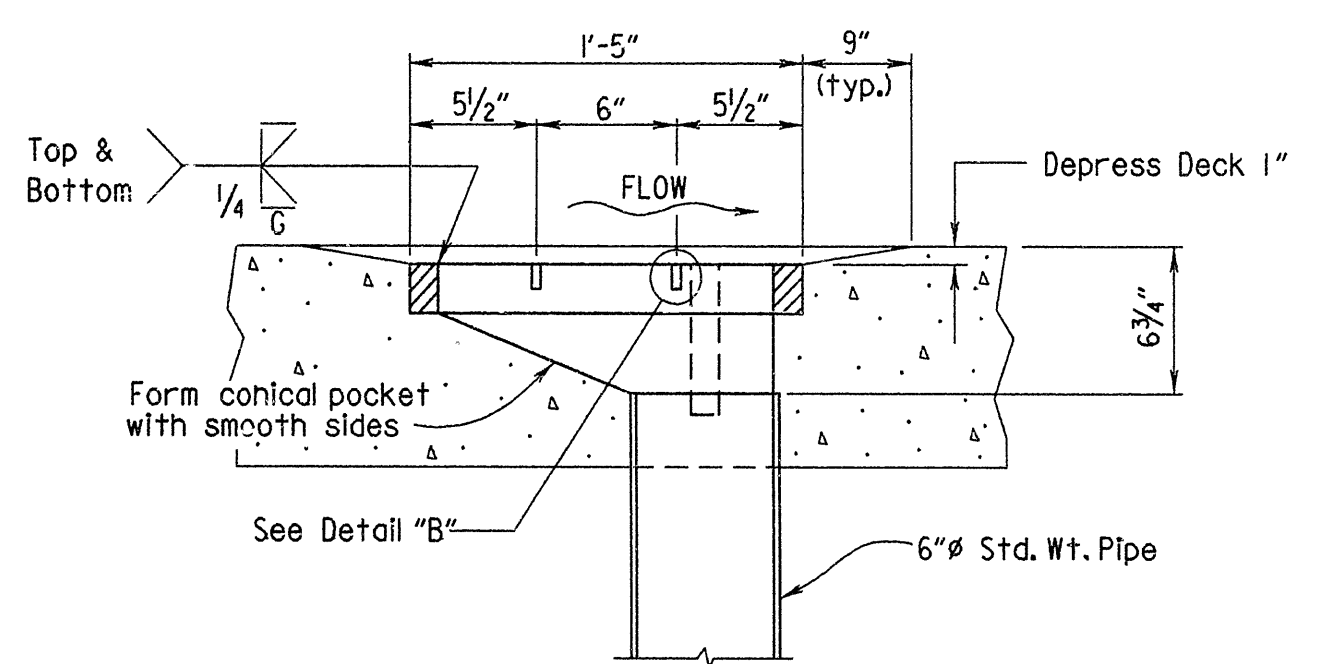
DETAIL "B"
No Scale



PLAN
Scale: 1/2" = 1'-0"



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



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

Note: Deck Drains shall be paid for at the unit price per pound bid for "Structural Steel in Beam Spans (A36)." Conical Forms shall be incidental.

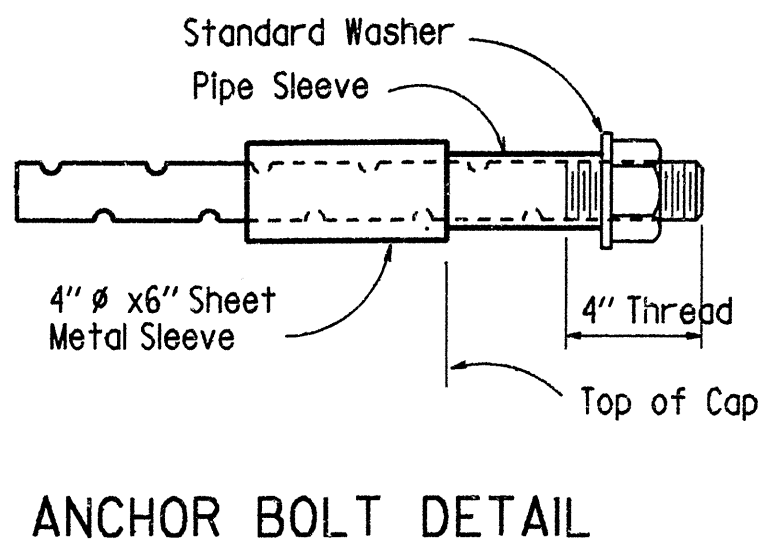
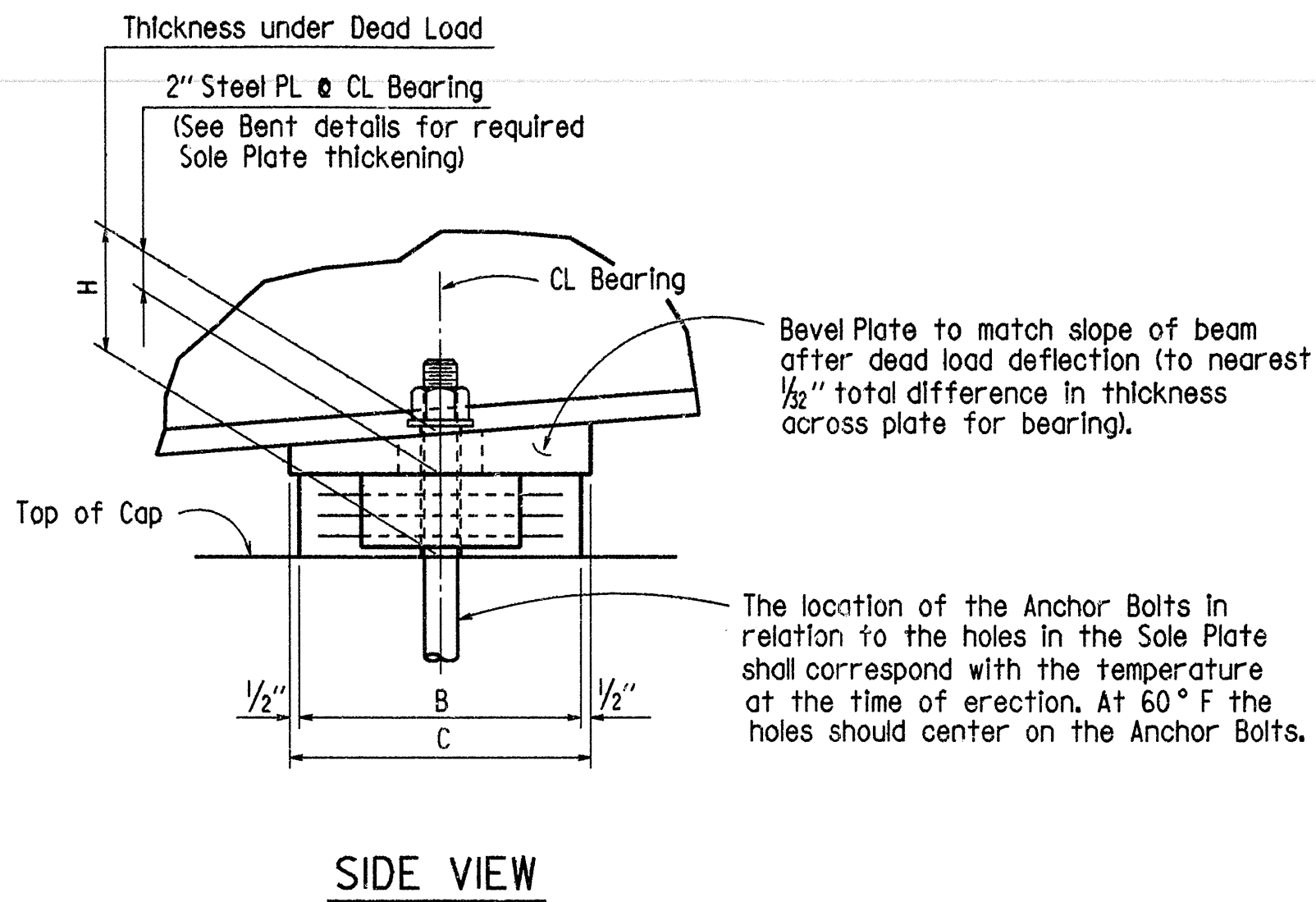
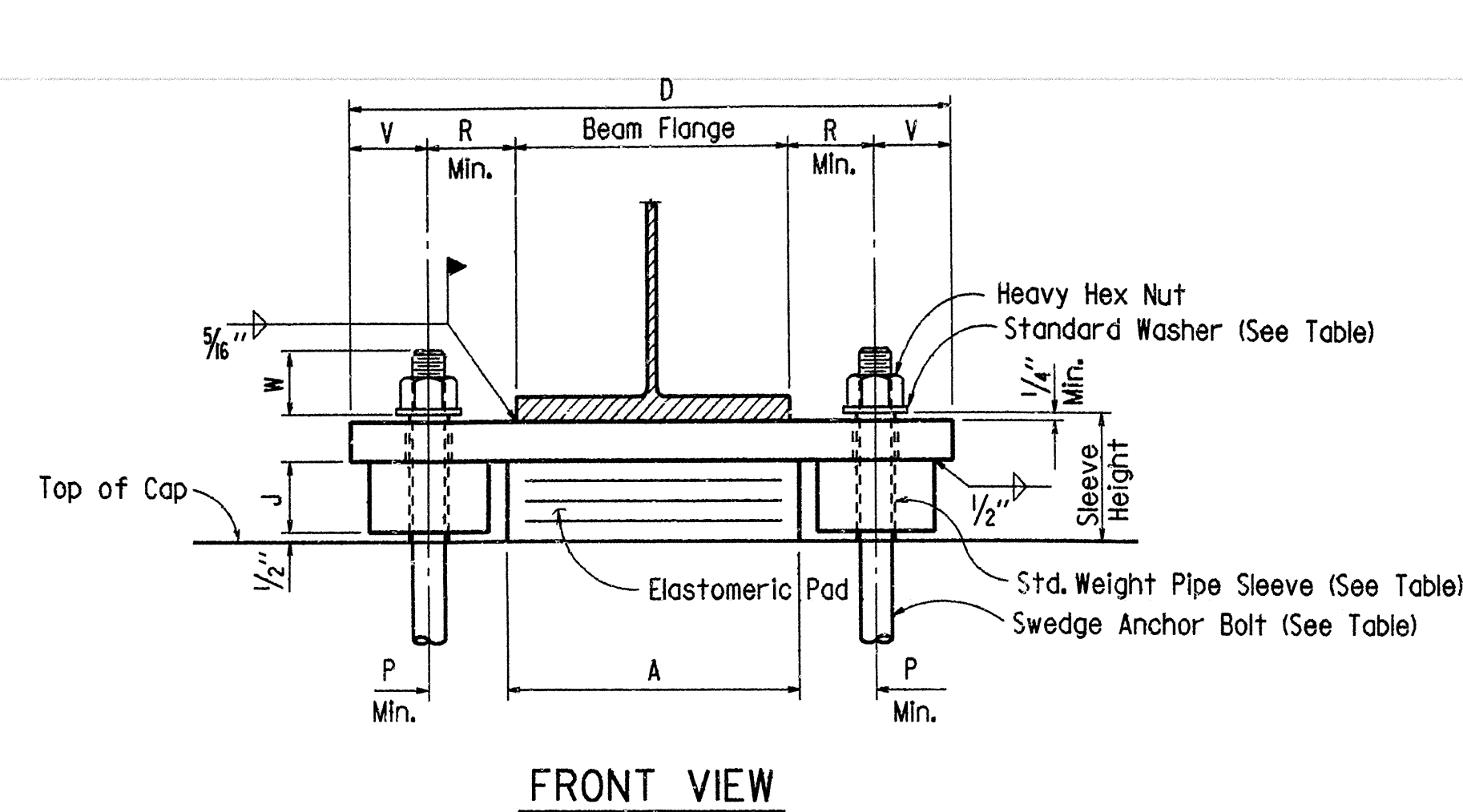


BRIDGE ENGINEER

SHEET 6 OF 6
DETAILS OF 296'-0"
CONTINUOUS COMPOSITE W-BEAM UNIT
ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 21 Jan 92
CHECKED BY: DLM DATE: 12-14-93
DESIGNED BY: CSL DATE: Oct 1991
BRIDGE NO. 6464 DRAWING NO. 32852

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.		060575	30	62
				① 6464		ELASTO. STD.		32853



NOTE: Anchor Bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be drilled and grouted into place, the 4" x 6" Galvanized Sheet Metal Sleeve shall be cast in place as shown. It shall be dry packed with styrofoam or urethane foam or approved equal prior to pouring 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 masonry. The bolts shall then be set and fixed with Portland Cement grout or an approved non-shrink grout, completely filling the holes.

If anchor bolts are to be cast in place, the 4" x 6" Galvanized Sheet Metal Sleeve will not be required. Galvanized Sheet Metal Sleeves are to be considered subsidiary to the item "Structural Steel in Beam Spans (A36)."

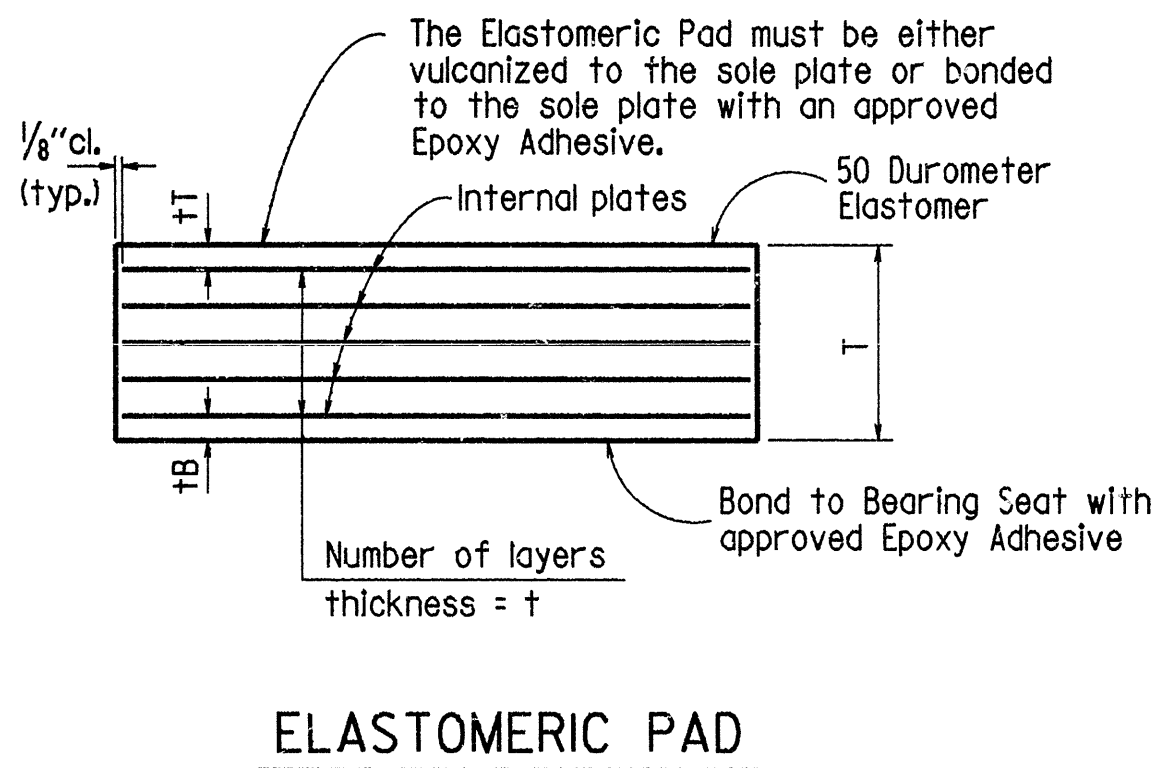
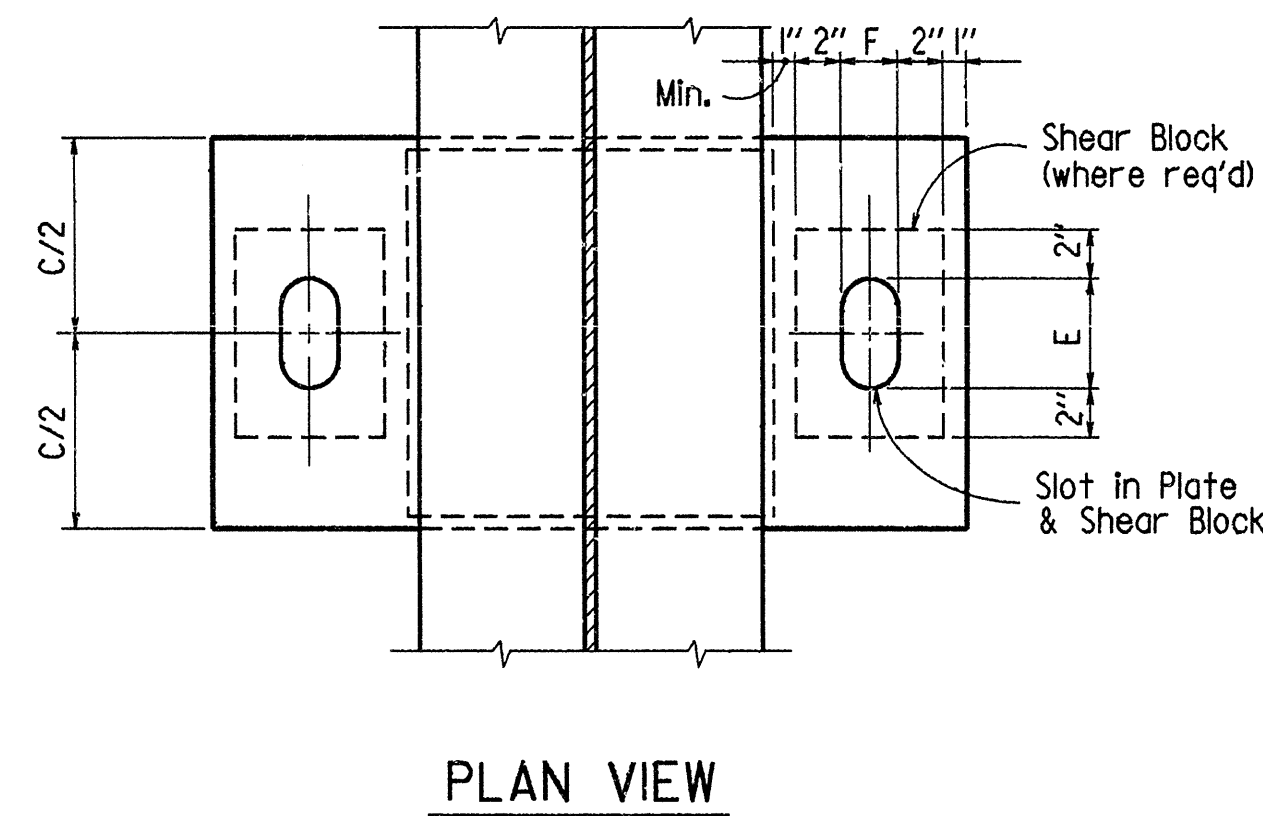


TABLE OF ANCHOR BOLT VARIABLES

ANCHOR BOLT DIAMETER	PIPE SLEEVE NOMINAL DIAMETER	STANDARD WASHER SIZE (O.D.)	MINIMUM EMBEDMENT LENGTH	SLOT WIDTH "F"	P [⊙] Min.	R Min.	V [⊙]	W
1"	1 1/4"	2 1/2"	10"	2" \emptyset	4"	2"	4"	1 1/2"
1 1/4"	1 1/4"	3"	12"	2" \emptyset	4"	2 1/4"	4"	1 3/4"
1 1/2"	1 1/2"	3 1/2"	15"	2 1/4" \emptyset	4 1/8"	2 1/2"	4 1/8"	2"
1 3/4"	2"	4"	18"	2 5/8" \emptyset	4 3/8"	2 3/4"	4 3/8"	2 1/4"
2"	2 1/2"	4 1/2"	20"	3 1/8" \emptyset	4 3/8"	3"	4 3/8"	2 1/2"
2 1/4"	2 1/2"	4 3/4"	23"	3 3/8" \emptyset	4 3/8"	3"	4 3/8"	2 3/4"
2 1/2"	3"	5"	25"	3 3/4" \emptyset	4 1/2"	3 1/4"	4 1/8"	3"

- ① For Bearing at Bt. 1 & 6 : P min. = 2 1/2"
- ② For Bearing at Bt. 1 & 6 : V = 2 3/4"

GENERAL NOTES

Pipe Sleeves shall be ASTM A53, Grade B, and shall be galvanized to conform to ASTM A153. Sleeves shall be paid for at the unit price bid for "Structural Steel in Beam Spans (A36)."

Anchor Bolts, Nuts and Washers shall be ASTM A36 Steel Galvanized to conform to ASTM A153 and shall be paid for at the unit price bid for "Structural Steel in Beam Spans (A36)."

Sole Plates and Shear Blocks shall be ASTM A36 Steel. Sole plates and shear blocks will not be paid for directly, but will be considered as part of the item "Elastomeric Bearings".

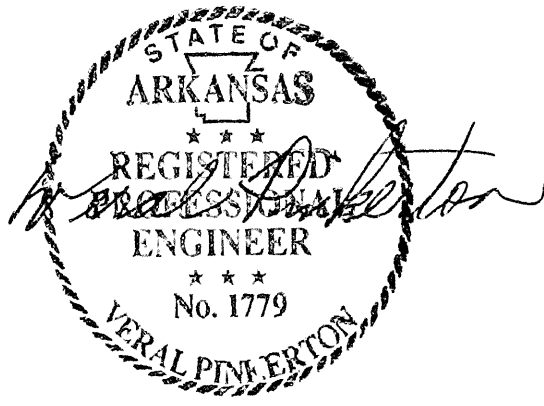
Sole Plates shall not be painted in the Shop. A36 Sole Plates shall be cleaned and painted in accordance with SP Job 60575 - "Painting Structural Steel."

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

TABLE OF VARIABLES

BRIDGE NO.	UNIT or SPAN	LOCATION	BEARING TYPE	NO. of BRGS. EACH BENT	H	A	B	T	+T	+B	NO. & THICKNESS FOR (+)	NO. & THICKNESS OF INTERNAL PL	C	D	E	J	ANCHOR BOLT SIZE	SLEEVE HEIGHT
6464	296' Unit	Bt. 1 & 6	Exp.	8	4 3/8"	10 1/2"	9"	2"	1/8"	1/8"	8 @ 3/16"	9 @ 1/4 ga.	10"	21"	3 3/4"	*	1 1/2" \emptyset x 26"	4 5/8"
	296' Unit	Bts. 2, 3, 4 & 5	Fixed	8	3 5/8"	14"	10 1/2"	1 5/8"	1/8"	1/8"	5 @ 1/4"	6 @ 1/4 ga.	11 1/2"	30 1/2"	2 1/4"	1 7/8"	1 1/2" \emptyset x 25"	4 1/8"

* Shear Block not req'd.



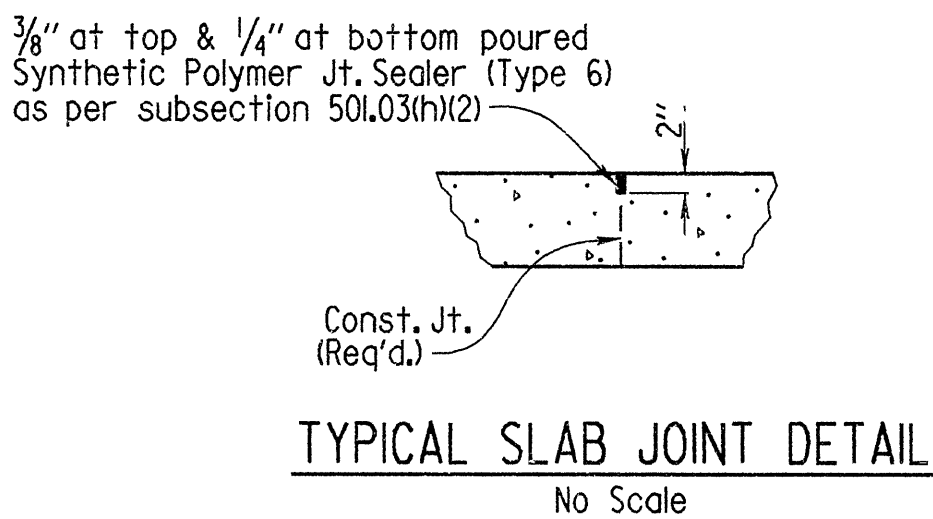
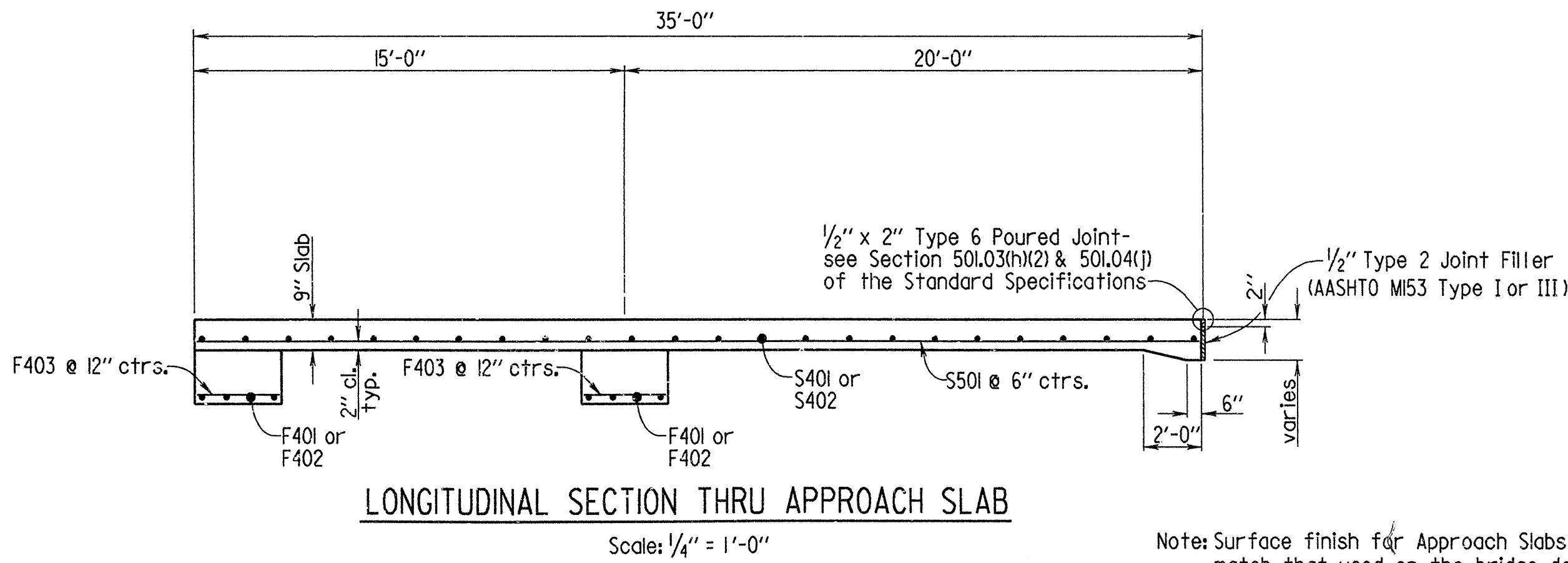
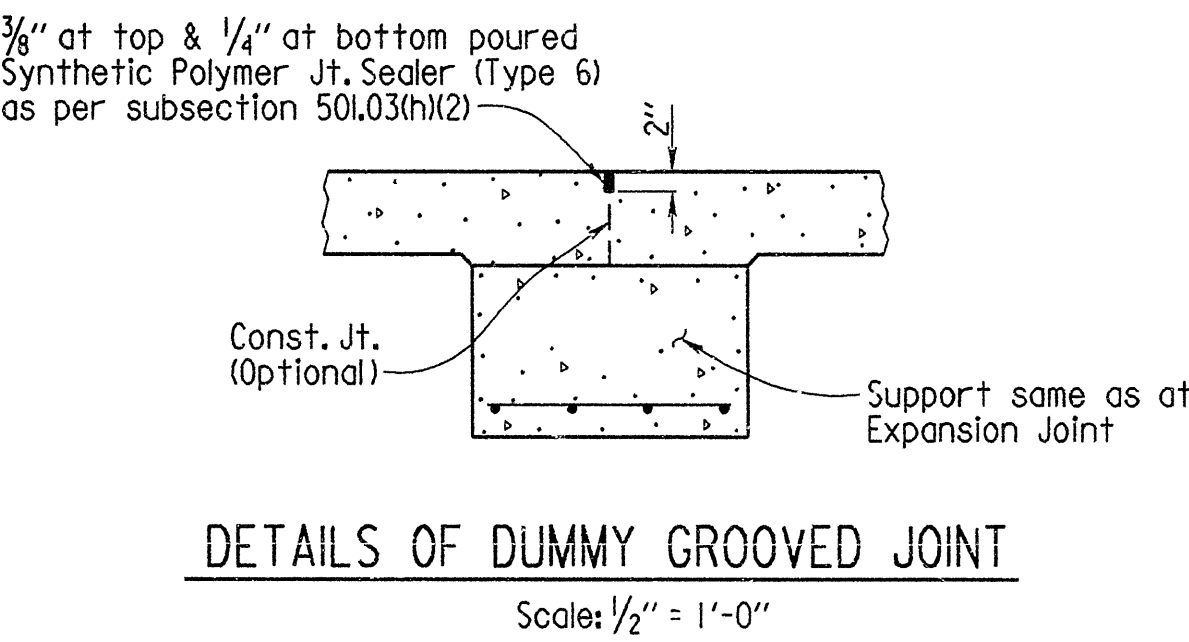
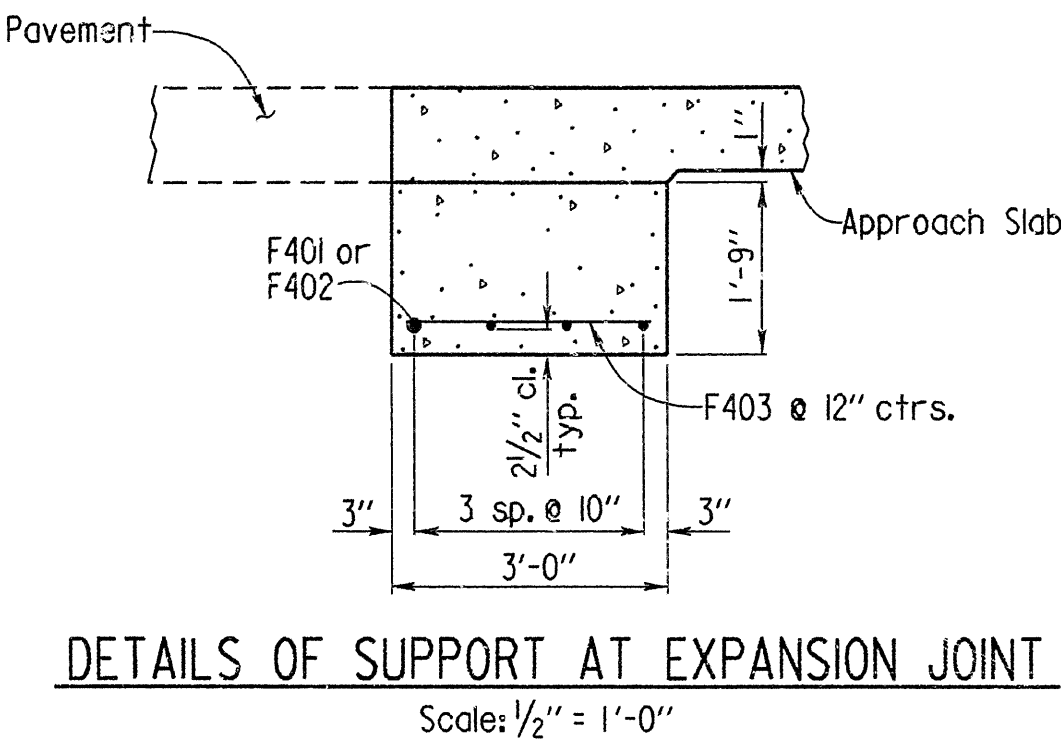
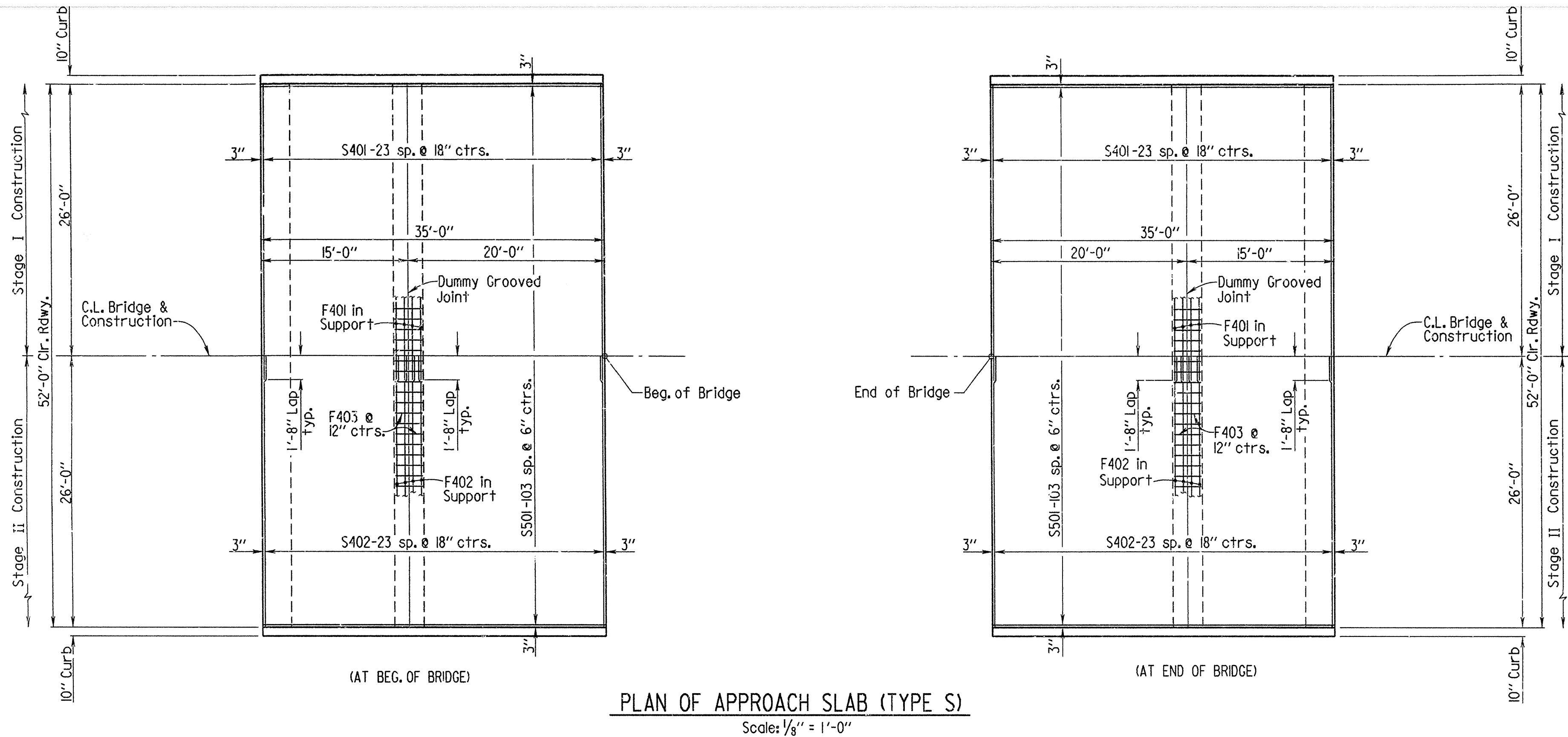
DETAILS OF ELASTOMERIC FIXED AND EXPANSION BEARINGS WITH SHEAR BLOCKS

Tabular Data by : KMG Date: 22 Jan 92
Checked by : [Signature] Date: 9-09-92

ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: L.M. DATE: 4-1-88
CHECKED BY: D.H.P. DATE: 4-13-88 SCALE: NONE
DESIGNED BY: STD. DATE:
BRIDGE NO. 6464 DRAWING NO. 32853

BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/18/94				6	ARK.			
				JOB NO.	060575		31	62
				① 6464	APPROACH SLABS		32854	



BAR LIST - ONE APPROACH SLAB

MARK	NO. REQ'D.	LENGTH	P.D.
S401	24	27'-7"	Str.
S402	24	25'-11"	Str.
S501	104	34'-8"	Str.
F401	8	27'-7"	Str.
F402	8	25'-10"	Str.
F403	104	2'-8"	Str.

**APPROX. QUANTITIES
(ONE APPROACH SLAB)**

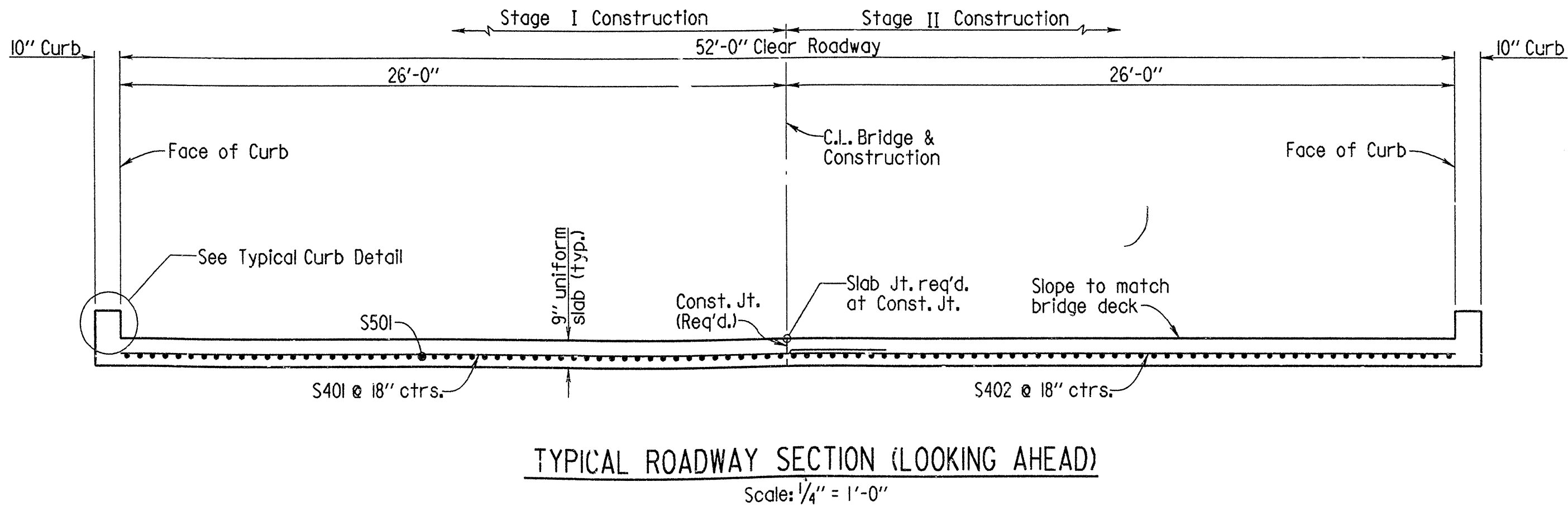
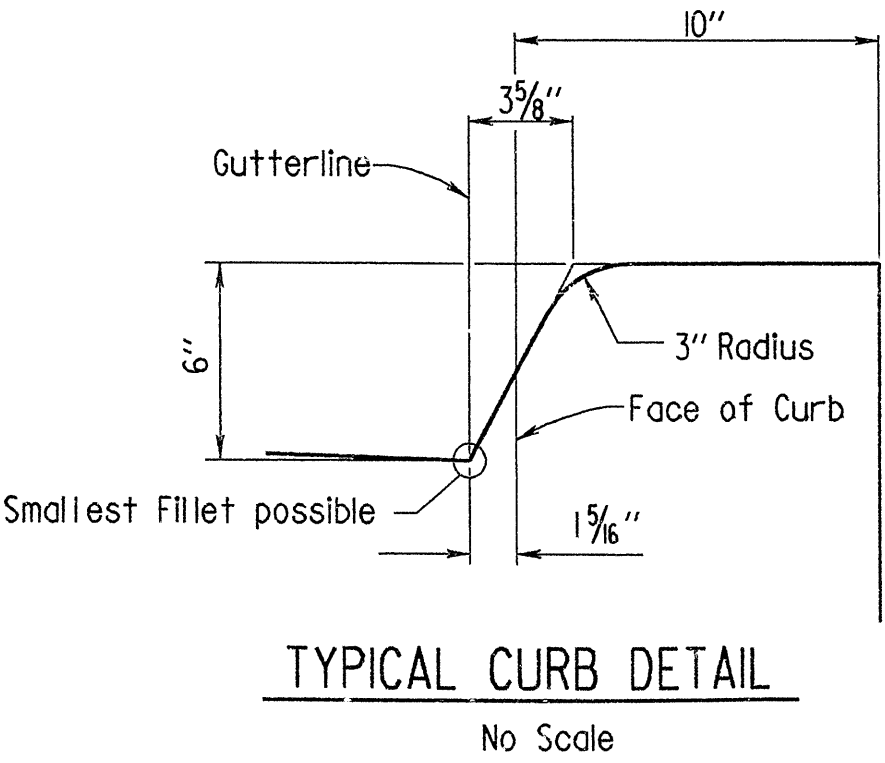
CONCRETE	REINFORCING
74.76 Cu. Yds.	5089 Lbs.

General Notes

Concrete shall be Class S or (SAE) or mixture used for Portland Cement Concrete Pavement.

Reinforcing steel shall conform to ASTM A615 or A617, Grade 60 (fy=60,000 psi).

Approach Slabs shall be measured and paid for in accordance with section 504 of the Standard Specifications.



**DETAILS OF
APPROACH SLABS (TYPE S)**

ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: 3 Mar 92
CHECKED BY: UAS DATE: 2-16-94 SCALE: As Shown
DESIGNED BY: DATE:
BRIDGE NO. 6464 DRAWING NO. 32854