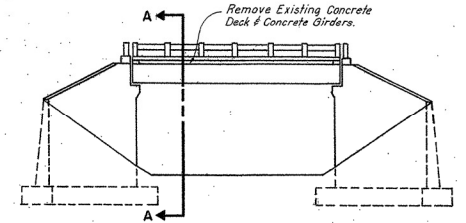
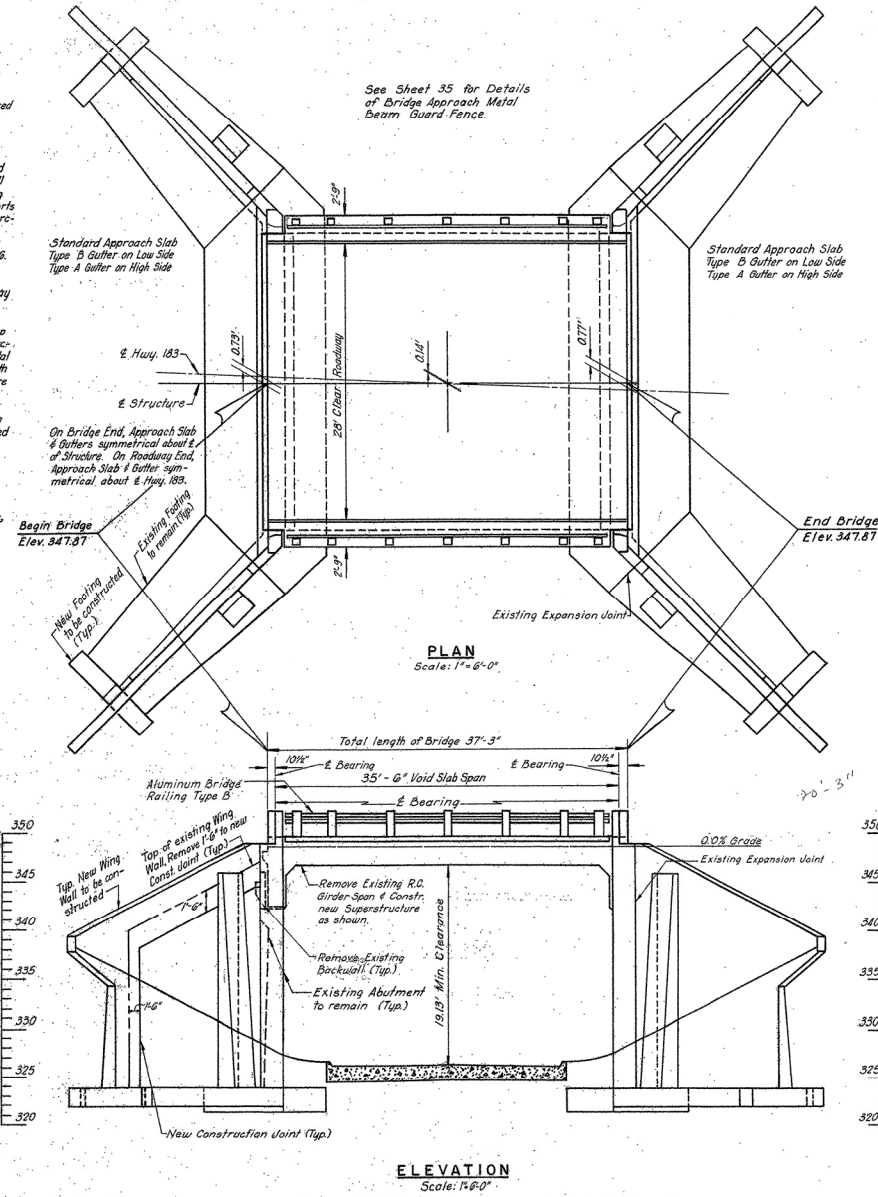


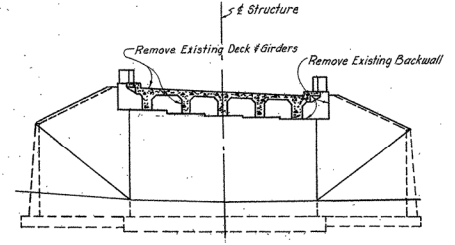
GENERAL NOTES

1. Structure is established by longitudinal line connecting the existing \pm of center bearings on the East and West Abutments.
2. All Concrete shall be Class S. All corners to be chamfered $\frac{1}{4}$ " unless otherwise noted.
3. Reinforcing steel shall be deformed bars of intermediate or hard grade. On drawings, bar sizes are designated by the first digit in 3-digit numbers and the first two digits in 4-digit numbers. Bars shall be accurately located and firmly held in place during construction by steel wire supports. The wire supports will be considered subsidiary to the item "Reinforcing Steel."
4. All Structural Steel shall be ASTM Designation A-36.
5. All Welding shall conform to the American Welding Society standard specifications for Welded Highway and Railway Bridges, current edition.
6. Drawings show general features of design only. Shop drawings showing structural steel details, reinforcing steel shop list and bending diagrams and metal railing details, shall be prepared in accordance with specifications, submitted and approved secured before fabrication is begun.
7. Shop Paint: All structural steel, except surfaces in contact with concrete, shall be given one coat of red lead and two coats of zinc oxide.
8. Field Paint: First Coat, red lead tinted with lamp black. Second Coat, aluminum paint.
9. Cylindrical tubes used to form voids shall be of the moisture protected, laminated fiber type construction, minimum thickness 0.002 inches, with end closures. Tubes forming voids, supports and tie downs, will not be paid for directly, but will be considered subsidiary to the item Class S Concrete.
10. Concrete broken away or removed beyond the limits shown on the plans shall be replaced to said limit at Contractor's expense.
11. The location of existing reinforcing steel is approximate. In the event an existing bar location is significantly different from the location shown, a dowel bar will be installed in the proper location and embedded in the existing concrete a minimum of 8".
12. All dowel holes will be grouted with a non-shrink grout.
13. Bridge name plate shall be Aluminum, Style 4, Type C, as shown on AHD Standard Dwg. 2389A, lettering shall read:
ALCOA
ROAD
OVERPASS
The design loading is H-20, omit bridge number. One required, mounted on right hand abutment West of East abutment. The Bridge Name Plate in place will be subsidiary to the item Class S Concrete.
14. Aluminum Bridge Railing shall be of the type shown, or equivalent rigid type as approved by the Engineer. The rail, including all concrete posts and fastenings, shall be paid for at the unit price bid per linear foot of Aluminum Bridge Railing, Type S.
15. Roofing felt & pre-molded expansion joint filler shall be measured and paid for as Class S Concrete.

See Sheet 35 for Details of Bridge Approach Metal Beam Guard Fence



EXISTING ELEVATION
Scale: 1"=10'-0"

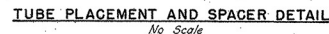
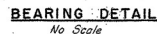
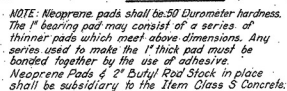
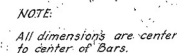
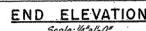
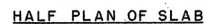
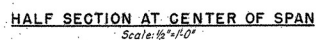


EXISTING SEC. A-A
Scale: 1"=10'-0"

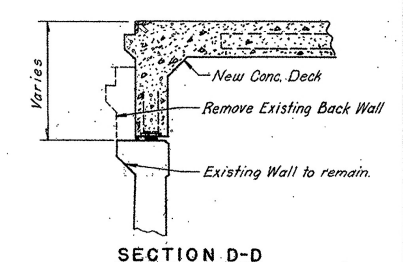
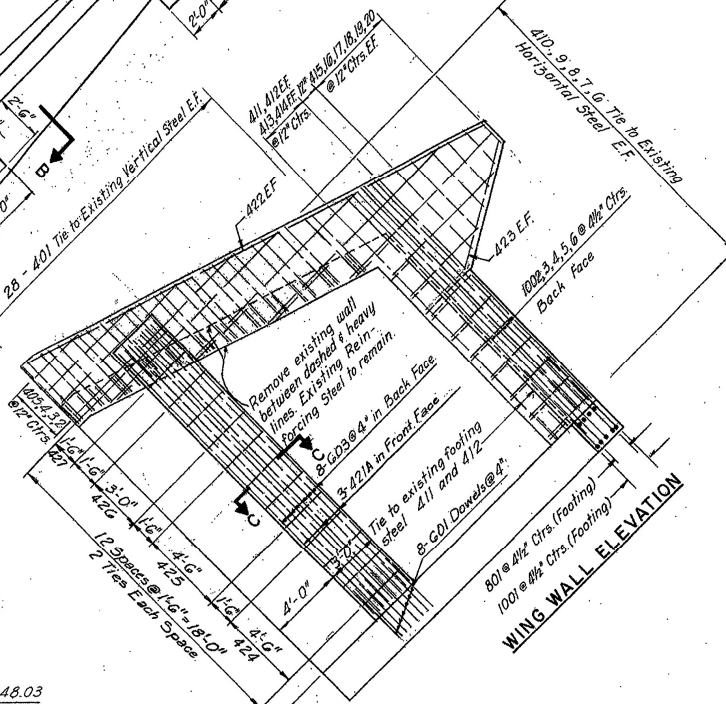
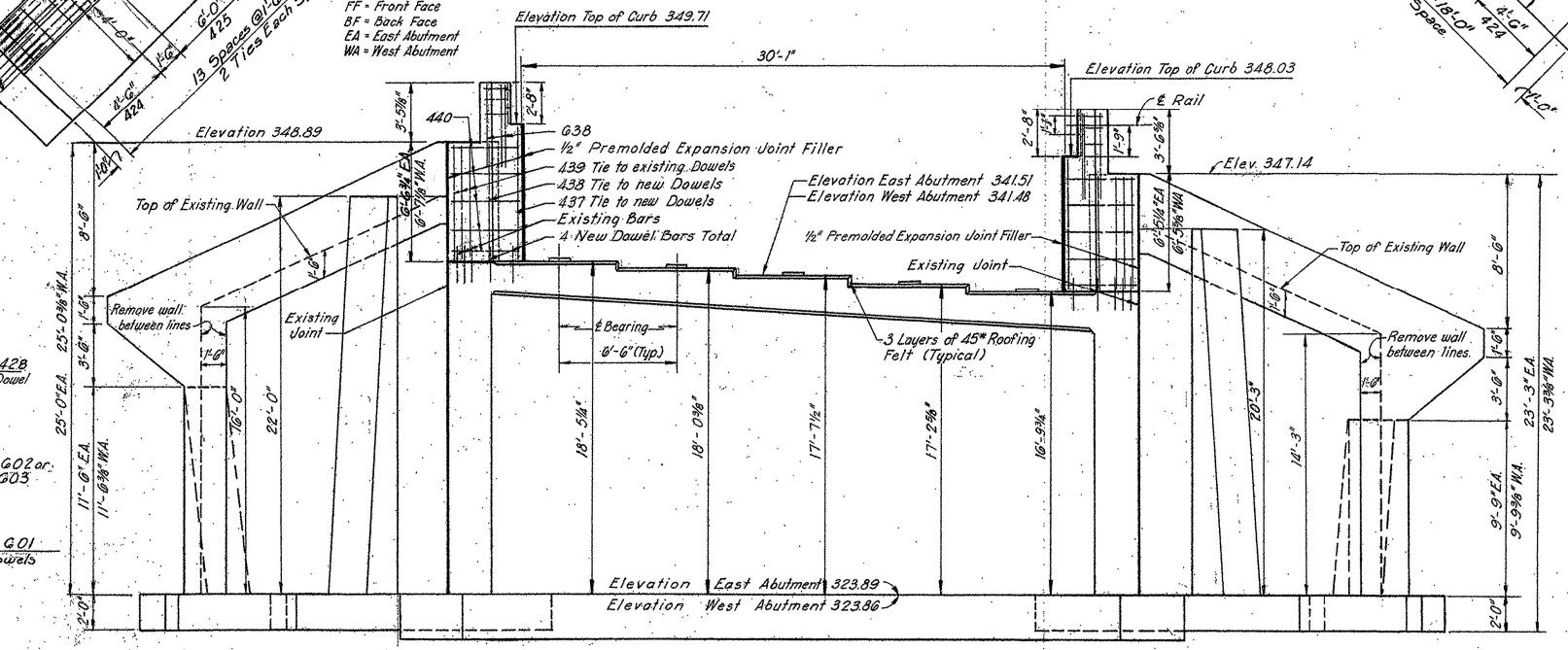
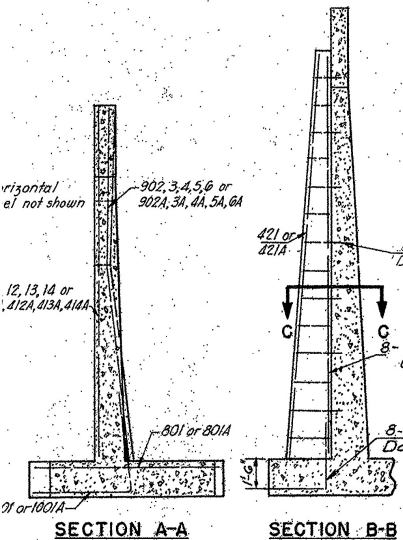
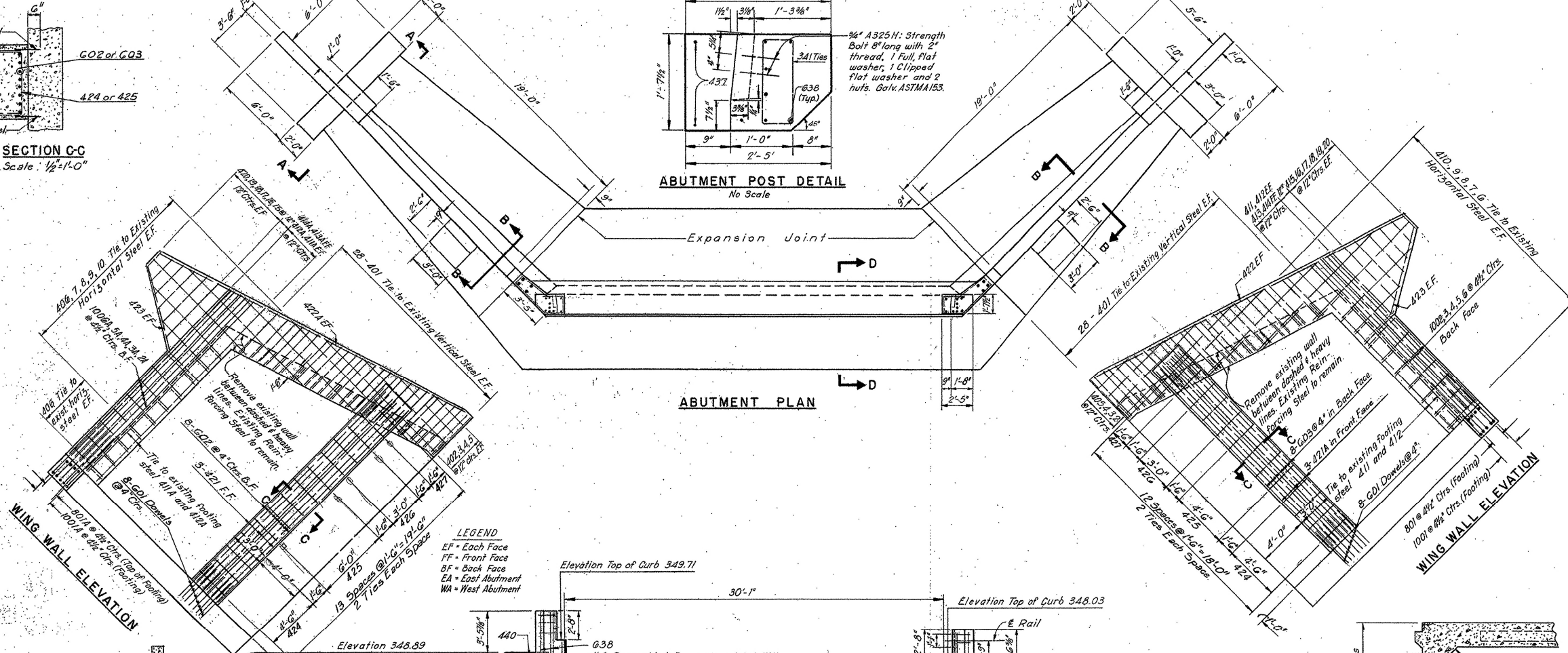
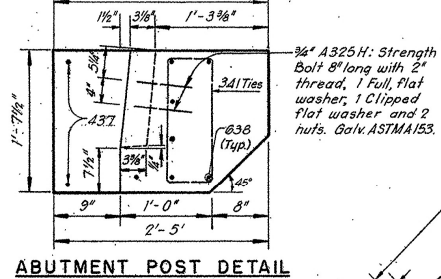
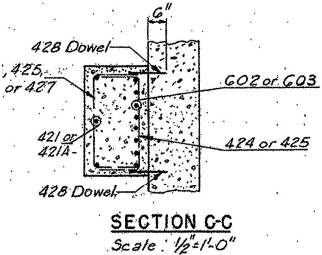
Design Specifications AASHO 1965
Live Loading HS 20-44
Unit Stress:
Class S Concrete (n=10) 12000 psi.
Reinforcing Steel 20,000 psi.

ALUMINUM COMPANY OF AMERICA ARKANSAS OPERATIONS RAW MATERIALS DIV. BAUXITE, ARKANSAS	
HWY. 183 BRIDGE	
PLAN AND ELEVATION	
DESIGNED BY J.J.M. DRAWN BY G.E.L. CHECKED BY T.B.H. DATE:	GARVER & GARVER, Inc. ENGINEERS LITTLE ROCK, ARKANSAS
SCALE: AS SHOWN SHEET NO. 42 OF 48	

BRIDGE # M2246



BRIDGE # M2246



ALUMINUM COMPANY OF AMERICA ARKANSAS OPERATIONS RAW MATERIALS DIV. BAUXITE, ARKANSAS	
HWY. 183 BRIDGE ABUTMENT DETAILS	
DESIGNED BY: L.R.G. DRAWN BY: G.E.L. CHECKED BY: T.B.H. DATE:	GARVER & GARVER, Inc. ENGINEERS LITTLE ROCK, ARKANSAS
SCALE: 1/2"=1'-0" EXCEPT AS NOTED SHEET NO.	43 OF 48

BRIDGE # M2246