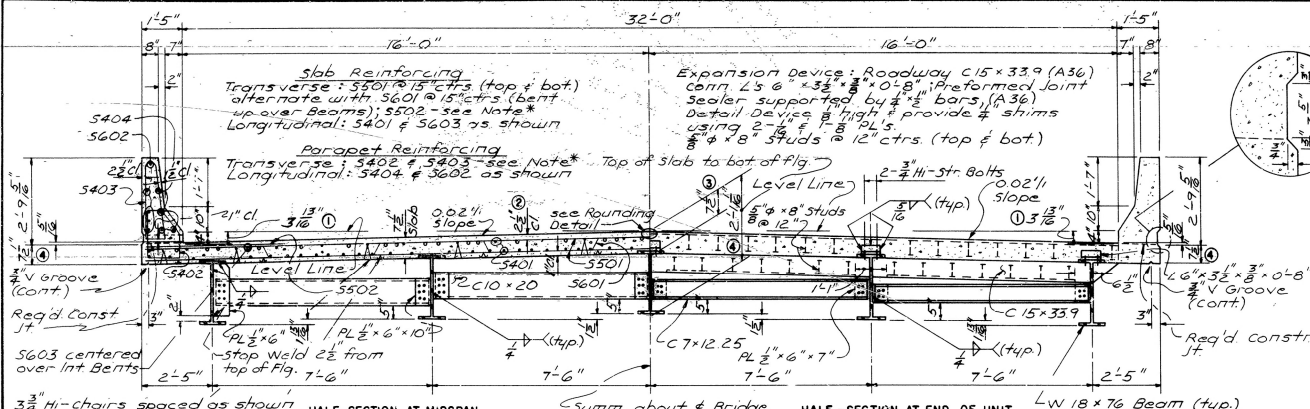
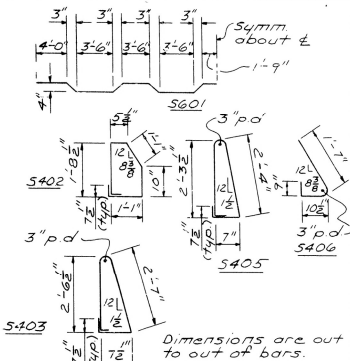


DATE	DATE	DATE	DATE	FED. ROAD	STATE	FED. AID PROJ. NO.	SHEET	TOTAL
REVISED	FILED	REVISED	FILED	DES. NO.	NO.		NO.	SHEETS
5-22-86	5-22-86			6	ARK.		26	83
4-5-86	5-13-86					JOB NO. 60266	26	83

BAR LIST PER UNIT

MK.	No. Req'd	Length	Pin Dia
5401	160	38'-2"	5/8"
5402	144	6'-0"	2"
5403	144	6'-10"	2"
5404	72	8'-0"	5/8"
5405	108	6'-4"	2"
5406	108	3'-2"	2"
5501	120	34'-6"	5/8"
5502	140	4'-7"	3/4"
5601	59	35'-4"	3/4"
5602	90	8'-0"	5/8"
5603	72	17'-0"	5/8"

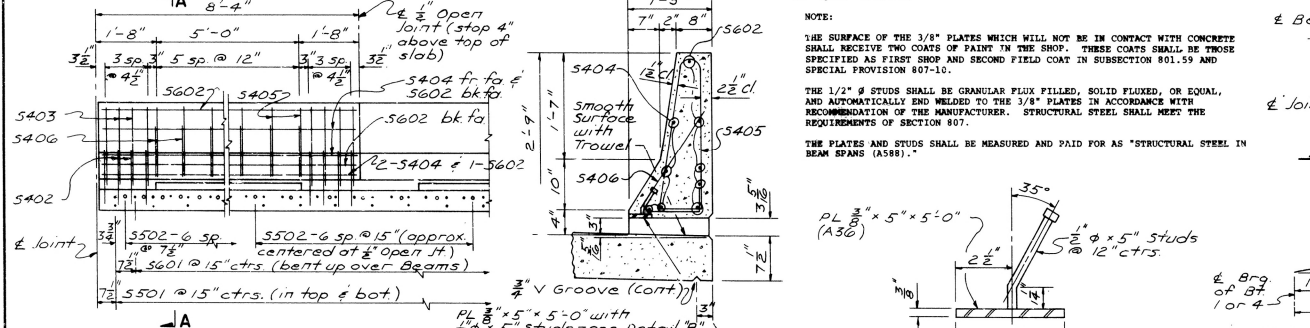
Bending Diagrams



HALF-SECTION AT MIDSPAN
ROADWAY SECTION
 Scale: 1"=1'-0"

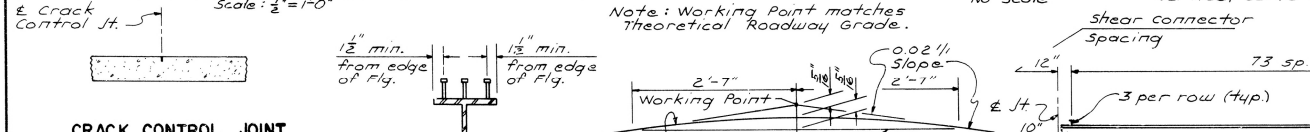
HALF-SECTION AT END OF UNIT
 Scale: 1"=1'-0"

- Note: Holes for 3/4" hi-str bolts for Expansion Device Diaphragms, & End Struts may be 1/8" holes if a washer is supplied for use under both the nut & the head of the bolt.
- 1 - Working Point to gutter Line
- 2 - Tolerance: Minus = 1/4"
- 3 - Refer to dwg. no. 14990H
- 4 - These dimensions are taken at Bearing & Beam.



LONGITUDINAL SECTION AT CURB FOR OPEN PARAPET RAILING
 Scale: 1"=1'-0"

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



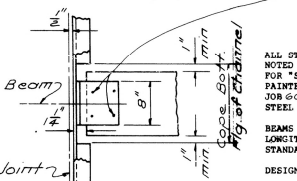
CRACK CONTROL JOINT
 No Scale

SHEAR CONNECTOR DETAIL
 No Scale

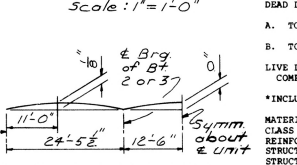
Note: 1/4" x 1' poured synthetic polymer Jt in slab to be paid for as "Class 3 (AE) Concrete". If slab Jts are to be sawed, they shall be sawed before any vehicular traffic is allowed on the span. The joint shall be located over each int. Bearing.

Note: STUD SHEAR CONNECTORS SHOWN SHALL BE 4" LONG, GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL, AND AUTOMATICALLY END WELDED TO BEAM FLANGES IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. 7/8" DIAMETER STUD MAY BE SUBSTITUTED FOR THE 3/4" DIA. STUD SHOWN AT THE RATIO OF 0.73 - 7/8" STUDS IN PLACE OF ONE 3/4" STUD AND SPACING SHALL NOT EXCEED 24". THE 3/4" STUDS SHALL BE USED AS THE BASIS OF PAYMENT OF 61.5 LBS. PER 100 STUDS.

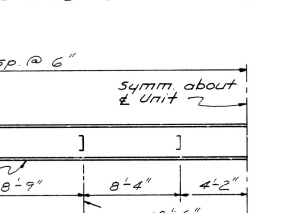
Holes for 3/4" hi-str bolts: (1" in angle & 1 1/2" in flange) Washer on top & bottom



CHANNEL CONNECTION
 Scale: 1"=1'-0"



DEAD LOAD CAMBER DIAGRAM
 Camber for total Dead Load Deflection Plus Vertical Curve ± tolerance, Vertical Curve corrections not included



HALF CONTINUOUS W-BEAM ELEVATION
 No Scale

NOTES

ALL STRUCTURAL STEEL SHALL BE ASTM DESIGNATION A588 UNLESS OTHERWISE NOTED AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND BID FOR "STRUCTURAL STEEL IN BEAM SPANS A588." A588 STEEL SHALL NOT BE PAINTED. ALL EXPOSED SURFACES TO BE CLEANED IN ACCORDANCE WITH SP JOB 60266. "UNPAINTED WEATHERING STRUCTURAL STEEL." STRUCTURAL STEEL COMPLETELY IMBEDDED IN CONCRETE MAY BE ASTM A36.

BEAMS ARE CONSIDERED MAIN LOAD CARRYING MEMBERS AND SHALL MEET THE LONGITUDINAL CHAMPY V-NOTCH TEST SPECIFIED IN SECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DESIGN SPECIFICATIONS: AASHTO 1983 WITH INTERIM SPECIFICATIONS.

LIVE LOAD: HS20

METHOD OF DESIGN: LOAD FACTOR

DEAD LOAD: INTERIOR BEAM EXTERIOR BEAM

A. TO W-BEAM 7/7 PLF+9.3 (WT/FT OF W-BEAM) 572 PLF+4.3 (WT/FT OF B. TO COMPOSITE BEAM 295 PLF* 295 PLF*)

LIVE LOAD: TO EACH COMPOSITE BEAM 1.364 WHEELS + IMPACT 1.277 WHEELS + IMPACT

*INCLUDES 154 PLF FUTURE WEARING SURFACE.

MATERIAL STRENGTH:
 CLASS 5 & 3 (AE) CONCRETE (N-9) f'c = 3500 PSI
 REINFORCING STEEL (A615 OR A617) fy = 60,000 PSI
 STRUCTURAL STEEL (A36) fy = 36,000 PSI
 STRUCTURAL STEEL (A588) fy = 50,000 PSI

ALL BEAMS SHALL BE SHOP ASSEMBLED IN THEIR TRUE POSITION, FIELD CONNECTION HOLES REAMED AND ALL PARTS MATCH MARKED.

THE BRIDGE SLAB SHALL BE POURED IN ONE CONTINUOUS OPERATION. FOR ADDITIONAL DETAILS AND GENERAL NOTES, SEE DWG. NO. 14990H.

Revised entire drawing.

DETAILS OF STANDARD 75'-0" CONTINUOUS W-BEAM UNITS CONC. PARAPET RAIL (OPEN) 32'-0" CL. RDWY. 0.02% PEAKED CROWN

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DATE: 5-22-86

CHECKED BY: ARW DATE: 5-22-86 SCALE: as noted

DESIGNED BY: DATE: 5-22-86

BRIDGE NO. 6132 B 6133 DRAWING NO. 27424

