DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO	SHEET NO.	TOTAL SHEETS
				8	ARK.			
				JOB NO.		4660	26	73
				350A	ABUT	18817		

L602 @ 12" (7 SPCS) 10'-6"

DRILL 1⅛ ϕ HOLES APPROX. 18" INTO EXISTING FOOTING & GROUT IN (SEE DETAIL) @ CC'S AS SHOWN

EDGE OF EXISTING FOOTING

F401-F405 @ 12"

F410-F413

F411

F801-F806 @ 12" TYP.

C-F401

C-F406

C-F407

3 SPCS @ 6"

3 SPCS @ 12" TYP.

C-F410-F413

C-2-F409

2-F408

1'-0"

10'-6"

1'-7⅞"

F814-F834 @ 12"

5"

PLAN OF WING

2-H408

6"

H403-H407 @ 18" BOTH FACES

2-H409

7'-0"

SLOPE VARIES

PL. CLIMB

2"CL TYP

H401

V901-V903 @ 12" CTS

V401-V417 @ 12" CTS

H405

15'-1½"

VARIES

1'-3"

2'-6"

F410-F413

F406

2"

F814

F401

2'-6"

SECTION A-A

6"

V904-V944 @ 6" BOTH FACES

6"

V401-V417 @ 18" BOTH FACES

6"

1'-6"

1'-6"

F814-F834 @ 12"

ELEVATION OF WING

BAR LIST FOR ABUTMENT AND WING WALLS

MARK	NO. REQD.	LENGTH	A	B	PIN DIA.	BENDING DIAGRAM
Z801	8	1'-8"	1'-2"	5¼	5"	
D401	14	2'-0"			STR.	
D402	6	5'-6"			STR.	
D601	26	3'-0"			STR.	
D502	16	3'-0"			STR.	
D901	6	3'-0"			STR.	
F401 TO F405	2 ea.	2'-0"			STR.	
		10'-6"				
F406	8	12'-9"			STR.	
F407	8	16'-6"			STR.	
F408	8	21'-3"			STR.	
F409	8	20'-6"			STR.	
F410 TO F413	2 ea.	17'-3"			STR.	
		20'-0"				
F414	2	8'-0"			STR.	
F801 TO F806	2 ea.	1'-3"			STR.	
		8'-0"				
F809	8	3'-3"			STR.	
F810 TO F813	2 ea.	3'-6"			STR.	
		16'-0"				
F814 TO F834	2 ea.	3'-6"			STR.	
		5'-6"				
H401	44	16'-0"			STR.	
H402	4	3'-9"			STR.	
H403	96	20'-3"			STR.	
H404 TO H407	4 ea.	3'-0"			STR.	
		15'-0"				
H408	4	1'-9"			STR.	
H409	4	19'-6"			STR.	
H301	6	15'-6"			SIR	
V401	6	16'-0"			STR	
V502	12	18'-0"			STR.	
V409	6	19'-9"			STR.	
V404 TO V417	2 ea.	20'-6"			STR.	
		13'-6"				
V401	14	11'-3"			STR.	
V902	40	21'-6"	18'-0"	3'-3"	6"	
V903	14	25'-3"	18'-3"	3'-3"	6"	
V904	2 ea.	24'-6"	20'-6"	3'-6"	5"	
V944		17'-6"	13'-6"			

Z801

V902-V903

V904-V944

DIMENSIONS ARE OUT TO OUT OF BARS

GENERAL NOTES

THE WORK CONTEMPLATED CONSISTS OF WIDENING THE EXISTING BRIDGE ON BOTH SIDES OF THE ROADWAY. FOR REQUIREMENTS IN CONDUCTING THE WORK, SEE JOB SPECIAL PROVISION "REMODELING EXISTING BRIDGE STRUCTURE". ALL DIMENSIONS RELATING TO EXISTING BRIDGE ARE TO BE VERIFIED IN THE FIELD AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING WIDENING TO EXISTING STRUCTURE.

ALL CONCRETE TO BE CLASS S. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615, GRADE 40. REINFORCING STEEL IS TO BE HELD IN PLACE BY MEANS OF STEEL WIRE SUPPORTS SUFFICIENT IN NUMBER AND SIZE TO PROPERLY SUPPORT THE STEEL IN THE FORMS. THESE SHOP LISTS AND BENDING DIAGRAMS OF REINFORCING STEEL AND WIRE SUPPORTS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1973 WITH 1974 INTERIM SPECIFICATIONS.

LIVE LOAD: HS20
METHOD OF DESIGN: SERVICE LOAD

CONCRETE: ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH f'_c = 3000 PSI

REINFORCING STEEL: REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 40 (YIELD STRENGTH = 40,000 PSI)

SHEET 2 OF 2
DETAIL OF WIDENING ABUT.
MASSARD CREEK
MASSARD - EAST
SEBASTIAN COUNTY
ROUTE 22 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: [illegible] DATE 11-73
CHECKED BY: [illegible] DATE 12-73
DESIGNED BY: [illegible] DATE 12-73
SCALE: 1" = 6"

BRIDGE ENGINEER

BRIDGE NO. 350A DR. WING NO. 18817