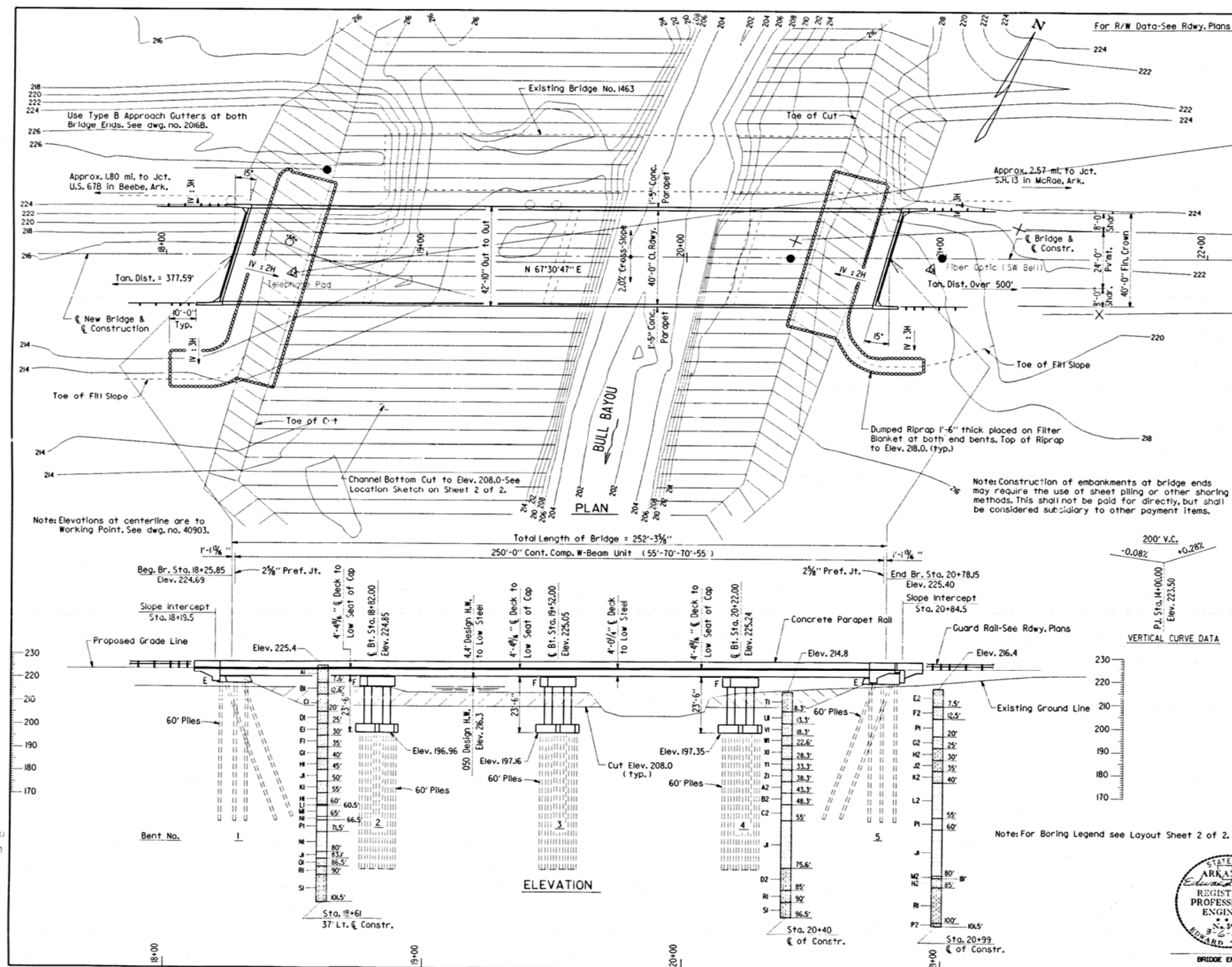




DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		22	74
				JOB NO.		050005	22	74
				06797		LAYOUT	40897	

HYDRAULIC DATA				
FLOOD DESCRIPTION	FREQUENCY YEARS	DISCHARGE CFS	NATURAL WATER SURFACE ELEVATION FEET	WATER SURFACE ELEV. WITH BACKWATER FEET
Design	50	15,145	216.3	218.2
Base	100	18,185	216.8	219.0
Extreme	500	26,593	218.0	220.7
Overtopping	>500	N.A.		

* Unconstricted water surface without structure or roadway approaches.
Drainage area = 95.8 sq. mi.
Historical H.W. = N.A.

"N" VALUES

Sta. 18+61 - 37' Lt. of Constr.	Sta. 20+99 - @ of Constr.
3.1 - 4.1, N+8	8.0 - 9.0, N+4
8.1 - 9.1, N+1	13.0 - 14.0, N+6
13.1 - 14.1, N+3	20.5 - 21.5, N+9
20.5 - 21.5, N+9	25.5 - 26.5, N+3
25.5 - 26.5, N+11	30.5 - 31.5, N+8
30.5 - 31.5, N+7	35.5 - 36.5, N+9
35.5 - 36.5, N+2	40.5 - 41.5, N+17
40.5 - 41.5, N+2	45.5 - 46.5, N+14
45.5 - 46.5, N+14	50.5 - 51.5, N+17
50.5 - 51.5, N+9	55.5 - 56.5, N+7
55.5 - 56.5, N+3	60.5 - 61.5, N+12
60.5 - 61.5, N+31	65.5 - 66.5, N+16
65.5 - 66.5, N+11	70.5 - 71.5, N+16
70.5 - 71.5, N+9	75.5 - 76.5, N+19
75.5 - 76.5, N+18	80.5 - 81.5, N+40
80.5 - 81.5, N+30	85.5 - 86.5, N+41
85.5 - 86.5, N+30	90.5 - 91.5, N+36
90.5 - 91.5, N+37	95.5 - 96.5, N+38
100.5 - 101.5, N+31	100.5 - 101.5, N+43

VERTICAL CURVE DATA

Sta. 20+40 - @ of Constr.
3.8 - 4.8, N+2
8.8 - 9.8, N+1
13.8 - 14.8, N+2
18.8 - 19.8, N+9
23.8 - 24.8, N+2
28.8 - 29.8, N+1
33.8 - 34.8, N+8
38.8 - 39.8, N+5
43.8 - 44.8, N+6
48.8 - 49.8, N+1
53.8 - 54.8, N+12
58.8 - 59.8, N+14
63.8 - 64.8, N+14
68.8 - 69.8, N+19
73.8 - 74.8, N+35
78.8 - 79.8, N+78 (0.9')
83.8 - 84.8, N+46
88.8 - 89.8, N+42
93.8 - 94.8, N+45

(SHEET 1 OF 2)

LAYOUT OF BRIDGE OVER BULL BAYOU BULL BAYOU STR. & APPRS. (S) WHITE COUNTY

ROUTE 367 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: W.M.J. DATE: 12-28-99 FILENAME: B050005X.L10

CHECKED BY: GYA DATE: 1-2-00 SCALE: 1" = 20'

DESIGNED BY: M.W. DATE: Dec. 99

BRIDGE NO. 06797 DRAWING NO. 40897

1, 550, 300, 050005, RWE548, B050005X.L1A

MICROFILMED
JUN 05 2000



BRIDGE ENGINEER

Governing specifications are the Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (1996 edition) with applicable supplemental specifications and special provisions.

All concrete shall be Class S(AE) and shall be poured in the dry. All exposed corners to be chamfered $\frac{3}{4}$ " unless otherwise noted.

All concrete shall be poured and screeded off prior to initial set. The concrete deck shall be finished in accordance with section 802.9, Class 5 of the Standard Specifications. Movement of the finishing machine across 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 of the railing.

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 bridge deck shall be given a fine finish as specified for final finishing in subsection 802.19 for a Class 5 Bridge Roadway Surface Finish.

Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60. The reinforcing is to be accurately located in the form and firmly held in place by steel wire supports, sufficient in number and size 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 "Reinforcing Steel-Bridge".

All stud shear connectors shall be granular flux filled, solid fluxed, or equal, and shall be automatically end welded in accordance with recommendations of the manufacturer.

Field connections shall be bolted with $\frac{3}{4}$ " high strength bolts unless otherwise noted. Bolt holes shall be $\frac{9}{16}$ " ϕ except that $\frac{5}{8}$ " ϕ holes may be used for connection of expansion devices and end struts if a washer is used under both the nut and head of the bolt.

Diaphragms shall be installed as beams are erected and shall be completely bolted prior to pouring of the concrete deck.

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

All Structural Steel shall be AASHTO M270, Gr. 50W unless otherwise noted and shall be paid for at the unit price per pound bid for "Structural Steel in Beam Spans (M270, Gr. 50W)". M270, Gr. 50W steel shall not be painted. All exposed surfaces to be cleaned in accordance with Subsection 807.84(e) of the Standard Specifications. Structural steel completely embedded in concrete may be AASHTO M270, Gr. 36.

All beams shall be blocked in their true position in the shop. The camber, length of sections, distance between bearings and openings of joints shall be measured with the beams in this position and this information shall become a part of the permanent record of the 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 $\frac{1}{4}$ " is allowed for camber.

Beams are considered main load carrying members and shall meet the longitudinal Charpy V-notch test specified in Section 807.05. All welding shall conform to Subsection 807.26. Welded connections shall be $\frac{1}{2}$ " fillet shop welds unless otherwise noted. All welding that is to be done in fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If the fabricator or erector should want to make additional welds, whether temporary or permanent, he shall submit detailed drawings with formal request to the Bridge Engineer of the Arkansas State Highway and Transportation Department for approval.

STATE OF
ARKANSAS
Edward T. Fain
REGISTERED
PROFESSIONAL
ENGINEER
No. 3915
6-00
EDWARD T. FAIN

DRAWN BY: W.M.A. DATE: 1-25-00
 CHECKED BY: A.R.W. DATE: 2-7-00 SCALE: As Shown
 DESIGNED BY: A.R.W. DATE: Dec 99
 BRIDGE NO. 06797 DRAWING NO. 40903

DRAWN BY: W.M.A. DATE: 1-25-00
 CHECKED BY: A.R.W. DATE: 2-7-00 SCALE: As Shown
 DESIGNED BY: A.R.W. DATE: Dec 99
 BRIDGE NO. 06797 DRAWING NO. 40903