

LOCATION SKETCH
SCALE 1"=50'

NOTE: THE EXISTING BRIDGES ARE TO BE REMOVED BEFORE CONSTRUCTION IS BEGUN. THE EXISTING BRIDGE NUMBER M2251 IS 102 FEET LONG AND CONSISTS OF FIVE 20 FOOT I-BEAM SPANS. EXISTING BRIDGE NUMBER M2252 IS 120 FEET LONG AND CONSISTS OF SIX 20 FOOT I-BEAM SPANS. BOTH BRIDGES HAVE R.C. BENTS AND RUBBLE MASONRY ABUTMENTS. THE CONTRACTOR SHALL REMOVE THE EXISTING PORTIONS OF FOUNDATIONS FOR PREVIOUS EXISTING BRIDGES. ALL WORK SHALL BE IN ACCORDANCE WITH SP 1006-3 AND THE STANDARD SPECIFICATIONS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	5-18(3)			
				JOB NO.		6924		11	36
S(1) 5397 2 OF 2 LAYOUT 16331									

GENERAL NOTES

BENCH MARK - SQUARE CUT ON N.W. CORNER, EAST WHEEL GUARD, 9' RIGHT OF STATION 25+14.8, ELEVATION 339.02.

FOUNDATION PRESSURE: 6,000 LBS. PER SQUARE FOOT.

DETOUR: THE CONTRACTOR SHALL CONSTRUCT A DETOUR APPROXIMATELY 40' UPSTREAM AT STATION 24+25, DECK ELEVATION 334.0, MINIMUM LENGTH 120', 20' CLEAR ROADWAY H20 LOADING. UPSTREAM CHANNEL CHANGE WILL BE COMPLETED AFTER REMOVAL OF THE DETOUR.

CHANNEL CHANGE: THE CONTRACTOR SHALL CONSTRUCT A CHANNEL CHANGE FROM STATION 23+91, CENTERLINE SURVEY, FLOWLINE ELEVATION 324.0 TO STATION 4+55 UPSTREAM CHANNEL CHANGE, FLOWLINE ELEVATION 325.3 AND FROM CENTERLINE SURVEY TO STATION 2+63 DOWNSTREAM FLOWLINE ELEVATION 324.0. CUT SLOPES 2:1 AND CHANNEL BOTTOM WIDTH 45' UPSTREAM. TOTAL CHANNEL EXCAVATION APPROXIMATELY 7,800 CU. YDS. 1,200 CU. YDS. WILL BE USED TO FILL FROM THE EXISTING RELIEF BRIDGE TO THE CHANNEL UPSTREAM TO ELEVATION 327.0.

EXISTING BRIDGES: THE INTERIOR I-BEAMS OF THE EXISTING BRIDGES NOS. M2251 AND M2252 ARE TO REMAIN THE PROPERTY OF THE STATE. ALL OTHER MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR AND ITS VALUE SHALL BE REFLECTED IN HIS BID. SEE ADDITIONAL NOTES ON THIS DRAWING.

CONCRETE: ALL CONCRETE SHALL BE POURED IN THE DRY. ALL CONSTRUCTION JOINTS SHALL BE HORIZONTAL AT LEAST 1 1/2 INCHES HIGH COVERING THE MIDDLE THIRD OF EACH DIMENSION. ALL CHAMFERS ARE 3/4 INCH UNLESS OTHERWISE NOTED.

DRAWINGS:

DETAILS OF BENTS, DWG. NO. 16332

DETAILS OF STANDARD 35' R.C. SLAB SPANS WITH VOIDS, DWG. NO. 16333

DETAILS OF METAL BRIDGE RAILING TYPE A DRWG. NO. 14992A

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, THE 1966 SUPPLEMENTAL SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHO 1969

LIVE LOADING: HS20

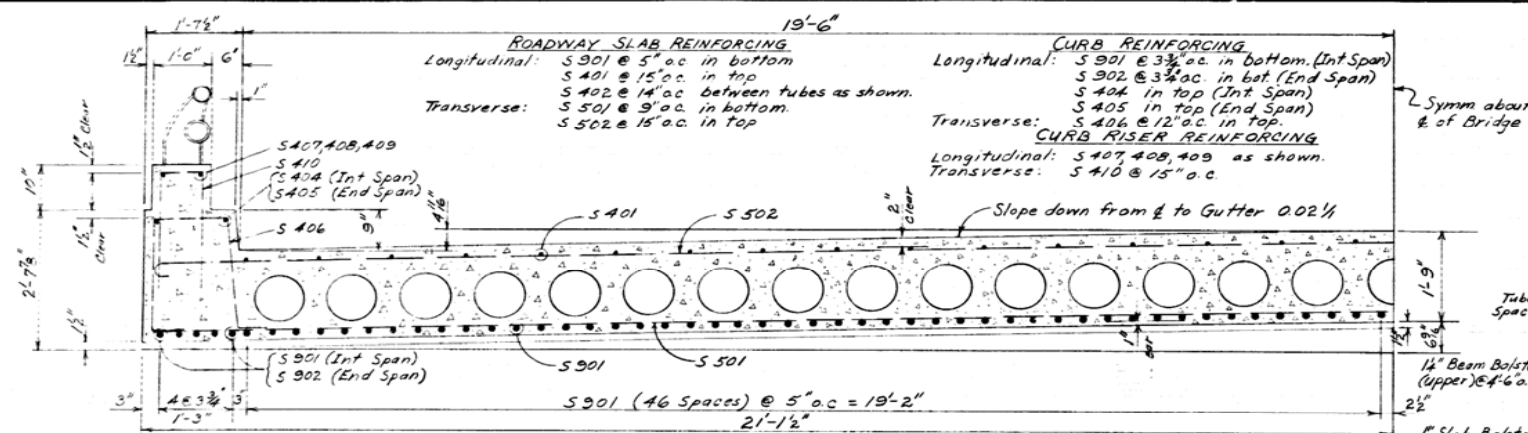
UNIT STRESSES: CLASS 5 CONCRETE (N=10) 3,000 PSI
REINFORCING STEEL 20,000 PSI

SHEET 2 OF 2
LAYOUT OF
BRIDGE OVER HURRICANE CREEK
HURRICANE CREEK BRS. (HWY. 183)
SALINE COUNTY
ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

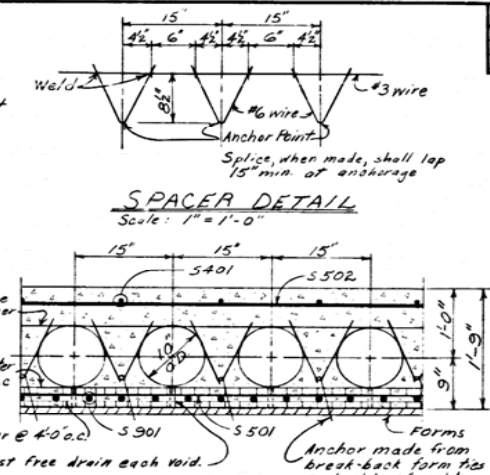
DRAWN BY: JRC DATE: 4-2-70
TRACED BY: JRC DATE: 8-2-70
CHECKED BY: JRC DATE: 3-2-70
SCALE: SHOWN
BRIDGE NO. 5397 DRAWING NO. 16331

Neal Pinkerton
BRIDGE ENGINEER

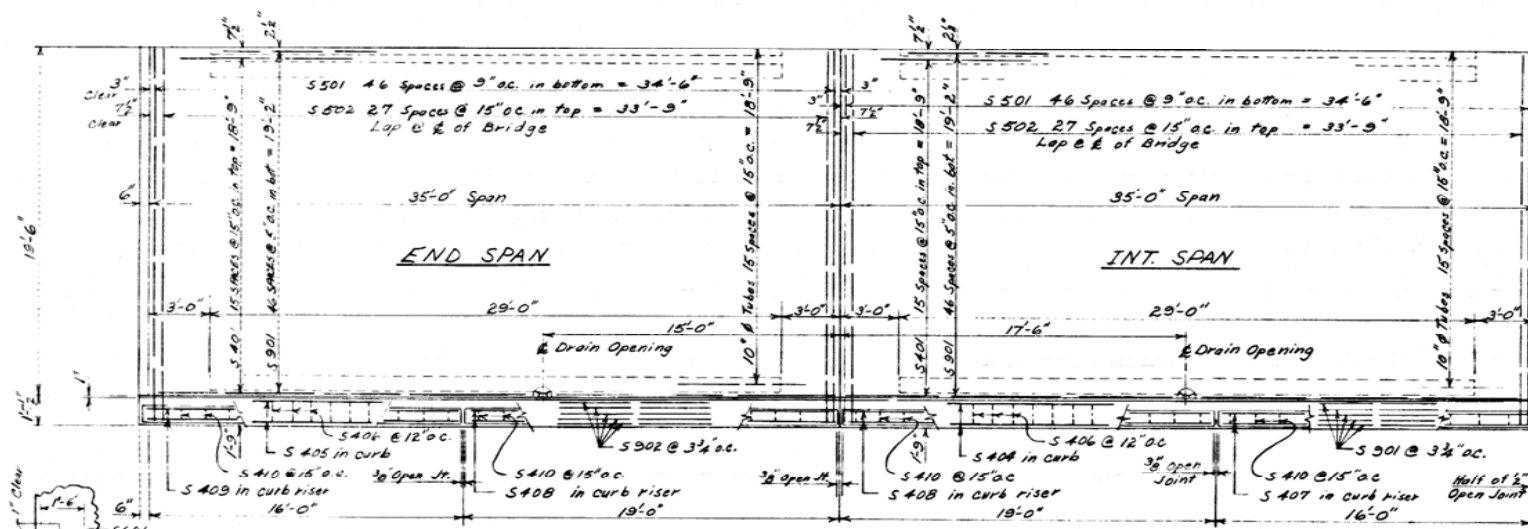
REVISION	DATE	BY	CHKD	APPD	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
					6	ARK.	5-18(3)		13	36
					JOB NO. 6924					
					05 5397 35' R.C. SLAB 16333					



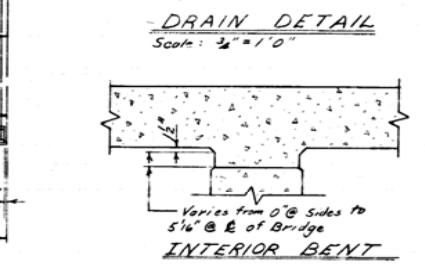
HALF-SECTION THRU ROADWAY
Scale: 3/4" = 1'-0"



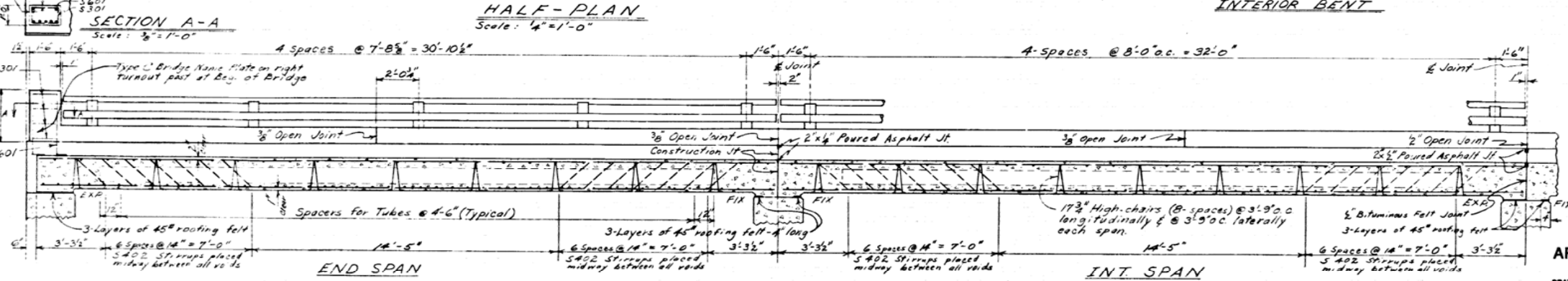
TUBE PLACING DETAIL
Scale: 1" = 1'-0"



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



INTERIOR BENT



LONGITUDINAL SECTION AT BRIDGE
Scale: 3/8" = 1'-0"

MK	NO. REQD	END	INT.	LENGTH	PIN DIA	BENDING DIAGRAM
S 301	8			4'-5"	1 1/2"	
S 401	32	32		34'-8"	5/8"	
S 402	420	420		3'-4"	2"	
S 404	4			34'-8"	5/8"	
S 405	4			35'-2"	5/8"	
S 406	70	70		6'-5"	2"	
S 407	4			15'-8"	5/8"	
S 408	4			18'-8"	5/8"	
S 409	4			16'-1"	5/8"	
S 410	58	58		4'-7"	2"	
S 501	47	47		41'-11"	5/8"	
S 502	56	56		22'-5"	3/4"	
S 601	14			4'-1"	3"	
S 602	94	104		34'-9"	5/8"	
S 902	10			35'-2"	5/8"	

GENERAL NOTES

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

REINFORCING STEEL TO BE ASTM A615, GRADE 40. SHOP LISTS AND BENDING DIAGRAM MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

ALL CYLINDRICAL TUBES USED TO FORM VOIDS SHALL BE OF MOISTURE PROTECTED, LAMINATED TYPE CONSTRUCTION, MINIMUM THICKNESS 0.225", AND SHALL BE FURNISHED COMPLETE WITH END CLOSURES.

ALL REINFORCING STEEL AND FIBER TUBES SHALL BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY MEANS OF STEEL WIRE SUPPORTS AND SPACERS FOR TUBES OF A SUFFICIENT NUMBER AND SIZE TO PREVENT DISPLACEMENT DURING THE COURSE OF CONSTRUCTION, BUT IN NO CASE OF LESSER DESIGN THAN THAT SHOWN.

WIRE SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL". TUBES FOR FORMING VOIDS AND WIRE SUPPORTS AND SPACERS FOR TUBES WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "CLASS S CONCRETE".

SHOP LISTS AND DIAGRAMS OF WIRE SUPPORTS AND SPACERS FOR TUBES SHALL BE SUBMITTED FOR APPROVAL BEFORE FABRICATION IS BEGUN.

ROOFING FELT, BITUMINOUS FELT, AND POURED ASPHALT JOINTS SHALL BE MEASURED AND PAID FOR AS CLASS S CONCRETE.

FOR DETAILS OF BRIDGE RAILING SEE DWG. NO. 14992A.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, THE 1966 SUPPLEMENTAL SPECIFICATIONS, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1969

DESIGN LIVE LOADING: HS20

LOAD DISTRIBUTION TO SLAB: DEAD LOAD-217PSF; LIVE LOAD-0.166 WHEELS/FT. OF WIDTH PLUS 30% IMPACT.

UNIT STRESSES: CLASS S CONCRETE (N=10) 1,200 PSI
REINFORCING STEEL 20,000 PSI

DETAILS OF
35'-0" R.C. SLAB SPAN (WITH VOIDS)
35'-0" CLEAR ROADWAY
WITH 6" CURBS
ROUTE 183 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: WEA DATE: 8-7-70
TRACED BY: DATE: 8-10-70
CHECKED BY: DATE: 8-10-70
BRIDGE NO. 5397 DRAWING NO. 16333