

1. Concrete to be Class 5 and to be poured in the dry. All concrete to be placed in 15' diameter precast concrete and to be filled with concrete to 8' tons per pile and to a minimum penetration of 20' each.

2. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. One end of the bent No. 2 was a test pile. Cast test pile 25' long.

3. Volume occupied by embossed pile heads will not be included in the quantity of concrete caps.

4. For details of pile bents, see Div. No. 5112.

5. For details of Auto. T. Beam Spans, see Div. No. 5111-A.

6. Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1940.

QUANTITIES

103 Dry Excavation for Structures 5 Cu. Yds

SP#802 Class 5 Concrete for Bridges 138.3 Cu. Yds

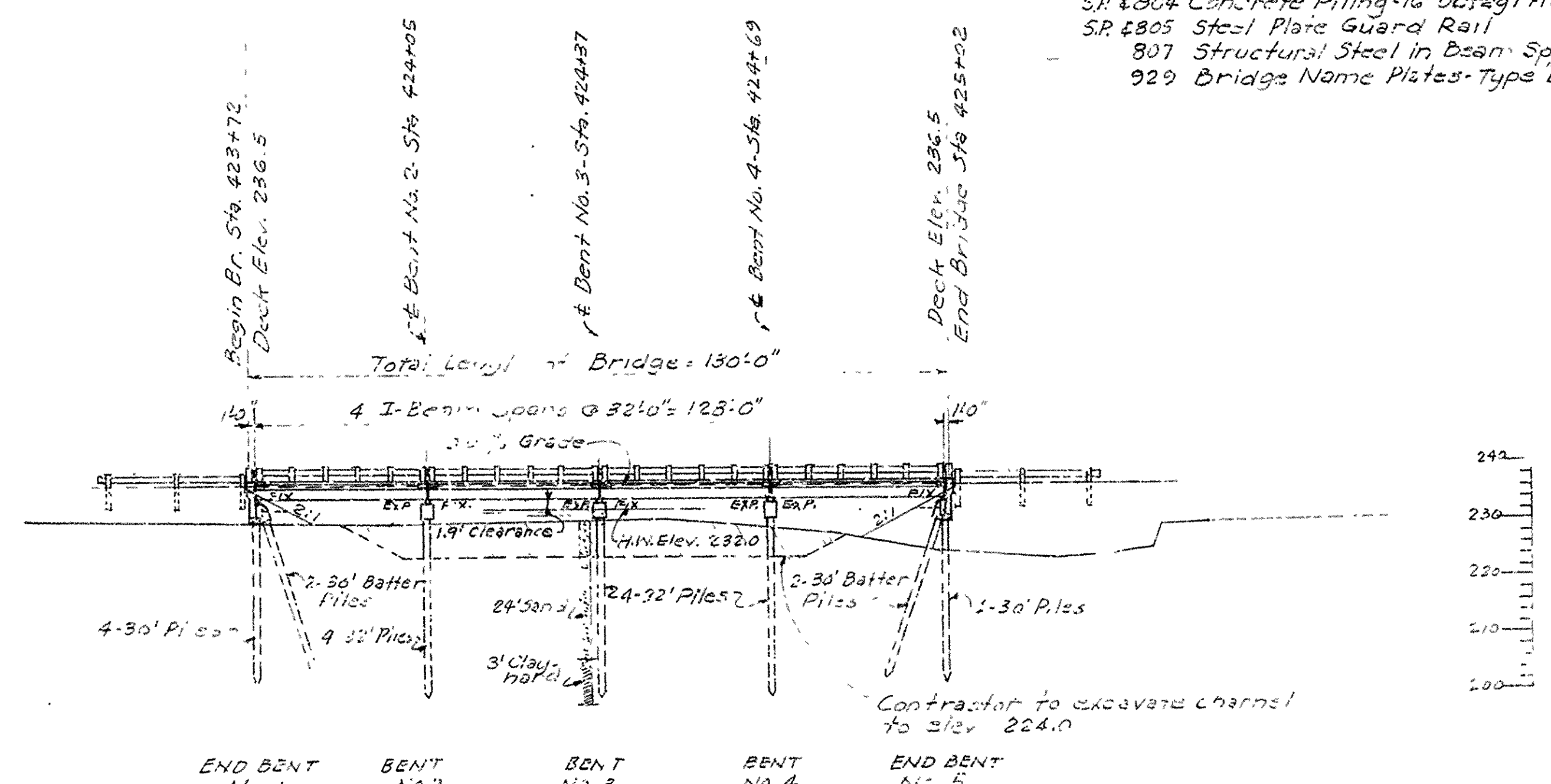
SP#803 Reinforcing Steel 26180 Lbs

SP#804 Concrete Piling-16" Octag. Precast 747 Lin. Ft.

SP#805 Steel Plate Guard Rail 276.67 Lin. Ft.

807 Structural Steel in Beam Spans 72290 Lbs.

929 Bridge Name Plates-Type "B" 1 Each



ELEVATION

Design Live Load H-20 Loading A.A.S.H.O. 1940

Wt. of Span 30

Class 5 Concrete (dry) 1400 #/cu yd

Reinforcing Steel 1800 #/cu yd

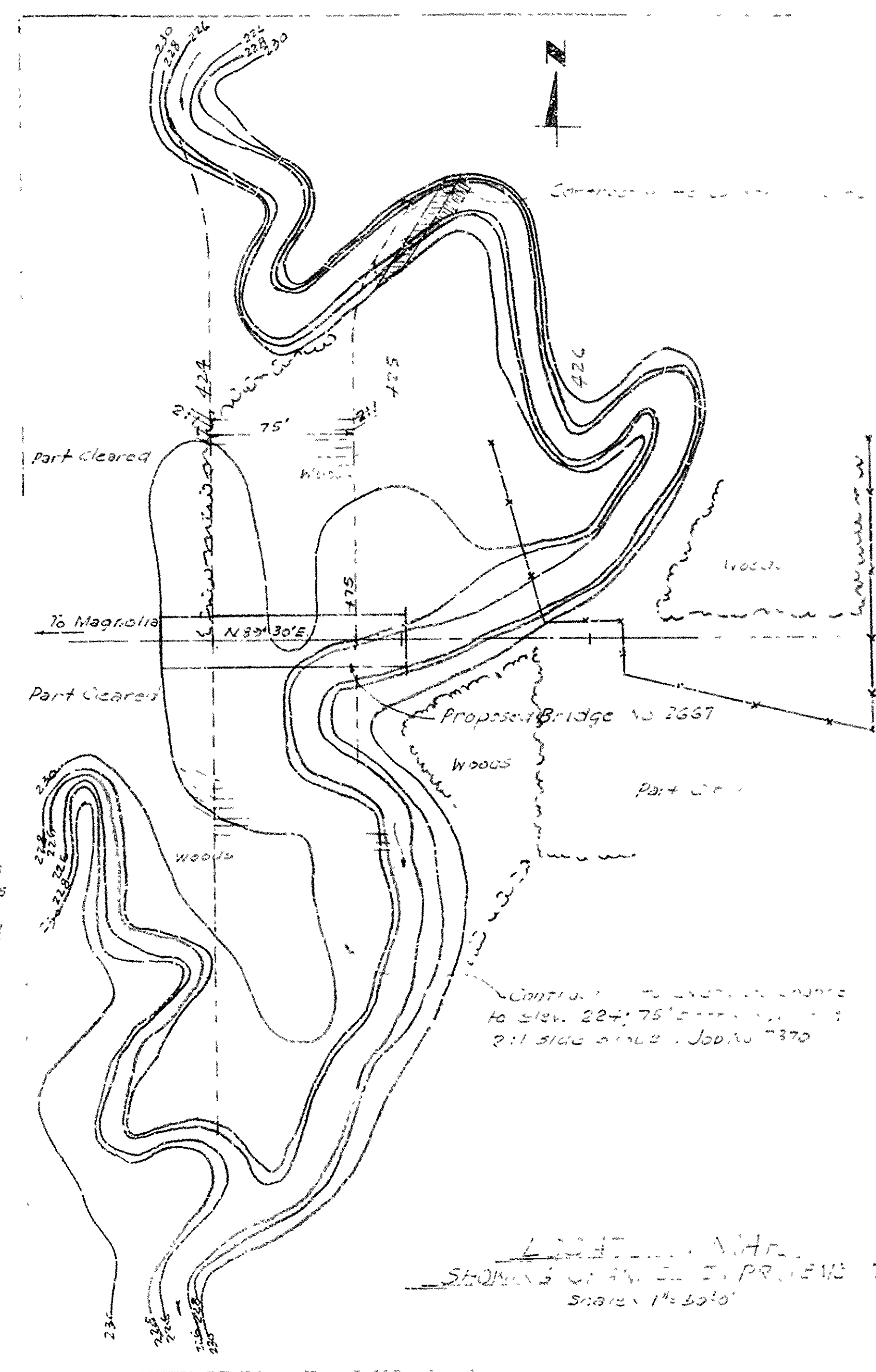
Structure of Steel 18,000 #/cu yd

Concrete 30 Tons per pile

DRAINAGE AREA 14.5 Sq. Mi. C=0.0

B.M. Elev. 232.35

Nil in 15" Suss. Gum 15' right of Sta 418+45



LAYOUT OF BRIDGE OVER BIG CORN CREEK

MAGNOLIA-UNION COUNTY LINE ROAD

COLUMBIA COUNTY

ROUTE 98 SEC. 4

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

Drawn By H.B. Date 12-4-52

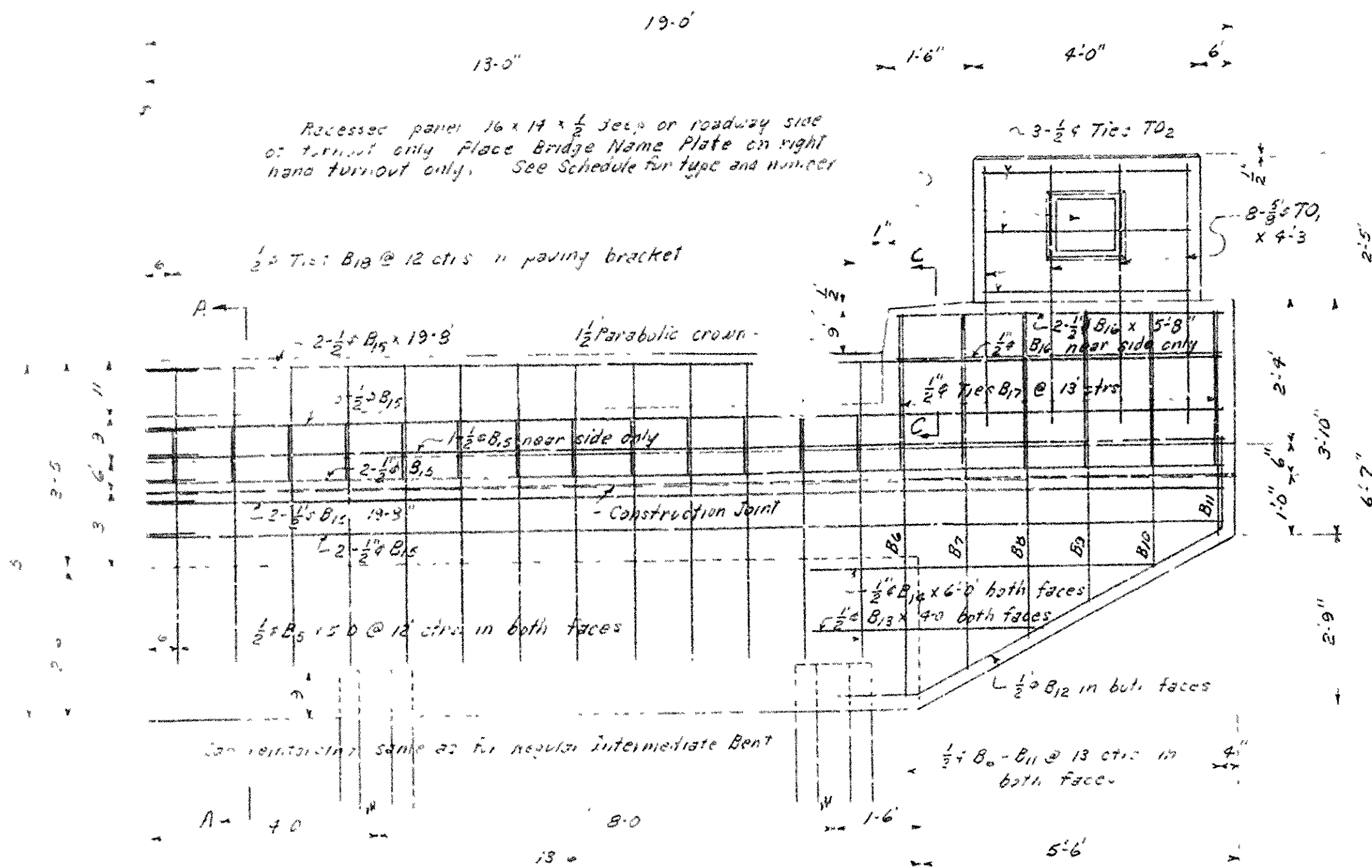
Traced By H.B. Date 1-4-53

Checked By Date

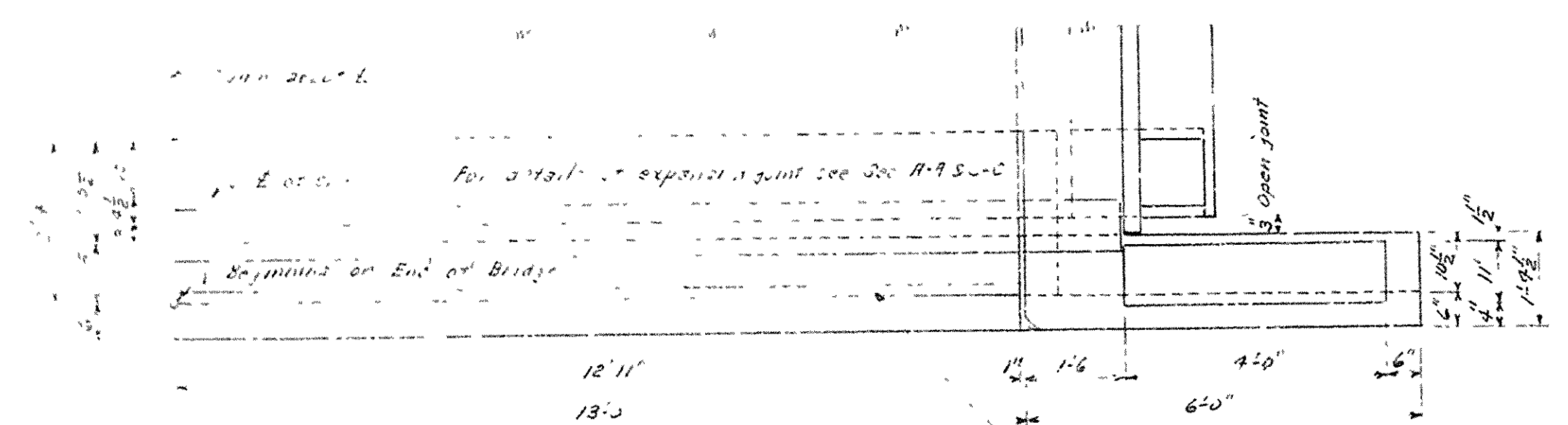
Scale: 1" = 20' H.

BRIDGE NO. 2667

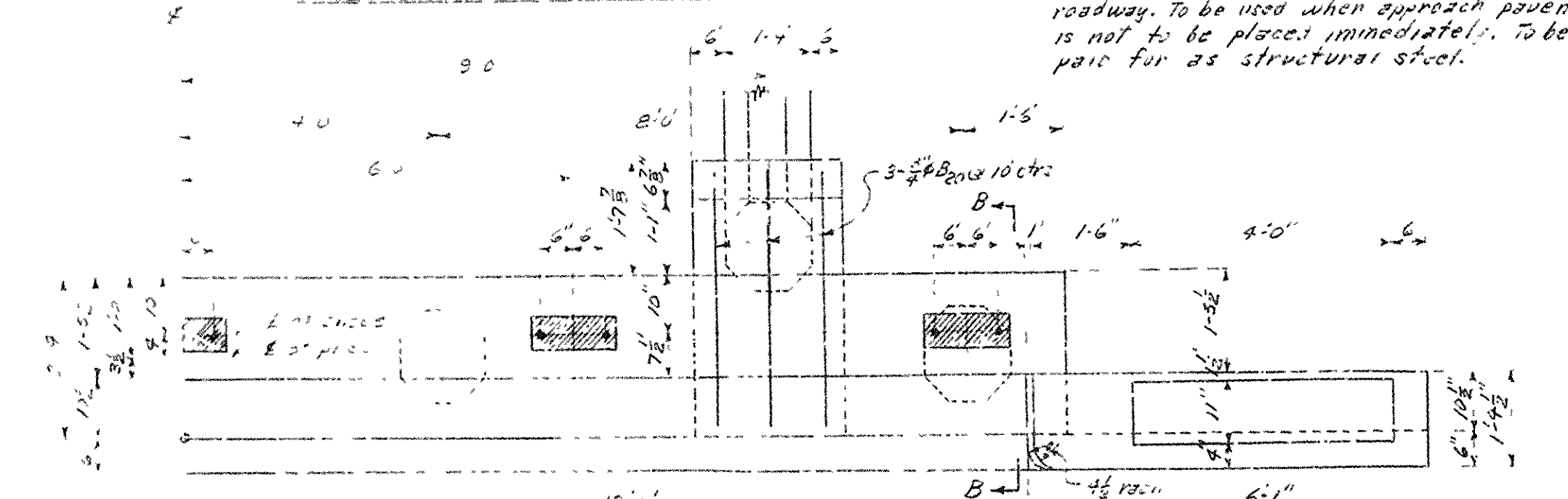
DRAWING NO. 7495



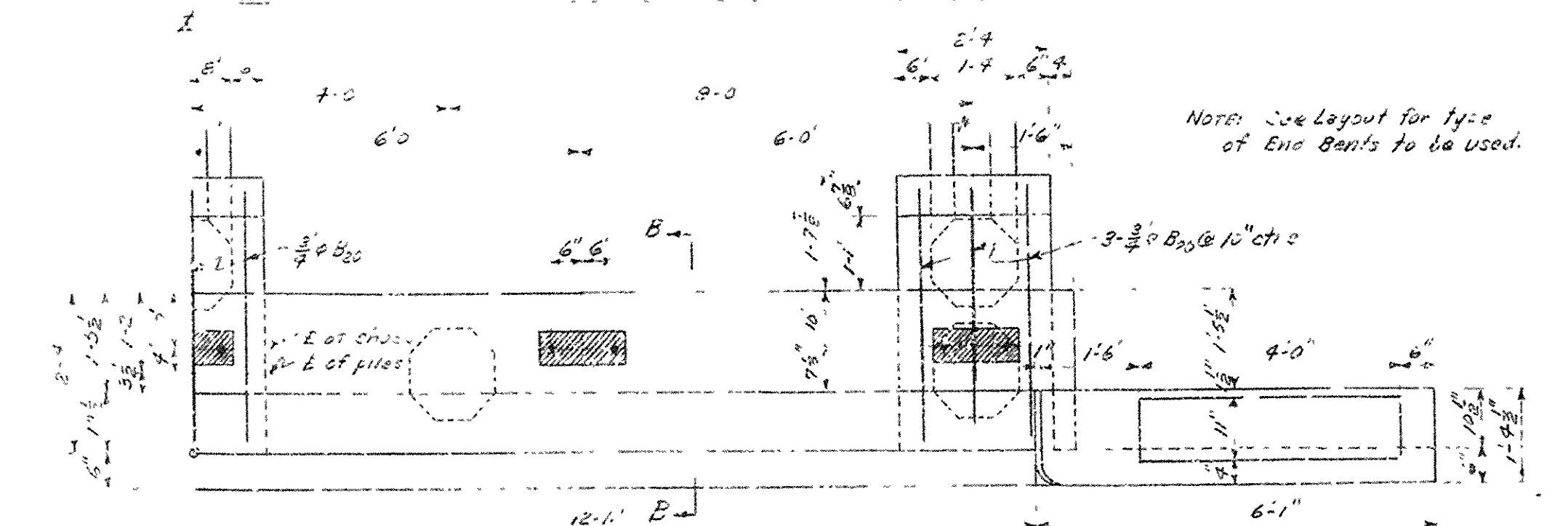
HALF REAR ELEVATION - END BENT
For location of later pier see details below



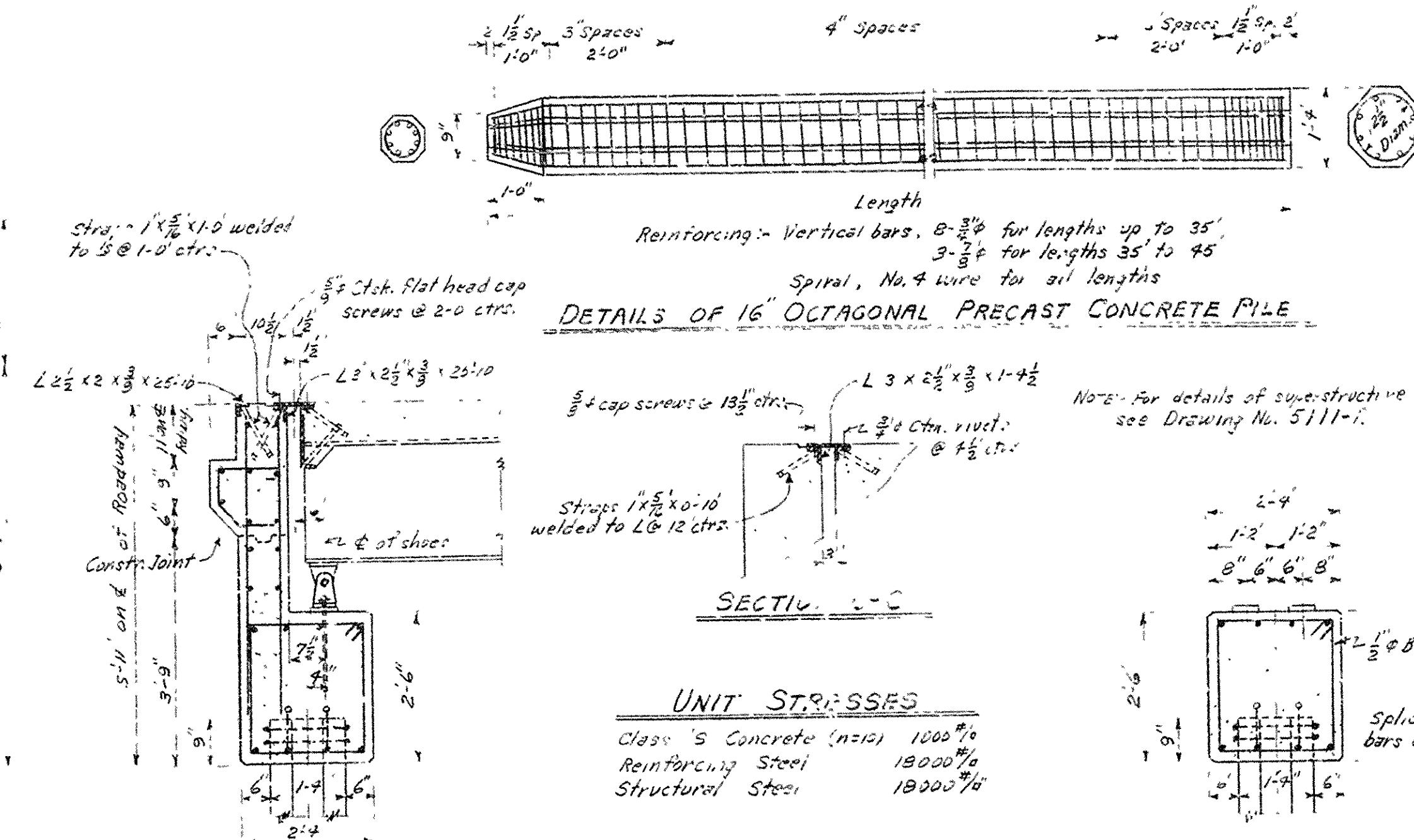
HALF PLAN OF REGULAR END BENT



HALF PLAN OF END BENT WITH TWO BATTER PILES.



HALF PLAN OF END BENT WITH THREE BATTER FILES



DETAILS OF 16" OCTAGONAL PRECAST CONCRETE PILE

UNIT STRESSES

Class 'S' Concrete (n=10)	1000 #/ft ³
Reinforcing Steel	18000 #/ft ³
Structural Steel	18000 #/ft ³

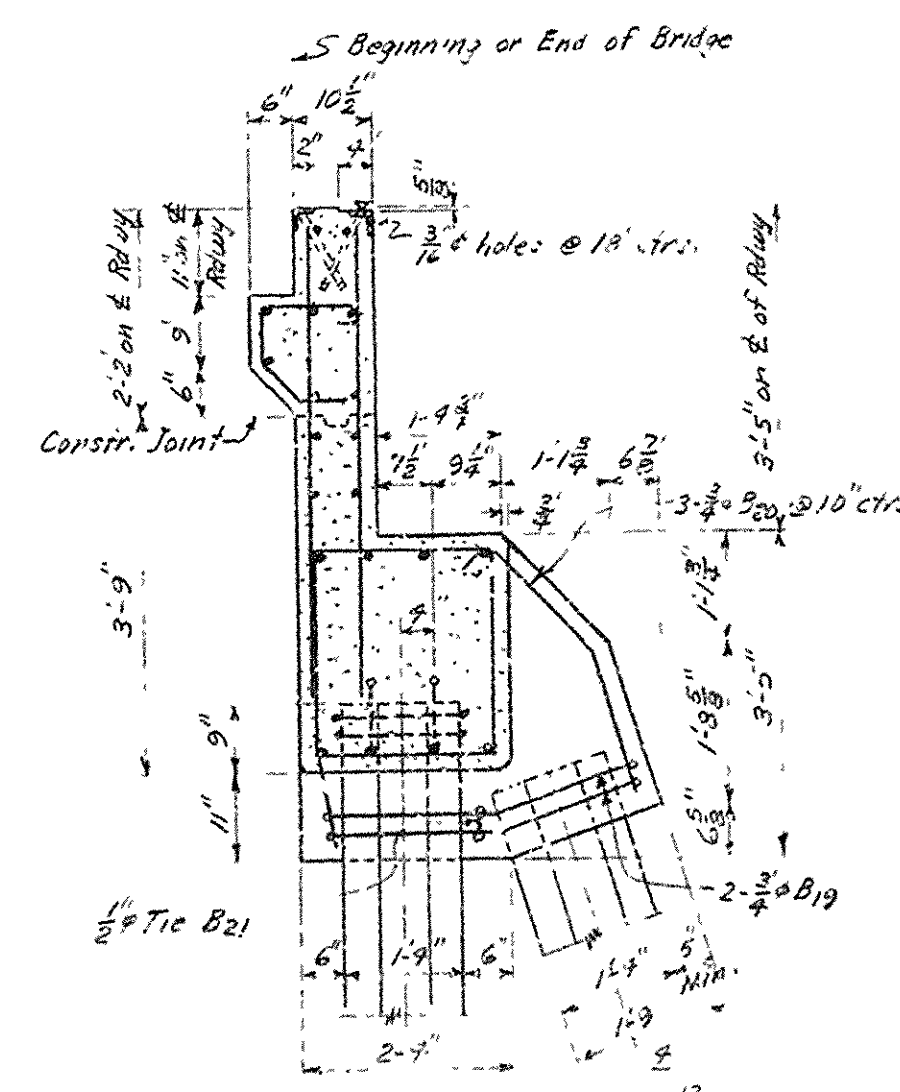
SECTION D-D

SECTION A-A

LIST OF BENT BARS FOR BENTS

MARK	SIZE	LENGTH	A	B
B _{1A}	1" #	25'-4"		
B ₁₉	3/4"	11'-3"		
B ₂₀	3/4"	3'-2"		
B ₂	3/4"	29'-6"	15'-0 1/2"	1'-5"
B ₃	3/4"	6'-4"	2'-2"	2'-0"
B ₄	1/2" #	9'-1"	2'-2"	2'-0"
B ₂₁	1/2" #	5'-5"	1'-11"	0'-5"
TO ₂	1/2"	9'-5 1/2"	3'-8"	0'-8"
B ₁₂	1 1/8"	3'-0"		
B ₁₇	1/2"	4'-8"	2'-11"	
B ₁₈	1/2" #	3'-2"	0'-6"	

NOTE: Dimensions relating to reinforcing steel are to centers of bars.



SECTION B-B

DETAILS OF BENTS
FOR

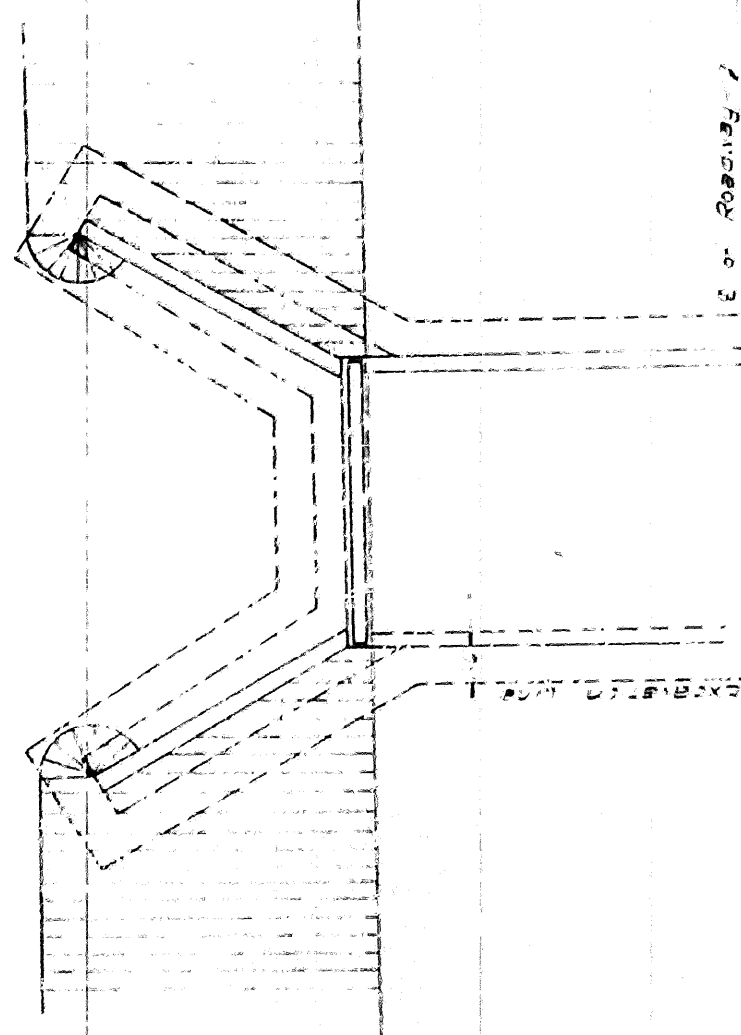
STANDARD 30'-0" & 32'-0" I-BEAM SPANS
26'-0" CLEAR ROADWAY 2 SIDEWALKS @ 1'-6"
5 GIRDER TYPE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

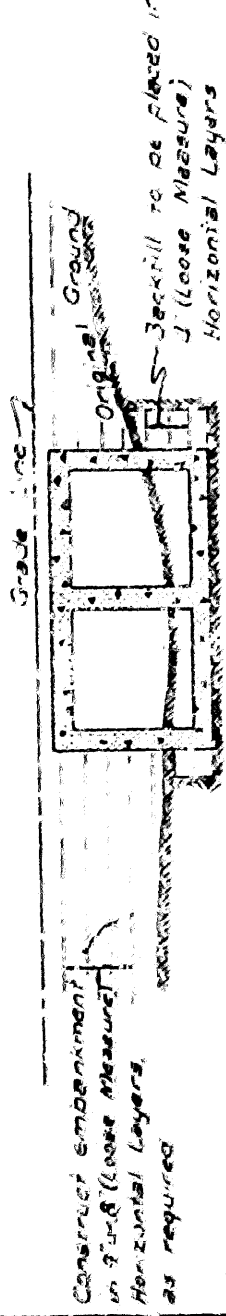
Drawn By: W.G.4 Date: 1-6-50
 Traced By: J.J.L. Date: 2-9-50
 Checked By: _____ Date: _____
 BRIDGE NO. DRAWING NO. 5112

N. B. Garver
BRIDGE ENGINEER

STATE	ROUTE	SECTION	DATE	SCALE	BY	CHKD.	APP'D.	DATE	NO.
ARK.	6	ARK.							
JOB NO.									

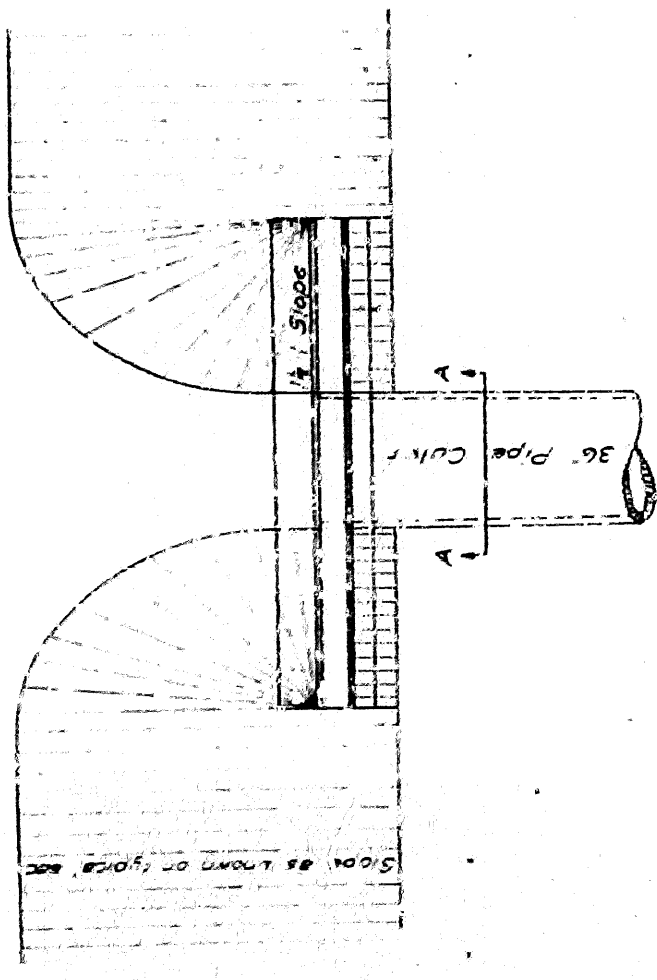


PLAN

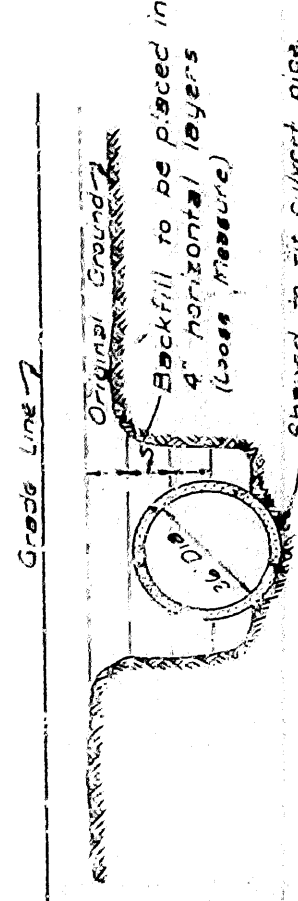


LONGITUDINAL SECTION

BOX CULVERT



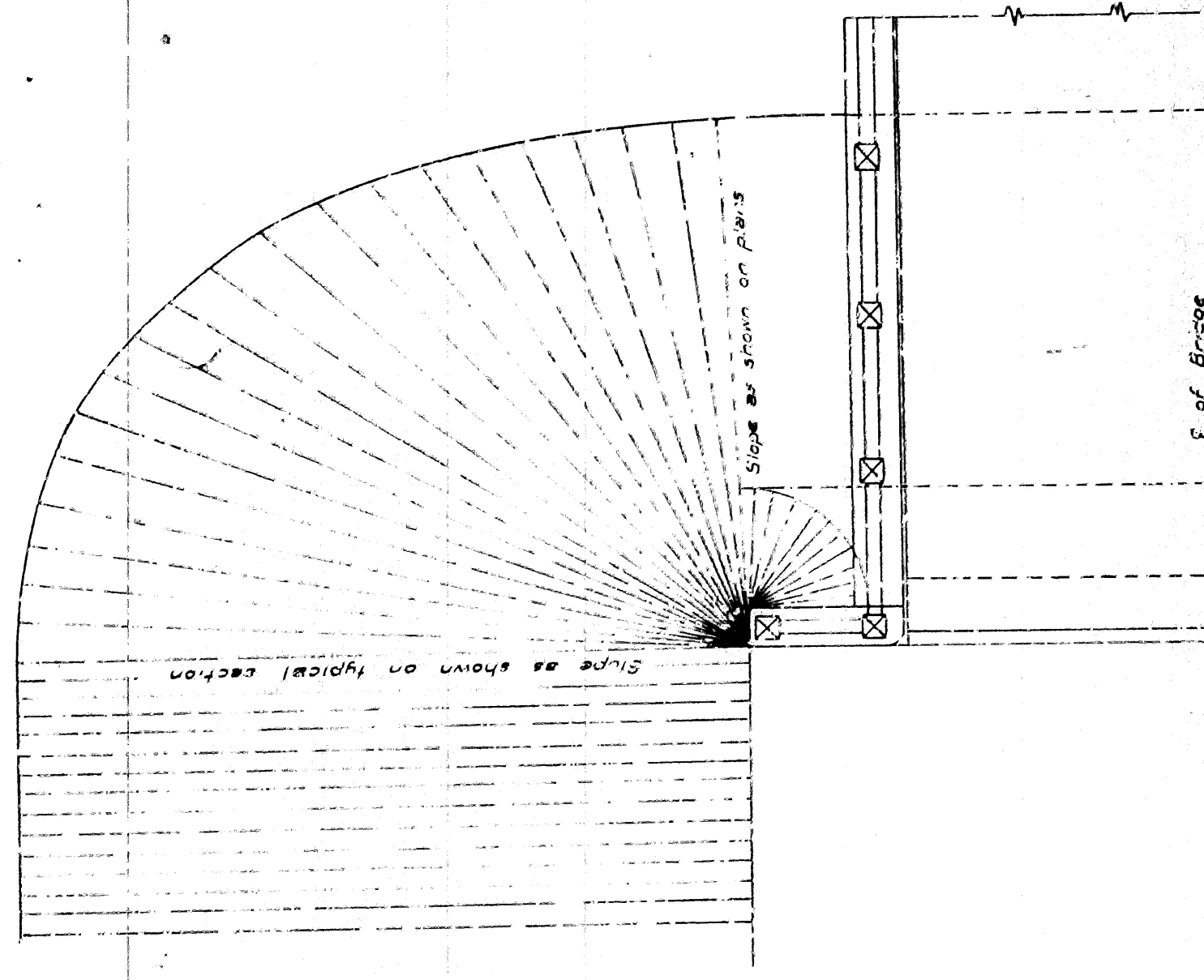
PLAN



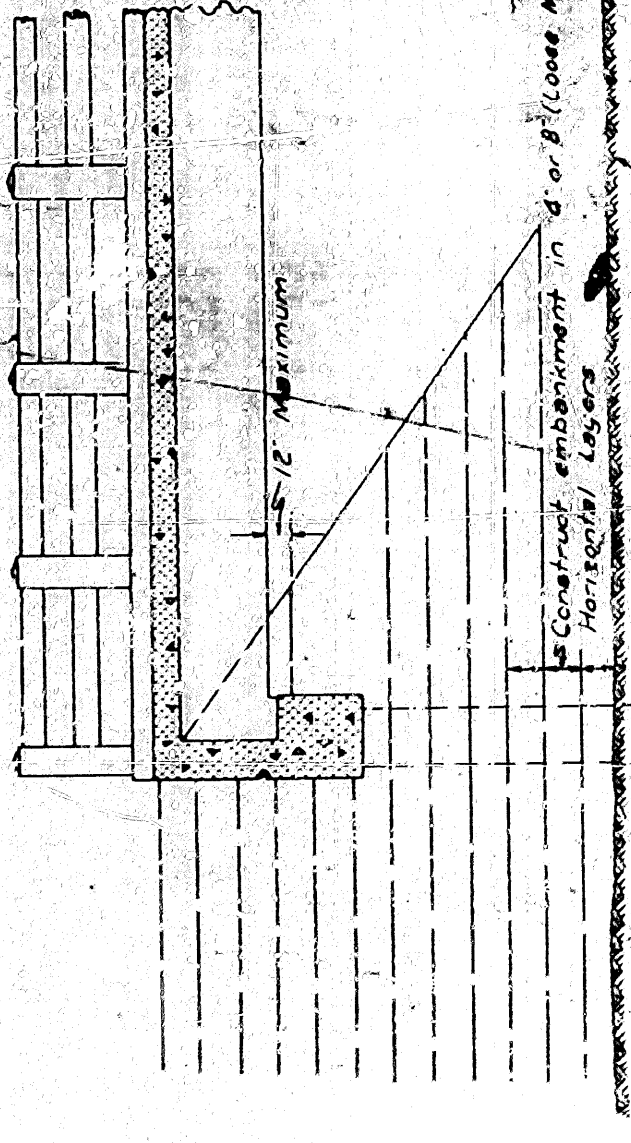
SECTION A-A

PIPE CULVERT

Notes relative to construction of bridge-end embankments and backfilling excavations shall be applicable to backfilling culvert excavations and the construction of embankment's over and adjacent to culverts.



HALF PLAN



LONGITUDINAL SECTION

OPEN END ABUTMENT

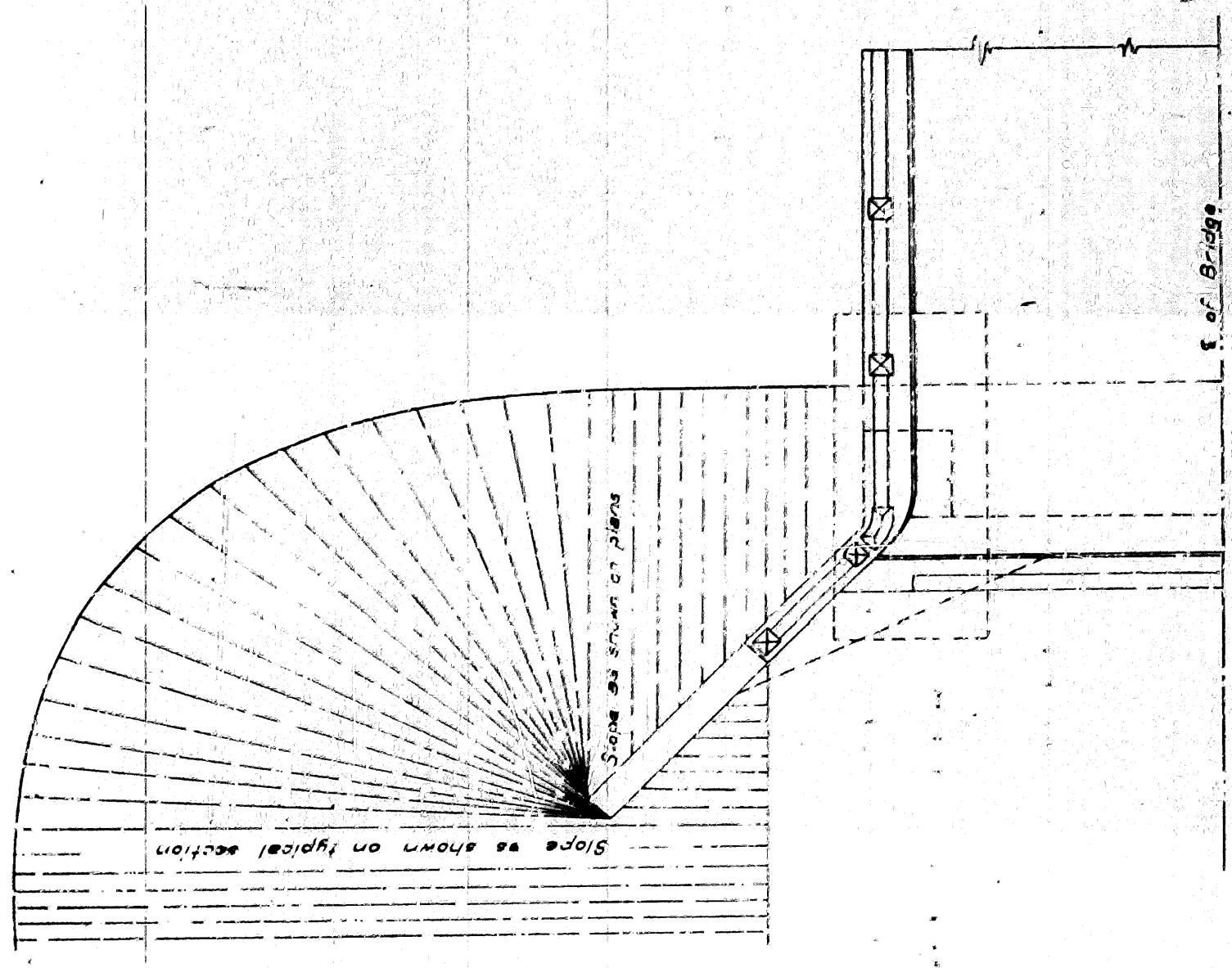
CONSTRUCTION OF THE BRIDGE-END EMBANKMENT

The bridge-end embankment shall be understood to mean not less than 20 feet of embankment adjacent to the end of the bridge roadway with the side slopes and slopes underneath the bridge-end and abutment the end of wingwalls.

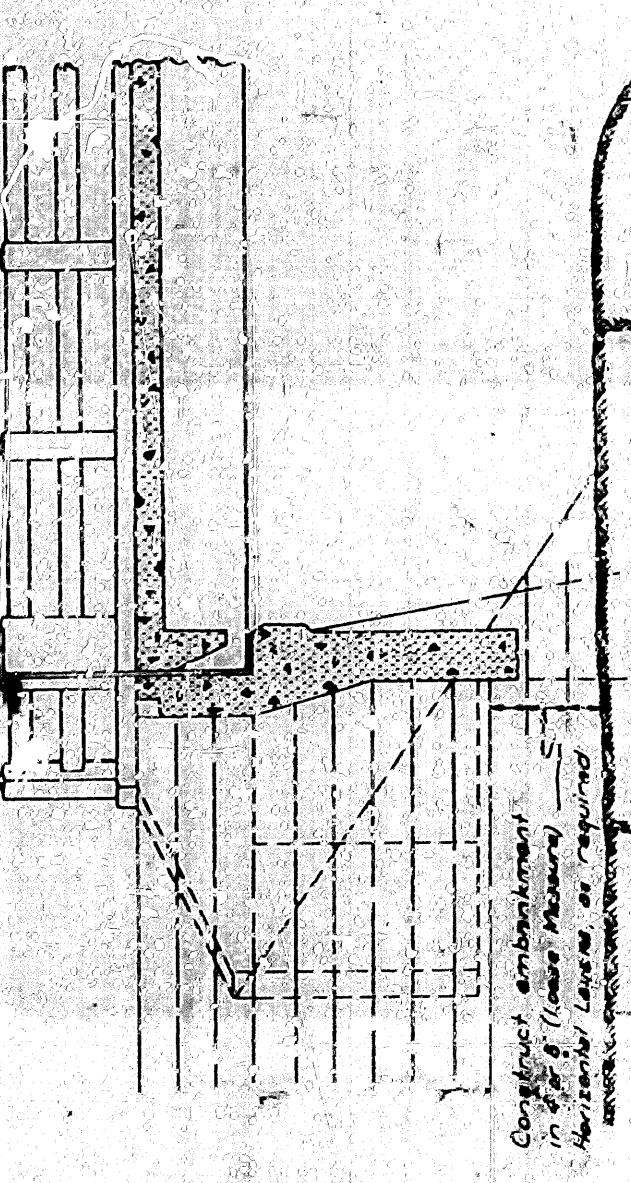
The surface area to be occupied by this embankment shall first be cleared of all debris and movable matter and then certified so as to completely expose the raw earth. The grading shall be done before any of the base surface is covered by material taken from the structure excavations.

Embankment material shall be of approved quality free from light and porous or perishable matter.

The fill shall be constructed in horizontal layers to the thickness required be specified in the specifications for Embankment material, Section 106 and shall be completed in accordance with the specifications for Special Compaction of Embankment Section 107.



HALF PLAN



LONGITUDINAL SECTION

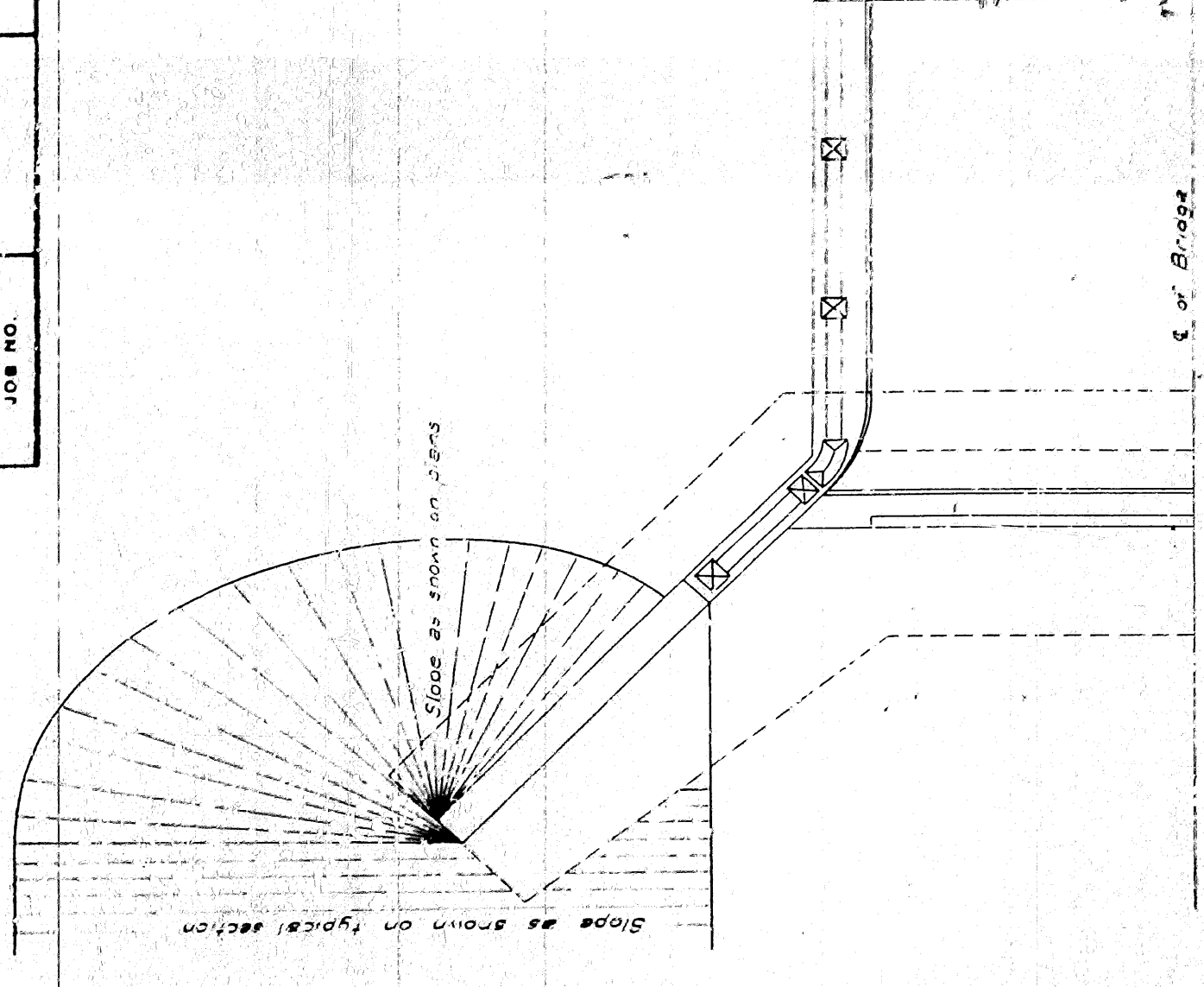
SEMI-OPEN ABUTMENT

BACKFILLING EXCAVATION

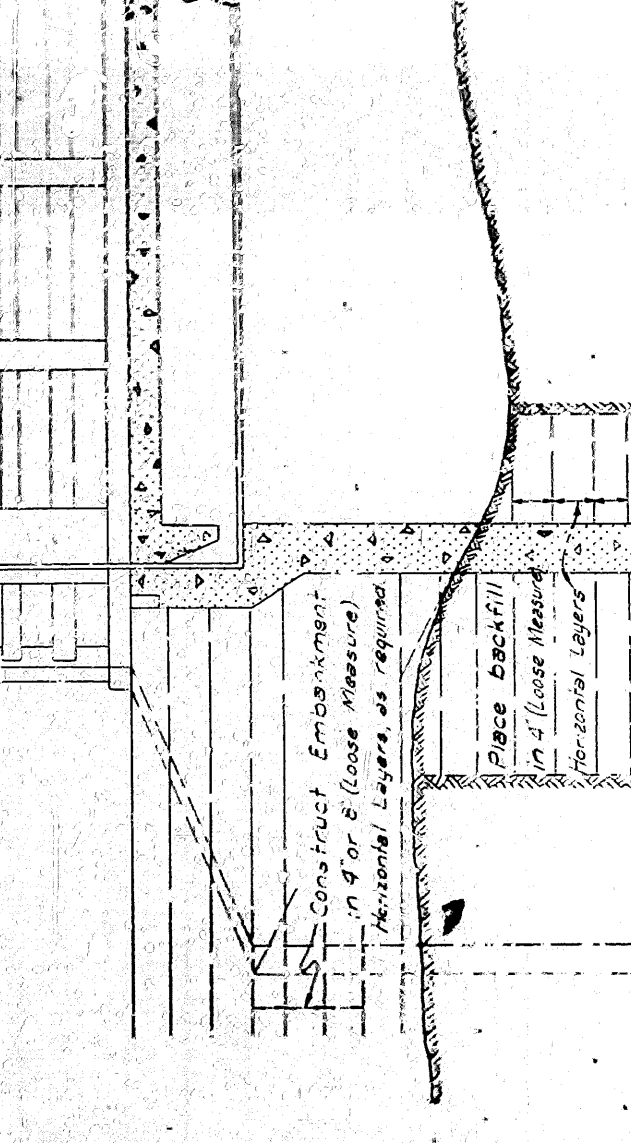
In so far as a practicable abutment excavations shall be cut to the size shown by the plans with allowance of 18 in. on all sides as permitted by the specifications. Gravelly oversize and flared cuts sometimes made to avoid the use of shoring will not be permitted.

When the abutment excavation is ready for backfilling, it shall be cleared of all collecting materials. Unless otherwise directed by the engineer and of all debris and undesirable fill materials.

The space around the wall or column shall then be carefully filled to the original ground line in horizontal layers to the thickness specified in the specifications for Embankment material, Section 106 and shall be compacted in accordance with the specifications for Special Compaction of Embankment Section 107.



HALF PLAN

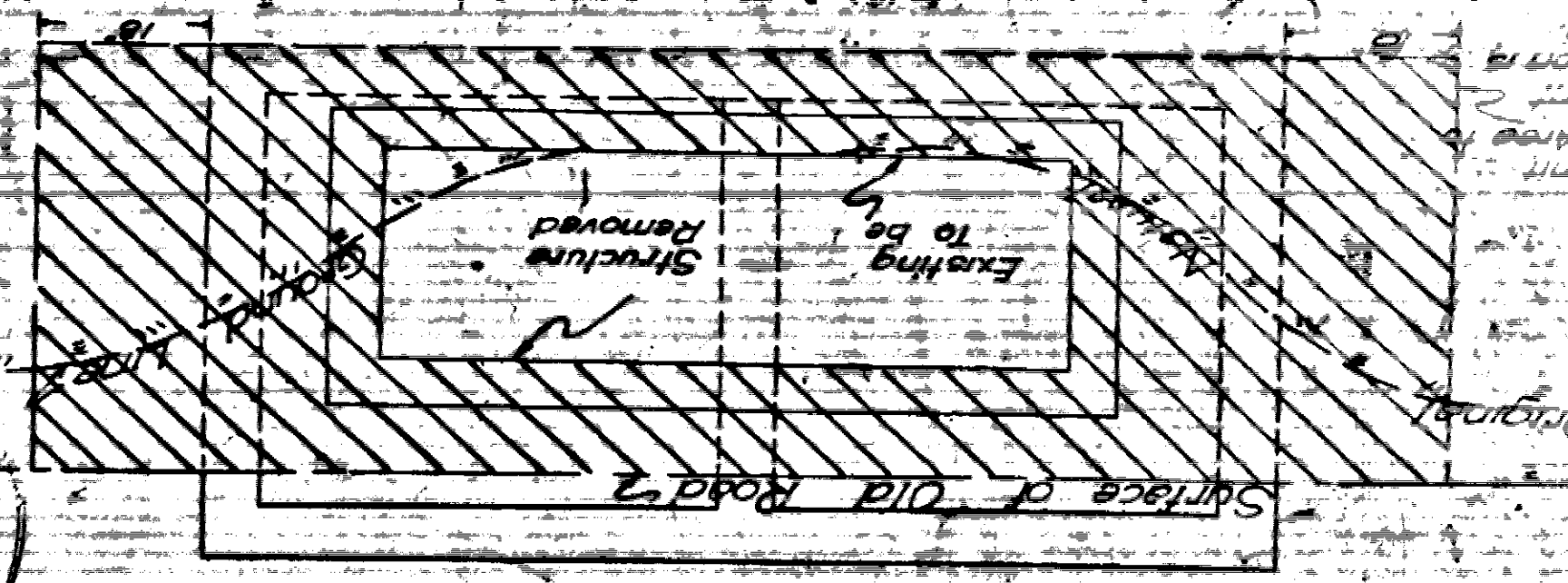
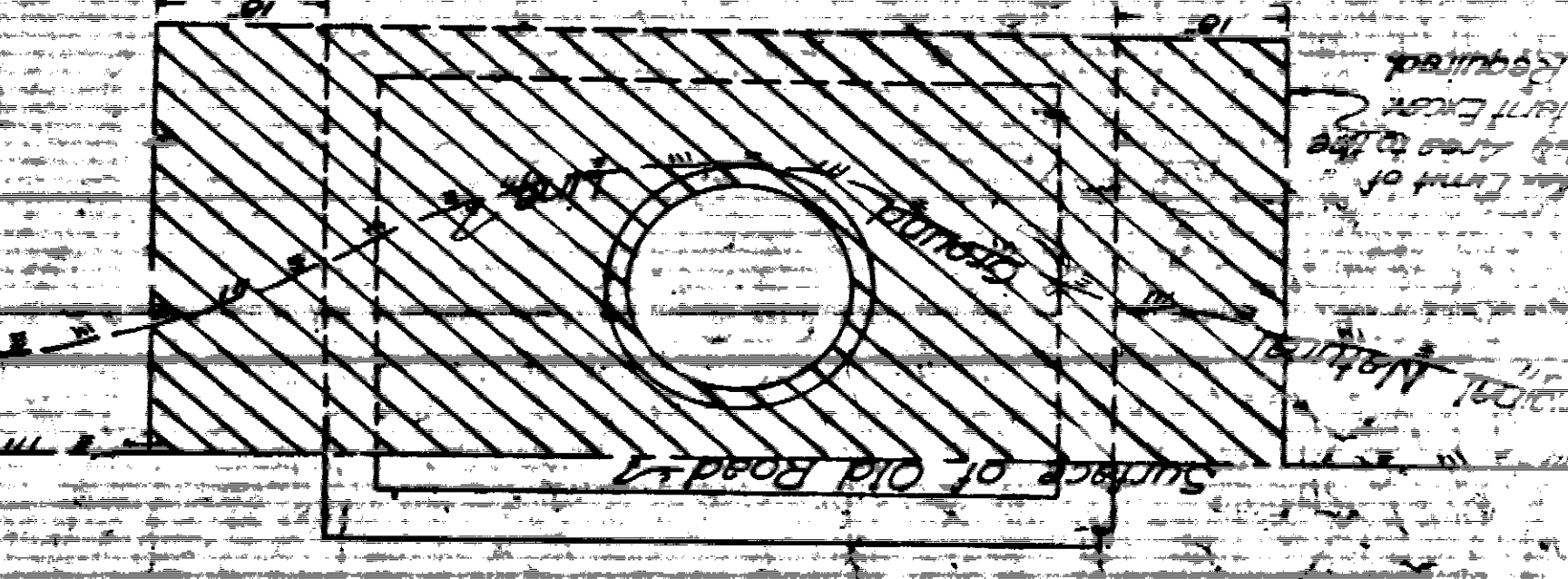
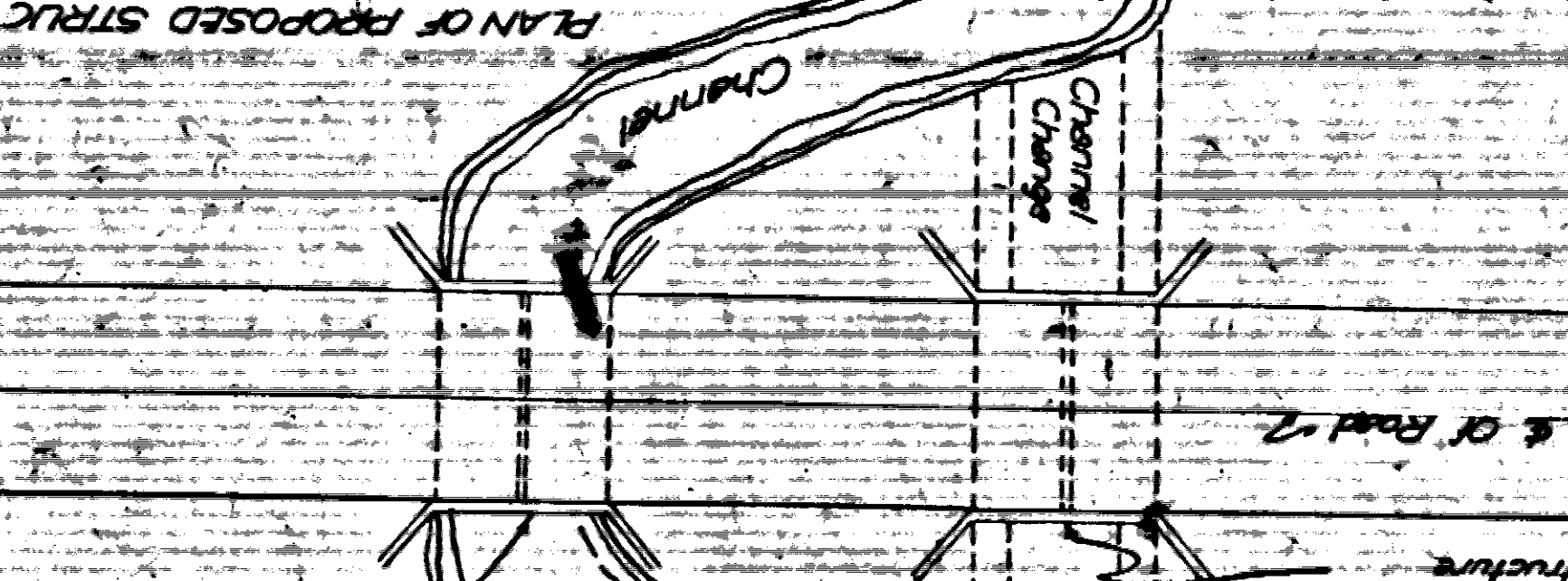
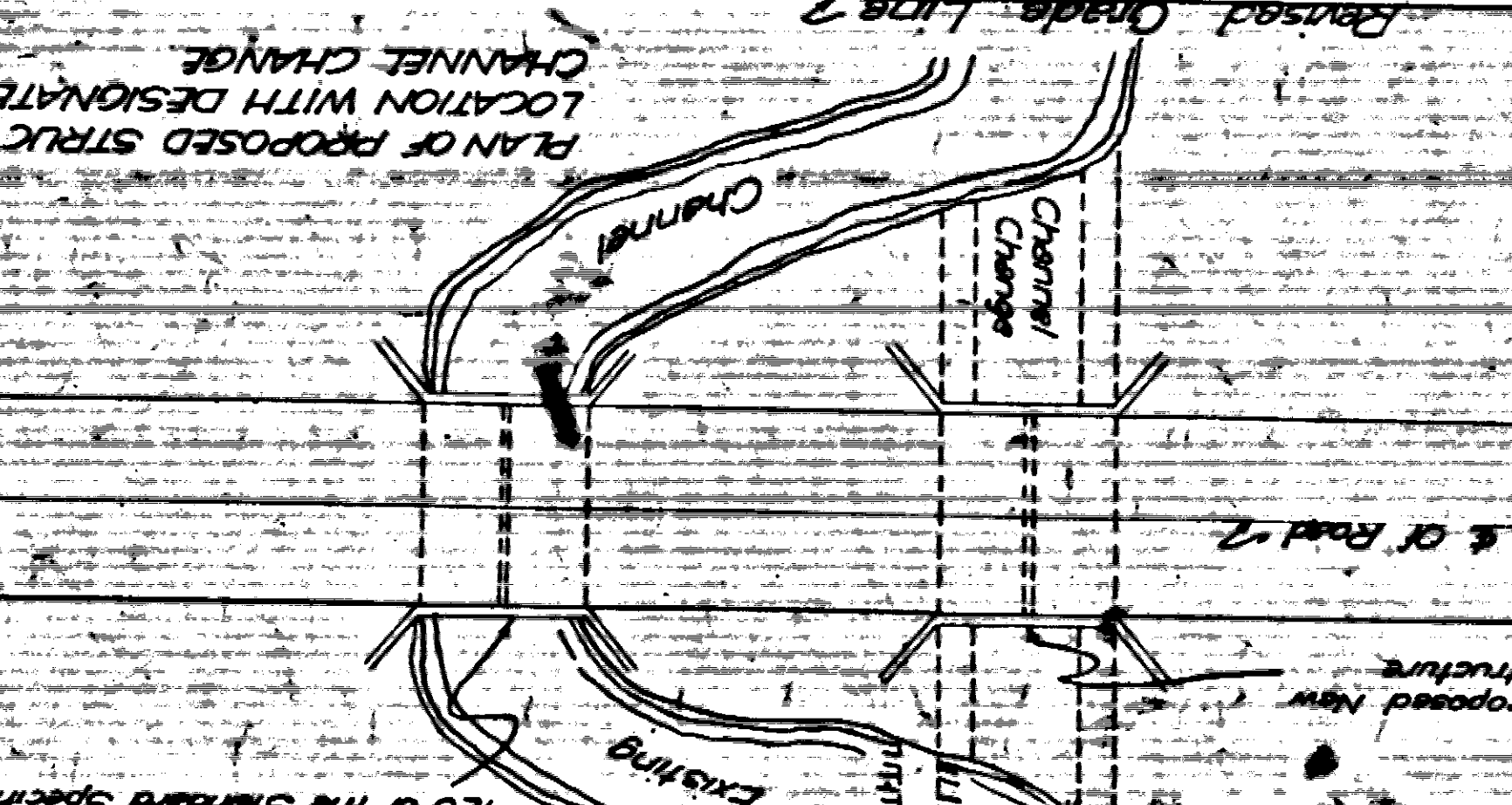
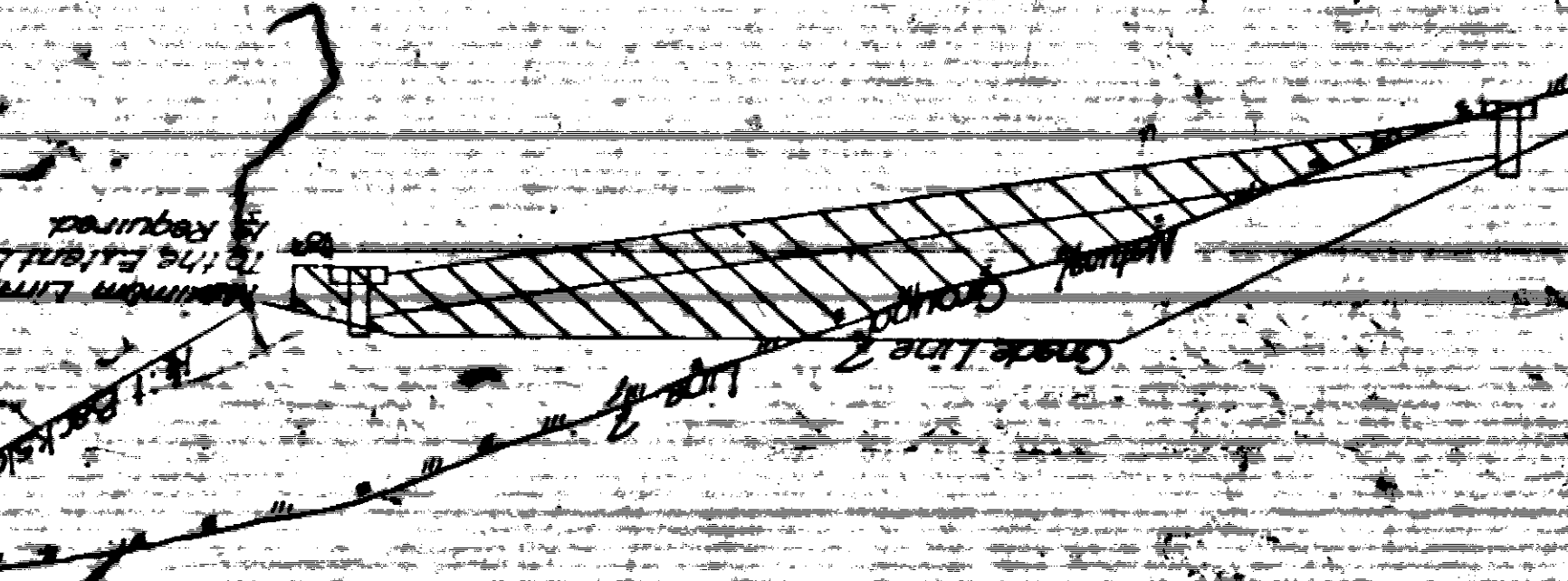
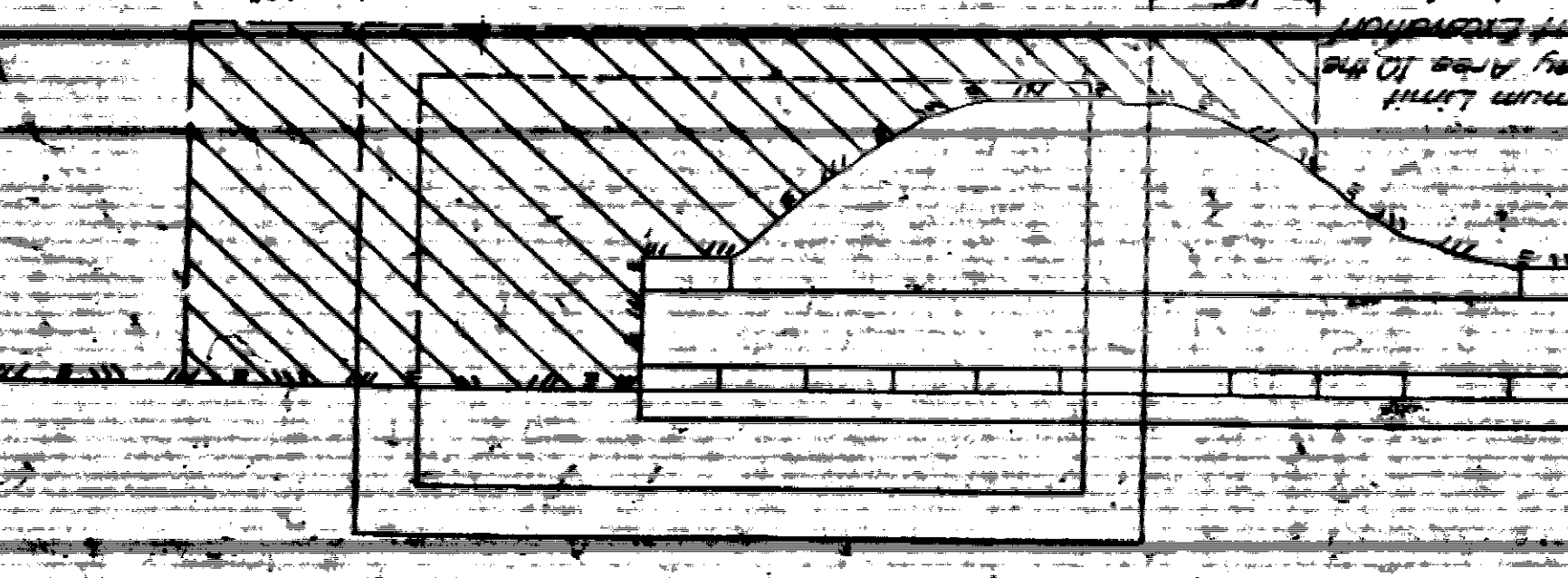
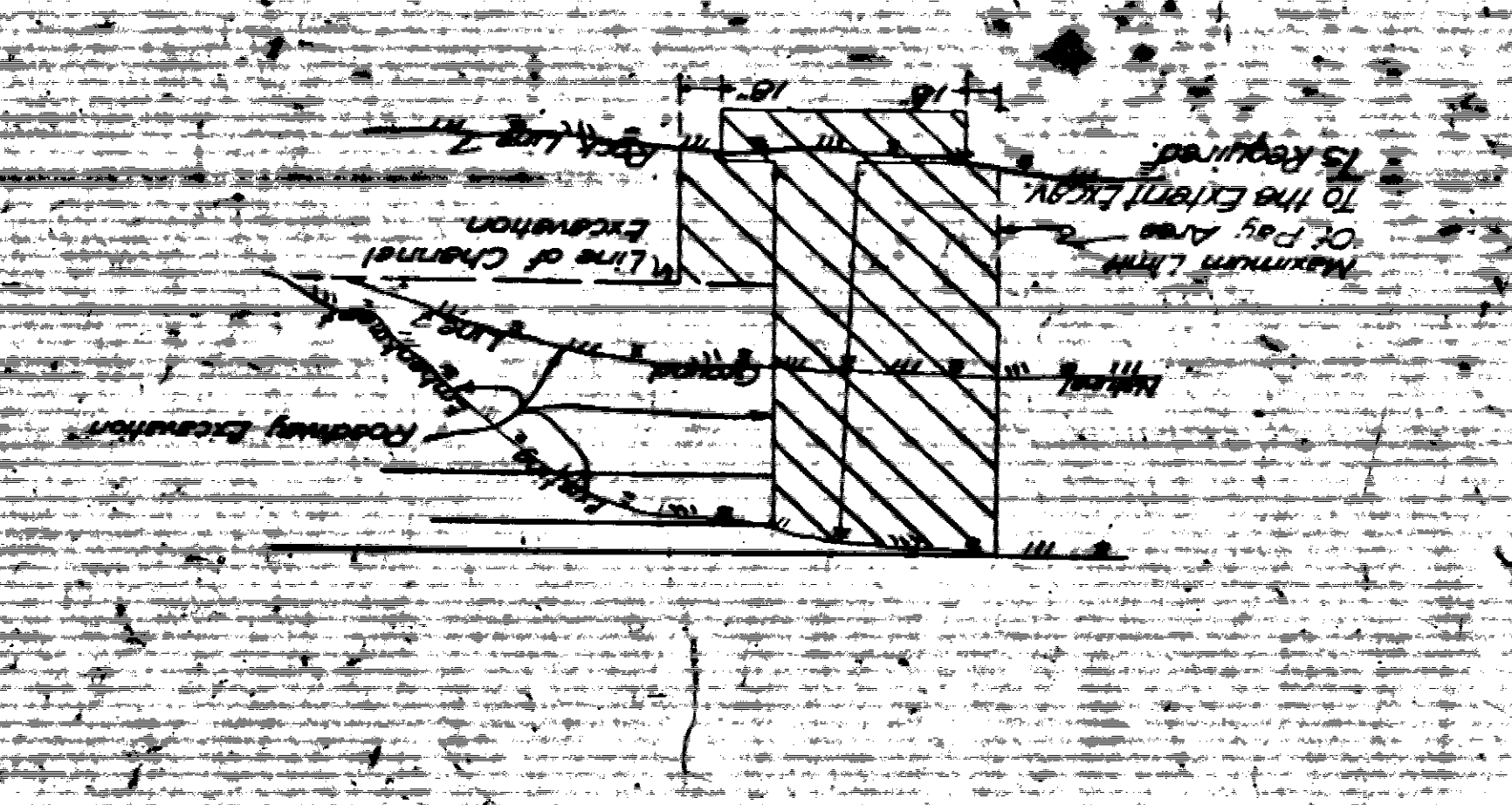
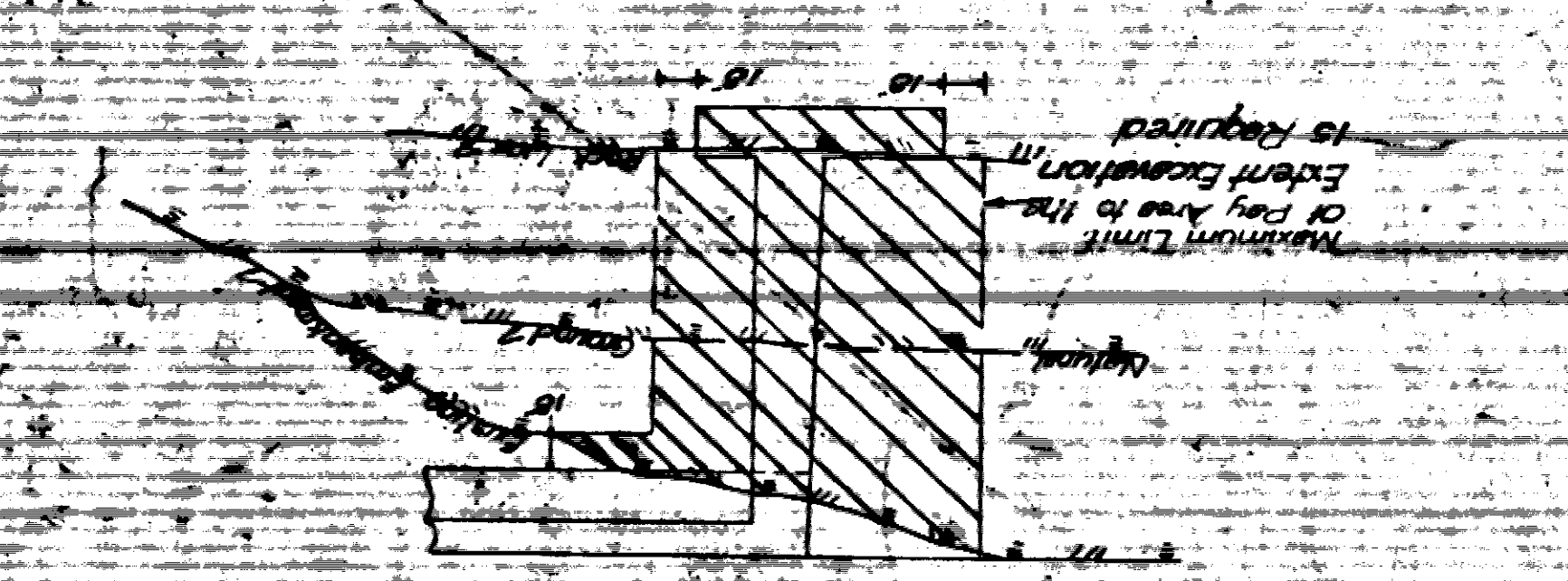


LONGITUDINAL SECTION

WINGWALL ABUTMENT

DETAILS OF
EMBANKMENT CONSTRUCTION AT
BRIDGE ENDS AND
BACKFILL FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PIPE CULVERT</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PIPE CULVERT</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH PROPOSED STRUCTURE ALONG CENTER LINE OF ROAD</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES ROADWAY SECTION IN EXCAVATION</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH BRIDGE ABUTMENT WHERE CHANNEL CHANGE IS DESIGNATED</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES BASIC FOR CONJUGATE EXCAVATION STANDARD ARKANSAS HIGHWAY COMMISSION</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>	<p>EXCAVATION FOR STRUCTURES INVOLVING THE REMOVAL OF EXISTING STRUCTURES</p>  <p>Cost of removing the existing structure to be included in the contract unit price bid for the structure.</p>
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