

For R/W Data & Guard Rail
see Rdwy. Plans.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	7742	11 20
						5679	LAYOUT	21596

GENERAL NOTES

BENCH MARK \square 10' IN TOP OF NEFL PLANT 12' ELY. TO 200' ELY.
ELEV. 252.56.

ALL CONCRETE SHALL BE CLASS 5 OR 6000 AND SHALL BE PLACED IN THE PLY
ALL PILING SHALL BE 16" OCTAGONAL OR 16" SQUARE PRECAST CONCRETE. PILING SHALL BE
DRIVEN TO A MINIMUM BEARING CAPACITY OF 44 TONS. PILING SHALL BE DRIVEN TO
BOTTOM OF BENT CAP IS IN PLACE. ALL PILING SHALL BE DRIVEN WITH A HEAVY DUTY AIR
STEAM OR DIESEL HAMMER TO A MINIMUM PENETRATION OF 20 FT. BELOW THE STAGNANT
GROUND LINE. LENGTHS OF PILING SHALL BE ASSUMED AS ESTIMATING. IN TIMES ONLY
ACTUAL LENGTHS TO BE DETERMINED. THE FIELD OF 10' IN 4' 0" 25 FT. TEST PILING
BENTS 1, 7, 17, ONE 40' TEST PILING BENT 13. PILING SHALL BE DETERMINED BY
ANY BRIDGE

FOR DETAILS OF BENTS SEE D.W. NOS. 21597
FOR DETAILS OF 30' R.C. SLAB SPANS SEE D.W. NO. 21598
FOR DETAILS OF PRECAST CONCRETE PILING SEE D.W. NO. 2083

SPECIFICATIONS ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS

DESIGN SPECIFICATIONS ARK. 1973, WITH THE 1971 INTERIM

LIVE LOADING HS20
METHOD OF DESIGN: LOAD FACTOR

UNIT STRESSES: f_c = COMPRESSIVE STRENGTH OF CLASS 5 OR 6000 CONCRETE =
3500 PSI.
 f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

REMOVAL OF EXISTING BRIDGE: THE CONTRACTOR SHALL REMOVE THE EXISTING 540' FOOT
BRIDGE NO. 1096 IN ACCORDANCE WITH SECTION 2109 OF THE 1972 STANDARD SPECIFICATIONS
THE BRIDGE CONSISTS OF 17 SPANS WITH CONCRETE DECK, TIMBER SIKINGERS, AND
TIMBER PILE BEAMS. THE BRIDGE IS TO BE REMOVED AND COSTS OF REMOVAL, INCLUDING
TIMBER CAPS SHALL BE SALVAGED AND RETAINED FOR THE STATE. ALL OTHER MATERIAL
SHALL BECOME THE PROPERTY OF THE CONTRACTOR

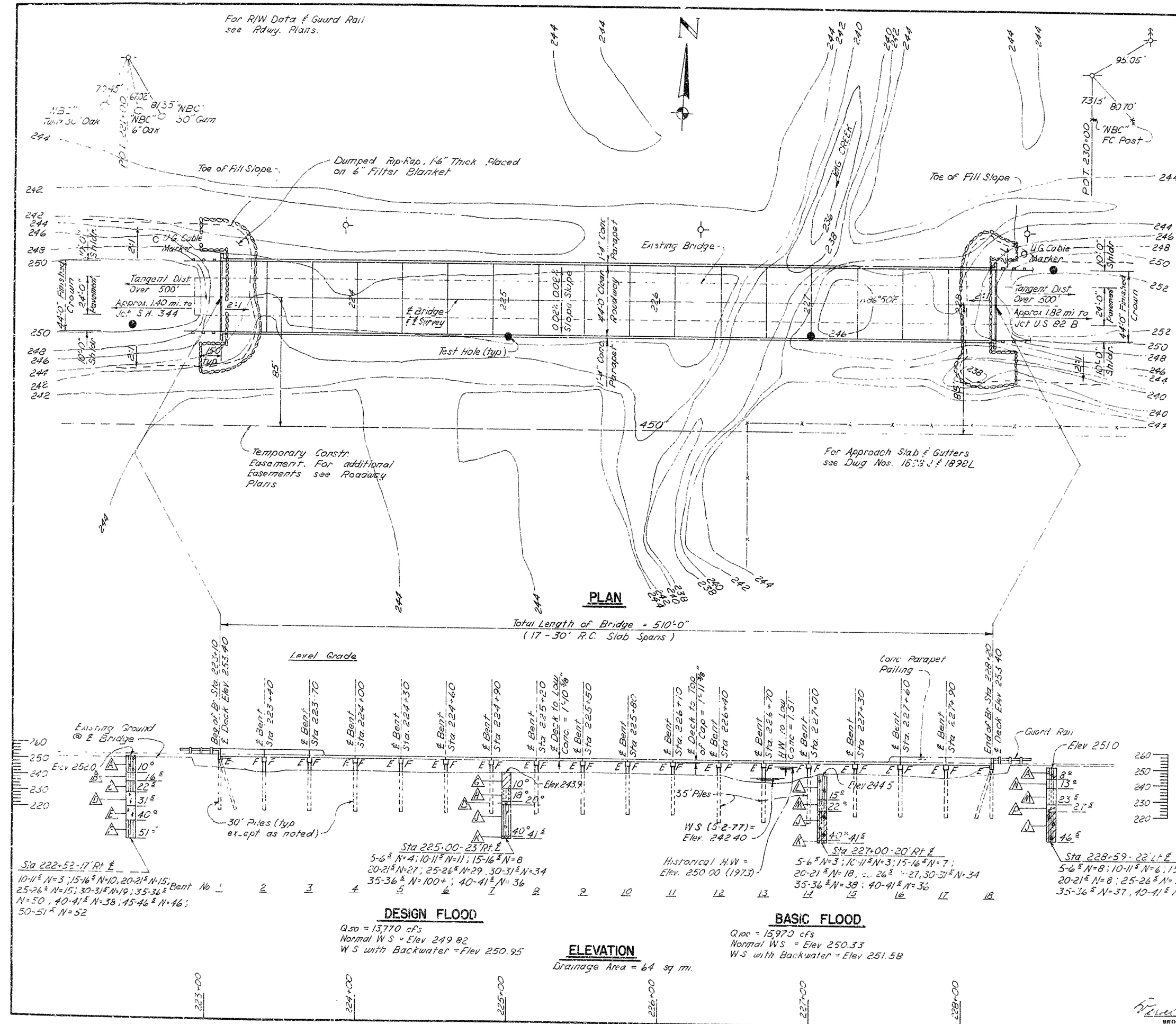
DETOUR CONSTRUCTION: THE CONTRACTOR SHALL CONSTRUCT A DETOUR ROAD OF 20' FEET
WIDTH OF SURVEY CENTERLINE. THE DETOUR SHALL BE 40' FEET LONG. THE DETOUR
DECK ELEVATION OF 252.0'. DESIGN LOADING HS20. SECTION 2109 OF THE STANDARD
SPECIFICATIONS

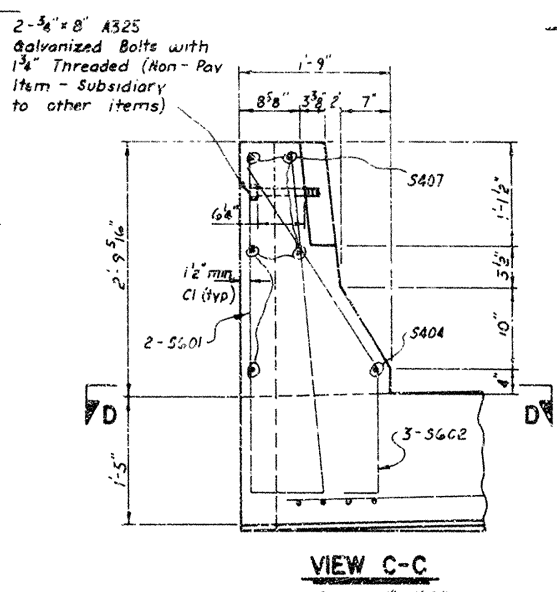
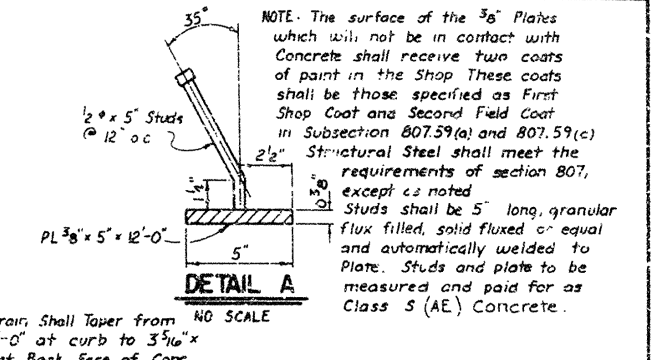
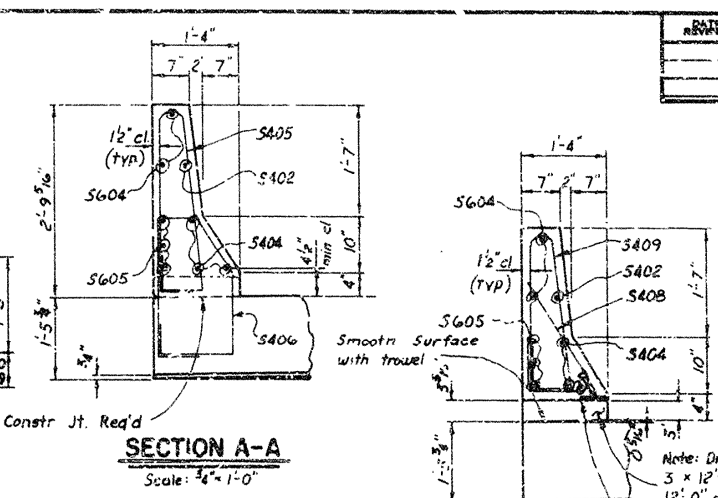
BORING LEGEND

- A - Moist, Loose, Brown, Sandy Silt With Some Fine Gravel
- B - Moist, Very Loose to Loose, Gray & Brown Silt
- C - Moist, Medium Dense, Gray Sandy Silt
- D - Moist, Medium Dense, Gray Sand & Gravel
- E - Wet, Dense, Gray Sand with Some Organic Matter
- F - Wet, Dense, Gray Sandy Silt
- G - Moist, Soft, Mottled Sandy Clay
- H - Moist, Loose, Mottled Silty Sand
- J - Moist, Hard & Dense, Brown & Gray, Alternating Laminar of
Clays & Silts with a Small Amount of Organic Matter
- K - Moist, Dense, Gray laminated Clayey Silt
- L - Moist, Very Loose, Mottled to Gray Sandy Silt with Organic Matter
- M - Moist, Loose to Medium Dense, Gray Silty Sand
- N - Moist, Loose, Gray Silt
- P - Wet, Dense, Gray Sand & Gravel

LAYOUT OF BRIDGE OVER BIG CREEK BIG CREEK BRIDGE AND APPROACHES COLUMBIA COUNTY ROUTE 132 SEC. 1 ARKANSAS STATE HIGHWAY COMMISSION LITTLE ROCK, ARK.

DRAWN BY: ARW DATE: 9-28-77
CHECKED BY: BJA DATE: 9-29-77 SCALE: 1"=30'-0"
DESIGNED BY: ARW DATE: Sept. 17
BRIDGE NO. 5679 DRAWING NO. 21596



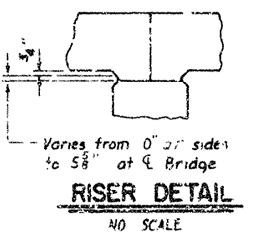
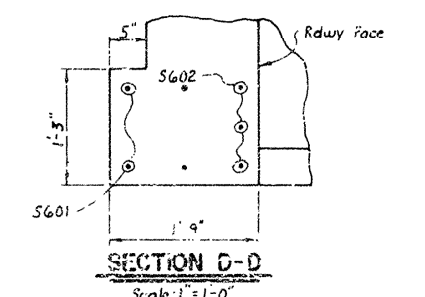


BAR LIST (EACH SPAN)

MARK	NO. REQ'D		LENGTH	PIN DIA
	END	INT		
S401	31	31	29'-8"	Str
S402	2	-	14'-2"	Str
S403	8	16	14'-8"	Str
S404	6	-	15'-2"	Str
S405	28	32	6'-9"	3"
S406	28	32	7'-4"	2"
S407	16	-	11"	Str
S408	48	48	3'-2"	2"
S409	48	48	6'-2"	2"
S501	20	20	47'-6"	3 3/4"
S502	32	32	6'-7"	3 3/4"
S601	4	-	8'-1"	3 3/4"
S602	6	-	4'-7"	3 3/4"
S603	10	20	14'-8"	Str
S604	4	-	14'-2"	Str
S605	6	-	15'-2"	Str
S901	-	8	29'-8"	Str
S902	8	-	30'-2"	Str
S1001	57	57	29'-8"	Str
S503	30	30	46'-4"	Str

BENDING DIAGRAMS

Dimensions are out to out of Bars



GENERAL NOTES

ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED

BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL"

ROOFING FELT, BITUMINOUS FELT, PREFORMED JOINT, AND SYNTHETIC POLYMER SHALL BE MEASURED AND PAID FOR AS CLASS S(AE) CONCRETE.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION 1972 EDITION, AND APPLICABLE SPECIAL PROVISIONS

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1973 EDITION, WITH 1974 THRU 1977 INTERIM SPECIFICATIONS.

LIVE LOAD: HS20

METHOD OF DESIGN: LOAD FACTOR

LOAD DISTRIBUTION TO SLAB DEAD LOAD 252 PSF
 LIVE LOAD 0.174 WHEELS/FT. OF WIDTH PLUS 30% IMPACT

CONCRETE ALL CONCRETE SHALL BE CLASS S(AE) WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH ($f_c = 3500$ PSI)

REINFORCING STEEL REINFORCING STEEL SHALL CONFORM TO ASTM A615 OR A617, GRADE 60 (YIELD STRENGTH = 60,000 PSI)

QUANTITY	END SPAN	INT SPAN
Concrete	79.92 cu yds	79.28 cu yds
Reinforcing Steel	1288.6 LBS	1281.1 LBS
Structural Steel *	322 LBS	322 LBS

DETAILS OF STANDARD
30'-0" R.C. SLAB SPANS
CONC. PARAPET RAIL-44'-0" CL. RDWY.
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JSB DATE: 1-1-73
CHECKED BY: BAJ DATE: 1-2-73 SCALE: As Noted
DESIGNED BY: STD DATE: _____

BRIDGE NO. **5679** DRAWING NO. **21598**