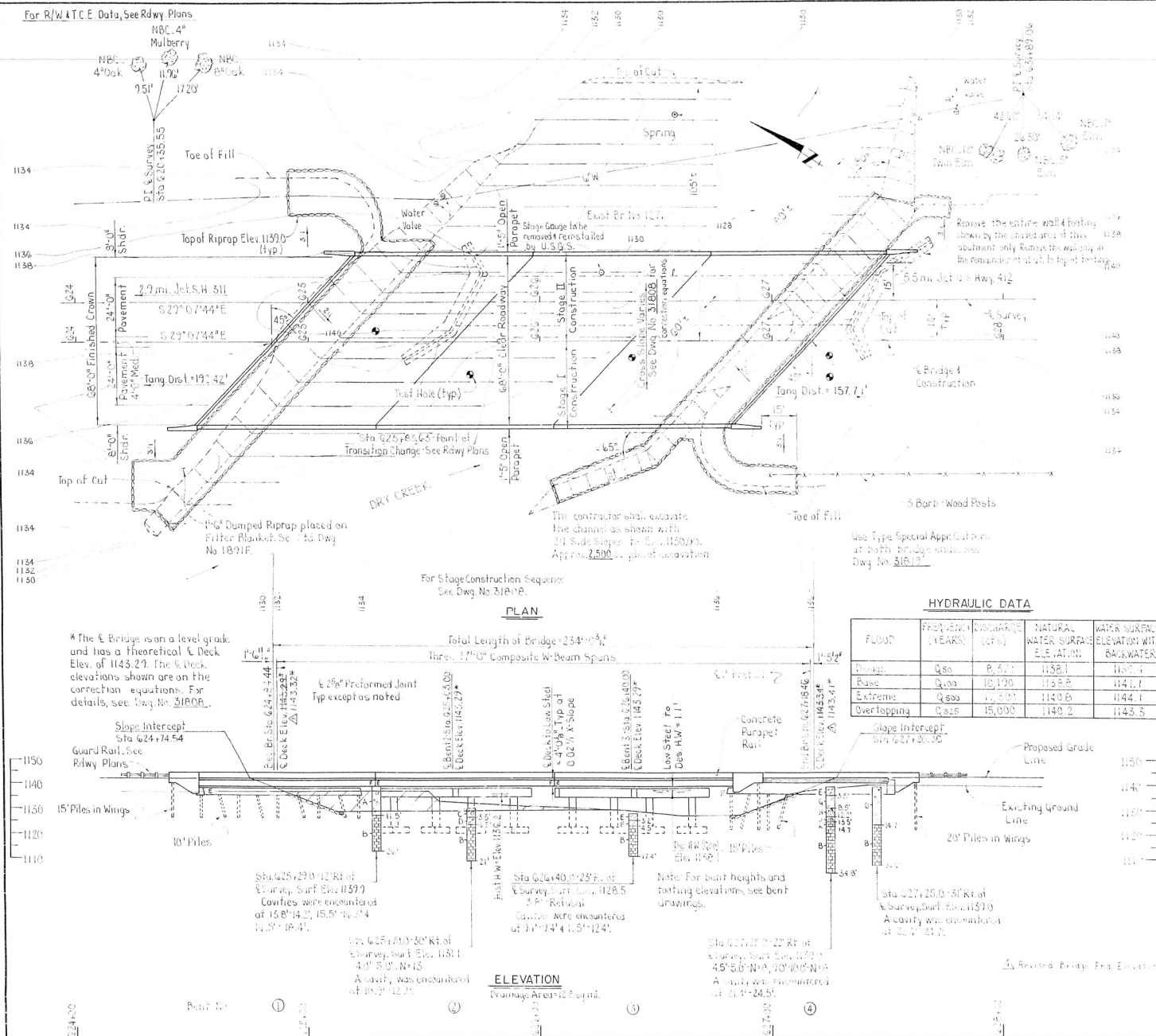


For R/W & T.C.E. Data, See Rdwy Plans



DATE	DATE	DATE	DATE	FILE NO.	STATE	FED. AID PROJ. NO.	SHEET	TOTAL
REVISED	FILED	REVISED	FILED	6	ARK.			
3-1-79	3-1-79					9869	40	128
				1		6396 - LAYOUT - 31807		

GENERAL NOTES

BENCH MARK: Chiseled square in top of S.W. Wingwall, 15' right of C.L. Survey S.B. 625.55, Elev. 1140.00.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department, Standard Specifications for Highway Construction, 1991 edition, with applicable supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges, 1989 with current interim specifications.

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor

MATERIALS AND STRENGTHS:
 Class III(A) Concrete (superstructure) f'c = 4,000 psi
 Class 5 Concrete (substructure) f'c = 3,500 psi
 Reinforcing Steel (A615 or A617, GR. 60) fy = 60,000 psi
 Structural Steel (A588) fy = 50,000 psi
 Structural Steel (A36) fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

STEEL PILING: Piling in end bents 1 and 6 shall be HP 10x42 and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 55 tons per pile and into the material designated as 'B' on the boring legend. Lengths of piling shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with the standard specifications. Piles in end bents to be driven after embankment to bottom of cap is in place. Minimum length of piles to be 8' below the bottom of the cap.

FOOTINGS: Footings shall be set a minimum of 1'-6" into material designated as 'B' on the boring legend. The top of the footings shall be set at or below the channel bottom. Foundations for footings shall be prepared in accordance with section 801.04 of the Standard Specifications. Rock excavations shall be made to neat lines of the concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock.

BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.20 for Class 5 Bridge Roadway Surface Finish.

BOILED LINSEED OIL: Boiled linseed oil treatment shall be applied to the roadway surface and to the face and top of the concrete parapet rail.

DETAIL DRAWINGS:
 End Bents 31809 - 31812
 Intermediate Bents 31813 & 31814
 W-Beam spans 31815 - 31818
 Type B4 (D) Slabs 14990
 Permanent Steel Bridge Deck Forms 14991
 Steel Piling 14995A
 Type C Bridge Name Plate 2389A
 Embankment Construction 1888A
 Dumped Riprap and Filler Blanket 1891F
 Computing Excavation for Structures 1891F
 Temporary Precast Barrier 1896B
 Type Special Approach Gutter 31819

EXISTING BRIDGE: The existing bridge No. 1271 (1.0 mile 11.71) is 23' wide and 175' long and consists of a concrete T-beam superstructure supported by a concrete substructure. The existing bridge is located at the new bridge location. Existing bridge plans may be obtained from the Bridge Division of the Arkansas State Highway and Transportation Department upon request.

REMOVAL AND SALVAGE: After Stage I construction is complete, the existing bridge (No. 1271) shall be removed in accordance with section 205 of the Standard Specifications. All material from the existing bridge shall become the property of the contractor.

BORING LEGEND

- Moist, Medium Dense, Brown Sand & Gravel with some Clay & Cobbles.
- Hard, Gray, Cherty Limestone.
- Moist, Loose, Brown Sand, Gravel and Cobbles.
- Moist, Medium Dense, Brown Sand with Sandstone Fragments & some Clay.
- Moist, Loose, Brown Sand & Gravel.
- Moist to Wet, Very Dense, Brown & Gray Sand with Sandstone Fragments and Limestone Fragments.
- Moist, Medium Dense, Brown Sand & Sandstone Fragments.
- Moist, Medium Stiff, Brown, Silty, Sandy Clay with Sandstone Cobbles and Fragments.
- Wet, Medium Stiff, Brown, Silty, Sandy Clay with Sandstone Cobbles and Fragments.
- Hard, Gray, Fractured Limestone.

HYDRAULIC DATA

FLOOD	FREQ. (YEARS)	DISCHARGE (CFS)	NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEVATION WITH BACKWATER
Design	Q50	8,411	1158.1	1160.4
Base	Q100	10,190	1158.6	1161.1
Extreme	Q500	17,300	1160.6	1164.1
Overlapping	Q625	18,000	1160.2	1163.5

LAYOUT OF BRIDGE OVER

DRY CREEK
 ALPENA-EAST & WEST BRS. & APPRS.
 CARROLL COUNTY
 ROUTE 62 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DATE 5 FEB 90

CHECKED BY G.J.F. DATE 3-6-90

DESIGNED BY G.J.F. DATE 2-2-79

SCALE 1" = 20'

BRIDGE ENGINEER

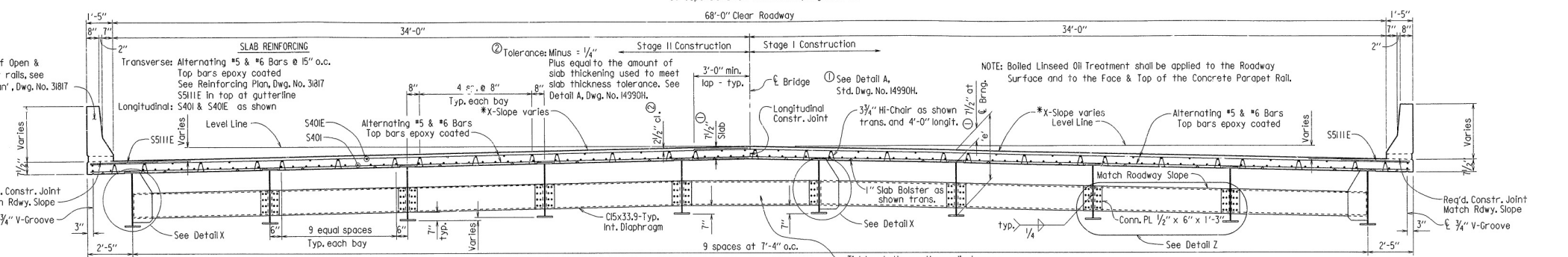
BRIDGE NO. 6396

DRAWING NO. 31807

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TO SHEET
				6	ARK.			
				JOB NO.		9869	48	128

6396 - W-BEAM SPAN - 31815

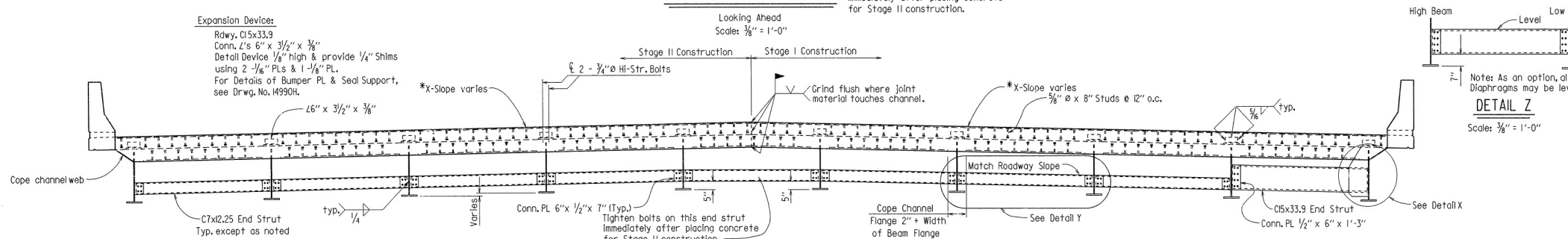
*For details of X-slope, see "Method of Superelevation Transition", Dwg. No. 31808



TYPICAL ROADWAY SECTION

Expansion Device:

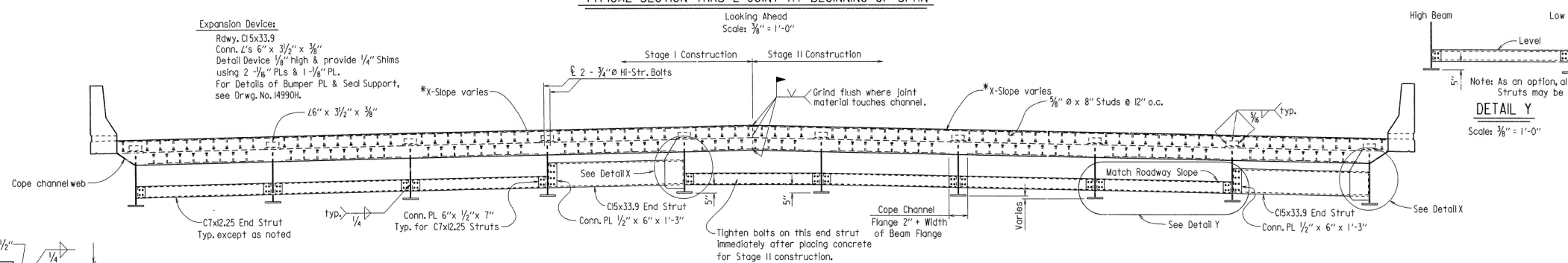
Rdwy. C15x33.9
Conn. L's 6" x 3/2" x 3/8"
Detail Device 1/8" high & provide 1/4" Shims
using 2 - 1/8" PLS & 1 - 1/8" PL.
For Details of Bumper PL & Seal Support,
see Drwg. No. 14990H.



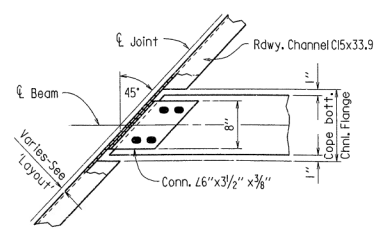
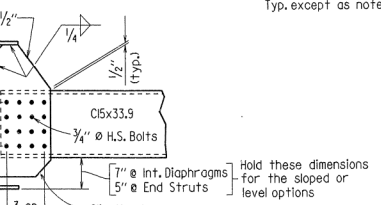
TYPICAL SECTION THRU JOINT AT BEGINNING OF SPAN

Expansion Device:

Rdwy. C15x33.9
Conn. L's 6" x 3/2" x 3/8"
Detail Device 1/8" high & provide 1/4" Shims
using 2 - 1/8" PLS & 1 - 1/8" PL.
For Details of Bumper PL & Seal Support,
see Drwg. No. 14990H.

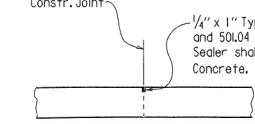


TYPICAL SECTION THRU JOINT AT END OF SPAN



CHANNEL CONNECTION DETAIL

LONGITUDINAL CONSTRUCTION JOINT DETAILS



LONGITUDINAL CONSTRUCTION JOINT DETAILS

For additional details and 'General Notes', see Dwg. No. 31818

SHEET 1 OF 3
DETAILS OF W-BEAM SPANS
OVER DRY CREEK
ROUTE 62 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: KDH DATE: 7 MAR 90
CHECKED BY: D.H.P. DATE: 1-29-91
DESIGNED BY: C.J.F. DATE: 3-7-90
BRIDGE ENGINEER
JOB NO. 6396 DRAWING NO. 31815