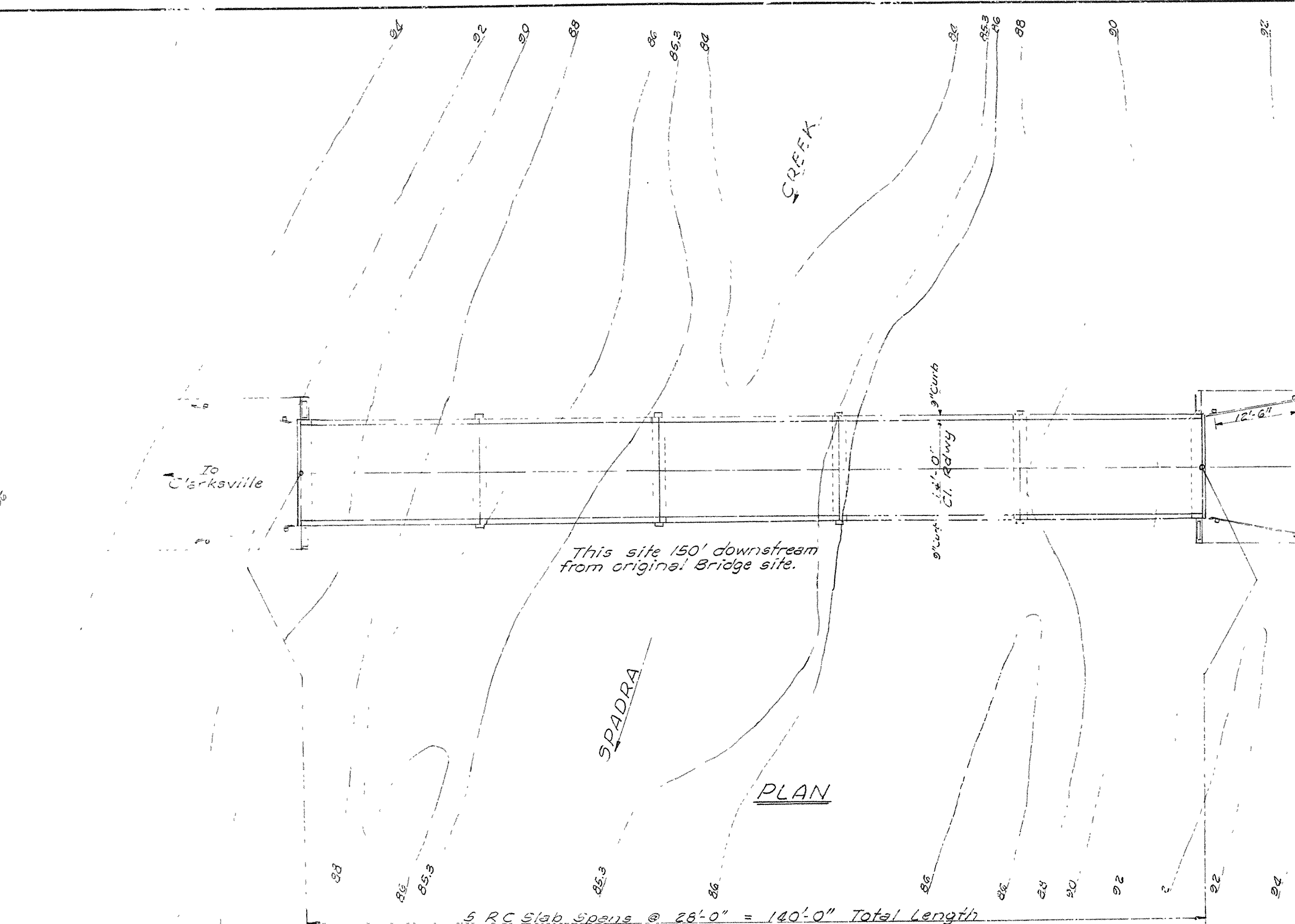


PROJECT NO. S-1000
SHEET NO. C-36-5 5 11



NOTE: Contractor to excavate Channel as shown in "Elevation" 100' Upstream and 100' Downstream. Channel to be excavated shall be at right angles to bridge from Sta. 34+65 first 50' right and left; thence, curved to fit. Channel remaining 50' right and left. Excavation approximately 1500 Cu. Yds. Material to be wasted as directed by the Engineer.

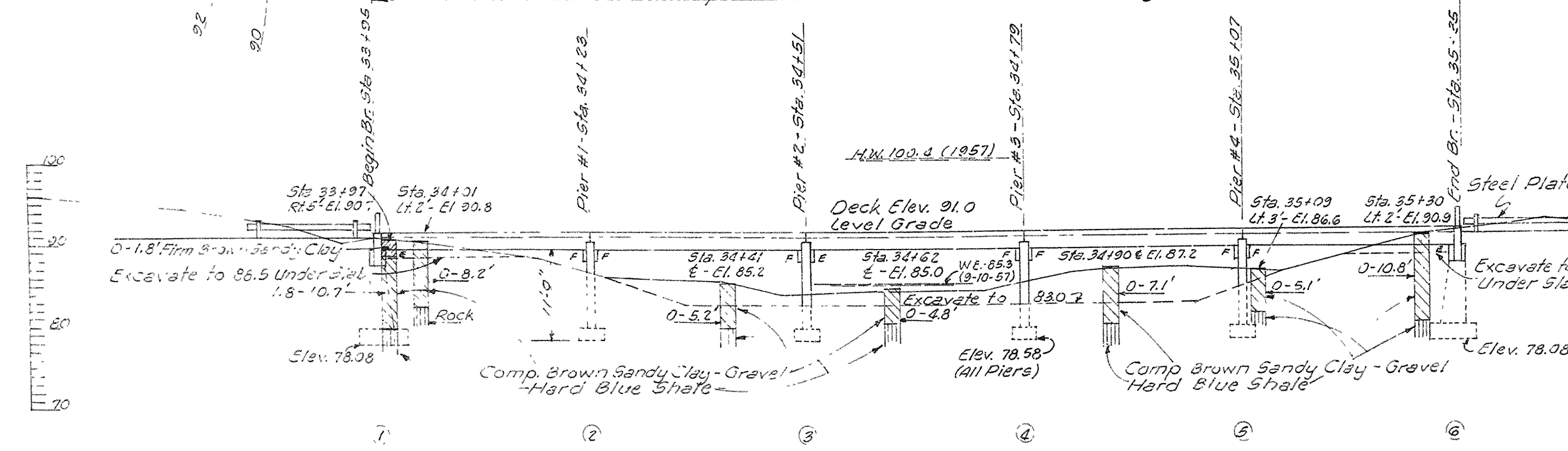
NOTE: Roadway Approaches to be constructed by County Non-Participating in Federal Funds.

PLAN

GENERAL NOTES:-

All concrete shall be poured in the dry. All exposed cor. and shall be chamfered $\frac{3}{4}$ " unless otherwise noted.
Rock excavation shall be made to neat lines concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footing shall be poured directly against excavated surfaces of rock.
For Details of Slab Spans, Abutments and Piers, see Sheet No. 6.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

SPECIAL NOTE:- Erect "Low Water Bridge" Warning Signs at shoulder line of roadway on right at Sta. 29+00 and on left at Sta. 40+00.
Erect "Water Level Gauge" Warning Signs on right shoulder line at Sta. 33+70 and on left shoulder line at Sta. 35+60.
Use Treated Timber Posts for the Construction of Signs. State Standard.



ELEVATION
Drainage Area 32.5 Sq. Mi.
C = 1.0

DESIGN SPECIFICATIONS - AASHO 1953

LIVE LOADING	H-15
UNIT STRESSES:	
Class "S" Concrete (n=10)	1,200 psi
Class "A" Concrete (n=15)	3,000 psi
Reinforcing Steel	60,000 psi
Foundation Pressure	2,200 psi

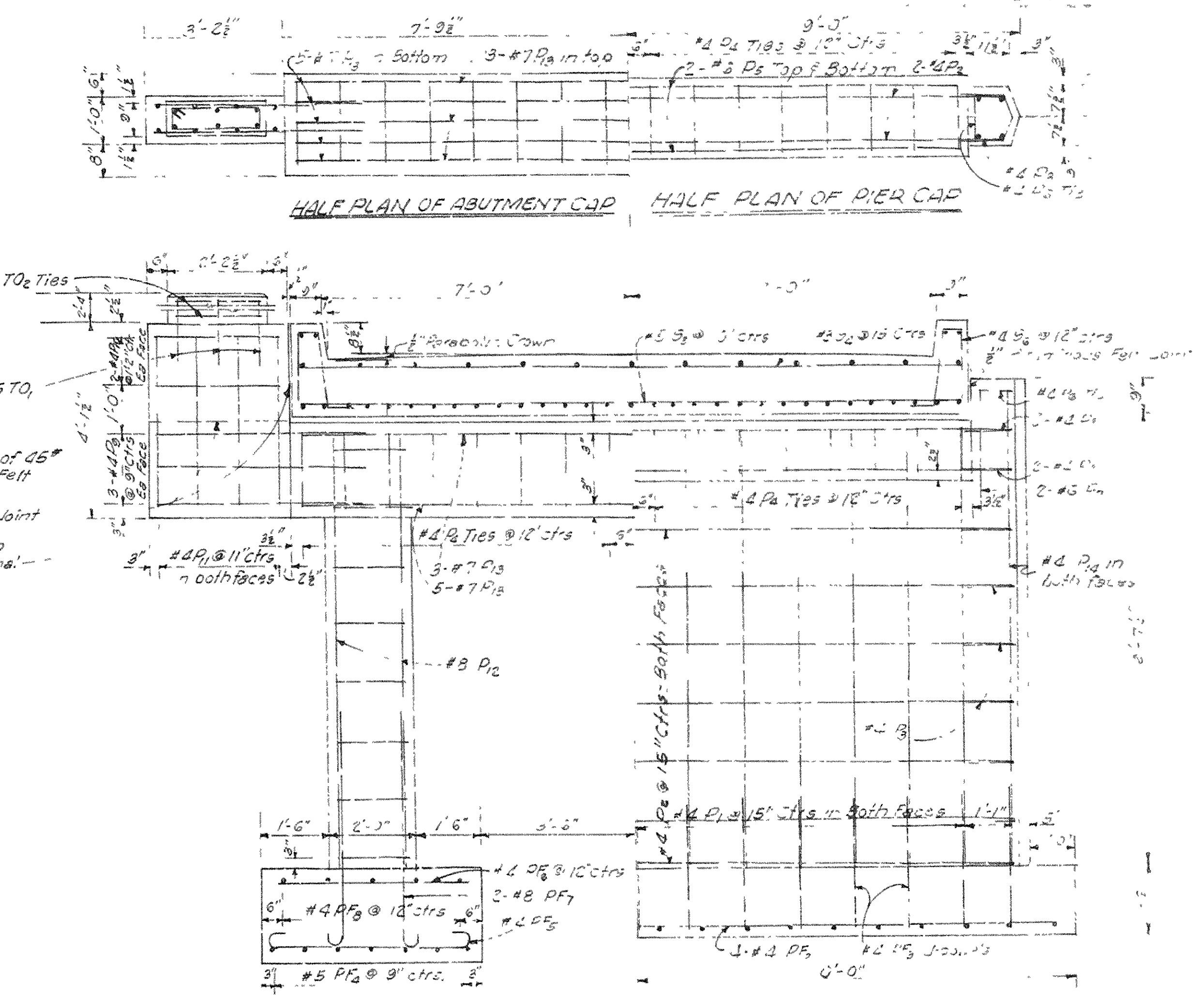
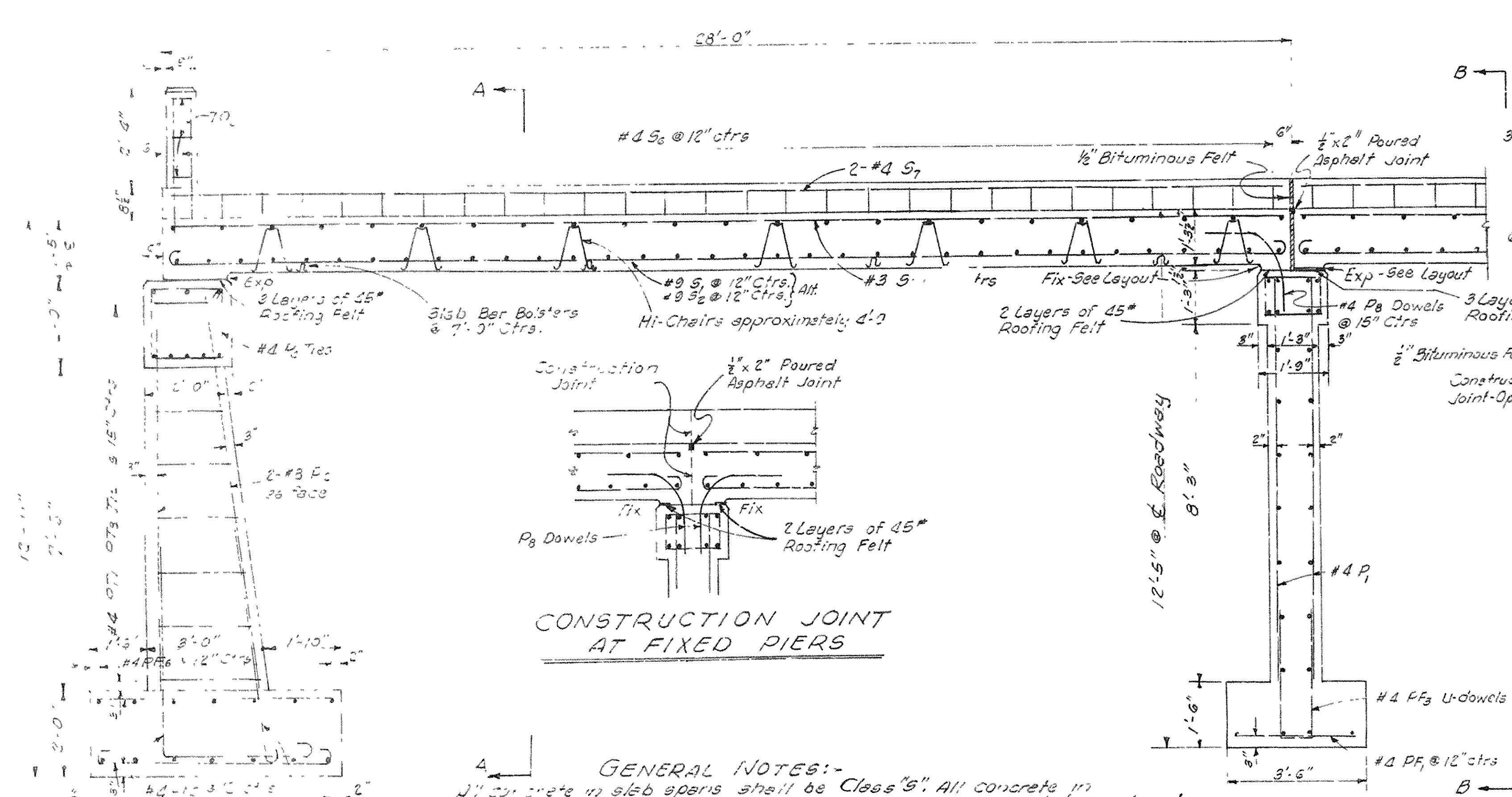
LAYOUT OF BRIDGE
OVER SPADRA CREEK
JOHNSON COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

DRAWN BY MCH DATE 3-28
CHECKED BY DATE
BRIDGE NO. DRAWING NO. 105

BENCH MARK:-3 Nails in 7"
Red Oak 7' Lt. Sta. 33+20
Elevation 100.0 (Assumed)

S-1099
C-36-5



CONSTRUCTION JOINT AT FIXED PIERS

HALF SECTION A-A
ABUTMENTS

HALF SECTION B-B
PIERS

GENERAL NOTES:-
All concrete in slab areas shall be Class "S". All concrete in abutments and piers, including footings, columns, caps and turnout posts shall be Class "A" and shall be poured in the dry. Exposed corners shall be chamfered "3/4" unless otherwise noted.
Reinforcing steel shall be deformed bars of intermediate grade, unless otherwise modified by special provisions. All reinforcing steel shall be accurately located in the forms and firmly held in place by steel wire supports of sufficient size and number to prevent displacement of the reinforcing during construction. Wire supports will not be paid for directly, but will be considered subsidiary to the item of Reinforcing Steel. Shop lists and bending diagrams of reinforcing steel including wire supports must be submitted and approval secured before fabrication is begun.
In general, construction joints in abutments and piers shall be horizontal and shall be provided with keys not less than 2" high covering the middle third of both dimensions.
Bituminous felt, roofing felt and poured asphalt joints shall be measured as paid for as Class "S" concrete.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March, 1940.

BAR LIST

MARK	SIZE	NO. REQUIRED	ABUTMENT	PIER	SLAB	LENGTH	A	B	PIN DIA.
PF ₁	#4	20				3'-2"			5/8"
PF ₂	#4	4				19'-6"			5/8"
PF ₃	#4	15				6'-10"	2'-11 1/2"	11"	1 1/2"
P ₁	#4	26				9'-3"			
P ₂	#4	13				17'-4"			
P ₃	#4	4				10'-8"			
P ₄	#4	18				2'-11"	1'-0"	5 1/2"	1 1/2"
P ₅	#4	16				5'-5"	1'-5"	11"	1 1/2"
P ₆	#4	15				7'-7"	1'-9 1/2"	1'-7 1/2"	1 1/2"
P ₇	#6	4				15'-0"			5/8"
P ₈	#4	2				3'-8 1/2"			1 1/2"
P ₉	#6	4				3'-0"			5/8"
P ₁₀	#4	13				3'-0"			5/8"
PF ₄	#5	14				7'-6"	5'-0"	6"	
PF ₅	#4	14				5'-8"	2'-8"	6"	
PF ₆	#4	14				4'-6"			5/8"
PF ₇	#8	4				6'-1"	5'-1"	8"	5/8"

* With one Fixed and one Expansion Joint. Add 13 for Fix-Fix Joint

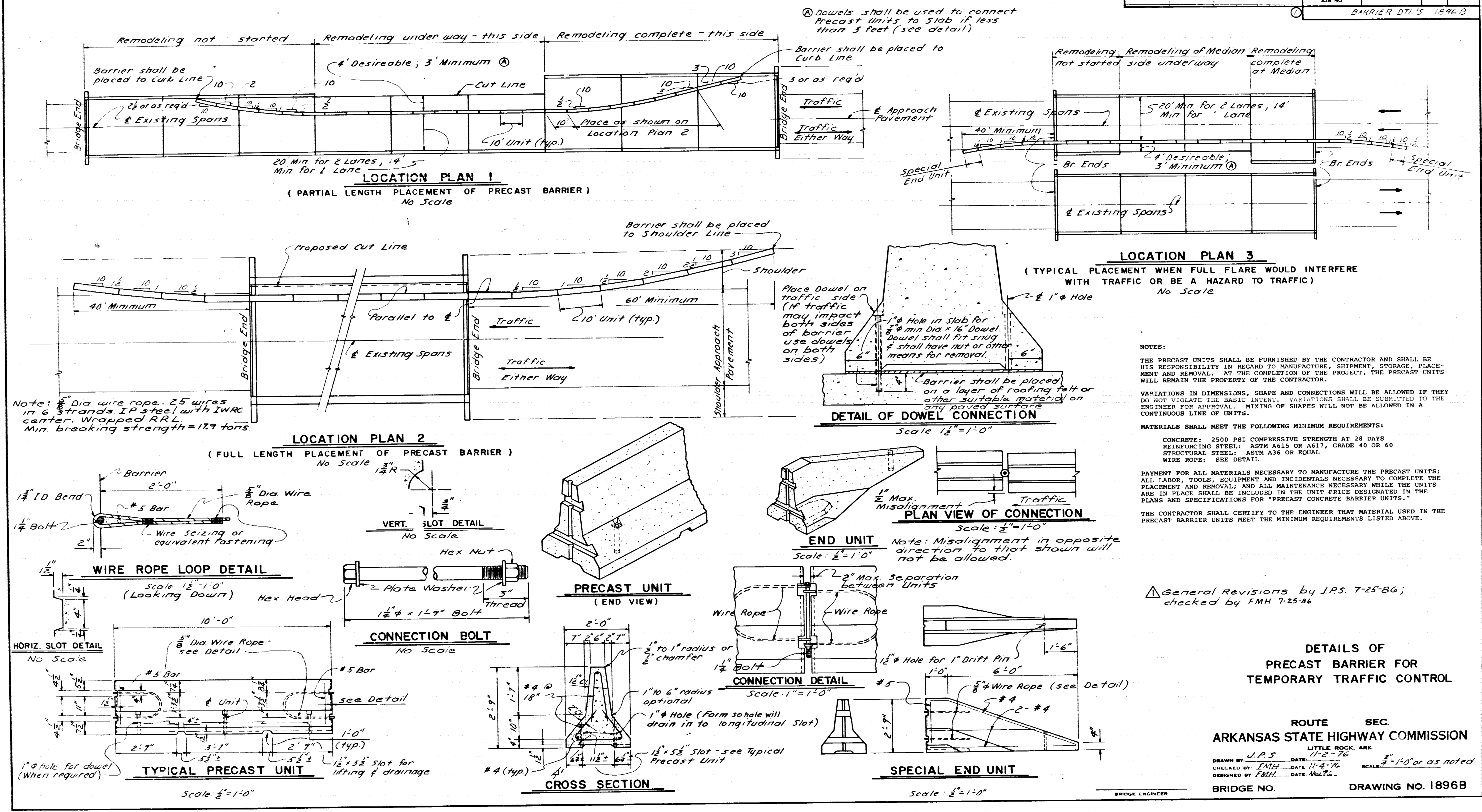
BENDING DIAGRAMS

DETAILS OF ABUTMENTS, PIERS & SLABS
BRIDGE OVER SPADRA CREEK
JOHNSON COUNTY

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: M.C.H. DATE: 1-8-58
TRACED BY: DATE: 8-21-58
CHECKED BY: DATE: 8-21-58
BRIDGE NO. 122 DRAWING NO. 2-53

BRIDGE DESIGN ENGINEER

DATE REVISED	DATE REVISED	DATE REVISED	DATE REVISED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-25-86	7-25-86	7-25-86	7-25-86	6	ARK			
				JOB NO. 1896 B				



DETAILS OF PRECAST BARRIER FOR TEMPORARY TRAFFIC CONTROL

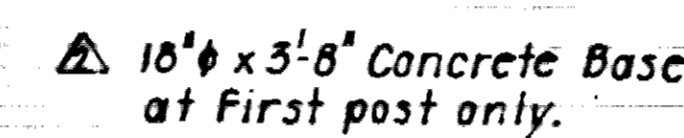
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.
DATE: 11-2-76
SCALE: 1/2" = 1'-0" or as noted

DRAWN BY: J.P.S.
CHECKED BY: FMH
DESIGNED BY: FMH

BRIDGE NO. DRAWING NO. 1896B

⑦ Type J Gutters 1898J



① - 3" or 4" to match bridge, - See Bridge Details

△ Revised Post Spacing & added note 2-28-83, L.M

1. Revised for 1978 Specs 9-15-78 K.D.H

MARK	NO	REQ'D	LENGTH
*B401	2		1'-6"
*B402	16		2'-4"
*B403	8		3'-0"
B501	8		14'-6"
B502	4		14'-0"
B503	2		4'-3"

*As shown for Square Bridge, x Sec. of angle for Skewed Bridge.

CONCRETE 3.03 cu yd.
REINFORCING STEEL 231 Lb

APPROACH SLAB NOTES

CONCRETE IN APPROACH SLABS TO BE CLASS S, S(AE) OR PAVEMENT MIXTURE.

REINFORCING STEEL TO BE ASTM A615 OR A617

APPROACH GUTTERS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "APPROACH GUTTERS, TYPE J.". THE PRICE BID SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS, INCLUDING REINFORCING STEEL, CONCRETE, EXCAVATION AND FORMS AND LABOR TO COMPLETE GUTTERS.

FOR DETAILS OF POSTS, GUARD FENCE AND ATTACHMENT OF GUARD FENCE TO POSTS SEE JOB DETAILS PERTAINING TO THESE ITEMS.

TYPE J APPROACH GUTTERS USED IN CONJUNCTION WITH TYPE L APPROACH SLABS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH BID FOR "APPROACH SLABS AND GUTTERS, TYPE L J," WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS, INCLUDING REINFORCING STEEL, CONCRETE, EXCAVATION AND FORMS AND LABOR TO COMPLETE THE SLABS AND GUTTERS.

DETAILS OF STANDARD TYPE J

APPROACH GUTTERS

ROUTE **SEC.**

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

LITTLE ROCK, ARK

DRAWN BY: W.W.W. DATE: 2-18-71

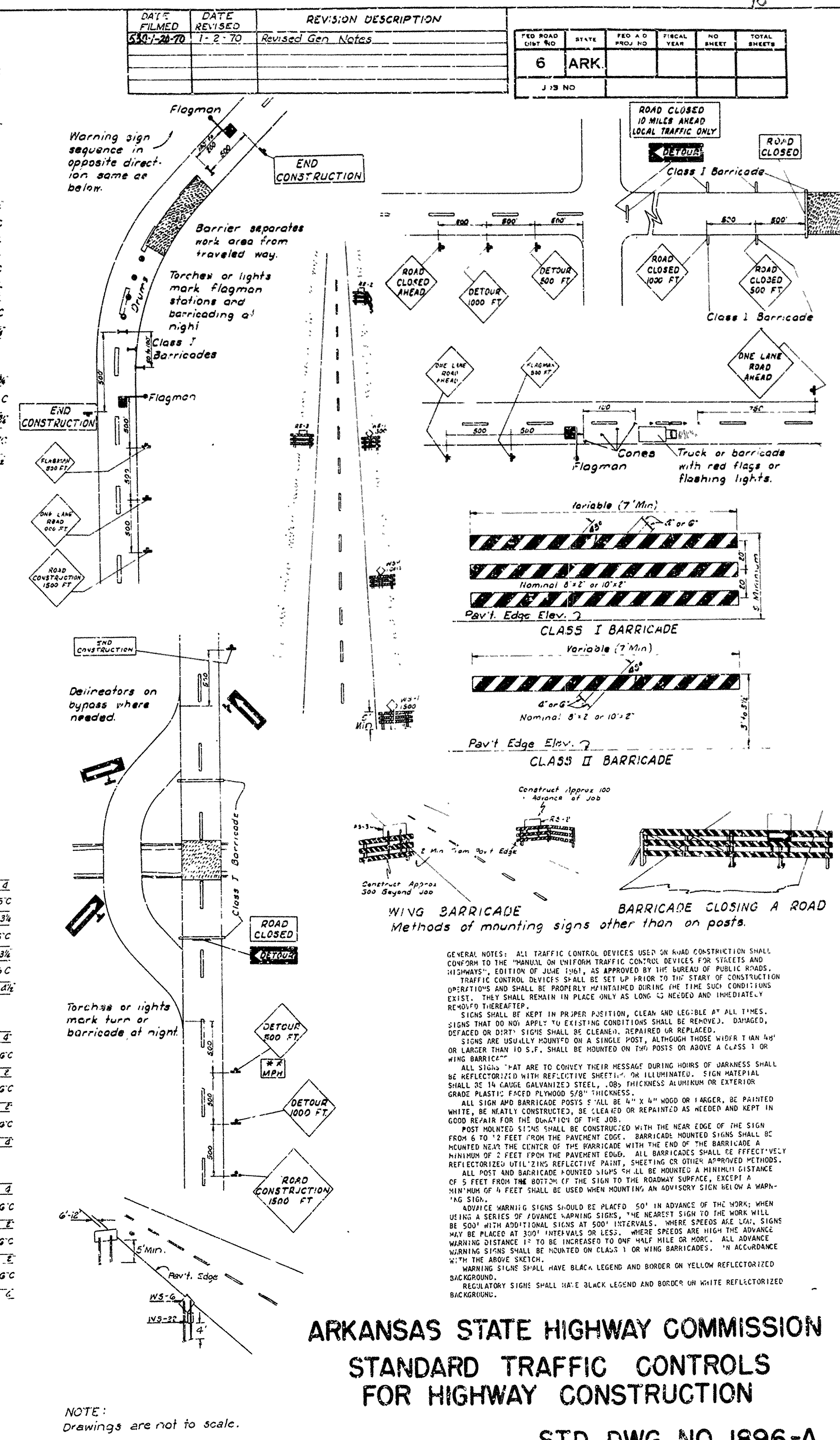
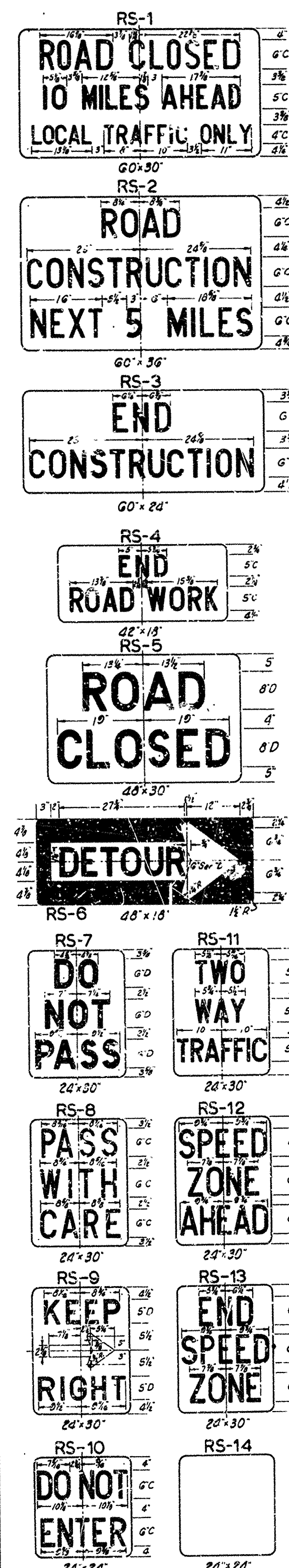
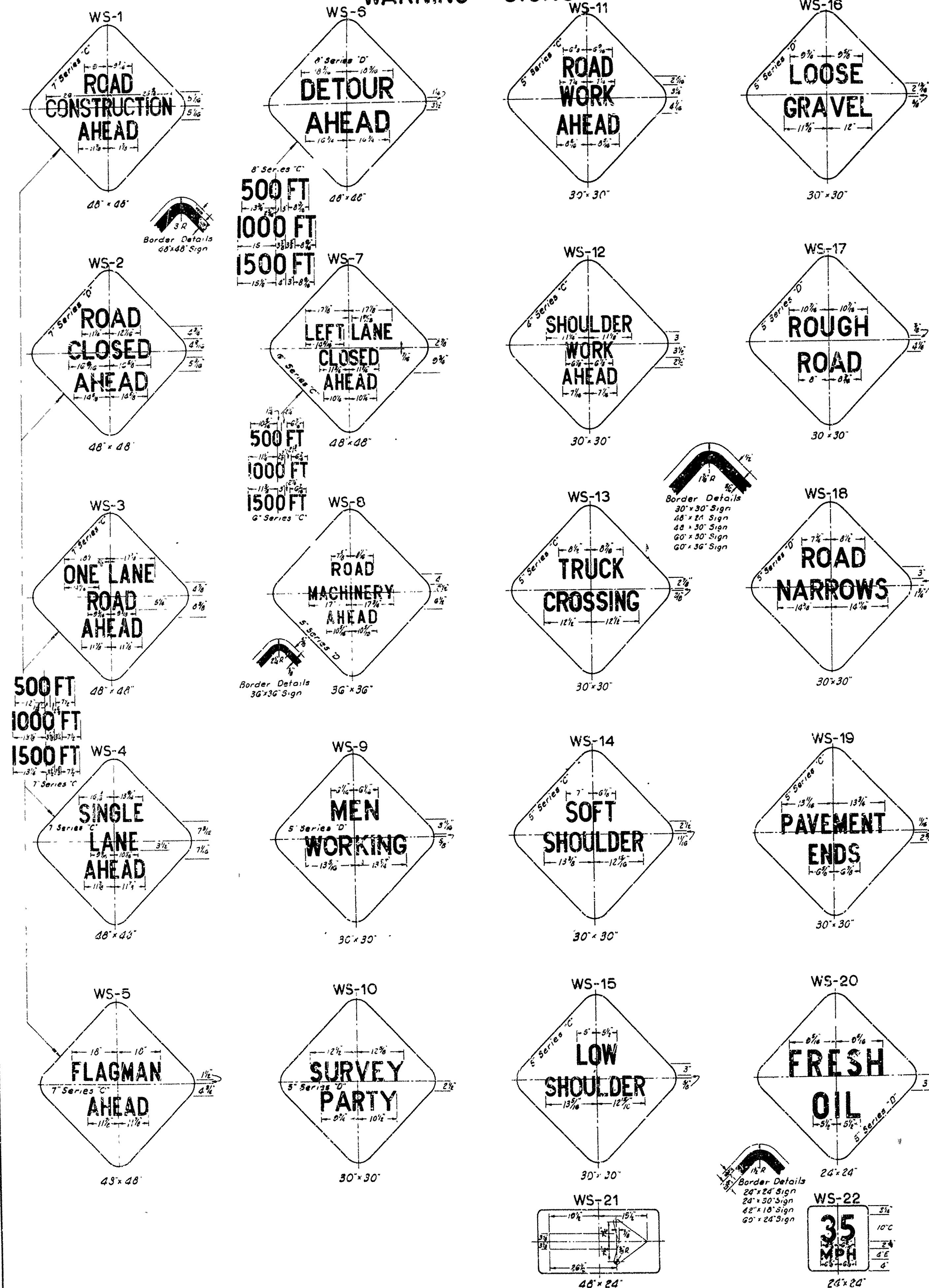
SCALE: 1/2" = 1'-0"

TRACED BY: _____ DATE: _____
CHECKED BY: FMH DATE: 2-23-71

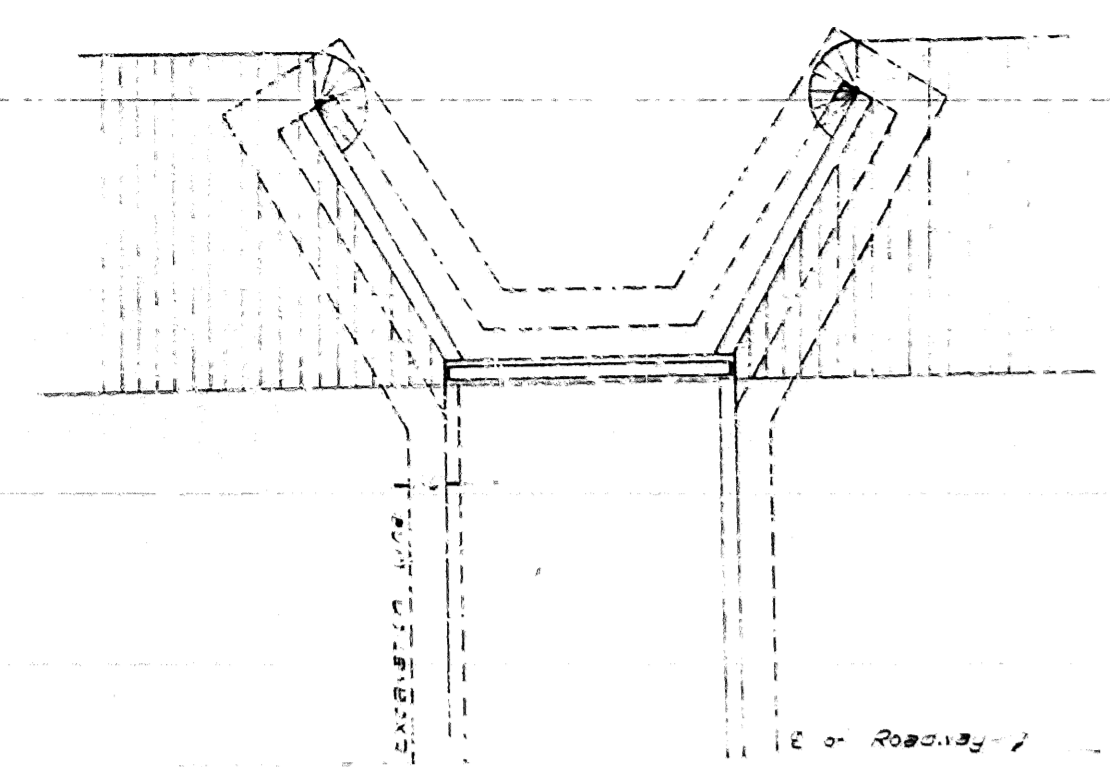
BRIDGE NO.

DRAWING NO. 1898J

WARNING SIGNS



FOOD ROAD DIST. NO.	STATE	F.C. AND P.C. NO.	LEGAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.				
JOB NO.					



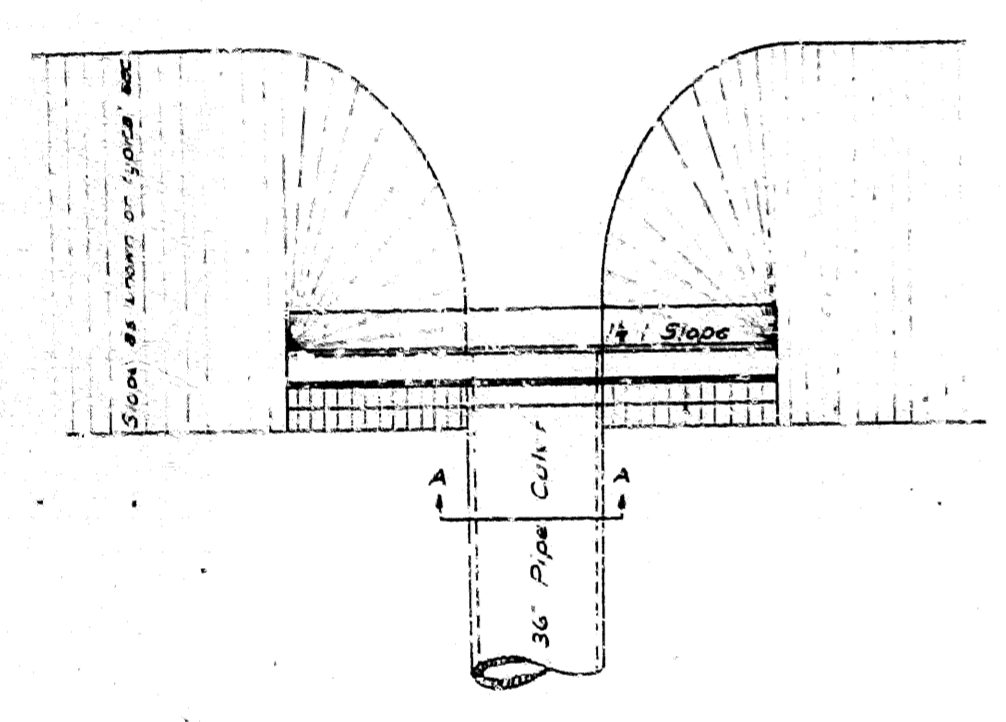
PLAN

Construct embankment in 4" or 6" (Loose Measure) Horizontal Layers, as required.

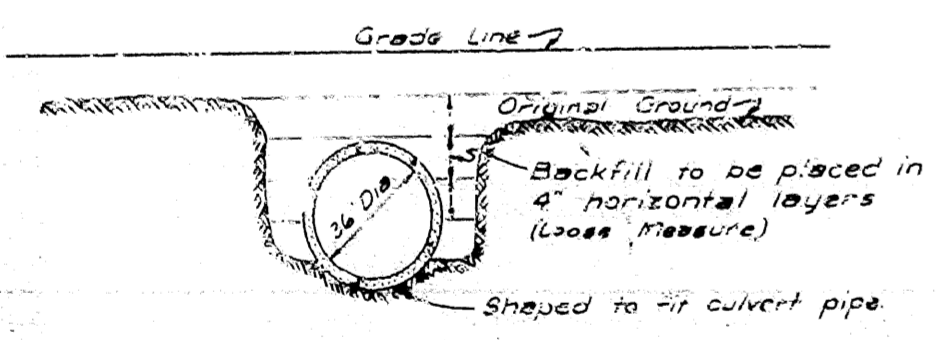
Backfill to be placed in 4" (Loose Measure) Horizontal Layers.

LONGITUDINAL SECTION

BOX CULVERT



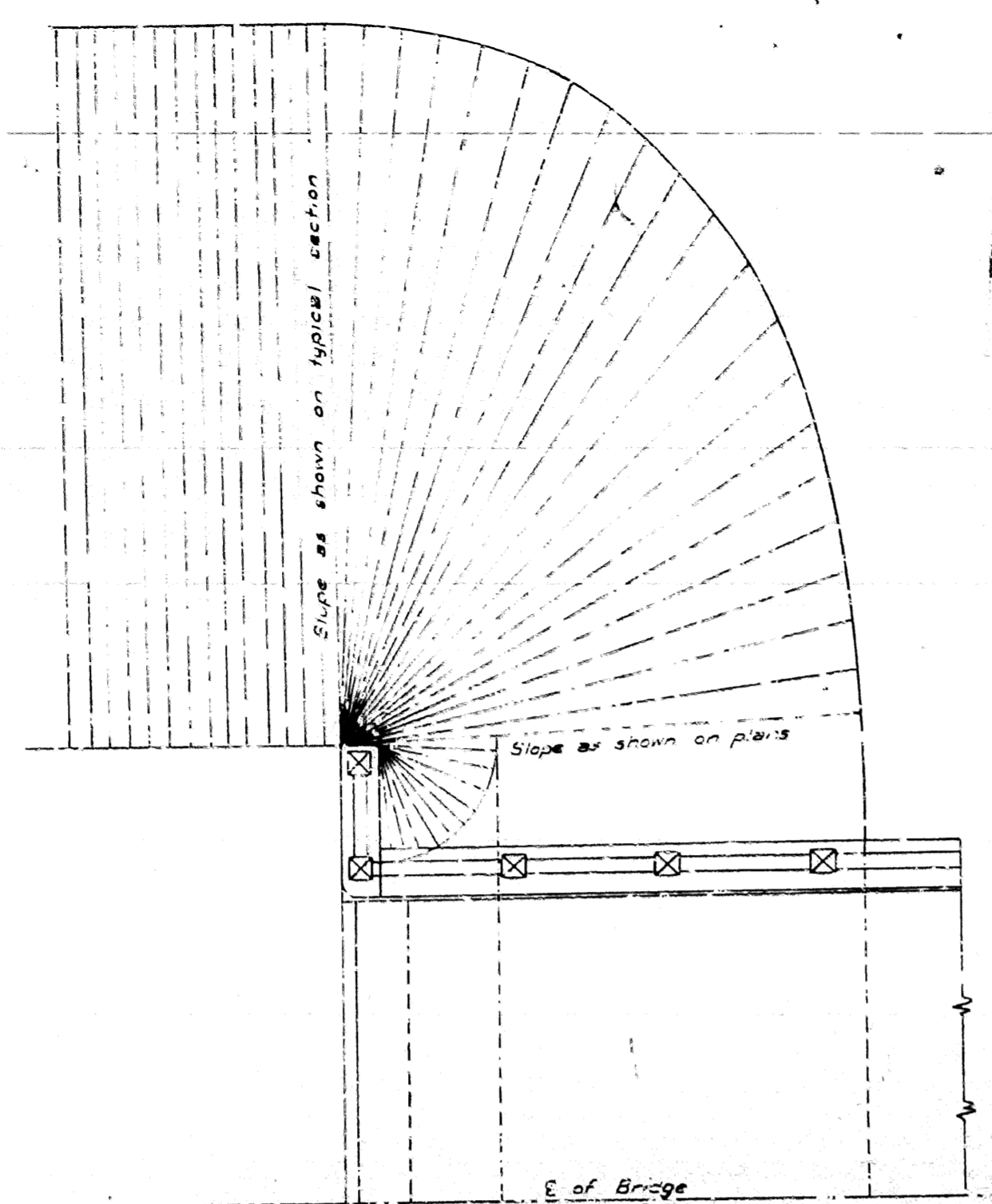
PLAN



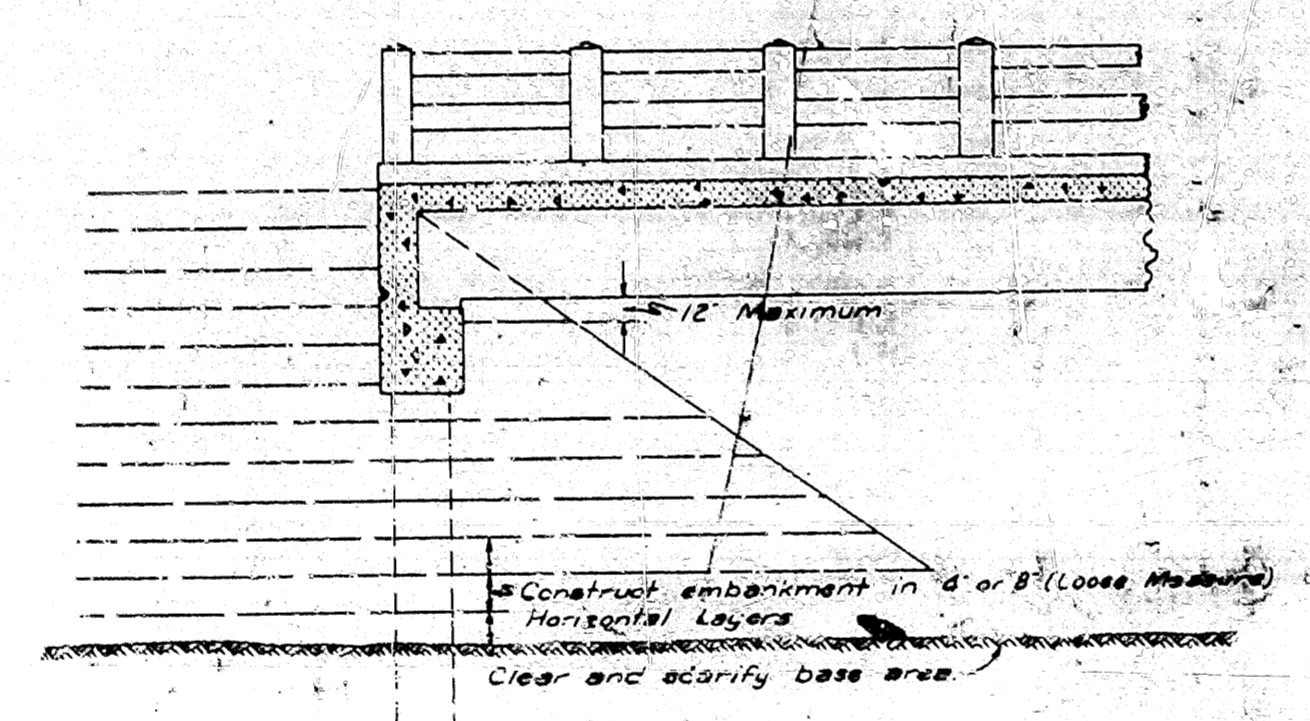
SECTION A-A

PIPE CULVERT

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



HALF PLAN



LONGITUDINAL SECTION

OPEN END ABUTMENT

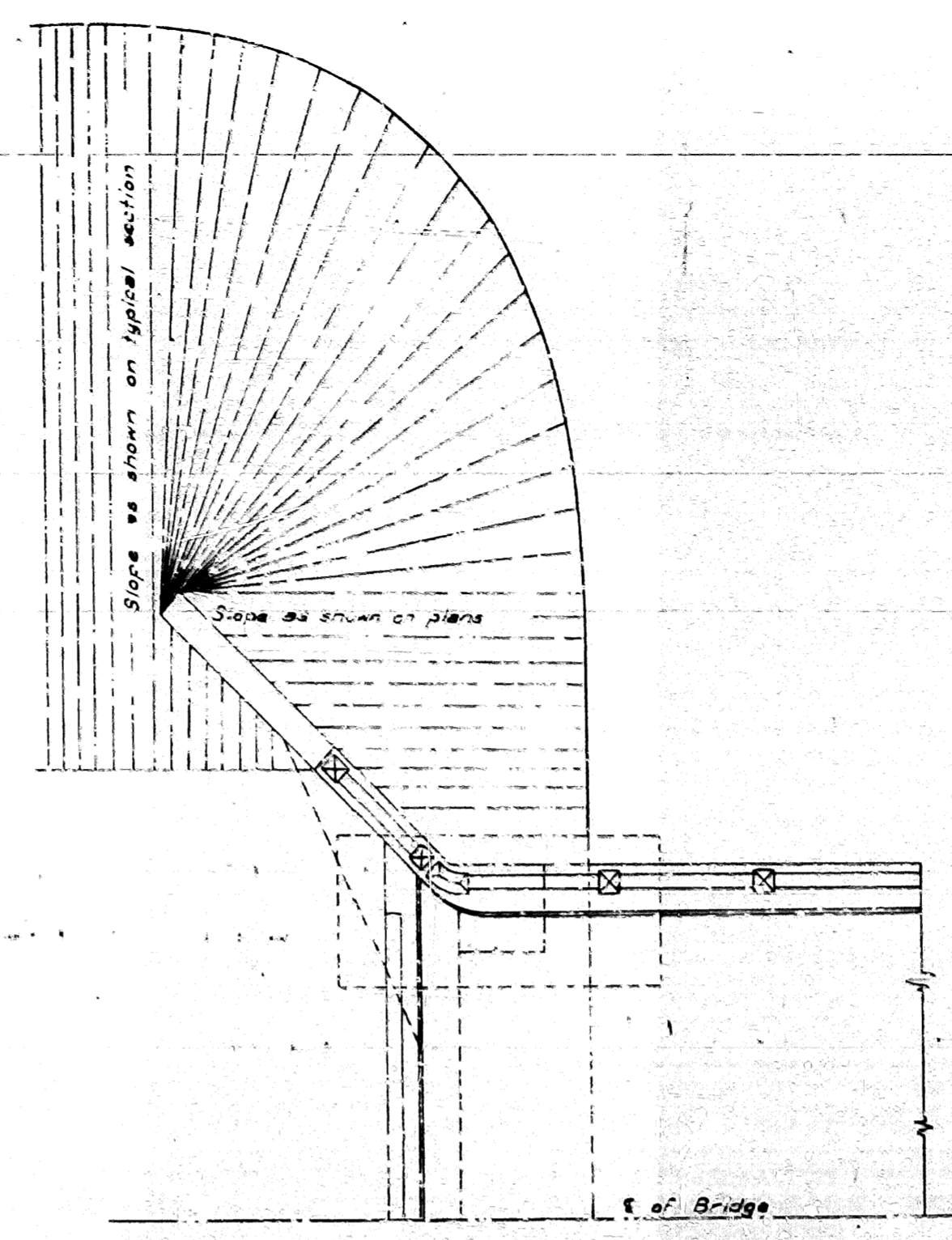
CONSTRUCTION OF THE BRIDGE-END EMBANKMENT

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

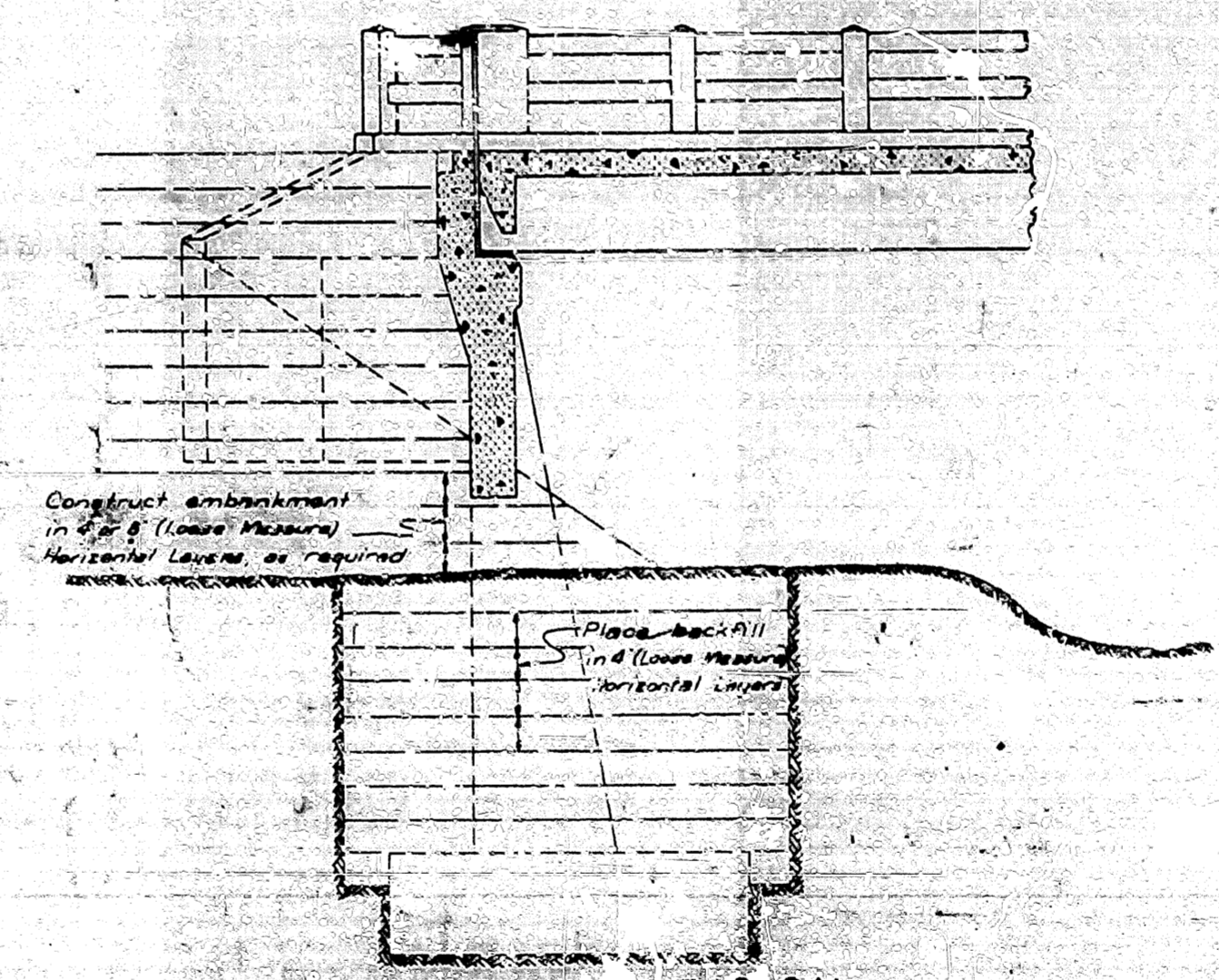
The surface area to be occupied by this embankment shall first be cleared of all debris and vegetable matter and then scarified so as to completely expose the raw earth. The foregoing shall be done before any of the base surface is covered by material taken from the structure excavations.

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 as specified in the specifications for Embankment Material, Section 106 and shall be compacted in accordance with the specifications for Special Compaction of Earthwork, Section 107.



HALF PLAN



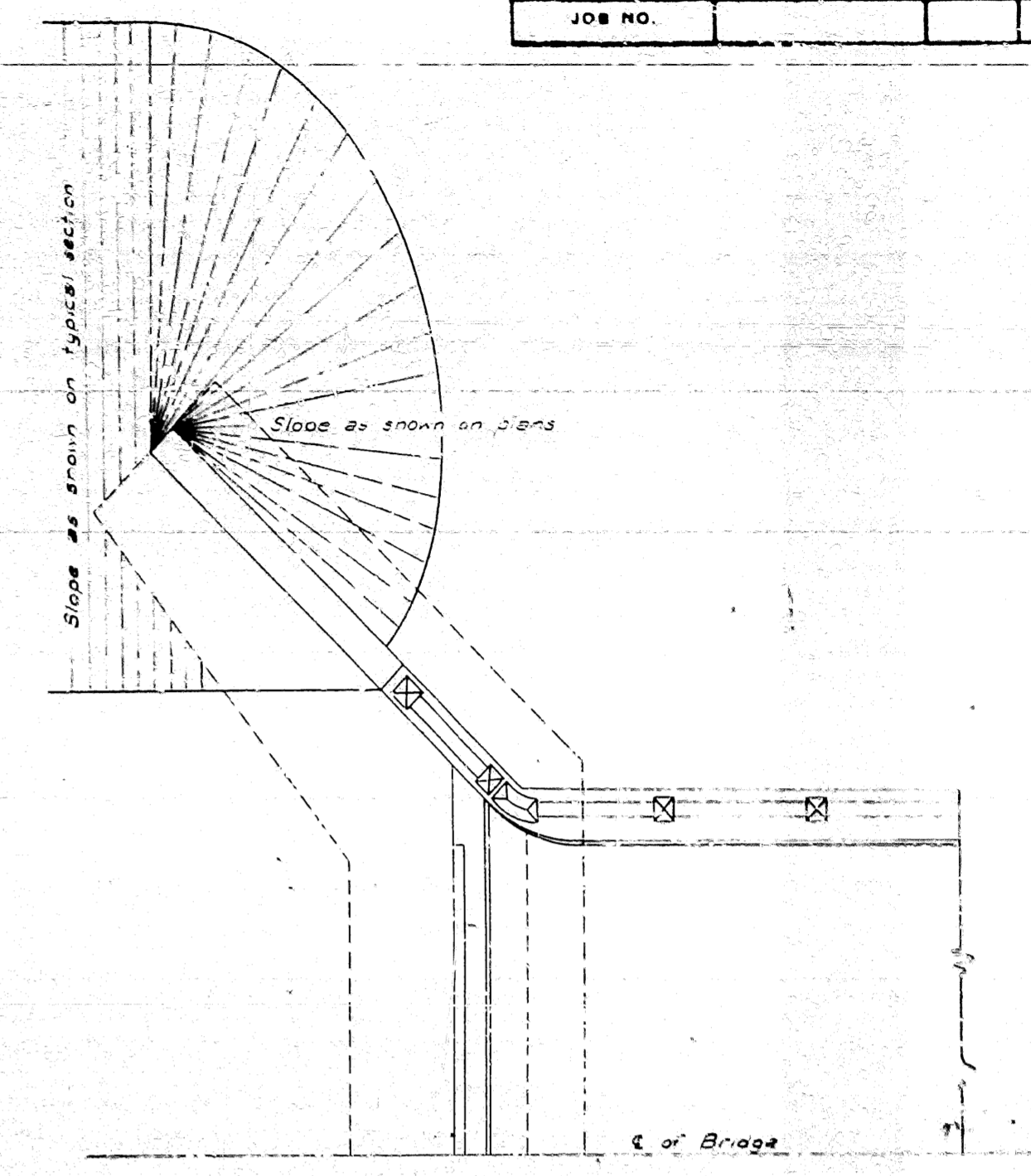
LONGITUDINAL SECTION
SEMI-OPEN ABUTMENT

BACKFILLING EXCAVATION

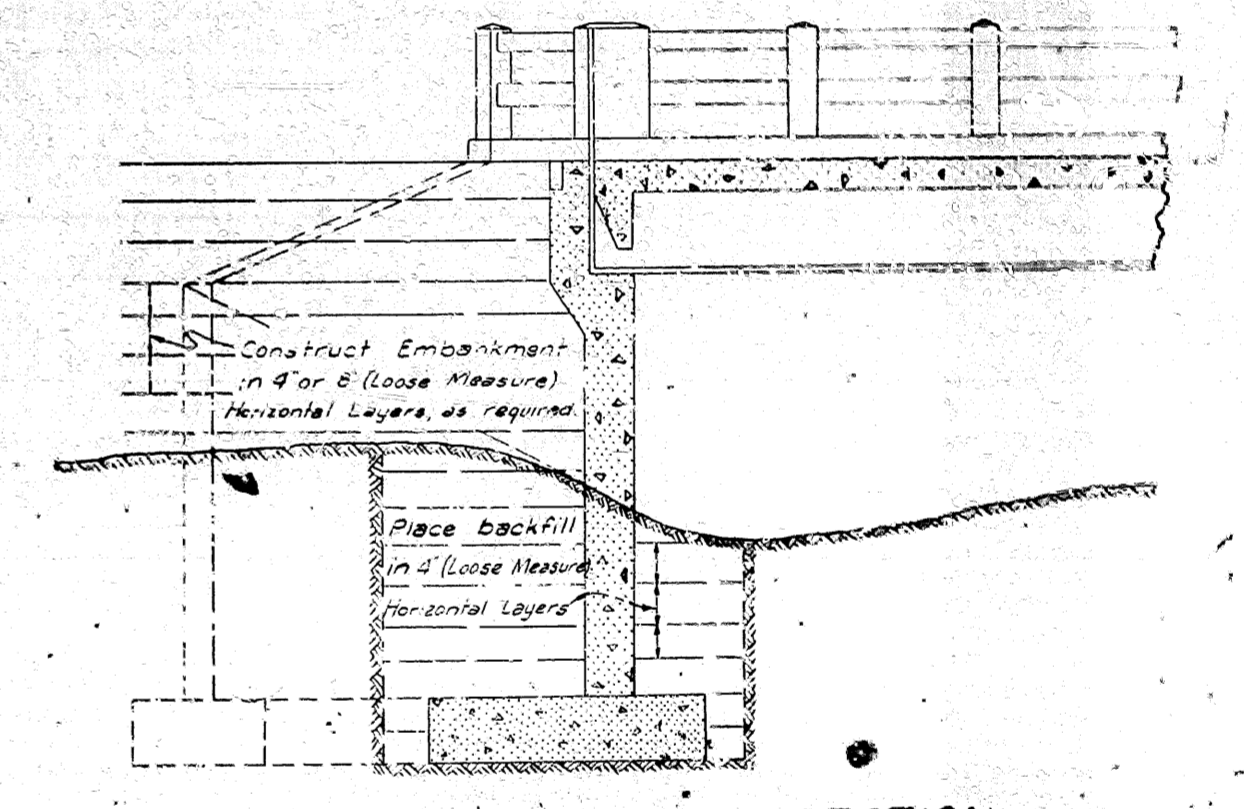
In so far as is practicable, abutment excavations shall be cut to the size shown by the plans with allowance of 18" on all sides as permitted by the specifications. Greatly oversize and flared cuts, sometimes made to avoid the use of shoring, will not be permitted.

When the abutment excavation is ready for backfill it shall be cleared of all interfering material, unless directed by the engineer, and of all debris and unsuitable fill material.

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 Earthwork, Section 107.



HALF PLAN



LONGITUDINAL SECTION

WINGWALL ABUTMENT

ARKANSAS STATE HIGHWAY COMMISSION DETAILS OF EMBANKMENT CONSTRUCTION AT BRIDGE ENDS AND BACKFILL FOR STRUCTURES