

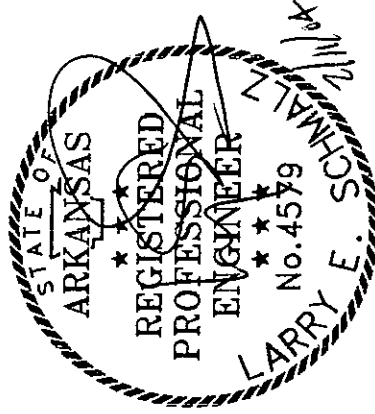
OVERLAY IN THE FUTURE.

5. REMOVAL AND SALVAGE: THE EXISTING BRIDGE SHALL BE REMOVED AND PROPERLY DISPOSED OF AT AN OFF SITE LOCATION. THE EXISTING BRIDGE IS A CONCRETE AND STEEL STRUCTURE APPROXIMATELY 20'-0" WIDE x 40'-0" LONG.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION PROCESS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. CONTRACTOR TO PROVIDE PERMANENT FENCING AFTER THE PROJECT IS COMPLETED. (WIRE FENCING IS ACCEPTABLE)
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING UTILITIES BEFORE BEGINNING CONSTRUCTION.
9. MATCH EXISTING ROADWAY ELEVATION AT BRIDGE ENDS.
10. FOUNDATIONS TO BEAR IN HARD GRAY SANDSTONE (10,000 PSF BEARING). TOP OF FOOTING TO BE A MINIMUM OF 8 INCHES BELOW STREAM BED. A GEOTECH ENGINEER SHALL BE PRESENT DURING EXCAVATION TO VERIFY CAPACITY. SEE SOIL BORING LOGS BY DATA TESTING (DECEMBER, 2003) BEFORE BEGINNING CONSTRUCTION.
11. COMMON FILL BEHIND RETAINING WALLS AND ABUTMENTS SHALL BE EARTH MATERIAL, FREE OF ROOTS AND DEBRIS, OR OTHER OBJECTIONABLE MATTER INCLUDING ROCKS GREATER THAN 4 INCHES IN MAXIMUM DIMENSION AND SHALL NOT HAVE A LIQUID LIMIT GREATER THAN 22 AND A PLASTICITY INDEX GREATER THAN 15.
12. THE FILL MATERIAL SHALL BE COMPACTED TO A DENSITY 95 PERCENT OF THE MAXIMUM STANDARD PROCTOR DRY DENSITY AS DETERMINED BY THE MOISTURE-DENSITY RELATIONS TEST METHOD ASTM DESIGNATION D 698.
13. PLACE BACKFILL MATERIALS IN LAYER OF 8" LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4" LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
14. PREFORMED JOINT FILLER SHALL CONFORM TO AASHTO M153, TYPE 1.
15. THE ROAD WILL BE CLOSED TO THRU-TRAFFIC DURING CONSTRUCTION OF THE NEW BRIDGE.

## CAST-IN-PLACE AND PRECAST CONCRETE

1. CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS: 3500 P.S.I. (CLASS "S")
2. CONCRETE SLUMP: 4" WITH TOLERANCE OF -1" AND +1½"
3. MAXIMUM SIZE CONCRETE COARSE AGGREGATE: ¾" FOR PUMPED CONCRETE  
1½" ELSEWHERE.
4. REINFORCING BARS : ASTM A615 , GRADE 60.
5. CONSOLIDATE ALL CONCRETE BY MECHANICAL VIBRATION.
6. ACI SPECIFICATIONS SHALL GOVERN ALL PHASES OF FABRICATION AND CONSTRUCTION.
7. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS NOTED OTHERWISE.
8. IF ANCHORS ARE DRILLED INTO CAP, TOP REINFORCING BARS SHALL BE PROPERLY LOCATED TO AVOID DAMAGE.

Br. # 22779



Bridge and Culvert Replacement  
Dayton Road, Prairie Creek  
SEBASTION COUNTY, ARKANSAS

BRIDGE "C"  
AHTD Br. # 22779

**MICKLE  
WAGNER  
COLEMAN**  
3434 Country Club Ave.  
P.O. Box 1507  
Fort Smith, Arkansas  
**Engineers-Consultants-Surveyors**  
(501) 649-8484  
Fax: (501) 649-8486  
E-Mail: mwcinc@ipa.net

DATE

SCHMALZ ENGINEERING, INC.

P.O. BOX 25032 • LITTLE ROCK, ARKANSAS 72221 • (501) 221-1144  
P.O. BOX 5534 • FORT SMITH, ARKANSAS 72913 • (501) 784-9195

GENERAL NOTES:

1. CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION)
2. DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. (LATEST EDITION)
3. LIVE LOADING: HS20
4. BRIDGE DECK TO BE PRECAST CONCRETE UNITS CAPABLE OF CARRYING LOADING SPECIFIED. PROCAST UNIT TO BE SIZED TO ACCOMODATE A 2' OVERLAY IN THE FUTURE.
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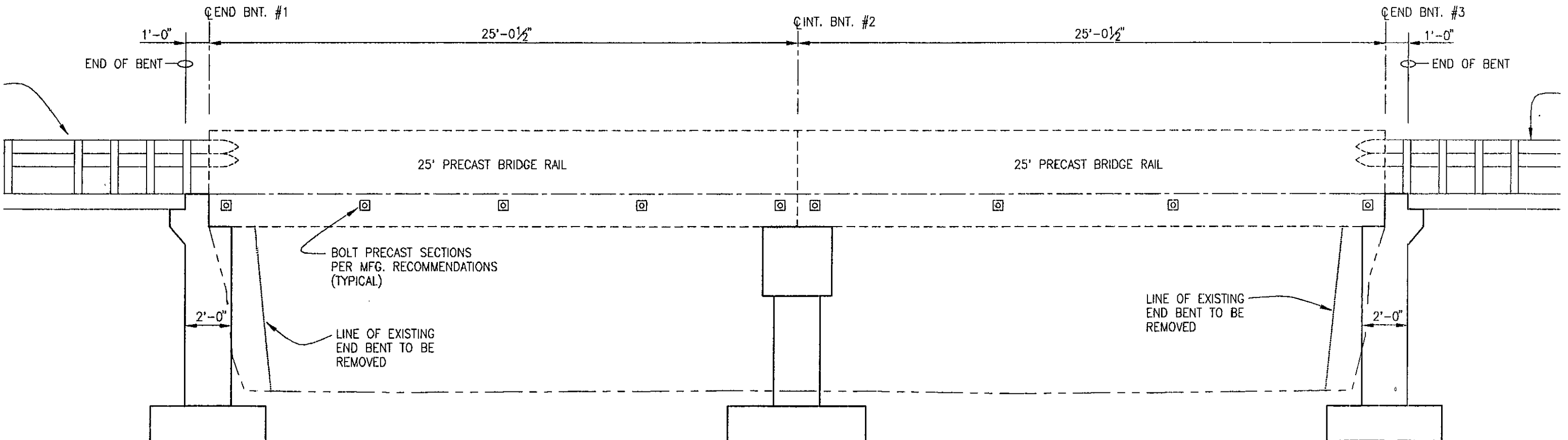
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NOTE: APPROACH SLAB TO BE BID  
AS AN ALTERNATE OPTION

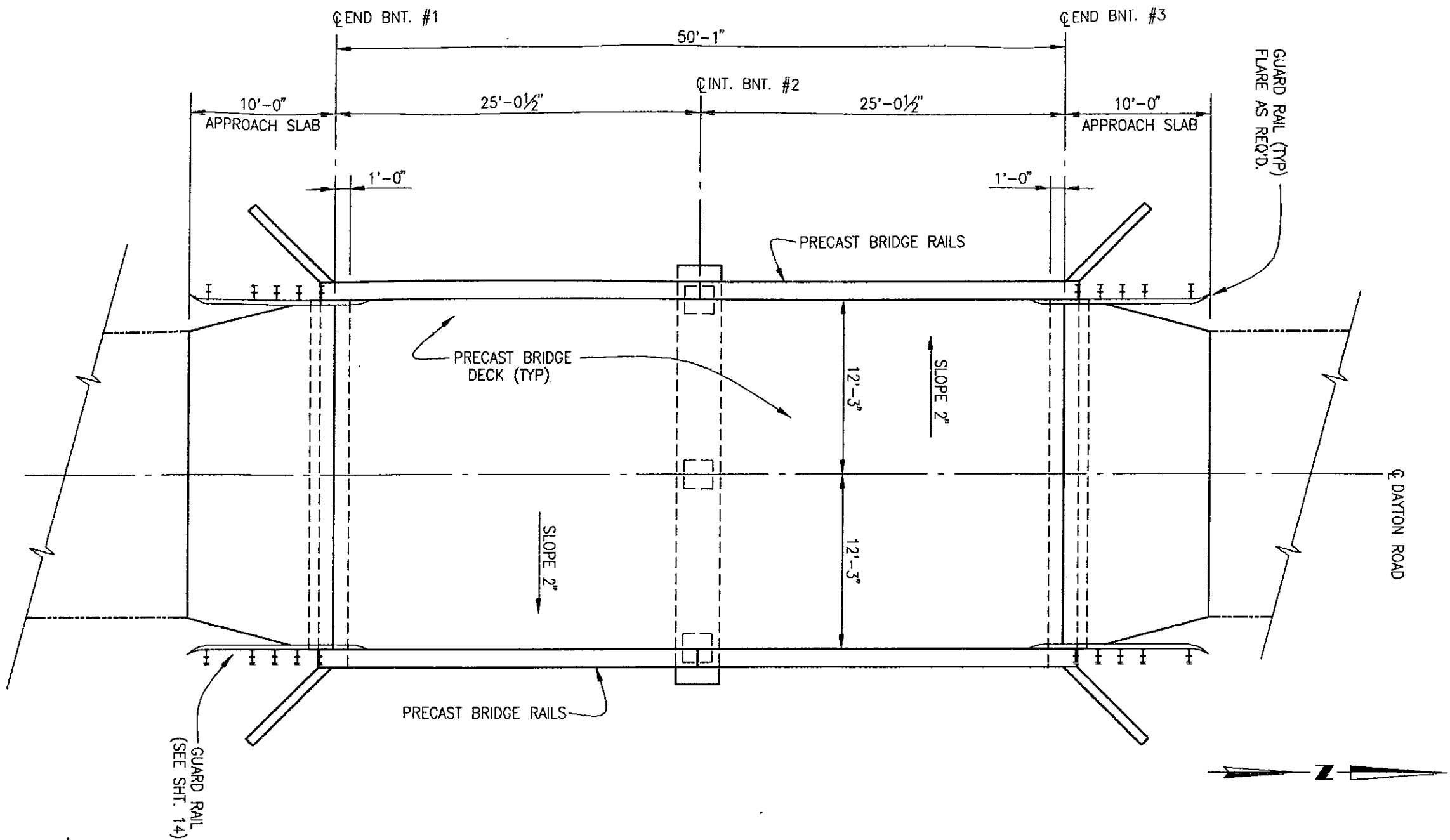
# PRARIE CREEK BRIDGE PLAN Br. # 22779

$\frac{1}{8}" = 1'-0"$



## BRIDGE PROFILE Br. # 22779

$\frac{1}{4}" = 1'-0"$



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AS AN ALTERNATE OPTION**