

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	RRS-5211 (2)		
				JOB NO.		4874	24	56

① 6048 END BENT DTL'S 26500

BAR LIST

MARK	NO. REQ'D	LENGTH	PIN DIA.	BENDING DIAGRAMS
B401	52	10'-5"	2"	
B402	21	6'-6"	2"	
B403	4	26'-11"	STR.	
B404	100	4'-7"	STR.	
B405	50	3'-11"	2"	
B406	10	5'-11"	2"	
B407	10	5'-8"	STR.	
B408	6	4'-8"	STR.	
B409	12	30'-8"	STR.	
B410	12	5'-3"	STR.	
B601	4	53'-6"	4 1/2"	
B602	6	52'-2"	STR.	
P401	8	4'-6"	2"	
P601	12	5'-11"	STR.	

GENERAL NOTES

ALL CONCRETE TO BE CLASS "S" AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM-A615 OR A617, GRADE 60.

ALL PILING SHALL BE HP10X42 AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE.

LIVE LOADING: HS20

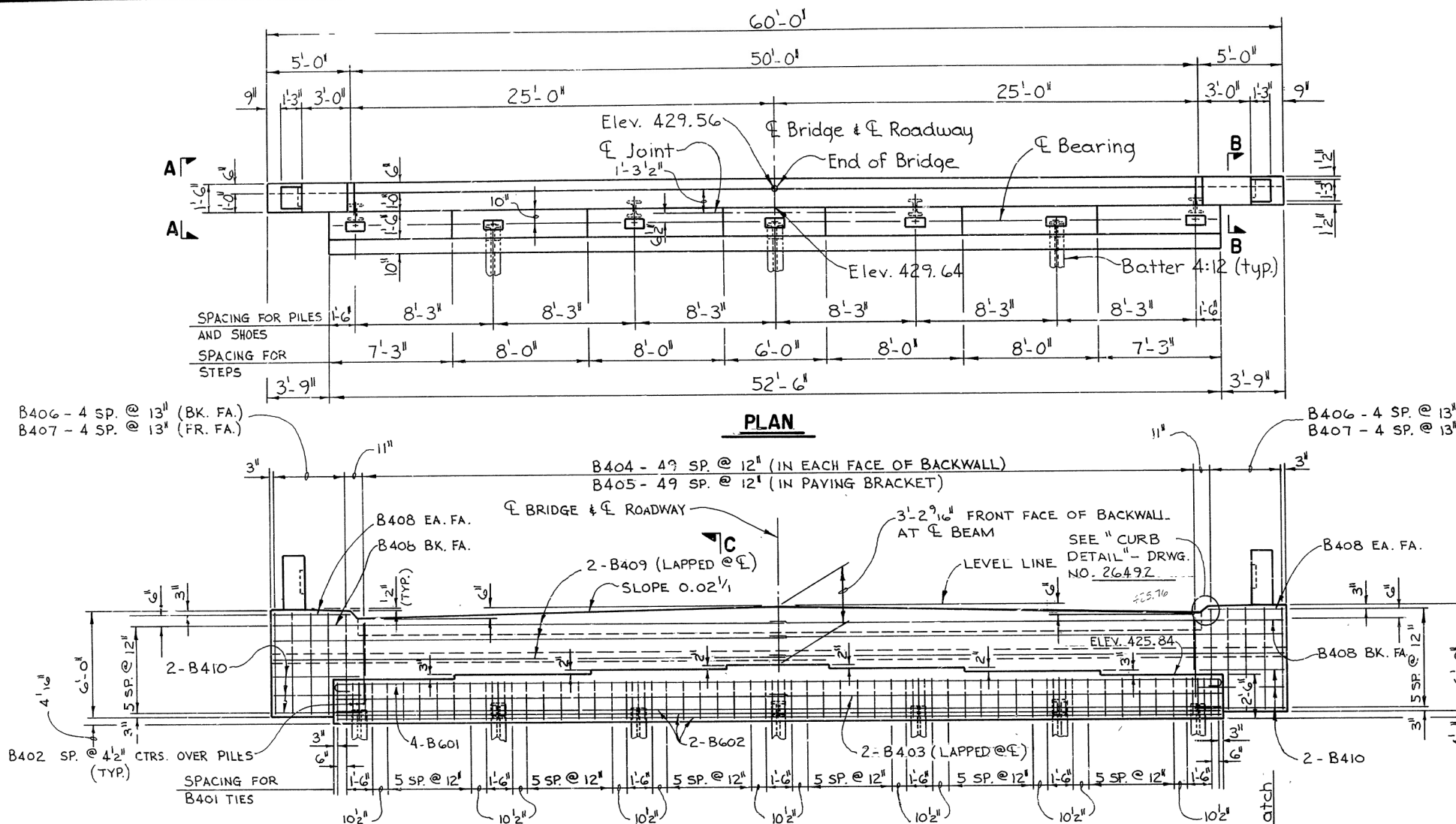
METHOD OF DESIGN: LOAD FACTOR

FOR DESIGN SPECIFICATIONS, SEE LAYOUT.

IF ANCHOR BOLT HOLES ARE DRILLED INTO CAP, TOP MAIN REINFORCING BARS SHALL BE PROPERLY PLACED TO AVOID DAMAGE.

STRUCTURAL STEEL IN END BENTS SHALL BE A36 AND SHALL BE MEASURED AND PAID FOR AS "STRUCTURAL STEEL IN BEAM SPANS - A572, GR. 50."

THE BACKWALL SHALL NOT BE POURED UNTIL THE BEAMS HAVE BEEN PLACED ON THE BENT CAP.

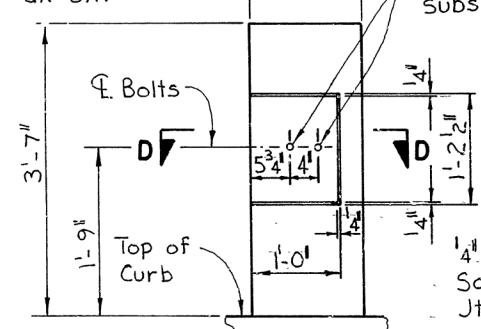


PLAN

NOTE:

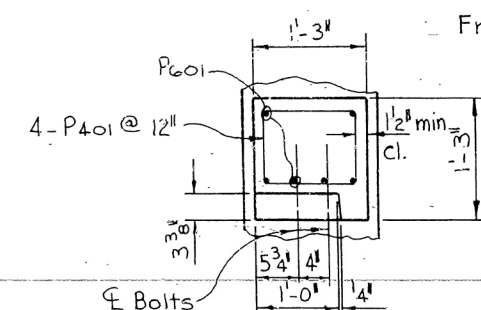
FOR DETAILS OF GUARD RAIL CONNECTION, SEE STD. DRWG. NO. GR-8A.

3/4" 8" A325 Type I Galvanized Bolts with 1 3/4" threaded. (Non-Pay Item, subsidiary to other items)



VIEW B-B

SCALE: 1" = 1'-0"



SECTION D-D

SCALE: 1" = 1'-0"

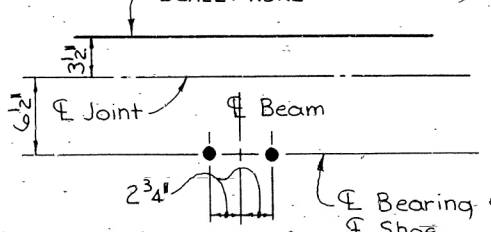
ELEVATION

NOTES: FOR DIMENSION "D", SEE DRWG. NO. 149904. FOR DETAILS OF SEAL PLACEMENT IN CURB, SEE DRWG. NO. 26501.

DETAIL E

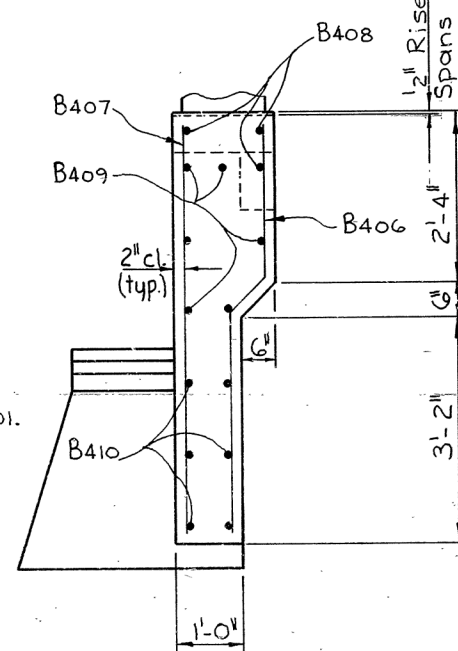
SCALE: NONE

Front Face of Backwall



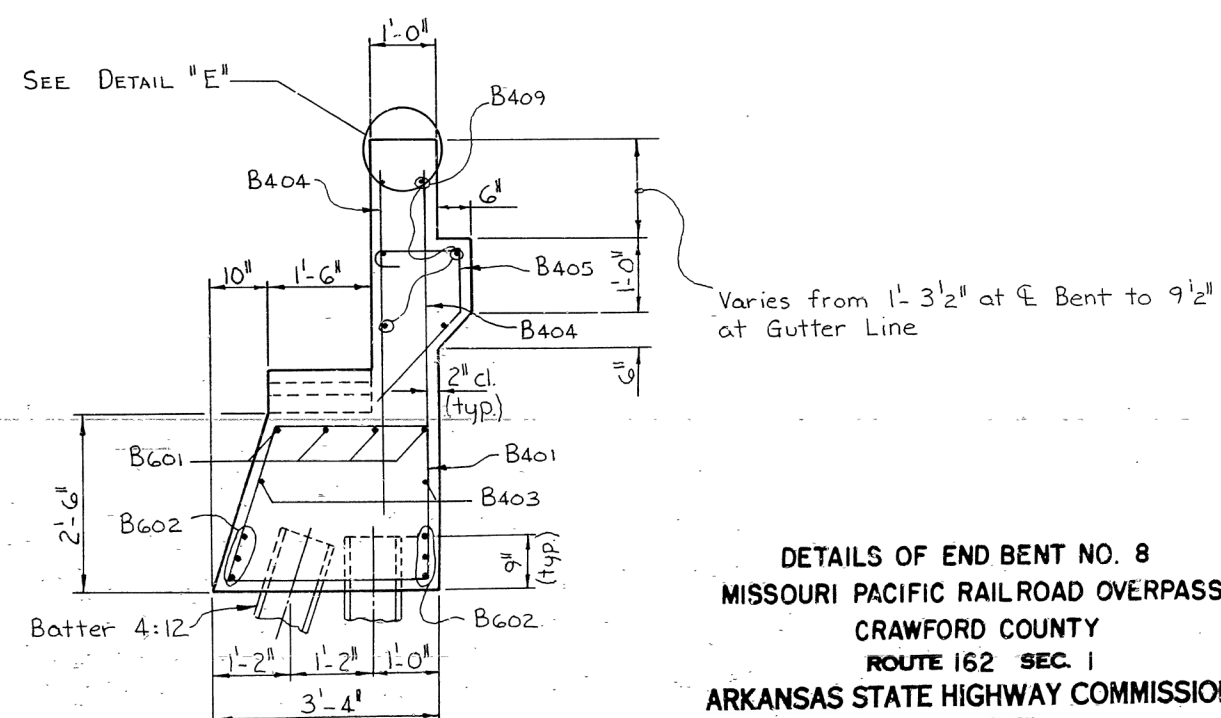
ANCHOR BOLT LAYOUT

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



VIEW A-A

SCALE: 3/4" = 1'-0"



SECTION C-C

SCALE: 3/4" = 1'-0"

DETAILS OF END BENT NO. 8
MISSOURI PACIFIC RAILROAD OVERPASS
CRAWFORD COUNTY
ROUTE 162 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 11-1-83

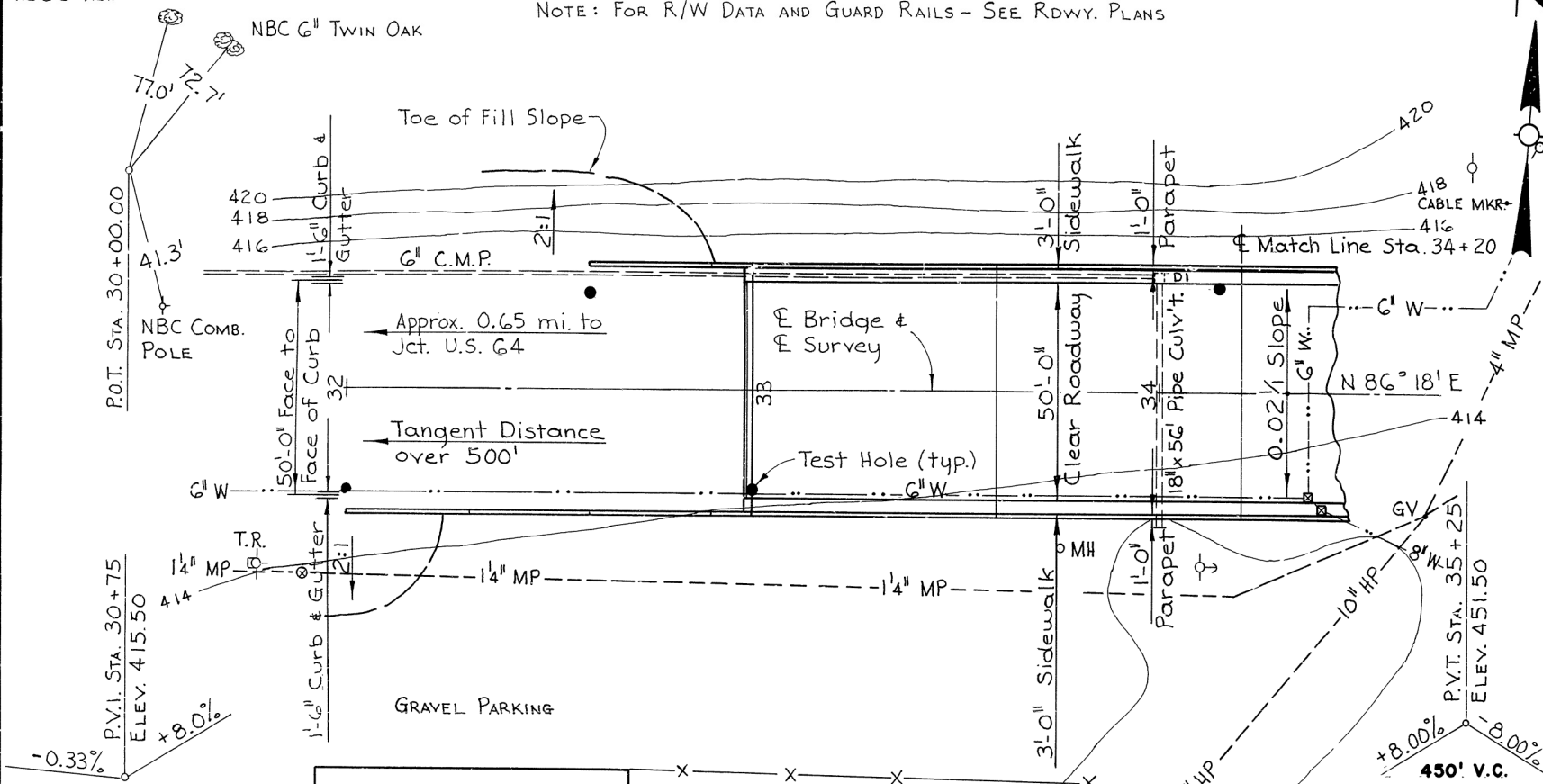
CHECKED BY: BJB DATE: 11-28-83

DESIGNED BY: AKW DATE: Sept-83

BRIDGE NO. 6048 DRAWING NO. 26500

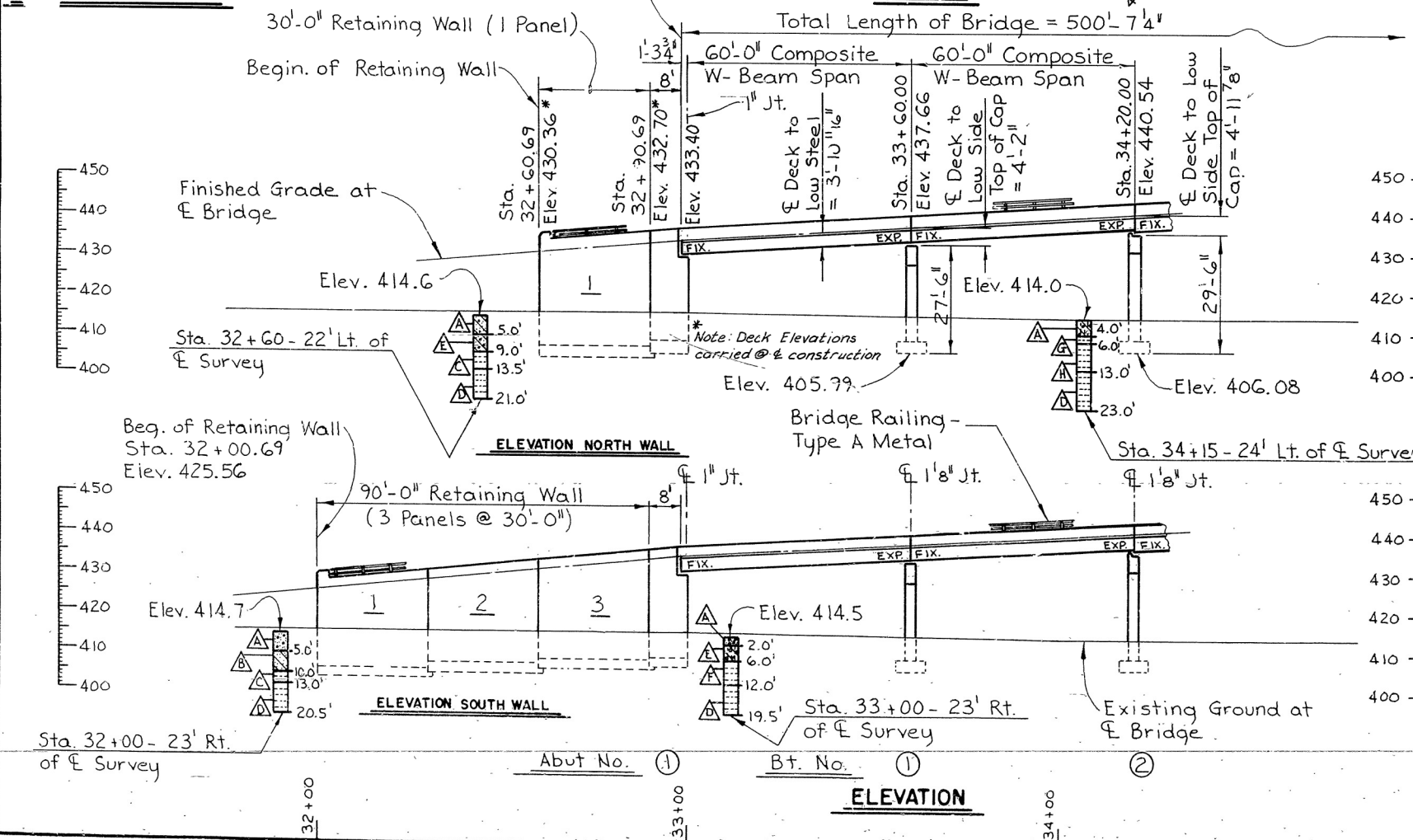
AS NOTED
BRIDGE ENGINEER

NOTE: FOR R/W DATA AND GUARD RAILS - SEE RDWY. PLANS



PLAN

VERTICAL CURVE DATA

300' V.C.
TICAL CURVE DATA

ELEVATION

BORING LEGEND

- A FILL MATERIAL
- B MOIST, VERY STIFF, BROWN SANDY CLAY
- C MEDIUM HARD, GRAY WEATHERED SHALE
- D MEDIUM HARD, DARK GRAY SHALE
- E MEDIUM STIFF TO STIFF BROWN SANDY CLAY WITH GRAVEL
- F SOFT TO MEDIUM HARD, GRAY AND BROWN WEATHERED SHALE
- G SOFT, GRAY AND BROWN WEATHERED SHALE
- H MEDIUM HARD, BROWN AND GRAY WEATHERED SHALE
- J MOIST, SOFT TO MEDIUM STIFF BROWN SILTY CLAY WITH SOME GRAVEL
- K MOIST, VERY STIFF, GRAY AND BROWN CLAY
- L MOIST, MEDIUM STIFF, BROWN CLAY WITH GRAVEL
- M MOIST, STIFF TO VERY STIFF, GRAY SILTY CLAY WITH GRAVEL
- N MOIST, HARD, BROWN AND GRAY CLAY WITH SHALE FRAGMENTS
- P MOIST, MEDIUM DENSE, BROWN CLAYEY SAND TO SILTY SAND
- R MOIST, SOFT, GRAY CLAYEY SILT
- S MOIST, SOFT TO VERY STIFF, GRAY AND BROWN SILTY, SANDY CLAY

"N" VALUES

STA. 32+00 - 23' RIGHT OF E SURVEY	
5.5'-6.5' N=30; 10.5'-11.0' N=+60	
STA. 32+60 - 22' LEFT OF E SURVEY	
5.5'-6.5' N=26; 9.0'-9.5' N=+60	
STA. 33+00 - 23' RIGHT OF E SURVEY	
2.5'-3.5' N=6; 4.5'-5.5' N=8; 6.5'-7.5' N=55; 8.5'-9.5' N=+60; 10.5'-11.0' N=+60	
STA. 34+15 - 24' LEFT OF E SURVEY	
2.5'-3.5' N=15; 4.5'-5.5' N=46; 6.5'-7.5' N=+60; 8.5'-9.5' N=+60; 10.5'-11.5' N=+60; 12.0'-12.2' N=+60; 13.0'-13.3' N=+60	
STA. 35+00 - 26' LEFT OF E SURVEY	
2.5'-3.5' N=4; 4.5'-5.5' N=45; 6.5'-7.5' N=51; 8.5'-9.5' N=+60; 10.5'-10.8' N=+60; 12.5'-12.8' N=+60; 14.5'-14.8' N=+60; 16.5'-16.8' N=+60; 18.0'-18.3' N=+60; 20.0'-20.3' N=+60	
STA. 35+80 - 18' LEFT OF E SURVEY	
5.5'-6.5' N=2; 10.5'-11.5' N=20; 15.5'-16.0' N=+60	
STA. 36+30 - 17' LEFT OF E SURVEY	
2.5'-3.5' N=15; 4.5'-5.5' N=21; 6.5'-7.5' N=4; 8.5'-9.5' N=13; 10.5'-11.5' N=7; 12.5'-13.5' N=6; 14.5'-15.5' N=19; 16.5'-17.5' N=16; 18.5'-19.5' N=36; 20.5'-21.5' N=42	
STA. 36+90 - 20' LEFT OF E SURVEY	
2.5'-3.5' N=13; 4.5'-5.5' N=22; 6.5'-7.5' N=2; 8.5'-9.5' N=3; 10.5'-11.5' N=20; 12.5'-13.5' N=12; 14.5'-15.5' N=18; 16.5'-17.5' N=+60; 18.0'-18.3' N=+60	

DATE	FILED	DATE	FILED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	RR5-S211(2)		
							JOB NO. 4874	11 56
							6048 LAYOUT 26487	

GENERAL NOTES

BENCH MARK: "C" CUT ON N.W. CORNER OF SIGNAL BOX RT. STA. 35+25, ELEV. 415.2'.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978 AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 WITH INTERIM SPECIFICATIONS.

FOOTINGS FOR BENTS AND ABUTMENT SHALL BE SET A MINIMUM OF 1'-6" INTO MEDIUM HARD GRAY SHALE. FOOTINGS FOR RETAINING WALLS SHALL BE SET A MINIMUM OF 1'-0" INTO MEDIUM HARD GRAY SHALE. FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SECTION 801.04 OF THE STANDARD SPECIFICATIONS.

ALL CONCRETE IN THE SUPERSTRUCTURE SHALL BE CLASS S(AE). ALL CONCRETE IN THE SUBSTRUCTURE AND RETAINING WALLS SHALL BE CLASS S AND SHALL BE POURED IN THE DRY. IN LIEU OF RUBBING CONCRETE SURFACES THE CONTRACTOR SHALL USE A SPRAYED FINISH MEETING THE REQUIREMENTS OF S.P. 802-7 AND SECTION 802.23 OF THE STANDARD SPECIFICATIONS.

ALL PILING SHALL BE HP10X42 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 35 TONS PER PILE AND INTO THE MATERIAL DESIGNATED AS MEDIUM HARD DARK GRAY SHALE ON THE BORING LOGS. LENGTHS OF PILING SHOWN ARE FOR ESTIMATING QUANTITIES ONLY. ORDER LENGTHS SHOWN, CUT-OFF OR BUILD-UP, IF NECESSARY, TO BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

UNIT STRESSES:

f'_c = COMPRESSIVE STRENGTH OF CLASS S OR S(AE) CONCRETE = 3500 PSI
 f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI
 f_y = YIELD STRENGTH OF STRUCTURAL STEEL (A36) = 36,000 PSI
 f_y = YIELD STRENGTH OF STRUCTURAL STEEL (A572-GR.50) = 50,000 PSI

FOR DETAILS OF RETAINING WALLS, SEE DWG. NO. 26489 & 26490

FOR DETAILS OF ABUTMENT, SEE DWG. NO. 26491 & 26492

FOR DETAILS OF BENTS, SEE DWG. NO. 26493 thru 26500

FOR DETAILS OF COMPOSITE W-BEAM SPANS, SEE DWG. NO. 26501 thru 26506

METHOD OF DESIGN: LOAD FACTOR

LIVE LOAD: HS 20

DESIGN LOADINGS: FOR RETAINING WALLS

DEAD LOAD - EARTH PRESSURE (EQUIVALENT FLUID PRESSURE) = 36 LBS/CU.FT.
 - WEIGHT OF EARTH = 120 LBS/CU.FT.

LIVE LOAD - SURCHARGE OF 2 FT. OF EARTH

FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

SHEET 1 OF 2
LAYOUT OFMISSOURI PACIFIC RAILROAD OVERPASS
HWY. 162 R.R. OVERPASS
(VAN BUREN)

CRAWFORD COUNTY

ROUTE 162 SEC. 1

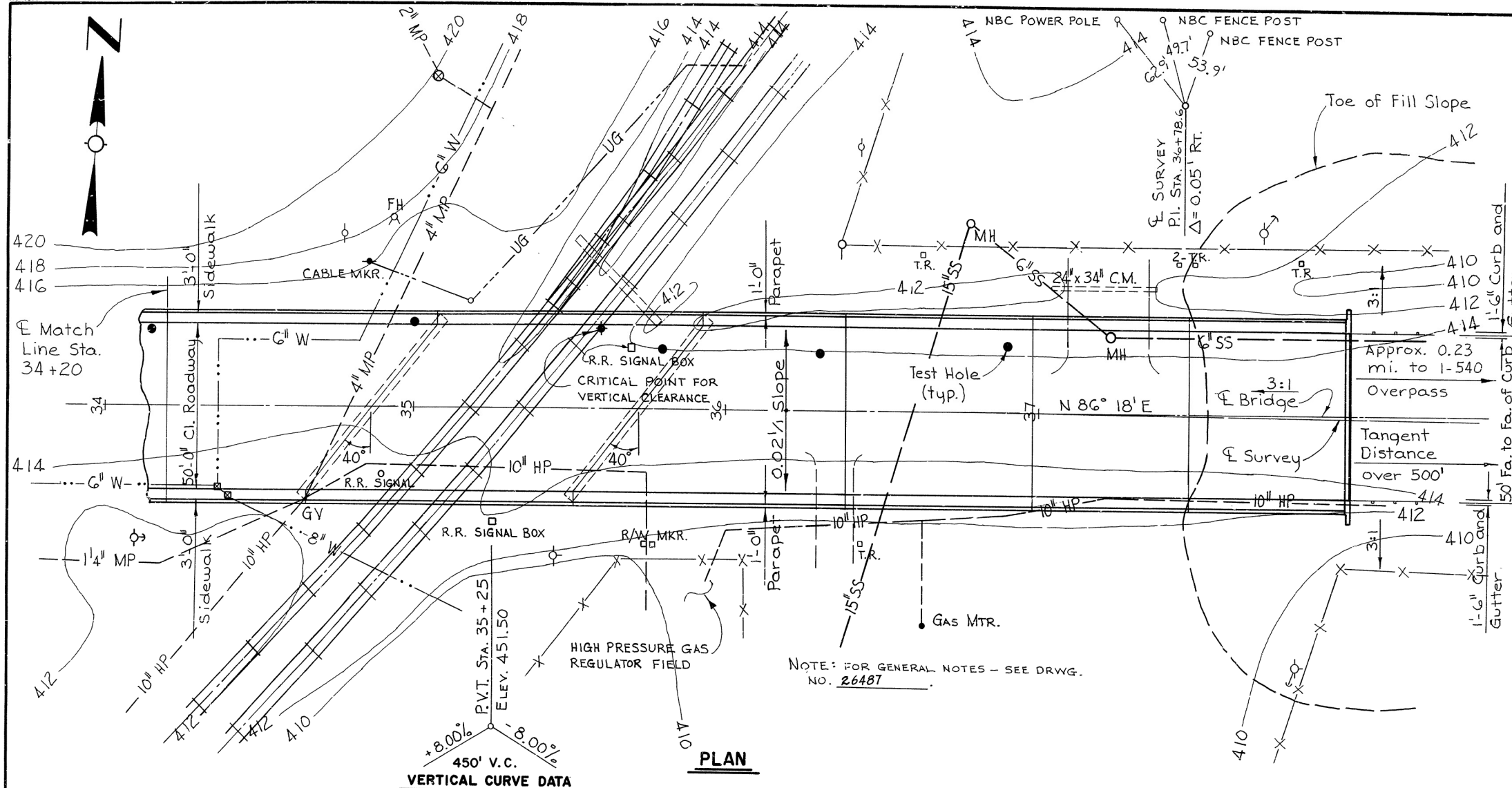
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 9-15-83
 CHECKED BY: crh DATE: 10-6-83
 DESIGNED BY: AKW DATE: Aug-83

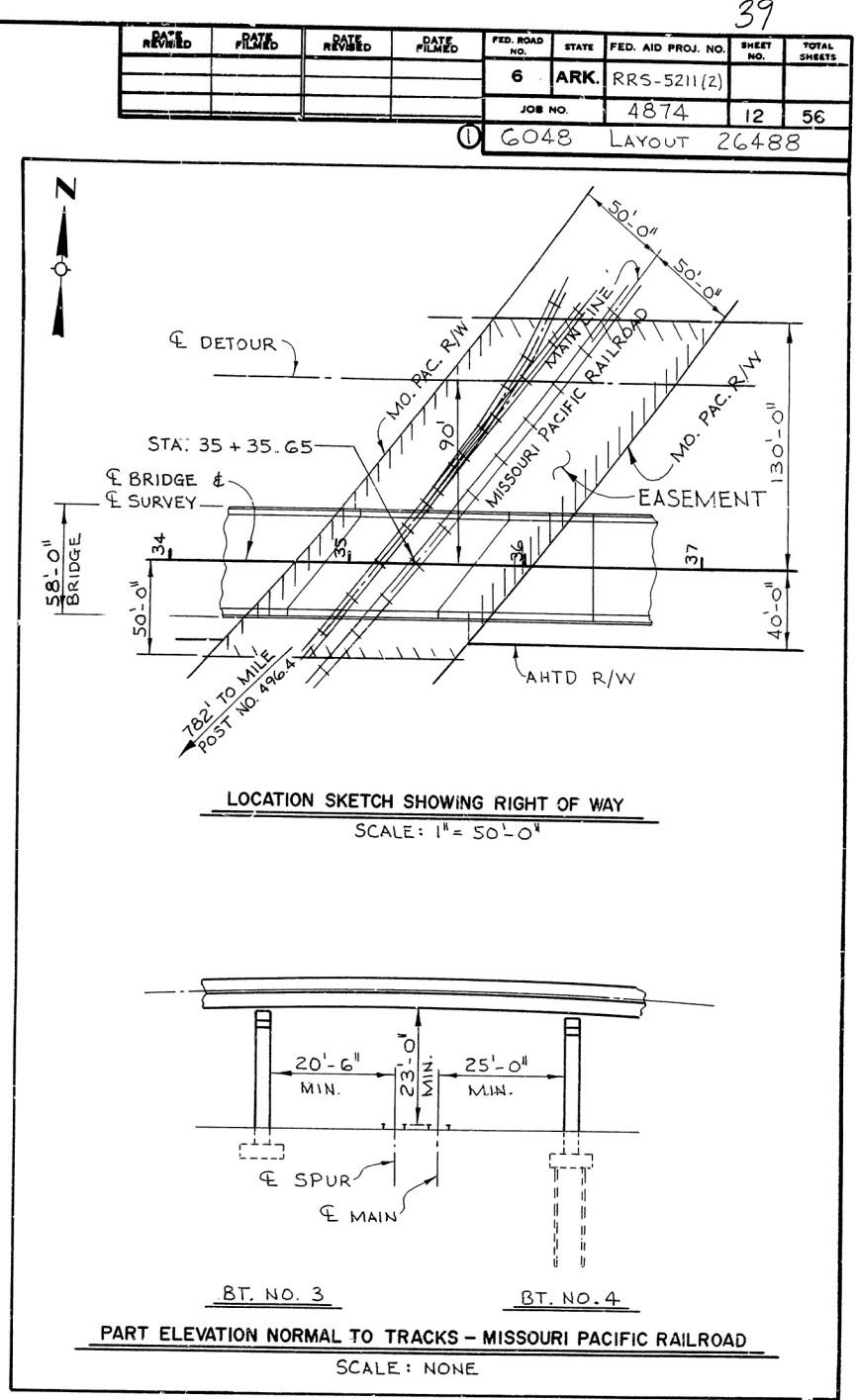
BRIDGE NO. 6048

DRAWING NO. 26487



VERTICAL CURVE DATA

PLAN

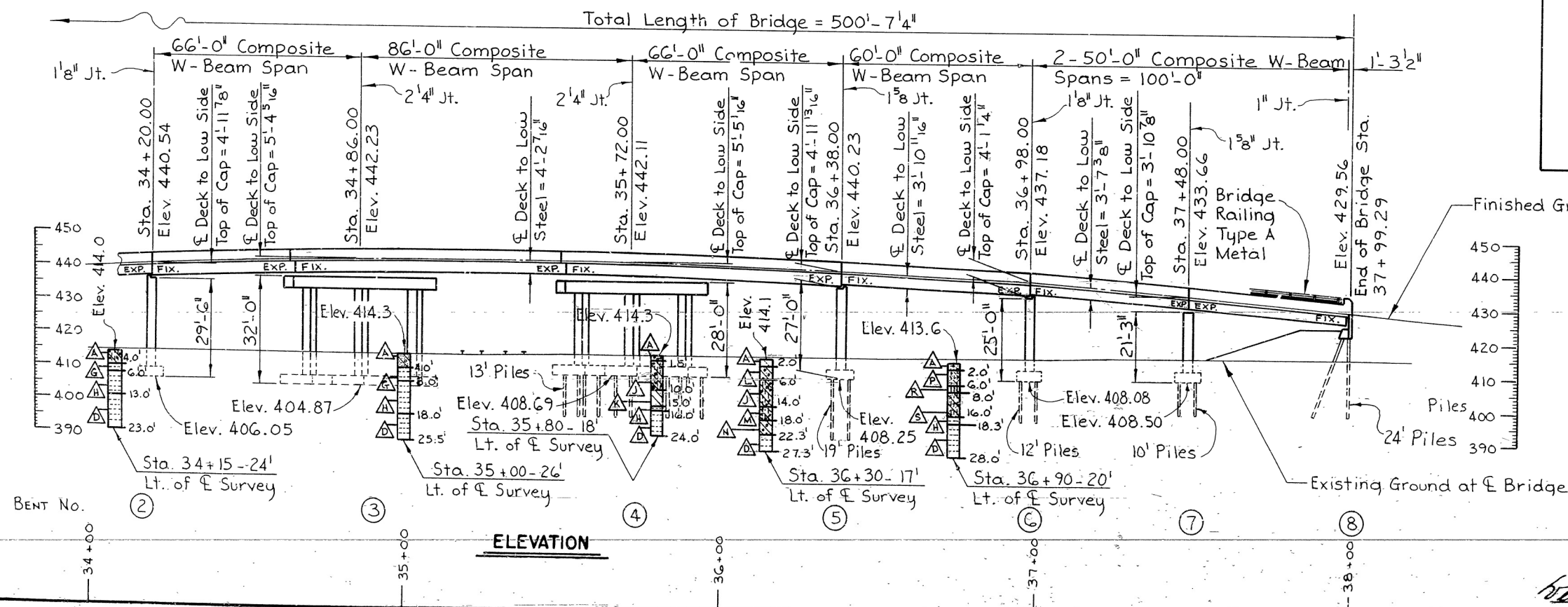


BT. NO. 3

BT. NO. 4

PART ELEVATION NORMAL TO TRACKS - MISSOURI PACIFIC RAILROAD

SCALE: NONE



ELEVATION

EXHIBIT A
SHEET 2 OF 2
LAYOUT OF
MISSOURI PACIFIC RAILROAD OVERPASS
HWY. 162 R.R. OVERPASS
(VAN BUREN)
CRAWFORD COUNTY
ROUTE 162 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

BRIDGE NO. 6048 DRAWING NO. 26488
DATE: 9-15-83
CHECKED BY: CRH DATE: 10-6-83
DESIGNED BY: ARW DATE: 8-9-83
SCALE: 1" = 20'-0" OR AS NOTED