

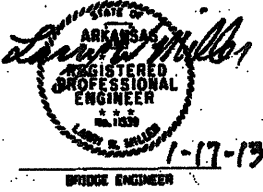
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FILED NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		B80109	46	86
				AAB3131 02808, A2808		QUANTITIES		53539

SCHEDULE OF BRIDGE QUANTITIES - JOB B80109

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	509	802	803	SS & 804	SP JOB B80109	SP JOB B80109	SP JOB B80109	SP JOB B80109	SP JOB B80109
		ITEM	JOINT REHABILITATION (TYPE A)	GROOVING	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	HYDRODEMOLITION	BRIDGE DECK REPAIR	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1½" THICK)	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH)	SILICONE JOINT SEALANT
		UNIT	LIN. FT.	SQ. YD.	LIN. FT.	LBS.	SQ. YD.	SQ. FT.	SQ. YD.	CJ. YD.	LIN. FT.
112.5	EXISTING BRIDGE NO. A3131			1997	971	500	2104.5	2841	2109.0	29.2	316
112.5	EXISTING BRIDGE NO. B3131			1997	971	500	2104.5	2841	2109.0	29.2	316
104.8	EXISTING BRIDGE NO. 02808		79	333	162		351.0		351.8	4.9	
104.8	EXISTING BRIDGE NO. A2808		79	333	162		351.0		351.8	4.9	
TOTALS FOR JOB NO. B80109			158	4,660	2,266	1,000 ①	4,911.0	5,682 ①	4,921.6	68.2 ①	632

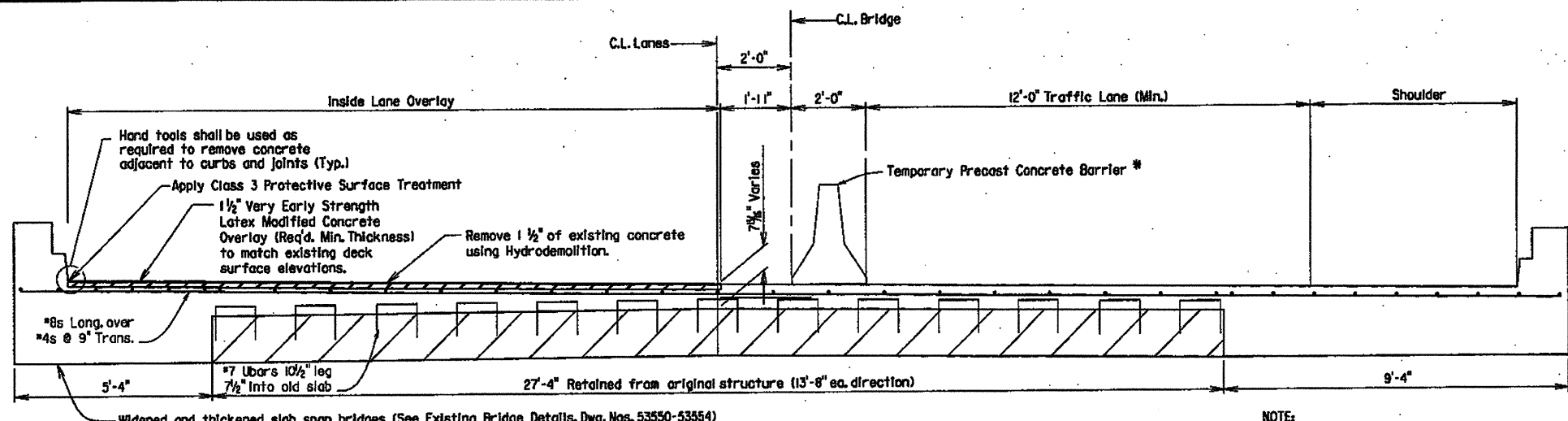
① This quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.

SCHEDULE OF BRIDGE QUANTITIES
1-40 - JERICHO (S)
CRITTENDEN COUNTY
ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: JLM DATE: 11-12 FILENAME: bbb0109.q1.dgn
CHECKED BY: SSP DATE: 12-12 SCALE: None
DESIGNED BY: JLM DATE: 11-12
BRIDGE NO. AAB3131
02808, A2808 DRAWING NO. 53539

DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				5	ARK.			
				JOB NO.		BB0109	59	86
						02808, A2808	VESLMC OVERLAY	53543



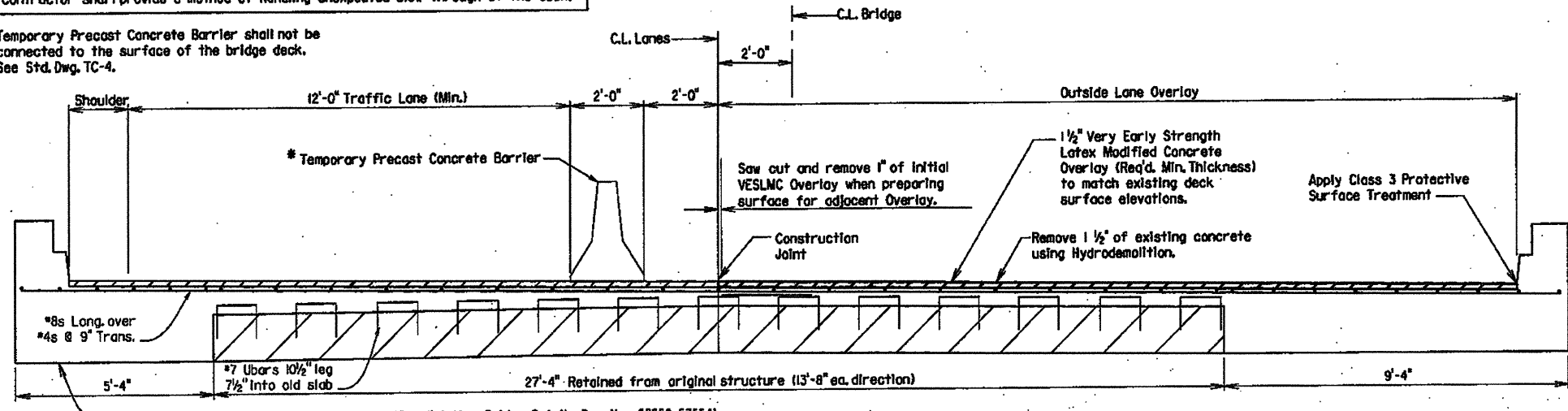
INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

Bridge No. 02808 (Looking in direction of traffic)
Bridge No. A2808 (Reverse - looking in direction of traffic)

NOTE:
The minimum overlay placement length shall be a full span on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings.

If the hydrodemolition equipment blows through the deck, that area shall be the responsibility of the Contractor and shall be repaired at the Contractor's expense. The Contractor shall provide a method of handling unexpected blow through of the deck.

* Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. - See Std. Dwg. TC-4.



OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

Bridge No. 02808 (Looking in direction of traffic)
Bridge No. A2808 (Reverse - looking in direction of traffic)

GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2003, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and/or materials on the subject bridges necessary for the completion of this work shall be subject to the provisions of SS-105-2 "Equipment and Material Storage on Bridge Structures". Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1 1/2" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0109 "Hydrodemolition".

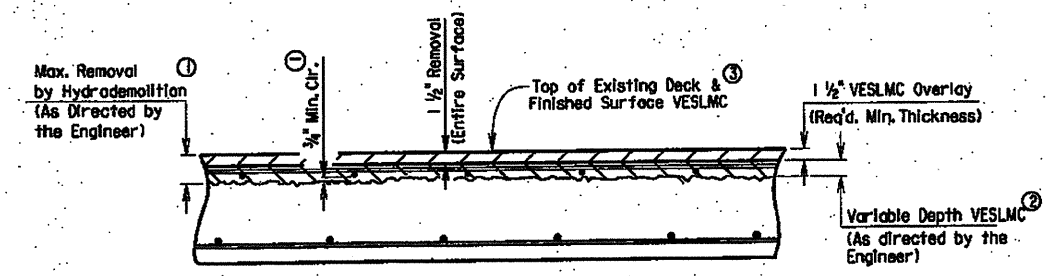
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1 1/2" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0109 "Very Early Strength Latex Modified Concrete Overlay (1 1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1 1/2" VESLMC Overlay. This area shall be measured and paid for as SP Job BB0109 "Very Early Strength Latex Modified Concrete (Variable Depth)" at the unit price bid for the item.

BRIDGE DECK: The VESLMC Overlay surface shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

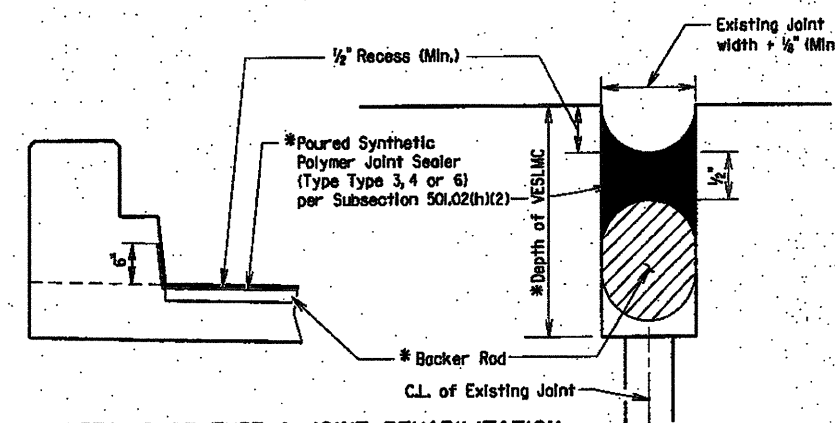
PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

TRANSVERSE JOINT REHABILITATION: After the placement of the VESLMC Overlay, the existing expansion joints at the intermediate bents shall be given a Type A Joint Rehabilitation as specified in Section 509.



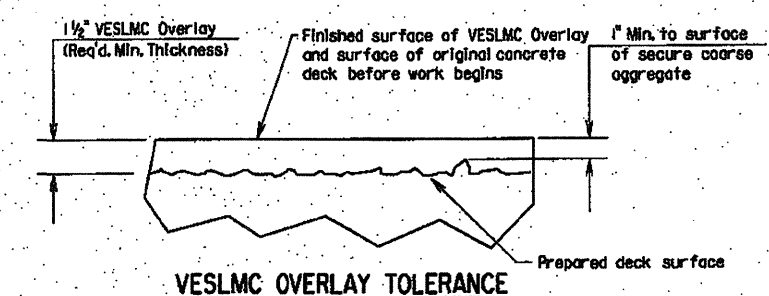
DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

- Removal of unsound concrete beyond 1 1/2" below the original surface shall be at the direction of the Engineer. If the band between existing concrete and reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar.
- Depth Varies to achieve minimum clearance below top mat of reinforcing steel
- Finished Surface of VESLMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required VESLMC Overlay thickness and 1 1/2" minimum cover to reinforcing steel.



DETAILS OF TYPE A JOINT REHABILITATION

NOTE: Saw, cut or router ends of slab to achieve joint width as shown. Sawing beyond the face of curb is not required. See Section 509 for additional information & payment.
* NOTE: Depth of joint and joint installation shall be in accordance with manufacturer's recommendations.



VESLMC OVERLAY TOLERANCE

SHEET 3 OF 3 DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY I-40 - JERICO (S)

ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: JLM DATE: 11-12 FILENAME: bbb0109.d3.dgn
CHECKED BY: SSP DATE: 12-12-12 SCALE: None
DESIGNED BY: JLM DATE: 11-12
BRIDGE NO. 02808, A2808 DRAWING NO. 53543

1-17-13
BRIDGE ENGINEER

UNIT OF STRUCTURE	ITEM NO.	QTY	UNIT PRICE	AMOUNT	SP-100	SP-100B	SP-100C	SP-100D	SP-100E	SP-100F	SP-100G	SP-100H	SP-100I	SP-100J	SP-100K	SP-100L	SP-100M	SP-100N	SP-100O	SP-100P	SP-100Q	SP-100R	SP-100S	SP-100T	SP-100U	SP-100V	SP-100W	SP-100X	SP-100Y	SP-100Z	SP-100AA	SP-100AB	SP-100AC	SP-100AD	SP-100AE	SP-100AF	SP-100AG	SP-100AH	SP-100AI	SP-100AJ	SP-100AK	SP-100AL	SP-100AM	SP-100AN	SP-100AO	SP-100AP	SP-100AQ	SP-100AR	SP-100AS	SP-100AT	SP-100AU	SP-100AV	SP-100AW	SP-100AX	SP-100AY	SP-100AZ	SP-100BA	SP-100BB	SP-100BC	SP-100BD	SP-100BE	SP-100BF	SP-100BG	SP-100BH	SP-100BI	SP-100BJ	SP-100BK	SP-100BL	SP-100BM	SP-100BN	SP-100BO	SP-100BP	SP-100BQ	SP-100BR	SP-100BS	SP-100BT	SP-100BU	SP-100BV	SP-100BW	SP-100BX	SP-100BY	SP-100BZ	SP-100CA	SP-100CB	SP-100CC	SP-100CD	SP-100CE	SP-100CF	SP-100CG	SP-100CH	SP-100CI	SP-100CJ	SP-100CK	SP-100CL	SP-100CM	SP-100CN	SP-100CO	SP-100CP	SP-100CQ	SP-100CR	SP-100CS	SP-100CT	SP-100CU	SP-100CV	SP-100CW	SP-100CX	SP-100CY	SP-100CZ	SP-100DA	SP-100DB	SP-100DC	SP-100DD	SP-100DE	SP-100DF	SP-100DG	SP-100DH	SP-100DI	SP-100DJ	SP-100DK	SP-100DL	SP-100DM	SP-100DN	SP-100DO	SP-100DP	SP-100DQ	SP-100DR	SP-100DS	SP-100DT	SP-100DU	SP-100DV	SP-100DW	SP-100DX	SP-100DY	SP-100DZ	SP-100EA	SP-100EB	SP-100EC	SP-100ED	SP-100EE	SP-100EF	SP-100EG	SP-100EH	SP-100EI	SP-100EJ	SP-100EK	SP-100EL	SP-100EM	SP-100EN	SP-100EO	SP-100EP	SP-100EQ	SP-100ER	SP-100ES	SP-100ET	SP-100EU	SP-100EV	SP-100EW	SP-100EX	SP-100EY	SP-100EZ	SP-100FA	SP-100FB	SP-100FC	SP-100FD	SP-100FE	SP-100FF	SP-100FG	SP-100FH	SP-100FI	SP-100FJ	SP-100FK	SP-100FL	SP-100FM	SP-100FN	SP-100FO	SP-100FP	SP-100FQ	SP-100FR	SP-100FS	SP-100FT	SP-100FU	SP-100FV	SP-100FW	SP-100FX	SP-100FY	SP-100FZ	SP-100GA	SP-100GB	SP-100GC	SP-100GD	SP-100GE	SP-100GF	SP-100GG	SP-100GH	SP-100GI	SP-100GJ	SP-100GK	SP-100GL	SP-100GM	SP-100GN	SP-100GO	SP-100GP	SP-100GQ	SP-100GR	SP-100GS	SP-100GT	SP-100GU	SP-100GV	SP-100GW	SP-100GX	SP-100GY	SP-100GZ	SP-100HA	SP-100HB	SP-100HC	SP-100HD	SP-100HE	SP-100HF	SP-100HG	SP-100HH	SP-100HI	SP-100HJ	SP-100HK	SP-100HL	SP-100HM	SP-100HN	SP-100HO	SP-100HP	SP-100HQ	SP-100HR	SP-100HS	SP-100HT	SP-100HU	SP-100HV	SP-100HW	SP-100HX	SP-100HY	SP-100HZ	SP-100IA	SP-100IB	SP-100IC	SP-100ID	SP-100IE	SP-100IF	SP-100IG	SP-100IH	SP-100II	SP-100IJ	SP-100IK	SP-100IL	SP-100IM	SP-100IN	SP-100IO	SP-100IP	SP-100IQ	SP-100IR	SP-100IS	SP-100IT	SP-100IU	SP-100IV	SP-100IW	SP-100IX	SP-100IY	SP-100IZ	SP-100JA	SP-100JB	SP-100JC	SP-100JD	SP-100JE	SP-100JF	SP-100JG	SP-100JH	SP-100JI	SP-100JJ	SP-100JK	SP-100JL	SP-100JM	SP-100JN	SP-100JO	SP-100JP	SP-100JQ	SP-100JR	SP-100JS	SP-100JT	SP-100JU	SP-100JV	SP-100JW	SP-100JX	SP-100JY	SP-100JZ	SP-100KA	SP-100KB	SP-100KC	SP-100KD	SP-100KE	SP-100KF	SP-100KG	SP-100KH	SP-100KI	SP-100KJ	SP-100KK	SP-100KL	SP-100KM	SP-100KN	SP-100KO	SP-100KP	SP-100KQ	SP-100KR	SP-100KS	SP-100KT	SP-100KU	SP-100KV	SP-100KW	SP-100KX	SP-100KY	SP-100KZ	SP-100LA	SP-100LB	SP-100LC	SP-100LD	SP-100LE	SP-100LF	SP-100LG	SP-100LH	SP-100LI	SP-100LJ	SP-100LK	SP-100LL	SP-100LM	SP-100LN	SP-100LO	SP-100LP	SP-100LQ	SP-100LR	SP-100LS	SP-100LT	SP-100LU	SP-100LV
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SCHEDULE OF BRIDGE QUANTITIES
WEST MEMPHIS-CLARKDALE RECONSTRUCTION
CRITTENDEN COUNTY

ROUTE 55 SEC. 11

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: TLB DATE: 6/20/74 *APD*

TRACED BY: _____ DATE: _____
CHECKED BY: *DV* DATE: *6-20-74*

CHECKED BY: DATE:

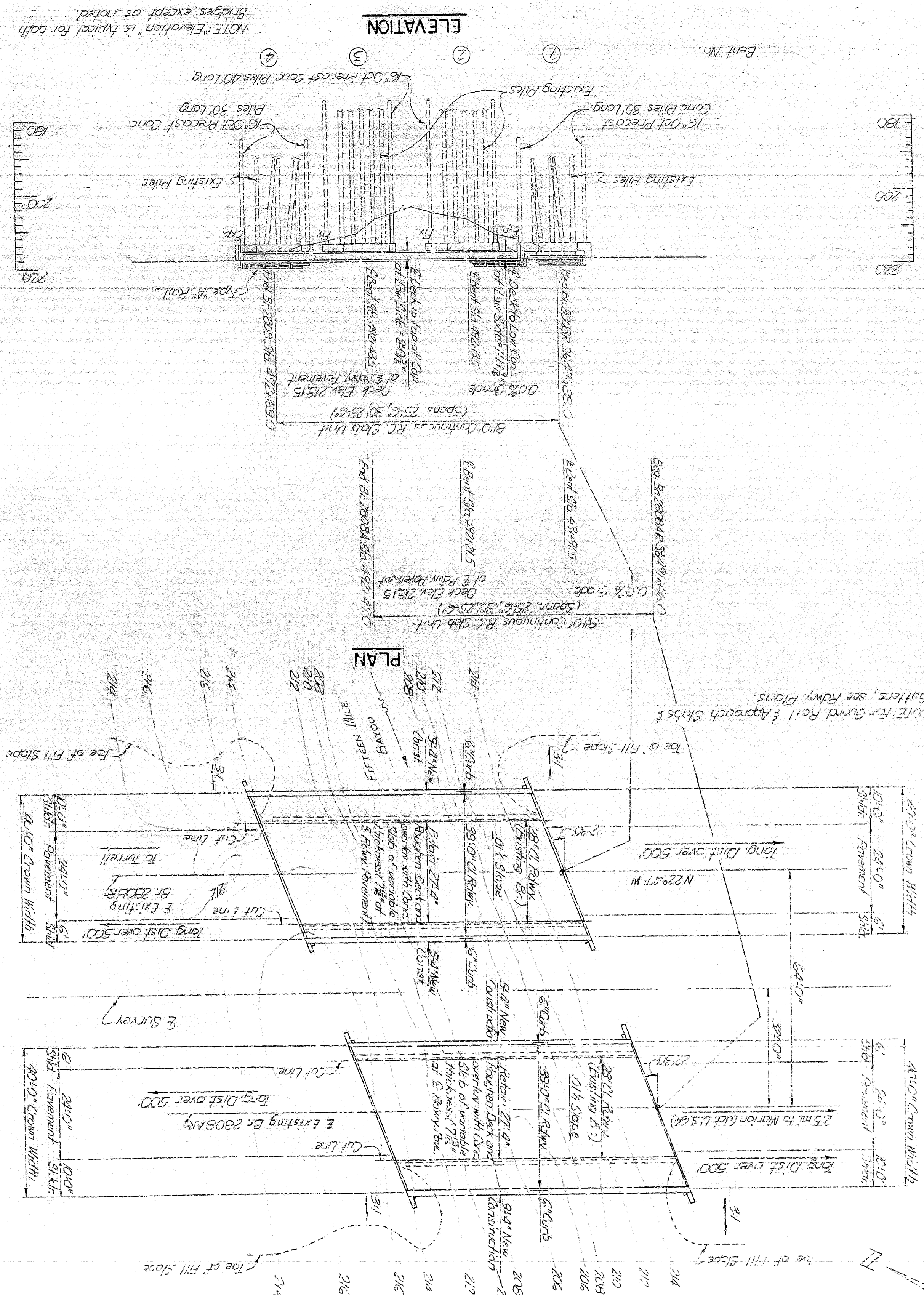
BRIDGE NO. 2671R, 2671AR
2508R, 2608AR
331AR, 331BR

DRAWING NO. 13743

* OF REFERS TO SP 802-5
** FOR DESIGNATION OF MAIN LOAD-CARRYING MEMBERS FOR SP 807-4. MANDATORY NOTCH TOUGHNESS FOR BRIDGE STEELS, SEE DWG. NO. 1875.

DATE	REVIEWED	DATE	FILMED	DATE	FILMED	REC. NO.	STATE	POL. ID	YEAR	SHEET	TOTAL	PAGES
						6	ARK	150-1697				
						JOB NO.	11829		55	121		
① 2508R2608AP LAYUTS 2554												

For R/H Data, See Form 10-10

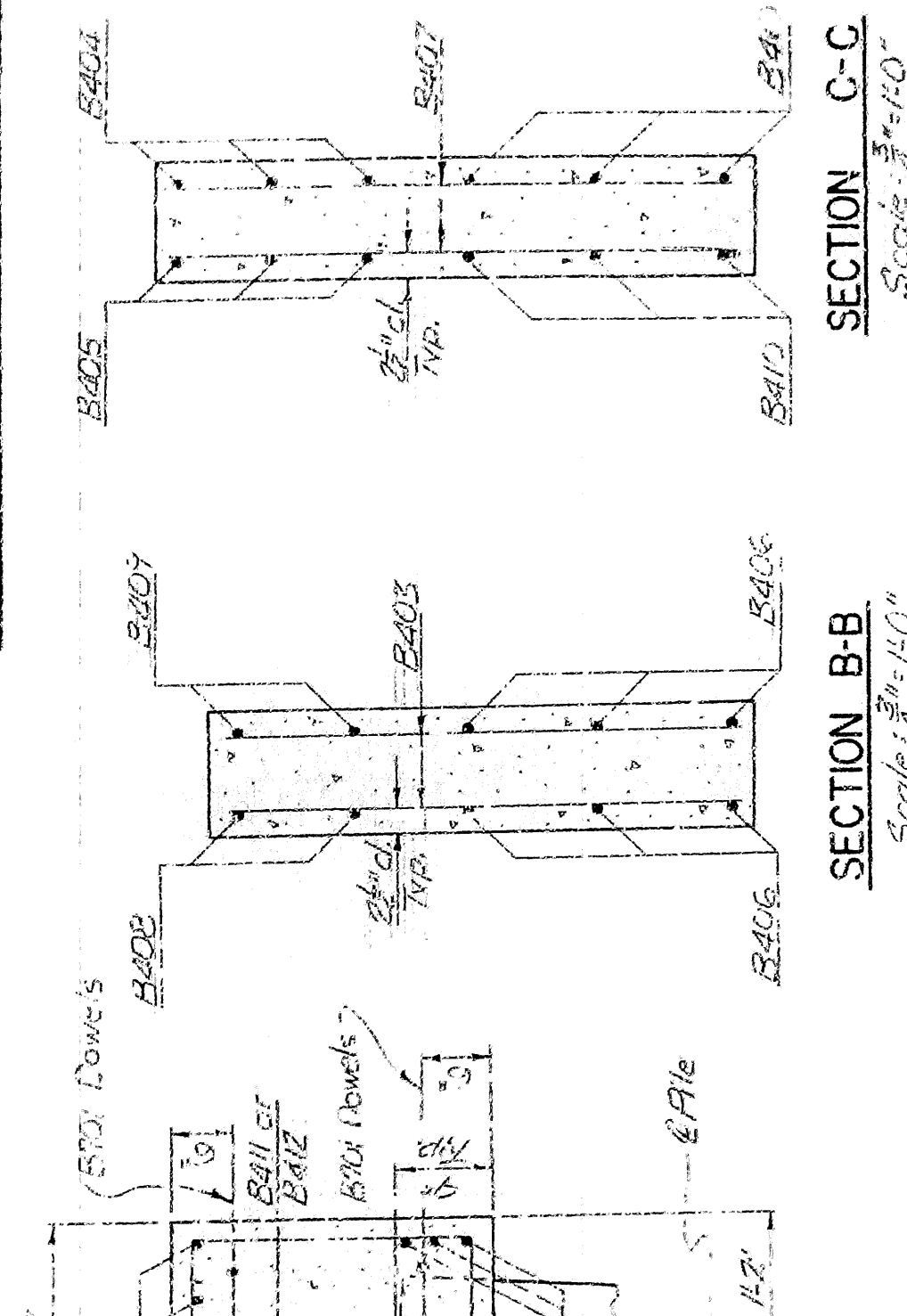


EACH MARK: "C" CUT ON DROP INLET ON STA. 496+54, ELEV. 214.05.
 1. PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN WITH AN
 APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 44 TONS
 PER PILE AND TO A MINIMUM PENETRATION OF 20 FEET BELOW THE GRAUND LINE. LENGTHS
 IF PILING SHOWN ARE BASED ON PILING DRIVEN IN THE SOFTING BRIDGE NO. 2508A.
 CONCRETE IN THE SUPERSTRUCTURE SHALL BE CLASS 504, ALL CONCRETE IN THE
 SUBSTRUCTURE SHALL BE CLASS 5 AND SHALL BE POURED IN THE DRY, ALL EXPOSED
 JOINTS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
 JOINTS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
 THE CONTRACTOR SHALL MAKE CHECK MEASUREMENTS OF THE EXISTING BRIDGE AND MAKE
 ADJUSTMENTS NECESSARY TO FIT THE NEW WORK TO THE EXISTING STRUCTURE.
 DETAILS OF THE EXISTING STRUCTURE WILL BE MADE AVAILABLE TO THE CONTRACTOR UPON
 REQUEST.
 FOR PLANS OF EXISTING STRUCTURE, SEE DWG. NO. 801, 5451, 5452, 5355 & C869.
 FOR DETAILS OF WIDENING BENTS, SEE DWG. NO. 18755 & 18756
 FOR DETAILS OF WIDENING SPANS, SEE DWG. NOS. 18757 & 18758
 SPECIFICATIONS, ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR
 HIGHWAY CONSTRUCTION, EDITION OF 1972 AND APPLICABLE SPECIAL PROVISIONS.
 DESIGN SPECIFICATIONS: AASHTO 1973
 LIVE LOADING: HS20 AND SPECIAL INTERSTATE LOADING
 UNIT STRESSES:
 SUPERSTRUCTURE: CLASS 504 CONCRETE (F=10)
 REINFORCING STEEL (A615, GRADE 60) 1,400 PSI
 SUPERSTRUCTURE: CLASS 504 CONCRETE (F=10)
 REINFORCING STEEL (A615, GRADE 60) 24,000 PSI
 SUBSTRUCTURE: CLASS 5 CONCRETE (F=10)
 REINFORCING STEEL (A615, GRADE 40) 1,200 PSI
 SUBSTRUCTURE: CLASS 5 CONCRETE (F=10)
 REINFORCING STEEL (A615, GRADE 40) 20,000 PSI

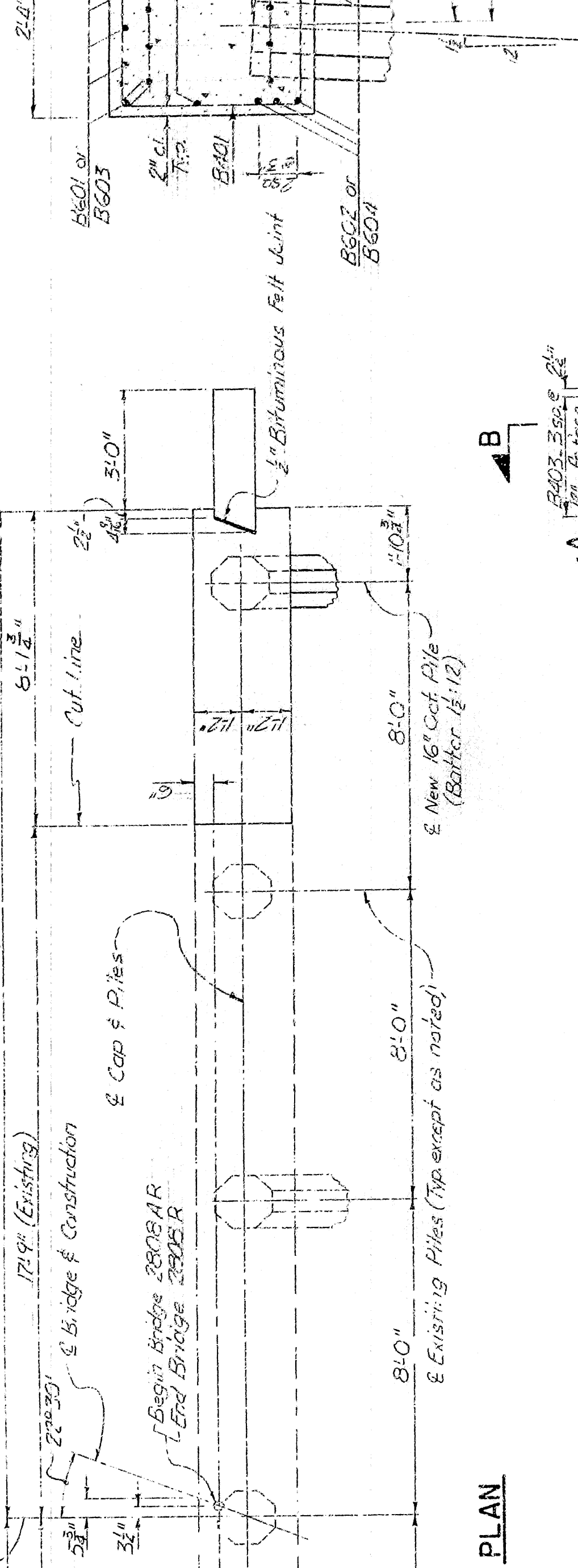
LAYOUT OF BRIDGES OVER
FIFTEEN MILE BAYOU
W. MEMPHIS - CLARKSDALE RECONST.
CRITTENDEN COUNTY
ROUTE I-55 SEC. 11
ARKANSAS STATE HIGHWAY COMMISSION

BRIDGE NO. 2808 R
DRAWING NO. 18754
CHECKED BY: J.F. DATE: APR 74
DRAWN BY: DATE: SCALE: 1"=30'

DATE REVISED	DATE FILMED	DATE FILMED	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
			ARK. 155-116017	60	122
			JOB NO. 11829		
			2008R2808AR BENT VIT'S		



SECTION C-C
Scale: 1/4" = 1'-0"

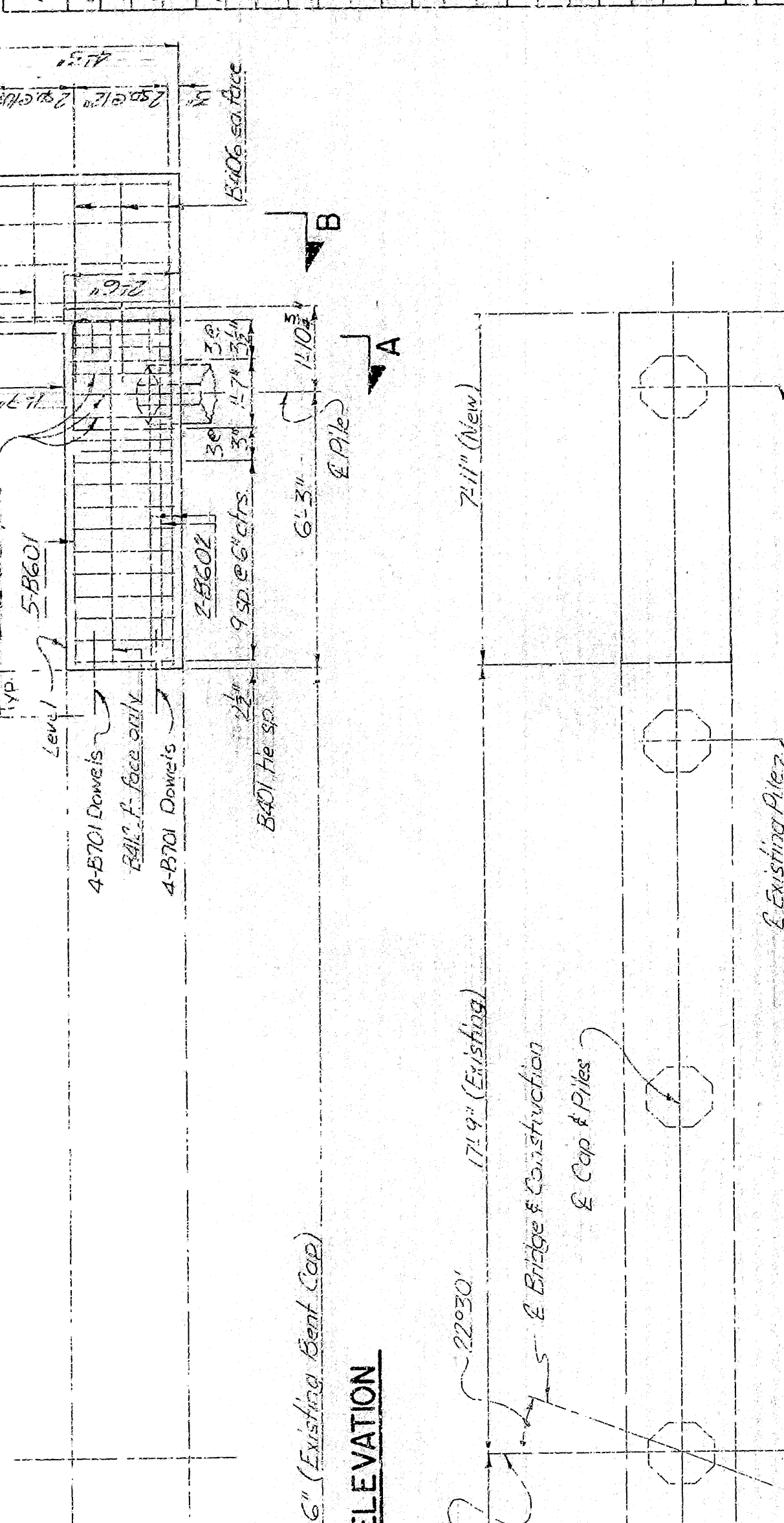


SECTION B-B
Scale: 1/4" = 1'-0"

SECTION A-A
Scale: 1/4" = 1'-0"

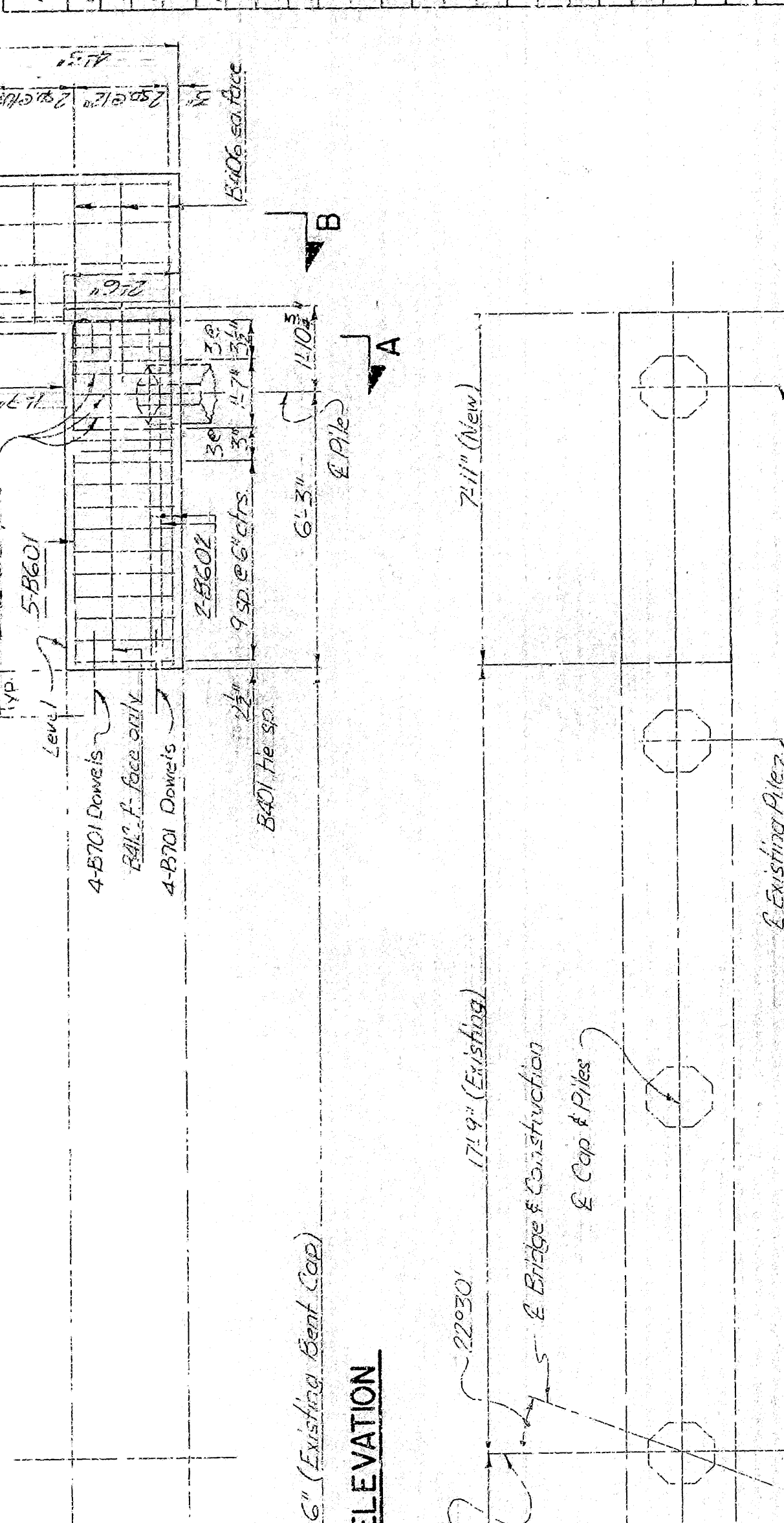
BAR LIST PER BENT

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B402	6	6	2"	34.2"	2"
B403	8	8	2"	34.1"	2"
B404	3	3	2"	34.1"	2"
B405	2	2	2"	34.7"	2"
B406	6	6	2"	34.6"	2"
B407	9	9	2"	34.5"	2"
B408	2	2	2"	34.5"	2"
B409	6	6	2"	34.6"	2"
B410	1	1	2"	34.6"	2"
B411	1	1	2"	34.6"	2"
B412	1	1	2"	34.6"	2"
B413	2	2	2"	34.6"	2"
B414	5	5	2"	34.6"	2"
B415	5	5	2"	34.6"	2"
B416	5	5	2"	34.6"	2"
B417	5	5	2"	34.6"	2"
B418	5	5	2"	34.6"	2"
B419	5	5	2"	34.6"	2"
B420	5	5	2"	34.6"	2"
B421	5	5	2"	34.6"	2"
B422	5	5	2"	34.6"	2"
B423	5	5	2"	34.6"	2"
B424	5	5	2"	34.6"	2"
B425	5	5	2"	34.6"	2"
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B441	5	5	2"	34.6"	2"
B442	5	5	2"	34.6"	2"
B443	5	5	2"	34.6"	2"
B444	5	5	2"	34.6"	2"
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B446	5	5	2"	34.6"	2"
B447	5	5	2"	34.6"	2"
B448	5	5	2"	34.6"	2"
B449	5	5	2"	34.6"	2"
B450	5	5	2"	34.6"	2"
B451	5	5	2"	34.6"	2"
B452	5	5	2"	34.6"	2"
B453	5	5	2"	34.6"	2"
B454	5	5	2"	34.6"	2"
B455	5	5	2"	34.6"	2"
B456	5	5	2"	34.6"	2"
B457	5	5	2"	34.6"	2"
B458	5	5	2"	34.6"	2"
B459	5	5	2"	34.6"	2"
B460	5	5	2"	34.6"	2"
B461	5	5	2"	34.6"	2"
B462	5	5	2"	34.6"	2"
B463	5	5	2"	34.6"	2"
B464	5	5	2"	34.6"	2"
B465	5	5	2"	34.6"	2"
B466	5	5	2"	34.6"	2"
B467	5	5	2"	34.6"	2"
B468	5	5	2"	34.6"	2"
B469	5	5	2"	34.6"	2"
B470	5	5	2"	34.6"	2"
B471	5	5	2"	34.6"	2"
B472	5	5	2"	34.6"	2"
B473	5	5	2"	34.6"	2"
B474	5	5	2"	34.6"	2"
B475	5	5	2"	34.6"	2"
B476	5	5	2"	34.6"	2"
B477	5	5	2"	34.6"	2"
B478	5	5	2"	34.6"	2"
B479	5	5	2"	34.6"	2"
B480	5	5	2"	34.6"	2"
B481	5	5	2"	34.6"	2"
B482	5	5	2"	34.6"	2"
B483	5	5	2"	34.6"	2"
B484	5	5	2"	34.6"	2"
B485	5	5	2"	34.6"	2"
B486	5	5	2"	34.6"	2"
B487	5	5	2"	34.6"	2"
B488	5	5	2"	34.6"	2"
B489	5	5	2"	34.6"	2"
B490	5	5	2"	34.6"	2"
B491	5	5	2"	34.6"	2"
B492	5	5	2"	34.6"	2"
B493	5	5	2"	34.6"	2"
B494	5	5	2"	34.6"	2"
B495	5	5	2"	34.6"	2"
B496	5	5	2"	34.6"	2"
B497	5	5	2"	34.6"	2"
B498	5	5	2"	34.6"	2"
B499	5	5	2"	34.6"	2"
B500	5	5	2"	34.6"	2"



SECTION A-A
Scale: 1/4" = 1'-0"

SECTION B-B
Scale: 1/4" = 1'-0"



SECTION C-C
Scale: 1/4" = 1'-0"

SECTION D-D
Scale: 1/4" = 1'-0"

SECTION E-E
Scale: 1/4" = 1'-0"

SECTION F-F
Scale: 1/4" = 1'-0"

SECTION G-G
Scale: 1/4" = 1'-0"

SECTION H-H
Scale: 1/4" = 1'-0"

SECTION I-I
Scale: 1/4" = 1'-0"

SECTION J-J
Scale: 1/4" = 1'-0"

SECTION K-K
Scale: 1/4" = 1'-0"

SECTION L-L
Scale: 1/4" = 1'-0"

SECTION M-M
Scale: 1/4" = 1'-0"

SECTION N-N
Scale: 1/4" = 1'-0"

SECTION O-O
Scale: 1/4" = 1'-0"

SECTION P-P
Scale: 1/4" = 1'-0"

SECTION Q-Q
Scale: 1/4" = 1'-0"

SECTION R-R
Scale: 1/4" = 1'-0"

SECTION S-S
Scale: 1/4" = 1'-0"

25'-10 3/4"

17'-9" (Existing)

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

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17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

24'-6"

17'-9" (Existing)

SHEET 1 OF 2
DETAILS FOR WIDENING BENTS
BRIDGE OVER FIFTEEN MILE BAYOU
W. MEMPHIS - CLARKDALE RECONST.
CRITTENDEN COUNTY
ROUTE 1-55 SEC. II

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: J.M.O. DATE: 11/20/74
CHECKED BY: J.E.E. DATE: 12/10/74
DESIGNED BY: J.E.E. DATE: 12/10/74
BRIDGE NO. 2808R
DRAWING NO. 18755

ELEVATION
LOOKING NORTH FOR BR 2808R
LOOKING SOUTH FOR BR 2808AR

BRIDGE ENGINEER

DATE REVIEWED	DATE FILMED	DATE REVISED	DATE FILMED	FED. AGID DIVISION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6		155-16017	61	126

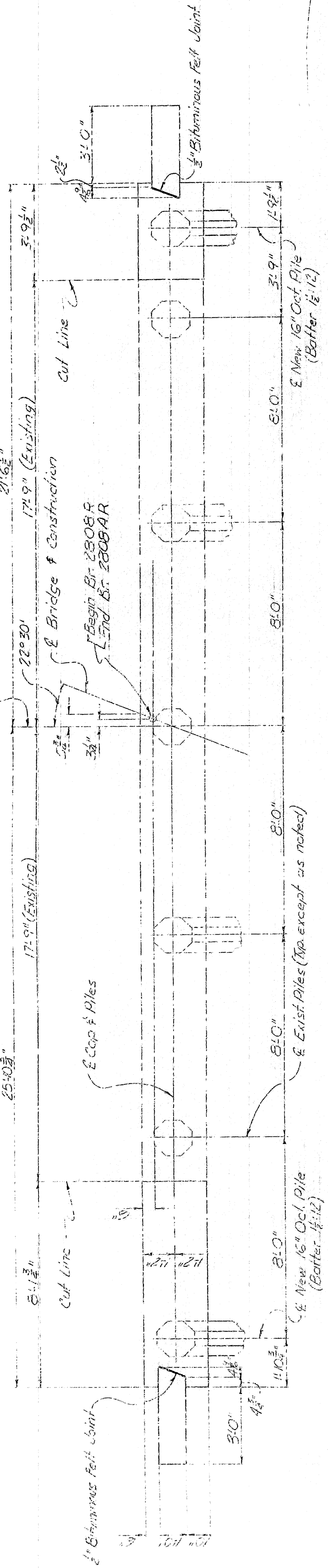
200-838048 BENEFITS 18756

BAR LIST PER BENI		
MARK	1/2 REQ'D	LENGTH PER CH.
B201	24	3'10" 2'
B202	6	6'2" 2"
B203	9	5'11" 5 1/4
B304	2	3'11" 5 1/4
B405	2	3'7" 5 1/4
B406	6	4'6" 5 1/4
B407	3	4'2" 5 1/4
B408	3	3'3" 5 1/4
B409	3	2'11" 5 1/4
B410	6	4'5" 5 1/4
B411	1	7'2" 5 1/4
B501	5	4'9" 4'2"
B602	6	7'11" 5'3"
B603	5	4'3" 4'2"
B604	1	5'6" 4'5"
B412	1	2'6" 5 1/4
B701	16	2'3" 5 1/4

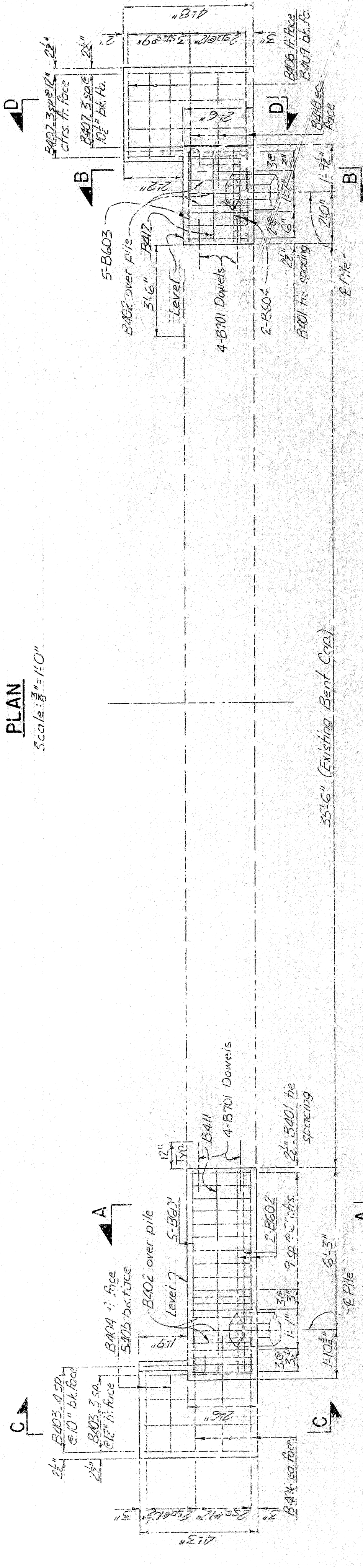
GENERAL NOTES

STRIP, CLEAN, AND RETAIN EXISTING 2" MIN. WALL REINFORCEMENT EXTENDING FROM THE EXISTING
END BENT CAP INTO THE NEW CAP A MINIMUM OF 2'-0".
ALL NEW CONCRETE IN THE SUBSTRUCTURE WILL BE CLASS S. ALL EXPOSED CORNERS WILL BE
CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
NEW REINFORCING SHALL BE ASTM A615, GRADE 40. SHOP LISTS AND BENDING DIAGRAMS MUST
BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
IN GENERAL, ALL CONSTRUCTION JOINTS SHALL BE HORIZONTAL AND PROVIDED WITH KEYS NOT
LESS THAN 1-1/2" HIGH COVERING THE MIDDLE THIRD OF BOTH DIMENSIONS.
FOR ADDITIONAL GENERAL NOTES, SEE BRIDGE LAYOUT DRAWING NO. 1875-4.
UNIT STRESSES: CLASS S CONCRETE (N=40) 1,200 PSI
REINFORCING (A615-40) 20,000 PSI

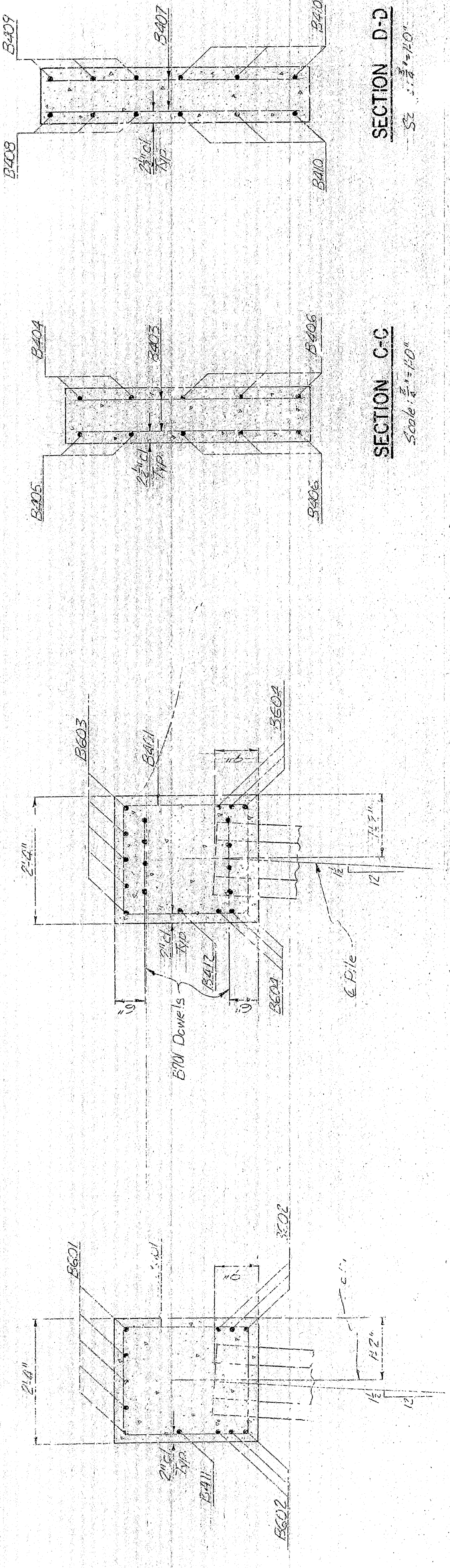
UNIT STRESSES:	CLASS S CONCRETE (N=10)	1,200 PSI
	REINFORCING (A615-40)	20,000 PSI



PLAN
Scale: $\frac{3}{4}$ " = 1'



ELEVATION
Scale: $\frac{5}{8} = 1'-0"$



SECTION: A-A
Scale: 1" = 10'

SECTION C-C
Scale: $\frac{3}{4}'' = 1'-0''$

SECTION D-D

SHEET 2 OF 2
DETAILS FOR WIDENING BENTS
BRIDGE OVER FIFTEEN MILE BAYOU
W. MEMPHIS -- CLARKDALE RECONST.
CRITTENDEN COUNTY
ROUTE 1-55 SEC. 11

ROUTE 133
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: K.M.S. DATE: 11 Jan 74 SCALE: As Shown
 CHECKED BY: E.E. DATE: 15 Jan 74
 DESIGNED BY: E.E. DATE: 20 Jan 74

BRIDGE NO. 2808R DRAWING NO. 18756

BRIDGE NO. 2808R
DRAWING NO. 18756

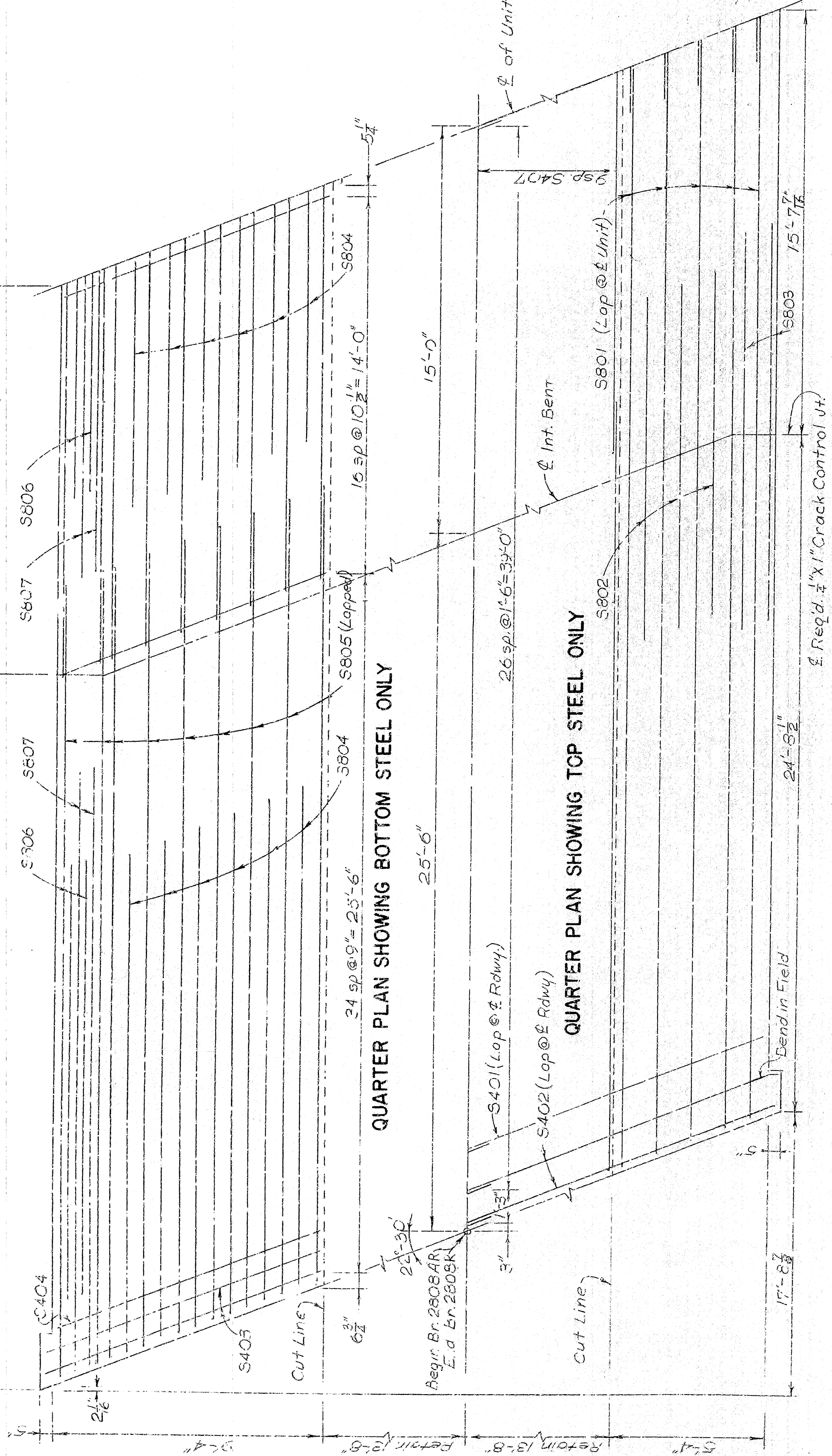
DATE REVISED	DATE PLUMED	DATE REVISED	DATE PLUMED	DATE REVISED	DATE PLUMED	DATE REVISED	DATE PLUMED	DATE REVISED	DATE PLUMED

BAR LIST PER 8'-0" CONTINUOUS UNIT

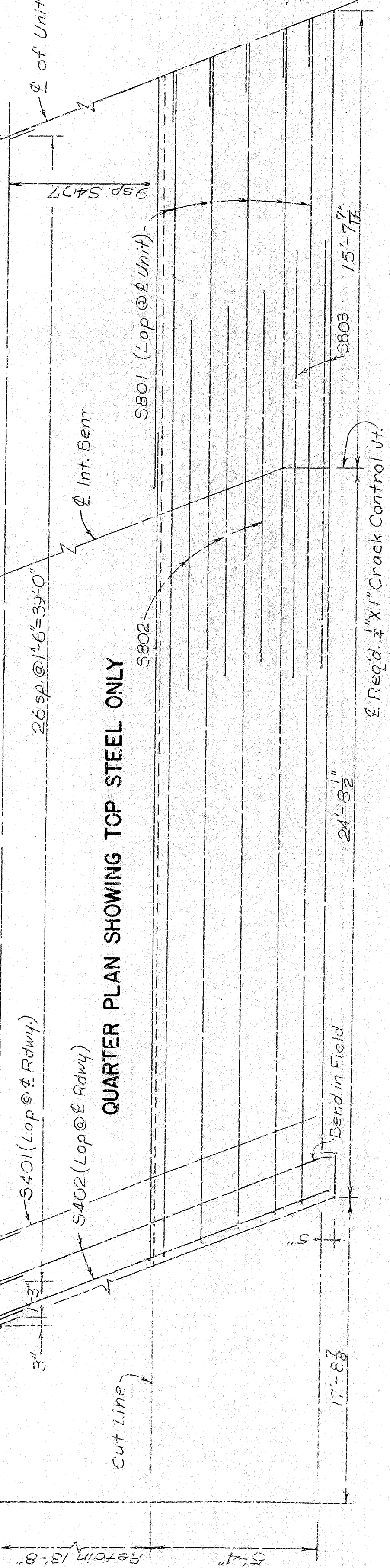
Mark	No.	Length	Pin	Rein. Dia.
S401	102	23'-4"	Str.	
S402	8	23'-10"	Str.	
S403	4	13'-1"	Str.	
S404	98	9'-9"	Str.	
S405	4	5'-10"	Str.	
S406	28	5'-5"	Str.	
S407	57	28'-0"	Str.	
S408	82	5'-0"	2"	
S409	82	6'-9"	2"	
S410	16	21'-4"	Str.	
S411	134	4'-11"	2"	
S412	4	9'-0"	Str.	
S413	16	14'-6"	Str.	
S414	4	8'-0"	Str.	
P401	12	4'-3"	2"	
P601	32	4'-0"	Str.	
S701	586	2'-6"	4"	
S801	26	42'-0"	Str.	
S802	18	12'-6"	Str.	
S803	8	14'-6"	Str.	
S804	27	18'-4"	Str.	
S805	42	29'-0"	Str.	
S806	12	16'-0"	Str.	
S807	12	22'-0"	Str.	

Dimensions are Out to Out of Bars

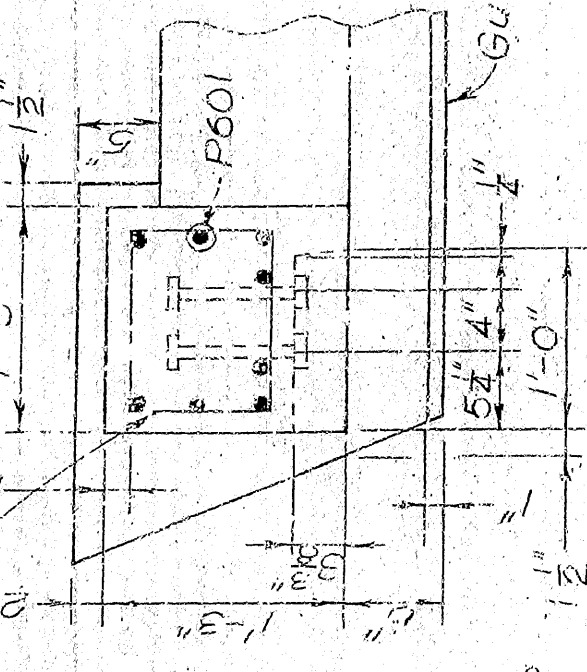
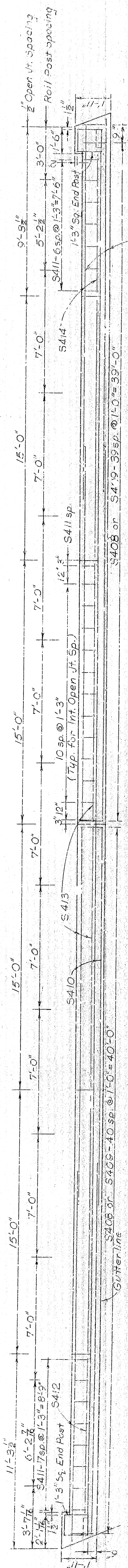
QUARTER PLAN SHOWING BOTTOM STEEL ONLY



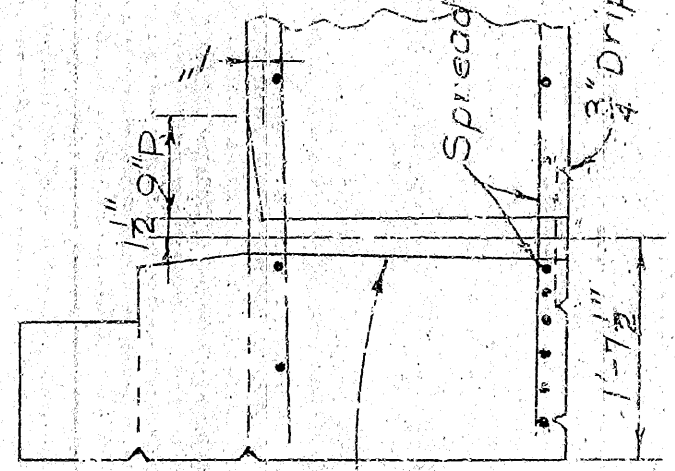
QUARTER PLAN SHOWING TOP STEEL ONLY



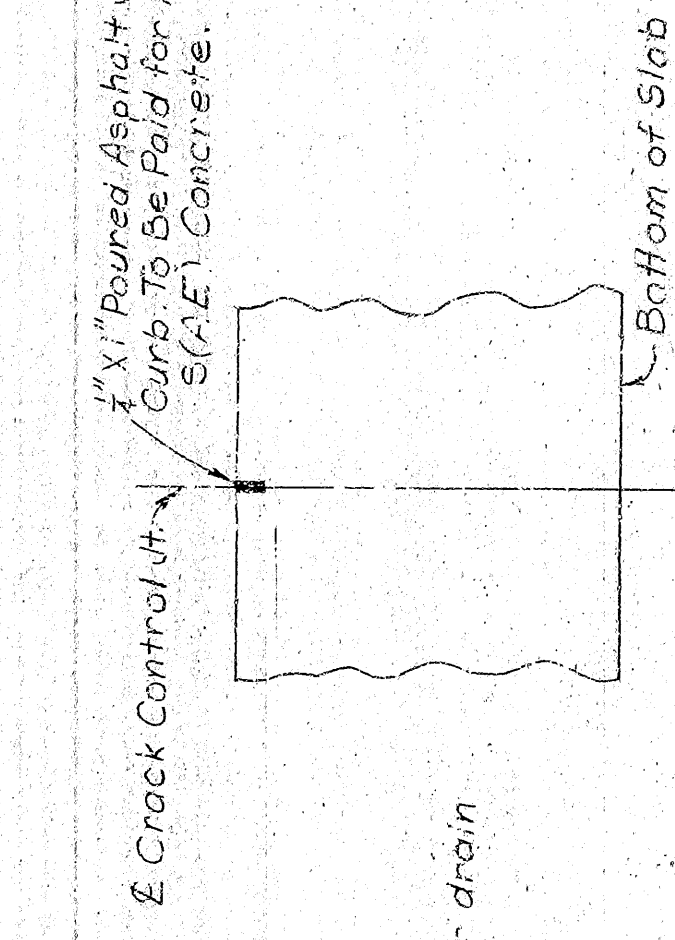
PLAN OF CURB & POST



END POST ELEVATION



DRAIN DETAIL



CURB & PARAPET DETAILS

SHEET 1 OF 2

DETAILS OF 8'-0" CONTINUOUS R C SLAB UNIT
BRIDGE OVER FIFTEEN MILE BAYOU
W. MEMPHIS-CLARKDALE RECONST.
CRITTENDEN COUNTY
ROUTE 1-55 SEC. 11

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.
DATE: 28 Nov 73
CHECKED BY: DV
DESIGNED BY: EIT
SCALE: 3/4\" = 1'-0\" OR AS NOTED

BRIDGE NO. 2808R
DRAWING NO. 18757

