

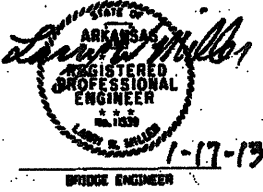
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				6	ARK.			
				JOB NO.		B80109	46	86
				AAB3131 02808, A2808		QUANTITIES		53539

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

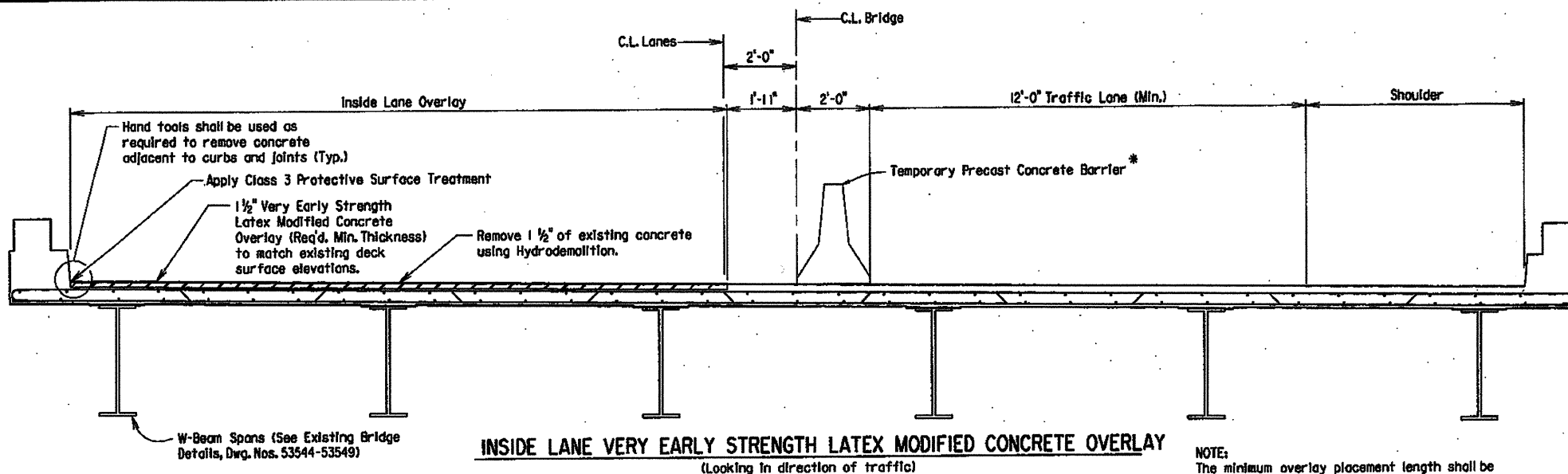
① This quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.

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



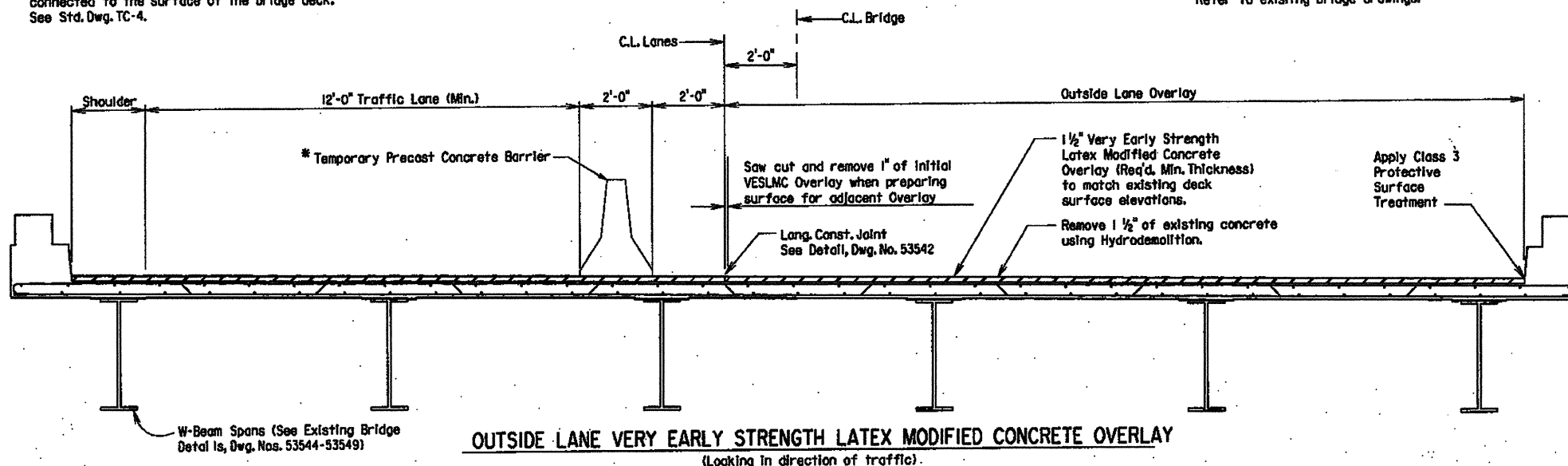
DRAWN BY: JLM DATE: 11-12 FILENAME: bbb0109.qldgn
CHECKED BY: SSP DATE: 12-12 SCALE: None
DESIGNED BY: JLM DATE: 11-12
BRIDGE NO. AAB3131
02808, A2808 DRAWING NO. 53539

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FEEDBACK NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0109	51	84
				A3131, B3131		VESLMC OVERLAY		53541



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

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.



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 vehicles, equipment and/or materials on the subject bridges 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 1/2" 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.

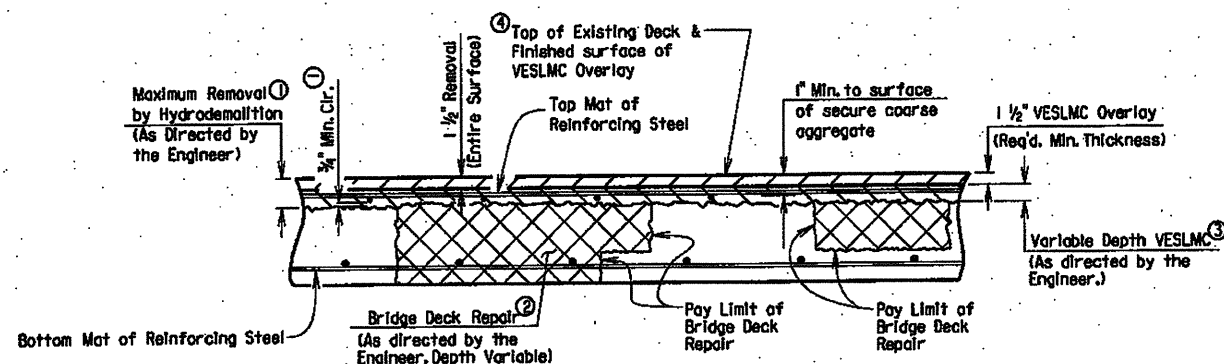
BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB0109 "Bridge Deck Repair".

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 1/2" 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 (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 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".



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

① Removal of unsound concrete beyond 1 1/2" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar.

② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the Job Special Provision "Bridge Deck Repair".

③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel

④ Finished Surface of VESLMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required VESLMC Overlay thickness and a minimum of 1 1/2" cover to reinforcing steel.

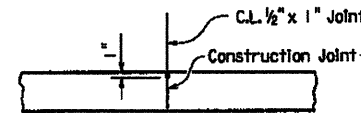


SHEET 1 OF 3
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
1-40 - JERICO (S)

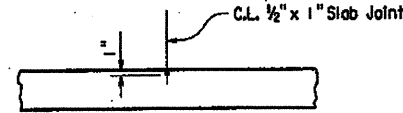
ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LLM DATE: 12-12 FILENAME: hbb0109.dwg
CHECKED BY: SSP DATE: 12-12 SCALE: None
DESIGNED BY: LLM DATE: 12-12
BRIDGE NO. A3131, B3131 DRAWING NO. 53541

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0109	50	80
						A3131, B3132	VESLMC OVERLAY	53542



Use 1/2" x 1" Type 3, 4 or 6 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Sealant must be gray or other color similar to concrete.



Use 1/2" x 1" Type 3, 4 or 6 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Slab joints shall extend to the outside edge of the deck slab. Slab joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations.

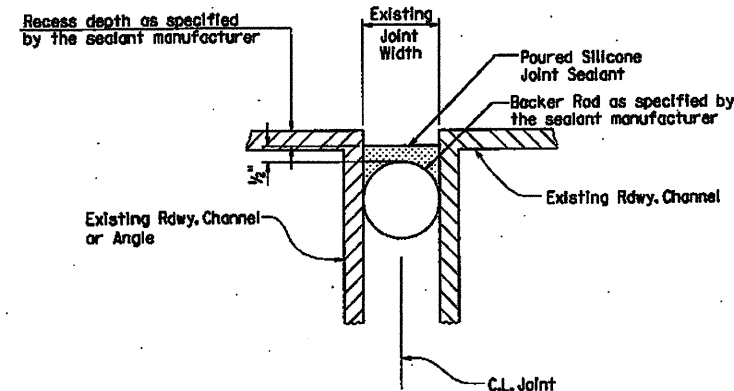
Slab joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

No Scale

OVERLAY JOINT DETAIL

No Scale



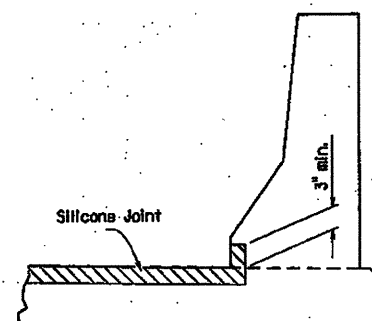
Notes: Backer rods shall be extended beyond the length of the poured joint in the initial joint rehabilitation area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint rehabilitation. Manufacturer's recommendations shall be followed to prevent sealant leakage during rehabilitation work.

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details and Manufacturer's instructions. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

POURED SILICONE JOINT SEAL DETAILS

TYPE B JOINT REHABILITATION

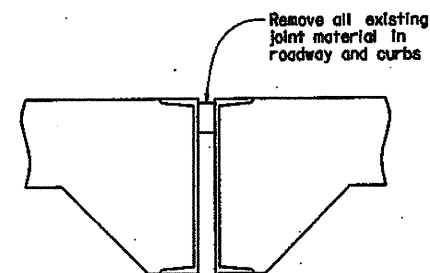
No Scale



Notes: Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.

JOINT SEAL PLACEMENT AT CURB

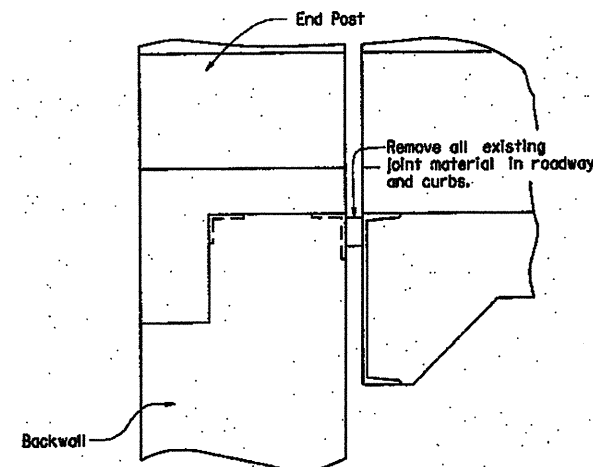
No Scale



REMOVAL DETAILS AT INT. BENTS

TYPE B JOINT REHABILITATION

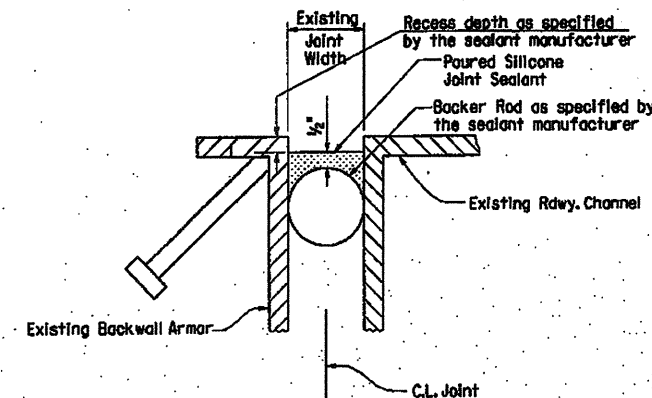
Scale: 1/2" = 1'-0"



REMOVAL DETAILS AT END BENTS

TYPE B JOINT REHABILITATION

No Scale



POURED SILICONE JOINT SEAL DETAILS

AT END BENTS

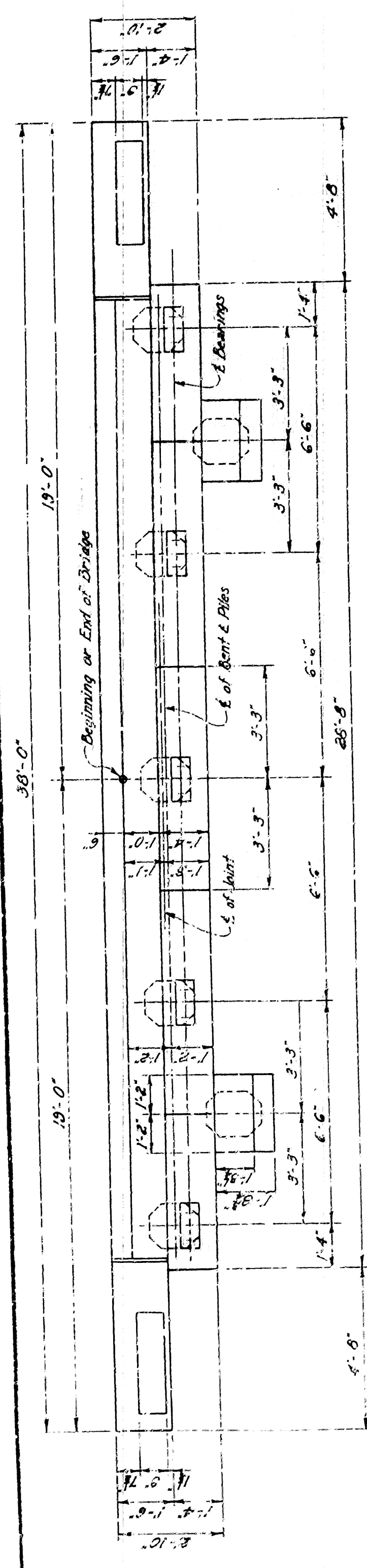
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SHEET 2 OF 3
DETAILS OF VERY EARLY STRENGTH
LATEX MODIFIED CONCRETE OVERLAY
I-40 - JERICHO (S)

ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

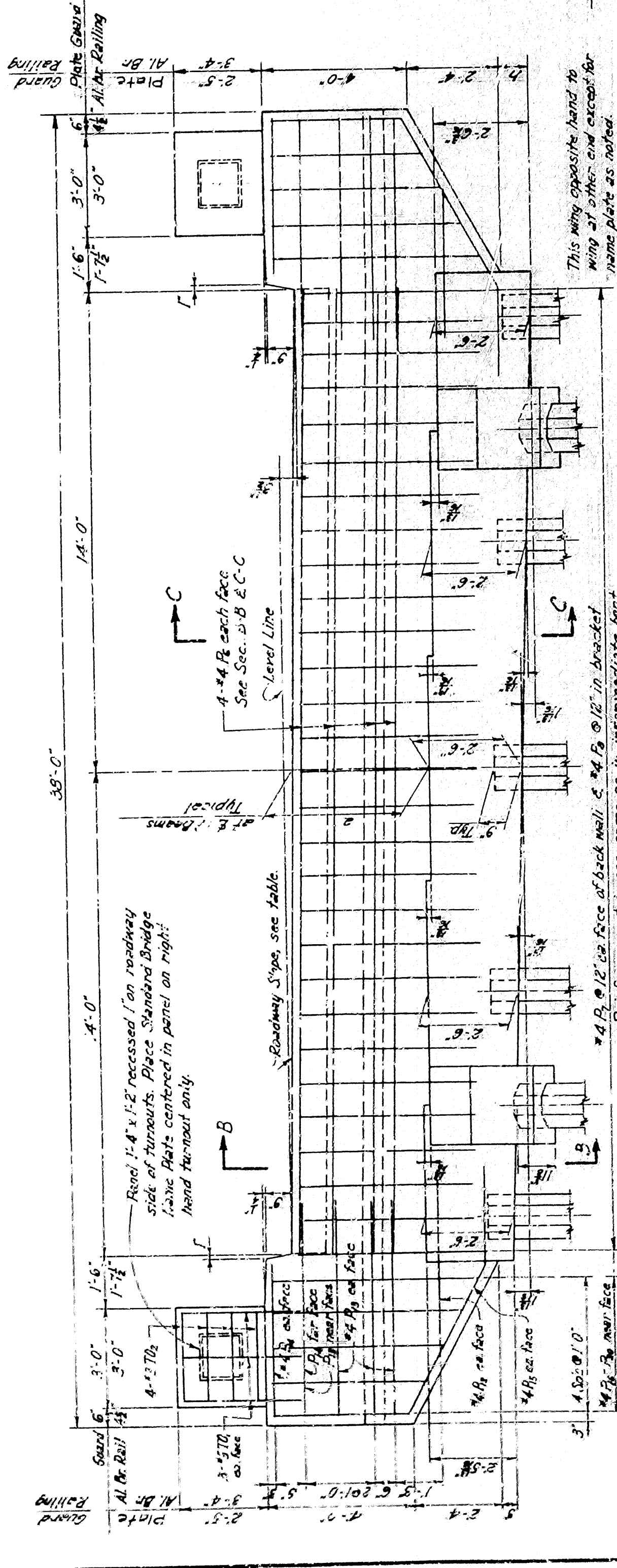
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DESIGNED BY: L.M. DATE: 11-12
BRIDGE NO. A3131, B3131 DRAWING NO. 53542



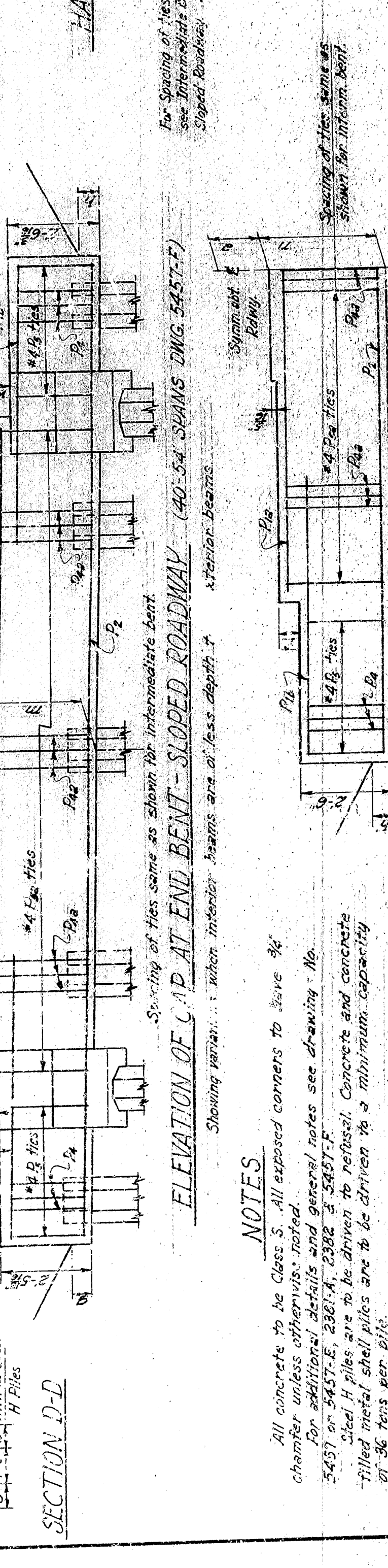
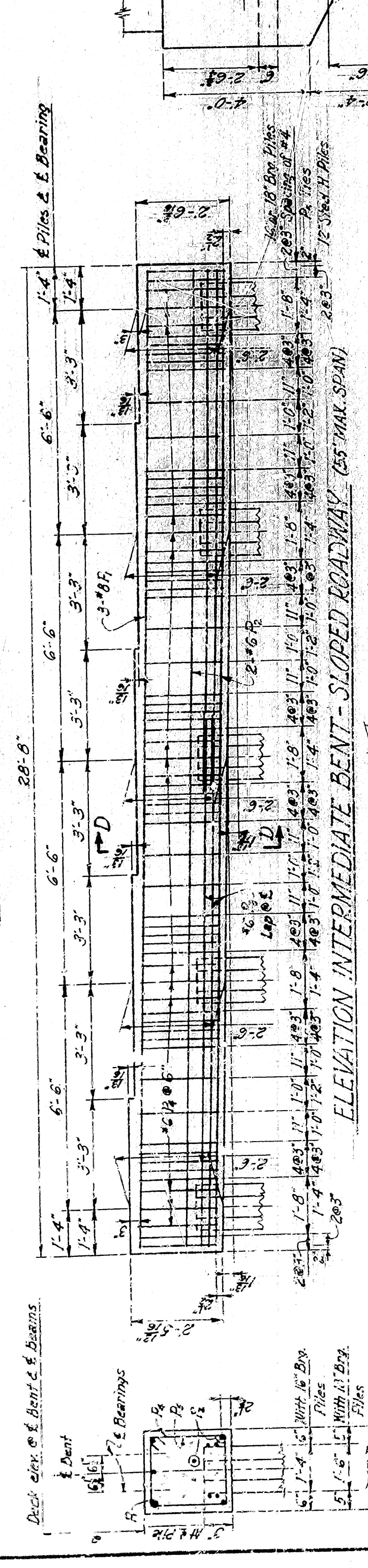


PLAN OF END BENT

Risers as shown on cap are for bents with sloped roadway. For risers on bents with crowned roadway see Front Elevation of End Bent with Crowned Roadway.

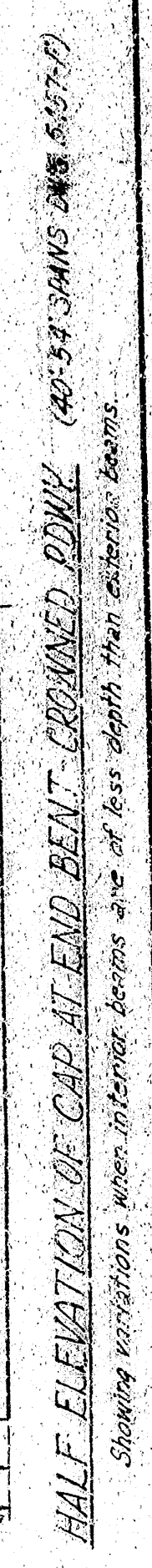


FRONT ELEVATION OF END BENT (55'-80' SPANS)
SLOPED ROADWAY



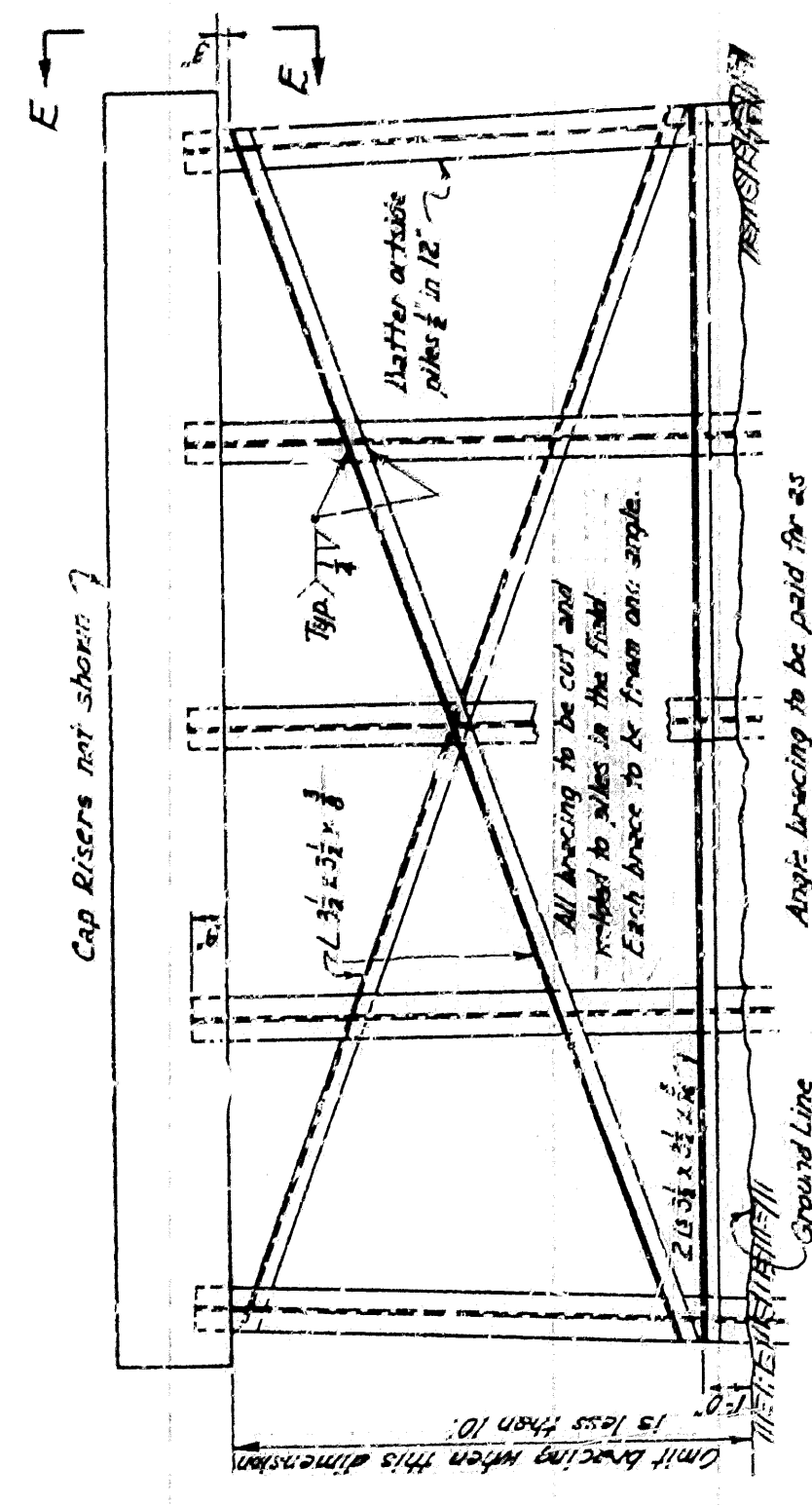
NOTES

All concrete to be Class 5. All exposed concrete to have 3% chamfer unless otherwise noted. For additional details see drawing No. 543 on 547-12. 548-A. 548-B. 548-C. 548-D. 548-E. 548-F. 548-G. 548-H. 548-I. 548-J. 548-K. 548-L. 548-M. 548-N. 548-O. 548-P. 548-Q. 548-R. 548-S. 548-T. 548-U. 548-V. 548-W. 548-X. 548-Y. 548-Z. 548-AA. 548-AB. 548-AC. 548-AD. 548-AE. 548-AF. 548-AG. 548-AH. 548-AI. 548-AJ. 548-AL. 548-AM. 548-AN. 548-AO. 548-AP. 548-AQ. 548-AR. 548-AS. 548-AT. 548-AU. 548-AV. 548-AW. 548-AX. 548-AY. 548-AZ. 548-BA. 548-BB. 548-BC. 548-BD. 548-BE. 548-BF. 548-BG. 548-BH. 548-BI. 548-BJ. 548-BL. 548-BM. 548-BN. 548-BO. 548-BP. 548-BQ. 548-BR. 548-BS. 548-BT. 548-BU. 548-BV. 548-BW. 548-BX. 548-BY. 548-BZ. 548-CA. 548-CB. 548-CC. 548-CD. 548-CE. 548-CF. 548-CG. 548-CH. 548-CI. 548-CJ. 548-CL. 548-CM. 548-CN. 548-CO. 548-CP. 548-CQ. 548-CR. 548-CS. 548-CT. 548-CU. 548-CV. 548-CW. 548-CX. 548-CY. 548-CZ. 548-DA. 548-DB. 548-DC. 548-DD. 548-DE. 548-DF. 548-DG. 548-DH. 548-DI. 548-DJ. 548-DL. 548-DM. 548-DN. 548-DO. 548-DP. 548-DQ. 548-DR. 548-DS. 548-DT. 548-DU. 548-DV. 548-DW. 548-DX. 548-DY. 548-DZ. 548-EA. 548-EB. 548-EC. 548-ED. 548-EE. 548-EF. 548-EG. 548-EH. 548-EI. 548-EJ. 548-EL. 548-EM. 548-EN. 548-EO. 548-EP. 548-EQ. 548-ER. 548-ES. 548-ET. 548-EU. 548-EV. 548-EW. 548-EX. 548-EY. 548-EZ. 548-FA. 548-FB. 548-FC. 548-FD. 548-FE. 548-FG. 548-FH. 548-FI. 548-FJ. 548-FL. 548-FM. 548-FN. 548-FO. 548-FP. 548-FQ. 548-FR. 548-FS. 548-FT. 548-FU. 548-FV. 548-FW. 548-FX. 548-FY. 548-FZ. 548-GA. 548-GB. 548-GC. 548-GD. 548-GE. 548-GF. 548-GG. 548-GH. 548-GI. 548-GJ. 548-GL. 548-GM. 548-GN. 548-GO. 548-GP. 548-GQ. 548-GR. 548-GS. 548-GT. 548-GU. 548-GV. 548-GW. 548-GX. 548-GY. 548-GZ. 548-HA. 548-HB. 548-HC. 548-HD. 548-HE. 548-HF. 548-HG. 548-HI. 548-HJ. 548-HL. 548-HM. 548-HN. 548-HO. 548-HP. 548-HQ. 548-HR. 548-HS. 548-HT. 548-HU. 548-HV. 548-HW. 548-HX. 548-HY. 548-HZ. 548-IA. 548-IB. 548-IC. 548-ID. 548-IE. 548-IF. 548-IG. 548-IH. 548-II. 548-IL. 548-IM. 548-IN. 548-IO. 548-IP. 548-IQ. 548-IR. 548-IS. 548-IT. 548-IU. 548-IV. 548-IW. 548-IX. 548-IY. 548-IZ. 548-JA. 548-JB. 548-JC. 548-JD. 548-JE. 548-JF. 548-JG. 548-JH. 548-JI. 548-JL. 548-JM. 548-JN. 548-JO. 548-JP. 548-JQ. 548-JR. 548-JS. 548-JT. 548-JU. 548-JV. 548-JW. 548-JX. 548-JY. 548-JZ. 548-KA. 548-KB. 548-KC. 548-KD. 548-KE. 548-KF. 548-KG. 548-KH. 548-KI. 548-KL. 548-KM. 548-KN. 548-KO. 548-KP. 548-KQ. 548-KR. 548-KS. 548-KT. 548-KU. 548-KV. 548-KW. 548-KX. 548-KY. 548-KZ. 548-LA. 548-LB. 548-LC. 548-LD. 548-LE. 548-LF. 548-LG. 548-LH. 548-LI. 548-LJ. 548-LK. 548-LM. 548-LN. 548-LO. 548-LP. 548-LQ. 548-LR. 548-LS. 548-LT. 548-LU. 548-LV. 548-LW. 548-LX. 548-LY. 548-LZ. 548-MA. 548-MB. 548-MC. 548-MD. 548-ME. 548-MF. 548-MG. 548-MH. 548-MI. 548-MJ. 548-MK. 548-ML. 548-MN. 548-MO. 548-MP. 548-MQ. 548-MR. 548-MS. 548-MT. 548-MU. 548-MV. 548-MW. 548-MX. 548-MY. 548-MZ. 548-NA. 548-NB. 548-NC. 548-ND. 548-NE. 548-NF. 548-NG. 548-NH. 548-NI. 548-NJ. 548-NK. 548-NL. 548-NM. 548-NO. 548-NP. 548-NQ. 548-NR. 548-NS. 548-NT. 548-NU. 548-NV. 548-NW. 548-NX. 548-NY. 548-NZ. 548-OA. 548-OB. 548-OC. 548-OD. 548-OE. 548-OF. 548-OG. 548-OH. 548-OI. 548-OJ. 548-OK. 548-OL. 548-OM. 548-ON. 548-OO. 548-OP. 548-OQ. 548-OR. 548-OS. 548-OT. 548-OU. 548-OV. 548-OW. 548-OX. 548-OY. 548-OZ. 548-PA. 548-PB. 548-PC. 548-PD. 548-PE. 548-PF. 548-PG. 548-PH. 548-PI. 548-PJ. 548-PK. 548-PL. 548-PM. 548-PN. 548-PO. 548-PP. 548-PQ. 548-PR. 548-PS. 548-PT. 548-PU. 548-PV. 548-PW. 548-PX. 548-PY. 548-PZ. 548-QA. 548-QB. 548-QC. 548-QD. 548-QE. 548-QF. 548-QG. 548-QH. 548-QI. 548-QJ. 548-QK. 548-QL. 548-QM. 548-QN. 548-QO. 548-QP. 548-QQ. 548-QR. 548-QS. 548-QT. 548-QU. 548-QV. 548-QW. 548-QX. 548-QY. 548-QZ. 548-RA. 548-RB. 548-RC. 548-RD. 548-RE. 548-RF. 548-RG. 548-RH. 548-RI. 548-RJ. 548-RK. 548-RL. 548-RM. 548-RN. 548-RO. 548-RP. 548-RQ. 548-RR. 548-RS. 548-RT. 548-RU. 548-RV. 548-RW. 548-RX. 548-RY. 548-RZ. 548-SA. 548-SB. 548-SC. 548-SD. 548-SE. 548-SF. 548-SG. 548-SH. 548-SI. 548-SJ. 548-SK. 548-SL. 548-SM. 548-SN. 548-SO. 548-SP. 548-SQ. 548-SR. 548-SS. 548-ST. 548-SU. 548-SV. 548-SW. 548-SX. 548-SY. 548-SZ. 548-TA. 548-TB. 548-TC. 548-TD. 548-TE. 548-TF. 548-TG. 548-TH. 548-TI. 548-TJ. 548-TK. 548-TL. 548-TM. 548-TN. 548-TO. 548-TP. 548-TQ. 548-TR. 548-TS. 548-TT. 548-TU. 548-TV. 548-TW. 548-TX. 548-TY. 548-TZ. 548-UA. 548-UB. 548-UC. 548-UD. 548-UE. 548-UF. 548-UG. 548-UH. 548-UI. 548-UJ. 548-UK. 548-UL. 548-UM. 548-UN. 548-UO. 548-UP. 548-UQ. 548-UR. 548-US. 548-UT. 548-UY. 548-UZ. 548-VA. 548-VB. 548-VC. 548-VD. 548-VE. 548-VF. 548-VG. 548-VH. 548-VI. 548-VJ. 548-VK. 548-VL. 548-VM. 548-VN. 548-VO. 548-VP. 548-VQ. 548-VR. 548-VS. 548-VT. 548-VU. 548-VV. 548-VW. 548-VX. 548-VY. 548-VZ. 548-WA. 548-WB. 548-WC. 548-WD. 548-WE. 548-WF. 548-WG. 548-WH. 548-WI. 548-W



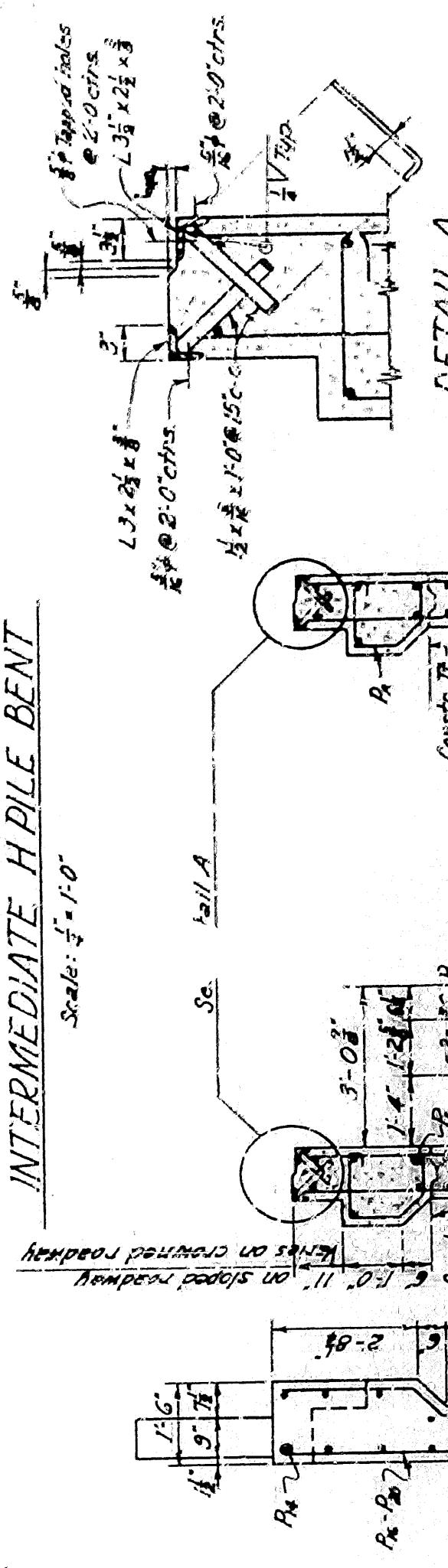
HALF ELEVATION OF CAP AT END BENT CROWNED PDWY (40-50" SPANS AND 5-5.7-F)

Showing variations when interior beams are of less depth than exterior beams.



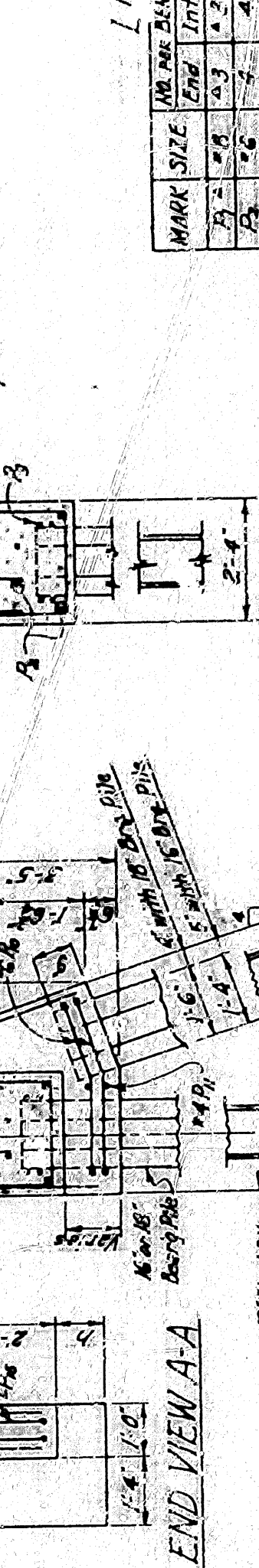
TYPICAL BRACING
INTERMEDIATE H PILE BENT

Scale: $\frac{1''}{4'} = 1:0"$



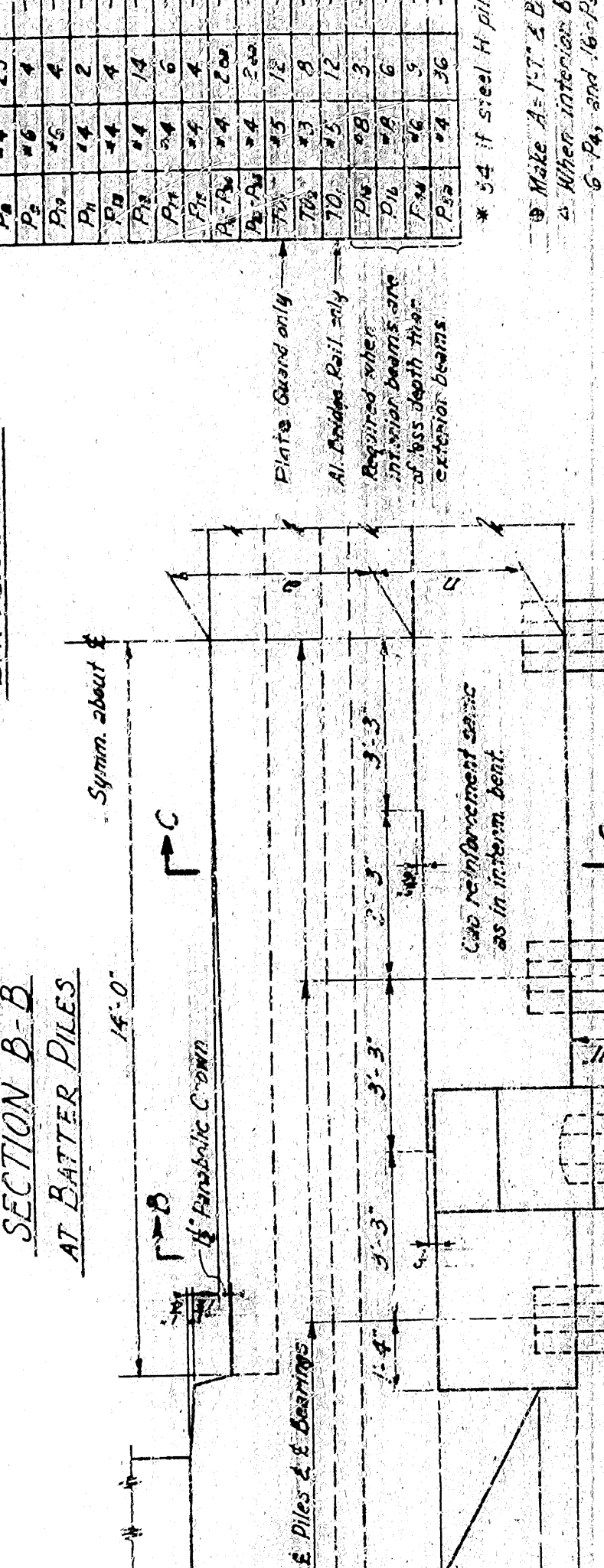
DETAIL A -
Scale: 1" = 1'-0"

Serial: 1210
See Dwg. 5457 for details of
Expansion Device.



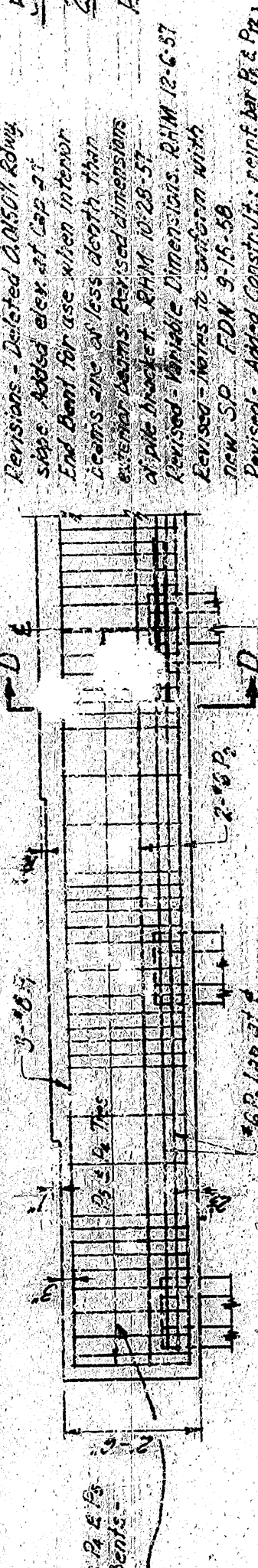
SECTION C-C
BETWEEN

BATTER PILES



For details see Elev. End Bent - Sloped Railway.

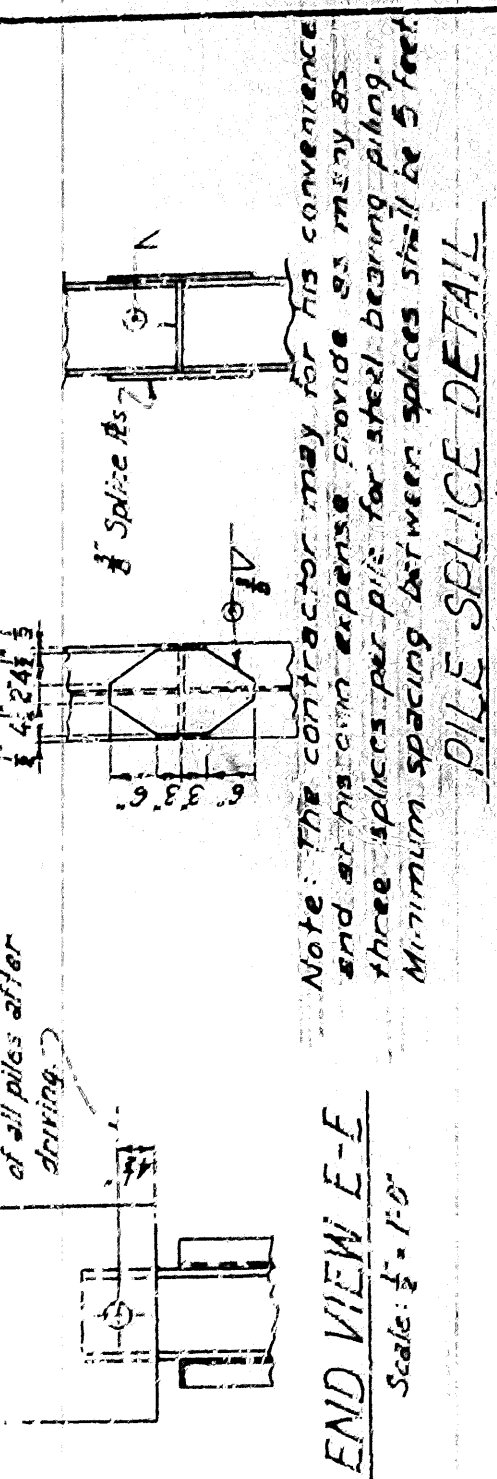
HALF FRONT ELEVATION END BENT-CROWNED PDWY (55'-80 SPANS)



HALF ELEVATION INT BENT-CROWNED RDWAY (55%)
WITH READING DILES

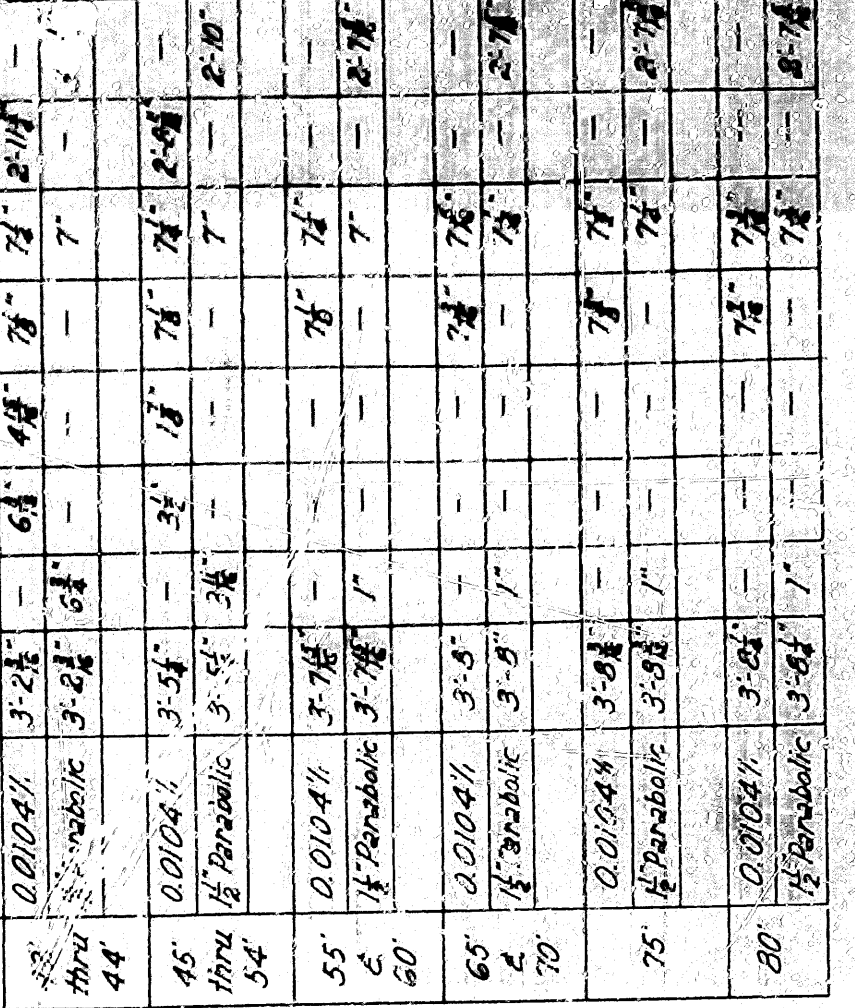
WITH BEARING PILES

Intermediate Drilled Shafts with 12 steel H-piles same as with bearing piles, except for spacing of 4 ft. Piles as noted for steel H-pile details are: Internl. Bent Sloped Bracing with 12 steel H-piles.



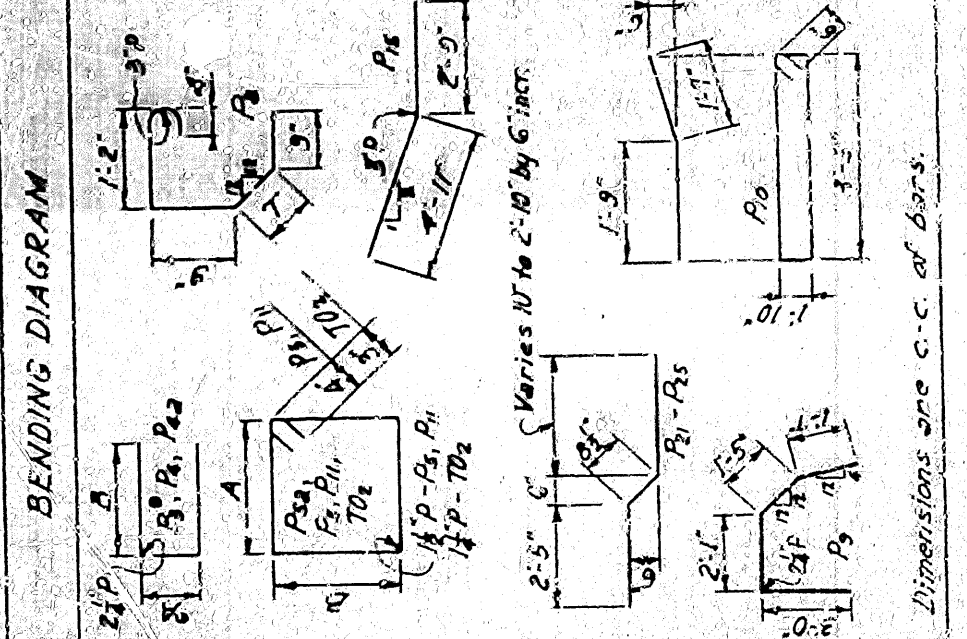
END VIEW E-E
Scale: F = 1"=0"

Scale: $\frac{1}{2}'' = 1'-0''$



LIST OF REINFORCING STEEL

MARK	SIZE	AGE	WEIGHT	LENGTH	A	B
B ₁	10	3	4	28-30	5 1/2"	5 1/2"
B ₂	10	4	4	30-31	5 1/2"	5 1/2"
B ₃	10	4	4	31-32	5 1/2"	5 1/2"
B ₄	10	4	4	32-33	5 1/2"	5 1/2"
B ₅	10	4	4	33-34	5 1/2"	5 1/2"
B ₆	10	4	4	34-35	5 1/2"	5 1/2"
B ₇	10	4	4	35-36	5 1/2"	5 1/2"
B ₈	10	4	4	36-37	5 1/2"	5 1/2"
B ₉	10	4	4	37-38	5 1/2"	5 1/2"
B ₁₀	10	4	4	38-39	5 1/2"	5 1/2"
B ₁₁	10	4	4	39-40	5 1/2"	5 1/2"
B ₁₂	10	4	4	40-41	5 1/2"	5 1/2"
B ₁₃	10	4	4	41-42	5 1/2"	5 1/2"
B ₁₄	10	4	4	42-43	5 1/2"	5 1/2"
B ₁₅	10	4	4	43-44	5 1/2"	5 1/2"
B ₁₆	10	4	4	44-45	5 1/2"	5 1/2"
B ₁₇	10	4	4	45-46	5 1/2"	5 1/2"
B ₁₈	10	4	4	46-47	5 1/2"	5 1/2"
B ₁₉	10	4	4	47-48	5 1/2"	5 1/2"
B ₂₀	10	4	4	48-49	5 1/2"	5 1/2"
B ₂₁	10	4	4	49-50	5 1/2"	5 1/2"
B ₂₂	10	4	4	50-51	5 1/2"	5 1/2"
B ₂₃	10	4	4	51-52	5 1/2"	5 1/2"
B ₂₄	10	4	4	52-53	5 1/2"	5 1/2"
B ₂₅	10	4	4	53-54	5 1/2"	5 1/2"
B ₂₆	10	4	4	54-55	5 1/2"	5 1/2"
B ₂₇	10	4	4	55-56	5 1/2"	5 1/2"
B ₂₈	10	4	4	56-57	5 1/2"	5 1/2"
B ₂₉	10	4	4	57-58	5 1/2"	5 1/2"
B ₃₀	10	4	4	58-59	5 1/2"	5 1/2"
B ₃₁	10	4	4	59-60	5 1/2"	5 1/2"
B ₃₂	10	4	4	60-61	5 1/2"	5 1/2"
B ₃₃	10	4	4	61-62	5 1/2"	5 1/2"
B ₃₄	10	4	4	62-63	5 1/2"	5 1/2"
B ₃₅	10	4	4	63-64	5 1/2"	5 1/2"
B ₃₆	10	4	4	64-65	5 1/2"	5 1/2"
B ₃₇	10	4	4	65-66	5 1/2"	5 1/2"
B ₃₈	10	4	4	66-67	5 1/2"	5 1/2"
B ₃₉	10	4	4	67-68	5 1/2"	5 1/2"
B ₄₀	10	4	4	68-69	5 1/2"	5 1/2"
B ₄₁	10	4	4	69-70	5 1/2"	5 1/2"
B ₄₂	10	4	4	70-71	5 1/2"	5 1/2"
B ₄₃	10	4	4	71-72	5 1/2"	5 1/2"
B ₄₄	10	4	4	72-73	5 1/2"	5 1/2"
B ₄₅	10	4	4	73-74	5 1/2"	5 1/2"
B ₄₆	10	4	4	74-75	5 1/2"	5 1/2"
B ₄₇	10	4	4	75-76	5 1/2"	5 1/2"
B ₄₈	10	4	4	76-77	5 1/2"	5 1/2"
B ₄₉	10	4	4	77-78	5 1/2"	5 1/2"
B ₅₀	10	4	4	78-79	5 1/2"	5 1/2"
B ₅₁	10	4	4	79-80	5 1/2"	5 1/2"
B ₅₂	10	4	4	80-81	5 1/2"	5 1/2"
B ₅₃	10	4	4	81-82	5 1/2"	5 1/2"
B ₅₄	10	4	4	82-83	5 1/2"	5 1/2"
B ₅₅	10	4	4	83-84	5 1/2"	5 1/2"
B ₅₆	10	4	4	84-85	5 1/2"	5 1/2"
B ₅₇	10	4	4	85-86	5 1/2"	5 1/2"
B ₅₈	10	4	4	86-87	5 1/2"	5 1/2"
B ₅₉	10	4	4	87-88	5 1/2"	5 1/2"
B ₆₀	10	4	4	88-89	5 1/2"	5 1/2"
B ₆₁	10	4	4	89-90	5 1/2"	5 1/2"
B ₆₂	10	4	4	90-91	5 1/2"	5 1/2"
B ₆₃	10	4	4	91-92	5 1/2"	5 1/2"
B ₆₄	10	4	4	92-93	5 1/2"	5 1/2"
B ₆₅	10	4	4	93-94	5 1/2"	5 1/2"
B ₆₆	10	4	4	94-95	5 1/2"	5 1/2"
B ₆₇	10	4	4	95-96	5 1/2"	5 1/2"
B ₆₈	10	4	4	96-97	5 1/2"	5 1/2"
B ₆₉	10	4	4	97-98	5 1/2"	5 1/2"
B ₇₀	10	4	4	98-99	5 1/2"	5 1/2"
B ₇₁	10	4	4	99-100	5 1/2"	5 1/2"
B ₇₂	10	4	4	100-101	5 1/2"	5 1/2"
B ₇₃	10	4	4	101-102	5 1/2"	5 1/2"
B ₇₄	10	4	4	102-103	5 1/2"	5 1/2"
B ₇₅	10	4	4	103-104	5 1/2"	5 1/2"
B ₇₆	10	4	4	104-105	5 1/2"	5 1/2"
B ₇₇	10	4	4	105-106	5 1/2"	5 1/2"
B ₇₈	10	4	4	106-107	5 1/2"	5 1/2"
B ₇₉	10	4	4	107-108	5 1/2"	5 1/2"
B ₈₀	10	4	4	108-109	5 1/2"	5 1/2"
B ₈₁	10	4	4	109-110	5 1/2"	5 1/2"
B ₈₂	10	4	4	110-111	5 1/2"	5 1/2"
B ₈₃	10	4	4	111-112	5 1/2"	5 1/2"
B ₈₄	10	4	4	112-113	5 1/2"	5 1/2"
B ₈₅	10	4	4	113-114	5 1/2"	5 1/2"
B ₈₆	10	4	4	114-115	5 1/2"	5 1/2"
B ₈₇	10	4	4	115-116	5 1/2"	5 1/2"
B ₈₈	10	4	4	116-117	5 1/2"	5 1/2"
B ₈₉	10	4	4	117-118	5 1/2"	5 1/2"
B ₉₀	10	4	4	118-119	5 1/2"	5 1/2"
B ₉₁	10	4	4	119-120	5 1/2"	5 1/2"
B ₉₂	10	4	4	120-121	5 1/2"	5 1/2"
B ₉₃	10	4	4	121-122	5 1/2"	5 1/2"
B ₉₄	10	4	4	122-123	5 1/2"	5 1/2"
B ₉₅	10	4	4	123-124	5 1/2"	5 1/2"
B ₉₆	10	4	4	124-125	5 1/2"	5 1/2"
B ₉₇	10	4	4	125-126	5 1/2"	5 1/2"
B ₉₈	10	4	4	126-127	5 1/2"	5 1/2"
B ₉₉	10	4	4	127-128	5 1/2"	5 1/2"
B ₁₀₀	10	4	4	128-129	5 1/2"	5 1/2"
B ₁₀₁	10	4	4	129-130	5 1/2"	5 1/2"
B ₁₀₂	10	4	4	130-131	5 1/2"	5 1/2"
B ₁₀₃	10	4	4	131-132	5 1/2"	5 1/2"
B ₁₀₄	10	4	4	132-133	5 1/2"	5 1/2"
B ₁₀₅	10	4	4	133-134	5 1/2"	5 1/2"
B ₁₀₆	10	4	4	134-135	5 1/2"	5 1/2"
B ₁₀₇	10	4	4	135-136	5 1/2"	5 1/2"
B ₁₀₈	10	4	4	136-137	5 1/2"	5 1/2"
B ₁₀₉	10	4	4	137-138	5 1/2"	5 1/2"
B ₁₁₀	10	4	4	138-139	5 1/2"	5 1/2"
B ₁₁₁	10	4	4	139-140	5 1/2"	5 1/2"
B ₁₁₂	10	4	4	140-141	5 1/2"	5 1/2"
B ₁₁₃	10	4	4	141-142	5 1/2"	5 1/2"
B ₁₁₄	10	4	4	142-143	5 1/2"	5 1/2"
B ₁₁₅	10	4	4	143-144	5 1/2"	5 1/2"
B ₁₁₆	10	4	4	144-145	5 1/2"	5 1/2"
B ₁₁₇	10	4	4	145-146	5 1/2"	5 1/2"
B ₁₁₈	10	4	4	146-147	5 1/2"	5 1/2"
B ₁₁₉	10	4	4	147-148	5 1/2"	5 1/2"
B ₁₂₀	10	4	4	148-149	5 1/2"	5 1/2"
B ₁₂₁	10	4	4	149-150	5 1/2"	5 1/2"
B ₁₂₂	10	4	4	150-151	5 1/2"	5 1/2"
B ₁₂₃	10	4	4	151-152	5 1/2"	5 1/2"
B ₁₂₄	10	4	4	152-153	5 1/2"	5 1/2"
B ₁₂₅	10	4	4	153-154	5 1/2"	5 1/2"
B ₁₂₆	10	4	4	154-155	5 1/2"	5 1/2"
B ₁₂₇	10	4	4	155-156	5 1/2"	5 1/2"
B ₁₂₈	10	4	4	156-157	5 1/2"	5 1/2"
B ₁₂₉	10	4	4	157-158	5 1/2"	5 1/2"
B ₁₃₀	10	4	4	158-159	5 1/2"	5 1/2"
B ₁₃₁	10	4	4	159-160	5 1/2"	5 1/2"
B ₁₃₂	10	4	4	160-161	5 1/2"	5 1/2"
B ₁₃₃	10	4	4	161-162	5 1/2"	5 1/2"
B ₁₃₄	10	4	4	162-163	5 1/2"	5 1/2"
B ₁₃₅	10	4	4	163-164	5 1/2"	5 1/2"
B ₁₃₆	10	4	4	164-165	5 1/2"	5 1/2"
B ₁₃₇	10	4	4	165-166	5 1/2"	5 1/2"
B ₁₃₈	10	4	4	166-167	5 1/2"	5 1/2"
B ₁₃₉	10	4	4	167-168	5 1/2"	5 1/2"
B ₁₄₀	10	4	4	168-169	5 1/2"	5 1/2"
B ₁₄₁	10	4	4	169-170	5 1/2"	5 1/2"
B ₁₄₂	10	4	4	170-171	5 1/2"	5 1/2"
B ₁₄₃	10	4	4	171-172	5 1/2"	5 1/2"
B ₁₄₄	10	4	4	172-173	5 1/2"	5 1/2"
B ₁₄₅	10	4	4	173-174	5 1/2"	5 1/2"
B ₁₄₆	10	4	4	174-175	5 1/2"	5 1/2"
B ₁₄₇	10	4	4	175-176	5 1/2"	5 1/2"
B ₁₄₈	10	4	4	176-177	5 1/2"	5 1/2"
B ₁₄₉	10	4	4	177-178	5 1/2"	5 1/2"
B ₁₅₀	10	4	4	178-179	5 1/2"	5 1/2"
B ₁₅₁	10	4	4	179-180	5 1/2"	5 1/2"
B ₁₅₂	10	4	4	180-181	5 1/2"	5 1/2"
B ₁₅₃	10	4	4	181-182	5 1/2"	5 1/2"
B ₁₅₄	10	4	4	182-183	5 1/2"	5 1/2"
B ₁₅₅	10	4	4	183-184	5 1/2"	5 1/2"
B ₁₅₆	10	4	4	184-185	5 1/2"	5 1/2"
B ₁₅₇	10	4	4	185-186	5 1/2"	5 1/2"
B ₁₅₈	10	4	4	186-187	5 1/2"	5 1/2"
B ₁₅₉	10	4	4	187-188	5 1/2"	5 1/2"
B ₁₆₀	10	4	4	188-189	5 1/2"	5 1/2"
B ₁₆₁	10	4	4	189-190	5 1/2"	5 1/2"
B ₁₆₂	10	4	4	190-191	5 1/2"	5 1/2"
B ₁₆₃	10	4	4	191-192	5 1/2"	5 1/2"
B ₁₆₄	10	4	4	192-193	5 1/2"	5 1/2"
B ₁₆₅	10	4	4	193-194	5 1/2"	5 1/2"
B ₁₆₆	10	4	4	194-195	5 1/2"	5 1/2"
B ₁₆₇	10	4	4	195-196	5 1/2"	5 1/2"
B ₁₆₈	10	4	4	196-197	5 1/2"	5 1/2"
B ₁₆₉	10	4	4	197-198	5 1/2"	5 1/2"
B ₁₇₀	10	4	4	198-199	5 1/2"	5 1/2"
B ₁₇₁	10	4	4	199-200	5 1/2"	5 1/2"
B ₁₇₂	10	4	4	200-201	5 1/2"	5 1/2"
B ₁₇₃	10	4	4	201-202	5 1/2"	5 1/2"
B ₁₇₄	10	4	4	202-203	5 1/2"	5 1/2"
B ₁₇₅	10	4	4	203-204	5 1/2"	5 1/2"
B ₁₇₆	10	4	4	204-205	5 1/2"	5 1/2"
B ₁₇₇	10	4	4	205-206	5 1/2"	5 1/2"
B ₁₇₈	10	4	4	206-207	5 1/2"	5 1/2"
B ₁₇₉	10	4	4	207-208	5 1/2"	5 1/2"
B ₁₈₀	10	4	4	208-209	5 1/2"	5 1/2"
B ₁₈₁	10	4	4	209-210	5 1/2"	5 1/2"
B ₁₈₂	10	4	4	210-211	5 1/2"	5 1/2"
B ₁₈₃	10	4	4	211-212	5 1/2"	5 1/2"
B ₁₈₄	10	4	4	212-213	5 1/2"	5 1/2"
B ₁₈₅	10	4	4	213-214	5 1/2"	5 1/2"
B						



① Make $A = 1'-7"$, $E = 1'-4"-11"$ when 19 Beating Piles are used.
 a. When interior beams are at least depth than exterior beams, use: 0-F, 6-P, and 16-Ps with Fla. 0-Ps, Fla. 1-Ps & Fla. 2-Ps shown in Elevations and in Bar List.

DETAILS OF STANDARD RILE BENTS
FOR 40'-54' I-BEAM SPANS AND

55'-80' COMPOSITE I-BEAM SPANS
28' CLEAR ROADWAY 1'-6" or 1'-1 1/2" CURBS

ROADWAY: $\frac{1}{2}$ PARABOLIC CROWN; SIDE SLOPE 1:1.5
BEARING AND STEEL PILING

ROUTE	SEC.
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ROUTE 27
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

62
 IN WIN BY: V.P. DATE: 6-24-57
 RACED BY: AT DATE: 4-10-58
 DATE: 7-9-57

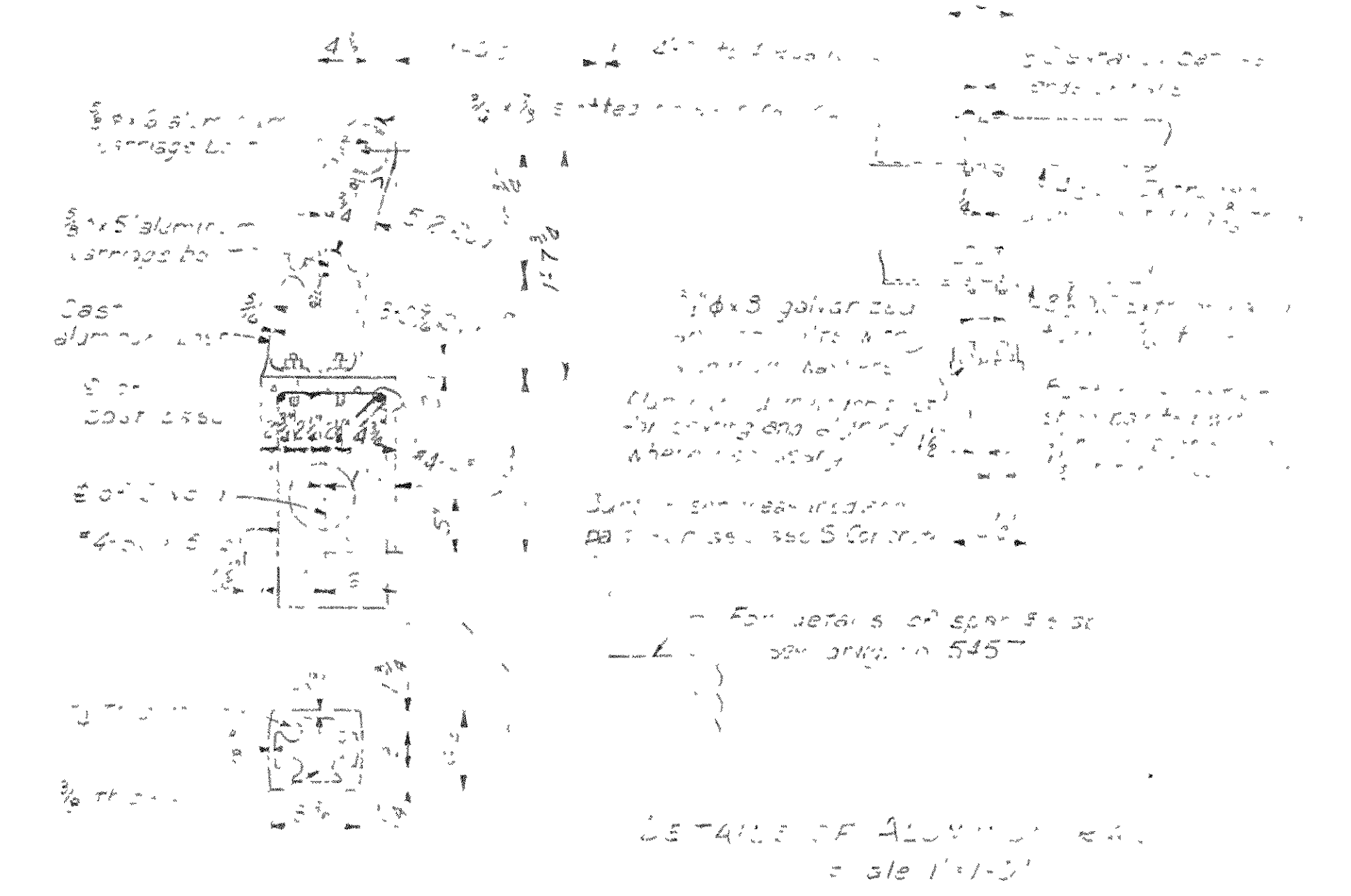
DRAWING NO. 5457-B

CE-150-20403 129 77

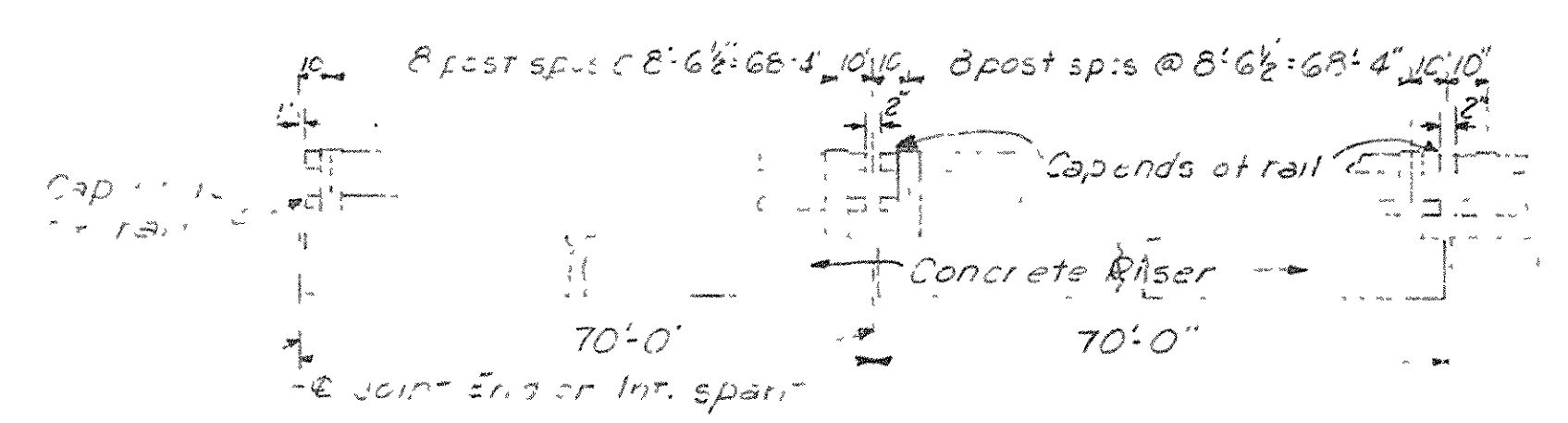
1543 8 53

SUMMARY OF QUANTITIES FOR JOB 1543 CODE NO. X23

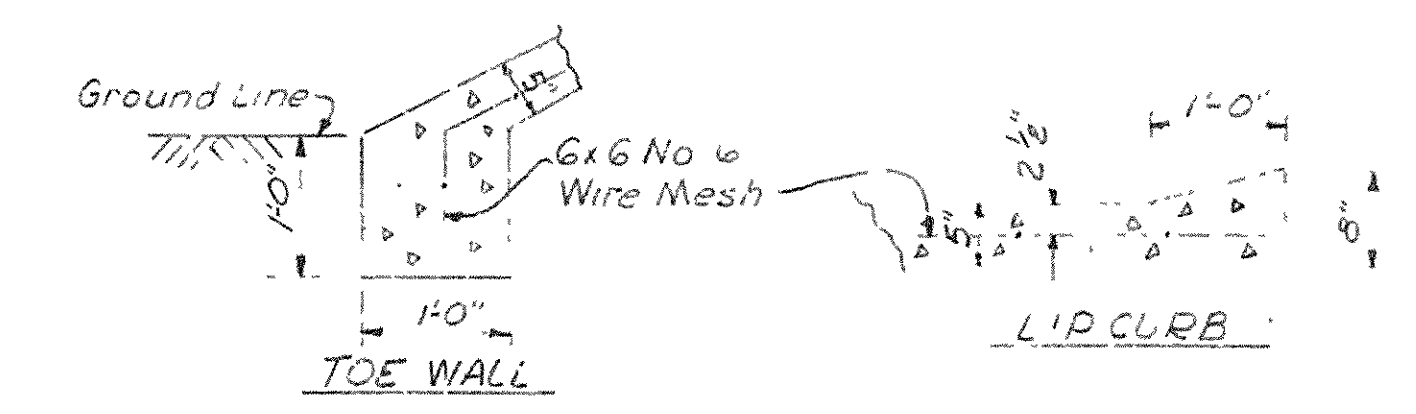
NAME DATE TITLE	ITEM NO.	SP-801-1	SP-802	SP-803-2	SP-803	SP-804-4	SP-805-5	SP-807	SP-909-5	929	
	ITEM	Dry EXCAVATION FOR STRUCTURES	CLASS 'A' CONCRETE FOR BRIDGES	CLASS 'S' CONCRETE FOR BRIDGES	REINFORCING STEEL	BEARING PILES (18")	ALUMINUM BRIDGE RAILING	STRUCTURAL STEEL IN BEAM SPANS	CONCRETE R.O. RAP	BRIDGE NAME PLATE (TYPE C)	
VADON INTERCHANGE	BRIDGES	UNIT	CU. YD.	CU. YD.	CU. YD.	LB.	LIN. FT.	LIN. FT.	LB.	CU. YD.	EACH
	BENTS NO. 1 & 2		120		29.22	3684	790		1392	50	1
	BENTS NO. 3 & 4		56	44.38	20.72	7026	900				
	BENT NO. 4		42	22.65	10.36	3568	455				
	BENTS NO. 5 & 7		89	46.24	20.72	7244	900				
	BENT NO. 6		44	23.58	10.36	3677	455				
	SPANS NO. 1 & 7				110.32	18196		280	144,500		
	SPANS NO. 2 & 6				275.85	45490		700	363,038		
	TOTAL BRIDGE NO. 3, 31A	351	136.85	477.55	88,885	3500	980	508,930	50	1	
	BENTS NO. 1 & 2		120		29.22	3684	780		1392	50	1
	BENTS NO. 3 & 4		73	44.38	20.72	7026	900				
	BENT NO. 4		42	22.65	10.36	3568	450				
	BENTS NO. 5 & 7		107	46.24	20.72	7244	900				
	BENT NO. 6		62	23.58	10.36	3677	450				
	SPANS NO. 1 & 7				110.32	18196		280	144,500		
	SPANS NO. 2 & 6				275.85	45,490		700	363,038		
	TOTAL BRIDGE NO. 3, 31B	404	136.85	477.55	88,885	3480	980	508,930	50	1	
	TOTAL JOB 1543	755	273.70	955.10	177,770	6980	1960	1,017,860	100	2	



NOTES:
Aluminum railing shall be installed on both sides of bridge deck, with posts spaced at 10' on center. Posts shall be 2x6 aluminum, 6' high, and shall be anchored into concrete. Railing shall be 3x5 aluminum, 2' high, and shall be attached to posts with 3x3 aluminum brackets. Railing shall be installed on both sides of bridge deck, with posts spaced at 10' on center. Posts shall be 2x6 aluminum, 6' high, and shall be anchored into concrete. Railing shall be 3x5 aluminum, 2' high, and shall be attached to posts with 3x3 aluminum brackets.



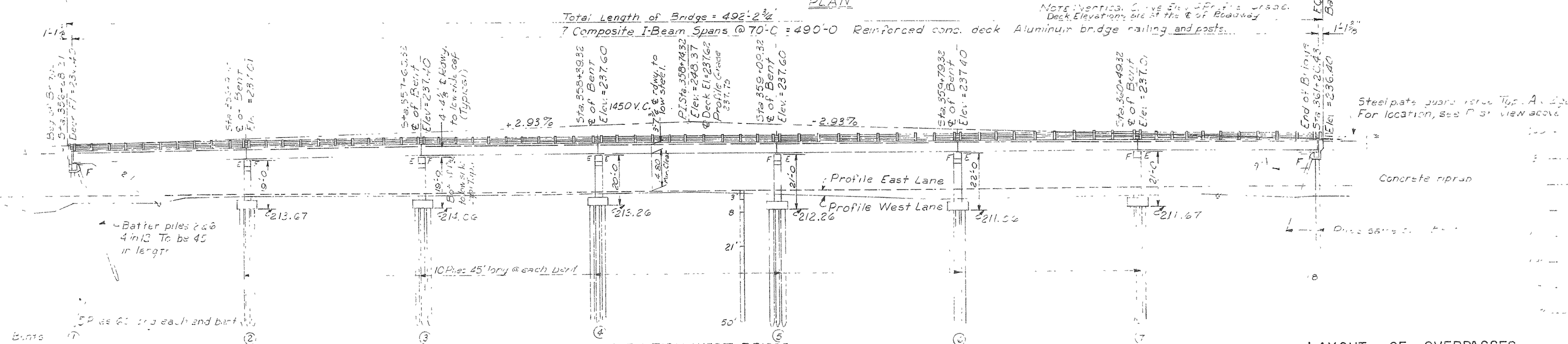
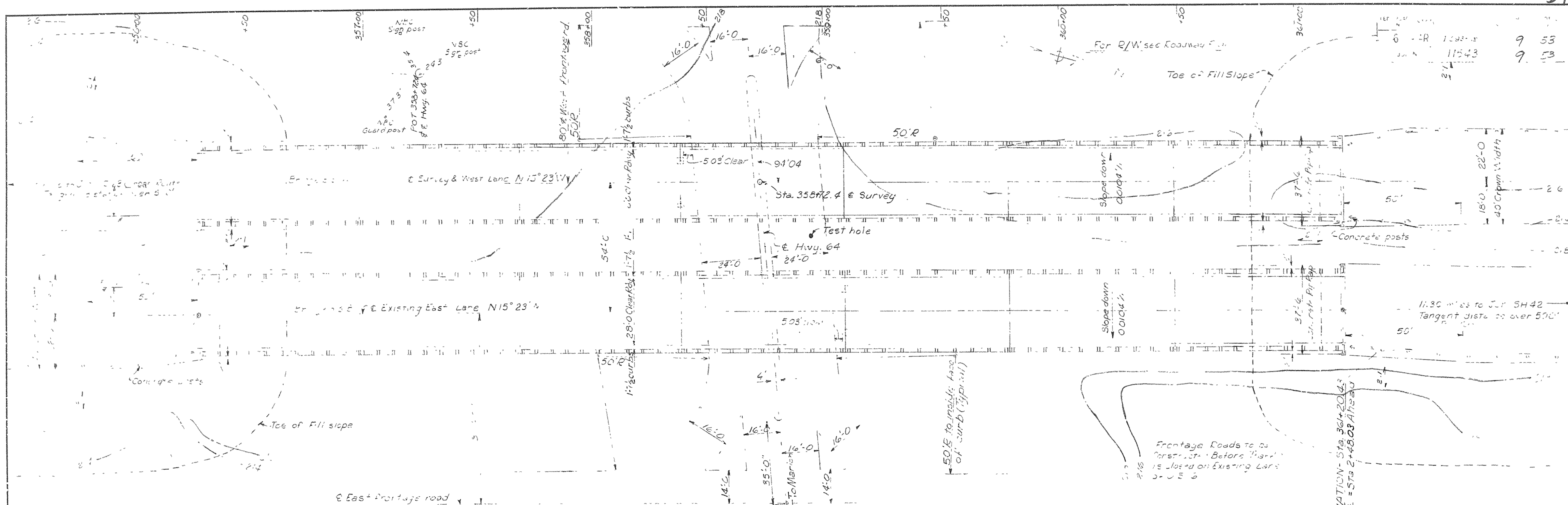
TYPICAL RAIL ELEVATION
Scale 1/4" = 1'-0"



DETAILS OF CONCRETE RIPRAP

SUMMARY OF QUANTITIES
OVERPASS OVER U.S. HIGHWAY 64
MARION INTERCHANGE
CRITTENDEN COUNTY
ROUTE 61 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: K.E.C. DATE: 7-26-57
TRACED BY: D.M. DATE: 7-27-57
CHECKED BY: D.M. DATE: 7-27-57
SCALE: 1/4" = 1'-0"
BRIDGE NO. 3131-A 83131-B DRAWING NO. 9466

L.D. Carlson
BRIDGE DESIGN ENGINEER



NOTES

Be on Mark - Nulin power pole 182' Rt Sta 356+20 EL. = 217.03
For details of Sub-structure, see Drawings 545-A & 545-B
For details of Super-structure, see Drawing 545-C
Piles in Bents 1 & 2 to be driven after embankment has been placed.
Location of piling shown are for estimating purposes only.
Piles, lengths to be determined in the field.
Drive one 12" test pile in each land, also one 50' test pile
in Bent 4 and 6. Piles to be driven to minimum bearing of 30 tons.
Piles are to be driven to a minimum bearing of 30 tons.
Piles are to be driven to a minimum bearing of 30 tons.
Piles are to be driven to a minimum bearing of 30 tons.

Stresses: Class "A" Concrete (n=13)
Class "S" Concrete (n=10)
Reinforcing Steel
Structural Steel

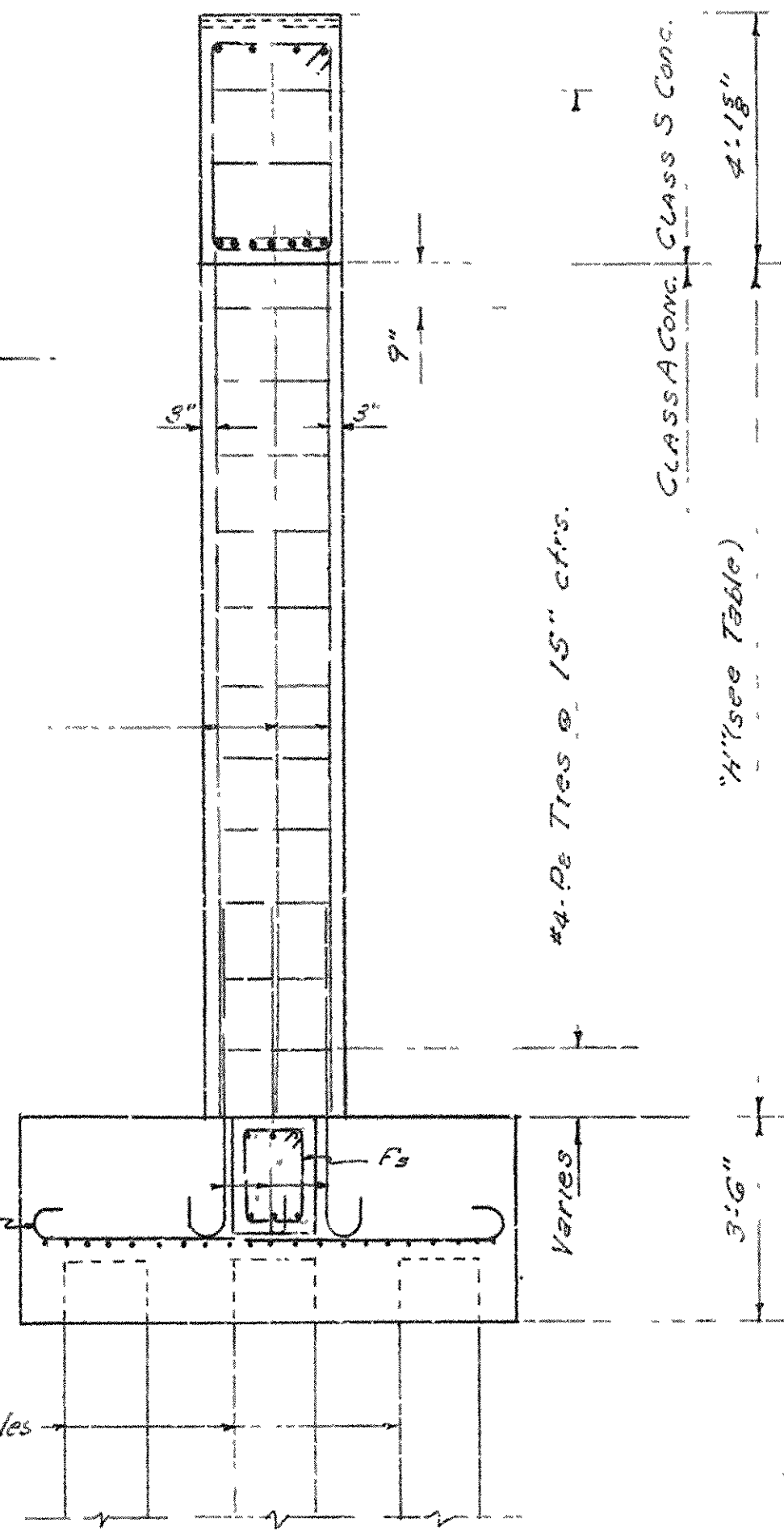
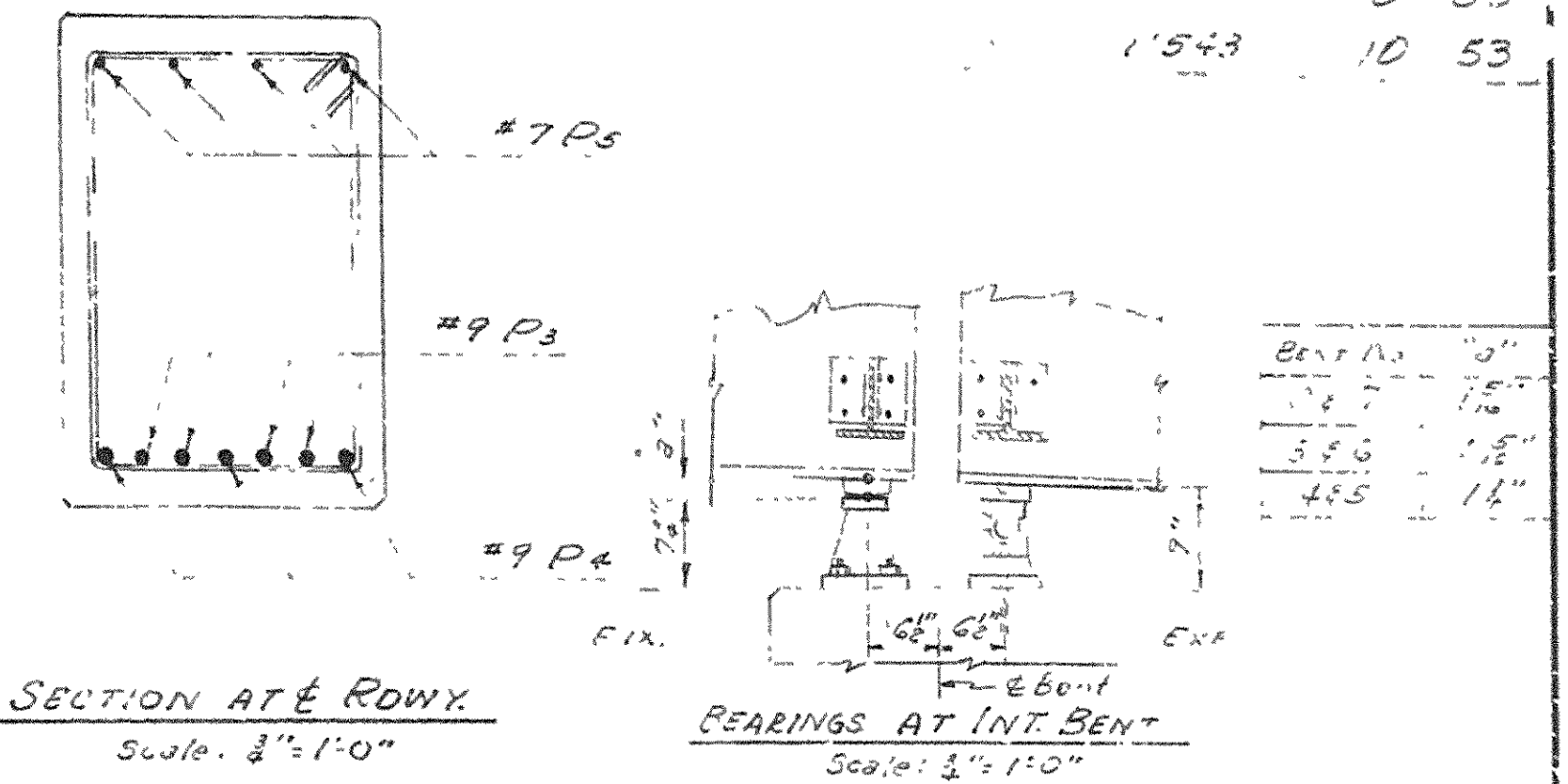
840 #4
1200 #6
20,000 #8
18,000 #8

LAYOUT OF OVERPASSES
OVER HWY. 64
MARION INTERCHANGE

CRITTENDEN COUNTY
ROUTE 61 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: SP DATE: 6-4-57
TRACED BY: SP DATE: 7-12-57
CHECKED BY: SP DATE: 7-12-57
BRIDGE NO. 3131-A & 3131-B DRAWING NO. 9467

L.P. Carlson
BRIDGE DESIGN ENGINEER



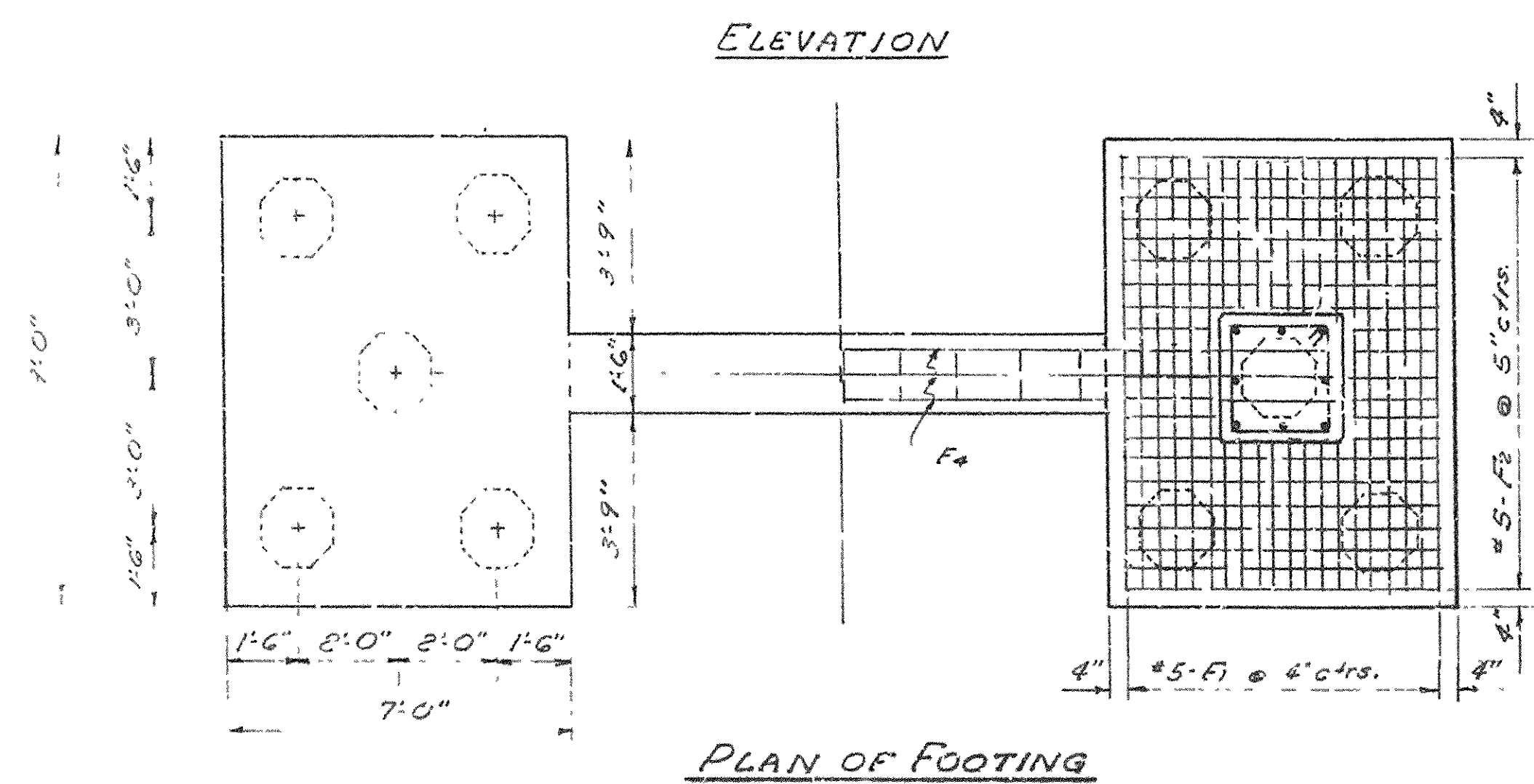
BAR LIST FOR ONE INT. BENT

MARK.	SIZE	NUMBER	LENGTH	A	B	PIN DIA.
F1	#5	40	9'-9"	8'-6"	5"	3 3/8"
F2	#5	42	7'-9"	6'-6"	5"	3 3/8"
F3	#8	16	7'-0"	5'-10 1/4"	9"	8"
F4	#7	6	21'-8"	20'-0"	7"	5 1/4"
F5	#4	9	6'-1"	1'-7 1/8"	1'-1 1/2"	1 1/2"
P1	#8	16	H13'-6"	STR.		
P2	#4	Varies	9'-1"	2'-1 1/2"	2'-1 1/2"	1 1/2"
P3	#9	4	23'-0"	20'-6"	10"	9"
P4	#9	3	28'-8"	20'-6"	4'-1"	9"
P5	#7	4	29'-40"	28'-2"	7"	5 1/4"
P6	#7	10	9'-1"	8'-3"	7"	5 1/4"
P7	#4	29	12'-2"	3'-8"	2'-1 1/2"	1 1/2"
P8	#4	20 each	Var. 9'-4"	Var. 2'-3"	Var. 2'-3"	1 1/2"
to P11			to 10'-6"	to 2'-10"	2'-1 1/2"	1 1/2"
P12	#4	2"	Var. 11'-2"	Var. 3'-2"	2'-1 1/2"	1 1/2"
to P14			to 11'-11"	to 3'-6 1/2"	2'-1 1/2"	1 1/2"
P15	#4	6	6'-1"	2'-0"	2'-1 1/2"	1 1/2"

BENDING DIAGRAM

The bending diagrams illustrate the layout of reinforcement bars for one internal bent. The top section shows bars F1 through F5, and the bottom section shows bars P1 through P5. Each bar is represented by a horizontal line with a single upward bend. The dimensions A and B are indicated for each bar, along with the pin diameter (P1, F2, F4, P3, P5, F3, P6, P2, P6, P7, P8). The diagrams are labeled with the bar number and the dimensions A and B.

Dimensions are to ctrs. of bars



DETAILS OF INT. BENTS
OVERPASS OVER U.S. HWY. 64
MARION INTERCHANGE
CRITTENDEN COUNTY
ROUTE 61 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: F.R.B. DATE: 7-23-57
TRACED BY: _____ DATE: _____ SCALE: $\frac{3}{8}" = 1'-0"$ or as shown
CHECKED BY: AYM DATE: 7-29-57
BRIDGE NO. 3131-A 83131-B DRAWING NO. 9468