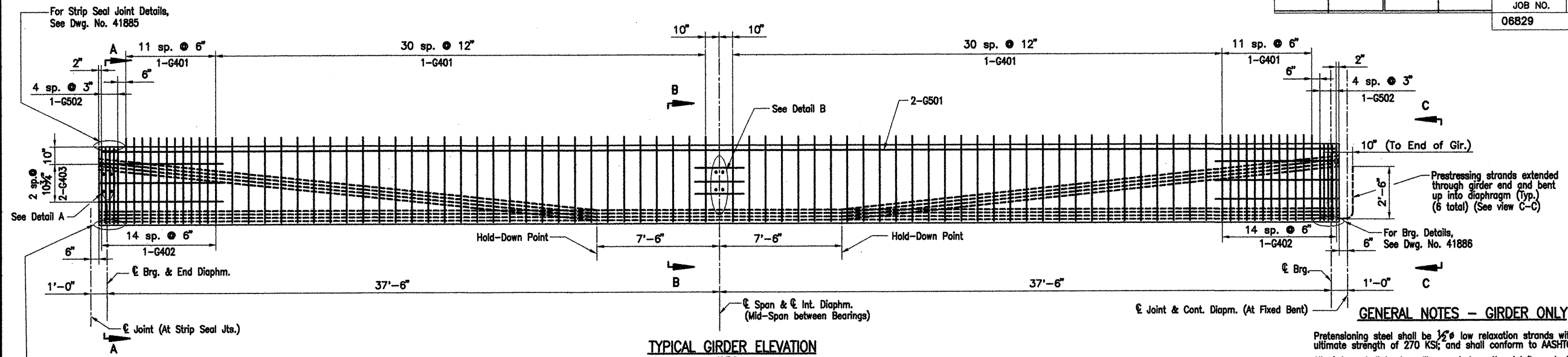


| DATE REVISED | DATE FILMED | DATE REVISED | DATE FILMED | FED. ROAD NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------|-------------|--------------|-------------|---------------|-------|--------------------|-----------|--------------|
| | | | | | ARK. | | | |
| | | | | JOB NO. | | 110503 | 80 | 233 |
| | | | | 06829 | | 308' UNITS | | 41884 |



TYPICAL GIRDER ELEVATION
N.T.S.

GENERAL NOTES - GIRDER ONLY

Prestressing steel shall be $\frac{1}{2}$ " low relaxation strands with a minimum ultimate strength of 270 KSI; and shall conform to AASHTO M203 & supplement.

All girders shall be type III as noted on the details and shall be the standard prestressed sections adopted by the Joint Committee of AASHTO and the Prestressed Concrete Institute. All girders shall be cast in concrete floor slabs and in metal forms. All work & materials shall be as specified in section 802.22 of the Standard Specifications.

Concrete shall be class "S" and shall have a minimum of 28 day compressive strength. $f'_c = 5,000$ PSI

The initial tensile force applied to each $\frac{1}{2}$ " strand shall be 30.98 Kips. Transfer of this tensioning load to the girder shall not be done until the compressive strength of the concrete is 4,000 PSI.

Dimensions shown are to the center of the strands.

The contractor shall submit the method and sequence for release of strands, to the Bridge Engineer for approval prior to the casting of the girders.

Tops of the girders shall be rough floated at approximately the time of set. The entire tops of the girders shall be scrubbed transversely with a coarse wire brush to remove all laitance and to produce a roughened surface for bonding slabs.

Girder lengths shown on the design plans are net lengths measured horizontally along the girder centerlines. The girder manufacturer shall make necessary allowances for grade, shortening due to elastic shortening, creep and shrinkage, and expansion joints and etc.

All exposed steel at ends of girders not extended into diaphragm at interior bents shall be protected against corrosion by coating of tar or other waterproofing material.

Girders must be maintained in an upright position at all times and must be picked up from points near the girder ends. Disregard of this requirement may lead to collapse of the girder. The contractor's proposed lifting details shall be submitted on shop drawings to the Bridge Engineer for approval. The use of holes for lifting purposes will not be permitted.

Reinforcing steel shall be AASHTO M31-94, Gr.60 and shall be paid as subsidiary to prestressed girders.

The contractor may submit alternate strand patterns with design calculations for review and approval.

For additional General Notes, Dwg No. 41883.

ALTERNATE NO. 1 ROC ROE BRIDGE

DETAILS OF 308'-0" CONT. PRESTRESSED CONCRETE GIRDER UNITS (SHEET 7 OF 7)

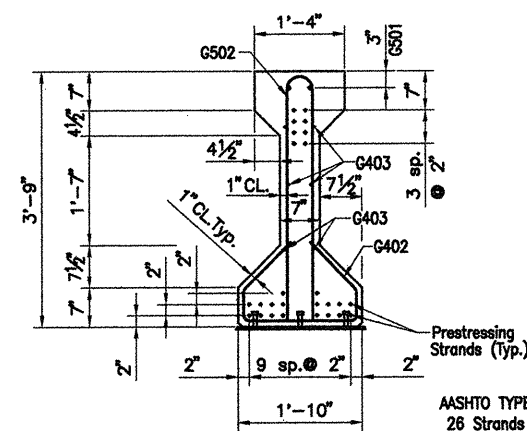
ROC ROE & WHITE RIVER RELIEF
STRS. & APPRS. (CLARENDON) (F)
MONROE COUNTY

ROUTE 79 SEC. 13

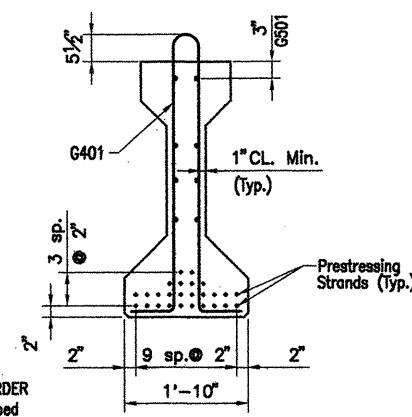
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Engstrom/Modjeski and Masters

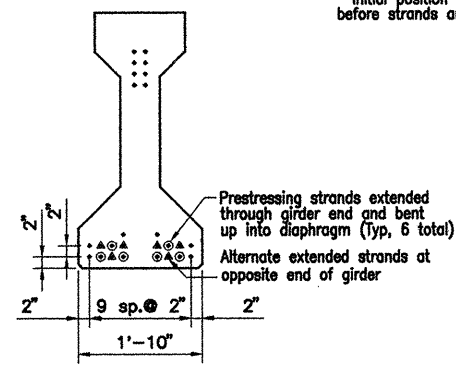
DRAWN BY: YO DATE: Sept. 07 FILENAME: b11050311_s07
CHECKED BY: JES DATE: Nov. 01 SCALE: 3/4" = 1'-0"
DESIGNED BY: YO DATE: Nov. 01
BRIDGE NO. 06829 DRAWING NO. 41884



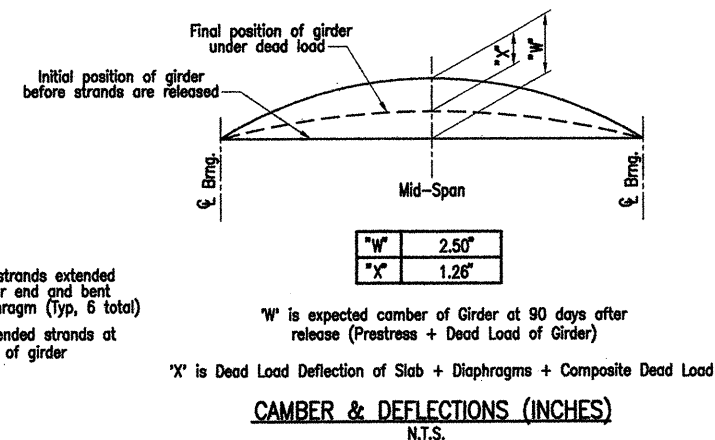
SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



VIEW C-C
N.T.S.

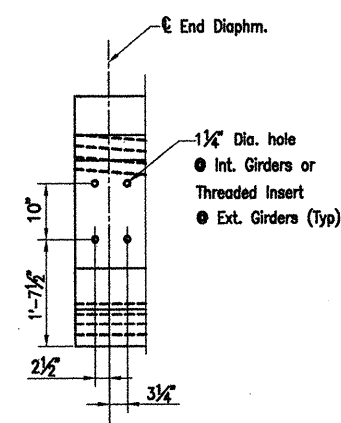


CAMBER & DEFLECTIONS (INCHES)
N.T.S.

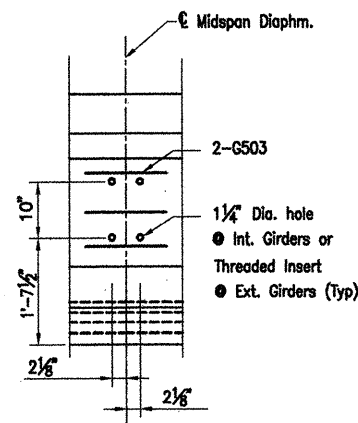
BAR LIST-PER GIRDER

| Mark | No. Req'd | Length | P.D. | Bending Diagrams (Dimensions are out to out of bars.) |
|------|-----------|--------|--------|--|
| G401 | 84 | 9'-5" | 2" | |
| G402 | 30 | 4'-7" | 2" | |
| G403 | 12 | 7'-6" | STR. | |
| G501 | 4 | 39'-0" | STR. | |
| G502 | 10 | 7'-4" | 3 1/2" | |
| G503 | 6 | 2'-0" | STR. | |

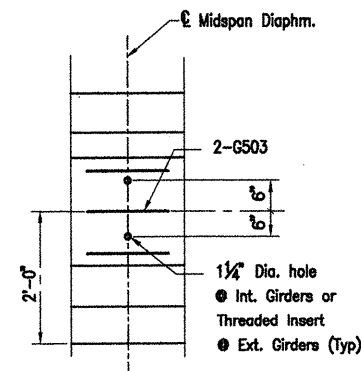
Note: 2 - 1/2" dia. strands stressed to 2000 lbs. min. may be used in place of G502.



DETAIL A



DETAIL B



DETAIL B FOR
ALT. STEEL DIAPH

