



**Bridge #05859**(Routine, Underwater type 2)

**SH 27 SEC 2 -11.93 over MINE CREEK**

**Location: 1.5 MI SO OF NASHVILLE**

**Team Lead: John King Inspection Date: August 19, 2020**



Latitude:33.92040, Longitude:-93.85059

Route:27 Section:02 Log:11.93

Arnold Road ID:31x27x2xA, Arnold Log mile:11.955

District 03, Howard County

Owner: 1-State Highway Agency

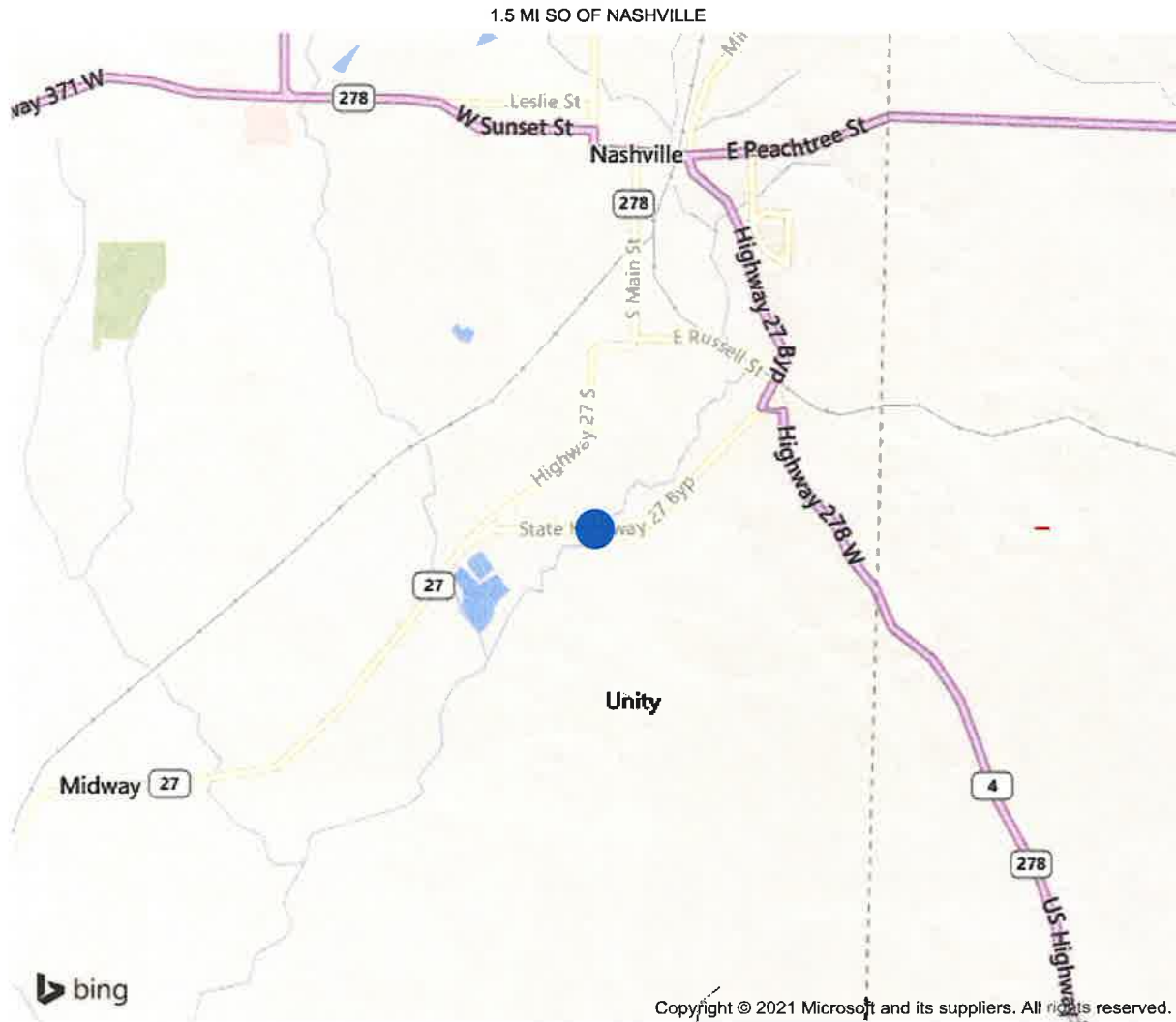


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33.92040, -93.85059



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IDENTIFICATION

(1) State Names	Arkansas
(8) Structure Number	05859
(5) Inventory Route	27
(2) Highway Agency District	03
(3) County Code	61-Howard County, Arkansas
(4) Place Code	0
(6) Features Intersected	MINE CREEK
(7) Facility Carried	SH 27 SEC 2 -11.93
(9) Location	1.5 MI SO OF NASHVILLE
(11) Mile Point	11.93 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	33.920403
(17) Longitude	-93.850594
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	

STRUCTURE TYPE AND MATERIAL

(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	7
(46) No. of Approach Spans	0
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1-Monolithic Concrete (concurrently placed
Type of Membrane	0-None
Type of Deck Protection	0-None

AGE AND SERVICE

(27) Year Built	1980
(106) Year Reconstructed	0
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	4000
(30) Year of ADT	2014
(109) Truck ADT	1 %
(19) Bypass, Detour Length	3 mi

GEOMETRIC DATA

(48) Length of Maximum Span	35 ft
(49) Structure Length	245 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	44 ft
(52) Deck Width Out to Out	47 ft
(32) Approach Roadway Width (W/Shoulders)	44.9 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	45.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft

NAVIGATION DATA

(38) Navigation Control	0-No navigation control on water
(111) Pier Protection	1-Navigation protection not requ
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION

(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	6-Rural Minor Arterial
(100) Defense Highway	0-The inventory route is not a S
(101) Parallel Structure	N-No parallel structure exists.
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0-N/A
(110) Designated National Network	1-The inventory route is part of the
(20) Toll	3-On free road. The structure is toll-
(21) Maintain	1-State Highway Agency
(22) Owner	1-State Highway Agency
(37) Historical Significance	5-Bridge is not eligible for the NRHP

CONDITION

(58) Deck	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	7
(62) Culverts	N

LOAD RATING AND POSTING

(31) Design Load	5-MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1-Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1-Load Factor(LF)
(66) Inventory Rating	
Type	7
Rating	36
(70) Bridge Posting	5-Equal to or above legal loads
(41) Structure Open/Posted/Closed	A-Open, no restriction

APPRAISAL

(67) Structural Evaluation	7
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1-Inspected feature meets currently a
(36B) Transitions	1-Inspected feature meets currently a
(36C) Approach Guardrail	1-Inspected feature meets currently a
(36D) Approach Guardrail Ends	1-Inspected feature meets currently a
(113) Scour Critical Bridges	5-Bridge foundations determined to be

PROPOSED IMPROVEMENTS

(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	0
(114) Future ADT	8080
(115) Year of Future ADT	2027

INSPECTIONS

(90) Inspection Date	08/2020
(91) Frequency	24 Months
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No
B: Underwater Inspection	No
C: Other Special Inspection	No



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ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	11515	11259	256	0	0
1080	Delamination/Spall/Patched Area	SF	11	0	11	0	0
1130	Cracking (RC and Other)	SF	245	0	245	0	0
(38)	LONGITUDINAL DECK CRACKS IN MOST SPANS NEAR C/L HAVE BEEN SEALED IN 2003						
215	Reinforced Concrete Abutment	LF	107	107	0	0	0
225	Steel Pile	EA	14	14	0	0	0
(225)	STEEL PILE CONCRETE ENCASEMENT SEE LAY OUT SHEET DRAWING NUMBER 23358						
234	Reinforced Concrete Pier Cap	LF	94	71	19	4	0
1080	Delamination/Spall/Patched Area	LF	15	0	15	0	0
1090	Exposed Rebar	LF	8	0	4	4	0
(234)	SPALLS & DELAMS BT 3 RT SIDE CAP SPALL BT 5_RT SIDE OVER HANG SMALL SPALL BT 6_SPALL W/REBAR EXPOSED ON CAP RT SIDE BT 7_LG DELAM ON CAP RT SIDE						
301	Pourable Joint Seal	LF	300	0	0	300	0
2320	Seal Adhesion	LF	300	0	0	300	0
321	Reinforced Concrete Approach Slab	SF	1260	1230	30	0	0
1130	Cracking (RC and Other)	SF	30	0	30	0	0
331	Reinforced Concrete Bridge Railing	LF	490	490	0	0	0





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AI



Underside of deck typical all spans



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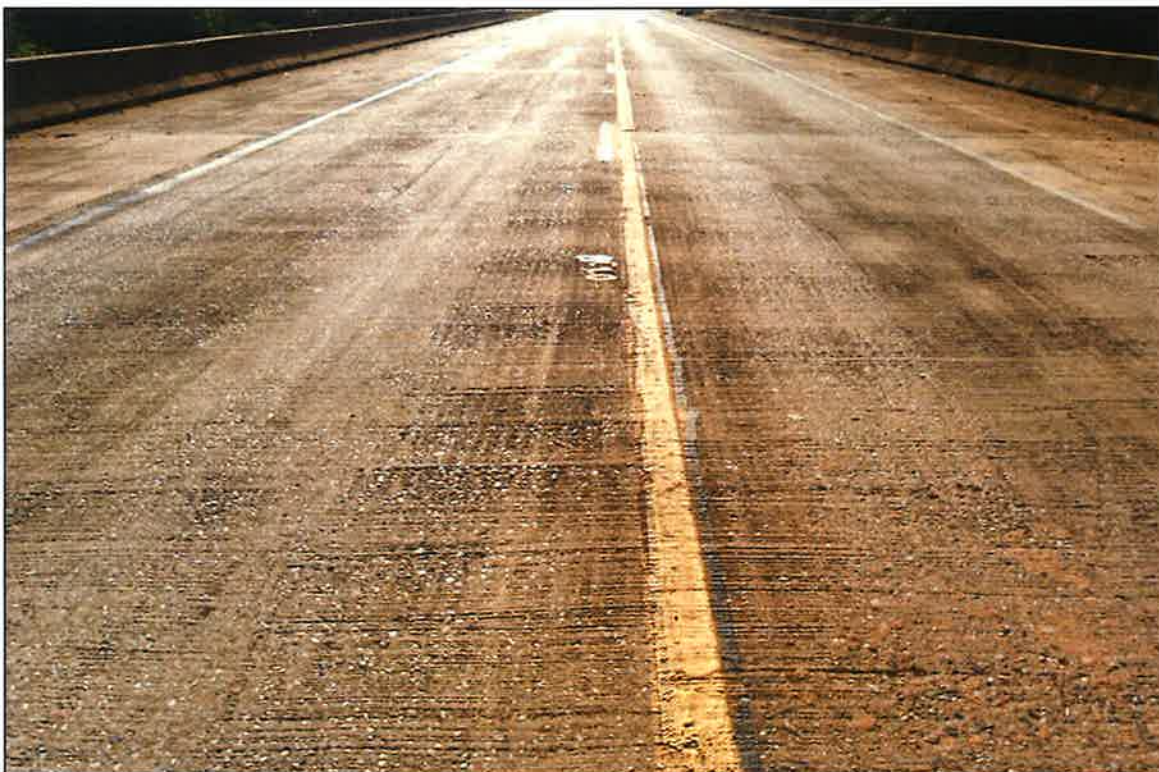
**SH 27 SEC 2 -11.93 over MINE CREEK**

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Alignment



Deck Shot





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Maintenance Needs

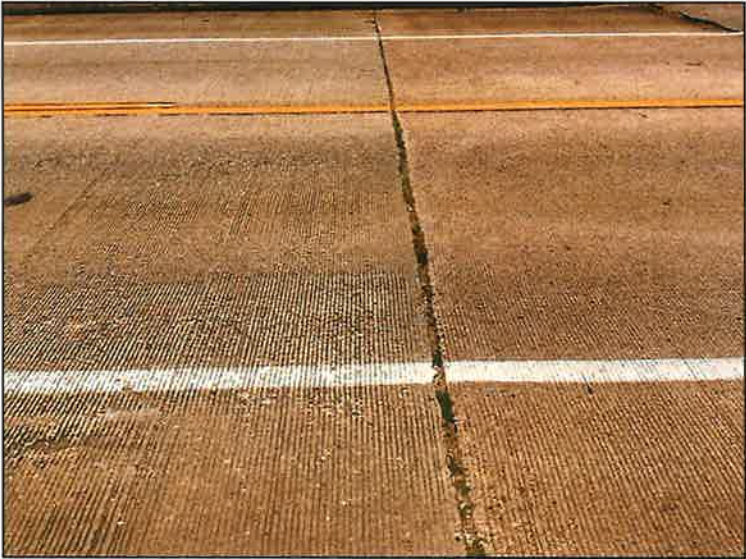
Date Reported: 08/24/2012  
Priority: G - General/ Preventive maintenance  
Type of Work: None  
Status: Assigned  
Component:

Deficiency Description

CONST.JOINTS NEED CLEANED AND REFILLED AT ALL JOINTS

Remarks

AR 05859 - 08/24/12



Joints need to be cleaned and refilled



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Date Reported: 08/24/2012  
Priority: D- Routine  
Type of Work: None  
Status: Assigned  
Component:

Deficiency Description

SPALLS & DELAMS  
BT 3 RT SIDE CAP SPALL  
BT 5\_RT SIDE OVER HANG SMALL SPALL  
SPAN 4,And BT 5 Spall In THE DECK  
BT 6\_SPALL W/REBAR EXPOSED ON CAP RT SIDE  
BT 7\_LG DELAM ON CAP RT SIDE  
BT 5\_SPALL RT SIDE OVER CAP IN SLAB

Remarks



Spall with rebar exposed at the RT end of cap at bent 6



Spalls in span 4





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Spall with rebar exposed at bent 6



BT 5 spall in the deck



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Bent 3 LT side spall with rebar exposed



Spall at bent 7 RT side rebar exposed



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BT 5 spall in slab on the RT side





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Location: 1.5 MI SO OF NASHVILLE

Team Lead: John King Inspection Date: August 19, 2020

Date Reported: 08/19/2020  
Priority: D- Routine  
Type of Work: Clean  
Status: Open  
Component: Channel

Deficiency Description

Some logs collecting around bent needs removed. In main channel under bridge.

Remarks





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**Team Lead:** John King **Inspection Date:** August 19, 2020

### Inspection Comments

08/19/2020 alignment, elevation photo taken. Soundings taken...

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### Deck Notes

ALL JOINTS NEED CLEANED AND RESEALED---

LONGITUDINAL DECK CRACKS IN MOST SPANS NEAR C/L HAVE BEEN SEALED IN 2003.---

SPALLS /PATCHES IN SPANS 4&5.....

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### Substructure Notes

SPALLS & DELAMS

BT 3 RT SIDE CAP SPALL

BT 5\_RT SIDE SLAB SMALL SPALL

BT 6\_SPALL W/REBAR EXPOSED ON CAP RT SIDE

BT 7\_LG DELAM ON CAP RT SIDE

### GENERAL NOTES

BENCH MARK: N.I.S. 10" BIRCH 15' RT. CENTERLINE STA. 50+86, ELEV. 329.16.

ALL CONCRETE SHALL BE POURED IN THE DRY.

ALL PILING SHALL BE HPIX 42 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE AND TO A MINIMUM PENETRATION OF 15 FT. BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 35 FT. TEST PILE IN BENTS 4 AND 7, AND ONE 28 FT. TEST PILE IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO BOTTOM OF BENT CAP IS IN PLACE.

FOR DETAILS OF BENTS, SEE DWG. NO. 23359

FOR DETAILS OF 35' R.C. SLAB SPANS, SEE DWG. NO. 23360

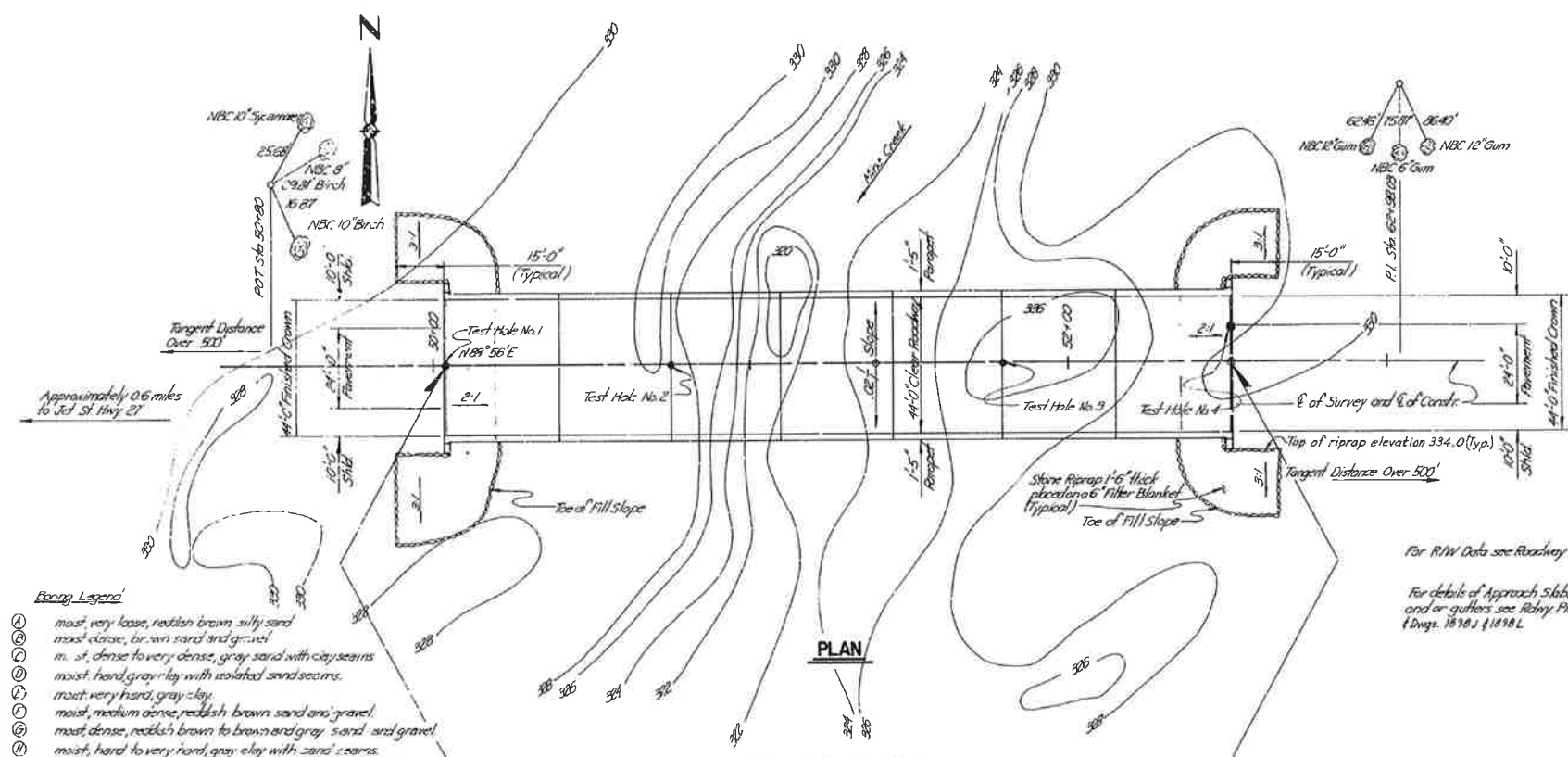
SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 EDITION WITH 1978 INTERIM.

LIVE LOADING: HS20

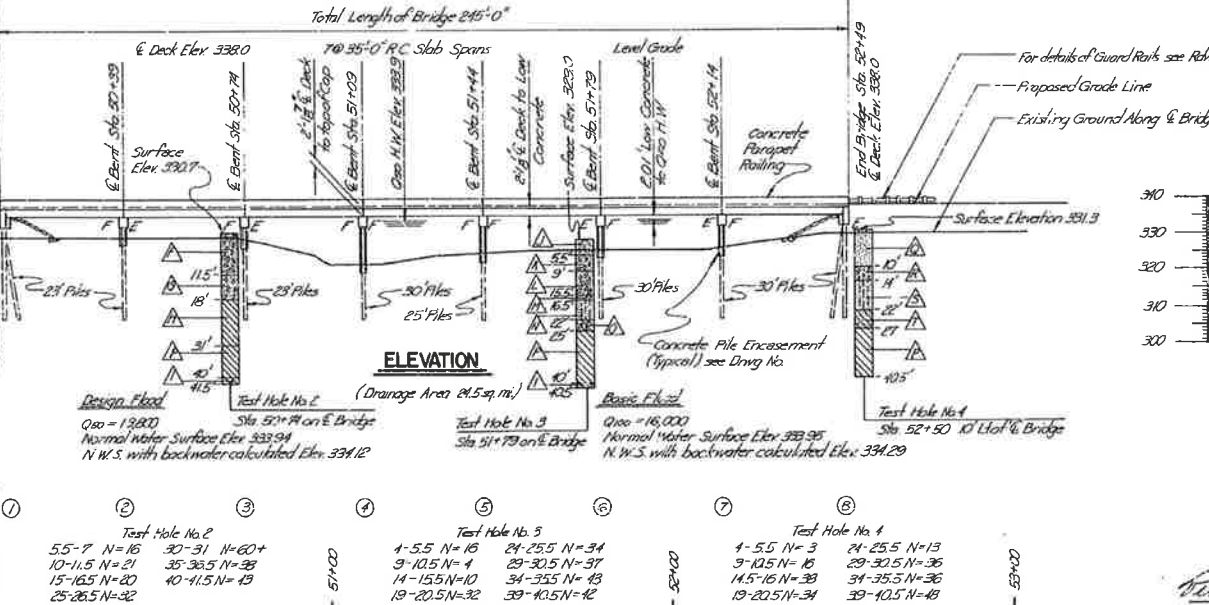
METHOD OF DESIGN: LOAD FACTOR

UNIT STRESSES:  $P_c$  = COMPRESSIVE STRENGTH OF CLASS "S" OR "SAE" CONCRETE  $F_c$  = 3500 PSI. CONCRETE USED IN SUPERSTRUCTURE SHALL BE CLASS "SAE." CONCRETE USED IN SUBSTRUCTURE SHALL BE CLASS "S".  $f_y$  = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI.



- Boring Legend**
- (A) most, very loose, reddish brown silty sand
  - (B) most dense, brown sand and gravel
  - (C) m. st. dense to very dense, gray sand with clay seams
  - (D) moist, hard, gray clay with isolated sand seams
  - (E) moist, very hard, gray clay
  - (F) moist, medium dense, reddish brown sand and gravel
  - (G) moist, dense, reddish brown to brown and gray sand and gravel
  - (H) moist, hard to very hard, gray clay with sand seams
  - (I) moist, hard, gray clay with some sand seams and lignite
  - (J) wet, loose, brown silty sand
  - (K) wet, medium dense, brown sand and gravel
  - (L) wet, very loose to loose brown sandy gravel
  - (M) wet, loose brown gravel
  - (N) wet, dense, gray silty sand
  - (O) moist, hard, gray clay with some gravel
  - (P) moist, hard, gray clay with some sand seams
  - (Q) moist, very loose, brown sand

- (1) wet, medium dense, brown sand and gravel
  - (2) moist, dense, gray silty sand
  - (3) moist to wet, stiff, gray sandy clay
- \* Encountered isolated sand cementation in the clay from 25' to 40.5' test hole no. 3 and from 27' to 40.5' test hole no. 4
- \* Encountered a cemented sand seam from 14' to 14.2' test hole no. 1
- Test Hole No. 1  
Sta. 50+04 on E. Bridge
- Test Hole No. 2  
Sta. 50+31 N. 60+  
5.5-7' N=16  
10-11.5' N=21  
15-16.5' N=20  
20-21.5' N=33  
35-36.5' N=60+
- Test Hole No. 3  
Sta. 51+79 on E. Bridge  
4-5.5' N=16  
9-10.5' N=4  
14-15.5' N=10  
19-20.5' N=32  
24-25.5' N=34  
29-30.5' N=37  
34-35.5' N=43  
39-40.5' N=42
- Test Hole No. 4  
Sta. 52+50 N. 40+12  
4-5.5' N=3  
9-10.5' N=10  
14-15.5' N=33  
19-20.5' N=34  
24-25.5' N=13  
29-30.5' N=36  
34-35.5' N=36  
39-40.5' N=48



Revised vertical bridge dimensions on Elevation View by J.P.S. date 12-22-80 checked by D.V. date 12-22-80.

LAYOUT OF BRIDGE OVER MINE CREEK  
HWY. 4 & 27 RELOCATION (NASHVILLE)  
HOWARD COUNTY

ROUTE 4827 SEC. 482  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DESIGNED BY: WMD DATE: 4-23-79  
CHECKED BY: BRD DATE: 6-22-79  
BRIDGE NO. 5859 DRAWING NO. 23358



REVISION	DATE	BY	CHKD	DATE	PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					6	ARK.	F-041-1 (2)	39	110
					JOB NO. 3797				
					58591 5860 SPAN DTL S-23360				

Note: Drain shall taper from 3" x 8'-0" at curb to 3 1/2" x 8'-0" at back face of concrete Parapet Rail.

### BAR LIST PER SPAN

MARK	NO.	REQ'D	LENGTH	PIN DIA.	BENDING DIAGRAMS
S401	31	31	34'-8"	Str.	
S402	50	50	24'-7"	3"	
S403	20	30	11'-4"	Str.	
S404	2		10'-10"	Str.	
S405	8		11'-10"	Str.	
S406	44	48	6'-10"	2"	
S407	44	48	7'-9"	2"	
S408	110	110	24'-1"	Str.	
S409	8		1'-0"	Str.	
S410	54	54	6'-4"	2"	
S411	54	54	3'-2"	2"	
S501	24	24	5'-0"		
S601	12	12	5'-8"		
S602	12	18	11'-4"	Str.	
S603	4		11'-10"	Str.	
S604	4		8'-10"	3 3/4"	
S605	6		4'-9"	3 3/4"	
S901	81	89	34'-8"	Str.	
S902	8		35'-2"	Str.	
S606	2		10'-10"	Str.	

Dimensions are out to out of Bars

### GENERAL NOTES

- ALL CONCRETE TO BE CLASS S(AE) WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH f'c = 3500 PSI. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- REINFORCING STEEL TO BE ASTM A615 OR A617, GRADE 60.
- BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL."
- ROOFING FELT, BITUMINOUS FELT, PREFORMED JOINT AND POURED SYNTHETIC POLYMER JOINTS SHALL BE MEASURED AND PAID FOR AS CLASS S(AE) CONCRETE.
- 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 AND INTERIMS.
- DESIGN LIVE LOADING: HS20
- LOAD DISTRIBUTION TO SLAB: DEAD LOAD - 286 PSF; LIVE LOAD - 0.166 WHEELS/FT. OF WIDT PLUS 30% IMPACT.
- UNIT STRESSES: COMPRESSIVE STRENGTH OF CLASS S(AE) CONCRETE = 3500 PSI  
YIELD STRENGTH OF REINFORCEMENT = 60,000 PSI
- LOAD FACTOR USED FOR DESIGN OF SLAB.

NOTE: The concrete bridge deck shall be given a fine finish as specified for final finishing in Subsection 802.23 for Class G, Roadway Surface Finish.

### QUANTITIES (PER SPAN)

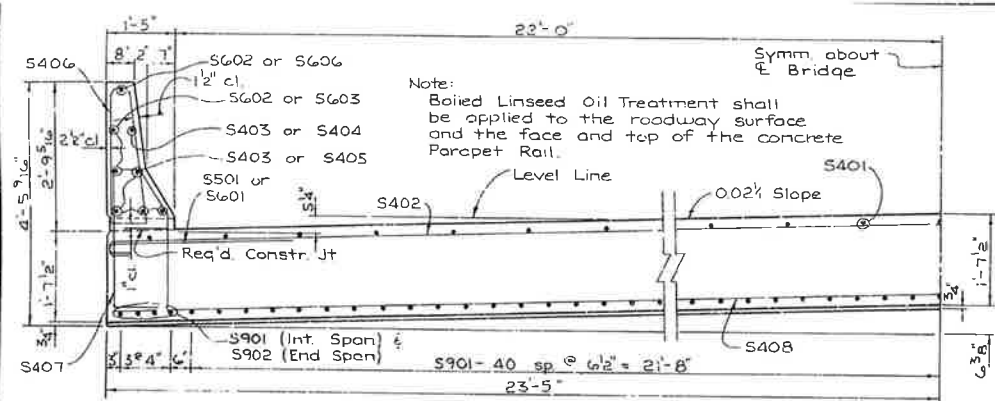
	Concrete	Reinforcing Steel	Structural Steel
End Span	**106.22	15,449	*322 Lbs.
Int. Span	**105.72	15,310	*322 Lbs.

\* For information only; Structural Steel to be measured and paid for as Class S(AE) Concrete.  
\*\* Concrete Quantities calculated for 2'-4" Caps

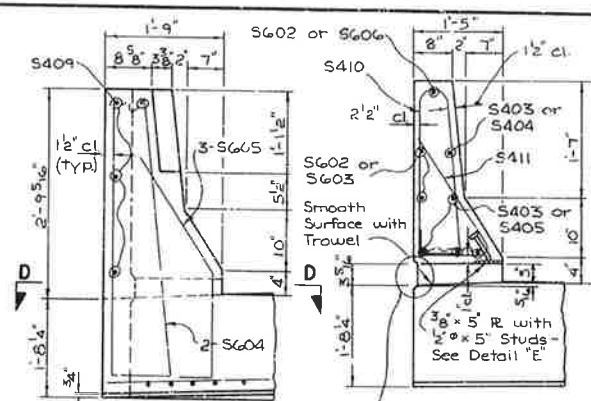
### DETAILS OF STANDARD 35'-0" R.C. SLAB SPAN

44' CL. RDWY. - CONCRETE PARAPET RAIL  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

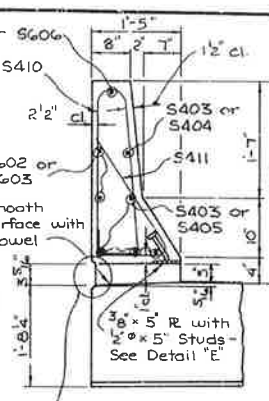
DESIGNED BY: TEB DATE: 5-2-78  
CHKD BY: [Signature] DATE: 5-4-78  
BRIDGE NO. 5859 & 5860 DRAWING NO. 23360



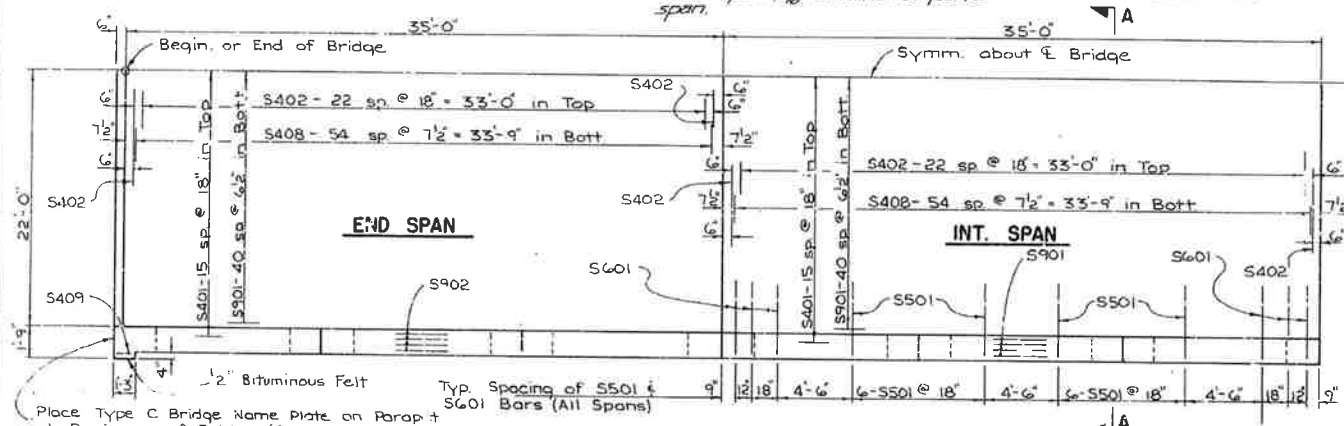
SECTION A-A  
Scale: 3/4" = 1'-0"



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



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

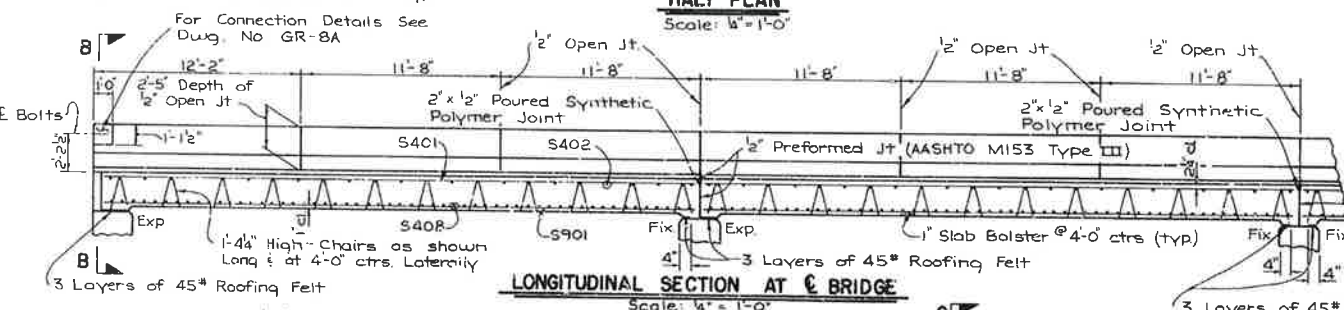


END SPAN

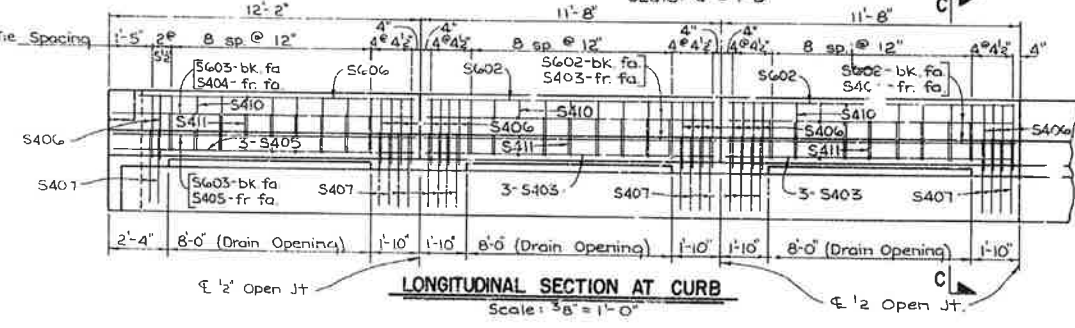
INT. SPAN

### HALF PLAN

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



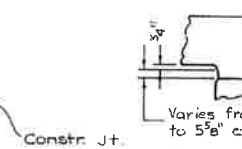
LONGITUDINAL SECTION AT C BRIDGE  
Scale: 1/4" = 1'-0"



LONGITUDINAL SECTION AT CURB  
Scale: 3/8" = 1'-0"

### SECTION D-D

Scale: 1" = 1'-0"



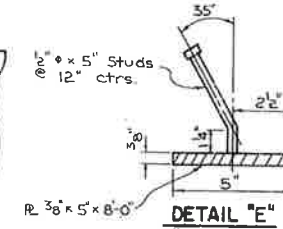
RISER DETAIL  
NO SCALE

NOTE: The surfaces of the 5/8" Plates which will not be in contact with concrete shall receive two coats of paint in the Shop. These coats shall be those specified as First Shop Coat and Second Field Coat in subsection 807.59 (d) and 807.59 (c). Structural Steel shall meet the requirements of Section 807, except as noted.

The 1/2" x 5" Studs shall be Granular Flux Filled, Solid Fluxed, or equal, and automatically end welded to the 5/8" Plate in accordance with recommendations of the Manufacturer.

### DETAIL "E"

NO SCALE





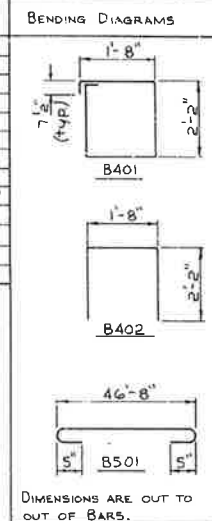
DATE REVISED	DATE PAID	DATE RECEIVED	DATE FORWARDED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-04-1(12)	38	110
					JOB NO.	5797		

(1) 5859:5860 STD. BENTS 23359

BAR LIST - PER BENT

MARK	NO. REQ'D		LENGTH	PIN DIA.
	END	INT		
B401	50	48	8'-6"	2"
B402	15	21	5'-10"	2"
B403	4	4	24'-2"	STR
B404	8		2'-8"	STR
B405	12		4'-9"	STR
B406	16		3'-11"	STR
B407		*	2'-6"	STR
B501	6	5	47'-10"	3 3/4"
B502	6	6	46'-8"	STR

\* 31 REQ'D AT FIX - EXP BENT  
62 REQ'D AT FIX - FIX BENT



GENERAL NOTES:

ALL CONCRETE SHALL BE CLASS "5" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH  $f'_c = 3500$  PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS SHALL BE CHAMFERED  $3/4"$  UNLESS OTHERWISE NOTED.

ALL PILES SHALL BE HPI0X42 AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE. THEY SHALL BE DRIVEN AFTER EMBANKMENT TO BOTTOM OF CAP IS IN PLACE.

REINFORCING STEEL SHALL BE ASTM A615 OR A617, GRADE 60 (YIELD STRENGTH = 60,000 PSI).

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 EDITION AND INTERIMS.

LIVE LOAD: HS20

METHOD OF DESIGN: LOAD FACTOR

FOR ADDITIONAL NOTES, SEE LAYOUT.

QUANTITIES (PER BENT)

	CONCRETE	REINFORCING STEEL
END BENT	9.70	1.093
INT. BENT	8.68	1.064 *

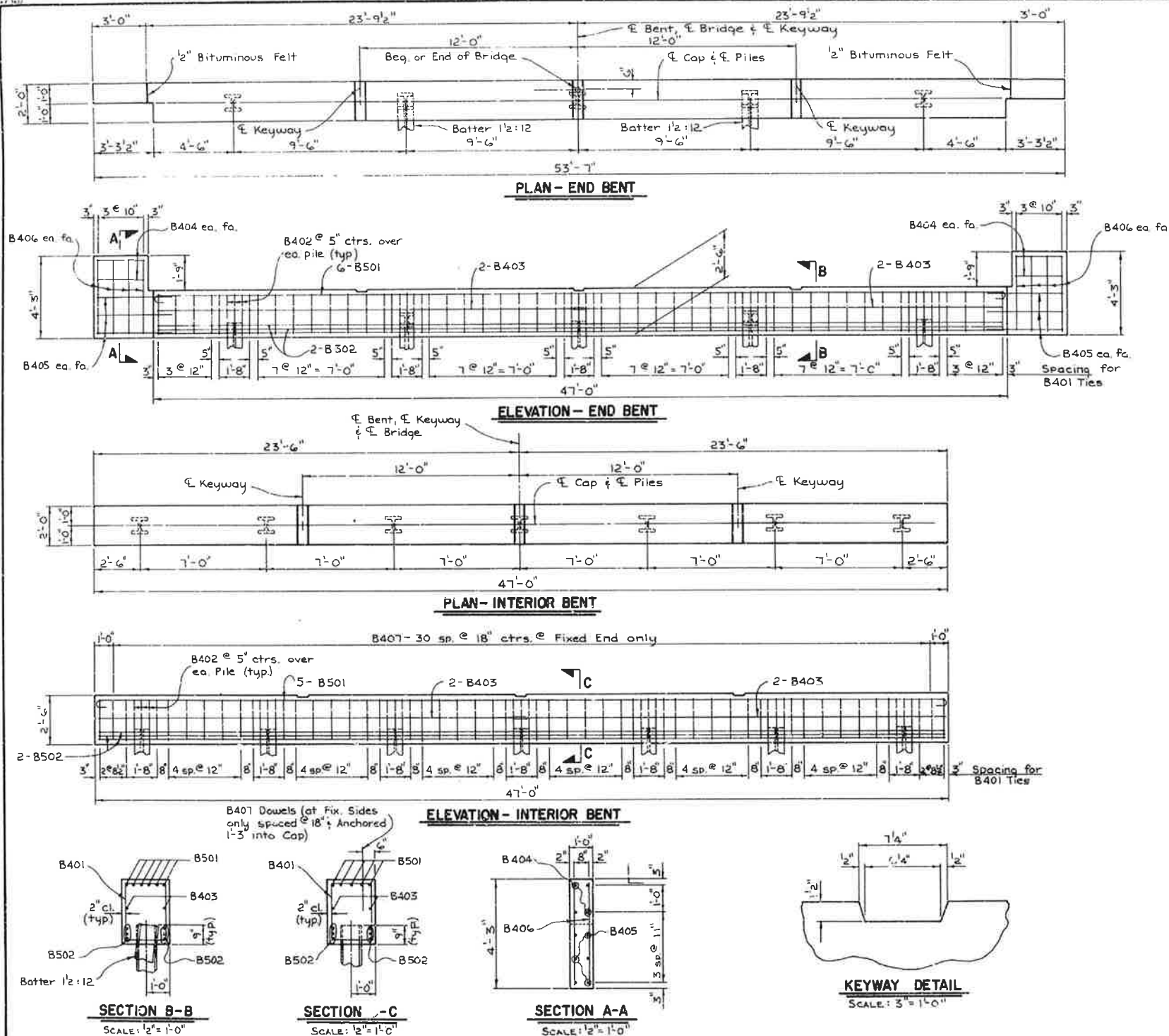
\* Fix-Fix: (DEDUCT 52<sup>th</sup> FOR EXP-FIX)

DETAILS OF STANDARD PILE BENTS  
FOR 35'-0" R.C. SLAB SPANS  
44'-0" CLEAR ROADWAY  
CONCRETE PARAPET RAIL

ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 10-15-79  
CHECKED BY: BRD DATE: 10-16-79 SCALE: 3" = 1'-0" OR AS  
DESIGNED BY: Std DATE: NOTED  
5859 A



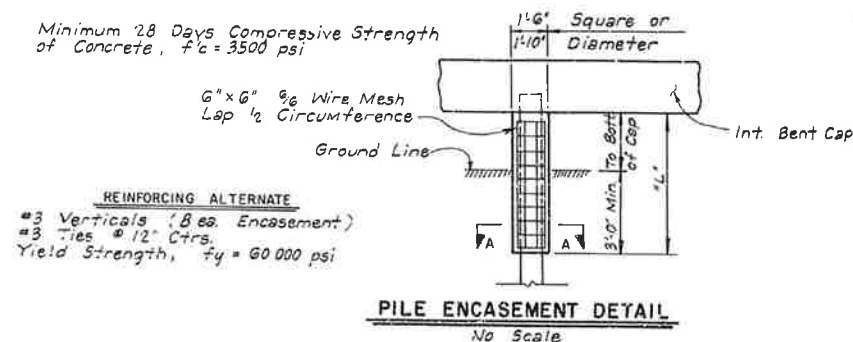
DATE	DATE	DATE	DATE	FED. ROAD	STATE	FED. AID PROJ. NO.	SHEET	TOTAL
10-29-80	11-11-80			8	ARK.	F-041-1(2)	17	110
						JOB NO.	3797	
							5859, 5860 & 5861 - QUANT. - 23357	

# SCHEDULE OF BRIDGE QUANTITIES

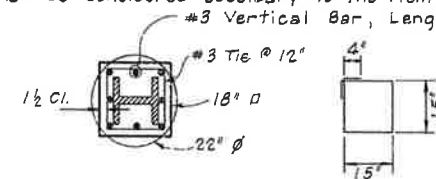
BRIDGE NO.	F.A.P. NO.	NAME	PLATE	UNIT	ITEM NO.	801	802	802	803	804	805*	SP #807*	SP #807*	SP #807*	808	809	812	816	816	816
						UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE	CLASS S(AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL (GRADE 60)	STEEL BEARING PILING (HP 10x42)	STRUCTURAL STEEL IN BEAM SPANS (A572-50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A36)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (A572-50)	ELASTOMERIC BEARING	PREFORMED JOINT SEALER	BRIDGE NAME PLATES (TYPE C)	CONCRETE RIPRAP	DUMPED RIPRAP	FILTER BLANKET
						CU. YD.	CU. YD.	CU. YD.	GALLON	LB.	LIN. FT.	LB.	LB.	LB.	LUMP SUM	LIN. FT.	EACH	CU. YD.	CU. YD.	CU. YD.
5859	F-041-1(2)	YVINE CREEK			END BENT NOS. 1 & 8		19.40			2186	265								325	75
					INT. BENT NOS. 2, 3, 4, 5, 6 & 7		52.10			6176	1142									
					35'-0" R.C. SLAB SPAN NOS. 1 & 7			212.46	8.0	30898							1			
					35'-0" R.C. SLAB SPAN NOS. 2, 3, 4, 5 & 6			528.62	20.0	76850										
					TOTAL FOR BRIDGE NO. 5859		71.50	741.10	28.0	116110	1407						1		325	75
5860	F-041-1(2)	SANDY BRANCH			END BENT NOS. 1 & 4		19.42			2186	220									
					INT. BENT NOS. 2 & 3		17.38			2076	369									
					35'-0" R.C. SLAB SPAN NOS. 1 & 3			212.46	8.0	30898							1			
					35'-0" R.C. SLAB SPAN NO. 2			105.74	4.0	15370										
					TOTAL FOR BRIDGE NO. 5860		36.80	318.20	12.0	50530	589						1			
					TOTAL FOR F.A.P. NO. F-041-1(2)		108.30	1059.30	40.0	166640	1996						2		325	75
5861	F-041-1(4)	RR5-041-1(4)			END BENT NO. 1		23.80		0.1	2500	245	745					46.8 46.7	1	99	
					INT. BENT NO. 2	48	47.70			5674	180						46.8			
					INT. BENT NO. 4	43	65.10			6642	180						46.8			
					END BENT NO. 5		22.80		0.1	2270	240	745					46.8 46.7		119	
					41'-0" COMP. W-BEAM SPAN NO. 1			53.23	4.7	9689		31240								
					77'-0" OF 167'-0" CONT. PLATE GIRDER UNIT			99.94	8.8	19642			49560	24950						
					51'-0" COMP. W-BEAM SPAN NO. 4			64.93	5.8	12093		42760								
					TOTAL FOR F.A.P. NO. RR5-041-1(4)	91	159.40	218.10	19.5	58450	845	75490	49560	24950	0.67	187.2 187.0	1	218		
					INT. BENT NO. 3	70	53.50			7740	215						46.8			
					90'-0" OF 167'-0" CONT. PLATE GIRDER UNIT			116.90	10.2	22960			57440	36950						
					TOTAL FOR F.A.P. NO. F-041-1(4)	70	53.50	116.90	10.2	30700	215		57440	36950	0.33	46.8				
					TOTAL FOR BRIDGE NO. 5861	161	212.90	335.00	29.7	89150	1060	75490	107000	61900	1.00	234.0 187.0	1	218		
					TOTAL FOR JOB NO. 3797	161	321.20	1394.30	69.7	255790	3056	75490	107000	61900	1.00	234.0 187.0	3	218	325	75

\* REFER TO SP 106-3

Minimum 28 Days Compressive Strength of Concrete,  $f'_c = 3500$  psi



Concrete, Exc. for Str. and Wire Mesh or Reinforcing in Encasement shall be considered subsidiary to the item "Steel Bearing Piling"



10-24-80 Revised Preformed Joint Sealer Quantity

SCHEDULE OF BRIDGE QUANTITIES  
 HWY. 4 & 27 RELOCATION (NASHVILLE)  
 HOWARD COUNTY  
 ROUTE 4 & 27 SEC. 4 & 2  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.  
 DATE: 11-28-79  
 CHECKED BY: [Signature] DATE: 11-30-79  
 DESIGNED BY: [Signature] DATE: [Blank]  
 BRIDGE NO. 5859, 5860 & 5861 DRAWING NO. 23357

DALLAS VIRE  
 DESIGN SECTION SUPERVISOR  
 [Signature]  
 BRIDGE ENGINEER