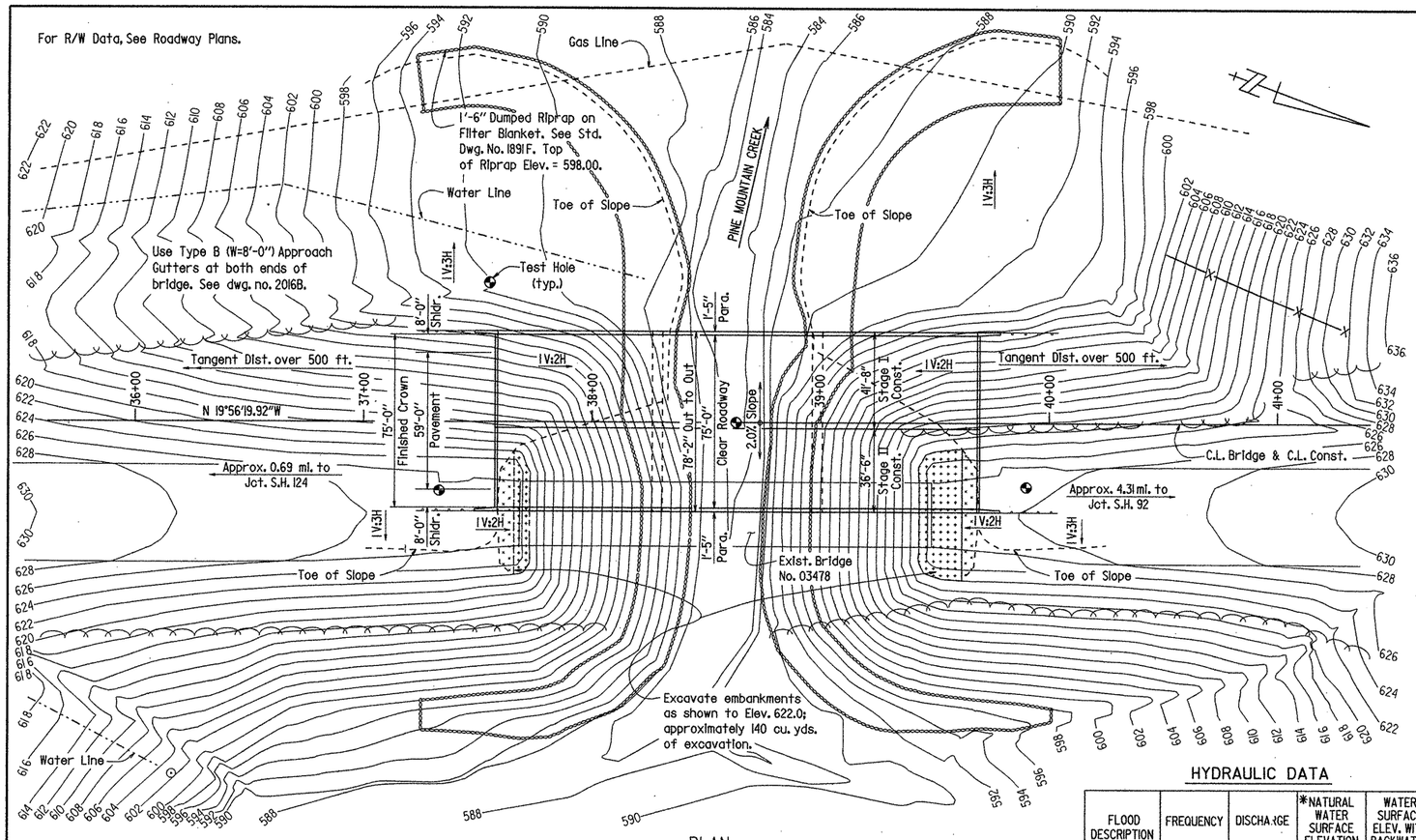


HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	*NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	3150	591.5	595.0
Base	100	3770	592.0	596.2
Extreme	500	5390	593.6	598.8
Overtopping	>500	—	—	—

* Unconstricted water surface without structure or roadway approaches.
Drainage area = 5.0 square miles.
Historical H.W. Elev. = 592.8 ft.

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.		080229	40	153

GENERAL NOTES (1) 07000 LAYOUT 46200

BENCH MARK: Chisled Square in Top of Concrete, 18.18' right of C.L. Construction Sta. 36+99.10, Elev. 627.41.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2003 edition) with applicable supplemental specifications and special provisions. Unless otherwise noted, Section and subsection refer to the Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (1998 edition) with 1999, 2000, 2001, 2002 & 2003 interim specifications.

LIVE LOADING: HL-93 METHOD OF DESIGN: Load & Resistance Factor
SEISMIC PERFORMANCE CATEGORY: A

MATERIALS AND STRENGTHS:

Class S Concrete (prestress girders)	f'c = 6000 psi
Class SAE) Concrete (superstructure)	f'c = 4000 psi
Class S Concrete (substructure)	f'c = 3500 psi
Reinforcing Steel (AASHTO M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

PILING: All piling shall be HP 12X53 and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 55 tons per pile and into material designated as a Hard Sandstone on the boring legend. Lengths of piling shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. Piles in end bents shall be driven after embankment to bottom of cap is in place. The Contractor shall use approved steel H-Pile driving points on all piles.

FOOTINGS: Footings shall be set a minimum of 1'-6" into material designated as Hard, Sandstone on the boring legend and shall have a minimum cover above the top of the footing of 2'-0". Foundations for footings shall be prepared in accordance with subsection 801.04 and backfilled according to subsection 801.08. Rock excavations shall be made to the neat lines of the concrete footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock.

BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class I Protective Surface Treatment shall be applied to the Roadway Surface and to the Face & Top of the Concrete Parapet Rail.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	46202, 46203
Intermediate Bents	46204
210'-0" Cont. Prestess Girder Unit	46205-46210
Elastomeric Bearings	46211
Steel Piling	14995A
Approach Gutters	2016B

EXISTING BRIDGE: The existing bridge No. 03748 (Log Mile 3.13) is 28.0' wide and 180.0' long and consists of reinforced concrete slab spans, supported by steel pile end bents and reinforced concrete intermediate bents. The existing bridge is approximately 40' east of the proposed bridge.

REMOVAL AND SALVAGE: After Stage I Construction is complete and open to traffic, the existing bridge No. 03748 shall be removed in accordance with Section 205. All material from the existing bridge shall become the property of the contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

BORING LEGEND

A1-Moist, Loose, Brown Sand with Clay Seams and Sandstone Fragments
B1-Moist, Stiff, Brown to Gray and Brown Sandy Clay with Sandstone Fragments
C1-Moist to Wet, Medium Stiff, Reddish Brown and Gray Sandy Clay w/ Sandstone Fragments
D1-Medium Hard to Hard, Brown Sandstone with some Poorly-Cemented Sandstone Seams
E1-Hard, Gray Sandstone
F1-Hard, Brown and Gray to Gray Sandstone
G1-Moist, Dense, Brown Sand, Sandstone Fragments, Cobbles and Boulders
H1-Hard, Brown and Gray Sandstone
J1-Moist, Dense, Brown and Gray Sandstone Cobbles and Boulders
K1-Moist, Stiff, Brown Clay with Gravel (Fill Material)
L1-Moist, Medium Dense, Brown Sand and Gravel (Fill Material)
M1-Moist, Medium Dense, Brown Sand with Clay Seams and Sandstone Fragments
N1-Moist, Medium Dense, Brown and Gray Sand with Clay Seams and Sandstone Fragments
P1-Wet, Soft, Brown and Gray Sandy Clay with Sandstone Fragments

STATE OF ARKANSAS CHARLES P. BRAND 10774 REGISTERED PROFESSIONAL ENGINEER No. 4337 6/18/04

BRIDGE ENGINEER

LAYOUT OF BRIDGE OVER PINE MOUNTAIN CREEK PINE MOUNTAIN CREEK STR. & APPRS. (S) VAN BUREN COUNTY

ROUTE 65 SEC. 8

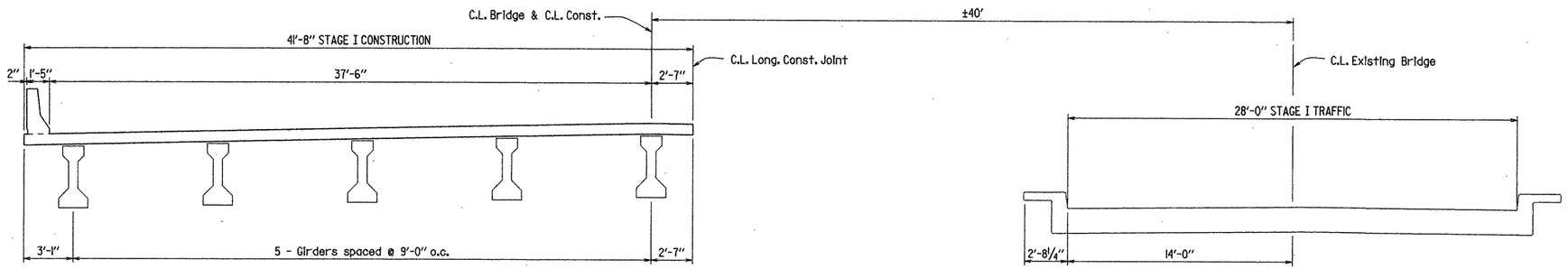
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: SWP DATE: 09/26/2003 FILENAME: B080229.L01
CHECKED BY: CSL DATE: June 16,2004 SCALE: 1"=30'-0"
DESIGNED BY: CSL DATE: Aug. 03

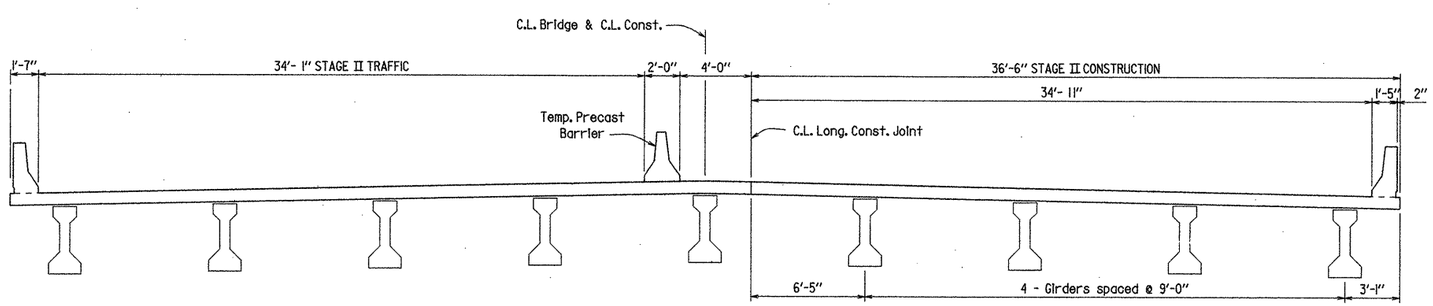
BRIDGE NO. 07000 DRAWING NO. 46200

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.		080229	41	153
				(1) 07000		STAGE CONSTRUCTION		46201



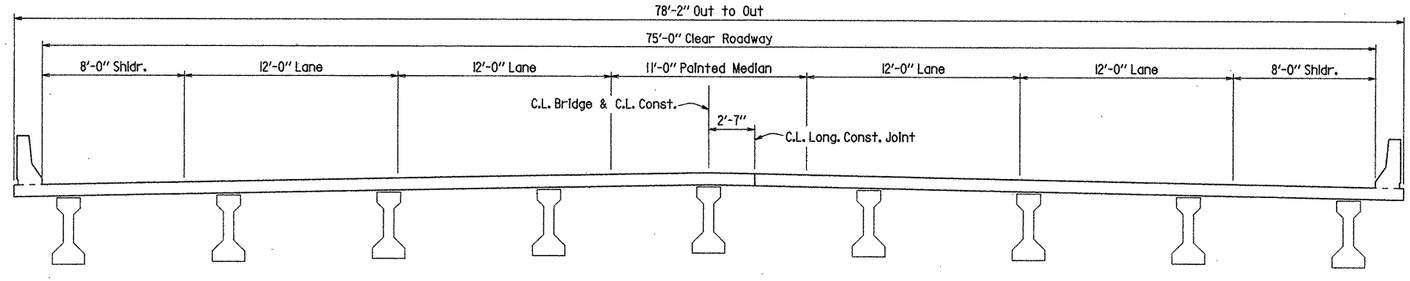
STAGE I CONSTRUCTION

1/4" = 1'-0"



STAGE II CONSTRUCTION

1/4" = 1'-0"



CONSTRUCTION COMPLETE

1/4" = 1'-0"

NOTES:
Staged Construction sections are taken looking ahead and are shown for illustrative purposes only. For maintenance of traffic, see Roadway plans.

For details of Temporary Precast Barrier, see Std. Dwgs. TC-4 & TC-5.

Temporary Precast Barrier shall not be attached to new concrete deck.

Remove existing structure after Stage I construction has been opened to traffic.

For additional information, see Layout.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
CHARLES P. BRAND
6/18/04

BRIDGE ENGINEER

STAGED CONSTRUCTION SEQUENCE
PINE MOUNTAIN CREEK

ROUTE SEC.

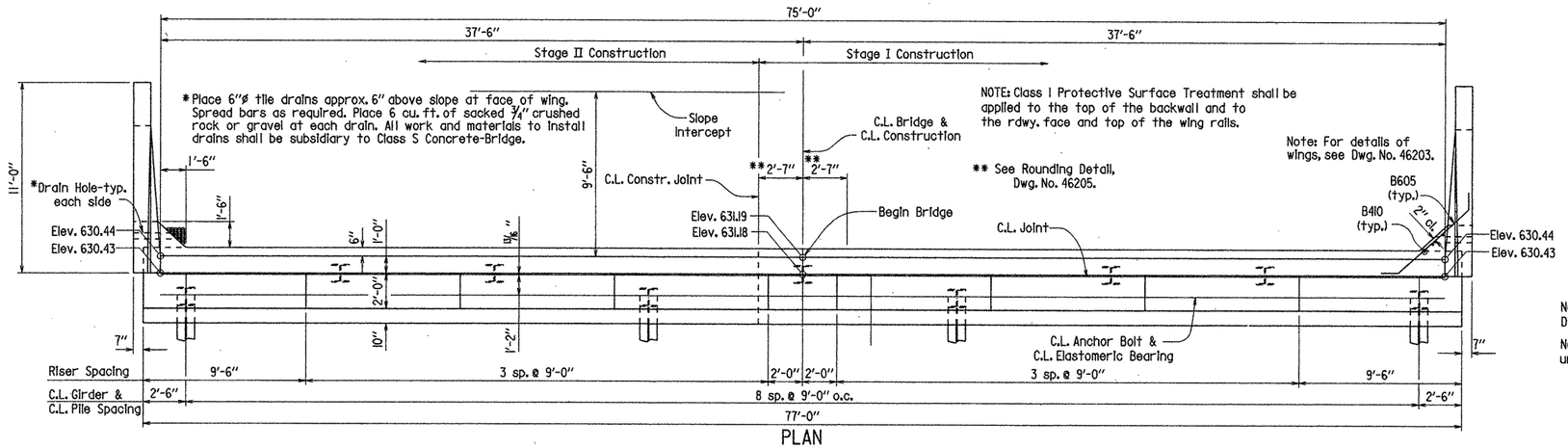
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: SWP DATE: 10-1-2003 FILENAME: B080229.STA
CHECKED BY: CSL DATE: June 16 2004 SCALE: AS NOTED
DESIGNED BY: CSL DATE: Aug 03

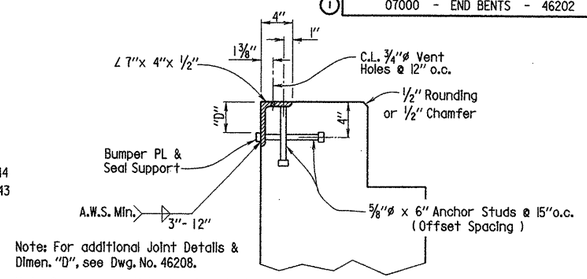
BRIDGE NO. 07000 DRAWING NO. 46201

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.		080229	42	153
				07000 - END BENTS - 46202				



PLAN

Looking Back - Bent 1

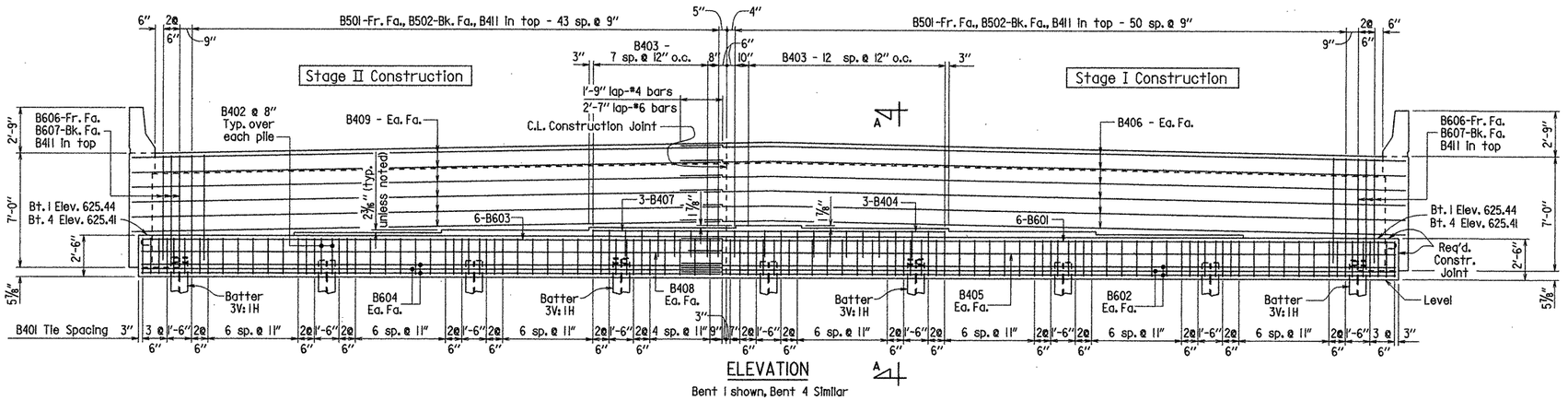


Note: For additional Joint Details & Dimen. "D", see Dwg. No. 46208.

Note: Concrete shall be hand packed under the joint armor in the backwall.

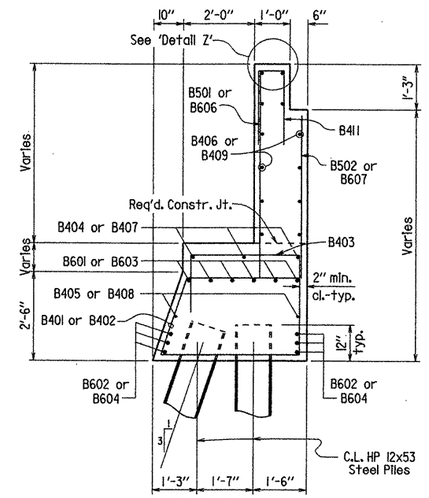
DETAIL Z

No Scale



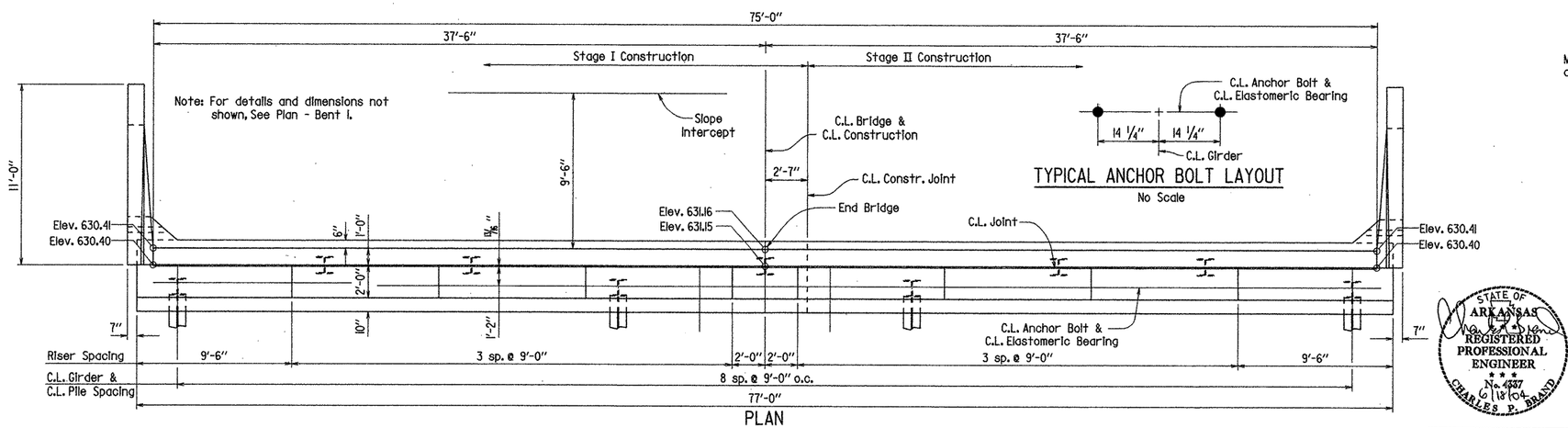
ELEVATION

Bent 1 shown, Bent 4 Similar



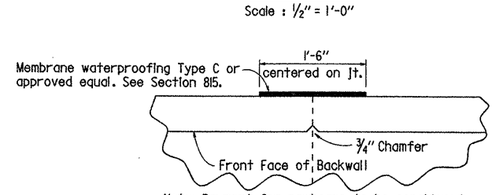
SECTION A-A

Scale : ½" = 1'-0"



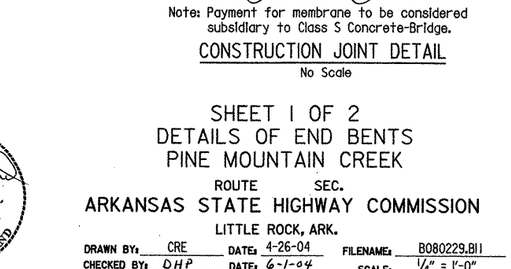
PLAN

Looking Ahead - Bent 4



TYPICAL ANCHOR BOLT LAYOUT

No Scale



Note: Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

CONSTRUCTION JOINT DETAIL

No Scale

STATE OF ARKANSAS
CHARLES P. BRAND
No. 4337
REGISTERED PROFESSIONAL ENGINEER
10/18/04

BRIDGE ENGINEER

SHEET 1 OF 2
DETAILS OF END BENTS
PINE MOUNTAIN CREEK

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

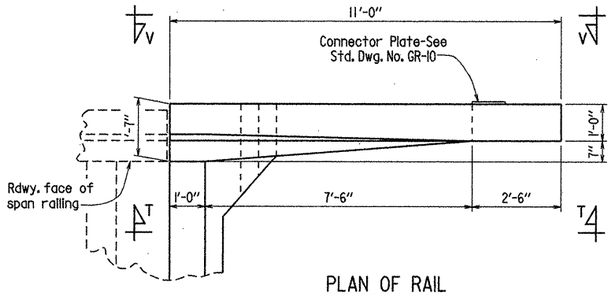
LITTLE ROCK, ARK.

DRAWN BY: CRE DATE: 4-26-04 FILENAME: B080229.B11

CHECKED BY: DHP DATE: 6-1-04 SCALE: ¼" = 1'-0"

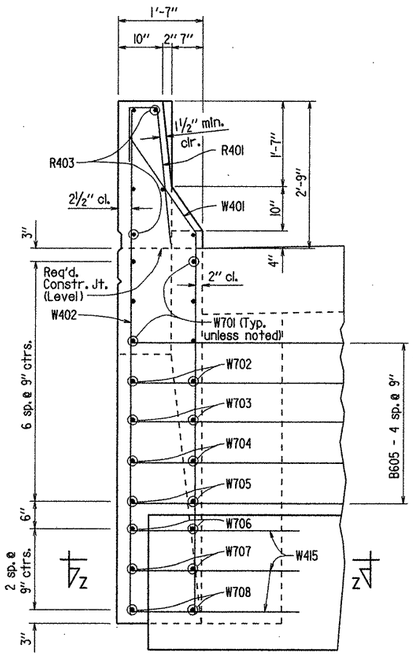
DESIGNED BY: CRE DATE: 4-04

BRIDGE NO. 07000 DRAWING NO. 46202



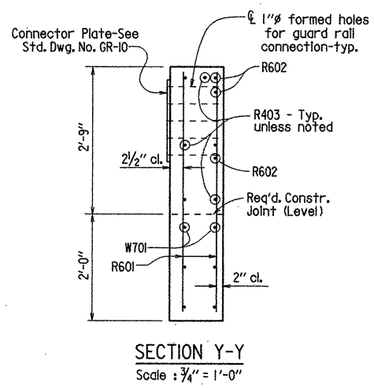
PLAN OF RAIL

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



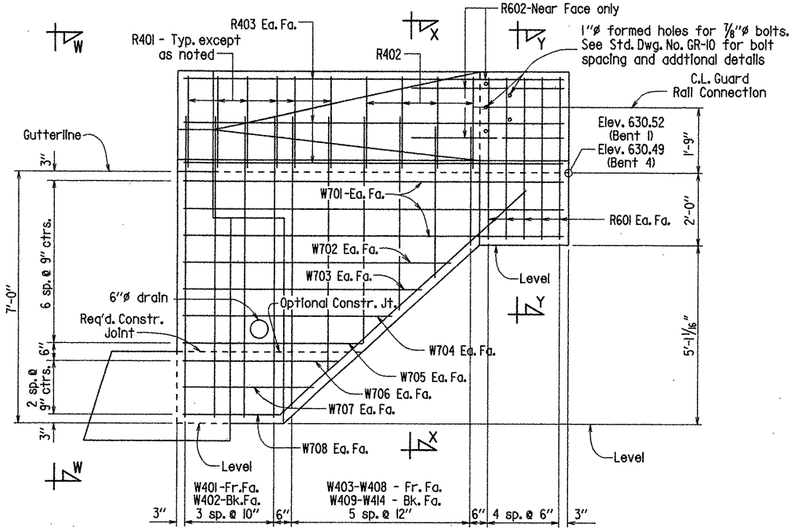
VIEW W-W

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



SECTION Y-Y

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



SECTION T-T

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

GENERAL NOTES

All concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi. Concrete shall be poured in the dry. All exposed corners to be chamfered 3/4" unless otherwise noted.

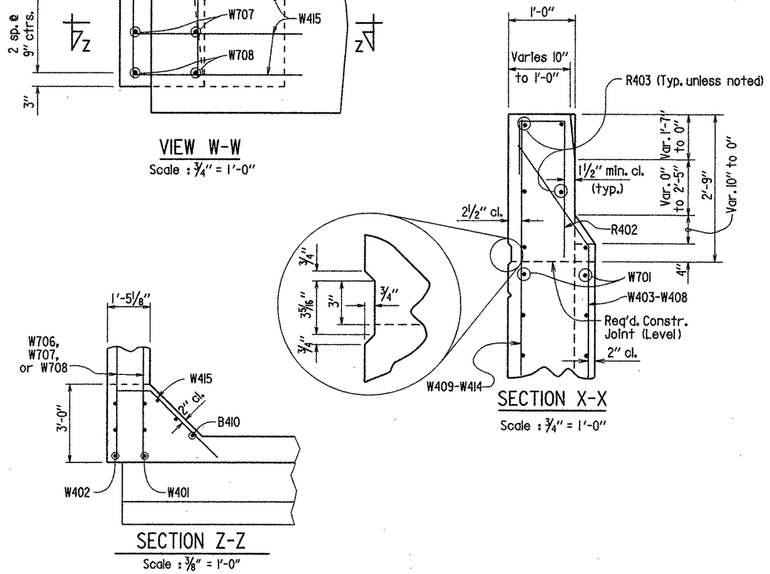
All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (yield strength = 60,000 psi.).

All structural steel shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel In Beam Spans (M270 Gr. 50W)".

Top reinforcing bars in cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

For each stage, the backwall shown above the required construction joint shall not be poured until the deck concrete for Pour (1) on the end span has been poured for that stage.

For additional information see layout.

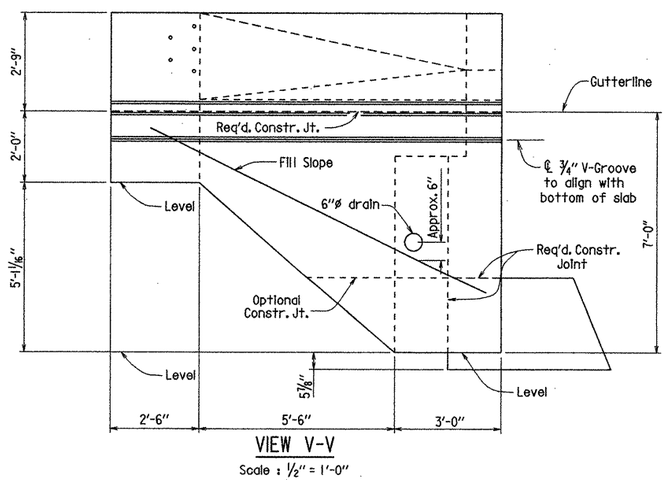


SECTION X-X

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

SECTION Z-Z

Scale : 3/8" = 1'-0"



VIEW V-V

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13371
6/18/04
CHARLES P. BRAND

BRIDGE ENGINEER

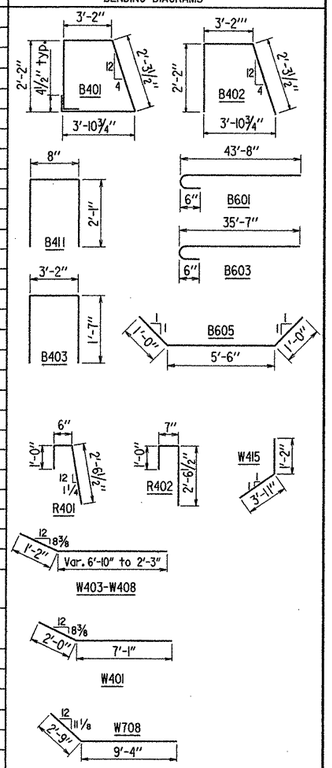
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				6	ARK.			
				JOB NO.		080229	43	153

① 07000 - END BENTS - 46203

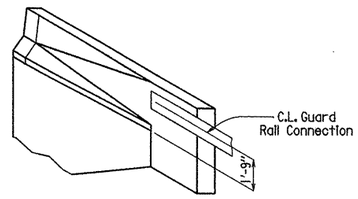
BAR LIST - PER BENT

MARK	NO. REQ'D.	LENGTH	P.D.
B401	97	11'-11"	2"
B402	18	7'-6"	2"
B403	23	6'-2"	2"
B404	3	15'-4"	Str.
B405	2	42'-10"	Str.
B406	12	43'-5"	Str.
B407	3	8'-1"	Str.
B408	2	35'-7"	Str.
B409	12	36'-2"	Str.
B410	6	5'-5"	Str.
B411	101	4'-8"	2"
B501	95	6'-3"	Str.
B502	95	5'-0"	Str.
B601	6	44'-4"	4½"
B602	6	43'-8"	Str.
B603	6	36'-3"	4½"
B604	6	35'-7"	Str.
B605	10	7'-6"	4½"
B606	6	6'-3"	Str.
B607	6	5'-0"	Str.
R401	12	3'-11"	2"
R402	8	4'-0"	2"
R403	12	10'-8"	Str.
W401	8	9'-1"	2"
W402	8	9'-5"	Str.
W403-W408	2 each	Var. 8'-0" to 3'-5"	2"
W409-W414	2 each	Var. 9'-2" to 4'-6"	Str.
W415	6	5'-1"	2"
R601	20	4'-5"	Str.
R602	6	5'-0"	Str.
W701	12	10'-8"	Str.
W702-W707	4 each	Var. 7'-5" to 3'-8"	Str.
W708	4	12'-1"	5¼"

BENDING DIAGRAMS



Dimensions are out to out of bars.



THREE DIMENSIONAL VIEW OF RAIL

No Scale

SHEET 2 OF 2
DETAILS OF END BENTS
PINE MOUNTAIN CREEK
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CRE DATE: 4-26-04 FILENAME: B080229.B12
CHECKED BY: DHP DATE: 6-1-04 SCALE: AS NOTED
DESIGNED BY: CRE DATE: 4-04

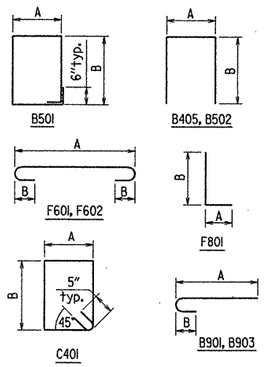
BRIDGE NO. 07000 DRAWING NO. 46203

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.		080229	44	153
				07000 - INT. BENTS - 46204				

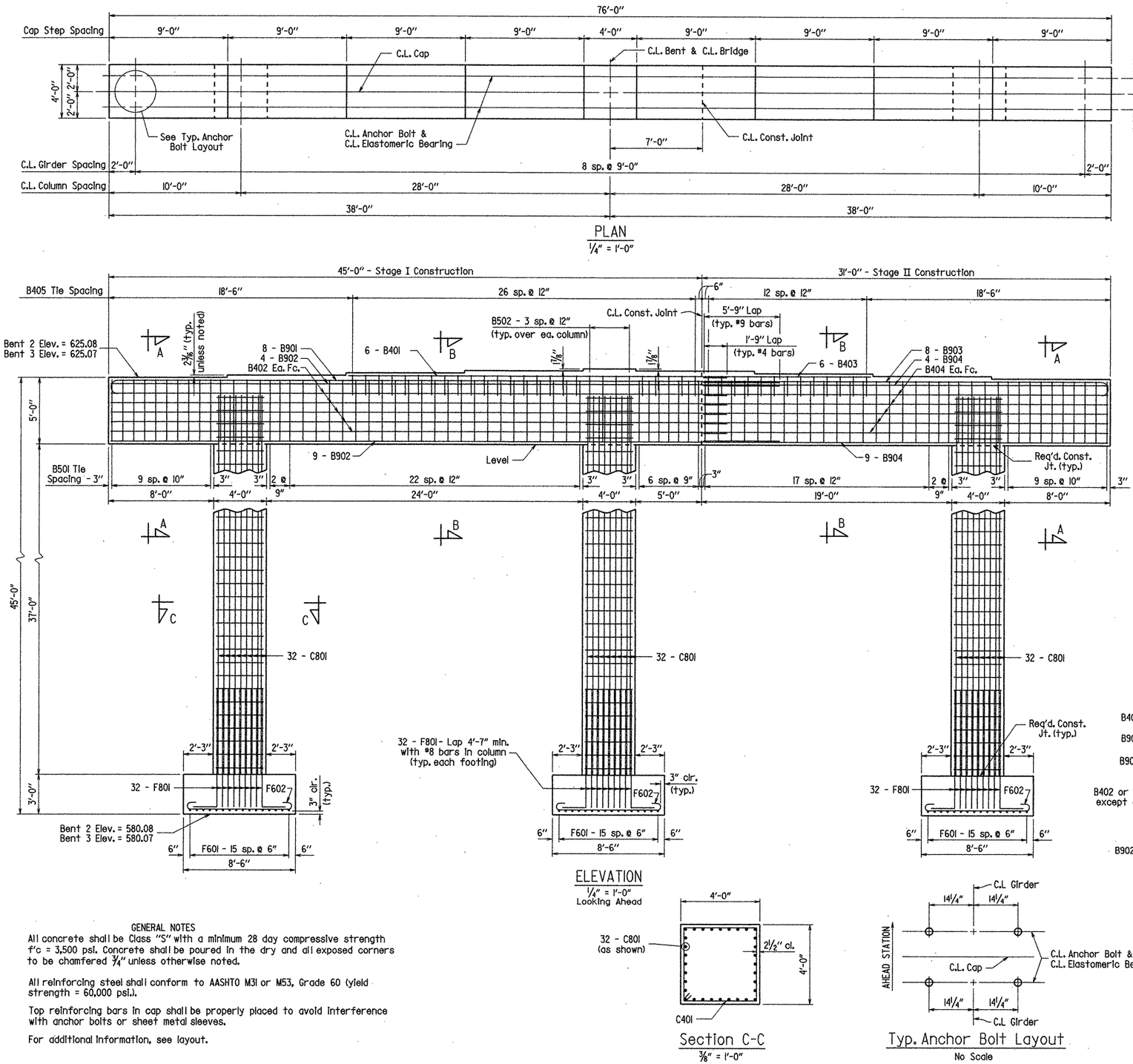
BAR LIST-PER BENT (1)

MARK	NO. REQ'D.	LENGTH	'A'	'B'	P.D.
B401	6	28'-9"			Str.
B402	10	46'-9"			Str.
B403	6	12'-8"			Str.
B404	10	30'-8"			Str.
B405	40	6'-4"	3'-8"	1'-5"	2"
C401	123	14'-10"	3'-7"	3'-7"	3"
B501	72	17'-2"	3'-8"	4'-8"	2½"
B502	12	12'-9"	3'-8"	4'-8"	2½"
F601	48	12'-10"	11'-6"	6"	4½"
F602	69	9'-4"	8'-0"	6"	4½"
C801	96	40'-7"			Str.
F801	96	10'-4"	1'-4"	9'-2½"	6"
B901	8	52'-0"	50'-9"	10"	9"
B902	13	50'-9"			Str.
B903	8	31-11"	30'-8"	10"	9"
B904	13	30'-8"			Str.

BENDING DIAGRAMS



Dimensions are out to out of bars.



GENERAL NOTES

All concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi. Concrete shall be poured in the dry and all exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (yield strength = 60,000 psi.).

Top reinforcing bars in cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

For additional information, see layout.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
6/18/04
CHARLES P. BRAND
BRIDGE ENGINEER

DETAILS OF INTERMEDIATE BENTS PINE MOUNTAIN CREEK

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

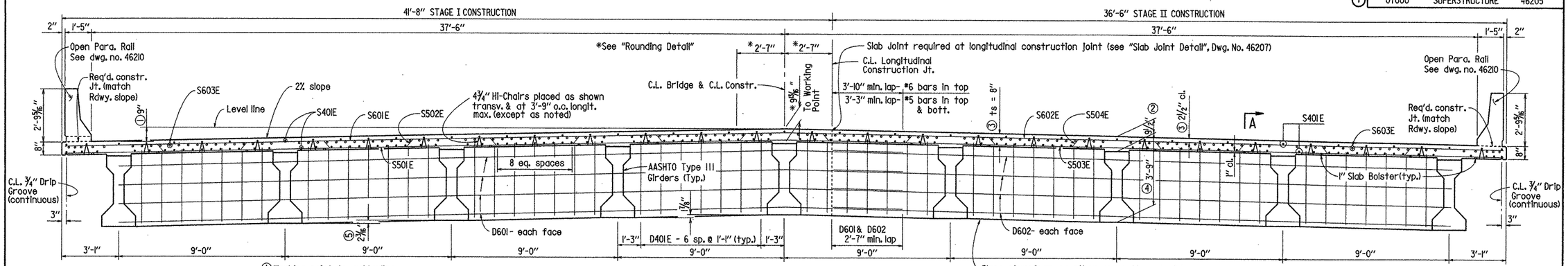
LITTLE ROCK, ARK.

DRAWN BY:	CRE	DATE:	5-19-04	FILENAME:	B080229.B2
CHECKED BY:	DHP	DATE:	6-1-04	SCALE:	As Noted
DESIGNED BY:	CRE	DATE:	3-04		

BRIDGE NO. 07000 DRAWING NO. 46204

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.		080229	45	153
				① 07000		SUPERSTRUCTURE	46205	

NOTE: Class I Protective Surface Treatment shall be applied to the Roadway surface and to the Face & Top of the Concrete Parapet Rail.



① Working point to gutterline

② See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used" dwg. no. 46206

③ Tolerance: Minus = ¼"; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. See "Adjustment For Slab Thickness Tolerance When Removable Deck Forming is Used" dwg. no. 46206

④ This dimension taken at C.L. Bearing & C.L. Girder

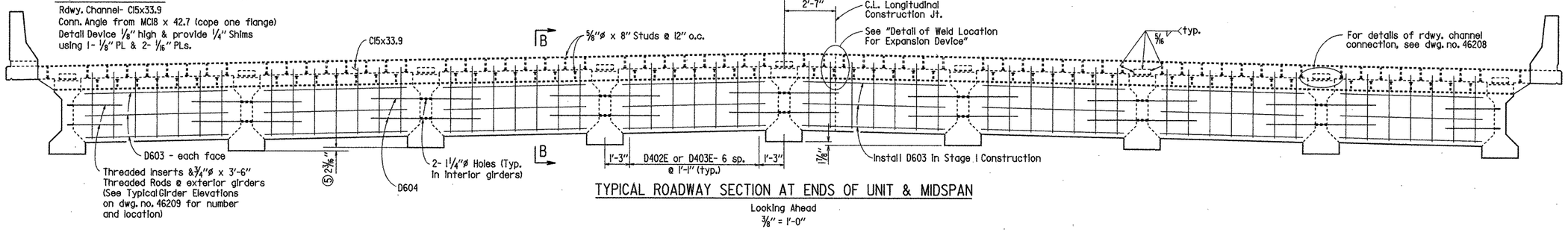
⑤ Typical, unless noted otherwise

Place styrofoam or other removable material to form under side of diaphragm. Removable material shall be considered subsidiary to the item "Class S(AE) Concrete - Bridge".

TYPICAL ROADWAY SECTION AT INTERMEDIATE BENTS

Looking Ahead
⅜" = 1'-0"

NOTE: See dwg. no. 46206 for section views

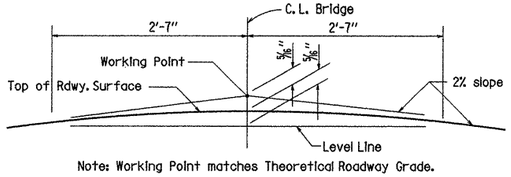


TYPICAL ROADWAY SECTION AT ENDS OF UNIT & MIDSPAN

Looking Ahead
⅜" = 1'-0"

NOTE: See dwg. no. 46206 for sections A-A & B-B.

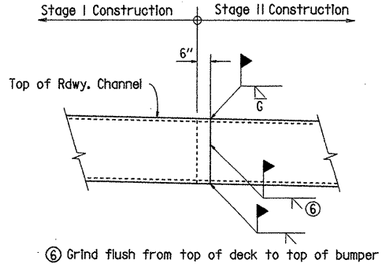
Note: Threaded inserts shall be AASHTO M 270, Grade 36, ¾"ø Galvanized Threaded Rods shall be AASHTO M270, Grade 36 or AASHTO M31 or M53, Grade 60. Inserts shall be Richmond Structural Concrete Inserts, Type L, stainless steel or galvanized, or approved equal. Galvanizing shall be in accordance with AASHTO M232. These items will not be paid for directly, but shall be considered subsidiary to the item "Prestressed Concrete Girders (Type III)".



Note: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL

NTS



⑥ Grind flush from top of deck to top of bumper plate.

DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

Looking Ahead - Bents 1 & 4
NTS

STATE OF ARKANSAS
CHARLES P. BRAND
REGISTERED PROFESSIONAL ENGINEER
No. 4337
6/18/04

BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 210'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT
PINE MOUNTAIN CREEK

ROUTE SEC.

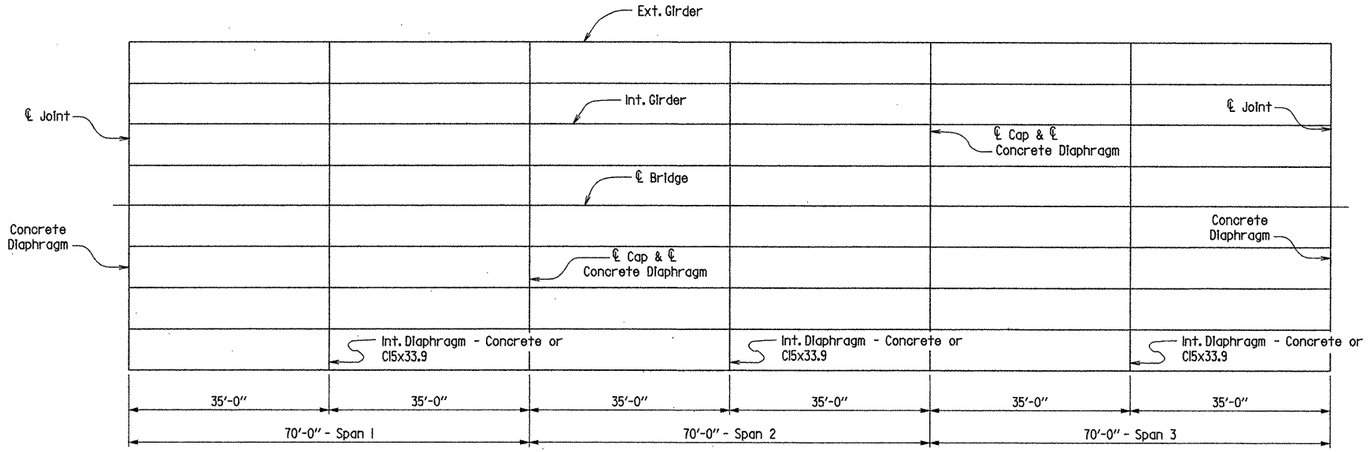
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

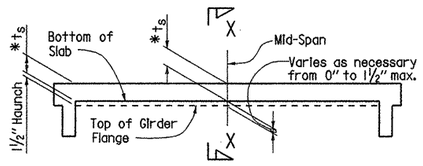
DRAWN BY: DBS DATE: 4/21/04 FILENAME: b080229.sl
CHECKED BY: DHP DATE: 6-1-04 SCALE: ⅜" = 1'-0" or as shown
DESIGNED BY: DBS DATE: 10/03

BRIDGE NO. 07000 DRAWING NO. 46205

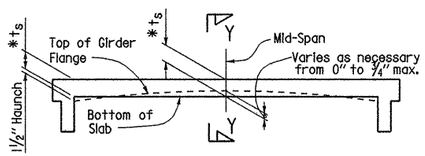
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080229	46	153
				(1) 07000		SUPERSTRUCTURE	46206	



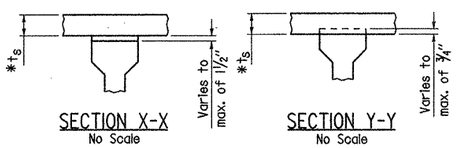
FRAMING PLAN
No Scale



GIRDER ELEVATION
No Scale



GIRDER ELEVATION
No Scale



SECTION X-X
No Scale

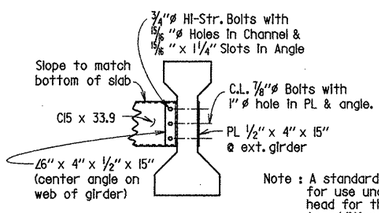
SECTION Y-Y
No Scale

Note: *ts = slab thickness as shown on superstructure details-See "Typical Roadway Section at Intermediate Bents" Dwg. No. 46205.

*Tolerance when removable deck forming is used is + ½", - ¼". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance. See Std. Dwg. No. 14991 for tolerances when permanent steel deck forms are used.

'Girder Elevation' sketches show the range of acceptability of the top of the Girder relative to bottom of slab after the placement of the slab. When the top of the Girder projects more than ¾" into the slab, a raise in grade will be necessary. Girders shall be set in a sufficient number of spans so when adjustment is necessary the Profile Grade can be adjusted over suitable increments so the revised grade line will produce a smooth riding surface. Variation of haunch height will be at the Contractor's expense.

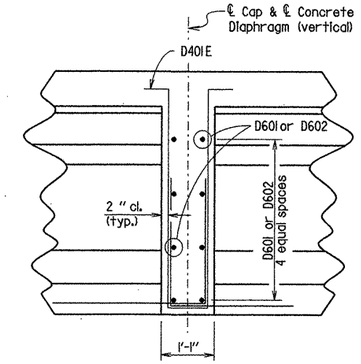
ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED



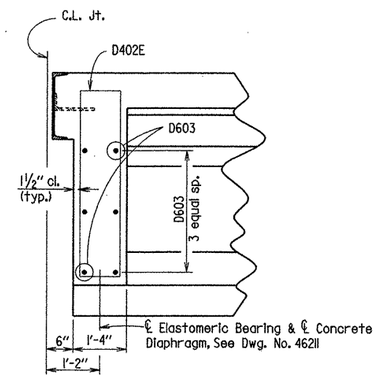
Note : A standard washer shall be supplied for use under both the nut and the head for the ¾" ø & ⅞" ø H.S. bolts. An additional 2½" O.D. washer shall cover the angle slots.

DETAIL OF ALTERNATE MIDSPAN DIAPHRAGM

Galvanized Steel Diaphragms may be used in place of Concrete at Midspan Diaphragms only. All components of the Alternate Steel Diaphragms shall be A36 and galvanized in accordance with Subsection 807.19. Payment will be based on concrete diaphragms.

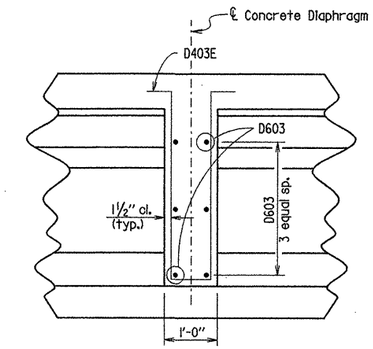


SECTION A - A
Intermediate Bent Diaphragm
¾" = 1'-0"

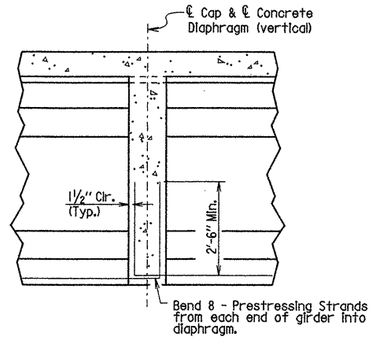


SECTION B - B
End of Unit Diaphragm
¾" = 1'-0"

NOTE: For additional details at ends of girders, see dwg. no. 46208



SECTION B - B
Midspan Diaphragms
¾" = 1'-0"



ELEVATION OF GIRDERS AT INTERMEDIATE BENTS
¾" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9337
6/18/04
CHARLES P. BRAND

BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF 210'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT
PINE MOUNTAIN CREEK

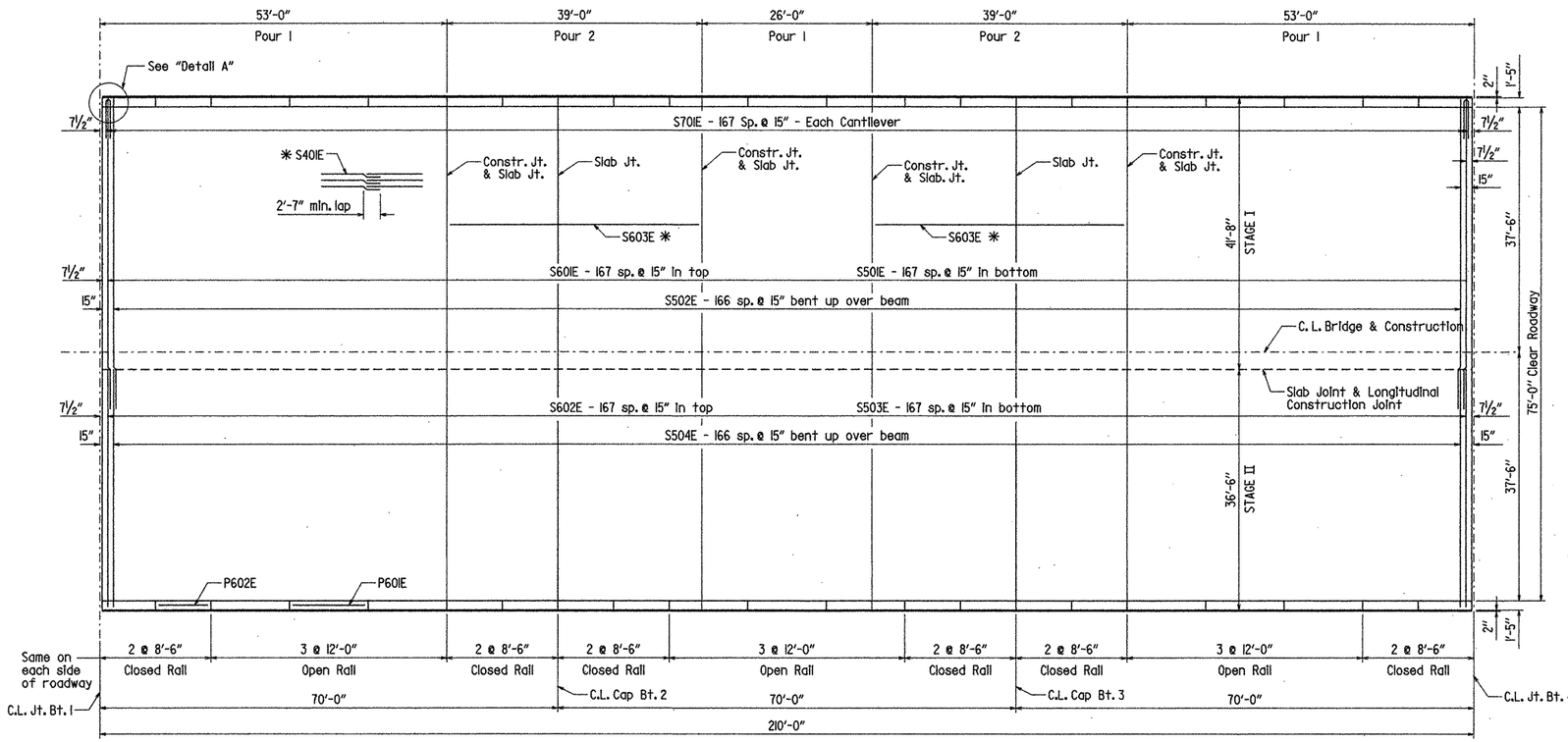
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 5/14/04 FILENAME: b080229s2
CHECKED BY: DHP DATE: 6-1-04 SCALE: AS NOTED
DESIGNED BY: DBS DATE: 10/03

BRIDGE NO. 07000 DRAWING NO. 46206

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.		080229	47	153
				① 07000		SUPERSTRUCTURE	46207	



SPAN PLAN

* Place as shown in "Typical Roadway Section", dwg. no. 46205

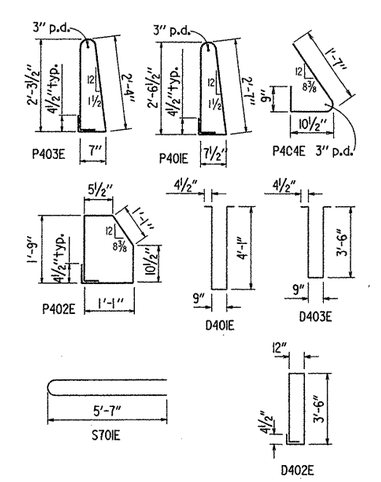
NOTE: Any railing pours made before the entire slab unit has been placed must be approved by the Bridge Engineer.

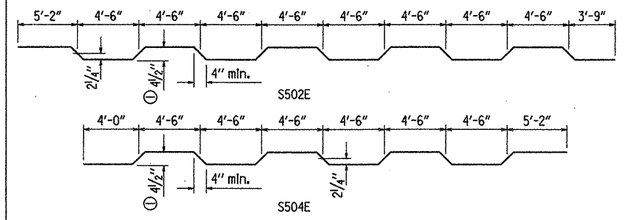
NOTE: Pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of an adjacent pour.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401E	990	37'-2"	Str.
S501E	168	44'-11"	Str.
S502E	167	45'-11"	3"
S503E	168	36'-2"	Str.
S504E	167	36'-11"	3"
S601E	168	45'-6"	Str.
S602E	168	36'-2"	Str.
S603E	276	39'-0"	Str.
S701E	336	11'-6"	6½"
P401E	492	6'-4"	2"
P402E	492	5'-7"	2"
P403E	126	5'-10"	2"
P404E	126	3'-2"	2"
P601E	144	11'-7"	Str.
P602E	192	8'-1"	Str.
D401E	112	9'-4"	2"
D402E	112	9'-4"	2"
D403E	168	8'-2"	2"
D601	16	41'-4"	Str.
D602	16	33'-3"	Str.
D603	240	7'-2"	Str.
D604	70	7'-0"	Str.

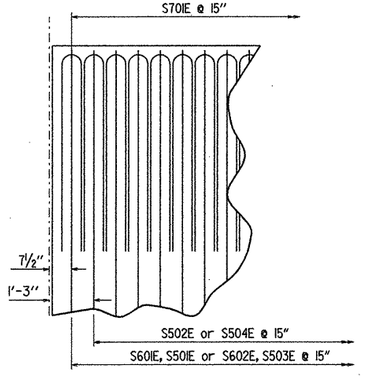
Bending Diagrams (Dimensions are out to out of bars.)





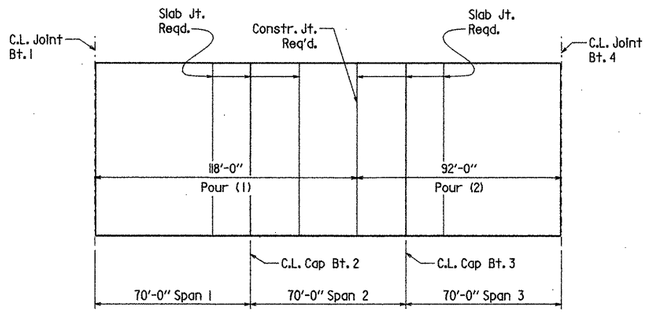
①½" Overtolerance, No Undertolerance.

Note: At the contractor's option, two straight #5 bars, top and bottom, may be substituted for bars S502E & S504E. Payment will be based on weight of S502E & S504E.



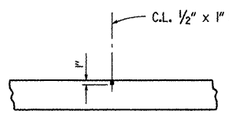
DETAIL A

½" = 1'-0"



ALTERNATE SLAB POURING SEQUENCE

For Stage I or Stage II Construction
N.T.S.



SLAB JOINT DETAIL

NTS

Use Type 6 Joint Sealer. See subsections 501.02(h) and 501.05(j). Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab Joints shall extend to the outside edge of the deck slab. Slab Joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab Joints shall be placed at all pouring sequence construction joints and required slab joint locations.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
6/18/04
CHARLES P. BRAND

BRIDGE ENGINEER

SHEET 3 OF 6
DETAILS OF 210'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT
PINE MOUNTAIN CREEK

ROUTE SEC.

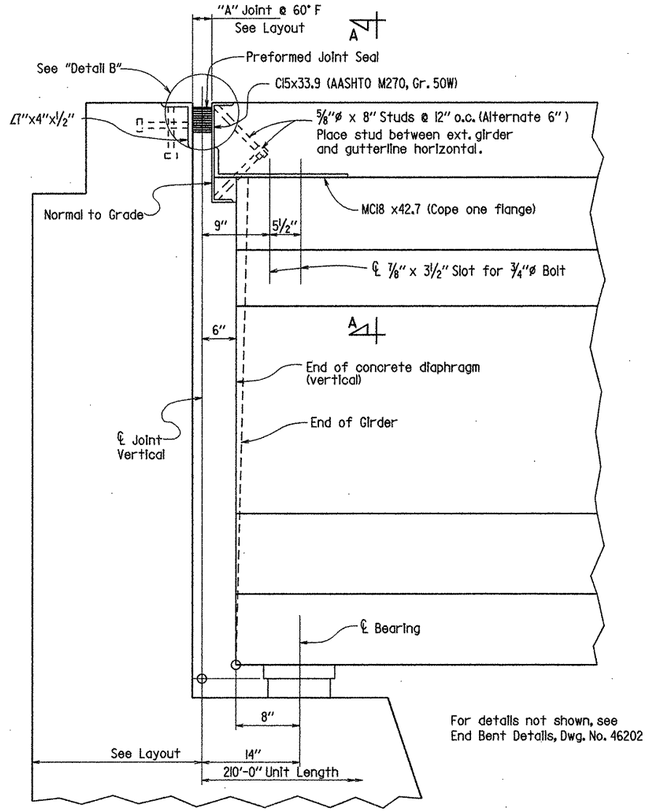
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 4/20/04 FILENAME: b080229s3
CHECKED BY: DHP DATE: 6-1-04 SCALE: 3/32" = 1'-0" or as noted
DESIGNED BY: DBS DATE: 10/03

BRIDGE NO. 07000 DRAWING NO. 46207

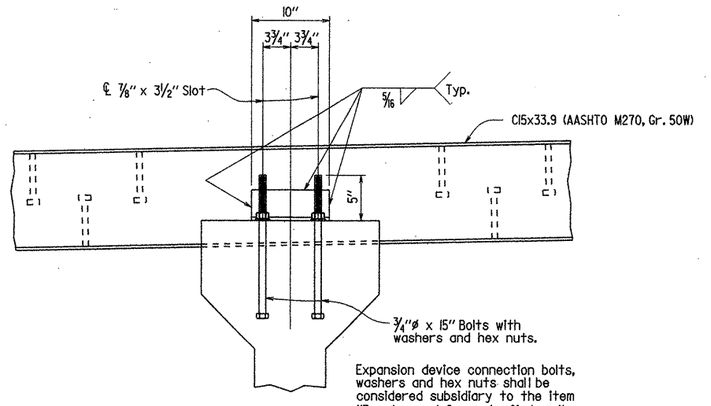
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080229	48	153
				07000		SUPERSTRUCTURE		46208



For details not shown, see End Bent Details, Dwg. No. 46202

DETAIL OF JOINT AT END BENTS (TYP.)

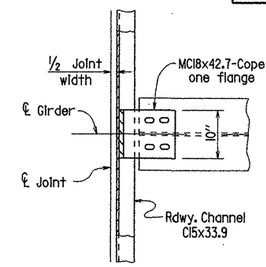
Scale: 1½" = 1'-0"



Expansion device connection bolts, washers and hex nuts shall be considered subsidiary to the item "Prestressed Concrete Girders."

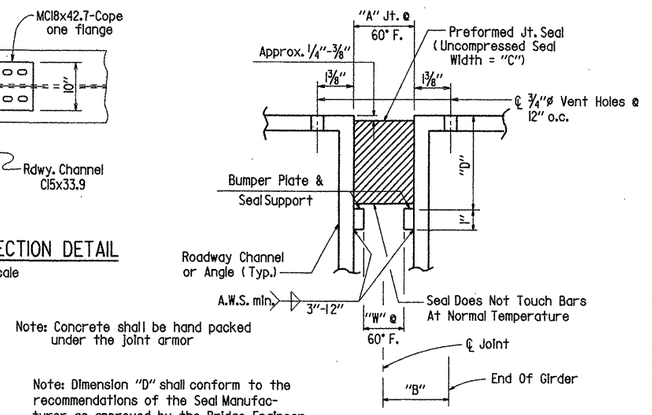
SECTION A-A

Scale: 1½" = 1'-0"



CHANNEL CONNECTION DETAIL

No Scale



Note: Concrete shall be hand packed under the joint armor

Note: Dimension "D" shall conform to the recommendations of the Seal Manufacturer as approved by the Bridge Engineer.

DETAIL B

DETAIL OF JOINT SEAL & SUPPORT

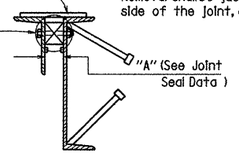
N.T.S.

Note: The Seal shall be in one piece (without splices) for the full length of the Joint, except that lengths 55 feet and longer may have a factory made splice. Splices, when required, shall be shown on the Shop Drawings and shall be placed near the high ends of the Roadway. Separation of the Splice during Installation shall be cause for rejection of the Seal.

One of two different blocking systems is required depending on the type of span finishing machine that is used.

For Transverse Strike-off: Plate, Angle, or other shapes, attached to Channels (or Angles) for Blocking

For Longitudinal Strike-off: Bolt & spacer attached to channels for blocking



DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

Scale: 1½" = 1'=0"

Note: Each expansion joint device shall be blocked in the Shop by the Fabricator to the dimension "A", and the blocking details shall be shown on the Shop Drawings. The blocking shall not be removed until the Slab on one side is complete. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet. Removal shall be just before or after pouring the second side of the joint, as directed by the Engineer.

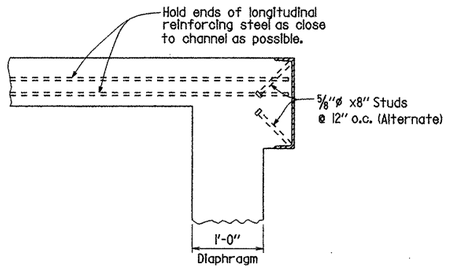
JOINT ERECTION DIMENSIONS

Joint Opening "A"	Temperature		
	40°	60°	80°
1 5/8"	1 13/16"	1 5/8"	1 7/16"

JOINT SEAL DATA

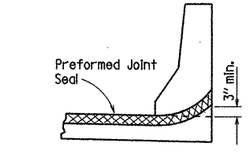
"A" Joint Width Perpendicular To Joint @ 60°F*	"B" Perpendicular To Joint	"C" Uncompressed Seal Width	"W" Width Between Plates	Bumper Plate Size
1 5/8"	6" ±	2½"	5/8"	1"x ½"

*Installation is limited to 40° F. min. and 80° F. max.



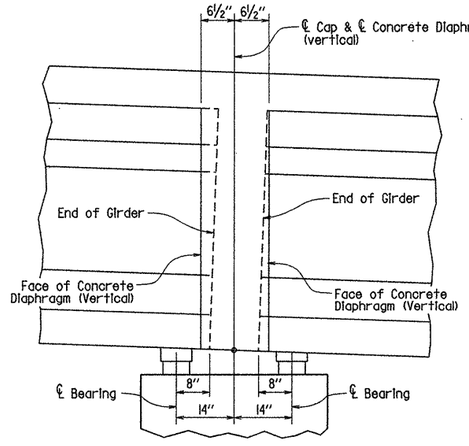
ANCHOR DETAILS

No Scale



JOINT SEAL PLACEMENT AT CURB

No Scale



VIEW AT INTERMEDIATE BENT

No Scale

The blocked expansion device shall be held in place by the erected girders until the entire slab has been placed. Prior to pouring the backwall concrete, the blocking shall be removed and the width of the joint adjusted. The joint width shall be set to the dimension shown in the table "Joint Erection Dimensions" for the appropriate temperature. All connections to the forms shall be completely installed and tightened. Just before placement of the concrete in backwall, the joint width shall be checked. If the joint width does not coincide with the dimensions given in the table "Joint Erection Dimensions" for the appropriate temperature, the joint will require adjustment prior to the placement of any concrete in the backwall.

NOTE: The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

STATE OF ARKANSAS
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No. 4337
8/04
CHARLES P. BRAND

BRIDGE ENGINEER

SHEET 4 OF 6
DETAILS OF 210'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT
PINE MOUNTAIN CREEK

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

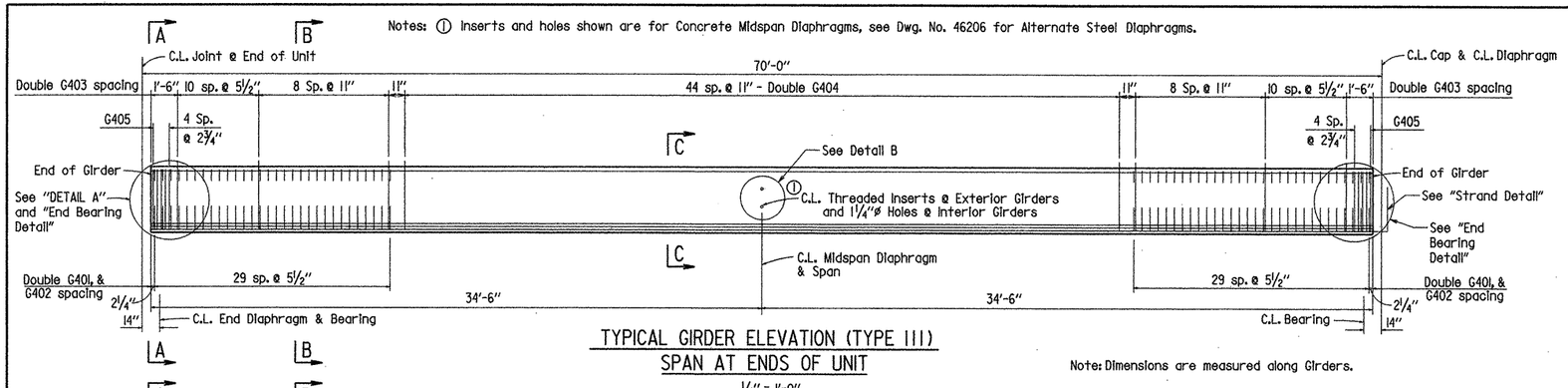
LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 4/21/04 FILENAME: b080229.s4
CHECKED BY: D H P DATE: 6-1-04 SCALE: AS NOTED
DESIGNED BY: DBS DATE: 10/03

BRIDGE NO. 07000 DRAWING NO. 46208

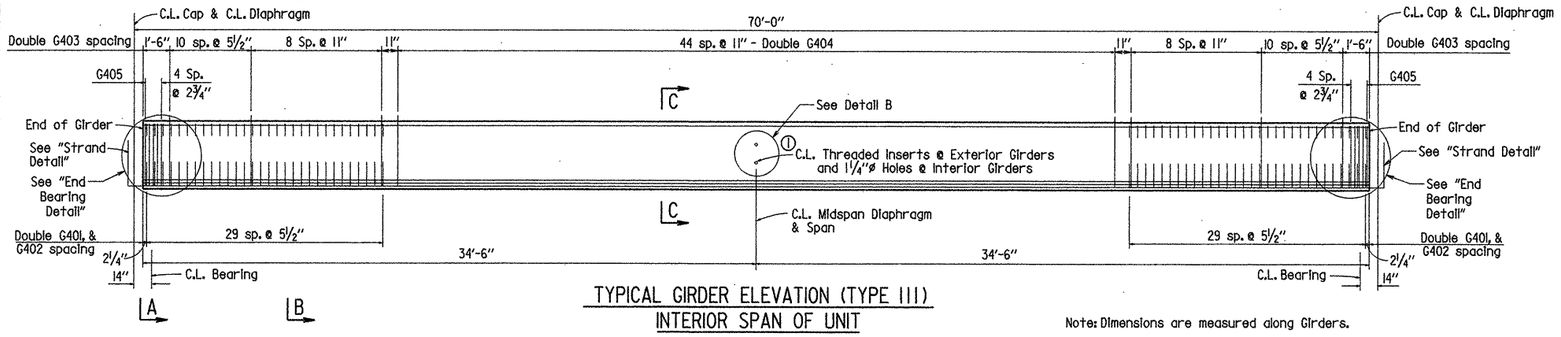
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080229	49	153
				① 07000		SUPERSTRUCTURE	46209	

Notes: ① Inserts and holes shown are for Concrete Midspan Diaphragms, see Dwg. No. 46206 for Alternate Steel Diaphragms.



TYPICAL GIRDER ELEVATION (TYPE III)
SPAN AT ENDS OF UNIT
¼" = 1'-0"

Note: Dimensions are measured along Girders.

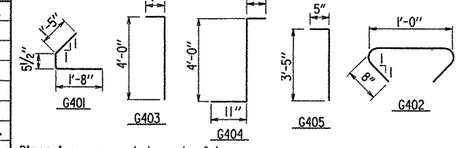


TYPICAL GIRDER ELEVATION (TYPE III)
INTERIOR SPAN OF UNIT
¼" = 1'-0"

Note: Dimensions are measured along Girders.

BAR LIST PER GIRDER

	MARK	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS
②	G301	6	1'-3"	Str.	
	G401	120	3'-6"	2"	
	G402	60	2'-7"	3"	
	G403	76	4'-6"	2"	
	G404	90	5'-4"	2"	
	G405	20	3'-9"	2"	
	G601	4	13'-3"	Str.	



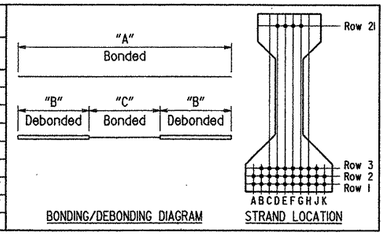
Dimensions are out to out of bars.

All bars in this list shall be subsidiary to the item "Prestressed Concrete Girders".
For Bar List of Span Reinforcing, See Dwg. No. 46207.

② At Exterior Girders only.

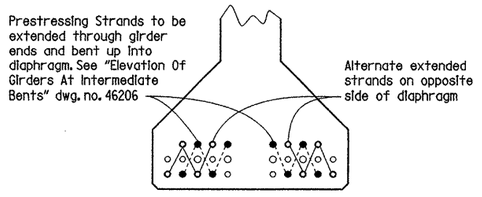
TABLE OF GIRDER VARIABLES

STRAND DESIGNATION		VARIABLES OF BONDING/DEBONDING		
ROW	LINE	"A"	"B"	"C"
1	A C E F H K	69'-0"		
2	A B D E F G J K	69'-0"		
3	B C E F H J	69'-0"		
21	D E F G	69'-0"		
1	B D G J		12'-0"	45'-0"
2	C H		12'-0"	45'-0"
3	D G		9'-0"	51'-0"

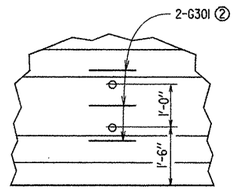


BONDING/DEBONDING DIAGRAM

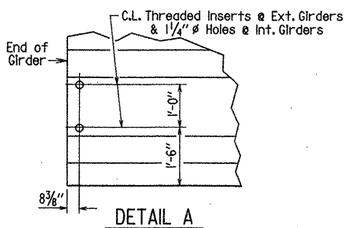
STRAND LOCATION



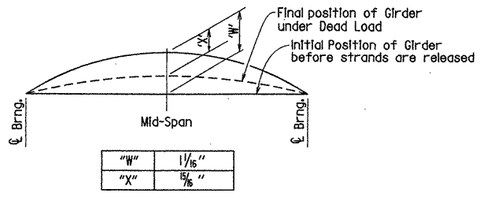
STRAND DETAIL
1½" = 1'-0"



DETAIL B
No Scale



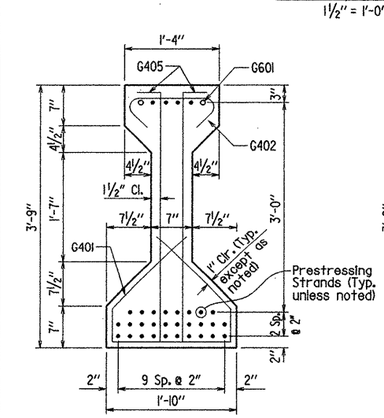
DETAIL A
No Scale



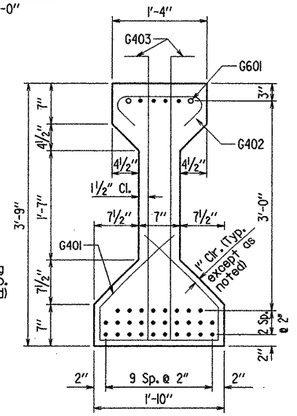
"W"	1 1/16"
"X"	15/16"

'W' is camber of Girder (Prestress + Dead Load of Girder @ 60 days)
'X' is Dead Load Deflection of Slab + Diaphragms + Composite Dead Load

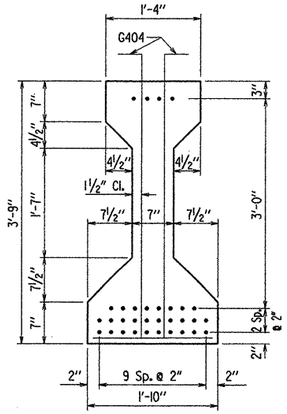
CAMBER & DEFLECTIONS (INCHES)
N.T.S.



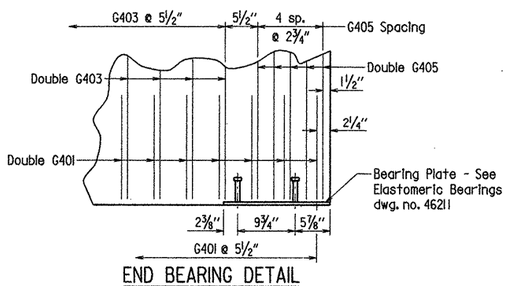
SECTION A-A
1" = 1'-0"



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



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



END BEARING DETAIL
Showing reinforcing in relation to bearing plate assembly

STATE OF ARKANSAS
CHARLES P. BRAND
No. 13371
REGISTERED PROFESSIONAL ENGINEER
6/19/04

BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 210'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT
PINE MOUNTAIN CREEK

ROUTE SEC.

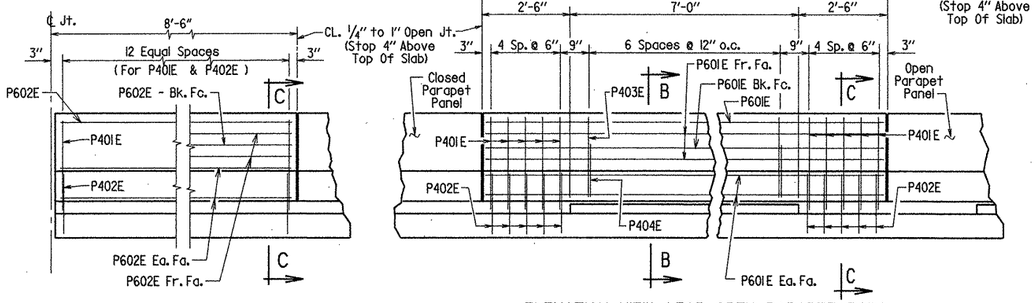
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 4/21/04
CHECKED BY: DHP DATE: 6-1-04
DESIGNED BY: DBS DATE: 10/03
FILENAME: b080229s5
SCALE: 1/4" = 1'-0" or as noted

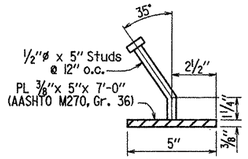
BRIDGE NO. 07000 DRAWING NO. 46209

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.		080229	50	153
				①	07000	SUPERSTRUCTURE		46210



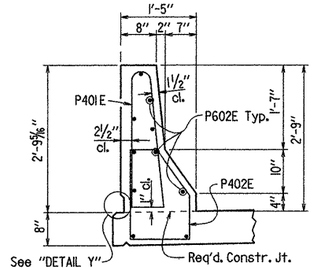
ELEVATION VIEW (FOR CLOSED PARAPET RAIL)
1/2" = 1'-0"

ELEVATION VIEW (FOR OPEN PARAPET RAIL)
1/2" = 1'-0"

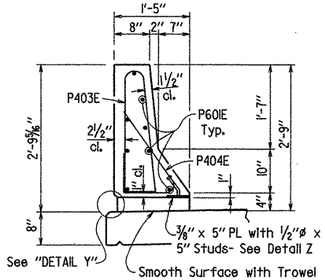


DETAIL Z
No Scale

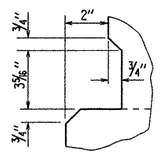
Note:
The surfaces of the 3/8" plates which will not be in contact with concrete shall be painted in accordance with Section 638, or as approved by the Engineer. Only one coat is required and shall be applied in the fabricator's shop. Painting will not be paid for directly, but will be considered subsidiary to Class S(AE) Concrete-Bridge.



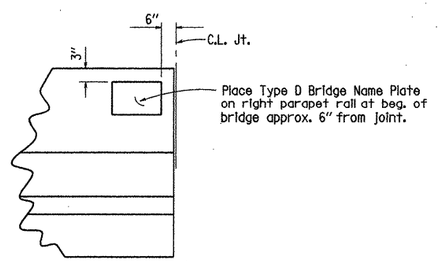
SECTION C-C
3/4" = 1'-0"



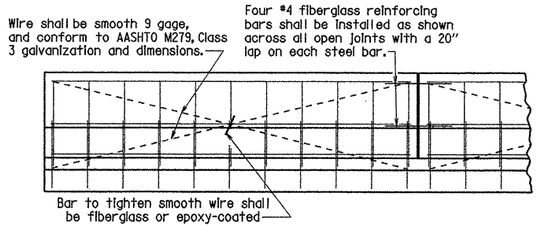
SECTION B-B
3/4" = 1'-0"



DETAIL Y
N.T.S.



VIEW SHOWING LOCATION OF NAME PLATE
NTS



All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of 1/4". To control cracking before sawing all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.

The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish, in place of Class 2, Rubbed Finish.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL (OPEN OR CLOSED)
N.T.S.

PRESTRESSED GIRDERS GENERAL NOTES

Pretensioning steel shall be 1/2" dia. Low Relaxation strands with a minimum ultimate strength of 270 ksi, and shall conform to AASHTO M 203.

Strands requiring debonding shall be blanketed over the regions shown with sheathing. Sheathing shall be either split plastic or solid plastic with a minimum wall thickness of 0.025 inch. To prevent concrete from contacting the strands within the debonded length, sheathing shall be thoroughly taped at each end. Split sheathing shall be additionally sealed along its entire length by thorough taping.

Distances from the forms and spacing of the Prestressing Steel shall be maintained by stays, ties, hangers, spacers, or other approved supports which shall be shown on the Shop Drawings.

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 floored pallets and in metal forms. All work and materials shall be as specified in subsection 802.22.

Concrete shall be Class S and shall have a minimum 28 day compressive strength, f'c = 6,000 psi

The initial tensile force applied to each 1/2" dia. strand shall be 31,000 lbs. Transfer of this tensioning load to the girder shall not be done until the compressive strength of the concrete is 4,700 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 casting of the girders.

The first 15" along the tops of the Girders at beginning and end of units shall have a smooth surface, the rest of the tops of the girders shall be rough floated at approximately the time of set. This portion of the tops of girders shall be scrubbed transversely with a coarse wire brush to remove all laitance and to produce a roughened surface for bonding slabs.

All exposed prestressing steel at end of unit girders shall be protected against corrosion with a coating of tar or other waterproofing material.

Extreme care shall be exercised in handling and moving precast prestressed concrete girders. 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.

The points of support and directions of the reactions with respect to the member shall be approximately the same during transportation and storage as when the member is in its final position.

Reinforcing steel shall conform to AASHTO M31 or M53, Gr. 60 (fy = 60,000 psi).

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

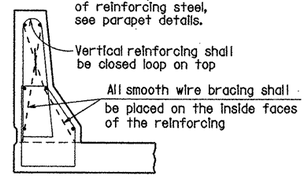
Load Distribution to Girders:

	To Interior Girder	To Exterior Girder
Dead Load (a) To girder only	930 plf + Girder + Diaph.	760 plf + Girder + Diaph.
(b) To composite girder	* 348 plf	* 348 plf

* Includes 192 plf for future wearing surface



BRIDGE ENGINEER



SUPERSTRUCTURE GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Dept. Standard Specifications for Highway Construction (2003 edition) with applicable supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (1998 edition) with 1999, 2000, 2001, 2002, & 2003 interim specifications.

LIVE LOADING: HL-93 METHOD OF DESIGN: LRFD

REINFORCING STEEL: Reinforcing Steel shall conform to AASHTO M31 or M53, Grade 60 (Fy = 60,000 psi).

Reinforcing steel shall be accurately located in the forms and firmly held in place by steel wire supports sufficient in size and number to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of "Epoxy Coated Reinforcing Steel (Grade 60)".

CONCRETE: Concrete in Slab, Parapet, and Diaphragms shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry. All end of unit and midspan diaphragms shall be cast in place and poured a minimum of 48 hours before the slab is poured. Interior bent diaphragms shall be cast monolithically with the slab.

All exposed corners to be chamfered 3/4" unless otherwise noted.

The superstructure details shown are for when removable deck forming is used and are the basis for measurement of Class S (AE) Concrete. See Standard Drawing No. 1499I for allowable modifications and for tolerances when permanent steel bridge deck forms are used.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent. The concrete bridge deck shall be given a fine finish as specified for final finishing in subsection 802.19 for a Class S tined bridge roadway surface finish. Movement of the finishing machine across the new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the girder.

STRUCTURAL STEEL: All Structural Steel shall be AASHTO M270, Gr. 50W and shall be paid for at the unit price bid for "Structural Steel in Beam Spans (M270, Gr. 50W), unless otherwise noted. AASHTO M270, Gr. 50W steel shall not be painted. All exposed surfaces to be cleaned in accordance with subsection 807.84(e) of the specifications. Structural Steel completely embedded in concrete may be AASHTO M270, Gr. 36 unless otherwise noted.

Structural shapes of equal or greater strength may be substituted for shapes shown if prior approval is obtained from the Bridge Engineer. Payment will be made on the basis of shapes shown.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If the Contractor or Erector should want to make additional welds, whether temporary or permanent, he shall submit detailed drawings with a formal request to the Bridge Engineer for approval. All welding shall conform to subsection 807.26.

Drawings show general features of design only. Shop drawings shall be made in accordance with the specifications, submitted, and approval secured before fabrication is begun.

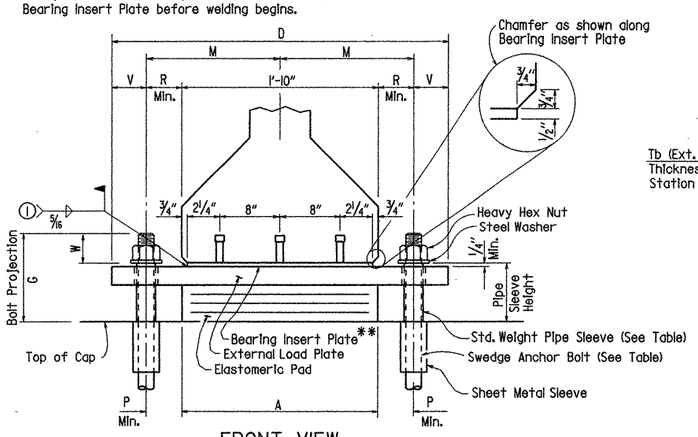
SHEET 6 OF 6
DETAILS OF 210'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT
PINE MOUNTAIN CREEK
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 4/22/04 FILENAME: b080229s6
CHECKED BY: DHP DATE: 6-1-04 SCALE: AS NOTED
DESIGNED BY: DBS DATE: 10/03

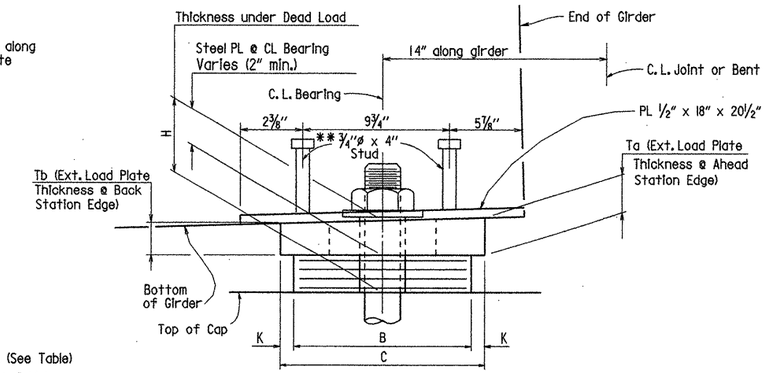
BRIDGE NO. 07000 DRAWING NO. 46210

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.		080229	51	153
				①	07000	ELASTOMERIC BEARINGS		46211

① Care shall be taken to ensure that the external load plate is in full, complete contact with the Bearing Insert Plate before welding begins.

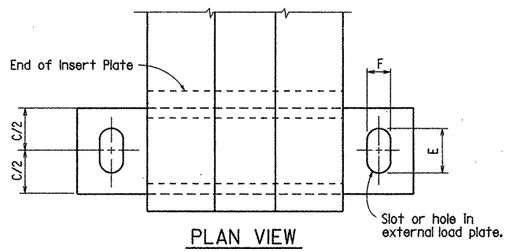


FRONT VIEW

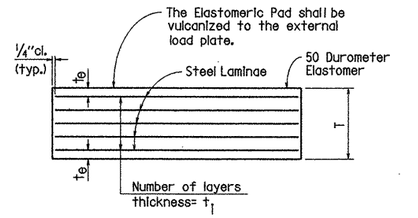


SIDE VIEW

**Bearing Insert Plate (M270, Gr. 50W) & Studs shall be considered subsidiary to the item "Prestressed Concrete Girders (Type III)".



PLAN VIEW



t_e = thickness of elastomer cover on top and bottom of pad

t_i = thickness of elastomer between steel laminae

N = number of elastomer layers of thickness t_i

ELASTOMERIC BEARING

GENERAL NOTES

Elastomeric Bearings shall conform to Special Provision Job 080229 "Elastomeric Bearings" and Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings." Long duration testing of random lot samples specified in subsection 808.05 is not required.

External load plates shall conform to AASHTO M 270, Grade 50W. Pipe sleeves shall be ASTM A53, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or AASHTO M 298, Class 50.

External load plates shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with subsection 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(e).

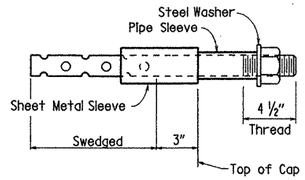
Anchor Bolts, Washers and Nuts shall conform to subsection 807.07 of the Standard Specifications. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers and Nuts shall be paid for at the unit price bid for "Structural Steel in Beam Spans (M270, Gr. 50W)".

External load plates will not be measured or paid for separately but will be considered included in the unit price for "Elastomeric Bearings".

TABLE OF DESIGN VARIABLES

ANCHOR BOLT DIAMETER	PIPE SLEEVE NOMINAL DIAMETER	SHEET METAL SLEEVE DIA.	P Min.	R Min.	V	W
2"	2 1/2"	4"	2 3/4"	3"	3 1/4"	3"
2 1/4"	2 1/2"	4"	2 3/4"	3"	3 1/4"	3 1/4"



ANCHOR BOLT DETAIL

TABLE OF FABRICATOR VARIABLES

BRIDGE NO.	LOCATION BENT NO(S).	LOCATION GIRDER NO.	BRG. TYPE	NO. of BEARINGS EACH BENT	* MAX. DESIGN LOAD (KIPS)	ELASTOMERIC PAD G	ELASTOMERIC PAD H	ELASTOMERIC PAD A	ELASTOMERIC PAD B	ELASTOMERIC PAD N	ELASTOMERIC PAD t_i	ELASTOMERIC PAD t_e	ELASTOMERIC PAD NO. & THICKNESS OF STEEL LAMINAE	ELASTOMERIC PAD T	EXTERNAL LOAD PLATE C	EXTERNAL LOAD PLATE D	EXTERNAL LOAD PLATE E	EXTERNAL LOAD PLATE F	EXTERNAL LOAD PLATE K	EXTERNAL LOAD PLATE M	EXTERNAL LOAD PLATE T_a	EXTERNAL LOAD PLATE T_b	ANCHOR BOLT (ø x L)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE (ø x L)	SHEET METAL SLEEVE SIZE (ø x L)	STEEL WASHER SIZE (O.D.)
07000	1	All	Exp.	9	150	9"	5 5/16"	23"	11"	5	1/2"	1/4"	6 @ 12 ga.	3 5/8"	12"	35"	5"	3 1/8"	1/2"	14 1/4"	1.97"	2.03"	2"ø x 33"	55	2 1/2"ø x 6"	4"ø x 14"	3 3/4"
	2 & 3	All	Fix	18	150	9 1/4"	5 5/16"	23"	11"	5	1/2"	1/4"	6 @ 12 ga.	3 5/8"	12"	35"	3 1/8"	3 1/8"	1/2"	14 1/4"	2.0"	2.0"	2 1/4"ø x 36"	55	2 1/2"ø x 6"	4"ø x 14"	4"
	4	All	Fix	9	150	9 1/4"	5 5/16"	23"	11"	5	1/2"	1/4"	6 @ 12 ga.	3 5/8"	12"	35"	3 1/8"	3 1/8"	1/2"	14 1/4"	2.05"	1.98"	2 1/4"ø x 36"	55	2 1/2"ø x 6"	4"ø x 14"	4"

*Maximum Design Load = Service Load

NOTE: Anchor Bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be drilled and grouted into place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam, or approved equal prior to pouring concrete. After pouring of the cap and prior to erection of Prestressed Concrete Girders, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set and fixed using APL approved epoxy or non-shrink grout that completely fills the holes.

If anchor bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. Galvanized Sheet Metal Sleeves are to be considered subsidiary to the item "Structural Steel in Beam Spans (M270, Gr. 50W)."

Unless otherwise approved by the Engineer, welding of the external load plate to the bearing insert plate at expansion bearings will be allowed only when: 1) the approximate average air temperature during the 24 hour period immediately preceding welding is between 40° F and 80° F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
6/18/04
CHARLES P. BRAND

BRIDGE ENGINEER

DETAILS OF ELASTOMERIC BEARINGS PRESTRESSED CONCRETE GIRDER UNIT

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 4/23/04 FILENAME: B080229.BRG

CHECKED BY: DHP DATE: 6-1-04 SCALE: AS NOTED

DESIGNED BY: DBS DATE: 10/03

BRIDGE NO. 07000 DRAWING NO. 46211

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				8	ARK.			
				JOB NO.		080229	28	153
				① 07000		QUANTITIES	46199	

SCHEDULE OF BRIDGE QUANTITIES-JOB 080229

BRIDGE NO. / CODE NO. / NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	802	802	802	803	804	804	805	807	SP & 808	809	812	816	816
		ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1)	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	CLASS S CONCRETE-BRIDGE	CLASS S(AE) CONCRETE-BRIDGE	PRESTRESSED CONCRETE GIRDERS (TYPE III)	CLASS 1 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STEEL PILING (HP 12X53)	STRUCTURAL STEEL IN BEAM SPANS (M 270, GRADE 50W)	ELASTOMERIC BEARINGS	PREFORMED JOINT SEAL	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP
		UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	LIN. FT.	GAL.	LB.	LB.	LIN. FT.	LB.	CU. IN.	LIN. FT.	EACH	SQ. YD.	CU. YD.
07000 X081 PINE MOUNTAIN CREEK	END BENT 1 & 4				115.68			0.7	12040		756	3088	16223.7	154	1	2370	870
	INT. BENTS 2 & 3			340	318.82				48689				32447.3				
	210' CONT. PRSTR. GIRDER UNIT					520.6	1863.0	38.3	5111	109710		11812					
	TOTALS FOR JOB NO. 080229	1		① 340	434.5	520.6	1863.0	39.0	65840	109710	756	14900	48671.0	154	1	2370	870

① Includes 340 cubic yards of rock excavation

STEWART LINZ
DESIGN SECTION SUPERVISOR

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
6/18/04
CHARLES P. BRAND

BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITITES
PINE MOUNTAIN CREEK STR. & APPRS. (S)
VAN BUREN COUNTY
ROUTE 65 SEC. 8
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DBS DATE: 5/14/04 FILENAME: b080229ql
CHECKED BY: DHP DATE: 6-1-04 SCALE:
DESIGNED BY: DATE:

BRIDGE NO. 07000 DRAWING NO. 46199