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.		60452	29	118

(1) 2811AR, 2804AR & CR, 6357A & C QUAN 30996

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 60452

BRIDGE NO. / CODE NO. / NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	5%603	801	802	802	803	804	804	805	805	805	807	SP & 807 ***	809	812	816	816	88 & 821	SP JOB60452
		ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.)	TEMPORARY BRIDGE STRUCTURE (24'-0" ROADWAY WIDTH)	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	CLASS C CONCRETE	CLASS S(AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STEEL PILING (HP 10x42)	STEEL PILING (HP 12x53)	PILE ENCASEMENT	STRUCTURAL STEEL IN BEAM SPANS (A36)	PAINTING STRUCTURAL STEEL	PREFORMED JOINT SEAL	BRIDGE NAME PLATE (TYPE C)	FILTER BLANKET	DUMPED RIPRAP	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.)	REPAIR OF EXISTING BENTS
		UNIT	LUMP SUM	LIN. FT.	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LB.	TON	LIN FT.	EA.	SQ. YD.	CU. YD.	LUMP SUM	CU. FT.
2811AR / X071 / HURRICANE CREEK	BENT NOS. 1 & 7				24	32.34		0.4	4298		60			1270			1				
	BENT NOS. 2-6				74	46.06			6442												
	2-90' CONT. W-BM. UNITS						213.70	18.9		47,500				108,070		129					
TOTAL FOR BR. NO. 2811AR					98	78.40	213.70	19.3	10,740	47,500	60			109,340	54.7	129	1			1.0	6
2804AR / X071 / CROOKED CREEK	BENT NO. 1				20	25.42		0.2	2811		176			881			1	420	249		
	BENT NOS. 2 & 3				226	82.88			10,324												
	BENT NOS. 4-6				133	76.27			9040												
	BENT NO. 7				10	21.43		0.2	2485		80			881				776	462		
	2-90' CONT. W-BM. UNITS						278.50	25.1		61,550				151,028		176					
TOTAL FOR BR. NO. 2804AR					389	206.00	278.50	25.5	24,660	61,550	256			152,790	76.4	176	1	1196	711	1.0	3
2804CR / X071 / CROOKED CREEK	BENT NO. 1				16	18.54		0.2	2288		110			508			1	280	173		
	BENT NOS. 2 & 3				148	49.56			6398												
	BENT NOS. 4-6					17.20			1720												
	BENT NO. 7				4	16.10		0.2	1884					508				280	173		
	2-90' CONT. W-BM. UNITS						179.20	15.2		41,040				92,534		105					
TOTAL FOR BR. NO. 2804CR				180	168	101.40	179.20	15.6	12,290	41,040	110			93,550	46.8	105	1	560	346	1.0	3
6357A / X071 / OTTER CREEK	BENT NOS. 1 & 6				38	50.86		0.4	5623		528*			2098			1	621	392		
	BENT NOS 2-5					64.44			6747			1056*	160	6340							
	1-140' CONT. W-BM. UNIT						216.70	19.4		55,870				119,232		117					
TOTAL FOR BR. NO. 6357A					38	115.30	216.70	19.8	12,370	55,870	528*	1056*	160	127,670	63.8	117	1	621	392		
6357C / X071 / OTTER CREEK	BENT NOS. 1 & 6				40	37.38		0.4	4576		320*			1209			1	683	414		
	BENT NOS 2-5					37.92			3944			640*	100	3650							
	1-140' CONT. W-BM. UNIT						139.80	12.2		34,750				72,781		70					
TOTAL FOR BR. NO. 6357C				140	40	75.30	139.80	12.6	8520	34,750	320*	640*	100	77,640	38.8	70	1	683	414		
SITE NO. 1 (STA. 88+54±)			1																		
SITE NO. 2 (STA. 88+65±)			1																		
TOTAL FOR JOB NO. 60452				320	733**	576.40	1027.90	92.8	68,580	240,710	1274	1696	260	560,990	280.5	597	5	3060	1863		12

** Includes approx. 81 cu. yd. of Rock Excavation.

* These Steel Piles are required to have special tips which will not be paid for directly but will be considered subsidiary to the items "Steel Piling (HP10x42)" and "Steel Piling (HP12x53)."

*** Use Paint Finish System B. The color shall match the Federal Standard 595A Color Chip No. 17178, Aluminum Color.

PHIL BRAND
DESIGN SECTION SUPERVISOR

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 1779

BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
CROOKED, HURRICANE, & OTTER CREEK
STRS. & APPRS. (E.B. LANE)
SALINE & PULASKI COUNTIES
ROUTE 30 SEC. 22 & 23

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY N. Maj. DATE 11-7-90
CHECKED BY C.A.B. DATE 12-04-90 SCALE
DESIGNED BY: DATE

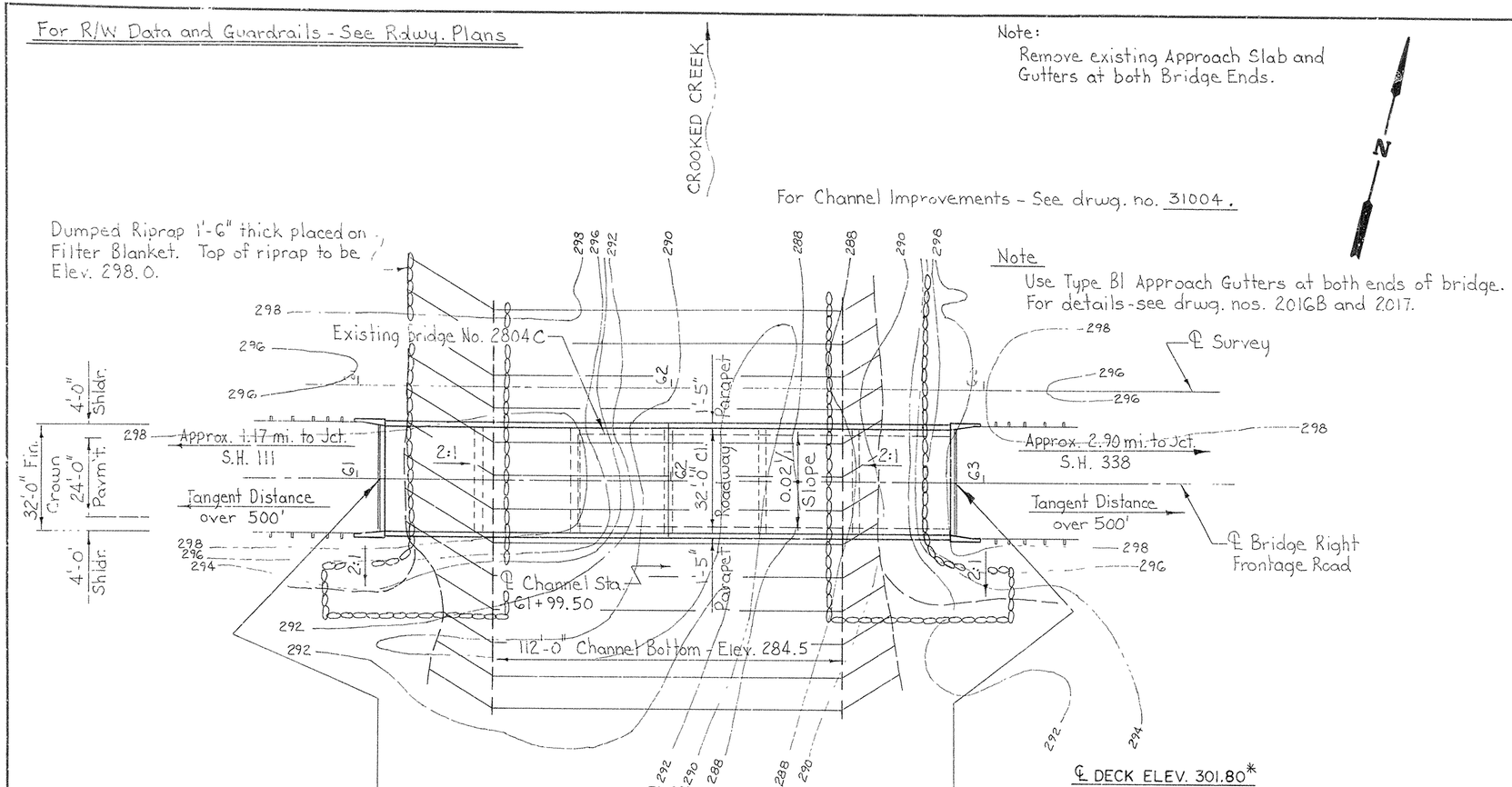
BRIDGE NO. 2811AR, 2804AR & CR, 6357A & C DRAWING NO. 30996

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.		60452	50	118
				(1) 2804CR	LAYOUT	31010		

For R/W Data and Guardrails - See Rdwy. Plans

Note:
Remove existing Approach Slab and Gutters at both Bridge Ends.

For Channel Improvements - See drwg. no. 31004.



Note
Use Type B1 Approach Gutters at both ends of bridge. For details - see drwg. nos. 2016B and 2017.

PLAN

℄ DECK ELEV. 301.80*
LEVEL GRADE

Total Length of Bridge = 182'-1"

1'-0 1/2" | 90' Continuous Comp. W-Bm. Unit (30'-30'-30') | 90' Continuous Comp. W-Bm. Unit (30'-30'-30') | 1'-0 1/2"

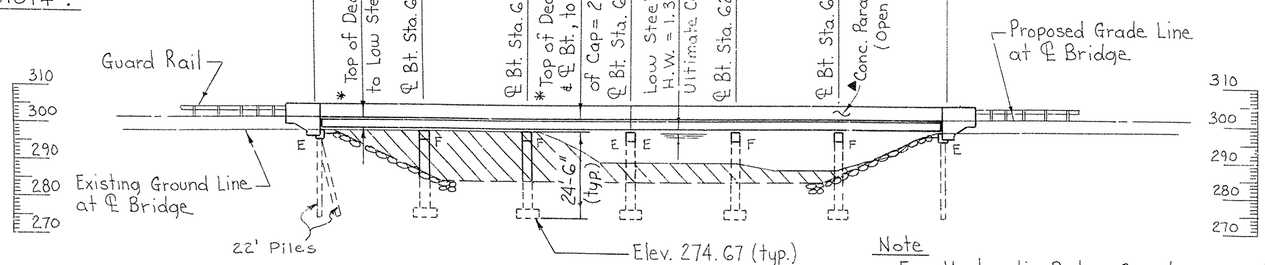
1" Jt. | 1 5/8" Jt. | 1" Jt.

Begin. of Bridge Sta. G1+08.46

End of Bridge Sta. G2+90.54

* Based on Working Point at ℄ Bridge; See "ROUNDING DETAIL" on drwg. no. 31014.

▲ Close drain first parapet panel at beginning and end of bridge.



Note
For Hydraulic Data, See drwg. no. 31004.

Bent No. 1 2 3 4 5 6 7

ELEVATION

GENERAL NOTES

BENCH MARK: ☐ Cut in West end of Lt. Wheelguard of bridge over Lt. Service Rd. 118' Lt. Sta. 61+70, Elev. 299.62

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 1991 edition, with applicable supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges, 1989 with current interim specifications.

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (A615 or A617, Gr. 60)	Fy = 60,000 psi
Structural Steel (A36)	Fy = 36,000 psi

STEEL PILING: All piling shall be HP 10x42 and shall be driven with an approved air, steam, or diesel hammer to a minimum safe bearing capacity of 55 tons per pile. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with the specifications. Piles in end bents to be driven after embankment to bottom of cap is in place.

FOOTINGS: Footings at Bent Nos. 2 and 3 shall be set 2'-0" into cemented gravel and clay. Foundations for footings shall be prepared in accordance with section 801.04 of the Standard Specifications.

BRIDGE DECK: The concrete deck shall be given a tine finish as specified for final finishing in subsection 802.20 for Class 5 Bridge Roadway Surface Finish.

DETAIL DRAWINGS:

	DRAWING NO.
End Bents	31011, 31013
Intermediate Bents	31012, 31013
90' Cont. Comp. W-Beam Unit	31002, 31014

TEMPORARY BRIDGE: Construct a 180' long temporary bridge approximately 40'-0" upstream. The temporary bridge shall have a minimum roadway width of 24', a minimum live load capacity of H15. See section 603 of the Standard Specifications. See drawing numbers 2391, 2391A & 2392A for standard temporary details. If timber piling and pine timber are used on this temporary bridge structure, the materials shall be treated with a preservative according to the standard specifications. See roadway plans for actual detour grade and alignment.

EXISTING BRIDGE: The existing bridge no. 2604C is 26' wide and 122' long and the superstructure consists of 4-30'-0" R.C. Slab Spans. The substructure consists of concrete end bents with steel piling and concrete col. int. bents with spread footings.

The work contemplated consists of widening and lengthening the existing bridge; Replacing the existing superstructure; modifying and repairing existing bents; removal of end bent at beginning of the existing bridge; constructing new bent nos. 1, 2, and 3. For requirements in conducting the work, see section 821 of the Standard Specifications §§§ 821.1.

All dimensions relating to the existing bridge are to be verified in the field and the Contractor shall be responsible for adjusting widening to existing structure.

Plans of the existing structure will be made available to the Contractor upon request to the Programs and Contracts Division. Existing dwg. nos. 9913, 9914, 5408A, and 5408B.

All material from the existing bridge shall become the property of the contractor except the metal bridge railing which shall remain the property of the state.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 1779
ATEAL PEKERTON

LAYOUT OF BRIDGE OVER CROOKED CREEK (RIGHT FRONTAGE RD.) CROOKED, HURRICANE, AND OTTER CREEK STRS. & APPRS. (E.B. LANE) SALINE & PULASKI COUNTIES

INT. ROUTE 30 SEC. 23

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

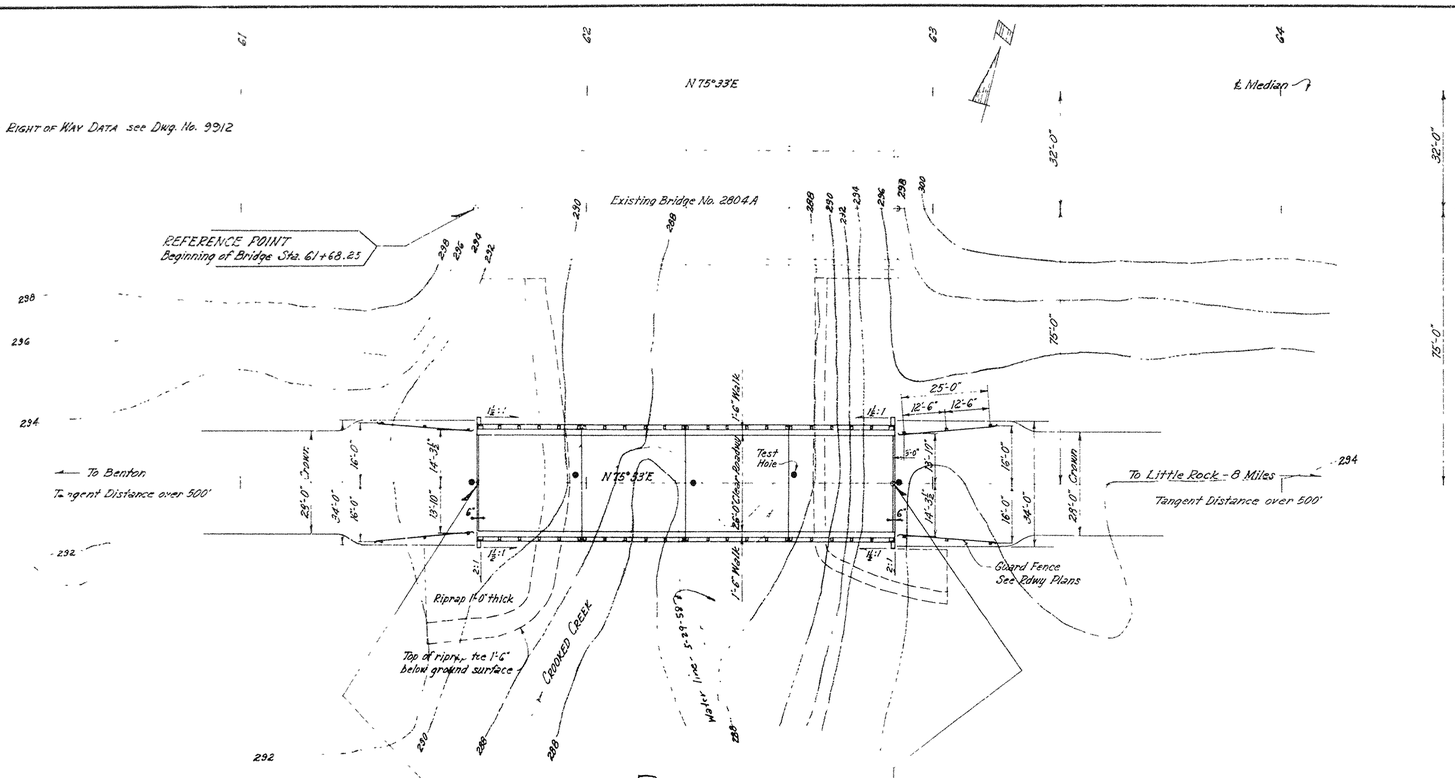
DRAWN BY: TEB DATE: 5/29/90
CHECKED BY: GEC DATE: 7/23/90
DESIGNED BY: Parker & Parker DATE: 9-20-90
SCALE: 1" = 20'-0"

BRIDGE ENGINEER

BRIDGE NO. 2804CR DRAWING NO. 31010

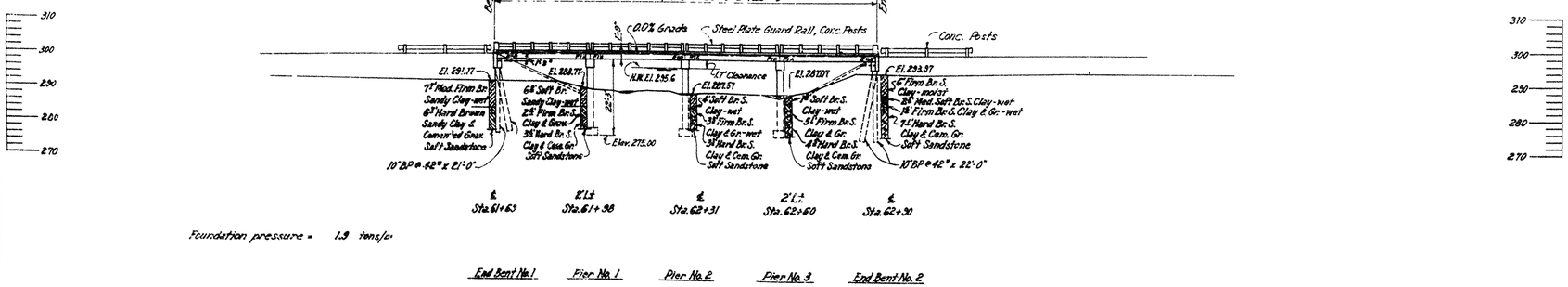
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		60+52	51	118
				1	38+0	LAYOUT	31010A	

For Right of Way Data see Dwg. No. 3912



For Location Sketch see Dwg. No. 3912

For General Notes see Dwg. No. 3912



Foundation pressure = 1.9 tons/□'

B.M. "X" cut in Bridge Turnout 48' Lt. Sta. 61 + 70 Elev. 300.50

FOR INFORMATION ONLY

LAYOUT OF
BRIDGE OVER CROOKED CREEK
BENTON-LITTLE ROCK ADD'L FRONTAGE ROADS
PULASKI COUNTY
INTERSTATE ROUTE 30 SEC. 2

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

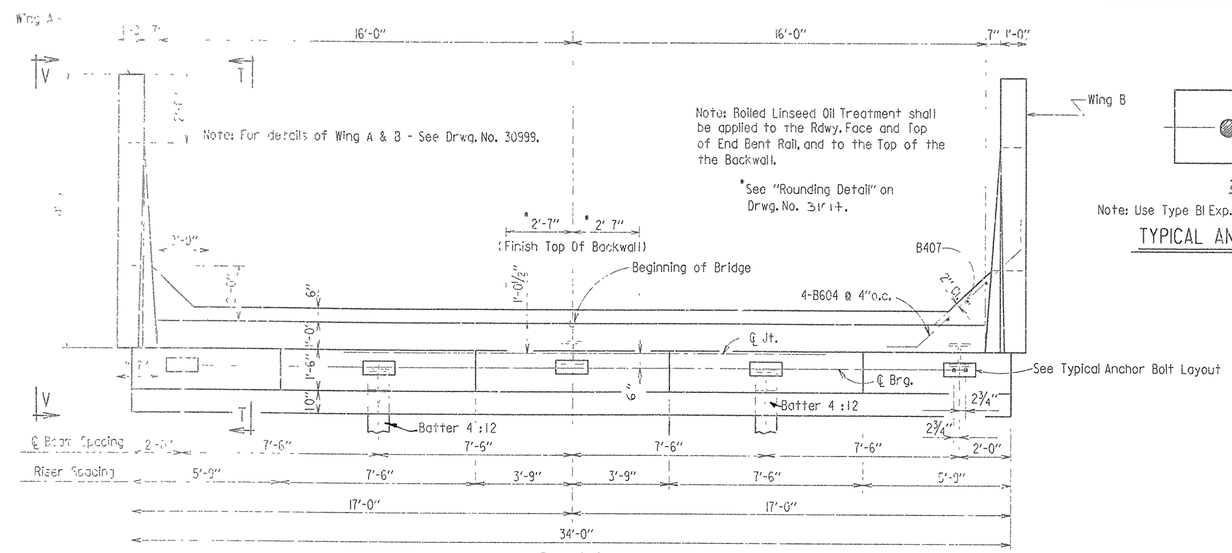
DRAWN BY: A.T. DATE: 6-23-59
TRACED BY: DATE:
CHECKED BY: B.P.M. DATE: 15 Jul 59
SCALE: 1" = 20'-0"

L. G. Carlson
BRIDGE DESIGN ENGINEER

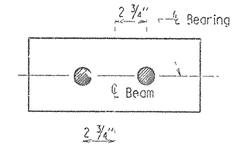
BRIDGE NO. 2804C **DRAWING NO. 31010A**

6-13-61

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		6045(6)	52	118
				(1) 2804CR BT. DTL'S. 31011				



PLAN



Note: Use Type B1 Exp. Shoes.- Drwg. Nos. 31002 for details.

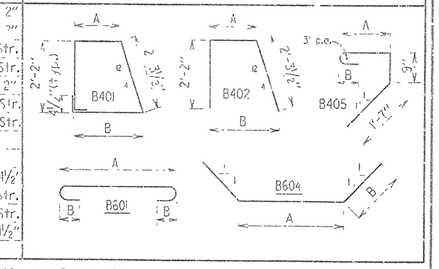
TYPICAL ANCHOR BOLT LAYOUT

2"=1'-0"

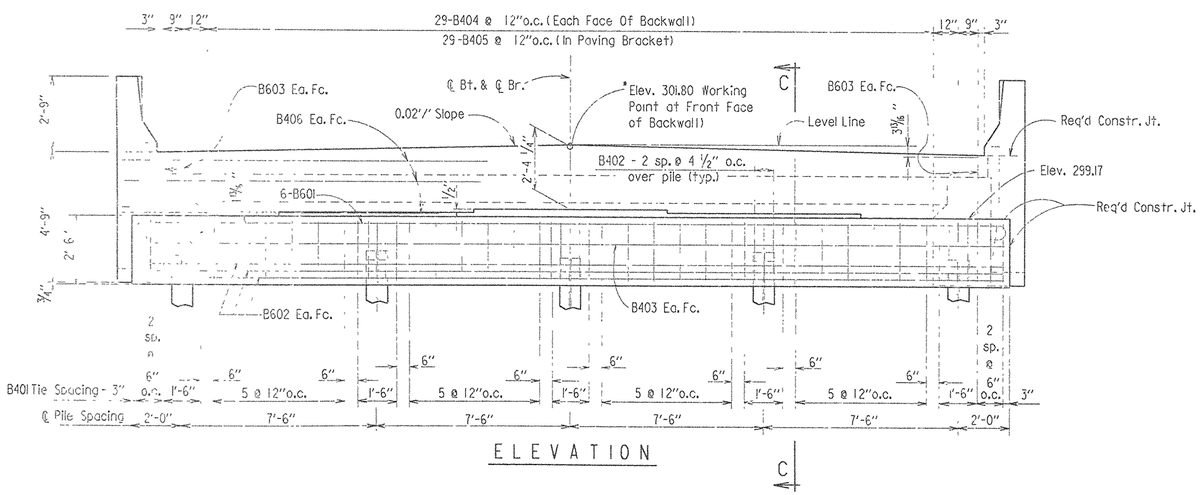
BAR LIST

Mark	No. Req'd.	Length	A	B	Min Dia.
B401	38	9'-11"	2'-2"	2'-11"	2"
B402	15	6'-6"	2'-2"	2'-11"	2"
B403	2	33'-8"			Str.
B404	58	3'-10"			Str.
B405	29	3'-11"	1'-2"	4½"	2"
B406	6	34'-10"			Str.
B407	6	3'-7"			Str.
B601	6	35'-0"	33'-8"	6"	4½"
B602	6	33'-8"			Str.
B603	8	4'-2"			Str.
B604	8	7'-3"	5'-3"	1'-0"	4½"

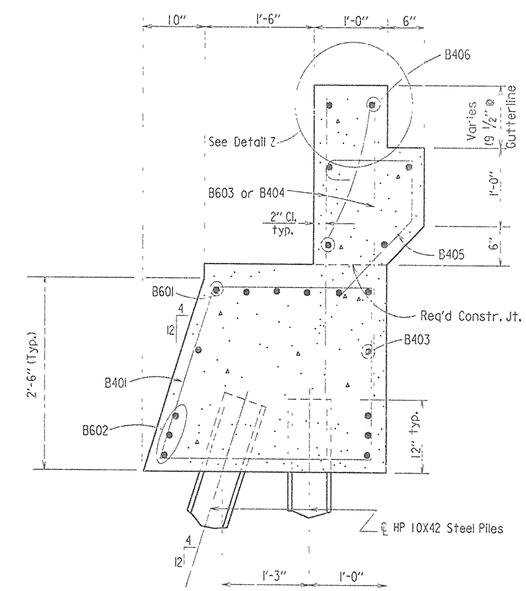
Bending Diagrams (Dimensions are out to out of bars.)



For Bar List and Bending Diagrams of Wing and Rail Reinforcing - See drwg. nos. 30999.

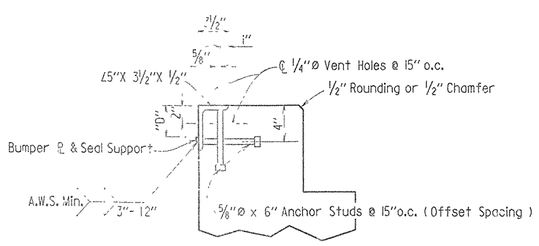


ELEVATION



SECTION C-C

1" = 1'-0"



Note: For Joint Support Details & Dimension "D" see Dwg. No. 31002.

DETAIL Z

1½" = 1'-0"

GENERAL NOTES

ALL CONCRETE SHALL BE CLASS "S" AND BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED ¾" UNLESS OTHERWISE NOTED.

ALL REINFORCING STEEL SHALL CONFORM TO ASTM A615 OR A617, GRADE 60.

BACKWALL SHALL NOT BE POURED BEFORE BEAMS ARE IN PLACE.

STRUCTURAL STEEL IN END BENTS SHALL BE ASTM A36 AND SHALL BE PAID FOR AS "STRUCTURAL STEEL IN BEAM SPANS (A36)".

IF ANCHOR BOLTS ARE DRILLED INTO CAP, TOP REINFORCING BARS SHALL BE PROPERLY PLACED TO AVOID DAMAGE.

FOR ADDITIONAL INFORMATION, SEE LAYOUT.

BRIDGE ENGINEER

DETAILS OF END BENT NO. 1 CROOKED CREEK (RIGHT FRONTAGE RD.)

ROUTE 30 SEC. 23

ARKANSAS STATE HIGHWAY COMMISSION

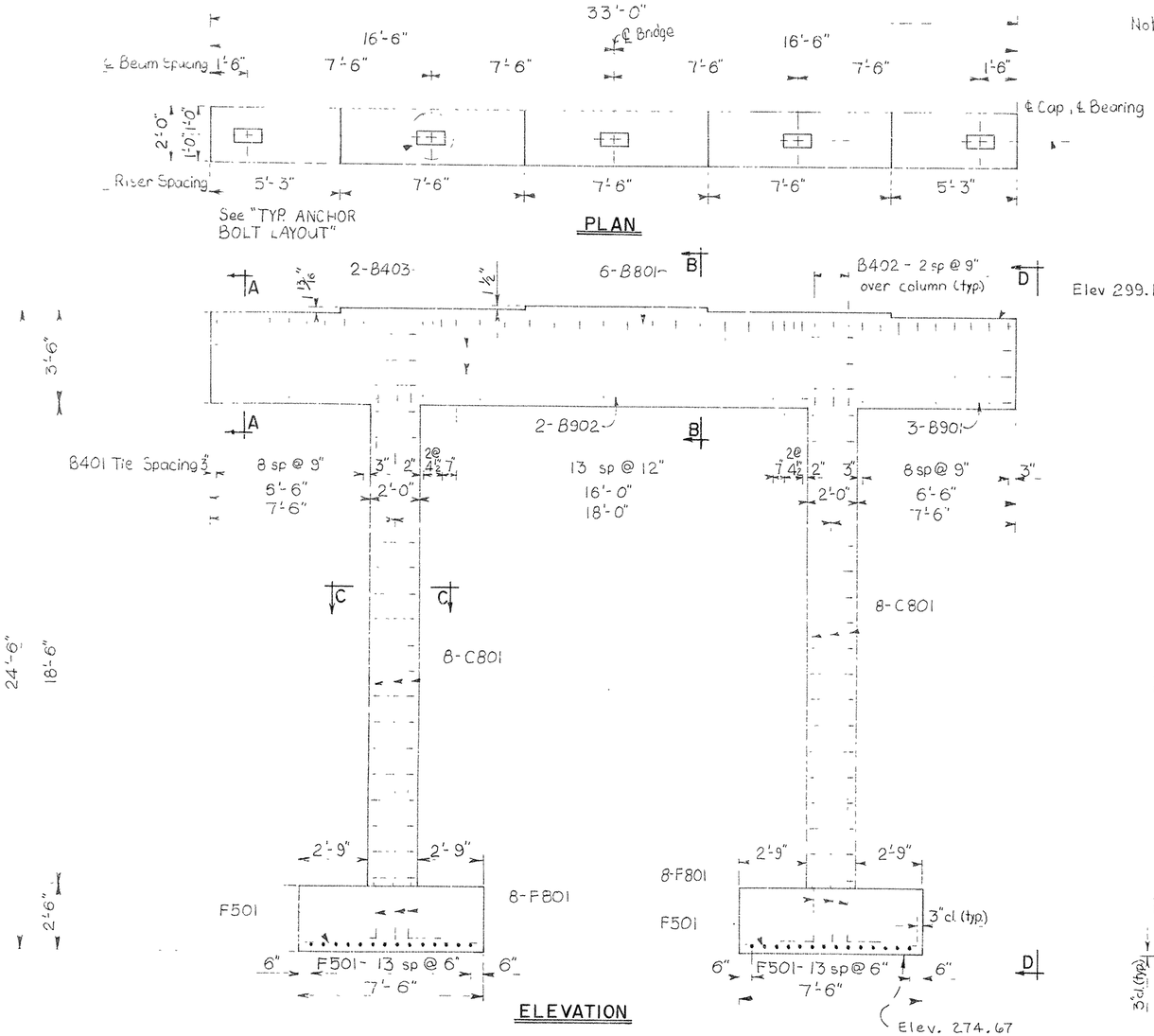
LITTLE ROCK, ARK.

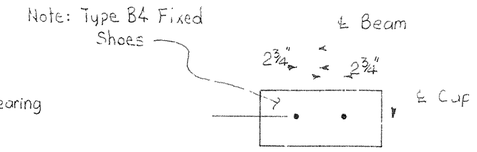
DRAWN BY: TED DATE: 9-25-90
CHECKED BY: Colin L. Boone DATE: 10-02-90
DESIGNED BY: GEC DATE: 8-15-90
SCALE: ⅜" = 1'-0" Or As Shown

BRIDGE NO. 2804CR DRAWING NO. 31011

1,550,3000,1638,TEBE549,B1638.B1

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.		60452	53	118
				1	2804CR	BENT	31012	



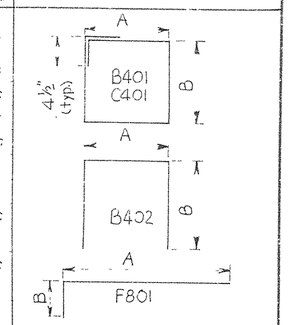


TYP. ANCHOR BOLT LAYOUT
1½" = 1'-0"

BAR LIST - PER BENT

Mark	No. Req'd	Length	A	B	Pin Dia.
B401	38	10'-0"	1'-8"	3'-2"	2"
B402	6	7'-10"	1'-8"	3'-2"	2"
B403	4	32'-8"	-	-	Str.
B801	6	32'-8"	-	-	Str.
B901	3	32'-8"	-	-	Str.
B902	2	16'-0"	-	-	Str.
C401	44	6'-8"	1'-7"	1'-7"	2"
C801	16	21'-6"	-	-	Str.
F501	56	7'-0"	-	-	Str.
F801	16	7'-11"	6'-9"	1'-4"	6"

Bending Diagrams



DIM. ARE OUT TO OUT OF BARS

GENERAL NOTES

All concrete shall be Class "S" and shall be poured in the dry. All exposed corners shall be chamfered ¾" unless otherwise noted.

Reinforcing steel shall be ASTM A615 or A617, Grade 60.

If anchor bolt holes are drilled into cap, top main reinforcing bars shall be properly placed to avoid damage.

For additional information see layout.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 4719

BRIDGE ENGINEER

DETAILS OF INTERMEDIATE BENT NOS. 2 & 3 CROOKED CREEK (RIGHT FRONTAGE ROAD)

INT. ROUTE 30 SEC. 23

ARKANSAS STATE HIGHWAY COMMISSION

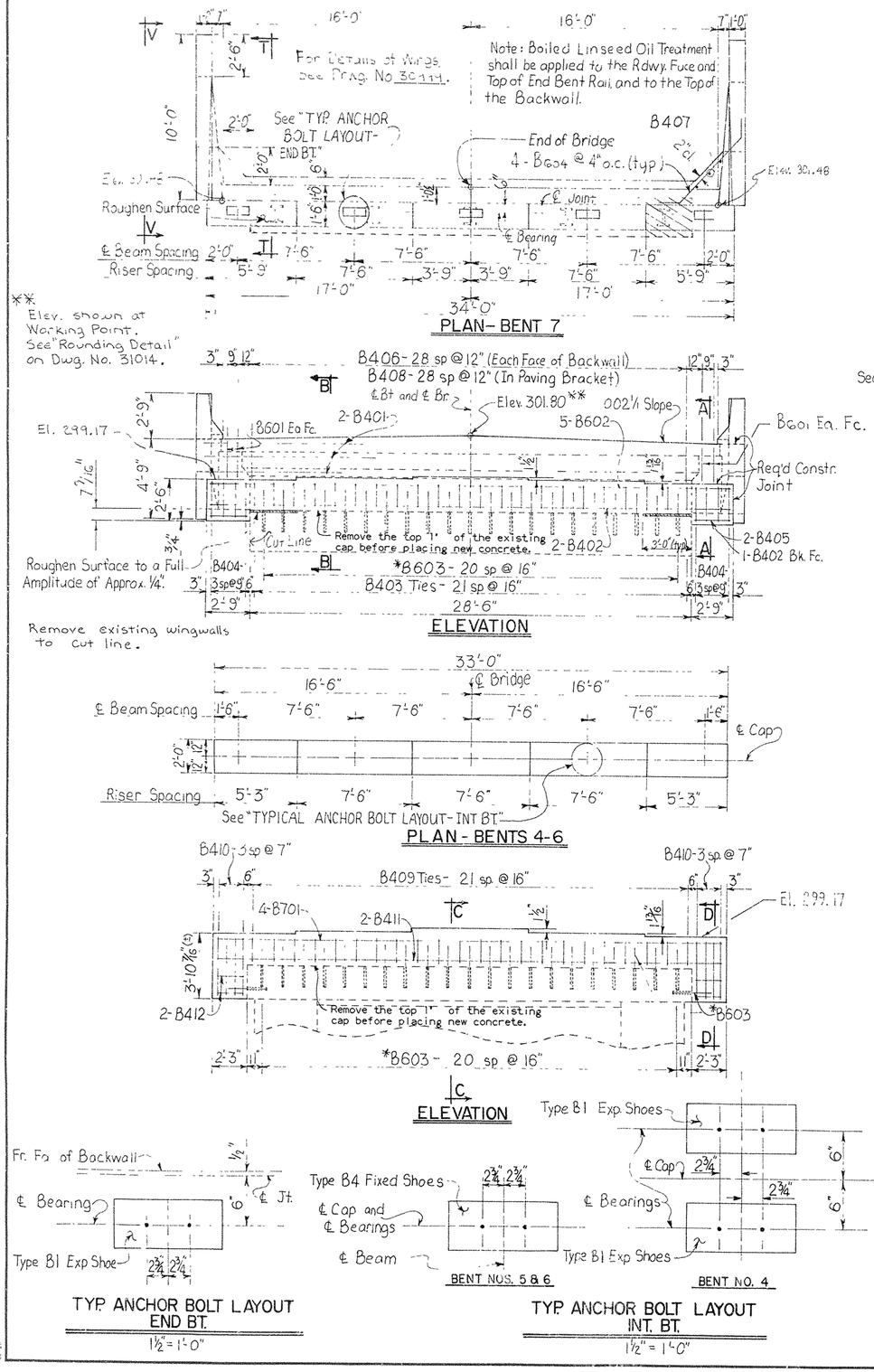
LITTLE ROCK, ARK.

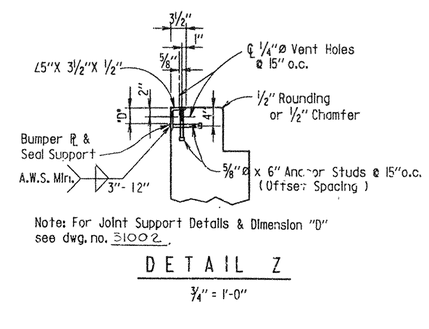
DRAWN BY: B S A DATE 8-17-90
CHECKED BY: [illegible] DATE 7-11-1
DESIGNED BY: GEC DATE 8-15-90

SCALE 3/8" = 1'-0" or as shown

BRIDGE NO. 2804CR DRAWING NO. 31012

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.		60452	54	118
				2804CR		BENT DTL'S	31013	



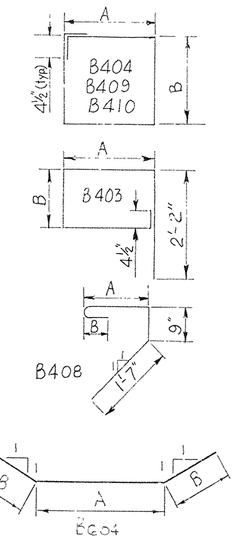


BAR LIST - PER BENT

DIM. ARE OUT TO OUT OF BARS

Mark	No. Req'd Int.	No. Req'd End	Length	A	B	Pin Dia.
B401	-	6	34'-10"	-	-	Str.
B402	-	3	33'-8"	-	-	Str.
B403	-	22	8'-5"	2'-2"	1'-7"	2"
B404	-	8	9'-0"	2'-2"	2'-2"	2"
B405	-	4	2'-5"	-	-	Str.
B406	-	58	3'-10"	-	-	Str.
B407	-	6	3'-7"	-	-	Str.
B408	-	29	3'-11"	1'-2"	4 1/2"	2"
B409	22	-	6'-10"	1'-8"	1'-7"	2"
B410	8	-	10'-8"	1'-8"	3'-6"	2"
B411	2	-	32'-10	-	-	Str.
B412	8	-	1'-11"	-	-	Str.
B601	-	8	4'-2"	-	-	Str.
B602	-	5	33'-8"	-	-	Str.
B603	25	21	2'-6"	-	-	Str.
B604	-	8	7'-3"	5'-3"	1'-0"	4 1/2"
B701	4	-	32'-10"	-	-	Str.

Bending Diagrams



Note: For Bar List of Wing and Rail, See Drwg. No. 30999.

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

All reinforcing steel shall conform to ASTM A615 or A617, Grade 60 (yield strength = 60,000 psi.).

Backwall shall not be poured before beams are in place.

Structural steel in end bents shall be ASTM A36 and shall be paid for as "Structural Steel in Beam Spans (A36)".

If anchor bolts are drilled into cap, top reinforcing bars shall be properly placed to avoid damage.

For additional information see layout.

* Note: Grout into 1 1/4" ϕ hole approx 1'-3" deep.

Any loose or defective concrete at the ends of the existing cap shall be removed before placing new concrete against the existing surface.

* In lieu of using B603 dowels in the top of existing cap, the Contractor may retain the existing dowel bars; however, if two or more adjacent bars separated by only one bar are broken in the concrete removal or bar straightening process, replacement dowel bars shall be drilled & grouted in place.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 1779

BRIDGE ENGINEER

DETAILS OF WIDENINGS
BENT NOS. 4 THRU 7
CROOKED CREEK
(RIGHT FRONTAGE ROAD)
INT. ROUTE 30 SEC. 23

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

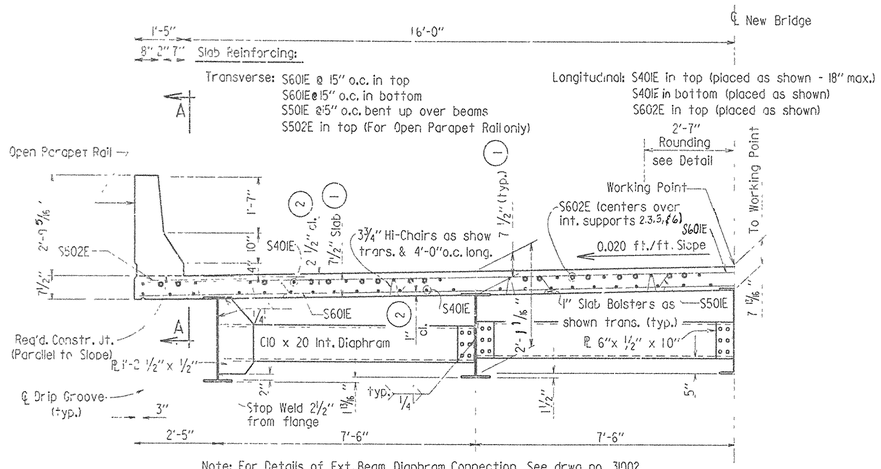
DRAWN BY B S A DATE 8-22-90
CHECKED BY DATE 8-19-90
DESIGNED BY GEC DATE 8-15-90
SCALE: 1/4" = 1'-0" or as shown

BRIDGE NO. 2804CR DRAWING NO. 31013

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.		60542	55	118
				(1) 2804CR		SPAN DETAILS	31014	

Note: Boiled Linseed Oil Treatment shall be applied to the Roadway Surface and the Face and Top of Concrete Parapet Rail.

Note: At Contractor's Option, in lieu of providing bar S501E, two #5 bars may be substituted with the bars being Epoxy Coated. Payment will be based on the weight of the S501E.



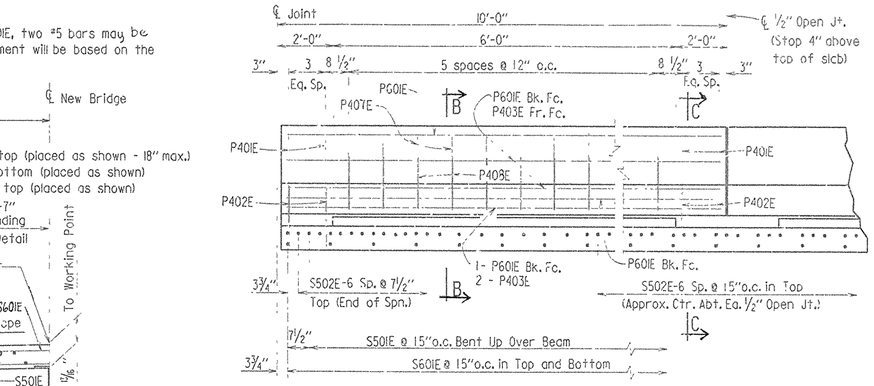
Note: For Details of Ext. Beam Diaphram Connection, See drwg. no. 31002.

(1) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", "Detail A" drwg. no. 31002.

(2) Tolerance: Minus = ¼"
Plus: Equal to amount of slab thickening used to meet slab thickness tolerance See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE" on drwg. no. 31002.

HALF-SECTION NEAR MIDSPAN

1/2" = 1'-0"



SECTION A-A (FOR OPEN PARAPET RAIL)

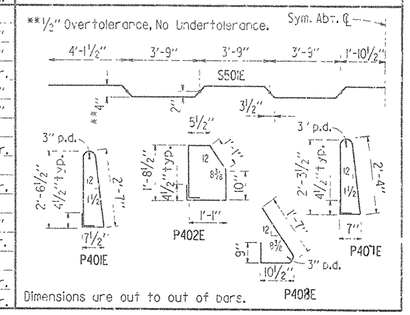
1/2" = 1'-0"

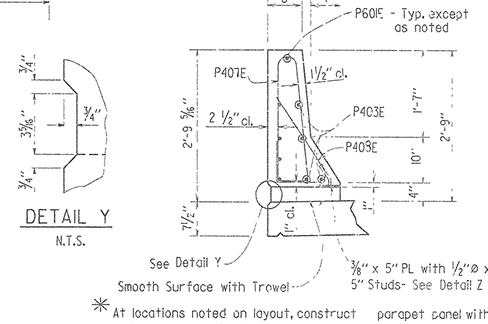
Note: Bars designated with an "E" shall be epoxy coated.

BAR LIST - PER UNIT

Mark	No. Req'd.	Length	Pin. Dia.
P401E	144	6'-4"	2"
P402E	144	5'-6"	2"
P403E	72	9'-6"	Str.
P407E	108	5'-10"	2"
P408E	108	3'-2"	2"
P601E	90	9'-6"	Str.
S401E	210	31'-0"	Str.
S501E	72	35'-4"	3"
S502E	140	4'-4"	Str.
S601E	144	34'-6"	Str.
S602E	72	17'-6"	Str.

Bending Diagrams

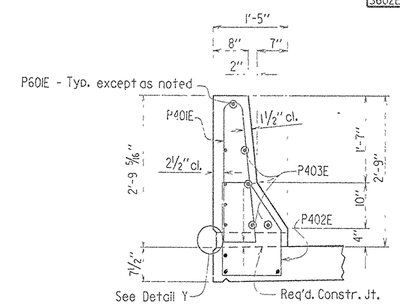




✳ At locations noted on layout, construct parapet panel without open drains, omitting plate and studs. Reinforcing details to remain unchanged.

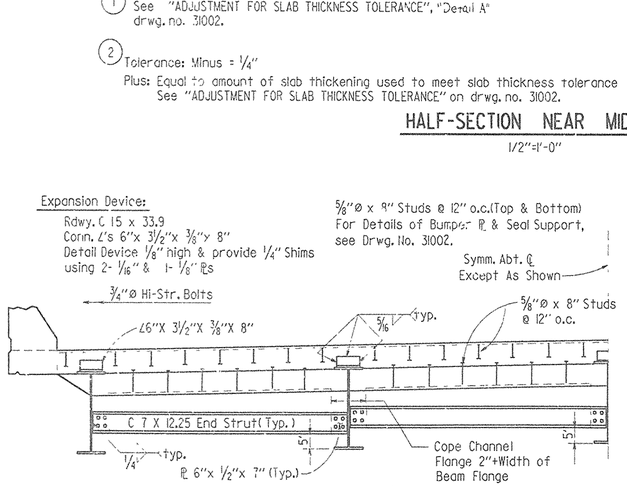
SECTION B-B

¾" = 1'-0"



SECTION C-C

¾" = 1'-0"



VIEW AT ℄ JOINT

1/2" = 1'-0"

Expansion Device:
Rdwy. C 15 x 33.9
Conn. ∠'s 6"x 3½"x ⅜"x 8"
Detail Device ⅛" high & provide ¼" Shims using 2- 1/16" & 1- ⅛" PLs

Note:
Pour 1 must be placed before Pour 2 can be placed. A minimum of 72 hours shall elapse between pours.
Any railing pours made before the entire slab unit has been placed must be approved by the Bridge Engineer.
At the contractor's option, the entire bridge slab may be poured in one continuous operation.

SLAB POURING SEQUENCE

N.T.S.

NOTE: Working Point matches Theoretical Roadway Grade

ROUNDING DETAIL

N.T.S.

DETAIL Y

N.T.S.

GENERAL NOTES

All Structural Steel shall be A36. All Structural shall be paid for at the price bid per pound for "STRUCTURAL STEEL IN BEAM SPANS (A36)".

Beams are considered main load carrying members and shall meet the longitudinal Charpy V - Notch test specified in Section 807.05 of the Standard Specifications.

All beams shall be blocked in their true position in the shop. The camber, length of Sections, distance between bearings and openings of joint shall be measured with the beams in this position and this information shall become a part of the permanent record of the job. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram. All beam dimensions are based on a temperature of 60°F. A tolerance of ¾" is allowed for camber.

Design Specifications: AASHTO 1989 with interim Specifications

Live loading: HS20 Method of Design: Load Factor

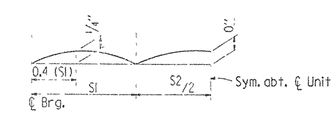
	Interior Beam	Exterior Beam
Dead Load:		
A. To W-Beam	709 plf + 1.3 (Wt./Ft. of W-Bm.)	572 plf + 1.3 (Wt./Ft. of W-Bm.)
B. To Composite Beam		
Open Parapets	295 plf *	295 plf *
Closed Parapets	309 plf *	309 plf *
Live Load: To each composite beam	1.364 wheels + impact	1.277 wheels + impact

* Includes 154 plf future wearing surface

Material Strength:
Class S(AE) Concrete (N-8) f'c = 4,000 p.s.i.
Reinforcing Steel (A615 or A617) fy = 60,000 p.s.i.
Structural Steel (A36) Fy = 36,000 p.s.i.

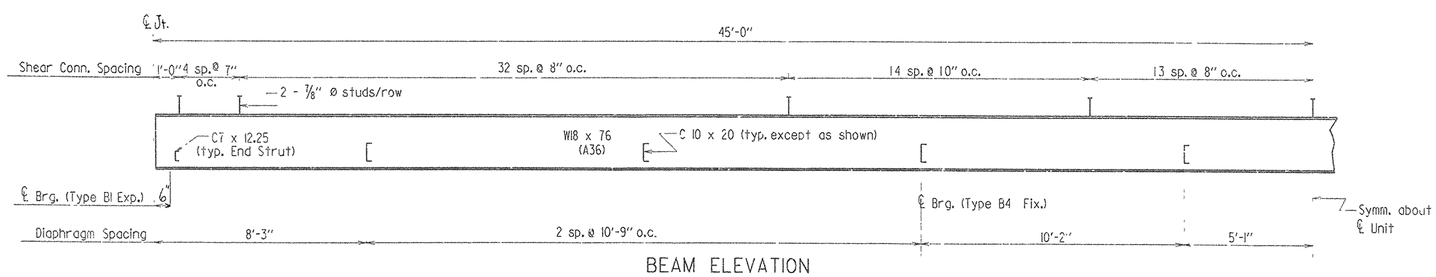
For additional notes and Common Details; drwg. no. 31002.

Structural Steel shall be painted aluminum.



DEAD LOAD DEFLECTION DIAGRAM

N.T.S.



BEAM ELEVATION

⅜" = 1'-0"

BRIDGE ENGINEER

DETAILS OF 90'-0" CONTINUOUS COMPOSITE W-BEAM UNIT CROOKED CREEK (RIGHT FRONTAGE ROAD)

INTERSTATE ROUTE 30 SEC. 23

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: TEB DATE: 6/27/90
CHECKED BY: Allen A. Boone DATE: 10-02-90 SCALE: As Noted
DESIGNED BY: [illegible] DATE: [illegible]
BRIDGE NO. 2804CR DRAWING NO. 31014

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