

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	5-330(2)			
STATE JOB NO. 4354			1950	25	102

SCHEDULE OF BRIDGE QUANTITIES

BRIDGE NO.	CODE NO.	ITEM NO.	ITEM	UNIT	102	103	103	S.P. & 802	S.P. & 802	803	S.P. 805	S.P. 805-1	807	904	929	S.P. 1032-6	S.P.	S.P.	
					DRY EXCAVATION FOR STRUCTURES	WET EXCAVATION FOR STRUCTURES	SOLID ROCK EXCAVATION FOR STRUCTURES	CLASS "A" CONCRETE FOR BRIDGES	CLASS "S" CONCRETE FOR BRIDGES	REINFORCING STEEL	STEEL PLATE GUARD RAIL	MEMBRANE WATER PROOFING	STRUCTURAL STEEL IN BEAM SPANS	CEMENT RUBBLE MASONRY	BRIDGE NAME PLATES TYPE "B"	REMOVAL OF EXISTING BRIDGE STRUCTURES	CONSTRUCTING DETOUR BRIDGES	REMODELING EXISTING BRIDGE STRUCTURES	
UNIT OF BRIDGE					CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	LB.	LN. FT.	SQ. FT.	LB.	CU. YD.	EACH	COMPLETE ITEM	COMPLETE ITEM	COMPLETE ITEM	
2728	X020		ABUTMENT NO. 1		22	12	4		4.20	545		80		20					
			PIER NO. 1						3.90	590									
			ABUTMENT NO. 2		29	12	4		4.40	545			80		20				
			40'-8" CONT. R.C. SLAB UNIT						48.50	9000	81.0'				1				
			TOTALS FOR BRIDGE NO. 2728		51	24	8		61.00	10680	81.0'		160		40	1		33%	41%
2737	X032		80'-0" EXISTING STEEL TRUSS SPAN					28.80	6640				1380						
			TOTALS FOR BRIDGE NO. 2737					28.80	6640				1380					67%	59%
2738	X020		ABUTMENT NO. 1		60	61	38	56.84		5110		41							
			PIER NO. 1			18	8	20.21		1615									
			PIER NO. 2			26	3	20.21		1615									
			ABUTMENT NO. 2		85	109	2	56.84		5110			41						
			66'-0" CONT. R.C. SLAB UNIT						74.60	14600	132.0'				1				
	TOTALS FOR BRIDGE NO. 2738		145	214	51	154.10	74.60	28050	132.0'	82			1		45%				
2739	X051		ABUTMENT NO. 1		100	60	15	56.78		5280		6.75	46	450					
			PIER NO. 1		14	25	7	21.61		2045									
			PIER NO. 2		14	25	7	21.61		2045									
			PIER NO. 3			27	6	21.61		2045									
			PIER NO. 4			23	6	21.61		2045									
			ABUTMENT NO. 2		80	70	7	56.78		5280		6.75	46	450					
			5-25'-0" I-BEAM SPANS						73.0	12650	250.00'			44900					
	TOTALS FOR BRIDGE NO. 2739		208	230	48	200.00	73.0	31390	263.5'	92		45800	1		55%				
TOTALS FOR JOB NO. 4354					404	468	107	354.10	237.4	76760	476.5'	334		47180	40	3	100%	100%	100%

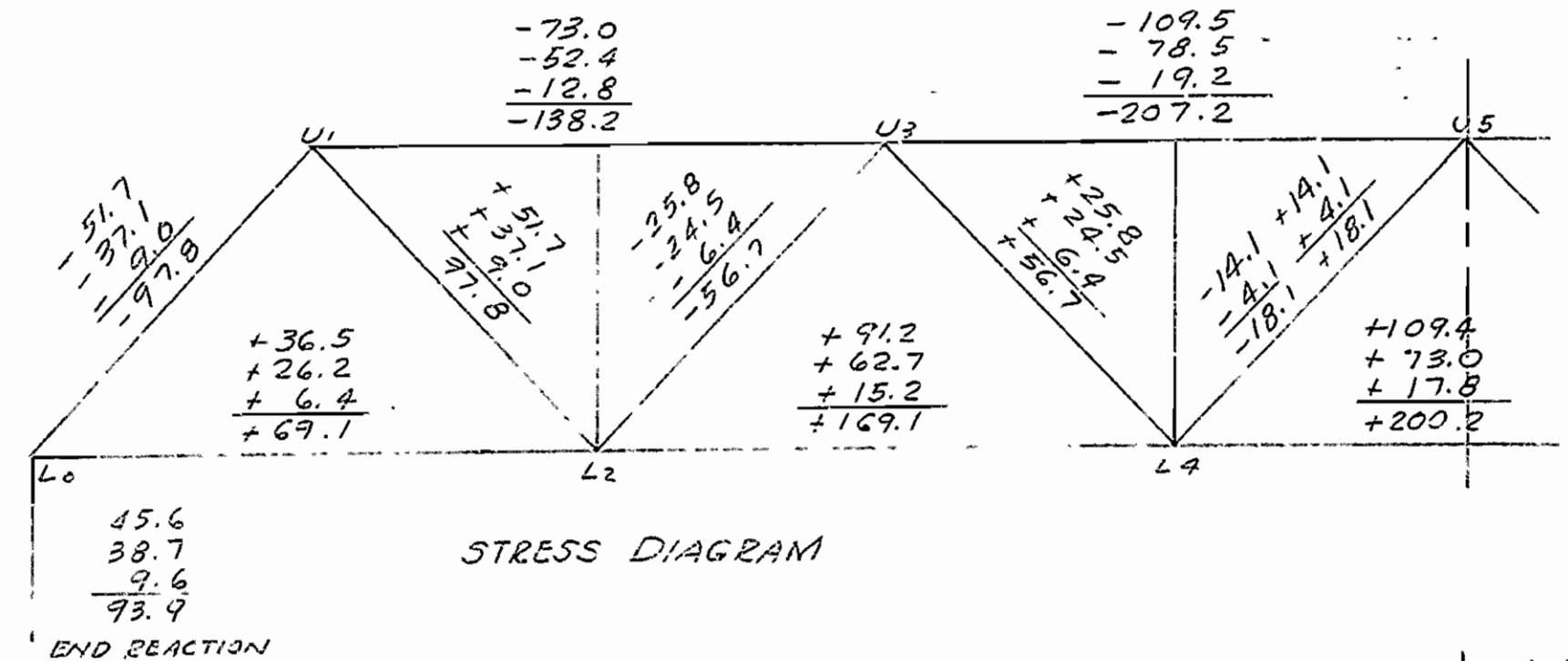
REMOVAL OF EXISTING BRIDGE STRUCTURES

STATION	STATION	LOCATION	DESCRIPTION
267+50	268+30	38' upstream from site of Bridge No. 2738	Four 20' I-Beam spans with timber floor, 18' roadway, on concrete abutments and piers. Length, approximately 82'.
301+21	301+64	15.5' downstream from site of Bridge No. 2739	One 20' steel truss span with timber floor, 18' roadway, on concrete abutments. Length, approximately 72'.

SCHEDULE OF QUANTITIES
FOR BRIDGES
ON OZARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7

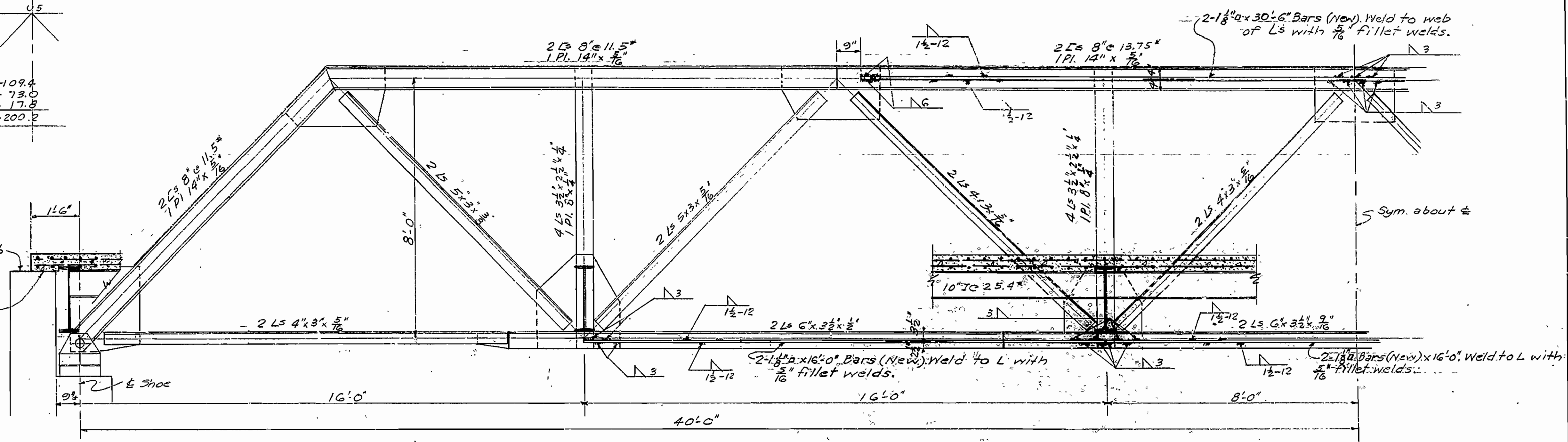
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W. J. [Signature] Date: 7-7-50 Scale: _____
 Checked By: _____ Date: _____
 BRIDGE NO. 2728, 2737, 2738 DRAWING NO. 7019



Where necessary, remove upper portion of abutment backwall to a smooth surface down to bottom of slab

2-layers of 45# roofing salt. Payment to be included in price bid for Class S Concrete



ELEVATION OF EXISTING TRUSS

SHOWING NEW CONCRETE FLOOR & DETAILS OF STRENGTHENING OF TRUSS MEMBERS

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

General Notes

All concrete to be Class S. Exposed corners to be chamfered unless otherwise noted.

Reinforcing steel to be deformed bars of structural or intermediate grade. Shop lists and bending diagrams must be submitted and approval secured before fabrication is begun. Cast iron drains are to be paid for as reinforcing steel, and to be painted the same as structural steel.

All reinforcing steel shall be accurately located in the forms, and firmly held in place by means of steel wire supports sufficient in size and number to prevent displacement of the bars during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of Reinforcing steel. Shop lists and diagrams must be submitted for approval.

Upon removal of the existing timber floor all structural steel shall be cleaned of all dirt, oil, grease, or other foreign substances. Loose paint and rust, and spot painted with one coat of white lead paint. Apply one finish coat of aluminum paint on all exposed surfaces. This work and material to be paid for under the item Remodeling Existing Bridge Structures. Also includes removal of paint from surfaces to receive welds.

All weld connections of new material in truss members to be field fillet welds. Welding to be by the electric arc process in accordance with current specifications for Welded Highway and Railway Bridges of the American Welding Society.

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

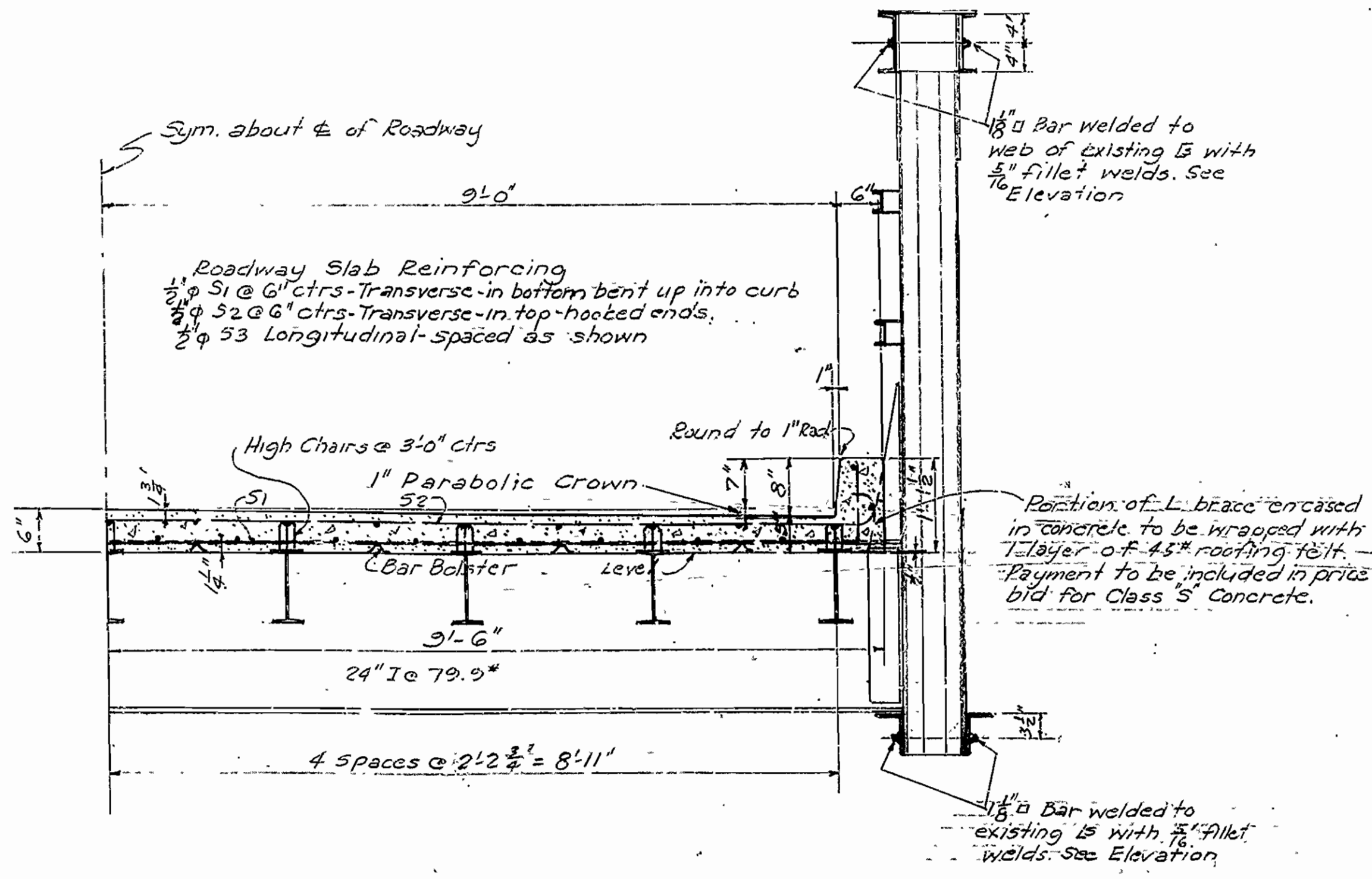
Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction adopted March 11, 1940.

Upon completion of welding and proper cleaning of surfaces, the new chord bars, including welds shall be painted one coat of red lead and raw linseed oil, a second coat of white lead paint and a finish coat of aluminum paint. Material in chord bars to be paid for at the unit price per pound bid for structural steel in beam spans.

REINFORCING BAR SCHEDULE

MARK	NO.	SIZE	LENGTH	BENDING DIAGRAM
S1	161	5/8"	20'-0"	
S2	167	1/2"	19'-7"	
S3	111	1"	28'-8" straight	

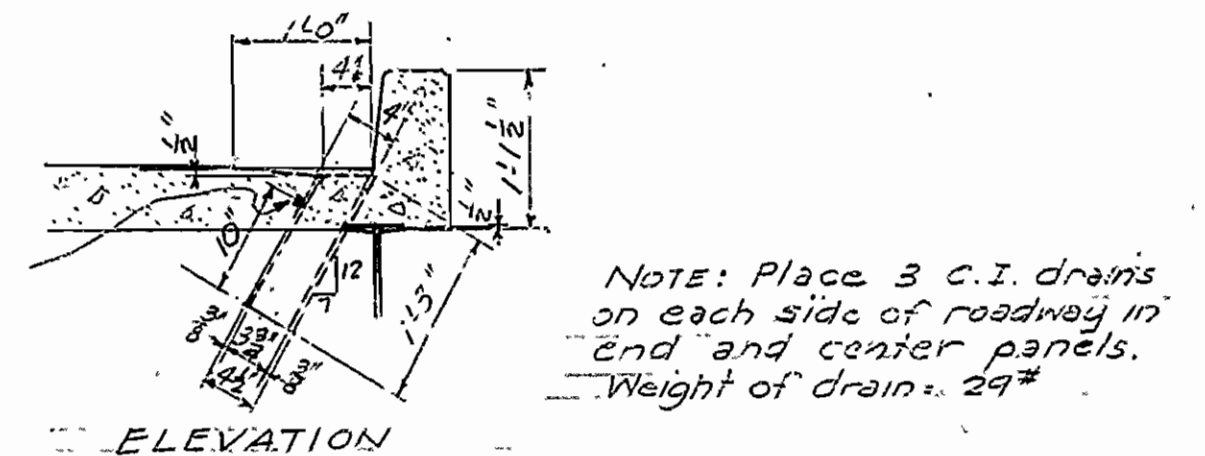
Dimensions relating to reinforcing steel are to centers of bars.



HALF SECTION THRU ROADWAY

SHOWING NEW CONCRETE FLOOR & DETAILS OF STRENGTHENING OF TRUSS MEMBERS

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



DETAILS OF REMODELING EXISTING 80'-0" STEEL TRUSS SPAN BRIDGE OVER S-FORK WHITE OAK CR

OZARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: H.B. Date: 7-5-50
Checked By: J.M.K. Date: 7-4-50
BRIDGE NO. 2737 DRAWING NO. 7822

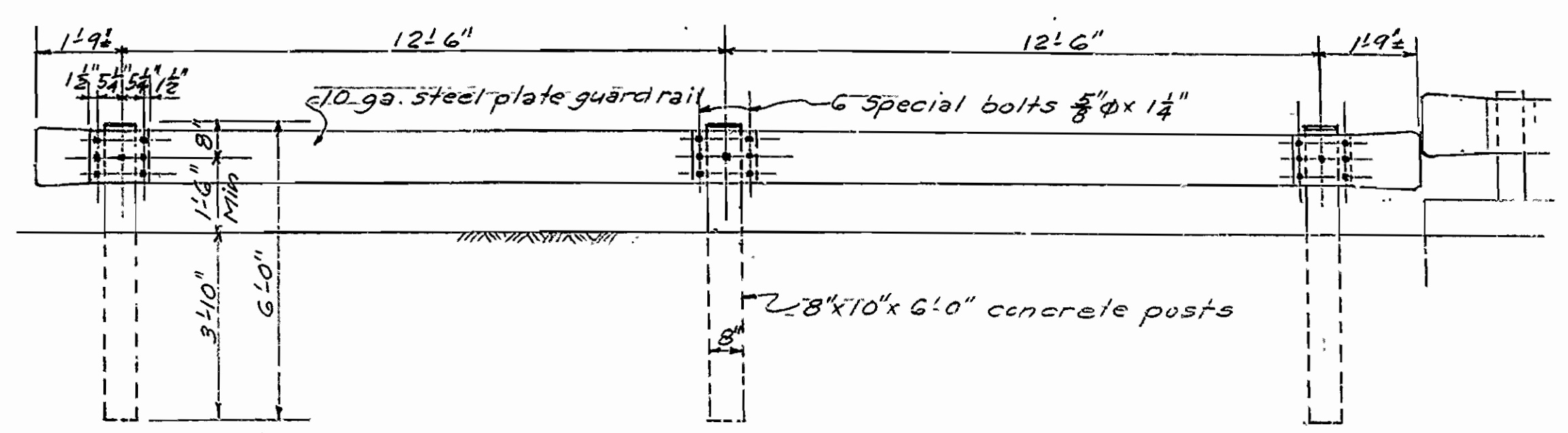
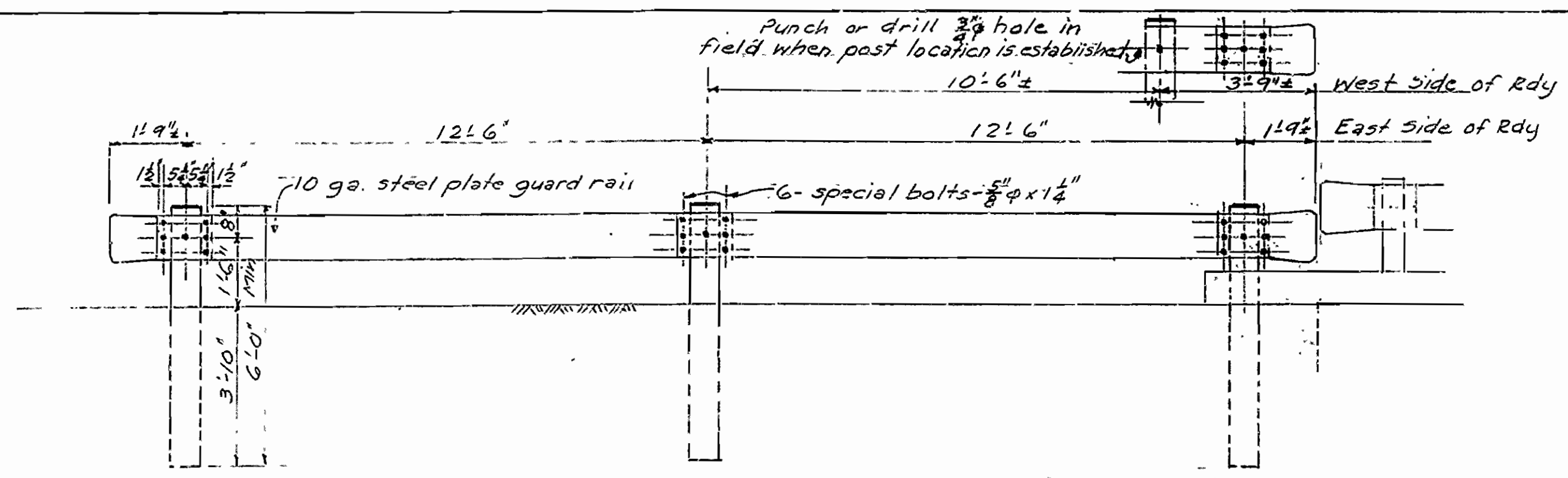
STAINERS	FLOOR BEAMS
DL = 210 x 16" = 6720"	DL = 1462 x 30.21" = 74650
L.L.M. = 12,000 x 446 x 1/2" = 21,410"	LL = (15000 x 13.3 x 2 x 7.5) / 16 = 111,375
Impact 30% = 6420"	Impact 30% = 33410
Total = 34,550"	Total = 219,435
Section Modulus Req'd = 34,550 x 12 / 18,000 = 23.0	Sec. Mod. Req'd = 219,435 x 12 / 18,000 = 146.3
Section Modulus of 18" Ie 25.4" = 24.4	Sec. Mod. of 24" Ie 79.9" = 173.9

Design Live Load - H-15 Loading A.A.S.H.O. 1949

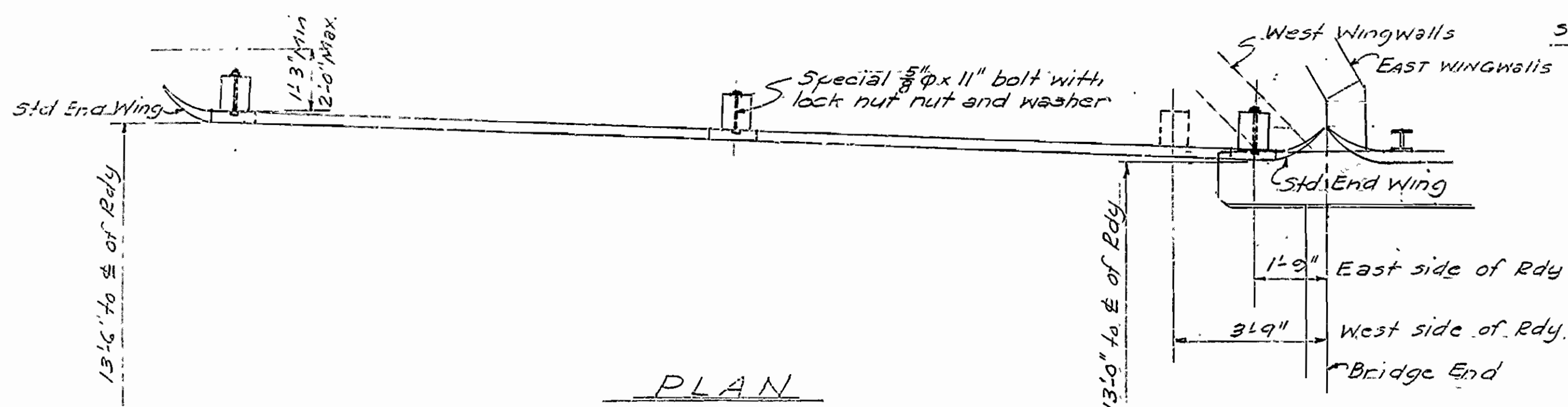
Unit Stresses:
Class S Concrete (n=10) 1000# / sq in
Reinforcing Steel 18,000# / sq in
Structural Steel 18,000# / sq in

W. B. Borden
BRIDGE DESIGN ENGINEER

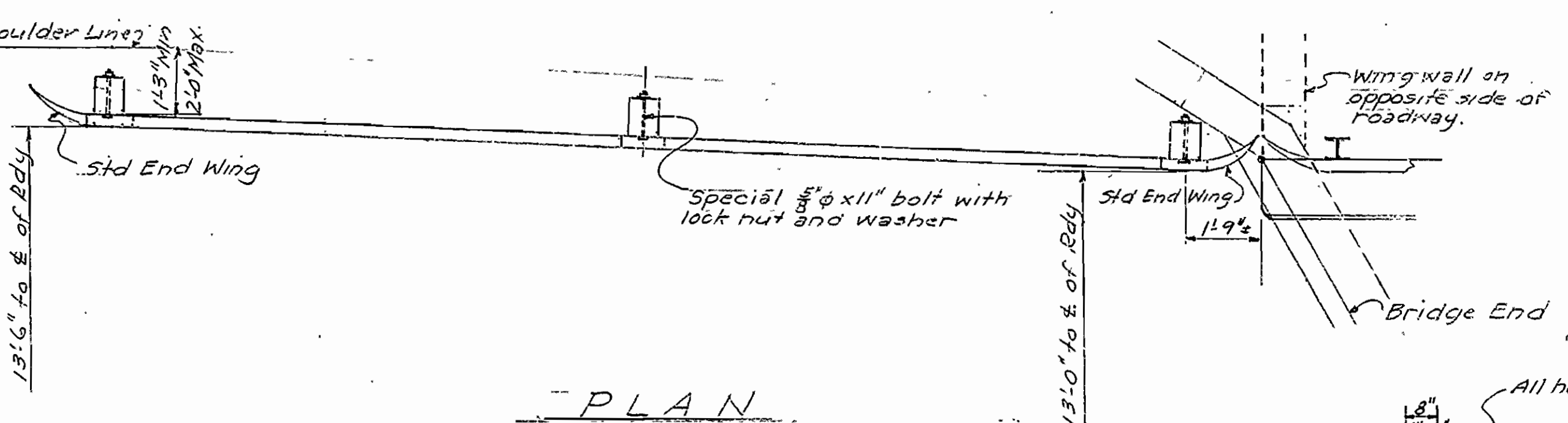
FED. ROAD DIST. NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	5-350(2)		102	102
STATE JOB NO. 4354 1950 20A 102					



ELEVATION



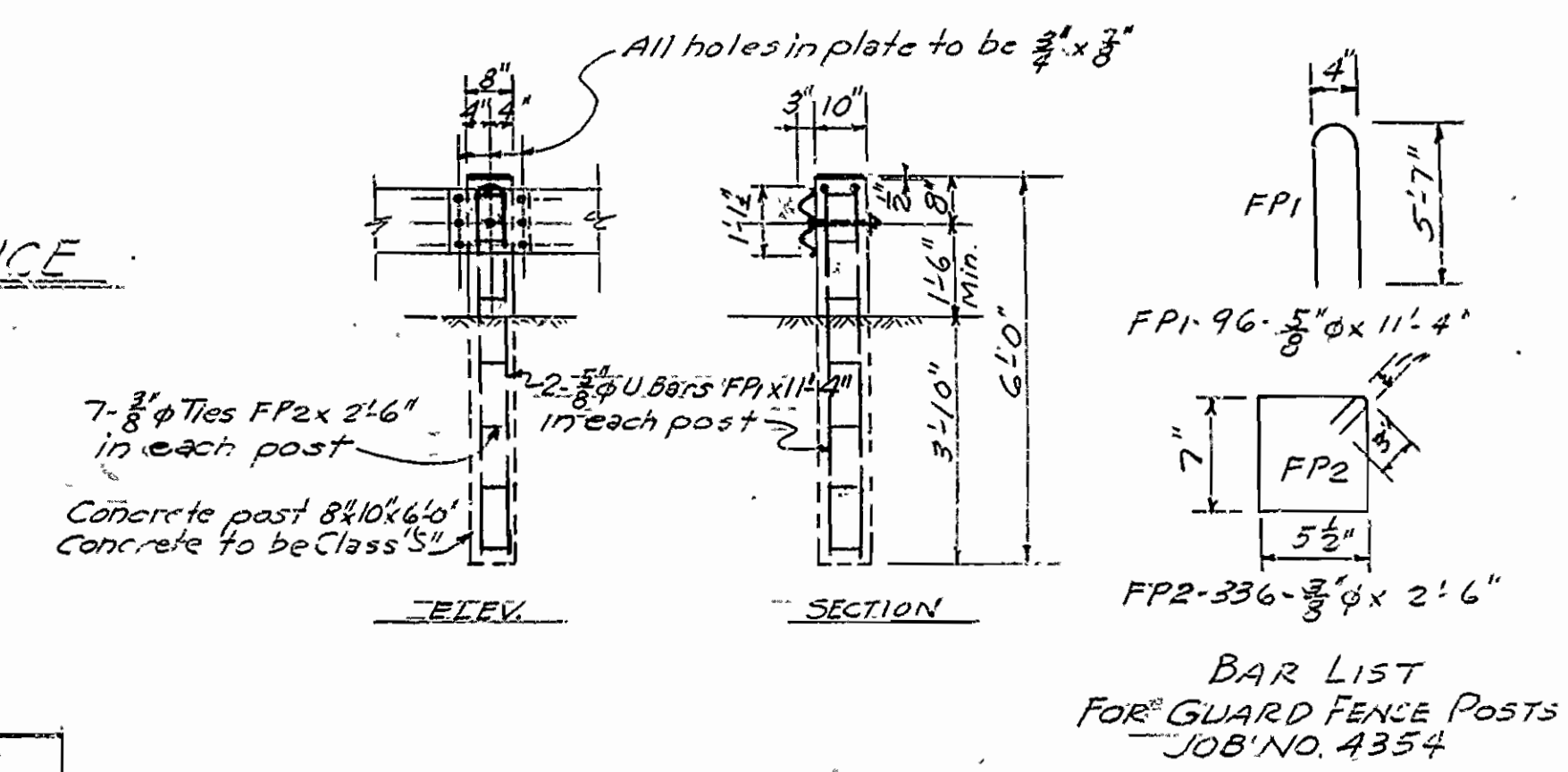
PLAN



PLAN

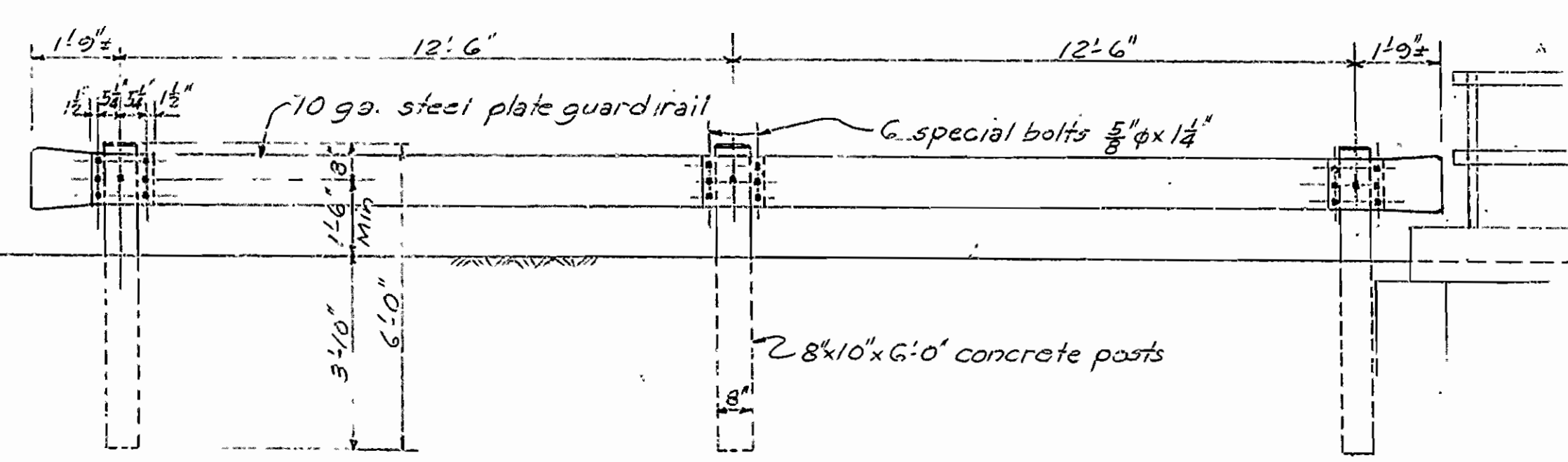
DETAILS OF APPROACH STEEL PLATE GUARD FENCE
BR NO. 2728

DETAILS OF APPROACH STEEL PLATE GUARD FENCE
BR NO. 2738

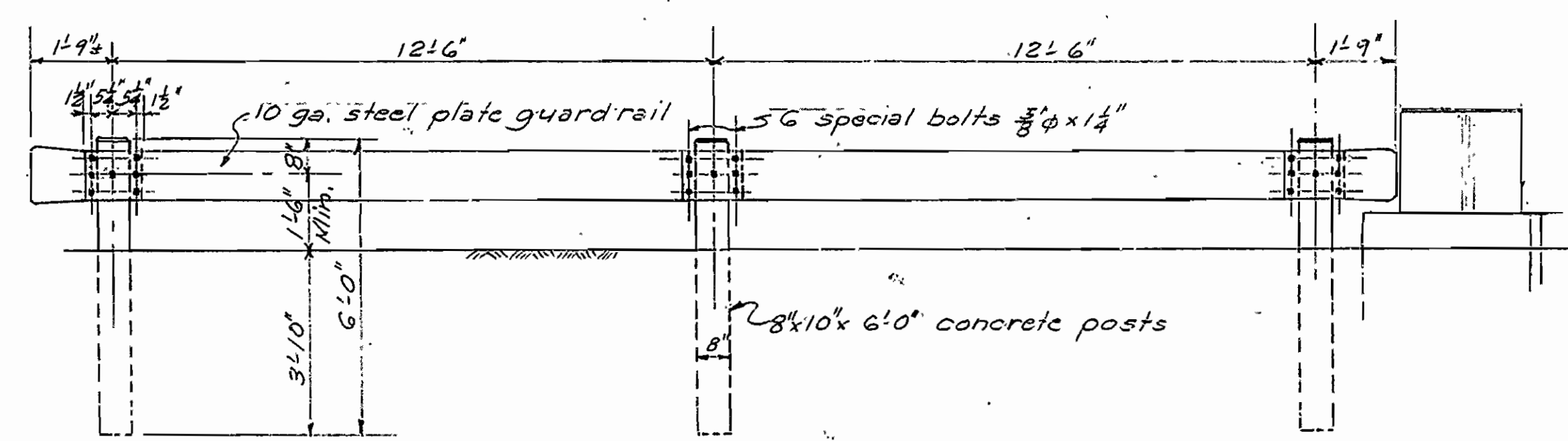


GUARD FENCE POST DETAILS

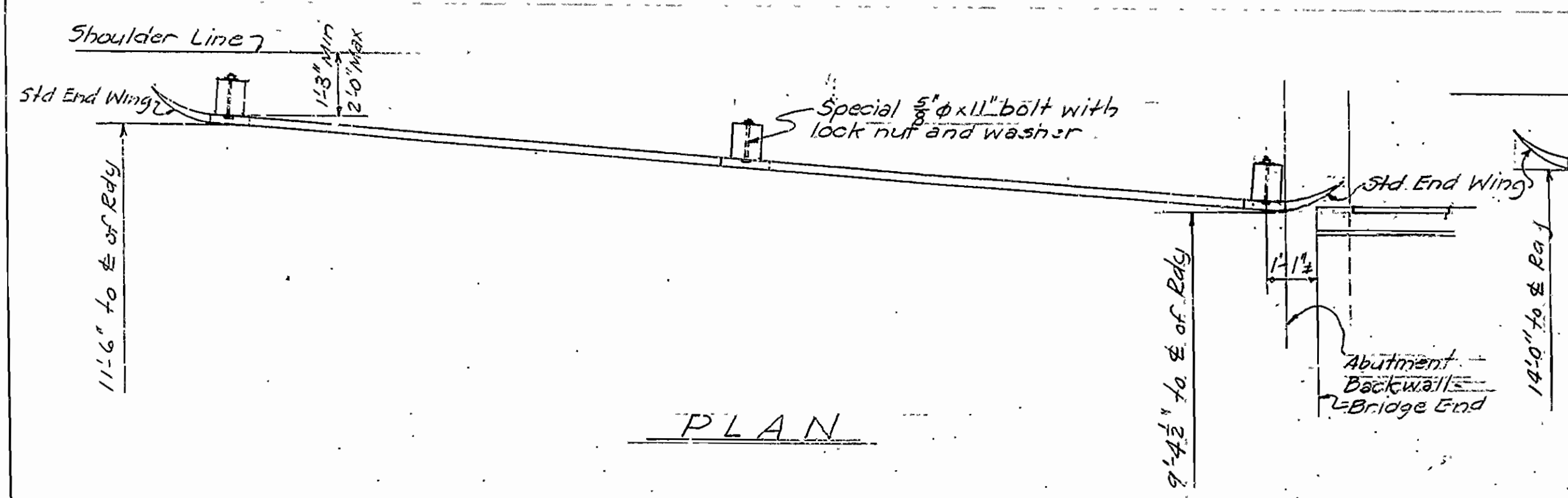
GENERAL NOTES
 The steel plate guard rail shall be of the type shown or an equivalent rigid type as approved by the Engineer, but shall be of the same type as the steel plate guard rail on the bridge. The steel guard fence, including the concrete posts and fastenings, shall be paid for at the unit price per linear foot bid for "Steel Plate Guard Fence". The steel plate guard rail shall be painted the same as the rail on the bridge.



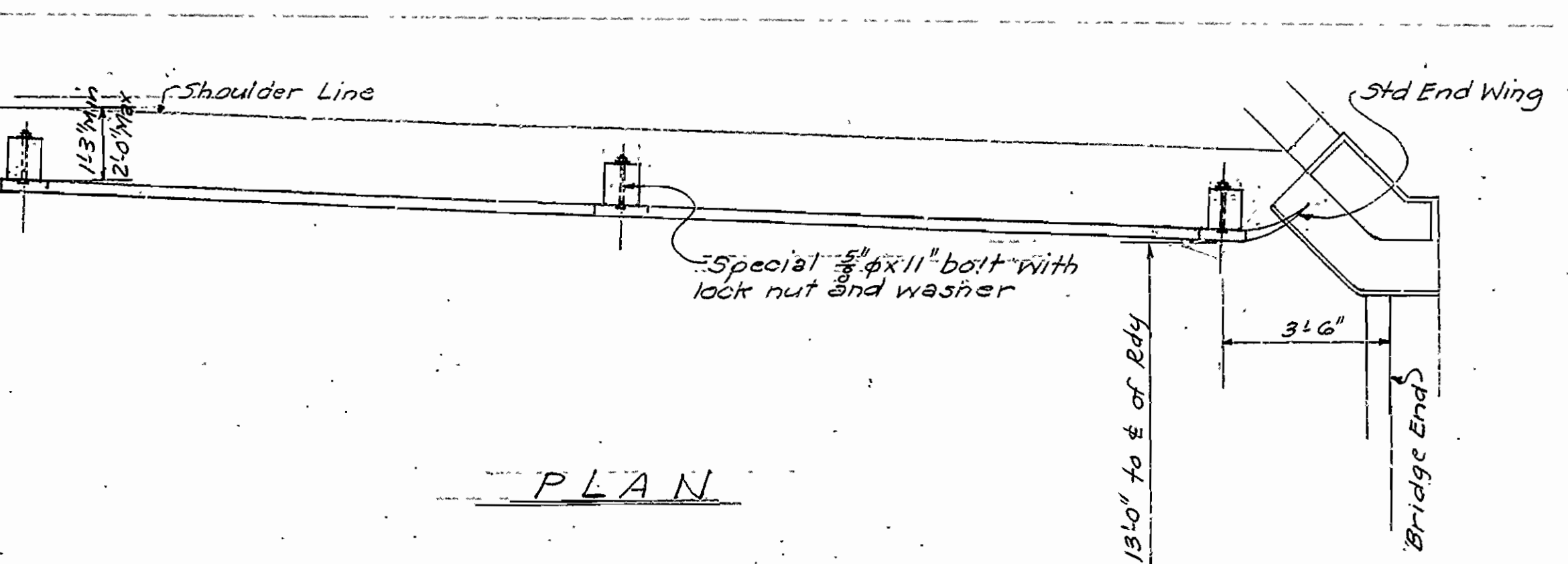
ELEVATION



ELEVATION



PLAN



PLAN

DETAILS OF APPROACH STEEL PLATE GUARD FENCE
BR NO. 2737

DETAILS OF APPROACH STEEL PLATE GUARD FENCE
BR NO. 2739

DETAILS OF
 APPROACH STEEL PLATE GUARD FENCE
 BRIDGES ON OZARK-NORTH ROAD
 FRANKLIN COUNTY

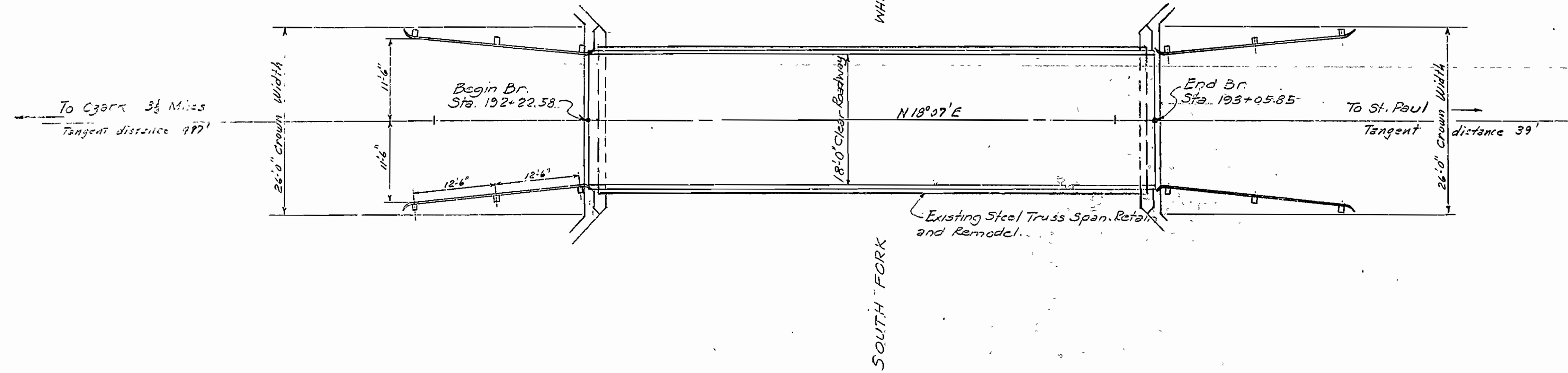
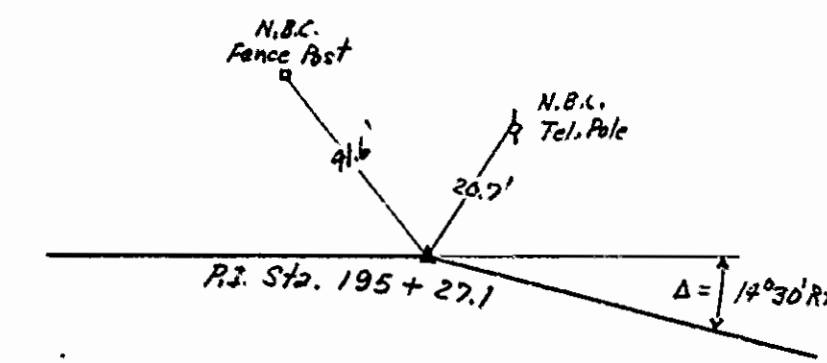
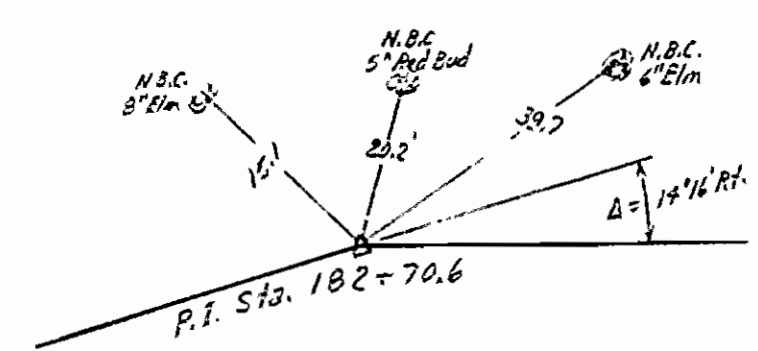
ROUTE 23 SEC. 7
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

Drawn By: H.B. Date: 7-7-50
 Traced By: Date:
 Checked By: Date:
 BRIDGE NO. 2728, 2737-2739 DRAWING NO. 7820
 Scale: 3/8" = 1'-0"

Ward Erdman
 BRIDGE DESIGN ENGINEER

RIGHT OF WAY DATA
 Sta. to Sta. 190+00 195+00 50' 40' Total width 90'

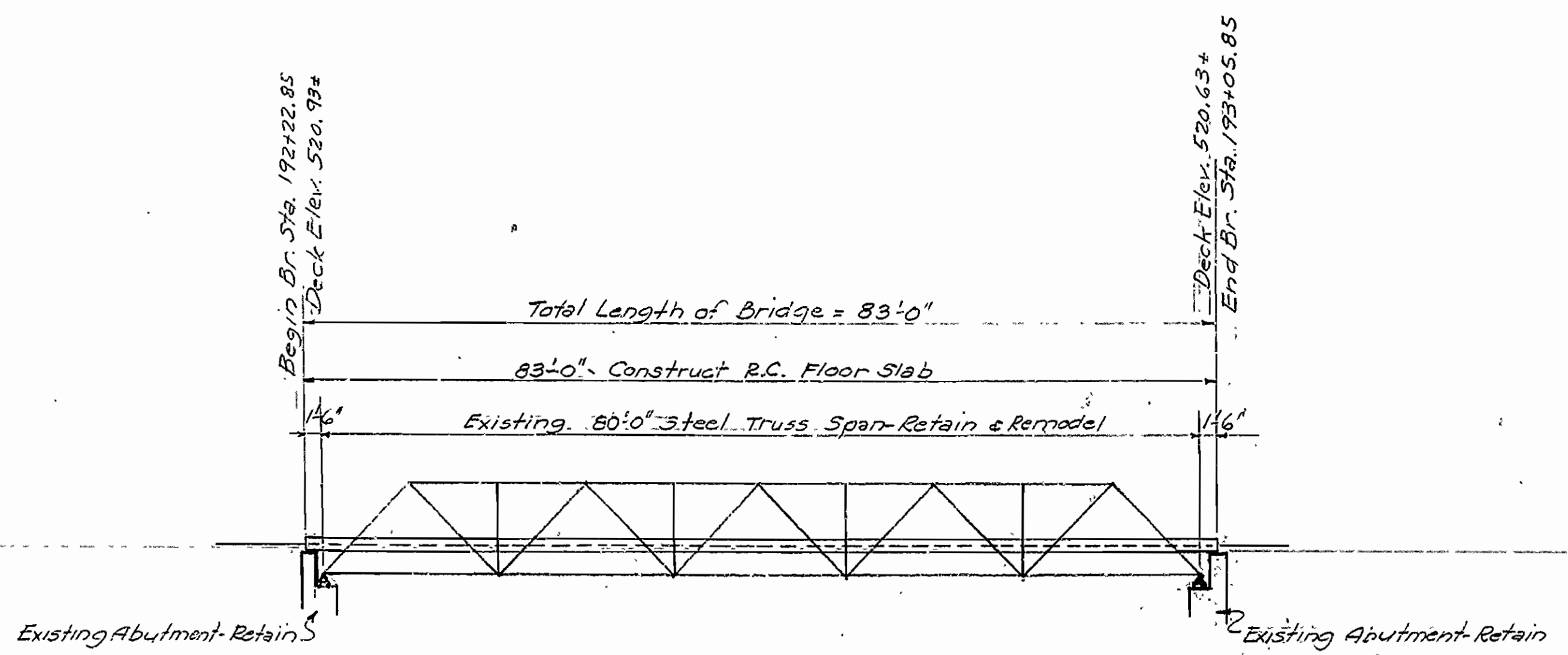
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT NO.	PLAN YEAR	SHEET NO.	TOTAL SHEETS
8	ARK.	S-330 (2)	1950	25A	102
STATE JOB NO. 4354		1950		25A	102



General Notes
 All concrete to be Class S¹ and to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.
 Existing 80'-0" steel truss span bridge on concrete abutments to be retained and remodeled. Existing wood floor to be replaced with a reinforced concrete floor. See Details and Special Provisions.
 For Details of R.C. Floor Slab, and Remodelling, see Dwg No. 7822
 Specifications: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.

PLAN

ITEM No.	ITEM	QUANTITY	UNIT
S.P. & B02	Class S ¹ Concrete for Bridges	28.8	Cu. Yd.
B03	Reinforcing Steel	6640	Lb.
B07	Structural Steel in Beam Spans	1380	Lb.
S.P.	Constructing Detour Bridges	67%	Complete Item.
S.P.	Remodeling Existing Bridge Structures	59%	Complete Item.



Note: Waterway is adequate

ELEVATION

Design Live Load: H-15 Loading, A.A.S.H.O. 1940

Unit Stresses:
 Class S¹ Concrete (n=10) 1000# / sq"
 Reinforcing Steel 18000# / sq"
 Structural Steel 18000# / sq"

B.M. Elev. 522.81
 Top of concrete abutment
 12' left of Sta. 192+23.7

LAYOUT OF BRIDGE
OVER S. FORK OF WHITE OAK CR.
CLARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

Drawn By H.B. Date 7-3-50 Scale: 1"=10' 0"
 Traced by Date
 Checked by Date
 BRIDGE NO. 2737 DRAWING NO. 7821

W. Paul Bradman
 BRIDGE DESIGN ENGINEER