

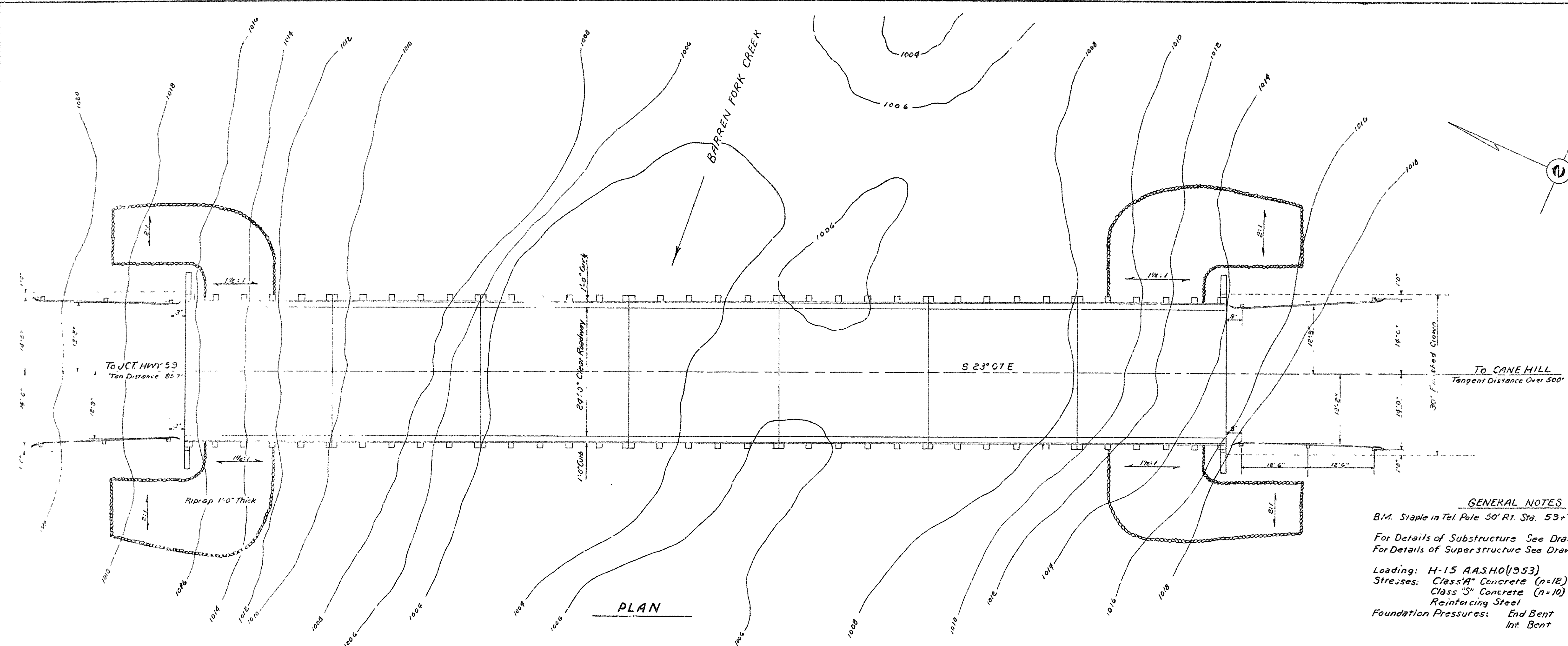
6	AFK	385(2)			
JOB NO.		9390	3	93	

CODE	ITEM No.		SP-801-2	SP-801-2	SP-801-2	SP-802	SP-802	SP-803	SP-805-6	909	929	SP-1052-11
	Item		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 (10 Ga.)	Riprap	Bridge Name Plates (Type C)	Removal Of Existing Bridge Structures
	Unit Of Bridge	Unit	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Lb.	Lin. Ft.	Cu. Yd.	Ea.	Comp. Item
X-020	Bent 1		65	12	3	13.10	7.30	2,109		56		
	Bent 2			18	3	14.30	6.11	2,414				
	Bent 3			16	3	14.30	6.11	2,414				
	Bent 4		24	10	3	14.30	6.11	2,414				
	Bent 5		57	19	3.5	13.29	7.30	2,140		60		
	Spans 1 & 4						78.10	13,354	116		1	
	Spans 2 & 3						77.50	13,365	112			
	TOTALS FOR BRIDGE No. 3097		146	75	15.5	69.29	188.53	38,210	228	116	1	0%
	Bent 1		52	22	35	11.50	7.31	1,955		51		
	Bent 2		14	24	3	12.44	6.11	2,101				
	Bent 3		6	24	3	13.16	6.11	2,221				
	Bent 4		8	24	3	13.87	6.11	2,342				
	Bent 5		9	24	3	14.30	6.11	2,414				
	Bent 6			24	3	14.30	6.11	2,414				
	Bent 7		4	24	3	14.30	6.11	2,414				
	Bent 8		84	24	3.5	12.78	7.30	2,058		59		
	Spans 1 & 7						78.10	13,354	116		1	
	Spans 2, 3, 4, 5 & 6						193.75	33,400	280			
	TOTALS FOR BRIDGE No. 3096		177	190	25	106.65	323.12	64,673	396	110	1	86%
	TOTALS FOR JOB 9390		323	265	40.5	175.94	511.65	102,883	624	226	2	86%

SUMMARY OF BRIDGE QUANTITIES
DUTCH MILLS — GANE HILL
WASHINGTON COUNTY
ROUTE 45 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: _____

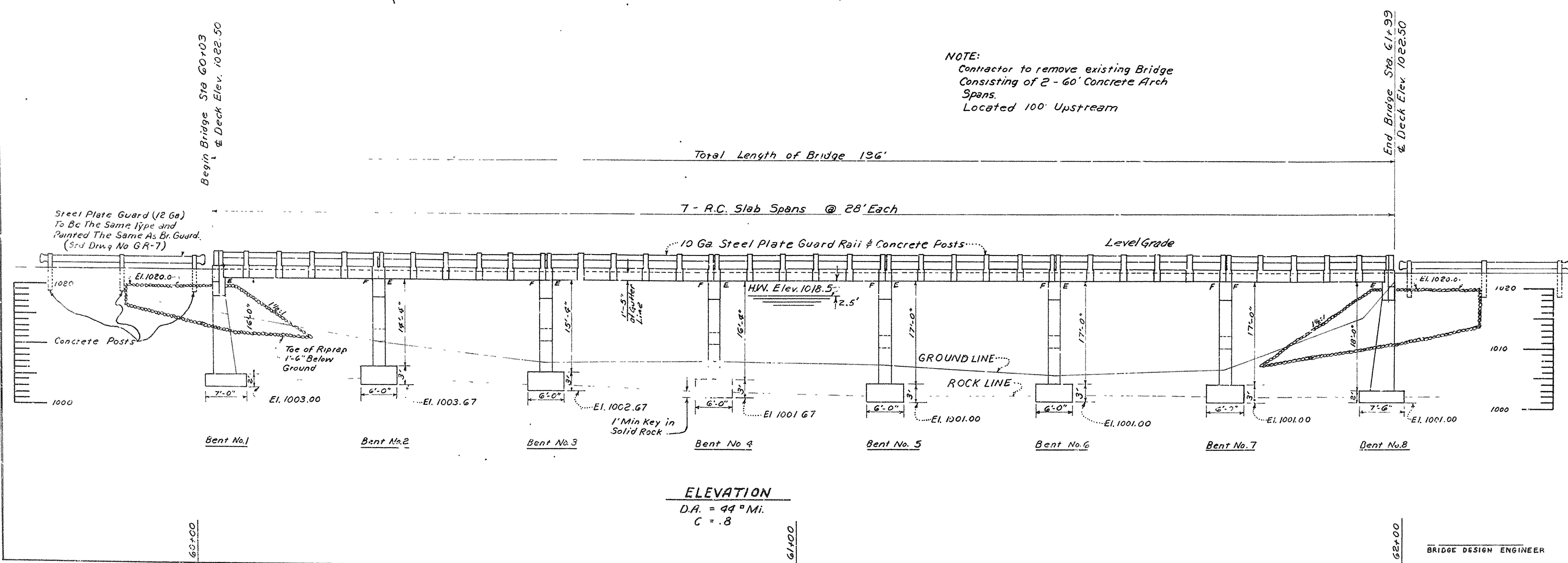
DATE	BY	CHKD	DATE	DATE	DATE
6	ARK	385(2)			
JOB NO	9390	17	23		



RIGHT-OF-WAY
58+00 to 63+00 - 40' RT. + 40' LT. - 80' total
60+00 to 64+00 - 80' RT. (Easement)

GENERAL NOTES
B.M. Staple in Tel Pole 50' Rt. Sta. 59+75 El. 1023.55
For Details of Substructure See Drawing No. 5491
For Details of Superstructure See Drawing No. 5492
Loading: H-15 A.A.S.H.O. (1953)
Stresses: Class 'A' Concrete (n=12) 840 p.s.i.
Class 'S' Concrete (n=10) 1200 p.s.i.
Reinforcing Steel 20,000 p.s.i.
Foundation Pressures: End Bent 6,400 p.s.i.
Int. Bent 6,100 p.s.i.

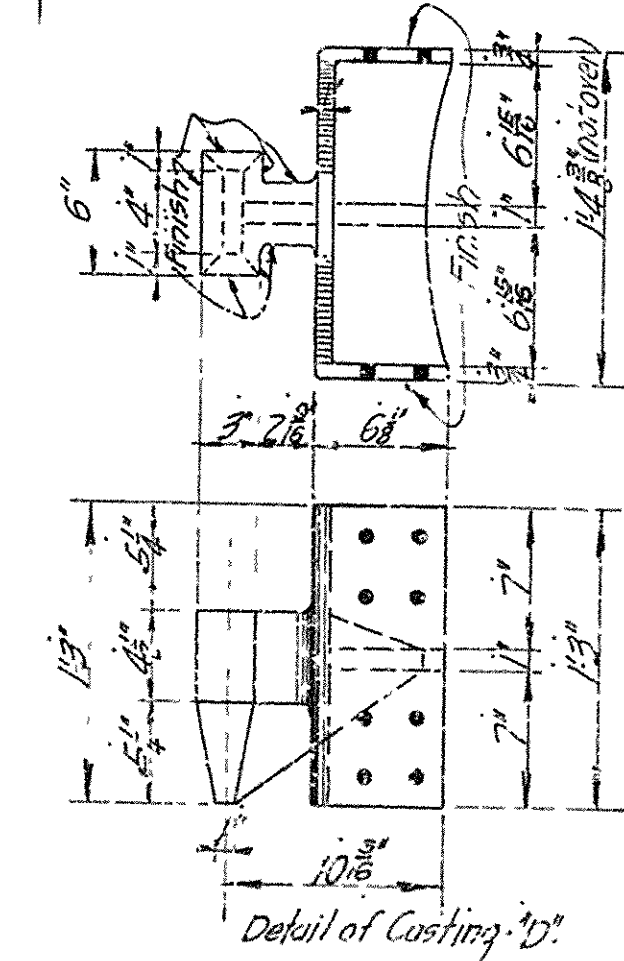
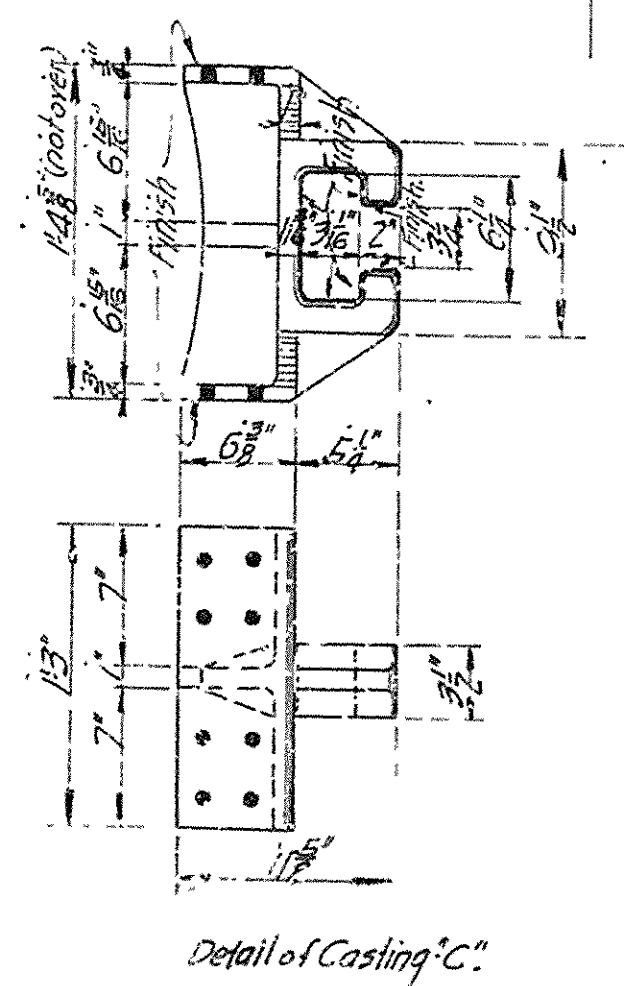
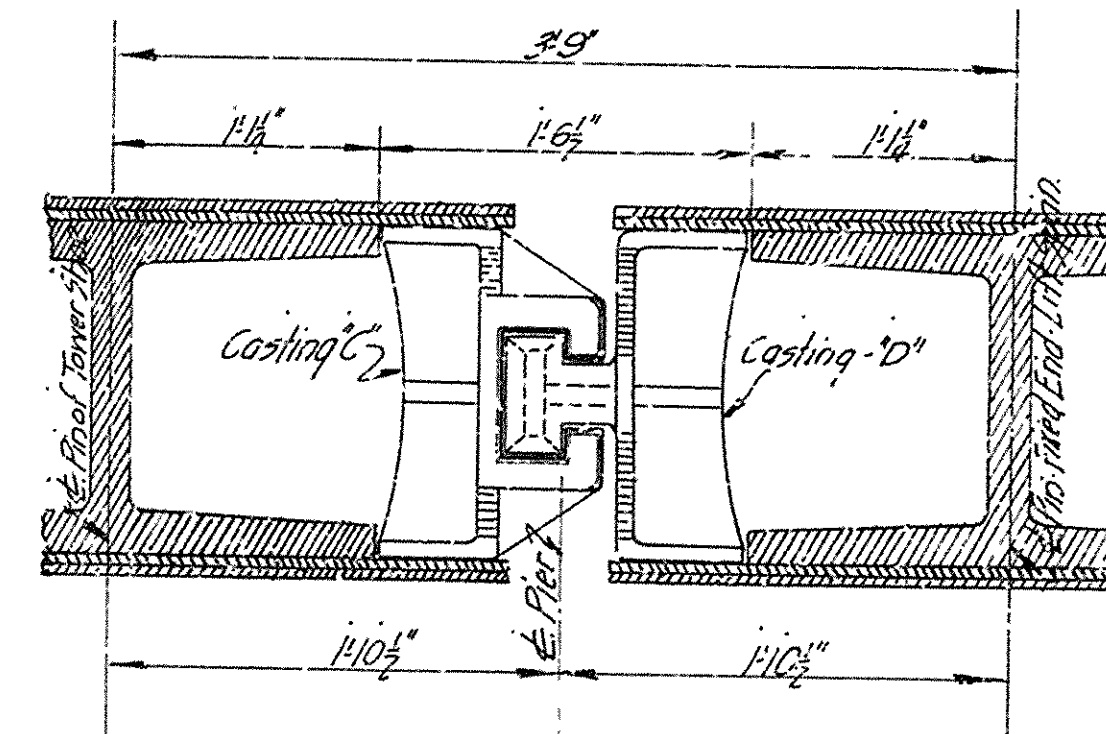
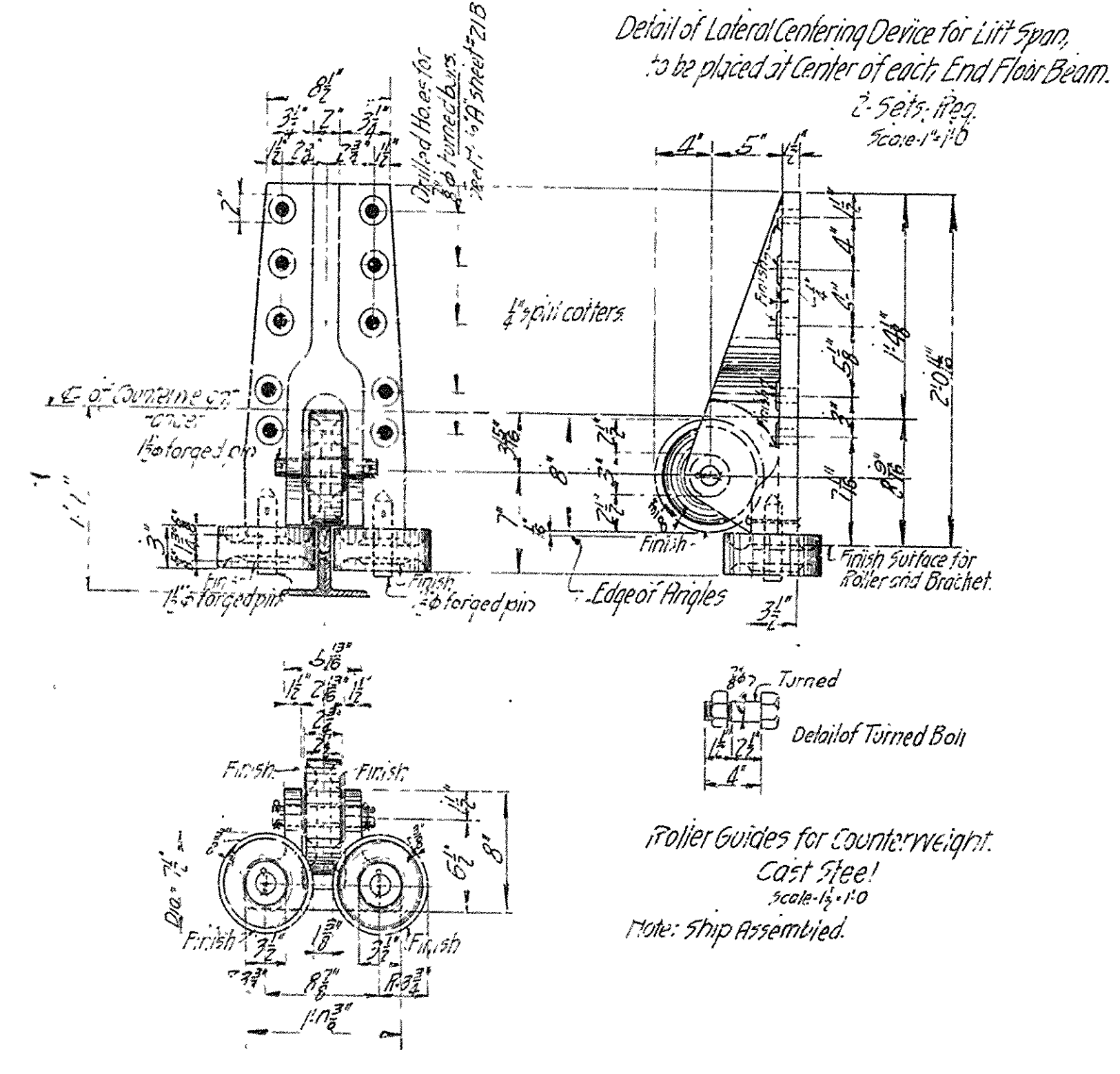
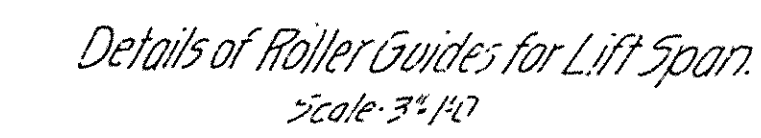
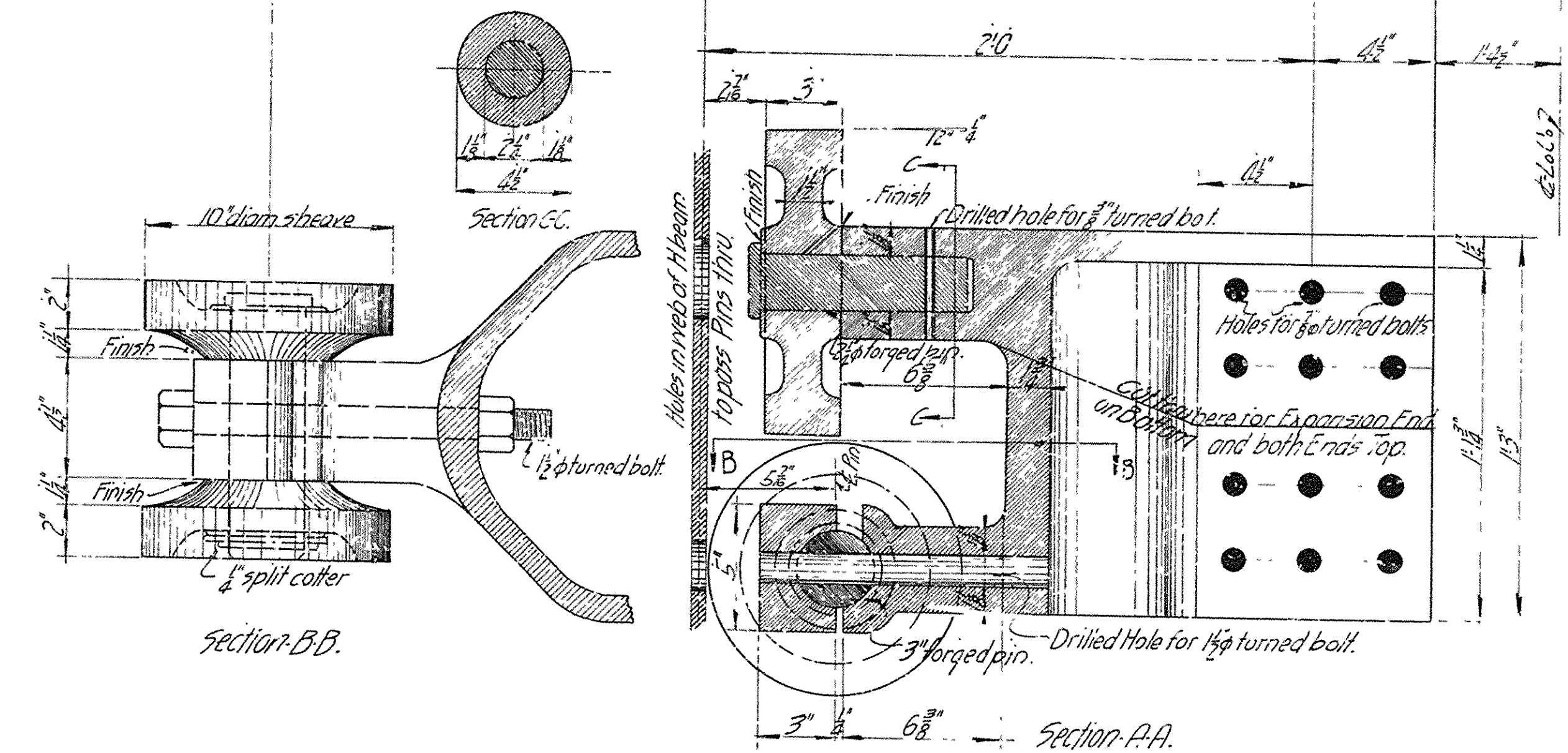
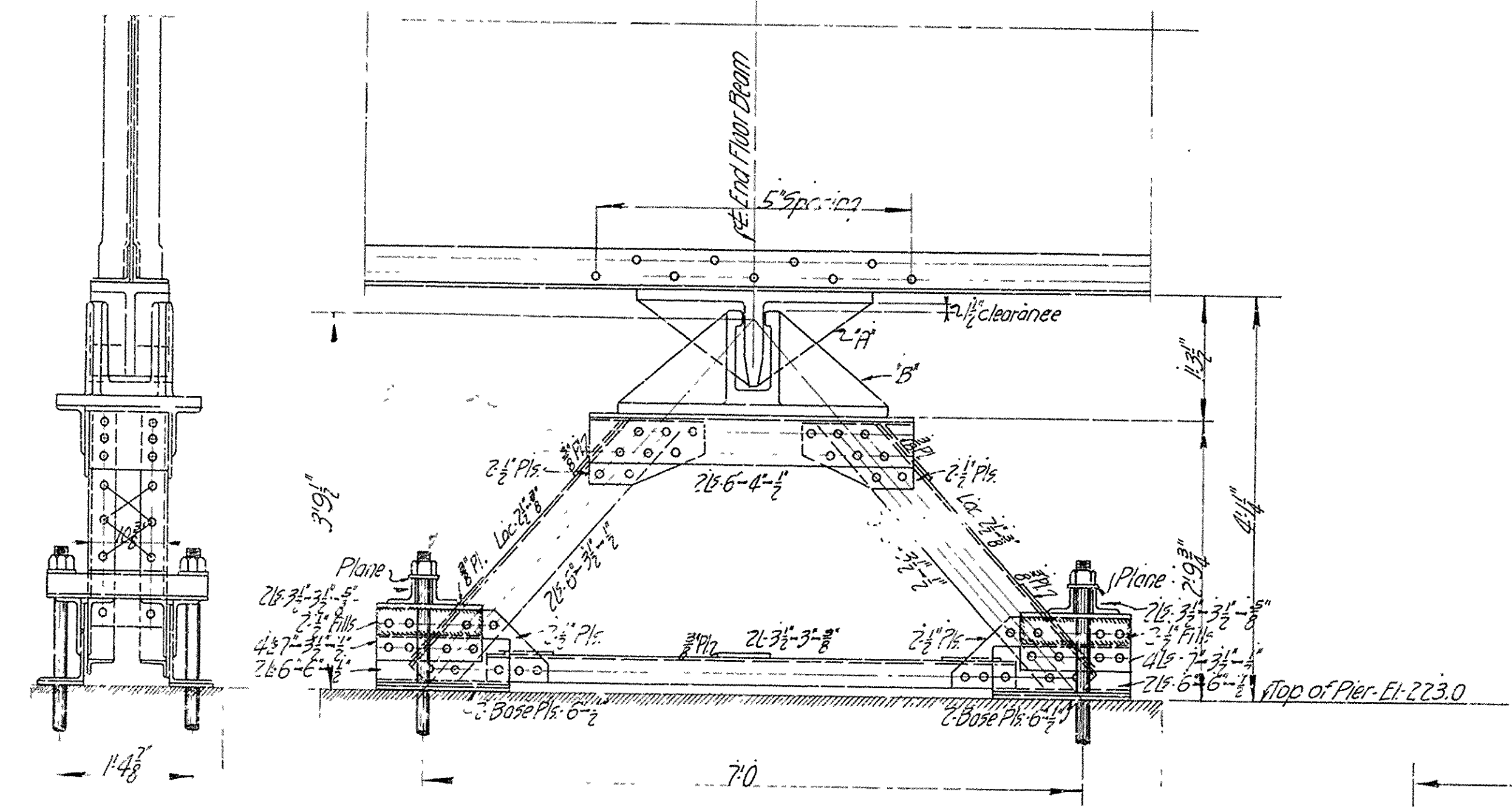
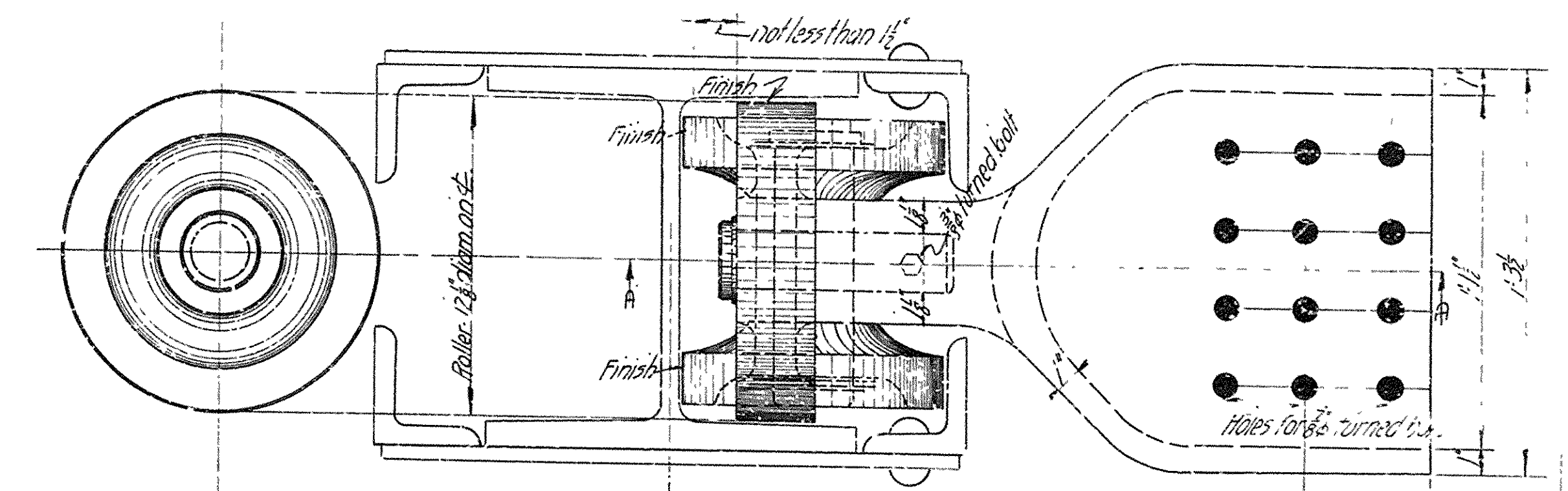
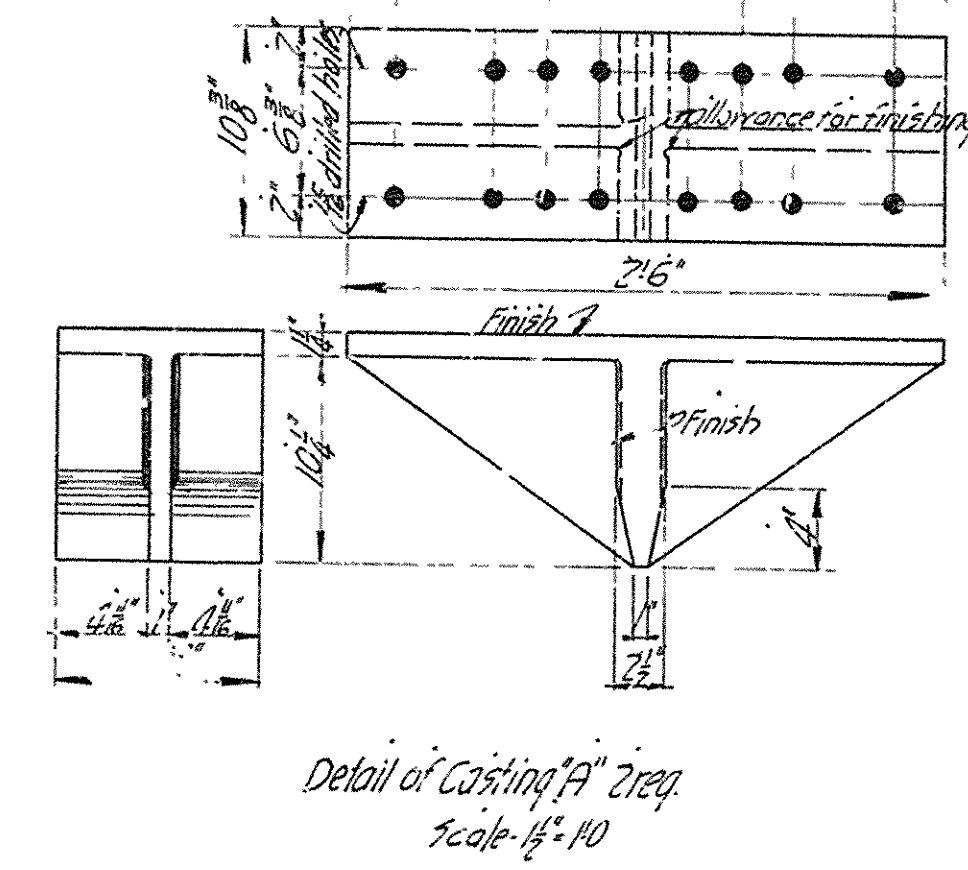
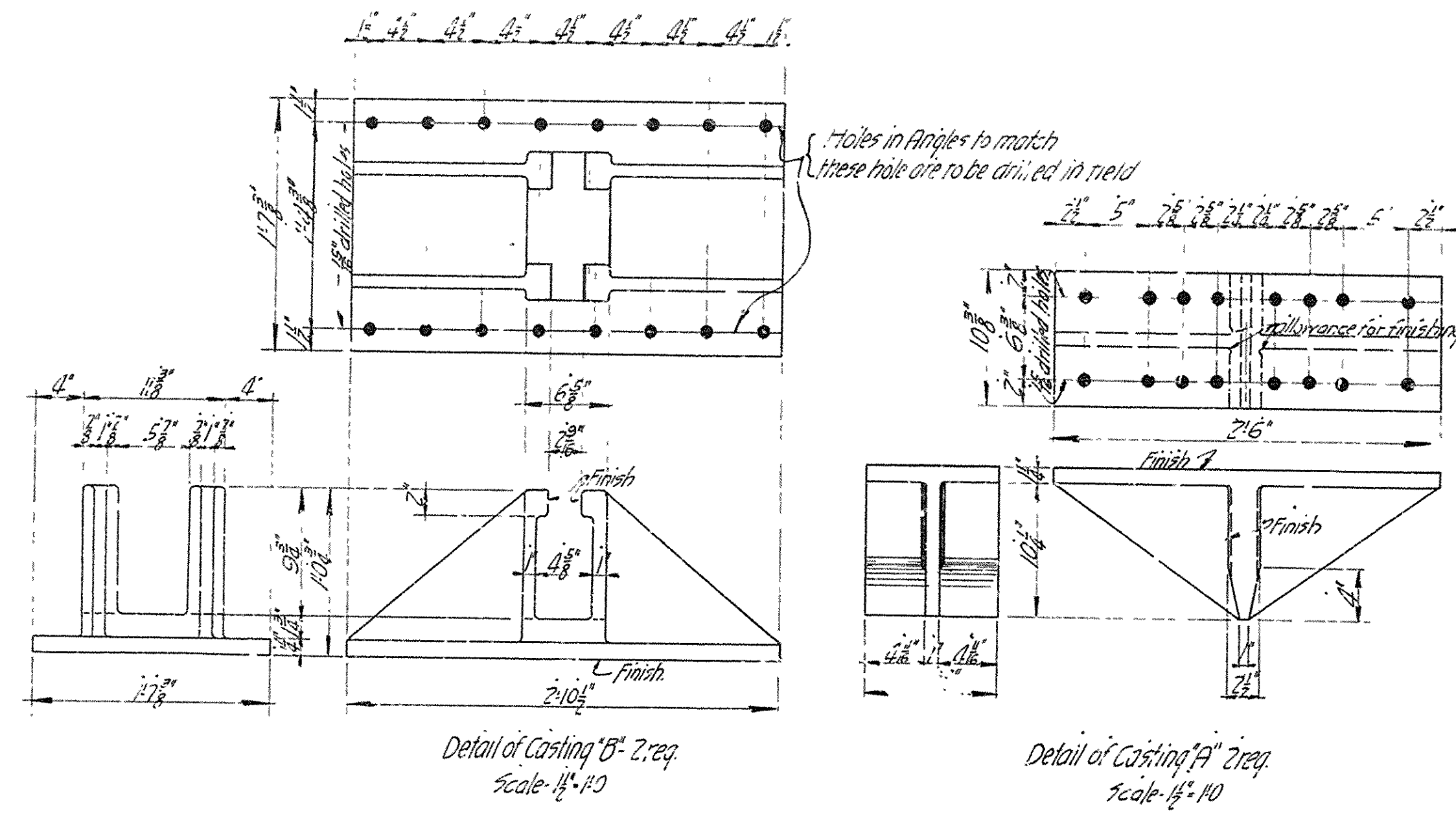
NOTE:
Contractor to remove existing Bridge
Consisting of 2 - 60' Concrete Arch
Spans.
Located 100' Upstream



LAYOUT OF
BRIDGE OVER BARREN FORK CREEK
DUTCH MILLS ~ CANE HILL
WASHINGTON COUNTY
ROUTE 45 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.B.C. DATE: 8-6-57
TRACED BY: DATE: _____
CHECKED BY: DATE: _____
BRIDGE NO. 3096
DRAWING NO. 9380

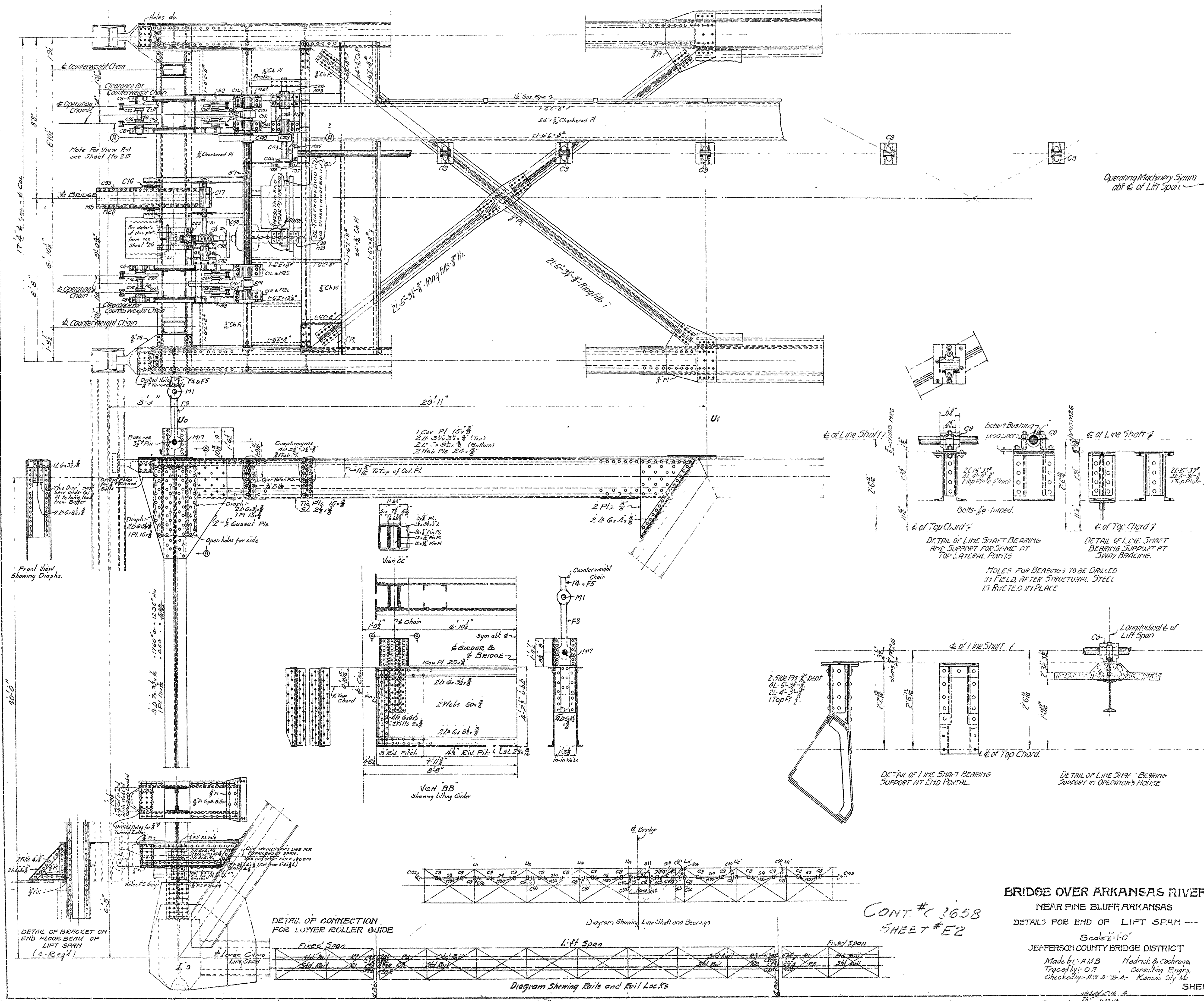
BRIDGE DESIGN ENGINEER



All Castings to be Steel.

BRIDGE OVER ARKANSAS RIVER
NEAR PINE BLUFF, ARKANSAS.
DETAILS OF LATERAL CENTERING DEVICE, ROLLER GUIDES, ETC.
FOR LIFT SPAN
Scales as shown.
JEFFERSON COUNTY BRIDGE DISTRICT.

Made by C. S. J. Hendrick & Goehrale
Traced by C. A. Consulting Engrs
Checked by A. H. W. 3-9-14 Kansas City, Mo.



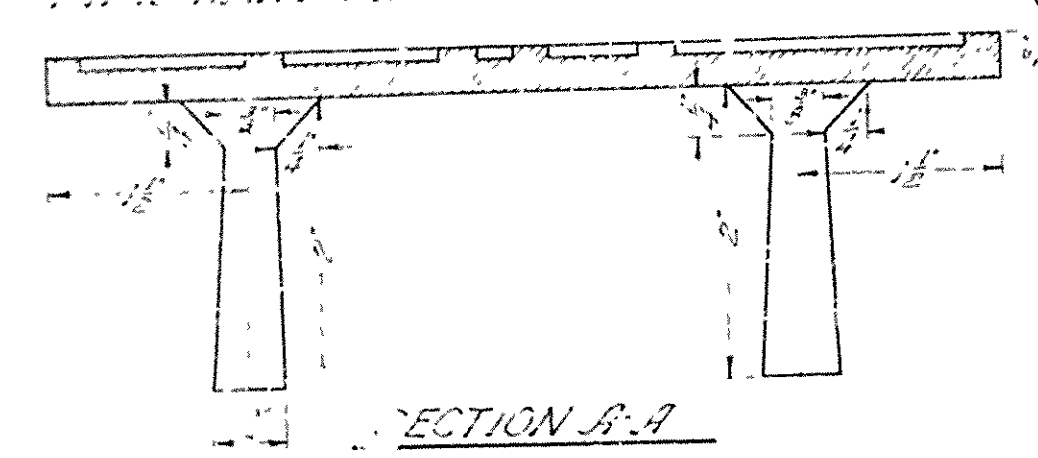
CONT. # 3658
SHEET # E2

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	DIST. NO.	TOTAL SHEETS
6	ARK.				
STATE JOB NO.					



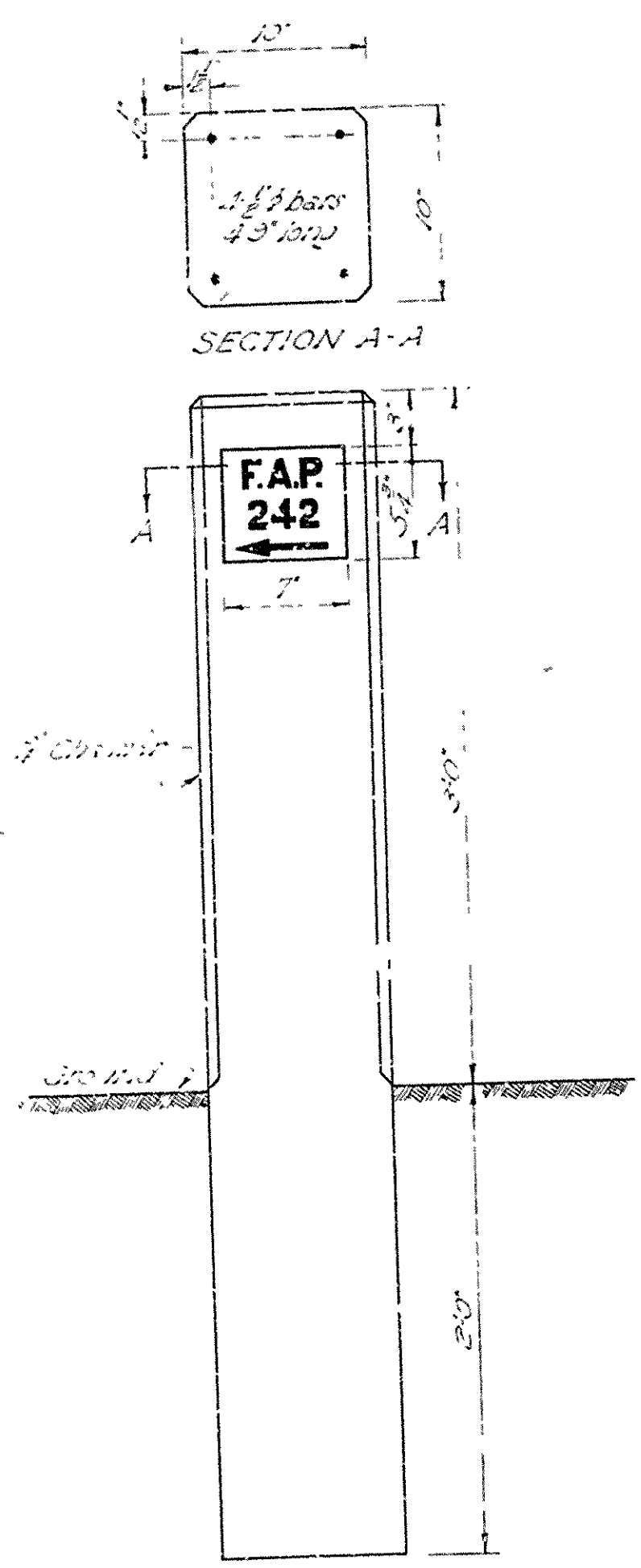
DETAIL OF MARKER PLATE TYPE AL-1
FOR FEDERAL AID PROJECTS - PRIMARY

Type AL-1 plate to conform in every respect to type AL-1 as shown on drawing. All dimensions shall be maintained. For further details see Standard Plans for Highway Bridges, Series 1-100.



DETAIL OF MARKER PLATE TYPE AL-2
FOR FOREST HIGHWAY PROJECTS

Type AL-2 plate to conform in every respect to type AL-2 as shown on drawing. All dimensions shall be maintained. For further details see Standard Plans for Highway Bridges, Series 1-100.



Concrete to be Class A (12-4 Mix)
Numerals shown to be 1/2 inch number
as the proportion of the marker is placed.

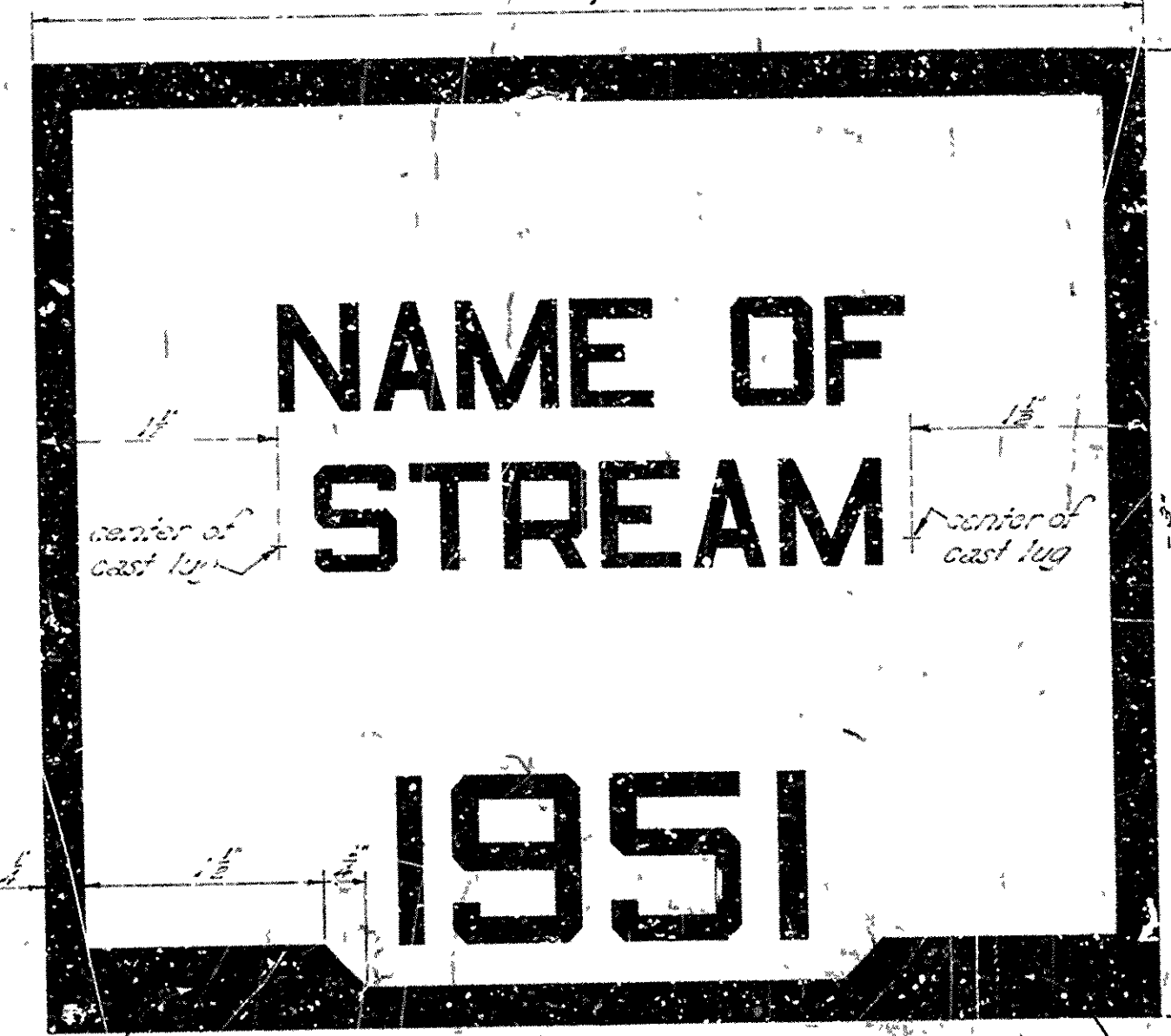
QUANTITIES PER MARKER	
Class A Concrete	13 Lbs.
Painting Steel	13 Lbs.

SPECIFICATIONS FOR MARKER PLATES

Plates to be either Bronze or Aluminum.
Body 1/2 inch thick. Two tapering cone lugs 1/2 to 3/4 inch long.
Height One Bronze Plate 3.5 Lbs. approx.
Height One Aluminum Plate 11 Lbs. approx.
Bronze (U.S. Government Specification for Statuary Bronze)
Aluminum (ASTM Specifications Serial designation 4204-17)

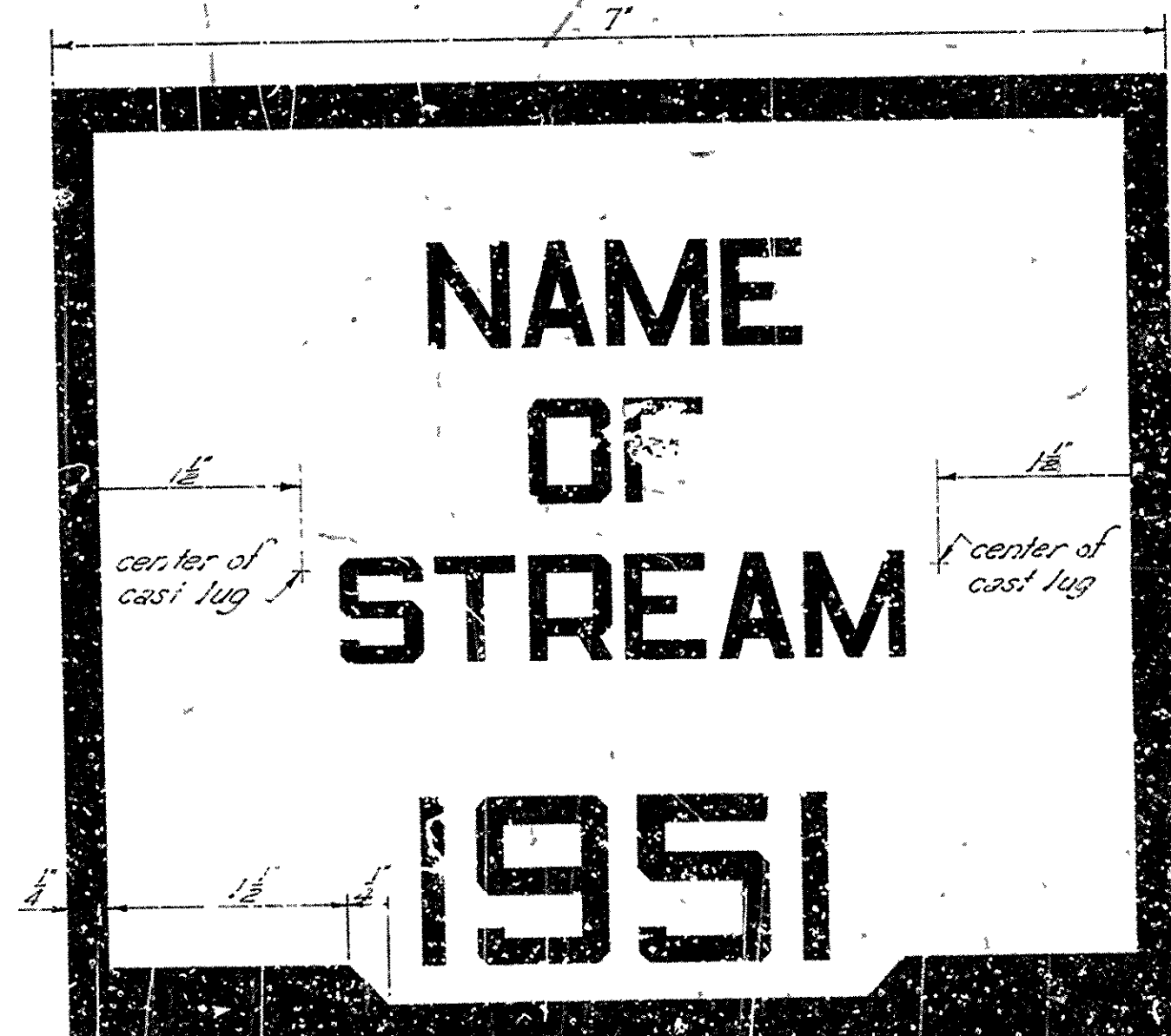
INSTRUCTIONS FOR PLACING MARKERS
ON FEDERAL AID OR FOREST HIGHWAY PROJECTS
One marker shall be placed at each end of each Federal Aid or Forest Highway Project or section thereof, except bridges without graded approaches. Markers will be placed on the right hand side of the road with respect to the direction of travel and with the arrow on the marker plate indicating in which direction the project or section lies. When the project is 1/2 mile or less, the marker plates for both may be placed on the same post. For projects ending with an easement section, the marker shall be placed between the top of the easement slope and the right line.
For projects ending with an embankment section, the marker shall be placed between the top of the embankment slope and the right line.
On municipal projects, place marker plate in the face of curb, when and where specified on the plans.
Where a bridge or several bridges, without graded approaches, form a project or section, one marker plate shall be placed on either end of each bridge as follows:
In the face of the abutment near the shore on bridges not having concrete railing.
Where the continuity of a project or section is broken thru the introduction of an exception, other than a bridge without graded approach, a marker shall be placed at each point where the project or section is stopped and where resumed.

FEDERAL AID AND FOREST HIGHWAY PROJECT MARKERS



Stamp the design loading here with 1/2 inch steel letters and numerals. Example: H-10.
Stamp the bridge number here with 1/2 inch steel numerals. Example: 2785.

TYPE 'C' BRIDGE NAME PLATE-STYLE 1-FULL SIZE



Stamp the design loading here with 1/2 inch steel letters and numerals. Example: H-10.
Stamp the bridge number here with 1/2 inch steel numerals. Example: 2785.

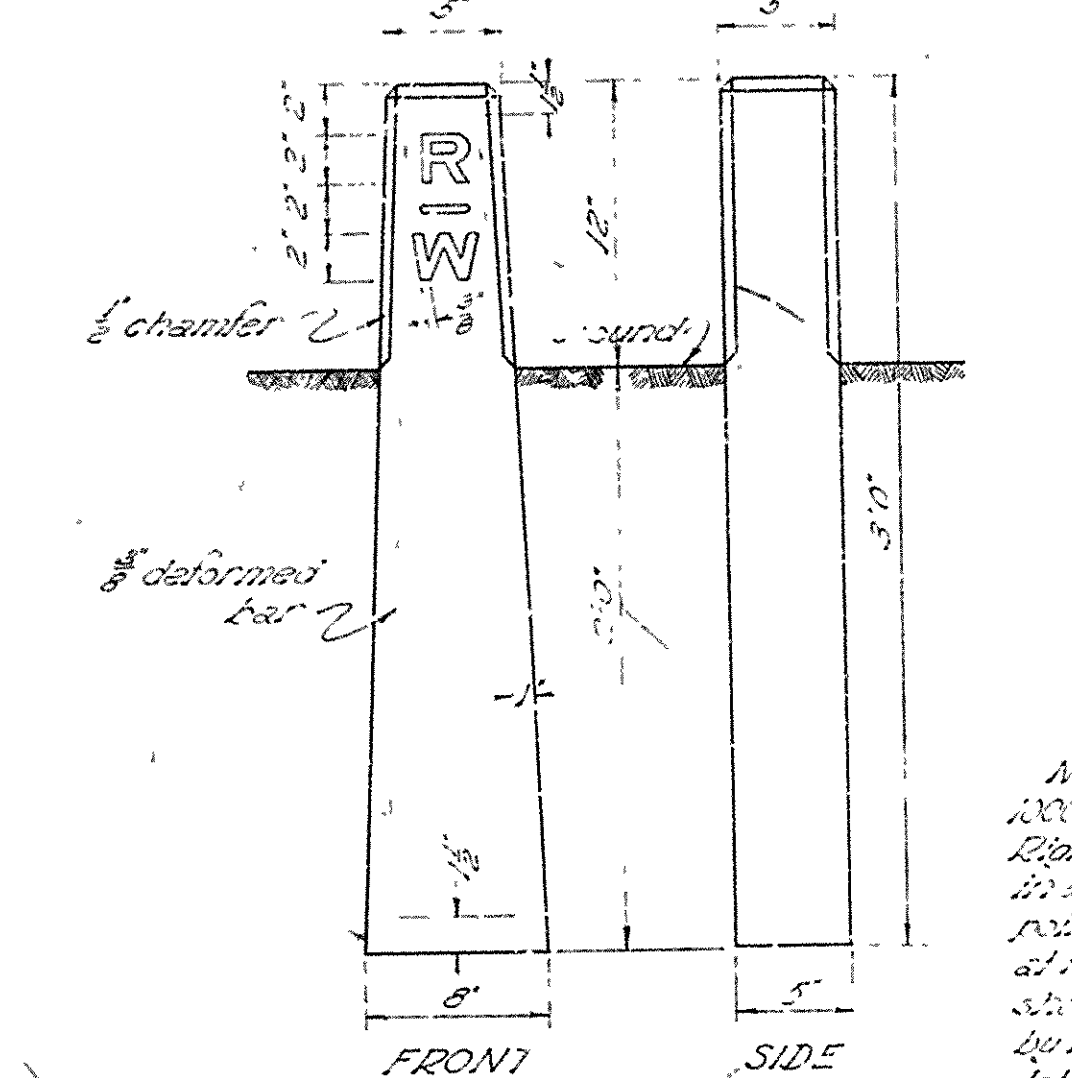
TYPE 'C' BRIDGE NAME PLATE-STYLE 2-FULL SIZE

SPECIFICATIONS FOR NAME PLATES

Plates to be either Bronze or Aluminum.
Body 1/2 inch thick. Two tapering cone lugs 1/2 to 3/4 inch long.
Plates to be U.S. Government Specification for Statuary Bronze.
Aluminum (ASTM Specifications Serial designation 4204-17)
The border and all lettering to be raised 1/8 inch from of plate. Top surface of raised border and lettering to be polished.
All lettering to be plain Gothic, square cut and not tapered.
The number of plates required, type and location, to be as shown on plans.
Name of Stream to be varied to suit each bridge.
Shop drawing of Bridge Name Plates shall be submitted for approval before marking is begun.

QUANTITIES PER MARKER	
Class A Concrete	13 Lbs.
Painting Steel	13 Lbs.

Letters to be indented to a depth of 1/8 inch on one face only.



Note: Markers shall be placed at 100 or 150 foot intervals along the right-of-way line under no changes in width or direction occur at such points as changes in width occur and at the RC and SL of all curves, as shown on the plans or as directed by the Engineer. Posts to be set so letters face roadway.
Concrete to be Class A (12-4 Mix).

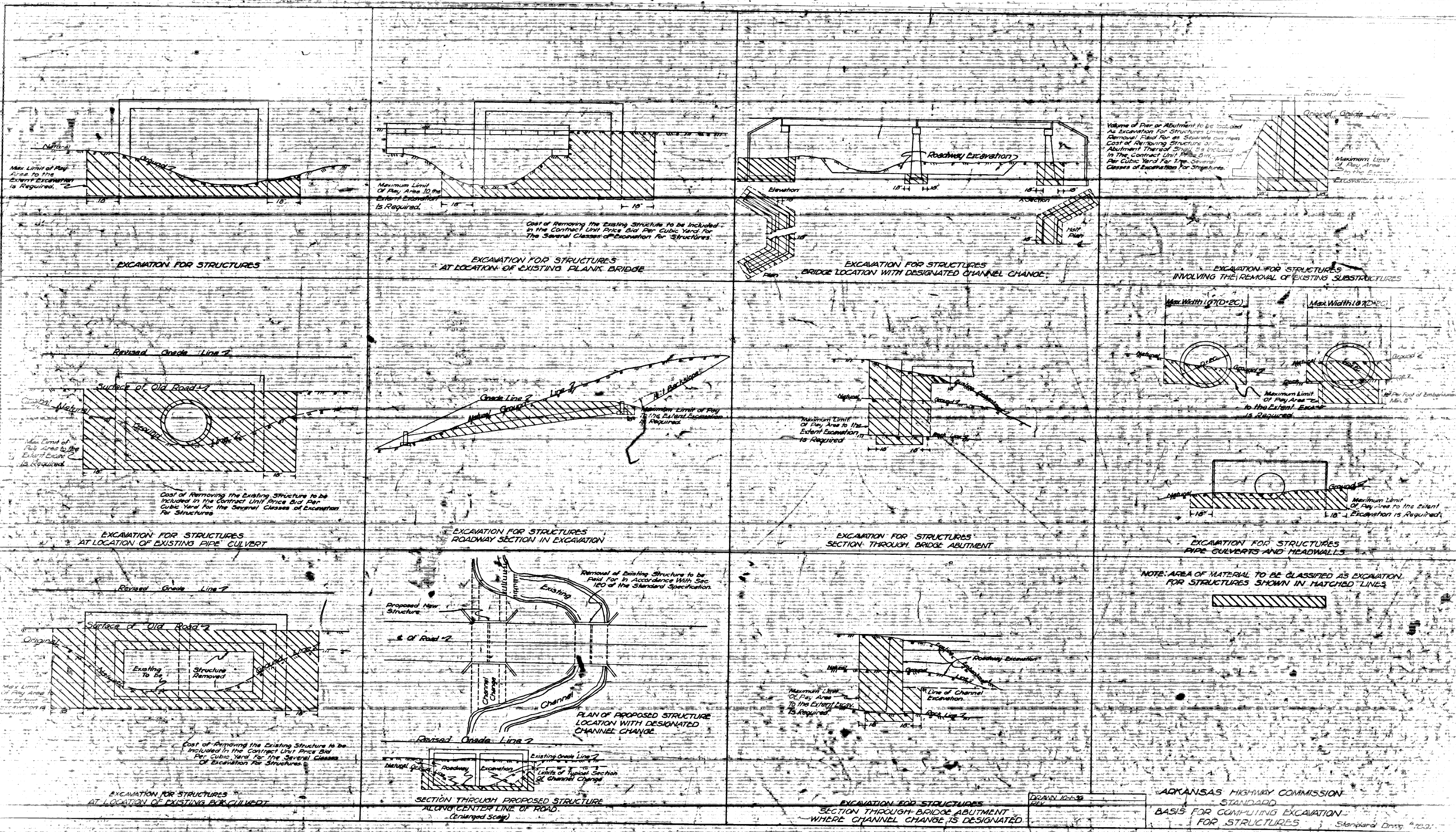
RIGHT OF WAY MARKERS

FEDERAL AID AND FOREST HIGHWAY PROJECT MARKERS

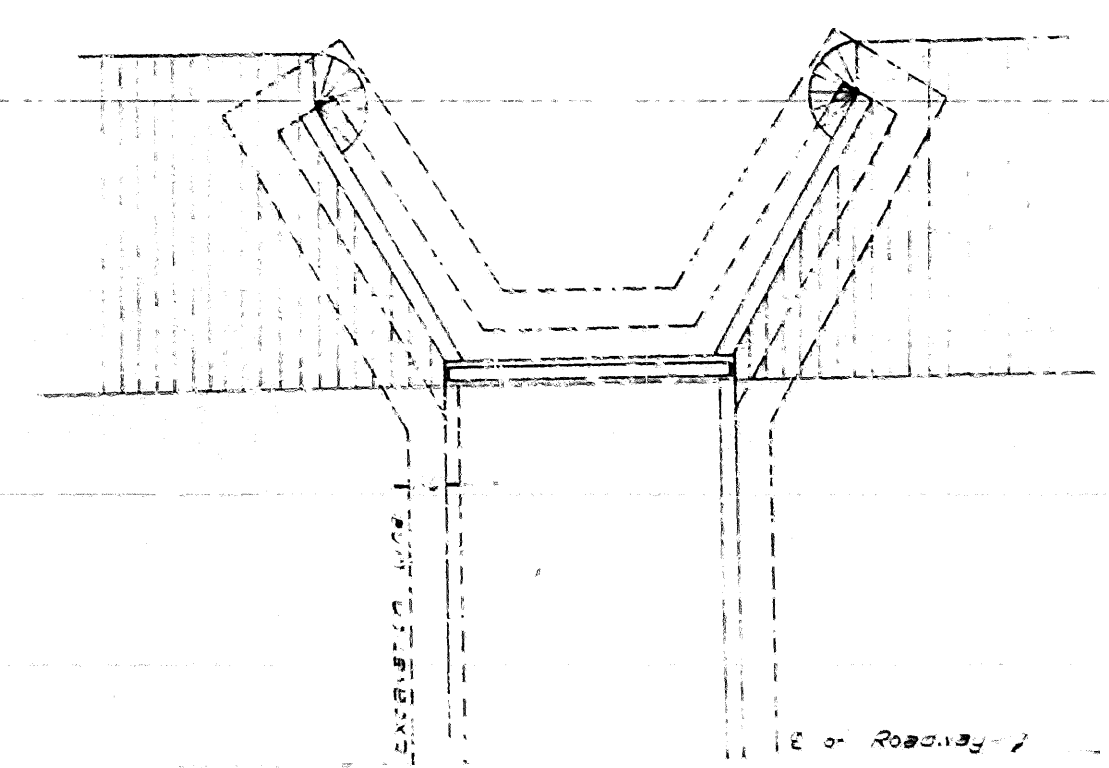
RIGHT OF WAY MARKERS

BRIDGE NAME PLATES

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: [Signature] Date: 1-1-51
Traced By: [Signature] Date: 1-1-51
Checked By: [Signature] Date: 1-1-51
BRIDGE NO. DRAWING NO. 2383



FOOD ROAD DIST. NO.	STATE	F.C. AND P.C. NO.	LEGAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.				
JOB NO.					



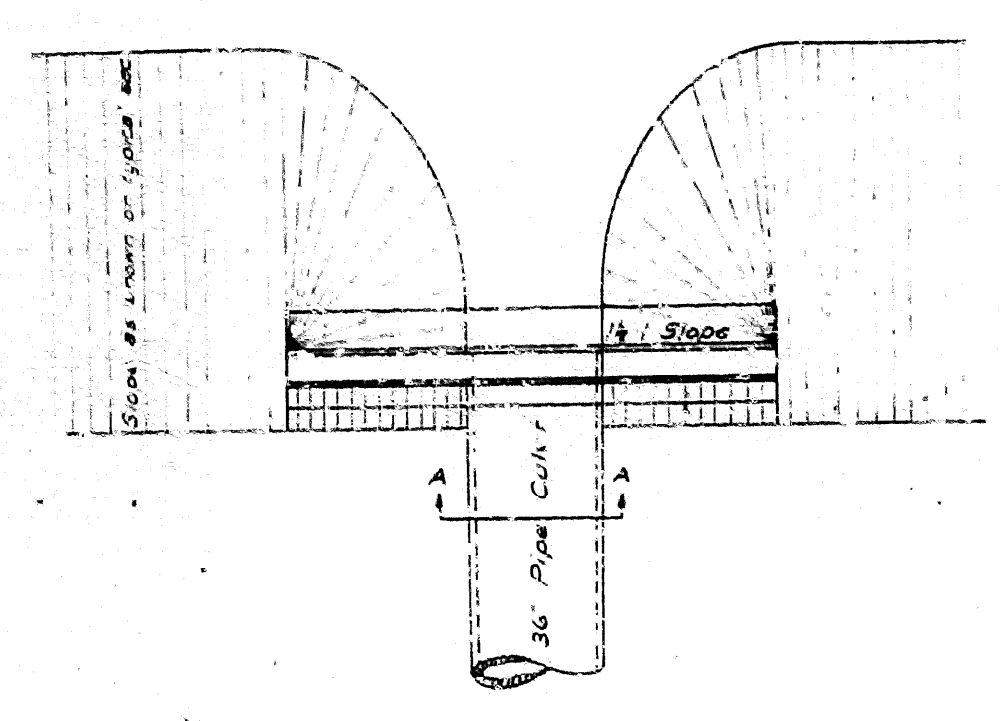
PLAN

Construct embankment in 4' or 6' (Loose Measure) Horizontal Layers, as required

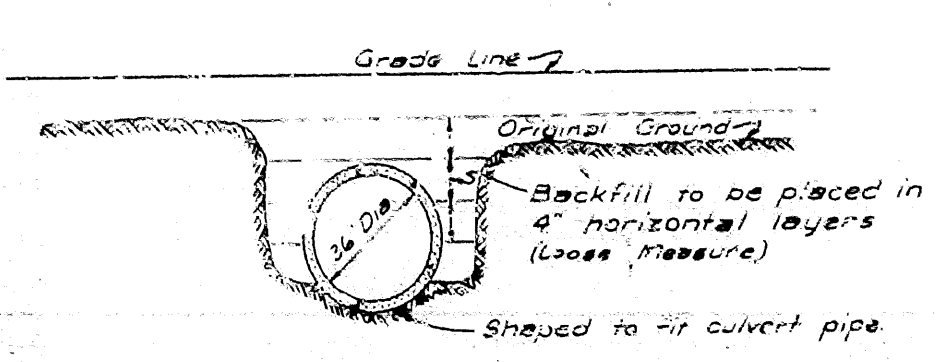
Backfill to be placed in 4' (Loose Measure) Horizontal Layers

LONGITUDINAL SECTION

BOX CULVERT



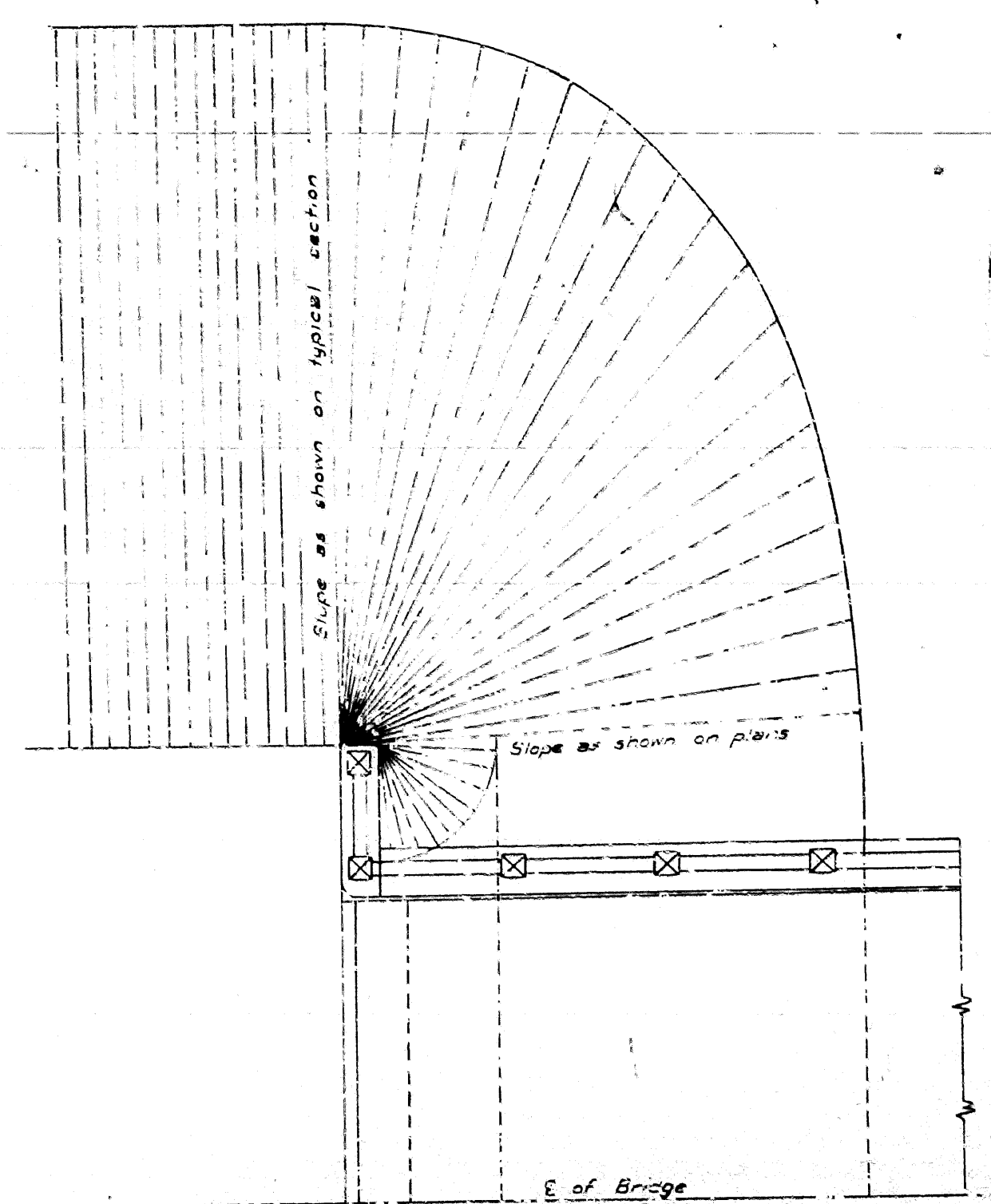
PLAN



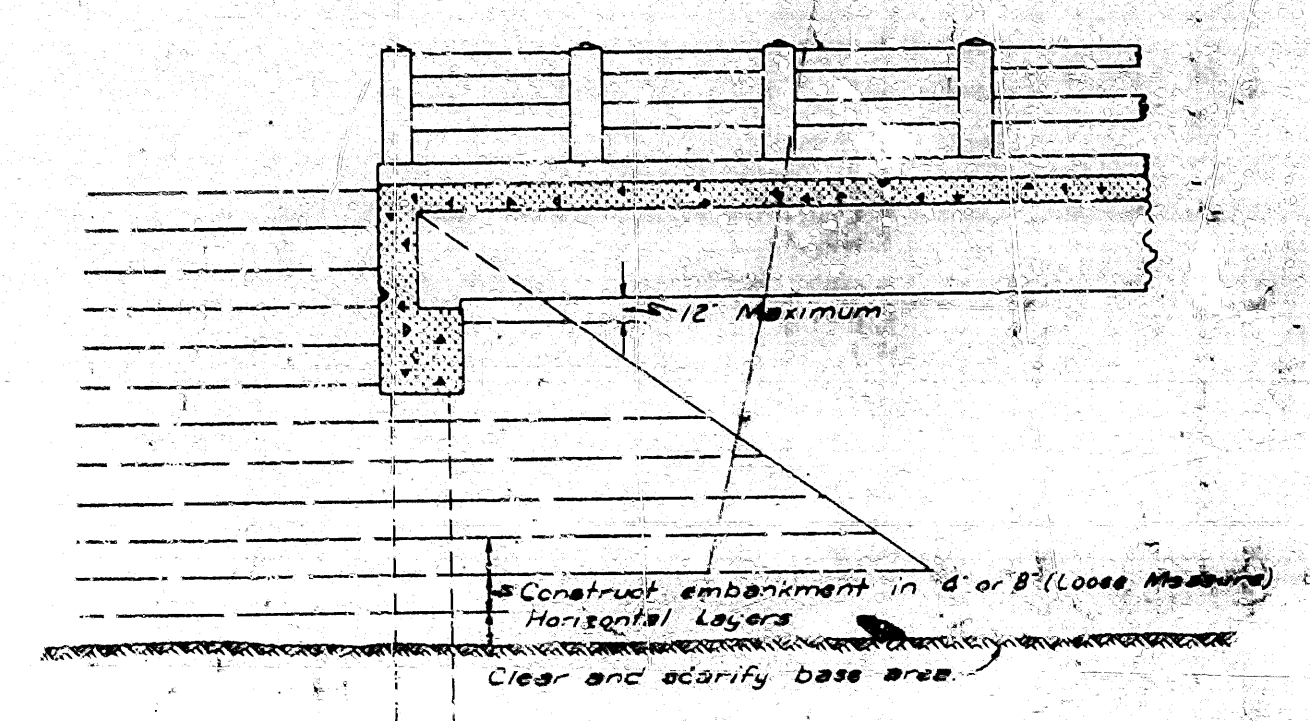
SECTION A-A

PIPE CULVERT

Notes relative to construction of bridge-end embankments and backfilling excavations shall be applicable to backfilling culvert excavations and the construction of embankments over and adjacent to culverts.



HALF PLAN



LONGITUDINAL SECTION

OPEN END ABUTMENT

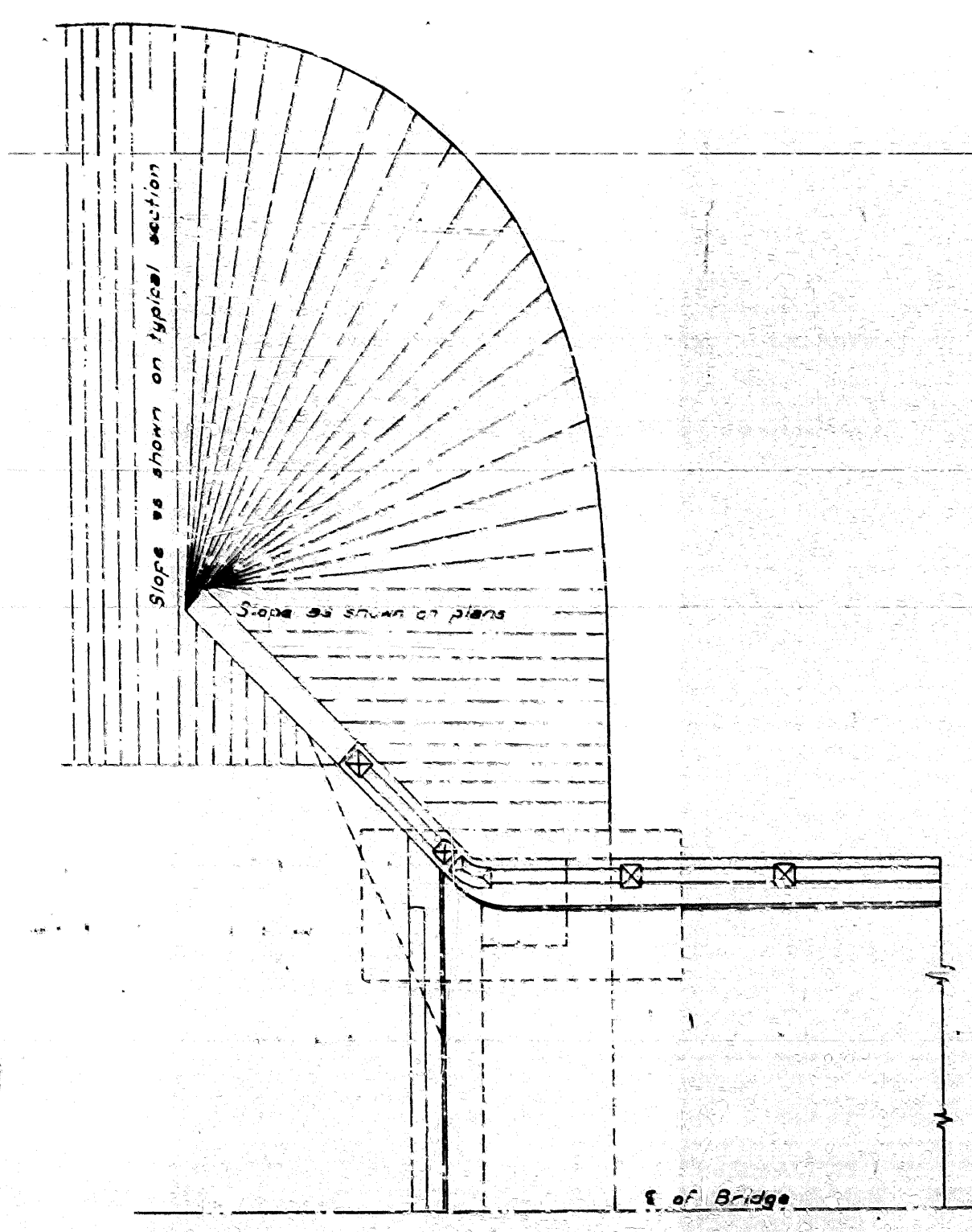
CONSTRUCTION OF THE BRIDGE - END EMBANKMENT

The bridge-end embankment shall be understood to mean not less than 20 feet of embankment adjacent to the end of the bridge together with the side slopes and slopes underneath the bridge-end and around the end of wingwalls.

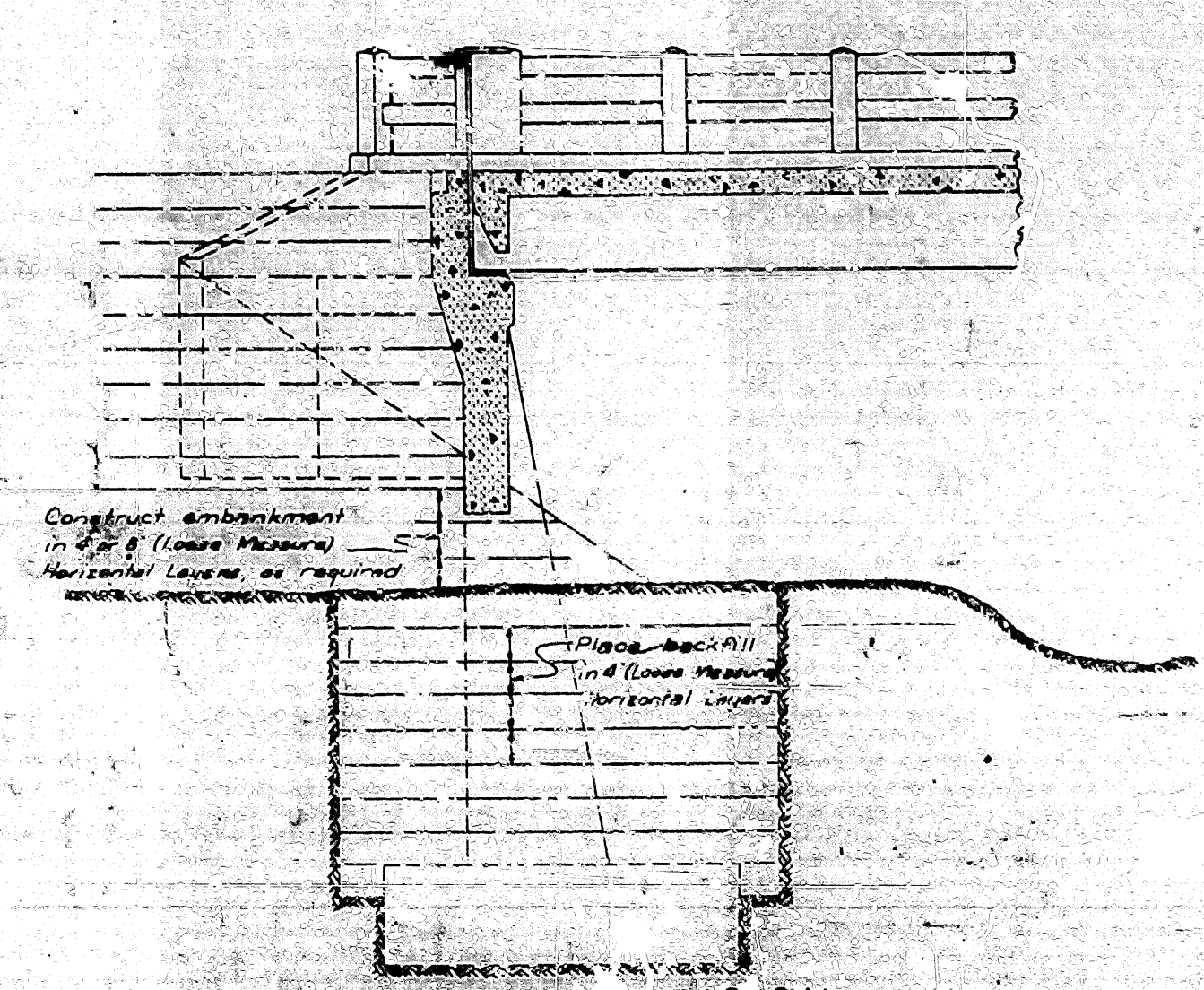
The surface area to be occupied by this embankment shall first be cleared of all debris and vegetable matter and then scarified so as to completely expose the raw earth. The foregoing shall be done before any of the base surface is covered by material taken from the structure excavations.

Embankment material shall be of approved quality free from light and porous or perishable matter.

The fill shall be constructed in horizontal layers to the thickness required as specified in the specifications for Embankment Material, Section 106 and shall be compacted in accordance with the specifications for Special Compaction of Earthwork, Section 107.



HALF PLAN



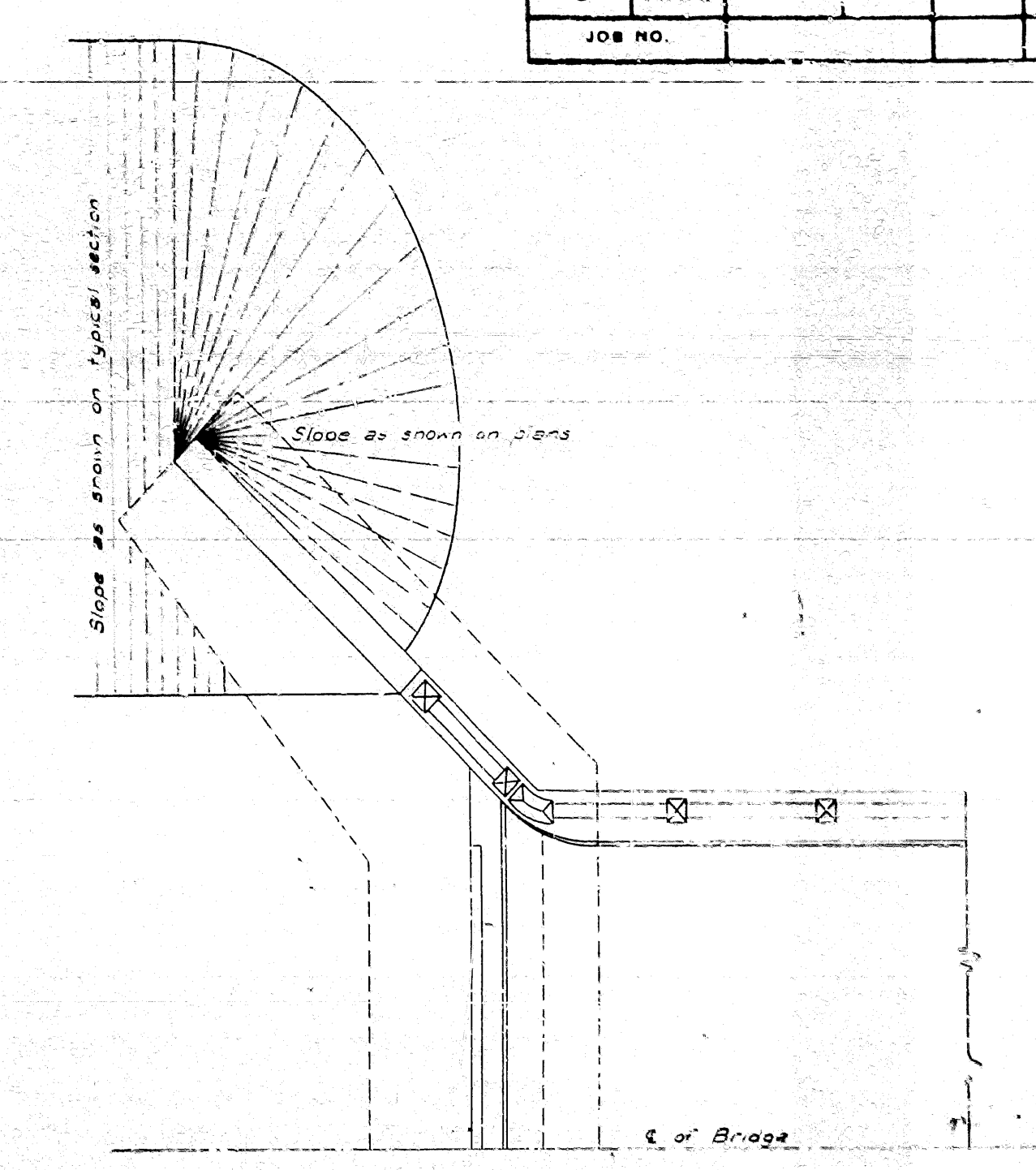
LONGITUDINAL SECTION
SEMI-OPEN ABUTMENT

BACKFILLING EXCAVATION

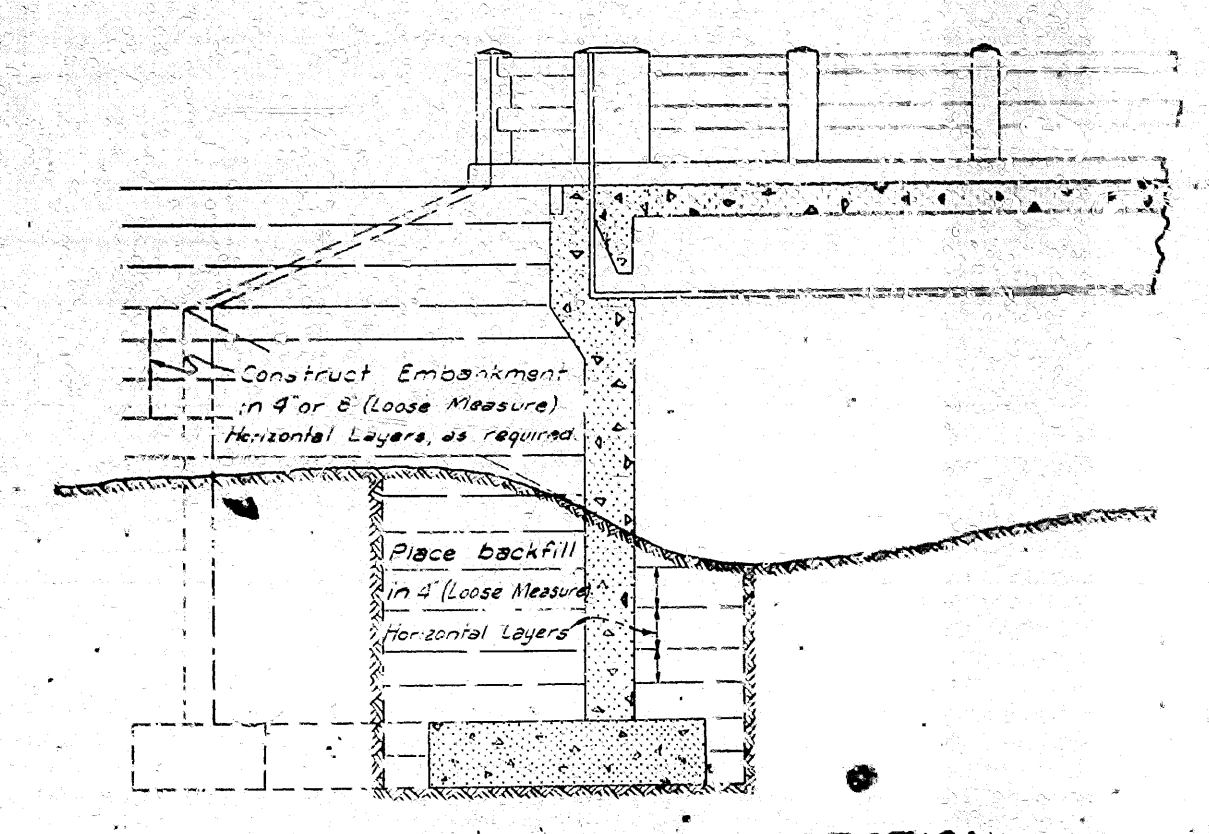
In so far as is practicable, abutment excavations shall be cut to the size shown by the plans with allowance of 18" on all sides as permitted by the specifications. Greatly oversize and flared cuts, sometimes made to avoid the use of sheering, will not be permitted.

When the abutment excavation is ready for backfill it shall be cleared of all interfering material, unless directed by the engineer, and of all debris and unsuitable fill material.

The space around the wall or columns shall then be carefully filled to the original ground line in horizontal layers to the thickness specified in the specifications for Embankment Material, Section 106 and shall be compacted in accordance with the specifications for Special Compaction of Earthwork, Section 107.



HALF PLAN



LONGITUDINAL SECTION

WINGWALL ABUTMENT

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF

EMBANKMENT CONSTRUCTION AT

BRIDGE ENDS AND

BACKFILL FOR STRUCTURES