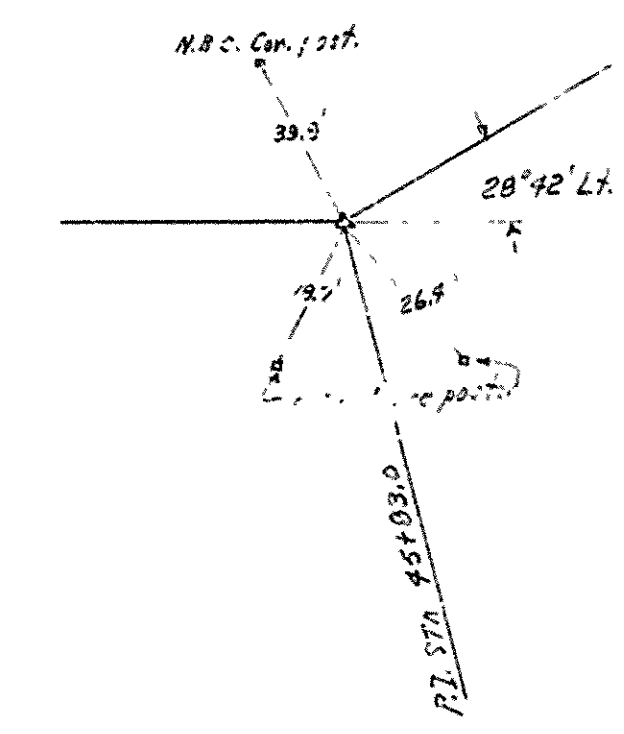
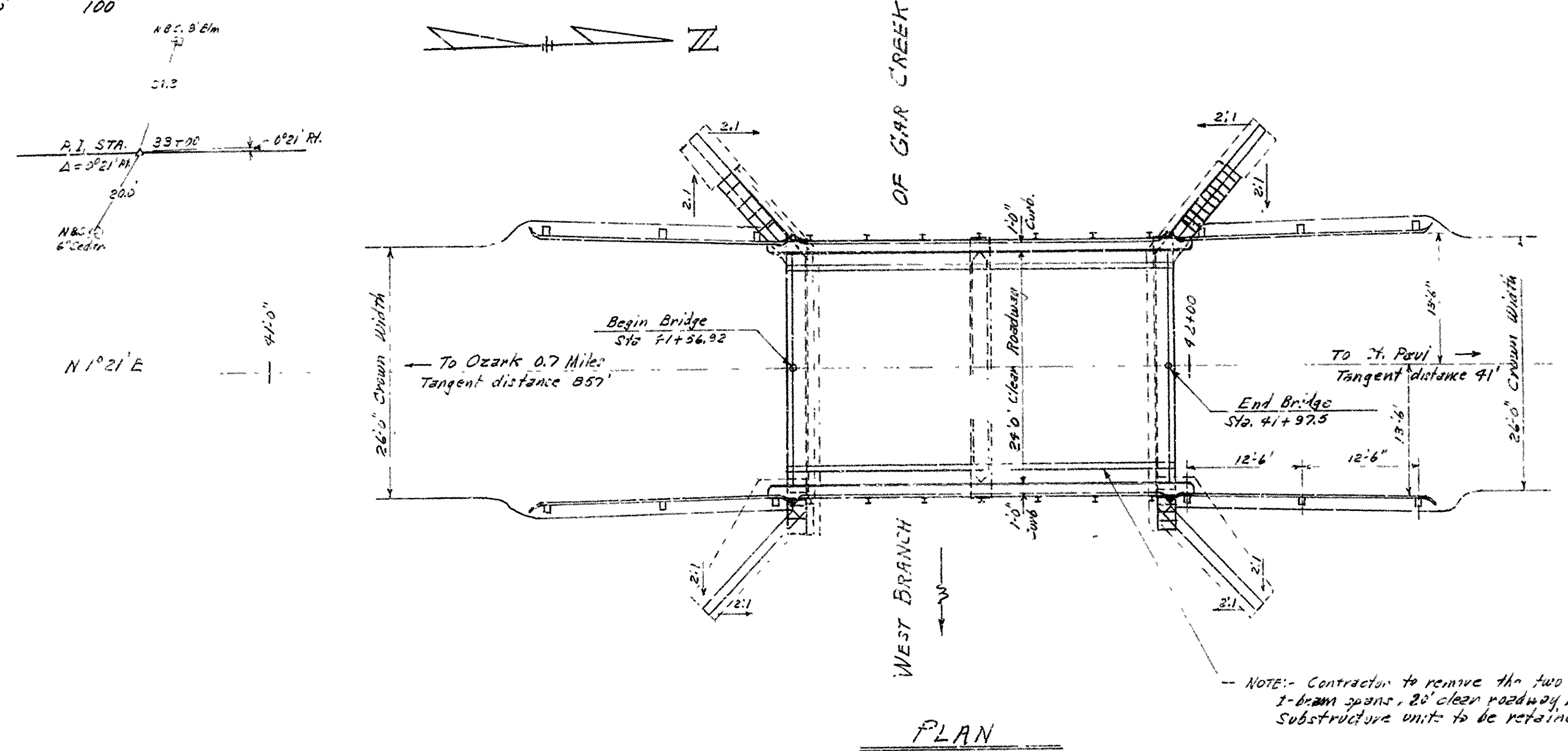


NO. HOLD	STATE	FED. AID	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	S-330 (2)				
STATE JOB NO. 4354 1950 21 102						

RIGHT OF WAY DATA				
STA. TO	STA.	RT. OF W.	LT. OF W.	TOTAL WIDTH
30+00	40+00	40'	40'	80'
40+00	49+16.6	50'	50'	100'

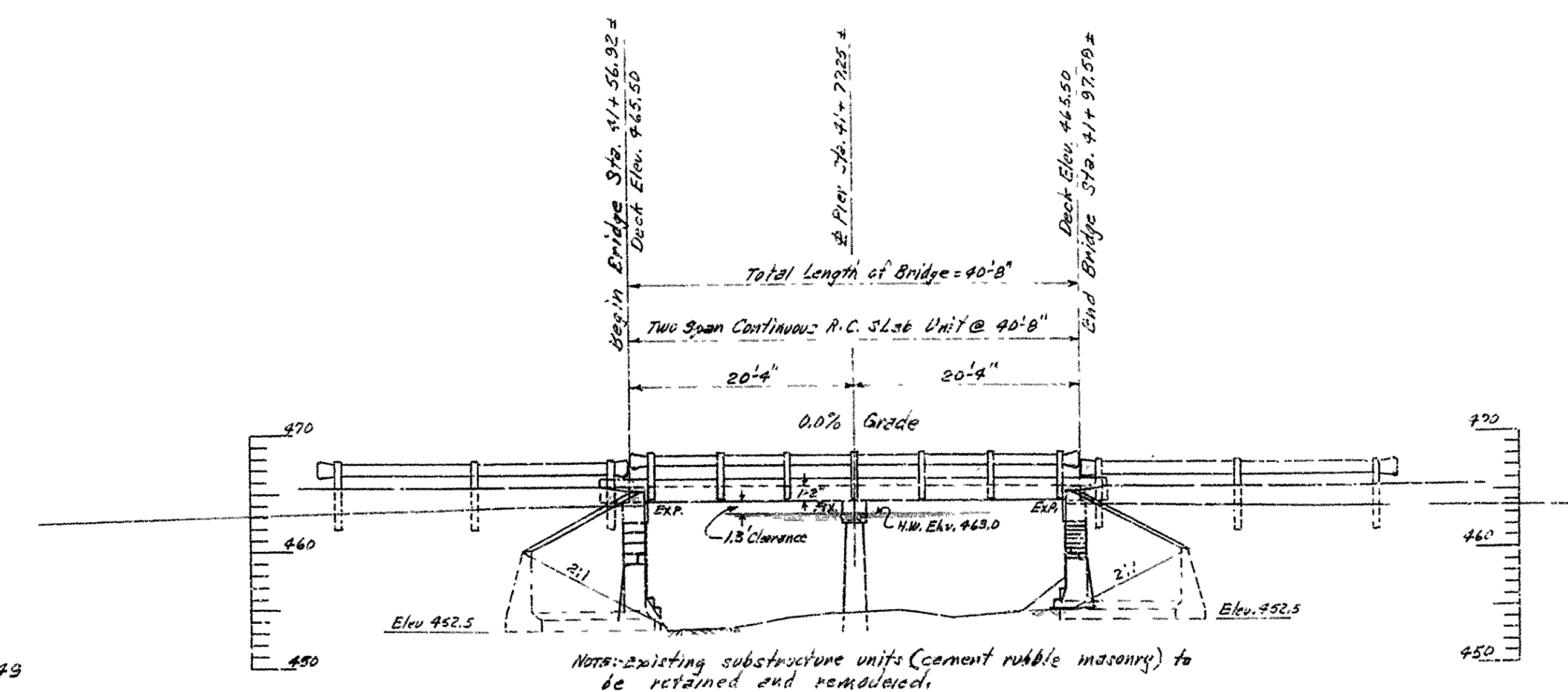


GENERAL NOTES

All concrete to be Class "S". All exposed corners to be chamfered $\frac{3}{4}$ " unless otherwise noted.
All cement rubble masonry to be placed in the dry.
Rock excavation shall be made to neat lines of masonry footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Masonry to be placed directly against excavated surfaces of rock.
Contractor shall remove the superstructure of the existing bridge, consisting of two 21' I-beam spans with 2" timber deck (20' clear roadway).
The existing cement rubble masonry abutments and pier are to be retained and remodeled. See Special Provisions.
For Details of Abutment No. 1, see Drawing No. 7795.
For Details of Pier, see Drawing No. 7796.
For Details of Abutment No. 2, see Drawing No. 7797.
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Road and Bridge Construction, adopted March 1, 1940.
For Details of 40'-8" Two Span Cont. R.C. Slab Unit, see Drawing No. 7793.

QUANTITIES FOR BRIDGE NO. 2728 - CODE NO. X020

ITEM NO.	ITEM	ABUT. NO. 1	PIER NO. 1	ABUT. NO. 2	40'-8" CONT. R.C. SLAB UNIT	TOTALS	UNIT
103	Dry Excavation for Structures	22	—	25	—	51	Cu. Yd.
105	Wet Excavation for Structures	12	—	12	—	24	Cu. Yd.
103	Solid Rock Excavation for Structures	4	—	4	—	8	Cu. Yd.
S.P.A. 802	Class "S" Concrete for Bridges	4.20	3.30	4.70	48.40	61.0	Cu. Yd.
807	Reinforcing Steel	545	390	545	3000	10690	Lb.
S.P. 805	Steel Plate Guard Rail	—	—	—	81.0	81.0	Lin. Ft.
S.P. 804-1	Membrane Waterproofing	80	—	90	—	160	Sq. Ft.
904	Cement Rubble Masonry	20	—	20	—	40	Cu. Yd.
329	Bridge Name Plates - Type "B"	—	—	—	1	1	Each
S.P.	Remodeling Existing Bridge Structures	—	—	—	—	41%	Concrete Taken
S.P.	Constructing Detour Bridges	—	—	—	—	53%	Concrete Taken



DESIGN LIVE LOAD - H-15 LOADING A.R.S.H.C. 1949

UNIT STRESSES: - Class "S" Concrete (n=10) 10,000 psi
Reinforcing Steel 18,000 psi
Structural Steel 16,000 psi

ELEVATION

DRAINAGE AREA
6.5 Sq. Miles C=0.75

T.B.M. Elev. +62.65
Nail in Tol. Pole
35' RT. Sta. +3+70

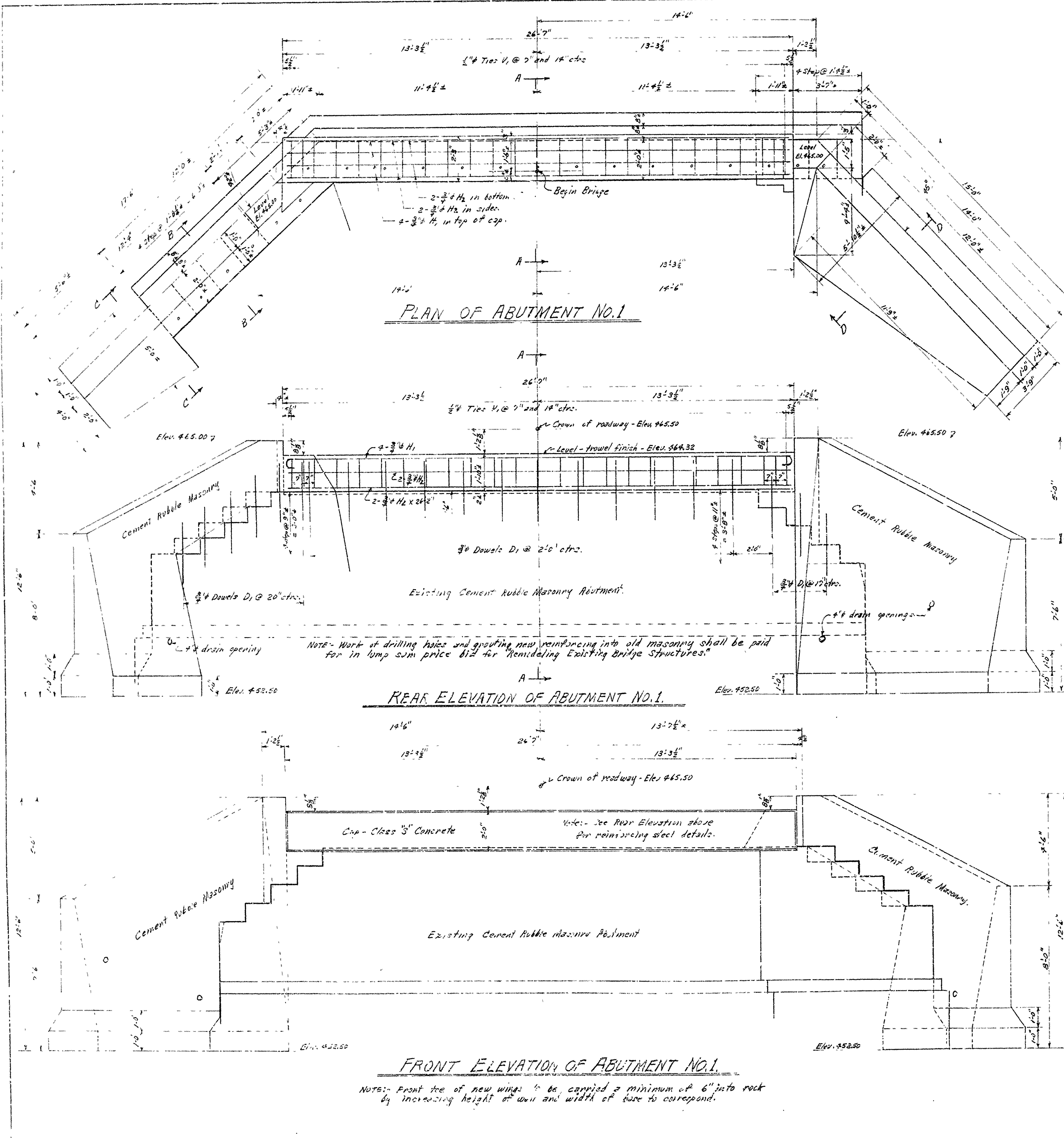
LAYOUT OF BRIDGE
OVER WEST BRANCH OF GAR CREEK
OZARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W.C.H. Date: 6-18-50
Traced By: _____ Date: _____
Checked By: _____ Date: _____
BRIDGE No. 2728 DRAWING No. 7794

W.C.H.
BRIDGE DESIGN ENGINEER

FED. ROAD DIST. NO.	STATE	FED. AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	S-350 (2)			
STATE JOB NO. 4354			1950	22	10



BAR LIST FOR ABUTMENT NO.1.

MARK	SIZE	NO. REB.	LENGTH	A	B	BENDING DIAGRAM
H ₁	$\frac{3}{8}"$	4	2'-8"	--	--	
H ₂	$\frac{3}{8}"$	4	2'-6-2"	Straight		
D ₁	$\frac{3}{8}"$	21	3'-0"	Straight		
V ₁	$\frac{1}{2}"$	25	7'-6"	--	--	

NOTE: DIMENSIONS relating to reinforcing are to centers of bars.

GENERAL NOTES

Dimensions of existing Abutment No.1 shown are general only. Detail dimensions are to be secured and verified in the field before construction is begun and before shop drawings of reinforcing steel are made.

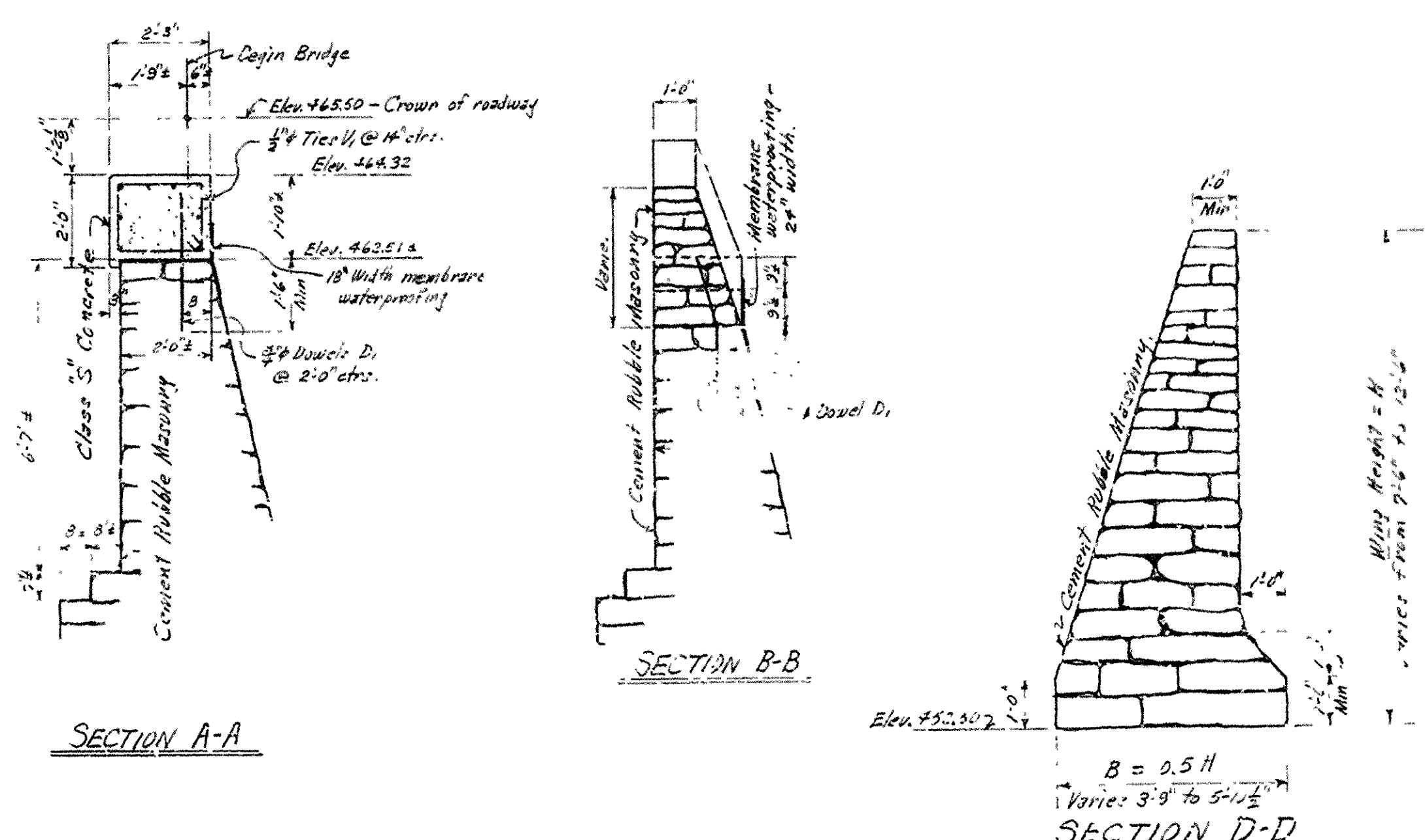
Culvert Abutment to be Class "C" Concrete. Remainder of new work to be Cement Rubble Masonry.

Angles and corners of concrete to be chamfered $\frac{3}{4}$ " unless otherwise noted.

For Details of #4's Two Span Cont. R.C. Slab Unit, see Drawing No. 779B.

For Layout of Bridge over West Branch of Gar Creek, see Drawing No. 779A.

Work of removing loose stones and mortar, scarifying contact surfaces between old and new work, and drilling holes and grouting new reinforcing steel into old masonry shall be paid for in lump sum price bid for "Remodeling Existing Bridge Structures".

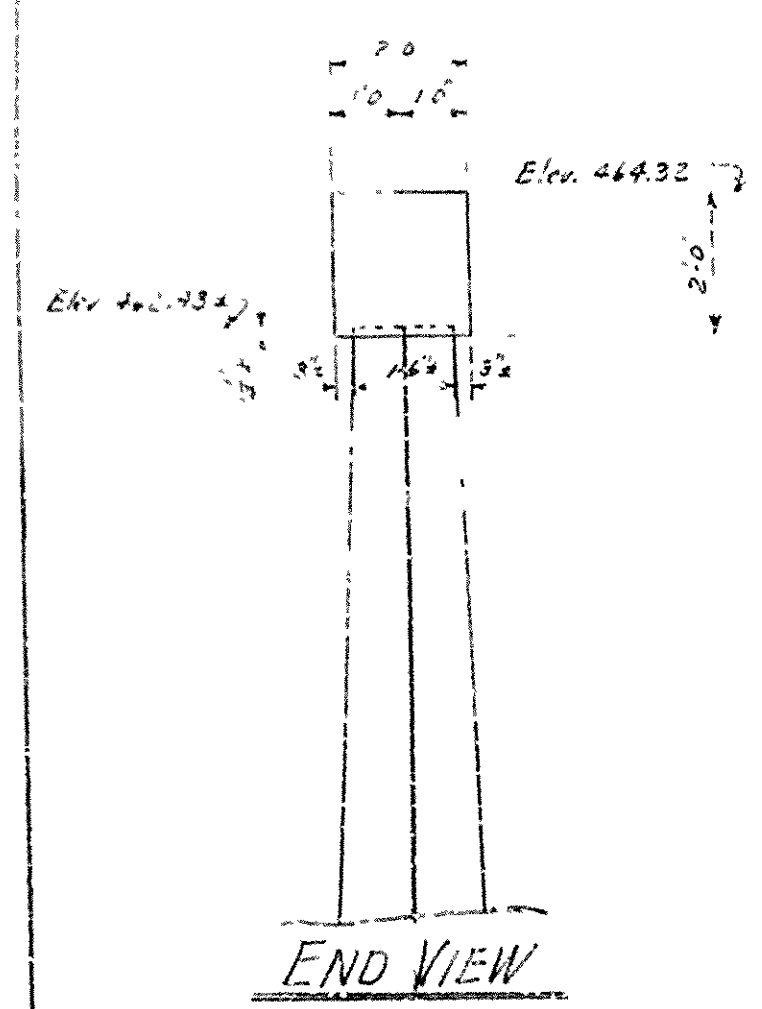
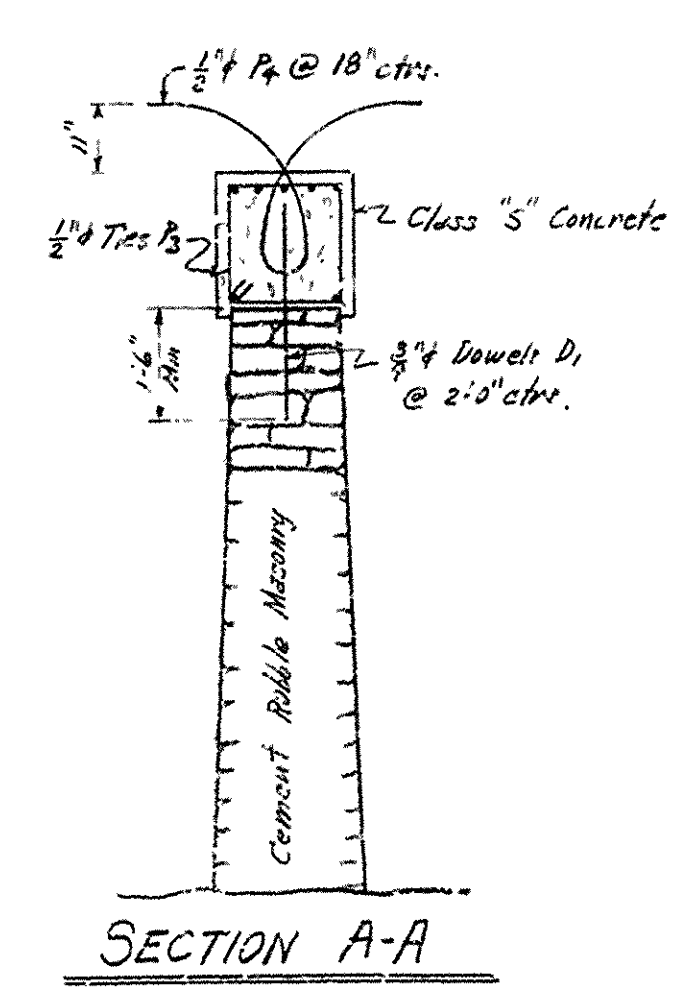
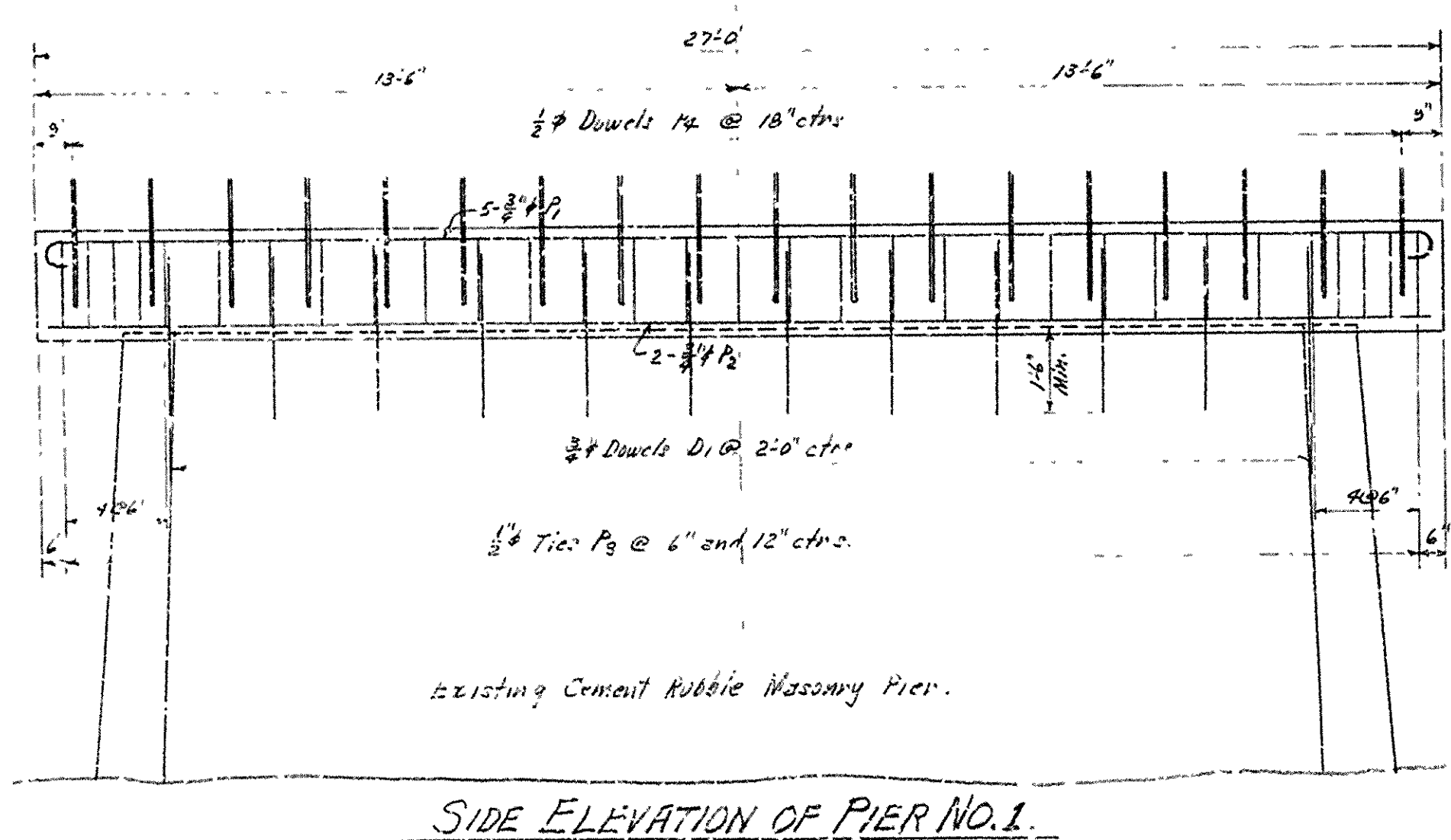
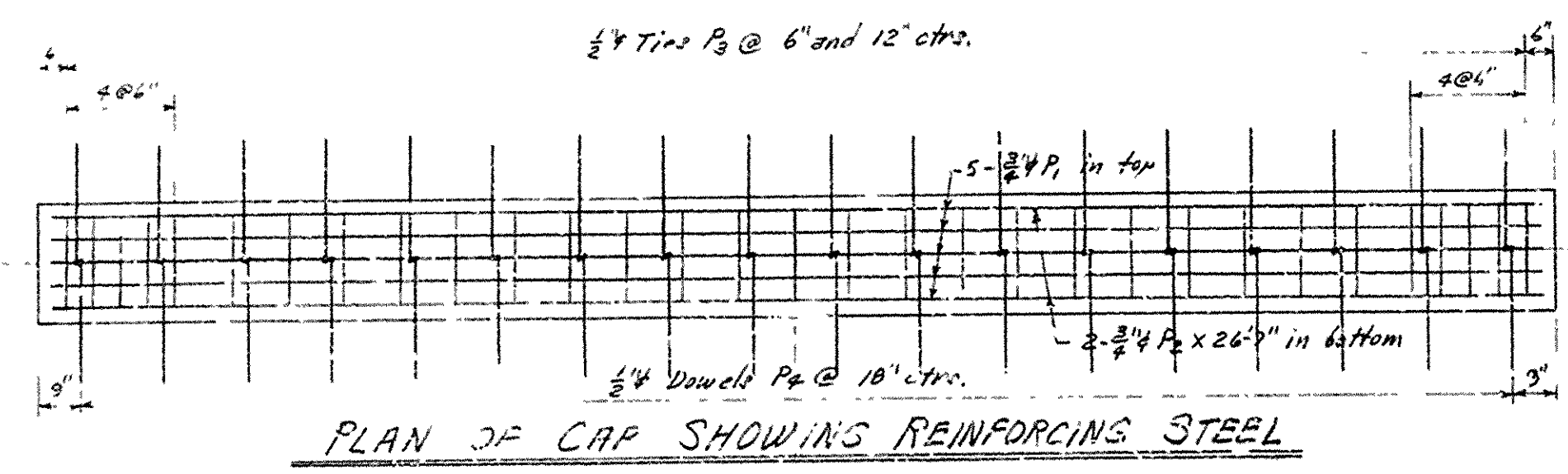
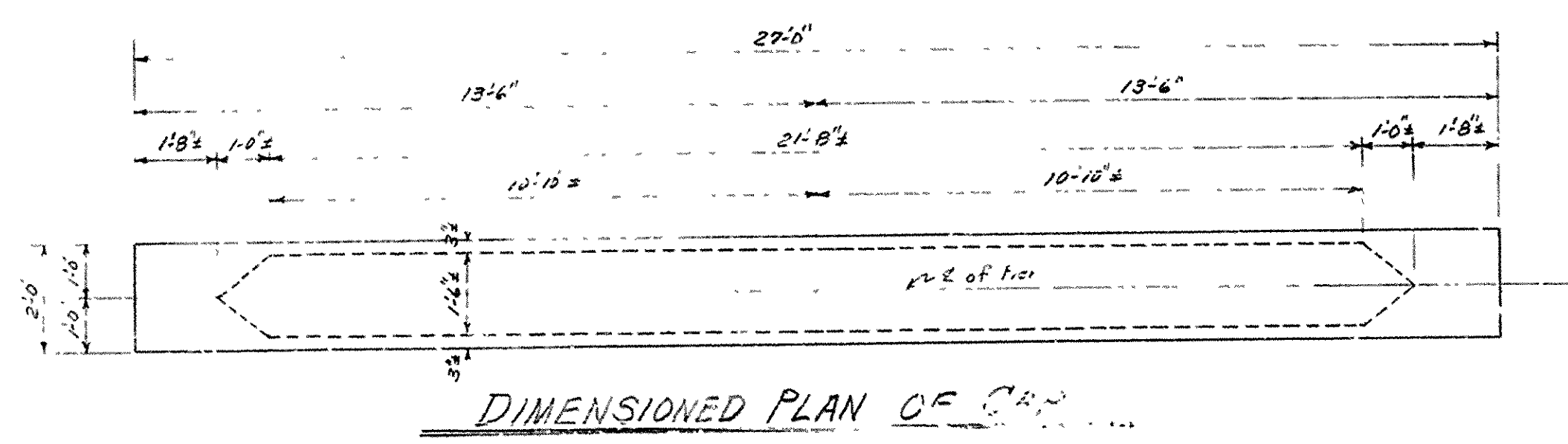


MEMBRANE WATERPROOFING NOTE

A membrane waterproofing in 18" and 24" widths, consisting of three moppings of waterproofing asphalt and two alternate layers of asphalt treated cotton fabric shall be applied to back face of the abutment covering the construction joints between old and new work. See SECTION A-A and B-B above.

Approx. 20 square feet for Abutment No. 1.

DETAILS OF ABUTMENT NO. 1
BRIDGE OVER WEST BRANCH OF GAR CREEK
OZARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
Drawn By: W.C.H. Date: 6-17-50 Scale: $\frac{1}{2}$ " = 1'-0"
Traced By: _____ Date: _____
Checked by: _____ Date: _____
BRIDGE NO. 2728 DRAWING NO. 7795



BAR LIST FOR PIER NO. 1.

MARK	SIZE	NO.	LENGTH	A	B	BENDING DIAGRAM
P1	3/4"	5	28'-1"	—	—	
P2	3/4"	2	26'-7"	Straight	—	
D1	3/4"	12	3'-0"	Straight	—	
P3	1/2"	31	7'-5"	—	—	
P4	1/2"	18	7'-3"	—	—	

NOTE: Dimensions relating to reinforcing steel are to centers of bars.

GENERAL NOTES

Dimensions of existing Pier No. 1, shown, are general only. Detail dimensions are to be secured and verified in the field before construction is begun and before shop drawings of reinforcing steel are made. New pier cap to be Class 'S' Concrete. Old pier is Cement Rubble Masonry. All exposed corners of concrete to be chamfered 3" unless otherwise noted. For Details of 90-S Two Span Cont. R.C. Slab Unit, see Drawing No. 7790. For Layout of Bridge over West Branch of Gar Creek, see Drawing No. 7794. Work of removing loose stones and mortar, scarifying contact surfaces between old and new work, and drilling holes and grouting new reinforcing steel into old masonry shall be paid for in lump sum; price bid for "Remodeling Existing Bridge Structures."

DETAILS OF PIER NO. 1.
 BRIDGE OVER WEST BRANCH OF GAR CREEK
 OZARK-NORTH ROAD
 FRANKLIN COUNTY
 ROUTE 23 SEC. 7.
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 Drawn By: V.A.J. Date: 6-12-50
 Traced By: Date: _____
 Checked By: Date: _____
 Scale: 3/8" = 1'-0"
 BRIDGE NO. 2728 DRAWING NO. 7796

Handwritten signature
 BRIDGE DESIGN ENGINEER

STATE LAST NO	DATE	RED. AID RECEIVED	YEAR	SHEET NO	TOTAL SHEETS
0	ARK.	S- 330 (2)			
STATE JOB NO. 43 54			1950	24	102

BAR LIST FOR ABUTMENT NO.2.

MARK	SIZE	No. REQD	LENGTH	A	B	<div style="text-align: center;">BENDING DIAGRAM</div>
H ₁	$\frac{3}{8}"$	4	27'-8"	—	—	
H ₂	$\frac{3}{8}"$	4	26'-2"	straight		
D ₁	$\frac{3}{8}"$	21	3'-0"	straight		
V ₁	$\frac{1}{2}"$	25	7'-8"	—	—	

NOTE: Dimensions relating to reinforcing steel are to centers - F bars.

GENERAL NOTES

Dimensions of existing Abutment No. 2 shown are general only. Detail dimensions are to be secured and verified in the field before construction is begun and before shop drawings of reinforcing steel are made. Cap of abutment to be Class S Concrete. Remainder of new work to be Cement Rubble Masonry. All exposed corners of concrete to be chamfered 3" unless otherwise noted. For Details of 90'-0" Two Span Cont. P.C. Slab Unit, see Drawing No. 7793. For Layout of Bridge over West Branch of Gar Creek, see Drawing No. 7794. Work of removing loose stones and mortar, scarfing contact surfaces between old and new work, and drilling holes and grouting new reinforcement steel into old masonry shall be paid for in lump sum price bid for remodeling Existing Bridge Structures.

PLAN OF ABUTMENT NO.2.

REAR ELEVATION OF ABUTMENT NO.2.

FRONT ELEVATION OF ABUTMENT NO. 2.

NOTE:- Front toe of new wings to be carried a minimum of 6" into rock by increasing height of wall and width of base to correspond.

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

MEMBRANE WATERPROOFING NOTE

A-11. Same waterproofing in 18' and 24' widths, consisting of three moppings of waterproofing asphalt and two alternate layers of asphalt treated cotton fabric shall be applied to back face of the abutment covering the construction joints between old and new work. See SECTION A-8 and B-8 above.

Approx. 80 square feet for Abutment No. 2.

Approx. 80 square feet for Apartment No. 2.

DETAILS OF ABUTMENT NO. 2.
BRIDGE OVER WEST BRANCH OF GAR CREEK
OZARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By: W.C.H. Date: 6-19-50 Scale: $\frac{3}{8}'' = 1'-0''$
 Traced By: _____ Date: _____

Traced By: _____ Date: _____
Checked By: _____ Date: _____
BRIDGE NO 2728 DRAWING NO. 7797

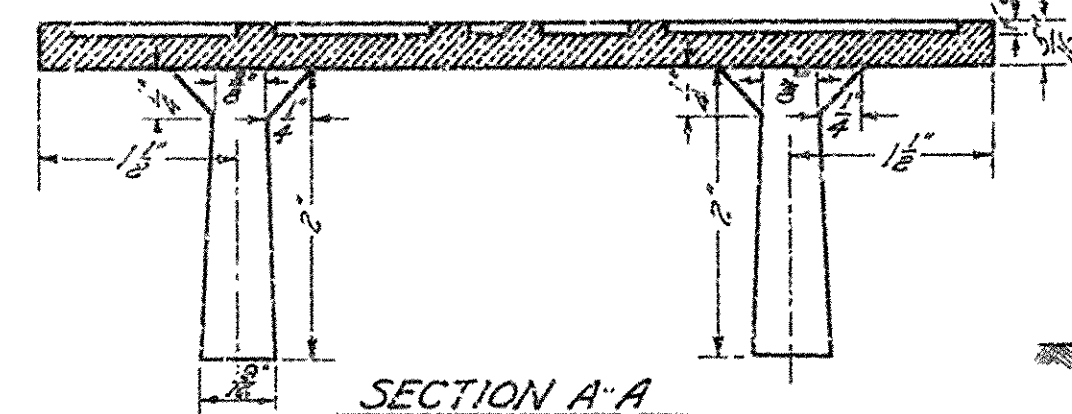
Checked By: _____ Date: _____
BRIDGE NO 2728 DRAWING NO. 7797

Checked By: _____ Date: _____
BRIDGE NO 2728 DRAWING NO. 7797

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



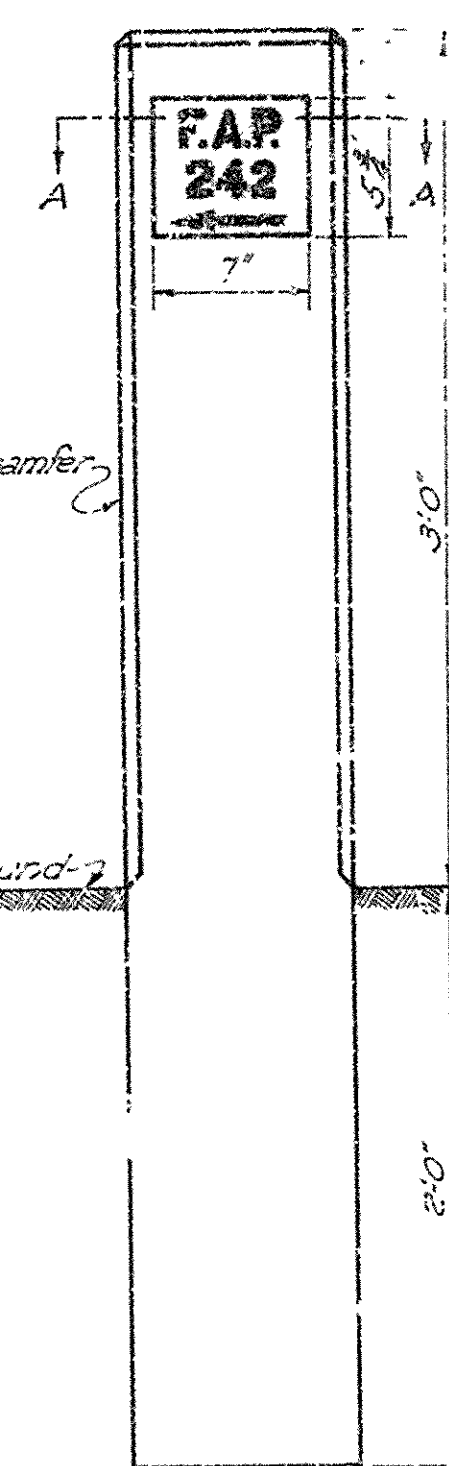
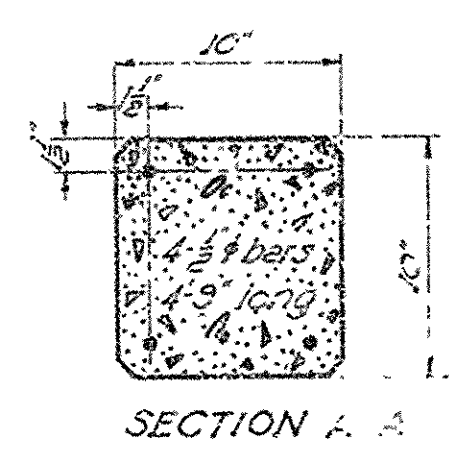
DETAIL OF MARKER PLATE TYPE AL-1 FOR FEDERAL AID PROJECTS - PRIMARY
Type AL-1 plate to conform in every respect to type AL-1 except that directional arrow shall be reversed.
For Federal Aid Secondary Projects, change letters F.A.P. to F.A.S.



DETAIL OF MARKER PLATE TYPE AL-2 FOR FOREST HIGHWAY PROJECTS
Type AL-2 plate to conform in every respect to type AL-2 except that directional arrow shall be reversed.
NOTE: Dimensions to be same as for Federal Aid Marker Plates.

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 bridge projects 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. Where two projects adjoin, the marker plates for both may be placed on the same post.
For projects ending with an excavation section, the marker shall be placed between the top of the back slope and the R/W line.
For projects ending with an embankment section, the marker shall be placed between the toe of the embankment slope and the R/W 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 end rail post on bridges having concrete railing.
In the face of the abutment near the shoe 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 approaches, a marker shall be placed at each point where the project or section is stopped and where resumed.

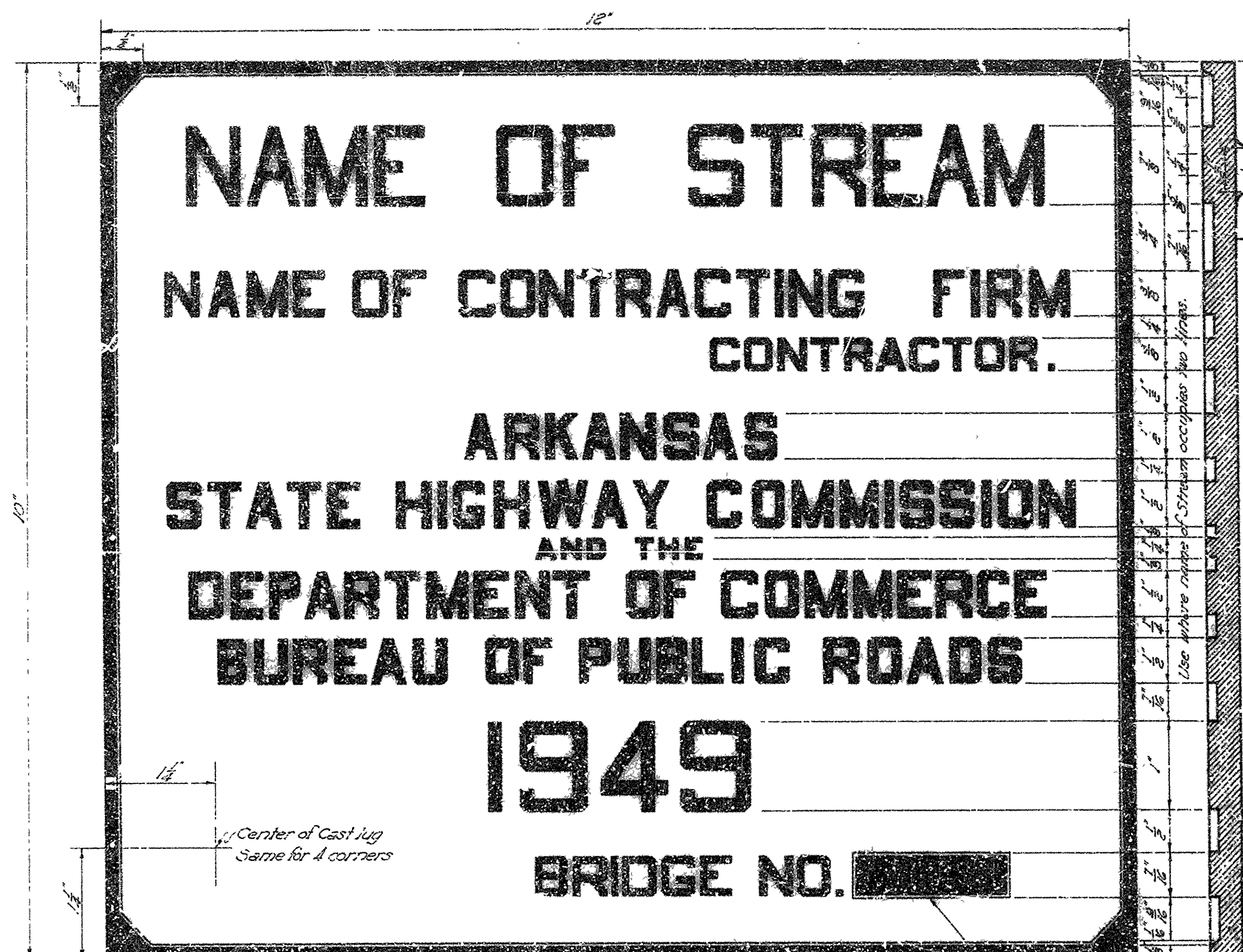
FEDERAL AID AND FOREST HIGHWAY PROJECT MARKERS



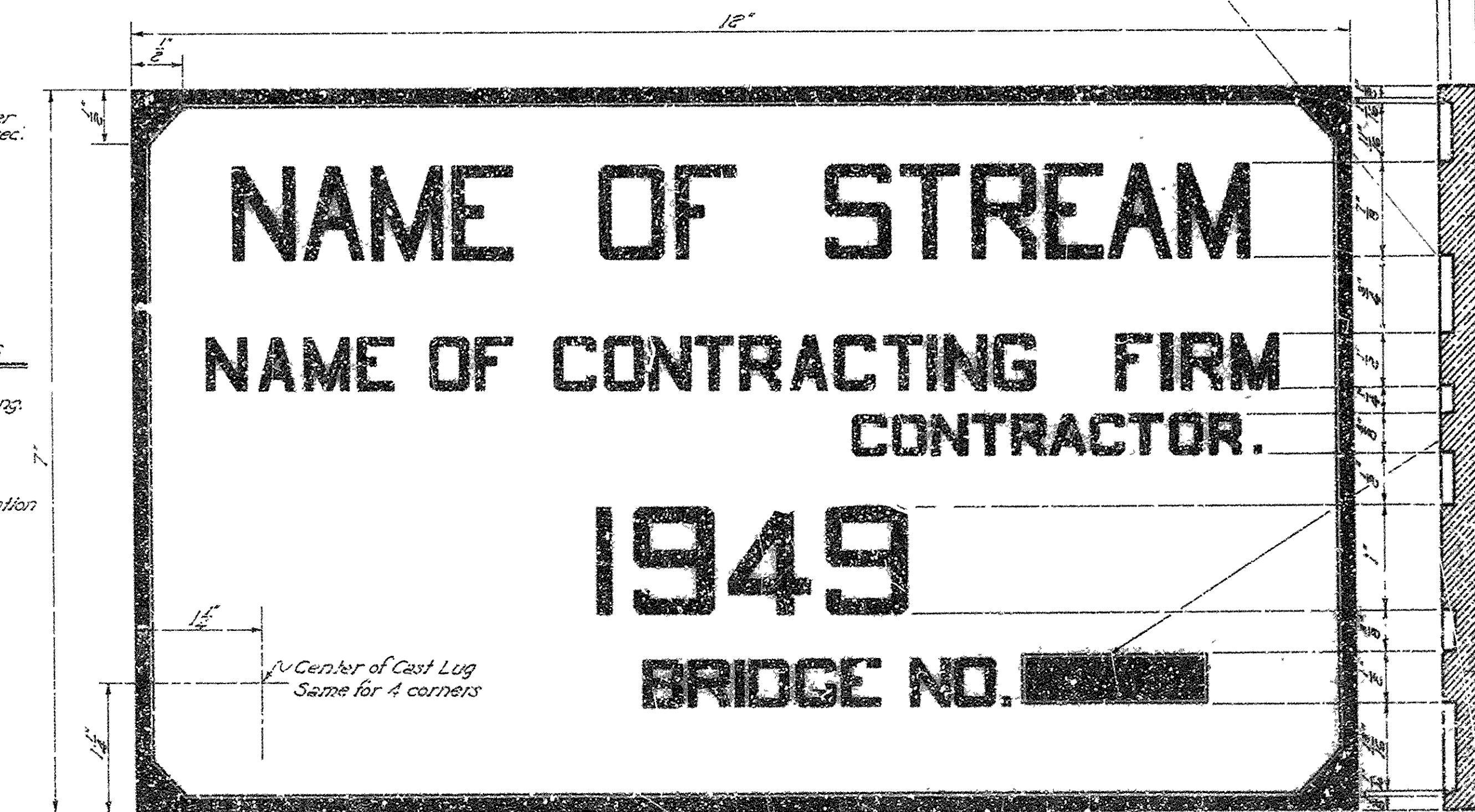
NOTE: Concrete to be Class 'A' (1:2:4 Mix). Numerals shown are to be the number of the project on which the marker is placed.

QUANTITIES PER MARKER	
Class 'A' Concrete	Reinforcing Steel
0.13 Cu.Yds.	13 Lbs.

SPECIFICATIONS FOR MARKER PLATES
Plates to be either Bronze or Aluminum.
Body 1/2" thick, tapering cone lugs 1/2" to 3/4", 2" long.
Weight: One Bronze Plate - 3.5 Lbs. approx.
Weight: One Aluminum Plate - 1.1 Lbs. approx.
Bronze: U.S. Government Specifications for Statuary Bronze.
Aluminum: A.S.T.M. Specifications, Serial designation 826-47 T.



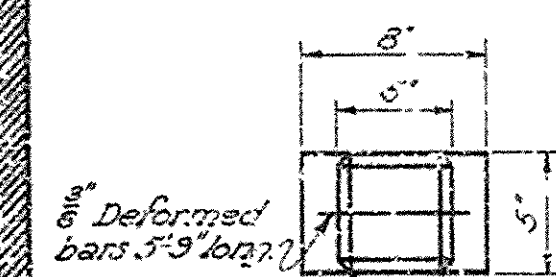
TYPE 'A' NAME PLATE (FOR MAJOR BRIDGES) Full Size



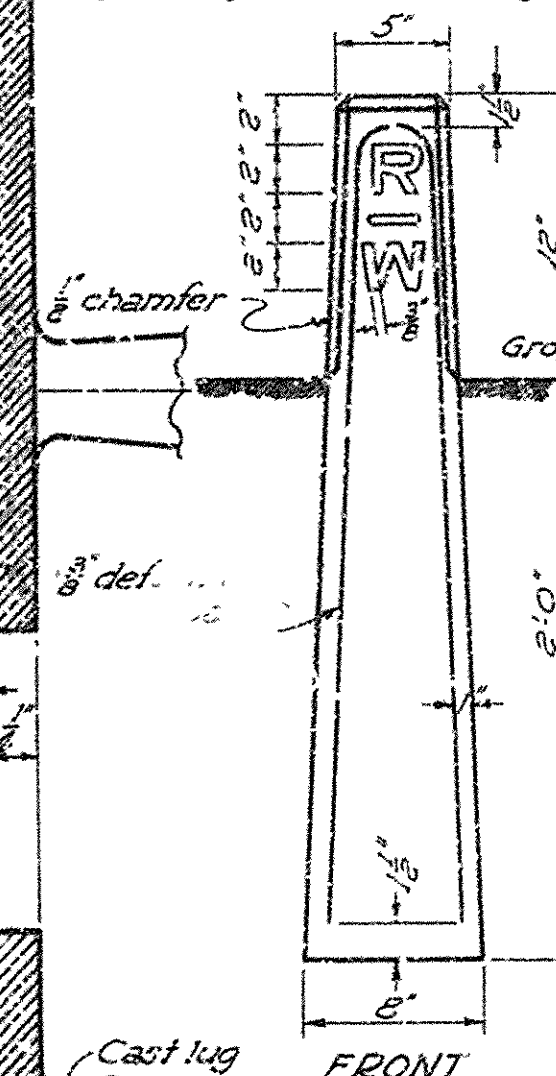
TYPE 'B' NAME PLATE (FOR MINOR BRIDGES) Full Size

tapering cone lugs cast with plate.

SPECIFICATIONS FOR NAME PLATES
Plates to be either Bronze or Aluminum.
Body 1/2" thick, tapering cone lugs 1/2" to 3/4", 2" long.
BRONZE: U.S. Government Specifications for Statuary Bronze.
ALUMINUM: A.S.T.M. Specifications, Serial designation 826-47 T.
The border and all lettering to be raised 1/8" above face 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 are to be as shown on Plans.
Name of Stream and name of contractor to be varied to suit each bridge. Other lettering to be the same for all bridges.



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



QUANTITIES PER MARKER	
Class 'A' Concrete	Reinforcing Steel
0.025 Cu.Yds.	2.2 Lbs.

NOTE: Markers shall be placed at 1000 or 1200 foot intervals along the Right-of-Way line where no changes in width or direction occur, at such points as changes in width occur and at the R.C. and P.I. 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' (1:2:4 Mix).

RIGHT OF WAY MARKERS
Do not scale

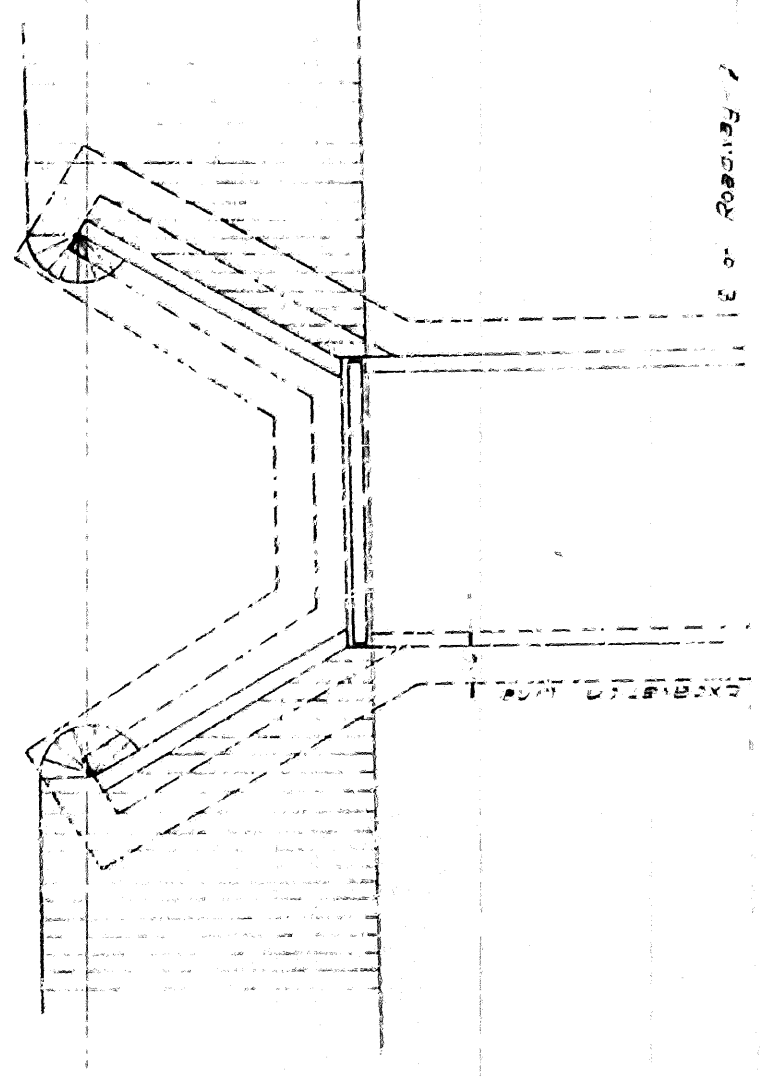
Bridge No. to be lightly stamped on this space with a machine made 1/8 inch steel figure.

NOTE: ADDED 4-25-50

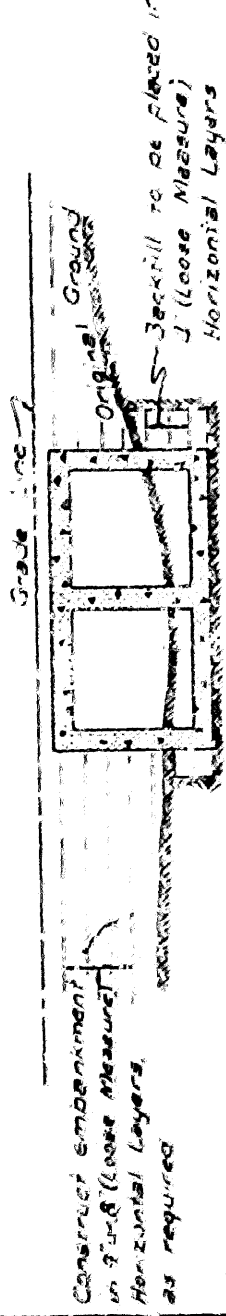
FEDERAL AID AND FOREST HIGHWAY PROJECT MARKERS
RIGHT OF WAY MARKERS
BRIDGE NAME PLATES
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
F.A.H. & LITTLE ROCK, ARK.
Drawn By: *[Signature]* Date: 10-1-49
Traced By: *[Signature]* Date: 11-2-49
Checked By: *[Signature]* Date: *[Signature]*
BRIDGE NO. *[Signature]* DRAWING NO. 2388

STATE	ROUTE	SECTION	DATE	SCALE	BY	CHECKED	APPROVED
ARK.	6	ARK.					
JOB NO.							

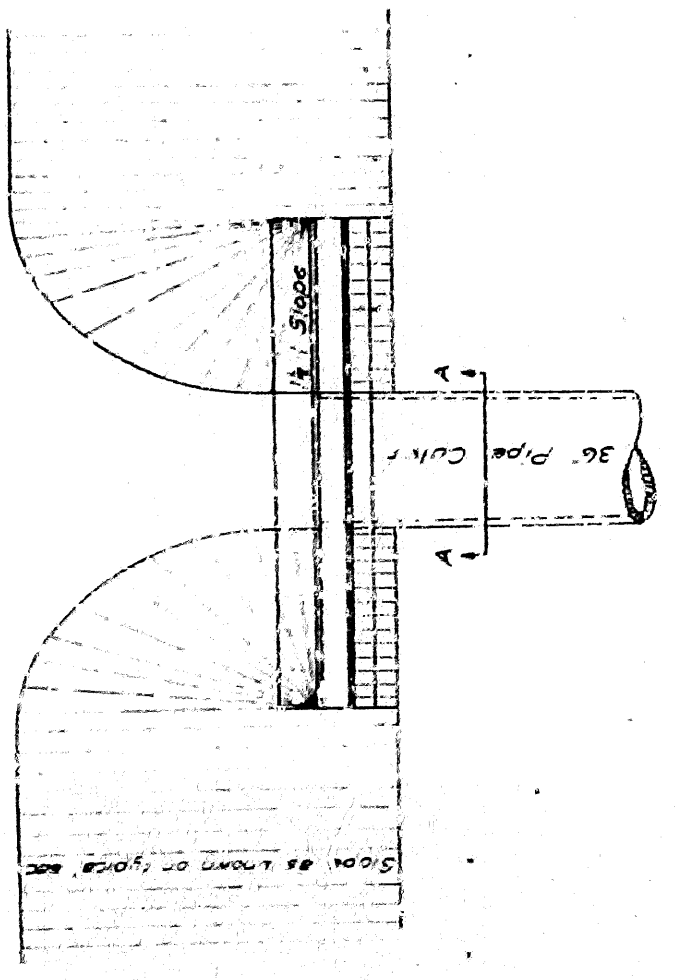


PLAN

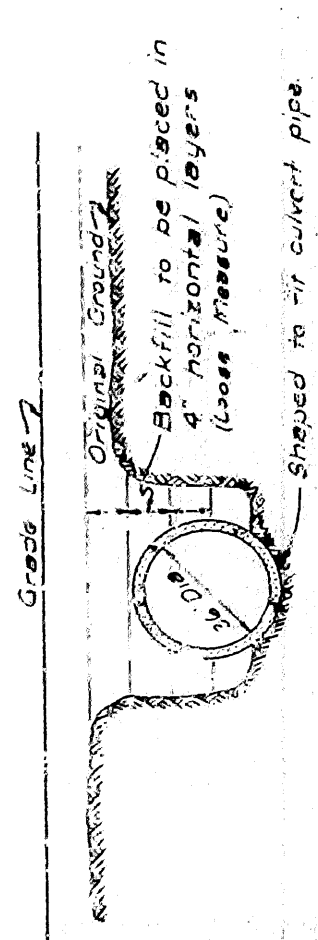


LONGITUDINAL SECTION

BOX CULVERT



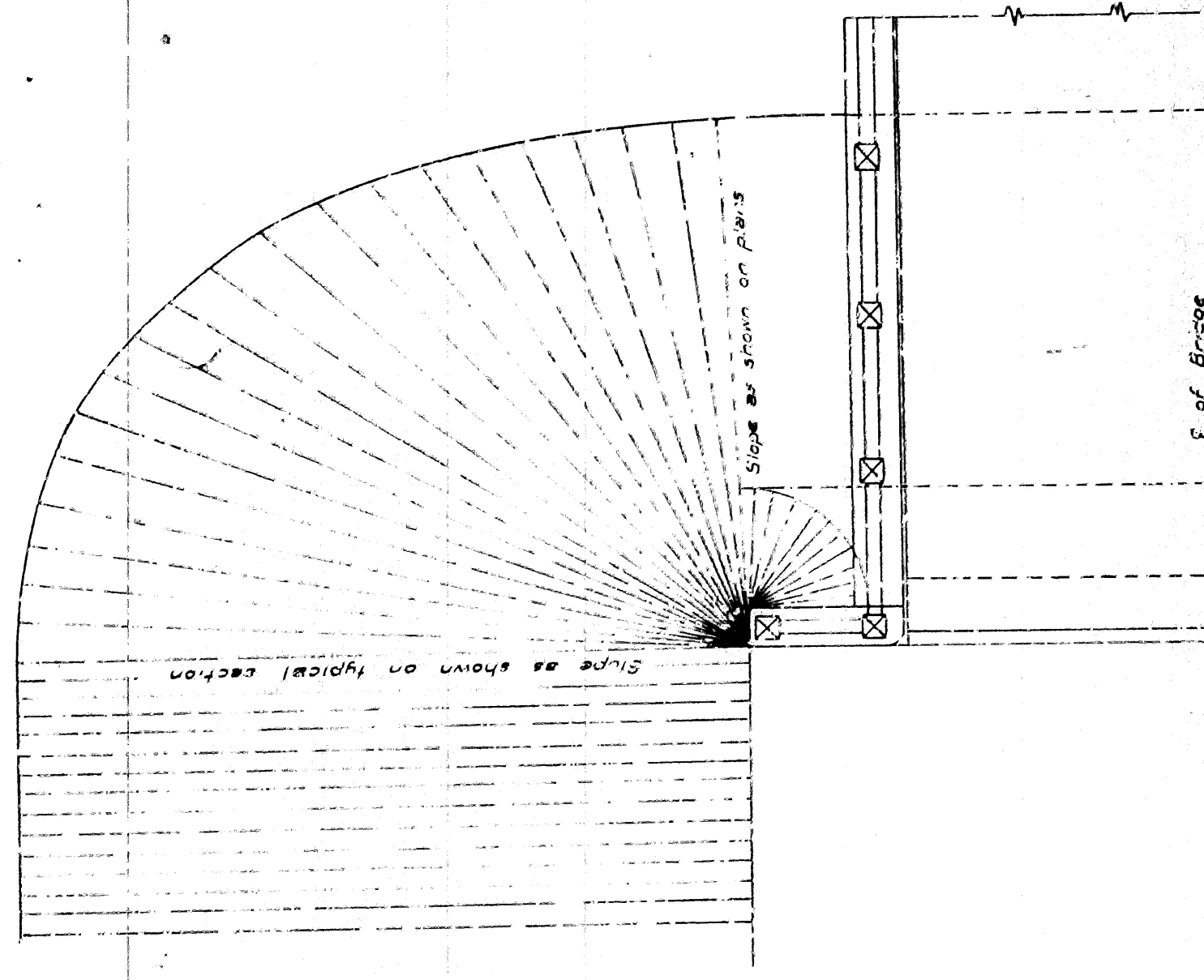
PLAN



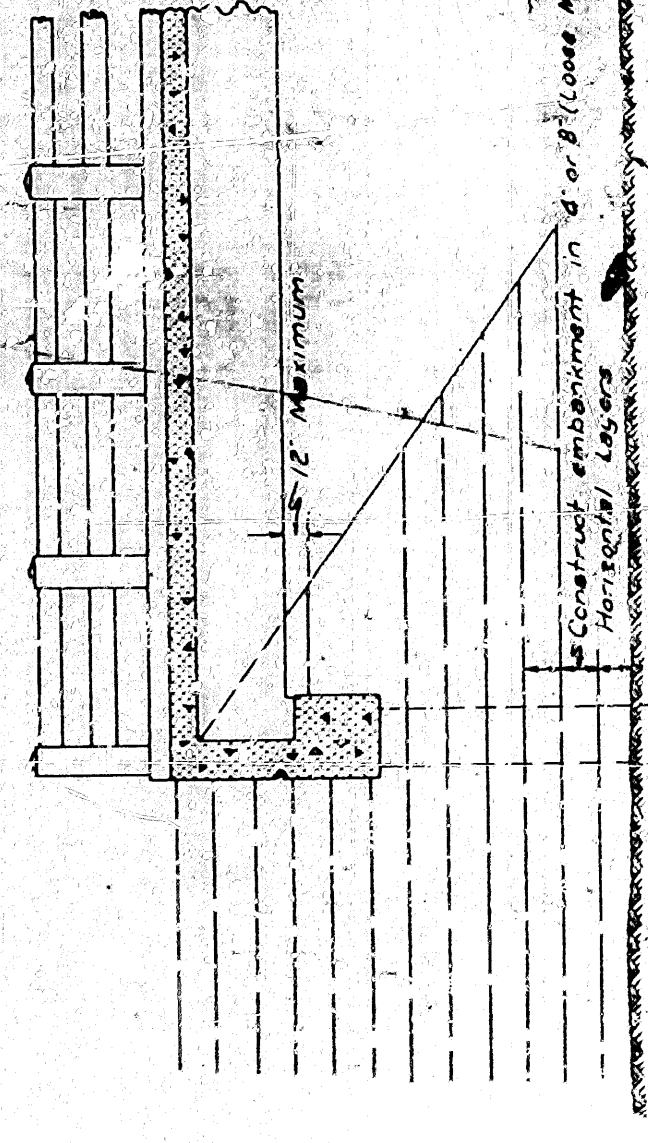
SECTION A-A

PIPE CULVERT

Notes relative to construction of bridge-end embankments and backfilling excavations shall be applicable to backfilling culvert excavations and the construction of embankment's 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 roadway with the side slopes and slopes underneath the bridge-end and approach the end of wingwalls.

The surface area to be occupied by this embankment shall first be cleared of all debris and movable matter and then certified so as to completely expose the raw earth. The grading 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.

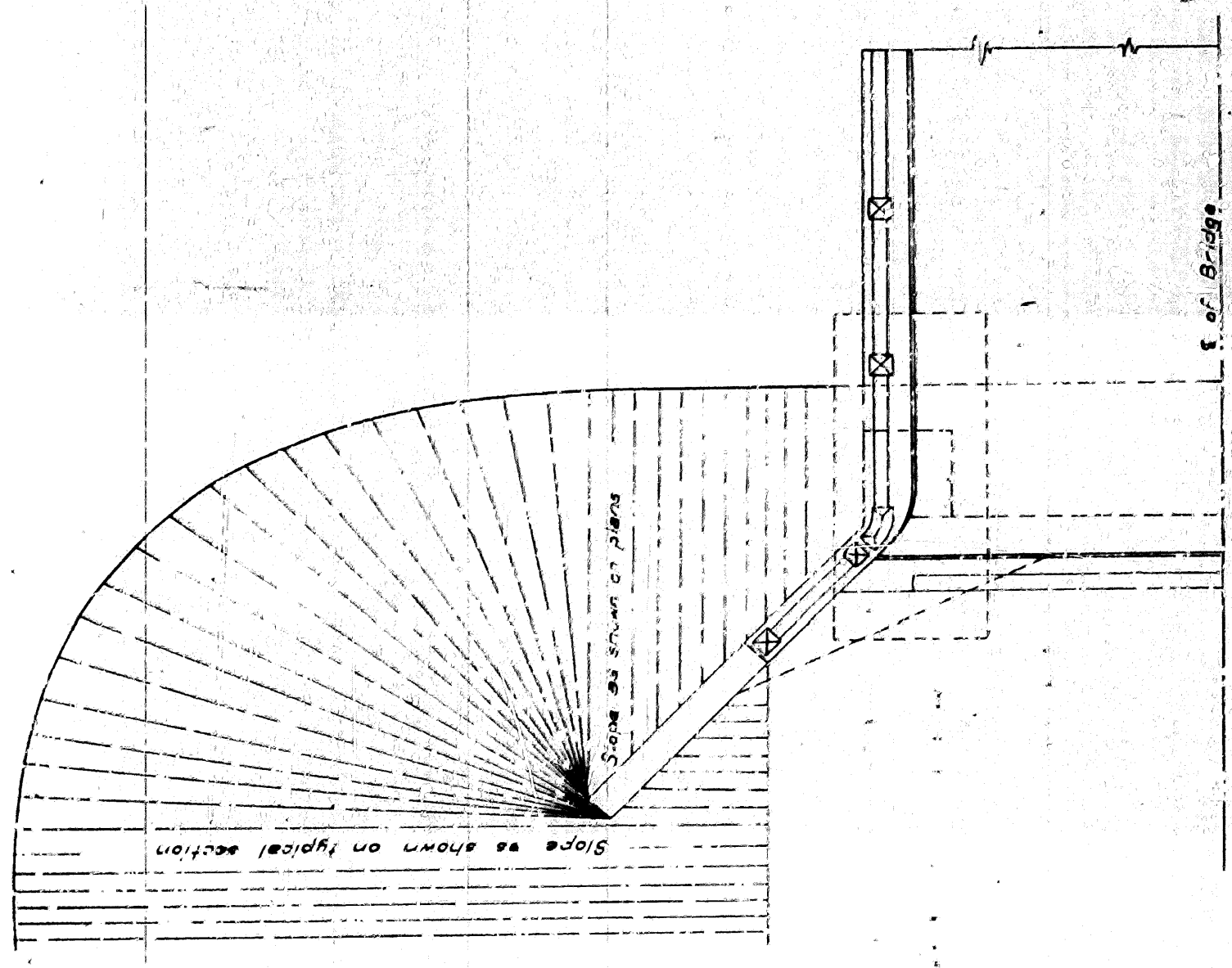
The fill shall be constructed in horizontal layers to the thickness required be specified in the specifications for Embankment material. Section 106 and shall be completed in accordance with the specifications for Special Compaction of Embankment Section 107.

BACKFILLING EXCAVATION

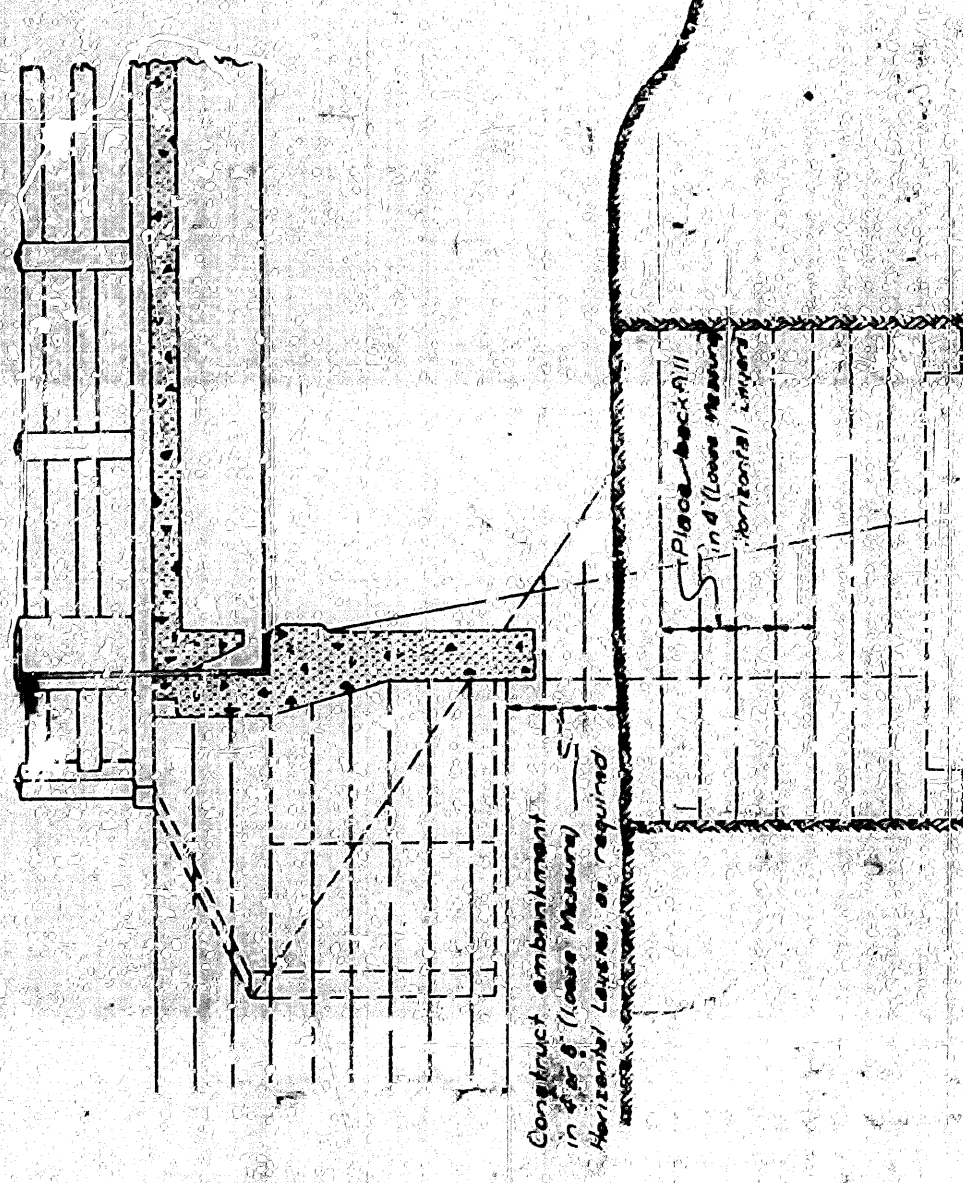
In so far as a practicable abutment excavations shall be cut to the size shown by the plans with allowance of 18 in. on all sides as permitted by the specifications. Gravelly oversize and flared cuts sometimes made to avoid the use of shoring will not be permitted.

When the abutment excavation is ready for backfilling, it shall be cleared of all collecting materials. Unless otherwise directed by the engineer and of all debris and undesirable fill materials.

The space around the wall or column 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 Embankment Section 107.



HALF PLAN



LONGITUDINAL SECTION

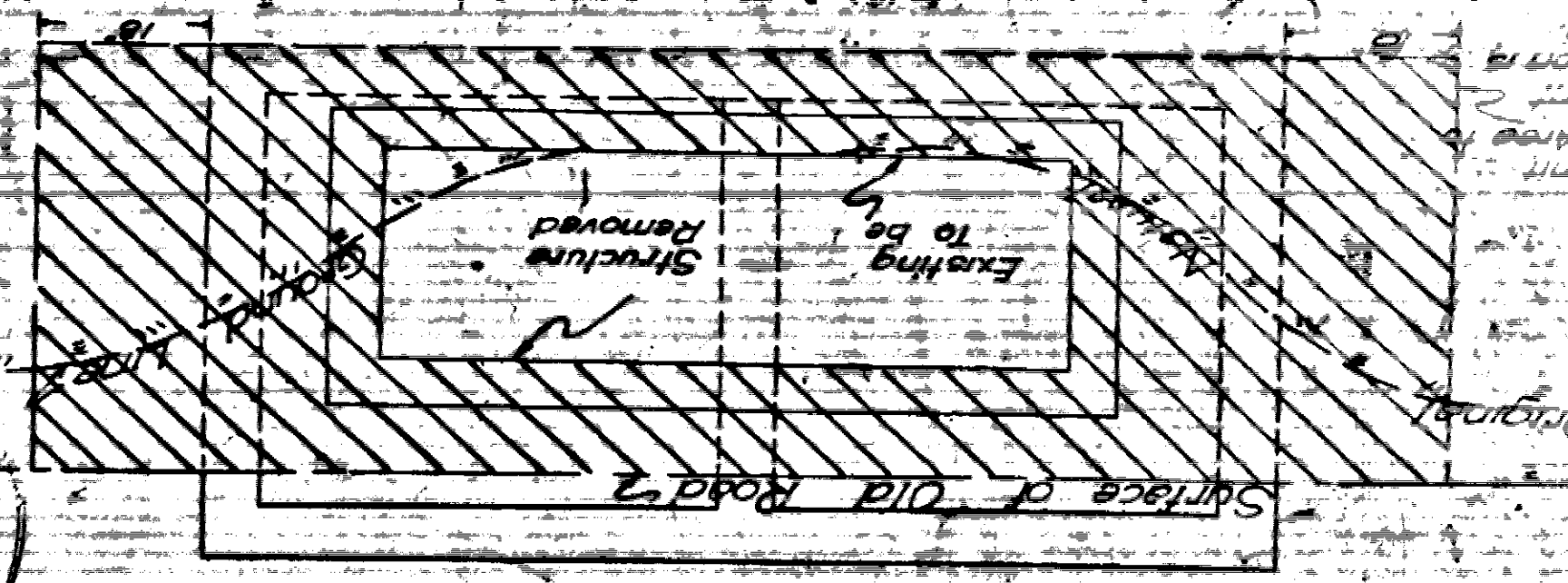
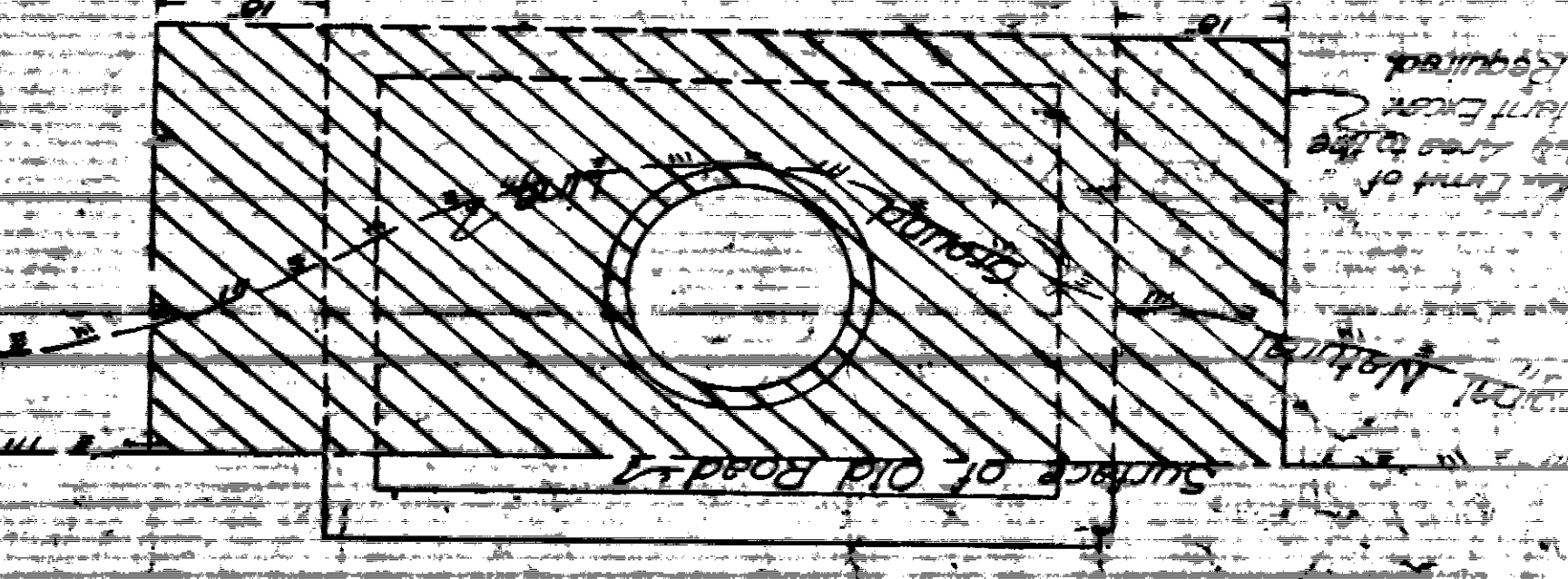
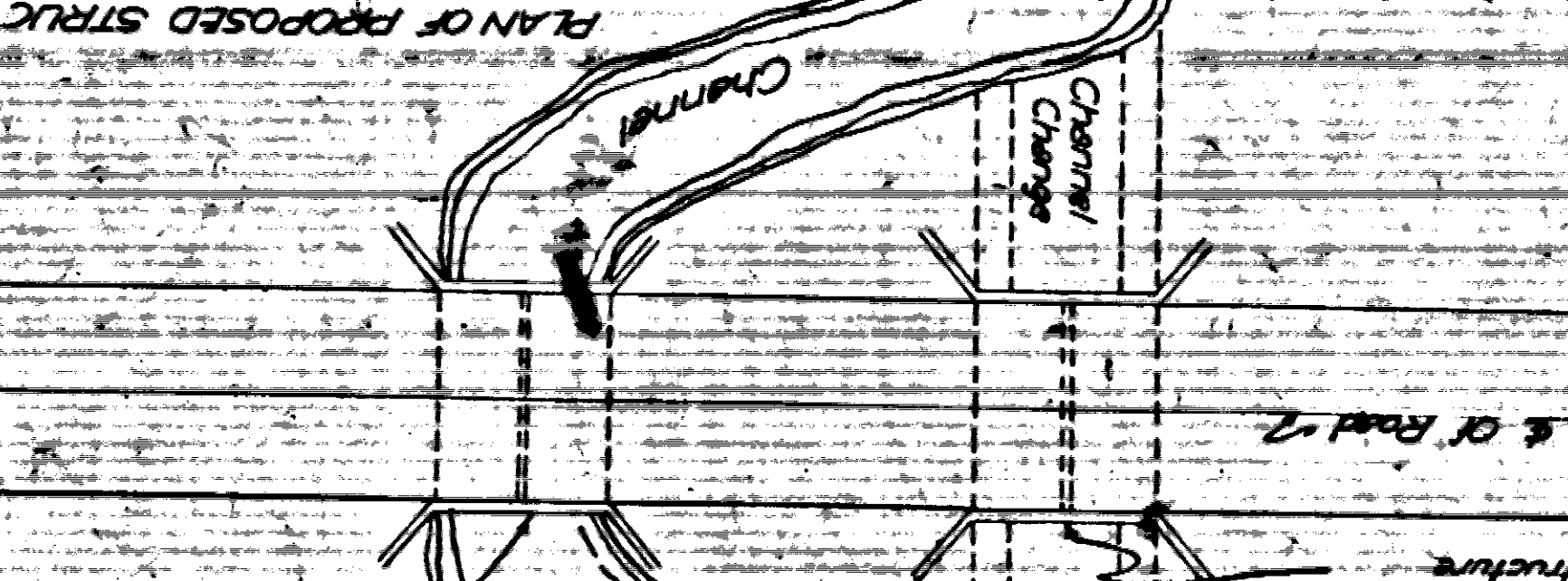
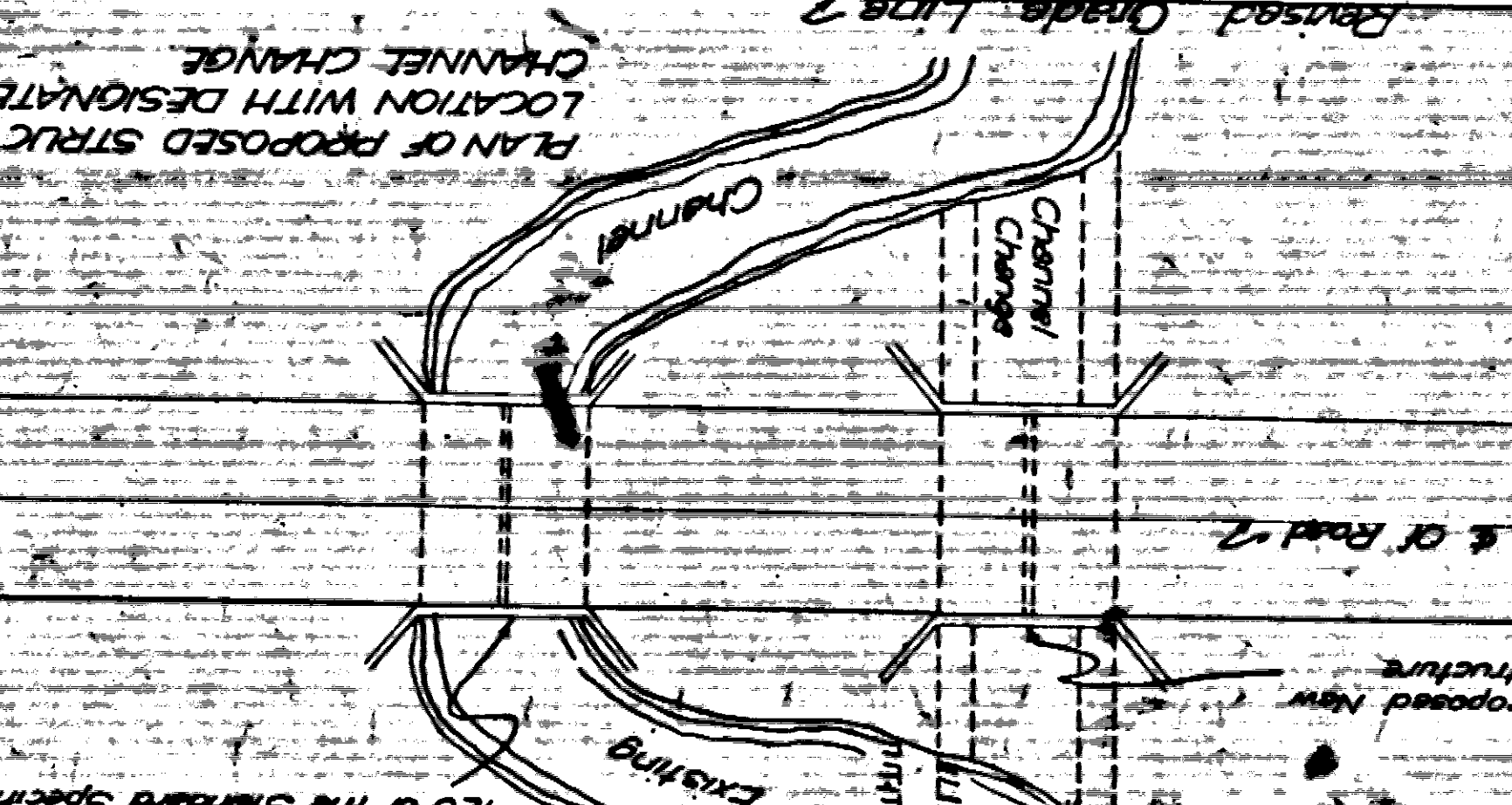
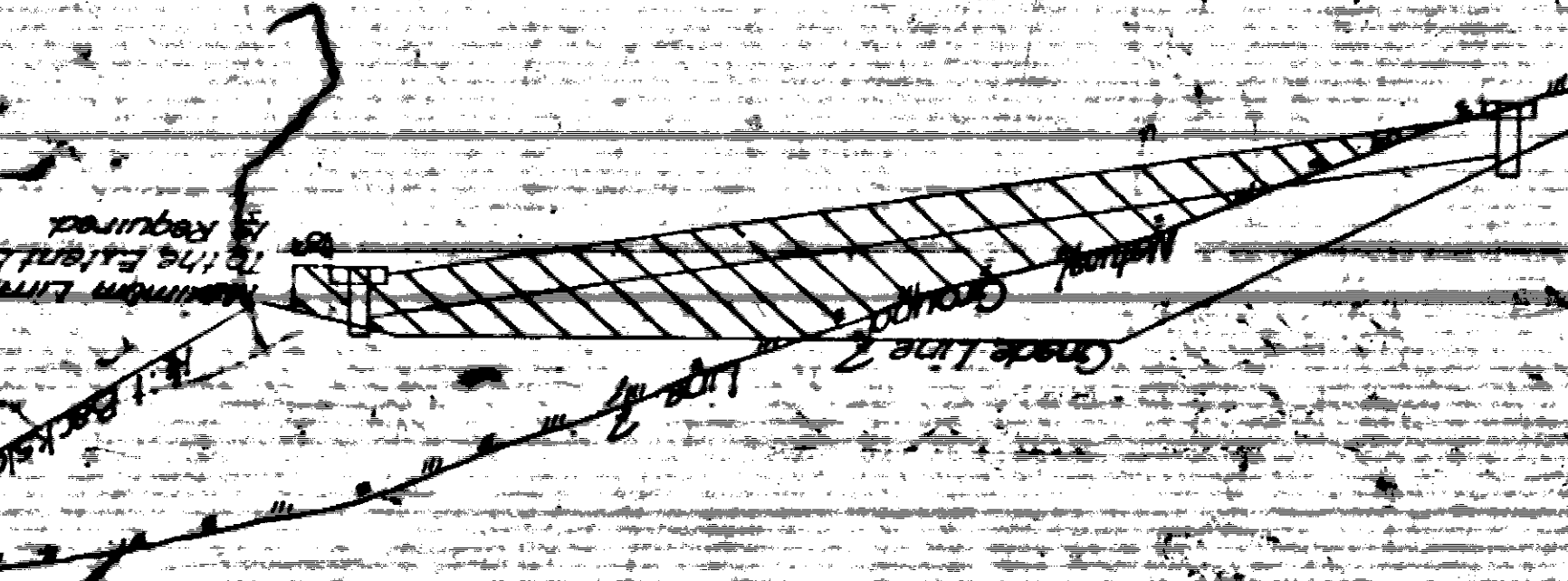
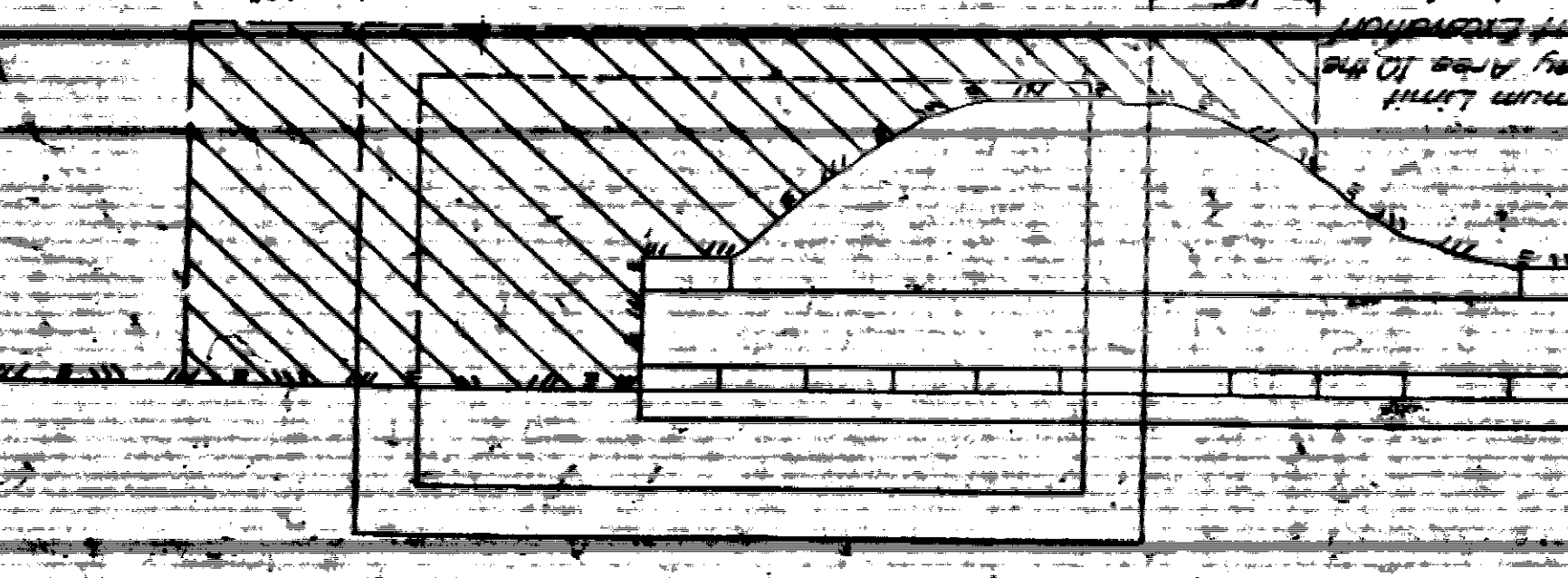
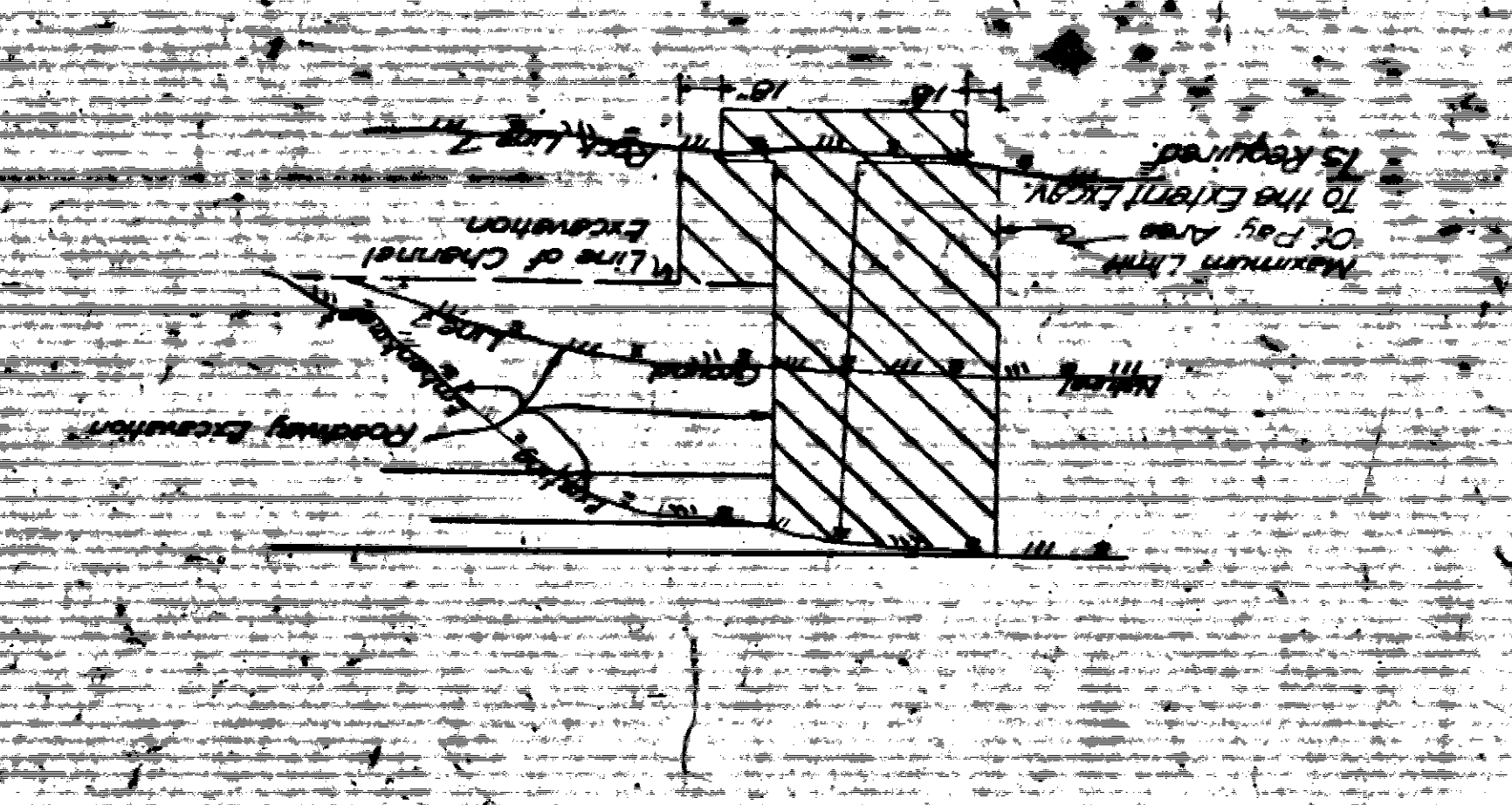
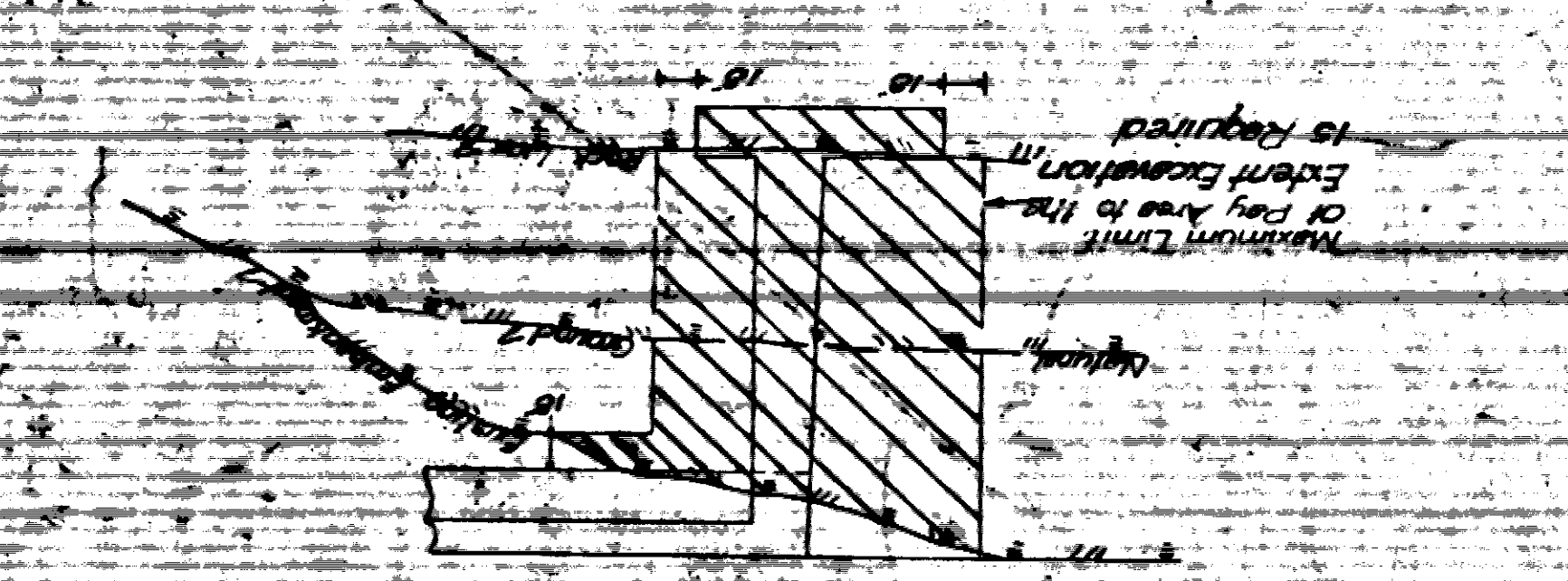
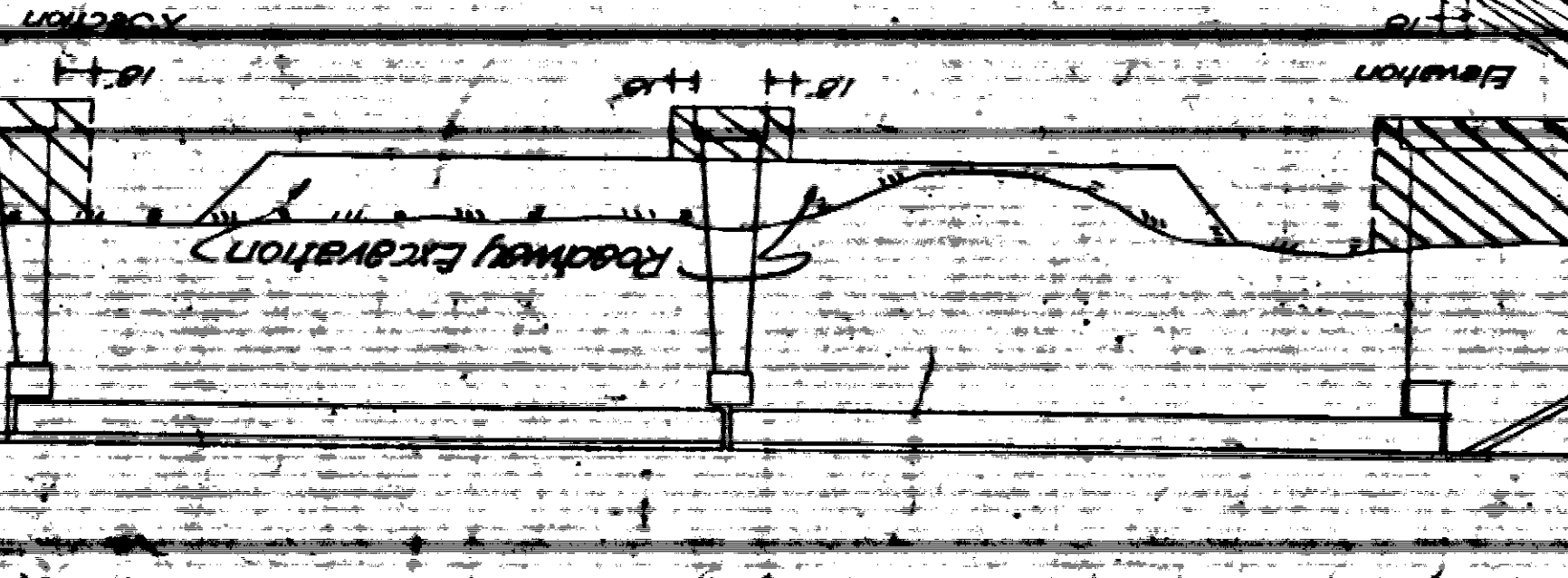
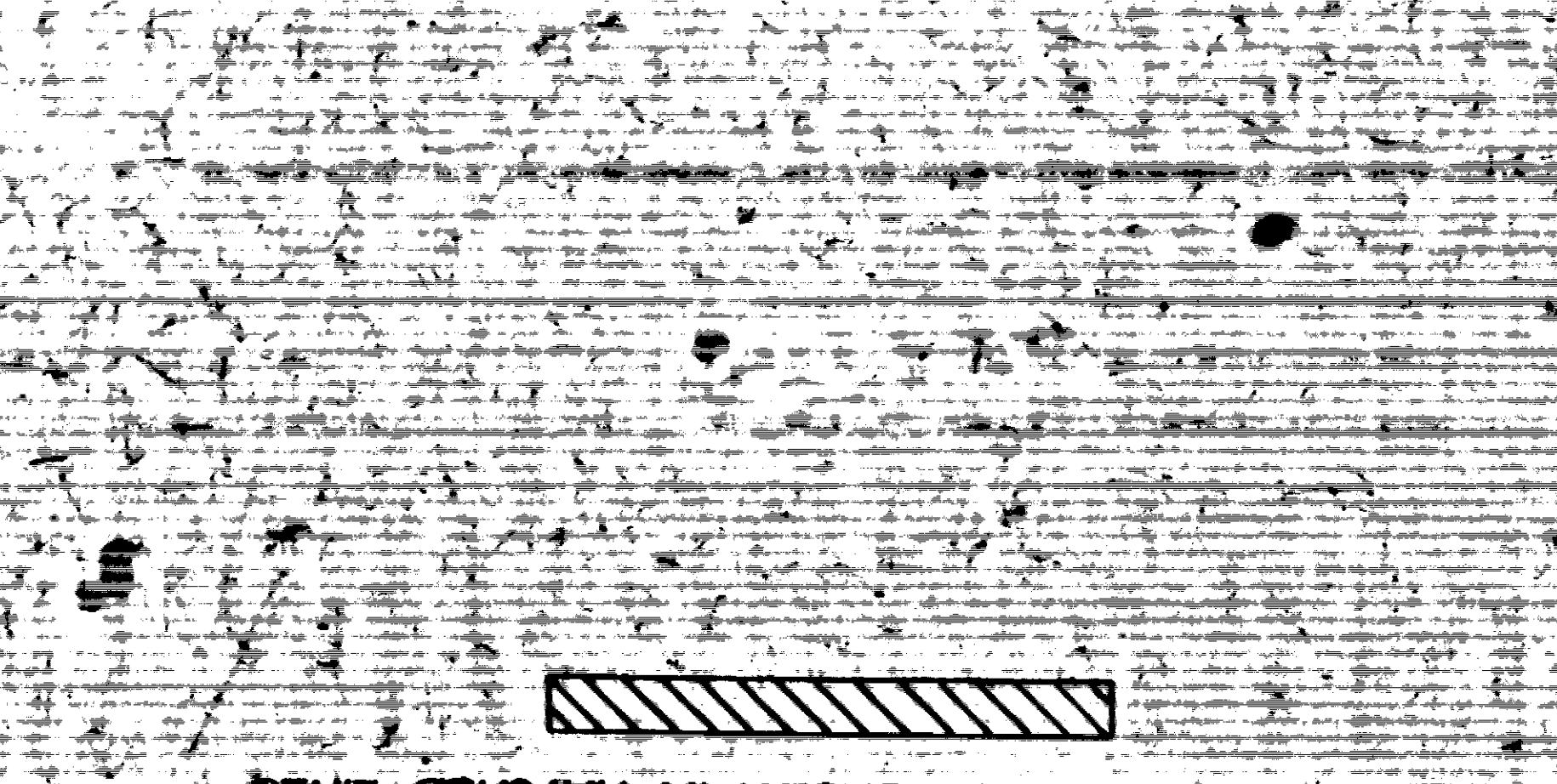
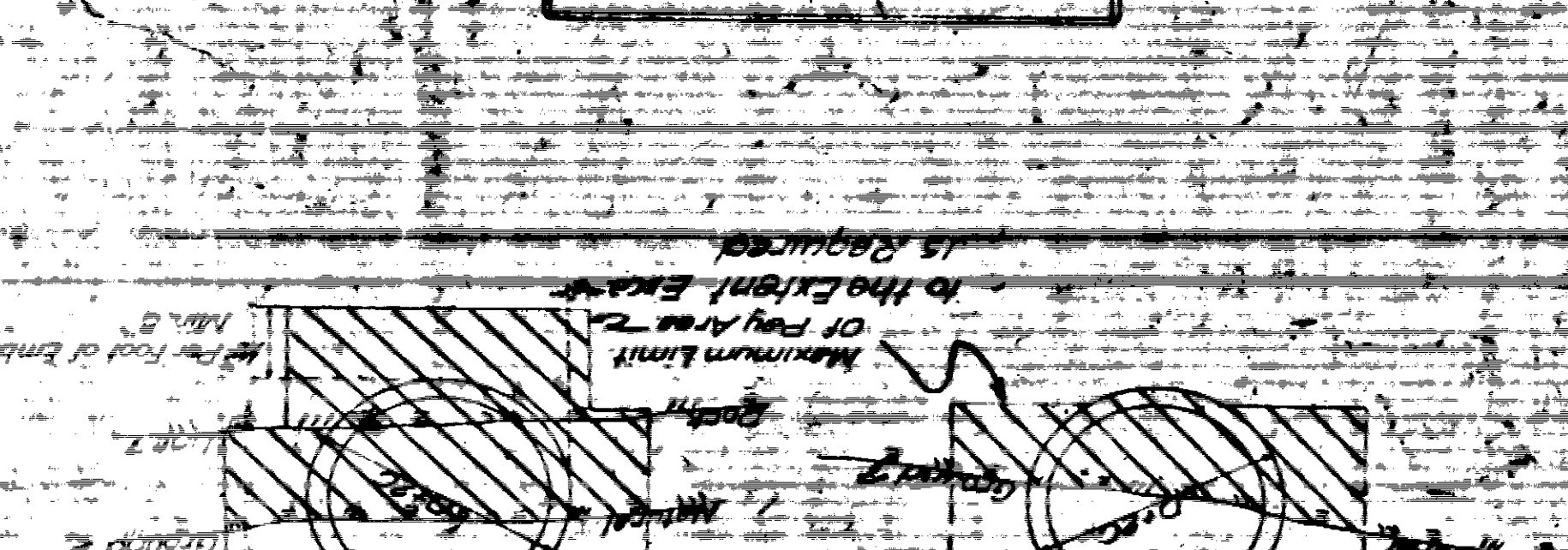
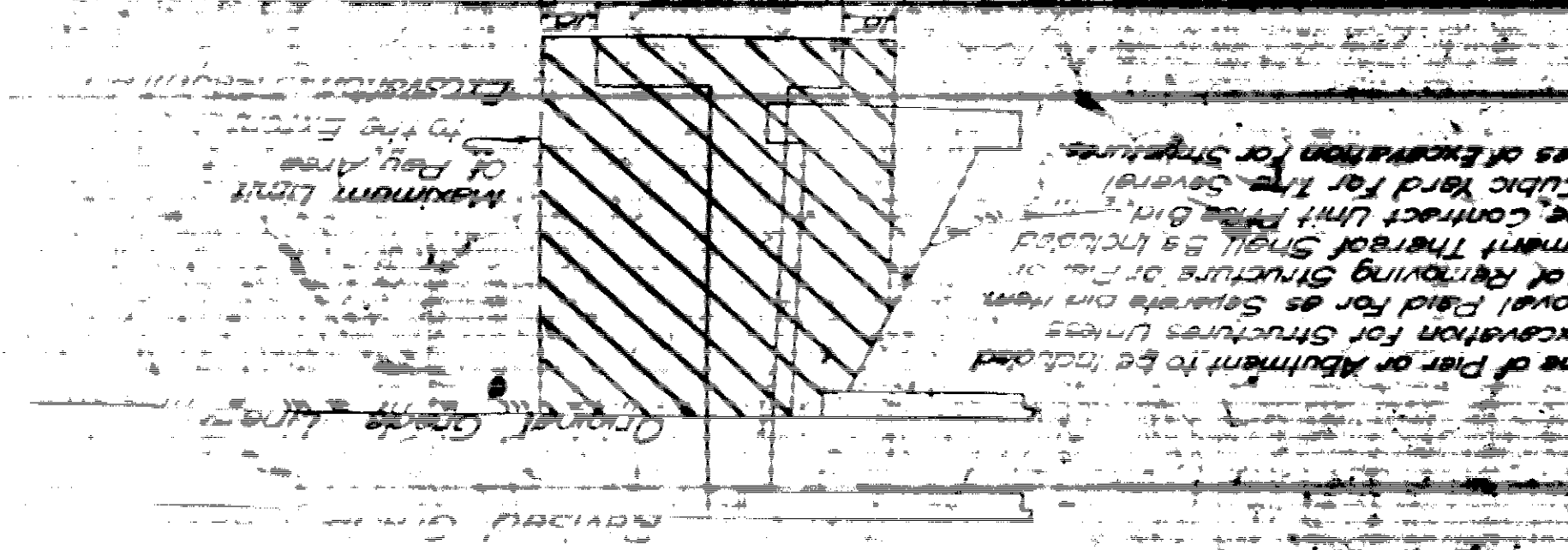
SEMI-OPEN ABUTMENT

LONGITUDINAL SECTION

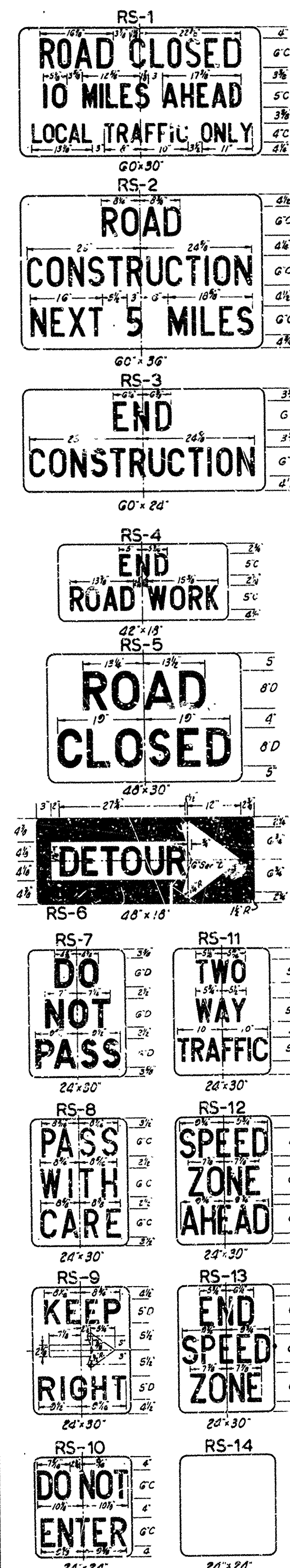
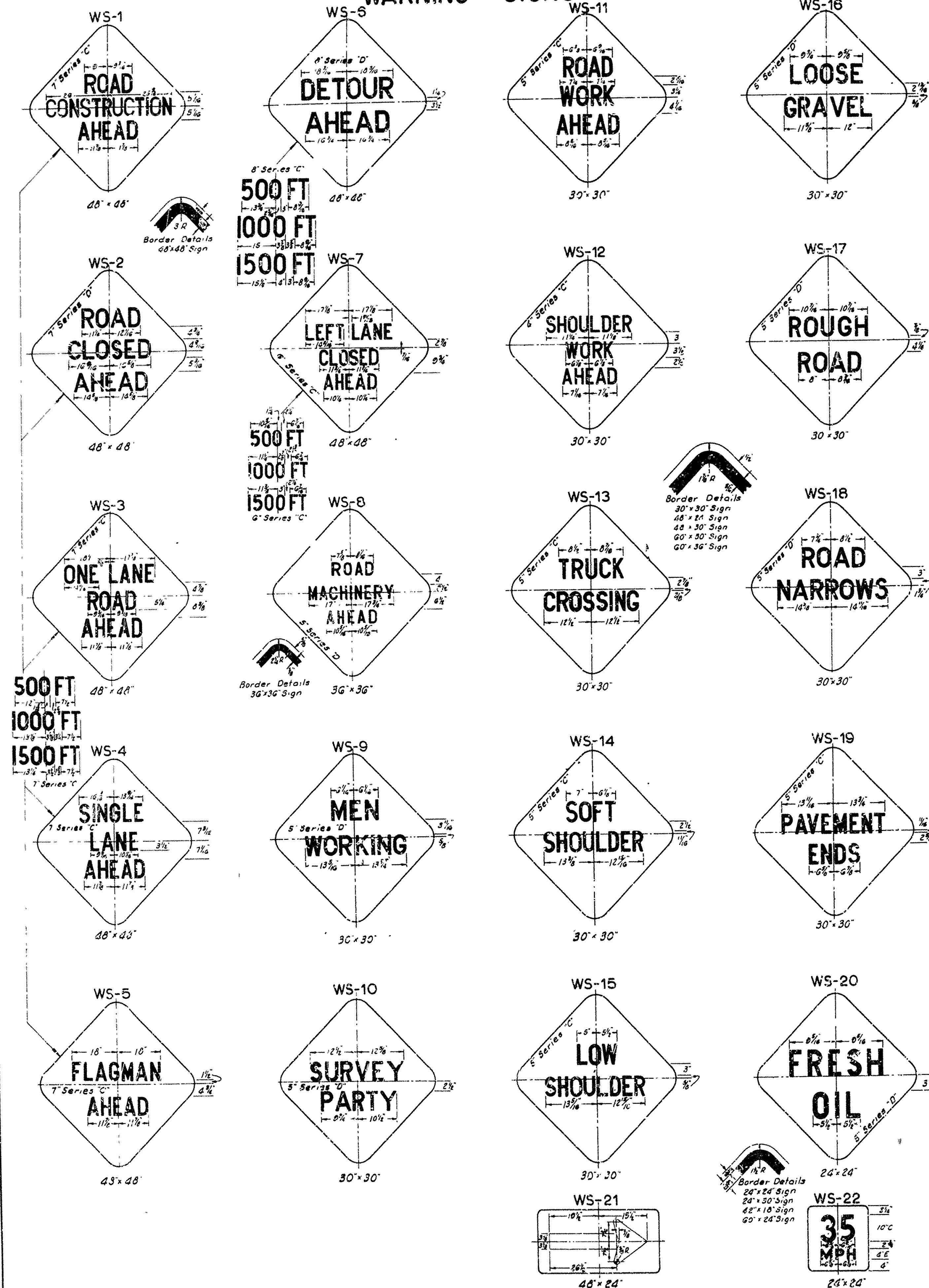
WINGWALL ABUTMENT

DETAILS OF
EMBANKMENT CONSTRUCTION AT
BRIDGE ENDS AND
BACKFILL FOR STRUCTURES

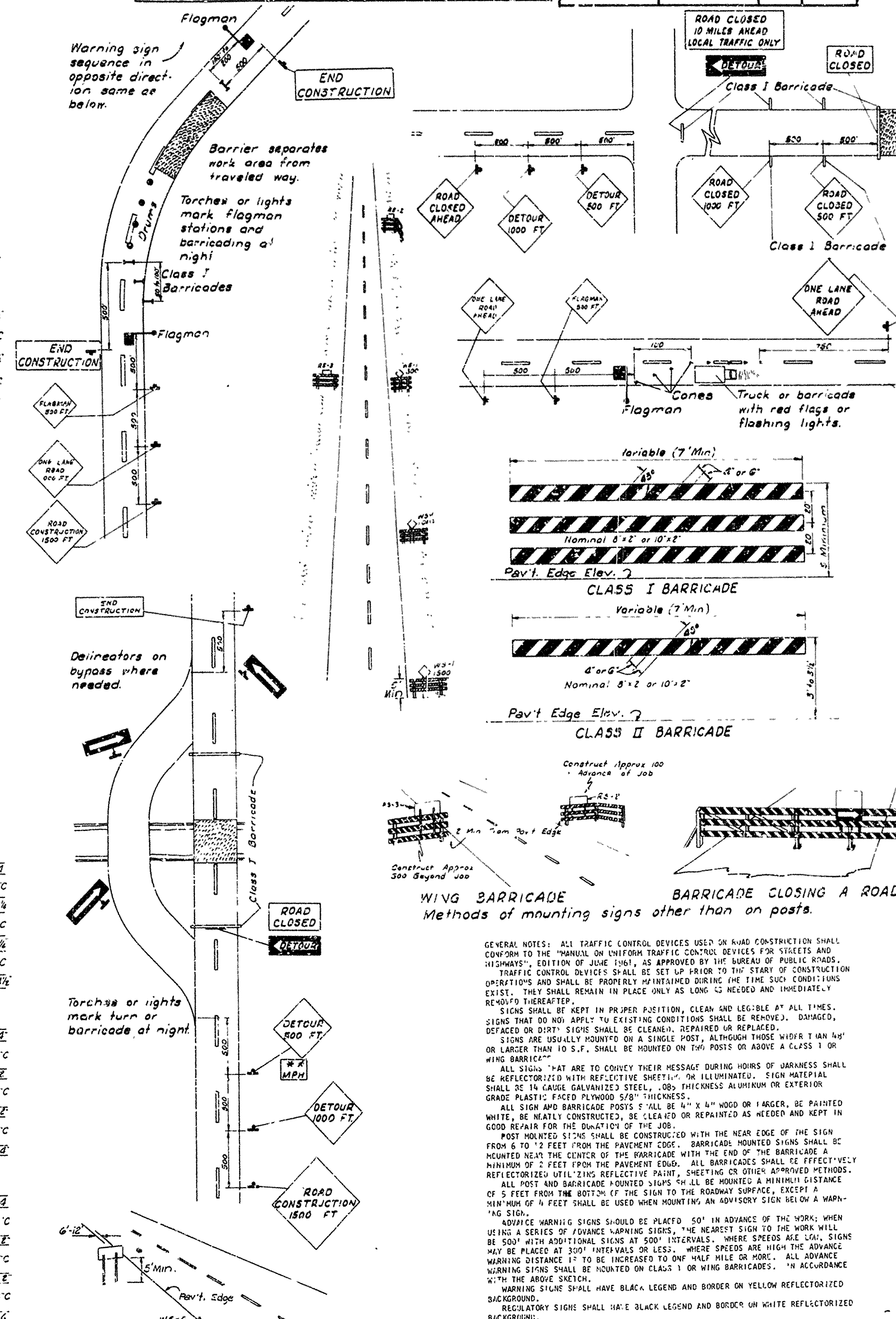
ARKANSAS STATE HIGHWAY COMMISSION

<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PIPE CULVERT</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PIPE CULVERT</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>SECTION THROUGH PROPOSED STRUCTURE ALONG CENTER LINE OF ROAD</p> <p>Plan of proposed structure location with designated channel change.</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES ROADWAY SECTION IN EXCAVATION</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES AT LOCATION OF EXISTING PLANK BRIDGE</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> <p>Cost of removing the existing structure to be included in the contract unit price bid for the general classes of excavation for structures.</p> 	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH BRIDGE ABUTMENT WHERE CHANNEL CHANGE IS DESIGNATED</p> <p>Plan of proposed structure location with designated channel change.</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES SECTION THROUGH BRIDGE ABUTMENT</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>ARIZONA HIGHWAY COMMISSION STANDARD BASIS FOR COMPUTING EXCAVATION FOR STRUCTURES</p> <p>Standard Drawing No. 1001</p> 	<p>EXCAVATION FOR STRUCTURES PIPE CULVERTS AND HEADWALLS</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 	<p>EXCAVATION FOR STRUCTURES INVOLVING THE REMOVAL OF EXISTING STRUCTURES</p> <p>Removal of existing structure to be paid for in accordance with Sec. 100 of the Standard Specification.</p> 
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WARNING SIGNS



DATE FILMED	DATE REVISED	REVISION DESCRIPTION	FED ROAD DIST NO	STATE	FED A D PROJ NO	FISCAL YEAR	NO SHEET	TOTAL SHEETS
6-30-70	1-2-70	Revised Gen Notes	6	ARK.				
			JIS NO					



ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STD. DWG. NO. 1896-A

STATE	PROJECT NO.	DATE	BY
ARK.	5-330(2)		
STATE JOB NO.	4354	1950	28

SCHEDULE OF BRIDGE QUANTITIES

BRIDGE NO.	CODE NO.	ITEM NO.	ITEM	UNIT	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	LB.	LINE FT.	SQ. FT.	LB.	CU. YD.	EACH	COMPLETE ITEM	COMPLETE ITEM	COMPLETE ITEM
			UNIT OF BRIDGE															
2728	X020		ABUTMENT NO. 1	22	12	4			4.20	545		80		20				
			PIER NO. 1						3.90	590								
			ABUTMENT NO. 2	23	12	4			4.40	545		90		20				
			40'-8" CONT. R.C. SLAB UNIT						48.50	9000	81.0				1			
			TOTALS FOR BRIDGE NO. 2728	51	24	8			51.00	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	X033		ABUTMENT NO. 1	60	61	38			56.84	5110		41						
			PIER NO. 1			18			20.21	1615								
			PIER NO. 2			26			20.21	1615								
			ABUTMENT NO. 2	85	109	2			56.84	5110		41						
			66'-0" CONT. R.C. SLAB UNIT						74.20	14600	132.0				1			
			TOTALS FOR BRIDGE NO. 2738	145	214	51			154.10	7460	132.0	82			1		45%	
2739	X034		ABUTMENT NO. 1	100	60	15			36.78	3280	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			36.78	3280	6.75	46	450					
			5'-25'-0" I-BEAM SPANS						73.0	12650	250.0		44900					
			TOTALS FOR BRIDGE NO. 2739	208	230	48			200.00	73.0	31390	269.5	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%

REMOVAL OF EXISTING BRIDGE STRUCTURES

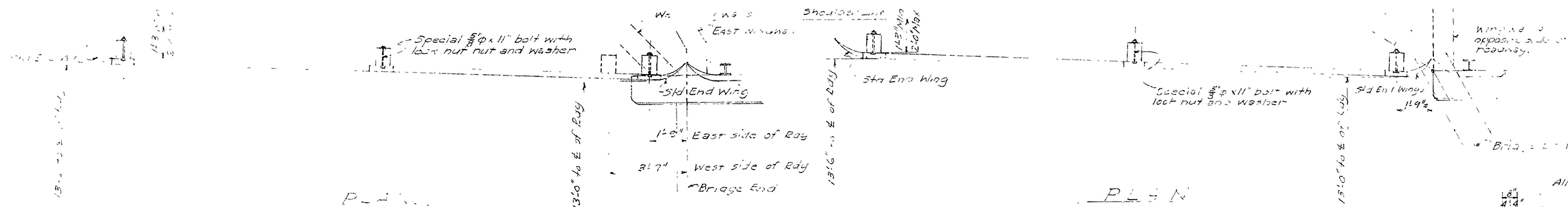
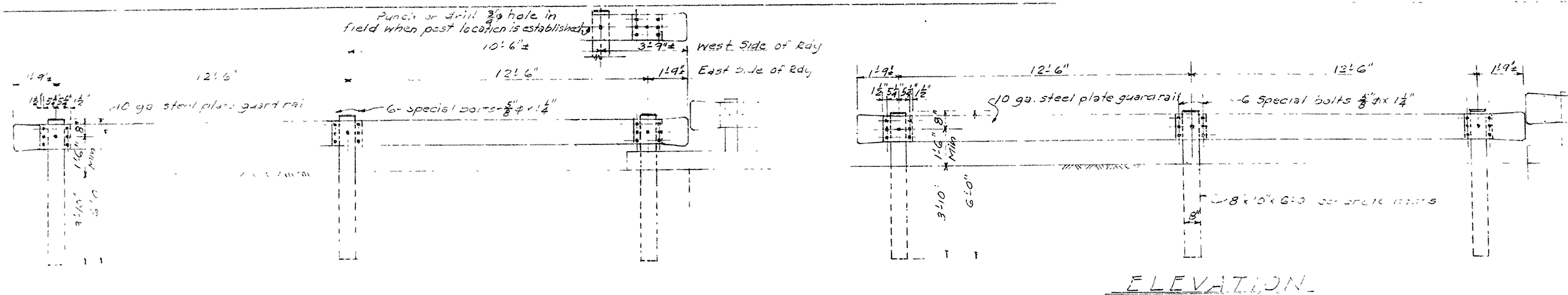
STATION	STATION	LOCATION	DESCRIPTION
267+30	268+30	38' upstream from site of Bridge No. 2738	Four 20' I-beam spans with timber floor, 18' roadway, on concrete abutments and piers. Length, approximately 82'.
301+21	301+64	155' downstream from site of Bridge No. 2739	One 70' steel truss span with timber 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.

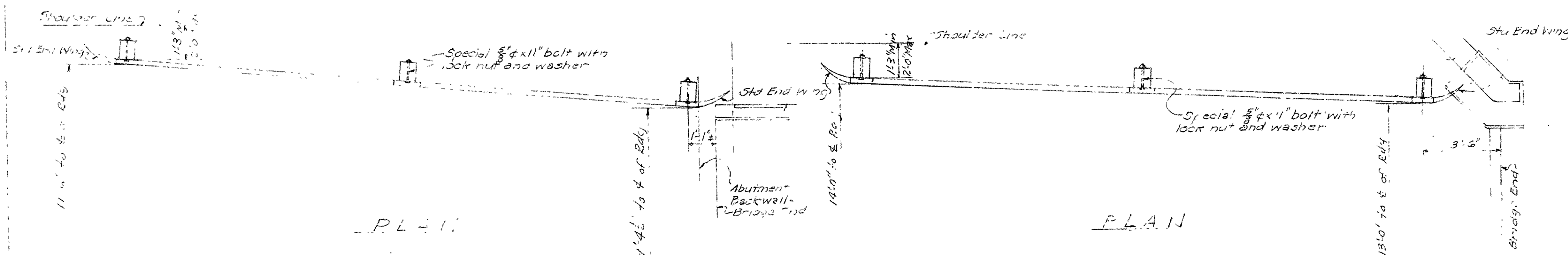
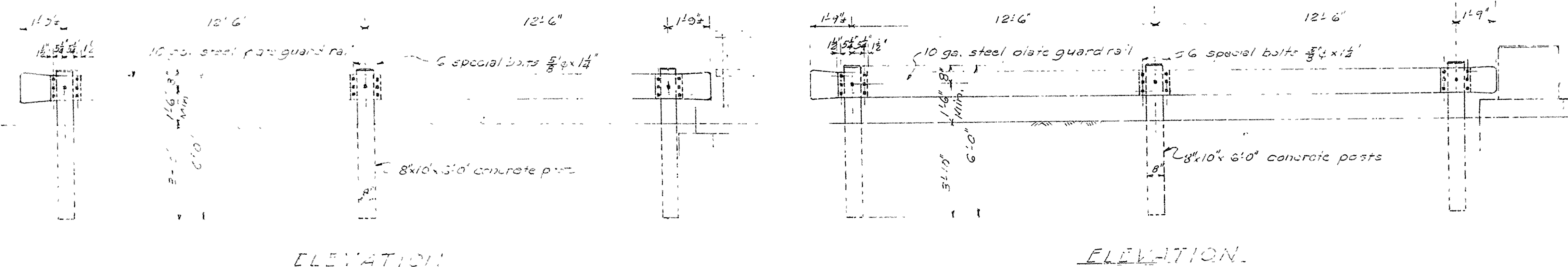
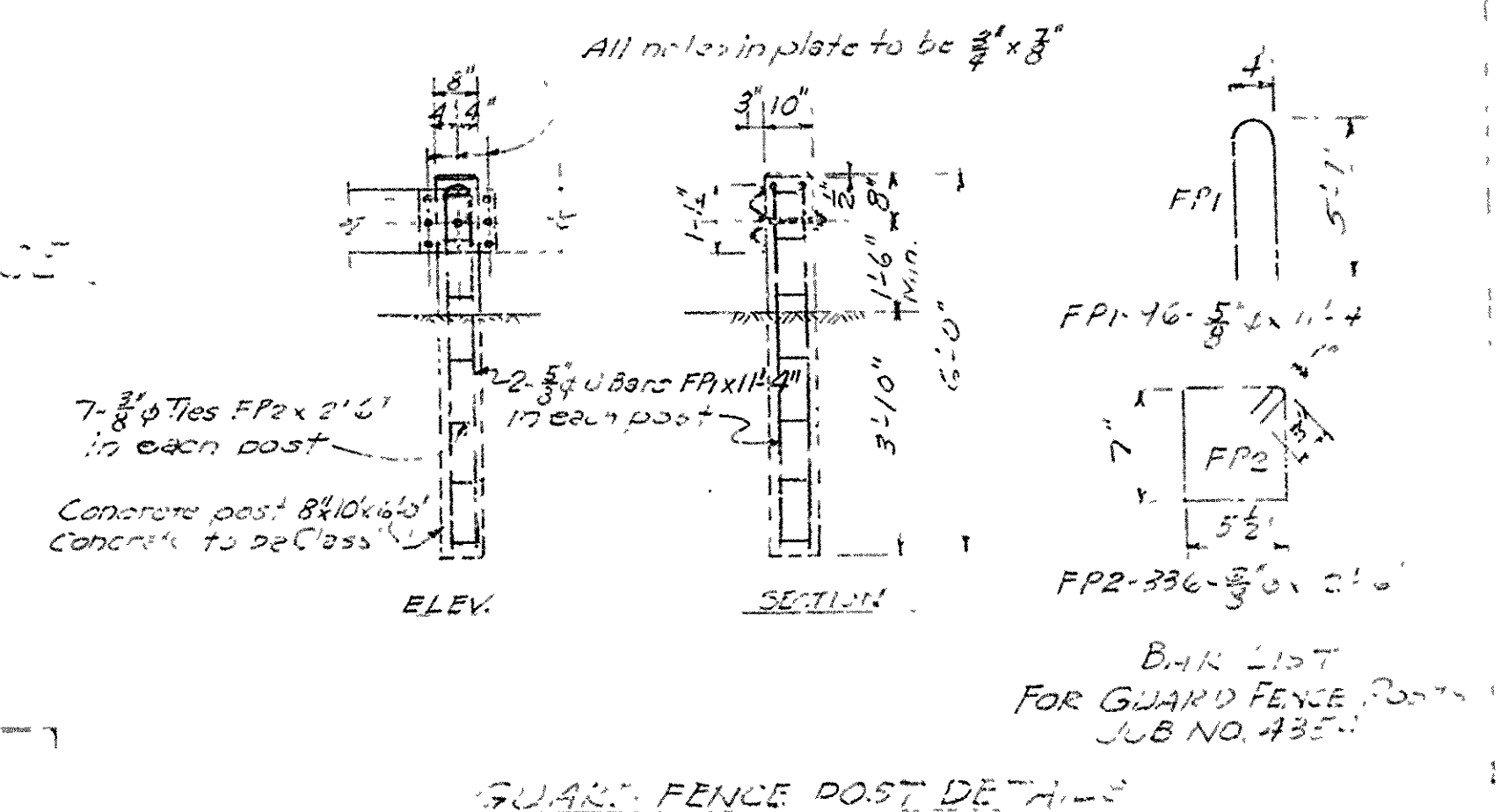
Drawn By: H.B. Date: 7-7-50
Checked By: Date: _____
Bridge Design Engineer

BRIDGE NO. 2728, 2737-2739 DRAWING NO. 7212



DET 4 - APPROACH STEEL PLATE GUARD FENCE
BK NO 2728

DETAILS OF APPROACH STEEL PLATE GUARD FENCE.
BR. NO. 2738.



DETAIL OF APPROX- STEEL PLATE GUARD FENCE
BR. NO. 2737.

DETAILS OF APPROACH STEEL PLATE GUARD FENCE.
BR NO. 2739.

DETAILS OF
APPROACH STEEL PLATE GUSSET FENCE
BRIDGES ON OZARK-NORTH ROAD
FRANKLIN COUNTY
ROUTE 23 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawn By H.E. Date 7-2-80 Scale: $\frac{3}{8} = 1" = 0'$
 Traced By _____ Date _____
 Checked By _____ Date _____
 BRIDGE NO. 2728, 2732, 2733 DRAWING NO. 7920

Richard Fordman
BRIDGE DESIGN ENGINEER