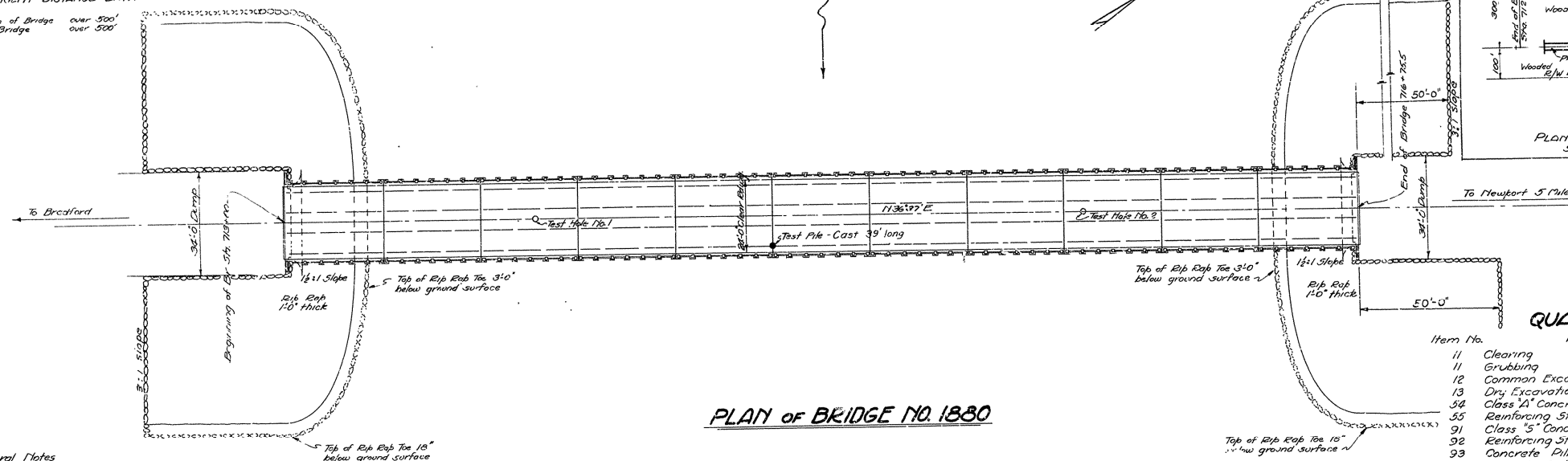


RIGHT OF WAY DATA				
From Sta	To Sta	Rt. of E.	Lt. of E.	Total Width
664+00	760+00	100'	300'	400'

# TANGENT DISTANCE DATA

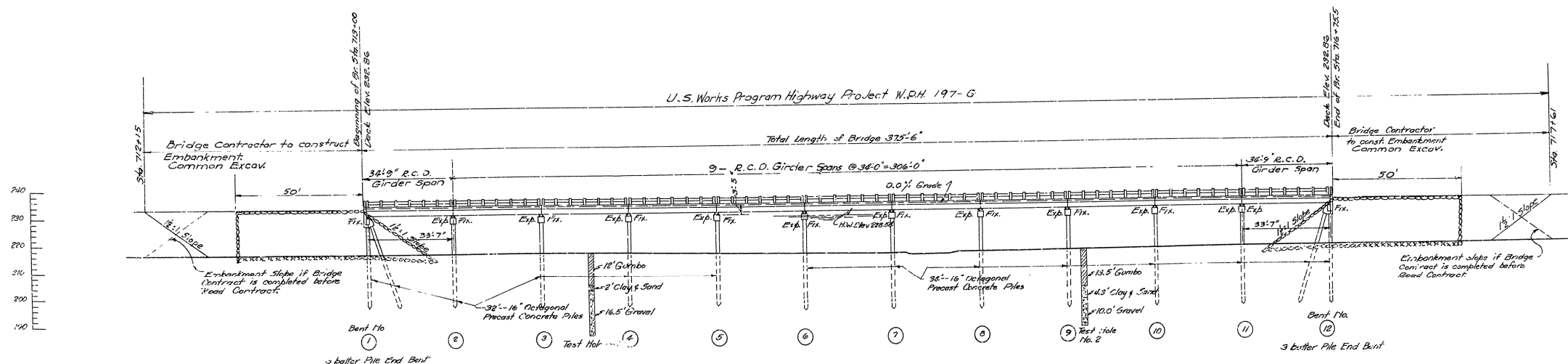
From Beginning of Bridge over 500'  
From End of Bridge over 500'



PLAN of BRIDGE NO. 1880

General Notes  
See Br. No. 1879

Item No.	Item	Quantity	Unit
11	Clearing	50	Acres
11	Grubbing	50	Acres
12	Common Excavation	9,340	Cu Yds.
13	Dry Excavation for Structures	98	Cu Yds.
34	Class "A" Concrete (Proj. Markers)	0.86	Cu Yds.
55	Reinforcing Steel (Proj. Markers)	30	Lbs.
91	Class "S" Concrete for Bridges	479.7	Cu Yds.
92	Reinforcing Steel for Bridges	114,440	Lbs.
93	Concrete Piling	2127	Lin. Ft.
94	Concrete Railing for Bridges	764	Lin. Ft.
95	Rip Rap	754	Cu Yds.
96 & 5P	Metal Bearing & Ridway Expan Devices	20,330	Lbs.
5P	Bronze State Bridge Name Plates	2	Each
5P	Bronze Project Marker Plates	2	Each

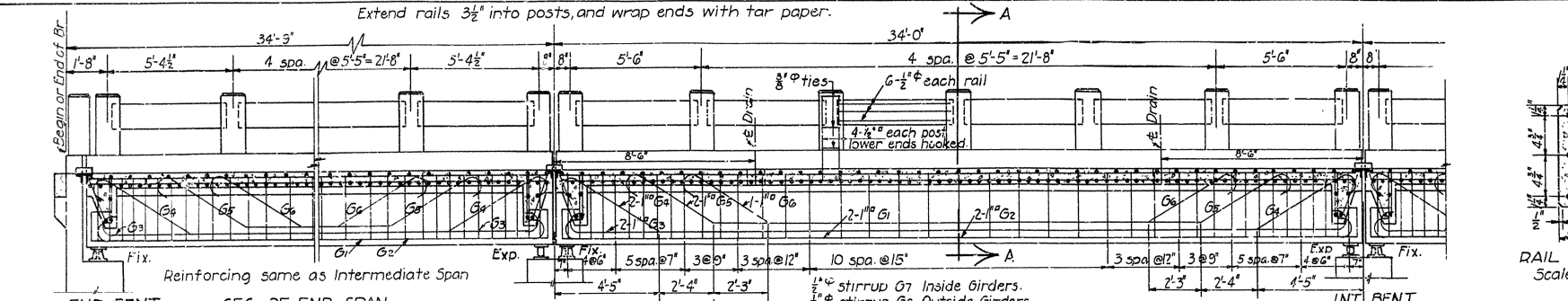


ELEVATION of BRIDGE NO. 1880

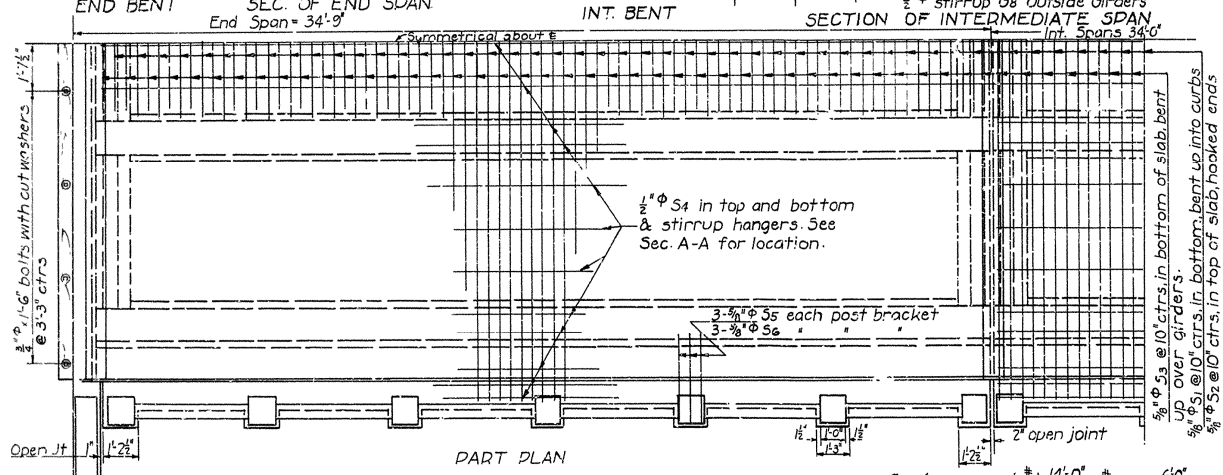
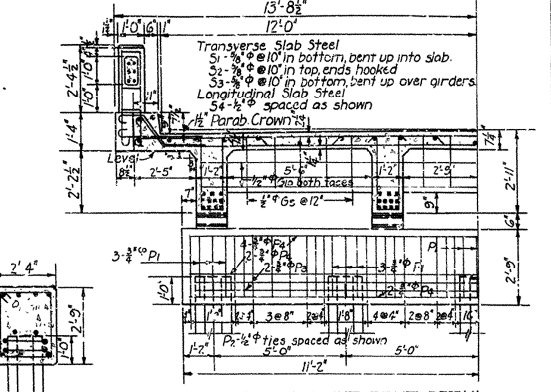
LAYOUT  
WHITE RIVER VALLEY RELIEF BRIDGE No. 1880  
BRADFORD-NEWPORT ROAD  
JACKSON CA.  
ROUTE 67 SECTION 16  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK-ARK.

Drawn by H.B. Date 4-24-35  
Traced by J.D. " 5-8-35  
Checked by J.D. " 8-2-35  
BRIDGE No. 1880  
Draws. No. 3994

Bridge Engineer

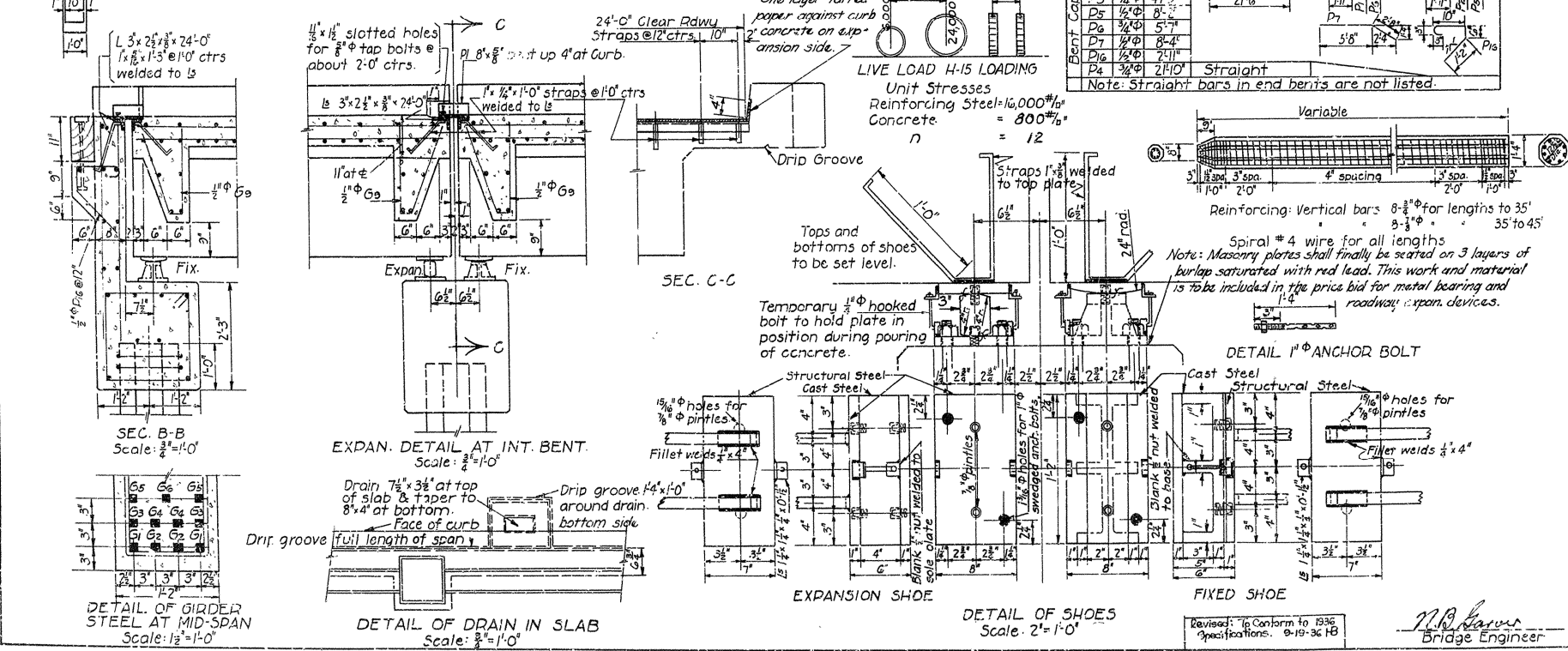
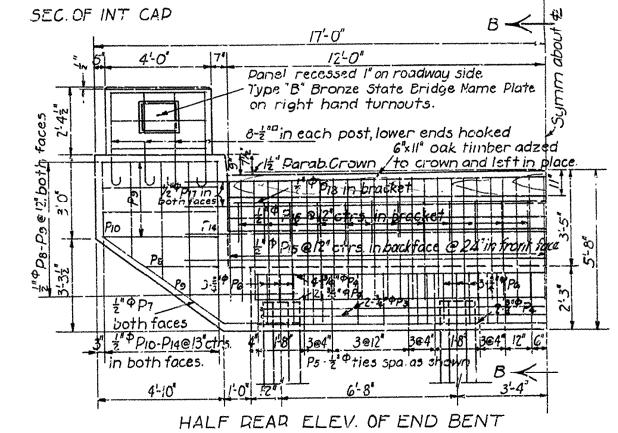


RAIL SECTION Scale: 1/2" = 1'-0"



BAR LIST			Bending Diagram	
Mark	Size	Length		
S1	5/8"	27'-5"		
S2	do	26'-4"		
S3	do	27'-1"		
S4	do	4'-1"		
S5	do	3'-6"		
S6	do	33'-4"		
G1	1"	37'-2"		
G2	do	35'-0"		
G3	do	34'-8"		
G4	do	36'-0"		
G5	do	30'-4"		
G6	do	25'-10"		
G7	1/2"	6'-7"		
G8	do	6'-5"		
G9	do	3'-10"		
G10	1/2"	20'-9"		
P1	3/4"	8'-7"		
P2	1/2"	9'-2"		
P3	3/4"	47'-3"		
P4	1/2"	8'-1"		
P5	3/4"	8'-1"		
P6	1/2"	5'-7"		
P7	1/2"	8'-4"		
P8	1/2"	7'-11"		
P9	1/2"	2'-10"		
P10	1/2"	2'-10"		

Note: Straight bars in end bents are not listed.



General Notes

All exposed corners to have 3/4" chamfers unless otherwise noted.

All concrete to be Class 'S'.

Reinforcing steel to be deformed bars of structural or intermediate grade. Shop lists and bending diagrams must be submitted by the Contractor and approval secured before fabrication is begun.

Oak headers to be included in volume of Class 'S' Concrete.

Oak header bolts to be paid for at the unit price bid for reinforcing steel.

Expansion devices and shoes are to be paid for at the unit price bid for metal bearing & roadway expansion devices.

Field Paint: All exposed parts of structural steel shall be given one priming coat of red lead and raw linseed oil. First top coat shall be white lead tinted with lamp black. Second top coat shall be aluminum paint.

Concrete piling to be Class 'S', and to have a minimum capacity of 30 tons each.

Specifications: Arkansas State Highway Commission, Standard Specifications for Road and Bridge Construction, adopted June 30, 1936.

DETAILS OF  
STANDARD 34'-0" R.C. DECK GIRDER  
AND CONCRETE PILE BENTS  
4 GIRDER TYPE, 4-5 PILE BENTS  
24'-0" CLEAR ROADWAY

**ARKANSAS STATE HIGHWAY COMMISSION**  
**LITTLE ROCK, ARK.**

Drawn by: W.C.H. Date: 7-26-35  
Traced by: A Date: 8-13-35 Scale: 3/4" = 1'-0" (except as noted)  
Checked by: Date: \_\_\_\_\_

BRIDGE NO. 10341 DRWG NO. 2330

Revised: To Conform to 1936 Specifications. 9-19-36 H.B. Farmer Bridge Engineer