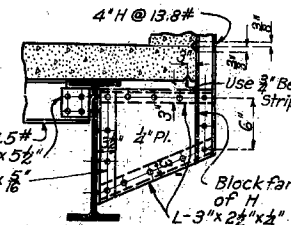


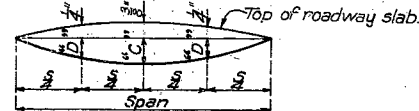
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NO.	DRA 76 SK-31	19		

DIMENSION "B"			
SPAN	"B"	SPAN	"B"
15'-0"	20 1/2"	33'-0"	2'-4"
17'-0"	21"	33'-0"	2'-4 1/2"
19'-0"	22 1/4"	37'-0"	2'-4 1/2"
21'-0"	23"	33'-0"	2'-6 1/2"
23'-0"	23 1/2"	41'-0"	2'-7"
25'-0"	2'-0 3/8"	43'-0"	2'-7 1/2"
27'-0"	2'-1"	45'-0"	2'-7 1/2"
29'-0"	2'-1 1/4"	47'-0"	2'-9 1/2"
31'-0"	2'-3 1/4"	49'-0"	2'-9 3/4"



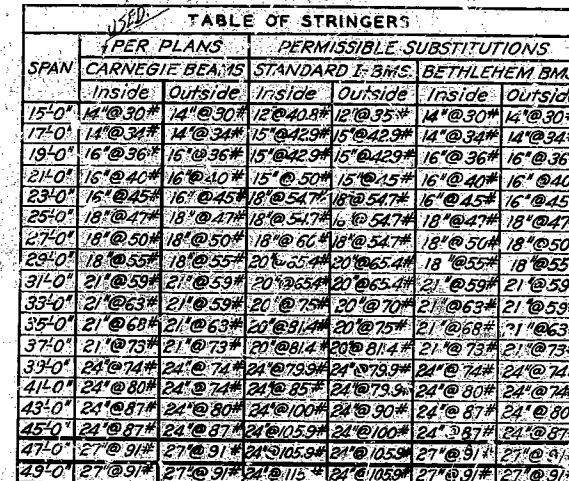
**HALF SECTION THRU SPAN**

DETAIL OF RAIL BRACKET AT  
ENDS OF SPAN



DEFLECTION					
SPAN	"C"	"D"	SPAN	"C"	"D"
15'-0"	$\frac{1}{16}$ "	$\frac{3}{32}$ "	33'-0"	$\frac{1}{16}$ "	$\frac{1}{8}$ "
17'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	35'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
19'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	37'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
21'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	39'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
23'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	41'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
25'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	43'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
27'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	45'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
29'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	47'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "
31'-0"	$\frac{1}{8}$ "	$\frac{1}{16}$ "	49'-0"	$\frac{1}{8}$ "	$\frac{1}{8}$ "

**CAMBER AND DEFLECTION DIAGRAM**  
*Joint Between Slabs—*



### ESTIMATED QUANTITIES

FINAL QUAN.	ESTIMATED QUANTITIES			
	ITEM	SUPERSTR.	SUBSTR.	TOTAL
7	Bridge Excavation Class 1 Cu. Yds.	7	7	
--	Bridge Excavation Class 2 Cu. Yds.	--	--	
--	Concrete 1:2:4 mix "B" Cu. Yds.	--	--	
74.1	Concrete 1:2 3/4 mix "X" Cu. Yds.	74.1		74.1
7215.2	Fabricated Structural Steel Lbs.	71000		71000
17,910	Reinforcing Steel Lbs.	17910		17910
121	Graded Timber Piles Lin. Ft.		720	720
22	Crossed Timber Pile Cut-offs Lin. Ft.		20	20
2664	Timber (See Special Provisions) F.B.M.		2664	2664
488	Roadway Excavation Class "A" Cu. Yds.	445		445

**NOTES:**

All concrete to be 1:2:3<sup>1</sup>/<sub>2</sub> mix, Class "X".  
Exposed edges to be beveled <sup>3</sup>/<sub>4</sub>" where no other bevel is noted.  
All timber to be creosoted Close Grained Structural Douglas Fir of the West Coast Region; Structural Square Edge and Sound Long Leaf Southern Yellow Pine; Dense Structural Square Edge and Sound Short Leaf Southern Yellow Pine; or untreated Prime Structural California Redwood.  
All timber rough full-sawn except as noted in timber bill for pile caps. Slight variations in sawing to be in accordance with grading rules. All treated timber to be cut to lengths, shaped and bored as shown before treating. Backing plank are all billed 6' long and are to be fitted and cut in the field. Payment will be based on quantities of material in finished structure.  
Field holes for drift pins shall be field bored <sup>55</sup>/<sub>32</sub>". Unless otherwise noted, all other field holes in timber shall be field bored <sup>55</sup>/<sub>32</sub>".  
When bolts with countersunk heads are indicated on plans, cut washers shall be used under heads. O.G. washers shall be used under heads of all other bolts and under nuts of all bolts.  
Cost of substructure hardware to be included in price bid for timber in place. I-Beams with fastenings, spacers, handrail, handrail posts with fastenings, clip angles, and cap plate on end bents with fastenings, will be paid for as structural steel.  
Cost of metallic edge moulding will be included in price bid for concrete.  
Detail shop drawings shall be submitted to the State Highway Department in duplicate and shall be approved before steel is fabricated.  
Where rubber compound is specified on plans for use in partition and expansion joints, the premoulded joint shall be securely stitched to one face of concrete with copper wire.  
Paint: Shop, none: Field, contact surfaces of bolted field connections one coat red lead and surfaces inaccessible after erection three coats of red lead: No other paint to be applied by contractor. Red lead required shall be furnished by the contractor. See Special Provisions.  
See Special Provisions in regard to permissible beam substitutions and basis of payment.  
Protection caps to be placed on heads of all piles of pile bents in accordance with Section 23-6 of Standard Specifications issued April 1, 1930.  
Rivets: 1/2", holes 13/16", except in handrail where rivets shall be 3/8", holes 1/2". Field connections for handrail channels shall be 3/8" button head bolts and for connection of rail to railposts shall be 3/8" bolts, holes 1/2".  
All other field connections riveted except as noted.  
Bar supports and spacers will be required for reinforcing steel in superstructure. See Std. C-110R and Special Provisions.

B.M. Elev. 933.35- 2 Nails in 30" Cottonwood 28' Rt. Sta. 86+22.

STATE ROAD FROM FAIRFAX TO MARYVILLE  
ABOUT 3.0 MILES EAST OF FAIRFAX  
PROJECT NO.PWA76,SK-SI STA.85+08

ATCHISON COUNTY

SUBMITTED BY: M. R. Jay DATE: 8/8/34

APPROVED BY: T. H. Tuttle BRIDGE ENGINEER

DATE: 8/8/34

CITY ENGINEER

STD. C-110R

T-103

3-9-34

FINISHED

Sheet No. 1 of 2

*Note: This drawing is not to scale. Follow dimensions*



FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT No. & SEC.	SHEET No.
5	MO.	SEC. 1	
DIST. No.	COUNTY	ROUTE	SEC.
1	ATCHISON	K	

TITLE SHEET

SEE

ATCHISON CO. RTE K

PWA 76

FINAL SURVEY	DATE
NOTE BOOK	
NO.	

ORIGINAL SURVEY	DATE
NOTE BOOK	
NO.	

493