| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 1 | 263 |
| | | I-30 RAMP & FRONTAGE RD. IMPVTS. (BENTON) (S) | | | | |

"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS FOR STATE HIGHWAY

# I-30 RAMP & FRONTAGE RD. IMPVTS. (BENTON) (S)

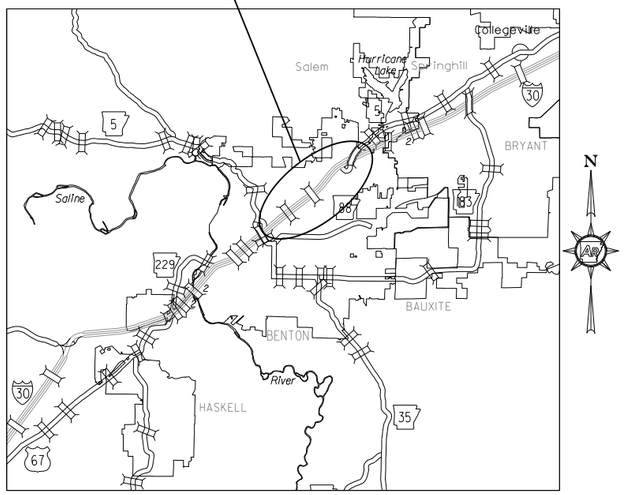
## SALINE COUNTY

## ROUTE 5 SECTION 7
## ROUTE 30 SECTION 22
## JOB 061708

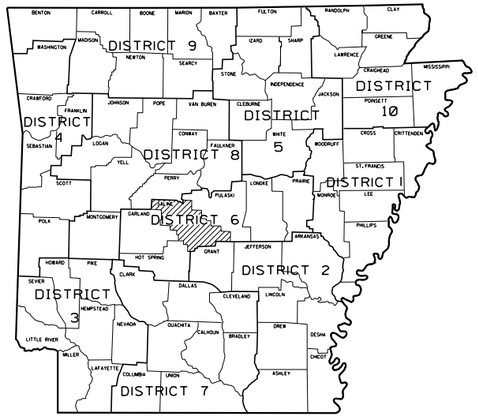
FED. AID PROJ. NHPP-9035(25)

NOT TO SCALE

PROJECT LOCATION




VICINITY MAP




ARKANSAS HIGHWAY DISTRICT 6

**STRUCTURES OVER 20'-0" SPAN**
**FOR INFORMATION ONLY**

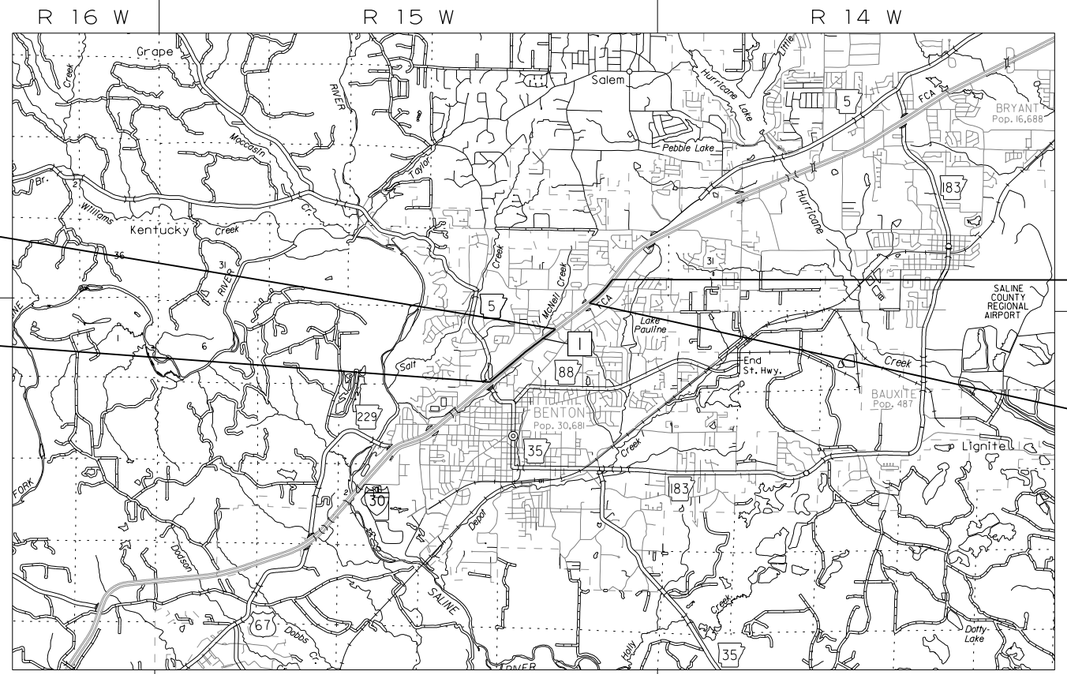
[1] STA. 365+85 IN PLACE
DBL. 10' X 6' X 363' R.C. BOX CULVERT
45° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
RETAIN
SPAN = 22.00'

· DESIGN TRAFFIC DATA ·

| | |
|---|---|
| DESIGN YEAR | 2045 |
| 2025 ADT | 9,000 |
| 2045 ADT | 12,000 |
| 2045 DHV | 1,320 |
| DIRECTIONAL DISTRIBUTION | 100% |
| TRUCKS | 4% |
| DESIGN SPEED | 45 MPH |

STA. 379+58.00
END SITE 1

STA. 305+50.00
BEGIN JOB 061708
BEGIN SITE 1
L.M. 116.40




STA. 421+43.14
END SITE 2
END JOB 061708

STA. 405+54.40
BEGIN SITE 2
L.M. 118.36

SITE 1 PROJECT COORDINATES

| | BEGIN | MID-POINT | END |
|---|---|---|---|
| LATITUDE | N 34°34'15" | N 34°34'38" | N 34°35'00" |
| LONGITUDE | W 92°35'41" | W 92°35'06" | W 92°34'31" |
| STATION | 305+50.00 | 342+54.00 | 379+58.00 |

SITE 2 PROJECT COORDINATES

| | BEGIN | MID-POINT | END |
|---|---|---|---|
| LATITUDE | N 34°35'17" | N 34°35'23" | N 34°35'28" |
| LONGITUDE | W 92°34'01" | W 92°33'54" | W 92°33'48" |
| STATION | 405+54.40 | 413+48.77 | 421+43.14 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROSS LENGTH OF | PROJECT | 8,996.74 | FEET OR | 1.704 | MILES |
| NET " | " ROADWAY | 8,996.74 | " | 1.704 | " |
| NET " | " BRIDGES | 0.00 | " | 0.000 | " |
| NET " | " PROJECT | 8,996.74 | " | 1.704 | " |

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14994
DUSTIN L. TACKETT

DIGITALLY SIGNED 01/07/2025

JDBradley 1/2/2025 3:16:27 PM
WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 2 | 263 |
| | | INDEX OF SHEETS AND STANDARD DRAWINGS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

## INDEX OF SHEETS

| SHEET NO. | TITLE | STRUCTURE NO. | DRWG.NO. |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2 | INDEX OF SHEETS AND STANDARD DRAWINGS | | |
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| 31 - 41 | TEMPORARY EROSION CONTROL DETAILS | | |
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| 73 | SUMMARY OF QUANTITIES AND REVISIONS | | |
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| 124 - 125 | LIGHTING REMOVAL PLANS | | |
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| 136 | DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (SHEET 1 OF 6) | OH-030-62-45 | 67726 |
| 137 | DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (SHEET 2 OF 6) | OH-030-62-45 | 67727 |
| 138 | DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (SHEET 3 OF 6) | OH-030-62-45 | 67728 |
| 139 | DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (SHEET 4 OF 6) | OH-030-62-45 | 67729 |
| 140 | DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (SHEET 5 OF 6) | OH-030-62-45 | 67730 |
| 141 | DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE (SHEET 6 OF 6) | OH-030-62-45 | 67731 |
| 142 | DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (SHEET 1 OF 6) | OH-030-62-44 | 67732 |
| 143 | DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (SHEET 2 OF 6) | OH-030-62-44 | 67733 |
| 144 | DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (SHEET 3 OF 6) | OH-030-62-44 | 67734 |
| 145 | DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (SHEET 4 OF 6) | OH-030-62-44 | 67735 |
| 146 | DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (SHEET 5 OF 6) | OH-030-62-44 | 67736 |
| 147 | DETAILS OF 55' TO 69' STEEL OVERHEAD SIGN STRUCTURE (SHEET 6 OF 6) | OH-030-62-44 | 67737 |
| 148 | DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 1 OF 6) | OH-030-62-46 | 67738 |
| 149 | DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 2 OF 6) | OH-030-62-46 | 67739 |
| 150 | DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 3 OF 6) | OH-030-62-46 | 67740 |
| 151 | DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 4 OF 6) | OH-030-62-46 | 67741 |
| 152 | DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 5 OF 6) | OH-030-62-46 | 67742 |
| 153 | DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE (SHEET 6 OF 6) | OH-030-62-46 | 67743 |
| 154 | DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (SHEET 1 OF 6) | OC-030-62-33 | 67744 |
| 155 | DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (SHEET 2 OF 6) | OC-030-62-33 | 67745 |
| 156 | DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (SHEET 3 OF 6) | OC-030-62-33 | 67746 |
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| 159 | DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE (SHEET 6 OF 6) | OC-030-62-33 | 67749 |
| 160 | DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE (SHEET 1 OF 3) | BM-030-62-41 | 67750 |
| 161 | DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE (SHEET 2 OF 3) | BM-030-62-41 | 67751 |
| 162 | DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE (SHEET 3 OF 3) | BM-030-62-41 | 67752 |
| 163 | DETAILS OF MODIFICATIONS TO EXISTING CANTILEVER SIGN STRUCTURE | OC-030-62-05 | 68442 |
| 164 - 263 | CROSS SECTIONS | | |

NOTE: CROSS SECTIONS NOT NORMALLY INCLUDED IN PLANS SOLD TO PROSPECTIVE BIDDERS, BUT MAY BE HAD UPON REQUEST.

## ROADWAY STANDARD DRAWINGS

| DRWG.NO. | TITLE | DATE |
|---|---|---|
| CDP-1 | CONCRETE DITCH PAVING | 12-08-16 |
| CG-1 | CURBING DETAILS | 11-29-07 |
| CPT.J-6A | TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED) | 11-07-19 |
| DR-1 | DETAILS OF DRIVEWAYS & ISLANDS | 05-19-22 |
| DR-2 | DETAILS OF DRIVEWAYS & STREET TURNOUTS | 05-19-22 |
| FES-1 | FLARED END SECTION | 10-18-96 |
| FES-2 | FLARED END SECTION | 10-18-96 |
| FPC-9 | DETAILS OF DROP INLETS & JUNCTION BOXES | 11-16-01 |
| FPC-9D | DETAILS OF DROP INLETS | 08-22-02 |
| FPC-9E | DETAILS OF DROP INLETS (TYPE C) | 08-22-02 |
| FPC-9M | DETAILS OF DROP INLET (TYPE MO) | 08-22-02 |
| FPC-9S | DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST) | 07-26-12 |
| GR-6 | GUARDRAIL DETAILS | 05-19-22 |
| GR-9 | GUARDRAIL DETAILS | 11-07-19 |
| GR-10 | GUARDRAIL DETAILS | 11-07-19 |
| GR-11 | GUARDRAIL DETAILS | 11-07-19 |
| GR-12 | GUARDRAIL DETAILS | 05-14-20 |
| GRT-1 | GUARD RAIL DETAILS | 11-07-19 |
| MB-1 | MAILBOX DETAILS | 11-18-04 |
| PCC-1 | CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING | 02-27-14 |
| PCM-1 | METAL PIPE CULVERT FILL HEIGHTS & BEDDING | 02-27-14 |
| PM-1 | PAVEMENT MARKING DETAILS | 02-27-20 |
| PM-2 | PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS | 05-14-20 |
| PU-1 | DETAILS OF PIPE UNDERDRAIN | 12-08-16 |
| SE-1 | TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC | 11-07-19 |
| SHS-1 | STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES | 09-12-13 |
| SHS-2 | U-CHANNEL POST ASSEMBLIES | 07-25-19 |
| SHS-3 | DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS | 05-19-22 |
| SHS-4 | DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS | 09-12-13 |
| SHS-5 | DETAILS OF GUIDE SIGN PANELS | 09-12-13 |
| SHS-6 | MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS | 09-12-13 |
| SHS-7 | DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS | 09-12-13 |
| SHS-8 | TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM | 11-16-17 |
| SI-1 | DETAILS OF SPECIAL ITEMS | 10-25-18 |
| SI-3 | CONCRETE WALK (TYPE SPECIAL) | 11-05-20 |
| TC-1 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 11-07-19 |
| TC-2 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 05-20-21 |
| TC-3 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 08-12-21 |
| TC-4 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER | 11-07-19 |
| TC-5 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER | 11-07-19 |
| TEC-1 | TEMPORARY EROSION CONTROL DEVICES | 11-16-17 |
| TEC-2 | TEMPORARY EROSION CONTROL DEVICES | 06-02-94 |
| TEC-3 | TEMPORARY EROSION CONTROL DEVICES | 11-03-94 |
| TR-1A | DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED) | 08-22-02 |
| WR-1 | WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS | 11-10-05 |



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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 3 | 263 |
| 02-21-2025 | | GOVERNING SPECIFICATIONS AND GENERAL NOTES | | | | |
| | | | | | | |

DIGITALLY SIGNED 02/21/2025

## GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

| NUMBER | TITLE |
|---|---|
| ERRATA_____ | ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS |
| FHWA-1273__ | REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS |
| FHWA-1273__ | SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS |
| FHWA-1273__ | SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140) |
| FHWA-1273__ | SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES |
| FHWA-1273__ | SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS |
| FHWA-1273__ | SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS |
| FHWA-1273__ | SUPPLEMENT - WAGE RATE DETERMINATION |
| FHWA-1273__ | SUPPLEMENT - TRAINING PROGRAM - JOB 061708 |
| 100-3_____ | CONTRACTOR'S LICENSE |
| 100-4_____ | DEPARTMENT NAME CHANGE |
| 102-2_____ | ISSUANCE OF PROPOSALS |
| 102-3_____ | PREQUALIFICATION OF BIDDERS |
| 103-2_____ | CONTACT INFROMATION FOR MOTORIST DAMAGE CLAIMS |
| 105-4_____ | MAINTENANCE DURING CONSTRUCTION |
| 107-2_____ | RESTRAINING CONDITIONS |
| 108-1_____ | LIQUIDATED DAMAGES |
| 108-2_____ | WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER |
| 110-1_____ | PROTECTION OF WATER QUALITY AND WETLANDS |
| 210-1_____ | UNCLASSIFIED EXCAVATION |
| 303-1_____ | AGGREGATE BASE COURSE |
| 306-1_____ | QUALITY CONTROL AND ACCEPTANCE |
| 307-2_____ | CEMENT TREATED BASE COURSE |
| 308-2_____ | CEMENT STABILIZED CRUSHED STONE BASE COURSE |
| 400-1_____ | TACK COATS |
| 400-4_____ | DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES |
| 400-5_____ | PERCENT AIR VOIDS FOR ACHM MIX DESIGNS |
| 400-6_____ | LIQUID ANTI-STRIP ADDITIVE |
| 400-7_____ | TRACKLESS TACK |
| 404-3_____ | DESIGN OF ASPHALT MIXTURES |
| 409-2_____ | ASPHALT LABORATORY FACILITY |
| 410-1_____ | CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES |
| 410-2_____ | DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS |
| 410-4_____ | EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL |
| 416-1_____ | RECYCLED ASPHALT PAVEMENT |
| 501-3_____ | PORTLAND CEMENT CONCRETE PAVEMENT |
| 502-1_____ | WELDED WIRE REINFORCEMENT |
| 505-1_____ | PORTLAND CEMENT CONCRETE DRIVEWAY |
| 600-2_____ | INCIDENTAL CONSTRUCTION |
| 603-1_____ | LANE CLOSURE NOTIFICATION |
| 604-1_____ | RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES |
| 604-3_____ | TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH) |
| 605-1_____ | CONCRETE DITCH PAVING |
| 617-1_____ | GUARDRAIL TERMINAL (TYPE 2) |
| 617-2_____ | GUARDRAIL DELINEATORS |
| 620-1_____ | MULCH COVER |
| 621-1_____ | FILTER SOCKS |
| 632-1_____ | CONCRETE ISLAND |
| 633-1_____ | CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING |
| 634-1_____ | CURBING |
| 637-1_____ | MAILBOXES |
| 700-2_____ | TRAFFIC CONTROL FACILITIES |
| 723-1_____ | GENERAL REQUIREMENTS FOR SIGNS |
| 730-1_____ | BREAKAWAY SIGN SUPPORT |
| 732-1_____ | CRASH CUSHION |
| 802-5_____ | CONCRETE FOR STRUCTURES |

## GOVERNING SPECIFICATIONS

| NUMBER | TITLE |
|---|---|
| JOB 061708__ | ASPHALT MIXTURES WITH PG 76-22 BINDER |
| JOB 061708__ | ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC |
| JOB 061708__ | BIDDING REQUIREMENTS AND CONDITIONS |
| JOB 061708__ | BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT |
| JOB 061708__ | BROADBAND INTERNET SERVICE FOR FIELD OFFICE |
| JOB 061708__ | BUY AMERICA - CONSTRUCTION MATERIALS |
| JOB 061708__ | CARGO PREFERENCE ACT REQUIREMENTS |
| JOB 061708__ | CEMENT STABILIZED CRUSHED STONE BASE COURSE |
| JOB 061708__ | CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE |
| JOB 061708__ | COLD MILLING – COUNTY PROPERTY |
| JOB 061708__ | CONCRETE BARRIER WALL |
| JOB 061708__ | CONCRETE PULL BOX |
| JOB 061708__ | CONSTRUCTION PROJECT INFORMATION SIGN |
| JOB 061708__ | COORDINATION OF WORK |
| JOB 061708__ | DESIGN AND QUALITY CONTROL ASPHALT MIXTURES |
| JOB 061708__ | DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES |
| JOB 061708__ | DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES |
| JOB 061708__ | DRINKING WATER PROTECTION |
| JOB 061708__ | ELECTRICAL CONDUCTORS FOR LUMINAIRES |
| JOB 061708__ | ELECTRICAL CONDUCTORS-IN-CONDUIT |
| JOB 061708__ | ELECTRICAL DEMOLITION AND RELOCATICN WORK |
| JOB 061708__ | ENHANCED THERMOPLASTIC PAVEMENT MARKING |
| JOB 061708__ | EXTENSION FOR PIPE CULVERTS |
| JOB 061708__ | FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT |
| JOB 061708__ | GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION |
| JOB 061708__ | LED LUMINAIRE ASSEMBLY (BUG U0 TYPE) |
| JOB 061708__ | LED ROADWAY ILLUMINATION POLE |
| JOB 061708__ | LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS |
| JOB 061708__ | LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES |
| JOB 061708__ | MAINTENANCE OF TRAFFIC |
| JOB 061708__ | MANDATORY ELECTRONIC CONTRACT |
| JOB 061708__ | MANDATORY ELECTRONIC DOCUMENT SUBMITTAL |
| JOB 061708__ | MOBILE SPEED NOTIFICAITON SYSTEM (SPECIAL) |
| JOB 061708__ | NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES |
| JOB 061708__ | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT |
| JOB 061708__ | PARTNERING REQUIREMENTS |
| JOB 061708__ | PEDESTAL TYPE SERVICE POINT ASSEMBLY |
| JOB 061708__ | PRICE ADJUSTMENT FOR ASPHALT BINDER |
| JOB 061708__ | PRICE ADJUSTMENT FOR FUEL |
| JOB 061708__ | PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT |
| JOB 061708__ | REACTIVE AGGREGATE TESTING |
| JOB 061708__ | SCARIFYING CONCRETE PAVEMENT |
| JOB 061708__ | SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSAL (ACP) |
| JOB 061708__ | SHORING FOR CULVERTS |
| JOB 061708__ | SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT |
| JOB 061708__ | SOIL STABILIZATION |
| JOB 061708__ | SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS |
| JOB 061708__ | STEEL SIGN STRUCTURES |
| JOB 061708__ | STORM WATER POLLUTION PREVENTION PLAN |
| JOB 061708__ | SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS |
| JOB 061708__ | TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES |
| JOB 061708__ | ULTRATHIN BONDED WEARING COURSE |
| JOB 061708__ | UTILITY ADJUSTMENTS |
| JOB 061708__ | VALUE ENGINEERING |
| JOB 061708__ | VERY EARLY STRENGTH CONCRETE |
| JOB 061708__ | WARM MIX ASPHALT |

## GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT. AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
8. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
9. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.



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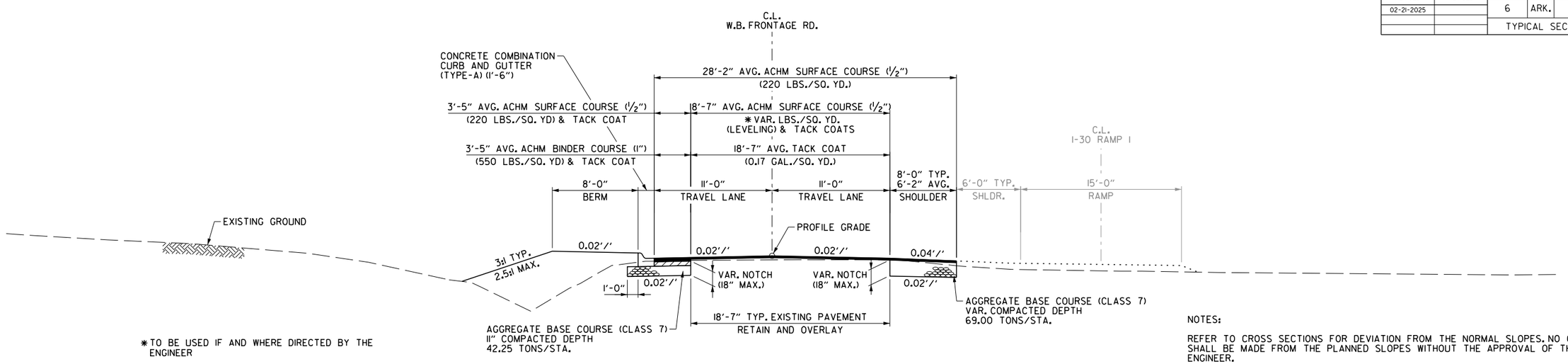
| 02-21-2025 | | 6 | ARK. | 061708 | 4 | 263 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025




* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER

STA. 305+50.00 TO STA. 307+01.27

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

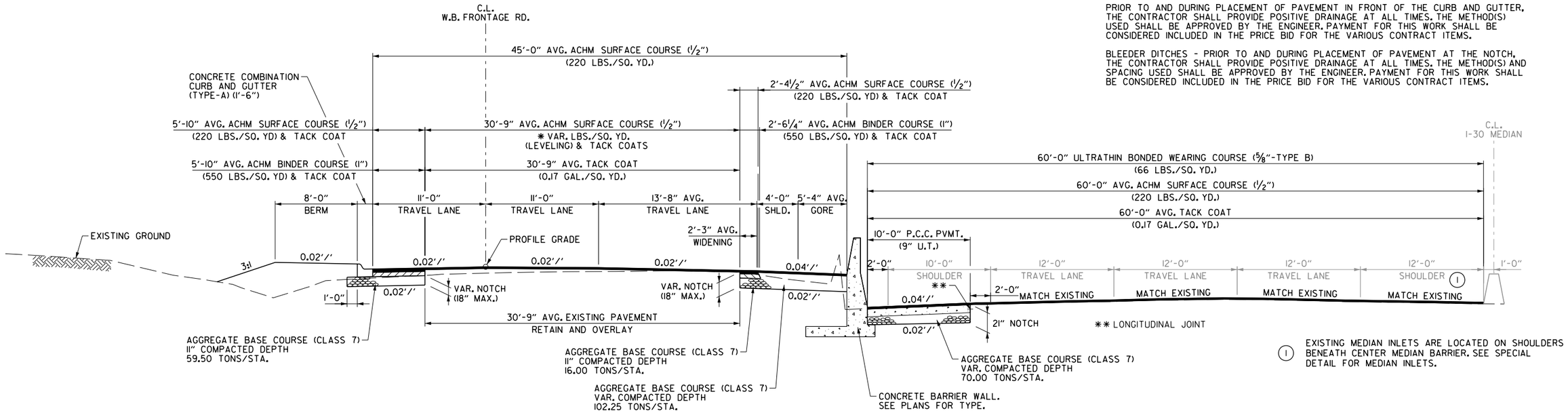
ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

WITH APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

BLEEDER DITCHES - PRIOR TO AND DURING PLACEMENT OF PAVEMENT AT THE NOTCH, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) AND SPACING USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.




** LONGITUDINAL JOINT

(1) EXISTING MEDIAN INLETS ARE LOCATED ON SHOULDERS BENEATH CENTER MEDIAN BARRIER. SEE SPECIAL DETAIL FOR MEDIAN INLETS.

* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER & CONCRETE BARRIER WALL

W.B FRONTAGE RD. STA. 307+01.27 TO STA. 308+60.13
I-30 MEDIAN L.M. 116.43 (STA. 253+97.34) TO L.M. 116.46 (STA. 255+53.43)



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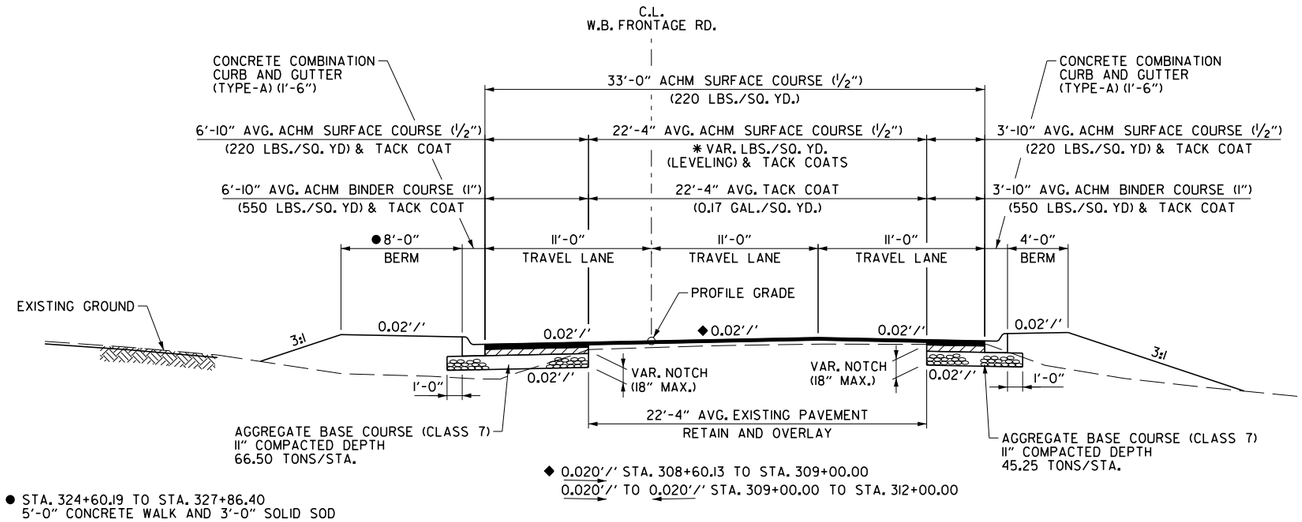
| 02-21-2025 | | 6 | ARK. | 061708 | 5 | 263 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

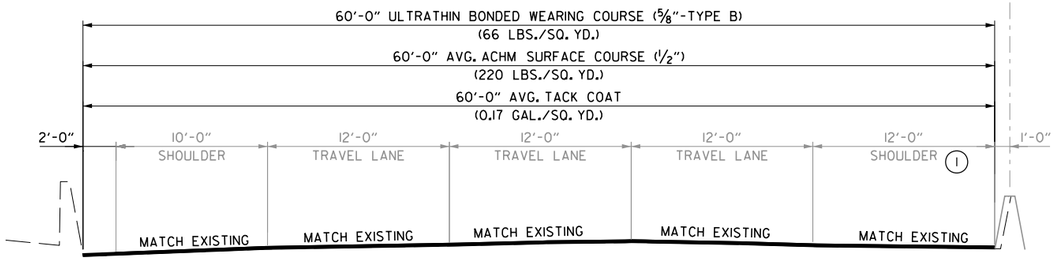
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025




● STA. 324+60.19 TO STA. 327+86.40
5'-0" CONCRETE WALK AND 3'-0" SOLID SOD

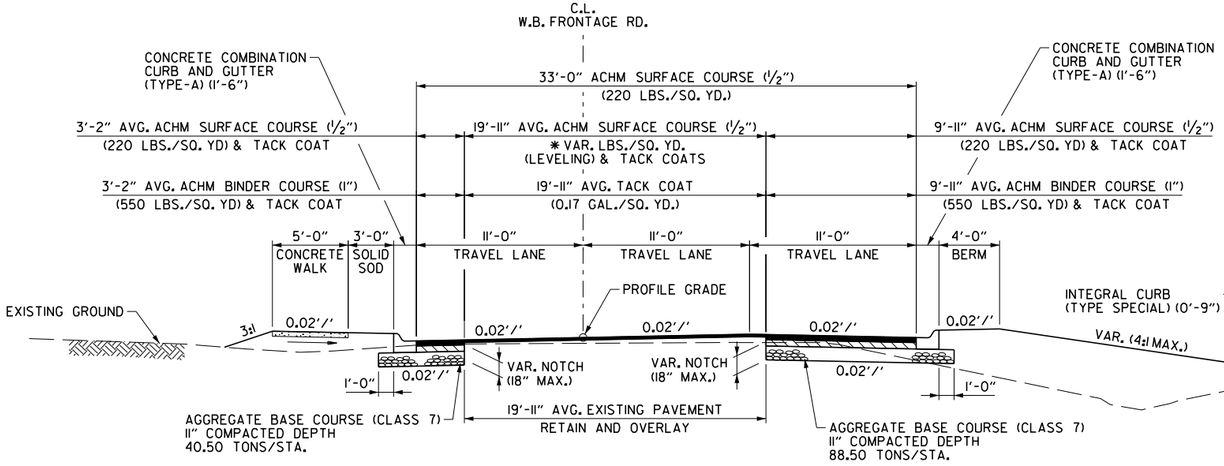
◆ 0.020'/' STA. 308+60.13 TO STA. 309+00.00
0.020'/' TO 0.020'/' STA. 309+00.00 TO STA. 312+00.00

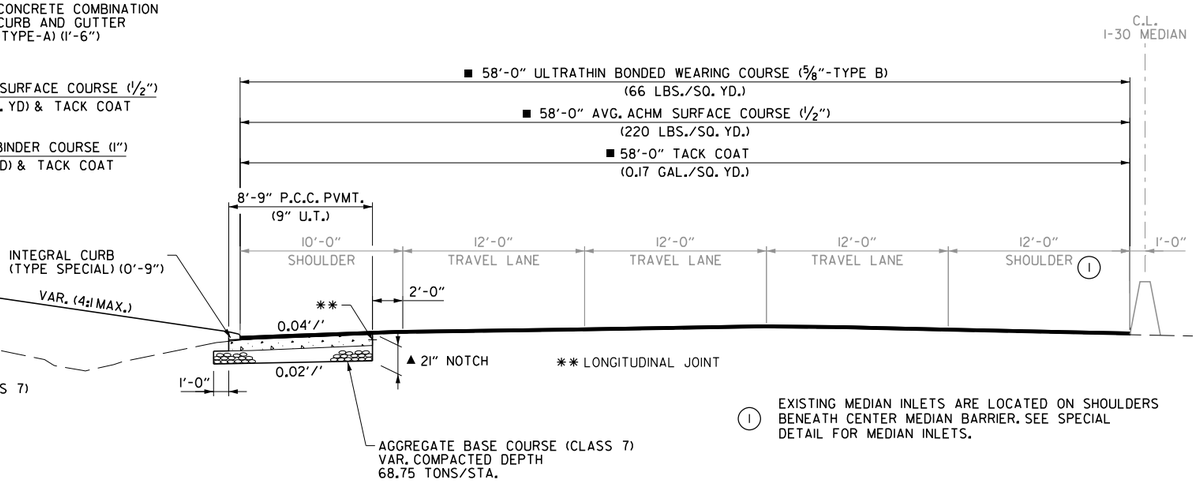



* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER

W.B. FRONTAGE RD. STA. 308+60.13 TO STA. 327+86.40
I-30 MEDIAN L.M. 116.46 (STA. 255+53.43) TO L.M. 116.82 (STA. 274+79.62)




## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER

W.B. FRONTAGE RD. STA. 327+86.40 TO STA. 350+49.23
I-30 MEDIAN L.M. 116.82 (STA. 274+79.62) TO L.M. 117.25 (STA. 297+40.85)

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

■ 58'-0" FROM STA. 274+79.62 TO STA. 277+20.00
8'-0" FROM STA. 277+20.00 TO STA. 297+40.85 (OUTSIDE SHOULDER ONLY)

▲ 23 5/8" NOTCH FROM STA. 277+20.00 TO STA. 297+40.85

TYPICAL SECTIONS OF IMPROVEMENT

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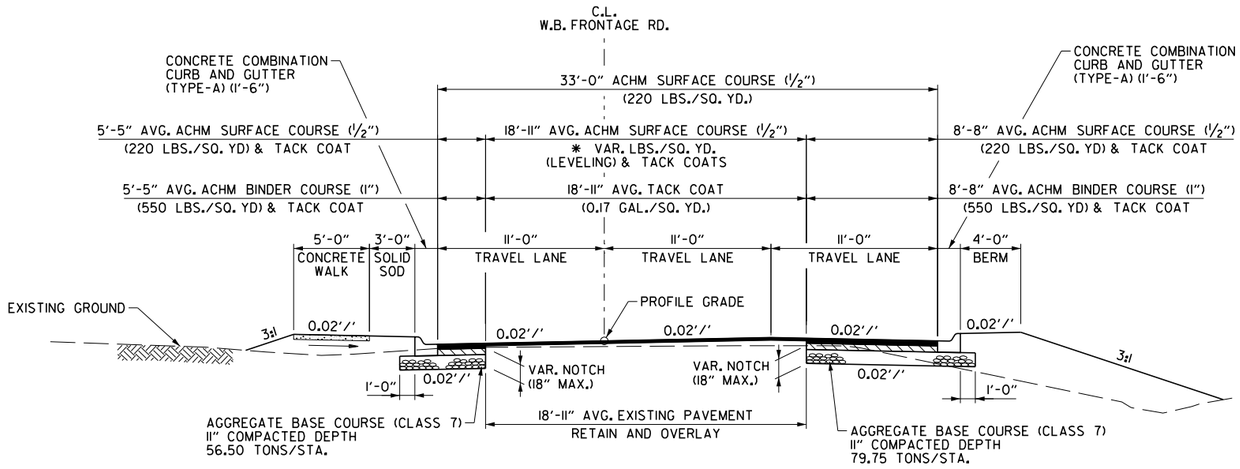
| 02-21-2025 | | 6 | ARK. | 061708 | 6 | 263 |
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

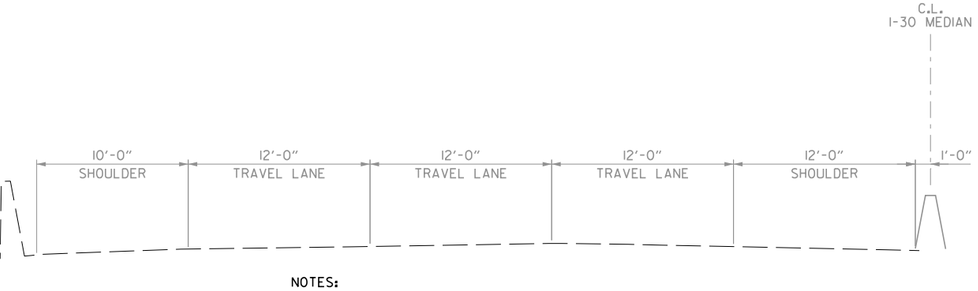
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025




## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER

STA. 350+49.23 TO STA. 364+26.42

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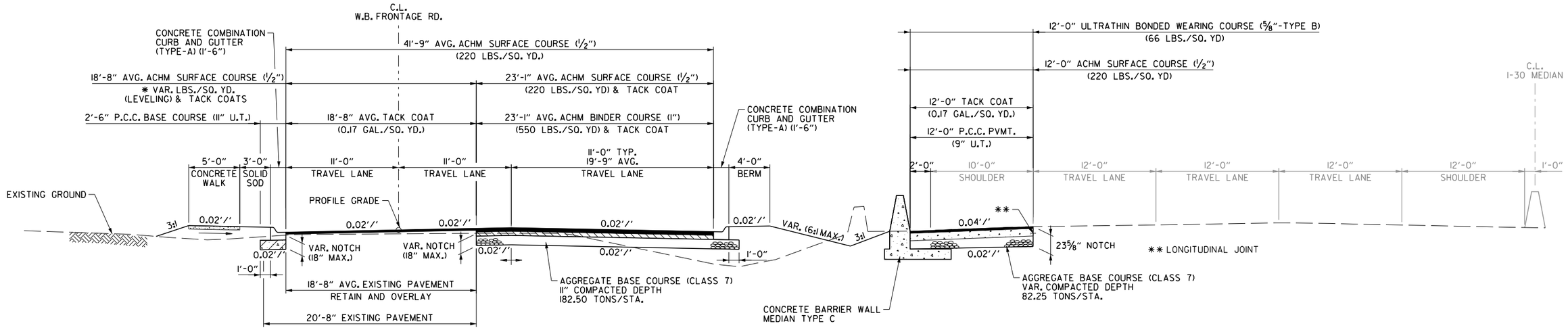


## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER & CONCRETE BARRIER WALL

W.B. FRONTAGE RD. STA. 364+26.42 TO STA. 365+00.00
I-30 MEDIAN L.M. 117.51 (STA. 311+13.00) TO L.M. 117.53 (STA. 311+86.80)

*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTIONS OF IMPROVEMENT

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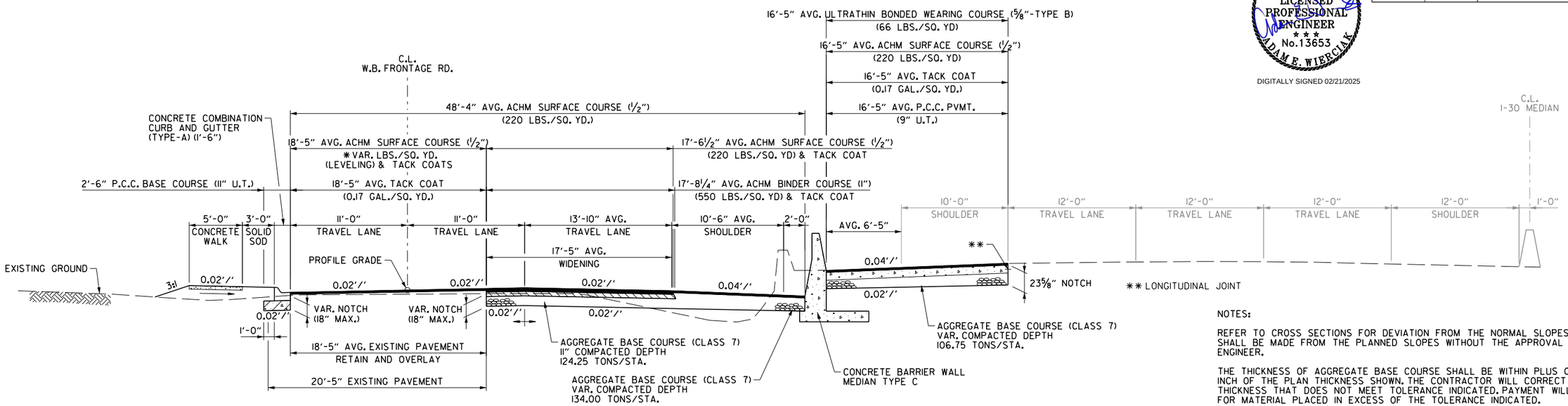
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025




*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER & CONCRETE BARRIER WALL

W.B. FRONTAGE RD. STA. 365+00.00 TO STA. 370+00.00
I-30 MEDIAN L.M. 117.53 (STA. 311+86.80) TO L.M. 117.62 (STA. 316+86.80)

NOTES:

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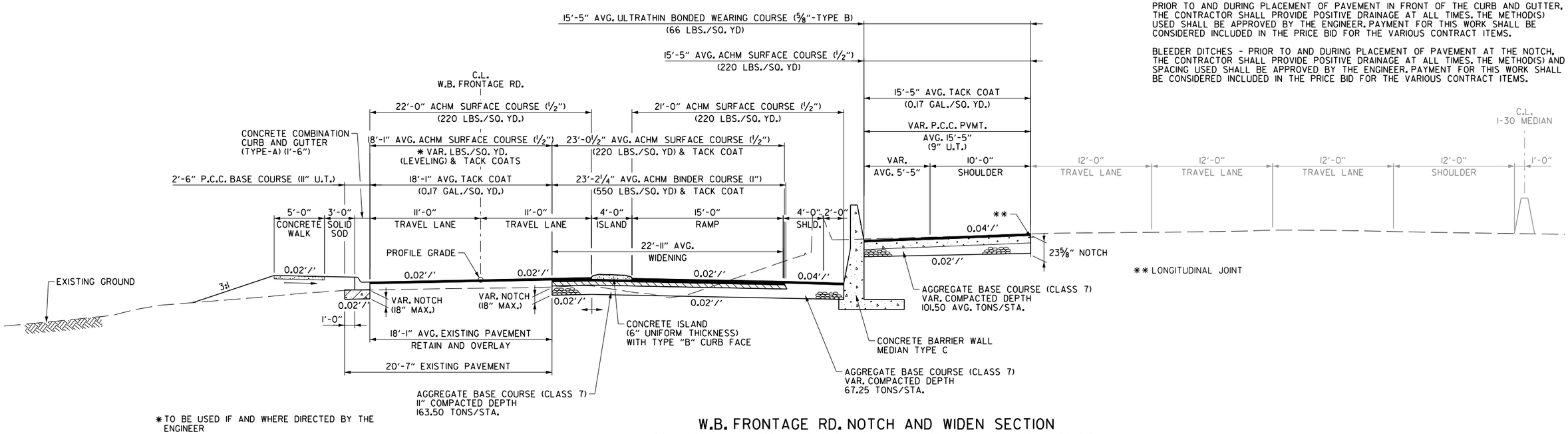


*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER, ISLAND, & CONCRETE BARRIER WALL

W.B. FRONTAGE RD. STA. 370+00.00 TO STA. 373+13.32
I-30 MEDIAN L.M. 117.62 (STA. 316+86.80) TO L.M. 117.68 (STA. 320+00.12)

TYPICAL SECTIONS OF IMPROVEMENT

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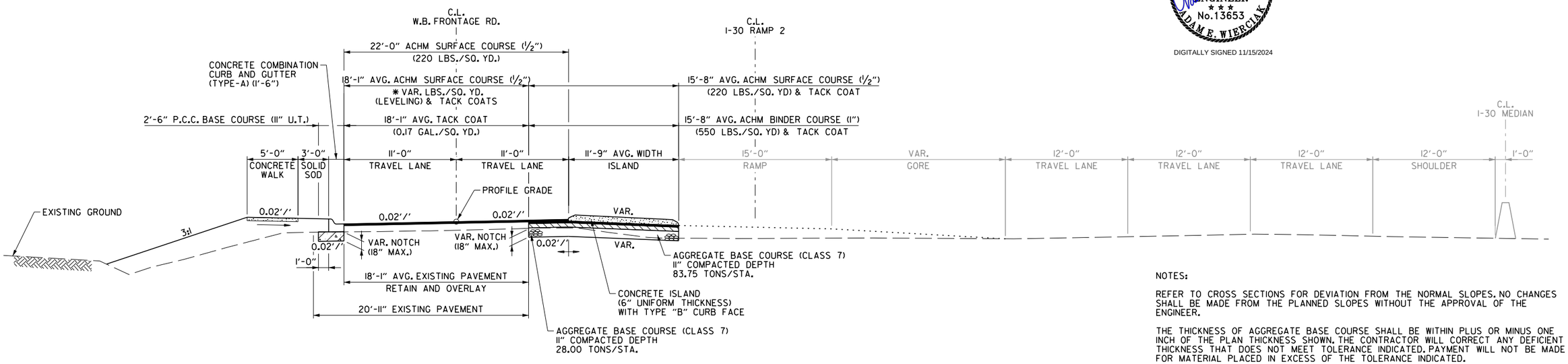
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024




*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION W/ CURB & GUTTER & ISLAND

STA. 373+13.32 TO STA. 376+20.34

NOTES:

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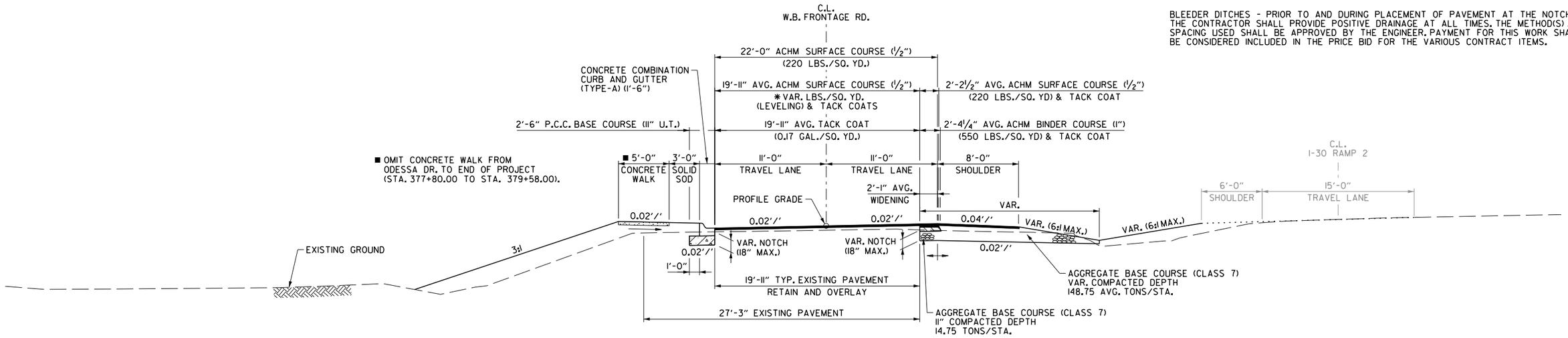


*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## W.B. FRONTAGE RD. NOTCH AND WIDEN SECTION

STA. 376+20.34 TO STA. 379+58.00

TYPICAL SECTIONS OF IMPROVEMENT

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STATE OF ARKANSAS
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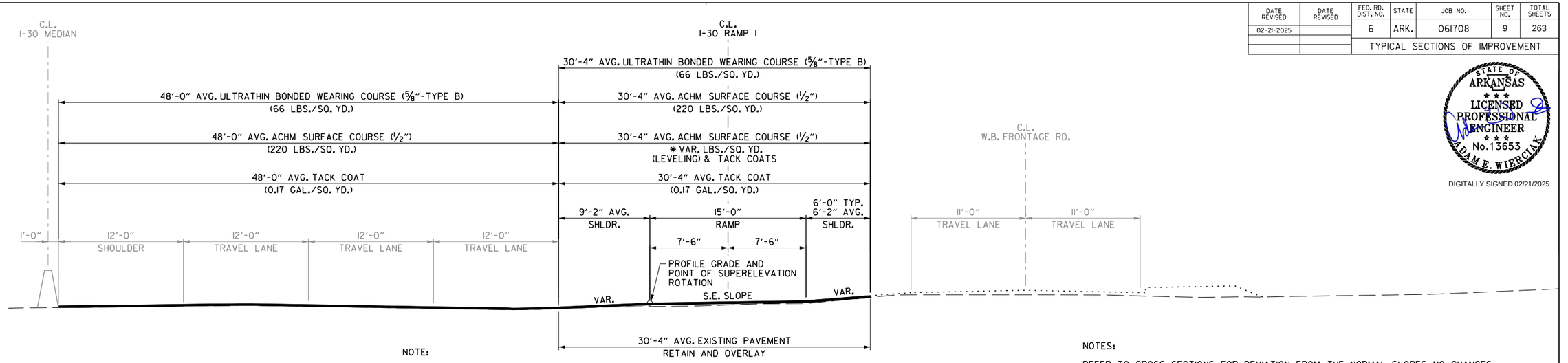


* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTE:

SCARIFY EXISTING CONCRETE PAVEMENT FROM STA. 252+00.00 TO STA. 253+00.00

## I-30 RAMP 1 SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

I-30 RAMP 1 STA. 252+00.00 TO STA. 253+95.97
I-30 MEDIAN L.M. 116.39 (STA. 252+00.44) TO L.M. 116.43 (STA. 253+97.34)

NOTES:

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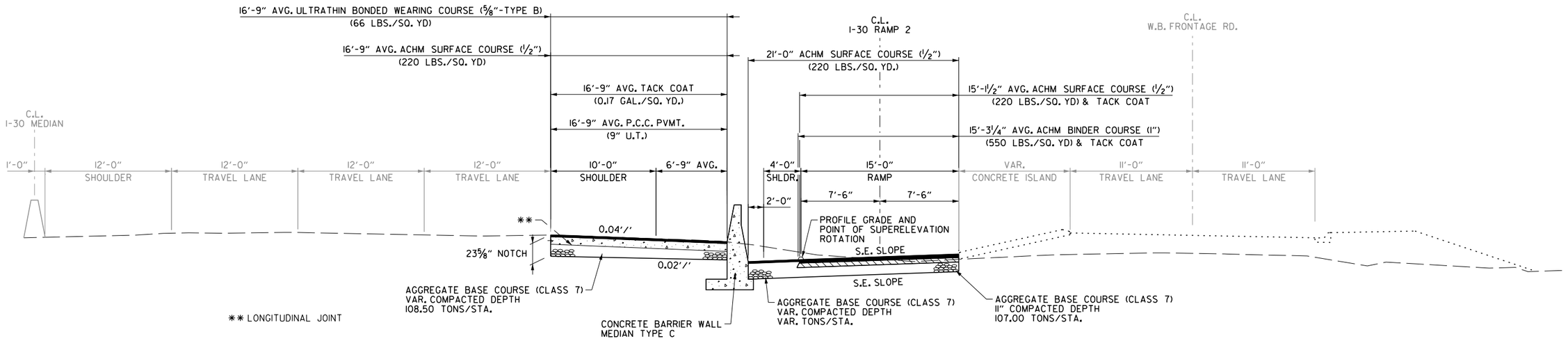


** LONGITUDINAL JOINT

## I-30 RAMP 2 SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 319+98.44 TO STA. 320+81.88

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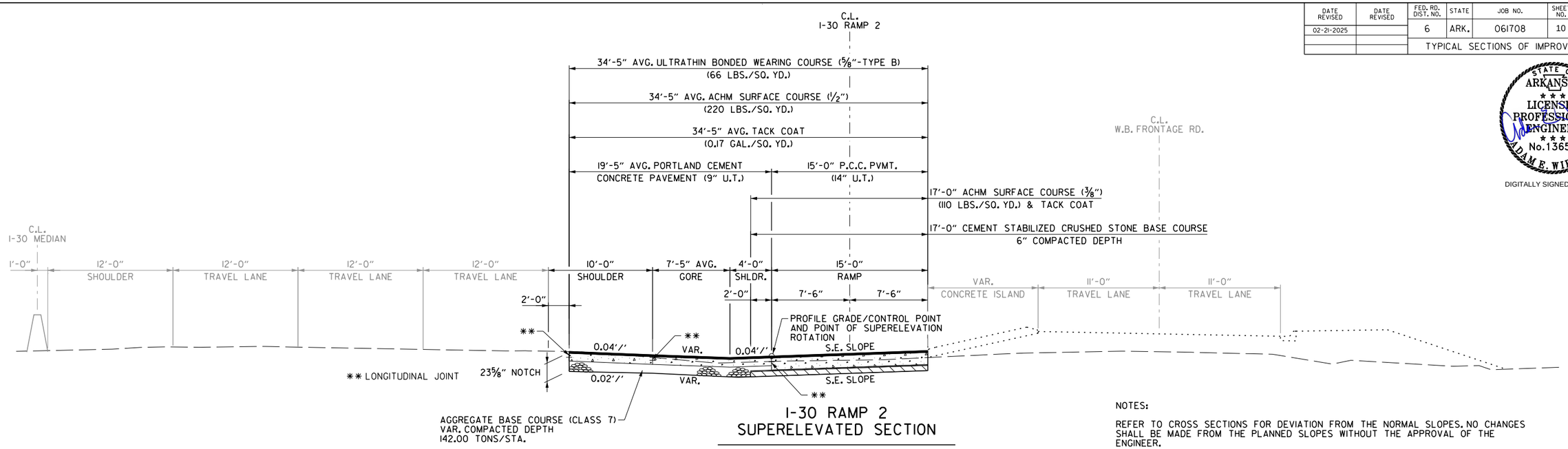
| | | TYPICAL SECTIONS OF IMPROVEMENT | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025




## I-30 RAMP 2 SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 320+81.88 TO STA. 321+55.16

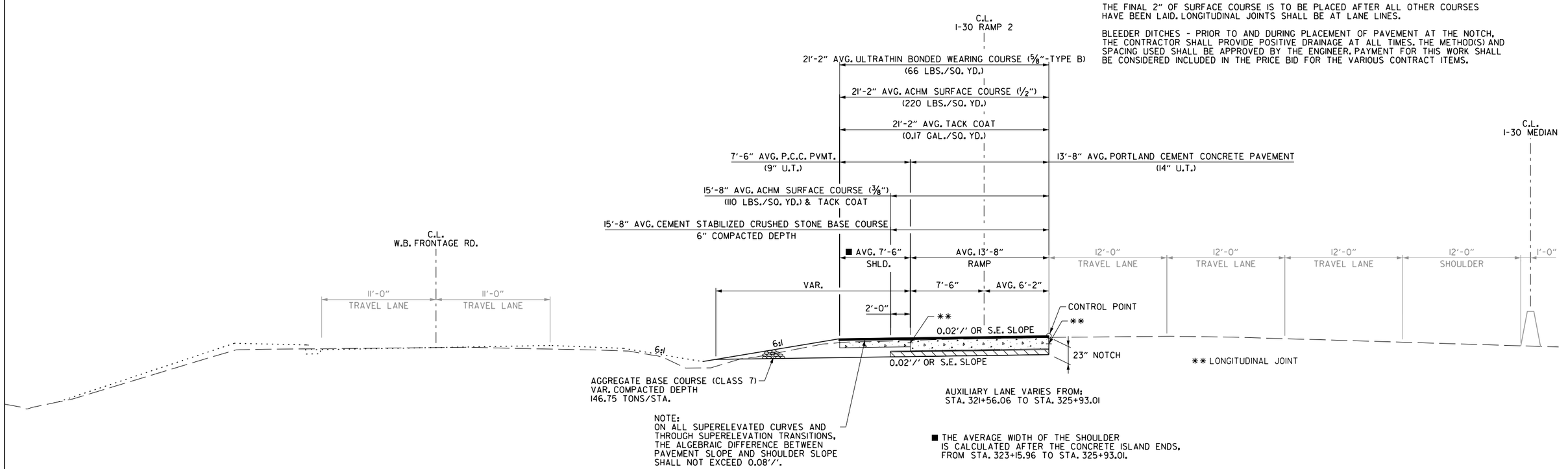
NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

BLEEDER DITCHES - PRIOR TO AND DURING PLACEMENT OF PAVEMENT AT THE NOTCH, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) AND SPACING USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.




AUXILIARY LANE VARIES FROM:
STA. 321+56.06 TO STA. 325+93.01

NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

■ THE AVERAGE WIDTH OF THE SHOULDER IS CALCULATED AFTER THE CONCRETE ISLAND ENDS, FROM STA. 323+15.96 TO STA. 325+93.01.

## I-30 SUPERELEVATED AUXILIARY LANE SECTION

L.M. 117.71 (STA. 321+56.06) TO L.M. 117.79 (STA. 325+93.01)

TYPICAL SECTIONS OF IMPROVEMENT

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STATE OF ARKANSAS
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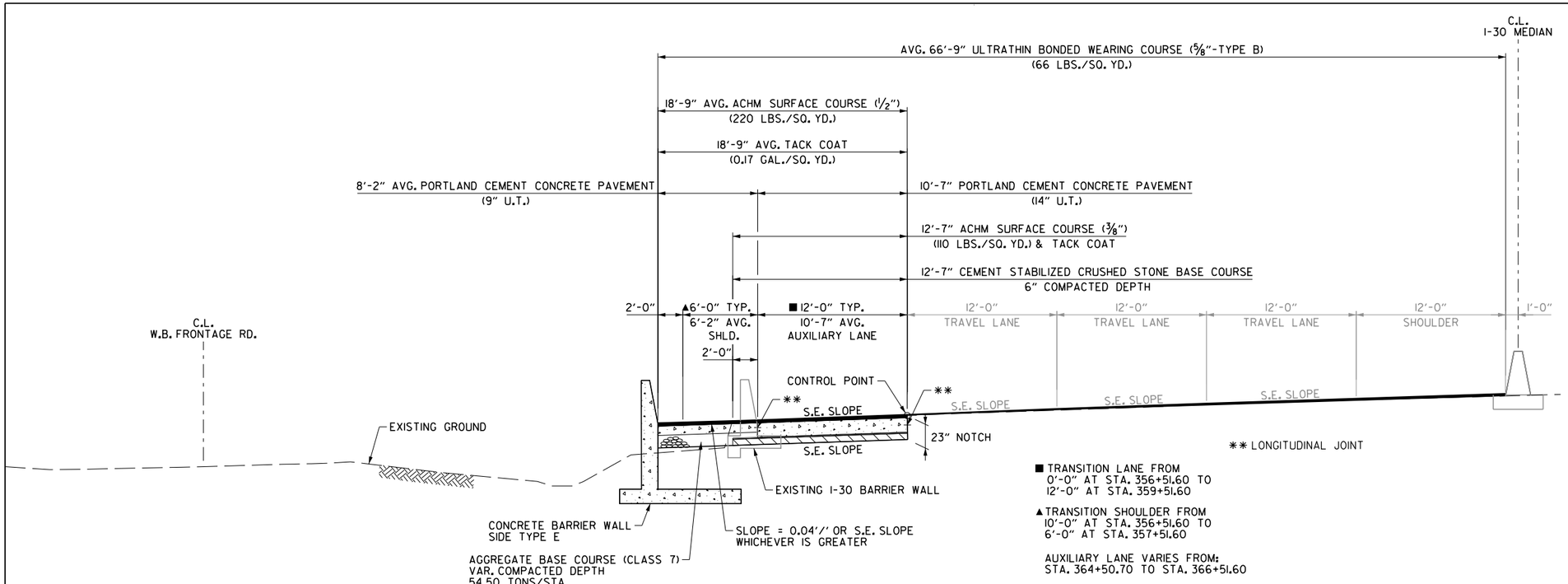


** LONGITUDINAL JOINT

■ TRANSITION LANE FROM 0'-0" AT STA. 356+51.60 TO 12'-0" AT STA. 359+51.60

▲ TRANSITION SHOULDER FROM 10'-0" AT STA. 356+51.60 TO 6'-0" AT STA. 357+51.60

AUXILIARY LANE VARIES FROM: STA. 364+50.70 TO STA. 366+51.60

## I-30 LT. MAIN LANES SUPERELEVATED AUXILIARY LANE SECTION

L.M. 118.37 (STA. 356+51.60) TO L.M. 118.56 (STA. 366+51.60)

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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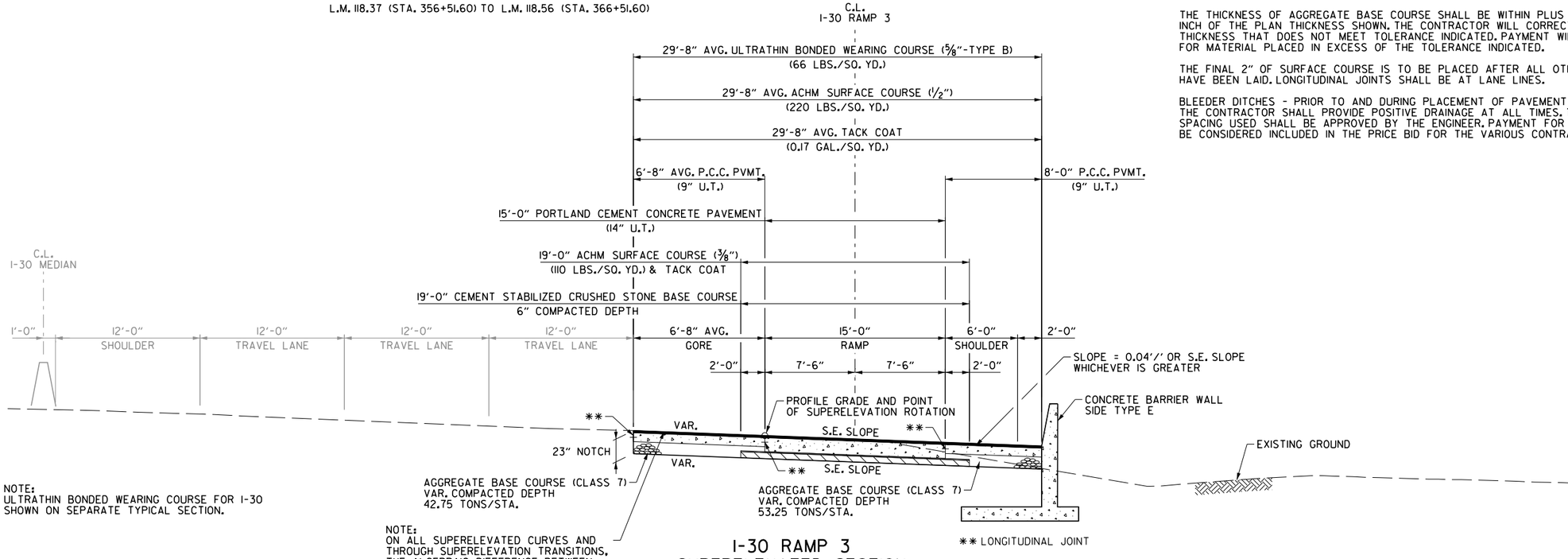


NOTE:
ULTRATHIN BONDED WEARING COURSE FOR I-30 SHOWN ON SEPARATE TYPICAL SECTION.

NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

** LONGITUDINAL JOINT

## I-30 RAMP 3 SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 366+49.28 TO STA. 367+19.97



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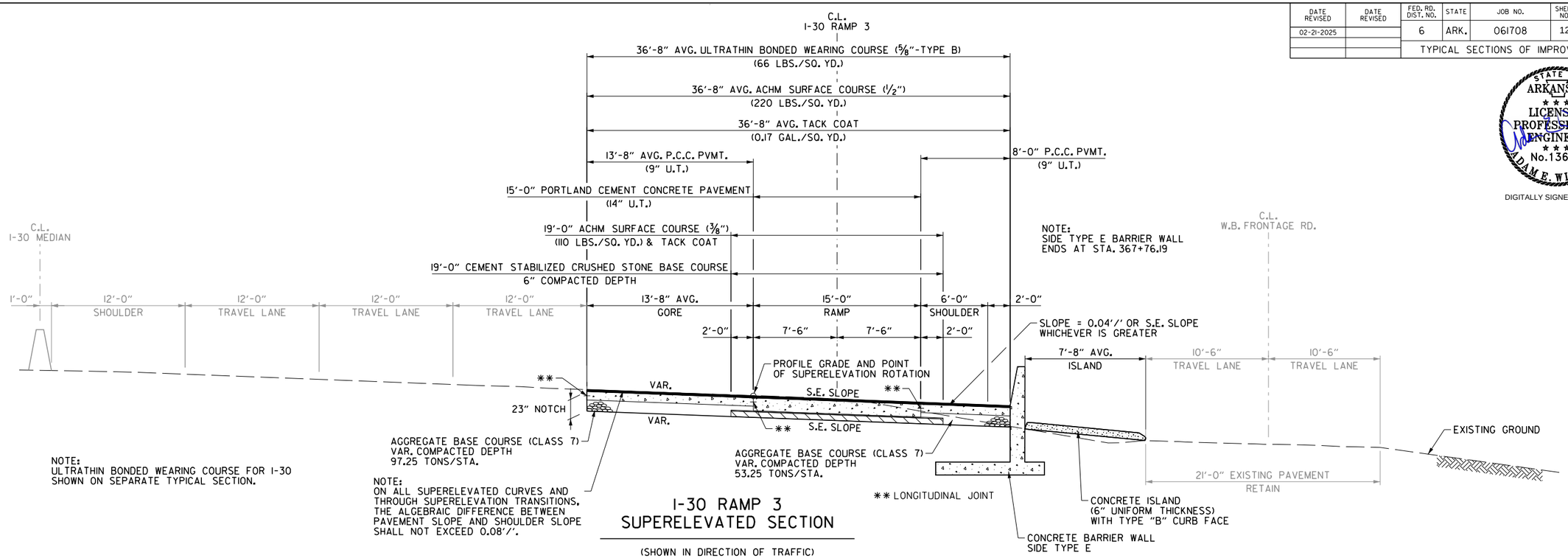


## I-30 RAMP 3
## SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 367+19.97 TO STA. 368+02.58

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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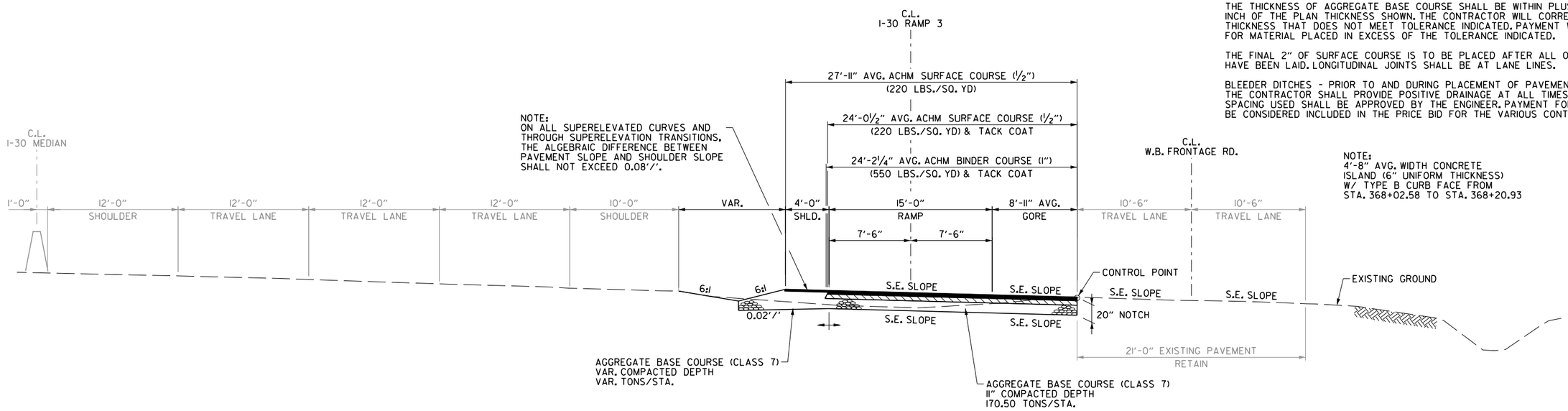


## I-30 RAMP 3
## SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 368+02.58 TO STA. 369+23.91

TYPICAL SECTIONS OF IMPROVEMENT

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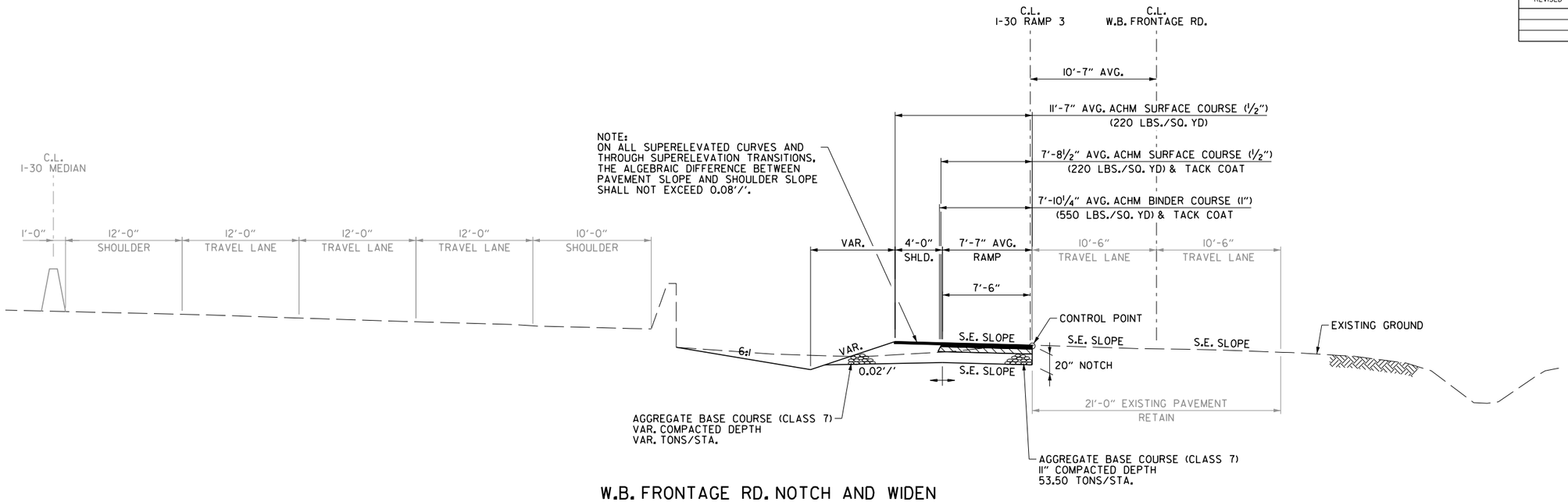


## W.B. FRONTAGE RD. NOTCH AND WIDEN SUPERELEVATED SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 418+06.78 TO STA. 421+43.14

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

WITH APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, THE FIRST LIFT OF ACHM SURFACE COURSE (1/2") IN LIEU OF AGGREGATE BASE COURSE ON THE SHOULDERS.

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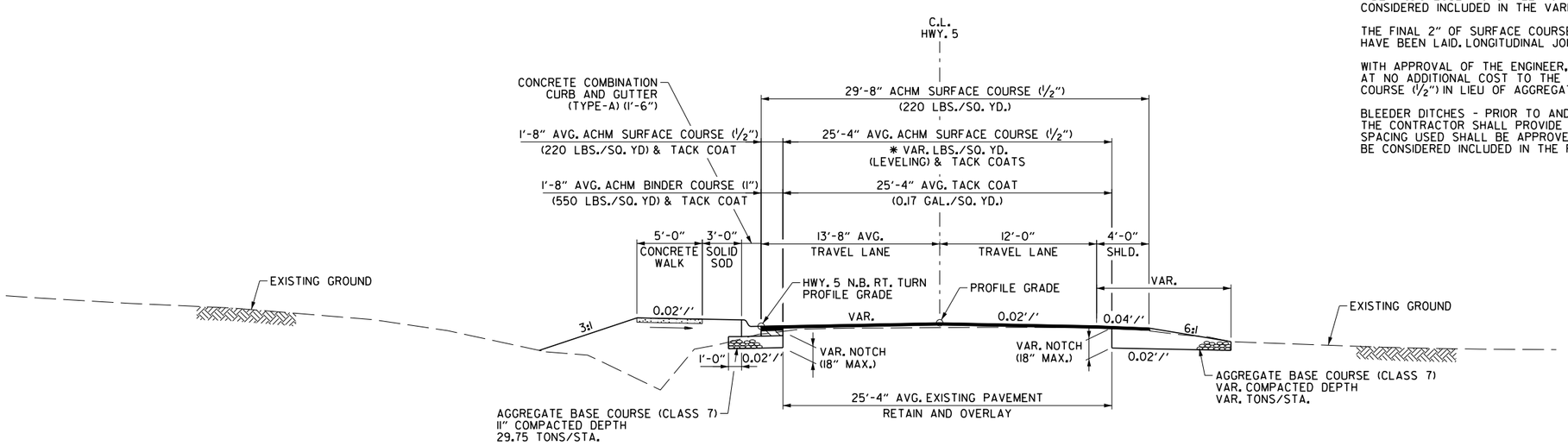


* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## HWY. 5 NOTCH AND WIDEN SECTION W/ CURB & GUTTER

STA. 28+00.00 TO STA. 28+29.70

TYPICAL SECTIONS OF IMPROVEMENT


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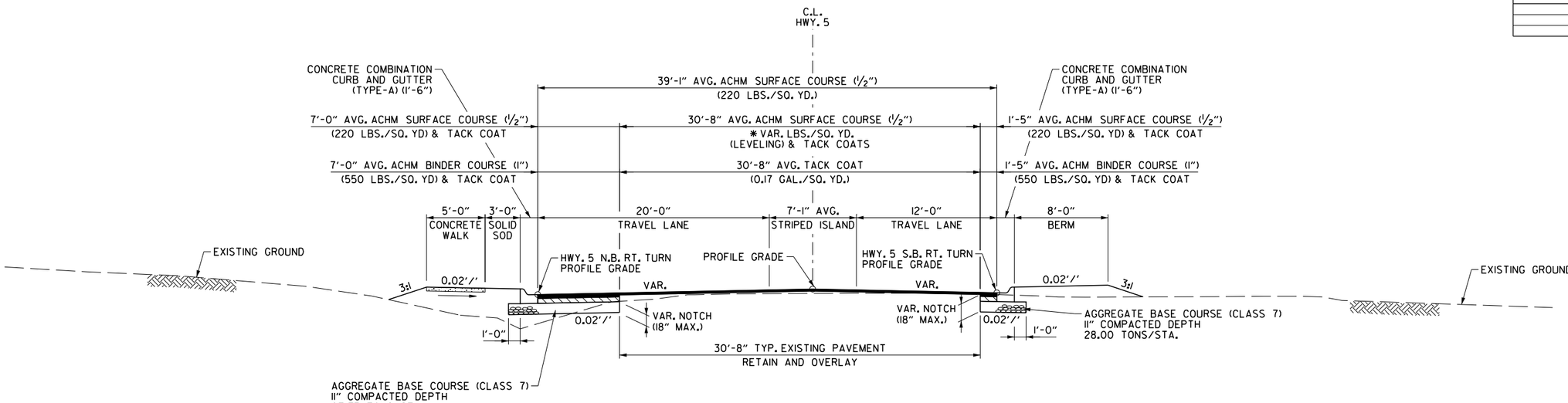


## HWY. 5 NOTCH AND WIDEN SECTION W/ CURB & GUTTER

STA. 28+29.70 TO STA. 28+81.40

*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTES:

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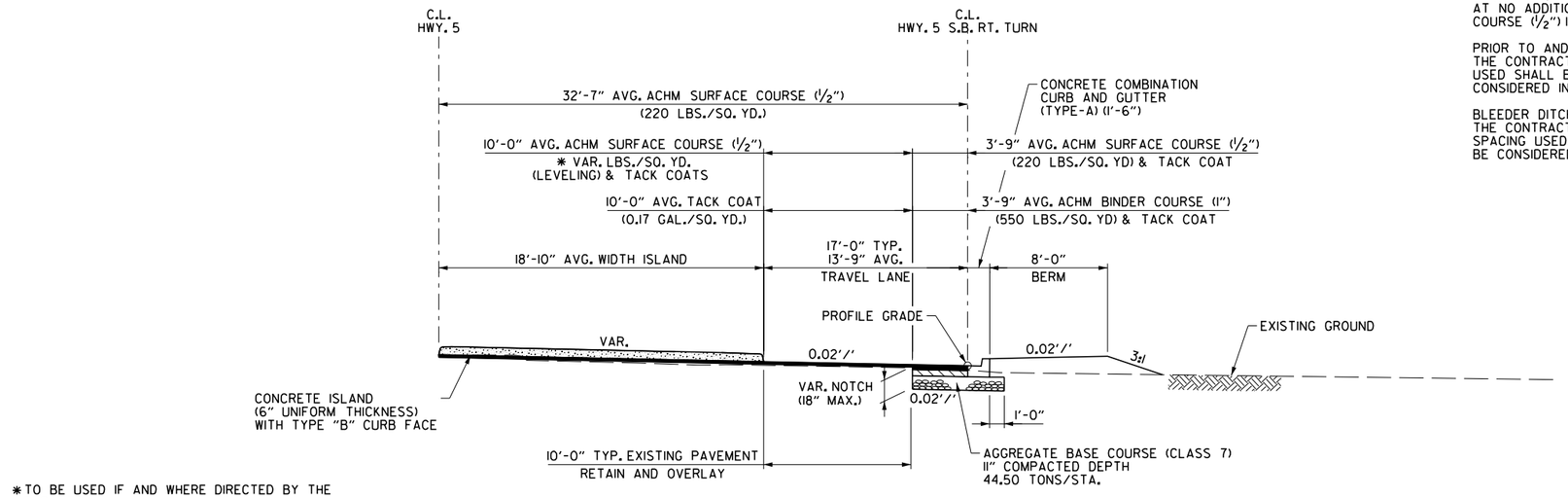


## HWY. 5 S.B. RT. TURN NOTCH AND WIDEN SECTION W/ CURB & GUTTER & ISLAND

STA. 28+85.26 TO STA. 30+90.42

*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



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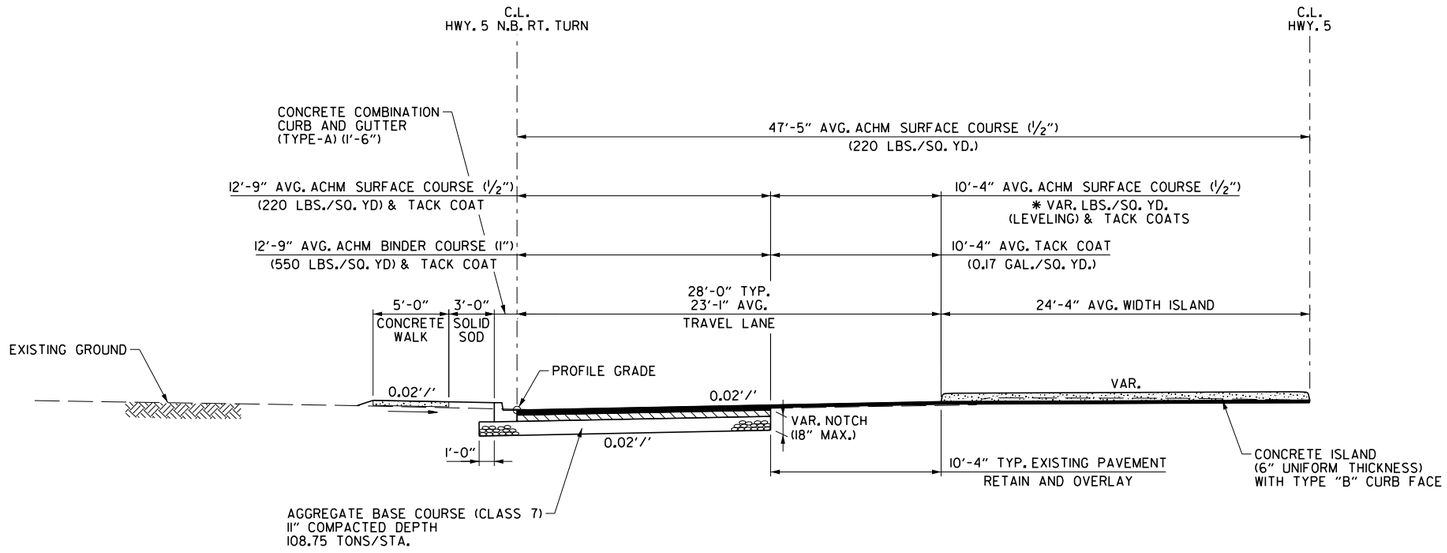


* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## HWY. 5 N.B. RT. TURN NOTCH AND WIDEN SECTION W/ CURB & GUTTER & ISLAND

STA. 28+79.05 TO STA. 30+27.13

NOTES:

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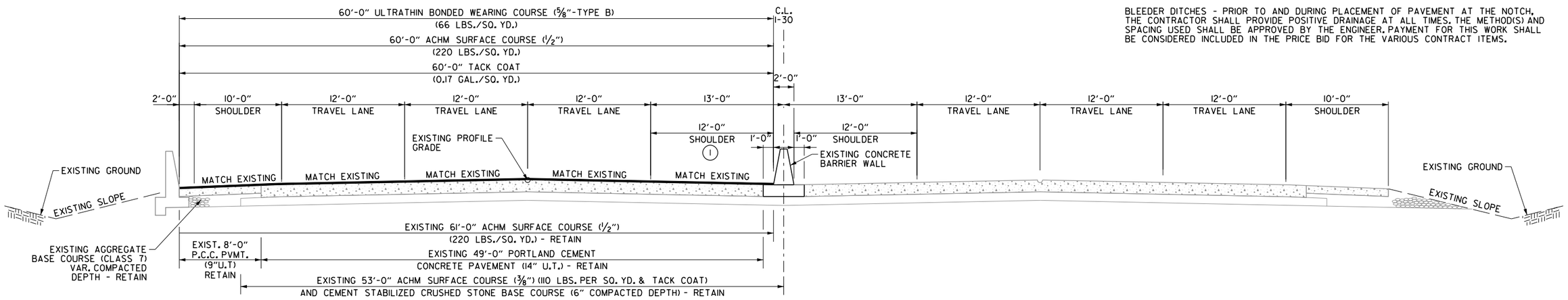


## I-30 TYPICAL OVERLAY SECTION

L.M. 115.96 TO L.M. 116.21 (STA. 242+48.81)

NOTES:
1. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

(1) EXISTING MEDIAN INLETS ARE LOCATED ON SHOULDERS BENEATH CENTER MEDIAN BARRIER. SEE SPECIAL DETAIL FOR MEDIAN INLETS.



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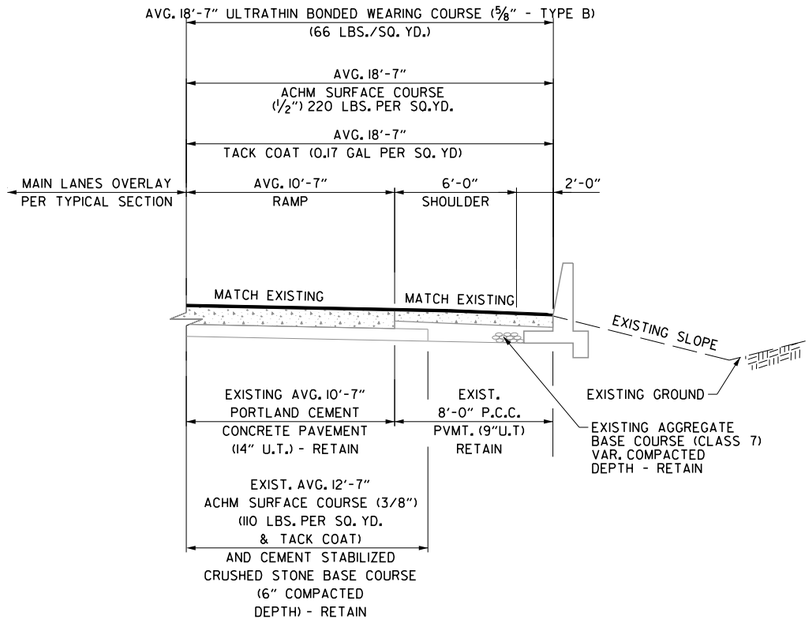


## I-30 AUXILIARY LANE & RAMP TYPICAL SECTION

L.M. 116.04 TO L.M. 116.12

NOTES:

REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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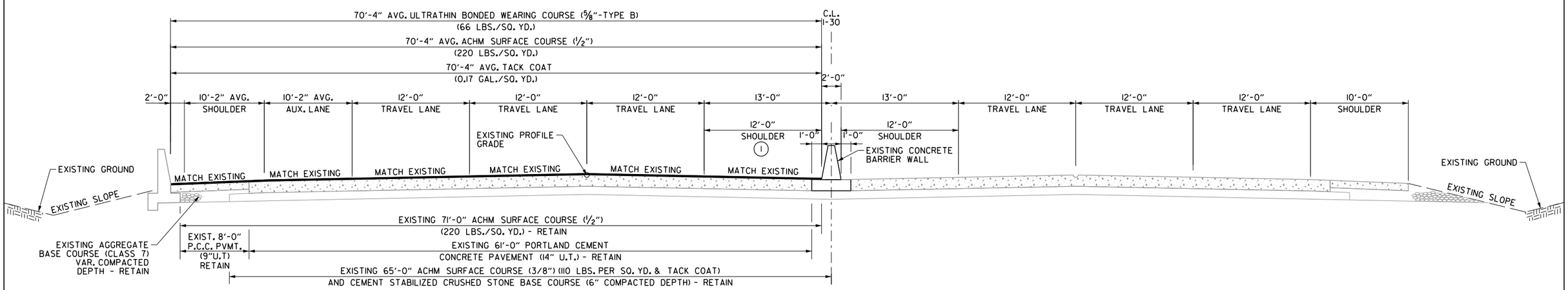


## I-30 TYPICAL OVERLAY SECTION

L.M. 116.21 (STA. 242+48.81) TO L.M. 116.39 (STA. 252+00.44)

NOTES:
1. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

(1) EXISTING MEDIAN INLETS ARE LOCATED ON SHOULDERS BENEATH CENTER MEDIAN BARRIER. SEE SPECIAL DETAIL FOR MEDIAN INLETS.



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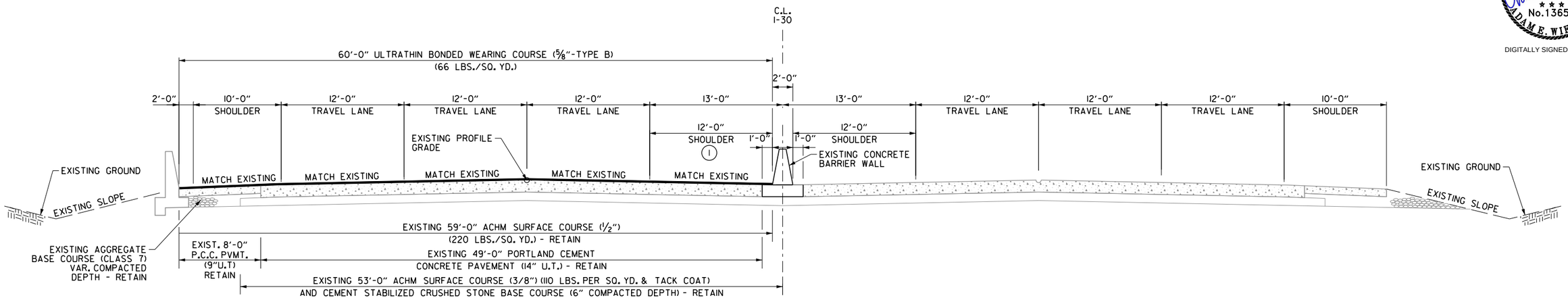


## I-30 UTBWC SECTION

L.M. 118.36 (STA. 356+09.00) TO L.M. 118.37 (STA. 356+51.60)

NOTES:
1. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

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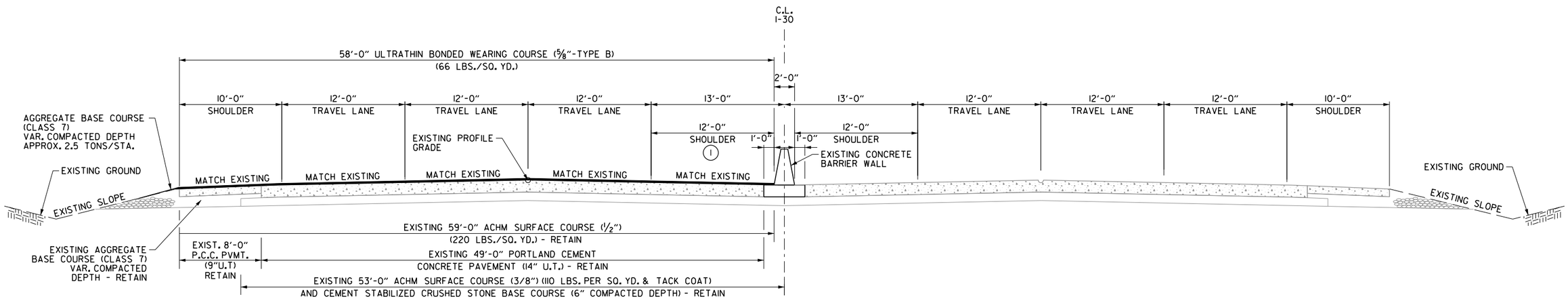


## I-30 UTBWC SECTION

L.M. 118.56 (STA. 366+51.60) TO L.M. 118.66 (STA. 371+93.00)

NOTES:
1. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

(1) EXISTING MEDIAN INLETS ARE LOCATED ON SHOULDERS BENEATH CENTER MEDIAN BARRIER. SEE SPECIAL DETAIL FOR MEDIAN INLETS.

TYPICAL SECTIONS OF IMPROVEMENT

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REVISED DATE:

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| | | 6 | ARK. | 061708 | 18 | 263 |
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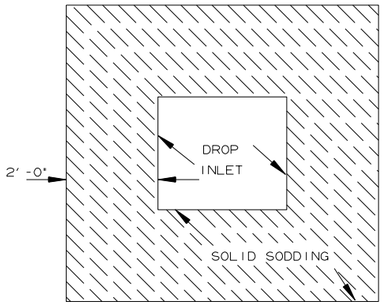
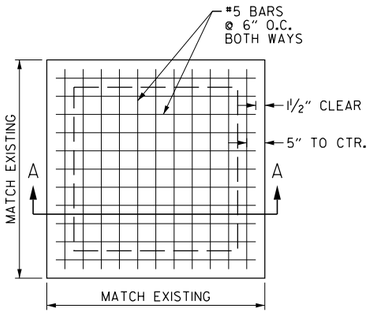
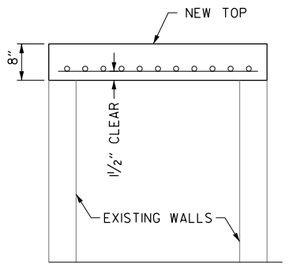



DETAIL FOR SOLID SODDING AROUND DROP INLETS




TOP VIEW

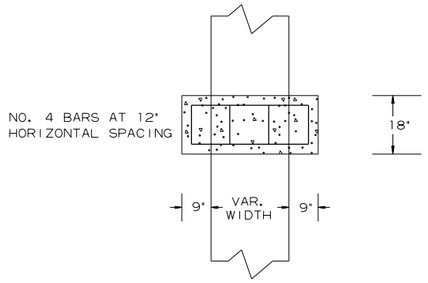



SECTION A-A

REMOVE EXISTING DROP INLET TOP. RETAIN EXISTING VERTICAL REINFORCEMENT

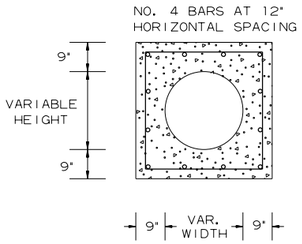
WHERE DROP INLET IS TO REMAIN UNDER PROPOSED WALL FOOTING, REMOVE TOP SECTION OF WALLS SO THE NEW TOP OF SLAB ELEVATION IS 2' BELOW THE BOTTOM OF WALL FOOTING WHERE POSSIBLE. BACKFILL WITH CLASS 7 BASE COURSE.

DETAILS OF MODIFIED DROP INLET

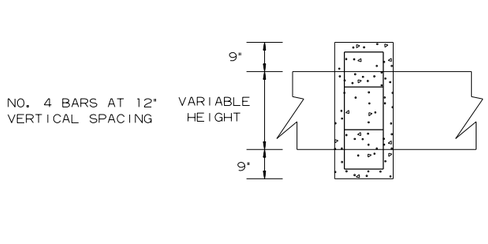



TOP VIEW

MIN 3" COVER

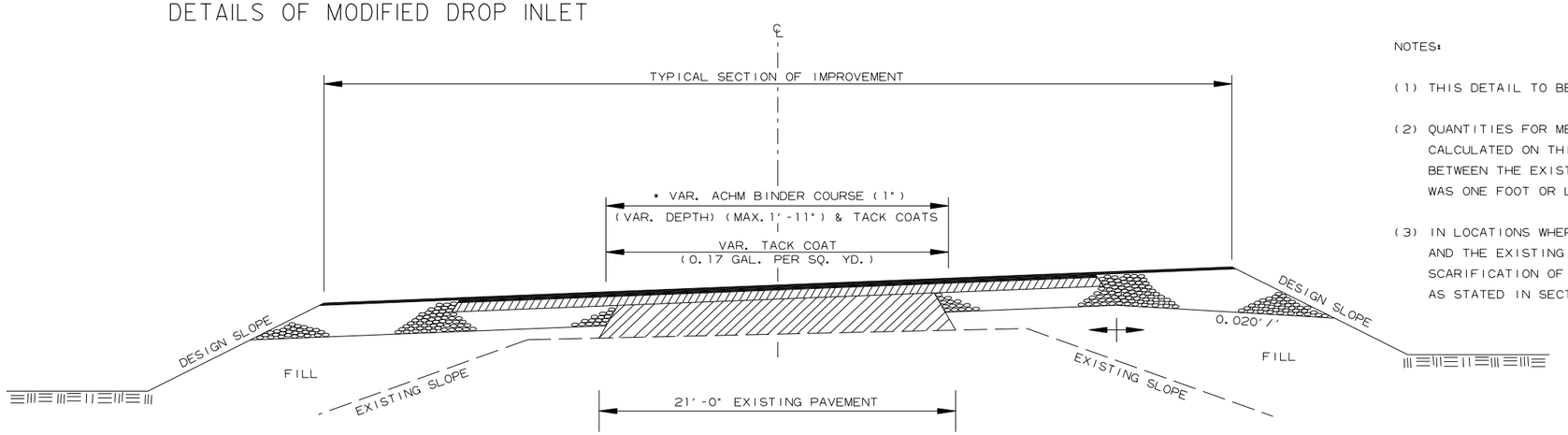



FRONT VIEW




SIDE VIEW

PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL




* 11" AGGREGATE BASE COURSE (CLASS 7) TO BE REPLACED WITH ACHM BINDER COURSE (1")

METHOD OF RAISING GRADE

NOTES:

(1) THIS DETAIL TO BE USED ONLY WHERE DIRECTED BY THE ENGINEER.

(2) QUANTITIES FOR METHOD OF GRADE RAISE USING ASPHALT WERE CALCULATED ON THIS PROJECT AT LOCATIONS WHERE THE DISTANCE BETWEEN THE EXISTING ASPHALT ROADWAY AND THE PROPOSED SUBGRADE WAS ONE FOOT OR LESS.

(3) IN LOCATIONS WHERE THE DISTANCE BETWEEN THE PROPOSED SUBGRADE AND THE EXISTING ASPHALT ROADWAY IS MORE THAN ONE FOOT, SCARIFICATION OF THE EXISTING ASPHALT ROADWAY WILL BE REQUIRED AS STATED IN SECTION 210, SUBSECTION 210.09, OF THE STANDARD SPECIFICATIONS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024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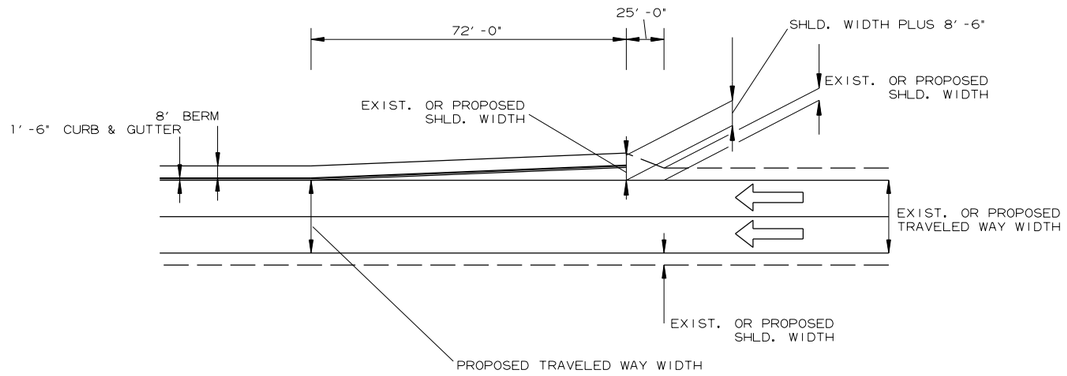
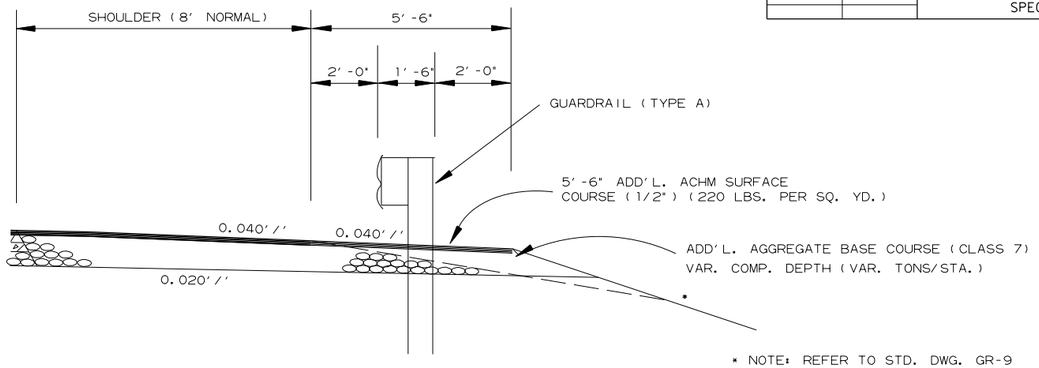



## TRANSITION FROM OPEN SHOULDER TO CURB & GUTTER SECTION




* NOTE: REFER TO STD. DWG. GR-9 AND CROSS SECTIONS FOR SLOPE REQUIREMENTS BEHIND GUARDRAIL.

## WIDENING FOR GUARDRAIL ( SHOULDER )

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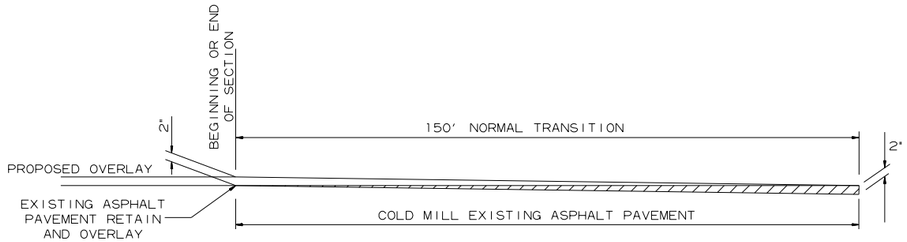
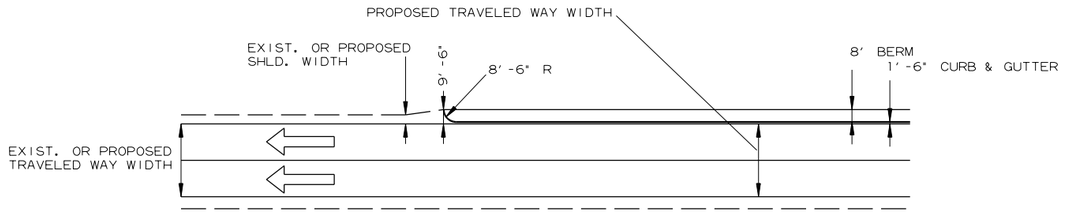
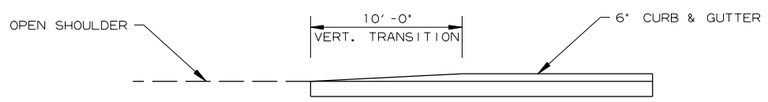



## DETAIL FOR TRANSITIONS

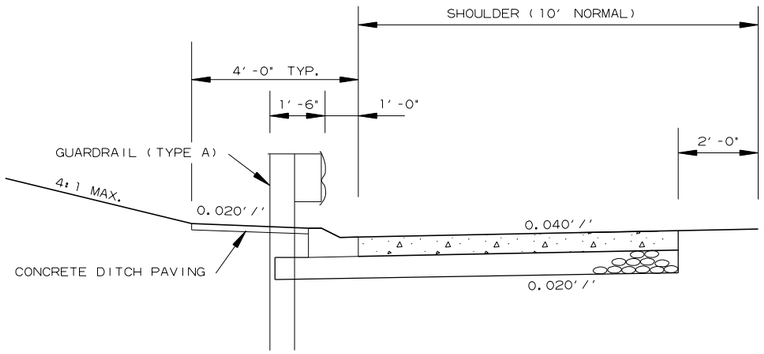



## TRANSITION FROM CURB & GUTTER TO OPEN SHOULDER SECTION




SIDE ROADS:
PALMER AVE.
HEIGHTS RD. ( NW CORNER)
ODESSA DR.

## TRANSITION FROM OPEN SHOULDER TO CURB & GUTTER SECTION




## WIDENING FOR GUARDRAIL ( CURB )



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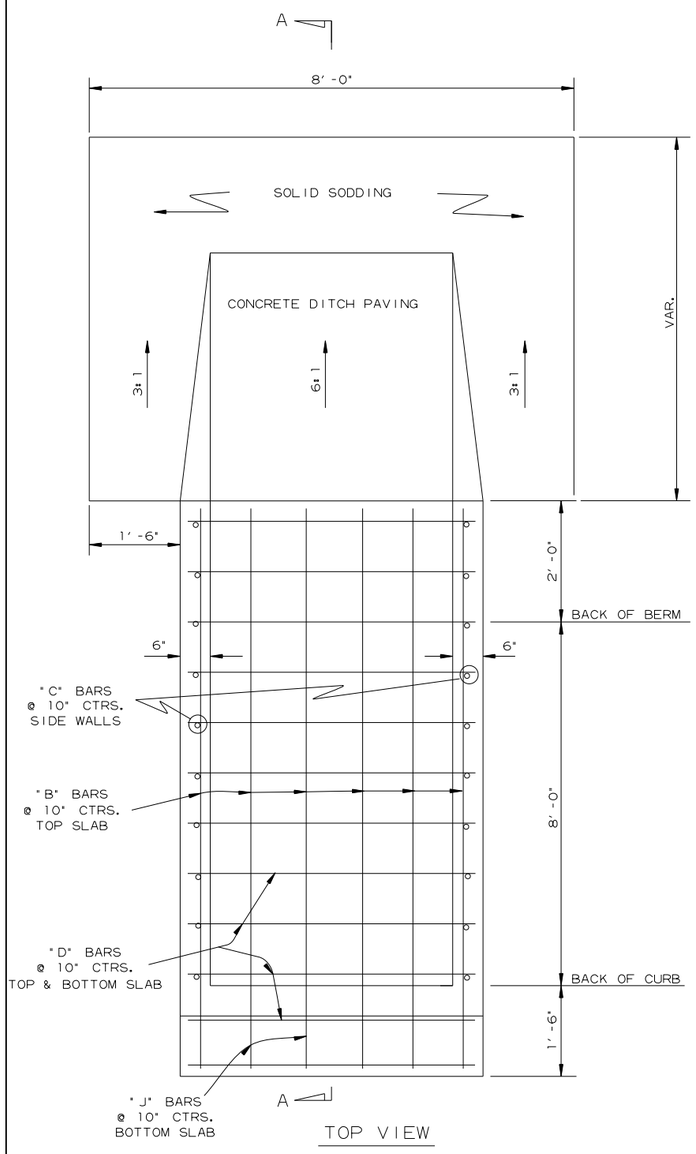
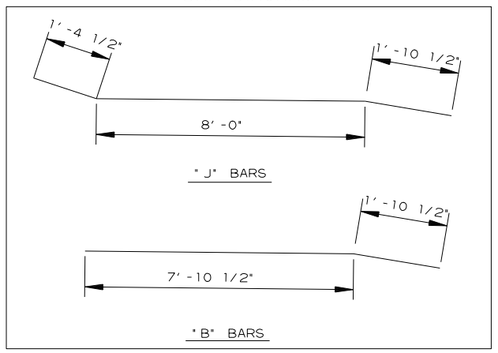


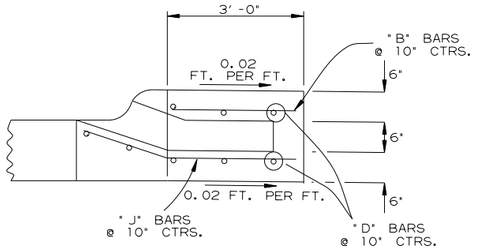

TOP VIEW

BAR DIAGRAM

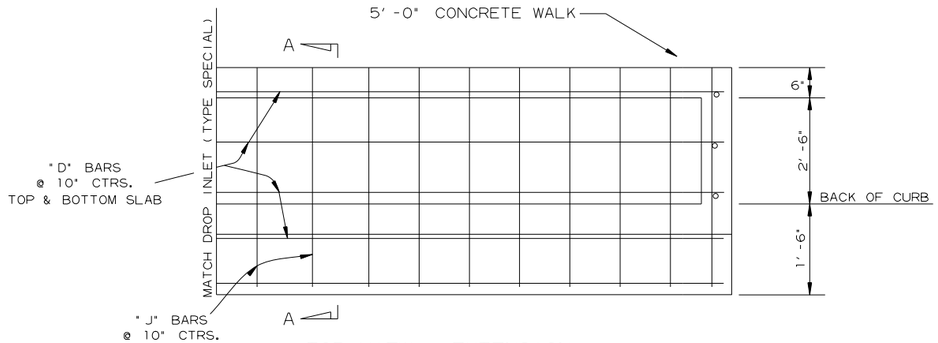



| CLASS A CONC. | REINF. STEEL-RDWY. GRADE 60 |
|---|---|
| CU. YDS. | POUND |
| 2.53 | 207 |

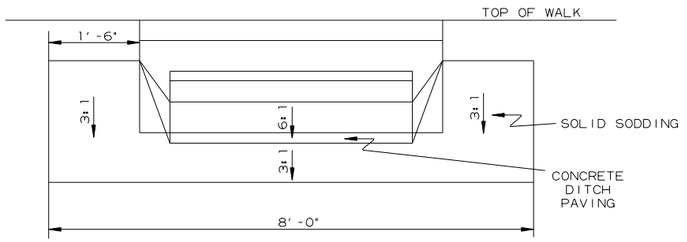
QUANTITIES FOR INFORMATION ONLY
DROP INLET (TYPE SPECIAL)



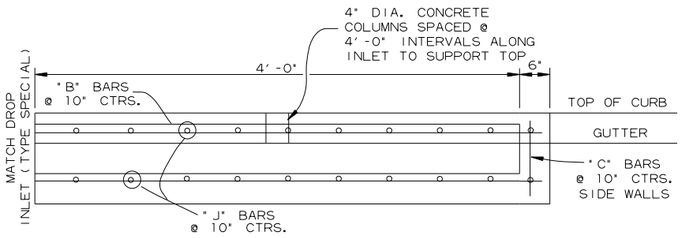

SECTION A-A - EXTENSION



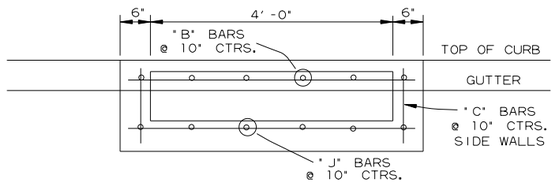

TOP VIEW - EXTENSION



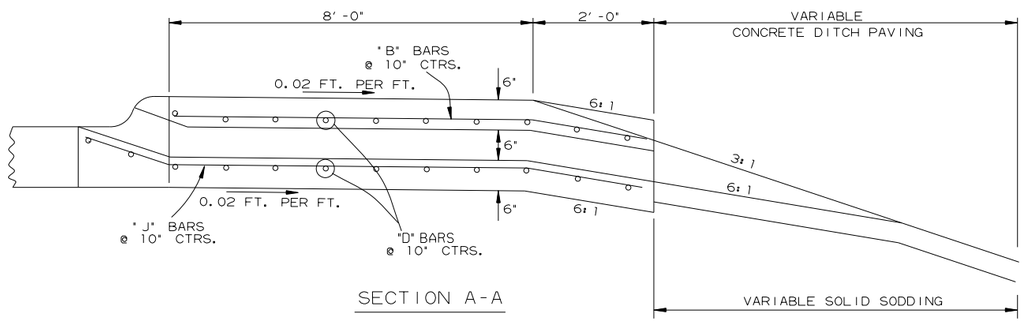

BACK VIEW




FRONT VIEW - EXTENSION




FRONT VIEW




SECTION A-A

DROP INLET (TYPE SPECIAL)

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
2. ALL REINF. BARS SHALL BE #4 AND HAVE 1-1/2" COVER.
3. DROP INLETS AND EXTENSIONS ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
4. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
5. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
6. CONCRETE DITCH PAVING & SOLID SODDING SHALL BE PAID FOR SEPARATELY.
7. CONSTRUCT EXTENSIONS UPSTREAM OF DROP INLET UNLESS OTHERWISE SPECIFIED.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| | | SPECIAL DETAILS | | | | |

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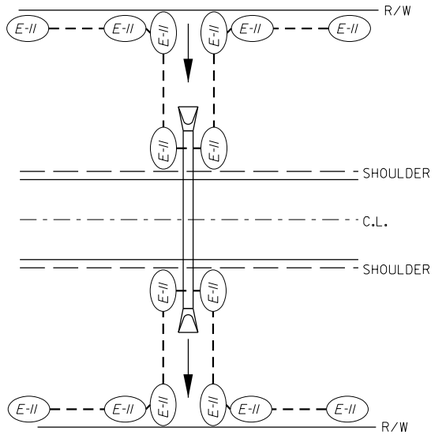
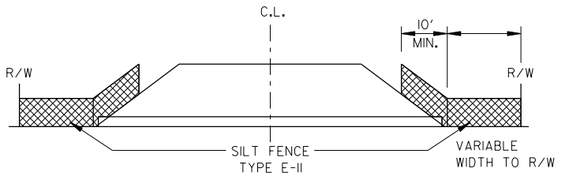
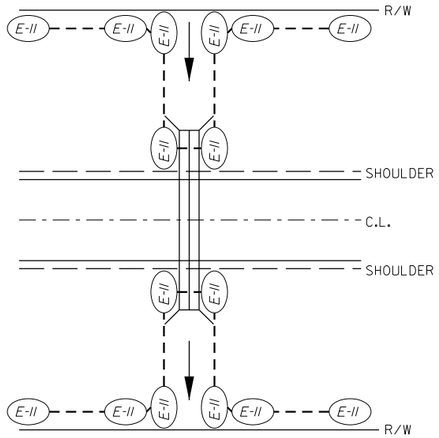
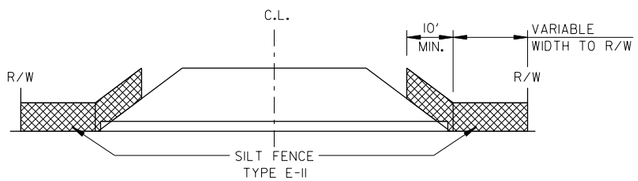


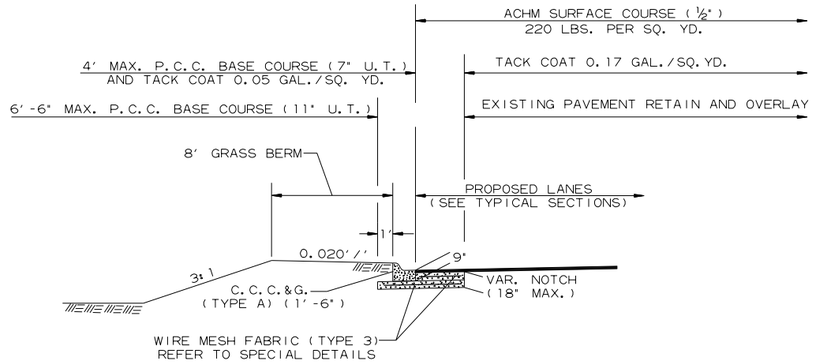




DETAILS OF SILT FENCE
AT CROSS DRAINS



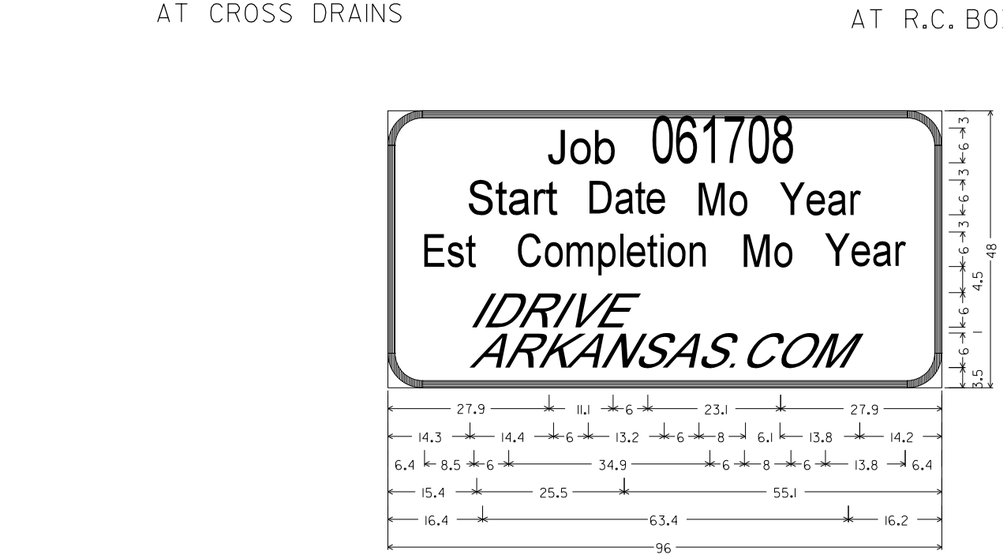




DETAILS OF SILT FENCE
AT R.C. BOX



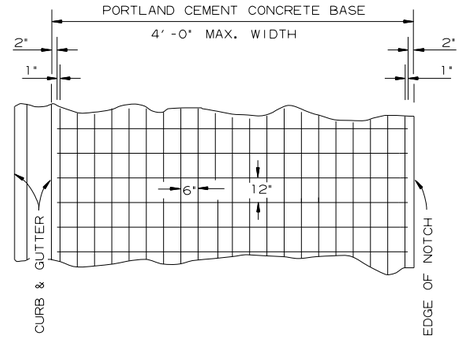

## P.C.C. BASE WIDENING DETAIL

P.C.C. BASE WIDENING TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.




6.0" Radius, 1.3" Border, Black on Orange;
"Job 061708" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE " Arial;
" ARKANSAS.COM " Arial;

CONSTRUCTION PROJECT INFORMATION SIGN




6" X 12" MESH FABRIC ( TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC ( TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE ( 7" U.T.)

DETAIL OF REINFORCING
STEEL FOR PAVEMENT
( MESH FABRIC TYPE 3)



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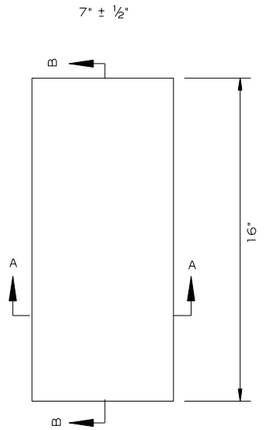
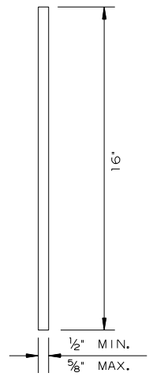
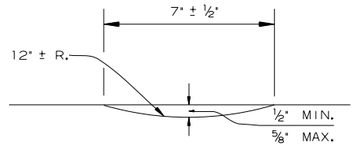



PLAN

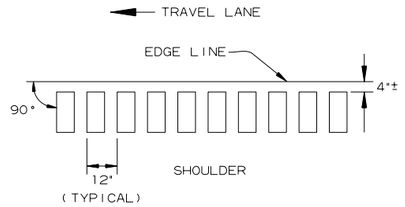



SECTION B-B

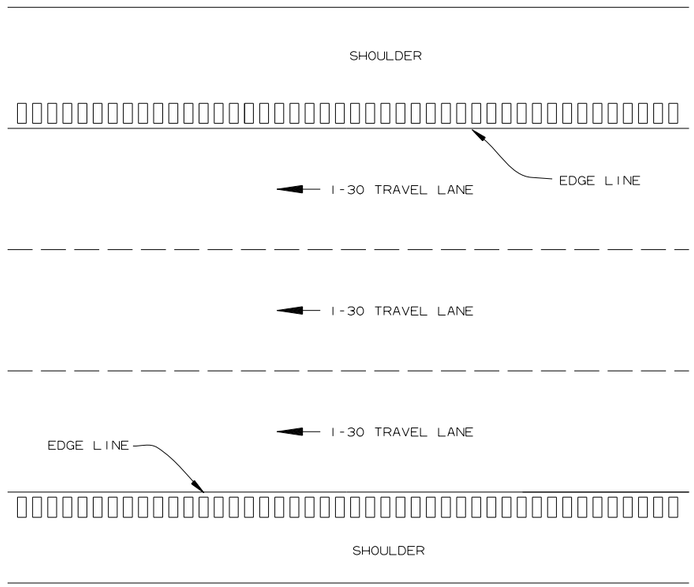



SECTION A-A

DETAILS OF RUMBLE STRIPS




LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER




PLAN VIEW

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.



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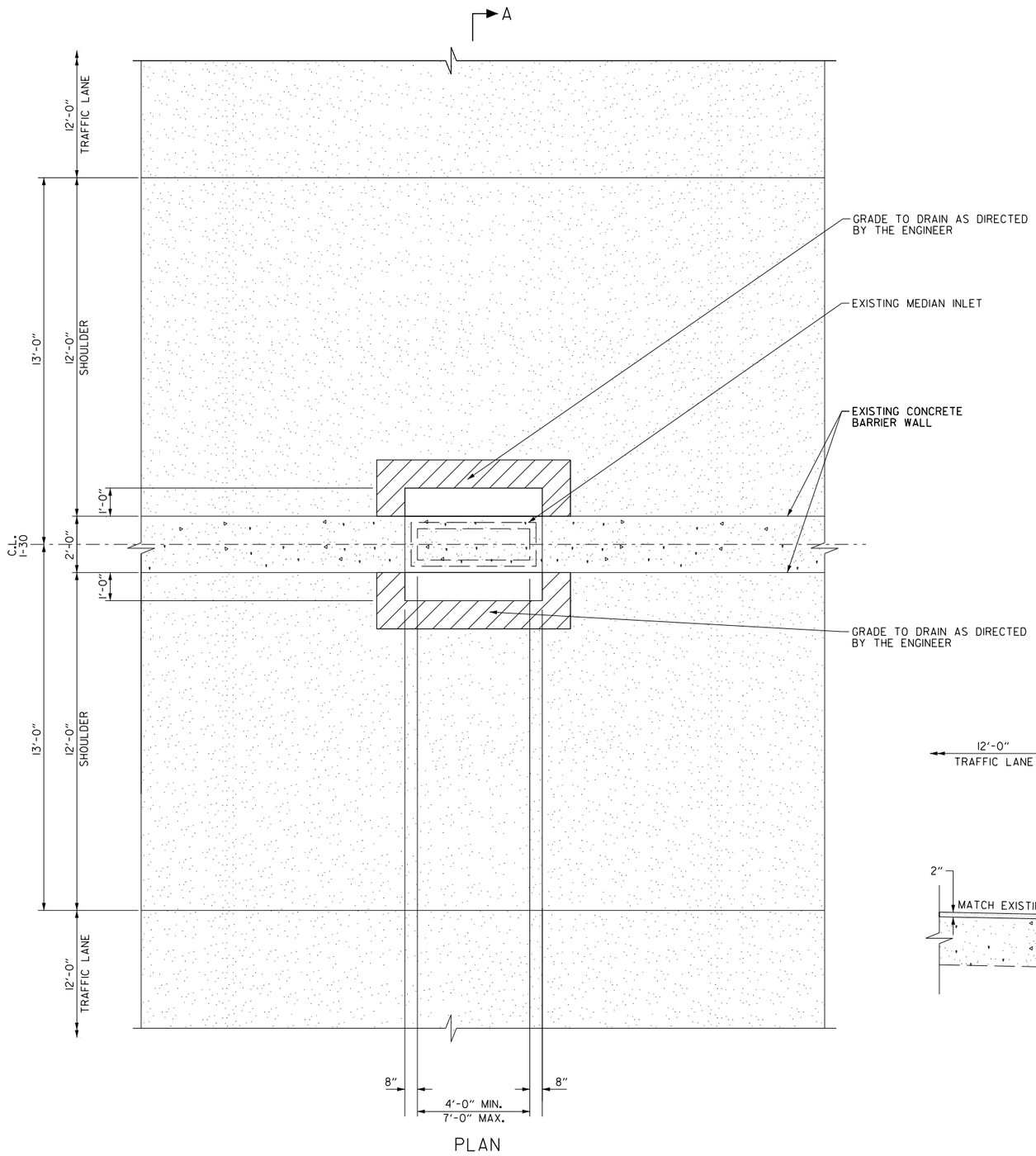
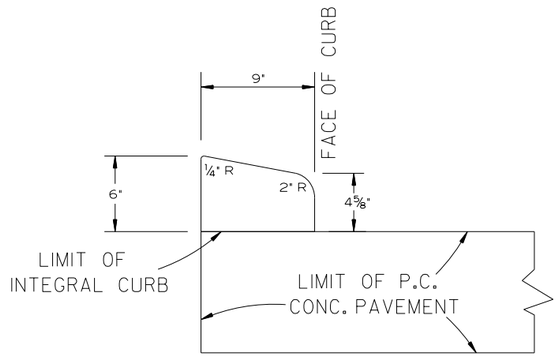
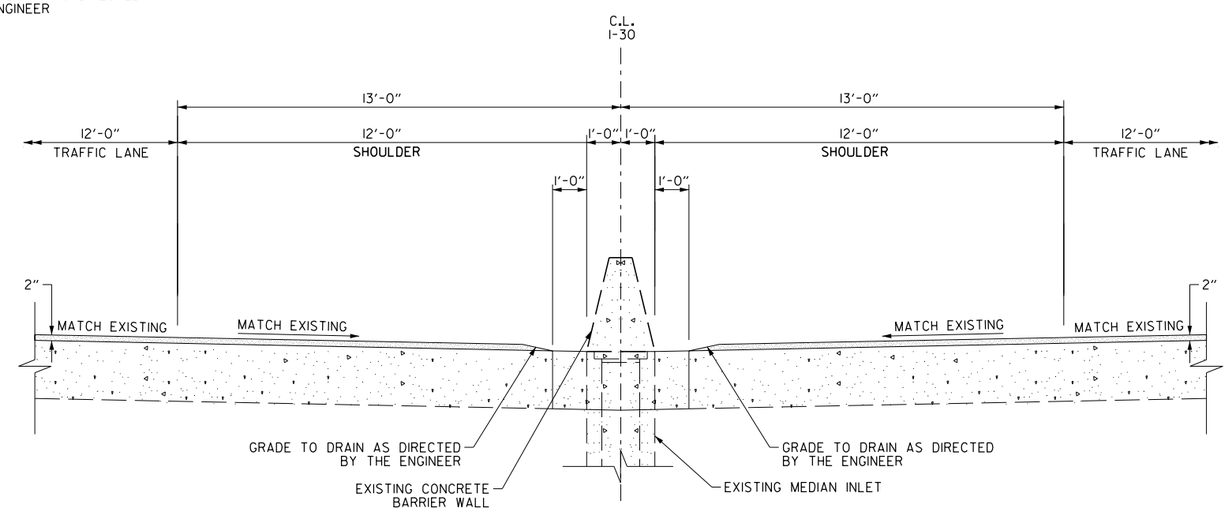



PLAN




DETAIL FOR INTEGRAL CURB ( TYPE SPECIAL)




SECTION A-A

NOTE:
1. INLETS LOCATED ALONG OUTSIDE SHOULDER BARRIER AND IN AREAS OF SUPERELEVATION MAY UTILIZE THIS DETAIL FOR INLET TRANSITION DETAILS. ALL OTHER INLETS ARE TO BE GRADED TO DRAIN AS DIRECTED BY THE PROJECT ENGINEER.

PAVEMENT DETAIL AT MEDIAN INLETS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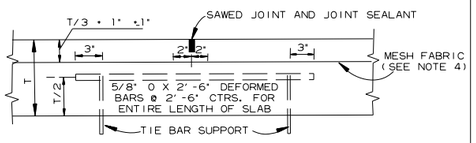
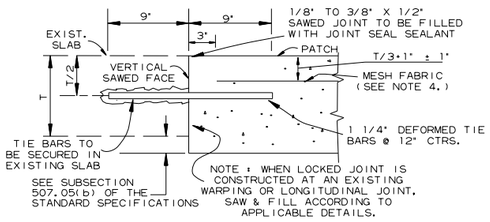
| | | 6 | ARK. | 061708 | 24 | 263 |
| | | SPECIAL DETAILS | | | | |



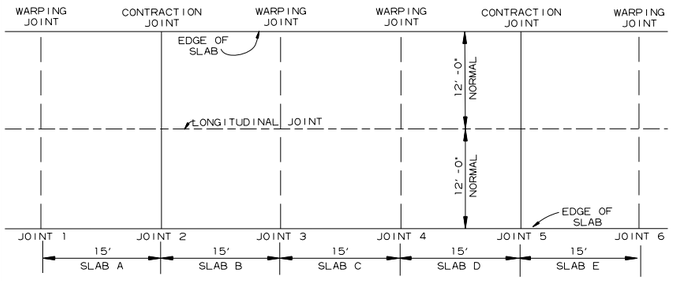

SECTION A-A

TIED LONGITUDINAL JOINT




SECTION D-D

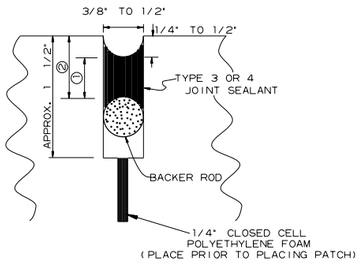
LOCKED JOINT




PLAN OF PAVEMENT REPAIR
(FULL SLABS)

TYPICAL SLAB REPLACEMENT EXAMPLES

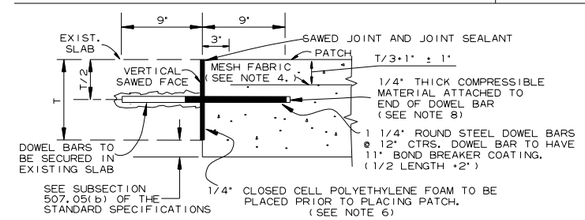
| SLAB(S) TO BE RECONSTRUCTED | TYPE OF JOINT TO BE CONSTRUCTED | | | | | |
|---|---|---|---|---|---|---|
| | JOINT 1 | JOINT 2 | JOINT 3 | JOINT 4 | JOINT 5 | JOINT 6 |
| A OR D | LOCKED | FREE | | LOCKED | FREE | |
| B OR E | | FREE | LOCKED | | FREE | LOCKED |
| A & B OR D & E | LOCKED | CONTRACTION | LOCKED | LOCKED | CONTRACTION | LOCKED |
| B & C | | FREE | WARPING | LOCKED | | |
| B, C & D | | FREE | WARPING | WARPING | FREE | |
| C | | | LOCKED | LOCKED | | |




DETAIL OF SAWED FREE TRANSVERSE &
FREE LONGITUDINAL JOINT

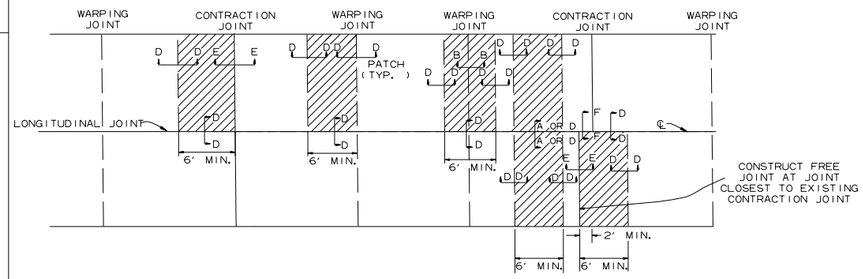
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

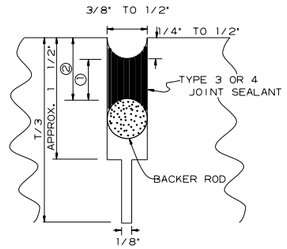



SECTION E-E

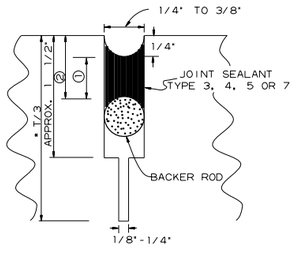
FREE TRANSVERSE JOINT




PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)

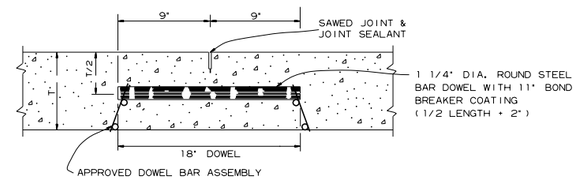



DETAIL OF SAWED CONTRACTION JOINT




*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED
TIED LONGITUDINAL JOINT
AND WARPING JOINT

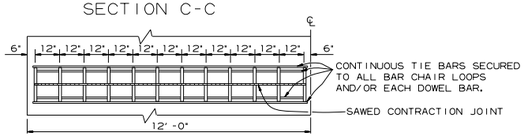



SECTION B-B

WARPING JOINT



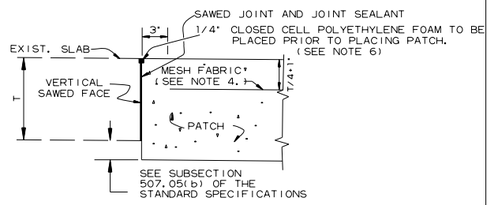

SECTION C-C




ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN - CONTRACTION JOINT

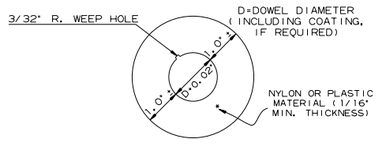
NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS




SECTION F-F

FREE LONGITUDINAL JOINT




DETAIL OF EPOXY
RETENTION DISK

NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| INCHES | | | |
| 1/4 | 1/4 | 3/8 | 1/2 |
| 3/8 | 1/4 | 1/2 | 1/2 |
| 1/2 | 1/4 | 5/8 | 1/2 |

JOINT CONFIGURATION FOR
TYPE 5 OR 7 JOINT SEALANT

| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| INCHES | | | |
| 1/4 | 1/2 | 3/8 | 3/4 |
| 3/8 | 3/4 | 1/2 | 1 |

NOTES FOR PAVEMENT REPAIR

1. EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
2. THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
3. WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
4. ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF ±1 INCH. MESH FABRIC SHALL BE 12 X 12 - W4 X W4 WELDED WIRE FENCE (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6" IN EACH DIRECTION. MINIMUM COVER AT EDGES SHALL BE 2".
5. FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. CLOSED CELL POLYETHYLENE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING P.C.C. PAVEMENT WITH ADHESIVE OR ADHESIVE TAPE AS APPROVED BY THE ENGINEER AND TRIMMED FLUSH WITH TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BEING PLACED.
7. WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL, COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
8. 1/4" THICK, COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR. A PLASTIC CAP OF OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
9. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

# DETAILS OF PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (MAIN LANES)

aewierciak 11/5/2024 12:34:54 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_SD_ALL.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 25 | 263 |
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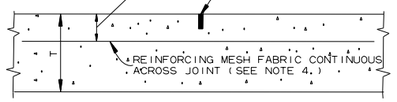
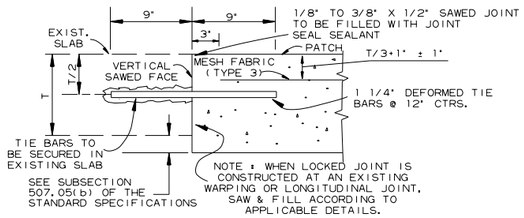
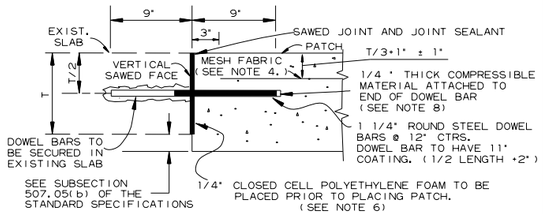



SECTION B-B

WARPING JOINT

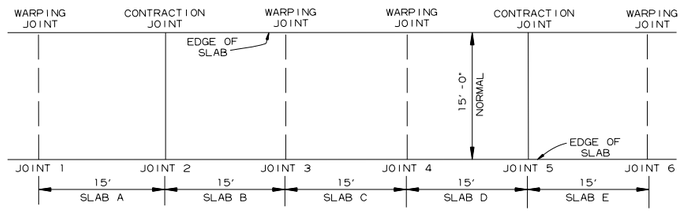



SECTION D-D




SECTION E-E

FREE TRANSVERSE JOINT



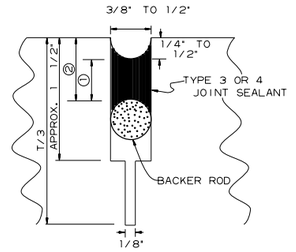

PLAN OF PAVEMENT REPAIR
(FULL SLABS)

TYPICAL SLAB REPLACEMENT EXAMPLES

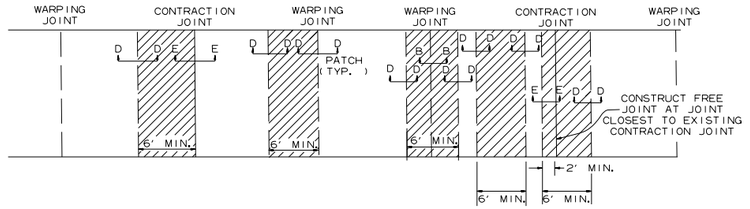
| SLAB(S) TO BE RECONSTRUCTED | TYPE OF JOINT TO BE CONSTRUCTED | | | | | |
|---|---|---|---|---|---|---|
| | JOINT 1 | JOINT 2 | JOINT 3 | JOINT 4 | JOINT 5 | JOINT 6 |
| A OR D | LOCKED | FREE | | LOCKED | FREE | |
| B OR E | | FREE | LOCKED | | FREE | LOCKED |
| A & B OR D & E | LOCKED | CONTRACTION | LOCKED | LOCKED | CONTRACTION | LOCKED |
| B & C | | FREE | WARPING | LOCKED | | |
| B, C & D | | FREE | WARPING | WARPING | FREE | |
| C | | | LOCKED | LOCKED | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

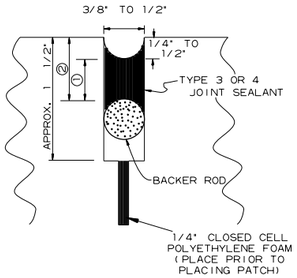
DIGITALLY SIGNED 11/15/2024



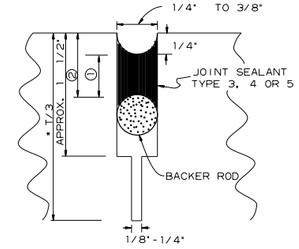

DETAIL OF SAWED CONTRACTION JOINT




PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)

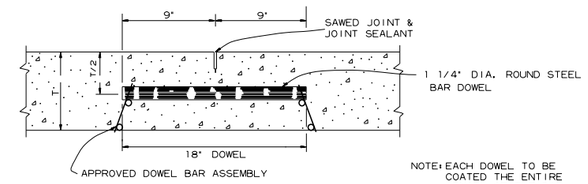



DETAIL OF SAWED FREE TRANSVERSE JOINT



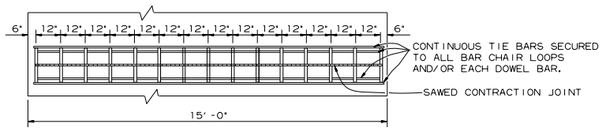

*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED WARPING JOINT




NOTE: EACH DOWEL TO BE COATED THE ENTIRE LENGTH OF THE BAR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

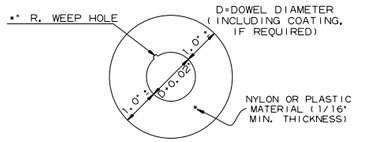
SECTION C-C




15' PAVEMENT
15 DOWELS
PLAN - CONTRACTION JOINT

NOTE: FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS




DETAIL OF EPOXY
RETENTION DISK

NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| INCHES | | | |
| 1/4 | 1/4 | 3/8 | 1/2 |
| 3/8 | 1/4 | 1/2 | 1/2 |
| 1/2 | 1/4 | 5/8 | 1/2 |
| | | | |
| | | | |
| | | | |

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| INCHES | | | |
| 1/4 | 1/2 | 3/8 | 3/4 |
| 3/8 | 3/4 | 1/2 | 1 |

NOTES FOR PAVEMENT REPAIR

1. EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
2. THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
3. WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
4. ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF ±1 INCH. MESH FABRIC SHALL BE 12 X 12 - W4 X W4 WELDED WIRE FENCE (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6" IN EACH DIRECTION. MINIMUM COVER AT EDGES SHALL BE 2".
5. FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. CLOSED CELL POLYETHYLENE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING P.C.C. PAVEMENT WITH ADHESIVE OR ADHESIVE TAPE AS APPROVED BY THE ENGINEER AND TRIMMED FLUSH WITH TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BEING PLACED.
7. WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL, COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
8. 1/4" THICK, COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR. A PLASTIC CAP OF OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
9. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

# DETAILS OF PORTLAND CEMENT CONCRETE PAVEMENT PATCHING FOR RAMPS


dewierciak 11/15/2024 12:34:54 PM
WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 26 | 263 |
| | | SPECIAL DETAILS | | | | |

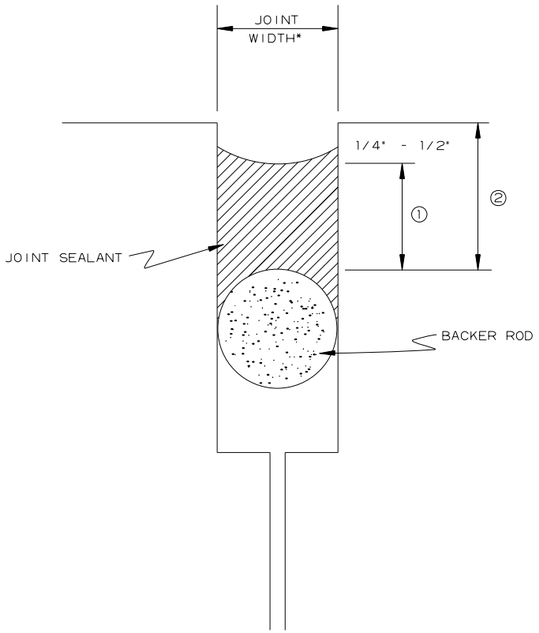
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

## JOINT CONFIGURATION FOR TYPE 3 & 4 JOINT SEALANT

| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| | INCHES | | |
| 1/4 | 1/4 | 3/8 | 1/2 |
| 3/8 | 1/4 | 1/2 | 1/2 |
| 1/2 | 1/4 | 5/8 | 1/2 |
| 5/8 | 5/16 | 3/4 | 9/16 |
| 3/4 | 3/8 | 7/8 | 7/8 |
| 4/8 | 7/16 | 1 | 11/16 |
| 1 | 1/2 | 1 1/4 | 3/4 |
| 1 TO 1 1/2 | 1/2 | 1 1/4 * | 3/4 |

NOTE: JOINTS GREATER THAN 1 1/2" IN WIDTH SHALL BE SEALED WITH TYPE 5 JOINT SEALANT.

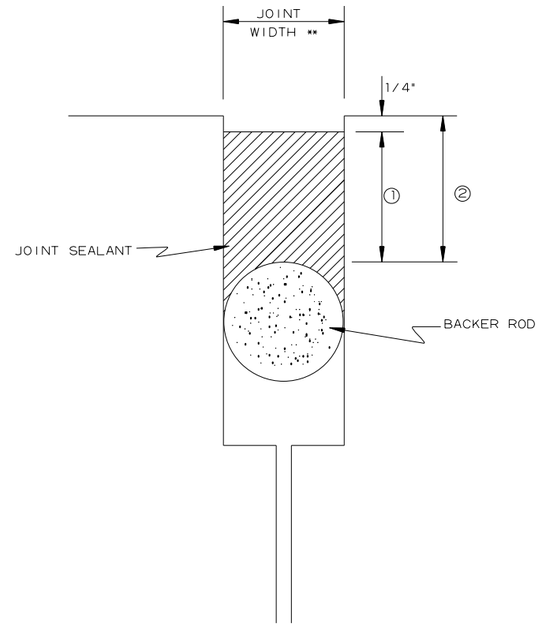



* CONTRACTION JOINTS SHALL BE SAWED TO MIN. WIDTH OF 3/8". WARPING & LONGITUDINAL JOINTS SHALL BE SAWED TO MIN. WIDTH OF EXISTING WIDTH +1/8" (1/16" ON EACH SIDE).

DETAILS OF TYPE A OR TYPE B JOINT REHABILITATION

## JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

| JOINT WIDTH | APPROX. WIDTH TO DEPTH RATIO | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|---|
| INCHES | | INCHES | | |
| 1/4 | 1:2 | 1/2 | 3/8 | 3/4 |
| 3/8 | | 3/4 | 1/2 | 1 |
| 1/2 | | 1 | 5/8 | 1 1/4 |
| 5/8 | | 1 1/4 | 3/4 | 1 1/2 |
| 3/4 | 1:1.75 | 1 3/8 | 7/8 | 1 5/8 |
| 7/8 | | 1 1/2 | 1 | 1 3/4 |
| 1 | 1:1.6 | 1 5/8 | 1 1/4 | 1 7/8 |
| 1 TO 3 | | 1 5/8+ | 1 1/4+ | 1 7/8+ |




** WARPING & LONGITUDINAL JOINTS SHALL BE SAWED TO MIN. WIDTH OF EXISTING WIDTH +1/8" (1/16" ON EACH SIDE).

NOTE: FOR JOINTS WIDER THAN 1 1/2", THE CONTRACTOR SHALL HAVE THE OPTION OF COMPLETELY FILLING THE JOINT IN LIEU OF USING A BACKER ROD.

DETAILS OF TYPE B JOINT REHABILITATION

REFER TO SECTION 509 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION.

SPECIAL DETAILS

aewierciak 11/15/2024 12:34:54 PM
WORKSPACE: AHTD
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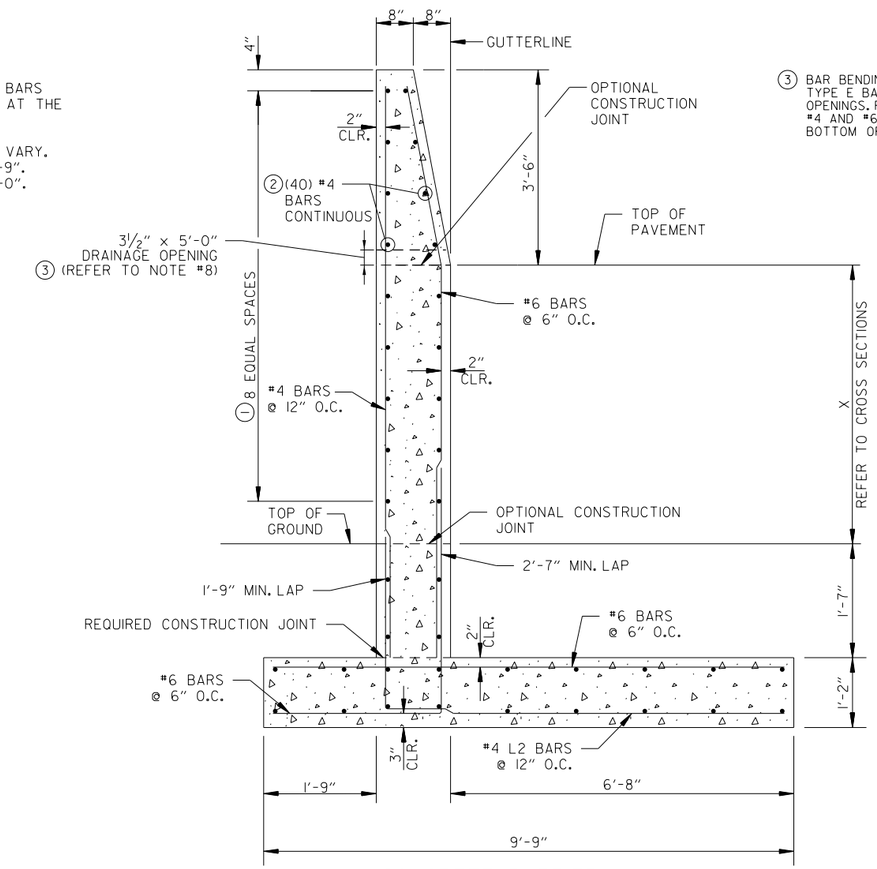
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 27 | 263 |
| | | SPECIAL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

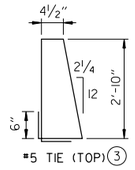
(1) TOTAL NUMBER OF SPACES WILL VARY. OMIT BARS AS WALL HEIGHT DECREASES AS NECESSARY AT THE DIRECTION OF THE ENGINEER.

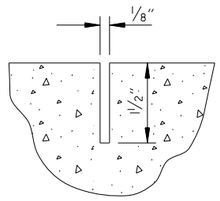
(2) TOTAL NUMBER OF LONGITUDINAL BARS WILL VARY.
40 LONGITUDINAL BARS TOTAL WHEN X = 6'-9".
30 LONGITUDINAL BARS TOTAL WHEN X = 0'-0".




CONCRETE BARRIER WALL
(SIDE TYPE E; MASH TL-4)
X = 0'-0" TO 6'-9" MAX.

(3) BAR BENDING DIAGRAMS FOR SIDE TYPE E BARRIERS AT DRAINAGE OPENINGS. FIELD TRIM VERTICAL #4 AND #6 BARS 2" FROM BOTTOM OF BARRIER.




CONTRACTION
JOINT DETAIL

## GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 30'-0" MAXIMUM SPACING FOR SIDE TYPE E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
5. THE DESIGN OF BARRIER WALL SIDE TYPE E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
6. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 120 FT FOR BARRIER SIDE TYPE E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
7. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
8. DRAINAGE OPENINGS TO BE CONSTRUCTED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



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| | | 6 | ARK. | 061708 | 28 | 263 |
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DIGITALLY SIGNED 11/15/2024

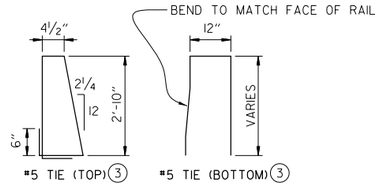
(4) TOTAL NUMBER OF SPACES WILL VARY. OMIT BARS AS WALL HEIGHT DECREASES AS NECESSARY AT THE DIRECTION OF THE ENGINEER.

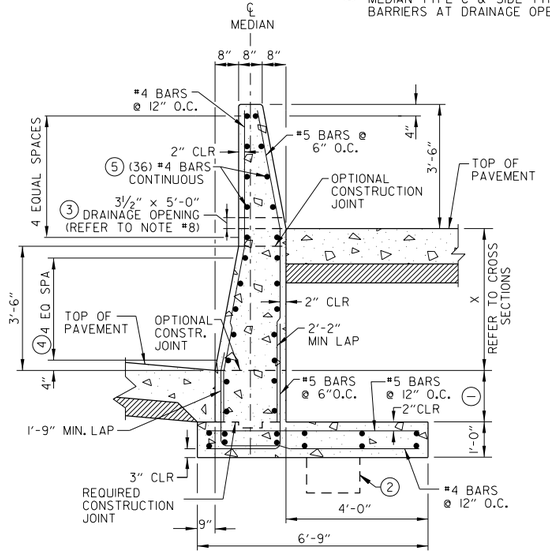
(5) TOTAL NUMBER OF LONGITUDINAL BARS WILL VARY.
36 LONGITUDINAL BARS TOTAL WHEN X = 5'-9".
26 LONGITUDINAL BARS TOTAL WHEN X = 0'-0".

(1) MATCH DEPTH OF PAVEMENT

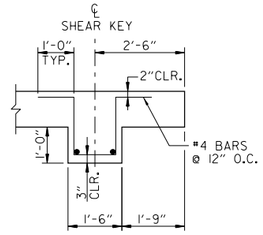
(2) SHEAR KEY REQUIRED WHEN "X" EXCEEDS 3'-6"

(3) BAR BENDING DIAGRAMS FOR MEDIAN TYPE C & SIDE TYPE E BARRIERS AT DRAINAGE OPENINGS



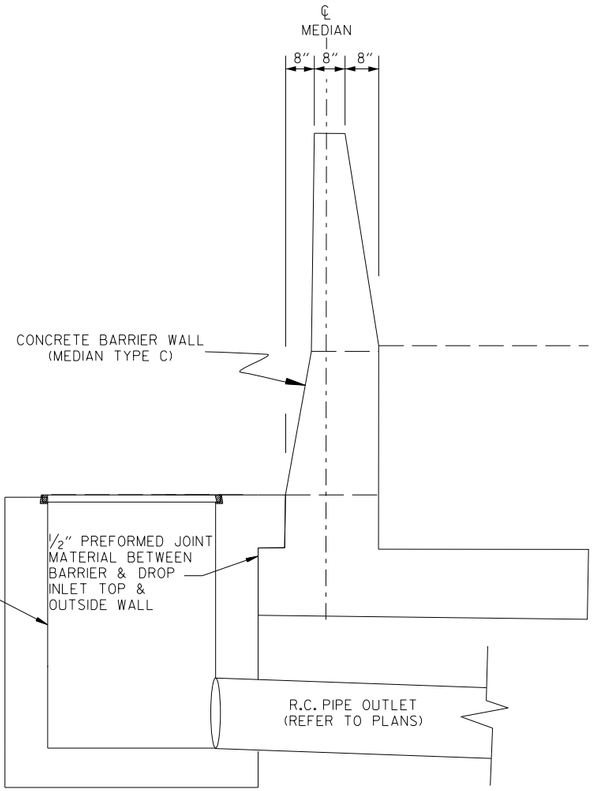




CONCRETE BARRIER WALL
(MEDIAN TYPE C; MASH TL-4)
X = 0'-0" TO 5'-9" MAX




NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

SHEAR KEY DETAIL




ADJACENT TO CONCRETE BARRIER WALL (MEDIAN TYPE C)
TRANSVERSE SECTION OF TYPE ST DROP INLET

## GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 30'-0" MAXIMUM SPACING FOR MEDIAN TYPE C.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
5. THE DESIGN OF MEDIAN TYPE C IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
6. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 120 FT FOR MEDIAN TYPE C. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
7. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
8. DRAINAGE OPENINGS TO BE CONSTRUCTED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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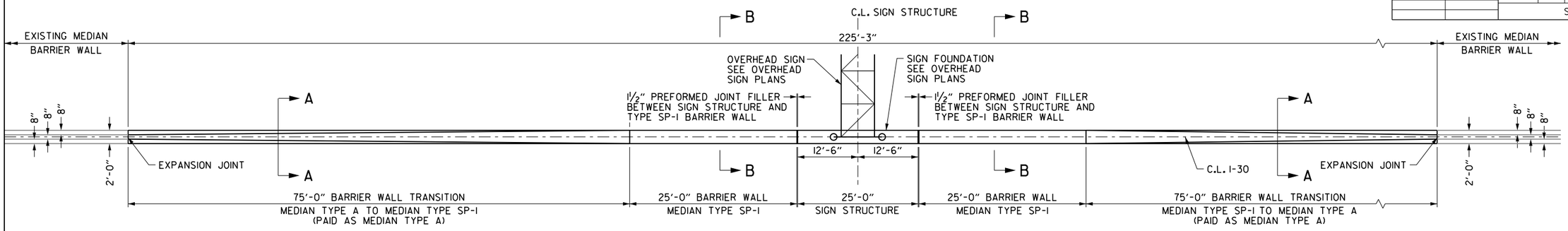
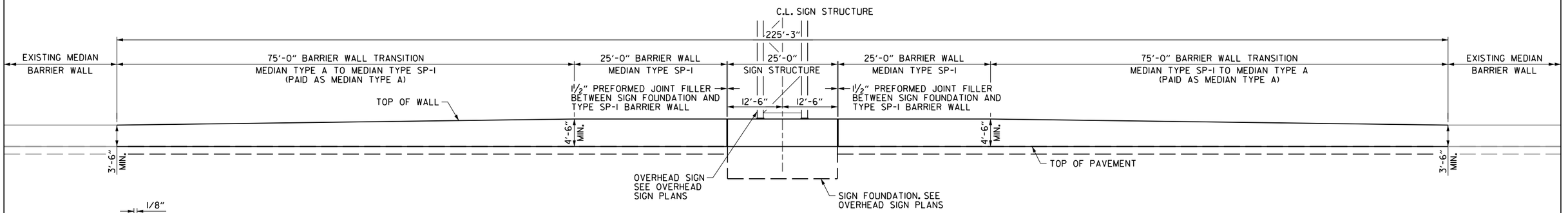
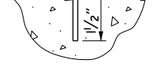



## MEDIAN TYPE A BARRIER WALL TRANSITION AT OVERHEAD SIGNS - PLAN VIEW




## MEDIAN TYPE A BARRIER WALL TRANSITION AT OVERHEAD SIGNS - PROFILE VIEW




## CONTRACTION JOINT DETAIL

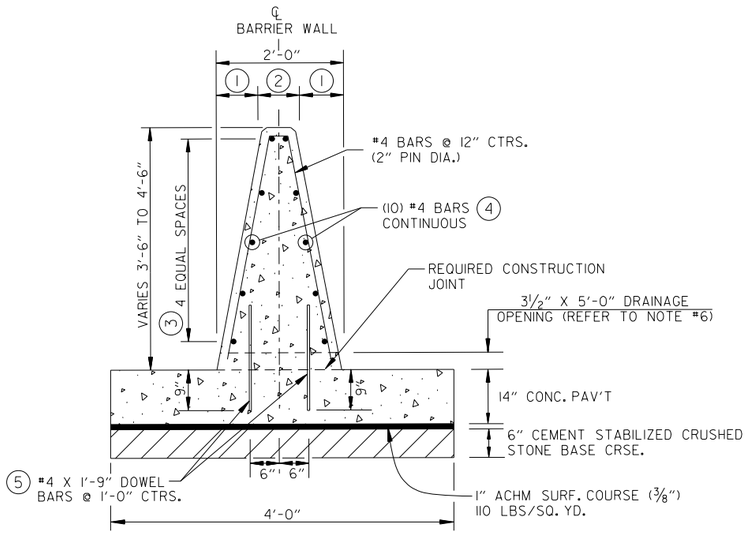
(1) VARIES 8" TO 0"

(2) VARIES 8" TO 2'-0"

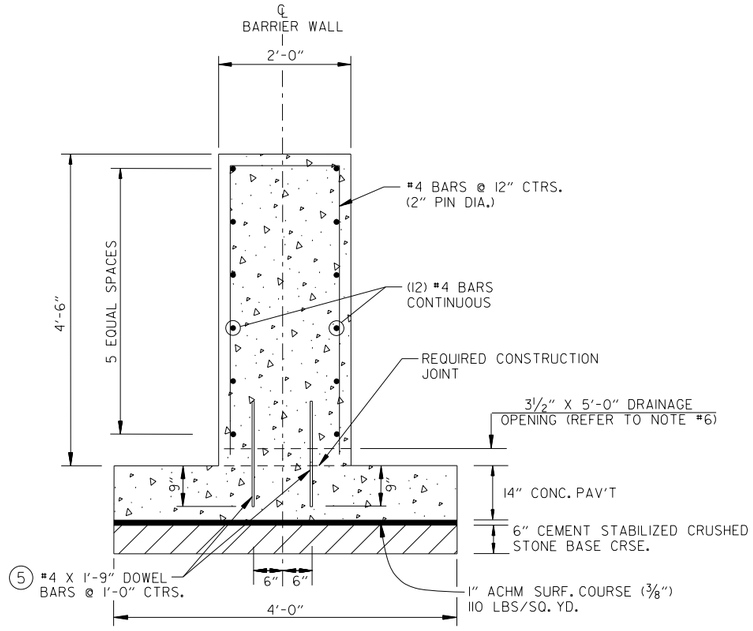
(3) 5 EQUAL SPACES WHEN WITHIN 30'-0" OF MEDIAN TYPE SP-I

(4) (12) #4 BARS WHEN WITHIN 30'-0" OF MEDIAN TYPE SP-I

(5) IF EXISTING DOWELS ARE NOT DAMAGED BEYOND REPAIR, THEY MAY BE STRAIGHTENED AND REUSED. IF THEY ARE DAMAGED BEYOND REPAIR, INSTALL NEW DOWELS AS SHOWN. (REFER TO NOTE #5)




CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
(SECTION A-A)




CONCRETE BARRIER WALL
(MEDIAN TYPE SP-I; MASH TL-4)
(SECTION B-B)

### GENERAL NOTES FOR CONCRETE BARRIER WALL

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 30'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
5. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO SUBSECTION 804.06 USING AN APPROVED ANCHORING SYSTEM FROM THE QPL.
6. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
7. TRANSITION SECTION SHALL BE PAID FOR AS MEDIAN TYPE A.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
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| | | SPECIAL DETAILS | | | | |

STATE OF ARKANSAS
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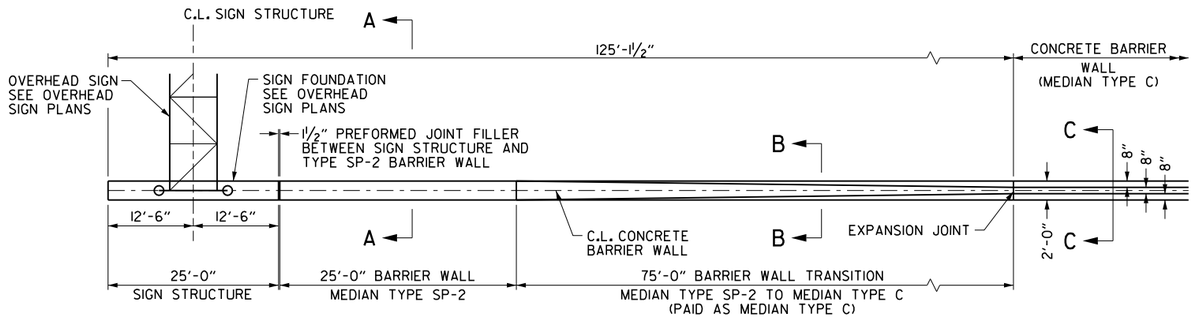
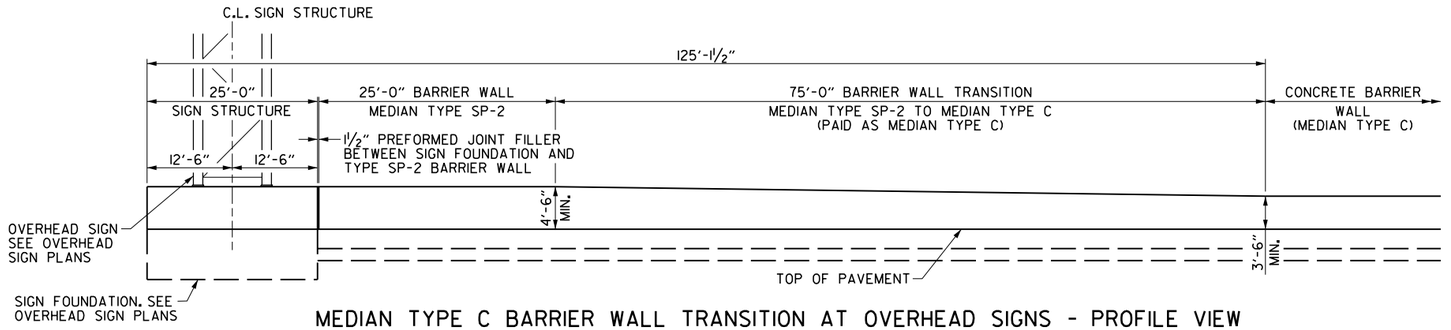



## MEDIAN TYPE C BARRIER WALL TRANSITION AT OVERHEAD SIGNS - PLAN VIEW

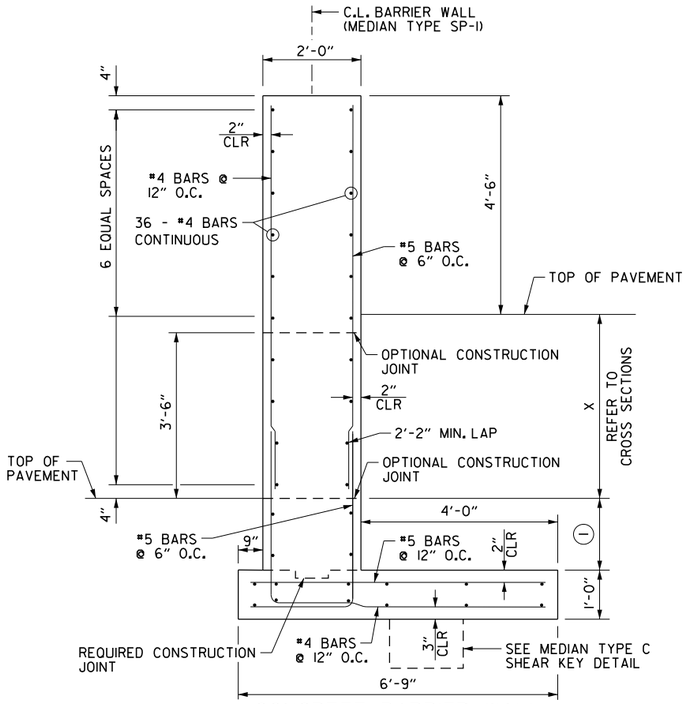
## CONTRACTION JOINT DETAIL




## MEDIAN TYPE C BARRIER WALL TRANSITION AT OVERHEAD SIGNS - PROFILE VIEW

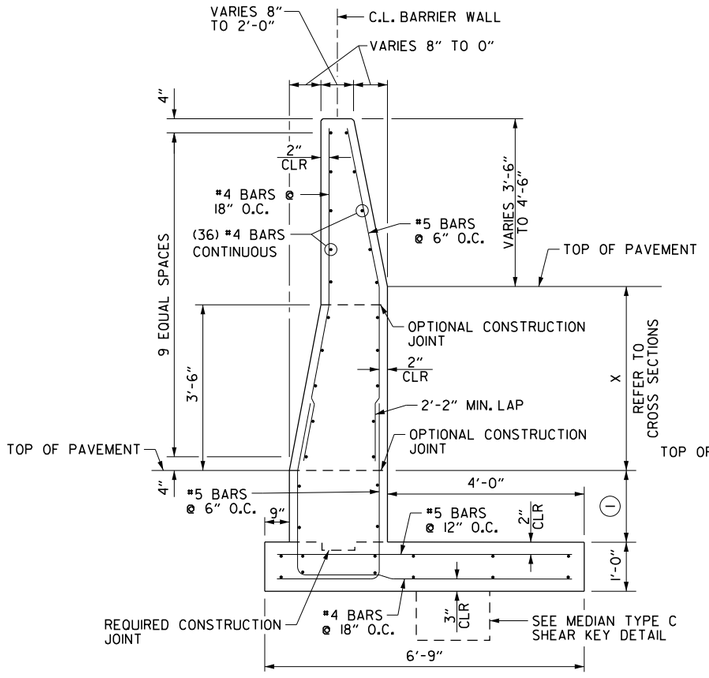
### GENERAL NOTES FOR CONCRETE BARRIER WALL

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 30'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
5. THE DESIGN OF BARRIER WALL (MEDIAN TYPE C & MEDIAN TYPE SP-2) IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
6. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT EXCEPT AS NOTED AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
7. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
8. TRANSITION SECTION SHALL BE PAID FOR AS MEDIAN TYPE C.

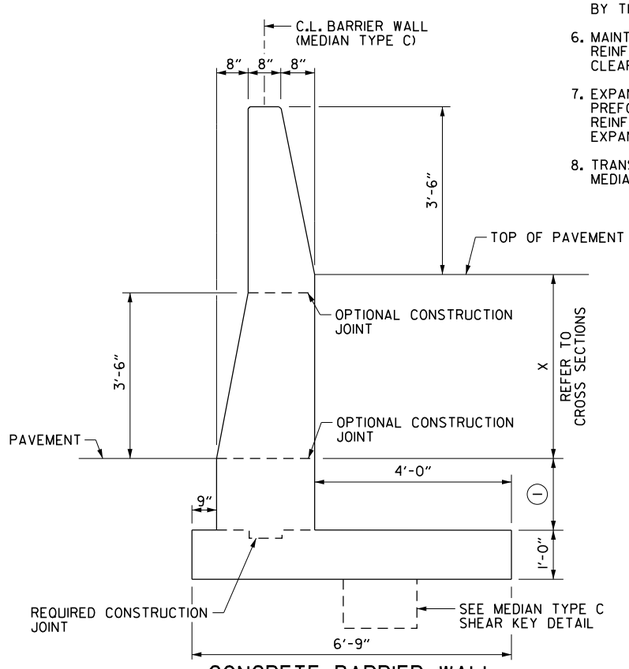



## CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) (SECTION A-A) X = 0'-0" TO 5'-9" MAX.

FOR REINFORCEMENT, SEE MEDIAN TYPE C DETAILS




## SECTION B-B




## CONCRETE BARRIER WALL (MEDIAN TYPE C, MASH TL-4) (SECTION C-C) X = 0'-0" TO 5'-9" MAX.

FOR REINFORCEMENT, SEE MEDIAN TYPE C DETAILS

(1) MATCH DEPTH OF PAVEMENT



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| | | 6 | ARK. | 061708 | 31 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 304+05 | LT. | I |
| STA. 306+35 | LT. | I |
| STA. 309+10 | LT. | I |
| STA. 311+30 | RT. | I |
| STA. 315+10 | LT. | I |
| STA. 315+60 | RT. | I |
| STA. 324+30 | LT. | I |
| STA. 326+15 | LT. | I |
| STA. 327+70 | LT. | I |

C.L. W.B. FRONTAGE RD.

| ROCK DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 305+65 | LT. | I |
| STA. 307+20 | LT. | I |
| STA. 309+85 | LT. | I |
| STA. 314+30 | RT. | I |
| STA. 317+60 | RT. | I |
| STA. 318+15 | RT. | I |
| STA. 318+90 | RT. | I |
| STA. 320+30 | RT. | I |
| STA. 321+25 | LT. | I |
| STA. 321+60 | LT. | I |
| STA. 323+40 | RT. | I |
| STA. 325+40 | LT. | I |
| STA. 325+70 | RT. | I |
| STA. 326+95 | LT. | I |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 319+70 | LT. | I |
| STA. 319+70 | RT. | I |
| STA. 320+90 | RT. | I |
| STA. 321+50 | RT. | I |
| STA. 326+75 | RT. | I |

| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 319+95 TO 320+65 | LT. | 70 |

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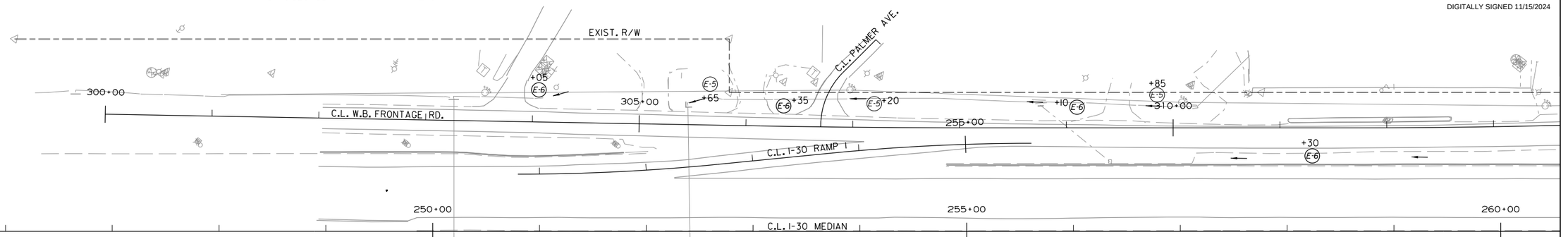


## REVISIONS

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## LEGEND

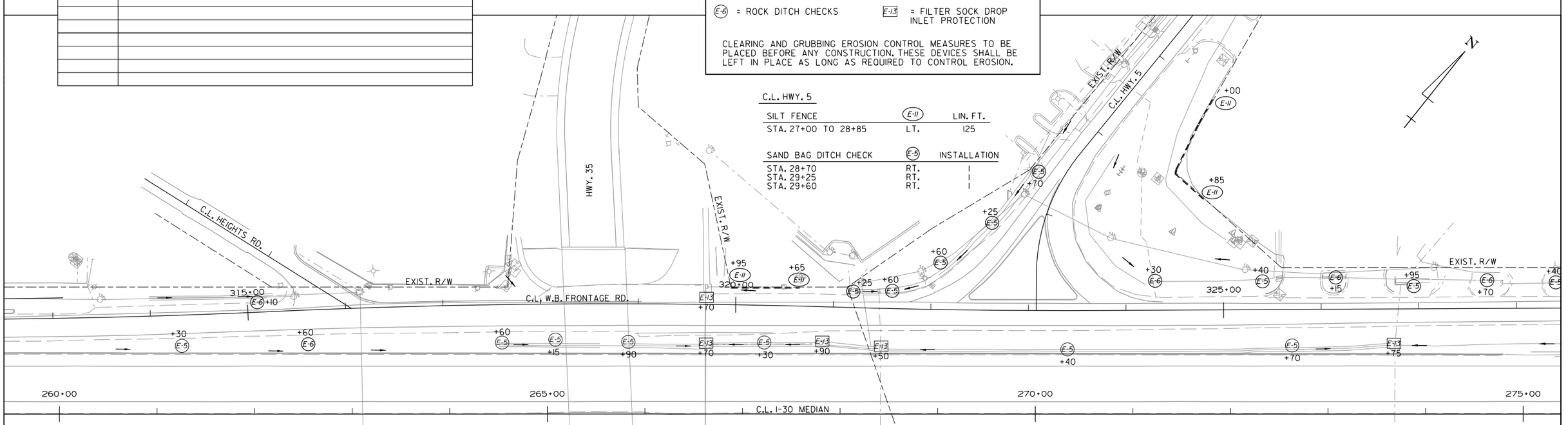
(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE
E-13 = FILTER SOCK DROP INLET PROTECTION

CLEARING AND GRUBBING EROSION CONTROL MEASURES TO BE PLACED BEFORE ANY CONSTRUCTION. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

C.L. HWY. 5

| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 27+00 TO 28+85 | LT. | 125 |

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 28+70 | RT. | I |
| STA. 29+25 | RT. | I |
| STA. 29+60 | RT. | I |




SITE I
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING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C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 328+40 | LT. | I |
| STA. 328+85 | RT. | I |
| STA. 329+55 | LT. | I |
| STA. 330+65 | RT. | I |
| STA. 332+10 | LT. | I |
| STA. 335+30 | LT. | I |
| STA. 336+20 | RT. | I |
| STA. 338+25 | RT. | I |
| STA. 340+25 | RT. | I |
| STA. 342+25 | RT. | I |
| STA. 344+00 | LT. | I |
| STA. 345+45 | LT. | I |
| STA. 348+60 | RT. | I |
| STA. 350+45 | RT. | I |
| STA. 351+30 | LT. | I |
| STA. 353+00 | RT. | I |
| STA. 355+00 | RT. | I |
| STA. 357+00 | RT. | I |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 330+25 | RT. | I |
| STA. 335+40 | RT. | I |
| STA. 341+40 | LT. | I |
| STA. 346+75 | LT. | I |
| STA. 354+25 | LT. | I |

| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 348+60 TO 351+80 | LT. | 321 |
| STA. 353+05 TO 353+75 | LT. | 70 |

C.L. W.B. FRONTAGE RD.

| ROCK DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 327+70 | LT. | I |
| STA. 328+90 | LT. | I |
| STA. 335+80 | LT. | I |
| STA. 343+00 | LT. | I |
| STA. 349+00 | LT. | I |
| STA. 358+15 | LT. | I |

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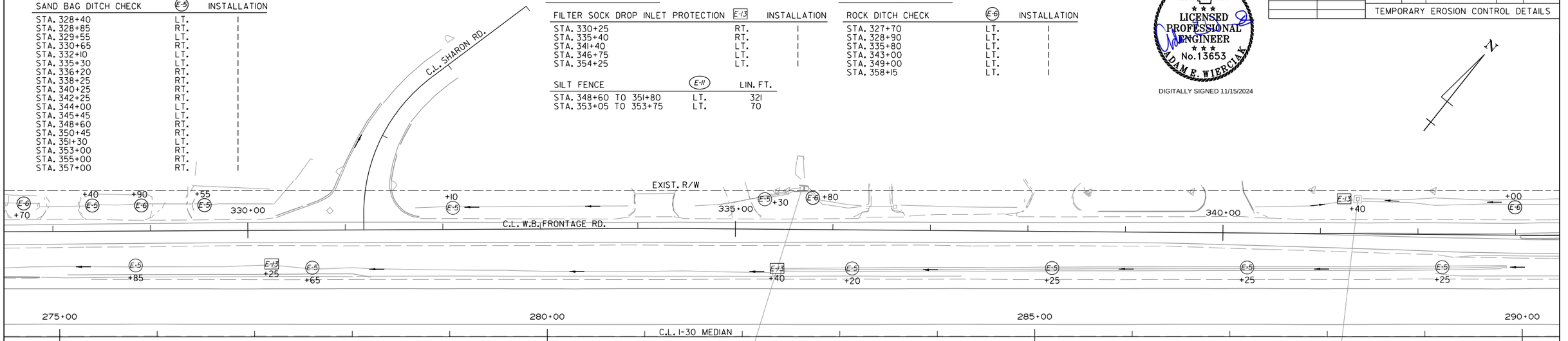
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |




## LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
(E-11) = SILT FENCE

CLEARING AND GRUBBING EROSION CONTROL MEASURES TO BE PLACED BEFORE ANY CONSTRUCTION. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISIONS

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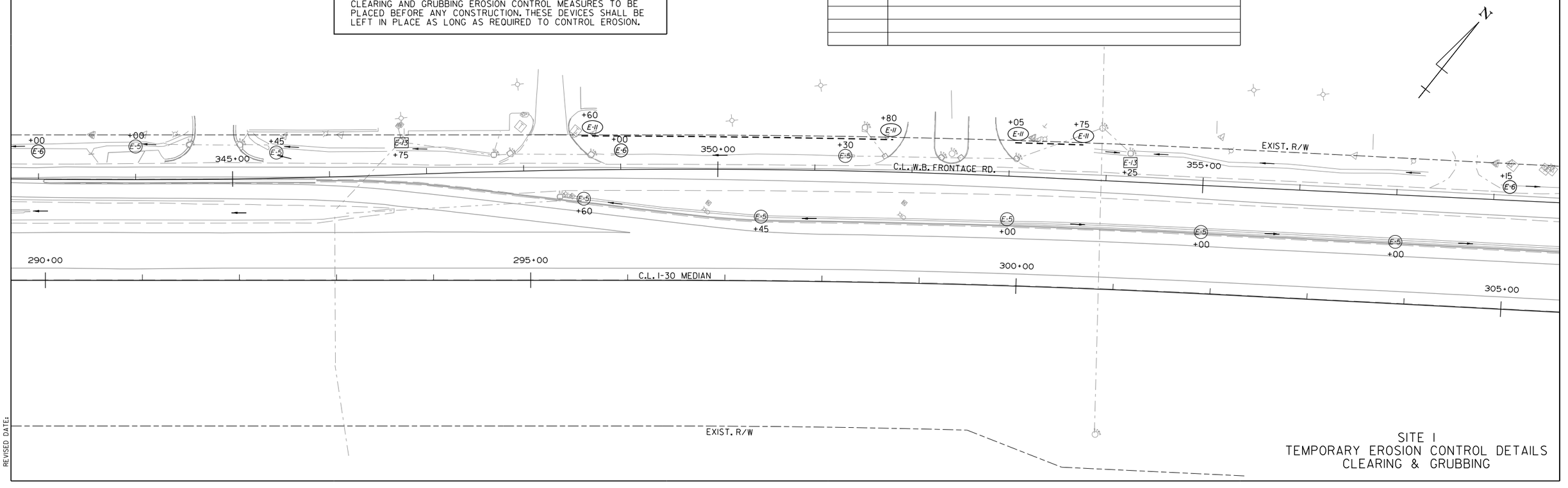



SITE I
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING

aewierciak 11/15/2024 12:35:03 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_EC_W.B. FRONTAGE RD._CG_02.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 33 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

C.L. W.B. FRONTAGE RD.

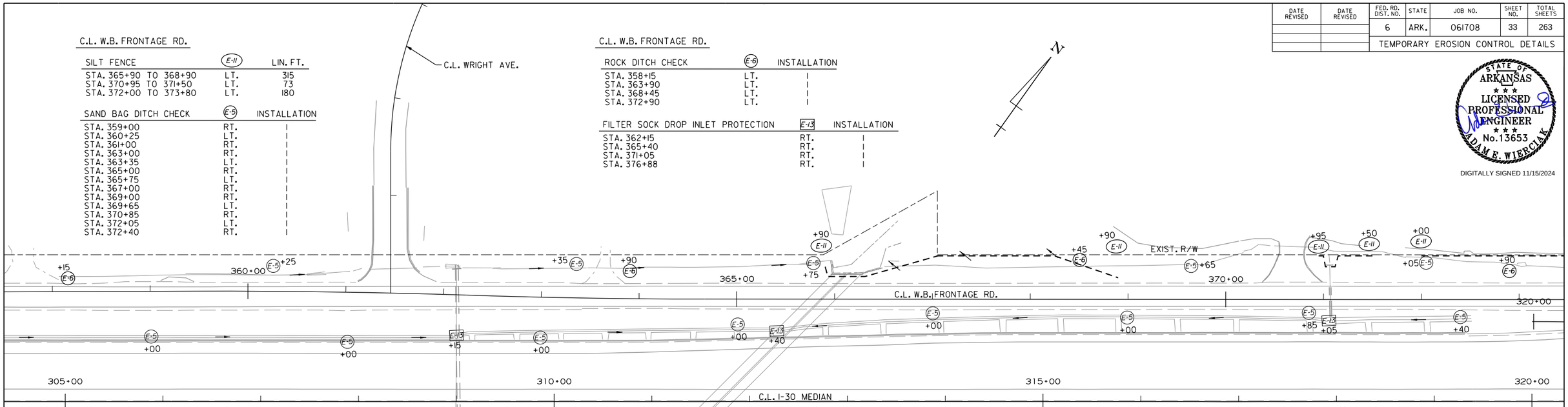
| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 365+90 TO 368+90 | LT. | 315 |
| STA. 370+95 TO 371+50 | LT. | 73 |
| STA. 372+00 TO 373+80 | LT. | 180 |

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 359+00 | RT. | I |
| STA. 360+25 | LT. | I |
| STA. 361+00 | RT. | I |
| STA. 363+00 | RT. | I |
| STA. 363+35 | LT. | I |
| STA. 365+00 | RT. | I |
| STA. 365+75 | LT. | I |
| STA. 367+00 | RT. | I |
| STA. 369+00 | RT. | I |
| STA. 369+65 | LT. | I |
| STA. 370+85 | RT. | I |
| STA. 372+05 | LT. | I |
| STA. 372+40 | RT. | I |

C.L. W.B. FRONTAGE RD.

| ROCK DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 358+15 | LT. | I |
| STA. 363+90 | LT. | I |
| STA. 368+45 | LT. | I |
| STA. 372+90 | LT. | I |

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 362+15 | RT. | I |
| STA. 365+40 | RT. | I |
| STA. 371+05 | RT. | I |
| STA. 376+88 | RT. | I |




## LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET PROTECTION
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE

CLEARING AND GRUBBING EROSION CONTROL MEASURES TO BE PLACED BEFORE ANY CONSTRUCTION. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISIONS

| DATE | REVISION |
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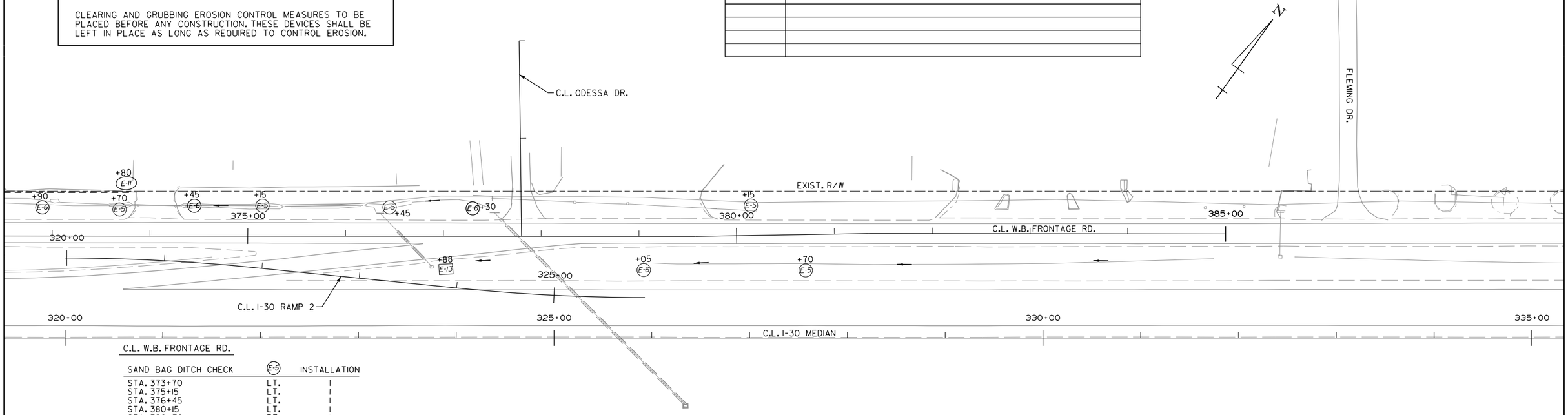


C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 373+70 | LT. | I |
| STA. 375+15 | LT. | I |
| STA. 376+45 | LT. | I |
| STA. 380+15 | LT. | I |
| STA. 380+70 | RT. | I |

| ROCK DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 374+45 | LT. | I |
| STA. 377+30 | LT. | I |
| STA. 379+05 | RT. | I |

SITE I
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 34 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

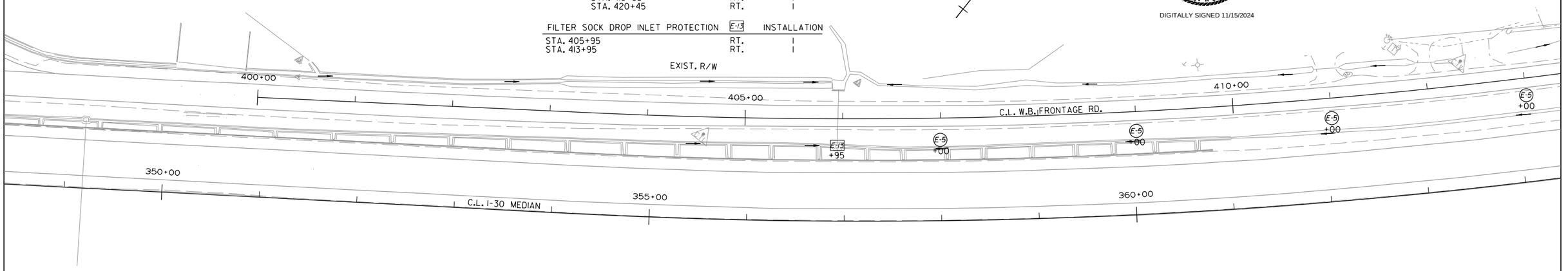
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 407+00 | RT. | I |
| STA. 409+00 | RT. | I |
| STA. 411+00 | RT. | I |
| STA. 413+00 | RT. | I |
| STA. 415+00 | RT. | I |
| STA. 416+85 | RT. | I |
| STA. 418+85 | RT. | I |
| STA. 420+45 | RT. | I |

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 405+95 | RT. | I |
| STA. 413+95 | RT. | I |




## REVISIONS

| DATE | REVISION |
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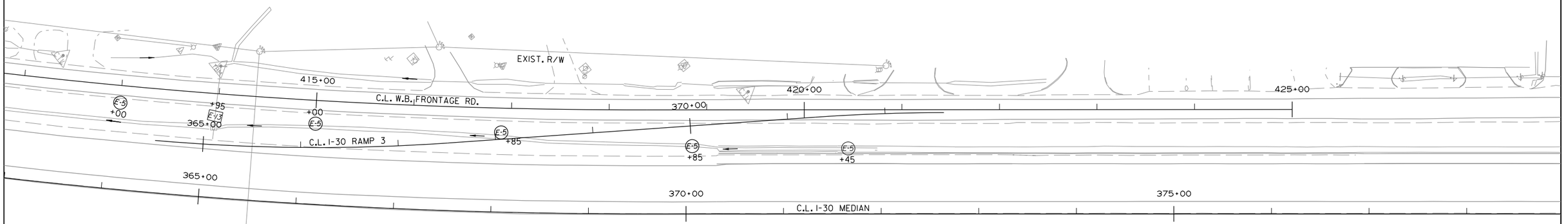
## LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
(E-11) = SILT FENCE

CLEARING AND GRUBBING EROSION CONTROL MEASURES TO BE PLACED BEFORE ANY CONSTRUCTION. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.




SITE 2
TEMPORARY EROSION CONTROL DETAILS
CLEARING & GRUBBING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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 35 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

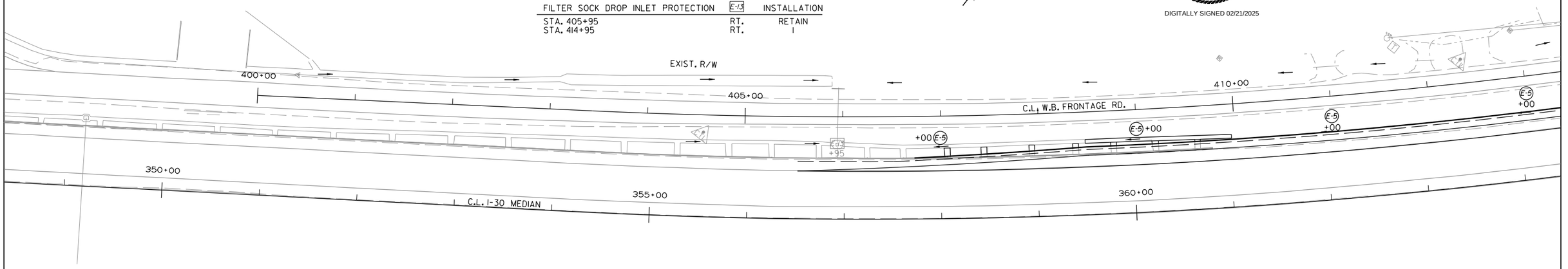
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025

C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | E-5 | INSTALLATION |
|---|---|---|
| STA. 407+00 | RT. | I |
| STA. 409+00 | RT. | I |
| STA. 411+00 | RT. | I |
| STA. 413+00 | RT. | I |
| STA. 415+00 | RT. | I |
| STA. 418+85 | RT. | I |
| STA. 420+45 | RT. | I |

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 405+95 | RT. | RETAIN |
| STA. 414+95 | RT. | I |




## REVISIONS

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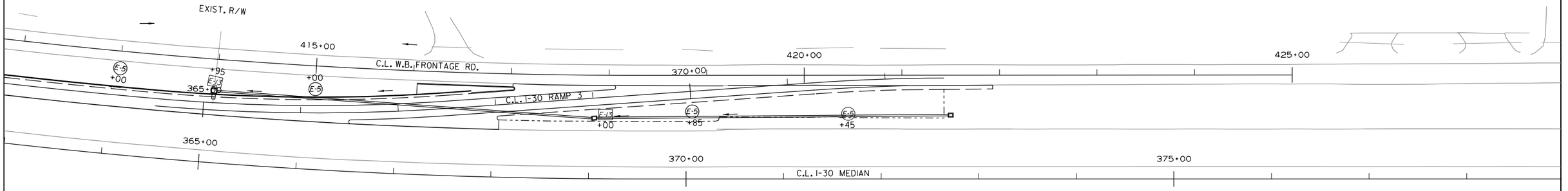
## LEGEND

E-5 = SAND BAG DITCH CHECKS
E-6 = ROCK DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
E-11 = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

C.L. I-30 RAMP 3

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 369+00 | RT. | I |

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REVISED DATE:

SITE 2
TEMPORARY EROSION CONTROL DETAILS
STAGE I

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 36 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

C.L. W.B. FRONTAGE RD.

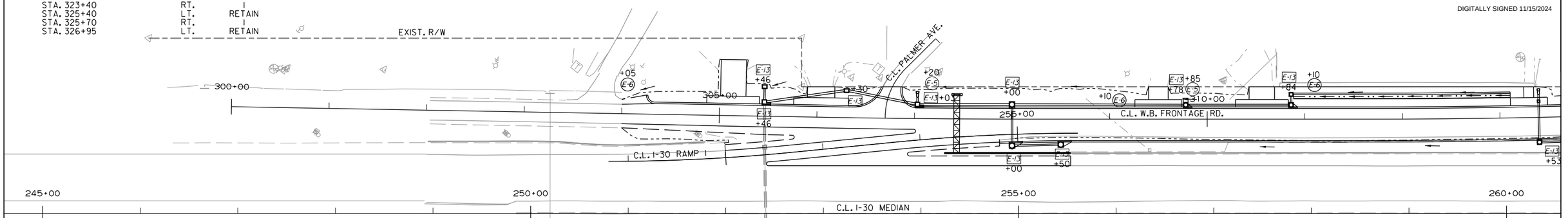
| ROCK DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 304+05 | LT. | I |
| STA. 309+10 | LT. | I |
| STA. 315+45 | RT. | I |
| STA. 324+30 | LT. | RETAIN |
| STA. 326+15 | LT. | RETAIN |
| STA. 327+70 | LT. | RETAIN |

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 307+20 | LT. | I |
| STA. 309+85 | LT. | I |
| STA. 311+10 | LT. | I |
| STA. 316+90 | RT. | I |
| STA. 323+40 | RT. | I |
| STA. 325+40 | LT. | RETAIN |
| STA. 325+70 | RT. | I |
| STA. 326+95 | LT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 305+46 | LT. | 2 |
| STA. 306+30 | LT. | I |
| STA. 307+03 | LT. | I |
| STA. 308+00 | RT. | I |
| STA. 308+00 | LT. | I |
| STA. 308+50 | RT. | I |
| STA. 309+78 | LT. | I |
| STA. 310+84 | LT. | I |

| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 319+95 TO 320+65 | LT. | RETAIN |




## REVISIONS

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## LEGEND

(E-5) = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

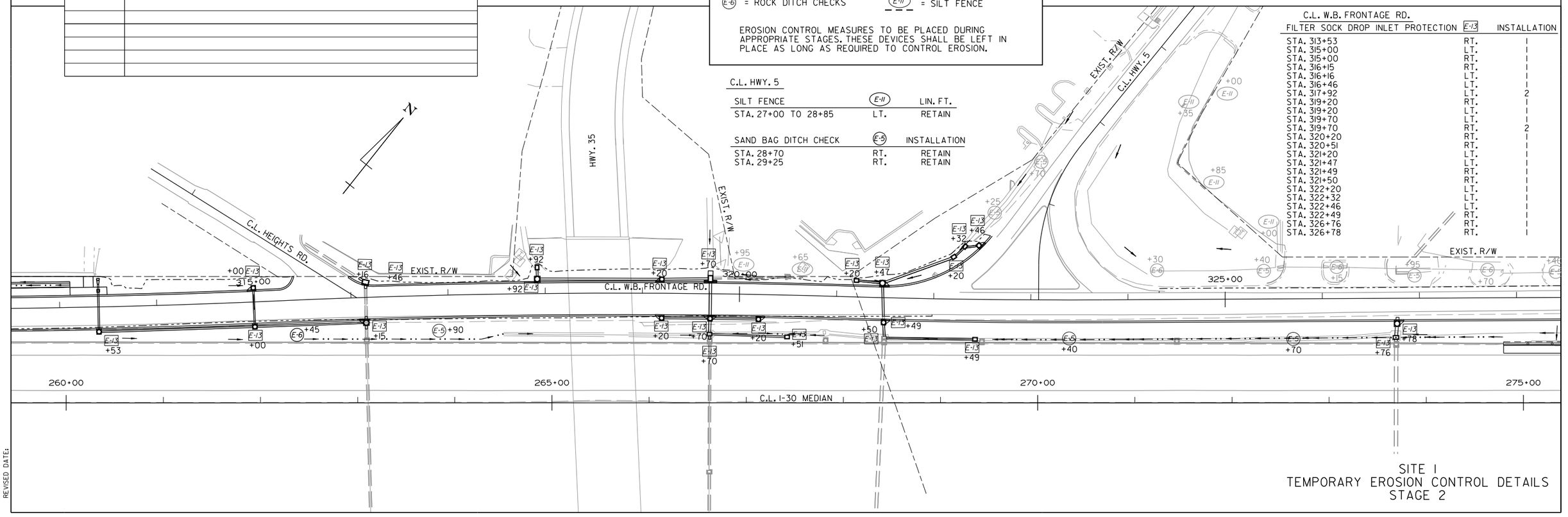
C.L. HWY. 5

| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 27+00 TO 28+85 | LT. | RETAIN |

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 28+70 | RT. | RETAIN |
| STA. 29+25 | RT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 313+53 | RT. | I |
| STA. 315+00 | LT. | I |
| STA. 315+00 | RT. | I |
| STA. 316+15 | RT. | I |
| STA. 316+16 | LT. | I |
| STA. 316+46 | LT. | I |
| STA. 317+92 | LT. | 2 |
| STA. 319+20 | RT. | I |
| STA. 319+20 | LT. | I |
| STA. 319+70 | LT. | I |
| STA. 319+70 | RT. | 2 |
| STA. 320+20 | RT. | I |
| STA. 320+51 | RT. | I |
| STA. 321+20 | LT. | I |
| STA. 321+47 | LT. | I |
| STA. 321+49 | RT. | I |
| STA. 321+50 | RT. | I |
| STA. 322+20 | LT. | I |
| STA. 322+32 | LT. | I |
| STA. 322+46 | LT. | I |
| STA. 322+49 | RT. | I |
| STA. 326+76 | RT. | I |
| STA. 326+78 | RT. | I |




SITE I
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

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WORKSPACE: AHTD
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REVISED DATE:

C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 328+40 | LT. | RETAIN |
| STA. 329+55 | LT. | RETAIN |
| STA. 332+10 | LT. | RETAIN |
| STA. 335+30 | LT. | RETAIN |
| STA. 344+00 | LT. | RETAIN |
| STA. 345+45 | LT. | RETAIN |
| STA. 351+30 | LT. | RETAIN |
| STA. 352+25 | RT. | 1 |
| STA. 354+25 | RT. | 1 |
| STA. 356+25 | RT. | 1 |
| STA. 358+25 | RT. | 1 |

| ROCK DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 327+70 | LT. | RETAIN |
| STA. 328+90 | LT. | RETAIN |
| STA. 335+80 | LT. | RETAIN |
| STA. 343+00 | LT. | RETAIN |
| STA. 349+00 | LT. | RETAIN |
| STA. 358+15 | LT. | RETAIN |

C.L. W.B. FRONTAGE RD.

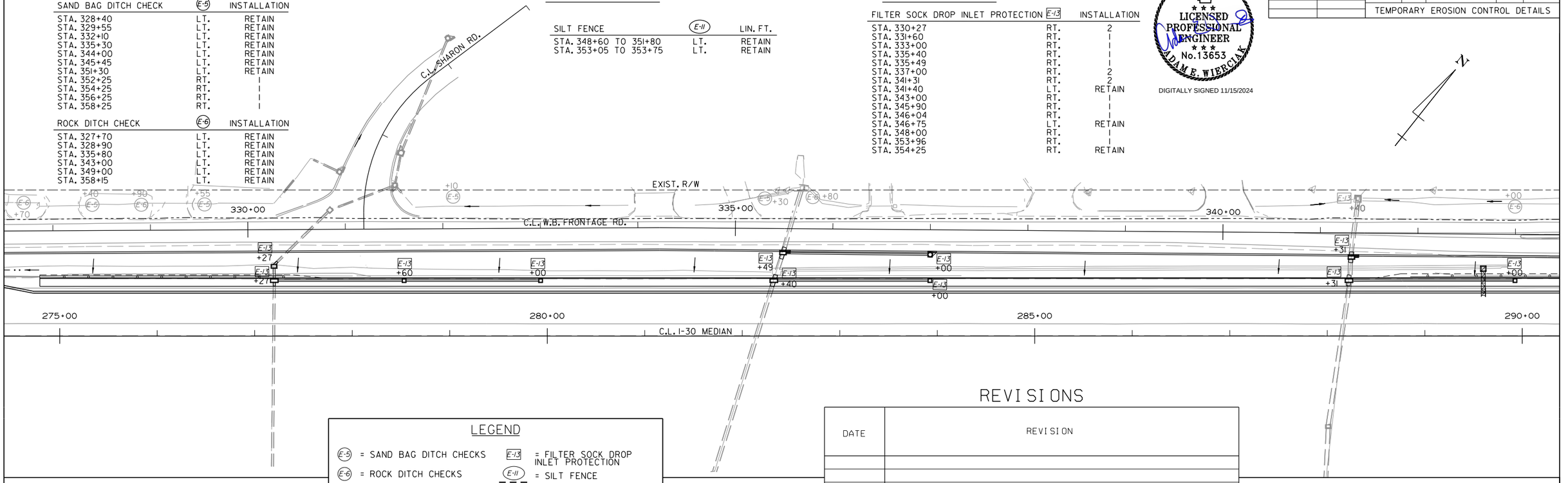
| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 348+60 TO 351+80 | LT. | RETAIN |
| STA. 353+05 TO 353+75 | LT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 330+27 | RT. | 2 |
| STA. 331+60 | RT. | 1 |
| STA. 333+00 | RT. | 1 |
| STA. 335+40 | RT. | 1 |
| STA. 335+49 | RT. | 1 |
| STA. 337+00 | RT. | 2 |
| STA. 341+31 | RT. | 2 |
| STA. 341+40 | LT. | RETAIN |
| STA. 343+00 | RT. | 1 |
| STA. 345+90 | RT. | 1 |
| STA. 346+04 | RT. | 1 |
| STA. 346+75 | LT. | RETAIN |
| STA. 348+00 | RT. | 1 |
| STA. 353+96 | RT. | 1 |
| STA. 354+25 | RT. | RETAIN |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 37 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |




## LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
(E-11) = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISIONS

| DATE | REVISION |
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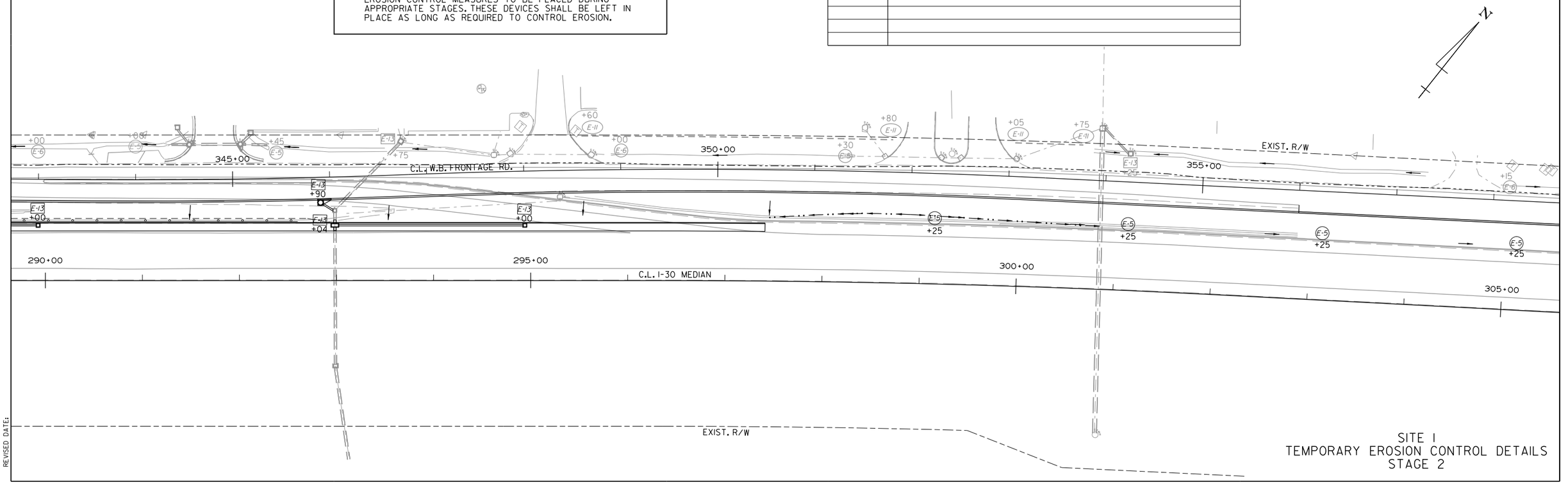


SITE I
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 11/15/2024 12:35:13 PM
WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 38 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

C.L. W.B. FRONTAGE RD.

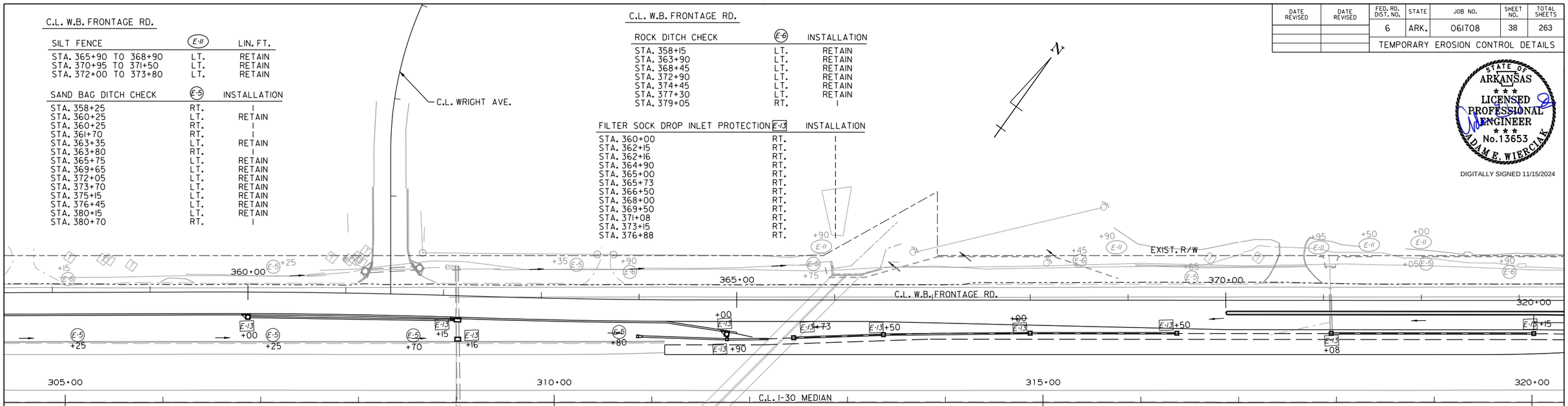
| SILT FENCE | E-11 | LIN. FT. |
|---|---|---|
| STA. 365+90 TO 368+90 | LT. | RETAIN |
| STA. 370+95 TO 371+50 | LT. | RETAIN |
| STA. 372+00 TO 373+80 | LT. | RETAIN |

| SAND BAG DITCH CHECK | E-5 | INSTALLATION |
|---|---|---|
| STA. 358+25 | RT. | I |
| STA. 360+25 | LT. | RETAIN |
| STA. 360+25 | RT. | I |
| STA. 361+70 | RT. | I |
| STA. 363+35 | LT. | RETAIN |
| STA. 363+80 | RT. | I |
| STA. 365+75 | LT. | RETAIN |
| STA. 369+65 | LT. | RETAIN |
| STA. 372+05 | LT. | RETAIN |
| STA. 373+70 | LT. | RETAIN |
| STA. 375+15 | LT. | RETAIN |
| STA. 376+45 | LT. | RETAIN |
| STA. 380+15 | LT. | RETAIN |
| STA. 380+70 | RT. | I |

C.L. W.B. FRONTAGE RD.

| ROCK DITCH CHECK | E-6 | INSTALLATION |
|---|---|---|
| STA. 358+15 | LT. | RETAIN |
| STA. 363+90 | LT. | RETAIN |
| STA. 368+45 | LT. | RETAIN |
| STA. 372+90 | LT. | RETAIN |
| STA. 374+45 | LT. | RETAIN |
| STA. 377+30 | LT. | RETAIN |
| STA. 379+05 | RT. | I |

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 360+00 | RT. | I |
| STA. 362+15 | RT. | I |
| STA. 362+16 | RT. | I |
| STA. 364+90 | RT. | I |
| STA. 365+00 | RT. | I |
| STA. 365+73 | RT. | I |
| STA. 366+50 | RT. | I |
| STA. 368+00 | RT. | I |
| STA. 369+50 | RT. | I |
| STA. 371+08 | RT. | I |
| STA. 373+15 | RT. | I |
| STA. 376+88 | RT. | I |




## LEGEND

E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
E-6 = ROCK DITCH CHECKS
E-11 = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISIONS

| DATE | REVISION |
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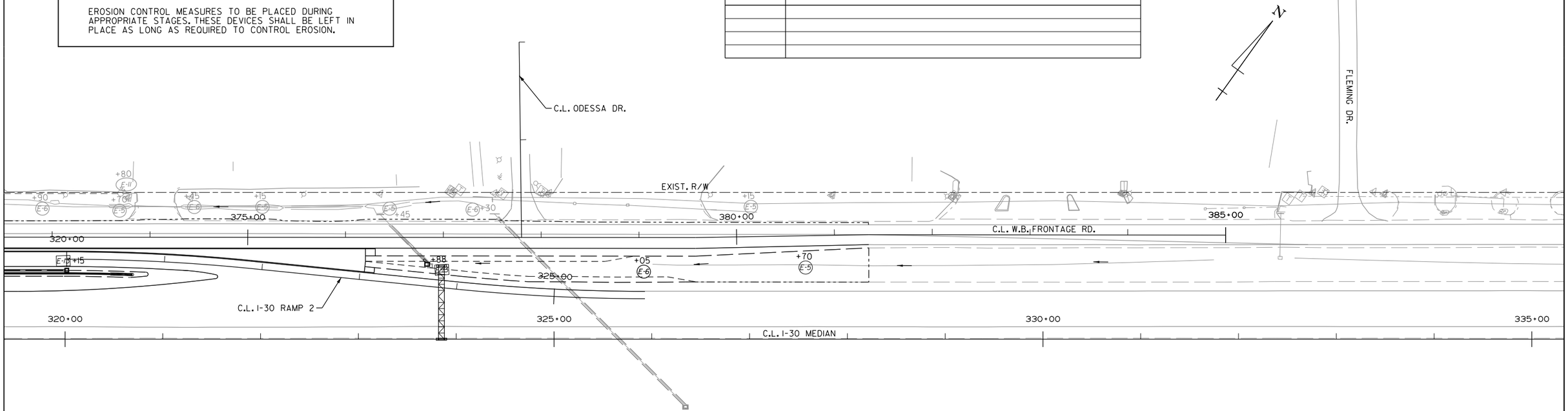


SITE I
TEMPORARY EROSION CONTROL DETAILS
STAGE 2

aewierciak 11/15/2024 12:35:15 PM
WORKSPACE: AHTD
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REVISED DATE:

C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | E-6 | INSTALLATION |
|---|---|---|
| STA. 304+05 | LT. | RETAIN |
| STA. 306+35 | LT. | RETAIN |
| STA. 309+10 | LT. | RETAIN |
| STA. 325+40 | LT. | I |

| ROCK DITCH CHECK | E-5 | INSTALLATION |
|---|---|---|
| STA. 305+65 | LT. | RETAIN |
| STA. 307+20 | LT. | RETAIN |
| STA. 309+85 | LT. | RETAIN |
| STA. 323+40 | RT. | RETAIN |
| STA. 325+70 | RT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 305+46 | LT. | RETAIN |
| STA. 306+30 | LT. | RETAIN |
| STA. 307+03 | LT. | RETAIN |
| STA. 307+39 | RT. | RETAIN |
| STA. 308+00 | RT. | RETAIN |
| STA. 308+00 | LT. | RETAIN |
| STA. 308+50 | LT. | RETAIN |
| STA. 309+78 | LT. | RETAIN |
| STA. 310+84 | LT. | RETAIN |

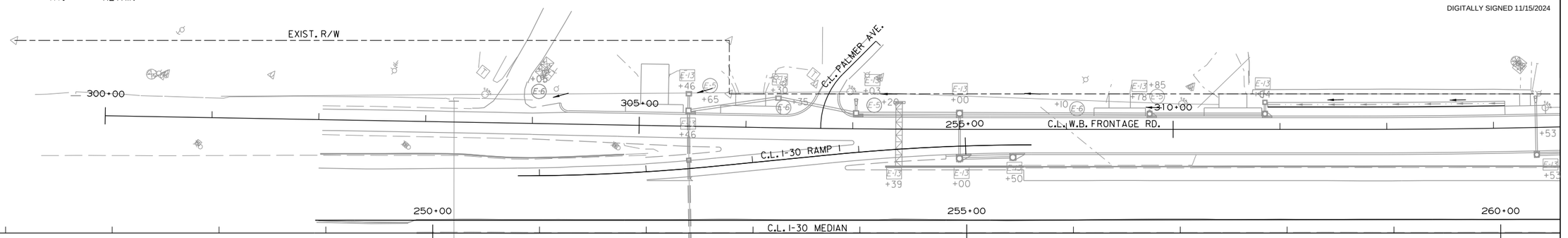
| SILT FENCE | E-11 | LIN. FT. |
|---|---|---|
| STA. 319+95 TO 320+65 | LT. | RETAIN |

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 39 | 263 |

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024




## REVISIONS

| DATE | REVISION |
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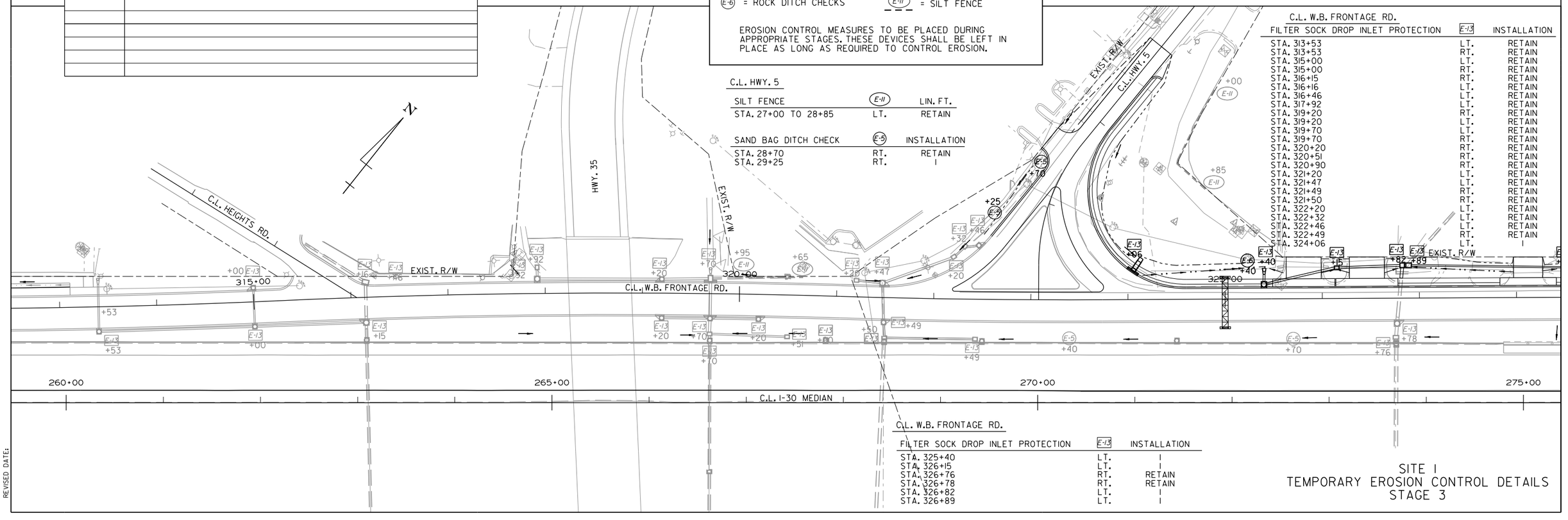
## LEGEND

E-5 = SAND BAG DITCH CHECKS
E-6 = ROCK DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
E-11 = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.




C.L. HWY. 5

| SILT FENCE | E-11 | LIN. FT. |
|---|---|---|
| STA. 27+00 TO 28+85 | LT. | RETAIN |

| SAND BAG DITCH CHECK | E-5 | INSTALLATION |
|---|---|---|
| STA. 28+70 | RT. | RETAIN |
| STA. 29+25 | RT. | I |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 325+40 | LT. | I |
| STA. 326+15 | LT. | I |
| STA. 326+76 | RT. | RETAIN |
| STA. 326+78 | RT. | RETAIN |
| STA. 326+82 | LT. | I |
| STA. 326+89 | LT. | I |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 313+53 | LT. | RETAIN |
| STA. 313+53 | RT. | RETAIN |
| STA. 315+00 | LT. | RETAIN |
| STA. 315+00 | RT. | RETAIN |
| STA. 316+15 | RT. | RETAIN |
| STA. 316+16 | LT. | RETAIN |
| STA. 316+46 | LT. | RETAIN |
| STA. 317+92 | LT. | RETAIN |
| STA. 319+20 | RT. | RETAIN |
| STA. 319+20 | LT. | RETAIN |
| STA. 319+70 | LT. | RETAIN |
| STA. 319+70 | RT. | RETAIN |
| STA. 320+20 | RT. | RETAIN |
| STA. 320+51 | RT. | RETAIN |
| STA. 320+90 | RT. | RETAIN |
| STA. 321+20 | LT. | RETAIN |
| STA. 321+47 | LT. | RETAIN |
| STA. 321+49 | RT. | RETAIN |
| STA. 321+50 | RT. | RETAIN |
| STA. 322+20 | LT. | RETAIN |
| STA. 322+32 | LT. | RETAIN |
| STA. 322+46 | LT. | RETAIN |
| STA. 322+49 | RT. | RETAIN |
| STA. 324+06 | LT. | I |

SITE I
TEMPORARY EROSION CONTROL DETAILS
STAGE 3

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WORKSPACE: AHTD
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REVISED DATE:

C.L. W.B. FRONTAGE RD.

| SAND BAG DITCH CHECK | E-5 | INSTALLATION |
|---|---|---|
| STA. 332+30 | LT. | I |
| STA. 333+15 | RT. | RETAIN |
| STA. 336+20 | RT. | RETAIN |
| STA. 335+30 | LT. | I |
| STA. 343+75 | LT. | I |
| STA. 352+25 | RT. | RETAIN |
| STA. 353+00 | RT. | RETAIN |
| STA. 354+25 | RT. | RETAIN |
| STA. 355+00 | RT. | RETAIN |
| STA. 356+25 | RT. | RETAIN |
| STA. 358+25 | RT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| ROCK DITCH CHECK | E-6 | INSTALLATION |
|---|---|---|
| STA. 335+80 | LT. | I |
| STA. 355+00 | LT. | I |

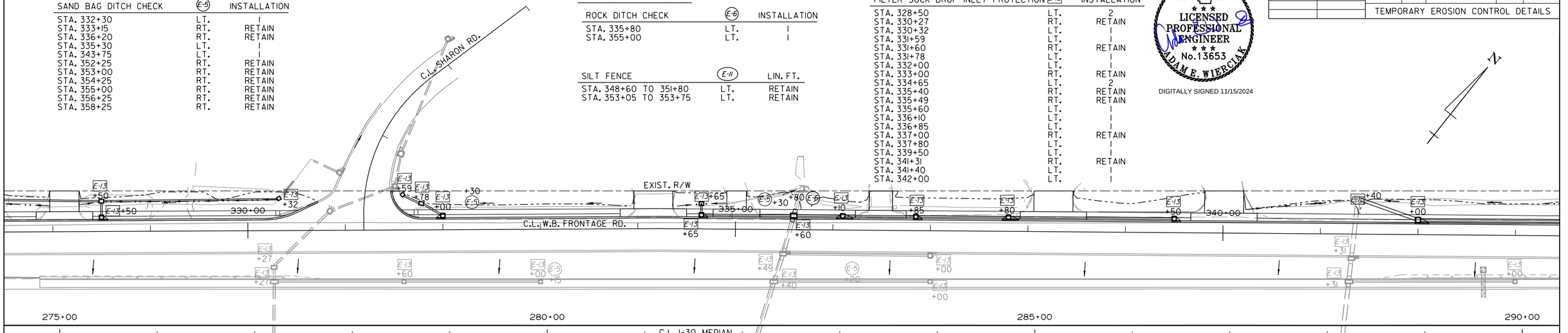
| SILT FENCE | E-11 | LIN. FT. |
|---|---|---|
| STA. 348+60 TO 351+80 | LT. | RETAIN |
| STA. 353+05 TO 353+75 | LT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 328+50 | LT. | 2 |
| STA. 330+27 | RT. | RETAIN |
| STA. 330+32 | LT. | I |
| STA. 331+59 | LT. | I |
| STA. 331+60 | RT. | RETAIN |
| STA. 331+78 | LT. | I |
| STA. 332+00 | LT. | I |
| STA. 333+00 | RT. | RETAIN |
| STA. 334+65 | LT. | 2 |
| STA. 335+40 | RT. | RETAIN |
| STA. 335+49 | RT. | RETAIN |
| STA. 335+60 | LT. | I |
| STA. 336+10 | LT. | I |
| STA. 336+85 | LT. | I |
| STA. 337+00 | RT. | RETAIN |
| STA. 337+80 | LT. | I |
| STA. 339+50 | LT. | I |
| STA. 341+31 | RT. | RETAIN |
| STA. 341+40 | LT. | I |
| STA. 342+00 | LT. | I |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 40 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |




## LEGEND

E-5 = SAND BAG DITCH CHECKS
E-6 = ROCK DITCH CHECKS
E-13 = FILTER SOCK DROP INLET PROTECTION
E-11 = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISIONS

| DATE | REVISION |
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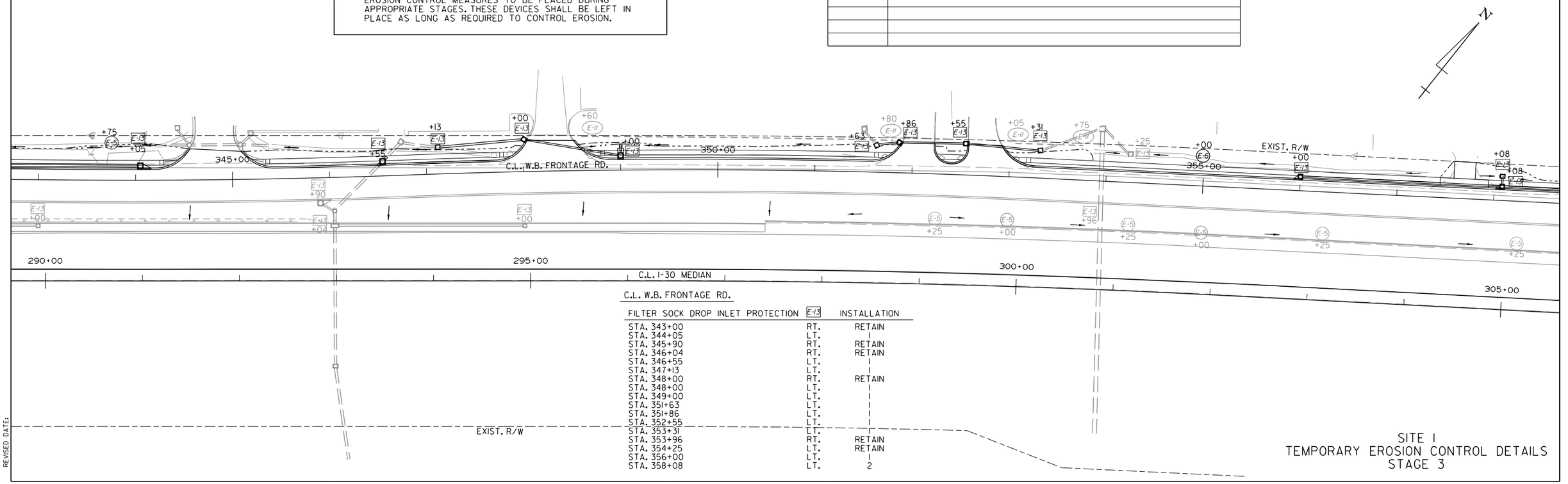


C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 343+00 | RT. | RETAIN |
| STA. 344+05 | LT. | I |
| STA. 345+90 | RT. | RETAIN |
| STA. 346+04 | RT. | RETAIN |
| STA. 346+55 | LT. | I |
| STA. 347+13 | LT. | I |
| STA. 348+00 | RT. | RETAIN |
| STA. 348+00 | LT. | I |
| STA. 349+00 | LT. | I |
| STA. 351+63 | LT. | I |
| STA. 351+86 | LT. | I |
| STA. 352+55 | LT. | I |
| STA. 353+31 | LT. | I |
| STA. 353+96 | RT. | RETAIN |
| STA. 354+25 | LT. | RETAIN |
| STA. 356+00 | LT. | I |
| STA. 358+08 | LT. | 2 |

SITE I
TEMPORARY EROSION CONTROL DETAILS
STAGE 3

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 41 | 263 |
| | | TEMPORARY EROSION CONTROL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

C.L. W.B. FRONTAGE RD.

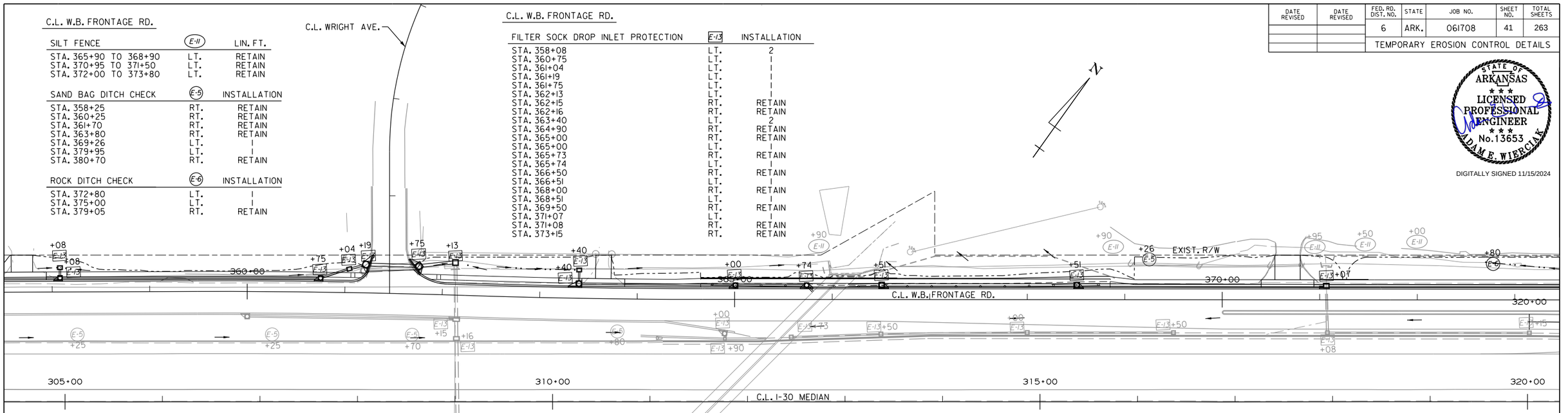
| SILT FENCE | (E-11) | LIN. FT. |
|---|---|---|
| STA. 365+90 TO 368+90 | LT. | RETAIN |
| STA. 370+95 TO 371+50 | LT. | RETAIN |
| STA. 372+00 TO 373+80 | LT. | RETAIN |

| SAND BAG DITCH CHECK | (E-5) | INSTALLATION |
|---|---|---|
| STA. 358+25 | RT. | RETAIN |
| STA. 360+25 | RT. | RETAIN |
| STA. 361+70 | RT. | RETAIN |
| STA. 363+80 | RT. | RETAIN |
| STA. 369+26 | LT. | 1 |
| STA. 379+95 | LT. | 1 |
| STA. 380+70 | RT. | RETAIN |

| ROCK DITCH CHECK | (E-6) | INSTALLATION |
|---|---|---|
| STA. 372+80 | LT. | 1 |
| STA. 375+00 | LT. | 1 |
| STA. 379+05 | RT. | RETAIN |

C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 358+08 | LT. | 2 |
| STA. 360+75 | LT. | 1 |
| STA. 361+04 | LT. | 1 |
| STA. 361+19 | LT. | 1 |
| STA. 361+75 | LT. | 1 |
| STA. 362+13 | LT. | 1 |
| STA. 362+15 | RT. | RETAIN |
| STA. 362+16 | RT. | RETAIN |
| STA. 363+40 | LT. | 2 |
| STA. 364+90 | RT. | RETAIN |
| STA. 365+00 | RT. | RETAIN |
| STA. 365+00 | LT. | 1 |
| STA. 365+73 | RT. | RETAIN |
| STA. 365+74 | LT. | 1 |
| STA. 366+50 | RT. | RETAIN |
| STA. 366+51 | LT. | 1 |
| STA. 368+00 | RT. | RETAIN |
| STA. 368+51 | LT. | 1 |
| STA. 369+50 | RT. | RETAIN |
| STA. 371+07 | LT. | 1 |
| STA. 371+08 | RT. | RETAIN |
| STA. 373+15 | RT. | RETAIN |




## LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET PROTECTION
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISIONS

| DATE | REVISION |
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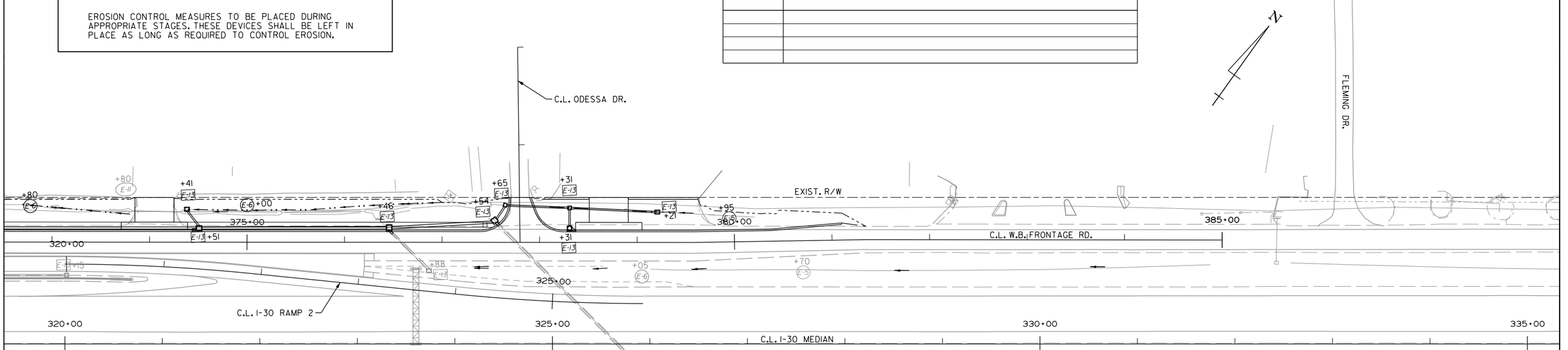


C.L. W.B. FRONTAGE RD.

| FILTER SOCK DROP INLET PROTECTION | E-13 | INSTALLATION |
|---|---|---|
| STA. 374+41 | LT. | 1 |
| STA. 374+51 | LT. | 1 |
| STA. 376+46 | LT. | 1 |
| STA. 376+88 | RT. | RETAIN |
| STA. 377+54 | LT. | 1 |
| STA. 377+65 | LT. | 1 |
| STA. 378+31 | LT. | 2 |
| STA. 379+21 | LT. | 1 |

SITE 1
TEMPORARY EROSION CONTROL DETAILS
STAGE 3

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WORKSPACE: AHTD
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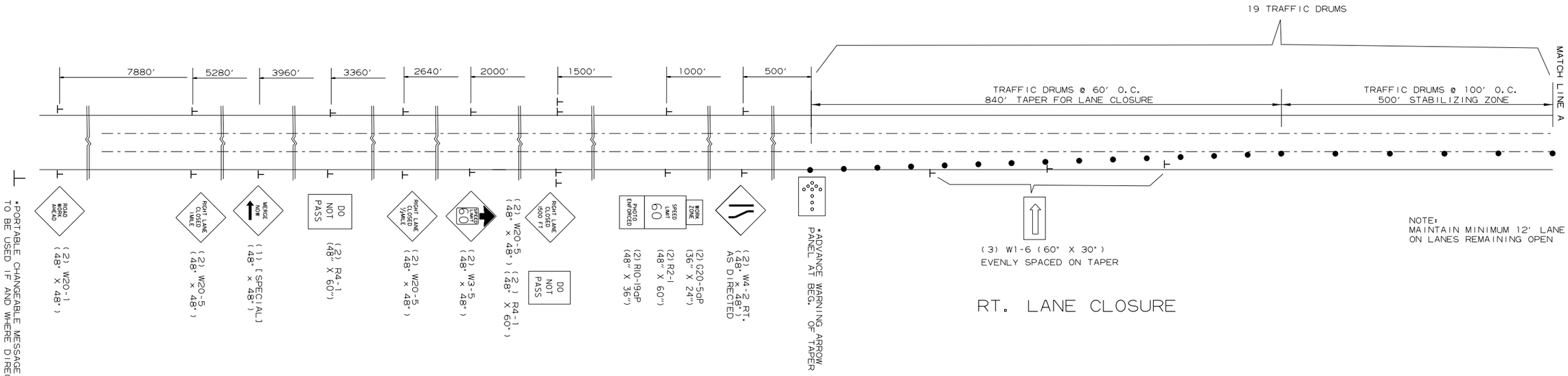
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 42 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

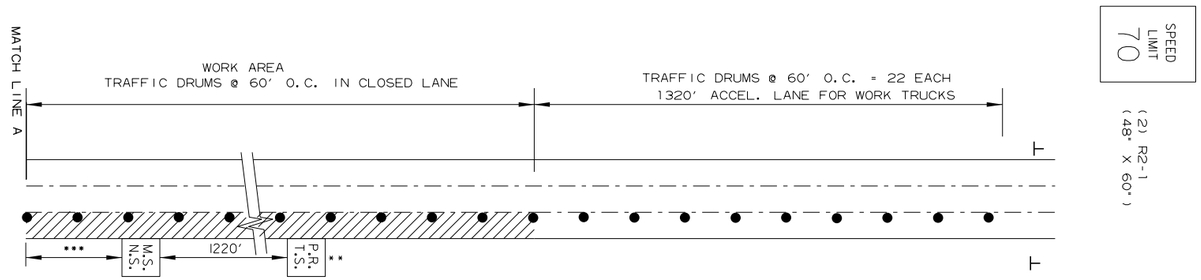
DIGITALLY SIGNED 11/15/2024




RT. LANE CLOSURE

*PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

*TO BE PLACED AT MINIMUM OFFSET OF 12′ FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.




DIVERSION FOR RT. LANE WORK ZONE

M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

**NOTE: IF NO PAY ITEM FOR A PHOTO RADAR TRAILER SYSTEM IS INCLUDED IN THE CONTRACT DOCUMENTS, ARDOT WILL FURNISH AND PLACE THIS ITEM AS NEEDED AND DETERMINED BY THE ENGINEER.

***DISTANCE TO BE DETERMINED BY THE ENGINEER. M.S.N.S. AND P.R.T.S. SHALL BE PLACED WITHIN THE WORK AREA.



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WORKSPACE: AHTD
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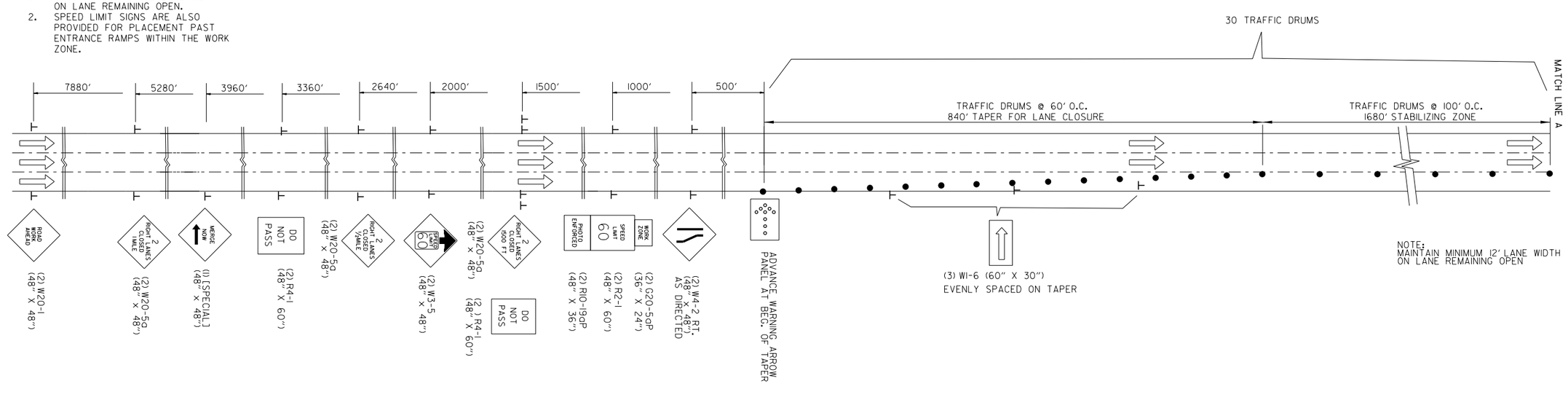
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 43 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

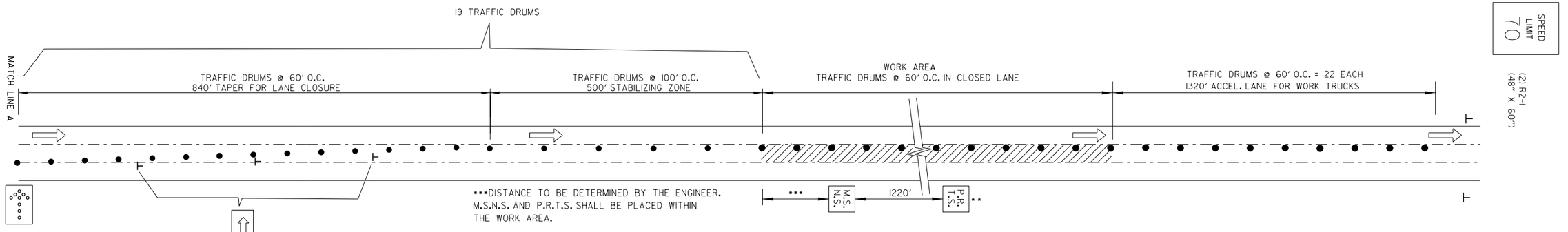
DIGITALLY SIGNED 11/15/2024

NOTES:
1. MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN.
2. SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMPS WITHIN THE WORK ZONE.




PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## RT. LANE DOUBLE LANE DROP CLOSURE




DIVERSION FOR DOUBLE LANE DROP
RT. LANE WORK ZONE

M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

**NOTE: IF NO PAY ITEM FOR A PHOTO RADAR TRAILER SYSTEM IS INCLUDED IN THE CONTRACT DOCUMENTS, ARDOT WILL FURNISH AND PLACE THIS ITEM AS NEEDED AND DETERMINED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC DETAILS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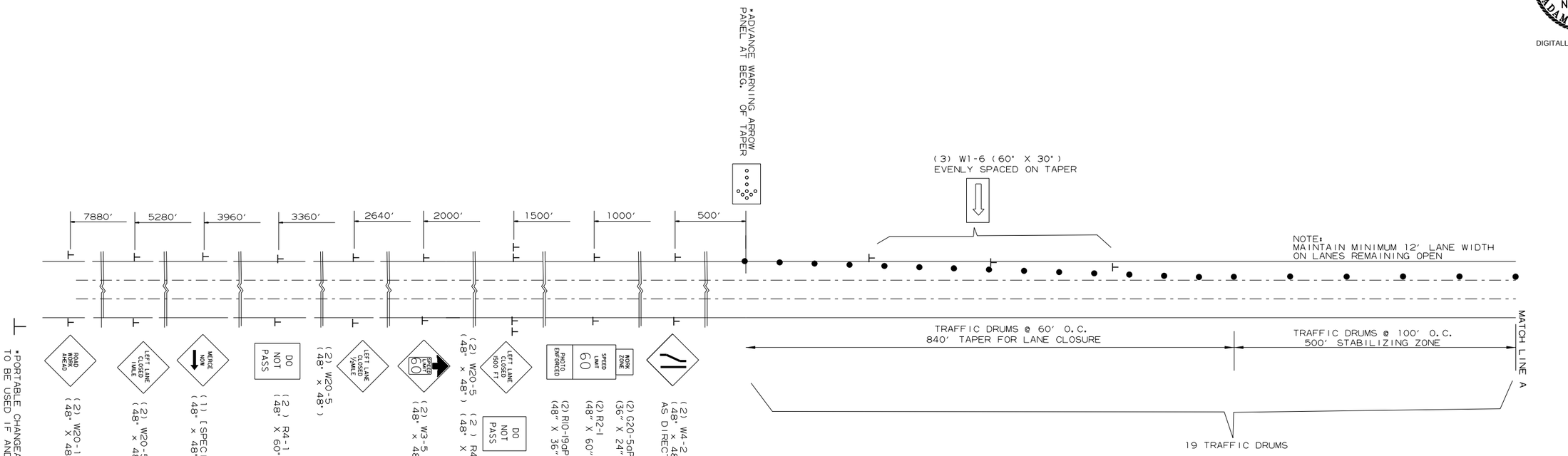
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 44 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

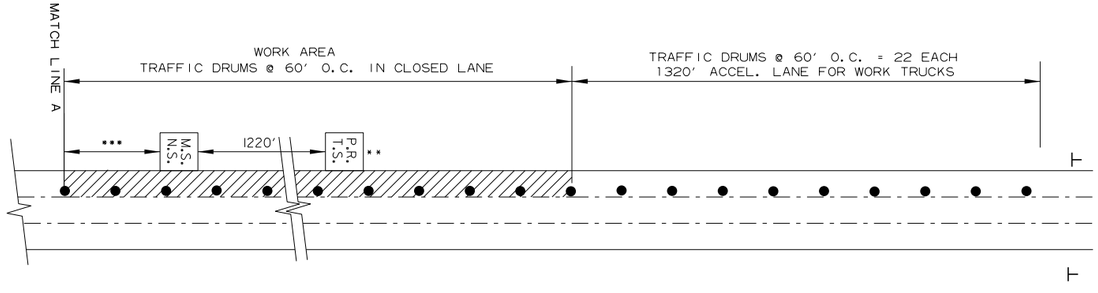
DIGITALLY SIGNED 11/15/2024




LEFT LANE CLOSURE

*PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

*TO BE PLACED AT MINIMUM OFFSET OF 12' FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.




M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

**NOTE: IF NO PAY ITEM FOR A PHOTO RADAR TRAILER SYSTEM IS INCLUDED IN THE CONTRACT DOCUMENTS, ARDOT WILL FURNISH AND PLACE THIS ITEM AS NEEDED AND DETERMINED BY the ENGINEER.

DIVERSION FOR LT. LANE WORK ZONE

SPEED LIMIT 70

(2) R2-1 (48" X 60")



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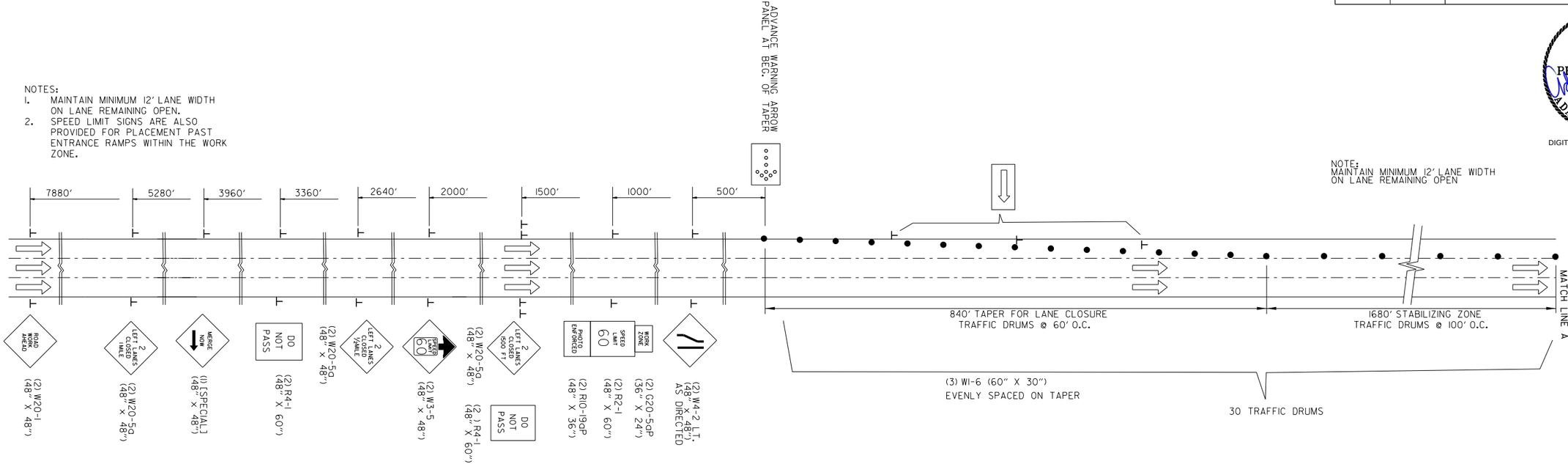
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

NOTES:
1. MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN.
2. SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMPS WITHIN THE WORK ZONE.




NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

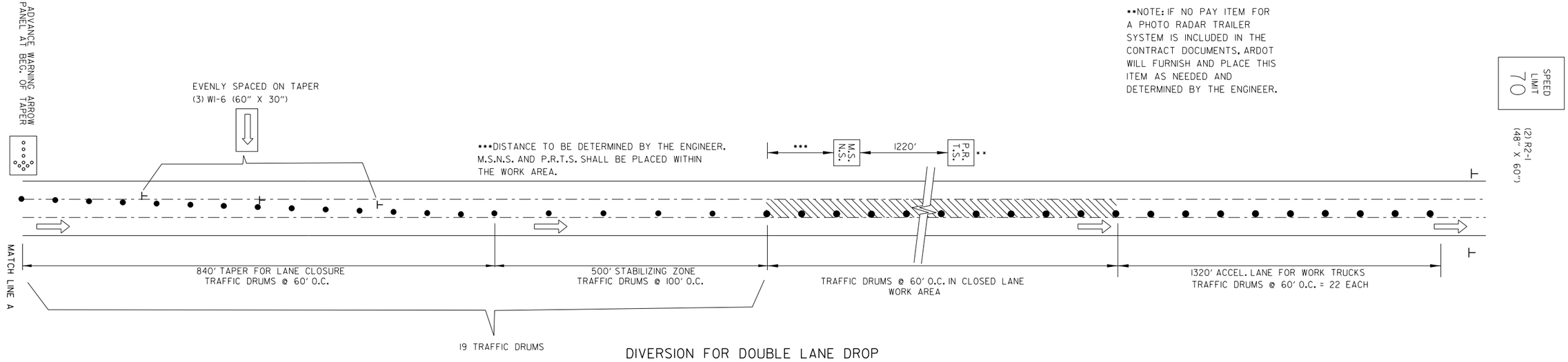
PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

## LT. LANE DOUBLE LANE DROP CLOSURE

M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

**NOTE: IF NO PAY ITEM FOR A PHOTO RADAR TRAILER SYSTEM IS INCLUDED IN THE CONTRACT DOCUMENTS, ARDOT WILL FURNISH AND PLACE THIS ITEM AS NEEDED AND DETERMINED BY THE ENGINEER.




## DIVERSION FOR DOUBLE LANE DROP LT. LANE WORK ZONE



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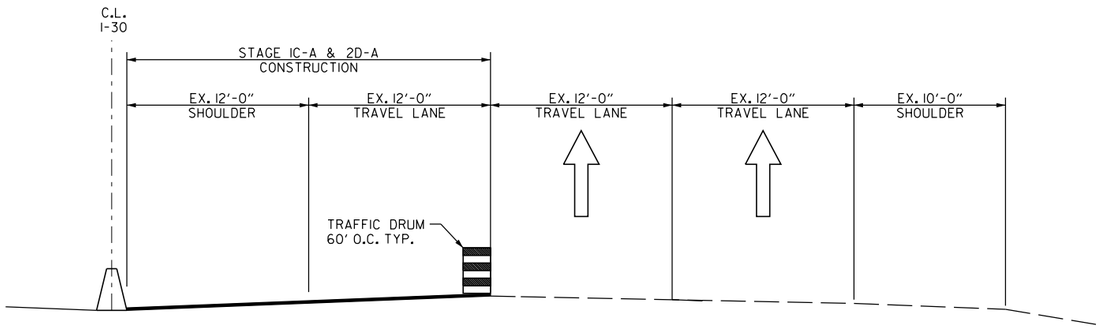
REVISED DATE:

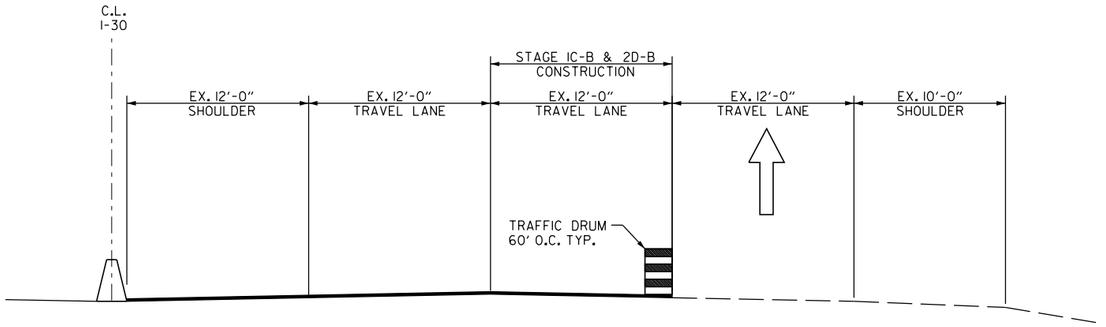
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 46 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

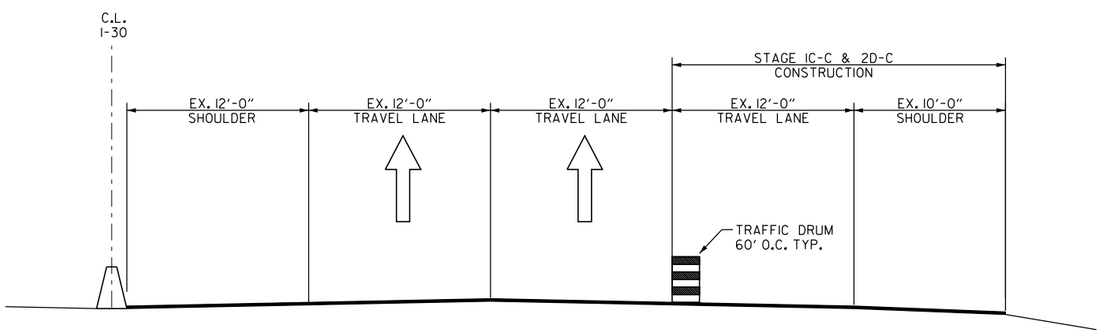
DIGITALLY SIGNED 11/15/2024




LOCATION OF TRAFFIC DRUMS FOR I-30 OVERLAY MAINTENANCE OF TRAFFIC
STAGE IC-A & 2D-A
(SHOWN IN DIRECTION OF TRAFFIC)




LOCATION OF TRAFFIC DRUMS FOR I-30 OVERLAY MAINTENANCE OF TRAFFIC
STAGE IC-B & 2D-B
(SHOWN IN DIRECTION OF TRAFFIC)




LOCATION OF TRAFFIC DRUMS FOR I-30 OVERLAY MAINTENANCE OF TRAFFIC
STAGE IC-C & 2D-C
(SHOWN IN DIRECTION OF TRAFFIC)



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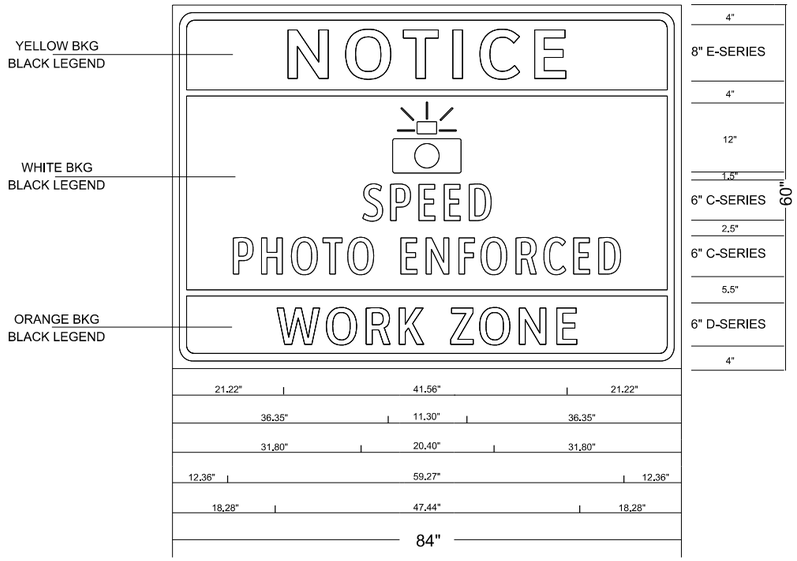
| | | 6 | ARK. | 061708 | 47 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

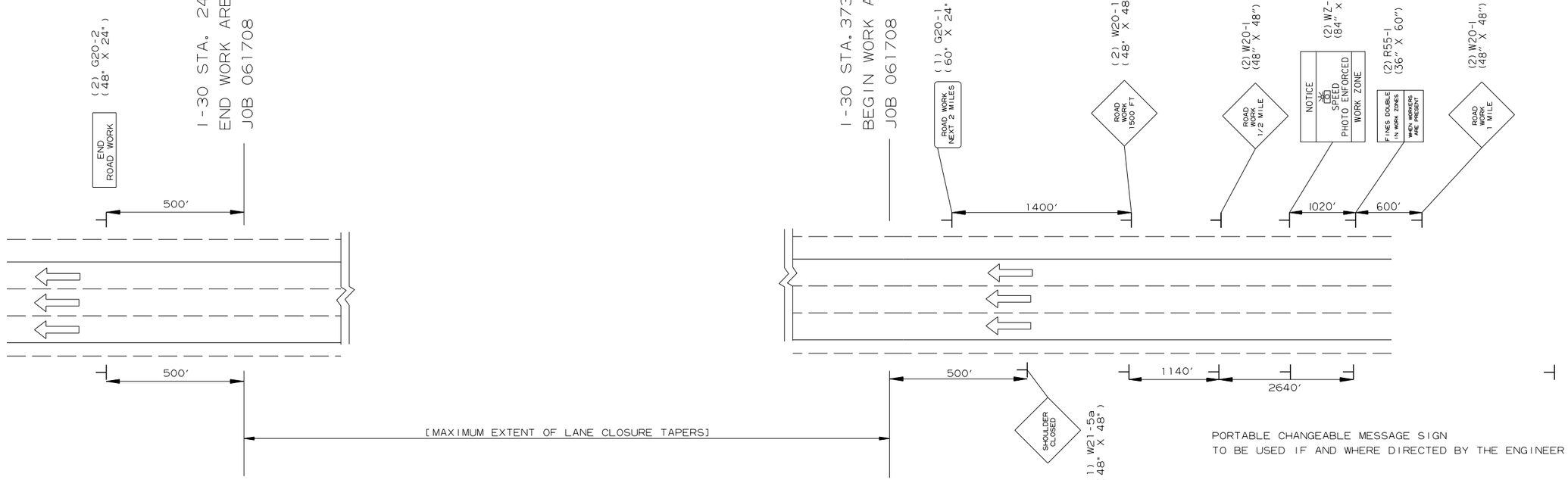
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024




WZ-1 (INTERSTATE) SIGN

NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.




PORTABLE CHANGEABLE MESSAGE SIGN
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTE :
W21-5a SHOULDER CLOSED SIGNS
TO BE PLACED ON SIDE OF ROAD
WITH SHOULDER CLOSURE.

## ADVANCE SIGNS AT BEGINNING AND END OF JOB
## ALL STAGES



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| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
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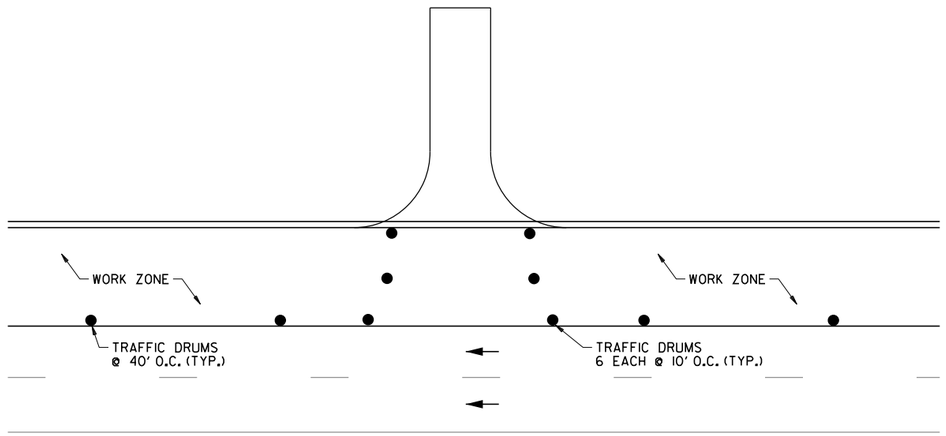
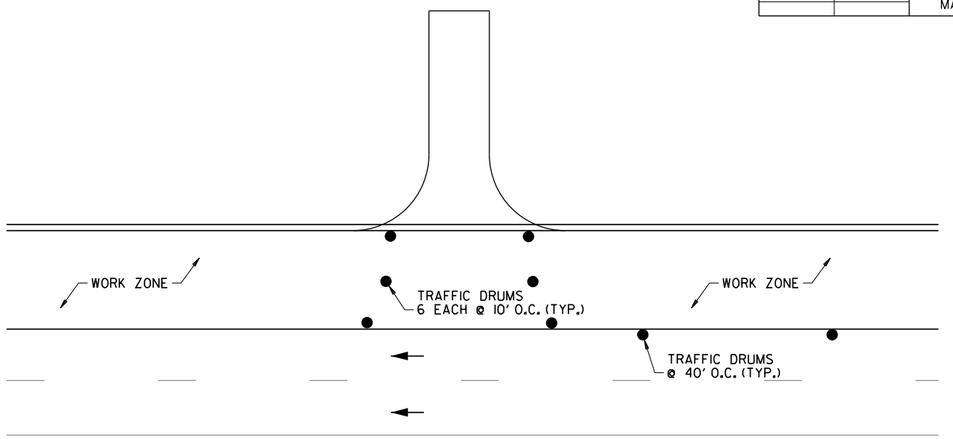
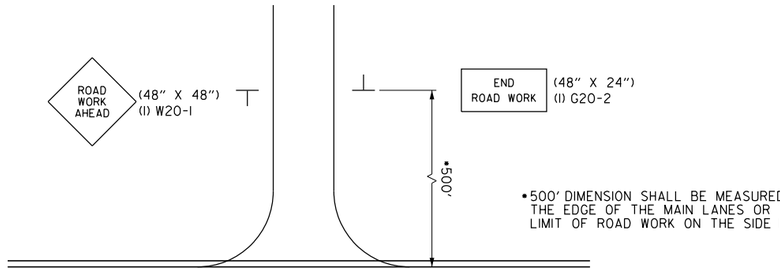



DRIVEWAY/TRAFFIC DRUM DETAIL



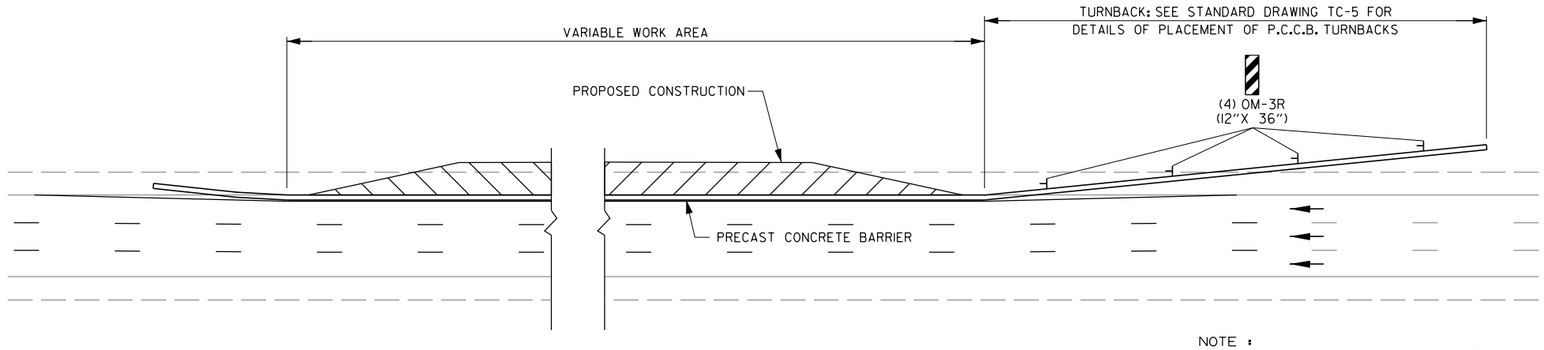

SIDE ROAD/TRAFFIC DRUM DETAIL




•500' DIMENSION SHALL BE MEASURED FROM THE EDGE OF THE MAIN LANES OR THE LIMIT OF ROAD WORK ON THE SIDE ROAD.

ADVANCE WARNING - SIDE ROADS

PALMER AVE.
HEIGHTS RD.
HWY. 5
SHARON RD.
WRIGHT AVE.
ODESSA DR.
THOMAS RD.




DETAIL OF OBJECT MARKERS
AT PRECAST CONCRETE BARRIER TURNBACKS

NOTE :
NUMBER OF OBJECT MARKERS AT P.C.C.B. TERMINALS SHALL BE EQUAL TO DETAIL SHOWN WHEN TEMPORARY IMPACT ATTENUATORS ARE UTILIZED IN PLACE OF SPECIAL END UNITS.



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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 49 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STAGE I CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

2) CONSTRUCT MEDIAN OVERHEAD SIGN SUPPORT BARRIER WALL AS SHOWN.

⇄ STAGE I TRAFFIC

• STAGE I TRAFFIC DRUMS

STATE OF ARKANSAS
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ADAM E. WIERCIAK

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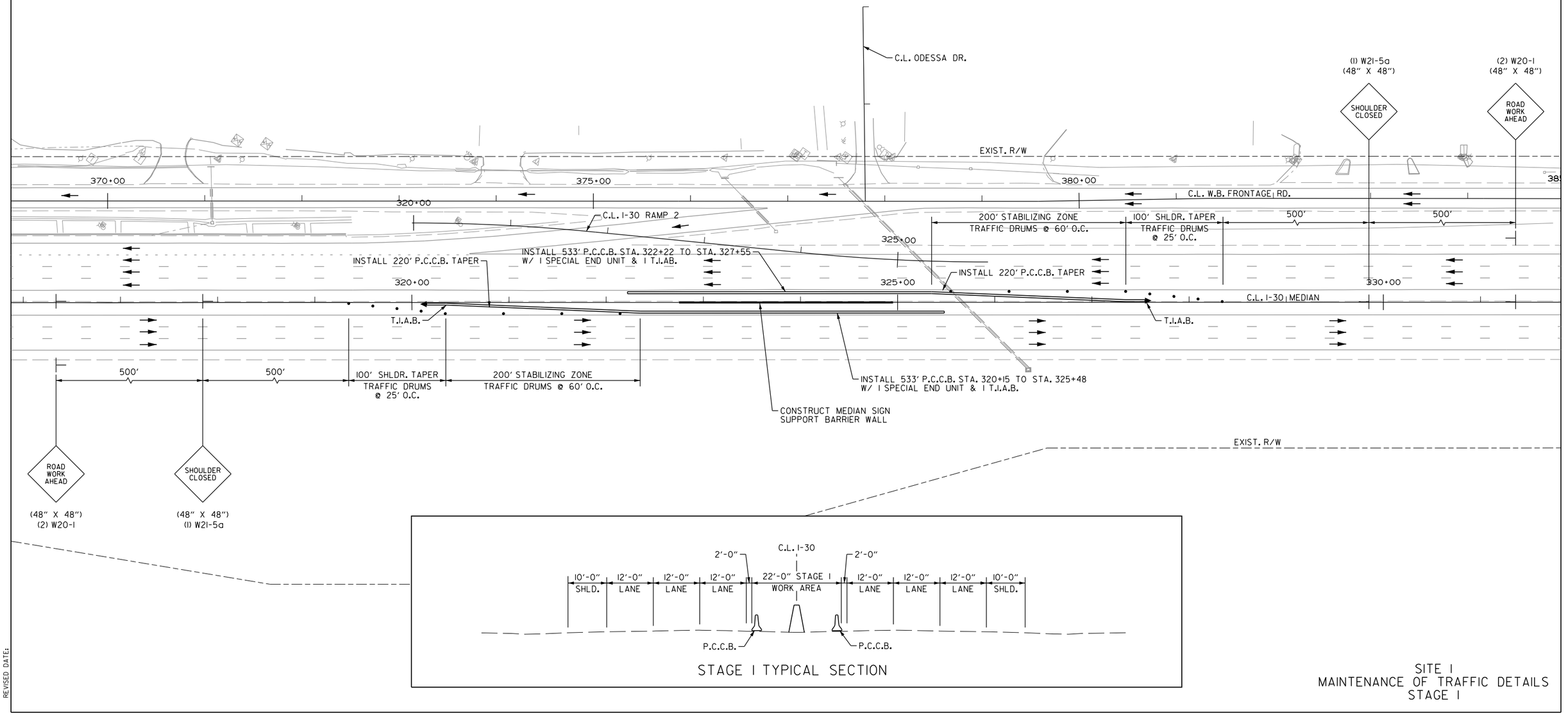


STAGE I TYPICAL SECTION

SITE I
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 50 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

**STAGE IA CONSTRUCTION SEQUENCE NOTES:**

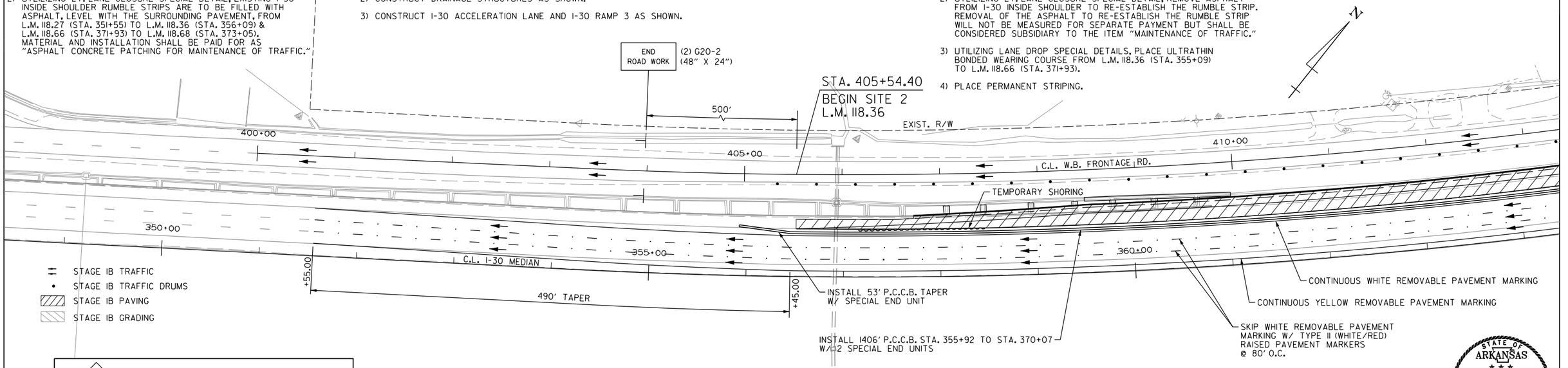
1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, EXISTING I-30 INSIDE SHOULDER RUMBLE STRIPS ARE TO BE FILLED WITH ASPHALT, LEVEL WITH THE SURROUNDING PAVEMENT, FROM L.M. 118.27 (STA. 351+55) TO L.M. 118.36 (STA. 356+09) & L.M. 118.66 (STA. 371+93) TO L.M. 118.68 (STA. 373+05). MATERIAL AND INSTALLATION SHALL BE PAID FOR AS "ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC."

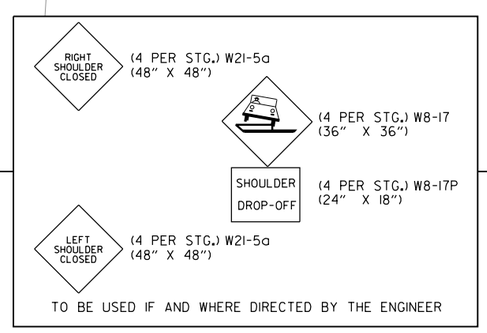
**STAGE IB CONSTRUCTION SEQUENCE NOTES:**

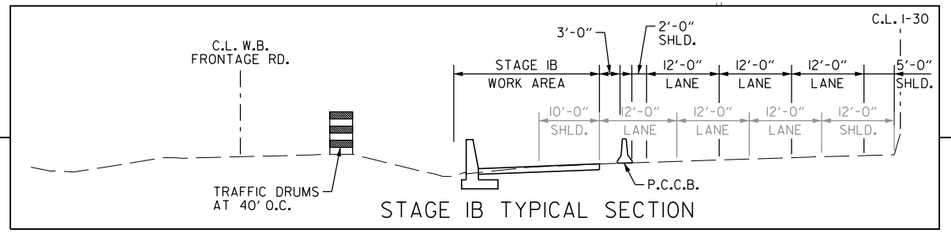
1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.
3) CONSTRUCT I-30 ACCELERATION LANE AND I-30 RAMP 3 AS SHOWN.

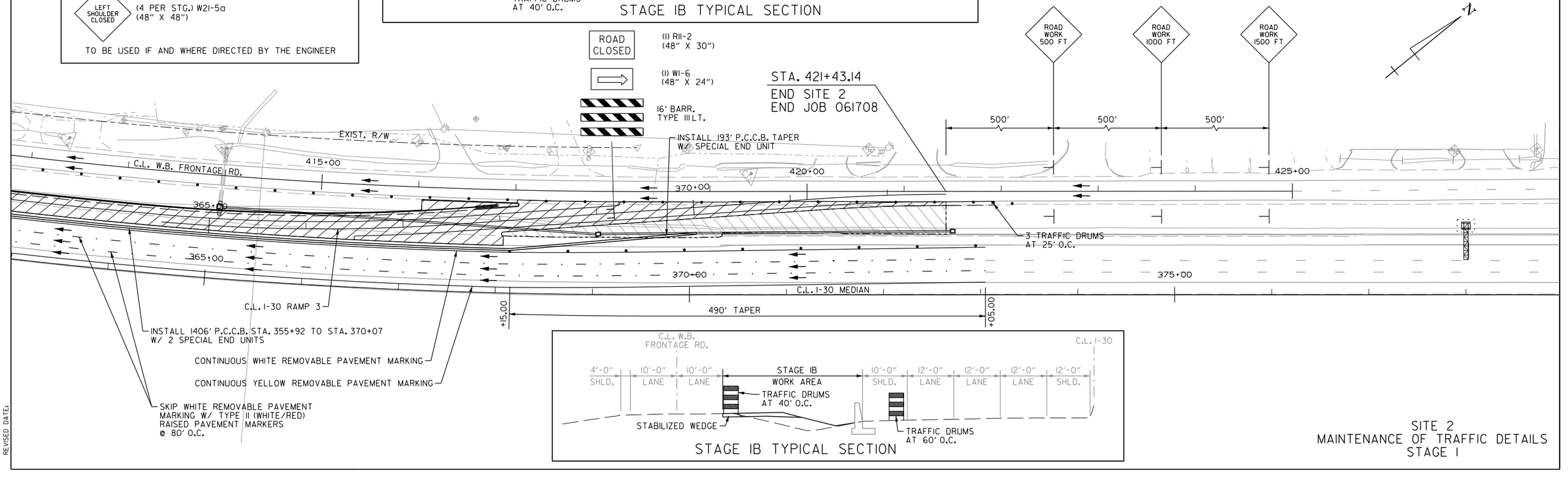
**STAGE IC CONSTRUCTION SEQUENCE NOTES:**

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, REMOVE ASPHALT FROM I-30 INSIDE SHOULDER TO RE-ESTABLISH THE RUMBLE STRIP. REMOVAL OF THE ASPHALT TO RE-ESTABLISH THE RUMBLE STRIP WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC."
3) UTILIZING LANE DROP SPECIAL DETAILS, PLACE ULTRATHIN BONDED WEARING COURSE FROM L.M. 118.36 (STA. 355+09) TO L.M. 118.66 (STA. 371+93).
4) PLACE PERMANENT STRIPING.







STATE OF ARKANSAS
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No.13653
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SITE 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 51 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STAGE 2A CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, EXISTING I-30 INSIDE SHOULDER RUMBLE STRIPS ARE TO BE FILLED WITH ASPHALT, LEVEL WITH THE SURROUNDING PAVEMENT, FROM STA. 248+90 TO STA. 260+15, STA. 269+80 TO STA. 302+45, AND STA. 306+20 TO STA. 330+85. MATERIAL AND INSTALLATION SHALL BE PAID FOR AS "ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC."

STAGE 2B CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.

3) CONSTRUCT W.B. FRONTAGE RD. AND I-30 RAMP 1 AS SHOWN.

STAGE 2B TRAFFIC
STAGE 2B TRAFFIC DRUMS
STAGE 2B PAVING
STAGE 2B GRADING
STAGE 2B PAVING UNDER TRAFFIC

STATE OF ARKANSAS
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STA. 305+50.00
BEGIN JOB 061708
BEGIN SITE 1
L.M. 116.40

(2) G20-2 (48" X 24")
END ROAD WORK
EXIST. R/W
500'
300+00
C.L. W.B. FRONTAGE RD.
DOTTED WHITE REMOVABLE PAVEMENT MARKING
245+00
C.L. I-30 MEDIAN
C.L. PALMER AVE.
305+00
C.L. I-30 RAMP 1
250+00
48'
37'
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
+90.00
490' TAPER
INSTALL 40' P.C.C.B. TAPER
INSTALL 413' P.C.C.B. STA. 253+38 TO STA. 257+50 W/ 1 SPECIAL END UNIT
+80.00
36'
9'
255+00
INSTALL 353' P.C.C.B. STA. 306+45 TO STA. 309+96 W/ 1 SPECIAL END UNIT
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
310+00
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS AT 60' O.C.
260+00
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
INSTALL 193' P.C.C.B. TAPER W/ SPECIAL END UNIT
+25.00
490' TAPER
+15.00

RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")
BUMP — (4 PER STG.) W8-1 (30" X 30")
(4 PER STG.) W8-17 (36" X 36")
SHOULDER DROP-OFF — (4 PER STG.) W8-17P (24" X 18")
LEFT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

C.L. W.B. FRONTAGE RD.
STAGE 2B WORK AREA
10'-0" LANE
10'-0" LANE
TRAFFIC DRUMS AT 40' O.C.
STABILIZED WEDGE

C.L. I-30
3'-0"
2'-0" SHLD.
12'-0" LANE
12'-0" LANE
12'-0" LANE
5'-0" SHLD.
10'-0" SHLD.
12'-0" LANE
12'-0" LANE
12'-0" LANE
10'-0" SHLD.
P.C.C.B.

STAGE 2B TYPICAL SECTION

C.L. HEIGHTS RD.
EXIST. R/W
315+00
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
320+00
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
260+00
265+00
C.L. I-30 MEDIAN
PLACE TEMPORARY MODIFIED DROP INLET TOPS
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

C.L. HWY. 5
EXIST. R/W
325+00
C.L. W.B. FRONTAGE RD.
270+00
275+00
500'
500'
500'
ROAD WORK 500 FT — (2) W20-1 (48" X 48")
ROAD WORK 1000 FT — (2) W20-1 (48" X 48")
ROAD WORK 1500 FT — (2) W20-1 (48" X 48")

SITE 1
MAINTENANCE OF TRAFFIC DETAILS
STAGES 2A & 2B

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|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 52 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STAGE 2B TRAFFIC
STAGE 2B TRAFFIC DRUMS
STAGE 2B PAVING
STAGE 2B PAVING UNDER TRAFFIC

STAGE 2A CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, EXISTING I-30 INSIDE SHOULDER RUMBLE STRIPS ARE TO BE FILLED WITH ASPHALT, LEVEL WITH THE SURROUNDING PAVEMENT, FROM STA. 248+90 TO STA. 260+15, STA. 269+80 TO STA. 302+45, AND STA. 306+20 TO STA. 330+85. MATERIAL AND INSTALLATION SHALL BE PAID FOR AS "ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC."

STAGE 2B CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

2) CONSTRUCT W.B. FRONTAGE RD. AS SHOWN.

STATE OF ARKANSAS
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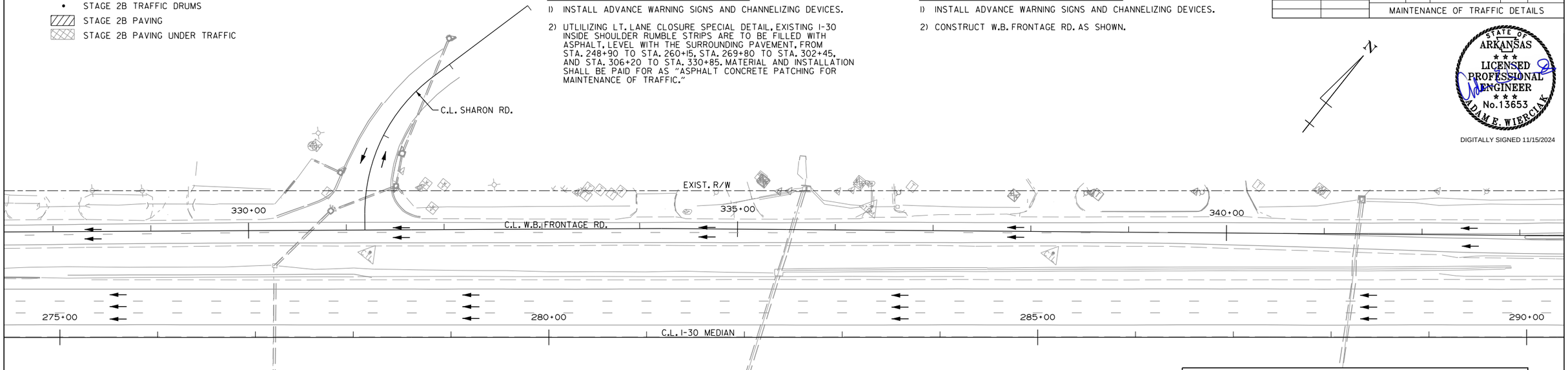
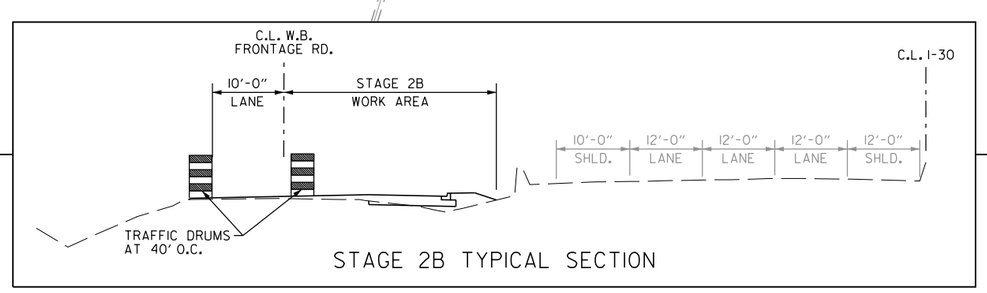
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

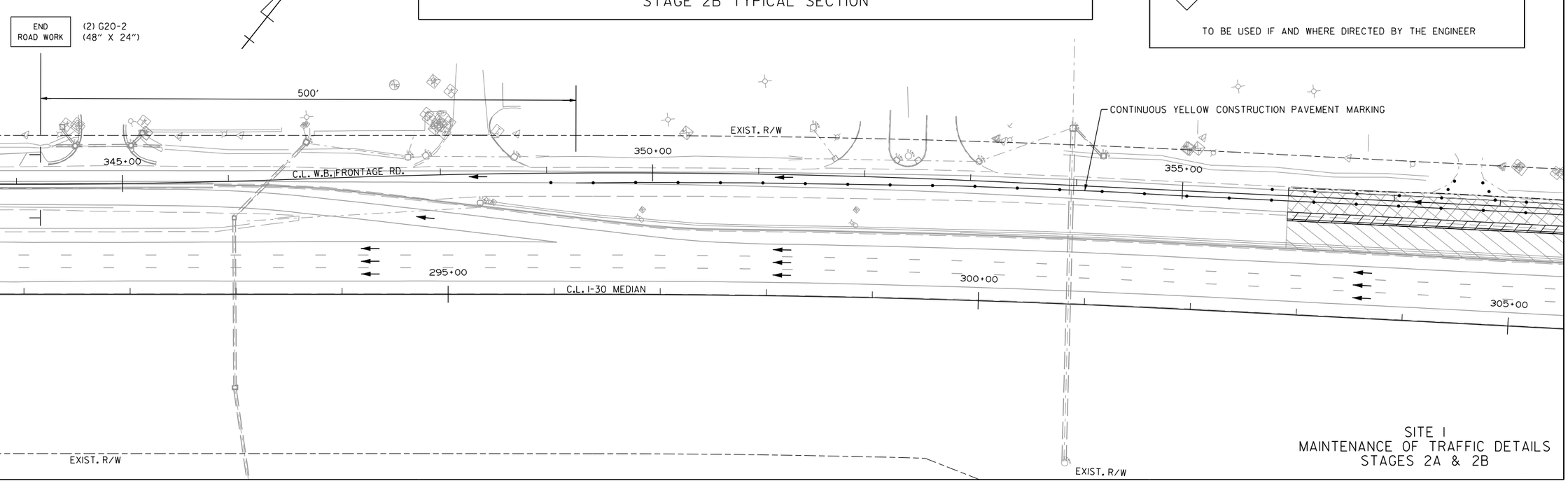



STAGE 2B TYPICAL SECTION

| | |
|---|---|
| RIGHT SHOULDER CLOSED | (4 PER STG.) W21-5a (48" X 48") |
| BUMP | (4 PER STG.) W8-1 (30" X 30") |
| | (4 PER STG.) W8-17 (36" X 36") |
| SHOULDER DROP-OFF | (4 PER STG.) W8-17P (24" X 18") |
| LEFT SHOULDER CLOSED | (4 PER STG.) W21-5a (48" X 48") |

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER




SITE 1
MAINTENANCE OF TRAFFIC DETAILS
STAGES 2A & 2B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| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
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ADAM E. WIERCIAK
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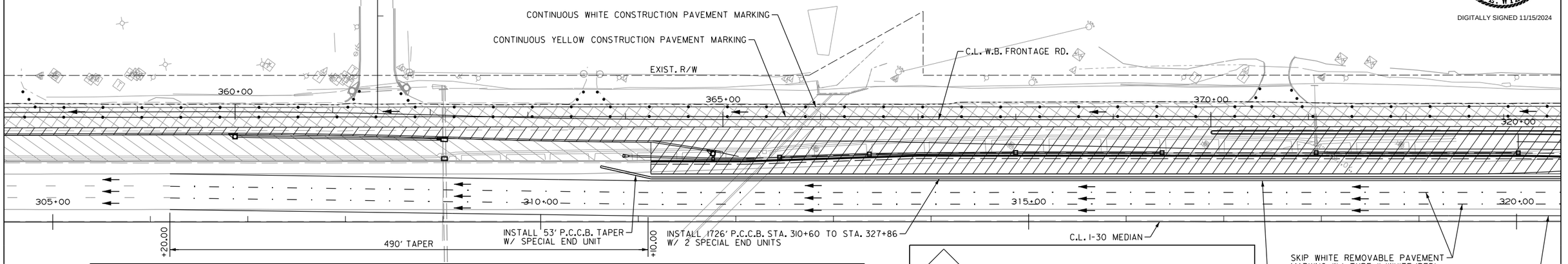
- STAGE 2B TRAFFIC
- STAGE 2B TRAFFIC DRUMS
- STAGE 2B PAVING
- STAGE 2B GRADING
- STAGE 2B PAVING UNDER TRAFFIC

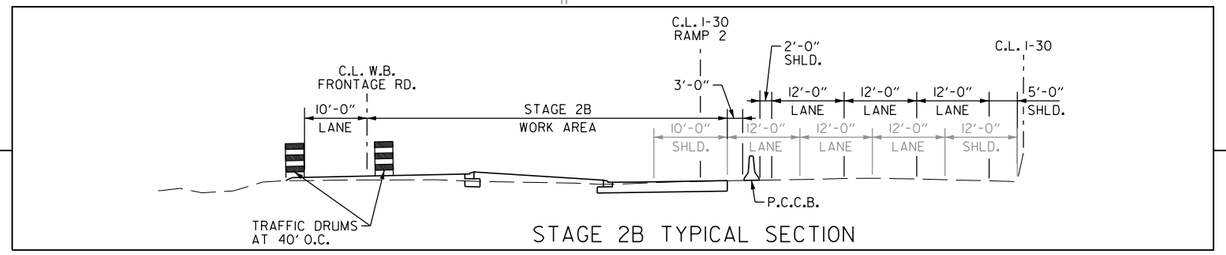
**STAGE 2A CONSTRUCTION SEQUENCE NOTES:**

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) UTILIZING LT. LANE CLOSURE SPECIAL DETAIL, EXISTING I-30 INSIDE SHOULDER RUMBLE STRIPS ARE TO BE FILLED WITH ASPHALT, LEVEL WITH THE SURROUNDING PAVEMENT, FROM STA. 248+90 TO STA. 260+15, STA. 269+80 TO STA. 302+45, AND STA. 306+20 TO STA. 330+85. MATERIAL AND INSTALLATION SHALL BE PAID FOR AS "ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC."

**STAGE 2B CONSTRUCTION SEQUENCE NOTES:**

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.
3) CONSTRUCT I-30 RAMP 2 AND W.B. FRONTAGE RD. REMOVE EXISTING ACCELERATION LANE AS SHOWN.

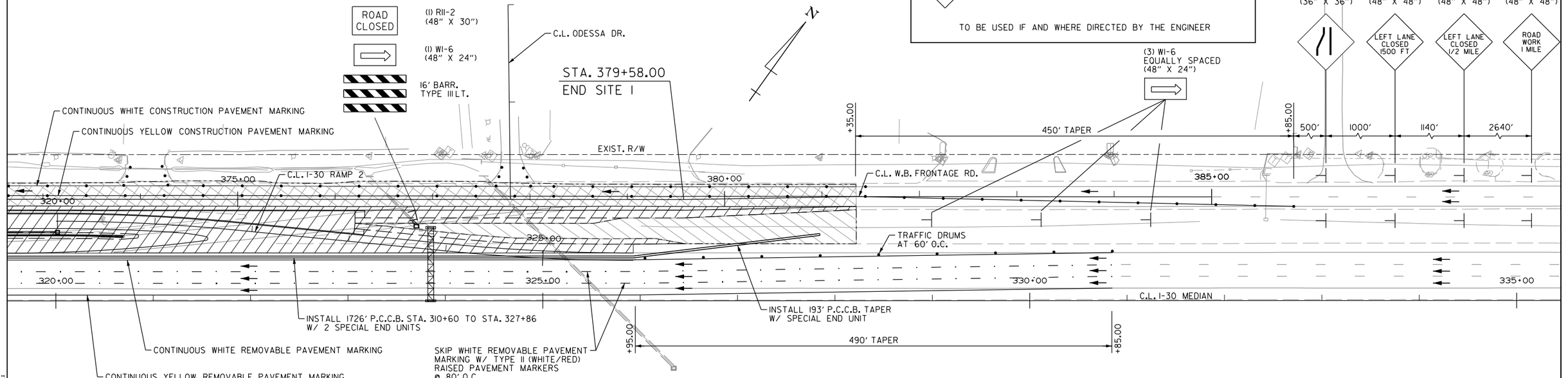



STAGE 2B TYPICAL SECTION

| | |
|---|---|
| RIGHT SHOULDER CLOSED | (4 PER STG.) W21-5a (48" X 48") |
| BUMP | (4 PER STG.) W8-1 (30" X 30") |
| LEFT SHOULDER CLOSED | (4 PER STG.) W21-5a (48" X 48") |
| | (4 PER STG.) W8-17 (36" X 36") |
| SHOULDER DROP-OFF | (4 PER STG.) W8-17P (24" X 18") |

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER




SITE 1
MAINTENANCE OF TRAFFIC DETAILS
STAGES 2A & 2B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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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| | | 6 | ARK. | 061708 | 54 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
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**STAGE 2C CONSTRUCTION SEQUENCE NOTES:**

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.
3) CONSTRUCT W.B. FRONTAGE RD. AS SHOWN.

**STAGE 2D CONSTRUCTION SEQUENCE NOTES:**

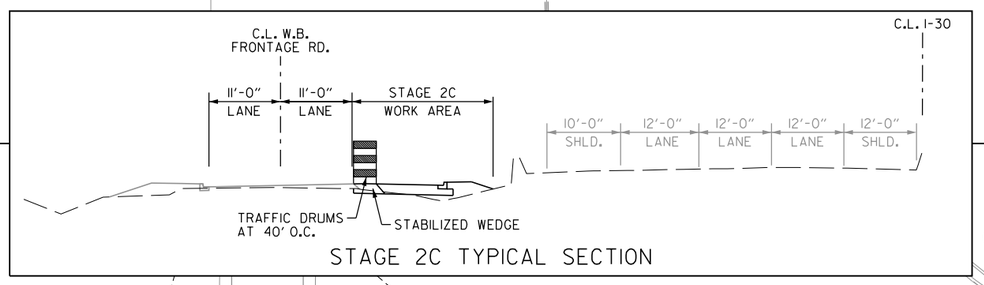
1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, REMOVE ASPHALT FROM I-30 INSIDE SHOULDER TO RE-ESTABLISH THE RUMBLE STRIP. REMOVAL OF THE ASPHALT TO RE-ESTABLISH THE RUMBLE STRIP WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC."
3) UTILIZING LANE DROP SPECIAL DETAILS, PLACE ULTRATHIN BONDED WEARING COURSE FROM L.M. 115.96 TO L.M. 116.87 (STA. 277+20).
4) PLACE FINAL STRIPING ON I-30.

STAGE 2C TRAFFIC
STAGE 2C TRAFFIC DRUMS
STAGE 2C PAVING
STAGE 2C PAVING UNDER TRAFFIC
STAGE 2C GRADING

STA. 305+50.00
BEGIN JOB 061708
BEGIN SITE 1
L.M. 116.40

(2) G20-2 (48" X 24")
END ROAD WORK
EXIST. R/W
500'
C.L. PALMER AVE.
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
300+00
305+00
310+00
C.L. W.B. FRONTAGE RD.
255+00
C.L. I-30 RAMP 1
245+00
250+00
255+00
260+00
C.L. I-30 MEDIAN
SEE PERMANENT PAVEMENT MARKING DETAILS
SEE PERMANENT PAVEMENT MARKING DETAILS
SEE PERMANENT PAVEMENT MARKING DETAILS

RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")
BUMP — (4 PER STG.) W8-1 (30" X 30")
LEFT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")
(4 PER STG.) W8-17 (36" X 36")
SHOULDER DROP-OFF — (4 PER STG.) W8-17P (24" X 18")
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STAGE 2C TYPICAL SECTION

C.L. HEIGHTS RD.
EXIST. R/W
315+00
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING
EXIST. R/W
320+00
C.L. W.B. FRONTAGE RD.
EXIST. R/W
C.L. HWY. 5
EXIST. R/W
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
INSTALL 53' P.C.C.B. TAPER W/ SPECIAL END UNIT
325+00
260+00
265+00
270+00
275+00
C.L. I-30 MEDIAN
+75.00
+10.00
535' TAPER FROM EXISTING C.L. TO PROPOSED C.L.
CONTINUOUS YELLOW REMOVABLE PAVEMENT MARKING
CONTINUOUS WHITE REMOVABLE PAVEMENT MARKING
SKIP WHITE REMOVABLE PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
+80.00
+70.00
490' TAPER

SITE 1
MAINTENANCE OF TRAFFIC DETAILS
STAGES 2C & 2D

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 55 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

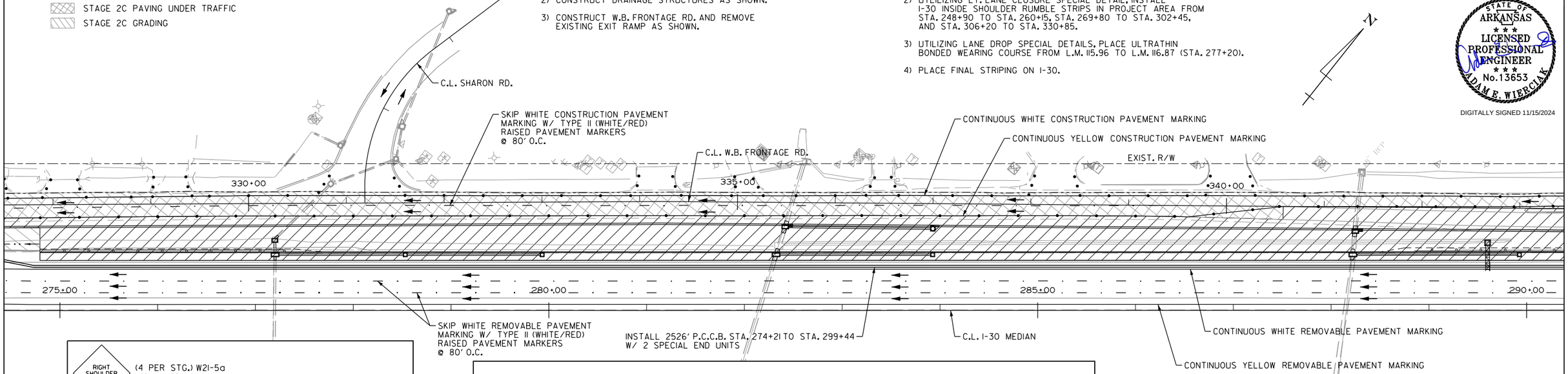
- STAGE 2C TRAFFIC
- STAGE 2C TRAFFIC DRUMS
- STAGE 2C PAVING
- STAGE 2C PAVING UNDER TRAFFIC
- STAGE 2C GRADING

**STAGE 2C CONSTRUCTION SEQUENCE NOTES:**

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.
3) CONSTRUCT W.B. FRONTAGE RD. AND REMOVE EXISTING EXIT RAMP AS SHOWN.

**STAGE 2D CONSTRUCTION SEQUENCE NOTES:**

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, INSTALL I-30 INSIDE SHOULDER RUMBLE STRIPS IN PROJECT AREA FROM STA. 248+90 TO STA. 260+15, STA. 269+80 TO STA. 302+45, AND STA. 306+20 TO STA. 330+85.
3) UTILIZING LANE DROP SPECIAL DETAILS, PLACE ULTRATHIN BONDED WEARING COURSE FROM L.M. 115.96 TO L.M. 116.87 (STA. 277+20).
4) PLACE FINAL STRIPING ON I-30.




RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")

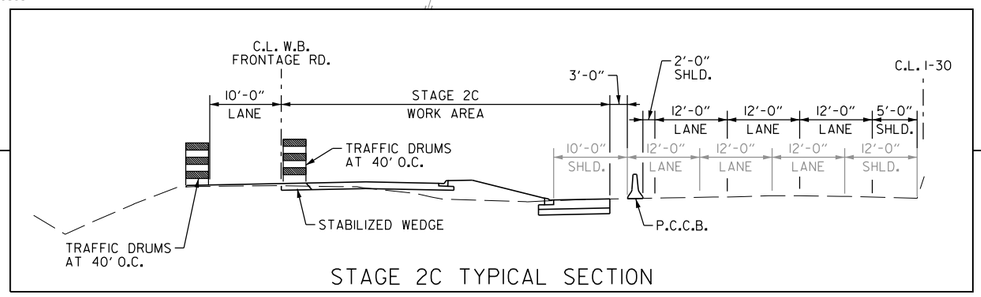
BUMP — (4 PER STG.) W8-1 (30" X 30")

(4 PER STG.) W8-17 (36" X 36")

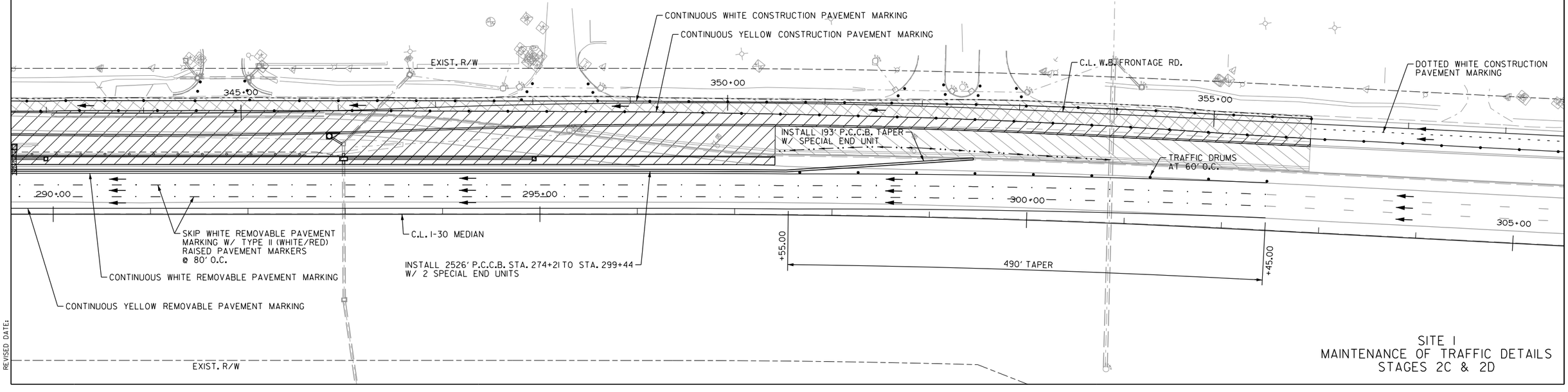
SHOULDER DROP-OFF — (4 PER STG.) W8-17P (24" X 18")

LEFT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER




STAGE 2C TYPICAL SECTION




SITE I
MAINTENANCE OF TRAFFIC DETAILS
STAGES 2C & 2D

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 56 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

STAGE 2C CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

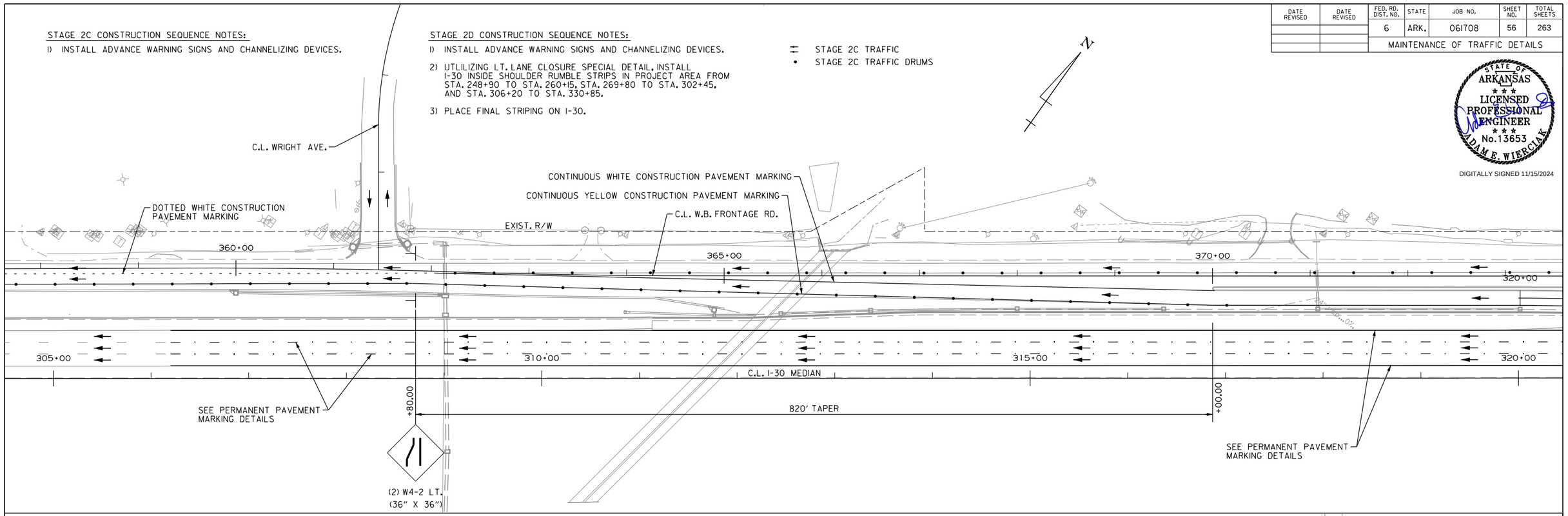
STAGE 2D CONSTRUCTION SEQUENCE NOTES:

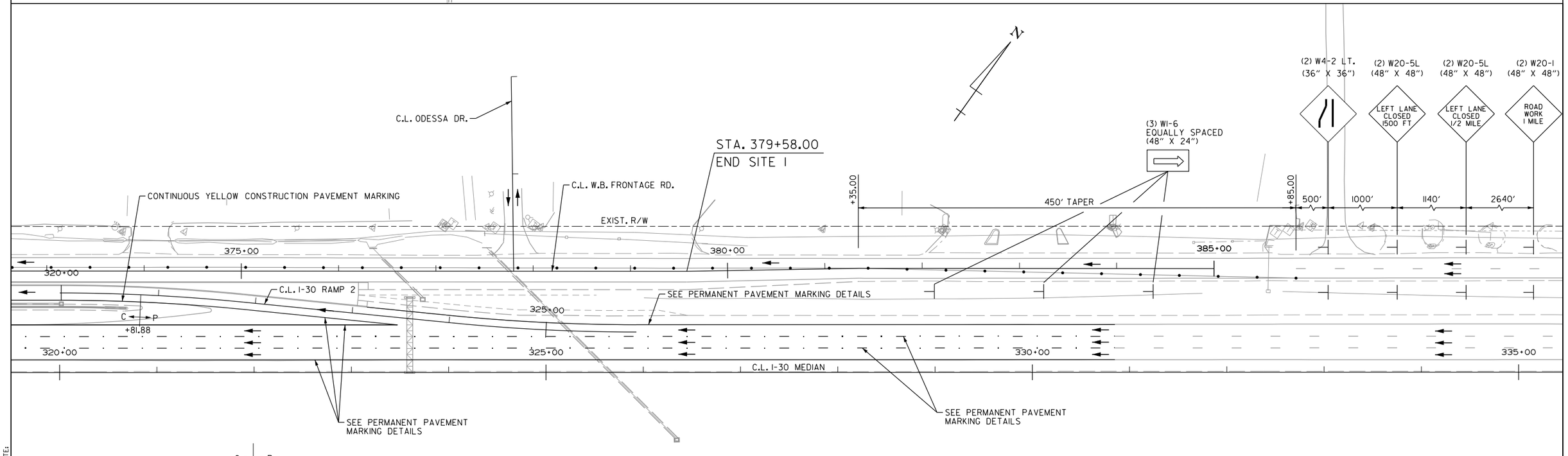
1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

2) UTLILIZING LT. LANE CLOSURE SPECIAL DETAIL, INSTALL I-30 INSIDE SHOULDER RUMBLE STRIPS IN PROJECT AREA FROM STA. 248+90 TO STA. 260+15, STA. 269+80 TO STA. 302+45, AND STA. 306+20 TO STA. 330+85.

3) PLACE FINAL STRIPING ON I-30.

= STAGE 2C TRAFFIC
• STAGE 2C TRAFFIC DRUMS




C ◄► P

NOTE INDICATES TRANSITION BETWEEN CONSTRUCTION (C) AND PERMANENT (P) PAVEMENT MARKINGS

SITE I
MAINTENANCE OF TRAFFIC DETAILS
STAGES 2C & 2D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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 57 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STAGE 3 TRAFFIC
STAGE 3 TRAFFIC DRUMS
STAGE 3 PAVING
STAGE 3 GRADING
STAGE 3 PAVING UNDER TRAFFIC

STAGE 3 CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.
3) CONSTRUCT W.B. FRONTAGE RD. AS SHOWN.

STATE OF ARKANSAS
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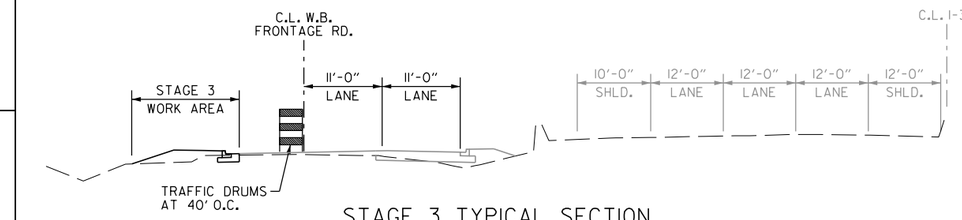
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

STA. 305+50.00
BEGIN JOB 061708
BEGIN SITE 1
L.M. 116.40

C.L. PALMER AVE.
EXIST. R/W
DOTTED WHITE CONSTRUCTION PAVEMENT MARKING
300+00
305+00
310+00
C.L. W.B. FRONTAGE RD.
255+00
C.L. I-30 RAMP 1
245+00
250+00
255+00
260+00
C.L. I-30 MEDIAN
SEE PERMANENT PAVEMENT MARKING DETAILS
SEE PERMANENT PAVEMENT MARKING DETAILS

RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")
SHOULDER DROP-OFF — (4 PER STG.) W8-17 (36" X 36")
BUMP — (4 PER STG.) W8-1 (30" X 30")
SHOULDER DROP-OFF — (4 PER STG.) W8-17P (24" X 18")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER




STAGE 3 TYPICAL SECTION

DOTTED WHITE CONSTRUCTION PAVEMENT MARKING
C.L. HEIGHTS RD.
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
(2) G20-2 (48" X 24")
END ROAD WORK
EXIST. R/W
500'
315+00
320+00
C.L. HWY. 5
EXIST. R/W
C.L. W.B. FRONTAGE RD.
CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING
SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.
325+00
260+00
265+00
270+00
275+00
C.L. I-30 MEDIAN
SEE PERMANENT PAVEMENT MARKING DETAILS
SEE PERMANENT PAVEMENT MARKING DETAILS

SITE 1
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 58 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

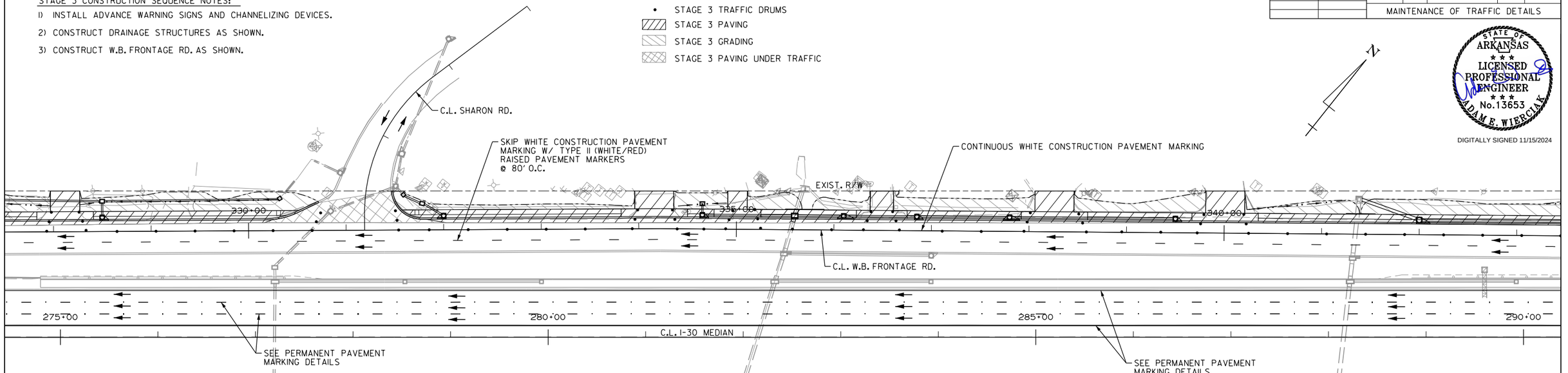
STAGE 3 CONSTRUCTION SEQUENCE NOTES:

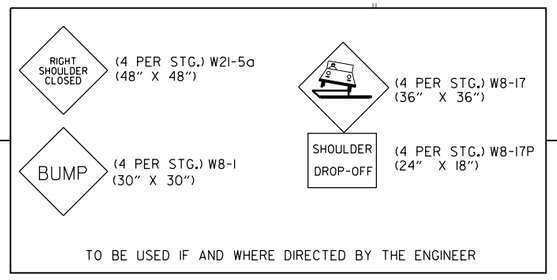
1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.

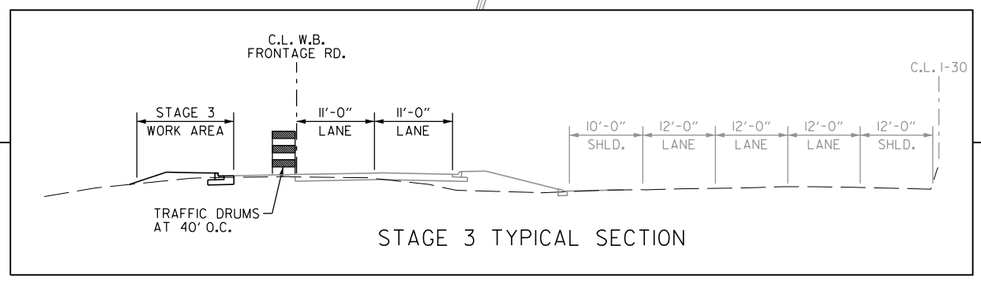
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.

3) CONSTRUCT W.B. FRONTAGE RD. AS SHOWN.

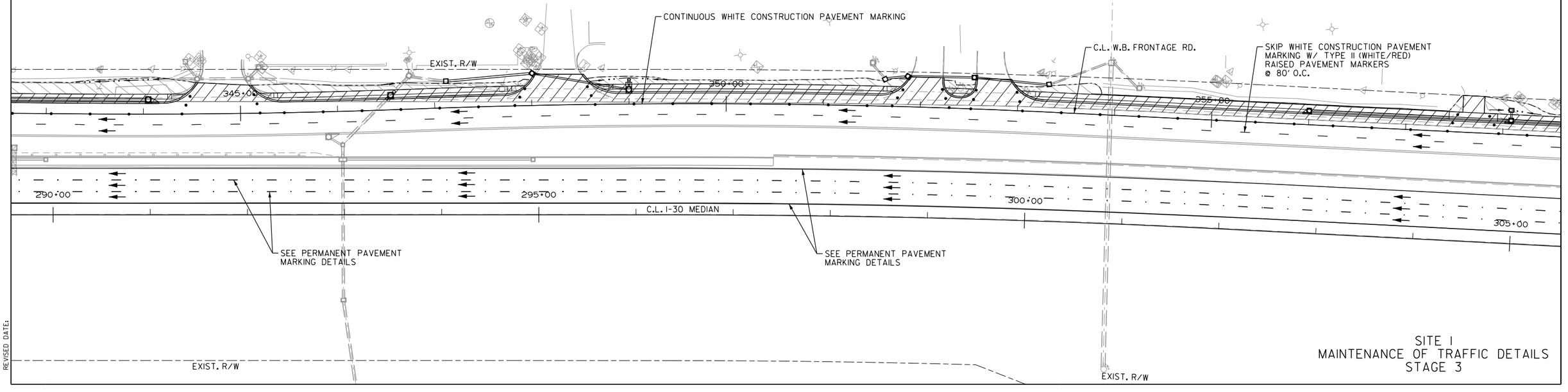
STAGE 3 TRAFFIC
STAGE 3 TRAFFIC DRUMS
STAGE 3 PAVING
STAGE 3 GRADING
STAGE 3 PAVING UNDER TRAFFIC




STAGE 3 TYPICAL SECTION




SITE I
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 59 | 263 |
| | | MAINTENANCE OF TRAFFIC DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

STAGE 3 CONSTRUCTION SEQUENCE NOTES:

1) INSTALL ADVANCE WARNING SIGNS AND CHANNELIZING DEVICES.
2) CONSTRUCT DRAINAGE STRUCTURES AS SHOWN.
3) CONSTRUCT W.B. FRONTAGE RD. AS SHOWN.

STAGE 3 TRAFFIC
STAGE 3 TRAFFIC DRUMS
STAGE 3 PAVING
STAGE 3 GRADING
STAGE 3 PAVING UNDER TRAFFIC

C.L. WRIGHT AVE.

SKIP WHITE CONSTRUCTION PAVEMENT MARKING W/ TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS @ 80' O.C.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

EXIST. R/W

C.L. W.B. FRONTAGE RD.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

360+00 365+00 370+00 320+00

305+00 310+00 315+00 320+00

C.L. I-30 MEDIAN

SEE PERMANENT PAVEMENT MARKING DETAILS

SEE PERMANENT PAVEMENT MARKING DETAILS

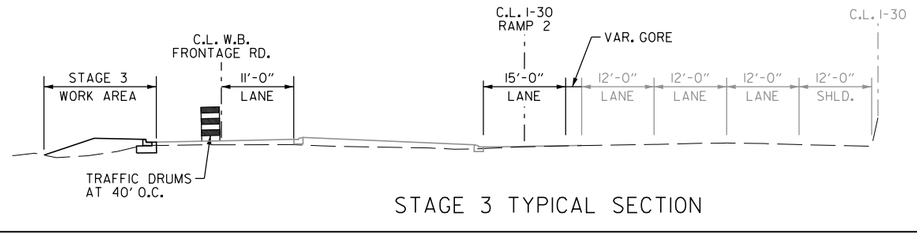
RIGHT SHOULDER CLOSED — (4 PER STG.) W21-5a (48" X 48")

BUMP — (4 PER STG.) W8-1 (30" X 30")

SHOULDER DROP-OFF — (4 PER STG.) W8-17P (24" X 18")

(4 PER STG.) W8-17 (36" X 36")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER




STAGE 3 TYPICAL SECTION

C.L. ODESSA DR.

CONTINUOUS WHITE CONSTRUCTION PAVEMENT MARKING

STA. 379+58.00
END SITE 1

EXIST. R/W

375+00 380+00

320+00

C.L. W.B. FRONTAGE RD.

CONTINUOUS YELLOW CONSTRUCTION PAVEMENT MARKING

C.L. I-30 RAMP 2

325+00

320+00 325+00 330+00 335+00

C.L. I-30 MEDIAN

SEE PERMANENT PAVEMENT MARKING DETAILS

SEE PERMANENT PAVEMENT MARKING DETAILS

(3) W1-6 EQUALLY SPACED (48" X 24")

450' TAPER

+35.00

+85.00

385+00

500' 1000' 1140' 2640'

(2) W4-2 RT. (36" X 36")
(2) W20-5R (48" X 48")
(2) W20-5R (48" X 48")
(2) W20-1 (48" X 48")

RIGHT LANE CLOSED 1500 FT
RIGHT LANE CLOSED 1/2 MILE
ROAD WORK 1 MILE

SITE 1
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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WORKSPACE: AHTD
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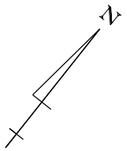
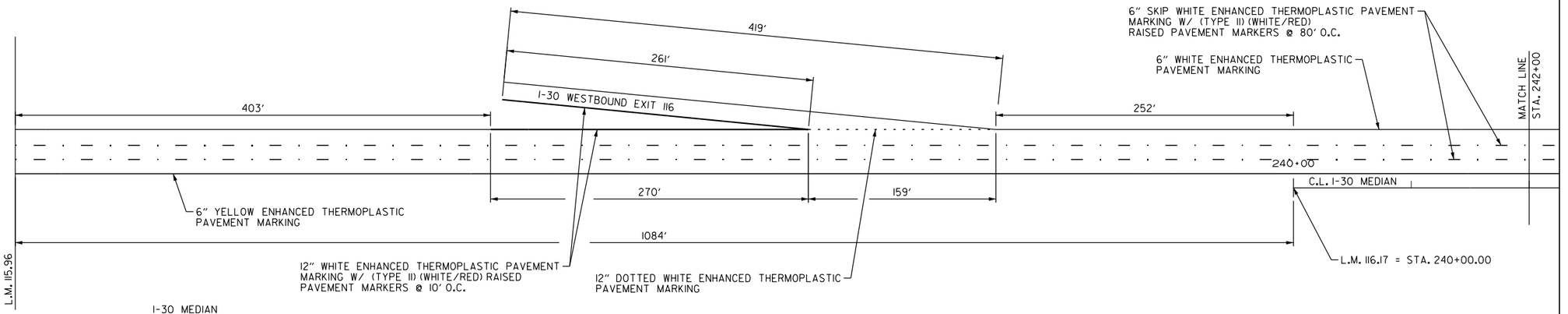
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 60 | 263 |
| | | PERMANENT PAVEMENT MARKING DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024




I-30 MEDIAN

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| L.M. 115.96 | 247+00 | LT. | 1784 |

6" SKIP WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| L.M. 115.96 | 247+00 | LT. | 892 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| L.M. 115.96 | 247+00 | LT. | 45 |

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 242+58 | 247+00 | LT. | 111 |

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| LOCATION | LIN. FT. |
|---|---|
| LT. | 40 |

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

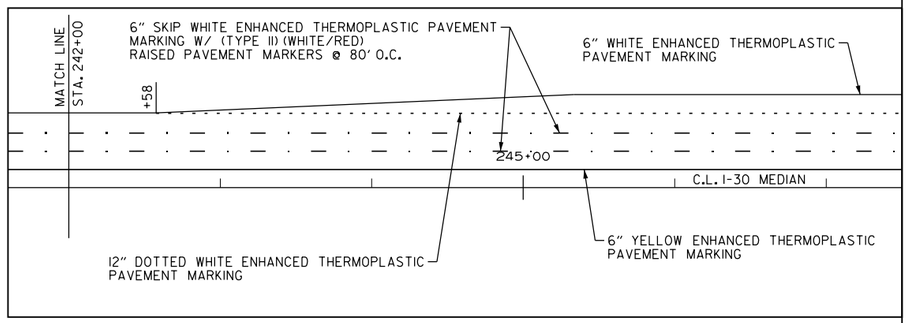
| LOCATION | LIN. FT. |
|---|---|
| LT. | 403 |
| LT. | 419 |
| LT. | 252 |
| LT. | 700 |

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| LOCATION | LIN. FT. |
|---|---|
| LT. | 270 |
| LT. | 261 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| LOCATION | LIN. FT. |
|---|---|
| LT. | 27 |
| LT. | 26 |




SITE I
PERMANENT PAVEMENT MARKING DETAILS

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 61 | 263 |
| | | PERMANENT PAVEMENT MARKING DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

W.B. FRONTAGE RD.

6" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 304+00 | 305+50 | LT. | 150 |

8" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 321+05 | 325+49 | LT. | 445 |

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 304+00 | 306+99 | RT. | 299 |

12" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 306+99 | 307+47 | RT. | 48 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 306+99 | 307+47 | RT. | 5 |

WHITE THERMOPLASTIC ARROWS

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 309+50 | 316+08 | RT. | 4 |
| 325+34 | 329+92 | C.L. | 4 |

WHITE THERMOPLASTIC WORDS

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 309+50 | 316+08 | RT. | 2 |
| 325+34 | 329+92 | C.L. | 2 |

W.B. FRONTAGE RD.

8" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 307+47 | 317+00 | RT. | 238 |
| 325+49 | 330+18 | C.L. | 117 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 304+00 | 321+04 | C.L. | 21 |
| 317+00 | 330+00 | C.L. | 16 |

6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 304+00 | 321+04 | C.L. | 426 |
| 317+00 | 330+00 | C.L. | 325 |

I-30 RAMP I

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 250+86 | 253+94 | LT. | 308 |

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

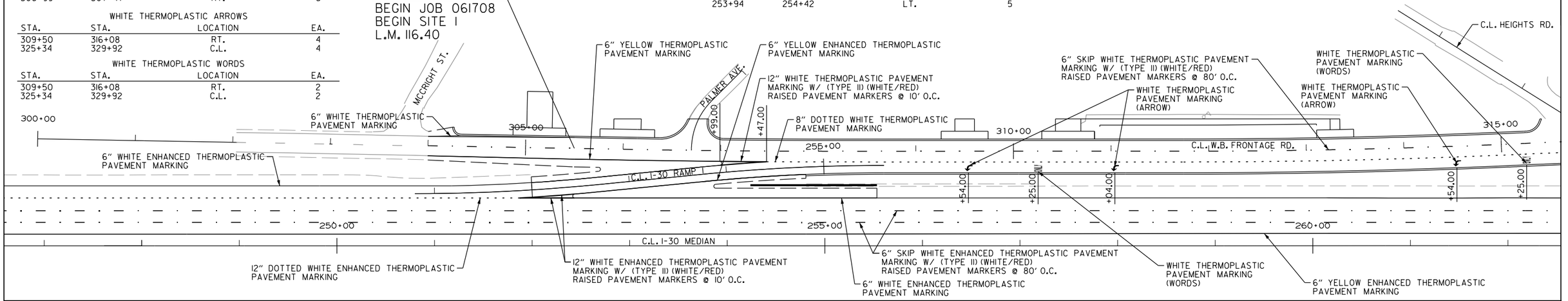
| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 251+87 | 252+43 | RT. | 56 |
| 253+94 | 254+42 | LT. | 48 |

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 252+43 | 254+81 | RT. | 238 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 251+87 | 252+43 | RT. | 6 |
| 253+94 | 254+42 | LT. | 5 |




HWY. 5

6" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 27+00 | 28+17 | RT. | 117 |
| 27+00 | 27+34 | LT. | 34 |

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 27+00 | 29+79 | LT. | 285 |
| 27+00 | 28+83 | RT. | 327 |

8" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 29+79 | 29+99 | LT. | 37 |
| 28+83 | 29+99 | RT. | 56 |

TYPE II (YELLOW/YELLOW) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 27+00 | 28+54 | C.L. | 2 |

10" YELLOW REFLECTORIZED PAINT PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 28+81 | 29+88 | CURB | 263 |

I-30 MEDIAN

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 247+00 | 277+00 | LT. | 3000 |

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 251+87 | 252+44 | LT. | 57 |

6" SKIP WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 247+00 | 277+00 | LT. | 1500 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 247+00 | 277+00 | LT. | 75 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 251+87 | 252+44 | LT. | 6 |

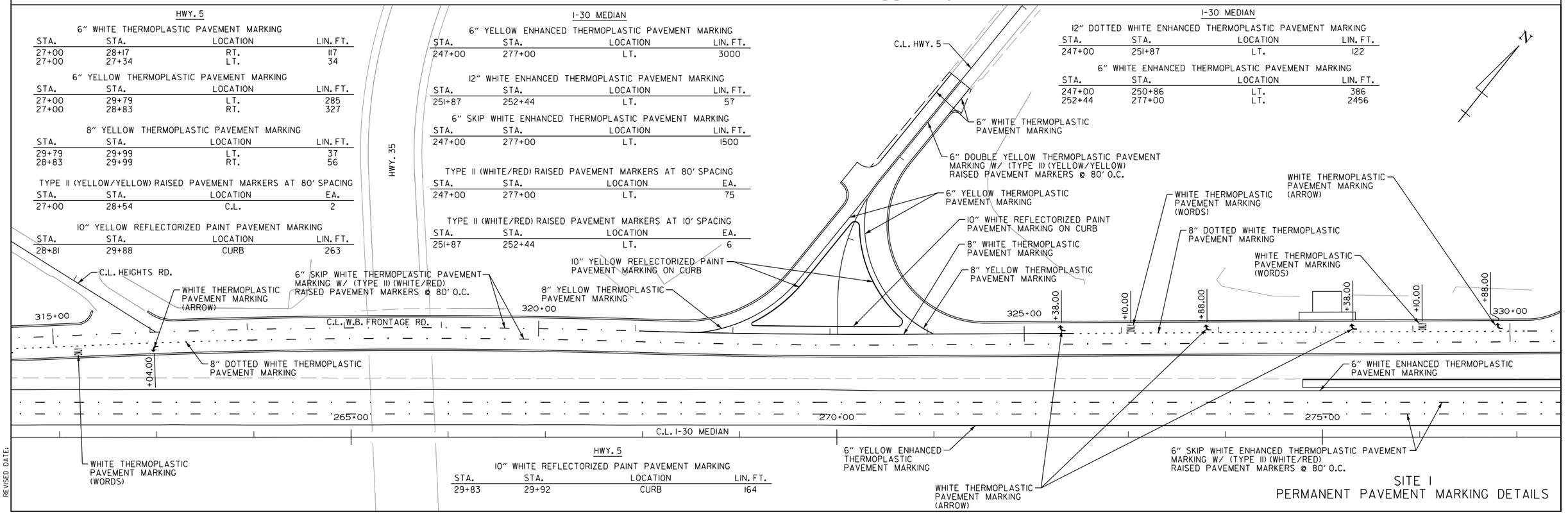
I-30 MEDIAN

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 247+00 | 251+87 | LT. | 122 |

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 247+00 | 250+86 | LT. | 386 |
| 252+44 | 277+00 | LT. | 2456 |




HWY. 5

10" WHITE REFLECTORIZED PAINT PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 29+83 | 29+92 | CURB | 164 |

SITE I
PERMANENT PAVEMENT MARKING DETAILS

aewierciak 11/15/2024 12:35:28 PM
WORKSPACE: AHTD
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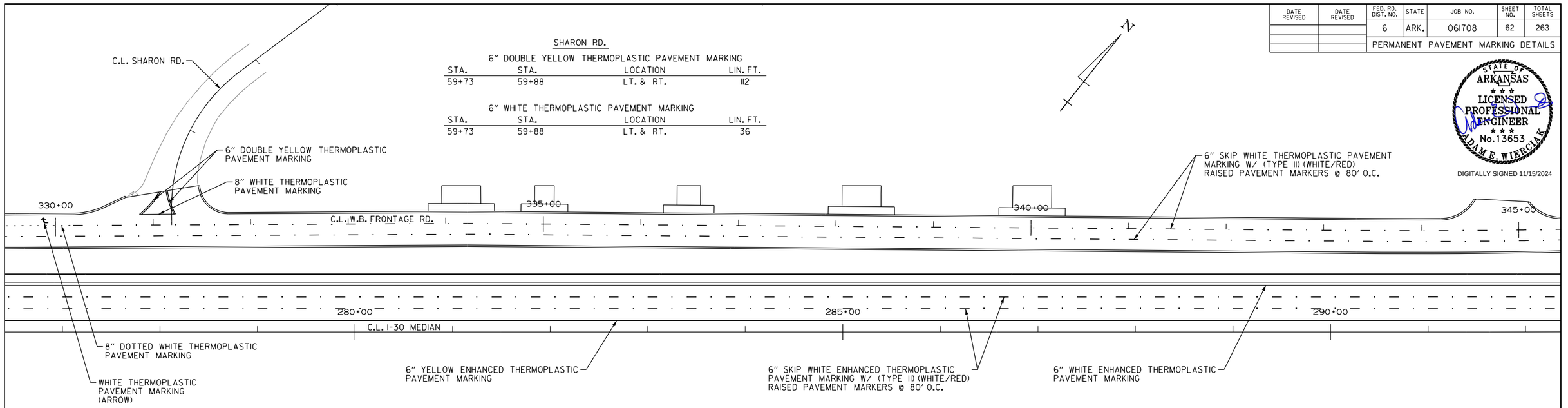
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 62 | 263 |
| | | PERMANENT PAVEMENT MARKING DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024



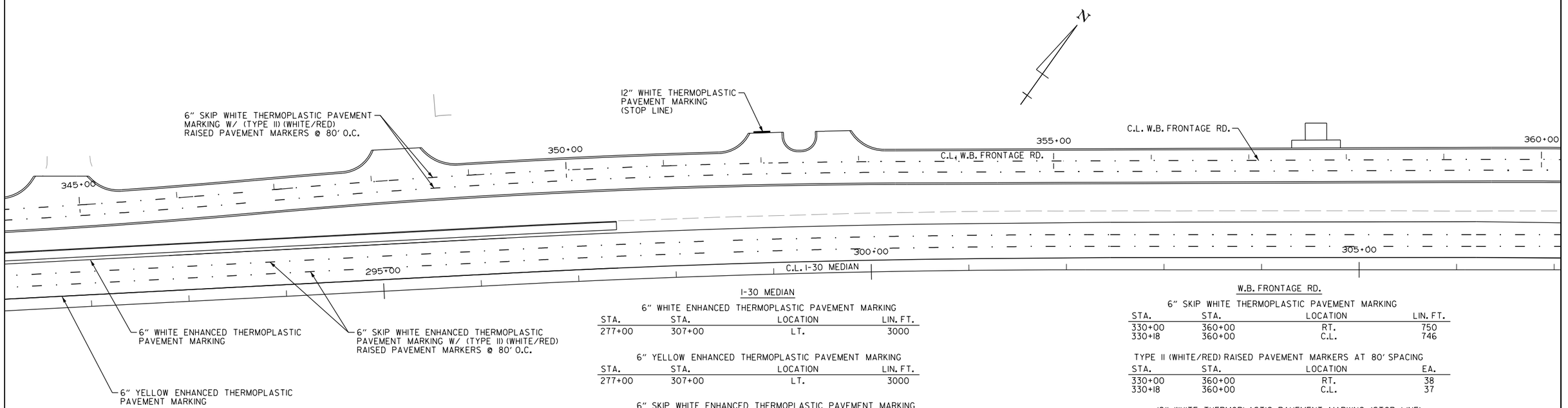

SHARON RD.

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 59+73 | 59+88 | LT. & RT. | 112 |

6" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 59+73 | 59+88 | LT. & RT. | 36 |




I-30 MEDIAN

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 277+00 | 307+00 | LT. | 3000 |

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 277+00 | 307+00 | LT. | 3000 |

6" SKIP WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 277+00 | 307+00 | LT. | 1500 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 277+00 | 307+00 | LT. | 75 |

W.B. FRONTAGE RD.

6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 330+00 | 360+00 | RT. | 750 |
| 330+18 | 360+00 | C.L. | 746 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 330+00 | 360+00 | RT. | 38 |
| 330+18 | 360+00 | C.L. | 37 |

12" WHITE THERMOPLASTIC PAVEMENT MARKING (STOP LINE)

| STA. | LOCATION | LIN. FT. |
|---|---|---|
| 352+00 | LT. | 17 |

SITE I
PERMANENT PAVEMENT MARKING DETAILS

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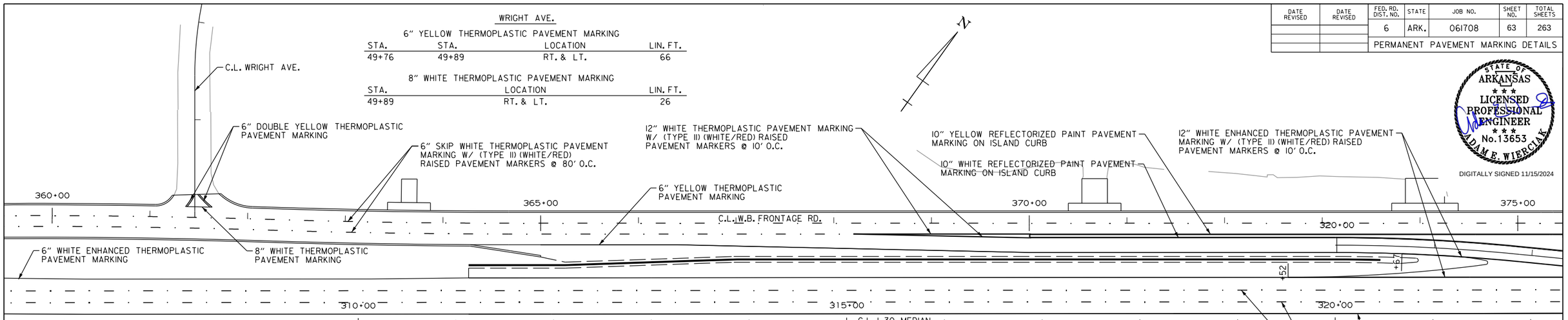
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 63 | 263 |
| | | PERMANENT PAVEMENT MARKING DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024




WRIGHT AVE.

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 49+76 | 49+89 | RT. & LT. | 66 |

8" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | LOCATION | LIN. FT. |
|---|---|---|
| 49+89 | RT. & LT. | 26 |

I-30 MEDIAN

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 307+00 | 319+52 | LT. | 1252 |
| 325+93 | 330+85 | LT. | 492 |

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 307+00 | 330+85 | LT. | 2385 |

6" SKIP WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 307+00 | 330+85 | LT. | 1193 |

I-30 MEDIAN

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 319+52 | 323+47 | LT. | 395 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 307+00 | 330+85 | LT. | 60 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 319+52 | 323+47 | LT. | 40 |

W.B. FRONTAGE RD.

10" YELLOW REFLECTORIZED PAINT PAVEMENT MARKING

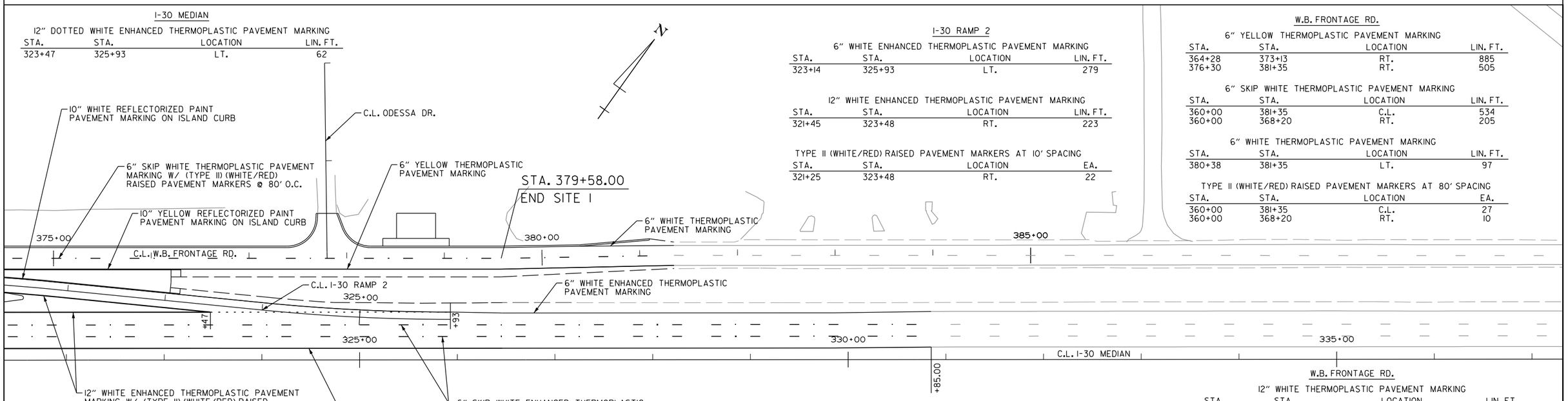
| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 370+02 | 376+30 | RT. | 628 |

10" WHITE REFLECTORIZED PAINT PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 370+02 | 373+13 | RT. | 311 |

10" WHITE REFLECTORIZED PAINT PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 370+02 | 373+13 | RT. | 311 |




I-30 RAMP 2

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 323+14 | 325+93 | LT. | 279 |

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 321+45 | 323+48 | RT. | 223 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 321+25 | 323+48 | RT. | 22 |

W.B. FRONTAGE RD.

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 364+28 | 373+13 | RT. | 885 |
| 376+30 | 381+35 | RT. | 505 |

6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 360+00 | 381+35 | C.L. | 534 |
| 360+00 | 368+20 | RT. | 205 |

6" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 380+38 | 381+35 | LT. | 97 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 360+00 | 381+35 | C.L. | 27 |
| 360+00 | 368+20 | RT. | 10 |

I-30 RAMP 2

10" WHITE REFLECTORIZED PAINT PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 319+98 | 323+14 | LT. | 316 |

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 319+98 | 321+25 | LT. | 127 |

W.B. FRONTAGE RD.

12" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 368+20 | 370+02 | RT. | 364 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 368+20 | 370+02 | RT. | 18 |

SITE I
PERMANENT PAVEMENT MARKING DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 64 | 263 |
| | | PERMANENT PAVEMENT MARKING DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

I-30 MEDIAN

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 351+55 | 364+51 | LT. | 1296 |
| 366+54 | 373+05 | LT. | 651 |

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 351+55 | 373+05 | LT. | 2150 |

6" SKIP WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 351+55 | 373+05 | LT. | 1075 |

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 365+84 | 366+54 | LT. | 70 |

I-30 MEDIAN

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 80' SPACING

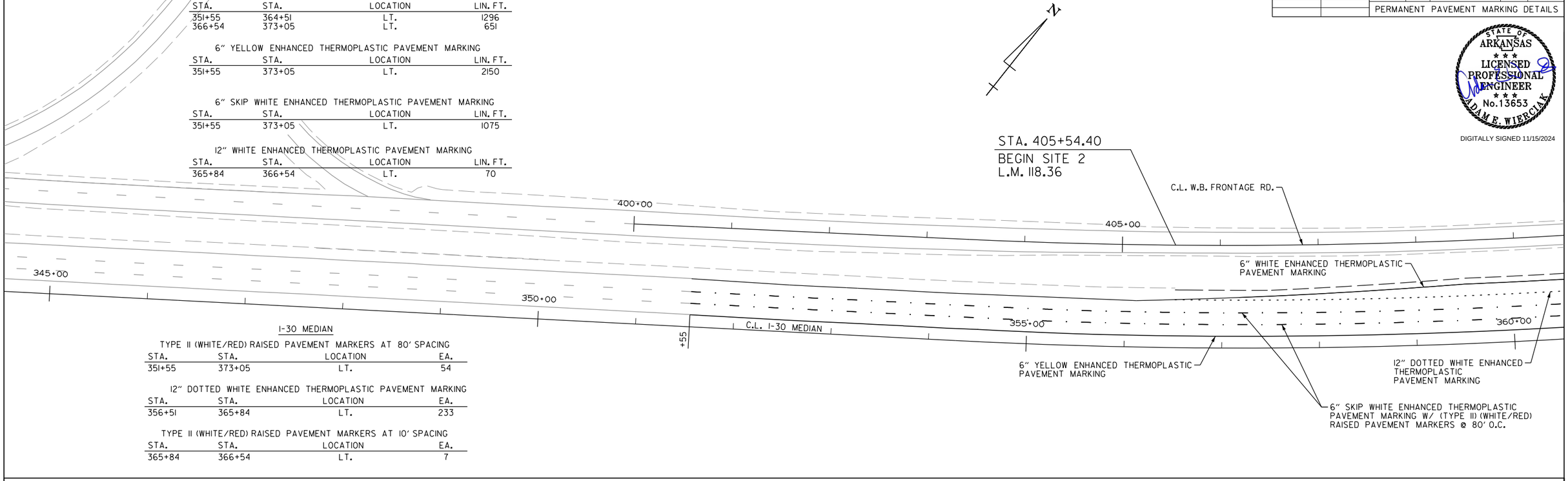
| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 351+55 | 373+05 | LT. | 54 |

12" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 356+51 | 365+84 | LT. | 233 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 365+84 | 366+54 | LT. | 7 |




W.B. FRONTAGE RD.

12" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 418+05 | 418+56 | RT. | 51 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 418+05 | 418+39 | RT. | 5 |

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 416+04 | 418+05 | RT. | 201 |

I-30 RAMP 3

6" WHITE THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 368+03 | 369+22 | LT. | 119 |

6" YELLOW THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 368+03 | 372+60 | RT. | 457 |

TYPE II (WHITE/RED) RAISED PAVEMENT MARKERS AT 10' SPACING

| STA. | STA. | LOCATION | EA. |
|---|---|---|---|
| 365+82 | 366+51 | RT. | 7 |
| 369+22 | 369+73 | LT. | 5 |

I-30 RAMP 3

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

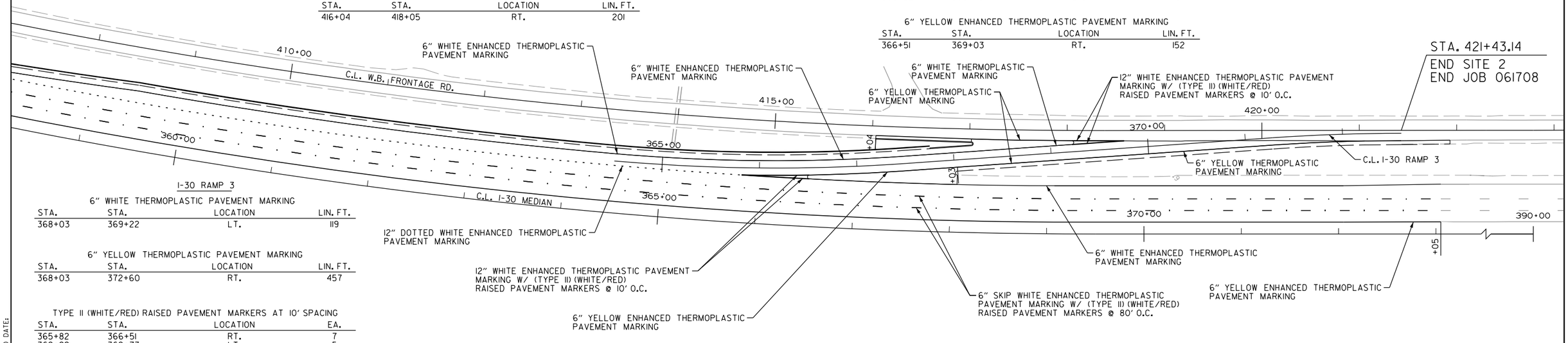
| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 364+51 | 368+03 | LT. | 352 |

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 365+82 | 366+51 | RT. | 69 |
| 369+22 | 369+73 | LT. | 51 |

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

| STA. | STA. | LOCATION | LIN. FT. |
|---|---|---|---|
| 366+51 | 369+03 | RT. | 152 |




SITE 2
PERMANENT PAVEMENT MARKING DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 65 | 263 |
| | | QUANTITIES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

## CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

| DESCRIPTION | STAGE 1 | STAGE 2B | STAGE 2C | STAGE 3 | END OF JOB | REMOVAL OF PERMANENT PAVEMENT MARKINGS | CONSTRUCTION PAVEMENT MARKINGS | REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS | REMOVABLE CONSTRUCTION PAVEMENT MARKINGS | RAISED PAVEMENT MARKERS | | ENHANCED THERMOPLASTIC PAVEMENT MARKING | | | THERMOPLASTIC PAVEMENT MARKING | | | | | | REFLECTORIZED PAINT PAVEMENT MARKING | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TYPE II (WHITE/RED) | TYPE II (YELLOW/YELLOW) | 6" WHITE | 6" YELLOW | 12" WHITE | 6" WHITE | 6" YELLOW | 8" WHITE | 8" YELLOW | 12" WHITE | WORDS | ARROWS | 10" WHITE | 10" YELLOW |
| | LIN. FT. - EACH | | | | | LIN. FT. | | LIN. FT. | | EACH | | | | | LIN. FT. | | | | | EACH | | LIN. FT. | |
| REMOVAL OF PERMANENT PAVEMENT MARKINGS | 5355 | 7224 | 5913 | | | 18492 | | | | | | | | | | | | | | | | | |
| YELLOW CONSTRUCTION PAVEMENT MARKINGS | | 5051 | 6715 | 1889 | | | 13655 | | | | | | | | | | | | | | | | |
| WHITE CONSTRUCTION PAVEMENT MARKINGS | | 4418 | 6078 | 8147 | | | 18643 | | | | | | | | | | | | | | | | |
| REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS | | | 2336 | | | | | 2336 | | | | | | | | | | | | | | | |
| WHITE REMOVABLE PAVEMENT MARKINGS | 3210 | 4877 | 4899 | | | | | | 12986 | | | | | | | | | | | | | | |
| YELLOW REMOVABLE PAVEMENT MARKINGS | 2148 | 3590 | 3266 | | | | | | 9004 | | | | | | | | | | | | | | |
| RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) | 54 | 99 | 80 | 70 | 539 | | | | | 842 | | | | | | | | | | | | | |
| RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) | | | | | 2 | | | | | | 2 | | | | | | | | | | | | |
| ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6") | | | | | 18406 | | | | | | | 18406 | | | | | | | | | | | |
| ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6") | | | | | 12836 | | | | | | | | 12836 | | | | | | | | | | |
| ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12") | | | | | 2068 | | | | | | | | | 2068 | | | | | | | | | |
| THERMOPLASTIC PAVEMENT MARKING WHITE (6") | | | | | 3539 | | | | | | | | | | 3539 | | | | | | | | |
| THERMOPLASTIC PAVEMENT MARKING YELLOW (6") | | | | | 3137 | | | | | | | | | | | 3137 | | | | | | | |
| THERMOPLASTIC PAVEMENT MARKING WHITE (8") | | | | | 826 | | | | | | | | | | | | 826 | | | | | | |
| THERMOPLASTIC PAVEMENT MARKING YELLOW (8") | | | | | 93 | | | | | | | | | | | | | 93 | | | | | |
| THERMOPLASTIC PAVEMENT MARKING WHITE (12") | | | | | 480 | | | | | | | | | | | | | | 480 | | | | |
| THERMOPLASTIC PAVEMENT MARKING (WORDS) | | | | | 4 | | | | | | | | | | | | | | | 4 | | | |
| THERMOPLASTIC PAVEMENT MARKING (ARROWS) | | | | | 8 | | | | | | | | | | | | | | | | 8 | | |
| REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10") | | | | | 791 | | | | | | | | | | | | | | | | | 791 | |
| REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10") | | | | | 891 | | | | | | | | | | | | | | | | | | 891 |
| **TOTALS:** | | | | | | **18492** | **32298** | **2336** | **21990** | **842** | **2** | **18406** | **12836** | **2068** | **3539** | **3137** | **826** | **93** | **480** | **4** | **8** | **791** | **891** |

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

## ADVANCE WARNING SIGNS AND DEVICES

| SIGN NUMBER | DESCRIPTION | SIGN SIZE | STAGE 1 | STAGE 2B | STAGE 2C | STAGE 2D | STAGE 3 | MAXIMUM NUMBER REQUIRED | TOTAL SIGNS REQUIRED | | *CONSTRUCTION PROJECT INFORMATION SIGN UPDATE | TRAFFIC DRUMS | BARRICADES (TYPE III) | FURNISHING & INSTALLING PRECAST CONC. BARRIER | RELOCATING PRECAST CONCRETE BARRIER | TEMPORARY IMPACT ATTENUATION BARRIER | TEMP. IMPACT ATTEN.BARR. (REPAIR) | * ADVANCE WARNING ARROW PANEL | * PORTABLE CHANGEABLE MESSAGE SIGN | MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | NO. | SQ. FT. | | | LEFT | | | | | | | |
| | | | LIN. FT. - EACH | | | | | | | | EACH | | | | | | | DAY | WEEK | EACH |
| W20-1 | ROAD WORK 1500 FT. | 48"x48" | 6 | 4 | 2 | | | 6 | 6 | 96.0 | | | | | | | | | | |
| W20-1 | ROAD WORK 1000 FT. | 48"x48" | 2 | 2 | | | | 2 | 2 | 32.0 | | | | | | | | | | |
| W20-1 | ROAD WORK 500 FT. | 48"x48" | 2 | 2 | | | | 2 | 2 | 32.0 | | | | | | | | | | |
| W20-1 | ROAD WORK 1/2 MILE | 48"x48" | 4 | 2 | 2 | | | 4 | 4 | 64.0 | | | | | | | | | | |
| W20-1 | ROAD WORK 1 MILE | 48"x48" | 4 | 4 | 4 | | 2 | 4 | 4 | 64.0 | | | | | | | | | | |
| W20-1 | ROAD WORK AHEAD | 48"x48" | 17 | 13 | 13 | 2 | 7 | 17 | 17 | 272.0 | | | | | | | | | | |
| W20-5 | 2 LANES CLOSED 1500 FT | 48"x48" | | | | 2 | | 2 | 2 | 32.0 | | | | | | | | | | |
| W20-5 | 2 LANES CLOSED 1/2 MILE | 48"x48" | | | | 2 | | 2 | 2 | 32.0 | | | | | | | | | | |
| W20-5 | 2 LANES CLOSED 1 MILE | 48"x48" | | | | 2 | | 2 | 2 | 32.0 | | | | | | | | | | |
| W20-5L | LEFT LANE CLOSED 1/2 MILE | 48"x48" | 4 | 2 | 2 | | | 4 | 4 | 64.0 | | | | | | | | | | |
| W20-5L | LEFT LANE CLOSED 1500 FT | 48"x48" | 4 | 2 | 2 | | | 4 | 4 | 64.0 | | | | | | | | | | |
| W20-5L | LEFT LANE CLOSED 1 MILE | 48"x48" | 4 | | | | | 4 | 4 | 64.0 | | | | | | | | | | |
| W20-5R | RIGHT LANE CLOSED 1/2 MILE | 48"x48" | 2 | 6 | 6 | | 2 | 6 | 6 | 96.0 | | | | | | | | | | |
| W20-5R | RIGHT LANE CLOSED 1500 FT | 48"x48" | 2 | 6 | 6 | | 2 | 6 | 6 | 96.0 | | | | | | | | | | |
| W20-5R | RIGHT LANE CLOSED 1 MILE | 48"x48" | 2 | 6 | 6 | | | 6 | 6 | 96.0 | | | | | | | | | | |
| W3-5 | REDUCED SPEED LIMIT AHEAD | 48"x48" | 6 | 6 | 6 | 2 | | 6 | 6 | 96.0 | | | | | | | | | | |
| W4-2L | LEFT LANE ENDS | 48"x48" | 4 | 2 | 4 | 2 | | 4 | 4 | 64.0 | | | | | | | | | | |
| W4-2R | RIGHT LANE ENDS | 48"x48" | 2 | 6 | 6 | 2 | 2 | 6 | 6 | 96.0 | | | | | | | | | | |
| G20 2 | END ROAD WORK | 48"x24" | 13 | 13 | 11 | 2 | 9 | 13 | 13 | 104.0 | | | | | | | | | | |
| G20-1 | ROAD WORK NEXT 2 MILES | 60"x24" | 1 | 1 | 1 | | | 1 | 1 | 10.0 | | | | | | | | | | |
| G20-5Ap | WORK ZONE | 36"x24" | 4 | 2 | 2 | 2 | | 4 | 4 | 24.0 | | | | | | | | | | |
| R55-1 | FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT | 36"x60" | 4 | 2 | 2 | 2 | | 4 | 4 | 60.0 | | | | | | | | | | |
| R11-2 | ROAD CLOSED | 48"x30" | 1 | 1 | | | | 1 | 1 | 10.0 | | | | | | | | | | |
| SPECIAL | MERGE NOW WITH ARROW | 48"x48" | 3 | 3 | 3 | 1 | | 3 | 3 | 48.0 | | | | | | | | | | |
| OM-3R | OBJECT MARKER | 12"x36" | 12 | 12 | 4 | | | 12 | 12 | 36.0 | | | | | | | | | | |
| W1-6 | LARGE ARROW | 48"x24" | 10 | 13 | 12 | 6 | 3 | 13 | 13 | 104.0 | | | | | | | | | | |
| R2-1 | SPEED LIMIT 60 | 48"x60" | 6 | 6 | 6 | 2 | | 6 | 6 | 120.0 | | | | | | | | | | |
| R2-1 | SPEED LIMIT 70 | 48"x60" | 6 | 6 | 6 | 2 | | 6 | 6 | 120.0 | | | | | | | | | | |
| R4-1 | DO NOT PASS | 48"x60" | 12 | 12 | 12 | 4 | | 12 | 12 | 240.0 | | | | | | | | | | |
| R10-19aP | PHOTO ENFORCED | 48"x36" | 4 | 2 | 2 | 2 | | 4 | 4 | 48.0 | | | | | | | | | | |
| * W21-5A | RIGHT SHOULDER CLOSED | 48"x48" | 10 | 4 | 4 | 4 | 4 | 10 | 10 | 160.0 | | | | | | | | | | |
| * W21-5A | LEFT SHOULDER CLOSED | 48"x48" | 2 | 5 | 5 | 4 | | 5 | 5 | 80.0 | | | | | | | | | | |
| * W8-1 | BUMP | 30"x30" | | 4 | 4 | 4 | 4 | 4 | 4 | 25.0 | | | | | | | | | | |
| W8-17 | SHOULDER DROP OFF (SYMBOL) | 36"x36" | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 36.0 | | | | | | | | | | |
| W8-17P | SHOULDER DROP OFF (PLAQUE) | 24"x18" | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 12.0 | | | | | | | | | | |
| WZ-1 | NOTICE SPEED PHOTO ENFORCED WORK ZONE | 84"x60" | 4 | 2 | 2 | 2 | | 4 | 4 | 140.0 | | | | | | | | | | |
| SPECIAL | CONSTRUCTION PROJECT INFORMATION SIGN | 48"x96" | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 64.0 | | | | | | | | | | |
| | CONSTRUCTION PROJECT INFORMATION SIGN UPDATE | | | | | | | | | | 4 | | | | | | | | | |
| | TRAFFIC DRUMS | | 258 | 572 | 611 | 98 | 261 | 611 | | | | 611 | | | | | | | | |
| | TYPE III BARRICADE-LT. (16') | | 1 | 1 | | | | 1 | | | | | 16 | | | | | | | |
| | FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER | | 2472 | 20 | 34 | | | 2526 | | | | | | 2526 | | | | | | |
| | RELOCATING PRECAST CONCRETE BARRIER | | | 2472 | 2492 | | | 4964 | | | | | | | 4964 | | | | | |
| | TEMPORARY IMPACT ATTENUATION BARRIER | | 2 | | | | | 2 | | | | | | | | 2 | | | | |
| | TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR) | | 2 | | | | | 2 | | | | | | | | | 2 | | | |
| | ADVANCED WARNING ARROW PANEL | | 3 | 3 | 3 | 2 | | 3 | | | | | | | | | | 1650 | | |
| | PORTABLE CHANGEABLE MESSAGE SIGN | | 4 | 4 | 4 | 4 | | 4 | | | | | | | | | | | 312 | |
| | MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL) | | 2 | 1 | 1 | 1 | | 2 | | | | | | | | | | | | 2 |
| **TOTALS:** | | | | | | | | | | **2833.0** | **4** | **611** | **16** | **2526** | **4964** | **2** | **2** | **1650** | **312** | **2** |

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.



dewierciak 11/5/2024 12:35:30 PM
WORKSPACE: AHTD
L:\2021\210108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_QTY.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 66 | 263 |
| | | QUANTITIES | | | | |

## REMOVAL AND DISPOSAL OF ITEMS

| STATION | STATION | LOCATION | CURB AND GUTTER | BARRIER WALL | CONCRETE PAVEMENT | CONCRETE DITCH PAVING | CONCRETE ISLANDS | CONCRETE DRIVEWAYS | CONCRETE RIPRAP | HEADWALLS | GUARDRAIL | SIGNS | MAILBOXES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LIN. FT. | LIN. FT. | SQ. YD. | SQ. YD. | SQ. YD. | SQ. YD. | SQ. YD. | EACH | LIN. FT. | EACH | EACH |
| 304+67 | 306+82 | W.B. FRONTAGE RD. RT. | | | 136 | | | | | | | | |
| 308+76 | | W.B. FRONTAGE RD. LT. | | | | | | | | 1 | | | |
| 311+08 | 312+60 | W.B. FRONTAGE RD. LT. | | | | | 65 | | | | | | |
| 312+00 | | W.B. FRONTAGE RD. LT. | | | | | | | | | | | 1 |
| 313+99 | 315+26 | W.B. FRONTAGE RD. LT. | | | | 50 | | | | | | | |
| 315+99 | 317+93 | W.B. FRONTAGE RD. LT. | 200 | | | | | | | | | | |
| 317+87 | 318+12 | W.B. FRONTAGE RD. LT. | | | | 17 | | | | | | | |
| 317+93 | 319+20 | W.B. FRONTAGE RD. LT. | | | | | | | 62 | | | | |
| 318+97 | 320+39 | W.B. FRONTAGE RD. RT. | | | | | | | | | 142 | | |
| 319+64 | 320+94 | W.B. FRONTAGE RD. RT. | | | | 61 | | | | | | | |
| 321+16 | 321+93 | W.B. FRONTAGE RD. LT. | | | | 42 | | | | | | | |
| 321+41 | 326+81 | W.B. FRONTAGE RD. RT. | | | | 247 | | | | | | | |
| 321+92 | | W.B. FRONTAGE RD. LT. | | | | | | | | | | | |
| 325+43 | 325+61 | W.B. FRONTAGE RD. LT. | 36 | | | | | | | | | | |
| 326+01 | 326+26 | W.B. FRONTAGE RD. LT. | 81 | | | | | | | | | | |
| 325+57 | | W.B. FRONTAGE RD. LT. | | | | 1 | | | | | | | |
| 326+04 | | W.B. FRONTAGE RD. LT. | | | | 1 | | | | | | | |
| 326+26 | | W.B. FRONTAGE RD. LT. | | | | 1 | | | | | | | |
| 326+68 | 326+75 | W.B. FRONTAGE RD. LT. | 27 | | | | | | | | | | |
| 326+82 | | W.B. FRONTAGE RD. LT. | | | | | | | | 1 | | | |
| 330+29 | 330+72 | W.B. FRONTAGE RD. LT. | 45 | | | | | | | | | | |
| 331+48 | 331+76 | W.B. FRONTAGE RD. LT. | 41 | | | | | | | | | | |
| 333+97 | | W.B. FRONTAGE RD. LT. | 10 | | | | | | | | | | |
| 334+16 | | W.B. FRONTAGE RD. LT. | | | | | | 108 | | | | | |
| 334+37 | | W.B. FRONTAGE RD. LT. | 18 | | | | | | | | | | |
| 334+49 | | W.B. FRONTAGE RD. LT. | | | | | | | | | | | 1 |
| 335+38 | 342+92 | W.B. FRONTAGE RD. RT. | | | | 322 | | | | | | | |
| 336+30 | 336+37 | W.B. FRONTAGE RD. LT. | 27 | | | | | | | | | | |
| 336+49 | | W.B. FRONTAGE RD. LT. | | | | | | 78 | | | | | |
| 336+61 | 336+71 | W.B. FRONTAGE RD. LT. | 30 | | | | | | | | | | |
| 337+96 | | W.B. FRONTAGE RD. LT. | | | | | | | | | | 1 | |
| 337+98 | 338+04 | W.B. FRONTAGE RD. LT. | 15 | | | | | | | | | | |
| 338+47 | 338+55 | W.B. FRONTAGE RD. LT. | 23 | | | | | | | | | | |
| 338+71 | 339+81 | W.B. FRONTAGE RD. LT. | 127 | | | | | | | | | | |
| 340+21 | 340+31 | W.B. FRONTAGE RD. LT. | 23 | | | | | | | | | | |
| 342+38 | 343+00 | W.B. FRONTAGE RD. RT. | | | | | | | | | 62 | | |
| 343+00 | 344+91 | W.B. FRONTAGE RD. RT. | | | | | | | | | 191 | | |
| 343+05 | 345+85 | W.B. FRONTAGE RD. RT. | | | | | 125 | | | | | | |
| 344+03 | 344+30 | W.B. FRONTAGE RD. LT. | | | 30 | | | | | | | | |
| 344+30 | 344+56 | W.B. FRONTAGE RD. LT. | 30 | | | | | | | | | | |
| 344+83 | | W.B. FRONTAGE RD. LT. | | | | | | 106 | | | | | |
| 345+09 | 345+32 | W.B. FRONTAGE RD. LT. | 26 | | | | | | | | | | |
| 345+86 | 350+49 | W.B. FRONTAGE RD. RT. | | 464 | | | | | | | | | |
| 347+90 | 348+04 | W.B. FRONTAGE RD. LT. | 21 | | | | | | | | | | |
| 348+27 | | W.B. FRONTAGE RD. LT. | | | | | | 186 | | | | | |
| 348+52 | 348+66 | W.B. FRONTAGE RD. LT. | 21 | | | | | | | | | | |
| 348+52 | 372+51 | W.B. FRONTAGE RD. RT. | | | | 1170 | | | | | | | |
| 351+75 | 351+90 | W.B. FRONTAGE RD. LT. | 22 | | | | | | | | | | |
| 352+06 | | W.B. FRONTAGE RD. LT. | | | | | | 120 | | | | | |
| 352+22 | 352+27 | W.B. FRONTAGE RD. LT. | 17 | | | | | | | | | | |
| 352+31 | 352+49 | W.B. FRONTAGE RD. LT. | 21 | | | | | | | | | | |
| 352+54 | 352+57 | W.B. FRONTAGE RD. LT. | 19 | | | | | | | | | | |
| 352+74 | | W.B. FRONTAGE RD. LT. | | | | | | 122 | | | | | |
| 352+91 | 353+04 | W.B. FRONTAGE RD. LT. | 19 | | | | | | | | | | |
| 361+12 | 361+27 | W.B. FRONTAGE RD. LT. | 33 | | | | | | | | | | |
| 361+65 | 361+75 | W.B. FRONTAGE RD. LT. | 17 | | | | | | | | | | |
| 370+37 | 370+54 | W.B. FRONTAGE RD. LT. | 43 | | | | | | | | | | |
| 370+82 | 370+99 | W.B. FRONTAGE RD. LT. | 44 | | | | | | | | | | |
| 253+94 | 255+53 | I-30 MEDIAN LT. | | | 196 | | | | | | | | |
| 254+81 | 255+53 | I-30 MEDIAN LT. | | 72 | | | | | | | | | |
| 274+80 | 297+41 | I-30 MEDIAN LT. | | | 2964 | | | | | | | | |
| 274+81 | 275+00 | I-30 MEDIAN LT. | | | | | | | | | 19 | | |
| 275+00 | 284+25 | I-30 MEDIAN LT. | | | | | | | | | 925 | | |
| 289+11 | 290+00 | I-30 MEDIAN LT. | | | | | | | | | 89 | | |
| 290+00 | 293+13 | I-30 MEDIAN LT. | | | | | | | | | 313 | | |
| 311+13 | 319+32 | I-30 MEDIAN LT. | | 819 | | | | | | | | | |
| 311+13 | 325+93 | I-30 MEDIAN LT. | | | 2930 | | | | | | | | |
| 319+33 | 320+00 | I-30 MEDIAN LT. | | | | | | | | | 67 | | |
| 320+00 | 321+51 | I-30 MEDIAN LT. | | | | | | | | | 151 | | |
| 356+52 | 368+07 | I-30 MEDIAN LT. | | | 1337 | | | | | | | | |
| 357+73 | 360+82 | I-30 MEDIAN LT. | | 306 | | | | | | | | | |
| 358+07 | | I-30 MEDIAN LT. | | | | 7 | | | | | | | |
| 358+45 | | I-30 MEDIAN LT. | | | | 7 | | | | | | | |
| 358+95 | | I-30 MEDIAN LT. | | | | 7 | | | | | | | |
| 359+40 | | I-30 MEDIAN LT. | | | | 7 | | | | | | | |
| 359+50 | 361+02 | I-30 MEDIAN LT. | | | | 68 | | | | | | | |
| 359+80 | | I-30 MEDIAN LT. | | | | 7 | | | | | | | |
| 360+23 | | I-30 MEDIAN LT. | | | | 7 | | | | | | | |
| 360+67 | | I-30 MEDIAN LT. | | | | 6 | | | | | | | |
| 360+84 | 362+84 | I-30 MEDIAN LT. | | | | | | | | | 200 | | |
| 28+60 | 29+70 | HWY. 5 RT. | | | | 127 | | | | | | | |
| 29+04 | 29+89 | HWY. 5 | | | | | 506 | | | | | | |
| | | | | | | | | | | | | | |
| **TOTALS:** | | | **1036** | **1661** | **7593** | **2155** | **696** | **720** | **62** | **2** | **2159** | **1** | **2** |

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

## SCARIFYING CONCRETE PAVEMENT

| STATION | STATION | LOCATION | AVG. WIDTH | SCARIFYING CONCRETE PAVEMENT |
|---|---|---|---|---|
| | | | FEET | SQ. YD. |
| 252+00.00 | 253+00.00 | I-30 RAMP 1 | 15.00 | 166.67 |
| | | | | |
| **TOTAL:** | | | | **166.67** |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025

## EARTHWORK

| LOCATION / DESCRIPTION | UNCLASSIFIED EXCAVATION | COMPACTED EMBANKMENT |
|---|---|---|
| | CU. YD. | |
| STAGE 2B - W.B. FRONTAGE RD. | 4059 | 3576 |
| STAGE 2C - W.B. FRONTAGE RD. | 2893 | 7567 |
| STAGE 3 - W.B. FRONTAGE RD. | 1447 | 4100 |
| | | |
| STAGE 1 - W.B. FRONTAGE RD. (SITE 2) | 157 | 407 |
| | | |
| STAGE 2B - I-30 RAMP 2 | 380 | |
| STAGE 2B - I-30 RAMP 2 WIDENING | 627 | |
| | | |
| STAGE 1 - I-30 RAMP 3 | 186 | 110 |
| | | |
| STAGE 1 - I-30 RAMP 3 AUXILIARY LANE | 1066 | 14 |
| | | |
| STAGE 2B - HWY. 5 | 15 | 17 |
| STAGE 3 - HWY. 5 | 58 | 278 |
| | | |
| DRIVEWAYS - ALL STAGES | 214 | 163 |
| | | |
| **TOTALS:** | **11102** | **16232** |

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY

## ACHM PATCHING OF EXISTING ROADWAY

| DESCRIPTION | TON |
|---|---|
| ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | 200 |
| | |
| **TOTAL:** | **200** |

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

## REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS

| STATION | DESCRIPTION | PIPE CULVERTS | DROP INLETS |
|---|---|---|---|
| | | EACH | EACH |
| 305+46 | W.B. FRONTAGE RD. LT. | 1 | |
| 306+04 | W.B. FRONTAGE RD. LT. | 1 | |
| 309+41 | W.B. FRONTAGE RD. RT. (42' RT.) | | 1 |
| 309+50 | W.B. FRONTAGE RD. LT. | 1 | |
| 316+15 | W.B. FRONTAGE RD. LT. | | 1 |
| 319+69 | W.B. FRONTAGE RD. RT. (43' RT.) | | 1 |
| 319+70 | W.B. FRONTAGE RD. LT. | 1 | 1 |
| 321+47 | W.B. FRONTAGE RD. LT. | | 1 |
| 325+80 | W.B. FRONTAGE RD. LT. | 1 | |
| 326+48 | W.B. FRONTAGE RD. LT. | 1 | |
| 326+76 | W.B. FRONTAGE RD. RT. (34' RT.) | | 1 |
| 329+21 | W.B. FRONTAGE RD. LT. | 1 | |
| 330+27 | W.B. FRONTAGE RD. RT. | | 1 |
| 335+07 | W.B. FRONTAGE RD. LT. | 1 | |
| 362+34 | W.B. FRONTAGE RD. LT. | 1 | |
| 363+66 | W.B. FRONTAGE RD. LT. | 1 | |
| 371+06 | W.B. FRONTAGE RD. LT. | 1 | |
| 371+07 | W.B. FRONTAGE RD. RT. | | 1 |
| 374+06 | W.B. FRONTAGE RD. LT. | 1 | |
| 375+77 | W.B. FRONTAGE RD. LT. | 1 | |
| 376+45 | W.B. FRONTAGE RD. LT. | 1 | |
| 376+87 | W.B. FRONTAGE RD. RT. (30' RT.) | | 1 |
| 377+53 | W.B. FRONTAGE RD. LT. | 1 | |
| 378+84 | W.B. FRONTAGE RD. LT. | 1 | |
| 365+10 | I-30 MEDIAN (74' LT.) | 1 | 1 |
| 49+75 | WRIGHT AVE. | 1 | |
| | | | |
| **TOTALS:** | | **18** | **10** |

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICABLE.

## REMOVAL AND DISPOSAL OF FENCE

| STATION | STATION | LOCATION | FENCE | GATES |
|---|---|---|---|---|
| | | | LIN. FT. | EACH |
| 327+32 | 329+42 | W.B. FRONTAGE RD. LT. | 210 | 2 |
| | | | | |
| **TOTALS:** | | | **210** | **2** |

## CLEARING AND GRUBBING

| STATION | STATION | LOCATION | CLEARING | GRUBBING |
|---|---|---|---|---|
| | | | STATION | |
| 365+70 | 367+00 | W.B. FRONTAGE RD. LT. | 2 | 2 |
| | | | | |
| **TOTALS:** | | | **2** | **2** |

## FLOWABLE SELECT MATERIAL

| STATION | LOCATION | CU. YD. |
|---|---|---|
| 347+70 | W.B. FRONTAGE RD. | 5.8 |
| 347+86 | W.B. FRONTAGE RD. | 1.4 |
| 348+70 | W.B. FRONTAGE RD. | 8.7 |
| 351+72 | W.B. FRONTAGE RD. | 5.9 |
| 352+30 | W.B. FRONTAGE RD. | 1.8 |
| 352+50 | W.B. FRONTAGE RD. | 5.8 |
| | | |
| **TOTAL:** | | **29.4** |

JDBradley 2/21/2025 3:25:09 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_QTY.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 67 | 263 |
| | | QUANTITIES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025

## STRUCTURES (BOX 1 OF 2)

| STATION | DESCRIPTION | REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18" | 24" | 30" | 36" | 42" | 48" | (CLASS IV) 18" | PIPE CULVERT ALTERNATES ALT. 1 (CLASS III) 18" | 24" | 30" | 36" | 48" | ALTERNATES 2 & 3 18" | 24" | 30" | 36" | 48" | FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18" | 24" | DROP INLETS TYPE C | E | MO | RM | ST | SPECIAL | EXT. 4' | 8' | MODIFYING DROP INLETS | DROP INLETS ADJUSTED TO GRADE | JUNCT. BOXES (TYPE E) | MODIFYING JUNCTION BOXES | JUNCTION BOXES ADJUSTED TO GRADE | SOLID SODDING | WATER | STD. DWG. NOS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LIN. FT. | | | | | | | | | | | | | | | | | | | EACH | | | | | | | | | | | | | | SQ.YD. | M.GAL. | |
| 305+46 | W.B. FRONTAGE RD. LT. | | 4 | | | | | | | | | | | | | | | | | | 1 | | | | | | 1 | | | | | | | | | FPC-9E, PCC-1 |
| 305+46 | W.B. FRONTAGE RD. (31' LT.) | | | | | | | | 12 | | | | | 12 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 306+30 | W.B. FRONTAGE RD. (29' LT.) | | | | | | | | | 81 | | | | | 81 | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 307+03 | W.B. FRONTAGE RD. LT. | 4 | 70 | | | | | | | | | | | | | | | | 1 | | 1 | | | | | | 1 | | | | | | 5 | 0.06 | FPC-9E, PCC-1, FES-1, FES-2 |
| 308+00 | W.B. FRONTAGE RD. LT. | | | | | | | | | 92 | | | | | 92 | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 308+00 | W.B. FRONTAGE RD. RT. | 37 | | | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1 |
| 308+00 | W.B. FRONTAGE RD. (38' RT.) | 7 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | FPC-9S, PCC-1 |
| 308+50 | W.B. FRONTAGE RD. RT. | | | | | | | | 45 | | | | | 45 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 308+85 | W.B. FRONTAGE RD. (15' LT.) | 4 | | | | | | | 81 | | | | | 81 | | | | | | | | | | | | | | | | 1 | | | | | FPC-9, PCC-1, PCM-2 |
| 309+41 | W.B. FRONTAGE RD. (31' RT.) | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | 1 | | | | 5 | 0.06 | FPC-9D |
| 309+78 | W.B. FRONTAGE RD. LT. | | | | | | | | 89 | | | | | 89 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 310+86 | W.B. FRONTAGE RD. LT. | | | | | | | | 104 | | | | | 104 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 310+86 | W.B. FRONTAGE RD. (25' LT.) | | | | | | | | 7 | | | | | 7 | | | | | | | | | | | 1 | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 313+40 | W.B. FRONTAGE RD. LT. | 44 | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | 1 | | 5 | 0.06 | FPC-9M, PCC-1, FES-1, FES-2 |
| 313+40 | W.B. FRONTAGE RD. RT. | | | | | | | | 156 | | | | | 156 | | | | | | | | | 1 | | | | | | 1 | | | | | FPC-9D, PCC-1, PCM-1, SPECIAL DETAIL |
| 315+00 | W.B. FRONTAGE RD. LT. | 36 | | | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1 |
| 315+00 | W.B. FRONTAGE RD. RT. | 36 | | | | | | | 110 | | | | | 110 | | | | | | | | | 1 | | | | | | 1 | | | | | FPC-9D, PCC-1, PCM-1, SPECIAL DETAIL |
| 316+15 | W.B. FRONTAGE RD. LT. | | 4 | 4 | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | FPC-9E, PCC-1 |
| 316+15 | W.B. FRONTAGE RD. RT. | | | 8 | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | 1 | | | | | | FPC-9M, PCC-1, SPECIAL DETAIL |
| 317+92 | W.B. FRONTAGE RD. LT. | | | | | | | | | 124 | | | | | 124 | | | | | | | | 1 | | | | | | | | | | | | FPC-9D, PCC-1, PCM-1 |
| 317+92 | W.B. FRONTAGE RD. (26' LT.) | | | | | | | | | 7 | | | | | 7 | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 319+20 | W.B. FRONTAGE RD. LT. | | | | | | | | | 46 | | | | | 46 | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 319+20 | W.B. FRONTAGE RD. RT. | | | | | | | | 46 | | | | | 46 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 319+69 | W.B. FRONTAGE RD. (42' RT.) | | | 3 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 319+70 | W.B. FRONTAGE RD. LT. | | | 36 | | | | | | | | | | | | | | | | | 1 | | | | | | 2 | | | | | | | | FPC-9E, PCC-1 |
| 319+70 | W.B. FRONTAGE RD. RT. | | | 13 | | | | | | | | | | | | | | | | | | | 1 | | | | 2 | | | | | | | | FPC-9M, PCC-1 |
| 320+20 | W.B. FRONTAGE RD. RT. | | | | | | | | 46 | | | | | 46 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9D, PCC-1, PCM-1 |
| 320+50 | W.B. FRONTAGE RD. (43' RT.) | 76 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 321+20 | W.B. FRONTAGE RD. (16' LT.) | | | | | | | | 22 | | | | | 22 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 321+47 | W.B. FRONTAGE RD. LT. | | | 36 | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9D, PCC-1, PCM-1 |
| 321+49 | W.B. FRONTAGE RD. RT. | | | 12 | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1 |
| 322+43 | W.B. FRONTAGE RD. (41' RT.) | | | | | | | | 89 | | | | | 89 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 324+05 | W.B. FRONTAGE RD. LT. | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | | | | | | | | SPECIAL DETAILS |
| 325+40 | W.B. FRONTAGE RD. LT. | | 8 | | | | | | | 72 | | | | | 72 | | | | | 1 | | | 1 | | | | | | | | | | 8 | 0.10 | FPC-9M, PCC-1, PCM-1, FES-1, FES-2 |
| 326+15 | W.B. FRONTAGE RD. (33' LT.) | | | | | | | | | 63 | | | | | 63 | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 326+76 | W.B. FRONTAGE RD. (42' RT.) | | | | 3 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 326+77 | W.B. FRONTAGE RD. RT. | | | | 14 | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9D, PCC-1 |
| 326+82 | W.B. FRONTAGE RD. (34' LT.) | | | | 11 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 326+89 | W.B. FRONTAGE RD. (34' LT.) | | | 4 | | | | | | | 2 | | | | | 2 | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 328+50 | W.B. FRONTAGE RD. (31' LT.) | | | | | | | | | 157 | | | | | 157 | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 328+50 | W.B. FRONTAGE RD. LT. | | | | | | | | 13 | | | | | 13 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9, PCC-1, PCM-2 |
| 330+27 | W.B. FRONTAGE RD. (39' RT.) | | 4 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 330+27 | W.B. FRONTAGE RD. (52' RT.) | | 16 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 330+32 | W.B. FRONTAGE RD. (33' LT.) | | | | | | | | 179 | | | | | 179 | | | | | | | | | | | | | | | | 1 | | | | | FPC-9, PCC-1, PCM-2 |
| 331+59 | W.B. FRONTAGE RD. (36' LT.) | | | | | | | | 4 | | | | | 4 | | | | | | | | | | | | | | | | 1 | | | | | FPC-9, PCC-1, PCM-2 |
| 331+60 | W.B. FRONTAGE RD. (54' RT.) | | | | | | | 128 | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 331+78 | W.B. FRONTAGE RD. (27' LT.) | | | | | | | | 18 | | | | | 18 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 332+00 | W.B. FRONTAGE RD. LT. | | | | | | | | 21 | | | | | 21 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 333+00 | W.B. FRONTAGE RD. (54' RT) | | | | | | | 137 | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 334+65 | W.B. FRONTAGE RD. (26' LT.) | | | | | | | | 8 | | | | | 8 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 334+65 | W.B. FRONTAGE RD. LT. | | | | | | | | 90 | | | | | 90 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 335+40 | W.B. FRONTAGE RD. (53' RT.) | | | | | 8 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 335+49 | W.B. FRONTAGE RD. RT. | | | | | 8 | | | | | | | | | | | | | | | 1 | | | | | | 1 | | | | | | | | FPC-9E, PCC-1 |
| 335+60 | W.B. FRONTAGE RD. LT. | | | | | | | | | | | 8 | | | | | 8 | | | | 1 | | | | | | | | | | | | | | FPC-9E, PCC-1, PCM-1 |
| 336+10 | W.B. FRONTAGE RD. LT. | | | | | | | | 45 | | | | | 45 | | | | | | | | | 1 | | | | | 1 | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 336+85 | W.B. FRONTAGE RD. LT. | | | | | | | | 71 | | | | | 71 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 337+00 | W.B. FRONTAGE RD. RT. | 146 | | | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1 |
| **SUBTOTALS (BOX 1 OF 2):** | | **390** | **106** | **116** | **28** | | **16** | **265** | **1256** | **642** | | **2** | **8** | **1256** | **642** | | **2** | **8** | **2** | **1** | **6** | | **24** | **15** | **7** | **1** | **26** | **1** | **3** | **1** | **4** | | | **123** | **1.48** | |

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

JDBradley 2/21/2025 3:25:29 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_QTY.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 68 | 263 |
| | | QUANTITIES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025

## STRUCTURES (BOX 2 OF 2)

| STATION | DESCRIPTION | REINFORCED CONCRETE PIPE CULVERT | | | | | | | PIPE CULVERT ALTERNATES | | | | | | | | | | FLARED END SECTIONS FOR R.C. PIPE CULVERTS | | DROP INLETS | | | | | | | | MODIFYING DROP INLETS | DROP INLETS ADJUSTED TO GRADE | JUNCT. BOXES | MODIFYING JUNCTION BOXES | JUNCTION BOXES ADJUSTED TO GRADE | SOLID SODDING | WATER | STD. DWG. NOS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | (CLASS III) | | | | | | (CLASS IV) | ALT. 1 (CLASS III) | | | | | ALTERNATES 2 & 3 | | | | | | | TYPE | | | | | | EXT. | | | | | | | | |
| | | 18" | 24" | 30" | 36" | 42" | 48" | 18" | 18" | 24" | 30" | 36" | 48" | 18" | 24" | 30" | 36" | 48" | 18" | 24" | C | E | MO | RM | ST | SPECIAL | 4' | 8' | | | | | | | |
| | | LIN. FT. | | | | | | | | | | | | | | | | | EACH | | | | | | | | | | | | | | SQ.YD. | M.GAL. | |
| 337+00 | W.B. FRONTAGE RD. (52' RT.) | 155 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 337+80 | W.B. FRONTAGE RD. LT. | | | | | | | | 91 | | | | | 91 | | | | | | | | | 1 | | | | | 1 | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 339+50 | W.B. FRONTAGE RD. LT. | | | | | | | | 166 | | | | | 166 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 341+30 | W.B. FRONTAGE RD. (49' RT) | | | | | | 8 | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 341+31 | W.B. FRONTAGE RD. RT. | | | | | | 8 | | | | | | | | | | | | | | 1 | | | | | | 1 | | | | | | | | FPC-9E, PCC-1 |
| 342+00 | W.B. FRONTAGE RD. LT. | | | | | | | | | | | 60 | | | | | 60 | | | | | | 1 | | | | | 1 | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 343+00 | W.B. FRONTAGE RD. (48' RT.) | 164 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 344+05 | W.B. FRONTAGE RD. LT. | | | | | | | | | | | 200 | | | | | 200 | | | | | | 1 | | | | | 1 | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 345+90 | W.B. FRONTAGE RD. RT. | 13 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | 1 | | | | | | | FPC-9M, PCC-1 |
| 346+04 | W.B. FRONTAGE RD. (50' RT.) | | | | | | 8 | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 346+55 | W.B. FRONTAGE RD. LT. | | | 8 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1 |
| 347+12 | W.B. FRONTAGE RD. (28' LT.) | | | | | | | | | 4 | | | | | 4 | | | | | | | 1 | | | | | | | | | | | 5 | 0.06 | FPC-9, PCC-1, PCM-2 |
| 347+74 | W.B. FRONTAGE RD. (31' LT.) | | | | | | | | | 58 | | | | | 58 | | | | | | | 1 | | | | | | | | | | | 5 | 0.06 | FPC-9, PCC-1, PCM-2 |
| 348+00 | W.B. FRONTAGE RD. (56' RT.) | 191 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 348+02 | W.B. FRONTAGE RD. LT. | | | | | | | | | 23 | | | | | 23 | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 349+00 | W.B. FRONTAGE RD. LT. | 97 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1 |
| 351+63 | W.B. FRONTAGE RD. (28' LT.) | | | | | | | | 19 | | | | | 19 | | | | | | | | 1 | | | | | | | | | | | 5 | 0.06 | FPC-9, PCC-1, PCM-2 |
| 351+87 | W.B. FRONTAGE RD. (31' LT.) | 65 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1 |
| 352+56 | W.B. FRONTAGE RD. (32' LT.) | 74 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1 |
| 353+31 | W.B. FRONTAGE RD. (29' LT.) | 4 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | 5 | 0.06 | FPC-9, PCC-1 |
| 356+00 | W.B. FRONTAGE RD. LT. | | | | | | | | 204 | | | | | 204 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 358+08 | W.B. FRONTAGE RD. LT. | | | | | | | | 263 | | | | | 263 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 358+08 | W.B. FRONTAGE RD. (25' LT.) | | | | | | | | 7 | | | | | 7 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 360+00 | W.B. FRONTAGE RD. RT. | | | | | | | | 209 | | | | | 209 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 360+75 | W.B. FRONTAGE RD. LT. | | | | | | | | 27 | | | | | 27 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 361+04 | W.B. FRONTAGE RD. (24' LT.) | | | | | | | | 13 | | | | | 13 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 362+13 | W.B. FRONTAGE RD. (35' LT.) | | | | 4 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 362+15 | W.B. FRONTAGE RD. RT. | | | | 8 | | | | | | | | | | | | | | | | 1 | | | | | | 1 | | | | | | | | FPC-9E, PCC-1 |
| 362+16 | W.B. FRONTAGE RD. (44' RT.) | | | | 8 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 363+40 | W.B. FRONTAGE RD. (29' LT.) | | | | | | | | 10 | | | | | 10 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 363+40 | W.B. FRONTAGE RD. LT. | | | | | | | | 156 | | | | | 156 | | | | | | | | | 1 | | | | | 1 | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 364+90 | W.B. FRONTAGE RD. RT. | 2 | | | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1 |
| 364+90 | W.B. FRONTAGE RD. (40' RT.) | 126 | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | 5 | 0.06 | FPC-9, PCC-1, FES-1, FES-2 |
| 365+00 | W.B. FRONTAGE RD. LT. | | | | | | | | 69 | | | | | 69 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 365+58 | W.B. FRONTAGE RD. RT. | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 365+73 | W.B. FRONTAGE RD. LT. | 7 | | | | | | | | | | | | | | | | | | | | | 1 | | | | 2 | | | | | | | | FPC-9M, PCC-1 |
| 366+50 | W.B. FRONTAGE RD. LT. | | | | | | | | | | 32 | | | | | 32 | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 366+50 | W.B. FRONTAGE RD. RT. | 89 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 368+00 | W.B. FRONTAGE RD. RT. | 147 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 368+50 | W.B. FRONTAGE RD. LT. | | | | | | | | | | 195 | | | | | 195 | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 369+50 | W.B. FRONTAGE RD. RT. | 147 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 371+06 | W.B. FRONTAGE RD. LT. | | 4 | | | | | | | | 251 | | | | | 251 | | | | | 1 | | | | | | 1 | | | | | | | | FPC-9E, PCC-1, PCM-1 |
| 371+07 | W.B. FRONTAGE RD. RT. | | 15 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 373+15 | W.B. FRONTAGE RD. RT. | 204 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9S, PCC-1 |
| 374+40 | W.B. FRONTAGE RD. (33' LT.) | | | | | | | | 20 | | | | | 20 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 374+50 | W.B. FRONTAGE RD. LT. | | | | | | | | | | 339 | | | | | 339 | | | | | 1 | | | | | | 1 | | | | | | | | FPC-9E, PCC-1, PCM-1 |
| 376+45 | W.B. FRONTAGE RD. LT. | | 4 | | | | | | | | 190 | | | | | 190 | | | | | 1 | | | | | | | | | | | | | | FPC-9E, PCC-1, PCM-1 |
| 376+87 | W.B. FRONTAGE RD. (28' RT.) | | 4 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 377+53 | W.B. FRONTAGE RD. (23' LT.) | | | 4 | | | | | | | 104 | | | | | 104 | | | | | | | | | | | | | | | | | | | FPC-9, PCC-1, PCM-2 |
| 377+64 | W.B. FRONTAGE RD. (39' LT.) | | | | | | | | 15 | | | | | 15 | | | | | | | | | | | | | | | | | | | | | FPC-9, PCC-1, PCM-2 |
| 378+30 | W.B. FRONTAGE RD. (36' LT.) | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | FPC-9, PCC-1 |
| 378+30 | W.B. FRONTAGE RD. LT. | | | | | | | | 17 | | | | | 17 | | | | | | | | | 1 | | | | 1 | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 379+20 | W.B. FRONTAGE RD. (32' LT.) | | | | | | | | 87 | | | | | 87 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 422+50 | W.B. FRONTAGE RD. (41' RT.) | | | | | | | | 361 | | | | | 361 | | | | | | | | | | 1 | | | | | | | | | | | FPC-9D, PCC-1, PCM-1 |
| 292+98 | I-30 MEDIAN (72' LT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | SPECIAL DETAIL |
| 365+10 | I-30 MEDIAN (74' LT.) | | | | | 10 | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1 |
| 252+30 | I-30 RAMP 1 (9' LT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| 369+00 | I-30 RAMP 3 (20.5' RT.) | 386 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-2 |
| 29+50 | HWY. 5 (88' RT.) | | | | | | | | 12 | | | | | 12 | | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 29+50 | HWY. 5 RT. | | | | | | | | 11 | | | | | 11 | | | | | | | | | 1 | | | | | | | | | | | | FPC-9M, PCC-1, PCM-1 |
| 29+58 | HWY. 5 (90' RT.) | | | | | | | | | 74 | | | | | 74 | | | | | | | | | 1 | | | | | | | | | 5 | 0.06 | FPC-9D, PCC-1, PCM-1 |
| 49+71 | WRIGHT AVE. RT. | | | | 48 | | | | | | | | | | | | | | | | | | 1 | | | | 1 | 1 | | | | | | | FPC-9M, PCC-1 |
| 49+74 | WRIGHT AVE. LT. | | | | | | | | | | | 32 | | | | | 32 | | | | | | 1 | | | | 1 | 1 | | | | | | | FPC-9M, PCC-1, PCM-1 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **SUBTOTALS (BOX 2 OF 2):** | | **1934** | **27** | **12** | **68** | **10** | **24** | | **1757** | **159** | **1111** | **292** | | **1757** | **159** | **1111** | **292** | | **1** | | **5** | **4** | **24** | **13** | **11** | | **18** | **7** | | | **4** | **1** | **1** | **140** | **1.68** | |
| **SUBTOTALS (BOX 1 OF 2):** | | **390** | **106** | **116** | **28** | | **16** | **265** | **1256** | **642** | | **2** | **8** | **1256** | **642** | | **2** | **8** | **2** | **1** | **6** | | **24** | **15** | **7** | **1** | **26** | **1** | **3** | **1** | **4** | | | **123** | **1** | |
| **TOTALS:** | | **2324** | **133** | **128** | **96** | **10** | **40** | **265** | **3013** | **801** | **1111** | **294** | **8** | **3013** | **801** | **1111** | **294** | **8** | **3** | **1** | **11** | **4** | **48** | **28** | **18** | **1** | **44** | **8** | **3** | **1** | **8** | **1** | **1** | **263** | **3.16** | |

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

JDBradley
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_QTY.dgn
REVISED DATE: 2/21/2025 3:25:48 PM

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 69 | 263 |
| | | QUANTITIES | | | | |

## COLD MILLING ASPHALT PAVEMENT

| STATION | STATION | LOCATION | AVG. WIDTH | COLD MILLING ASPHALT PAVEMENT |
|---|---|---|---|---|
| | | | FEET | SQ. YD. |
| 304+00.00 | 305+50.00 | W.B. FRONTAGE RD. | 20.00 | 333.33 |
| 379+58.00 | 381+35.00 | W.B. FRONTAGE RD. | 20.00 | 393.33 |
| 27+00.00 | 28+00.00 | HWY. 5 | 24.00 | 266.67 |
| | | | | |
| TOTAL: | | | | 993.33 |

COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FURTHER THAN FIVE MILES FROM EACH SITE.

## 4" PIPE UNDERDRAIN

| STATION | STATION | LOCATIONS | 4" PIPE UNDERDRAINS | UNDERDRAIN OUTLET PROTECTORS |
|---|---|---|---|---|
| | | | LIN. FT. | EACH |
| * ENTIRE PROJECT TO BE USED IF AND | | | | |
| WHERE DIRECTED BY THE ENGINEER | | | 500 | 4 |
| | | | | |
| TOTALS: | | | 500 | 4 |

* NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

UNDERDRAINS SHALL BE STUBBED INTO THE PROPOSED DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS TO BE INCLUDED IN THE UNIT PRICE BID FOR 4" PIPE UNDERDRAIN.

## SOIL STABILIZATION

| STATION | STATION | LOCATION / DESCRIPTION | SOIL STABILIZATION |
|---|---|---|---|
| | | | TON |
| ENTIRE | PROJECT | TO BE USED IF AND WHERE | 100 |
| | | DIRECTED BY THE ENGINEER | |
| | | | |
| TOTAL: | | | 100 |

QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

## CONCRETE BASE

| STATION | STATION | LOCATION | LENGTH | TACK COAT 0.05 GAL. PER SQ. YD. | | | PORTLAND CEMENT CONCRETE BASE | | PORTLAND CEMENT CONCRETE BASE | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AVG. WID. | SQ. YD. | GAL. | AVG. WID. | 7"U.T. | AVG. WID. | 11"U.T. |
| | | | FEET | FEET | | | FEET | SQ. YD. | FEET | SQ. YD. |
| 304+33.50 | 306+99.47 | W.B. FRONTAGE RD. LT. | 265.97 | 2.93 | 86.59 | 4.33 | 2.93 | 86.59 | 5.43 | 160.47 |
| 307+87.24 | 308+14.71 | W.B. FRONTAGE RD. RT. | 27.47 | 3.13 | 9.55 | 0.48 | 3.13 | 9.55 | 5.63 | 17.18 |
| 309+18.77 | 321+26.31 | W.B. FRONTAGE RD. RT. | 1207.54 | 2.11 | 283.10 | 14.16 | 2.11 | 283.10 | 4.61 | 618.53 |
| 328+11.43 | 332+31.74 | W.B. FRONTAGE RD. LT. | 420.31 | 3.36 | 156.92 | 7.85 | 3.36 | 156.92 | 5.86 | 273.67 |
| 335+61.93 | 346+92.96 | W.B. FRONTAGE RD. LT. | 1131.03 | 1.07 | 134.47 | 6.72 | 1.07 | 134.47 | 3.57 | 448.64 |
| 342+46.68 | 347+09.52 | W.B. FRONTAGE RD. RT. | 462.84 | 1.73 | 88.97 | 4.45 | 1.73 | 88.97 | 4.23 | 217.53 |
| 361+63.40 | 380+94.71 | W.B. FRONTAGE RD. LT. | 1931.31 | 0.19 | 40.77 | 2.04 | 0.19 | 40.77 | 2.69 | 577.25 |
| 27+33.50 | 28+44.21 | HWY. 5 LT. | 110.71 | 0.46 | 5.66 | 0.28 | 0.46 | 5.66 | 2.96 | 36.41 |
| | | | | | | | | | | |
| TOTALS: | | | | | 806.03 | 40.31 | | 806.03 | | 2349.68 |

BASIS OF ESTIMATE:
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

## ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

| STA. | STA. | LOCATION | TON | TACK COAT |
|---|---|---|---|---|
| | | | | GALLON |
| 248+90 | 260+15 | I-30 WESTBOUND INSIDE SHOULDER | 5 | 10 |
| 269+80 | 302+45 | I-30 WESTBOUND INSIDE SHOULDER | 15 | 30 |
| 306+20 | 330+85 | I-30 WESTBOUND INSIDE SHOULDER | 12 | 24 |
| 351+55 | 373+05 | I-30 WESTBOUND INSIDE SHOULDER | 10 | 20 |
| | | | | |
| ENTIRE PROJECT - TO BE USED IF AND WHERE | | | 50 | 100 |
| DIRECTED BY THE ENGINEER | | | | |
| | | | | |
| TOTALS: | | | 92 | 184 |

NOTE: REMOVAL OF THE ASPHALT TO RE-ESTABLISH THE RUMBLE STRIP WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC."
BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC....25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

## CONCRETE DITCH PAVING

| STATION | STATION | LOCATION | LENGTH | "W" | CONC. DITCH PAVING (TYPE B) | SOLID SODDING | WATER |
|---|---|---|---|---|---|---|---|
| | | | LIN. FT. | FEET | SQ. YD. | SQ. YD. | M. GAL. |
| 317+93.00 | 319+20.00 | W.B. FRONTAGE RD. LT. | 127.00 | VAR. | 169.00 | | |
| 310+85.00 | 313+11.00 | W.B. FRONTAGE RD. LT. | 225.00 | 4.00 | 100.00 | 100.00 | 1.26 |
| 274+80.00 | 277+91.00 | I-30 MEDIAN LT. | 312.00 | 3.00 | 104.00 | 138.67 | 1.75 |
| 358+07.00 | | I-30 MEDIAN LT. | 8.00 | 6.00 | 5.33 | 3.56 | 0.04 |
| 358+45.00 | | I-30 MEDIAN LT. | 6.00 | 6.00 | 4.00 | 2.67 | 0.03 |
| 358+95.00 | | I-30 MEDIAN LT. | 6.00 | 6.00 | 4.00 | 2.67 | 0.03 |
| 359+40.00 | | I-30 MEDIAN LT. | 3.00 | 6.00 | 2.00 | 1.33 | 0.02 |
| 359+50.00 | 361+02.00 | I-30 MEDIAN LT. | 152.00 | 4.00 | 67.56 | 67.56 | 0.85 |
| 359+80.00 | | I-30 MEDIAN LT. | 3.00 | 6.00 | 2.00 | 1.33 | 0.02 |
| 360+23.00 | | I-30 MEDIAN LT. | 2.00 | 6.00 | 1.33 | 0.89 | 0.01 |
| 360+67.00 | | I-30 MEDIAN LT. | 1.00 | 6.00 | 0.67 | 0.44 | 0.01 |
| | | | | | | | |
| TOTALS: | | | | | 459.89 | 319.12 | 4.02 |

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

## DRIVEWAYS & TURNOUTS

| STATION | SIDE | LOCATION | WIDTH | **MODIFIED CURB | | PORTLAND CEMENT CONCRETE DRIVEWAY | ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22) | | AGGREGATE BASE COURSE (CLASS 7) | STANDARD DRAWINGS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FEET | STATION | STATION | SQ. YD. | SQ. YD. | TON | TON | |
| 305+14 | LT. | W.B. FRONTAGE RD. | 26 | 304+87 | 305+41 | 48.00 | 108.33 | 11.92 | 44.23 | DR-1 |
| 306+04 | LT. | W.B. FRONTAGE RD. | 28 | 305+75 | 306+32 | 49.78 | 34.10 | 3.75 | 13.92 | DR-1 |
| 309+50 | LT. | W.B. FRONTAGE RD. | 20 | 309+26 | 309+74 | 42.67 | 28.18 | 3.10 | 11.51 | DR-1 |
| 310+56 | LT. | W.B. FRONTAGE RD. | 26 | 310+29 | 310+83 | 48.00 | 36.63 | 4.03 | 14.96 | DR-1 |
| 313+30 | LT. | W.B. FRONTAGE RD. | 10 | 313+11 | 313+49 | 33.78 | 12.42 | 1.37 | 5.07 | DR-1 |
| 325+81 | LT. | W.B. FRONTAGE RD. | 36 | 325+49 | 326+13 | 56.89 | 90.24 | 9.93 | 36.85 | DR-1 |
| 326+46 | LT. | W.B. FRONTAGE RD. | 36 | 326+14 | 326+78 | 56.89 | 88.16 | 9.70 | 36.00 | DR-1 |
| 328+12 | LT. | W.B. FRONTAGE RD. | 30 | 327+83 | 328+41 | 51.56 | 70.70 | 7.78 | 28.87 | DR-1 |
| 334+16 | LT. | W.B. FRONTAGE RD. | 40 | 333+82 | 334+50 | 141.78 | | | | DR-1 |
| 335+01 | LT. | W.B. FRONTAGE RD. | 20 | 334+77 | 335+25 | 42.67 | 41.58 | 4.57 | 16.98 | DR-1 |
| 336+49 | LT. | W.B. FRONTAGE RD. | 24 | 336+23 | 336+75 | 99.72 | | | | DR-1 |
| 338+26 | LT. | W.B. FRONTAGE RD. | 40 | 337+92 | 338+60 | 60.44 | 94.27 | 10.37 | 38.49 | DR-1 |
| 340+01 | LT. | W.B. FRONTAGE RD. | 40 | 339+67 | 340+35 | 60.44 | 101.82 | 11.20 | 41.58 | DR-1 |
| 344+82 | LT. | W.B. FRONTAGE RD. | 56 | | | 158.45 | | | | DR-2 |
| 348+27 | LT. | W.B. FRONTAGE RD. | 48 | | | 158.32 | | | | DR-2 |
| 352+06 | LT. | W.B. FRONTAGE RD. | 32 | | | 100.23 | | | | DR-2 |
| 352+74 | LT. | W.B. FRONTAGE RD. | 34 | | | 108.41 | | | | DR-2 |
| 357+69 | LT. | W.B. FRONTAGE RD. | 22 | 357+44 | 357+94 | 44.44 | 42.36 | 4.66 | 17.30 | DR-1 |
| 363+65 | LT. | W.B. FRONTAGE RD. | 16 | 363+43 | 363+87 | 39.11 | 42.93 | 4.72 | 17.53 | DR-1 |
| 370+67 | LT. | W.B. FRONTAGE RD. | 26 | 370+40 | 370+94 | 48.00 | 72.71 | 8.00 | 29.69 | DR-1 |
| 374+05 | LT. | W.B. FRONTAGE RD. | 40 | 373+71 | 374+39 | 60.44 | 112.80 | 12.41 | 46.06 | DR-1 |
| 378+71 | LT. | W.B. FRONTAGE RD. | 40 | 378+37 | 379+05 | 60.44 | 114.04 | 12.54 | 46.57 | DR-1 |
| | | | | | | | | | | |
| 28+44 | RT. | HWY. 5 | 26 | | | 62.87 | | | | DR-2 |
| | | | | | | | | | | |
| TOTALS: | | | | | | 1633.33 | 1091.27 | 120.05 | 445.61 | |

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.3% MIN. AGGR.....5.7% ASPHALT BINDER

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

** FOR INFORMATION ONLY

## GUARDRAIL

| STATION | STATION | LOCATION | GUARDRAIL (TYPE A) | THRIE BEAM GUARDRAIL TERMINAL | TERMINAL ANCHOR POST (TYPE 1) | GUARDRAIL TERMINAL (TYPE 2) |
|---|---|---|---|---|---|---|
| | | | LIN. FT. | EACH | | |
| 274+79.62 | 277+47.77 | I-30 MEDIAN LT. | 225 | 1 | | 1 |
| 288+85.00 | 292+60.00 | I-30 MEDIAN LT. | 250 | | 1 | 1 |
| 323+07.01 | 326+80.00 | I-30 MEDIAN LT. | 250 | | 1 | 1 |
| 376+20.34 | 378+93.18 | W.B. FRONTAGE RD. RT. | 150 | | 1 | 1 |
| | | | | | | |
| TOTALS: | | | 875 | 1 | 3 | 4 |

## PAVEMENT REPAIR OVER CULVERTS (CONCRETE)

| STATION | LOCATION | WIDTH | LENGTH | CU.YD. |
|---|---|---|---|---|
| | | FEET | | |
| 308+00 | W.B. FRONTAGE RD. | 7.92 | 24.90 | 12.2 |
| 313+40 | W.B. FRONTAGE RD. | 7.92 | 21.86 | 10.7 |
| 315+00 | W.B. FRONTAGE RD. | 7.92 | 21.55 | 10.5 |
| 319+70 | W.B. FRONTAGE RD. | 9.08 | 23.83 | 13.4 |
| 321+47 | W.B. FRONTAGE RD. | 8.50 | 23.87 | 12.5 |
| | | | | |
| TOTAL: | | | | 59.3 |

AVG. DEPTH = 20"

## JOINT REHABILITATION

| LOG MILE | LOG MILE | LOCATION | * NUMBER OF JOINTS | LENGTH | TYPE A |
|---|---|---|---|---|---|
| | | | | LIN. FT. | |
| 115.96 | 116.87 | I-30 WB MAIN LANES | 90 | 36 | 3240 |
| | | | | | |
| TOTALS: | | | 90 | 36 | 3240 |

*QUANTITY ESTIMATED.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
SEE SECTION 104.03 OF THE STD. SPECS.

## PCCP PATCHING

| LOG MILE | LOG MILE | LOCATION | REM. & DISP. CONC. PVMT. FOR PATCHING | P.C.C.P. PATCHING (14" U.T.) |
|---|---|---|---|---|
| | | | SQ. YD. | SQ. YD. |
| 115.96 | 116.87 | I-30 WB MAIN LANES | 721.0 | 721.0 |
| | | | | |
| TOTALS: | | | 721.0 | 721.0 |

NOTE: IN ACCORDANCE WITH SECTION 501.08 OF THE STANDARD SPECIFICATIONS, HIGH EARLY STRENGTH CONCRETE PAVEMENT SHALL BE USED FOR P.C.C.P. PATCHING (14" U.T.) TO REDUCE THE AMOUNT OF TIME NEEDED FOR LANE CLOSURES.

*QUANTITIES ESTIMATED
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
SEE SECTION 104.03 OF THE STD. SPECS.

## MAILBOXES

| LOCATION | MAILBOXES | MAILBOX SUPPORTS (SINGLE) |
|---|---|---|
| | | EACH |
| W.B. FRONTAGE RD. STA. 312+00 LT. | 1 | 1 |
| W.B. FRONTAGE RD. STA. 334+49 LT. | 1 | 1 |
| | | |
| TOTALS: | 2 | 2 |



JDBradley 2/21/2025 3:26:09 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_QTY.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 70 | 263 |
| | | QUANTITIES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

## EROSION CONTROL

| STATION | STATION | LOCATION | PERMANENT EROSION CONTROL | | | | | TEMPORARY EROSION CONTROL | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | SEEDING | LIME | MULCH COVER | WATER | SECOND SEEDING APPLICATION | TEMPORARY SEEDING | MULCH COVER | WATER | WATTLE (20") DITCH CHECKS (E-1) | FILTER SOCKS (18") (E-13) | SAND BAG DITCH CHECKS (E-5) | ROCK DITCH CHECKS (E-6) | DROP INLET SILT FENCE (E-7) | SILT FENCE (E-11) | SEDIMENT BASIN (E-14) | OBLITERATION OF SEDIMENT BASIN | *SEDIMENT REMOVAL & DISPOSAL |
| | | | ACRE | TON | ACRE | M.GAL. | | ACRE | | M.GAL. | LIN. FT. | | BAG | CU.YD. | LIN. FT. | | | CU.YD. | |
| ENTIRE | PROJECT | CLEARING AND GRUBBING | | | | | | | | | | 144 | 352 | 285 | | 1154 | | | 94 |
| ENTIRE | PROJECT | STAGE 1 | | | | | | 0.21 | 0.21 | 4.3 | | 18 | 132 | | | | | | 8 |
| ENTIRE | PROJECT | STAGE 2 | | | | | | 1.92 | 1.92 | 39.2 | | 540 | 286 | 75 | | | | | |
| ENTIRE | PROJECT | STAGE 3 | | | | | | 2.74 | 2.74 | 55.9 | | 468 | 154 | 75 | | | | | 64 |
| | | | | | | | | | | | | | | | | | | | |
| *ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. | | | 4.87 | 9.74 | 4.87 | 496.7 | 4.87 | | | | 400 | 1000 | 440 | 300 | 100 | | 100 | 100 | 104 |
| | | | | | | | | | | | | | | | | | | | |
| **TOTALS:** | | | **4.87** | **9.74** | **4.87** | **496.7** | **4.87** | **4.87** | **4.87** | **99.4** | **400** | **2170** | **1364** | **735** | **100** | **1154** | **100** | **100** | **270** |

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATTLE DITCH CHECKS.....9 LIN. FT. / LOCATION
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....15 CU.YD./LOCATION

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

*QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

## EROSION CONTROL MATTING

| STATION | STATION | LOCATION | LENGTH | CLASS 3 |
|---|---|---|---|---|
| | | | LIN. FT. | SQ. YD. |
| 316+00.00 | 317+40.00 | W.B. FRONTAGE RD. RT. | 140.00 | 124.44 |
| 320+20.00 | 321+35.00 | W.B. FRONTAGE RD. RT. | 115.00 | 102.22 |
| 322+57.00 | 327+86.00 | W.B. FRONTAGE RD. RT. | 529.00 | 470.22 |
| 324+15.00 | 325+60.00 | W.B. FRONTAGE RD. LT. | 145.00 | 128.89 |
| 325+99.00 | 326+28.00 | W.B. FRONTAGE RD. LT. | 29.00 | 25.78 |
| 326+64.00 | 327+97.00 | W.B. FRONTAGE RD. LT. | 133.00 | 118.22 |
| 328+27.00 | 330+30.00 | W.B. FRONTAGE RD. LT. | 203.00 | 180.44 |
| 334+40.00 | 334+90.00 | W.B. FRONTAGE RD. LT. | 50.00 | 44.44 |
| 340+25.00 | 341+38.00 | W.B. FRONTAGE RD. LT. | 113.00 | 100.44 |
| 343+25.00 | 344+25.00 | W.B. FRONTAGE RD. LT. | 100.00 | 88.89 |
| 346+25.00 | 346+70.00 | W.B. FRONTAGE RD. LT. | 45.00 | 40.00 |
| 350+50.00 | 365+25.00 | W.B. FRONTAGE RD. RT. | 1475.00 | 1311.11 |
| 357+85.00 | 358+39.00 | W.B. FRONTAGE RD. LT. | 54.00 | 48.00 |
| 361+90.00 | 362+45.00 | W.B. FRONTAGE RD. LT. | 55.00 | 48.89 |
| 362+55.00 | 363+40.00 | W.B. FRONTAGE RD. LT. | 85.00 | 75.56 |
| 374+40.00 | 376+95.00 | W.B. FRONTAGE RD. LT. | 255.00 | 226.67 |
| 376+86.50 | 379+58.00 | W.B. FRONTAGE RD. RT. | 271.50 | 241.33 |
| 378+10.00 | 378+50.00 | W.B. FRONTAGE RD. LT. | 40.00 | 35.56 |
| 378+95.00 | 379+58.00 | W.B. FRONTAGE RD. LT. | 63.00 | 56.00 |
| 368+00.00 | 369+23.91 | I-30 RAMP 3 RT. | 123.91 | 110.14 |
| 418+06.78 | 421+93.14 | W.B. FRONTAGE RD. RT. | 386.36 | 343.43 |
| | | | | |
| **TOTAL:** | | | | **3920.67** |

NOTE: AVERAGE WIDTH = 8'-0"

## CONCRETE COMBINATION CURB AND GUTTER

| STATION | STATION | LOCATION | TYPE A (1'6") |
|---|---|---|---|
| | | | LIN. FT. |
| 304+25 | 306+68 | W.B. FRONTAGE RD. LT. | 257 |
| 306+86 | 315+42 | W.B. FRONTAGE RD. LT. | 877 |
| 307+87 | 365+00 | W.B. FRONTAGE RD. RT. | 5713 |
| 310+89 | 313+11 | W.B. FRONTAGE RD. LT. | 222 |
| 315+98 | 320+47 | W.B. FRONTAGE RD. LT. | 552 |
| 324+60 | 330+72 | W.B. FRONTAGE RD. LT. | 615 |
| 331+46 | 344+56 | W.B. FRONTAGE RD. LT. | 1333 |
| 345+09 | 348+04 | W.B. FRONTAGE RD. LT. | 309 |
| 348+52 | 351+89 | W.B. FRONTAGE RD. LT. | 353 |
| 352+22 | 352+58 | W.B. FRONTAGE RD. LT. | 63 |
| 352+91 | 361+24 | W.B. FRONTAGE RD. LT. | 846 |
| 361+70 | 377+71 | W.B. FRONTAGE RD. LT. | 1625 |
| 377+90 | 381+10 | W.B. FRONTAGE RD. LT. | 340 |
| 28+25 | 29+88 | HWY. 5 LT. | 308 |
| 28+54 | 29+88 | HWY. 5 RT. | 243 |
| | | | |
| **TOTAL:** | | | **13656** |

## INTEGRAL CURB

| STATION | STATION | LOCATION | TYPE SPECIAL (0'-9") |
|---|---|---|---|
| | | | LIN. FT. |
| 274+80 | 297+41 | I-30 MEDIAN LT. | 2262 |
| | | | |
| **TOTAL:** | | | **2262** |

## CONCRETE BARRIER WALL

| STATION | STATION | LOCATION | MEDIAN TYPE A | MEDIAN TYPE C | MEDIAN TYPE SP-1 | SIDE TYPE E |
|---|---|---|---|---|---|---|
| | | | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 254+46.43 | 254+71.43 | I-30 MEDIAN LT. | | | 25.00 | |
| 254+71.43 | 255+53.43 | I-30 MEDIAN LT. | | 82.00 | | |
| 311+13.00 | 320+46.31 | I-30 MEDIAN LT. | | 933.41 | | |
| 322+75.00 | 323+50.00 | I-30 MEDIAN | 75.00 | | | |
| 323+50.00 | 323+75.00 | I-30 MEDIAN | | | 25.00 | |
| 323+95.00 | 324+20.00 | I-30 MEDIAN | | | 25.00 | |
| 324+20.00 | 324+95.00 | I-30 MEDIAN | 75.00 | | | |
| 357+72.60 | 364+50.70 | I-30 MEDIAN LT. | | | | 670.14 |
| 364+50.70 | 367+76.19 | I-30 RAMP 3 LT. | | | | 323.06 |
| | | | | | | |
| **TOTALS:** | | | **150.00** | **1015.41** | **75.00** | **993.20** |

## CONCRETE ISLAND

| STATION | STATION | LOCATION | CURB FACE TYPE | CONCRETE ISLAND |
|---|---|---|---|---|
| | | | | SQ.YD. |
| 370+00 | 376+20 | W.B. FRONTAGE RD. RT. | B | 540 |
| 378+05 | 378+51 | W.B. FRONTAGE RD. LT. | D | 10 |
| 378+91 | 379+64 | W.B. FRONTAGE RD. LT. | D | 16 |
| 416+04 | 417+04 | W.B. FRONTAGE RD. RT. | B | 80 |
| 28+81 | 29+88 | HWY. 5 | B | 829 |
| | | | | |
| **TOTAL:** | | | | **1475** |

## WHEELCHAIR RAMPS

| STATION | LOCATION | TYPE 3 |
|---|---|---|
| | | SQ.YD. |
| 330+31 | W.B. FRONTAGE RD. LT. | 9.4 |
| 331+73 | W.B. FRONTAGE RD. LT. | 7.8 |
| 344+27 | W.B. FRONTAGE RD. LT. | 8.2 |
| 345+37 | W.B. FRONTAGE RD. LT. | 8.2 |
| 347+78 | W.B. FRONTAGE RD. LT. | 8.0 |
| 348+82 | W.B. FRONTAGE RD. LT. | 8.4 |
| 351+73 | W.B. FRONTAGE RD. LT. | 8.0 |
| 352+40 | W.B. FRONTAGE RD. LT. | 14.5 |
| 353+20 | W.B. FRONTAGE RD. LT. | 8.2 |
| 361+08 | W.B. FRONTAGE RD. LT. | 7.2 |
| 361+96 | W.B. FRONTAGE RD. LT. | 8.6 |
| 377+44 | W.B. FRONTAGE RD. LT. | 7.8 |
| 27+36 | HWY. 5 LT. | 6.1 |
| | | |
| **TOTAL:** | | **110.4** |

## CRASH CUSHIONS

| STATION | LOCATION | CRASH CUSHIONS |
|---|---|---|
| | | EACH |
| 320+45 | I-30 RAMP 2 RT. | 1 |
| 367+76 | I-30 RAMP 3 LT. | 1 |
| | | |
| **TOTAL:** | | **2** |

## CONCRETE WALKS & HAND RAILING

| STATION | STATION | LOCATION | LENGTH | CONCRETE WALKS | CONCRETE WALKS (TYPE SPECIAL) | HAND RAILING |
|---|---|---|---|---|---|---|
| | | | LIN. FT. | SQ.YD. | SQ. YD. | LIN. FT. |
| 310+88 | 313+11 | W.B. FRONTAGE RD. LT. | 223 | | 17 | 223 |
| 324+60 | 325+49 | W.B. FRONTAGE RD. LT. | 89 | 49 | | |
| 326+13 | 326+14 | W.B. FRONTAGE RD. LT. | 1 | 1 | | |
| 326+78 | 327+83 | W.B. FRONTAGE RD. LT. | 105 | 58 | | |
| 328+41 | 330+29 | W.B. FRONTAGE RD. LT. | 188 | 104 | | |
| 331+75 | 333+82 | W.B. FRONTAGE RD. LT. | 207 | 115 | | |
| 334+50 | 334+77 | W.B. FRONTAGE RD. LT. | 27 | 15 | | |
| 335+25 | 335+50 | W.B. FRONTAGE RD. LT. | 25 | 14 | | |
| 335+50 | 335+90 | W.B. FRONTAGE RD. LT. | 40 | | 22 | 40 |
| 335+90 | 336+23 | W.B. FRONTAGE RD. LT. | 33 | 18 | | |
| 336+75 | 337+92 | W.B. FRONTAGE RD. LT. | 117 | 65 | | |
| 338+60 | 339+67 | W.B. FRONTAGE RD. LT. | 107 | 59 | | |
| 340+35 | 341+25 | W.B. FRONTAGE RD. LT. | 90 | 50 | | |
| 341+25 | 341+55 | W.B. FRONTAGE RD. LT. | 30 | | 17 | 30 |
| 341+55 | 344+25 | W.B. FRONTAGE RD. LT. | 270 | 150 | | |
| 345+39 | 347+76 | W.B. FRONTAGE RD. LT. | 237 | 132 | | |
| 348+84 | 351+61 | W.B. FRONTAGE RD. LT. | 277 | 154 | | |
| 353+22 | 353+75 | W.B. FRONTAGE RD. LT. | 53 | 29 | | |
| 353+75 | 357+44 | W.B. FRONTAGE RD. LT. | 369 | | 205 | 369 |
| 357+94 | 361+06 | W.B. FRONTAGE RD. LT. | 312 | 173 | | |
| 361+98 | 363+43 | W.B. FRONTAGE RD. LT. | 145 | 81 | | |
| 363+87 | 364+65 | W.B. FRONTAGE RD. LT. | 78 | 43 | | |
| 364+65 | 368+85 | W.B. FRONTAGE RD. LT. | 420 | | 233 | 420 |
| 368+85 | 370+40 | W.B. FRONTAGE RD. LT. | 155 | 86 | | |
| 370+94 | 371+00 | W.B. FRONTAGE RD. LT. | 6 | 3 | | |
| 371+00 | 371+50 | W.B. FRONTAGE RD. LT. | 50 | | 28 | 50 |
| 371+50 | 373+71 | W.B. FRONTAGE RD. LT. | 221 | 123 | | |
| 374+39 | 377+42 | W.B. FRONTAGE RD. LT. | 303 | 168 | | |
| | | | | | | |
| **TOTALS:** | | | | **1690** | **522** | **1132** |

## SELECTED PIPE BEDDING

| LOCATION | SELECTED PIPE BEDDING |
|---|---|
| | CU.YD. |
| ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | 100 |
| | |
| | |
| **TOTAL:** | **100** |

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

## RUMBLE STRIPS IN ASPHALT SHOULDERS

| LOG MILE / STATIONING | LOG MILE / STATIONING | LOCATION | * RUMBLE STRIPS IN ASPHALT SHOULDERS |
|---|---|---|---|
| | | | LIN.FT. |
| 115.96 | 116.87 | LT. OF WB MAIN LANES | 4805 |
| 115.96 | 116.87 | RT. OF WB MAIN LANES | 4805 |
| 277+20.00 | 297+40.87 | LT. OF WB MAIN LANES | 2021 |
| 311+13.00 | 320+82.27 | LT. OF WB MAIN LANES | 969 |
| 356+51.60 | 364+50.70 | LT. OF WB MAIN LANES | 799 |
| 118.36 | 118.66 | LT. OF WB MAIN LANES | 1584 |
| 118.36 | 118.66 | RT. OF WB MAIN LANES | 1584 |
| 252+00.00 | 252+71.88 | I-30 RAMP 1 LT. | 72 |
| 323+14.46 | 325+93.01 | I-30 RAMP 2 LT. | 279 |
| 364+50.70 | 367+76.19 | I-30 RAMP 3 LT. | 325 |
| | | | |
| **TOTAL:** | | | **17243** |

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.



JDBradley 2/25/2025 9:36:30 AM
WORKSPACE: AHTD
L:\2021\211018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_QTY.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 71 | 263 |
| | | QUANTITIES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

## BASE AND SURFACING - ACHM

| STATION | STATION | LOCATION | LENGTH | AGGREGATE BASE COURSE (CLASS 7) | | TACK COAT | | | | | | TOTAL GALLONS | ACHM BINDER COURSE (1") | | | | ACHM SURFACE COURSE (1/2") | | | | | | | | TOTAL PG 76-22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | TON / STATION | TON | (0.05 GAL. PER SQ. YD.) | | | (0.17 GAL. PER SQ. YD.) | | | | AVG. WID. | SQ.YD. | POUND / SQ.YD. | PG 76-22 | AVG. WID. | SQ.YD. | POUND / SQ.YD. | PG 76-22 | AVG. WID. | SQ.YD. | POUND / SQ.YD. | PG 76-22 | |
| | | | FEET | | | TOTAL WID. FEET | SQ.YD. | GALLON | TOTAL WID. FEET | SQ.YD. | GALLON | | FEET | | | TON | FEET | | | TON | FEET | | | TON | TON |
| **W.B. FRONTAGE RD.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304+00.00 | 305+50.00 | W.B. FRONTAGE RD. (SITE 1) - 150' TRANSITION | 150.00 | 55.63 | 83.45 | 2.00 | 33.33 | 1.67 | 20.00 | 333.33 | 56.67 | 58.34 | 1.00 | 16.67 | 550.00 | 4.58 | 1.00 | 16.67 | 220.00 | 1.83 | 21.00 | 350.00 | 220.00 | 38.50 | 40.33 |
| 305+50.00 | 307+01.27 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 151.27 | 111.25 | 168.29 | 25.42 | 427.25 | 21.36 | 18.58 | 312.29 | 53.09 | 74.45 | 3.42 | 57.48 | 550.00 | 15.81 | 3.42 | 57.48 | 220.00 | 6.32 | 28.17 | 473.48 | 220.00 | 52.08 | 58.40 |
| 307+01.27 | 308+60.13 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 158.86 | 177.75 | 282.37 | 47.33 | 835.43 | 41.77 | 30.75 | 542.77 | 92.27 | 134.04 | 8.35 | 147.39 | 550.00 | 40.53 | 8.21 | 144.92 | 220.00 | 15.94 | 45.00 | 794.30 | 220.00 | 87.37 | 103.31 |
| 308+60.13 | 327+86.40 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 1926.27 | 111.75 | 2152.61 | 43.67 | 9346.69 | 467.33 | 22.33 | 4779.29 | 812.48 | 1279.81 | 10.67 | 2283.70 | 550.00 | 628.02 | 10.67 | 2283.70 | 220.00 | 251.21 | 33.00 | 7062.99 | 220.00 | 776.93 | 1028.14 |
| 327+86.40 | 350+49.23 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 2262.83 | 129.00 | 2919.05 | 46.08 | 11585.69 | 579.28 | 19.92 | 5008.40 | 851.43 | 1430.71 | 13.08 | 3288.65 | 550.00 | 904.38 | 13.08 | 3288.65 | 220.00 | 361.75 | 33.00 | 8297.04 | 220.00 | 912.67 | 1274.42 |
| 350+49.23 | 364+26.42 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 1377.19 | 136.25 | 1876.42 | 47.08 | 7204.23 | 360.21 | 18.92 | 2895.16 | 492.18 | 852.39 | 14.08 | 2154.54 | 550.00 | 592.50 | 14.08 | 2154.54 | 220.00 | 237.00 | 33.00 | 5049.70 | 220.00 | 555.47 | 792.47 |
| 364+26.42 | 365+00.00 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 73.58 | 182.50 | 134.28 | 64.83 | 530.02 | 26.50 | 18.67 | 152.64 | 25.95 | 52.45 | 23.08 | 188.69 | 550.00 | 51.89 | 23.08 | 188.69 | 220.00 | 20.76 | 41.75 | 341.33 | 220.00 | 37.55 | 58.31 |
| 365+00.00 | 370+00.00 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 500.00 | 258.25 | 1291.25 | 53.65 | 2980.56 | 149.03 | 18.42 | 1023.33 | 173.97 | 323.00 | 17.69 | 982.78 | 550.00 | 270.26 | 17.54 | 974.44 | 220.00 | 107.19 | 48.33 | 2685.00 | 220.00 | 295.35 | 402.54 |
| 370+00.00 | 373+13.32 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 313.32 | 230.75 | 722.99 | 64.31 | 2238.85 | 111.94 | 18.08 | 629.43 | 107.00 | 218.94 | 23.19 | 807.32 | 550.00 | 222.01 | 23.04 | 802.10 | 220.00 | 88.23 | 43.00 | 1496.97 | 220.00 | 164.67 | 252.90 |
| 373+13.32 | 376+20.34 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 307.02 | 111.75 | 343.09 | 49.42 | 1685.88 | 84.29 | 18.08 | 616.77 | 104.85 | 189.14 | 15.67 | 534.56 | 550.00 | 147.00 | 15.67 | 534.56 | 220.00 | 58.80 | 22.00 | 750.49 | 220.00 | 82.55 | 141.35 |
| 376+20.34 | 379+58.00 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 337.66 | 163.50 | 552.07 | 24.48 | 918.44 | 45.92 | 19.92 | 747.35 | 127.05 | 172.97 | 2.35 | 88.17 | 550.00 | 24.25 | 2.21 | 82.91 | 220.00 | 9.12 | 22.00 | 825.39 | 220.00 | 90.79 | 99.91 |
| 379+58.00 | 381+35.00 | W.B. FRONTAGE RD. (SITE 1) - 177' TRANSITION | 177.00 | 81.75 | 144.70 | 2.00 | 39.33 | 1.97 | 20.00 | 393.33 | 66.87 | 68.84 | 1.00 | 19.67 | 550.00 | 5.41 | 1.00 | 19.67 | 220.00 | 2.16 | 21.00 | 413.00 | 220.00 | 45.43 | 47.59 |
| 418+06.78 | 421+43.14 | W.B. FRONTAGE RD. (SITE 2) - NOTCH & WIDEN | 336.36 | 130.00 | 437.27 | 15.56 | 581.53 | 29.08 | | | | 29.08 | 7.85 | 293.38 | 550.00 | 80.68 | 7.71 | 288.15 | 220.00 | 31.70 | 11.58 | 432.78 | 220.00 | 47.61 | 79.31 |
| 421+43.14 | 421+93.14 | W.B. FRONTAGE RD. (SITE 2) - 50' TRANSITION | 50.00 | 65.00 | 32.50 | | | | | | | | | | | | | | | | 4.00 | 22.22 | 220.00 | 2.44 | 2.44 |
| **RAMPS** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252+00.00 | 253+95.97 | I-30 RAMP 1 - OVERLAY | 195.97 | | | 30.33 | 660.42 | 33.02 | 30.33 | 660.42 | 112.27 | 145.29 | | | | | | | | | 30.33 | 660.42 | 220.00 | 72.65 | 72.65 |
| 319+98.44 | 320+81.88 | I-30 RAMP 2 | 83.44 | 174.25 | 145.39 | 30.40 | 281.84 | 14.09 | | | | 14.09 | 15.27 | 141.57 | 550.00 | 38.93 | 15.13 | 140.27 | 220.00 | 15.43 | 21.00 | 194.69 | 220.00 | 21.42 | 36.85 |
| 368+02.58 | 369+23.91 | I-30 RAMP 3 | 121.33 | 282.50 | 342.76 | 48.23 | 650.19 | 32.51 | | | | 32.51 | 24.19 | 326.11 | 550.00 | 89.68 | 24.04 | 324.09 | 220.00 | 35.65 | 27.92 | 376.39 | 220.00 | 41.40 | 77.05 |
| **SIDE ROADS** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28+00.00 | 28+29.70 | HWY. 5 - NOTCH & WIDEN | 29.70 | 141.75 | 42.10 | 28.67 | 94.61 | 4.73 | 25.33 | 83.59 | 14.21 | 18.94 | 1.67 | 5.51 | 550.00 | 1.52 | 1.67 | 5.51 | 220.00 | 0.61 | 29.67 | 97.91 | 220.00 | 10.77 | 11.38 |
| 28+29.70 | 28+81.40 | HWY. 5 - NOTCH & WIDEN | 51.70 | 95.75 | 49.50 | 47.50 | 272.86 | 13.64 | 30.67 | 176.18 | 29.95 | 43.59 | 8.42 | 48.37 | 550.00 | 13.30 | 8.42 | 48.37 | 220.00 | 5.32 | 39.08 | 224.49 | 220.00 | 24.69 | 30.01 |
| 28+85.26 | 30+90.42 | HWY. 5 - S.B. RT. TURN NOTCH & WIDEN | 205.16 | 44.50 | 91.30 | 17.50 | 398.92 | 19.95 | 10.00 | 227.96 | 38.75 | 58.70 | 3.75 | 85.48 | 550.00 | 23.51 | 3.75 | 85.48 | 220.00 | 9.40 | 32.58 | 742.68 | 220.00 | 81.69 | 91.09 |
| 28+79.05 | 30+27.13 | HWY. 5 - N.B. RT. TURN NOTCH & WIDEN | 148.08 | 108.75 | 161.04 | 35.83 | 589.52 | 29.48 | 10.33 | 169.96 | 28.89 | 58.37 | 12.75 | 209.78 | 550.00 | 57.69 | 12.75 | 209.78 | 220.00 | 23.08 | 47.42 | 780.22 | 220.00 | 85.82 | 108.90 |
| **ADDITIONAL FOR LEVELING** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304+00.00 | 379+58.00 | W.B. FRONTAGE RD. (SITE 1) | 7558.00 | | | | | | | | | | | | | | | | | | 20.00 | VAR. | VAR. | 4802.48 | 4802.48 |
| 252+50.00 | 253+95.97 | RAMP 1 | 145.97 | | | | | | | | | | | | | | | | | | 30.33 | VAR. | VAR. | 32.69 | 32.69 |
| 28+00.00 | 29+58.00 | HWY. 5 | 158.00 | VAR. | 126.40 | | | | | | | | | | | | | | | | VAR. | VAR. | VAR. | 304.69 | 304.69 |
| **ADDITIONAL AGGREGATE BASE COURSE FOR SHOULDER WEDGES** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 376+20.34 | 379+58.00 | W.B. FRONTAGE RD. (SITE 1) - NOTCH & WIDEN | 337.66 | VAR. | 47.34 | | | | | | | | | | | | | | | | | | | | |
| 418+06.78 | 421+43.14 | W.B. FRONTAGE RD. (SITE 2) - NOTCH & WIDEN | 336.36 | VAR. | 54.53 | | | | | | | | | | | | | | | | | | | | |
| 28+00.00 | 28+29.70 | HWY. 5 - NOTCH & WIDEN | 29.70 | VAR. | 4.94 | | | | | | | | | | | | | | | | | | | | |
| **ADDITIONAL FOR SUPERELEVATION** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 368+02.58 | 369+23.91 | I-30 RAMP 3 | 121.33 | 28.75 | 34.88 | | | | | | | | | | | | | | | | | | | | |
| **ADDITIONAL FOR GUARDRAIL** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 376+20.34 | 379+36.17 | W.B. FRONTAGE RD. (SITE 1) - RT. | 315.83 | VAR. | 1728.66 | | | | | | | | | | | | | | | | 5.21 | 182.93 | 220.00 | 20.12 | 20.12 |
| 323+04.46 | 325+93.01 | I-30 RAMP 2 - LT. | 288.55 | VAR. | 1656.55 | | | | | | | | | | | | | | | | 5.47 | 175.30 | 220.00 | 19.28 | 19.28 |
| 288+51.00 | 292+94.00 | I-30 MEDIAN - LT. | 443.00 | VAR. | 1759.80 | | | | | | | | | | | | | | | | 3.78 | 186.22 | 220.00 | 20.48 | 20.48 |
| 325+93.01 | 327+22.89 | I-30 MEDIAN - LT. | 129.88 | VAR. | 654.69 | | | | | | | | | | | | | | | | 4.80 | 69.28 | 220.00 | 7.62 | 7.62 |
| **ADDITIONAL FOR TURNOUTS** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 306+37.84 | 307+02.76 | PALMER AVE. TURNOUT | 64.92 | VAR. | 56.04 | VAR. | 68.98 | 6.90 | | | | 6.90 | VAR. | 68.98 | 550.00 | 18.97 | VAR. | 68.98 | 220.00 | 7.59 | VAR. | 68.98 | 220.00 | 7.59 | 15.18 |
| 315+42.31 | 316+24.87 | HEIGHTS RD. TURNOUT | 82.56 | VAR. | 64.99 | VAR. | 87.61 | 8.76 | | | | 8.76 | VAR. | 87.61 | 550.00 | 24.09 | VAR. | 87.61 | 220.00 | 9.64 | VAR. | 87.61 | 220.00 | 9.64 | 19.28 |
| 330+17.84 | 331+77.54 | SHARON RD. TURNOUT | 159.70 | VAR. | 181.11 | VAR. | 253.95 | 25.40 | | | | 25.40 | VAR. | 253.95 | 550.00 | 69.84 | VAR. | 253.95 | 220.00 | 27.93 | VAR. | 253.95 | 220.00 | 27.93 | 55.86 |
| 361+05.63 | 362+04.78 | WRIGHT AVE. TURNOUT | 99.15 | VAR. | 66.13 | VAR. | 87.23 | 8.72 | | | | 8.72 | VAR. | 87.23 | 550.00 | 23.99 | VAR. | 87.23 | 220.00 | 9.60 | VAR. | 87.23 | 220.00 | 9.60 | 19.20 |
| 377+39.12 | 378+24.42 | ODESSA DR. TURNOUT | 85.30 | VAR. | 104.51 | VAR. | 134.43 | 13.44 | | | | 13.44 | VAR. | 134.43 | 550.00 | 36.97 | VAR. | 134.43 | 220.00 | 14.79 | VAR. | 134.43 | 220.00 | 14.79 | 29.58 |
| **TOTALS:** | | | | | | **18513.00** | | **41987.79** | **2130.99** | | **18752.20** | **3187.88** | **5318.87** | | **12312.02** | | **3385.81** | | **12282.18** | | **1351.05** | | **33317.42** | | **8804.76** | **10155.81** |

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2") (PG 76-22).....94.4% MIN. AGGR.....5.6% ASPHALT BINDER
ACHM BINDER COURSE (1") (PG 76-22).....95.9% MIN. AGGR.....4.1% ASPHALT BINDER
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

dewierciak 11/5/2024 12:36:17 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_QTY.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 72 | 263 |
| | | QUANTITIES | | | | |

DIGITALLY SIGNED 02/21/2025

## BASE AND SURFACING - CONCRETE

| STATION | STATION | LOCATION | LENGTH | CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMPACTED DEPTH) | | | | TACK COAT | | | | | | | ACHM SURFACE COURSE (3/8") | | | | ACHM SURFACE COURSE (1/2") | | | | PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.) | | PORTLAND CEMENT CONCRETE PAVEMENT (14" U.T.) | | ULTRATHIN BONDED WEARING COURSE (5/8" - TYPE B) | | | | AGGREGATE BASE COURSE (CLASS 7) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | (0.05 GAL. PER SQ. YD.) | | | (0.17 GAL. PER SQ. YD.) | | | | | | | | | | | | | | | | | | | | | |
| | | | | AVG. WID. | PROCESSING | CEMENT | AGGREGATE | AVG. WID. | SQ.YD. | GALLON | AVG. WID. | SQ.YD. | GALLON | TOTAL GALLONS | AVG. WID. | SQ.YD. | POUND / SQ.YD. | PG 64-22 | AVG. WID. | SQ.YD. | POUND / SQ.YD. | PG 76-22 | AVG. WID. | SQ.YD. | AVG. WID. | SQ.YD. | AVG. WID. | SQ.YD. | POUND / SQ.YD. | TON | TON / STATION | TON |
| | | | FEET | FEET | SQ. YD. | TON | TON | FEET | | | FEET | | | | FEET | | | TON | FEET | | | TON | FEET | | FEET | | FEET | | | | | |
| **I-30** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L.M. 115.96 | L.M. 116.21 | I-30 WESTBOUND - OVERLAY | 1333.00 | | | | | | | | 60.00 | 8886.67 | 1510.73 | 1510.73 | | | | | 60.00 | 8886.67 | 220.00 | 977.53 | | | | | 60.00 | 8886.67 | 66.00 | 293.26 | | |
| 242+48.81 | 252+00.44 | I-30 WESTBOUND & AUX. LANE - OVERLAY | 1690.00 | | | | | | | | 70.33 | 13206.41 | 2245.09 | 2245.09 | | | | | 70.33 | 13206.41 | 220.00 | 1452.71 | | | | | 70.33 | 13206.41 | 66.00 | 435.81 | | |
| 252+00.44 | 253+97.34 | I-30 WESTBOUND - OVERLAY | 196.90 | | | | | | | | 48.00 | 1050.13 | 178.52 | 178.52 | | | | | 48.00 | 1050.13 | 220.00 | 115.51 | | | | | 48.00 | 1050.13 | 66.00 | 34.65 | | |
| 253+97.34 | 255+53.43 | I-30 MEDIAN - NOTCH & WIDEN | 156.09 | | | | | | | | 60.00 | 1040.60 | 176.90 | 176.90 | | | | | 60.00 | 1040.60 | 220.00 | 114.47 | 10.00 | 173.43 | | | 60.00 | 1040.60 | 66.00 | 34.34 | 70.00 | 109.26 |
| 255+53.43 | 274+79.62 | I-30 MEDIAN TYPICAL SECTION | 1926.19 | | | | | | | | 60.00 | 12841.27 | 2183.02 | 2183.02 | | | | | 60.00 | 12841.27 | 220.00 | 1412.54 | | | | | 60.00 | 12841.27 | 66.00 | 423.76 | | |
| 274+79.62 | 277+20.00 | I-30 MEDIAN - NOTCH & WIDEN | 240.38 | | | | | | | | 58.00 | 1549.12 | 263.35 | 263.35 | | | | | 58.00 | 1549.12 | 220.00 | 170.40 | 8.75 | 233.70 | | | 58.00 | 1549.12 | 66.00 | 51.12 | 68.75 | 165.26 |
| 277+20.00 | 297+40.85 | I-30 MEDIAN - NOTCH & WIDEN | 2020.85 | | | | | | | | 8.00 | 1796.31 | 305.37 | 305.37 | | | | | 8.00 | 1796.31 | 220.00 | 197.59 | 8.75 | 1964.72 | | | 8.00 | 1796.31 | 66.00 | 59.28 | 68.75 | 1389.33 |
| 311+13.00 | 311+86.80 | I-30 MEDIAN - NOTCH & WIDEN | 73.80 | | | | | | | | 12.00 | 98.40 | 16.73 | 16.73 | | | | | 12.00 | 98.40 | 220.00 | 10.82 | 12.00 | 98.40 | | | 12.00 | 98.40 | 66.00 | 3.25 | 82.25 | 60.70 |
| 311+86.80 | 316+86.80 | I-30 MEDIAN - NOTCH & WIDEN | 500.00 | | | | | | | | 16.42 | 912.22 | 155.08 | 155.08 | | | | | 16.42 | 912.22 | 220.00 | 100.34 | 16.42 | 912.22 | | | 16.42 | 912.22 | 66.00 | 30.10 | 106.75 | 533.75 |
| 316+86.80 | 320+00.12 | I-30 MEDIAN - NOTCH & WIDEN | 313.32 | | | | | | | | 15.42 | 536.82 | 91.26 | 91.26 | | | | | 15.42 | 536.82 | 220.00 | 59.05 | 15.42 | 536.82 | | | 15.42 | 536.82 | 66.00 | 17.72 | 101.50 | 318.02 |
| 356+09.00 | 356+51.60 | I-30 WESTBOUND - UTBWC | 42.60 | | | | | | | | | | | | | | | | | | | | | | | | 60.00 | 284.00 | 66.00 | 9.37 | | |
| 366+51.60 | 371+93.00 | I-30 WESTBOUND - UTBWC | 541.40 | | | | | | | | | | | | | | | | | | | | | | | | 58.00 | 3489.02 | 66.00 | 115.14 | 2.50 | 13.54 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **RAMPS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L.M. 116.04 | L.M. 116.12 | I-30 EXIT 116 RAMP - OVERLAY | 422.40 | | | | | | | | 18.42 | 864.51 | 146.97 | 146.97 | | | | | 18.42 | 864.51 | 220.00 | 95.10 | | | | | 18.42 | 864.51 | 66.00 | 28.53 | | |
| 252+00.00 | 253+95.97 | I-30 RAMP 1 - OVERLAY | 195.97 | | | | | | | | | | | | | | | | | | | | | | | | 30.33 | 660.42 | 66.00 | 21.79 | | |
| 319+98.44 | 320+81.88 | I-30 RAMP 2 - NOTCH & WIDEN | 83.44 | | | | | | | | 16.75 | 155.29 | 26.40 | 26.40 | | | | | 16.75 | 155.29 | 220.00 | 17.08 | 16.75 | 155.29 | | | 16.75 | 155.29 | 66.00 | 5.12 | 108.50 | 90.53 |
| 320+81.88 | 321+55.16 | I-30 RAMP 2 - NOTCH & WIDEN | 73.28 | 17.00 | 138.42 | 2.91 | 45.54 | 17.00 | 138.42 | 6.92 | 34.42 | 280.26 | 47.64 | 54.56 | 17.00 | 138.42 | 110.00 | 7.61 | 34.42 | 174.17 | 220.00 | 19.16 | 19.42 | 158.12 | 15.00 | 122.13 | 34.42 | 280.26 | 66.00 | 9.25 | 142.00 | 104.06 |
| 321+56.06 | 325+93.01 | I-30 AUX. LANE - NOTCH & WIDEN | 436.95 | 15.67 | 760.78 | 15.98 | 250.30 | 15.67 | 760.78 | 38.04 | 21.17 | 1027.80 | 174.73 | 212.77 | 15.67 | 760.78 | 110.00 | 41.84 | 21.17 | 588.76 | 220.00 | 64.76 | 7.50 | 364.12 | 13.67 | 663.68 | 21.17 | 1027.80 | 66.00 | 33.92 | 146.75 | 641.22 |
| 356+51.60 | 366+51.60 | I-30 AUX. LANE - NOTCH & WIDEN | 1000.00 | 12.58 | 1397.78 | 29.35 | 459.87 | 12.58 | 1397.78 | 69.89 | 18.75 | 2083.33 | 354.17 | 424.06 | 12.58 | 1397.78 | 110.00 | 76.88 | 18.75 | 958.06 | 220.00 | 105.39 | 8.17 | 907.78 | 10.58 | 1175.56 | 66.75 | 7416.67 | 66.00 | 244.75 | 54.50 | 545.00 |
| 366+49.28 | 367+19.97 | I-30 RAMP 3 - NOTCH & WIDEN | 70.69 | 19.00 | 149.23 | 3.13 | 49.10 | 19.00 | 149.23 | 7.46 | 29.67 | 233.04 | 39.62 | 47.08 | 19.00 | 149.23 | 110.00 | 8.21 | 29.67 | 161.87 | 220.00 | 17.81 | 14.67 | 115.22 | 15.00 | 117.82 | 29.67 | 233.04 | 66.00 | 7.69 | 96.00 | 67.86 |
| 367+19.97 | 368+02.58 | I-30 RAMP 3 - NOTCH & WIDEN | 82.61 | 19.00 | 174.40 | 3.66 | 57.38 | 19.00 | 174.40 | 8.72 | 36.67 | 336.59 | 57.22 | 65.94 | 19.00 | 174.40 | 110.00 | 9.59 | 36.67 | 233.79 | 220.00 | 25.72 | 21.67 | 198.91 | 15.00 | 137.68 | 36.67 | 336.59 | 66.00 | 11.11 | 150.50 | 124.33 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **TOTALS** | | | | | **2620.61** | **55.03** | **862.19** | | **2620.61** | **131.03** | | **46898.77** | **7972.80** | **8103.83** | | **2620.61** | | **144.13** | | **45054.40** | | **4955.98** | | **5818.73** | | **2216.87** | | **56665.55** | | **1869.96** | | **4162.86** |

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.4%, ASPHALT BINDER = 5.6%
ACHM SURFACE COURSE (3/8") - MINERAL AGGREGATE = 94.0%, ASPHALT BINDER = 6.0%
CEMENT STABILIZED CRUSHED STONE BASE COURSE - AGGREGATE = 94%, CEMENT = 6%
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

JDBradley 2/24/2025 2:02:27 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_QTY.dgn
REVISED DATE:

## SUMMARY OF QUANTITIES (BOX 1 OF 2)

| ITEM NUMBER | ITEM | | QUANTITY | UNIT |
|---|---|---|---|---|
| 201 | CLEARING | | 2 | STATION |
| 201 | GRUBBING | | 2 | STATION |
| 202 | REMOVAL AND DISPOSAL OF CURB AND GUTTER | | 1036 | LIN. FT. |
| 202 | REMOVAL AND DISPOSAL OF FENCE | | 210 | LIN. FT. |
| 202 | REMOVAL AND DISPOSAL OF GATES | | 2 | EACH |
| 202 | REMOVAL AND DISPOSAL OF BARRIER WALL | | 1661 | LIN. FT. |
| 202 | REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT | | 7593 | SQ. YD. |
| 202 | REMOVAL AND DISPOSAL OF CONCRETE ISLANDS | | 696 | SQ. YD. |
| 202 | REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS | | 720 | SQ. YD. |
| 202 | REMOVAL AND DISPOSAL OF DROP INLETS | | 10 | EACH |
| 202 | REMOVAL AND DISPOSAL OF PIPE CULVERTS | | 18 | EACH |
| 202 | REMOVAL AND DISPOSAL OF HEADWALLS | | 2 | EACH |
| 202 | REMOVAL AND DISPOSAL OF CONCRETE RIPRAP | | 62 | SQ. YD. |
| 202 | REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING | | 2155 | SQ. YD. |
| 202 | REMOVAL AND DISPOSAL OF GUARDRAIL | | 2159 | LIN. FT. |
| 202 | REMOVAL AND DISPOSAL OF SIGNS | | 1 | EACH |
| 202 | REMOVAL AND DISPOSAL OF MAILBOXES | | 2 | EACH |
| SP & 202 | REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION | | 12 | EACH |
| SS & 206 | FLOWABLE SELECT MATERIAL | | 29 | CU. YD. |
| SP, SS, & 210 | UNCLASSIFIED EXCAVATION | | 11102 | CU. YD. |
| SP & 210 | COMPACTED EMBANKMENT | | 16232 | CU. YD. |
| SP & 210 | SOIL STABILIZATION | | 100 | TON |
| SP, SS, & 303 | AGGREGATE BASE COURSE (CLASS 7) | | 23121 | TON |
| SP, SS, & 308 | AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE | | 862 | TON |
| SP, SS, & 308 | CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE | | 55 | TON |
| SP, SS, & 308 | PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE | | 2621 | SQ. YD. |
| SP, SS, & 309 | PORTLAND CEMENT CONCRETE BASE (7" UNIFORM THICKNESS) | | 806 | SQ. YD. |
| SP, SS, & 309 | PORTLAND CEMENT CONCRETE BASE (11" UNIFORM THICKNESS) | | 2350 | SQ. YD. |
| SS & 401 | TACK COAT | | 13647 | GAL. |
| SP, SS, & 406 | MINERAL AGGREGATE IN ACHM BINDER COURSE (1") | | 3247 | TON |
| SP, SS, & 406 | ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1") | | 139 | TON |
| SP, SS, & 407 | MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8") | | 135 | TON |
| SP, SS, & 407 | MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2") | | 14379 | TON |
| SP, SS, & 407 | ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8") | | 9 | TON |
| SP, SS, & 407 | ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2") | | 7 | TON |
| SP, SS, & 407 | ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2") | | 846 | TON |
| SP | ULTRATHIN BONDED WEARING COURSE (5/8"-TYPE B) | | 1870 | TON |
| SP & 412 | COLD MILLING ASPHALT PAVEMENT | | 993 | SQ. YD. |
| SP, SS, & 414 | ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC | | 92 | TON |
| SP, SS, & 415 | ACHM PATCHING OF EXISTING ROADWAY | | 200 | TON |
| SP, SS, & 501 | PORTLAND CEMENT CONCRETE PAVEMENT (9" UNIFORM THICKNESS) | | 5819 | SQ. YD. |
| SP, SS, & 501 | PORTLAND CEMENT CONCRETE PAVEMENT (14" UNIFORM THICKNESS) | | 2217 | SQ. YD. |
| SP, SS, & 505 | PORTLAND CEMENT CONCRETE DRIVEWAY | | 1633.33 | SQ. YD. |
| SS & 507 | REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING | | 721 | SQ. YD. |
| SP, SS, & 507 | PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (14" UNIFORM THICKNESS) | | 721 | SQ. YD. |
| 509 | JOINT REHABILITATION (TYPE A) | | 3240 | LIN. FT. |
| SP | SCARIFYING CONCRETE PAVEMENT | | 167 | SQ. YD. |
| 601 | MOBILIZATION | | 1.00 | LUMP SUM |
| SP & 602 | FURNISHING FIELD OFFICE | | 1 | EACH |
| SP, SS, & 603 | MAINTENANCE OF TRAFFIC | | 1.00 | LUMP SUM |
| SS & 604 | SIGNS | | 2833 | SQ. FT. |
| SP, SS, & 604 | CONSTRUCTION PROJECT INFORMATION SIGN UPDATE | | 4 | EACH |
| SS & 604 | BARRICADES | | 16 | LIN. FT. |
| SS & 604 | TRAFFIC DRUMS | | 611 | EACH |
| SS & 604 | FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER | | 2526 | LIN. FT. |
| SS & 604 | RELOCATING PRECAST CONCRETE BARRIER | | 4964 | LIN. FT. |
| 604 | CONSTRUCTION PAVEMENT MARKINGS | | 32298 | LIN. FT. |
| 604 | REMOVABLE CONSTRUCTION PAVEMENT MARKINGS | | 21990 | LIN. FT. |
| 604 | REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS | | 2336 | LIN. FT. |
| 604 | REMOVAL OF PERMANENT PAVEMENT MARKINGS | | 18492 | LIN. FT. |
| SS & 604 | ADVANCE WARNING ARROW PANEL | | 1650 | DAY |
| SP, SS, & 604 | PORTABLE CHANGEABLE MESSAGE SIGN | | 312 | WEEK |
| SP | MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL) | | 2 | EACH |
| SP, SS, & 605 | CONCRETE DITCH PAVING (TYPE B) | | 460 | SQ. YD. |
| SS & 606 | 18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 2324 | LIN. FT. |
| * SS & 606 | 18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | (ALTERNATE NO. 1) | 3013 | LIN. FT. |
| * SS & 606 | 18" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 2) | 3013 | LIN. FT. |
| * SS & 606 | 18" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 3) | 3013 | LIN. FT. |
| SS & 606 | 18" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV) | | 265 | LIN. FT. |
| SS & 606 | 24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 133 | LIN. FT. |
| * SS & 606 | 24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | (ALTERNATE NO. 1) | 801 | LIN. FT. |
| * SS & 606 | 24" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 2) | 801 | LIN. FT. |
| * SS & 606 | 24" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 3) | 801 | LIN. FT. |
| SS & 606 | 30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 128 | LIN. FT. |
| * SS & 606 | 30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | (ALTERNATE NO. 1) | 1111 | LIN. FT. |
| * SS & 606 | 30" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 2) | 1111 | LIN. FT. |
| * SS & 606 | 30" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 3) | 1111 | LIN. FT. |
| SS & 606 | 36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 96 | LIN. FT. |
| * SS & 606 | 36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | (ALTERNATE NO. 1) | 294 | LIN. FT. |
| * SS & 606 | 36" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 2) | 294 | LIN. FT. |
| * SS & 606 | 36" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 3) | 294 | LIN. FT. |
| SS & 606 | 42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 10 | LIN. FT. |
| SS & 606 | 48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | | 40 | LIN. FT. |
| * SS & 606 | 48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III) | (ALTERNATE NO. 1) | 8 | LIN. FT. |
| * SS & 606 | 48" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 2) | 8 | LIN. FT. |
| * SS & 606 | 48" SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE | (ALTERNATE NO. 3) | 8 | LIN. FT. |
| SS & 606 | 18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS | | 3 | EACH |
| SS & 606 | 24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS | | 1 | EACH |
| SS & 606 | SELECTED PIPE BEDDING | | 100 | CU. YD. |
| SS & 609 | DROP INLETS (TYPE C) | | 11 | EACH |
| SS & 609 | DROP INLETS (TYPE E) | | 4 | EACH |
| SS & 609 | DROP INLETS (TYPE MO) | | 48 | EACH |
| SS & 609 | DROP INLETS (TYPE RM) | | 26 | EACH |
| SS & 609 | DROP INLETS (TYPE ST) | | 17 | EACH |
| SS & 609 | DROP INLETS (TYPE SPECIAL) | | 1 | EACH |
| SS & 609 | JUNCTION BOXES (TYPE E) | | 7 | EACH |
| SS & 609 | DROP INLET EXTENSIONS (4') | | 44 | EACH |
| SS & 609 | DROP INLET EXTENSIONS (8') | | 8 | EACH |
| 610 | DROP INLETS ADJUSTED TO GRADE | | 1 | EACH |
| 610 | JUNCTION BOXES ADJUSTED TO GRADE | | 1 | EACH |
| SS & 611 | 4" PIPE UNDERDRAINS | | 500 | LIN. FT. |

* DENOTES ALTERNATE BID ITEMS.

| DATE REVISED | DATE REVISED |
|---|---|
| 01-30-2025 | |
| 02-21-2025 | |
| | |

| FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | ARK. | 061708 | 73 | 263 |

SUMMARY OF QUANTITIES AND REVISIONS

## SUMMARY OF QUANTITIES (BOX 2 OF 2)

| ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| SS & 611 | UNDERDRAIN OUTLET PROTECTORS | 4 | EACH |
| SS & 615 | PAVEMENT REPAIR OVER CULVERTS (CONCRETE) | 59 | CU. YD. |
| SS & 617 | GUARDRAIL (TYPE A) | 875 | LIN. FT. |
| SS & 617 | TERMINAL ANCHOR POSTS (TYPE 1) | 3 | EACH |
| SS & 617 | GUARDRAIL TERMINAL (TYPE 2) | 4 | EACH |
| SS & 617 | THRIE BEAM GUARDRAIL TERMINAL | 1 | EACH |
| 620 | LIME | 10 | TON |
| 620 | SEEDING | 4.87 | ACRE |
| SS & 620 | MULCH COVER | 9.74 | ACRE |
| 620 | WATER | 603.3 | M. GAL. |
| 621 | TEMPORARY SEEDING | 4.87 | ACRE |
| 621 | SILT FENCE | 1154 | LIN. FT. |
| 621 | SAND BAG DITCH CHECKS | 1364 | BAG |
| 621 | DROP INLET SILT FENCE | 100 | LIN. FT. |
| 621 | SEDIMENT BASIN | 100 | CU. YD. |
| 621 | OBLITERATION OF SEDIMENT BASIN | 100 | CU. YD. |
| 621 | SEDIMENT REMOVAL AND DISPOSAL | 270 | CU. YD. |
| 621 | ROCK DITCH CHECKS | 735 | CU. YD. |
| SS & 621 | FILTER SOCK (18") | 2170 | LIN. FT. |
| 621 | WATTLE (20") | 400 | LIN. FT. |
| 623 | SECOND SEEDING APPLICATION | 4.87 | ACRE |
| 624 | SOLID SODDING | 582 | SQ. YD. |
| 626 | EROSION CONTROL MATTING (CLASS 3) | 3921 | SQ. YD. |
| SS & 631 | CONCRETE BARRIER WALL (MEDIAN TYPE A) | 150 | LIN. FT. |
| SS & 631 | CONCRETE BARRIER WALL (MEDIAN TYPE C) | 1015 | LIN. FT. |
| SS & 631 | CONCRETE BARRIER WALL (MEDIAN TYPE SP-1) | 75 | LIN. FT. |
| SP, SS, & 631 | CONCRETE BARRIER WALL (SIDE TYPE E) | 993 | LIN. FT. |
| SP, SS, & 632 | CONCRETE ISLAND | 1475 | SQ. YD. |
| SP, SS, & 633 | CONCRETE WALKS | 1690 | SQ. YD. |
| SP, SS, & 633 | CONCRETE WALKS (TYPE SPECIAL) | 522 | SQ. YD. |
| SS & 633 | HAND RAILING | 1132 | LIN. FT. |
| SS & 634 | INTEGRAL CURB (TYPE SPECIAL) | 2262 | LIN. FT. |
| SS & 634 | CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6") | 13656 | LIN. FT. |
| 635 | ROADWAY CONSTRUCTION CONTROL | 1.00 | LUMP SUM |
| 637 | MAILBOXES | 2 | EACH |
| SS & 637 | MAILBOX SUPPORTS (SINGLE) | 2 | EACH |
| SS & 640 | MODIFYING DROP INLETS | 3 | EACH |
| SS & 640 | MODIFYING JUNCTION BOXES | 1 | EACH |
| SP, SS, & 641 | WHEELCHAIR RAMPS (TYPE 3) | 110 | SQ. YD. |
| 642 | RUMBLE STRIPS IN ASPHALT SHOULDERS | 17243 | LIN. FT. |
| SP | ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (2C/10 A.W.G., E.G.C.) | 2550 | LIN. FT. |
| SP | ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (2C/8 A.W.G., E.G.C.) | 800 | LIN. FT. |
| SP | ELECTRICAL CONDUCTORS FOR LUMINAIRES | 780 | LIN. FT. |
| 710 | NON-METALLIC CONDUIT (2") | 3800 | LIN. FT. |
| SP, SS, & 711 | CONCRETE PULL BOX (TYPE 2 HD) | 21 | EACH |
| SP | LED LUMINAIRE ASSEMBLY | 4 | EACH |
| SP | LED ROADWAY ILLUMINATION POLE (12,520 LUMENS, T-BASE, 40', 8' ARM) | 3 | EACH |
| SP | LED ROADWAY ILLUMINATION POLE (12,520 LUMENS, SHOE-BASE, 40', 8' ARM) | 10 | EACH |
| SP | PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP) | 1 | EACH |
| 718 | REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10") | 791 | LIN. FT. |
| 718 | REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10") | 891 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING WHITE (6") | 3539 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING WHITE (8") | 826 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING WHITE (12") | 480 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING YELLOW (6") | 3137 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING YELLOW (8") | 93 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING (WORDS) | 4 | EACH |
| 719 | THERMOPLASTIC PAVEMENT MARKING (ARROWS) | 8 | EACH |
| SP | ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6") | 18406 | LIN. FT. |
| SP | ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12") | 2068 | LIN. FT. |
| SP | ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6") | 12836 | LIN. FT. |
| 721 | RAISED PAVEMENT MARKERS (TYPE II) | 844 | EACH |
| SP | STEEL OVERHEAD SIGN STRUCTURE (OH 030-62-44) | 1 | EACH |
| SP | STEEL OVERHEAD SIGN STRUCTURE (OH 030-62-45) | 1 | EACH |
| SP | STEEL OVERHEAD SIGN STRUCTURE (OH 030-62-46) | 1 | EACH |
| SP | STEEL BRIDGE MOUNTED SIGN STRUCTURE (BM-030-62-41) | 1 | EACH |
| SP | STEEL CANTILEVER SIGN STRUCTURE (CC-030-62-33) | 1 | EACH |
| SP | MODIFICATION OF EXISTING CANTILEVER SIGN STRUCTURE | 1 | EACH |
| SS & 725 | GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND) | 833 | SQ. FT. |
| SS & 725 | GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND) | 1017 | SQ. FT. |
| SS & 726 | STANDARD SIGN | 544 | SQ. FT. |
| SS & 727 | EXIT NUMBER PANEL (TYPE A) | 95 | SQ. FT. |
| SS & 730 | BREAKAWAY SIGN SUPPORT (TYPE G-2) | 5339 | POUND |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1) | 40 | EACH |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1) | 7 | EACH |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2) | 1 | EACH |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4) | 1 | EACH |
| SS & 731 | TEMPORARY IMPACT ATTENUATION BARRIER | 2 | EACH |
| SS & 731 | TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR) | 2 | EACH |
| SS & 732 | CRASH CUSHION | 2 | EACH |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025

## REVISIONS

| DATE | REVISION | SHEET NUMBER |
|---|---|---|
| 01-30-2025 | REVISED CONCRETE PULL BOX, ELECTRICAL CONDUCTORS FOR LUMINAIRES, ELECTRICAL CONDUCTORS-IN-CONDUIT, ELECTRICAL DEMOLITION AND RELOCATION WORK, LED LUMINAIRE ASSEMBLY (BUG U0 TYPE), LED ROADWAY ILLUMINATION POLE, AND SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT SPECIAL PROVISIONS. REMOVED PERCENT AIR VOIDS AND NDESIGN FOR ACHM SURFACE MIX DESIGNS SPECIAL PROVISION. REVISED QUANTITIES REMOVAL AND DISPOSAL OF LIGHT POLE, ROADWAY ILLUMINATION POLE REMOVAL AND DISPOSAL, REMOVAL AND DISPOSAL OF PULL BOX, REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION, ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (2C/10 A.W.G., E.G.C.), ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (2C/8 A.W.G., E.G.C.), ELECTRICAL CONDUCTORS FOR LUMINAIRES, NON-METALLIC CONDUIT (2"), AND LED ROADWAY ILLUMINATION POLE (12,520 LUMENS, SHOE-BASE, 40', 8' ARM). REVISED ELECTRICAL LEGEND AND NOTES, LIGHTING GENERAL NOTES, LIGHTING REMOVAL PLANS, LIGHTING INSTALLATION PLANS, AND ELECTRICAL DETAILS. | 3, 73, 122-135 |
| 02-21-2025 | REMOVED SUPPLEMENTAL SPECIFICATION 108-3 AND LONGITUDINAL TINING SPECIAL PROVISION. ADDED FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT SPECIAL PROVISION. REVISED MAINTENANCE OF TRAFFIC, SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT, ULTRATHIN BONDED WEARING COURSE, AND VERY EARLY STRENGTH CONCRETE SPECIAL PROVISIONS. REVISED REMOVAL AND DISPOSAL OF ITEMS QUANTITY BOX. CLARIFIED SIDE TYPE E WALL DIMENSIONS. ADDED REMOVAL AND REPLACEMENT OF CONCRETE DITCH PAVING AT SITE 2 . ADDED CONCRETE BARRIER WALL (MEDIAN TYPE A), SELECTED PIPE BEDDING, AND SMOOTH SPIRAL RIB POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE (ALTERNATE) PAY ITEMS. REVISED ULTRATHIN BONDED WEARING COURSE (5/8"-TYPE B) PAY ITEM TO BE PAID FOR BY THE TON. | 3-7, 9-12, 15-17, 27, 35, 50, 66-70, 72-73, 80, 82, 84, 86, 88, 90, 94-95, 98, 100 |



JDBradley 2/25/2025 9:55:39 AM
WORKSPACE: AHTD
L:\2021\211018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_QTY_SUM.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 74 | 263 |
| | | SURVEY CONTROL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

SURVEY CONTROL COORDINATES

Project Name: s061708
Date: 3/1/2021
Coordinate System: ARKANSAS STATE PLANE – SOUTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

| Point Name | Northing | Easting | Elev | Feature | Description |
|---|---|---|---|---|---|
| 1 | 2005676.6211 | 1133153.3767 | 360.033 | CTL | STD ARDOT MON.STAMPED PN:1 |
| 2 | 2006154.9800 | 1133723.8396 | 375.050 | CTL | STD ARDOT MON.STAMPED PN:2 |
| 3 | 2006510.0229 | 1134219.2165 | 375.981 | CTL | STD ARDOT MON.STAMPED PN:3 |
| 4 | 2007010.4532 | 1134843.6759 | 375.139 | CTL | STD ARDOT MON.STAMPED PN:4 |
| 5 | 2007482.9797 | 1135427.7776 | 383.240 | CTL | STD ARDOT MON.STAMPED PN:5 |
| 6 | 2007916.8927 | 1135975.2329 | 399.280 | CTL | STD ARDOT MON.STAMPED PN:6 |
| 7 | 2008406.5173 | 1136529.8387 | 418.529 | CTL | STD ARDOT MON.STAMPED PN:7 |
| 8 | 2008779.3254 | 1137066.3003 | 430.412 | CTL | STD ARDOT MON.STAMPED PN:8 |
| 9 | 2009178.1391 | 1137618.0829 | 427.400 | CTL | STD ARDOT MON.STAMPED PN:9 |
| 10 | 2009573.9337 | 1138167.2584 | 414.160 | CTL | STD ARDOT MON.STAMPED PN:10 |
| 11 | 2010040.2198 | 1138755.0683 | 438.503 | CTL | STD ARDOT MON.STAMPED PN:11 |
| 12 | 2010374.3674 | 1139291.7310 | 461.634 | CTL | STD ARDOT MON.STAMPED PN:12 |
| 13 | 2010759.1672 | 1139830.3237 | 469.874 | CTL | STD ARDOT MON.STAMPED PN:13 |
| 14 | 2011182.5485 | 1140425.7182 | 473.482 | CTL | STD ARDOT MON.STAMPED PN:14 |
| 15 | 2011637.1139 | 1140993.9288 | 468.455 | CTL | STD ARDOT MON.STAMPED PN:15 |
| 16 | 2012065.8405 | 1141660.9909 | 439.027 | CTL | ARDOT STD MON STAMPED PN:16 |
| 17 | 2012606.9365 | 1142221.6951 | 448.784 | CTL | ARDOT STD MON STAMPED PN:17 |
| 18 | 2013127.0530 | 1142694.6686 | 460.334 | CTL | ARDOT STD MON STAMPED PN:18 |
| 100 | 2009334.6462 | 1134422.9097 | 462.409 | GPS | ARDOT GPS MON.620041 |
| 101 | 2016094.5056 | 1145709.6552 | 484.420 | GPS | ARDOT GPS MON.620048 |
| 901 | 2006242.2046 | 1133842.7812 | 378.793 | TBM | SQ CUT,BENTON |
| 902 | 2007003.0147 | 1134774.8464 | 376.340 | TBM | SQ CUT,BENTON |
| 903 | 2007838.6997 | 1135800.2456 | 396.406 | TBM | SQ CUT,BENTON |
| 904 | 2008599.9588 | 1136765.1879 | 428.060 | TBM | SQ CUT,BENTON |
| 905 | 2009347.4181 | 1137767.8266 | 423.103 | TBM | SQ CUT,IN CA AT WRIGHT AVE,BENTON |
| 906 | 2010079.2863 | 1138868.4847 | 445.296 | TBM | SQ CUT,BENTON |
| 907 | 2010757.5451 | 1139756.7580 | 468.532 | TBM | SQ CUT,HDWL AT RESALE SHOP,BENTON |
| 908 | 2011531.0440 | 1140785.9084 | 470.481 | TBM | SQ CUT,BENTON |
| 909 | 2012725.1871 | 1142332.3242 | 444.981 | TBM | SQUARE CUT CNTR N HW,I30,BENTON |

*Note – Rebar and Cap – Standard – 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT
A PROJECT CAF OF .9999354512 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME s061708gi.ctl
HORIZONTAL DATUM: NAD 83 (2011)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL
IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.
REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS – 0302–SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 620041 – 620048
CONVERGENCE ANGLE: 0°19'37.2" LEFT AT LT: N34°34'40.03" LG: W92°35'03.38"
GRID AZIMUTH = ASTRONOMICAL AZIMUTH – CONVERGENCE ANGLE.

**ALIGNMENT NAME: I-30 MEDIAN**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8000 | 240+00.00 | POB | 2005039.9021 | 1132493.2744 |
| 8001 | 296+26.33 | PC | 2008540.4293 | 1136898.0276 |
| 8002 | 302+19.60 | PT | 2008897.3628 | 1137371.8402 |
| 8003 | 354+27.68 | PC | 2011922.3236 | 1141611.3743 |
| 8004 | 369+50.51 | PT | 2012960.2110 | 1142719.6124 |
| 8005 | 390+00.00 | POE | 2014547.0204 | 1144016.7059 |

**ALIGNMENT NAME: W.B. FRONTAGE RD. (SITE 1)**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8600 | 300+00.00 | POB | 2005557.1392 | 1132967.9252 |
| 8601 | 306+14.08 | PC | 2005930.5651 | 1133455.4098 |
| 8602 | 308+18.41 | PT | 2006056.2621 | 1133616.5038 |
| 8603 | 311+74.29 | PC | 2006277.6809 | 1133895.1176 |
| 8604 | 315+23.55 | PRC | 2006501.1528 | 1134163.4850 |
| 8605 | 321+03.99 | PRC | 2006865.7007 | 1134614.9919 |
| 8606 | 323+73.73 | PT | 2007030.8409 | 1134828.2553 |
| 8607 | 334+22.17 | PI | 2007687.2788 | 1135645.7539 |
| 8608 | 343+33.33 | PC | 2008248.4502 | 1136363.6044 |
| 8609 | 346+81.22 | PRC | 2008468.8745 | 1136632.7119 |
| 8610 | 353+37.63 | PT | 2008874.3512 | 1137148.6522 |
| 8611 | 359+48.63 | PC | 2009230.9156 | 1137644.8235 |
| 8612 | 362+23.37 | PRC | 2009387.2008 | 1137870.7643 |
| 8613 | 364+67.26 | PT | 2009525.5324 | 1138071.6153 |
| 8614 | 379+58.00 | PI | 2010390.5897 | 1139285.6878 |
| 8615 | 381+35.00 | PI | 2010495.7678 | 1139428.0485 |
| 8616 | 385+00.00 | POE | 2010707.5024 | 1139725.3557 |

**ALIGNMENT NAME: W.B. FRONTAGE RD. (SITE 2)**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8100 | 400+00.00 | POB | 2011811.1278 | 1141279.7362 |
| 8101 | 403+43.61 | PC | 2012012.2577 | 1141558.3249 |
| 8102 | 418+38.52 | PT | 2013034.6381 | 1142643.1591 |
| 8103 | 425+00.00 | POE | 2013547.0782 | 1143061.4385 |

**ALIGNMENT NAME: I-30 RAMP 1**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8300 | 250+79.84 | PC | 2005753.6305 | 1133305.3775 |
| 8301 | 252+67.07 | PT | 2005877.1128 | 1133446.0177 |
| 8302 | 253+74.47 | PC | 2005951.8386 | 1133523.1511 |
| 8303 | 255+61.70 | PT | 2006075.3209 | 1133663.7913 |

**ALIGNMENT NAME: I-30 RAMP 2**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8400 | 319+98.44 | PC | 2009998.1670 | 1138773.7118 |
| 8401 | 321+87.47 | PT | 2010100.0665 | 1138932.8307 |
| 8402 | 324+02.73 | PC | 2010207.0450 | 1139119.6257 |
| 8403 | 325+93.01 | PT | 2010309.6701 | 1139279.7624 |

**ALIGNMENT NAME: I-30 RAMP 3**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8500 | 364+50.70 | PC | 2012624.8552 | 1142348.5098 |
| 8501 | 367+50.80 | PT | 2012855.3163 | 1142540.2495 |
| 8502 | 371+28.27 | PC | 2013163.5389 | 1142758.1469 |
| 8503 | 372+60.43 | PT | 2013268.7284 | 1142838.1079 |

**ALIGNMENT NAME: PALMER AVE.**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8240 | 9+00.00 | POB | 2006060.7443 | 1133489.4552 |
| 8241 | 9+44.15 | PC | 2006016.8792 | 1133484.4346 |
| 8242 | 9+98.13 | PT | 2005966.1729 | 1133498.5936 |
| 8243 | 10+00.00 | POE | 2005964.6938 | 1133499.7382 |

**ALIGNMENT NAME: HEIGHTS RD.**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8250 | 17+50.00 | POB | 2006527.2121 | 1133977.4588 |
| 8251 | 20+00.00 | POE | 2006555.0071 | 1134225.9088 |

**ALIGNMENT NAME: HWY. 5 S.B. RT. TURN**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8204 | 28+29.70 | POB | 2007143.0507 | 1134700.1632 |
| 8205 | 29+61.90 | PC | 2007010.8592 | 1134698.5084 |
| 8206 | 30+90.42 | PT | 2006900.1069 | 1134642.4951 |

**ALIGNMENT NAME: HWY. 5**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8200 | 25+00.00 | POB | 2007472.5714 | 1134716.2893 |
| 8201 | 28+29.70 | PC | 2007142.9005 | 1134712.1623 |
| 8202 | 29+64.14 | PT | 2007018.0555 | 1134754.6066 |
| 8203 | 30+00.00 | POE | 2006989.9008 | 1134776.8186 |

**ALIGNMENT NAME: HWY. 5 N.B. RT. TURN**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8207 | 27+98.88 | PC | 2007173.5631 | 1134724.5471 |
| 8208 | 30+27.13 | PT | 2007093.5458 | 1134888.7765 |

**ALIGNMENT NAME: SHARON RD.**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8210 | 37+00.00 | POB | 2007780.5948 | 1135396.9123 |
| 8211 | 38+21.45 | PC | 2007663.0790 | 1135366.2476 |
| 8212 | 39+83.23 | PT | 2007510.5334 | 1135398.8659 |
| 8213 | 40+00.00 | POE | 2007497.4608 | 1135409.3630 |

**ALIGNMENT NAME: WRIGHT AVE.**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8220 | 45+00.00 | POB | 2009802.1916 | 1137642.5780 |
| 8221 | 46+54.73 | PC | 2009647.9314 | 1137654.6711 |
| 8222 | 48+54.93 | PT | 2009462.0957 | 1137722.3016 |
| 8223 | 50+00.00 | POE | 2009344.0124 | 1137806.5702 |

**ALIGNMENT NAME: ODESSA DR.**

| POINT | STATION | TYPE | NORTHING | EASTING |
|---|---|---|---|---|
| 8230 | 58+00.00 | POB | 2010448.6670 | 1139022.5694 |
| 8231 | 60+00.00 | POE | 2010287.2984 | 1139140.7226 |



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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 75 | 263 |
| | | SURVEY CONTROL DETAILS | | | | |

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

**C.L. I-30 RAMP 1**
PI = 251+73.53
Δ = 5°37'01" LT.
D = 3°00'00"
T = 93.69'
L = 187.23'
PC = 250+79.84
PT = 252+67.07
e = MATCH EXIST.

**C.L. I-30 RAMP 1**
PI = 254+68.16
Δ = 5°37'01" RT.
D = 3°00'00"
T = 93.69'
L = 187.23'
PC = 253+74.47
PT = 255+61.70
e = R.C.
Ls = 175'

**C.L. PALMER AVE.**
PI = 9+72.57
Δ = 44°15'44" LT.
D = 82°00'00"
T = 28.42'
L = 53.98'
PC = 9+44.15
PT = 9+98.13
e = NO SUPER

**C.L. W.B. FRONTAGE RD.**
PI = 313+48.95
Δ = 2°37'10" LT.
D = 0°45'00"
T = 174.66'
L = 349.26'
PC = 311+74.29
PRC = 315+23.55
e = NO SUPER

**C.L. W.B. FRONTAGE RD.**
PI = 307+16.24
Δ = 101°18" LT.
D = 0°30'00"
T = 102.16'
L = 204.33'
PC = 306+14.08
PT = 308+18.41
e = NO SUPER

STA. 305+50.00
BEGIN JOB 061708
BEGIN SITE 1
L.M. 116.40

POB 300+00.00
POB 240+00.00
POB 9+00.00
POB 17+50.00
POB 25+00.00

PC 306+14.08
PI 307+16.24
PT 308+18.41
PC 311+74.29
PI 313+48.95

PC 250+79.84
PI 251+73.53
PT 252+67.07
PC 253+74.47
PI 254+68.16
PT 255+61.70

PC 9+44.15
PI 9+72.57

PI 318+13.91
PRC 315+23.55

PC 321+03.99
PI 322+38.88
PT 323+73.73
PI 324+30.10
PT 30+27.13

PC 27+98.88
PI 28+99.64
PC 28+29.70
PI 30+12.94
PT 29+64.14

PC 29+61.90
POE 30+00.00

POE 10+00.00
POE 20+00.00

PT 9+98.13

PN:1
PD:STD ARDOT MON.STAMPED PN:1,BENTON

PN:2
PD:STD ARDOT MON.STAMPED PN:2,BENTON

PN:901
PD:SQ CUT,BENTON

PN:902
PD:SQ CUT,BENTON

PN:3
PD:STD ARDOT MON.STAMPED PN:3,BENTON

PN:4
PD:STD ARDOT MON.STAMPED PN:4,BENTON

C.L. I-30 RAMP 1 STA. 250+79.84 =
C.L. I-30 MEDIAN STA. 250+79.84, 53.50' LT.

C.L. W.B. FRONTAGE RD. STA. 306+70.02 =
C.L. PALMER AVE. STA. 10+00.00
Δ 90°00'00"

C.L. W.B. FRONTAGE RD. STA. 308+67.29, 14.50' RT. =
C.L. I-30 RAMP 1 STA. 255+61.70

C.L. HEIGHTS RD. STA. 20+00.00 =
C.L. W.B. FRONTAGE RD. STA. 316+05.99
Δ 34°05'33"

C.L. W.B. FRONTAGE RD. STA. 321+46.68, 11.00' LT. =
C.L. HWY. 5 S.B. RT. TURN STA. 30+90.42

C.L. HWY. 5 STA. 28+29.70, 12.00' RT. =
C.L. HWY. 5 S.B. RT. TURN STA. 28+29.70

C.L. HWY. 5 STA. 27+98.88, 12.00' LT. =
C.L. HWY. 5 N.B. RT. TURN STA. 27+98.88

C.L. W.B. FRONTAGE RD. STA. 323+07.99 =
C.L. HWY. 5 STA. 30+00.00
Δ 90°00'00"

C.L. W.B. FRONTAGE RD. STA. 324+60.19, 11.00' LT. =
C.L. HWY. 5 N.B. RT. TURN STA. 30+27.13

**C.L. HWY. 5 S.B. RT. TURN**
PI = 30+31.01
Δ = 52°13'19" RT.
D = 40°38'07"
R = 141.00'
T = 69.11'
L = 128.52'
PC = 29+61.90
PT = 30+90.42
e = NO SUPER

**C.L. W.B. FRONTAGE RD.**
PI = 322+38.88
Δ = 2°01'23" LT.
D = 0°45'00"
T = 134.89'
L = 269.74'
PRC = 321+03.99
PT = 323+73.73
e = NO SUPER

**C.L. HWY. 5 N.B. RT. TURN**
PI = 30+12.94
Δ = 129°28'52" LT.
D = 56°43'43"
R = 101.00'
T = 214.06'
L = 228.25'
PC = 27+98.88
PT = 30+27.13
e = NO SUPER

**C.L. HWY. 5**
PI = 28+99.64
Δ = 38°59'17" LT.
D = 29°00'00"
T = 69.94'
L = 134.44'
PC = 28+29.70
PT = 29+64.14
e = NO SUPER

**C.L. W.B. FRONTAGE RD.**
PI = 318+13.91
Δ = 4°21'12" RT.
D = 0°45'00"
T = 290.36'
L = 580.44'
PRC = 315+23.55
PRC = 321+03.99
e = NO SUPER

C.L. I-30 MEDIAN

C.L. W.B. FRONTAGE RD.

C.L. HWY. 5

C.L. HEIGHTS RD.

C.L. HWY. 5 S.B. RT. TURN

C.L. HWY. 5 N.B. RT. TURN

SURVEY BASELINE

C.L. PALMER AVE.

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WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_SC_02.dgn
REVISED DATE:

SITE 1
SURVEY CONTROL DETAILS

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 76 | 263 |
| | | SURVEY CONTROL DETAILS | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

N

POB 37+00.00

8210

S 14°37'29" W
87.30'

S 14°37'29" W
121.45'

PI 39+08.75

8211

PC 38+21.45

C.L. SHARON RD.

S 38°45'50" E
87.30'

C.L. SHARON RD.
PI = 39+08.75
Δ = 53°23'19" LT.
D = 33°00'00"
T = 87.30'
L = 161.78'
PC = 38+21.45
PT = 39+83.23
e = NO SUPER

PI 334+22.17
Δ = 0°44'52" RT.

330+00

S 38°45'50" E
16.77'

8212

PT 39+83.23

POE 40+00.00

8213

N 51°14'10" E
1048.44'

8607

335+00

TBM
PN:903
PD:SQ CUT,BENTON

C.L.,W.B. FRONTAGE RD.

N 51°59'02" E
911.16'

340+00

N 48°33'39" E
739.81'

PC 343+33.33

8608

345+00

N 51°59'02" E
173.98'

C.L. W.B. FRONTAGE RD.
PI = 345+07.31
Δ = 2°36'33" LT.
D = 0°45'00"
T = 173.98'
L = 347.89'
PC = 343+33.33
PRC = 346+81.22
e = NO SUPER

CTL
PN:5
PD:STD ARDOT MON.STAMPED PN:5,BENTON

N 51°35'59" E
698.56'

C.L. W.B. FRONTAGE RD. STA. 331+19.00 =
C.L. SHARON RD. STA. 40+00.00
∢ 90°00'00"

SURVEY BASELINE

CTL
PN:6
PD:STD ARDOT MON.STAMPED PN:6,BENTON

280+00

C.L. I-30 MEDIAN

285+00

N 51°31'31" E
5626.33'

290+00

PI 345+07.31

C.L. W.B. FRONTAGE RD.
PI = 345+07.31
Δ = 2°36'33" LT.
D = 0°45'00"
T = 173.98'
L = 347.89'
PRC = 346+81.22
e = NO SUPER

PRC 346+81.22

PN:7
PD:STD ARDOT MON.STAMPED PN:7,BENTON

345+00

N 49°22'29" E
173.98'

8609

N 49°22'29" E
328.41'

TBM
PN:904
PD:SQ CUT,BENTON

PI 350+09.63

350+00

N 55°12'11" E
653.28'

N 54°17'52" E
328.41'

PT 353+37.63

8610

355+00

C.L.,W.B. FRONTAGE RD.

N 54°17'52" E
611.00'

PC 359+48.63

8611

360+00

CTL
PN:8
PD:STD ARDOT MON.STAMPED PN:8,BENTON

N 54°08'30" E
680.82'

CTL
PN:9
PD:STD ARDOT MON.STAMPED PN:9,BEN

PI 345+07.31

N 51°31'31" E
5626.33'

C.L. I-30 MEDIAN

295+00

8001

N 51°31'31" E
296.70'

300+00

N 54°29'30" E
296.70'

8002

N 54°29'30" E
5208.08'

305+00

PC 296+26.33

C.L. W.B. FRONTAGE RD.
PI = 350+09.63
Δ = 4°55'23" RT.
D = 0°45'00"
T = 328.41'
L = 656.41'
PRC = 346+81.22
PT = 353+37.63
e = NO SUPER

PI 299+23.03

C.L. I-30 MEDIAN
PI = 299+23.03
Δ = 2°57'59" RT.
D = 0°30'00"
T = 296.70'
L = 593.27'
PC = 296+26.33
PT = 302+19.60
e = NO SUPER

PT 302+19.60

SITE 1
SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 77 | 263 |
| | | SURVEY CONTROL DETAILS | | | | |

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

N

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

8220
45+00
POB 45+00.00
S 4°28'57" E
154.73'
8221
S 4°28'57" E
102.62'
PI 47+57.35
PC 46+54.73
C.L. WRIGHT AVE.

C.L. WRIGHT AVE.
PI = 47+57.35
Δ = 31°01'50" LT.
D = 15°30'00"
T = 102.62'
L = 200.20'
PC = 46+54.73
PT = 48+54.93
e = NO SUPER

S 35°30'47" E
102.62'
8222
PT 48+54.93

C.L. W.B. FRONTAGE RD.
PI = 363+45.33
Δ = 1°49'45" LT.
D = 0°45'00"
T = 121.96'
L = 243.89'
PRC = 362+23.37
PT = 364+67.26
e = NO SUPER

PI 360+86.02
S 35°30'47" E
145.07'
PRC 362+23.37
PI 363+45.33
PT 364+67.26
PI 320+93.03

360+00
TBM
PN:905
PD:SQ CUT,IN CA AT WRIGHT AVE,BENTON
N 54°17'52" E
137.39'
8223
8612
N 56°21'30" E
121.96'
N 54°31'45" E
121.96'
8613
365+00
C.L. W.B. FRONTAGE RD.
N 54°13'10" E
676.94'
N 56°21'30" E
137.39'
MON.STAMPED PN:9,BENTON
POE 50+00.00
STA. 361+46.00 C.L. W.B. FRONTAGE RD. =
STA. 50+00.00 C.L. WRIGHT AVE.
∢ 88°42'32"
310+00
C.T.
PN:10
PD:STD ARDOT MON.STAMPED PN:10,BENTON
N 51°34'35" E
750.30'
370+00
N 54°31'45" E
1490.74'
320+00
C.T.
PN:11
PD:STD ARDOT MON.STAMPED PN:11,BENTON
PN:906
PD:SO CUT,BENTON
375+00
8400
N 54°31'45" E
94.59'
TBM
N 60°12'00" E
94.59'
8401
C.L. I-30 RAMP 2
C.L. W.B. FRONTAGE RD. STA. 373+13.32, 22.50' RT. =
C.L. I-30 RAMP 2 STA. 319+98.44
C.L. I-30 MEDIAN
N 54°29'30" E
5208.08'
315+00
320+00
PC 319+98.44
PT 321+87.47

C.L. W.B. FRONTAGE RD.
PI = 360+86.02
Δ = 2°03'38" RT.
D = 0°45'00"
T = 137.39'
L = 274.74'
PC = 359+48.63
PRC = 362+23.37
e = NO SUPER

C.L. I-30 RAMP 2
PI = 320+93.03
Δ = 5°40'15" RT.
D = 3°00'00"
T = 94.59'
L = 189.03'
PC = 319+98.44
PT = 321+87.47
e = 0.058'/'
Ls = 300'

SITE I
SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_SC_04.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 78 | 263 |
| | | SURVEY CONTROL DETAILS | | | | |

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

C.L. I-30 RAMP 2
PI = 324+97.95
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 324+02.73
PT = 325+93.01
e = NO SUPER

8230 POB 58+00.00

S 36°12'49" E 200.00'

C.L. W.B. FRONTAGE RD. STA. 377+80.00 =
C.L. ODESSA DR. STA. 60+00.00
Δ 89°15'34"

C.L. ODESSA DR.

POE 60+00.00

STA. 379+58.00
END SITE 1

PI 379+58.00
Δ = 0°59'12" LT.

PI 381+35.00
Δ = 1°00'00" RT.

PI 320+93.03

PN:11
PD:STD ARDOT MON.STAMPED PN:11,BENTON

PN:906
PD:SQ CUT,BENTON

PN:907
PD:SQ CUT,HDWL AT RESALE SHOP,BENTON

PN:12
PD:STD ARDOT MON.STAMPED PN:12,BENTON

PN:13
PD:STD ARDOT MON.STAMPED PN:13,BENTON

320+00
N 54°31'45" E 1490.74'

375+00
N 58°05'31" E 632.19'

380+00
N 53°32'33" E 177.00'

385+00
N 54°32'33" E 365.00'

N 54°27'21" E 661.93'

N 54°35'01" E 730.58'

8400
N 54°31'45" E 94.59'

8401
N 60°12'00" E 94.59'

N 60°12'00" E 215.26'

8402
N 60°12'00" E 95.22'

325+00
N 54°29'30" E 95.22'

8403

C.L. I-30 RAMP 2

C.L. I-30 MEDIAN STA. 325+93.01, 41.50' LT. =
C.L. I-30 RAMP 2 STA. 325+93.01

C.L. I-30 MEDIAN

330+00

N 54°29'30" E 5208.08'

335+00

SURVEY BASELINE

PC 319+98.44

PT 321+87.47

PC 324+02.73

PI 324+97.95

PT 325+93.01

C.L. W.B. FRONTAGE RD. STA. 373+13.32, 22.50' RT. =
C.L. I-30 RAMP 2 STA. 319+98.44

C.L. I-30 RAMP 2
PI = 320+93.03
Δ = 5°40'15" RT.
D = 3°00'00"
T = 94.59'
L = 189.03'
PC = 319+98.44
PT = 321+87.47
e = R.C.
Ls = 300'

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WORKSPACE: AHTD
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REVISED DATE:

SITE 1
SURVEY CONTROL DETAILS

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 79 | 263 |
| | | SURVEY CONTROL DETAILS | | | | |

100 50 0 100

Scale: 1" = 100'

ALL BEARINGS ARE GRID
BASED ON GPS
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

TBM
PN:908
PD:SQ CUT,BENTON

PN:15
PD:STD ARDOT MON.STAMPED PN:15,BENTON

N 51°20'25" E
727.66'

N 57°16'15" E
792.96'

400+00
8100

POB 400+00.00

N 54°10'20" E
343.61'

8101

PC 403+43.61

C.L. I-30 MEDIAN
PI = 361+93.61
Δ = 15°13'42" LT.
D = 1°00'00"
T = 765.93'
L = 1522.83'
PC = 354+27.68
PT = 369+50.51
e = 0.037'/' (MATCH EXIST.)
Ls = 420' (MATCH EXIST.)

STA. 405+54.40
BEGIN SITE 2
L.M. 118.36

C.L. W.B. FRONTAGE RD.
PI = 410+95.33
Δ = 14°56'57" LT.
D = 1°00'00"
T = 751.72'
L = 1494.91'
PC = 403+43.61
PT = 418+38.52
e = 0.023'/' (MATCH EXIST.)
Ls = 300' (MATCH EXIST.)

405+00

N 46°01'10" E
779.21'

N 54°10'20" E
751.72'

C.L. W.B. FRONTAGE RD.

PN:16
PD:ARDOT STD MON STAMPED PN:16,130

345+00

N 54°29'30" E
5208.08'

350+00

355+00

360+00

N 54°29'30" E
765.93'

8003

PC 354+27.68

C.L. I-30 MEDIAN

C.L. I-30 MEDIAN
PI = 361+93.61
Δ = 15°13'42" LT.
D = 1°00'00"
T = 765.93'
L = 1522.83'
PC = 354+27.68
PT = 369+50.51
e = 0.037'/' (MATCH EXIST.)
Ls = 420' (MATCH EXIST.)

C.L. W.B. FRONTAGE RD.
PI = 410+95.33
Δ = 14°56'57" LT.
D = 1°00'00"
T = 751.72'
L = 1494.91'
PC = 403+43.61
PT = 418+38.52
e = 0.023'/' (MATCH EXIST.)
Ls = 300' (MATCH EXIST.)

C.L. I-30 RAMP 3
PI = 366+01.06
Δ = 9°00'11" LT.
D = 3°00'00"
T = 150.36'
L = 300.10'
PC = 364+50.70
PT = 367+50.80
e = 0.058'/'
Ls = 300'

C.L. I-30 RAMP 3 STA. 372+60.43 =
C.L. W.B. FRONTAGE RD. STA. 421+43.14, 3.00' RT.

PI 410+95.33

PN:17
PD:ARDOT STD MON STAMPED PN:17,130

410+00

N 46°01'10" E
779.21'

N 54°10'20" E
751.72'

C.L. W.B. FRONTAGE RD.

PC 364+50.70

PN:909
PD:SQUARE CUT CNTR
N HW,130,BENTON

TBM

415+00

N 42°16'56" E
703.01'

PT 367+50.80

PT 418+38.52

PN:18
PD:ARDOT STD MON STAMPED PN:18,130

420+00

N 35°15'30" E
66.10'

PI 371+94.37

STA. 421+43.14
END SITE 2
END JOB 061708

POE 425+00.00

360+00

N 54°29'30" E
765.93'

C.L. I-30 RAMP 3 STA. 364+50.70 =
C.L. I-30 MEDIAN STA. 364+50.70, 53.50' LT.

365+00

N 44°15'41" E
150.36'

N 35°15'30" E
150.36'

N 35°15'30" E
377.47'

370+00

N 39°13'23" E
751.72'

8102

8500

8501

8502

8503

N 39°13'23" E
661.48'

8103

C.L. I-30 RAMP 3

N 39°13'23" E
66.10'

C.L. I-30 MEDIAN

365+00

N 39°15'48" E
765.93'

370+00

8004

N 39°15'48" E
2049.49'

PC 371+28.27

PT 372+60.43

390+00

8005

PI 361+93.61

PI 366+01.06

PT 369+50.51

POE 390+00.00

C.L. I-30 RAMP 3
PI = 371+94.37
Δ = 3°57'53" RT.
D = 3°00'00"
T = 66.10'
L = 132.16'
PC = 371+28.27
PT = 372+60.43
e = NO SUPER

SITE 2
SURVEY CONTROL DETAILS

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WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_SC_06.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 80 | 263 |
| | | PLAN - W.B. FRONTAGE RD. | | | | |

CONCRETE WALKS (TYPE SPECIAL)

| ALIGNMENT | STA. | | STA. | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|---|---|
| W.B. FRONTAGE RD. | 310+88 | TO | 313+11 | LT. = 40 LIN FT. | 0'-8" | 17 |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

STA. 305+46 IN PLACE
24"x47' R.C. PIPE CULVERT
WITH HDWL. LT.
REMOVE HDWL. AND 4' PIPE CULVERT LT.
CONSTRUCT DROP INLET H=5'-10"
W/ 4' EXTENSION
TYPE C DROP INLET = 4'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 305+46 CONSTRUCT
DROP INLET 31' LT. H=2'-3"
WITH 18"x12' PIPE CULVERT TO
DROP INLET STA. 305+46 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 12 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 12 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 12 LIN. FT.

STA. 306+30 CONSTRUCT
DROP INLET 29' LT. H=3'-3"
WITH 24"x81' PIPE CULVERT TO
DROP INLET STA. 305+46 LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 81 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 81 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 81 LIN. FT.

STA. 305+14 CONSTRUCT
APPROACH ON LT. =
1 CU. YDS. FILL
20 CU. YDS. CUT

STA. 307+03 CONSTRUCT
DROP INLET ON LT. H=6'-0"
AND 4' EXTENSION
WITH 18"x4' PIPE CULVERT FROM F.E.S. LT.
AND 24"x70' PIPE CULVERT TO
DROP INLET STA. 306+30, 29' LT.
TYPE C DROP INLET = 4'x4'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 70 LIN. FT.
18" F.E.S. = 1 EACH

STA. 308+00 CONSTRUCT
DROP INLET ON LT. H=7'-1"
WITH 24"x92' PIPE CULVERT TO
DROP INLET STA. 307+03 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 92 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 92 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 92 LIN. FT.

STA. 308+85 CONSTRUCT
JUNCTION BOX 15' LT. H=6'-7"
CONNECT TO EXIST. 18" R.C. PIPE CULVERT
AND REMOVE HEADWALL LT.
WITH 18"x81' PIPE CULVERT TO
DROP INLET STA. 308+00 LT.
TYPE E JUNCTION BOX = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 81 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 81 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 81 LIN. FT.

STA. 309+78 CONSTRUCT
DROP INLET ON LT. H=4'-5"
WITH BACK OPENING
AND 4' EXTENSION
AND 18"x89' PIPE CULVERT TO
JUNCTION BOX STA. 308+85, 15' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 89 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 89 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 89 LIN. FT.

STA. 310+86 CONSTRUCT
DROP INLET 25' LT. H=2'-6"
WITH 18"x7' PIPE CULVERT TO
DROP INLET STA. 310+86 LT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.

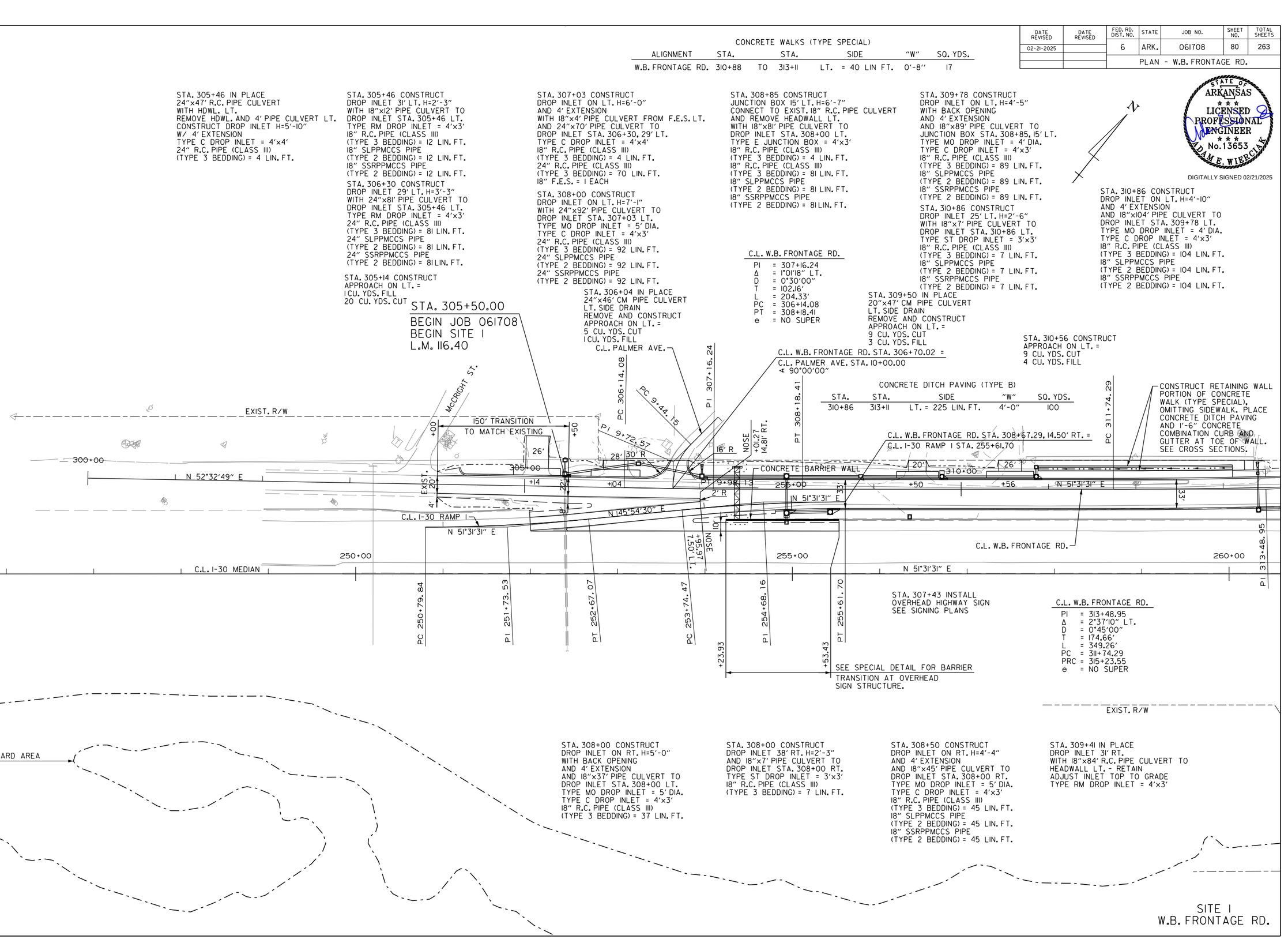
STA. 310+86 CONSTRUCT
DROP INLET ON LT. H=4'-10"
AND 4' EXTENSION
AND 18"x104' PIPE CULVERT TO
DROP INLET STA. 309+78 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 104 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 104 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 104 LIN. FT.

STA. 306+04 IN PLACE
24"x46' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. =
5 CU. YDS. CUT
1 CU. YDS. FILL

C.L. W.B. FRONTAGE RD.
PI = 307+16.24
Δ = 1°01'18" LT.
D = 0°30'00"
T = 102.16'
L = 204.33'
PC = 306+14.08
PT = 308+18.41
e = NO SUPER

STA. 309+50 IN PLACE
20"x47' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. =
9 CU. YDS. CUT
3 CU. YDS. FILL

STA. 310+56 CONSTRUCT
APPROACH ON LT. =
9 CU. YDS. CUT
4 CU. YDS. FILL




STA. 308+00 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH BACK OPENING
AND 4' EXTENSION
AND 18"x37' PIPE CULVERT TO
DROP INLET STA. 308+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 37 LIN. FT.

STA. 308+00 CONSTRUCT
DROP INLET 38' RT. H=2'-3"
AND 18"x7' PIPE CULVERT TO
DROP INLET STA. 308+00 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.

STA. 308+50 CONSTRUCT
DROP INLET ON RT. H=4'-4"
AND 4' EXTENSION
AND 18"x45' PIPE CULVERT TO
DROP INLET STA. 308+00 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 45 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 45 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 45 LIN. FT.

STA. 309+41 IN PLACE
DROP INLET 31' RT.
WITH 18"x84' R.C. PIPE CULVERT TO
HEADWALL LT. - RETAIN
ADJUST INLET TOP TO GRADE
TYPE RM DROP INLET = 4'x3'

SITE 1
W.B. FRONTAGE RD.

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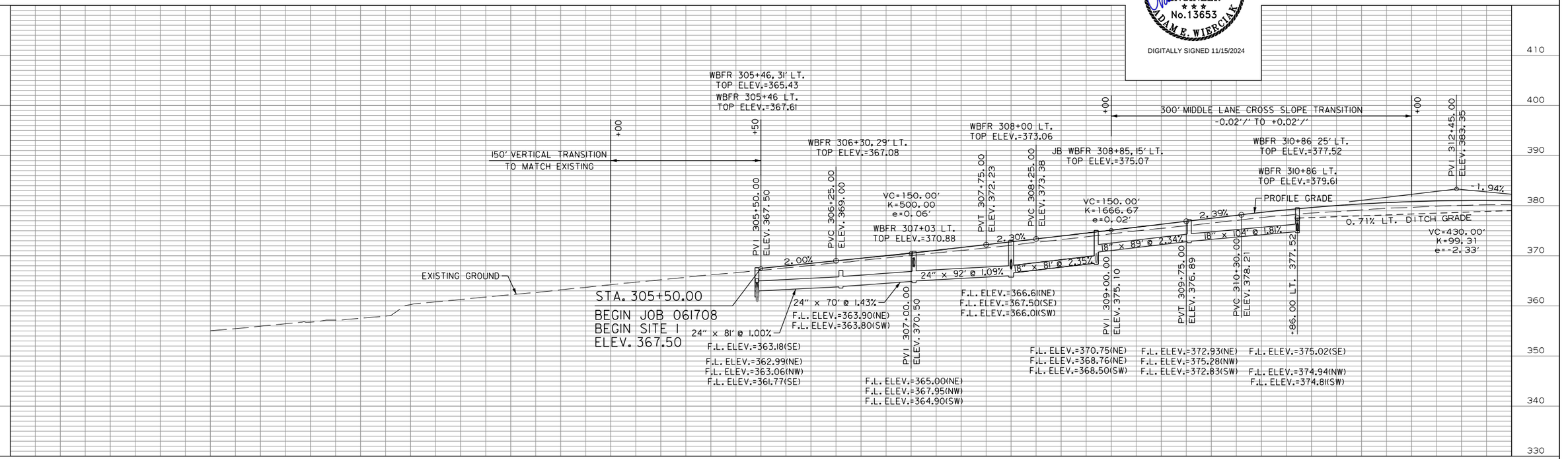
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 81 | 263 |
| | | PROFILE - W.B. FRONTAGE RD. | | | | |

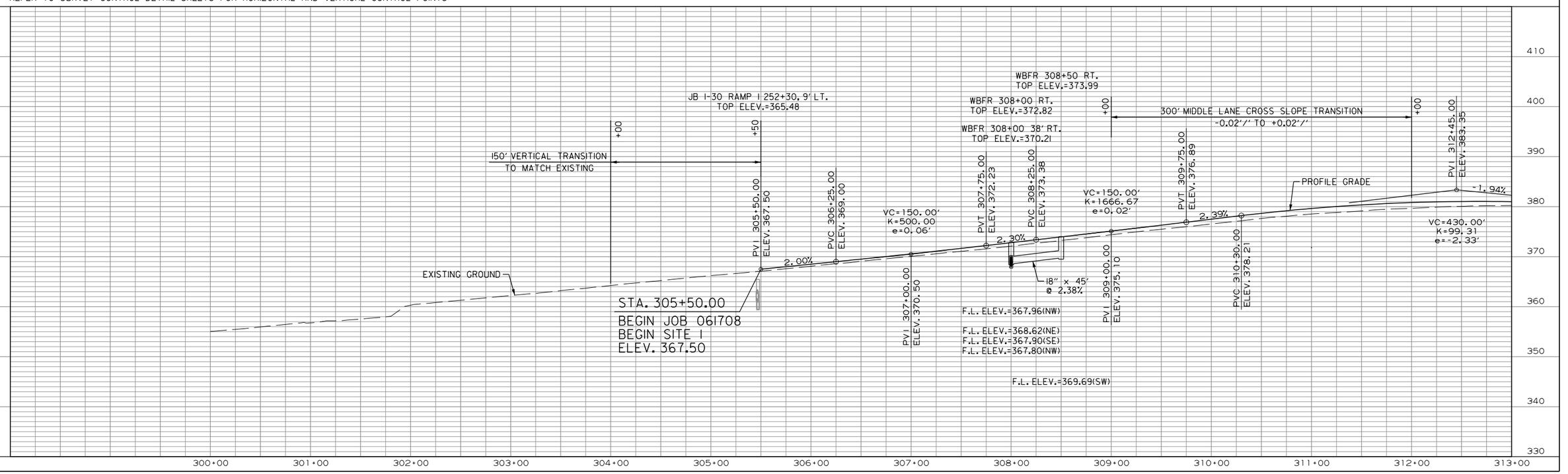
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

## W.B. FRONTAGE RD. LT. SIDE PROFILE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

## W.B. FRONTAGE RD. RT. SIDE PROFILE

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 82 | 263 |
| | | PLAN - W.B. FRONTAGE RD. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

## CONCRETE DITCH PAVING (TYPE B)

| STA. | STA. | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|
| 317+93 | 319+20 | W.B. FRONTAGE RD. LT. = 127 LIN. FT. | VAR. | 169 |

STA. 313+40 CONSTRUCT
JUNCTION BOX ON LT. H=4'-5"
WITH 18"x5' R.C. PIPE CULVERT FROM F.E.S. LT.
AND 18"x39' R.C. PIPE CULVERT TO
DROP INLET STA. 313+40 RT.
TYPE E JUNCTION BOX = 2'x2'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 44 LIN. FT.

STA. 315+00 CONSTRUCT
DROP INLET ON LT. H=5'-0"
WITH 4' EXTENSION
AND 18"x36' PIPE CULVERT TO
DROP INLET STA. 315+00 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 36 LIN. FT.

STA. 316+15 IN PLACE
DROP INLET LT.
WITH 30"x276' R.C. PIPE CULVERT
CROSS DRAIN
REMOVE DROP INLET LT. AND
CONSTRUCT DROP INLET LT. H=6'-7"
TYPE C DROP INLET = 6'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 317+92 CONSTRUCT
DROP INLET LT. H=4'-4"
WITH 24"x124' PIPE CULVERT TO
DROP INLET STA. 319+20 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 124 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 124 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 124 LIN. FT.

STA. 317+92 CONSTRUCT
DROP INLET 26' LT. H=3'-6"
WITH 24"x7' PIPE CULVERT TO
DROP INLET STA. 317+92 LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.

C.L. W.B. FRONTAGE RD.
PI = 313+48.95
Δ = 2°37'10" LT.
D = 0°45'00"
T = 174.66'
L = 349.26'
PC = 311+74.29
PRC = 315+23.55
e = NO SUPER

## REMOVAL AND DISPOSAL OF GUARDRAIL

| ALIGNMENT | STA. | STA. | SIDE | UNIT |
|---|---|---|---|---|
| W.B. FRONTAGE RD. | 318+97 | 320+39 | RT. | 142 LIN. FT. |
| I-30 MEDIAN | 274+81 | 275+00 | LT. | 19 LIN. FT. |

STA. 313+30 CONSTRUCT
APPROACH ON LT. =
14 CU. YDS. CUT
1 CU. YDS. FILL

C.L. W.B. FRONTAGE RD. STA. 316+05.99 =
C.L. HEIGHTS RD. STA. 20+00.00
∢ 34°05'33"

STA. 319+20 CONSTRUCT
DROP INLET ON LT. H=5'-1"
WITH 4' EXTENSION
AND 24"x46' PIPE CULVERT TO
DROP INLET STA. 319+70 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 46 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.

STA. 319+70 IN PLACE
DROP INLET LT.
WITH 24"x57' R.C. PIPE CULVERT
TO DROP INLET 319+69.43' RT.
REMOVE DROP INLET AND
2' PIPE CULVERT LT.
CONSTRUCT DROP INLET LT. H=7'2"
WITH BACK OPENING
AND DBL. 4' EXTENSIONS
AND 30"x36' PIPE CULVERT TO
DROP INLET STA. 319+70 RT.
TYPE C DROP INLET = 4'x6'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 36 LIN. FT.

STA. 320+50 IN PLACE
DROP INLET 19' LT. H=2'-7"
WITH 24"x76' R.C. PIPE CULVERT
TO DROP INLET STA. 319+70 LT.
RETAIN

STA. 321+20 CONSTRUCT
DROP INLET 16' LT. H=2'-4"
WITH 18"x22' PIPE CULVERT TO
DROP INLET STA. 321+47 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 22 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 22 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 22 LIN. FT.

STA. 321+47 IN PLACE
DROP INLET 11' LT. H=1'-6"
WITH 24"x12"x58' R.C. BOX CULVERT
TO DROP INLET STA. 321+50 RT.
REMOVE AND CONSTRUCT
DROP INLET ON LT. H=6'-0"
WITH 4' EXTENSION
AND 30"x36' PIPE CULVERT TO
DROP INLET STA. 321+49 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x4'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 36 LIN. FT.

STA. 325+40 CONSTRUCT
DROP INLET ON LT. H=5'-4"
WITH 24"x8' R.C. PIPE CULVERT FROM F.E.S. LT.
AND 24"x72' PIPE CULVERT TO
DROP INLET STA. 326+15. 33' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 80 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 72 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 72 LIN. FT.
24" F.E.S. = 1 EACH

C.L. W.B. FRONTAGE RD.
PI = 322+38.88
Δ = 2°01'23" LT.
D = 0°45'00"
T = 134.89'
L = 269.74'
PRC = 321+03.99
PT = 323+73.73
e = NO SUPER

STA. 325+00 INSTALL
OVERHEAD HIGHWAY SIGN
SEE SIGNING PLANS

STA. 325+80 IN PLACE
24"x54' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 326+48 IN PLACE
24"x57' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 324+05 CONSTRUCT
DROP INLET LT. TYPE SPECIAL
W/ DBL. 4' EXTENSIONS

STA. 325+81 CONSTRUCT
APPROACH ON LT. =
11 CU. YDS. CUT
12 CU. YDS. FILL

STA. 326+46 CONSTRUCT
APPROACH ON LT. =
12 CU. YDS. CUT
13 CU. YDS. FILL

STA. 326+15 CONSTRUCT
DROP INLET 33' LT. H=3'-7"
WITH 24"x63' PIPE CULVERT TO
DROP INLET STA. 326+82, 34' LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 63 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 63 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 63 LIN. FT.

STA. 326+82 IN PLACE
36"x64' R.C. PIPE CULVERT
WITH HDWL. LT.
CONSTRUCT DROP INLET 34' LT. H=7'-0"
REMOVE HDWL. LT. AND EXTEND 7' LT.
TO CONNECT TO EXIST. 36" R.C. PIPE
TYPE RM DROP INLET = 4'x4'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 11 LIN. FT.

STA. 326+89 CONSTRUCT
DROP INLET 34' LT. H=7'-0"
WITH 36"x2' PIPE CULVERT TO
DROP INLET STA. 326+82, 34' LT.
TYPE RM DROP INLET = 4'x5'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 2 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 2 LIN. FT.
36" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 2 LIN. FT.

STA. 328+12 CONSTRUCT
APPROACH ON LT. =
9 CU. YDS. CUT
14 CU. YDS. FILL

1'-6" CONCRETE
COMBINATION CURB
AND GUTTER (TYPE A)

0'-9" INTEGRAL CURB
(TYPE SPECIAL)

HWY. 35
EXIST. R/W
C.L. HWY. 5
PI 318+13.91
PRC 315+23.55
PI 28+99.64
S 0°43'02" W
5° R
PC 28+29.70
140' R
S 38°16'15" E
28'
100' R
PT 29+64.14
2° R
1°
5° R
C.L. W.B. FRONTAGE RD.
40' R
EXIST. R/W
315+00
320+00
325+00
+30
+81
+46
+12
101'
36'
36'
30'
33'
15' R
N 48°54'21" E
N 51°31'31" E
N 53°15'33" E
N 51°14'10" E
PI 313+48.95
260+00
265+00
PRC 321+03.99
PI 322+38.88
270+00
PT 323+73.73
C.L. I-30 MEDIAN
275+00

STA. 313+40 CONSTRUCT
DROP INLET ON RT. H=5'-6"
WITH 18"x156' PIPE CULVERT TO
DROP INLET STA. 315+00 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 156 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 156 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 156 LIN. FT.

STA. 315+00 CONSTRUCT
DROP INLET ON RT. H=5'-6"
WITH 18"x110' PIPE CULVERT TO
DROP INLET STA. 316+15 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 110 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 110 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 110 LIN. FT.

STA. 316+15 CONSTRUCT
DROP INLET ON RT. H=7'-9"
WITH 4' EXTENSION
AND IN PLACE 30"x14' PIPE CULVERT TO
DROP INLET STA. 316+15. 46' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 319+20 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 4' EXTENSION
AND 18"x46' PIPE CULVERT TO
DROP INLET STA. 319+70 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 46 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.

STA. 319+69 IN PLACE
DROP INLET 43' RT. H=4'-4"
WITH 24"x140' R.C. PIPE CULVERT
TO DROP INLET I-30 266+62. 70' RT.
REMOVE DROP INLET 43' RT.
CONSTRUCT DROP INLET 42' RT.
TYPE RM DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 3 LIN. FT.

STA. 319+70 CONSTRUCT
DROP INLET ON RT. H=7'-8"
WITH DBL. 4' EXTENSION
AND 30"x13' PIPE CULVERT TO
DROP INLET STA. 319+69. 42' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.

C.L. W.B. FRONTAGE RD.
PI = 318+13.91
Δ = 4°21'12" RT.
D = 0°45'00"
T = 290.36'
L = 580.44'
PRC = 315+23.55
PRC = 321+03.99
e = NO SUPER

STA. 320+50 CONSTRUCT
DROP INLET 43' RT. H=2'-3"
WITH 18"x76' PIPE CULVERT
TO DROP INLET STA. 319+69, 42'RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 76 LIN. FT.

STA. 321+50 IN PLACE
DROP INLET 48' RT. H=7'-0"
WITH 24" R.C. PIPE CULVERT
TO I-30 RT.
RETAIN

STA. 320+20 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 4' EXTENSION
AND 18"x46' PIPE CULVERT TO
DROP INLET STA. 319+70 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 46 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.

C.L. W.B. FRONTAGE RD. STA. 323+07.99 =
C.L. HWY. 5 STA. 30+00.00
∢ 90°00'00"

STA. 321+49 CONSTRUCT
DROP INLET ON RT. H=8'-7"
WITH 4' EXTENSION
AND 30"x12' PIPE CULVERT TO
EX. DROP INLET STA. 321+50. 42' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 12 LIN. FT.

STA. 322+43 CONSTRUCT
DROP INLET 41' RT. H=6'-9"
WITH 18"x89' PIPE CULVERT
TO DROP INLET STA. 321+50. 48' RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 89 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 89 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 89 LIN. FT.

STA. 326+76 IN PLACE
DROP INLET 34' RT.
REMOVE DROP INLET AND
CONSTRUCT DROP INLET 42' RT. H = 6'-10"
WITH 36"x3' PIPE CULVERT TO
EX. DROP INLET STA. 326+76, 46' RT.
TYPE RM DROP INLET = 5'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 3 LIN. FT.

STA. 326+77 CONSTRUCT
DROP INLET ON RT. H=10'-9"
WITH 4' EXTENSION
AND 36"x10' PIPE CULVERT TO
DROP INLET STA. 326+76, 42' RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 14 LIN. FT.

EXIST. R/W
SPECIAL FLOOD HAZARD AREA
EXIST. R/W

SITE I
W.B. FRONTAGE RD.

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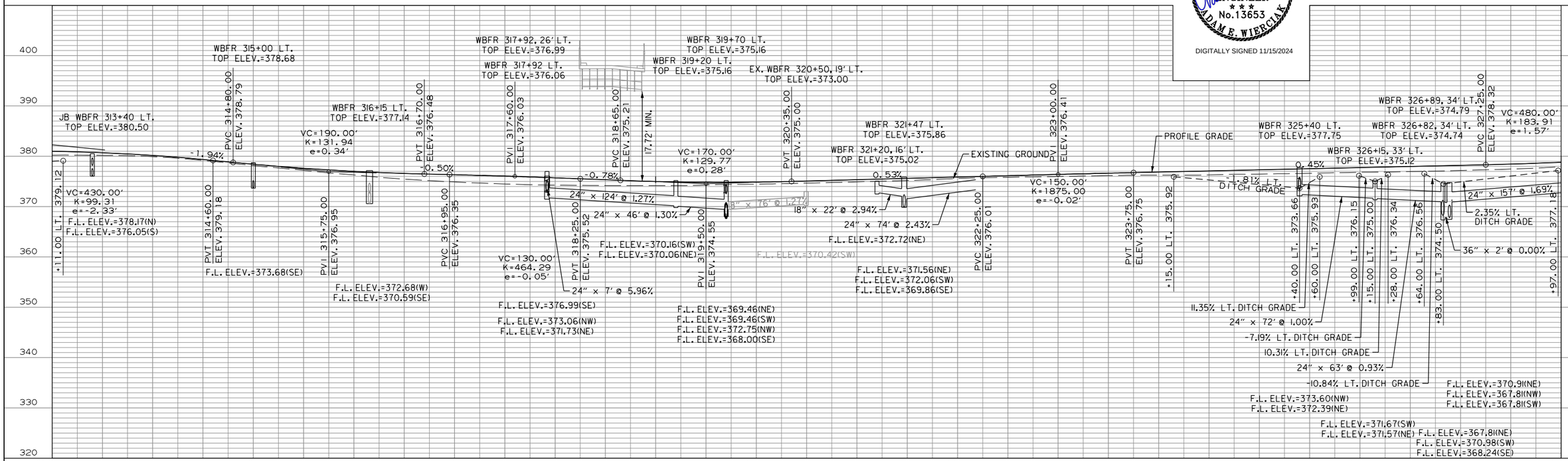
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 83 | 263 |
| | | PROFILE - W.B. FRONTAGE RD. | | | | |

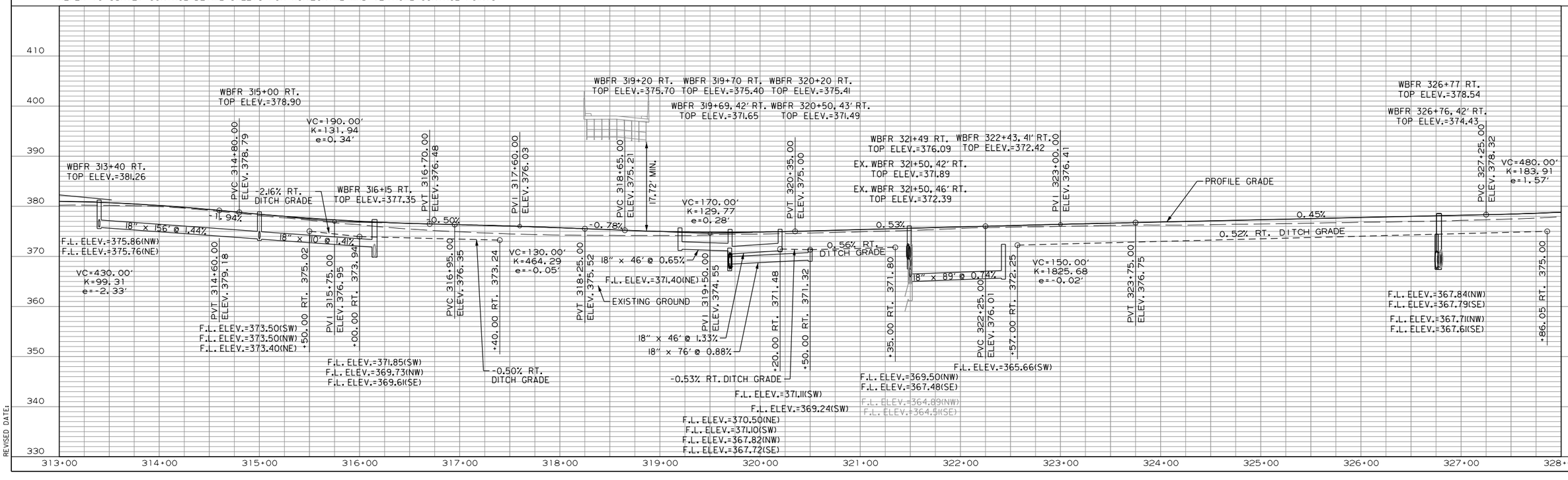
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

## W.B. FRONTAGE RD. LT. SIDE PROFILE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

## W.B. FRONTAGE RD. RT. SIDE PROFILE





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WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_PR_W.B. FRONTAGE RD._02.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 84 | 263 |
| | | PLAN - W.B. FRONTAGE RD. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

STA. 328+50 CONSTRUCT
DROP INLET 31' LT. H=2'-10"
WITH 24"x157' PIPE CULVERT
TO DROP INLET STA. 326+89, 34' LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 157 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 157 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 157 LIN. FT.

STA. 328+50 CONSTRUCT
DROP INLET ON LT. H=4'-4"
W/ 4' EXT. AND 18"x13' PIPE CULVERT
TO DROP INLET STA. 328+50, 31' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 13 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 13 LIN. FT.

STA. 328+12 CONSTRUCT
APPROACH ON LT. =
9 CU. YDS. CUT
14 CU. YDS. FILL

STA. 330+31 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 9.39 SQ. YD.

STA. 330+32 CONSTRUCT
JUNCTION BOX 33' LT. H=2'-3"
ON 18" R.C. PIPE CULVERT
WITH 18"x179' PIPE CULVERT TO
DROP INLET STA. 328+50, 34' LT.
TYPE E JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 179 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 179 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 179 LIN. FT.

STA. 330+84 IN PLACE
JUNCTION BOX 25' LT. H=5'-7"
WITH 24"x78' R.C. PIPE CULVERT
TO DROP INLET AT 330+27 RT.
RETAIN

STA. 331+59 CONSTRUCT
JUNCTION BOX 36' LT. H=3'-11"
ON 18" R.C. PIPE CULVERT
TYPE E JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 4 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 4 LIN. FT.

STA. 331+78 CONSTRUCT
DROP INLET 27' LT. H=3'-1"
WITH 18"x18' PIPE CULVERT TO
JUNCTION BOX STA. 331+58, 36' LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 18 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 18 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 18 LIN. FT.

STA. 332+00 CONSTRUCT
DROP INLET ON LT. H=4'-10"
W/ 4' EXT. AND 18"x21' PIPE CULVERT
TO DROP INLET STA. 331+78, 27' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 21 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 21 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 21 LIN. FT.

STA. 334+65 CONSTRUCT
DROP INLET 26' LT. H=2'-3"
WITH 18"x8' PIPE CULVERT TO
DROP INLET STA. 334+65 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 8 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 8 LIN. FT.

STA. 334+65 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x90' PIPE CULVERT
TO DROP INLET STA. 335+59 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 90 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 90 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 90 LIN. FT.

STA. 335+60 CONSTRUCT
DROP INLET LT. H=12'-11"
ON 48" R.C. PIPE CULVERT
TYPE C DROP INLET = 7'x4'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.
48" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 8 LIN. FT.
48" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 8 LIN. FT.

STA. 336+10 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 8' EXT. AND 18"x45' PIPE CULVERT
TO DROP INLET STA. 335+59 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 45 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 45 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 45 LIN. FT.

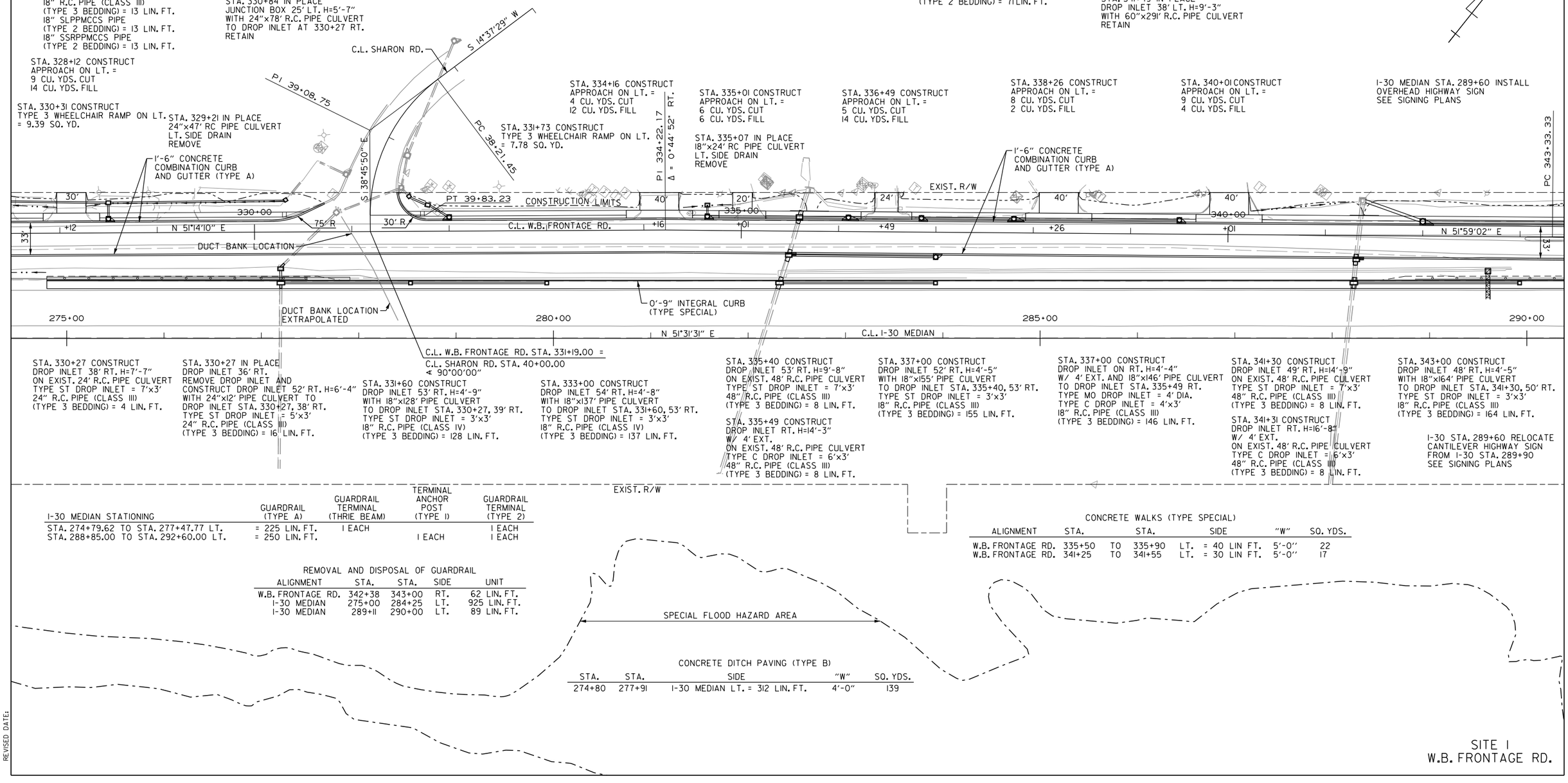
STA. 336+85 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x71' PIPE CULVERT
TO DROP INLET STA. 336+10 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 71 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 71 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 71 LIN. FT.

STA. 337+80 CONSTRUCT
DROP INLET ON LT. H=4'-11"
W/ 8' EXT. AND 18"x91' PIPE CULVERT
TO DROP INLET STA. 336+85 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 91 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 91 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 91 LIN. FT.

STA. 339+50 CONSTRUCT
DROP INLET ON LT. H=4'-4"
W/ 4' EXT. AND 18"x166' PIPE CULVERT
TO DROP INLET STA. 337+80 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 166 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 166 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 166 LIN. FT.

STA. 341+49 IN PLACE
DROP INLET 38' LT. H=9'-3"
WITH 60"x291' R.C. PIPE CULVERT
RETAIN

STA. 342+00 CONSTRUCT
DROP INLET ON LT. H=6'-7"
W/ 8' EXT. AND 36"x60' PIPE CULVERT
TO DROP INLET STA. 341+49, 38' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x5'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 60 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 60 LIN. FT.
36" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 60 LIN. FT.




STA. 329+21 IN PLACE
24"x47' RC PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 331+73 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 7.78 SQ. YD.

STA. 334+16 CONSTRUCT
APPROACH ON LT. =
4 CU. YDS. CUT
12 CU. YDS. FILL

STA. 335+01 CONSTRUCT
APPROACH ON LT. =
6 CU. YDS. CUT
6 CU. YDS. FILL

STA. 335+07 IN PLACE
18"x24' RC PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 336+49 CONSTRUCT
APPROACH ON LT. =
5 CU. YDS. CUT
14 CU. YDS. FILL

STA. 338+26 CONSTRUCT
APPROACH ON LT. =
8 CU. YDS. CUT
2 CU. YDS. FILL

STA. 340+01 CONSTRUCT
APPROACH ON LT. =
9 CU. YDS. CUT
4 CU. YDS. FILL

I-30 MEDIAN STA. 289+60 INSTALL
OVERHEAD HIGHWAY SIGN
SEE SIGNING PLANS

STA. 330+27 CONSTRUCT
DROP INLET 38' RT. H=7'-7"
ON EXIST. 24' R.C. PIPE CULVERT
TYPE ST DROP INLET = 7'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 330+27 IN PLACE
DROP INLET 36' RT.
REMOVE DROP INLET AND
CONSTRUCT DROP INLET 52' RT. H=6'-4"
WITH 24"x12' PIPE CULVERT TO
DROP INLET STA. 330+27, 38' RT.
TYPE ST DROP INLET = 5'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 16 LIN. FT.

STA. 331+60 CONSTRUCT
DROP INLET 53' RT. H=4'-9"
WITH 18"x128' PIPE CULVERT
TO DROP INLET STA. 330+27, 39' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS IV)
(TYPE 3 BEDDING) = 128 LIN. FT.

STA. 333+00 CONSTRUCT
DROP INLET 54' RT. H=4'-8"
WITH 18"x137' PIPE CULVERT
TO DROP INLET STA. 331+60, 53' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS IV)
(TYPE 3 BEDDING) = 137 LIN. FT.

STA. 335+40 CONSTRUCT
DROP INLET 53' RT. H=9'-8"
ON EXIST. 48' R.C. PIPE CULVERT
TYPE ST DROP INLET = 7'x3'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 335+49 CONSTRUCT
DROP INLET RT. H=14'-3"
W/ 4' EXT.
ON EXIST. 48' R.C. PIPE CULVERT
TYPE C DROP INLET = 6'x3'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 337+00 CONSTRUCT
DROP INLET 52' RT. H=4'-5"
WITH 18"x155' PIPE CULVERT
TO DROP INLET STA. 335+40, 53' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 155 LIN. FT.

STA. 337+00 CONSTRUCT
DROP INLET ON RT. H=4'-4"
W/ 4' EXT. AND 18"x146' PIPE CULVERT
TO DROP INLET STA. 335+49 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 146 LIN. FT.

STA. 341+30 CONSTRUCT
DROP INLET 49' RT. H=14'-9"
ON EXIST. 48' R.C. PIPE CULVERT
TYPE ST DROP INLET = 7'x3'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 341+31 CONSTRUCT
DROP INLET RT. H=16'-8"
W/ 4' EXT.
ON EXIST. 48' R.C. PIPE CULVERT
TYPE C DROP INLET = 6'x3'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 343+00 CONSTRUCT
DROP INLET 48' RT. H=4'-5"
WITH 18"x164' PIPE CULVERT
TO DROP INLET STA. 341+30, 50' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 164 LIN. FT.

I-30 STA. 289+60 RELOCATE
CANTILEVER HIGHWAY SIGN
FROM I-30 STA. 289+90
SEE SIGNING PLANS

| I-30 MEDIAN STATIONING | GUARDRAIL (TYPE A) | GUARDRAIL TERMINAL (THRIE BEAM) | TERMINAL ANCHOR POST (TYPE I) | GUARDRAIL TERMINAL (TYPE 2) |
|---|---|---|---|---|
| STA. 274+79.62 TO STA. 277+47.77 LT. | = 225 LIN. FT. | 1 EACH | | 1 EACH |
| STA. 288+85.00 TO STA. 292+60.00 LT. | = 250 LIN. FT. | | 1 EACH | 1 EACH |

REMOVAL AND DISPOSAL OF GUARDRAIL

| ALIGNMENT | STA. | STA. | SIDE | UNIT |
|---|---|---|---|---|
| W.B. FRONTAGE RD. | 342+38 | 343+00 | RT. | 62 LIN. FT. |
| I-30 MEDIAN | 275+00 | 284+25 | LT. | 925 LIN. FT. |
| I-30 MEDIAN | 289+11 | 290+00 | LT. | 89 LIN. FT. |

CONCRETE WALKS (TYPE SPECIAL)

| ALIGNMENT | STA. | | STA. | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|---|---|
| W.B. FRONTAGE RD. | 335+50 | TO | 335+90 | LT. = 40 LIN FT. | 5'-0" | 22 |
| W.B. FRONTAGE RD. | 341+25 | TO | 341+55 | LT. = 30 LIN FT. | 5'-0" | 17 |

SPECIAL FLOOD HAZARD AREA

CONCRETE DITCH PAVING (TYPE B)

| STA. | STA. | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|
| 274+80 | 277+91 | I-30 MEDIAN LT. = 312 LIN. FT. | 4'-0" | 139 |

SITE 1
W.B. FRONTAGE RD.

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WORKSPACE: AHTD
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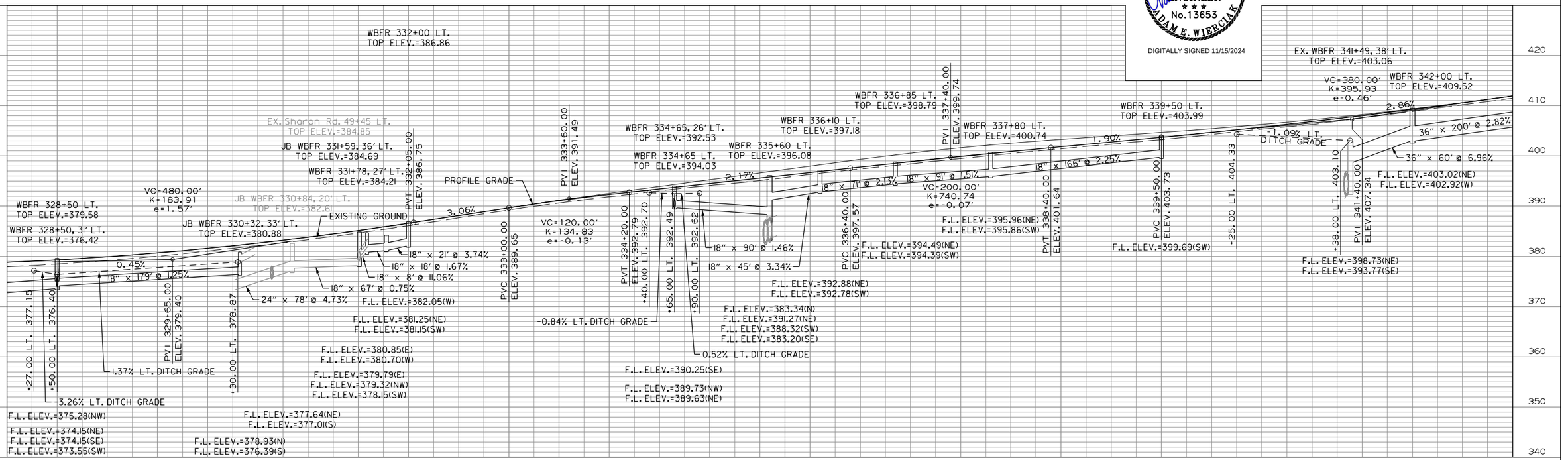
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 85 | 263 |
| | | PROFILE - W.B. FRONTAGE RD. | | | | |

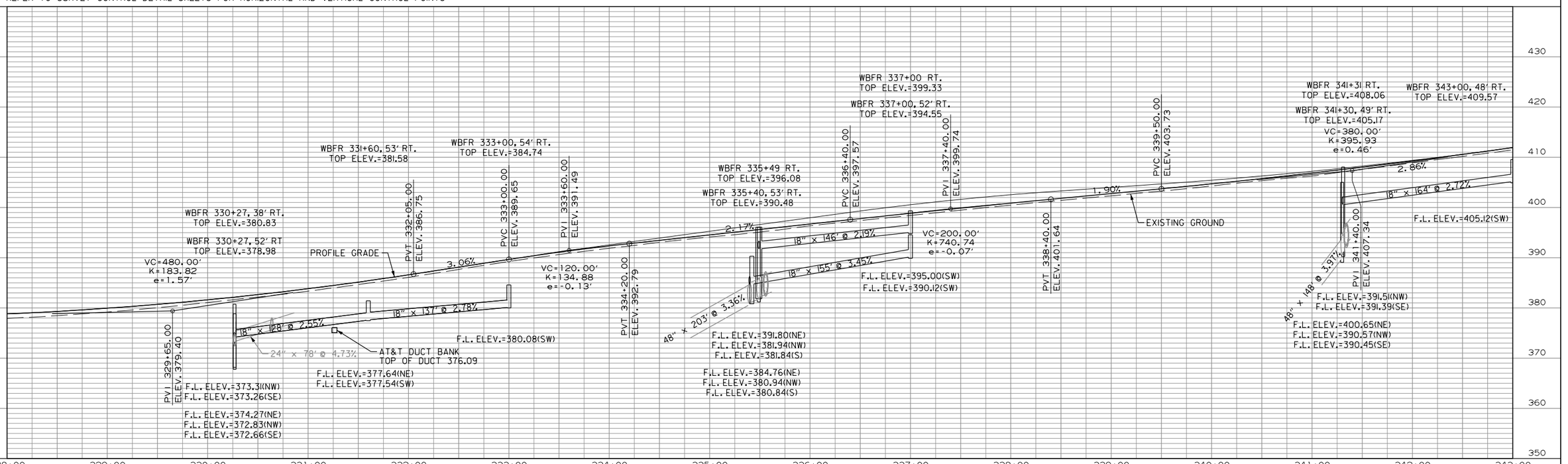
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

## W.B. FRONTAGE RD. LT. SIDE PROFILE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

## W.B. FRONTAGE RD. RT. SIDE PROFILE





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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 86 | 263 |
| | | PLAN - W.B. FRONTAGE RD. | | | | |

STA. 344+05 CONSTRUCT
DROP INLET ON LT. H=6'-6"
W/ 8' EXT. AND 36"x200' PIPE CULVERT
TO DROP INLET STA. 342+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x5'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 200 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 200 LIN. FT.
36" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 200 LIN. FT.

STA. 344+58 IN PLACE
DROP INLET 36' LT. H=5'-4"
WITH 24"x22' R.C. PIPE CULVERT
TO F.E.S. AT STA. 344+32 LT.
RETAIN

STA. 345+07 IN PLACE
DROP INLET 36' LT. H=5'-4"
WITH 18"x28' R.C. PIPE CULVERT
FROM F.E.S. AT STA. 345+40 LT.
AND 24"x49' R.C. PIPE CULVERT
TO DROP INLET STA. 344+58, 36' LT.
RETAIN

STA. 344+83 CONSTRUCT
APPROACH ON LT. =
34 CU. YDS. CUT
13 CU. YDS. FILL

STA. 344+27 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.23 SQ. YD.

I-30 STA. 292+98 IN PLACE
JUNCTION BOX 72' LT. H=9'-0"
MODIFY JUNCTION BOX TO H=12'-2"
RETAIN

STA. 346+55 CONSTRUCT
DROP INLET LT. H=9'-9"
ON 30" R.C. PIPE CULVERT
TYPE MO DROP INLET = 5' DIA
TYPE C DROP INLET = 4'x5'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 346+75 IN PLACE
DROP INLET 35' LT. H=7'-2"
WITH 30"x85' R.C. PIPE CULVERT
TO JUNCTION BOX AT
I-30 STA. 292+98, 72' LT.
RETAIN

STA. 347+12 CONSTRUCT
JUNCTION BOX 28' LT. H=7'-7"
ON EXISTING 24" R.C. PIPE CULVERT
TYPE E DROP INLET = 4'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 347+70 IN PLACE
JUNCTION BOX 17' LT. - REMOVE
WITH 18"x93' R.C. PIPE CULVERT
TO DROP INLET STA. 346+75, 35' LT.
PLUG AND ABANDON TO NEW DROP INLET
AT 347+12 THEN RETAIN

STA. 347+74 CONSTRUCT
JUNCTION BOX 31' LT. H=5'-6"
ON EXIST. 12" PLASTIC PIPE CULVERT
WITH 24"x58' PIPE CULVERT
TO DROP INLET STA. 347+12, 28' LT.
TYPE E JUNCTION BOX = 4'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 58 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 58 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 58 LIN. FT.

STA. 347+86 IN PLACE
DROP INLET 19' LT. - REMOVE
WITH 18"x13' R.C. PIPE CULVERT
TO JUNCTION BOX STA. 347+70, 17' LT.
PLUG AND ABANDON

STA. 348+02 CONSTRUCT
DROP INLET 32' LT. H=4'-7"
WITH 24"x23' PIPE CULVERT
TO JUNCTION BOX STA. 347+86, 19' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 23 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 23 LIN. FT.
24" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 23 LIN. FT.

STA. 348+70 IN PLACE
DROP INLET 16' LT. - REMOVE
WITH 18" PIPE CULVERT TO F.E.S. LT.
REMOVE
AND WITH 18"x81' R.C. PIPE CULVERT
TO DROP INLET STA. 347+86, 19' LT.
PLUG AND ABANDON

STA. 349+00 CONSTRUCT
DROP INLET ON LT. H=4'-4"
WITH BACK OPENING AND
18"x97' R.C. PIPE CULVERT TO
DROP INLET STA. 348+02, 32' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 97 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 97 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 97 LIN. FT.

STA. 351+50 IN PLACE
DROP INLET 44' LT.
WITH 18"x32' R.C. PIPE CULVERT
TO DROP INLET STA. 351+72, 16' LT.
RETAIN

STA. 347+78 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.01 SQ. YD.

STA. 351+63 CONSTRUCT
DROP INLET 28' LT. H=5'-11"
ON EXIST. 18" R.C. PIPE CULVERT
WITH 18"x19' PIPE CULVERT
TO DROP INLET STA. 351+87, 31' LT.
TYPE E DROP INLET = 4'x4'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 19 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 19 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 19 LIN. FT.

STA. 351+72 IN PLACE
DROP INLET 16' LT. - REMOVE
WITH 18"x55' R.C. PIPE CULVERT
TO DROP INLET STA. 352+30, 17' LT.
PLUG AND ABANDON

STA. 351+87 CONSTRUCT
DROP INLET 31' LT. H=7'-3"
WITH 18"x65' PIPE CULVERT
TO DROP INLET STA. 352+56, 32' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 65 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 65 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 65 LIN. FT.

STA. 351+73 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.00 SQ. YD.

STA. 352+30 IN PLACE
DROP INLET 17' LT. - REMOVE
WITH 18"x17' R.C. PIPE CULVERT
TO DROP INLET STA. 352+50, 17' LT.
PLUG AND ABANDON

STA. 352+50 IN PLACE
DROP INLET 17' LT. - REMOVE
WITH 18"x54' R.C. PIPE CULVERT
TO DROP INLET STA. 353+07, 19' LT.
PLUG AND ABANDON

STA. 352+56 CONSTRUCT
DROP INLET 32' LT. H=7'-4"
WITH 18"x74' PIPE CULVERT
TO DROP INLET STA. 353+31, 29' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 74 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 74 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 74 LIN. FT.

STA. 353+07 IN PLACE
DROP INLET 19' LT. - REMOVE
WITH 18"x89' R.C. PIPE CULVERT
TO DROP INLET STA. 353+95, 54' LT.
REMOVE

STA. 352+06 CONSTRUCT
APPROACH ON LT. =
8 CU. YDS. CUT
21 CU. YDS. FILL

STA. 352+74 CONSTRUCT
APPROACH ON LT. =
1 CU. YDS. CUT
25 CU. YDS. FILL

STA. 352+40 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 14.48 SQ. YD.

STA. 353+20 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.21 SQ. YD.

STA. 353+31 CONSTRUCT
DROP INLET 29' LT. H=7'-1"
ON EXISTING 18" R.C. PIPE CULVERT
TYPE E DROP INLET = 4'x4'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 354+25 IN PLACE
DROP INLET 29' LT. H=3'-0"
WITH 24"x36' R.C. PIPE CULVERT
TO DROP INLET STA. 353+95, 54' LT.
RETAIN

STA. 356+00 CONSTRUCT
DROP INLET ON LT. H=6'-2"
W/ 4' EXT. AND 18"x204' PIPE CULVERT
TO DROP INLET STA. 358+08 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 204 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 204 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 204 LIN. FT.

STA. 357+69 CONSTRUCT
APPROACH ON LT. =
11 CU. YDS. CUT
3 CU. YDS. FILL

STA. 345+37 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.23 SQ. YD.

STA. 348+27 CONSTRUCT
APPROACH ON LT. =
49 CU. YDS. CUT
3 CU. YDS. FILL

STA. 348+82 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.41 SQ. YD.

C.L. W.B. FRONTAGE RD.
PI = 345+07.31
Δ = 2°36'33" LT.
D = 0°45'00"
T = 173.98'
L = 347.89'
PC = 343+33.33
PRC = 346+81.22
e = NO SUPER

PC 343+33.33
PRC 346+81.22
PI 350+09.63
PT 353+37.63

1'-6" CONCRETE COMBINATION CURB AND GUTTER (TYPE A)

CONSTRUCTION LIMITS
EXIST. R/W

345+00 +83 N 51°59'02" E
350+00 +27 N 49°22'29" E
355+00 +69 N 54°17'52" E

53' 48' 32' 34' 22' 33'

0'-9" INTEGRAL CURB
(TYPE SPECIAL)

PLUG BARRIER WALL DRAINAGE OPENINGS FROM
I-30 STA. 297+40.86 TO STA. 300+80.00

PLUG BARRIER WALL DRAINAGE OPENINGS FROM
I-30 STA. 303+50.00 TO STA. 308+50.00

290+00 295+00 300+00 305+00

PI 345+07.31 N 51°31'31" E

C.L. I-30 MEDIAN

C.L. W.B. FRONTAGE RD.

N 54°29'30" E

REMOVAL AND DISPOSAL OF GUARDRAIL

| ALIGNMENT | STA. | STA. | SIDE | UNIT |
|---|---|---|---|---|
| W.B. FRONTAGE RD. | 343+00 | 344+91 | RT. | 191 LIN. FT. |
| I-30 MEDIAN | 290+00 | 293+13 | LT. | 313 LIN. FT. |

STA. 345+90 CONSTRUCT
DROP INLET ON RT. H=4'-3"
W/ 8' EXT. AND 18"x13' PIPE CULVERT
TO IN PLACE JB I-30 292+98, 72' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x5'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.

STA. 346+04 CONSTRUCT
DROP INLET 50' RT. H=10'-2"
ON EXIST. 48' R.C. PIPE CULVERT
TYPE ST DROP INLET = 7'x3'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 348+00 CONSTRUCT
DROP INLET 56' RT. H=4'-7"
WITH 18"x191' PIPE CULVERT
TO DROP INLET STA. 346+04, 49' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 191 LIN. FT.

PC 296+26.33
+40.86 I-30
+49.23 W.B. FRONTAGE RD.
END BARRIER WALL REMOVAL
PI 299+23.03
PT 302+19.60

C.L. I-30 MEDIAN
PI = 299+23.03
Δ = 2°57'59" RT.
D = 0°30'00"
T = 296.70'
L = 593.27'
PC = 296+26.33
PT = 302+19.60
e = NO SUPER

EXIST. R/W

C.L. W.B. FRONTAGE RD.
PI = 350+09.63
Δ = 4°55'23" RT.
D = 0°45'00"
T = 328.41'
L = 656.41'
PRC = 346+81.22
PT = 353+37.63
e = NO SUPER

CONCRETE WALKS (TYPE SPECIAL)

| ALIGNMENT | STA. | | STA. | | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|---|---|---|
| W.B. FRONTAGE RD. | 353+75 | TO | 357+44 | LT. | = 369 LIN FT. | 5'-0" | 205 |

SPECIAL FLOOD HAZARD AREA

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
ADAM E. WIERCIAK
No. 13653
DIGITALLY SIGNED 02/21/2025

SITE I
W.B. FRONTAGE RD.

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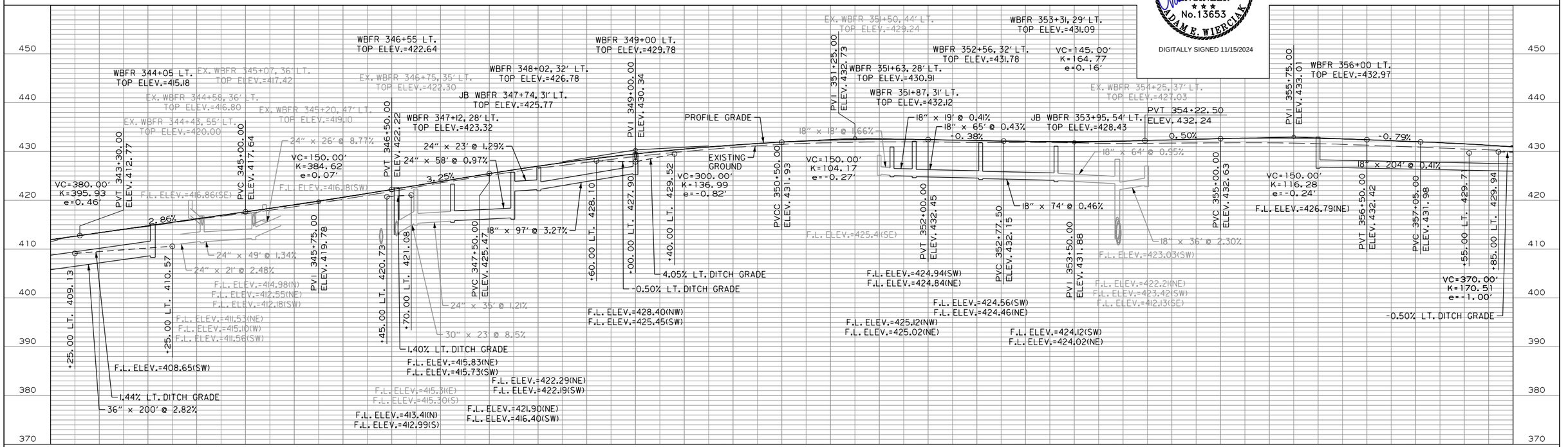
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 87 | 263 |
| | | PROFILE - W.B. FRONTAGE RD. | | | | |

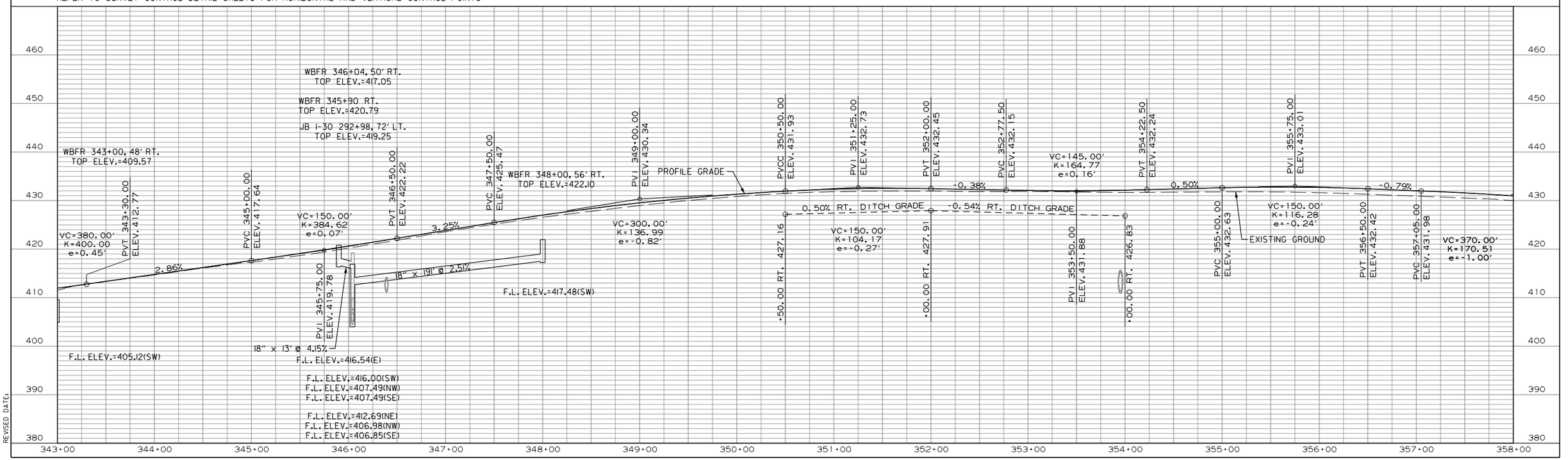
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

## W.B. FRONTAGE RD. LT. SIDE PROFILE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

## W.B. FRONTAGE RD. RT. SIDE PROFILE





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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 88 | 263 |
| | | PLAN - W.B. FRONTAGE RD. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

STA. 358+08 CONSTRUCT
DROP INLET LT. H=5'-4"
W/ 4' EXT. AND 18"x263' PIPE CULVERT
TO DROP INLET STA. 360+75 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 263 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 263 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 263 LIN. FT.

STA. 358+08 CONSTRUCT
DROP INLET 25' LT. H=2'-6"
WITH 18"x7' PIPE CULVERT TO
DROP INLET STA. 358+08 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.

STA. 360+75 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x27' PIPE CULVERT
TO DROP INLET STA. 361+04, 24' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 27 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 27 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 27 LIN. FT.

STA. 361+04 CONSTRUCT
DROP INLET 24' LT. H=4'-8"
WITH 18"x13' PIPE CULVERT TO
DROP INLET WRIGHT AVE. STA. 49+71 RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 13 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 13 LIN. FT.

STA. 361+08 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 7.23 SQ. YD.

STA. 361+96 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 8.59 SQ. YD.

STA. 362+13 CONSTRUCT
DROP INLET 35' LT. H=5'-6"
CONNECT TO EXIST. 36" R.C. PIPE CULVERT
TYPE RM DROP INLET = 5'x5'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 362+34 IN PLACE
20"x30' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 363+40 CONSTRUCT
DROP INLET 29' LT. H=2'-3"
WITH 18"x10' PIPE CULVERT TO
DROP INLET STA. 363+40 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 10 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 10 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 10 LIN. FT.

STA. 363+40 CONSTRUCT
DROP INLET ON LT. H=4'-6"
W/ 8' EXT. AND 18"x156' PIPE CULVERT
TO DROP INLET STA. 365+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 156 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 156 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 156 LIN. FT.

STA. 363+65 CONSTRUCT
APPROACH ON LT. =
3 CU. YDS. CUT
8 CU. YDS. FILL

STA. 363+66 IN PLACE
18"x39' RC PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 365+00 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x69' PIPE CULVERT
TO DROP INLET STA. 365+73 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 69 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 69 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 69 LIN. FT.

STA. 365+73 CONSTRUCT
DROP INLET ON LT. H=7'-7"
W/ DBL. 4' EXT. AND 18"x7' PIPE CULVERT
TO R.C. BOX CULVERT
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.

STA. 365+85 IN PLACE
DBL. 10' X 6' X 363' R.C. BOX CULVERT
45° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
RETAIN
SPAN = 22.00'

STA. 366+50 CONSTRUCT
DROP INLET ON LT. H=7'-9"
W/ 4' EXT. AND 30"x32' PIPE CULVERT
TO R.C. BOX CULVERT
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 32 LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 32 LIN. FT.
30" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 32 LIN. FT.

STA. 368+50 CONSTRUCT
DROP INLET ON LT. H=7'-2"
W/ 4' EXT. AND 30"x195' PIPE CULVERT
TO DROP INLET STA. 366+50 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 5'x4'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 195 LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 195 LIN. FT.
30" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 195 LIN. FT.

STA. 371+06 IN PLACE
24"x57' R.C. PIPE CULVERT
WITH HDWL LT.
REMOVE HDWL LT. AND 23' PIPE CULVERT LT.
CONSTRUCT DROP INLET ON LT. H=7'-11"
ON EXIST. 24" PIPE CULVERT
W/ 4' EXT. AND 30"x251' PIPE CULVERT
TO DROP INLET STA. 368+50 LT.
TYPE C DROP INLET = 5'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 251 LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 251 LIN. FT.
30" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 251 LIN. FT.

STA. 370+69 IN PLACE
30"x40' RC PIPE CULVERT
LT. SIDE DRAIN
RETAIN

STA. 370+67 CONSTRUCT
APPROACH ON LT. =
11 CU. YDS. CUT
8 CU. YDS. FILL

C.L. W.B. FRONTAGE RD.

| | |
|---|---|
| PI | = 363+45.33 |
| Δ | = 1°49'45" LT. |
| D | = 0°45'00" |
| T | = 121.96' |
| L | = 243.89' |
| PRC | = 362+23.37 |
| PT | = 364+67.26 |
| e | = NO SUPER |

PC 359+48.63 | PI 360+86.02 | S 35°30'47" E | PRC 362+23.37 | PI 363+45.33 | PT 364+67.26 | S 42°28'51" E | 45.00 | PC 46+54.73 | PI 47+57.35 | PT 48+54.93

C.L. WRIGHT AVE.

1'-6" CONCRETE COMBINATION CURB AND GUTTER (TYPE A)

CONSTRUCTION LIMITS | 22' | 16' | EXIST. R/W | 360' TAPER | 26' | CONCRETE ISLAND WITH TYPE "B" CURB FACE | C.L. I-30 RAMP 2

360+00 | +69 | N 54°17'52" E | 20' R | 50' R | +65 | 365+00 | C.L. W.B. FRONTAGE RD. | +40 | 370+00 | +67 | N 54°31'45" E | 320+00

33' | 36' | 22' | 15' | 4' | 4' | 10'

N 56°21'30" E

PLUG BARRIER WALL DRAINAGE OPENINGS FROM
I-30 STA. 303+50.00 TO STA. 308+50.00

305+00 | 310+00 | 315+00 | 320+00

13' | 36' | 10' | 6' | +12 | 176' WALL TAPER | +88 | C.L. I-30 MEDIAN | CONSTRUCT DRAINAGE OPENINGS AT 50' O.C. AND SAG POINTS.

N 54°29'30" E

C.L. W.B. FRONTAGE RD. STA. 361+46.00 =
C.L. WRIGHT AVE. STA. 50+00.00
∠ 88°42'32"

C.L. W.B. FRONTAGE RD.

| | |
|---|---|
| PI | = 360+86.02 |
| Δ | = 2°03'38" RT. |
| D | = 0°45'00" |
| T | = 137.39' |
| L | = 274.74' |
| PC | = 359+48.63 |
| PRC | = 362+23.37 |
| e | = NO SUPER |

+13.00 I-30 MEDIAN
+26.42 W.B. FRONTAGE RD.
BEGIN MEDIAN TYPE C BARRIER WALL LT.

STA. 360+00 CONSTRUCT
DROP INLET RT. H=4'-4"
W/ 4' EXT. AND 18"x209' PIPE CULVERT
TO DROP INLET STA. 362+15 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 209 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 209 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 209 LIN. FT.

STA. 362+15 CONSTRUCT
DROP INLET RT. H=9'-11"
W/4' EXT.
ON EXIST. 36' R.C. PIPE CULVERT
TYPE C DROP INLET = 6'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 362+16 CONSTRUCT
DROP INLET 44' RT. H=5'-1"
ON EXIST. 36' R.C. PIPE CULVERT
TYPE RM DROP INLET = 5'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 364+90 CONSTRUCT
DROP INLET RT. H=4'-4"
W/ 4' EXT. AND 18"x2' PIPE CULVERT
TO JUNCTION BOX STA. 364+90, 40' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 2 LIN. FT.

STA. 364+90 CONSTRUCT
JUNCTION BOX 40' RT.
WITH 18"x85' PIPE CULVERT FROM F.E.S. LT.
AND 18"x41' PIPE CULVERT TO
CROSS DRAIN STA. 365+85,
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 126 LIN. FT.
18" F.E.S. = 1 EACH

STA. 365+58 CONSTRUCT
DROP INLET ON RT. H=4'-7"
WITH DROP DOWN TO CROSS DRAIN
TYPE ST DROP INLET = 3'x3'

STA. 366+50 CONSTRUCT
DROP INLET ON RT. H=4'-5"
WITH 18"x89' PIPE CULVERT TO
DROP INLET STA. 365+58 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 89 LIN. FT.

STA. 368+00 CONSTRUCT
DROP INLET ON RT. H=4'-5"
WITH 18"x147' PIPE CULVERT TO
DROP INLET STA. 366+50 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 147 LIN. FT.

STA. 369+50 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 18"x147' PIPE CULVERT TO
DROP INLET STA. 368+00 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 147 LIN. FT.

STA. 371+07 IN PLACE
DROP INLET 22' RT.
WITH 24"x57' R.C. PIPE CULVERT
TO HEADWALL LT.
REMOVE DROP INLET RT.
CONSTRUCT DROP INLET ON RT. H = 4'-1"
AND EXTEND PIPE CULVERT 11'
TYPE ST DROP INLET = 3'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 15 LIN. FT.

STA. 373+15 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 18"x204' PIPE CULVERT TO
DROP INLET STA. 371+07 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 204 LIN. FT.

PC 319+98.44

REMOVAL AND DISPOSAL OF GUARDRAIL

| ALIGNMENT | STA. | STA. | SIDE | UNIT |
|---|---|---|---|---|
| I-30 MEDIAN | 319+33 | 320+00 | LT. | 67 LIN. FT. |

EXIST. R/W

CONCRETE WALKS (TYPE SPECIAL)

| ALIGNMENT | STA. | | STA. | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|---|---|
| W.B. FRONTAGE RD. | 364+65 | TO | 368+85 | LT. = 420 LIN FT. | 5'-0" | 233 |
| W.B. FRONTAGE RD. | 371+00 | TO | 371+50 | LT. = 50 LIN FT. | 5'-0" | 28 |

SITE I
W.B. FRONTAGE RD.

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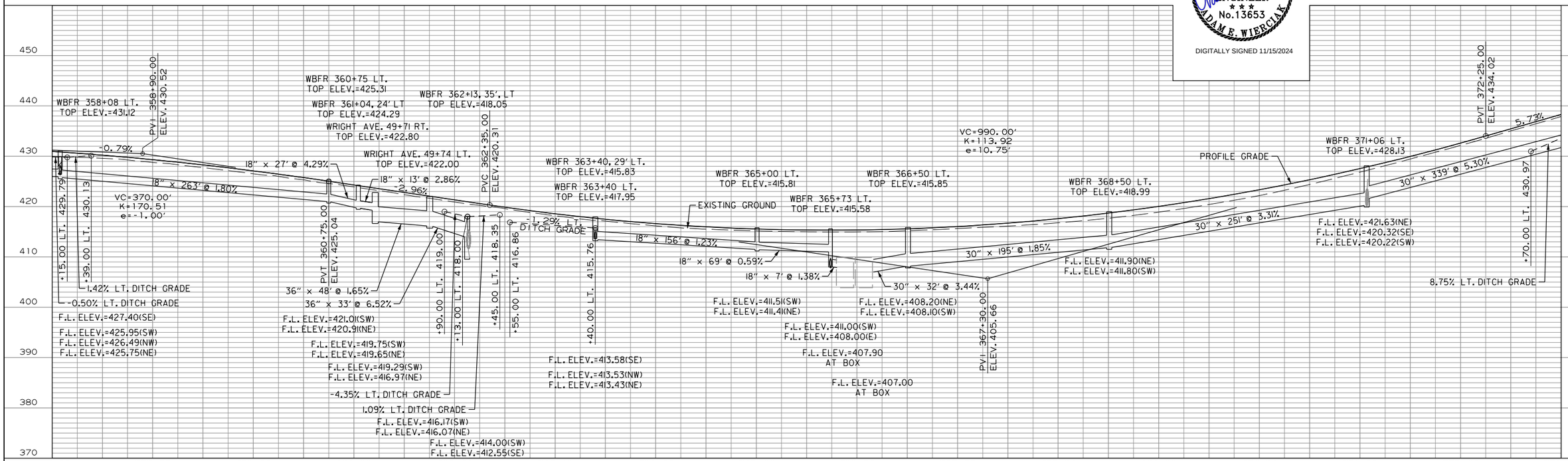
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 89 | 263 |
| | | PROFILE - W.B. FRONTAGE RD. | | | | |

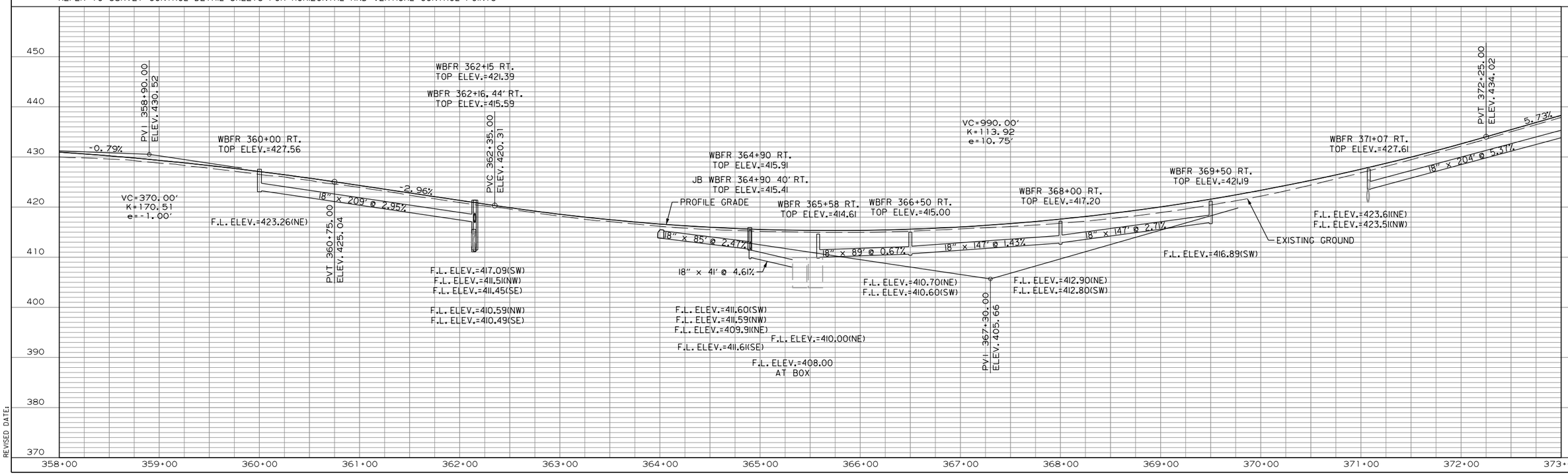
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

## W.B. FRONTAGE RD. LT. SIDE PROFILE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

## W.B. FRONTAGE RD. RT. SIDE PROFILE

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 90 | 263 |
| | | PLAN - W.B. FRONTAGE RD. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

STA. 374+40 CONSTRUCT
DROP INLET 33' LT. H=2'-3"
WITH 18"x20' PIPE CULVERT TO
DROP INLET STA. 374+50 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 20 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 20 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 20 LIN. FT.

STA. 374+50 CONSTRUCT
DROP INLET ON LT. H=7'-7"
W/ 4' EXT. AND 30"x339' PIPE CULVERT
TO DROP INLET STA. 371+06 LT.
TYPE C DROP INLET = 5'x4'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 339 LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 339 LIN. FT.
30" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 339 LIN. FT.

STA. 374+05 CONSTRUCT
APPROACH ON LT. =
15 CU. YDS. CUT
10 CU. YDS. FILL

STA. 374+06 IN PLACE
30"x48' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 375+77 IN PLACE
30"x80' CP PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 376+45 IN PLACE
24"x76' R.C. PIPE CULVERT
WITH HDWL LT.
REMOVE HDWL LT. AND
17' PIPE CULVERT LT.
CONSTRUCT DROP INLET ON LT. H=7'-1"
ON EXIST. 24" PIPE CULVERT
WITH 30"x190' PIPE CULVERT
TO DROP INLET STA. 374+50 LT.
TYPE C DROP INLET = 5'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 190 LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 190 LIN. FT.
30" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 190 LIN. FT.

STA. 377+53 IN PLACE
30"x278' R.C. PIPE CULVERT
WITH HDWL LT.
REMOVE HDWL LT. AND
6' PIPE CULVERT LT.
CONSTRUCT JUNCTION BOX 23' LT. H=8'-0"
ON EXIST. 30" PIPE CULVERT
WITH 30"x104' PIPE CULVERT
TO DROP INLET STA. 376+45 LT.
TYPE E JUNCTION BOX = 5'x5'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 104 LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 104 LIN. FT.
30" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 104 LIN. FT.

STA. 377+64 CONSTRUCT
JUNCTION BOX 39' LT. H=5'-7"
WITH 18"x15' PIPE CULVERT TO
JUNCTION BOX STA. 377+53, 23' LT.
TYPE E JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 15 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 15 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 15 LIN. FT.

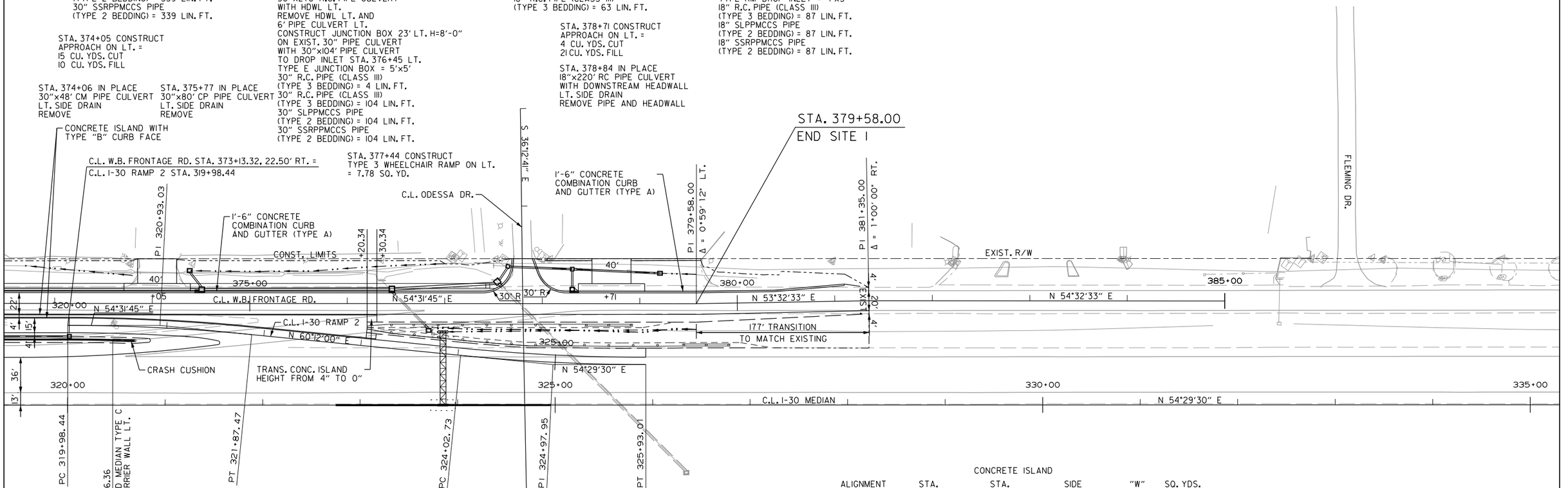
STA. 378+30 CONSTRUCT
DROP INLET 36' LT. H=2'-4"
WITH 18"x63' PIPE CULVERT TO
JUNCTION BOX STA. 377+64, 39' LT.
TYPE E JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 63 LIN. FT.

STA. 378+71 CONSTRUCT
APPROACH ON LT. =
4 CU. YDS. CUT
21 CU. YDS. FILL

STA. 378+84 IN PLACE
18"x220' RC PIPE CULVERT
WITH DOWNSTREAM HEADWALL
LT. SIDE DRAIN
REMOVE PIPE AND HEADWALL

STA. 378+30 CONSTRUCT
DROP INLET ON LT. H=4'-4"
W/ 4' EXT. AND 18"x17' PIPE CULVERT
TO DROP INLET STA. 371+06 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 5'x4'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 17 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 17 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 17 LIN. FT.

STA. 379+20 CONSTRUCT
DROP INLET 32' LT. H=2'-3"
WITH 18"x87' PIPE CULVERT TO
DROP INLET STA. 378+30, 36' LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 87 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 87 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 87 LIN. FT.




CONCRETE ISLAND

| ALIGNMENT | STA. | | STA. | | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|---|---|---|
| W.B. FRONTAGE RD. | 378+05 | TO | 378+51 | LT. = 46 LIN FT. | | 2'-0" | 10 |
| W.B. FRONTAGE RD. | 378+91 | TO | 379+64 | LT. = 73 LIN FT. | | 2'-0" | 16 |

STA. 376+87 IN PLACE
DROP INLET 30' RT.
WITH 24"x76' R.C. PIPE CULVERT
TO HEADWALL LT.
REMOVE DROP INLET RT.
STA. 376+86 CONSTRUCT
DROP INLET 28' RT. H=5'-10"
AND REMOVE 5' PIPE CULVERT RT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

C.L. W.B. FRONTAGE RD. STA. 377+80.00 =
C.L. ODESSA DR. STA. 60+00.00
∢ 89°15'34"

EXIST. R/W

REMOVAL AND DISPOSAL OF GUARDRAIL

| ALIGNMENT | STA. | STA. | SIDE | UNIT |
|---|---|---|---|---|
| I-30 MEDIAN | 320+00 | 321+51 | LT. | 151 LIN. FT. |

| I-30 MEDIAN STATIONING | GUARDRAIL (TYPE A) | TERMINAL ANCHOR POST (TYPE I) | GUARDRAIL TERMINAL (TYPE 2) |
|---|---|---|---|
| STA. 323+07.01 TO STA. 326+80.00 LT. | = 250 LIN. FT. | 1 EACH | 1 EACH |

| C.L. W.B. FRONTAGE RD. STATIONING | GUARDRAIL (TYPE A) | TERMINAL ANCHOR POST (TYPE I) | GUARDRAIL TERMINAL (TYPE 2) |
|---|---|---|---|
| STA. 376+20.34 TO STA. 378+93.18 RT. | = 150 LIN. FT. | 1 EACH | 1 EACH |

SITE I
W.B. FRONTAGE RD.

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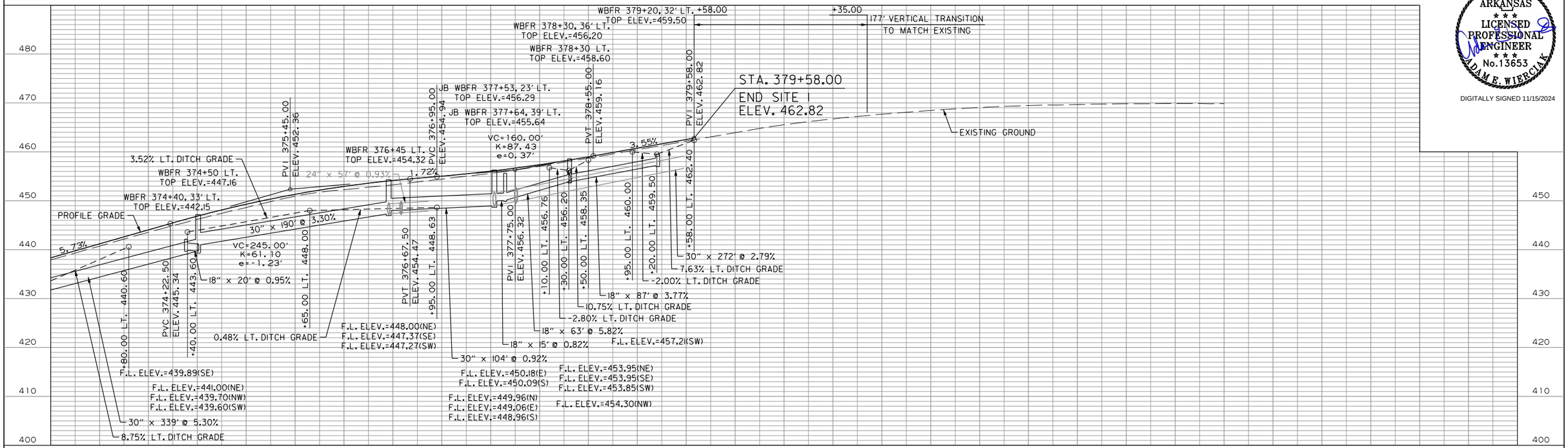
| | | 6 | ARK. | 061708 | 91 | 263 |
| | | PROFILE - W.B. FRONTAGE RD. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

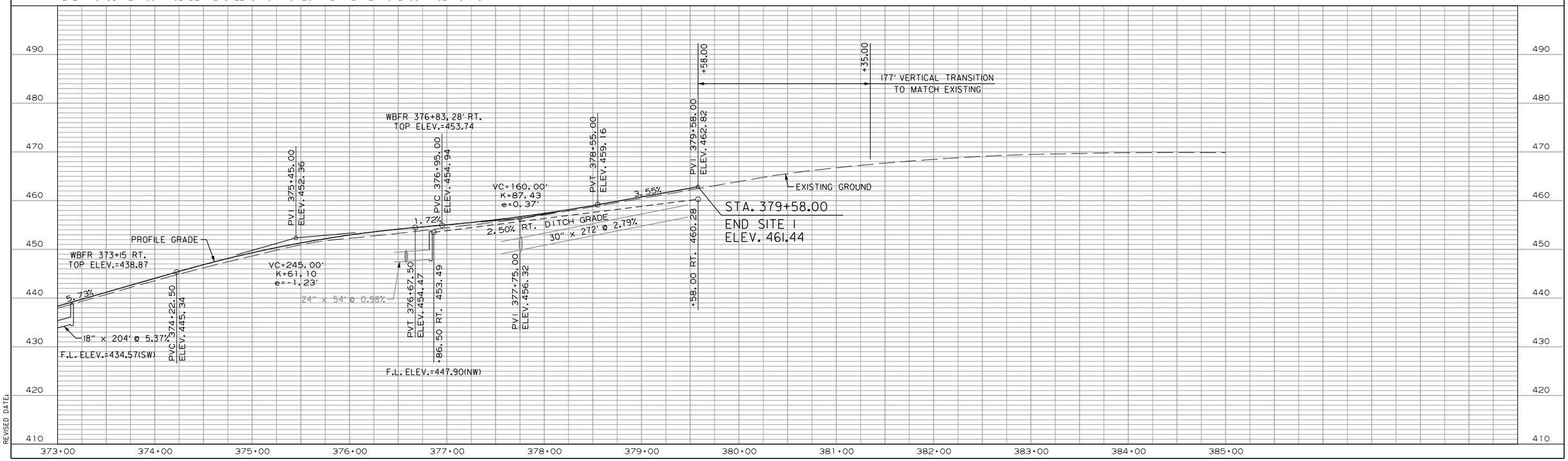
DIGITALLY SIGNED 11/15/2024

## W.B. FRONTAGE RD. LT. SIDE PROFILE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

## W.B. FRONTAGE RD. RT. SIDE PROFILE

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| | | PLAN & PROFILE - I-30 RAMP I | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

C.L. I-30 RAMP I
PI = 251+73.53
Δ = 5°37'01" LT.
D = 3°00'00"
T = 93.69'
L = 187.23'
PC = 250+79.84
PT = 252+67.07
e = MATCH EXIST.

C.L. I-30 RAMP I
PI = 254+68.16
Δ = 5°37'01" RT.
D = 3°00'00"
T = 93.69'
L = 187.23'
PC = 253+74.47
PT = 255+61.70
e = R.C.
Ls = 175'

STA. 252+30 IN PLACE
JUNCTION BOX 9' LT. H=6'-2"
WITH 24"x78' R.C. PIPE CULVERT
TO OUTLET
RETAIN

C.L. I-30 RAMP I STA. 250+79.84 =
C.L. MEDIAN I-30 STA. 250+79.84, 53.50' LT.

C.L. W.B. FRONTAGE RD. STA. 308+67.29, 14.50' RT. =
C.L. I-30 RAMP I STA. 255+61.70

STA. 251+45.00 BEGIN SUPERELEVATION
STA. 253+20.00 MAX. SUPERELEVATION (R.C.)
STA. 253+95.97 MAX. SUPERELEVATION (R.C.)

C.L. I-30 RAMP I STA. 253+95.97, 7.50' RT. =
C.L. W.B. FRONTAGE RD. STA. 307+02.71, 29.74' RT.
ELEV. 369.98

C.L. I-30 RAMP I STA. 252+00.00, 7.50' RT. =
C.L. I-30 MEDIAN STA. 252+00.39, 49.79' LT.
ELEV. 364.63



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| | | 6 | ARK. | 061708 | 93 | 263 |
| | | PLAN & PROFILE - I-30 RAMP 2 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

C.L. I-30 RAMP 2
PI = 324+97.95
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 324+02.73
PT = 325+93.01
e = NO SUPER

C.L. I-30 RAMP 2 STA. 319+98.44 =
C.L. W.B. FRONTAGE RD. STA. 373+13.32, 22.50' RT.

C.L. ODESSA DR.

PI 320+93.03
NOSE +55.16 7.50' RT.
EXIST. R/W
CONSTRUCTION LIMITS
26'
40'
30' R
PI 379+58.00
Δ = 0°59'12" LT.
PI 381+35.00
Δ = 1°00'00" RT.
S 35°21'41" E
370+00
+67
N 54°31'45" E
+05
375+00
C.L. W.B. FRONTAGE RD.
+71
380+00
N 53°32'33" E
N 54°32'33" E
320+00 N 54°31'45" E
N 60°12'00" E
325+00
C.L. I-30 RAMP 2
N 54°29'30" E
315+00
330+00
36'
13'
4'
10'
CONSTRUCT DRAINAGE OPENINGS AT 50' O.C. AND SAG POINTS.
CONCRETE BARRIER WALL
CRASH CUSHION
C.L. I-30 MEDIAN N 54°29'30" E
+81.88 ACHM PVMT. ENDS
NOSE +56.06 67.85' LT.
TRANS. CONC. ISLAND HEIGHT FROM 4" TO 0"
+04.46
+14.46
+51.80
PC 319+98.44
PT 321+87.47
PC 324+02.73
PI 324+97.95
+75.00
+95.25
PT 325+93.01
STA. 323+85 INSTALL OVERHEAD HIGHWAY SIGN I-30 LT. LANES SEE SIGNING PLANS
SEE SPECIAL DETAIL FOR MEDIAN BARRIER TRANSITION AT OVERHEAD SIGN STRUCTURE.
C.L. I-30 RAMP 2 STA. 325+93.01 =
C.L. I-30 MEDIAN STA. 325+93.01, 41.50' LT.

C.L. I-30 RAMP 2
PI = 320+93.03
Δ = 5°40'15" RT.
D = 3°00'00"
T = 94.59'
L = 189.03'
PC = 319+98.44
PT = 321+87.47
e = R.C.
Ls = 300'

EXIST. R/W
I-30 RAMP 2

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 319+98.44 MATCH SUPERELEVATION (0.020'/') R.C.
STA. 321+02.73 MAX. SUPERELEVATION (0.020'/') R.C.
STA. 324+02.73 END SUPERELEVATION

C.L. I-30 RAMP 2 STA. 321+55.16, 7.50' RT. =
C.L. I-30 MEDIAN STA. 321+56.06, 67.85' LT.
ELEV. 446.42

PVI 320+75.00
ELEV. 443.20

C.L. I-30 RAMP 2 STA. 319+98.44, 7.50' RT. =
C.L. W.B. FRONTAGE RD. STA. 373+13.32, 30.00' RT.
ELEV. 438.93

5.58%
4.02%
VC=150.00'
K=96.15
e=-0.29'
PROFILE GRADE
EXISTING GROUND
PVC 320+00.00
ELEV. 439.02
PVT 321+50.00
ELEV. 446.21

480 470 460 450 440 430 420 410 400 390
320+00 321+00 322+00 323+00 324+00 325+00 326+00

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| | | PLAN & PROFILE - I-30 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

C.L. I-30 MEDIAN
PI = 361+93.61
Δ = 15°13'42" LT.
D = 1°00'00"
T = 765.93'
L = 1522.83'
PC = 354+27.68
PT = 369+50.51
e = 0.037'/' (MATCH EXIST.)
Ls = 420' (MATCH EXIST.)

STA. 365+10 IN PLACE
DROP INLET 74' LT.
WITH 42"x61' R.C. PIPE CULVERT
FROM HDWLS. LT. AND
42" R.C. PIPE TO I-30 RT.
REMOVE DROP INLET 35' RT.
AND EXTEND PIPE CULVERT 2' RT.
AND REMOVE 2' PIPE CULVERT LT.
CONSTRUCT DROP INLET 74' LT. H=9'-10"
TYPE RM DROP INLET = 5'x4'
42" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 10 LIN. FT.

STA. 405+54.40
BEGIN SITE 2
L.M. 118.36

PC 403+43.61
EXIST. R/W
405+00
N 54°10'20" E
C.L. W.B. FRONTAGE RD.
300' TAPER
+51.60
10'
36'
13'
355+00
C.L. I-30 MEDIAN
PC 354+27.68
+72.60 BEGIN MEDIAN TYPE E BARRIER WALL LT.
410+00
PI 410+95.33
CONCRETE BARRIER WALL
48'
+51.60
360+00
N 54°29'30" E
PI 361+93.61
CONSTRUCT DRAINAGE OPENINGS AT 50' AND LOW POINTS.
700' ACCELERATION LANE
365+00
N 39°15'48" E
PC 364+50.70
N 39°13'23" E
365+88
N 44°15'41" E
NOSE +49.28 7.50' RT.
415+00
P.T.
80°05'36"
CRASH CUSHION
N 35°15'30" E
C.L. I-30 RAMP 3
10'
36'
13'
+96.81
NOSE +51.60 52.87' LT.
PI 366+01.06
C.L. I-30 MEDIAN STA. 364+50.70, 53.50' LT. =
C.L. I-30 RAMP 3 STA. 364+50.70

CONCRETE DITCH PAVING (TYPE B)

| STA. | STA. | SIDE | "W" | SQ. YDS. |
|---|---|---|---|---|
| 358+07 | | LT. = 8 LIN. FT. | 6'-0" | 5 |
| 358+45 | | LT. = 6 LIN. FT. | 6'-0" | 4 |
| 358+95 | | LT. = 6 LIN. FT. | 6'-0" | 4 |
| 359+40 | | LT. = 3 LIN. FT. | 6'-0" | 2 |
| 359+50 | 361+02 | LT. = 152 LIN. FT. | 4'-0" | 68 |
| 359+80 | | LT. = 3 LIN. FT. | 6'-0" | 2 |
| 360+23 | | LT. = 2 LIN. FT. | 6'-0" | 2 |
| 360+67 | | LT. = 1 LIN. FT. | 6'-0" | 1 |

REMOVAL AND DISPOSAL OF GUARDRAIL

| ALIGNMENT | STA. | STA. | SIDE | UNIT |
|---|---|---|---|---|
| I-30 MEDIAN | 360+84 | 362+84 | LT. | 200 LIN. FT. |

I-30

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 351+12.68 BEGIN SUPERELEVATION
STA. 355+32.68 MAX. SUPERELEVATION (0.037'/') (MATCH EXIST.)
STA. 368+45.51 MAX. SUPERELEVATION (0.037'/') (MATCH EXIST.)
STA. 372+65.51 END SUPERELEVATION

+51.60
NOTCH AND WIDEN LT. LANES
+96.81
OUTSIDE EDGE OF LANE (CONTROL POINT) 49' LT.
I-30 365+10, 74' LT.
TOP ELEV.=446.10
18" x 386' @ 2.82%
F.L. ELEV.=440.00(NE)
F.L. ELEV.=436.33(NW)

490 480 470 460 450 440 430 420 410 400

354+00 355+00 356+00 357+00 358+00 359+00 360+00 361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00 369+00

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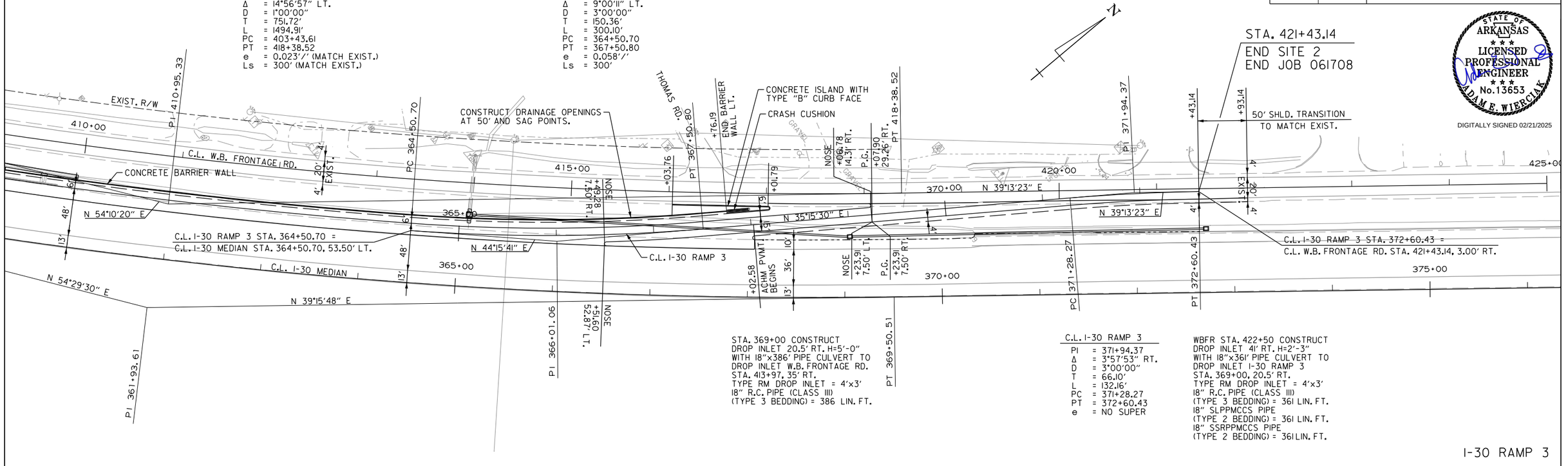
| | | PLAN & PROFILE - I-30 RAMP 3 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 02/21/2025

C.L. W.B. FRONTAGE RD.
PI = 410+95.33
Δ = 14°56'57" LT.
D = 1°00'00"
T = 751.72'
L = 1494.91'
PC = 403+43.61
PT = 418+38.52
e = 0.023'/' (MATCH EXIST.)
Ls = 300' (MATCH EXIST.)

C.L. I-30 RAMP 3
PI = 366+01.06
Δ = 9°00'11" LT.
D = 3°00'00"
T = 150.36'
L = 300.10'
PC = 364+50.70
PT = 367+50.80
e = 0.058'/'
Ls = 300'

STA. 421+43.14
END SITE 2
END JOB 061708




STA. 369+00 CONSTRUCT DROP INLET 20.5' RT. H=5'-0" WITH 18"x386' PIPE CULVERT TO DROP INLET W.B. FRONTAGE RD. STA. 413+97, 35' RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 386 LIN. FT.

C.L. I-30 RAMP 3
PI = 371+94.37
Δ = 3°57'53" RT.
D = 3°00'00"
T = 66.10'
L = 132.16'
PC = 371+28.27
PT = 372+60.43
e = NO SUPER

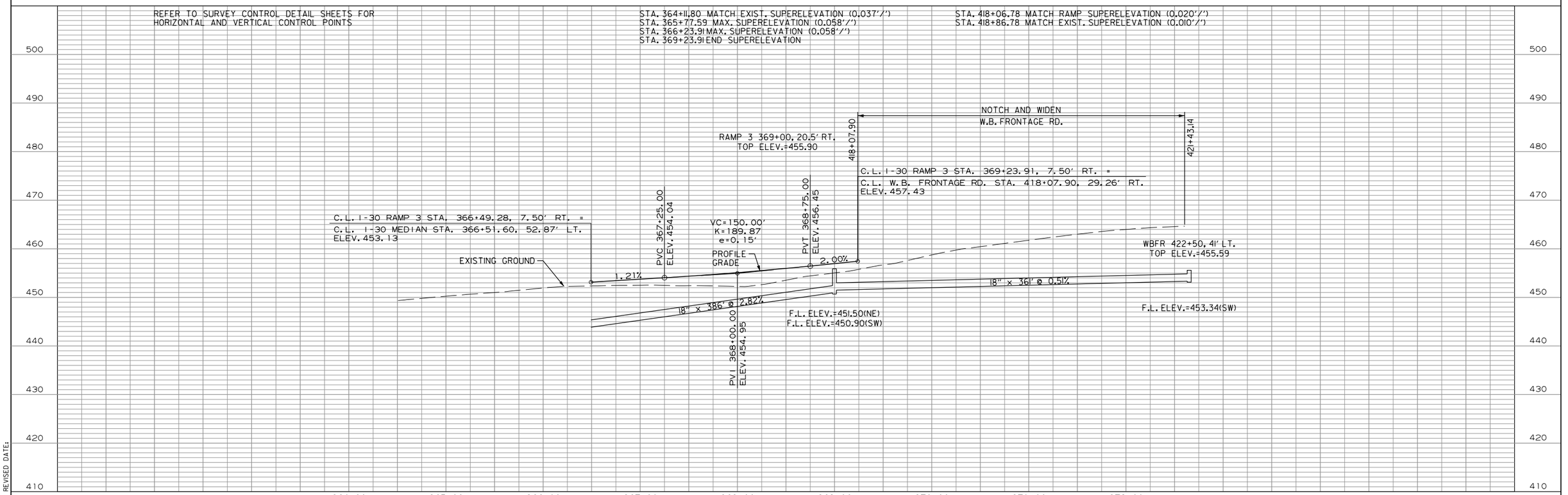
WBFR STA. 422+50 CONSTRUCT DROP INLET 41' RT. H=2'-3" WITH 18"x361' PIPE CULVERT TO DROP INLET I-30 RAMP 3 STA. 369+00, 20.5' RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 361 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 361 LIN. FT.
18" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 361 LIN. FT.

I-30 RAMP 3

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL POINTS

STA. 364+11.80 MATCH EXIST. SUPERELEVATION (0.037'/')
STA. 365+77.59 MAX. SUPERELEVATION (0.058'/')
STA. 366+23.91 MAX. SUPERELEVATION (0.058'/')
STA. 369+23.91 END SUPERELEVATION

STA. 418+06.78 MATCH RAMP SUPERELEVATION (0.020'/')
STA. 418+86.78 MATCH EXIST. SUPERELEVATION (0.010'/')





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| | | PLAN & PROFILE - PALMER AVE. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

N 5°31'31" E
C.L. W.B. FRONTAGE RD.
EXIST. R/W
310.00'
00.82
C.L. 36.68
C.L. PALMER AVE.
PI 308+18.41
N 5°31'31" E
C.L. I-30 MEDIAN
255.00'
C.L. PALMER AVE. STA. 10+00.00 =
C.L. W.B. FRONTAGE RD. STA. 306+70.02
∢ 90°00'00"
16' R
19'
30' R
PI 307+16.24
S 6°31'46" W
PC 9+44.15
PC 306+14.08
PI 9+72.57
S 37°43'58" E
C.L. I-30 RAMP I
86.58'
N 52°32'49" E
SPECIAL FLOOD HAZARD AREA
PALMER AVE.

C.L. PALMER AVE.
PI = 9+72.57
Δ = 44°15'44" LT.
D = 82°00'00"
T = 28.42'
L = 53.98'
PC = 9+44.15
PT = 9+98.13
e = NO SUPER

REFER TO SURVEY CONTROL DETAIL SHEETS FOR
HORIZONTAL AND VERTICAL CONTROL POINTS

VC=15.00'
K=2.35
e=0.12
EXISTING GROUND
PVC 9+71.50
ELEV. 370.64
PVI 9+86.50
ELEV. 369.77
PROFILE GRADE
W.B. FRONTAGE RD.
-8.98%
+1.60%
PVI 9+66.61
ELEV. 371.08
PVI 9+79.00
ELEV. 369.97
C.L. PALMER AVE. STA. 9+88.97 =
C.L. W.B. FRONTAGE RD. STA. 306+70.62, 11.00' LT.
ELEV. 369.71

410 400 390 380 370 360 350 340 330 320

9+00 10+00

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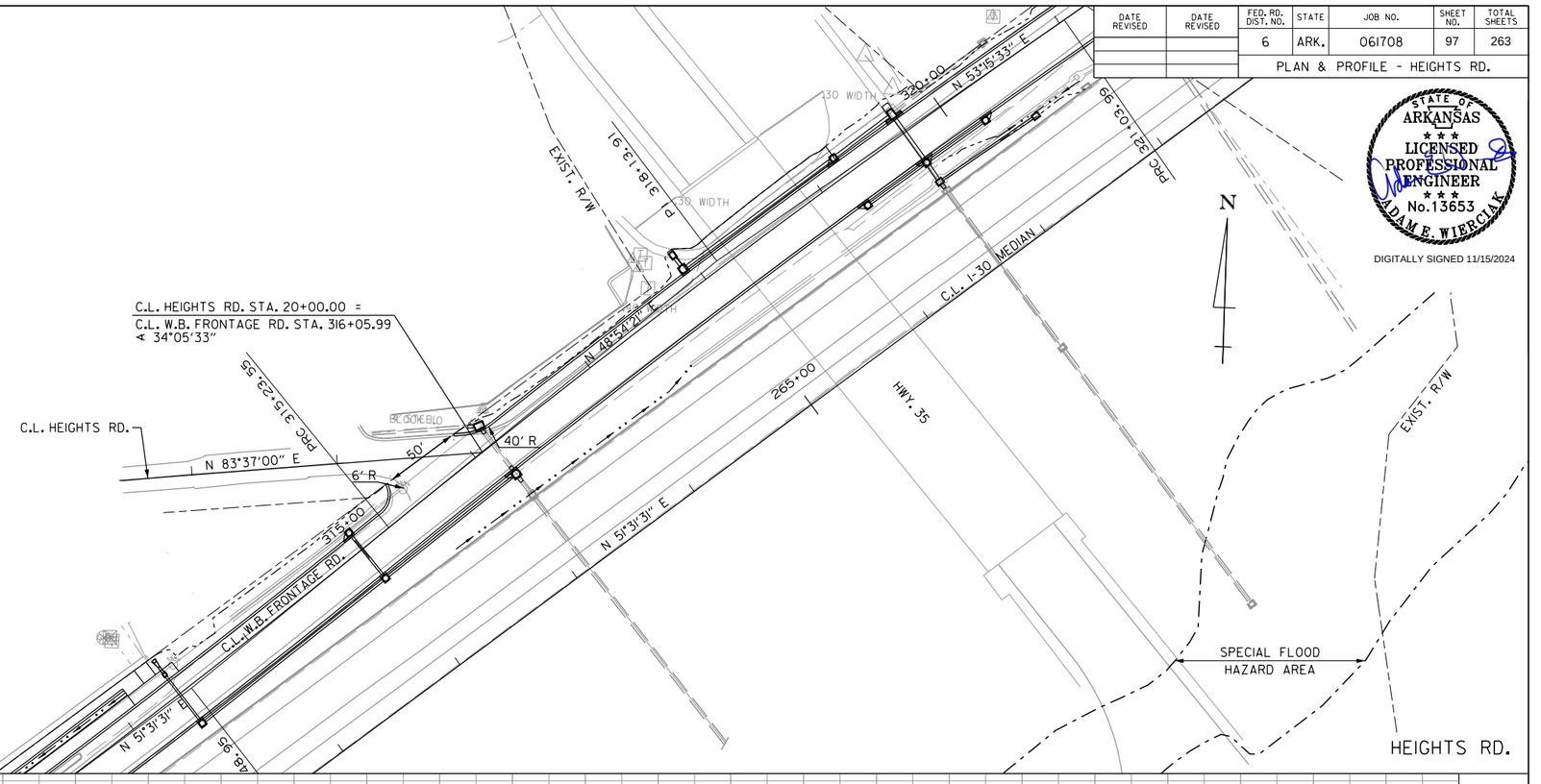
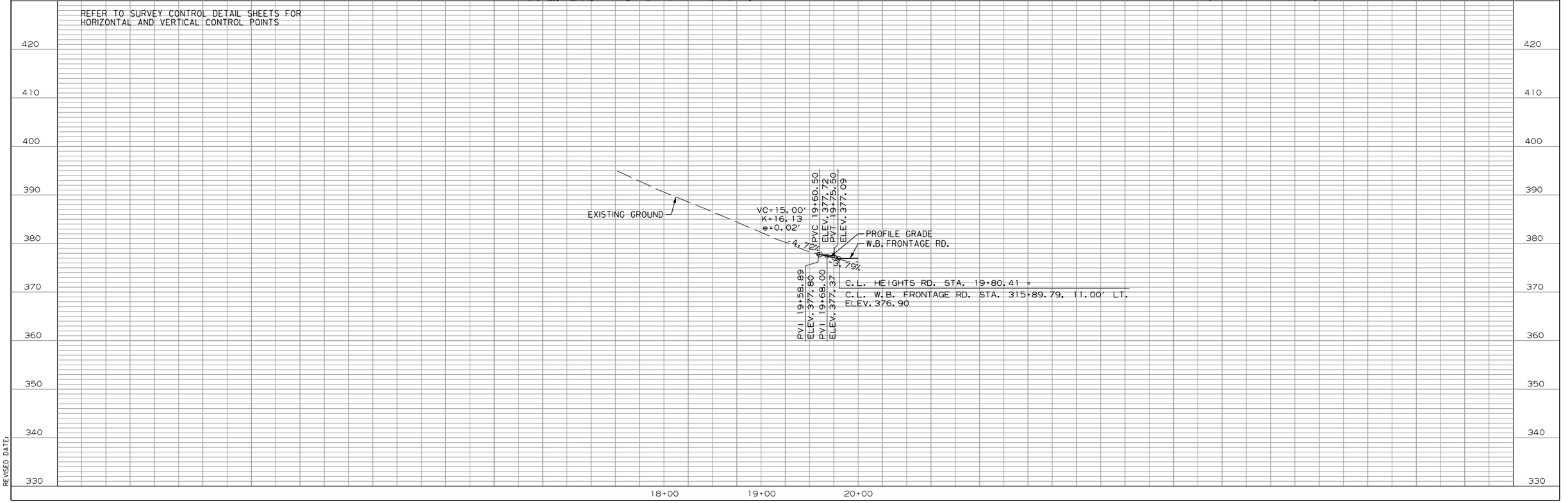
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 97 | 263 |

PLAN & PROFILE - HEIGHTS RD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 11/15/2024

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 98 | 263 |
| | | PLAN & PROFILE - HWY. 5 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

C.L. HWY. 5 N.B. RT. TURN
PI = 30+12.94
Δ = 129°28'52" LT.
D = 56°43'43"
T = 214.06'
L = 228.25'
PC = 27+98.88
PT = 30+27.13
e = NO SUPER

STA. 27+36 CONSTRUCT
TYPE 3 WHEELCHAIR RAMP ON LT.
= 6.07 SQ. YD.

C.L. HWY. 5
PI = 28+99.64
Δ = 38°59'17" LT.
D = 29°00'00"
T = 69.94'
L = 134.44'
PC = 28+29.70
PT = 29+64.14
e = NO SUPER

C.L. W.B. FRONTAGE RD. STA. 324+60.19, 11.00' LT. =
C.L. HWY. 5 N.B. RT. TURN STA. 30+27.13

C.L. W.B. FRONTAGE RD. STA. 323+07.99 =
C.L. HWY. 5 STA. 30+00.00
Δ 90°00'00"

C.L. I-30 MEDIAN

EXIST. R/W

SPECIAL FLOOD HAZARD AREA

C.L. W.B. FRONTAGE RD.

STA. 29+50 CONSTRUCT
DROP INLET 88' RT. H=2'-4"
WITH 18"x12' PIPE CULVERT TO
DROP INLET STA. 29+58, 90' RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 12 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 12 LIN. FT.

STA. 28+44 CONSTRUCT
APPROACH ON RT. =
1 CU. YDS. CUT
3 CU. YDS. FILL

STA. 29+50 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 4' EXTENSION
AND 18"x11' PIPE CULVERT TO
DROP INLET STA. 29+50, 79' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 11 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 11 LIN. FT.

C.L. HWY. 5 STA. 27+98.88, 12.00' LT. =
C.L. HWY. 5 N.B. RT. TURN STA. 27+98.88

C.L. HWY. 5 STA. 28+29.70, 12.00' RT. =
C.L. HWY. 5 S.B. RT. TURN STA. 28+29.70

C.L. HWY. 5 S.B. RT. TURN
PI = 30+31.01
Δ = 52°13'19" RT.
D = 40°38'07"
T = 69.11'
L = 128.52'
PC = 29+61.90
PT = 30+90.42
e = NO SUPER

STA. 29+58 CONSTRUCT
DROP INLET 90' RT. H=3'-9"
WITH 24"x73' PIPE CULVERT TO
DROP INLET STA. 321+47 LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 74 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 74 LIN. FT.

C.L. W.B. FRONTAGE RD. STA. 321+46.48, 11.00' LT. =
C.L. HWY. 5 S.B. RT. TURN STA. 30+90.42

HWY. 5

REFER TO SURVEY CONTROL DETAIL SHEETS FOR
HORIZONTAL AND VERTICAL CONTROL POINTS

C.L. HWY. 5 STA. 27+98.88, 12.00' LT. =
C.L. HWY. 5 N.B. RT. TURN STA. 27+98.88
ELEV. 390.73

PROFILE GRADE
PVI 28+50.00
ELEV. 387.17
6.97%
PVC 28+20.00
ELEV. 389.26
6.58%
PVT 28+80.00
ELEV. 384.29
PVC 29+25.00
ELEV. 379.98
VC=80.00'
K=7.41
e=1.08'
PVT 30+05.00
ELEV. 376.64
2.24%
PVI 29+65.00
ELEV. 376.15
VC=60.00'
K=22.99
e=-0.20'
EXISTING GROUND
W.B. FRONTAGE RD.
C.L. W.B. FRONTAGE RD. STA. 324+60.19, 11.00' LT. =
C.L. HWY. 5 N.B. RT. TURN STA. 30+27.13
ELEV. 376.91

HWY. 5 N.B. RT. TURN

100' VERTICAL TRANSITION
TO MATCH EXISTING
PVI 28+00.00
ELEV. 390.97
7.11%
PVI 28+81.40
ELEV. 385.18
PROFILE GRADE
EXISTING GROUND

HWY. 5

C.L. HWY. 5 STA. 28+29.70, 12.00' RT. =
C.L. HWY. 5 S.B. RT. TURN STA. 28+29.70
ELEV. 388.62
C.L. W.B. FRONTAGE RD. STA. 321+46.48, 11.00' LT. =
C.L. HWY. 5 S.B. RT. TURN STA. 30+90.42
ELEV. 375.38
HWY. 5 29+50 RT.
TOP ELEV.=378.95
HWY. 5 29+50, 77' RT.
TOP ELEV.=376.70
HWY. 5 29+59, 88' RT.
TOP ELEV.=375.70
PROFILE GRADE
6.79%
PVC 29+82.50
ELEV. 378.25
VC=75.00'
K=11.83
e=0.59'
PVT 30+57.50
ELEV. 375.53
0.45%
W.B. FRONTAGE RD.
EXISTING GROUND
18" x 11' @ 1.77%
18" x 12' @ 4.22%
F.L. ELEV.=374.65(SW)
F.L. ELEV.=374.45(E)
F.L. ELEV.=374.35(S)
PVI 30+20.00
ELEV. 375.70
24" x 74' @ 2.43%
F.L. ELEV.=373.85(N)
F.L. ELEV.=373.35(S)

HWY. 5 S.B. RT. TURN

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 99 | 263 |
| | | PLAN & PROFILE - SHARON RD. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024

C.L. SHARON RD.
PI = 39+08.75
Δ = 53°23'19" LT.
D = 33°00'00"
T = 87.30'
L = 161.78'
PC = 38+21.45
PT = 39+83.23
e = NO SUPER

CONSTRUCTION LIMITS
EXIST. R/W
PT 39+83.23
PC 38+21.45
30' R
S 38°45'50" E
C.L. SHARON RD.
S 14°37'29" W
75' R
PI 39+08.75
C.L. SHARON RD. STA. 40+00.00 =
C.L. W.B. FRONTAGE RD. STA. 331+19.00
Δ 90°00'00"
C.L. W.B. FRONTAGE RD.
N 51°31'31" E
C.L. I-30 MEDIAN
280.00
275.00
EXIST. R/W
SPECIAL FLOOD HAZARD AREA
N
SHARON RD.

REFER TO SURVEY CONTROL DETAIL SHEETS FOR
HORIZONTAL AND VERTICAL CONTROL POINTS

C.L. SHARON RD. STA. 39+89.00 =
C.L. W.B. FRONTAGE RD. STA. 331+19.00, 11.00' LT.
ELEV. 384.09

VC=22.00'
K=4.56
e=0.13'
PVC 39+67.00
ELEV. 384.18
EXISTING GROUND
2.82%
W.B. FRONTAGE RD.
2.00%
PROFILE GRADE
PVI 39+59.72
ELEV. 384.39
PVT 39+78.00
ELEV. 383.87

430 420 410 400 390 380 370 360 350 340
37+00 38+00 39+00 40+00

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 02-21-2025 | | 6 | ARK. | 061708 | 100 | 263 |
| | | PLAN & PROFILE - WRIGHT AVE. | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK

DIGITALLY SIGNED 02/21/2025

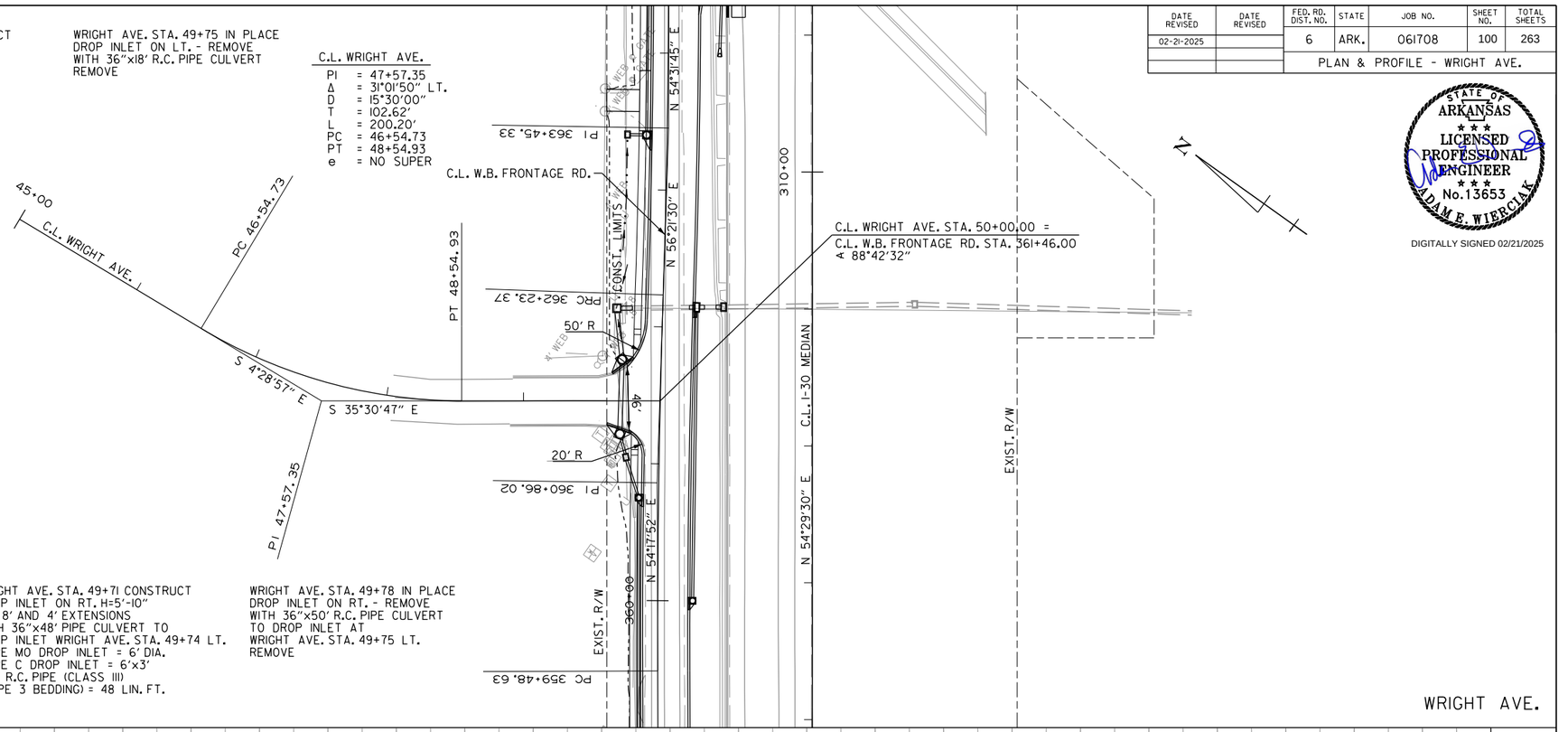
WRIGHT AVE. STA. 49+74 CONSTRUCT
DROP INLET ON LT. H=5'-11"
W/ 8' AND 4' EXTENSIONS
WITH 36"x32' PIPE CULVERT TO
DROP INLET STA. 362+13, 35' LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 32 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 32 LIN. FT.
36" SSRPPMCCS PIPE
(TYPE 2 BEDDING) = 32 LIN. FT.

WRIGHT AVE. STA. 49+75 IN PLACE
DROP INLET ON LT. - REMOVE
WITH 36"x18' R.C. PIPE CULVERT
REMOVE

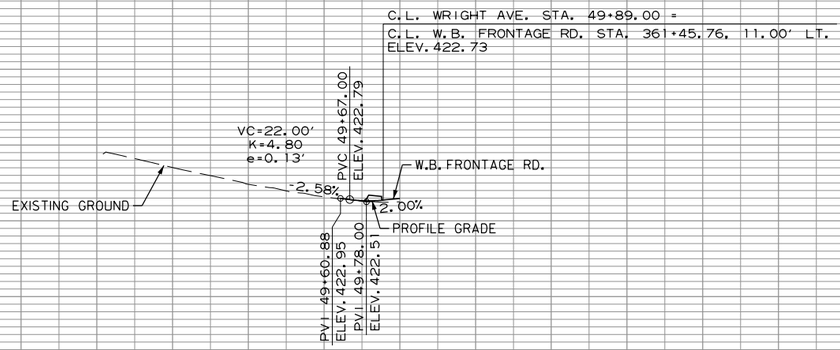
C.L. WRIGHT AVE.
PI = 47+57.35
Δ = 31°01'50" LT.
D = 15°30'00"
T = 102.62'
L = 200.20'
PC = 46+54.73
PT = 48+54.93
e = NO SUPER

WRIGHT AVE. STA. 49+71 CONSTRUCT
DROP INLET ON RT. H=5'-10"
W/ 8' AND 4' EXTENSIONS
WITH 36"x48' PIPE CULVERT TO
DROP INLET WRIGHT AVE. STA. 49+74 LT.
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 6'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 48 LIN. FT.

WRIGHT AVE. STA. 49+78 IN PLACE
DROP INLET ON RT. - REMOVE
WITH 36"x50' R.C. PIPE CULVERT
TO DROP INLET AT
WRIGHT AVE. STA. 49+75 LT.
REMOVE




REFER TO SURVEY CONTROL DETAIL SHEETS FOR
HORIZONTAL AND VERTICAL CONTROL POINTS





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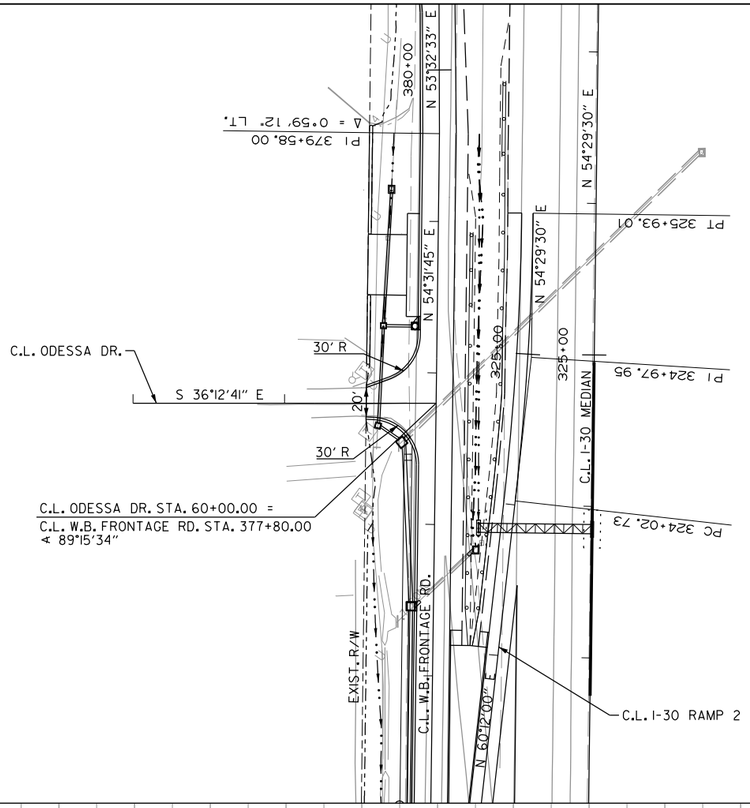
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 101 | 263 |
| | | PLAN & PROFILE - ODESSA DR. | | | | |

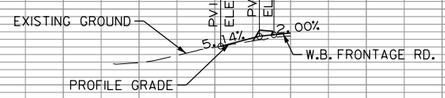
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.13653
ADAM E. WIERCIAK
DIGITALLY SIGNED 11/15/2024




ODESSA DR.

REFER TO SURVEY CONTROL DETAIL SHEETS FOR
HORIZONTAL AND VERTICAL CONTROL POINTS

C.L. ODESSA DR. STA. 59+89.00 =
C.L. W.B. FRONTAGE RD. STA. 377+79.86, 11.00' LT.
ELEV. 456.60




500 490 480 470 460 450 440 430 420 410

58+00 59+00 60+00

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 102 | 263 |
| | | SIGN QUANTITY SHEET | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 11/15/2024

| SIGN NO./LOCATION | STANDARD ROADSIDE SIGNS TO BE MOUNTED | OMNI-DIRECTIONAL POST ASSEMBLIES | | | | |
|---|---|---|---|---|---|---|
| | | G-1 | G-2 | G2-1 | G2-2 | G2-4 |
| | | EACH | EACH | EACH | EACH | EACH |
| SS-WFR-62-STA303+75WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA304+50WB | R5-1 | 1 | | | | |
| SS-WFR-62-STA306+40WB | W4-2L | | | 1 | | |
| SS-WFR-62-STA306+50WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA307+43WB | R5-1 | MOUNTED TO TRUSS STRUCTURE | | | | |
| SS-WFR-62-STA310+00WB | M3-4, M1-1, M6-2L | 1 | | | | |
| SS-WFR-62-STA311+00WB | W4-1R | | | 1 | | |
| SS-WFR-62-STA315+35WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA315+80WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA316+00WB | R3-7L | 1 | | | | |
| SS-WFR-62-STA316+30WB | R5-1 | 1 | | | | |
| SS-WFR-62-STA319+00WB | R3-7L, M3-4,M1-1,M5-6 | | | 1 | | |
| SS-WFR-62-STA322+00WB | W4-3R | | | 1 | | |
| SS-WFR-62-STA323+00WB | W4-3R | | | 1 | | |
| SS-005-62-STA29+00SB | R4-7 | 1 | | | | |
| SS-005-62-STA28+50SB | R5-1 | 1 | | | | |
| SS-WFR-62-STA325+75WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA327+65WB | D9-2, M6-1R | 1 | | | | |
| SS-WFR-62-STA328+10WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA328+60WB | D1-2 | | 1 | | | |
| SS-WFR-62-STA329+60WB | R3-7R | 1 | | | | |
| SS-WFR-62-STA330+75WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA332+50WB | M2-1, M1-5, M5-6; M2-1, M1-5, M5-6 R5-1 (mounted on back) | | | 1 | | |
| SS-WFR-62-STA334+15WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA336+50WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA338+25WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA340+00WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA341+00WB | R5-1 | 1 | | | | |
| SS-WFR-62-STA344+45WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA344+75WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA347+95WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA348+50WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA351+80WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA352+00WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA353+50WB | R5-1 | 1 | | | | |
| SS-WFR-62-STA357+65WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA361+05WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA362+50WB | R5-1 | 1 | | | | |
| SS-WFR-62-STA363+65WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA370+65WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA374+15WB | R6-2R | 1 | | | | |
| SS-030-62-STA323+85WB-D | W13-2 | MOUNTED TO TRUSS STRUCTURE | | | | |
| SS-WFR-62-STA377+50WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA377+75WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA378+75WB | R6-2R | 1 | | | | |
| SS-WFR-62-STA379+50WB | R5-1 | 1 | | | | |
| SS-WFR-62-STA386+00WB | R1-1, R6-1R | 1 | | | | |
| SS-WFR-62-STA400+00WB | M3-2, M1-1, M6-2R ; D1-1 | | | | | 1 |
| SS-WFR-62-STA416+45WB | M3-4, M1-1, M6-2L | 1 | | | | |
| SS-030-62-STA372+00WB | W4-1R | | | 1 | | |
| SS-WFR-62-STA421+75WB | M3-4, M1-1, M6-2L | 1 | | | | |
| **TOTALS** | | 40 | 1 | 7 | 0 | 1 |

**STANDARD ROADSIDE SIGN**
**SHEET ALUMINUM 0.100" THICKNESS (5 SF OR LESS)**

| SIGN NO. | SIZE OF SIGN | UNIT AREA (SQ. FT.) | QUANTITY REQUIRED | TOTAL SIGN AREA (SQ. FT.) | LEGEND/BACKGROUND |
|---|---|---|---|---|---|
| M1-1 | 24" x 24" | 4.00 | 1 | 4.00 | WHITE/BLUE |
| M2-1 | 30" x 21" | 4.38 | 2 | 8.75 | BLACK/WHITE |
| M3-2 | 36" x 18" | 2.00 | 1 | 2.00 | WHITE/BLUE |
| M3-4 | 36" x 18" | 4.50 | 3 | 13.50 | WHITE/BLUE |
| M6-1R | 30" x 21" | 4.38 | 1 | 4.38 | WHITE/BLUE |
| M6-2L | 30" x 21" | 4.38 | 3 | 13.13 | WHITE/BLUE |
| M6-2R | 21" x 15" | 2.19 | 1 | 2.19 | WHITE/BLUE |
| R4-7 | 24" x 30" | 5.00 | 1 | 5.00 | BLACK/WHITE |
| R6-1R | 36" x 12" | 3.00 | 9 | 27.00 | BLACK/WHITE |
| R6-2R | 24" x 30" | 5.00 | 17 | 85.00 | BLACK/WHITE |
| **TOTAL 0.100" THICKNESS** | | | | **164.94** | |

**STANDARD ROADSIDE SIGNS**
**SHEET ALUMINUM 0.125" THICKNESS (GREATER THAN 5 SF)**

| SIGN NO. | SIZE OF SIGN | UNIT AREA (SQ. FT.) | QUANTITY REQUIRED | TOTAL SIGN AREA (SQ. FT.) | LEGEND/BACKGROUND |
|---|---|---|---|---|---|
| D1-1 | 36" x 36" | 7.5 | 1 | 7.50 | WHITE/GREEN |
| D1-2 | 72" x 54" | 27 | 1 | 27.00 | WHITE/GREEN |
| D9-2 | 60" x 18" | 6.25 | 2 | 12.50 | WHITE/BLUE |
| M1-1 | 36" x 36" | 9.00 | 3 | 27.00 | WHITE/BLUE |
| M1-5 | 36" x 36" | 9.00 | 2 | 18.00 | BLACK/WHITE |
| M5-6 | 36" x 24" | 6.00 | 2 | 12.00 | BLACK/WHITE |
| R1-1 | 36" x 36" | 9 | 9 | 81.00 | WHITE/RED |
| R3-7L | 30" x 30" | 9 | 1 | 9.00 | BLACK/WHITE |
| R3-7R | 30" x 30" | 9 | 1 | 9.00 | BLACK/WHITE |
| R5-1 | 36" x 36" | 9 | 10 | 90.00 | WHITE/RED |
| W4-1R | 48" x 48" | 16 | 2 | 32.00 | BLACK/YELLOW |
| W4-2L | 48" x 48" | 16 | 1 | 16.00 | BLACK/YELLOW |
| W4-3R | 36" x 36" | 9 | 2 | 18.00 | BLACK/YELLOW |
| W13-2 | 48" x 60" | 20 | 1 | 20.00 | BLACK/YELLOW |
| **TOTAL 0.125" THICKNESS** | | | | **379.00** | |


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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 103 | 263 |
| | | SIGN QUANTITY SHEET | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 11/15/2024

| ITEM NUMBER | ITEM | UNIT | ESTIMATED QUANTITY |
|---|---|---|---|
| SP | STEEL OVERHEAD SIGN STRUCTURE (OH-030-62-44) | EACH | 1 |
| SP | STEEL OVERHEAD SIGN STRUCTURE (OH-030-62-45) | EACH | 1 |
| SP | STEEL OVERHEAD SIGN STRUCTURE (OH-030-62-46) | EACH | 1 |
| SP | STEEL BRIDGE MOUNTED SIGN STRUCTURE (BM-030-62-41) | EACH | 1 |
| SP | STEEL CANTILEVER SIGN STRUCTURE (OC-030-62-33) | EACH | 1 |
| SP | MODIFICATION OF EXISTING CANTILEVER SIGN STRUCTURE | EACH | 1 |
| SS & 725 | GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND) | SQ. FT. | 833 |
| SS & 725 | GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND) | SQ. FT. | 1017 |
| SS & 726 | STANDARD SIGN | SQ. FT. | 544 |
| SS & 727 | EXIT NUMBER PANEL (TYPE A) | SQ. FT. | 95 |
| SS & 730 | BREAKAWAY SIGN SUPPORT (TYPE G-2) | POUND | 5339 |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1) | EACH | 40 |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2) | EACH | 1 |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1) | EACH | 7 |
| SP | OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4) | EACH | 1 |

| SIGN NO./LOCATION | STRUCTURE TYPE | SIGN | | | | BREAKAWAY SIGN SUPPORT | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | GUIDE SIGN | | | STEEL SECT. A-572 | | SIGN POST LENGTH | | STUB POST | | FOOTINGS | | | SIGN POST AND STUB |
| | TYPE | STANDARD SIGN | LENGTH | HEIGHT | AREA | | | H-1 | H-2 | H-1 | H-2 | DIA. | DEPTH | EMBED. | |
| | G-2 | SQ. FT. | FT. | FT. | SQ. FT. | BEAM | LBS | LIN FT | | LIN FT | | LIN FT | | | POUND |
| GM-030-62-STA320+95WB | 1 | | 8.00 | 5.00 | 40.00 | W6 | 9 | 14 | 14 | 3.33 | 3.33 | 2 | 4.5 | 3.00 | 311.94 |
| GM-030-62-STA333+00WB | 1 | | 11.00 | 6.50 | 71.50 | W8 | 18 | 16.5 | 18.15 | 3.33 | 3.33 | 2 | 4.5 | 3.00 | 743.59 |
| GM-030-62-STA337+00WB | 1 | | 10.50 | 7.00 | 73.50 | W8 | 18 | 17 | 18.65 | 3.33 | 3.33 | 2 | 4.5 | 3.00 | 761.59 |
| GM-030-62-STA344+00WB | 1 | | 18.00 | 12.00 | 216.00 | W10 | 22 | 22 | 24.7 | 3.33 | 3.33 | 2 | 4.5 | 3.00 | 1173.93 |
| GM-030-62-STA360+00WB | 1 | | 18.00 | 12.00 | 216.00 | W10 | 22 | 22 | 24.7 | 3.33 | 3.33 | 2 | 4.5 | 3.00 | 1173.93 |
| GM-030-62-STA385+00WB | 1 | | 18.00 | 12.00 | 216.00 | W10 | 22 | 22 | 24.7 | 3.33 | 3.33 | 2 | 4.5 | 3.00 | 1173.93 |
| **TOTALS:** | **6** | | | | **833** | | | | | | | | | | **5338.89** |

| SIGN NO./ LOCATION | STRUCTURE TYPE | | | SIGN | | | | EXIT NUMBER PANEL | | | | | GUARDRAIL | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | STANDARD SIGN | GUIDE SIGN | | | | TYPE | | | | TERM. ANCHOR | GUARD RAIL TERM. | AGG. BASE CR (CL. 7) | ACHM SURF. CR. 220 |
| | | | | | LENGTH | HEIGHT | | | A | B | C | TYPE A | TYPE 1 | | | |
| | OH | BM | CL | SQ. FT. | LIN. FT. | | SQ. FT. | LEGEND | SQ. FT. | | | LIN. FT. | EACH | EACH | TON | TON |
| **OC-030-62-05** | | | 1 | | | | | | | | | SEE ROADWAY PLANS FOR GUARDRAIL DETAILS | | | | |
| OC-030-62-STA289+90WB | | | | | 13 | 8 | 104 | 116 | 23.75 | | | | | | | |
| **OH-WFR-62-45** | 1 | | | | | | | | | | | | | | | |
| OH-WFR-62-STA307+43WB | | | | | 12 | 8.5 | 102 | | | | | | | | | |
| **OH-030-62-44** | 1 | | | | | | | | | | | | | | | |
| OH-WFR-62-STA325+00WB-A | | | | | 12 | 8 | 96 | | | | | | | | | |
| OH-WFR-62-STA325+00WB-B | | | | | 14 | 8.5 | 119 | | | | | | | | | |
| **OH-030-62-46** | 1 | | | 20 | | | | | | | | SEE ROADWAY PLANS FOR GUARDRAIL DETAILS | | | | |
| OH-030-62-STA323+85WB-A | | | | | 13.5 | 8 | 108 | | | | | | | | | |
| OH-030-62-STA323+85WB-B | | | | | 16 | 10.5 | 168 | 117 | 23.75 | | | | | | | |
| **BM-030-62-41** | | 1 | | | | | | | | | | | | | | |
| BM-030-62-STA350+70WB | | | | | 16 | 10 | 160 | 117 | 23.75 | | | | | | | |
| **OC-030-62-33** | | | 1 | | | | | | | | | | | | | |
| OC-030-62-STA378+00WB | | | | | 16 | 10 | 160 | 117 | 23.75 | | | | | | | |
| **TOTALS** | **3** | **1** | **2** | **20** | **112.5** | **71.5** | **1017** | | **95** | **0** | **0** | | | | | |

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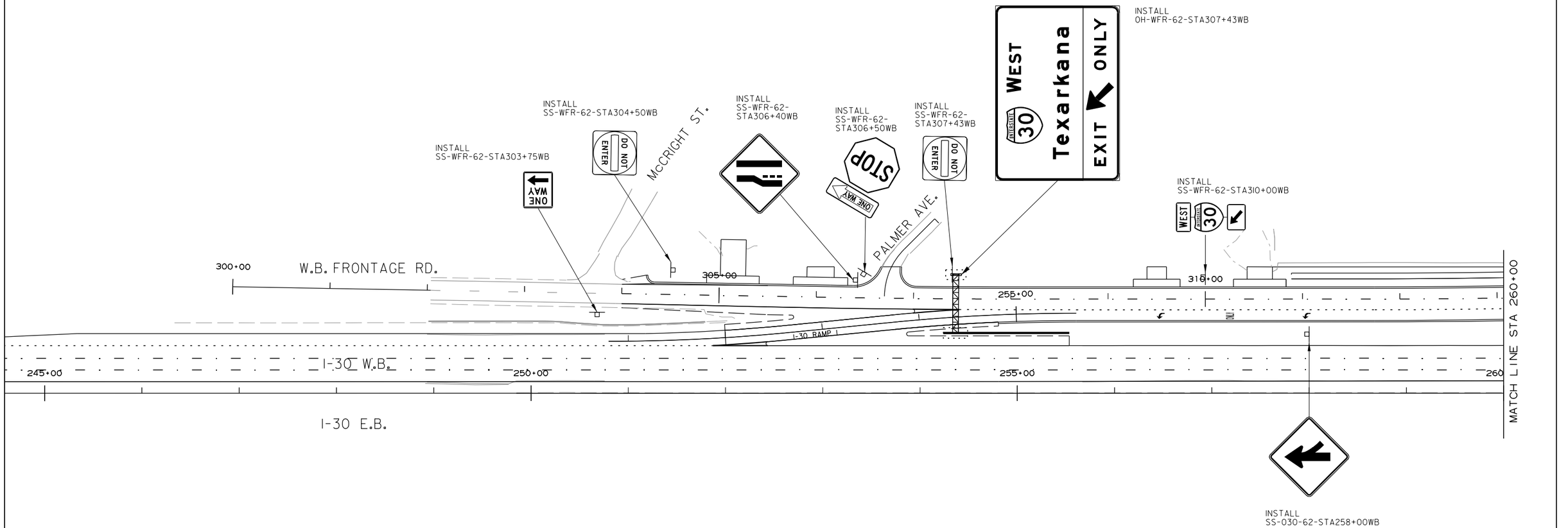
| | | 6 | ARK. | 061708 | 104 | 263 |
| | | SIGN PLACEMENT SHEET | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 11/15/2024

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| | | SIGN PLACEMENT SHEET | | | | |

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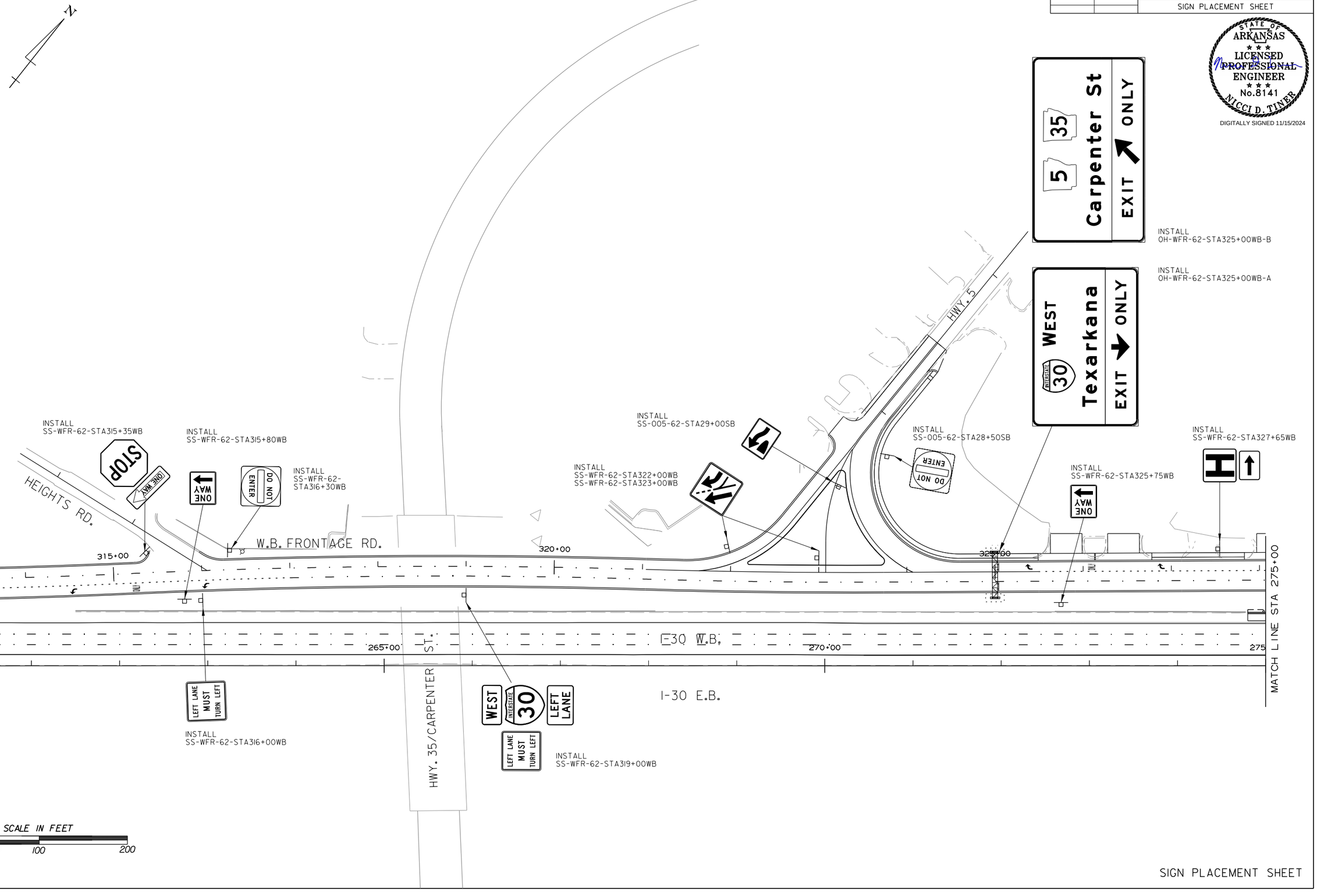


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STATE OF ARKANSAS
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INSTALL
GM-WFR-62-STA328+60WB

INSTALL
SS-WFR-62-STA328+10WB

INSTALL
SS-WFR-62-STA329+60WB

INSTALL
SS-WFR-62-STA330+75WB

INSTALL
SS-WFR-62-STA332+50WB

INSTALL
SS-WFR-62-STA334+15WB

INSTALL
SS-WFR-62-STA336+50WB

INSTALL
SS-WFR-62-STA338+25WB

INSTALL
SS-WFR-62-STA340+00WB

INSTALL
SS-WFR-62-STA341+00WB

SHARON RD.

W.B. FRONTAGE RD.

MATCH LINE STA 275+00

MATCH LINE STA 290+00

330+00

335+00

340+00

280+00

285+00

I-30 W.B.

I-30 E.B.

MILE 117

RETAIN

INSTALL
SS-030-62-STA289+90WB

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No.8141
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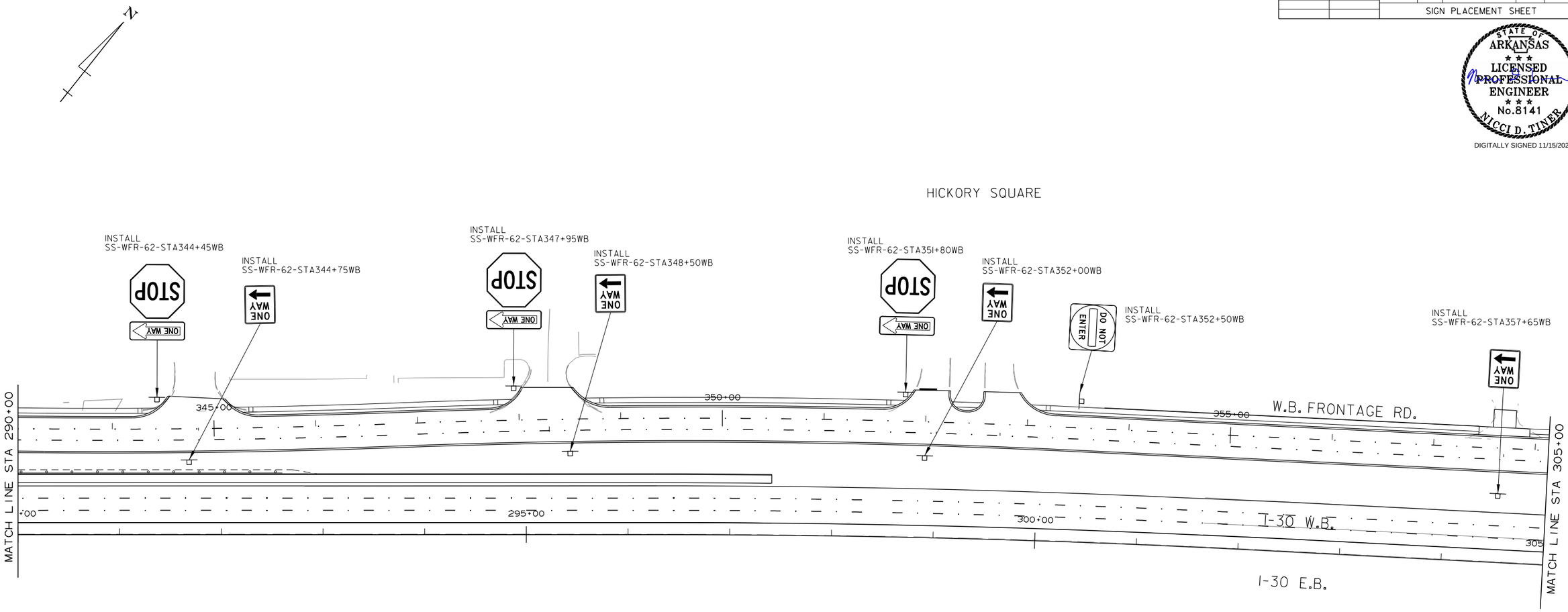


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SIGN PLACEMENT SHEET


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STATE OF ARKANSAS
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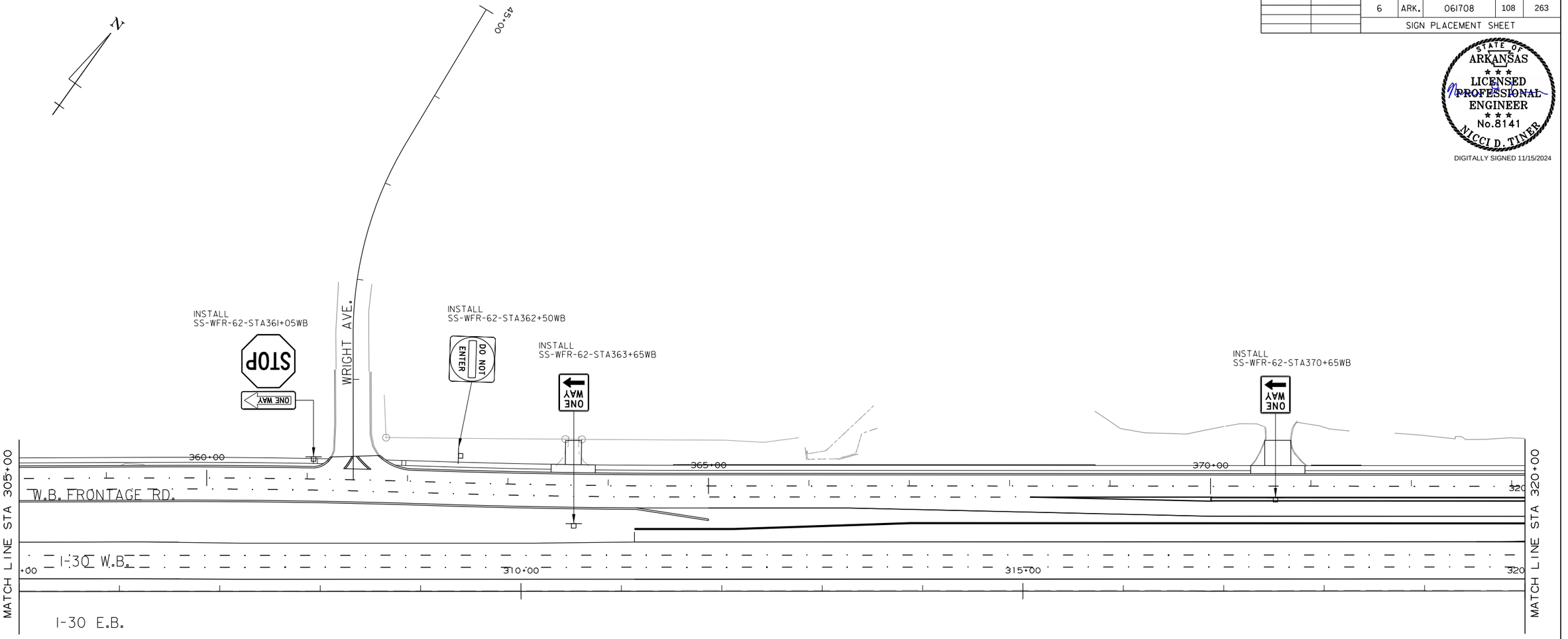


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SIGN PLACEMENT SHEET

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| | | SIGN PLACEMENT SHEET | | | | |

STATE OF ARKANSAS
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No.8141
NICCI D. TINER

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INSTALL
SS-030-62-STA323+85WB-C

INSTALL
OH-030-62-STA323+85WB-B

INSTALL
GM-030-62-STA320+95WB

INSTALL
OH-030-62-STA323+85WB-A

INSTALL
SS-WFR-62-STA377+50WB

INSTALL
SS-030-62-STA323+85WB-D

INSTALL
SS-WFR-62-STA377+75WB
SS-WFR-62-STA378+75WB

INSTALL
SS-WFR-62-STA378+75WB

INSTALL
SS-WFR-62-STA374+15WB

INSTALL
SS-WFR-62-STA386+00WB

INSTALL
SS-WFR-62-STA387+00WB

INSTALL
GM-030-62-STA333+00WB

MATCH LINE STA 320+00

MATCH LINE STA 335+00

ODESSA DR.

FLEMING DR.

I-30 RAMP 2

W.B. FRONTAGE RD.

I-30 W.B.

I-30 E.B.

375+00

380+00

385+00

325+00

330+00

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

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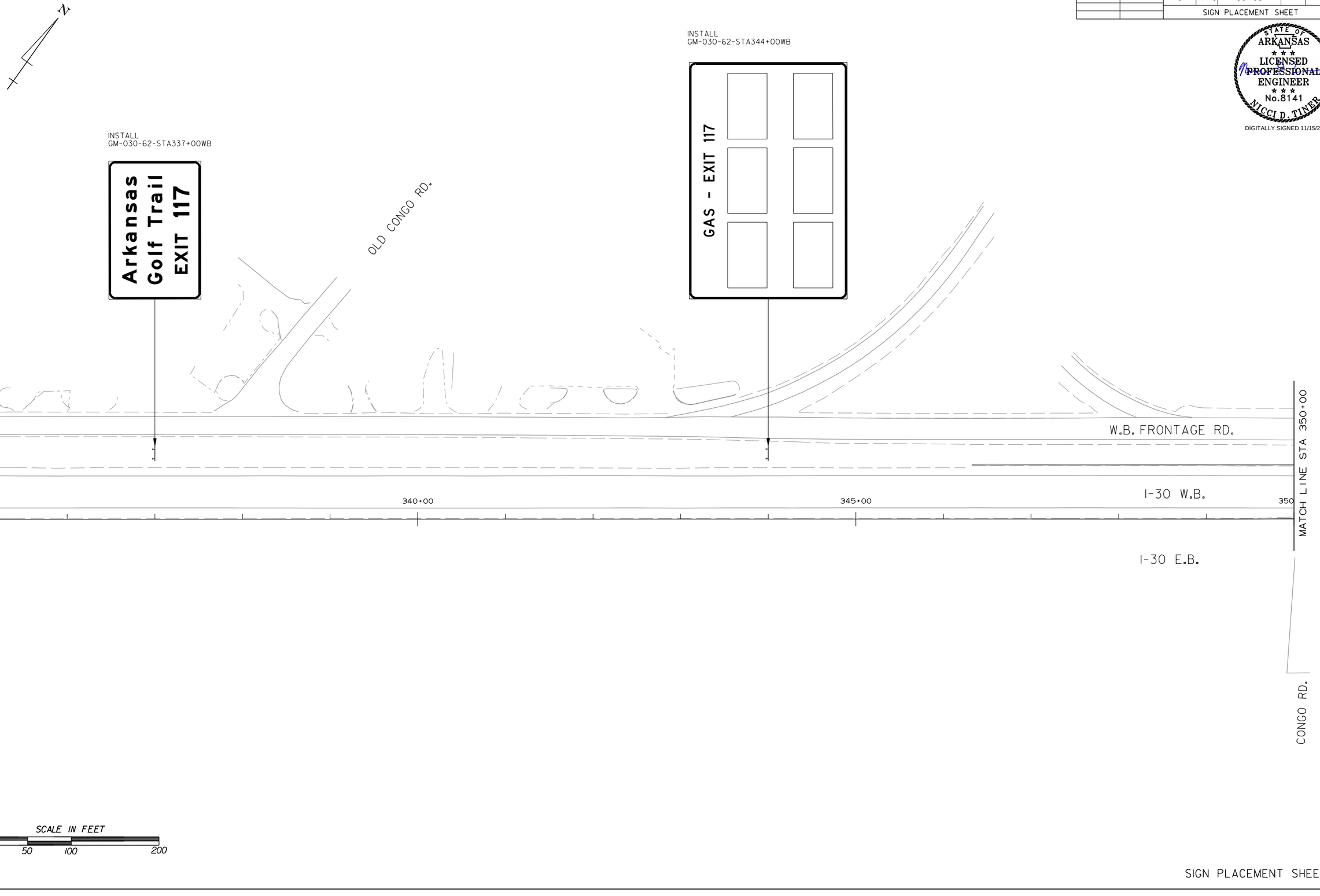


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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
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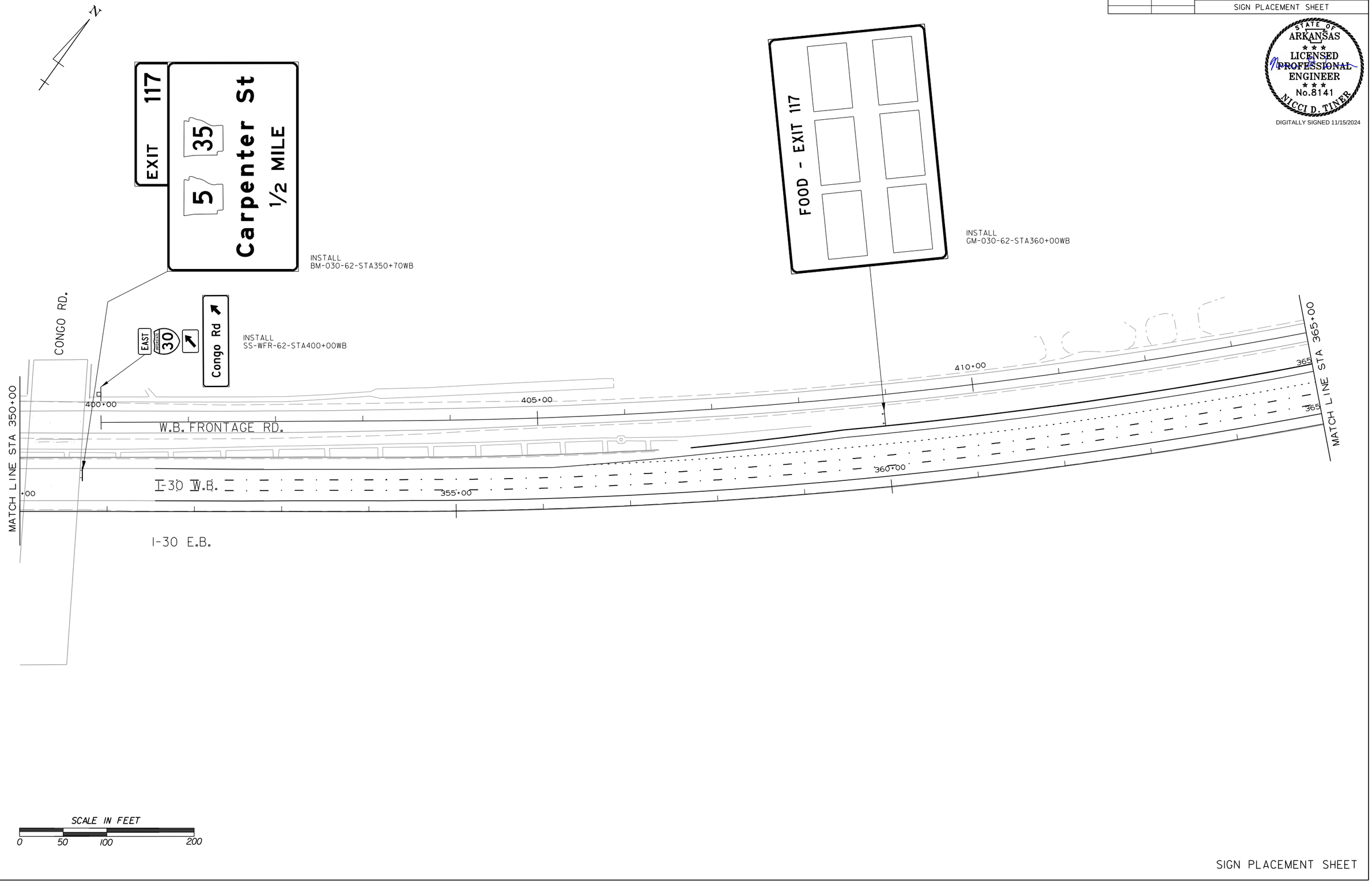


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STATE OF ARKANSAS
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No.8141
NICCI D. TINER
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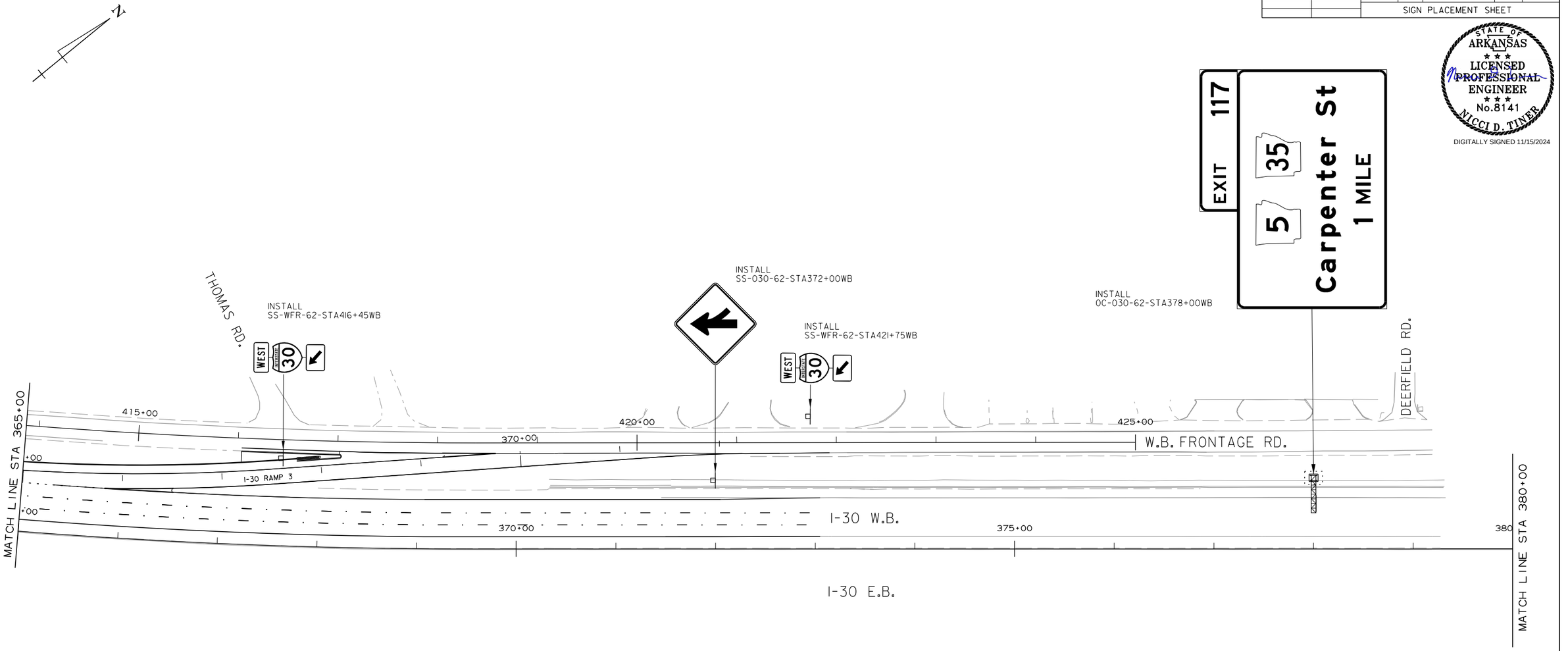


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STATE OF ARKANSAS
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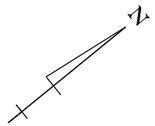
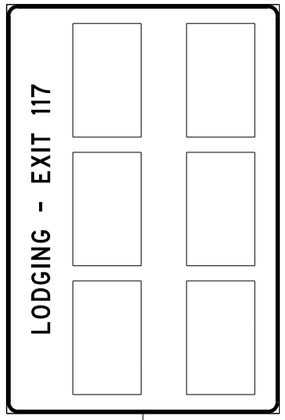
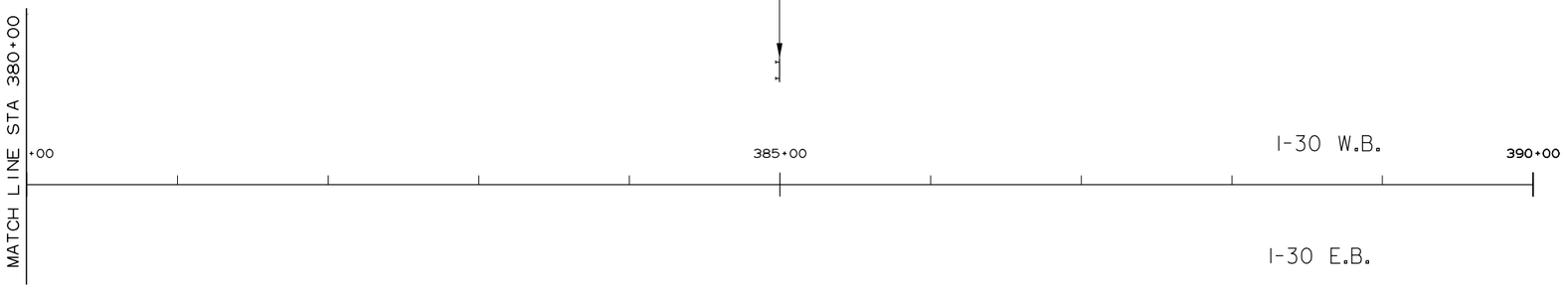
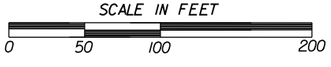



INSTALL
GM-030-62-STA385+00WB

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| | | SIGN DETAIL SHEET | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 11/15/2024

D9-2 (30" X 30")



M6-1 (30" X 21")

SS-WFR-62-STA327+65WB

R5-1 (36" X 36")

M2-1 (30" X 21")

M2-1 (30" X 21")

M1-5 (36" X 36")

M1-5 (36" X 36")

M5-6 (36" X 24")

M5-6 (36" X 24")

SS-WFR-62-STA332+50WB

M3-4 (36" X 18")

M1-1 (36" X 36")

M6-2L (30" X 21")

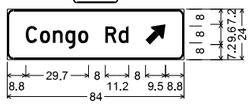
SS-WFR-62-STA310+00WB
SS-WFR-62-STA416+45WB
SS-WFR-62-STA421+75WB

M3-2 (24" X 12")

M1-1 (24" X 24")



M6-2R (21" X 15")




3.0" Radius, 1.0" Border, White on Green;
"Congo Rd", D 2K;
Standard Arrow Custom 12.0" X 8.0" 45°;

SS-WFR-62-STA400+00WB

R3-7L (36" X 36")

M3-4 (36" X 18")




M1-1 (36" X 36")

M5-6 (36" X 24")

SS-WFR-62-STA319+00WB

R6-1R (36" X 12")

R1-1 (36" X 36")

SS-WFR-62-STA306+50WB
SS-WFR-62-STA315+35WB
SS-WFR-62-STA330+75WB
SS-WFR-62-STA344+45WB
SS-WFR-62-STA347+95WB
SS-WFR-62-STA351+80WB
SS-WFR-62-STA361+05WB
SS-WFR-62-STA377+50WB
SS-WFR-62-STA386+00WB

R3-7L (36" X 36")

SS-WFR-62-STA316+00WB

R3-7R (36" X 36")

SS-WFR-62-STA329+60WB

R4-7 (24" X 30")

SS-005-62-STA29+00SB

R5-1 (36" X 36")

SS-WFR-62-STA304+50WB
SS-WFR-62-STA307+43WB
SS-WFR-62-STA316+30WB
SS-WFR-62-STA341+00WB
SS-WFR-62-STA353+50WB
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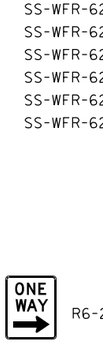
SS-005-62-STA28+50SB




R6-2R (24" X 30")

SS-WFR-62-STA303+75WB
SS-WFR-62-STA315+80WB
SS-WFR-62-STA325+75WB
SS-WFR-62-STA328+10WB
SS-WFR-62-STA334+15WB
SS-WFR-62-STA336+50WB
SS-WFR-62-STA338+25WB
SS-WFR-62-STA340+00WB
SS-WFR-62-STA344+75WB
SS-WFR-62-STA348+50WB
SS-WFR-62-STA352+00WB
SS-WFR-62-STA357+65WB
SS-WFR-62-STA363+65WB
SS-WFR-62-STA370+65WB
SS-WFR-62-STA374+15WB
SS-WFR-62-STA377+75WB
SS-WFR-62-STA378+75WB

W4-1R (48" X 48")

SS-030-62-STA258+00WB
SS-030-62-STA372+00WB

W4-2L (48" X 48")

SS-WFR-62-STA306+40WB

W4-3R (36" X 36")

SS-WFR-62-STA322+00WB
SS-WFR-62-STA323+00WB

W13-2 (48" X 60")

SS-030-62-STA323+85WB

2.0" Radius, 1.0" Border, White on Brown:
"Arkansas", E Mod 2K specified length:
"Golf Trail", E Mod 2K:
"Isabella", E Mod 2K: arrow:

2.0" Radius, 1.0" Border, White on Green:
"Benton", D 2K specified length:
arrow:

GM-030-62-STA328+60WB

SIGN DETAIL SHEET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| | | 6 | ARK. | 061708 | 115 | 263 |
| | | SIGN DETAIL SHEET | | | | |

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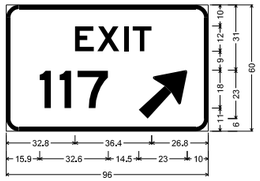
NICCI D. TINER
DIGITALLY SIGNED 11/15/2024

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"EXIT", E 2K specified length: "117", E 2K;
Arrow Custom - 29.3° 45°;

GM-030-62-STA320+95WB

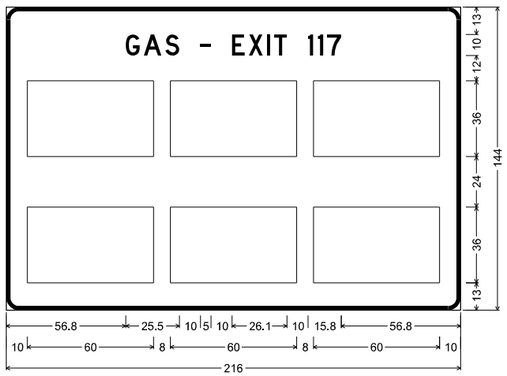
6.0" Radius, 2.0" Border, White on Brown;
"Arkansas", E Mod 2K;
"Golf Trail", E Mod 2K;
"EXIT 117", E Mod 2K;

GM-030-62-STA337+00WB

6.0" Radius, 2.0" Border, White on Blue;
"HOSPITAL", E Mod 2K; "EXIT 117", E Mod 2K;

3.0" Radius, 1.0" Border, White on Blue;
"Saline Memorial", D 2K;

GM-030-62-STA333+00WB

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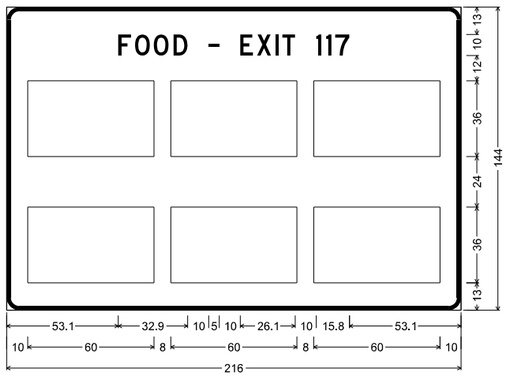
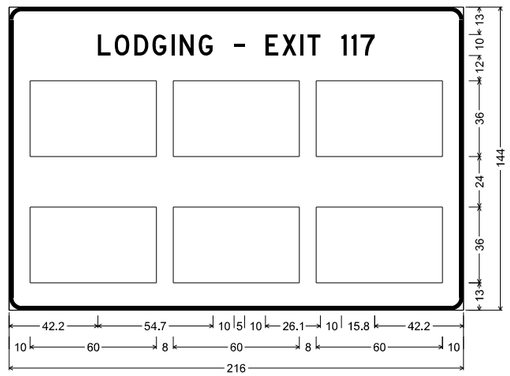
"GAS - EXIT 117", D;

GM-030-62-STA344+00WB




LL30-78EB ;
6.0" Radius, 2.0" Border, White on Blue;
"FOOD - EXIT 117", D;

GM-030-62-STA360+00WB




LL30-78EB ;
6.0" Radius, 2.0" Border, White on Blue;
"LODGING - EXIT 117", D;

GM-030-62-STA385+00WB

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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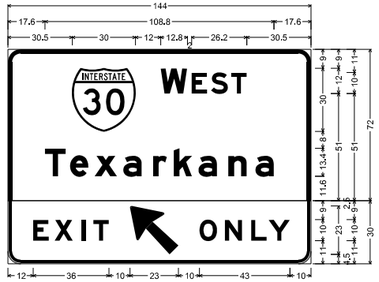



6.0" Radius, 2.0" Border, White on Green;
Pentagonall County 30 M1-6; "W", E Mod 2K; "EST", E Mod 2K; "Texarkana", E Mod 2K;

E11-1d_144x36;
6.0" Radius, 1.5" Border, 0.5" Indent, Black on Yellow;
"EXIT", E Mod 2K specified length; Arrow Custom - 29.3" 135";
"ONLY", E Mod 2K specified length;

OH-WFR-62-STA307+43WB

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

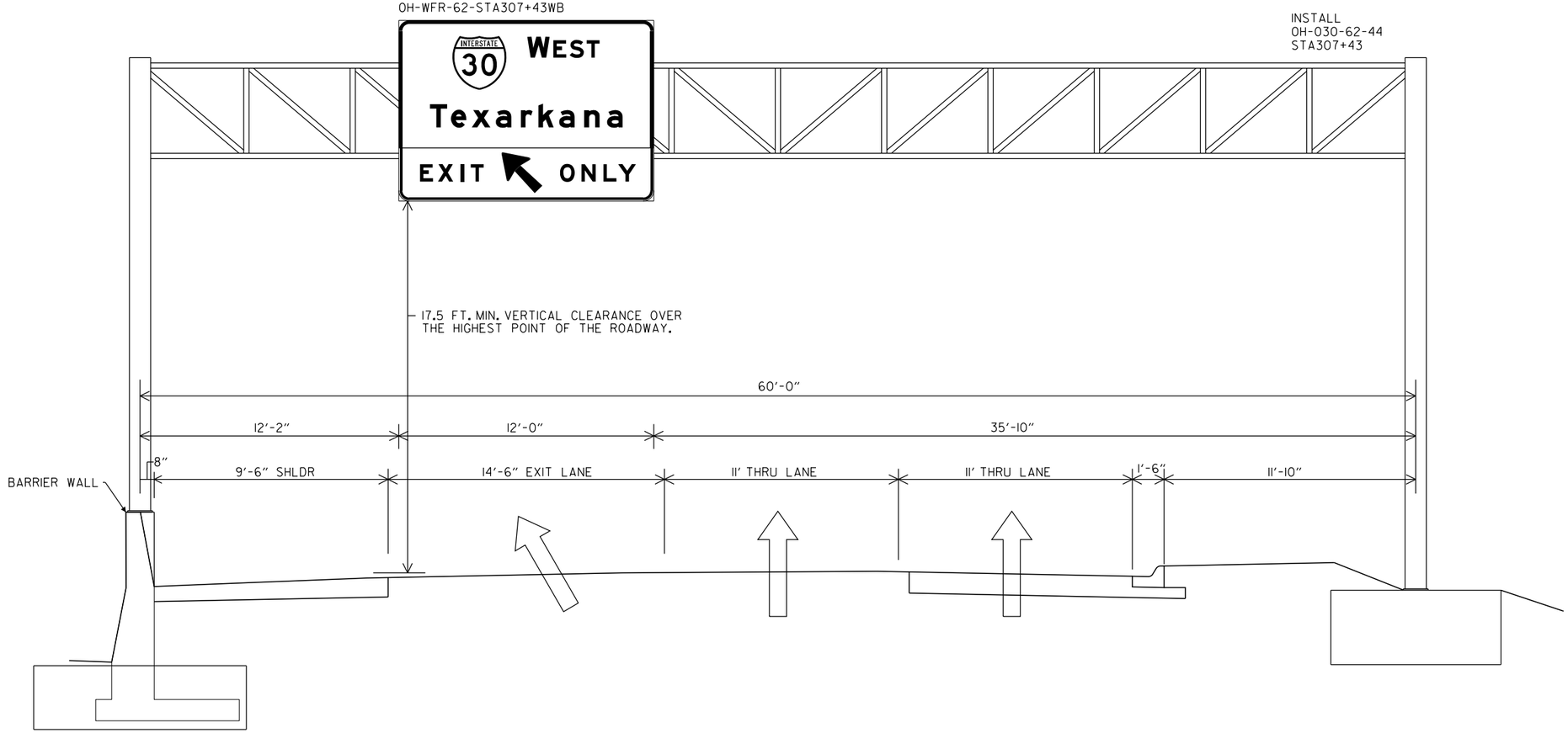
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 11/15/2024

OH-WFR-62-STA307+43WB

INSTALL
OH-030-62-44
STA307+43



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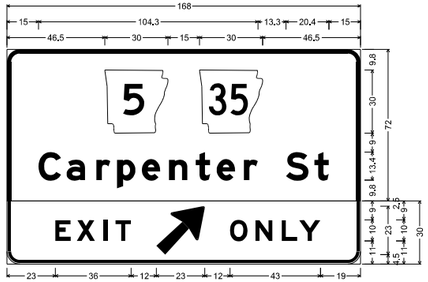
| | | 6 | ARK. | 061708 | 117 | 263 |
| | | SIGN DETAIL SHEET | | | | |

6,0" Radius, 2,0" Border, White on Green:
Pentagonal County 30 M1•6: "W", E Mod 2K; "EST", E Mod 2K;
"Texarkana", E Mod 2K;

E11•1_144x30:
6,0" Radius, 1,5" Border, 0,5" Indent, Black on Yellow;
"EXIT", E Mod 2K specified length;
Down Arrow Custom • 16,5" 270°;
"ONLY", E Mod 2K specified length;

OH-WFR-62-STA325+00WB-A




6,0" Radius, 2,0" Border, White on Green;
Pentagonal County 5 M1•6; Pentagonal County 35 M1•6;
"Carpenter St", E Mod 2K;

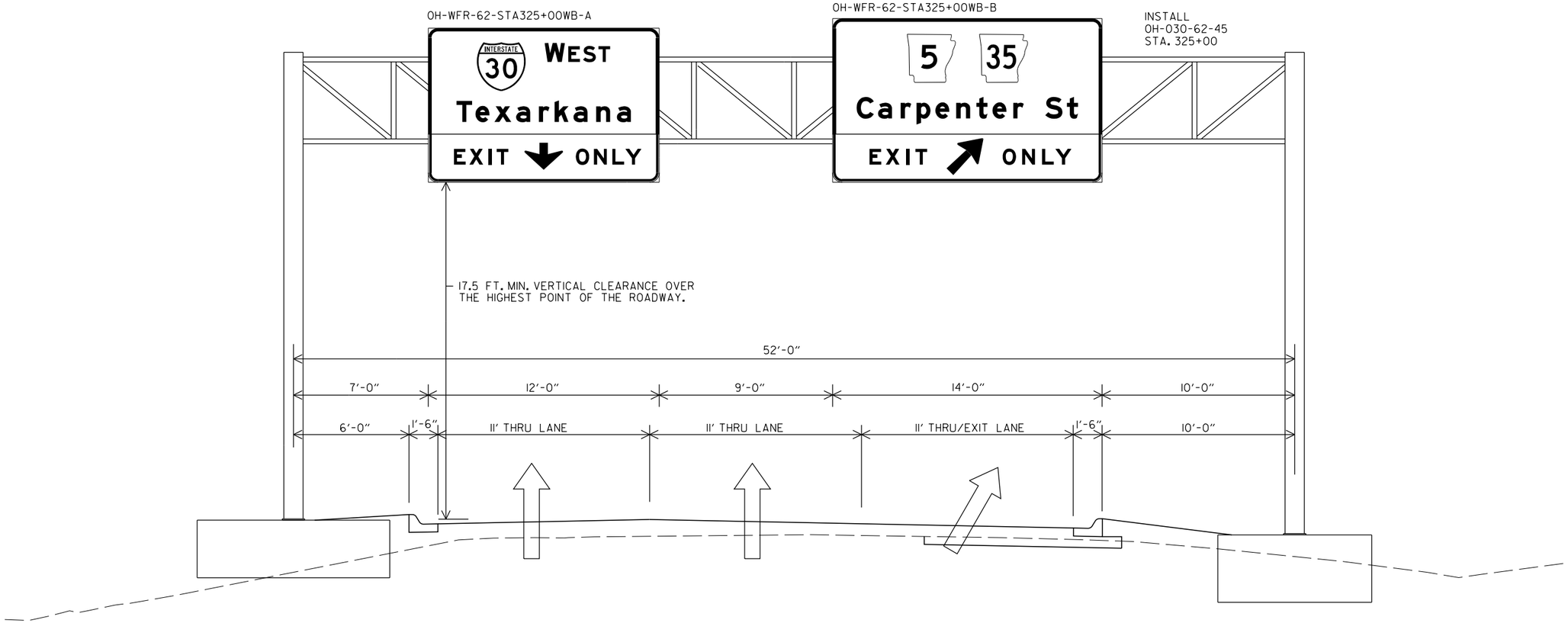
E11•1d_168x36:
6,0" Radius, 1,5" Border, 0,5" Indent, Black on Yellow;
"EXIT", E Mod 2K specified length; Arrow Custom • 29,3" 45°;
"ONLY", E Mod 2K specified length;

OH-WFR-62-STA325+00WB-B

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
DIGITALLY SIGNED 11/15/2024



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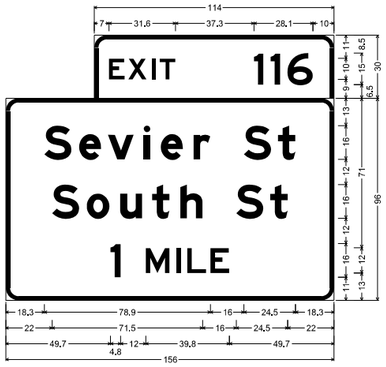


6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 120% spacing: "116", E;

6.0" Radius, 2.0" Border, White on Green;
"Sevier St", E Mod: "South St", E Mod: "1", E: "MILE", E:

OC-030-62-STA289+90WB

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
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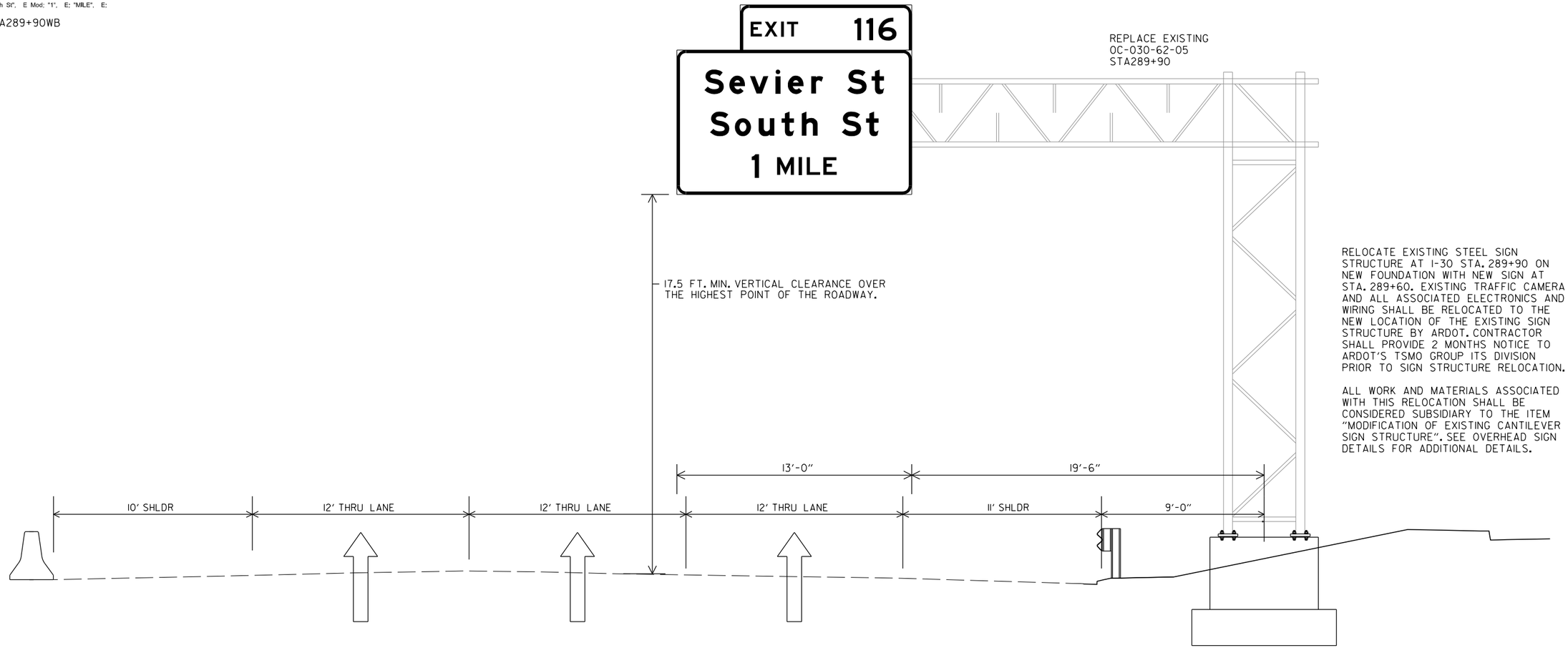
DIGITALLY SIGNED 11/15/2024

OC-030-62-STA289+90WB




RELOCATE EXISTING STEEL SIGN STRUCTURE AT I-30 STA. 289+90 ON NEW FOUNDATION WITH NEW SIGN AT STA. 289+60. EXISTING TRAFFIC CAMERA AND ALL ASSOCIATED ELECTRONICS AND WIRING SHALL BE RELOCATED TO THE NEW LOCATION OF THE EXISTING SIGN STRUCTURE BY ARDOT. CONTRACTOR SHALL PROVIDE 2 MONTHS NOTICE TO ARDOT'S TSMO GROUP ITS DIVISION PRIOR TO SIGN STRUCTURE RELOCATION.

ALL WORK AND MATERIALS ASSOCIATED WITH THIS RELOCATION SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "MODIFICATION OF EXISTING CANTILEVER SIGN STRUCTURE". SEE OVERHEAD SIGN DETAILS FOR ADDITIONAL DETAILS.



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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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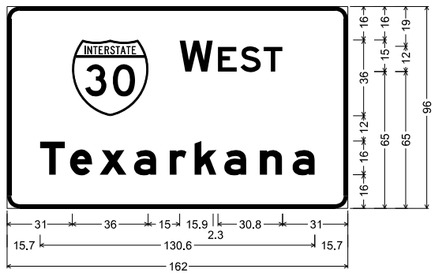
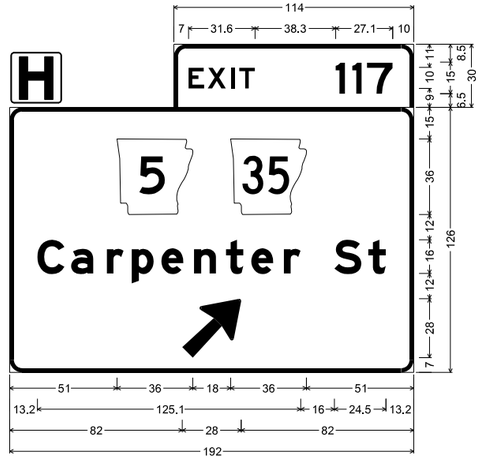



6.0" Radius, 2.0" Border, White on Green;
"WEST", E 2K; "Texarkana", E Mod 2K;

OH-030-62-STA323+85WB-A




6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; "117", E 2K;

6.0" Radius, 2.0" Border, White on Green;
"Carpenter St", E Mod 2K; Arrow Custom - 35.7" 45°;

OH-030-62-STA323+85WB-B

NOTES:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURE AS A PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

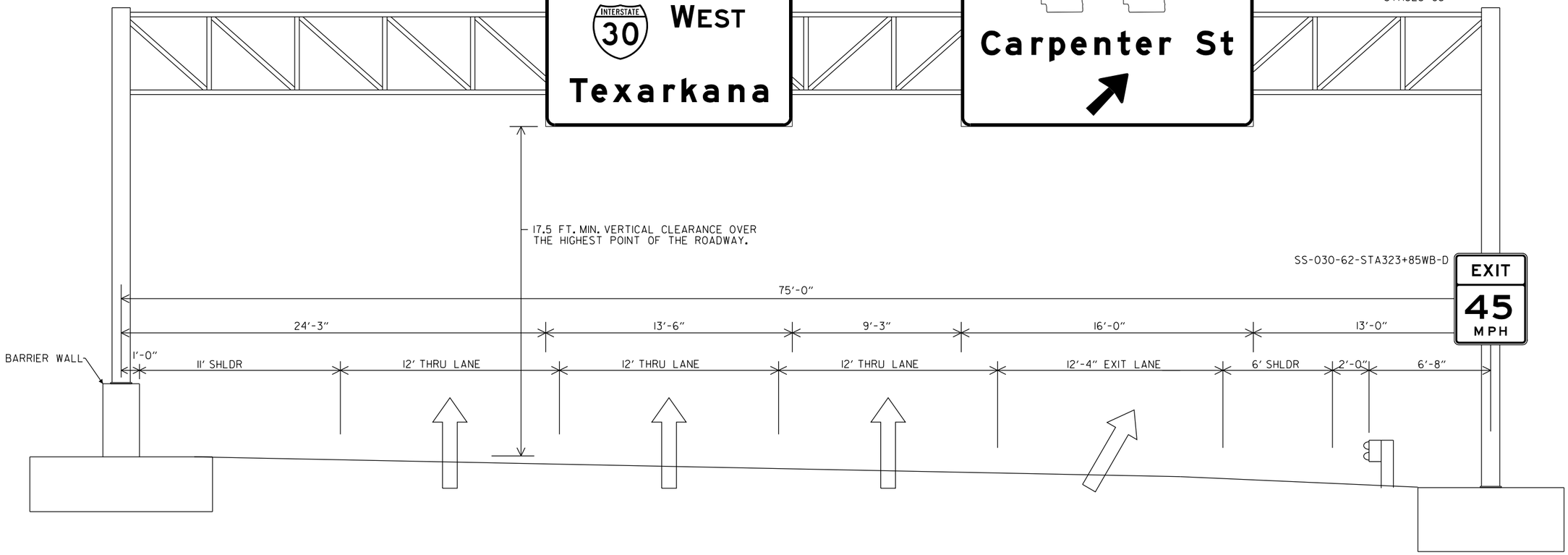
DIGITALLY SIGNED 11/15/2024

SS-030-62-STA323+85WB-C

OH-030-62-STA323+85WB-A

OH-030-62-STA323+85WB-B

INSTALL
OH-030-62-46
STA323+85





oewierciak 11/15/2024 12:37:57 PM
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REVISED DATE:

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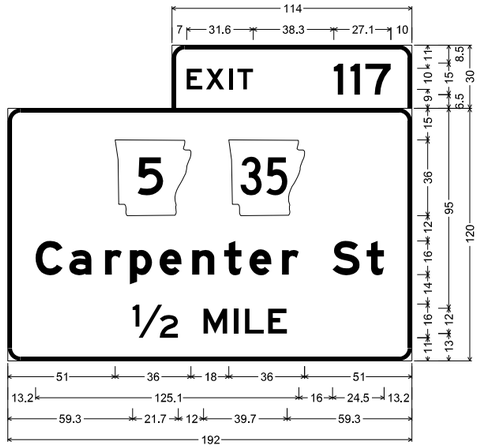


6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; "117", E 2K;

6.0" Radius, 2.0" Border, White on Green;
"Carpenter St", E Mod 2K; "1/2", E 2K; "MILE", E 2K;

BM-030-62-STA350+70WB

NOTES:
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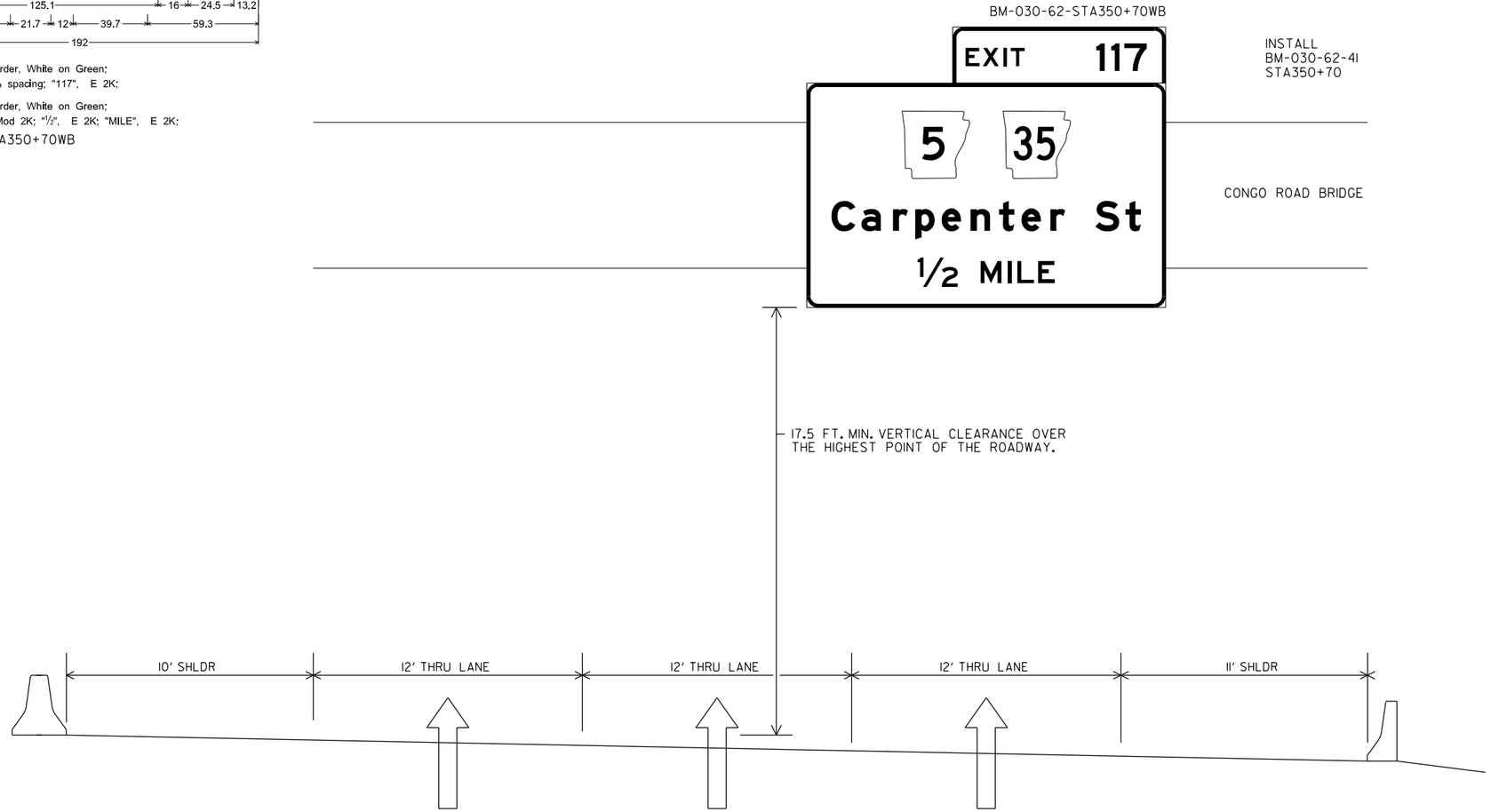
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

DIGITALLY SIGNED 11/15/2024

BM-030-62-STA350+70WB



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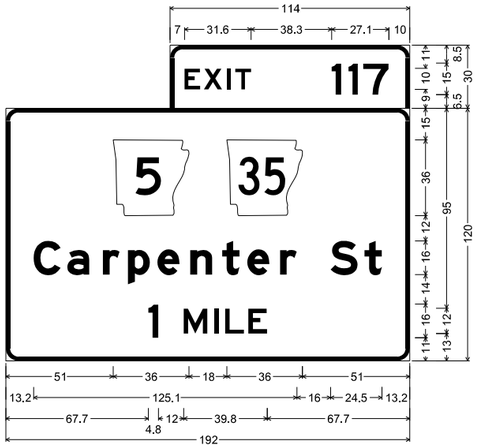


6.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; "117", E 2K;

6.0" Radius, 2.0" Border, White on Green;
"Carpenter St", E Mod 2K; "1", E 2K; "MILE", E 2K;

OC-030-62-STA378+00WB

NOTES:
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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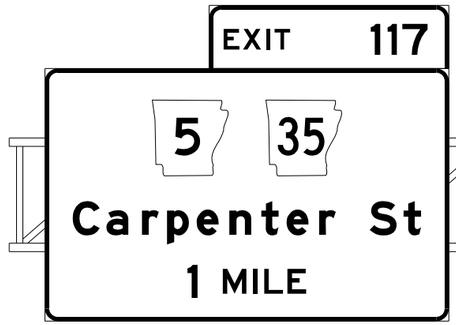
DIGITALLY SIGNED 11/15/2024

OC-030-62-STA378+00WB

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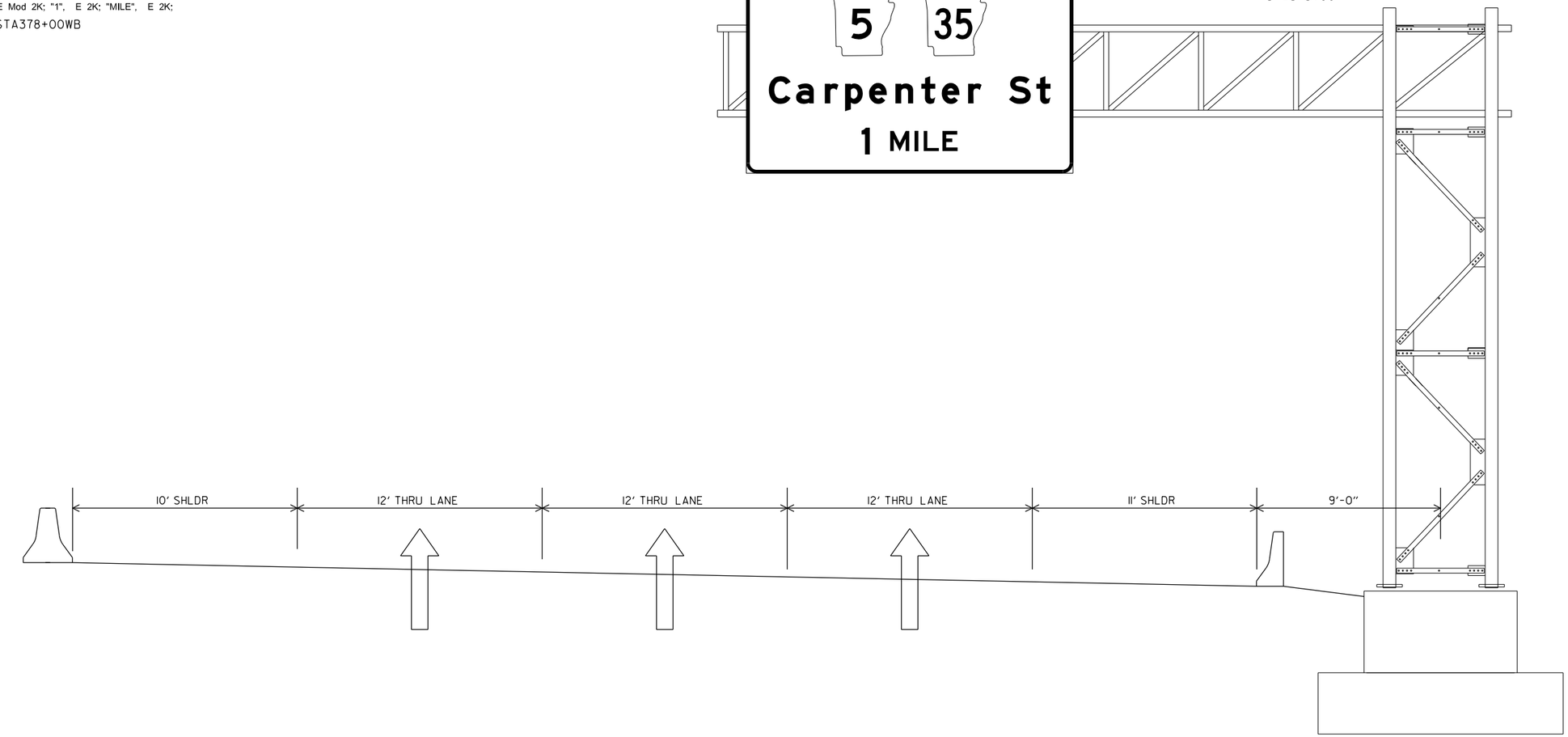
STA378+00



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| 01-30-2025 | | 6 | ARK. | 061708 | 122 | 263 |
| | | ELECTRICAL LEGEND AND NOTES | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21640
JAMES K. SCHMITT
DIGITALLY SIGNED 01/30/2025

## ELECTRICAL SYMBOLS LEGEND

- INSTALL NEW ELECTRICAL CONDUIT WITH ROADWAY LIGHTING CIRCUIT, TRENCHED (1-WAY 2"C UNLESS OTHERWISE NOTED)
- EXISTING ELECTRICAL CIRCUIT TO REMAIN
- REMOVE EXISTING ELECTRICAL CIRCUIT FROM EXISTING ELECTRICAL CONDUIT AND ABANDON CONDUIT IN PLACE
- INSTALL NEW LUMINAIRE, SINGLE 8' MAST ARM, LIGHT POLE, AND FOUNDATION
- EXISTING LIGHT FIXTURE AND LIGHT POLE TO REMAIN
- REMOVE EXISTING LIGHT FIXTURE AND LIGHT POLE AND DEMOLISH FOUNDATION
- INSTALL NEW ELECTRICAL EQUIPMENT PEDESTAL, INCLUDING UTILITY METER AND ELECTRICAL PANEL
- EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT
- PB EXISTING ELECTRICAL PULLBOX
- PB INSTALL NEW TYPE 2 HD PULLBOX
- CONDUIT STUBOUT
- OR 3/4" x 10' COPPER CLAD GROUND ROD.
- CONDUIT CUT/COUPLING
- SPD SURGE PROTECTION DEVICE
- WP/GFCI

## ABBREVIATIONS

| | |
|---|---|
| A | AMP |
| ABC | ABOVE COUNTER |
| ACS | ACCESS CONTROL SYSTEM |
| ACU | AIR CONDITIONING UNIT |
| AHU | AIR HANDLING UNIT |
| AIC | AMPS INTERRUPTING CAPACITY |
| AM | AMP-METER |
| ANN | ANNUNCIATOR |
| AP | AERIAL PRIMARY |
| AS | AERIAL SECONDARY |
| ATS | AUTOMATIC TRANSFER SWITCH |
| AUX | AUXILIARY |
| BFI | BLOWN FUSE INDICATOR |
| BI | BYPASS ISOLATION |
| BKR | BREAKER |
| C | CONDUIT |
| CB | CIRCUIT BREAKER |
| CCTV | CLOSED CIRCUIT TELEVISION |
| CGRS | PVC COATED GALVANIZED RIGID STEEL |
| CKT | CIRCUIT |
| COM | COMMON |
| CONT | CONTINUOUS |
| CP | CONTROL PANEL |
| CPT | CONTROL POWER TRANSFORMER |
| CR | CONTROL RELAY |
| CRI | COLOR RENDERING INDEX |
| CS | CORD SET |
| CU | COEFFICIENT OF UTILIZATION |
| DEB | DIRECT EARTH BURIED |
| EC | EMPTY OR EMBEDDED CONDUIT |
| EF | EXHAUST FAN |
| EG | EQUIPMENT GROUND |
| EL | ELEVATION |
| EMT | ELECTRICAL METALLIC TUBING |
| ETM | ELASPED TIME METER |
| FC | FAN COIL |
| FDS | FUSED DISCONNECT SWITCH |
| FOC | FIBER OPTIC CABLE |
| FVNR | FULL VOLTAGE NON-REVERSING STARTER |
| FVR | FULL VOLTAGE REVERSING STARTER |
| GFCI | GROUND FAULT CIRCUIT INTERRUPTER |
| GND | GROUND |
| GRS | GALVANIZED RIGID STEEL |
| HID | HIGH INTENSITY DISCHARGE |
| HOA | HAND-OFF-AUTO |
| HP | HORSEPOWER OR HEAT PUMP |
| IDS | INTRUSION DETECTION SYSTEM |
| HR | HOUR |
| IG | ISOLATED GROUND |
| ISP | INDIVIDUALLY SHIELDED PAIR |
| JB | JUNCTION BOX |
| kVA | KILOVOLT-AMPERE |
| kVAR | KILOVOLT-AMPERE, REACTIVE |
| kW | KILOWATT |
| LA | LIGHTNING ARRESTER |
| LC | LIGHTING CONTACTOR |
| LLF | LIGHT LOSS FACTOR |
| LO | LUGS ONLY |
| LOR | LOCAL-OFF-REMOTE |
| LSI | LONG, SHORT, INSTANTANEOUS |
| LSIG | LONG, SHORT, INSTANTANEOUS, GROUND |
| LV | LOW VOLTAGE |
| MCB | MAIN CIRCUIT BREAKER |
| MCC | MOTOR CONTROL CENTER |
| MCP | MOTOR CIRCUIT PROTECTOR |
| MFR | MANUFACTURER |
| MIN | MINIMUM |
| MLO | MAIN LUGS ONLY |
| MN | MASS NOTIFICATION |
| MON | MONACO |
| MS | MOTOR STARTER |
| MTS | MANUAL TRANSFER SWITCH |
| N | NEUTRAL |
| NFDS | NON-FUSED DISCONNECT SWITCH |
| NL | NIGHT LIGHT |
| OH | OVERHEAD |
| OHP | OVERHEAD PRIMARY |
| OHS | OVERHEAD SECONDARY |
| OL | OVERLOAD |
| PB | PUSH BUTTON |
| PEC | PHOTO ELECTRIC CELL |
| PF | POWER FACTOR |
| PFCC | POWER FACTOR CORRECTION CAPACITOR |
| PL | PILOT LIGHT |
| PMR | PHASE MONITOR RELAY |
| PNL | PANEL |
| PTT | PUSH-TO-TEST |
| PTZ | PAN-TILT-ZOOM |
| PVC | SCHEDULE 40 POLYVINYL CONDUIT |
| RECPT | RECEPTACLE |
| RVAT | REDUCED VOLTAGE AUTO-TRANSFORMER STARTER |
| SA | SURGE ARRESTER |
| SDBC | SOFT DRAWN BARE COPPER |
| SE | SERVICE ENTRANCE |
| SN | SOLID NEUTRAL |
| SPD | SURGE PROTECTIVE DEVICE |
| SS | STAINLESS STEEL |
| STA | STATION |
| SW | SWITCH |
| TC | TIME CLOCK |
| TD | TIME DELAY |
| TDD | TIME DELAY ON DE-ENERGIZATION |
| TDE | TIME DELAY ON ENERGIZATION |
| TEL | TELEPHONE |
| THD | TOTAL HARMONIC DISTORTION |
| TMGB | TELECOMMUNICATIONS MAIN GROUND BAR |
| TGB | TELECOMMUNICATIONS GROUND BAR |
| TR | TAMPER RESISTANT |
| UG | UNDERGROUND |
| UGE | UNDERGROUND ELECTRIC |
| UGP | UNDERGROUND PRIMARY |
| UGS | UNDERGROUND SECONDARY |
| UH | UNIT HEATER |
| UON | UNLESS OTHERWISE NOTED |
| UTP | UNSHIELDED TWISTED PAIR |
| V | VOLT |
| VA | VOLT-AMP |
| VFD | VARIABLE FREQUENCY DRIVE |
| VM | VOLT-METER |
| W | WATT OR WIRE |
| WAP | WIRELESS ACCESS POINT |
| WH | WEATHER HEAD |
| WM | WATT METER |
| WP | WEATHERPROOF |
| XFMR | TRANSFORMER |

## LEGEND NOTES:

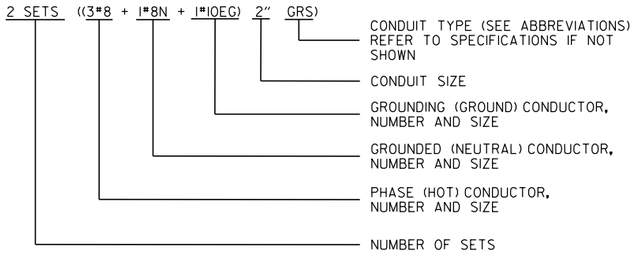
1. SOME SYMBOLS OR ABBREVIATIONS MAY APPEAR ON THIS SHEET BUT NOT BE UTILIZED ON THE PROJECT.
2. LIGHTING LEGEND SHOWS EXAMPLE IDENTIFIERS. REFER TO LIGHT FIXTURE SCHEDULE FOR SPECIFIC REQUIREMENTS.

## LIGHTING INSTALLATION PLAN KEYED NOTES:

1. CONDUIT RUN SHALL BE TWO (2) 2" PVC CONDUITS. REFER TO VOLTAGE DROP TABLE AND CIRCUIT DIAGRAMS FOR WIRE SIZES. (TYP.)
2. INSTALL NEW ELECTRICAL PEDESTAL WITH NEW UTILITY METER, PEC, AND POWER PANEL AS PER DETAILS. CONNECT NEW CONDUIT TO THE NEW UTILITY POLE MOUNTED TRANSFORMER. COORDINATE EXACT LOCATION OF THE NEW POLE AND POLE MOUNTED TRANSFORMER WITH UTILITY.
3. CONNECT NEW CONDUIT TO EXISTING CONDUIT STUB-OUT AND SPLICE NEW CONDUCTORS TO EXISTING CONDUCTORS. SPLICES SHALL BE IN PULL BOX.
4. INSTALL NEW POLE MOUNTED CONDUIT FOR CONNECTION OF NEW ROADWAY LIGHTING CIRCUIT TO THE EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT.
5. REPLACE EXISTING LIGHT FIXTURE WITH NEW LED LIGHT FIXTURE PER SCHEDULE. EXISTING POLE TO REMAIN.
6. COORDINATE INSTALLATION OF NEW PULLBOX WITH CONSTRUCTION OF NEW ISLAND.
7. CONNECT NEW LIGHTING CIRCUIT SP-2-B TO THE EXISTING LIGHTING CIRCUIT. REFER TO VOLTAGE DROP TABLE AND CIRCUIT DIAGRAMS FOR WIRE SIZES AND ESTIMATED EXISTING LIGHTING SYSTEM COMPONENTS.

## LIGHTING REMOVAL PLAN KEYED NOTES:

1. DETERMINE ROUTING OF EXISTING LIGHTING CIRCUIT AND DISCONNECT EXISTING CONDUCTORS FOR REMOVAL OF LIGHT FIXTURES.
2. CONDUIT CUT SHALL BE USED DURING INSTALLATION OF NEW CONDUIT TO RECONNECT EXISTING LIGHT POLES.
3. REMOVE POLE MOUNTED CONDUIT DOWNSTREAM OF THE EXISTING ELECTRICAL DISTRIBUTION SYSTEM. EXISTING ELECTRICAL DISTRIBUTION AND LIGHTING CONTROL EQUIPMENT TO REMAIN.




### SUMMARY OF LIGHTING QUANTITIES

| ITEM NO. | ITEM | QUANTITIES TOTAL | UNIT |
|---|---|---|---|
| SP & 202 | REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION | 12 | EACH |
| SP | ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (2C/8 A.W.G., E.G.C.) | 800 | LIN. FT. |
| SP | ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER (2C/10 A.W.G., E.G.C.) | 2550 | LIN. FT. |
| 710 | NON-METALLIC CONDUIT (2") | 3800 | LIN. FT. |
| SP | ELECTRICAL CONDUCTORS FOR LUMINAIRES | 780 | LIN. FT. |
| SP & 711 | CONCRETE PULL BOX (TYPE 2 HD) | 21 | EACH |
| SP | LED LUMINAIRE ASSEMBLY | 4 | EACH |
| SP | LED ROADWAY ILLUMINATION POLE (12,520 LUMENS, SHOE-BASE, 40', 8' ARM) | 10 | EACH |
| SP | LED ROADWAY ILLUMINATION POLE (12,520 LUMENS, T-BASE, 40', 8' ARM) | 3 | EACH |
| SP | PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP) | 1 | EACH |

| | |
|---|---|
| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 123 | 263 |
| | | LIGHTING GENERAL NOTES | | | | |

CONSTRUCTION NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (14-271-101ET SEQ.), AND LOCAL ELECTRICAL CODE. IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

2. "PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER, TO ENSURE ARKANSAS STATE CODES (17-28-101ET SEQ, AND 20-31-101ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
   (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
   (2) THE RATIO OF LICENSED-ELECTRICIAN TO APPRENTICE-ELECTRICIANS.
   (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTORY (https://www.ark.org/labor/electrician/search.php)
   ALL LICENSES SHALL BE VALID AND CURRENT"

3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE ARKANSAS ONE CALL CENTER IN ACCORDANCE WITH A.C.A. 14-271 UNDERGROUND UTILITIES DAMAGE PREVENTION ACT. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE CALL SYSTEM. THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE CALL CENTER.

4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING THE CONSTRUCTION.

6. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE NOTED.

7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.

8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 600 VOLTS. ANY CONDUCTORS NOT MEETING THE MINIMUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTORS. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. SEE ELECTRICAL SPECIAL PROVISIONS.

9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT CONTRACTOR'S EXPENSE.

10. EACH ROADWAY ILLUMINATION POLE SHALL BE BONDED TO EQUIPMENT GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.

11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

12. ALL LUMINAIRE ASSEMBLIES SHALL HAVE BUG RATING OF U0.

13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

14. PULL CABLE SHALL BE MINIMUM 1/4" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.

15. ALL CONCRETE PULL BOXES SHALL BE TYPE 2 HD UNLESS OTHERWISE INDICATED ON THE PLANS.

16. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET.

17. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.

18. SEE ELECTRICAL DETAILS AND STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.

19. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NEC 410 PART IV AND PART V.

20. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINTS.

21. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.

22. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATION.

23. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.

24. 2C/_A.W.G.,#_ E.G.C. INDICATES TWO CURRENT CARRYING CONDUCTORS AND ONE E.G.C.

25. POLE FOUNDATION/NON-BREAKAWAY FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE FINISH GRADE LEVEL.

26. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY (MAINTENANCE AUTHORITY) TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR SHALL PROVIDE THE SERVICE POINT ASSEMBLY PER PLANS SET AND CONTRACT PRIOR TO THE DATE ELECTRICAL COMPANIES PROVIDE SERVICE.

27. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, JUNCTION BOXES. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM. EXAMPLES FOR CONDUIT:
   SERVICE POINT TO PULL BOX 1(SP TO PB-1)
   PULL BOX 1 TO SERVICE POINT (PB-1 TO SP)
   PULL BOX 1 TO PULL BOX 2 (PB-1 TO PB-2)

28. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, AND POLE BASES. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.

29. CONDUIT SHALL BE BURIED NOT LESS THAN 18" DEPTH BELOW THE FINAL GRADE, AND MINIMUM 24" DEPTH UNDER THE ROADWAY AND SIDEWALK, UNLESS OTHERWISE INDICATED ON THE PLANS.

30. PRIOR TO THE ORDERING OF ALL LIGHTING EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A COPY OF THE APPLICABLE BROCHURES CONTAINING THE DESIGN CRITERIA FOR THE EQUIPMENT WHICH THE CONTRACTOR PROPOSES TO INSTALL FOR APPROVAL. THE SPECIFIC ITEMS THAT ARE PROPOSED FOR USE SHALL BE CLEARLY MARKED IN THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO IDENTIFY THE PAY ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SCHEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW. PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.

31. IF ENGINEER DETERMINED THAT THE EQUIPMENT SUBMITTAL MEETS THE DESIGN CRITERIA, AN APPROVAL WILL BE PROVIDED. IF THE EQUIPMENT SUBMITTAL FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT SUBMITTAL WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. THE EQUIPMENT RESUBMITTAL WILL BE CONSIDERED THE STARTING POINT OF A NEW APPROVAL CYCLE AS DESCRIBED.

32. EXPOSED CONDUIT SHALL BE GALVANIZED RIGID STEEL. CONDUIT UNDERGROUND IN SOIL SHALL BE SCHEDULE 40 PVC. CONDUIT UNDER ROADWAY SURFACE SHALL BE SCHEDULE 80 PVC. CONDUIT IN RAIL SHALL BE SCHEDULE 40 PVC.

33. LABEL CABLES IN ALL PULL BOXES. (TYPICAL)

34. ALL FIXTURES SHALL BE WET LOCATION RATED.

35. POLES SHALL BE A MINIMUM OF 4' BEHIND SIDEWALK AND PAVEMENT EDGES.

36. ALL CONDUIT CONNECTIONS FOR ROADWAY LIGHT FIXTURES SHALL CONNECT BETWEEN PULLBOXES, WITH ONE 2" CONDUIT CONNECTING FROM THE PULLBOX TO THE LIGHT POLE.

37. CONDUCTOR REMOVAL SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT SHALL BE SUSIDIARY TO THE LIGHT REMOVAL PAY ITEM.

38. ALL EXISTING ELECTRICAL EQUIPMENT AND INFRASTRUCTURE TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION.

39. ALL EXISTING ELECTRICAL EQUIPMENT AND INFRASTRUCTURE TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION.

40. ALL ELECTRICAL WORK SHALL MATCH DESCRIPTION IN THE LEGEND, UNLESS OTHERWISE NOTED.

41. COORDINATE LOCATION OF ALL NEW ELECTRICAL EQUIPMENT WITH EXISTING AND NEW INFRASTRUCTURE ITEMS TO PREVENT CONFLICTS DURING INSTALLATION. ANY ADJUSTMENT TO THE LOCATION OF THE ELECTRICAL SYSTEM SHALL BE COORDINATED PRIOR TO INSTALLATION.

42. FOR EXISTING LIGHT POLES TO REMAIN FOR RE-CONNECTION, CUT EXISTING CONDUIT AT A DISTANCE OF 6' FROM EXISTING LIGHT POLE BASE FOR CONNECTION TO NEW CONDUIT. SPLICES SHALL BE IN POLE BASES OR PULL BOXES ONLY.

43. INSTALL PULL BOX (TYPE 2 HD) WITHIN 5' OF POLE FOUNDATION, AND THE SERVICE POINT ASSEMBLY UNLESS SHOWN OTHERWISE ON THE PLANS.

44. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.

45. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.

46. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN CONDUIT.

47. ALL EXISTING ELECTRICAL EQUIPMENT AND INFRASTRUCTURE TO BE REMOVED SHALL BE COMPLETELY DEMOLISHED AND REMOVED, AND THE AREA SHALL BE RESORED TO MATCH EXISTING CONDITIONS.

48. ALL EXISTING ELECTRICAL EQUIPMENT AND INFRASTRUCTURE TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION.

49. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.

50. CONDUIT BURIED UNDER ROADWAY AND SIDEWALK SHALL HAVE MINIMUM 24" DEPTH, AND MINIMUM 18" DEPTH UNDER FINISH GRADE. CONDUIT MAY NEED TO INCREASE NEAR DROP INLETS.

51. FOR EXISTING LIGHT POLES TO REMAIN FOR RE-CONNECTION, CUT EXISTING CONDUIT AT A DISTANCE OF 6' FROM EXISTING LIGHT POLE BASE FOR CONNECTION TO NEW CONDUIT. SPLICES SHALL BE IN POLE BASES OR PULL BOXES ONLY.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21640
JAMES K. SCHMITT

DIGITALLY SIGNED 01/30/2025

| | |
|---|---|
| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 124 | 263 |
| | | LIGHTING REMOVAL PLAN I | | | | |

REMOVAL NOTES

1. ALL ELECTRICAL WORK SHALL MATCH DESCRIPTION IN THE LEGEND, UNLESS OTHERWISE NOTED.
2. SEE LEGEND AND GENERAL NOTES SHEET FOR ADDITIONAL LIGHTING REMOVAL REQUIREMENTS.

0 50 100
SCALE

LIGHTING REMOVAL PLAN KEYED NOTES:

(2) CONDUIT CUT SHALL BE USED DURING INSTALLATION OF NEW CONDUIT TO RECONNECT EXISTING LIGHT POLES.

(3) REMOVE POLE MOUNTED CONDUIT DOWNSTREAM OF THE EXISTING ELECTRICAL DISTRIBUTION SYSTEM. EXISTING ELECTRICAL DISTRIBUTION AND LIGHTING CONTROL EQUIPMENT TO REMAIN.

REMOVAL LEGEND

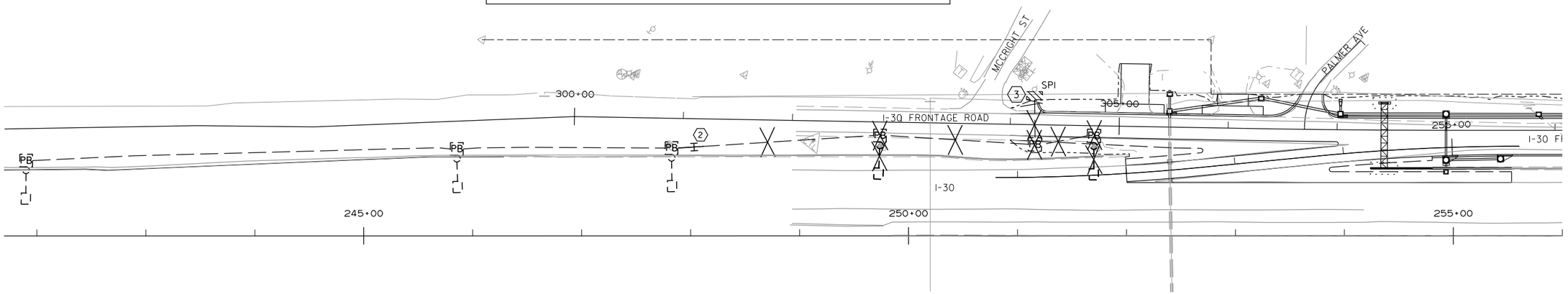
| | |
|---|---|
| | REMOVE EXISTING ELECTRICAL CIRCUIT FROM EXISTING ELECTRICAL CONDUIT AND ABANDON CONDUIT IN PLACE |
| | EXISTING ELECTRICAL CIRCUIT TO REMAIN |
| | CONDUIT CUT/COUPLING |
| | REMOVE EXISTING LIGHT FIXTURE AND LIGHT POLE AND DEMOLISH FOUNDATION |
| | EXISTING LIGHT FIXTURE AND LIGHT POLE TO REMAIN |
| | EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT |
| PB | EXISTING ELECTRICAL PULLBOX |

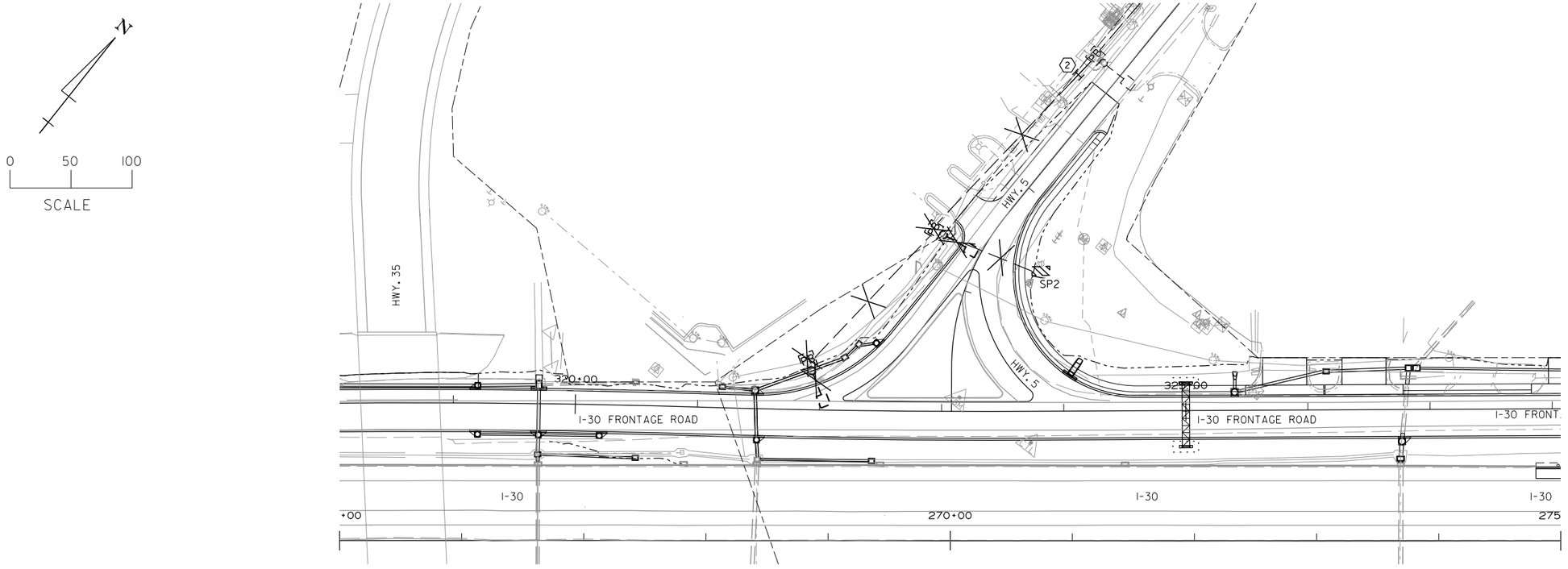
GENERAL NOTE:

1. NO LIGHTING REMOVAL SHALL BE PERFORMED BETWEEN STATIONS 256+00 AND 265+00 AND BETWEEN STATIONS 275+00 AND 294+00.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21640
JAMES K. SCHMITT

DIGITALLY SIGNED 01/30/2025




LOCATION: I-30/I-30 FRONTAGE RD.
CITY: BENTON
COUNTY: SALINE
DISTRICT: 06 SCALE: 1"=100' DRAWN BY: JDW

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 125 | 263 |
| | | LIGHTING REMOVAL PLAN 2 | | | | |
| | | | | | | |

REMOVAL NOTES

1. ALL ELECTRICAL WORK SHALL MATCH DESCRIPTION IN THE LEGEND, UNLESS OTHERWISE NOTED.
2. SEE LEGEND AND GENERAL NOTES SHEET FOR ADDITIONAL LIGHTING REMOVAL REQUIREMENTS.

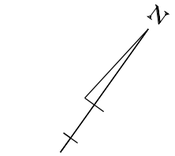
LIGHTING REMOVAL PLAN KEYED NOTES:

(1) DETERMINE ROUTING OF EXISTING LIGHTING CIRCUIT AND DISCONNECT EXISTING CONDUCTORS FOR REMOVAL OF LIGHT FIXTURES.

(3) REMOVE POLE MOUNTED CONDUIT DOWNSTREAM OF THE EXISTING ELECTRICAL DISTRIBUTION SYSTEM. EXISTING ELECTRICAL DISTRIBUTION AND LIGHTING CONTROL EQUIPMENT TO REMAIN.

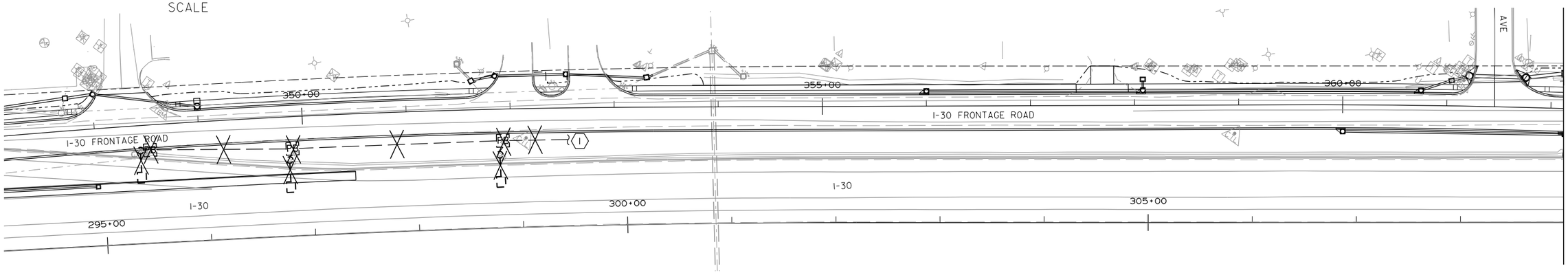
REMOVAL LEGEND

| | |
|---|---|
| | REMOVE EXISTING ELECTRICAL CIRCUIT FROM EXISTING ELECTRICAL CONDUIT AND ABANDON CONDUIT IN PLACE |
| | REMOVE EXISTING LIGHT FIXTURE AND LIGHT POLE AND DEMOLISH FOUNDATION |
| | EXISTING LIGHT FIXTURE AND LIGHT POLE TO REMAIN |
| | EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT |
| PB | EXISTING ELECTRICAL PULLBOX |




STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21640
JAMES K. SCHMITT

DIGITALLY SIGNED 01/30/2025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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 126 | 263 |
| | | LIGHTING INSTALLATION PLAN I | | | | |
| | | | | | | |

## INSTALLATION LEGEND

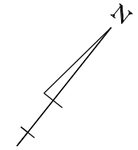
- INSTALL NEW ELECTRICAL CONDUIT WITH ROADWAY LIGHTING CIRCUIT, TRENCHED (1-WAY 2"C UNLESS OTHERWISE NOTED)
- EXISTING ELECTRICAL CIRCUIT TO REMAIN
- CONDUIT CUT/COUPLING
- INSTALL NEW LUMINAIRE, SINGLE 8' MAST ARM, LIGHT POLE, AND FOUNDATION
- EXISTING LIGHT FIXTURE AND LIGHT POLE TO REMAIN
- PB — INSTALL NEW TYPE 2 HD PULLBOX
- EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT

## INSTALLATION NOTES

1. ALL ELECTRICAL WORK SHALL MATCH DESCRIPTION IN THE LEGEND, UNLESS OTHERWISE NOTED.
2. SEE LEGEND AND GENERAL NOTES SHEET FOR ADDITIONAL LIGHTING INSTALLATION REQUIREMENTS.

## LIGHTING INSTALLATION PLAN KEYED NOTES:

1. CONDUIT RUN SHALL BE TWO (2) 2" PVC CONDUITS. REFER TO VOLTAGE DROP TABLE AND CIRCUIT DIAGRAMS FOR WIRE SIZES. (TYP.)
3. CONNECT NEW CONDUIT TO EXISTING CONDUIT STUB-OUT AND SPLICE NEW CONDUCTORS TO EXISTING CONDUCTORS. SPLICES SHALL BE IN THE PULL BOX.
4. INSTALL NEW POLE MOUNTED CONDUIT FOR CONNECTION OF NEW ROADWAY LIGHTING CIRCUIT TO THE EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT.
5. REPLACE EXISTING LIGHT FIXTURE WITH NEW LED LIGHT FIXTURE PER SCHEDULE. EXISTING POLE TO REMAIN.
7. CONNECT NEW LIGHTING CIRCUIT SP-2-B TO THE EXISTING LIGHTING CIRCUIT. REFER TO VOLTAGE DROP TABLE AND CIRCUIT DIAGRAMS FOR WIRE SIZES AND ESTIMATED EXISTING LIGHTING SYSTEM COMPONENTS.

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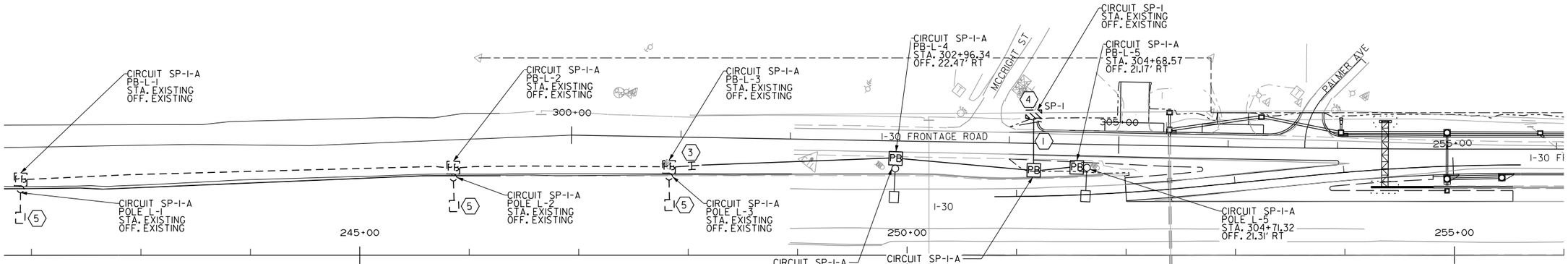
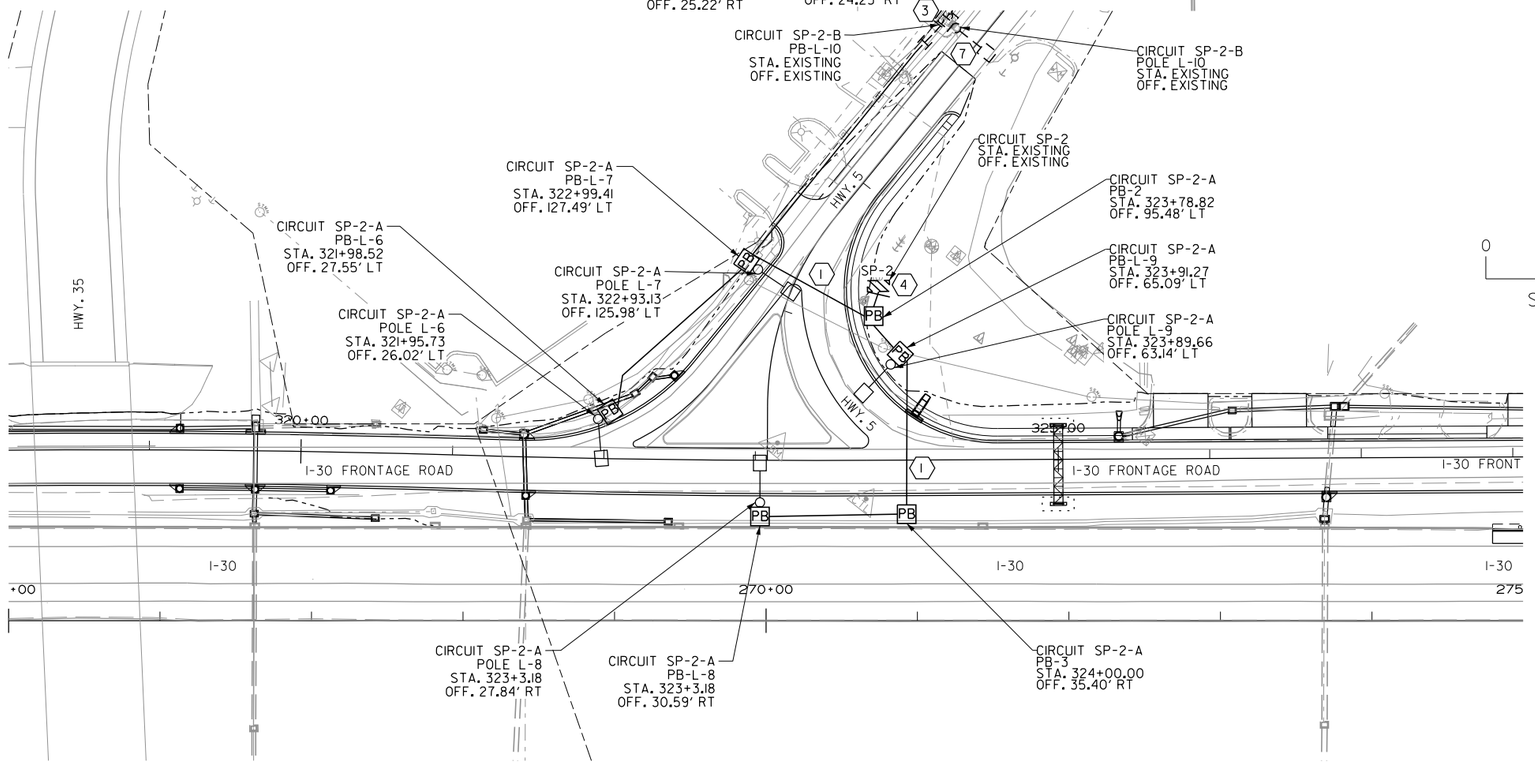
JAMES K. SCHMITT
DIGITALLY SIGNED 01/30/2025




## GENERAL NOTES:

1. NO LIGHTNG INSTALLATION SHALL BE PERFORMED BETWEEN STATIONS 256+00 AND 265+00 AND BETWEEN STATIONS 275+00 AND 294+00.

| | |
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| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: 1"=100' DRAWN BY: JDW |


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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 127 | 263 |
| | | LIGHTING INSTALLATION PLAN 2 | | | | |
| | | | | | | |

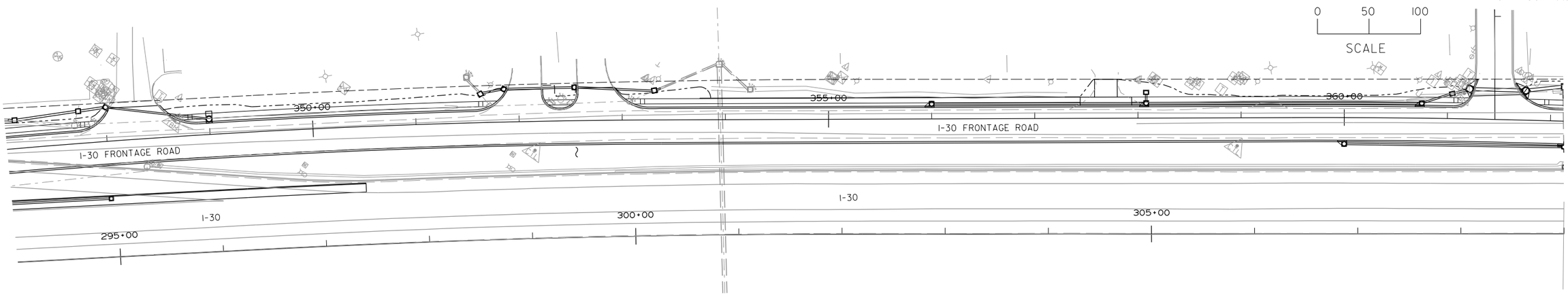
## INSTALLATION LEGEND

- INSTALL NEW ELECTRICAL CONDUIT WITH ROADWAY LIGHTING CIRCUIT, TRENCHED (1-WAY 2"C UNLESS OTHERWISE NOTED)
- INSTALL NEW LUMINAIRE, SINGLE 8' MAST ARM, LIGHT POLE, AND FOUNDATION
- PB — INSTALL NEW TYPE 2 HD PULLBOX
- EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21640
JAMES K. SCHMITT

DIGITALLY SIGNED 01/30/2025

NO WORK PERFORMED: THIS VIEW




LIGHTING INSTALLATION PLAN KEYED NOTES:

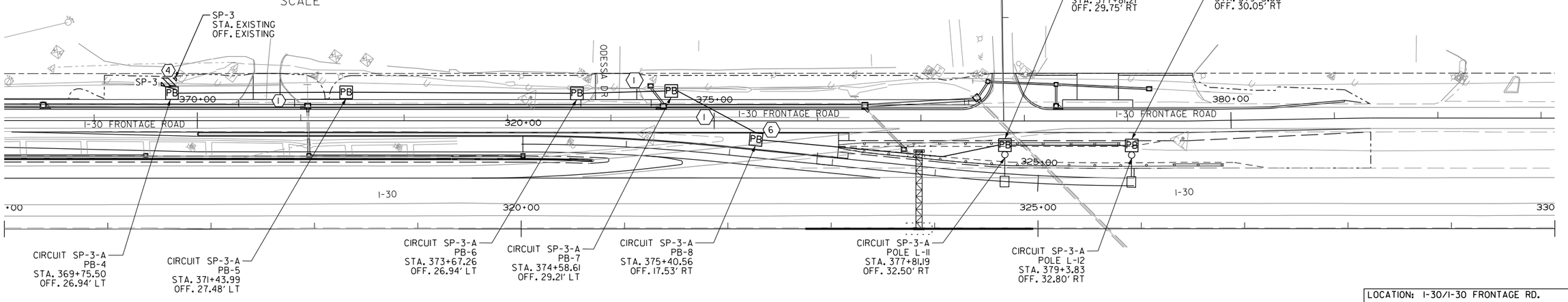
1. CONDUIT RUN SHALL BE TWO (2) 2" PVC CONDUITS. REFER TO VOLTAGE DROP TABLE AND CIRCUIT DIAGRAMS FOR WIRE SIZES. (TYP.)
4. INSTALL NEW POLE MOUNTED CONDUIT FOR CONNECTION OF NEW ROADWAY LIGHTING CIRCUIT TO THE EXISTING ELECTRICAL DISTRIBUTION EQUIPMENT.
6. COORDINATE INSTALLATION OF NEW PULLBOX WITH CONSTRUCTION OF NEW ISLAND.

GENERAL NOTE:

1. NO LIGHTING INSTALLATION SHALL BE PERFORMED BETWEEN STATIONS 309+00 AND 315+00 AND BETWEEN STATIONS 330+00 AND 356+00.

INSTALLATION NOTES

1. ALL ELECTRICAL WORK SHALL MATCH DESCRIPTION IN THE LEGEND, UNLESS OTHERWISE NOTED.
2. SEE LEGEND AND GENERAL NOTES SHEET FOR ADDITIONAL LIGHTING INSTALLATION REQUIREMENTS.

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| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: 1"=100' DRAWN BY: JDW |

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| 01-30-2025 | | 6 | ARK. | 061708 | 128 | 263 |
| | | LIGHTING INSTALLATION PLAN 3 | | | | |
| | | | | | | |

INSTALLATION NOTES

1. ALL ELECTRICAL WORK SHALL MATCH DESCRIPTION IN THE LEGEND, UNLESS OTHERWISE NOTED.
2. SEE LEGEND AND GENERAL NOTES SHEET FOR ADDITIONAL LIGHTING INSTALLATION REQUIREMENTS.

LIGHTING INSTALLATION PLAN KEYED NOTES:

1. CONDUIT RUN SHALL BE TWO (2) 2" PVC CONDUITS. REFER TO VOLTAGE DROP TABLE AND CIRCUIT DIAGRAMS FOR WIRE SIZES. (TYP.)
2. INSTALL NEW ELECTRICAL PEDESTAL WITH NEW UTILITY METER, PEC, AND POWER PANEL AS PER DETAILS. CONNECT NEW CONDUIT TO THE NEW UTILITY POLE MOUNTED TRANSFORMER. COORDINATE EXACT LOCATION OF THE NEW POLE AND POLE MOUNTED TRANSFORMER WITH UTILITY.

INSTALLATION LEGEND

| | |
|---|---|
| ——— | INSTALL NEW ELECTRICAL CONDUIT WITH ROADWAY LIGHTING CIRCUIT, TRENCHED (1-WAY 2"C UNLESS OTHERWISE NOTED) |
| ○—□ | INSTALL NEW LUMINAIRE, SINGLE 8' MAST ARM, LIGHT POLE, AND FOUNDATION |
| PB | INSTALL NEW TYPE 2 HD PULLBOX |
| ▨ | INSTALL NEW ELECTRICAL EQUIPMENT PEDESTAL, INCLUDING UTILITY METER AND ELECTRICAL PANEL |

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No. 21640
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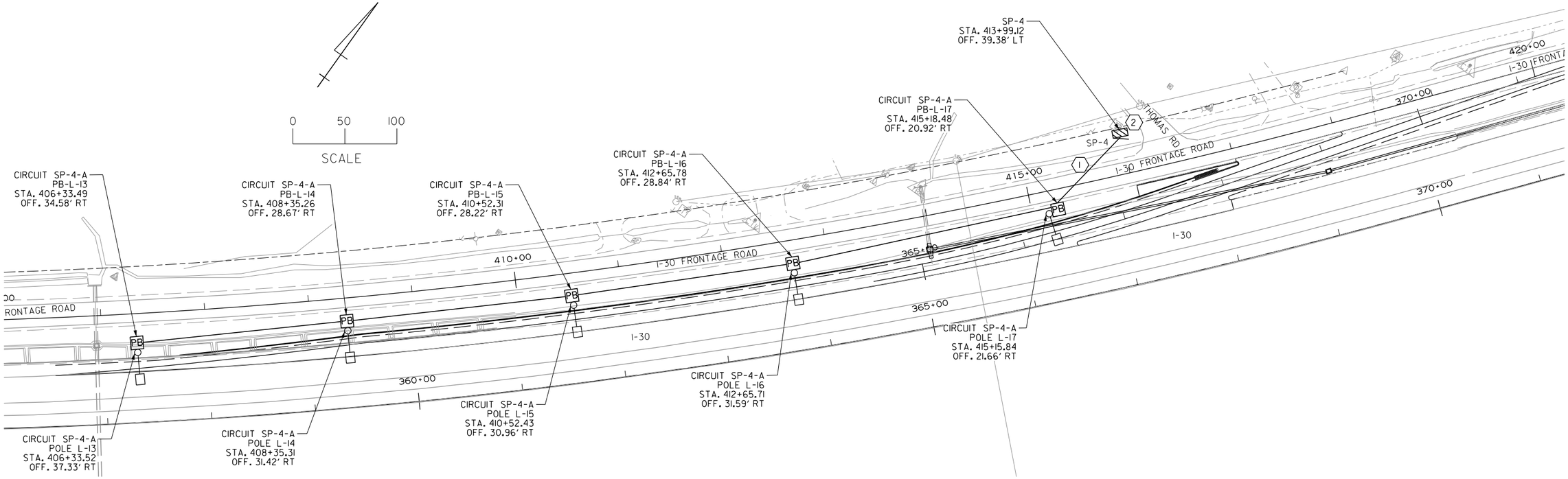


LOCATION: I-30/I-30 FRONTAGE RD.
CITY: BENTON
COUNTY: SALINE
DISTRICT: 06 SCALE: 1"=100' DRAWN BY: JDW

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| DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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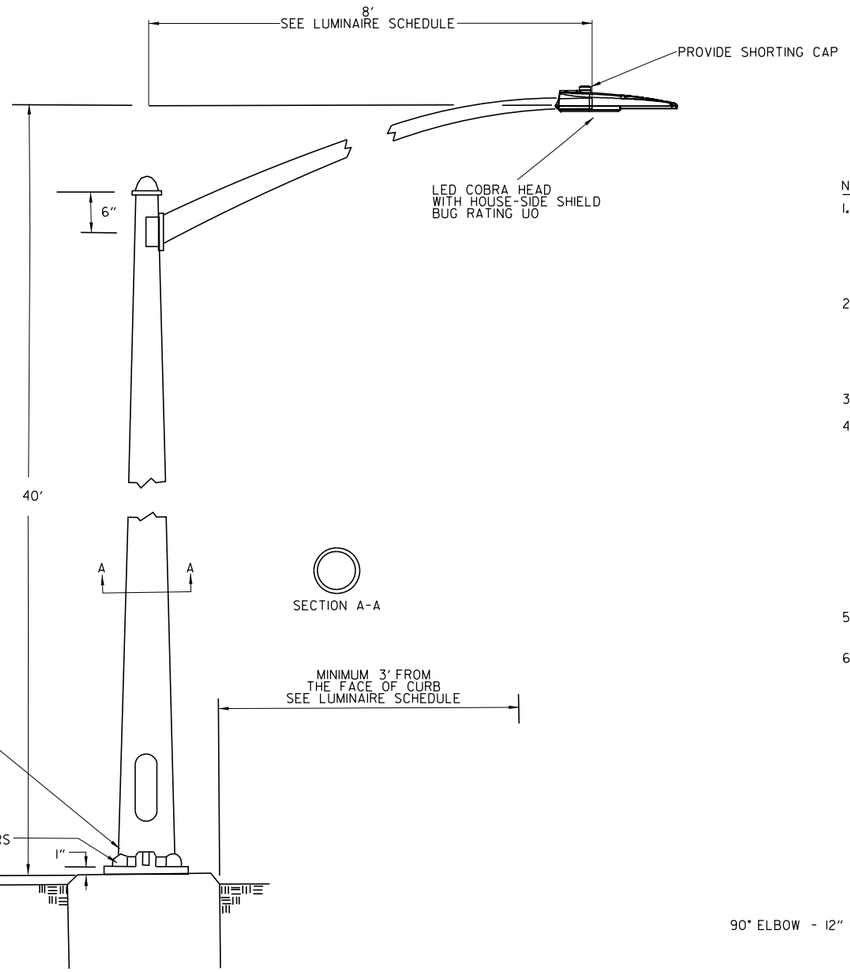
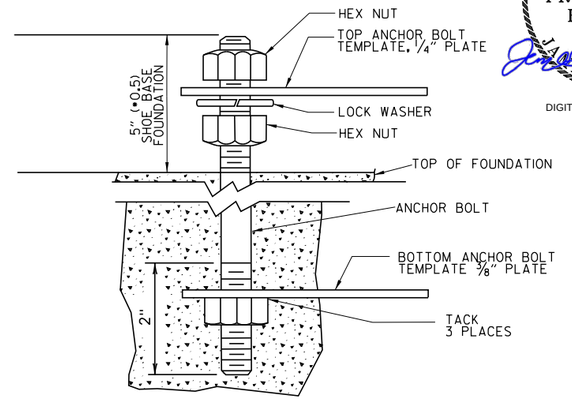
| | | ELECTRICAL DETAILS I | | | | |




A COBRA HEAD LUMINAIRE WITH SHOE BASE DETAIL
SCALE: N.T.S.

NOTES:

1. LUMINAIRE POLE SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGN LUMINAIRES AND TRAFFIC SIGNALS, 2001 EDITION WITH 2003 AND 2006 INTERIMS.
2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.
3. POLE CAP OR TENON CAP SHALL BE PROVIDED.
4. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 9" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WIHT HEX NUT AND TEMPLATE.
5. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NATIONAL ELECTRICAL CODE.
6. LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.




D ANCHOR BOLT DETAIL
SCALE: N.T.S.

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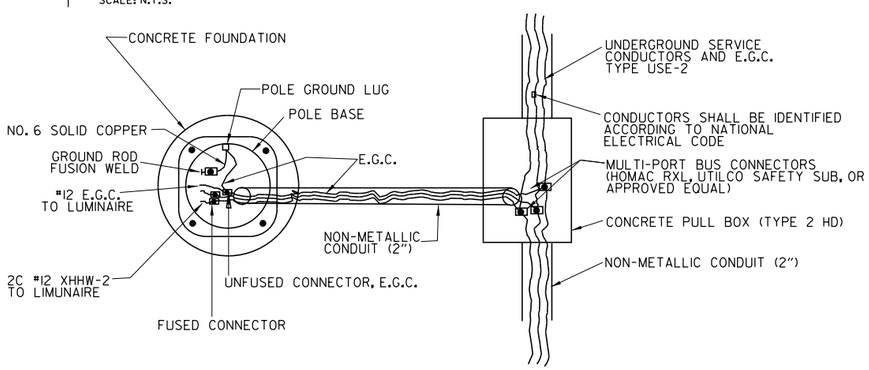
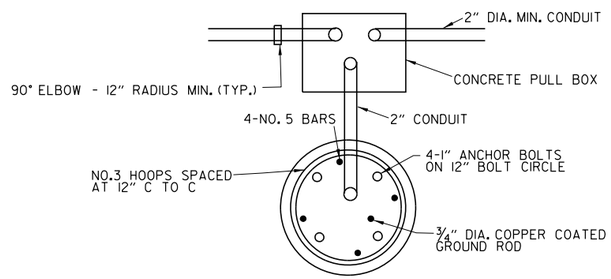
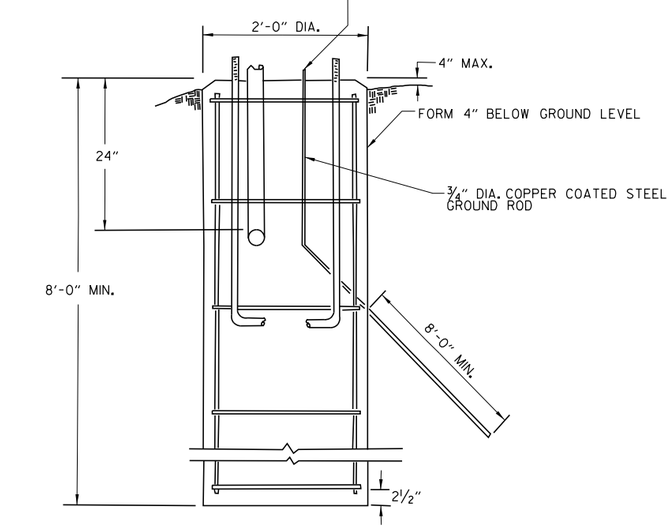



B POLE FOUNDATION/PULL BOX WIRING DETAILS
SCALE: N.T.S.




C POLE FOUNDATION/PULL BOX WIRING DETAILS -PLAN
SCALE: N.T.S.




E ROADWAY LUMINAIRE POLE FOUNDATION
SCALE: N.T.S.

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| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

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| | | ELECTRICAL DETAILS 2 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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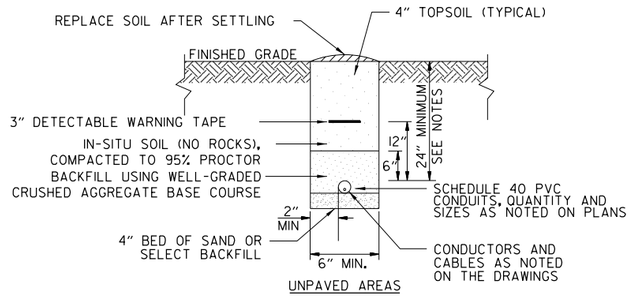
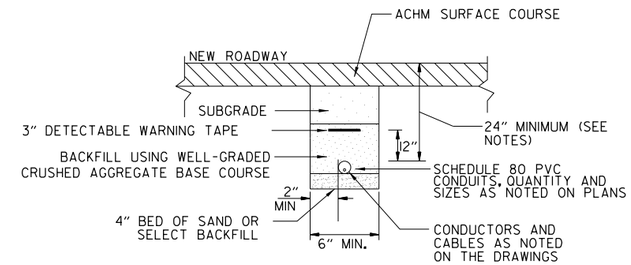



UNPAVED AREAS




PAVED AREAS

ELECTRICAL DUCT NOTES:

1. CONTRACTOR SHALL STAKE THE DUCT INSTALLATION IN PLAN AND ELEVATION FOR NEW ELECTRICAL DUCTS TO AVOID EXISTING UTILITIES. STAKING PLAN SHALL BE APPROVED BY OWNER AND ENGINEER PRIOR TO WORK.
2. CONTRACTOR SHALL ADJUST THE DEPTH OF THE ELECTRICAL DUCTS AS REQUIRED TO MAINTAIN THE MINIMUM COVER REQUIREMENT INDICATED AND AVOID EXISTING AND NEW UTILITIES.
3. SIMILAR CONSTRUCTION FOR OTHER DUCT SIZES.
4. INSTALL DUCT CONDUIT SUPPORTS AT 5'-0" O.C. MAXIMUM SPACING. UTILIZE LOCKING COLLARS OR HOLD DOWN BARS WITH ANCHORS TO PREVENT DUCT FLOTATION. (TYPICAL ALL DUCTS).
5. NO PVC SHALL EMERGE FROM THE GROUND OR CONCRETE SLAB OR ENCASEMENT.
6. INSTALL CONDUCTORS AND CABLES AS NOTED ON DRAWING. INSTALL PULLWIRE IN ALL SPARE DUCTS/CONDUITS.
7. MINIMUM COVER REQUIREMENT FOR DUCT BANKS UNDER ROADS, DRIVEWAYS, AND PARKING LOTS SHALL BE 24".
8. VERTICAL AND HORIZONTAL DISTANCES BETWEEN CONDUITS SHALL BE 3" MINIMUM FOR DUCTS CONTAINING CIRCUITS OVER 600 VOLTS.
9. END BELLS OR COUPLINGS WITH REMOVABLE FACTORY PLUGS SHALL BE INSTALLED FLUSH WITH THE CONCRETE ENCASEMENT AT ACCESS POINTS.
10. ROCK REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO CONDUIT INSTALLATION.

A NON-ENCASED ELECTRICAL DUCT BANK DETAILS

SCALE: N.T.S.

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| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

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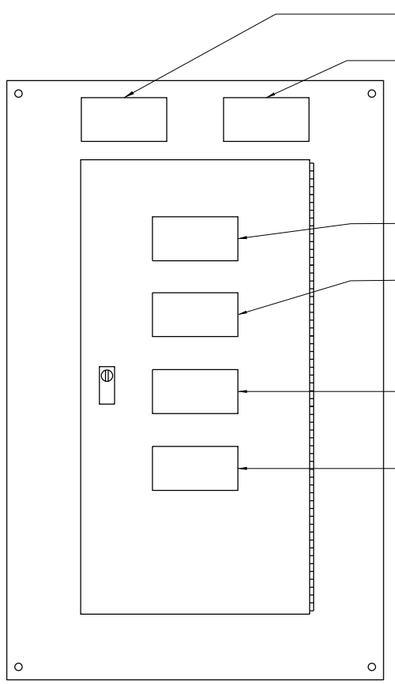
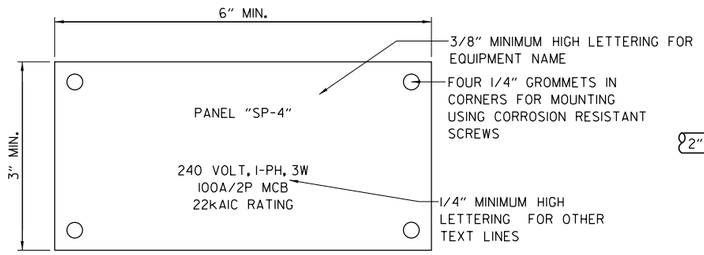
| | | ELECTRICAL DETAILS 3 | | | | |




PANEL FRONT VIEW

NAMEPLATE GENERAL NOTES:

1. INSTALL ALL NAME PLATES AND WARNING SIGNS IN ACCORDANCE WITH NEC AND NFPA 70E REQUIREMENTS.
2. INSTALL NAME PLATES AND WARNING SIGNS ON ALL ELECTRICAL EQUIPMENT, INCLUDING BUT NOT LIMITED TO, SWITCHBOARDS, PANELBOARDS, TRANSFORMERS, SWITCHES, CONTROL PANELS AND MOTOR CONTROL CENTERS.
3. EXTERIOR EQUIPMENT SHALL HAVE WEATHER-RESISTANT, NON-FADING NAME PLATES AND SIGNAGE.
4. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL NAME PLATE AND SIGNAGE REQUIREMENTS.



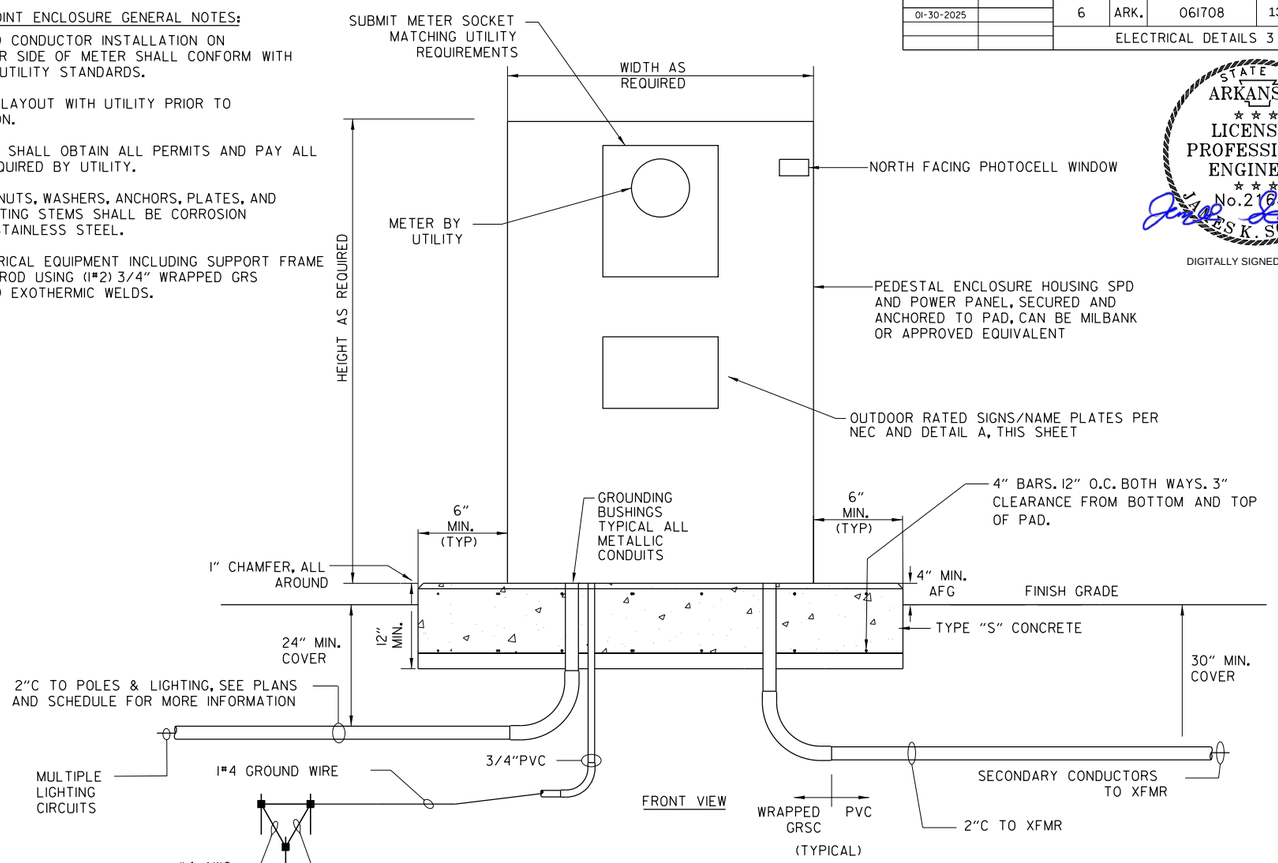

EQUIPMENT NAME PLATE NOTES:

1. INSTALL 2-PLEX ACRYLIC, WHITE ON BLACK CORE, MULTIPLE LINES TEXT, CUSTOM ENGRAVED NAME PLATES.
2. MOUNT WITH STAINLESS STEEL SCREWS.
3. SEAL SCREW HOLES WITH SILICONE RUBBER.
4. NAME PLATE INFORMATION SHALL INCLUDE:
   A. IDENTIFICATION NAME
   B. VOLTAGE SYSTEM
   C. AMPACITY RATING AND TYPE
   D. EQUIPMENT AIC RATING
   E. FEEDER DESCRIPTION

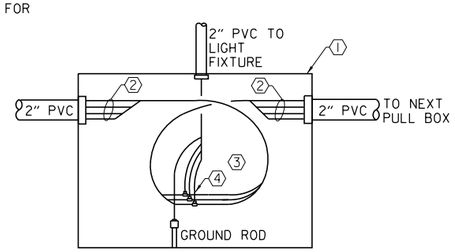
A ENGRAVED NAME PLATE AND SIGNAGE DETAIL
SCALE: N.T.S.

SERVICE POINT ENCLOSURE GENERAL NOTES:

1. CONDUIT AND CONDUCTOR INSTALLATION ON TRANSFORMER SIDE OF METER SHALL CONFORM WITH ELECTRICAL UTILITY STANDARDS.
2. COORDINATE LAYOUT WITH UTILITY PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL FEES AS REQUIRED BY UTILITY.
4. ALL BOLTS, NUTS, WASHERS, ANCHORS, PLATES, AND OTHER MOUNTING STEMS SHALL BE CORROSION RESISTANT, STAINLESS STEEL.
5. BOND ELECTRICAL EQUIPMENT INCLUDING SUPPORT FRAME TO GROUND ROD USING (1#2) 3/4" WRAPPED GRS CONDUIT AND EXOTHERMIC WELDS.



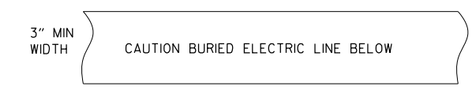

B TYPICAL SERVICE POINT ENCLOSURE DETAIL
SCALE: N.T.S.




C INTERIOR PULLBOX VIEW
SCALE: N.T.S.

KEYED NOTES:

1. INSTALL TYPE "HD" PULL BOX AS PER ARDOT STANDARD SPECIFICATION 711 AND SP.
2. LOOP THE NEW LIGHTING CIRCUITS WITHIN EACH JUNCTION BOX, SLACK WIRE EQUAL TO ONE COMPLETE LOOP FOR FUTURE USE. NEATLY TRAIN AND LACE BRANCH CIRCUIT BUNDLES TOGETHER WITHIN THE BOX WITH A SEPARATE BUNDLE FOR EACH BRANCH CIRCUIT.
3. ALL CABLES, SPLICES, TERMINATIONS, ETC. SHALL BE RATED 600 VOLTS, WATERPROOF METHOD.
4. ALL CONDUCTORS SHALL BE CONTINUOUS FROM ORIGIN TO EQUIPMENT TERMINATION WITHOUT SPLICES. WHERE LIGHT FIXTURE TAPS ARE REQUIRED, TAPS SHALL BE MADE USING A SEALED, INSULATED PRESSURE CONNECTOR PROVIDING BOTH INSULATION AND JACKET EQUAL TO THE CABLE. CONNECTORS SHALL BE 600V RATED, 150 DEGREE C TEMPERATURE RATED, AND UL LISTED.




WARNING TAPE GENERAL NOTES:

1. POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
2. TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND/OR EXCEEDING ALL INDUSTRY STANDARDS.

B UNDERGROUND DETECTABLE WARNING TAPE
SCALE: N.T.S.

STATE OF ARKANSAS
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| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |


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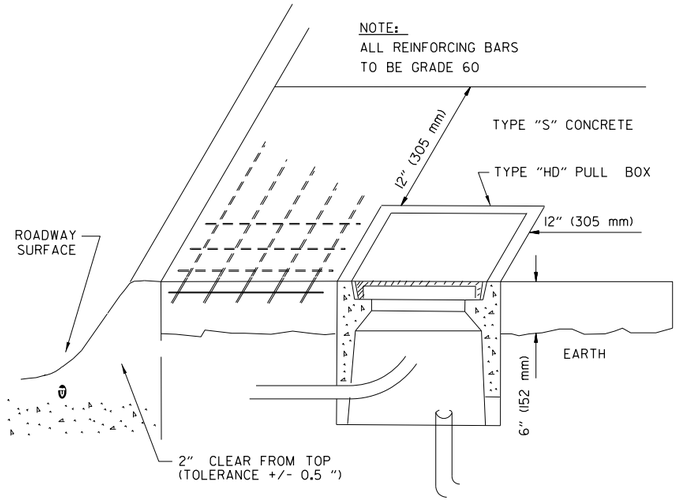
| | | ELECTRICAL DETAILS 4 | | | | |

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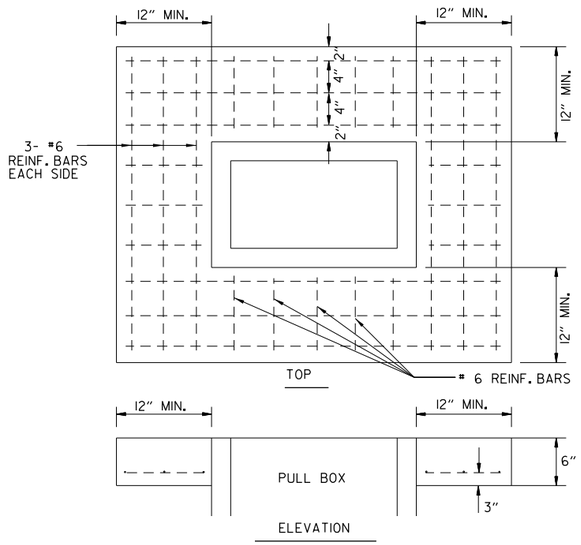



NOTES:

1. ALL TYPE HD PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" (305 MM) WIDE AND 6" (152 MM) IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD PULL BOX. PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S." THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE PULL BOX ARE REQUIRED IN CONCRETE.
2. UL LISTED PULL BOX AND EXTRA HEAVY-DUTY COVER SHALL BE DESIGNED FOR A TEST LOAD OF 33,750 LBS AND A DESIGN LOAD OF 22,500 LBS.
3. PULL BOX INTERIOR DIMENSIONS SHALL BE 24"L x 18"W x 18"D (OPEN BOTTOM), UNLESS OTHERWISE NOTED.
4. PROVIDE MINIMUM 3' SLACK CABLE LOOP FOR EACH CABLE.
5. COLOR CODE, TAG AND IDENTIFY ALL CABLES IN UL LISTED PULL BOX.
6. EXACT LOCATION OF EACH UL LISTED PULL BOX SHALL BE APPROVED BY THE OWNER AND ENGINEER.

A CONCRETE PULL BOX (TYPE SPECIAL HD) DETAIL

SCALE: N.T.S.

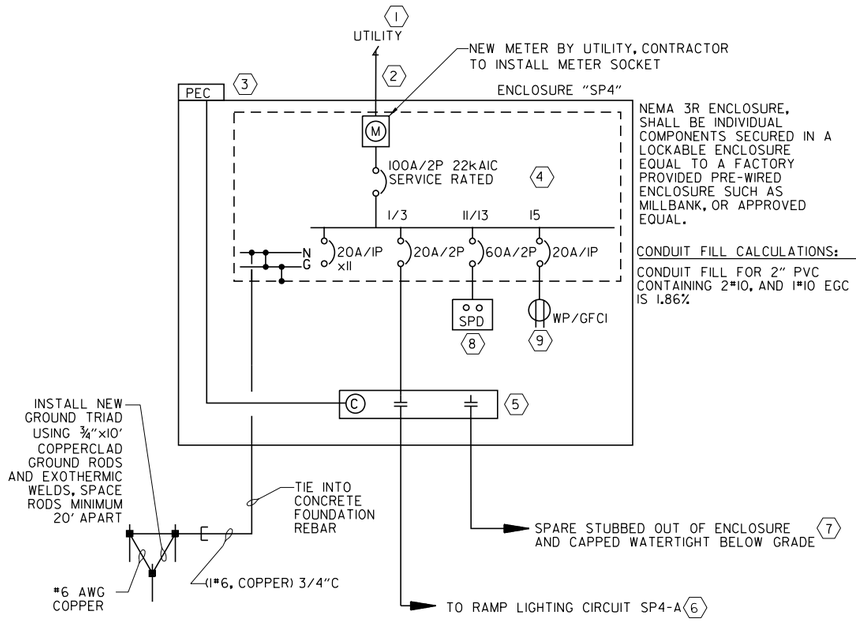
GENERAL NOTES

1. ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2023) NATIONAL ELECTRICAL CODE, NFPA 101 (2021) LIFE SAFETY CODE, STATE ELECTRICAL CODE, AND LOCAL ELECTRICAL CODE.
2. COORDINATE ELECTRICAL POWER SUPPLY WITH EQUIPMENT SUPPLIED.
3. COORDINATE ALL ELECTRICAL WORK AND POWER OUTAGES WITH CITY AND POWER UTILITY.
4. SERVICE WIRING SHALL BE MINIMUM TYPE THHN/THWN-2.
5. FEEDER AND BRANCH WIRING SHALL BE MINIMUM TYPE THHN/THWN-2.
6. EQUIPMENT SHORT CIRCUIT CURRENT RATINGS AND AVAILABLE INTERRUPTING CURRENT RATINGS SHALL BE FULLY RATED TO INTERRUPT SYMMETRICAL SHORT CIRCUIT CURRENT AVAILABLE AT TERMINALS. SERIES RATED SYSTEMS SHALL NOT BE USED.
7. NEUTRAL BUSES SHALL BE COPPER 100% RATED UNLESS OTHERWISE NOTED.
8. GROUND BUSES SHALL BE COPPER UNLESS OTHERWISE NOTED.
9. INSTALL AN EQUIPMENT GROUNDING CONDUCTOR IN ALL FEEDER AND BRANCH CIRCUITS.
10. INSTALL ALL CONDUCTORS AND CABLES IN CONDUIT UNLESS OTHERWISE NOTED.
11. INSTALL LUGS AND JUNCTION BOXES AS REQUIRED TO FIT WIRING.
12. INSTALL NEW TYPED PANEL SCHEDULES IN ALL ELECTRICAL PANELS INDICATING WORK PERFORMED.
13. CONDUIT FILL IS PER NEC 2023 CHAPTER 9 CALCULATIONS AND TABLES.

KEYED NOTES:

1. UTILITY TRANSFORMER BY BENTON UTILITIES. SECONDARY SERVICE 240/120V, 1 PHASE, 3W. COORDINATE ALL WORK AND EQUIPMENT WITH BENTON UTILITIES
2. 3#2, 2"C, UTILIZE ALUMINUM CONDUCTOR FOR SERVICE
3. WEATHERPROOF PHOTOCELL FOR LIGHTING CONTROL
4. 100A PANEL BOARD AND APPURTENANCES WITH ENCLOSURE
5. SIX POLE 30A LIGHTING CONTACTOR
6. 2#10, 1#10 EGC, 2"C
7. 2" CONDUIT WITH PULL TAPE
8. 3#6, 3/4"C
9. 2#12, 1#12 EGC, 3/4"C

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21640
JAMES K. SCHMITT
DIGITALLY SIGNED 01/30/2025




NEMA 3R ENCLOSURE, SHALL BE INDIVIDUAL COMPONENTS SECURED IN A LOCKABLE ENCLOSURE EQUAL TO A FACTORY PROVIDED PRE-WIRED ENCLOSURE SUCH AS MILLBANK, OR APPROVED EQUAL.

CONDUIT FILL CALCULATIONS:

CONDUIT FILL FOR 2" PVC CONTAINING 2#10, AND 1#10 EGC IS 1.86%

A ONE LINE DIAGRAM - INTERSECTION LIGHTING - SP4

SCALE: N.T.S.

| | |
|---|---|
| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

aewierciak 1/29/2025 4:52:46 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\Lighting\r061708_LD_04.dgn
REVISED DATE:

| DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 133 | 263 |
| | | ELECTRICAL DETAILS 5 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21640
JAMES K. SCHMITT

DIGITALLY SIGNED 01/30/2025

## I-30 RAMP AND FRONTAGE RD - VOLTAGE DROP, SP-1-A, 2C/8AWG,EGC

| SEGMENT | VOLTAGE | PHASE | # OF SETS | WIRE SIZE | LINE CURRENT | IMPEDANCE (W/1000 FT) | LENGTH | POWER FACTOR | WIRE TYPE | CONDUIT TYPE | VOLTAGE DROP | %VD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SP-1 TO PB-1 | 240 | 1 | 1 | 8 | 4.09 | 0.78 | 55 | 100% | COPPER | PVC | 0.351 | 0.15% |
| PB-1 TO PB-L-5 | 240 | 1 | 1 | 8 | 0.43 | 0.78 | 40 | 100% | COPPER | PVC | 0.027 | 0.01% |
| PB-L-5 TO L-5 | 240 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.102 | 0.04% |
| PB-1 TO PB-L-4 | 240 | 1 | 1 | 8 | 3.66 | 0.78 | 130 | 100% | COPPER | PVC | 0.742 | 0.31% |
| PB-L-4 TO L-4 | 239 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.103 | 0.04% |
| PB-L-4 TO PB-L-3 | 239 | 1 | 1 | 8• | 3.23 | 0.78 | 210 | 100% | COPPER | PVC | 1.058 | 0.44% |
| PB-L-3 TO L-3 | 238 | 1 | 1 | 12• | 1.07 | 2.0 | 60 | 100% | COPPER | PVC | 0.258 | 0.11% |
| PB-L-3 TO PB-L-2 | 237 | 1 | 1 | 8• | 2.16 | 0.78 | 205 | 100% | COPPER | PVC | 0.691 | 0.29% |
| PB-L-2 TO L-2 | 237 | 1 | 1 | 12• | 1.08 | 2.0 | 60 | 100% | COPPER | PVC | 0.259 | 0.11% |
| PB-L-2 TO PB-L-1 | 236 | 1 | 1 | 8• | 1.08 | 0.78 | 400 | 100% | COPPER | PVC | 0.673 | 0.28% |
| PB-L-1 TO L-1 | 236 | 1 | 1 | 12• | 1.08 | 2.0 | 60 | 100% | COPPER | PVC | 0.260 | 0.11% |
| Project: | 061708 | | | | | | | | | | Total %VD | 1.90% |

• CONDUCTOR SIZE IS ESTIMATED, VERIFY EXACT VALUES AND EXISTING CIRCUITRY DURING CONSTRUCTION.

## I-30 RAMP AND FRONTAGE RD - VOLTAGE DROP, SP-2-A, 2C/10AWG,EGC

| SEGMENT | VOLTAGE | PHASE | # OF SETS | WIRE SIZE | LINE CURRENT | IMPEDANCE (W/1000 FT) | LENGTH | POWER FACTOR | WIRE TYPE | CONDUIT TYPE | VOLTAGE DROP | %VD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SP-2 TO PB-2 | 240 | 1 | 1 | 10 | 3.41 | 1.2 | 25 | 100% | COPPER | PVC | 0.205 | 0.09% |
| PB-2 TO PB-L-9 | 240 | 1 | 1 | 10 | 1.70 | 1.2 | 35 | 100% | COPPER | PVC | 0.143 | 0.06% |
| PB-9 TO L-9 | 240 | 1 | 1 | 12 | 0.85 | 2.0 | 60 | 100% | COPPER | PVC | 0.204 | 0.09% |
| PB-L-9 TO PB-3 | 239 | 1 | 1 | 10 | 0.85 | 1.2 | 110 | 100% | COPPER | PVC | 0.225 | 0.09% |
| PB-3 TO PB-L-8 | 239 | 1 | 1 | 10 | 0.85 | 1.2 | 100 | 100% | COPPER | PVC | 0.205 | 0.09% |
| PB-L-8 TO L-8 | 239 | 1 | 1 | 12 | 0.85 | 2.0 | 60 | 100% | COPPER | PVC | 0.205 | 0.09% |
| PB-2 TO PB-L-7 | 239 | 1 | 1 | 10 | 1.71 | 1.2 | 95 | 100% | COPPER | PVC | 0.390 | 0.16% |
| PB-L-7 TO L-7 | 238 | 1 | 1 | 12 | 0.86 | 2.0 | 60 | 100% | COPPER | PVC | 0.205 | 0.09% |
| PB-L-7 TO PB-L-6 | 238 | 1 | 1 | 10 | 0.86 | 1.2 | 145 | 100% | COPPER | PVC | 0.298 | 0.13% |
| PB-L-6 TO L-6 | 238 | 1 | 1 | 12 | 0.86 | 2.0 | 60 | 100% | COPPER | PVC | 0.206 | 0.09% |
| Project: | 061708 | | | | | | | | | | Total %VD | 0.96% |

## I-30 RAMP AND FRONTAGE RD - EXISTING LUMINAIRE VOLTAGE DROP, SP-2-B, 2C/8AWG,EGC

| SEGMENT | VOLTAGE | PHASE | # OF SETS | WIRE SIZE | LINE CURRENT | IMPEDANCE (W/1000 FT) | LENGTH | POWER FACTOR | WIRE TYPE | CONDUIT TYPE | VOLTAGE DROP | %VD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SP-2 TO PB-2 | 240 | 1 | 1 | 8 | 3.44 | 0.78 | 25 | 100% | COPPER | PVC | 0.134 | 0.06% |
| PB-2 TO PB-L-7 | 240 | 1 | 1 | 8 | 3.44 | 0.78 | 95 | 100% | COPPER | PVC | 0.510 | 0.21% |
| PB-L-7 TO PB-L-10 | 239 | 1 | 1 | 8 | 3.44 | 0.78 | 210 | 100% | COPPER | PVC | 1.127 | 0.47% |
| PB-L-10 TO L-10 | 238 | 1 | 1 | 12 | 0.86 | 2.0 | 60 | 100% | COPPER | PVC | 0.206 | 0.09% |
| PB-L-10 TO PB-L-EXISTING• | 238 | 1 | 1 | 8•• | 2.58•• | 0.78 | 190•• | 100% | COPPER | PVC | 0.754 | 0.32% |
| PB-L-EXISTING TO L-EXISTING• | 237 | 1 | 1 | 12•• | 0.86•• | 2.0 | 60•• | 100% | COPPER | PVC | 0.172 | 0.07% |
| PB-L-EXISTING TO PB-L-EXISTING• | 237 | 1 | 1 | 8•• | 1.72•• | 0.78 | 190•• | 100% | COPPER | PVC | 0.505 | 0.21% |
| PB-L-EXISTING TO L-EXISTING• | 237 | 1 | 1 | 12•• | 0.86•• | 2.0 | 60•• | 100% | COPPER | PVC | 0.172 | 0.07% |
| PB-L-EXISTING TO PB-L-EXISTING• | 236 | 1 | 1 | 8•• | 0.86•• | 0.78 | 125•• | 100% | COPPER | PVC | 0.167 | 0.07% |
| PB-L-EXISTING TO L-EXISTING• | 236 | 1 | 1 | 12•• | 0.86•• | 2.0 | 60•• | 100% | COPPER | PVC | 0.173 | 0.07% |
| Project: | 061708 | | | | | | | | | | Total %VD | 1.64% |

•EXISTING CONDUIT RUN, LIGHT FIXTURE, AND/OR PULLBOX ARE NOT SHOWN ON PLAN SHEETS AND ROUTING SHALL BE VERIFIED DURING CONSTRUCTION.
•• VALUE IS ESTIMATED. VERIFY EXACT VALUES AND EXISTING CIRCUITRY DURING CONSTRUCTION.

## I-30 RAMP AND FRONTAGE RD - VOLTAGE DROP, SP-3-A, 2C/10AWG,EGC

| SEGMENT | VOLTAGE | PHASE | # OF SETS | WIRE SIZE | LINE CURRENT | IMPEDANCE (W/1000 FT) | LENGTH | POWER FACTOR | WIRE TYPE | CONDUIT TYPE | VOLTAGE DROP | %VD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SP-3 TO PB-4 | 240 | 1 | 1 | 10 | 0.86 | 1.2 | 15 | 100% | COPPER | PVC | 0.031 | 0.01% |
| PB-4 TO PB-5 | 240 | 1 | 1 | 10 | 0.86 | 1.2 | 170 | 100% | COPPER | PVC | 0.351 | 0.15% |
| PB-5 TO PB-6 | 240 | 1 | 1 | 10 | 0.86 | 1.2 | 225 | 100% | COPPER | PVC | 0.464 | 0.19% |
| PB-6 TO PB-7 | 239 | 1 | 1 | 10 | 0.86 | 1.2 | 95 | 100% | COPPER | PVC | 0.196 | 0.08% |
| PB-7 TO PB-8 | 239 | 1 | 1 | 10 | 0.86 | 1.2 | 95 | 100% | COPPER | PVC | 0.196 | 0.08% |
| PB-8 TO PB-L-11 | 239 | 1 | 1 | 10 | 0.86 | 1.2 | 245 | 100% | COPPER | PVC | 0.506 | 0.21% |
| PB-L-11 TO L-11 | 238 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.103 | 0.04% |
| PB-L-11 TO PB-L-12 | 238 | 1 | 1 | 10 | 0.43 | 1.2 | 125 | 100% | COPPER | PVC | 0.128 | 0.05% |
| PB-L-12 TO L-12 | 238 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.103 | 0.04% |
| Project: | 061708 | | | | | | | | | | Total %VD | 0.87% |

## I-30 RAMP AND FRONTAGE RD - VOLTAGE DROP, SP-4-A, 2C/10AWG,EGC

| SEGMENT | VOLTAGE | PHASE | # OF SETS | WIRE SIZE | LINE CURRENT | IMPEDANCE (W/1000 FT) | LENGTH | POWER FACTOR | WIRE TYPE | CONDUIT TYPE | VOLTAGE DROP | %VD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SP-4 TO PB-L-17 | 240 | 1 | 1 | 10 | 2.15 | 1.2 | 95 | 100% | COPPER | PVC | 0.490 | 0.20% |
| PB-L-17 TO L-17 | 240 | 1 | 1 | 12 | 1.72 | 2.0 | 60 | 100% | COPPER | PVC | 0.413 | 0.17% |
| PB-L-17 TO PB-L-16 | 239 | 1 | 1 | 10 | 1.72 | 1.2 | 265 | 100% | COPPER | PVC | 1.094 | 0.46% |
| PB-L-16 TO L-16 | 238 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.103 | 0.04% |
| PB-L-16 TO PB-L-15 | 238 | 1 | 1 | 10 | 1.29 | 1.2 | 215 | 100% | COPPER | PVC | 0.666 | 0.28% |
| PB-L-15 TO L-15 | 237 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.103 | 0.04% |
| PB-L-15 TO PB-L-14 | 237 | 1 | 1 | 10 | 0.86 | 1.2 | 220 | 100% | COPPER | PVC | 0.454 | 0.19% |
| PB-L-14 TO L-14 | 237 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.103 | 0.04% |
| PB-L-14 TO PB-L-13 | 237 | 1 | 1 | 10 | 0.43 | 1.2 | 205 | 100% | COPPER | PVC | 0.212 | 0.09% |
| PB-L-13 TO L-13 | 236 | 1 | 1 | 12 | 0.43 | 2.0 | 60 | 100% | COPPER | PVC | 0.104 | 0.04% |
| Project: | 061708 | | | | | | | | | | Total %VD | 1.57% |

| | |
|---|---|
| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY: JDW |

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WORKSPACE: AHTD
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REVISED DATE:

| DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 134 | 263 |
| | | ELECTRICAL DETAILS 6 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21640
JAMES K. SCHMITT

DIGITALLY SIGNED 01/30/2025

| ILLUMINATION DESIGN CRITERIA | | |
|---|---|---|
| DESCRIPTION | AVERAGE (Fc) | AVG/MIN |
| RAMP 1 | 0.8 | 3.0 |
| INTERSECTION | 0.8 | 3.0 |
| RAMP 2 | 0.8 | 3.0 |
| RAMP 3 | 0.8 | 3.0 |

NOTES:
1. DESIGN BASIS WAS AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED. AND IES RP-8-22
2. ATB0_P302_R3_4K.IES OR APPROVED EQUAL SHALL BE USED.

| ELECTRICAL SERVICE DATA | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CIRCUIT ID | LOCATION | SERVICE VOLTAGE | SERVICE CONDUIT SIZE | SERVICE CONDUCTORS | MAIN CIRCUIT BREAKER | BRANCH CIRCUIT BREAKER | BRANCH CIRCUIT (AMPS) | KVA LOAD |
| SP-1 | | | | | | | | |
| SP-1-A | EXIST | 240V, SINGLE PHASE | 2" NMC | 2C/8AWG, EGC | EXIST | EXIST | 4.09 | 0.98 |
| SP-2 | | | | | | | | |
| SP-2-A | EXIST | 240V, SINGLE PHASE | 2" NMC | 2C/10 AWG, | EXIST | EXIST | 3.41 | 0.82 |
| SP-2-B | EXIST | 240V, SINGLE PHASE | 2" NMC | 2C/8 AWG, EGC | EXIST | EXIST | 3.44 | 0.83 |
| SP-3 | | | | | | | | |
| SP-3-A | EXIST | 240V, SINGLE PHASE | 2" NMC | 2C/10 AWG, | EXIST | EXIST | 0.86 | 0.21 |
| SP-4 | | | | | | | | |
| SP-4-A | STA. 413 + 99.12 OFF. 39.38' LT | 240V, SINGLE PHASE | 2" NMC | 2C/10 AWG, EGC | SP/100A | 20A/2P | 2.15 | 0.52 |

| ILLUMINATION STATISTICS | | |
|---|---|---|
| DESCRIPTION | AVERAGE (FC) | AVG/MIN |
| I-30 / I-30 FRONTAGE RD | | |
| RAMP 1 | 1.0 | 2.0 |
| INTERSECTION | 1.1 | 2.8 |
| RAMP 2 | 0.8* | N/A |
| RAMP 3 | 0.8 | 2.7 |

Note:
1. CALCULATIONS WERE BASED ON .85 LIGHT LOSS FACTOR
* CONTRACTOR SHALL MEET OR EXCEED DESIGN VALUES, BUT IS NOT REQUIRED TO MEET RECOMMENDED VALUES, DUE TO LIMITATIONS OF SITE.

LIGHTING CALCULATIONS NOTES:

1. LIGHTING CALCULATIONS WERE PERFORMED USING VISUAL VERSION 2.11.0094 SOFTWARE.
2. LIGHTING LEVELS ARE IN FOOTCANDLE UNITS (fc).
3. DESIGN BASIS IS THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA, IESNA LIGHTING HANDBOOK, IES RP-8-21, IES DG-19-08, AND AASHTO ROADWAY LIGHTING DESIGN GUIDE (OCT 2018).

| PULLBOX SCHEDULE | | | | | | |
|---|---|---|---|---|---|---|
| PB NO. | NORTHING | EASTING | STA. | OFFSET (FT.) | CENTERLINE | TYPE |
| PB-1 | 2005795.07 | 1133318.22 | 304+22.18 | 24.23' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-2 | 2007108.45 | 1134772.41 | 323+78.82 | 95.48' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-3 | 2007019.64 | 1134870.85 | 324+00.00 | 35.40' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-4 | 2009841.77 | 1138469.62 | 369+75.50 | 26.94' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-5 | 2009940.92 | 1138606.68 | 371+43.99 | 27.48' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-6 | 2010069.11 | 1138788.44 | 373+67.26 | 26.94' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-7 | 2010123.8 | 1138862.27 | 374+58.61 | 29.21' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-8 | 2010133.43 | 1138955.81 | 375+40.56 | 17.53' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-1 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING |
| PB-L-2 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING |
| PB-L-3 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING |
| PB-L-4 | 2005724.54 | 1133123.24 | 302+96.34 | 22.47' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-5 | 2005821.76 | 1133347.63 | 304+68.57 | 21.17 ' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-6 | 2006950.58 | 1134675.39 | 321+98.52 | 27.55' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-7 | 2007083.82 | 1134683.99 | 322+99.41 | 127.49' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-8 | 2006958.20 | 1134795.95 | 323+3.18 | 30.59' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-9 | 2007099.23 | 1134802.17 | 323+91.27 | 65.09' LT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-10 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING |
| PB-L-11 | 2010269.17 | 1139155.03 | 377+81.21 | 29.75' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-12 | 2010339.937 | 1139255.02 | 379+3.86 | 30.05' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-13 | 2009104.41 | 1137715.85 | 406+33.49 | 34.58' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-14 | 2009238.99 | 1137867.99 | 408+35.26 | 28.67' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-15 | 2009384.35 | 1138029.73 | 410+52.31 | 28.22' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-16 | 2009532.66 | 1138184.79 | 412+65.78 | 28.84' RT | I-30 FRONTAGE RD | TYPE 2 HD |
| PB-L-17 | 2009717.07 | 1138358.92 | 415+18.48 | 20.92' RT | I-30 FRONTAGE RD | TYPE 2 HD |

| LUMINAIRE SCHEDULE | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POLE NO. | NORTHING | EASTING | STA. | OFFSET (FT.) | CENTERLINE | MOUNTING HT. (FT.) | POLE ARM (FT.) | BASE TYPE | WATTS | FIXTURE CURRENT | VOLTAGE | DELIVERED LUMENS | ORIENTATION ANGLE TRUE NORTH = 0, CW ROTATION | IES CLASSIFICATION | FIXTURE NAME | DAY | | NIGHT | |
| | | | | | | | | | | | | | | | | SWITCHED | POWER | SWITCHED | POWER |
| L-1 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | 83W | 0.35 | 240V | 12520 | EXISTING | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-2 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | 83W | 0.35 | 240V | 12520 | EXISTING | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-3 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | 83W | 0.35 | 240V | 12520 | EXISTING | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-4 | 2005717.17 | 1133218.51 | 302+96.27 | 25.22' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 144 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-5 | 2005826.861 | 1133355.23 | 304+71.32 | 21.31' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 144 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| SERVICE POINT-1 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | | | | | | | | | | | | | | | | | |
| L-6 | 2006941.65 | 1134672.25 | 321+95.73 | 26.02' LT | I-30 FRONTAGE RD | 40 | 8 | BREAKAWAY | 83W | 0.35 | 240V | 12520 | 136 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-7 | 2007084.81 | 1134693.47 | 322+93.13 | 125.98' LT | I-30 FRONTAGE RD | 40 | 8 | BREAKAWAY | 83W | 0.35 | 240V | 12520 | 86 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-8 | 2006965.17 | 1134790.2 | 323+3.18 | 27.84' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 322 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-9 | 2007089.97 | 1134801.13 | 323+89.66 | 63.14' LT | I-30 FRONTAGE RD | 40 | 8 | BREAKAWAY | 83W | 0.35 | 240V | 12520 | 186 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-10 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | 83W | 0.35 | 240V | 12520 | EXISTING | EXISTING | EXISTING | OFF | N/A | ON | 100% |
| SERVICE POINT-2 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | | | | | | | | | | | | | | | | | |
| L-11 | 2010261.88 | 1139160.35 | 377+81.19 | 32.50' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 146 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-12 | 2010332.57 | 1139260.63 | 379+3.83 | 32.80' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 146 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| SERVICE POINT-3 | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | | | | | | | | | | | | | | | | | |
| L-13 | 2012158.72 | 1141812.28 | 406+33.52 | 37.33' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 140 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-14 | 2012292.89 | 1141964.85 | 408+35.31 | 31.42' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 140 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-15 | 2012438.82 | 1142127.1 | 410+52.43 | 30.96' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 136 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-16 | 2012587.26 | 1142281.82 | 412+65.71 | 31.59' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 0.35 | 240V | 12520 | 136 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| L-17 | 2009714.61 | 1138357.68 | 415+15.84 | 21.66' RT | I-30 FRONTAGE RD | 40 | 8 | NON-BREAKAWAY | 83W | 1.35 | 240V | 12520 | 136 | TYPE III | ATB0-P302-R3-4K | OFF | N/A | ON | 100% |
| SERVICE POINT-4 | 2012878.47 | 1142458.6 | 413+99.12 | 39.38' LT | I-30 FRONTAGE RD | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

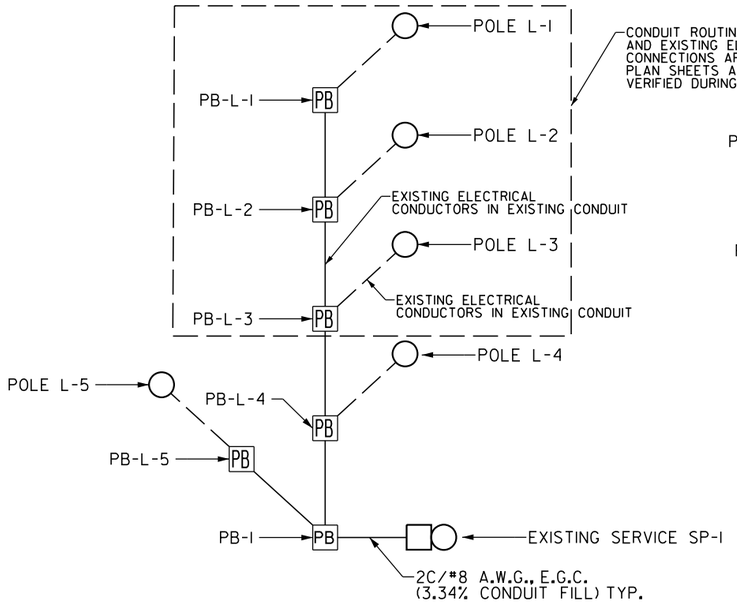
| LOCATION: | I-30/I-30 FRONTAGE RD. |
|---|---|
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

aewierciak 1/29/2025 4:52:46 PM
WORKSPACE: AHTD
L:\2021\210108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\Lighting\r061708_LD_06.dgn
REVISED DATE:

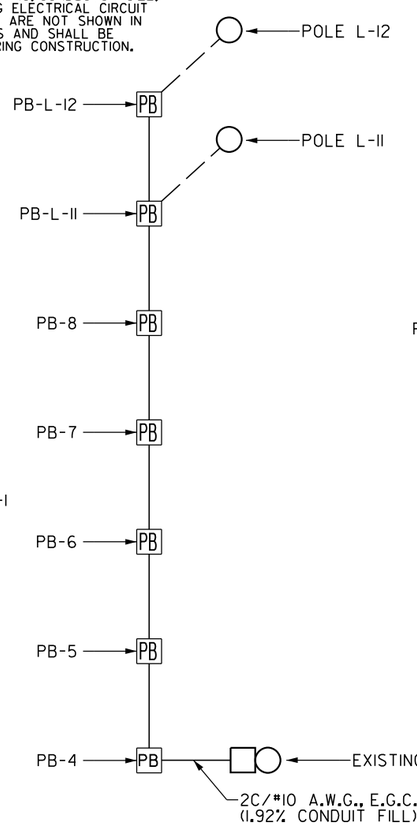
| DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| 01-30-2025 | | 6 | ARK. | 061708 | 135 | 263 |
| | | ELECTRICAL DETAILS 7 | | | | |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 21640
JAMES K. SCHMITT

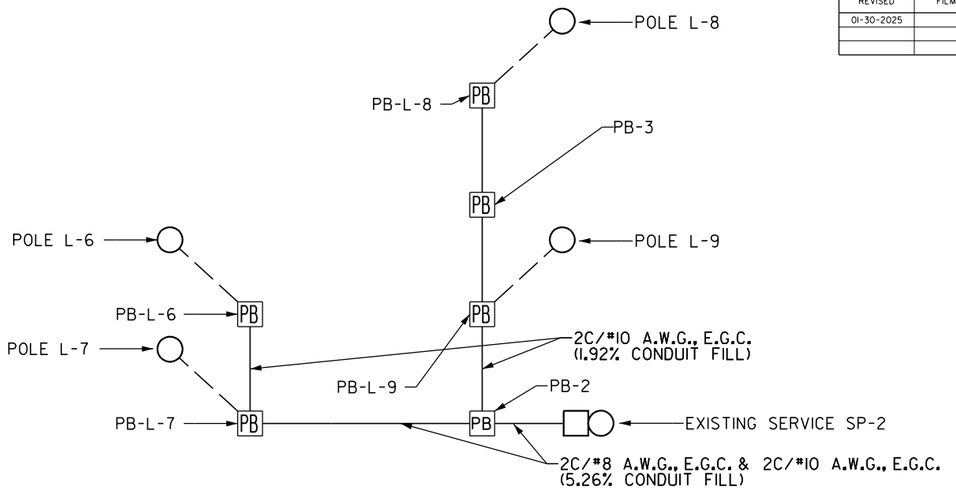
DIGITALLY SIGNED 01/30/2025



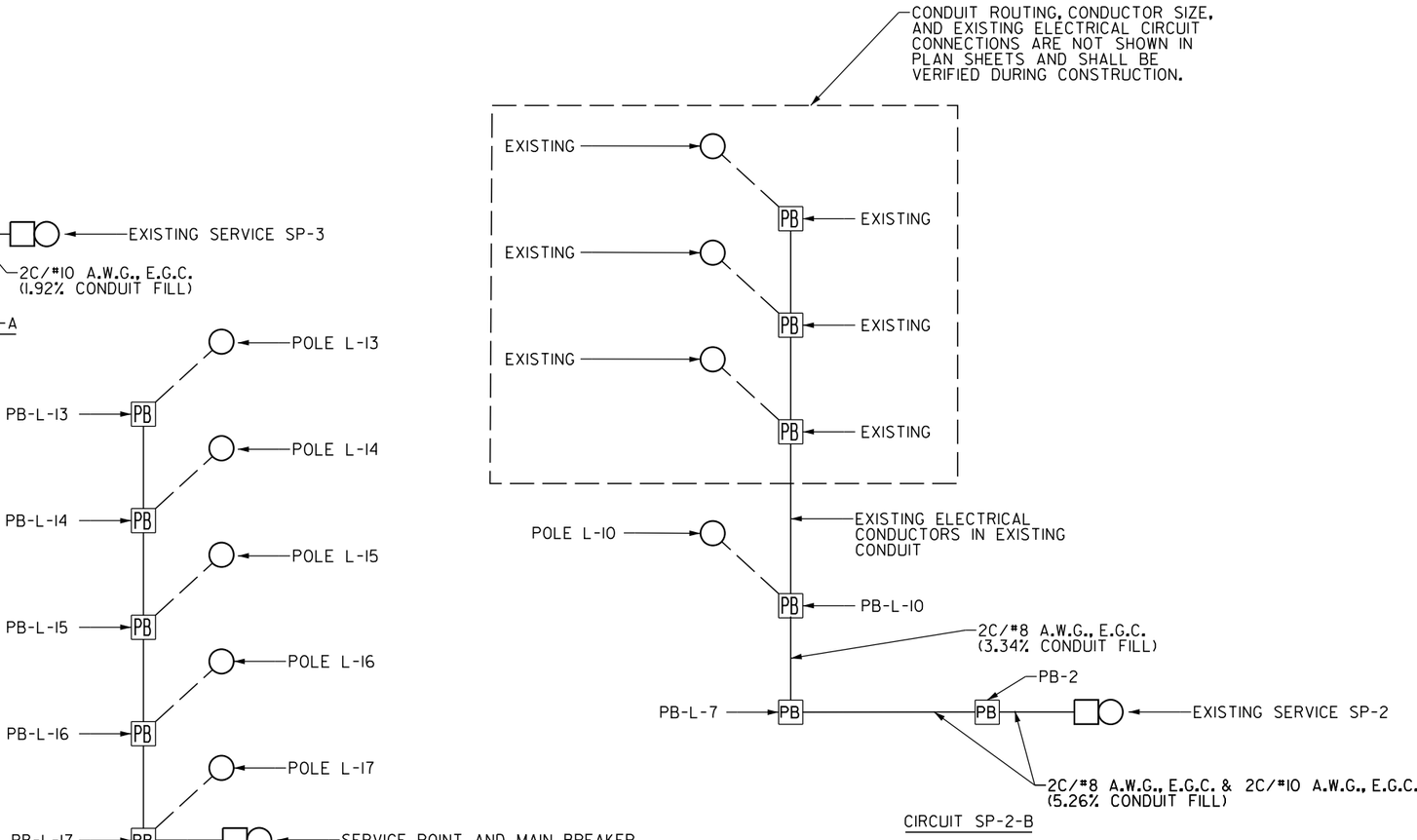

CIRCUIT SP-1-A



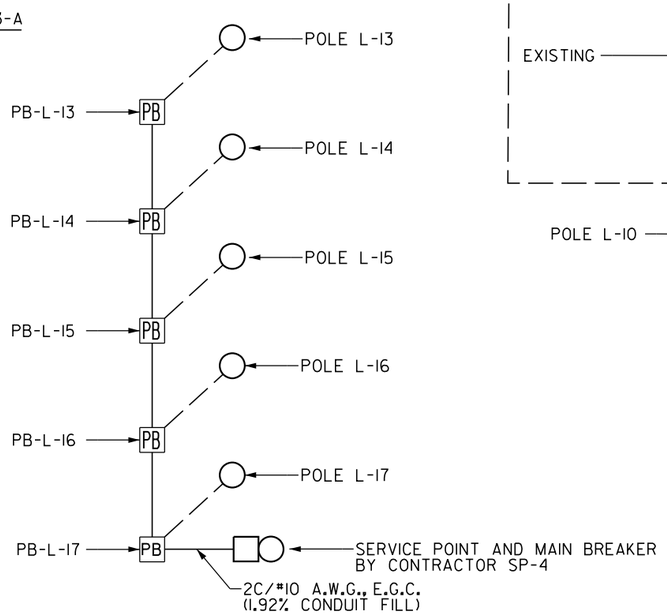

CIRCUIT SP-3-A




CIRCUIT SP-2-A.




CIRCUIT SP-2-B




CIRCUIT SP-4-A

PB — INSTALL NEW TYPE 2 HD PULLBOX

— — — 2C/#12A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINARIE

——— ELECTRICAL CIRCUIT, SEE CALL-OUTS FOR CONDUCTOR NUMBER AND SIZES

WIRING NOTES:

1. REFER TO ELECTRICAL CONDUCTOR FOR LUMINAIRE SPECIAL PROVISION FOR ELECTRICAL CONDUCTOR SIZE FROM PULL BOX TO LIGHT FIXTURE.

| CONDUIT FILL | | | |
|---|---|---|---|
| CONDUIT SIZE | CONDUCTORS | CONDUIT FILL | MAX FILL |
| 2" | 2C/#12 A.W.G., E.G.C. | 1.21% | 40% |
| 2" | 2C/#10 A.W.G., E.G.C. | 1.92% | 40% |
| 2" | 2C/#8 A.W.G., E.G.C. | 3.34% | 40% |
| 2" | 2C/#8 A.W.G., E.G.C. & 2C/#10 A.W.G., E.G.C. | 5.26% | 40% |

| | |
|---|---|
| LOCATION: | I-30/I-30 FRONTAGE RD. |
| CITY: | BENTON |
| COUNTY: | SALINE |
| DISTRICT: | 06 SCALE: N/A DRAWN BY:JDW |

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WORKSPACE: AHTD
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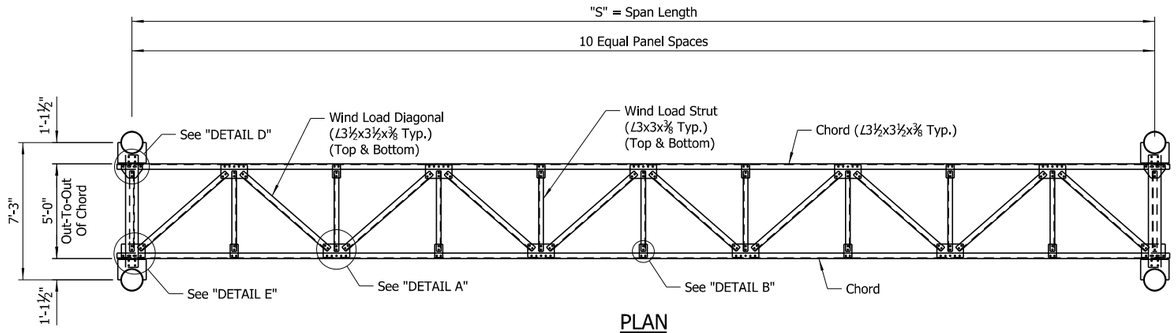
REVISED DATE:

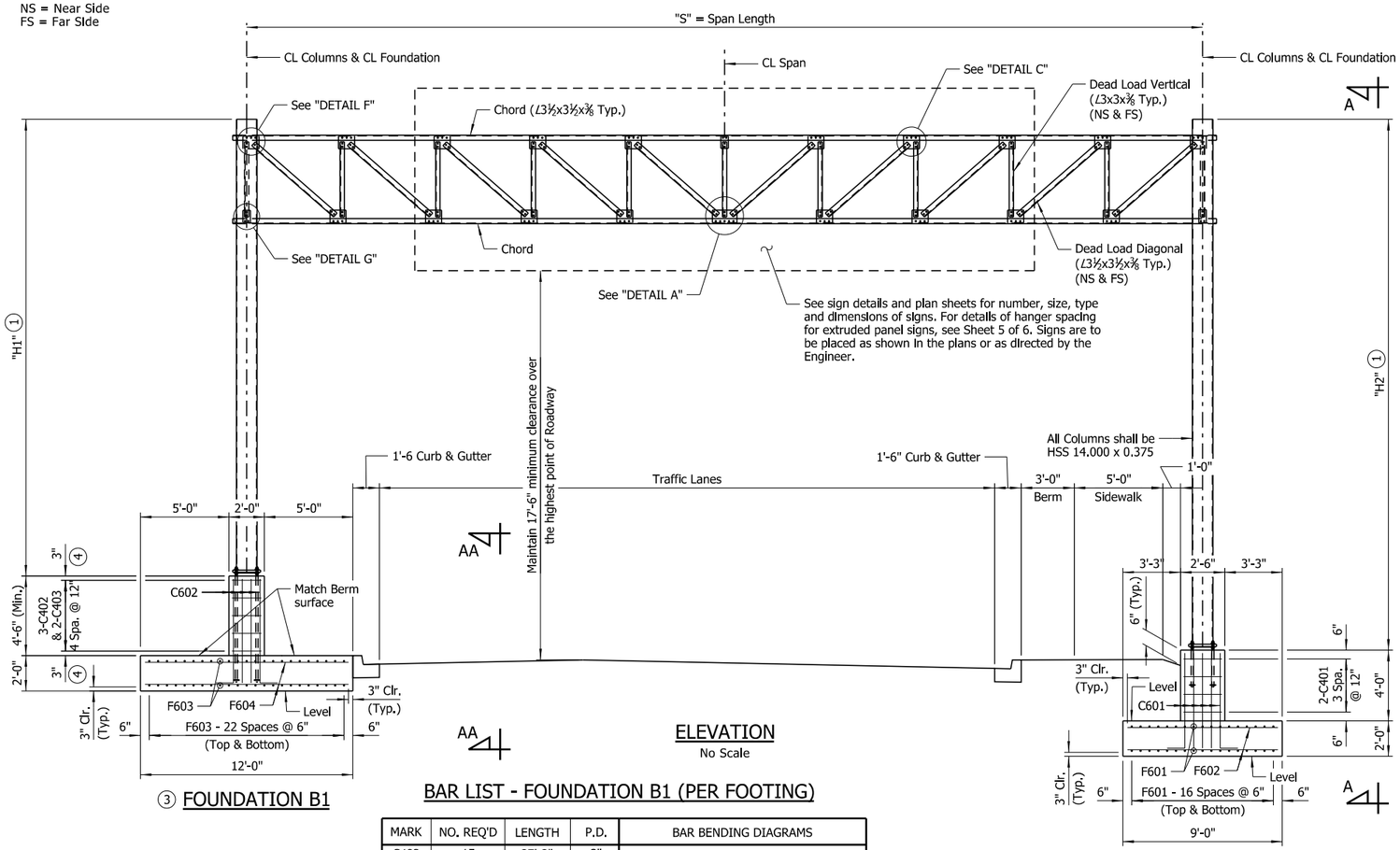
| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 136 | 263 |
| | | SEE TABLE - OH SIGN STR. (40'-54') | | | | 67726 |




PLAN
No Scale

## LEGEND

NS = Near Side
FS = Far Side




③ FOUNDATION B1

ELEVATION
No Scale

② FOUNDATION A1

NOTES:
For "VIEW A-A", see Sheet 2 of 6.

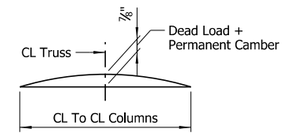
For "DETAIL A" thru "DETAIL G", see Sheet 3 of 6.

For "VIEW AA-AA", see Sheet 4 of 6.

1. The Contractor shall make field measurements to determine the column heights "H1" and "H2" that are required to maintain the minimum vertical clearance with the centerline of the sign located at the centerline of the truss. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer. The Contractor shall also verify that the variable span length (40'-0" to 54'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.
2. Foundation A1 allowed only when foundation is outside clear zone or is protected by guardrail or barrier. For alternate drilled shaft foundation (Foundation A2), see Sheet 6 of 6.
3. Foundation B1 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B1 requires adjacent Roadway Median Barrier to transition to match the ends of the pedestal. For alternate drilled shaft foundation (Foundation B2), see Sheet 6 of 6.
4. Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

| STRUCTURE NO. | SPAN LENGTH "S" | FOUNDATION TYPE | |
|---|---|---|---|
| | | LEFT FOUNDATION (5) | RIGHT FOUNDATION (5) |
| OH-030-62-45 | 52'-0" | A1 or A2 | A1 or A2 |

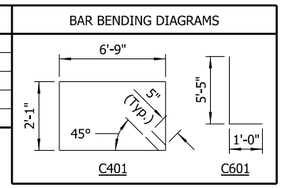
(5) Orientation when looking in direction of stations increasing.




TRUSS CAMBER DIAGRAM
No Scale

## BAR LIST - FOUNDATION A1 (PER FOOTING)

| MARK | NO. REQ'D | LENGTH | P.D. | BAR BENDING DIAGRAMS |
|---|---|---|---|---|
| C401 | 8 | 18'-2" | 3" | |
| C601 | 46 | 6'-3" | 4½" | |
| | | | | |
| F601 | 34 | 20'-6" | Str. | |
| F602 | 82 | 8'-6" | Str. | |



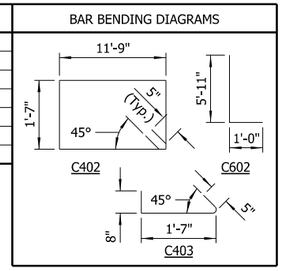

NOTE:
Dimensions of bars are out-to-out.

## APPROXIMATE QUANTITIES FOR FOUNDATION A1 PER FOOTING (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 17.70 | 2,623 | 59 |

## BAR LIST - FOUNDATION B1 (PER FOOTING)

| MARK | NO. REQ'D | LENGTH | P.D. | BAR BENDING DIAGRAMS |
|---|---|---|---|---|
| C402 | 15 | 27'-2" | 3" | |
| C403 | 10 | 2'-7" | 3" | |
| | | | | |
| C602 | | 6'-9" | 4½" | |
| | | | | |
| F603 | 46 | 27'-6" | Str. | |
| F604 | 110 | 11'-6" | Str. | |




NOTE:
Dimensions of bars are out-to-out.

## APPROXIMATE QUANTITIES FOR FOUNDATION B1 PER FOOTING (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 34.30 | 5,270 | 35 |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 40' TO 54'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh1.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022

STR. NO. SEE TABLE DRAWING NO. 67726

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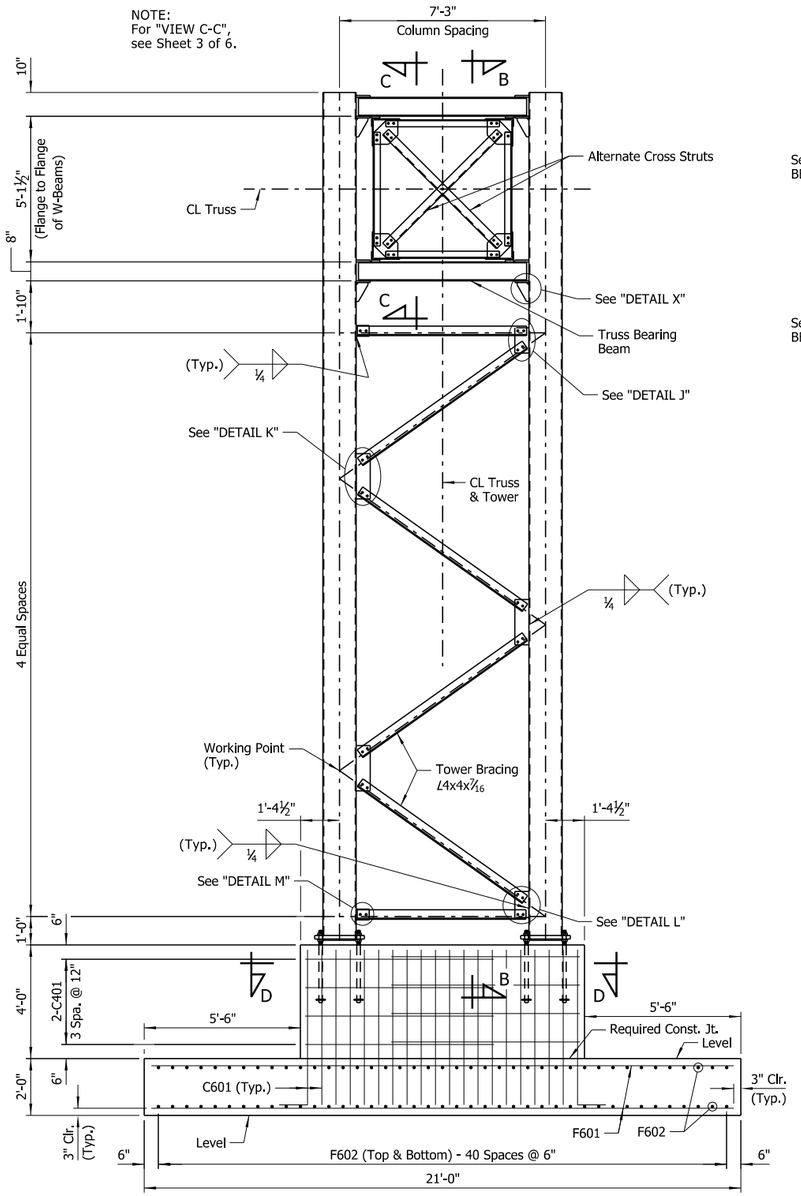
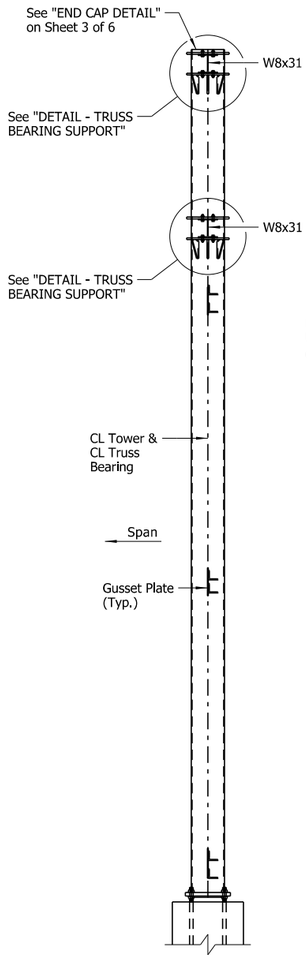
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (40'-54')_1.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 137 | 263 |
| | | SEE TABLE - OH SIGN STR. (40'-54') | | | | 67727 |



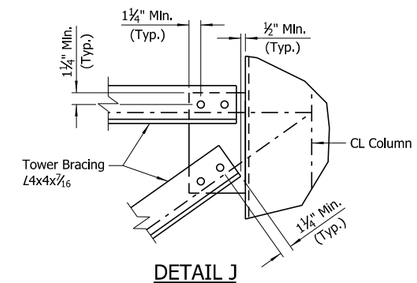

## VIEW A-A

(Foundation A1)
No Scale




## VIEW B-B

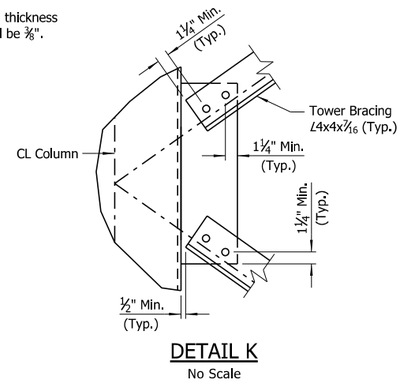
No Scale




## DETAIL J

No Scale

NOTE:
Unless otherwise noted, thickness
of all Gusset Plates shall be ⅜".




## DETAIL K

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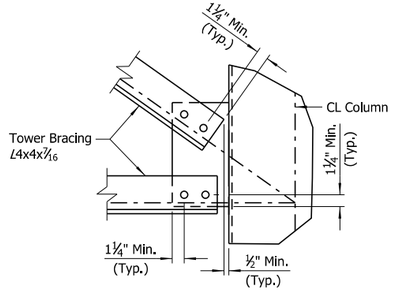
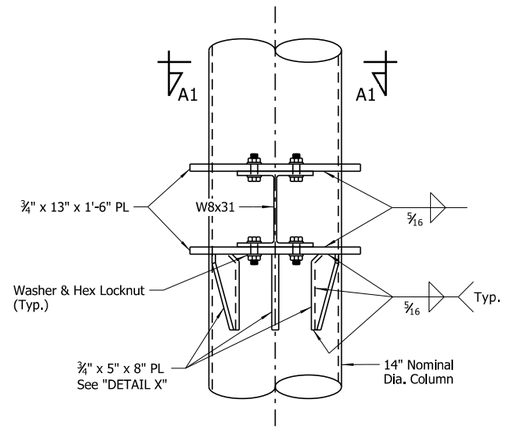


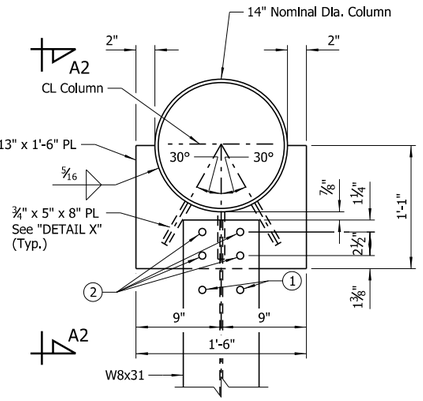

## DETAIL L

No Scale



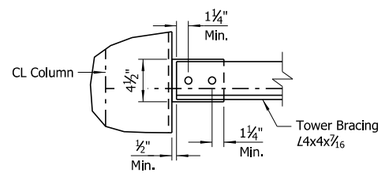

## DETAIL - TRUSS BEARING SUPPORT

Scale: 1½" = 1'-0"



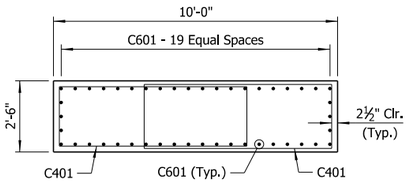

## VIEW A1-A1

Scale: 1½" = 1'-0"



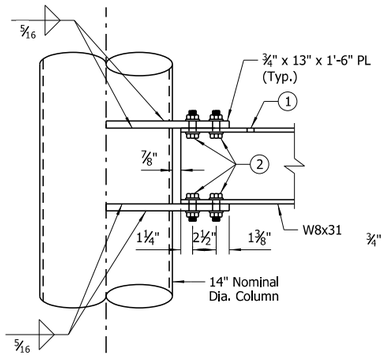

## DETAIL M

No Scale



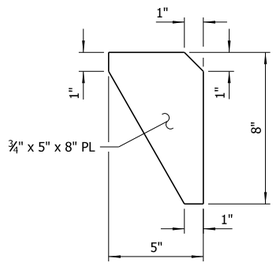

## SECTION D-D

Scale: ⅜" = 1'-0"




## VIEW A2-A2

Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)




## DETAIL X

Scale: 3" = 1'-0"

① Bolts shall be ¾"ø. Provide 13/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 13/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.

② Bolts shall be ¾"ø. Provide 13/16"ø holes at top and bottom beam flanges and connection plates.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF 40' TO 54'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | CWT | DATE: | NOV. 2022 | FILENAME: | b061708_oh2.dgn |
| CHECKED BY: | ABH | DATE: | JAN. 2023 | SCALE: | As Shown |
| DESIGNED BY: | JME | DATE: | NOV. 2022 | | |

STR. NO. SEE TABLE DRAWING NO. 67727

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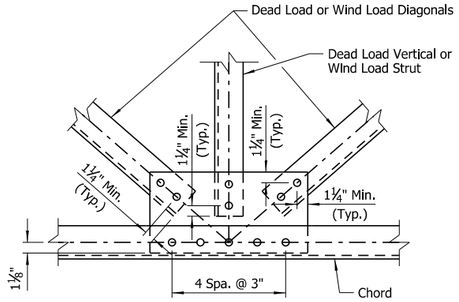
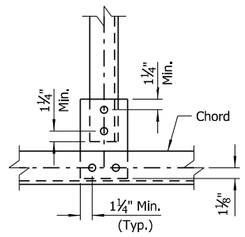
9/6/2024 11:31:27 AM
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 138 | 263 |
| | | SEE TABLE - OH SIGN STR. (40'-54') | | | | 67728 |

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".




DETAIL A
No Scale

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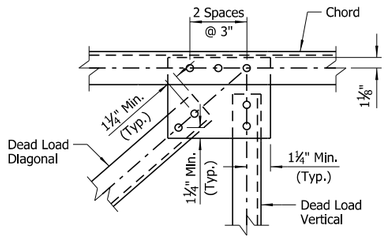


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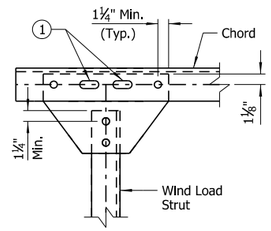


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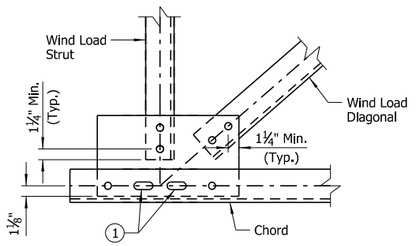


DETAIL E
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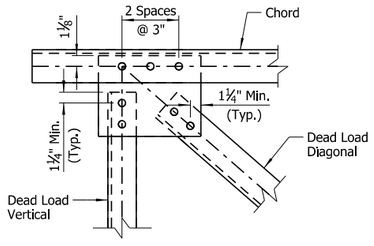


DETAIL F
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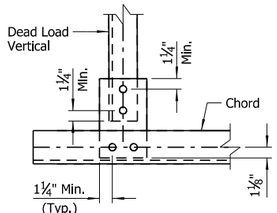


DETAIL G
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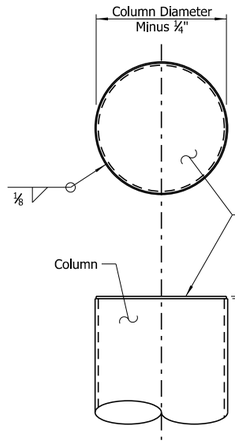
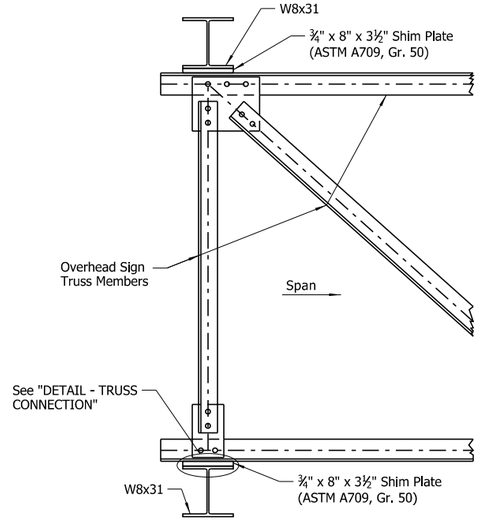
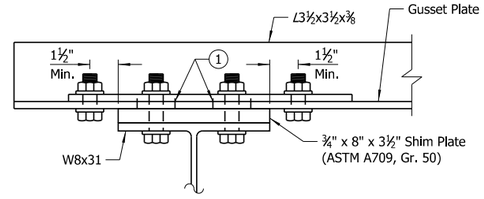



END CAP DETAIL
Scale: 1½" = 1'-0"



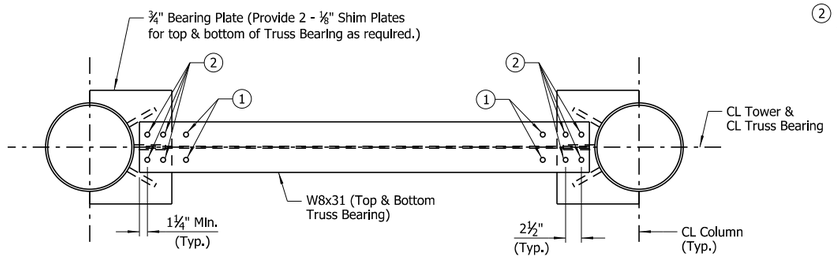

VIEW C-C
No Scale



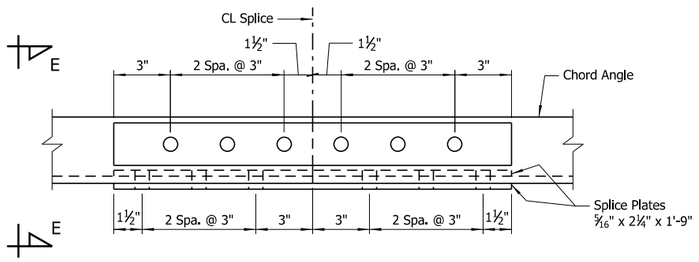

DETAIL - TRUSS CONNECTION
No Scale

(1) Bolts shall be ¾"ø. Provide $^{13}/_{16}$" x 2" slotted holes in gusset plate and chord angle. Clearance between end of slot and adjacent bolt hole shall be no less than 1½". Provide $^{13}/_{16}$"ø holes in ¾" shim plate and top or bottom beam flanges as required. Use plate washer on gusset plate side.

(2) Bolts shall be ¾"ø. Provide $^{13}/_{16}$"ø holes at top and bottom beam flanges and connection plates.

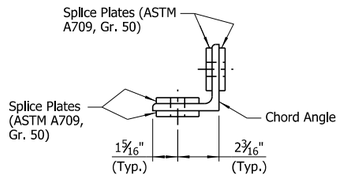



PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"




CHORD SPLICE
Scale: 3" = 1'-0"

NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.




VIEW E-E
Scale: 3" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 3 OF 6
DETAILS OF 40' TO 54'
STEEL OVERHEAD SIGN STRUCTURE

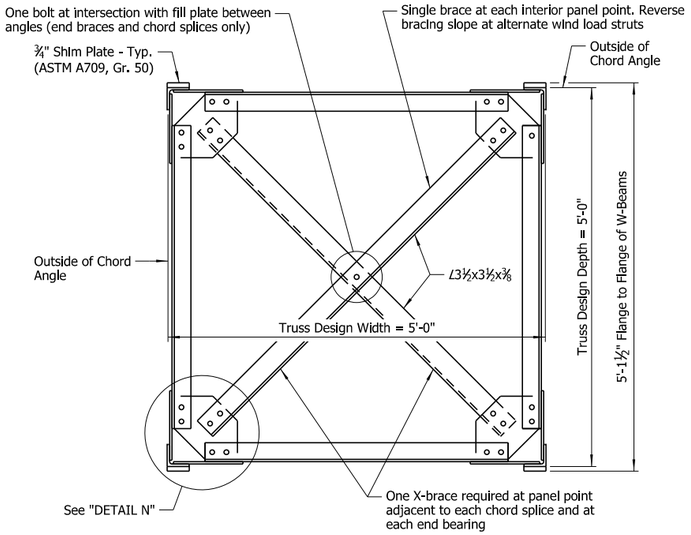
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh3.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67728

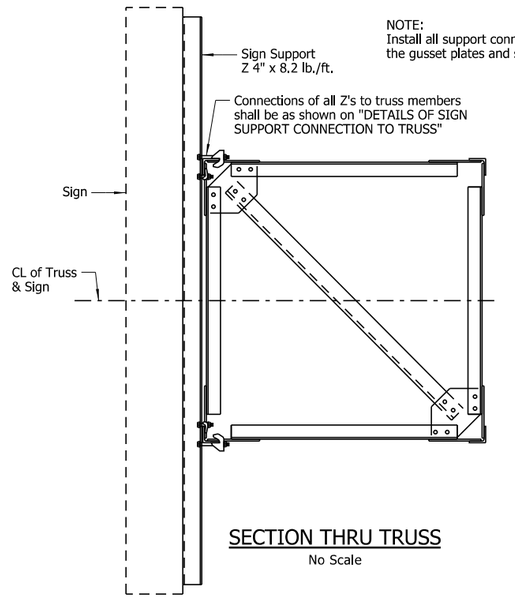
CSWylie 9/6/2024 11:31:27 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (40'-54')_3.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 139 | 263 |
| | | SEE TABLE - OH SIGN STR. (40'-54') | | | | 67729 |




## TRUSS SECTION

Scale: 1" = 1'-0"

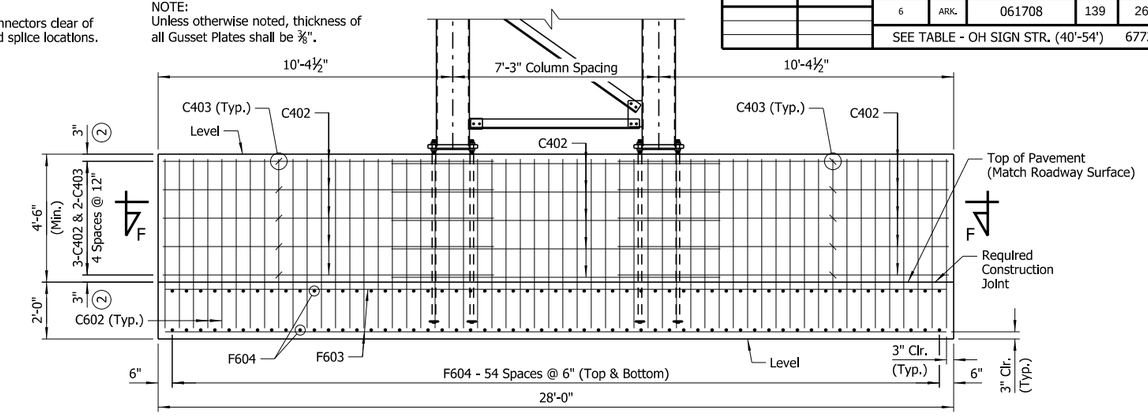



NOTE:
Install all support connectors clear of the gusset plates and splice locations.

## SECTION THRU TRUSS

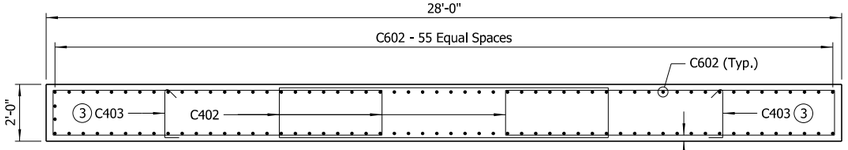
No Scale

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



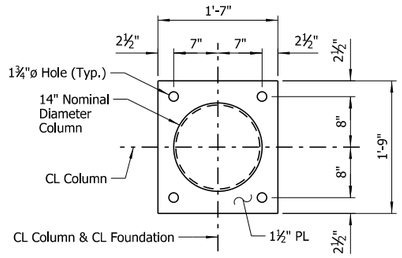

## VIEW AA-AA

(Foundation B1)
Scale: ⅜" = 1'-0"



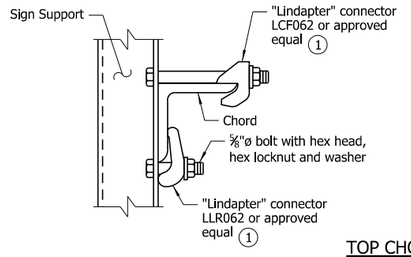

## SECTION F-F

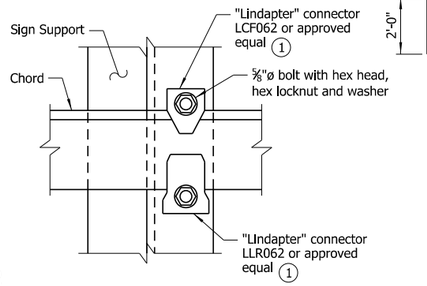
Scale: ⅜" = 1'-0"



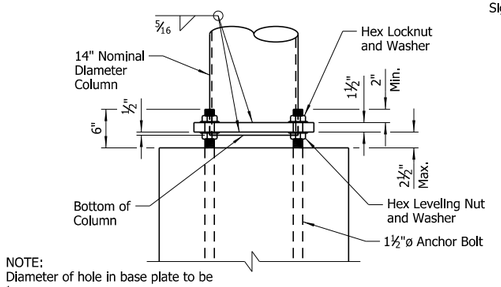

## PLAN - COLUMN BASE

Scale: 1" = 1'-0"



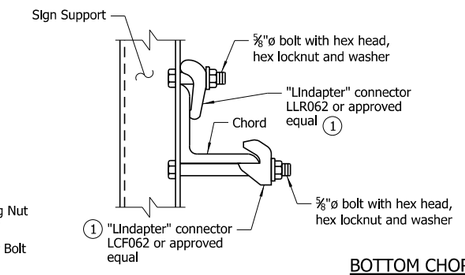

## TOP CHORD

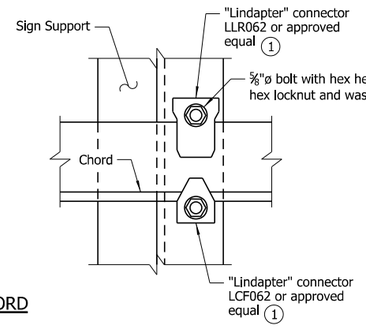



NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

## ELEVATION - COLUMN BASE

Scale: 1" = 1'-0"

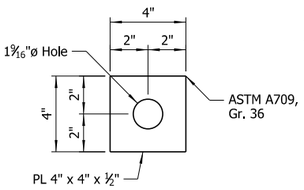


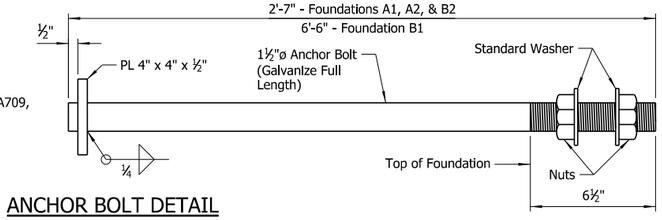




## BOTTOM CHORD

## DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

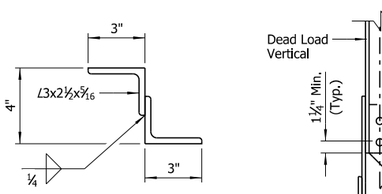
No Scale



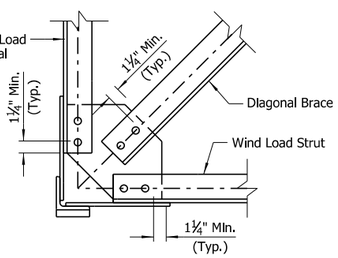

## ANCHOR BOLT DETAIL

No Scale




NOTE:
Structural Z Support may be fabricated from angles as shown.

## DETAILS OF ALTERNATE Z SUPPORT

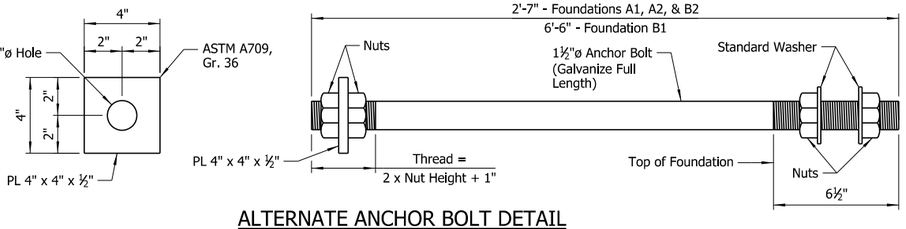



## DETAIL N

Scale: 1½" = 1'-0"

(2) Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

(3) Alternate C403 ties end for end at each layer of reinforcing.




## ALTERNATE ANCHOR BOLT DETAIL

No Scale

(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 4 OF 6
# DETAILS OF 40' TO 54' STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | CWT | DATE: | NOV. 2022 | FILENAME: | b061708_oh4.dgn |
| CHECKED BY: | ABH | DATE: | JAN. 2023 | SCALE: | As Shown |
| DESIGNED BY: | JME | DATE: | NOV. 2022 | | |

STR. NO. SEE TABLE DRAWING NO. 67729

CSWylie 9/6/2024 11:31:28 AM
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 140 | 263 |
| | | SEE TABLE - OH SIGN STR. (40'-54') | | | | 67730 |

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 Edition, with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2015 with current interim revisions.

Basic Wind Speed = 120 mph
Fatigue Category: I

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet. This structure is approved for a maximum sign weight (total of all signs and hangers) of 4,560 lbs. Use of additional sign area or a heavier sign must be approved by the Engineer. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

| | |
|---|---|
| Class S Concrete | f'c = 3,500 psi |
| Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A) | fy = 60,000 psi |

Spread footings for the structure have been designed assuming a factored bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed factored bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

Structural steel sign support members shall comply with the following specifications:

| | |
|---|---|
| Angles: | ASTM A709, Gr. 36 (Fy = 36,000 psi) |
| Plate, W-Section: | ASTM A709, Gr. 50 (Fy = 50,000 psi) |
| (1) Pipe: | ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi),<br>ASTM A500, Gr. B (Fy = 42,000 psi),<br>ASTM A501, Gr. B (Fy = 50,000 psi) |
| Z-Shapes: | ASTM A709, Grade 36 (Fy = 36,000 psi) |
| Shim Plates: | ASTM A1011, SS, Grade 36, Type 2, or Grade 40 |
| Bolts: | ASTM F3125, Grade A325, Type 1 |
| Locknuts - Approved Type: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |
| Washers: | ASTM F436 |
| Nuts: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices, and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" diameter and open holes shall be $^{13}/_{16}$" diameter. Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

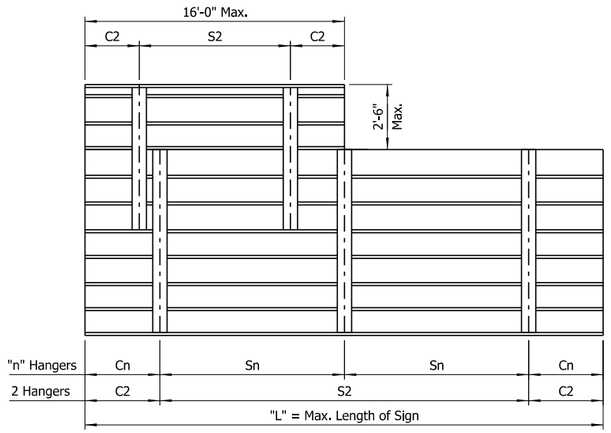
All truss frame bolts shall comply with ASTM F3125, Grade A325, Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM F3125, Grade A325, Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Locknuts shall be equipped with nylon locking inserts or other approved type locking system. Locknuts shall be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES".

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL OVERHEAD SIGN STRUCTURE (_)". The excavations for the footings shall be backfilled before the structure is attached to the foundations.

For location of each 40' to 54' overhead sign structure to be used, refer to Sign Plans.




NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

## HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

No Scale

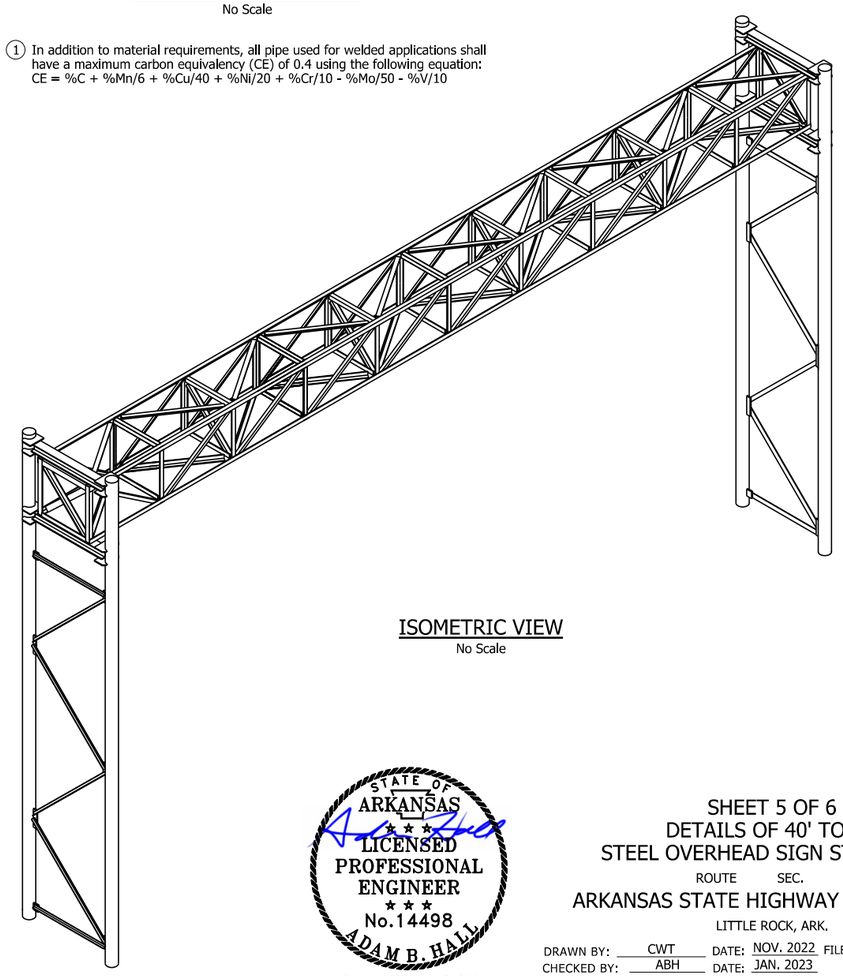
## HANGER VARIABLES

(For Extruded Panel Signs)

| Max. Length of Sign = "L" | "n" Hangers | Cantilever Length "Cn" | Hanger Spacing "Sn" |
|---|---|---|---|
| 15'-0" | 2 Hangers | 0.21 x "L" | 0.58 x "L" |
| 30'-0" | 3 Hangers | 0.145 x "L" | 0.355 x "L" |
| 45'-0" | 4 Hangers | 0.107 x "L" | 0.262 x "L" |

NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation:
CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10



## ISOMETRIC VIEW

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 40' TO 54'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | CWT | DATE: | NOV. 2022 | FILENAME: | b061708_oh5.dgn |
| CHECKED BY: | ABH | DATE: | JAN. 2023 | SCALE: | As Shown |
| DESIGNED BY: | JME | DATE: | NOV. 2022 | | |

STR. NO. SEE TABLE DRAWING NO. 67730

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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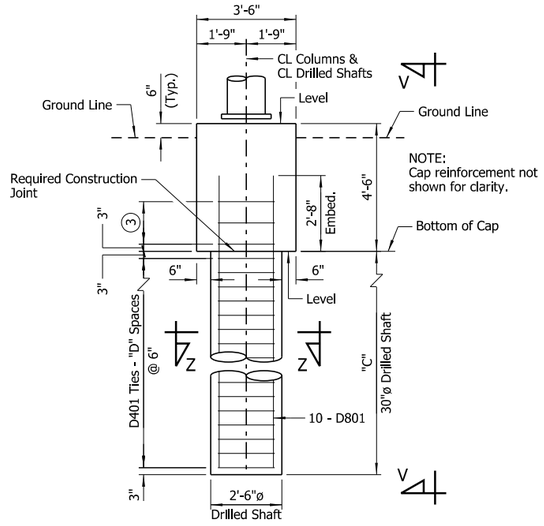
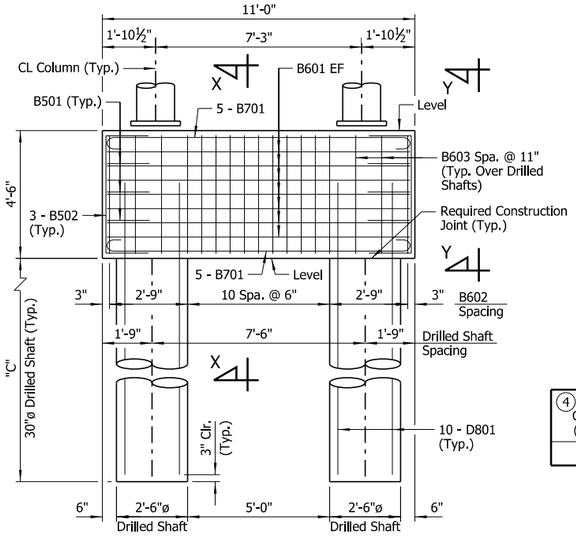
| | | 6 | ARK. | 061708 | 141 | 263 |
| | | SEE TABLE - OH SIGN STR. (40'-54') | | | | 67731 |



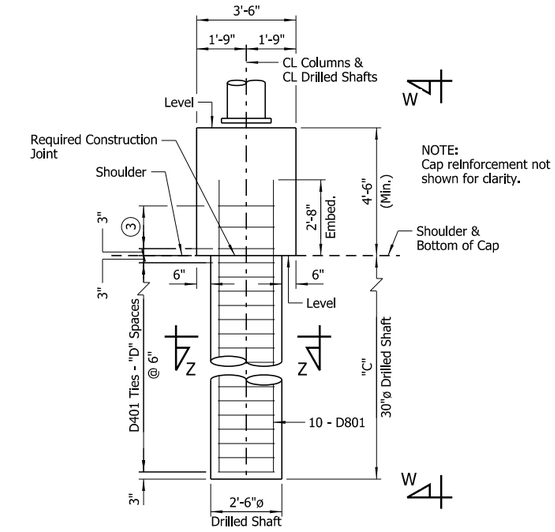

## ELEVATION - FOUNDATION A2 (1)

Scale: ⅜" = 1'-0"



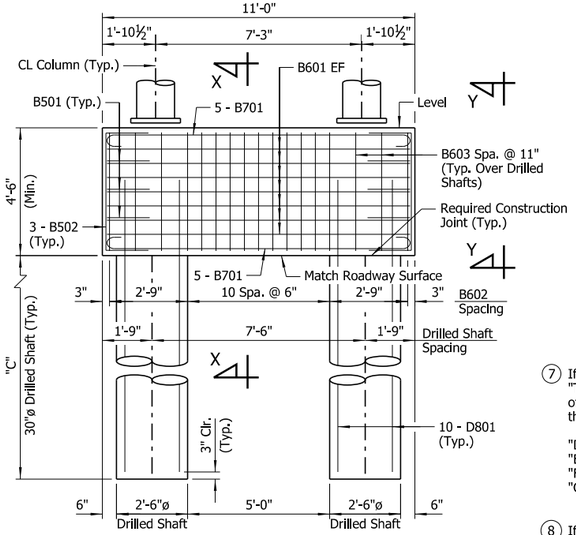

## VIEW V-V

Scale: ⅜" = 1'-0"



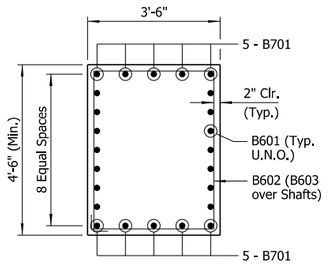

## ELEVATION - FOUNDATION B2 (2)

Scale: ⅜" = 1'-0"



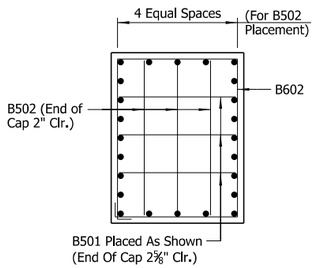

## VIEW W-W

Scale: ⅜" = 1'-0"



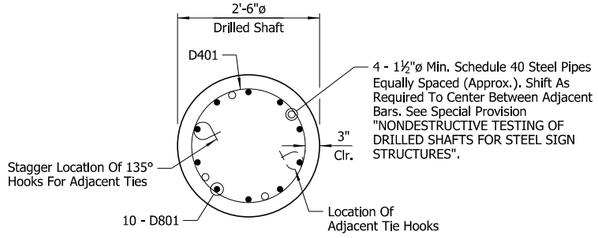

## SECTION X-X

Scale: ½" = 1'-0"




## VIEW Y-Y

Scale: ½" = 1'-0"




## SECTION Z-Z

Scale: ¾" = 1'-0"

(1) Foundation A2 allowed only when foundation is outside clear zone or is protected by guardrail or barrier.

(2) Foundation B2 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B2 requires adjacent Roadway Median Barrier to transition to match the ends of the cap. See Roadway Plans for additional information.

(3) C401 Ties - 2 Spaces @ 9"

## APPROX. QUANTITIES FOR FOUNDATION A2 (FOR INFORMATION ONLY)

| (4) CLASS S CONCRETE (CU. YDS.) | (5) REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) | DRILLED SHAFT (30" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (30" DIA.) (EACH) |
|---|---|---|---|---|
| 6.50 | 970 | 14 | "G" | 1 |

## APPROX. QUANTITIES FOR FOUNDATION B2 (FOR INFORMATION ONLY)

| (4) CLASS S CONCRETE (CU. YDS.) | (5) REINFORCING STEEL (LBS.) | DRILLED SHAFT (30" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (30" DIA.) (EACH) |
|---|---|---|---|
| 6.50 | 970 | "G" | 1 |

(4) Does not include Class S Concrete for Drilled Shafts

(5) Does not include D401 and D801 Bars in Drilled Shafts

(6) Tabulated SPT N60 values are raw SPT N values corrected by SPT hammer efficiency and represent average values along the plan shaft penetration. If the SPT N60 values in the foundation soils within 2 shaft diameters below the plan tip elevation are less than the average SPT N60 values along the plan shaft penetration, the Engineer shall be contacted.

(7) If final drilled shaft length is not shown in "TABLE OF VARIABLES" due to the presence of rock or other factors, variables "D" through "G" shall be determined as follows:

"D" = (Shaft Length in Ft. - 0.5) / 0.5
"E" = Shaft Length in Ft. x 4
"F" = Shaft Length + 2'-5"
"G" = Shaft Length x 2

(8) If "F" exceeds 60'-0", a lap splice is required for each D801 bar at the midpoint of the drilled shaft. Min. lap splice length for D801 bar = 3'-6". Length shown in table does not include the additional length required for a lap splice.

## DRILLED SHAFT NOTES (FOUNDATIONS A2 & B2)

Drilled shafts shall conform to Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES". Drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". Temporary casing may be required. Unless approved by the Engineer, permanent steel casing shall not be used.

Crosshole Sonic Logging (CSL) shall be performed on one drilled shaft at each foundation and as directed by the Engineer. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES".

Concrete and reinforcing steel placed in drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". No additional payment shall be made for spacers, additional splices or bracing needed for assembly, shipping, handling or erecting.

Concrete in drilled shafts shall be Class "S" as modified by Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES".

Drilled shaft lengths shall be determined based on the results of exploratory borings, which shall be performed by the Contractor prior to shaft excavation.

If competent rock is not encountered in the exploratory boring, the Standard Penetration Test (SPT) blow count corrected by the hammer efficiency, N60, shall be used to determine shaft lengths. See "TABLE OF VARIABLES".

If competent rock is encountered in the exploratory boring within 25'-0" of planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock and have a minimum length of 25'-0".

If competent rock is encountered in the exploratory boring below 25'-0" from planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock or to the depth based on the SPT N60 value and associated shaft length in the "TABLE OF VARIABLES", whichever is shallower.

Testing results shall be submitted to the Engineer for review. Final drilled shaft lengths shall be approved by the Engineer prior to construction.

The cost of performing exploratory borings and in-situ strength testing shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

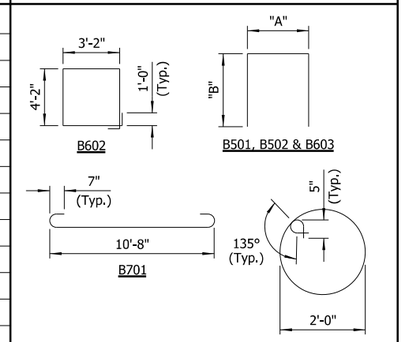
## TABLE OF VARIABLES (7)

| SPT N60 (6) (blows/ft.) | Min. Depth of Exploratory Boring | Drilled Shaft Length, "C" | "D" | "E" | "F" (8) | "G" |
|---|---|---|---|---|---|---|
| <5 | - | Contact Engineer | - | - | - | - |
| 5 To 7 | 75'-0" | 70'-0" | 139 | 280 | 72'-5" | 140'-0" |
| 7 To 9 | 63'-0" | 58'-0" | | 232 | 60'-5" | 116'-0" |
| 9 To 11 | 47'-0" | 42'-0" | 83 | 168 | 44'-5" | 84'-0" |
| 11 To 13 | 37'-0" | 32'-0" | 63 | | 34'-5" | 64'-0" |
| >13 | 31'-0" | 26'-0" | 51 | 104 | 28'-5" | 52'-0" |

## BAR LIST - FOUNDATION A2 OR B2

| MARK | NO. REQ'D | LENGTH | "A" | "B" | P.D. |
|---|---|---|---|---|---|
| B501 | 6 | 5'-10" | 3'-0" | 1'-6" | 2½" |
| B502 | 6 | 6'-10" | 4'-0" | 1'-6" | 2½" |
| | | | | | |
| B601 | 14 | 10'-8" | | | Str. |
| B602 | 13 | 15'-10" | | | 4½" |
| B603 | 4 | 11'-2" | 3'-2" | 4'-2" | 4½" |
| | | | | | |
| B701 | 10 | 12'-4" | | | 5¼" |
| | | | | | |
| C401 | 6 | 7'-4" | | | 3" |
| | | | | | |
| D401 | "E" | 7'-4" | | | 3" |
| D801 | 20 | "F" | | | Str. |

## BAR BENDING DIAGRAMS




NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Foundation A2 or one Foundation B2.

## LEGEND

U.N.O. = Unless Noted Otherwise
EF = Each Face

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 6 OF 6
DETAILS OF 40' TO 54'
STEEL OVERHEAD SIGN STRUCTURE

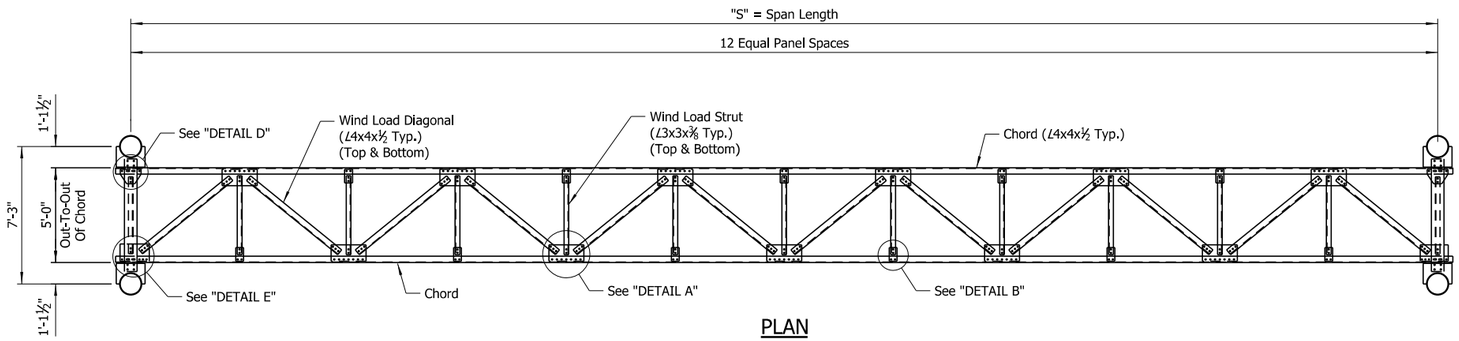
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2023 FILENAME: b061708_oh6.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: JAN. 2023
STR. NO. SEE TABLE DRAWING NO. 67731

CSWylie 9/6/2024 11:31:29 AM
WORKSPACE:ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (40'-54')_6.dgn
REVISED DATE:

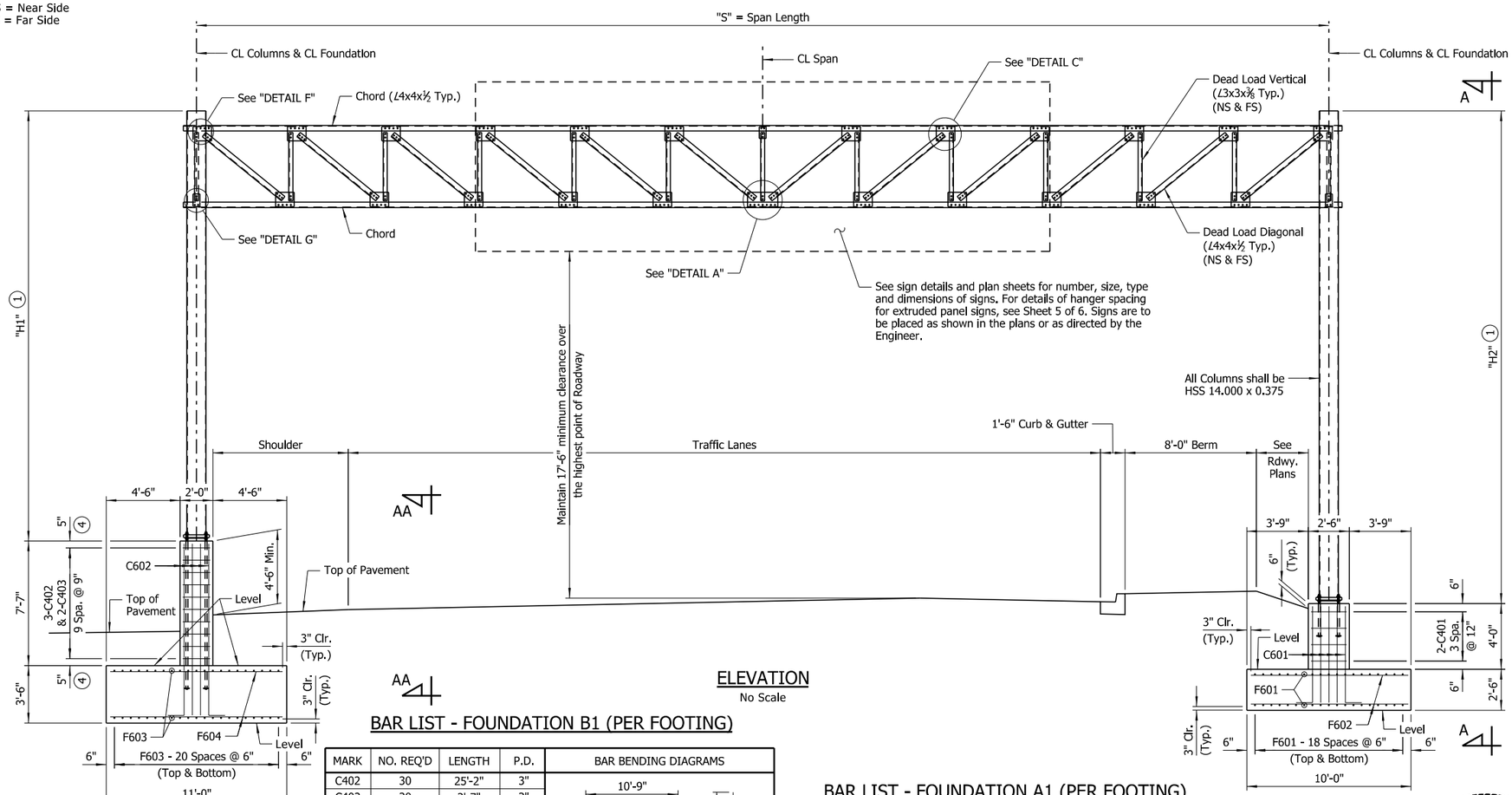
| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 142 | 263 |
| | | SEE TABLE - OH SIGN STR. (55'-69') | | | | 67732 |




PLAN
No Scale

## LEGEND

NS = Near Side
FS = Far Side




③ FOUNDATION B1

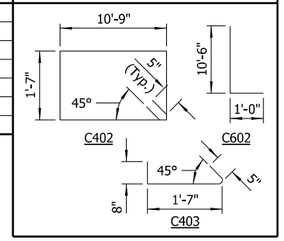
ELEVATION
No Scale

② FOUNDATION A1

### BAR LIST - FOUNDATION B1 (PER FOOTING)

| MARK | NO. REQ'D | LENGTH | P.D. |
|---|---|---|---|
| C402 | 30 | 25'-2" | 3" |
| C403 | 20 | 2'-7" | 3" |
| | | | |
| C602 | 104 | 11'-4" | 4½" |
| | | | |
| F603 | 42 | 24'-6" | Str. |
| F604 | 98 | 10'-6" | Str. |

BAR BENDING DIAGRAMS

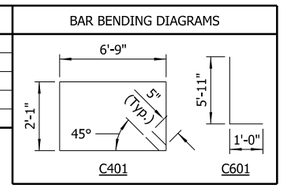



NOTE:
Dimensions of bars are out-to-out.

### BAR LIST - FOUNDATION A1 (PER FOOTING)

| MARK | NO. REQ'D | LENGTH | P.D. |
|---|---|---|---|
| C401 | 8 | 18'-2" | 3" |
| C601 | 46 | 6'-9" | 4½" |
| | | | |
| F601 | 38 | 20'-6" | Str. |
| F602 | 82 | 9'-6" | Str. |

BAR BENDING DIAGRAMS




NOTE:
Dimensions of bars are out-to-out.

1. The Contractor shall make field measurements to determine the column heights "H1" and "H2" that are required to maintain the minimum vertical clearance with the centerline of the sign located at the centerline of the truss. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer. The Contractor shall also verify that the variable span length (55'-0" to 69'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.
2. Foundation A1 allowed only when foundation is outside clear zone or is protected by guardrail or barrier. For alternate drilled shaft foundation (Foundation A2), see Sheet 6 of 6.
3. Foundation B1 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B1 requires adjacent Roadway Median Barrier to transition to match the ends of the pedestal. For alternate drilled shaft foundation (Foundation B2), see Sheet 6 of 6.
4. Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

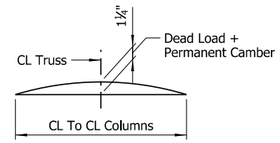
| STRUCTURE NO. | SPAN LENGTH "S" | FOUNDATION TYPE | |
|---|---|---|---|
| | | LEFT FOUNDATION (5) | RIGHT FOUNDATION (5) |
| OH 030-62-44 | 60'-0" | A1 | B1 |

(5) Orientation in direction of stationing

NOTES:
For "VIEW A-A", see Sheet 2 of 6.

For "DETAIL A" thru "DETAIL G", see Sheet 3 of 6.

For "VIEW AA-AA", see Sheet 4 of 6.




TRUSS CAMBER DIAGRAM
No Scale

### APPROXIMATE QUANTITIES FOR FOUNDATION A1 PER FOOTING (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 23.20 | 2,910 | 70 |

### APPROXIMATE QUANTITIES FOR FOUNDATION B1 PER FOOTING (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 49.70 | 5,400 | 80 |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 55' TO 69'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

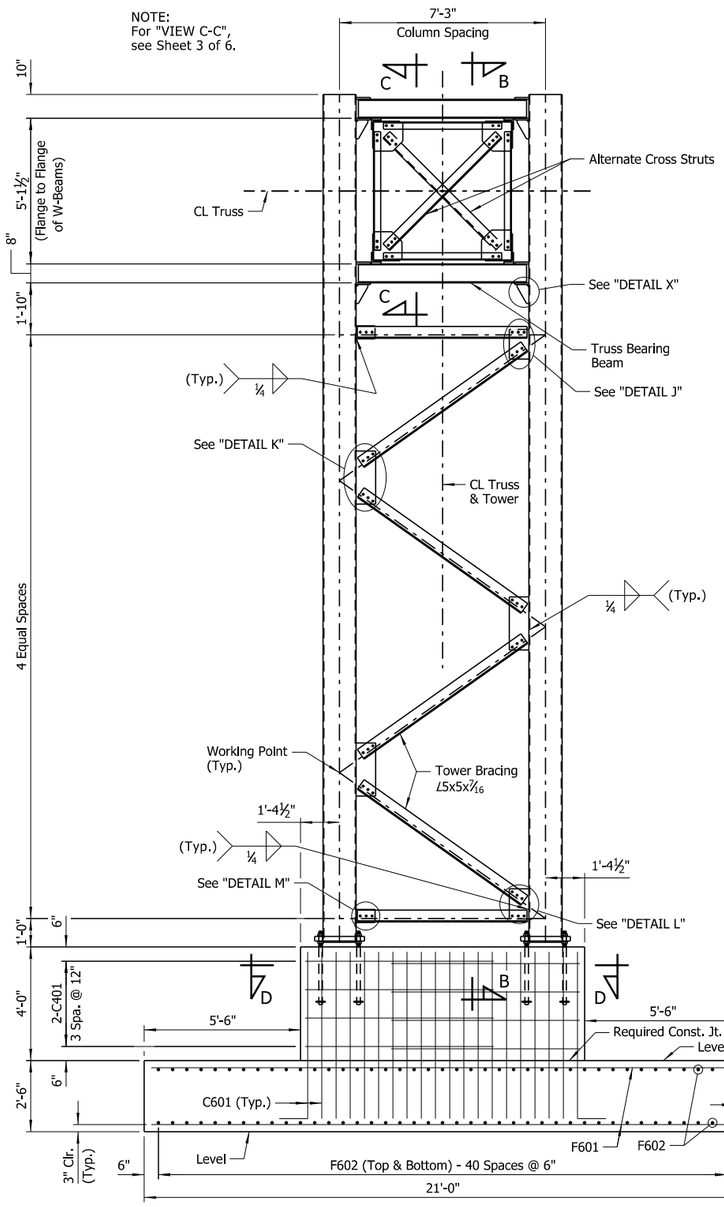
DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh7.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022

STR. NO. SEE TABLE DRAWING NO. 67732

CSWylie
9/6/2024 11:31:30 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (55'-69')_1.dgn
REVISED DATE:

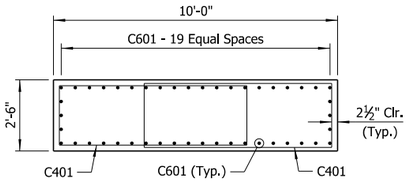
| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 143 | 263 |
| | | SEE TABLE - OH SIGN STR. (55'-69') | | | | 67733 |

NOTE:
For "VIEW C-C", see Sheet 3 of 6.

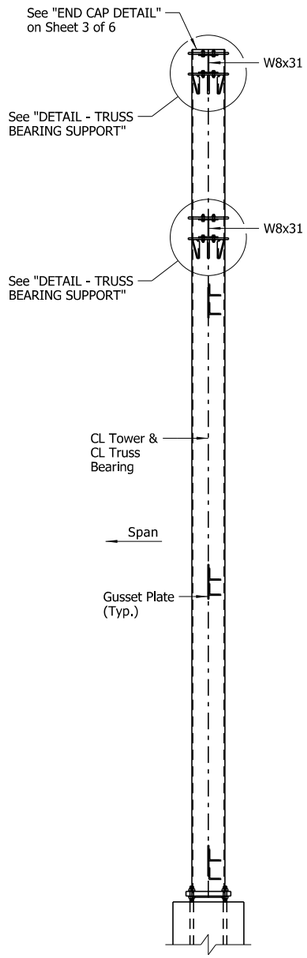



## VIEW A-A
(Foundation A1)
No Scale

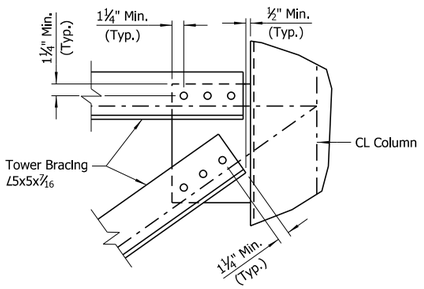
1. Bolts shall be ¾"ø. Provide 13/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 13/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.
2. Bolts shall be ¾"ø. Provide 13/16"ø holes at top and bottom beam flanges and connection plates.




## SECTION D-D
Scale: ⅜" = 1'-0"

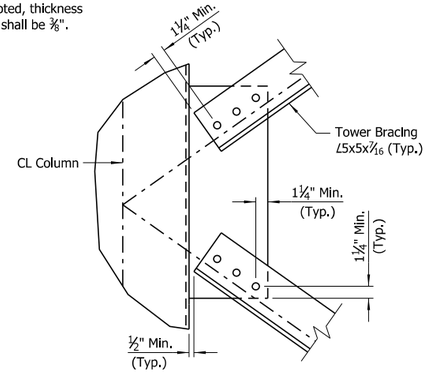



## VIEW B-B
No Scale

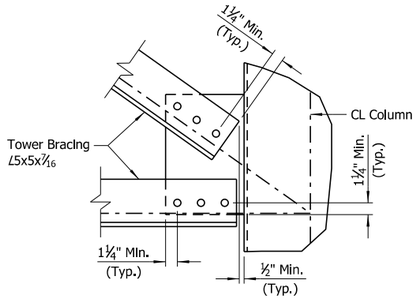



## DETAIL J
No Scale

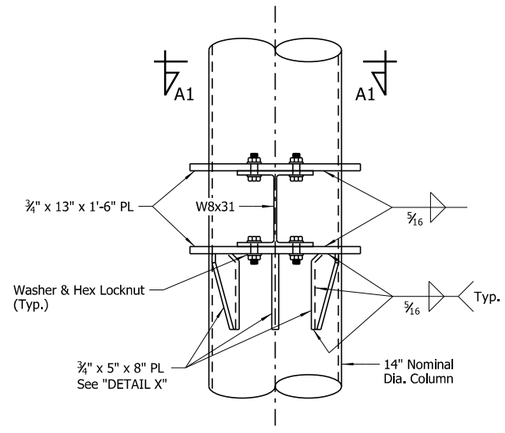
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



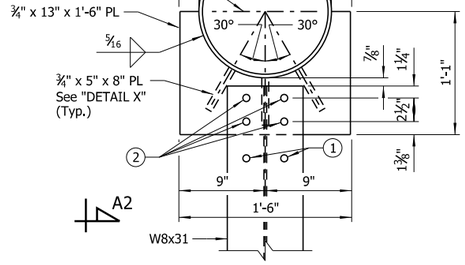

## DETAIL K
No Scale



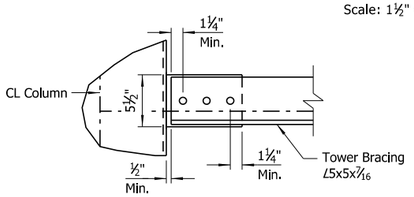

## DETAIL L
No Scale



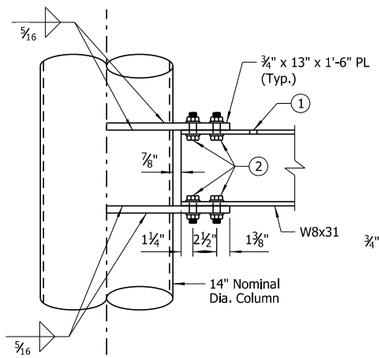

## DETAIL - TRUSS BEARING SUPPORT
Scale: 1½" = 1'-0"



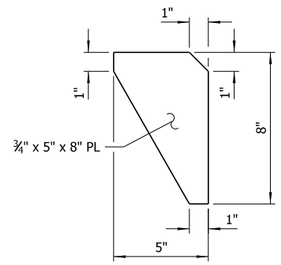

## VIEW A1-A1
Scale: 1½" = 1'-0"




## DETAIL M
No Scale




## VIEW A2-A2
Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)




## DETAIL X
Scale: 3" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 2 OF 6
# DETAILS OF 55' TO 69'
# STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

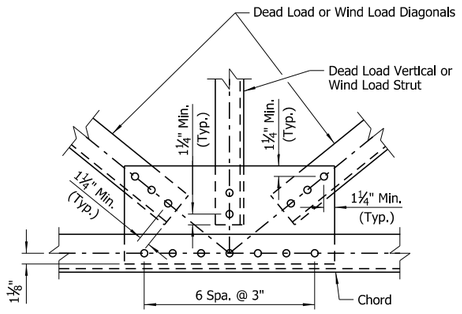
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh8.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67733

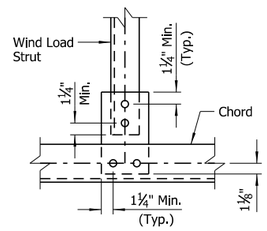
9/6/2024 11:31:31 AM
CSWylie
WORKSPACE(ARDOT Bridge (2019))
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (55-69)_2.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 144 | 263 |
| | | SEE TABLE - OH SIGN STR. (55'-69') | | | | 67734 |

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".




DETAIL A
No Scale




DETAIL B
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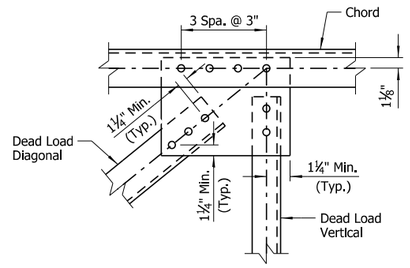


DETAIL C
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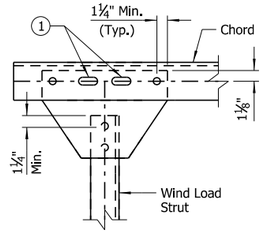


DETAIL D
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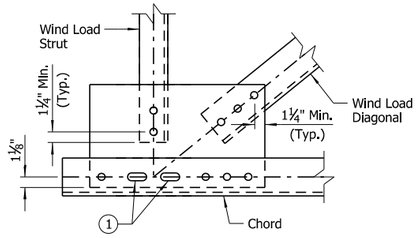


DETAIL E
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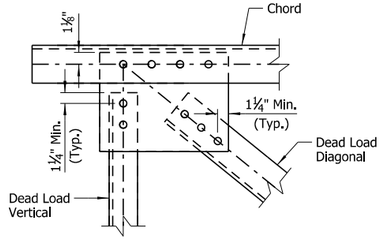


DETAIL F
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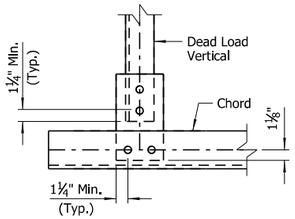


DETAIL G
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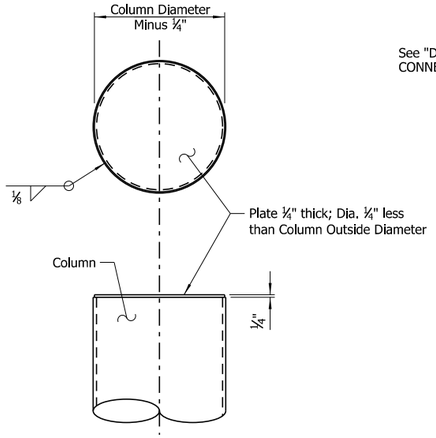
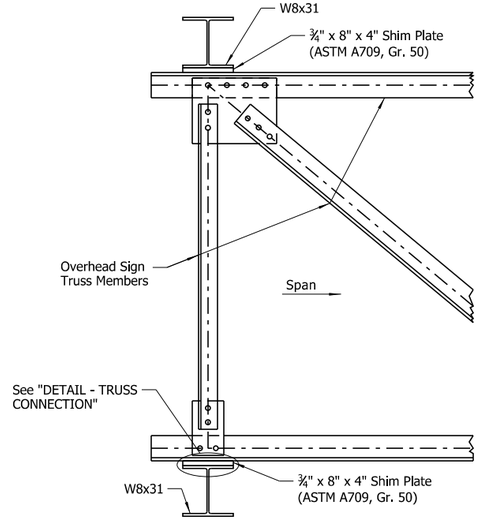
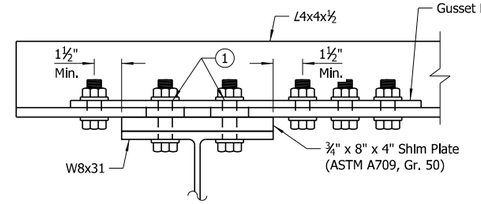


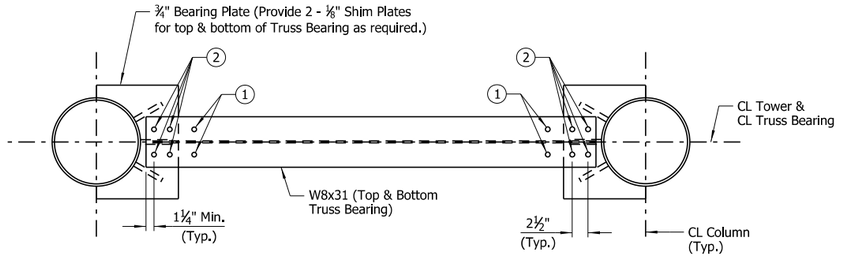

END CAP DETAIL
Scale: 1½" = 1'-0"




VIEW C-C
No Scale



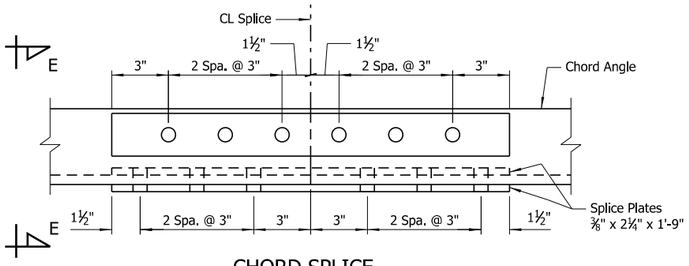

DETAIL - TRUSS CONNECTION
No Scale




PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"

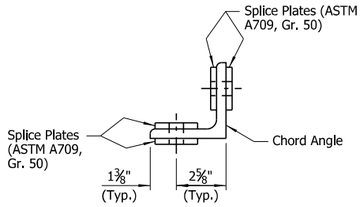
(1) Bolts shall be ¾"ø. Provide 13/16" x 2" slotted holes in gusset plate and chord angle. Clearance between end of slot and adjacent bolt hole shall be no less than 1½". Provide 13/16"ø holes in ¾" shim plate and top or bottom beam flanges as required. Use plate washer on gusset plate side.

(2) Bolts shall be ¾"ø. Provide 13/16"ø holes at top and bottom beam flanges and connection plates.




CHORD SPLICE
Scale: 3" = 1'-0"

NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.




VIEW E-E
Scale: 3" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 3 OF 6
DETAILS OF 55' TO 69'
STEEL OVERHEAD SIGN STRUCTURE
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh9.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67734

CSWylie
9/6/2024 11:31:32 AM
WORKSPACE(ARDOT Bridge (2019))
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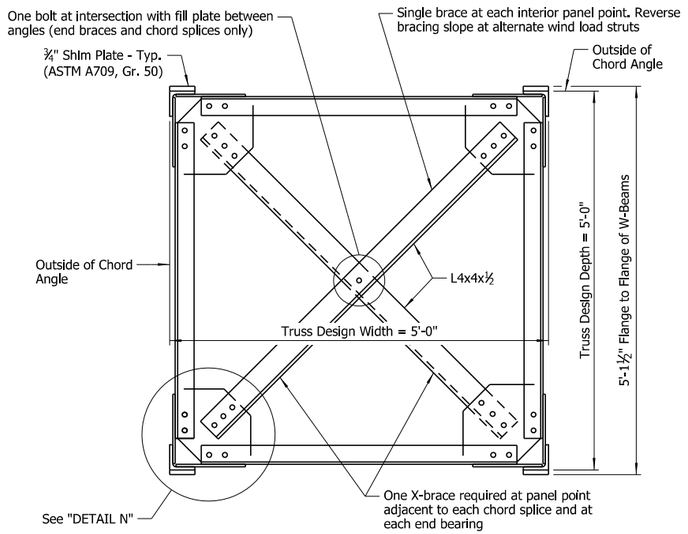
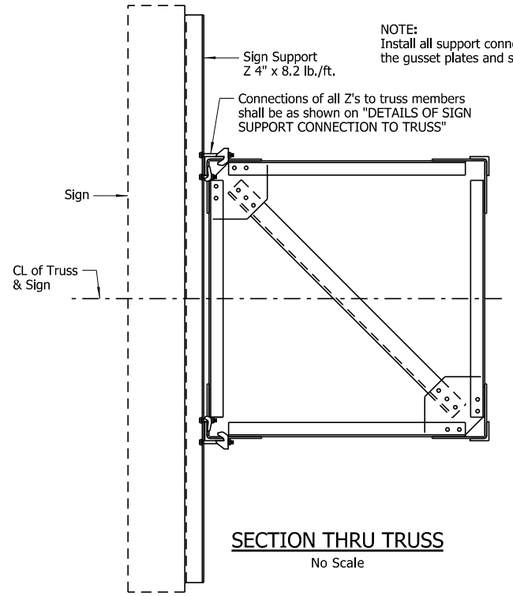
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 145 | 263 |
| | | SEE TABLE - OH SIGN STR. (55'-69') | | | | 67735 |




## TRUSS SECTION

Scale: 1" = 1'-0"

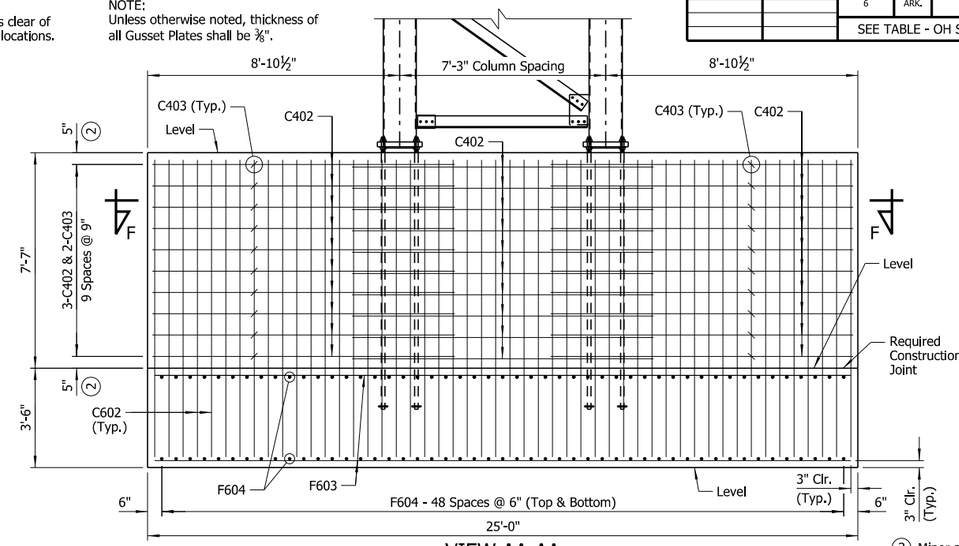



## SECTION THRU TRUSS

No Scale

NOTE:
Install all support connectors clear of the gusset plates and splice locations.

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".

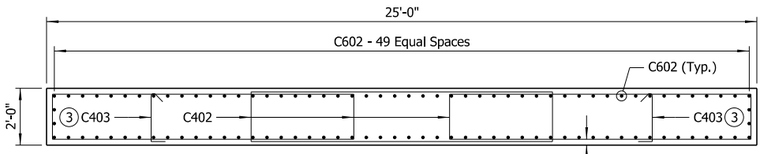



## VIEW AA-AA

(Foundation B1)
Scale: ⅜" = 1'-0"

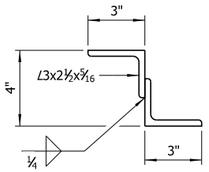
(2) Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

(3) Alternate C403 ties end for end at each layer of reinforcing.



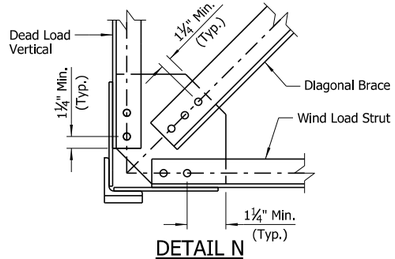

## SECTION F-F

Scale: ⅜" = 1'-0"



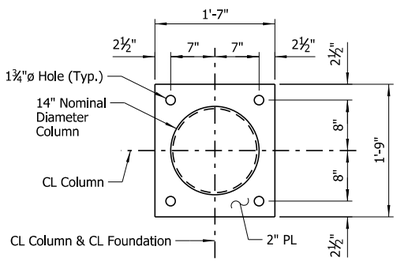

NOTE:
Structural Z Support may be fabricated from angles as shown.

## DETAILS OF ALTERNATE Z SUPPORT



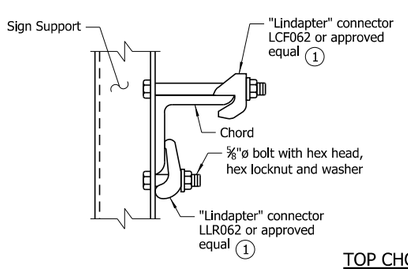

## DETAIL N

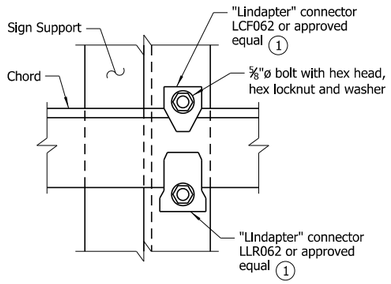
Scale: 1½" = 1'-0"



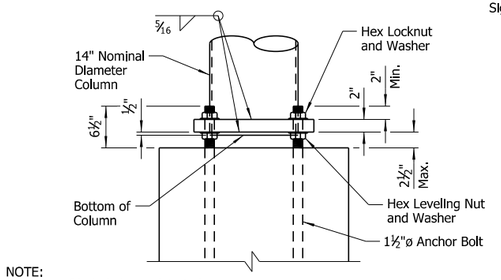

## PLAN - COLUMN BASE

Scale: 1" = 1'-0"



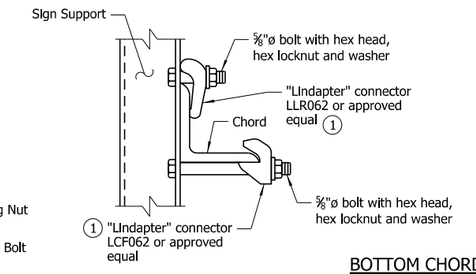

## TOP CHORD

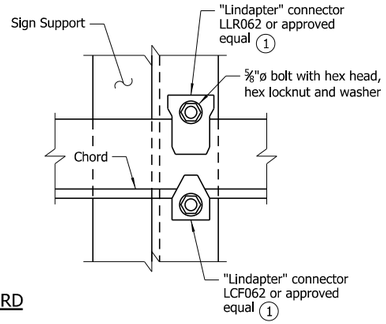



NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

## ELEVATION - COLUMN BASE

Scale: 1" = 1'-0"

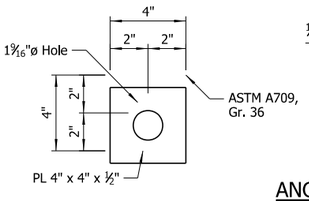


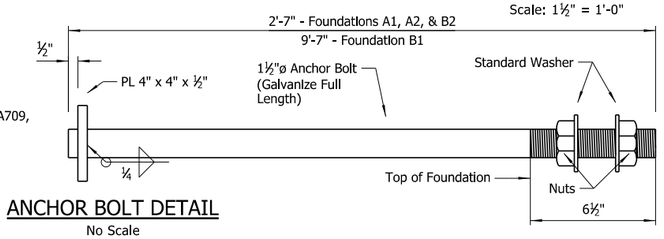




## BOTTOM CHORD

## DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

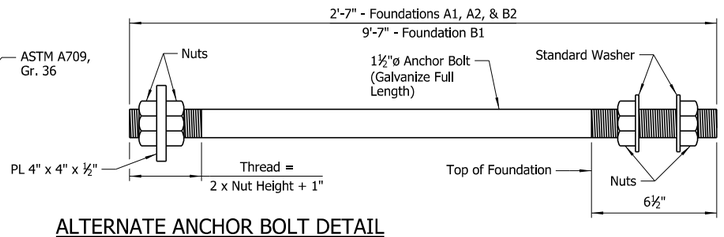
No Scale




## ANCHOR BOLT DETAIL

No Scale




## ALTERNATE ANCHOR BOLT DETAIL

No Scale

(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 4 OF 6
# DETAILS OF 55' TO 69'
# STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | CWT | DATE: | NOV. 2022 | FILENAME: | b061708_oh10.dgn |
| CHECKED BY: | ABH | DATE: | FEB. 2023 | SCALE: | As Shown |
| DESIGNED BY: | JME | DATE: | NOV. 2022 | | |

STR. NO. SEE TABLE DRAWING NO. 67735

CSWylie 9/6/2024 11:31:32 AM
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 146 | 263 |
| | | SEE TABLE - OH SIGN STR. (55'-69') | | | | 67736 |

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 Edition, with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2015 with current interim revisions.

Basic Wind Speed = 120 mph
Fatigue Category: I

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet. This structure is approved for a maximum sign weight (total of all signs and hangers) of 5,025 lbs. Use of additional sign area or a heavier sign must be approved by the Engineer. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

| | |
|---|---|
| Class S Concrete | f'c = 3,500 psi |
| Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A) | fy = 60,000 psi |

Spread footings for the structure have been designed assuming a factored bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed factored bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

Structural steel sign support members shall comply with the following specifications:

| | |
|---|---|
| Angles: | ASTM A709, Gr. 36 (Fy = 36,000 psi) |
| Plate, W-Section: | ASTM A709, Gr. 50 (Fy = 50,000 psi) |
| (1) Pipe: | ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi),<br>ASTM A500, Gr. B (Fy = 42,000 psi),<br>ASTM A501, Gr. B (Fy = 50,000 psi) |
| Z-Shapes: | ASTM A709, Grade 36 (Fy = 36,000 psi) |
| Shim Plates: | ASTM A1011, SS, Grade 36, Type 2, or Grade 40 |
| Bolts: | ASTM F3125, Grade A325, Type 1 |
| Locknuts - Approved Type: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |
| Washers: | ASTM F436 |
| Nuts: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices, and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" diameter and open holes shall be $^{13}/_{16}$" diameter. Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

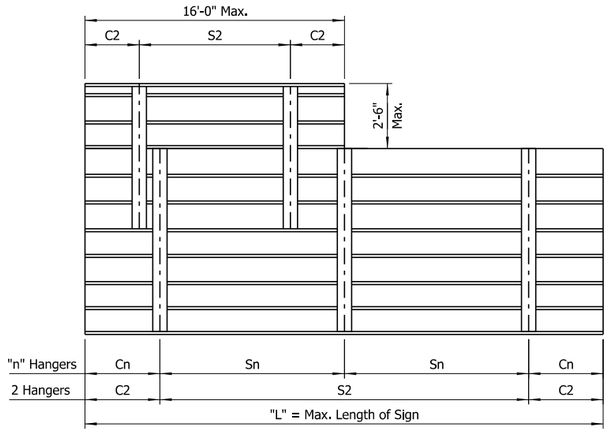
All truss frame bolts shall comply with ASTM F3125, Grade A325, Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM F3125, Grade A325, Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Locknuts shall be equipped with nylon locking inserts or other approved type locking system. Locknuts shall be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES."

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL OVERHEAD SIGN STRUCTURE (_)". The excavations for the footings shall be backfilled before the structure is attached to the foundations.

For location of each 55' to 69' overhead sign structure to be used, refer to Sign Plans.




NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

## HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

No Scale

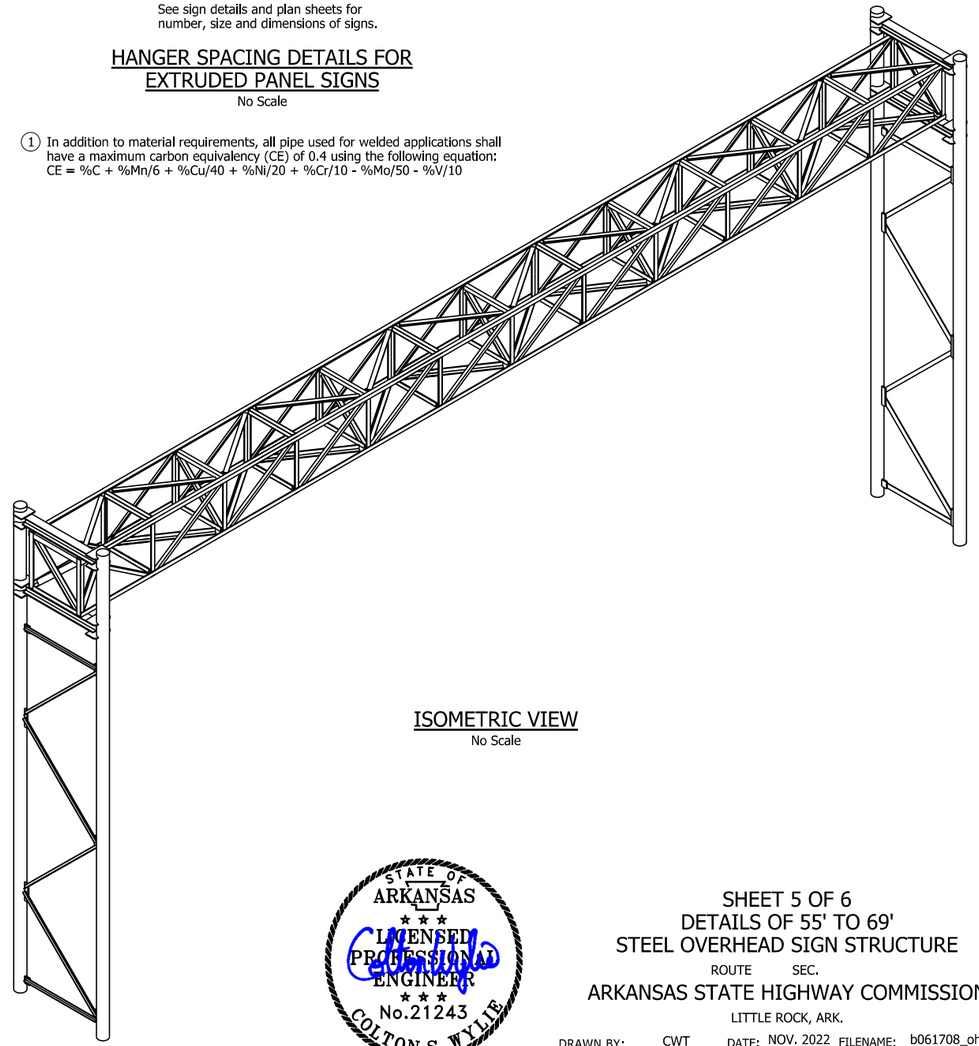
## HANGER VARIABLES

(For Extruded Panel Signs)

| Max. Length of Sign = "L" | "n" Hangers | Cantilever Length "Cn" | Hanger Spacing "Sn" |
|---|---|---|---|
| 15'-0" | 2 Hangers | 0.21 x "L" | 0.58 x "L" |
| 30'-0" | 3 Hangers | 0.145 x "L" | 0.355 x "L" |
| 45'-0" | 4 Hangers | 0.107 x "L" | 0.262 x "L" |

NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation:
CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10



## ISOMETRIC VIEW

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 55' TO 69'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh11.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022

STR. NO. SEE TABLE DRAWING NO. 67736

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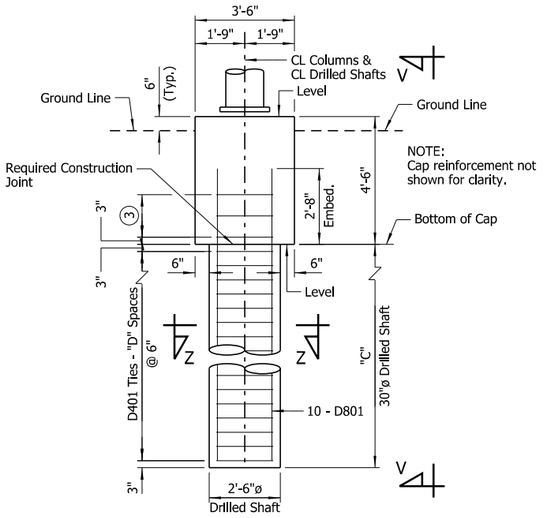
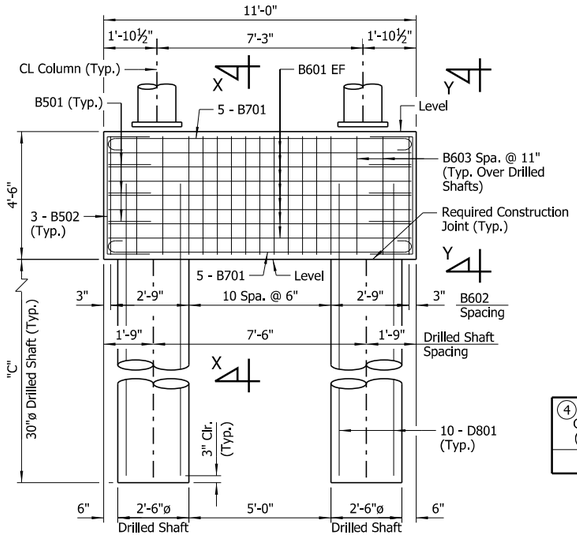
REVISED DATE:



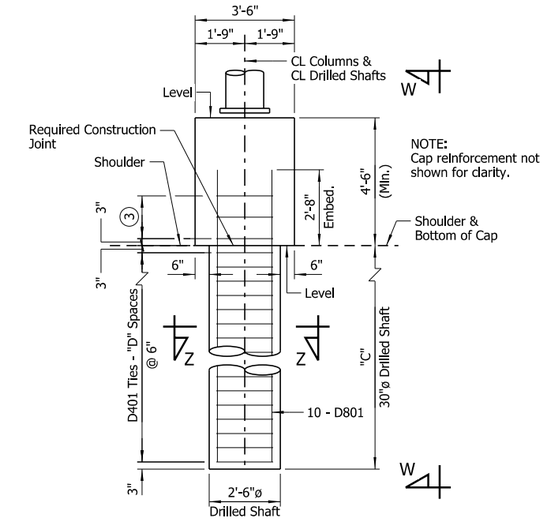

## ELEVATION - FOUNDATION A2 (1)

Scale: ⅜" = 1'-0"



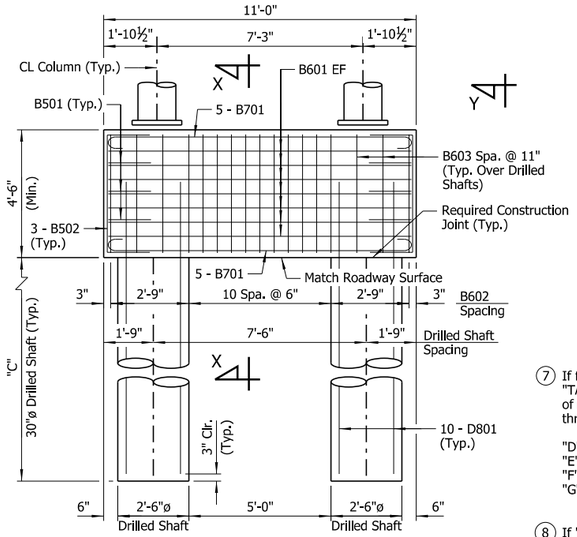

## VIEW V-V

Scale: ⅜" = 1'-0"



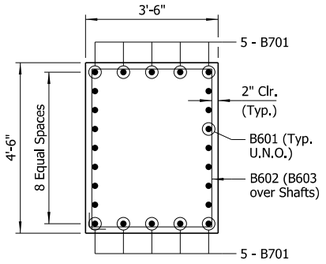

## ELEVATION - FOUNDATION B2 (2)

Scale: ⅜" = 1'-0"



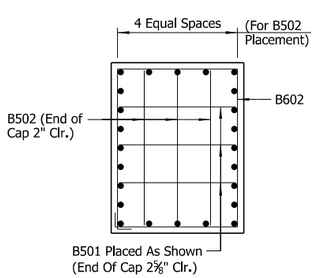

## VIEW W-W

Scale: ⅜" = 1'-0"



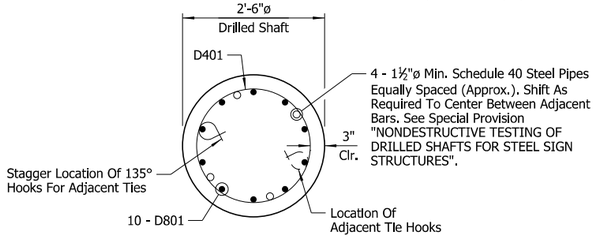

## SECTION X-X

Scale: ½" = 1'-0"




## VIEW Y-Y

Scale: ½" = 1'-0"




## SECTION Z-Z

Scale: ¾" = 1'-0"

(1) Foundation A2 allowed only when foundation is outside clear zone or is protected by guardrail or barrier.

(2) Foundation B2 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B2 requires adjacent Roadway Median Barrier to transition to match the ends of the cap. See Roadway Plans for additional information.

(3) C401 Ties - 2 Spaces @ 9"

## APPROX. QUANTITIES FOR FOUNDATION A2 (FOR INFORMATION ONLY)

| (4) CLASS S CONCRETE (CU. YDS.) | (5) REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) | DRILLED SHAFT (30" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (30" DIA.) (EACH) |
|---|---|---|---|---|
| 6.50 | 970 | 14 | "G" | 1 |

## APPROX. QUANTITIES FOR FOUNDATION B2 (FOR INFORMATION ONLY)

| (4) CLASS S CONCRETE (CU. YDS.) | (5) REINFORCING STEEL (LBS.) | DRILLED SHAFT (30" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (30" DIA.) (EACH) |
|---|---|---|---|
| 6.50 | 970 | "G" | 1 |

(4) Does not include Class S Concrete for Drilled Shafts

(5) Does not include D401 and D801 Bars in Drilled Shafts

(6) Tabulated SPT N60 values are raw SPT N values corrected by SPT hammer efficiency and represent average values along the plan shaft penetration. If the SPT N60 values in the foundation soils within 2 shaft diameters below the plan tip elevation are less than the average SPT N60 values along the plan shaft penetration, the Engineer shall be contacted.

(7) If final drilled shaft length is not shown in "TABLE OF VARIABLES" due to the presence of rock or other factors, variables "D" through "G" shall be determined as follows:

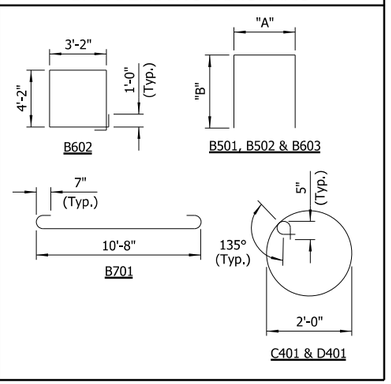
"D" = (Shaft Length in Ft. - 0.5) / 0.5
"E" = Shaft Length in Ft. x 4
"F" = Shaft Length + 2'-5"
"G" = Shaft Length x 2

(8) If "F" exceeds 60'-0", a lap splice is required for each D801 bar at the midpoint of the drilled shaft. Min. lap splice length for D801 bar = 3'-6". Length shown in table does not include the additional length required for a lap splice.

## BAR LIST - FOUNDATION A2 OR B2

| MARK | NO. REQ'D | LENGTH | "A" | "B" | P.D. |
|---|---|---|---|---|---|
| B501 | 6 | 5'-10" | 3'-0" | 1'-6" | 2½" |
| B502 | 6 | 6'-10" | 4'-0" | 1'-6" | 2½" |
| | | | | | |
| B601 | 14 | 10'-8" | | | Str. |
| B602 | 13 | 15'-10" | | | 4½" |
| B603 | 4 | 11'-2" | 3'-2" | 4'-2" | 4½" |
| | | | | | |
| B701 | 10 | 12'-4" | | | 5¼" |
| | | | | | |
| C401 | 6 | 7'-4" | | | 3" |
| | | | | | |
| D401 | "E" | 7'-4" | | | 3" |
| D801 | 20 | "F" | | | Str. |

## BAR BENDING DIAGRAMS




NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Foundation A2 or one Foundation B2.

## LEGEND

U.N.O. = Unless Noted Otherwise
EF = Each Face

## DRILLED SHAFT NOTES (FOUNDATIONS A2 & B2)

Drilled shafts shall conform to Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES". Drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". Temporary casing may be required. Unless approved by the Engineer, permanent steel casing shall not be used.

Crosshole Sonic Logging (CSL) shall be performed on one drilled shaft at each foundation and as directed by the Engineer. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES".

Concrete and reinforcing steel placed in drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". No additional payment shall be made for spacers, additional splices or bracing needed for assembly, shipping, handling or erecting.

Concrete in drilled shafts shall be Class "S" as modified by Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES".

Drilled shaft lengths shall be determined based on the results of exploratory borings, which shall be performed by the Contractor prior to shaft excavation.

If competent rock is not encountered in the exploratory boring, the Standard Penetration Test (SPT) blow count corrected by the hammer efficiency, N60, shall be used to determine shaft lengths. See "TABLE OF VARIABLES".

If competent rock is encountered in the exploratory boring within 25'-0" of planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock and have a minimum length of 25'-0".

If competent rock is encountered in the exploratory boring below 25'-0" from planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock or to the depth based on the SPT N60 value and associated shaft length in the "TABLE OF VARIABLES", whichever is shallower.

Testing results shall be submitted to the Engineer for review. Final drilled shaft lengths shall be approved by the Engineer prior to construction.

The cost of performing exploratory borings and in-situ strength testing shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

## TABLE OF VARIABLES (7)

| SPT N60 (6) (blows/ft.) | Min. Depth of Exploratory Boring | Drilled Shaft Length, "C" | "D" | "E" | "F" (8) | "G" |
|---|---|---|---|---|---|---|
| <5 | - | Contact Engineer | - | - | - | - |
| 5 To 7 | 107'-0" | 102'-0" | 203 | 408 | 104'-5" | 204'-0" |
| 7 To 9 | 89'-0" | 84'-0" | 167 | 336 | 86'-5" | 168'-0" |
| 9 To 11 | 67'-0" | 62'-0" | | 248 | 64'-5" | 124'-0" |
| 11 To 13 | 53'-0" | 48'-0" | 95 | 192 | 50'-5" | 96'-0" |
| >13 | 44'-0" | 39'-0" | 77 | 156 | 41'-5" | 78'-0" |

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 147 | 263 |
| | | SEE TABLE - OH SIGN STR. (55'-69') | | | | 67737 |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 6 OF 6
# DETAILS OF 55' TO 69'
# STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

## ARKANSAS STATE HIGHWAY COMMISSION

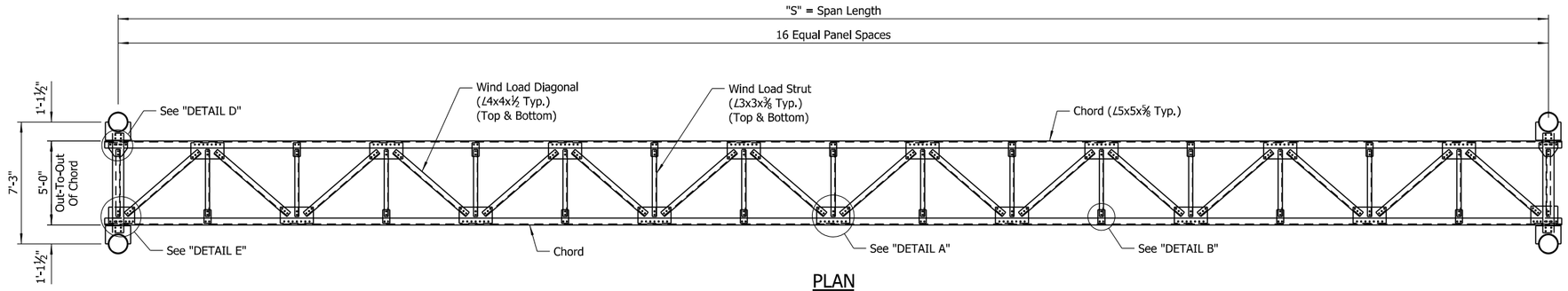
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2023 FILENAME: b061708_oh12.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: JAN. 2023

STR. NO. SEE TABLE DRAWING NO. 67737

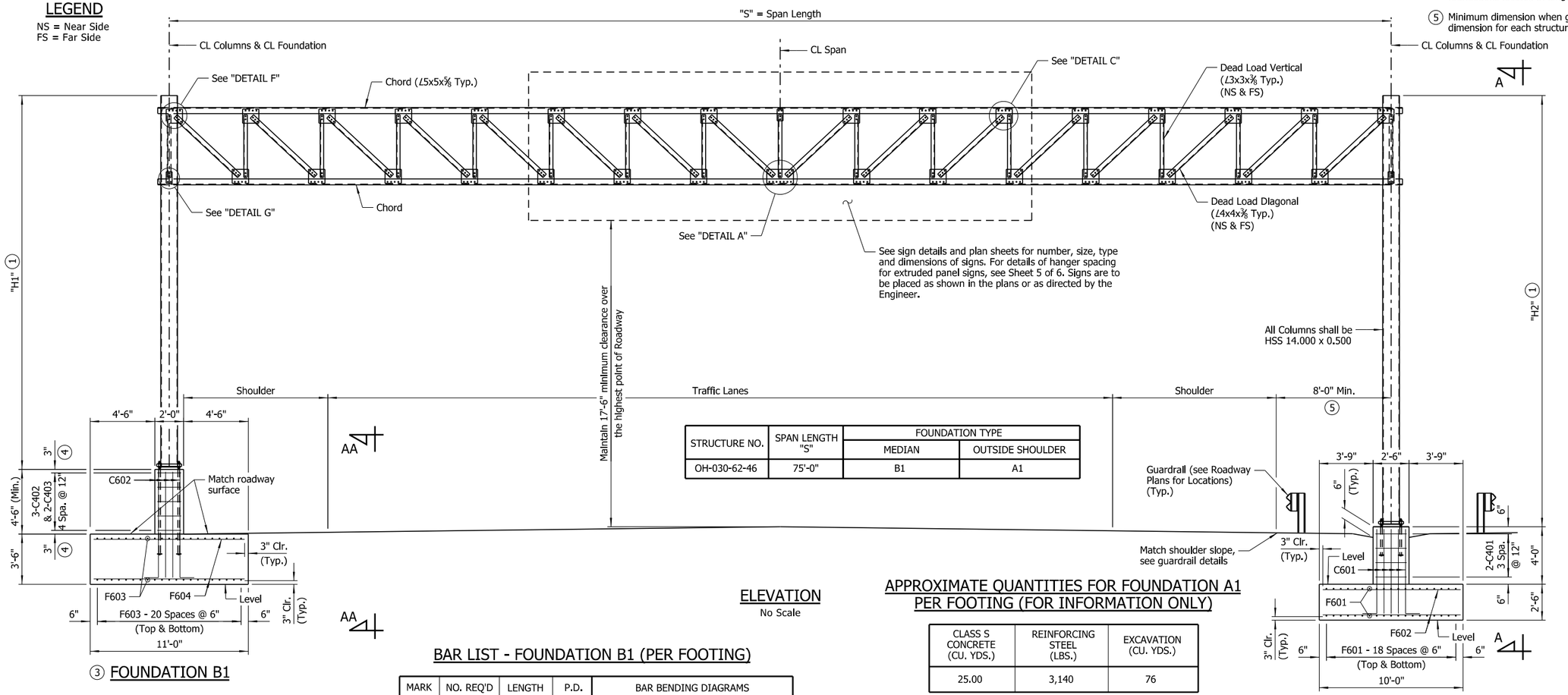
CSWylie
9/6/2024 11:31:34 AM
WORKSPACE\RDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (55'-69')_6.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 148 | 263 |
| | | SEE TABLE - OH SIGN STR. (70'-85') | | | | 67738 |




## PLAN
No Scale

## LEGEND
NS = Near Side
FS = Far Side




## ELEVATION
No Scale

| STRUCTURE NO. | SPAN LENGTH "S" | FOUNDATION TYPE | |
|---|---|---|---|
| | | MEDIAN | OUTSIDE SHOULDER |
| OH-030-62-46 | 75'-0" | B1 | A1 |




## ③ FOUNDATION B1

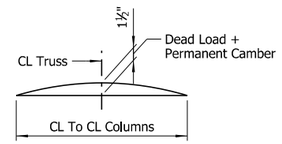



## ② FOUNDATION A1

NOTES:
For "VIEW A-A", see Sheet 2 of 6.

For "DETAIL A" thru "DETAIL G", see Sheet 3 of 6.

For "VIEW AA-AA", see Sheet 4 of 6.




## TRUSS CAMBER DIAGRAM
No Scale

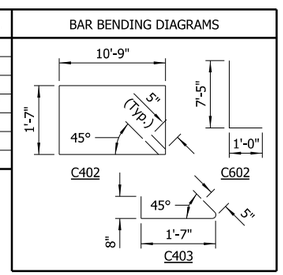
NOTE:
Refer to Sign Layout Sheets for Span Length "S" and Foundation Type required for each structure.

## APPROXIMATE QUANTITIES FOR FOUNDATION B1 PER FOOTING (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 44.00 | 4,650 | 51 |

## BAR LIST - FOUNDATION B1 (PER FOOTING)

| MARK | NO. REQ'D | LENGTH | P.D. | BAR BENDING DIAGRAMS |
|---|---|---|---|---|
| C402 | 15 | 25'-2" | 3" | |
| C403 | 10 | 2'-7" | 3" | |
| | | | | |
| C602 | 104 | 8'-3" | 4½" | |
| | | | | |
| F603 | 42 | 24'-6" | Str. | |
| F604 | 98 | 10'-6" | Str. | |



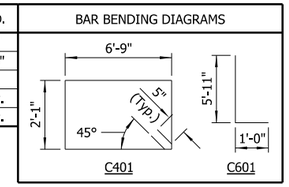

NOTE:
Dimensions of bars are out-to-out.

## APPROXIMATE QUANTITIES FOR FOUNDATION A1 PER FOOTING (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 25.00 | 3,140 | 76 |

## BAR LIST - FOUNDATION A1 (PER FOOTING)

| MARK | NO. REQ'D | LENGTH | P.D. | BAR BENDING DIAGRAMS |
|---|---|---|---|---|
| C401 | 8 | 18'-2" | 3" | |
| C601 | 46 | 6'-9" | 4½" | |
| | | | | |
| F601 | 38 | 22'-6" | Str. | |
| F602 | 90 | 9'-6" | Str. | |




NOTE:
Dimensions of bars are out-to-out.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 1 OF 6
# DETAILS OF 70' TO 85' STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

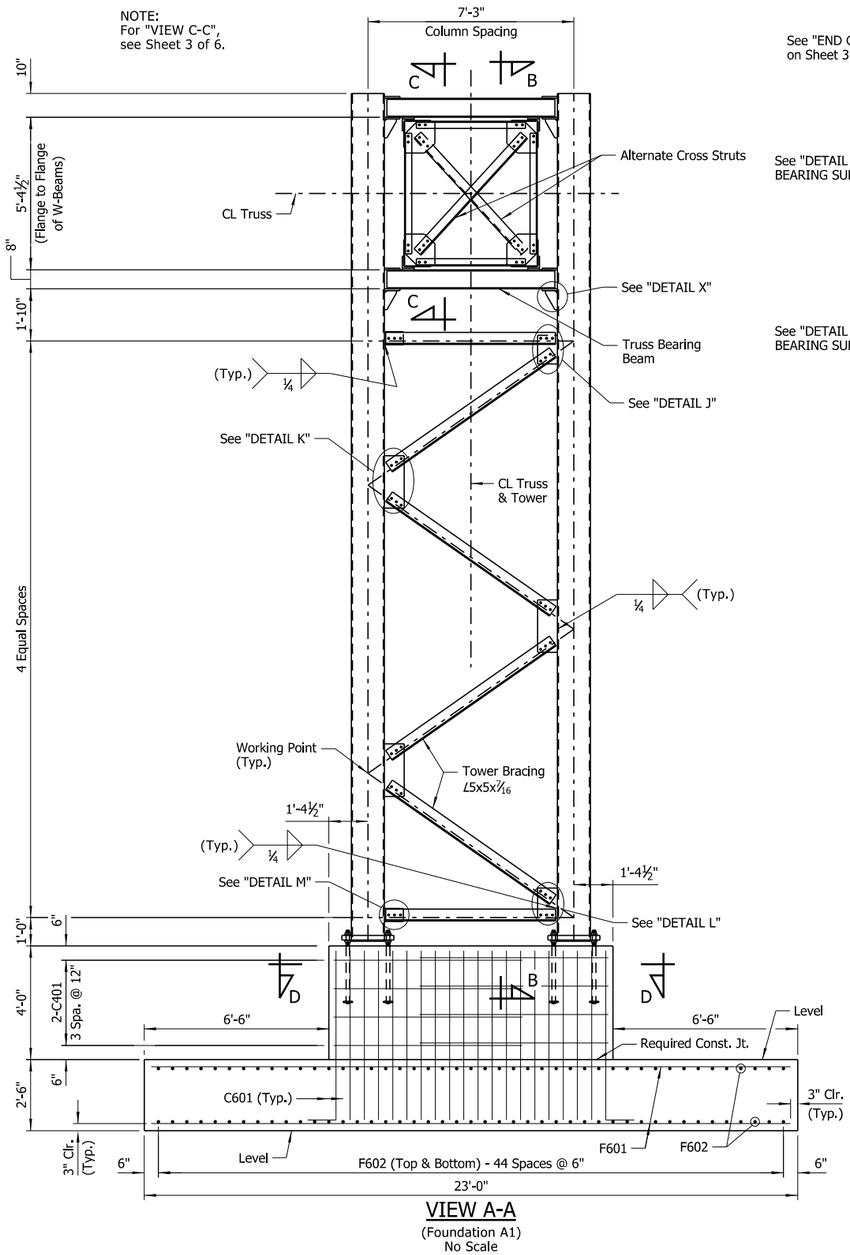
DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh13.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022

STR. NO. SEE TABLE DRAWING NO. 67738

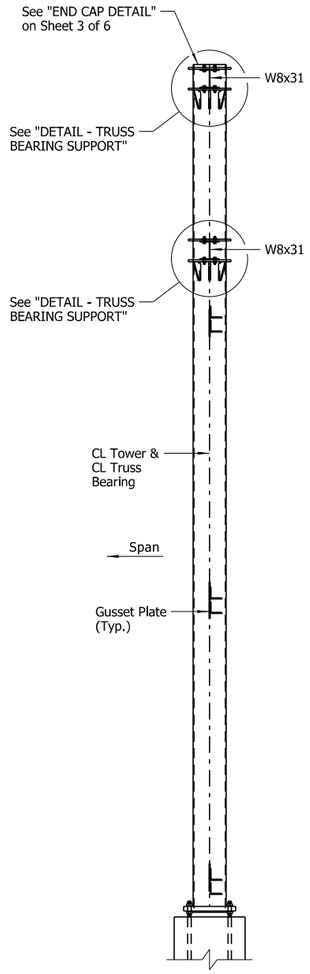
CSWylie 9/6/2024 11:31:35 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (70'-85')_1.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 149 | 263 |
| | | SEE TABLE - OH SIGN STR. (70'-85') | | | | 67739 |

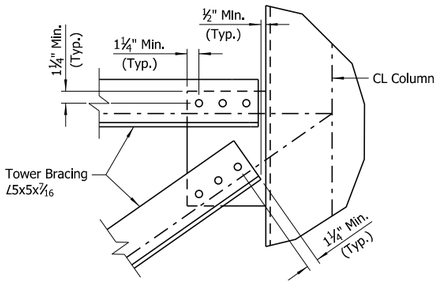
NOTE:
For "VIEW C-C", see Sheet 3 of 6.




VIEW A-A
(Foundation A1)
No Scale

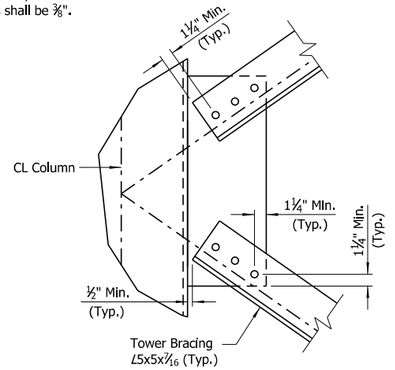



VIEW B-B
No Scale

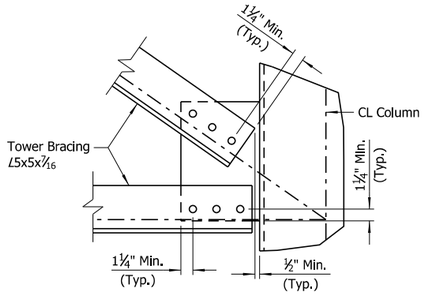



DETAIL J
No Scale

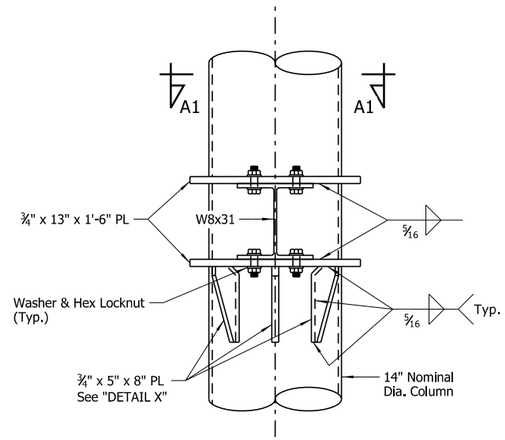
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".




DETAIL K
No Scale



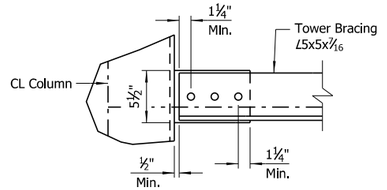

DETAIL L
No Scale



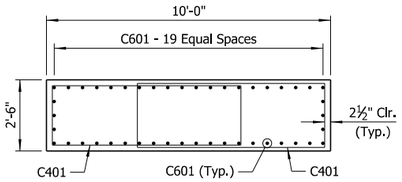

DETAIL - TRUSS BEARING SUPPORT
Scale: 1½" = 1'-0"



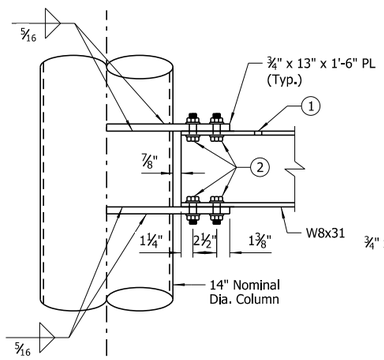

VIEW A1-A1
Scale: 1½" = 1'-0"



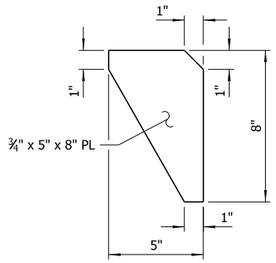

DETAIL M
No Scale




SECTION D-D
Scale: ⅜" = 1'-0"




VIEW A2-A2
Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)




DETAIL X
Scale: 3" = 1'-0"

① Bolts shall be ¾"ø. Provide 13/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 13/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.

② Bolts shall be ¾"ø. Provide 13/16"ø holes at top and bottom beam flanges and connection plates.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh15.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67739

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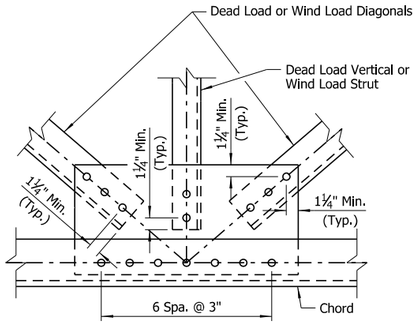
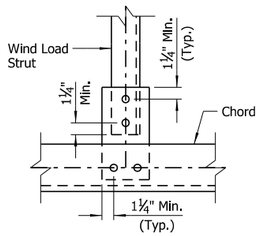
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (70'-85')_2.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 150 | 263 |
| | | SEE TABLE - OH SIGN STR. (70'-85') | | | | 67740 |

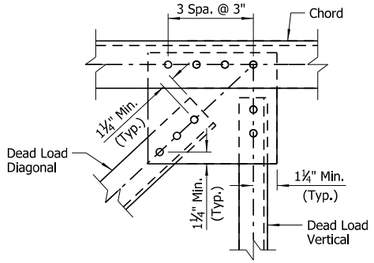
NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".



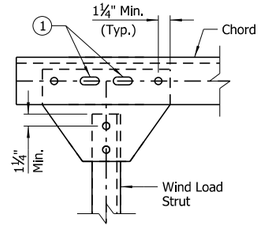

DETAIL A
No Scale



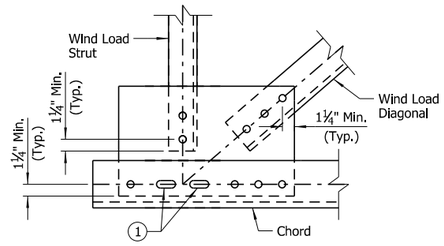

DETAIL B
No Scale



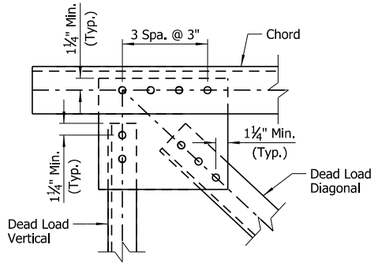

DETAIL C
No Scale



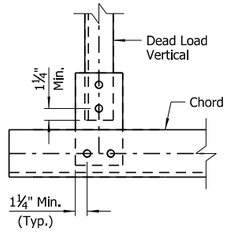

DETAIL D
No Scale




DETAIL E
No Scale



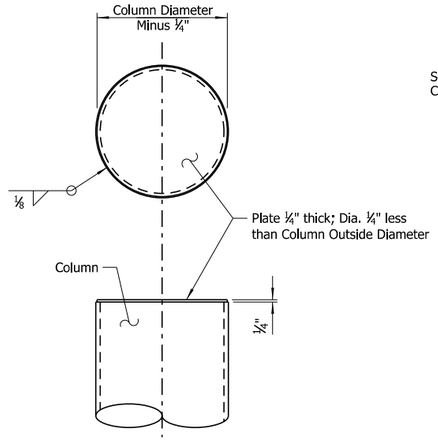

DETAIL F
No Scale



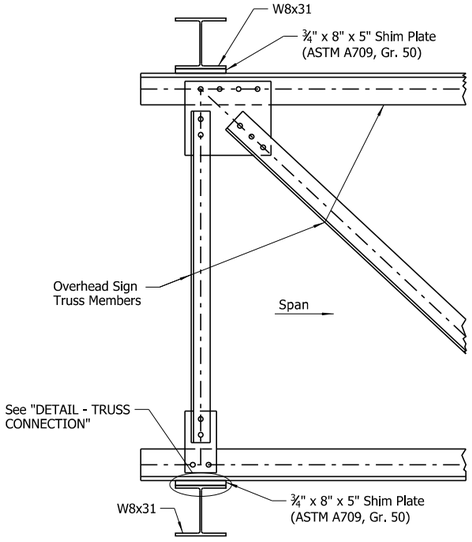

DETAIL G
No Scale

(1) Bolts shall be ¾"ø. Provide $^{13}/_{16}$" x 2" slotted holes in gusset plate and chord angle. Clearance between end of slot and adjacent bolt hole shall be no less than 1½". Provide $^{13}/_{16}$"ø holes in ¾" shim plate and top or bottom beam flanges as required. Use plate washer on gusset plate side.

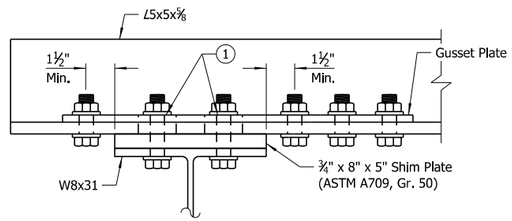
(2) Bolts shall be ¾"ø. Provide $^{13}/_{16}$"ø holes at top and bottom beam flanges and connection plates.



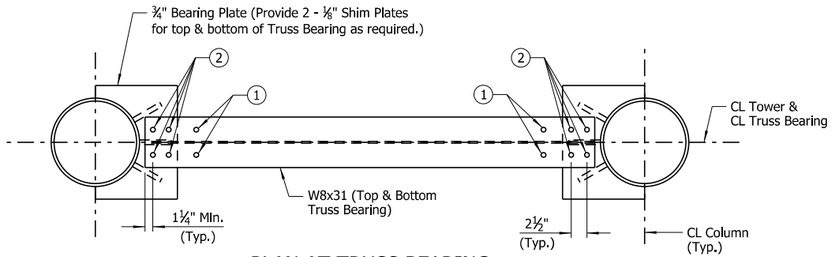

END CAP DETAIL
Scale: 1½" = 1'-0"



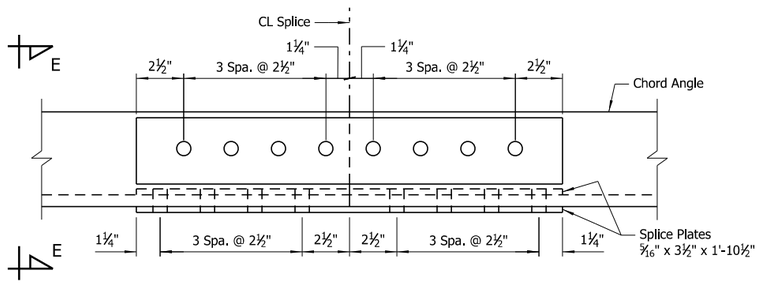

VIEW C-C
No Scale




DETAIL - TRUSS CONNECTION
No Scale

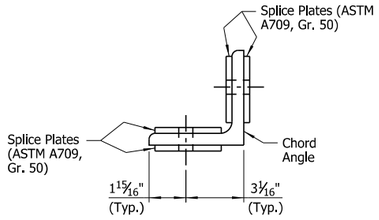



PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"




CHORD SPLICE
Scale: 3" = 1'-0"

NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.




VIEW E-E
Scale: 3" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 3 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh16.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67740

CSWylie 9/6/2024 11:31:36 AM
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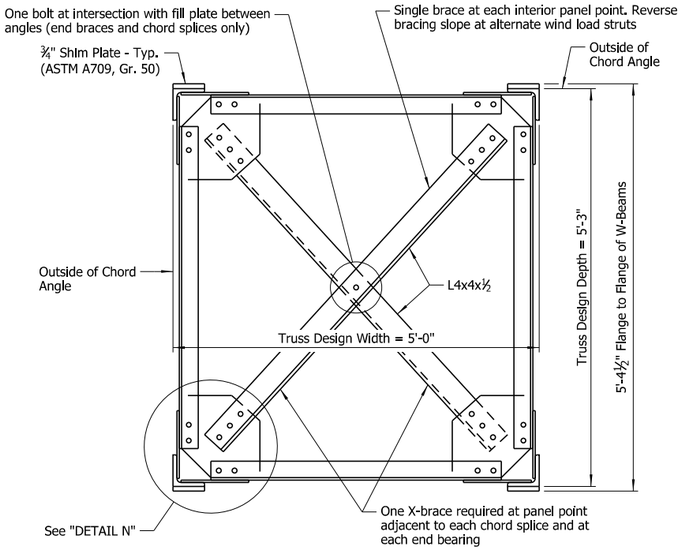
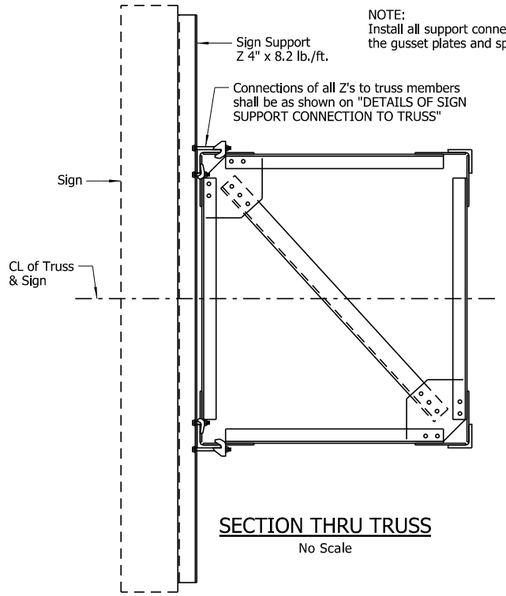
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 151 | 263 |
| | | SEE TABLE - OH SIGN STR. (70'-85') | | | | 67741 |




## TRUSS SECTION

Scale: 1" = 1'-0"

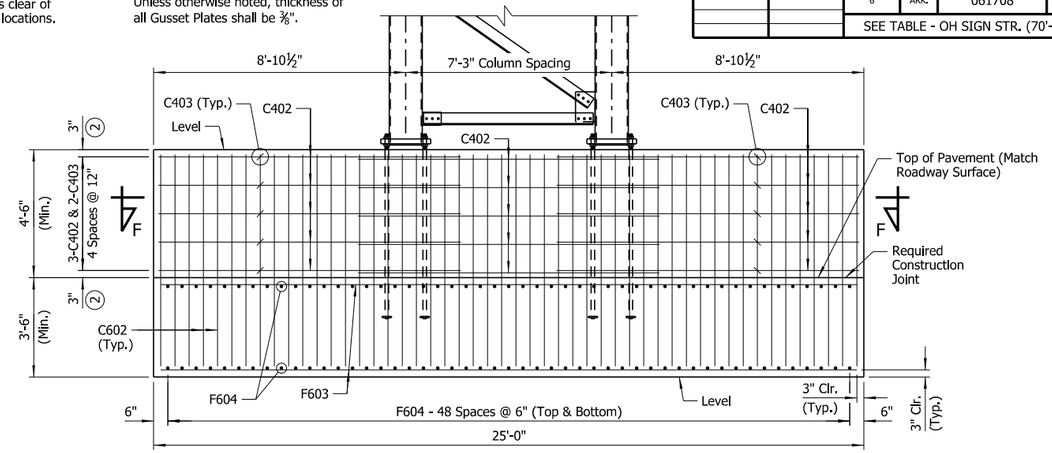



NOTE:
Install all support connectors clear of the gusset plates and splice locations.

## SECTION THRU TRUSS

No Scale

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".

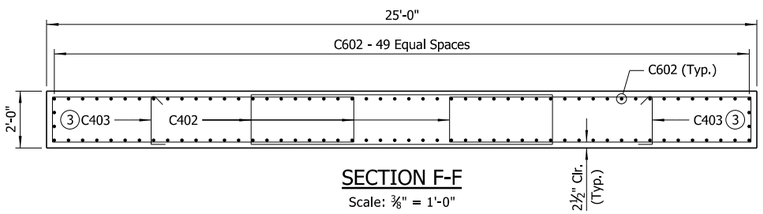



## VIEW AA-AA

(Foundation B1)
Scale: ⅜" = 1'-0"

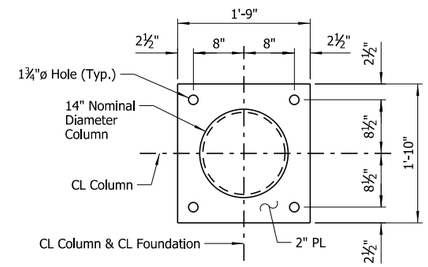
(2) Minor adjustments are allowed to maintain C402 and C403 12" spacing for foundations located in longitudinal grades.

(3) Alternate C403 ties end for end at each layer of reinforcing.



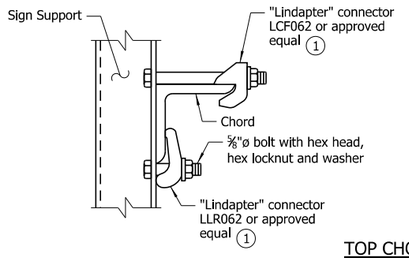

## SECTION F-F

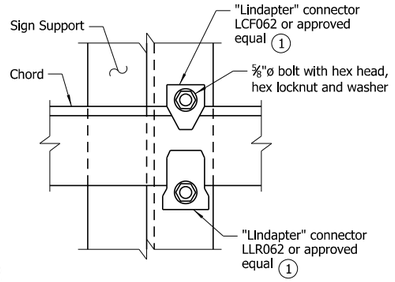
Scale: ⅜" = 1'-0"



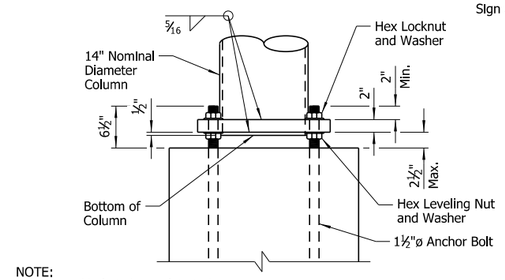

## PLAN - COLUMN BASE

Scale: 1" = 1'-0"



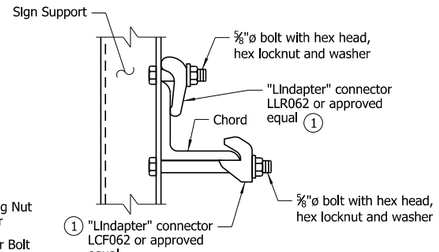

## TOP CHORD

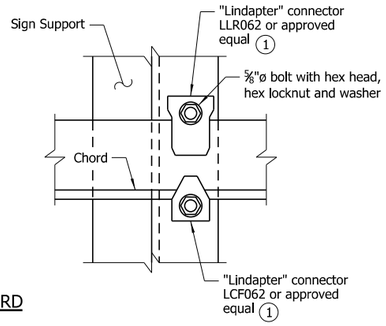



NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

## ELEVATION - COLUMN BASE

Scale: 1" = 1'-0"

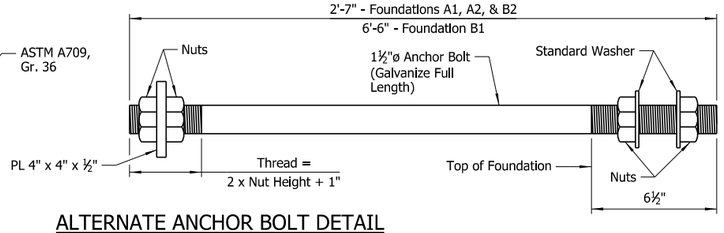



## BOTTOM CHORD

## DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

No Scale

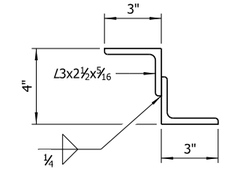



## ALTERNATE ANCHOR BOLT DETAIL

No Scale

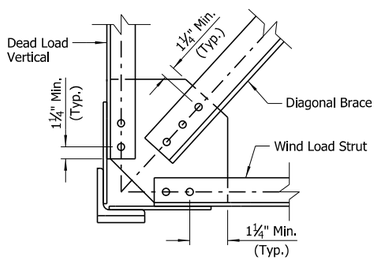
(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.



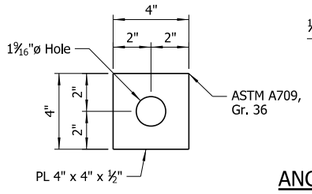

NOTE:
Structural Z Support may be fabricated from angles as shown.

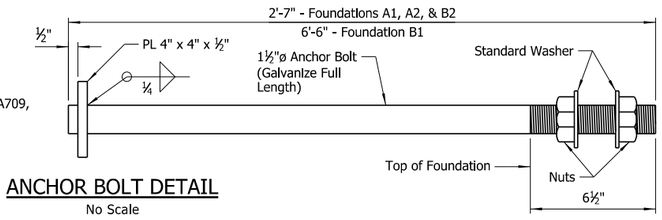
## DETAILS OF ALTERNATE Z SUPPORT




## DETAIL N

Scale: 1½" = 1'-0"




## ANCHOR BOLT DETAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 4 OF 6
# DETAILS OF 70' TO 85'
# STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh16.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022

STR. NO. SEE TABLE DRAWING NO. 67741

CSWylie 9/6/2024 11:31:37 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (70'-85')_4.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 152 | 263 |
| | | SEE TABLE - OH SIGN STR. (70'-85') | | | | 67742 |

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 Edition, with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2015 with current interim revisions.

Basic Wind Speed = 120 mph
Fatigue Category: I

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet. This structure is approved for a maximum sign weight (total of all signs and hangers) of 5,520 lbs. Use of additional sign area or a heavier sign must be approved by the Engineer. If the structure height ("H1" or "H2") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

| | |
|---|---|
| Class S Concrete | f'c = 3,500 psi |
| Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A) | fy = 60,000 psi |

Spread footings for the structure have been designed assuming a factored bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed factored bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

Structural steel sign support members shall comply with the following specifications:

| | |
|---|---|
| Angles: | ASTM A709, Gr. 36 (Fy = 36,000 psi) |
| Plate, W-Section: | ASTM A709, Gr. 50 (Fy = 50,000 psi) |
| (1) Pipe: | ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi),<br>ASTM A500, Gr. B (Fy = 42,000 psi),<br>ASTM A501, Gr. B (Fy = 50,000 psi) |
| Z-Shapes: | ASTM A709, Grade 36 (Fy = 36,000 psi) |
| Shim Plates: | ASTM A1011, SS, Grade 36, Type 2, or Grade 40 |
| Bolts: | ASTM F3125, Grade A325, Type 1 |
| Locknuts - Approved Type: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |
| Washers: | ASTM F436 |
| Nuts: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices, and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ¾" diameter and open holes shall be $^{13}/_{16}$" diameter. Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

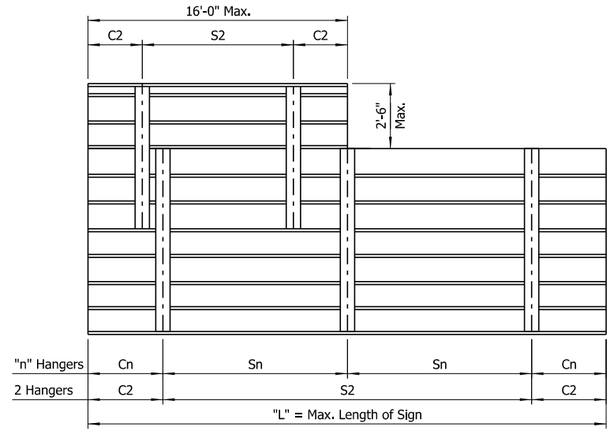
All truss frame bolts shall comply with ASTM F3125, Grade A325, Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM F3125, Grade A325, Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Locknuts shall be equipped with nylon locking inserts or other approved type locking system. Locknuts shall be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES".

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL OVERHEAD SIGN STRUCTURE (_)". The excavations for the footings shall be backfilled before the structure is attached to the foundations.

For location of each 70' to 85' overhead sign structure to be used, refer to Sign Plans.




NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

## HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

No Scale

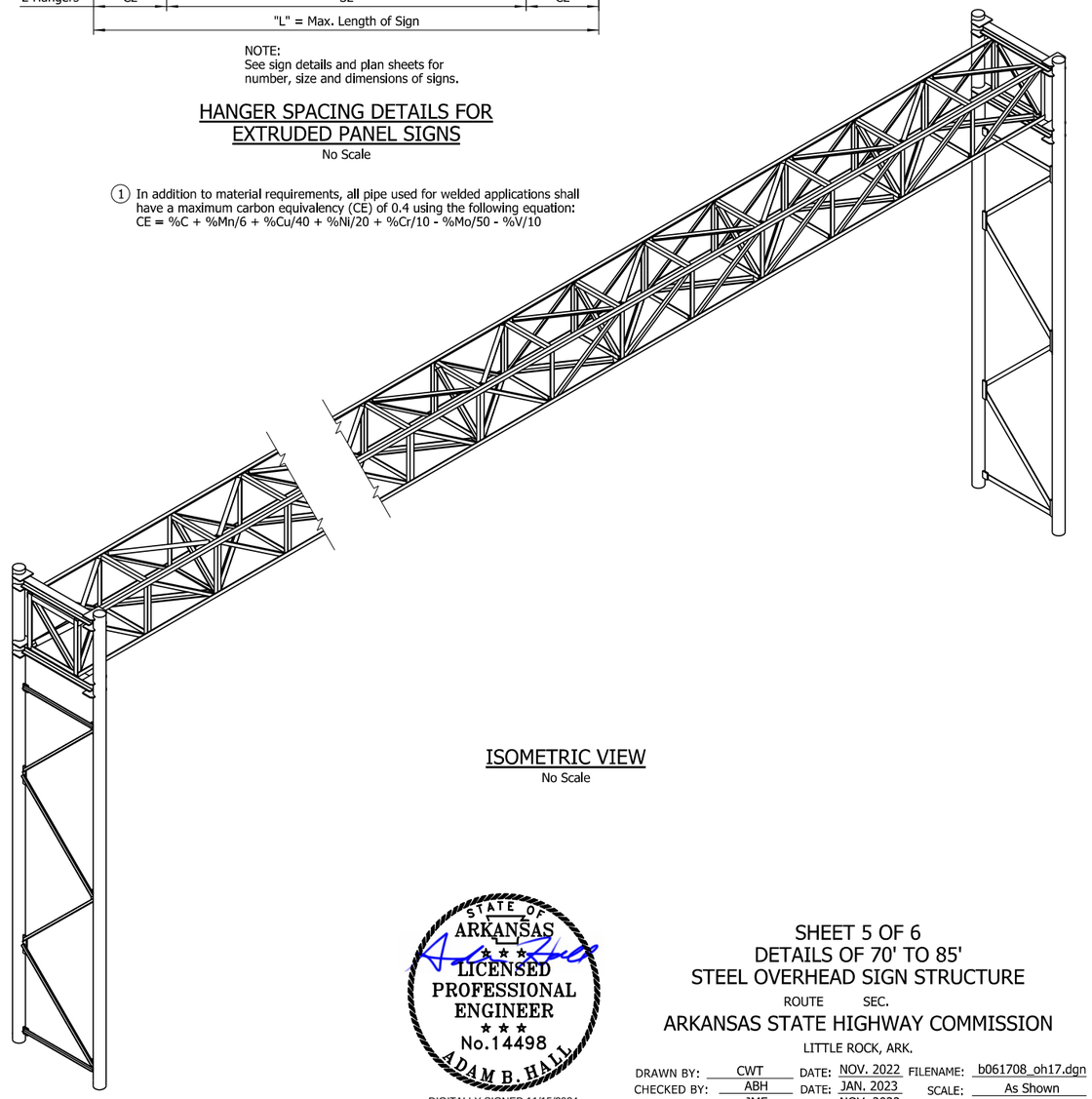
## HANGER VARIABLES

(For Extruded Panel Signs)

| Max. Length of Sign = "L" | "n" Hangers | Cantilever Length "Cn" | Hanger Spacing "Sn" |
|---|---|---|---|
| 15'-0" | 2 Hangers | 0.21 x "L" | 0.58 x "L" |
| 30'-0" | 3 Hangers | 0.145 x "L" | 0.355 x "L" |
| 45'-0" | 4 Hangers | 0.107 x "L" | 0.262 x "L" |

NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation:
CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10



## ISOMETRIC VIEW

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 5 OF 6
DETAILS OF 70' TO 85'
STEEL OVERHEAD SIGN STRUCTURE

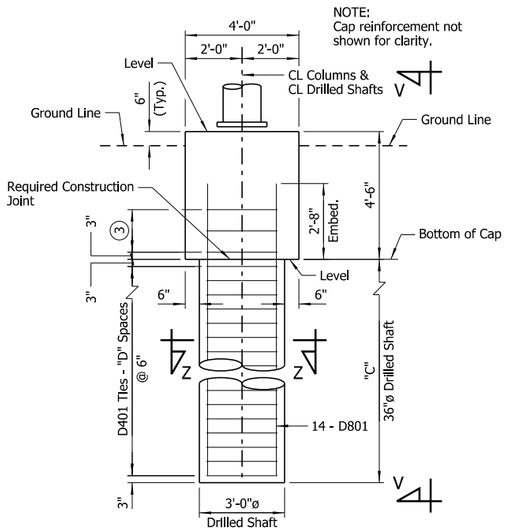
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: NOV. 2022 FILENAME: b061708_oh17.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: NOV. 2022
STR. NO. SEE TABLE DRAWING NO. 67742

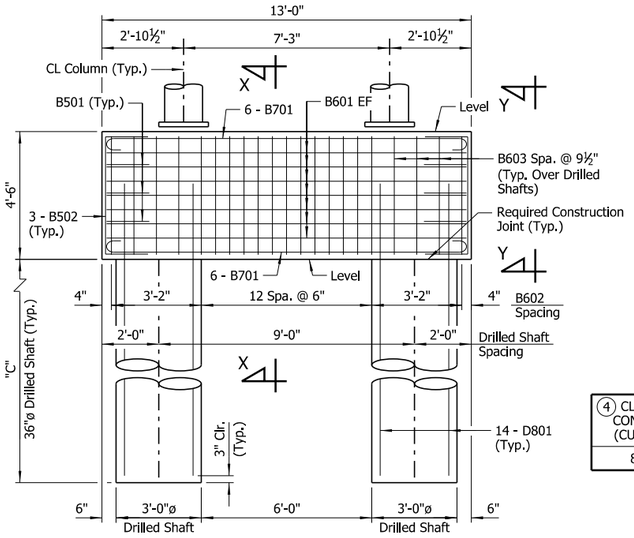
CSWylie 9/6/2024 11:31:37 AM
WORKSPACE: ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (70'-85')_5.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 153 | 263 |
| | | SEE TABLE - OH SIGN STR. (70'-85') | | | | 67743 |



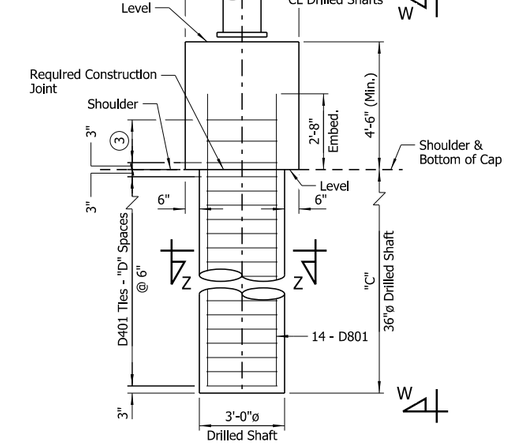

## ELEVATION - FOUNDATION A2 (1)

Scale: ⅜" = 1'-0"



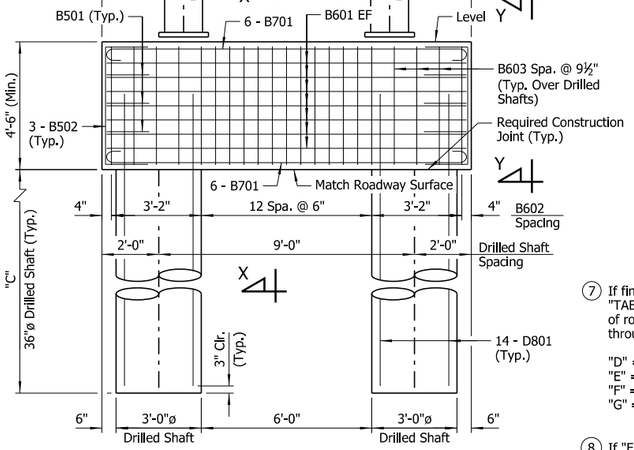

## VIEW V-V

Scale: ⅜" = 1'-0"



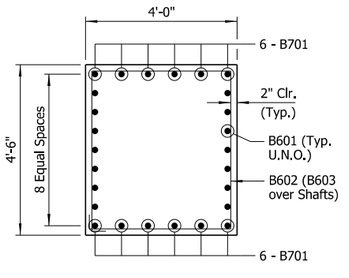

## ELEVATION - FOUNDATION B2 (2)

Scale: ⅜" = 1'-0"



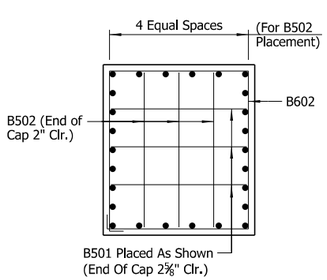

## VIEW W-W

Scale: ⅜" = 1'-0"



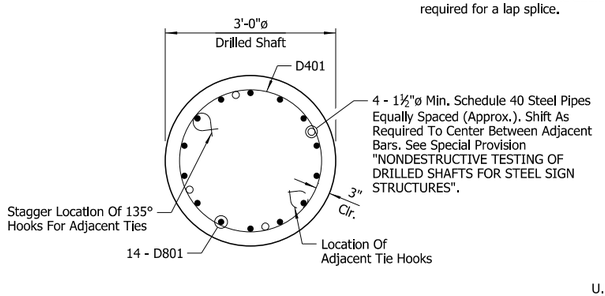

## SECTION X-X

Scale: ½" = 1'-0"




## VIEW Y-Y

Scale: ½" = 1'-0"




## SECTION Z-Z

Scale: ¾" = 1'-0"

(1) Foundation A2 allowed only when foundation is outside clear zone or is protected by guardrail or barrier.

(2) Foundation B2 is required when the foundation is located in a median, within the clear zone, and is not protected by guardrail or barrier. Foundation B2 requires adjacent Roadway Median Barrier to transition to match the ends of the cap. See Roadway Plans for additional information.

(3) C401 Ties - 2 Spaces @ 9"

## APPROX. QUANTITIES FOR FOUNDATION A2 (FOR INFORMATION ONLY)

| (4) CLASS S CONCRETE (CU. YDS.) | (5) REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) | DRILLED SHAFT (36" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (36" DIA.) (EACH) |
|---|---|---|---|---|
| 8.70 | 1,230 | 17 | "G" | 1 |

## APPROX. QUANTITIES FOR FOUNDATION B2 (FOR INFORMATION ONLY)

| (4) CLASS S CONCRETE (CU. YDS.) | (5) REINFORCING STEEL (LBS.) | DRILLED SHAFT (36" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (36" DIA.) (EACH) |
|---|---|---|---|
| 8.70 | 1,230 | "G" | 1 |

(4) Does not include Class S Concrete for Drilled Shafts

(5) Does not include D401 and D801 Bars in Drilled Shafts

(6) Tabulated SPT N60 values are raw SPT N values corrected by SPT hammer efficiency and represent average values along the plan shaft penetration. If the SPT N60 values in the foundation soils within 2 shaft diameters below the plan tip elevation are less than the average SPT N60 values along the plan shaft penetration, the Engineer shall be contacted.

(7) If final drilled shaft length is not shown in "TABLE OF VARIABLES" due to the presence of rock or other factors, variables "D" through "G" shall be determined as follows:

"D" = (Shaft Length in Ft. - 0.5) / 0.5
"E" = Shaft Length in Ft. x 4
"F" = Shaft Length + 2'-5"
"G" = Shaft Length x 2

(8) If "F" exceeds 60'-0", a lap splice is required for each D801 bar at the midpoint of the drilled shaft. Min. lap splice length for D801 bar = 3'-6". Length shown in table does not include the additional length required for a lap splice.

## DRILLED SHAFT NOTES (FOUNDATIONS A2 & B2)

Drilled shafts shall conform to Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES". Drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". Temporary casing may be required. Unless approved by the Engineer, permanent steel casing shall not be used.

Crosshole Sonic Logging (CSL) shall be performed on one drilled shaft at each foundation and as directed by the Engineer. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES".

Concrete and reinforcing steel placed in drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL OVERHEAD SIGN STRUCTURE (_)". No additional payment shall be made for spacers, additional splices or bracing needed for assembly, shipping, handling or erecting.

Concrete in drilled shafts shall be Class "S" as modified by Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES".

Drilled shaft lengths shall be determined based on the results of exploratory borings, which shall be performed by the Contractor prior to shaft excavation.

If competent rock is not encountered in the exploratory boring, the Standard Penetration Test (SPT) blow count corrected by the hammer efficiency, N60, shall be used to determine shaft lengths. See "TABLE OF VARIABLES".

If competent rock is encountered in the exploratory boring within 25'-0" of planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock and have a minimum length of 25'-0".

If competent rock is encountered in the exploratory boring below 25'-0" from planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock or to the depth based on the SPT N60 value and associated shaft length in the "TABLE OF VARIABLES", whichever is shallower.

Testing results shall be submitted to the Engineer for review. Final drilled shaft lengths shall be approved by the Engineer prior to construction.

The cost of performing exploratory borings and in-situ strength testing shall be included in the item "STEEL OVERHEAD SIGN STRUCTURE (_)".

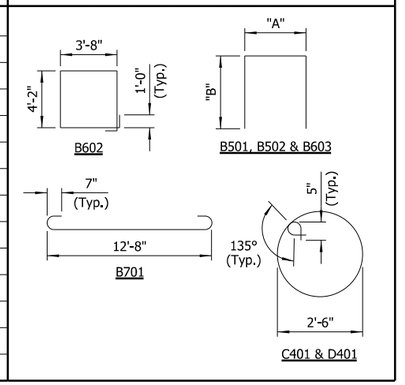
## TABLE OF VARIABLES (7)

| SPT N60 (6) (blows/ft.) | Min. Depth of Exploratory Boring | Drilled Shaft Length, "C" | "D" | "E" | "F" (8) | "G" |
|---|---|---|---|---|---|---|
| <5 | - | Contact Engineer | - | - | - | - |
| 5 To 7 | 83'-0" | 77'-0" | 153 | 308 | 79'-5" | 154'-0" |
| 7 To 9 | 70'-0" | 64'-0" | | 256 | 66'-5" | 128'-0" |
| 9 To 11 | 52'-0" | 46'-0" | 91 | 184 | 48'-5" | 92'-0" |
| 11 To 13 | 41'-0" | 35'-0" | 69 | 140 | 37'-5" | 70'-0" |
| >13 | 34'-0" | 28'-0" | 55 | | 30'-5" | 56'-0" |

## BAR LIST - FOUNDATION A2 OR B2

| MARK | NO. REQ'D | LENGTH | "A" | "B" | P.D. |
|---|---|---|---|---|---|
| B501 | 6 | 6'-4" | 3'-6" | 1'-6" | 2½" |
| B502 | 6 | 6'-10" | 4'-0" | 1'-6" | 2½" |
| | | | | | |
| B601 | 14 | 12'-8" | | | Str. |
| B602 | 15 | 16'-10" | | | 4½" |
| B603 | 6 | 11'-8" | 3'-8" | 4'-2" | 4½" |
| | | | | | |
| B701 | 12 | 14'-4" | | | 5¼" |
| | | | | | |
| C401 | 6 | 8'-11" | | | 3" |
| | | | | | |
| D401 | "E" | 8'-11" | | | 3" |
| D801 | 28 | "F" | | | Str. |

## BAR BENDING DIAGRAMS




NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Foundation A2 or one Foundation B2.

## LEGEND

U.N.O. = Unless Noted Otherwise
EF = Each Face

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 6 OF 6
# DETAILS OF 70' TO 85'
# STEEL OVERHEAD SIGN STRUCTURE

ROUTE SEC.

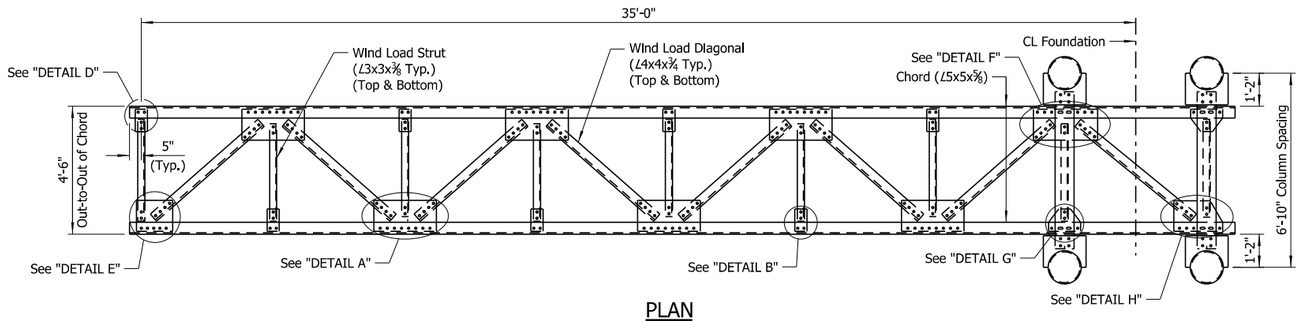
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2023 FILENAME: b061708_oh18.dgn
CHECKED BY: ABH DATE: JAN. 2023 SCALE: As Shown
DESIGNED BY: JME DATE: JAN. 2023

STR. NO. SEE TABLE DRAWING NO. 67743

CSWylie 9/6/2024 11:31:38 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OH (70'-85')_6.dgn
REVISED DATE:

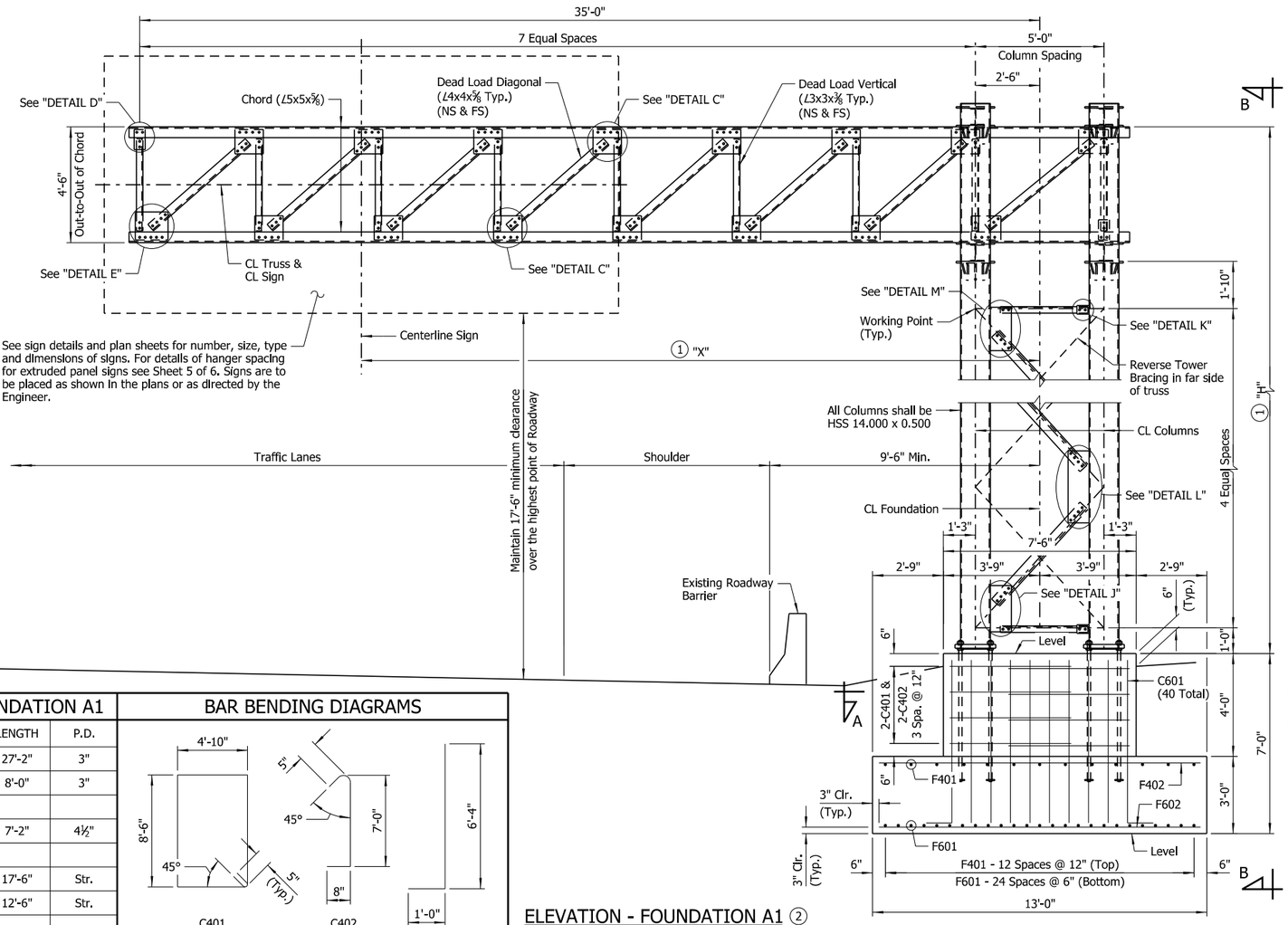
| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 154 | 263 |
| | | SEE TABLE - OC SIGN STR. (35') | | | | 67744 |




PLAN

Scale: ⅜" = 1'-0"

NOTE:
Refer to Sign Layout Sheets for Dimension "X" and Foundation Type required for each structure.




ELEVATION - FOUNDATION A1 (2)

No Scale

| BAR LIST - FOUNDATION A1 | | | |
|---|---|---|---|
| MARK | NO. REQ'D | LENGTH | P.D. |
| C401 | 8 | 27'-2" | 3" |
| C402 | 8 | 8'-0" | 3" |
| | | | |
| C601 | 40 | 7'-2" | 4½" |
| | | | |
| F401 | 13 | 17'-6" | Str. |
| F402 | 18 | 12'-6" | Str. |
| | | | |
| F601 | 25 | 17'-6" | Str. |
| F602 | 35 | 12'-6" | Str. |

BAR BENDING DIAGRAMS



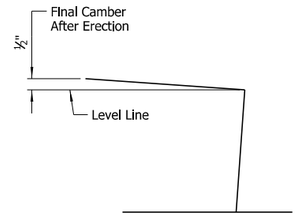

NOTE:
Dimensions of bars are out-to-out.

1. The Contractor shall make field measurements to determine the following:
   1) To verify that dimension "X" is sufficient to center the sign over the intended lane while maintaining minimum horizontal clearances.
   2) To determine the column height "H" required to maintain the minimum vertical clearance with the centerline of the sign located at the CL of the truss. If the structure height "H" exceeds 30'-0", contact the Engineer.

   These verifications and measurements are required prior to submittal of the shop drawings. The column height "H" shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.
2. Foundation A1 allowed only when foundation is outside clear zone or is protected by guardrail or barrier. For alternate drilled shaft foundation (Foundation A2), see Sheet 6 of 6.
3. Alternate C402 ties end for end at each layer of reinforcing.

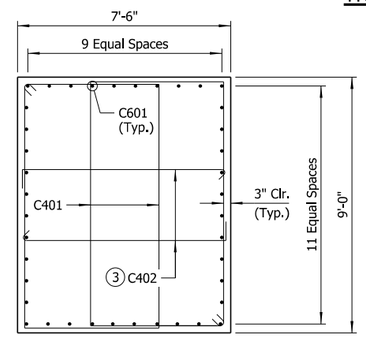
NOTES:
For "VIEW B-B" and "DETAIL J" thru "DETAIL M", see Sheet 2 of 6.

For "DETAIL A" thru "DETAIL H", see Sheet 3 of 6.




TRUSS CAMBER DIAGRAM

No Scale




SECTION A-A

Scale: ⅜" = 1'-0"

LEGEND

NS = Near Side
FS = Far Side

| STRUCTURE NO. | "X" | FOUNDATION TYPE |
|---|---|---|
| OC-030-62-33 | 25'-6" | A1 or A2 |

APPROXIMATE QUANTITES FOR FOUNDATION A1 (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 36.00 | 2,240 | 81 |

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 1 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

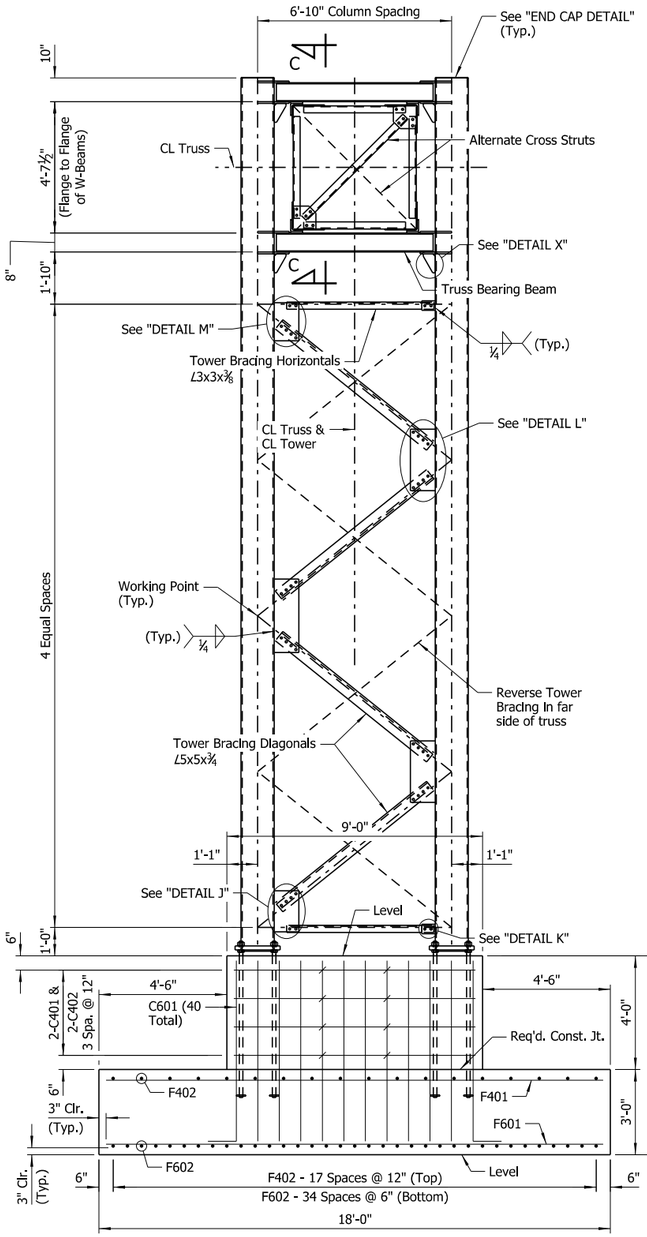
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b061708_oc1.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022

STR. NO. SEE TABLE DRAWING NO. 67744

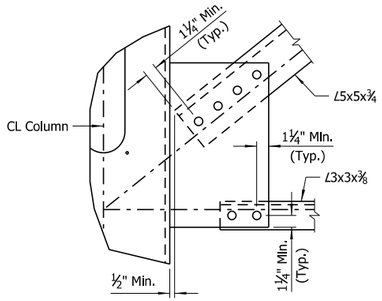
CSWylie
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OC (35')_1.dgn
REVISED DATE: 9/6/2024 11:31:39 AM

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 155 | 263 |
| | | SEE TABLE - OC SIGN STR. (35') | | | | 67745 |

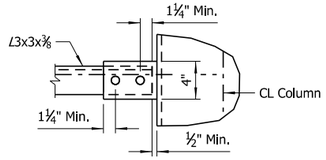



## VIEW B-B
(Foundation A1)
No Scale

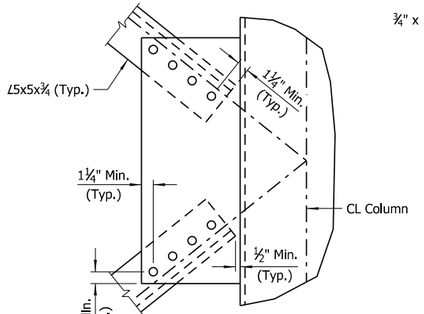
1. Bolts shall be ⅞"ø. Provide 15/16" x 2" slotted hole in gusset plate and chord angle. Use plate washer on gusset plate side. Provide 15/16"ø holes in ¾" shim plate and top or bottom beam flanges as required.
2. Bolts shall be ⅞"ø. Provide 15/16"ø holes at top and bottom beam flanges and connection plates.



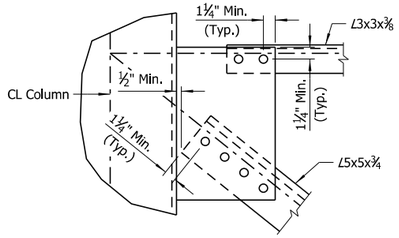

## DETAIL J
No Scale



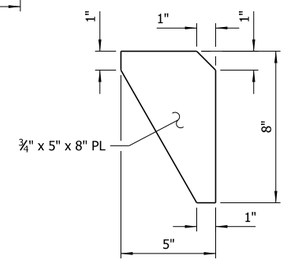

## DETAIL K
No Scale



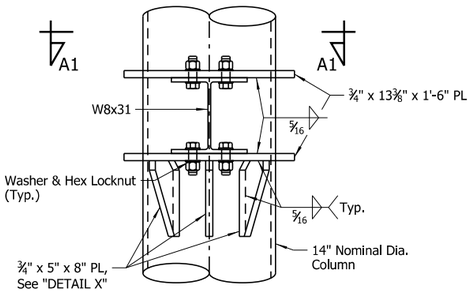

## DETAIL L
No Scale



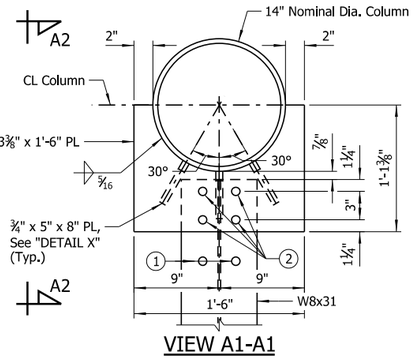

## DETAIL M
No Scale




## DETAIL X
Scale: 3" = 1'-0"

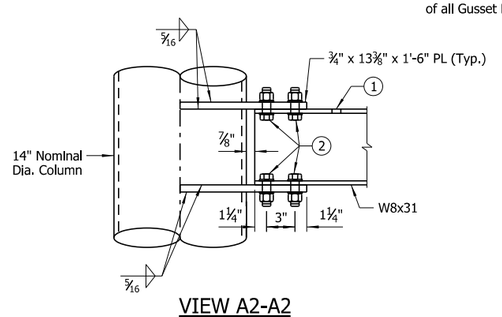



## DETAIL - TRUSS BEARING SUPPORT
Scale: 1½" = 1'-0"

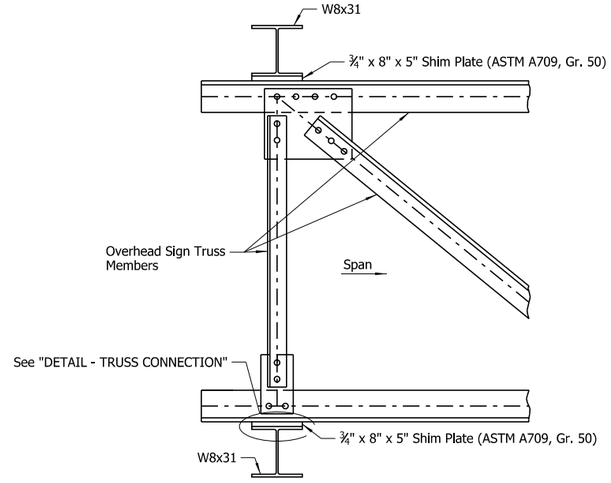



## VIEW A1-A1
Scale: 1½" = 1'-0"

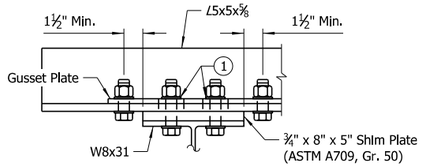
NOTE:
Unless noted otherwsie, thickness of all Gusset Plates shall be ⅜".



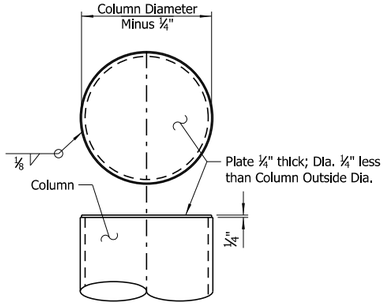

## VIEW A2-A2
Scale: 1½" = 1'-0"
(¾" x 5" x 8" Plate not shown for clarity)



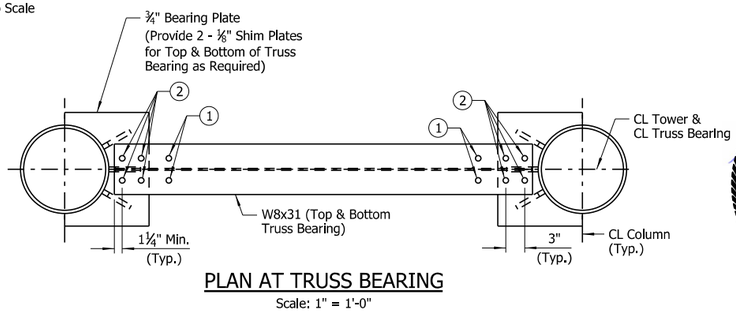

## VIEW C-C
No Scale




## DETAIL - TRUSS CONNECTION
No Scale




## END CAP DETAIL
Scale: 1½" = 1'-0"




## PLAN AT TRUSS BEARING
Scale: 1" = 1'-0"

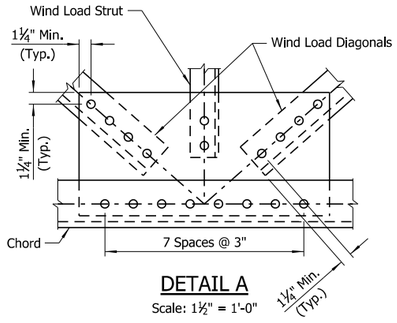
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 2 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

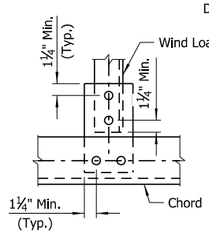
DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b061708_oc2.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67745

CSWylie
9/6/2024 11:31:39 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OC (35')_2.dgn
REVISED DATE:

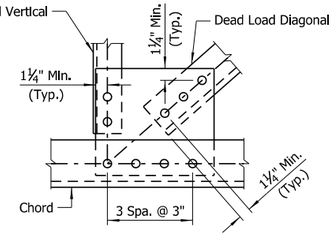
| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 156 | 263 |
| | | SEE TABLE - OC SIGN STR. (35') | | | | 67746 |



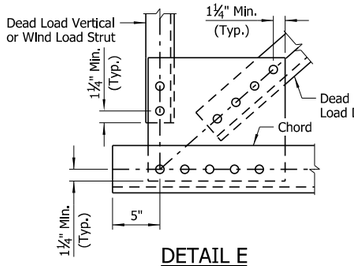

DETAIL A
Scale: 1½" = 1'-0"



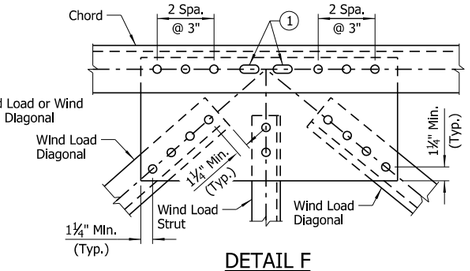

DETAIL B
Scale: 1½" = 1'-0"



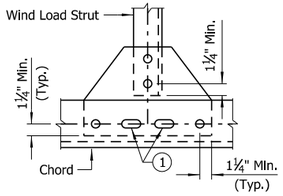

DETAIL C
Scale: 1½" = 1'-0"



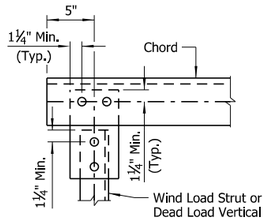

DETAIL E
Scale: 1½" = 1'-0"



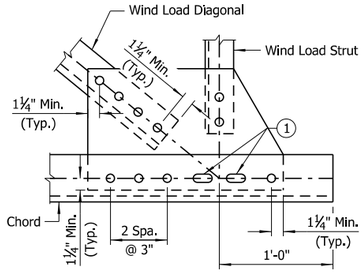

DETAIL F
Scale: 1½" = 1'-0"



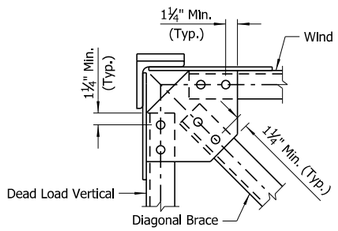

DETAIL G
Scale: 1½" = 1'-0"



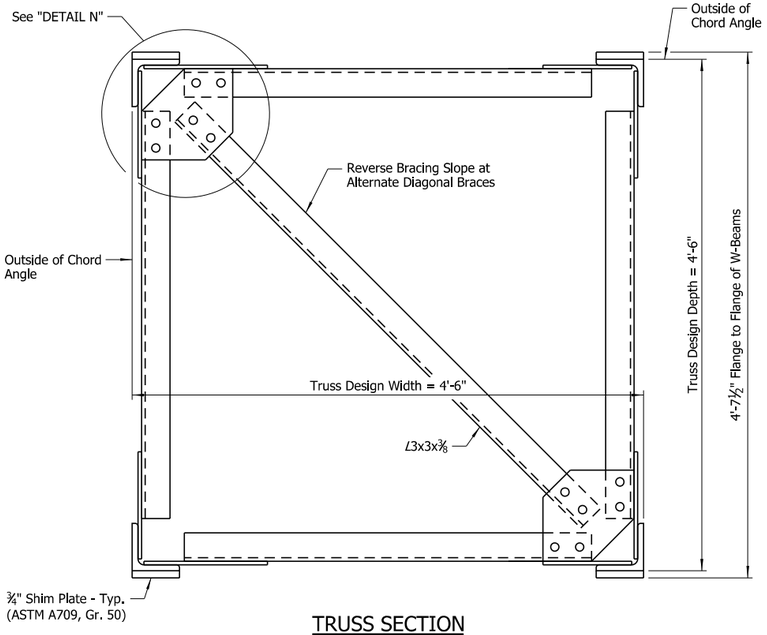

DETAIL D
Scale: 1½" = 1'-0"




DETAIL H
Scale: 1½" = 1'-0"




DETAIL N
Scale: 1½" = 1'-0"

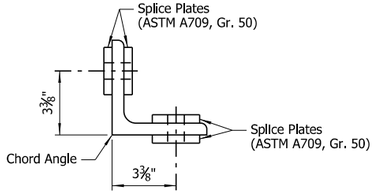



TRUSS SECTION
Scale: 1½" = 1'-0"




② CHORD SPLICE
Scale: 3 = 1'-0"

NOTE:
Chord angles may be spliced in convenient lengths for galvanizing and sign placement.




VIEW D-D
Scale: 3 = 1'-0"

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".

① Bolts shall be ⅞"ø. Provide 15/16" x 2" slotted holes in gusset plate and chord angle. Clearance between end of slot and adjacent bolt hole shall be no less than 1½". Use plate washer on gusset plate side.

② Bolts shall be ¾"ø and open holes shall be 13/16"ø.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 3 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b061708_oc3.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67746

CSWylie 9/6/2024 11:31:40 AM
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L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_OC (35')_3.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
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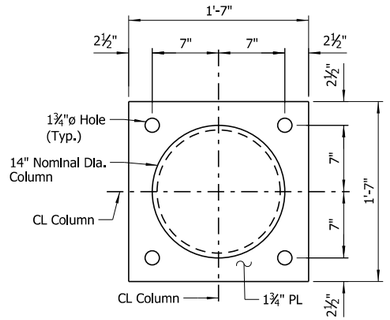
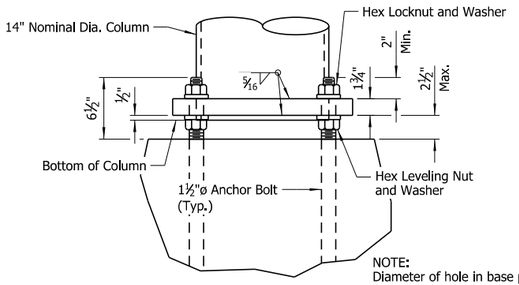
| | | SEE TABLE - OC SIGN STR. (35') | | | | 67747 |




## PLAN - COLUMN BASE

Scale: 1½" = 1'-0"



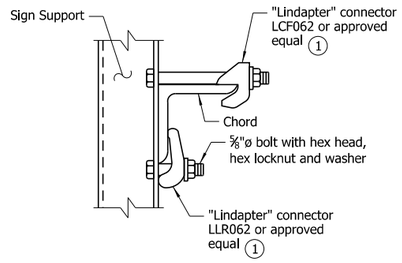

NOTE:
Diameter of hole in base plate to be ⅛" larger than column diameter.

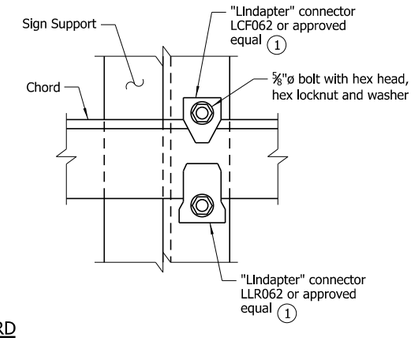
## ELEVATION - COLUMN BASE

Scale: 1½" = 1'-0"

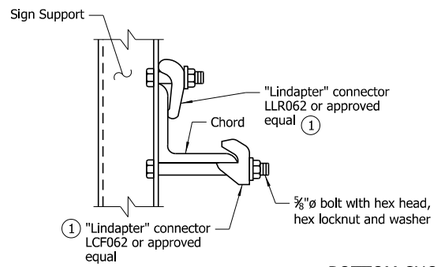
(1) All "Lindapter" connectors or approved equal shall be installed according to Manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

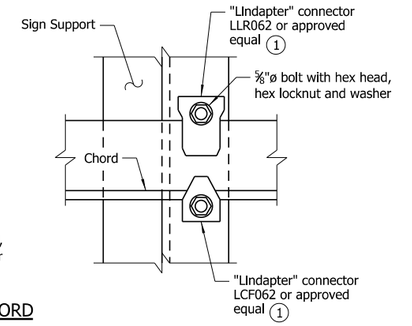
NOTE:
Install all support connectors clear of the gusset plates and splice locations.




## TOP CHORD

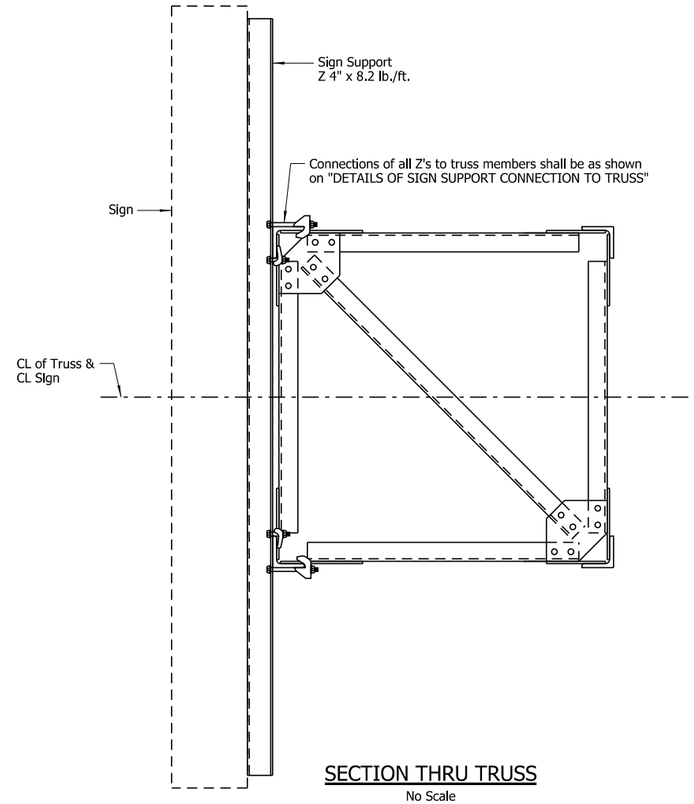



## BOTTOM CHORD

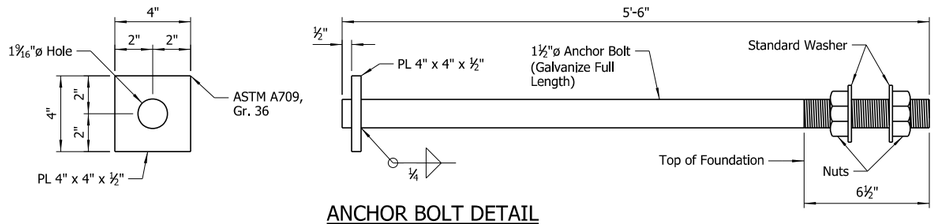
## DETAILS OF SIGN SUPPORT CONNECTION TO TRUSS

No Scale



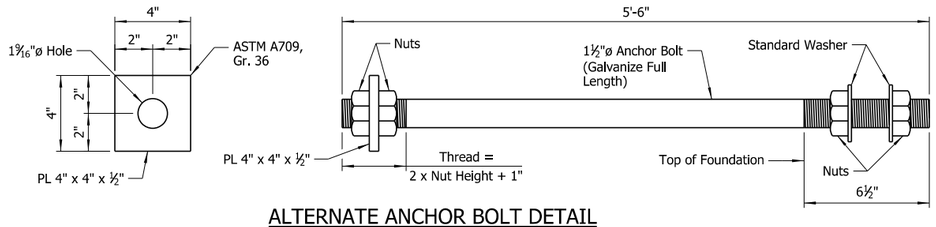

## SECTION THRU TRUSS

No Scale




## ANCHOR BOLT DETAIL

No Scale

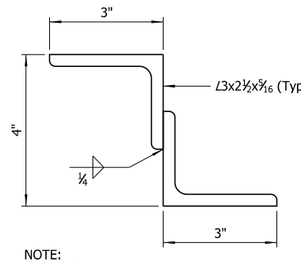



## ALTERNATE ANCHOR BOLT DETAIL

No Scale

NOTE:
Anchor bolts shall comply with AASHTO M 314, Grade 55 with Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts for bolts shall be as specified in Subsection 807.07.

NOTE:
Unless otherwise noted, thickness of all Gusset Plates shall be ⅜".




NOTE:
Structural Z support may be fabricated from angles as shown.

## DETAILS OF ALTERNATE Z SUPPORT

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 4 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b061708_oc4.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022
STR. NO. SEE TABLE DRAWING NO. 67747

CSWylie 9/6/2024 11:31:41 AM
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 158 | 263 |
| | | SEE TABLE - OC SIGN STR. (35') | | | | 67748 |

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 Edition, with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2015 with current interim revisions.

Basic Wind Speed = 120 mph
Fatigue Category: I

This structure is approved for 300 square feet of sign area and a maximum sign weight (total of all signs and hangers) of 3600 lbs. Use of additional sign area or a heavier sign must be approved by the Engineer. If the structure height ("H") exceeds 30'-0", contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:

| | |
|---|---|
| Class S Concrete | f'c = 3,500 psi |
| Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A) | fy = 60,000 psi |

Spread footings for the structure have been designed assuming a factored bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed factored bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "STEEL CANTILEVER SIGN STRUCTURE (_)".

Structural steel sign support members shall comply with the following specifications:

| | |
|---|---|
| Angles: | ASTM A709, Grade 36 (Fy = 36,000 psi) |
| Plate, W-Section: | ASTM A709, Grade 50 (Fy = 50,000 psi) |
| (1) Pipe: | ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi)<br>ASTM A500, Gr. B (Fy = 42,000 psi)<br>ASTM A501, Gr. B (Fy = 50,000 psi) |
| Z-Shapes: | ASTM A709, Grade 36 (Fy = 36,000 psi) |
| Shim Plates: | ASTM A1011, SS, Grade 36, Type 2, or Grade 40 |
| Bolts: | ASTM F3125, Grade A325, Type 1 |
| Locknuts - Approved Type: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |
| Washers: | ASTM F436 |
| Nuts: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with Subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision "STEEL SIGN STRUCTURES".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices, and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26 except welding of tubular sections shall conform to AWS D1.1 Structural Welding Code.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ⅞"ø and open holes shall be $^{15}/_{16}$"ø. Bolt spacing shall be 2⅝" for ⅞"ø bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

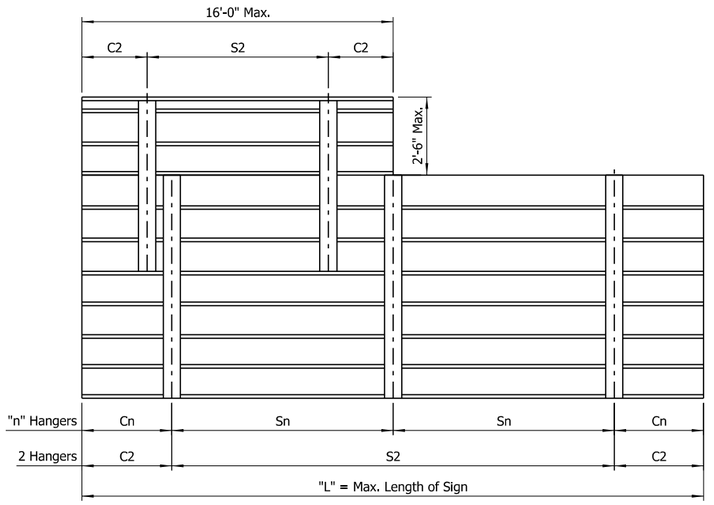
All truss frame bolts shall comply with ASTM F3125, Grade A325, Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM F3125, Grade A325, Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Locknuts shall be equipped with nylon locking inserts or other approved type locking system. Locknuts shall be installed according to Manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES".

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "STEEL CANTILEVER SIGN STRUCTURE (_)". The excavations for the footing shall be backfilled before the structure is attached to the foundation.

For location of each 35' cantilever sign structure to be used, refer to Sign Plans.




NOTE:
See sign details and plan sheets for number, size and dimensions of signs.

## HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

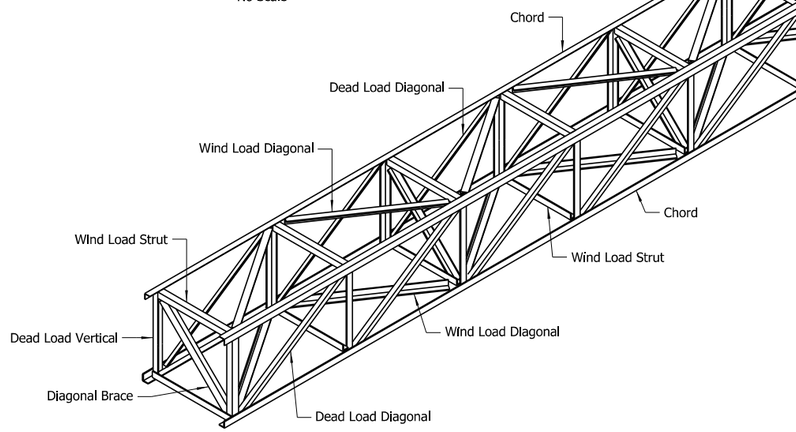
No Scale

## HANGER VARIABLES

(For Extruded Panel Signs)

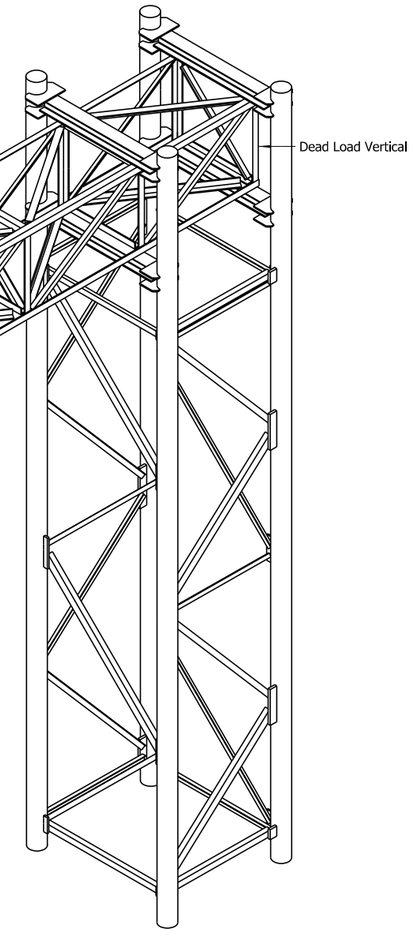
| Max. Length of Sign = "L" | "n" Hangers | Cantilever Length "Cn" | Hanger Spacing "Sn" |
|---|---|---|---|
| 15'-0" | 2 Hangers | 0.21 x "L" | 0.58 x "L" |
| 30'-0" | 3 Hangers | 0.145 x "L" | 0.355 x "L" |

NOTE:
Hanger spacing and cantilever length shall be rounded to the nearest inch.




## ISOMETRIC VIEW

No Scale




(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation:

CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL

DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 5 OF 6
# DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: DEC. 2022 FILENAME: b061708_oc5.dgn
CHECKED BY: ABH DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: CSW DATE: DEC. 2022

STR. NO. SEE TABLE DRAWING NO. 67748

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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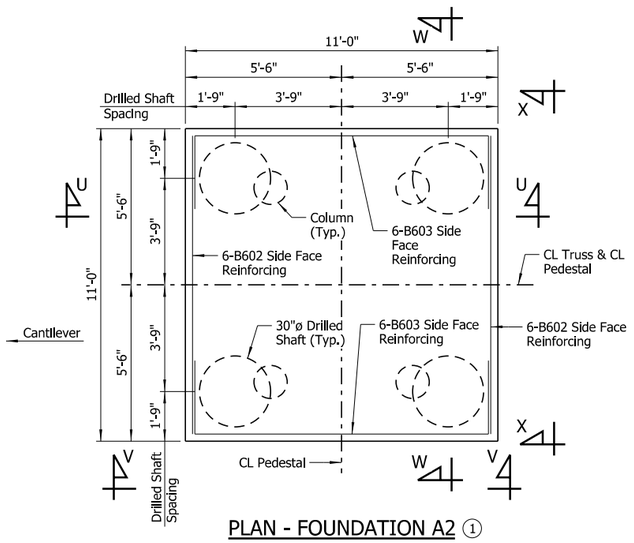
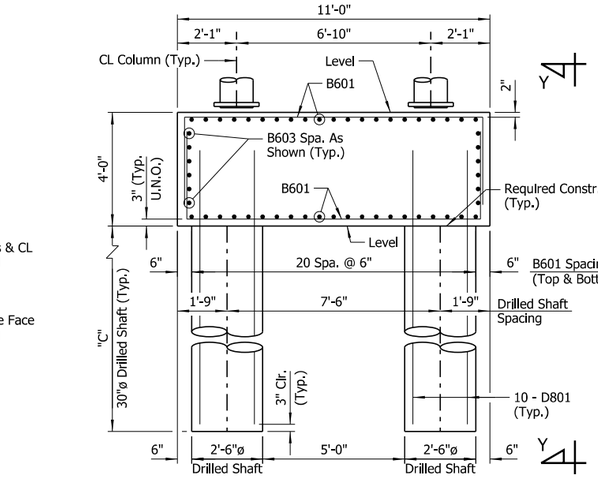
| | | SEE TABLE - OC SIGN STR. (35') | | | | 67749 |



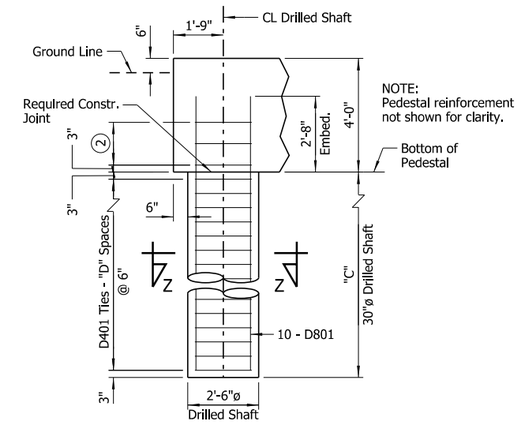

## PLAN - FOUNDATION A2 (1)

Scale: ⅜" = 1'-0"




## SECTION W-W

Scale: ⅜" = 1'-0"

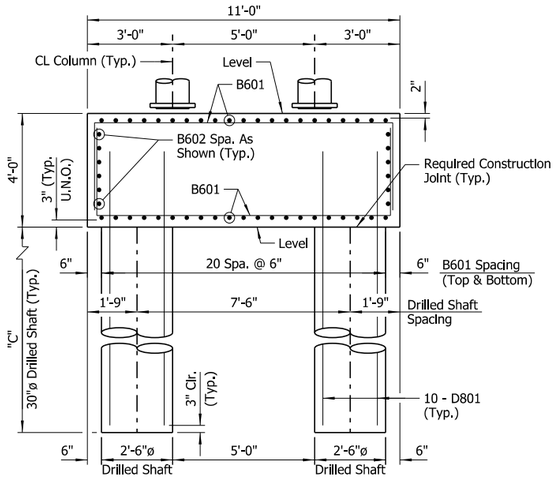



## VIEW Y-Y

Scale: ⅜" = 1'-0"

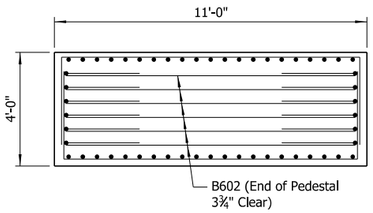
(1) Foundation A2 allowed only when foundation is outside clear zone or is protected by guardrail or barrier.

(2) C401 Ties - 2 Spaces @ 9"




## SECTION U-U

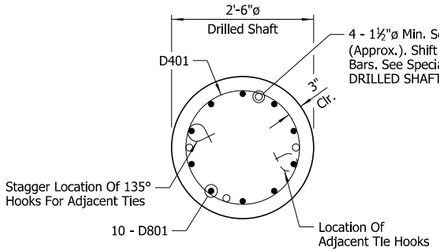
Scale: ⅜" = 1'-0"




NOTE:
Vertical legs of B601 bars not shown for clarity.

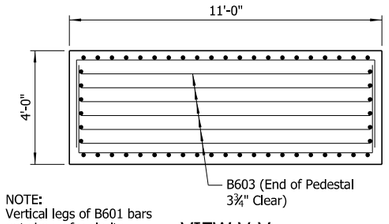
## VIEW X-X

Scale: ⅜" = 1'-0"




## SECTION Z-Z

Scale: ¾" = 1'-0"




NOTE:
Vertical legs of B601 bars not shown for clarity.

## VIEW V-V

Scale: ⅜" = 1'-0"

## DRILLED SHAFT NOTES (FOUNDATION A2)

Drilled shafts shall conform to Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES". Drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL CANTILEVER SIGN STRUCTURE (_)". Temporary casing may be required. Unless approved by the Engineer, permanent steel casing shall not be used.

Crosshole Sonic Logging (CSL) shall be performed on one drilled shaft at each foundation and as directed by the Engineer. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES".

Concrete and reinforcing steel placed in drilled shafts will not be paid for directly but shall be considered subsidiary to the unit price bid for "STEEL CANTILEVER SIGN STRUCTURE (_)". No additional payment shall be made for spacers, additional splices or bracing needed for assembly, shipping, handling or erecting.

Concrete in drilled shafts shall be Class "S" as modified by Special Provision "DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES".

Drilled shaft lengths shall be determined based on the results of exploratory borings, which shall be performed by the Contractor prior to shaft excavation.

If competent rock is not encountered in the exploratory boring, the Standard Penetration Test (SPT) blow count corrected by the hammer efficiency, N60, shall be used to determine shaft lengths. See "TABLE OF VARIABLES".

If competent rock is encountered in the exploratory boring within 25'-0" of planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock and have a minimum length of 25'-0".

If competent rock is encountered in the exploratory boring below 25'-0" from planned top of drilled shaft, the shafts shall be founded a minimum of 3'-0" into rock or to the depth based on the SPT N60 value and associated shaft length in the "TABLE OF VARIABLES", whichever is shallower.

Testing results shall be submitted to the Engineer for review. Final drilled shaft lengths shall be approved by the Engineer prior to construction.

The cost of performing exploratory borings and in-situ strength testing shall be included in the item "STEEL CANTILEVER SIGN STRUCTURE (_)".

## TABLE OF VARIABLES (6)

| SPT N60 (blows/ft.) (5) | Min. Depth of Exploratory Boring | Drilled Shaft Length, "C" | "D" | "E" | "F" (7) | "G" |
|---|---|---|---|---|---|---|
| <5 | - | Contact Engineer | - | - | - | - |
| 5 To 7 | 75'-0" | 70'-0" | 139 | 560 | 72'-5" | 280'-0" |
| 7 To 9 | 63'-0" | 58'-0" | | 464 | 60'-5" | 232'-0" |
| 9 To 11 | 47'-0" | 42'-0" | 83 | 336 | 44'-5" | 168'-0" |
| 11 To 13 | 37'-0" | 32'-0" | 63 | 256 | 34'-5" | 128'-0" |
| >13 | 31'-0" | 26'-0" | 51 | 208 | 28'-5" | 104'-0" |

(5) Tabulated SPT N60 values are raw SPT N values corrected by SPT hammer efficiency and represent average values along the plan shaft penetration. If the SPT N60 values in the foundation soils within 2 shaft diameters below the plan tip elevation are less than the average SPT N60 values along the plan shaft penetration, the Engineer shall be contacted.

(6) If final drilled shaft length is not shown in "TABLE OF VARIABLES" due to the presence of rock or other factors, variables "D" through "G" shall be determined as follows:

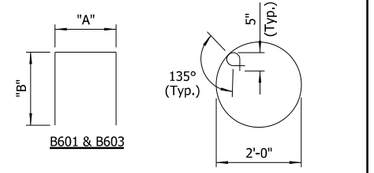
"D" = (Shaft Length in Ft. - 0.5) / 0.5
"E" = Shaft Length in Ft. x 8
"F" = Shaft Length + 2'-5"
"G" = Shaft Length x 4

(7) If "F" exceeds 60'-0", a lap splice is required for each D801 bar at the midpoint of the drilled shaft. Min. lap splice length for D801 bar = 3'-6". Length shown in table does not include the additional length required for a lap splice.

## BAR LIST - FOUNDATION A2

| MARK | NO. REQ'D | LENGTH | "A" | "B" | P.D. |
|---|---|---|---|---|---|
| B601 | 84 | 16'-4" | 10'-6" | 3'-1" | 4½" |
| B602 | 12 | 10'-4" | | | Str. |
| B603 | 12 | 15'-2" | 10'-4" | 2'-7" | 4½" |
| | | | | | |
| C401 | 12 | 7'-4" | | | 3" |
| | | | | | |
| D401 | "E" | 7'-4" | | | 3" |
| D801 | 40 | "F" | | | Str. |

## BAR BENDING DIAGRAMS




NOTES:
Dimensions of bars are out-to-out.

Number of bars shown is for one Foundation A2.

## APPROX. QUANTITIES FOR FOUNDATION A2 (FOR INFORMATION ONLY)

| CLASS S CONCRETE (3) (CU. YDS.) | REINFORCING STEEL (LBS.) (4) | EXCAVATION (CU. YDS.) | DRILLED SHAFT (30" DIA.) (LIN. FT.) | CROSSHOLE SONIC LOGGING (30" DIA.) (EACH) |
|---|---|---|---|---|
| 18.00 | 2,580 | 26 | "G" | 1 |

(3) Does not include Class S Concrete for Drilled Shafts

(4) Does not include D401 and D801 Bars in Drilled Shafts

## LEGEND

U.N.O. = Unless Noted Otherwise

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14498
ADAM B. HALL
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

SHEET 6 OF 6
DETAILS OF 35' STEEL CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JAN. 2023 FILENAME: b061708_oc6.dgn
CHECKED BY: CSW DATE: FEB. 2023 SCALE: As Shown
DESIGNED BY: ABH DATE: JAN. 2023
STR. NO. SEE TABLE DRAWING NO. 67749

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REVISED DATE:

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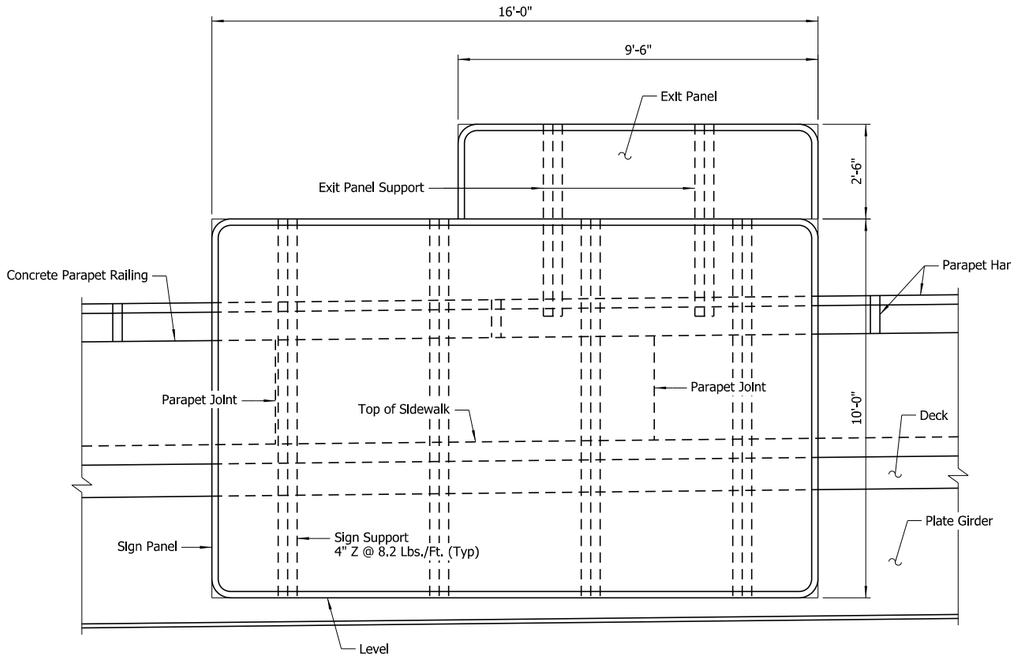
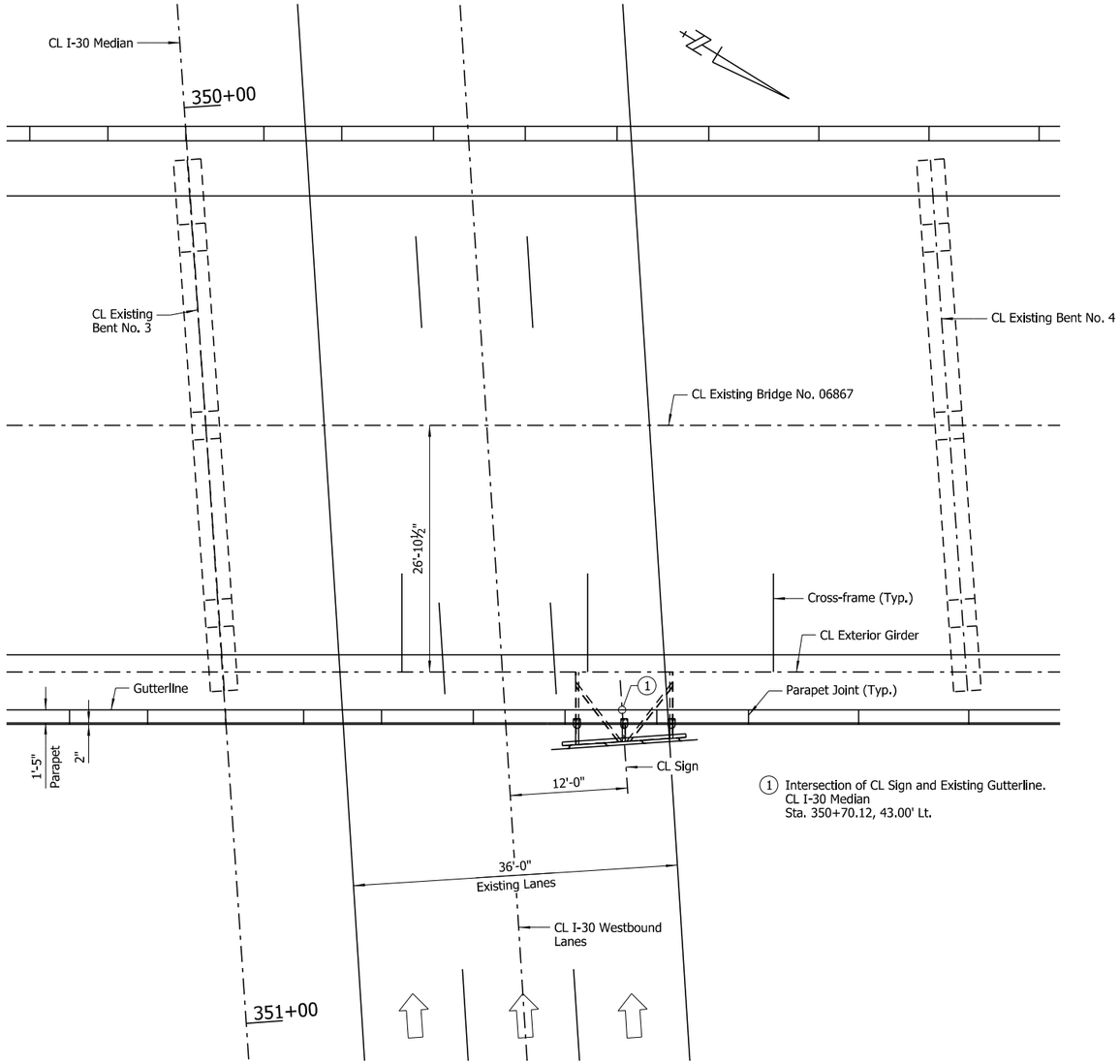



ELEVATION OF SIGN

(Normal To Sign)

Scale: ½" = 1'-0"




LOCATION SKETCH

Scale: ⅛" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE

DIGITALLY SIGNED 11/15/2024

BRIDGE ENGINEER

SHEET 1 OF 3
DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: MAR. 2024 FILENAME: b061708_bm1.dgn
CHECKED BY: KWY DATE: APR. 2024 SCALE: As Shown
DESIGNED BY: CSW DATE: MAR. 2024

STR. NO. BM-030-62-41 DRAWING NO. 67750

CSWylie 9/6/2024 11:31:44 AM
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REVISED DATE:

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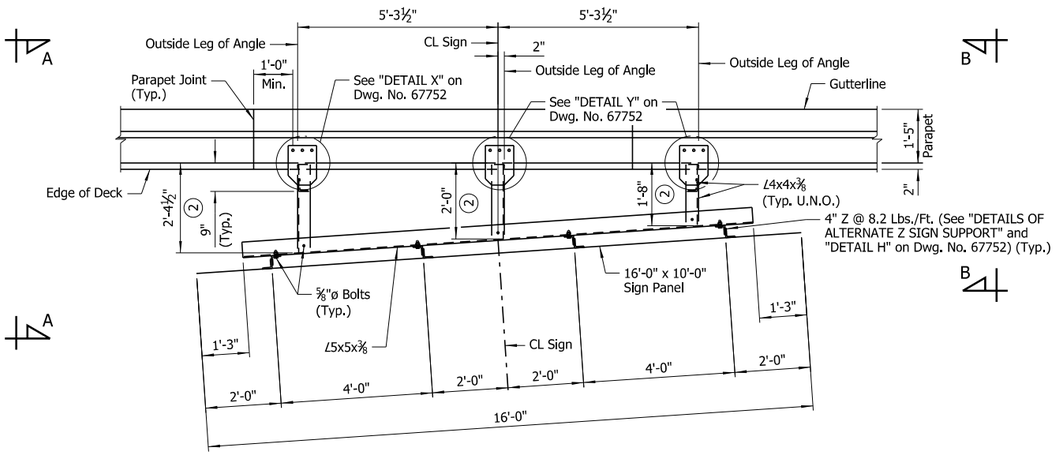
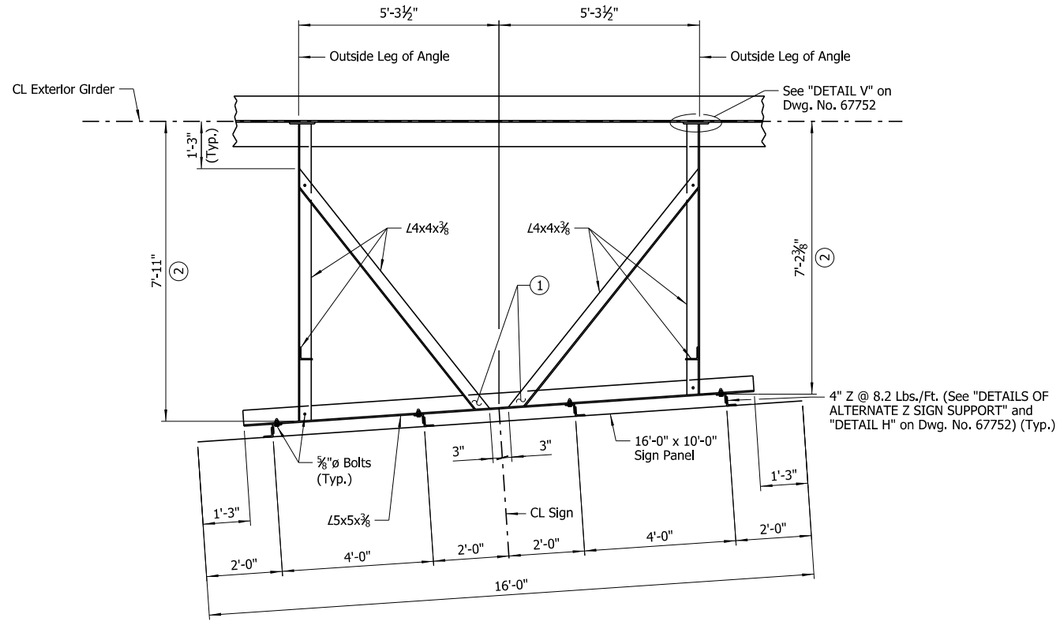



## PLAN OF UPPER BRACKET

Scale: ½" = 1'-0"

## LEGEND

U.N.O. = Unless Noted Otherwise

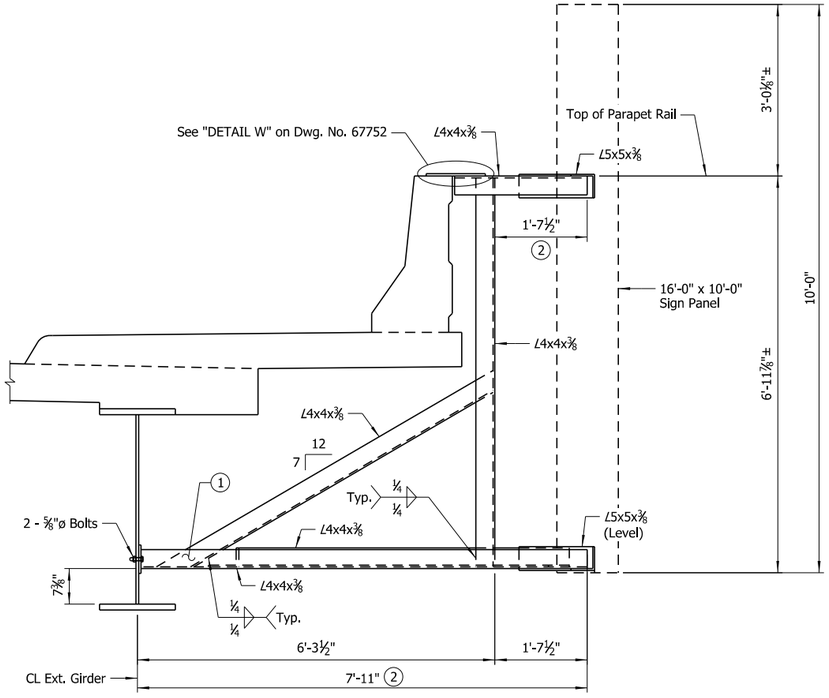



## PLAN OF LOWER BRACKET

Scale: ½" = 1'-0"

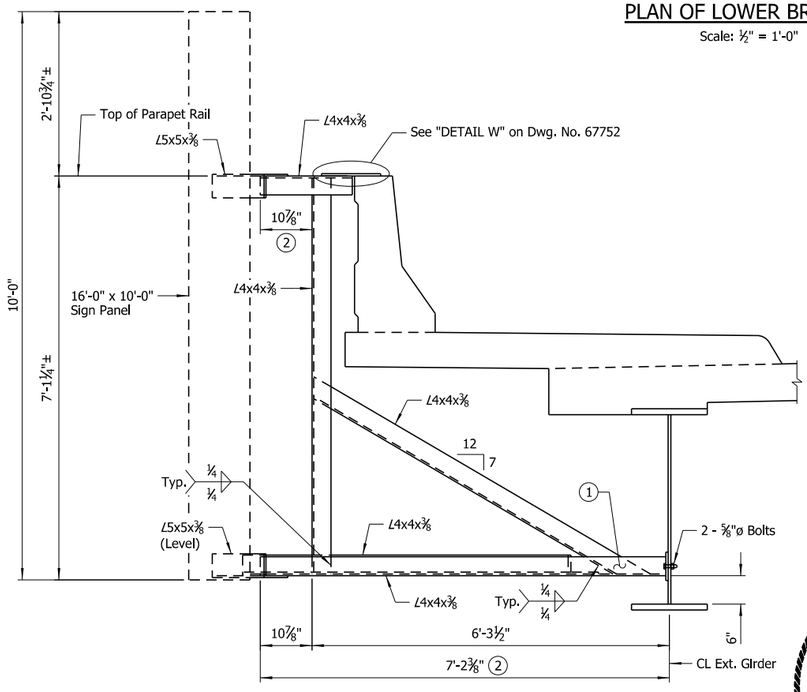
(1) Provide ⅜" thick steel filler plate as required.

(2) Dimension shown is taken at outside leg of angle.




## VIEW A-A

Scale: ¾" = 1'-0"




## VIEW B-B

Scale: ¾" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE

DIGITALLY SIGNED 11/15/2024

BRIDGE ENGINEER

SHEET 2 OF 3
DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: MAR. 2024 FILENAME: b061708_bm2.dgn
CHECKED BY: KWY DATE: APR. 2024 SCALE: As Shown
DESIGNED BY: CSW DATE: MAR. 2024

STR. NO. BM-030-62-41 DRAWING NO. 67751

CSWylie 9/6/2024 11:31:44 AM
WORKSPACE\ARDOT Bridge (2019)
L:\2021\21T01018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\b061708_BM_2.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
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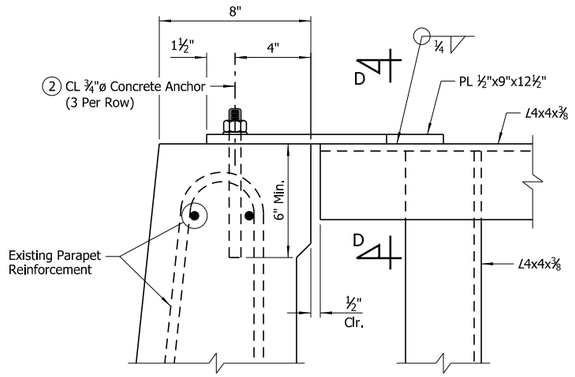
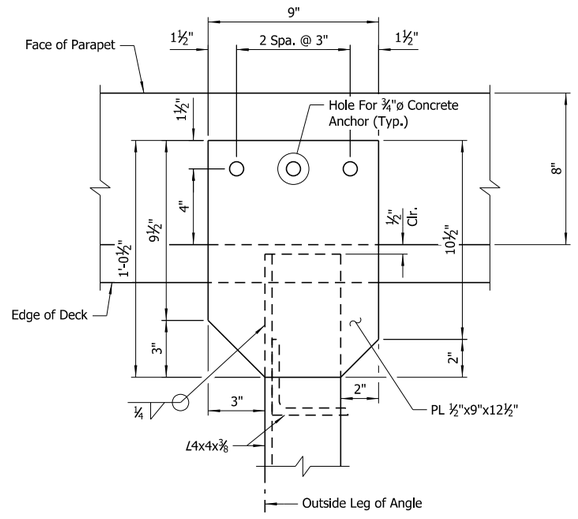
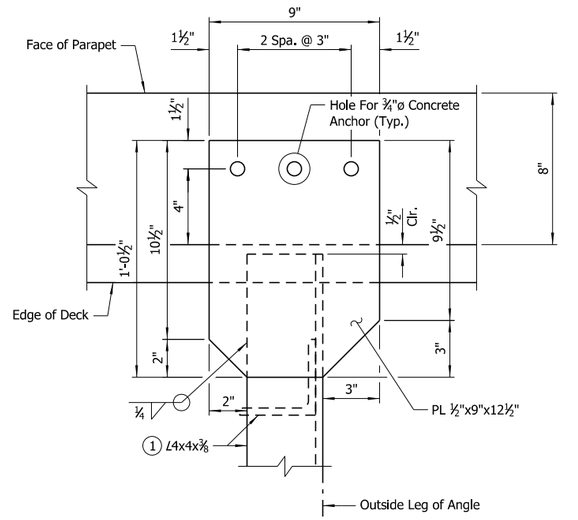
| | | BM-030-62-41 - BM SIGN STR. 67752 | | | | |




## DETAIL W
Scale: 3" = 1'-0"




## DETAIL X
Scale: 3" = 1'-0"




## DETAIL Y
Scale: 3" = 1'-0"

1. Vertical L4x4x⅜ not present for middle support.
2. The concrete anchors shall be drilled and grouted into place. The anchors shall be set and fixed usIng a QPL-approved resIn anchorIng system in accordance with the manufacturer's recommendations and shall have the followIng ultImate capacItIes:

   Shear: 10,000 lbs.
   Tension: 9,000 lbs.

## GENERAL NOTES

Construction Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable special provisions and Supplemental Specifications.

Design Specifications: Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, AASHTO Sixth Edition 2013.

Basic Wind Speed = 90 m.p.h.

Fatigue Category I

Structural steel sign support members shall comply with the following specifications:

| | |
|---|---|
| Angles: | ASTM A709, Grade 36 (Fy = 36,000 psi). |
| Plate: | ASTM A709, Grade 50 (Fy = 50,000 psi). |
| Z-Shapes: | ASTM A709, Grade 36 (Fy = 36,000 psi). |
| Bolts: | ASTM A325, Type 1. |
| Locknuts - Approved Type: | Meeting or exceeding AASHTO M 292 |
| Washers: | ASTM F436. |
| Nuts: | ASTM A563, Grade DH or AASHTO M 292, Grade 2H |

All steel shall be galvanized according to Subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling, or erection shall be field repaired in accordance with Subsection 807.88.

Drawings show general features of design only. Shop drawings shall be made in accordance with section 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26

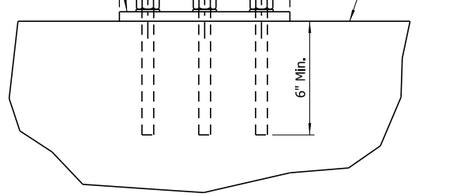
Connections shall be bolted with high-strength bolts. Unless noted otherwise, bolts shall be ⅝" diameter and open holes shall be 1 1/16". Bolt spacing shall be 2¼" for ⅝" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All frame bolts shall comply with ASTM A325 Type 1, galvanized according to Subsection 807.06, Nuts and washers for ASTM A325 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

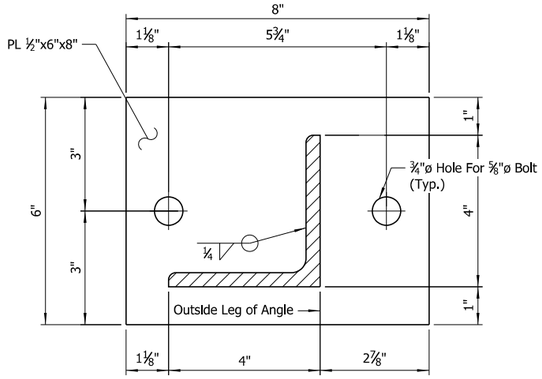
Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Lock nuts to be installed according to manufacturer's recommendations.

Surfaces of plates in contact with concrete or beam web shall be coated with a thick layer of asphaltic paint and allowed to dry before erection. Preformed pads ⅛" thick conforming to Section 808 may be used in lieu of asphaltic paint coating for steel plates in contact with beam web or concrete parapet.

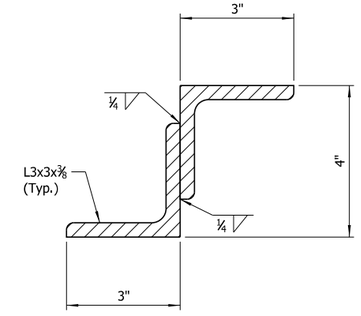
The Contractor shall make check measurements in the field and make any adjustments necessary to avoid any diaphragm, parapet joints, or hand rail supports on the bridge. This may include shifting the sign structures with approval from the Engineer. Portions of the existing hand rail may need to be removed during installation of the new sign support structure. Portions removed shall be reinstalled to satisfactory conditions. Connection hardware that is not reusable shall be replaced at the direction of the Engineer. This work will not be paid for separately, but shall be considered incidental to the pay item "STEEL BRIDGE MOUNTED SIGN STRUCTURE (_)".




## VIEW D-D
Scale: 3" = 1'-0"




## DETAIL V
Scale: 6" = 1'-0"




NOTE:
Structural Z Sign Support may be fabricated from angles as shown.

## DETAILS OF ALTERNATE Z SIGN SUPPORT
Scale: 6" = 1'-0"




## DETAIL H
No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

# SHEET 3 OF 3
# DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE

ROUTE SEC.

## ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CSW DATE: MAR. 2024 FILENAME: b061708_bm3.dgn
CHECKED BY: KWY DATE: APR. 2024 SCALE: As Shown
DESIGNED BY: CSW DATE: MAR. 2024

STR. NO. BM-030-62-41 DRAWING NO. 67752

CSWylie 9/6/2024 11:31:45 AM
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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. ROAD DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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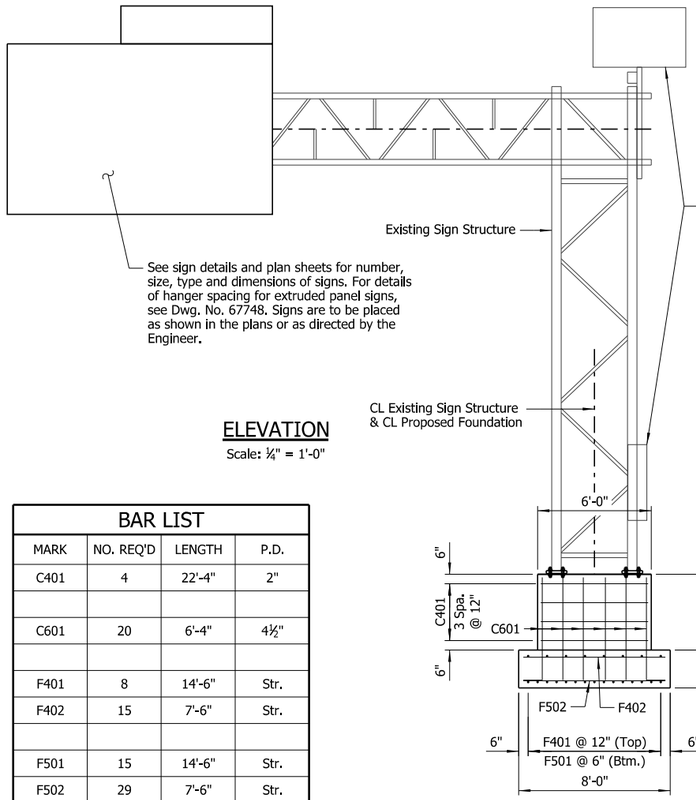
| | | OC-030-62-05 - EXISTING CANTILEVER | | | 68442 | |

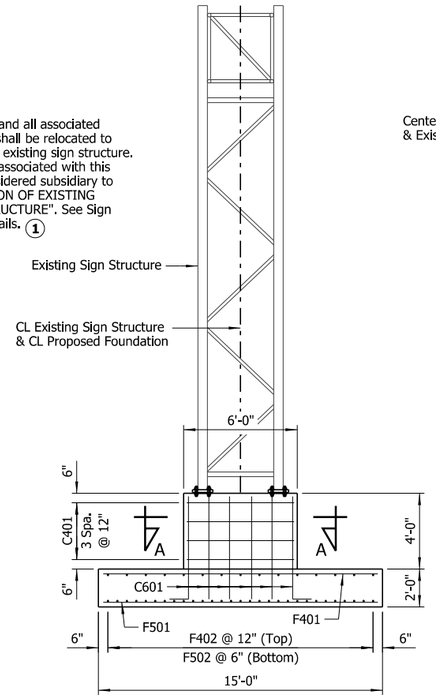



## ELEVATION

Scale: ¼" = 1'-0"

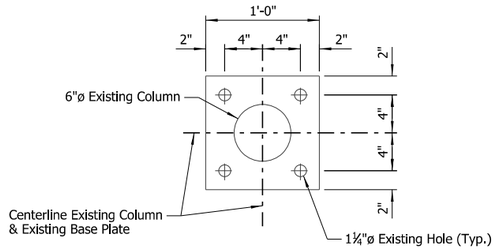
**(1) ARDOT TSMO Division to coordinate removal and relocation of existing ITS equipment. Contractor shall provide no less than 2 months advance notice to ARDOT TSMO Division prior to removal and relocation of existing sign structure.**

Existing traffic camera and all associated electronics and wiring shall be relocated to the new location of the existing sign structure. All work and materials associated with this relocation shall be considered subsidiary to the item "MODIFICATION OF EXISTING CANTILEVER SIGN STRUCTURE". See Sign Plans for additional details. (1)




## END ELEVATION

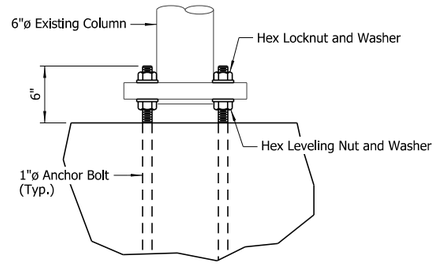
Scale: ¼" = 1'-0"




## (2) PLAN - COLUMN BASE

Scale: 1½" = 1'-0"

(2) Dimensions shown are based on existing plans and shop drawings. The Contractor shall verify the location of anchor bolt holes with respect to the base plates before casting anchor bolts in foundation. If field measurements of holes in base plates do not match dimensions shown, the Contractor shall make adjustments to the anchor bolt layout as necessary to ensure cast anchor bolts align with holes in existing base plates.




## ELEVATION - COLUMN BASE

Scale: 1 ½" = 1'-0"

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 Edition, with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, AASHTO 1994 with current interim revisions.

Design Wind Velocity = 70 mph

FOUNDATION MATERIALS AND STRENGTHS:

| | |
|---|---|
| Class S Concrete | f'c = 3,500 psi |
| Reinforcing Steel (Gr. 60, AASHTO M 31 or M 322, Type A) | fy = 60,000 psi |

Spread footings for the structure have been designed assuming an allowable bearing resistance of 2.0 ksf. Contractor shall be responsible for evaluating and verifying that the foundation soils are adequate to achieve the assumed allowable bearing capacity, utilizing SPT (Standard Penetration Test), CPT (Cone Penetration Test), DCP (Dynamic Cone Penetration) test, or other suitable means, prior to or after footing excavation, whichever is appropriate. If the foundation soils are verified to be adequate, then the footing shall be constructed in accordance with the planned dimensions. Otherwise, the Design Engineer shall be contacted. Costs for foundation soil evaluation and verification shall be included in the item "MODIFICATION OF EXISTING CANTILEVER SIGN STRUCTURE".

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the existing structure and new foundation to the existing and/or proposed conditions.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

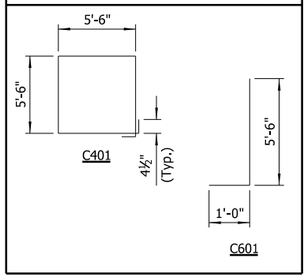
Anchor bolts shall comply with AASHTO M 314, Grade 55, including Supplementary Requirement S1, and shall be galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07. Anchor bolts shall be pretensioned in accordance with Special Provision "STEEL SIGN STRUCTURES".

Shoring may be required to protect existing shoulders or other elements during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "MODIFICATION OF EXISTING CANTILEVER SIGN STRUCTURE". The excavations for the footing shall be backfilled before the structure is attached to the foundation.

For location of proposed foundation, refer to Sign Plans.

| BAR LIST | | | |
|---|---|---|---|
| MARK | NO. REQ'D | LENGTH | P.D. |
| C401 | 4 | 22'-4" | 2" |
| | | | |
| C601 | 20 | 6'-4" | 4½" |
| | | | |
| F401 | 8 | 14'-6" | Str. |
| F402 | 15 | 7'-6" | Str. |
| | | | |
| F501 | 15 | 14'-6" | Str. |
| F502 | 29 | 7'-6" | Str. |

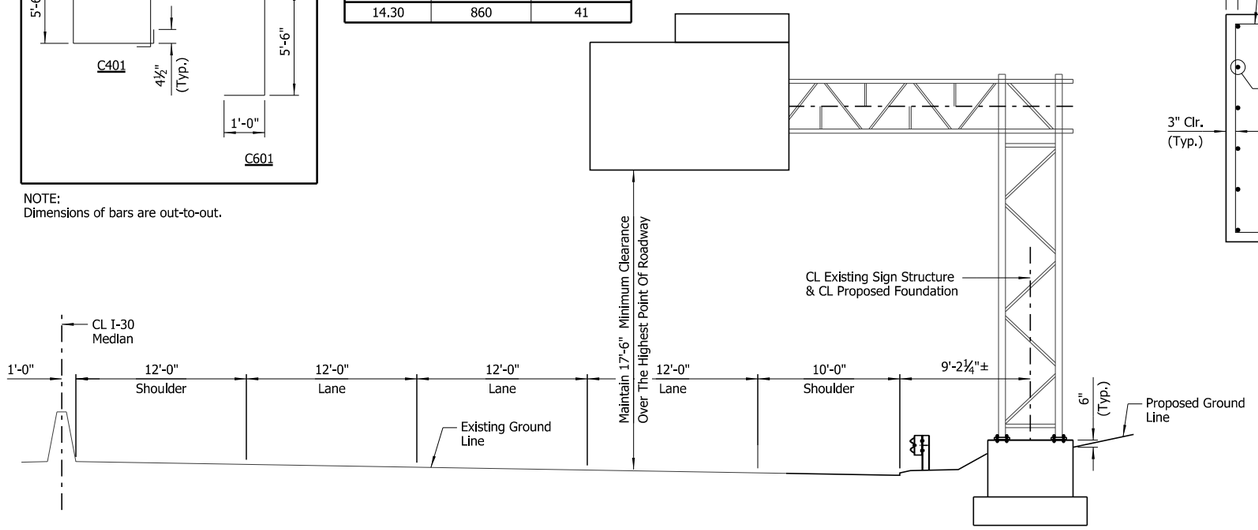
## BAR BENDING DIAGRAMS




NOTE:
Dimensions of bars are out-to-out.

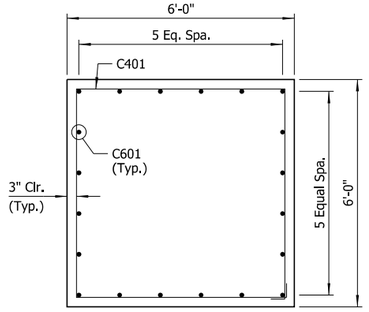
## APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

| CLASS S CONCRETE (CU. YDS.) | REINFORCING STEEL (LBS.) | EXCAVATION (CU. YDS.) |
|---|---|---|
| 14.30 | 860 | 41 |



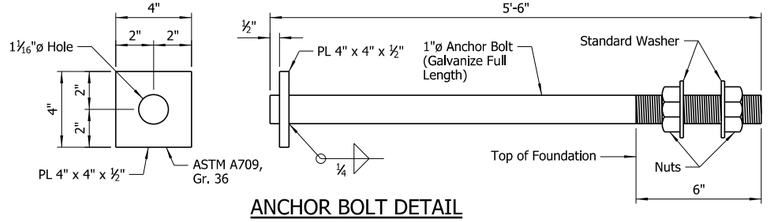

## SIGN STRUCTURE OC-030-62-05

Scale: 3/16" = 1'-0"



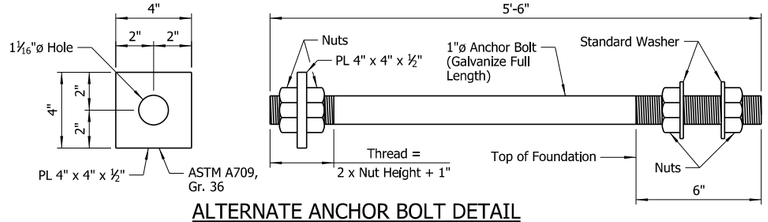

## SECTION A-A

Scale: ½" = 1'-0"




## ANCHOR BOLT DETAIL

No Scale




## ALTERNATE ANCHOR BOLT DETAIL

No Scale

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.21243
COLTON S. WYLIE
DIGITALLY SIGNED 11/15/2024
BRIDGE ENGINEER

## DETAILS OF MODIFICATIONS TO EXISTING CANTILEVER SIGN STRUCTURE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | CSW | DATE: | AUG. 2024 | FILENAME: | b061708_ex1.dgn |
| CHECKED BY: | KWY | DATE: | AUG. 2024 | SCALE: | As Shown |
| DESIGNED BY: | CSW | DATE: | AUG. 2024 | | |

STR. NO. OC-030-62-05 DRAWING NO. 68442

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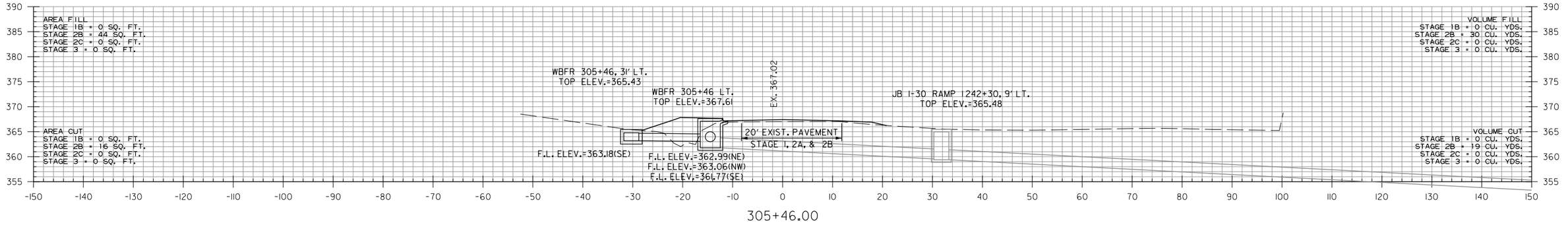
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 164 | 263 |
| | | CROSS SECTIONS | | | | |

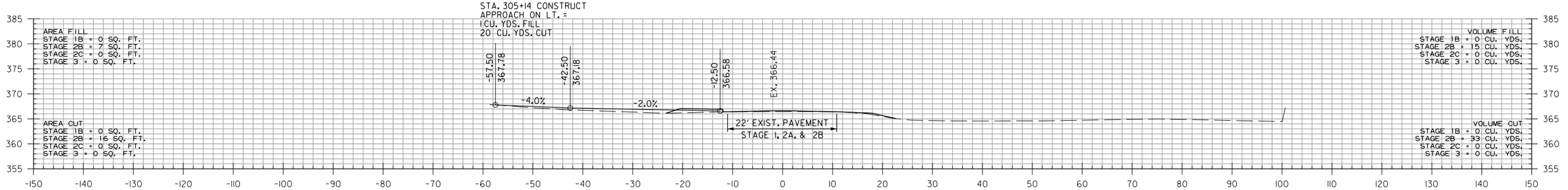
STA. 305+46 CONSTRUCT
DROP INLET 31' LT. H=2'-3"
WITH 18"x12' PIPE CULVERT TO
DROP INLET STA. 305+46 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 12 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 12 LIN. FT.

STA. 305+46 IN PLACE
24"x47' R.C. PIPE CULVERT
WITH HDWL. LT.
REMOVE HDWL. AND 4' PIPE CULVERT LT.
CONSTRUCT DROP INLET H=5'-10"
W/ 4' EXTENSION
TYPE C DROP INLET = 4'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

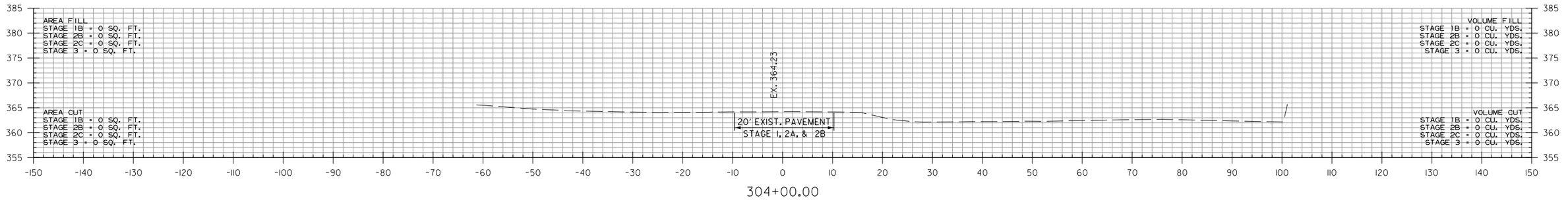



305+46.00

STA. 305+14 CONSTRUCT
APPROACH ON LT. =
1CU. YDS. FILL
20 CU. YDS. CUT




305+14.00




304+00.00

STA. 304+00.00 BEGIN 150' TRANSITION

W.B. FRONTAGE RD. (SITE 1)
STA. 304+00 TO STA. 305+46

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REVISED DATE:

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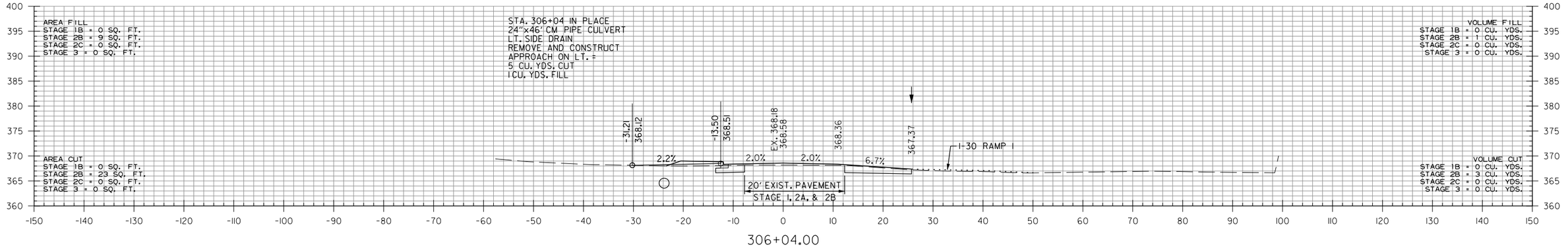
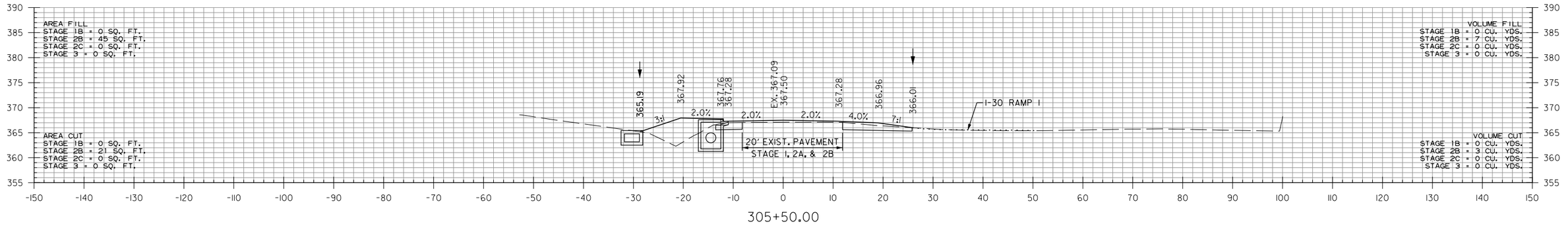
| | | CROSS SECTIONS | | | | |




306+04.00

306+00.00




305+50.00

STA. 305+50.00 END 150' TRANSITION
BEGIN JOB 061708
BEGIN SITE 1

W.B. FRONTAGE RD. (SITE 1)
STA. 305+50 TO STA. 306+04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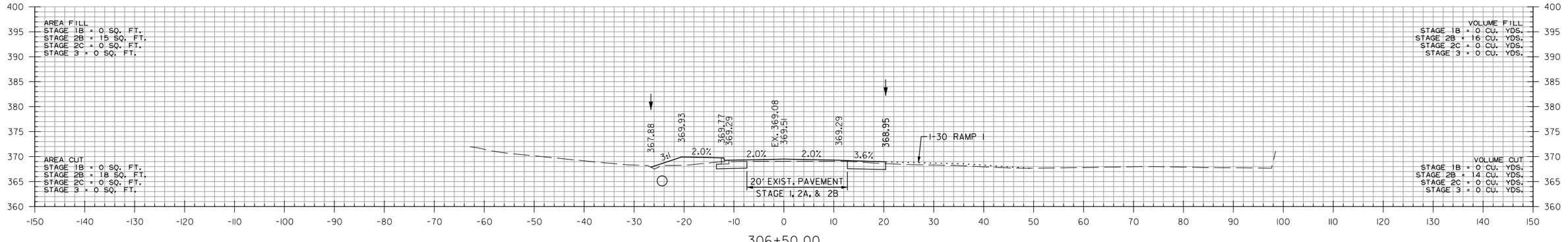
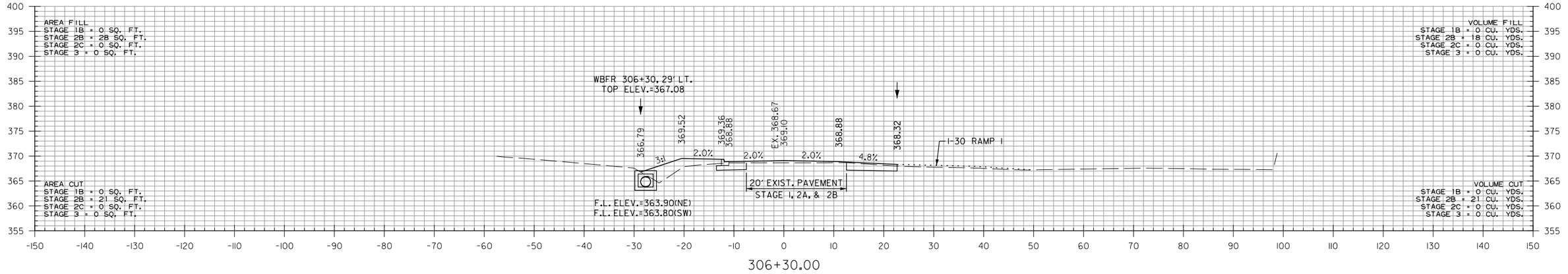
| | | CROSS SECTIONS | | | | |




306+50.00

STA. 306+30 CONSTRUCT
DROP INLET 29' LT. H=3'-3"
WITH 24"x81' PIPE CULVERT TO
DROP INLET STA. 305+46 LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 81 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 81 LIN. FT.




306+30.00

W.B. FRONTAGE RD. (SITE 1)
STA. 306+30 TO STA. 306+50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WORKSPACE: AHTD
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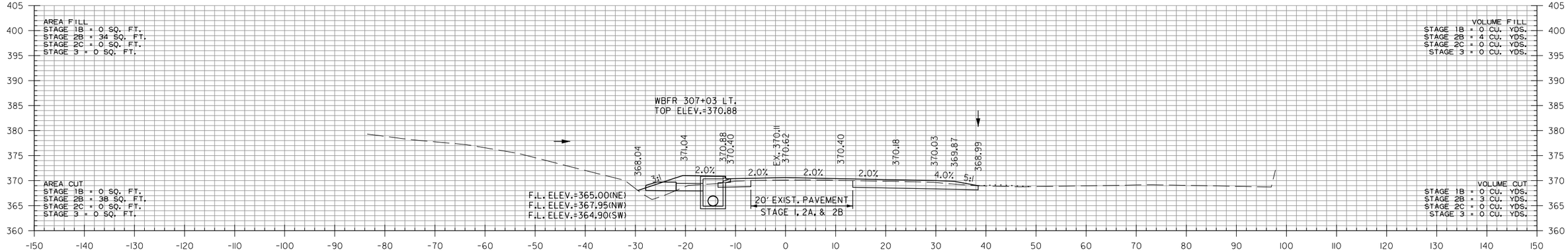
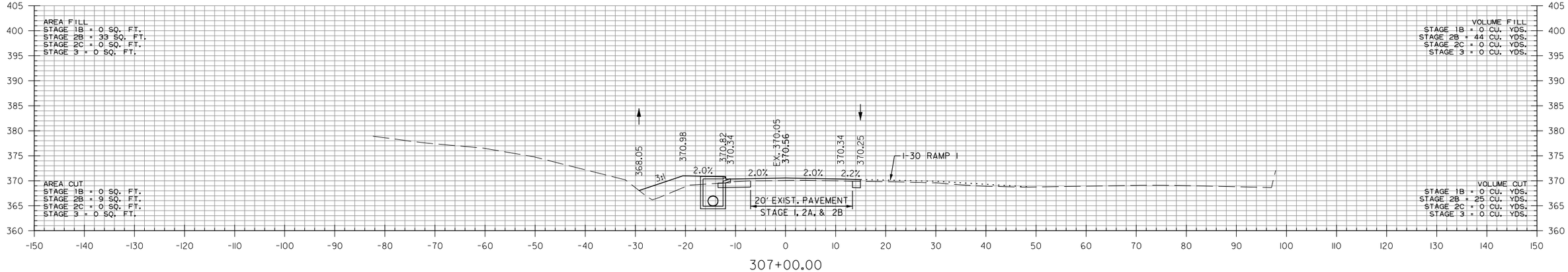
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 167 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 307+03 CONSTRUCT
DROP INLET ON LT. H=6'-0"
AND 4' EXTENSION
WITH 18"x4' PIPE CULVERT FROM F.E.S. LT.
AND 24"x70' PIPE CULVERT TO
DROP INLET STA. 306+30, 29' LT.
TYPE C DROP INLET = 4'x4'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 70 LIN. FT.
18" F.E.S. = 1 EACH




W.B. FRONTAGE RD. (SITE 1)
STA. 307+00 TO STA. 307+03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WORKSPACE: AHTD
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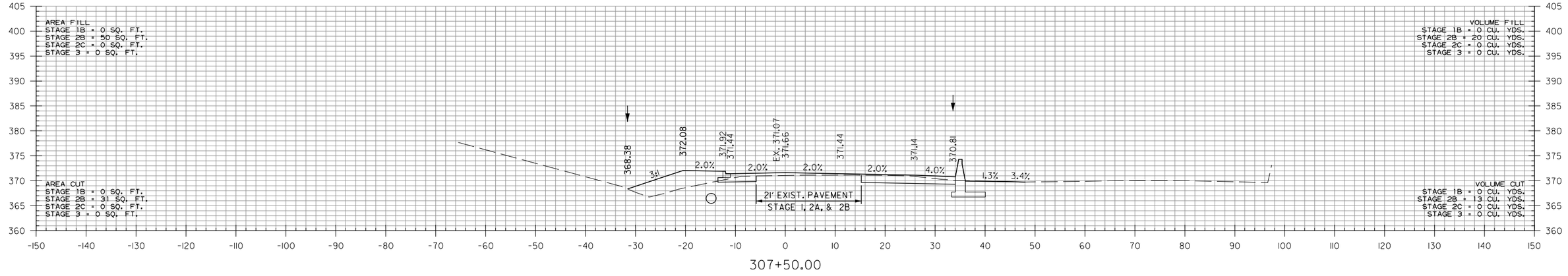
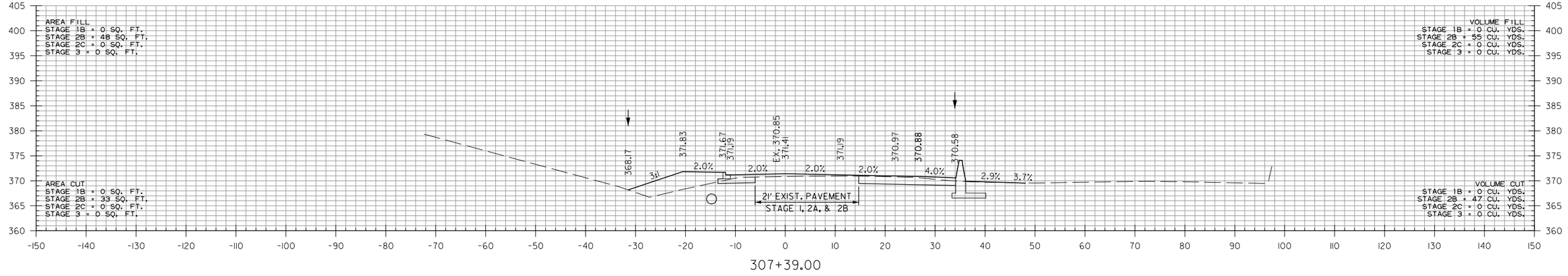
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 168 | 263 |
| | | CROSS SECTIONS | | | | |




307+50.00




307+39.00

W.B. FRONTAGE RD. (SITE 1)
STA. 307+39 TO STA. 307+50

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WORKSPACE: AHTD
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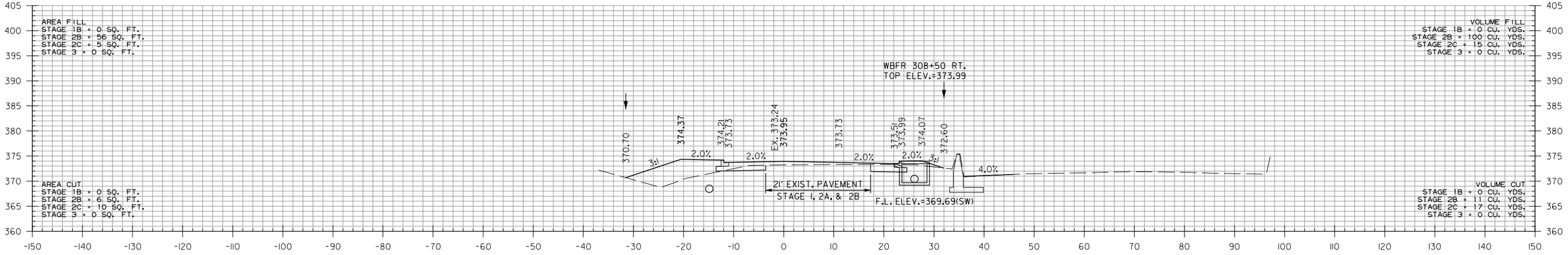
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 169 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 308+50 CONSTRUCT
DROP INLET ON RT. H=4'-4"
AND 4' EXTENSION
AND 18"x45' PIPE CULVERT TO
DROP INLET STA. 308+00 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 45 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 45 LIN. FT.

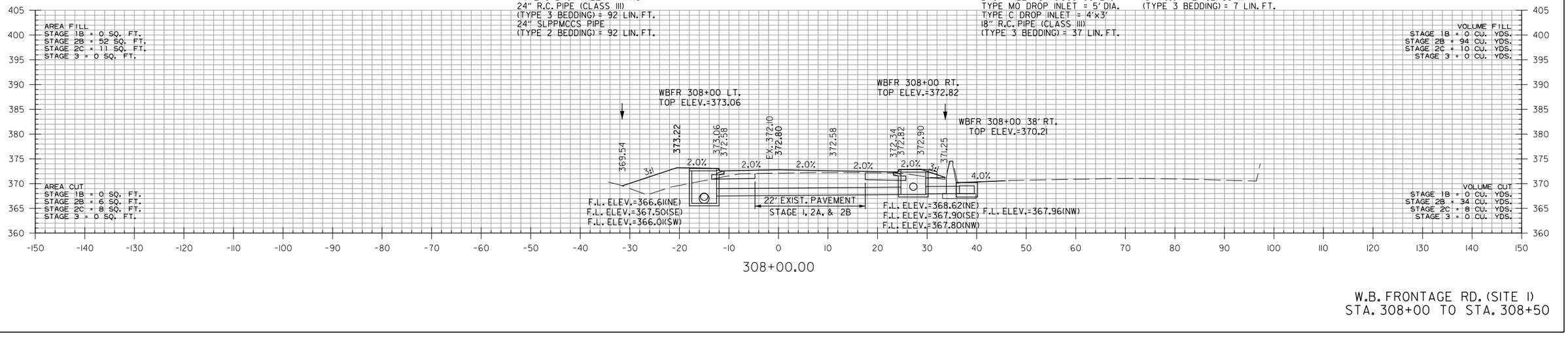



308+50.00

STA. 308+00 CONSTRUCT
DROP INLET ON LT. H=7'-1"
WITH 24"x92' PIPE CULVERT TO
DROP INLET STA. 307+03 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 92 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 92 LIN. FT.

STA. 308+00 CONSTRUCT
DROP INLET ON RT. H=5'-0"
WITH BACK OPENING
AND 4' EXTENSION
AND 18"x37' PIPE CULVERT TO
DROP INLET STA. 308+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 37 LIN. FT.

STA. 308+00 CONSTRUCT
DROP INLET 38' RT. H=2'-3"
AND 18"x7' PIPE CULVERT TO
DROP INLET STA. 308+00 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.




308+00.00

W.B. FRONTAGE RD. (SITE I)
STA. 308+00 TO STA. 308+50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WORKSPACE: AHTD
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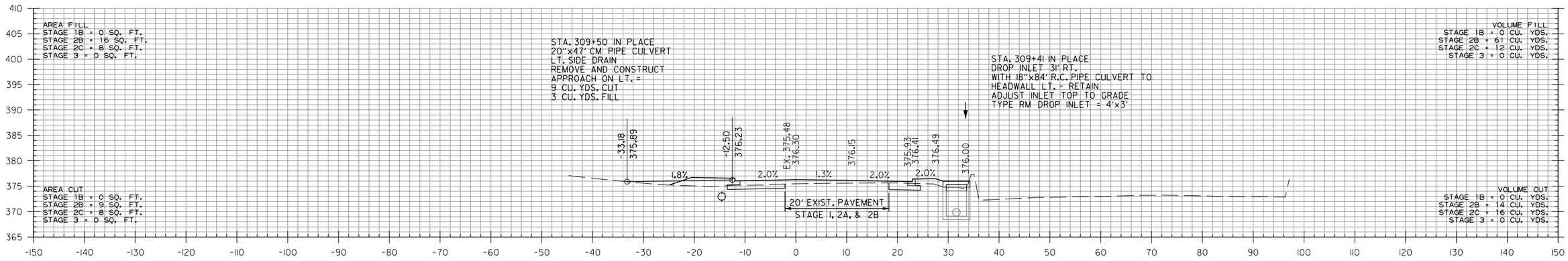
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 170 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 309+00 TO STA. 309+50

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WORKSPACE: AHTD
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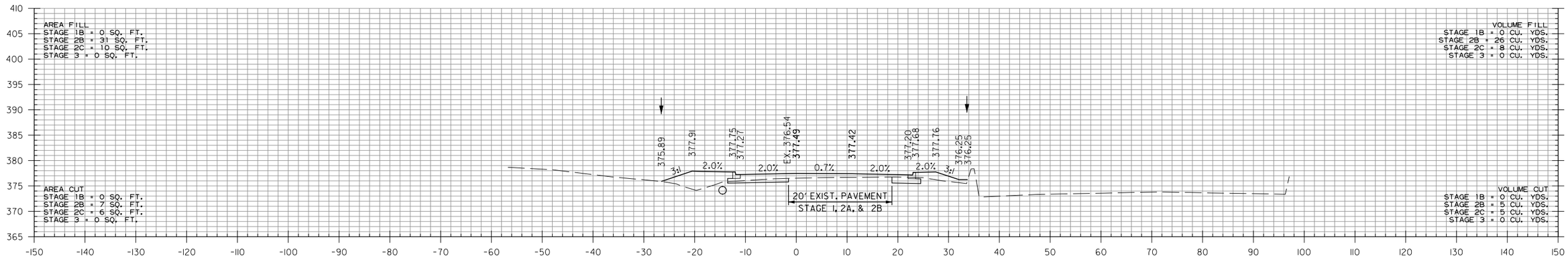
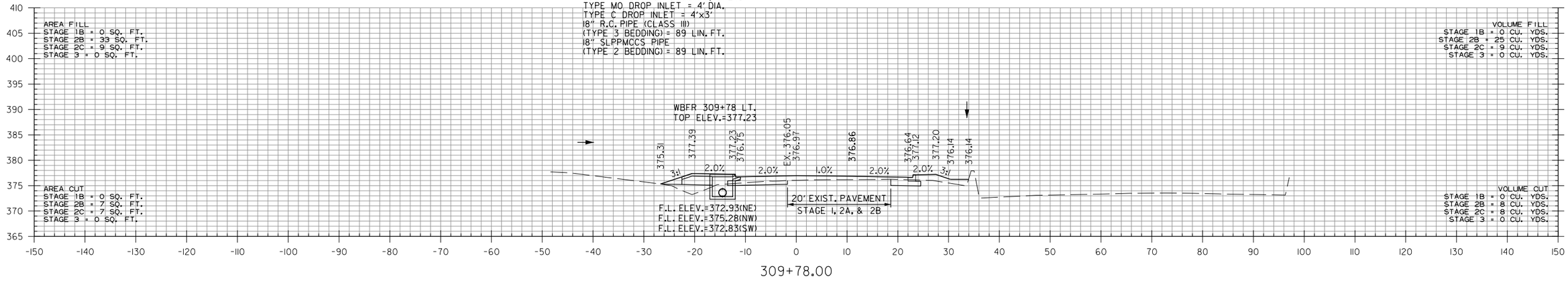
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 171 | 263 |
| | | CROSS SECTIONS | | | | |




310+00.00

STA. 309+78 CONSTRUCT
DROP INLET ON LT. H=4'-5"
WITH BACK OPENING
AND 4' EXTENSION
AND 18"x89' PIPE CULVERT TO
JUNCTION BOX STA. 308+85.15' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 89 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 89 LIN. FT.




309+78.00

W.B. FRONTAGE RD. (SITE 1)
STA. 309+78 TO STA. 310+00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WORKSPACE: AHTD
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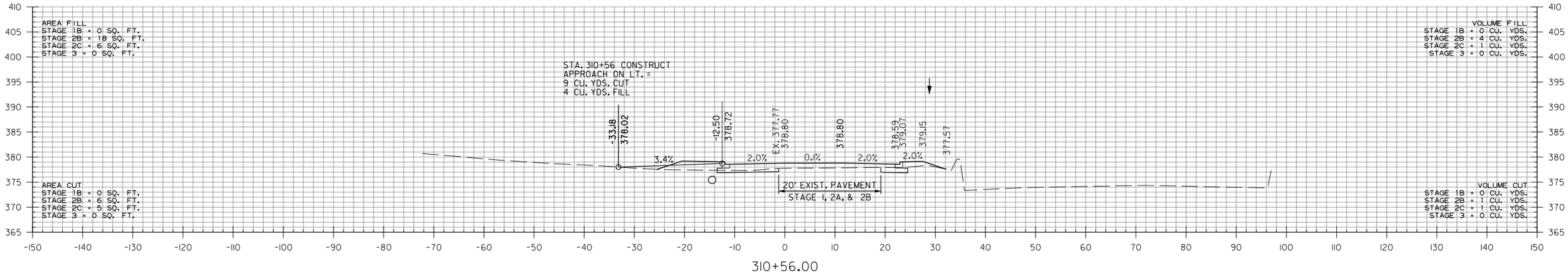
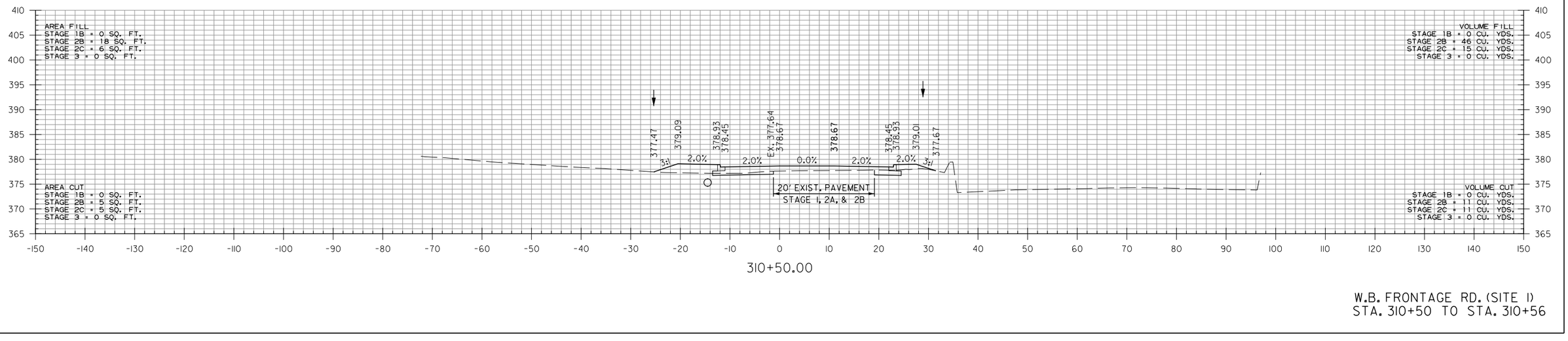
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 172 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 310+50 TO STA. 310+56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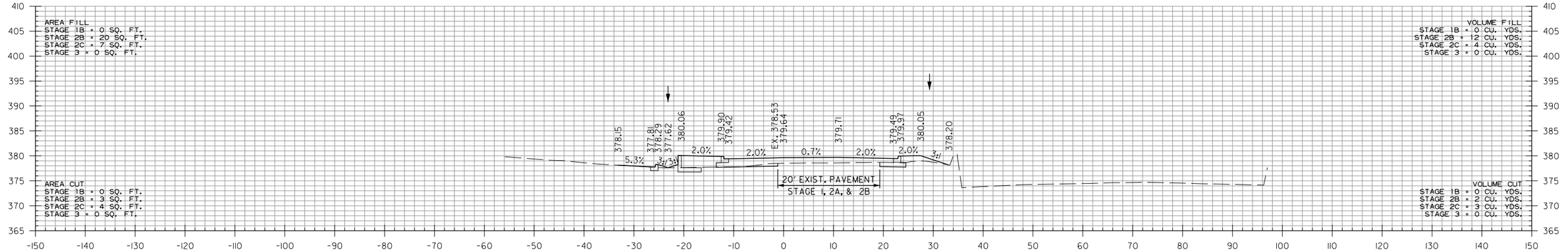
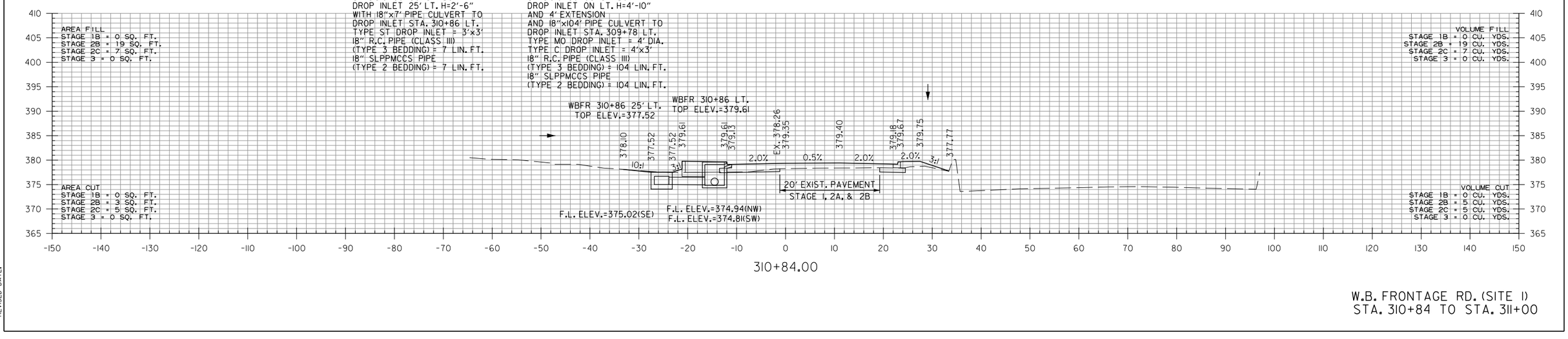
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 173 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 310+84 TO STA. 311+00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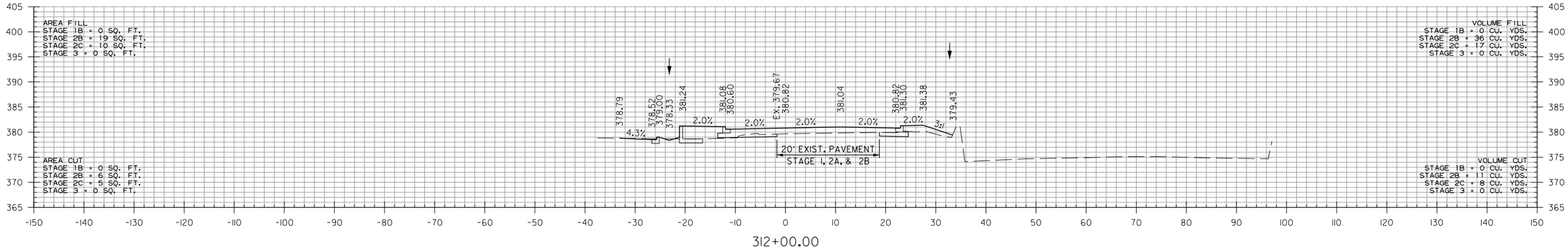
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 174 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 311+50 TO STA. 312+00

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WORKSPACE: AHTD
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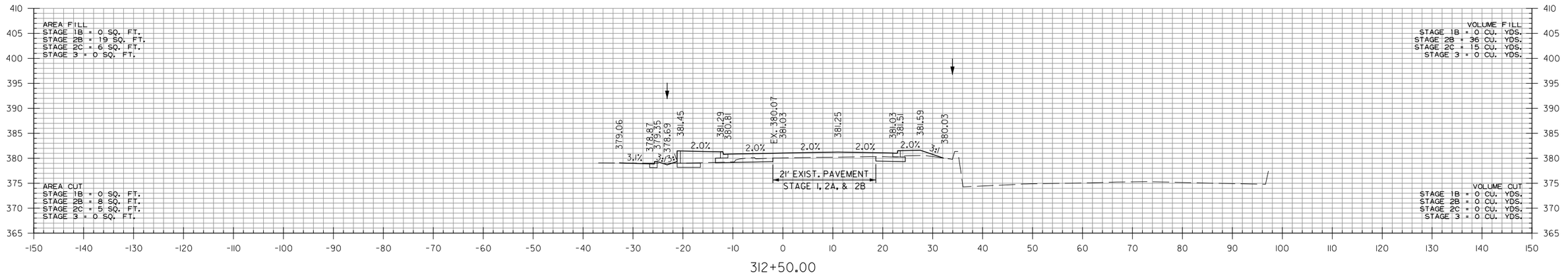
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 175 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 313+11.00
END SP. DT. LT. 0.7%
ELEV. 379.12

313+00.00




312+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 312+50 TO STA. 313+00

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WORKSPACE: AHTD
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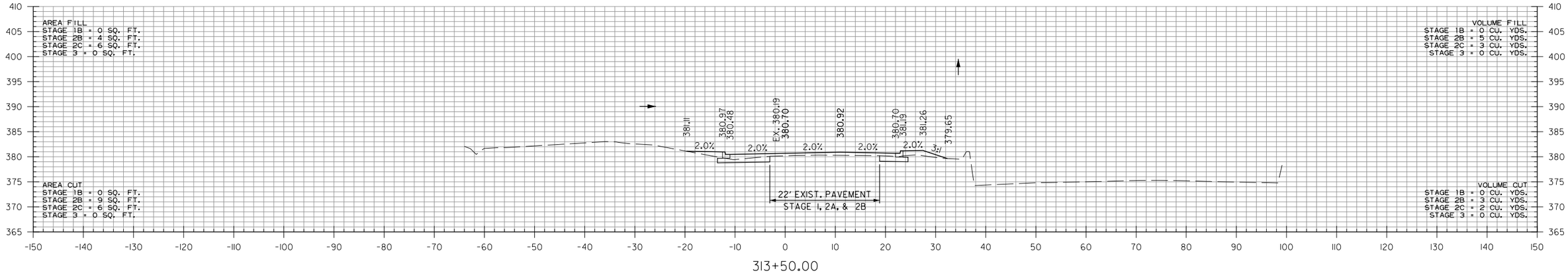
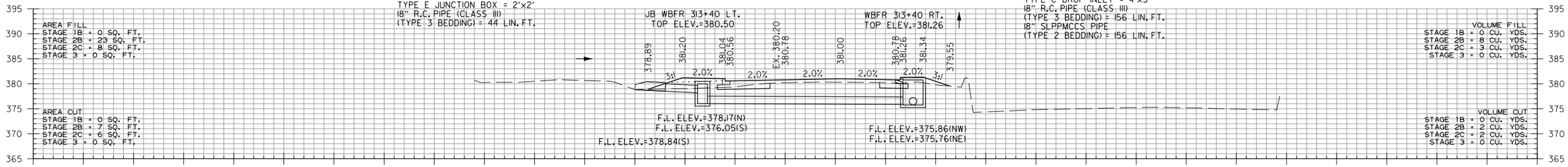
REVISED DATE:

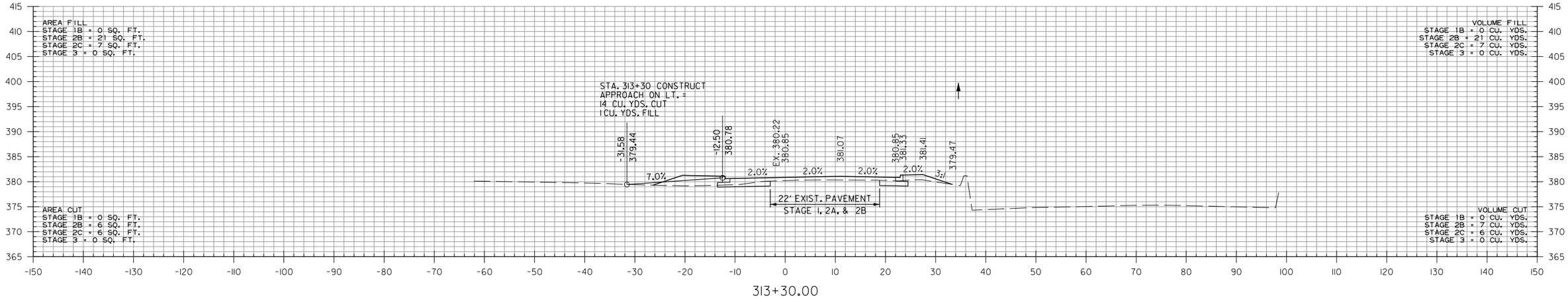
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 176 | 263 |
| | | CROSS SECTIONS | | | | |




313+50.00




313+40.00




313+30.00

W.B. FRONTAGE RD. (SITE 1)
STA. 313+30 TO STA. 313+50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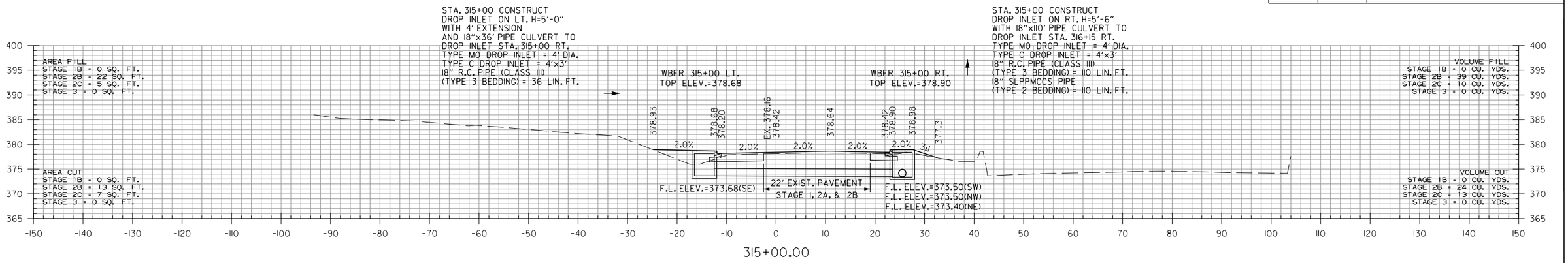
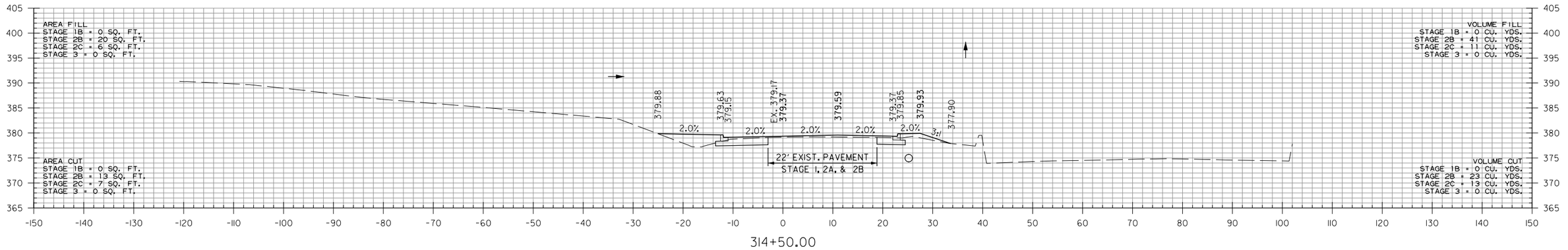
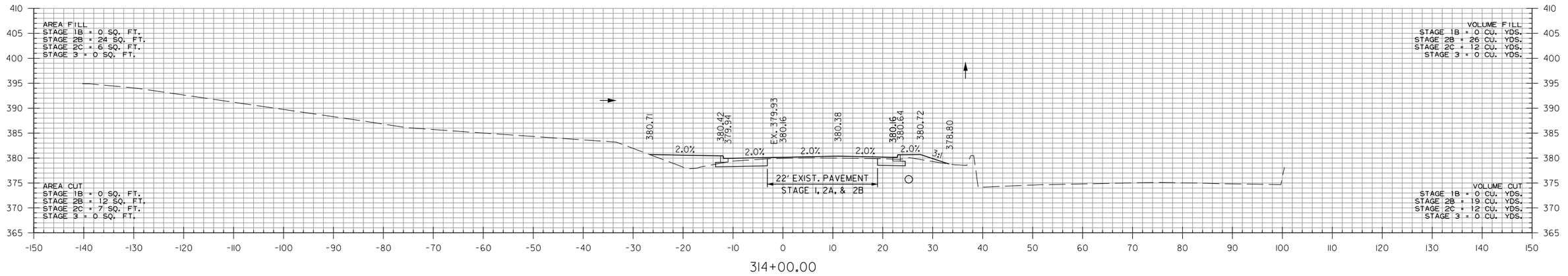
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 177 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 314+00 TO STA. 315+00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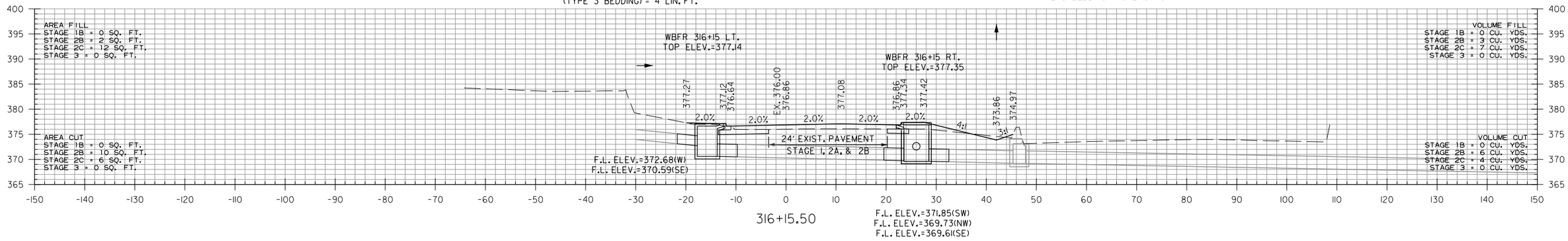
REVISED DATE:

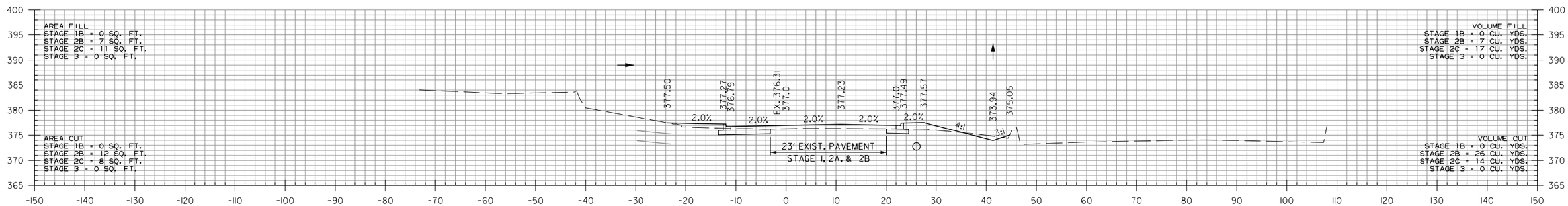
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 178 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 316+15 IN PLACE
DROP INLET LT.
WITH 30"x276' R.C. PIPE CULVERT
CROSS DRAIN
REMOVE DROP INLET LT. AND
CONSTRUCT DROP INLET LT. H=6'-7"
TYPE C DROP INLET = 6'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 316+15 CONSTRUCT
DROP INLET ON RT. H=7'-9"
WITH 4' EXTENSION
AND IN PLACE 30"x14' PIPE CULVERT TO
DROP INLET STA. 316+15, 46' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

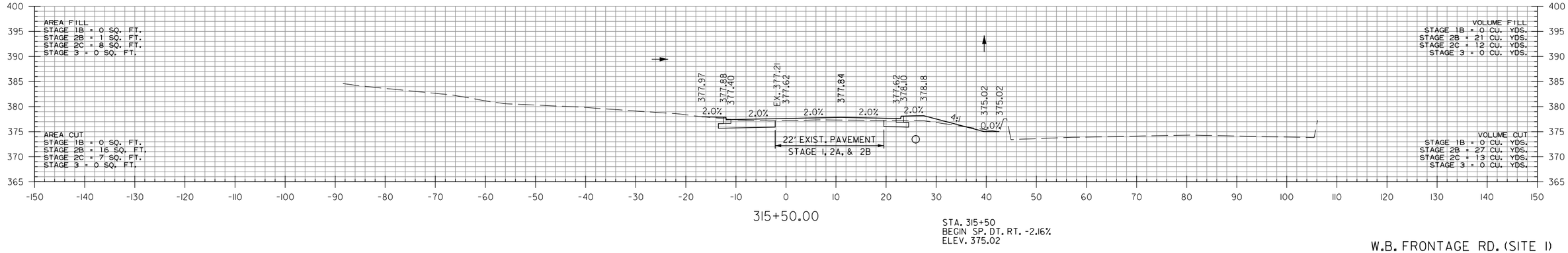



316+15.50




316+00.00

STA. 316+00
END SP. DT. RT. -2.16%
BEGIN SP. DT. RT. -0.50%
ELEV. 373.94




315+50.00

STA. 315+50
BEGIN SP. DT. RT. -2.16%
ELEV. 375.02

W.B. FRONTAGE RD. (SITE 1)
STA. 315+50 TO STA. 316+15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WORKSPACE: AHTD
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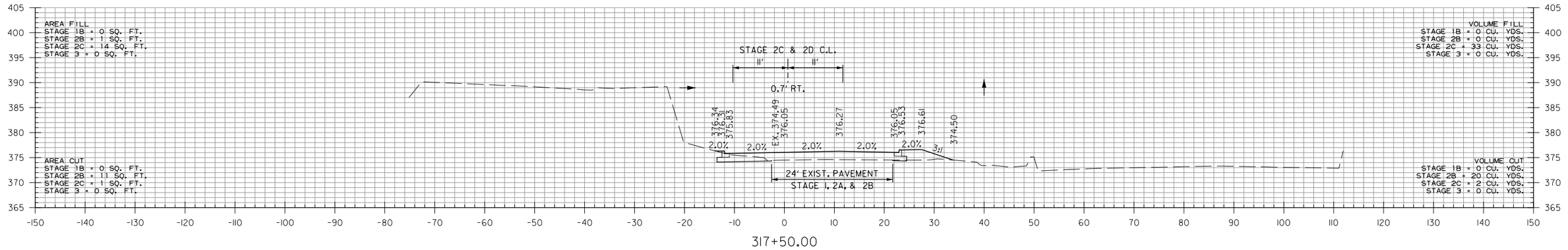
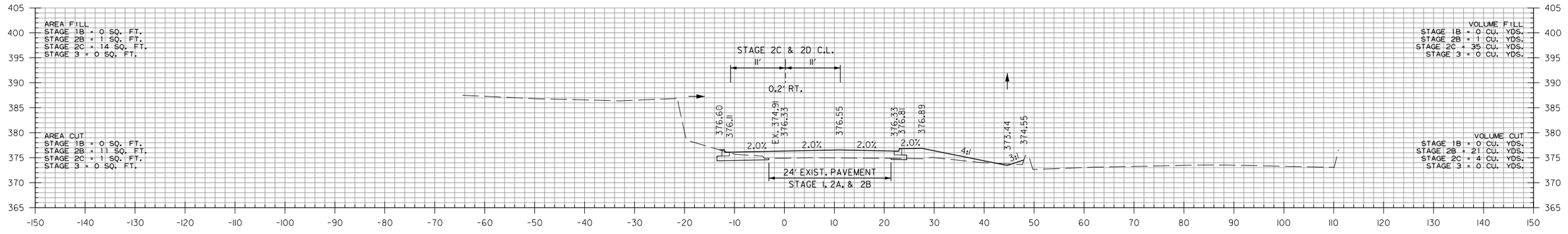
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 179 | 263 |
| | | CROSS SECTIONS | | | | |

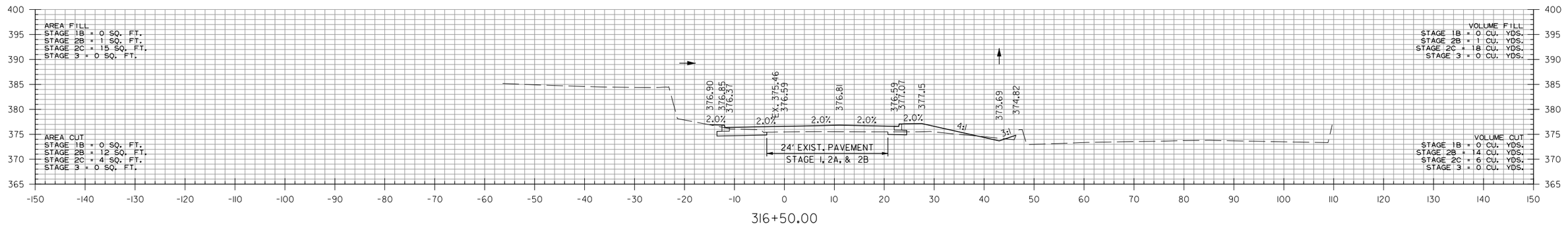



317+50.00

STA. 317+40
END SP. DT. RT. -0.50%
ELEV. 373.24




317+00.00




316+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 316+50 TO STA. 317+50

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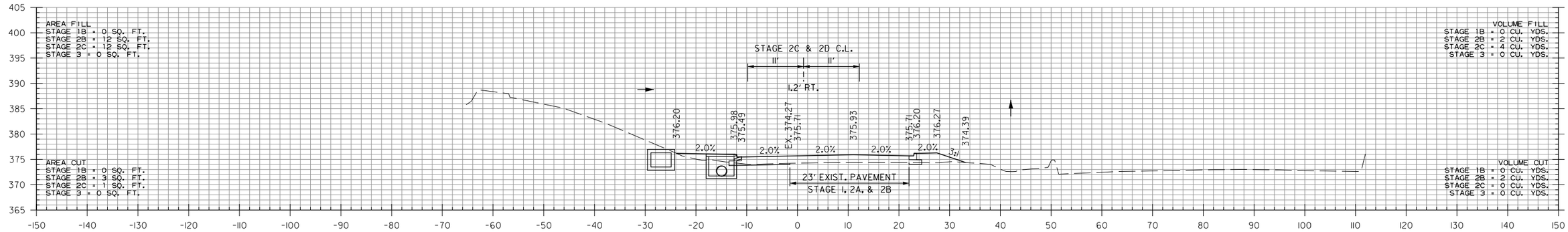
REVISED DATE:

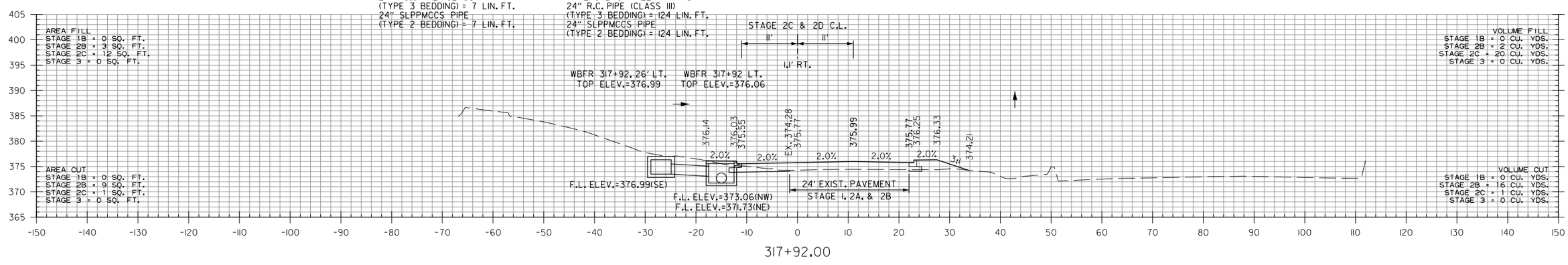
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 180 | 263 |
| | | CROSS SECTIONS | | | | |




318+00.00

STA. 317+92 CONSTRUCT
DROP INLET 26' LT. H=3'-6"
WITH 24"x7' PIPE CULVERT TO
DROP INLET STA. 317+92 LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.

STA. 317+92 CONSTRUCT
DROP INLET LT. H=4'-4"
WITH 24"x124' PIPE CULVERT TO
DROP INLET STA. 319+20 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 124 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 124 LIN. FT.




317+92.00

W.B. FRONTAGE RD. (SITE 1)
STA. 317+92 TO STA. 318+00

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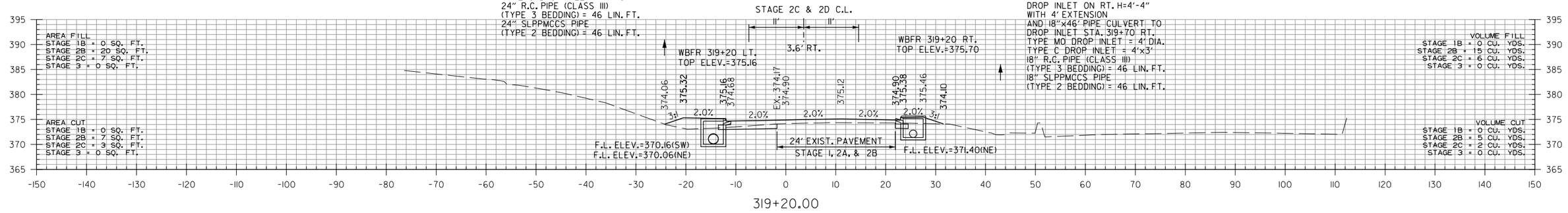
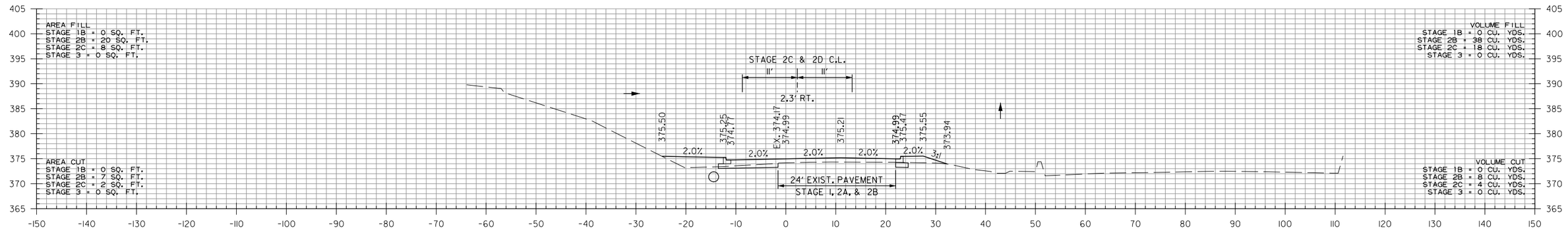
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B. FRONTAGE RD._SITE 1_0.dgn
REVISED DATE:

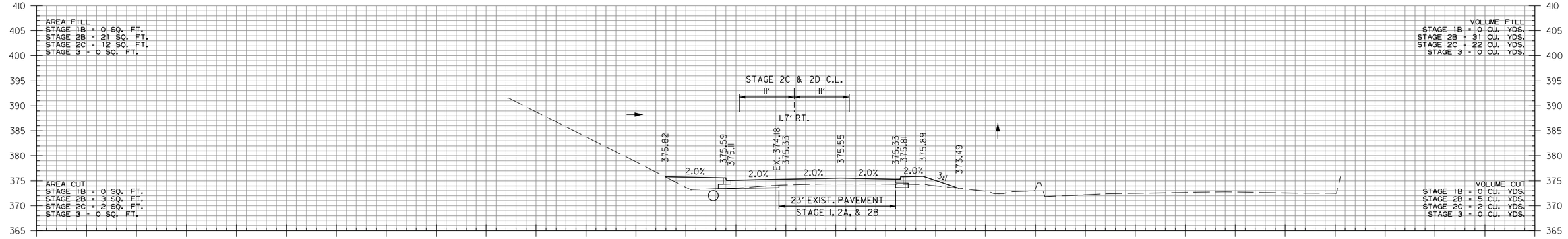
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 181 | 263 |
| | | CROSS SECTIONS | | | | |




319+20.00




319+00.00




318+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 318+50 TO STA. 319+20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WORKSPACE: AHTD
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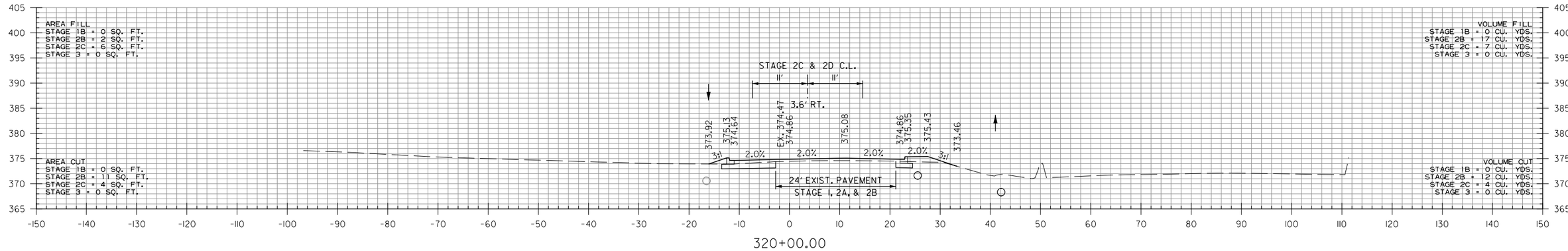
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 182 | 263 |
| | | CROSS SECTIONS | | | | |

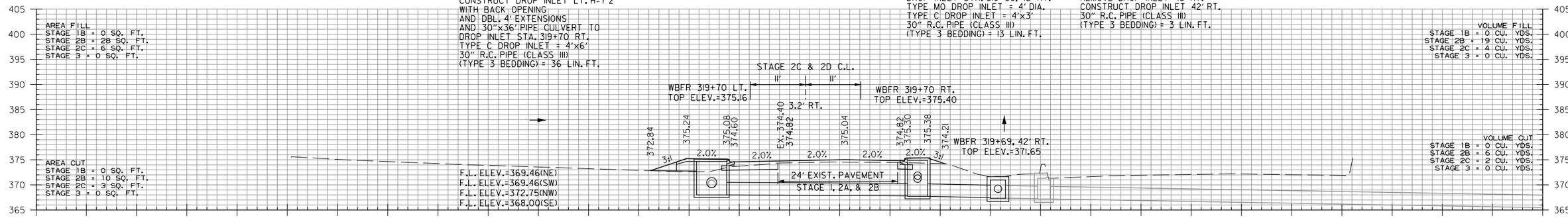



320+00.00

STA. 319+70 IN PLACE
DROP INLET LT.
WITH 24"x57' R.C. PIPE CULVERT
TO DROP INLET 319+69, 43' RT.
REMOVE DROP INLET AND
2' PIPE CULVERT LT.
CONSTRUCT DROP INLET LT. H=7'2"
WITH BACK OPENING
AND DBL. 4' EXTENSIONS
AND 30"x36' PIPE CULVERT TO
DROP INLET STA. 319+70 RT.
TYPE C DROP INLET = 4'x6'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 36 LIN. FT.

STA. 319+70 CONSTRUCT
DROP INLET ON RT. H=7'-8"
WITH DBL. 4' EXTENSION
AND 30"x13' PIPE CULVERT TO
DROP INLET STA. 319+69, 42' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.

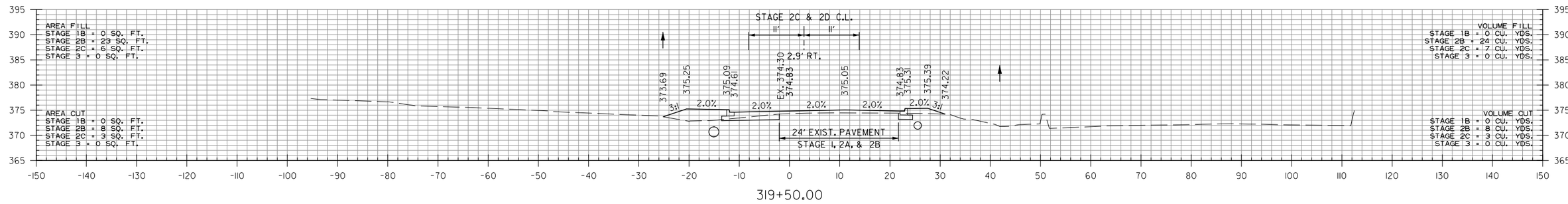
STA. 319+69 IN PLACE
DROP INLET 43' RT. H=4'-4"
WITH 24"x140' R.C. PIPE CULVERT
TO DROP INLET I-30 266+62, 70' RT.
REMOVE DROP INLET 43' RT.
CONSTRUCT DROP INLET 42' RT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 3 LIN. FT.




319+70.00

F.L. ELEV.=370.50(NE)
F.L. ELEV.=371.10(SW)
F.L. ELEV.=367.82(NW)
F.L. ELEV.=367.72(SE)

F.L. ELEV.=368.48(NE)
F.L. ELEV.=367.45(NW)
F.L. ELEV.=367.35(SE)




319+50.00

W.B. FRONTAGE RD. (SITE I)
STA. 319+50 TO STA. 320+00

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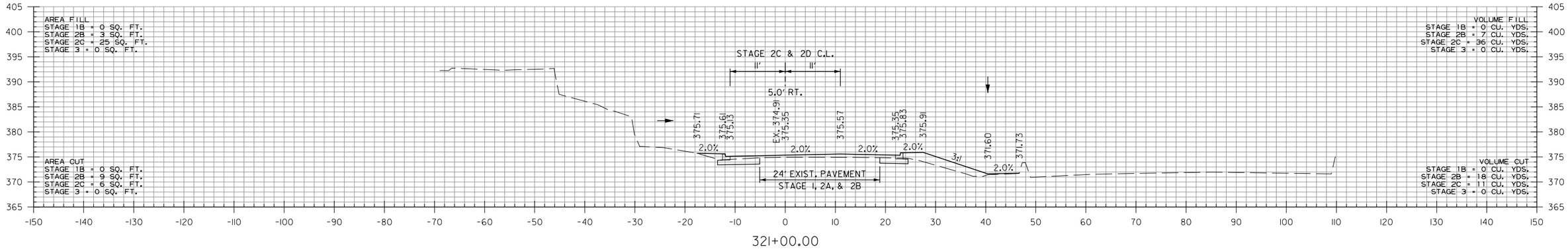
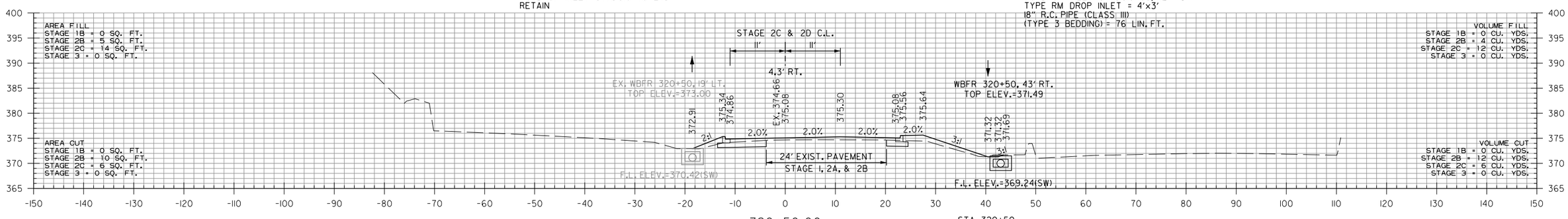
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 183 | 263 |
| | | CROSS SECTIONS | | | | |



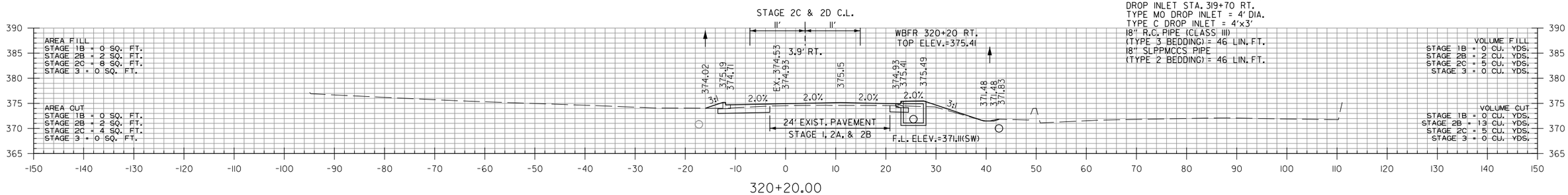

STA. 320+50 IN PLACE
DROP INLET 19' LT. H=2'-7"
WITH 24"x76' R.C. PIPE CULVERT
TO DROP INLET STA. 319+70 LT.
RETAIN

STA. 320+50 CONSTRUCT
DROP INLET 43' RT. H=2'-3"
WITH 18"x76' PIPE CULVERT
TO DROP INLET STA. 319+69, 42'RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 76 LIN. FT.




STA. 320+50
END SP. DT. RT. -0.53%
BEGIN SP. DT. RT. 0.56%
ELEV. 371.32

STA. 320+20 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 4' EXTENSION
AND 18"x46' PIPE CULVERT TO
DROP INLET STA. 319+70 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 46 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 46 LIN. FT.




STA. 320+20
BEGIN SP. DT. RT. -0.53%
ELEV. 371.48

W.B. FRONTAGE RD. (SITE 1)
STA. 320+20 TO STA. 321+00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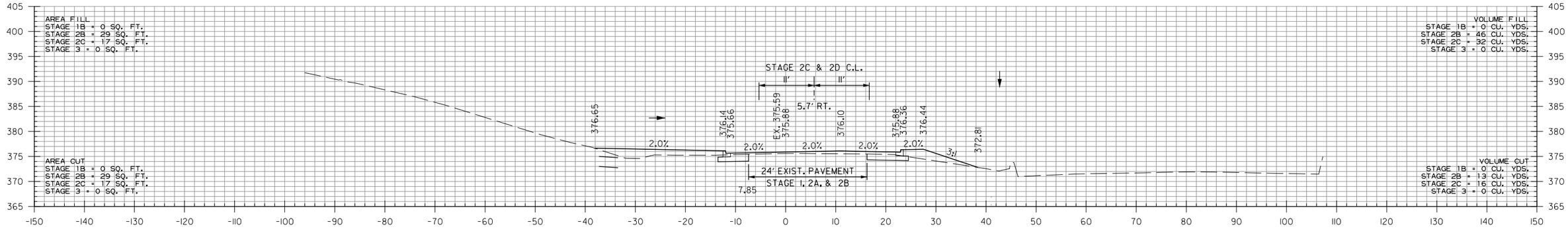
REVISED DATE:

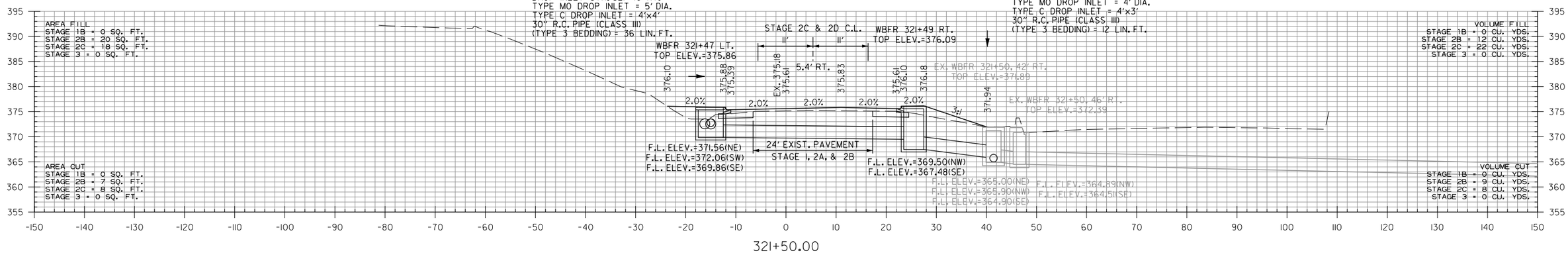
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 184 | 263 |
| | | CROSS SECTIONS | | | | |




STA. 321+47 IN PLACE
DROP INLET 11' LT. H=1'-6"
WITH 24"x12"x58' R.C. BOX CULVERT
TO DROP INLET STA. 321+50 RT.
REMOVE AND CONSTRUCT
DROP INLET ON LT. H=6'-0"
WITH 4' EXTENSION
AND 30"x36' PIPE CULVERT TO
DROP INLET STA. 321+49 RT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x4'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 36 LIN. FT.

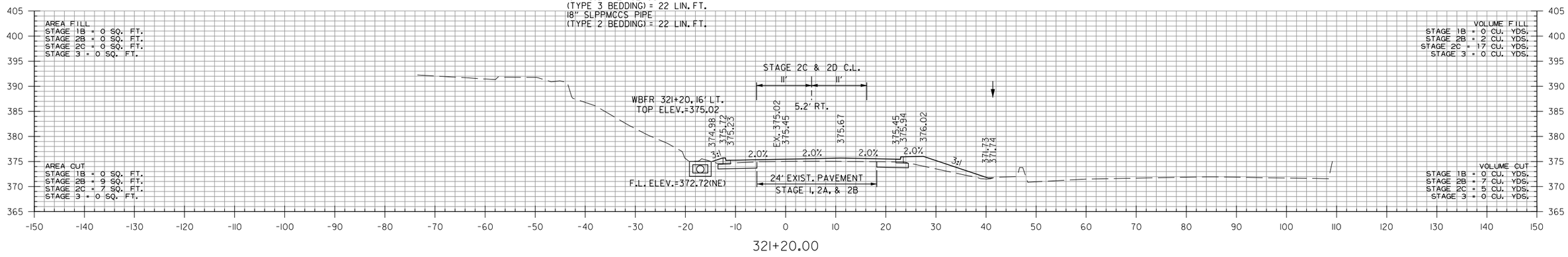
STA. 321+49 CONSTRUCT
DROP INLET ON RT. H=8'-7"
WITH 4' EXTENSION
AND 30"x12' PIPE CULVERT TO
EX. DROP INLET STA. 321+50. 42' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 12 LIN. FT.

STA. 321+50 IN PLACE
DROP INLET 48' RT. H=7'-0"
WITH 24" R.C. PIPE CULVERT
TO I-30 RT.
RETAIN




STA. 321+20 CONSTRUCT
DROP INLET 16' LT. H=2'-4"
WITH 18"x22' PIPE CULVERT TO
DROP INLET STA. 321+47 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 22 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 22 LIN. FT.

STA. 321+35
END SP. DT. RT. 0.56%
ELEV. 371.80




W.B. FRONTAGE RD. (SITE 1)
STA. 321+20 TO STA. 322+00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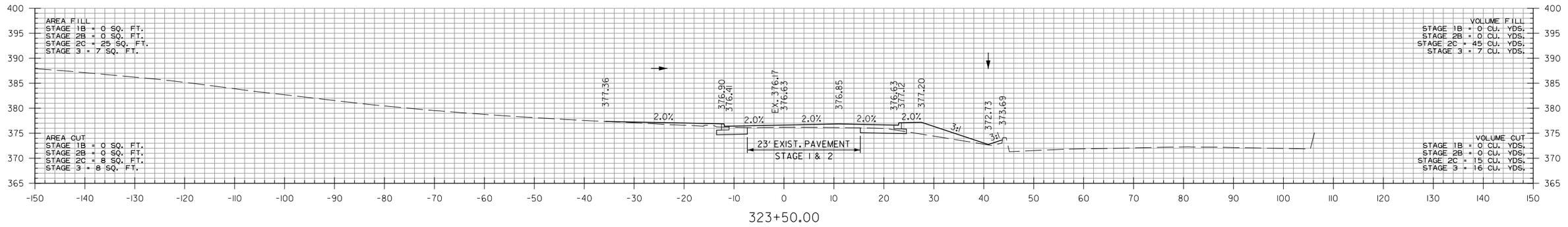
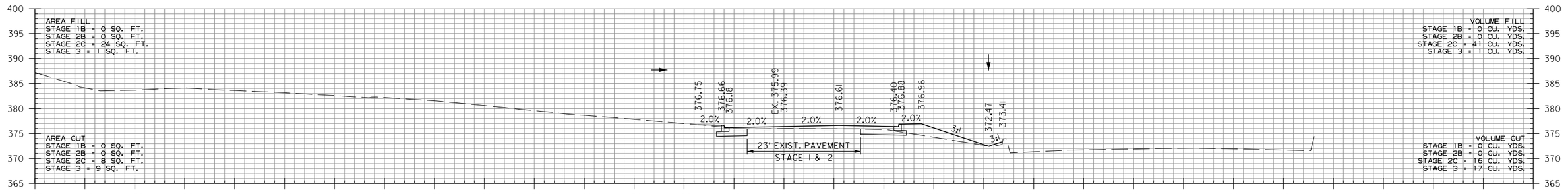
REVISED DATE:

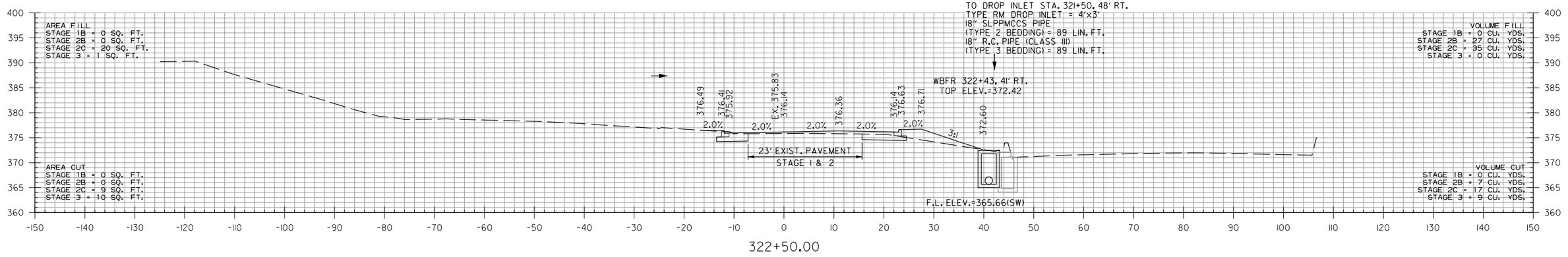
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 185 | 263 |
| | | CROSS SECTIONS | | | | |




STA. 322+57.00
BEGIN SP. DT. RT. 0.52%
ELEV. 372.25

STA. 322+43 CONSTRUCT
DROP INLET 41' RT. H=6'-9"
WITH 18"x89' PIPE CULVERT
TO DROP INLET STA. 321+50, 48' RT.
TYPE RM DROP INLET = 4'x3'
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 89 LIN. FT.
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 89 LIN. FT.




W.B. FRONTAGE RD. (SITE I)
STA. 322+50 TO STA. 323+50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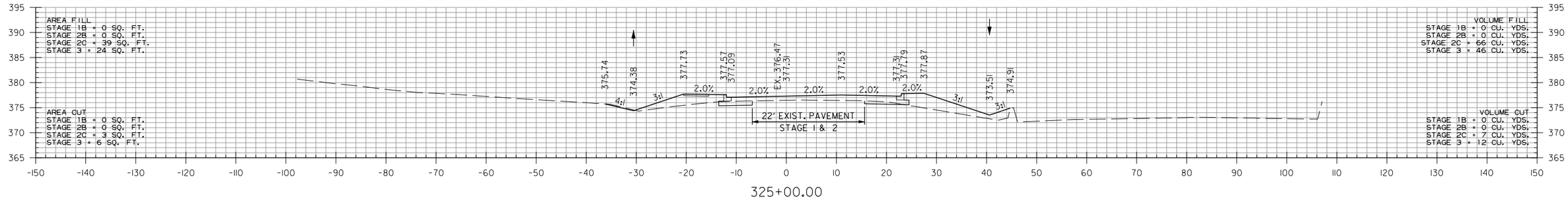
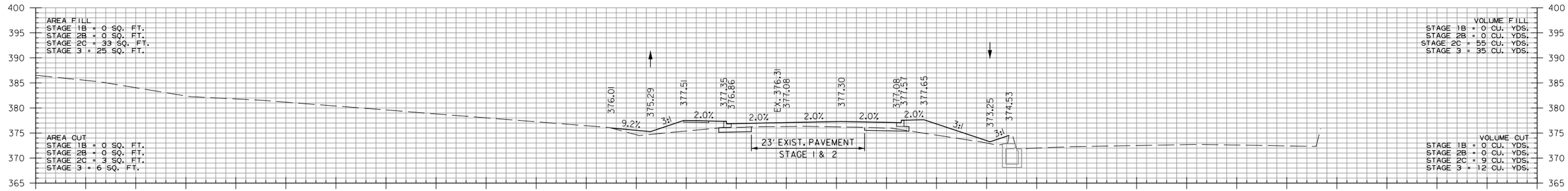
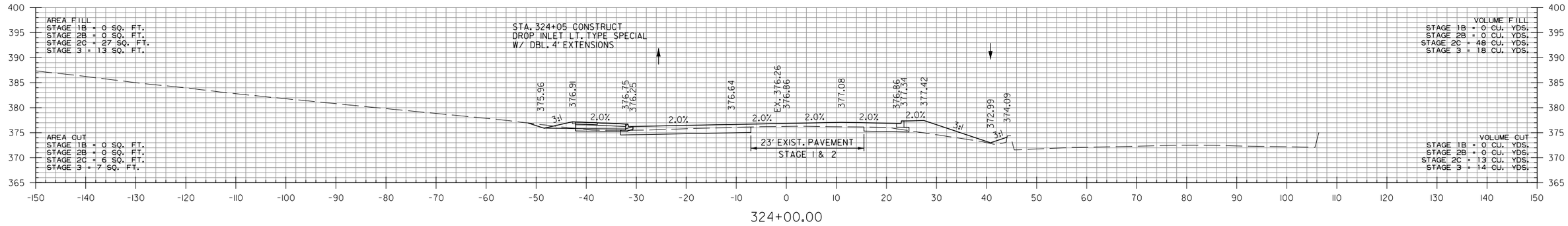
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 186 | 263 |
| | | CROSS SECTIONS | | | | |




STA. 324+15.00
BEGIN SP. DT. LT. -1.81%
ELEV. 375.92




W.B. FRONTAGE RD. (SITE 1)
STA. 324+00 TO STA. 325+00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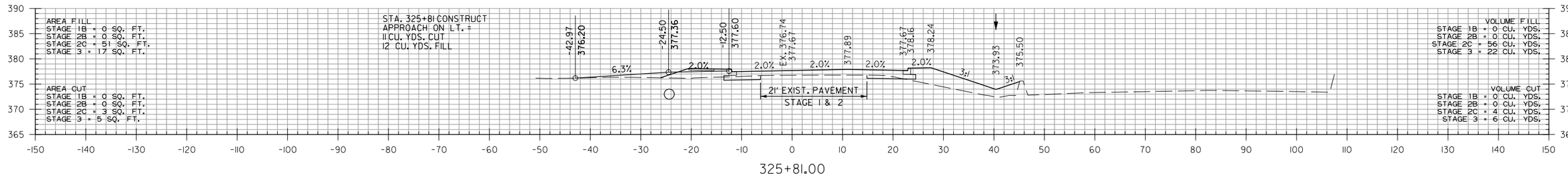
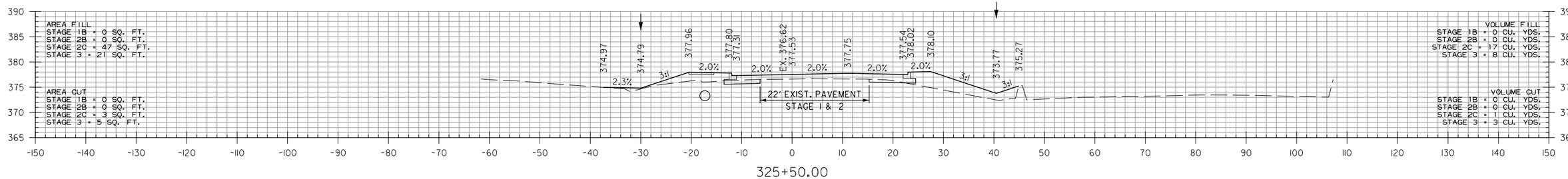
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 187 | 263 |
| | | CROSS SECTIONS | | | | |



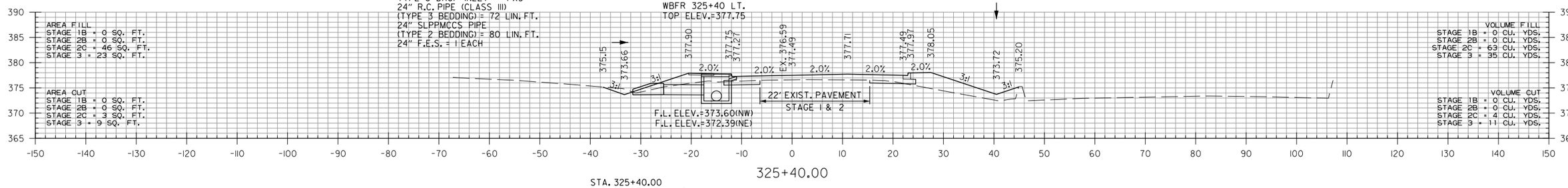

325+81.00

STA. 325+60.00
END SP. DT. LT. 11.35%
ELEV. 375.93




325+50.00

STA. 325+40 CONSTRUCT
DROP INLET ON LT. H=5'-4"
WITH 24"x8' R.C. PIPE CULVERT FROM F.E.S. LT.
AND 24"x72' PIPE CULVERT TO
DROP INLET STA. 326+15. 33' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 72 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 80 LIN. FT.
24" F.E.S. = 1 EACH




325+40.00

STA. 325+40.00
END SP. DT. LT. -1.81%
BEGIN SP. DT. LT. 11.35%
ELEV. 373.66

W.B. FRONTAGE RD. (SITE 1)
STA. 325+40 TO STA. 325+81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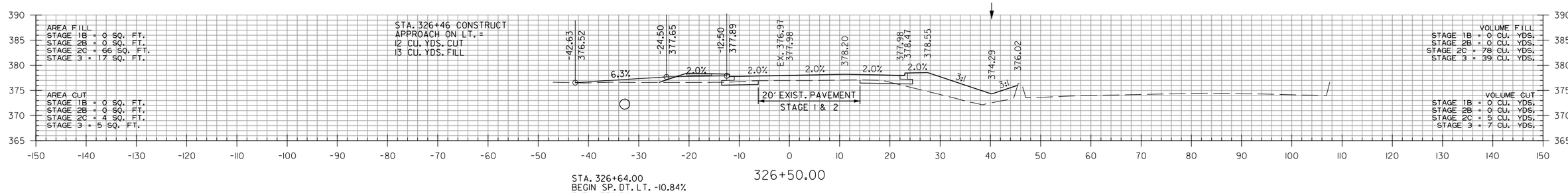
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 188 | 263 |
| | | CROSS SECTIONS | | | | |

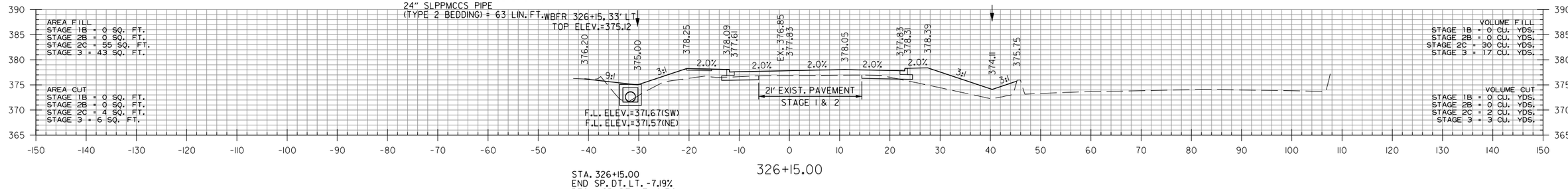



326+50.00

STA. 326+64.00
BEGIN SP. DT. LT. -10.84%
ELEV. 376.56

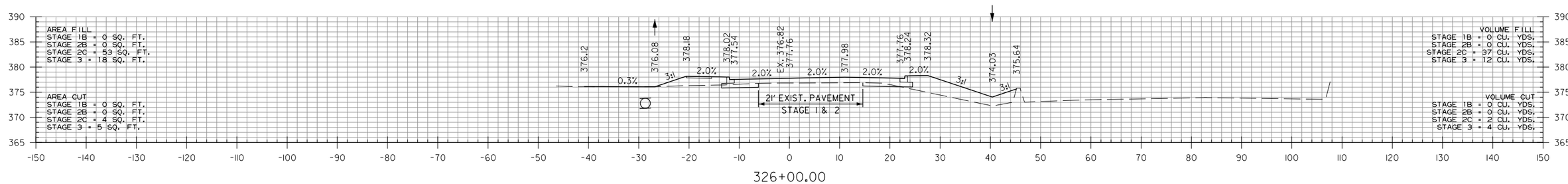
STA. 326+28.00
END SP. DT. LT. 10.31%
ELEV. 376.34

STA. 326+15 CONSTRUCT
DROP INLET 33' LT. H=3'-7"
WITH 24"x63' PIPE CULVERT TO
DROP INLET STA. 326+82. 34' LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 63 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 63 LIN. FT.




326+15.00

STA. 326+15.00
END SP. DT. LT. -7.19%
BEGIN SP. DT. LT. 10.31%
ELEV. 375.00




326+00.00

STA. 325+99.00
BEGIN SP. DT. LT. -7.19%
ELEV. 376.15

W.B. FRONTAGE RD. (SITE 1)
STA. 326+00 TO STA. 326+50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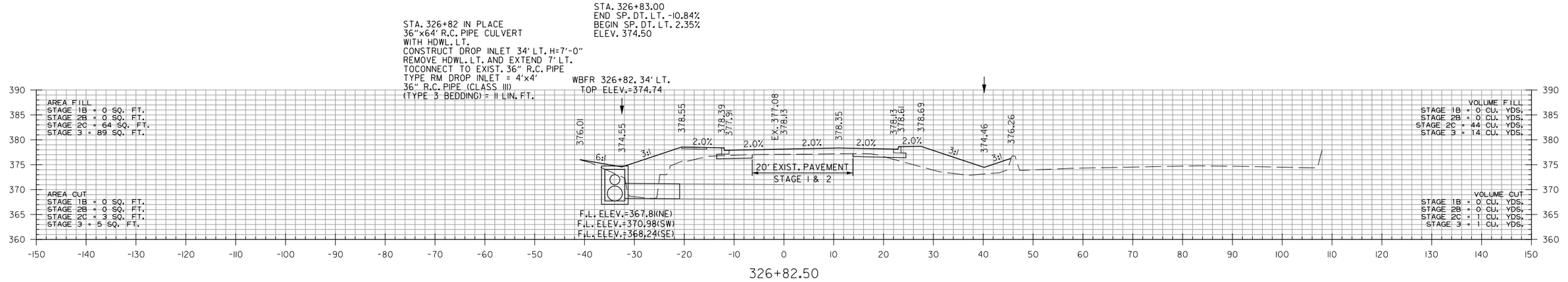
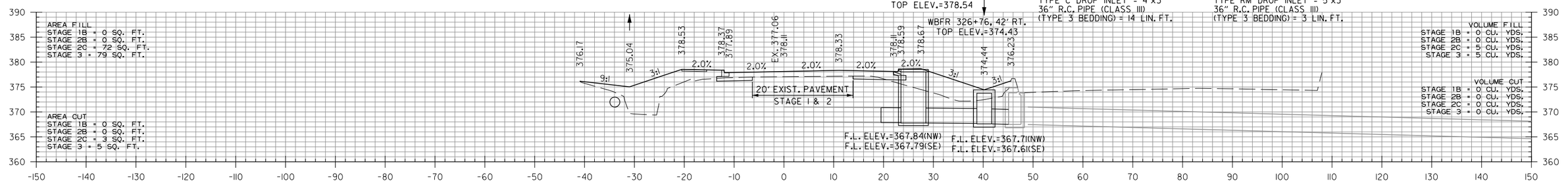
REVISED DATE:

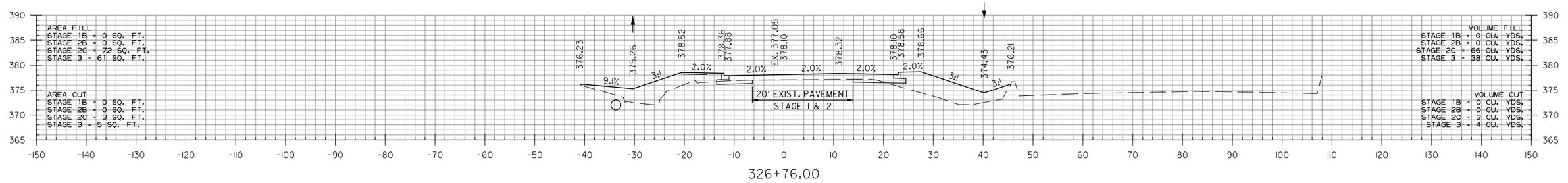
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 189 | 263 |
| | | CROSS SECTIONS | | | | |




326+82.50




326+78.00




326+76.00

W.B. FRONTAGE RD. (SITE 1)
STA. 326+76 TO STA. 326+83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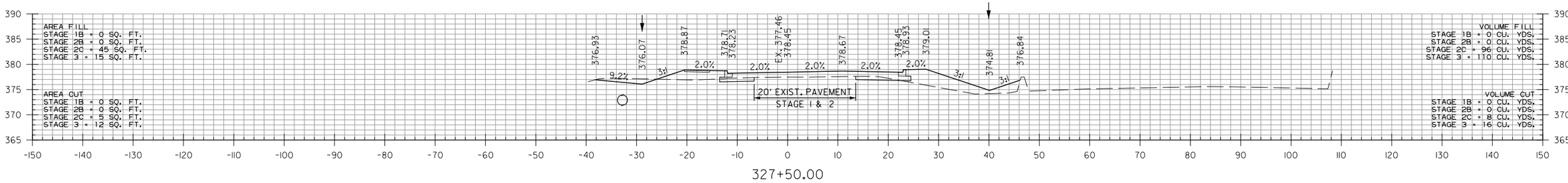
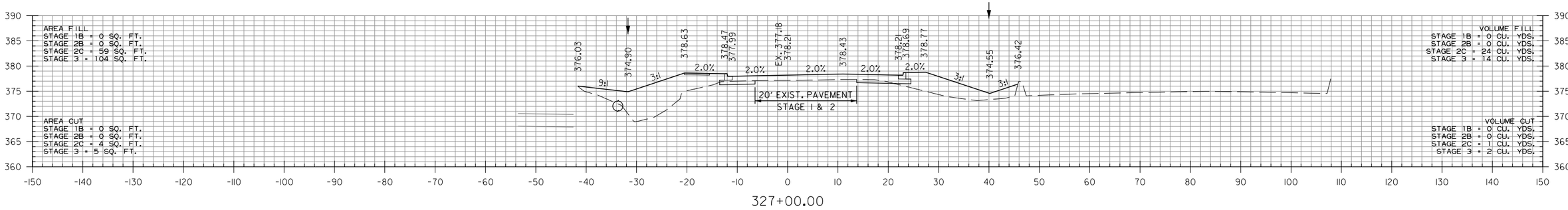
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 190 | 263 |
| | | CROSS SECTIONS | | | | |




327+50.00

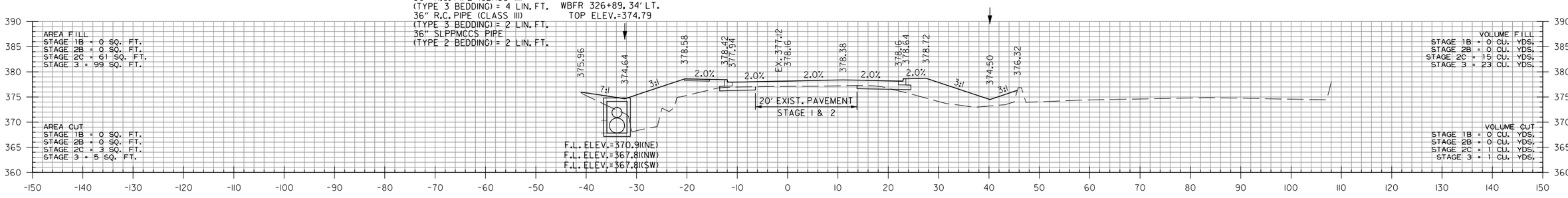
STA. 327+86.05
END SP. DT. RT. 0.52%
ELEV. 375.00




327+00.00

STA. 326+89 CONSTRUCT
DROP INLET 34' LT. H=7'-0"
WITH 36"x2' PIPE CULVERT TO
DROP INLET STA. 326+82, 34' LT.
TYPE RM DROP INLET = 4'x5'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 2 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 2 LIN. FT.

WBFR 326+89, 34' LT.
TOP ELEV.=374.79




326+89.00

W.B. FRONTAGE RD. (SITE I)
STA. 326+89 TO STA. 327+50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WORKSPACE: AHTD
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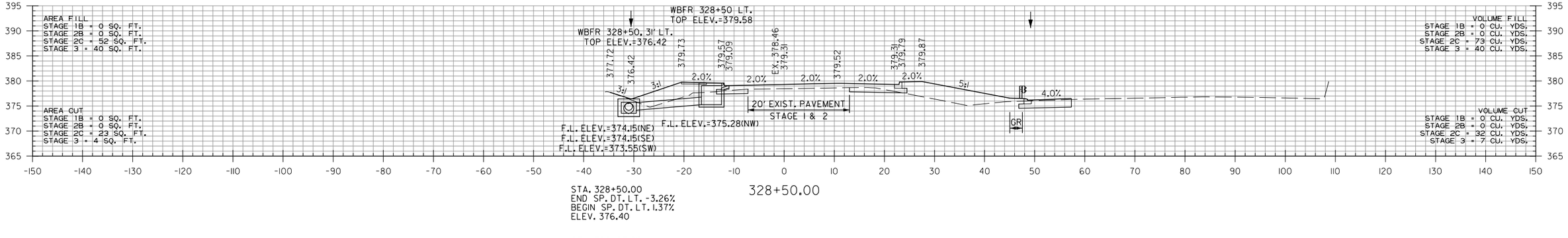
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 191 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 328+50 CONSTRUCT
DROP INLET 31' LT. H=2'-10"
WITH 24"x157' PIPE CULVERT
TO DROP INLET STA. 326+89, 34' LT.
TYPE RM DROP INLET = 4'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 157 LIN. FT.
24" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 157 LIN. FT.

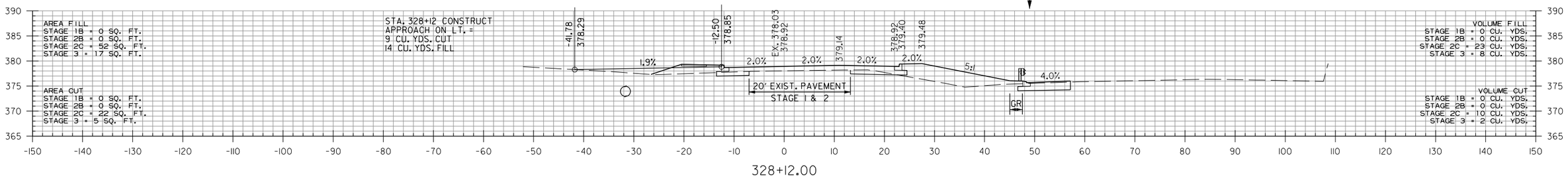
STA. 328+50 CONSTRUCT
DROP INLET ON LT. H=4'-4"
W/ 4' EXT. AND 18"x13' PIPE CULVERT
TO DROP INLET STA. 328+50, 31' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 13 LIN. FT.



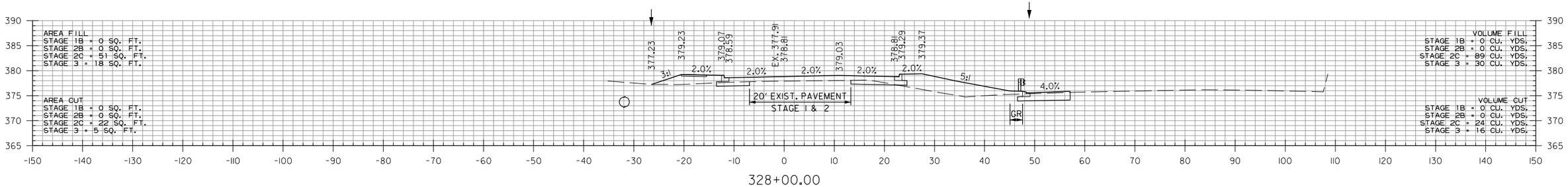

328+50.00

STA. 328+50.00
END SP. DT. LT. -3.26%
BEGIN SP. DT. LT. 1.37%
ELEV. 376.40

STA. 328+27.00
BEGIN SP. DT. LT. -3.26%
ELEV. 377.15




328+12.00




328+00.00

STA. 327+97.00
END SP. DT. LT. 2.35%
ELEV. 377.18

W.B. FRONTAGE RD. (SITE 1)
STA. 328+00 TO STA. 328+50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WORKSPACE: AHTD
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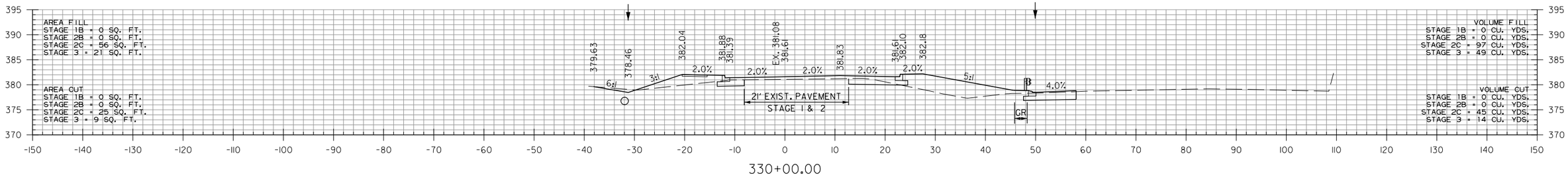
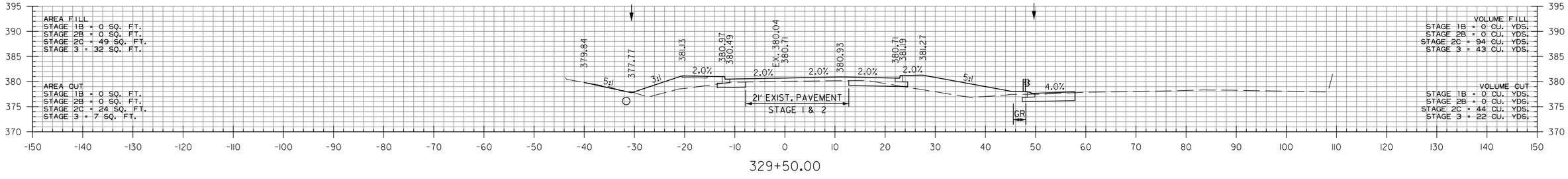
REVISED DATE:

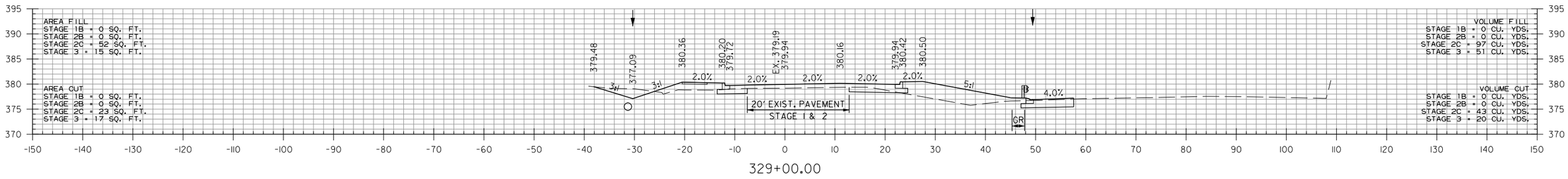
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 192 | 263 |
| | | CROSS SECTIONS | | | | |




330+00.00




329+50.00




329+00.00

W.B. FRONTAGE RD. (SITE I)
STA. 329+00 TO STA. 330+00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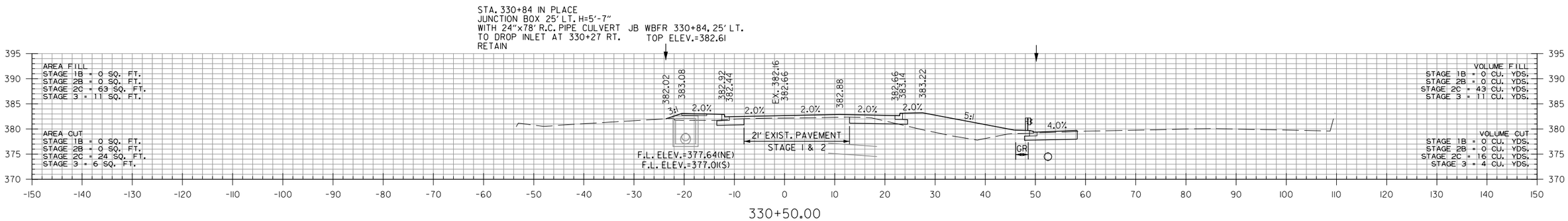
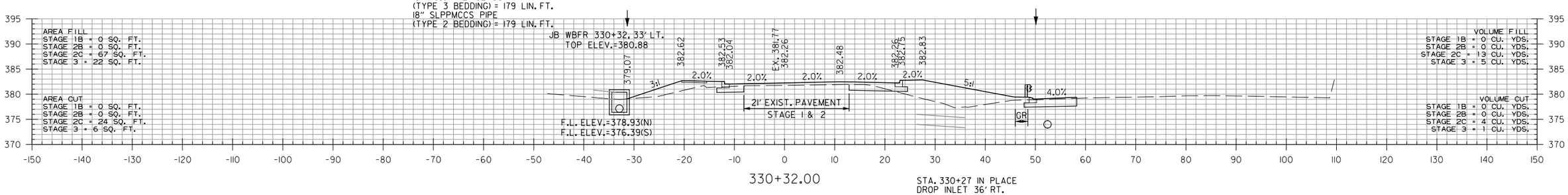
REVISED DATE:

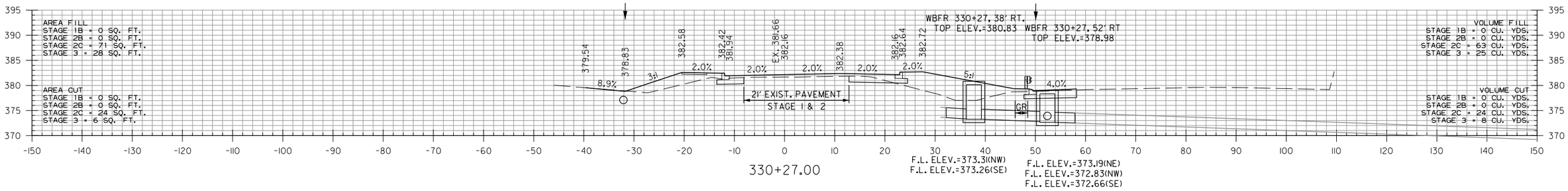
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 193 | 263 |
| | | CROSS SECTIONS | | | | |




330+50.00




330+32.00




330+27.00

W.B. FRONTAGE RD. (SITE 1)
STA. 330+27 TO STA. 330+50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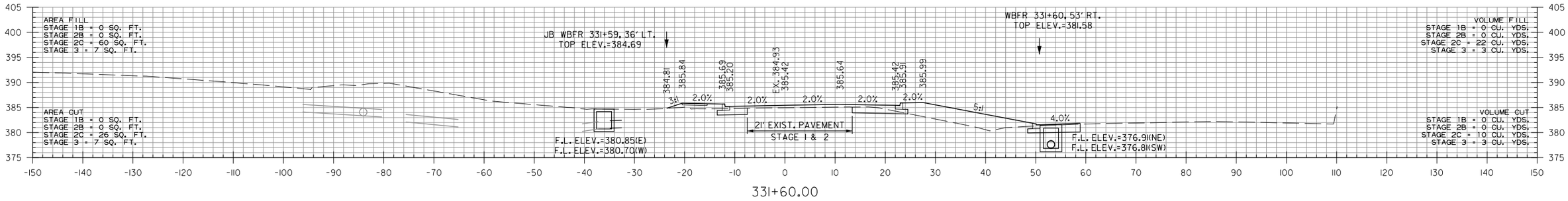
REVISED DATE:

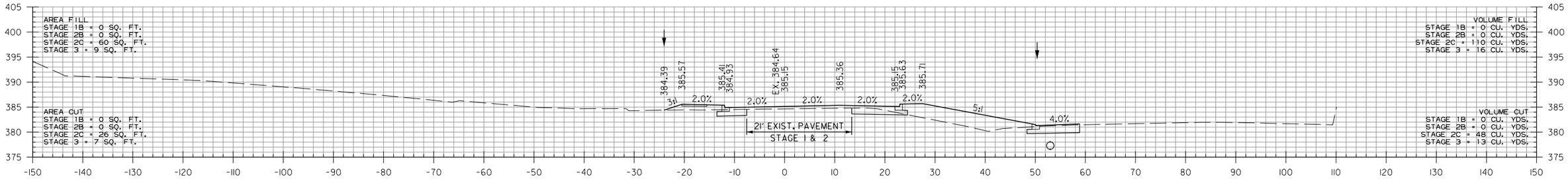
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 194 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 331+59 CONSTRUCT
JUNCTION BOX 36' LT. H=3'-11"
ON 18" R.C. PIPE CULVERT
TYPE E JUNCTION BOX = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 4 LIN. FT.

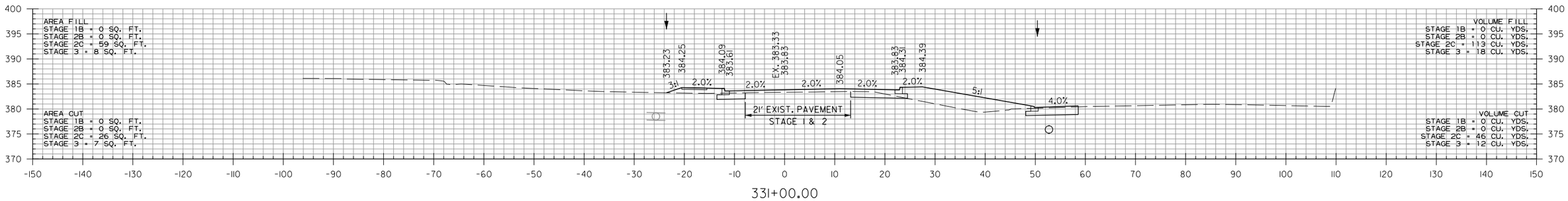
STA. 331+60 CONSTRUCT
DROP INLET 53' RT. H=4'-9"
WITH 18"x128' PIPE CULVERT
TO DROP INLET STA. 330+27, 39' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 128 LIN. FT.




331+60.00




331+50.00




331+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 331+00 TO STA. 331+60

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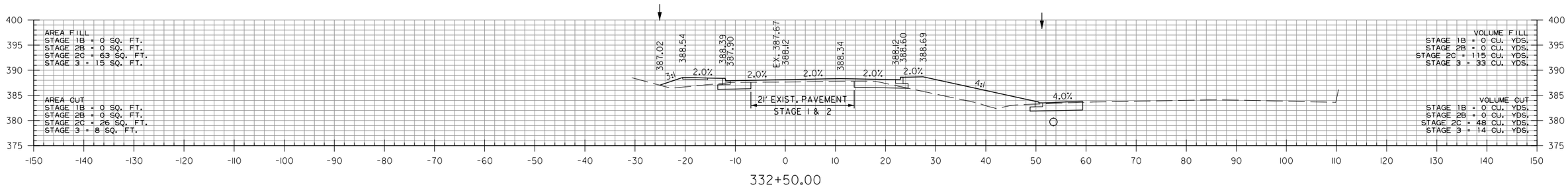
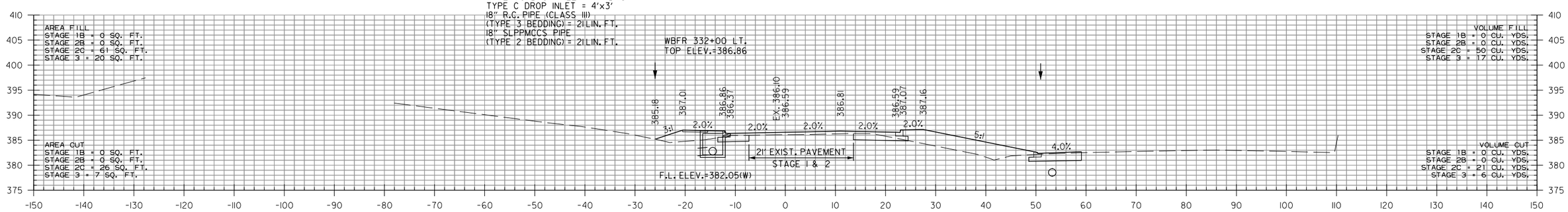
REVISED DATE:

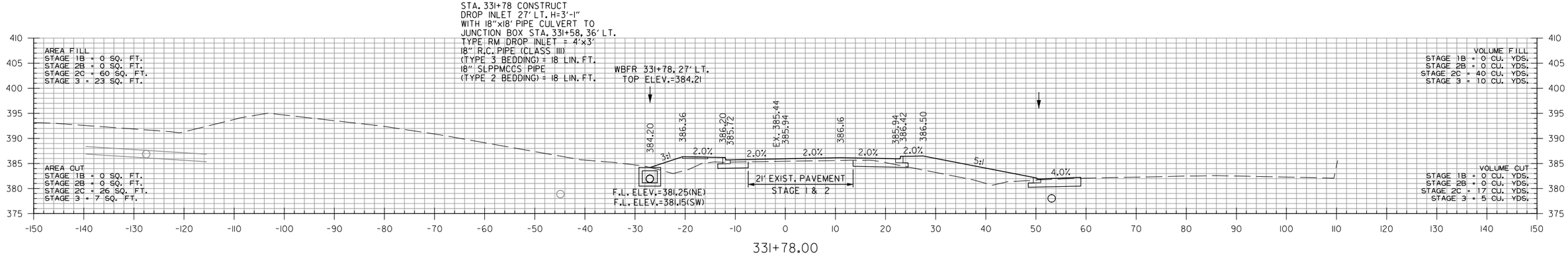
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 195 | 263 |
| | | CROSS SECTIONS | | | | |




332+50.00




332+00.00




331+78.00

W.B. FRONTAGE RD. (SITE 1)
STA. 331+78 TO STA. 332+50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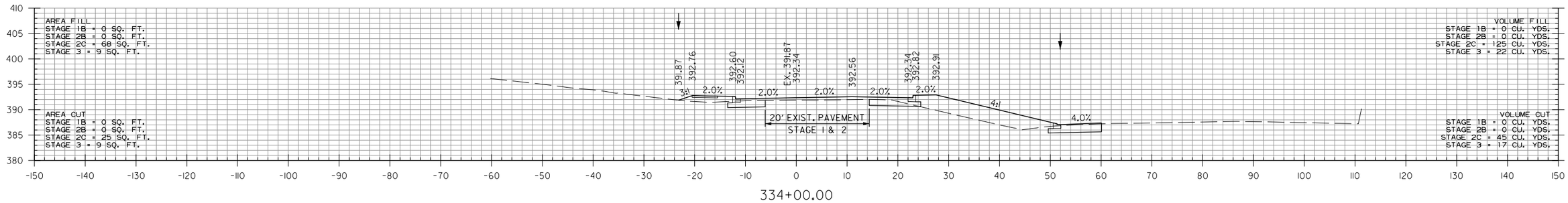
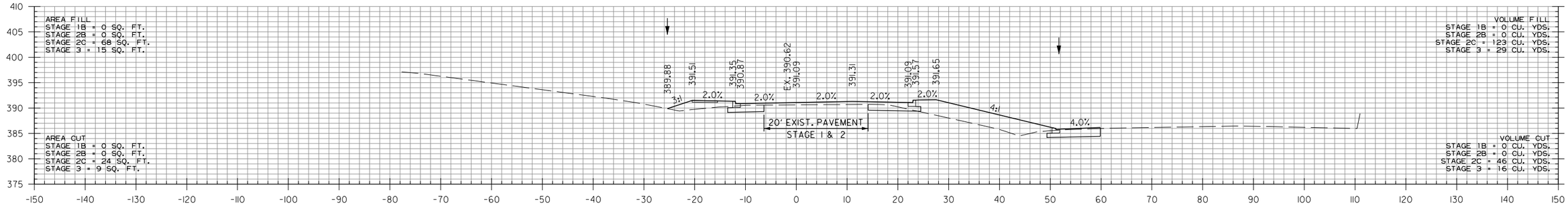
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 196 | 263 |
| | | CROSS SECTIONS | | | | |

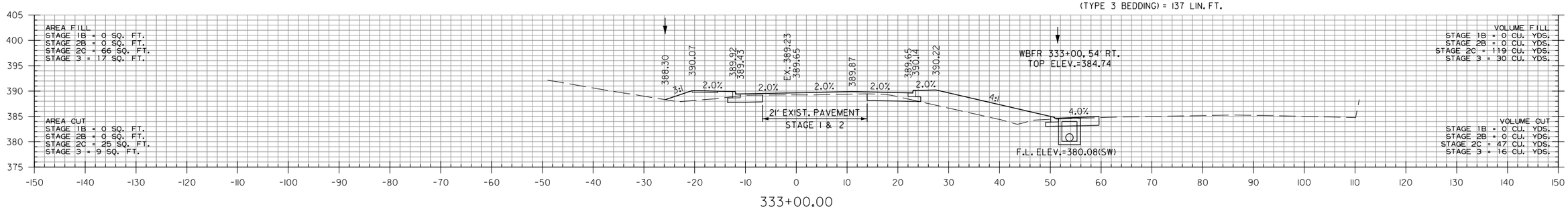



334+00.00




333+50.00

STA. 333+00 CONSTRUCT
DROP INLET 54' RT. H=4'-8"
WITH 18"x137' PIPE CULVERT
TO DROP INLET STA. 331+60, 53' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 137 LIN. FT.




333+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 333+00 TO STA. 334+00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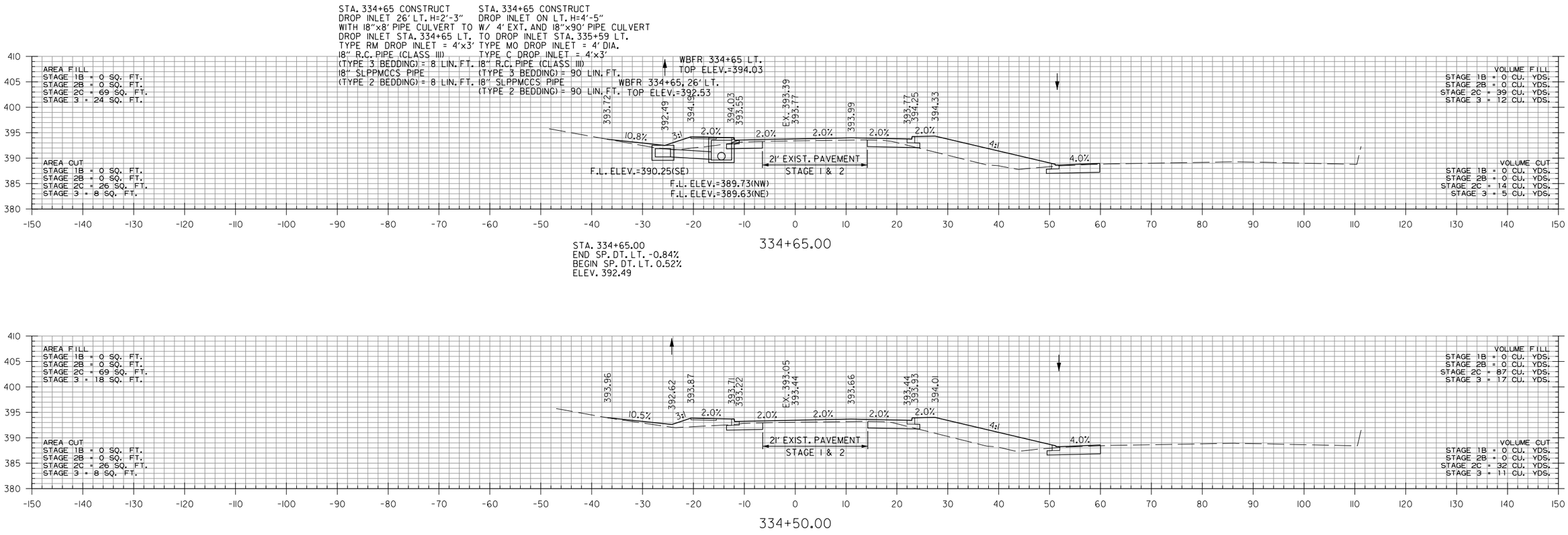
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 197 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 334+16 TO STA. 334+65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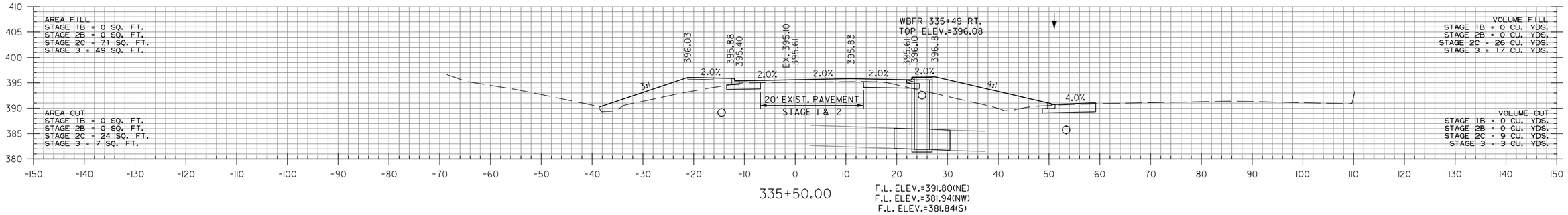
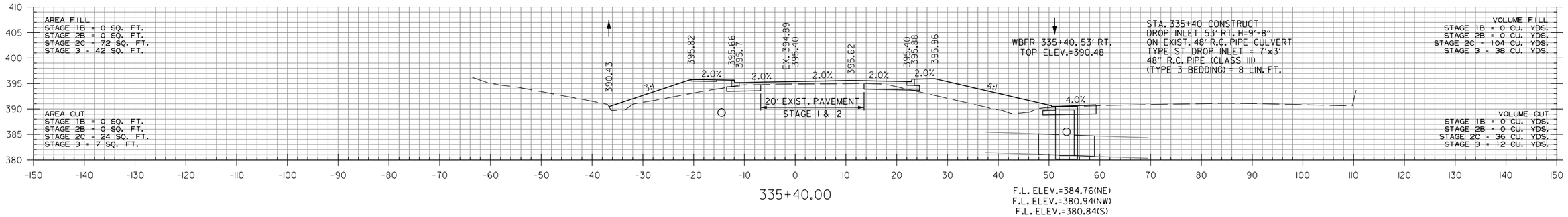
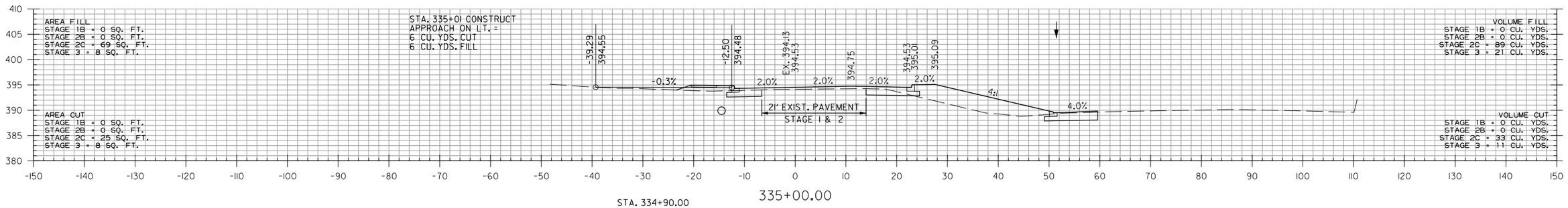
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 198 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 335+00 TO STA. 335+50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WORKSPACE: AHTD
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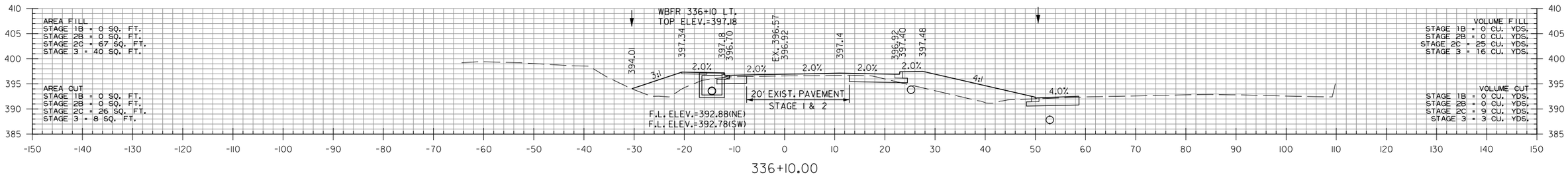
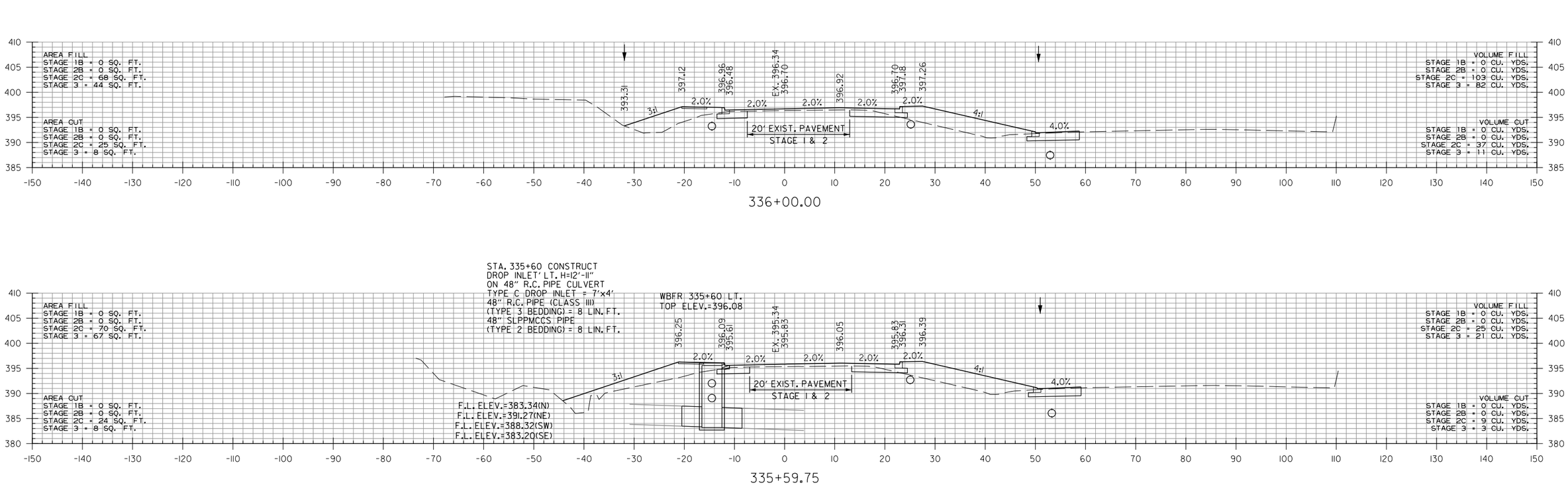
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 199 | 263 |
| | | CROSS SECTIONS | | | | |










W.B. FRONTAGE RD. (SITE I)
STA. 335+60 TO STA. 336+10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WORKSPACE: AHTD
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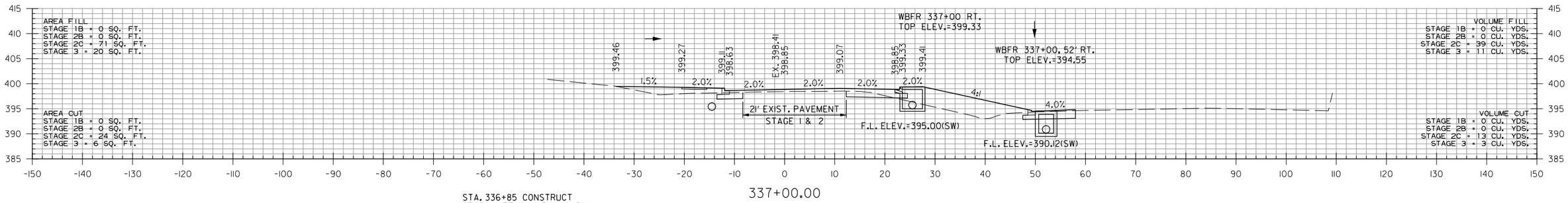
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 200 | 263 |
| | | CROSS SECTIONS | | | | |

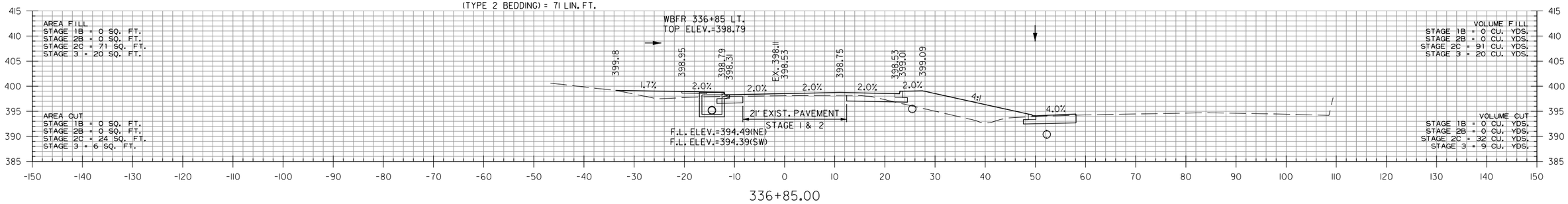
STA. 337+00 CONSTRUCT
DROP INLET ON RT. H=4'-4"
W/ 4' EXT. AND 18"x146' PIPE CULVERT
TO DROP INLET STA. 335+49 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 146 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 146 LIN. FT.

STA. 337+00 CONSTRUCT
DROP INLET 52' RT. H=4'-5"
WITH 18"x155' PIPE CULVERT
TO DROP INLET STA. 335+40, 53' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 155 LIN. FT.

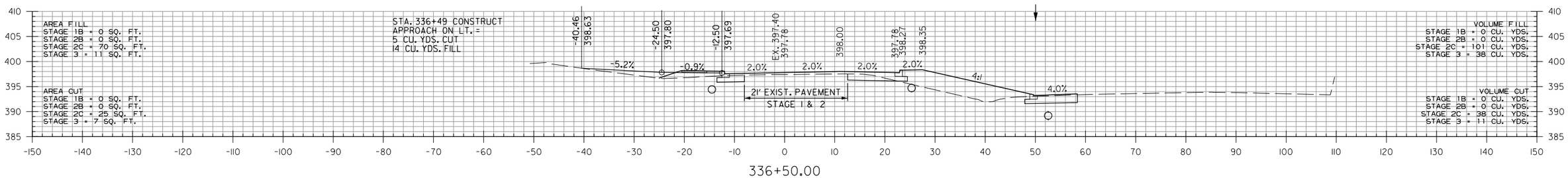



337+00.00

STA. 336+85 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x71' PIPE CULVERT
TO DROP INLET STA. 336+10 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 71 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 71 LIN. FT.




336+85.00




336+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 336+50 TO STA. 337+00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WORKSPACE: AHTD
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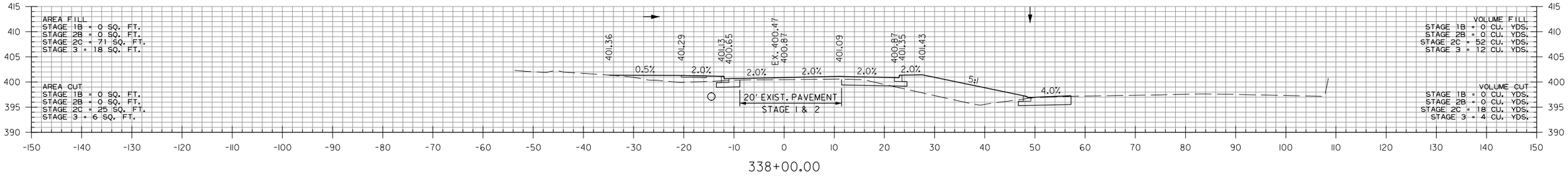
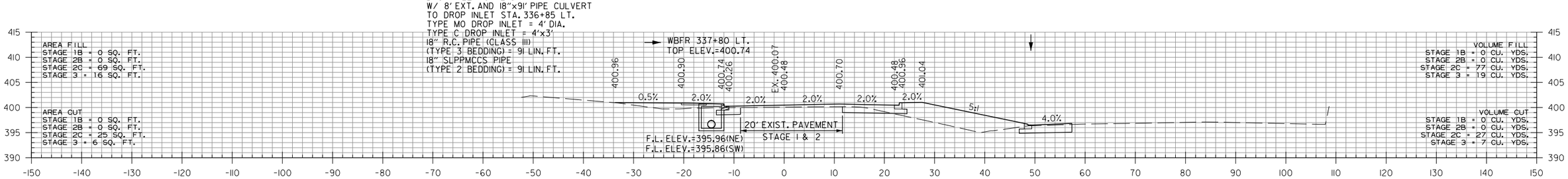
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 201 | 263 |
| | | CROSS SECTIONS | | | | |

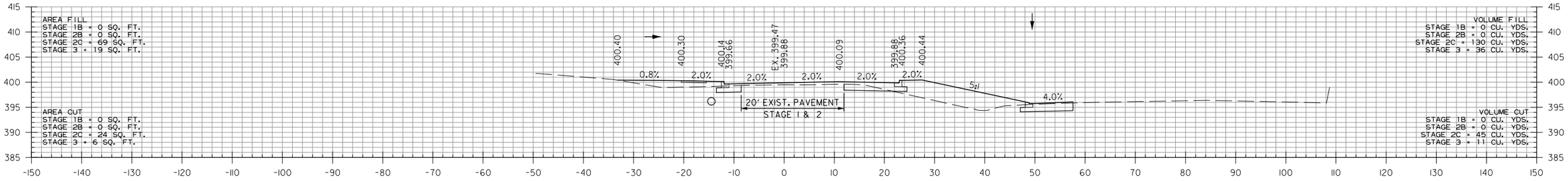



338+00.00

STA. 337+80 CONSTRUCT
DROP INLET ON LT. H=4'-11"
W/ 8' EXT. AND 18"x91' PIPE CULVERT
TO DROP INLET STA. 336+85 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 91 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 91 LIN. FT.




337+80.00




337+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 337+50 TO STA. 338+00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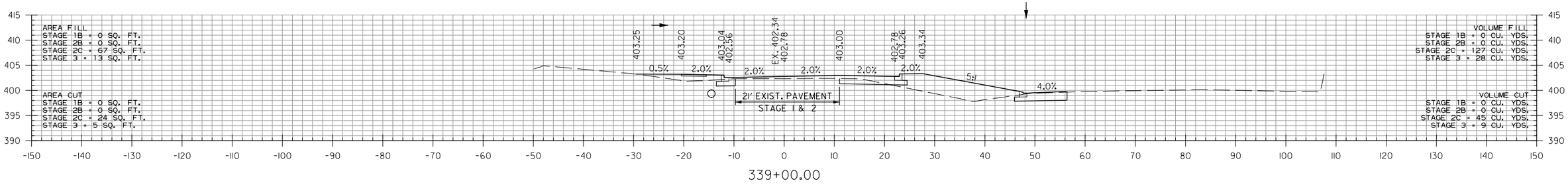
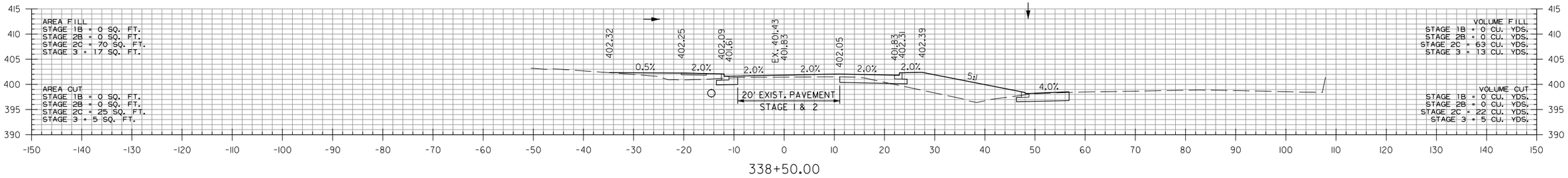
WORKSPACE: AHTD
L:\2021\211010\8 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_CX_W.B. FRONTAGE RD._SITE 1_02.dgn
REVISED DATE:

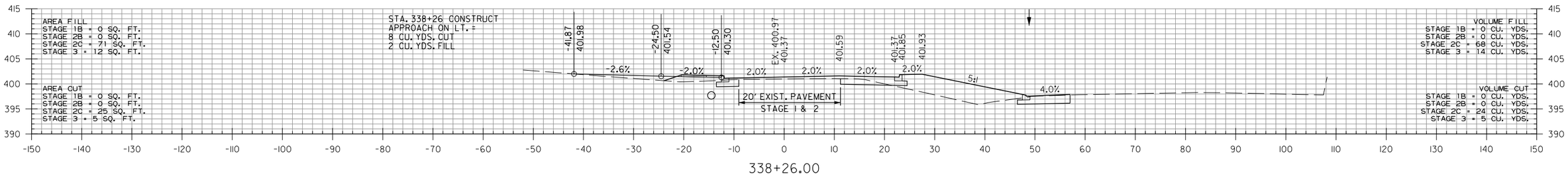
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 202 | 263 |
| | | CROSS SECTIONS | | | | |




339+00.00




338+50.00




338+26.00

W.B. FRONTAGE RD. (SITE I)
STA. 338+26 TO STA. 339+00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WORKSPACE: AHTD
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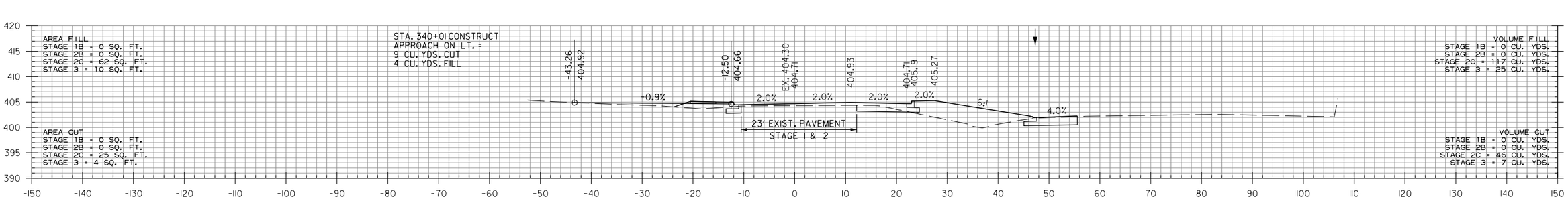
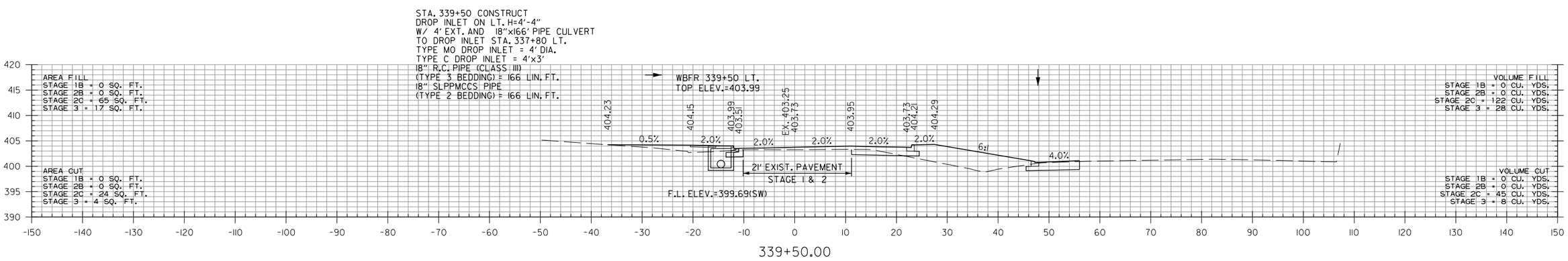
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 203 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 339+50 TO STA. 340+00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WORKSPACE: AHTD
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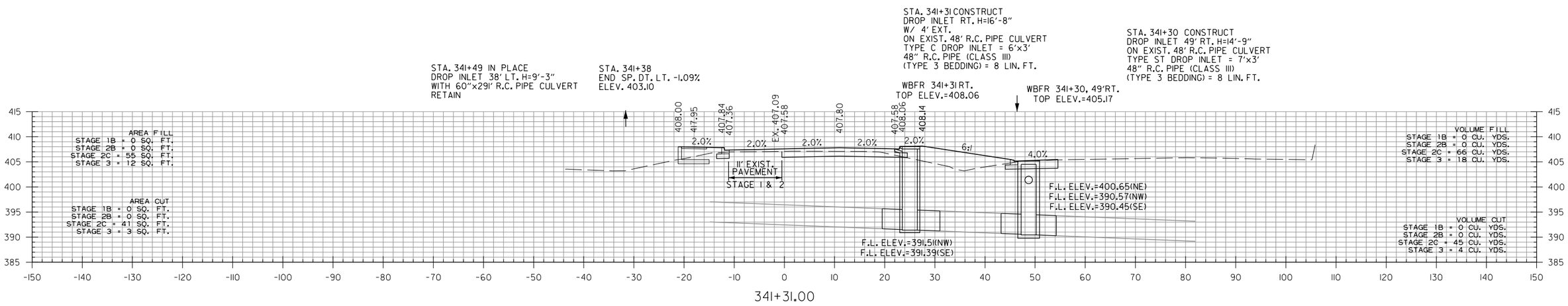
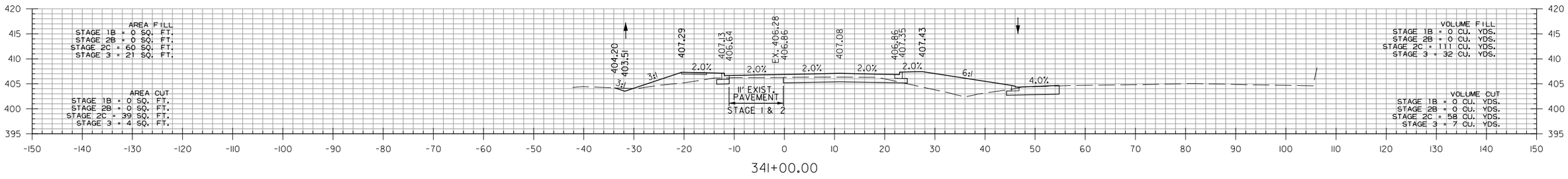
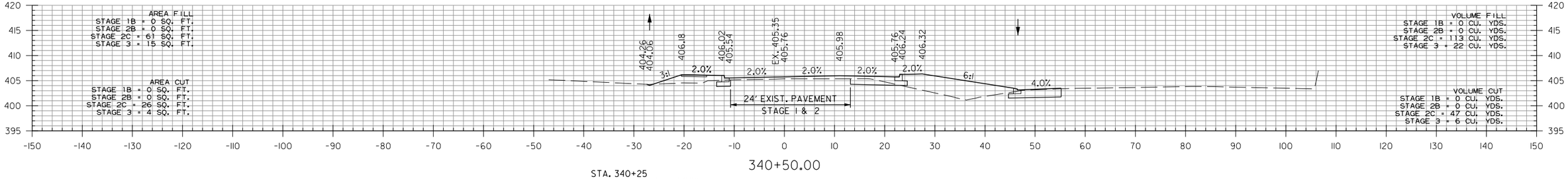
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 204 | 263 |
| | | CROSS SECTIONS | | | | |




STA. 340+25
BEGIN SP. DT. LT. -1.09%
ELEV. 404.33

W.B. FRONTAGE RD. (SITE 1)
STA. 340+50 TO STA. 341+31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WORKSPACE: AHTD
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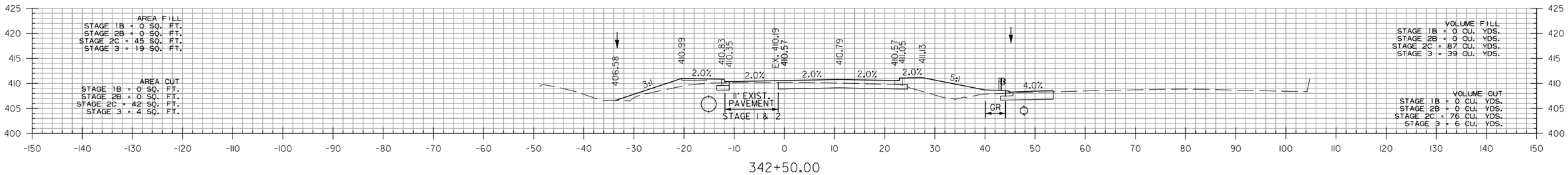
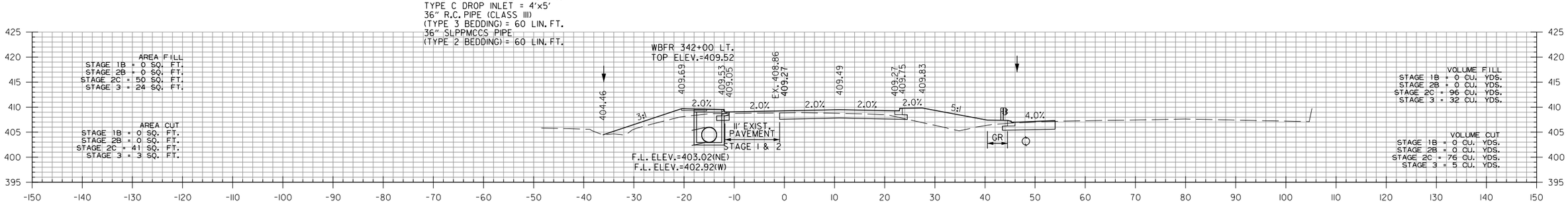
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 205 | 263 |
| | | CROSS SECTIONS | | | | |



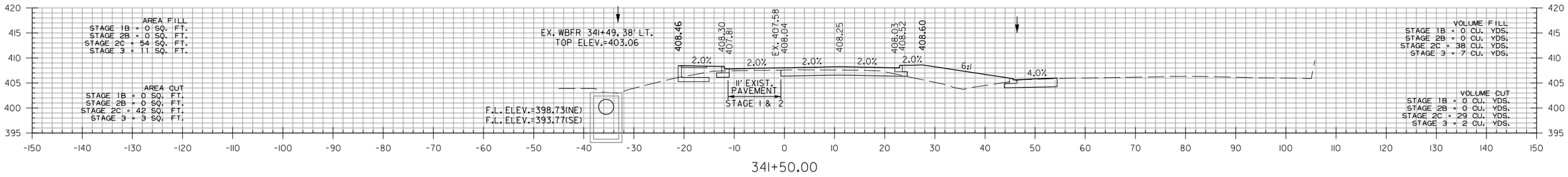

342+50.00

STA. 342+00 CONSTRUCT
DROP INLET ON LT. H=6'-7"
W/ 8' EXT. AND 36"x60' PIPE CULVERT
TO DROP INLET STA. 341+49, 38' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x5'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 60 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 60 LIN. FT.




342+00.00

STA. 341+49 IN PLACE
DRIP INLET 38' LT. H=9'-3"
WITH 60"x29I' R.C. PIPE CULVERT
RETAIN




341+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 341+50 TO STA. 342+50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WORKSPACE: AHTD
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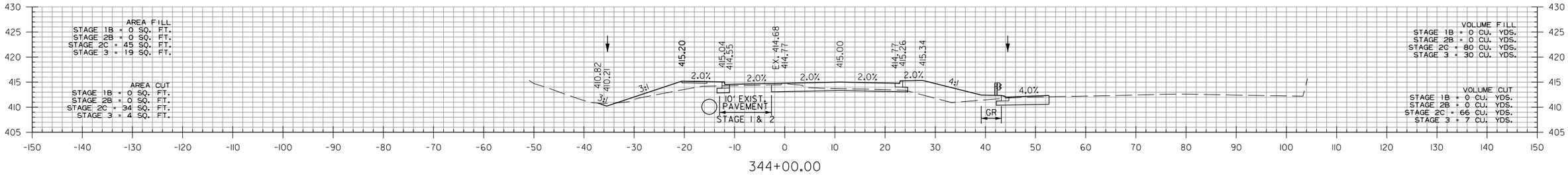
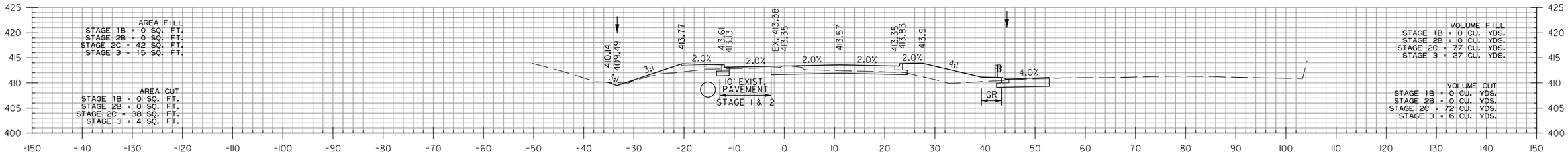
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 206 | 263 |
| | | CROSS SECTIONS | | | | |



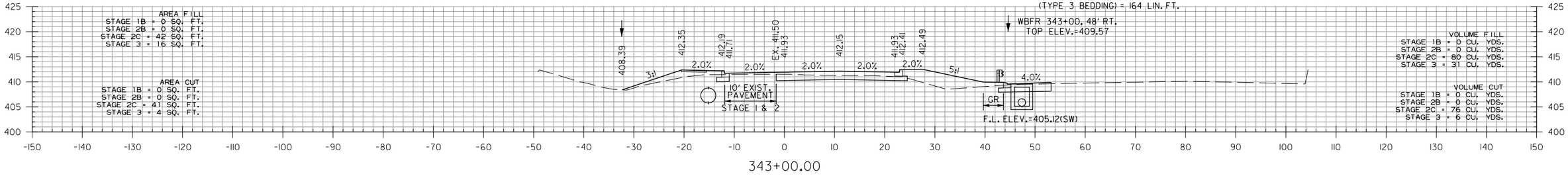

344+00.00




343+50.00

STA. 343+25
BEGIN SP. DT. LT. 1.44%
ELEV. 409.13

STA. 343+00 CONSTRUCT
DROP INLET 48' RT. H=4'-5"
WITH 18"x164' PIPE CULVERT
TO DROP INLET STA. 341+30, 50' RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 164 LIN. FT.




343+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 343+00 TO STA. 344+00

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WORKSPACE: AHTD
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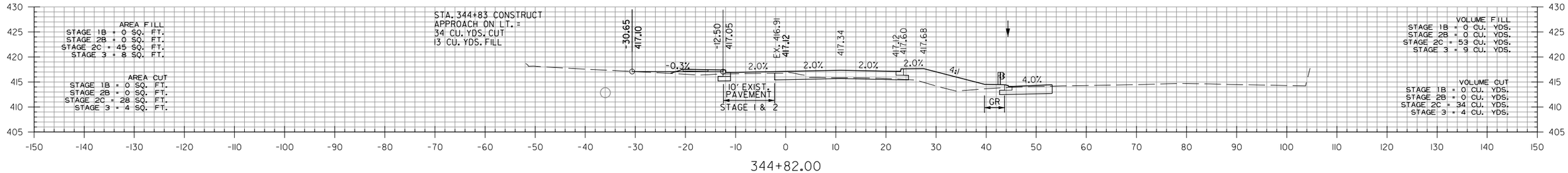
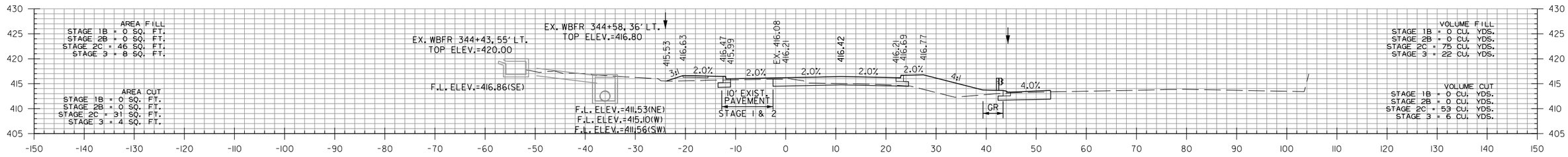
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 207 | 263 |
| | | CROSS SECTIONS | | | | |




344+82.00

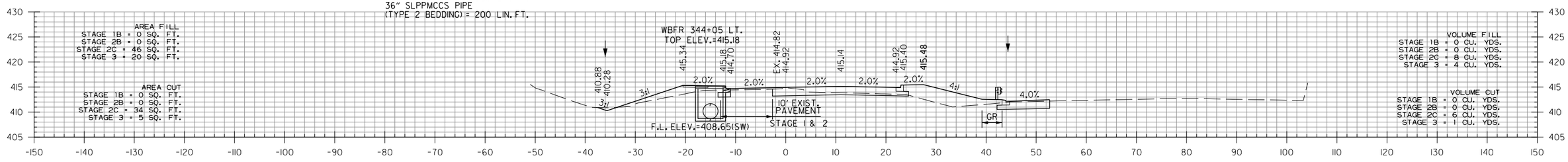
STA. 344+58 IN PLACE
DROP INLET 36' LT. H=5'-4"
WITH 24"x22' R.C. PIPE CULVERT
TO F.E.S. AT STA. 344+32 LT.
RETAIN




344+50.00

STA. 344+05 CONSTRUCT
DROP INLET ON LT. H=6'-6"
W/ 8' EXT. AND 36"x200' PIPE CULVERT
TO DROP INLET STA. 342+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x5'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 200 LIN. FT.
36" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 200 LIN. FT.

STA. 344+25
END SP. DT. LT. 1.44%
ELEV. 410.57




344+05.00

W.B. FRONTAGE RD. (SITE 1)
STA. 344+05 TO STA. 344+82

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WORKSPACE: AHTD
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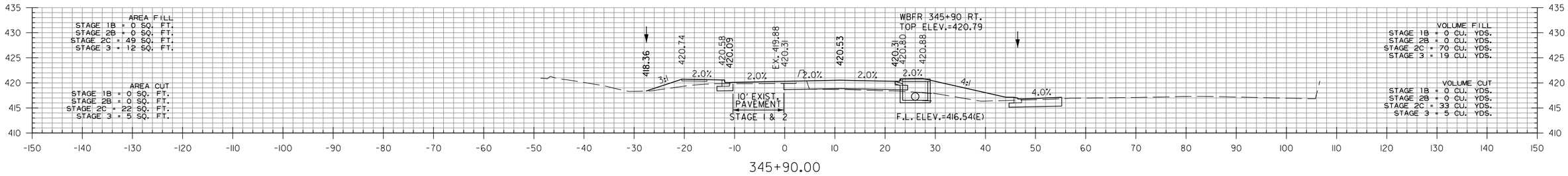
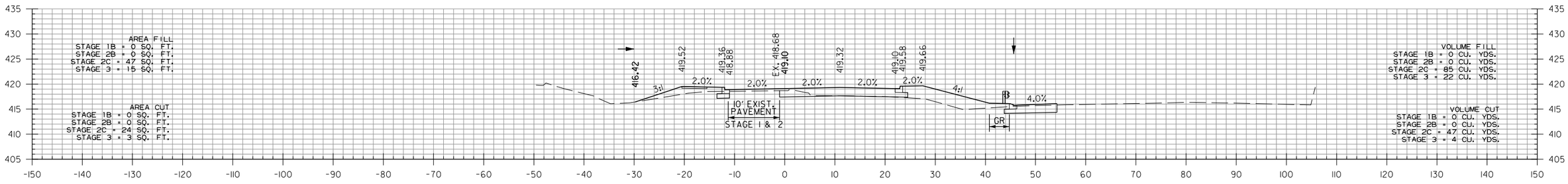
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 208 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 345+90 CONSTRUCT
DROP INLET ON RT. H=4'-3"
W/ 8' EXT. AND 18"x13' PIPE CULVERT
TO IN PLACE JB 1-30 292+98, 72' LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x5'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.

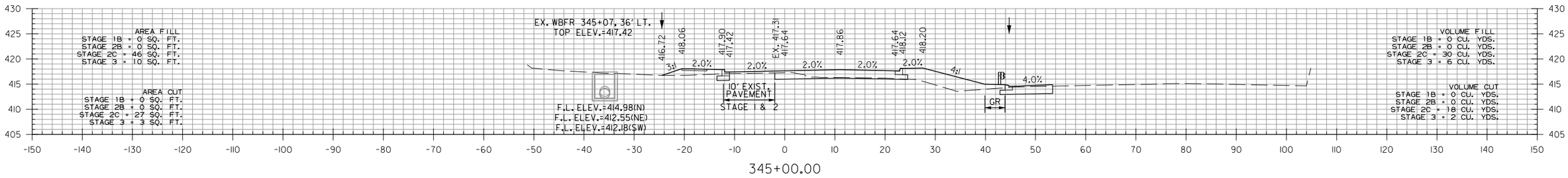



345+90.00




345+50.00

STA. 345+07 IN PLACE
DROP INLET 36' LT. H=5'-4"
WITH 18"x28' R.C. PIPE CULVERT
FROM F.E.S. AT STA. 345+40 LT.
AND 24"x49' R.C. PIPE CULVERT
TO DROP INLET STA. 344+58, 36' LT.
RETAIN




345+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 345+00 TO STA. 345+90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WORKSPACE: AHTD
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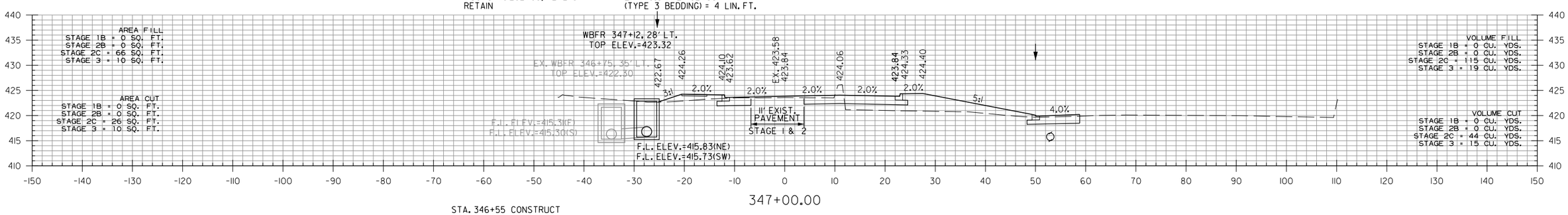
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 209 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 346+75 IN PLACE
DROP INLET 35' LT. H=7'-2"
WITH 30"x85' R.C. PIPE CULVERT
TO JUNCTION BOX AT
I-30 STA. 292+98, 72' LT.
RETAIN

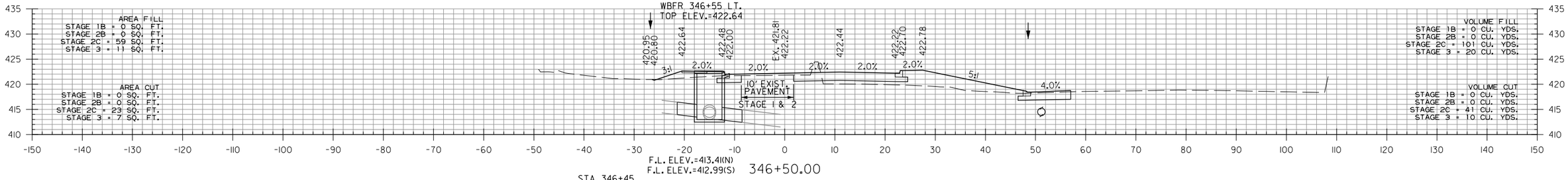
STA. 347+12 CONSTRUCT
JUNCTION BOX 28' LT. H=7'-7"
ON EXISTING 24" R.C. PIPE CULVERT
TYPE E DROP INLET = 4'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.




347+00.00

STA. 346+55 CONSTRUCT
DROP INLET LT. H=9'-9"
ON 30" R.C. PIPE CULVERT
TYPE MO DROP INLET = 5' DIA
TYPE C DROP INLET = 4'x5'
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 346+70
END SP. DT. LT. 1.40%
ELEV. 421.08

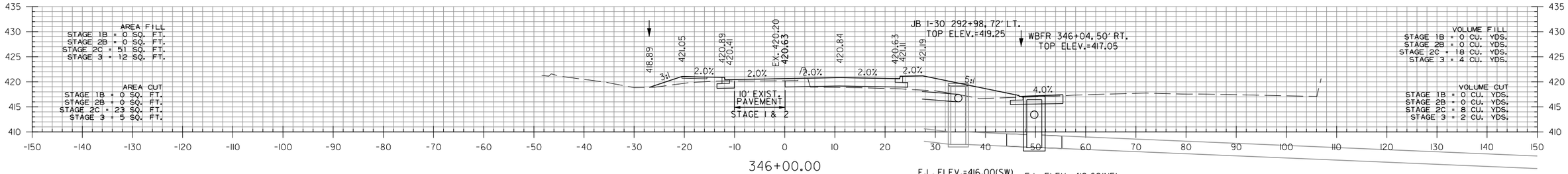



346+50.00

STA. 346+45
BEGIN SP. DT. LT. 1.40%
ELEV. 420.73

I-30 STA. 292+98 IN PLACE
JUNCTION BOX 72' LT. H=9'-0"
MODIFY JUNCTION BOX TO H=12'-2"
RETAIN

STA. 346+04 CONSTRUCT
DROP INLET 50' RT. H=10'-2"
ON EXIST. 48' R.C. PIPE CULVERT
TYPE ST DROP INLET = 7'x3'
48" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.




346+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 346+00 TO STA. 347+00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WORKSPACE: AHTD
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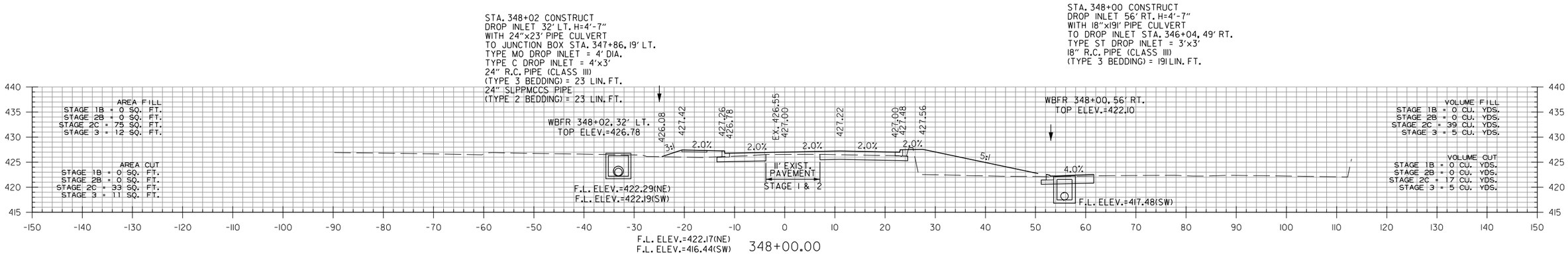
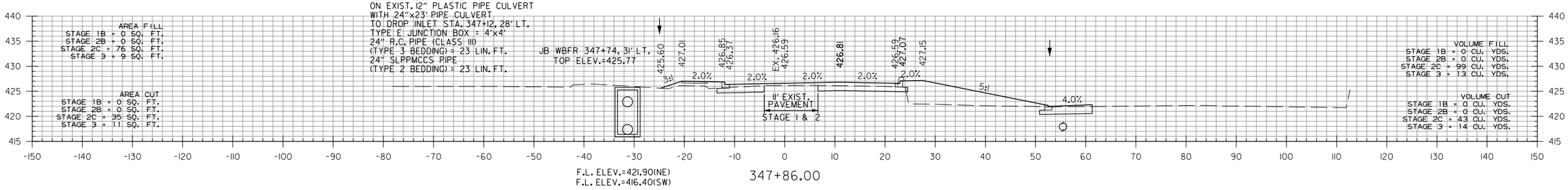
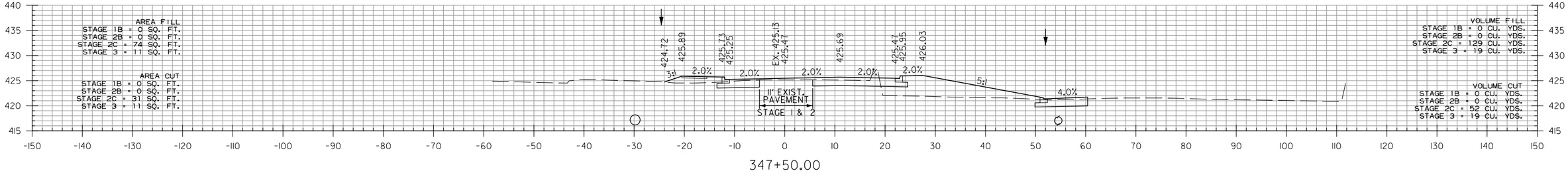
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 210 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE I)
STA. 347+50 TO STA. 348+00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WORKSPACE: AHTD
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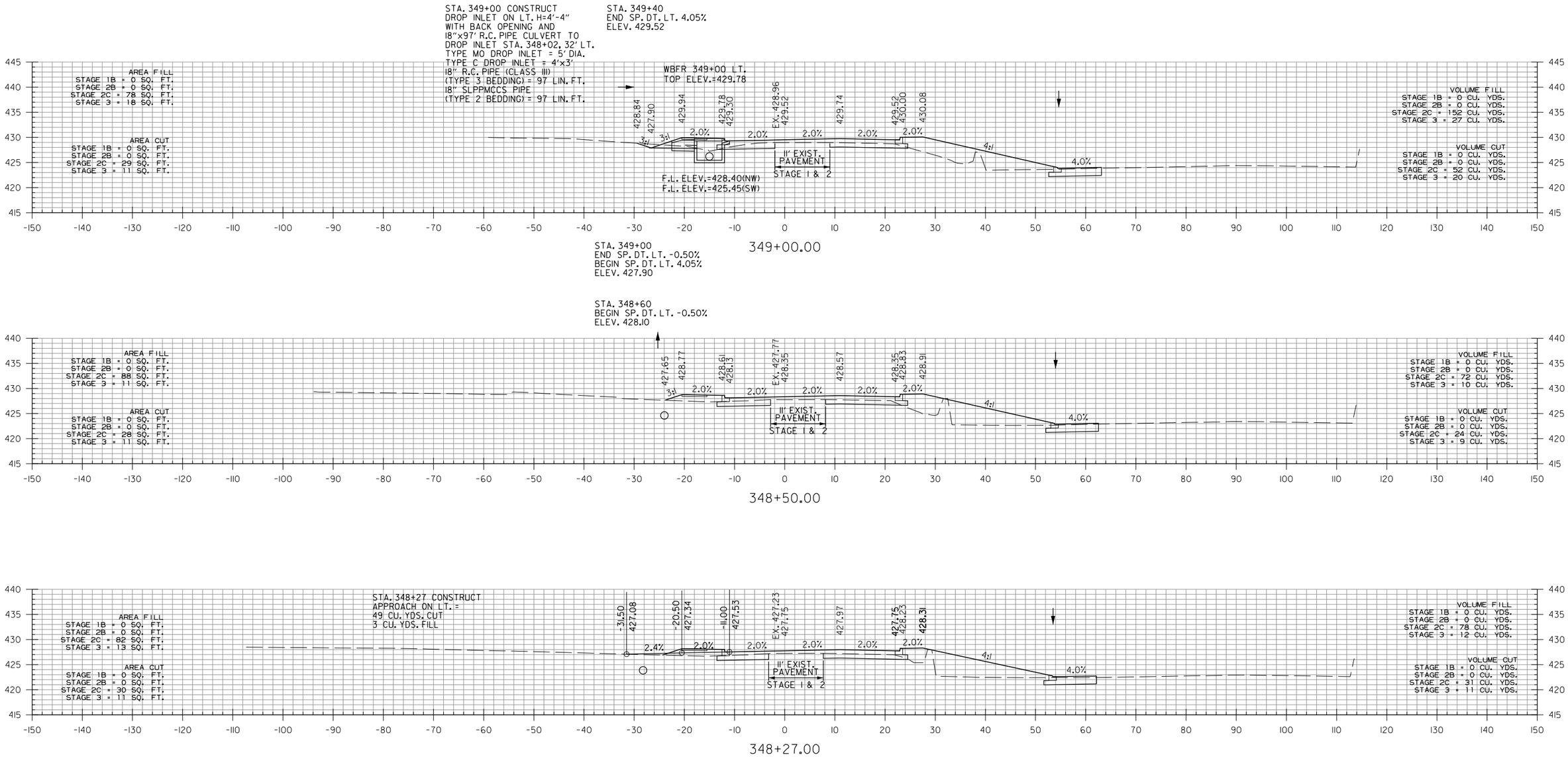
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 211 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE I)
STA. 348+27 TO STA. 349+00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WORKSPACE: AHTD
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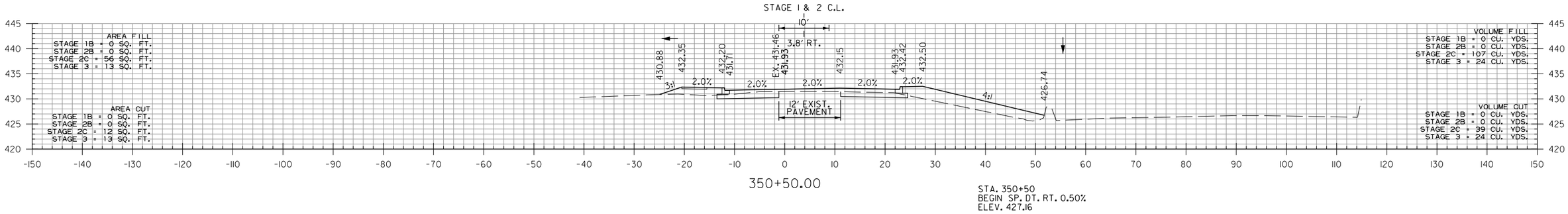
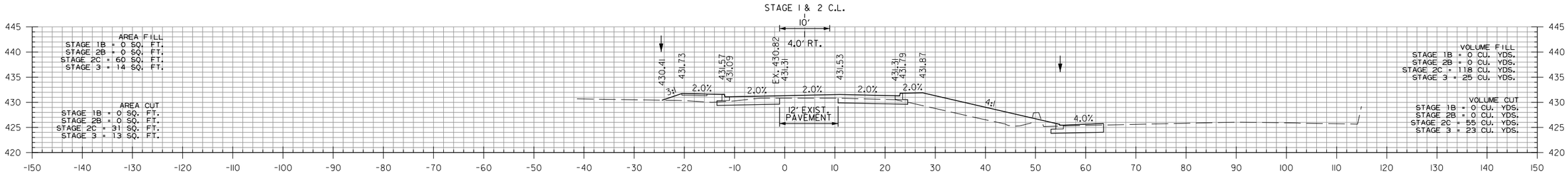
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 212 | 263 |
| | | CROSS SECTIONS | | | | |

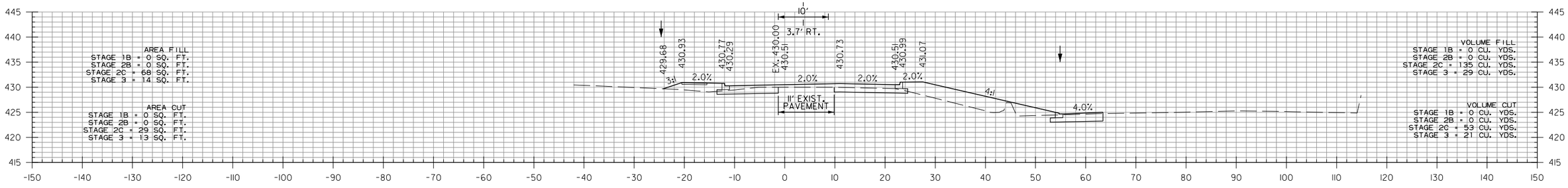



350+50.00

STA. 350+50
BEGIN SP. DT. RT. 0.50%
ELEV. 427.16




350+00.00




349+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 349+50 TO STA. 350+50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WORKSPACE: AHTD
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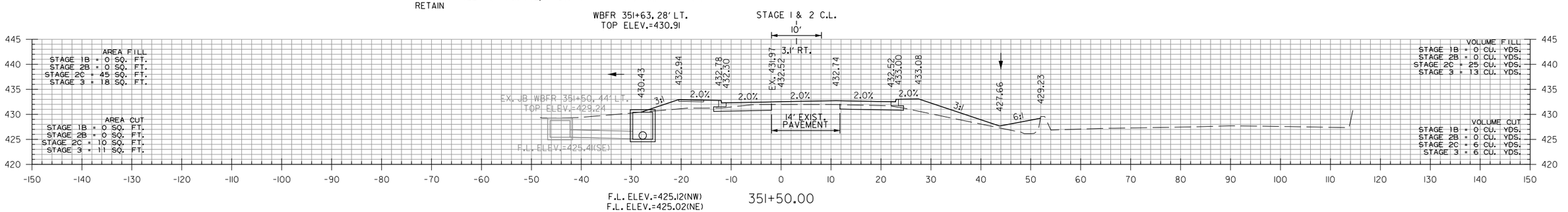
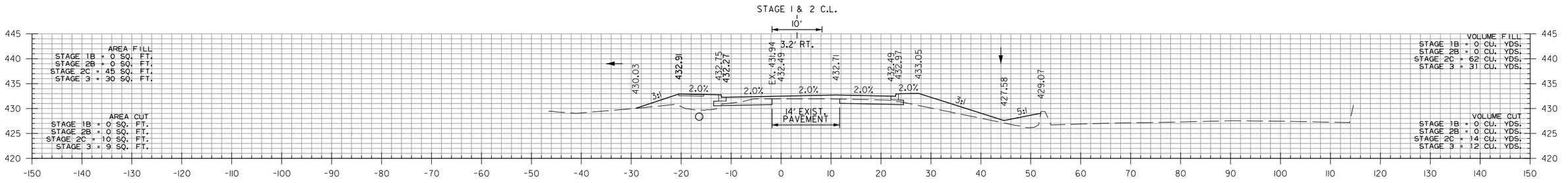
REVISED DATE:

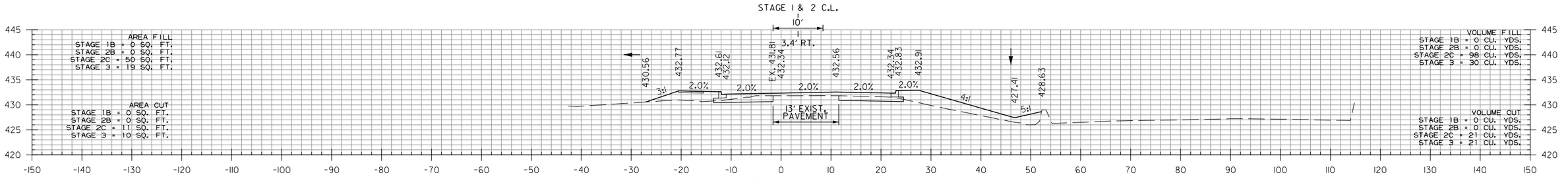
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 213 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 351+50 IN PLACE
DROP INLET 44' LT.
WITH 18"x32' R.C. PIPE CULVERT
TO DROP INLET STA. 351+72, 16' LT.
RETAIN

STA. 351+63 CONSTRUCT
DROP INLET 28' LT. H=5'-11"
ON EXIST. 18" R.C. PIPE CULVERT
WITH 18"x19' PIPE CULVERT
TO DROP INLET STA. 351+87, 31' LT.
TYPE E DROP INLET = 4'x4'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 19 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 19 LIN. FT.




W.B. FRONTAGE RD. (SITE 1)
STA. 351+00 TO STA. 351+50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WORKSPACE: AHTD
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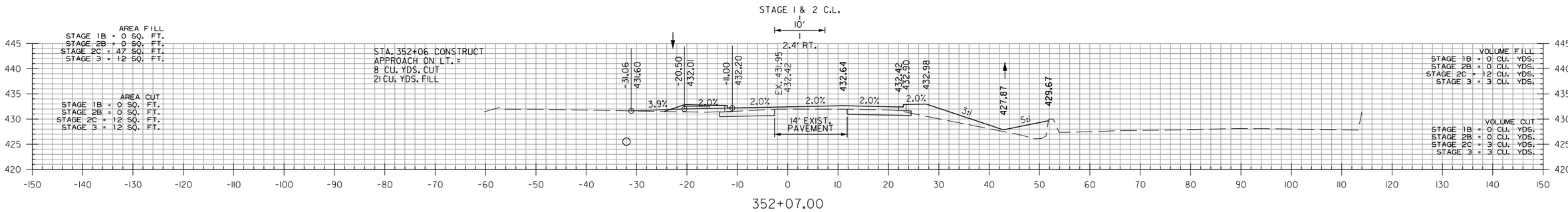
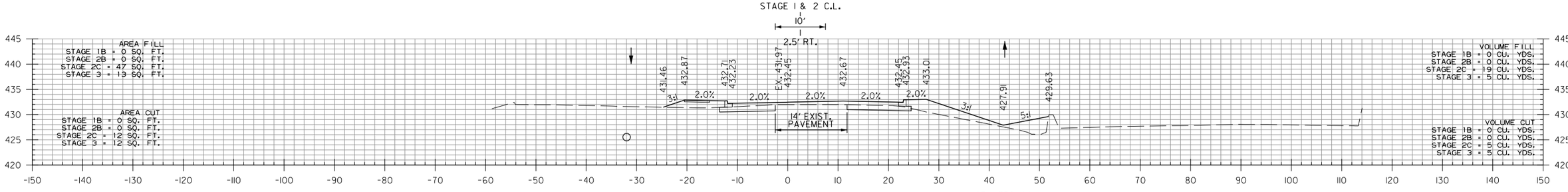
REVISED DATE:

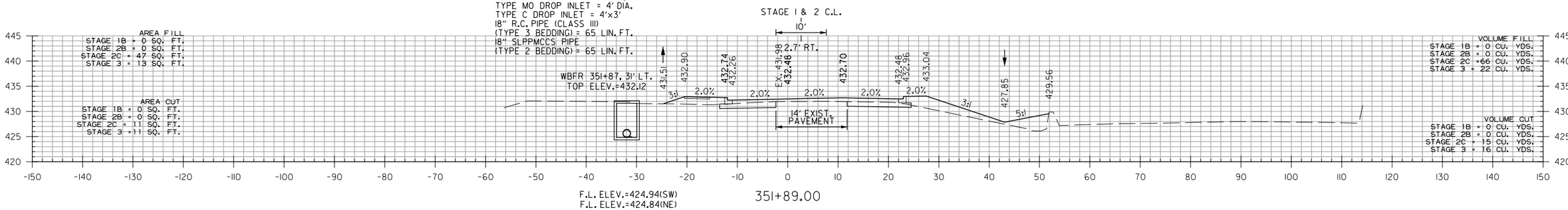
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 214 | 263 |
| | | CROSS SECTIONS | | | | |




STA. 352+00
END SP. DT. RT. 0.50%
BEGIN SP. DT. RT. -0.54%
ELEV. 427.91

STA. 351+87 CONSTRUCT
DROP INLET 31' LT. H=7'-3"
WITH 18"x65' PIPE CULVERT
TO DROP INLET STA. 352+56, 32' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 65 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 65 LIN. FT.




F.L. ELEV.=424.94(SW)
F.L. ELEV.=424.84(NE)

W.B. FRONTAGE RD. (SITE 1)
STA. 351+89 TO STA. 352+07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WORKSPACE: AHTD
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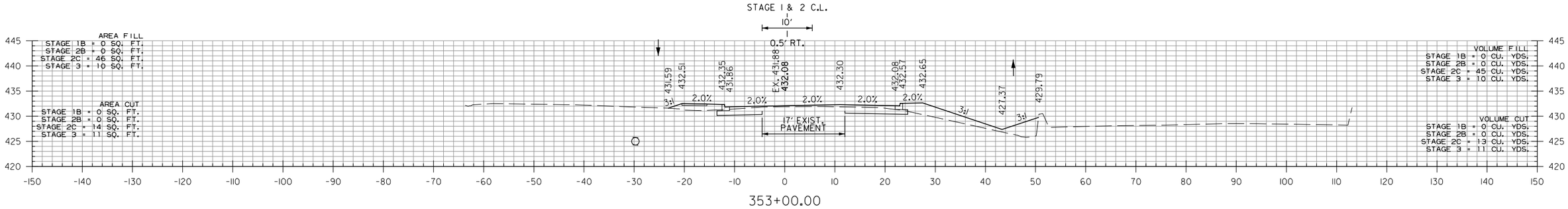
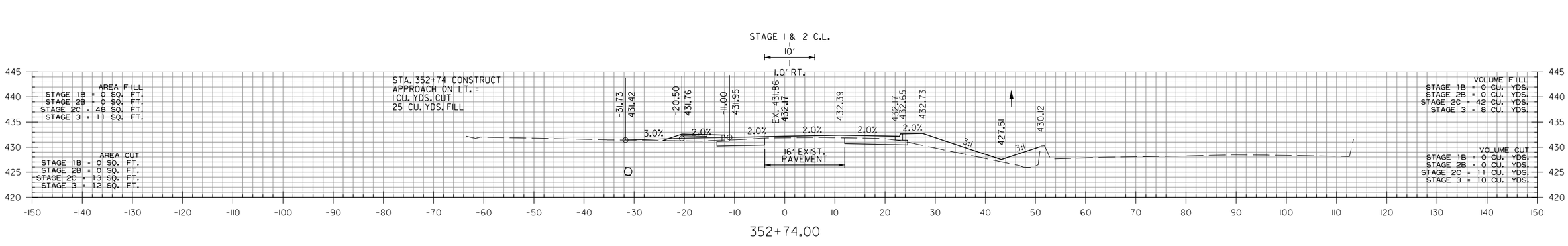
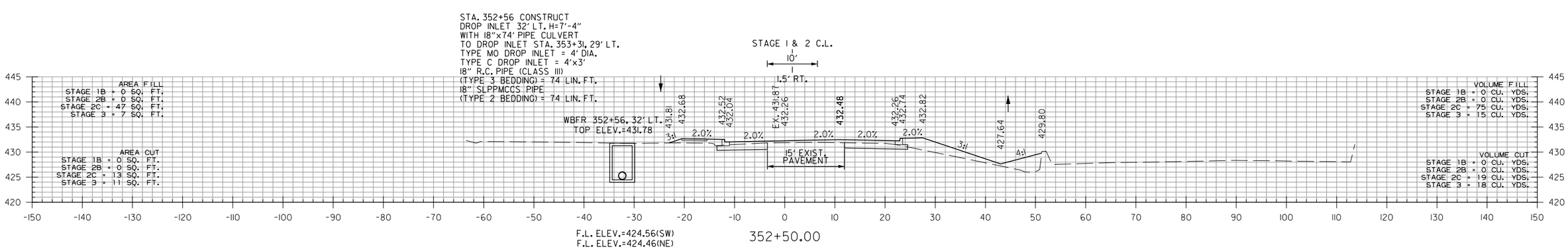
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 215 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 352+50 TO STA. 353+00

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WORKSPACE: AHTD
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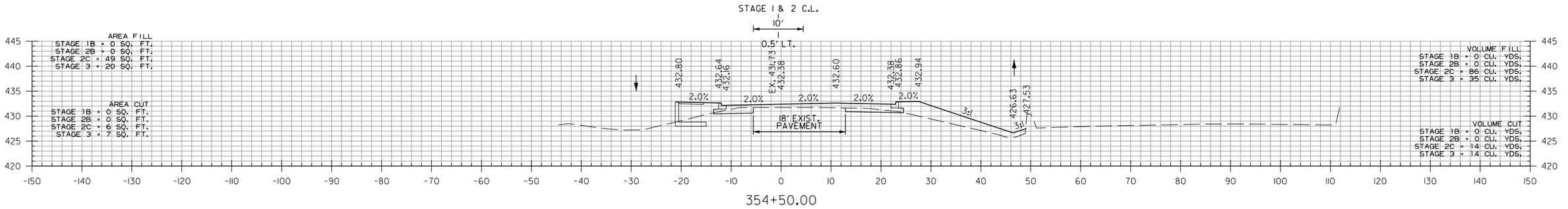
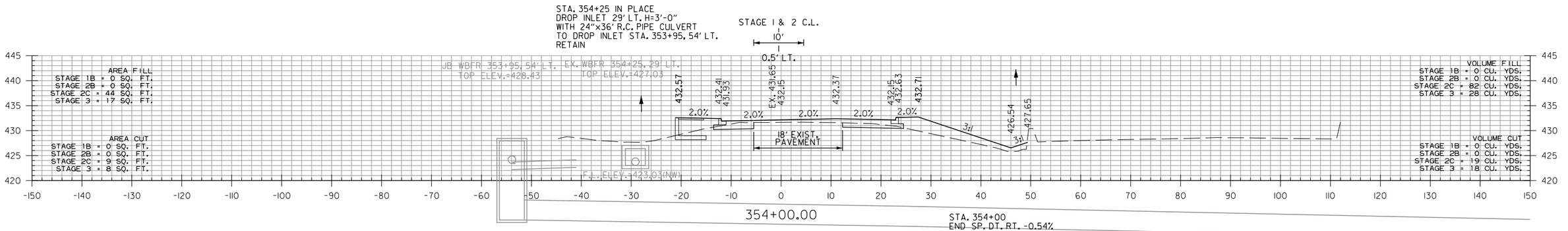
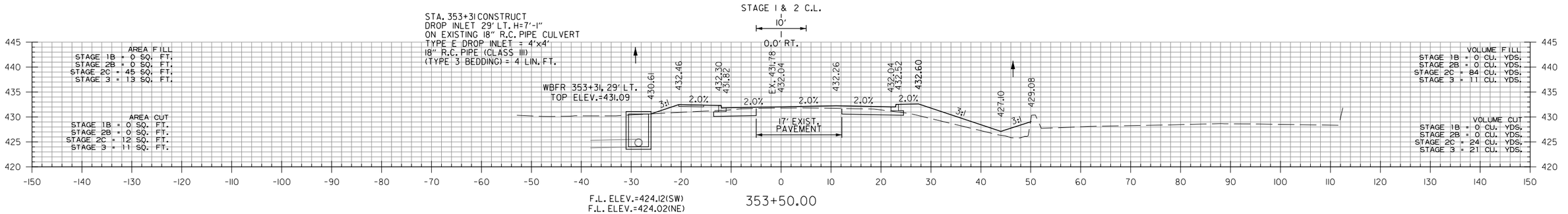
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 216 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 353+50 TO STA. 354+50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WORKSPACE: AHTD
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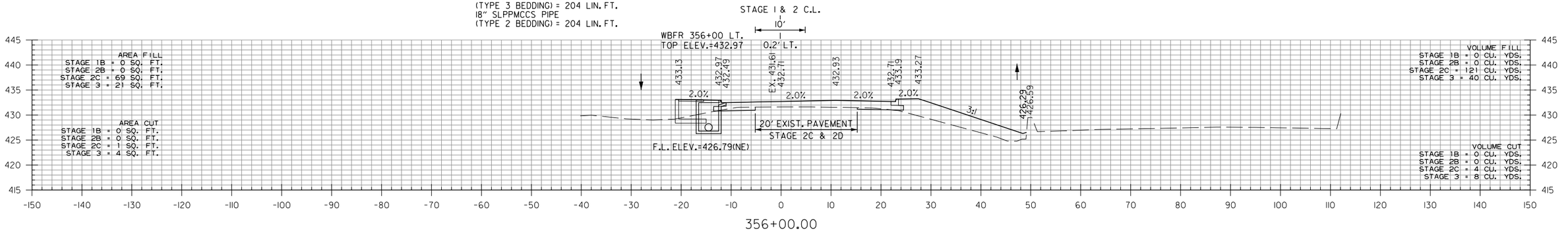
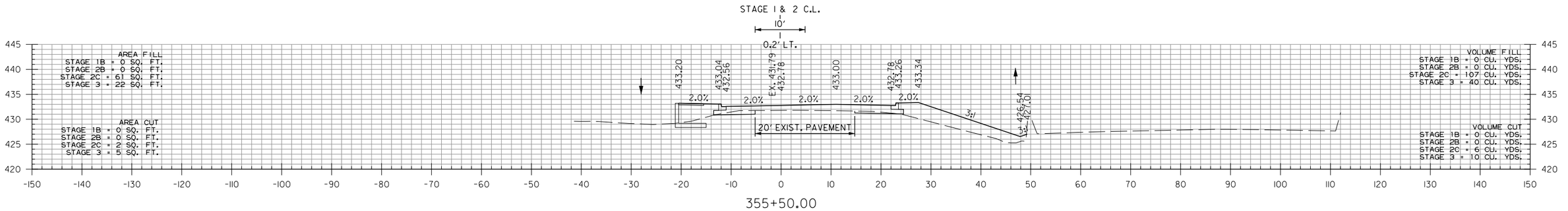
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 217 | 263 |
| | | CROSS SECTIONS | | | | |

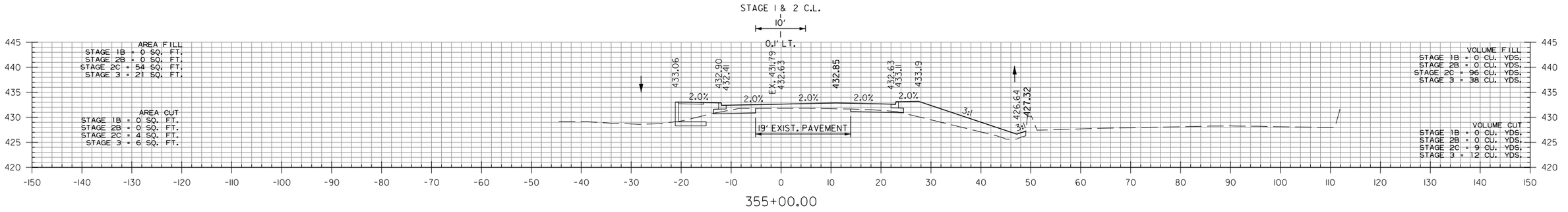
STA. 356+00 CONSTRUCT
DROP INLET ON LT. H=6'-2"
W/ 4' EXT. AND 18"x204' PIPE CULVERT
TO DROP INLET STA. 358+08 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 204 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 204 LIN. FT.




356+00.00




355+50.00




355+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 355+00 TO STA. 356+00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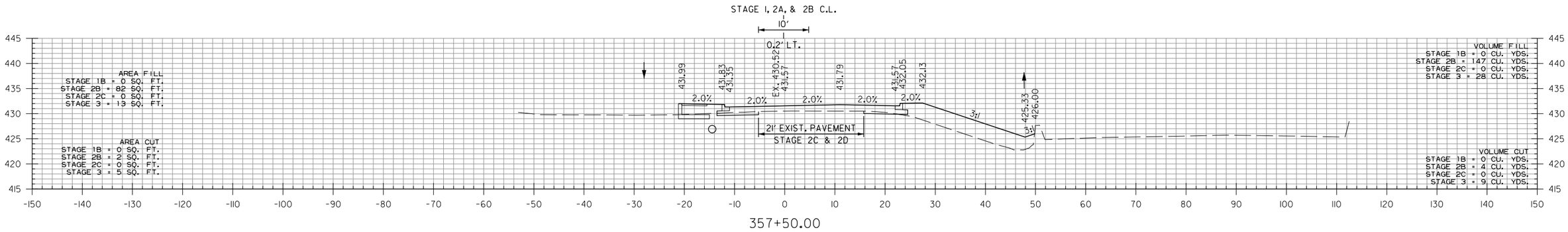
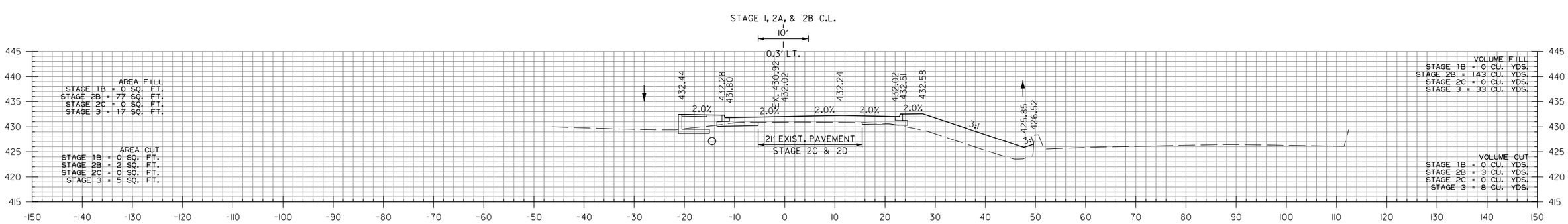
REVISED DATE:

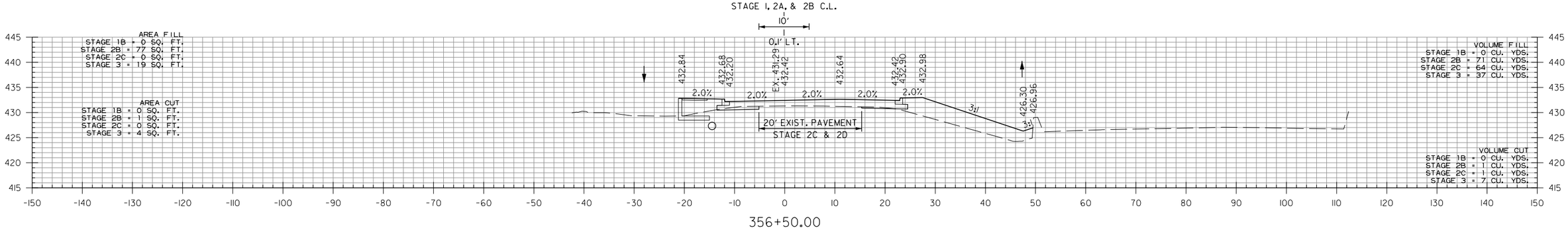
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 218 | 263 |
| | | CROSS SECTIONS | | | | |




357+50.00




357+00.00




356+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 356+50 TO STA. 357+50

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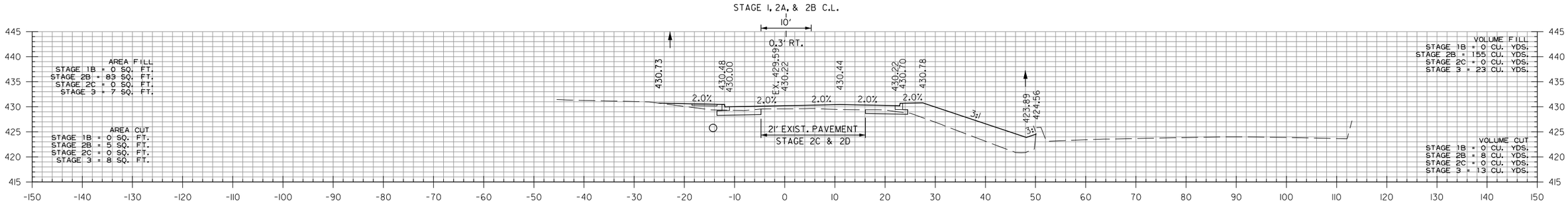
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 219 | 263 |
| | | CROSS SECTIONS | | | | |



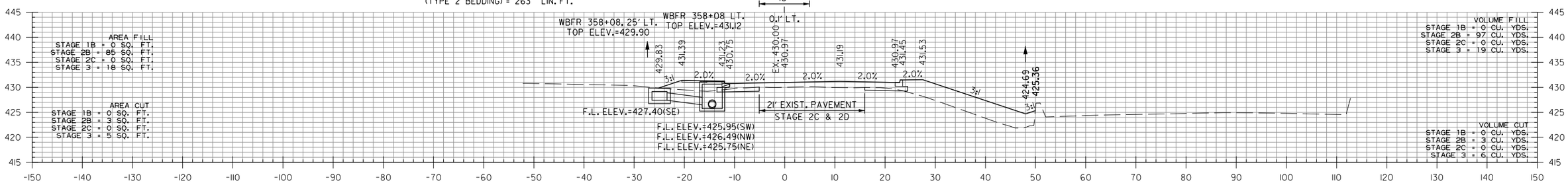

STA. 358+08 CONSTRUCT
DROP INLET 25' LT. H=2'-6"
WITH 18"x7' PIPE CULVERT TO
DROP INLET STA. 358+08 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 7 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 7 LIN. FT.

STA. 358+08 CONSTRUCT
DROP INLET LT. H=5'-4"
W/ 4' EXT. AND 18"x263' PIPE CULVERT
TO DROP INLET STA. 360+75 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 263 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 263 LIN. FT.

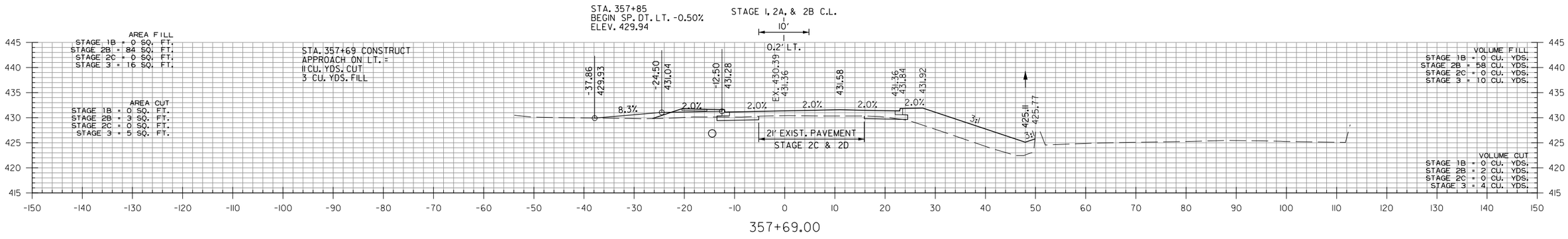
STA. 358+39
END SP. DT. LT. 1.42%
ELEV. 430.13

STA. 358+15
END SP. DT. LT. -0.50%
BEGIN SP. DT. LT. 1.42%
ELEV. 429.79

358+50.00




358+00.00




357+69.00

W.B. FRONTAGE RD. (SITE 1)
STA. 357+69 TO STA. 358+50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WORKSPACE: AHTD
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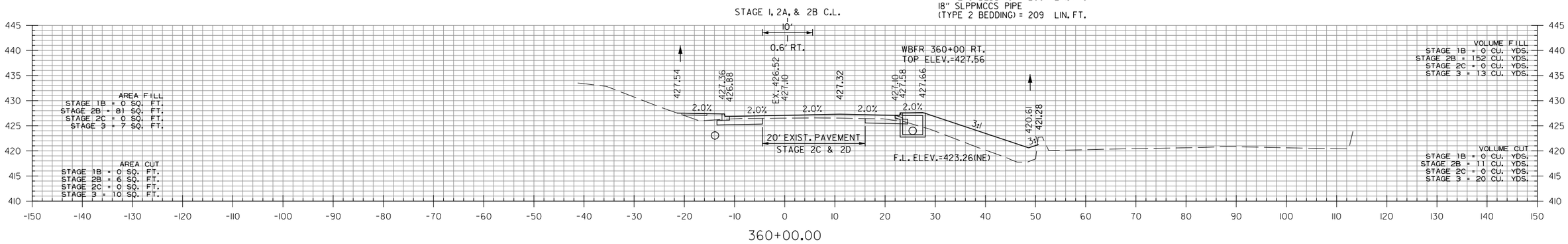
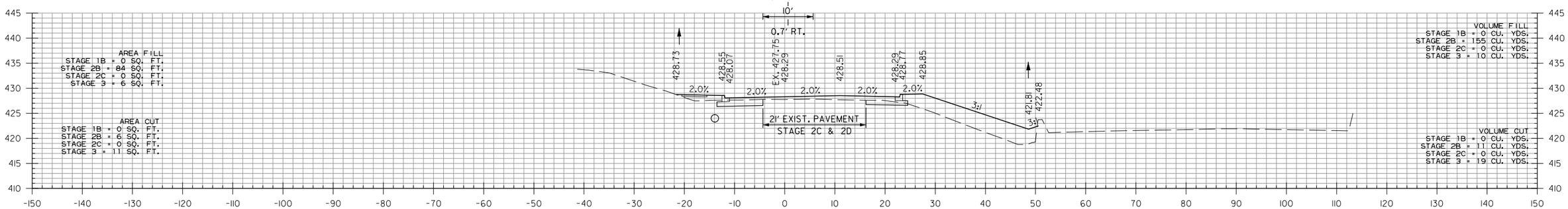
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 220 | 263 |
| | | CROSS SECTIONS | | | | |

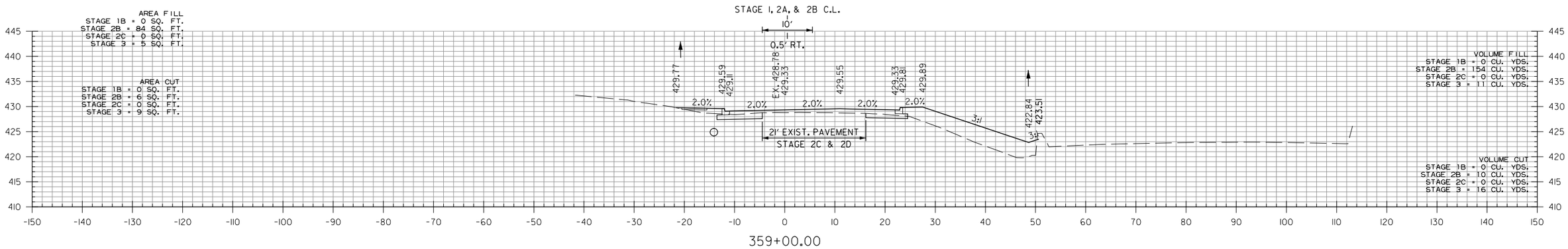
STA. 360+00 CONSTRUCT
DROP INLET RT. H=4'-4"
W/ 4' EXT. AND 18"x209' PIPE CULVERT
TO DROP INLET STA. 362+15 RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 209 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 209 LIN. FT.




360+00.00




359+50.00




359+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 359+00 TO STA. 360+00

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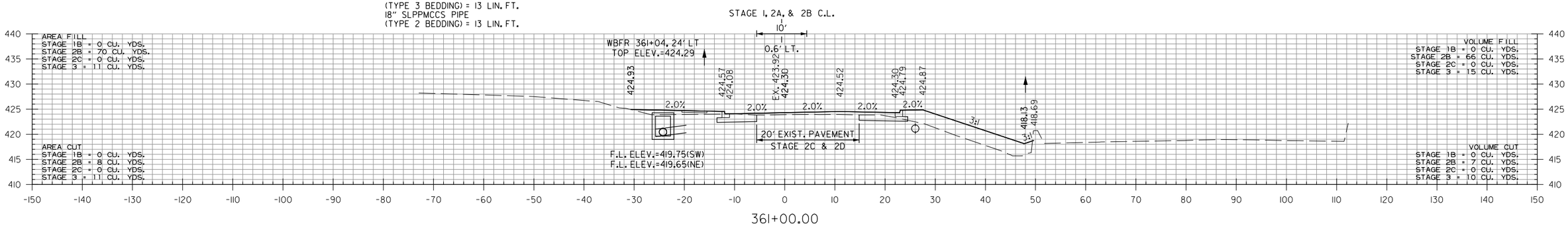
REVISED DATE:

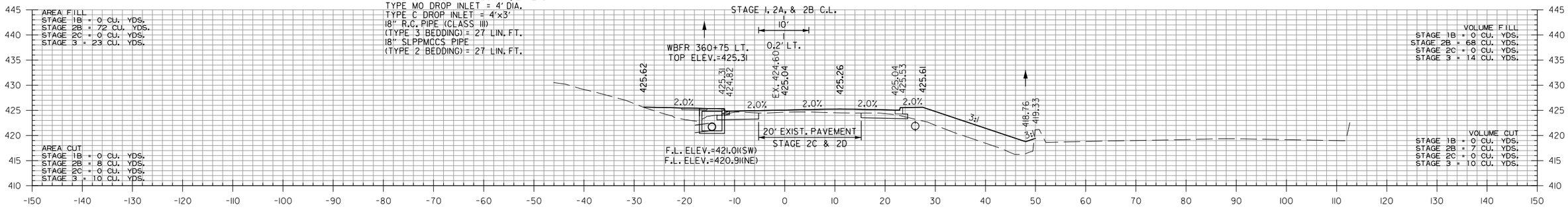
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 221 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 361+04 CONSTRUCT
DROP INLET 24' LT. H=4'-8"
WITH 18"x13' PIPE CULVERT TO
DROP INLET WRIGHT AVE. STA. 49+71 RT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 13 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 13 LIN. FT.

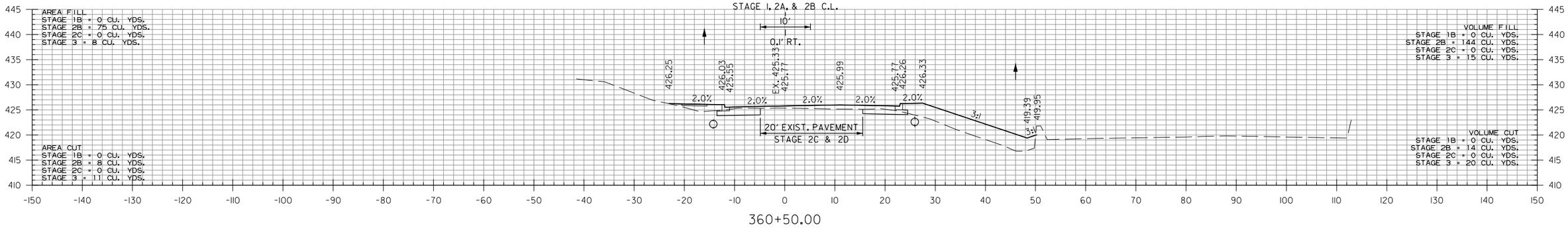



361+00.00

STA. 360+75 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x27' PIPE CULVERT
TO DROP INLET STA. 361+04, 24' LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 27 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 27 LIN. FT.




360+75.00




360+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 360+50 TO STA. 361+00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WORKSPACE: AHTD
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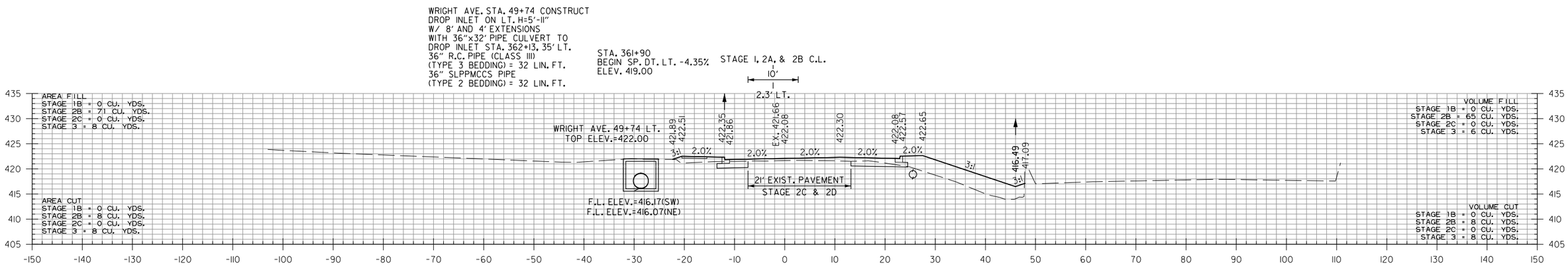
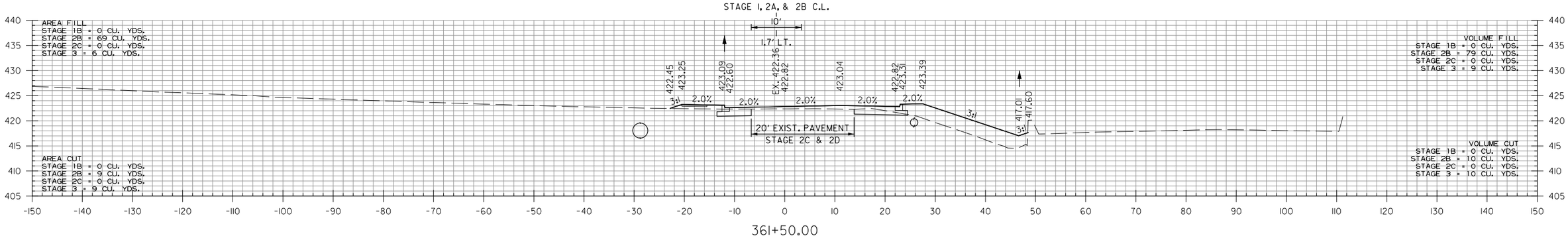
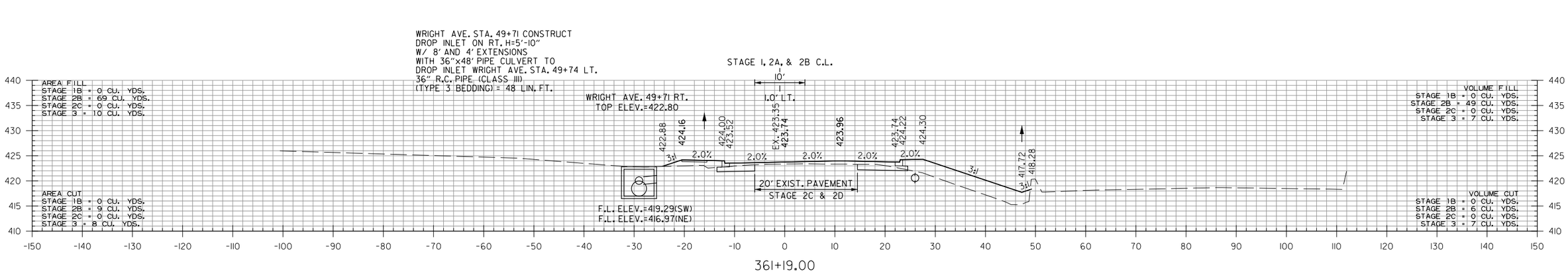
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 222 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 361+19 TO STA. 361+75

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WORKSPACE: AHTD
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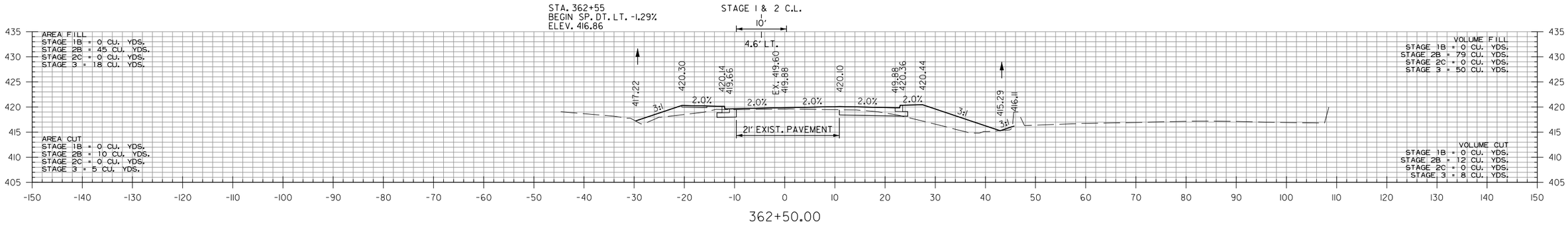
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 223 | 263 |
| | | CROSS SECTIONS | | | | |

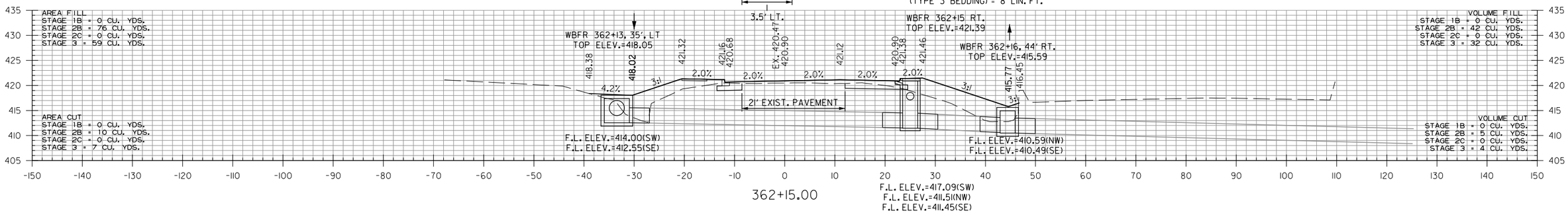


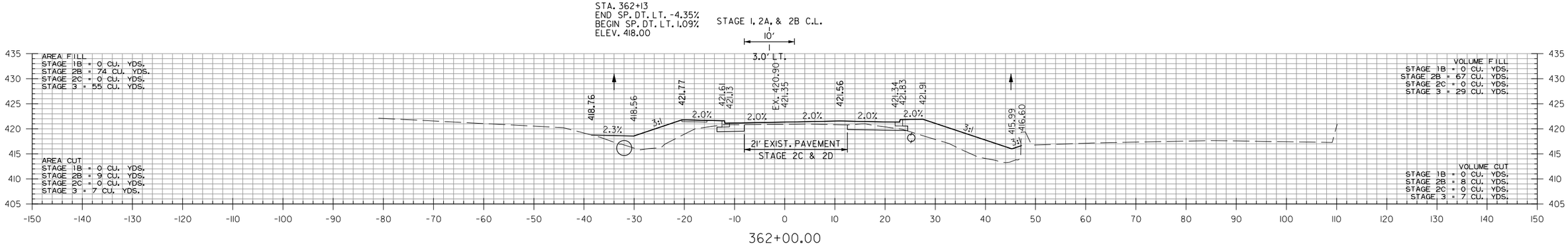

STA. 362+13 CONSTRUCT
DROP INLET 35' LT. H=5'-6"
CONNECT TO EXIST. 36" R.C. PIPE CULVERT
TYPE RM DROP INLET = 5'x5'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.

STA. 362+45
END SP. DT. LT. 1.09%
ELEV. 418.35

STA. 362+15 CONSTRUCT
DROP INLET RT. H=9'-11"
W/4' EXT.
ON EXIST. 36' R.C. PIPE CULVERT
TYPE C DROP INLET = 6'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.

STA. 362+16 CONSTRUCT
DROP INLET 44' RT. H=5'-1"
ON EXIST. 36' R.C. PIPE CULVERT
TYPE RM DROP INLET = 5'x3'
36" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 8 LIN. FT.




W.B. FRONTAGE RD. (SITE 1)
STA. 362+00 TO STA. 362+50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WORKSPACE: AHTD
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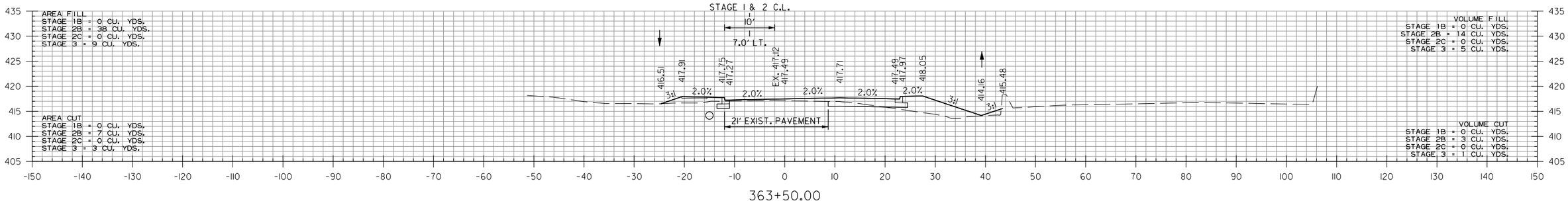
REVISED DATE:

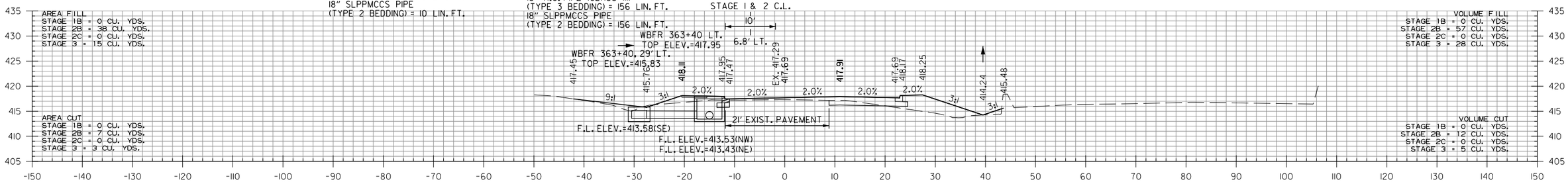
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 224 | 263 |
| | | CROSS SECTIONS | | | | |




363+50.00

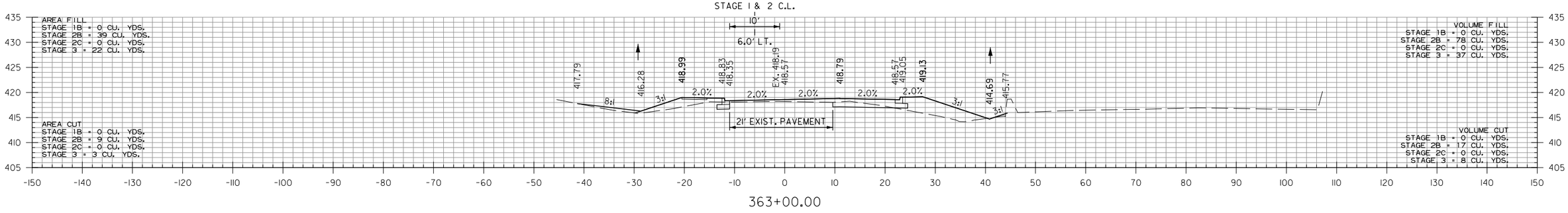
STA. 363+40 CONSTRUCT
DROP INLET 29' LT. H=2'-3"
WITH 18"x10' PIPE CULVERT TO
DROP INLET STA. 363+40 LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 10 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 10 LIN. FT.

STA. 363+40 CONSTRUCT
DROP INLET ON LT. H=4'-6"
W/ 8' EXT. AND 18"x156' PIPE CULVERT
TO DROP INLET STA. 365+00 LT.
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 156 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 156 LIN. FT.




363+40.00

STA. 363+40
END SP. DT. LT. -1.29%
ELEV. 415.76




363+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 363+00 TO STA. 363+50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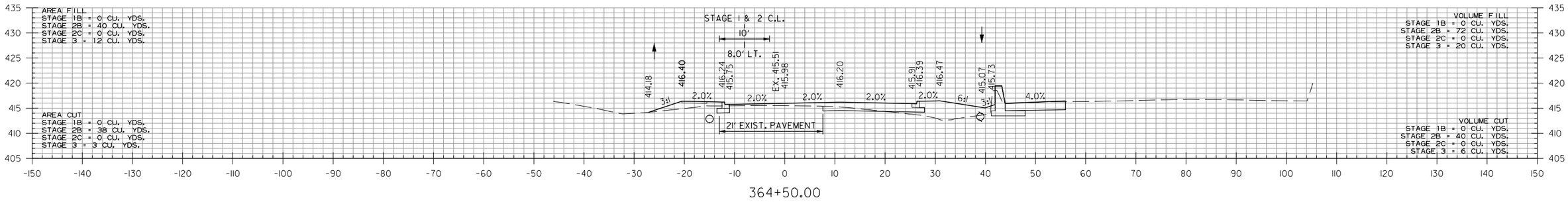
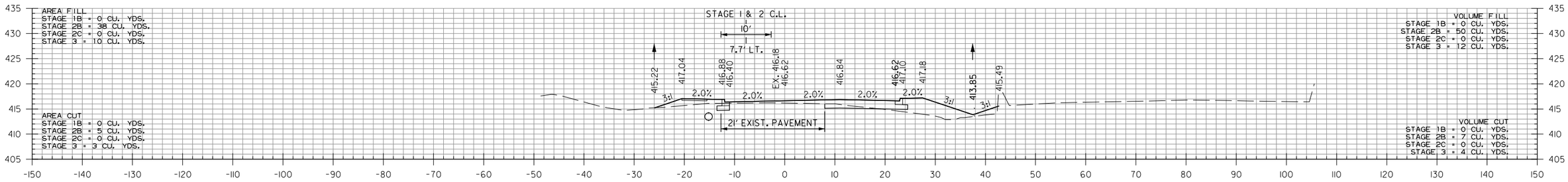
REVISED DATE:

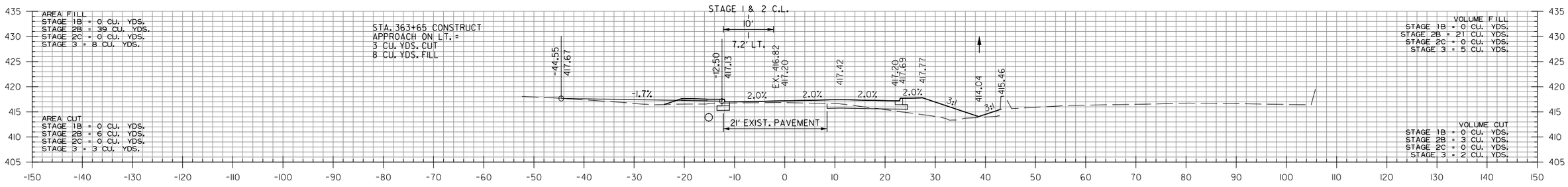
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 225 | 263 |
| | | CROSS SECTIONS | | | | |




364+50.00




364+00.00




363+65.00

W.B. FRONTAGE RD. (SITE 1)
STA. 363+65 TO STA. 364+50

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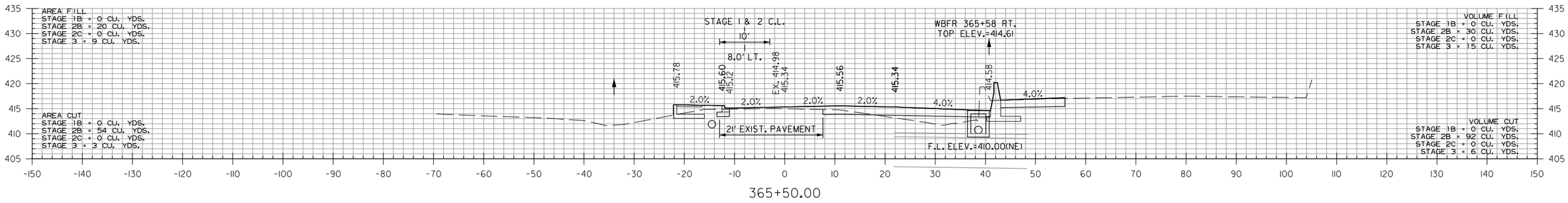
REVISED DATE:

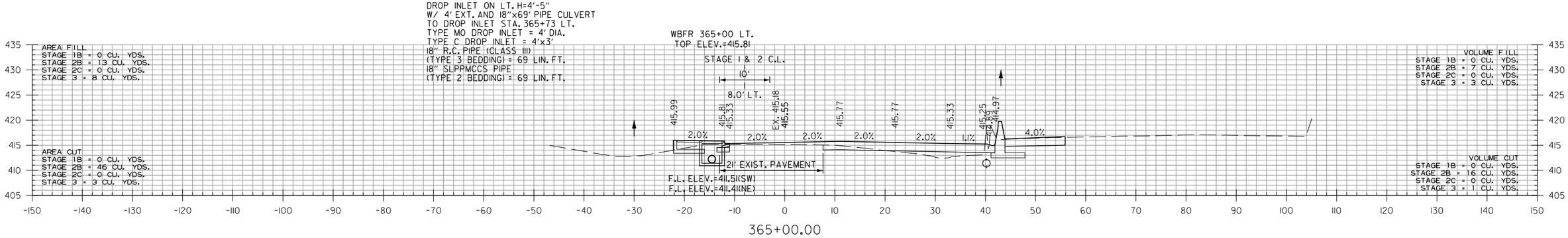
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 226 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 365+58 CONSTRUCT
DROP INLET ON RT. H=4'-7"
WITH DROP DOWN TO CROSS DRAIN
TYPE ST DROP INLET = 3'x3'




365+50.00

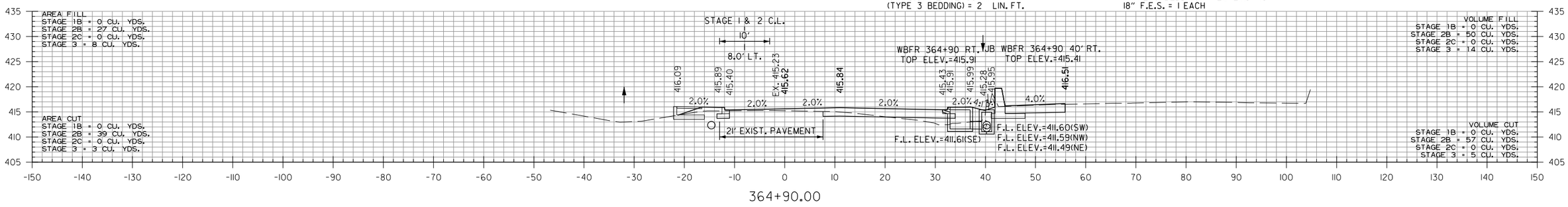
STA. 365+00 CONSTRUCT
DROP INLET ON LT. H=4'-5"
W/ 4' EXT. AND 18"x69' PIPE CULVERT
TO DROP INLET STA. 365+73 LT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 69 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 69 LIN. FT.




365+00.00

STA. 364+90 CONSTRUCT
DROP INLET RT. H=4'-4"
W/ 4' EXT. AND 18"x2' PIPE CULVERT
TO JUNCTION BOX STA. 364+90, 40' RT.
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 2 LIN. FT.

STA. 364+90 CONSTRUCT
JUNCTION BOX 40' RT.
WITH 18"x85' PIPE CULVERT FROM F.E.S. LT.
AND 18"x41' PIPE CULVERT TO
CROSS DRAIN STA. 365+85,
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 126 LIN. FT.
18" F.E.S. = 1 EACH




364+90.00

W.B. FRONTAGE RD. (SITE 1)
STA. 364+90 TO STA. 365+50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WORKSPACE: AHTD
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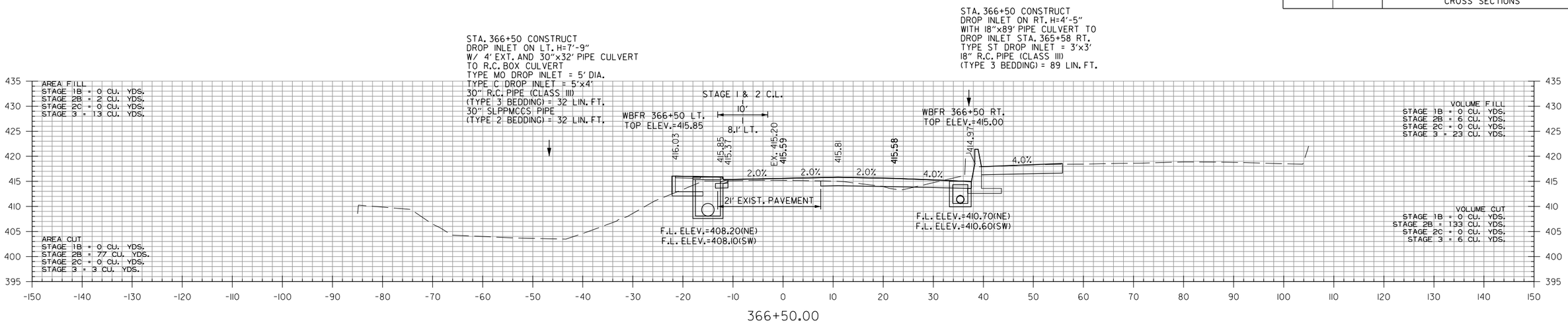
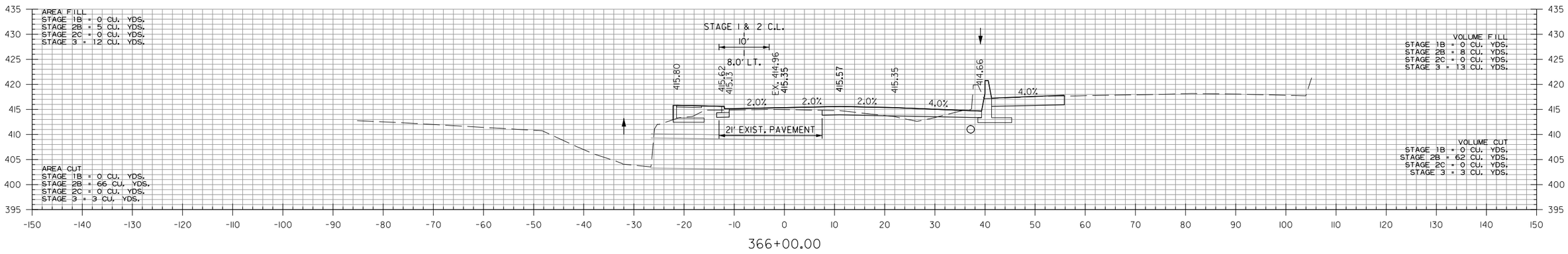
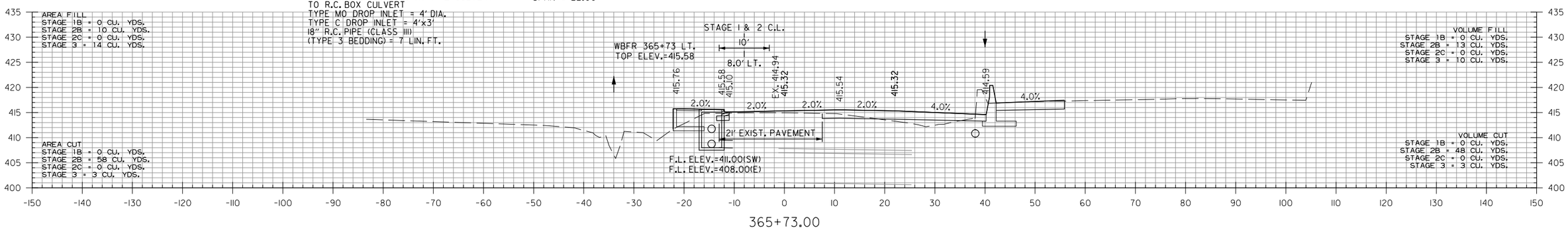
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 227 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 365+73 TO STA. 366+50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WORKSPACE: AHTD
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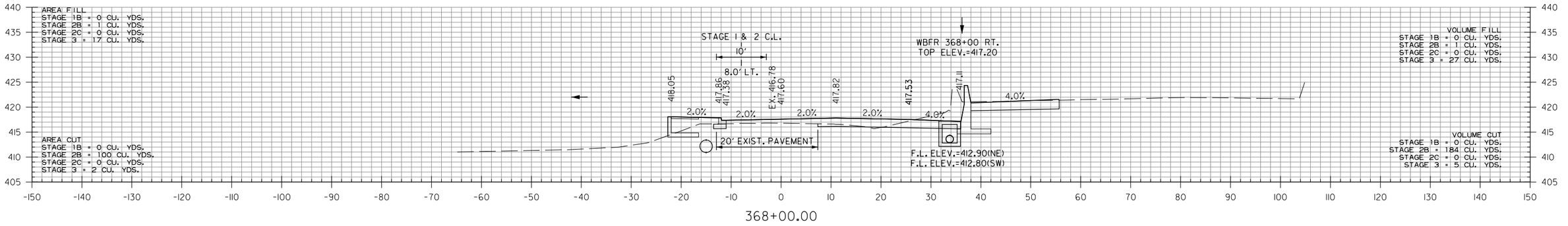
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 228 | 263 |
| | | CROSS SECTIONS | | | | |

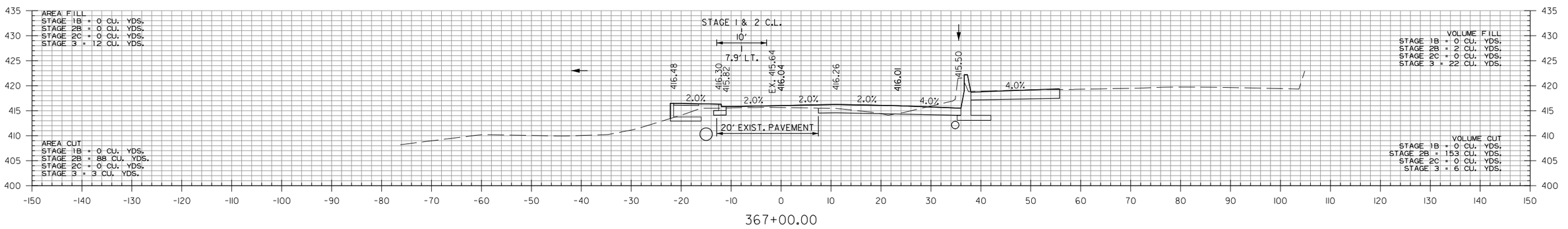
STA. 368+00 CONSTRUCT
DROP INLET ON RT. H=4'-5"
WITH 18"x147' PIPE CULVERT TO
DROP INLET STA. 366+50 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 147 LIN. FT.




368+00.00




367+50.00




367+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 367+00 TO STA. 368+00

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WORKSPACE: AHTD
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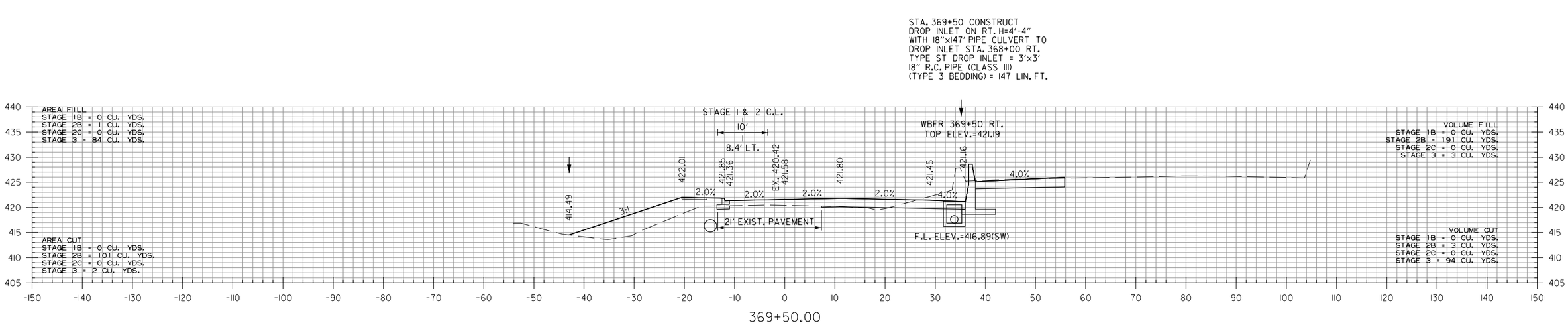
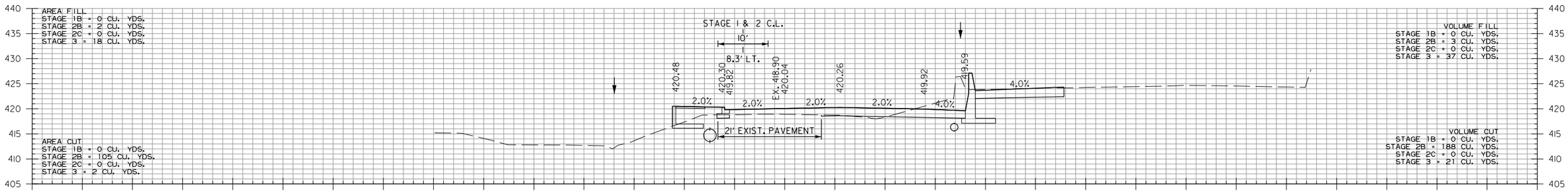
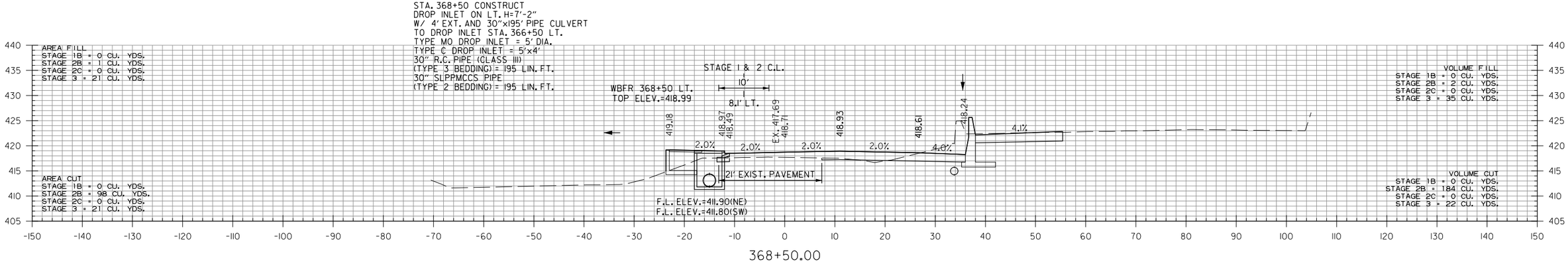
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 229 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 368+50 TO STA. 369+50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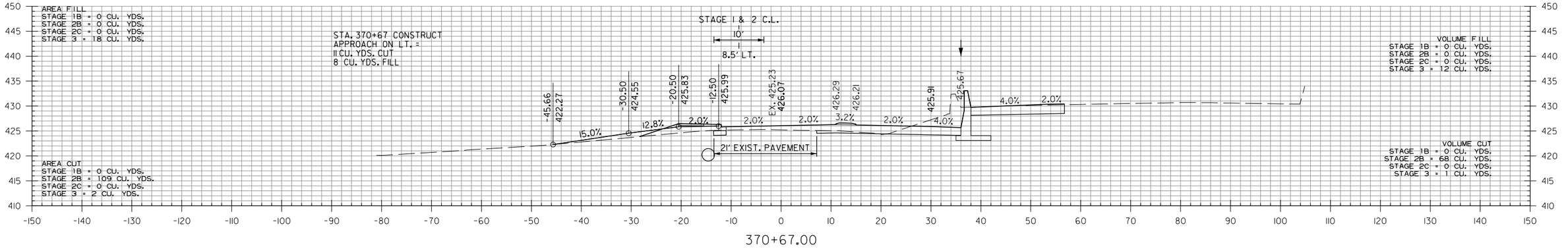
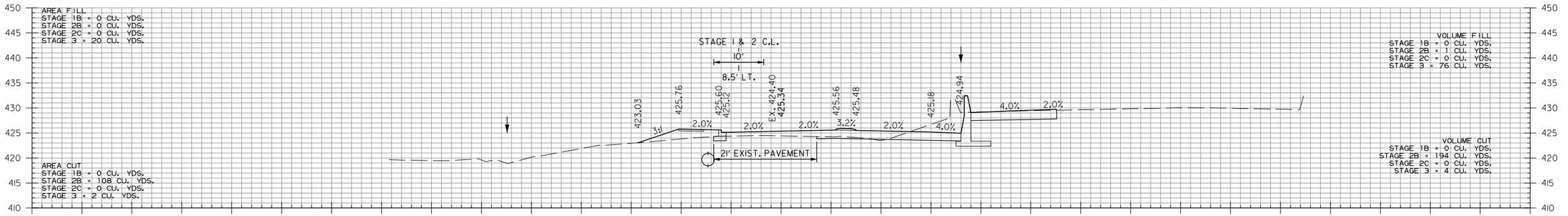
REVISED DATE:

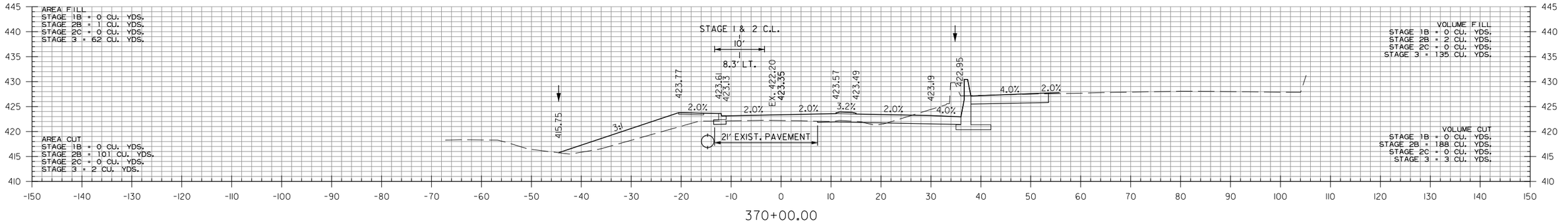
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 230 | 263 |
| | | CROSS SECTIONS | | | | |




370+67.00




370+50.00




370+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 370+00 TO STA. 370+67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WORKSPACE: AHTD
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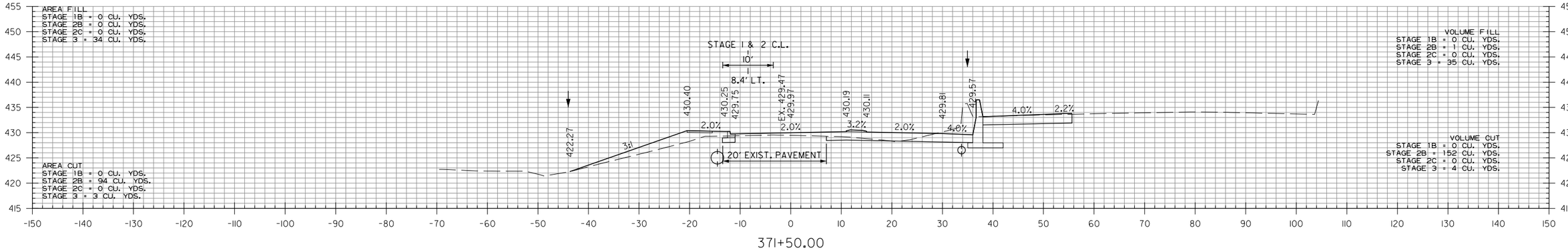
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 231 | 263 |
| | | CROSS SECTIONS | | | | |

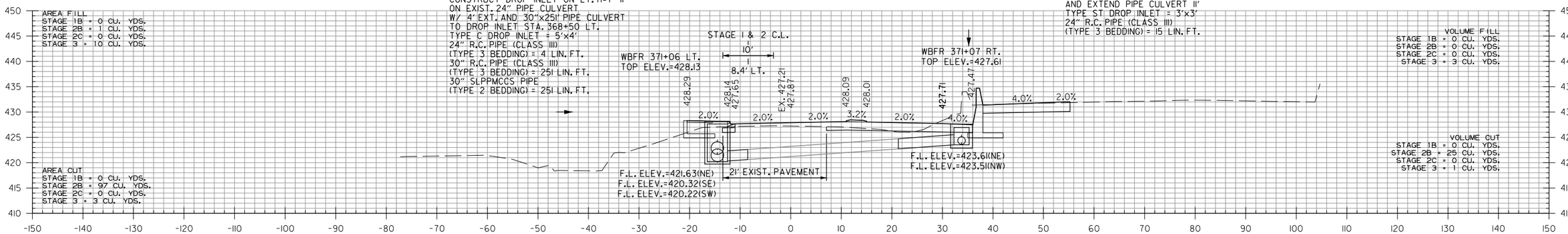


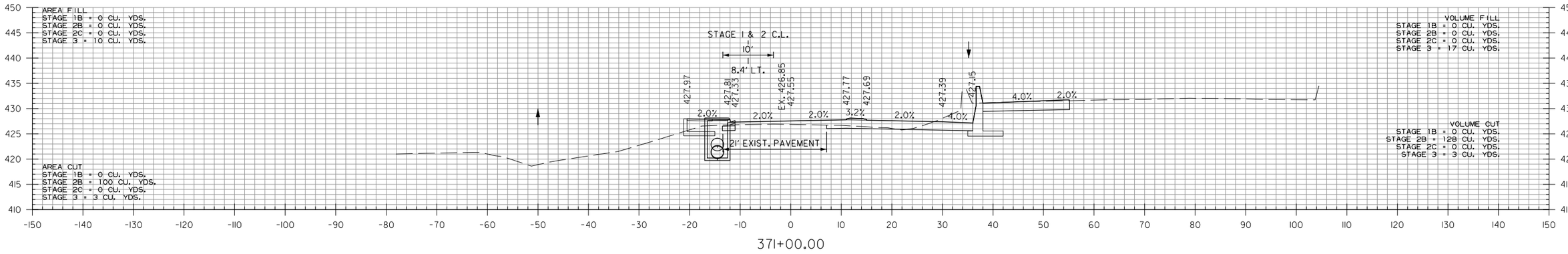

STA. 371+06 IN PLACE
24"x57' R.C. PIPE CULVERT
WITH HDWL LT.
REMOVE HDWL LT. AND 23' PIPE CULVERT LT.
CONSTRUCT DROP INLET ON LT. H=7'-11"
ON EXIST. 24" PIPE CULVERT
W/ 4' EXT. AND 30"x25'1" PIPE CULVERT
TO DROP INLET STA. 368+50 LT.
TYPE C DROP INLET = 5'x4'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 4 LIN. FT.
30" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 25' LIN. FT.
30" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 25' LIN. FT.

WBFR 371+06 LT.
TOP ELEV.=428.13

STA. 371+07 IN PLACE
DROP INLET 22' RT.
WITH 24"x57' R.C. PIPE CULVERT
TO HEADWALL LT.
REMOVE DROP INLET RT.
CONSTRUCT DROP INLET ON RT. H = 4'-1"
AND EXTEND PIPE CULVERT 11'
TYPE ST DROP INLET = 3'x3'
24" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 15 LIN. FT.

WBFR 371+07 RT.
TOP ELEV.=427.61




W.B. FRONTAGE RD. (SITE 1)
STA. 371+00 TO STA. 371+50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WORKSPACE: AHTD
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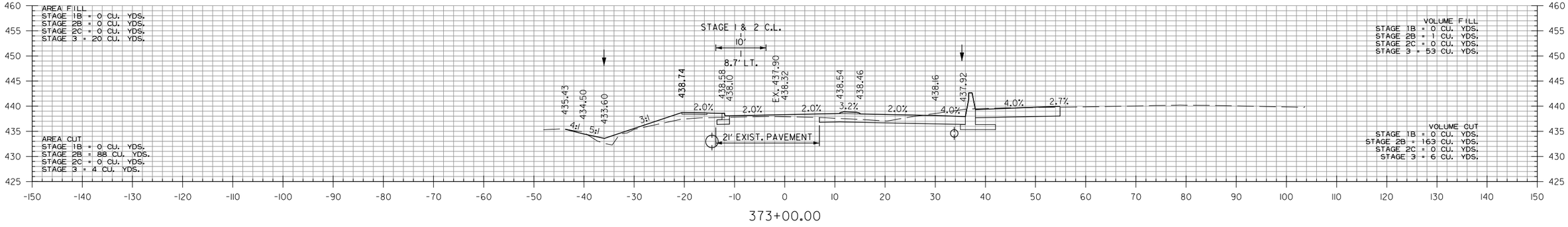
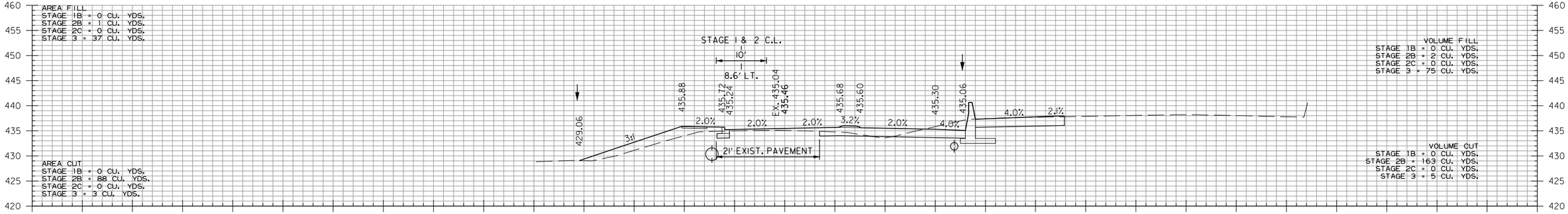
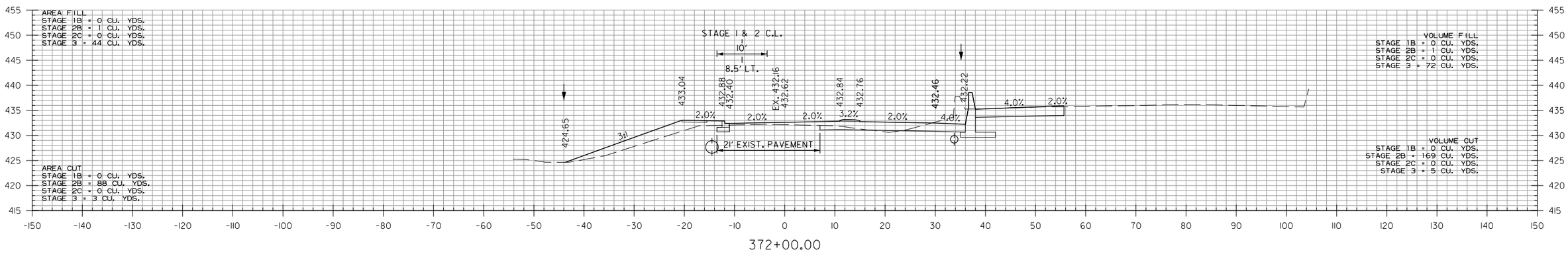
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 232 | 263 |
| | | CROSS SECTIONS | | | | |




STA. 372+70
BEGIN SP. DT. LT. 8.75%
ELEV. 430.97




W.B. FRONTAGE RD. (SITE 1)
STA. 372+00 TO STA. 373+00

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WORKSPACE: AHTD
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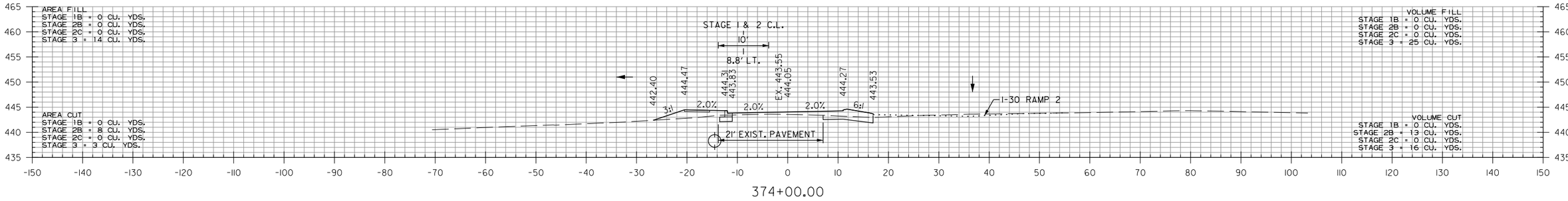
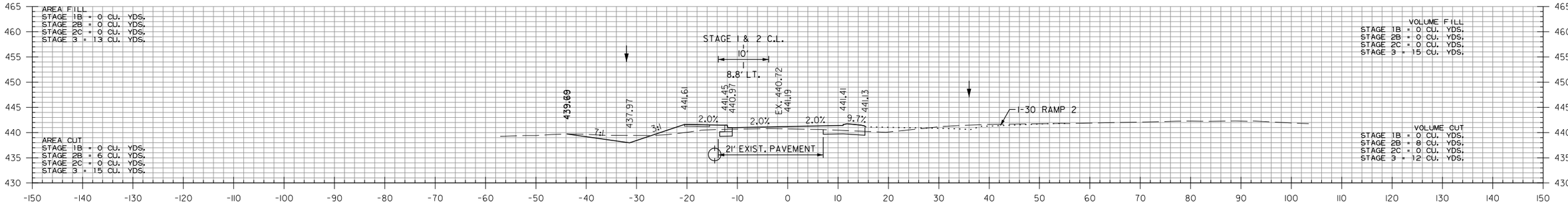
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 233 | 263 |
| | | CROSS SECTIONS | | | | |



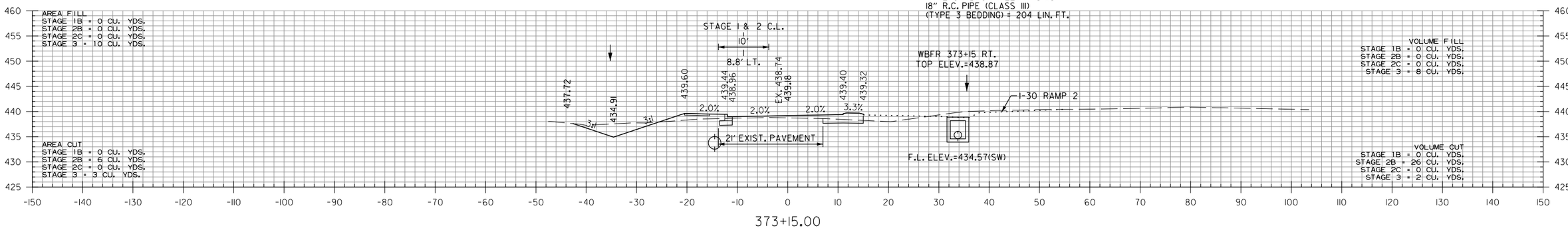

374+00.00

STA. 373+80
END SP. DT. LT. 8.75%
ELEV. 440.60




373+50.00

STA. 373+15 CONSTRUCT
DROP INLET ON RT. H=4'-4"
WITH 18"x204' PIPE CULVERT TO
DROP INLET STA. 371+07 RT.
TYPE ST DROP INLET = 3'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 204 LIN. FT.

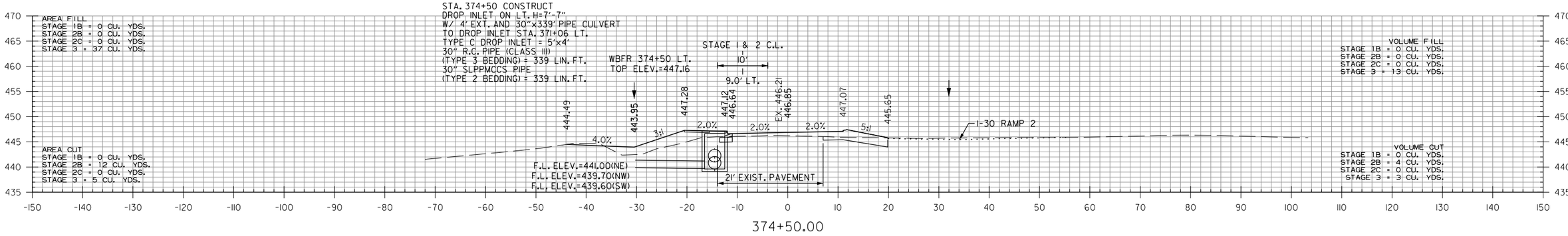


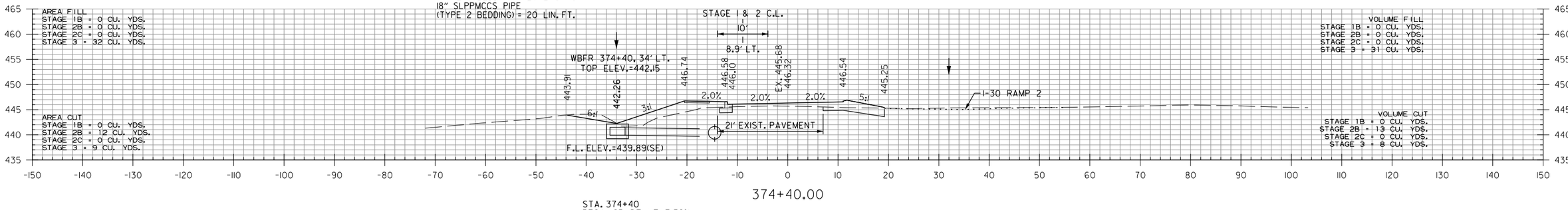

373+15.00

W.B. FRONTAGE RD. (SITE 1)
STA. 373+15 TO STA. 374+00

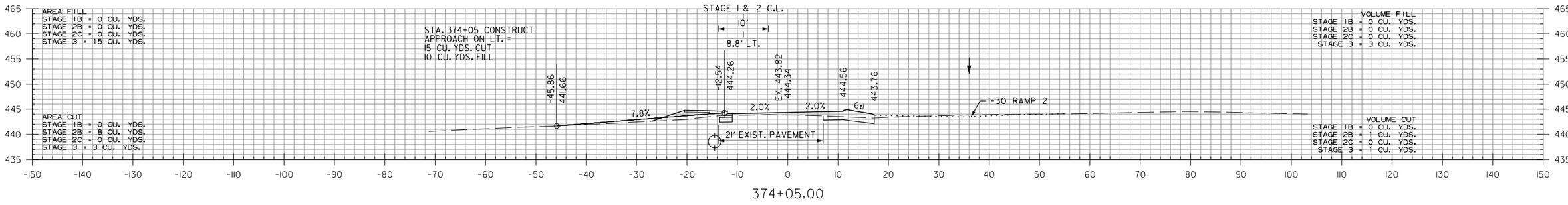
oewterclok 11/15/2024 12:38:10 PM
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B.FRONTAGE RD._SITE 1_04.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 234 | 263 |
| | | CROSS SECTIONS | | | | |



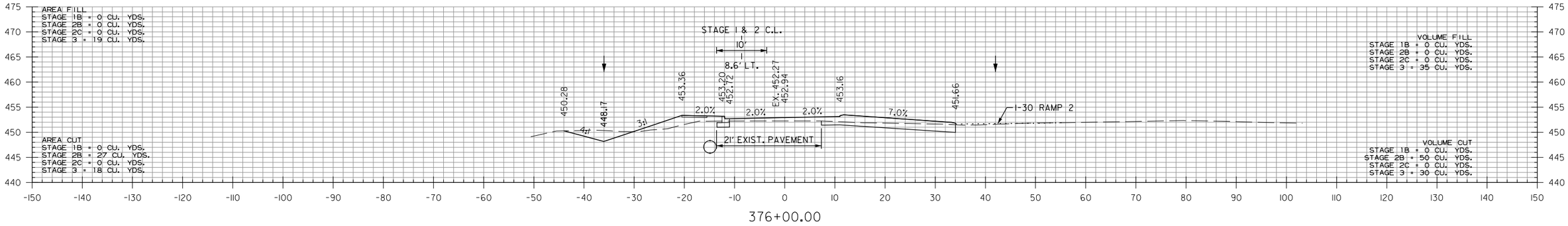

STA. 374+40
BEGIN SP. DT. LT. 3.52%
ELEV. 443.60




W.B. FRONTAGE RD. (SITE 1)
STA. 374+05 TO STA. 374+50

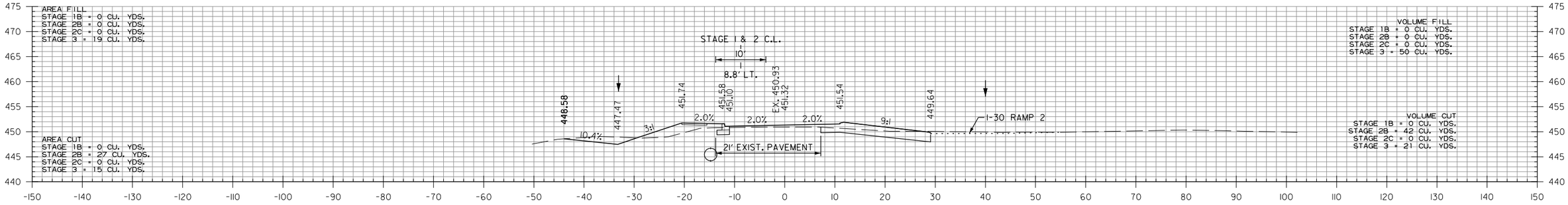
oewierciak 11/15/2024 12:38:10 PM
WORKSPACE: AHTD
L:\2021\210108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B. FRONTAGE RD._SITE 1_04.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 235 | 263 |
| | | CROSS SECTIONS | | | | |



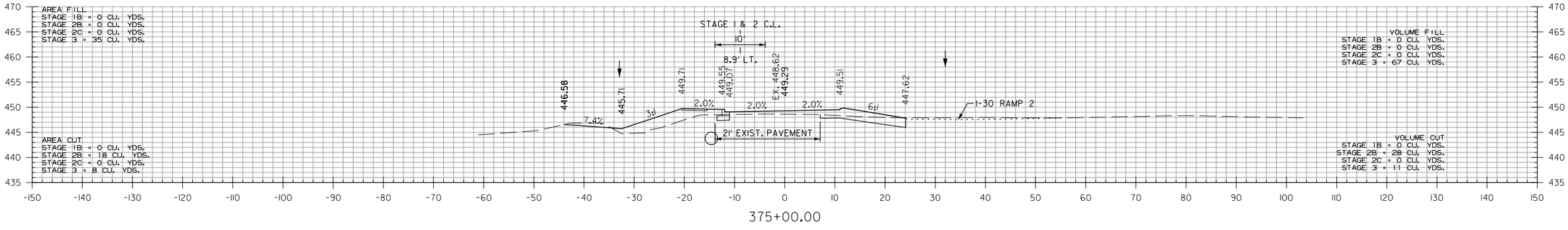

376+00.00

STA. 375+65
END SP. DT. LT. 3.52%
BEGIN SP. DT. LT. 0.48%
ELEV. 448.00




375+50.00

STA. 374+06 IN PLACE
30"x48' CM PIPE CULVERT
LT. SIDE DRAIN
REMOVE




375+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 375+00 TO STA. 376+00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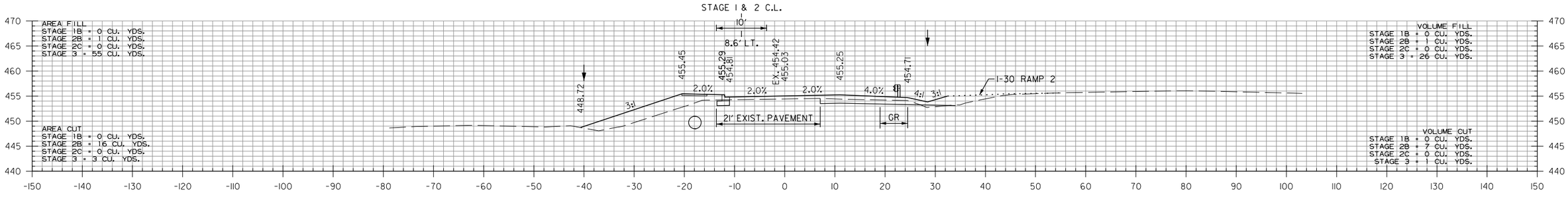
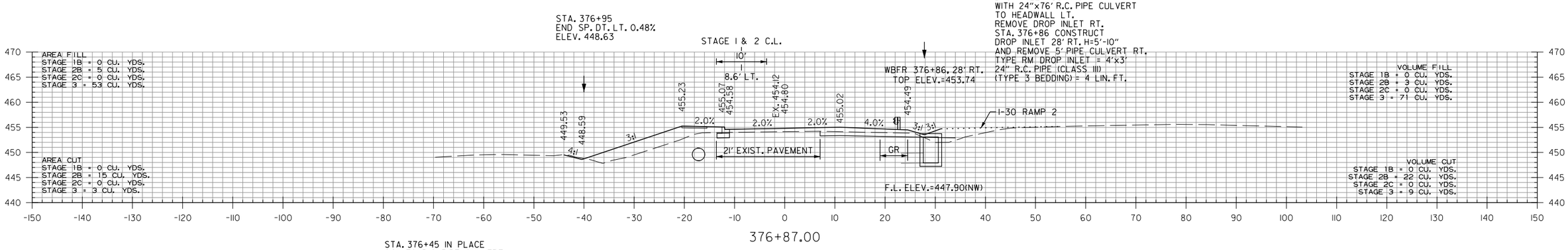
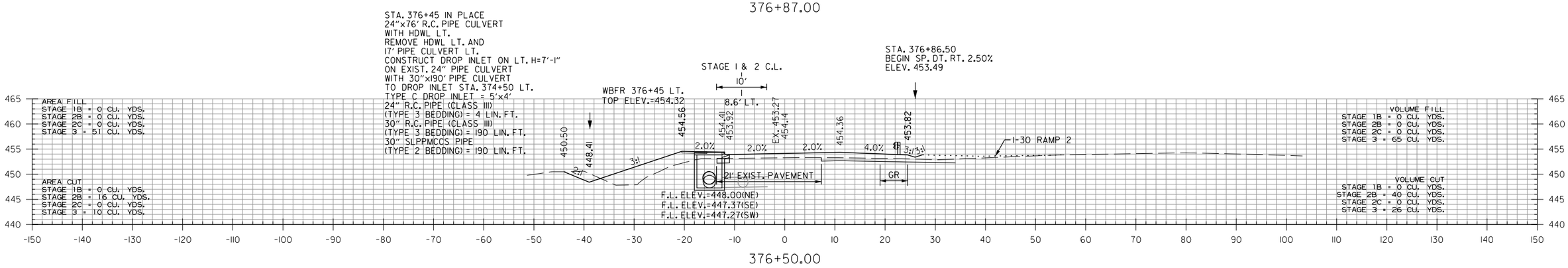
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B. FRONTAGE RD._SITE 1_04.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 236 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 376+50 TO STA. 377+00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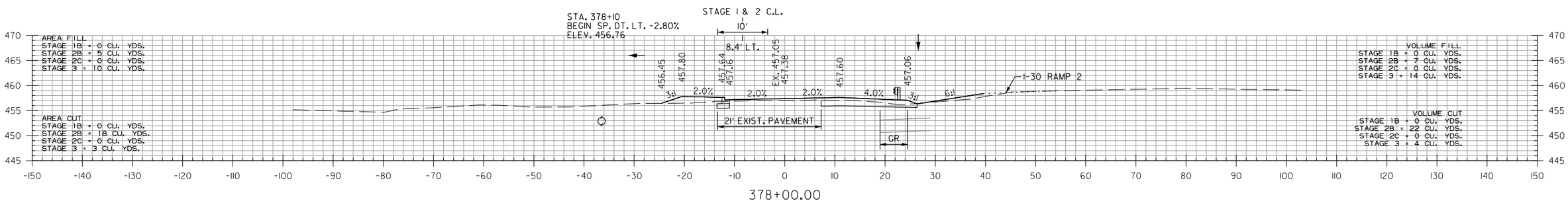
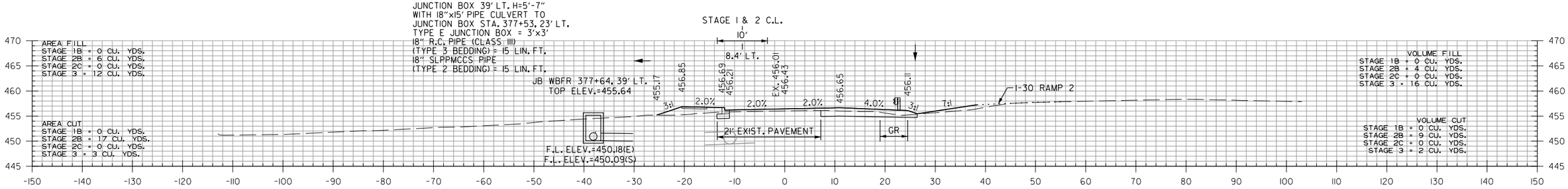
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B. FRONTAGE RD._SITE 1.04.dgn
REVISED DATE:

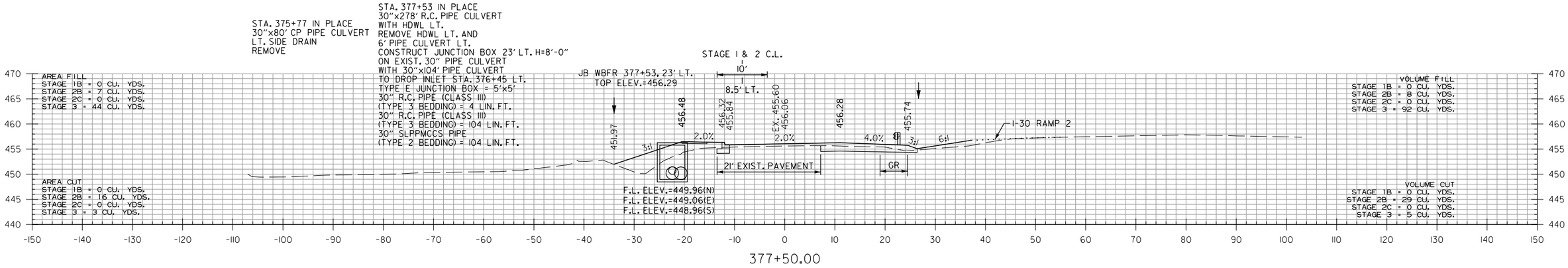
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 237 | 263 |
| | | CROSS SECTIONS | | | | |




378+00.00




377+65.00




377+50.00

W.B. FRONTAGE RD. (SITE 1)
STA. 377+50 TO STA. 378+00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WORKSPACE: AHTD
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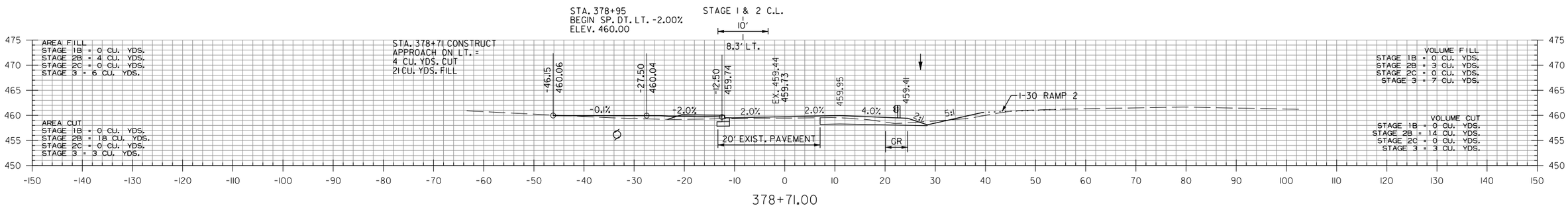
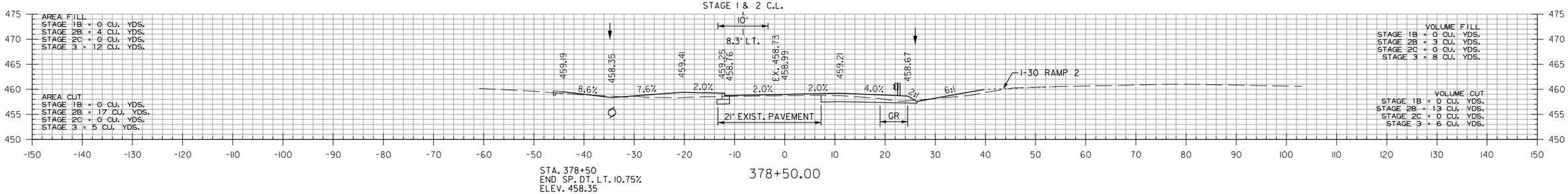
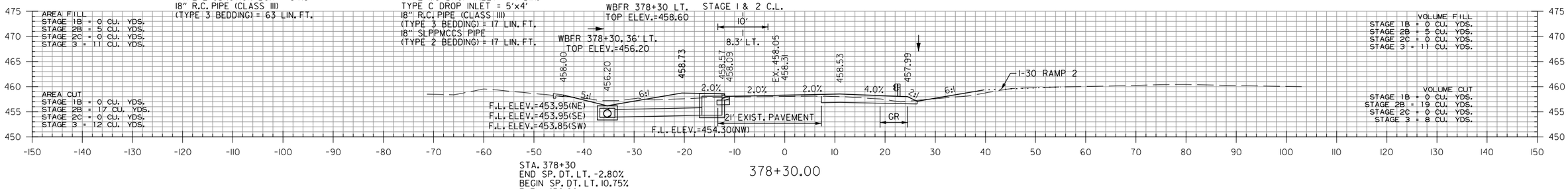
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 238 | 263 |
| | | CROSS SECTIONS | | | | |




W.B. FRONTAGE RD. (SITE 1)
STA. 378+30 TO STA. 378+71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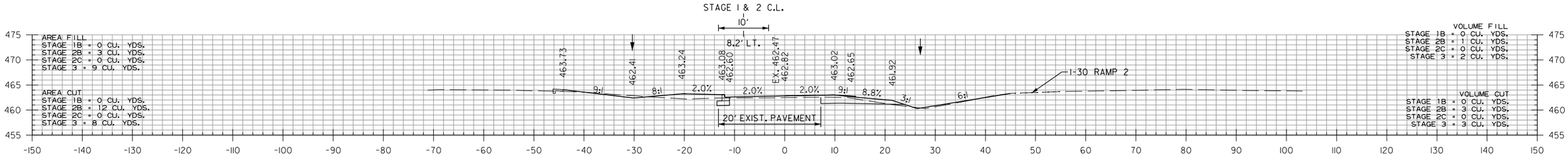
WORKSPACE: AHTD
L:\2021\210108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_CX_W.B. FRONTAGE RD._SITE 1_04.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 239 | 263 |
| | | CROSS SECTIONS | | | | |

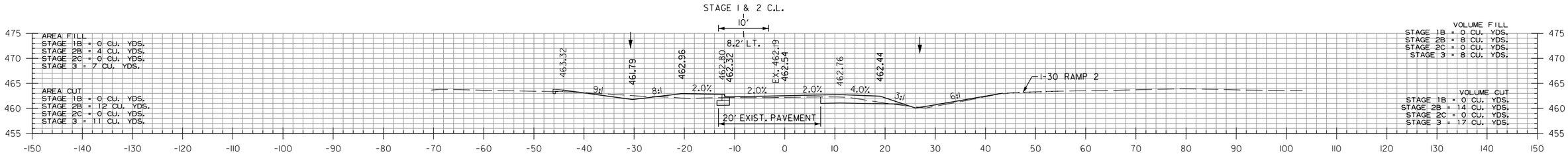
STA. 379+58.00 BEGIN 177' TRANSITION
END SITE 1




379+58.00

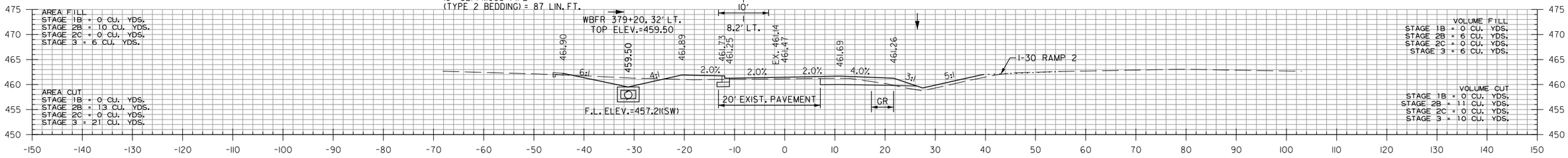
STA. 379+58
END SP. DT. LT. 7.63%
ELEV. 462.40

STA. 379+58
END SP. DT. RT. 2.50%
ELEV. 460.28




379+50.00

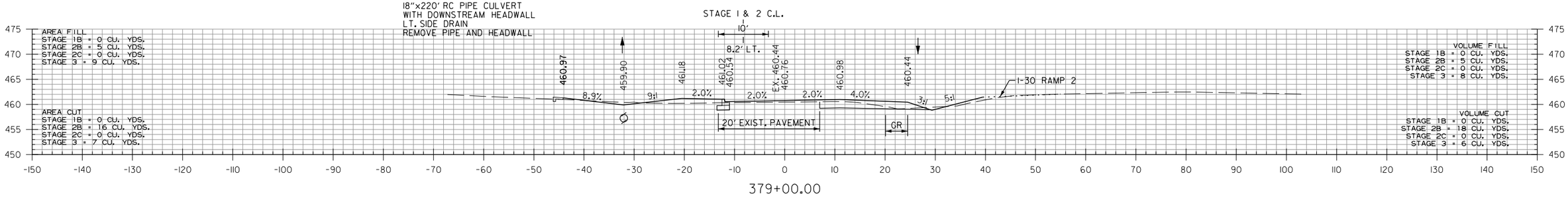
STA. 379+20 CONSTRUCT
DROP INLET 32' LT. H=2'-3"
WITH 18"x87' PIPE CULVERT TO
DROP INLET STA. 378+30. 36' LT.
TYPE RM DROP INLET = 4'x3'
18" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 87 LIN. FT.
18" SLPPMCCS PIPE
(TYPE 2 BEDDING) = 87 LIN. FT.




STA. 379+20
END SP. DT. LT. -2.00%
BEGIN SP. DT. LT. 7.63%
ELEV. 459.50

379+20.00

STA. 378+84 IN PLACE
18"x220' RC PIPE CULVERT
WITH DOWNSTREAM HEADWALL
LT. SIDE DRAIN
REMOVE PIPE AND HEADWALL




379+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 379+00 TO STA. 379+58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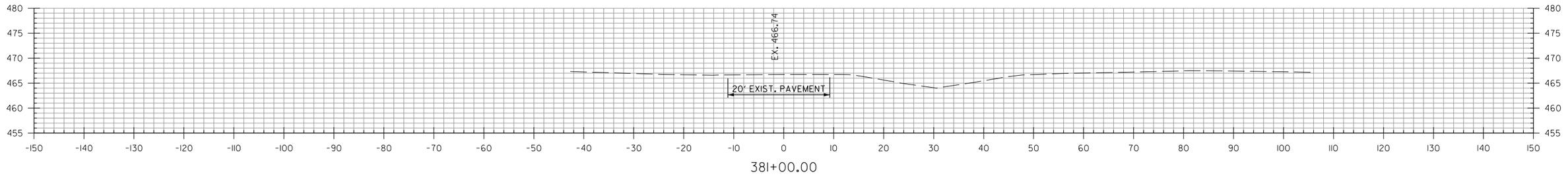
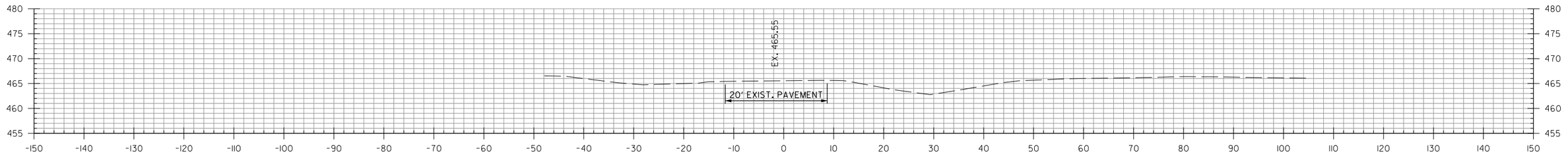
WORKSPACE: AHTD
L:\2021\21T0108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B. FRONTAGE RD._SITE 1.04.dgn
REVISED DATE:

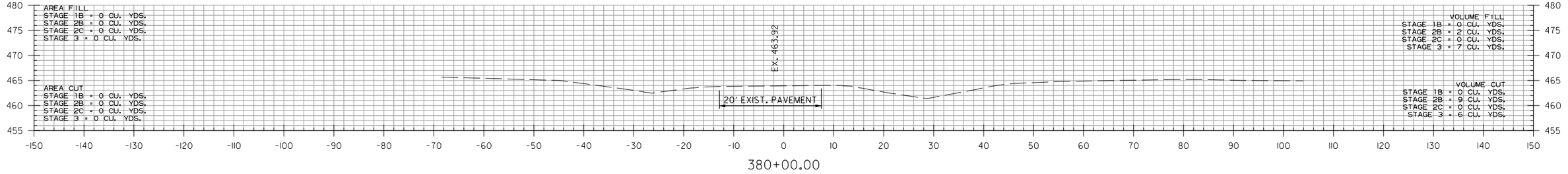
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 240 | 263 |
| | | CROSS SECTIONS | | | | |




381+00.00




380+50.00




380+00.00

W.B. FRONTAGE RD. (SITE 1)
STA. 380+00 TO STA. 381+00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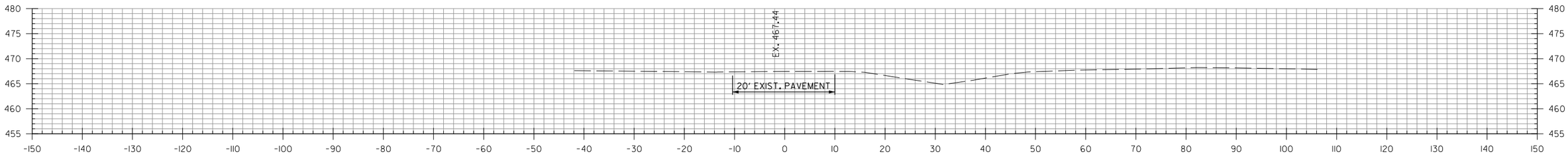
WORKSPACE: AHTD
L:\2021\210108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_CX_W.B. FRONTAGE RD._SITE 1_04.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 241 | 263 |
| | | CROSS SECTIONS | | | | |




381+35.00

STA. 381+35.00 END 177' TRANSITION

W.B. FRONTAGE RD. (SITE 1)
STA. 381+35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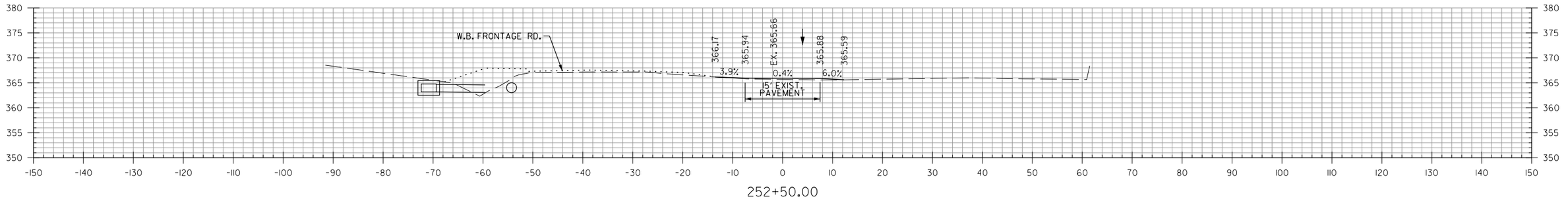
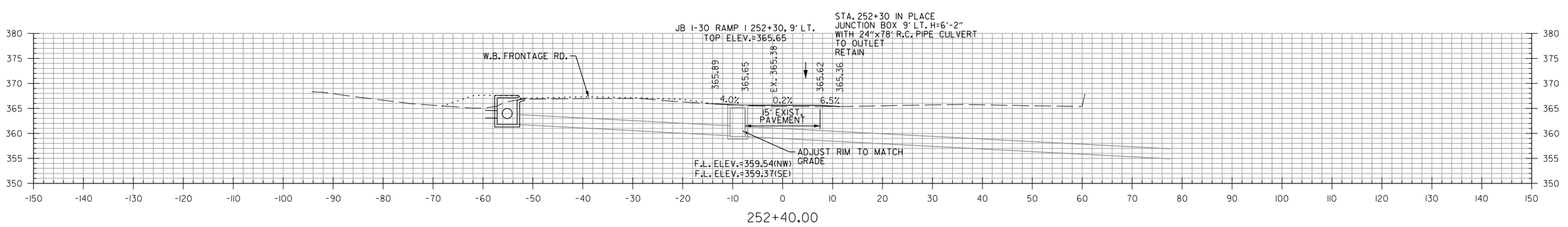
WORKSPACE: AHTD
L:\2021\210108 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_CX_W.B. FRONTAGE RD._SITE 1_04.dgn
REVISED DATE:

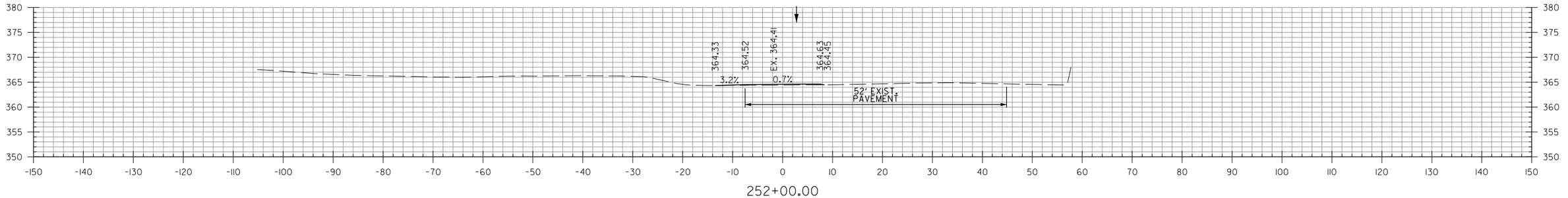
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 242 | 263 |
| | | CROSS SECTIONS | | | | |




252+50.00




252+40.00




252+00.00

STA. 252+00.00 BEGIN I-30 RAMP I
STA. 251+45.00 BEGIN SUPERELEVATION

I-30 RAMP I
STA. 252+00 TO STA. 252+50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WORKSPACE: AHTD
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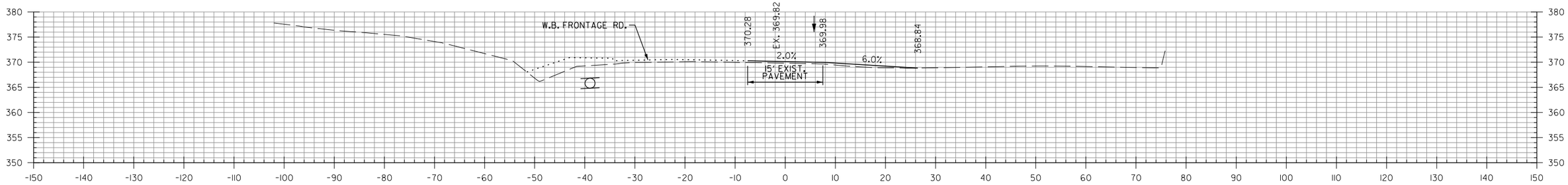
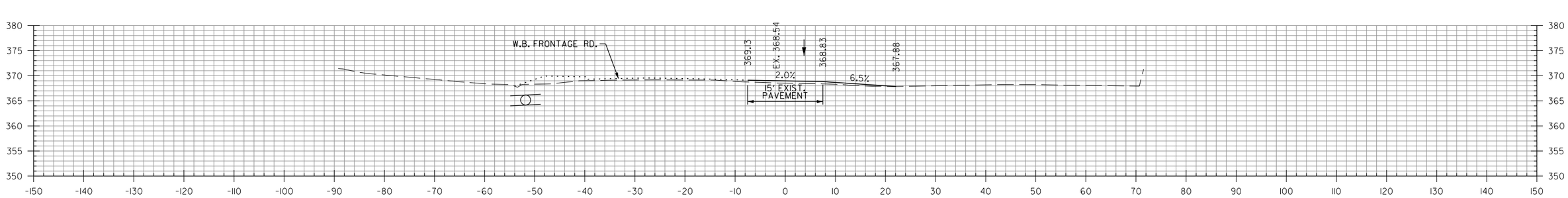
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 243 | 263 |
| | | CROSS SECTIONS | | | | |



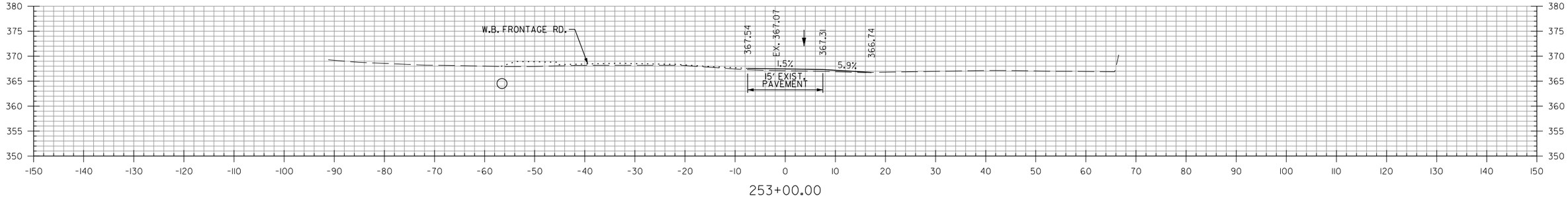

253+95.97

STA. 253+95.97 END I-30 RAMP I
STA 253+95.97 MAX SUPERELEVATION (R.C.)




253+50.00

STA 253+20.00 MAX. SUPERELEVATION (R.C.)




253+00.00

I-30 RAMP I
STA. 253+00 TO STA. 253+96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WORKSPACE: AHTD
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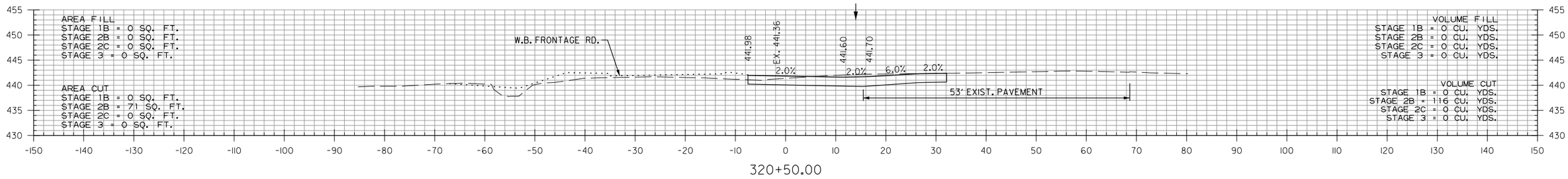
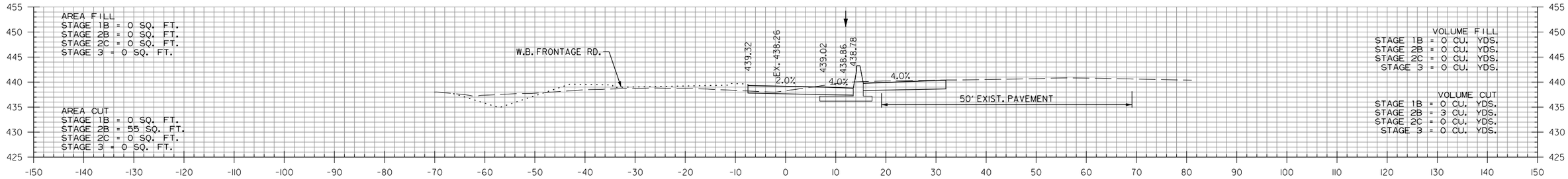
REVISED DATE:

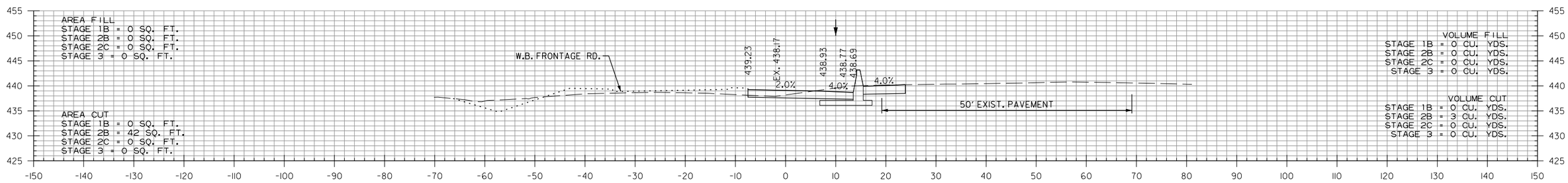
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 244 | 263 |
| | | CROSS SECTIONS | | | | |




320+50.00




320+00.00



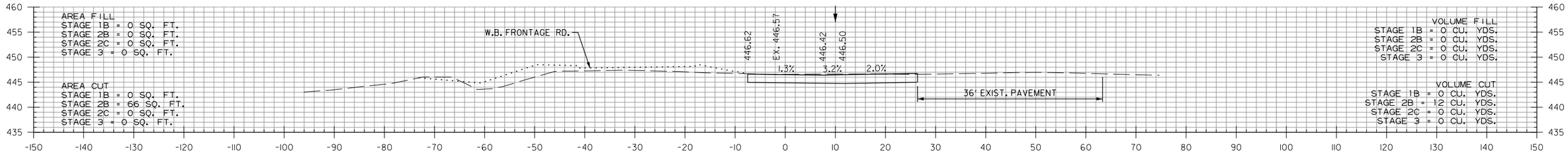

319+98.44

STA. 319+98.44 BEGIN I-30 RAMP 2
STA. 319+98.44 MATCH SUPERELEVATION (0.020'/') R.C.

# I-30 RAMP 2
## STA. 319+98 TO STA. 320+50

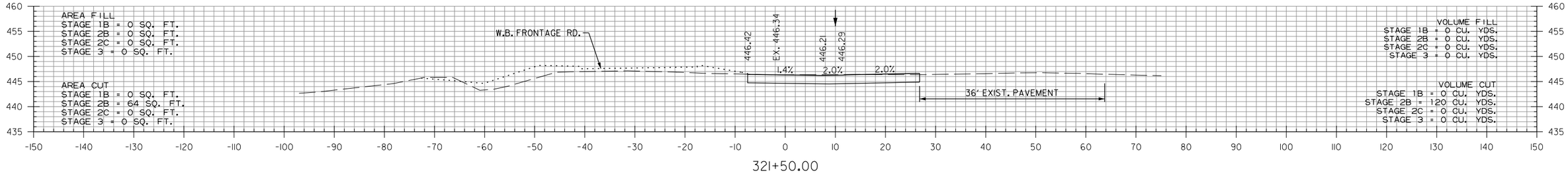

dewiercjak 11/15/2024 12:38:21PM
WORKSPACE: AHTD
L:\2021\211061018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_I-30_RAMP 2.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 245 | 263 |
| | | CROSS SECTIONS | | | | |



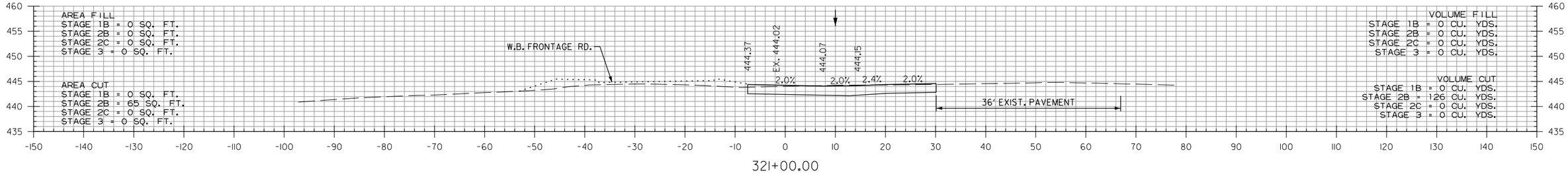

321+55.16

STA. 321+55.16 END I-30 RAMP 2




321+50.00

STA. 321+02.73 MAX. SUPERELEVATION (0.020'/') R.C.




321+00.00

I-30 RAMP 2
STA. 321+00 TO STA. 321+55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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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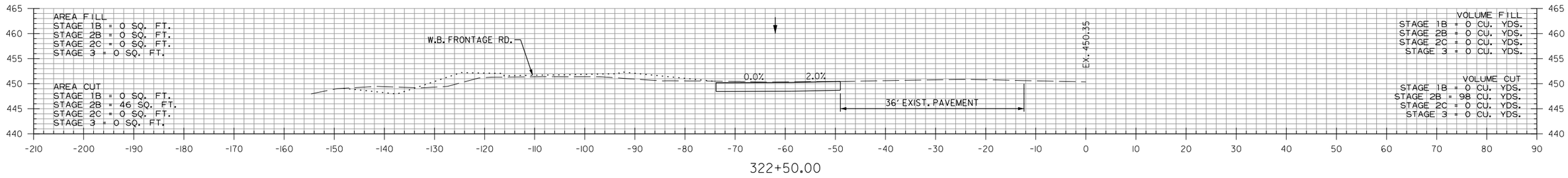
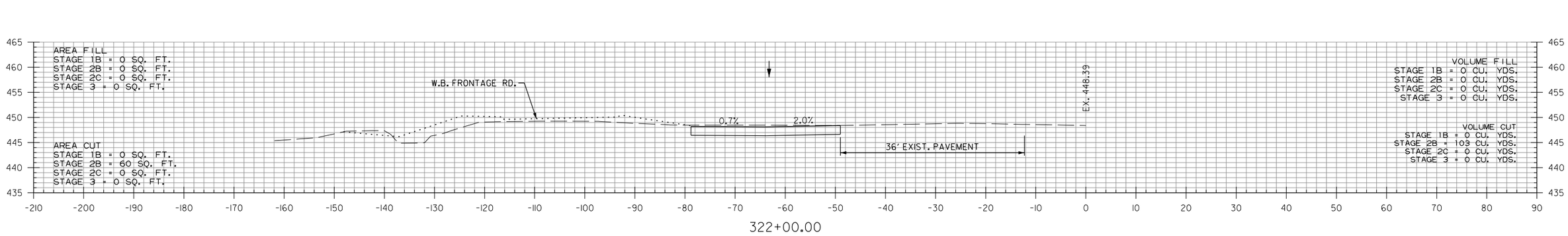
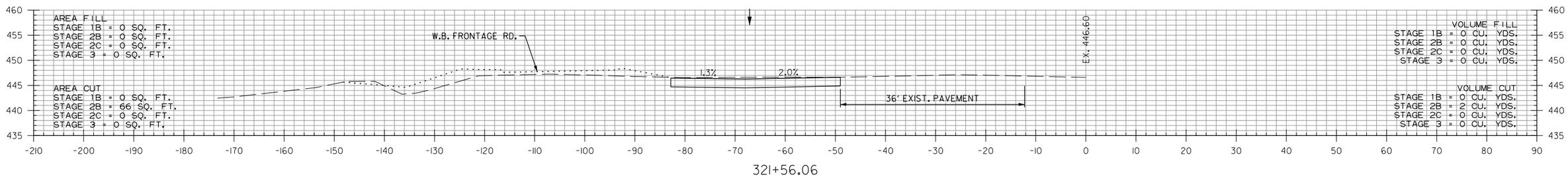
| | | 6 | ARK. | 061708 | 246 | 263 |
| | | CROSS SECTIONS | | | | |




322+50.00




322+00.00




321+56.06

STA. 321+56.06 BEGIN I-30 AUXILIARY LANE (RAMP 2)
STA. 321+02.73 MAX. SUPERELEVATION (0.020'/') R.C.

I-30 AUXILIARY LANE (RAMP 2)
STA. 321+56 TO STA. 322+50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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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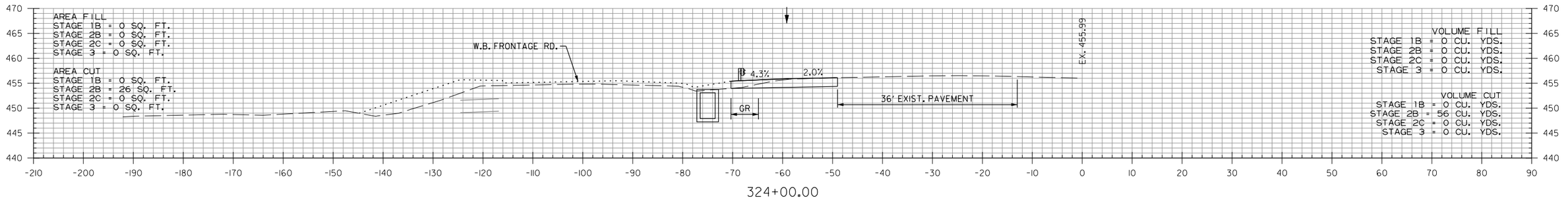
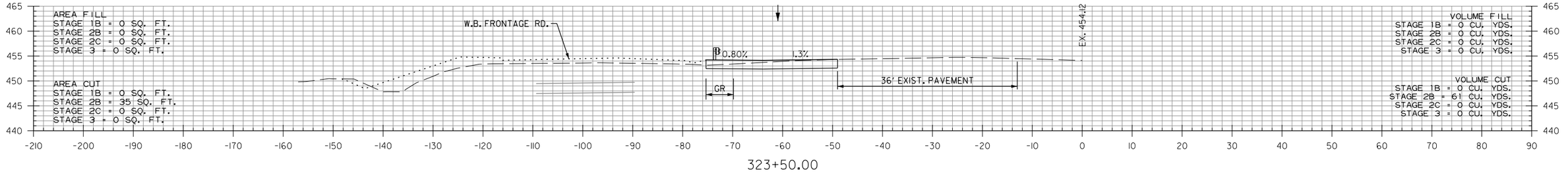
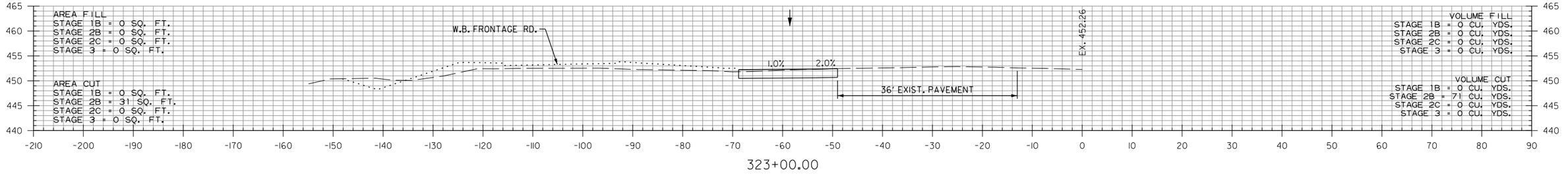
| | | 6 | ARK. | 061708 | 247 | 263 |
| | | CROSS SECTIONS | | | | |




324+00.00




323+50.00




323+00.00

I-30 AUXILIARY LANE (RAMP 2)
STA. 323+00 TO STA. 324+00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REVISED DATE:

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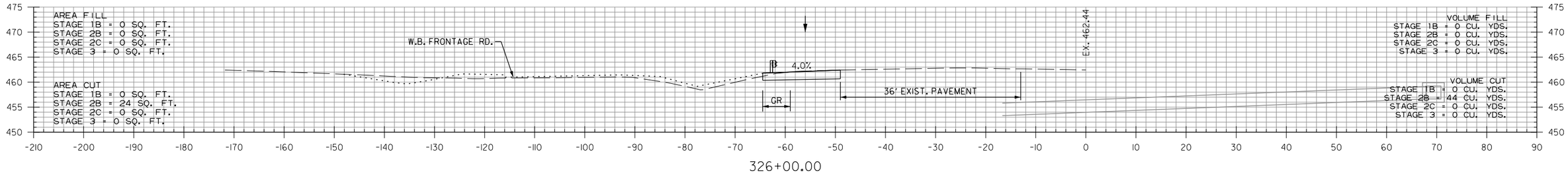
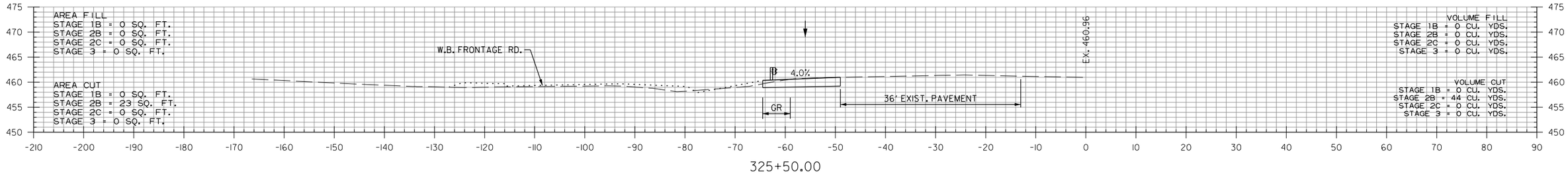
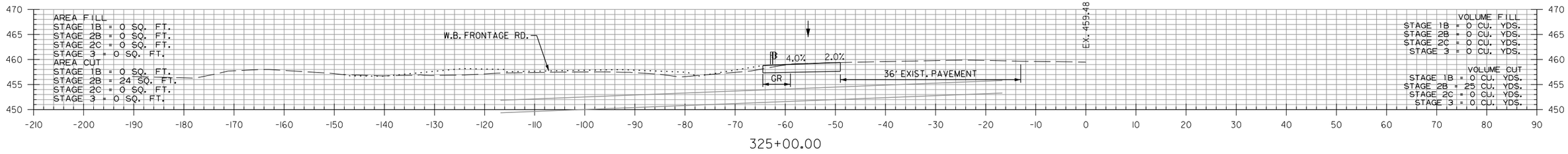
| | | 6 | ARK. | 061708 | 248 | 263 |
| | | CROSS SECTIONS | | | | |



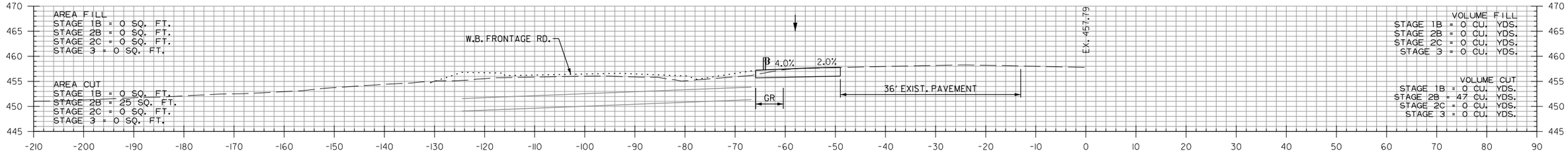

326+00.00




325+50.00




325+00.00




324+50.00

STA. 324+02.73 END SUPERELEVATION

I-30 AUXILIARY LANE (RAMP 2)
STA. 324+50 TO STA. 326+00

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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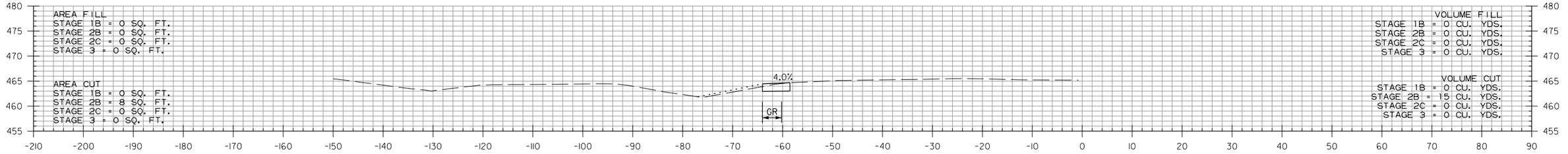
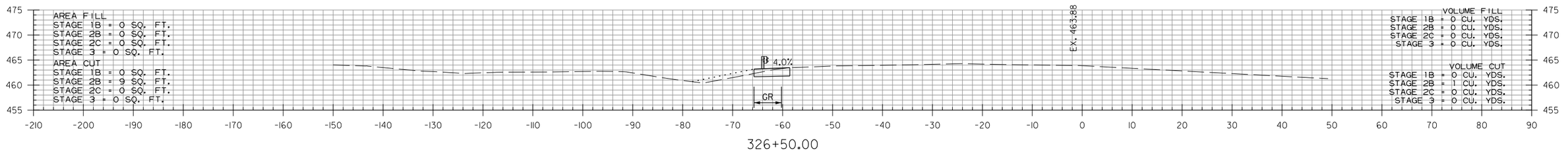
| | | 6 | ARK. | 061708 | 249 | 263 |
| | | CROSS SECTIONS | | | | |

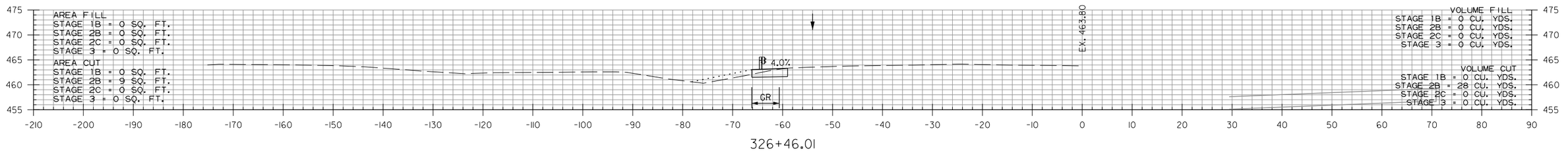



327+00.00

STA. 327+22.89 END GUARDRAIL WIDENING




326+50.00




326+46.01

STA. 326+46.01 END I-30 AUXILIARY LANE (RAMP 2)

I-30 AUXILIARY LANE (RAMP 2)
STA. 326+46 TO STA. 326+46

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REVISED DATE:

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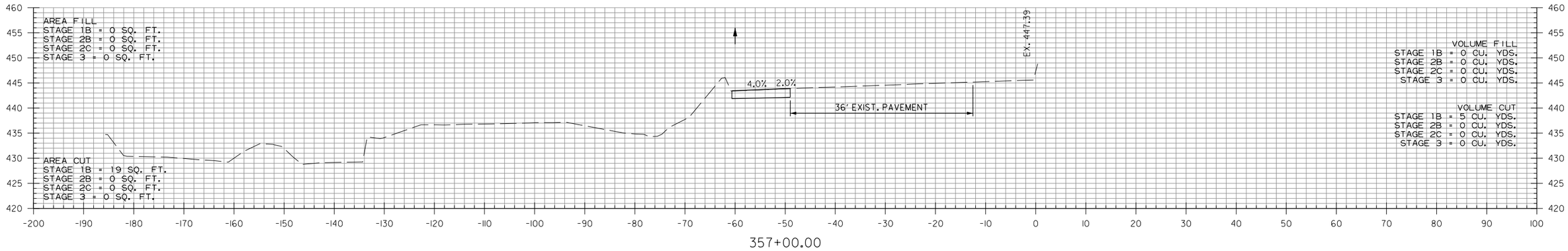
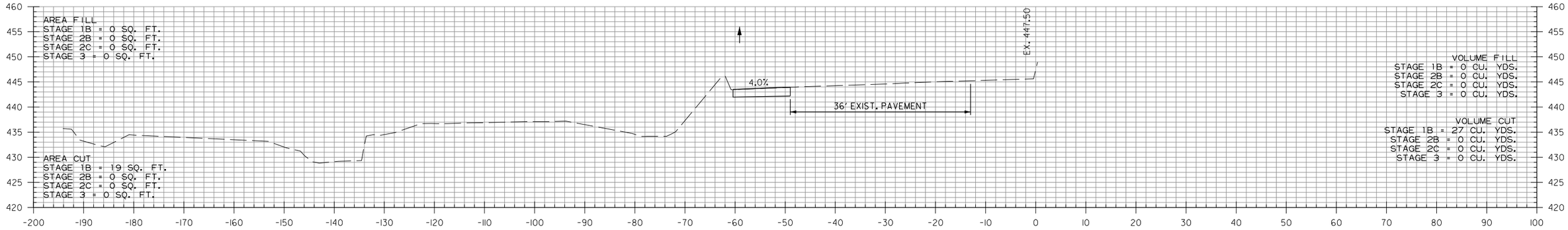
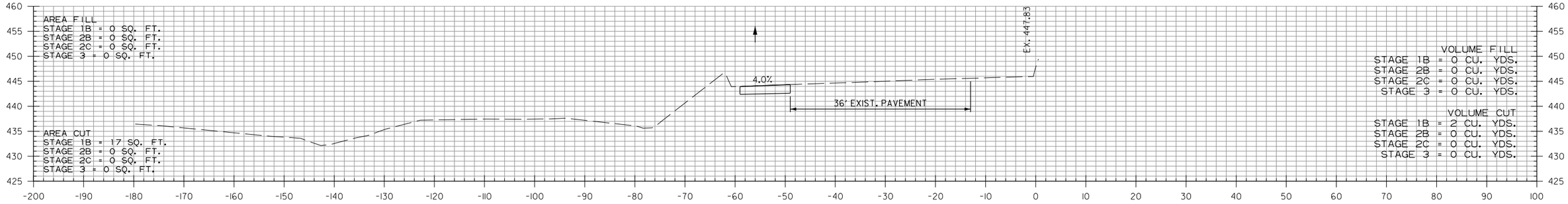
| | | CROSS SECTIONS | | | | |




357+00.00




356+93.00




356+51.60

STA. 356+51.60 BEGIN I-30 AUXILIARY LANE (RAMP 3)

I-30 AUXILIARY LANE (RAMP 3)
STA. 356+52 TO STA. 357+00

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
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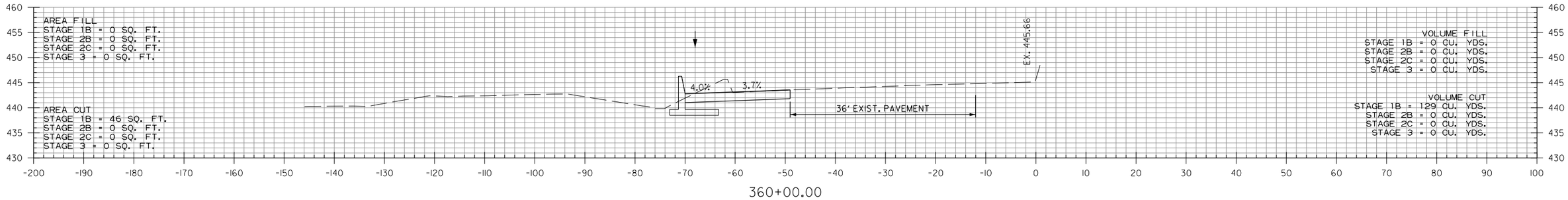
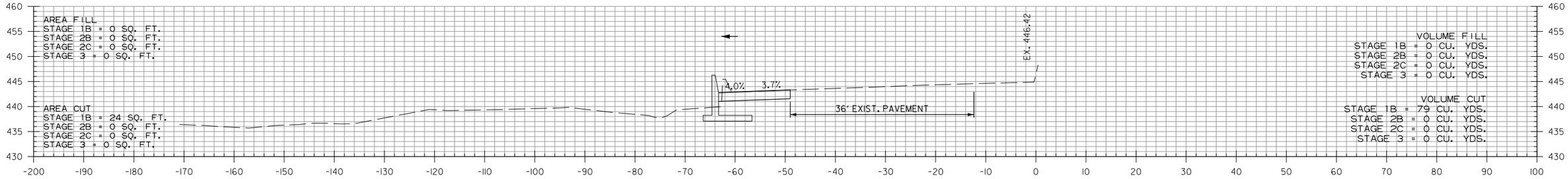
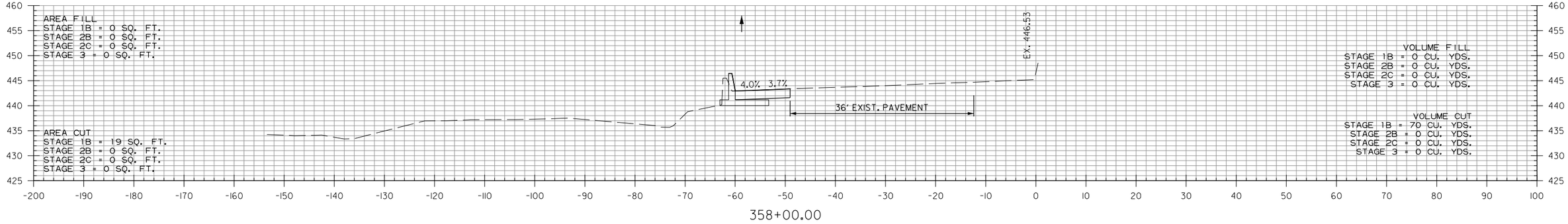
| | | CROSS SECTIONS | | | | |




360+00.00




359+00.00




358+00.00

I-30 AUXILIARY LANE (RAMP 3)
STA. 358+00 TO STA. 360+00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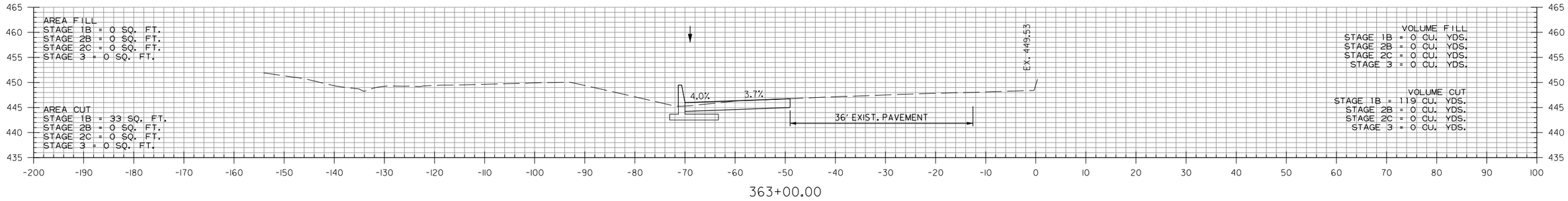
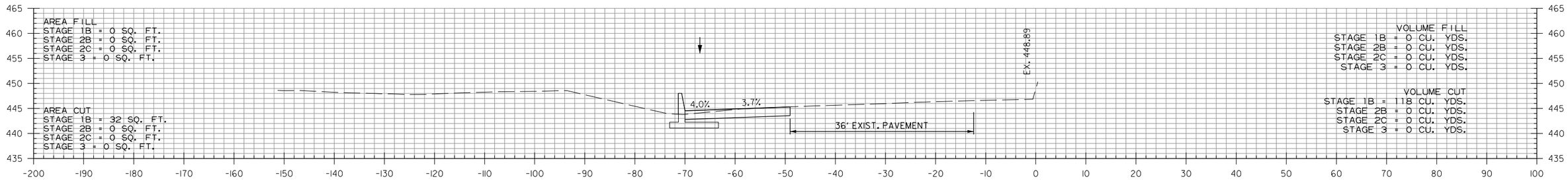
REVISED DATE:

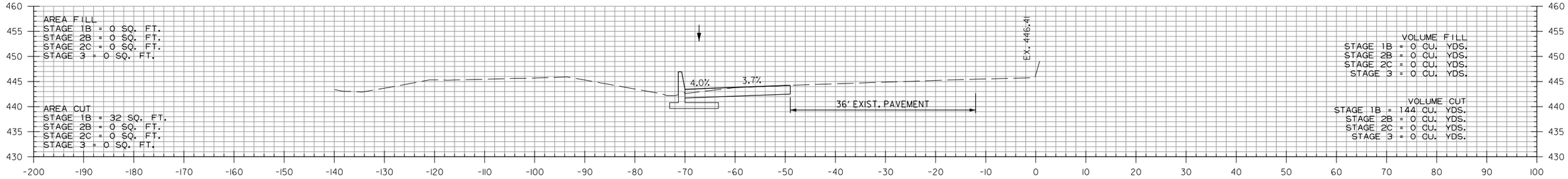
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 252 | 263 |
| | | CROSS SECTIONS | | | | |




363+00.00




362+00.00




361+00.00

I-30 AUXILIARY LANE (RAMP 3)
STA. 361+00 TO STA. 363+00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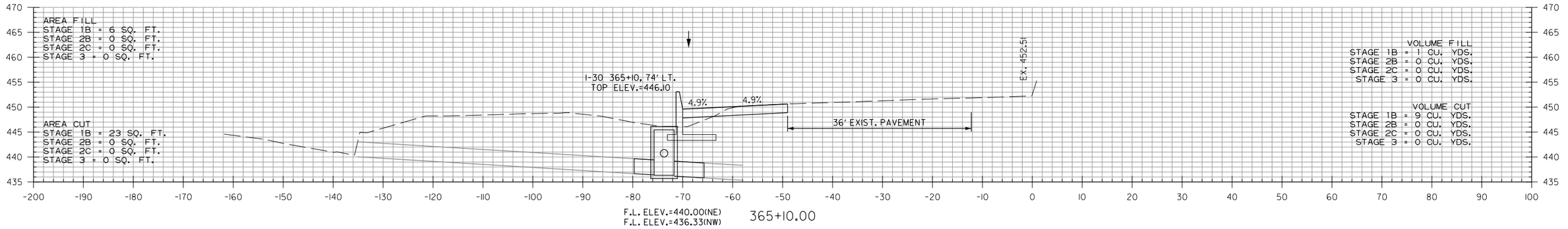
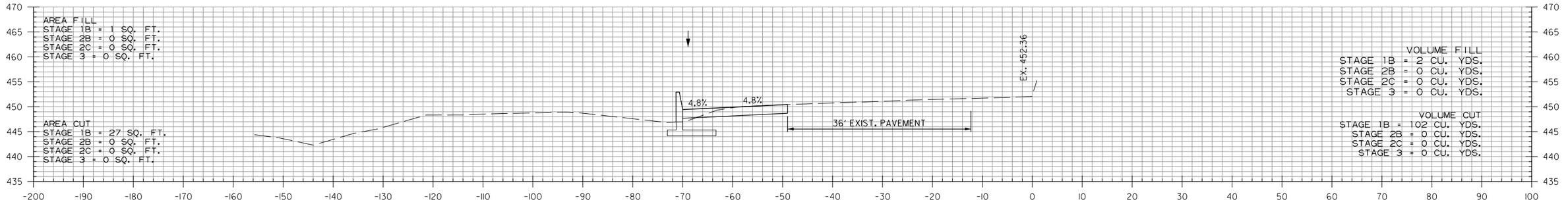
REVISED DATE:

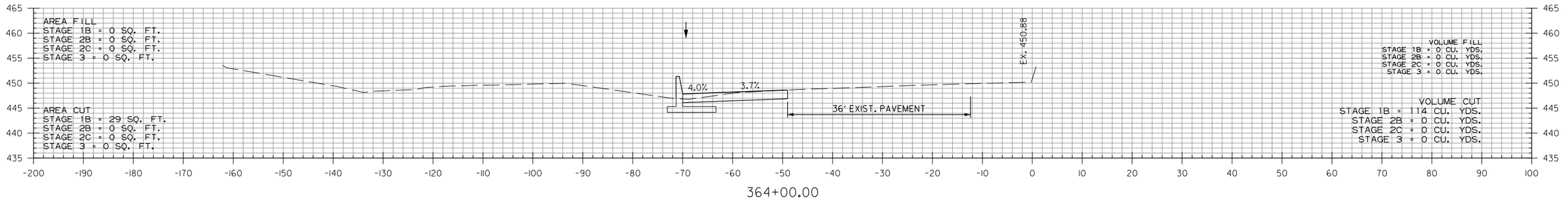
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 253 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 365+10 IN PLACE
DROP INLET 74' LT.
WITH 42"x61' R.C. PIPE CULVERT
FROM HDWLS. LT. AND
42" R.C. PIPE TO I-30 RT.
REMOVE DROP INLET 35' RT.
AND EXTEND PIPE CULVERT 2' RT.
AND REMOVE 2' PIPE CULVERT LT.
CONSTRUCT DROP INLET 74' LT. H=9'-10"
TYPE RM DROP INLET = 5'x4'
42" R.C. PIPE (CLASS III)
(TYPE 3 BEDDING) = 10 LIN. FT.




STA. 364+11.80 MATCH EXIST. SUPERELEVATION (0.037'/')




I-30 AUXILIARY LANE (RAMP 3)
STA. 364+00 TO STA. 365+10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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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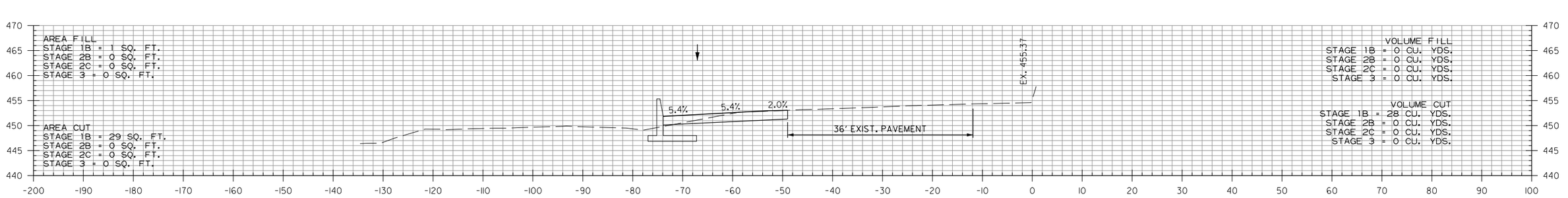
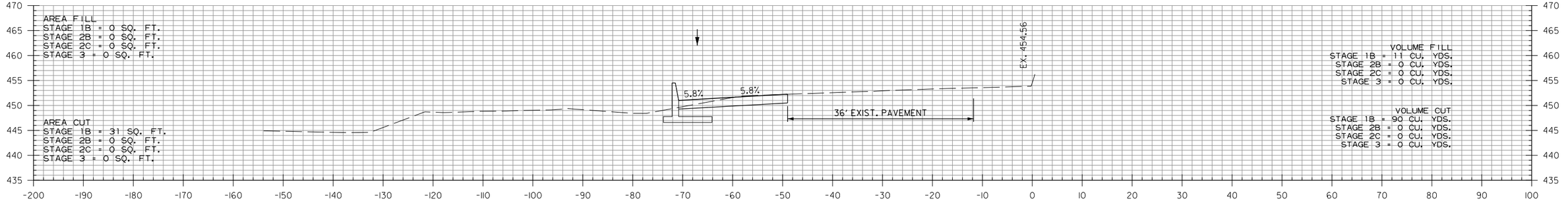
| | | CROSS SECTIONS | | | | |




366+51.60

STA. 356+51.60 END I-30 AUXILIARY LANE (RAMP 3)
STA. 366+23.91 MAX. SUPERELEVATION (0.058'/')




366+00.00

STA. 365+77.59 MAX. SUPERELEVATION (0.058'/')

I-30 AUXILIARY LANE (RAMP 3)
STA. 366+00 TO STA. 366+52

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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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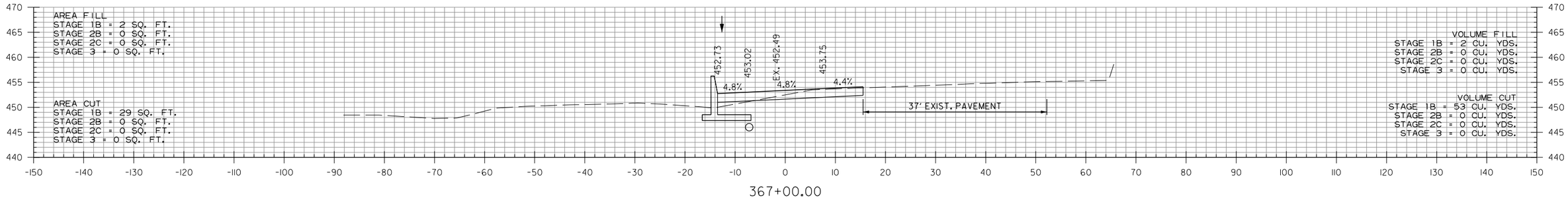
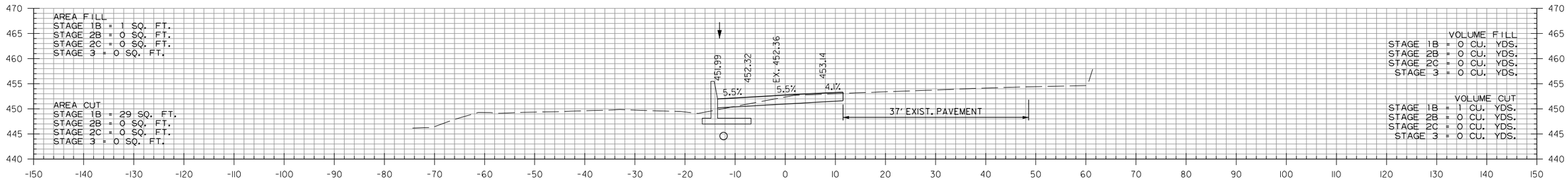
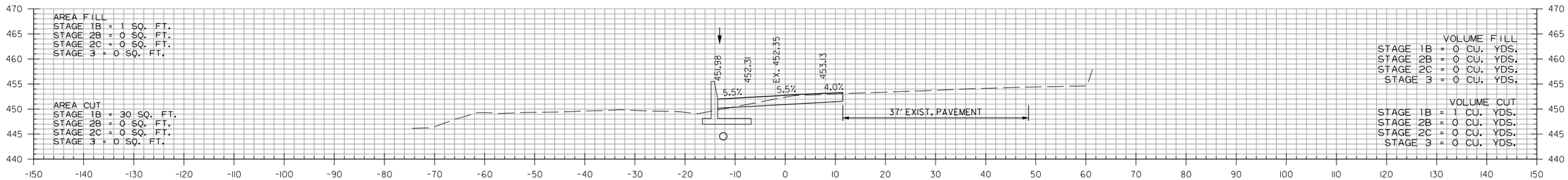



367+00.00




366+50.00




366+49.28

STA. 366+49.28 BEGIN I-30 RAMP 3
STA. 366+23.91 MAX. SUPERELEVATION (0.058'/')

I-30 RAMP 3
STA. 366+49 TO STA. 367+00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WORKSPACE: AHTD
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| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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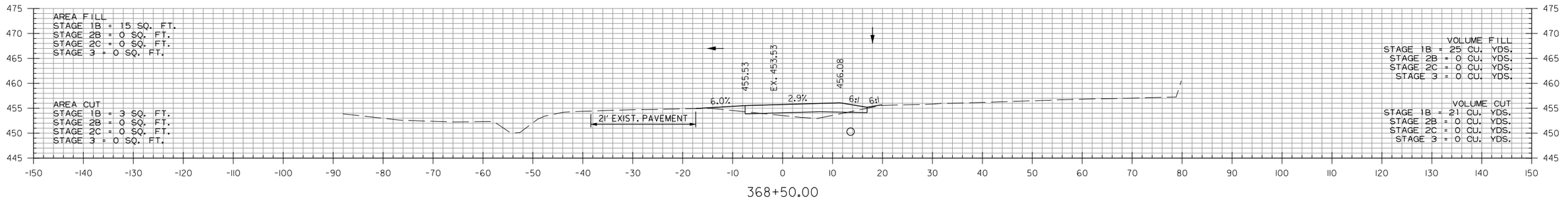


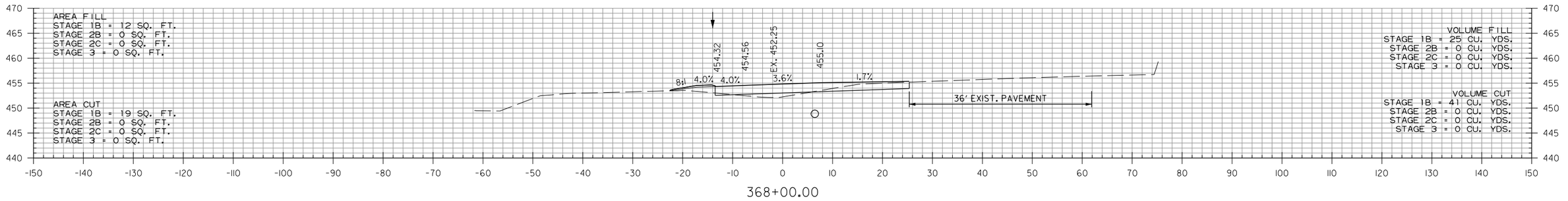


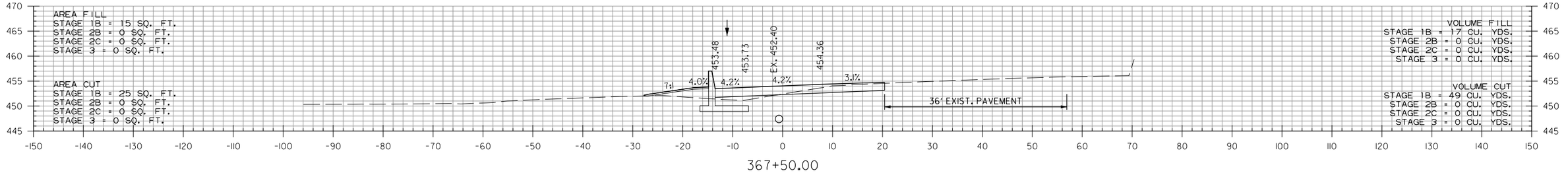


I-30 RAMP 3
STA. 367+50 TO STA. 368+50


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REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
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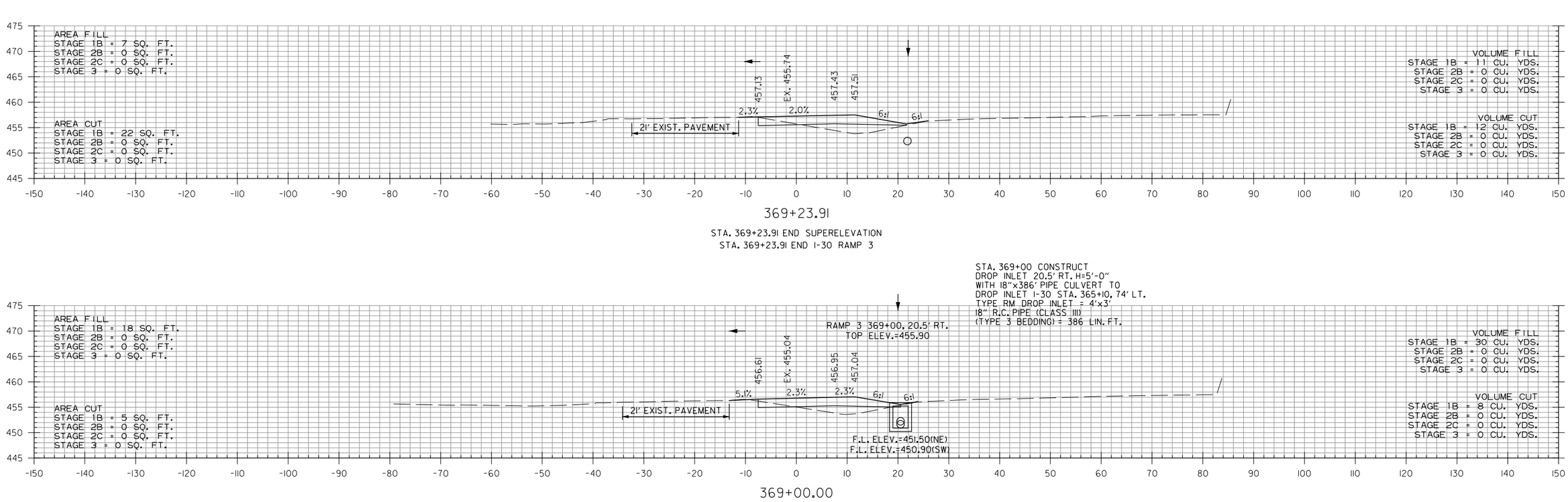


I-30 RAMP 3
STA. 369+00 TO STA. 369+24

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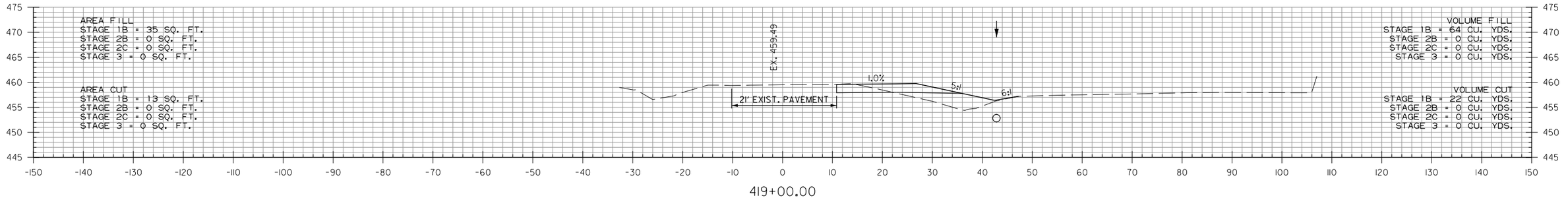
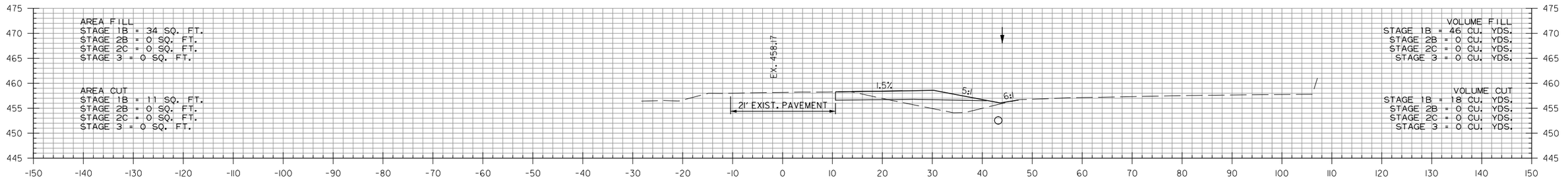
| | | 6 | ARK. | 061708 | 258 | 263 |
| | | CROSS SECTIONS | | | | |




419+00.00




418+50.00

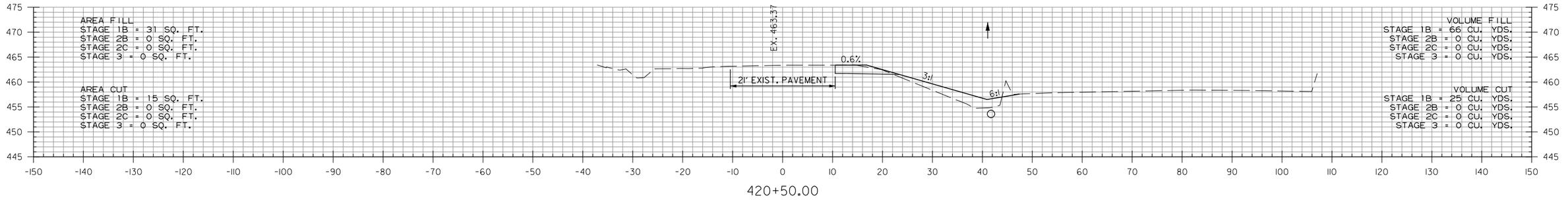
418+06.78

STA. 418+06.78 BEGIN SITE 2

W.B. FRONTAGE RD. (SITE 2)
STA. 418+07 TO STA. 419+00

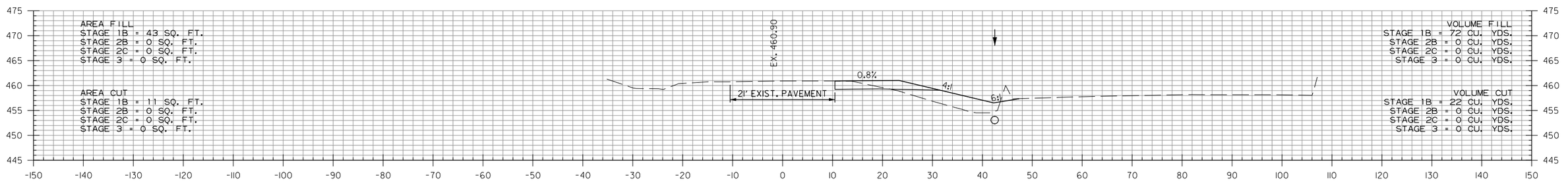

oewierciak 11/15/2024 12:38:24 PM
WORKSPACE: AHTD
L:\2021\211061018 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r061708_CX_W.B.FRONTAGE RD._SITE 2.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 259 | 263 |
| | | CROSS SECTIONS | | | | |




420+50.00

420+00.00




419+50.00

W.B. FRONTAGE RD. (SITE 2)
STA. 419+50 TO STA. 420+50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WORKSPACE: AHTD
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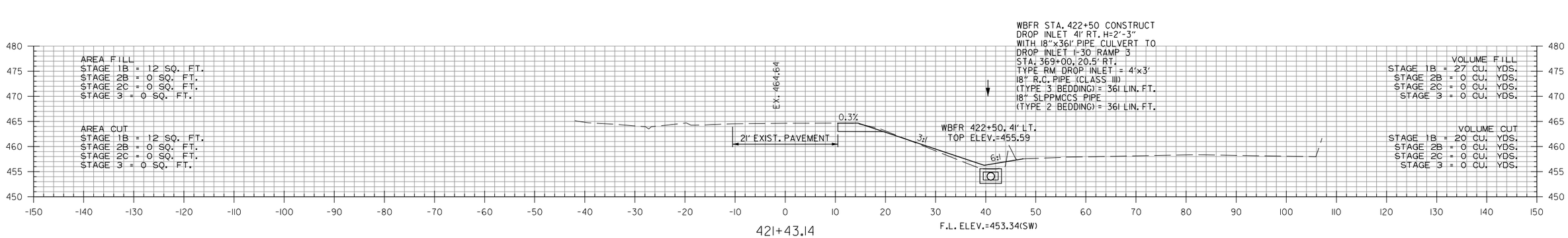
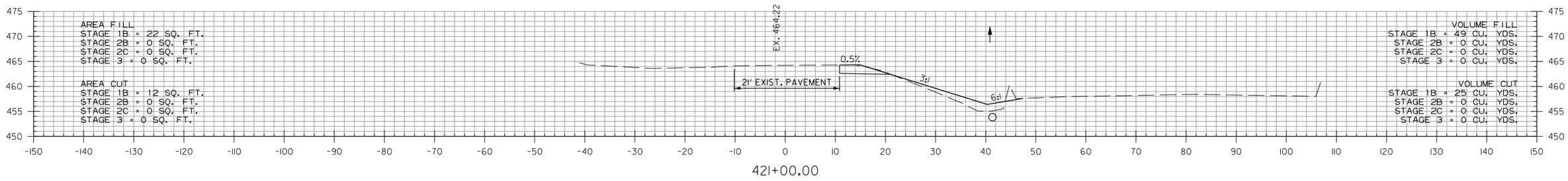
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 260 | 263 |
| | | CROSS SECTIONS | | | | |

STA. 421+93.14 END 50' SHOULDER TRANSITION




STA. 421+43.14 BEGIN 50' SHOULDER TRANSITION
END SITE 2
END JOB 061708




W.B. FRONTAGE RD. (SITE 2)
STA. 421+00 TO STA. 421+43

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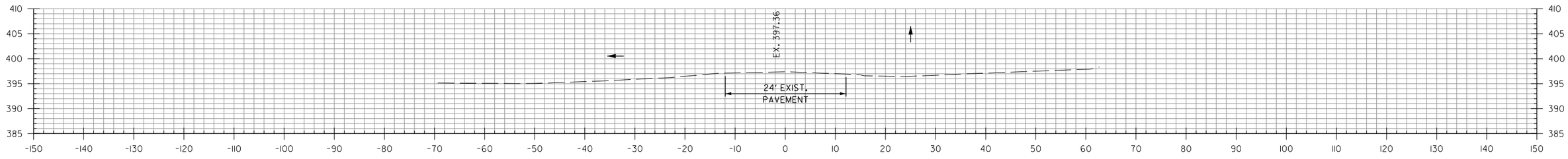
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 261 | 263 |
| | | CROSS SECTIONS | | | | |

27+50.00



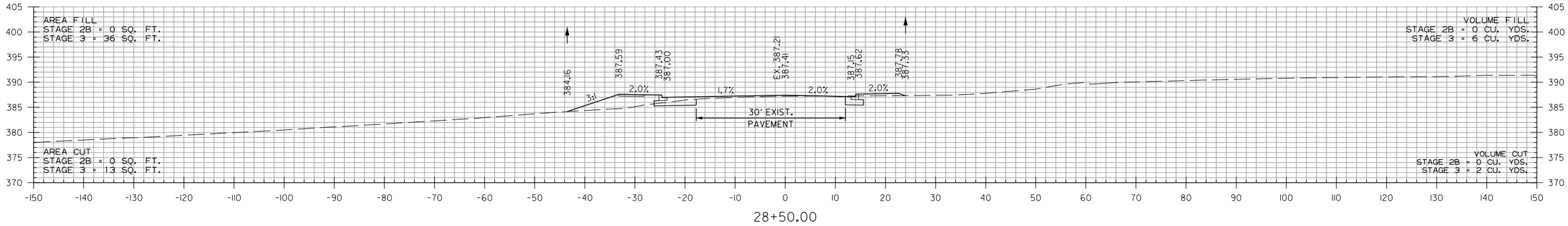

27+00.00

STA. 27+00.00 BEGIN 100' TRANSITION

HWY. 5
STA. 27+00 TO STA. 27+50

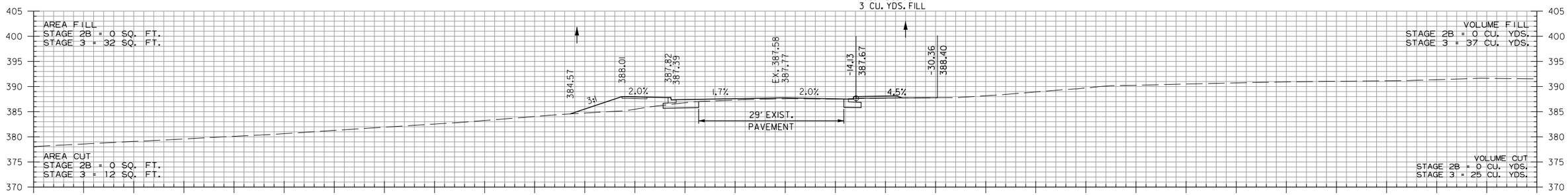

aewierciak 11/15/2024 12:38:25 PM
WORKSPACE: AHTD
L:\2021\211010\8 - ARDOT 061708 I-30 Ramp and Frontage Rd\Drawings\r-061708_CX_HWY 5.dgn
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 262 | 263 |
| | | CROSS SECTIONS | | | | |

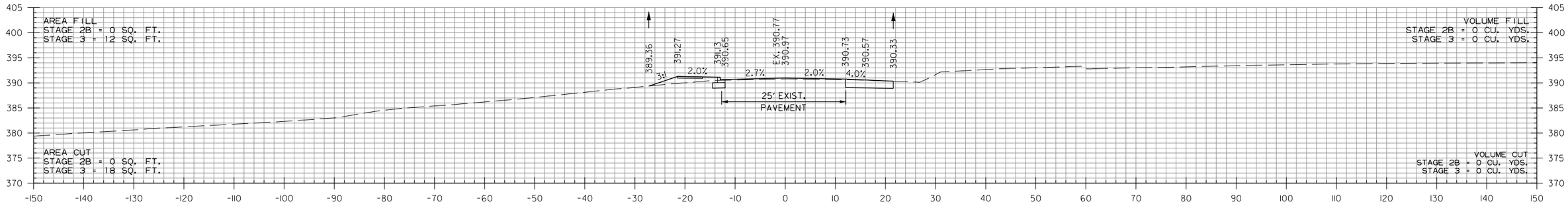



28+50.00

STA. 28+45 CONSTRUCT
APPROACH ON RT. =
1 CU. YDS. CUT
3 CU. YDS. FILL




28+45.00




28+00.00

STA. 28+00.00 END 100' TRANSITION
BEGIN HWY. 5

HWY. 5
STA. 28+00 TO STA. 28+50


dewierclark 11/15/2024 12:38:25 PM
WORKSPACE: AHTD
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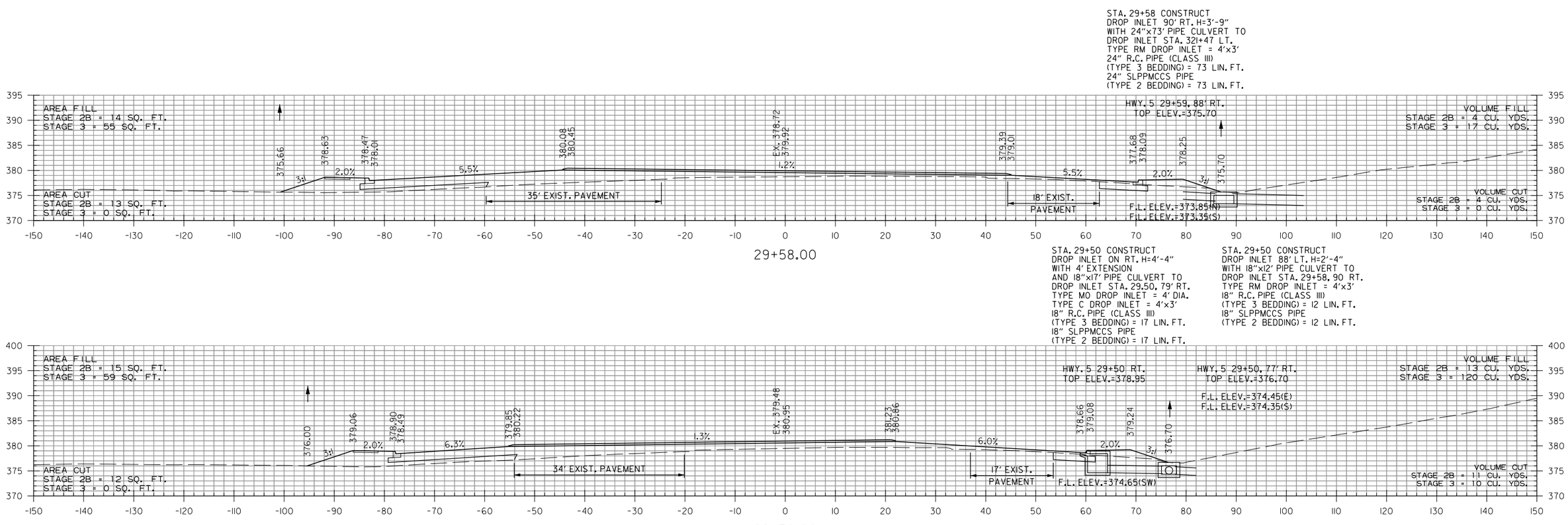
REVISED DATE:

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | 6 | ARK. | 061708 | 263 | 263 |
| | | CROSS SECTIONS | | | | |




HWY. 5
STA. 29+00 TO STA. 29+58


aewierciak 11/5/2024 12:38:25 PM
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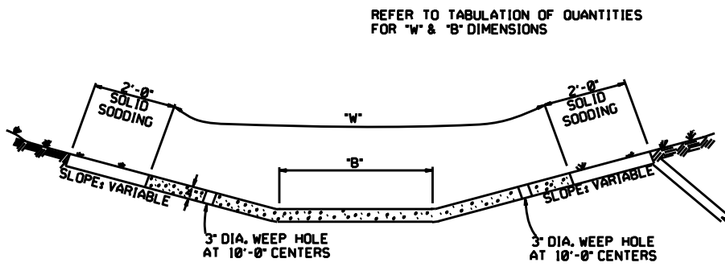
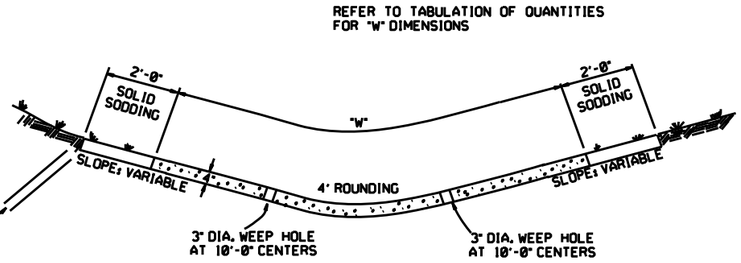
REVISED DATE:



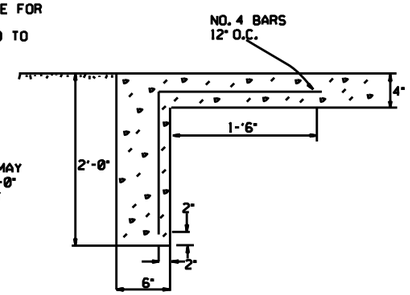

TYPE A

EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



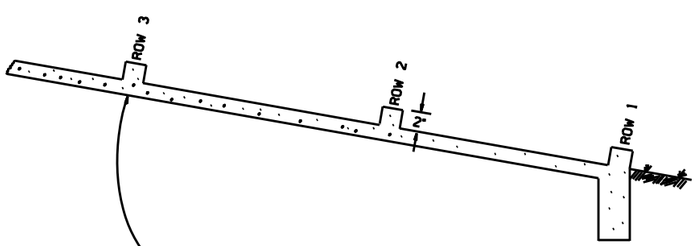

TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."



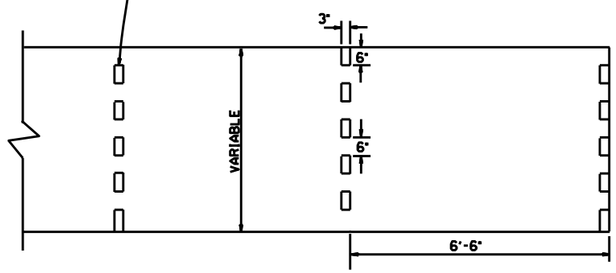

TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

TOE WALL DETAIL FOR CONCRETE DITCH PAVING




NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.




ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

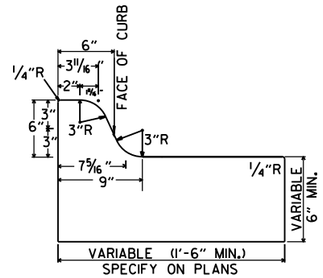
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

| DATE | REVISION | DATE FILM'D |
|---|---|---|
| 12-8-16 | CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE | |
| 11-17-10 | ADDED GENERAL NOTE | |
| 6-2-94 | ADDED GENERAL NOTE ABOUT SOLID SODDING | |
| 11-30-8 | ELIMINATED MIN. ROWS OF ELEMENTS | 111-30-89 |
| 7-15-88 | REVISED DISSIPATOR NOTE | 653-7-15-88 |
| 4-3-87 | REVISED ENERGY DISSIPATOR | 671-4-3-87 |
| 1-9-87 | MODIFIED NOTE ON ENERGY DISS. | 532-1-9-87 |
| 11-3-86 | ADDED NOTE TO ENERGY DISS. | 599-12-1-86 |
| 11-1-84 | ENERGY DISSIPATOR DETAILS ADDED | 508-11-1-84 |
| 11-1-84 | EXCAVATION DETAILS ADDED TYPED A & B | |
| 10-2-72 | REVISED AND REDRAWN | 508-10-2-72 |

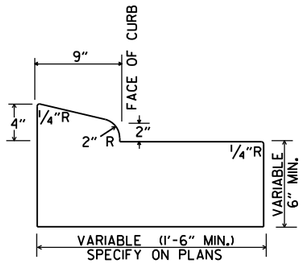
ARKANSAS STATE HIGHWAY COMMISSION

# CONCRETE DITCH PAVING

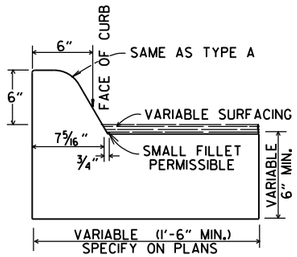
STANDARD DRAWING CDP-1



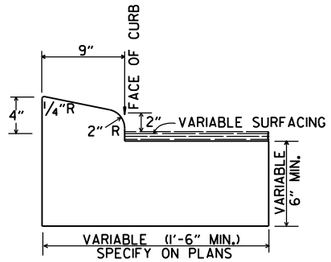

TYPE A



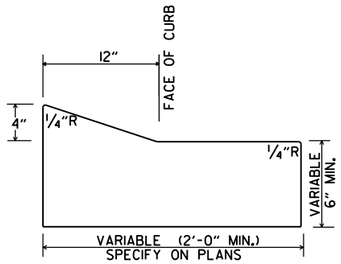

TYPE B-1



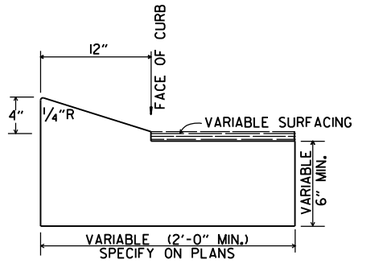

TYPE C




TYPE B-2

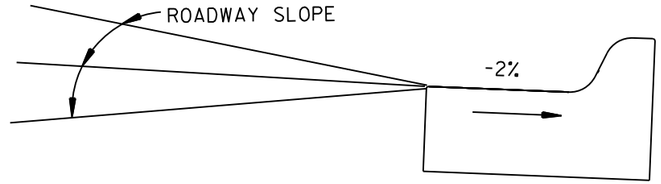



TYPE E-1



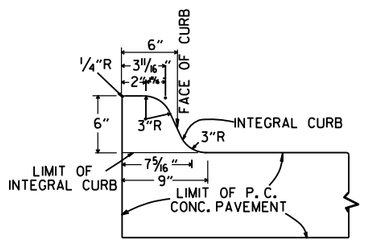

TYPE E-2

# CONCRETE COMBINATION CURB AND GUTTER

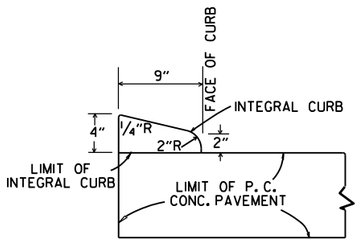



## DETAIL OF GUTTER SLOPE

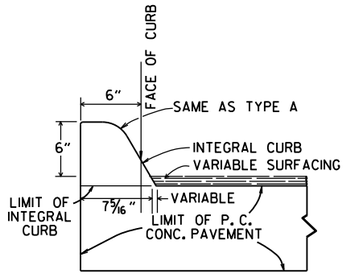
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.




TYPE A

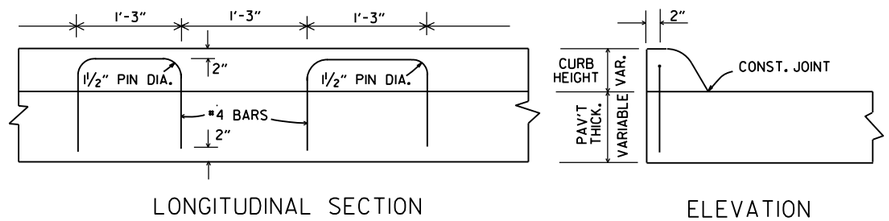



TYPE B




TYPE C

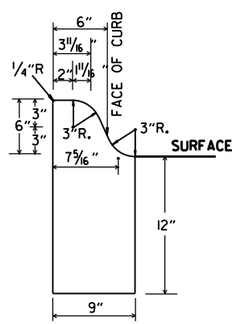
## INTEGRAL CURB



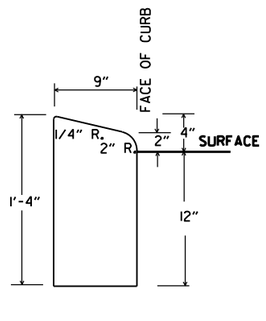

LONGITUDINAL SECTION

ELEVATION

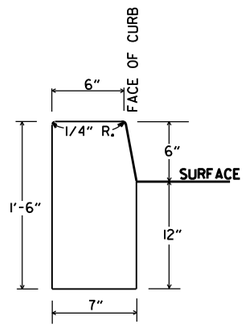
## ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



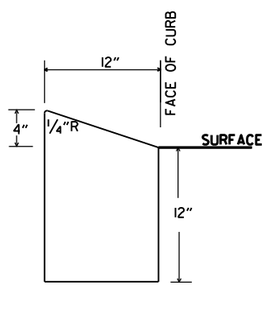

TYPE A




TYPE B

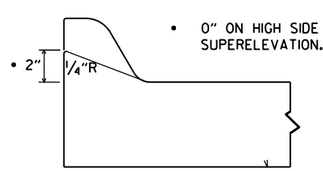



TYPE D




TYPE E

## CONCRETE CURB




NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

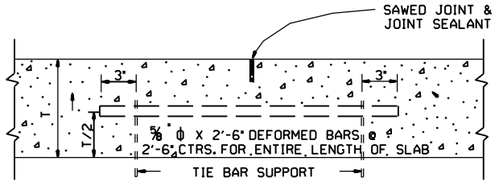
## DETAILS OF MODIFIED CURB

| DATE | REVISION | DATE FILMED |
|---|---|---|
| 11-29-07 | REVISED GUTTER SLOPE & MODIFIED CURB DETAILS | |
| 11-10-05 | ADDED DETAILS OF TYPE E CURBS | |
| 11-16-01 | REVISED CONCRETE CURB TYPE B | |
| 11-18-98 | REVISED MODIFIED CURB | |
| 6-2-94 | ADDED NOTE TO SPECIAL MODIFIED CURB | |
| 8-5-93 | CORRECTED GUTTER SLOPE | 8-5-93 |
| 10-1-92 | ADDED DETAILS OF GUTTER SLOPE | 10-1-92 |
| 5-24-90 | ADDED DETAILS OF MODIFIED CURB | 5-24-90 |
| 11-30-89 | VARIBLE DEPTH TYPE A & B I | 11-30-89 |
| 7-15-88 | REVISED MODIFIED CURB | 630-7-15-88 |
| 11-1-73 | REVISED MODIFIED CURB | 500-11-1-73 |
| 10-2-72 | REVISED AND REDRAWN | 512-10-2-72 |

ARKANSAS STATE HIGHWAY COMMISSION

# CURBING DETAILS

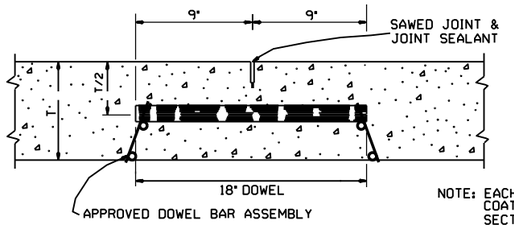
STANDARD DRAWING CG-1




LONGITUDINAL JOINT

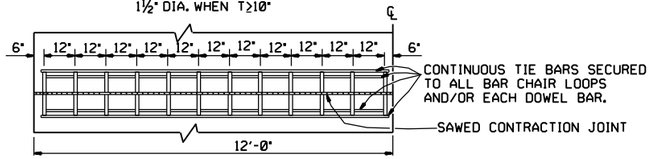
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.




NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

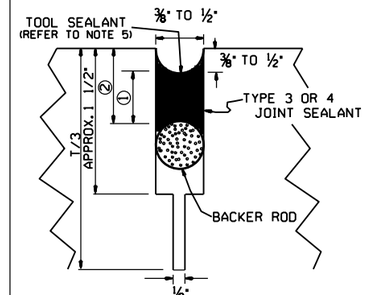
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



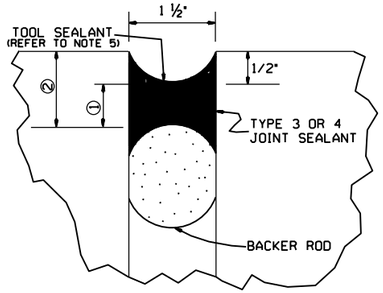

ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

## CONTRACTION JOINT DETAILS




DETAIL OF SAWED CONTRACTION JOINT



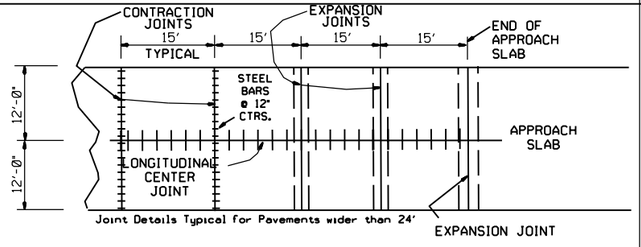

DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

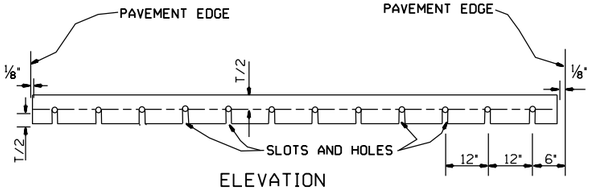
| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| INCHES | | | |
| ¼ | ¼ | ⅜ | ½ |
| ⅜ | ¼ | ½ | ½ |
| ½ | ¼ | ⅝ | ½ |
| ⅝ | ⅜ | ¾ | ⅝ |
| ¾ | ⅜ | ⅞ | ⅝ |
| 1 ½ | ¾ | 2 | 1 ¼ |

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

| JOINT WIDTH | SEALANT THICKNESS ① | BACKER ROD DIAMETER | BACKER ROD PLACEMENT DEPTH ② |
|---|---|---|---|
| INCHES | | | |
| ¼ | ½ | ⅜ | ¾ |
| ⅜ | ¾ | ½ | 1 |

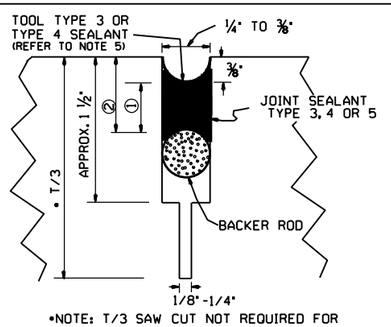



PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



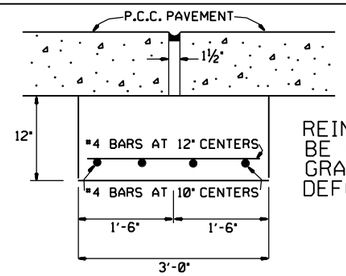

ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



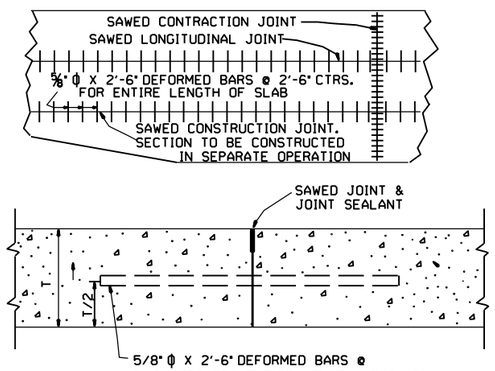

•NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT



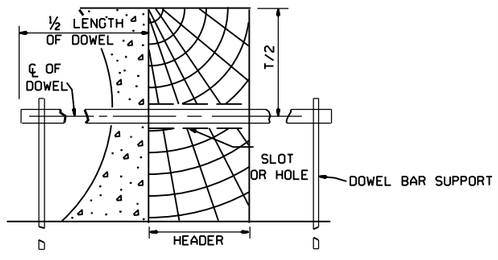

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS




NOTE: TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT




SECTION

TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

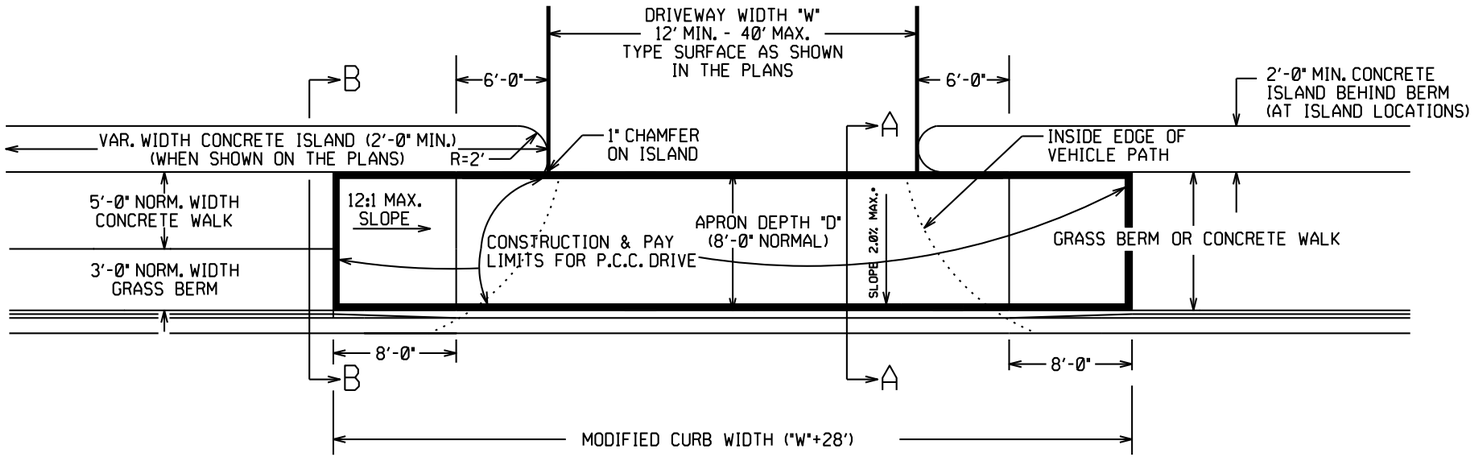
1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

| DATE | REVISION | DATE FILMED |
|---|---|---|
| 11-07-19 | REV. EXP. JOINT REF ON APP. SLAB | |
| 5-25-06 | ADDED GENERAL NOTE 7 | |
| 10-9-03 | REMOVED TIE BAR COATING & REVISED GENERAL NOTES | |
| 11-16-01 | ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3 | |
| 4-26-96 | REVISED CONTRACTION JOINT NOTE | |
| 11- 3-94 | ADDED NOTE RE: REINF. BARS | |
| 4- 1-93 | REVISED DOWEL BARS & GEN. NOTES | 4- 1-93 |
| 10- 1-92 | REVISED DOWEL SPACING | 10- 1-92 |
| 8- 15-91 | ADDED SPAC FOR CONTR JTS & DEL KEYWAY | |
| 05-24-90 | REVISED TIE BAR, DOWEL & JOINT SIZE | |
| 01-25-90 | ADDED EXPANSION JOINT | 01-25-90 |
| 11-30-89 | CHANGED T/4+1 TO T/3+1 | 11-30-89 |
| 03-23-89 | ALTERED SAWED JOINT & ADDED NOTE | 512-03-23-89 |
| 07-15-88 | REVISED AND REDRAWN | 632-07-15-88 |

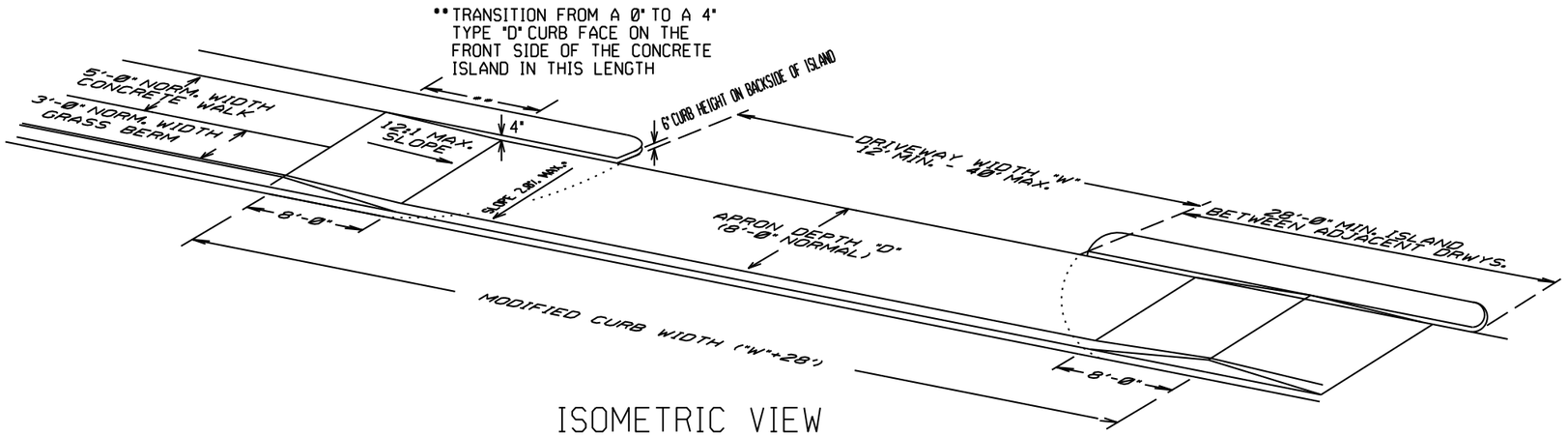
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

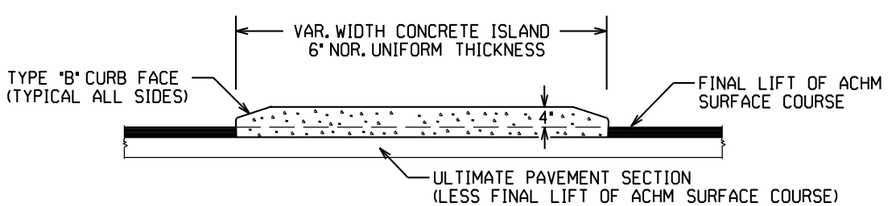
STANDARD DRAWING CPTJ - 6A




PLAN VIEW




ISOMETRIC VIEW

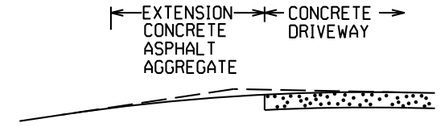



CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.




EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

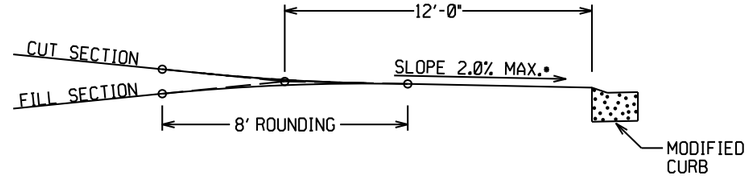
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

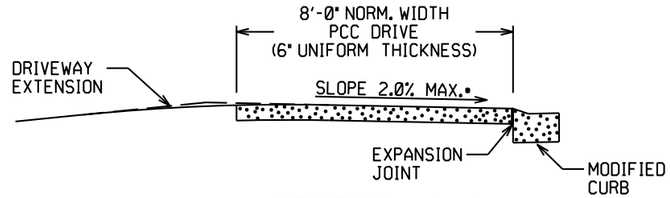
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

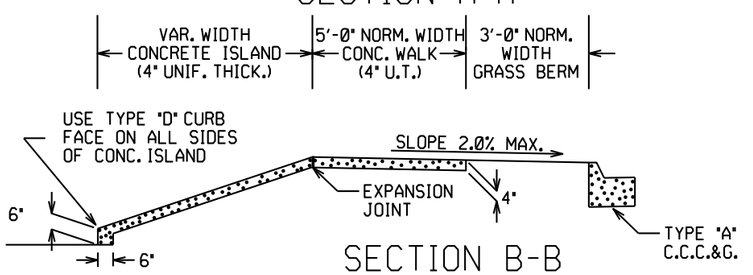



DRIVEWAY VERTICAL ALIGNMENT DETAILS

• NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.




SECTION A-A



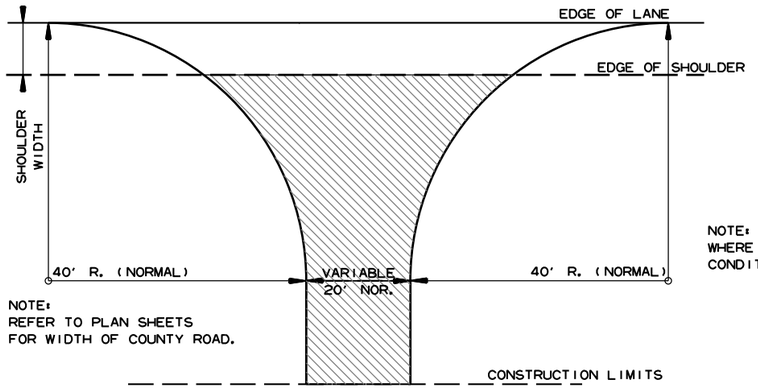

SECTION B-B
CURBED ISLAND BEHIND WALK

| DATE REV | DATE FILMED | DESCRIPTION |
|---|---|---|
| 5-19-22 | | REVISED ISLAND NOTES |
| 11-07-19 | | REVISED WALK DETAILS |
| 2-27-14 | | REVISED PLAN & ISOMETRIC VIEW |
| 11-29-07 | | ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL |
| 11-10-05 | | REV. APRON SLOPE & DEPTH OF AGG. BASE. |
| 8-22-02 | | ADDED ISLAND DETAILS & NOTES |
| 3-30-00 | | REV. MOD. CURB WIDTH & TRANS. NOTE |
| 11-19-98 | | REVISED NOTES |
| 11-18-98 | | REDRAWN AND REISSUED |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DRIVEWAYS & ISLANDS

STANDARD DRAWING DR-1

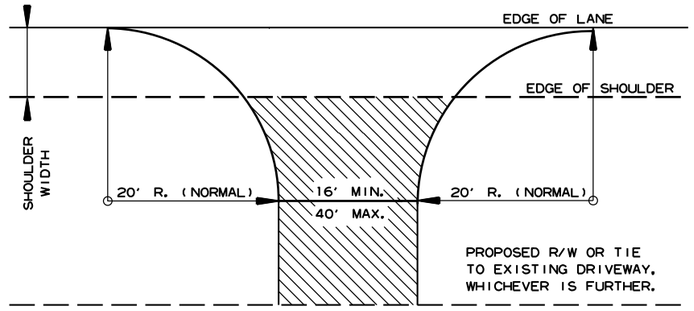



NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.

NOTE: TURNOUTS SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH, UNLESS OTHERWISE
SPECIFIED IN PLANS.

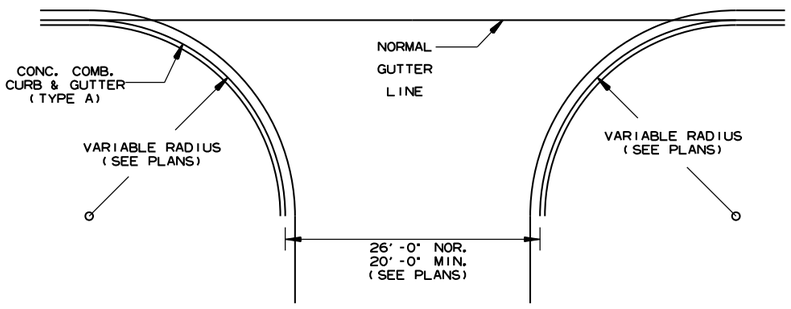
## DETAIL FOR COUNTY ROAD TURNOUTS OPEN SHOULDER SECTION




NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

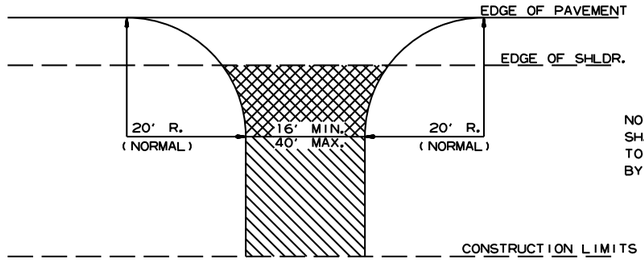
ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT OR
GRAVEL DRIVE EXISTING; OR 6"
CONCRETE IF CONCRETE DRIVE
EXISTING.

## DETAIL FOR DRIVEWAY TURNOUTS OPEN SHOULDER SECTION (ARTERIALS)




NOTE:
PAVEMENT STRUCTURE FOR STATE HIGHWAYS, CITY STREETS,
& COUNTY ROADS TO BE SAME AS MAIN LANES.

## DETAIL OF TURNOUTS, ASPHALT STREETS, COUNTY ROADS & STATE HIGHWAYS CURB & GUTTER SECTION




NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ASPHALT CONCRETE HOT MIX SURFACE
COURSE (220 LBS. PER SQ. YD.)
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT DRIVE EXIST OR
6" CONCRETE IF CONCRETE DRIVE EXIST.

AGGREGATE BASE COURSE (CLASS 7)
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY

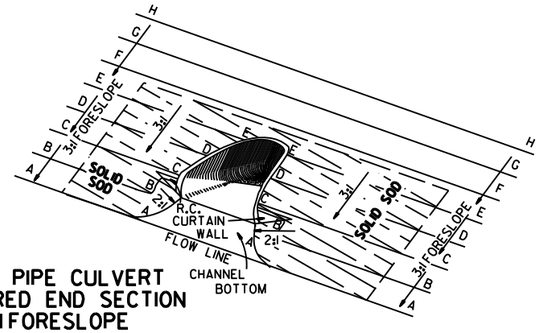
## DETAIL FOR DRIVEWAY TURNOUTS (COLLECTORS)

| DATE REV | DATE FILMED | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 5-19-22 | | ISSUED |

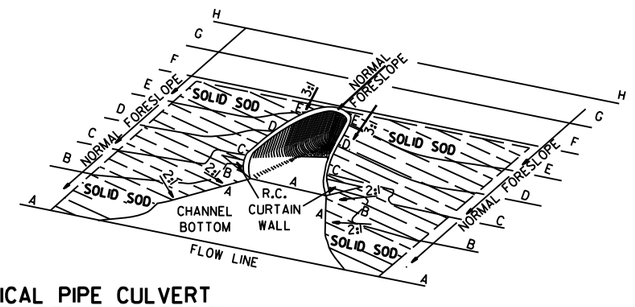
ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DRIVEWAYS & STREET TURNOUTS

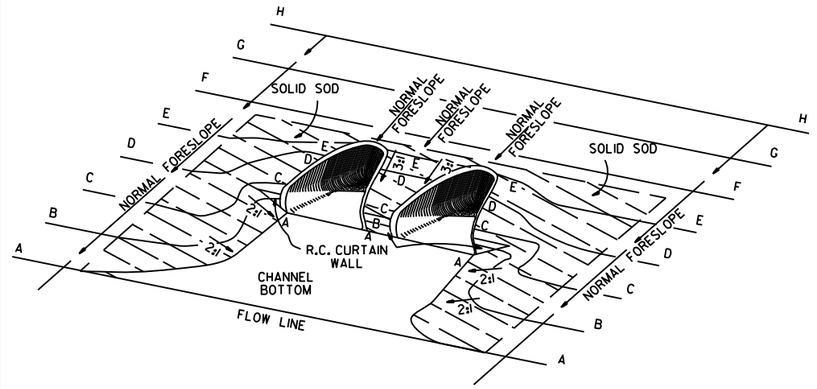
STANDARD DRAWING DR-2



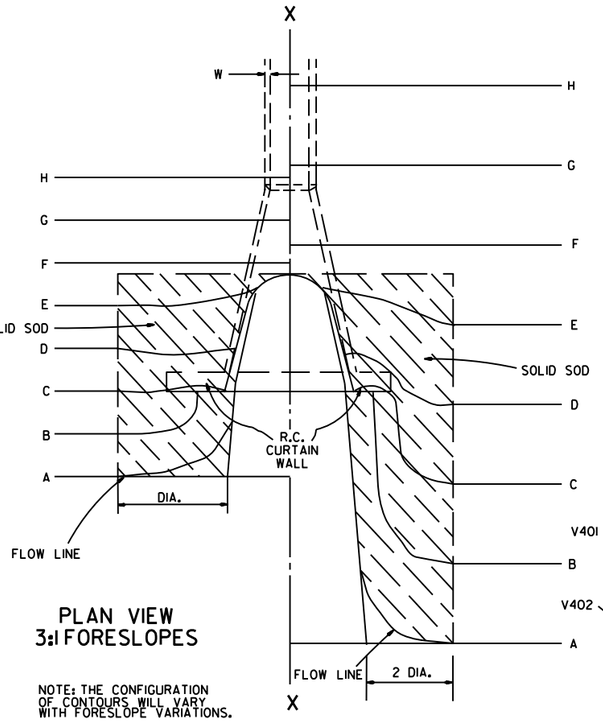

TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE




TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES




TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES




PLAN VIEW
3:1 FORESLOPES

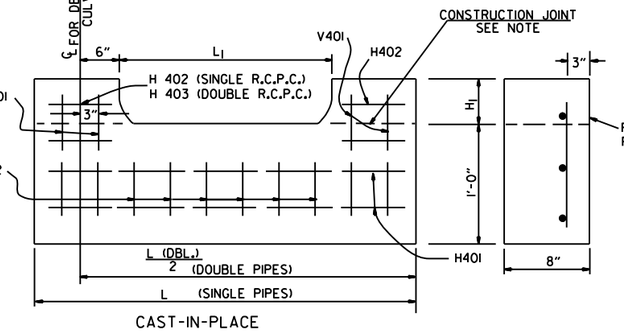
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

## R.C. CURTAIN WALL
## DIMENSIONS & QUANTITIES

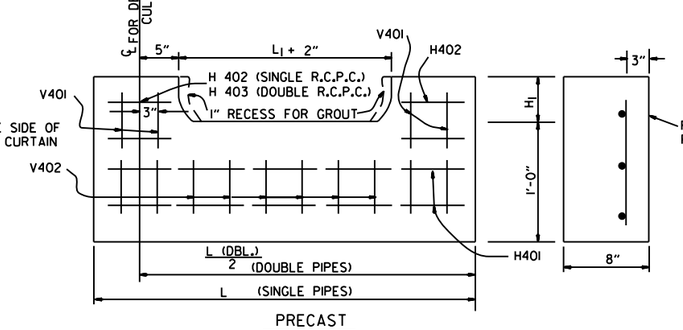
| PIPE DIA. | $H_1$ | $L_1$ | L | L (DBL.)/2 | SINGLE R.C.P.C. CONC. | SINGLE R.C.P.C. REINF. STEEL | DOUBLE R.C.P.C. CONC. | DOUBLE R.C.P.C. REINF. STEEL |
|---|---|---|---|---|---|---|---|---|
| | | | | | CU. YDS. | LBS. | CU. YDS. | LBS. |
| 18" | 1'-11½" | 3'-5" | 8'-0" | 6'-3" | 0.31 | 27.7 | 0.45 | 39.5 |
| 24" | 1'-0½" | 4'-6" | 9'-6" | 7'-6" | 0.37 | 33.4 | 0.53 | 48.0 |
| 30" | 1'-3½" | 5'-7" | 11'-0" | 9'-0" | 0.45 | 39.0 | 0.67 | 59.0 |
| 36" | 1'-7" | 6'-8" | 13'-0" | 10'-6" | 0.58 | 52.6 | 0.83 | 73.9 |
| 42" | 2'-1½" | 7'-3" | 15'-6" | 12'-0" | 0.82 | 77.1 | 1.10 | 100.7 |
| 48" | 2'-5" | 7'-10" | 17'-0" | 13'-0" | 0.98 | 94.9 | 1.27 | 120.4 |
| 54" | 2'-9½" | 8'-5" | 18'-6" | 14'-0" | 1.16 | 115.8 | 1.47 | 143.7 |
| 60" | 3'-4" | 9'-0" | 20'-6" | 15'-6" | 1.47 | 149.7 | 1.84 | 180.3 |
| 72" | 4'-5" | 10'-2" | 25'-6" | 18'-6" | 2.31 | 232.6 | 2.73 | 271.0 |

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.




CAST-IN-PLACE

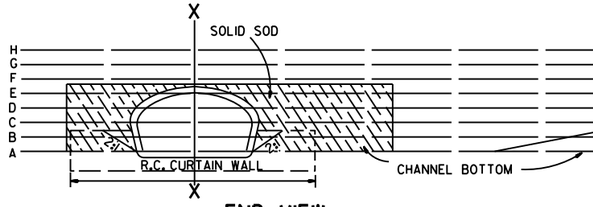
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



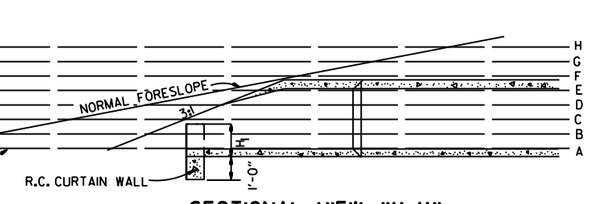

PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS




END VIEW




SECTIONAL VIEW "X-X"

## REINFORCING STEEL SCHEDULE

| PIPE DIA. | SINGLE R.C. PIPE CULVERT H401 L | H401 NO. | H402 L | H402 NO. | V401 L | V401 NO. | V402 L | V402 NO. | DOUBLE R.C. PIPE CULVERT H401 L | H401 NO. | H402 L | H402 NO. | H403 L | H403 NO. | V401 L | V401 NO. | V402 L | V402 NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18" | 7'-8" | 2 | 1'-11½" | 4 | 1'-7½" | 8 | 8" | 8 | 12'-2" | 2 | 1'-11½" | 4 | 8" | 2 | 1'-7½" | 10 | 8" | 14 |
| 24" | 9'-2" | 2 | 2'-2" | 4 | 1'-8½" | 10 | 8" | 9 | 14'-8" | 2 | 2'-2" | 4 | 8" | 2 | 1'-8½" | 12 | 8" | 18 |
| 30" | 10'-8" | 2 | 2'-4½" | 4 | 1'-11½" | 10 | 8" | 12 | 17'-8" | 2 | 2'-4½" | 4 | 8" | 2 | 1'-11½" | 14 | 8" | 22 |
| 36" | 12'-8" | 2 | 2'-10" | 6 | 2'-3" | 12 | 8" | 14 | 20'-8" | 2 | 2'-10" | 6 | 8" | 3 | 2'-3" | 14 | 8" | 28 |
| 42" | 15'-2" | 2 | 3'-9½" | 8 | 2'-9½" | 16 | 8" | 15 | 23'-8" | 2 | 3'-9½" | 8 | 8" | 4 | 2'-9½" | 18 | 8" | 30 |
| 48" | 16'-8" | 2 | 4'-3" | 10 | 3'-1" | 18 | 8" | 16 | 25'-8" | 2 | 4'-3" | 10 | 8" | 5 | 3'-1" | 20 | 8" | 32 |
| 54" | 18'-2" | 2 | 4'-8½" | 12 | 3'-5½" | 20 | 8" | 17 | 27'-8" | 2 | 4'-9" | 12 | 8" | 6 | 3'-5½" | 22 | 8" | 34 |
| 60" | 20'-2" | 2 | 5'-5" | 14 | 4'-0" | 24 | 8" | 18 | 30'-8" | 2 | 5'-5" | 14 | 8" | 7 | 4'-0" | 26 | 8" | 36 |
| 72" | 25'-2" | 2 | 7'-4" | 18 | 5'-1" | 30 | 8" | 20 | 36'-8" | 2 | 7'-4" | 18 | 8" | 9 | 5'-1" | 33 | 8" | 40 |

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

## SOLID SODDING

| PIPE DIA. | SINGLE R.C.P.C. 3:1 | 4:1 | 6:1 | DOUBLE R.C.P.C. 3:1 | 4:1 | 6:1 |
|---|---|---|---|---|---|---|
| | SQ. YDS. | | | SQ. YDS. | | |
| 18" | 5 | 7 | 12 | 6 | 8 | 13 |
| 24" | 8 | 12 | 19 | 9 | 13 | 20 |
| 30" | 13 | 18 | 29 | 14 | 19 | 30 |
| 36" | 17 | 26 | 41 | 18 | 28 | 43 |
| 42" | 23 | 35 | 55 | 25 | 37 | 57 |
| 48" | 29 | 46 | 68 | 31 | 48 | 70 |
| 54" | 35 | 57 | 85 | 37 | 59 | 87 |
| 60" | 45 | 62 | 104 | 48 | 65 | 107 |
| 72" | 64 | 92 | 156 | 67 | 95 | 159 |

NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

GENERAL NOTES

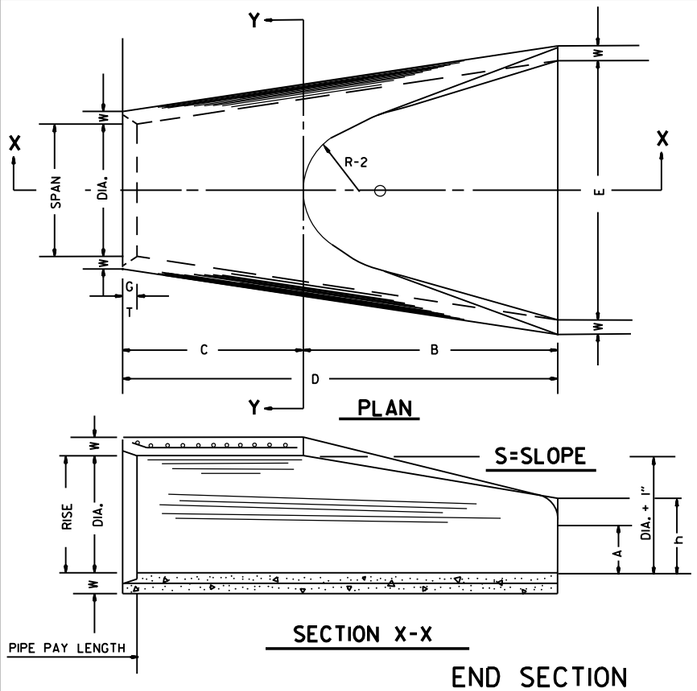
1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE: FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.

| DATE | REVISION | FILMED |
|---|---|---|
| 10-18-96 | ADDED NOTE TO SOLID SODDING | |
| 10-12-95 | CORRECTED SPELLING | |
| 11- 3-94 | ADDED GENERAL NOTE NO. 4 | |
| 8-15-91 | REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT. | |
| 3-2-81 | ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES | |
| 5-15-80 | ADDED PRECAST WALL & GENERAL NOTES | |
| 10-2-72 | REVISED AND REDRAWN | |

ARKANSAS STATE HIGHWAY COMMISSION

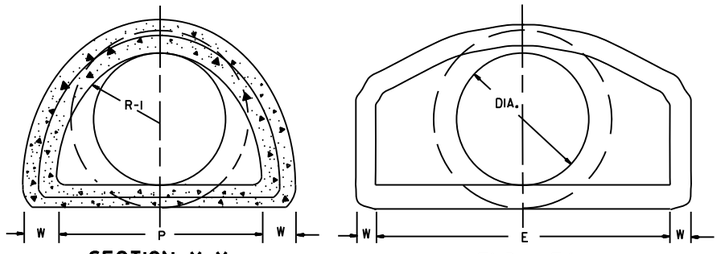
# FLARED END SECTION

STANDARD DRAWING FES-1




## TABLE OF DIMENSIONS

| DIA. | WALL | A | B | C | D | E | S | DIA. + 1" | P | R-1 | R-2 | G-T | WT. | h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18" | 2½" | 9" | 2'-3" | 3'-10" | 6'-1" | 3'-0" | 3:1 | 19" | 29" | 15½" | 12" | 2" | 1000 | 1'-0½" |
| 24" | 3" | 9½" | 3'-7½" | 2'-6" | 6'-1½" | 4'-0" | 3:1 | 25" | 33 3/16" | 16 15/16" | 14" | 2½" | 1600 | 1'-1½" |
| 30" | 3½" | 1'-0" | 4'-6" | 1'-7 3/4" | 6'-1 3/4" | 5'-0" | 3:1 | 31" | 37" | 18½" | 15" | 3¼" | 1940 | 1'-4 5/8" |
| 36" | 4" | 1'-3" | 5'-3" | 2'-10 3/4" | 8'-1 3/4" | 6'-0" | 3:1 | 37" | 47 13/16" | 24 5/16" | 20" | 3½" | 4100 | 1'-8" |
| 42" | 4½" | 1'-9" | 5'-3" | 2'-11" | 8'-2" | 6'-6" | 3:1 | 43" | 53⅞" | 27½" | 22" | 3½" | 5380 | 2'-2½" |
| 48" | 5" | 2'-0" | 6'-0" | 2'-2" | 8'-2" | 7'-0" | 3:1 | 49" | 56½" | 28½" | 22" | 3½" | 6550 | 2'-6" |
| 54" | 5½" | 2'-4" | 6'-6" | 1'-10" | 8'-4" | 7'-6" | 3:1 | 55" | 65½" | 33⅛" | 24" | 4" | 8750 | 2'-10½" |
| 60" | 6" | 2'-10" | 6'-6" | 1'-10" | 8'-4" | 8'-0" | 3:1 | 61" | 72½" | 36 11/16" | 24" | 4" | 9270 | 3'-5" |
| 72" | 7" | 3'-10" | 6'-6" | 1'-10" | 8'-4" | 9'-0" | 3:1 | 73" | 77 13/16" | 38 15/16" | 24" | 5" | 13250 | 4'-6" |

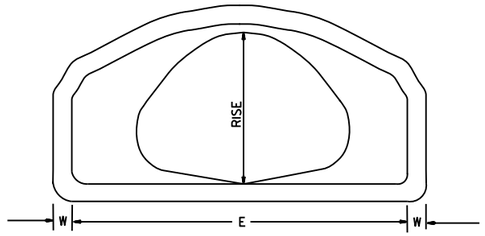



NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

## ARCH PIPE

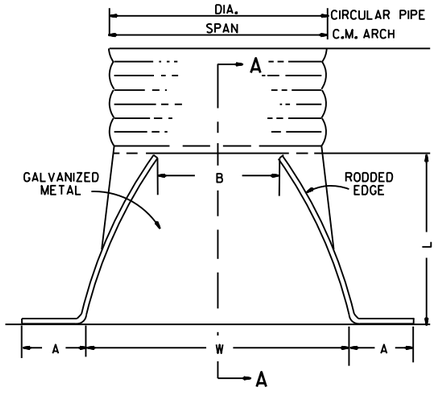
| EQUIV. DIA. | • SPAN AASHTO M 206 | • SPAN AHD NOMINAL | • RISE AASHTO M 206 | • RISE AHD NOMINAL | W | A | B | C | D | E | P | R2 | G-T | S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INCHES | | | | | | | | | | | | | |
| 15 | 18 | 18 | 11 | 11 | 2" | 4" | 2'-0" | 4'-0" | 6'-0" | 3'-0" | 29" | 12" | 1½" | 2½:1 |
| 18 | 22 | 22 | 13½ | 14 | 2½" | 5" | 2'-0" | 4'-1" | 6'-1" | 3'-6" | 32⅛" | 13" | 2½" | 2½:1 |
| 21 | 26 | 26 | 15½ | 16 | 2¾" | 7" | 2'-3" | 3'-10" | 6'-1" | 4'-0" | 34⅛" | 14" | 2½" | 2½:1 |
| 24 | 28½ | 29 | 18 | 18 | 3" | 9" | 2'-3" | 3'-10" | 6'-1" | 5'-0" | 36 11/16" | 15" | 2½" | 2½:1 |
| 30 | 36¼ | 36 | 22½ | 23 | 3½" | 10" | 3'-1" | 3'-0½" | 6'-1½" | 6'-0" | 47 11/16" | 20" | 3" | 2½:1 |
| 36 | 43¾ | 44 | 26⅜ | 27 | 4" | 10½" | 4'-0" | 2'-1½" | 6'-1½" | 6'-6" | 54 5/16" | 22" | 3½" | 2½:1 |
| 42 | 51⅛ | 51 | 31 5/16 | 31 | 4½" | 11½" | 4'-7" | 1-10¼" | 6'-5¼" | 7'-2" | 59½" | 23" | 3¾" | 2½:1 |
| 48 | 58½ | 59 | 36 | 36 | 5" | 1'-3" | 5'-3" | 2'-10¾" | 8'-1¾" | 7'-10" | 70 5/16" | 24" | 4¼" | 2½:1 |
| 54 | 65 | 65 | 40 | 40 | 5½" | 1'-7" | 5'-3" | 2'-11" | 8'-2" | 8'-6" | 72 1/16" | 24" | 4¾" | 2¼:1 |
| 60 | 73 | 73 | 45 | 45 | 6" | 1'-10" | 5'-6" | 2'-8" | 8'-2" | 9'-0" | 77 1/16" | 24" | 5" | 2¼:1 |

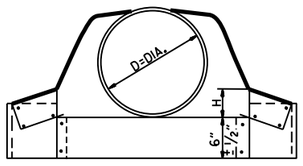
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

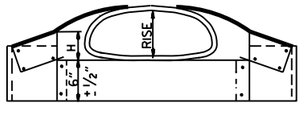



END VIEW
CONCRETE ARCH PIPE

# END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS




## CIRCULAR PIPE

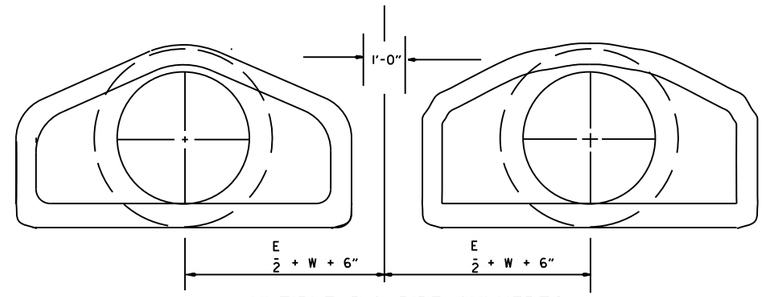
| D. DIA. | GAUGE | A 1" ± | B. MAX. | H 1" ± | L 1½" ± | W 2" ± | S |
|---|---|---|---|---|---|---|---|
| | | INCHES | | | | | |
| 12 | 16 | 6 | 6 | 6 | 21 | 24 | 2½:1 |
| 15 | 16 | 7 | 8 | 6 | 26 | 30 | 2½:1 |
| 18 | 16 | 8 | 10 | 6 | 31 | 36 | 2½:1 |
| 21 | 16 | 9 | 12 | 6 | 36 | 42 | 2½:1 |
| 24 | 16 | 10 | 13 | 6 | 41 | 48 | 2½:1 |
| 30 | 14 | 12 | 16 | 8 | 51 | 60 | 2½:1 |
| 36 | 14 | 14 | 19 | 9 | 60 | 72 | 2½:1 |
| 42 | 12 | 16 | 22 | 11 | 69 | 84 | 2½:1 |
| 48 | 12 | 18 | 27 | 12 | 78 | 90 | 2½:1 |
| 54 | 12 | 18 | 30 | 12 | 84 | 102 | 2:1 |
| 60 | 12 | 18 | 33 | 12 | 87 | 114 | 1¾:1 |
| 66 | 12 | 18 | 36 | 12 | 87 | 120 | 1½:1 |
| 72 | 12 | 18 | 39 | 12 | 87 | 126 | 1 1/3:1 |

## C.M. ARCH PIPE

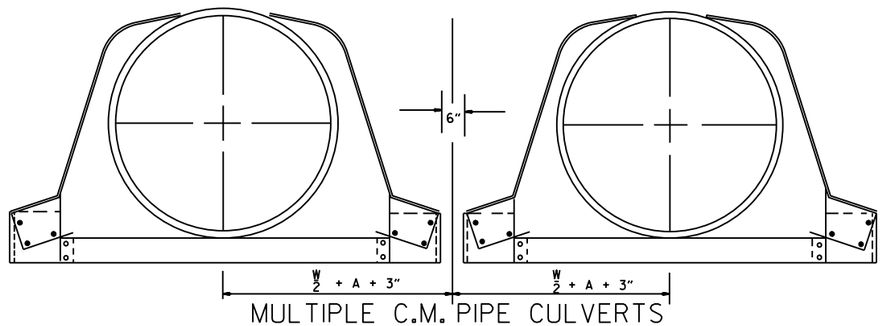
| EQUIV. DIA. | SPAN | RISE | A 1" ± | B. MAX. | H 1" ± | L 1½" ± | W 2" ± | S | GAUGE |
|---|---|---|---|---|---|---|---|---|---|
| | INCHES | | | | | | | | |
| 15" | 17 | 13 | 7 | 9 | 6 | 19 | 30 | 2½:1 | 16 |
| 18" | 21 | 15 | 7 | 10 | 6 | 23 | 36 | 2½:1 | 16 |
| 21" | 24 | 18 | 8 | 12 | 6 | 28 | 42 | 2½:1 | 16 |
| 24" | 28 | 20 | 9 | 14 | 6 | 32 | 48 | 2½:1 | 16 |
| 30" | 35 | 24 | 10 | 16 | 6 | 39 | 60 | 2½:1 | 14 |
| 36" | 42 | 29 | 12 | 18 | 8 | 46 | 75 | 2½:1 | 14 |
| 42" | 49 | 33 | 13 | 21 | 9 | 53 | 85 | 2½:1 | 12 |
| 48" | 57 | 38 | 18 | 26 | 12 | 63 | 90 | 2½:1 | 12 |
| 54" | 64 | 43 | 18 | 30 | 12 | 70 | 102 | 2¼:1 | 12 |
| 60" | 71 | 47 | 18 | 33 | 12 | 77 | 114 | 2¼:1 | 12 |

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

# END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS




MULTIPLE R.C. PIPE CULVERTS



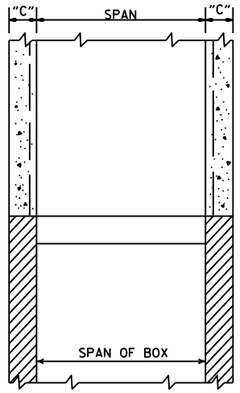

MULTIPLE C.M. PIPE CULVERTS

| DATE | REVISION | FILMED |
|---|---|---|
| 10-18-96 | REVISED ASTM REF. TO AASHTO | |
| 5-15-80 | REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S. | 664-5-15-80 |
| 7-14-78 | C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES | 752-7-14-78 |
| 8-22-75 | ADDED MULTIPLE PIPE CULVERTS | 517-8-22-75 |
| 12-5-74 | REMOVED NOTE RE REINF. FOR R.C. F.E.S. | 500-12-5-74 |
| 5-24-73 | CMP END SECTION, SHOW PIPE PAY LENGTH | 627-5-24-73 |
| 10-2-72 | REVISED AND REDRAWN | 760-10-2-72 |

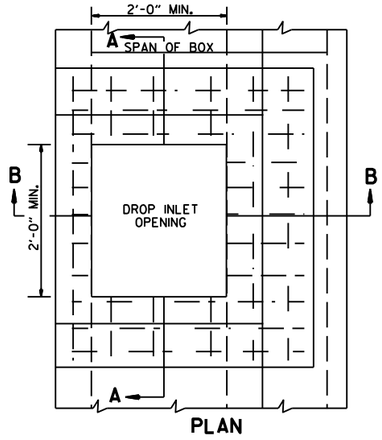
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

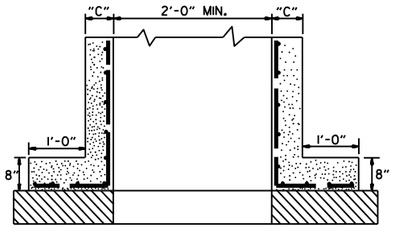
STANDARD DRAWING FES-2



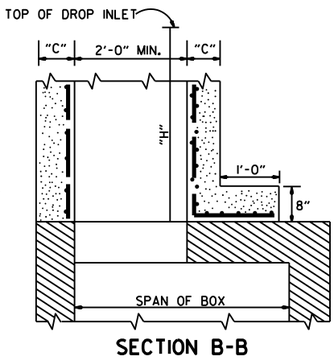

SECTION B-B




PLAN

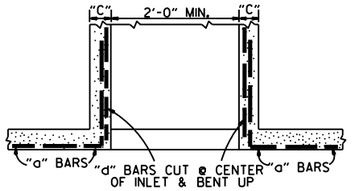



SECTION A-A

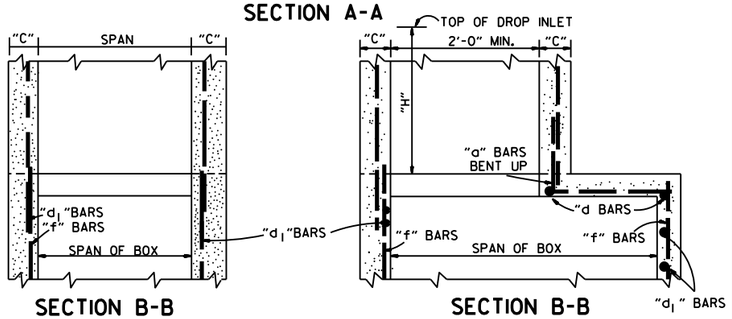



SECTION B-B

## METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



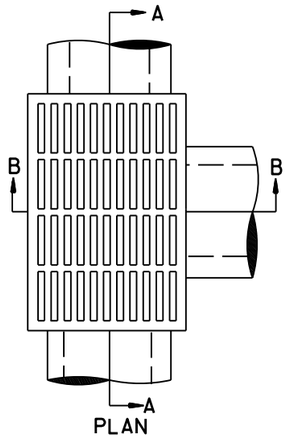

SECTION A-A



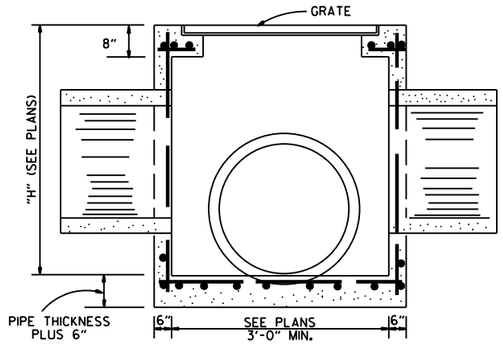

SECTION B-B SECTION B-B

## METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.

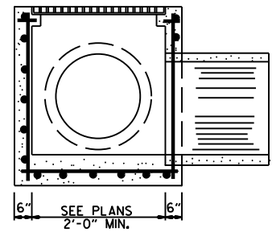



PLAN



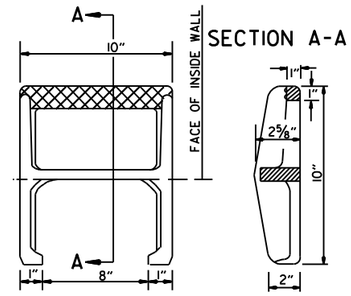

SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE DROP INLET TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.




SECTION B-B

## DROP INLET (TYPE E)

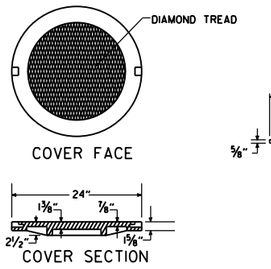



APPROX. WEIGHT = 11 LBS. (CAST IRON)

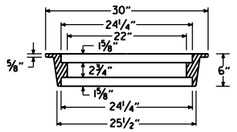
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

## DETAIL OF STEP FOR DROP INLET



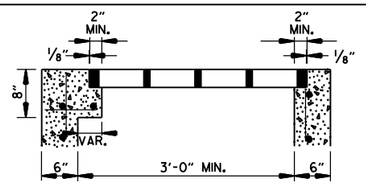

COVER SECTION



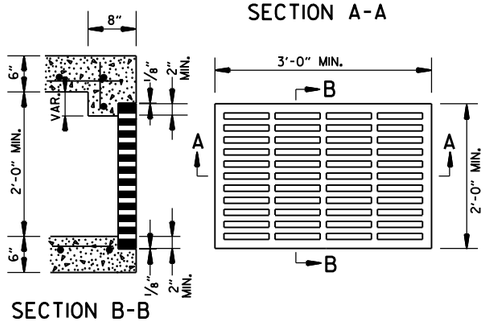

RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

## HEAVY DUTY RING & COVER



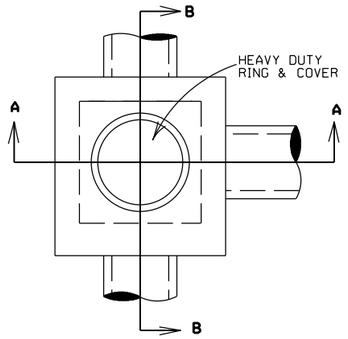

SECTION A-A



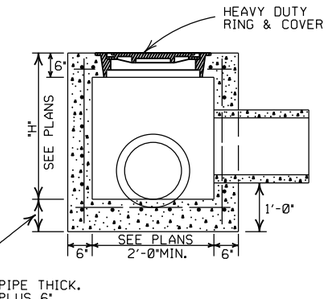

SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

## GRATE FOR TYPE E DROP INLET

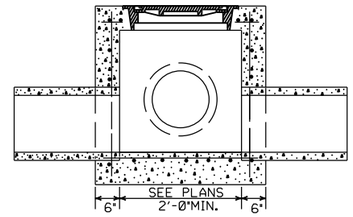



PLAN



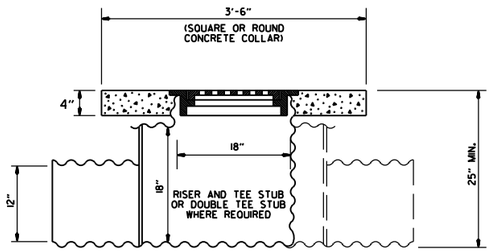

SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE JUNCTION BOX TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.

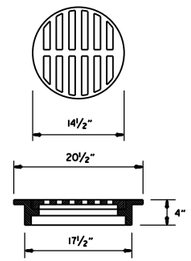



SECTION B-B

## JUNCTION BOX (TYPE E)




NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".




USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

## DETAIL OF YARD DRAIN

GENERAL NOTES:

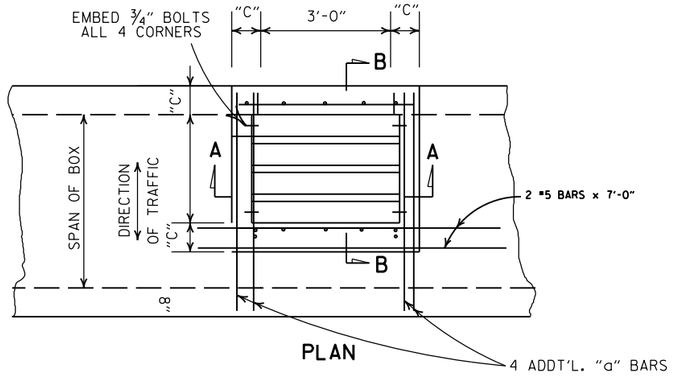
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

| DATE REV. | REVISION | DATE FILMED |
|---|---|---|
| 11-16-01 | ADDED NOTE 10 | |
| 1-12-00 | REVISED HEAVY DUTY RING & COVER | |
| 7-02-98 | CHANGED GRATE DETAIL, DELETED DI(TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E) | |
| 6-26-97 | ADDED DIMENSION TO TYPE IV-A | |
| 10-18-96 | ADDED DETAIL OF YARD DRAIN | |
| 8-15-91 | DELETE TYPE IV GRATE | |
| 7-15-88 | REVISED STEP DETAIL | |
| 5-20-83 | REVISED DETAILS OF GRATES (TYPE IV & IV-A) | |
| 2-4-83 | ADDED GENERAL NOTE NO. 4 | |
| 3-2-81 | ADDED TYPE IV-A GRATE | |
| 5-22-74 | DELETED INLET (TYPE F) & GRATE (TYPE III) | |
| 10-2-72 | REVISED AND REDRAWN | |

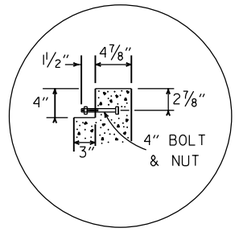
ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DROP INLETS & JUNCTION BOXES

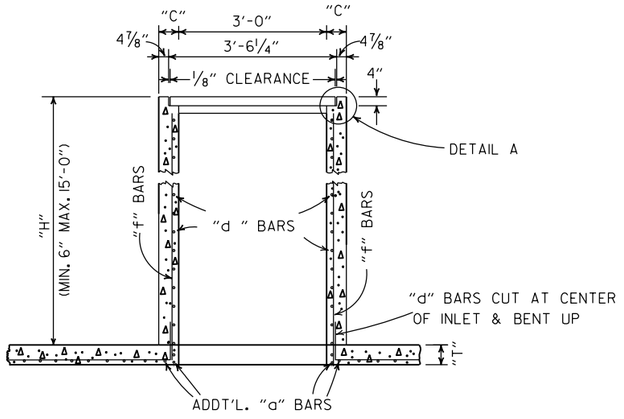
STANDARD DRAWING FPC-9



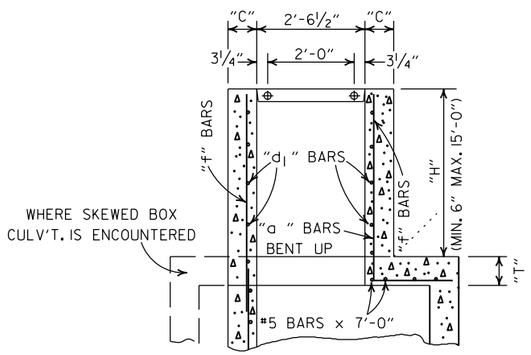

PLAN




DETAIL A




SECTION A-A

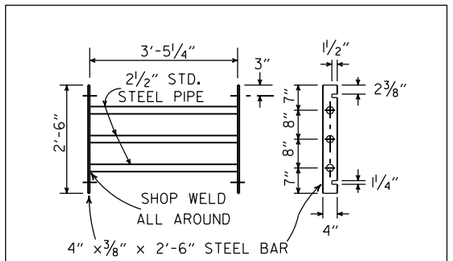



SECTION B-B

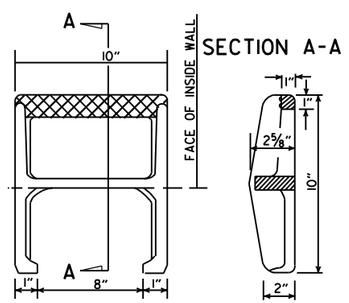
NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

DIMENSIONS & REINF. BARS FOR D.I. TO BE THE SAME AS THOSE SHOWN ON APPLICABLE STD. BARREL DRAWING FOR R.C. BOX CULVERTS.

## DROP INLET TYPE "TM"
## FOR REINFORCED CONC. BOX CULVERTS




GRATE DETAIL




APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

## DETAIL OF STEP FOR DROP INLET

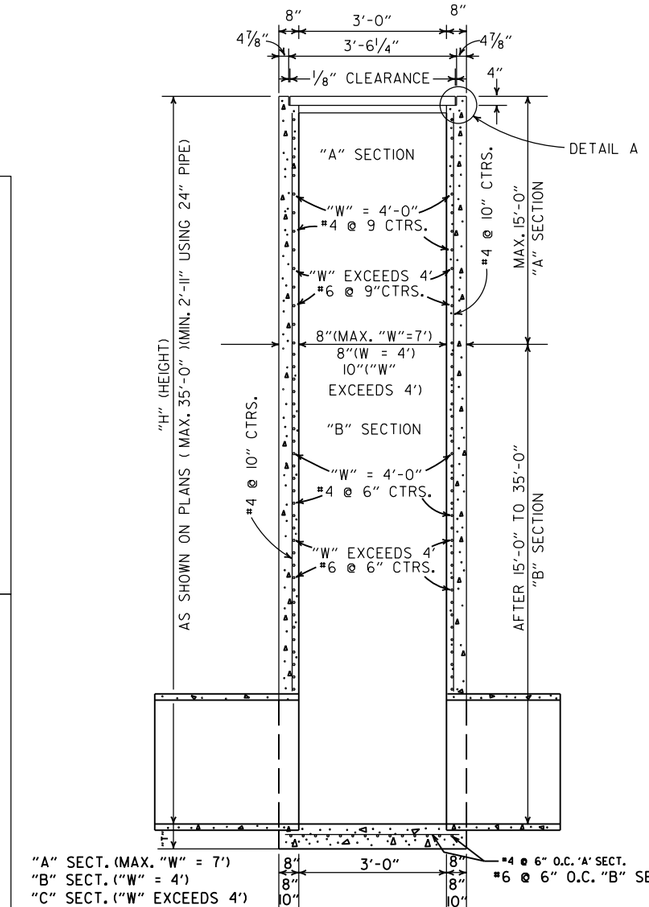
GENERAL NOTES:

1. STEEL PIPE FOR GRATES AND BOLTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 807. BOLTS SHALL CONFORM TO ONE OF THE FOLLOWING: ASTM A193, GRADE B8 CLASS 1 OR 2, ASTM A307 OR AASHTO M 164.
2. STEEL PIPE FOR GRATES SHALL BE "STANDARD WEIGHT" PIPE CONFORMING TO ASTM A53 NATIONAL STANDARD PIPE.
3. BOLTS, NUTS, WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232 OR AASHTO M 298, CLASS 40 OR 50.
4. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
5. ALL #4 AND #5 REINFORCING BARS TO HAVE 1½" COVER. LARGER SIZES TO HAVE 2" COVER.
6. THE COMPLETE PIPE GRATE SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

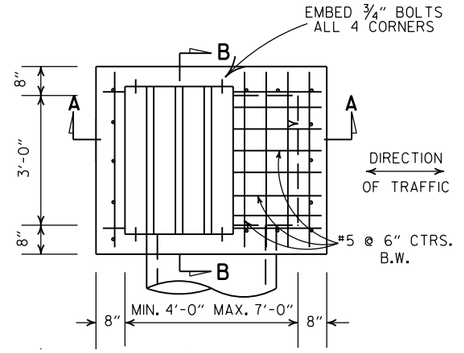
## TABLE OF "W" DIMENSIONS

| I.D. PIPE | SKEW OF CROSS DRAIN | | |
|---|---|---|---|
| | STRAIGHT | 30° | 45° |
| | "W" | "W" | "W" |
| 24" | 4'-0" | 4'-0" | 4'-0" |
| 30" | 4'-0" | 4'-0" | 4'-5" |
| 36" | 4'-0" | 4'-3" | 5'-3" |
| 42" | 4'-3" | 4'-11" | 6'-1" |
| 48" | 4'-10" | 5'-7" | 6'-11" |

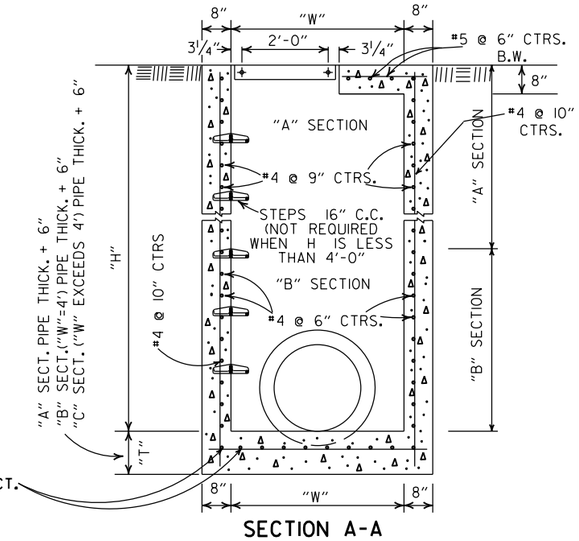
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.




SECTION B-B




PLAN




SECTION A-A

## DROP INLET( TYPE RM )

| REVISED | | DATE FILMED |
|---|---|---|
| 8-22-02 | ADDED & REVISED DIMENSION TO SECTION A-A | |
| 1-12-00 | CORRECTED DIMENSION ON SECTION B-B | |
| 11-06-97 | ADDED DIMENSION TO SECTION A-A | |
| 10-18-96 | REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS | |
| 10-1-92 | ADDED DIRECTION OF TRAFFIC | 10-1-92 |
| 8-15-91 | ADDED NOTE ABOUT PAINTING OF GRATE | 8-15-91 |
| 11-30-89 | ALTERED DETAIL A | 11-30-89 |
| 7-15-88 | REVISED STEP DETAIL,TM & RM D.I. & GRATE DETAIL | 719-7-15-88 |
| 10-2-72 | REVISED AND REDRAWN | 542-10-2-72 |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DROP INLETS

STANDARD DRAWING FPC-9D

## 4'-0" LENGTH DROP INLET

| PIPE SIZE | MIN. WIDTH | HEIGHT 5'-0" CLASS A CONC. | HEIGHT 5'-0" REINF. STEEL | PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC. | PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL |
|---|---|---|---|---|---|
| | | CU. YDS. | POUNDS | CU. YDS. | POUNDS |
| 18" | 2'-6" | 1.77 | 156 | 0.28 | 22 |
| 24" | 2'-6" | 1.79 | 156 | 0.28 | 22 |
| 30" | 3'-2" | 2.39 | 205 | 0.30 | 26 |
| 36" | 3'-8" | 2.63 | 236 | 0.32 | 28 |
| 42" | 4'-4" | 2.95 | 250 | 0.34 | 30 |
| 48" | 4'-10" | 3.21 | 265 | 0.36 | 32 |

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.

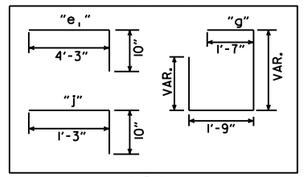
## DROP INLET EXTENSION

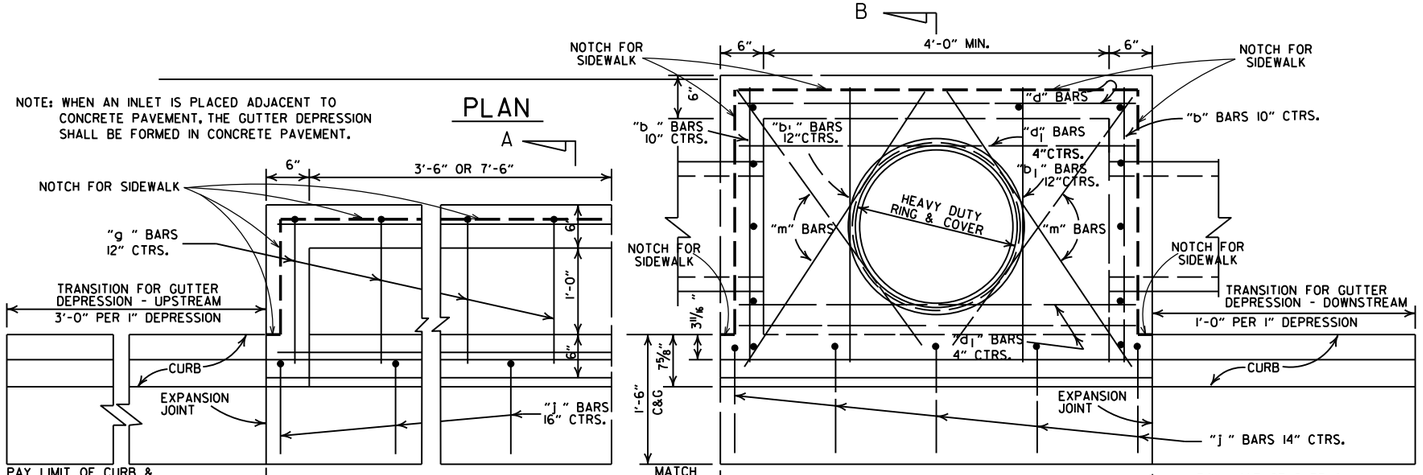
| 4'-0" CLASS A CONC. | 4'-0" REINF. STEEL | 8'-0" CLASS A CONC. | 8'-0" REINF. STEEL |
|---|---|---|---|
| CU. YDS. | POUNDS | CU. YDS. | POUNDS |
| 0.58 | 38 | 0.87 | 72 |
| | | | |
| | | | |
| DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED. | | | |
| 0.04 | 3 | | |
| | | | |

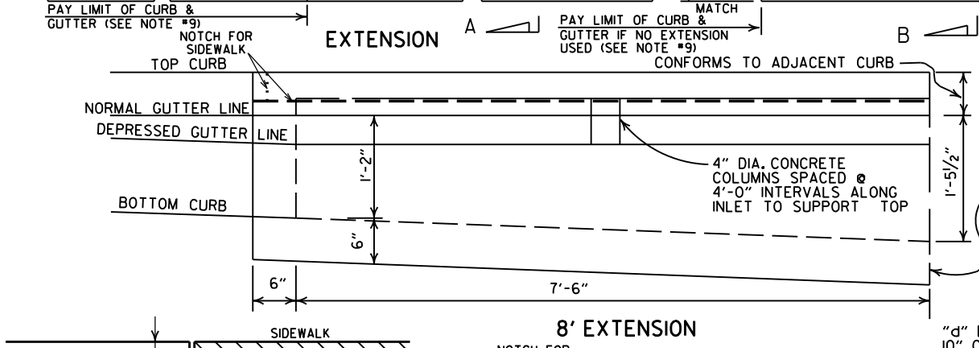
**DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET**

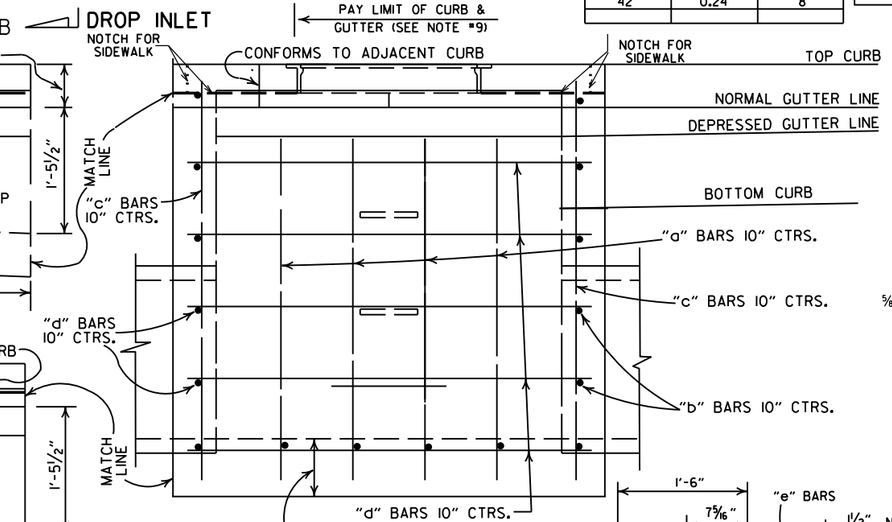
| INSIDE DIA. PIPE | CLASS A CONC. | REINF. STEEL |
|---|---|---|
| INCHES | CU. YDS. | POUNDS |
| 18 | 0.05 | 2 |
| 24 | 0.09 | 3 |
| 30 | 0.13 | 4 |
| 42 | 0.24 | 8 |

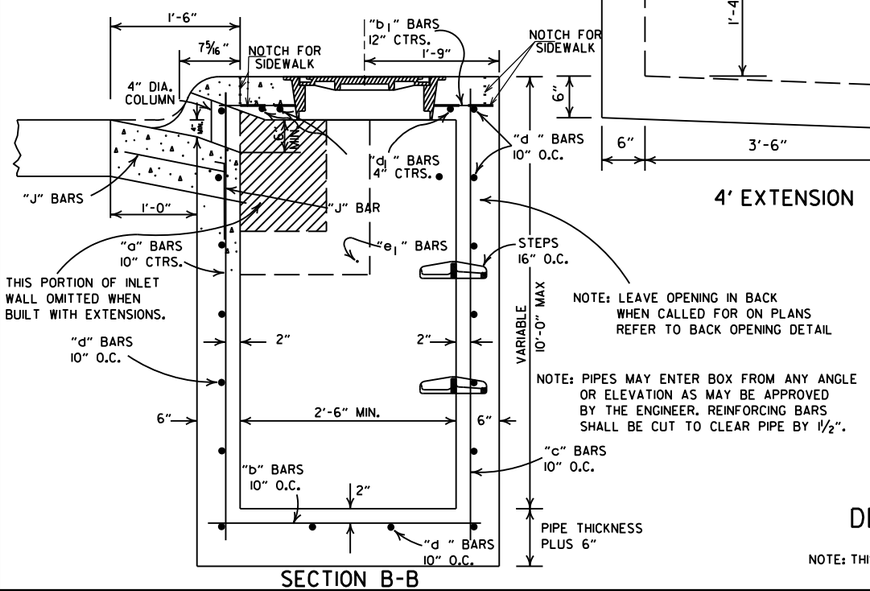
## BAR DIAMETER

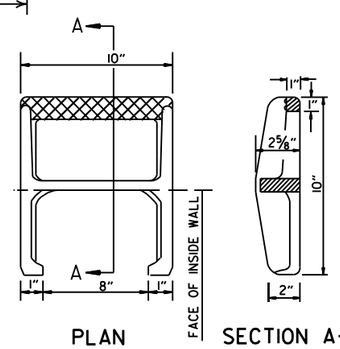


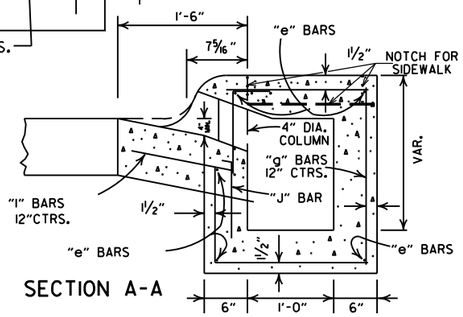



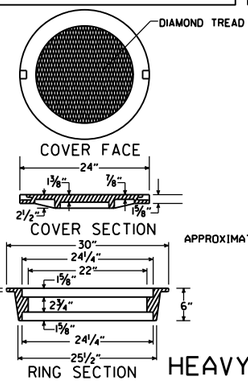



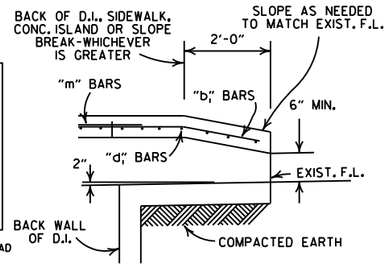




APPROXIMATE TOTAL WEIGHT = 333 LBS.

## HEAVY DUTY RING & COVER




## BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).

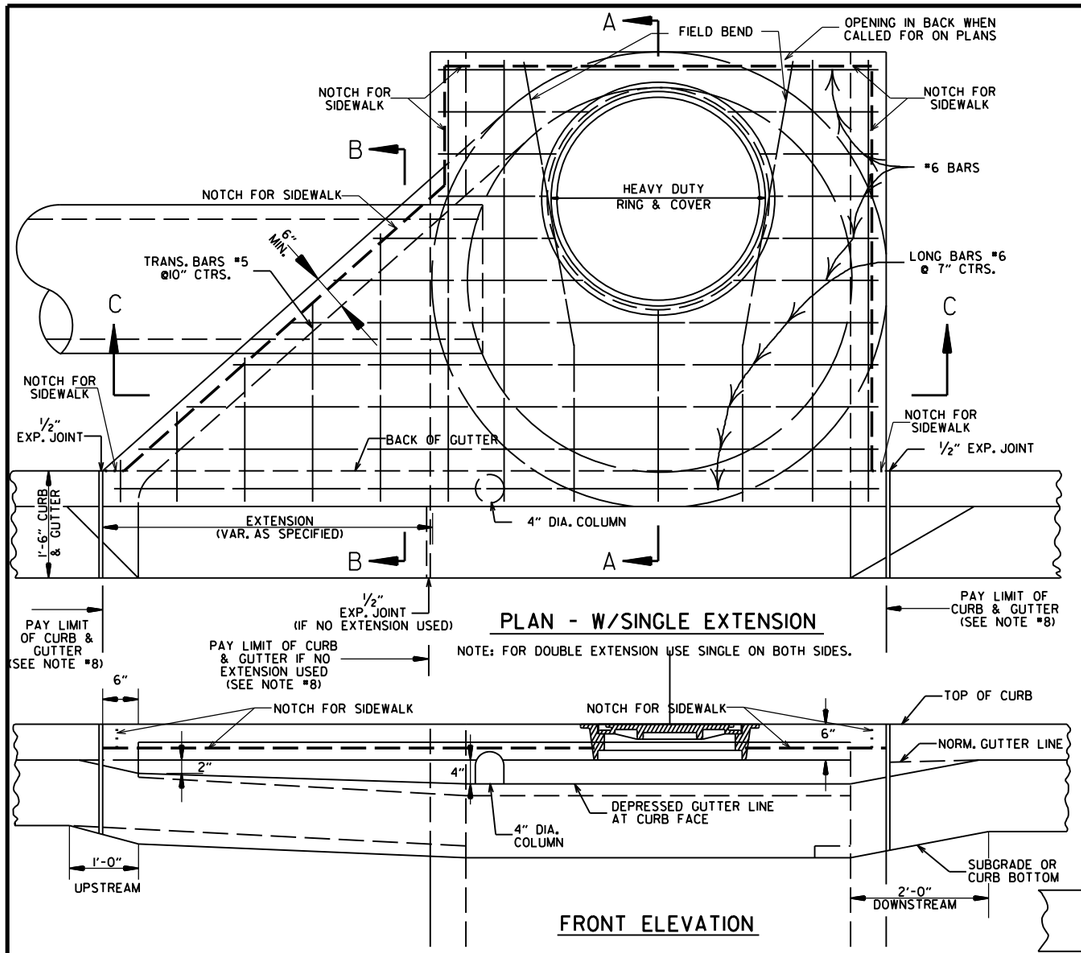
GENERAL NOTES:
1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
6. WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (FPC-9D).
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
9. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
10. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
11. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
12. 4"×2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

| DATE REV. | REVISION | DATE FILMED |
|---|---|---|
| 8-22-02 | ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B | |
| 11-16-01 | ADDED NOTE 13; REVISED SECTION B-B | |
| 1-12-00 | CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER | |
| 5-13-99 | ADDED DETAIL OF NOTCH FOR SIDEWALKS | |
| 7-02-98 | REPLACED RING & COVER W/HEAVY DUTY RING & COVER ADDED NOTES 9,10,&11 | |
| 10-18-96 | CORRECTED SPELLING | |
| 4-26-96 | ADDED NOTE 8 & REVISED (4')(8') EXTENSION TITLES | 10-18-96 |
| 4-1-93 | REVISED BACK OPENING & NOTE | |
| 8-15-91 | DELETE TYPE IV GRATE | |
| 7-15-88 | REVISED STEP DETAIL | |
| 5-20-83 | REVISED DETAILS OF GRATES (TYPE IV & IV-A) | |
| 2-4-83 | ADDED GENERAL NOTE NO. 4 | |
| 3-2-81 | ADDED TYPE IV-A GRATE | |
| 5-22-74 | DELETED INLET (TYPE F) & GRATE (TYPE III) | |
| 10-2-72 | REVISED AND REDRAWN | |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DROP INLETS (TYPE C)

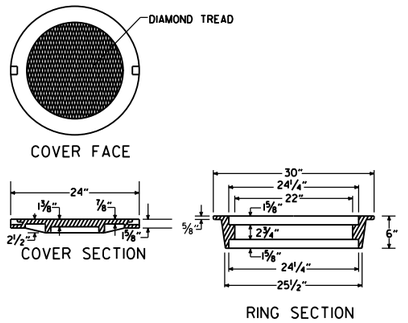
STANDARD DRAWING FPC-9E




## PLAN - W/SINGLE EXTENSION

## FRONT ELEVATION

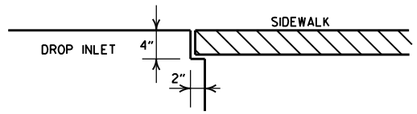
## SECTION C-C



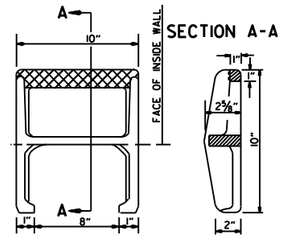

APPROXIMATE TOTAL WEIGHT = 333 LBS.

## HEAVY DUTY RING & COVER

1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.




## DETAIL OF NOTCH FOR SIDEWALKS



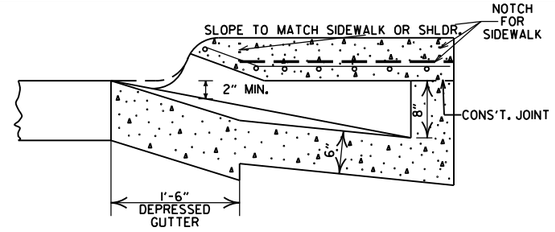

## SECTION A-A

APPROX. WEIGHT = 11LBS. (CAST IRON)

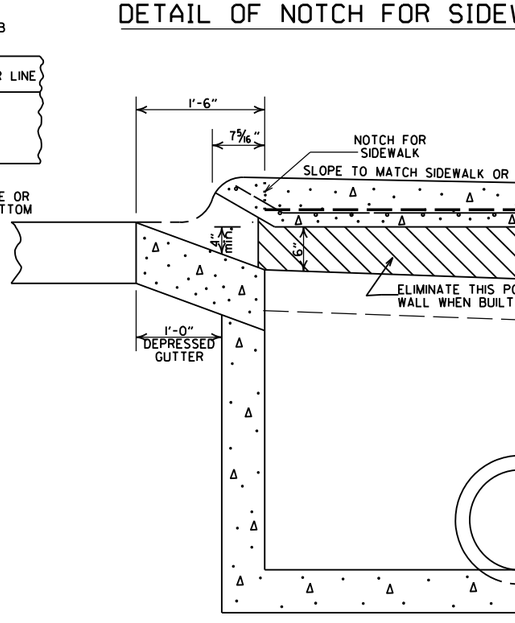
## PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

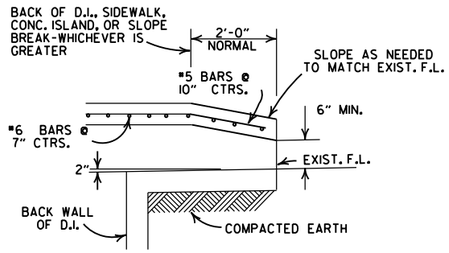
## DETAIL OF STEP FOR DROP INLET




## SECTION B-B




## SECTION A-A




## BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

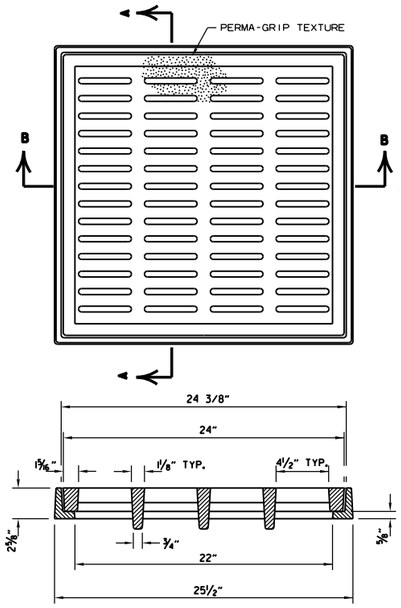
| DIA. OF D.I. | DIA. OF OUTLET PIPE | MINIMUM WALL THICKNESS | |
|---|---|---|---|
| | | CAST IN PLACE | PRECAST |
| 4' I.D. | 12" THRU 27" | 6" | 5" |
| 5' I.D. | 30" THRU 42" | 8" | 6" |
| 6' I.D. | 48" THRU 54" | 8" | 7" |

| DATE | REVISIONS | DATE FILMED |
|---|---|---|
| 8-22-02 | ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B | |
| 11-16-01 | ADDED NOTE 13 | |
| 1-12-00 | REVISED HEAVY DUTY RING & COVER | |
| 5-13-99 | ADDED NOTCH DETAIL FOR SIDEWALKS | |
| 7-02-98 | REP. NOTE 8, REM. PLAN DET., REV. PICTURE FOR NEW RING & COVER, ADDED HEAVY DUTY RING & COVER AND DETAIL OF STEP FOR DROP INLET | |
| 4-26-96 | ADDED NOTE 11, ADJ. OPENING DIMENSION | |
| 10-12-95 | CORRECTED #6 BAR SPACING | |
| 7-20-95 | CORRECTED DIAMETER OF D.I. IN BOX | |
| 2-2-95 | TYPE C TO MO (OPEN, BACK DETAIL) | |
| 11-3-94 | REVISED GENERAL NOTES | 11-3-94 |
| 4-1-93 | REV. BACK OPEN. DETAIL & NOTE | 4-1-93 |
| 8-16-91 | REVISED NOTES 11,12 & ADDED BK.OPEN DETAIL | 8-15-91 |
| 11-30-89 | ADDED NOTE NO. 12 | 11-30-89 |
| 5-23-89 | ADDED NOTE 8 & MINIMUM WALL THICKNESS | 513-5-23-89 |
| 7-15-88 | ADDED EXTEND NOTE TO SECTION A-A | 629-7-15-88 |
| 1-14-87 | MODIFIED WALL THICKNESS | 783-1-14-87 |
| 6-12-87 | ISSUED | 4-6-12-87 |

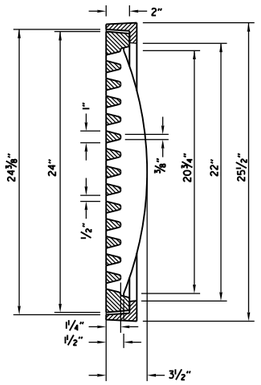
ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M




SECTION B-B

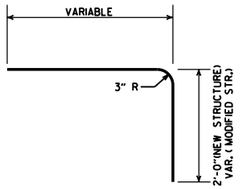



SECTION A-A

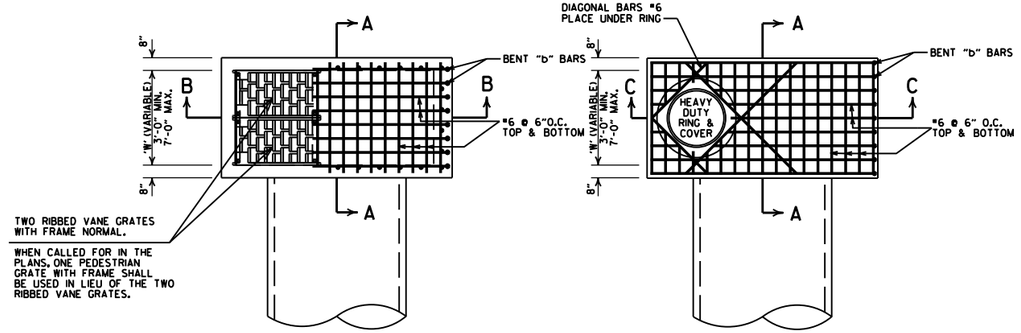
GENERAL NOTES ( PEDESTRIAN GRATE & FRAME )

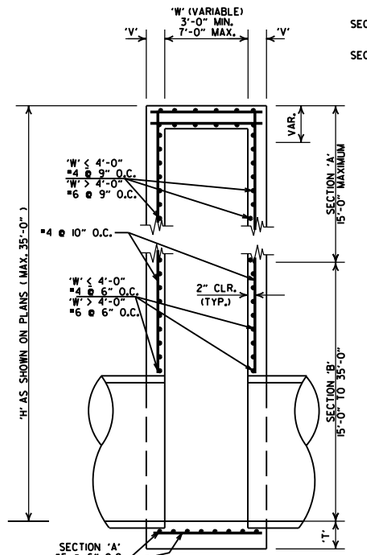
1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 218 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

## DETAILS OF PEDESTRIAN GRATE AND FRAME

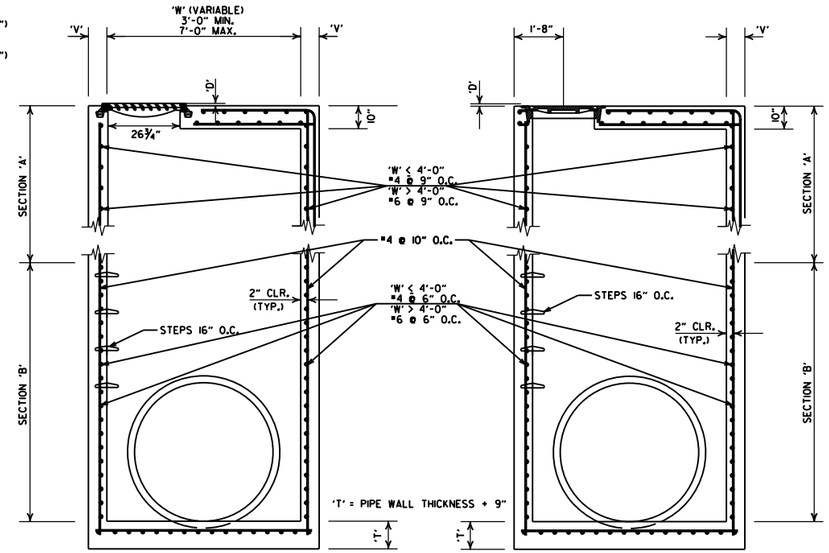



DETAIL OF BENT "b" BAR




SECTION A-A




SECTION B-B

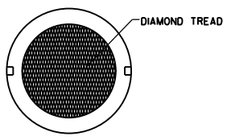
SECTION C-C

## DETAILS OF DROP INLET ( TYPE ST )

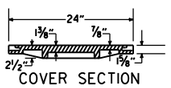
## DETAILS OF JUNCTION BOX ( TYPE ST )

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

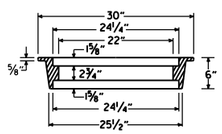
1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.




COVER FACE




COVER SECTION



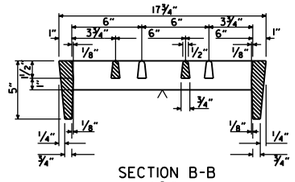

RING SECTION

### HEAVY DUTY RING & COVER

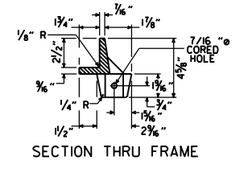
APPROXIMATE TOTAL WEIGHT = 333 LBS.

GENERAL NOTES (HEAVY DUTY RING & COVER):

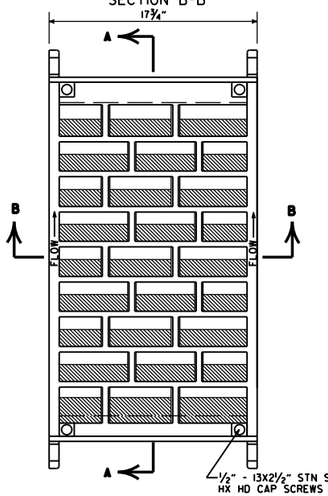
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

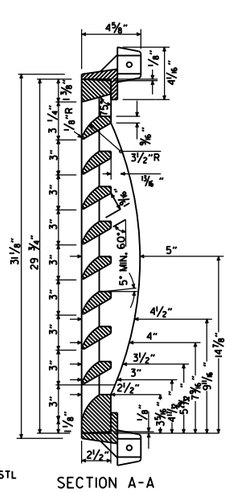



SECTION B-B




SECTION THRU FRAME




SECTION A-A

## DETAILS OF RIBBED VANE GRATE AND FRAME

GENERAL NOTES ( RIBBED VANE GRATE & FRAME )

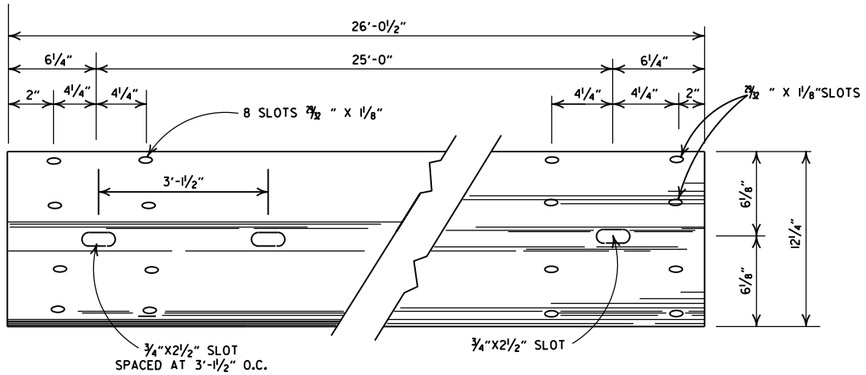
1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.

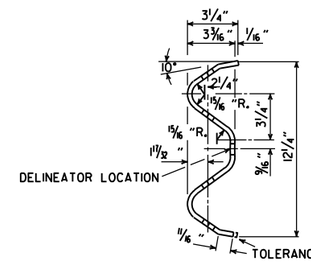
| DATE REVISED | DATE FILMED | DESCRIPTION |
|---|---|---|
| 7-26-12 | | REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS |
| 11-16-01 | | ADDED NOTE 4 |
| 1-12-00 | | REVISED HEAVY DUTY RING & COVER |
| 5-13-99 | | ADDED PEDESTRIAN FRAME & GRATE |
| 7-02-98 | | REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE |
| 10-18-96 | | REVISED ASTM REF. TO AASHTO |
| 10-1-92 | | REVISED & REISSUED |
| 8-15-91 | 8-15-91 | REVISED & REISSUED |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DROP INLET & JUNCTION BOX ( TYPE ST )

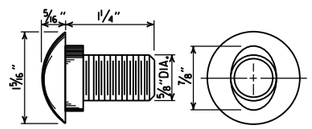
STANDARD DRAWING FPC-9S



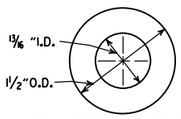




## DETAILS OF W-BEAM GUARDRAIL

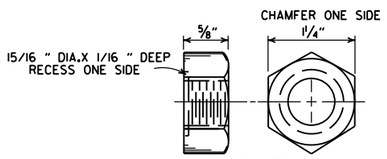
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



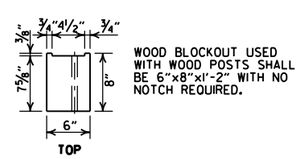

## SPLICE BOLT
## POST BOLT - SAME EXCEPT LENGTH




## CUT STEEL WASHER

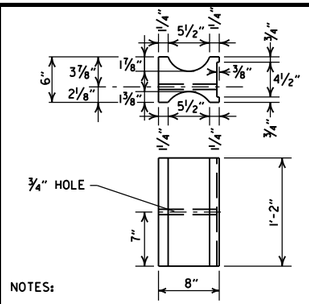



## NUT




WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

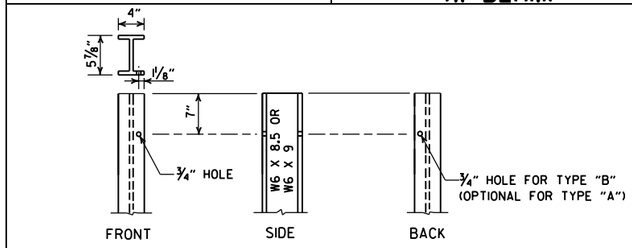
## WOOD BLOCKOUT (W-BEAM)



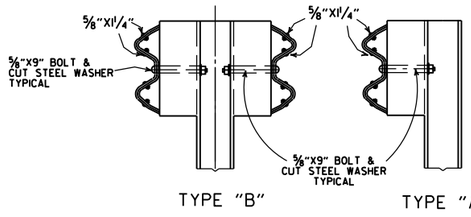

NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

## PLASTIC BLOCKOUT (W-BEAM)




## STEEL POST




## DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

WHERE W-BEAM GUARDRAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARDRAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

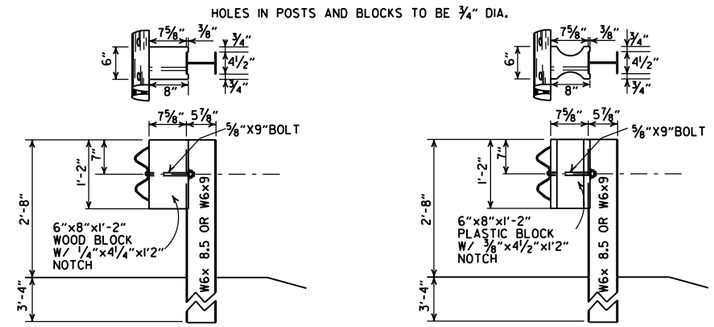
USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

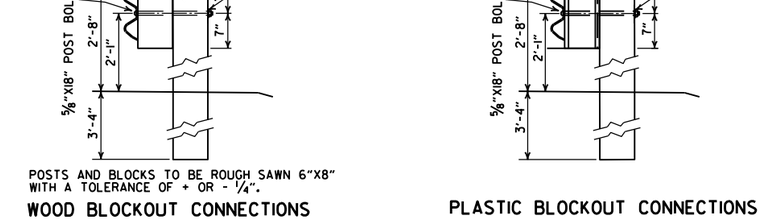
DELINEATORS SHALL BE MOUNTED AT 37.5' SPACING ON THE FRONT FACE OF THE GUARDRAIL. SPACING MAY BE REDUCED IN CURVES, AS DIRECTED BY THE ENGINEER. COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR GUARDRAIL.




WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

## DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)




POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

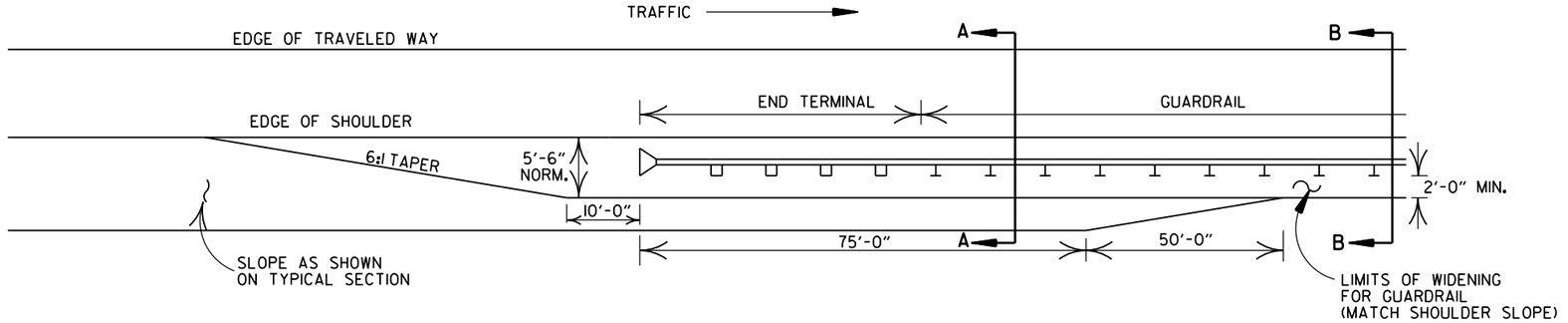
## DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

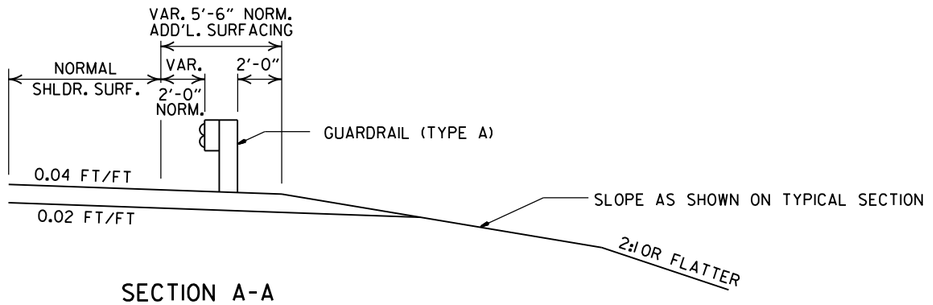
| DATE | REVISION | FILMED |
|---|---|---|
| 05-19-22 | REVISED GENERAL NOTES, ADDED DELINEATOR LOCATION. | |
| 11-07-19 | RENUMBERED AND RENAMED | |
| 11-16-17 | REVISED GENERAL NOTES AND RAISED GUARDRAIL HEIGHT 3" | |
| 07-14-10 | RAISED HEIGHT OF GUARDRAIL 1" | |
| 10-15-09 | ADDED REFERENCE TO MASH | |
| 04-10-03 | REVISED GENERAL NOTES | |
| 08-22-02 | REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST | |
| 11-16-01 | REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS | |
| 03-30-00 | REMOVED GUARDRAIL AT BRIDGE ENDS | |
| 01-12-00 | ADDED PLASTIC BLOCKOUT | |
| 08-12-98 | REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARDRAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES | |
| 04-03-97 | REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS | |
| 10-18-96 | REVISED WOOD POST NOTE | |
| 06-02-94 | ADDED ALT. STEEL POST SIZE | |
| 08-05-93 | REVISED STEEL POST SIZE | 8-5-93 |
| 10-01-92 | REDRAWN & REVISED | 10-1-92 |
| 08-15-91 | REVISED WASHER NOTE | 8-15-91 |
| 08-02-90 | REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK | 8-2-90 |
| 07-15-88 | REVISED SECTION 3 & GENERAL NOTES | |
| 03-04-88 | REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK | 780-3-4-88 |
| 10-30-87 | REVISED WOOD LINE POST DETAIL | 546-10-30-87 |
| 10-09-87 | REDRAWN & REVISED | 802-10-9-87 |

ARKANSAS STATE HIGHWAY COMMISSION

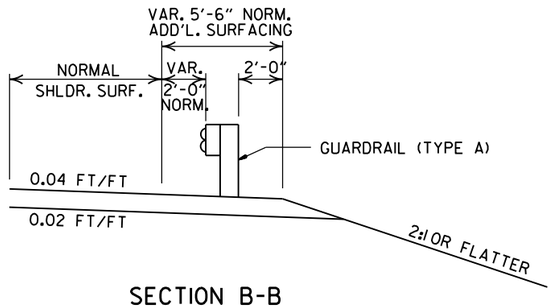
GUARDRAIL DETAILS

STANDARD DRAWING GR-6



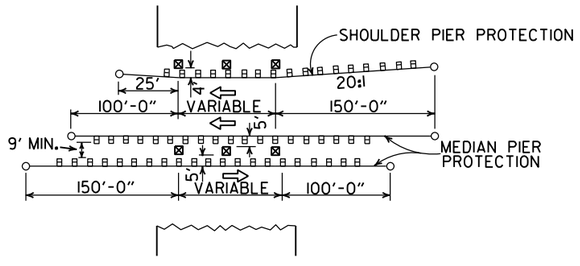




SECTION A-A



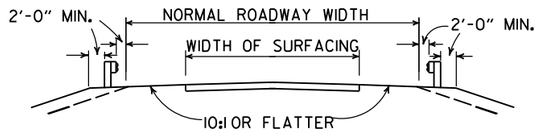

SECTION B-B

## DETAILS OF WIDENING FOR GUARDRAIL

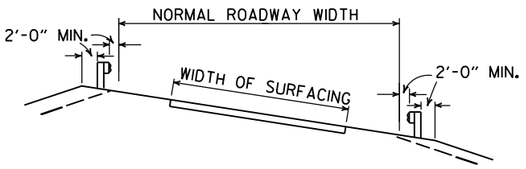



## METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.




SECTION ON TANGENT




SECTION ON CURVE

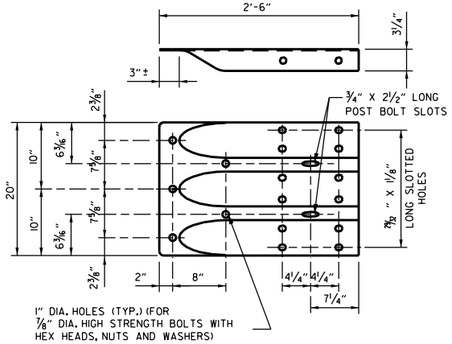
## DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

| DATE | REVISION | DATE FILM |
|---|---|---|
| 11-07-19 | RENUMBERED AND RENAMED | |
| 4-17-08 | MINOR REVISION | |
| 11-10-05 | DRAWN | |

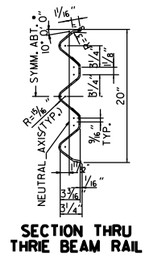
ARKANSAS STATE HIGHWAY COMMISSION

# GUARDRAIL DETAILS

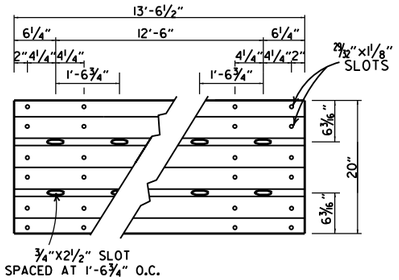
STANDARD DRAWING GR-9



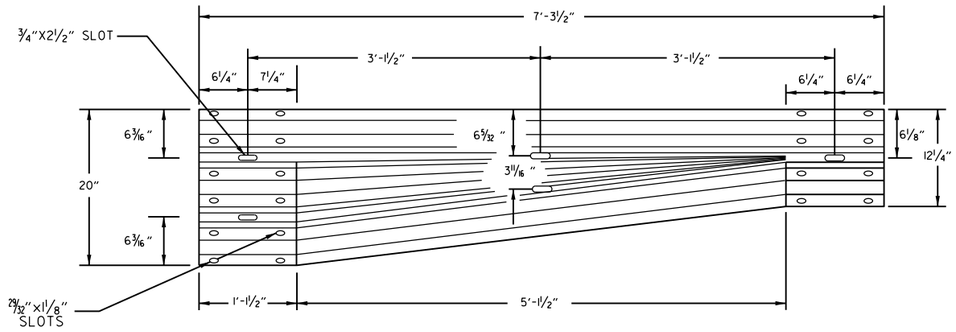

## SPECIAL END SHOE



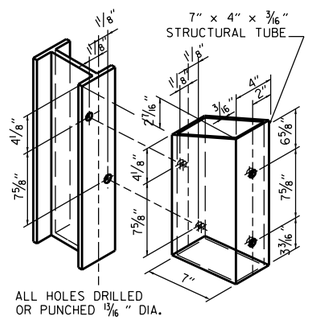

SECTION THRU THRIE BEAM RAIL




## THRIE BEAM RAIL

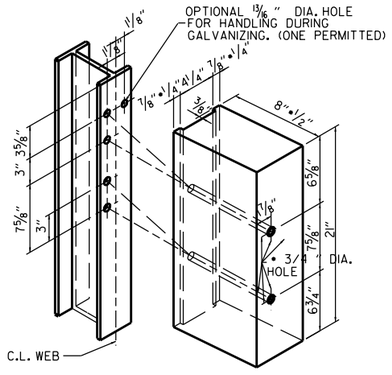



## TRANSITION SECTION




ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

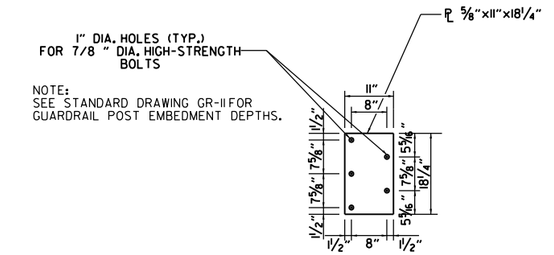
## STRUCTURAL STEEL TUBING BLOCKOUT DETAIL




ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

## HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

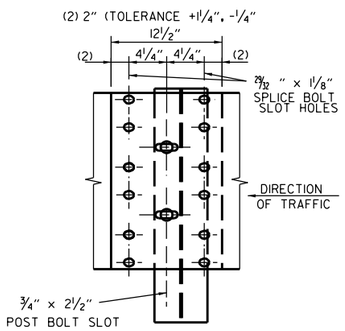
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.




NOTE:
SEE STANDARD DRAWING GR-11 FOR GUARDRAIL POST EMBEDMENT DEPTHS.

## CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.




## THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE 1.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3"4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

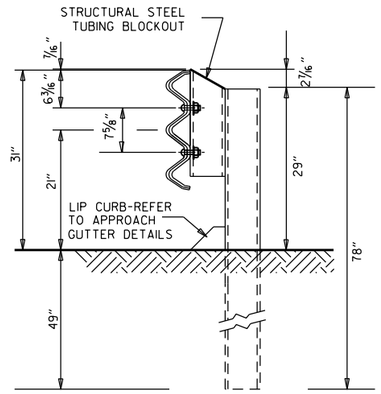
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

| DATE | REVISION | FILMED |
|---|---|---|
| 11-07-19 | RENAMED AND REVISED REFERENCES | |
| 11-16-17 | REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12 | |
| 07-14-10 | RAISED HEIGHT OF W-BEAM 1" | |
| 11-29-07 | ADDED PLASTIC BLOCKOUTS | |
| 11-10-05 | ADDED NOTE FOR ATTACHING STEEL BLOCKOUT | |
| 11-18-04 | REVISED GENERAL NOTES | |
| 10-9-03 | REVISED GENERAL NOTES | |
| 04-10-03 | REVISED GENERAL NOTES | |
| 08-22-02 | REVISED NOTE (2) | |
| 06-29-00 | MOVED DIMENSION LINES | |
| 05-18-00 | ADDED NOTE | |
| 03-30-00 | DRAWN & ISSUED | |

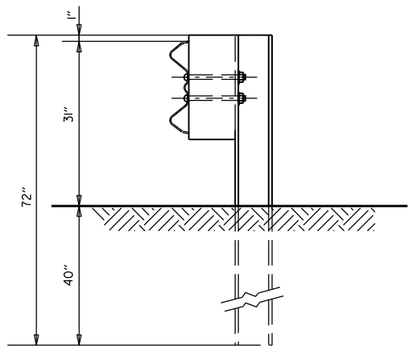
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

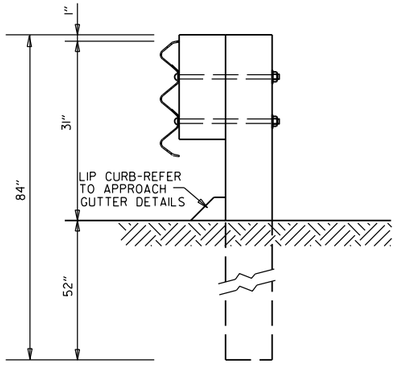
STANDARD DRAWING GR-10



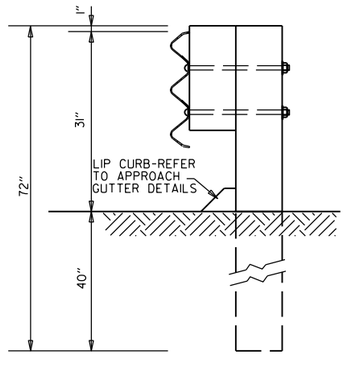

THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



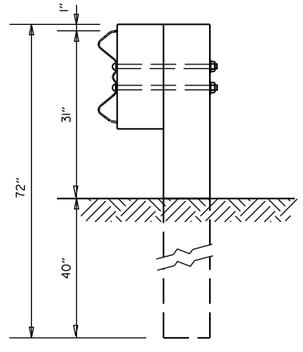

W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8




THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6




THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7




W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

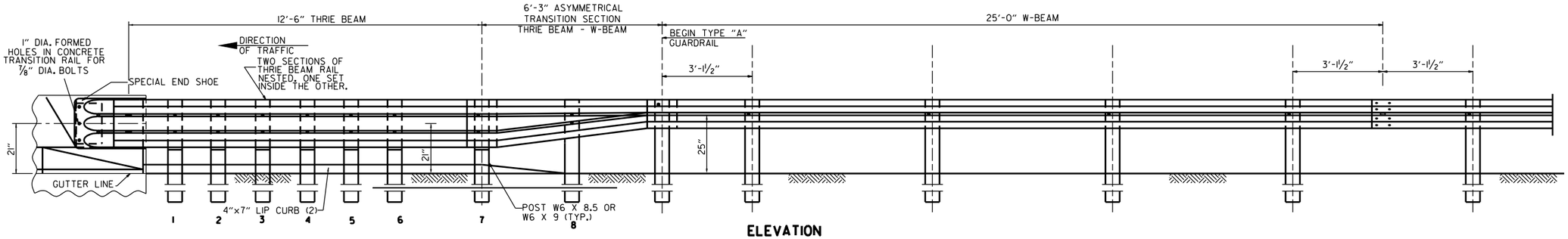
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

| DATE | REVISION | FILMED |
|---|---|---|
| | | |
| | | |
| | | |
| 11-07-19 | RENAMED | |
| 11-16-17 | REVISED GUARDRAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-11 | |
| 07-14-10 | REVISED POST 8 DIMENSIONS | |
| 11-29-07 | ADDED PLASTIC BLOCKOUTS | |
| 08-22-02 | REVISED LIP CURB NOTE | |
| 03-30-00 | DRAWN & ISSUED | |

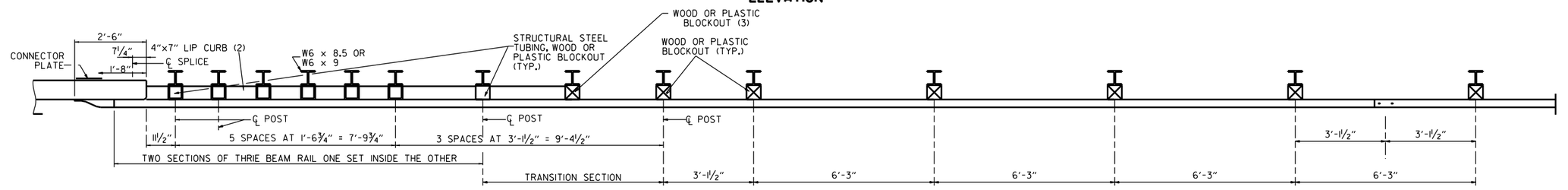
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

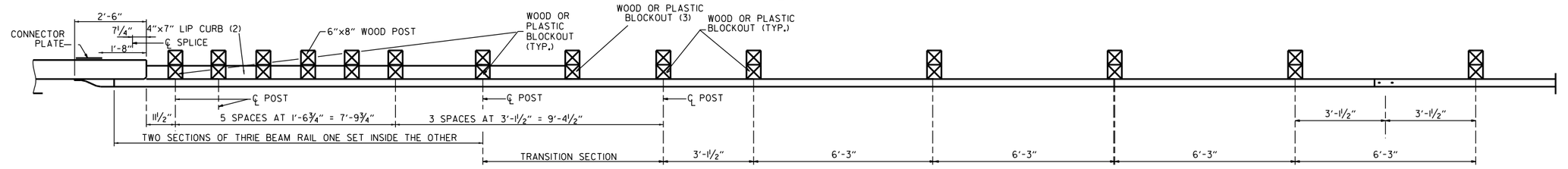
STANDARD DRAWING GR-11




**ELEVATION**




**PLAN**




**PLAN**

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

# THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL NOT BE PLACED AT SPLICE LOCATIONS ALONG W-BEAM RAILS.

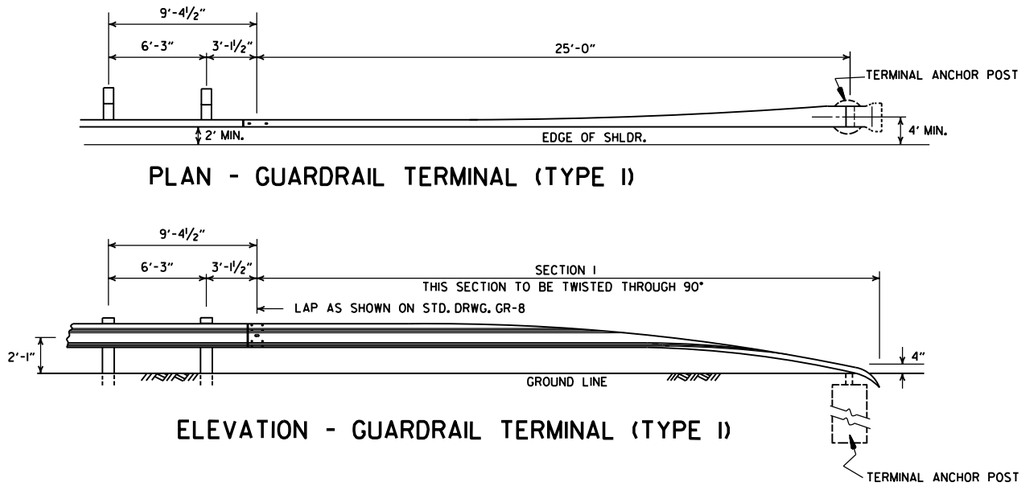
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

| DATE | REVISION | FILMED |
|---|---|---|
| 05-14-20 | REVISED NOTES | |
| 11-07-19 | RENAMED & REVISED REFERENCES | |
| 11-16-17 | RE-DRAWN FROM STD. DWG. GR-10 & ISSUED | |

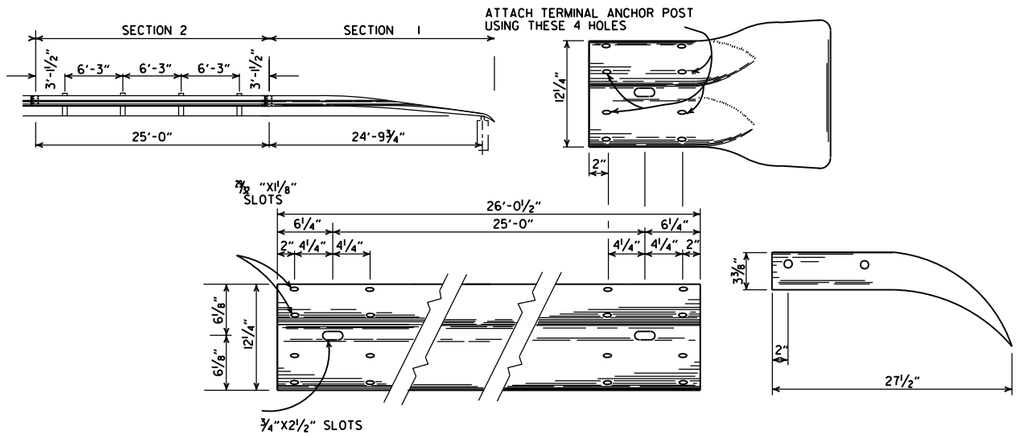
ARKANSAS STATE HIGHWAY COMMISSION

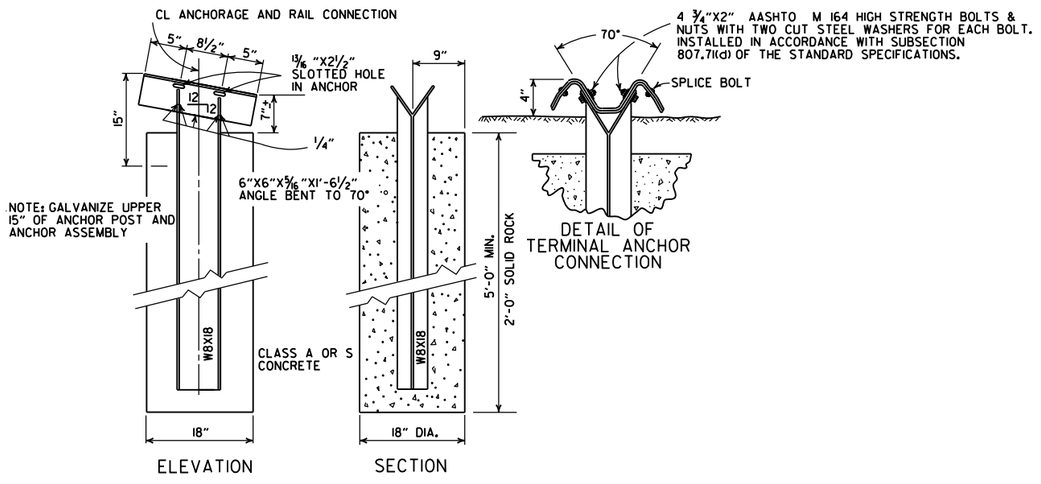
GUARDRAIL DETAILS

STANDARD DRAWING GR-12




NOTE:
SECTIONS 1 AND 2 OF GUARDRAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARDRAIL SPECIFIED.




NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

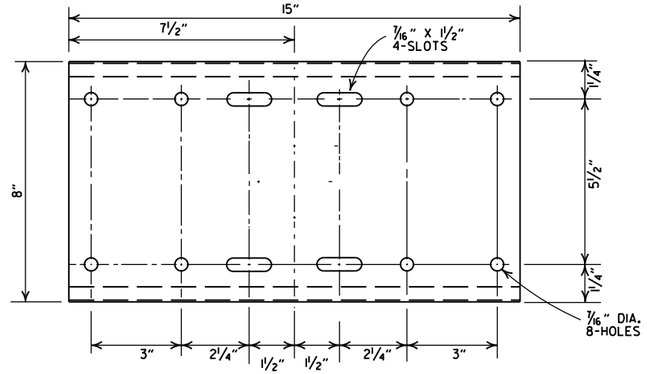
## DETAIL OF TERMINAL ANCHOR POST (TYPE I)

| DATE | REVISION | FILMED |
|---|---|---|
| 11-07-19 | RENAMED & REVISED REFERENCE. | |
| 11-16-17 | REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS | |
| 07-14-10 | RAISED HEIGHT OF GUARDRAIL 1" | |
| 06-26-97 | REVISED LAP NOTE | |
| 10-18-96 | REVISED ASTM REF. TO AASHTO | |
| 11-03-94 | DIMENSION TERMINAL DETAIL | |
| 11-11-92 | ADDED NOTE FOR PAYMENT | 11-11-92 |
| 10-01-92 | DRAWN & ISSUED | 10-1-92 |

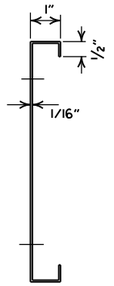
ARKANSAS STATE HIGHWAY COMMISSION

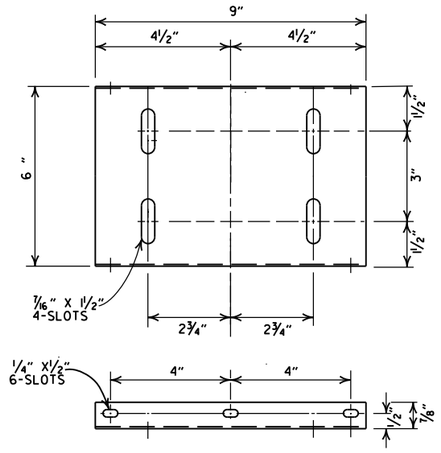
GUARDRAIL DETAILS

STANDARD DRAWING GRT-1

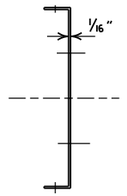


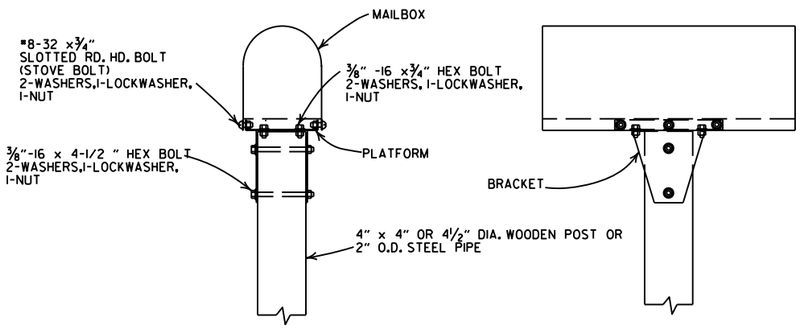

SHELF



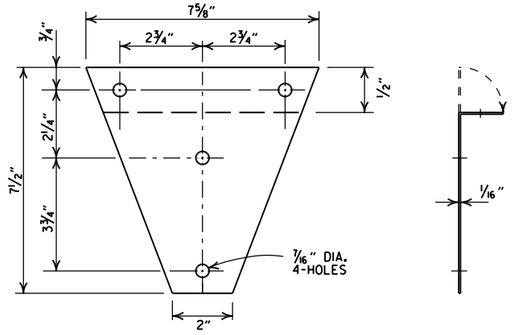




PLATFORM




SINGLE INSTALLATION



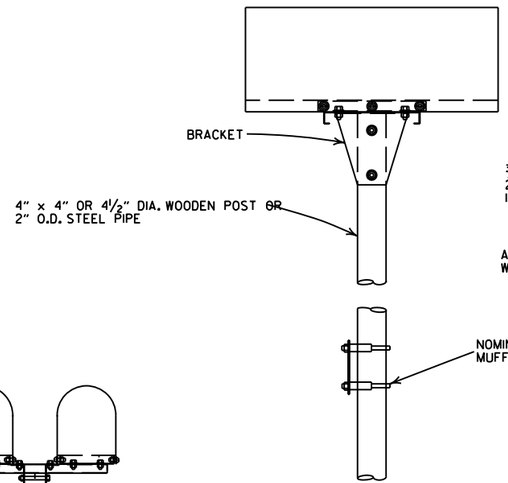




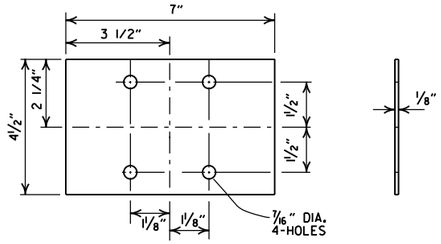
BRACKET

**GENERAL NOTES**

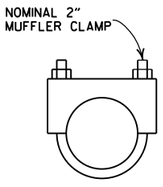
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF ¾" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X¾" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



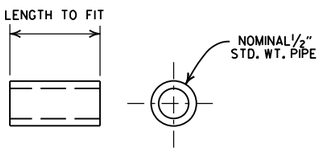

DOUBLE INSTALLATION



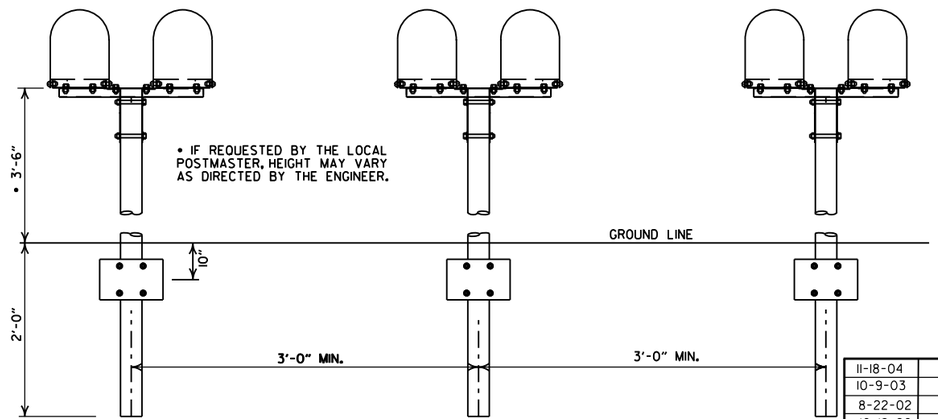

ANTI-TWIST PLATE




CLAMP




SPACER




SPACING FOR MULTIPLE POST INSTALLATION

| DATE | FILMED | REVISION |
|---|---|---|
| 11-18-04 | | REVISED NOTES |
| 10-9-03 | | REVISED NOTE 6 |
| 8-22-02 | | REVISED NOTE 6 |
| 10-18-96 | | CORRECTED AASHTO |
| 10-1-92 | | CORRECTED SPELLING |
| 9-26-91 | | NEW PHONE NUMBER |
| 8-15-91 | | ADDED NOTE |
| 11-30-89 | | ADJUSTED HEIGHT & ADDED NOTE |
| 2-16-89 | | DELETED SLOTS FROM SHELF & PLTF |
| 11-17-88 | 10-1-92 | ADJUSTED DIMENSIONS OF STEEL POSTS |
| 7-15-88 | 20-7-15-88 | ISSUED |

ARKANSAS STATE HIGHWAY COMMISSION

# MAILBOX DETAILS

STANDARD DRAWING MB-1

## REINFORCED CONCRETE ARCH PIPE DIMENSIONS

| EQUIV. DIA. | SPAN | | RISE | |
|---|---|---|---|---|
| | AASHTO M 206 | ARDOT NOMINAL | AASHTO M 206 | ARDOT NOMINAL |
| INCHES | INCHES | | | |
| 15 | 18 | 18 | 11 | 11 |
| 18 | 22 | 22 | 13½ | 14 |
| 21 | 26 | 26 | 15½ | 16 |
| 24 | 28½ | 29 | 18 | 18 |
| 30 | 36¼ | 36 | 22½ | 23 |
| 36 | 43⅜ | 44 | 26⅝ | 27 |
| 42 | 51⅛ | 51 | 31⅜ | 31 |
| 48 | 58½ | 59 | 36 | 36 |
| 54 | 65 | 65 | 40 | 40 |
| 60 | 73 | 73 | 45 | 45 |
| 72 | 88 | 88 | 54 | 54 |
| 84 | 102 | 102 | 62 | 62 |
| 90 | 115 | 115 | 72 | 72 |
| 96 | 122 | 122 | 77½ | 77 |
| 108 | 138 | 138 | 87⅛ | 87 |
| 120 | 154 | 154 | 96⅞ | 97 |
| 132 | 168¾ | 169 | 106½ | 107 |

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

## REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

| EQUIV. DIA. | AASHTO M 207 | |
|---|---|---|
| | SPAN | RISE |
| INCHES | INCHES | |
| 18 | 23 | 14 |
| 24 | 30 | 19 |
| 27 | 34 | 22 |
| 30 | 38 | 24 |
| 33 | 42 | 27 |
| 36 | 45 | 29 |
| 39 | 49 | 32 |
| 42 | 53 | 34 |
| 48 | 60 | 38 |
| 54 | 68 | 43 |
| 60 | 76 | 48 |
| 66 | 83 | 53 |
| 72 | 91 | 58 |
| 78 | 98 | 63 |
| 84 | 106 | 68 |

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

## CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

**NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.**

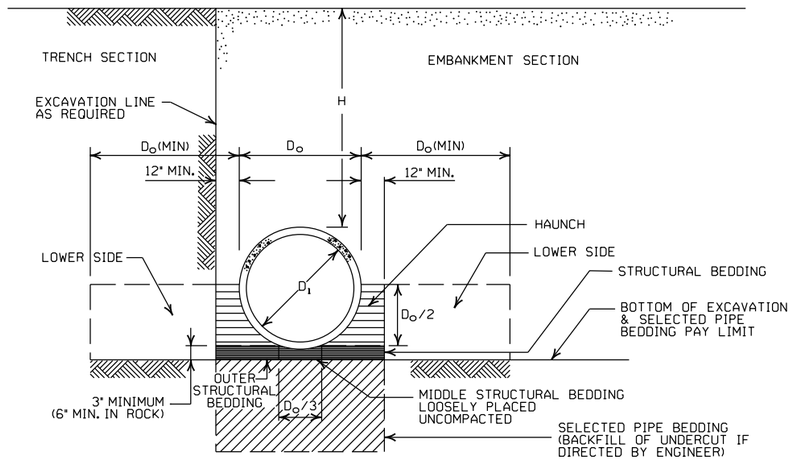
## - LEGEND -

$D_1$ = NORMAL INSIDE DIAMETER OF PIPE
$D_O$ = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
▨ = UNDISTURBED SOIL

| INSTALLATION TYPE | MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING |
|---|---|
| TYPE 1 | AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7) |
| TYPE 2 | SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL* |
| TYPE 3** | AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL |

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.




## EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

## GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

## MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

| | CLASS OF PIPE | | | |
|---|---|---|---|---|
| | CLASS III | | CLASS IV | CLASS V |
| INSTALLATION TYPE | TYPE 1 OR 2 | TYPE 3 | ALL | ALL |
| PIPE ID (IN.) | FEET | | | |
| 12-15 | 2 | 2.5 | 2 | 1 |
| 18-24 | 2.5 | 3 | 2 | 1 |
| 27-33 | 3 | 4 | 2 | 1 |
| 36-42 | 3.5 | 5 | 2 | 1 |
| 48 | 4.5 | 5.5 | 2 | 1 |
| 54-60 | 5 | 7 | 2 | 1 |
| 66-78 | 6 | 8 | 2 | 1 |
| 84-108 | 7.5 | 8 | 2 | 1 |

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

## MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

| INSTALLATION TYPE | CLASS OF PIPE | | |
|---|---|---|---|
| | CLASS III | CLASS IV | CLASS V |
| | FEET | | |
| TYPE 1 | 21 | 32 | 50 |
| TYPE 2 | 16 | 25 | 39 |
| TYPE 3 | 12 | 20 | 30 |

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

## MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

| INSTALLATION TYPE | CLASS OF PIPE | |
|---|---|---|
| | CLASS III | CLASS IV |
| | FEET | |
| TYPE 2 OR TYPE 3 | 2.5 | 1.5 |

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

## MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

| INSTALLATION TYPE | CLASS OF PIPE | |
|---|---|---|
| | CLASS III | CLASS IV |
| | FEET | |
| TYPE 2 | 13 | 21 |
| TYPE 3 | 10 | 16 |

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

| DATE | REVISION | DATE FILMED |
|---|---|---|
| 2-27-14 | REVISED GENERAL NOTE 1. | |
| 12-15-11 | REVISED FOR LRFD DESIGN SPECIFICATIONS | |
| 5-18-00 | REVISED TYPE 3 BEDDING & ADDED NOTE | |
| 3-30-00 | REVISED INSTALLATIONS | |
| 11-06-97 | ISSUED | |

ARKANSAS STATE HIGHWAY COMMISSION

# CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

## CORRUGATED STEEL PIPE (ROUND)

| PIPE DIAMETER (INCHES) | ① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET) | MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET) | | | | |
|---|---|---|---|---|---|---|
| | | METAL THICKNESS (INCHES) | | | | |
| | | 0.064 | 0.079 | 0.109 | 0.138 | 0.168 |
| 2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM | | | | | | |
| 12 | 1 | 84 | 91 | | | |
| 15 | 1 | 67 | 73 | | | |
| 18 | 1 | 56 | 61 | | | |
| 24 | 1 | 42 | 46 | 59 | | |
| 30 | 2 | 34 | 36 | 47 | | |
| 36 | 2 | | 30 | 39 | 41 | |
| 42 | 2 | | 43 | 67 | 70 | 73 |
| 48 | 2 | | 37 | 58 | 61 | 64 |
| ② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM | | | | | | |
| 36 | 1 | 48 | 60 | 88 | 111 | 118 |
| 42 | 1 | 41 | 51 | 72 | 90 | 102 |
| 48 | 1 | 36 | 45 | 64 | 77 | 85 |
| 54 | 2 | 32 | 40 | 59 | 71 | 79 |
| 60 | 2 | 29 | 36 | 53 | 64 | 71 |
| 66 | 2 | 26 | 33 | 47 | 58 | 64 |
| 72 | 2 | 24 | 30 | 44 | 53 | 59 |
| 78 | 2 | | 28 | 41 | 49 | 54 |
| 84 | 2 | | 26 | 38 | 45 | 51 |
| 90 | 2 | | 24 | 35 | 43 | 45 |
| 96 | 2 | | 22 | 33 | 40 | 44 |
| 102 | 2 | | | 31 | 38 | 42 |
| 108 | 2 | | | 30 | 35 | 39 |
| 114 | 2 | | | 28 | 34 | 37 |
| 120 | 2 | | | 27 | 32 | 35 |

## CORRUGATED ALUMINUM PIPE (ROUND)

| PIPE DIAMETER (INCHES) | ① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET) | MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET) | | | | |
|---|---|---|---|---|---|---|
| | | METAL THICKNESS IN INCHES | | | | |
| | | 0.060 | 0.075 | 0.105 | 0.135 | 0.164 |
| | | 2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM | | | | |
| 12 | 1 | 45 | 45 | | | |
| 18 | 2 | 30 | 30 | 52 | | |
| 24 | 2 | 22 | 22 | 39 | 41 | |
| 30 | 2 | | 18 | 31 | 32 | 34 |
| 36 | 2.5 | | 15 | 26 | 27 | 28 |
| 42 | 2 | | | 43 | 43 | 44 |
| 48 | 2 | | | 40 | 41 | 43 |
| 54 | 2 | | | 35 | 37 | 38 |
| 60 | 2 | | | | 33 | 34 |
| 66 | 2 | | | | | 31 |
| 72 | 2 | | | | | 29 |

## CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

| INSTALLATION TYPE | MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING |
|---|---|
| TYPE 1 | AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) |
| TYPE 2 | SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③ |

③ SM-3 WILL NOT BE ALLOWED.

## EQUIVALENT METAL THICKNESSES AND GAUGES

| METAL THICKNESS IN INCHES | | | GAUGE NUMBER |
|---|---|---|---|
| STEEL | | | |
| ZINC COATED | UNCOATED | ALUMINUM | |
| 0.064 | 0.0598 | 0.060 | 16 |
| 0.079 | 0.0747 | 0.075 | 14 |
| 0.109 | 0.1046 | 0.105 | 12 |
| 0.138 | 0.1345 | 0.135 | 10 |
| 0.168 | 0.1644 | 0.164 | 8 |

## CORRUGATED METAL PIPE ARCHES

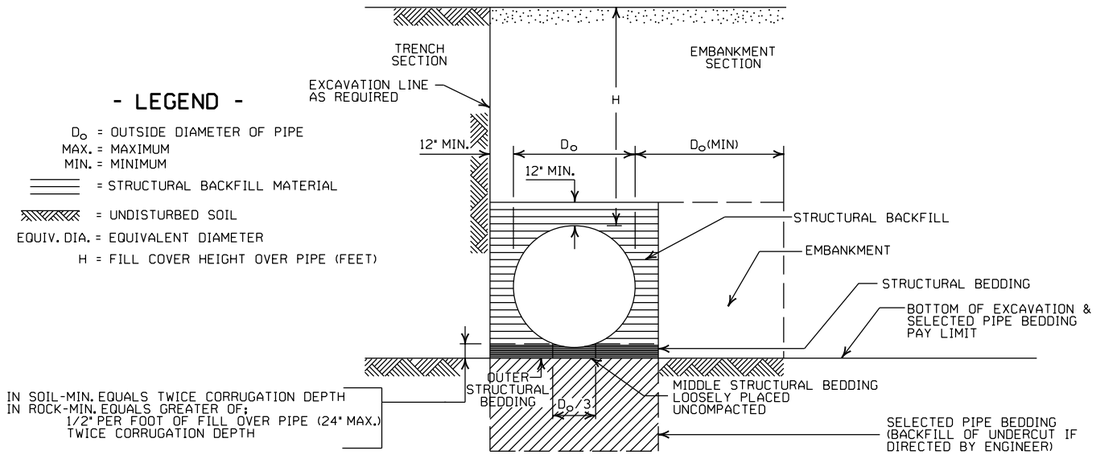
| EQUIV. DIA. (INCHES) | PIPE DIMENSION SPAN X RISE (INCHES) | MINUMUM CORNER RADIUS (INCHES) | STEEL | | | ALUMINUM | | |
|---|---|---|---|---|---|---|---|---|
| | | | MIN. THICKNESS REQUIRED INCHES | ① MIN. HEIGHT OF FILL, "H" (FT.) | MAX. HEIGHT OF FILL, "H" (FT.) | MIN. THICKNESS REQUIRED INCHES | ① MIN. HEIGHT OF FILL, "H" (FT.) | MAX. HEIGHT OF FILL, "H" (FT.) |
| | | | | INSTALLATION TYPE 1 | INSTALLATION TYPE 1 | | INSTALLATION TYPE 1 | INSTALLATION TYPE 1 |
| | | | 2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM | | | 2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM | | |
| 15 | 17x13 | 3 | 0.064 | 2 | 15 | 0.060 | 2 | 15 |
| 18 | 21x15 | 3 | 0.064 | 2 | 15 | 0.060 | 2 | 15 |
| 21 | 24x18 | 3 | 0.064 | 2.25 | 15 | 0.060 | 2.25 | 15 |
| 24 | 28x20 | 3 | 0.064 | 2.5 | 15 | 0.075 | 2.5 | 15 |
| 30 | 35x24 | 3 | 0.079 | 3 | 12 | 0.075 | 3 | 12 |
| 36 | 42x29 | 3½ | 0.079 | 3 | 12 | 0.105 | 3 | 12 |
| 42 | 49x33 | 4 | 0.079 | 3 | 12 | 0.105 | 3 | 12 |
| 48 | 57x38 | 5 | 0.109 | 3 | 13 | 0.135 | 3 | 13 |
| 54 | 64x43 | 6 | 0.109 | 3 | 14 | 0.135 | 3 | 14 |
| 60 | 71x47 | 7 | 0.138 | 3 | 15 | 0.164 | 3 | 15 |
| 66 | 77x52 | 8 | 0.168 | 3 | 15 | | | |
| 72 | 83x57 | 9 | 0.168 | 3 | 15 | | | |
| | | | ② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM | | | | | |
| | | | | INSTALLATION TYPE 2 | INSTALLATION TYPE 1 | | INSTALLATION TYPE 2 | INSTALLATION TYPE 1 |
| 36 | 40x31 | 5 | 0.079 | 3 | 2 | | 12 | 15 |
| 42 | 46x36 | 6 | 0.079 | 3 | 2 | | 13 | 15 |
| 48 | 53x41 | 7 | 0.079 | 3 | 2 | | 13 | 15 |
| 54 | 60x46 | 8 | 0.079 | 3 | 2 | | 13 | 15 |
| 60 | 66x51 | 9 | 0.079 | 3 | 2 | | 13 | 15 |
| 66 | 73x55 | 12 | 0.079 | 3 | 2 | | 15 | 15 |
| 72 | 81x59 | 14 | 0.079 | 3 | 2 | | 15 | 15 |
| 78 | 87x63 | 14 | 0.079 | 3 | 2 | | 15 | 15 |
| 84 | 95x67 | 16 | 0.109 | 3 | 2 | | 15 | 15 |
| 90 | 103x71 | 16 | 0.109 | 3 | 2 | | 15 | 15 |
| 96 | 112x75 | 18 | 0.109 | 3 | 2 | | 15 | 15 |
| 102 | 117x79 | 18 | 0.109 | 3 | 2 | | 15 | 15 |
| 108 | 128x83 | 18 | 0.138 | 3 | 2 | | 15 | 15 |

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

- LEGEND -

$D_o$ = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)




## EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

## GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

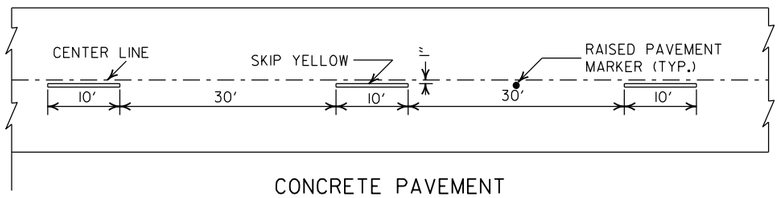
| DATE | REVISION | DATE FILMED |
|---|---|---|
| 2-27-14 | REVISED GENERAL NOTE 1. | |
| 12-15-11 | REVISED FOR LRFD DESIGN SPECS | |
| 3-30-00 | REVISED INSTALLATIONS | |
| 11-06-97 | ISSUED | |

ARKANSAS STATE HIGHWAY COMMISSION

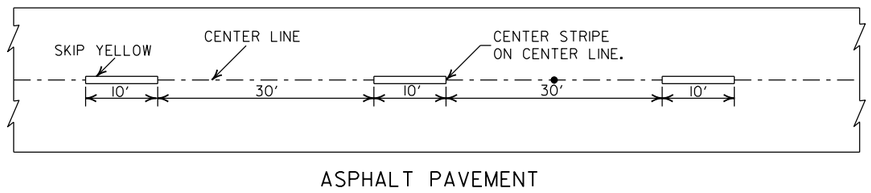
# METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

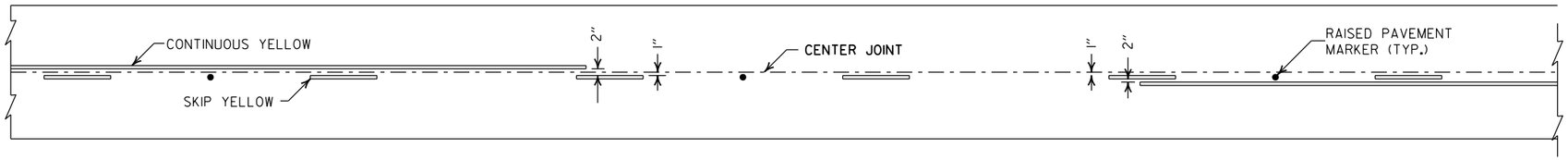



CONCRETE PAVEMENT

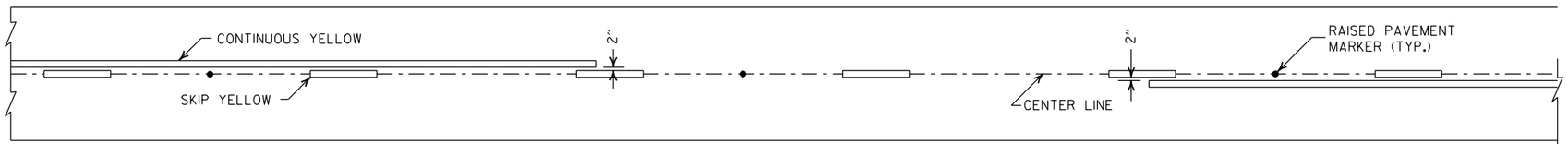



ASPHALT PAVEMENT

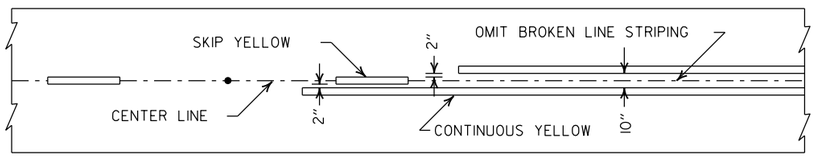
## BROKEN LINE STRIPING



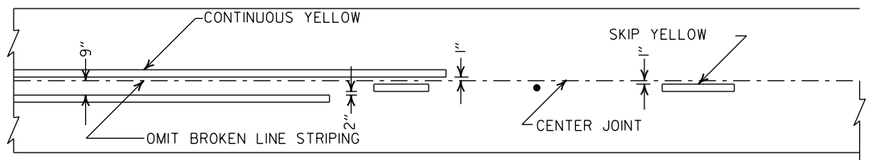

## SOLID LINE STRIPING ON CONCRETE PAVEMENT




## SOLID LINE STRIPING ON ASPHALT PAVEMENT

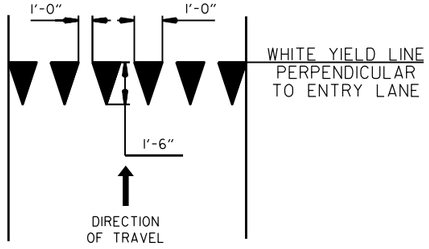



ASPHALT PAVEMENT

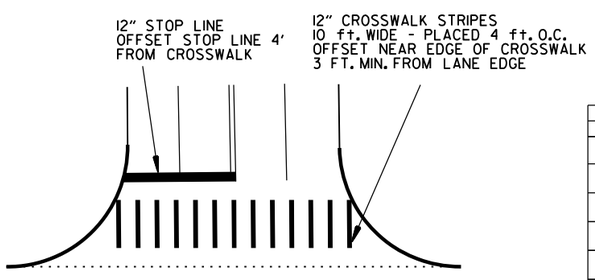



CONCRETE PAVEMENT

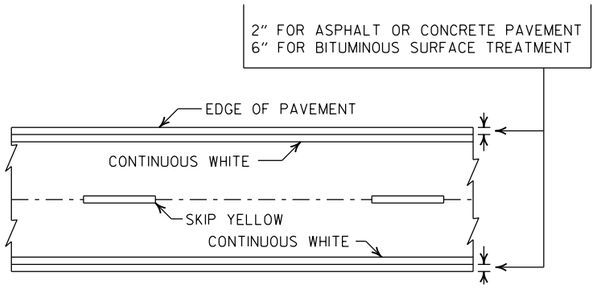
## STRIPING AT ADJACENT NO PASSING LANES




## YIELD LINE DETAIL



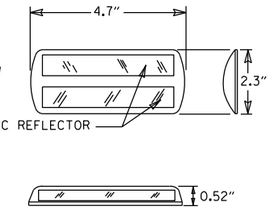

## CROSSWALK AND STOP LINE DETAILS




## PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR YELLOW/YELLOW




NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

## DETAIL OF STANDARD RAISED PAVEMENT MARKERS

| DATE | REVISION | FILMED |
|---|---|---|
| 2-27-20 | REVISED STOP LINE DETAILS | |
| 6-1-17 | ADDED YIELD LINE DETAIL | |
| 5-12-16 | REVISED LINE WIDTHS, SPACING, & NOTES | |
| 9-12-13 | REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS | |
| 11-17-10 | REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS | |
| 11-18-04 | REVISED NOTE 2 & GENERAL NOTES | |
| 8-22-02 | ADDED CROSSWALK & STOPBAR DTLS. | |
| 7-02-98 | ADDED DETAILS OF STD. RAISED PAV'T. MARKERS | |
| 4-26-96 | REV. NOTES 3&4; ADDED R.P.M. | |
| 9-30-80 | DRAWN | 1-9-30-80 |

ARKANSAS STATE HIGHWAY COMMISSION

# PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

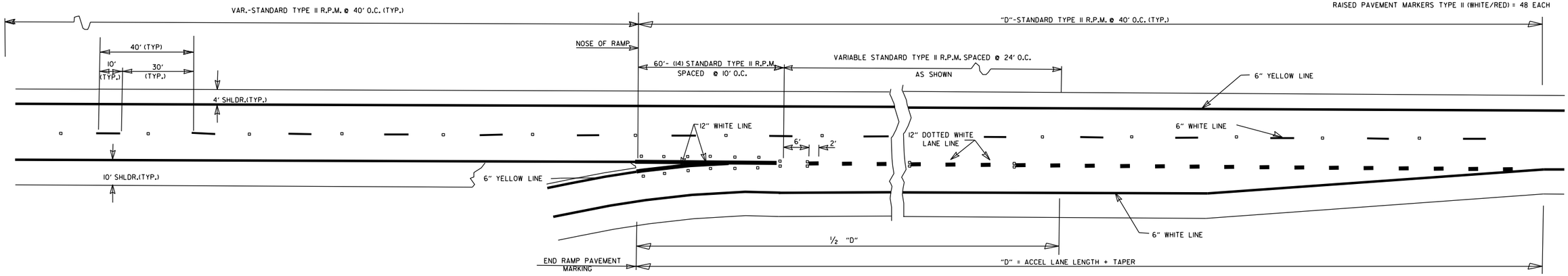
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

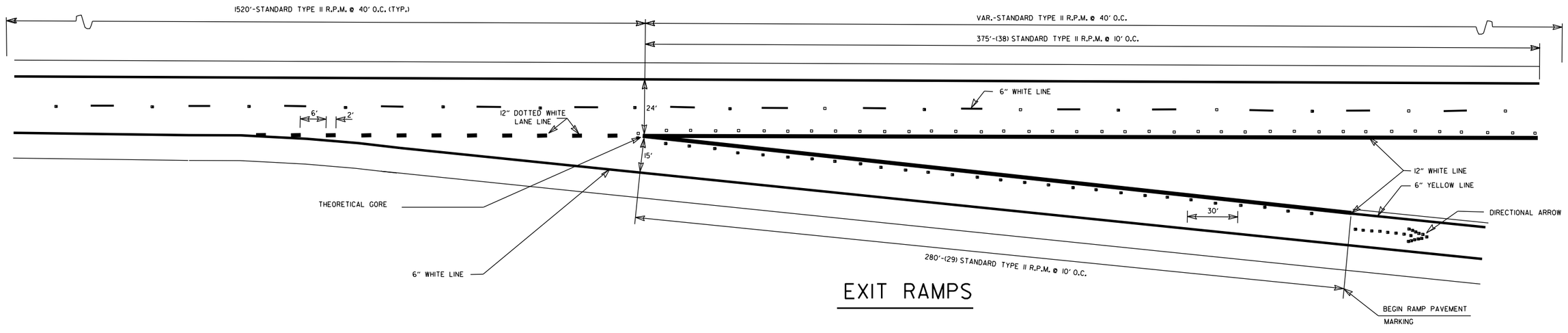
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

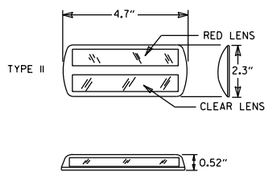
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH




# ENTRANCE RAMPS

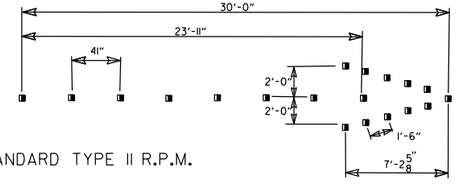



# EXIT RAMPS




DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.




(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

| DATE | REVISION | FILMED |
|---|---|---|
| 05-14-20 | REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS | |
| 11-07-19 | REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS | |
| 12-8-16 | REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING | |
| 9-12-13 | REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS | |
| 7-26-12 | REVISED RPM NOTATION | |
| 12-15-11 | REVISED RPMs ACCORDING TO LATEST POLICY | |
| 11-17-10 | REMOVED PLOWABLE PAVEMENT MARKERS | |
| 6-3-10 | REVISED PER 2009 MUTCD | |
| 11-18-04 | REVISED NOTES | |
| 8-22-02 | ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS | |
| 5-18-00 | REMOVED HASHMARKS | |
| 7-02-98 | CHANGED TYPES TO ROMAN NUMERALS | |
| 4-26-96 | ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP | |
| 2-2-95 | PLACED IN USE | 2-2-95 |

ARKANSAS STATE HIGHWAY COMMISSION

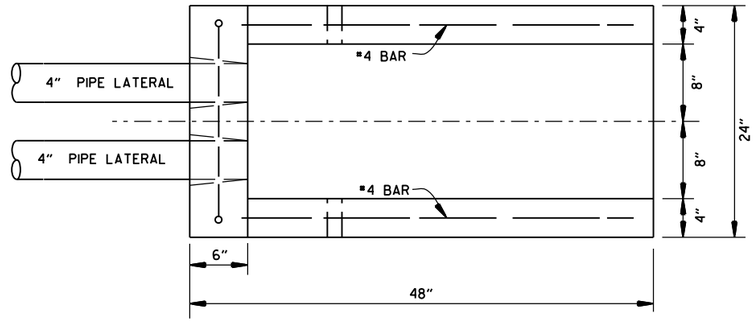
# PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

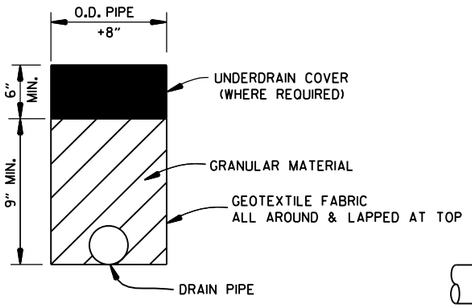
NOTE:

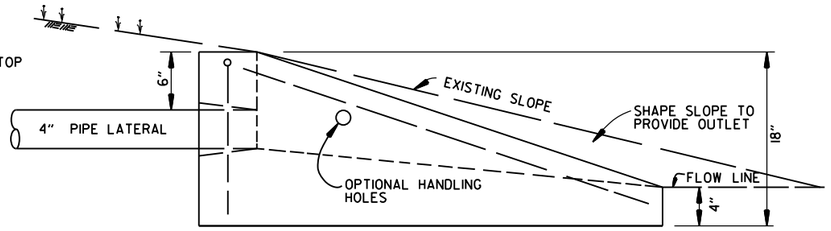
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

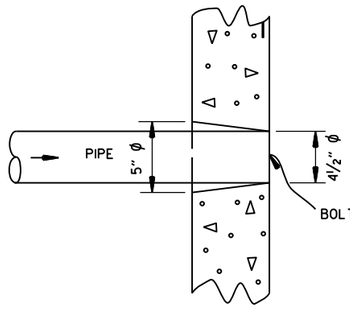



PLAN VIEW

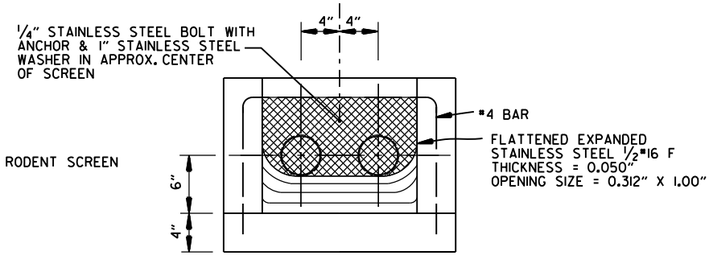


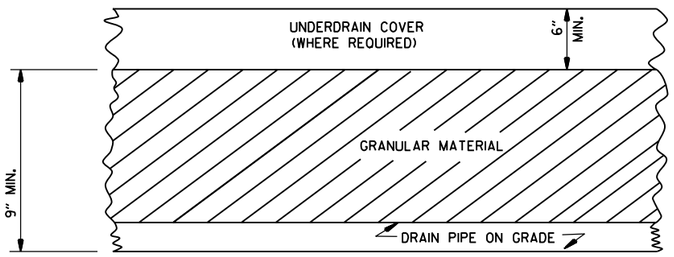

SIDE VIEW




DETAIL OF HOLE FOR 4" PIPE

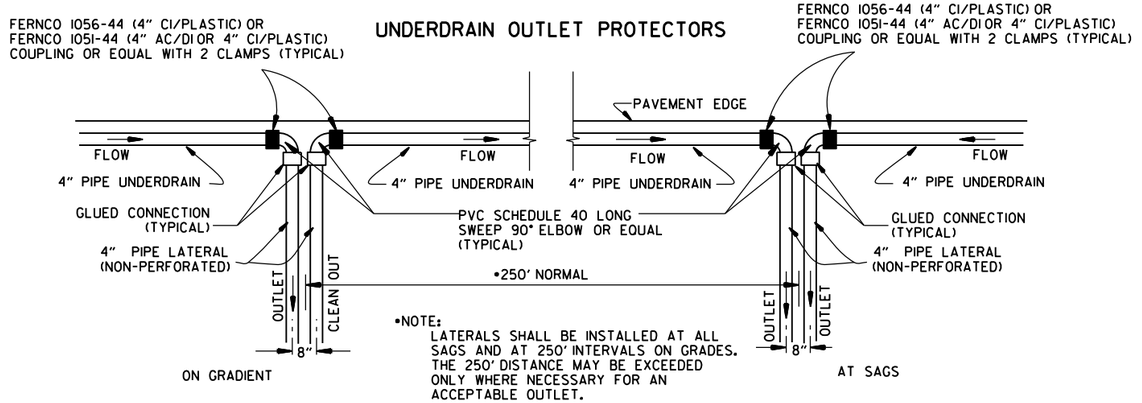



FRONT VIEW
(DETAIL OF RODENT SCREEN)




DETAILS OF PIPE UNDERDRAIN

## UNDERDRAIN OUTLET PROTECTORS




DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

## NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

| DATE | REVISION | DATE FILMED |
|---|---|---|
| 12-8-16 | ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC | |
| 4-10-03 | REVISED NOTE 3 | |
| 1-12-00 | REVISED DETAIL OF UNDERDRAIN LATERALS | |
| 11-18-98 | REVISED NOTE | |
| 10-18-96 | REVISED MIN. DEPTH & GEOTEXTILE FABRIC | |
| 4-26-96 | ADDED LATERAL NOTE; 5½" TO 5" | |
| 11-22-95 | REVISED LATERALS | |
| 7-20-95 | REVISED LATERALS & ADDED NOTE | |
| 11- 3-94 | REVISED FOR DUAL LATERALS | 11- 3-94 |
| 10- 1-92 | SUBSTITUTED GEOTEXTILE | 10- 1-92 |
| 8-15-91 | ADDED POLYEDTHYLENE PIPE | 8-15-91 |
| 11- 8-90 | DELETED ALTERNATE NOTE | 11- 8-90 |
| 1-25-90 | ADDED 4" SNAP ADAPTER | 1-25-90 |
| 11-30-89 | DEL. (SUBGRADE); ADDED (WHERE REQUIRED) | 11-30-89 |
| 7-15-88 | ISSUED P.L.M. | 647-7-15-88 |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

# SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

| DEGREE OF CURVE | 30 MPH | | | 35 MPH | | | 40 MPH | | | 45 MPH | | | 50 MPH | | | 55 MPH | | | 60 MPH | | | 65 MPH | | | 70 MPH | | | 75 MPH | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | | e | Ls (FT) | |
| | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE | | MINIMUM | DESIRABLE |
| 0° 15' | NC | | | NC | | | NC | | | NC | | | NC | | | NC | | | NC | | | NC | | | NC | | | NC | | |
| 0° 30' | NC | | | NC | | | NC | | | NC | | | NC | | | RC | 115 | | RC | 115 | | RC | 115 | | RC | 115 | | 0.022 | 121 | |
| 0° 45' | NC | | | NC | | | NC | | | RC | 115 | | RC | 115 | | 0.024 | 127 | | 0.026 | 132 | | 0.030 | 144 | | 0.032 | 150 | | | | |
| 1° 00' | NC | | | NC | | | NC | | | 0.022 | 121 | | 0.026 | 132 | | 0.030 | 144 | | 0.034 | 156 | | 0.038 | 167 | | 0.042 | 179 | 350 | | | |
| 1° 15' | NC | | | NC | | | RC | 101 | | 0.022 | 114 | | 0.028 | 138 | | 0.032 | 150 | | 0.038 | 167 | | 0.042 | 179 | | 0.046 | 190 | | 0.052 | 208 | |
| 1° 30' | NC | | | RC | 94 | | 0.022 | 106 | | 0.028 | 130 | | 0.032 | 150 | | 0.038 | 167 | | 0.044 | 185 | | 0.050 | 202 | 350 | 0.056 | 218 | | 0.062 | 236 | |
| 1° 45' | RC | 86 | | RC | 94 | | 0.026 | 116 | | 0.030 | 136 | | 0.036 | 161 | | 0.044 | 185 | | 0.050 | 202 | 350 | 0.056 | 218 | | 0.064 | 242 | | 0.070 | 259 | |
| 2° 00' | RC | 86 | | 0.024 | 103 | | 0.028 | 121 | | 0.034 | 146 | | 0.042 | 179 | | 0.048 | 196 | | 0.056 | 218 | | 0.064 | 242 | | 0.070 | 259 | | 0.080 | 288 | 400 |
| 2° 15' | RC | 86 | | 0.026 | 108 | | 0.032 | 131 | | 0.038 | 157 | | 0.046 | 190 | | 0.054 | 214 | | 0.062 | 236 | | 0.070 | 259 | | 0.078 | 282 | 400 | 0.088 | 311 | |
| 2° 30' | 0.022 | 90 | | 0.028 | 113 | | 0.034 | 136 | | 0.042 | 168 | | 0.050 | 202 | | 0.058 | 224 | 350 | 0.068 | 253 | | 0.076 | 276 | | 0.086 | 305 | | 0.096 | 334 | 450 |
| 2° 45' | 0.024 | 95 | | 0.030 | 118 | | 0.038 | 146 | | 0.046 | 179 | | 0.054 | 214 | | 0.064 | 242 | | 0.072 | 265 | | 0.082 | 294 | | 0.092 | 323 | | 0.100 | 346 | |
| 3° 00' | 0.026 | 100 | | 0.034 | 126 | | 0.040 | 151 | | 0.050 | 190 | 300 | 0.058 | 224 | | 0.068 | 253 | | 0.078 | 282 | | 0.088 | 311 | | 0.098 | 340 | 450 | D MAX = 2° 45' | | |
| 3° 15' | 0.028 | 103 | | 0.036 | 131 | | 0.044 | 161 | | 0.052 | 194 | | 0.062 | 236 | | 0.072 | 265 | | 0.082 | 294 | | 0.092 | 323 | | 0.100 | 346 | | | | |
| 3° 30' | 0.030 | 108 | | 0.038 | 136 | | 0.046 | 167 | 250 | 0.056 | 205 | | 0.066 | 247 | | 0.076 | 276 | | 0.086 | 305 | | 0.096 | 334 | | D MAX = 3° 30' | | | | | |
| 3° 45' | 0.032 | 112 | | 0.040 | 140 | | 0.050 | 176 | | 0.058 | 211 | | 0.070 | 259 | | 0.080 | 288 | | 0.090 | 317 | | 0.098 | 340 | | | | | | | |
| 4° 00' | 0.034 | 116 | | 0.042 | 145 | 250 | 0.052 | 181 | | 0.062 | 222 | | 0.072 | 265 | | 0.084 | 300 | | 0.094 | 329 | 400 | 0.100 | 346 | | | | | | | |
| 4° 15' | 0.036 | 120 | | 0.044 | 150 | | 0.054 | 186 | | 0.064 | 227 | | 0.076 | 276 | | 0.086 | 305 | | 0.096 | 334 | | D MAX = 4° 15' | | | | | | | | |
| 4° 30' | 0.036 | 120 | | 0.046 | 155 | | 0.056 | 192 | | 0.068 | 238 | | 0.078 | 282 | | 0.090 | 317 | 400 | 0.098 | 340 | | | | | | | | | | |
| 4° 45' | 0.038 | 125 | | 0.048 | 160 | | 0.060 | 202 | | 0.070 | 244 | | 0.082 | 294 | | 0.092 | 323 | | 0.100 | 346 | | | | | | | | | | |
| 5° 00' | 0.040 | 130 | | 0.050 | 164 | | 0.062 | 206 | | 0.072 | 248 | | 0.084 | 300 | | 0.094 | 329 | | D MAX = 5° 15' | | | | | | | | | | |
| 5° 30' | 0.044 | 138 | | 0.054 | 173 | | 0.066 | 217 | | 0.078 | 265 | | 0.088 | 311 | | 0.098 | 340 | | | | | | | | | | | | |
| 6° 00' | 0.046 | 143 | 250 | 0.058 | 182 | | 0.070 | 227 | | 0.082 | 276 | | 0.092 | 323 | | 0.100 | 346 | | | | | | | | | | | | |
| 6° 30' | 0.050 | 151 | | 0.062 | 192 | | 0.074 | 238 | | 0.086 | 287 | | 0.096 | 334 | 350 | D MAX = 6° 30' | | | | | | | | | | | | | |
| 7° 00' | 0.052 | 156 | | 0.064 | 197 | | 0.078 | 247 | | 0.090 | 298 | | 0.098 | 340 | | | | | | | | | | | | | | | |
| 7° 30' | 0.054 | 160 | | 0.068 | 206 | | 0.080 | 252 | | 0.092 | 302 | 350 | 0.100 | 346 | | | | | | | | | | | | | | | |
| 8° 00' | 0.058 | 168 | | 0.070 | 211 | | 0.084 | 263 | | 0.094 | 308 | | D MAX = 8° 25' | | | | | | | | | | | | | | | | |
| 8° 30' | 0.060 | 173 | | 0.072 | 215 | | 0.086 | 268 | 300 | 0.096 | 313 | | | | | | | | | | | | | | | | | | |
| 9° 00' | 0.062 | 178 | | 0.076 | 224 | | 0.088 | 272 | | 0.098 | 319 | | | | | | | | | | | | | | | | | | |
| 9° 30' | 0.064 | 181 | | 0.078 | 229 | | 0.092 | 282 | | 0.100 | 324 | | | | | | | | | | | | | | | | | | |
| 10° 00' | 0.066 | 186 | | 0.080 | 234 | | 0.094 | 288 | | D MAX = 10° 30' | | | | | | | | | | | | | | | | | | | |
| 11° 00' | 0.070 | 194 | | 0.084 | 244 | | 0.096 | 293 | | | | | | | | | | | | | | | | | | | | | |
| 12° 00' | 0.074 | 203 | | 0.088 | 253 | 300 | 0.098 | 298 | | | | | | | | | | | | | | | | | | | | | |
| 13° 00' | 0.076 | 208 | | 0.090 | 258 | | 0.100 | 302 | 350 | | | | | | | | | | | | | | | | | | | | |
| 14° 00' | 0.080 | 216 | | 0.094 | 266 | | D MAX = 13° 45' | | | | | | | | | | | | | | | | | | | | | | |
| 15° 00' | 0.082 | 221 | | 0.096 | 271 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16° 00' | 0.086 | 229 | | 0.098 | 276 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17° 00' | 0.088 | 233 | | 0.100 | 281 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18° 00' | 0.090 | 238 | | D MAX = 19° 30' | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19° 00' | 0.092 | 242 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20° 00' | 0.094 | 246 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21° 00' | 0.096 | 251 | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22° 00' | 0.096 | 251 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23° 00' | 0.098 | 254 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24° 00' | 0.098 | 254 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25° 00' | 0.100 | 259 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D MAX = 28° 30' | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

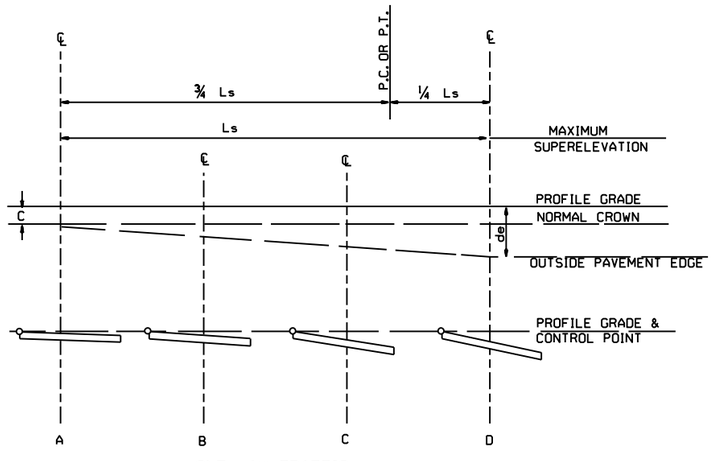
GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%

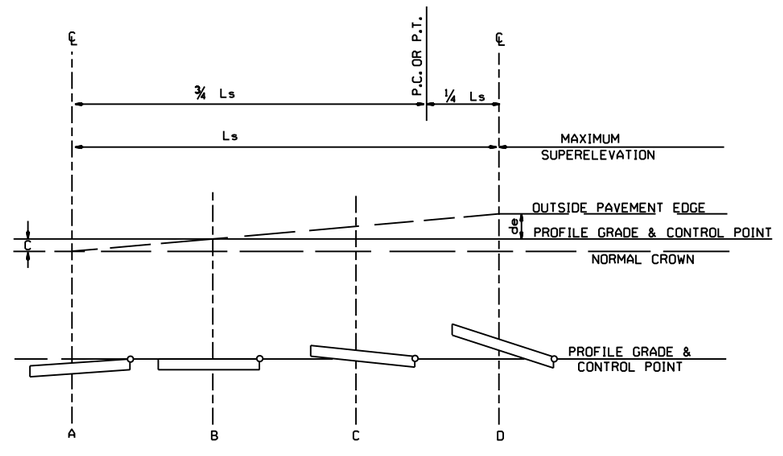
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)




ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$




ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

| DATE | REVISION | DATE FILLMED |
|---|---|---|
| 11-07-19 | REVISED SUPERELEVATION TABLE | |
| 01-09-87 | ISSUED | 578-1-15-87 |

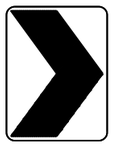
ARKANSAS STATE HIGHWAY COMMISSION

# TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

R1-1
30"X30"

W1-3
30"X30"
(LT. OR RT.)



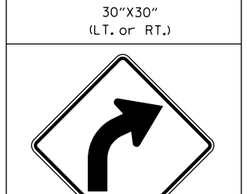
W1-8
18"X24"

W2-5
30"X30"

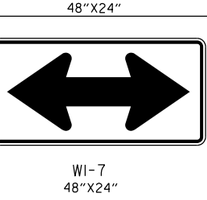
W3-1
36"X36"

W5-1
36"X36"

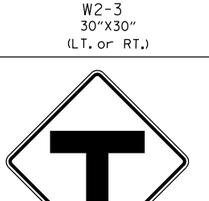
M6-3
21"X15"



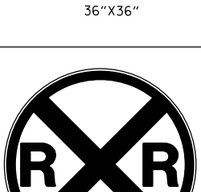

R1-2
36"X36"X36"



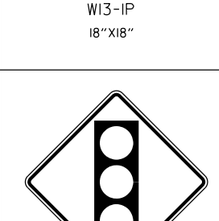
W1-4
30"X30"
(LT. or RT.)



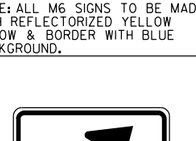
W2-1
30"X30"



S1-1
36"X36"

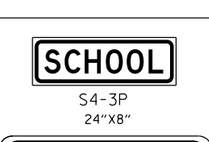


W3-2
36"X36"

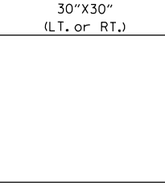



County
Route Marker
M1-6
24"X24"

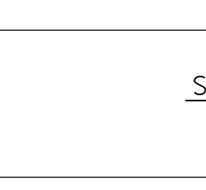
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



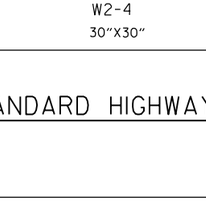
M6-4
21"X15"



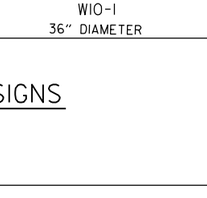

R2-1
24"X30"



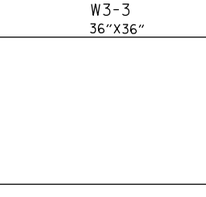
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"



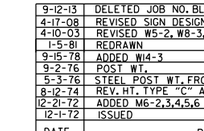

W5-2
36"X36"




W8-3
36"X36"




R1-3P
18"X6"



M6-5
21"X15"



W1-1
30"X30"
(LT. or RT.)



W1-6
48"X24"



W1-7
48"X24"



W2-3
30"X30"
(LT. or RT.)




W5-3
36"X36"




W13-1P
18"X18"



M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.



M6-6
21"X15"



W1-2
30"X30"
(LT. or RT.)



W2-4
30"X30"




W10-1
36" DIAMETER



W3-3
36"X36"



M6-2
21"X15"




S4-3P
24"X8"



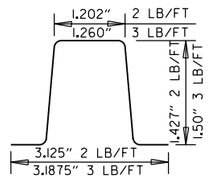

S4-2P
24"X10"



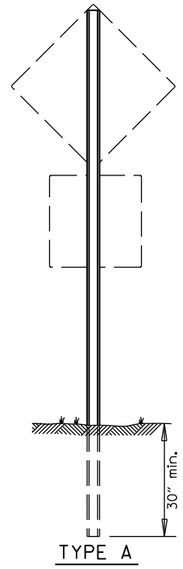

OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION




(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES




TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B



TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

# STANDARD HIGHWAY SIGNS

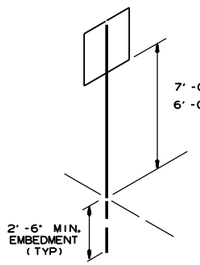
| DATE | REVISION | DATE FILMED |
|---|---|---|
| 9-12-13 | DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P | |
| 4-17-08 | REVISED SIGN DESIGNATION - W3-1 & W3-2 | |
| 4-10-03 | REVISED W5-2, W8-3, OM-3; ADDED WI-8 | |
| 1-5-81 | REDRAWN | 960-1-15-81 |
| 9-15-78 | ADDED WI4-3 | 877-9-15-78 |
| 9-2-76 | POST WT. | 623-9-3-76 |
| 5-3-76 | STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3 | 504-5-3-76 |
| 8-12-74 | REV. HT. TYPE "C" ASSEMBLY | 500-8-21-74 |
| 12-21-72 | ADDED M6-2,3,4,5,6 | 500-12-21-72 |
| 12-1-72 | ISSUED | 562-12-1-72 |

## SUPPORT ASSEMBLIES

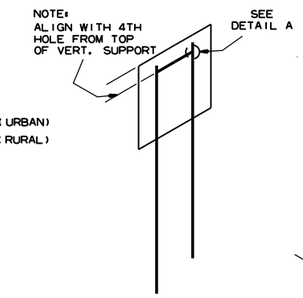
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS
AND SUPPORT ASSEMBLIES

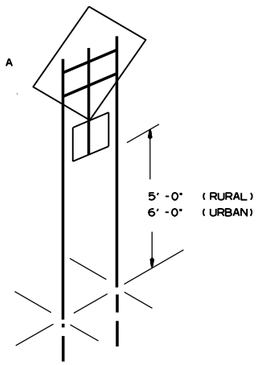
STANDARD DRAWING SHS-1



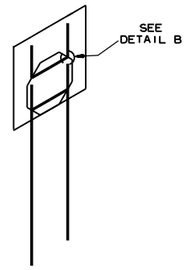

U-1



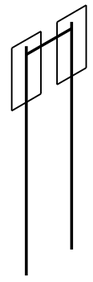

U-2



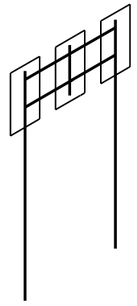

U-2 (A)



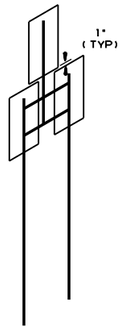

U-2 (B)



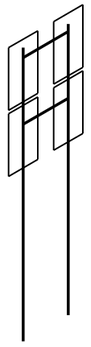
U-2 (1)



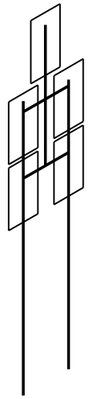
U-2 (2)



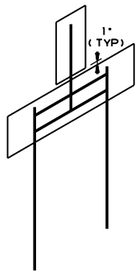

U-2 (3)



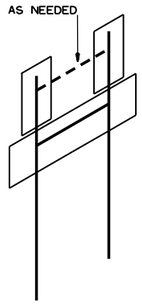
U-2 (4)



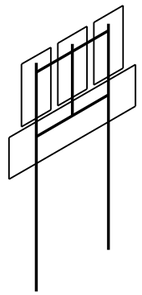
U-2 (5)



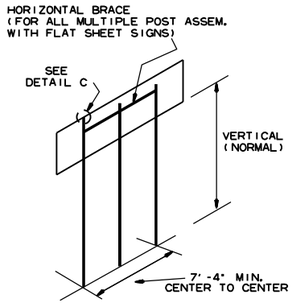

U-2 (6)



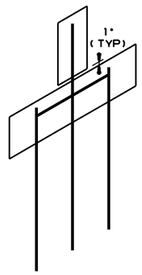

U-2 (7)



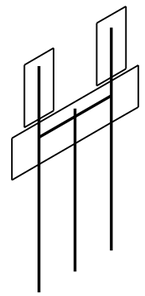
U-2 (8)



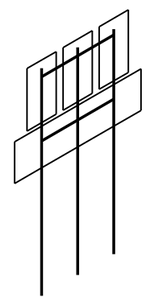

U-3



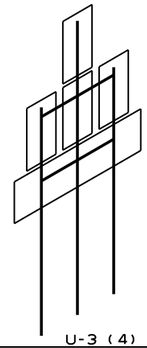

U-3 (1)



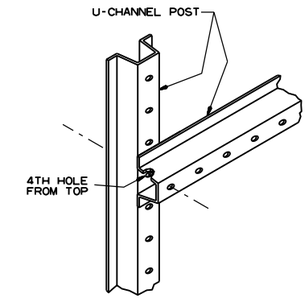
U-3 (2)



U-3 (3)

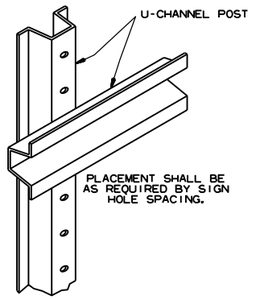


U-3 (4)



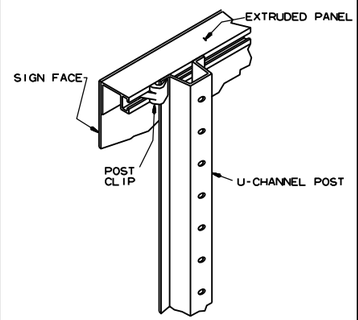

DETAIL A

SHOWING HORIZONTAL BRACE



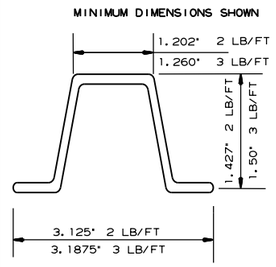

DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



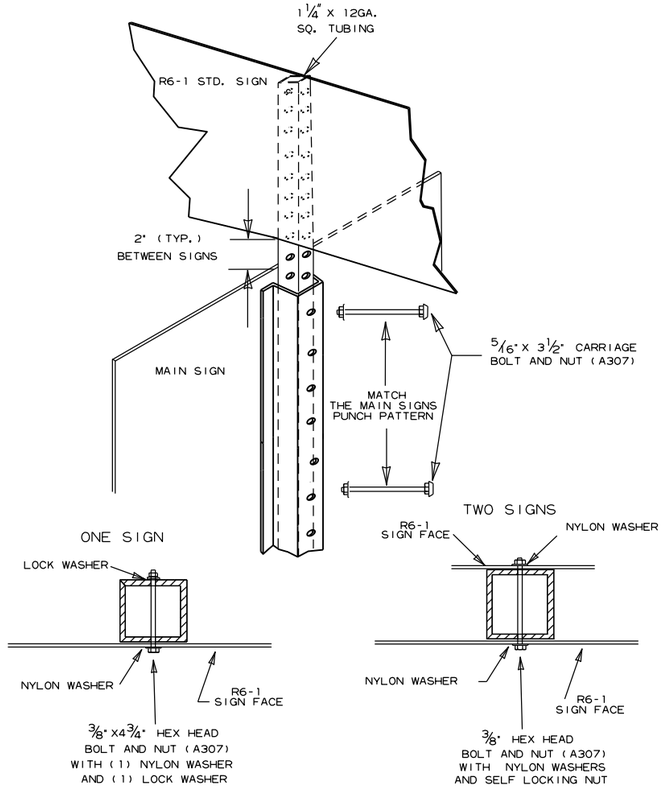

DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



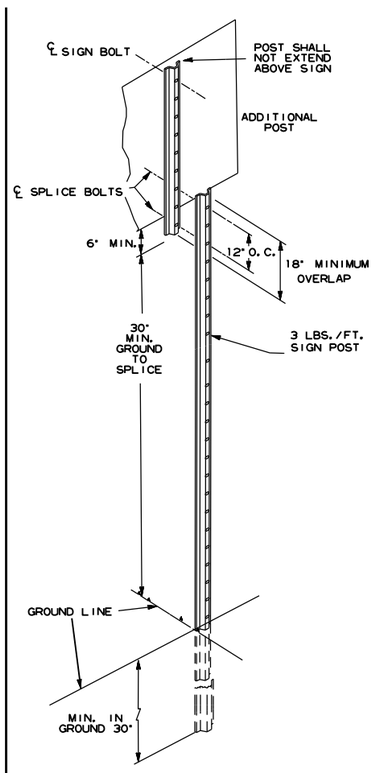

DETAIL C

U-CHANNEL POST




DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST




DETAIL F

DETAIL OF SPLICES

NOTES:

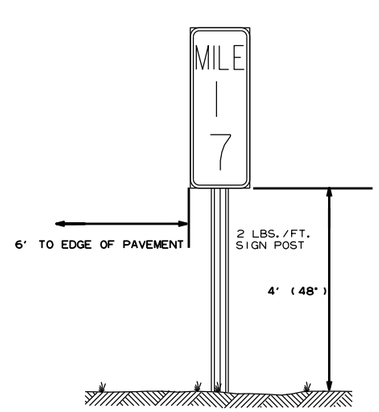
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL ( F ).

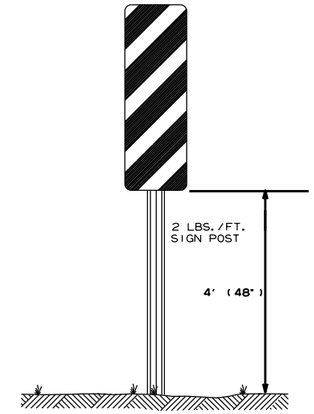
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.




TYPICAL MILE MARKER INSTALLATION




TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

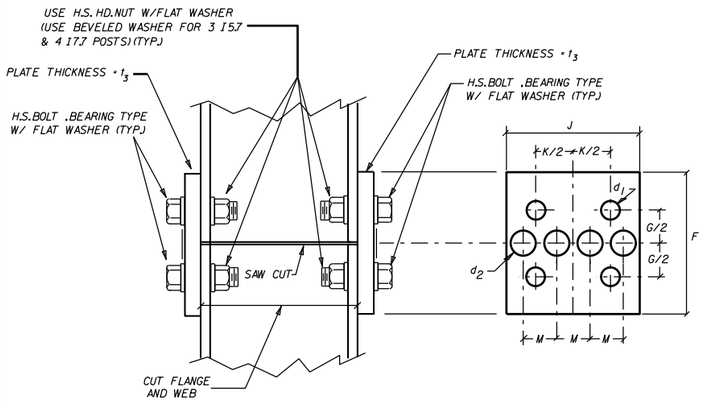
| DATE | REVISION | FILMED |
|---|---|---|
| 7-25-19 | REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT | |
| 2-27-14 | REVISED NOTES. | |
| 9-12-13 | REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS | |
| 10-9-03 | REMOVED ROUND POST & REVISED SPACING | |
| 10-12-95 | MOVED UPPER SPLICE | |
| 6-8-95 | REVISED SPLICE DETAIL | 6-8-95 |
| 2-2-95 | REDRAWN | 2-2-95 |

ARKANSAS STATE HIGHWAY COMMISSION

# U-CHANNEL POST ASSEMBLIES

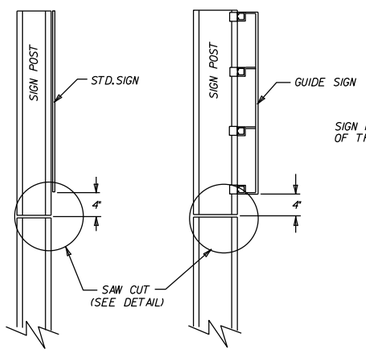
STANDARD DRAWING SHS-2

| POST SIZE | BASE CONNECTION DATA | | | | | | | | | | | FUSE PLATE DATA | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BOLT SIZE | BOLT TORQUE (INCH/LBS) | A | B | C | D | E | $t_1$ | $t_2$ | W | R | F | G | | J | K | M | $d_1$ | $d_2$ | $t_3$ | BOLT SIZE | WT.OF EACH FUSE PLATE LBS. |
| W 6X9 | | | | | | | | | | | | 4¼" | 2" | | 4" | 2¼" | 1" | 9/16" | ¾" | ¼" | ½" x 1½" | 1.01 |
| W 6X12 | 5/8" x 2¾" | 450"-680" | 5" | 2" | 1¼" | 2¾" | 1⅛" | ¾" | ½" | ¼" | 11/32" | | | | | | | | | | | |
| W 6X15 | | | | | | | | | | | | 5" | 2½" | | 6" | 3½" | 1½" | 11/16" | 1¼" | ⅜" | ⅝" x 2¼" | 2.51 |
| W 8X18 | | | | | | | | | | | | 5" | 2½" | | 5¼" | 2¾" | 1¼" | 13/16" | 1¼" | ⅜" | ¾" x 2¼" | 2.26 |
| W 8X21 | | | | | | | | | | | | 5½" | 2½" | | 5¼" | 2¾" | 1¼" | 13/16" | 1" | ½" | ¾" x 2¼" | 3.35 |
| W 10X22 | ¾" x 3½" | 750"-1050" | 6" | 2¼" | 1⅜" | 3½" | 1¼" | 1" | ¾" | 5/16" | 13/32" | 6" | 3" | | 5¾" | 2¾" | 1⅜" | 13/16" | 1⅛" | ½" | ¾" x 2¼" | 4.03 |
| W 10X26 | | | | | | | | | | | | | | | | | | | | | | |
| W 12X26 | | | | | | | | | | | | 6" | 3" | | 6½" | 3½" | 1⅝" | 13/16" | 1⅝" | ½" | ¾" x 2¼" | 4.47 |




NOTE: USE H.S.HEX HEAD BOLTS,HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED.ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS,HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36,ASTM-A441,ASTM-572 GRADE 50,OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN UNLIMITED TENSILE STRENGTH NOT TO EXCEED 80 KSI.

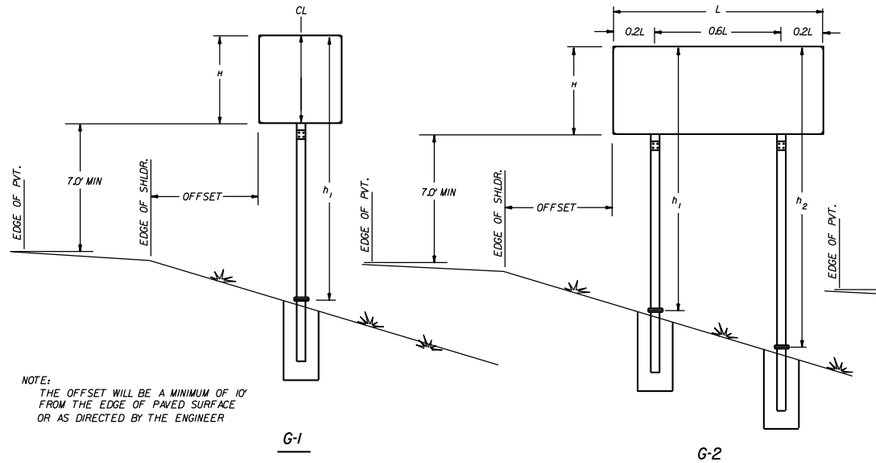
NOTE: BOLT HOLES,USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.




NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED. AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. REPAIR OF CUT SURFACES AFTER GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123.

STANDARD SIGNS GUIDE SIGNS

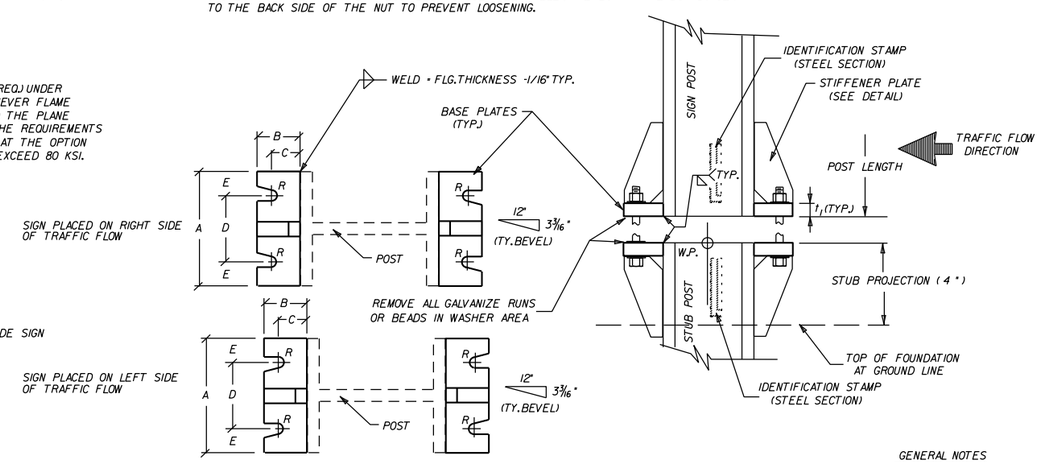
## FUSE PLATE DETAILS



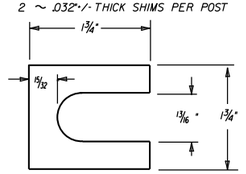

NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

G-1 G-2 G-3

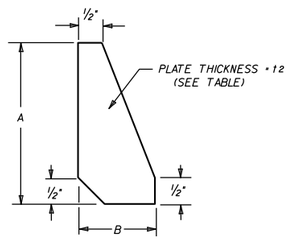
NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S.BOLTS WITH HEX HD.,HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT.SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC.IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST. THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR ,THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE). THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.




FURNISH 2 ~ .012"+/- THICK AND 2 ~ .032"+/- THICK SHIMS PER POST




## SHIM DETAIL




## STIFFENER PLATE DETAIL

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

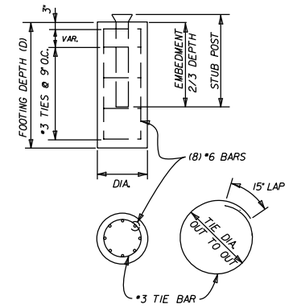
REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

## STEEL SCHEDULE

| FOOTING DIAMETER | #3 TIE BARS | | |
|---|---|---|---|
| | DIAMETER | BAR LENGTH | POUNDS |
| INCHES | INCHES | FEET | |
| 18 | 12 | 4.39 | 1.65 |
| 24 | 18 | 5.96 | 2.24 |
| 30 | 24 | 7.53 | 2.83 |
| 36 | 30 | 9.1 | 3.42 |

| FOOTING DEPTH | #6 STRAIGHT BARS | | |
|---|---|---|---|
| | BAR LENGTH | NUMBER REQ'D. | POUNDS |
| FEET | FEET | | |
| 2.50 | 2.00 | 8 | 24.03 |
| 3.00 | 2.50 | 8 | 30.04 |
| 3.50 | 3.00 | 8 | 36.05 |
| 4.00 | 3.50 | 8 | 42.06 |
| 4.50 | 4.00 | 8 | 48.06 |
| 5.00 | 4.50 | 8 | 54.07 |
| 5.50 | 5.00 | 8 | 60.08 |
| 6.00 | 5.50 | 8 | 66.09 |
| 6.50 | 6.00 | 8 | 72.10 |
| 7.00 | 6.50 | 8 | 78.10 |
| 7.50 | 7.00 | 8 | 84.11 |
| 8.00 | 7.50 | 8 | 90.12 |




## FOOTING QUANTITIES

| FOOTING DEPTH | NUMBER TIE BARS REQ'D | 18" DIAMETER | | 24" DIAMETER | | 30" DIAMETER | | 36" DIAMETER | |
|---|---|---|---|---|---|---|---|---|---|
| | | CLASS S CONCRETE | REINF STEEL | CLASS S CONCRETE | REINF STEEL | CLASS S CONCRETE | REINF STEEL | CLASS S CONCRETE | REINF STEEL |
| FEET | | CU. YD. | (GRADE 60) | CU. YD. | (GRADE 60) | CU. YD. | (GRADE 60) | CU. YD. | (GRADE 60) |
| 2.50 | 4 | 0.16 | 31 | | | | | | |
| 3.00 | 4 | 0.20 | 37 | | | | | | |
| 3.50 | 5 | 0.23 | 44 | | | | | | |
| 4.00 | 6 | 0.26 | 52 | 0.47 | 56 | | | | |
| 4.50 | 6 | 0.29 | 58 | 0.52 | 62 | | | | |
| 5.00 | 7 | 0.33 | 66 | 0.58 | 70 | 0.91 | 74 | | |
| 5.50 | 8 | | | 0.64 | 78 | 1.00 | 83 | | |
| 6.00 | 8 | | | 0.70 | 84 | 1.09 | 89 | 1.57 | 93 |
| 6.50 | 9 | | | | | 1.18 | 98 | 1.70 | 103 |
| 7.00 | 10 | | | | | 1.27 | 106 | 1.83 | 112 |
| 7.50 | 10 | | | | | | | 1.96 | 118 |
| 8.00 | 11 | | | | | | | 2.09 | 128 |

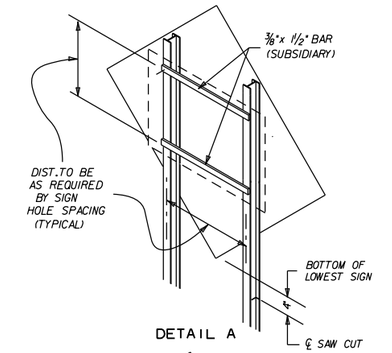
## SIGN POST AND STUB POST

| DATE | REVISION | FILMED |
|---|---|---|
| 5-19-22 | REVISED FUSE PLATE DETIALS' NOTE. | |
| 9-12-13 | ISSUED | |

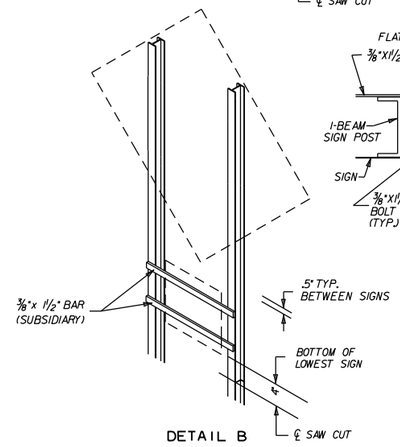
ARKANSAS STATE HIGHWAY COMMISSION

# DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

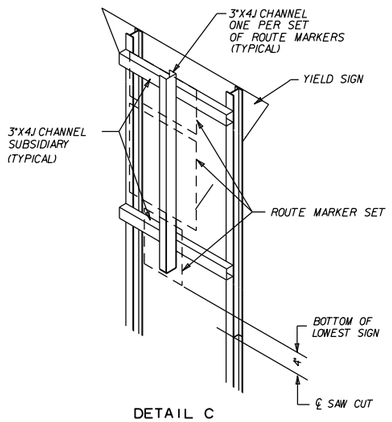
STANDARD DRAWING SHS-3



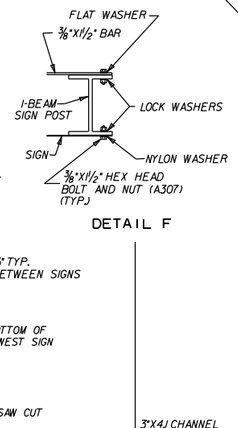

DETAIL A



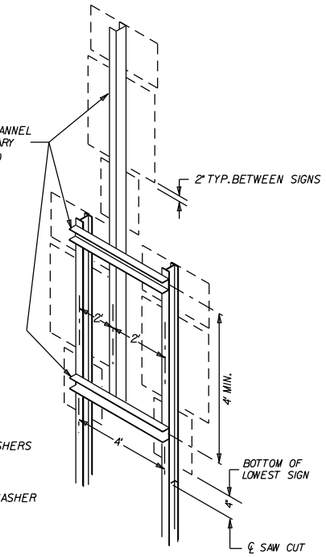

DETAIL B



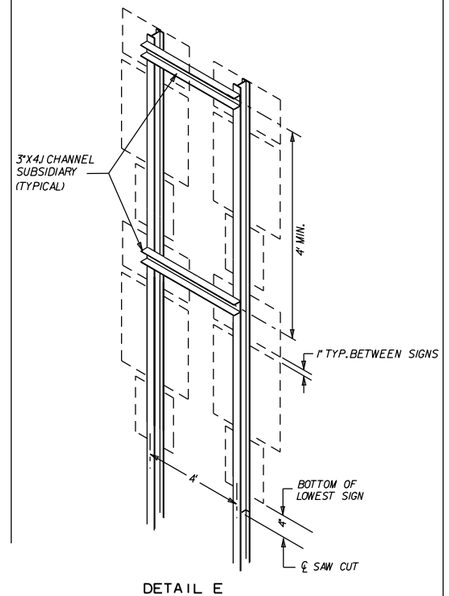

DETAIL C




DETAIL F




DETAIL D




DETAIL E

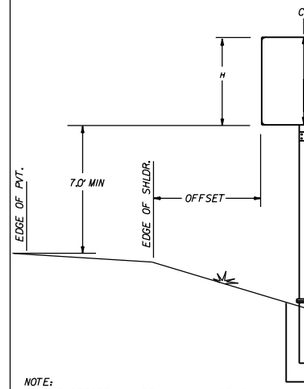
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

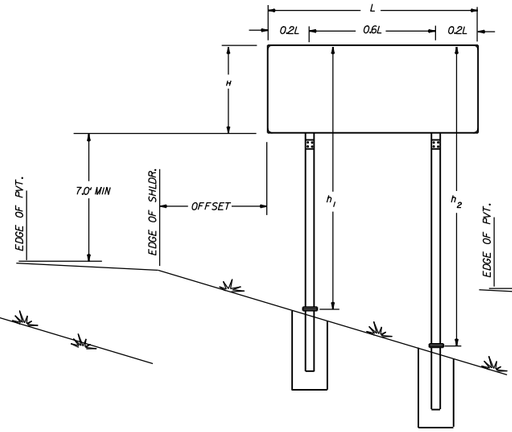
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

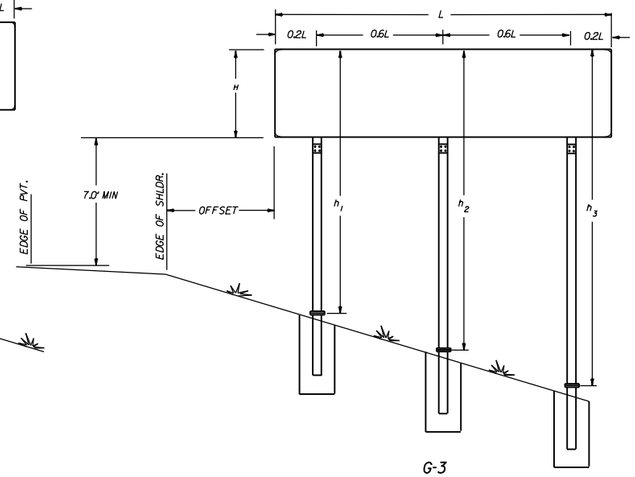



G-1

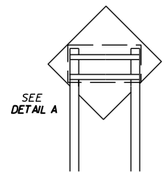
NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



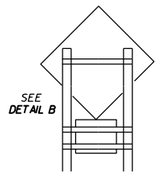

G-2



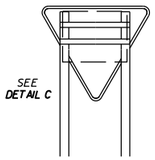

G-3



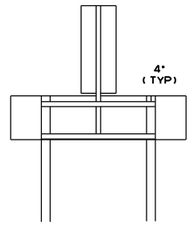

G2-1



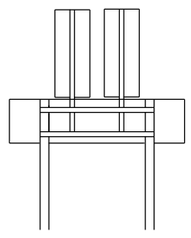

G2-2



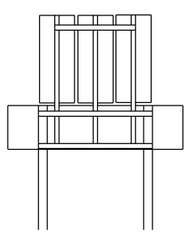

G2-3



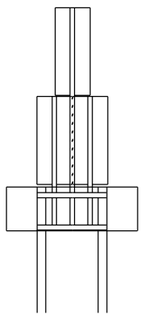

G2-4



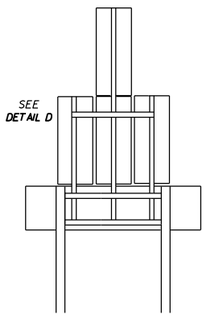
G2-5



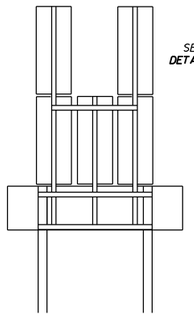
G2-6



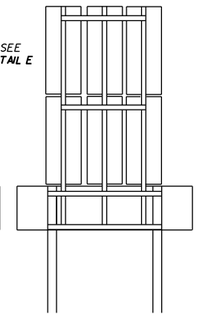
G2-7




G2-8



G2-9

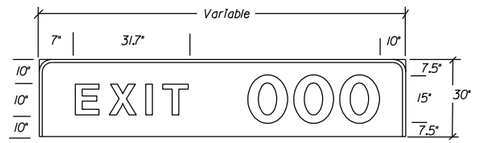



G2-10

| | | | |
|---|---|---|---|
| | | | ARKANSAS STATE HIGHWAY COMMISSION |
| | | | DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS |
| 9-12-13 | ISSUED | | STANDARD DRAWING SHS-4 |
| DATE | REVISION | FILMED | |

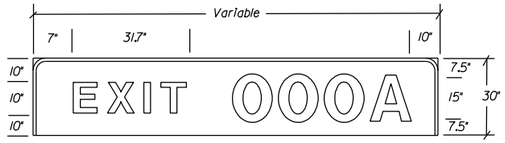
TYPICAL DETAIL

TYPE A



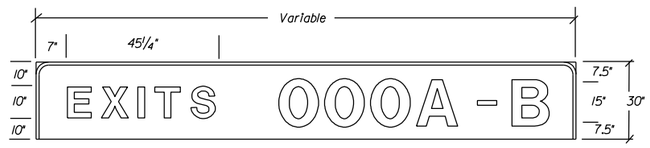

EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



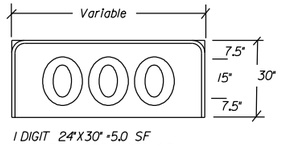

EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



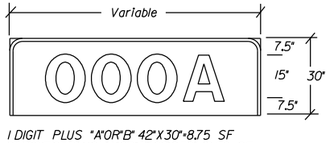

EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D




1 DIGIT 24"X30" =5.0 SF
2 DIGITS 42"X30" =8.75 SF
3 DIGITS 60"X30" =12.50 SF

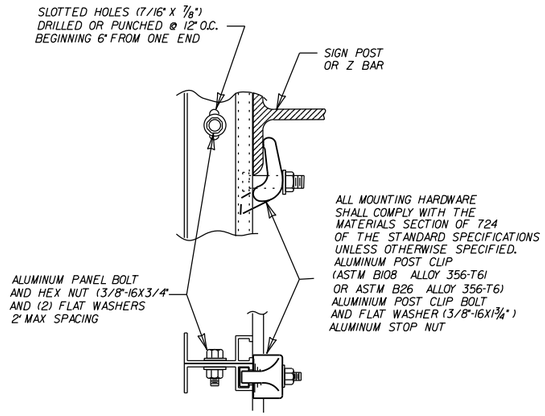
TYPE E

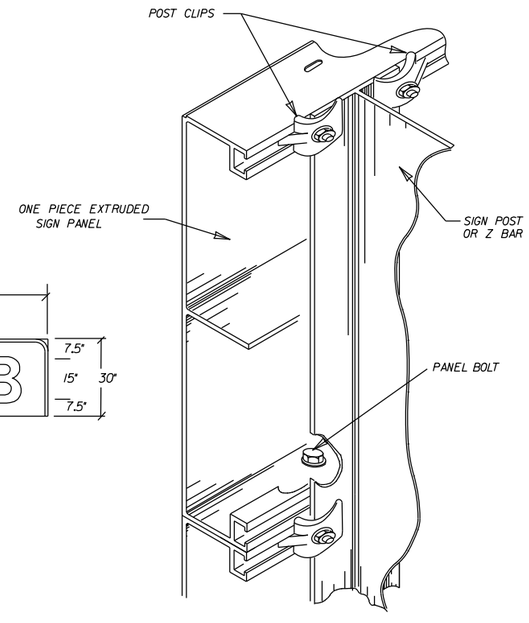



1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

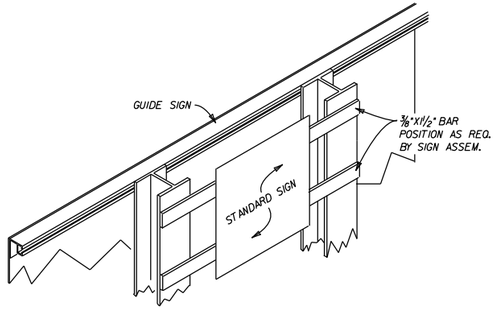
## EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

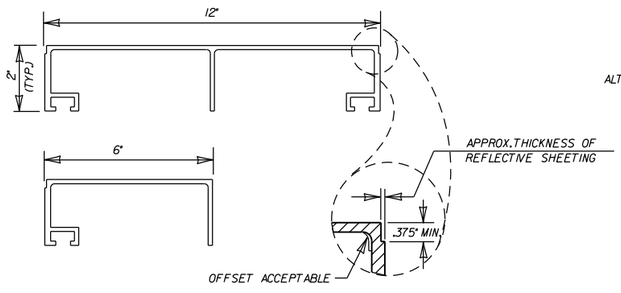


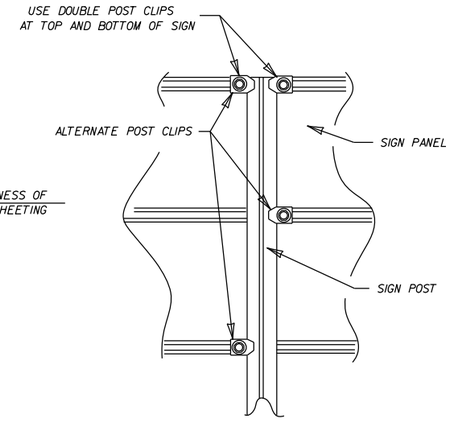

MOUNTING HARDWARE



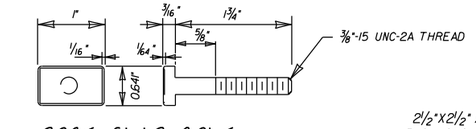

SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



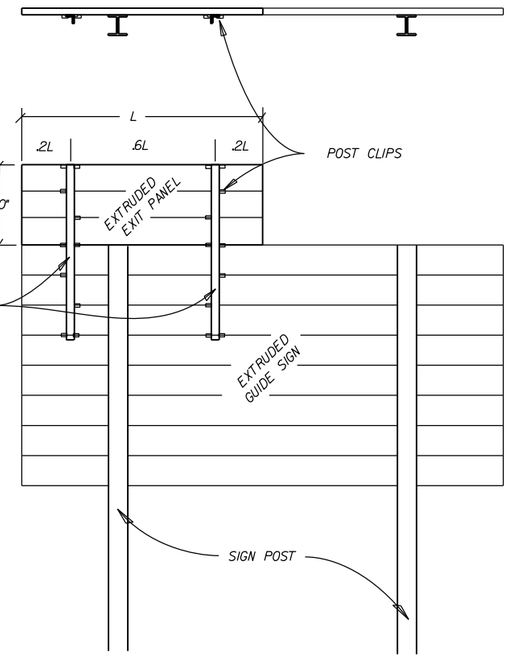

ONE PIECE EXTRUDED SIGN PANELS




POST CLIP PLACEMENT



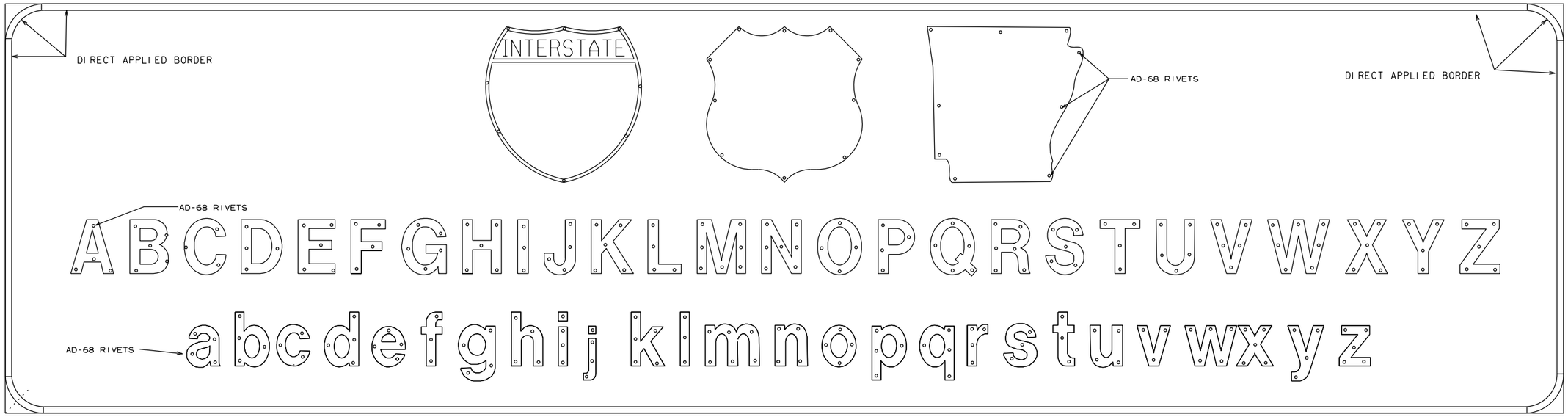

POST CLIP BOLT

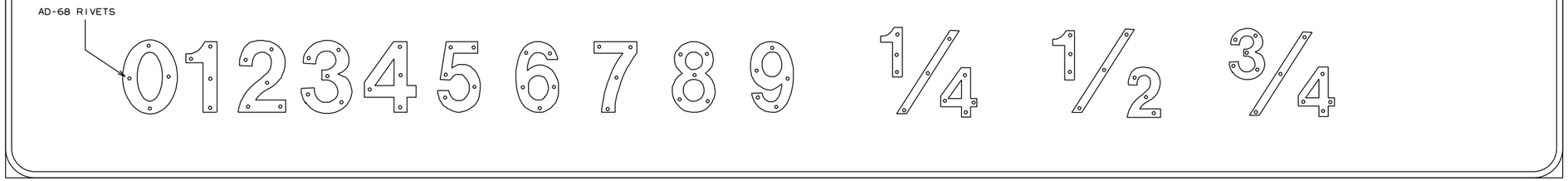


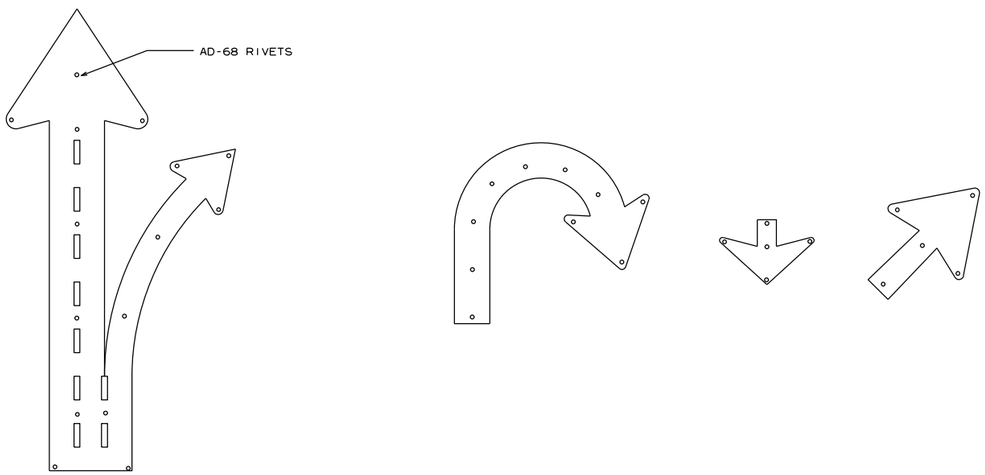

| | | | |
|---|---|---|---|
| | | | ARKANSAS STATE HIGHWAY COMMISSION |
| | | | DETAILS OF GUIDE SIGN PANELS |
| 9-12-13 | ISSUED | | STANDARD DRAWING SHS-5 |
| DATE | REVISION | FILMED | |

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

**MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS**






NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

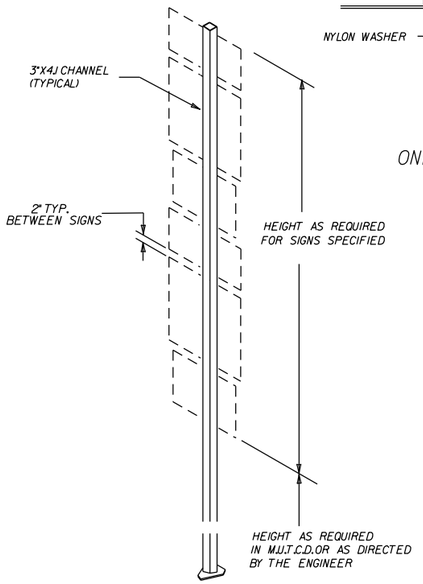
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

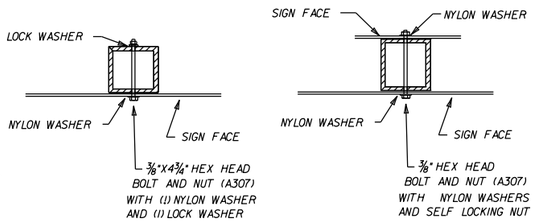
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

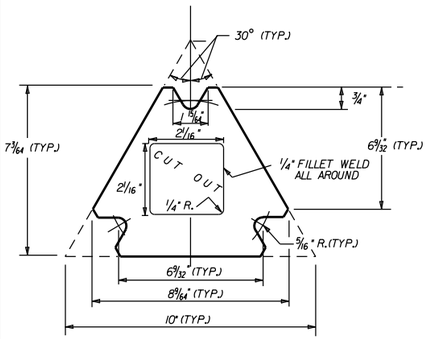
| | | | |
|---|---|---|---|
| | | | ARKANSAS STATE HIGHWAY COMMISSION |
| | | | MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS |
| 9-12-13 | ISSUED | | STANDARD DRAWING SHS-6 |
| DATE | REVISION | FILMED | |



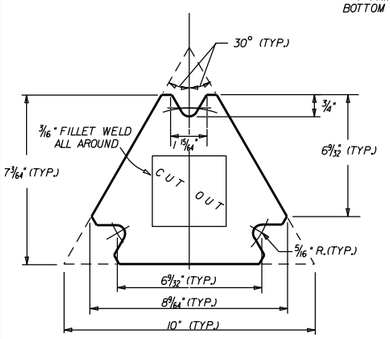




CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

## MOUNTING HARDWARE




## TOP PLATE



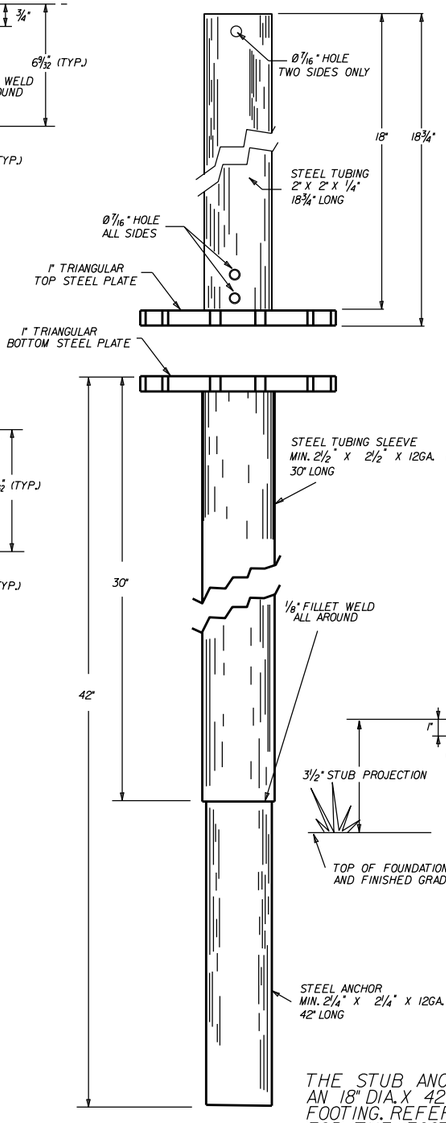

## BOTTOM PLATE

GENERAL NOTES:

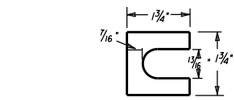
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE . ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING . FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF 1•500 .

OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2¼" X 2¼" SQUARE TUBE SIGN POSTS MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.

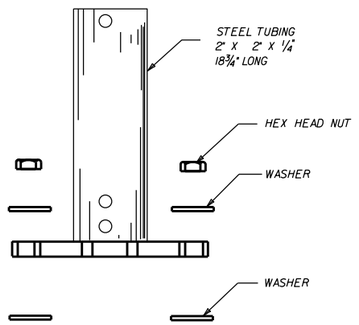


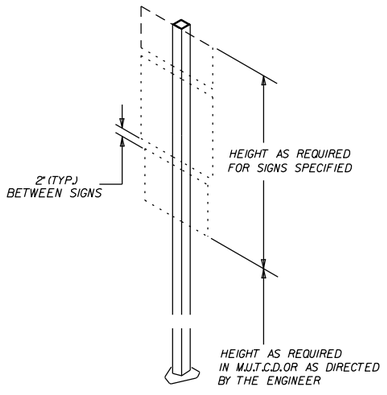

THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD.DRWG.SHS-3 FOR THE FOOTING DETAILS.




FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

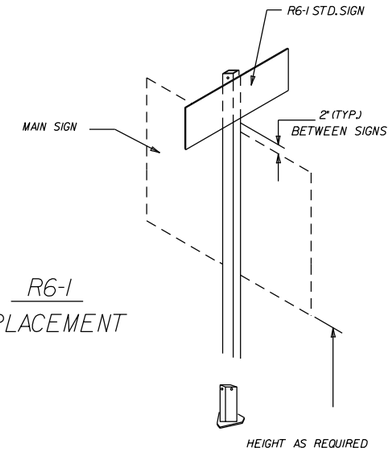
## SHIM DETAIL



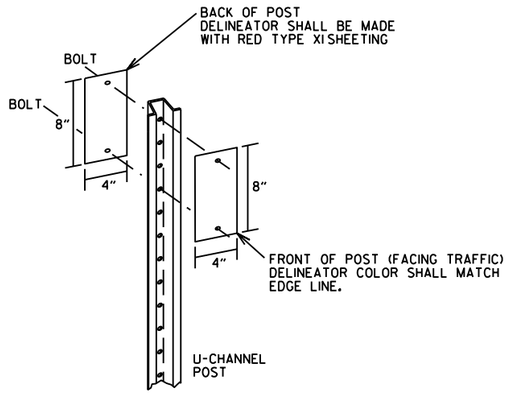

## TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL

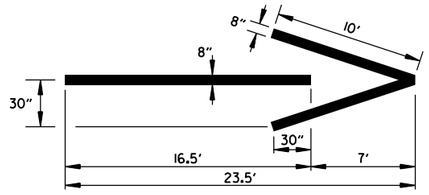



## R6-1 PLACEMENT

| | | | |
|---|---|---|---|
| | | | ARKANSAS STATE HIGHWAY COMMISSION |
| | | | DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS |
| 9-12-13 | ISSUED | | STANDARD DRAWING SHS-7 |
| DATE | REVISION | FILMED | |




TYPE 2 DELINEATOR DETAILS



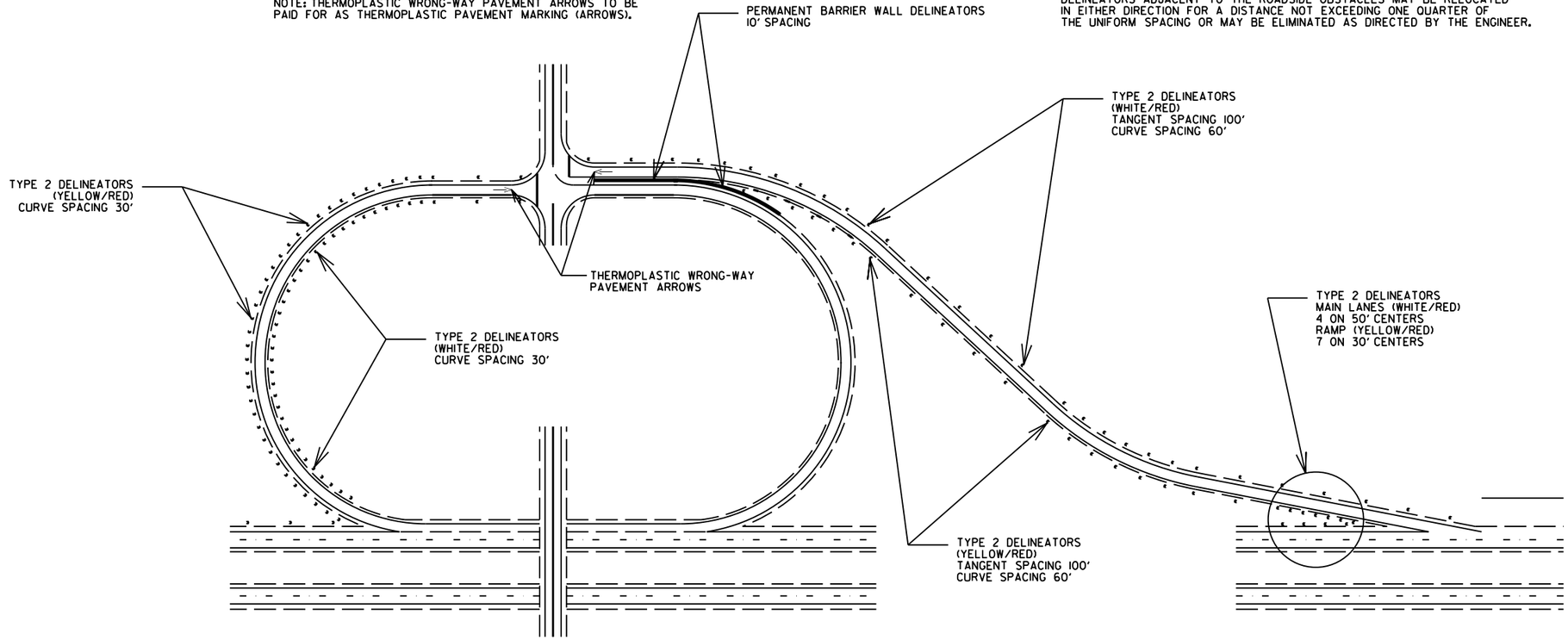

THERMOPLASTIC WRONG-WAY
PAVEMENT ARROWS

NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

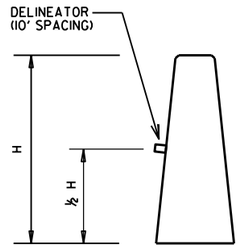
LEGEND

DELINEATOR

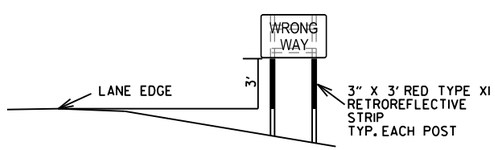
NOTE: WHEN UNIFORM SPACING IS INTERRUPTED BY ROADSIDE OBSTACLES, DELINEATORS ADJACENT TO THE ROADSIDE OBSTACLES MAY BE RELOCATED IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING OR MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER.




TYPICAL EXIT RAMP DELINEATOR PLACEMENT

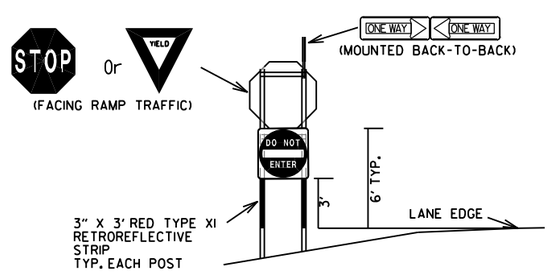



PERMANENT BARRIER WALL
DELINEATOR DETAIL




WRONG-WAY SIGN ASSEMBLY DETAILS

NOTES
1. WRONG-WAY SIGNS MAY BE MOUNTED ON THE BACK SIDE OF EXISTING SIGN SUPPORTS WHERE POSSIBLE.
2. WRONG-WAY SIGNS ARE NORMALLY GATED, BUT MAY BE OFFSET WHEN BARRIER WALLS ARE PRESENT ON THE INSIDE SHOULDER. IN SUCH CASES, THE SIGN ON THE INSIDE SHOULDER SIDE MAY BE LOCATED PAST THE END OF THE BARRIER WALL. IN RARE CASES WHERE THE BARRIER WALL EXTENDS TO OR NEAR THE MAIN LANES, BOTH SIGNS MAY BE LOCATED ON THE OUTSIDE SHOULDER SIDE OF THE RAMP, WITH APPROXIMATELY 300' SPACING BETWEEN THE SIGNS.




RAMP INTERSECTION SIGN ASSEMBLY DETAILS

THE DELINEATORS SHALL BE PLACED AT A 4' HEIGHT MEASURED FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE DELINEATOR. DELINEATOR POSTS SHALL BE PLACED 2 TO 8 FT. OUTSIDE THE OUTER EDGE OF THE SHOULDER, OR IF APPROPRIATE, IN LINE WITH THE ROADSIDE BARRIER THAT IS 8 FT. OR LESS OUTSIDE THE OUTER EDGE OF THE SHOULDER.

DELINEATOR SPACING IN CURVES SHALL BE REDUCED TO 30' WHEN THE RAMP ADVISORY SPEED IS 30 MPH OR LESS.

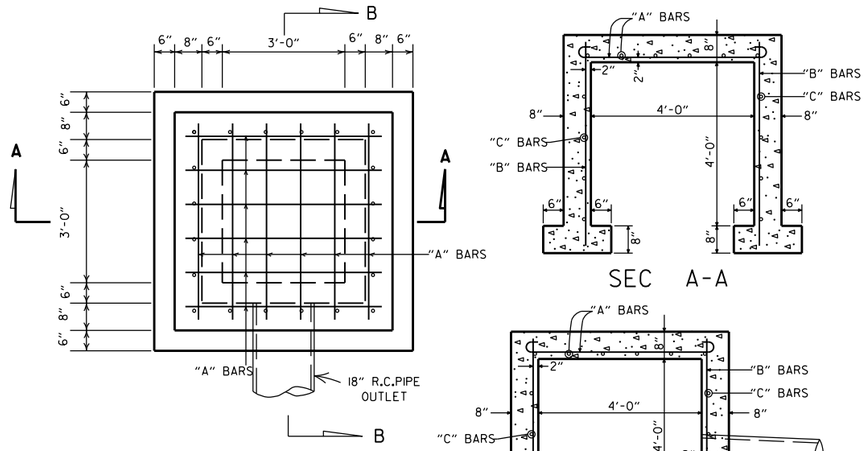
IF MULTIPLE LANES EXIST AT THE RAMP TERMINAL, THE THERMOPLASTIC WRONG-WAY ARROW SHALL BE PLACED AS CLOSE TO THE RAMP TERMINAL TURNOUT AS POSSIBLE.

| DATE | REVISION | FILMED |
|---|---|---|
| 11-16-17 | ADDED NOTES | |
| 06-01-17 | RE-DRAWN | |
| 09-12-13 | ISSUED AS STANDARD DRAWING | |

ARKANSAS STATE HIGHWAY COMMISSION

# TYPICAL EXIT RAMP SIGN AND DELINEATOR DETAILS

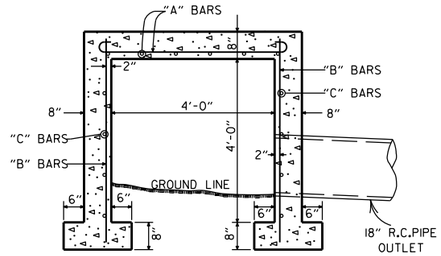
STANDARD DRAWING SHS-8







SEC A-A



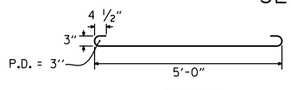

SEC B-B

NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".

STEEL SCHEDULE

| BARS | NUMBER | LENGTH | SPACING |
|---|---|---|---|
| "A" | 12 | 6'-0" | 10" |
| "B" | 20 | 5'-0" | 10 ½" |
| "C" | 16 | 5'-0" | 12" |

ALL STEEL TO BE #4 BARS




"A" BARS

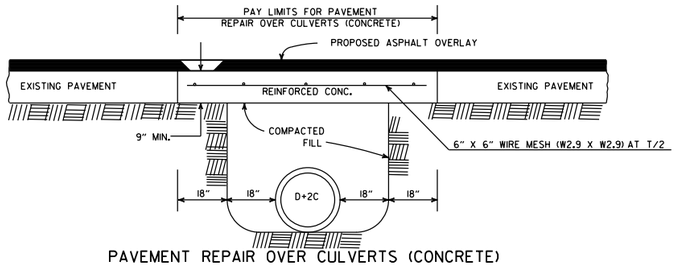
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

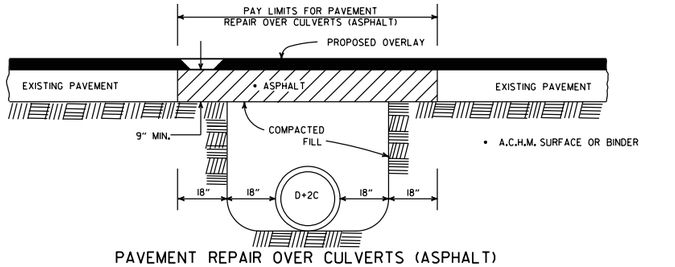
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

## REINFORCED CONCRETE SPRING BOX



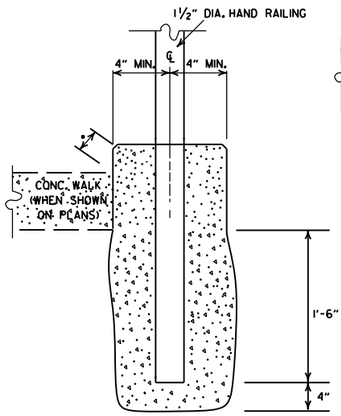

PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



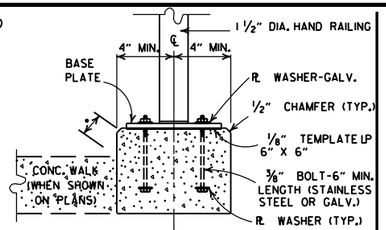

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

## DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

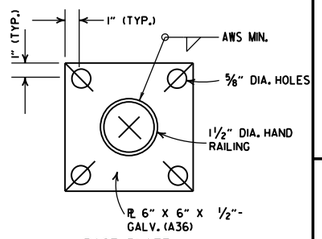
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.




DETAIL OF HAND RAILING SET IN CONCRETE

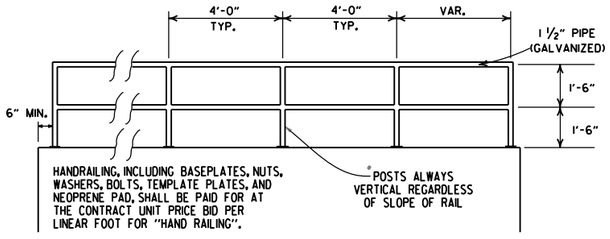



POST CONNECTION TO WALL

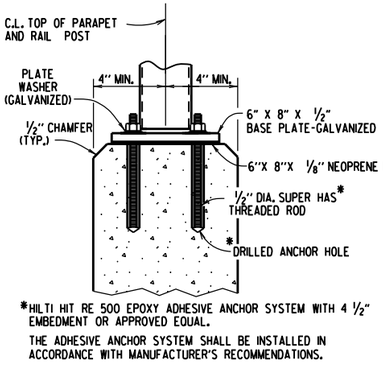



BASE PLATE

## POST CONNECTION DETAILS



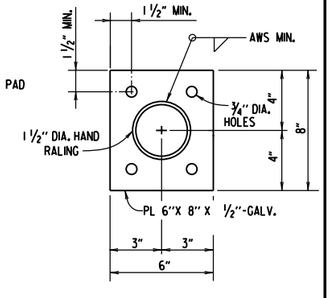

HAND RAILING SHALL CONFORM TO SECTION 633.




*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 ½" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

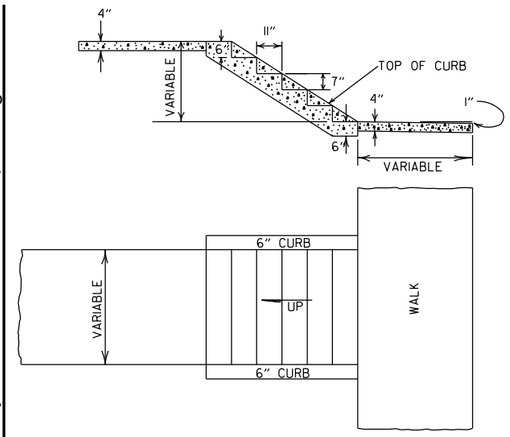
POST CONNECTION TO WALL




BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

## HAND RAILING DETAILS




GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

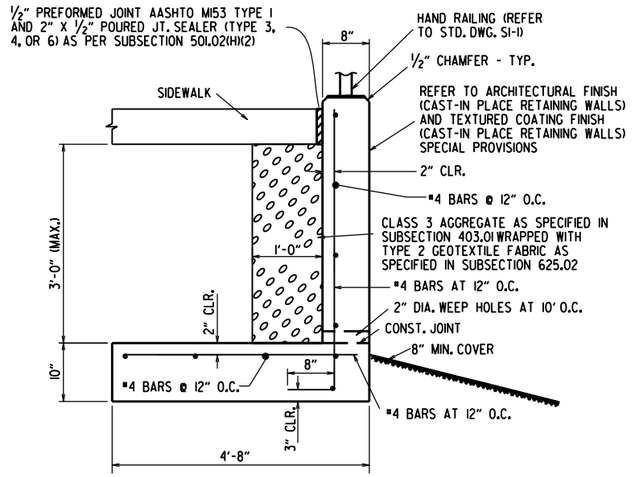
## DETAILS OF CONCRETE STEPS & WALKS

| DATE | REVISION | DATE FILMED |
|---|---|---|
| 10-25-18 | REVISED DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS | |
| 9-12-13 | REVISED REINFORCED CONCRETE SPRING BOX | |
| 7-26-12 | REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS | |
| 4-17-08 | REV. JOINT & FOOTING STEP DETAILS | |
| 11-29-07 | REVISED RETAINING WALL DRAINAGE | |
| 5-25-06 | REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX | |
| 10-9-03 | REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS | |
| 4-10-03 | REVISED RETAINING WALL DRAWING | |
| 8-22-02 | ADDED HAND RAILING DETAIL | |
| 11-16-01 | REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES | |
| 11-18-98 | ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS | |
| 7-02-98 | ENLARGED PIPE | |
| 4-03-97 | ADDED NOTE TO STEEL BAR SCHED. | |
| 10-18-96 | CORRECTED SPELLING | |
| 4-26-94 | ADD WEEP HOLE;REV. JOINT SPACING IN RET. WALL | |
| 6-2-94 | CHANGED CONST. TO CONTRACTION JOINT | |
| 10-1-92 | CHANGED MESH FABRIC TO WIRE MESH | 10-1-92 |
| 8-15-91 | DELETED HDWL MODIFICATION DETAIL | 8-15-91 |
| 11-8-90 | DELETED COLD MIX FROM CULV'T. REPAIR | 11-8-90 |
| 11-30-89 | REV. RETAINING WALL STEEL SCHEDULE | 11-30-89 |
| 11-17-88 | V. BARS BEHIND ARROW | 665-11-17-88 |
| 7-15-88 | REV. PAVEMENT REPAIR ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS | 649-7-15-88 |
| 11-1-84 | REV. TRENCH FOR PIPE UNDERDRAIN | 510-11-1-84 |
| 1-4-83 | ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE | 682-1-4-83 |
| 3-2-81 | SPELLING OF "UNDERDRAIN" | 721-3-2-81 |
| 4-20-79 | REV. UNDERDRAIN DET& PAVEMENT REPAIR | 674-4-20-79 |
| 2-2-76 | 12"MIN. GRAN. MAT'L. OVER PIPE | 919-2-2-76 |
| 4-10-75 | REM. SPECS. FOR GRAN. MAT'L. | 568-4-10-75-853 |
| 5-22-74 | GRANULAR MAT'L. TO BE SB-3 | 567-5-22-74-740 |
| 10-2-72 | REVISED AND REDRAWN | 564-10-16-72 |

ARKANSAS STATE HIGHWAY COMMISSION

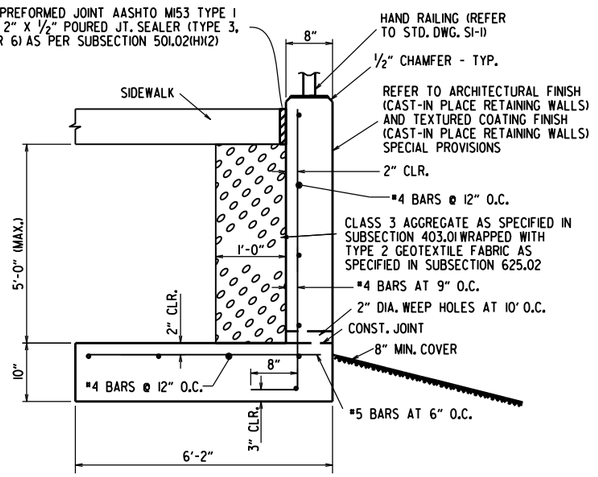
# DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI - 1




## CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 3'-0"

N.T.S.




## CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 5'-0"

N.T.S.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012).

LIVE LOAD: LIVE LOAD SURCHARGE IS NOT INCLUDED IN THE DESIGN OF THESE WALLS. VEHICULAR LIVE LOAD SHALL NOT BE ALLOWED WITHIN A DISTANCE EQUAL TO ONE-HALF THE HEIGHT OF THE WALL.

CONCRETE: CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED ½". ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C = 3,500 PSI. A CLASS 2 SURFACE FINISH SHALL BE USED ON ALL SURFACES OF THE CONCRETE UNLESS OTHERWISE NOTED. REFER TO ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS) AND TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS) SPECIAL PROVISIONS.

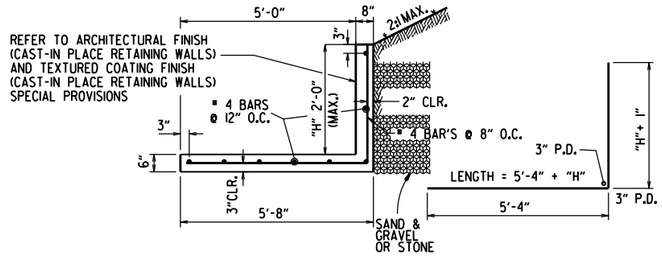
REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 60.

FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SUBSECTION 801.04. BACKFILL FOR RETAINING WALLS SHALL BE IN ACCORDANCE WITH SUBSECTION 801.08.

WATERPROOF MEMBRANE (TYPE C), WATERSTOPS, PREFORMED JOINTS, PREFORMED JOINT FILLER, WEEP HOLES, CLASS 3 AGGREGATE, REINF. STEEL, CONCRETE, & GEOTEXTILE FABRIC SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO CONCRETE WALKS (TYPE SPECIAL).

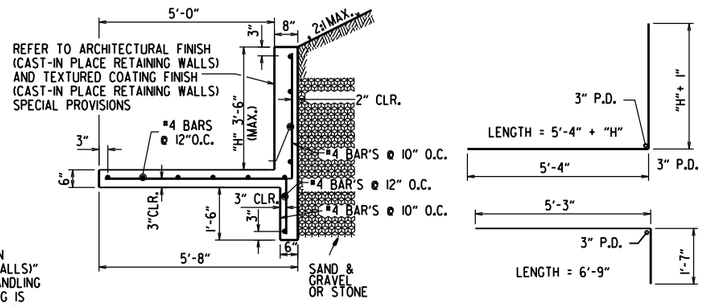
JOINTS IN THE WALL SHALL MATCH TYPE AND SPACING OF THE JOINTS IN THE WALK.

THESE DETAILS ARE NOT INTENDED FOR USE ALONG STREAMS OR DITCHES WITHOUT CONSIDERATION FOR SCOUR.



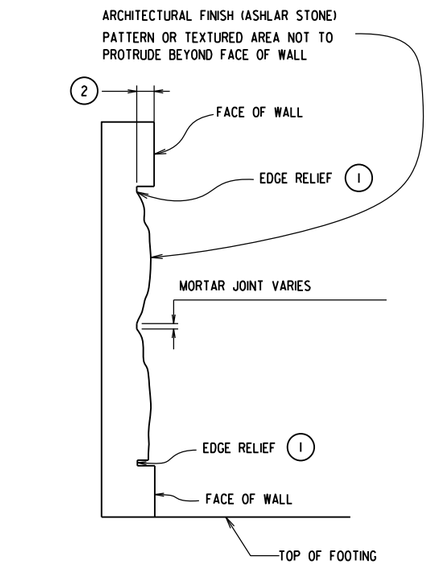

## CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 2'-0"

N.T.S.




## CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 3'-6"

N.T.S.

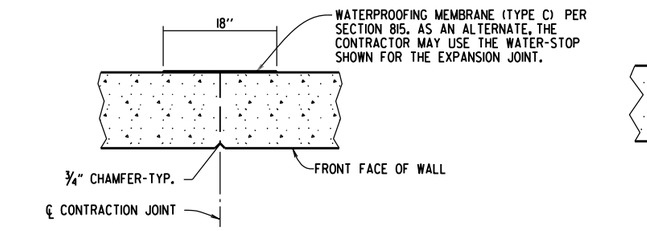



## ARCHITECTURAL FINISH DETAILS

N.T.S.

(1) PROVIDE EDGE RELIEF AROUND PERIMETER OF TEXTURE. EDGE RELIEF DIMENSIONS SHALL MATCH MANUFACTURERS EDGE DISTANCE.

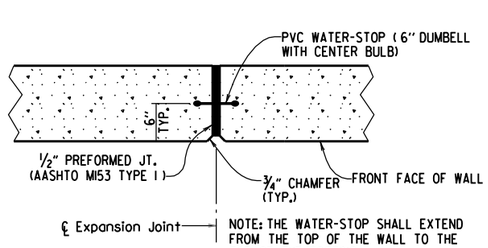
(2) DEPTH OF ASHLAR STONE PATTERN APPROX. 1⅝". SEE SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".




## TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

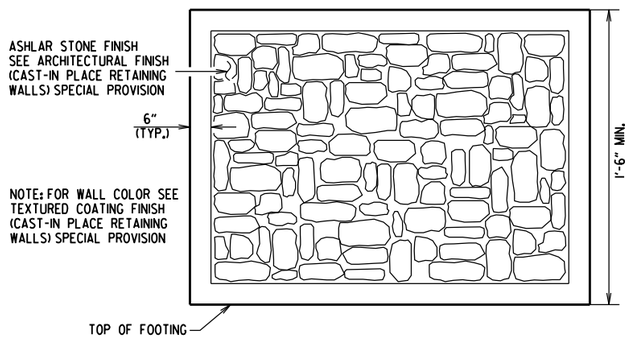
NOTE: 20'-0" MAX. SPACING BETWEEN CONTRACTION JOINTS. HORIZONTAL REINFORCEMENT SHALL BE CONTINUOUS THROUGH CONTRACTION JOINTS.




## TYPICAL EXPANSION JOINT DETAIL

N.T.S.

NOTE: 60'-0" MAX. SPACING BETWEEN EXPANSION JOINTS. HORIZONTAL REINFORCING SHALL STOP 2" FROM ℄ EXPANSION JOINT.




## ASHLAR STONE FINISH DETAIL

NOTES:

WALL PATTERN SHALL BE APPLIED TO THE EXPOSED SURFACES OF WALL IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)" AND AS SHOWN IN THE PLANS. CARE SHALL BE TAKEN WITH FORM LINER HANDLING AND INSTALLATION TO ENSURE AESTHETIC QUALITY OF THE WALL TEXTURING IS MAINTAINED. WHERE FORM LINER PANELS REQUIRE MODIFICATION TO CONFORM TO THE LOCATION, DIMENSIONS AND LINES SHOWN IN THE PLANS, THE CONTRACTOR SHALL PROVIDE EDGE RELIEF MATCHING THAT OF THE UNALTERED FORM LINER. PAYMENT FOR WALL TEXTURING SHALL BE IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".

NO ADJUSTMENTS WILL BE MADE IN CONCRETE VOLUME DUE TO THE USE OF "ARCHITECTURAL FINISH". CLASS "S" CONCRETE SHALL BE MEASURED IN ACCORDANCE WITH SUBSECTION 802.24(A). CARE SHALL BE TAKEN IN PLACING CONCRETE TO AVOID SEGREGATION AND TO ELIMINATE FLOW LINES.

CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED TO WALL SURFACES AS SPECIFIED IN SP "TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)" AND IN ACCORDANCE WITH SUBSECTION 802.19(B)(3).

| DATE | REVISION | DATE FILMED |
|---|---|---|
| | | |
| | | |
| | | |
| 11-05-20 | REVISED GENERAL NOTES | |
| 5-14-20 | DRAWING ISSUED | |

ARKANSAS STATE HIGHWAY COMMISSION

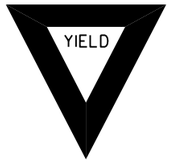
# CONCRETE WALK (TYPE SPECIAL)

STANDARD DRAWING SI - 3

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2




STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

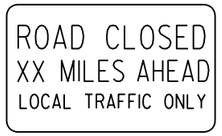
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

48"X30"

RII-3A




60"X30"

RII-4

60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

WI-1

STD. 36"X36"
FWY. 48"X48"

WI-2

STD. 36"X36"
FWY. 48"X48"

WI-3

STD. 48"X48"

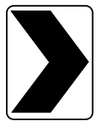
WI-4

STD. 48"X48"

WI-6

STD. 48"X24"
SPECIAL 60"X30"

WI-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

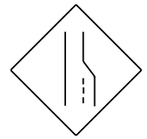
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

STD. 36"X36"
FWY. 48"X48"

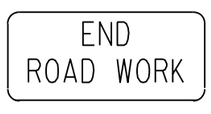
W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

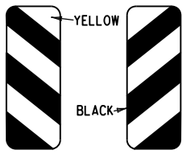
60"X24"

G20-2




48"X24"

OM-3L OM-3R




12"X36"

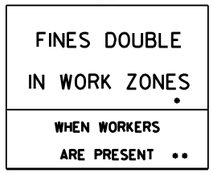
M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1




36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

| | |
|---|---|
| 500 FT | ½ MILE |
| 1000 FT | ¾ MILE |
| 1500 FT | 1 MILE AHEAD |

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

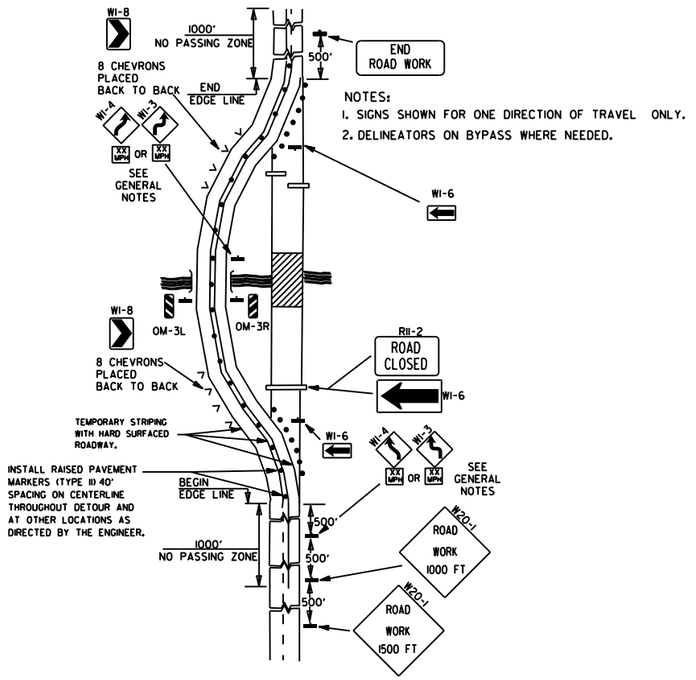
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

| DATE | REVISION | FILMED |
|---|---|---|
| 11-07-19 | REVISED FOR MASH | |
| 4-13-17 | DELETED RSP-1 & ADDED W21-5a | |
| 9-2-15 | REVISED REDUCED SPEED LIMIT AHEAD SIGNS<br>REVISED ROAD WORK NEXT XX MILES | |
| 12-15-11 | REVISED W24-1 | |
| 11-17-10 | DELETED W8-9a & ADDED W8-9 | |
| 10-15-09 | ADDED REFERENCE TO MASH & ADDED SIGN W24-1 | |
| 4-17-08 | REVISED SIGN DESIGNATIONS | |
| 11-18-04 | REVISED NOTES | |
| 10-9-03 | REVISED NOTE 1 | |
| 11-16-01 | REVISED NOTE 7 | |
| 9-28-00 | REVISED NOTE | |
| 11-18-98 | ADDED NOTE | |
| 6-26-97 | REVISED NOTE 5 | |
| 4-03-97 | REVISED NOTE 5 | |
| 10-18-96 | ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7 | |
| 10-12-95 | ADDED R55-1 | |
| 6-8-95 | REVISED TO CORRECT SIGN ILLUSTRATIONS | 6-8-95 |
| 2-2-95 | REVISED PER PART VI, MUTCD SEPT. 3, 1993 | |
| 8-15-91 | DRAWN AND PLACED IN USE | |

ARKANSAS STATE HIGHWAY COMMISSION

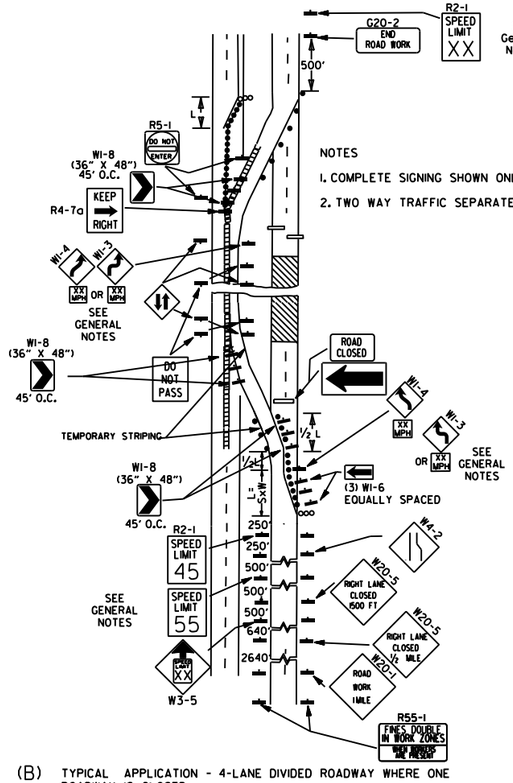
# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



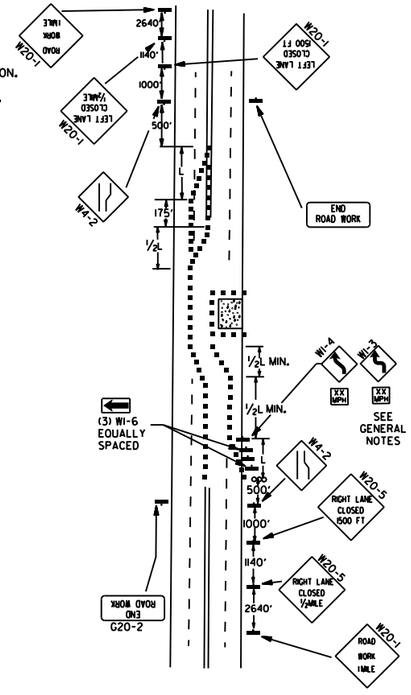

NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

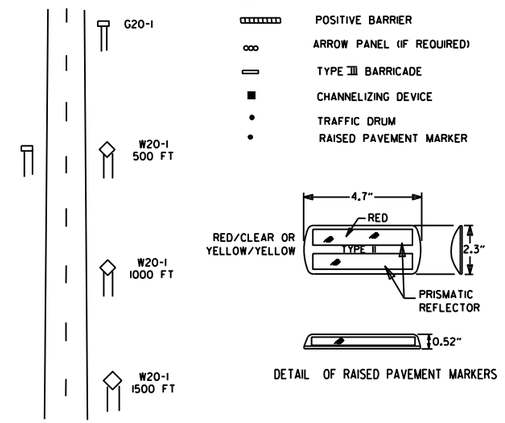



NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.




(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.




DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

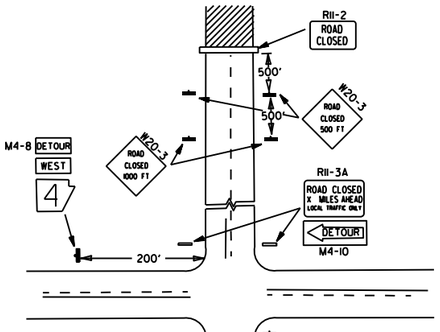
L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

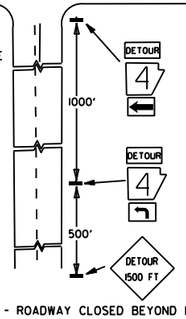
WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

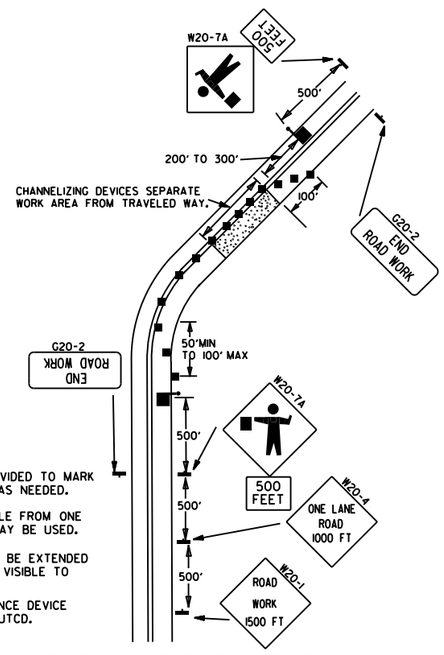
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).




NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

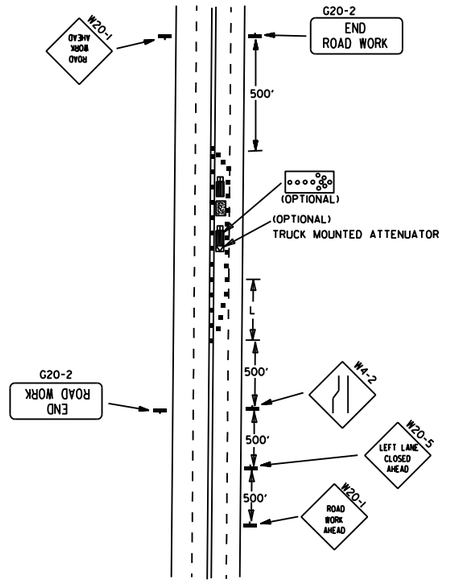



(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.




NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



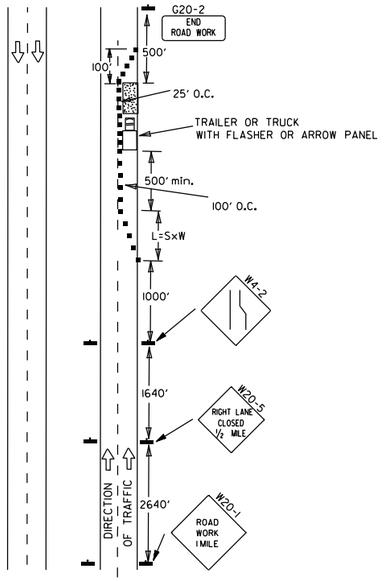

(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

| DATE | REVISION | FILMED |
|---|---|---|
| 05-20-21 | REVISED NOTE 7 | |
| 11-07-19 | REVISED NOTE 1, ADDED NOTE 9 | |
| 9-2-15 | REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5 | |
| 9-12-13 | REVISED DETAIL OF RAISED PAVEMENT MARKERS | |
| 3-11-10 | ADDED (AFAD) | |
| 11-20-08 | REVISED SIGN DESIGNATIONS | |
| 11-18-04 | ADDED GENERAL NOTE | |
| 10-18-96 | ADDED R55-1 | |
| 4-26-96 | CORRECTED (a) BEHIND G20-2 | |
| 6-8-95 | CORRECTED SIGN IDENT. ON W1-4A | 6-8-95 |
| 2-2-95 | REVISED PER PART VI, MUTCD, SEPT. 3, 1993 | |
| 8-15-91 | DRAWN AND PLACED IN USE | |

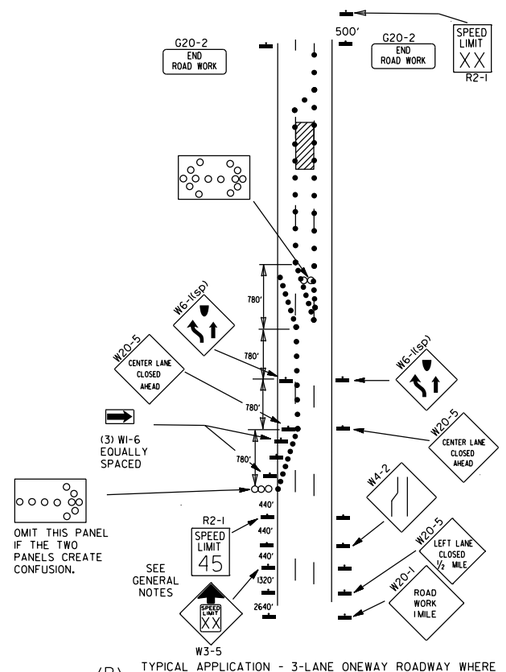
ARKANSAS STATE HIGHWAY COMMISSION

# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2




(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



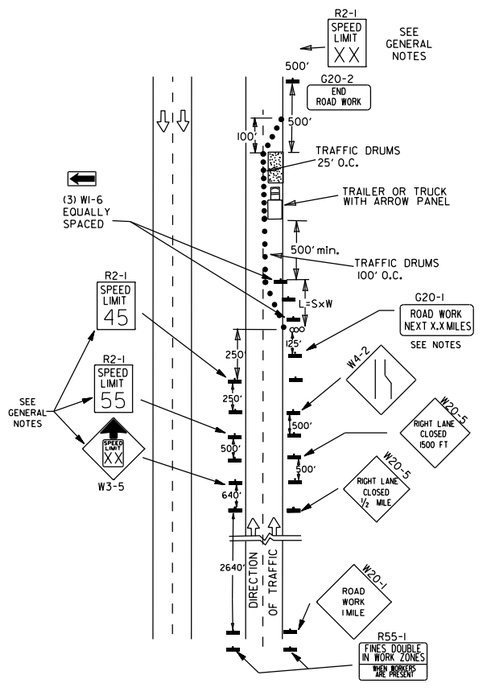

(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

- ARROW PANEL (IF REQUIRED)
- ■ CHANNELIZING DEVICE
- ● TRAFFIC DRUM

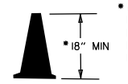
GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS, AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



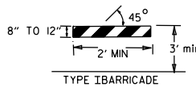

(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

## CHANNELIZING DEVICES



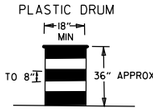

* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

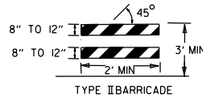
CONES



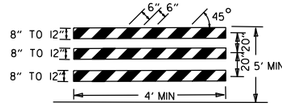

TYPE I BARRICADE

PLASTIC DRUM



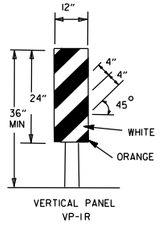




TYPE II BARRICADE



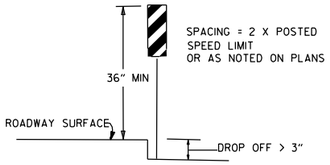

TYPE III BARRICADE

NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.

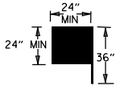



VERTICAL PANEL VP-1R

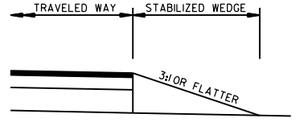
VERTICAL PANEL PLACEMENT




FLAG



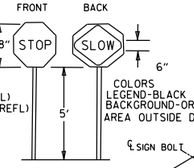

FLAG SHALL BE OF GOOD GRADE RED MATERIAL

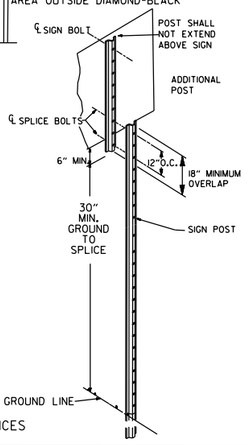


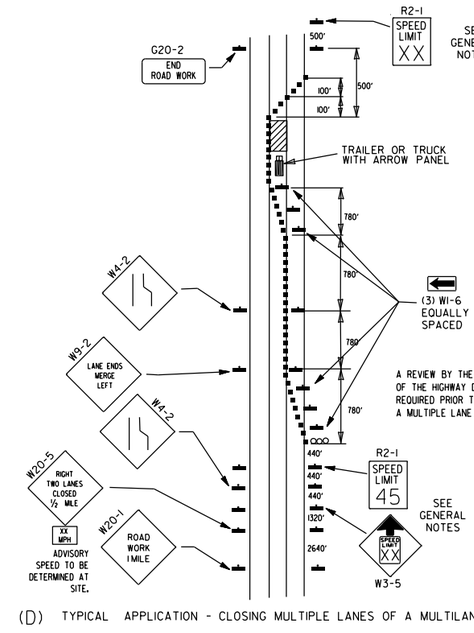

STABILIZED WEDGE

NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

STOP SLOW PADDLE



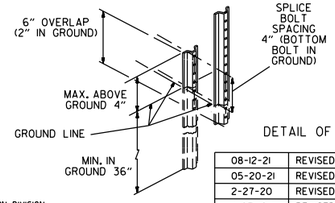

A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.




DETAIL OF SPLICES

TRAFFIC CONTROL DEVICES

NON-INTERSTATE

| VERTICAL DIFFERENTIAL | LOCATION | TRAFFIC CONTROL | |
|---|---|---|---|
| | | ≤ 45 MPH | > 45 MPH |
| ≤ 1" | CENTERLINE | W8-11 | W8-11 |
| > 1" ≤ 3" | CENTERLINE | W8-11 AND CENTERLINE LANE STRIPING | W8-11 AND CENTERLINE LANE STRIPING |
| > 3" | CENTERLINE | STANDARD LANE CLOSURE[6] | STANDARD LANE CLOSURE[6] |
| ≤ 3" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-9 AND TRAFFIC DRUMS[1] | W8-9 AND TRAFFIC DRUMS[1] |
| > 3" ≤ 6" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1] | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1] |
| > 6" ≤ 18" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1] | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2] |
| > 18" ≤ 24" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1] | A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS[3] |
| > 24" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | PRECAST CONCRETE BARRIER[4] & EDGE LINES | PRECAST CONCRETE BARRIER[4] & EDGE LINES |

INTERSTATE

| VERTICAL DIFFERENTIAL | LOCATION | TRAFFIC CONTROL |
|---|---|---|
| ≤ 3" | CENTERLINE | W8-11 AND LANE STRIPING |
| ≤ 3" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2] |
| > 3" ≤ 6" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2] |
| > 6" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | PRECAST CONCRETE BARRIER & EDGE LINES |

INTERSTATE AND NON-INTERSTATE

| FORESLOPE | HEIGHT | TRAFFIC CONTROL |
|---|---|---|
| 1:1 | > 2 FT | PRECAST CONCRETE BARRIER |
| 2:1 | ≤ 5 FT | TRAFFIC DRUMS |
| 2:1 | > 5 FT | PRECAST CONCRETE BARRIER |
| Flatter than 2:1 | N/A | TRAFFIC DRUMS |

GENERAL NOTES:

1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

| DATE | REVISION | FILMED |
|---|---|---|
| 08-12-21 | REVISED TRAFFIC CONTROL DEVICES AND NOTES | |
| 05-20-21 | REVISED NOTE 10 | |
| 2-27-20 | REVISED TRAFFIC CONTROL DEVICES DETAILS | |
| 11-07-19 | REVISED NOTE 9, ADDED NOTE 11 | |
| 7-25-19 | REVISED TRAFFIC CONTROL DEVICES DETAILS | |
| 9-2-15 | REVISED NOTE 2 & REPLACED R2-5A WITH W3-5 | |
| 10-15-09 | ADDED REFERENCE TO MASH | |
| 11-20-08 | REVISED SIGN DESIGNATIONS | |
| 11-18-04 | ADDED NOTE | |
| 10-1-98 | ADDED NOTE | |
| 4-03-97 | ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE | |
| 10-18-96 | ADDED R55-1 | |
| 10-12-95 | MOVED UPPER SPLICE | |
| 6-8-95 | REVISED SPLICE DETAIL, TEXT | 6-8-95 |
| 2-2-95 | REVISED PER PART VI, MUTCD, SEPT. 3, 1993 | |
| 8-15-91 | DRAWN AND PLACED IN USE | |

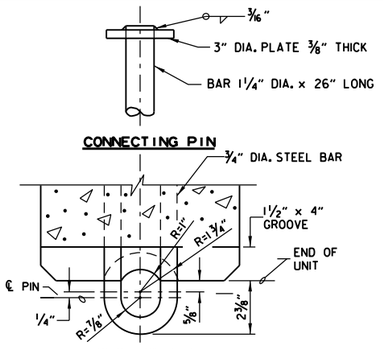
ARKANSAS STATE HIGHWAY COMMISSION

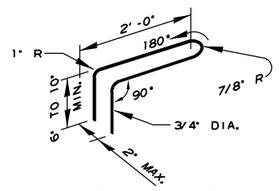
# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

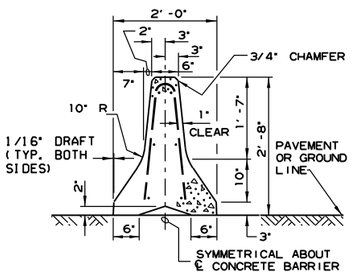
STANDARD DRAWING TC-3

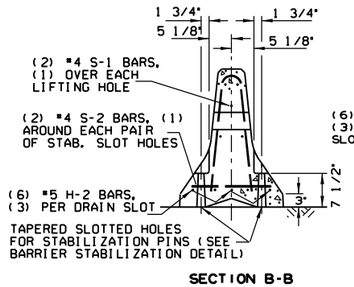
## REINFORCING BAR TABLE PER BARRIER UNIT

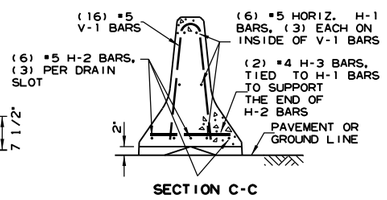
| MARK | LOCATION | BAR SIZE | (NO. BARS) | SKETCH |
|---|---|---|---|---|
| H-1 | HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS | #5 | (6) | 19'-3" |
| H-2 | CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY | #5 | (6) | 6'-6" |
| H-3 | TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1 | #4 | (2) | 1'-6" |
| S-1 | OVER LIFT HOLES | #4 | (2) | 2'-5", LIFTING HOLE, 90°, 3 3/8" R |
| S-2 | HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS | #4 | (2) | 1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP |
| V-1 | VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS | #5 | (16) | TOTAL LENGTH 4'-9"; 2 3/16" R; 12°; 1 1/2"; 9"; 2'-1 3/8"; 4 3/8" |

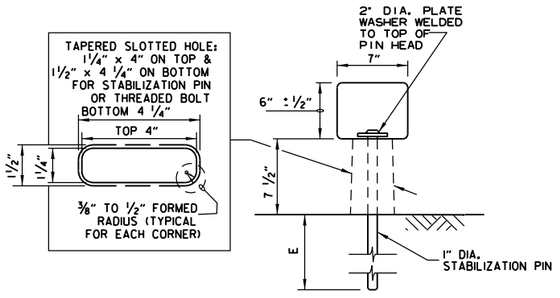


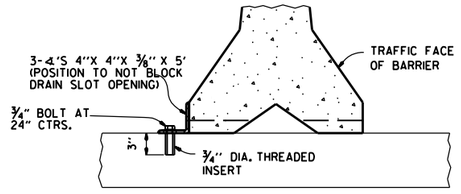



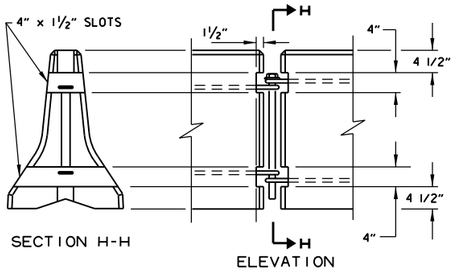



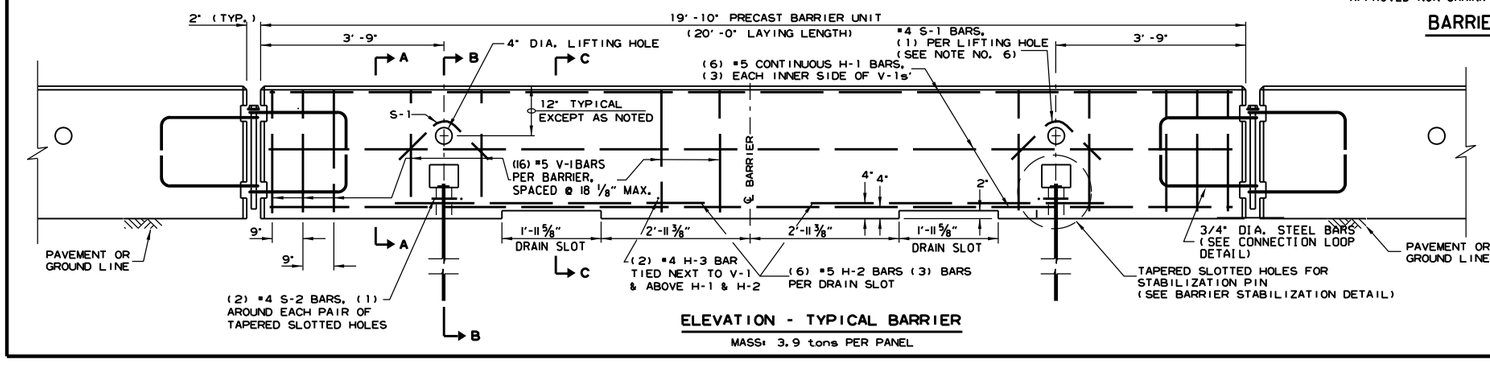

Ⓔ 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS




NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL
BRIDGE DECKS




MASS: 3.9 tons PER PANEL

### GENERAL NOTES

1. THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

2. MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
   CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
   REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
   STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN.
   DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

   IN APPLICATIONS WHERE BARRIER WALL IS WITHIN 6 FEET OF A TRAFFIC LANE, ADDITIONAL DELINEATORS SHALL BE PLACED ON THE BARRIER AT 10' SPACING APPROXIMATELY ONE (1) FOOT FROM THE TOP OF THE BARRIER. DELINEATORS SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CONSTRUCTION CONCRETE BARRIER MARKERS.
   DELINEATOR COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER". THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER THAT THE MATERIAL AND THE DESIGN USED IN THE PRECAST BARRIER UNITS MEETS THE REQUIREMENTS AS SHOWN ON THIS STANDARD DRAWING.

3. OTHER PRECAST CONCRETE BARRIERS THAT HAVE BEEN CRASH TESTED AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION TO MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED IN LIEU OF THE BARRIER SHOWN. DRAIN SLOTS SHALL BE PROVIDED AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH A CERTIFICATION OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANCE FOR ANY OTHER TYPES OF PRECAST BARRIER TO BE USED. THE CERTIFICATION SHALL STATE THAT THE PRECAST CONCRETE BARRIER MEETS THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). MIXING OF SHAPES WILL NOT BE ALLOWED IN A CONTINUOUS LINE OF UNITS.

4. DOWEL HOLES IN PAVEMENT OR BRIDGE SLABS THAT ARE TO REMAIN IN PLACE SHALL BE FILLED. HOLES IN CONCRETE PAVEMENT AND BRIDGE SLABS SHALL BE FILLED WITH AN APPROVED NON-SHRINK EPOXY GROUT. HOLES IN ASPHALT PAVEMENT SHALL BE FILLED WITH AN APPROVED ASPHALT JOINT FILLER. PAYMENT FOR DRILLING AND FILLING HOLES TO BE INCLUDED IN THE PRICE FOR VARIOUS BARRIER ITEMS.

5. ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.

6. A 4" WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE AND IF USED THE SLEEVE IS TO BE LEFT IN PLACE.

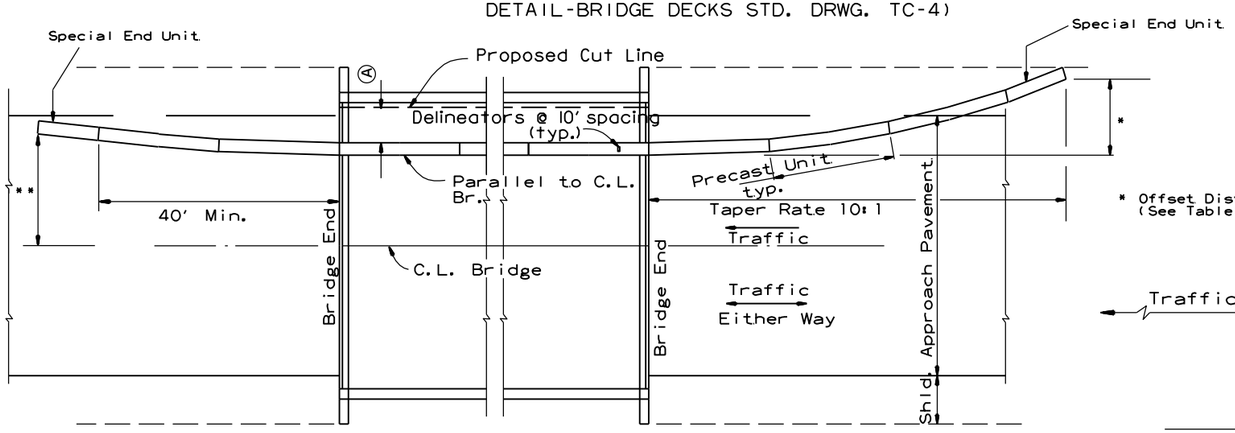
| DATE | REVISION | FILMED |
|---|---|---|
| 11-07-19 | REVISED NOTE 3 | |
| 2-27-14 | REVISED BARRIER STABILIZATION DETAIL | |
| 10-15-09 | ADDED REFERENCE TO WASH | |
| 8-5-09 | REV. NOTE 3 CONCERNING DRAIN SLOTS | |
| 11-29-07 | REVISED NOTE 3 | |
| 5-25-06 | DELETED GENERAL NOTE 7 | |
| 11-18-04 | REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS | |
| 4-10-03 | REVISED GENERAL NOTE 2 | |
| 8-22-02 | ISSUED NEW DRAWING | |

ARKANSAS STATE HIGHWAY COMMISSION

# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

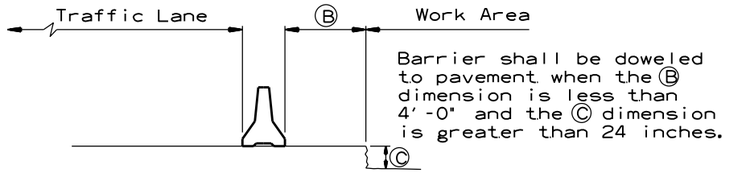
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)




BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

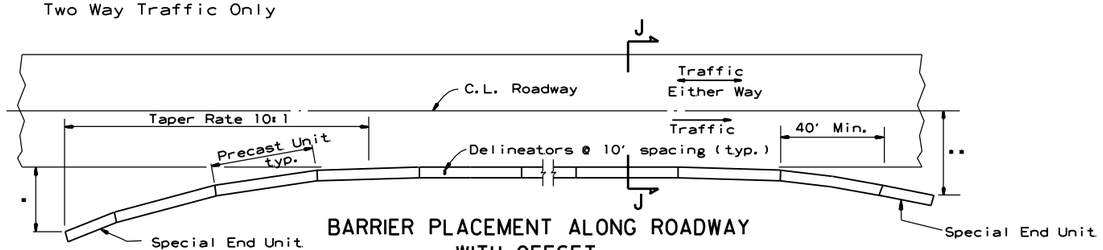
** Offset Distance for Two Way Traffic Only




Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale




BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

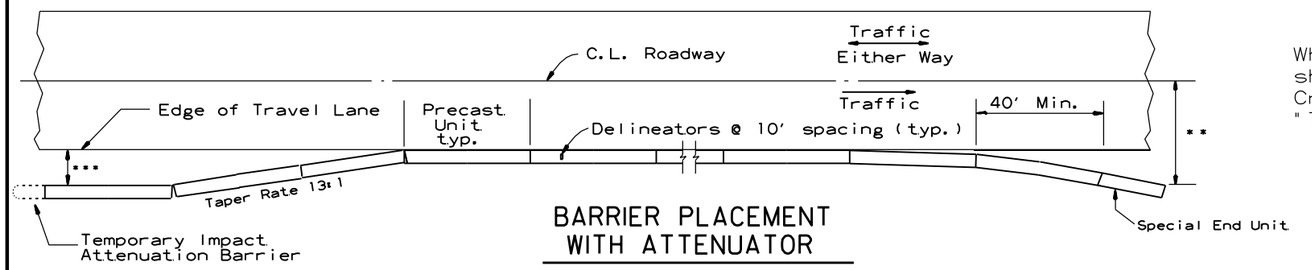
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

| Speed (MPH) | Offset Distance (FT.) |
|---|---|
| ≤ 45 | 12 |
| > 45 | 18 |

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

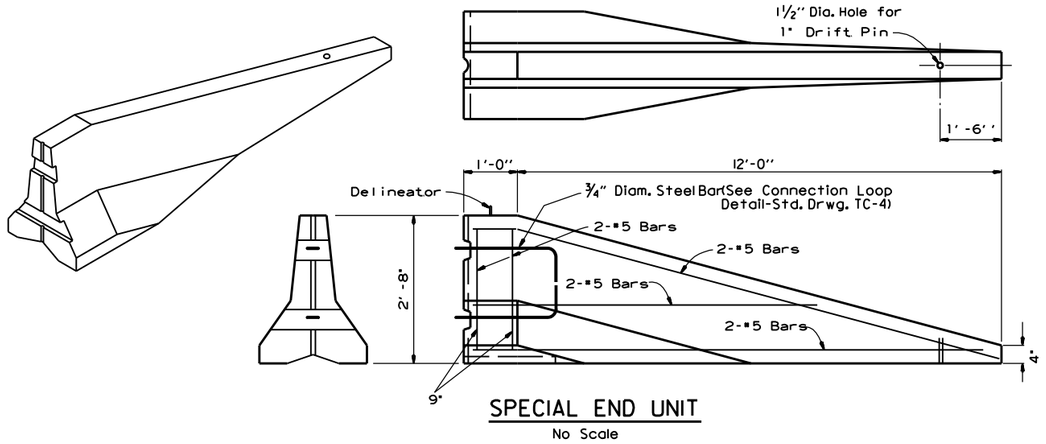



BARRIER PLACEMENT WITH ATTENUATOR

No Scale

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only




SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

| DATE | REVISION | FILMED |
|---|---|---|
| 11-07-19 | REVISED NOTE | |
| 10-15-09 | ADDED REFERENCE TO MASH | |
| 5-25-06 | REVISED BARRIER PLACEMENT | |
| 8-22-02 | ISSUED NEW DRAWING | |

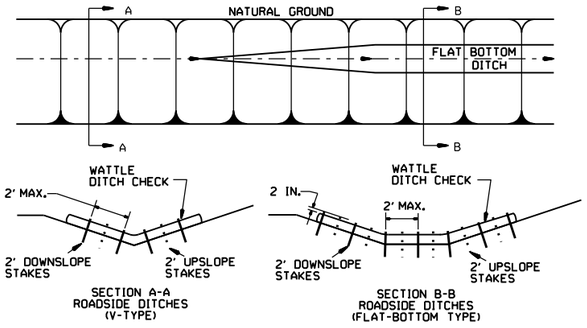
**ARKANSAS STATE HIGHWAY COMMISSION**

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

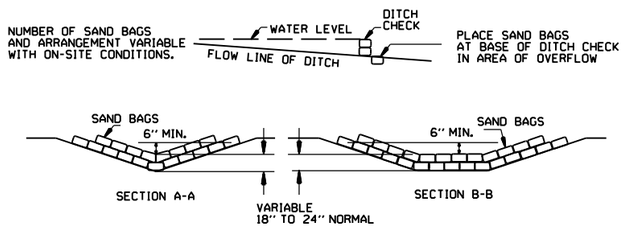
STANDARD DRAWING TC-5

GENERAL NOTES

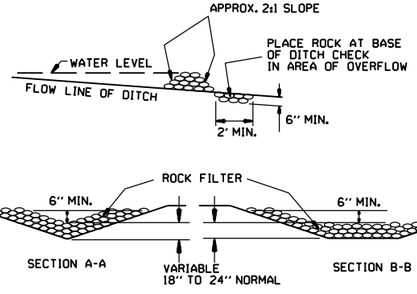
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.




## WATTLE DITCH CHECK (E-1)




## SAND BAG DITCH CHECK (E-5)

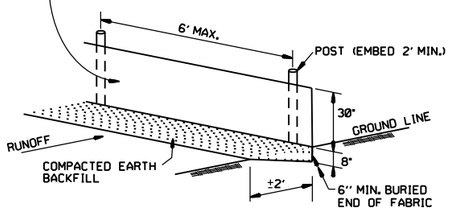



## ROCK DITCH CHECK (E-6)

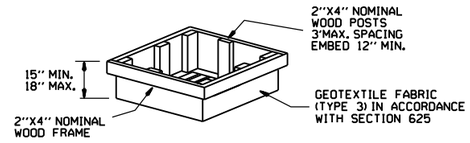
GENERAL NOTES

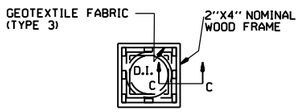
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

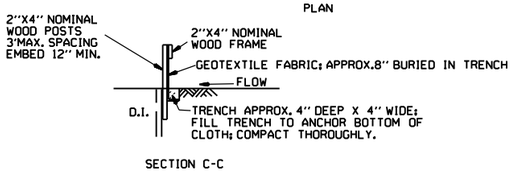
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



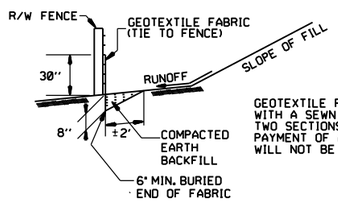

## SILT FENCE (E-11)



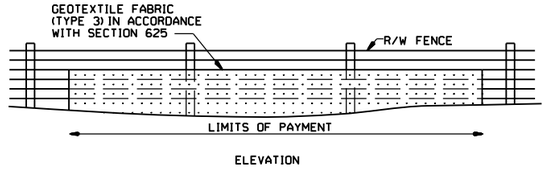




## DROP INLET SILT FENCE (E-7)




GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



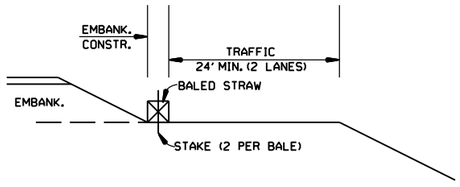

## SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

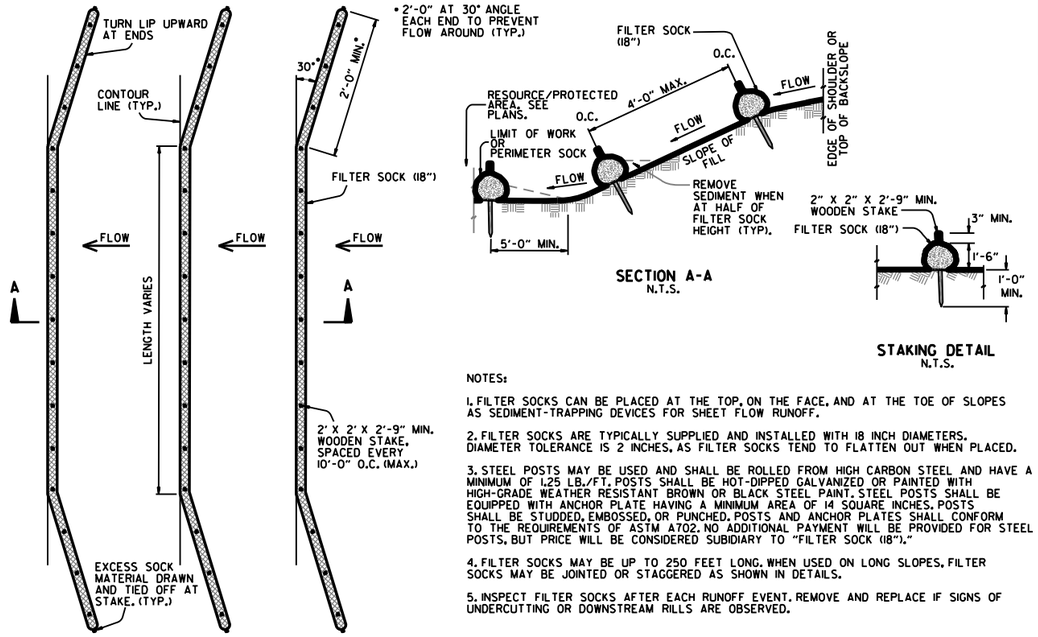
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.




## BALED STRAW FILTER BARRIER (E-2)




NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

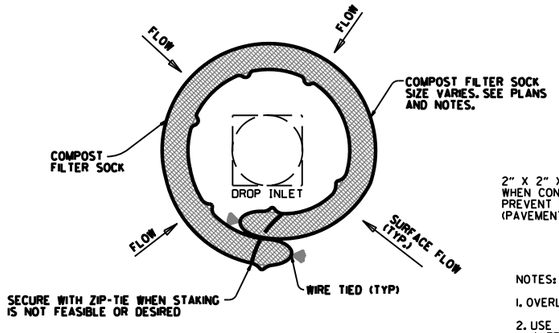
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

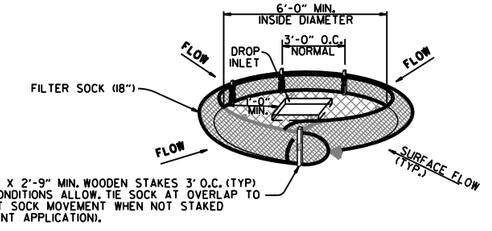
3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

## FILTER SOCK ALONG SLOPE (E-3)




NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

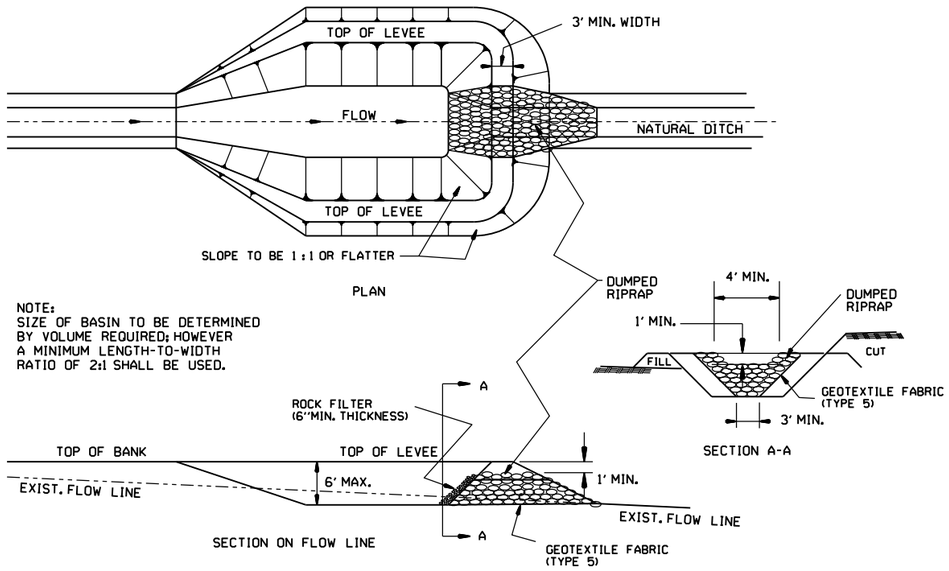
## COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

| DATE | REVISION | FILMED |
|---|---|---|
| 11-16-17 | ADDED FILTER SOCK E-3 AND E-13 | |
| 12-15-11 | DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK | |
| 11-18-98 | ADDED NOTES | |
| 07-02-98 | ADDED BALED STRAW FILTER BARRIER (E-2) | |
| 07-20-95 | REVISED SILT FENCE E-4 AND E-11 | 7-20-95 |
| 07-15-94 | REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC | |
| 06-02-94 | REVISED E-1,4,7 & 11; DELETED E-2 & 3 | 6-2-94 |
| 04-01-93 | REDRAWN | |
| 10-01-92 | REDRAWN | |
| 08-02-76 | ISSUED R.D.M. | 298-7-28-76 |

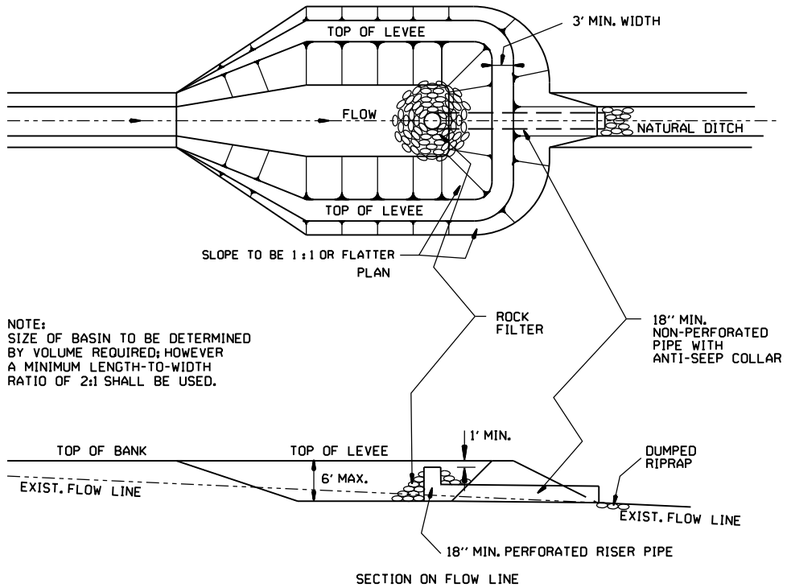
ARKANSAS STATE HIGHWAY COMMISSION

# TEMPORARY EROSION CONTROL DEVICES

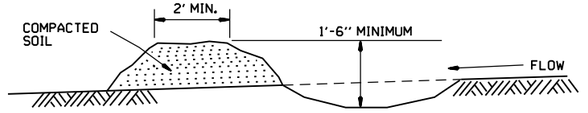
STANDARD DRAWING TEC-1



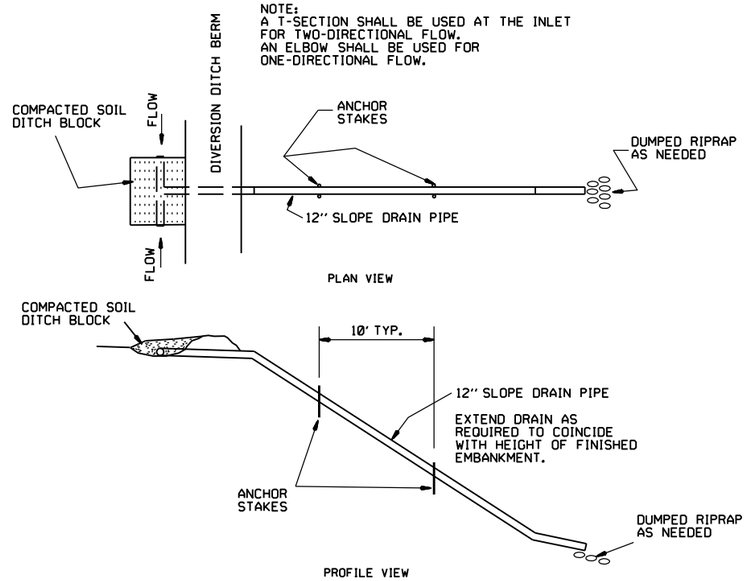

SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



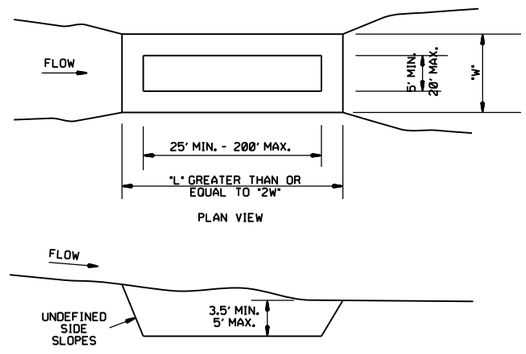

SEDIMENT BASIN WITH PIPE OUTLET (E-10)




DIVERSION DITCH (E-8)




SLOPE DRAIN (E-12)




SEDIMENT BASIN (E-14)

| DATE | REVISION | FILMED |
|---|---|---|
| 6-2-94 | Revised E-8 & E-12; Added E-14 & Deleted E-13 | |
| 4-1-93 | ISSUED | |

ARKANSAS STATE HIGHWAY COMMISSION

# TEMPORARY EROSION CONTROL DEVICES

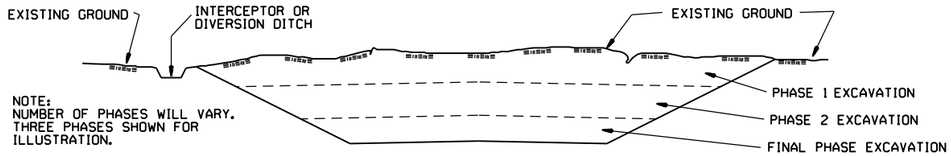
STANDARD DRAWING TEC-2

# CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

# EXCAVATION



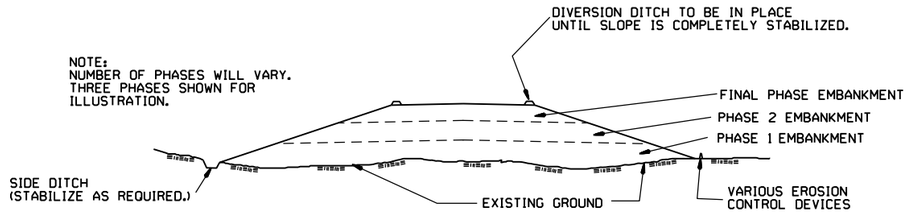

GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

# EMBANKMENT




GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

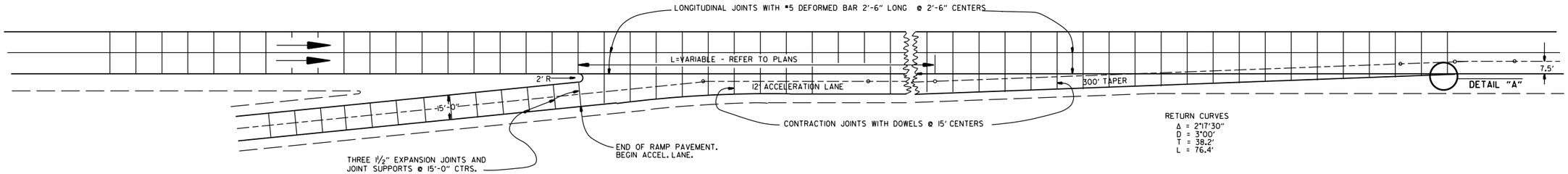
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

| | | |
|---|---|---|
| 11-03-94 | CORRECTED SPELLING | |
| 6-2-94 | Drawn & Issued | 6-2-94 |
| DATE | REVISION | FILMED |

ARKANSAS STATE HIGHWAY COMMISSION

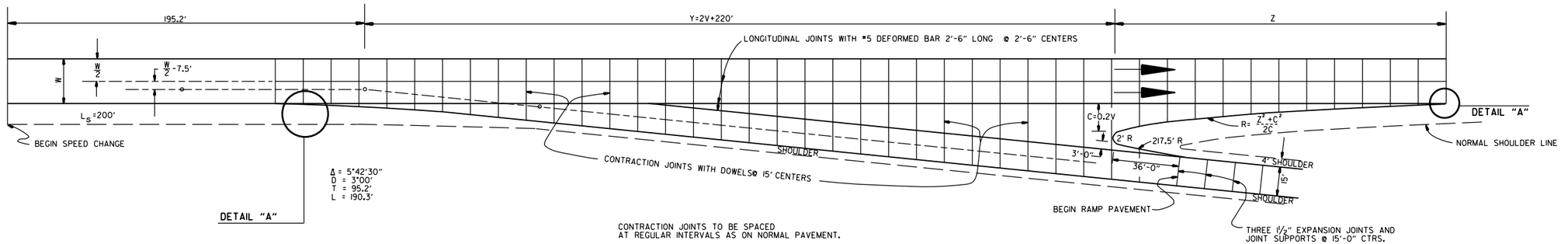
# TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3




## ENTRANCE RAMP

NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.

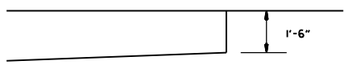



CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

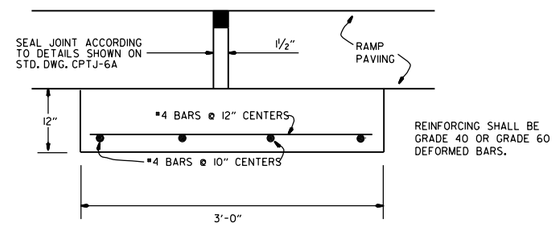
## EXIT RAMP

## EXIT RAMP

| DESIGN SPEED V | X<br>Y | NOSE OFFSET C | LENGTH NOSE TAPER Z | RETURN RADIUS R | ADDITIONAL SURFACING SQ. YDS. |
|---|---|---|---|---|---|
| 40 | 300.0 | 8.0 | 96.0 | 580.0 | 602.43 |
| 50 | 320.0 | 10.0 | 120.0 | 725.0 | 687.29 |
| 60 | 340.0 | 12.0 | 168.0 | 1182.0 | 790.55 |
| 70 | 360.0 | 14.0 | 210.0 | 1582.0 | 902.27 |




## DETAIL "A"




## DETAIL OF EXPANSION JOINT & JOINT SUPPORT

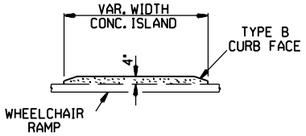
NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

| DATE | REVISION | DATE FILM'D |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| 8-22-02 | DELETED NOTE | |
| 11-16-01 | CORRECTED SPELLING ON ENTRANCE RAMP NOTE | |
| 5-13-99 | ADDED, EDITED AND DELETED NOTES | |
| 11-03-94 | ADDED NOTE RE: REINF. BARS | |
| 10-1-92 | ADDED DETAIL A & OTHER MINOR CHANGES | 10-1-92 |
| 1-25-90 | REVISED EXPANSION JOINT | 1-25-90 |
| 7-15-88 | CONFORM'D TO 1988 SPECIFICATIONS | 65C-7-15-88 |
| 3-2-81 | ISSUED | 511-10-2-72 |

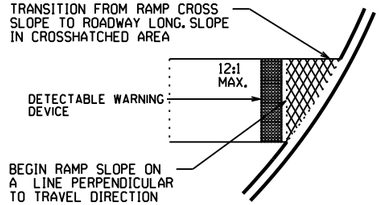
ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

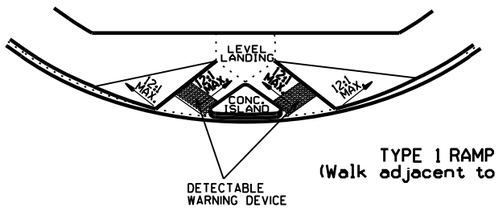
STANDARD DRAWING TR-1A



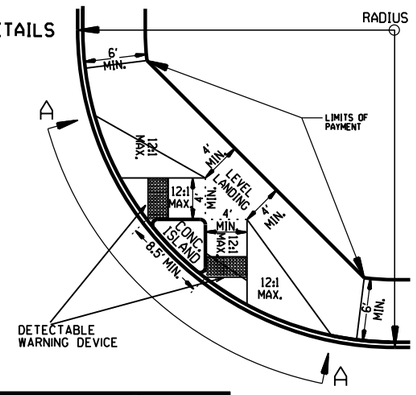

CONCRETE ISLAND DETAIL

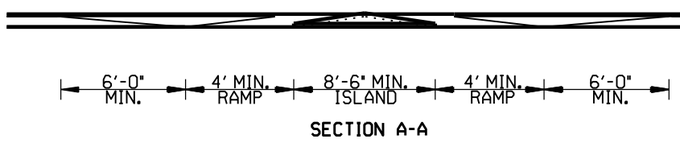



SLOPE TRANSITION DETAILS




TYPE 1 RAMP
(Walk adjacent to curb)

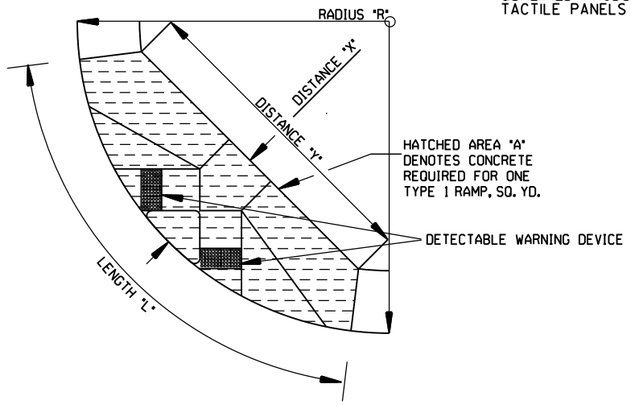



SECTION A-A

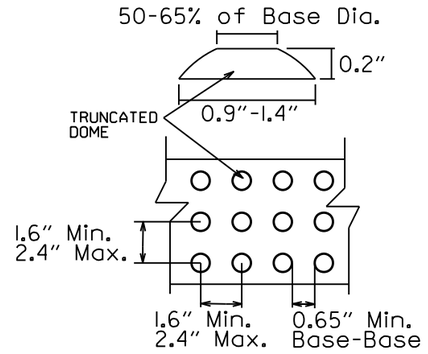
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

| RADIUS "R" FEET | DISTANCE "X" FEET | DISTANCE "Y" FEET | LENGTH "L" FEET | RAMP AREA "A" SQ. YD. |
|---|---|---|---|---|
| 15 | 11.67 | 18.82 | 32.18 | 26.21 |
| 20 | 11.52 | 22.28 | 35.46 | 30.07 |
| 25 | 11.43 | 26.60 | 38.77 | 33.80 |
| 30 | 11.37 | 30.26 | 40.93 | 36.90 |
| 35 | 11.33 | 33.51 | 43.11 | 39.77 |
| 40 | 11.30 | 36.45 | 45.26 | 42.45 |
| 45 | 11.27 | 39.16 | 47.34 | 44.97 |
| 50 | 11.25 | 41.69 | 49.36 | 47.35 |
| 55 | 11.24 | 44.07 | 51.31 | 49.63 |
| 60 | 11.22 | 46.33 | 53.21 | 51.80 |




GENERAL NOTES FOR DETECTABLE WARNING DEVICES

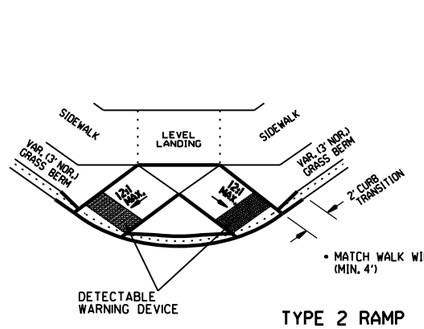
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



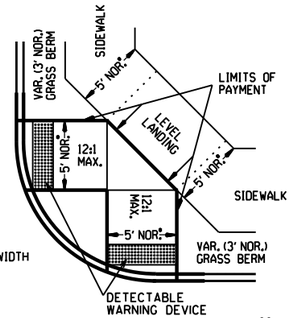

DETECTABLE WARNING DEVICE DETAIL

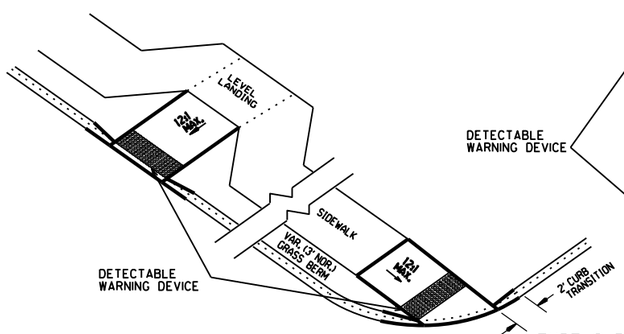
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

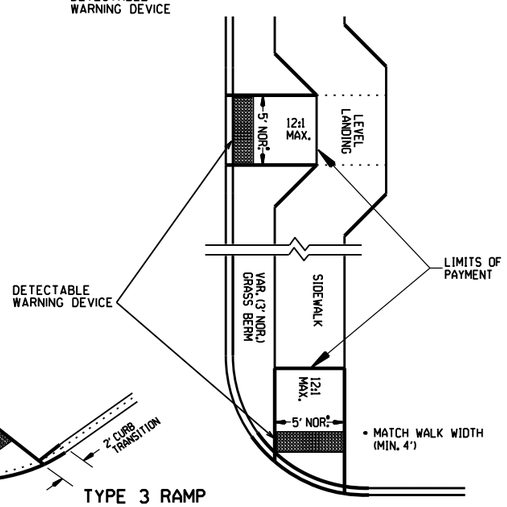



TYPE 2 RAMP

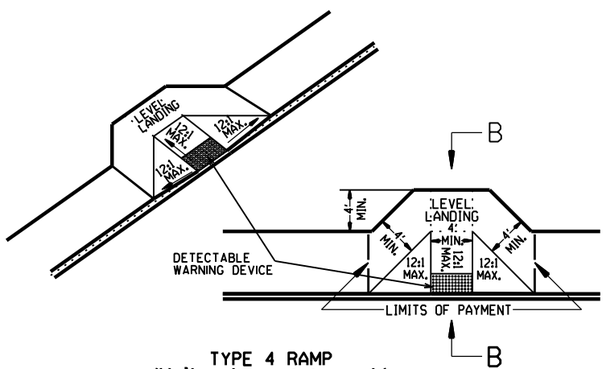


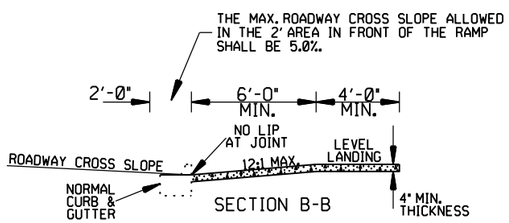

TYPE 3 RAMP




NOTE:
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGTITUDINAL GRADE.




TYPE 4 RAMP
(Walk adjacent to curb)




SECTION B-B

RAMP SELECTION CRITERIA

| | | |
|---|---|---|
| FIRST CHOICE | TYPE 1 | CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS). |
| | TYPE 2 | CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS). |
| | TYPE 3 | CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS). |
| | TYPE 4 | TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS). |
| SECOND CHOICE | TYPE 5 | TANGENT LOCATIONS (ALTERATIONS ONLY). |
| THIRD CHOICE | TYPE 6 | CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS. |
| FOURTH CHOICE | | IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES. |

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

| DATE | REVISION | DATE FILM |
|---|---|---|
| 11-10-05 | REVISED TO NEW SIDEWALK POLICY | |
| 10-9-03 | REVISED GEN. NOTES & ADDED NOTE | |
| 4-10-03 | REV. DETECTABLE WARNING DEVICES | |
| 8-22-02 | ADD DETECTABLE WARNING DEVICES | |
| 3-30-00 | ADD.SLOPE TRANS. & REV. ISL. DIMS. | |
| 11-18-98 | REVISED NOTES | |
| 8-12-98 | REVISED TEXTURE | |
| 7-02-98 | REDRAWN & REISSUED | |
| 10-18-96 | CORRECTED DIMENSIONS | 10-18-96 |
| 5-24-90 | FROM8#TO12#MAX.SLOPES | 5-24-90 |
| 7-15-88 | ADJUSTED MAX. SLOPE | 652-7-15-88 |
| 7-14-88 | INCLUD."CONC. ISLD."IN PAY ITEM | ------ |
| 6-02-76 | ISSUED-P.M.D. | 299-7-28-76 |

ARKANSAS STATE HIGHWAY COMMISSION

# WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1