DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	1	889
				② BAPTIST HOSPITAL - UNIVERSITY AVE. (WIDENING) (F)				

"THIS IS A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS FOR STATE HIGHWAY

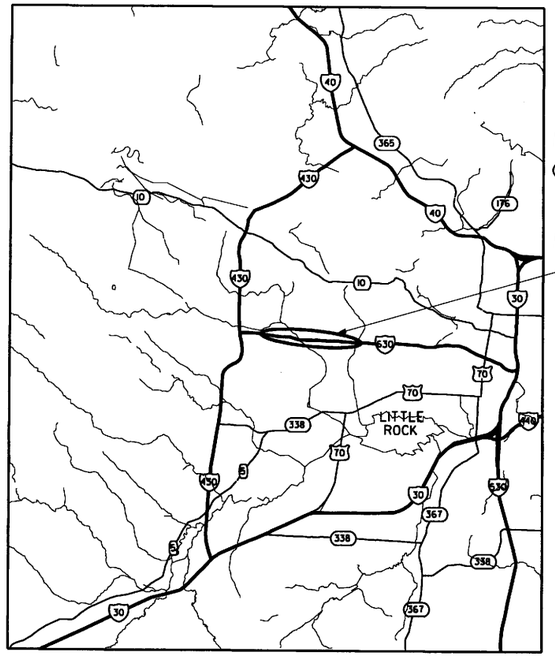
BAPTIST HOSPITAL - UNIVERSITY AVE. (WIDENING) (F)

PULASKI COUNTY

ROUTE 630 SECTION 21

JOB CA0608

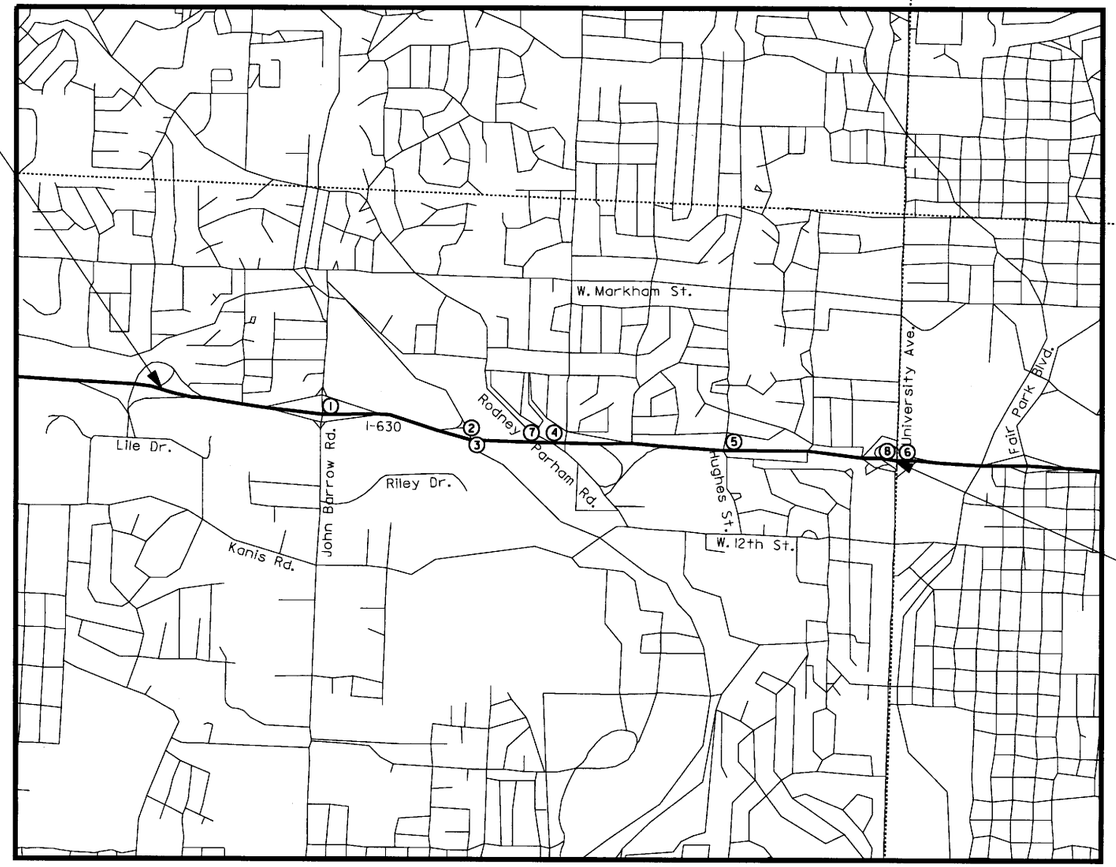
F.A.P. NO. NHPP-630-1(1)4



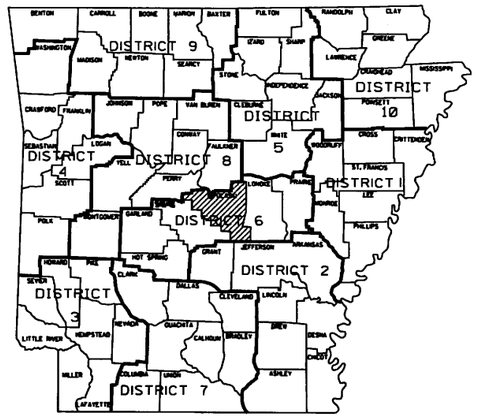
VICINITY MAP

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

NOT TO SCALE



STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70



ARK. HWY. DIST. NO. 6

· DESIGN TRAFFIC DATA ·

DESIGN YEAR	2037
2017 ADT	116,000
2037 ADT	138,000
2037 DHV	15,000
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	3%
DESIGN SPEED	60 MPH

NO EQUATIONS
NO EXCEPTIONS

BRIDGE DATA

① C.L. BARROW STA. 98+99.63 BRIDGE END
BRIDGE NO. 05581
179'-0" CONT. COMPOSITE PLATE GIRDER UNIT IN PLACE
55' CLEAR ROADWAY WIDTH
1°51'00" RT. FORWARD SKEW
181'-1½" BRIDGE LENGTH
C.L. BARROW STA. 100+80.92 BRIDGE END
RETAIN

② C.L. BIKEWAY 1 STA. 106+51.38 BRIDGE END
BRIDGE NO. 07382
255'-0" CONT. COMPOSITE W-BEAM UNIT
14' CLEAR BIKEWAY WIDTH
257'-2" BRIDGE LENGTH
C.L. BIKEWAY 1 STA. 109+08.54 BRIDGE END

③ STA. 1109+15.42 BRIDGE END
BRIDGE NO. A5582 (WB) & B5582 (EB)
256'-0" COMPOSITE W-BEAM SPANS
VAR. CLEAR ROADWAY WIDTH (WB)
68' CLEAR ROADWAY WIDTH (EB)
258'-6½" BRIDGE LENGTH
STA. 1111+73.97 BRIDGE END

④ STA. 1123+94.83 BRIDGE END
BRIDGE NO. 07383
428'-0" CONT. COMPOSITE PLATE GIRDER UNIT
68' CLEAR ROADWAY WIDTH (WB)
68' CLEAR ROADWAY WIDTH (EB)
VAR. RT. FORWARD SKEW
430'-3⅞" BRIDGE LENGTH
STA. 1128+25.09 BRIDGE END

⑤ C.L. HUGHES STA. 99+06.92 BRIDGE END
BRIDGE NO. 07384
183'-0" CONT. COMPOSITE W-BEAM UNIT
36' CLEAR ROADWAY WIDTH
5°40'00" RT. FORWARD SKEW
185'-1⅛" BRIDGE LENGTH
C.L. HUGHES STA. 100+92.08 BRIDGE END

⑥ STA. 1180+11.42 BRIDGE END
BRIDGE NO. A3493 (WB) & B3493 (EB)
162'-0" COMPOSITE W-BEAM UNIT IN PLACE
71'-2" CLEAR ROADWAY WIDTH (WB)
63'-2" CLEAR ROADWAY WIDTH (EB)
6°34'00" RT. FORWARD SKEW
162'-3½" BRIDGE LENGTH
STA. 1181+73.71 BRIDGE END
POLYMER OVERLAY

STRUCTURES OVER 20'-0" SPAN

⑦ C.L. PARHAM STA. 96+13.00 - IN PLACE
QUINTUPLE 6'x5'x88.5' R.C. BOX CULVERT
15°00'00" LT. FORWARD SKEW
SPAN = 34.85'
RETAIN
Q50 = 2,385 CFS, D.A. = 1.08 SQ. MI.

⑧ STA. 1175+74.71 - IN PLACE
TRIPLE 7'x5'x344' R.C. BOX CULVERT
SPAN = 23.33'
RETAIN

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	34°44'52" N	34°44'46" N	34°44'42" N
LONGITUDE	92°22'50" W	92°21'36" W	92°20'30" W

LENGTH COMPUTED ALONG ℄ I-630

GROSS LENGTH OF PROJECT	11,405.00 FT. OR	2.160 MI.
NET LENGTH OF ROADWAY	10,692.86 FT. OR	2.025 MI.
NET LENGTH OF BRIDGES	712.14 FT. OR	0.135 MI.
NET LENGTH OF PROJECT	11,405.00 FT. OR	2.160 MI.

CERTIFICATE OF AUTHORIZATION
BRIDGEFARMER & ASSOCIATES ENGINEERING
No. 845
ARKANSAS ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAWNIAR READ
2017-09-28

P.E. JOB CA0608

9:39:28 AM
9/28/2017
CSilver
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6:22:00 PM
9/1/2017
CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	2	889
				(2) INDEX OF SHEETS				

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR SHAHIDI
2017-09-01

INDEX OF SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	3	889

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-01

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55002	STANDARD DETAILS FOR CONCRETE RIPRAP	2-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	3-24-16
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CPCR-3	DETAILS OF TERMINAL JOINTS FOR CONCRETE PAVEMENT CONTINUOUSLY REINFORCED	10-18-96
CPCR-4	DETAILS OF ENTRANCE & EXIT RAMPS FOR CONCRETE PAVEMENT CONTINUOUSLY REINFORCED	2-27-14
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FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9D	DETAILS OF DROP INLETS	8-22-02
FPC-9E	DETAILS OF DROP INLETS (TYPE C)	8-22-02
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GR-8A	GUARD RAIL DETAILS	7-14-10
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 10673
MUHAMMAD MANSOOR HOSEN

12/15/17

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(2) GOVERNING SPECIFICATIONS & GENERAL NOTES

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 - TRAINING PROGRAM - JOB CA0608
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
303-1	AGGREGATE BASE COURSE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1	MULCH COVER
JOB CA0608	ANTENNA SUPPORT WITH CAMERA
JOB CA0608	ARCHITECTURAL FINISH
JOB CA0608	ASPHALT CONCRETE HOT MIX PATCHING OF EXISTING SHOULDERS
JOB CA0608	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB CA0608	BARRIER WALL DELINEATOR
JOB CA0608	BIDDING REQUIREMENTS AND CONDITIONS
JOB CA0608	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB CA0608	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB CA0608	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB CA0608	CABINET DRAWER ASSEMBLY
JOB CA0608	CARGO PREFERENCE ACT REQUIREMENTS
JOB CA0608	CHANNEL POST SIGN SUPPORT
JOB CA0608	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB CA0608	CONCRETE BARRIER WALL
JOB CA0608	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB CA0608	CONTAINMENT SYSTEM
JOB CA0608	CONTRACTOR CERTIFICATION
JOB CA0608	CULVERT CLEAN OUT
JOB CA0608	CURB INLET PROTECTION
JOB CA0608	DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
JOB CA0608	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB CA0608	DRILLED SHAFT FOUNDATIONS
JOB CA0608	EDGE CARD VIDEO PROCESSOR
JOB CA0608	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB CA0608	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB CA0608	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM
JOB CA0608	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER
JOB CA0608	ELECTRONIC DOCUMENT MANAGEMENT - CONNECTING ARKANSAS PROGRAM
JOB CA0608	EMPLOYMENT REPORTING
JOB CA0608	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB CA0608	EXTENSION FOR PIPE CULVERTS
JOB CA0608	FIBERGLASS CONDUIT
JOB CA0608	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB CA0608	FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER WALL
JOB CA0608	FURNISHING, INSTALLING AND LEAVING IN PLACE TEMPORARY IMPACT ATTENUATION BARRIER
JOB CA0608	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB CA0608	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB CA0608	LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB CA0608	LED ROADWAY ILLUMINATION POLE
JOB CA0608	LED TRAFFIC SIGNAL HEAD
JOB CA0608	LIGHT POLE FOUNDATION
JOB CA0608	LUMINAIRE POLE REMOVAL
JOB CA0608	MAINTENANCE OF TRAFFIC
JOB CA0608	MANDATORY ELECTRONIC CONTRACT
JOB CA0608	MOBILE SPEED NOTIFICATION SYSTEM
JOB CA0608	MOTORIST ASSISTANCE PATROL
JOB CA0608	NESTING SITES OF MIGRATORY BIRDS
JOB CA0608	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS
JOB CA0608	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT
JOB CA0608	OVERHEAD VARIABLE MESSAGE SIGN ASSEMBLY
JOB CA0608	PAINT CONTRACTOR LABEL
JOB CA0608	PARTNERING REQUIREMENTS
JOB CA0608	PEDESTAL TYPE SERVICE POINT
JOB CA0608	POLYMER OVERLAY
JOB CA0608	PRESTRESSED GROUND ANCHOR
JOB CA0608	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB CA0608	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB CA0608	PROTECTION OF WATER QUALITY AND WETLANDS
JOB CA0608	RELOCATION OF TRAFFIC SIGNAL HEAD
JOB CA0608	RELOCATION OF VARIABLE MESSAGE SIGN ASSEMBLY
JOB CA0608	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB CA0608	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB CA0608	RETAINING WALLS
JOB CA0608	RUMBLE STRIP AND CORRUGATION REMOVAL IN CONCRETE PAVEMENT
JOB CA0608	SECTION 404 NATIONWIDE 14 PERMIT REQUIREMENTS
JOB CA0608	SEQUENCE OF CONSTRUCTION
JOB CA0608	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB CA0608	SHORING
JOB CA0608	SHORING FOR CULVERTS
JOB CA0608	SIGN PANEL MATERIALS AND FABRICATION
JOB CA0608	SITE USE (A+B+C METHOD) - CALENDAR DAY CONTRACT
JOB CA0608	SOIL NAIL WALL
JOB CA0608	SOIL STABILIZATION
JOB CA0608	SOUND ABSORBING NOISE BARRIERS
JOB CA0608	SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS
JOB CA0608	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB CA0608	SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB CA0608	STEEL SIGN STRUCTURES
JOB CA0608	STORM WATER POLLUTION PREVENTION PLAN

GOVERNING SPECIFICATIONS - CONTINUED

NUMBER	TITLE
JOB CA0608	STREET NAME SIGN (MAST ARM MOUNTED)
JOB CA0608	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB CA0608	SYSTEM LOCAL CONTROLLER
JOB CA0608	TEMPORARY RETAINING WALLS
JOB CA0608	TESTING REQUIREMENTS FOR CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
JOB CA0608	TEXTURED COATING FINISH
JOB CA0608	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB CA0608	TRAFFIC CONTROL SUPERVISOR
JOB CA0608	UNDERPASS LUMINAIRE
JOB CA0608	UTILITY ADJUSTMENTS
JOB CA0608	VALUE ENGINEERING
JOB CA0608	VIDEO DETECTOR (COLOR)
JOB CA0608	WARM MIX ASPHALT
JOB CA0608	WRECKER SERVICE

GENERAL NOTES

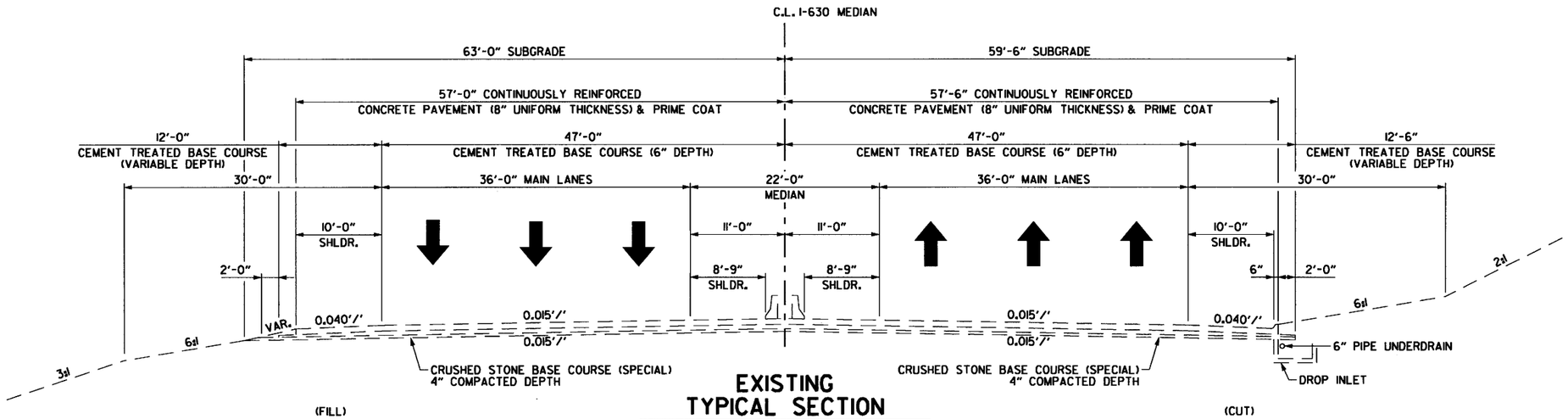
1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY 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 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 INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENT MATERIALS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
8. THE EXISTING PAVEMENT TO BE REMOVED 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 PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. ANY TEMPORARY FILL SHALL NOT ENTER THE 100 YEAR FLOODPLAIN AS SHOWN IN THE PLANS AND THE AREA SHALL BE RESTORED TO ITS ORIGINAL CONDITION. THE MATERIAL AND WORK USED TO PLACE AND REMOVE THE TEMPORARY FILL WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO VARIOUS PAY ITEMS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. MAHRLER
2017-04-28

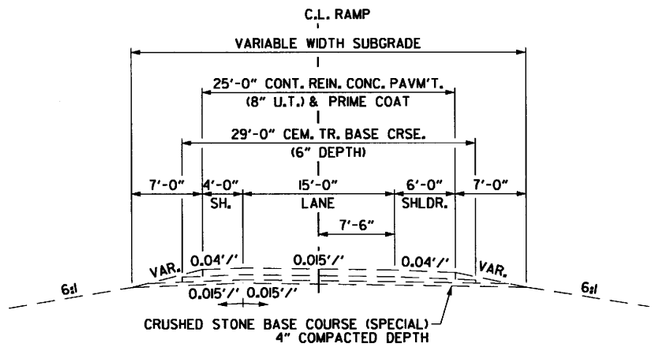
GOVERNING SPECIFICATIONS & GENERAL NOTES

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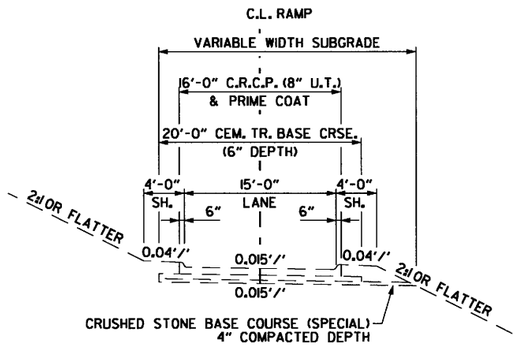
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				(2) TYPICAL SECTIONS OF IMPROVEMENT				



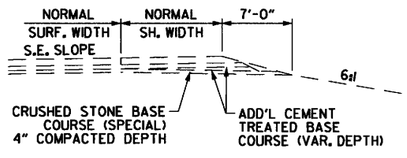
EXISTING TYPICAL SECTION
(FOR INFORMATION ONLY)



EXISTING RAMP TYPICAL SECTION
(FOR INFORMATION ONLY)



EXISTING RAMP TYPICAL SECTION
(FOR INFORMATION ONLY)



EXISTING PARTIAL SUPERELEVATED SECTION
(FOR INFORMATION ONLY)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARMAR AZAD

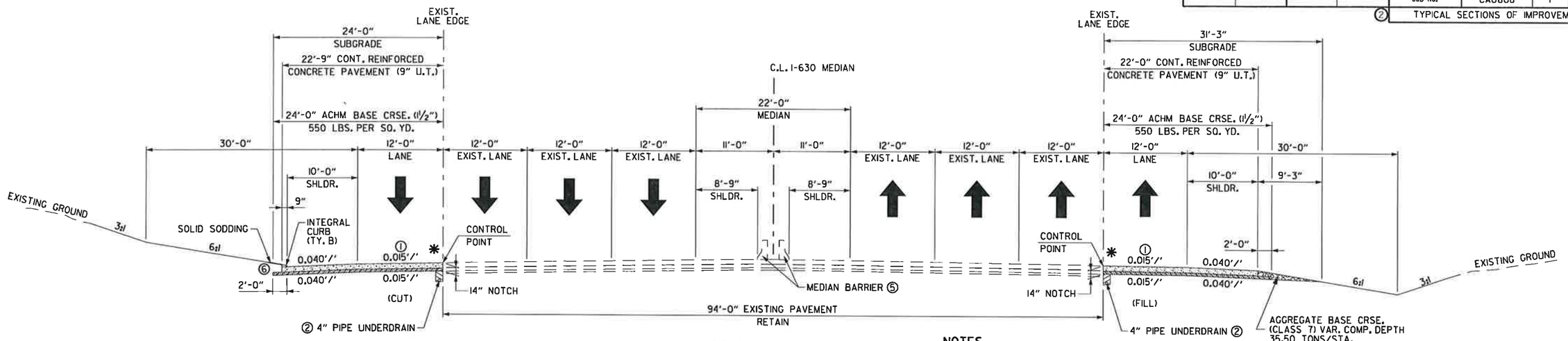
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TYPICAL SECTIONS OF IMPROVEMENT

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03-19-18				6	ARK.			
				JOB NO.		CA0608	7	889

② TYPICAL SECTIONS OF IMPROVEMENT



NOTES

① EXISTING TYPICAL PAVEMENT CROSS SLOPE, WIDENED PAVEMENT WILL MATCH THE EXISTING CROSS SLOPE. REFER TO CROSS SECTIONS FOR ADDITIONAL INFORMATION.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION REGARDING 4" PIPE UNDERDRAINS. CONSTRUCT PIPE UNDERDRAINS ONLY AT THE LOW END OF THE SUPERELEVATED SECTIONS.

③ ON ALL SUPERELEVATED CURVES & THROUGH SUPERELEVATION TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

④ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

⑤ REFER TO PLAN SHEETS FOR LOCATIONS WHERE EXISTING MEDIAN BARRIER IS TO BE REMOVED & FOR TYPE OF BARRIER TO BE CONSTRUCTED.

⑥ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

NOTCH & WIDEN TYPICAL SECTION

48'-0" MAIN LANES

STA. 1086+05.65 TO 1098+51.63 (EB)
STA. 1119+11.85 TO 1122+68.33 (EB)
STA. 1176+46.94 TO 1178+50.00 (EB)
STA. 1086+79.94 TO 1095+02.71 (WB)
STA. 1119+11.85 TO 1122+68.33 (WB)
STA. 1129+70.76 TO 1130+41.41 (WB)
STA. 1175+08.97 TO 1178+80.00 (WB)

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.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & 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.

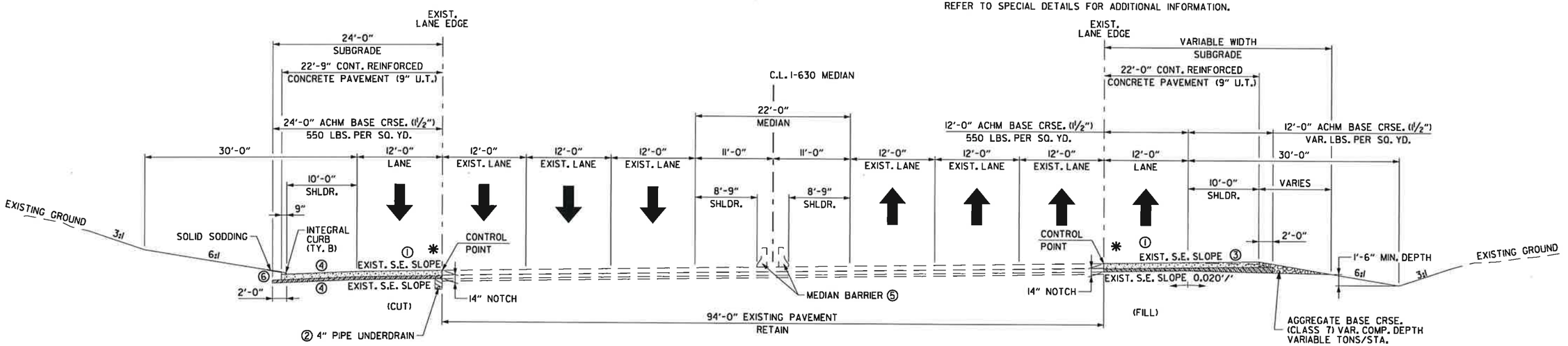
THE C.L. I-630 MEDIAN ALIGNMENT IS LOCATED AT THE CENTER OF THE TWO EXISTING CONCRETE BARRIER WALLS IN THE MEDIAN. THE I-630 MEDIAN ALIGNMENT SHOWN IN THE PLANS IS APPROXIMATE & SHALL ALSO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

EXISTING CONCRETE PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. LONGITUDINAL SAWCUT LINES ALONG THE MAIN LANES SHALL BE LOCATED AT EXISTING LONGITUDINAL JOINT LOCATIONS. REFER TO THE PLAN SHEETS FOR APPROXIMATE SAWCUT LINE LOCATIONS. THESE LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

✱ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY AT GORE AREA.

REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.



NOTCH & WIDEN SUPERELEVATED SECTION - TO THE LEFT

(REVERSE FOR "TO THE RIGHT")
48'-0" MAIN LANES

STA. 1079+17.63 TO 1086+05.65 (EB)
STA. 1113+52.24 TO 1119+11.85 (EB)
STA. 1133+31.03 TO 1145+48.87 (EB)
STA. 1175+04.48 TO 1176+46.94 (EB)
STA. 1081+79.97 TO 1086+79.94 (WB)
STA. 1113+52.24 TO 1119+11.85 (WB)
STA. 1130+41.41 TO 1135+33.08 (WB)
STA. 1159+51.00 TO 1175+08.97 (WB)

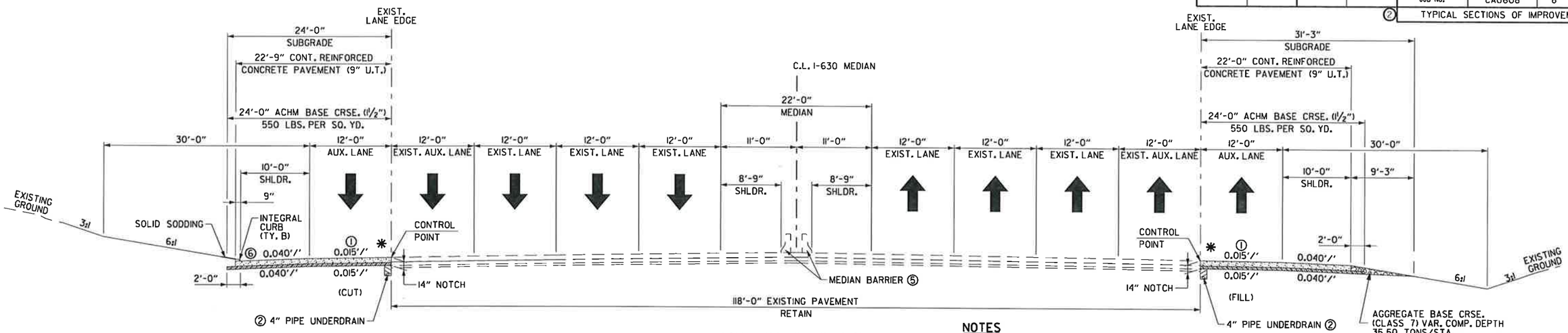
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNON L. ...
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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03-19-18				6	ARK.			
				JOB NO.		CA0608	8	889

② TYPICAL SECTIONS OF IMPROVEMENT



NOTES

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⑥ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

NOTCH & WIDEN TYPICAL SECTION

48'-0" MAIN LANES WITH AUXILIARY LANE

STA. 1068+76.84 TO 1076+38.92 (EB)
STA. 1099+46.93 TO 1100+61.86 (EB)
STA. 1147+16.95 TO 1153+16.53 (EB)
STA. 1065+65.95 TO 1068+12.15 (WB)
STA. 1100+04.65 TO 1100+61.86 (WB)
STA. 1152+21.23 TO 1153+16.53 (WB)

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.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & 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.

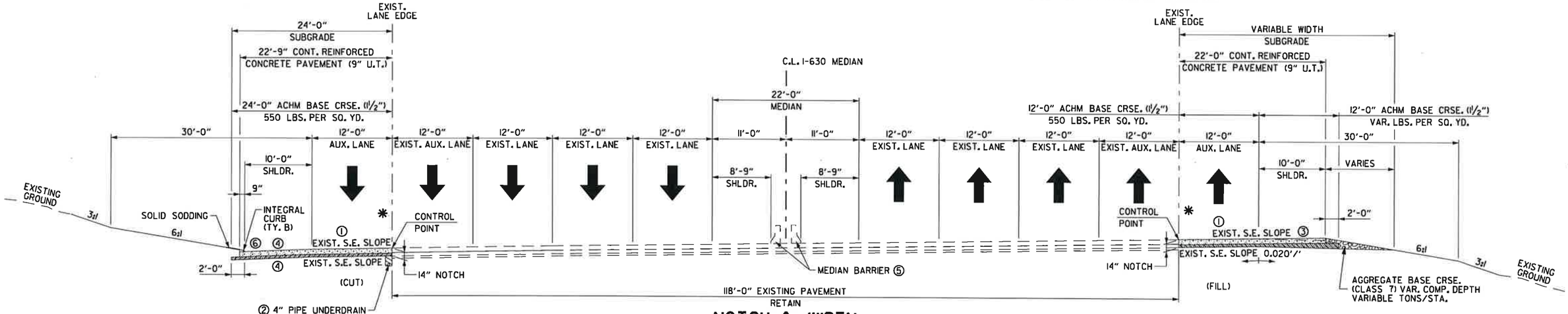
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REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.



NOTCH & WIDEN SUPERELEVATED SECTION - TO THE LEFT

(REVERSE FOR "TO THE RIGHT")
48'-0" MAIN LANES WITH AUXILIARY LANE

STA. 1062+75.00 TO 1066+05.52 (EB)
STA. 1100+61.86 TO 1107+36.14 (EB)
STA. 1146+41.78 TO 1147+16.95 (EB)
STA. 1153+16.53 TO 1156+42.69 (EB)
STA. 1170+57.56 TO 1175+04.48 (EB)
STA. 1068+12.15 TO 1068+50.37 (WB)
STA. 1069+94.55 TO 1076+30.01 (WB)
STA. 1100+61.86 TO 1107+36.14 (WB)
STA. 1153+16.53 TO 1157+78.36 (WB)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRUKH A. [illegible]
No. 12404

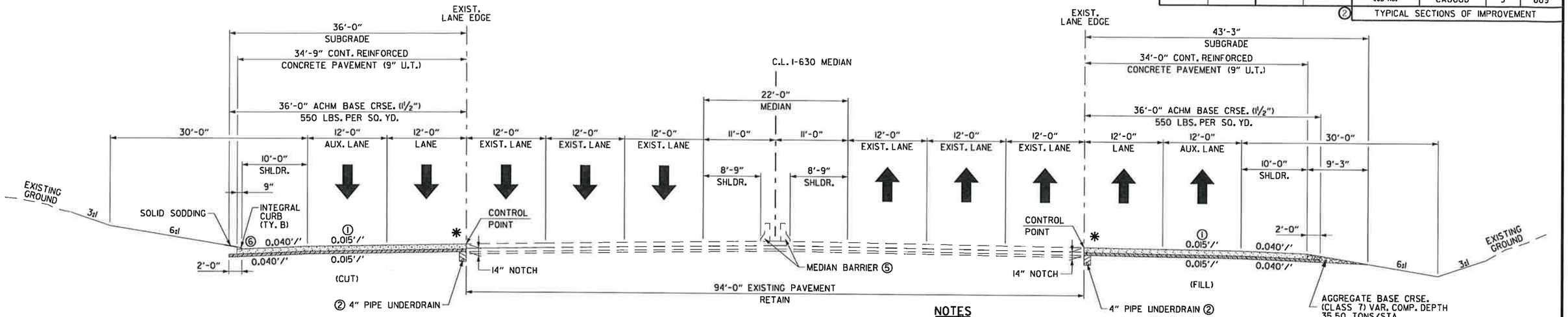
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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03-19-18				6	ARK.			
				JOB NO.		CA0608	9	889

② TYPICAL SECTIONS OF IMPROVEMENT



NOTES

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⑥ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND SIDE TYPES OF BARRIERS TO BE CONSTRUCTED.

NOTCH & WIDEN TYPICAL SECTION

48'-0" MAIN LANES WITH AUXILIARY LANE

STA. 1066+05.52 TO 1068+12.15 (EB)
STA. 1098+51.63 TO 1099+46.93 (EB)
STA. 1129+70.76 TO 1130+41.41 (EB)
STA. 1164+45.19 TO 1164+49.25 (EB)
STA. 1095+02.71 TO 1100+04.65 (WB)
STA. 1147+16.95 TO 1152+21.23 (WB)

NOTES

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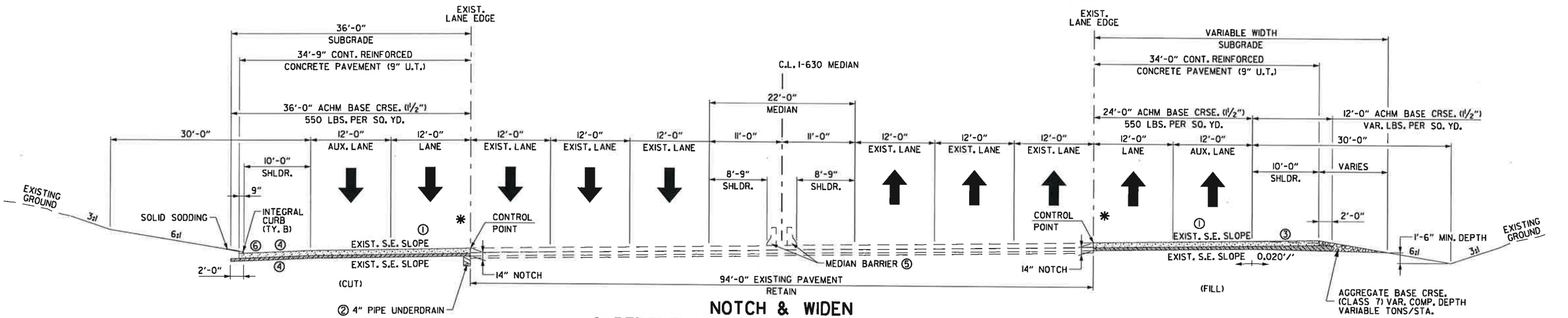
THE C.L. I-630 MEDIAN ALIGNMENT IS LOCATED AT THE CENTER OF THE TWO EXISTING CONCRETE BARRIER WALLS IN THE MEDIAN. THE I-630 MEDIAN ALIGNMENT SHOWN IN THE PLANS IS APPROXIMATE & SHALL ALSO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

EXISTING CONCRETE PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. LONGITUDINAL SAWCUT LINES ALONG THE MAIN LANES SHALL BE LOCATED AT EXISTING LONGITUDINAL JOINT LOCATIONS. REFER TO THE PLAN SHEETS FOR APPROXIMATE SAWCUT LINE LOCATIONS. THESE LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

✱ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY AT GORE AREAS.

REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.



NOTCH & WIDEN SUPERELEVATED SECTION - TO THE LEFT

(REVERSE FOR "TO THE RIGHT")
48'-0" MAIN LANES WITH AUXILIARY LANE

STA. 1068+12.15 TO 1068+76.84 (EB)
STA. 1076+38.92 TO 1079+17.63 (EB)
STA. 1130+41.41 TO 1133+31.03 (EB)
STA. 1145+48.87 TO 1146+41.78 (EB)
STA. 1156+42.69 TO 1164+45.19 (EB)
STA. 1164+49.25 TO 1170+57.56 (EB)
STA. 1068+50.37 TO 1069+94.55 (WB)
STA. 1076+30.01 TO 1081+79.97 (WB)
STA. 1135+33.08 TO 1147+16.95 (WB)
STA. 1157+78.36 TO 1159+51.00 (WB)

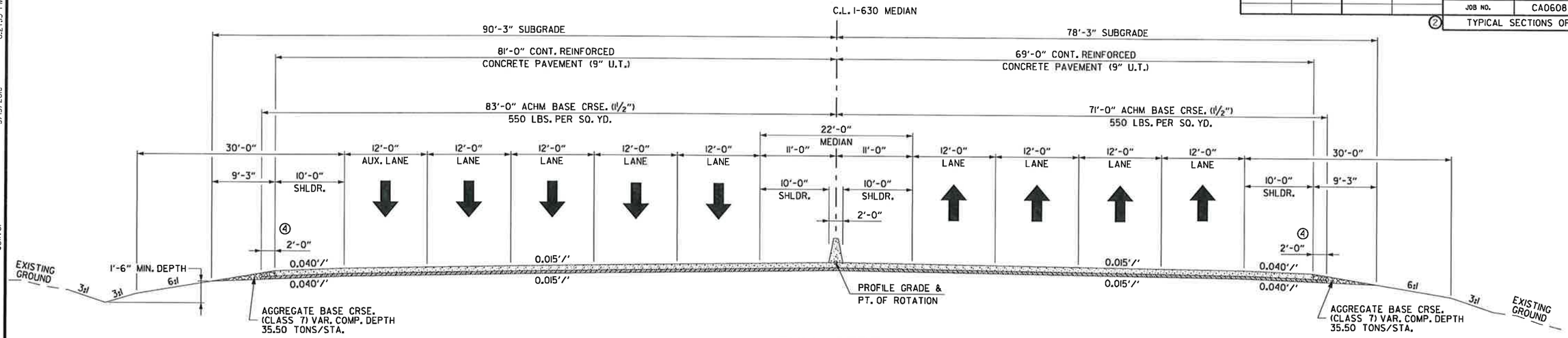
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR ADIBI
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	10	889

② TYPICAL SECTIONS OF IMPROVEMENT



FULL DEPTH TYPICAL SECTION

48'-0" MAIN LANES WITH AUXILIARY LANE (LT.)
STA. 1122+68.33 TO 1123+94.83 (EB)
STA. 1122+68.33 TO 1123+94.83 (WB)
STA. 1128+25.09 TO 1129+70.76 (EB)
STA. 1128+25.09 TO 1129+70.76 (WB)

NOTES

① ON ALL SUPERELEVATED CURVES & THROUGH SUPERELEVATION TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

② SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

③ REFER TO PLAN SHEETS FOR LOCATIONS WHERE EXISTING MEDIAN BARRIER IS TO BE REMOVED & FOR TYPE OF BARRIER TO BE CONSTRUCTED.

④ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

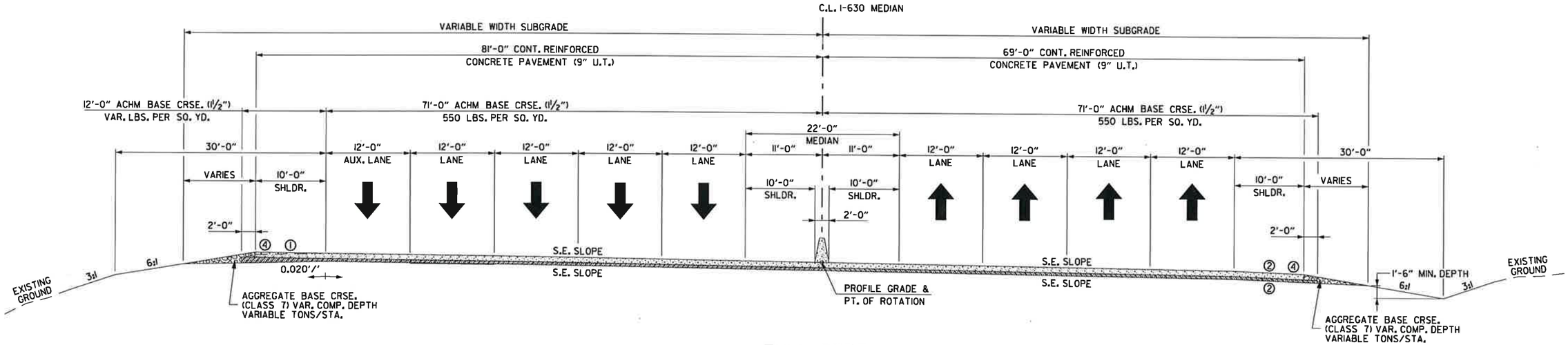
NOTES

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 C.L. I-630 MEDIAN ALIGNMENT IS LOCATED AT THE CENTER OF THE TWO EXISTING CONCRETE BARRIER WALLS IN THE MEDIAN. THE I-630 MEDIAN ALIGNMENT SHOWN IN THE PLANS IS APPROXIMATE & SHALL ALSO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY AT GORE AREA.

REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.



FULL DEPTH SUPERELEVATED SECTION - TO THE RIGHT

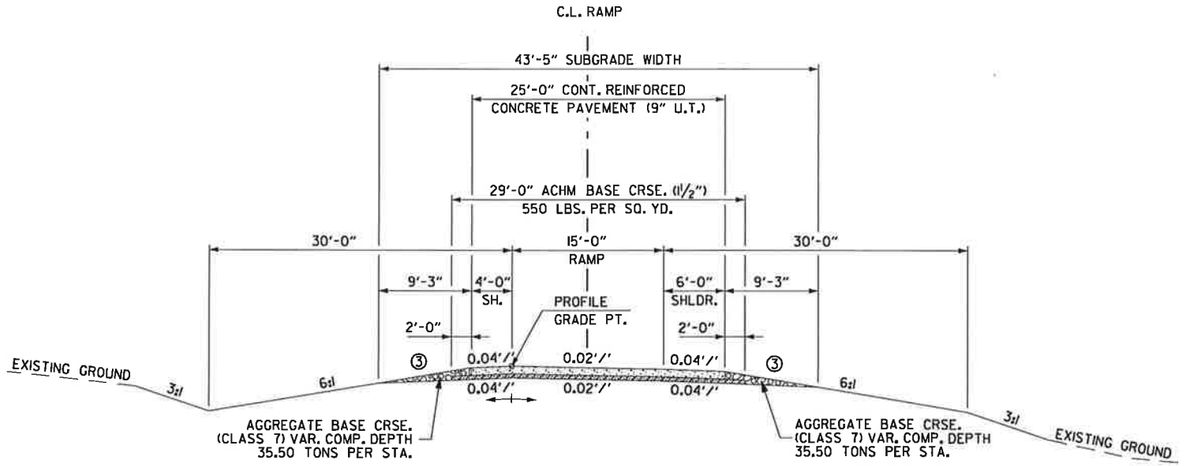
48'-0" MAIN LANES WITH AUXILIARY LANE (LT.)
STA. 1107+36.14 TO 1109+15.42 (EB)
STA. 1107+36.14 TO 1109+15.42 (WB)
STA. 1111+73.97 TO 1113+52.24 (EB)
STA. 1111+73.97 TO 1113+52.24 (WB)

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	II	889
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			



ONE LANE INTERCHANGE RAMP TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

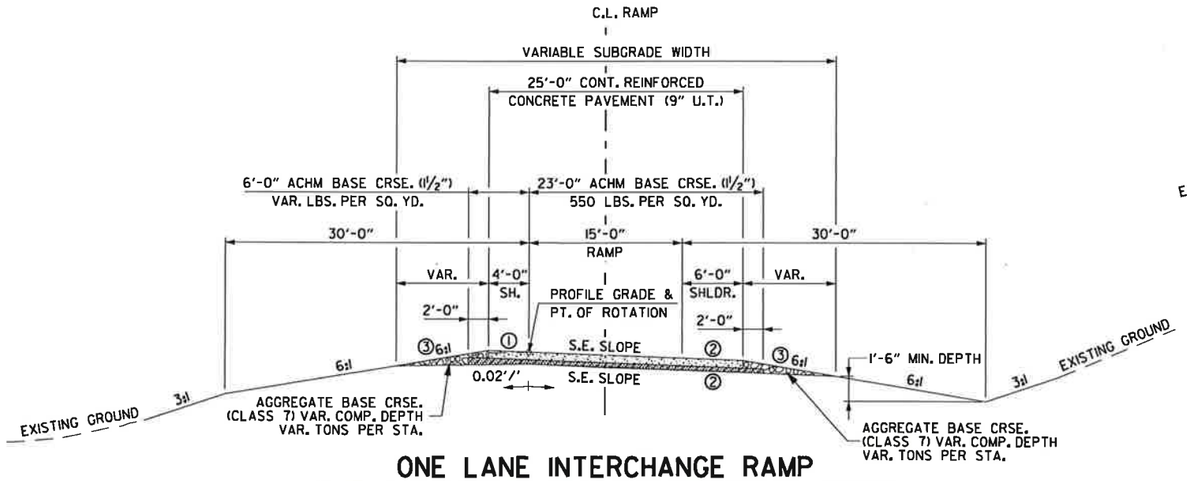
STA. 102+00.00 TO 102+12.56 (BAPTIST HOSPITAL RAMP 3)
STA. 306+28.21 TO 306+56.69 (JOHN BARROW RAMP 4)
STA. 406+72.07 TO 406+86.42 (JOHN BARROW RAMP 1)
STA. 605+80.00 TO 605+90.59 (JOHN BARROW RAMP 2)

NOTES

① ON ALL SUPERELEVATED CURVES & THROUGH SUPERELEVATION TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

② SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

③ REFER TO PLAN SHEETS FOR LOCATIONS AND TYPES OF CURBS AND SIDE BARRIERS TO BE CONSTRUCTED.



ONE LANE INTERCHANGE RAMP SUPERELEVATED SECTION - TO THE RIGHT

(REVERSE FOR "TO THE LEFT")
(SHOWN IN DIRECTION OF TRAFFIC)

STA. 102+12.56 TO 105+76.67 (BAPTIST HOSPITAL RAMP 3)
STA. 208+56.36 TO 211+56.14 (BAPTIST HOSPITAL RAMP 2)
STA. 301+24.74 TO 306+28.21 (JOHN BARROW RAMP 4)
STA. 404+07.94 TO 406+72.07 (JOHN BARROW RAMP 1)
STA. 406+86.42 TO 409+50.00 (JOHN BARROW RAMP 1)
STA. 507+00.00 TO 507+34.70 (JOHN BARROW RAMP 3)
STA. 605+90.59 TO 610+97.00 (JOHN BARROW RAMP 2)
STA. 703+61.67 TO 706+20.00 (RODNEY PARHAM RAMP 4)
STA. 905+20.95 TO 908+93.01 (RODNEY PARHAM RAMP 1)
STA. 1009+13.98 TO 1012+50.59 (RODNEY PARHAM RAMP 2)
STA. 1102+52.91 TO 1107+80.48 (UNIVERSITY RAMP 6)
STA. 1114+77.80 TO 1121+79.45 (UNIVERSITY RAMP 6)

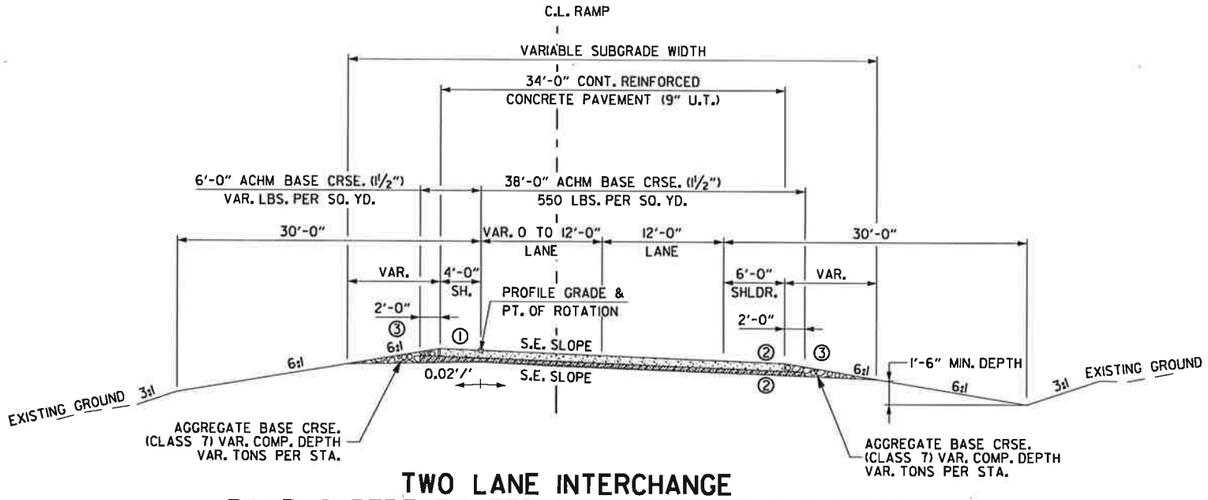
NOTES

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.

PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY AT GORE AREA.

REFER TO SPECIAL DETAILS FOR INTERSECTION GEOMETRY AND ADDITIONAL INFORMATION.

REFER TO PLANS FOR VARIATION IN RAMP WIDTHS. RAMP WIDTH VARIES THROUGH TRANSITION AND AT INTERSECTION AREA.



TWO LANE INTERCHANGE RAMP SUPERELEVATED SECTION - TO THE RIGHT

(REVERSE FOR "TO THE LEFT")
(SHOWN IN DIRECTION OF TRAFFIC)

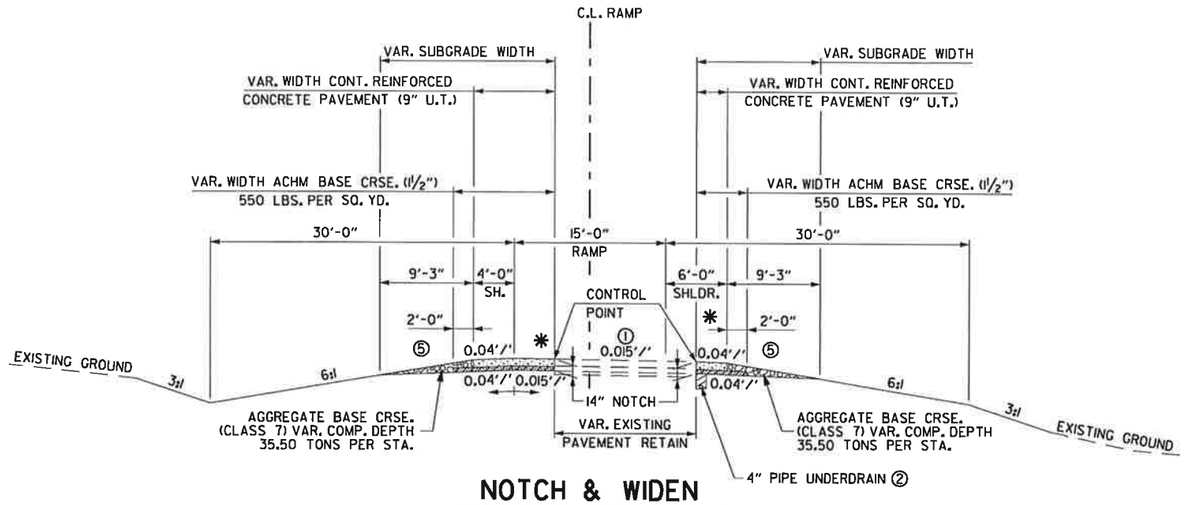
STA. 805+90 TO 810+23.26 (RODNEY PARHAM RAMP 3)
STA. 908+93.01 TO 914+40.00 (RODNEY PARHAM RAMP 1)
STA. 1107+80.48 TO 1114+77.80 (UNIVERSITY RAMP 6)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZADI
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	12	889
				②	TYPICAL SECTIONS OF IMPROVEMENT			



NOTCH & WIDEN INTERCHANGE RAMP TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 101+65.35 TO 102+00.00 (BAPTIST HOSPITAL RAMP 3)
STA. 205+00.00 TO 208+56.36 (BAPTIST HOSPITAL RAMP 2)
STA. 306+56.69 TO 307+12.90 (JOHN BARROW RAMP 4)
STA. 1003+40.93 TO 1007+13.98 (RODNEY PARHAM RAMP 2)

NOTES

① EXISTING TYPICAL PAVEMENT CROSS SLOPE, WIDENED PAVEMENT WILL MATCH THE EXISTING CROSS SLOPE. REFER TO CROSS SECTIONS FOR ADDITIONAL INFORMATION.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION REGARDING 4" PIPE UNDERDRAINS. CONSTRUCT PIPE UNDERDRAINS ONLY AT THE LOW END OF THE SUPERELEVATED SECTIONS.

③ ON ALL SUPERELEVATED CURVES & THROUGH SUPERELEVATION TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

④ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

⑤ REFER TO PLAN SHEETS FOR LOCATIONS AND TYPES OF CURBS AND SIDE BARRIERS TO BE CONSTRUCTED.

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.

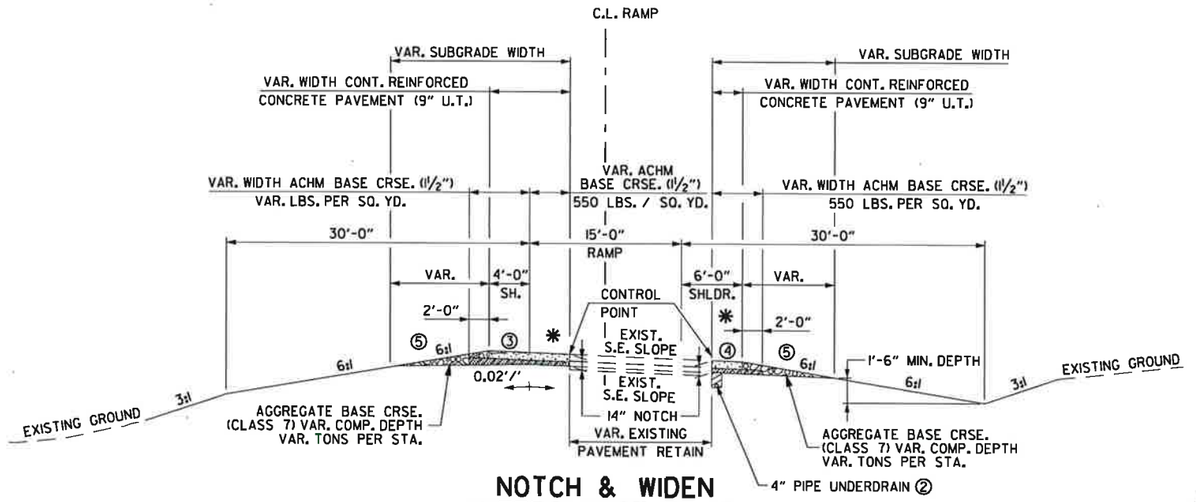
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REFER TO PLANS FOR VARIATION IN RAMP WIDTHS. RAMP WIDTH VARIES THROUGH TRANSITION AND AT INTERSECTION AREA.



NOTCH & WIDEN INTERCHANGE RAMP SUPERELEVATED SECTION - TO THE RIGHT

(SHOWN IN DIRECTION OF TRAFFIC)

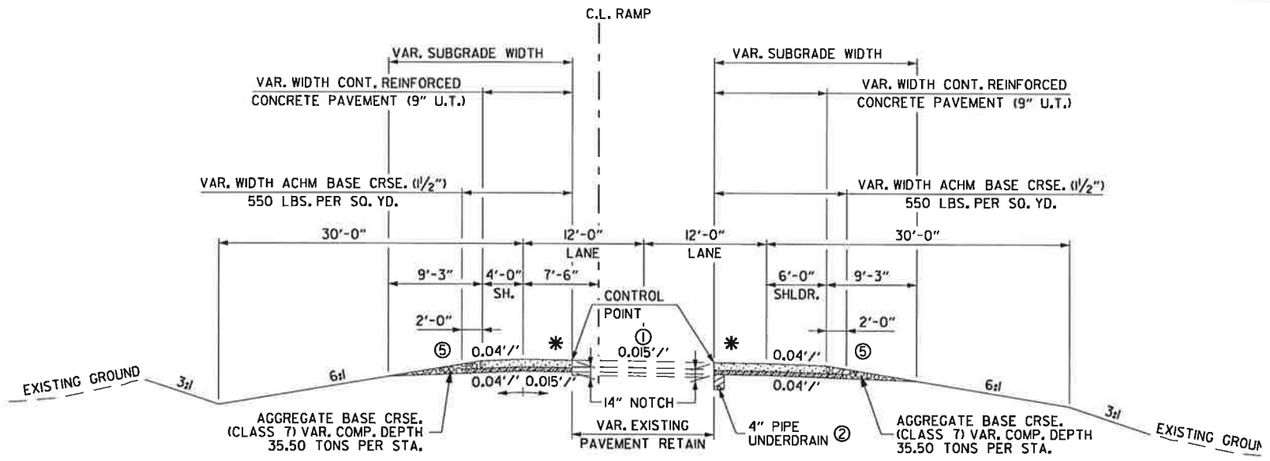
STA. 409+50.00 TO 410+50.00 (JOHN BARROW RAMP 1)
STA. 1007+13.98 TO 1009+13.98 (RODNEY PARHAM RAMP 2)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19804
SHAHRIAR AZAD
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	13	889
				②	TYPICAL SECTIONS OF IMPROVEMENT			



NOTCH & WIDEN
TWO LANE INTERCHANGE RAMP
TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)
STA. 1000+50.00 TO 1003+40.93 (RODNEY PARHAM RAMP 2)

NOTES

① EXISTING TYPICAL PAVEMENT CROSS SLOPE, WIDENED PAVEMENT WILL MATCH THE EXISTING CROSS SLOPE. REFER TO CROSS SECTIONS FOR ADDITIONAL INFORMATION.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION REGARDING 4" PIPE UNDERDRAINS. CONSTRUCT PIPE UNDERDRAINS ONLY AT THE LOW END OF THE SUPERELEVATED SECTIONS.

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④ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

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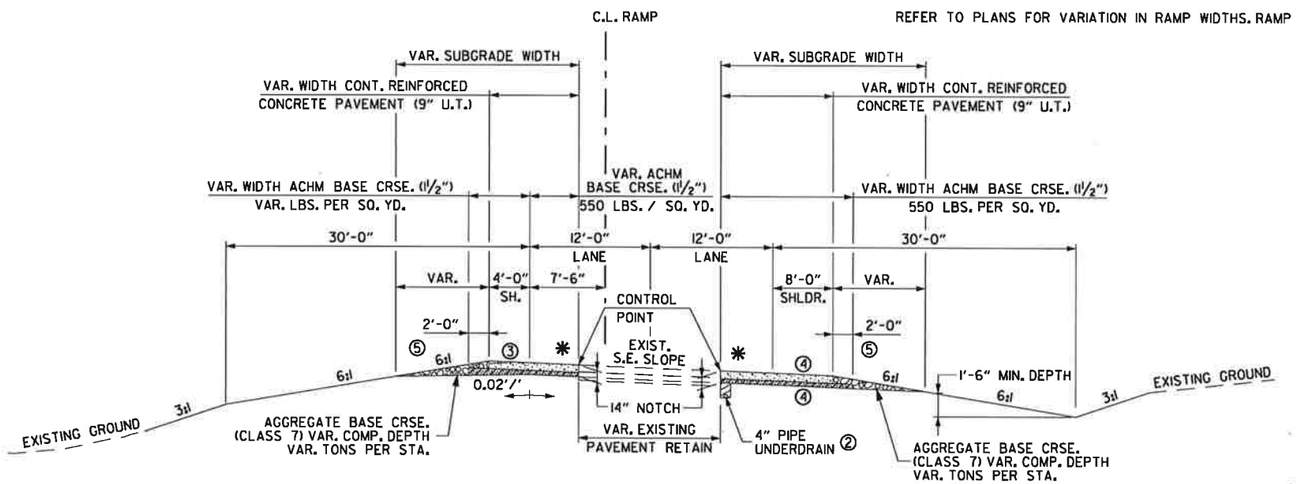
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REFER TO PLANS FOR VARIATION IN RAMP WIDTHS. RAMP WIDTH VARIES THROUGH TRANSITION AND AT INTERSECTION AREA.



NOTCH & WIDEN
TWO LANE INTERCHANGE RAMP
SUPERELEVATED SECTION - TO THE RIGHT

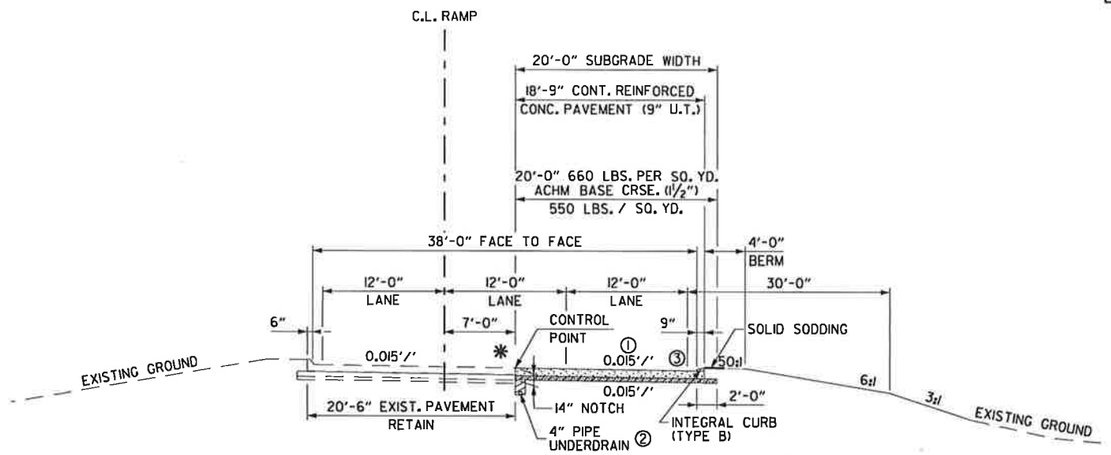
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 1201+32.45 TO 1207+21.17 (UNIVERSITY RAMP 1)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
BAHRIAR KAZAMI
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	14	889
				②	TYPICAL SECTIONS OF IMPROVEMENT			



NOTCH & WIDEN
THREE LANE INTERCHANGE RAMP
TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)
STA. 500+61.73 TO 503+50.00 (JOHN BARROW RAMP 3)
STA. 800+85.68 TO 805+90.00 (RODNEY PARHAM 3)

NOTES

① EXISTING TYPICAL PAVEMENT CROSS SLOPE, WIDENED PAVEMENT WILL MATCH THE EXISTING CROSS SLOPE. REFER TO CROSS SECTIONS FOR ADDITIONAL INFORMATION.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION REGARDING 4" PIPE UNDERDRAINS. CONSTRUCT PIPE UNDERDRAINS ONLY AT THE LOW END OF THE SUPERELEVATED SECTIONS.

③ REFER TO PLAN SHEETS FOR LOCATIONS AND TYPES OF CURBS AND SIDE BARRIERS TO BE CONSTRUCTED.

④ SHOULDER SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

NOTES

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PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & 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.

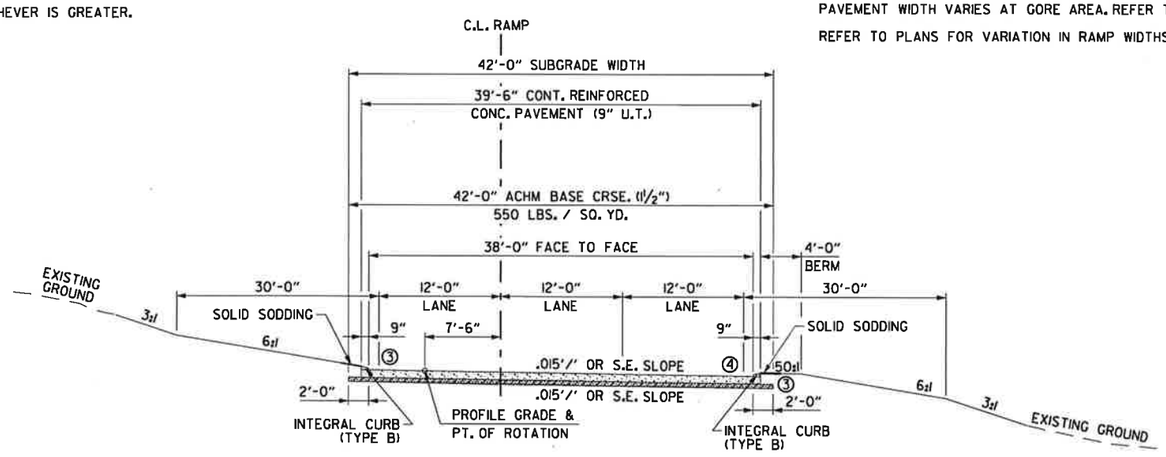
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REFER TO PLANS FOR VARIATION IN RAMP WIDTHS. RAMP WIDTH VARIES THROUGH TRANSITION AND AT INTERSECTION AREA.



FULL DEPTH
THREE LANE INTERCHANGE RAMP
TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)
STA. 503+50.00 TO 507+00.00 (JOHN BARROW RAMP 3)

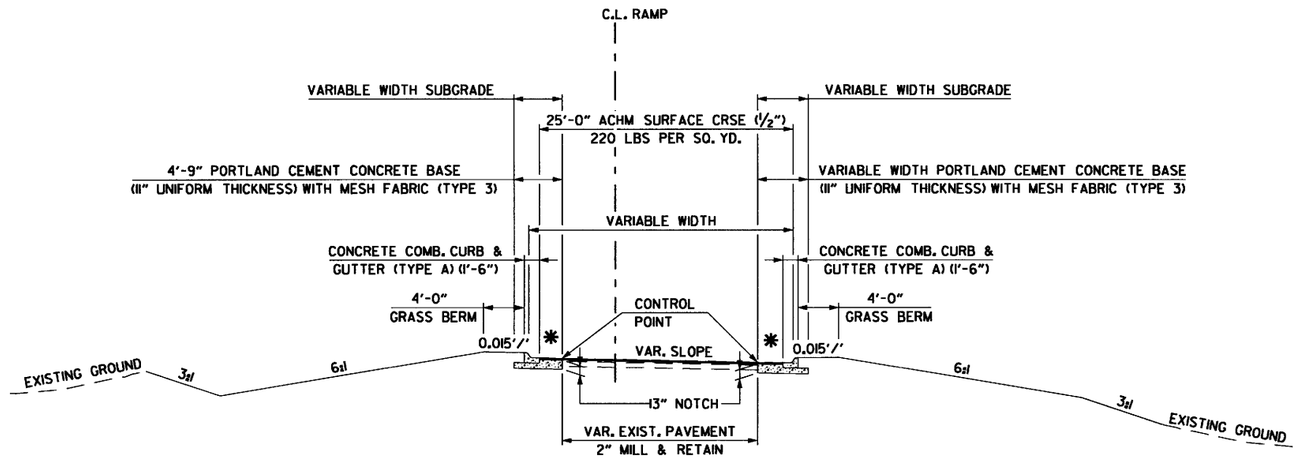
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-03-19

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	15	889

(2) TYPICAL SECTIONS OF IMPROVEMENT



NOTCH & WIDEN INTERCHANGE RAMP ASPHALT CONNECTION TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)
STA. 307+12.90 TO 307+60.26 (JOHN BARROW RAMP 4)
STA. 500+29.62 TO 500+61.73 (JOHN BARROW RAMP 3)
STA. 800+00.00 TO 800+85.68 (RODNEY PARHAM RAMP 3)

NOTES

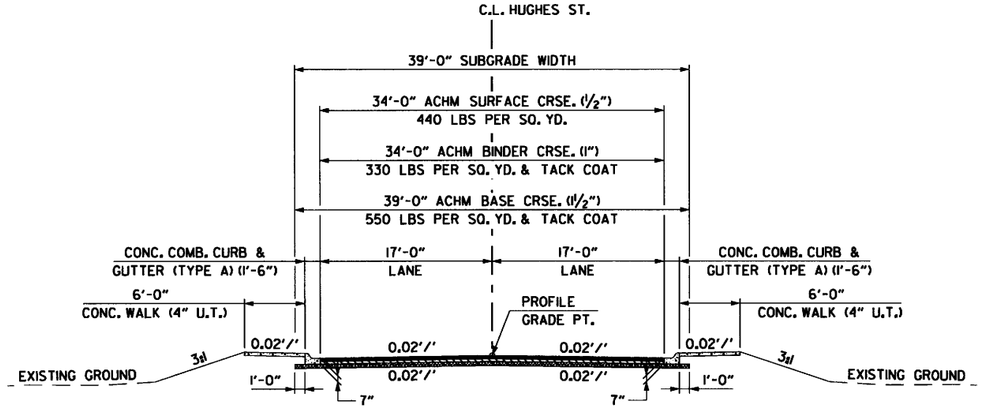
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PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY AT GORE AREA.

REFER TO PLANS FOR VARIATION IN RAMP WIDTHS. RAMP WIDTH VARIES THROUGH TRANSITION AND AT INTERSECTION AREA.



HUGHES STREET TYPICAL SECTION

STA. 98+00.00 TO 99+06.92 (HUGHES ST.)
STA. 100+92.08 TO 101+50.00 (HUGHES ST.)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24415
SHAHRIAR KHALID
2017-07-06

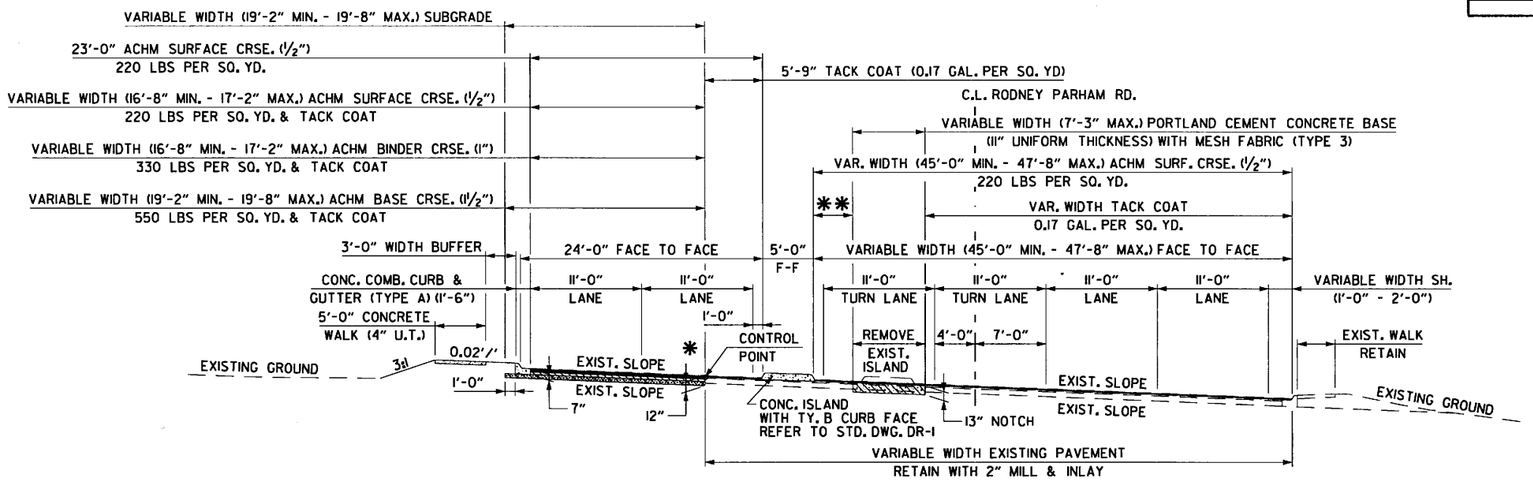
TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	16	889

(2) TYPICAL SECTIONS OF IMPROVEMENT



NOTCH & WIDEN RODNEY PARHAM RD. TYPICAL SECTION

STA. 108+72.00 TO 112+76.02 (RODNEY PARHAM RD.)

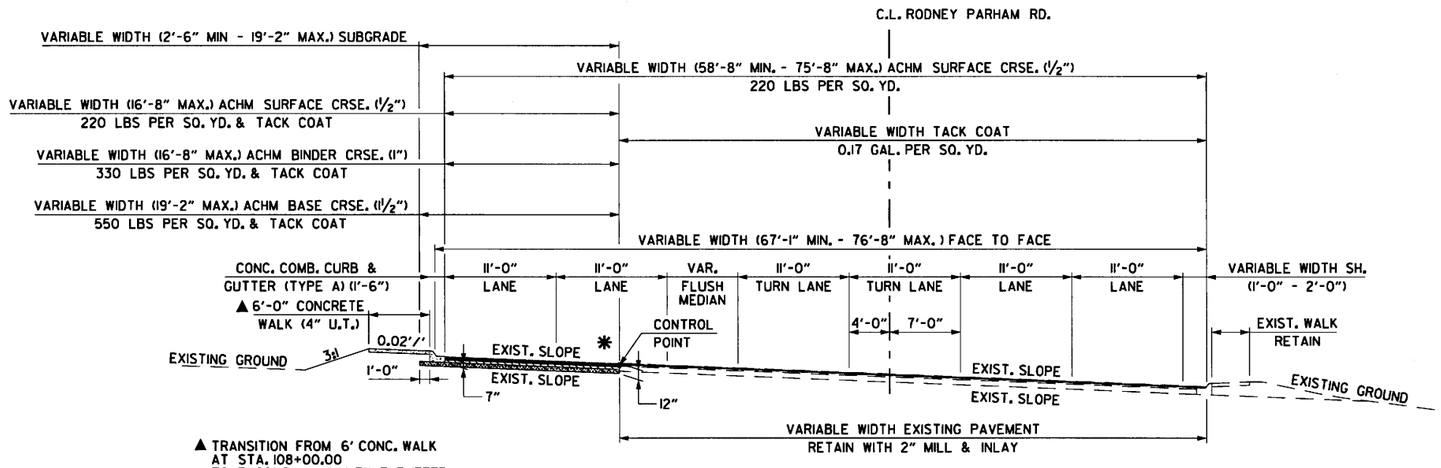
NOTES

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.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & 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.

* REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

** VARIED WIDTH TACK COAT (0.17 GAL. PER SQ. YD.)



▲ TRANSITION FROM 6' CONC. WALK AT STA. 108+00.00 TO 5' CONC. WALK WITH 3' BUFFER AT STA. 108+20.00

NOTCH & WIDEN RODNEY PARHAM RD. TYPICAL SECTION

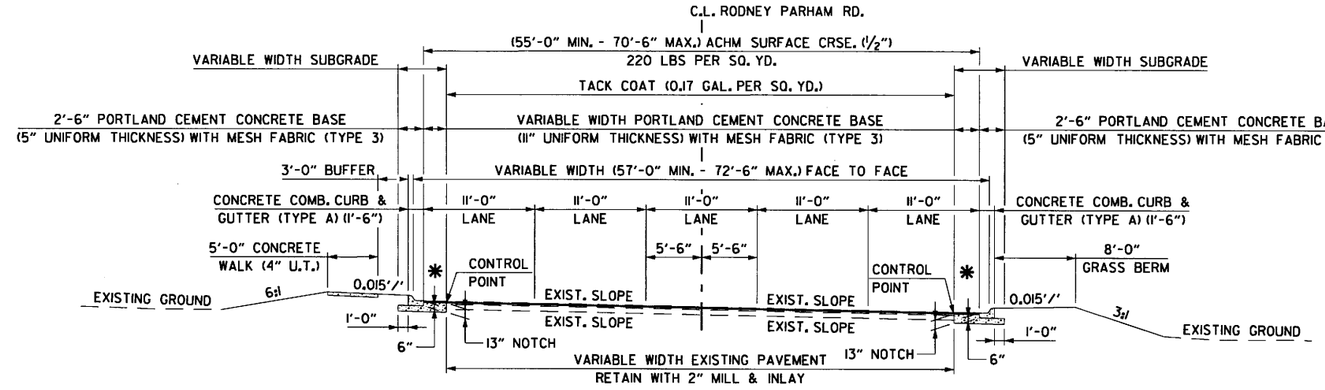
STA. 106+00.00 TO 108+72.00 (RODNEY PARHAM RD.)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNIAR
2018-01-17

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	17	889
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			



NOTCH & WIDEN
RODNEY PARHAM RD.
TYPICAL SECTION

STA. 97+10.00 TO 101+12.00 (RODNEY PARHAM RD.)
STA. 112+76.02 TO 113+68.83 (RODNEY PARHAM RD.)

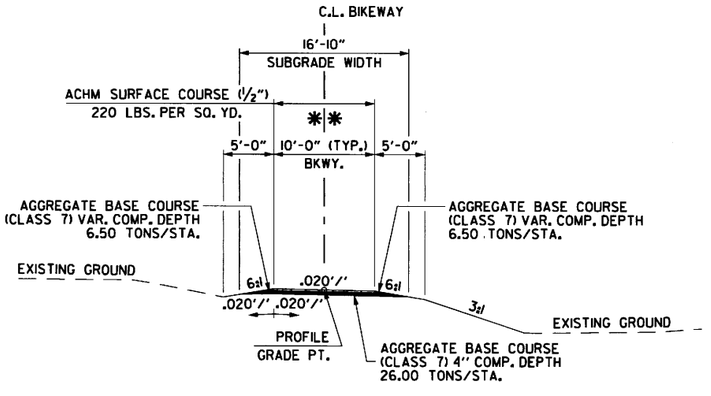
NOTES

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.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & 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.

EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. LONGITUDINAL SAWCUT LINES ALONG THE MAIN LANES SHALL BE LOCATED AT EXISTING LONGITUDINAL JOINT LOCATIONS. REFER TO THE PLAN SHEETS FOR APPROXIMATE SAWCUT LINE LOCATIONS. THESE LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

✱ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.



BIKEWAY
TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 103+60.00 TO 106+51.38 (BIKEWAY 1)
STA. 109+08.54 TO 113+05.54 (BIKEWAY 1)
STA. 115+43.92 TO 116+90.00 (BIKEWAY 1)
STA. 200+95.00 TO 202+53.58 (BIKEWAY 2)
STA. 302+00.00 TO 306+12.25 (BIKEWAY 3)
STA. 307+87.47 TO 309+25.00 (BIKEWAY 3)
STA. 1144+33.95 TO 1147+79.66 (BIKEWAY 3)

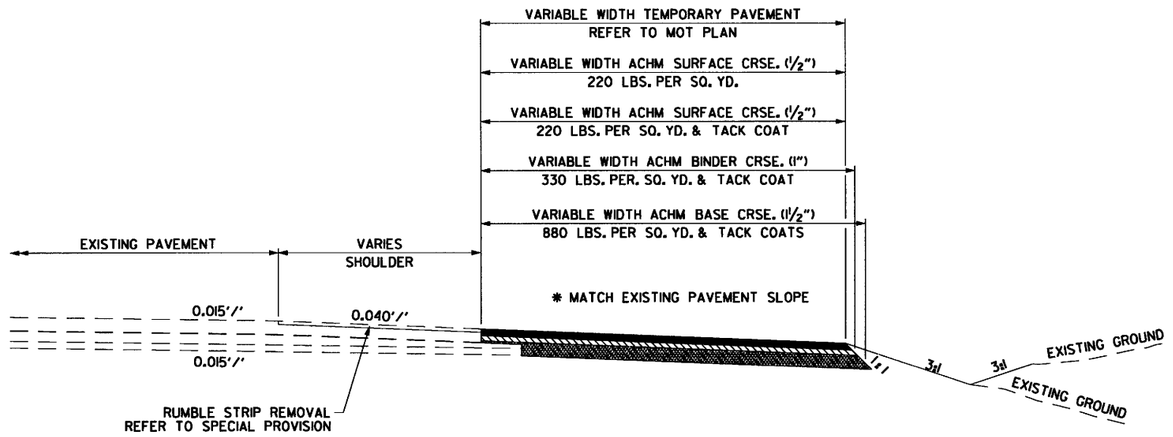
✱✱ VARIATION IS SHOWN ON PLANS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR SAID
No. 22481
2017-09-01

TYPICAL SECTIONS OF IMPROVEMENT

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9/1/2017
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				6	ARK.			
				JOB NO.		CA0608	18	889
				(2) TYPICAL SECTIONS OF IMPROVEMENT				



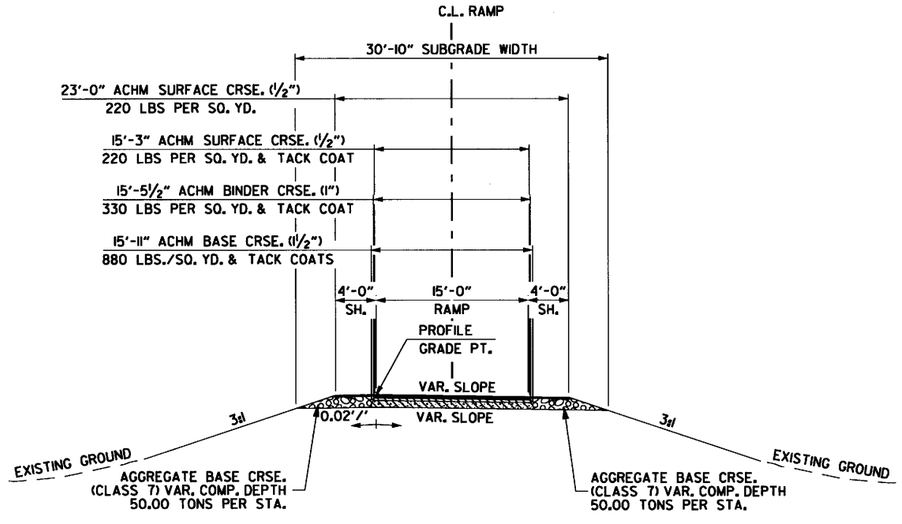
TEMPORARY WIDENING TYPICAL SECTION

REFER TO PLANS FOR LOCATION
(SHOWN IN DIRECTION OF TRAFFIC)

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.

REFER TO MOT PLAN FOR ADDITIONAL INFORMATION.



TEMPORARY INTERCHANGE RAMP TYPICAL SECTION

REFER TO PLANS FOR LOCATION
(SHOWN IN DIRECTION OF TRAFFIC)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHMED
2017-07-06

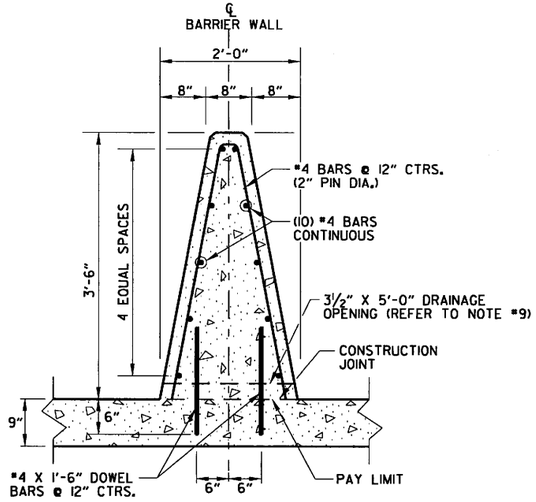
TYPICAL SECTIONS OF IMPROVEMENT

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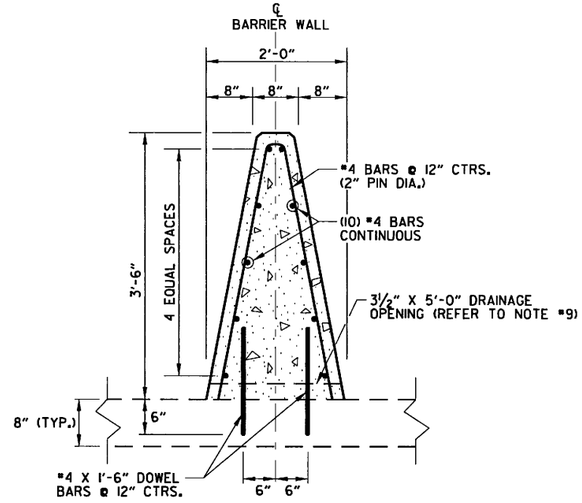
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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01-17-18				JOB NO.		CA0608	19	889
				②	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SCOTTSDALE, AZ.
2018-01-17



CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
N.T.S.

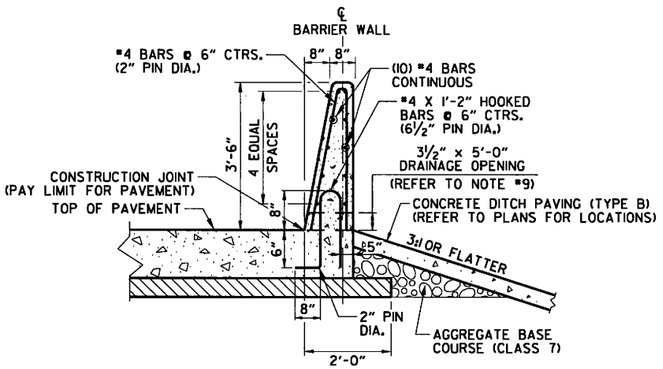


CONCRETE BARRIER WALL
(MEDIAN TYPE A-1; MASH TL-4)
N.T.S.

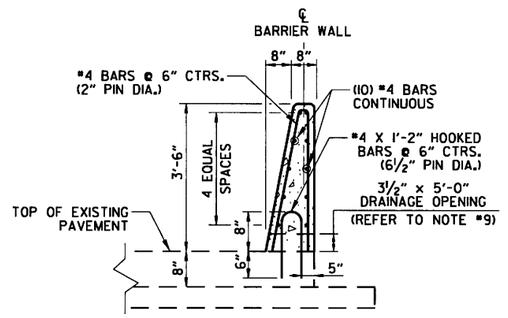
NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

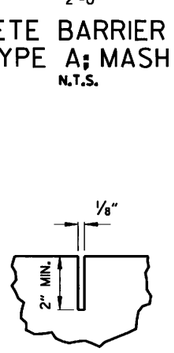
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & 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.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
10. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
11. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
12. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM OPL.



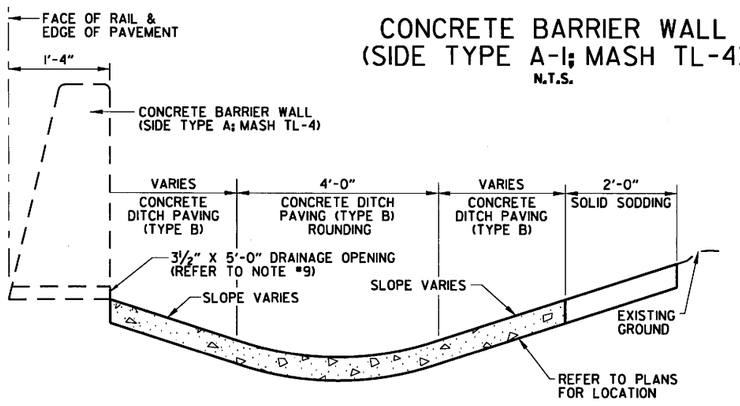
CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
N.T.S.



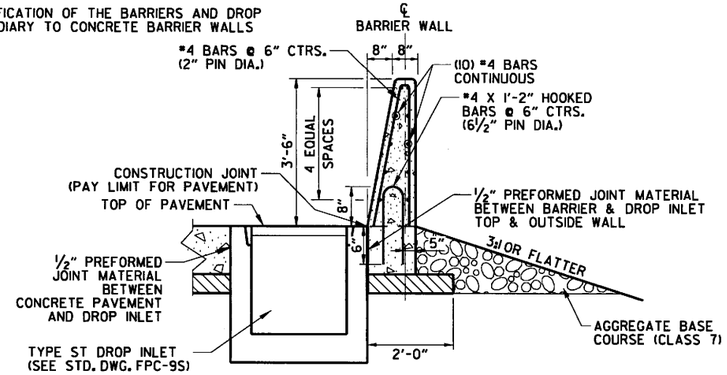
CONCRETE BARRIER WALL
(SIDE TYPE A-1; MASH TL-4)
N.T.S.



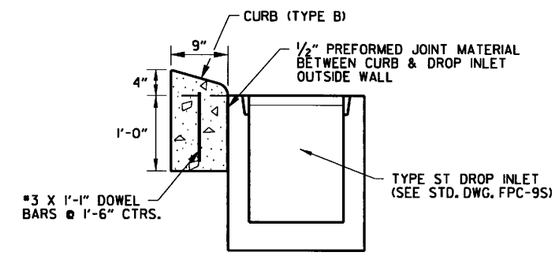
CONTRACTION
JOINT DETAIL



DITCH PAVING (TYPE B)
BEHIND CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
N.T.S.



TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
N.T.S.



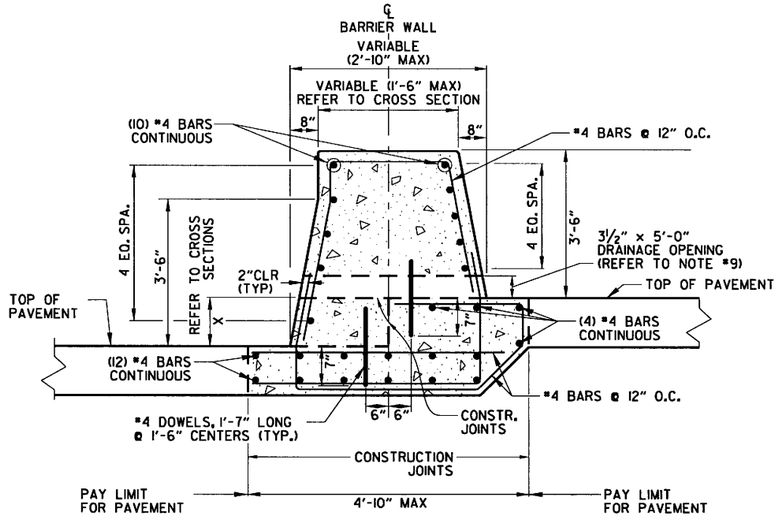
TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CURB
N.T.S.

SPECIAL DETAILS

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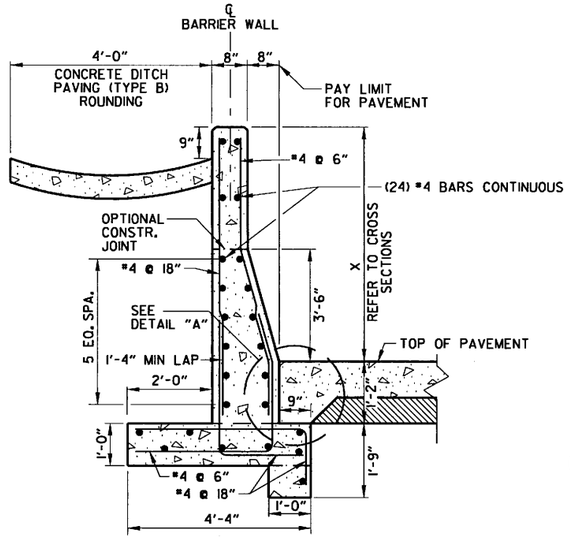
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12-15-17				6	ARK.			
01-17-18				JOB NO.		CA0608	20	889
				②		SPECIAL DETAILS		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZADI
2018-01-17



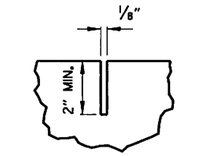
CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)
X = 0'-0" TO 1'-0" MAX

N.T.S.



CONCRETE BARRIER WALL
(SIDE TYPE D; MASH TL-4)
X = 0'-0" TO 5'-0" MAX

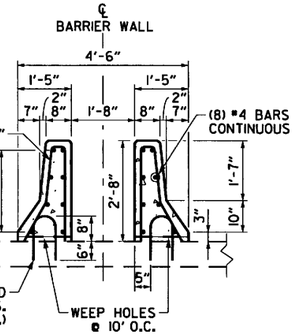
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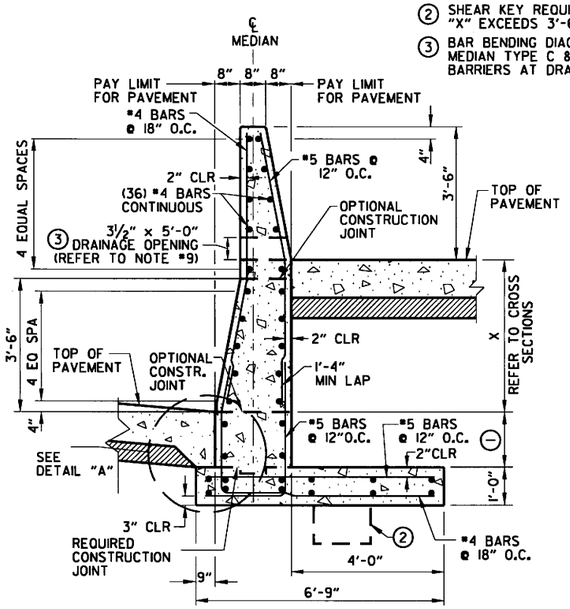
CONTRACTION JOINT DETAIL

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 @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & 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.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS. SUBSTITUTE #4 AND #5 VERTICAL BARS WITH #5 TIES(TOP & BOTTOM) PLACED AT 12" SPACING FOR MEDIAN TYPE C & SIDE TYPE E BARRIER WALLS.
10. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
11. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
12. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

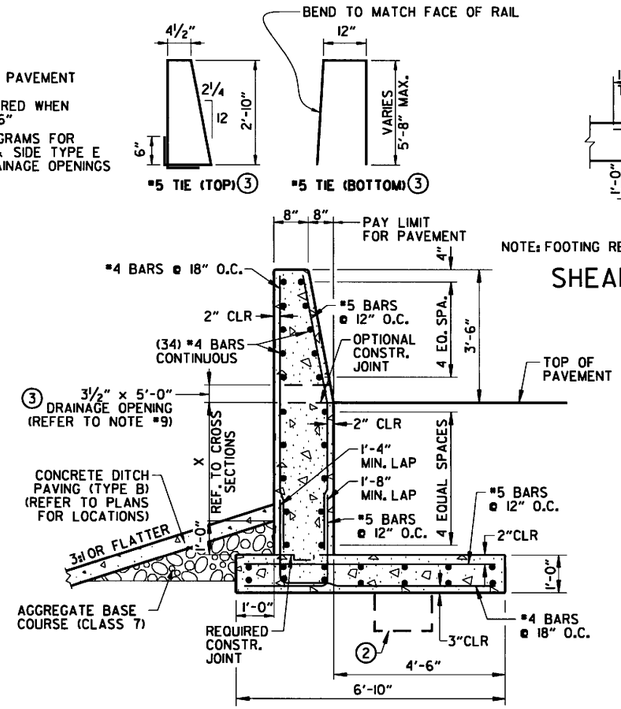


NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.



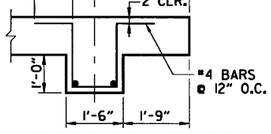
CONCRETE BARRIER WALL
(MEDIAN TYPE C; MASH TL-4)
X = 1'-0" TO 5'-0" MAX

N.T.S.



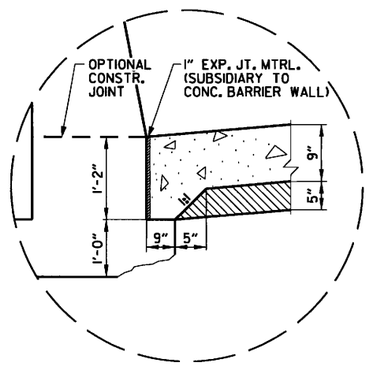
CONCRETE BARRIER WALL
(SIDE TYPE E; MASH TL-4)
X = 1'-0" TO 5'-0" MAX

N.T.S.

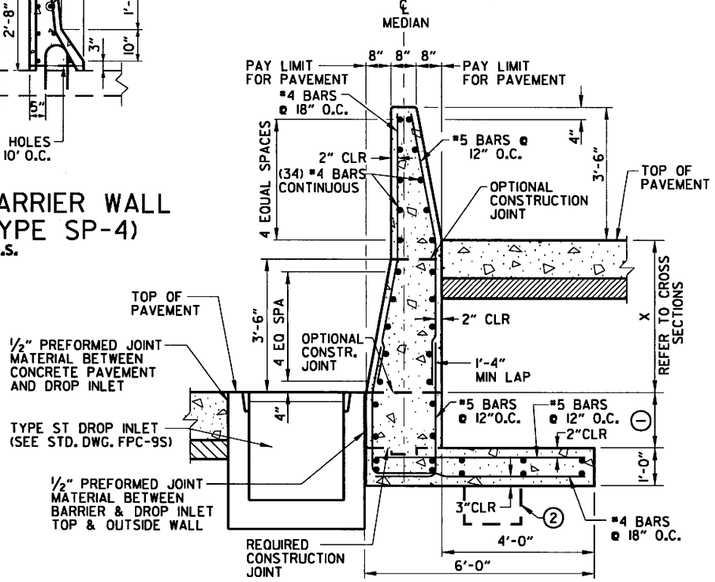


NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

SHEAR KEY DETAIL



DETAIL "A"
PAVEMENT NOTCH DETAIL
FOR TYPE C & D BARRIER WALL



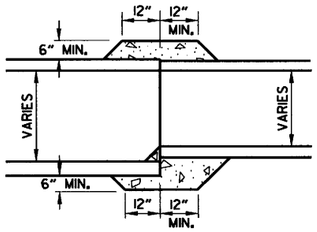
TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CONCRETE BARRIER WALL
(TYPE C; MASH TL-4)

N.T.S.

SPECIAL DETAILS

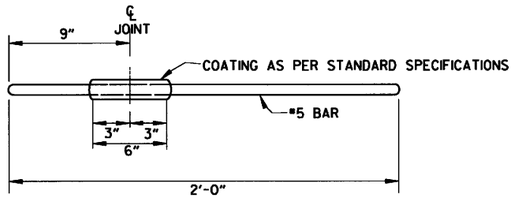
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1/11/2018 1:41:13 PM
jharrell

10:15:53 AM
7/7/2017
CSilver



CONCRETE COLLAR DETAIL TO CONNECT R.C. PIPE W/30°∠45° TURNS TO CONNECT EXISTING PIPE (SUBSIDIARY TO PIPE CULVERT)

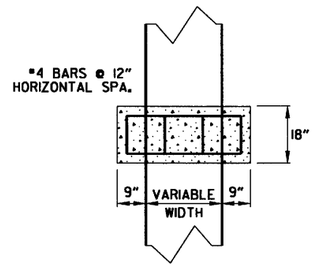
N.T.S.



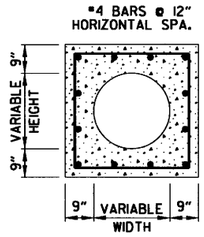
DETAIL OF TIE BAR COATING

NOTES:

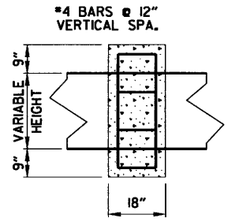
1. TIE BARS SHALL BE SECURED INTO HOLES DRILLED AT MID SLAB AS SHOWN. NO TIE BARS SHALL BE PLACED CLOSER THAN 15" TO AN EXISTING TRANSVERSE JOINT.
2. MATERIALS FOR SECURING TIE BARS IN EXISTING SLAB SHALL MEET THE REQUIREMENTS AS SPECIFIED IN SUBSECTION 507.02 OF THE STANDARD SPECIFICATIONS.
3. PAYMENT FOR SAWED LONGITUDINAL CONSTRUCTION JOINTS AND ALL OTHER JOINTS IN NEW CRCP SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT".



TOP VIEW



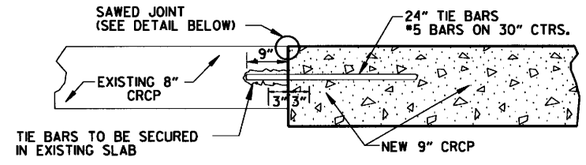
FRONT VIEW

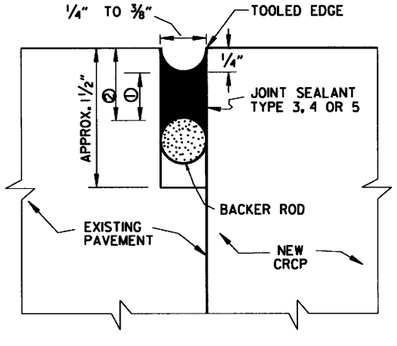


SIDE VIEW

PIPE EXTENSION REINFORCED CONCRETE COLLAR DETAIL (SUBSIDIARY TO PIPE CULVERT)

N.T.S.





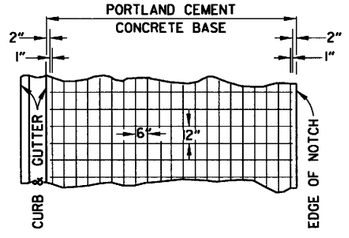
JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

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

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	
3/8		1/2	1

DETAIL OF SAWED LONGITUDINAL CONSTRUCTION JOINT



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

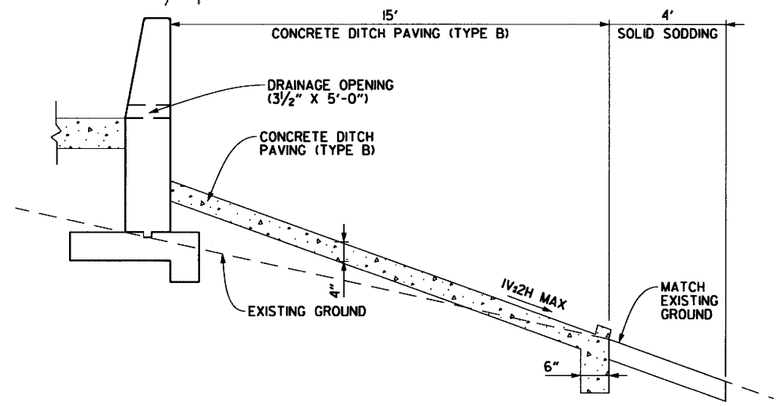
6"X 12" MESH FABRIC (TYPE 3) (W5.5 x W2.9) = 4.26 LBS./SQ.YD.

N.T.S.

NOTES:

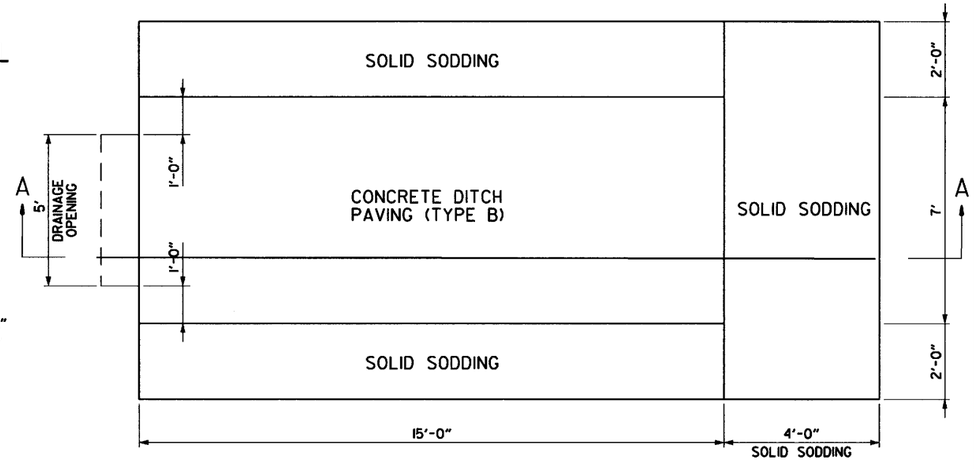
1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION, THEREFORE, WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE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

STATE OF ARKANSAS
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No. 19804
SHAHRIAR AZAD
17-07-07



SECTION A-A

N.T.S.



PLAN

N.T.S.

DETAIL OF CONCRETE DITCH PAVING AT DRAINAGE OPENINGS ON CONCRETE BARRIER WALLS

NOTES:

1. REFER TO STANDARD DRAWING CDP-1.
2. REFER TO PLAN FOR LOCATIONS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	21	889

② SPECIAL DETAILS

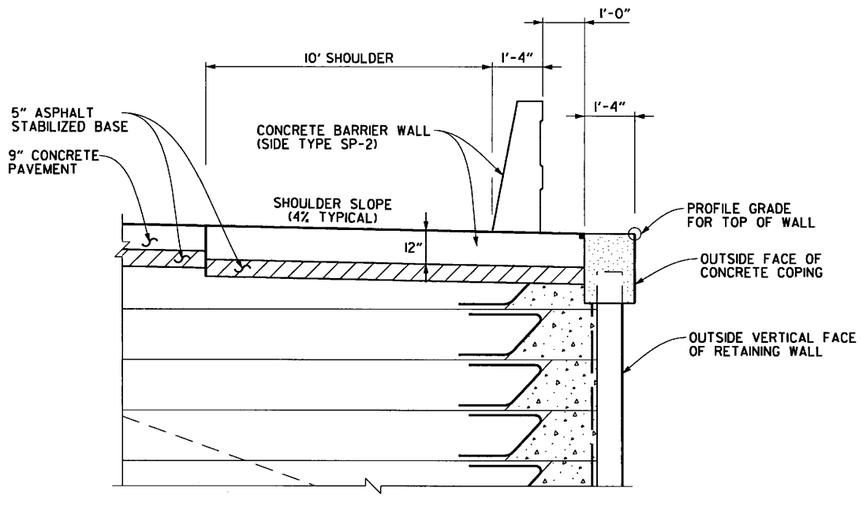
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SPECIAL DETAILS

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				JOB NO.		CA0608	22	889
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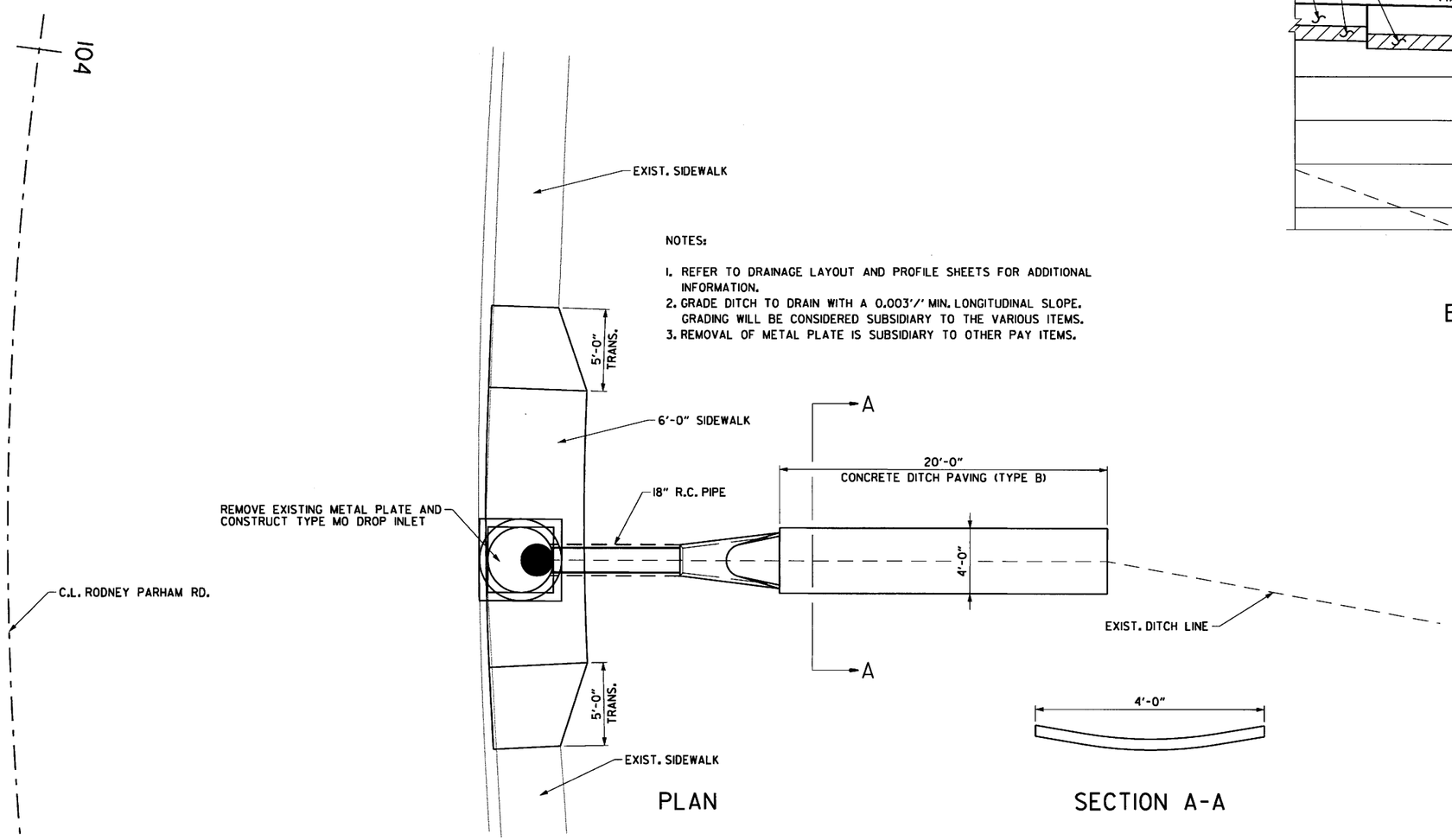
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17



INTERFACE BETWEEN CONCRETE BARRIER WALL (SIDE TYPE SP-2) AND CONCRETE PAVEMENT

NOTES:

1. REFER TO DRAINAGE LAYOUT AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
2. GRADE DITCH TO DRAIN WITH A 0.003'/' MIN. LONGITUDINAL SLOPE. GRADING WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS ITEMS.
3. REMOVAL OF METAL PLATE IS SUBSIDIARY TO OTHER PAY ITEMS.



DETAIL OF TYPE MO DROP INLET ALONG RODNEY PARHAM RD.

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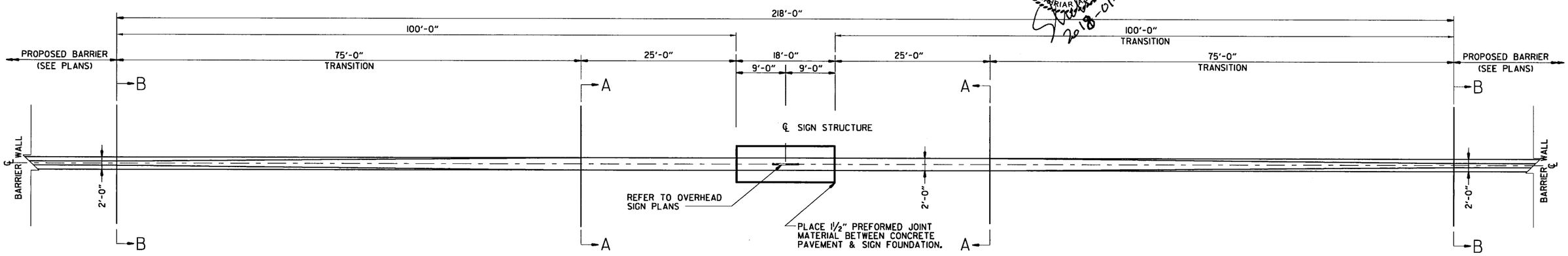
SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
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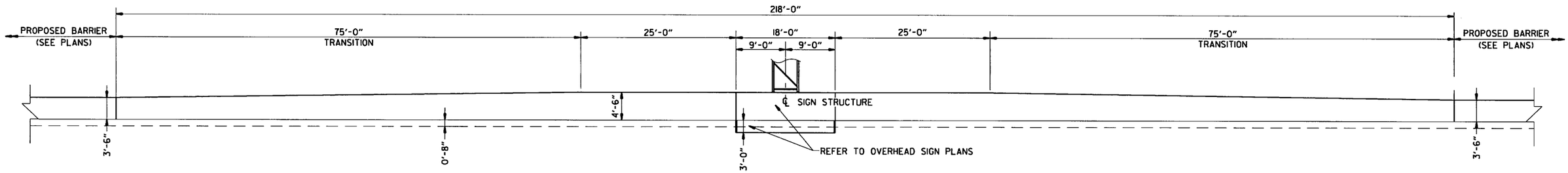
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	23	889

② SPECIAL DETAILS

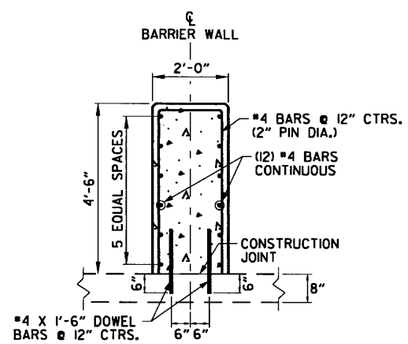
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR SHAHIDULLAH
2018-01-17



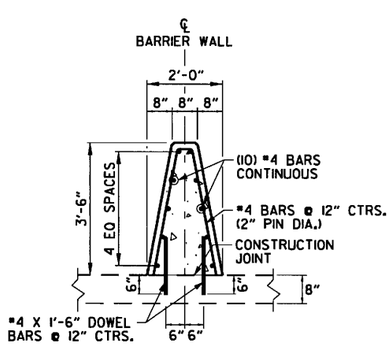
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-I) TRANSITION



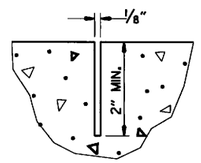
ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-I) TRANSITION



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-I)
(SECTION A-A)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE A)
(SECTION B-B)
N.T.S.



CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT.
7. PREFORMED JOINT MATERIAL, AND REMOVAL AND DISPOSAL OF ANY PAVEMENT FOR CONSTRUCTION OF THE OVERHEAD SIGN FOUNDATION SHALL BE INCLUDED IN THE PRICE BID FOR "OVERHEAD SIGN STRUCTURE".
8. THE 100'-0" TRANSITION BETWEEN THE ROADWAY CONCRETE BARRIER AND THE OVERHEAD SIGN STRUCTURE SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-I).
9. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

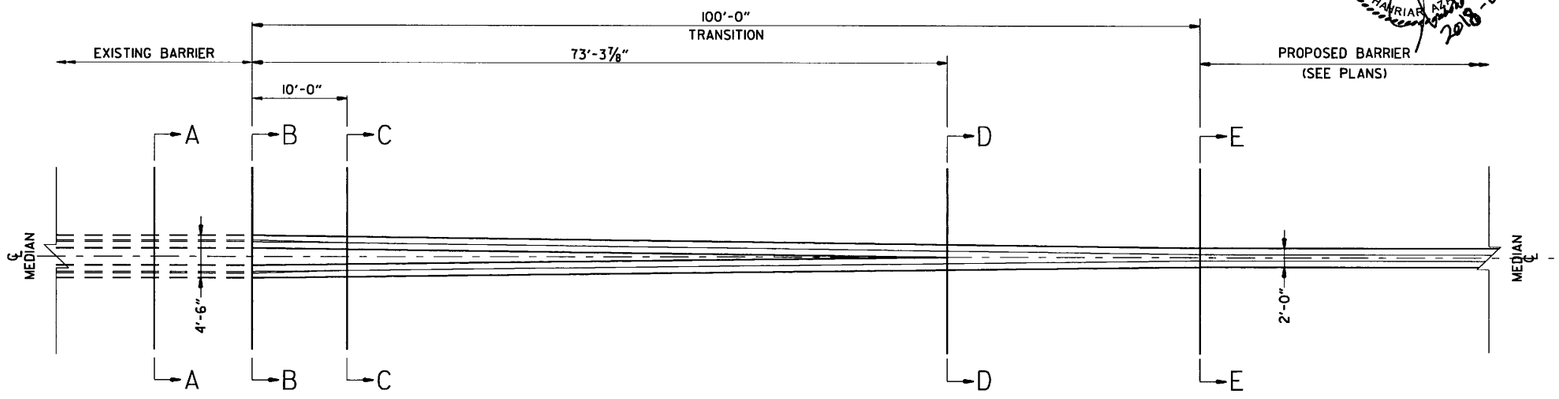
CONCRETE BARRIER WALL (MEDIAN TYPE SP-I) TRANSITION
FOR OVERHEAD SIGN STRUCTURE

SPECIAL DETAILS

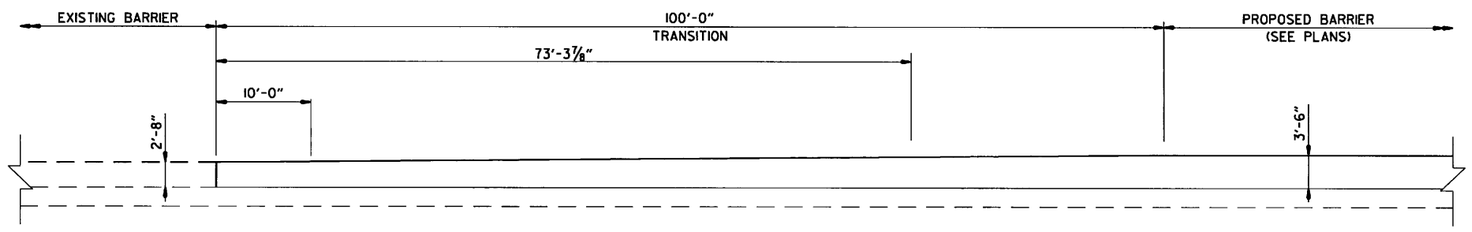
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01-17-18				6	ARK.			
				JOB NO.		CA0608	24	889
				②		SPECIAL DETAILS		

STATE OF ARKANSAS
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No. 12404
SHAHRIAR ASLAMI
2018-01-17



PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) TRANSITION



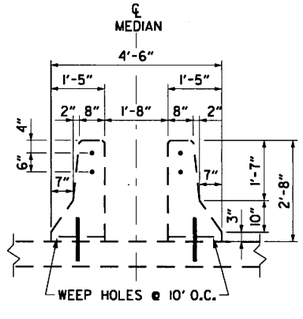
ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) TRANSITION



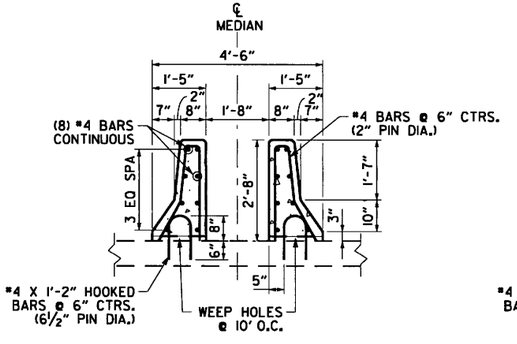
CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

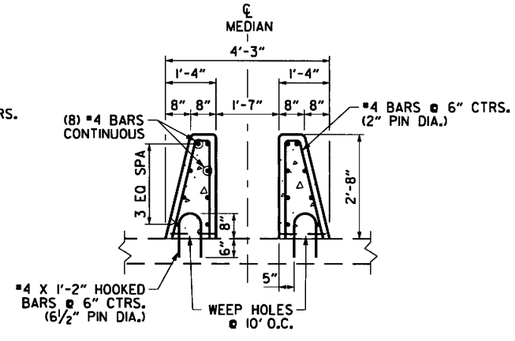
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT.
7. THE 100'-0" TRANSITION SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-2).
8. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.



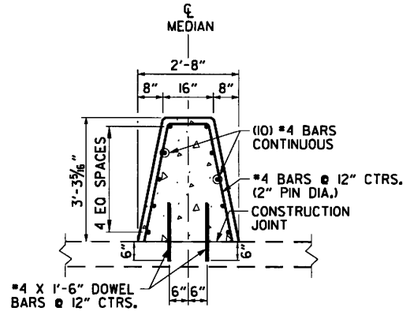
EXIST. CONC. BARRIER WALL
(FOR INFORMATION ONLY)
(SECTION A-A)
N.T.S.



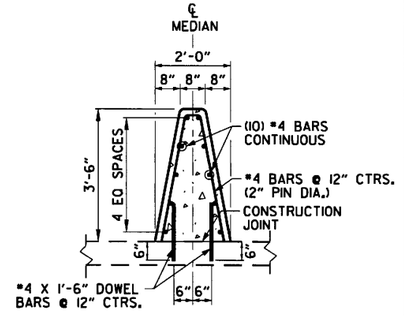
CONCRETE BARRIER WALL
(MEDIAN TYPE SP-2)
(SECTION B-B)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-2)
(SECTION C-C)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-2)
(SECTION D-D)
N.T.S.



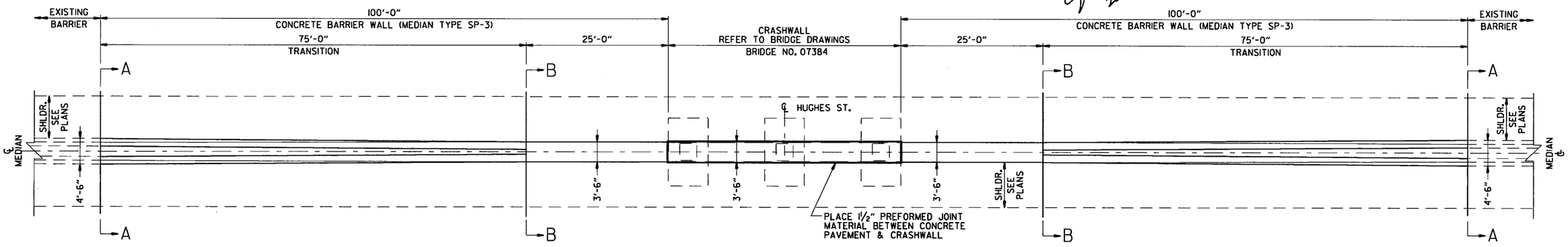
CONCRETE BARRIER WALL
(MEDIAN TYPE A)
(SECTION E-E)
N.T.S.

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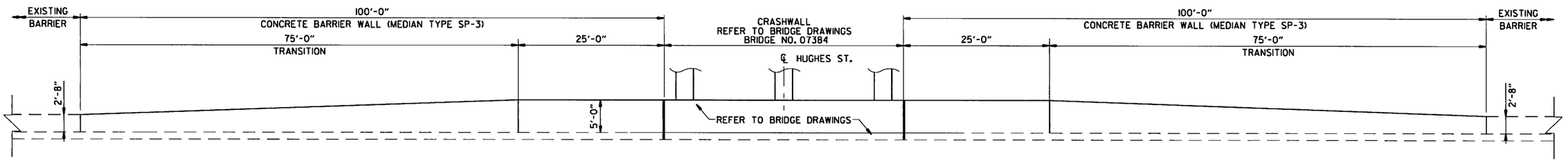
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				JOB NO.		CA0608	25	889

② SPECIAL DETAILS

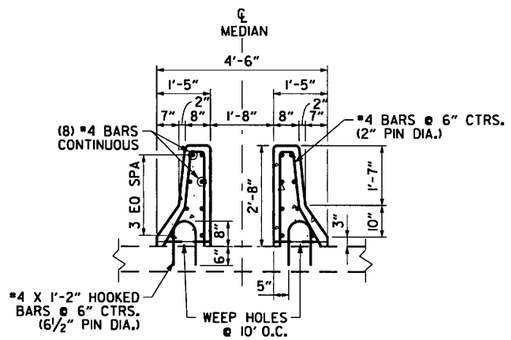
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADHAMI
2018-01-17



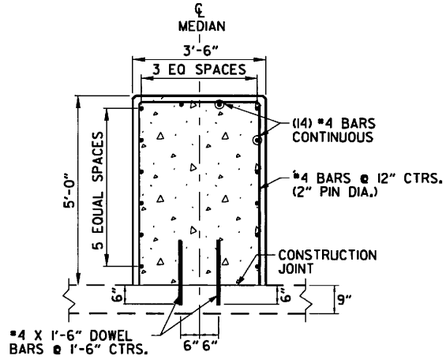
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) TRANSITION



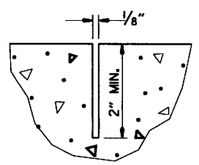
ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) TRANSITION



CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) (SECTION A-A)
N.T.S.



CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) (SECTION B-B)
N.T.S.



CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
7. PREFORMED JOINT MATERIAL, AND REMOVAL AND DISPOSAL OF ANY PAVEMENT FOR CONSTRUCTION OF THE BRIDGE CRASHWALL SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BRIDGE ITEMS.
8. THE 100'-0" TRANSITION BETWEEN THE ROADWAY CONCRETE BARRIER AND THE BRIDGE STRUCTURE SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-3).
9. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

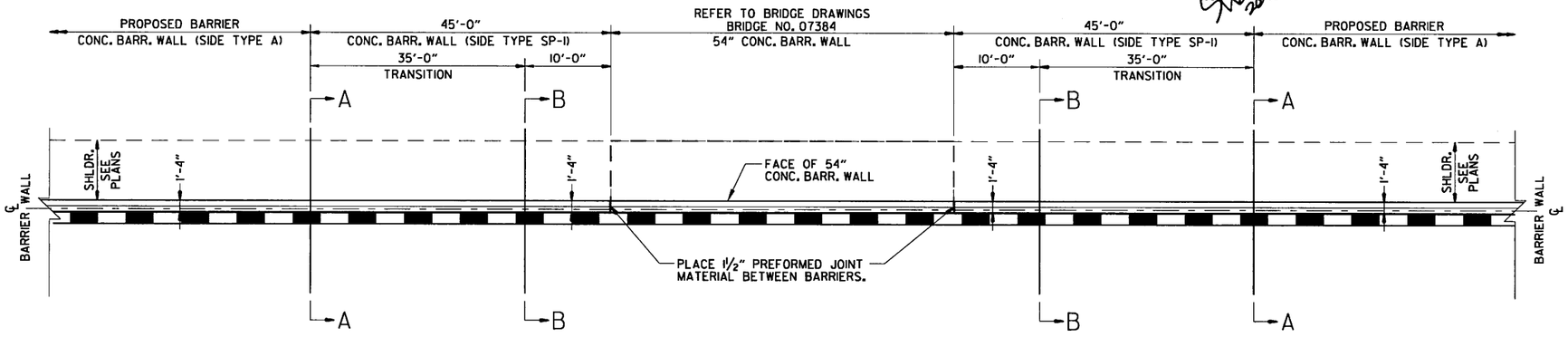
CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) TRANSITION FOR BRIDGE CRASHWALL

SPECIAL DETAILS

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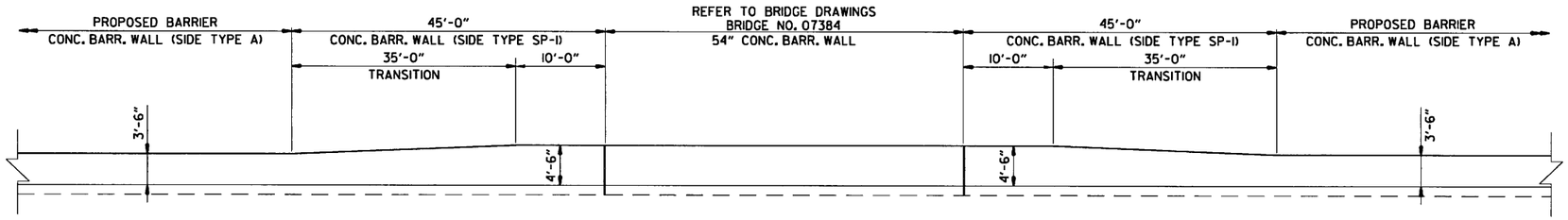
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01-17-18				6	ARK.			
				JOB NO.		CA0608	26	889
				②	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZIZ
2018-01-17

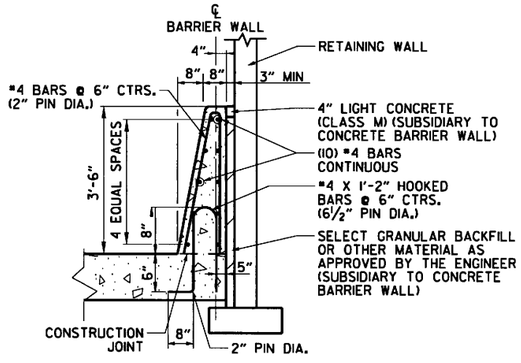


PLAN VIEW
CONCRETE BARRIER WALL (SIDE TYPE SP-1) TRANSITION

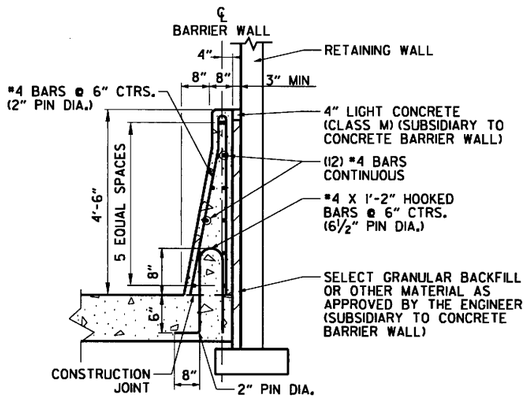
SEE SPECIAL DETAILS OF NOISE WALL FOR SIDE TYPE SP-2 AND SIDE TYPE SP-3 DETAILS



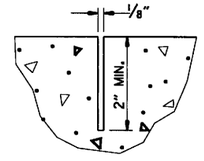
ELEVATION VIEW
CONCRETE BARRIER WALL (SIDE TYPE SP-1) TRANSITION



CONCRETE BARRIER WALL
(SIDE TYPE A)
(SECTION A-A)
N.T.S.



CONCRETE BARRIER WALL
(SIDE SP-1)
(SECTION B-B)
N.T.S.



CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-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 ¾" CHAMFER.
5. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
6. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT.
7. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
8. THE 35'-0" TRANSITION SHALL BE PAID AS CONCRETE BARRIER WALL (SIDE TYPE SP-1).

CONCRETE BARRIER WALL (SIDE TYPE SP-1) TRANSITION

SPECIAL DETAILS

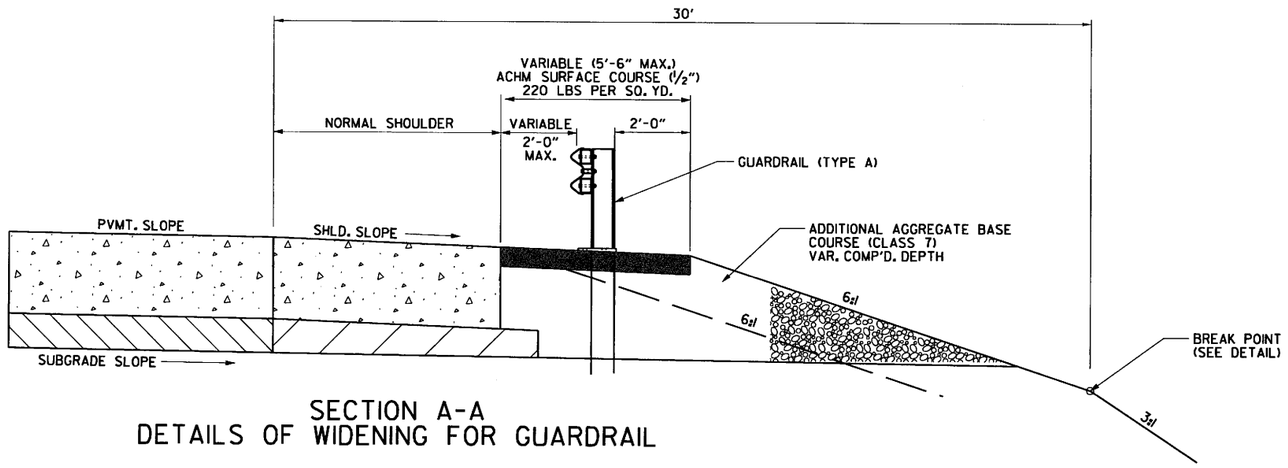
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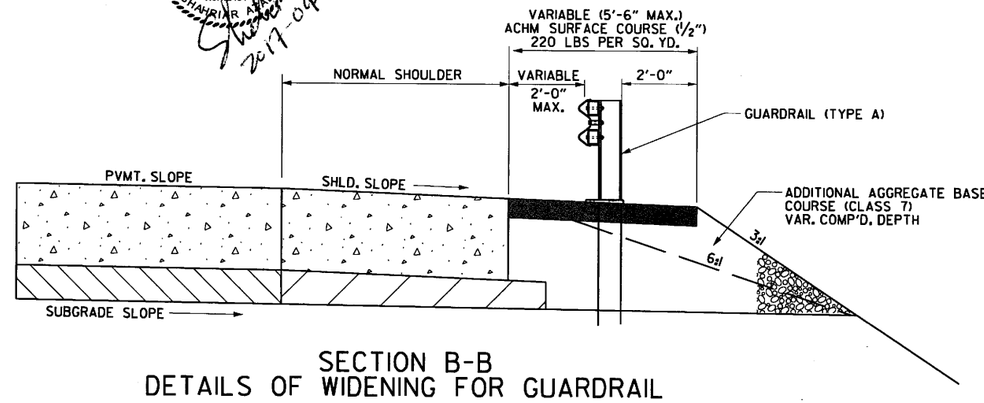
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				JOB NO.		CA0608	27	889

② SPECIAL DETAILS

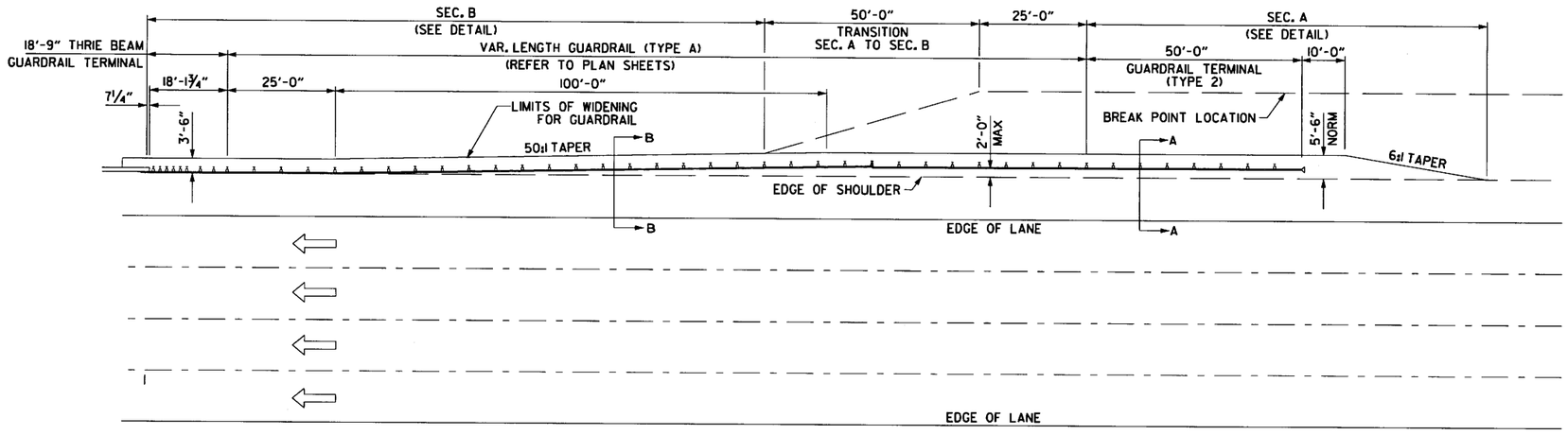
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ARAD
2017-04-01



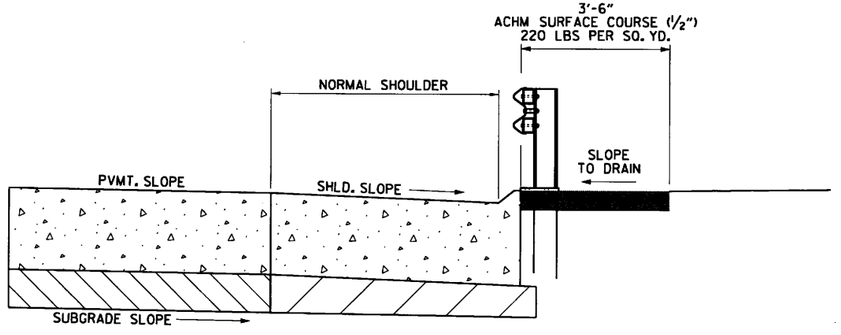
SECTION A-A
DETAILS OF WIDENING FOR GUARDRAIL



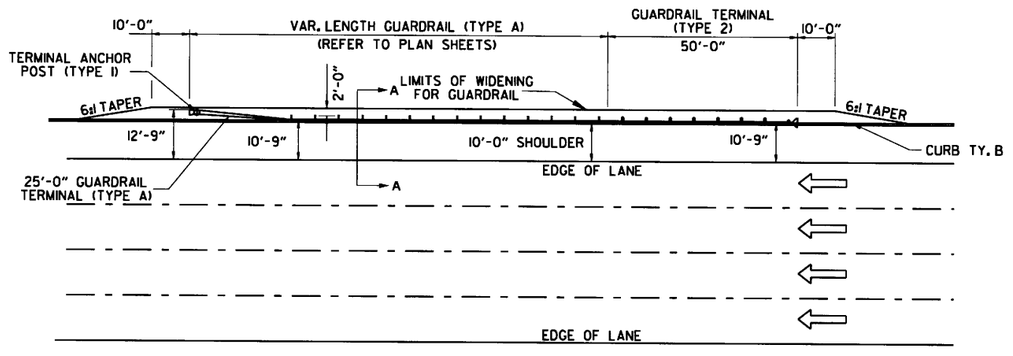
SECTION B-B
DETAILS OF WIDENING FOR GUARDRAIL



TYPICAL LAYOUT OF GUARDRAIL AT BARRIER ENDS
(TO BE USED FOR EMBANKMENT WIDENING ONLY)



SECTION A-A
DETAILS OF WIDENING FOR GUARDRAIL
IN CURB SECTION



TYPICAL LAYOUT OF GUARDRAIL ALONG ROADWAY
IN CURB SECTION

SPECIAL DETAILS

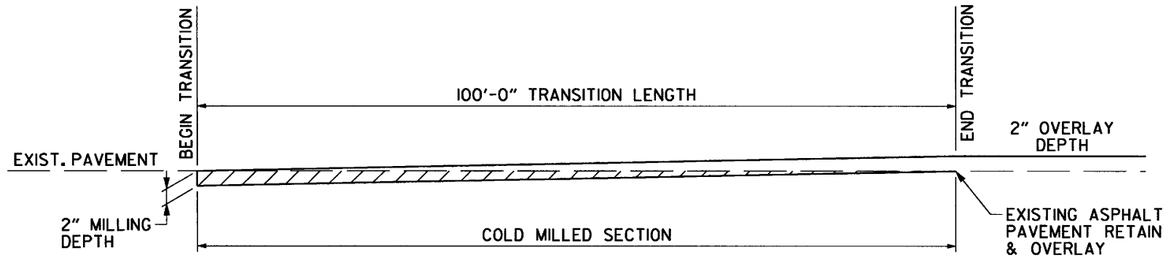
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				6	ARK.			
				JOB NO.		CA0608	28	889

② SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



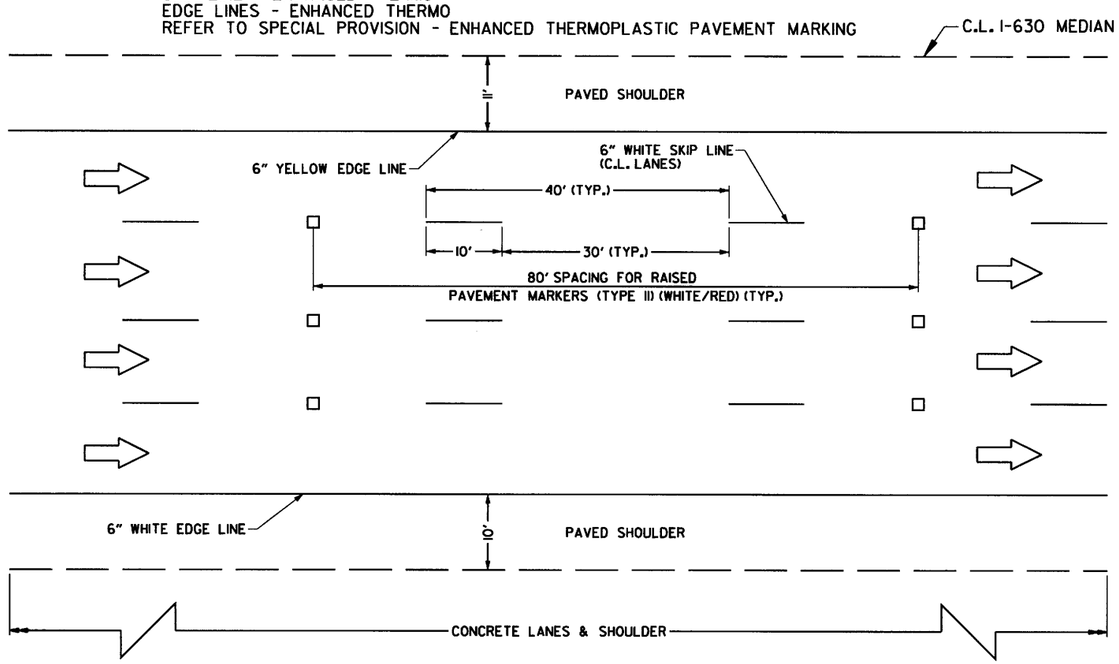
DETAIL SHOWING TRANSITION TO EXISTING PAVEMENT

TO BE USED WHERE DIRECTED BY THE ENGINEER

NOTE: REFER TO STANDARD DRAWING PM-2 FOR INTERCHANGE AREA DETAIL

CONCRETE ROADWAY

SKIP LINE - ENHANCED THERMO
EDGE LINES - ENHANCED THERMO
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING



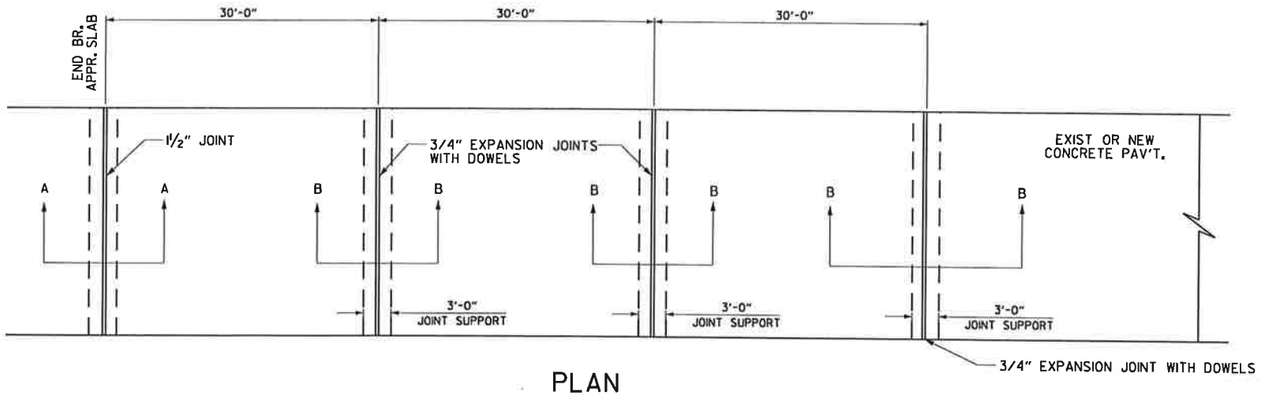
PERMANENT PAVEMENT MARKING DETAILS I-630 MAIN LANES

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3/1/2018
Csilver

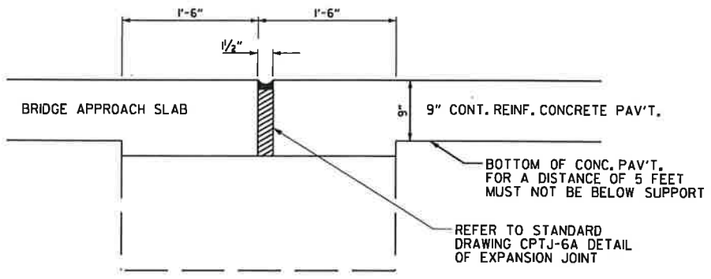
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR AZAD
2018-03-02

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				JOB NO.		CA0608	29	889
				②	SPECIAL DETAILS			

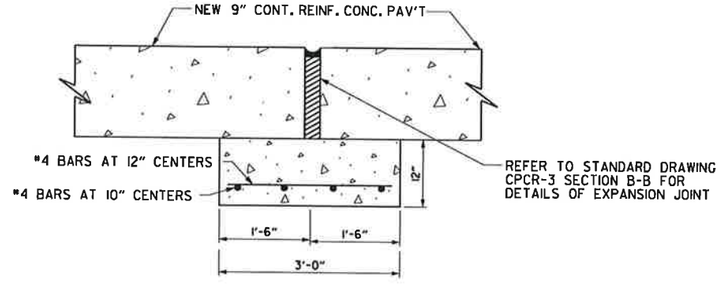


PLAN
N.T.S.

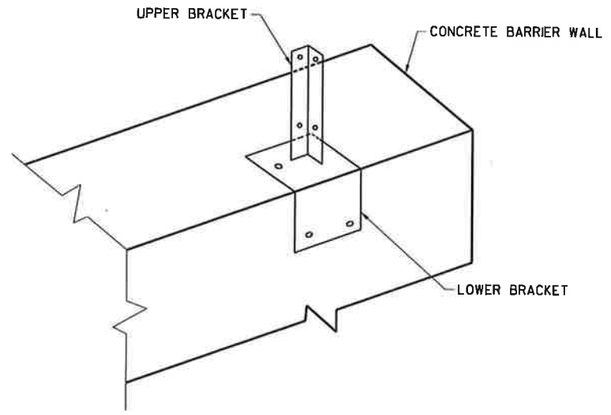
DETAIL OF 90'-0" TRANSITION CONCRETE PAVEMENT



SECTION A-A
N.T.S.



SECTION B-B
DETAIL OF JOINT SUPPORT
FOR EXPANSION JOINTS
N.T.S.



CONCRETE BARRIER MOUNT
BRACKET DETAIL

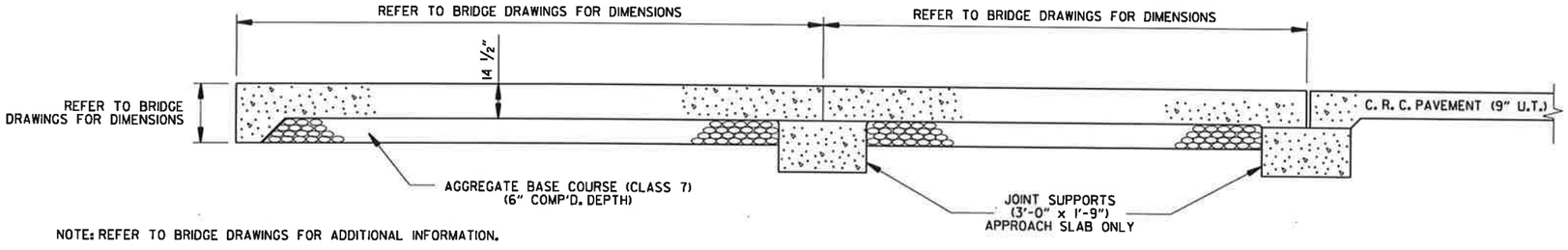
NOTE: IN CASES WHERE A WRONG WAY SIGN MUST BE MOUNTED ON CONCRETE BARRIER WALL. USE CMBI75-250-G (XCESSORIES SQUARED DEVELOPMENT & MFG.) OR APPROVED EQUIVALENT MOUNTING BRACKET. IN SUCH CASES, THE LOWER BRACKET SHALL BE BOLTED TO THE BARRIER WALL. THE SIGN SHALL BE BOLTED TO SQUARE TUBING, WHICH IS BOLTED TO THE UPPER BRACKET.

GENERAL NOTES

① OTHER TYPES OF EXPANSION JOINTS MAY BE CONSTRUCTED AT THE OPTION OF THE CONTRACTOR AFTER APPROVAL BY THE ENGINEER.

② LOAD TRANSMISSION UNITS AND DOWELS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE.

③ REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.



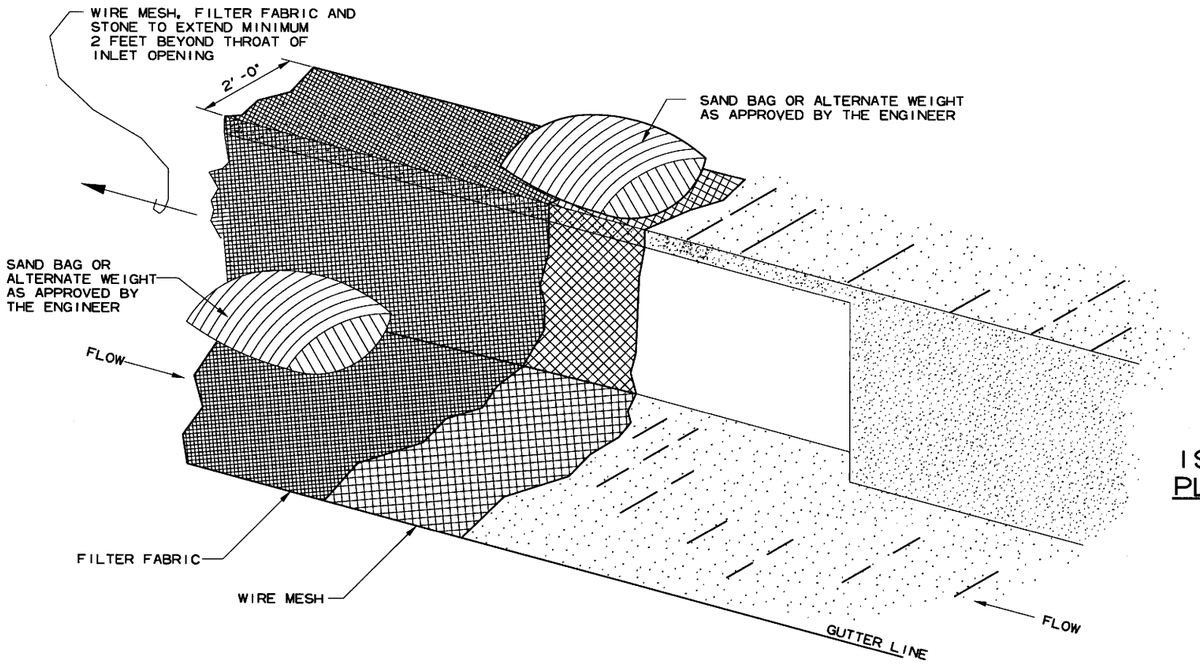
NOTE: REFER TO BRIDGE DRAWINGS FOR ADDITIONAL INFORMATION.

LONGITUDINAL SECTION OF APPROACH SLABS

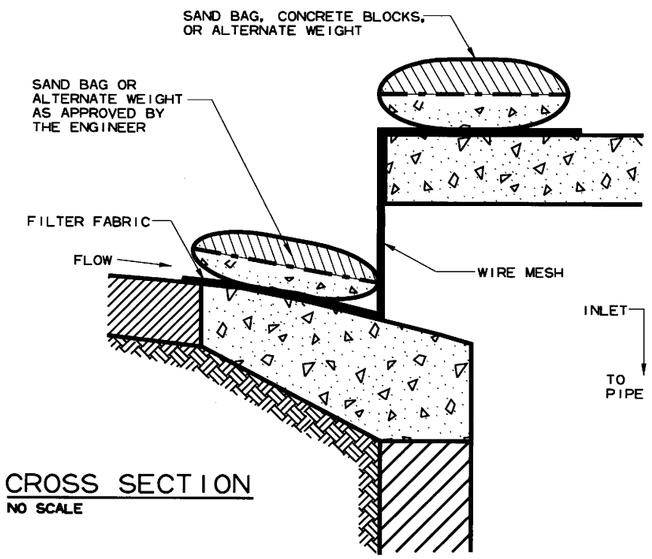
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9/1/2017
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CURB INLET PROTECTION DETAILS (E-15)



ISOMETRIC
PLAN VIEW
N.T.S.



CROSS SECTION
NO SCALE

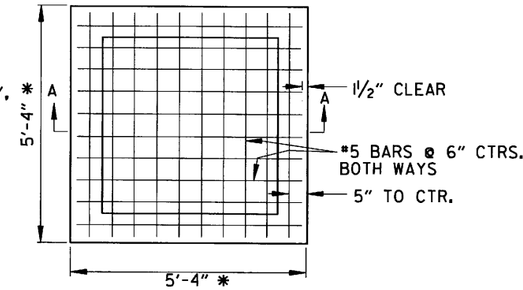
NOTES:

1. PLACE A CONTINUOUS PIECE OF WIRE MESH (30" MIN WIDTH BY INLET THROAT LENGTH PLUS 4 FEET) OVER INLET OPENING. EXTEND THE WIRE MESH 2' ACROSS THE INLET TOP.
2. PLACE A PIECE OF APPROVED FILTER FABRIC OF THE SAME DIMENSIONS AS THE WIRE MESH OVER THE WIRE MESH WITH WIRE TIES SPACED EVERY 6" IN ALL DIRECTIONS.
3. HOLD THE WIRE MESH AND FILTER FABRIC IN PLACE BY SANDBAGS OR ALTERNATE WEIGHT.
4. FORM THE WIRE MESH AND FILTER FABRIC TO THE CONCRETE GUTTER AND AGAINST THE FACE OF CURB ON BOTH SIDES OF THE INLET. PLACE SAND BAG OR ALTERNATE WEIGHT OVER THE WIRE MESH AND FILTER FABRIC IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE FILTER FABRIC.
5. ASSURE THAT STORM FLOW DOES NOT BYPASS INLET BY INSTALLING TEMPORARY EARTH OR SANDBAG DIKES DIRECTING FLOW INTO INLET IF NECESSARY.
6. THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER FABRIC REPLACED WHEN CLOGGED WITH SEDIMENT.

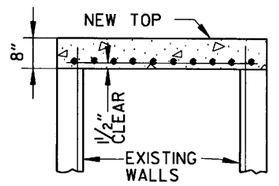
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAWNAR ALEAD
2017-09-01

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				6	ARK.			
				JOB NO.		CA0608	30	889
				②	SPECIAL DETAILS			

* CONTRACTOR TO VERIFY DIMENSION OF EXISTING DROP INLETS, AND IF NECESSARY, ADJUST REINFORCEMENT DETAILS TO MATCH EXISTING INLET AS APPROVED BY THE ENGINEER.



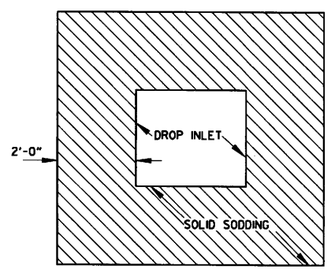
TOP VIEW



REMOVE EXISTING DROP INLET TOP. RETAIN EXISTING VERTICAL REINFORCING.

SECTION A-A

DETAILS OF MODIFIED DROP INLET



DETAIL FOR SOLID SODDING AROUND DROP INLETS (TYPE RM & TM)
N.T.S.

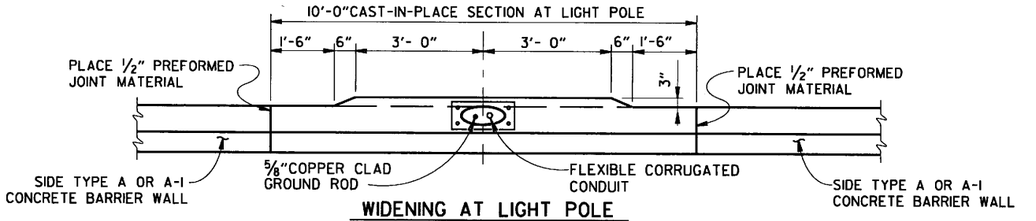
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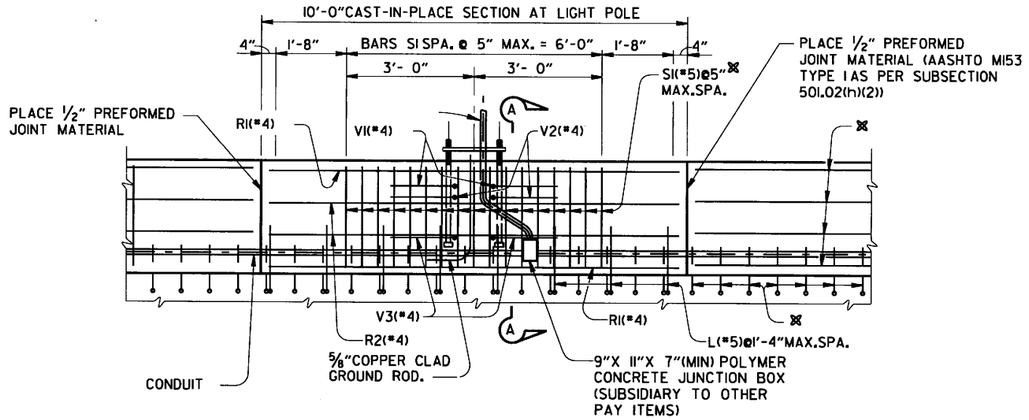
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12104
SYLVANIA HEAD
2017-09-01

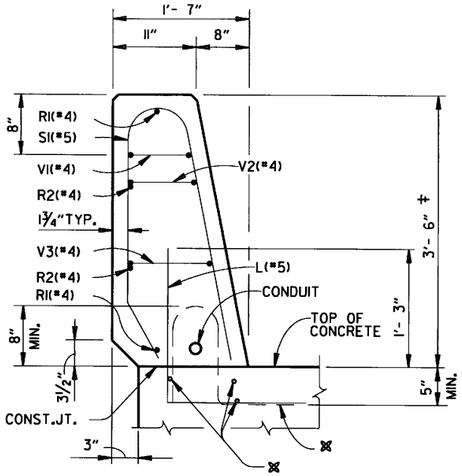
WIDENING AT LIGHT POLE
PLAN



ELEVATION OF RAIL



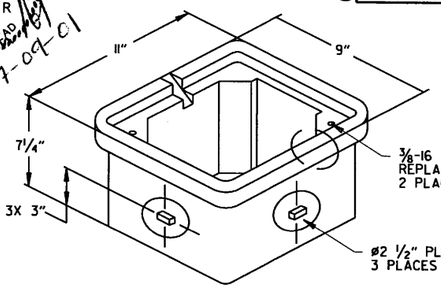
⊠ FOR CONVENTIONAL REINFORCING STEEL SIZE, SPACING, AND NOTES, REFER TO STANDARD, CONCRETE BARRIER WALL SIDE TYPE A OR A-I. CONVENTIONAL REINF. STEEL CONTINUES THRU 10 FOOT LIGHT POLE SECTION.

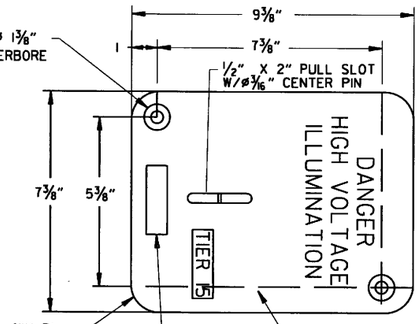


SECTION A-A
(SHOWING ADDITIONAL REINFORCING FOR WIDENING AT LIGHT POLE)

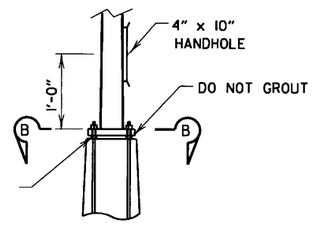
BAR	SIZE	QUANTITY
L	#5	8
RI	#4	2
R2	#4	2
SI	#5	18
VI	#4	2
V2	#4	2
V3	#4	2

SCHEDULE OF ADDITIONAL REINFORCEMENT FOR EACH 10 FOOT CAST-IN-PLACE SECTION AT LIGHT POLES (EXCLUDING ANCHORS)

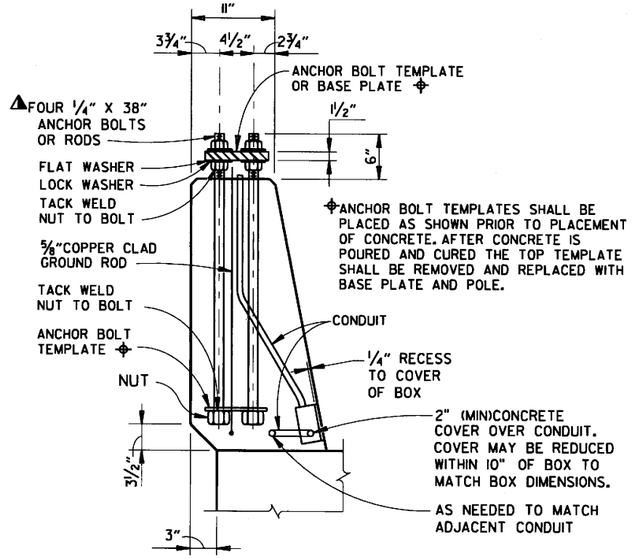




JUNCTION BOX DETAILS
POLYMER CONCRETE (TYP.)

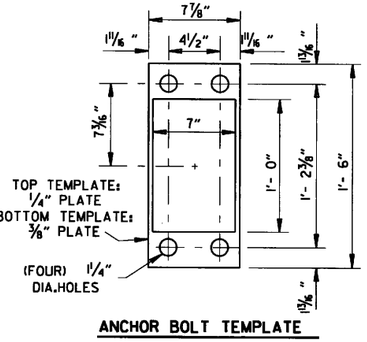


POLE DETAIL

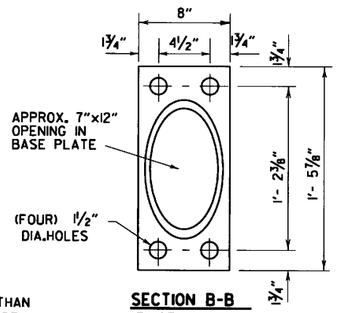


LIGHTING MOUNT DETAIL

⚠ FOUR 1¼" ANCHOR BOLTS (ASTM A193 GRADE B7 WITH THE TOP THREADED NOT LESS THAN 6 INCHES) OR ANCHOR RODS (ASTM A321). THE TOP END OF THE BOLTS OR RODS SHALL BE GALVANIZED NOT LESS THAN 8 INCHES AND FURNISHED WITH NUTS (ASTM A563, GRADE DH, GALVANIZED, HEAVY HEX) AND FLAT AND LOCK WASHERS. THE LOWER END OF THE BOLTS OR RODS SHALL BE FURNISHED WITH NUTS AND WASHERS. THE NUT SHALL BE TACK WELDED TO THE BOLTS OR ROD.

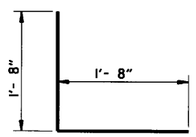


ANCHOR BOLT TEMPLATE

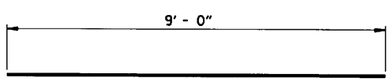


SECTION B-B
BASE PLATE

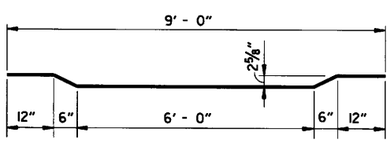
SHAPE OF POLE MAY BE ELLIPTICAL OR POLYGONAL PLATE, BOLTS, NUTS, ETC. ARE SUBSIDIARY TO THE POLE



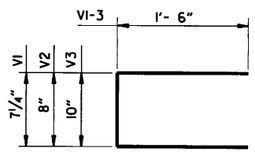
BARS L (#5)



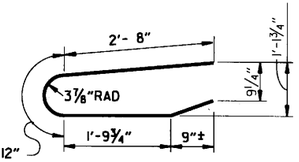
BARS RI(#4)



BARS R2 (#4)



BARS VI-3 (#4)



BARS SI(#5)

GENERAL NOTES

1. POLES ON CONCRETE BARRIER SHALL BE GROUNDED USING A GROUND ROD AND GROUNDING CONDUCTOR TO EACH POLE.
2. ANCHOR BOLTS, GROUND RODS, JUNCTION BOX, AND RIGID METAL CONDUIT AS SHOWN SHALL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE LIGHT POLE.
3. ALL CONDUIT BENDS SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.
4. ¾" LIQUIDTIGHT FLEXIBLE METAL CONDUIT MAY BE USED IN LIEU OF ¾" RIGID METAL CONDUIT FROM THE JUNCTION BOX TO LIGHT POLE BASE, EXCEPT THAT 6 INCHES OF CONDUIT BEFORE AND ALL CONDUIT AFTER EXITING THE CONCRETE SHALL BE RIGID METAL. LIQUIDTIGHT FLEXIBLE METAL CONDUIT SHALL BE APPROVED FOR USE GROUNDING CONDUCTOR. THE TOTAL LENGTH OF ALL LIQUIDTIGHT AS A FLEXIBLE METAL CONDUIT IN ANY GROUND RETURN PATH SHALL BE A MAXIMUM OF SIX FEET. THE CONDUIT SHALL BE TERMINATED IN FITTINGS LISTED FOR GROUNDING. BRANCH CIRCUITS FOR RAIL MOUNTED POLES SHALL BE ON 60 AMP BREAKERS MAXIMUM.
5. JUNCTION BOX SHALL BE POLYMER CONCRETE. (SUBSIDIARY TO OTHER PAY ITEM).
6. ALTERNATE FORMING METHODS MAY BE USED ONLY WITH THE PRIOR APPROVAL OF THE ENGINEER.
7. THERE SHALL BE NO DIRECT PAYMENT FOR FULLFILLING THE REQUIREMENTS OF THE SPECIAL DETAIL, BUT COMPENSATION SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE BARRIER WALL SIDE TYPE A, A-I, OR SP-2.

SPECIAL DETAILS

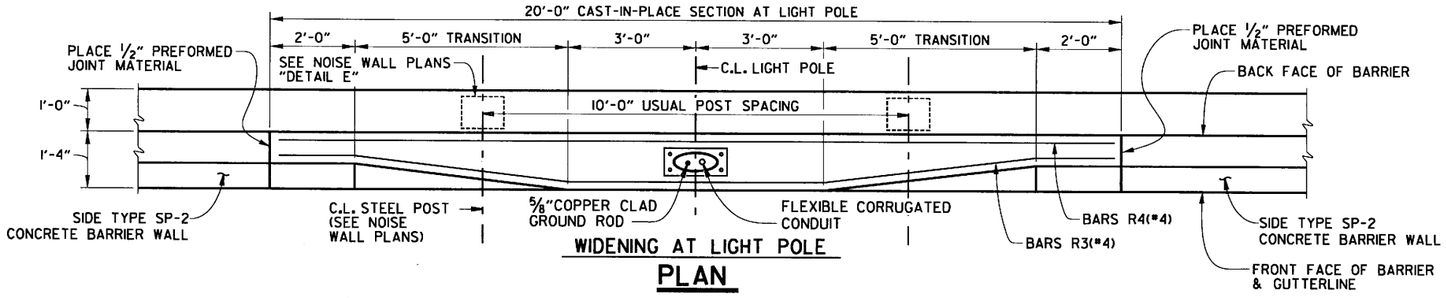
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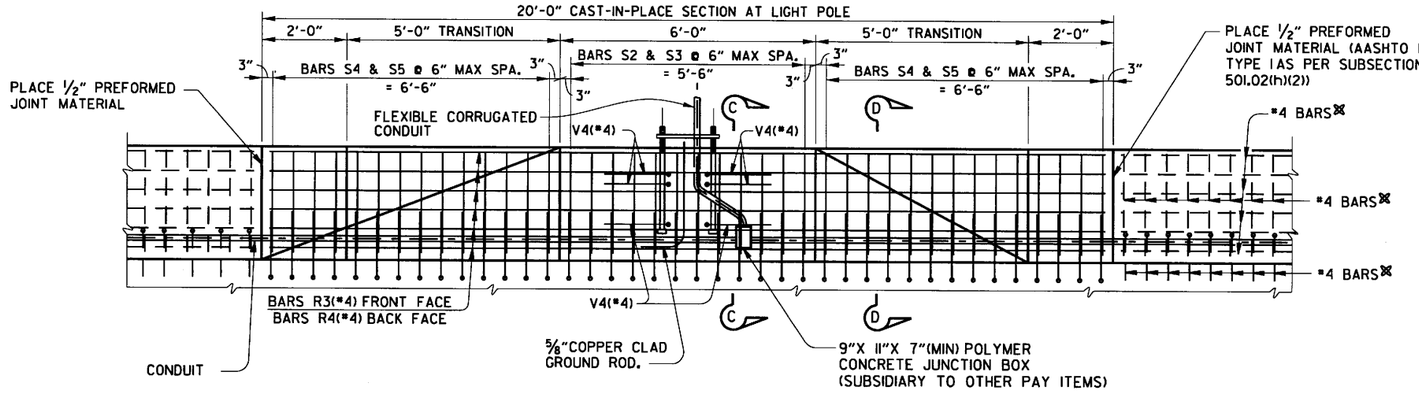
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	32	889

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SYLVARIA A. DEZAD
No. 12104
2017-04-01



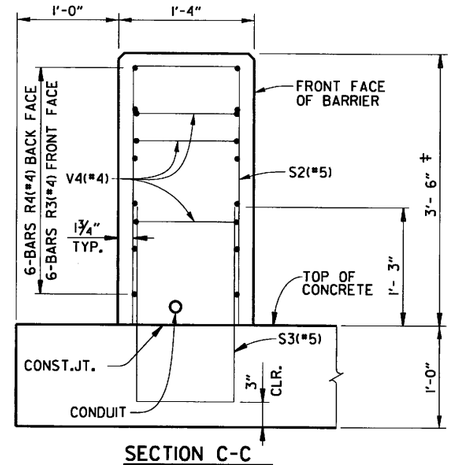
WIDENING AT LIGHT POLE
PLAN



ELEVATION OF RAIL

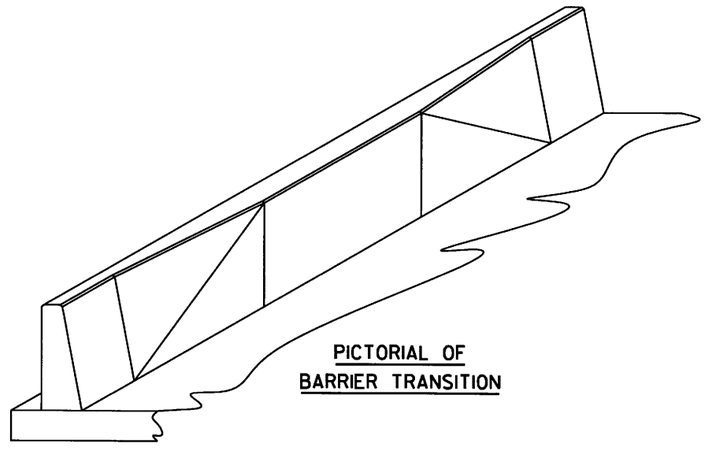
⊠ FOR CONVENTIONAL REINFORCING STEEL SIZE, SPACING, AND NOTES, REFER TO CONCRETE BARRIER WALL SIDE TYPE SP-2. STEEL POST & PANELS NOT SHOWN, SEE NOISE WALL PLANS.

FOR GENERAL NOTES & DETAILS NOT SHOWN, SEE SPECIAL DETAIL FOR 10'-0" CAST-IN-PLACE SECTION AT LIGHT POLE. REFER TO NOISE WALL PLANS FOR CONCRETE BARRIER SIDE TYPE SP-2 NOTES & DETAILS NOT SHOWN.

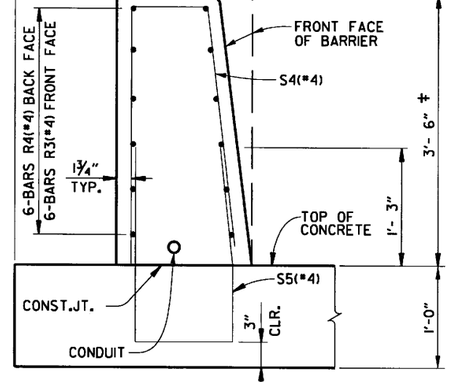


SECTION C-C

(SHOWING REINFORCING FOR WIDENING AT LIGHT POLE STEEL POST & PANELS NOT SHOWN, SEE NOISE WALL PLANS)

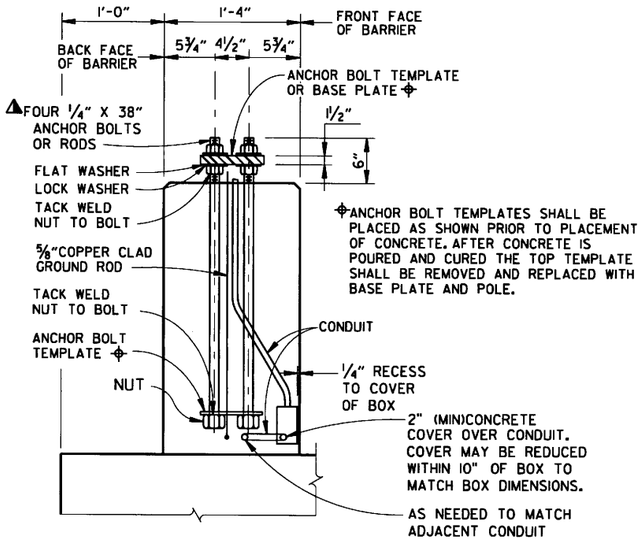


PICTORIAL OF BARRIER TRANSITION



SECTION D-D

(SHOWING REINFORCING FOR WIDENING AT LIGHT POLE STEEL POST & PANELS NOT SHOWN, SEE NOISE WALL PLANS)



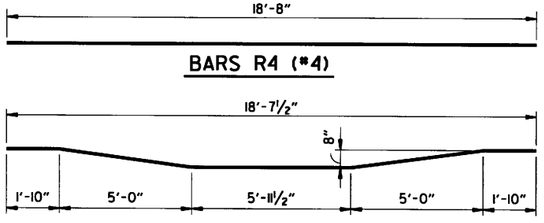
⊕ ANCHOR BOLT TEMPLATES SHALL BE PLACED AS SHOWN PRIOR TO PLACEMENT OF CONCRETE. AFTER CONCRETE IS POURED AND CURED THE TOP TEMPLATE SHALL BE REMOVED AND REPLACED WITH BASE PLATE AND POLE.

LIGHTING MOUNT DETAIL

⚠ FOUR 1¼" ANCHOR BOLTS (ASTM A193 GRADE B7 WITH THE TOP THREADED NOT LESS THAN 6 INCHES) OR ANCHOR RODS (ASTM A321). THE TOP END OF THE BOLTS OR RODS SHALL BE GALVANIZED NOT LESS THAN 8 INCHES AND FURNISHED WITH NUTS (ASTM A563, GRADE DH, GALVANIZED, HEAVY HEX) AND FLAT AND LOCK WASHERS. THE LOWER END OF THE BOLTS OR RODS SHALL BE FURNISHED WITH NUTS AND WASHERS. THE NUT SHALL BE TACK WELDED TO THE BOLTS OR ROD.

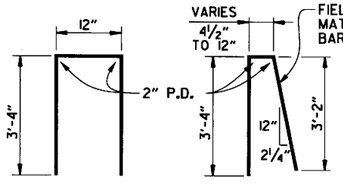
BAR	SIZE	QUANTITY
R3	#4	6
R4	#4	6
S2	#5	12
S3	#5	12
S4	#4	28
S5	#4	28
S6	#4	26
V4	#4	6

SCHEDULE OF REINFORCEMENT FOR EACH 20 FOOT CAST-IN-PLACE SECTION AT LIGHT POLES (EXCLUDING ANCHOR BOLTS). SUBSTITUTE CONVENTIONAL REINFORCING BARS R401 & R403 & LONGITUDINAL #4 BARS IN RAIL WITH REBAR SCHEDULED ABOVE.



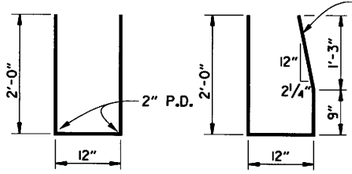
BARS R4 (#4)

BARS R3 (#4)



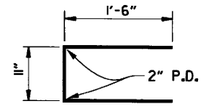
BARS S2 (#5)

BARS S4 (#4)



BARS S3 (#5)

BARS S5 (#4)

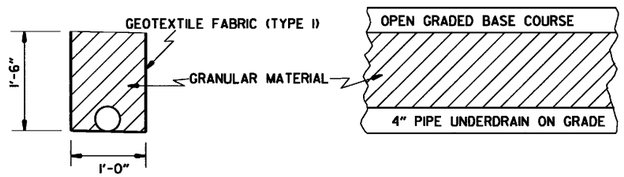


BARS V4 (#4)

SPECIAL DETAILS

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

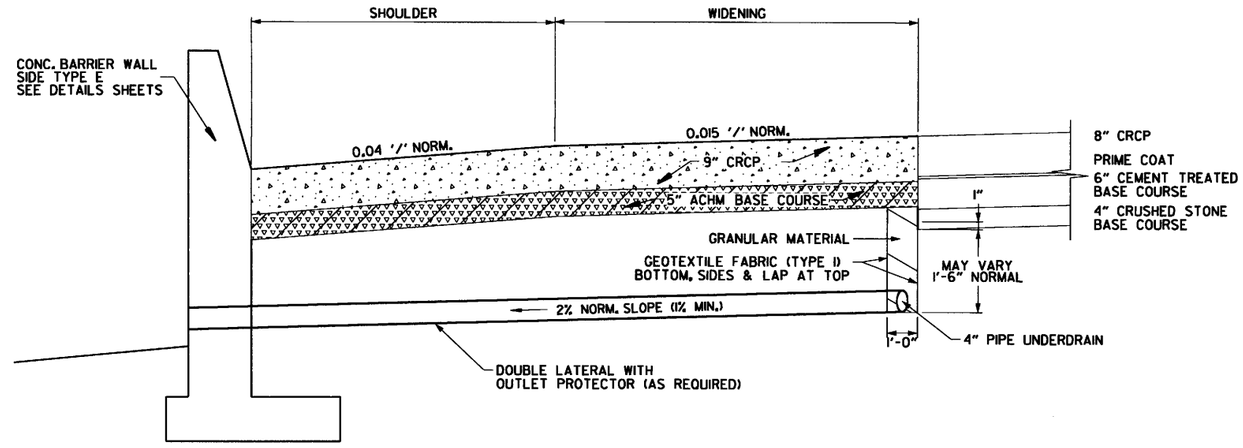


DETAILS OF PIPE UNDERDRAINS

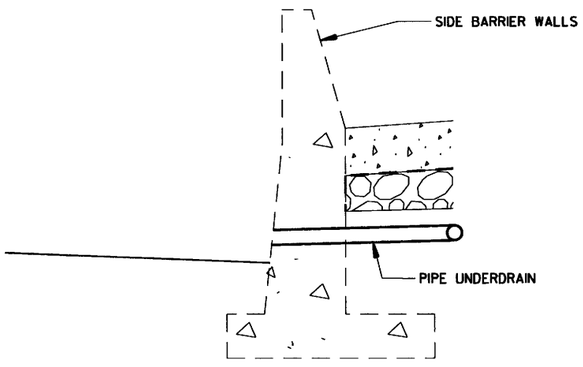
NOTE: GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTIONS 625 FOR TYPE I.

NOTES FOR UNDERDRAIN PIPES:

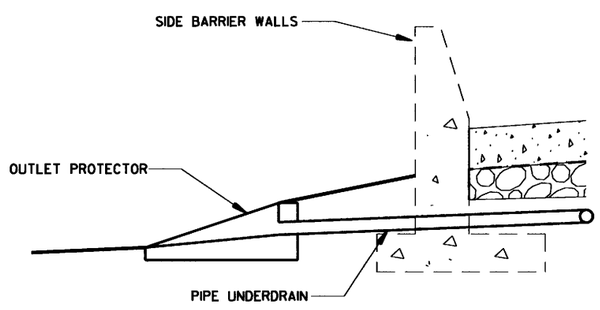
1. REFER TO TYPICAL SECTIONS AND SPECIAL DETAILS FOR PAVEMENT SECTIONS AND BARRIERS.
2. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
3. 4" NON-PERFORATED PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON OR ON STD. DWG. PU-1. 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.
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 SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.
5. AT LOCATIONS WHERE A SINGLE LATERAL IS USED, THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1.) INSTALL OUTLET PROTECTOR AS SHOWN ON STD. DWG. PU-1 AND GROUT THE UNUSED HOLE OR 2.) INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE. PAYMENT SHALL BE INCLUDED IN THE PRICE BID EACH FOR "UNDERDRAIN OUTLET PROTECTORS."
6. ANY EXISTING UNDERDRAINS OR LATERALS ENCOUNTERED SHALL BE REMOVED. EXISTING TRENCHES SHALL BE FILLED WITH SUITABLE MATERIAL AS DETERMINED BY THE ENGINEER AND THOROUGHLY COMPACTED WITH A MECHANICAL TAMPER UNTIL IT IS AS FIRM AND UNYIELDING AS THE SURROUNDING MATERIAL. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.



SIDE UNDERDRAIN



LATERAL THROUGH WALL ABOVE EMBANKMENT



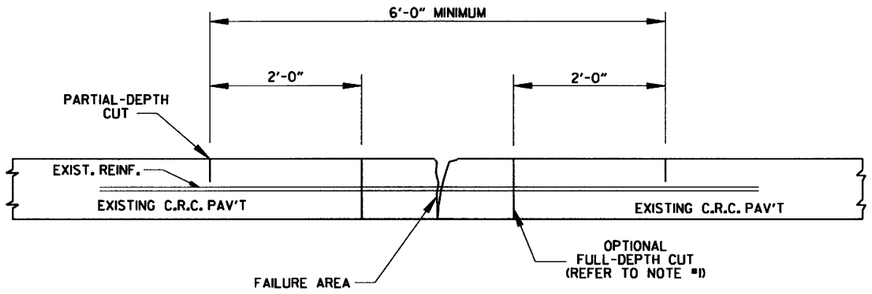
LATERAL THROUGH WALL BELOW EMBANKMENT

SPECIAL DETAILS

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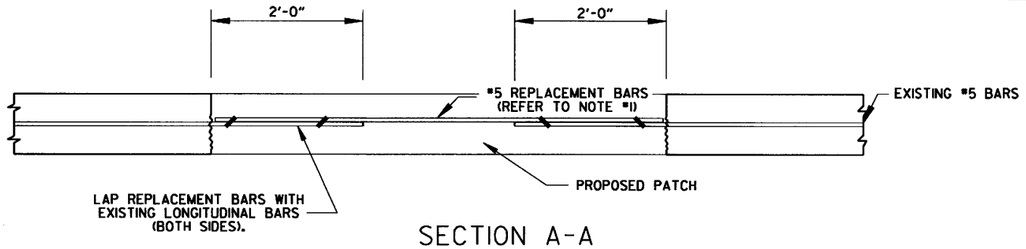
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				6	ARK.			
				JOB NO.		CA0608	34	889

(2) SPECIAL DETAILS



SECTION A-A

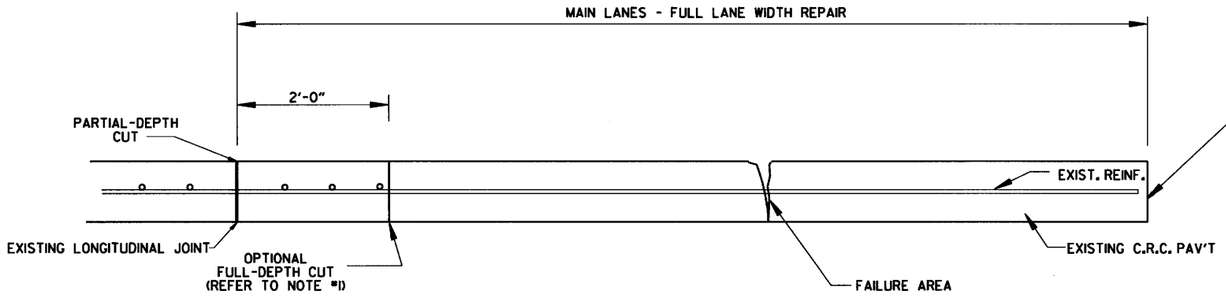
DETAIL SHOWING REMOVAL OF
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT FOR PATCHING



SECTION A-A

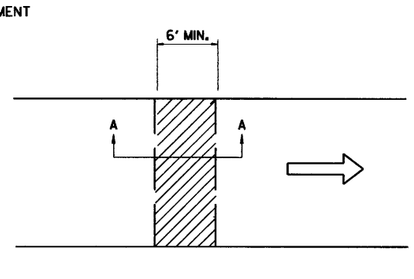
DETAIL SHOWING REINFORCING STEEL IN CONTINUOUSLY REINFORCED
CONCRETE PAVEMENT PATCHING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
7-07-06

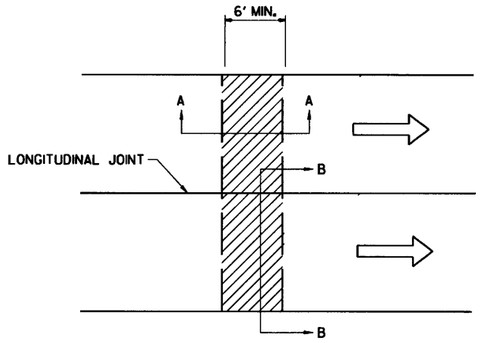


SECTION B-B

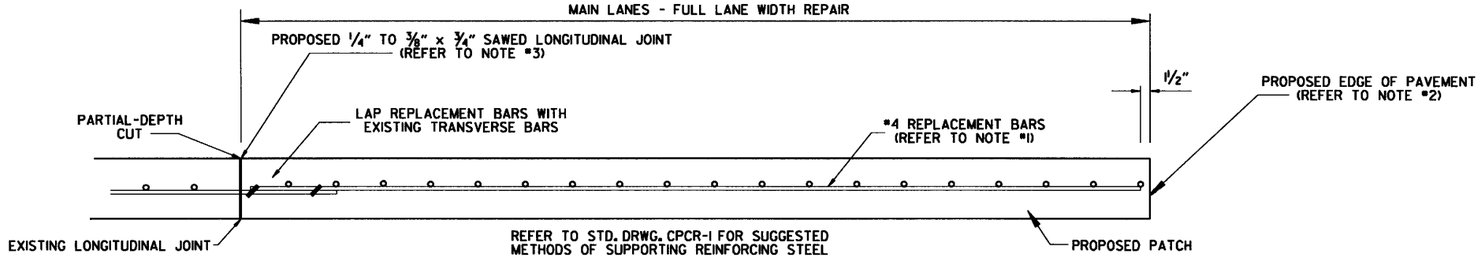
DETAIL SHOWING REMOVAL OF
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT FOR PATCHING



PLAN OF PAVEMENT REPAIR
RAMPS



PLAN OF PAVEMENT REPAIR
MAIN LANES



SECTION B-B

DETAIL SHOWING REINFORCING STEEL IN CONTINUOUSLY REINFORCED
CONCRETE PAVEMENT PATCHING

DETAILS OF CONTINUOUSLY REINFORCED CONCRETE PAVEMENT PATCHING (8" U.T.)

NOTES

1. THE CONTRACTOR SHALL HAVE THE OPTION: (1) TO CONSTRUCT A FULL-DEPTH CUT 2'-0" INSIDE THE BOUNDARY OF THE PATCH AND PROVIDE REPLACEMENT BARS, (2) CONSTRUCT A PARTIAL CUT AND UTILIZE THE EXISTING REINFORCEMENT, OR (3) CONSTRUCT A FULL-DEPTH CUT AT THE BOUNDARY OF THE PATCH AND INSTALL #5 X 32" TIE BARS, EMBEDDED 8" IN THE EXISTING PAVEMENT AND EPOXIED ACCORDING TO SECTION 507 OF THE STANDARD SPECIFICATIONS. THESE TIE BARS SHALL BE LAPPED WITH THE REPLACEMENT BARS AS SHOWN IN SECTION A-A. OPTION 3 MAY BE USED ONLY IF THE ENGINEER DETERMINES THAT THIS METHOD IS ACHIEVING ACCEPTABLE RESULTS.
2. ANY DAMAGE TO, OR LOSS OF EXISTING SHOULDER MATERIAL DURING PAVEMENT PATCHING SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE PRIOR TO REOPENING THE PATCHED LANE TO TRAFFIC.
3. SPACING OF EXISTING REINFORCEMENT IS NOMINAL 30" FOR TRANSVERSE BARS AND 6 1/4" FOR LONGITUDINAL BARS. SPACING OF ADDITIONAL REINFORCEMENT SHALL BE ADJUSTED AS NECESSARY TO MATCH LOCATION OF EXISTING REINFORCEMENT.

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	35	889

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01-17-18				6	ARK.			
				JOB NO.		CA0608	37	889
				②	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

JOHN BARROW RD. 104+00

EXIST. R/W

SIGN

2" ASPHALT SURFACE
SIDEWALK
WHEELCHAIR RAMP (TY. 6)
INTEGRAL CURB (TY. A)
WHEELCHAIR RAMP (TY. 6)
TY. B CURB FACE
+48.22
TY. B CURB FACE
9" R (TYP.)
+19.25
+30.57
17' F-F
2'
6'
TY. B CURB FACE
9° CURVE
13'
+49.00
5' R
INTEGRAL CURB (TY. B)
1' R
8'
307+00
5'
71' R
10' R
5' R
+11.11
80' R
+26.60
25' F-F
7.5'
4'
CURB AND GUTTER (TY. A)
STA. 307+60.26
END ASPHALT CONNECTION
306+00
+35.45
INTEGRAL CURB (TY. A)
STA. 307+12.90
END CONC. RAMP PAVEMENT
BEGIN ASPHALT CONNECTION
RAMP 4

ASPHALT CONNECTION PAVEMENT
INTEGRAL CURB (TY. A)
SIDEWALK
WHEELCHAIR RAMP (TY. 6)
2" ASPHALT SURFACE
STA. 500+61.73
END ASPHALT CONNECTION
BEGIN CONC. RAMP PAVEMENT
2' R
TY. B CURB FACE
+19.25
2'
+42.93
21' F-F
1'
6'
6'
36° CURVE
TY. B CURB FACE
5' R
+35.69
14'
TRAFFIC
2'
2' R
18'
INTEGRAL CURB (TY. A)
+40.18
INTEGRAL CURB (TY. B)
103+00
500+00
A
B
STA. 500+29.62
BEGIN ASPHALT CONNECTION
60' R
5' R
27' F-F
24'
501+00
38' F-F
+63.28
INTEGRAL CURB (TY. A)
27.5'
27.5'
55' F-F
CURB AND GUTTER (TY. A)
WHEELCHAIR RAMP (TY. 6)
502+00
RAMP 3
102+00

TEMH
BE
BE
BE

INTERSECTION DETAILS
JOHN BARROW RD.

(A) C.L. RAMP 4 STA. 307+89.52 =
C.L. JOHN BARROW RD. STA. 102+97.09
∠ = 75°17'12"

(B) C.L. RAMP 3 STA. 500+00.00 =
C.L. JOHN BARROW RD. STA. 102+94.18
∠ = 74°21'21"

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	38	889
				②	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

OUACHITA DR.

EXIST. R/W & C/A

MISSISSIPPI AVE.

202+00

201+00

STA. 201+24.39
END 2" MILL & INLAY

OUACHITA DR.

WHEELCHAIR RAMP (TY. 3)

25' R

2" ASPHALT SURFACE

75' R

SIDEWALK

CURB AND GUTTER (TY. A)

90' R

20' F-F

2' R

34'

3'

9" R (TYP.)

6'

8.5'

35'

1' R

2.5'

5' R

3'

CONC. ISLAND WITH TY. C CURB FACE (TYPICAL)

24'

50' R

EXIST. R/W

BIKEWAY

308

309

75' R

EXIST C/A

RODNEY PARHAM RD.

97+00

55' F-F

25'

98+00

STA. 97+10.00
BEGIN 2" MILL & INLAY

800+00

+84.45

STA. 800+85.68
END ASPHALT CONNECTION
BEGIN CONC. RAMP PAVEMENT

INTEGRAL CURB (TY. B)

801+00

19'

38' F-F

802+00

RAMP 3

70' R

200'

99+00

5' R

50' R

CURB AND GUTTER (TY. A)

WHEELCHAIR RAMP (TY. 3)

SIDEWALK

306

5.5'

5.5'

WHEELCHAIR RAMP (TY. 3)

CURB AND GUTTER (TY. A)

400' R

28.5'

28.5'

BIKEWAY

1126+00

1127+00

I-630

Ⓐ C.L. MISSISSIPPI AVE. STA. 200+00.00 =
C.L. RODNEY PARHAM RD. AVE. 98+70.60
∠ = 71°59'10"

Ⓑ C.L. MISSISSIPPI AVE. STA. 200+16.93
C.L. RAMP 3 STA. 800+00.00
∠ = 68°46'09"

INTERSECTION DETAILS
RODNEY PARHAM RD.

SPECIAL DETAILS

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	39	889

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2018-01-17

(A) C.L. RODNEY PARHAM RD. STA. 111+61.28 =
C.L. RAMP 1 STA. 914+90.57
∠ = 91°46'18"

(B) C.L. RODNEY PARHAM RD. STA. 111+89.58 =
C.L. RAMP 2 STA. 1000+00.00
∠ = 89°26'38"

RAMP 1
RAMP 2
RODNEY PARHAM RD.
EXIST. R/W & C/A
EXIST. R/W
INTEGRAL CURB (TY. A)
INTEGRAL CURB (TY. B)
31°15' CURVE
STA. 914+40.00 END CONC. RAMP PAVEMENT
STA. 1000+50.00 BEGIN CONC. RAMP PAVEMENT
STA. 113+68.88 END 2" MILL & INLAY
CURB (TY. B)
WHEELCHAIR RAMP (TY. 3)
WHEELCHAIR RAMP (TY. 4)
135' R
185' R
SIDEWALK
LIMIT OF CONC. RAMP PAVEMENT
CURB AND GUTTER (TY. A)
CONC. ISLAND WITH TY. C CURB FACE
2" ASPHALT SURFACE
CURB (TY. A)
9" R (TYP.)
38' R
63' R
50' R
+34.41
+92.27
+84.48
+13.36
+30.68
+40.47
+48.09
+73.99
+65.91
+12.97
+06.81
+37.40
+58.57
+78.54
913+00
914+00
916+00
1000+00
1001+00
1002+00
1003+00
1004+00
1005+00
1006+00
110+00
111+00
112+00
113+00
114+00
32' F-F
20' F-F
24' F-F
26' F-F
27' F-F
46' F-F
6'
3'
7.5'
9.5'
25'
24'
28'
17'
14'
4'
5'
2'
1'
1' R
2' R
3' R
5' R
7' R
1'-5" R
INTERSECTION DETAILS
RODNEY PARHAM RD.
SPECIAL DETAILS

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				JOB NO.		CA0608	40	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR ADL
2017-07-06

BAPTIST HEALTH

RAMP 4

RAMP 3

RAMP 2

RAMP 1

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

1055

1060

1065

1070

C.L. I-630 MEDIAN

E-5

E-7

E-11

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1055+00 TO STA. 1070+00

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7/6/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	41	889
				②	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2017-04-01

EXIST. R/W

EXIST. R/W & C/A

EXIST. C/A

RAMP 4

RAMP 1

1070

1075

1080

1085

C.L. I-630 MEDIAN

E-11 E-5 E-7

EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1070+00 TO STA. 1085+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	42	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-04-01

9/1/2017 1:2452 PM
CSilver

EXIST. R/W & C/A
EXIST. R/W
EXIST. R/W, C/A
100 YR. FLOODPLAIN LIMIT
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
JOHN BARROW RD.
RAMP 1
RAMP 2
RAMP 3
RAMP 4
1085
1090
1095
1100
E-11
E-7
E-5

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1085+00 TO STA. 1100+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	43	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12465
SHAHRIAR AZAD
2-17-17

8:09:57 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. R/W & C/A
25' BUFFER ZONE
100 YR. FLOODPLAIN LIMIT
PAVED DRAIN
C.L. I-630 MEDIAN
RAMP 4
EXIST. C/A
1100
1105
1110
1115
E-5
E-6
E-7
E-11

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1100+00 TO STA. 1115+00

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7/6/2017
CSilver

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12644
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	44	889

(2) TEMPORARY EROSION CONTROL DETAILS

RODNEY PARHAM RD.
EXIST. R/W & C/A
100 YR. FLOODPLAIN LIMIT
25' BUFFER ZONE
EXIST. R/W
EXIST. C/A
RAMP 3
SIGN
C.L. I-630 MEDIAN
T.C.E.
1115
1120
1125
1130
E-6
E-7
E-11
E-15

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1115+00 TO STA. 1130+00

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7/6/2017
CSilver

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	45	889

(2) TEMPORARY EROSION CONTROL DETAILS

EXIST. R/W

RAMP 3

EXIST. C/A

1130

1135

1140

1145

SIGN

C.L. I-630 MEDIAN

RAMP 1

RAMP 2

18" X 151' TEMP. CULVERT

EXIST. R/W & C/A

100 YR. FLOODPLAIN LIMIT

E-7

E-11

E-3

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 1
TEMPORARY EROSION CONTROL DETAILS
STA. 1130+00 TO STA. 1145+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	46	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRMR ASAD

2017-07-06

8:10:35 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
E-15
C.L. I-630 MEDIAN
1145
1150
1155
1160
SIGN
BILLBOARD
HUGHES ST.

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1145+00 TO STA. 1160+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	47	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12461
SHAHRIAR HEAD
2017-07-06

8:10:46 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
M.O.
T.C.E.
EXIST. R/W & C/A
SIGN
1160
1165
1170
1175
C.L. I-630 MEDIAN
EXIST. C/A
SIGN
EXIST. R/W

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 1
TEMPORARY EROSION CONTROL DETAILS
STA. 1160+00 TO STA. 1175+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	48	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13604
SHAHRIAR AZAD
2017-07-06

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

DIRECTION OF TRAFFIC

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

EXIST. C/A & FENCE

RAMP 1

RAMP 2

RAMP 3

RAMP 4

RAMP 5

RAMP 6

18" X 60' TEMP. CULVERT

SIGN

UNIVERSITY AVE.

C.L. I-630 MEDIAN

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

1175 1180 1185 1190

E-6 E-11 E-3 E-7

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 1175+00 TO STA. 1190+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	49	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
12-07-06

RAMP 1
RAMP 2
RAMP 3
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
100 YR. FLOODPLAIN LIMIT
RODNEY PARHAM RD.
T.C.E.
125' BUFFER ZONE
105
130
125

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 102+00 TO STA. 115+00

8:11:12 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	50	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZMI
2017-04-01

BAPTIST HEALTH

RAMP 1

RAMP 2

RAMP 3

RAMP 4

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

C.L. I-630 MEDIAN

1055

1060

1065

1070

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1055+00 TO STA. 1070+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	51	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-04-01

EXIST. R/W

EXIST. R/W & C/A

EXIST. C/A

RAMP 4

RAMP

1070

1075

C.L. I-630 MEDIAN

1080

1085

EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1070+00 TO STA. 1085+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	52	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
7-17-66

8:11:48 AM
7/6/2017
CSilver

EXIST. R/W, C/A & FENCE
EXIST. R/W
EXIST. R/W, C/A & FENCE
100 YR. FLOODPLAIN LIMIT
EXIST. R/W
EXIST. C/A & FENCE
RAMP 4
RAMP 3
JOHN BARROW RD.
RAMP 2
RAMP 1
EXIST. R/W, C/A & FENCE
EXIST. R/W, C/A & FENCE
1085
1090
1095
1100
C.L. I-630 MEDIAN
18" X 17' TEMP. PIPE AND ST INLET
18" X 26' TEMP. PIPE AND ST INLET

E-II SILT FENCE
E-7 DROP INLET SILT FENCE
II-3
E-5 SAND BAG DITCH CHECKS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-II SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1085+00 TO STA. 1100+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	53	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

EXIST. R/W
EXIST. R/W & C/A
25' BUFFER ZONE
100 YR. FLOODPLAIN LIMIT
PAVED DRAIN
C.L. I-630 MEDIAN
EXIST. C/A
18" X 135' TEMP. CULVERT
RAMP 4
1100
1105
1110
1115

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1100+00 TO STA. 1115+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	54	889

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
7-07-06

8:12:12 AM
7/6/2017
CSilver

RODNEY PARHAM RD.
EXIST. R/W & C/A
100 YR. FLOODPLAIN LIMIT
25' BUFFER ZONE
EXIST. R/W
EXIST. C/A
RAMP 3
C.L. I-630 MEDIAN
T.C.E.
SIGN
1115
1120
1125
1130

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1115+00 TO STA. 1130+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	55	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 11404
2017-07-06

8:12:27 AM
7/6/2017
CSilver

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EXIST. R/W
EXIST. C/A
RAMP 3
RAMP 1
RAMP 2
C.L. I-630 MEDIAN
1130
1135
1140
1145
100 YR. FLOODPLAIN LIMIT
EXIST. R/W & C/A
SIGN

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1130+00 TO STA. 1145+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	56	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2017-07-06

8:12:38 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
1145
1150
1155
1160
E-7
E-11
BILLBOARD
HUGHES ST.

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1145+00 TO STA. 1160+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	57	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12411
SHAHRIAR AZAD
2017-07-06

8:12:51 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W
C.L. I-630 MEDIAN
SIGN
1160
1165
1170
1175
E-7
E-11

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1160+00 TO STA. 1175+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	58	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2017-07-06

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

EXIST. R/W
EXIST. C/A
TEMP. ST GRATE INLET
18" X 60' TEMP. CULVERT
EXIST. R/W & C/A
RAMP 6
RAMP 5
RAMP 4
RAMP 1
RAMP 2
RAMP 3
1175
1180
1185
1190
C.L. I-630 MEDIAN
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
UNIVERSITY AVE.

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 1175+00 TO STA. 1190+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	59	889

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12466
SHAHRIAR AZAD
2-17-17

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7/6/2017
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EXIST. R/W
EXIST. C/A
RAMP 1
RAMP 2
RAMP 3
1135
1130
1125
C.L. I-630 MEDIAN
RODNEY PARHAM RD.
100 YR. FLOODPLAIN LIMIT
25' BUFFER ZONE
T.C.E.
EXIST. R/W & C/A
EXIST. R/W
EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 102+00 TO STA. 115+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	60	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2017-04-01

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
BAPTIST HEALTH
RAMP 4
RAMP 3
RAMP 2
RAMP 1
1055
1060
1065
1070
C.L. I-630 MEDIAN
STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1055+00 TO STA. 1070+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	61	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-01

EXIST. R/W
EXIST. R/W & C/A
EXIST. C/A
RAMP 4
RAMP 1
C.L. I-630 MEDIAN
1070
1075
1080
1085
E-11
E-5
E-7

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1070+00 TO STA. 1085+00

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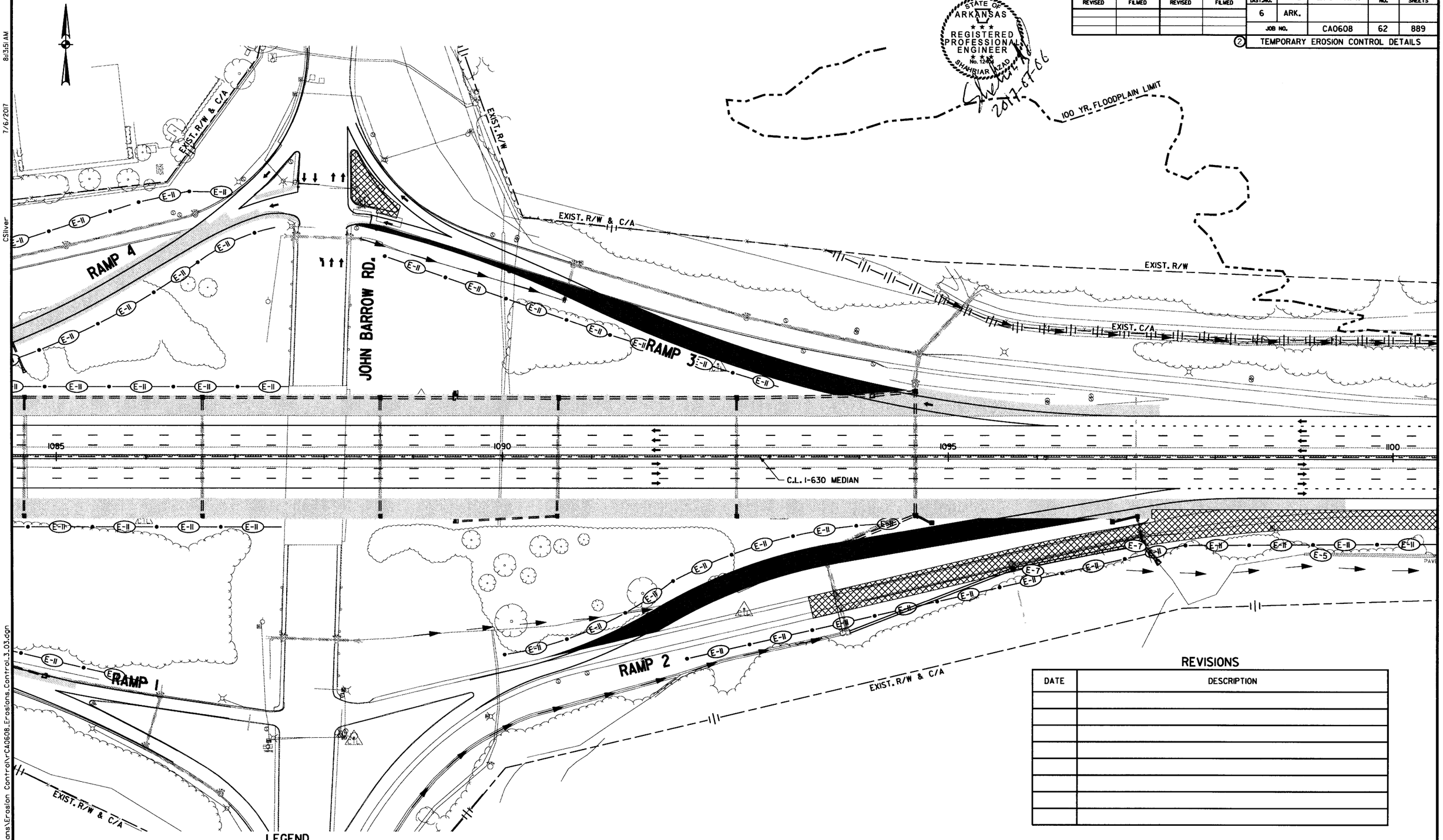
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	62	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12811
SHAHRIAR AZAD
2017-07-06

8:13:51 AM
7/6/2017
CSilver



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-II) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1085+00 TO STA. 1100+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	63	889

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

8:14:04 AM
7/6/2017
CSilver

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EXIST. R/W
EXIST. R/W & C/A
25' BUFFER ZONE
100 YR. FLOODPLAIN LIMIT
PAVED DRAIN
RAMP 4
C.L. I-630 MEDIAN
1100
1105
1110
1115
E-11
E-5
E-6

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1100+00 TO STA. 1115+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	64	889

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12409
SHAHRIAR AZAD

100 YR. FLOODPLAIN LIMIT

RODNEY PARHAM RD.

EXIST. R/W. C/A & FENCE

25' BUFFER ZONE

EXIST. R/W

EXIST. C/A

RAMP 3

C.L. I-630 MEDIAN

EXIST. R/W & C/A

T.C.E.

SIGN

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1115+00 TO STA. 1130+00

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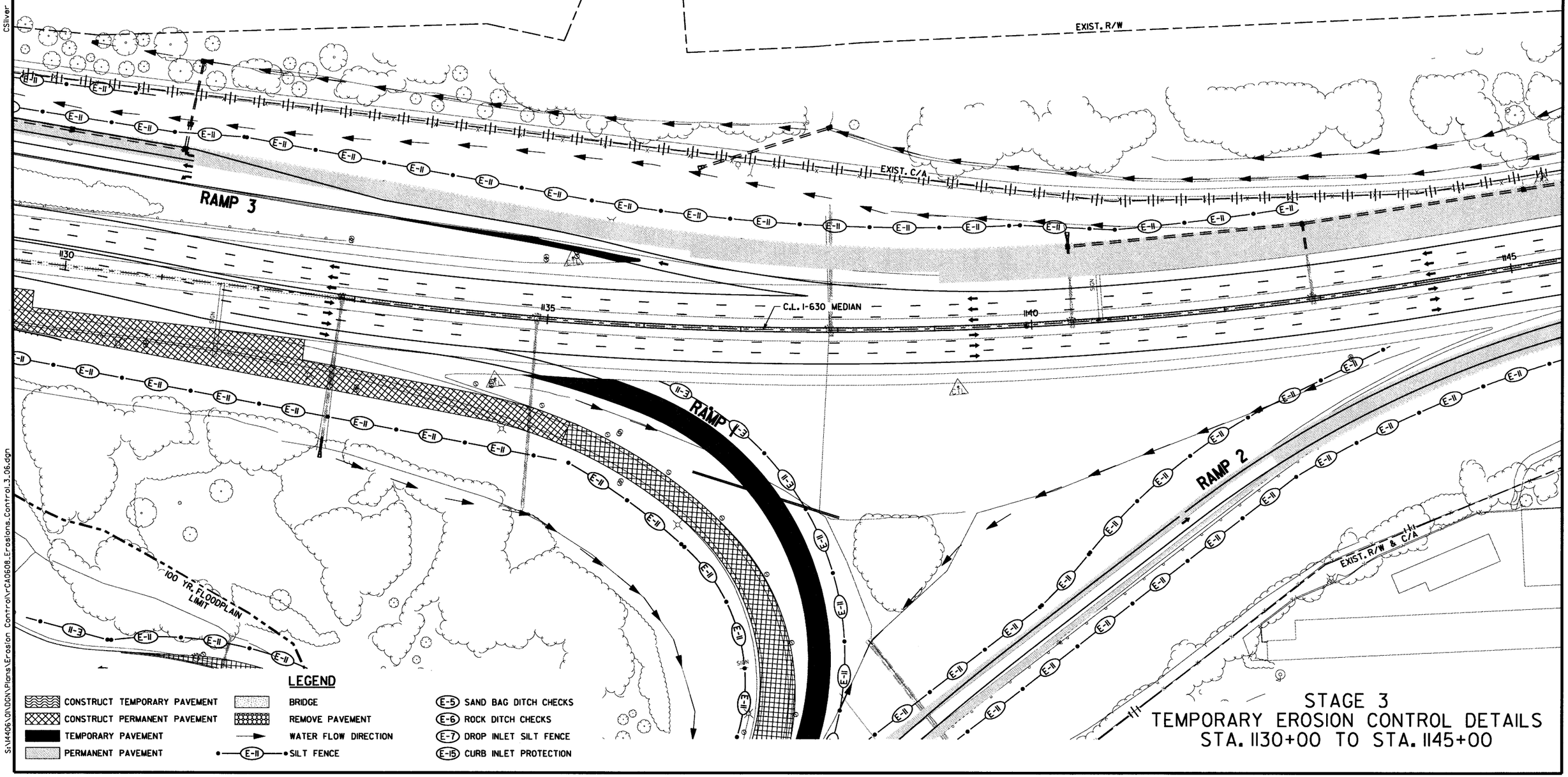
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	65	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 10404
SHAHRIAR AZAD
2017-07-06

REVISIONS

DATE	DESCRIPTION

8:14:25 AM
7/6/2017
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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-II) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1130+00 TO STA. 1145+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	66	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM RIZAD
2017-07-06

8:14:40 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
1145
1150
1155
1160
E-11
BILLBOARD
HUGHES ST.

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1145+00 TO STA. 1160+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	67	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12404
2017-07-06

8:14:51 AM
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CSilver

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W
M-O
SIGN
C.L. I-630 MEDIAN
1160
1165
1170
1175
E-11

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1160+00 TO STA. 1175+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	68	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR ADL
2017-07-06

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
RAMP 1
RAMP 2
RAMP 3
RAMP 4
RAMP 5
RAMP 6
UNIVERSITY AVE.
C.L. I-630 MEDIAN
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
1175
1180
1185
1190

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 1175+00 TO STA. 1190+00

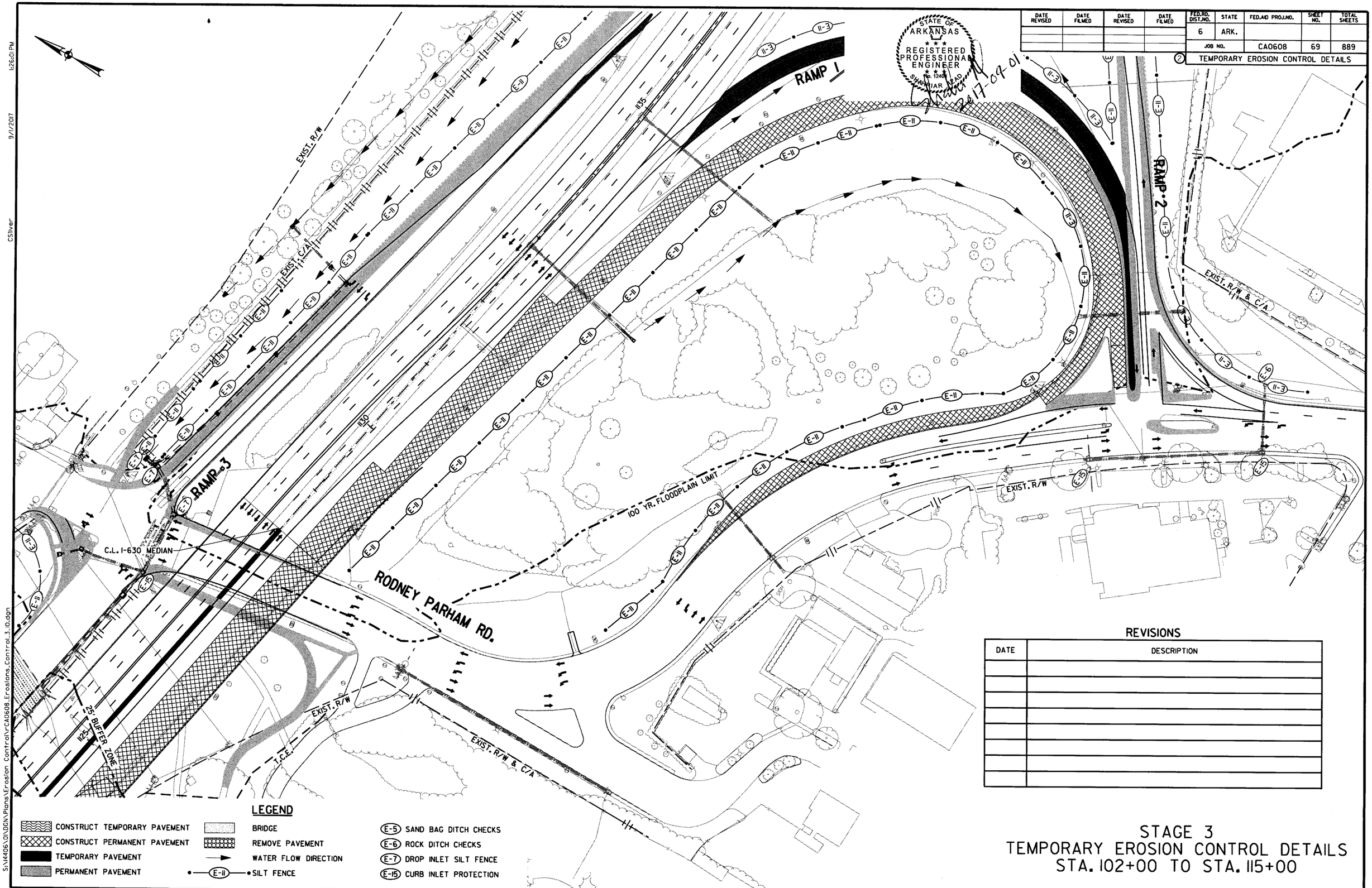
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	69	889
				TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHANNIAR LEAD

9-17-01



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 102+00 TO STA. 115+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	70	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAD
2017-07-06

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7/6/2017
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BAPTIST HEALTH

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A

RAMP 1
RAMP 2
RAMP 3
RAMP 4

E-5
E-7

1055
1060
1065
1070

C.L. I-630 MEDIAN

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1055+00 TO STA. 1070+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	71	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZMI
2017-07-06

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7/6/2017
CSilver

EXIST. R/W
EXIST. R/W & C/A
EXIST. C/A
SIGN
E-5
E-7
RAMP 4
RAMP 1
1070
1075
1080
1085
C.L. I-630 MEDIAN
EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1070+00 TO STA. 1085+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	72	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
7-17-17

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7/6/2017
CSilver

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EXIST. R/W & C/A
EXIST. R/W
100 YR. FLOODPLAIN LIMIT
RAMP 4
RAMP 3
RAMP 2
RAMP 1
EXIST. C/A
1085
1090
1095
1100
C.L. I-630 MEDIAN
E-11
E-5

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1085+00 TO STA. 1100+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	73	889

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2017-07-06

8:16:05 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. R/W & C/A
25' BUFFER ZONE
100 YR. FLOODPLAIN LIMIT
EXIST. C/A
PAVED DRAIN
C.L. I-630 MEDIAN
1100
1105
1110
1115
E-5
E-6
E-11

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1100+00 TO STA. 1115+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	74	889

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZAD
7-07-66
2017

8:16:15 AM
7/6/2017
CSilver

100 YR. FLOODPLAIN LIMIT
RODNEY PARHAM RD.
EXIST. R/W & C/A
E-6
E-7
25' BUFFER ZONE
EXIST. R/W
EXIST. C/A
RAMP 3
E-11
E-15
1115
1120
1125
C.L. I-630 MEDIAN.
1130
T.C.E.
SIGN
RODNEY PARHAM RD.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1115+00 TO STA. 1130+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	75	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12004
SHAHRIAR AZAD
2017-07-06

REVISIONS

DATE	DESCRIPTION

EXIST. R/W

EXIST. C/A

RAMP 3

RAMP 1

RAMP 2

1130

1135

1140

1145

C.L. I-630 MEDIAN

SIGN

100 YR. FLOODPLAIN LIMIT

EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1130+00 TO STA. 1145+00

8:16:29 AM
7/6/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	76	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR AZAD
7-7-17

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7/6/2017
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EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
1145
1150
1155
1160
BILLBOARD
HUGHES ST.

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1145+00 TO STA. 1160+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	77	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12480
SHAHRIAR AZAD
2017-07-06

8:16:52 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
M-O
SIGN
EXIST. R/W & C/A
1160
1165
1170
1175
C.L. I-630 MEDIAN
EXIST. C/A
EXIST. R/W

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1160+00 TO STA. 1175+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	78	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZAD

2017-07-06

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

EXIST. R/W
EXIST. C/A
RAMP 6
RAMP 5
EXIST. R/W & C/A
RAMP 4
EXIST. R/W & C/A
1175
1180
1185
1190
C.L. I-630 MEDIAN
RAMP 1
RAMP 2
RAMP 3
E-7
E-6
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
UNIVERSITY AVE.
EXIST. C/A
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 1175+00 TO STA. 1190+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	79	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
STEPHRIAN MAO
2-17-17

7/6/2017 8:17:18 AM CSilver

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EXIST. R/W
EXIST. C/A
I-30
I-30
I-30

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	80	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17804
SHAHRIAR AZAD
2017-07-06

BAPTIST HEALTH

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W & C/A

RAMP 1
RAMP 2
RAMP 3
RAMP 4

E-5
E-7
E-7

C.L. I-630 MEDIAN

1055
1060
1065
1070

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1055+00 TO STA. 1070+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	81	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2017-07-06

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EXIST. R/W

EXIST. R/W & C/A

EXIST. C/A

E-5

E-7

RAMP 4

1070

1075

C.L. I-630 MEDIAN

1080

1085

SIGN

RAMP 1

EXIST. R/W & C/A

E-7

E-5

E-5

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1070+00 TO STA. 1085+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	82	889
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12804
SHAHRIAR ADIB
2017-07-06

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EXIST. R/W & C/A
EXIST. R/W
EXIST. R/W & C/A
100 YR. FLOODPLAIN LIMIT
EXIST. R/W
EXIST. C/A
RAMP 4
RAMP 3
RAMP 2
RAMP 1
EXIST. R/W & C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
1085
1090
1095
1100
E-5

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1085+00 TO STA. 1100+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	83	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRAM IZAD

7/6/2017

EXIST. R/W & C/A
25' BUFFER ZONE
EXIST. R/W
100 YR. FLOODPLAIN LIMIT
E-5 PAVED DRAIN
RAMP 4
C.L. I-630 MEDIAN
1100
1105
1110
1115
E-6
EXIST. R/W & C/A

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1100+00 TO STA. 1115+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	84	889

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR HZAD
No. 12419
2017-07-06

RODNEY PARHAM RD.

100 YR. FLOODPLAIN LIMIT

EXIST. R/W & C/A

EXIST. R/W

EXIST. C/A

25' BUFFER ZONE

T.C.E.

RAMP 3

C.L. I-630 MEDIAN

1115 1120 1125 1130

SIGN

E-6 E-7 E-15

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1115+00 TO STA. 1130+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	85	889
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017-07-06

REVISIONS

DATE	DESCRIPTION

8:18:30 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
RAMP 3
1130
1135
C.L. I-630 MEDIAN
1140
1145
SIGN
RAMP 1
RAMP 2
B
100 YR. FLOODPLAIN LIMIT
EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1130+00 TO STA. 1145+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	86	889
				②	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR AZAD
24 Oct 06

8:18:40 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
1145
1150
1155
1160
MH
BILLBOARD
HUGHES ST.

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1145+00 TO STA. 1160+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	87	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12449
SHAHRAM AZAD
2017-07-06

8:18:56 AM
7/6/2017
CSilver

EXIST. R/W
EXIST. C/A
M.O
SIGN
EXIST. R/W & C/A
C.L. I-630 MEDIAN
1160
1165
1170
1175
EXIST. C/A
EXIST. R/W

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECKS
- (E-6) ROCK DITCH CHECKS
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1160+00 TO STA. 1175+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	88	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
20170706

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

EXIST. R/W
EXIST. C/A
RAMP 6
RAMP 5
EXIST. R/W & C/A
RAMP 4
1175
1180
1185
1190
C.L. I-630 MEDIAN
RAMP 1
RAMP 2
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
UNIVERSITY AVE.
RAMP 3
E-6
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 1175+00 TO STA. 1190+00

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7/6/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	89	889

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR PEAD
2017.07.06

RAMP 1
RAMP 2
RAMP 3
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. I-630 MEDIAN
100 YR. FLOODPLAIN LIMIT
RODNEY PARHAM RD.
25' BUFFER ZONE
T.C.E.
E-6
E-7
E-15

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECKS
- E-6 ROCK DITCH CHECKS
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

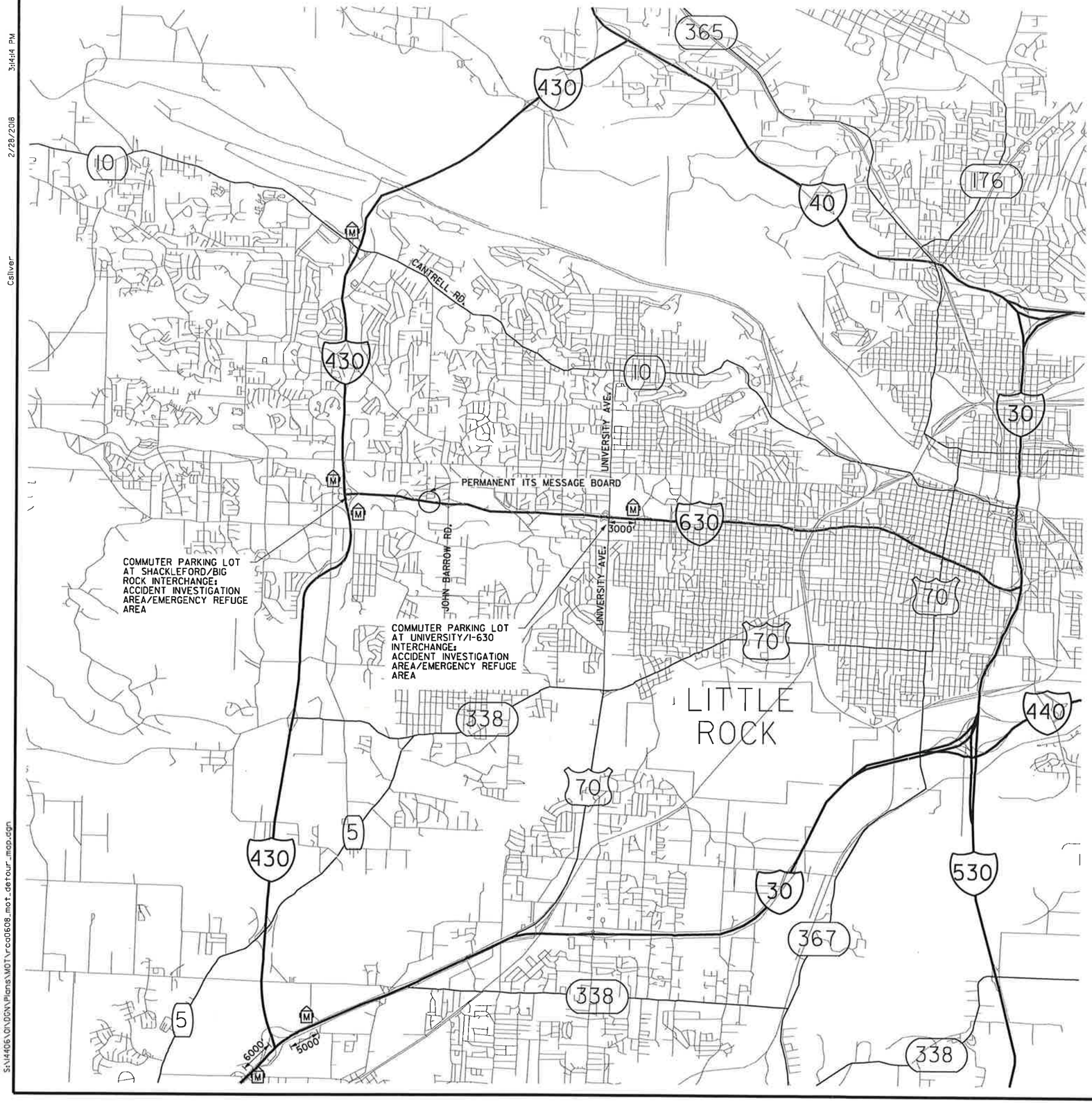
STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 102+00 TO STA. 115+00

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2/28/2018
CSilver

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	90	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER L. RAU
No. 13406
2018-02-28



NOTE:

1. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED FOR THE VARIOUS STAGES OF DETOUR AS DETERMINED BY THE ENGINEER.
2. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED FOR THE ENTIRE DURATION OF BRIDGE DEMOLITION, UNIVERSITY AVENUE BRIDGE APPROACH SLAB RECONSTRUCTION, AND GIRDER ERECTION AND TWO WEEKS PRIOR TO THE BRIDGE GIRDER ERECTION OPERATIONS.
3. PRIOR TO THE BRIDGE DEMOLITION, UNIVERSITY AVENUE BRIDGE APPROACH SLAB RECONSTRUCTION, AND GIRDER ERECTION OPERATIONS, THE MESSAGE SHALL SAY "CONSTRUCTION ALONG I-630 FROM DATE TO DATE" OR OTHER MESSAGE AS DIRECTED BY THE ENGINEER.
4. DURING THE BRIDGE DEMOLITION, UNIVERSITY AVENUE BRIDGE APPROACH SLAB RECONSTRUCTION, AND GIRDER ERECTION OPERATIONS, THE MESSAGE SHALL SAY "CONSTRUCTION I-630; TAKE ALTERNATIVE ROUTE" OR OTHER MESSAGE AS DIRECTED BY THE ENGINEER.

(M) - PORTABLE CHANGEABLE MESSAGE SIGN

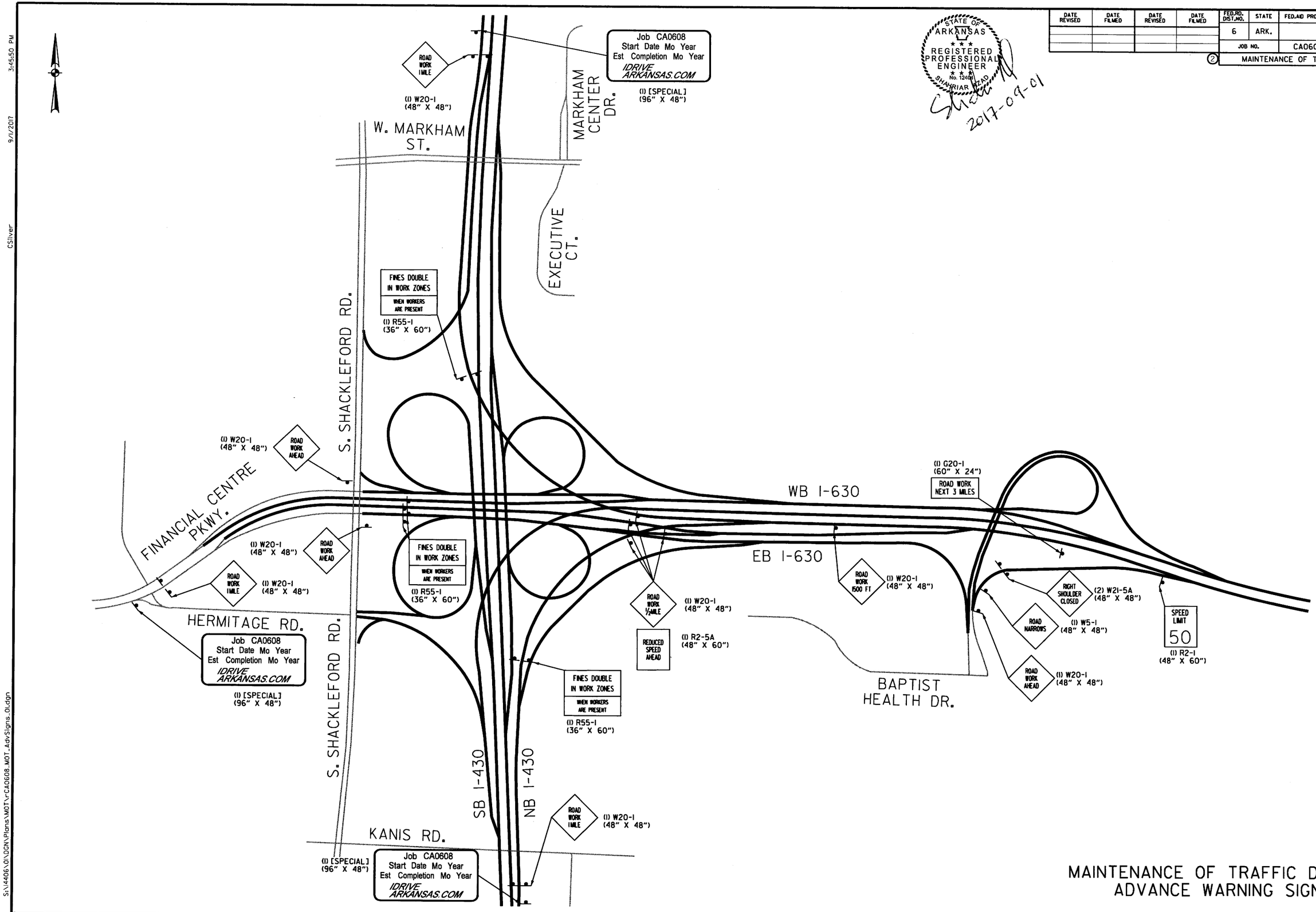
MAINTENANCE OF TRAFFIC DETAILS CHANGEABLE MESSAGE SIGNS FOR BRIDGE DEMOLITION AND GIRDER ERECTION AND LOCATIONS OF ACCIDENT INVESTIGATION AREA/EMERGENCY REFUGE AREA

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9/1/2017 3:45:50 PM
CSilver

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2017-09-01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	91	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

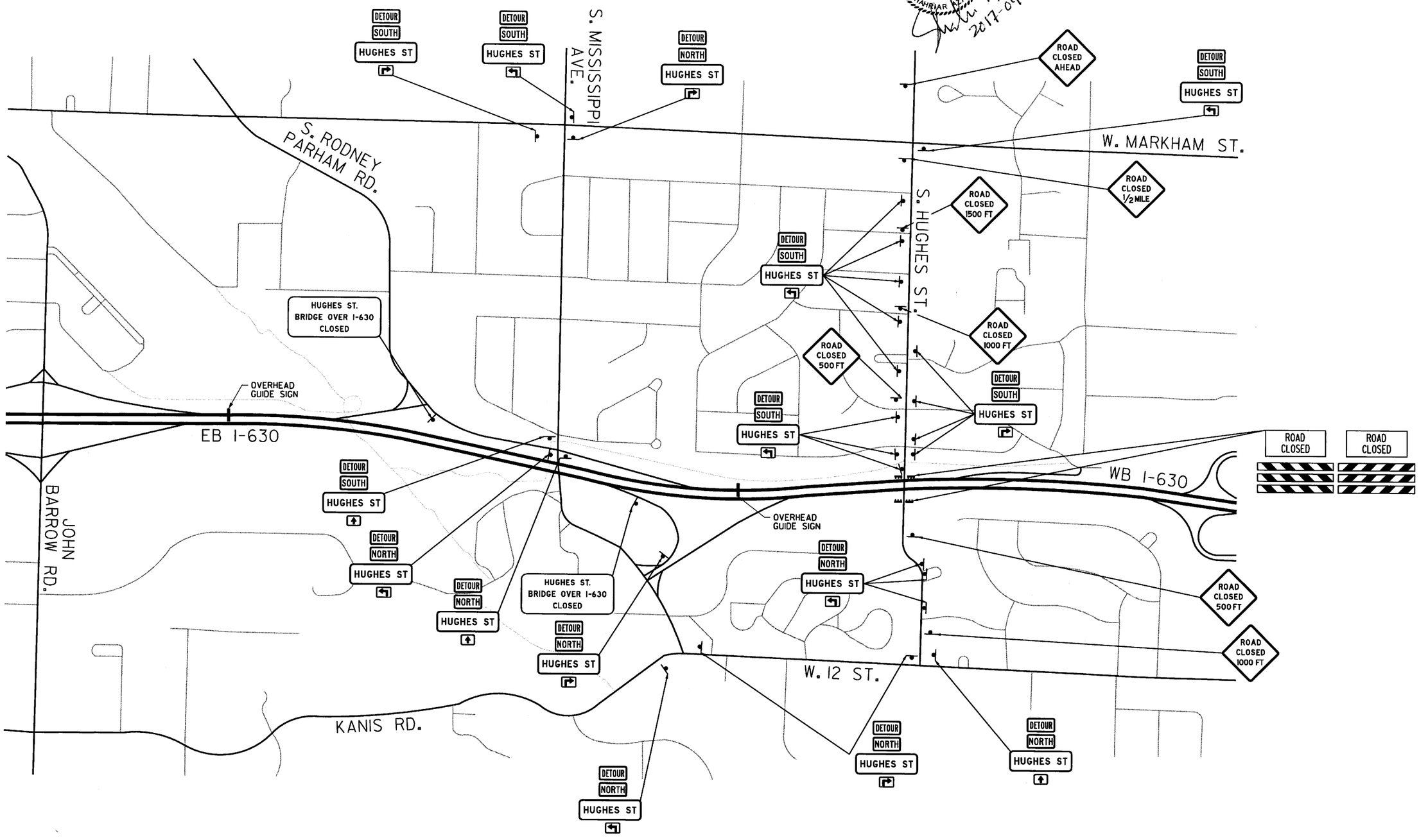


MAINTENANCE OF TRAFFIC DETAILS
ADVANCE WARNING SIGNS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	92	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR SHAD
2017-09-01



MAINTENANCE OF TRAFFIC DETAILS
DETOUR PLAN FOR
HUGHES ST. BRIDGE CONSTRUCTION

3:45:53 PM
9/1/2017
CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	93	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

NOTES:
1. PLACE PORTABLE MESSAGE SIGN 1/4 MILE IN ADVANCE OF UNIVERSITY AVE. EXIT 5A.
2. PORTABLE MESSAGE SIGNS SHALL BE USED AS DIRECTED BY THE ENGINEER.

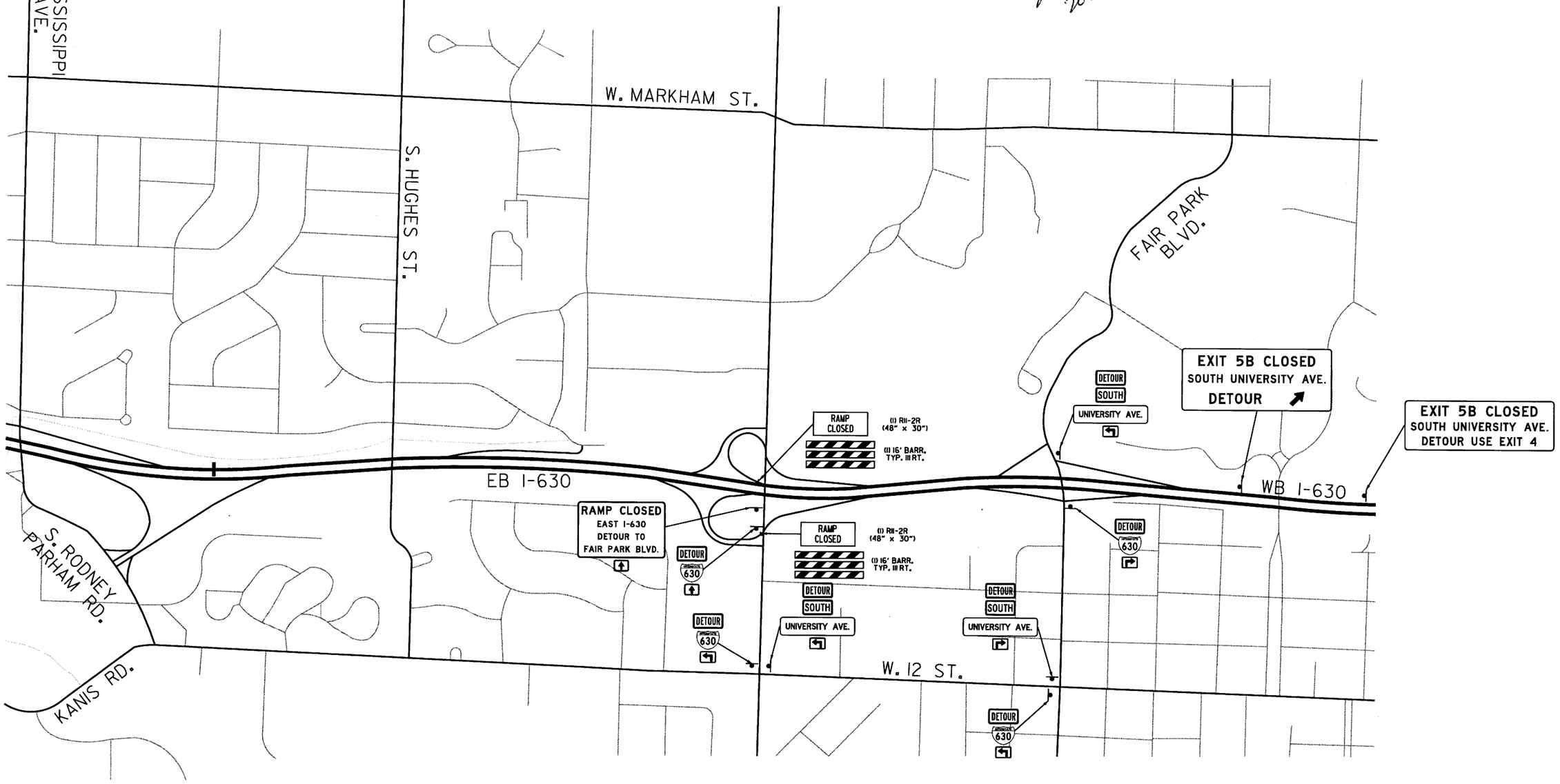
W. MARKHAM ST.
S. RODNEY PARHAM RD.
S. MISSISSIPPI AVE.
S. HUGHES ST.
S. UNIVERSITY AVE.
EB I-630
WB I-630
W. 12 ST.
KANIS RD.
1000'
OVERHEAD GUIDE SIGN
PORTABLE MESSAGE SIGN
14 TRAFFIC DRUMS @ 30' O.C. ALONG 400' TAPER TO CLOSE EB RODNEY PARHAM RIGHT LANE. CONTINUE 20 TRAFFIC DRUMS @ 30' O.C. FOR 600' TO INTERSECTION.
W4-2R (48"x48")
* PLACE ADDITIONAL SIGN 1000' IN ADVANCE OF THIS LOCATION.
PORTABLE MESSAGE SIGN (SEE NOTE 1)
ROAD CLOSED
ROAD CLOSED AHEAD
ROAD CLOSED 1/2 MILE
ROAD CLOSED 1500 FT
ROAD CLOSED 1000 FT
ROAD CLOSED 500 FT
DETOUR SOUTH RODNEY PARHAM RD
DETOUR NORTH MISSISSIPPI AVE RODNEY PARHAM RD

MAINTENANCE OF TRAFFIC DETAILS
DETOUR PLAN FOR BRIDGE CONSTRUCTION OVER RODNEY PARHAM RD.

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2/27/2018
CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	94	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12814
SHAHRIAR AZAD
2017-09-01



MAINTENANCE OF TRAFFIC DETAILS
DETOUR PLAN FOR
UNIVERSITY AVE. RAMP CLOSURE

CSilver 9/1/2017 3:45:59 PM

S:\4406\GINGGN\Plans\MOT\DetourArca0608_mot_detour_03.dgn

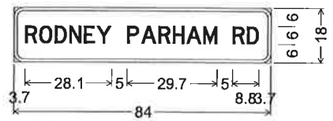
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	95	889

(2) MAINTENANCE OF TRAFFIC DETAILS

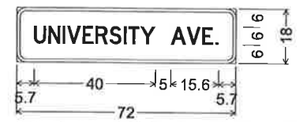
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12263
SHANNAR K. ZAID
2018-02-27



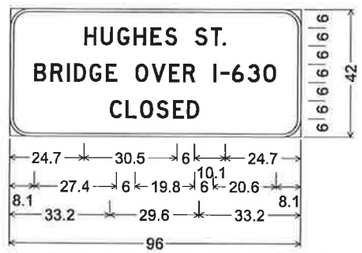
3.0" Radius, 1.0" Border, Black on Orange;
[HUGHES ST] D;



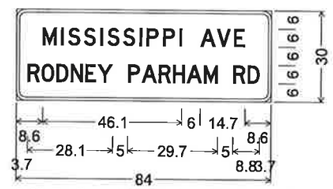
3.0" Radius, 1.0" Border, Black on Orange;
[RODNEY] D 50% spacing;
[PARHAM] D 50% spacing;
[RD] D 50% spacing;



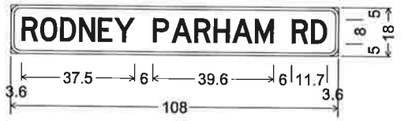
3.0" Radius, 1.0" Border, Black on Orange;
[UNIVERSITY] D 50% spacing;
[AVE.] D 50% spacing;



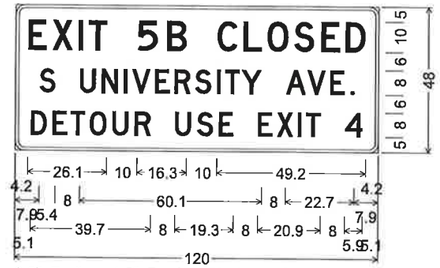
6.0" Radius, 1.0" Border, Black on Orange;
[HUGHES ST.] D;
[BRIDGE OVER I-630] D;
[CLOSED] D;



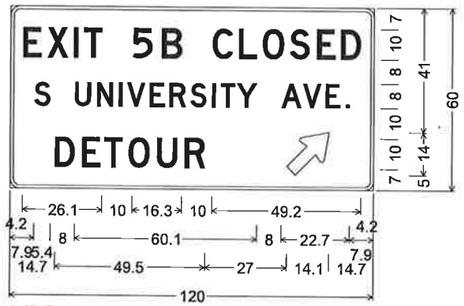
3.0" Radius, 1.0" Border, Black on Orange;
[MISSISSIPPI AVE] D;
[RODNEY] D 50% spacing;
[PARHAM] D 50% spacing;
[RD] D 50% spacing;



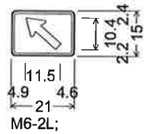
3.0" Radius, 1.0" Border, Black on Orange;
[RODNEY] D 50% spacing;
[PARHAM] D 50% spacing;
[RD] D 50% spacing;



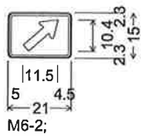
3.0" Radius, 1.0" Border, Black on Orange;
[EXIT 5B CLOSED] D;
[S UNIVERSITY AVE.] D;
[DETOUR USE EXIT 4] D;



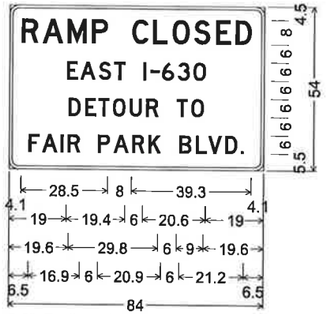
3.0" Radius, 1.0" Border, Black on Orange;
[EXIT 5B CLOSED] D;
[S UNIVERSITY AVE.] D; [DETOUR] D;
Standard Arrow Custom 17.9" X 10.9" 45°;



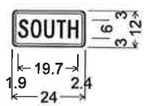
M6-2L;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;



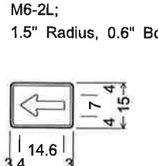
M6-2;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;



3.0" Radius, 1.0" Border, Black on Orange;
[RAMP CLOSED] D;
[EAST I-630] D;
[DETOUR TO] D;
[FAIR PARK BLVD.] D;

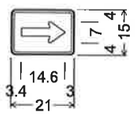


M3-3 MIN & STD;
1.5" Radius, 0.6" Border, 0.4" .Indent, Black on Orange;
[SOUTH] C 80% spacing;

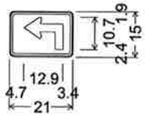


M6-3;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;

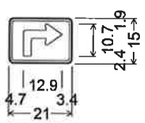
M6-1;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
Standard Arrow Custom 14.6" X 7.0" 180°;



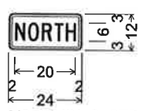
M6-1;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
Standard Arrow Custom 14.6" X 7.0" 0°;



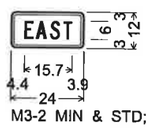
M5-1R;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
90 Deg Advanced Turn Arrow Custom 12.9" X 10.6";



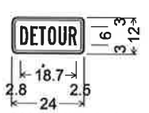
M5-1R;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
90 Deg Advanced Turn Arrow Custom 12.9" X 10.6";



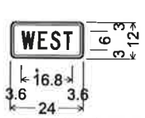
M3-1 MIN & STD;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
[NORTH] C 80% spacing;



M3-2 MIN & STD;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
[EAST] C;



M4-8 MIN & STD;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
[DETOUR] B 80% spacing;



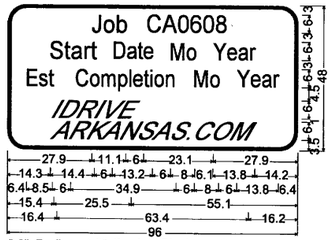
M3-4 MIN & STD;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Orange;
[WEST] C 98% spacing;



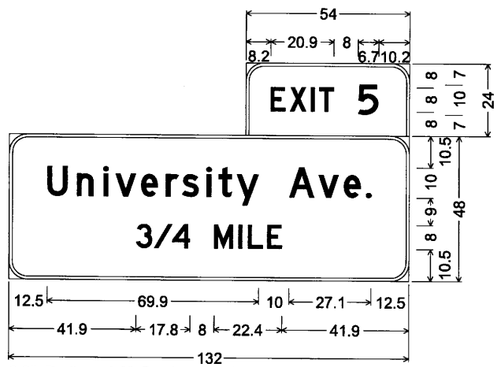
M1-1 (30 x 24);

MAINTENANCE OF TRAFFIC DETAILS

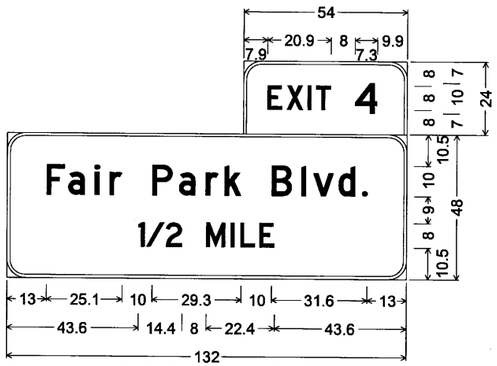
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2017-09-01



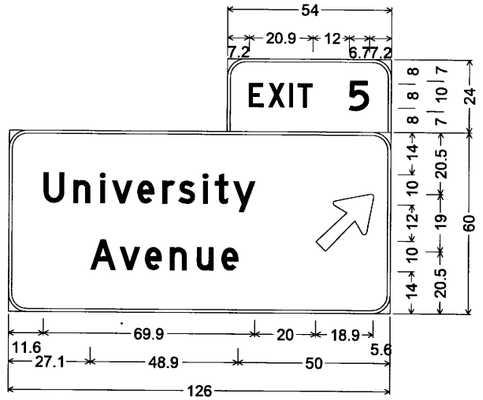
6.0" Radius, 1.3" Border, Black on Orange;
"Job CA0608" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE" Arial;
" ARKANSAS.COM " Arial;



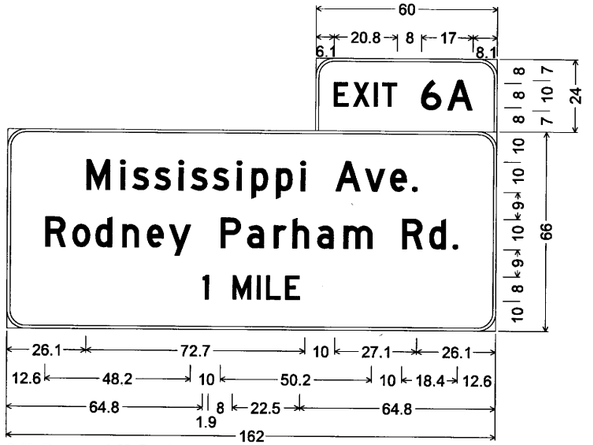
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [5] D;
6.0" Radius, 1.0" Border, Black on Orange;
[University Ave.] D; [3/4 MILE] D;



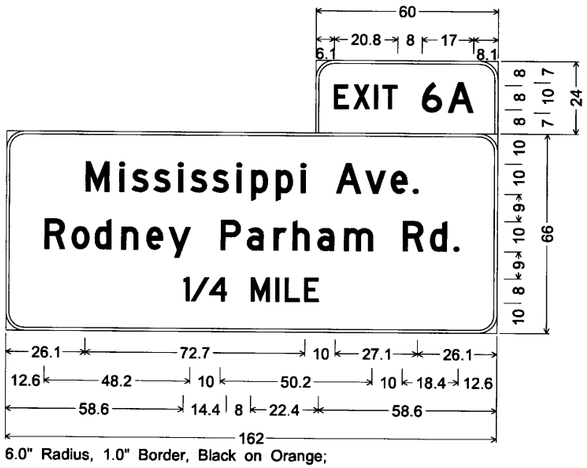
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [4] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Fair Park Blvd.] D; [1/2 MILE] D;



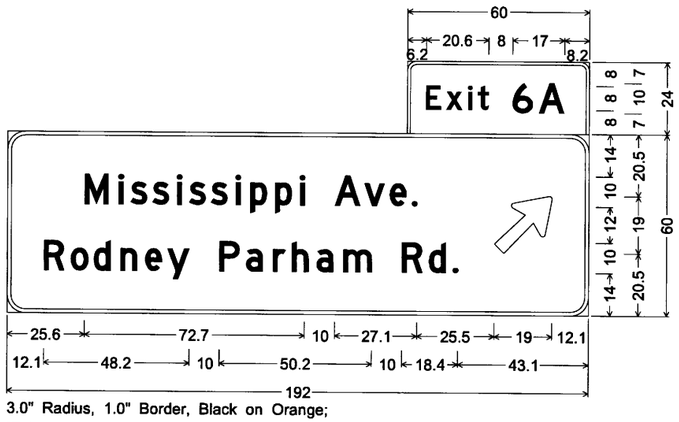
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [5] D;
6.0" Radius, 1.0" Border, Black on Orange;
[University] D; [Avenue] D;
Arrow A-1 - 24.3" 45°;



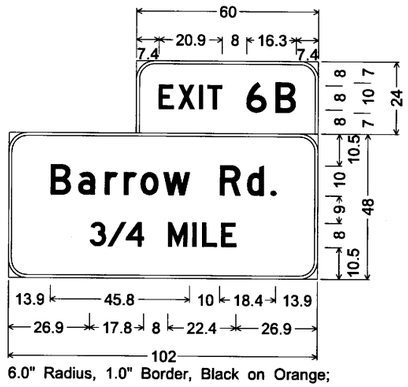
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6A] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Mississippi Ave.] D; [Rodney Parham Rd.] D; [1 MILE] D;



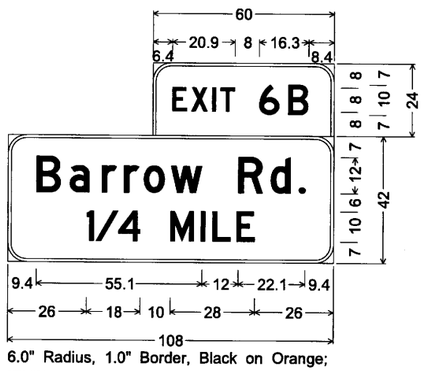
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6A] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Mississippi Ave.] D; [Rodney Parham Rd.] D; [1/4 MILE] D;



3.0" Radius, 1.0" Border, Black on Orange;
[Exit] D; [6A] D;
6.0" Radius, 1.3" Border, Black on Orange;
[Mississippi Ave.] D; [Rodney Parham Rd.] D; Arrow A-1 - 24.3" 45°;



6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6B] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Barrow Rd.] D; [3/4 MILE] D;



6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6B] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Barrow Rd.] D; [1/4 MILE] D;

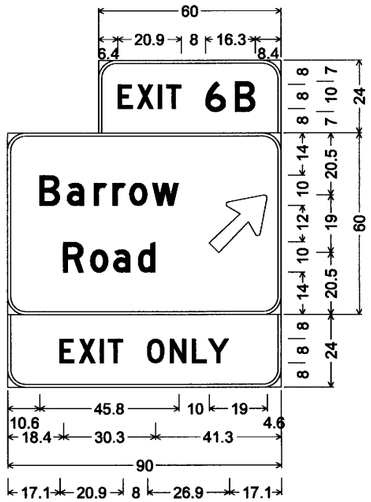
MAINTENANCE OF TRAFFIC DETAILS

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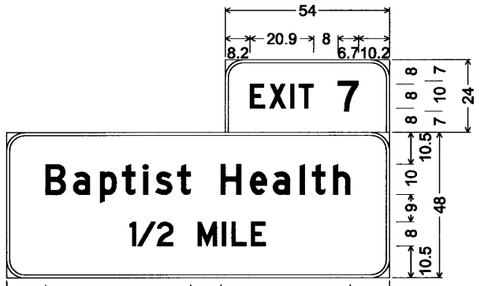
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	97	889

(2) MAINTENANCE OF TRAFFIC DETAILS

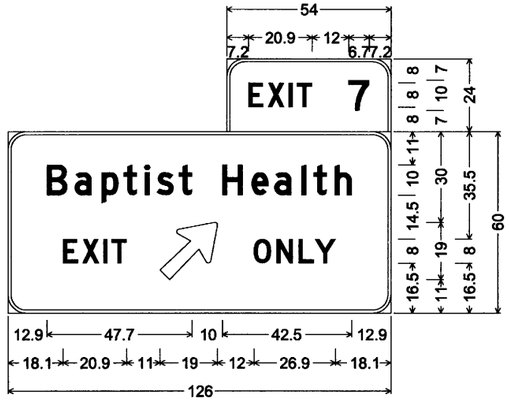
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



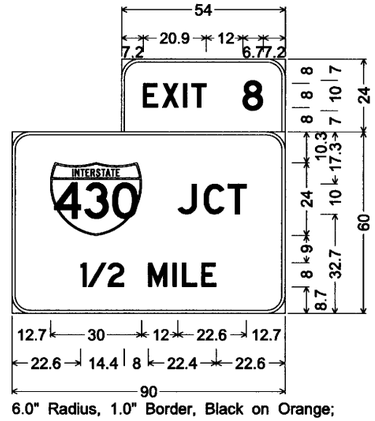
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6B] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Barrow] D; [Road] D;
Arrow A-1 - 24.3" 45°;
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT ONLY] D;



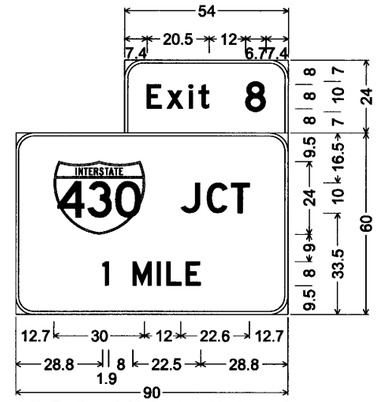
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [7] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Baptist Health] D; [1/2 MILE] D;



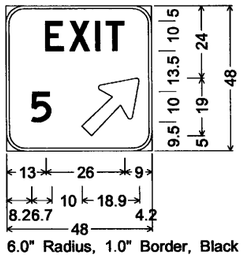
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [7] D;
6.0" Radius, 1.0" Border, Black on Orange;
[Baptist Health] D; [EXIT] D;
Arrow A-1 - 24.3" 45°; [ONLY] D;



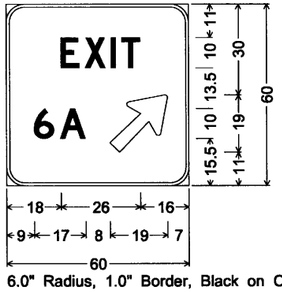
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [8] D;
6.0" Radius, 1.0" Border, Black on Orange;
Interstate 430 M1-1; [JCT] D;
[1/2 MILE] D;



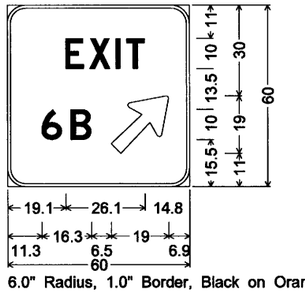
6.0" Radius, 1.0" Border, Black on Orange;
[Exit] D; [8] D;
6.0" Radius, 1.0" Border, Black on Orange;
Interstate 430 M1-1; [JCT] D;
[1 MILE] D;



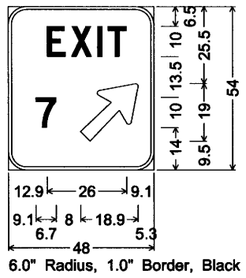
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [5] D;
Arrow A-1 - 24.3" 45°;



6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6A] D;
Arrow A-1 - 24.3" 45°;



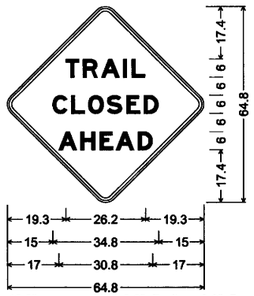
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [6B] D;
Arrow A-1 - 24.3" 45°;



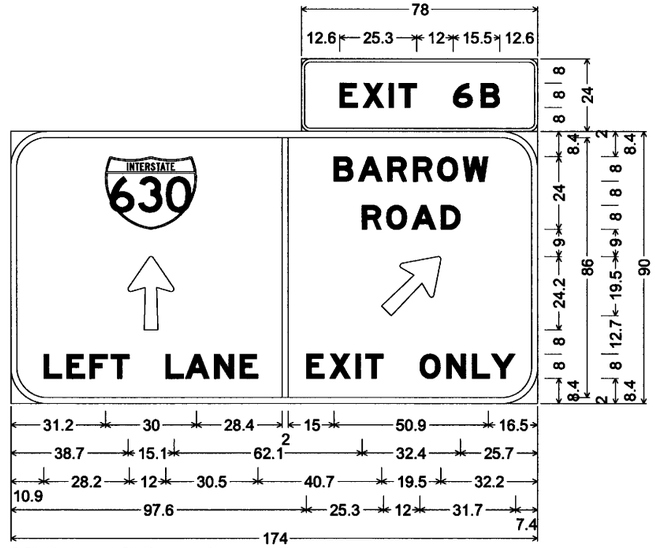
6.0" Radius, 1.0" Border, Black on Orange;
[EXIT] D; [7] D;
Arrow A-1 - 24.3" 45°;



6.0" Radius, 1.0" Border, Black on Orange;
[TRAIL] E Mod;
[CLOSED] E Mod;



48.0" across sides 3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
[TRAIL] E Mod;
[CLOSED] E Mod;
[AHEAD] E Mod;



3.0" Radius, 1.0" Border, Black on Orange;
[EXIT 6B] E Mod;
12.0" Radius, 2.0" Border, Black on Orange;
Interstate 630 M1-1; Arrow A-1 - 24.3" 90°; [LEFT] E Mod;
[LANE] E Mod; [BARROW] E Mod; [ROAD] E Mod;
Arrow Custom - 25.0" 45°; [EXIT] E Mod; [ONLY] E Mod;

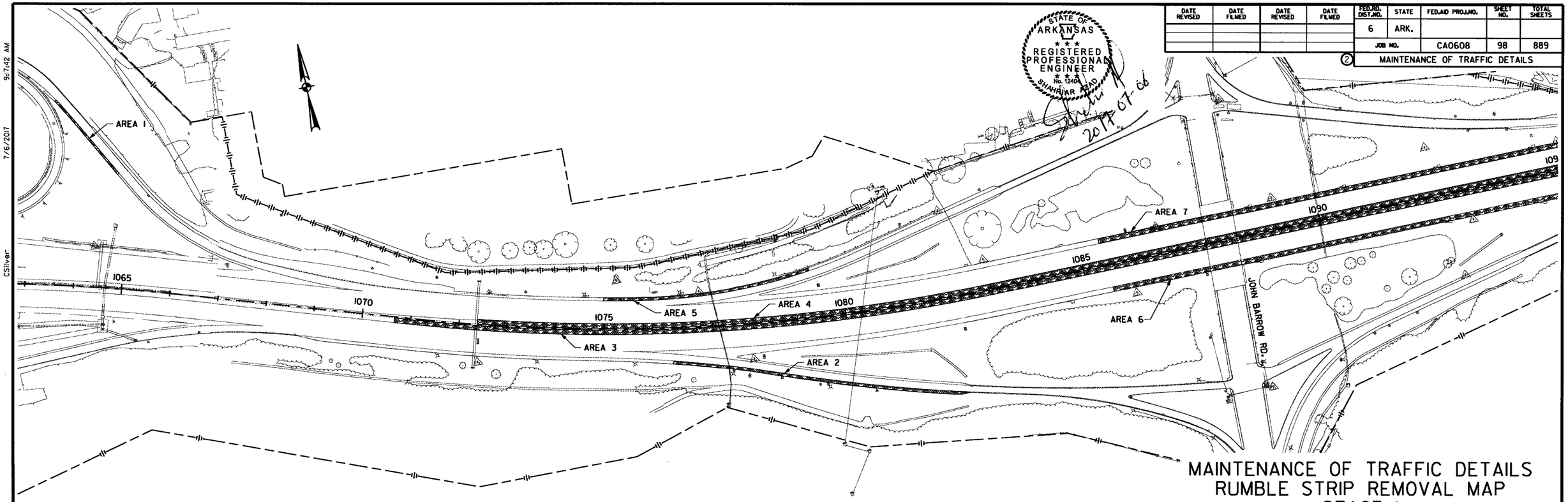
MAINTENANCE OF TRAFFIC DETAILS

9:17:07 AM 7/6/2017 CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	98	889

(2) MAINTENANCE OF TRAFFIC DETAILS

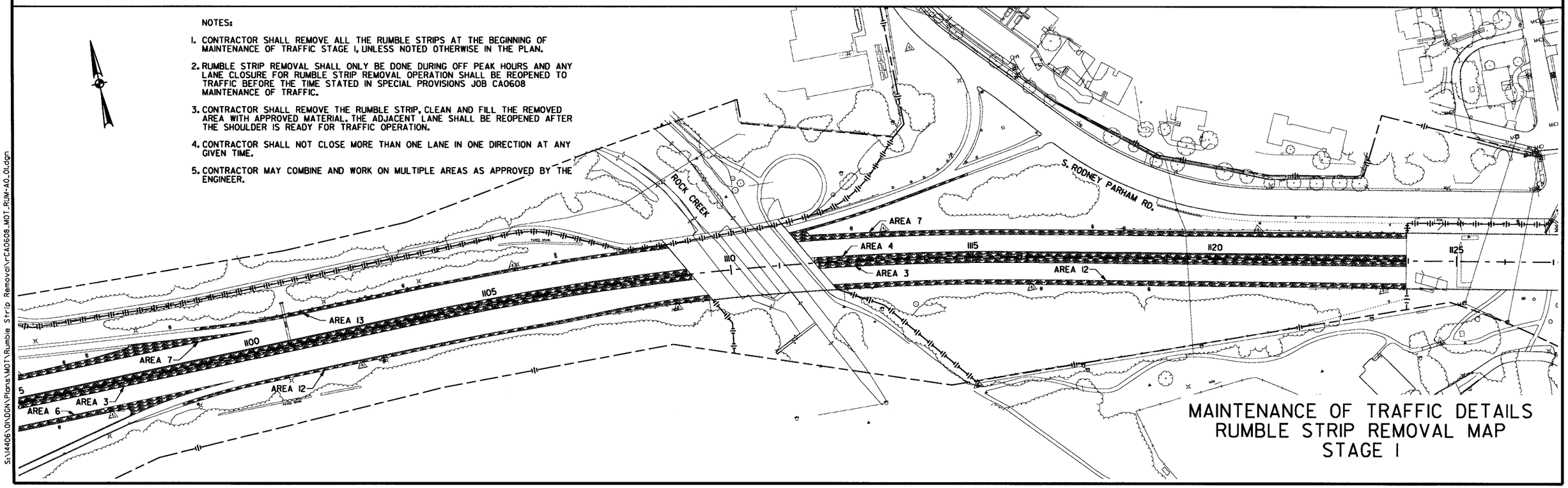
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZIAD
2017-07-06



MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL MAP
STAGE I

NOTES:

1. CONTRACTOR SHALL REMOVE ALL THE RUMBLE STRIPS AT THE BEGINNING OF MAINTENANCE OF TRAFFIC STAGE I, UNLESS NOTED OTHERWISE IN THE PLAN.
2. RUMBLE STRIP REMOVAL SHALL ONLY BE DONE DURING OFF PEAK HOURS AND ANY LANE CLOSURE FOR RUMBLE STRIP REMOVAL OPERATION SHALL BE REOPENED TO TRAFFIC BEFORE THE TIME STATED IN SPECIAL PROVISIONS JOB CA0608 MAINTENANCE OF TRAFFIC.
3. CONTRACTOR SHALL REMOVE THE RUMBLE STRIP, CLEAN AND FILL THE REMOVED AREA WITH APPROVED MATERIAL. THE ADJACENT LANE SHALL BE REOPENED AFTER THE SHOULDER IS READY FOR TRAFFIC OPERATION.
4. CONTRACTOR SHALL NOT CLOSE MORE THAN ONE LANE IN ONE DIRECTION AT ANY GIVEN TIME.
5. CONTRACTOR MAY COMBINE AND WORK ON MULTIPLE AREAS AS APPROVED BY THE ENGINEER.



MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL MAP
STAGE I

9:17:42 AM
7/6/2017
CSilver

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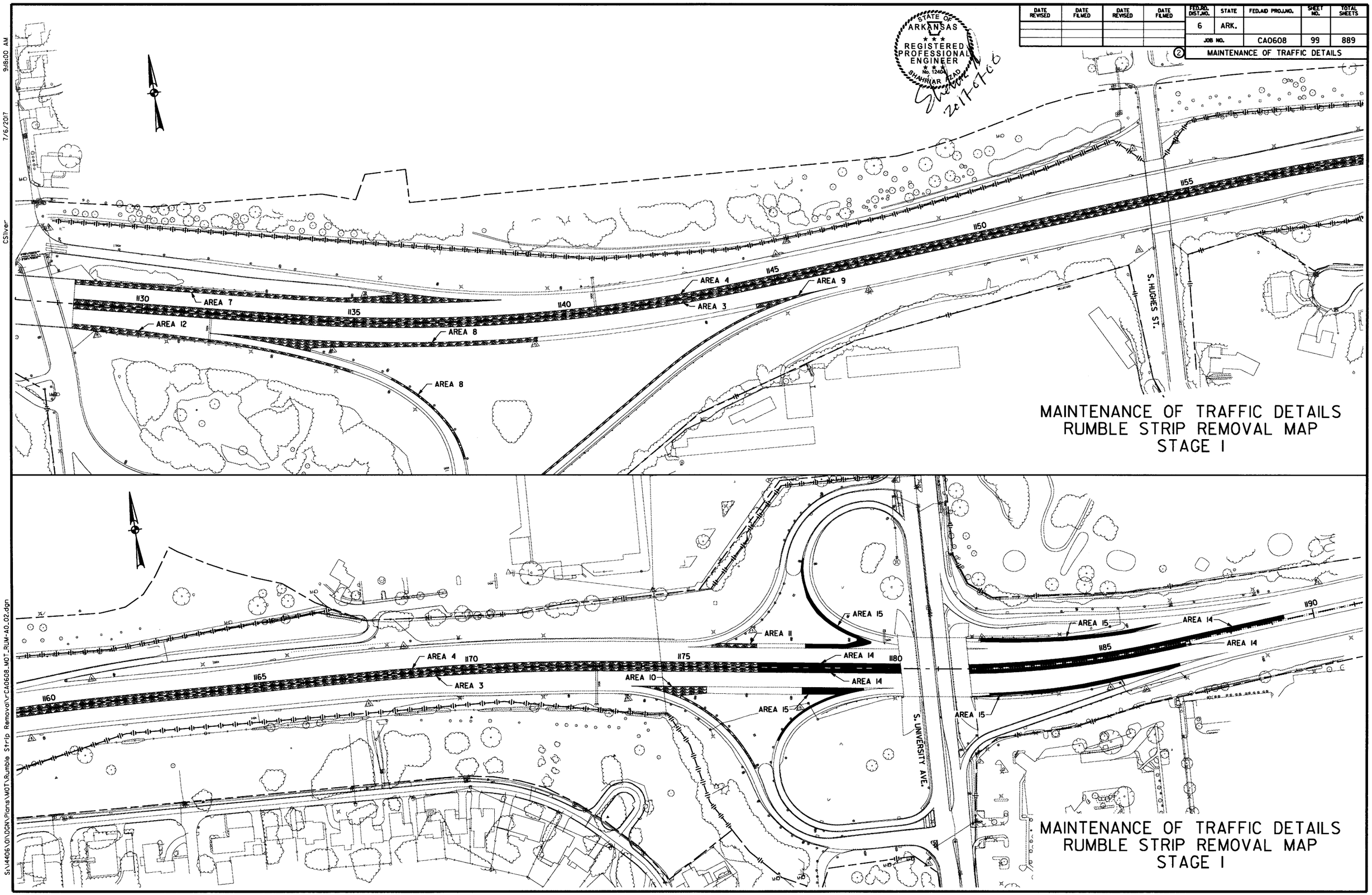
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	99	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR FEAD
2017-7-6

9:18:00 AM
7/6/2017
CSilver



MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL MAP
STAGE I

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL MAP
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	100	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZAD
2017-07-06

AREA 1

21 TRAFFIC DRUMS @ 30' O.C.

100'

200' TAPER

INSTALL ADVANCE WARNING ARROW PANEL

(1) W5-1 (48" X 48")

RAMP NARROWS

(1) W13-1 (24" X 24")

35 M.P.H.

100'

250'

1055

1060

1065

1070

C.L. I-630 MEDIAN

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 1
STAGE 1

9:18:12 AM 7/6/2017 CSilver

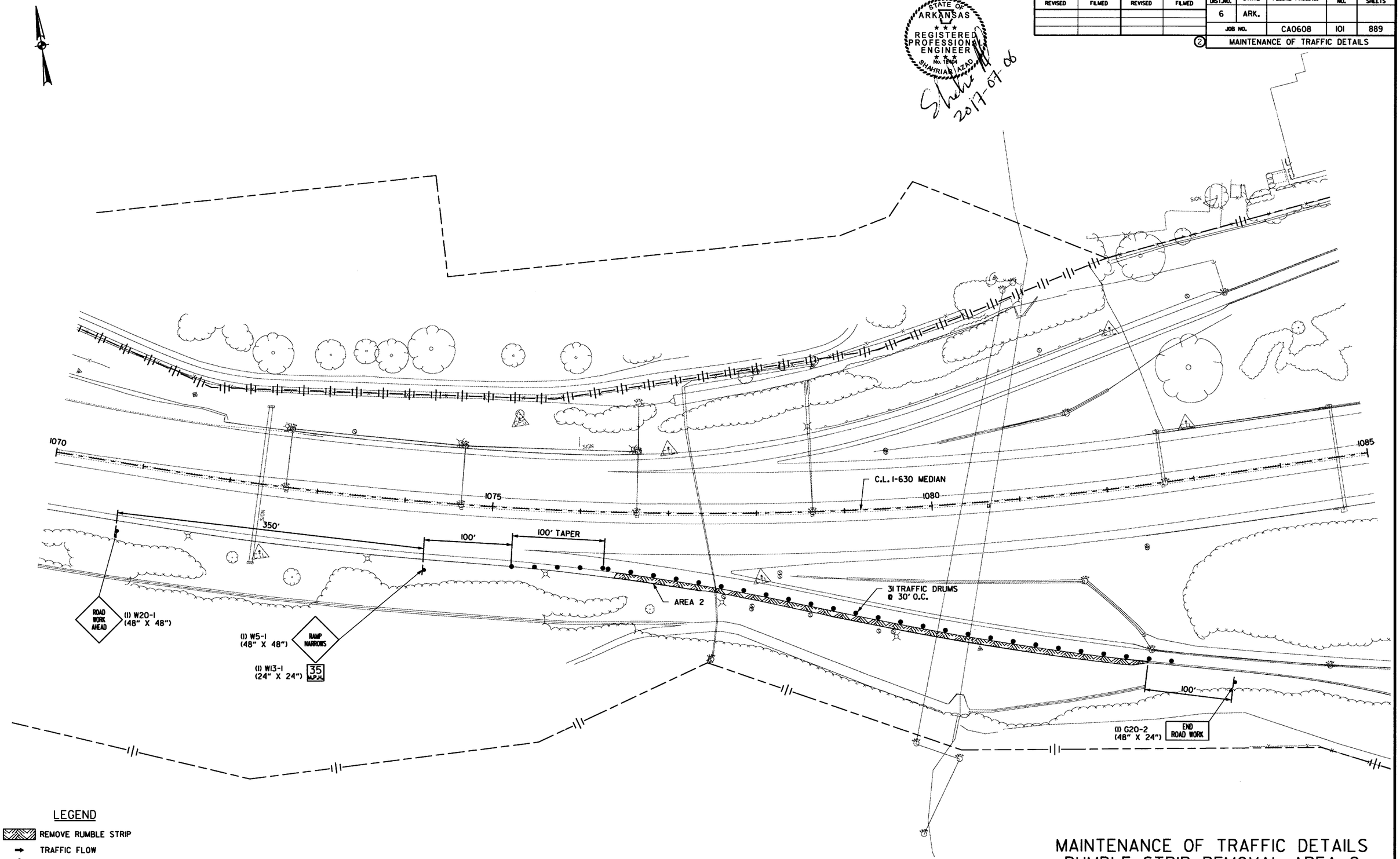
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	101	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZAD
2017-07-06

9:18:21 AM
7/6/2017
CSilver



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 2
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	102	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2017-04-01

(3) WI-6 (60" X 30") EVENLY SPACED ON TAPER

500'
250'
1060
250'
100' TAPER
720' TAPER
1065
100'
C.L. I-630 MEDIAN
INSTALL ADVANCE WARNING ARROW PANEL
30 TRAFFIC DRUMS @ 30' O.C.
250'
MATCH LINE STA. 1070+00

(1) W20-5 (48" X 48")
LEFT LANE CLOSED 1000 FT
(1) SPECIAL (48" X 48")
MERGE NOW
(1) W4-2L (48" X 48")
ROAD WORK AHEAD
(1) W20-1 (48" X 48")
(1) W20-1 (48" X 48")
ROAD WORK AHEAD

OPTIONAL: REMOVAL OF RUMBLE STRIPS FOR AREAS 3 AND 4 CAN BE DONE IN STAGE I DURING REMOVAL OF MEDIAN BARRIER.

LEGEND
- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE I

9/1/2017 3:46:35 PM CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	103	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1070+00

MATCH LINE STA. 1085+00

100'

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (TYP.)

AREA 3

1075

1080

SIGN

END ROAD WORK
(1) G20-2
(48" X 24")

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE 1

9:18:45 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	104	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
SHAHRIAR AZAD
2-17-17-06

MATCH LINE STA. 1085+00

MATCH LINE STA. 1100+00

1085 1090 1095

AREA 3

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (TYP.)

JOHN BARROW RD.

250'

ROAD WORK AHEAD

(1) W20-1 (48" X 48")

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE 1

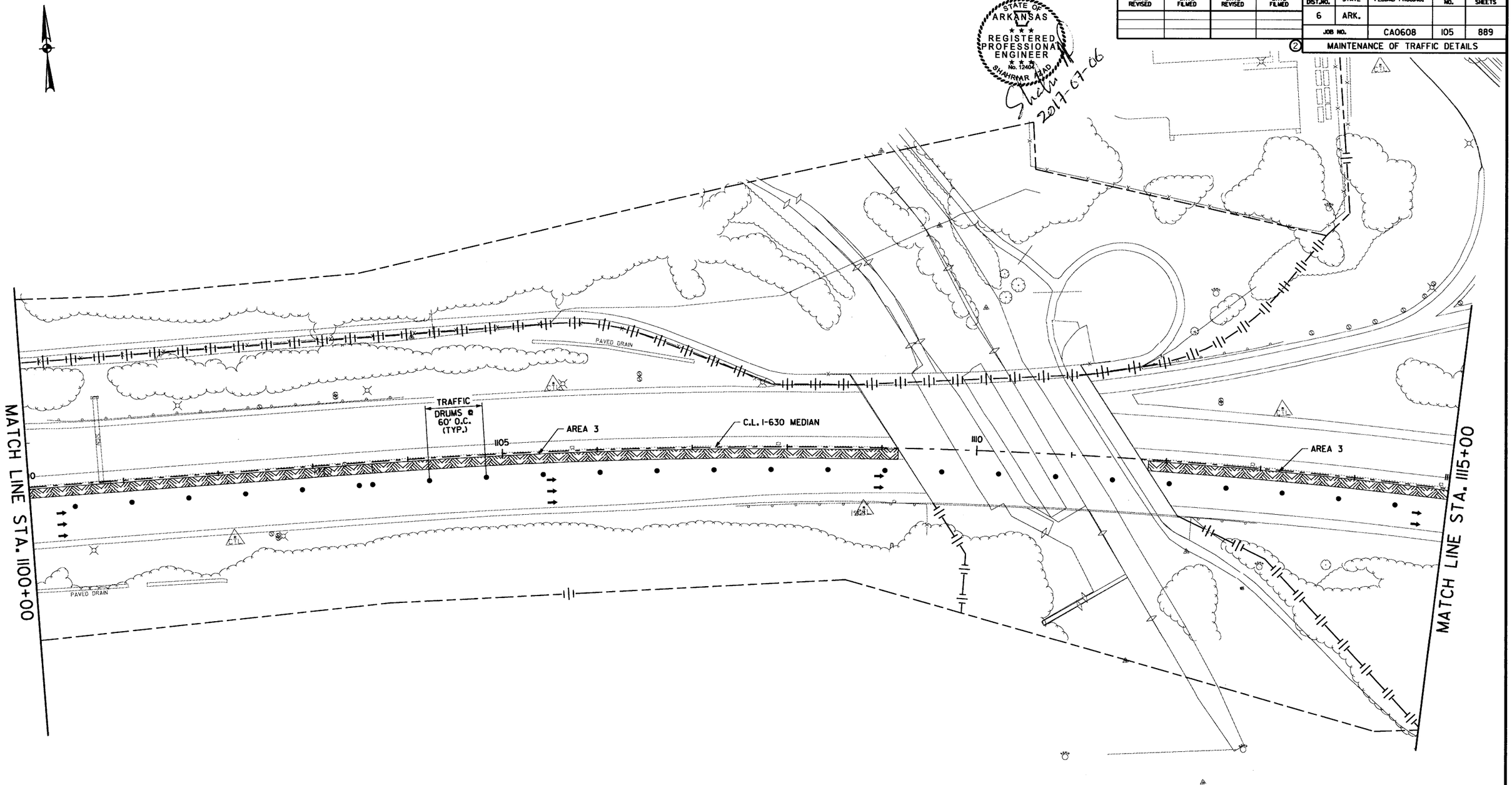
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	105	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRAM KHAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE I

9:19:04 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	106	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADAD
2017-07-06

MATCH LINE STA. 1115+00

S. RODNEY PARHAM RD.

AREA 3

1120

C.L. I-630 MEDIAN

1125

TRAFFIC DRUMS @ 60' O.C. (TYP.)

AREA 3

MATCH LINE STA. 1130+00

S. RODNEY PARHAM RD.

SIGN

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE I

9:19:13 AM 7/6/2017 CSilver

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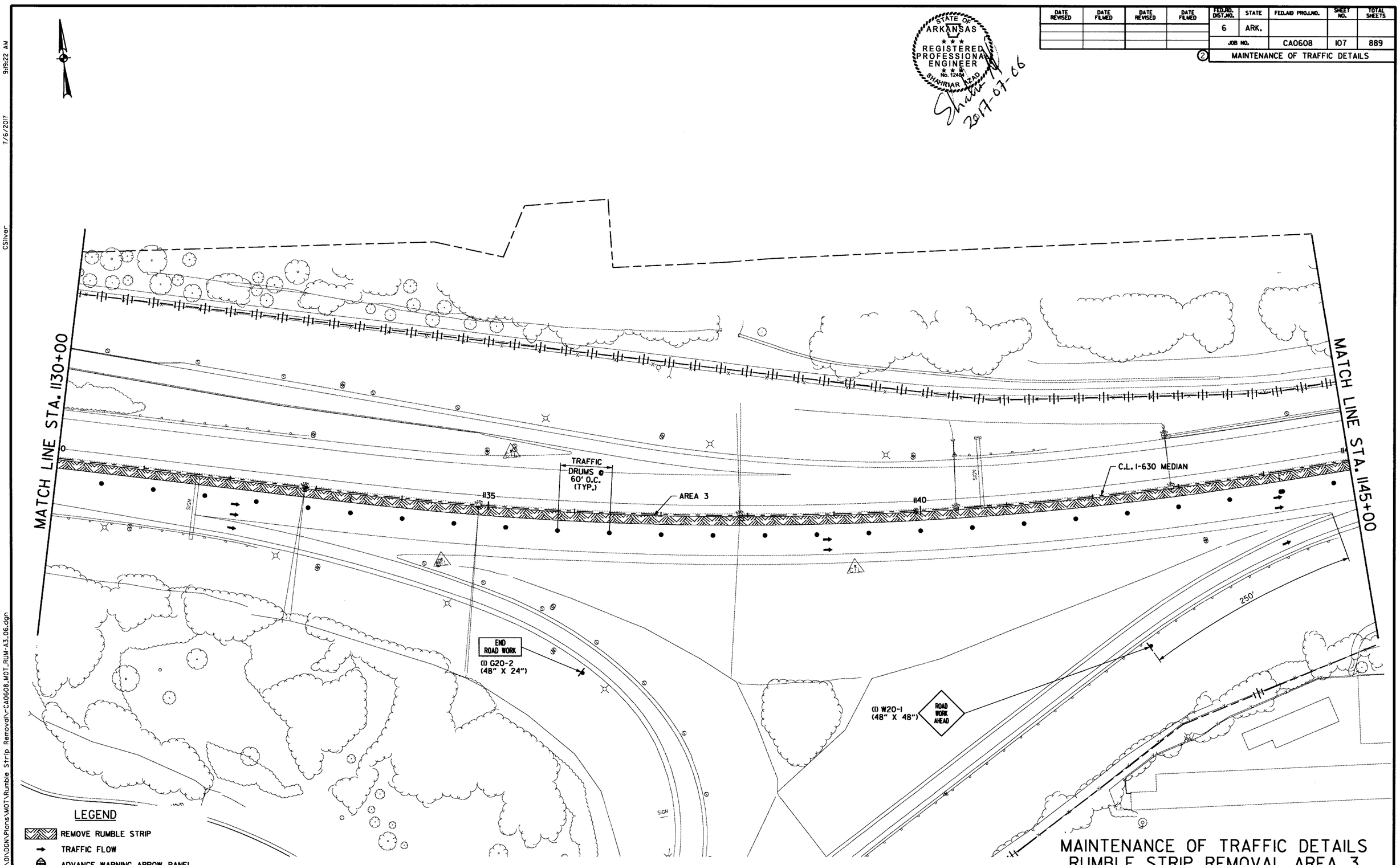
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	107	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2017-07-06

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MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	108	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1145+00

MATCH LINE STA. 1160+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

AREA 3

C.L. I-630 MEDIAN

1150

1155

SIGN

BILLBOARD

S. HUGHES ST.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE I

9:19:30 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	109	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1160+00

MATCH LINE STA. 1175+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

C.L. I-630 MEDIAN

AREA 3

1165

1170

SIGN

MHO

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE I

9:19:44 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	110	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1175+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

C.L. I-630 MEDIAN

AREA 3

1180

1185

500'

S. UNIVERSITY AVE.

SIGN

END ROAD WORK
(1) G20-2
(48" X 24")

END ROAD WORK
(1) G20-2
(48" X 24")

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 3
STAGE I

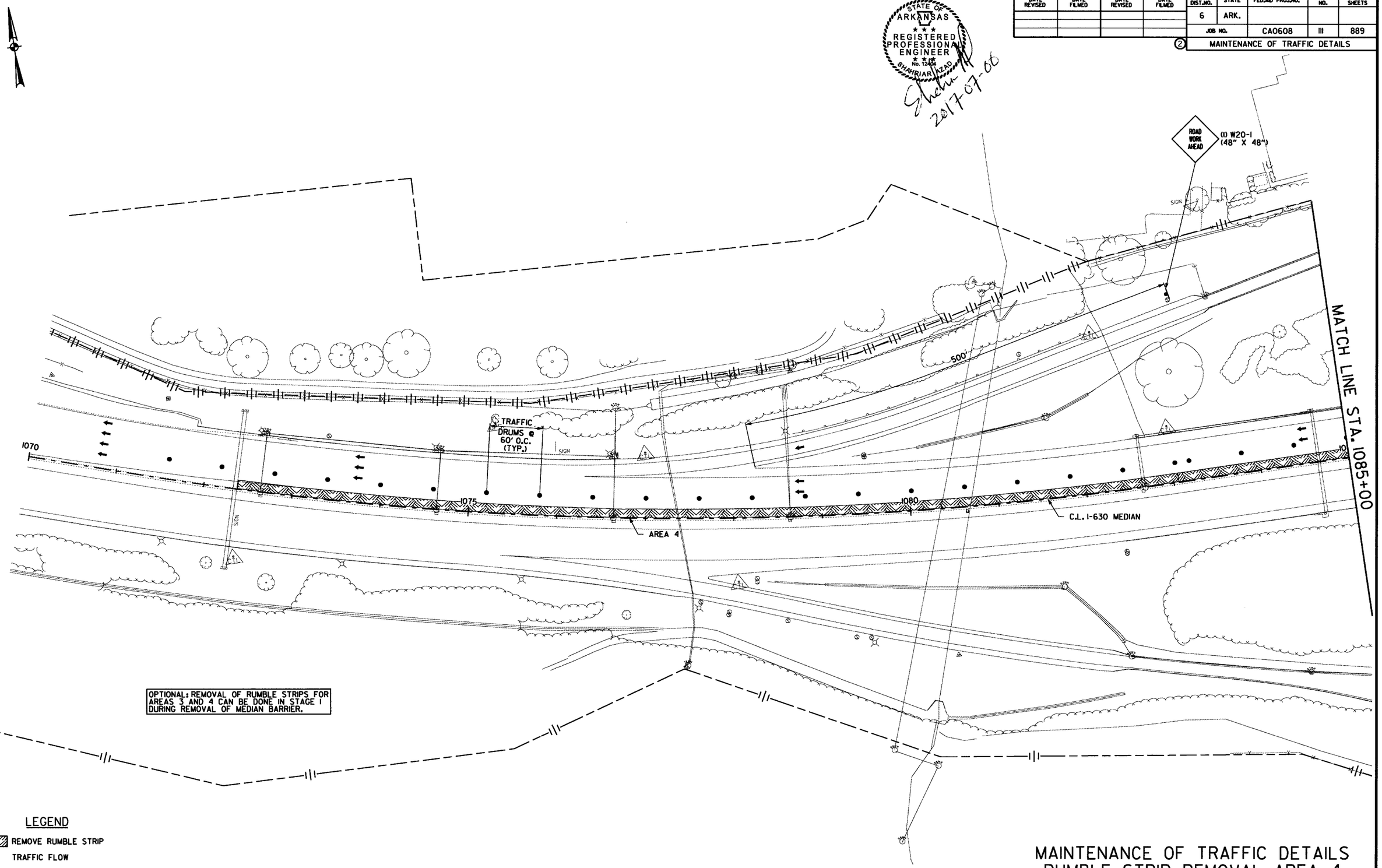
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	III	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12409
SHAHRIAR AZAD
2017-07-06



OPTIONAL: REMOVAL OF RUMBLE STRIPS FOR AREAS 3 AND 4 CAN BE DONE IN STAGE I DURING REMOVAL OF MEDIAN BARRIER.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

9:20:02 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	112	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SEAD

9/20/12 AM
7/6/2017
CSilver

MATCH LINE STA. 1085+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

1085 1090 1095 1100

AREA 4

C.L. I-630 MEDIAN

MATCH LINE STA. 1100+00

JOHN BARROW RD.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

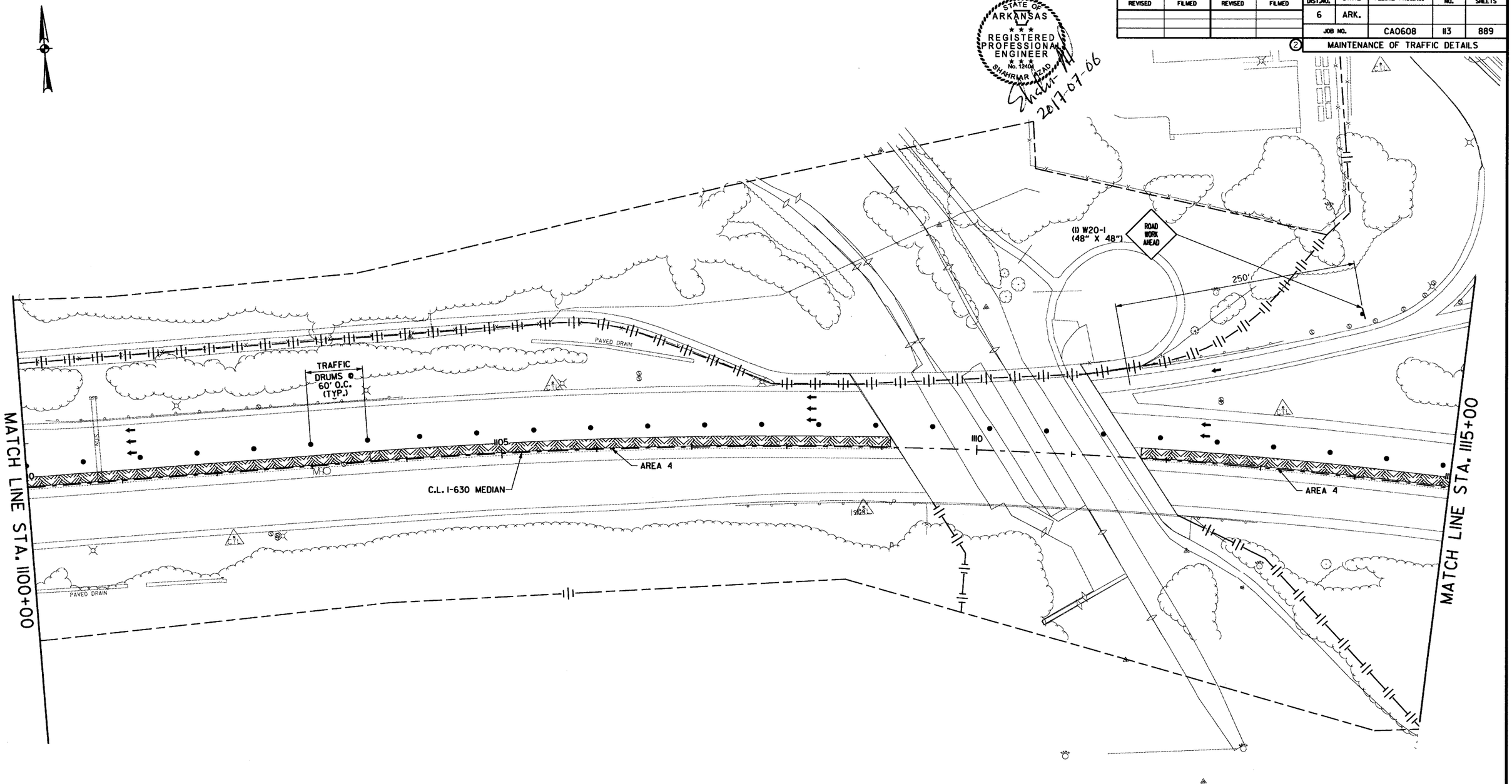
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	113	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

9:20:22 AM
7/6/2017
CSilver



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	114	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

9:20:31 AM
7/6/2017
CSilver

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S. RODNEY PARHAM RD.

MATCH LINE STA. 1115+00

1120

1125

MATCH LINE STA. 1130+00

C.L. I-630 MEDIAN

AREA 4

AREA 4

TRAFFIC DRUMS @ 60' O.C. (TYP.)

SIGN

SIGN

SIGN

S. RODNEY PARHAM RD.

LEGEND

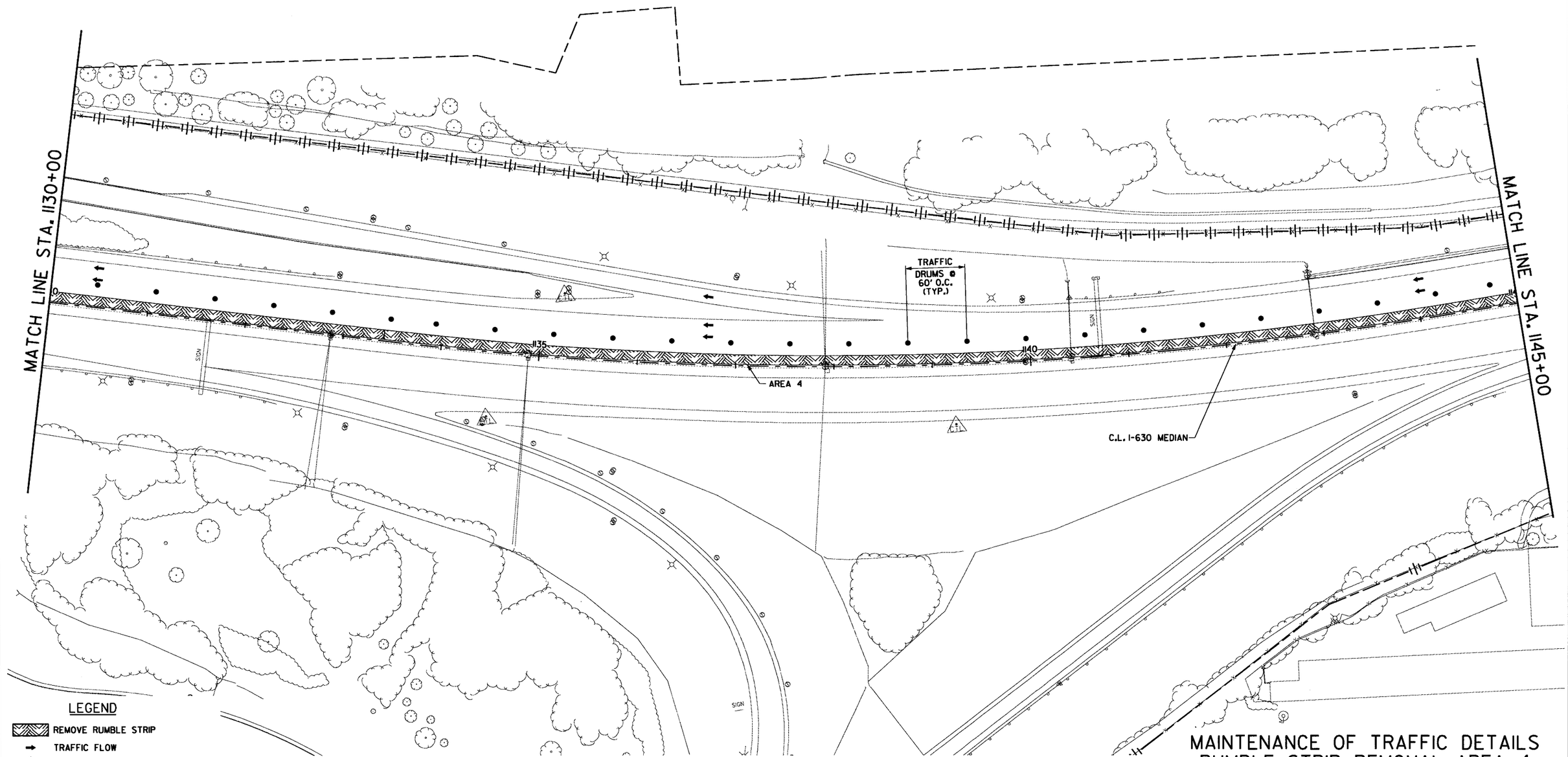
- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	115	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13406
SHAHRIAR AZAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

9:20:48 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	116	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADIB
2017-07-06

9:21:10 AM
7/6/2017
CSilver

MATCH LINE STA. 1145+00

MATCH LINE STA. 1160+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

1150

1155

AREA 4

C.L. I-630 MEDIAN

MH

SIGN

BILLBOARD

BILLBOARD

S HUGHES ST.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	117	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

9:21:24 AM
7/6/2017
CSilver

MATCH LINE STA. 1160+00

MATCH LINE STA. 1175+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

1165

1170

AREA 4

C.L. I-630 MEDIAN

SIGN

M-O

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	118	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12904
SHAHRIAR AZAD
2017-04-01

(1) W20-1 (48" X 48")
ROAD WORK AHEAD

250'

TRAFFIC DRUMS @ 60' O.C. (TYP.)

MATCH LINE STA. 1175+00

AREA 4

C.L. I-630 MEDIAN

1180

100'

S. UNIVERSITY AVE.

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

INSTALL ADVANCE WARNING ARROW PANEL

30 TRAFFIC DRUMS @ 30' O.C.

1185

720' TAPER

(1) W4-2L (48" X 48")

(1) W20-5 (48" X 48")
LEFT LANE CLOSED 1000 FT

(1) W20-5 (48" X 48")
LEFT LANE CLOSED AHEAD

1150

100' TAPER

500' 500' 1000'

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 4
STAGE I

3:46:44 PM 9/1/2017 CSilver

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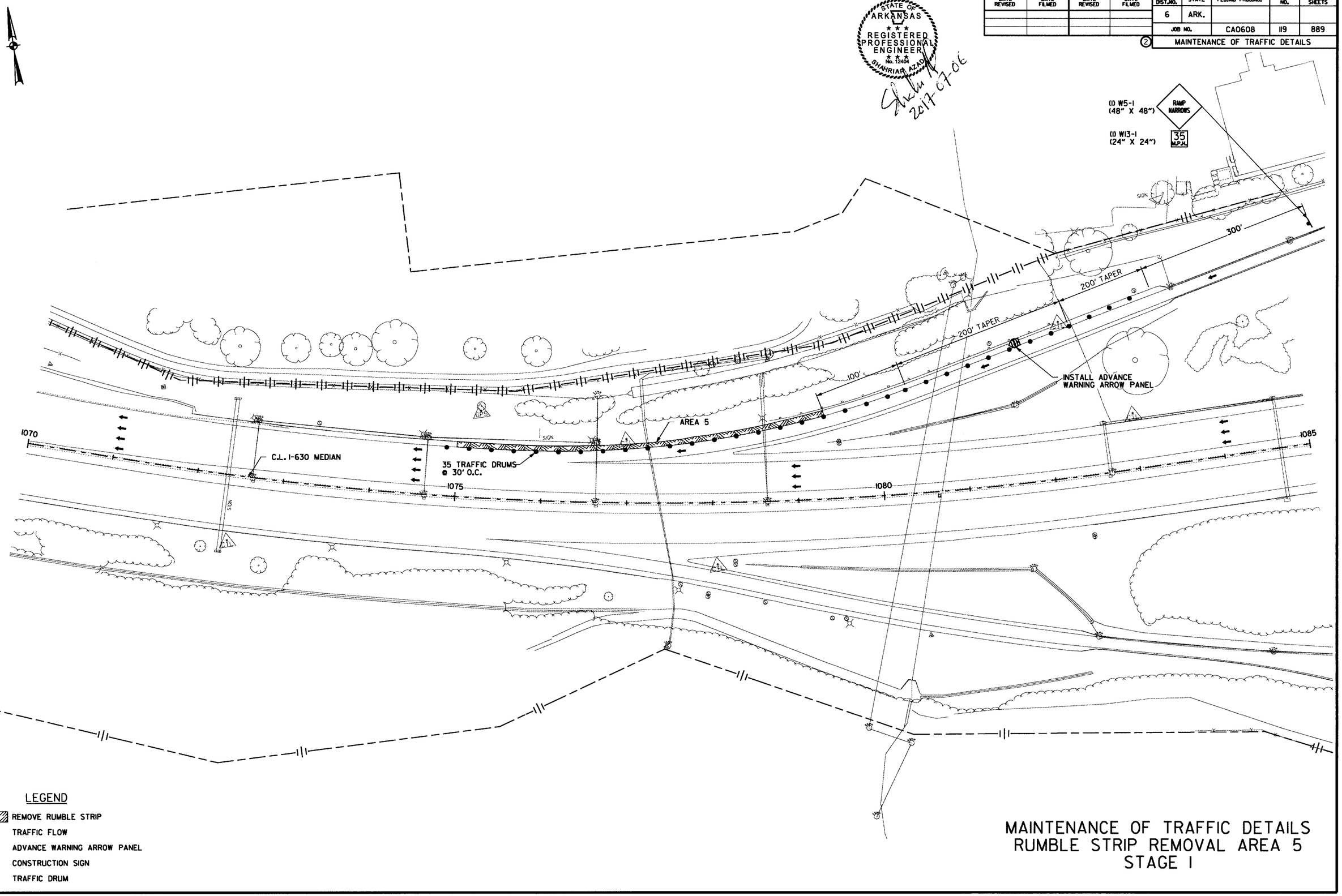
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	119	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

9:21:50 AM 7/6/2017 CSilver

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LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 5
STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	120	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ZIAD
7/6/2017

C.L. I-630 MEDIAN

1055 1060 1065 1070

500' 500'

(1) W20-5 (48" X 48")
RIGHT LANE CLOSED AHEAD

(1) W20-5 (48" X 48")
RIGHT LANE CLOSED 1000 FT.

MATCH LINE STA. 1070+00

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 6
STAGE I

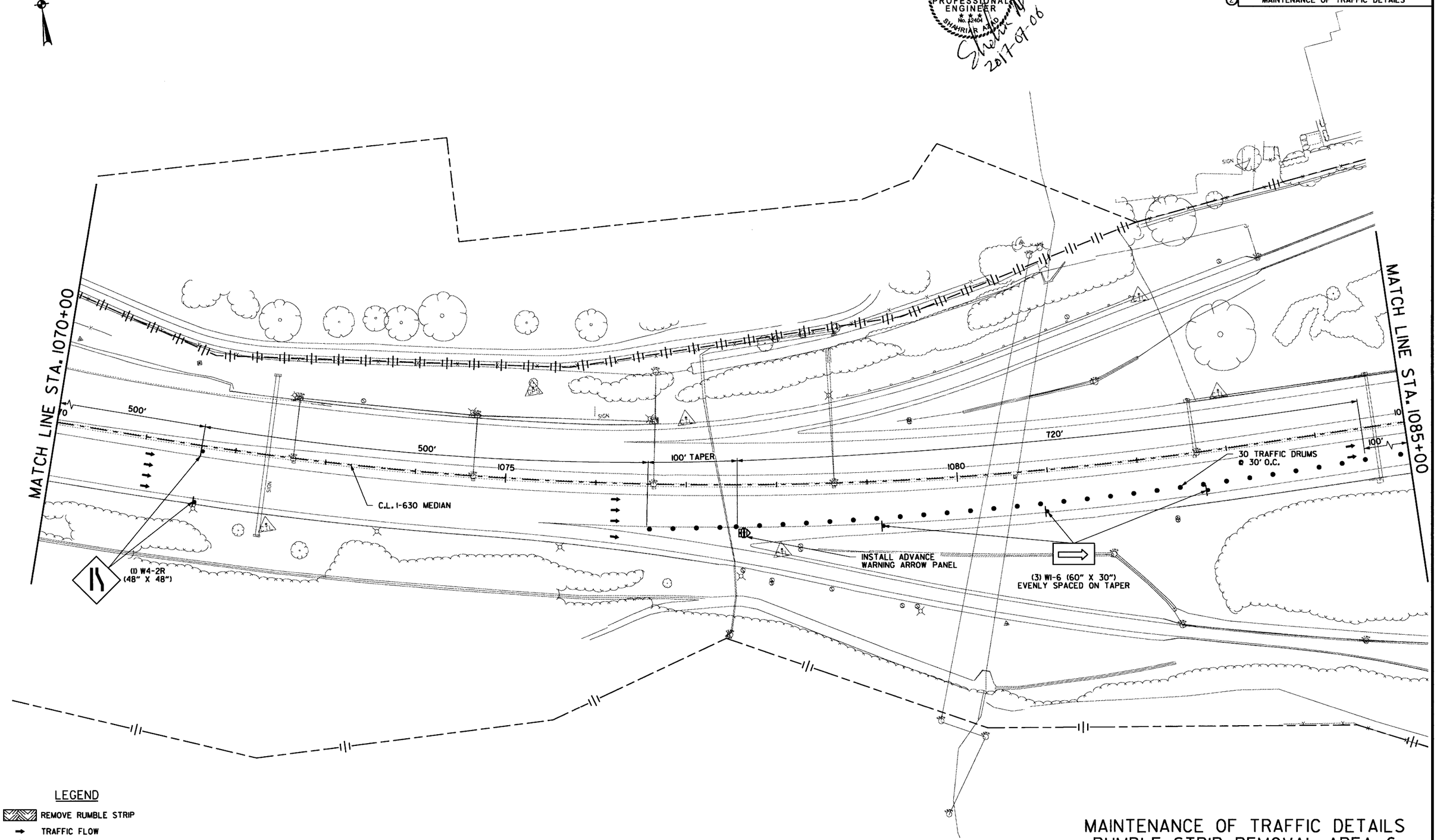
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	121	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAHRIAR AHAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 6
STAGE 1

9:22:10 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	122	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12804
SHAHRIAR AZAD
2017-07-06

7/6/2017 9:22:22 AM CSliver

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MATCH LINE STA. 1085+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

1085 1090 1095 1100

C.L. I-630 MEDIAN

100'

100' TAPER

AREA 6

JOHN BARROW RD.

250'

200'

4 TRAFFIC DRUMS @ 30' O.C.

17 TRAFFIC DRUMS @ 30' O.C.

RAMP NARROWS (1) W5-1 (48" X 48")

35 M.P.H. (1) W13-1 (24" X 24")

ROAD WORK AHEAD (1) W20-1 (48" X 48")

LEGEND

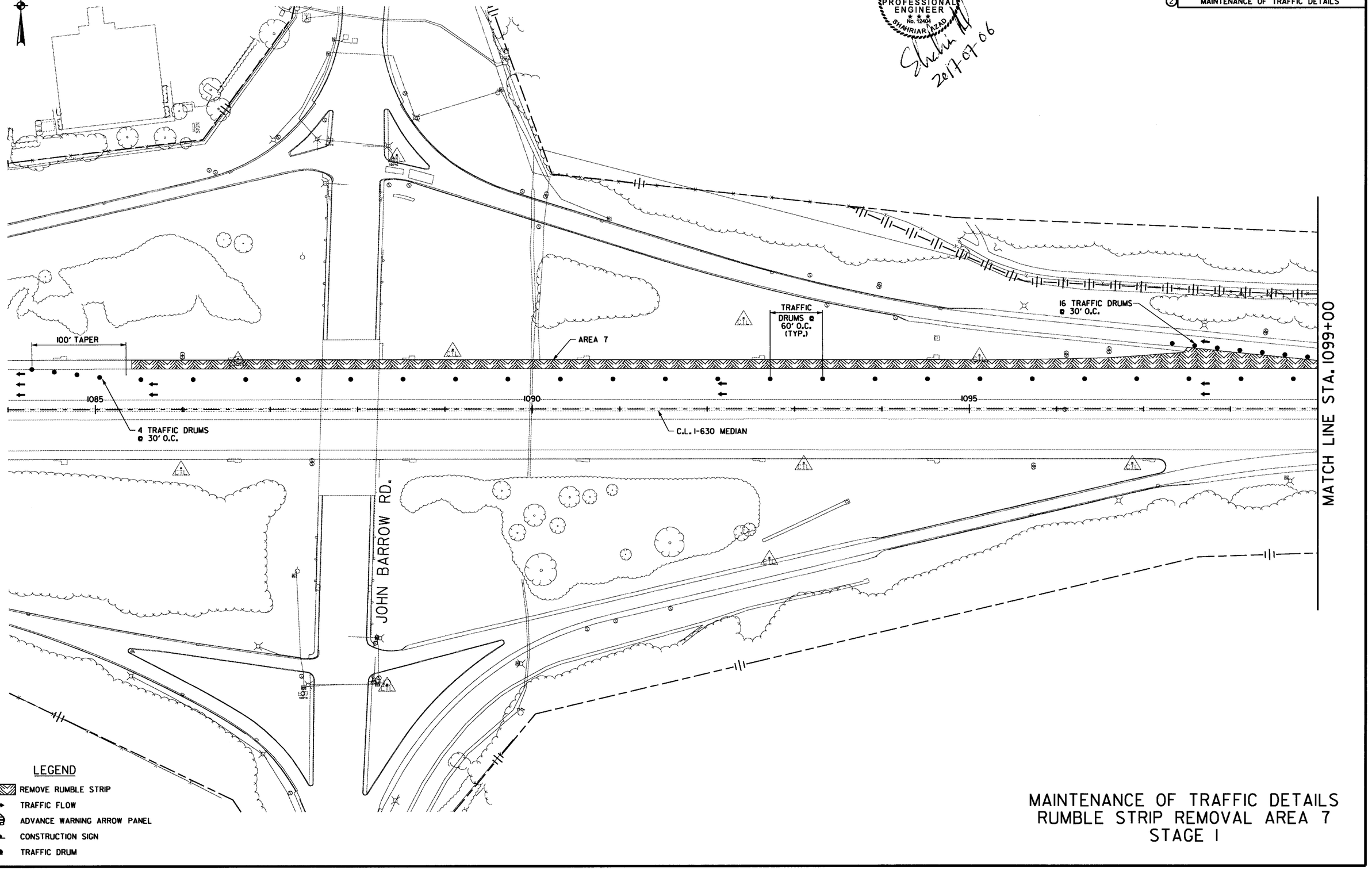
- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 6
STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	123	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

9:22:32 AM
7/6/2017
CSilver



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 7
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	124	889
				② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

9:22:44 AM
7/6/2017
CSilver

MATCH LINE STA. 1099+00

16 TRAFFIC DRUMS @ 30' O.C.

10 TRAFFIC DRUMS @ 30' O.C.

AREA 7

TRAFFIC DRUMS @ 60' O.C. (TYP.)

PAVED DRAIN

1100

1105

C.L. I-630 MEDIAN

PAVED DRAIN

11 TRAFFIC DRUMS @ 30' O.C.

1110

30 TRAFFIC DRUMS @ 30' O.C.

AREA 7

TRAFFIC DRUMS @ 60' O.C. (TYP.)

MATCH LINE STA. 1114+00

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 7
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	125	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRIAR AHAD
2017 07 06

9:22:56 AM
7/6/2017
CSilver

MATCH LINE STA. 1114+00

ROAD WORK AHEAD
(1) W20-1 (48" X 48")

115'
150'

S. RODNEY PARHAM RD.

30 TRAFFIC DRUMS @ 30' O.C.

TRAFFIC DRUMS @ 60' O.C. (TYP.)

AREA 7

1115
1120
1125

C.L. I-630 MEDIAN

SIGN

MATCH LINE STA. 1129+00

S. RODNEY PARHAM RD.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

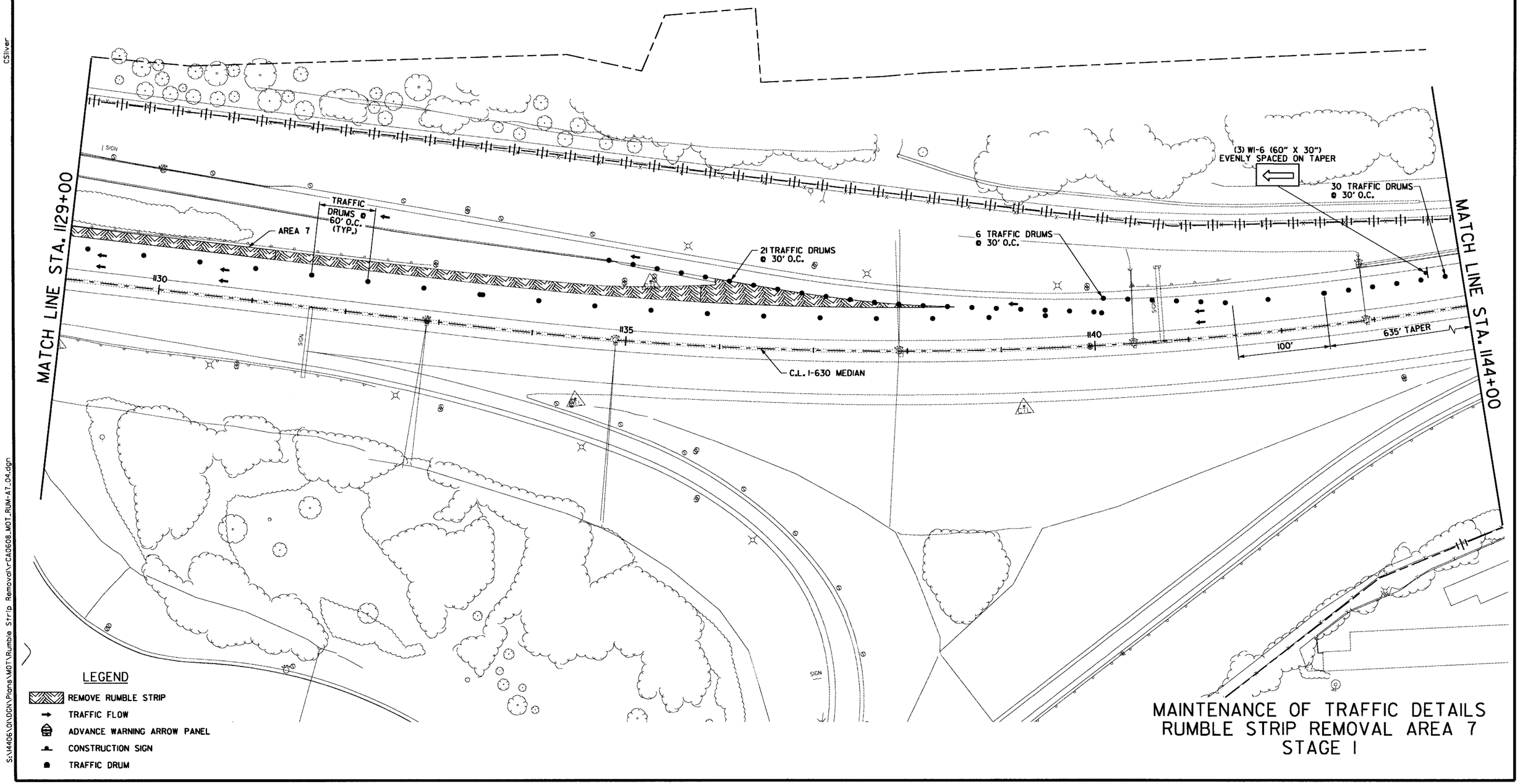
MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 7
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	126	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADHAMI
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 7
STAGE I

7/6/2017 9:23:06 AM CSilver

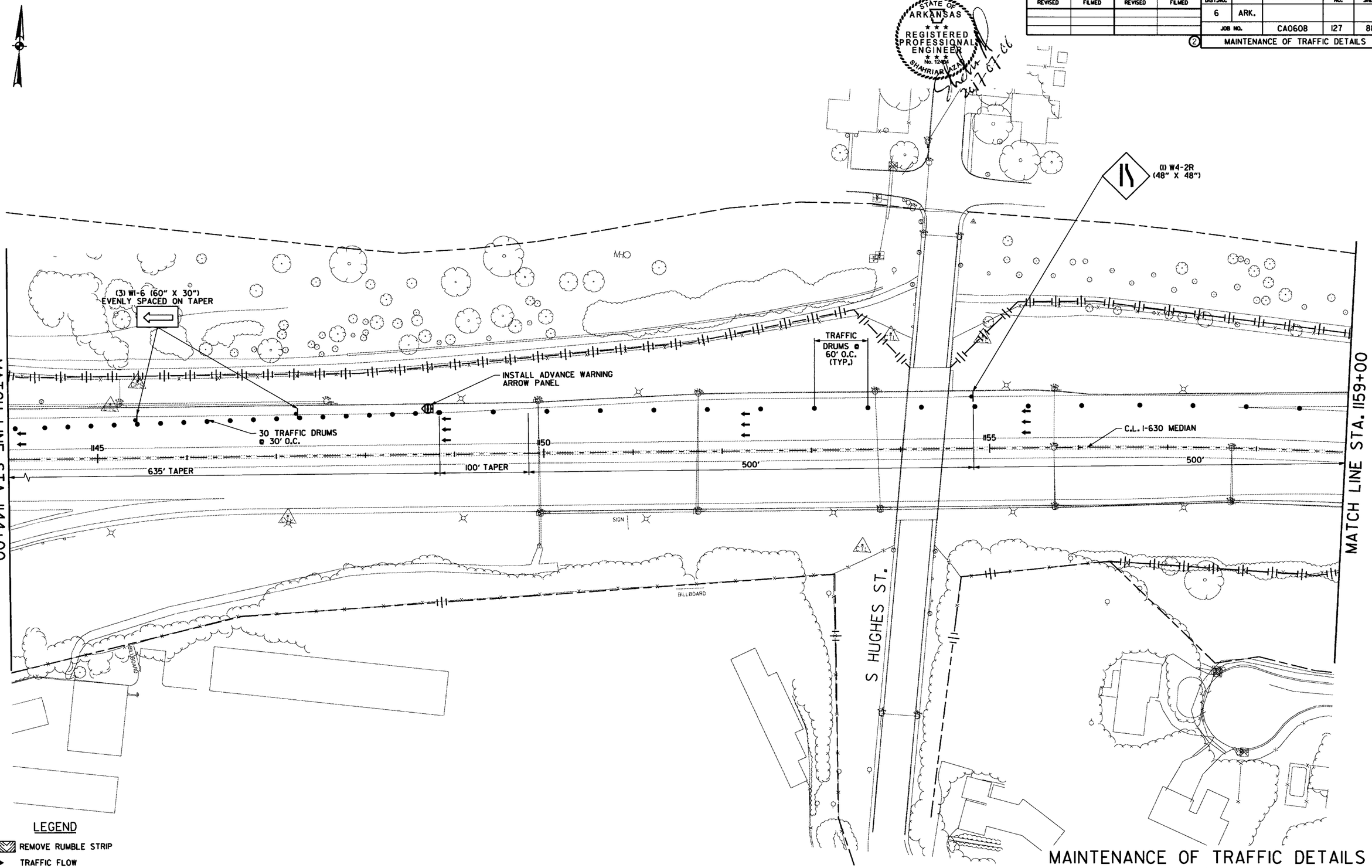
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	127	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12454
SHAHRIAR AZAM
7-6-17

9:23:17 AM 7/6/2017 CSilver



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

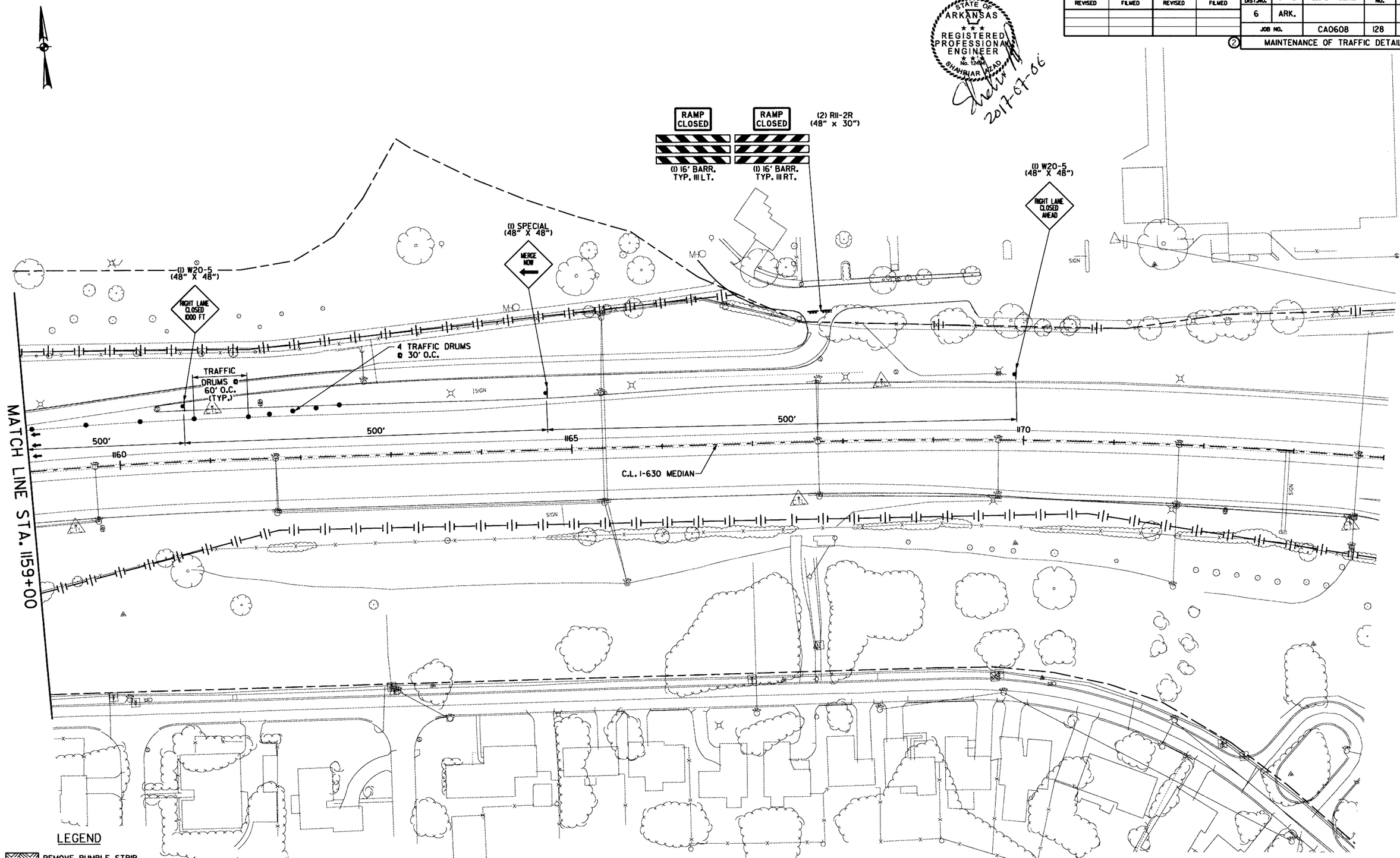
MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 7
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	128	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

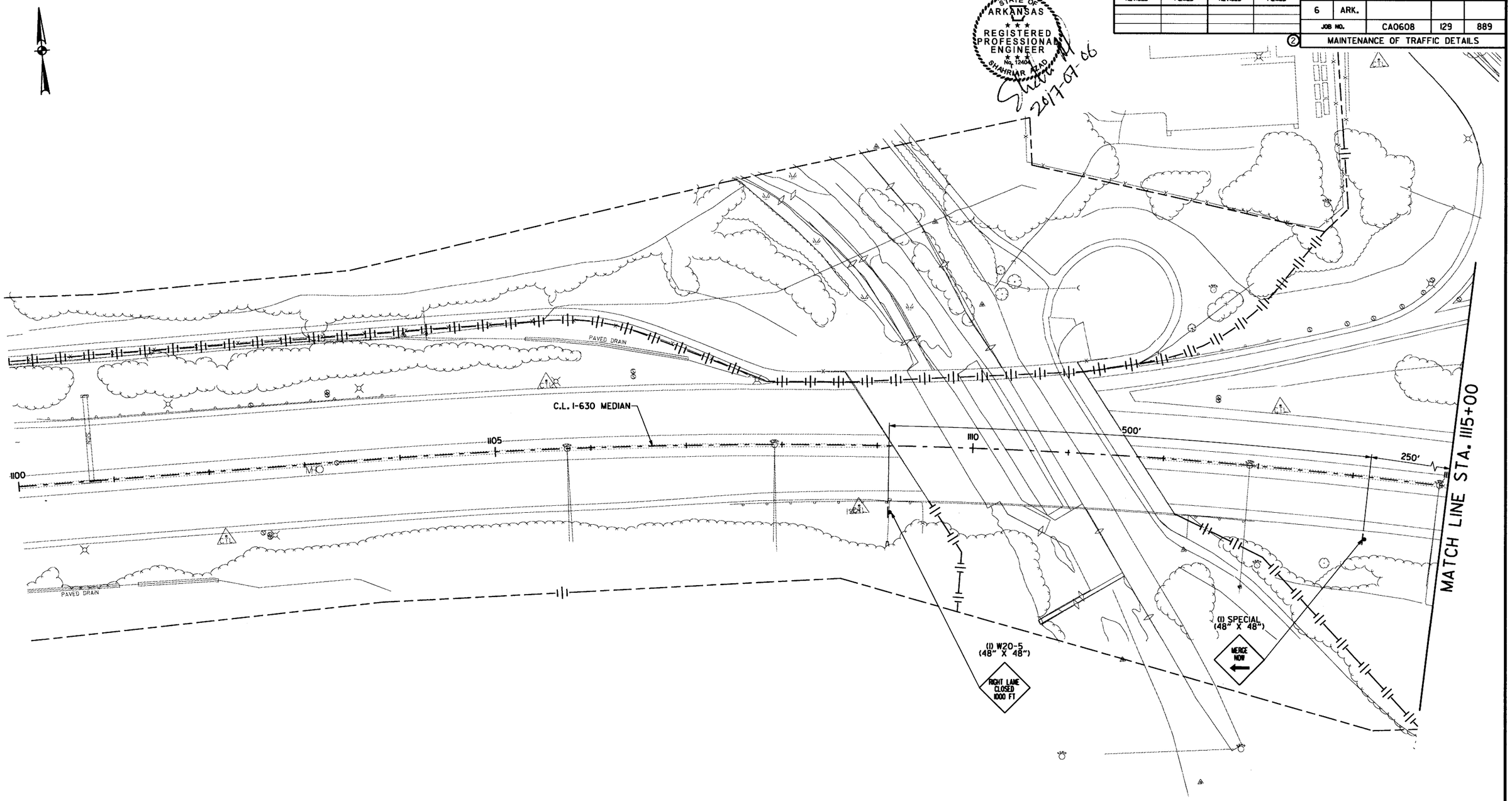
MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 7
STAGE I

9:23:28 AM
7/6/2017
CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	129	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 8
STAGE 1

9:23:40 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	130	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AFAD
2017-07-06

MATCH LINE STA. 1115+00

MATCH LINE STA. 1130+00

S RODNEY PARHAM RD.

250' | 250' | 100' TAPER | 720' TAPER | 100'

1120 | 1125

30 TRAFFIC DRUMS @ 30' O.C.

C.L. I-630 MEDIAN

INSTALL ADVANCE WARNING ARROW PANEL

(1) W4-2R (48" X 48")

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

TRAFFIC DRUMS @ 60' SPACING

6 TRAFFIC DRUMS @ 30' O.C.

SIGN

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 8
STAGE I

9:23:53 AM 7/6/2017 CSilver

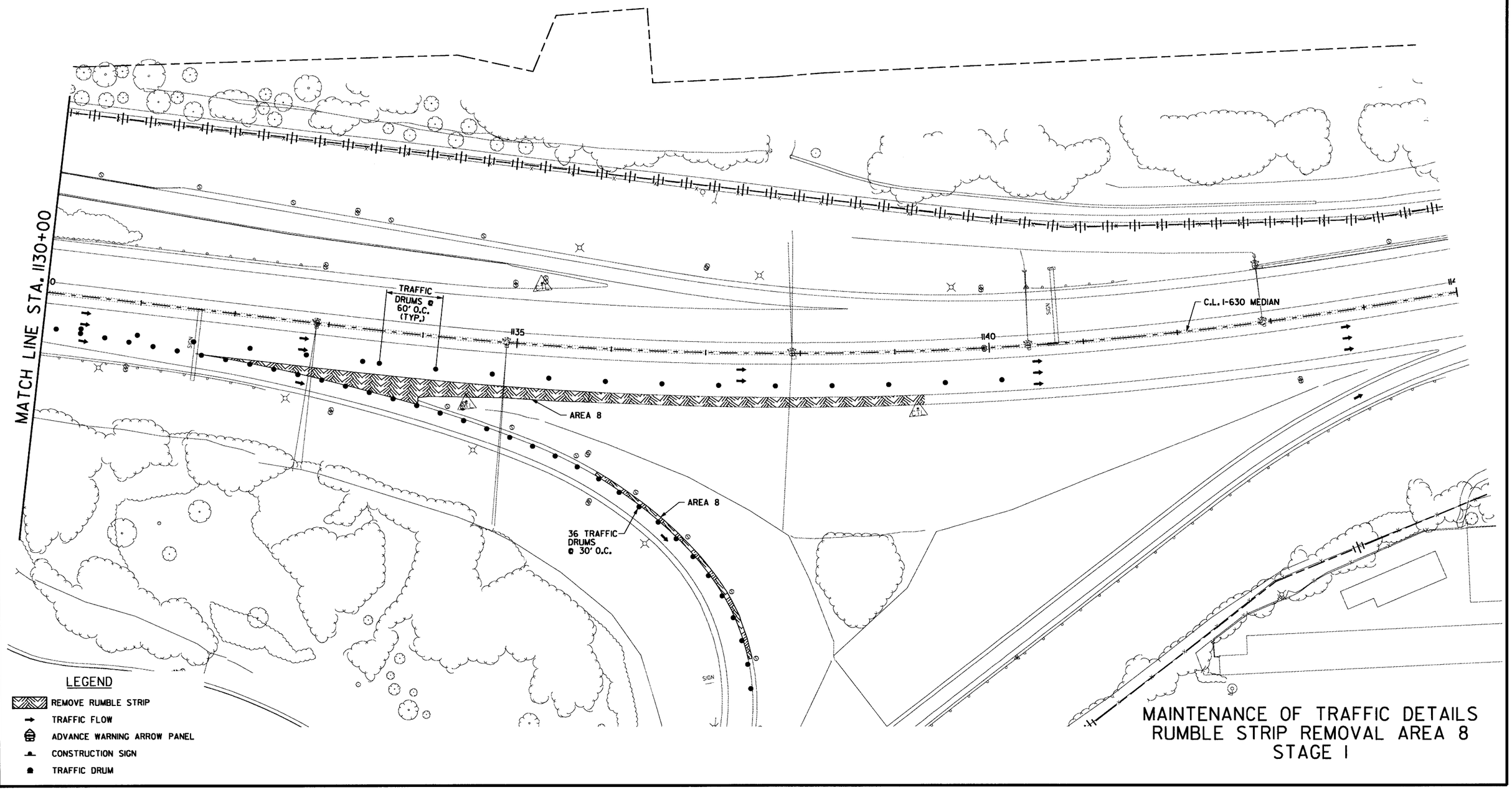
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	131	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-6706

9:24:05 AM
7/6/2017
CSilver



MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 8
STAGE I

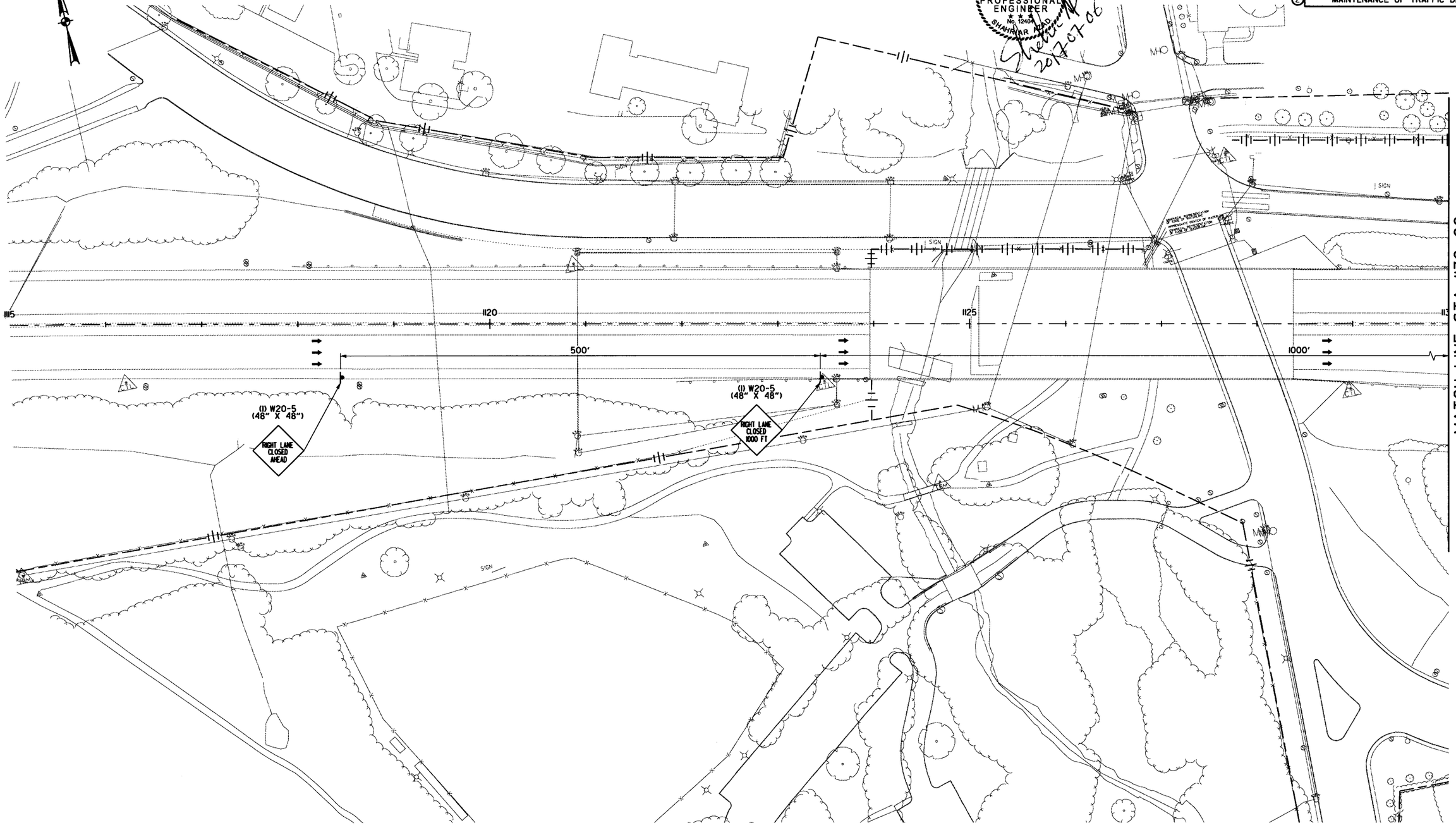
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	132	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR ADIB

Shahriar Adib 2017.07.06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 9
STAGE I

9:24:14 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	133	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR KHADEM
2017-07-06

9:24:23 AM 7/6/2017 CSilver

MATCH LINE STA. 1130+00

MATCH LINE STA. 1145+00

C.L. I-630 MEDIAN

1000'

87'

100' TAPER

1135

720' TAPER

1140

100'

TRAFFIC DRUMS @ 60' O.C. (TYP.)

SIGN

INSTALL ADVANCE WARNING ARROW PANEL

(1) W4-2R (48" X 48")

4 TRAFFIC DRUMS @ 30' O.C.

26 TRAFFIC DRUMS @ 30' O.C.

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

AREA 9

50 TRAFFIC DRUMS @ 30' O.C.

100'

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 9
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	134	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SEAD
2017-07-06

9:24:34 AM
7/6/2017
CSilver

MATCH LINE STA. 1145+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

AREA 9

50 TRAFFIC DRUMS @ 30' O.C.

1150 C.L. I-630 MEDIAN 1155 1160

SIGN

BILLBOARD

S HUGHES ST.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 9
STAGE I

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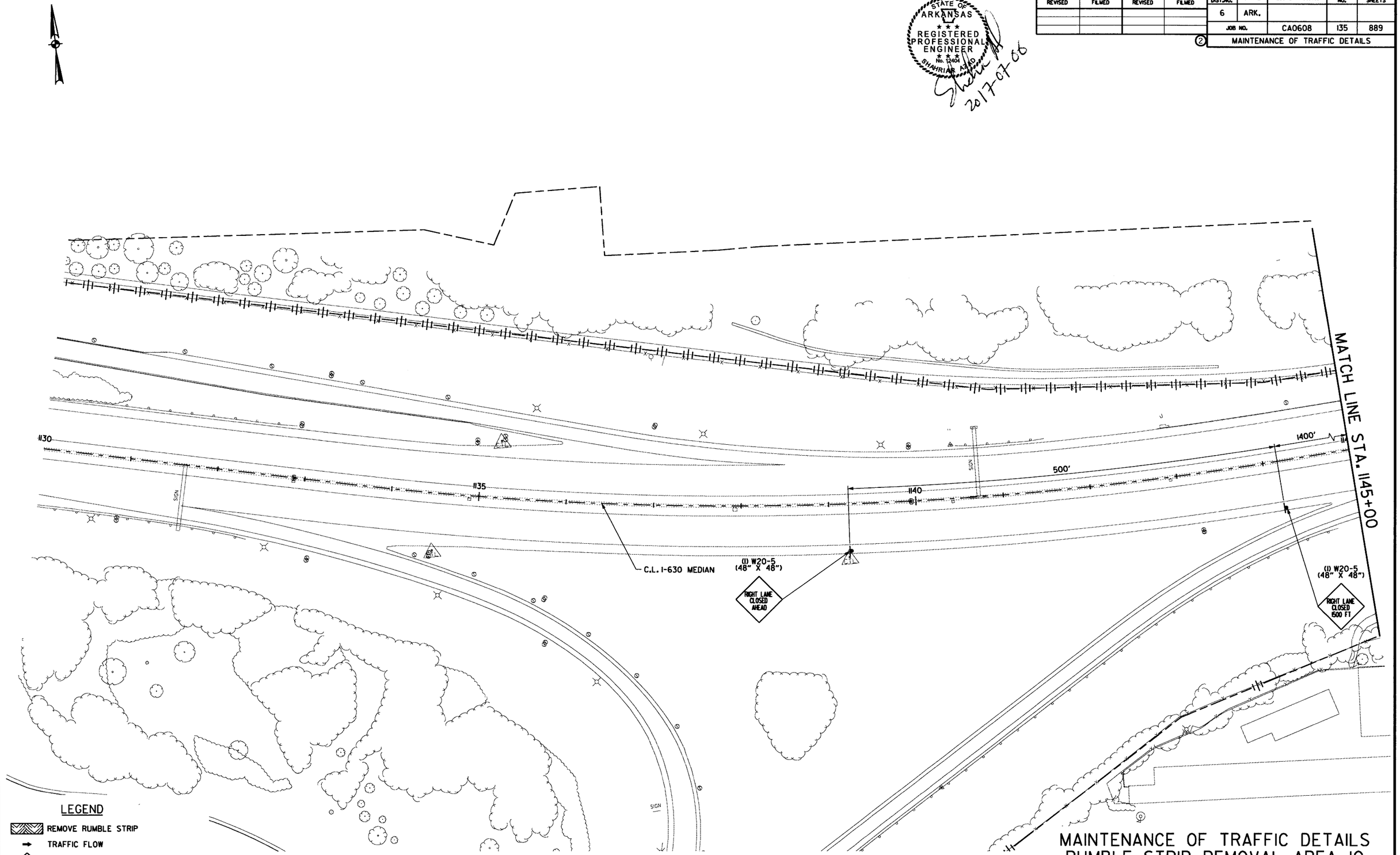
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7/6/2017
CSilver

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	135	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2017-07-06



MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 10
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	136	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR SHAD No. 13406
2017-07-06

MATCH LINE STA. 1145+00

C.L. I-630 MEDIAN

1150

1400'

1155

100' TAPER

720' TAPER

MATCH LINE STA. 1160+00

SIGN

BILLBOARD

BILLBOARD

S HUGES ST

(1) W4-2R (48" X 48")

4 TRAFFIC DRUMS @ 30' O.C.

INSTALL ADVANCE WARNING ARROW PANEL

28 TRAFFIC DRUMS @ 30' O.C.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 10
STAGE 1

9:24:55 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	137	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRIAR NAD
2017-07-06

MATCH LINE STA. 1160+00

MATCH LINE STA. 1175+00

720' TAPER

100'

1165

1170

TRAFFIC DRUMS @ 60' O.C. (TYP.)

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (TYP.)

28 TRAFFIC DRUMS @ 30' O.C.

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

5 TRAFFIC DRUMS @ 30' O.C.

AREA 10

20 TRAFFIC DRUMS @ 30' O.C.

SIGN

M-O

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 10
STAGE 1

9:25:06 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	138	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2017-07-06

9:25:28 AM 7/6/2017 CSilver

MATCH LINE STA. 1175+00

C.L. I-630 MEDIAN

100' TAPER

AREA 10

4 TRAFFIC DRUMS @ 30' SPACING

20 TRAFFIC DRUMS @ 30' O.C.

AREA 10

S UNIVERSITY AVE

1180 1185 1190

SIGN

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 10
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	139	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DIRECTION ONLY

(1) W20-1 (48" X 48")
ROAD WORK AHEAD

250'

4 TRAFFIC DRUMS @ 30' O.C.

10 TRAFFIC DRUMS @ 30' O.C.

AREA II

TRAFFIC DRUMS @ 60' O.C. (TYP.)

100' TAPER

1175

18 TRAFFIC DRUMS @ 30' O.C.

1180

21 TRAFFIC DRUMS @ 30' O.C.

TRAFFIC DRUMS @ 60' O.C. (TYP.)

9 TRAFFIC DRUMS @ 30' O.C.

6 TRAFFIC DRUMS @ 30' O.C.

1185

C.L. I-630 MEDIAN

MATCH LINE STA. 1189+00

S. UNIVERSITY AVE.

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA II
STAGE I

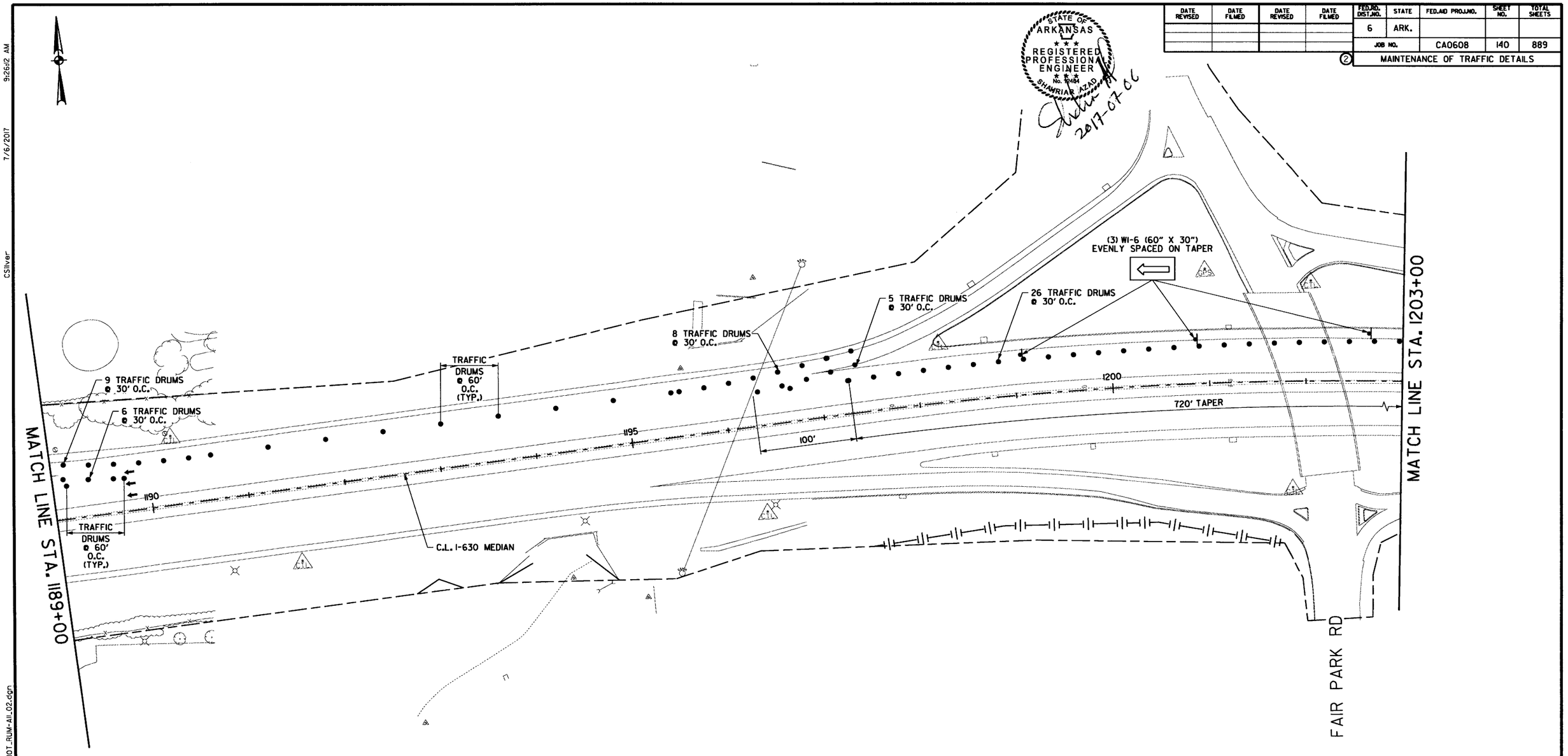
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CSilver

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	140	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12484
SHAHRIAR AZAD
2017-07-06



LEGEND

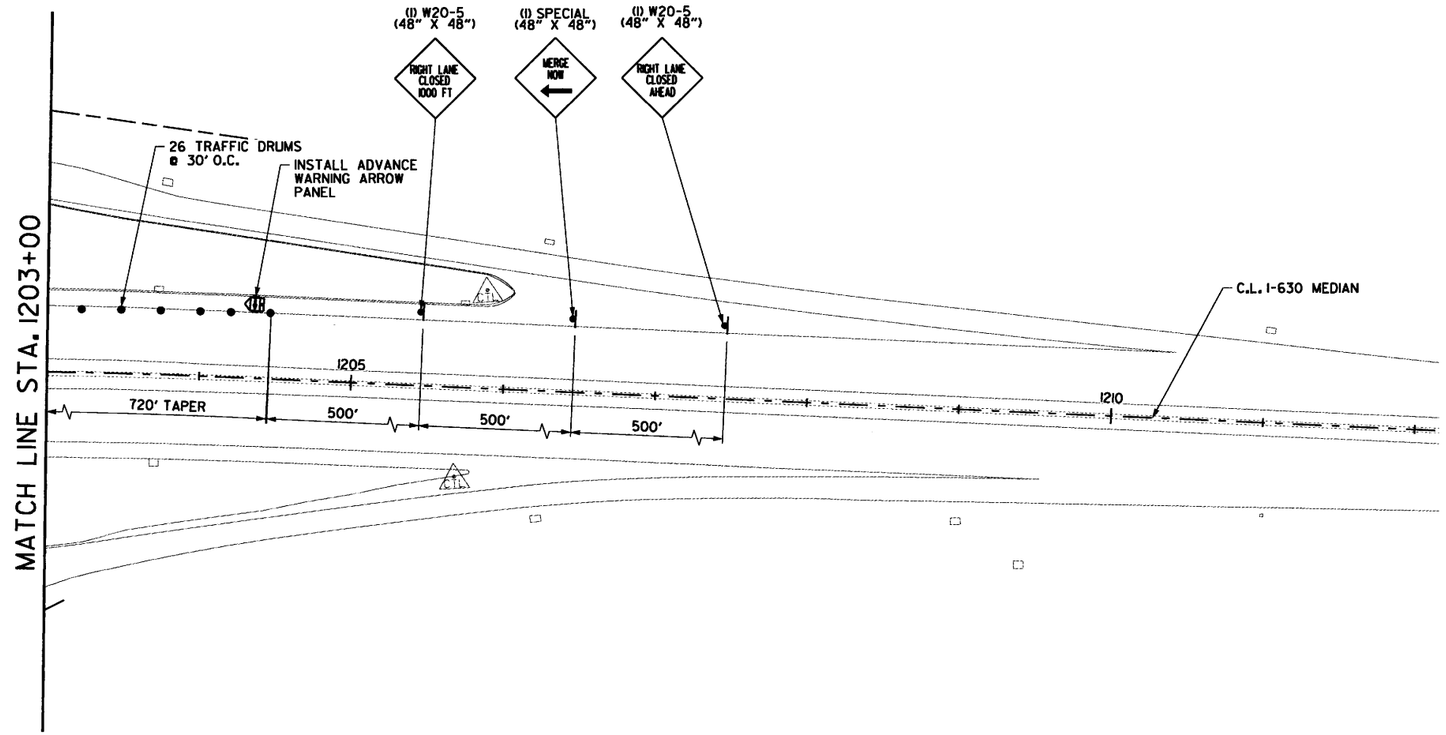
- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA II
STAGE I

9:26:12 AM 7/6/2017 CSilver

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7/6/2017
CSilver



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12486
SHAHRIAR ZIAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	141	889

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

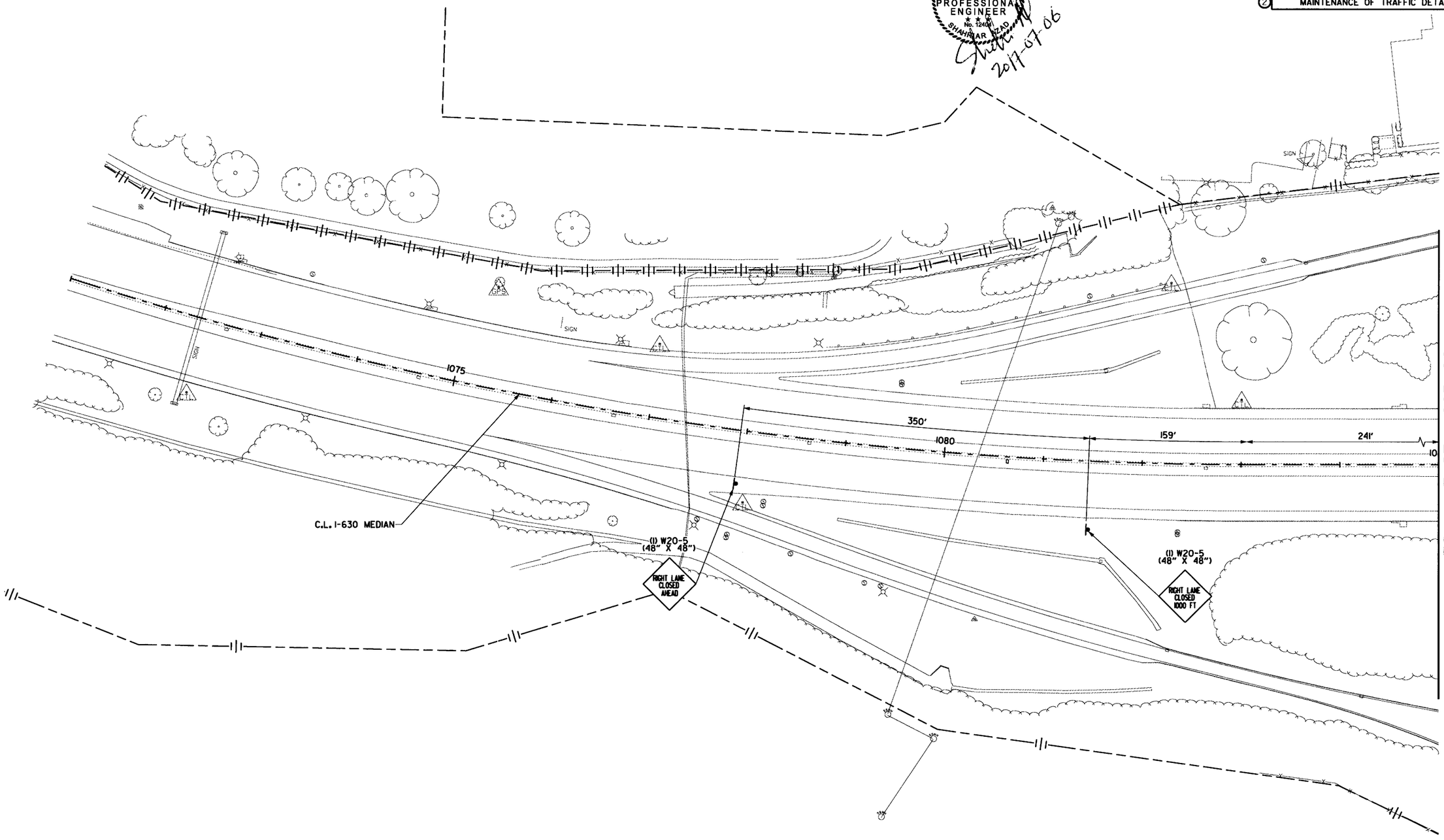
MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA II
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	142	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 12
STAGE 1

9:26:31 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	143	889

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA 1085+00

MATCH LINE STA. 1100+00

241'

500'

100' TAPER

720' TAPER

100'

1090

1095

C.L. I-630 MEDIAN

JOHN BARROW RD.

4 TRAFFIC DRUMS @ 30' O.C.

26 TRAFFIC DRUMS @ 30' O.C.

INSTALL ADVANCE WARNING ARROW PANEL

(3) WI-6 (60" X 30") EVENLY SPACED ON TAPER

(1) W4-2R (48" X 48")

200' TAPER

250'

100'

AREA 12

22 TRAFFIC DRUMS @ 30' O.C.

4 TRAFFIC DRUMS @ 30' O.C.

ROAD WORK AHEAD

(1) W20-1 (48" X 48")

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 12
STAGE 1

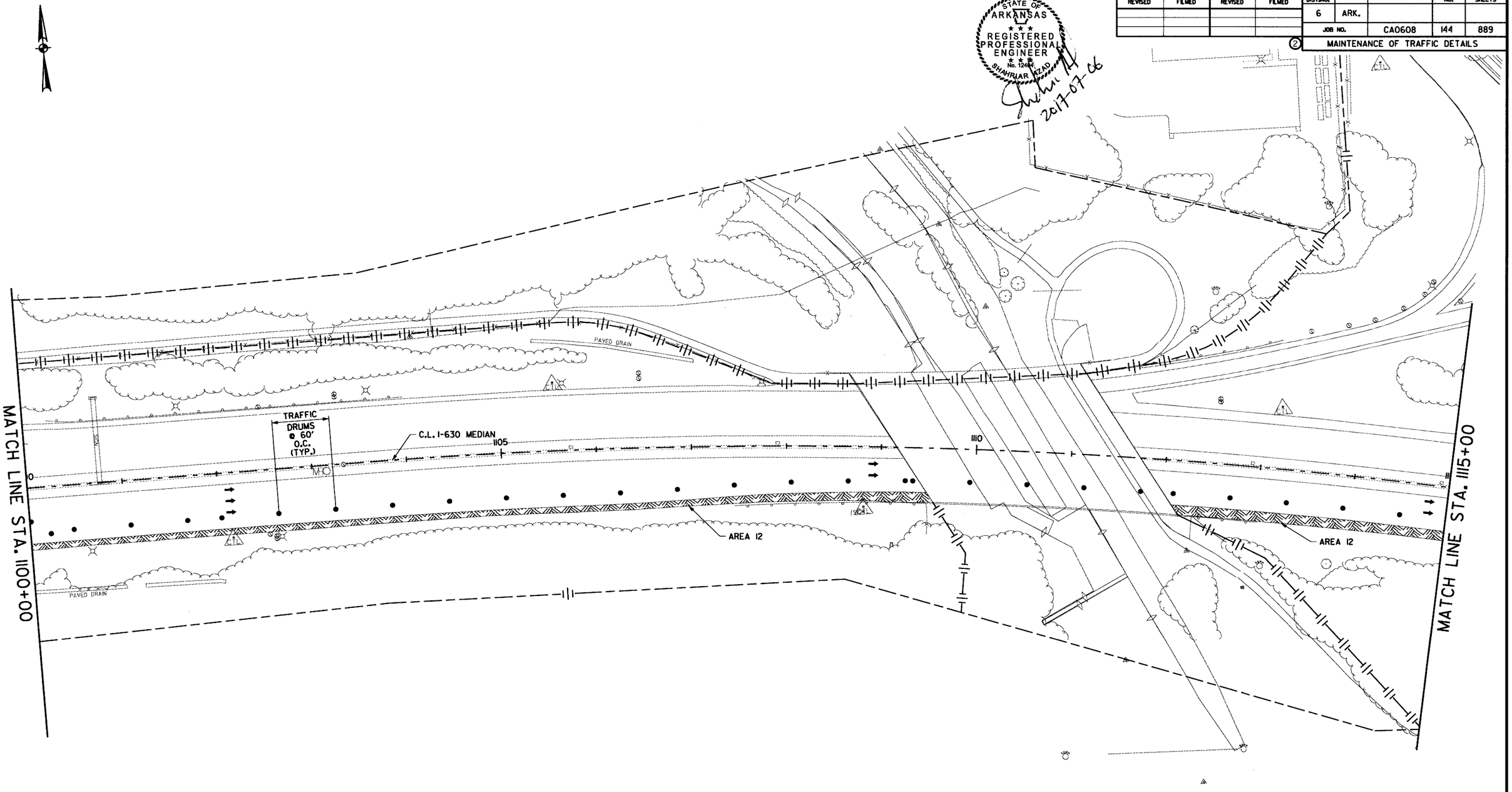
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	144	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12407
SHAHRIAR AZAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 12
STAGE 1

9:26:56 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	145	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AHAD
2017-07-06

9:27:07 AM 7/6/2017 CSilver

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MATCH LINE STA. 1115+00

S. RODNEY PARHAM RD.

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (TYP.)

1120

1125

TRAFFIC DRUMS @ 30' SPACING

AREA 12

SIGN

MATCH LINE STA. 1130+00

S. RODNEY PARHAM RD.

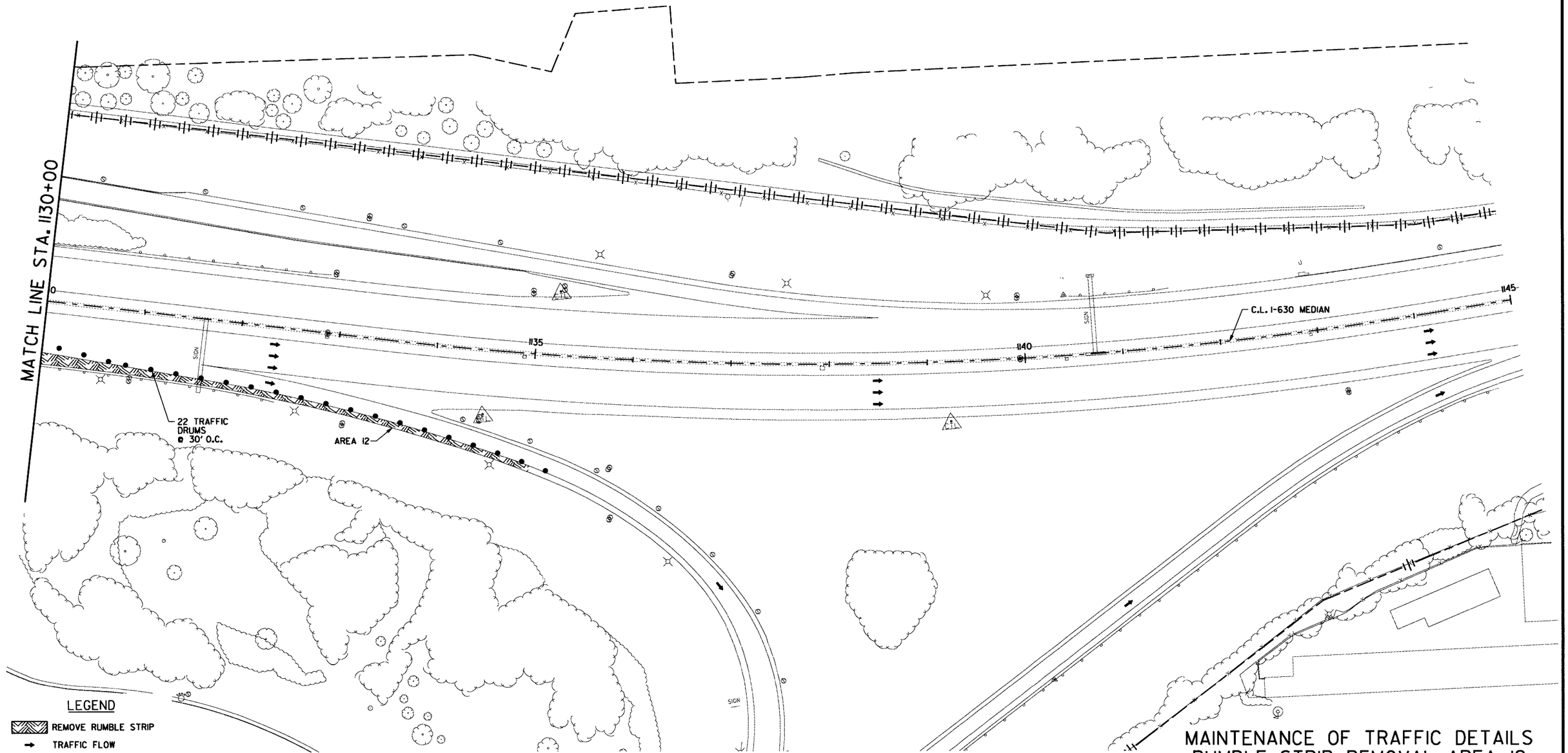
LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 12
STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	146	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 12
STAGE 1

9:27:20 AM 7/6/2017 CSliver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	147	889
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR NEAD
2017-07-06

(2) G20-2 (48" X 24")

END ROAD WORK

AREA 13

9 TRAFFIC DRUMS @ 30' O.C.

1090

1095

C.L. I-630 MEDIAN

JOHN BARROW RD.

MATCH LINE STA. 1100+00

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 13
STAGE 1

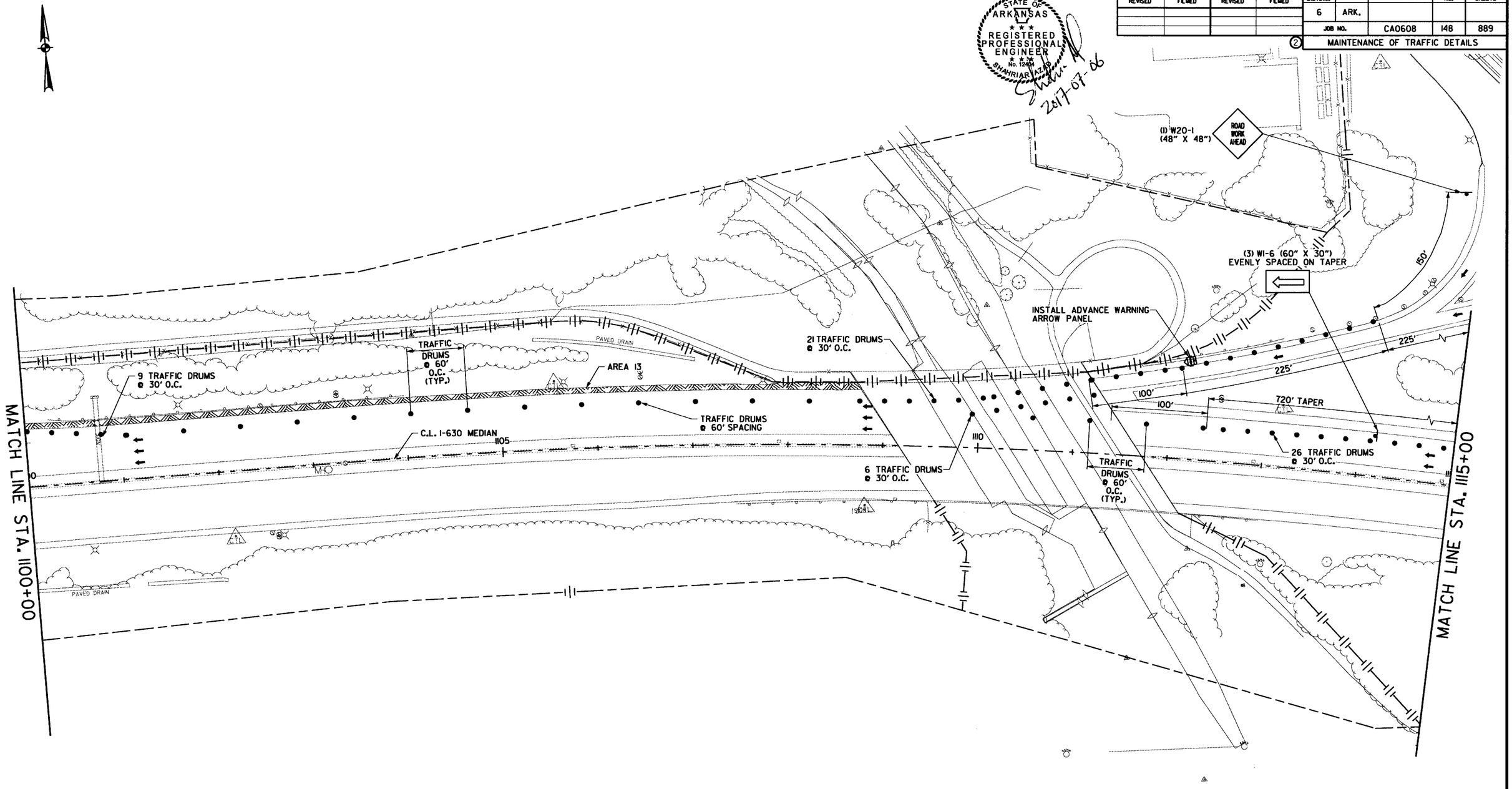
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	148	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 13
STAGE 1

9:27:40 AM 7/6/2017 CSliver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	149	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRIAR AZAD
2017 07 06

MATCH LINE STA. 1115+00

MATCH LINE STA. 1130+00

S. RODNEY PARHAM RD.

(1) W20-1 (48" X 48")

(1) W4-2R (48" X 48")

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

225'

500'

720' TAPER

100' TAPER

C.L. I-630 MEDIAN

INSTALL ADVANCE WARNING ARROW PANEL

4 TRAFFIC DRUMS @ 30' O.C.

26 TRAFFIC DRUMS @ 30' O.C.

1120

1125

SIGN

LEGEND

- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 13
STAGE 1

9:27:53 AM 7/6/2017 CSilver

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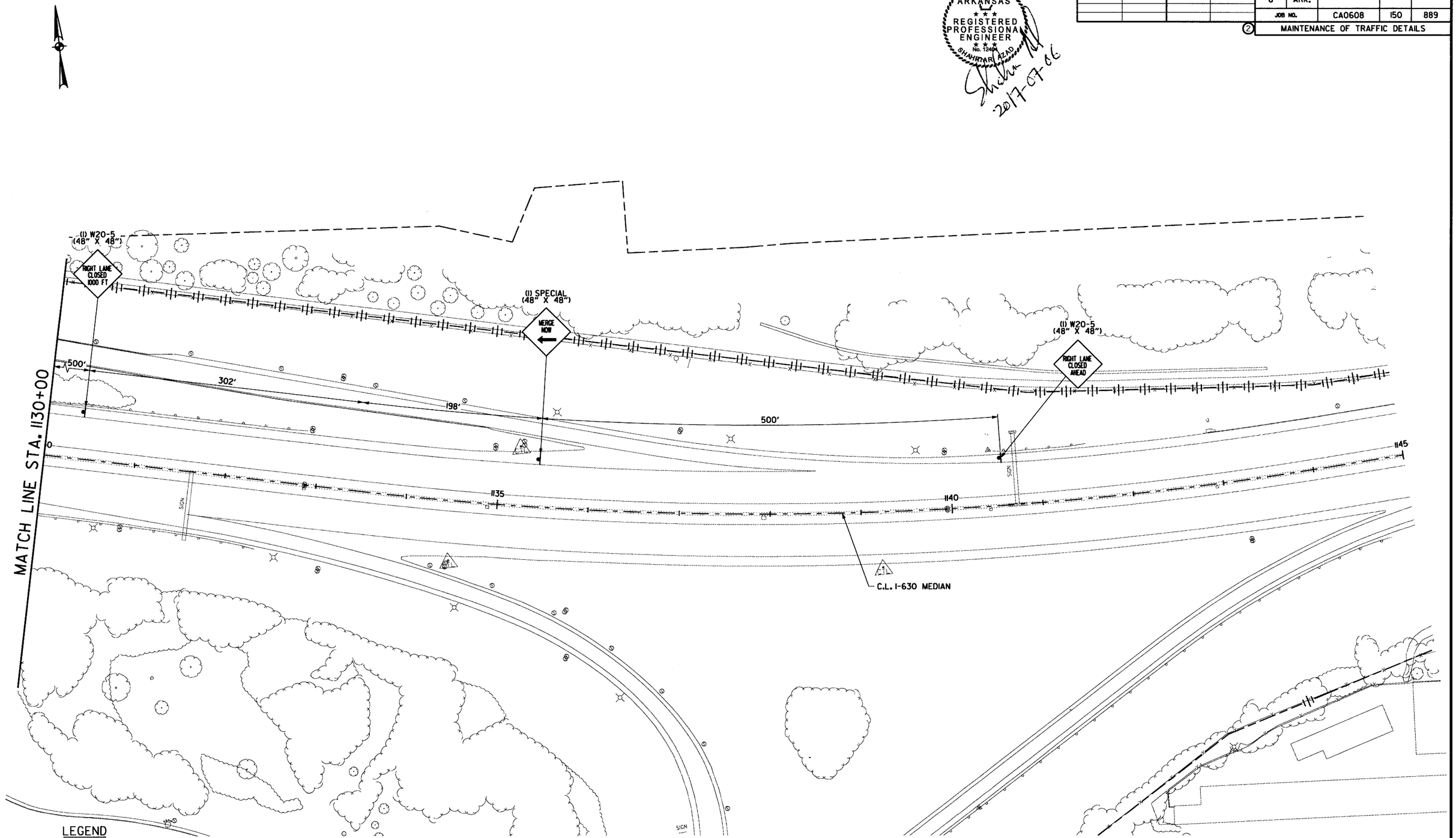
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				6	ARK.			
				JOB NO.		CA0608	150	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIYAR AZAD
2017-07-06

9:28:02 AM 7/6/2017 CSliver

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LEGEND

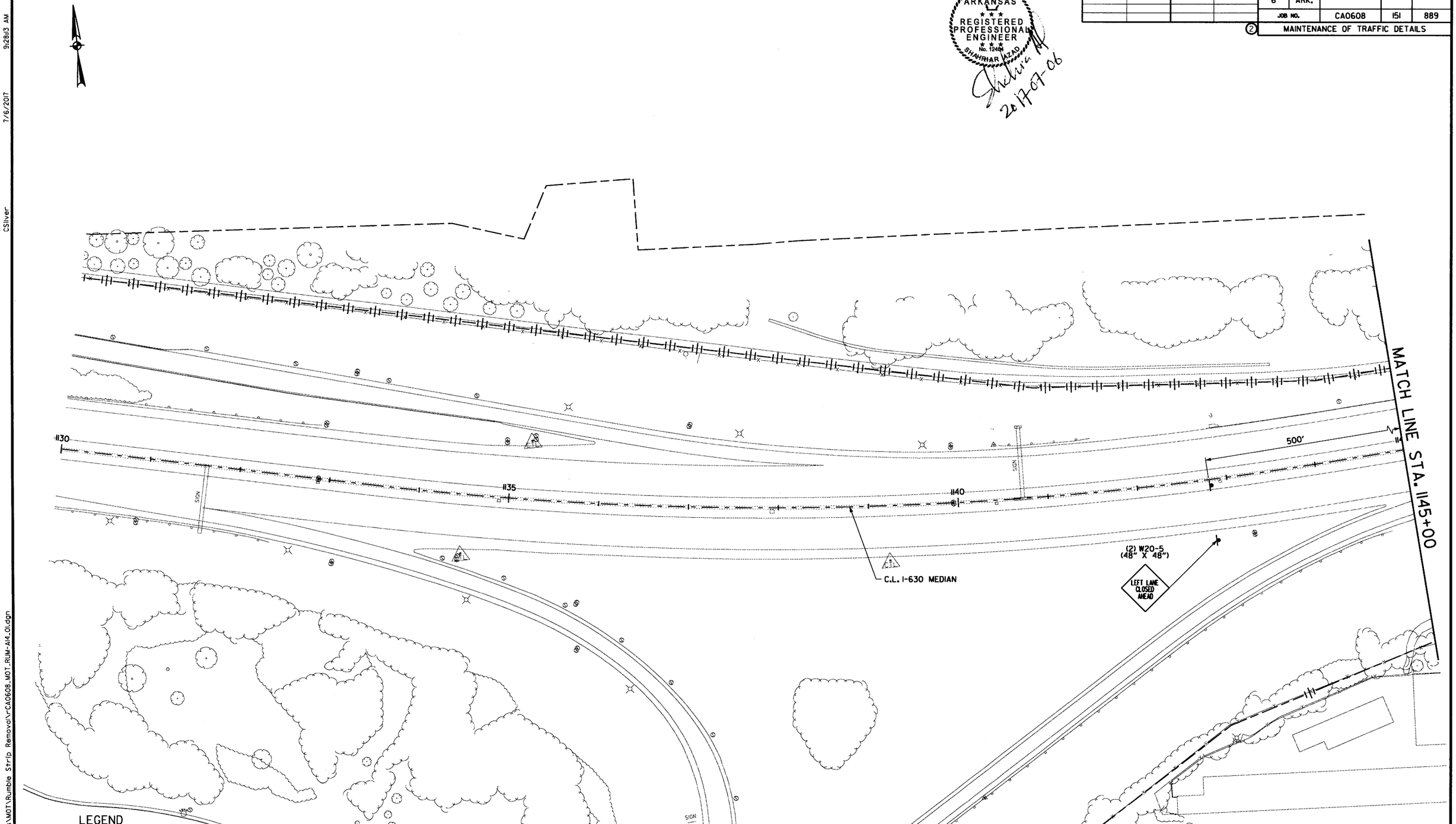
- REMOVE RUMBLE STRIP
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 13
STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	151	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017-07-06



LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 14
STAGE 1

9:28:13 AM
7/6/2017
CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	152	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD

2017-07-06

MATCH LINE STA. 1145+00

MATCH LINE STA. 1160+00

500'

1000'

250'

1150

1155

C.L. I-630 MEDIAN

(2) W20-5 (48" X 48")

LEFT LANE CLOSED 1000 FT

BILLBOARD

SIGN

S HUGHES ST

(2) W4-2L (48" X 48")

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 14
STAGE 1

7/6/2017 9:28:27 AM CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	153	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1160+00

MATCH LINE STA. 1175+00

250'

0

720' TAPER

1165

1170

TRAFFIC DRUMS @ 60' O.C. (TYP.)

C.L. I-630 MEDIAN

26 TRAFFIC DRUMS @ 30' O.C.

INSTALL ADVANCE WARNING ARROW PANEL

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

SIGN

M-O

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 14
STAGE 1

9:28:36 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	154	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1175+00

MATCH LINE STA. 1190+00

S. UNIVERSITY AVE.

C.L. I-630 MEDIAN

4 TRAFFIC DRUMS @ 30' O.C.

TRAFFIC DRUMS @ 60' O.C. (TYP.)

AREA 14

1180

1185

SIGN

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 14
STAGE I

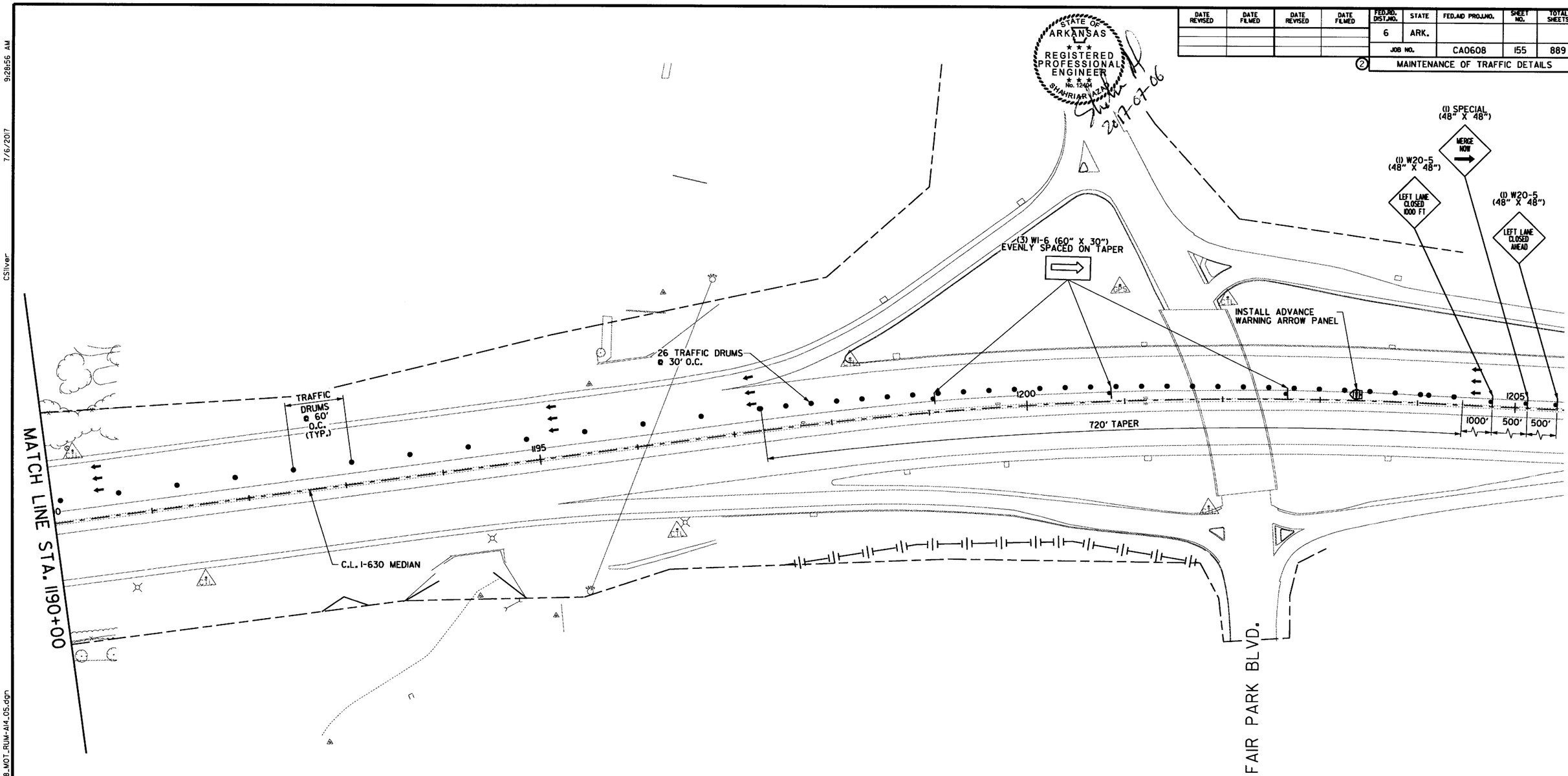
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				6	ARK.			
				JOB NO.		CA0608	155	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



LEGEND

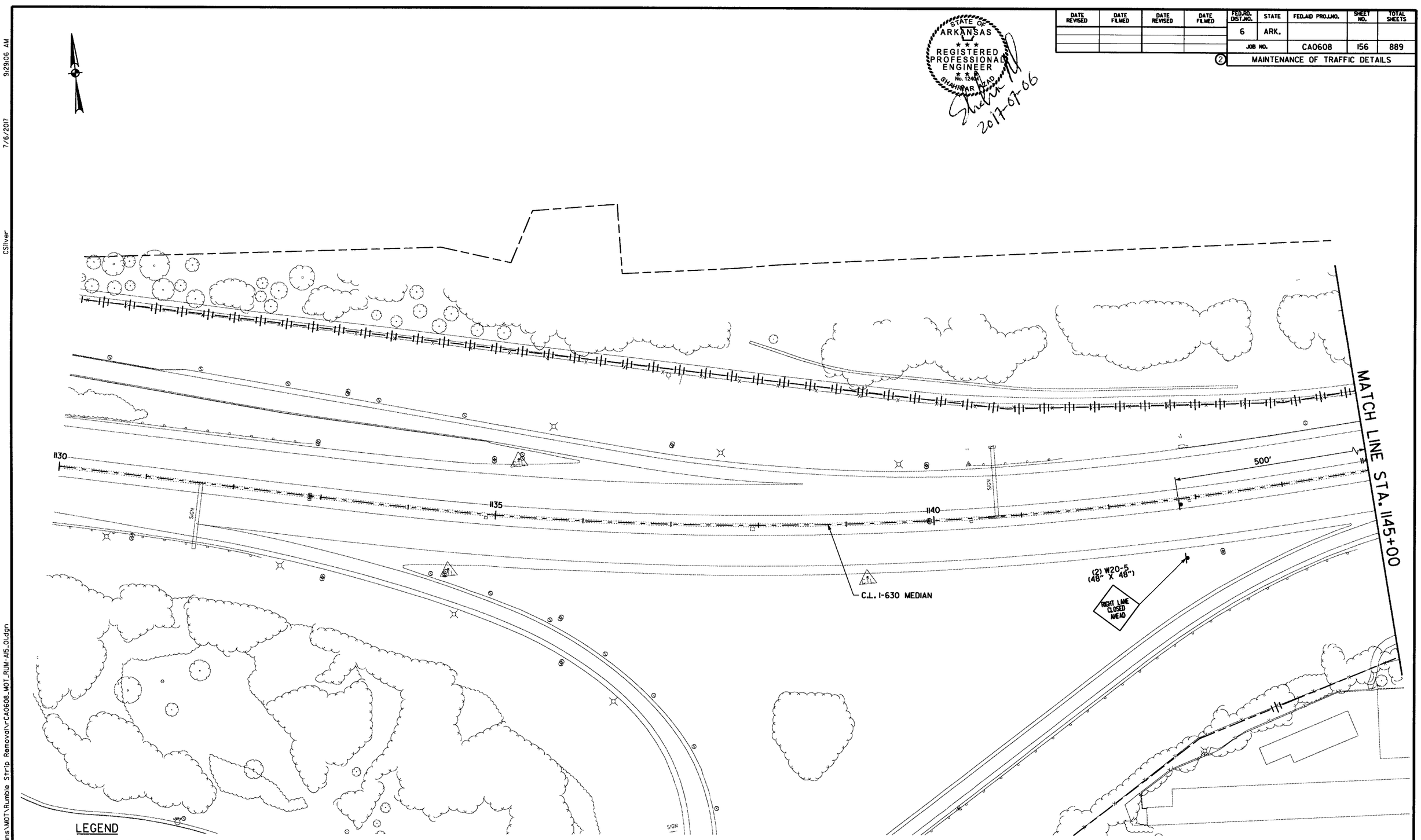
- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 14
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	156	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRAM AZAD
2017-07-06



LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 15
STAGE 1

9:29:06 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	157	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM

9/29/17 AM
7/6/2017
CSilver

MATCH LINE STA. 1145+00

MATCH LINE STA. 1160+00

500'

1000'

250'

1150

1155

C.L. I-630 MEDIAN

(1) W20-5
(48" X 48")

RIGHT LANE CLOSED 1000 FT

(2) W4-2R
(48" X 48")

S HUGHES ST

MH

SIGN

BILLBOARD

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 15
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	158	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-01

MATCH LINE STA. 1160+00

MATCH LINE STA. 1175+00

250'

720' TAPER

100'

1165

1170

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (TYP.)

INSTALL ADVANCE WARNING ARROW PANEL

(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER

26 TRAFFIC DRUMS @ 30' O.C.

11 TRAFFIC DRUMS @ 30' O.C.

13 TRAFFIC DRUMS @ 30' O.C.

M-HO

SIGN

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 15
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	159	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12407
SHAHRIAR ZIAD
2017-07-06

MATCH LINE STA. 1175+00

MATCH LINE STA. 1190+00

S. UNIVERSITY AVE.

C.L. I-630 MEDIAN

AREA 15

TRAFFIC DRUMS @ 60' O.C. (TYP.)

28 TRAFFIC DRUMS @ 30' O.C.

17 TRAFFIC DRUMS @ 30' O.C.

8 TRAFFIC DRUMS @ 30' O.C.

6 TRAFFIC DRUMS @ 30' O.C.

4 TRAFFIC DRUMS @ 30' O.C.

1180

1185

SIGN

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 15
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	160	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017-07-06

MATCH LINE STA. 1190+00

TRAFFIC DRUMS @ 60' O.C. (TYP.)

8 TRAFFIC DRUMS @ 30' O.C.

5 TRAFFIC DRUMS @ 30' O.C.

26 TRAFFIC DRUMS @ 30' O.C.

(3) WI-6 (60" X 30") EVENLY SPACED ON TAPER

INSTALL ADVANCE WARNING ARROW PANEL

(1) SPECIAL (48" X 48") MERGE NOW

(1) W20-5 (48" X 48") RIGHT LANE CLOSED 1000 FT

(1) W20-5 (48" X 48") RIGHT LANE CLOSED AHEAD

1195

100'

1200

720' TAPER

1205

1000'

500'

500'

C.L. I-630 MEDIAN

FAIR PARK BLVD.

LEGEND

- 1.5" ACHM SURFACE COURSE MILL & INLAY
- TRAFFIC FLOW
- ADVANCE WARNING ARROW PANEL
- CONSTRUCTION SIGN
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
RUMBLE STRIP REMOVAL AREA 15
STAGE 1

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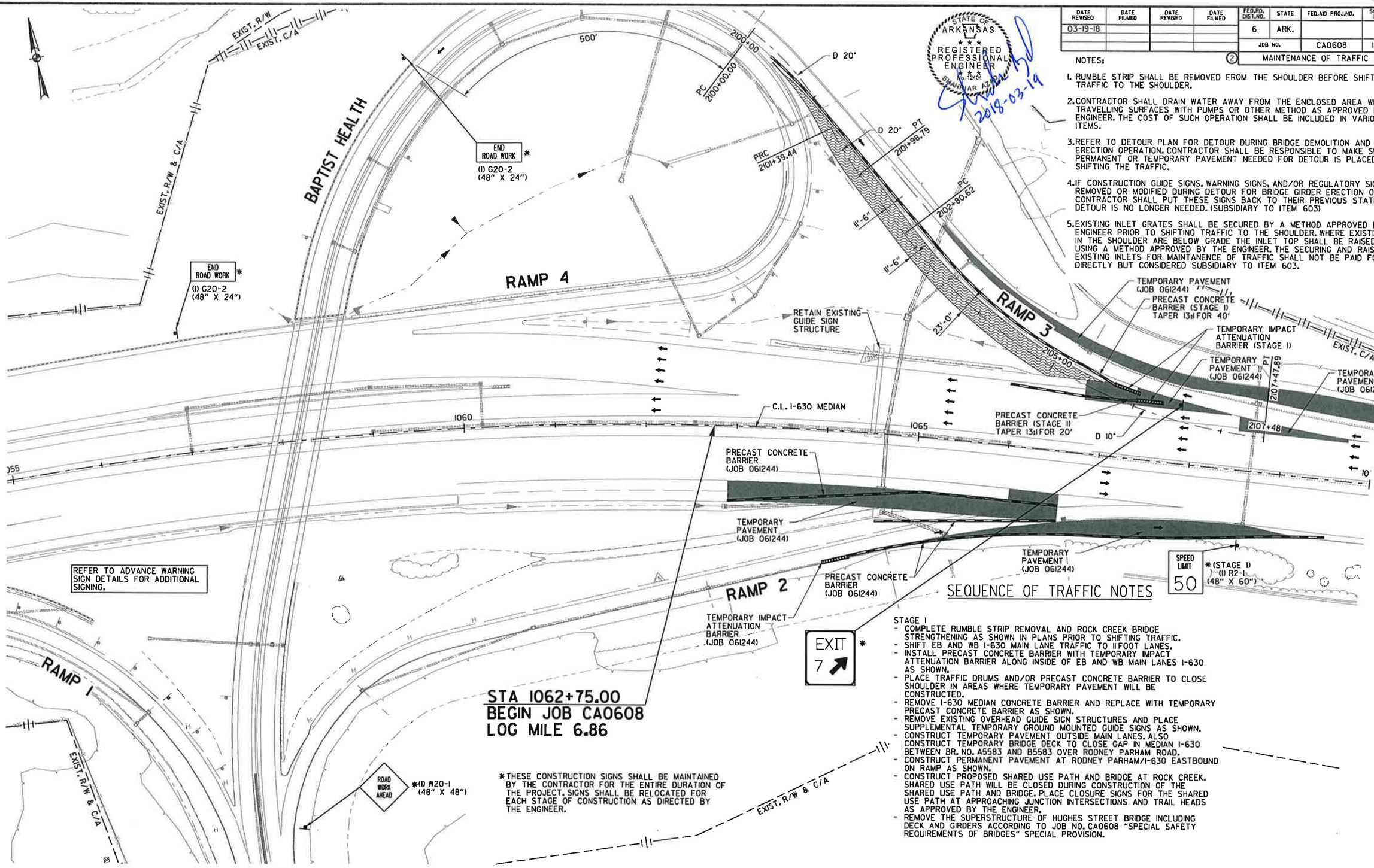
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03-19-18				6	ARK.			
				JOB NO.		CA0608	161	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZIMI
2018-03-19

NOTES:

1. RUMBLE STRIP SHALL BE REMOVED FROM THE SHOULDER BEFORE SHIFTING TRAFFIC TO THE SHOULDER.
2. CONTRACTOR SHALL DRAIN WATER AWAY FROM THE ENCLOSED AREA WITHIN THE TRAVELLING SURFACES WITH PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION SHALL BE INCLUDED IN VARIOUS BID ITEMS.
3. REFER TO DETOUR PLAN FOR DETOUR DURING BRIDGE DEMOLITION AND GIRDER ERECTION OPERATION. CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT PERMANENT OR TEMPORARY PAVEMENT NEEDED FOR DETOUR IS PLACED PRIOR TO SHIFTING THE TRAFFIC.
4. IF CONSTRUCTION GUIDE SIGNS, WARNING SIGNS, AND/OR REGULATORY SIGNS ARE REMOVED OR MODIFIED DURING DETOUR FOR BRIDGE GIRDER ERECTION OPERATION, CONTRACTOR SHALL PUT THESE SIGNS BACK TO THEIR PREVIOUS STATE WHEN DETOUR IS NO LONGER NEEDED. (SUBSIDIARY TO ITEM 603)
5. EXISTING INLET GRATES SHALL BE SECURED BY A METHOD APPROVED BY THE ENGINEER PRIOR TO SHIFTING TRAFFIC TO THE SHOULDER. WHERE EXISTING INLETS IN THE SHOULDER ARE BELOW GRADE THE INLET TOP SHALL BE RAISED TO GRADE USING A METHOD APPROVED BY THE ENGINEER. THE SECURING AND RAISING OF EXISTING INLETS FOR MAINTANENCE OF TRAFFIC SHALL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO ITEM 603.



SEQUENCE OF TRAFFIC NOTES

STAGE I
- COMPLETE RUMBLE STRIP REMOVAL AND ROCK CREEK BRIDGE STRENGTHENING AS SHOWN IN PLANS PRIOR TO SHIFTING TRAFFIC.
- SHIFT EB AND WB I-630 MAIN LANE TRAFFIC TO II FOOT LANES.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF EB AND WB MAIN LANES I-630 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE TEMPORARY PAVEMENT WILL BE CONSTRUCTED.
- REMOVE I-630 MEDIAN CONCRETE BARRIER AND REPLACE WITH TEMPORARY PRECAST CONCRETE BARRIER AS SHOWN.
- REMOVE EXISTING OVERHEAD GUIDE SIGN STRUCTURES AND PLACE SUPPLEMENTAL TEMPORARY GROUND MOUNTED GUIDE SIGNS AS SHOWN.
- CONSTRUCT TEMPORARY PAVEMENT OUTSIDE MAIN LANES. ALSO CONSTRUCT TEMPORARY BRIDGE DECK TO CLOSE GAP IN MEDIAN I-630 BETWEEN BR. NO. A5583 AND B5583 OVER RODNEY PARHAM ROAD.
- CONSTRUCT PERMANENT PAVEMENT AT RODNEY PARHAM/I-630 EASTBOUND ON RAMP AS SHOWN.
- CONSTRUCT PROPOSED SHARED USE PATH AND BRIDGE AT ROCK CREEK. SHARED USE PATH WILL BE CLOSED DURING CONSTRUCTION OF THE SHARED USE PATH AND BRIDGE. PLACE CLOSURE SIGNS FOR THE SHARED USE PATH AT APPROACHING JUNCTION INTERSECTIONS AND TRAIL HEADS AS APPROVED BY THE ENGINEER.
- REMOVE THE SUPERSTRUCTURE OF HUGHES STREET BRIDGE INCLUDING DECK AND GIRDERS ACCORDING TO JOB NO. CA0608 "SPECIAL SAFETY REQUIREMENTS OF BRIDGES" SPECIAL PROVISION.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STAGE I QUANTITIES

TRAFFIC DRUMS = 194 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 15740 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 32037 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 29788 LIN. FT.

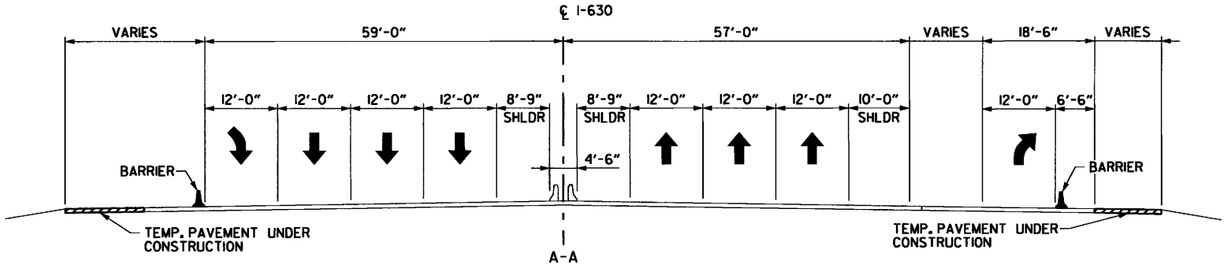
MAINTENANCE OF TRAFFIC DETAILS STAGE I

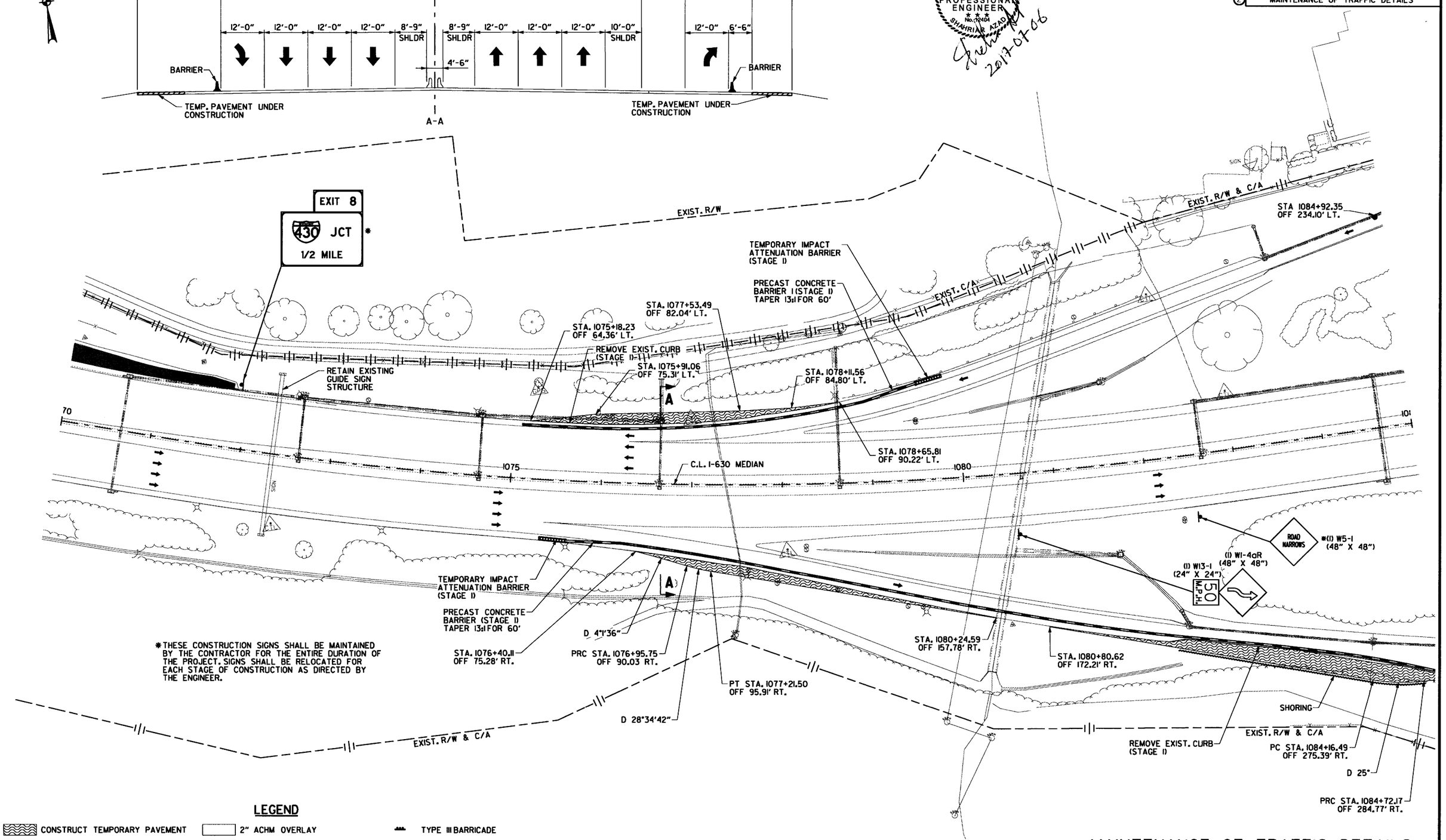
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				6	ARK.			
				JOB NO.		CA0608	162	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06





*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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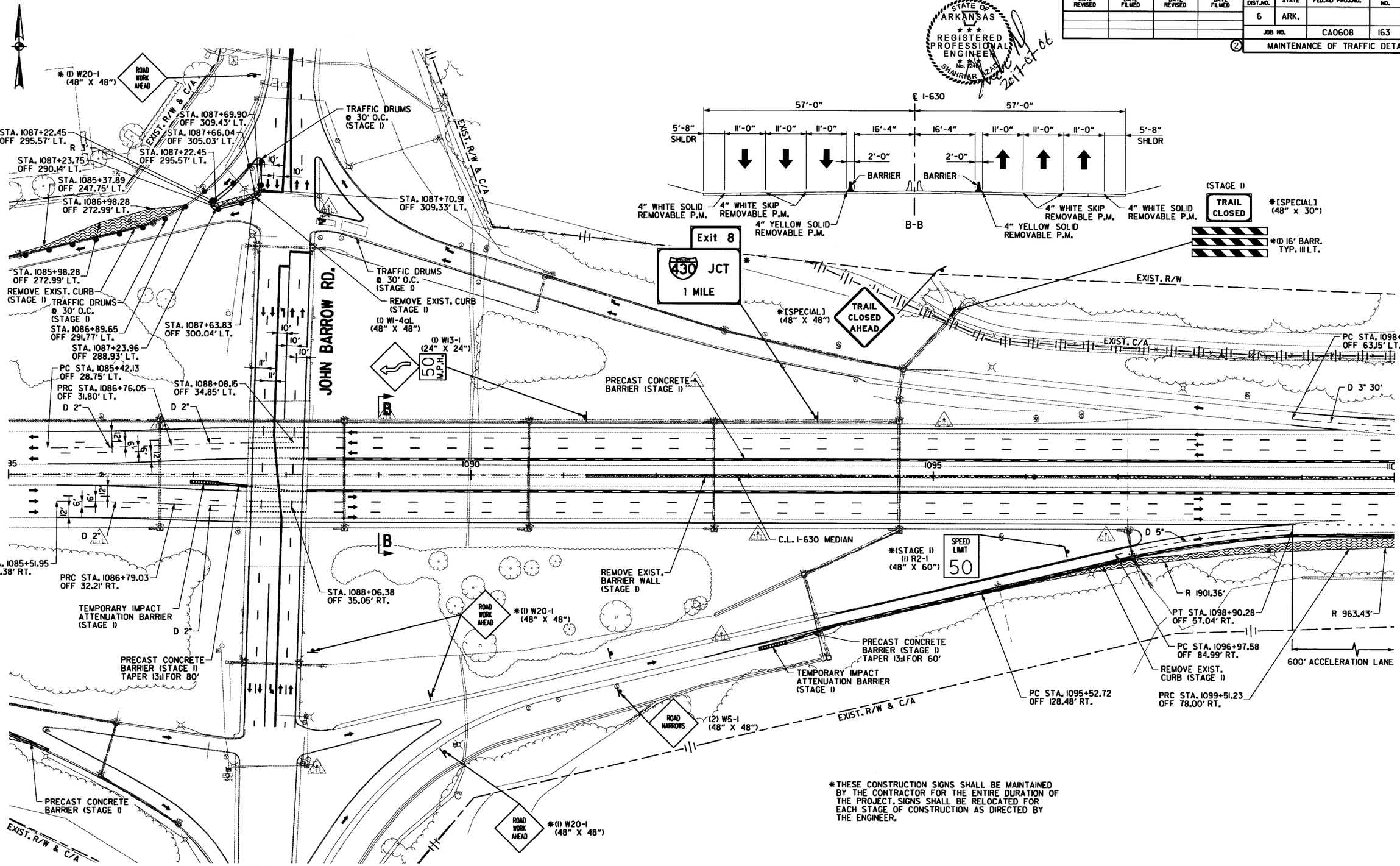
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	163	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 21468
SHAHRIAR AZAD
2017-07-06

9:30:39 AM
7/6/2017
CSilver



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	164	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR ASAD
2017-07-06

(STAGE I)
TRAIL CLOSED
*[SPECIAL] (48" x 30")
*(1) 16' BARR. TYP. III LT.

* EXIT 6B
Barrow Road
EXIT ONLY

* EXIT 7
Baptist Health
1/2 MILE

*(1) R2-1 (48" X 60")
SPEED LIMIT 50

*(1) W20-1 (48" X 48")
ROAD WORK AHEAD

(1) W5-1 (48" X 48")
ROAD NARROWS

RETAIN EXISTING GUIDE SIGN STRUCTURE

EXIST. R/W

EXIST. C/A

PAVED DRAIN

D 3° 30'

C.L. I-630 MEDIAN

CONSTRUCT RETAINING WALL 'CC'

CONSTRUCT RETAINING WALL 'BB'

PC STA. 1109+11.25 OFF 54.85' LT.

PT STA. 1110+91.70 OFF 67.93' LT.

1105

1110

RETAIN BARRIER AT EXISTING GUIDE SIGN STRUCTURE

PRECAST CONCRETE BARRIER (STAGE I)

REMOVE EXIST. BARRIER WALL (STAGE I)

PRECAST CONCRETE BARRIER (STAGE I)

REMOVE EXIST. BARRIER WALL (STAGE I)

PAVED DRAIN
R 963.43'

PT STA. 1100+86.41 OFF 65.71' RT.

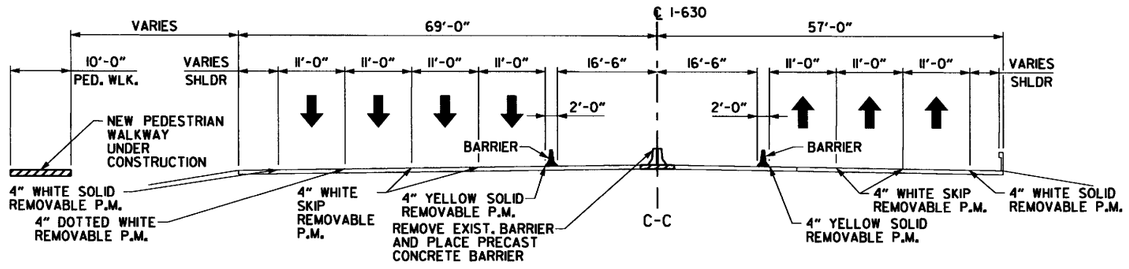
EXIST. R/W & C/A

600' ACCELERATION LANE

300' TAPER

EXIST. R/W

EXIST. C/A



*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	165	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI MD
2017-05-31

11:16:44 AM 7/12/2017 CSilver

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117'-0"
33'-0" 44'-0" 33'-0"
2'-0" 6'-0" 2'-0"
11'-0" 11'-0" 11'-0" 11'-0" 11'-0" 11'-0"
1'-6" Rail 1'-6" Rail
BARRIER BARRIER
4" WHITE SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
TEMP. PAVEMENT UNDER CONSTRUCTION

STA. 1115+21.65 OFF 305.38' LT.
STA. 1115+16.53 OFF 203.94' LT.
RODNEY PARHAM RD.
EXIST. R/W & C/A
PRECAST CONCRETE BARRIER (STAGE I)
PC STA. 1121+29.59 OFF 34.85' LT.
PRC STA. 1122+22.50 OFF 37.11' LT.
PT STA. 1123+61.87 OFF 40.50' LT.
TRAFFIC DRUMS @ 30' O.C. (STAGE I)
REMOVE EXIST. CURB (STAGE I)
EXIST. C/A
D 2°
1120
1125
C.L. I-630 MEDIAN
(STAGE I)
TRAIL CLOSED
*[SPECIAL] (48" x 30")
*(1) 16' BARR. TYP. III LT.
EXIST. R/W
(1) W1-4aL (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.
PC STA. 1128+37.98 OFF 40.50' LT.
2" R.C.
REMOVE EXIST. BARRIER WALL (STAGE I)
REMOVE EXIST. CURB (STAGE I)
(1) W13-1 (24" X 24")
(1) W1-4aR (48" X 48")
50 M.P.H.
PRC STA. 1129+11.38 OFF 39.56' RT.
PT STA. 1129+84.78 OFF 38.62' RT.
T.C.E.
*[SPECIAL] (48" X 48")
TRAIL CLOSED AHEAD
TRAFFIC DRUMS @ 30' O.C. (STAGE I)

*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

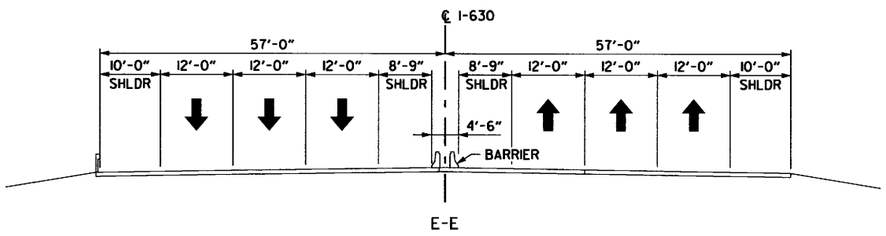
LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	166	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ASAD
2017-05-21



*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

[SPECIAL] (48" X 48") TRAIL CLOSED AHEAD
EXIST. R/W
EXIST. C/A
PRC STA. 1134+01.02 OFF 36.78' LT.
PC STA. 1133+41.41 OFF 37.85' LT.
PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 60'
PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 40'
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)
C.L. I-630 MEDIAN
REMOVE EXISTING SIGN STRUCTURE (STAGE I)
PRECAST CONCRETE BARRIER (STAGE I)
PT STA. 1138+29.82 OFF 29.07' LT.
(1) W1-4aR (48" X 48")
(1) W13-1 (24" X 24")
ROAD NARROWS
(1) W5-1 (48" X 48")
50 M.P.H.
D 2"
2900+00
1135
1140
PC STA. 1130+27.04 OFF 47.62' RT.
PC 2900+00.00
PC STA. 1133+41.41 OFF 38.62' RT.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)
PC STA. 1133+67.05 OFF 78.31' RT.
PRC 2901+90.32
PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 40'
PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 60'
PRC STA. 1134+42.76 OFF 38.62' RT.
D 3"
D 6"
D 2"
2905+00
11'-6"
11'-6"
23'-0"
D 20"
PCC 2904+37.35
STA. 1137+26 CONSTRUCT TEMP. CULVERT 18" X 158'
PT STA. 1138+66.30 OFF 30.41' RT.
* EXIT 5
University Ave. 3/4 MILE
* Exit 6A
Mississippi Ave. Rodney Parham Rd.
EXIT 6A
SHORING
TRAFFIC DRUMS @ 30' O.C. (STAGE I)
SIGN
E
D 4"
2100+00
10'-0"
10'-0"
20'-0"
D 10"
PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 60'
PCC 2100+56.76
PRC 2100+35.48
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)
EXIST. R/W & C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE I)
D 10"
PC 2100+00.00

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

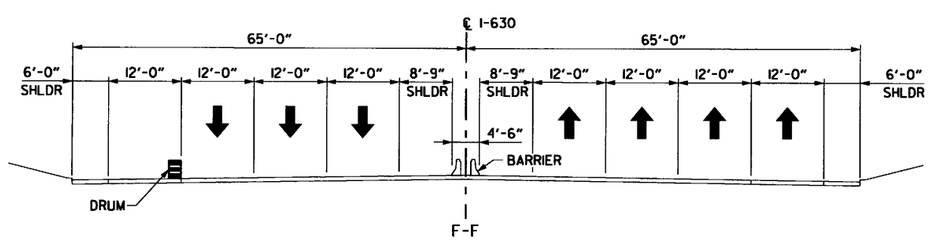
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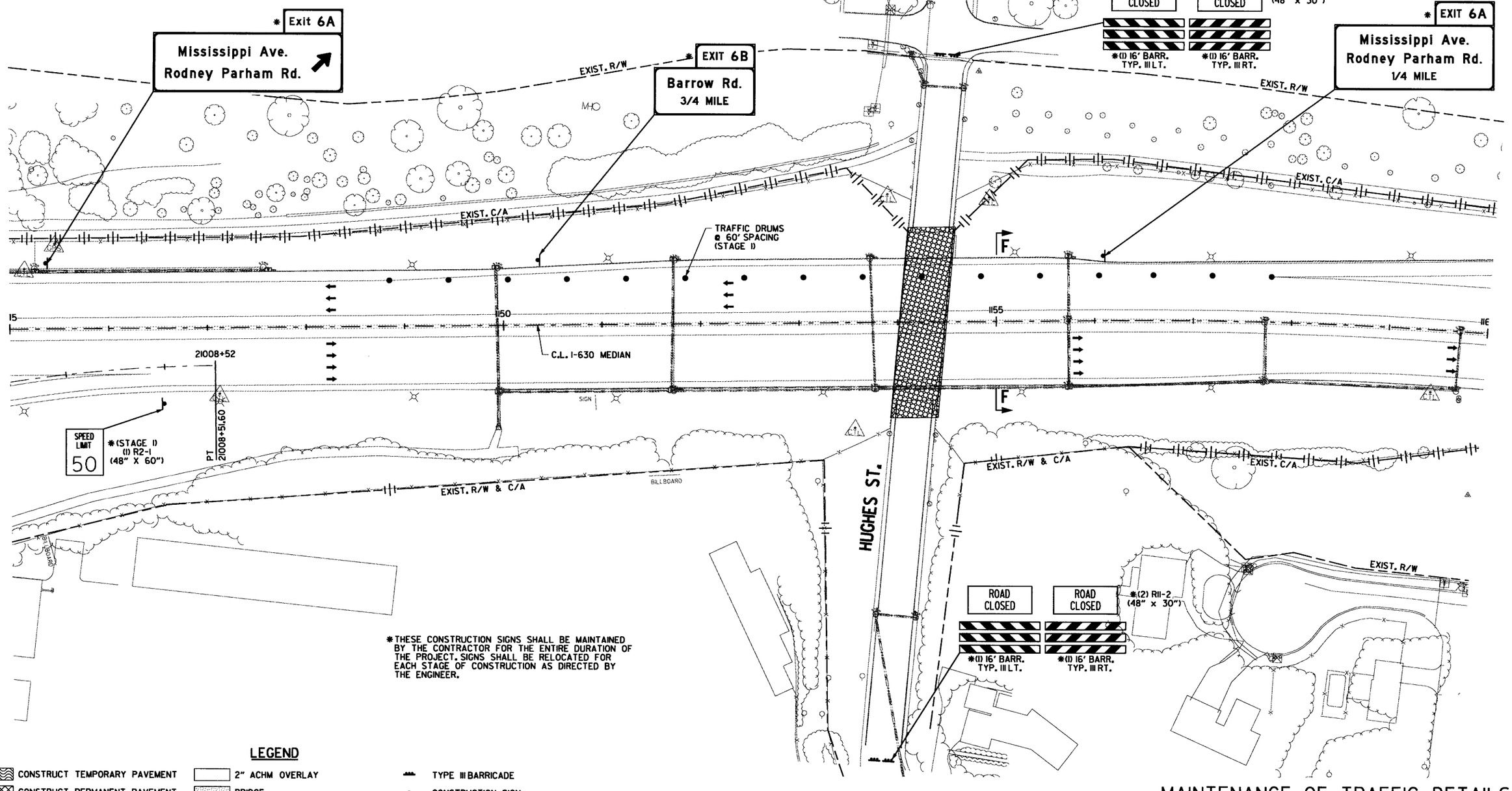
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	167	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI, P.E.
2017-07-06





* THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	168	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZADI
2017-07-06

9:32:21 AM 7/6/2017 CSilver

RAMP CLOSED

RAMP CLOSED

*(2) R11-2R (48" x 30")

*(1) 16' BARR. TYP. III LT.

*(1) 16' BARR. TYP. III RT.

*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

T.C.E.

SIGN

PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 40'

REMOVE EXISTING SIGN STRUCTURE (STAGE I)

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)

C.L. I-630 MEDIAN

1165

1170

21200+00

PC 21200+00.00

PCC 21200+97.87

EXIT 5

University Avenue

EXIT 5 *

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	169	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHAN
2017-09-01

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STA. 1177+92, 357' LT
TEMP. ST DROP INLET WITH 18"X5' R.C. PIPE CONNECT TO EXISTING MO INLET AT STA. 1177+98, 363' LT

PT 2110+79.44

EXIST. R/W

REMOVE EXIST. CURB (STAGE I)

2110+88

2110+00

PRECAST CONCRETE BARRIERI (STAGE I)

D 30°

PT 2105+87.84

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

PRC 2110+04.87

SPEED LIMIT 50

*(STAGE I) (1) R2-1 (48" X 60")

STA. 1177+57 TEMP. CULVERT 18" X 56'

PRECAST CONCRETE BARRIERI (STAGE I) TAPER 13:1 FOR 60'

PT 2100+00.00

23'-0"

11'-6"

11'-6"

2100+00

D 30°

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)

SIGN

PRECAST CONCRETE BARRIER (STAGE I)

1180

1185

PC STA. 1175+15.16 OFF 66.60' RT.

R 297.98'

11.5%

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

C.L. I-630 MEDIAN

* EXIT 4

Fair Park Blvd. 1/2 MILE

PT STA. 1176+32.53 OFF 166.10' RT.

PC STA. 1176+53.45 OFF 196.27' RT.

R 297.98'

2120+24

PRECAST CONCRETE BARRIER (STAGE I)

PT STA. 1176+77.57 OFF 237.81' RT.

UNIVERSITY AVE.

EXIST. R/W

EXIST. R/W & C/A

EXIST. C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

*(1) R55-1 (36" X 60")

FINES DOUBLE IN WORK ZONES
WHEN WORKERS ARE PRESENT

*(1) W20-1 (48" X 48")

ROAD WORK ½ MILE

*(1) W20-1 (48" X 48")

ROAD WORK 1 MILE

*(1) W20-1 (48" X 48")

ROAD WORK 1500 FT

*(2) R2-5A (48" X 60")

REDUCED SPEED AHEAD

SPEED LIMIT 50

*(STAGE I) (1) R2-1 (48" X 60")

*(1) G20-1 (60" X 24")

ROAD WORK NEXT 3 MILES

1000' 400' 1140' 1320' 1320' 500'

*(1) [SPECIAL] (96" X 48")

Job CA0608
Start Date Mo Year
Est Completion Mo Year
IDRIVE.ARKANSAS.COM

END ROAD WORK

*(1) G20-2 (48" X 24")

END ROAD WORK

*(1) G20-2 (48" X 24")

*THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	170	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12483
STEPHEN AZAD
2017-09-01

TRAIL CLOSED AHEAD [SPECIAL] (48" X 48")

EXIST. R/W

EXIST. C/A

(1) W4-4L (48" X 48")

(1) W13-1 (24" X 24")

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)

PRECAST CONCRETE BARRIER TAPER 13:1 (STAGE I)

135

2905+00

PCC 2904+57.35

EXIT 6A *

PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 60'

PRC 2901+90.32

PRECAST CONCRETE BARRIER (STAGE I) TAPER 13:1 FOR 40'

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)

2900+00

PC 2900+00.00

130

C.L. I-630 MEDIAN

* Exit 6A
Mississippi Ave.
Rodney Parham Rd.

TRAFFIC DRUMS @ 30' O.C. (STAGE I)

RODNEY PARHAM RD.

REMOVE EXIST. CURB (STAGE I)

EXIST. R/W

EXIST. R/W & C/A

T.C.E.

STAGE II

ROAD WORK AHEAD

*(1) W20-1 (48" X 48")

END ROAD WORK

*(1) G20-2 (48" X 24")

2910+00

PT 2910+40.43

REMOVE EXIST. CURB (STAGE I)

TRAFFIC DRUMS @ 30' O.C. (STAGE I)

2911+18

POE 2911+78.49

EXIST. R/W & C/A

*(1) W20-1 (48" X 48")

ROAD WORK AHEAD

TRAFFIC DRUMS @ 30' O.C. (STAGE I)

EXIST. R/W

END ROAD WORK

(1) G20-2 (48" X 24")

EXIST. R/W & C/A

* THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	171	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KAZEMI
2017-07-06

BAPTIST HEALTH

C.L. RAMP STA. 2100+00.00 =
434.55' LT. C.L. I-630 MEDIAN STA. 1063+03.12

C.L. I-630 MEDIAN
STA. 1063+24.43
400.75' LT.

C.L. I-630 MEDIAN
STA. 1064+23.46
293.08' LT.

PC 2100+00.00
D 10°
PRC 2101+39.44
PT 2101+98.79
PC 2102+80.62
11'-6"
11'-6"
C.L. RAMP 3
23'-0"
D 5°
C.L. I-630 MEDIAN
STA. 1066+33.52
81.00' LT.
C.L. I-630 MEDIAN
STA. 1066+95.09
81.00' LT.
PT 2107+47.89
2107+48
C.L. I-630 MEDIAN
C.L. RAMP STA. 2107+47.89 =
38.75' LT. C.L. I-630 MEDIAN STA. 1068+78.35

1060 1065 1070

100 2100+00 105 2105+00 110 210

L.V.C. = 217.03'
K = 84
e = 0.70'

WIDENING

PVI 2102+23.29
EL 400.4
VPC 2102+83.21
EL 398.25
3.4%
2.1%
VPT 2105+00.24
EL 394.21

C.L. RAMP STA. 2105+00.00 =
91.44' LT. C.L. I-630 MEDIAN STA. 1066+38.34
ELEV. 393.65'

VPC 2101+94.79
EL 400.18
VPT 2102+51.79
EL 399.24
PVI 2103+91.72
EL 394.82

WIDENING

C.L. RAMP STA. 2101+94.79 =
22.91' RT. C.L. RAMP 3 STA. 101+94.28
ELEV. 400.18'

L.V.C. = 57.00'
K = 19
e = -0.21'

420 410 400 390 380 370 360

2100+00 2105+00

MAINTENANCE OF TRAFFIC DETAILS
WB EXIT RAMP FROM BAPTIST HEALTH DR
STAGE 1 (30MPH)
PLAN/PROFILE

9:33:00 AM 7/6/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	172	889

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

C.L. I-630 MEDIAN
STA. 1135+72.67
57.63' RT.

C.L. I-630 MEDIAN

C.L. RAMP STA. 2900+00.00 =
31.95' RT. C.L. I-630 MEDIAN STA. 1131+74.37

PC 2900+00.00

PRC 2901+90.32

C.L. I-630 MEDIAN
STA. 1134+77.63
59.54' RT.

PCC 2904+37.35

D 6°

CL RAMP 1

D 18°

PC 2100+00.00

C.L. RAMP 2

C.L. I-630 MEDIAN
STA. 1137+40.26
476.21' RT.

PT 2910+40.43

RODNEY PARHAM RD.

C.L. RAMP STA. 2911+78.00 =
658.18' RT. C.L. I-630 MEDIAN STA. 1135+94.26

C.L. I-630 MEDIAN
STA. 1137+45.48
510.81' RT.

C.L. RAMP STA. 2904+01.59 =
68.68' RT. C.L. I-630 MEDIAN STA. 1135+69.52
ELEV. 352.73'

WIDENING

PVI 2904+85.90
EL 354.67

VPC 2904+01.59
EL 352.73

VPI 2905+10.21
EL 349.3

C.L. RAMP STA. 2909+25.80 =
22.96' LT. C.L. RAMP 1 MEDIAN STA. 911+96.76
ELEV. 325.74'

-6.58%

L.V.C. = 168.62'
K = 19
e = -1.87'

WIDENING

PVI 2909+25.80
EL 325.74

MAINTENANCE OF TRAFFIC DETAILS
EB EXIT RAMP TO RODNEY PARHAM
STAGE 1 (30MPH)
PLAN/PROFILE

360 350 340 330 320 310 300

2900+00 2905+00 2910+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	173	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADHAMI
2017-07-06

DIRECTION ONLY

P.I. 21104+79.84

21105+88

1125+00

C.L. RAMP 6
STA. 1124+02.23
8.43' RT.

C.L. RAMP STA. 21105+87.84 =
429.21' LT. C.L. I-630 MEDIAN STA. 1179+30.36

C.L. RAMP 6
STA. 1122+20.59
7.58' RT.

C.L. RAMP 6

D 30°

P.T. 21105+88.84

21105+00

PRC
21103+04.87

S. UNIVERSITY AVE.

1130+64

1120+00

P.C. 21100+00.00

23'-0"

11'-6"

11'-6"

0+00

C.L. RAMP STA. 21100+00.00 =
38.75' LT. C.L. I-630 MEDIAN STA. 1175+70.37

21100+00

D 30°

C.L. I-630 MEDIAN
STA. 1176+74.27
55.90' LT.

C.L. I-630 MEDIAN
STA. 1176+14.59
55.78' LT.

1175

1180

C.L. I-630 MEDIAN

1185

21200+00
1200

SIGN

WIDENING

VPT 21100+97.22
EL 365.18

0.80%

PVI 21100+81.44
EL 365.05

PVI 21101+82.22
EL 365.86

L.V.C. = 170.00'
K = 79
e = -0.46'

VPT 21102+67.28
EL 364.70

VPC 21102+86.34
EL 364.44

L.V.C. = 150.00'
K = 236
e = 0.12'

PVI 21103+61.34
EL 363.41

VPT 21104+36.34
EL 362.87

-1.37%

WIDENING

-0.73%

PVI 21105+10.27
EL 362.33

C.L. RAMP STA. 21100+97.22 =
62.96' LT. C.L. I-630 MEDIAN STA. 1176+63.44
ELEV. 365.18'

C.L. RAMP STA. 21104+50.90 =
14.84' RT. C.L. RAMP 6 STA. 1122+61.36
ELEV. 362.76'

390
380
370
360
350
340
330

21100+00
21105+00
21110+00

MAINTENANCE OF TRAFFIC DETAILS
WB ENTRANCE RAMP FROM UNIVERSITY
STAGE 1(30MPH)
PLAN/PROFILE

9:33:22 AM
7/6/2017
CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	174	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12424
SHAHRIAR AZAD
2017-09-01

REFER TO ADVANCE WARNING SIGN DETAILS FOR ADDITIONAL SIGNING.

EXIST. R/W
EXIST. C/A
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
1130
1135
1140
SIGN
C.L. I-630 MEDIAN
PC STA. 1143+96.20
OFF 29.45' RT.
(1) W1-4aR (48" X 48")
(1) W13-1 (24" X 24")
50 MPH
(1) W5-1 (48" X 48")
ROAD NARROWS
PC STA. 1142+22.22
OFF 165.99' RT.
D 6° 30'

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STAGE IA QUANTITIES

TRAFFIC DRUMS = 229 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 2320 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 9258 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 9151 LIN. FT.

SEQUENCE OF TRAFFIC NOTES

STAGE IA
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIERS ALONG INSIDE AND OUTSIDE OF EB AND WB MAIN LANES OF I-630 NEAR BR. NO. 05584.
- CONSTRUCT NEW BR. NO. 07384 ALONG HUGHES STREET.
- INSTALL PROPOSED CONCRETE BARRIER WALL IN MEDIAN OF I-630 TO PROTECT BRIDGE BENT.
- CONSTRUCT PERMANENT PAVEMENT AT RODNEY PARHAM/I-630 EASTBOUND ON RAMP AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

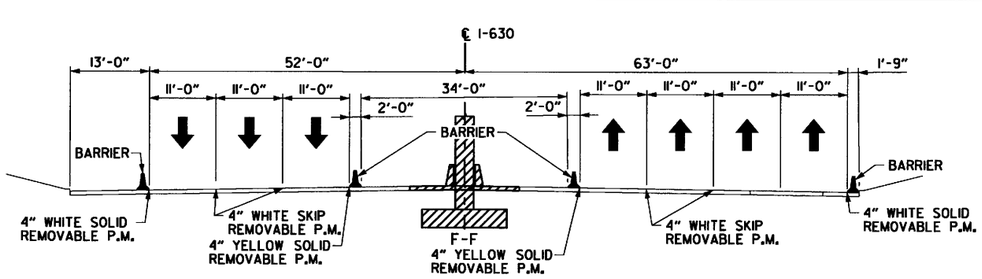
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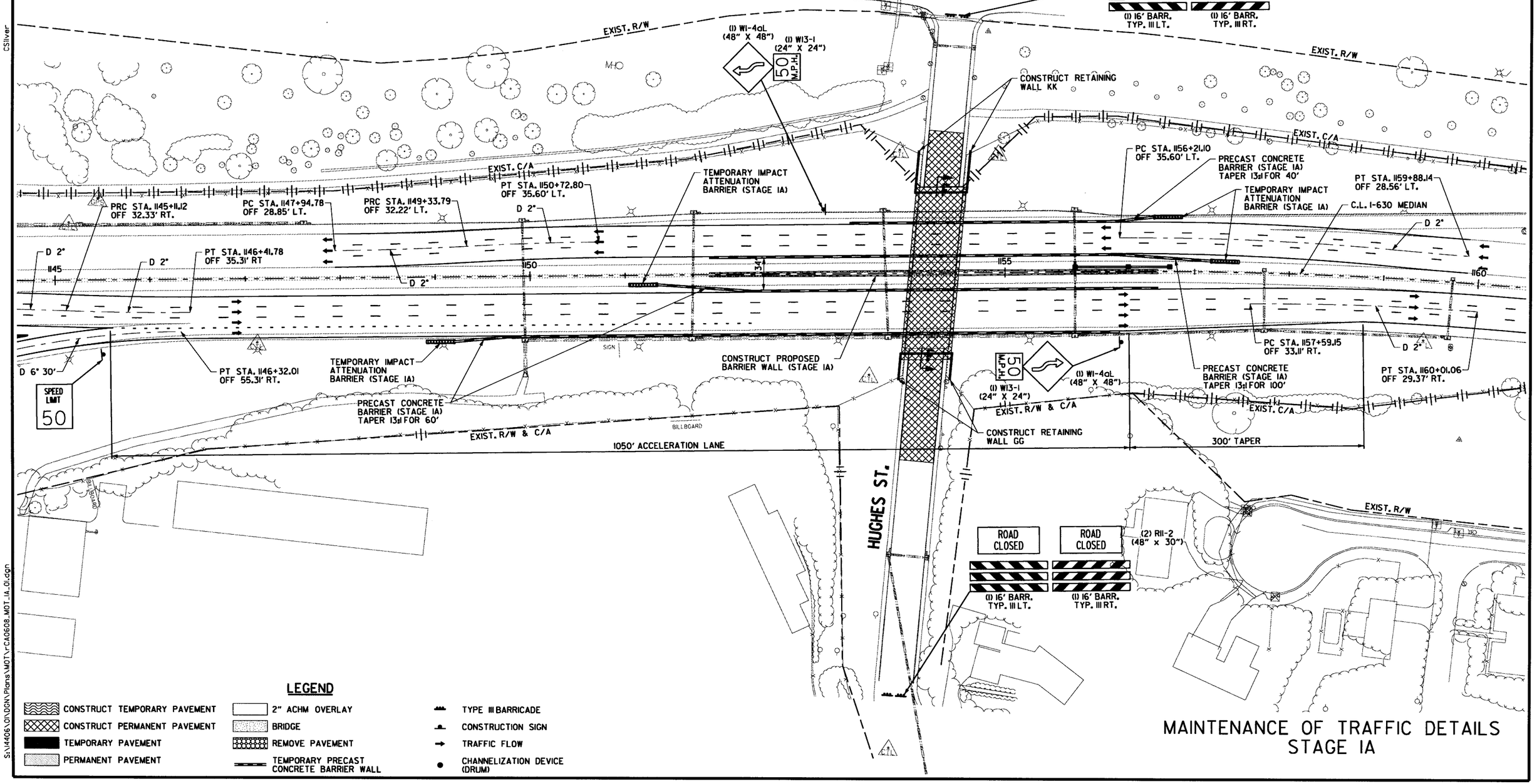
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				6	ARK.			
				JOB NO.		CA0608	175	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

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7/6/2017
CSilver





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	176	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR SHAHIDULLAH
2017-07-06

RAMP CLOSED
(1) 16' BARR. TYP. III LT.

RAMP CLOSED
(1) 16' BARR. TYP. III RT.

(2) RII-2R (48" x 30")

(1) WI-4aR (48" X 48")

(1) W13-1 (24" X 24")
50 M.P.H.

(1) W5-1 (48" X 48")
ROAD NARROWS

T.C.E.

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

PT STA. 1159+88.14
OFF 28.56' LT.

PT STA. 1160+01.06
OFF 29.37' RT.

C.L. I-630 MEDIAN

1160 1165 1170 1175

SIGN

EXIST. R/W

EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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				6	ARK.			
				JOB NO.		CA0608	177	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24004
SHAFFMAR ARAD
2017-07-06

EXIST. R/W
EXIST. C/A
I-630
I-30
SIGN
RODNEY PARHAM RD.
C.L. I-630 MEDIAN
EXIST. R/W
T.C.E.
EXIST. R/W. C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE IA)
PRECAST CONCRETE BARRIER (STAGE IA)
EXIST. R/W & C/A
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE IA)
TRAFFIC DRUMS @ 30' O.C. (STAGE IA)
EXIST. R/W
REMOVE EXIST. CURB (STAGE IA)
EXIST. R/W & C/A
MHD

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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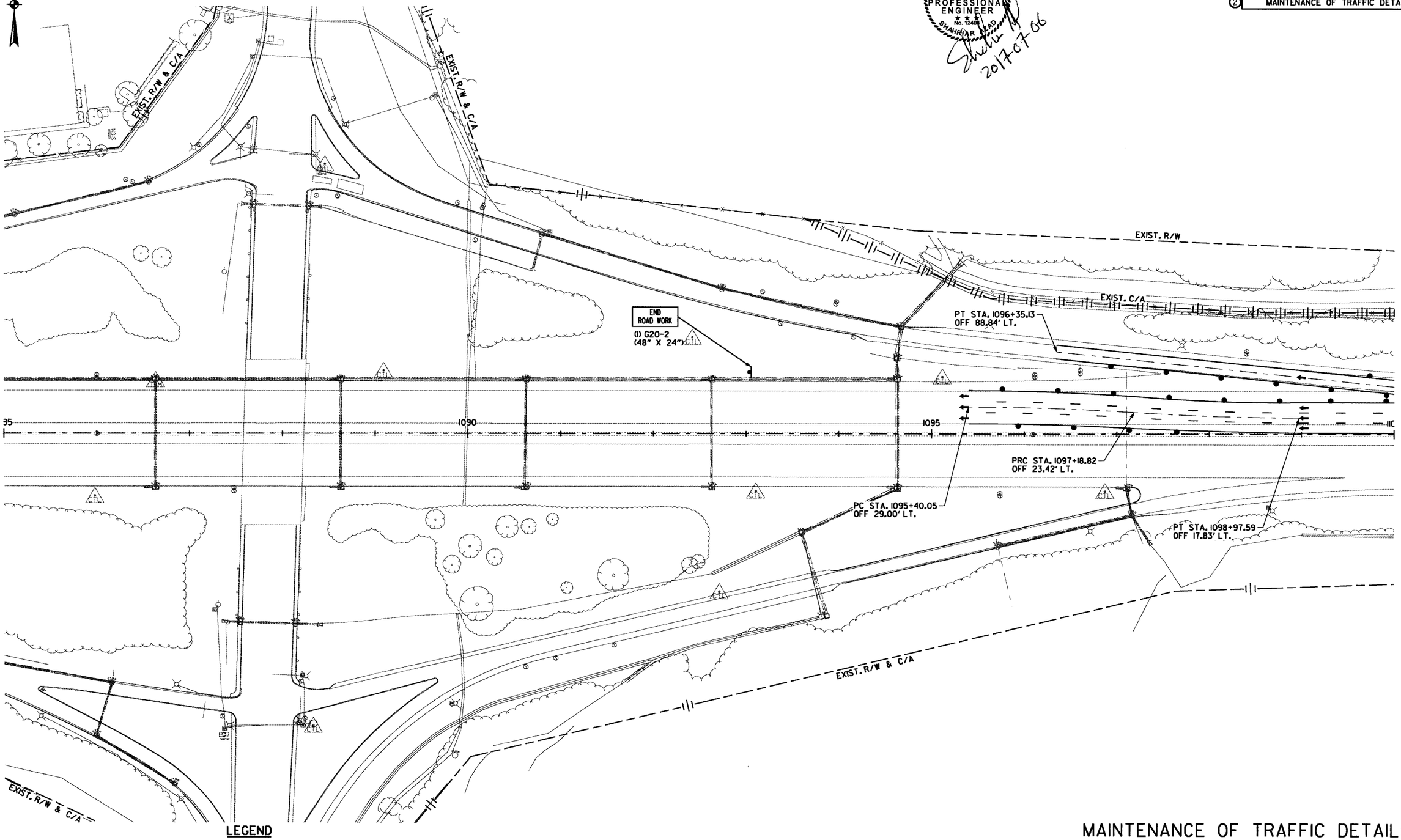
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	178	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAD
2017.07.06

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7/6/2017
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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

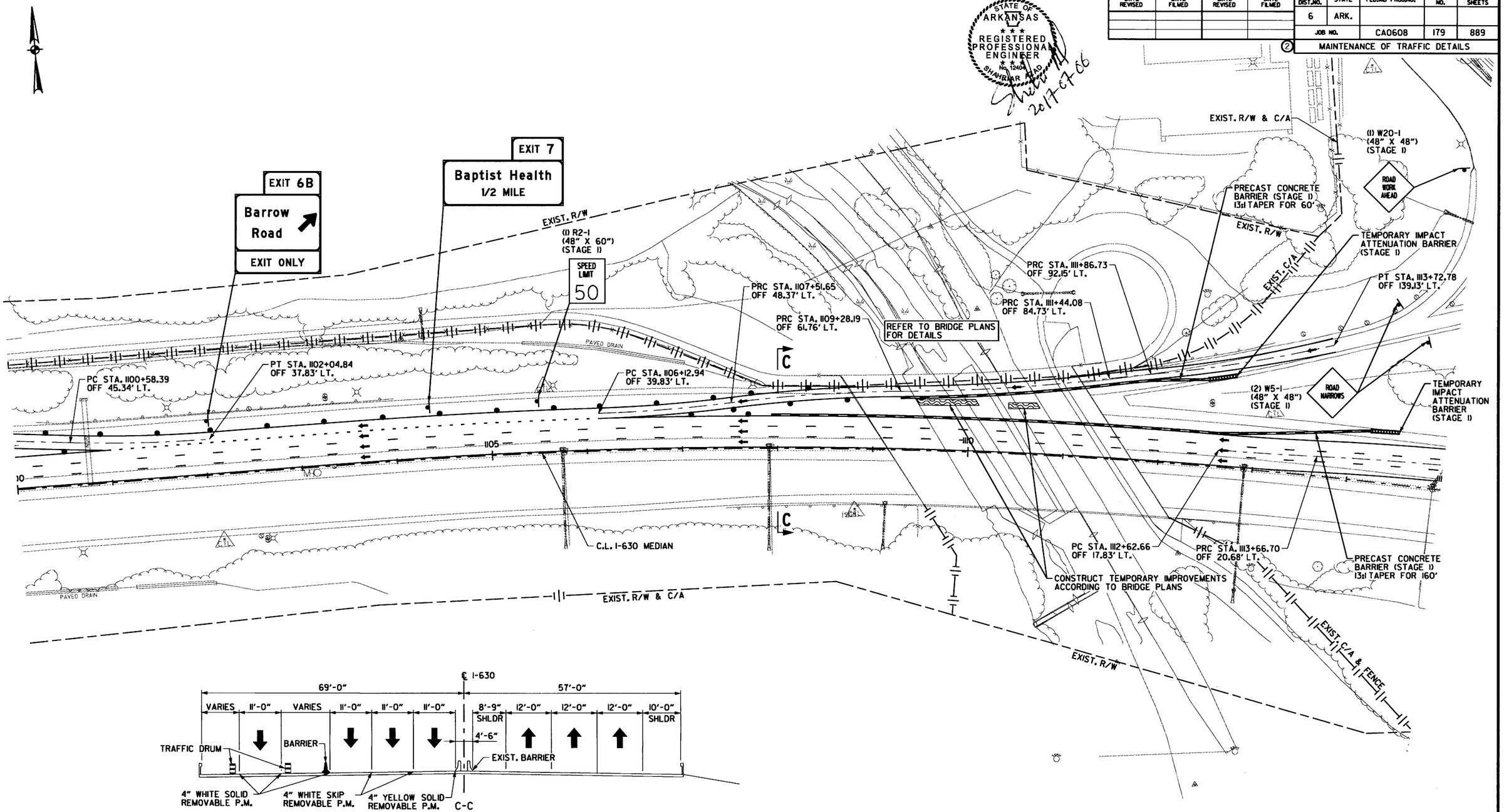
MAINTENANCE OF TRAFFIC DETAILS
ROCK CREEK BRIDGE
SUPERSTRUCTURE STRENGTHENING
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	179	889

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHALID
2017-07-06



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS
ROCK CREEK BRIDGE
SUPERSTRUCTURE STRENGTHENING
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	180	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZIAD

2017-07-06

(1) W20-1 (48" X 48") ROAD WORK AHEAD

RODNEY PARHAM RD.

EXIST. R/W & C/A

(1) W1-4aL (48" X 48") (1) W13-1 (24" X 24") 50 M.P.H.

D 2%

100' 300' 700'

1120 1125

C.L. I-630 MEDIAN

PT STA. 1116+44.48 OFF 29.00' LT.

(1) G20-1 (60" X 24") ROAD WORK NEXT 1 MILES

SPEED LIMIT 50 (STAGE I) (1) R2-1 (48" X 60")

(1) R55-1 (36" X 60") FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT

(1) W20-1 (48" X 48") ROAD WORK 1 MILE

(1) W20-1 (48" X 48") ROAD WORK ½ MILE

(2) R2-5A (48" X 60") REDUCED SPEED AHEAD

(1) W20-1 (48" X 48") ROAD WORK 1500 FT

400' 1140' 1320' 1320'

EXIST. R/W

EXIST. C/A

EXIST. R/W & C/A

EXIST. R/W

T.C.E.

EXIST. R/W

EXIST. R/W & C/A

RODNEY PARHAM RD.

SIGN

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS
ROCK CREEK BRIDGE
SUPERSTRUCTURE STRENGTHENING
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	181	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12454
2017-04-01

BAPTIST HEALTH

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A

500'

END ROAD WORK
(1) G20-2
(48" X 24")

END ROAD WORK
(1) G20-2
(48" X 24")

(1) W1-4aR
(48" X 48")

(1) W13-1
(24" X 24")
25 M.P.H.

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

TRAFFIC DRUMS
@ 60' O.C.
(STAGE 2)

TEMPORARY PAVEMENT
(JOB 061244)

(STAGE 2)

(1) 16' BARR.
TYP. III LT.

EXIST. R/W

EXIT
7

PRC STA. 1066+34.92
OFF 29.62' LT.

(1) W13-3
(48" X 60")

EXIT
30
M.P.H.

TRAFFIC DRUMS
@ 30' O.C.
(STAGE 2)

TEMPORARY
PAVEMENT
(JOB 061244)

EXIST. C/A

PC STA. 1064+60.73
OFF 37.16' LT.

PT STA. 1068+10.32
OFF 24.25' LT.

TRAFFIC DRUMS
@ 30' O.C.
(STAGE 2)

D 2°

1060

1065

C.L. I-630 MEDIAN

PRECAST CONCRETE
BARRIER (STAGE 2)
TAPER 10:1 FOR 140'

SPECIAL END UNIT

PT STA. 1066+60.59
OFF 54.10' RT.

D 3°29'7"

D 5°57'12"

SHORING

PRC STA. 1062+61.45
OFF 139.98' RT.

PC STA. 1061+49.88
OFF 181.32' RT.

D 6°2'51"

PT STA. 1061+30.85
OFF 185.25' RT.

D 4°58'3"

PRECAST CONCRETE
BARRIER (STAGE 2)
TAPER 13:1 FOR 40'

TEMPORAR IMPACT
ATTENUATION BARRIER
(STAGE 2)

PC STA. 1060+17.28
OFF 212.10' RT.

TEMPORAR IMPACT
ATTENUATION BARRIER
(JOB 061244)

PT STA. 1065+29.23
OFF 81.02' RT.

STA. 1065+57.42
OFF 81.17' RT.

STA. 1066+15.54
OFF 79.40' RT.

PC STA. 1066+43.04
OFF 57.16' RT.

STA. 1066+60.54
OFF 74.31' RT.

TRAFFIC DRUMS
@ 30' O.C.
(STAGE 2)

PRECAST CONCRETE
BARRIER (JOB 061244)

TEMPORARY PAVEMENT
(JOB 061244)

PC STA. 1067+98.71
OFF 29.00' RT.

TEMPORARY
PAVEMENT
(JOB 061244)

REFER TO ADVANCE WARNING SIGN DETAILS FOR ADDITIONAL SIGNING.

SHOULDER CLOSED
(1) RSP-1
(48" X 30")

ROAD WORK AHEAD
(1) W20-1
(48" X 48")

EXIST. R/W & C/A

EXIST. R/W & C/A

SEQUENCE OF TRAFFIC NOTES

STAGE 2
- SHIFT I-630 MAIN LANE TRAFFIC ONTO INSIDE SHOULDER AND TRANSITION TO IIFT LANES. ALSO SHIFT RAMP TRAFFIC TO TEMPORARY RAMPS AS SHOWN ON PLANS.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER OUTSIDE EB AND WB MAIN LANES.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION.
- WIDEN THE I-630 BRIDGE OVER ROCK CREEK AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PERMANENT AND TEMPORARY PAVEMENT OUTSIDE I-630 MAIN LANES AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT RODNEY PARHAM/I-630 EASTBOUND ON RAMP AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STAGE 2 QUANTITIES

TRAFFIC DRUMS = 356 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 7180 LIN. FT.
RELOCATE PRECAST CONCRETE BARRIER WALL = 19160 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 41360 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 3679 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 79517 LIN. FT.

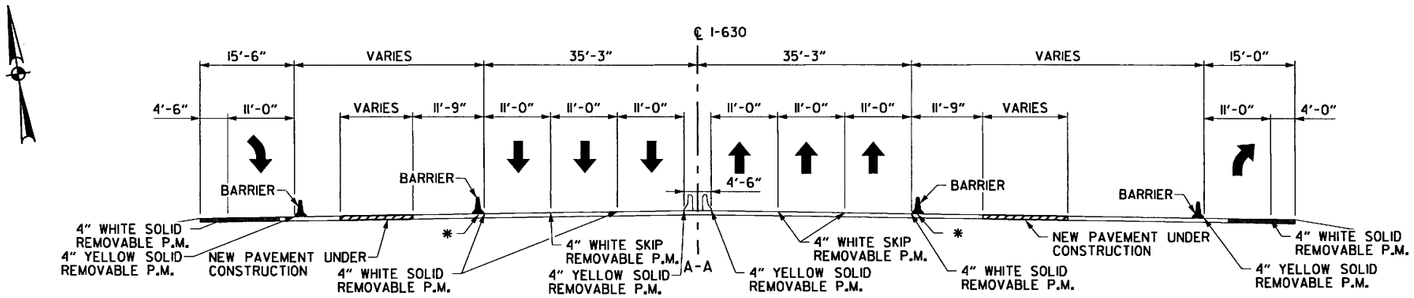
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		CA0608	182	889

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2017-04-01



* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE. USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER.

EXIST. R/W

SPEED LIMIT 50
(1) R2-1 (48" X 60")

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

EXIST. C/A

PC STA. 1072+73.29 OFF 40.75' LT.

PT STA. 1071+23.04 OFF 18.75' RT.

PCC STA. 1073+98.40 OFF 40.75' LT.

PRC STA. 1075+46.65 OFF 56.83' LT.

PT STA. 1076+29.52 OFF 68.00' LT.

PC STA. 1077+53.69 OFF 72.54' LT.

(1) W1-4aL (48" X 48")

(1) W13-1 (24" X 24")

25 M.P.H.

PT STA. 1080+40.10 OFF 116.78' LT.

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 13:1 FOR 40'

SIGN

EXIST. R/W & C/A

(STAGE 2) (1) W5-1 (48" X 48")

ROAD NARROWS

STA. 1184+30 TEMPORARY RM DROP INLET WITH 24"X 312' TEMP. CULVERT CONNECT TO EXIST 24" PIPE

SHORING

(STAGE 2) (1) W21-5A (48" X 48")

RIGHT SHOULDER CLOSED

PRECAST CONCRETE BARRIER (STAGE 2)

A

D 10°

D 7°

D 2°

D 4°

1075

1080

34'

24'

12'

10'

C.L. I-630 MEDIAN

PC STA. 1074+08.22 OFF 38.75' RT.

TRAFFIC DRUMS @ 60' O.C. (STAGE 2)

SPEED LIMIT 50
(1) R2-1 (48" X 60")

EXIT 6B

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 13:1 FOR 40'

PRC STA. 1076+53.05 OFF 68.55' RT.

(1) W13-3 (48" X 60")

EXIT 25 M.P.H.

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 1A)

PRECAST CONCRETE BARRIER (STAGE 1A) TAPER 13:1 FOR 40'

PT STA. 1077+92.27 OFF 98.33' RT.

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 10:1 FOR 120'

PT STA. 1084+03.33 OFF 261.24' RT.

EXIST. R/W & C/A

EXIST. R/W & C/A

25 M.P.H.

(1) W13-1 (24" X 24")

(1) W1-4aL (48" X 48")

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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				6	ARK.			
				JOB NO.		CA0608	183	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SPENCER L. ELLIOTT
2017-09-01

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PT STA. 1087+57.42
OFF 346.47' LT.

EXIST. R/W & C/A

REMOVE EXIST. CURB (STAGE 2)

D 38° 11' 50"

PRC STA. 1086+57.72
OFF 279.89' LT.

PRC STA. 1085+67.06
OFF 251.61' LT.

D 15°

D 15°

25'

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

JOHN BARROW RD.

REMOVE EXIST. CURB (STAGE 2)

2600+00

PC 2600+00.00

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

REMOVE EXIST. CURB (STAGE 2)

STA. 2601+72.89
TEMPORARY
24"X 6' TEMP. CULVERT
CONNECT TO EXIST 24" PIPE

D 4°

PRC 2602+02.65

22'

11'-6"

23'-0"

11'-6"

D 4°

2605+00

COVER BOTTOM SECTION OF INLET WITH AN APPROVED METHOD BY THE ENGINEER. CONSTRUCT TOP OF INLET ONCE TEMPORARY RAMP HAS BEEN REMOVED AND GROUND RESTORED. PAYMENT FOR THIS WORK SHALL BE INLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE. USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER.

℄ I-630

32'-10" | 35'-3" | 35'-3" | 32'-9"

11'-9" | 11'-0" | 11'-0" | 11'-0" | 11'-0" | 11'-0" | 11'-0" | 11'-9"

BARRIER

4'-6"

BARRIER

*

NEW PAVEMENT UNDER CONSTRUCTION

4" WHITE SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.

4" YELLOW SOLID REMOVABLE P.M.

B-B

4" YELLOW SOLID REMOVABLE P.M.

4" WHITE SKIP REMOVABLE P.M.

*

4" WHITE SOLID REMOVABLE P.M.

NEW PAVEMENT UNDER CONSTRUCTION

EXIST. R/W

EXIT 35 M.P.H.
(1) W13-3
(48" X 60")

EXIST. C/A

PT 2608+42.65

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 13:1 FOR 80'

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

2608+43

12'

1090

1095

2509+41

PRECAST CONCRETE BARRIER (STAGE 2)

B

B

(STAGE 2)
(1) W21-5A
(48" X 48")

C.L. I-630 MEDIAN

22'

23'-0"

11'-6"

2505+00

PLACE BLUNT END OF BARRIER BEHIND EXISTING BARRIER

RIGHT SHOULDER CLOSED

ROAD WORK AHEAD

PRC 2502+21.84

D 10°

PC 2500+52.58

D 10°

(1) W20-1
(48" X 48")

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 10:1 FOR 120'

END ROAD WORK

(1) G20-2
(48" X 24")

2500+00

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 13:1 FOR 20'

PT STA. 1085+79.21
OFF 271.64' RT.

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

EXIST. R/W & C/A

ROAD WORK AHEAD

(1) W20-1
(48" X 48")

COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

PT 2504+37.54

PC STA. 1095+50.76
OFF 120.21' RT.

PC 2507+96.56

PT 2508+94.94

STA. 1094+81, 74' RT
TEMP. ST DROP INLET WITH 18" X 17' TEMP. PIPE CONNECT TO DROP INLET AT STA. 1094+63, 66' RT

STA. 1096+84, 73' RT
TEMP. ST DROP INLET WITH 18" X 26' TEMP. PIPE CONNECT TO DROP INLET AT STA. 1097+12, 67' RT

EXIT 6B

PRC STA. 1099+51.06
OFF 69.50' RT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	184	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR AZAD
2017-09-01

(STAGE 2)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A

(1) W20-1 (48" X 48")
ROAD WORK AHEAD
(STAGE 2) (1) W21-5A (48" X 48")
RIGHT SHOULDER CLOSED

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 13:1 FOR 40'

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

PRECAST CONCRETE BARRIER (STAGE 2)

18" X 134' TEMP. CULVERT

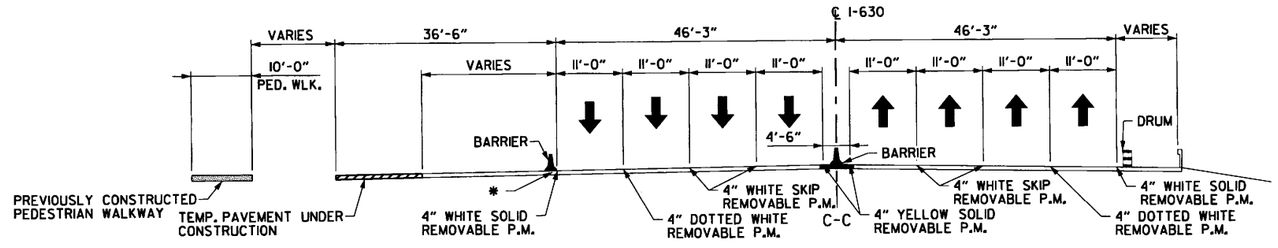
(1) R2-1 (48" X 60")
SPEED LIMIT 50

PC STA. 1100+49.47 OFF 46.26' LT.
PC STA. 1103+28.44 OFF 64.91' LT.
PT STA. 1101+95.92 OFF 38.75' LT.
PRC STA. 1100+85.05 OFF 57.32' RT.
PT STA. 1103+14.93 OFF 38.75' RT.
PCC STA. 1107+93.58 OFF 84.56' LT.
PT STA. 1108+63.43 OFF 85.00' LT.
STA. 1109+86.93 OFF 84.40' LT.
PC STA. 1107+72.21 OFF 38.75' LT.
PCC STA. 1112+62.66 OFF 71.33' LT.
PT STA. 1112+33.68 OFF 96.24' LT.
PC STA. 1111+76.99 OFF 71.33' LT.

D 4°
D 1°58'55"
D 2°
D 0°59'16"
D 1°58'31"

PAVED DRAIN
PLACE BLUNT END OF BARRIER BEHIND EXISTING BARRIER
TRAFFIC DRUMS @ 30 O.C. (STAGE 2)
TRAFFIC DRUMS @ 60 O.C. (STAGE 2)
C.L. I-630 MEDIAN
REFER TO BRIDGE PLANS FOR BRIDGE WIDENING
300' TAPER
600' ACCELERATION LANE

1105
1110
2700+00



* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE.

USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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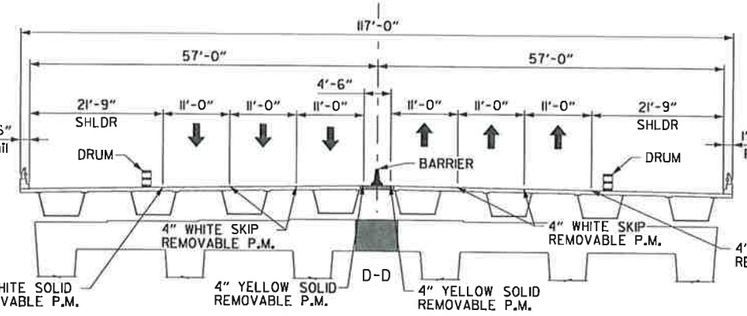
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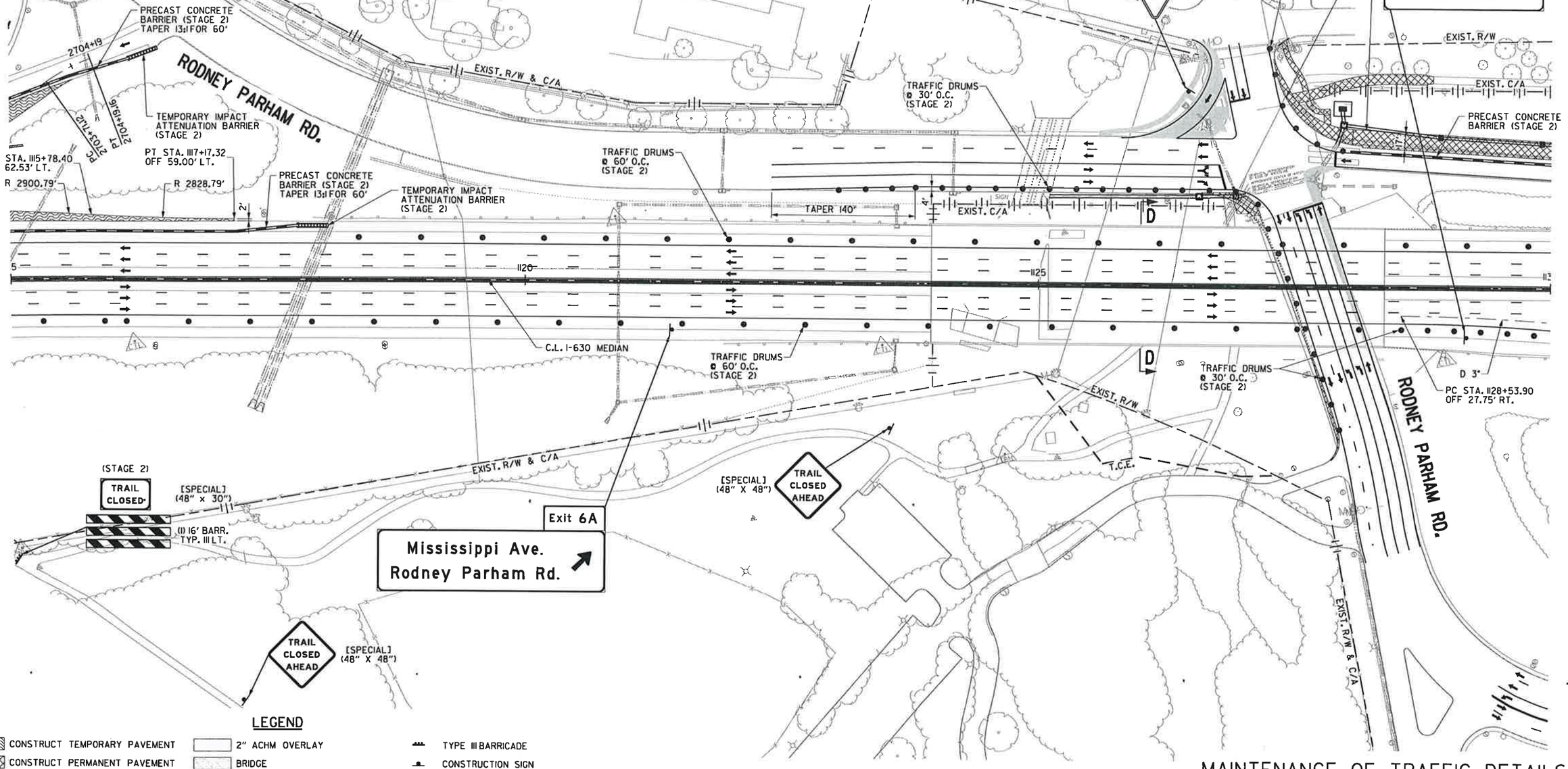
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01-17-18				6	ARK.			
02-27-18				JOB NO.		CA0608	185	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

℄ I-630





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

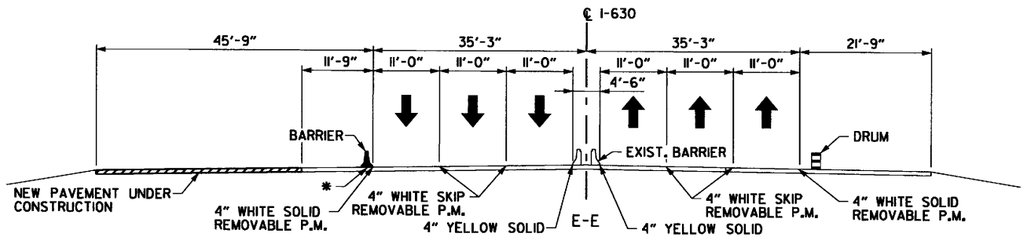
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				6	ARK.			
				JOB NO.		CA0608	186	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12014
SHAHRIAR AZAD
2017-08-21



* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE.

USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER.

Exit 6A
Mississippi Ave.
Rodney Parham Rd.

[SPECIAL] (48" X 48")
TRAIL CLOSED AHEAD

EXIST. R/W
EXIST. R/W

CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
EXIST. C/A
17'
17'
18'
PC STA. 1134+63.48
OFF 88.53' LT.
PRECAST CONCRETE BARRIER (STAGE 2)
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
D 4"
EXIT 6A
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
PRC STA. 1135+78.07
OFF 72.39' LT.
D 4"
ROAD NARROWS
(1) W5-1 (48" X 48")
24'
PT STA. 1140+34.11
OFF 27.75' LT.
E
34'

(STAGE 2)
[SPECIAL] (48" x 30")
TRAIL CLOSED
(1) 16' BARR. TYP. III LT.
CONSTRUCT RETAINING WALL JJ (STAGE 2)
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
EXIST. C/A

1135
1140

D 3"
TRAFFIC DRUMS @ 30' O.C. (STAGE 2)
PT STA. 1130+52.72
OFF 38.13' RT.
PC STA. 1132+30.27
OFF 56.71' RT.
EXIT 6A
TRAFFIC DRUMS @ 30' O.C. (STAGE 2)
(1) W13-3 (48" X 60")
EXIT 25 M.P.H.
PT STA. 1133+33.96
OFF 70.44' RT.
PLACE BLUNT END OF BARRIER BEHIND EXISTING BARRIER
C.L. I-630 MEDIAN
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
E
(1) W4-1 (48" X 48")
25'
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
PRECAST CONCRETE BARRIER (STAGE 2)
EXIST. R/W & C/A
INSTALL GUARDRAIL (STAGE 2)

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

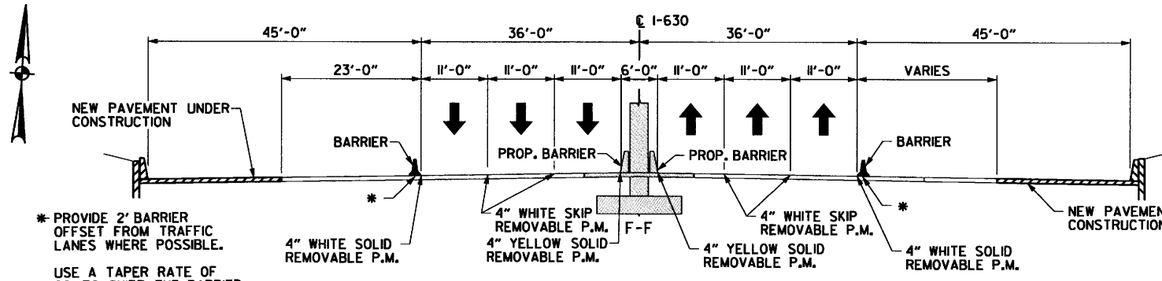
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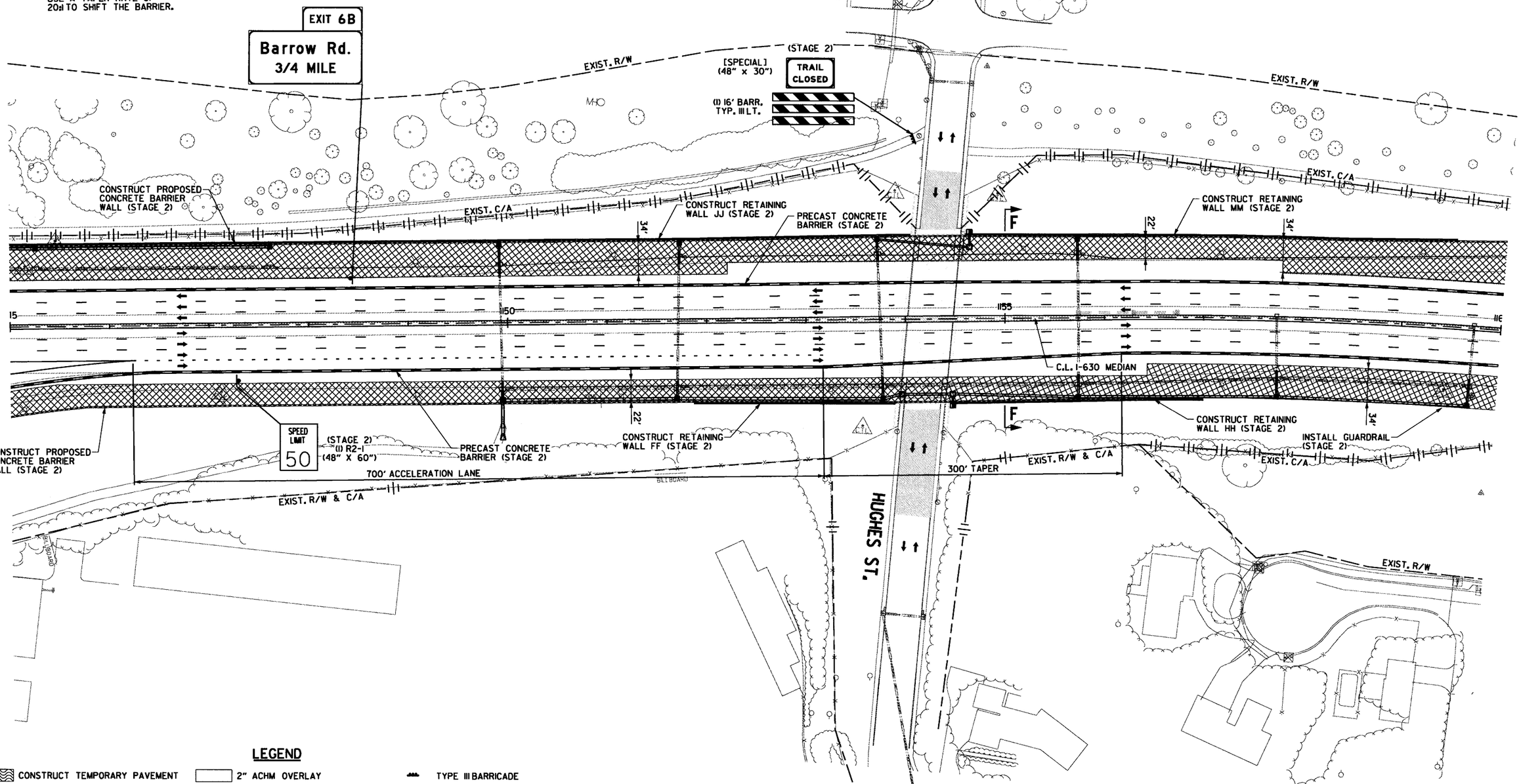
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	187	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ANAD
2017-08-21





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	188	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12469
SHAHRIAR AZAD
2017-07-06

RAMP CLOSED
RAMP CLOSED
(2) R11-2R (48" x 30")
(1) 16' BARR. TYP. III LT.
(1) 16' BARR. TYP. III RT.

EXIST. R/W
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
EXIST. C/A
300' TAPER
T.C.E.
PRECAST CONCRETE BARRIER (STAGE 2)
54'
830' ACCELERATION LANE
EXIST. R/W & C/A
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
(1) R2-1 (48" X 60")
SPEED LIMIT 50
CONSTRUCT RETAINING WALL 'PP' (STAGE 2)
47'
C.L. I-630 MEDIAN
1165
1170
1175
EXIST. C/A
INSTALL GUARDRAIL (STAGE 2)
INSTALL GUARDRAIL (STAGE 2)
34'
CONSTRUCT RETAINING WALL NN (STAGE 2)
PC STA. 1167+84.00 OFF 27.25' RT.
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)
D 2°
INSTALL GUARDRAIL (STAGE 2)
PRECAST CONCRETE BARRIER WALL (STAGE 2)
D 2°
EXIST. C/A
PRC STA. 1171+94.70 OFF 42.25' RT.
PT STA. 1173+48.51 OFF 47.01' RT.
PC STA. 1173+65.31 OFF 46.85' RT.
D 15° 48' 5"
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
D 20°
EXIT 4
Fair Park Blvd.
1/2 MILE
EXIT 5
University Avenue
EXIT 5
PCC STA. 1174+62.09 OFF 59.29' RT.
EXIST. R/W
EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	189	889

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2017.09.01

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

(STAGE 2)
(1) W21-5A
(48" X 48")

RIGHT SHOULDER CLOSED

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

PRECAST CONCRETE BARRIER TAPER 13:1 (STAGE 2)

EXIST. R/W

EXIST. C/A

PRECAST CONCRETE BARRIER (STAGE 2)

CONSTRUCT PROPOSED BARRIER WALL (STAGE 2)

CONSTRUCT RETAINING WALL 'PP' (STAGE 2)

830' ACCELERATION LANE

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

END ROAD WORK
(1) G20-2
(48" X 24")

TRAFFIC DRUMS @ 60' O.C. (STAGE 2)

PC STA. 1176+53.16
OFF 18.75' RT.

PRC STA. 1178+23.22
OFF 23.80' RT.

PT STA. 1179+93.41
OFF 28.86' RT.

PC STA. 1180+24.72
OFF 18.75' LT.

(1) W13-1
(24" X 24")

(1) W1-4aR
(48" X 48")

50 M.P.H.

PRECAST CONCRETE BARRIER (STAGE 2)

PT STA. 1176+23.08
OFF 172.66' RT.

PC STA. 1176+44.06
OFF 202.91' RT.

PT STA. 1176+82.43
OFF 281.77' RT.

UNIVERSITY AVE.

EXIST. R/W & C/A

EXIST. R/W

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. R/W & C/A

PC STA. 1183+05.18
OFF 48.96' LT.

PT STA. 1186+05.97
OFF 34.28' LT.

PRC STA. 1187+95.05
OFF 26.71' LT.

PT STA. 1189+07.28
OFF 28.91' LT.

C.L. I-630 MEDIAN

D 4°

D 2°

D 2°

D 2°

D 20°

D 20°

(1) R55-1
(36" X 60")

FINES DOUBLE IN WORK ZONES
WHEN WORKERS ARE PRESENT

(1) W20-1
(48" X 48")

ROAD WORK 1/2 MILE

(1) W20-1
(48" X 48")

ROAD WORK 1 MILE

(1) W20-1
(48" X 48")

ROAD WORK 1500 FT

(2) R2-5A
(48" X 60")

REDUCED SPEED AHEAD

(1) G20-1
(60" X 24")

ROAD WORK NEXT 3 MILES

1400'

1140'

1320'

1320'

100'

1190

1185

1180

END ROAD WORK
(1) G20-2
(48" X 24")

END ROAD WORK
(1) G20-2
(48" X 24")

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		CA0608	190	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12485
SHAHRIAR FAZLI
7/6/2017

CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 2)

PRECAST CONCRETE BARRIER (STAGE 2)

EXIST. R/W

EXIST. C/A

I-630

TRAFFIC DRUMS @ 60' O.C. (STAGE 2)

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

(1) W13-3 (48" X 60") EXIT 25 MPH

EXIT 6A

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

RODNEY PARHAM RD.

EXIST. R/W

T.C.E.

EXIST. R/W & C/A

INSTALL GUARDRAIL (STAGE 2)

PRECAST CONCRETE BARRIER (STAGE 2)

YIELD

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

EXIST. R/W & C/A

REMOVE EXIST. CURB (STAGE 2)

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

EXIST. R/W

PRECAST CONCRETE BARRIER (STAGE 2) TAPER 13:1 FOR 40'

EXIST. R/W & C/A

EXIST. R/W

TRAFFIC DRUMS @ 30' O.C. (STAGE 2)

SIGN

M.H.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	191	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ABAD

2-17-07

9:37:34 AM
7/6/2017
CSilver

PRC 2602+02.65
505
C.L. RAMP 3
2605+00
2608+43
C.L. I-630 MEDIAN
1090
1095
1100
C.L. I-630 MEDIAN STA. 1095+33.91 69.00' RT.
D 10"
2509+41
610
23'-0"
2505+00
PRC 2502+21.84
N-6"
11"-9"
PC 2500+52.58
C.L. I-630 MEDIAN STA. 1090+43.79 227.17' RT.
D 10"
605
C.L. I-630 MEDIAN STA. 1096+68.52 69.00' RT.
PC 2507+96.56
PT 2508+94.94
PAVED DRAIN
C.L. RAMP STA. 2509+41.00 = 38.75' RT. C.L. I-630 MEDIAN STA. 1098+71.12
PT 2504+37.54
C.L. RAMP 2
2500+00
D 10"
C.L. I-630 MEDIAN STA. 1091+73.20 196.92' RT.
600
C.L. RAMP STA. 2500+00.00 = 258.55' RT. C.L. I-630 MEDIAN STA. 1089+64.79

410
400
390
380
370
360
350
340
330

WIDENING
PVI 2502+37.04 EL 385.07
L.V.C. = 202.65'
K = 25
e = 2.07'
C.L. RAMP STA. 2506+02.51 = 80.33' RT. C.L. I-630 MEDIAN STA. 1095+35.87 ELEV. 349.301'
VPC 2502+15.99 EL 386.79
VPT 2502+58.09 EL 382.51
-12.15%
VPC 2503+96.53 EL 365.72
C.L. RAMP STA. 2502+15.96 = 23.14' LT. C.L. RAMP X STA. 604+02.77 ELEV. 386.79'
WIDENING
L.V.C. = 42.10'
K = 11
e = -0.21'
PVI 2504+97.85 EL 353.43
VPT 2505+99.18 EL 349.43

2500+00
2505+00
2510+00

MAINTENANCE OF TRAFFIC DETAILS
EB ENTRANCE RAMP FROM JOHN BARROW RD
STAGE 2 (25MPH)
PLAN/PROFILE

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	192	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHAHRIAR AZAD
2017-07-06

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C.L. RAMP 3
C.L. I-630 MEDIAN STA. 1090+17.58 211.83' LT.
C.L. I-630 MEDIAN STA. 1094+54.02 75.28' LT.
C.L. RAMP STA. 2600+00.00 = 253.73' LT. C.L. I-630 MEDIAN STA. 1089+12.30
C.L. I-630 MEDIAN STA. 1089+09.57 245.05' LT.
C.L. I-630 MEDIAN STA. 1093+72.17 69.66' LT.
C.L. I-630 MEDIAN
C.L. RAMP STA. 2608+42.65 = 38.75' LT. C.L. I-630 MEDIAN STA. 1097+19.55
PAVED DRAIN
C.L. RAMP STA. 2604+93.90 = 80.82' LT. C.L. I-630 MEDIAN STA. 1093+72.17 ELEV. 352.70'
C.L. RAMP STA. 2602+57.57 = 24.08' RT. RAMP 3 MEDIAN STA. 503+60.60 ELEV. 362.53'
WIDENING
L.V.C. = 113.59' K = 37 e = 0.44'
L.V.C. = 34.85' K = 19 e = -0.08'
-5.03%
-1.96%

MAINTENANCE OF TRAFFIC DETAILS
WB EXIT RAMP FROM JOHN BARROW RD
STAGE 2 (30MPH)
PLAN/PROFILE

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	193	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12844
SHAHRIAR AZAD
2017-07-06

C.L. I-630 MEDIAN STA. 1115+60.32 194.40' LT.
D 30°
2704+19
C.L. I-630 MEDIAN STA. 1114+75.43 163.60' LT.
C.L. RAMP 4
C.L. RAMP STA. 2704+19.16= 214.60' LT. C.L. I-630 MEDIAN STA. 1115+76.55
PT 2704+19.16
PC 2703+71.12
705
C.L. I-630 MEDIAN STA. 1113+38.06 70.83' LT.
11'-6"
23'-0"
11'-6"
18" X 134' TEMP. CULV'T
PT 2703+05.21
PC 2700+00.00
C.L. I-630 MEDIAN STA. 1113+78.72 70.14' LT.
C.L. RAMP STA. 2700+00.00 = 15.85' LT. C.L. I-630 MEDIAN STA. 1112+19.58
D 30°
2700+00
1110
1115
1120
C.L. I-630 MEDIAN

L.V.C. = 59.82'
K = 17
e = 0.26'
2% GRADE BREAK
C.L. RAMP STA. 2701+69.79 = 79.77' LT. C.L. I-630 MEDIAN STA. 1113+72.51 ELEV. 335.67'
WIDENING
PVI 2701+92.25 EL 336.35
2% GRADE BREAK
PVC 2702+43.92 EL 330.91
-8.60%
WIDENING
VPC 2701+69.79 EL 335.67
VPT 2702+14.71 EL 333.42
PVI 2702+73.85 EL 328.34
VPT 2703+03.74 EL 326.79
L.V.C. = 44.92'
K = 6
e = -0.40'
C.L. RAMP STA. 2703+03.74= 23.18' LT. C.L. RAMP 4 STA. 706+99.49 ELEV. 326.79'

350 340 330 320 310 300

2700+00 2705+00

MAINTENANCE OF TRAFFIC DETAILS
WB ENTRANCE RAMP FROM RODNEY PARHAM RD
STAGE 2 (20MPH)
PLAN/PROFILE

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	194	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZMI
2017-04-01

STAGE 2A QUANTITIES

TRAFFIC DRUMS = 535 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 3679 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 6562 LIN. FT.

SEQUENCE OF TRAFFIC NOTES

STAGE 2A
- PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO REDUCE I-630 MAIN LANES TO TWO LANES NEAR UNIV. AVE. INTERCHANGE. CLOSE UNIV. AVE. RAMP 2 AND RAMP 5. MAINTAIN TRAFFIC OPERATIONS FROM STAGE 2 ALONG THE REST OF I-630.
- INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OUTSIDE EB AND WB MAIN LANES.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION.
- REMOVE AND REPLACE APPROACH SLABS OF BRIDGES A3493 & B3493 AS SHOWN.
- PERFORM BRIDGE DECK REPAIR AND POLYMER OVERLAY OF BRIDGES A3493 & B3493 AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
M.O.
T.C.E.
C.L. I-630 MEDIAN
(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER
INSTALL ADVANCE WARNING ARROW PANEL
TRAFFIC DRUMS @ 60' O.C. (TYP.)
1155
1160
1165
660' TAPER
27 TRAFFIC DRUMS @ 30' O.C.
(1) W4-2R (48" X 48")
SIGN
EXIT 4
Fair Park Blvd.
1/2 MILE
EXIT 5
University Avenue

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	195	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR REID
2-17-17

STAGE 2A QUANTITIES

TRAFFIC DRUMS = 535 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 3679 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 6562 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

T.C.E.
SIGN
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
20 TRAFFIC DRUMS @ 30' O.C.
8 TRAFFIC DRUMS @ 30' O.C.
C.L. I-630 MEDIAN
PC STA. 1168+48.25 OFF 16.75' LT.
PRC STA. 1170+89.39 OFF 31.91' LT.
1170
1175
1180
TRAFFIC DRUMS @ 60' O.C. (TYP.)
(1) R2-1 (48" X 60")
SPEED LMT 50
RAMP 6
RAMP 5
RAMP 4
RAMP 3
RAMP 2
RAMP 1
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
4 TRAFFIC DRUMS @ 30' O.C.
100' TAPER
BRIDGE NO. A3493
BRIDGE NO. B3493
(1) 16' BARR. TYP. III LT.
PRECAST CONCRETE BARRIER (STAGE 2A) TAPER 10:1 FOR 180'
SPECIAL END UNIT
PRECAST CONCRETE BARRIER (STAGE 2A) TAPER 10:1 FOR 180'
D 2.5°
PC STA. 1182+17.88 OFF 18.16' RT.
PRECAST CONCRETE BARRIER (STAGE 2A)
RAMP CLOSED
(1) R11-2R (48" x 30")
EXIT 5
PT STA. 1173+43.51 OFF 47.01' RT.
UNIVERSITY AVE.
EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A

MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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STAGE 2A QUANTITIES

TRAFFIC DRUMS = 535 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 3679 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 6562 LIN. FT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2-17-07-06

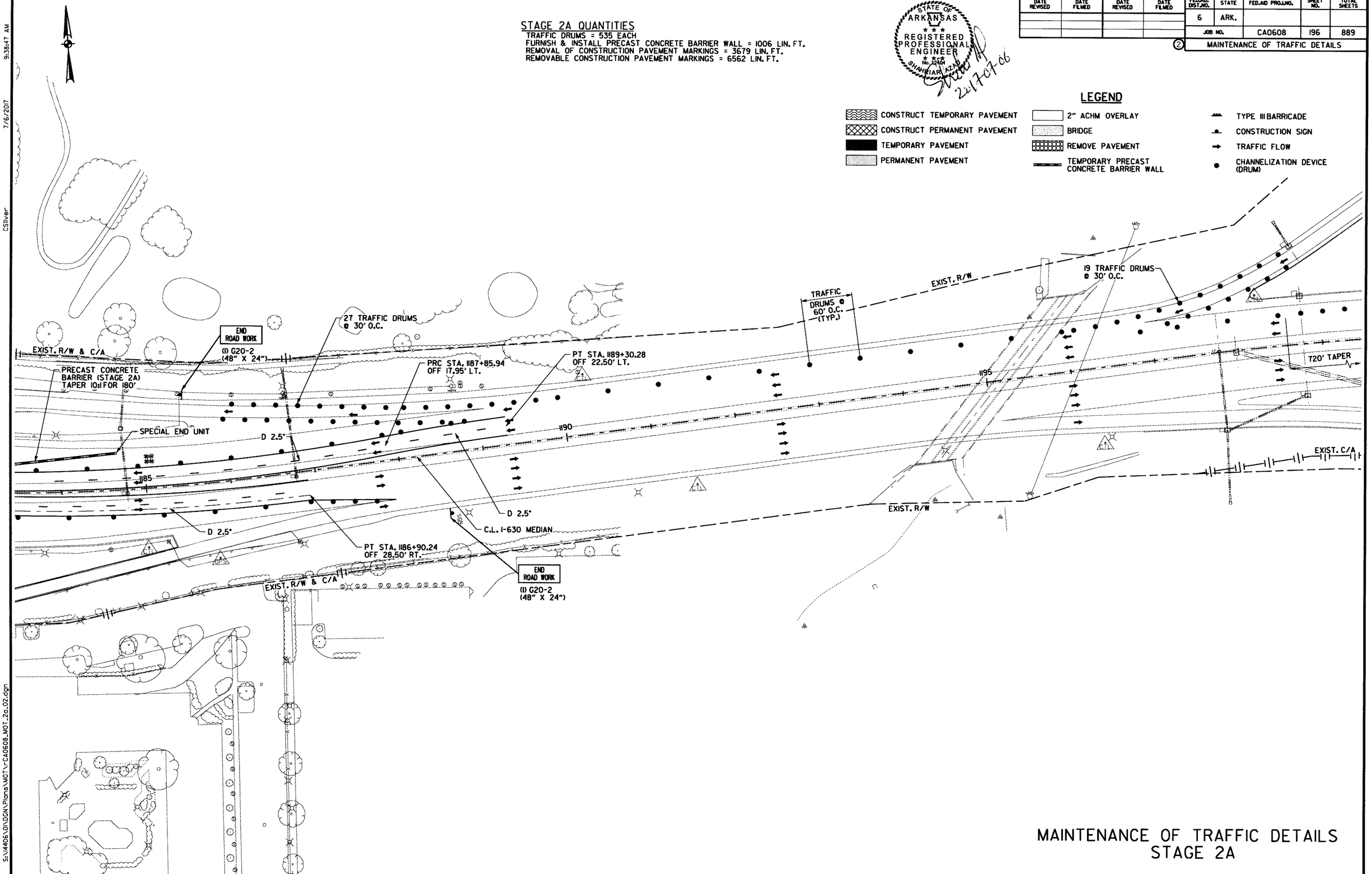
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	196	889

② MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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STAGE 2A QUANTITIES

TRAFFIC DRUMS = 535 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 3679 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 6562 LIN. FT.

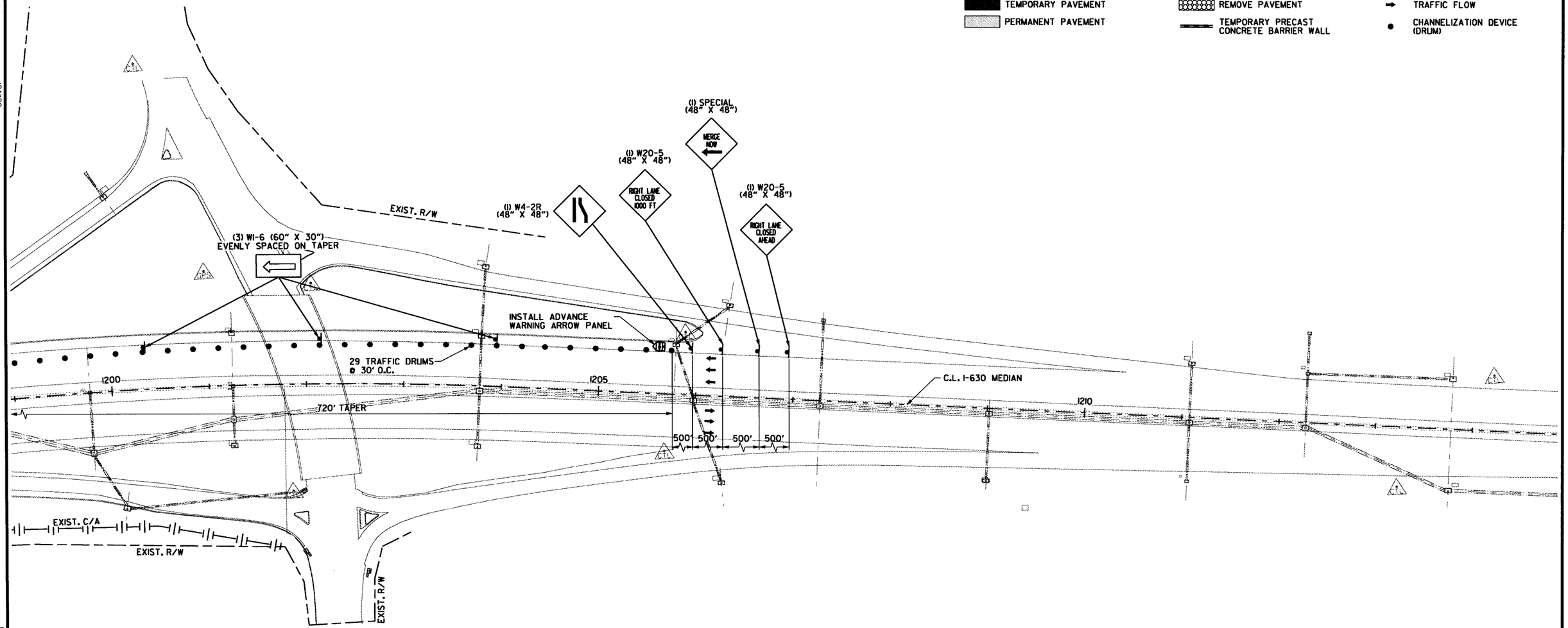
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	197	889

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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				6	ARK.			
				JOB NO.		CA0608	198	889

② MAINTENANCE OF TRAFFIC DETAILS

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STAGE 2B QUANTITIES

TRAFFIC DRUMS = 458 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 8715 LIN. FT.

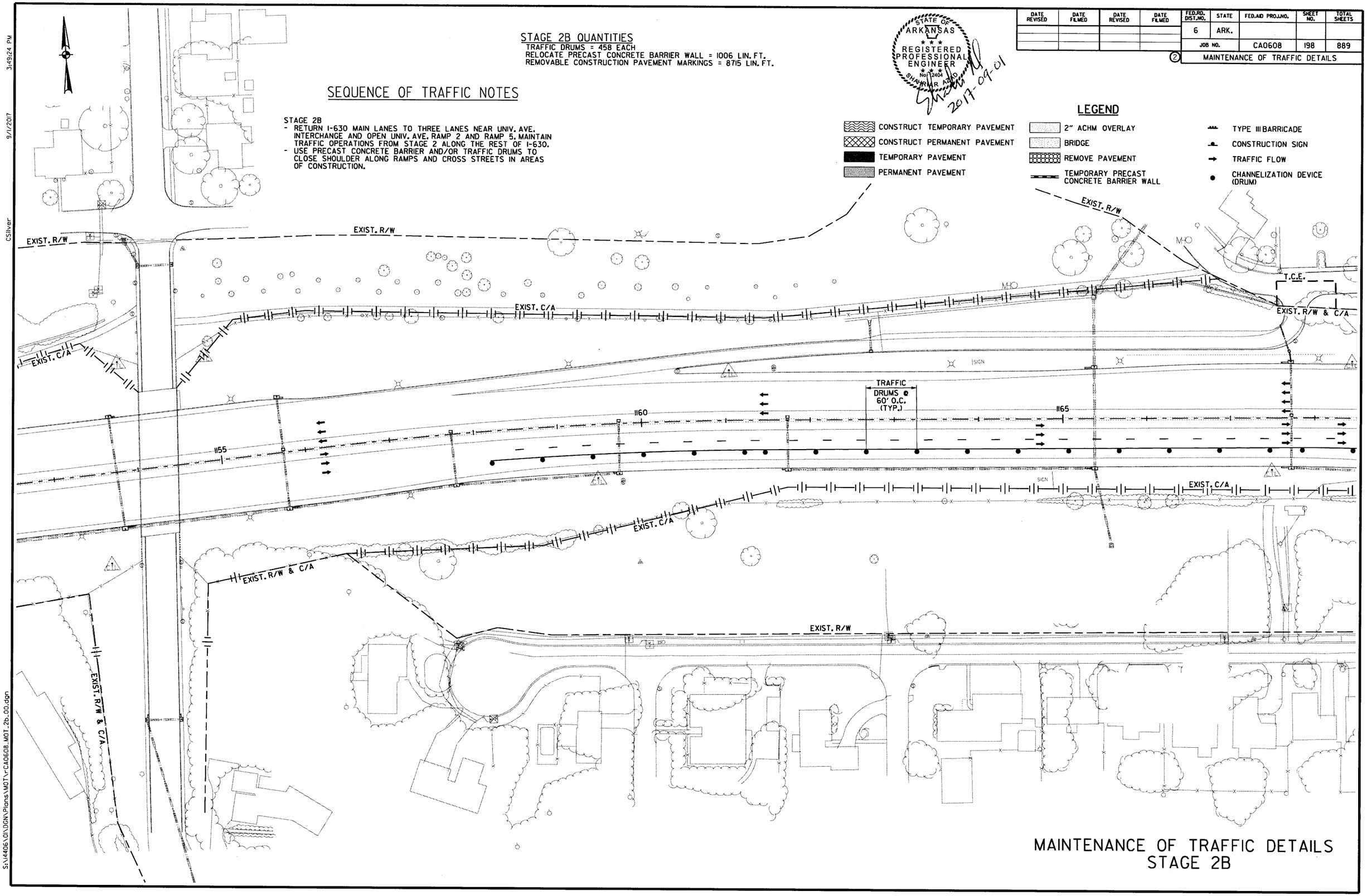
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN R. MILO
2017-09-01

SEQUENCE OF TRAFFIC NOTES

STAGE 2B
- RETURN I-630 MAIN LANES TO THREE LANES NEAR UNIV. AVE. INTERCHANGE AND OPEN UNIV. AVE. RAMP 2 AND RAMP 5. MAINTAIN TRAFFIC OPERATIONS FROM STAGE 2 ALONG THE REST OF I-630.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

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				6	ARK.			
				JOB NO.		CA0608	199	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN R. ADAMS
2017-07-06

STAGE 2B QUANTITIES

TRAFFIC DRUMS = 458 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 8715 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

T.C.E.
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
SIGN
(1) R2-1 (48" X 60")
SPEED LIMIT 50
C.L. I-630 MEDIAN
TRAFFIC DRUMS @ 60' O.C. (TYP.)
1170
1175
1180
RAMP 6
RAMP 5
RAMP 4
RAMP 3
RAMP 2
RAMP 1
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
END ROAD WORK
(1) G20-2 (48" X 24")
BRIDGE NO. A3493
BRIDGE NO. B3493
13 TRAFFIC DRUMS @ 30' O.C.
PC STA. 1182+56.46 OFF 19.00' LT.
PC STA. 1183+60.40 OFF 41.04' LT.
D 10°
PC STA. 1178+38.77 OFF 85.12' RT.
PT STA. 1180+66.70 OFF 37.83' RT.
15 TRAFFIC DRUMS @ 30' O.C.
PC STA. 1181+69.12 OFF 18.41' RT.
D 2.5°
UNIVERSITY AVE.
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
M/C

MAINTENANCE OF TRAFFIC DETAILS STAGE 2B

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				6	ARK.			
				JOB NO.		CA0608	200	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD

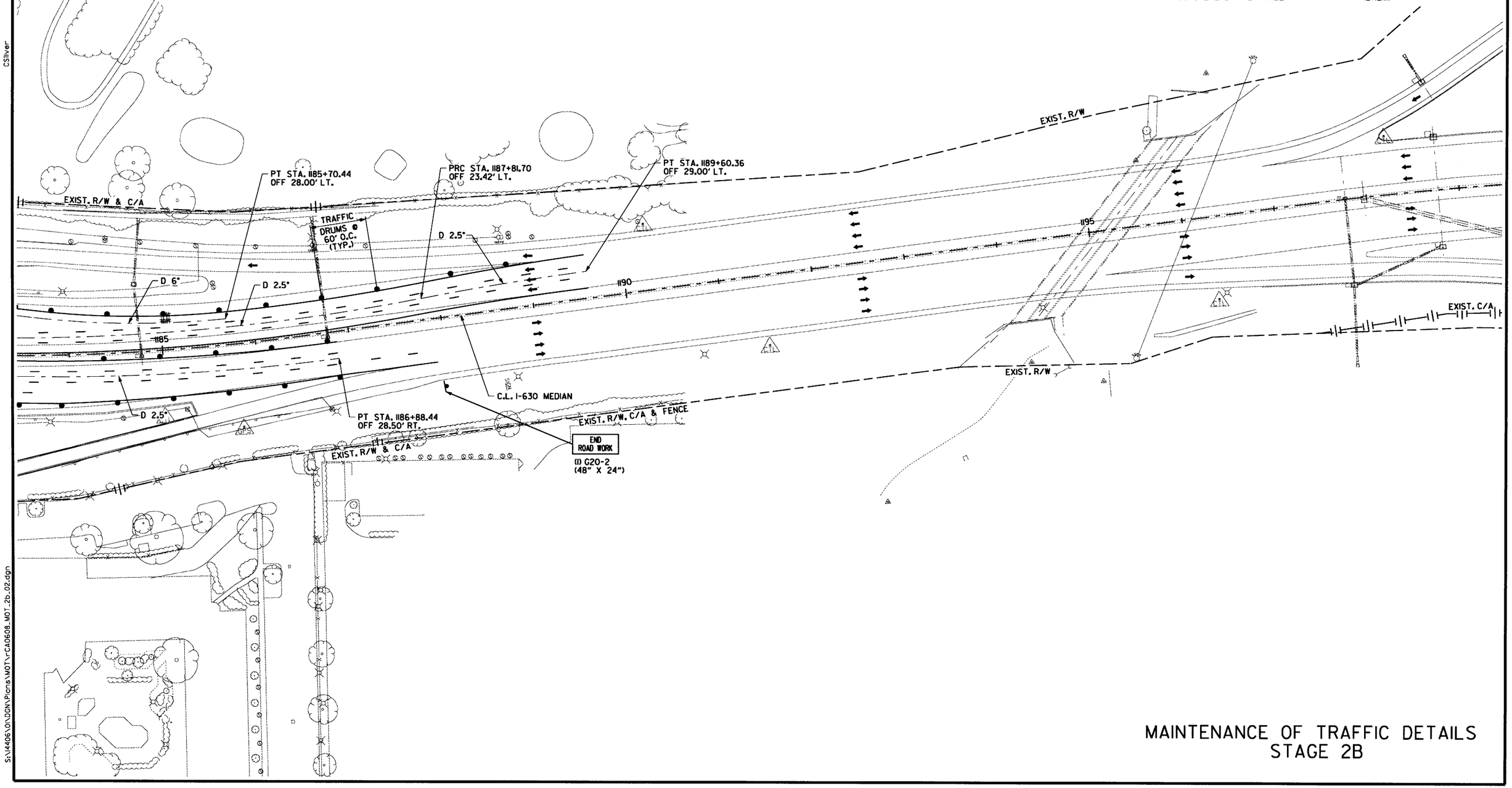
Date 11-07-06

STAGE 2B QUANTITIES

TRAFFIC DRUMS = 458 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 8715 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

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STAGE 2B QUANTITIES

TRAFFIC DRUMS = 458 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 8715 LIN. FT.

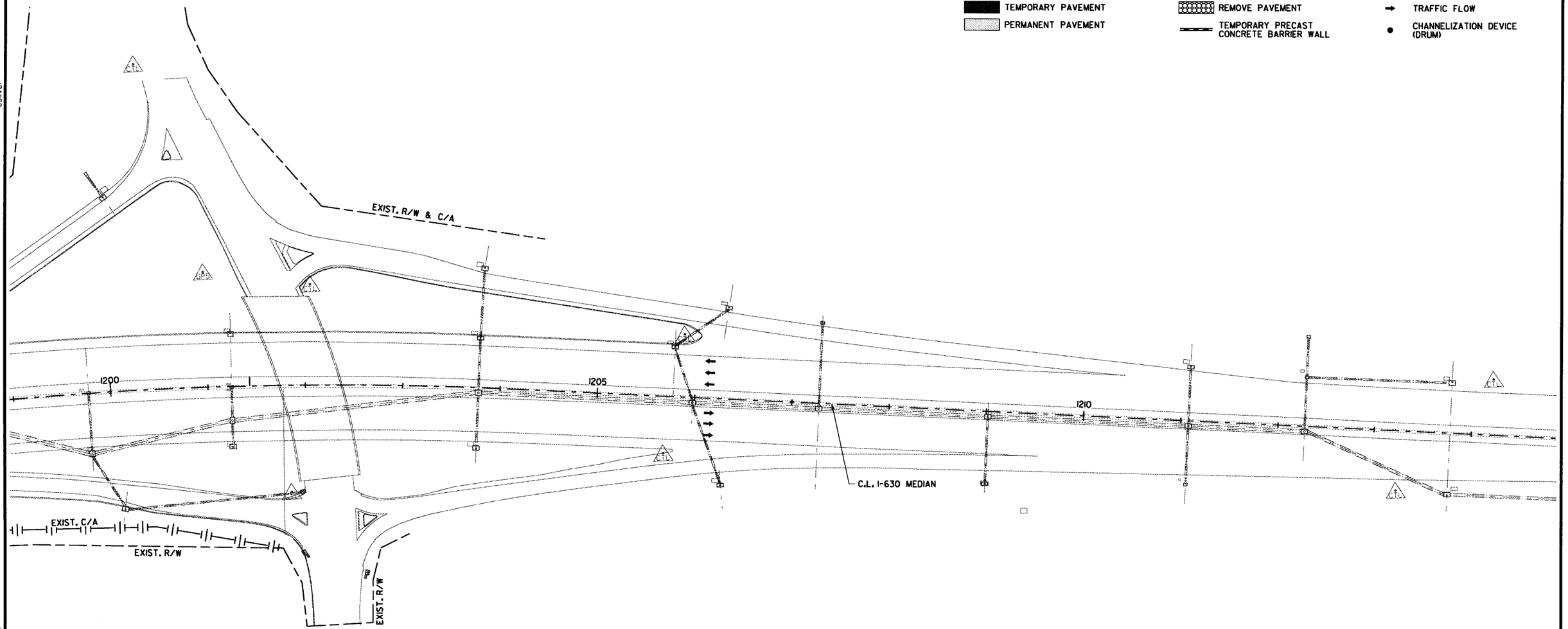
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2/7/07

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	201	889

(2) MAINTENANCE OF TRAFFIC DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



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MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	202	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR SEAD
2017-04-01

STAGE 2C QUANTITIES

TRAFFIC DRUMS = 543 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 213 LIN. FT.
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11393 LIN. FT.

SEQUENCE OF TRAFFIC NOTES

STAGE 2C
- REDUCE I-630 MAIN LANES TO TWO LANES NEAR UNIV. AVE. INTERCHANGE AND SHIFT TRAFFIC AS SHOWN IN THE PLANS. MAINTAIN TRAFFIC OPERATIONS FROM STAGE 2 ALONG THE REST OF I-630.
- INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER INSIDE EB AND WB MAIN LANES.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION.
- REMOVE AND REPLACE APPROACH SLABS OF BRIDGES A3493 & B3493 AS SHOWN.
- PERFORM BRIDGE DECK REPAIR AND POLYMER OVERLAY OF BRIDGES A3493 & B3493 AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
M-O
T.C.E.
660' TAPER
1160
1165
1155
C.L. I-630 MEDIAN
TRAFFIC DRUMS @ 60' O.C. (TYP.)
(3) W1-6 (60" X 30") EVENLY SPACED ON TAPER
(1) W4-2L (48" X 48")
EXIT 4
Fair Park Blvd.
1/2 MILE
EXIT 5
University Avenue

MAINTENANCE OF TRAFFIC DETAILS STAGE 2C

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				6	ARK.			
				JOB NO.		CA0608	203	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12407
SHAHRIAR MAD
2017-07-06

STAGE 2C QUANTITIES

TRAFFIC DRUMS = 543 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 213 LIN. FT.
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11393 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

T.C.E.
SIGN
50 M.P.H.
(1) W13-1 (24" X 24")
(1) W1-4aR (48" X 48")
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2C)
PC STA. 1175+65.93 OFF 24.25' LT.
100' TAPER
C.L. I-630 MEDIAN
TRAFFIC DRUMS @ 60' O.C. (TYP.)
1170
1175
15 TRAFFIC DRUMS @ 30' O.C.
EXIT 5
PRECAST CONCRETE BARRIER (STAGE 2C) TAPER 13:1 FOR 40'
PC STA. 1175+21.29 OFF 24.25' RT.
D 2.5°
D 2°
PRC STA. 1177+49.76 OFF 33.38' RT.
TRAFFIC DRUMS @ 60' O.C.
PC STA. 1178+09.29 OFF 99.37' RT.
RAMP 6
RAMP 5
RAMP 4
RAMP 3
RAMP 2
RAMP 1
PC STA. 1179+71.92 OFF 42.53' LT.
PC STA. 1179+22.57 OFF 80.94' LT.
PRC STA. 1177+67.43 OFF 33.39' LT.
D 12°
TRAFFIC DRUMS @ 60' O.C.
D 2.5°
D 16°
(1) W4-3 (48" X 48")
PT STA. 1179+78.24 OFF 42.50' RT.
PT STA. 1179+78.26 OFF 57.00' RT.
UNIVERSITY AVE.
(1) W1-4aL (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.
PT STA. 1180+63.93 OFF 59.54' LT.
PRECAST CONCRETE BARRIER (STAGE 2C) @ TAPER 10:1 FOR 180'
PC STA. 1182+69.23 OFF 54.66' LT.
SPECIAL END UNIT
D 4°
BRIDGE NO. A3493
BRIDGE NO. B3493
PC STA. 1181+75.76 OFF 48.00' RT.
D 3°
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
SIGN
SIGN

MAINTENANCE OF TRAFFIC DETAILS STAGE 2C

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7/6/2017
CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	204	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

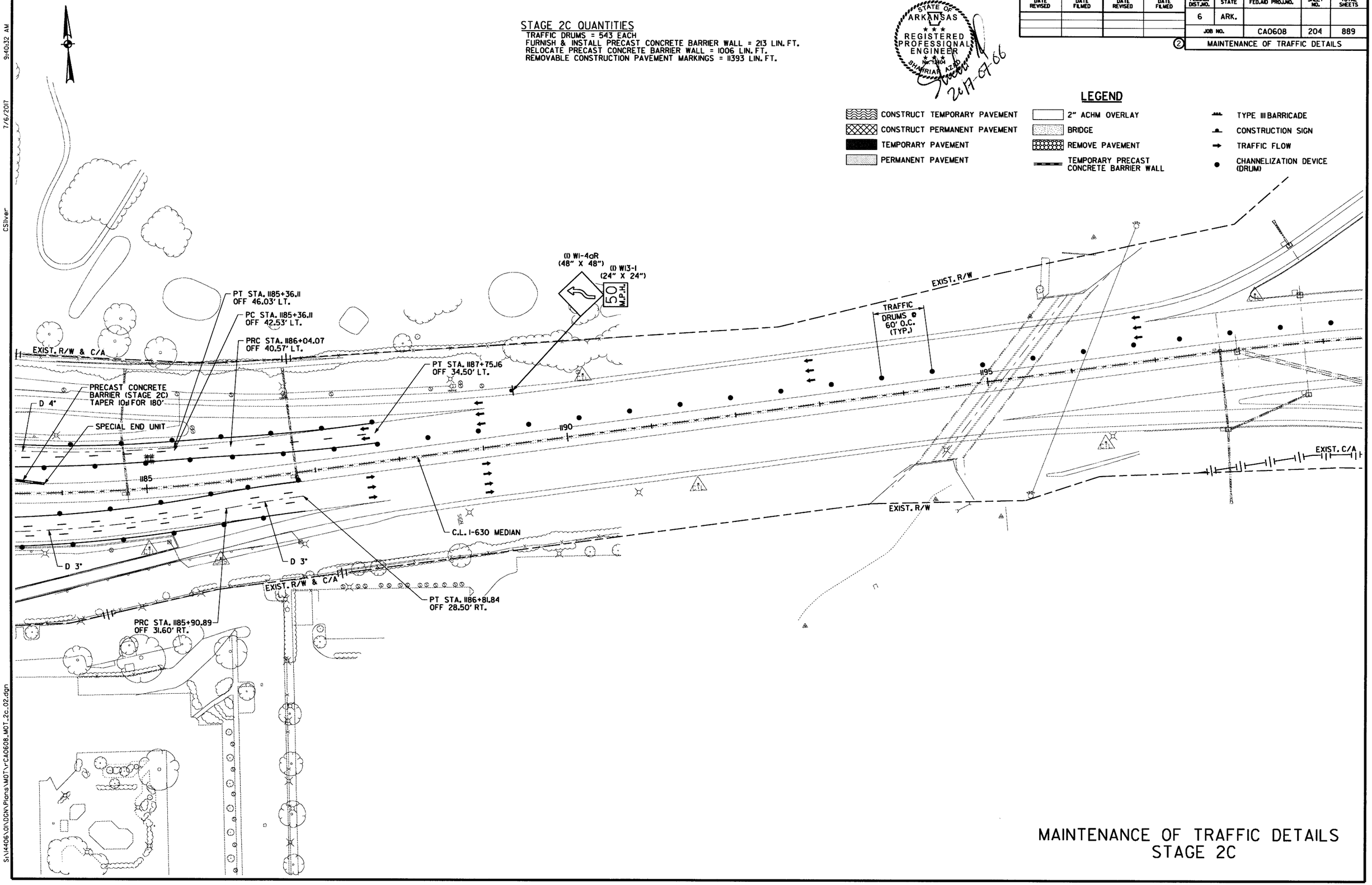
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

STAGE 2C QUANTITIES

TRAFFIC DRUMS = 543 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 213 LIN. FT.
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11393 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



MAINTENANCE OF TRAFFIC DETAILS
STAGE 2C

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	205	889
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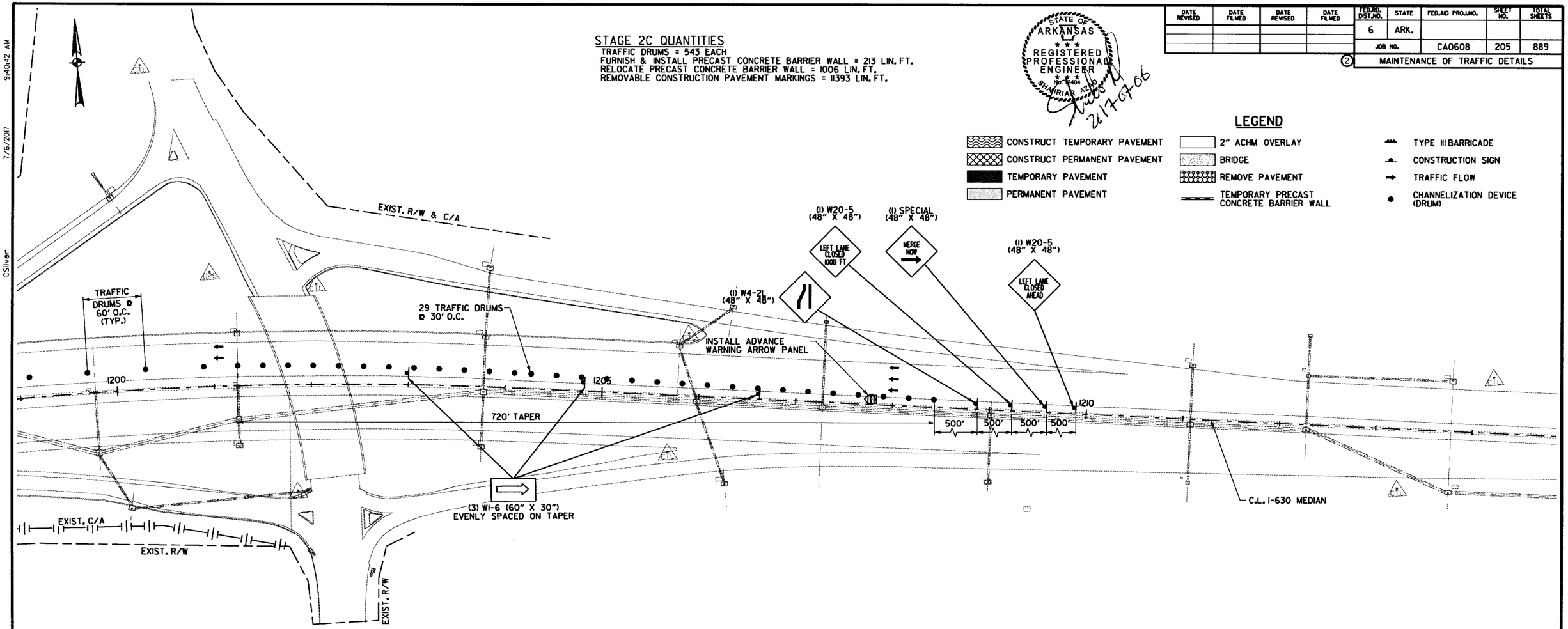
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON ALLEN
2/17/06

STAGE 2C QUANTITIES

TRAFFIC DRUMS = 543 EACH
FURNISH & INSTALL PRECAST CONCRETE BARRIER WALL = 213 LIN. FT.
RELOCATE PRECAST CONCRETE BARRIER WALL = 1006 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11393 LIN. FT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)



MAINTENANCE OF TRAFFIC DETAILS
STAGE 2C

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	206	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-02-27

BAPTIST HEALTH

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A

500'

END ROAD WORK
(1) G20-2 (48" X 24")

REFER TO ADVANCE WARNING SIGN DETAILS FOR ADDITIONAL SIGNING.

STA 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

PRECAST CONCRETE BARRIER (STAGE 3)
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 3)
PRC STA. 1066+34.92 OFF 29.62' LT.
25'
EXIT 7
(1) W13-3 (48" X 60")
EXIT 30 M.P.H.
TRAFFIC DRUMS @ 30' O.C.
INSTALL GUARDRAIL (STAGE 3)
PT STA. 1068+10.32 OFF 24.25' LT.
TRAFFIC DRUM @ 60' O.C.
PC STA. 1064+60.73 OFF 37.16' LT.
TRAFFIC DRUMS @ 60' O.C.
D 2%
C.L. I-630 MEDIAN
PCC STA. 1061+13.79 OFF 18.75' RT.
PC STA. 1056+62.62 OFF 27.40' RT.
1060
1065
1055
PI STA. 1055+07.26 OFF 30.29' RT.
PT STA. 1055+41.53 OFF 40.29' RT.
PRC STA. 1054+33.15 OFF 52.82' RT.
PC STA. 1053+49.75 OFF 59.12' RT.
TRAFFIC DRUM @ 60' O.C.
SHORING
PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 20'
14'
CONSTRUCT RETAINING WALL AA (STAGE 3)
SPEED LIMIT 50
(1) R2-1 (48" X 60")
TRAFFIC DRUM @ 30' O.C.
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 3)
PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 40'
INSTALL GUARDRAIL (STAGE 3)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
RIGHT SHOULDER CLOSED
(2) W21-5A (48" X 48")
ROAD NARROWS
(1) W5-1 (48" X 48")
ROAD WORK AHEAD
(1) W20-1 (48" X 48")
100'
100'
EXIST. R/W & C/A
EXIST. R/W & C/A
WD. WOODS, DECIDUOUS

SEQUENCE OF TRAFFIC NOTES

STAGE 3
- MAINTAIN AND/OR SHIFT I-630 MAIN LANE TRAFFIC ONTO INSIDE SHOULDER AND TRANSITION TO IIFT LANES. ALSO SHIFT RAMP TRAFFIC TO TEMPORARY RAMPS CONSTRUCTED IN STAGE 2.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER OUTSIDE EB AND WB MAIN LANES.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION
- CONSTRUCT PROPOSED SUBSTRUCTURE, BRIDGE DECK, APPROACH SLAB, AND BARRIER FOR THE EASTBOUND I-630 MAIN LANES (BRIDGE NO. B5582) OVER ROCK CREEK AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PROPOSED SUBSTRUCTURE, BRIDGE DECK, APPROACH SLAB, AND BARRIER FOR THE EASTBOUND I-630 MAIN LANES (BRIDGE NO. 07383) OVER RODNEY PARHAM AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PERMANENT PAVEMENT OUTSIDE I-630 MAIN LANES AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT RODNEY PARHAM/I-630 EASTBOUND ON RAMP AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STAGE 3 QUANTITIES

TRAFFIC DRUMS = 520 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 19873 LIN. FT.
FURNISH, INSTALL AND LEAVE IN PLACE PRECAST CONCRETE BARRIER WALL = 260 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 6459 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1625 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 65883 LIN. FT.

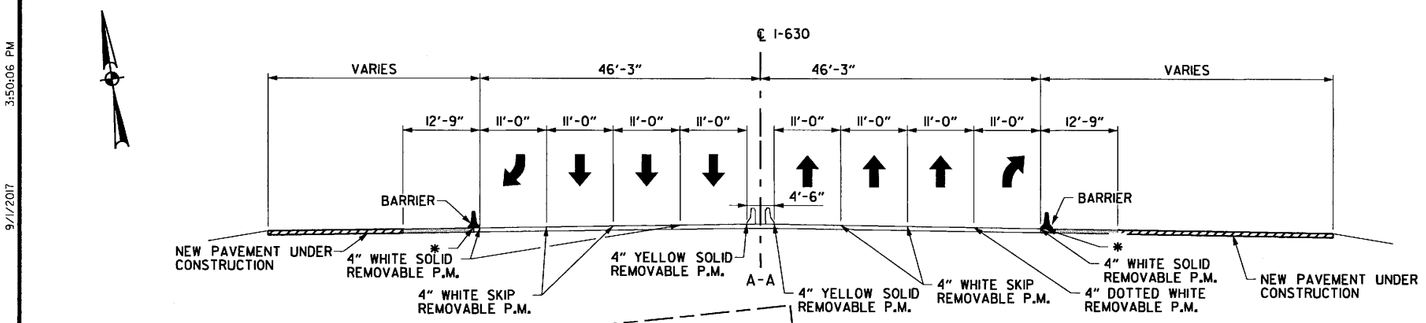
MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	207	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No 12404
SHANNON LAMB
2017-09-01



* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE

USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER

EXIT 8
430 JCT
1/2 MILE

EXIST. R/W

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)

EXIST. R/W & C/A

RIGHT SHOULDER CLOSED

(1) W21-5A (48" X 48")

PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 40'

SPEED LIMIT 50

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

INSTALL GUARDRAIL (STAGE 3)

PC STA. 1079+21.46 OFF 38.75' LT.

STA. 1082+91.09 OFF 87.30' LT.

EXIST. C/A

INSTALL GUARDRAIL (STAGE 3)

PT STA. 1081+99.83 OFF 68.69' LT.

D 6°

22'

A

1070

1075

1080

1085

(1) W13-3 (48" X 60")

EXIT 30 M.P.H.

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (STAGE 3)

CONSTRUCT RETAINING WALL AA (STAGE 3)

PRECAST CONCRETE BARRIER (STAGE 3)

A

PC STA. 1076+44.93 OFF 38.75' RT.

D 5°

CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 3)

EXIT 6B

D 4°

PRC STA. 1079+03.29 OFF 78.36' RT.

PT STA. 1079+86.00 OFF 102.68' RT.

TRAFFIC DRUMS @ 30' O.C. (STAGE 3)

EXIST. R/W & C/A

EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

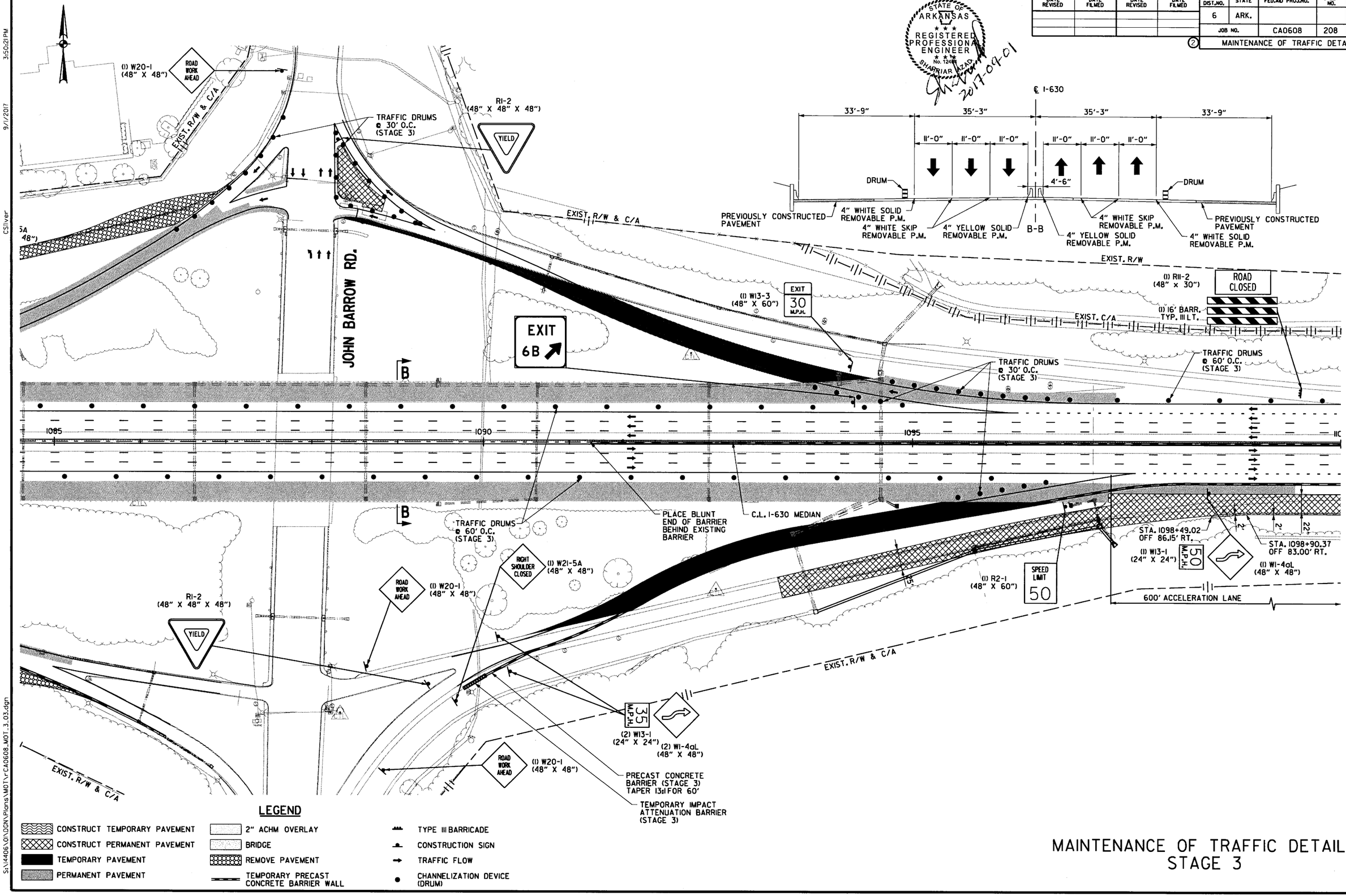
MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	208	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12481
SHAHRIAR AZAD
2017-04-01



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				6	ARK.			
				JOB NO.		CA0608	209	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2017.07.06

9:41:26 AM 7/6/2017 CSilver

(STAGE 3)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(I) 16' BARR. TYP. III LT.

PC STA. 1100+38.90 OFF 24.25' LT.

EXIT 6B
Barrow Road
EXIT ONLY

EXIT 7
Baptist Health
1/2 MILE

EXIST. R/W

PRC STA. 1103+10.40 OFF 37.14' LT.

EXIST. C/A

TRAFFIC DRUMS @ 60' O.C. (STAGE 3)

PLACE BLUNT END OF BARRIER BEHIND EXISTING BARRIER

D 2"

PAVED DRAIN

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)

PT STA. 1107+93.58 OFF 58.33' LT.

PRECAST CONCRETE BARRIER (STAGE 3)

(I) W1-4aL (48" X 48")

50 M.P.H.

(I) W13-1 (24" X 24")

PC STA. 1110+43.68 OFF 72.83' LT.

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

SPEED LIMIT 50

EXIST. R/W & C/A

ROAD CLOSED

(I) R11-2 (48" x 30")

(I) 16' BARR. TYP. III LT.

TRAFFIC DRUMS @ 30' O.C. (STAGE 3)

PT STA. 1112+92.02 OFF 112.48' LT.

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)

PT STA. 1112+62.66 OFF 52.83' LT.

PT STA. 1112+62.66 OFF 17.83' LT.

D 6"

D 2"

INSTALL GUARDRAIL (STAGE 3)

1105

1110

PRECAST CONCRETE BARRIER (STAGE 3)

D 2"

PC STA. 1100+75.10 OFF 18.75' RT.

PLACE BLUNT END OF BARRIER BEHIND EXISTING BARRIER

PRC STA. 1103+44.92 OFF 6.02' RT.

STA. 1103+61.86 OFF 83.00' RT.

STA. 1104+81.99 OFF 83.00' RT.

22'

2'

C.L. I-630 MEDIAN

58'

69'

57'

MATCH EXISTING BARRIER

PT STA. 1108+65.15 OFF 17.83' LT.

PLACE BLUNT END OF BARRIER BEHIND EXISTING BARRIER

PRECAST CONCRETE BARRIER (STAGE 3)

STA. 1114+34.53 OFF 71.42' RT.

EXIST. R/W & C/A

300' TAPER

600' ACCELERATION LANE

50 M.P.H.

(I) W13-1 (24" X 24")

(I) W1-4aR (48" X 48")

INSTALL GUARDRAIL (STAGE 3)

EXIST. R/W

EXIST. C/A

℄ I-630

VARIES 10'-0" PED. WLK. | 45'-0" (11'-0" | 11'-0" | 11'-0" | 2'-0" | 11'-0") | 35'-10" (11'-0" | 11'-0" | 11'-0" | VARIES 1'-9") | 71'-0"

PREVIOUSLY CONSTRUCTED PAVEMENT

BARRIER

4" WHITE SOLID REMOVABLE P.M.
4" DOTTED WHITE REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
BARRIER
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
C-C
4" WHITE SOLID REMOVABLE P.M.
NEW PAVEMENT UNDER CONSTRUCTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

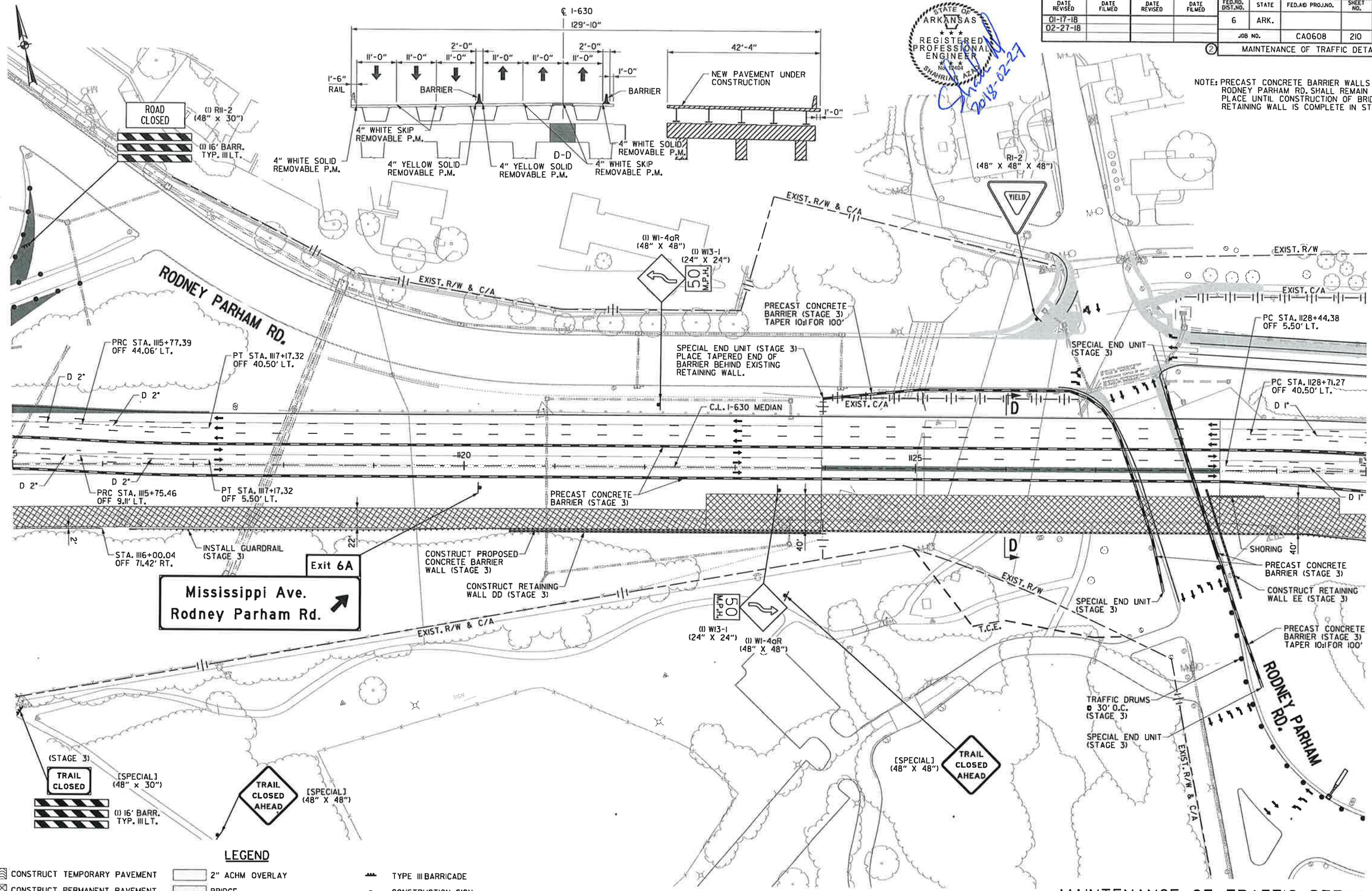
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01-17-18				6	ARK.			
02-27-18				JOB NO.		CA0608	210	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

NOTE: PRECAST CONCRETE BARRIER WALLS ALONG RODNEY PARHAM RD. SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OF BRIDGE AND RETAINING WALL IS COMPLETE IN STAGE 5.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

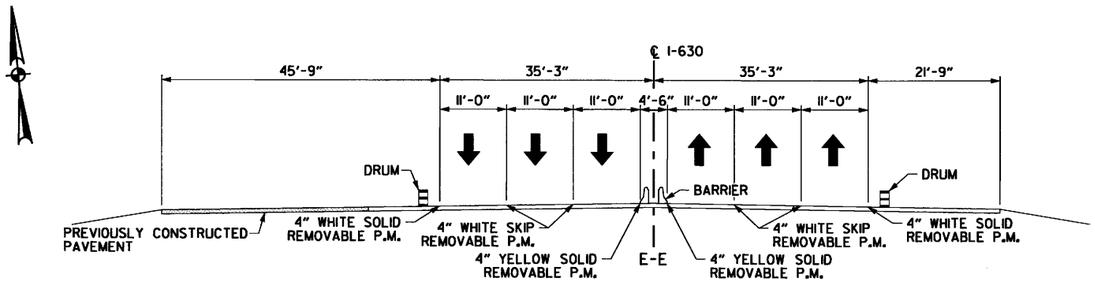
MAINTENANCE OF TRAFFIC DETAILS STAGE 3

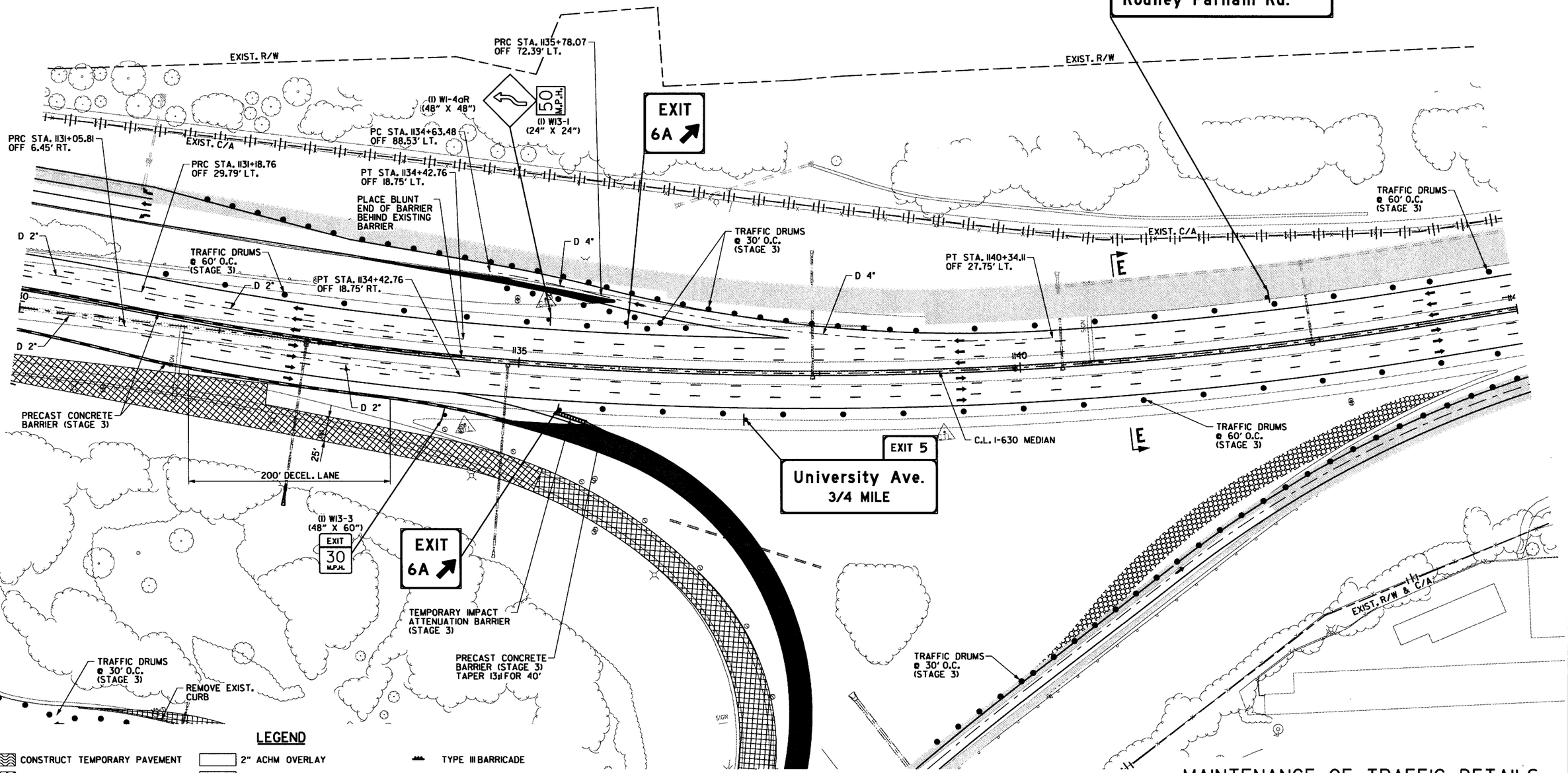
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				6	ARK.			
				JOB NO.		CA0608	211	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017-07-06





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

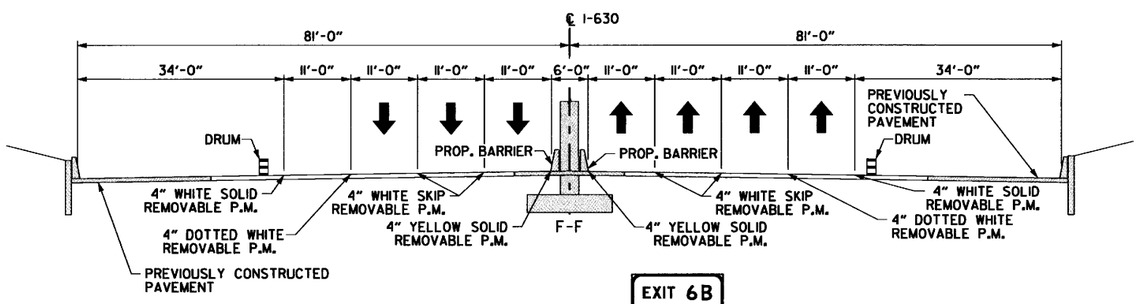
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	212	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2017.07.06



EXIT 6B
Barrow Rd.
3/4 MILE

EXIT 6A
Mississippi Ave.
Rodney Parham Rd.
1/4 MILE

EXIST. R/W
EXIST. R/W
EXIST. C/A
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W

SPEED LIMIT 50
(1) R2-1 (48" X 60")
SPEED LIMIT 50
(1) R2-1 (48" X 60")
(1) W4-1 (48" X 48")
(1) W4-1 (48" X 48")

300' TAPER
600' ACCELERATION LANE
800' ACCELERATION LANE
300' TAPER
TRAFFIC DRUMS @ 60' O.C.
TRAFFIC DRUMS @ 30' O.C.
TRAFFIC DRUMS @ 30' O.C.
TRAFFIC DRUMS @ 60' O.C.

PC STA. 1146+73.86 OFF 63.50' RT.
PRC STA. 1148+61.43 OFF 51.17' RT.
PT STA. 1150+49.64 OFF 38.75' RT.
PC STA. 1154+16.95 OFF 39.58' LT.
PT STA. 1155+23.72 OFF 42.57' LT.
PC STA. 1157+25.86 OFF 55.28' LT.
PT STA. 1158+65.92 OFF 63.50' LT.

D 4°
D 4°
D 3°
D 3°

C.L. I-630 MEDIAN
HUGHES ST.
BILLBOARD
BILLBOARD
F
F

15
1150
1155
116

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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7/6/2017
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				6	ARK.			
				JOB NO.		CA0608	213	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2017-07-06

EXIST. R/W
PC STA. 1160+66.20 OFF 75.26' LT.
PT STA. 1162+49.29 OFF 83.50' LT.
EXIST. C/A
D 3"
T.C.E.
PC STA. 1167+49.25 OFF 83.50' LT.
D 1"
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3) LEAVE IN PLACE
PRECAST CONCRETE BARRIER (STAGE 3) LEAVE IN PLACE
EXIST. R/W & C/A
PT STA. 1173+46.94 OFF 83.50' LT.
100' TAPER
PRECAST CONCRETE BARRIER (STAGE 3)
1165
1170
C.L. I-630 MEDIAN
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
PC STA. 1166+44.59 OFF 27.83' RT.
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
PRC STA. 1170+07.95 OFF 56.48' RT.
300' TAPER
EXIT 4
Fair Park Blvd.
1/2 MILE
EXIT 5
University Avenue
EXIT 5
(1) W13-3 (48" X 60")
EXIT 30 M.P.H.
PT STA. 1172+16.96 OFF 71.50' RT.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 100'
PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 100'
50 M.P.H.
(1) W13-1 (24" X 24")
(1) W1-4aR (48" X 48")
EXIST. R/W
EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	214	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2017-07-06

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
END ROAD WORK (1) G20-2 (48" X 24")
PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 40'
PRECAST CONCRETE BARRIER (STAGE 3) TAPER 13:1 FOR 60'
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
(1) W1-4aR (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.
(1) G20-1 (60" X 24")
ROAD WORK NEXT 3 MILES
(1) R55-1 (36" X 60")
FINES DOUBLE IN WORK ZONES
WHEN WORKERS ARE PRESENT
(1) W20-1 (48" X 48")
ROAD WORK 1/2 MILE
ROAD WORK 500 FT
ROAD WORK 1 MILE
(2) R2-5A (48" X 60")
REDUCED SPEED AHEAD
1400'
1140'
1320'
1320'
100'
PC STA. 1183+01.23 OFF 49.37' LT.
PT STA. 1186+06.68 OFF 34.27' LT.
C.L. I-630 MEDIAN
D 4°
D 2°
D 2°
PC STA. 1176+77.66 OFF 18.75' RT.
PRC STA. 1179+47.77 OFF 24.03' RT.
PT STA. 1181+17.91 OFF 29.32' RT.
STA. 1181+65.95 OFF 57.18' LT.
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
UNIVERSITY AVE.
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
EXIST. R/W & C/A
END ROAD WORK (1) G20-2 (48" X 24")
END ROAD WORK (1) G20-2 (48" X 24")
1180
1185
1190

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	215	889

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
01-17-18

(1) W1-4aR (48" X 48")
EXIST. R/W
EXIST. C/A
135'
130'
EXIT 6A
(1) W13-3 (48" X 60")
EXIT 30 MPH
C.L. I-630 MEDIAN
PRECAST CONCRETE BARRIER (STAGE 3)
INSTALL GUARDRAIL (STAGE 3)
CONSTRUCT RETAINING WALL AA (STAGE 3)
SHORING
CONSTRUCT RETAINING WALL EE (STAGE 3)
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
RODNEY PARHAM RD.
EXIST. R/W
T.C.E.
EXIST. R/W & C/A
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 4)
3 TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
*50'
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
REMOVE EXISTING SIDEWALK
EXIST. R/W & C/A
REMOVE EXIST. CURB (STAGE 3)
PRECAST CONCRETE BARRIER (STAGE 3)
RI-2 (48" X 48" X 48")
YIELD
EXIST. R/W & C/A
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
9 TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
EXIST. R/W

*SPECIFIED RANGE OF PAVEMENT SHALL BE COMPLETED FIRST. USE FAST SETTING PORTLAND CEMENT CONCRETE (3 DAY MAX). THIS QUANTITY SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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02-27-18				6	ARK.			
				JOB NO.		CA0608	216	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

BAPTIST HEALTH

EXIST. R/W & C/A

END ROAD WORK
(1) G20-2 (48" X 24")

500'

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

C.L. I-630 MEDIAN

PC STA. 1056+62.62
OFF 27.40' RT.

PI STA. 1055+07.26
OFF 30.29' RT.

1055 1060 1065

D 2°

PCC STA. 1061+13.79
OFF 18.75' RT.

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)

TRAFFIC DRUMS @ 60' O.C. (STAGE 4)

(1) 16' BARR. TYP. III LT.

PRECAST CONCRETE BARRIER (STAGE 4) TAPER 13:1 FOR 60'

TRAFFIC DRUMS @ 60' O.C. (STAGE 4)

4'

PRECAST CONCRETE BARRIER (STAGE 4)

10'

28'

22'

PC STA. 1067+24.74
OFF 77.50' RT.

D 6°

PT STA. 1068+40.15
OFF 70.50' RT.

PC STA. 1068+76.84
OFF 70.50' RT.

PT STA. 1067+76.23
OFF 92.25' LT.

REFER TO ADVANCE WARNING SIGN DETAILS FOR ADDITIONAL SIGNING.

RIGHT SHOULDER CLOSED
(1) W21-5A (48" X 48")

ROAD WORK AHEAD
(1) W20-1 (48" X 48")

PRECAST CONCRETE BARRIER (STAGE 4) TAPER 13:1 FOR 40'

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

SEQUENCE OF TRAFFIC NOTES

STAGE 4
- SHIFT ALL THE MAIN LANES ALONG I-630 SOUTH OF THE MEDIAN BETWEEN JOHN BARROW AND RODNEY PARHAM. EXIT TO JOHN BARROW FROM WESTBOUND MAIN LANES WILL BE MAINTAINED THROUGH A COLLECTOR DISTRIBUTOR ON THE NORTH SIDE OF MEDIAN AS SHOWN ON THE PLANS.
- MAINTAIN OR INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIERS OUTSIDE EB AND WB MAIN LANES.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION.
- CONSTRUCT PROPOSED SUBSTRUCTURE, BRIDGE DECK, APPROACH SLAB, AND BARRIER FOR THE WESTBOUND I-630 MAIN LANES (BRIDGE NO. A5582) OVER ROCK CREEK AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PROPOSED SUBSTRUCTURE, BRIDGE DECK, APPROACH SLAB, AND BARRIER FOR THE WESTBOUND I-630 MAIN LANES (BRIDGE NO. 07383) OVER RODNEY PARHAM AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PERMANENT PAVEMENT OUTSIDE I-630 MAIN LANES AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT RODNEY PARHAM/I-630 EASTBOUND ON RAMP AS SHOWN.

STAGE 4 QUANTITIES

TRAFFIC DRUMS = 494 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 18066 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 873 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 1625 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 48607 LIN. FT.

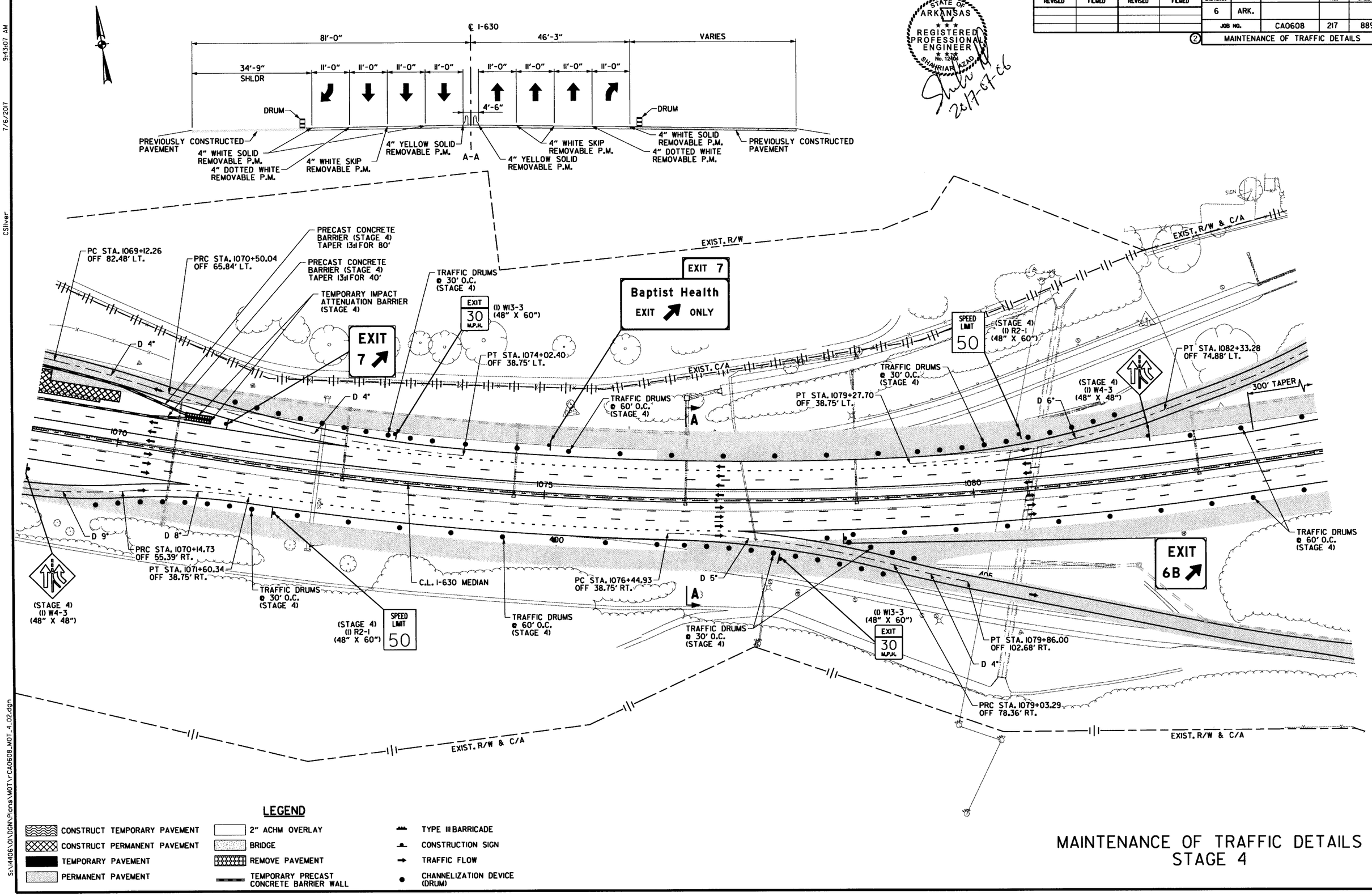
MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	217	889
				② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHAHRIAR AZAD
2017-07-26

9:43:07 AM
7/6/2017
CSilver



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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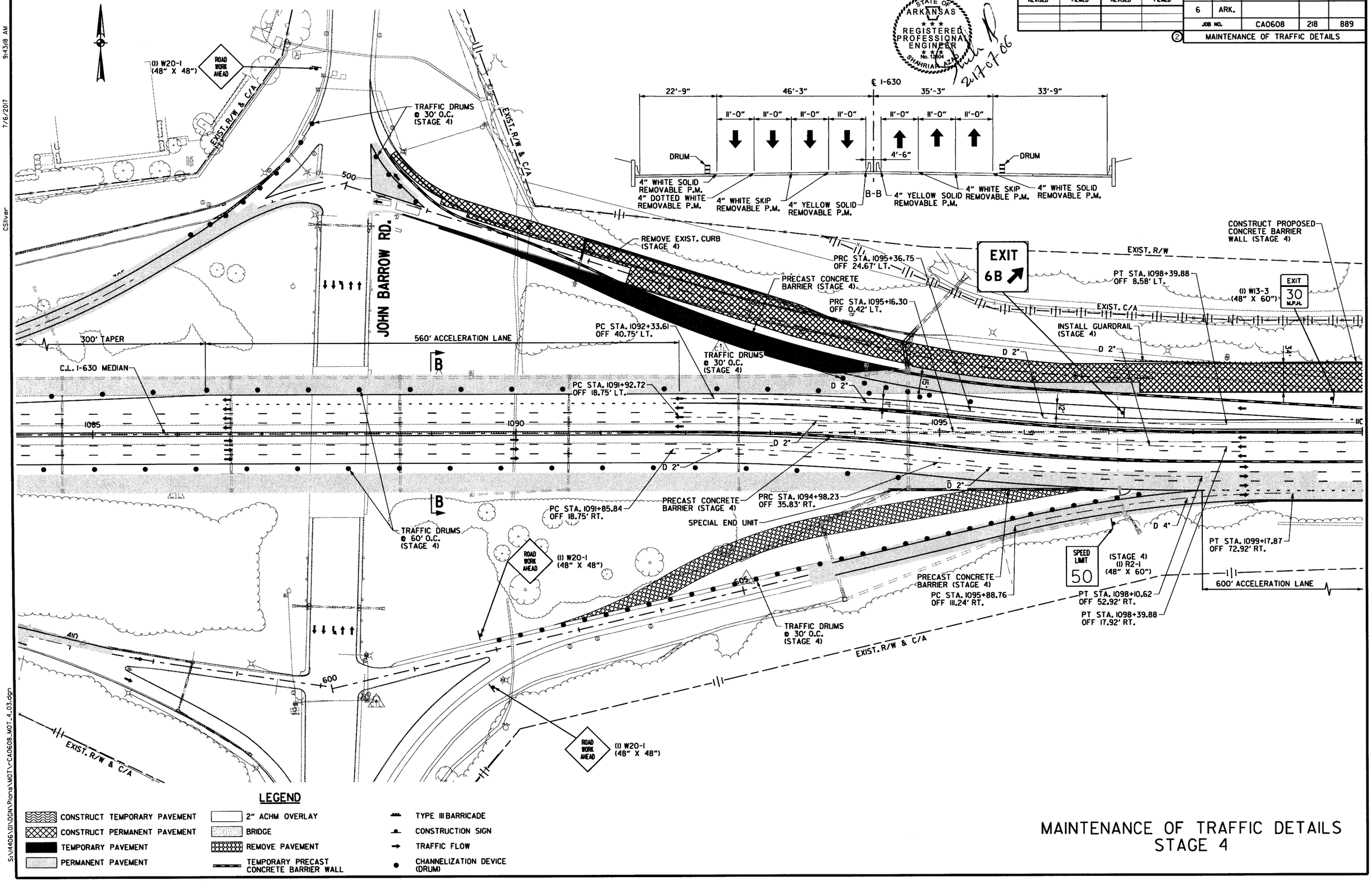
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	218	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2-17-17 06

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

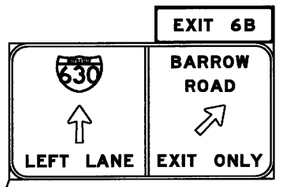
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	219	889

2 MAINTENANCE OF TRAFFIC DETAILS

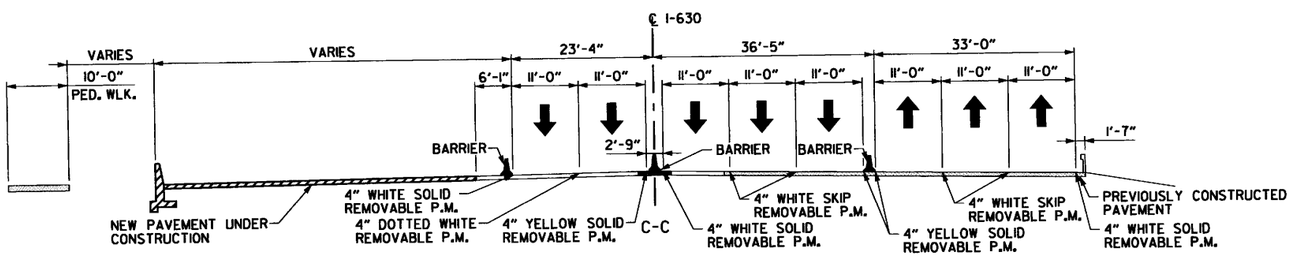
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AFAND
2017-07-06

NOTE:
COVER UP EXISTING GUIDE SIGNS BY A METHOD APPROVED BY THE ENGINEER. PLACE TEMPORARY GUIDE SIGN ON EXISTING OVERHEAD GUIDE SIGN STRUCTURE.



(STAGE 4)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.

EXIST. R/W & C/A
EXIST. R/W
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
D 35°30'
PC STA. 1112+62.66 OFF 17.50' LT.
INSTALL GUARDRAIL (STAGE 4)
EXIST. C/A
(STAGE 4) (1) W4-3 (48" X 48")
SPEED LIMIT 50
(STAGE 4) (1) R2-1 (48" X 60")
REFER TO BRIDGE PLANS FOR BRIDGE WIDENING
EXIST. C/A
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 4)
PAVED DRAIN
22'
PRECAST CONCRETE BARRIER (STAGE 4)
C.L. I-630 MEDIAN
1105
1110
1110
D 3°
D 3°
D 1°
PRECAST CONCRETE BARRIER (STAGE 4)
PC STA. 1112+58.98 OFF 4.86' LT.
PRC STA. 1113+74.08 OFF 8.67' LT.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)
PAVED DRAIN
300' TAPER
600' ACCELERATION LANE
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
02-27-18				JOB NO.		CA0608	220	889
				② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

NOTE: PRECAST CONCRETE BARRIER WALLS ALONG RODNEY PARHAM RD. SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OF BRIDGE AND RETAINING WALL IS COMPLETE IN STAGE 5.

℄ I-630
142'-8"
41'-10" NEW PAVEMENT UNDER CONSTRUCTION
5'-6"
2'-5" BARRIER
11'-0" 11'-0" 11'-0"
2'-0" 2'-0"
1'-0"
15'-0"
5'-0"
2'-0"
11'-0" 11'-0" 11'-0"
2'-4"
1'-0"
BARRIER
BARRIER
BARRIER
D-D
4" WHITE SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.

(1) R1-2 (48" X 48" X 48")
YIELD
PT STA. 86+20.61 OFF 70.40' RT.
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)
RODNEY PARHAM RD.
PRECAST CONCRETE BARRIER (STAGE 4) TAPER 13:1 FOR 40'
D 35°30'00"
EXIST. R/W & C/A
EXIT 6B
Barrow Road
(STAGE 4)
(1) W1-4aL (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.
REFER TO BRIDGE PLANS FOR BRIDGE WIDENING
(1) R1-2 (48" X 48" X 48")
YIELD
(1) G20-2 (48" X 24")
END ROAD WORK
EXIT 5
University Ave. 3/4 MILE
SPECIAL END UNIT (SEE NOTE)
EXIST. R/W
PC STA. 1129+40.51 OFF 5.50' LT.
EXIST. C/A
CONSTRUCT RETAINING WALL 'EE'
PRECAST CONCRETE BARRIER (STAGE 4)
800+00
PT STA. 1116+38.69 OFF 15.72' LT.
D 3°
22'
PRECAST CONCRETE BARRIER (STAGE 4) TAPER 13:1 FOR 40'
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 4)
PRECAST CONCRETE BARRIER (STAGE 4)
PT STA. 1119+95.97 OFF 11.61' LT.
SPECIAL END UNIT (SEE NOTE)
PRECAST CONCRETE BARRIER (SEE NOTE)
C.L. I-630 MEDIAN
EXIST. C/A
D
43'
SPECIAL END UNIT (STAGE 4)
22'
D 3°
1120
1125
D 2°
D 2°
SHORING
90'
D 2°
PC STA. 1116+11.85 OFF 17.50' RT.
PC STA. 1118+64.12 OFF 10.26' LT.
PRC STA. 1118+68.29 OFF 6.00' RT.
PT STA. 1121+24.72 OFF 5.50' LT.
PRECAST CONCRETE BARRIER (STAGE 4) TAPER 10:1 FOR 200'
EXIST. R/W
D
PC STA. 1128+23.14 OFF 52.92' RT.
SPECIAL END UNIT (SEE NOTE)
PRECAST CONCRETE BARRIER (SEE NOTE)
D 3°
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)
EXIST. R/W & C/A
T.C.E.
EXIST. R/W
(STAGE 4)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.
EXIT 6B
Exit 6A
Mississippi Ave.
Rodney Parham Rd.
EXIT 6A
SPECIAL END UNIT (SEE NOTE)
(STAGE 4)
(1) W1-4aL (48" X 48")
50 M.P.H.
(1) W13-1 (24" X 24")
PC STA. 1128+94.21 OFF 60.97' LT.
RODNEY PARHAM RD.
EXIST. R/W & C/A
[SPECIAL] (48" X 48")
TRAIL CLOSED AHEAD
TRAIL CLOSED AHEAD
[SPECIAL] (48" X 48")

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

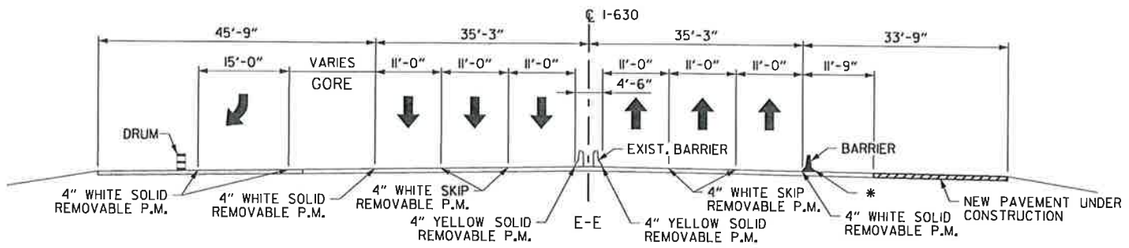
MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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02-27-18				6	ARK.			
				JOB NO.		CA0608	221	889

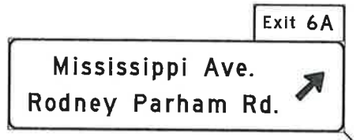
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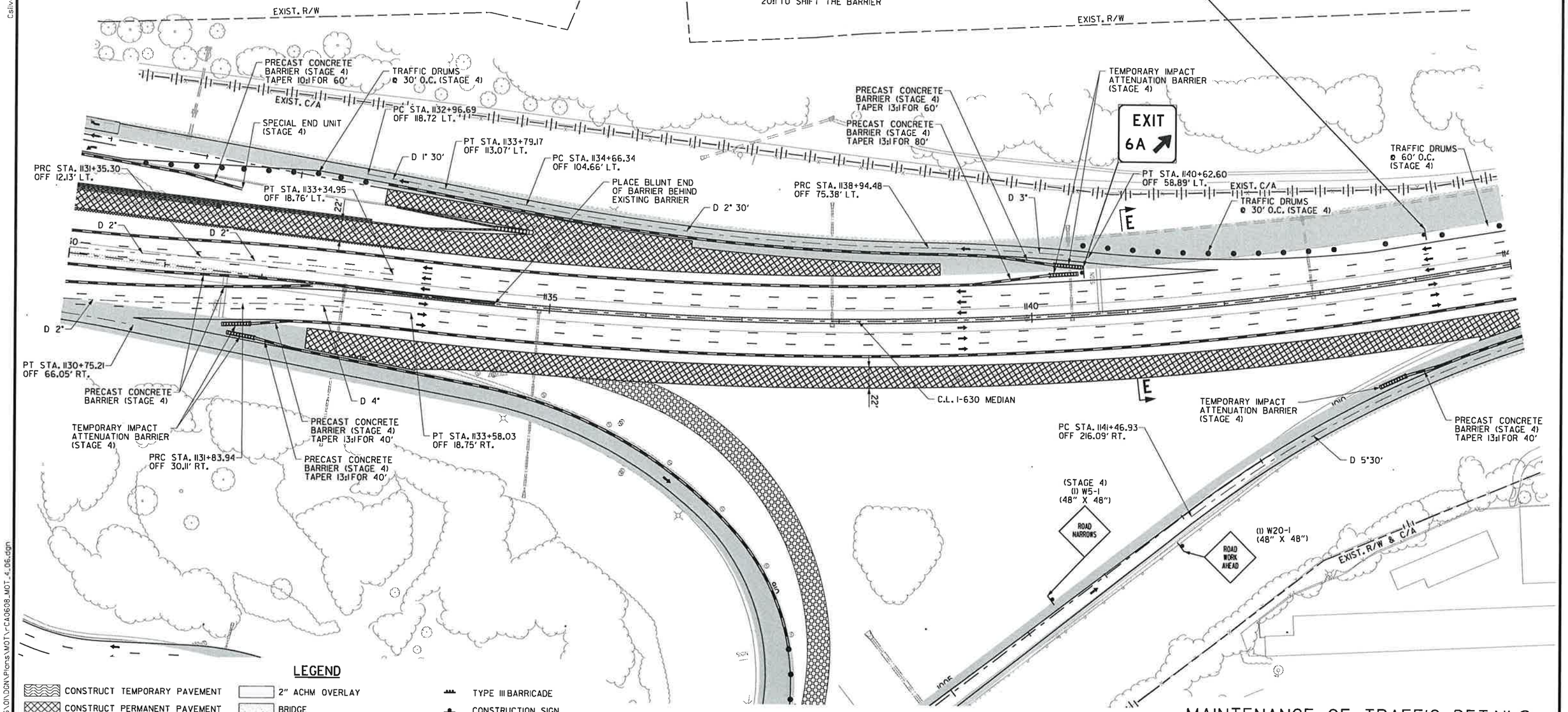
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-02-27



* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE

USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER





LEGEND

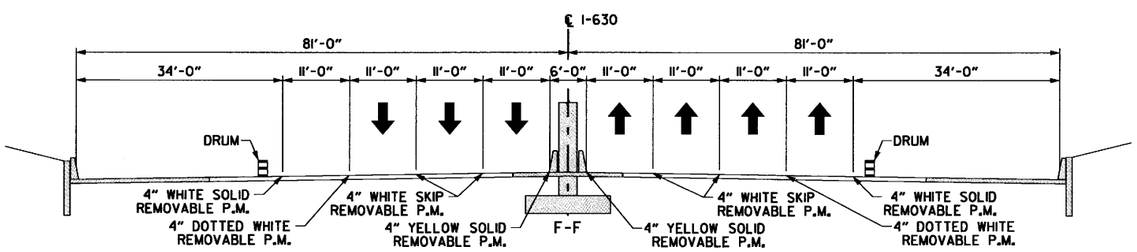
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

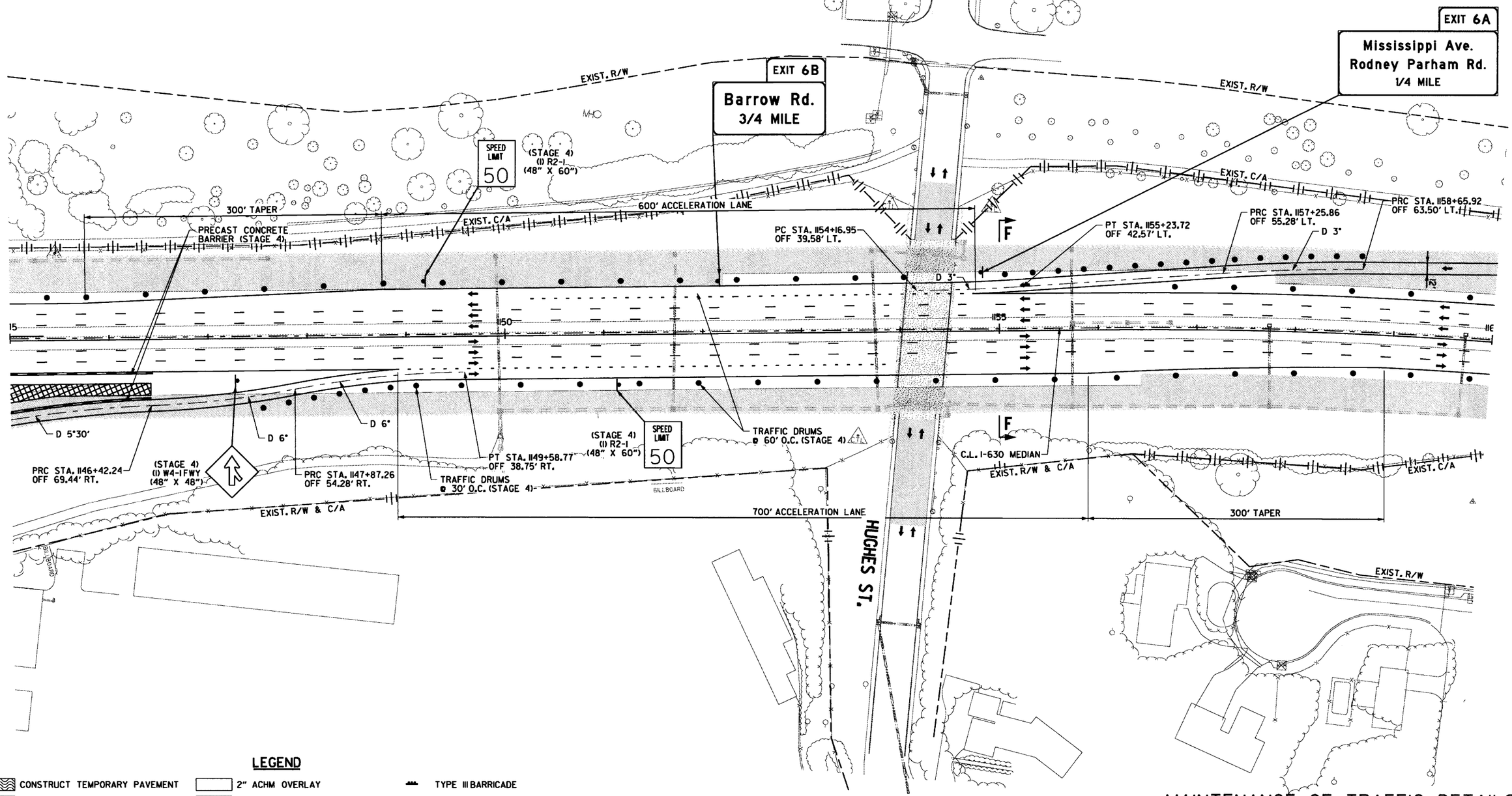
MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	222	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12407
SHAHRIAR ZIAD
2017-07-06





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	223	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SEAD
2017-07-06

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7/6/2017
CSilver

EXIST. R/W
M-O
T.C.E.
SIGN
1300+64
PRECAST CONCRETE BARRIER LEFT IN PLACE
TEMPORARY IMPACT ATTENUATION BARRIER LEFT IN PLACE
EXIST. R/W & C/A
1300+00
100' TAPER
TRAFFIC DRUMS @ 60' O.C. (STAGE 4)
TRAFFIC DRUMS @ 60' O.C. (STAGE 4)
EXIST. C/A
C.L. I-630 MEDIAN
12'
1165
1170
1200
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
D 3"
PC STA. 1168+83.11 OFF 27.75' RT.
PRC STA. 1172+04.44 OFF 45.58' RT.
PRC STA. 1173+70.88 OFF 54.50' RT.
EXIT 4
Fair Park Blvd. 1/2 MILE
EXIT 5
University Avenue
EXIT 5
EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	224	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHARRAR
2017-07-06

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
1125+00
STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70
TRAFFIC DRUMS @ 60' O.C. (STAGE 4)
D 2"
PC STA. 1176+53.16' OFF 18.75' RT.
PC STA. 1178+23.28 OFF 24.03' RT.
PC STA. 1179+93.42 OFF 29.32' RT.
UNIVERSITY AVE.
1185
C.L. I-630 MEDIAN
(1) R55-1 (36" X 60")
FINES DOUBLE IN WORK ZONES
WHEN WORKERS ARE PRESENT
(1) W20-1 (48" X 48")
ROAD WORK 1/2 MILE
(1) W20-1 (48" X 48")
ROAD WORK 500 FT
(1) W20-1 (48" X 48")
ROAD WORK 1 MILE
(2) R2-5A (48" X 60")
REDUCED SPEED AHEAD
(1) G20-1 (60" X 24")
ROAD WORK NEXT 3 MILES
1140'
1320'
1320'
1400'
100'
END ROAD WORK
(1) G20-2 (48" X 24")
END ROAD WORK
(1) G20-2 (48" X 24")

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	225	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
STEVEN R. FARRIAR
2018-01-17

PRECAST CONCRETE BARRIER (STAGE 4)
EXIST. R/W
EXIST. C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
CONSTRUCT RETAINING WALL EE (STAGE 4)
CONSTRUCT PROPOSED CONCRETE BARRIER WALL (STAGE 4)
CONSTRUCT NOISE WALL (STAGE 4)
(1) G20-2 (48" X 24")
END ROAD WORK
EXIT 5
University Ave. 3/4 MILE
I-30
I-630
I-135
C.L. I-630 MEDIAN
PRECAST CONCRETE BARRIER (STAGE 4)
PRECAST CONCRETE BARRIER (STAGE 4) TAPER 13:1 FOR 40'
PRECAST CONCRETE BARRIER (STAGE 4) TAPER 13:1 FOR 40'
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)
PRECAST CONCRETE BARRIER (STAGE 4)
SHORING
800+00
EXIT 6A
RODNEY PARHAM RD.
EXIST. R/W
T.C.E.
(STAGE 4) (1) W1-4aL (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.
EXIST. R/W & C/A
END ROAD WORK
(1) G20-2 (48" X 24")
EXIST. R/W & C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
CONSTRUCT CONCRETE ISLAND
CONSTRUCT CONCRETE ISLAND
1000
EXIST. R/W
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
REMOVE EXIST. CURB (STAGE 4)
EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	226	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017.09.01

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A

STA 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

TRAFFIC DRUMS @ 60' O.C. (STAGE 4A)
TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)
1060
1065
C.L. I-630 MEDIAN
BAPTIST HEALTH
REFER TO ADVANCE WARNING SIGN DETAILS FOR ADDITIONAL SIGNING.

D 8"
D 6"
PC STA. 1066+23.55
OFF 92.58' RT.
PRC STA. 1066+96.45
OFF 75.74' RT.
TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)
PT STA. 1069+59.67
OFF 38.75' RT.

SEQUENCE OF TRAFFIC NOTES

STAGE 4A
- SHIFT ALL THE MAIN LANES ALONG I-630 SOUTH OF THE MEDIAN BETWEEN JOHN BARROW AND RODNEY PARHAM. EXIT TO JOHN BARROW FROM WESTBOUND MAIN LANES WILL BE MAINTAINED THROUGH A COLLECTOR DISTRIBUTOR ON THE NORTH SIDE OF MEDIAN AS SHOWN ON THE PLANS.
- MAINTAIN OR INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIERS OUTSIDE EB AND WB MAIN LANES.
- USE PRECAST CONCRETE BARRIER AND/OR TRAFFIC DRUMS TO CLOSE SHOULDER ALONG RAMPS AND CROSS STREETS IN AREAS OF CONSTRUCTION.
- CONSTRUCT PERMANENT PAVEMENT OUTSIDE I-630 MAIN LANES AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STAGE 4A QUANTITIES

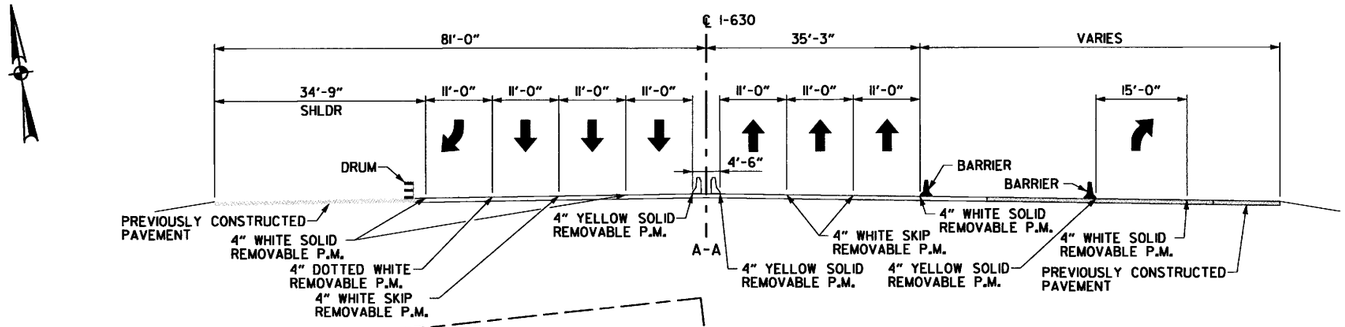
TRAFFIC DRUMS = 568 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 3560 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7527 LIN. FT.

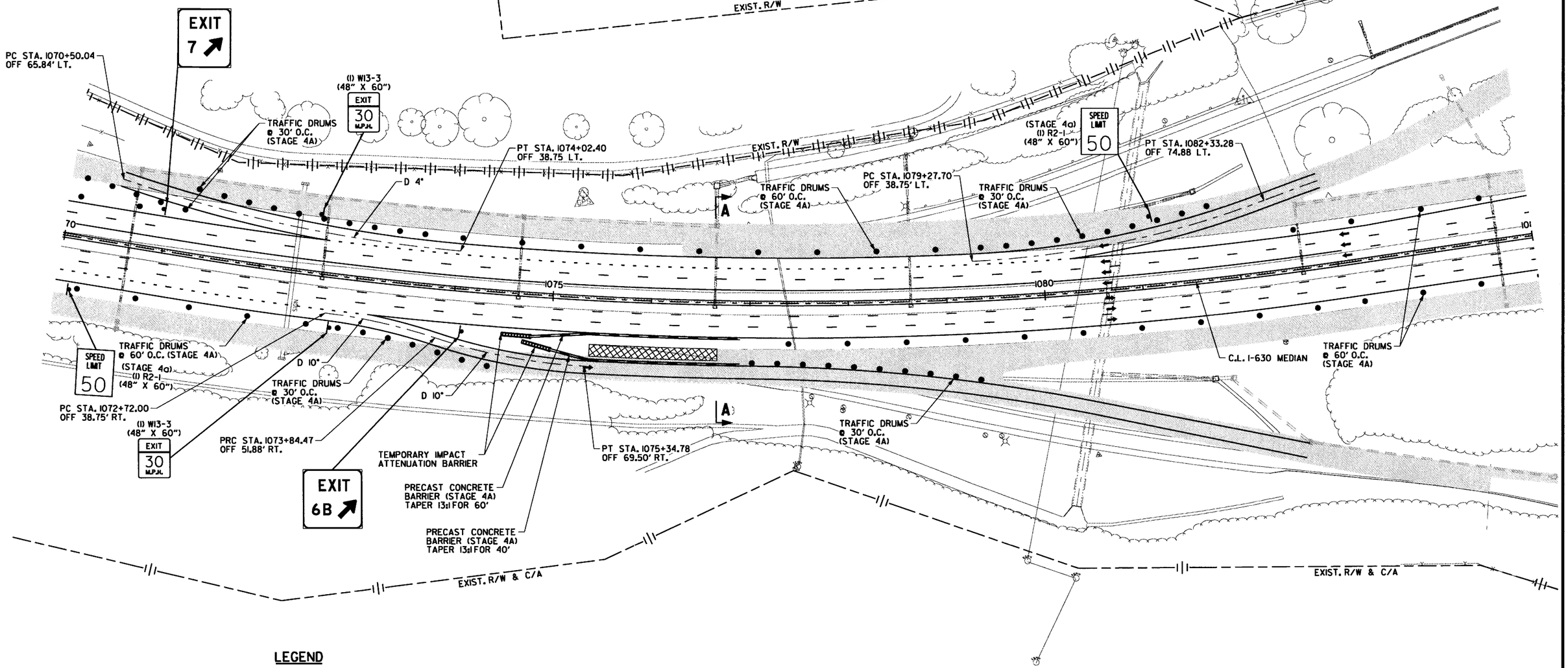
MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	227	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017.07.06





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

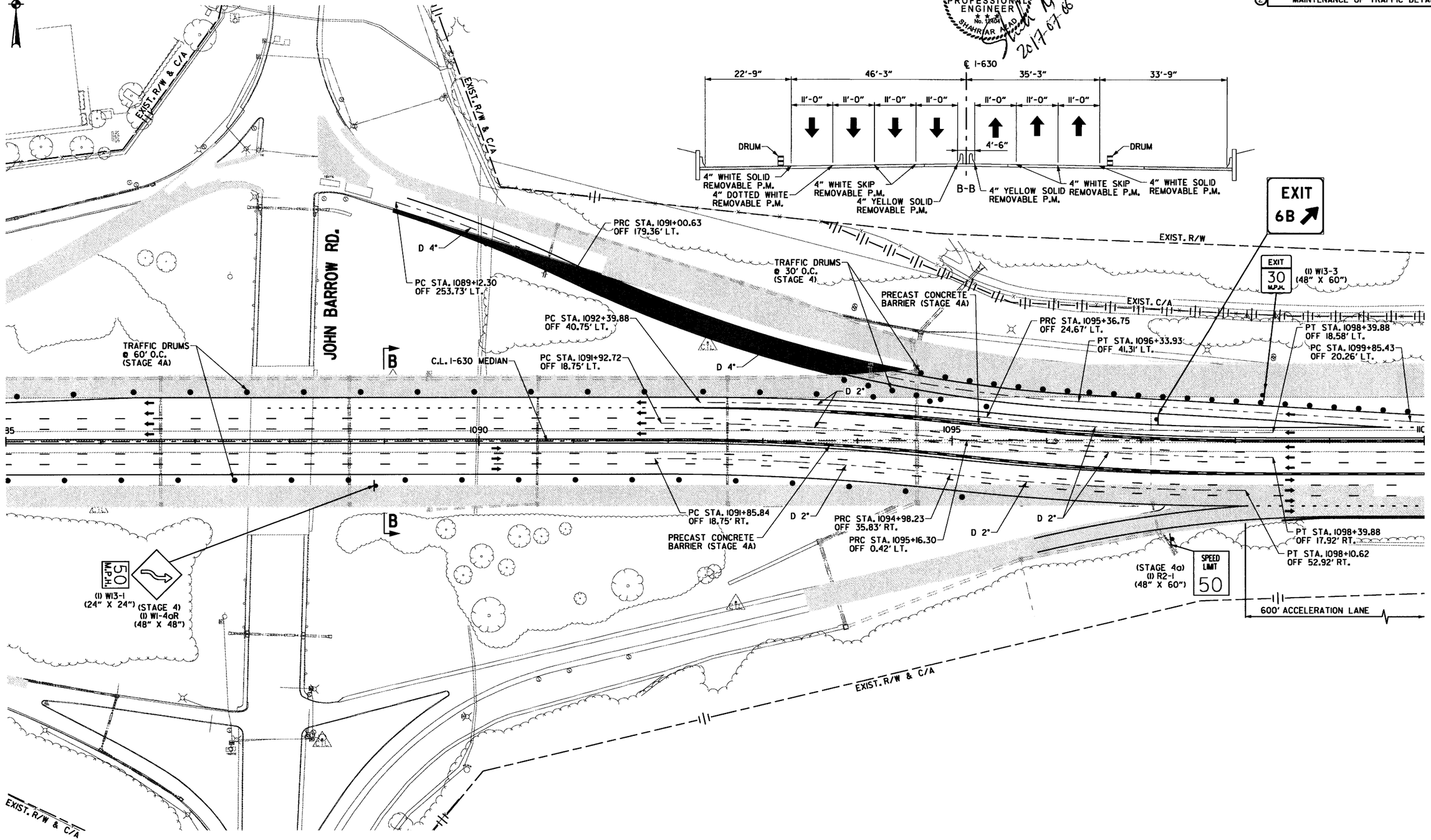
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	228	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHEAD
2017-07-06



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	229	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHARIAR ZIAD
2017-07-06

NOTE:
COVER UP EXISTING GUIDE SIGNS BY A METHOD APPROVED BY THE ENGINEER. PLACE TEMPORARY GUIDE SIGN ON EXISTING OVERHEAD GUIDE SIGN STRUCTURE.

EXIT 6B
I-630
LEFT LANE
BARROW ROAD
EXIT ONLY

(STAGE 4A)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A

PC STA. 1066+23.55
OFF 92.58' RT

PC STA. 1105+17.50
OFF 15.83' LT.

PRC STA. 1107+30.35
OFF 35.91' LT.

PRC STA. 1109+90.59
OFF 66.91' LT.

PT STA. 1113+79.19
OFF 141.94' LT.

PC STA. 1112+58.99
OFF 6.86' LT.

PRC STA. 1113+73.94
OFF 10.67' LT.

SPEED LIMIT 50

(STAGE 4a)
(1) R2-1 (48" x 60")

REFER TO BRIDGE PLANS FOR BRIDGE WIDENING

C.L. I-630 MEDIAN

PAVED DRAIN

TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)

TRAFFIC DRUMS @ 60' O.C. (STAGE 4A)

PRECAST CONCRETE BARRIER (STAGE 4A)

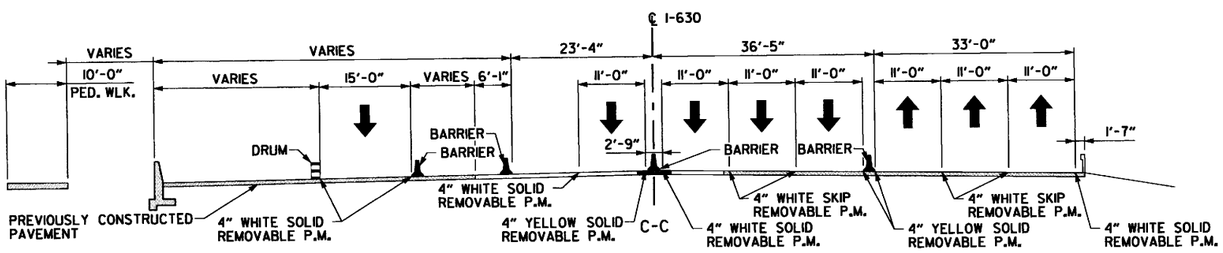
REMOVE TEMPORARY PAVEMENT

D 4"
D 3"

1105
1110

600' ACCELERATION LANE
300' TAPER

EXIT 6B



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	230	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
01-17-18

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℄ I-630

142'-8"

41'-10" | 5'-6" | 11'-0" | 11'-0" | 11'-0" | 15'-0" | 5'-0" | 11'-0" | 11'-0" | 11'-0" | 2'-4"

2'-5" | 2'-0" | 2'-0" | 2'-0" | 1'-0" | 2'-0" | 2'-0" | 2'-0"

1'-0" | BARRIER | BARRIER | BARRIER

D-D

4" WHITE SOLID REMOVABLE P.M. | 4" WHITE SKIP REMOVABLE P.M. | 4" YELLOW SOLID REMOVABLE P.M. | 4" YELLOW SOLID REMOVABLE P.M. | 4" WHITE SKIP REMOVABLE P.M. | 4" WHITE SOLID REMOVABLE P.M.

(1) RI-2. (48" X 48" X 48")
YIELD

EXIST. R/W & C/A

EXIST. R/W

EXIST. C/A

EXIT 6B
Barrow Road

RODNEY PARHAM RD.

TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)

PC STA. 1117+52.29 OFF 16.62' LT.

PRECAST CONCRETE BARRIER (STAGE 4A) TAPER 10:1 FOR 40'

PT STA. 1115+2.82 OFF 18.34' LT.

TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)

PT STA. 1119+95.88 OFF 13.61' LT.

PT STA. 1121+24.72 OFF 5.50' LT.

50 M.P.H.

(1) W13-1 (24" X 24")

(STAGE 4) (1) W1-4aL (48" X 48")

REFER TO BRIDGE PLANS FOR BRIDGE WIDENING

D 3" | D 1" | D 3" | D 2"

C.L. I-630 MEDIAN

1120 | 1125

PC STA. 1116+11.85 OFF 17.50' RT.

D 2"

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4A)

PRC STA. 1118+68.29 OFF 6.00' RT.

TRAFFIC DRUMS @ 60' O.C. (STAGE 4A)

PRECAST CONCRETE BARRIER (STAGE 4A)

(STAGE 4A)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.

T.C.E.

[SPECIAL] (48" X 48")
TRAIL CLOSED AHEAD

TRAIL CLOSED AHEAD
[SPECIAL] (48" X 48")

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	231	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAHRIAR AZAD
2018-02-27

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
BAPTIST HEALTH
END ROAD WORK
(1) G20-2 (48" X 24")
END ROAD WORK
(1) G20-2 (48" X 24")
STA 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86
240' TAPER TO 12' LANES
EXIST. C/A
PRECAST CONCRETE BARRIER (STAGE 5) TAPER 13:1 FOR 60'
C.L. I-630 MEDIAN
PT STA. 1061+13.79 OFF 18.75' RT.
TRAFFIC DRUMS @ 60' O.C. (STAGE 5)
D 2"
PRC STA. 1065+81.40 OFF 27.57' RT.
D 1"
D 2"
TEMPORARY IMPACT ATTENUATION BARRIER
PC STA. 1066+51.40 OFF 87.88' RT.
TRAFFIC DRUMS @ 30' O.C. (STAGE 5)
PT STA. 1067+93.57 OFF 31.50' RT.
(STAGE 5) (1) R2-1 (48" X 60")
SPEED LIMIT 50
REFER TO ADVANCE WARNING SIGN DETAILS FOR ADDITIONAL SIGNING.
ROAD WORK AHEAD
(1) W20-1 (48" X 48")
EXIST. R/W & C/A
EXIST. R/W & C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

STAGE 5 QUANTITIES

TRAFFIC DRUMS = 328 EACH
RELOCATE PRECAST CONCRETE BARRIER WALL = 1584.0 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 95606 LIN. FT.

SEQUENCE OF TRAFFIC NOTES

STAGE 5
- SHIFT I-630 MAIN LANE TRAFFIC ONTO OUTSIDE SHOULDER AND TRANSITION TO 11FT LANES.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER INSIDE EB AND WB MAIN LANES AS SHOWN.
- CONSTRUCT PROPOSED SUBSTRUCTURE, BRIDGE DECK, APPROACH SLAB, AND BARRIER FOR THE WESTBOUND I-630 MAIN LANES (BRIDGE NO. A5582) OVER ROCK CREEK AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PROPOSED SUBSTRUCTURE, BRIDGE DECK, APPROACH SLAB, AND BARRIER FOR THE BOTH EASTBOUND AND WESTBOUND I-630 MAIN LANES (BRIDGE NO. 07383) OVER RODNEY PARHAM AS SHOWN IN THE BRIDGE PLANS.
- CONSTRUCT PROPOSED MEDIAN CONCRETE BARRIER WALL ALONG CENTERLINE OF I-630 AS SHOWN.
- CONSTRUCT PROPOSED OVERHEAD GUIDE SIGN STRUCTURES AS SHOWN.

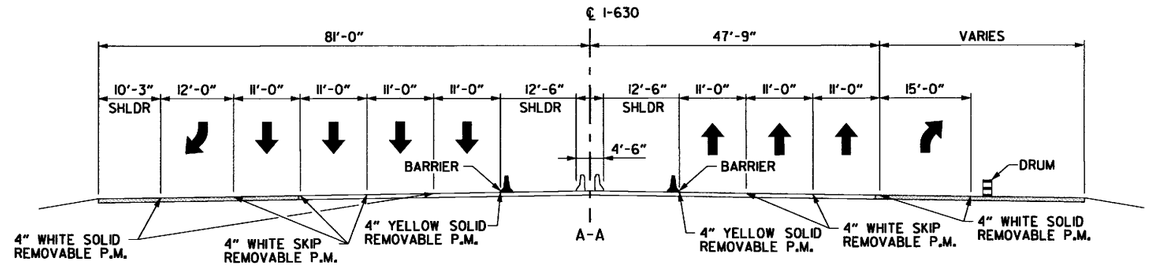
MAINTENANCE OF TRAFFIC DETAILS STAGE 5

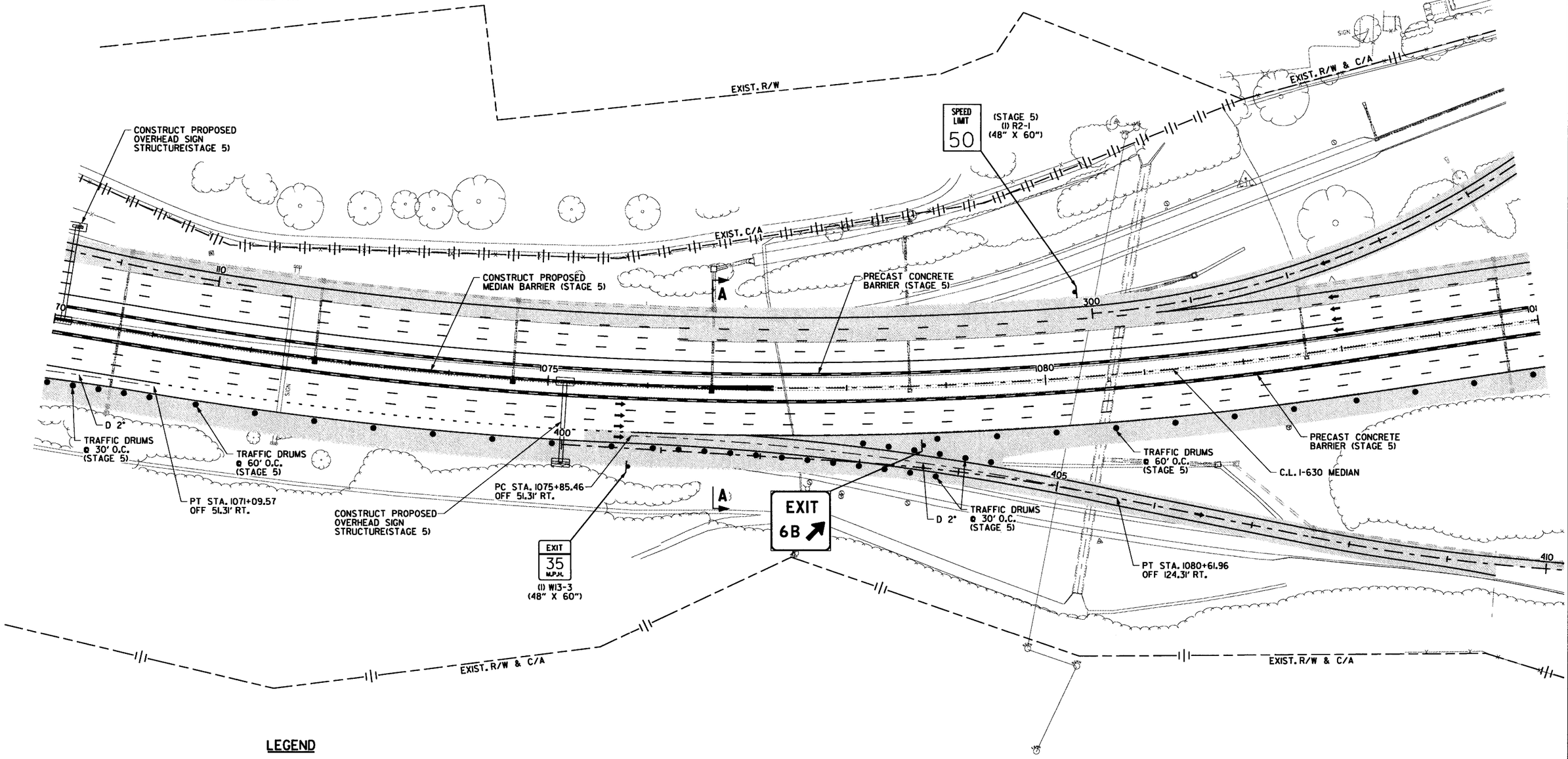
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	232	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRAM AZAD
2017-07-06





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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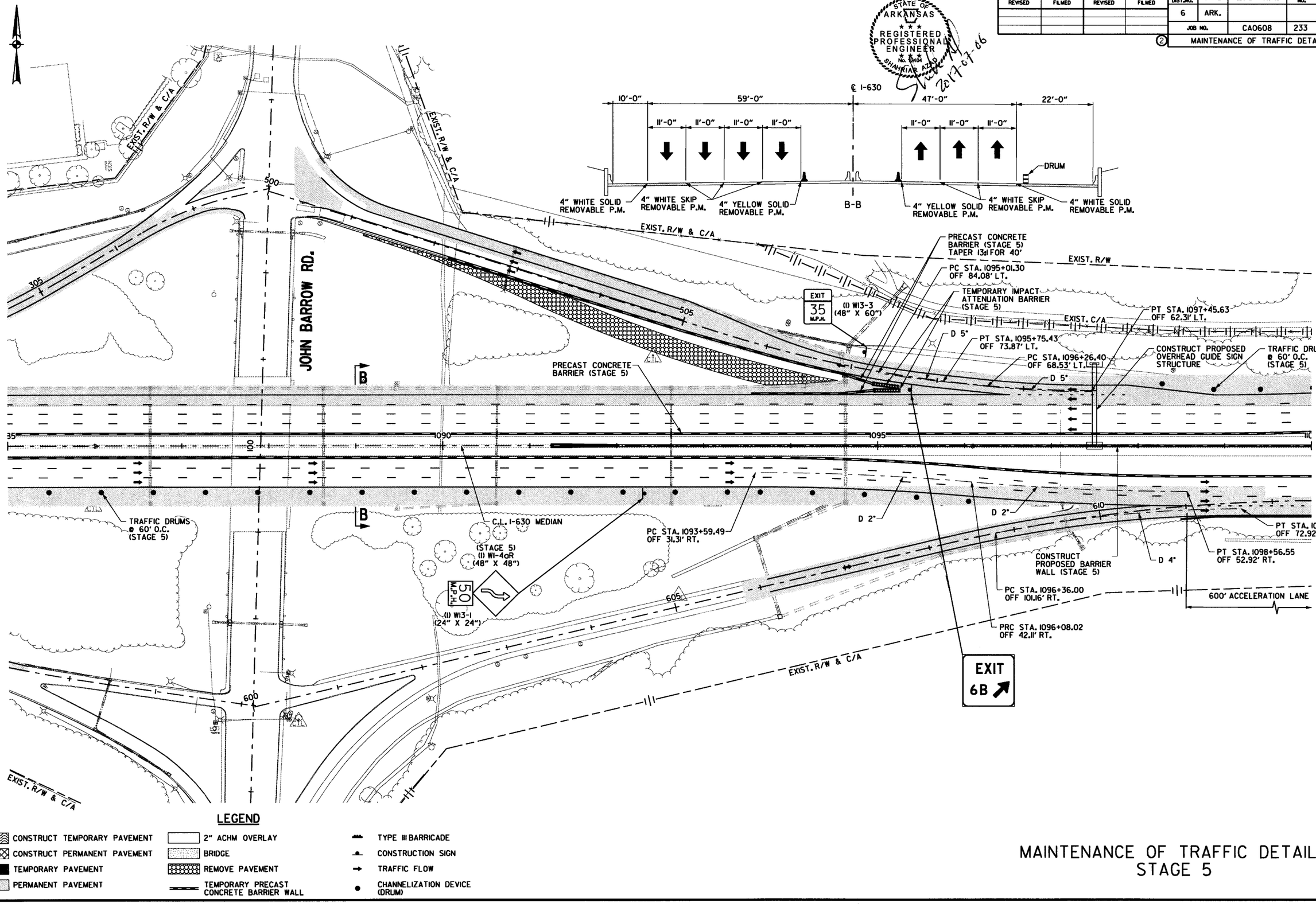
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	233	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	234	889

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2-17-17-06

(STAGE 5) TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.

EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A

(STAGE 5) (1) W1-4aL (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.

TRAFFIC DRUMS @ 60' O.C. (STAGE 5)
REMOVE EXISTING OVERHEAD SIGN STRUCTURE (STAGE 5)
PCC STA. 1103+61.86 OFF 56.41' LT.
PRC STA. 1101+25.09 OFF 46.61' LT.
PC STA. 1108+49.56 OFF 70.91' LT.
PRC STA. 1109+78.92 OFF 70.91' LT.
PCC STA. 1112+02.04 OFF 93.38' LT.
PT STA. 1113+79.19 OFF 141.94' LT.
D 1°
D 4°
D 3°
PAVED DRAIN
700
705
1105
1110
MO
C
CONSTRUCT PROPOSED BARRIER WALL (STAGE 5)
C.L. I-630 MEDIAN
PRECAST CONCRETE BARRIER (STAGE 5)
300' TAPER
600' ACCELERATION LANE
CONSTRUCT PROPOSED BARRIER WALL (STAGE 5)

℄ I-630
10'-0" PED. WLK.
VARIES
44'-0"
72'-2"
33'-0"
11'-0" 11'-0" 11'-0" 11'-0" 5'-0"
11'-6"
VARIES
11'-0" 11'-0" 11'-0"
2'-0"
CONSTRUCT PROP. BARRIER
BARRIER
1'-7"
4" WHITE SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
NEW PAVEMENT UNDER CONSTRUCTION
C-C

* PROVIDE 2' BARRIER OFFSET FROM TRAFFIC LANES WHERE POSSIBLE
USE A TAPER RATE OF 20:1 TO SHIFT THE BARRIER

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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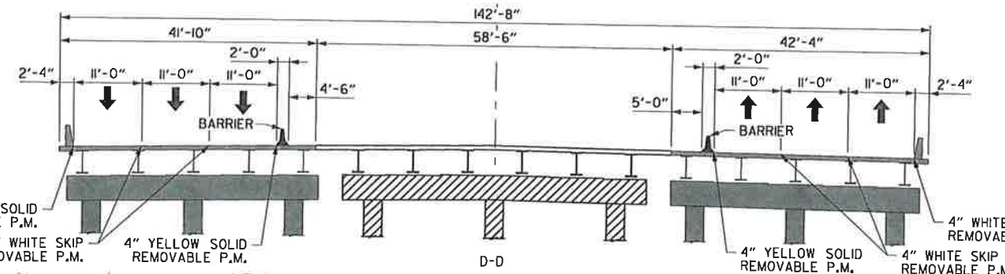
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01-17-18				6	ARK.			
02-27-18				JOB NO.		CA0608	235	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

℄ I-630



D-D

NOTE: PRECAST CONCRETE BARRIER WALLS ALONG RODNEY PARHAM RD. SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OF BRIDGE AND RETAINING WALL IS COMPLETE IN STAGE 5. AFTER COMPLETION OF BRIDGE AND RETAINING WALL THE BARRIER SHALL BE REMOVED AND DRUMS PLACED AS SHOWN DURING CONSTRUCTION OF SIDEWALK AND BIKEWAY.

(1) R1-2 (48" X 48" X 48")
YIELD

EXIT 5
University Ave.
3/4 MILE

EXIT 6B
Barrow Road

RODNEY PARHAM RD.

EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 5) (SEE NOTE)
CONSTRUCT RETAINING WALL EE (STAGE 5)
800+00
PC STA. 1129+78.60 OFF 50.91' LT.
CONSTRUCT PROPOSED BARRIER WALL (STAGE 5)
C.L. I-630 MEDIAN
PRECAST CONCRETE BARRIER (STAGE 5)
CONSTRUCT OVERHEAD GUIDE SIGN STRUCTURE (STAGE 5)
CONSTRUCT PROPOSED BARRIER WALL (STAGE 5)
T.C.E.
Exit 6A
Mississippi Ave.
Rodney Parham Rd.
(STAGE 5)
TRAIL CLOSED
[SPECIAL] (48" x 30")
(1) 16' BARR. TYP. III LT.
TRAIL CLOSED AHEAD
[SPECIAL] (48" X 48")
[SPECIAL] (48" X 48")
TRAIL CLOSED AHEAD
RODNEY PARHAM RD.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

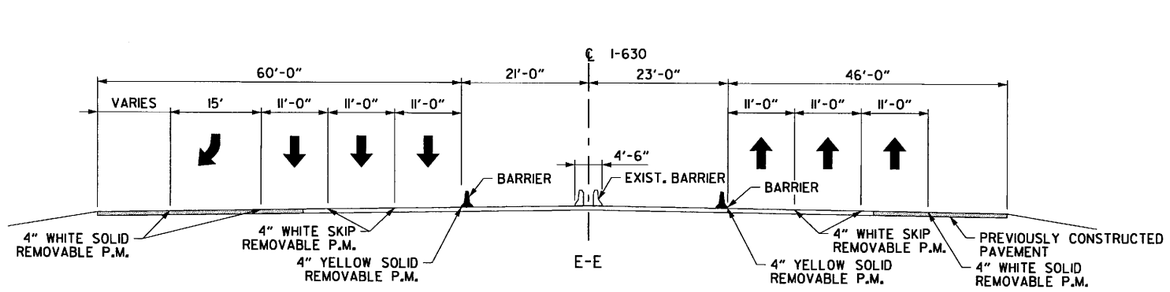
MAINTENANCE OF TRAFFIC DETAILS STAGE 5

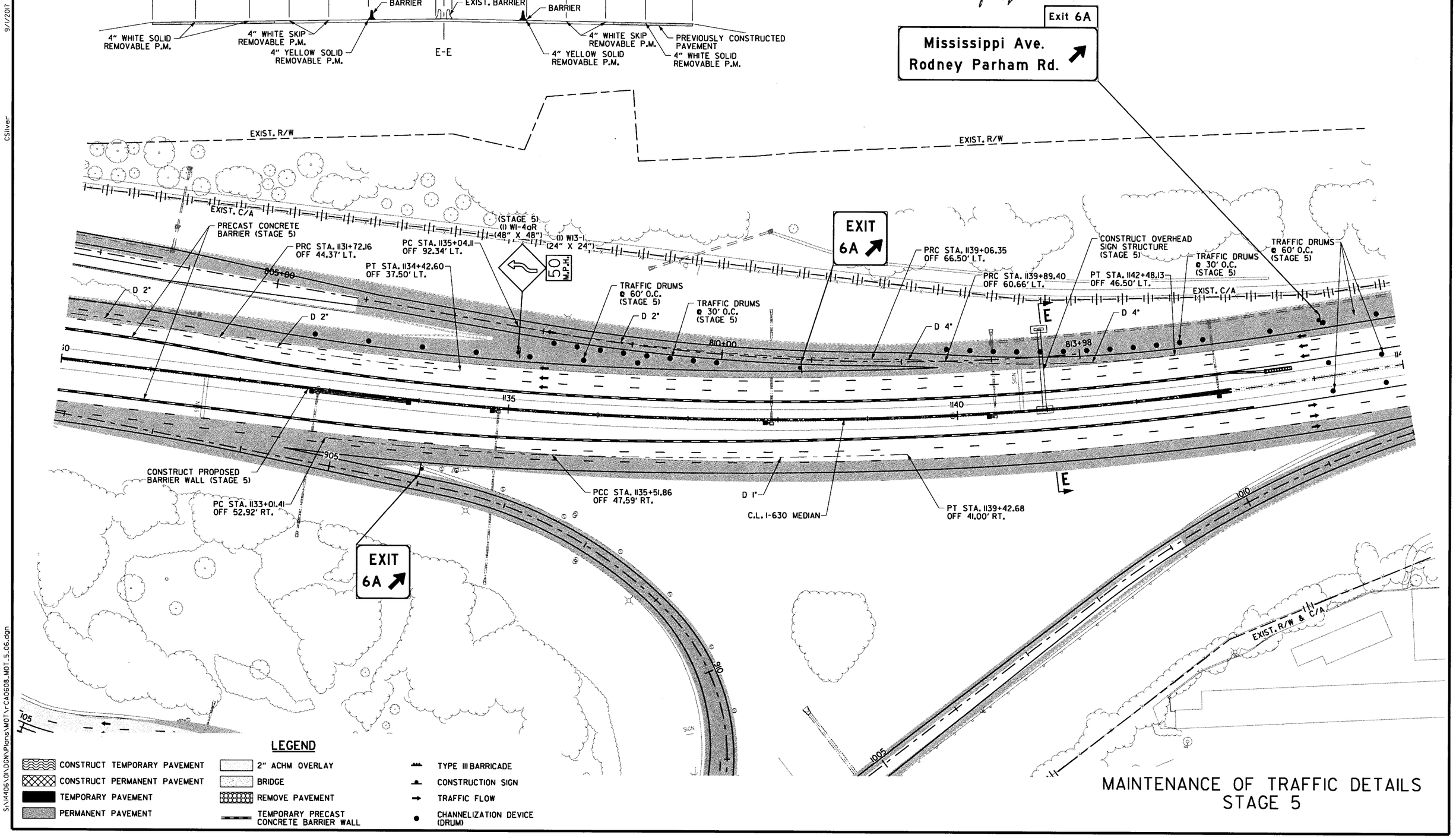
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	236	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017.09.01





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

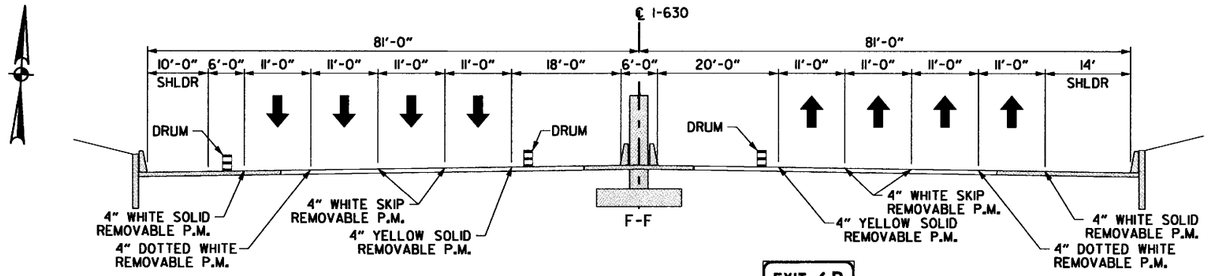
MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	237	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12419
SHAHRIYAR KAZAMI
2017-07-06



EXIT 6B
Barrow Rd.
3/4 MILE

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W

STA. 1154+62.02
OFF 59.58' LT.

(STAGE 5)
(1) R2-1
(48" X 60")

SPEED LIMIT 50

1100+00

1150
1155

TRAFFIC DRUMS @ 60' O.C. (STAGE 5)

C.L. I-630 MEDIAN

TRAFFIC DRUMS @ 60' O.C. (STAGE 5)

BILLBOARD
BILLBOARD

HUGHES ST.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	238	889

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

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7/6/2017
CSilver

EXIST. R/W
PT STA. 1162+46.42 OFF 83.50' LT.
PRECAST CONCRETE BARRIER (STAGE 5) TAPER 10:1 FOR 40'
PC STA. 1160+48.28 OFF 74.60' LT.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 5)
EXIST. C/A
T.C.E.
C.L. I-630 MEDIAN
PRECAST CONCRETE BARRIER LEFT IN PLACE
PRECAST CONCRETE BARRIER (STAGE 5)
TEMPORARY IMPACT ATTENUATION BARRIER LEFT IN PLACE
EXIST. R/W & C/A
100' TAPER
1105+00
1110+00
1115+00
1130+00
1165
1170
1200
CONSTRUCT OVERHEAD SIGN STRUCTURE (STAGE 5)
TRAFFIC DRUMS @ 60' O.C. (STAGE 5)
TRAFFIC DRUMS @ 60' O.C. (STAGE 5)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 5)
PRECAST CONCRETE BARRIER (STAGE 5) TAPER 10:1 FOR 40'
TRAFFIC DRUMS @ 60' O.C. (STAGE 5)
CONSTRUCT OVERHEAD GUIDE SIGN STRUCTURE (STAGE 5)
PC STA. 1175+00.00 OFF 41.00 RT.
PRECAST CONCRETE BARRIER (STAGE 5) TAPER 10:1 FOR 40'
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 5)
EXIT 4
Fair Park Blvd.
1/2 MILE
EXIT 5
University Avenue
EXIT 5
EXIST. R/W
EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	239	889
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2-17-17

9:47:42 AM 7/6/2017 CSilver

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
1125+00
1120+00
1180
1185
1190
105
100
95
PRECAST CONCRETE BARRIER (STAGE 5) TAPER 10:1 FOR 60'
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 5)
PC STA. 1178+05.93 OFF 37.50' LT.
TRAFFIC DRUMS @ 60' O.C. (STAGE 5)
PRC STA. 1179+61.92 OFF 33.25' LT.
D 2"
PC STA. 1181+17.91 OFF 29.00' LT.
PRECAST CONCRETE BARRIER (STAGE 5)
PRC STA. 1176+85.31 OFF 35.00' RT.
PT STA. 1178+70.83 OFF 29.00' RT.
C.L. I-630 MEDIAN
UNIVERSITY AVE.
1205
(STAGE 5) (1) W1-4aR (48" X 48")
(1) W13-1 (24" X 24")
50 M.P.H.
(1) G20-1 (60" X 24")
ROAD WORK NEXT 3 MILES
(1) W20-1 (48" X 48")
ROAD WORK 500 FT
(2) R2-5A (48" X 60")
REDUCED SPEED AHEAD
(1) W20-1 (48" X 48")
ROAD WORK 1/2 MILE
(1) W20-1 (48" X 48")
ROAD WORK 1 MILE
(1) R55-1 (36" X 60")
FINES DOUBLE IN WORK ZONES
WHEN WORKERS ARE PRESENT
1400'
1140'
1320'
1320'
100'
END ROAD WORK
(1) G20-2 (48" X 24")
END ROAD WORK
(1) G20-2 (48" X 24")

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	240	889

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR ADHAMI
2018-01-17

EXIST. R/W
EXIST. C/A
EXIT 5
University Ave.
3/4 MILE
865+00
905
PRECAST CONCRETE BARRIER (STAGE 5)
EXIT 6A
C.L. I-630 MEDIAN
CONSTRUCT PROPOSED OVERHEAD SIGN STRUCTURE
800+00
900
RODNEY PARHAM RD.
EXIST. R/W & C/A
T.C.E.
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- 2" ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	241	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2017.09.01

1025 1030 1035 1040

C.L. I-630 MEDIAN

+90

+90

LANE REDUCTION ARROW
WHITE THERMOPLASTIC (TYP.)

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1032+89	1045+21	6" SKIP WHITE W/TYPE II R.P.M. @ 80'O.C.	369	19
1038+00	1051+05	6" CONTINUOUS WHITE	1310	

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	242	889

(2) PERMANENT PAVEMENT MARKING DETAILS

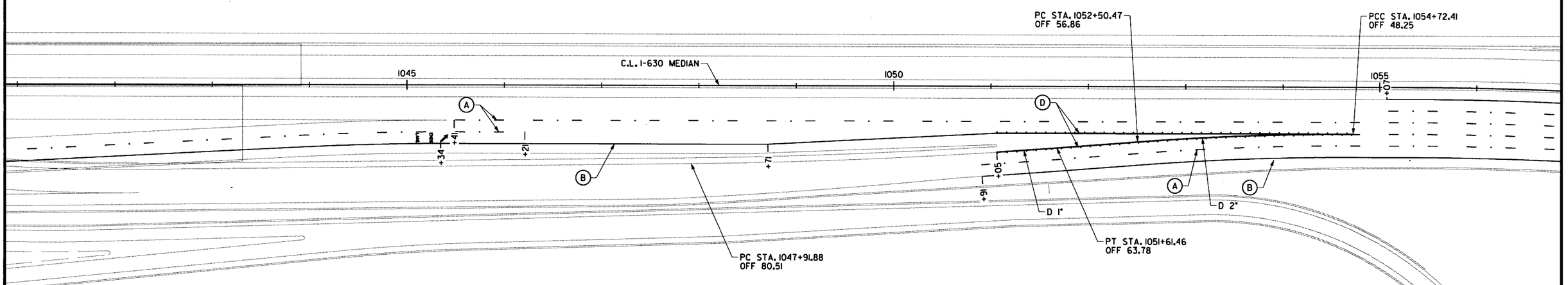
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADAD

2017.09.01

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I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1032+90	1045+21	6" SKIP WHITE W/TYPE II R.P.M. @ 80'O.C.	369	19
1038+00	1051+05	6" CONTINUOUS WHITE	1310	
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80'O.C.	3538	177
1051+05	1054+72	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10'O.C.	367	37
1051+05	1054+72	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10'O.C.	367	37
1050+91	1060+75	6" SKIP WHITE W/TYPE II R.P.M. @ 80'O.C.	246	13
1050+91	1066+68	6" CONTINUOUS WHITE	1577	



NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	243	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHAHRAM AZAD
2017-07-01

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

BAPTIST HEALTH DR.

RAMP 4

RAMP 3

RAMP 2

C.L. I-630 MEDIAN

TURN ARROW - WHITE THERMOPLASTIC (TYP.)

LANE REDUCTION ARROW WHITE THERMOPLASTIC (TYP.)

WORD "ONLY" - WHITE THERMOPLASTIC (TYP.)

WORD "ONLY" - WHITE THERMOPLASTIC (TYP.)

WRONG WAY ARROW - WHITE THERMOPLASTIC (TYP.)

BAPTIST HEALTH DR.

12" CONTINUOUS WHITE FOR STOP LINE (THERMO.) - 28'

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2866	144
1062+17	1079+27	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M @ 36' O.C.	428	
1062+18	1065+37	6" CONTINUOUS WHITE	319	
1063+02	1066+02	8" CONTINUOUS WHITE	300	30
1065+37	1069+12	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	375	38
1066+02	1091+50	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M @ 36' O.C.	637	71
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1069+12	1081+37	6" CONTINUOUS WHITE	1225	

RAMP 2

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
201+05	210+31	6" CONTINUOUS YELLOW	926	
200+00	212+11	6" CONTINUOUS WHITE	1211	
200+15	201+05	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	90	9
210+31	212+11	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	180	18

RAMP 3

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
100+00	104+75	6" CONTINUOUS YELLOW	475	
100+00	107+55	6" CONTINUOUS WHITE	755	
104+75	107+55	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	280	28

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3538	177
1051+05	1054+72	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	367	37
1051+05	1054+72	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	367	37
1050+91	1060+75	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	246	13
1050+91	1066+68	6" CONTINUOUS WHITE	1577	
1054+72	1148+00	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2332	117
1059+89	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1066+68	1070+48	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	380	38
1068+48	1076+67	6" CONTINUOUS WHITE	819	
1070+48	1074+67	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M @ 36' O.C.	105	12

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

5:07:45 PM 9/1/2017 CSilver

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	244	889
				(2) PERMANENT PAVEMENT MARKING DETAILS				

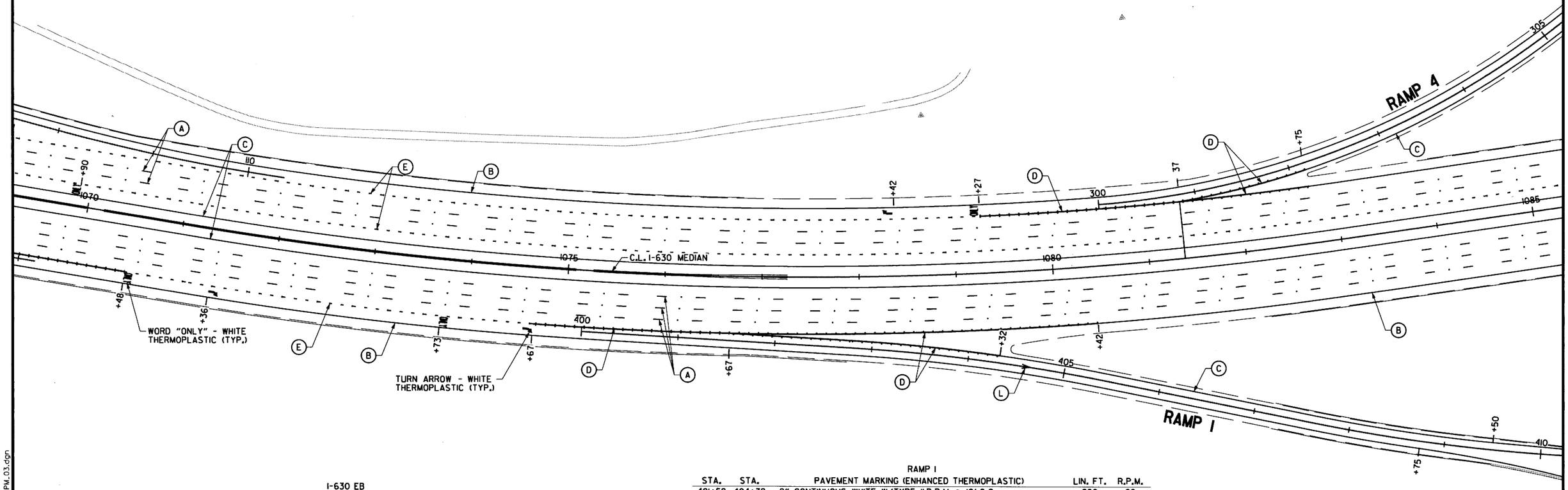
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
SHARRIAR LAZAD
9-1-17

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2866	144
1062+17	1079+27	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M @ 36' O.C.	428	96
1066+02	1091+50	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M @ 36' O.C.	637	142
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1069+12	1081+37	6" CONTINUOUS WHITE	1225	
1079+27	1082+75	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	348	56
1082+75	1092+84	6" CONTINUOUS WHITE	1009	

RAMP 4

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
300+83	302+17	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	134	14
300+83	307+38	6" CONTINUOUS WHITE	655	
302+17	307+54	6" CONTINUOUS YELLOW	537	



I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3538	177
1054+72	1148+00	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2332	117
1059+89	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1066+68	1070+48	8" CONTINUOUS WHITE W/TYPE II R.P.M. @10' O.C.	380	38
1068+48	1076+68	6" CONTINUOUS WHITE	820	
1070+48	1074+67	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M @ 36' O.C.	105	24
1074+67	1080+42	8" CONTINUOUS WHITE W/TYPE II R.P.M. @10' O.C.	575	58
1080+42	1097+32	6" CONTINUOUS WHITE	1690	

RAMP 1

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
401+52	404+32	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	280	28
401+52	411+71	6" CONTINUOUS WHITE	1019	
404+32	412+28	6" CONTINUOUS YELLOW	796	

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	245	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STANLEY REID
2018-01-17

RAMP 4

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
300+83	307+38	6" CONTINUOUS WHITE	655	
307+45	307+90	6" CONTINUOUS WHITE	45	
302+17	307+54	6" CONTINUOUS YELLOW	537	
306+90	307+60	8" CONTINUOUS WHITE	70	
306+90	307+80	8" CONTINUOUS WHITE	90	
307+46		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	80	

RAMP 3

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
500+13	500+94	8" CONTINUOUS WHITE	81	
500+27	500+94	8" CONTINUOUS WHITE	67	
500+40		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	80	
500+52		12" CONTINUOUS WHITE FOR STOP LINE (THERMO.)	28	
500+52	506+22	6" CONTINUOUS YELLOW	570	
500+52	505+00	6" CONTINUOUS WHITE	448	
500+61	508+91	6" CONTINUOUS WHITE	830	
500+94	505+00	6" CONTINUOUS WHITE	406	
506+12	508+91	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	280	28

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3538	177
1054+72	1148+00	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	2332	117
1059+89	1186+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1080+42	1097+32	6" CONTINUOUS WHITE	1690	
1097+32	1101+07	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	375	38
1099+06	1130+82	6" CONTINUOUS WHITE	3176	

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	2866	144
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1082+75	1092+84	6" CONTINUOUS WHITE	1009	
1091+50	1189+30	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	2445	123
1092+84	1098+59	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	575	58
1096+59	1109+91	6" CONTINUOUS WHITE	1332	
1098+59	1107+93	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	234	

JOHN BARROW RD.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
97+26		12" CONTINUOUS WHITE FOR STOP LINE	22	
97+26	102+25	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	125	7
97+26	99+60	6" CONTINUOUS WHITE	234	
97+51		12" CONTINUOUS WHITE FOR STOP LINE	11	
97+51	102+25	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	948	6
97+51	102+42	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	123	7
100+60	102+42	6" CONTINUOUS WHITE	182	
102+25		12" CONTINUOUS WHITE FOR STOP LINE	11	
102+26	102+81	6" SKIP WHITE 2' IN LENGTH @ 8' O.C.	21	
102+42		12" CONTINUOUS WHITE FOR STOP LINE	22	
102+97	103+60	8" CONTINUOUS WHITE	63	
102+98	103+48	8" CONTINUOUS WHITE	50	
103+19		12" CONTINUOUS WHITE FOR CROSSWALK	50	
103+16		12" CONTINUOUS WHITE FOR CROSSWALK	140	
103+25		12" CONTINUOUS WHITE FOR STOP LINE	25	
103+30		12" CONTINUOUS WHITE FOR CROSSWALK	50	

RAMP 1

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
401+52	411+71	6" CONTINUOUS WHITE	1019	
404+32	412+28	6" CONTINUOUS YELLOW	796	
410+29	412+28	8" CONTINUOUS WHITE	199	
410+29	411+76	8" CONTINUOUS WHITE	147	
412+75		12" CONTINUOUS WHITE FOR STOP LINE	14	

RAMP 2

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
601+87	609+78	6" CONTINUOUS. YELLOW	791	
601+87	611+52	6" CONTINUOUS WHITE	965	
609+78	611+52	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	174	18

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

PERMANENT PAVEMENT MARKING DETAILS

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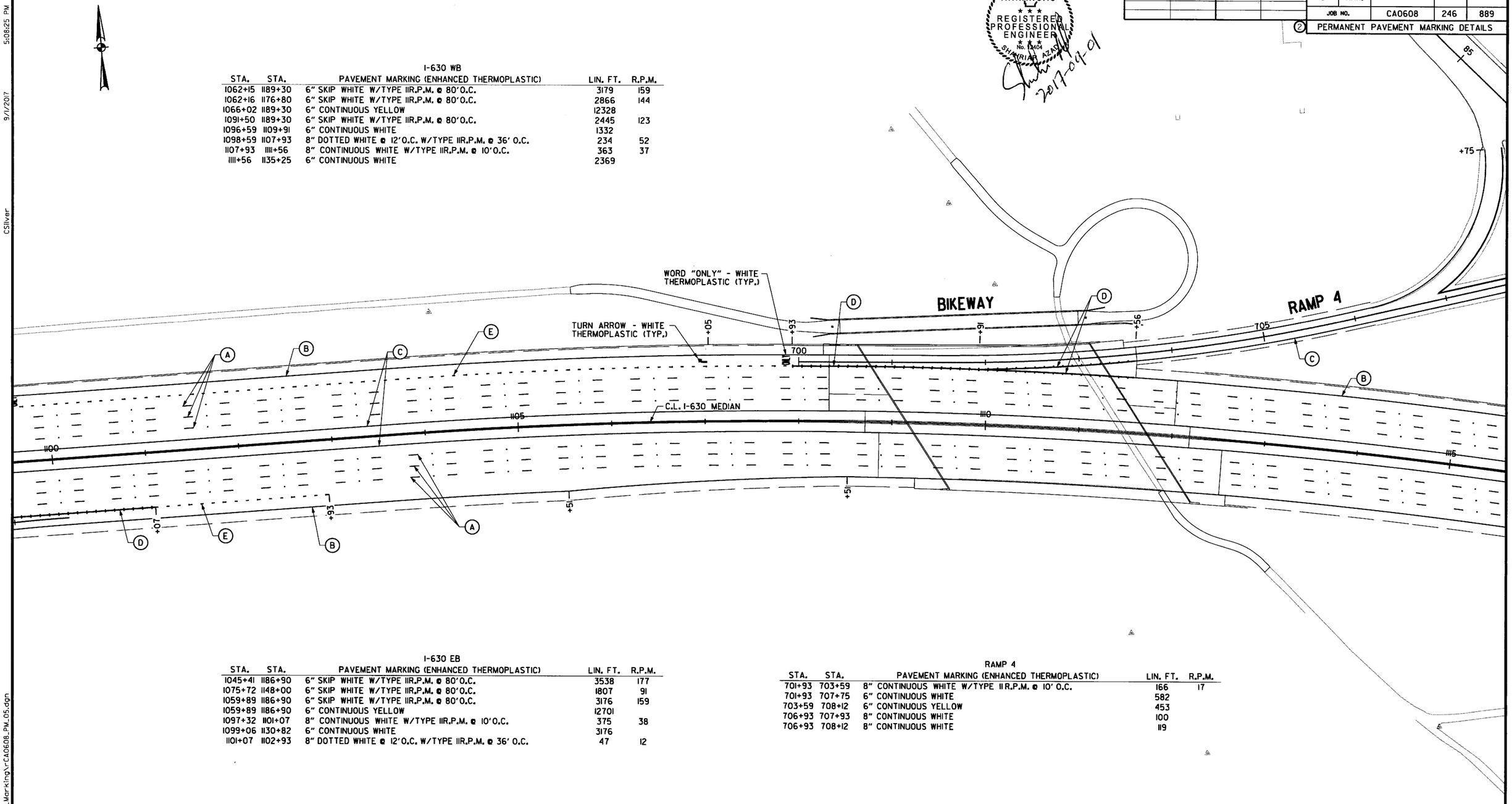
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				6	ARK.			
				JOB NO.		CA0608	246	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-01

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	2866	144
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1091+50	1189+30	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	2445	123
1096+59	1109+91	6" CONTINUOUS WHITE	1332	
1098+59	1107+93	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	234	52
1107+93	1111+56	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	363	37
1111+56	1135+25	6" CONTINUOUS WHITE	2369	



I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3538	177
1075+72	1148+00	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	1807	91
1059+89	1186+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1097+32	1101+07	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	375	38
1099+06	1130+82	6" CONTINUOUS WHITE	3176	
1101+07	1102+93	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	47	12

RAMP 4

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
701+93	703+59	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10' O.C.	166	17
701+93	707+75	6" CONTINUOUS WHITE	582	
703+59	708+12	6" CONTINUOUS YELLOW	453	
706+93	707+93	8" CONTINUOUS WHITE	100	
706+93	708+12	8" CONTINUOUS WHITE	119	

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

5:08:25 PM
9/1/2017
CSilver
S:\14406\01\DGN\Plans\Pavement_Marking\r-CA0608_PM_05.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	247	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-01-17

MISSISSIPPI AVE.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
200+37	200+88	8" CONTINUOUS WHITE	22	
200+52	200+88	8" CONTINUOUS WHITE	36	
200+57		12" CONTINUOUS WHITE FOR CROSSWALK	170	
200+66		12" CONTINUOUS WHITE FOR STOP LINE	22	
200+66	201+21	6" CONTINUOUS WHITE	11	
200+66	201+21	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	110	1
200+66	201+21	6" CONTINUOUS WHITE	55	
200+72		12" CONTINUOUS WHITE FOR CROSSWALK	50	
201+30		12" CONTINUOUS WHITE FOR CROSSWALK	80	
201+48		12" CONTINUOUS WHITE FOR CROSSWALK	140	

RAMP 4

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
701+93	707+75	6" CONTINUOUS WHITE	582	
703+59	708+12	6" CONTINUOUS YELLOW	453	
706+93	707+93	8" CONTINUOUS WHITE	100	
706+93	708+12	8" CONTINUOUS WHITE	119	

12" CROSSWALK STRIPES 10' WIDE @ 4' O.C. (TYP.)
YIELD LINE - WHITE THERMOPLASTIC 12" BASE X 18" HEIGHT TRIANGLE @ 2' O.C. 4' BEHIND CROSSWALK (TYP.)
10" R.P.P.M WHITE ON CURB (TYP.)
WORD "ONLY" - WHITE THERMOPLASTIC (TYP.)
TURN ARROW - WHITE THERMOPLASTIC (TYP.)
12" STOP LINE (TYP.)
C.L. I-630 MEDIAN
BIKEWAY
RAMP 3
RODNEY PARHAM RD.

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3538	177
1054+72	1148+00	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2332	117
1059+89	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1099+06	1130+82	6" CONTINUOUS WHITE	3176	

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2866	144
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1091+50	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2445	123
1111+56	1133+84	6" CONTINUOUS WHITE	2228	

RODNEY PARHAM RD.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
90+10	92+10	6" CONTINUOUS WHITE	200	
90+10	95+62	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	138	7
90+10	98+09	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	200	10
90+10	98+10	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	1600	10
92+59	95+08	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	498	4
95+62	98+13	6" CONTINUOUS WHITE	251	
95+62	98+16	6" CONTINUOUS WHITE	254	
97+78	98+28	8" CONTINUOUS WHITE	50	
98+15		12" CONTINUOUS WHITE FOR STOP LINE	38	
98+20		12" CONTINUOUS WHITE FOR CROSSWALK	190	
98+23	98+77	6" SKIP WHITE 2' IN LENGTH @ 8' O.C.	23	
98+23	99+23	6" SKIP WHITE 2' IN LENGTH @ 8' O.C.	24	
98+33	99+43	6" SKIP WHITE 2' IN LENGTH @ 8' O.C.	17	
99+23		12" CONTINUOUS WHITE FOR STOP LINE	33	
99+23	104+10	6" CONTINUOUS WHITE	487	
99+23	104+10	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	974	7
99+43	111+35	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	300	16
104+40	105+80	6" CONTINUOUS WHITE	140	
104+40	108+73	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	866	6
104+40	111+49	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	178	

RAMP 3

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
800+45	807+43	6" CONTINUOUS YELLOW	698	
800+53		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	110	
800+57	813+98	6" CONTINUOUS WHITE	1339	
800+63		12" CONTINUOUS WHITE FOR STOP LINE (THERMO.)	39	
800+62	803+89	6" CONTINUOUS WHITE	328	
800+63	803+89	6" CONTINUOUS WHITE	326	
807+43	810+23	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	280	28

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

1:15:00 PM
1/11/2018
Csilver
S:\14406\01\DDN\Plans\Pavement_Marking\r-CA0608_PM_06.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	248	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2017-04-01

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	3538	177
1054+72	1148+00	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	2332	117
1059+89	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1099+06	1130+82	6" CONTINUOUS WHITE	3176	
1130+82	1134+60	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	378	38
1134+60	1144+58	6" CONTINUOUS WHITE	998	
1144+58	1148+00	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	342	35

I-630 WB

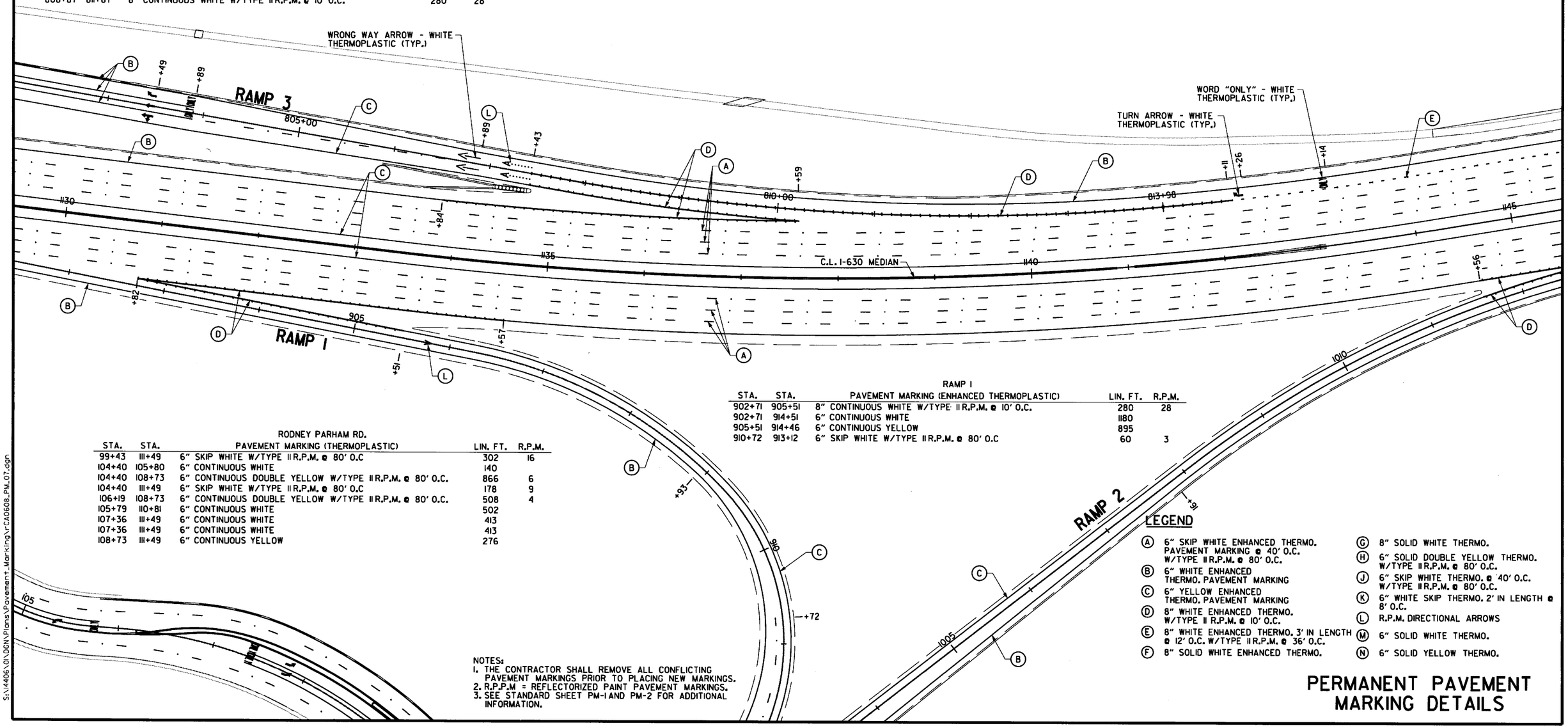
STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	2866	144
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1091+50	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	2445	123
1111+56	1133+84	6" CONTINUOUS WHITE	2228	
1133+84	1137+59	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	375	38
1141+41	1157+01	6" CONTINUOUS WHITE	1560	
1141+41	1142+11	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	70	14
1142+11	1158+66	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.	414	92

RAMP 3

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
800+45	807+43	6" CONTINUOUS YELLOW	698	
800+57	813+98	6" CONTINUOUS WHITE	1341	
800+60	803+89	6" CONTINUOUS WHITE	329	
800+60	803+89	6" CONTINUOUS WHITE	329	
803+89	807+43	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	354	
807+43	813+98	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	655	130
808+87	811+67	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	280	28

RAMP 2

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1000+30	1012+92	6" CONTINUOUS WHITE	1262	
1000+44	1011+60	6" CONTINUOUS YELLOW	1116	
1011+60	1012+92	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	132	14



RODNEY PARHAM RD.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
99+43	111+49	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	302	16
104+40	105+80	6" CONTINUOUS WHITE	140	
104+40	108+73	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	866	6
104+40	111+49	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	178	9
106+19	108+73	6" CONTINUOUS DOUBLE YELLOW W/TYPE II R.P.M. @ 80' O.C.	508	4
105+79	110+81	6" CONTINUOUS WHITE	502	
107+36	111+49	6" CONTINUOUS WHITE	413	
107+36	111+49	6" CONTINUOUS WHITE	413	
108+73	111+49	6" CONTINUOUS YELLOW	276	

RAMP 1

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
902+71	905+51	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	280	28
902+71	914+51	6" CONTINUOUS WHITE	1180	
905+51	914+46	6" CONTINUOUS YELLOW	895	
910+72	913+12	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	60	3

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

5:08:53 PM
9/1/2017
CSilver
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	249	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR FEAD
2017-01-01

I-630 EB

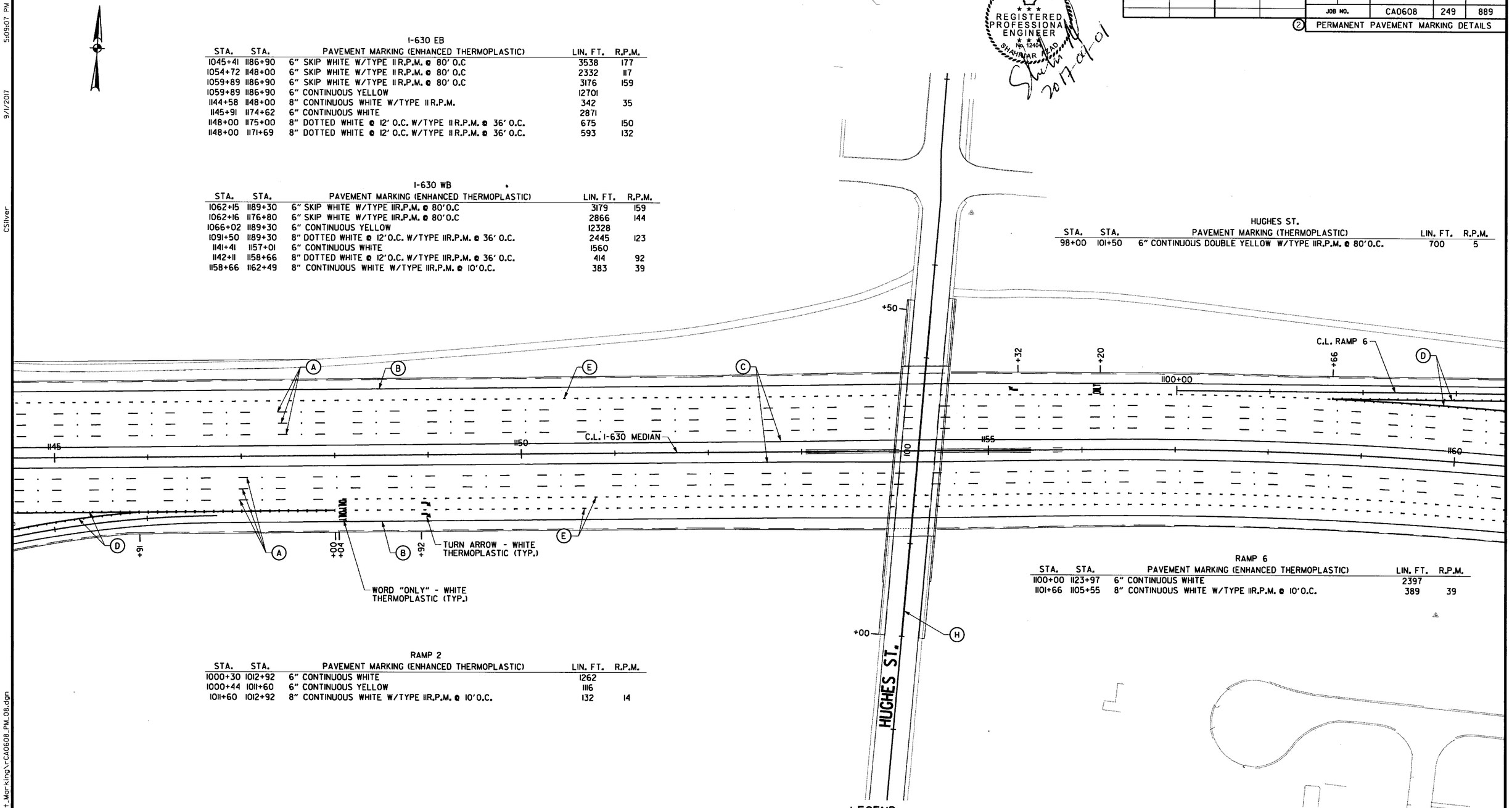
STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	3538	177
1054+72	1148+00	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	2332	117
1059+89	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1144+58	1148+00	8" CONTINUOUS WHITE W/TYPE II R.P.M.	342	35
1145+91	1174+62	6" CONTINUOUS WHITE	2871	
1148+00	1175+00	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.	675	150
1148+00	1171+69	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.	593	132

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C	2866	144
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1091+50	1189+30	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	2445	123
1141+41	1157+01	6" CONTINUOUS WHITE	1560	
1142+11	1158+66	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	414	92
1158+66	1162+49	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	383	39

HUGHES ST.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
98+00	101+50	6" CONTINUOUS DOUBLE YELLOW W/TYPE IIR.P.M. @ 80'O.C.	700	5



RAMP 2

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1000+30	1012+92	6" CONTINUOUS WHITE	1262	
1000+44	1011+60	6" CONTINUOUS YELLOW	1116	
1011+60	1012+92	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	132	14

RAMP 6

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1100+00	1123+97	6" CONTINUOUS WHITE	2397	
1101+66	1105+55	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	389	39

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

5:09:07 PM
9/1/2017
CSilver
S:\1406\01\DGN\Plans\Pavement_Marking\r-CA0608_PM_08.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	250	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12401
SHARRON ABAD

2017-04-01

RAMP 6

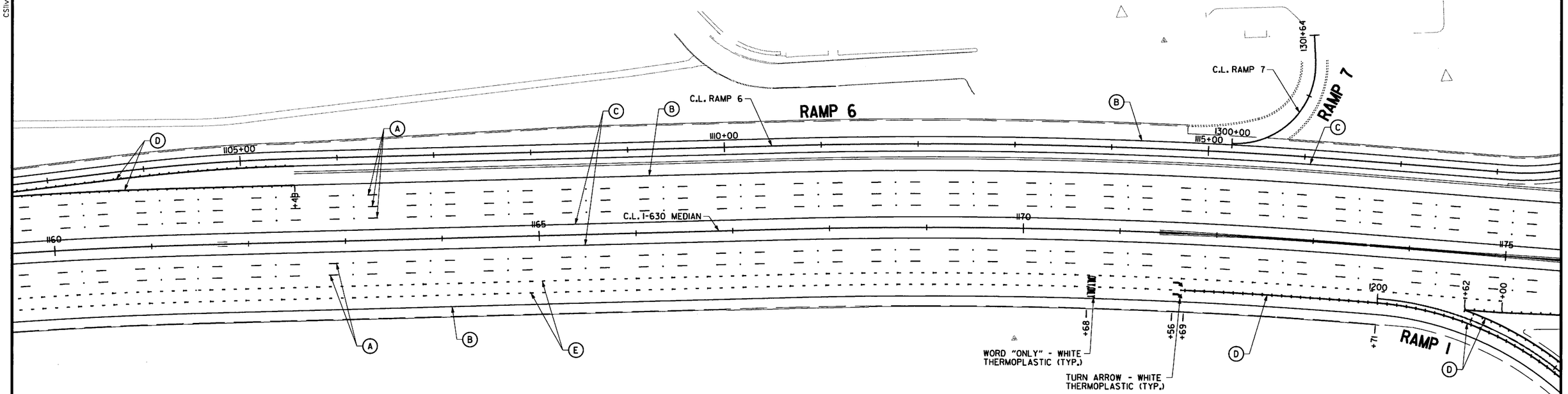
STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1100+00	1123+97	6" CONTINUOUS WHITE	2397	
1101+66	1105+55	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	60	6
1105+55	1123+97	6" CONTINUOUS YELLOW	1842	

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3538	177
1059+89	1186+90	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1145+91	1174+62	6" CONTINUOUS WHITE	2871	
1148+00	1175+00	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.	675	150
1148+00	1171+69	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.	593	132
1171+69	1174+62	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	293	30

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2866	144
1066+02	1189+30	6" CONTINUOUS YELLOW	12328	
1091+50	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2445	123
1158+66	1162+49	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	383	39
1162+49	1178+80	6" CONTINUOUS WHITE	1631	



RAMP 1

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1200+90	1202+68	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	178	18
1200+90	1202+68	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	178	18
1200+90	1208+51	6" CONTINUOUS WHITE	761	

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

5:09:21 PM
9/1/2017
CSilver
S:\1406\01\DGN\Plans\Pavement_Marking\I-CA0608_PM_09.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	251	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZAD
9-1-2017

RAMP 6

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1100+00	1123+97	6" CONTINUOUS WHITE	2397	
1105+55	1123+97	6" CONTINUOUS YELLOW	1842	

I-630 EB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1045+41	1186+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3538	177
1059+89	1186+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	3176	159
1059+89	1186+90	6" CONTINUOUS YELLOW	12701	
1148+00	1175+00	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	2700	
1174+62	1179+54	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	492	50
1179+54	1181+18	8" DOTTED WHITE @ 12'O.C. W/TYPE IIR.P.M. @ 36' O.C.	164	
1179+54	1186+90	6" CONTINUOUS WHITE	736	

I-630 WB

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1062+15	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	3179	159
1062+16	1176+80	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2866	144
1091+50	1189+30	6" SKIP WHITE W/TYPE II R.P.M. @ 80' O.C.	2445	123
1162+49	1178+80	6" CONTINUOUS WHITE	1631	
1178+80	1182+28	8" CONTINUOUS WHITE W/TYPE II R.P.M. @ 10' O.C.	348	35
1182+28	1183+16	8" DOTTED WHITE @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.	22	6

RAMP 5

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1178+00	1182+28	6" CONTINUOUS WHITE	553	
1177+86	1179+33	6" CONTINUOUS YELLOW	291	
1179+33	1182+28	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	295	30

RAMP 1

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1200+90	1202+68	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	182	19
1200+90	1202+68	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	182	19
1200+90	1208+51	6" CONTINUOUS WHITE	761	
1202+68	1206+90	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	107	6
1202+68	1207+21	6" CONTINUOUS YELLOW	453	
1206+90	1208+58	6" CONTINUOUS ENHANCED THERMOPLASTIC WHITE	168	
1207+45	1208+58	8" CONTINUOUS WHITE	113	
1208+29	1208+58	8" CONTINUOUS WHITE	29	
1208+59		12" CONTINUOUS WHITE FOR STOP LINE (THERMO.)	23	
1208+62		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	154	

RAMP 2

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1178+01	1178+65	6" CONTINUOUS YELLOW	70	
1178+08	1179+54	6" CONTINUOUS WHITE	204	
1178+65	1179+54	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	92	5

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

UNIVERSITY AVE.

RAMP 4

RAMP 6

RAMP 5

RAMP 2

RAMP 1

RAMP 3

C.L. RAMP 6

C.L. RAMP 1

C.L. I-630 MEDIAN

WRONG WAY ARROW - WHITE THERMOPLASTIC (TYP.)

10" R.P.P.M YELLOW ON CURB

TURN ARROW - WHITE THERMOPLASTIC (TYP.)

WORD "ONLY" - WHITE THERMOPLASTIC (TYP.)

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE II R.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE II R.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

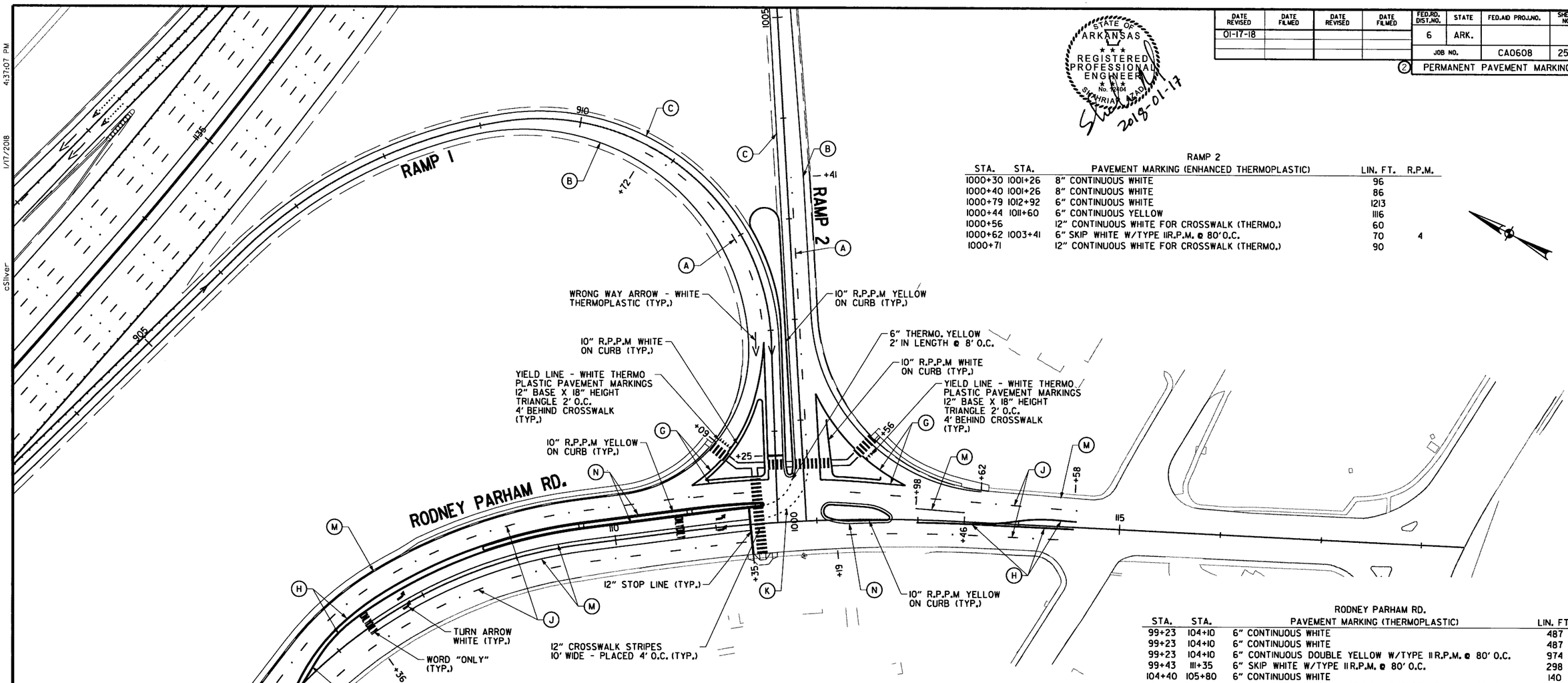
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	252	889

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12104
SHAHRIAR AZAD
2018-01-17



RAMP 2

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
1000+30	1001+26	8" CONTINUOUS WHITE	96	
1000+40	1001+26	8" CONTINUOUS WHITE	86	
1000+79	1012+92	6" CONTINUOUS WHITE	1213	
1000+44	1011+60	6" CONTINUOUS YELLOW	1116	
1000+56		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	60	
1000+62	1003+41	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	70	4
1000+71		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	90	

RAMP 1

STA.	STA.	PAVEMENT MARKING (ENHANCED THERMOPLASTIC)	LIN. FT.	R.P.M.
902+71	905+51	8" CONTINUOUS WHITE W/TYPE IIR.P.M. @ 10'O.C.	280	28
902+71	914+10	6" CONTINUOUS WHITE	1139	
905+51	914+47	6" CONTINUOUS YELLOW	896	
910+72	913+12	6" SKIP WHITE W/TYPE IIR.P.M. @ 80'O.C.	60	3
913+12	914+48	8" CONTINUOUS WHITE	136	
913+12	914+52	8" CONTINUOUS WHITE	140	
914+19		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	50	
914+25		12" CONTINUOUS WHITE FOR STOP LINE (THERMO.)	15	
914+34		12" CONTINUOUS WHITE FOR CROSSWALK (THERMO.)	40	

RODNEY PARHAM RD.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
99+23	104+10	6" CONTINUOUS WHITE	487	
99+23	104+10	6" CONTINUOUS WHITE	487	
99+23	104+10	6" CONTINUOUS DOUBLE YELLOW W/TYPE IIR.P.M. @ 80' O.C.	974	7
99+43	111+35	6" SKIP WHITE W/TYPE IIR.P.M. @ 80' O.C.	298	15
104+40	105+80	6" CONTINUOUS WHITE	140	
104+40	108+73	6" CONTINUOUS DOUBLE YELLOW W/TYPE IIR.P.M. @ 80' O.C.	866	6
104+40	111+35	6" SKIP WHITE W/TYPE IIR.P.M. @ 80' O.C.	174	9
105+80	111+09	6" CONTINUOUS WHITE	529	
106+19	108+74	6" CONTINUOUS DOUBLE YELLOW W/TYPE IIR.P.M. @ 80' O.C.	510	4
107+36	111+35	6" CONTINUOUS WHITE	399	
107+36	111+35	6" CONTINUOUS WHITE	399	
108+74	111+49	6" CONTINUOUS YELLOW	550	
110+82	111+56	8" CONTINUOUS WHITE	74	
111+47	111+80	6" SKIP YELLOW 2' IN LENGTH @ 8' O.C.	9	
111+35		12" CONTINUOUS WHITE FOR STOP LINE	46	
111+44		12" CONTINUOUS WHITE FOR CROSSWALK	180	
111+49	111+93	6" SKIP WHITE 2' IN LENGTH @ 8' O.C.	11	
112+05	112+75	6" CONTINUOUS YELLOW	140	
112+06	112+87	8" CONTINUOUS WHITE	81	
112+19	114+61	6" SKIP WHITE W/TYPE IIR.P.M. @ 80' O.C.	61	4
112+19	114+57	6" SKIP WHITE W/TYPE IIR.P.M. @ 80' O.C.	60	3
112+56	113+62	6" CONTINUOUS WHITE	106	
112+98	113+46	6" CONTINUOUS WHITE	48	
112+98	114+58	6" CONTINUOUS DOUBLE YELLOW W/TYPE IIR.P.M. @ 80' O.C.	320	2
113+64	114+55	6" CONTINUOUS DOUBLE YELLOW W/TYPE IIR.P.M. @ 80' O.C.	182	2

NOTES:
1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMO. PAVEMENT MARKING @ 40' O.C. W/TYPE IIR.P.M. @ 80' O.C.
- (B) 6" WHITE ENHANCED THERMO. PAVEMENT MARKING
- (C) 6" YELLOW ENHANCED THERMO. PAVEMENT MARKING
- (D) 8" WHITE ENHANCED THERMO. W/TYPE II R.P.M. @ 10' O.C.
- (E) 8" WHITE ENHANCED THERMO. 3' IN LENGTH @ 12' O.C. W/TYPE IIR.P.M. @ 36' O.C.
- (F) 8" SOLID WHITE ENHANCED THERMO.
- (G) 8" SOLID WHITE THERMO.
- (H) 6" SOLID DOUBLE YELLOW THERMO. W/TYPE IIR.P.M. @ 80' O.C.
- (J) 6" SKIP WHITE THERMO. @ 40' O.C. W/TYPE IIR.P.M. @ 80' O.C.
- (K) 6" WHITE SKIP THERMO. 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROWS
- (M) 6" SOLID WHITE THERMO.
- (N) 6" SOLID YELLOW THERMO.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	253	889

(2) QUANTITIES

ADVANCE WARNING SIGNS

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ROCK CREEK BRIDGE STRENGTHENING	STAGE I	STAGE IA	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 3	STAGE 4	STAGE 4A	STAGE 5	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED	
			EACH													NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	1	2	2	2	2	2	2	2	2	2	2		2	2	20.0
G20-2	END ROAD WORK	(48" X 24")	1	6		7	7	7	7	5	6		4		7	7	56.0
MI-1	I-630	(30" X 24")					4								4	4	20.0
M3-1	NORTH	(24" X 12")		11	11					10	10		10		11	11	22.0
M3-3	SOUTH	(24" X 12")		15	15		3			20	20		20		20	20	40.0
M4-8	DETOUR	(24" X 12")		27	27		7			33	33		33		33	33	66.0
M5-1L	LEFT TURN	(21" X 15")		15	15		4			14	14		14		15	15	32.8
M5-1R	RIGHT TURN	(21" X 15")		9	9		2			9	9		9		9	9	19.7
M6-2	RIGHT TAPER	(21" X 15")								1	1		1		1	1	2.2
M6-3	STRAIGHT	(21" X 15")		3	3		2			8	8		8		8	8	17.5
RI-2	YIELD	(48" X 48" X 48")			1	2	2	2	2	4	2	2	1		4	4	27.7
R2-1	SPEED LIMIT (50MPH)	(48" X 60")	2	6	2	6	6	6	6	6	6	6	3		6	6	120.0
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	2	5	2	2	2	2	2	5	2	2	2		5	5	100.0
R3-8LS	LEFT ONLY	(30" X 30")									2				2	2	12.5
RII-2	ROAD CLOSED	(48" X 30")		4	4	1	1	1	1						4	4	40.0
RII-2R	RAMP CLOSED	(48" X 30")		2	2	2	4	2	2	2	2	2			4	4	40.0
R55-1	FINES DOUBLE	(36" X 60")	1	9	1	9	9	9	9	9	9	9	9		9	9	135.0
WI-4aL	REVERSE CURVE LEFT	(48" X 48")	1	2	2	1		1	1	2	2	1	1		2	2	32.0
WI-4aR	REVERSE CURVE RIGHT	(48" X 48")	1	4	3	2	2	2	2	5		1	3		5	5	80.0
WI-6	ARROW PANEL	(60" X 30")					6	6	6						6	6	75.0
W4-1	MERGE	(48" X 48")				1	1	1	1	2	1				2	2	32.0
W4-2L	LEFT LANE ENDS	(48" X 48")							2						2	2	32.0
W4-2R	RIGHT LANE ENDS	(48" X 48")					2	2		1	1		1		2	2	32.0
W4-3	MERGE	(48" X 48")									3				3	3	48.0
W5-1	ROAD NARROWS	(48" X 48")	2	5	2	2	2	2	2	1	1				5	5	80.0
WI3-1	25 M.P.H.	(24" X 24")				2	2	2	2						2	2	8.0
WI3-1	35 M.P.H.	(24" X 24")							1						1	1	4.0
WI3-1	50 M.P.H.	(24" X 24")	2	6	4	1	1	1	1	8	2	2	4		8	8	32.0
WI3-3	EXIT (25 M.P.H.)	(48" X 60")				2	2	2	2						2	2	40.0
WI3-3	EXIT (30 M.P.H.)	(48" X 60")				1	1	1	1	4	3	3			4	4	80.0
WI3-3	EXIT (35 M.P.H.)	(48" X 60")				1	1	1	1				2		2	2	40.0
W20-1	ROAD WORK (1 MILE)	(48" X 48")	1	7	1	7	7	7	7	7	7	7	2		7	7	112.0
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	1	5	1	5	5	5	5	5	1	1	2		5	5	80.0
W20-1	ROAD WORK (1500 FT)	(48" X 48")	1	2	2	2	2	2	2	2	2	2	2		2	2	32.0
W20-1	ROAD WORK (AHEAD)	(48" X 48")	2	11	4	6	6	6	6	6	5	5	2		11	11	176.0
W20-3	ROAD CLOSED (1/2 MILE)	(36" X 36")		1	1					2	2	2			2	2	18.0
W20-3	ROAD CLOSED (1500 FT)	(36" X 36")		1	1					3	3	3			3	3	27.0
W20-3	ROAD CLOSED (1000 FT)	(36" X 36")		2	2					3	3	3			3	3	27.0
W20-3	ROAD CLOSED (500 FT)	(36" X 36")		2	2					3	3	3			3	3	27.0
W20-3	ROAD CLOSED (AHEAD)	(36" X 36")		1	1					2	2	2			2	2	18.0
W20-5	RIGHT LANE CLOSED (1000FT)	(48" X 48")					1	1							1	1	16.0
W20-5	RIGHTLANE CLOSED (AHEAD)	(48" X 48")					1	1							1	1	16.0
W20-5	LEFT LANE CLOSED (1000FT)	(48" X 48")						1	1						1	1	16.0
W20-5	LEFT LANE CLOSED (AHEAD)	(48" X 48")						1	1						1	1	16.0
W21-5a	RIGHT SHOULDER CLOSED	(48" X 48")				5	5	5	5	3	1		1		5	5	80.0
SPECIAL	CONST. PROJ. INFO	(96" X 48")	4	4	4	4	4	4	4	4	4	4	4		4	4	128.0
SPECIAL	MERGE NOW	(48" X 48")					1	1	1						1	1	16.0
SPECIAL	TRAIL CLOSED	(48" X 30")		5	5	5	5	5	5	4	4	4	4		5	5	50.0
SPECIAL	TRAIL CLOSED (AHEAD)	(48" X 48")		4	4	4	4	4	4	3	3	3	3		4	4	64.0
SPECIAL	HUGHES ST	(54" X 18")		27	27										27	27	182.3
SPECIAL	HUGHES ST BRIDGE CLOSED	(96" X 42")		2	2										2	2	56.0
SPECIAL	MISSISSIPPI AVE./RODNEY PARHAM RD.	(84" X 30")								9	9		9		9	9	157.5
SPECIAL	RODNEY PARHAM RD.	(108" X 18")								3	3		3		3	3	40.5
SPECIAL	RODNEY PARHAM RD.	(84" X 18")								21	21		21		21	21	220.5
SPECIAL	RAMP CLOSED EAST I-630	(84" X 54")					1								1	1	31.5
SPECIAL	EXIT 5B CLOSED DETOUR EXIT 4	(120" X 48")					1								1	1	40.0
SPECIAL	EXIT 5B CLOSED EXIT RIGHT	(120" X 60")					1								1	1	50.0
SPECIAL	UNIVERSITY AVE.	(72" X 18")					3								3	3	27.0
SPECIAL	EXIT SIGNS	VAR.															1400.0
TOTAL:																	4510.7

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-02-27

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
02-27-18				JOB NO.		CA0608	254	889
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWNA R. AZLO
2019-02-27

ADVANCE WARNING DEVICES

DESCRIPTION	ROCK CREEK BRIDGE STRENGTHENING	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 3	STAGE 4	STAGE 4A	STAGE 5	END OF JOB	MAXIMUM NUMBER REQUIRED	ADVANCE WARNING ARROW PANEL	PORTABLE CHHANGEABLE MESSAGE SIGN	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONC. BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (RELOCATION)	TEMP. IMPACT ATTEN.BARR. (REPAIR)	FURNISHING, INSTALLING AND LEAVING IN PLACE TEMPORARY IMPACT ATTENUATION BARRIER
	LIN. FT. - EACH													DAY	WEEK	EACH	RIGHT	LEFT	LIN. FT.			EACH			
ADVANCE WARNING ARROW PANEL	1	1	1	1	1	1	1	1	1	1	1		1	700											
PORTABLE CHANGEABLE MESSAGE SIGN	5	5	5	5	5	5	5	5	5	5	5		5		600										
TRAFFIC DRUMS	42	194	229	356	535	458	543	520	494	568	328		568			568									
TYPE III BARRICADE-RT. (16')		3	3	1	3	1	1						3				48								
TYPE III BARRICADE-LT. (16')		6	6	4	4	4	4	3	2	2	2		6					96							
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	960	14780	2320	7180	1006		213						26459						26459						
RELOCATING PRECAST CONCRETE BARRIER		960		19160		1006	1006	19873	18066	3560	15840		79471							79471					
FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER								260					260								260				
* TEMPORARY IMPACT ATTENUATION BARRIER	2	16	5										31									31			
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)				15			7	12	12	12	8		66										66		
* TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	2	16	5										31											31	
FURNISHING, INSTALLING AND LEAVING IN PLACE TEMPORARY IMPACT ATTENUATION BARRIER								1					1												1
TOTALS:														700	600	568	48	96	26459	79471	260	31	66	31	1

*ITEM TOTAL QUANTITY INCLUDES 8 ADDITIONAL TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR BOTH SIDES OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 3	STAGE 4	STAGE 4A	STAGE 5	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKING							REFLECTORIZED PAINT PAVEMENT MARKING		ENHANCED THERMOPLASTIC PAVEMENT MARKING		
																TYPE II (WHITE/RED)	TYPE II (YEL/YEL)	6" WHITE	6" YELLOW	8" WHITE	12" WHITE	WORDS	ARROWS	YIELD LINE	10" WHITE	10" YELLOW	6" WHITE	6" YELLOW	8" WHITE
	LIN. FT. - EACH											LIN. FT.		LIN. FT.		EACH		LIN. FT.				EACH		LIN. FT.	LIN. FT.		LIN. FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	32037	9258	41360				6459	873				89987																
CONSTRUCTION PAVEMENT MARKINGS			3679				1625						5304															
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS				3679				1625						5304														
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	29788	9151	79517	6562	8715	11393	65883	48607	7527	95606					362749													
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)											3126					3126												
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)											26						26											
THERMOPLASTIC PAVEMENT MARKING WHITE (6")											4948							4948										
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")											1879								1879									
THERMOPLASTIC PAVEMENT MARKING WHITE (8")											407									407								
THERMOPLASTIC PAVEMENT MARKING WHITE (12")											2150										2150							
THERMOPLASTIC PAVEMENT MARKING WORDS											52											52						
THERMOPLASTIC PAVEMENT MARKING ARROWS											61												61					
THERMOPLASTIC PAVEMENT MARKING YIELD LINE											30													30				
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")											553														553			
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")											1264															1264		
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")											57396																57396	
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")											35583																	35583
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")											15577																	15577
TOTALS:												89987	5304	5304	362749	3126	26	4948	1879	407	2150	52	61	30	553	1264	57396	35583	15577

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

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	255	889

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
8/31/2017

REMOVAL OF RUMBLE STRIP

SIGN NUMBER	DESCRIPTION	SIGN SIZE	AREA 1	AREA 2	AREA 3	AREA 4	AREA 5	AREA 6	AREA 7	AREA 8	AREA 9	AREA 10	AREA 11	AREA 12	AREA 13	AREA 14	AREA 15	MAXIMUM NUMBER REQUIRED	SIGNS		ADVANCE WARNING ARROW PANEL	TRAFFIC DRUMS	REMOVAL OF RUMBLE STRIPS IN CONCRETE PAVEMENT	COLD MILLING ASPHALT PAVEMENT
			NO. - DAY - EACH - SQ. YD.																NO.	SQ. FT.	DAY	EACH	SQ. YD.	SQ. YD.
G20-2	END ROAD WORK	(48" X 24")	1	1	4	1	1	1	2	2	1	2	1	2	2	2	2	4	4	32.00				
W1-6	ARROW PANEL	(60" X 30")			3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	75.00				
W4-2L	LT. LANE CLOSURE	(48" X 48")			1	1										3		3	3	48.00				
W4-2R	RT. LANE CLOSURE	(48" X 48")						2	1	1	1	1	1	1	1		3	3	3	48.00				
W5-1	RAMP NARROWS	(48" X 48")	1	1			1	1										1	1	16.00				
W13-1	SPEED XX	(24" X 24")	1	1			1	1										1	1	4.00				
W20-1	ROAD WORK AHEAD	(48" X 48")	1	1	4	3		1	2		2		1	1	2			4	4	64.00				
W20-5	LEFT LANE CLOSED (1000FT)	(48" X 48")			1	1										3		3	3	48.00				
W20-5	LEFT LANE CLOSED AHEAD	(48" X 48")				1										3		3	3	48.00				
W20-5	RIGHT LANE CLOSED (1000FT)	(48" X 48")						2	1	1	1				1		3	3	3	48.00				
W20-5	RIGHT LANE CLOSED (15000FT)	(48" X 48")										1	1	1				1	1	16.00				
W20-5	RIGHT LANE CLOSED AHEAD	(48" X 48")						2	1		1	1	1	1	1		3	3	3	48.00				
SPECIAL	"MERGE NOW" ARROW LT.	(48" X 48")							1	1			1			1		1	1	16.00				
SPECIAL	"MERGE NOW" ARROW RT.	(48" X 48")			1												1	1	1	16.00				
	ADVANCE WARNING ARROW PANEL		1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2			280			
	TRAFFIC DRUMS		22	31	223	218	35	80	248	96	91	77	148	135	89	138	250	250				250		
	REMOVAL OF RUMBLE STRIP		5	21	557	550	15	293	119	86	119	30	40	139	34								2008	
	MILL & OVERLAY (1.5")															2027	1515							3542
TOTALS:																				527.00	280	250	2008	3542

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL						TEMPORARY EROSION CONTROL										
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	SOLID SODDING	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	CURB INLET PROTECTION (E-15)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	SQ.YD.	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	EACH	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING	23.72	47.44	23.72	2419.4	23.72		23.72	23.72	483.9								
ENTIRE	PROJECT	I-630 MAIN LANES AND RAMPS - BEHIND TY. B CURB				19.9		1577											
ENTIRE	PROJECT	STAGE 1										154	21	544	5245	7			228
ENTIRE	PROJECT	STAGE 2										44		1440	11394	2			
ENTIRE	PROJECT	STAGE 3										22	3	192	7231				277
ENTIRE	PROJECT	STAGE 4												64	3626				
ENTIRE	PROJECT	STAGE 5													249				11
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			10.00	20.00	10.00	1020.0	10.00		10.00	10.00	204.0						750	750	750
TOTALS:			33.72	67.44	33.72	3459.3	33.72	1577	33.72	33.72	687.9	220	24	2240	27745	9	750	750	1266

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
WATER..... 12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS..... 22 BAGS / LOCATION
ROCK DITCH CHECKS..... 3 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.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	256	889
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZAD
2017-09-15

BENCH MARKS

LOCATION	BENCH MARKS
	EACH
ENTIRE PROJECT	4
TOTAL:	4

NOTE: SHOWN FOR INFORMATION ONLY. BENCH MARKS SHALL BE FURNISHED AND PLACED BY STATE FORCES.

MOBILE SPEED NOTIFICATION SYSTEM

LOCATION	MOBILE SPEED NOTIFICATION SYSTEM
	EACH
ENTIRE PROJECT - TO BE USED IF AND WHERE	4
DIRECTED BY THE ENGINEER	
TOTAL:	4

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

P.C.C. PAVEMENT PATCHING OF EXISTING ROADWAY

DESCRIPTION	R&D OF CONCRETE PAVEMENT FOR PATCHING	P.C.C. PAVEMENT PATCHING (8" U.T.)
	SQ. YD.	
ENTIRE PROJECT - TO BE USED IF AND WHERE	2000	2000
DIRECTED BY THE ENGINEER		
TOTALS:	2000	2000

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

JOINT SUPPORT

BRIDGE LOCATION	WIDTH OF PAVEMENT	UNCLASSIFIED EXCAVATION FOR STRUCTURES - ROADWAY	CLASS A CONCRETE - ROADWAY	* REINFORCING STEEL FOR PAVEMENT (BARS)
	FT.	CU. YD.	CU. YD.	LBS.
BEGIN BRIDGE OVER ROCK CREEK	154	51	51.33	2006
END BRIDGE OVER ROCK CREEK	138	46	46.00	1798
BEGIN BRIDGE OVER RODNEY PARHAM	138	46	46.00	1798
END BRIDGE OVER RODNEY PARHAM	141	47	47.00	1837
TOTALS:		190	190.33	7439

*NOTE: SHOWN FOR INFORMATION ONLY.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	56	112
DIRECTED BY THE ENGINEER		
TOTALS:	56	112

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC ..... 25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC ..... 50 GAL./MILE

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
1082+73	1086+88	RT. - R.M.L.	5	5
1082+73	1086+91	LT. - L.M.L.	5	5
1089+03	1092+60	RT. - R.M.L.	4	4
1090+00	1091+46	LT. - L.M.L.	2	2
1094+37	1109+79	RT. - R.M.L.	16	16
1112+61	1120+92	RT. - R.M.L.	9	9
1114+32	1117+59	LT. - L.M.L.	4	4
1128+36	1132+50	LT. - L.M.L.	5	5
1129+60	1134+36	RT. - R.M.L.	5	5
1156+38	1159+16	RT. - R.M.L.	3	3
1164+68	1175+22	RT. - R.M.L.	11	11
TOTALS:			69	69

FENCING

STATION	STATION	LOCATION	* 4' CHAIN LINK FENCE	* 16'-0" GATES
			LIN. FT.	EACH
1105+75	1108+34	LT. OF I-630 MAIN LANES	268	
1108+43	1108+64	LT. OF I-630 MAIN LANES	24	
1110+93	1111+04	LT. OF I-630 MAIN LANES	19	
1111+07	1112+03	LT. OF I-630 MAIN LANES	100	
1109+50	1109+54	RT. OF I-630 MAIN LANES	40	
1112+35	1113+63	RT. OF I-630 MAIN LANES	145	
1118+78	1118+78	LT. OF I-630 MAIN LANES	45	1
1127+68	1128+85	LT. OF I-630 MAIN LANES	115	
1128+58	1129+12	RT. OF I-630 MAIN LANES	82	1
1143+25	1145+00	LT. OF I-630 MAIN LANES	175	
1145+00	1149+45	LT. OF I-630 MAIN LANES	445	
1153+57	1154+12	LT. OF I-630 MAIN LANES	60	1
1153+22	1153+88	RT. OF I-630 MAIN LANES	70	1
1154+65	1155+36	LT. OF I-630 MAIN LANES	80	1
1154+50	1154+66	RT. OF I-630 MAIN LANES	42	1
1156+33	1160+00	RT. OF I-630 MAIN LANES	360	
1160+00	1174+85	RT. OF I-630 MAIN LANES	1480	2
1167+55	1168+00	LT. OF I-630 MAIN LANES	56	1
TOTALS:			3606	9

*DENOTES ALTERNATE BID ITEM.

NOTE: CHAIN LINK FENCE BEING PLACED ON PRIVATE PROPERTY SHALL INCLUDE A TOP RAIL. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LIN. FT. OF CHAIN LINK FENCE.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	42
DIRECTED BY THE ENGINEER	
TOTAL:	42

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

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	600
ENGINEER	
TOTAL:	600

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

ACHM PATCHING OF EXISTING SHOULDERS

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	14
DIRECTED BY THE ENGINEER	
TOTAL:	14

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

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	257	889
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHRINIVAS MALLAYA
2018-01-17

CONCRETE DITCH PAVING (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	"W"	"B"	CONC. DITCH PAVING (TYPE A)	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	FEET	SQ. YD.	SQ. YD.	SQ. YD.	M. GAL.
1062+75.26	1064+55.72	RT. - R.M.L.	185.00	8.00			164.44	82.22	1.04
1064+00.00	1064+55.72	RT. - R.M.L.	55.72	10.00			61.91	24.76	0.31
1064+55.72	1064+77.56	RT. - R.M.L.	21.84	22.00			53.39	9.71	0.12
101+80.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
102+30.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
102+80.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
103+30.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
103+80.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
104+30.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
104+80.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
105+30.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
105+80.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
106+30.00		LT. - BAPTIST HOSPITAL RAMP 3	15.00	7.00			11.67	10.67	0.13
205+00.01	206+70.28	RT. - BAPTIST HOSPITAL RAMP 2	170.27	4.00			75.68	75.68	0.95
206+70.28	206+90.33	RT. - BAPTIST HOSPITAL RAMP 2	20.05	4.69			10.45	8.91	0.11
206+90.33	213+17.47	RT. - BAPTIST HOSPITAL RAMP 2	627.14	4.00			278.73	278.73	3.51
1069+55.57	1074+73.40	RT. - R.M.L.	517.83	4.00			230.15	230.15	2.90
1074+73.40	1075+60.48	RT. - R.M.L.	87.08	4.00			38.70	38.70	0.49
1075+60.48	1076+65.58	RT. - R.M.L.	105.10	4.00			46.71	46.71	0.59
1076+65.58	1076+85.14	RT. - R.M.L.	19.56	4.69			10.19	8.69	0.11
1076+85.14	1077+00.00	RT. - R.M.L.	14.86	4.00			6.60	6.60	0.08
1077+00.00	1077+76.21	RT. - R.M.L.	76.21	4.00			33.87	33.87	0.43
1077+41.06		RT. - R.M.L.	20.00	7.00			15.56	8.89	0.11
1086+60.67	1089+44.67	RT. - R.M.L.	284.00	4.00			126.22	126.22	1.59
1086+60.67	1089+44.67	LT. - L.M.L.	284.00	4.00			126.22	126.22	1.59
605+04.75	606+06.17	LT. - JOHN BARROW RD. RAMP 2	104.00	4.00			46.22	46.22	0.58
1099+50.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1100+00.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1100+50.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1101+00.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1101+50.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1102+00.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1102+50.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1103+00.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1103+50.00		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1105+73.40		RT. - R.M.L.	15.00	4.00			6.67	6.67	0.08
1107+90.90		RT. - R.M.L.	8.00	4.00			3.56	3.56	0.04
111+10.00	111+93.00	RT. - SHARED USE PATH	132.50	4.00			58.89	58.89	0.74
1118+80.28		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1119+20.28		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1119+60.28		LT. - L.M.L.	15.00	7.00			11.67	10.67	0.13
1119+71.10	1120+27.77	LT. - L.M.L.	56.67	4.00			25.19	25.19	0.32
1120+00.28		LT. - L.M.L.	12.00	7.00			9.33	5.33	0.07
1120+27.77	1120+74.18	LT. - L.M.L.	46.41	9.15			47.18	20.63	0.26
1120+74.18	1123+97.41	LT. - L.M.L.	323.23	7.30			262.18	143.66	1.81
800+56.01	800+73.04	LT. - RODNEY PARHAM RD. RAMP 3	17.03	14.38			27.21	10.76	0.14
803+59.38	806+52.00	LT. - RODNEY PARHAM RD. RAMP 3	292.62	8.00	4.00	260.11		130.05	1.64
804+34.94		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
804+74.94		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
805+14.94		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
805+54.94		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
805+94.94		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
806+35.05		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
806+75.01		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
807+14.98		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
807+54.94		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
807+95.10		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
808+35.37		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
808+75.28		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
809+15.91		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
809+56.18		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
809+96.45		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
810+36.72		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
810+76.88		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
811+09.00	813+54.33	LT. - RODNEY PARHAM RD. RAMP 3	245.33	4.00			109.04	109.04	1.37
811+17.19		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
SUBTOTALS (BOX 1 OF 2):						260.11	2341.09	2092.86	26.18

CONCRETE DITCH PAVING (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	"W"	"B"	CONC. DITCH PAVING (TYPE A)	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	FEET	SQ. YD.	SQ. YD.	SQ. YD.	M. GAL.
811+71.93		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
812+12.31		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
812+52.72		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
812+93.15		LT. - RODNEY PARHAM RD. RAMP 3	15.00	7.00			11.67	10.67	0.13
813+00.54		LT. - RODNEY PARHAM RD. RAMP 3	10.00	6.00			6.67	4.44	0.06
813+33.58		LT. - RODNEY PARHAM RD. RAMP 3	17.00	7.00			13.22	7.56	0.10
1140+97.24	1143+07.66	LT. - L.M.L.	210.42	4.00			93.52	93.52	1.18
1141+17.16		LT. - L.M.L.	13.00	7.00			10.11	5.78	0.07
1141+58.05		LT. - L.M.L.	8.00	7.00			6.22	3.56	0.04
1141+98.94		LT. - L.M.L.	6.00	7.00			4.67	2.67	0.03
1143+07.66	1143+33.22	LT. - L.M.L.	25.56	4.50			12.78	11.36	0.14
1143+33.22	1159+50.99	LT. - L.M.L.	1617.77	4.00			719.01	719.01	9.06
1159+50.99	1159+80.10	LT. - L.M.L.	29.11	4.50			14.56	12.94	0.16
1159+80.10	1161+45.59	LT. - L.M.L.	165.49	4.00			73.55	73.55	0.93
1161+11.22	1161+45.59	LT. - L.M.L.	34.37	4.00			15.28	15.28	0.19
1161+45.59	1161+76.99	LT. - L.M.L.	31.40	4.00			13.96	13.96	0.18
1000+46.65	1003+12.49	LT. - RODNEY PARHAM RD. RAMP 2	265.84	9.27			273.82	118.15	1.49
1009+35.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1009+75.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1010+25.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1010+75.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1011+25.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1011+75.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1012+25.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1012+75.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1013+25.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1013+75.00		RT. - RODNEY PARHAM RD. RAMP 2	15.00	7.00			11.67	10.67	0.13
1147+25.00		RT. - R.M.L.	15.00	7.00			11.67	10.67	0.13
1147+75.00		RT. - R.M.L.	15.00	7.00			11.67	10.67	0.13
1148+25.00		RT. - R.M.L.	15.00	7.00			11.67	10.67	0.13
1148+75.00		RT. - R.M.L.	15.00	7.00			11.67	10.67	0.13
1149+25.00		RT. - R.M.L.	15.00	7.00			11.67	10.67	0.13
1149+75.00		RT. - R.M.L.	15.00	7.00			11.67	10.67	0.13
1149+92.53	1149+94.24	RT. - R.M.L.	8.50	8.00			7.56	3.78	0.05
1150+13.78	1151+61.78	RT. - R.M.L.	148.00	4.00			65.78	65.78	0.83
1151+61.78	1152+13.08	RT. - R.M.L.	51.30	4.50			25.65	22.80	0.29
1151+86.77	1157+05.35	RT. - R.M.L.	518.58	4.00			230.48	230.48	2.90
1166+91.11	1168+39.64	RT. - R.M.L.	148.53	4.00			66.01	66.01	0.83
1106+24.94		LT. - UNIV. AVE. RAMP 6	4.00	4.00			1.78	1.78	0.02
1106+96.35	1108+00.00	LT. - UNIV. AVE. RAMP 6	103.65	4.00			46.07	46.07	0.58
1107+24.80		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1107+64.80		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1108+04.80		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1108+45.28		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1108+85.28		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1109+25.28		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1109+65.28		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1116+65.13		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1117+05.13		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1117+45.13		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1117+85.13		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1118+25.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1118+65.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1119+05.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1119+45.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1119+85.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1120+25.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1120+65.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
1121+05.11		LT. - UNIV. AVE. RAMP 6	15.00	7.00			11.67	10.67	0.13
99+38.99	101+59.16	LT. - RODNEY PARHAM RD.	223.00	4.40			109.02	103.11	1.30
104+31.53		LT. - RODNEY PARHAM RD.	20.00	4.00			8.89	12.89	0.16
SUBTOTALS (BOX 2 OF 2):							2273.74	2050.61	25.66
SUBTOTALS (BOX 1 OF 2):						260.11	2341.09	2092.86	26.18
TOTALS:						260.11	4614.83	4143.47	51.84

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

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	258	889
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14021
SHAHRIAR AZAD
2017-08-21

BASE AND SURFACING - TEMP. WIDENING & RAMP CONNECTIONS

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.05 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	TOTAL WIDTH	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
			FEET	FEET			TON	FEET			TON	FEET			TON	FEET					
TEMP. MAIN LANE WIDENING																					
1098+48.96	1104+82.00	MAIN LANE WIDENING (3)	633.04	2.33	163.89	440	36.06	2.92	205.39	330	33.89	3.83	269.39	880	118.53	12.83	902.43	0.05	45.12	13.25	83.88
1103+28.45	1109+92.16	MAIN LANE WIDENING (2)	667.79	14.11	1046.95	440	230.33	14.69	1089.98	330	179.85	15.61	1158.24	880	509.63	71.72	5321.54	0.05	266.08	13.25	88.48
1111+59.76	1117+17.32	MAIN LANE WIDENING (2)	545.70	10.79	654.23	440	143.93	11.37	689.40	330	113.75	12.29	745.18	880	327.88	55.12	3342.11	0.05	167.11	13.25	72.31
1176+74.44	1180+10.67	MILL & INLAY INSIDE SHOULDER - LT. & RT	336.23	19.84	741.20	165	61.15									19.84	741.20	0.17	126.00		
1177+20.98	1179+24.51	MILL & INLAY OUTSIDE SHOULDER - RT.	203.53	14.77	334.02	165	27.56									14.77	334.02	0.17	56.78		
1177+78.15	1179+40.81	MILL & INLAY OUTISIDE SHOULDER - LT.	162.66	20.78	375.56	165	30.98									20.78	375.56	0.17	63.85		
1181+72.29	1186+90.24	MILL & INLAY INSIDE SHOULDER - LT. & RT	517.95	17.96	1033.60	165	85.27									17.96	1033.60	0.17	175.71		
1186+90.24	1189+30.58	MILL & INLAY INSIDE SHOULDER - LT.	240.34	9.19	245.41	165	20.25									9.19	245.41	0.17	41.72		
1182+02.56	1186+43.49	MILL & INLAY OUTISIDE SHOULDER - LT.	440.93	7.62	373.32	165	30.80									7.62	373.32	0.17	63.46		
1182+19.79	1186+65.71	MILL & INLAY OUTSIDE SHOULDER - RT.	445.92	7.13	353.27	165	29.14									7.13	353.27	0.17	60.06		
TEMP. RAMP CONNECTIONS																					
WB EXIT TO BAPTIST HEALTH DR.		OFF RAMP (1) - TAPER	152.00	10.87	183.58	440	40.39	11.16	188.48	330	31.10	11.62	196.25	880	86.35	54.92	927.54	0.05	46.38	13.25	20.14
		OFF RAMP (1)	305.45	23.33	791.79	440	174.19	23.92	811.82	330	133.95	24.83	842.70	880	370.79	120.67	4095.41	0.05	204.77	26.50	80.94
		OFF RAMP (1) - TAPER	56.00	11.17	69.50	440	15.29	11.46	71.31	330	11.77	11.92	74.17	880	32.63	57.83	359.83	0.05	17.99	13.25	7.42
											0.00										
EB ENTR FROM BAPTIST HEALTH DR.		ON RAMP (2) - WIDENING	624.85	7.93	550.56	440	121.12	8.52	591.52	330	97.60	9.43	654.70	880	288.07	40.83	2834.74	0.05	141.74	13.25	82.79
WB ENTR FROM JOHN BARROW RD.		ON RAMP (1) - WIDENING	341.70	8.13	308.67	440	67.91	8.72	331.07	330	54.63	9.63	365.62	880	160.87	41.83	1588.15	0.05	79.41	13.25	45.28
		ON RAMP (1) - WIDENING	206.57	8.83	202.67	440	44.59	9.42	216.21	330	35.67	10.33	237.10	880	104.32	45.33	1040.42	0.05	52.02	13.25	27.37
EB EXIT TO JOHN BARROW RD.		OFF RAMP (1) - WIDENING	404.91	5.93	266.79	440	58.69	6.52	293.33	330	48.40	7.43	334.28	880	147.08	30.83	1387.04	0.05	69.35	13.25	53.65
		OFF RAMP (1) - WIDENING	468.05	11.43	594.42	440	130.77	12.02	625.11	330	103.14	12.93	672.43	880	295.87	58.33	3033.48	0.05	151.67	13.25	62.02
WB EXIT TO JOHN BARROW RD.		OFF RAMP (2) - TAPER	316.53	8.93	314.07	440	69.10	9.52	334.82	330	55.25	10.43	366.82	880	161.40	45.83	1611.84	0.05	80.59	13.25	41.94
		OFF RAMP (2)	252.16	23.33	653.65	440	143.80	23.92	670.19	330	110.58	24.83	695.68	880	306.10	120.67	3380.91	0.05	169.05	26.50	66.82
		OFF RAMP (2) - TAPER	78.13	11.93	103.57	440	22.79	12.52	108.69	330	17.93	13.43	116.59	880	51.30	60.83	528.07	0.05	26.40	13.25	10.35
EB ENTR FROM JOHN BARROW RD.		ON RAMP (2) - TAPER	128.57	9.33	133.28	440	29.32	9.92	141.71	330	23.38	10.83	154.71	880	68.07	47.83	683.28	0.05	34.16	13.25	17.04
		ON RAMP (2)	386.58	23.33	1002.10	440	220.46	23.92	1027.44	330	169.53	24.83	1066.53	880	469.27	120.67	5183.18	0.05	259.16	26.50	102.44
		ON RAMP (2) - TAPER	132.63	11.83	174.33	440	38.35	12.42	183.03	330	30.20	13.33	196.44	880	86.43	60.33	889.06	0.05	44.45	13.25	17.57
		ON RAMP (1) - WIDENING	538.26	6.73	402.50	440	88.55	7.32	437.78	330	72.23	8.23	492.21	880	216.57	34.83	2083.07	0.05	104.15	13.25	71.32
WB ENTR FROM RODNEY PARHAM RD.		ON RAMP (1) - WIDENING	102.92	14.53	166.16	440	36.56	15.12	172.91	330	28.53	16.03	183.31	880	80.66	73.83	844.29	0.05	42.21	13.25	13.64
		ON RAMP (2) - TAPER	34.14	11.73	44.50	440	9.79	12.32	46.73	330	7.71	13.23	50.19	880	22.08	59.83	226.96	0.05	11.35	13.25	4.52
		ON RAMP (2)	121.84	23.33	315.84	440	69.48	23.92	323.82	330	53.43	24.83	336.14	880	147.90	120.67	1633.60	0.05	81.68	26.50	32.29
		ON RAMP (2) - TAPER	101.71	12.93	146.12	440	32.15	13.52	152.79	330	25.21	14.43	163.08	880	71.76	65.83	743.95	0.05	37.20	13.25	13.48
EB EXIT TO RODNEY PARHAM RD.		OFF RAMP (1) - TAPER	92.65	10.93	112.52	440	24.75	11.52	118.59	330	19.57	12.43	127.96	880	56.30	55.83	574.74	0.05	28.74	13.25	12.28
		OFF RAMP (1)	551.35	23.33	1429.22	440	314.43	23.92	1465.37	330	241.79	24.83	1521.11	880	669.29	120.67	7392.38	0.05	369.62	26.25	144.73
		OFF RAMP (1) - TAPER	222.62	8.43	208.52	440	45.87	9.02	223.11	330	36.81	9.93	245.62	880	108.07	43.33	1071.79	0.05	53.59	13.25	29.50
WB EXIT TO RODNEY PARHAM RD.		OFF RAMP (2) - WIDENING	208.40	5.83	135.00	440	29.70	6.42	148.66	330	24.53	7.33	169.73	880	74.68	120.67	2794.18	0.05	139.71	17.58	36.64
EB ENTR FROM RODNEY PARHAM RD.		ON RAMP (1) - TAPER	109.36	9.33	113.37	440	24.94	9.92	120.54	330	19.89	10.83	131.60	880	57.90	47.83	581.19	0.05	29.06	13.25	14.49
		ON RAMP (1)	270.73	23.33	701.79	440	154.39	23.92	719.54	330	118.72	24.83	746.91	880	328.64	120.67	3629.89	0.05	181.49	26.50	71.74
		ON RAMP (1) - TAPER	129.66	18.03	259.75	440	57.15	18.62	268.25	330	44.26	19.53	281.36	880	123.80	91.33	1315.76	0.05	65.79	13.25	17.18
EB EXIT TO UNIVESITY AVE.		OFF RAMP (1) - WIDENING	238.29	9.43	249.67	440	54.93	10.02	265.30	330	43.77	10.93	289.39	880	127.33	48.33	1279.62	0.05	63.98	13.25	31.57
WB ENTR FROM UNIVERSITY AVE.		ON RAMP (1) - TAPER	50.72	10.63	59.91	440	13.18	11.22	63.23	330	10.43	12.13	68.36	880	30.08	54.33	306.18	0.05	15.31	13.25	6.72
		ON RAMP (1)	276.06	23.33	715.61	440	157.43	23.92	733.71	330	121.06	24.83	761.62	880	335.11	120.67	3701.35	0.05	185.07	26.50	73.16
		ON RAMP (1) - TAPER	195.82	13.73	298.73	440	65.72	14.32	311.57	330	51.41	15.23	331.37	880	145.80	69.83	1519.35	0.05	75.97	13.25	25.95
TOTALS:					16029.64		3051.26		13151.40		2169.97		14046.79		6180.56		70263.71		3927.95		1479.65

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	259	889
				②		QUANTITIES		

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BASE & SURFACING - MAIN LANES & RAMPS (BOX 1 OF 4)

STATION	STATION	LOCATION	LENGTH	ACHM BASE COURSE II 1/2" (PG 76-22)				CONTINUOUSLY REINFORCED CONCRETE PAVEMENT		REINFORCING STEEL FOR PAVEMENT (BARS)
				AVG. WID.	SQ. YD.	POUND / SQ.YD.	TON	AVG. WID.	9" U.T.	
			FEET	FEET				FEET	SQ. YD.	LBS.
MAIN LANES										
1072+59.44	1072+69.44	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1074+59.64	1074+69.64	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1076+59.45	1076+69.45	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1105+62.22	1105+78.33	MED. 1 - 630	16.11	10.00	17.90	550	4.92	10.00	17.90	500.84
1106+82.96	1107+36.14	MED. 1 - 630	53.18	10.00	59.09	550	16.25	10.00	59.09	1653.34
1114+79.15	1114+95.93	MED. 1 - 630	16.78	10.00	18.64	550	5.13	10.00	18.64	521.55
1132+76.32	1133+93.06	MED. 1 - 630	116.74	10.00	129.71	550	35.67	10.00	129.71	3629.29
1134+78.21	1134+93.44	MED. 1 - 630	15.23	10.00	16.92	550	4.65	10.00	16.92	473.42
1137+81.82	1137+97.88	MED. 1 - 630	16.06	10.00	17.84	550	4.91	10.00	17.84	499.16
1140+30.94	1140+47.04	MED. 1 - 630	16.10	10.00	17.89	550	4.92	10.00	17.89	500.56
1142+87.34	1142+97.34	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1154+02.00	1154+40.00	MED. 1 - 630	38.00	22.00	92.89	550	25.54	22.00	92.89	2599.06
1155+68.78	1155+78.78	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1155+78.78	1156+77.83	MED. 1 - 630	99.05	10.00	110.06	550	30.27	10.00	110.06	3079.48
1160+68.95	1161+68.29	MED. 1 - 630	99.34	10.00	110.38	550	30.35	10.00	110.38	3088.43
1161+68.29	1161+78.29	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1171+67.76	1171+77.76	MED. 1 - 630	10.00	22.00	24.44	550	6.72	22.00	24.44	683.83
1171+77.76	1172+77.00	MED. 1 - 630	99.24	10.00	110.27	550	30.32	10.00	110.27	3085.35
1173+60.94	1174+03.79	MED. 1 - 630	42.85	10.00	47.61	550	13.09	10.00	47.61	1332.13
1062+75.00	1062+90.99	R.M.L.	15.99	12.83	22.79	550	6.27	10.83	19.24	538.34
1062+90.99	1064+79.94	R.M.L.	188.95	20.56	431.65	550	118.70	18.56	389.66	10902.69
1064+79.94	1066+05.52	R.M.L.	125.58	13.33	186.00	550	51.15	11.33	158.09	4423.36
1066+05.52	1066+65.45	R.M.L.	59.93	24.00	159.81	550	43.95	22.00	146.50	4099.07
1066+65.45	1068+76.84	R.M.L.	211.39	41.25	968.87	550	266.44	41.25	968.87	27108.98
1068+76.84	1075+38.92	R.M.L.	662.08	23.33	1716.26	550	471.97	23.33	1716.26	48020.95
1075+38.92	1076+65.58	R.M.L.	126.66	35.33	497.21	550	136.73	35.33	497.21	13911.94
1076+65.58	1080+64.05	R.M.L.	398.47	41.43	1834.29	550	504.43	39.43	1745.74	48845.81
1080+64.05	1082+17.94	R.M.L.	153.89	24.00	410.37	550	112.85	22.00	376.18	10525.52
1082+17.94	1086+66.00	R.M.L.	448.06	24.75	1232.17	550	338.85	22.75	1132.60	31690.15
1086+66.00	1089+50.00	R.M.L.	284.00	21.00	662.67	550	182.23	22.00	694.22	19424.28
1089+50.00	1097+29.96	R.M.L.	779.96	24.75	2144.89	550	589.84	22.75	1971.57	55164.53
1097+29.96	1099+46.93	R.M.L.	216.97	41.28	995.17	550	273.67	39.28	946.95	26495.66
1099+46.93	1105+56.44	R.M.L.	609.51	24.00	1625.36	550	446.97	22.00	1489.91	41687.68
1105+56.44	1107+36.14	R.M.L.	179.7	31.14	621.76	550	170.98	29.14	581.83	16279.60
1107+36.14	1109+25.80	R.M.L.	189.66	58.7	1237.00	550	340.18	56.70	1194.86	33432.18
1112+18.96	1112+87.86	R.M.L.	68.9	40.06	306.68	550	84.34	38.06	291.37	8152.53
1112+87.86	1113+52.54	R.M.L.	64.68	71.00	510.25	550	140.32	69.00	495.88	13874.72
1113+52.54	1120+50.00	R.M.L.	697.46	24.00	1859.89	550	511.47	22.00	1704.90	47703.10
1120+50.00	1122+68.33	R.M.L.	218.33	24.46	593.37	550	163.18	12.00	291.11	8145.26
1122+68.33	1123+58.33	R.M.L.	90.00	71.46	714.60	550	196.52	59.00	590.00	16508.20
1128+65.17	1129+11.73	R.M.L.	46.56	51.69	267.41	550	73.54	49.69	257.06	7192.54
1129+11.73	1129+70.76	R.M.L.	59.03	71.00	465.68	550	128.06	69.00	452.56	12662.63
1129+70.76	1134+77.70	R.M.L.	506.94	38.5	2168.58	550	596.36	36.50	2055.92	57524.64
1134+77.70	1144+55.15	R.M.L.	977.45	24.00	2606.53	550	716.80	22.00	2389.32	66853.17
1144+55.15	1146+41.78	R.M.L.	186.63	38.57	799.81	550	219.95	38.57	799.81	22378.68
1146+41.78	1149+50.00	R.M.L.	308.22	22.00	753.43	550	207.19	22.00	753.43	21080.97
1149+50.00	1151+11.14	R.M.L.	161.14	25.33	453.52	550	124.72	23.33	417.71	11687.53
1151+11.14	1151+86.77	R.M.L.	75.63	21.00	176.47	550	48.53	22.00	184.87	5172.66
1151+86.77	1153+89.12	R.M.L.	202.35	24.37	547.92	550	150.68	24.37	547.92	15330.80
1153+89.12	1154+44.43	R.M.L.	55.31	25.42	156.22	550	42.96	12.75	78.36	2192.51
1154+44.43	1156+42.69	R.M.L.	198.26	24.52	540.15	550	148.54	24.52	540.15	15113.40
1156+42.69	1157+00.26	R.M.L.	57.57	35.33	225.99	550	62.15	35.33	225.99	6323.20
1157+00.26	1166+91.11	R.M.L.	990.85	36.75	4045.97	550	1112.64	34.75	3825.78	107045.32
1166+91.11	1168+39.64	R.M.L.	148.53	35.33	583.06	550	160.34	35.33	583.06	16314.02
1168+39.64	1170+57.56	R.M.L.	217.92	36.75	889.84	550	244.71	34.75	841.41	23542.65
SUBTOTALS (BOX 1 OF 4):					34331.92		9441.27		32276.58	903098.69

BASIS OF ESTIMATE:

ACHM BASE COURSE (II/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
S. JANRIAR AZAD
2018-03-19

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	260	889
				②		QUANTITIES		

BASE & SURFACING - MAIN LANES & RAMPS (BOX 2 OF 4)

STATION	STATION	LOCATION	LENGTH	ACHM BASE COURSE (1 1/2") (PG 76-22)				CONTINUOUSLY REINFORCED CONCRETE PAVEMENT		REINFORCING STEEL FOR PAVEMENT (BARS)
				AVG. WID.	SQ. YD.	POUND / SQ.YD.	TON	AVG. WID.	9" U.T.	
			FEET	FEET				FEET	SQ. YD.	LBS.
MAIN LANES (CONT.)										
1170+57.56	1173+75.01	R.M.L.	317.45	24.75	872.99	550	240.07	22.75	802.44	22452.27
1173+72.84	1176+24.48	R.M.L.	251.64	22.68	634.13	550	174.39	20.68	578.21	16178.32
1176+24.48	1178+00.00	R.M.L.	175.52	24.00	468.05	550	128.71	22.00	429.05	12004.82
1178+00.00	1178+50.00	R.M.L.	50.00	12.00	66.67	550	18.33	12.00	66.67	1865.43
1065+65.93	1066+77.78	L.M.L.	111.85	7.82	97.19	550	26.73	5.82	72.33	2023.79
1066+77.78	1068+50.37	L.M.L.	172.59	45.68	875.99	550	240.90	45.18	866.40	24241.87
1068+50.37	1069+94.55	L.M.L.	144.18	46.80	749.74	550	206.18	44.80	717.70	20081.25
1069+94.55	1076+30.01	L.M.L.	635.46	24.75	1747.52	550	480.57	22.75	1606.30	44944.27
1076+30.01	1076+80.00	L.M.L.	49.99	36.75	204.13	550	56.14	34.75	193.02	5400.70
1076+80.00	1081+49.42	L.M.L.	469.42	36.00	1877.68	550	516.36	34.00	1773.36	49618.61
1081+49.42	1082+76.15	L.M.L.	126.73	42.21	594.36	550	163.45	40.21	566.20	15842.28
1082+76.15	1084+00.00	L.M.L.	123.85	24.00	330.27	550	90.82	22.00	302.74	8470.67
1084+00.00	1086+66.00	L.M.L.	266.00	24.75	731.50	550	201.16	22.75	672.39	18813.47
1086+66.00	1089+50.00	L.M.L.	284.00	21.00	662.67	550	182.23	22.00	694.22	19424.28
1089+50.00	1093+32.85	L.M.L.	382.85	24.75	1052.84	550	289.53	22.75	967.76	27077.92
1093+32.85	1096+45.42	L.M.L.	312.57	38.20	1326.69	550	364.84	36.20	1257.23	35177.30
1096+45.42	1099+00.00	L.M.L.	254.58	36.00	1018.32	550	280.04	34.00	961.75	26909.77
1099+00.00	1100+04.65	L.M.L.	104.65	34.00	395.34	550	108.72	34.00	395.34	11061.61
1100+04.65	1107+36.14	L.M.L.	731.49	22.00	1788.09	550	491.72	22.00	1788.09	50030.76
1107+36.14	1108+71.36	L.M.L.	135.22	60.90	914.99	550	251.62	60.90	914.99	25601.42
1111+57.49	1112+87.86	L.M.L.	130.37	50.87	736.88	550	202.64	43.33	627.66	17561.93
1112+87.86	1113+52.54	L.M.L.	64.68	73.34	527.07	550	144.94	59.00	424.01	11863.80
1113+52.54	1118+50.00	L.M.L.	497.46	26.33	1455.35	550	400.22	12.00	663.28	18558.57
1118+50.00	1122+68.33	L.M.L.	418.33	22.00	1022.58	550	281.21	12.00	557.77	15606.40
1122+68.33	1123+58.33	L.M.L.	90.00	69.00	690.00	550	189.75	59.00	590.00	16508.20
1128+58.02	1129+11.73	L.M.L.	53.71	55.02	328.35	550	90.30	57.54	343.39	9608.05
1129+11.73	1129+70.76	L.M.L.	59.03	72.33	474.40	550	130.46	59.00	386.97	10827.42
1129+70.76	1133+06.73	L.M.L.	335.97	25.33	945.57	550	260.03	12.00	447.96	12533.92
1133+06.73	1133+63.01	L.M.L.	56.28	25.33	158.40	550	43.56	12.00	75.04	2099.62
1133+63.01	1139+21.52	L.M.L.	558.51	45.09	2798.14	550	769.49	34.30	2128.54	59556.55
1139+21.52	1142+89.75	L.M.L.	368.23	37.33	1527.34	550	420.02	24.00	981.95	27474.96
1142+89.75	1143+29.94	L.M.L.	40.19	36.00	160.76	550	44.21	35.33	157.77	4414.40
1143+29.94	1152+21.23	L.M.L.	891.29	35.33	3498.81	550	962.17	35.33	3498.81	97896.70
1152+21.23	1154+05.58	L.M.L.	184.35	24.62	504.30	550	138.68	24.62	504.30	14110.31
1154+05.58	1154+60.91	L.M.L.	55.33	25.42	156.28	550	42.98	12.75	78.38	2193.07
1154+60.91	1157+78.36	L.M.L.	317.45	24.12	850.77	550	233.96	24.12	850.77	23804.54
1157+78.36	1159+51.10	L.M.L.	172.74	37.34	716.68	550	197.09	37.34	716.68	20052.71
1159+51.10	1160+94.49	L.M.L.	143.39	43.28	689.55	550	189.63	44.31	705.96	19752.76
1160+94.49	1162+49.29	L.M.L.	154.80	56.61	973.69	550	267.76	43.13	741.84	20756.68
1162+49.29	1165+93.81	L.M.L.	344.52	24.00	918.72	550	252.65	24.00	918.72	25705.79
1165+93.81	1166+87.40	L.M.L.	93.59	23.00	239.17	550	65.77	23.00	239.17	6691.98
1166+87.40	1167+00.10	L.M.L.	12.70	11.00	15.52	550	4.27	12.00	16.93	473.70
1167+00.10	1174+96.67	L.M.L.	796.57	12.00	1062.09	550	292.07	12.00	1062.09	29717.28
1174+96.67	1175+08.97	L.M.L.	12.30	11.00	15.03	550	4.13	11.00	15.03	420.54
1175+08.97	1176+09.23	L.M.L.	100.26	23.00	256.22	550	70.46	23.00	256.22	7169.04
1176+09.23	1178+47.00	L.M.L.	237.77	24.00	634.05	550	174.36	22.00	581.22	16262.54
1178+47.00	1178+80.00	L.M.L.	33.00	14.00	51.33	550	14.12	12.00	44.00	1231.12
RAMPS										
101+65.43	102+00.00	BAPTIST HOSP. - RAMP 3	34.57	3.88	14.90	550	4.10	1.88	7.22	202.02
102+00.00	103+00.00	BAPTIST HOSP. - RAMP 3	100.00	30.33	337.00	550	92.68	26.33	292.56	8185.83
103+00.00	105+39.98	BAPTIST HOSP. - RAMP 3	239.98	27.00	719.94	550	197.98	25.00	666.61	18651.75
205+00.00	205+74.94	BAPTIST. HOSP. - RAMP 2	74.94	14.19	118.16	550	32.49	12.19	101.50	2839.97
205+74.94	206+90.32	BAPTIST. HOSP. - RAMP 2	115.38	12.50	160.25	550	44.07	13.50	173.07	4842.50
206+90.32	208+56.36	BAPTIST. HOSP. - RAMP 2	166.04	14.83	273.60	550	75.24	14.83	273.60	7655.33
208+56.36	210+28.37	BAPTIST. HOSP. - RAMP 2	172.01	28.33	541.45	550	148.90	26.33	503.22	14080.10
SUBTOTALS (BOX 2 OF 4):					39981.51		10994.90		35258.43	986530.89
SUBTOTALS (BOX 1 OF 4):					34331.92		9441.27		32276.58	903098.69

BASIS OF ESTIMATE:

ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2018-03-19

QUANTITIES

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3/15/2018
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BASE & SURFACING - MAIN LANES & RAMPS (BOX 3 OF 4)

STATION	STATION	LOCATION	LENGTH	ACHM BASE COURSE (1 1/2") (PG 76-22)				CONTINUOUSLY REINFORCED CONCRETE PAVEMENT		REINFORCING STEEL FOR PAVEMENT (BARS)
				AVG. WID.	SQ. YD.	POUND / SQ.YD.	TON	AVG. WID.	9" U.T.	
			FEET	FEET				FEET	SQ. YD.	LBS.
RAMPS (CONT.)										
302+18.34	306+26.58	JOHN BARROW RD. - RAMP 4	408.24	29.00	1315.44	550	361.75	25.00	1134.00	31729.32
306+26.58	306+35.45	JOHN BARROW RD. - RAMP 4	8.87	29.75	29.32	550	8.06	25.75	25.38	710.13
306+35.45	307+20.07	JOHN BARROW RD. - RAMP 4	84.62	22.86	214.93	550	59.11	18.86	177.33	4961.69
404+46.20	407+20.00	JOHN BARROW RD. - RAMP 1	273.80	29.00	882.24	550	242.62	25.00	760.56	21280.47
407+20.00	409+49.92	JOHN BARROW RD. - RAMP 1	229.92	30.50	779.17	550	214.27	26.50	676.99	18942.18
409+49.92	410+50.14	JOHN BARROW RD. - RAMP 1	100.22	14.34	159.68	550	43.91	10.34	115.14	3221.62
500+18.74	500+85.03	JOHN BARROW RD. - RAMP 3	66.29	13.31	98.04	550	26.96	11.31	83.30	2330.73
500+39.85	501+12.76	JOHN BARROW RD. - RAMP 3	72.91	11.04	89.44	550	24.60	9.04	73.23	2048.98
501+12.76	501+40.18	JOHN BARROW RD. - RAMP 3	27.42	16.23	49.45	550	13.60	14.23	43.35	1212.93
501+40.18	501+46.79	JOHN BARROW RD. - RAMP 3	6.61	15.75	11.57	550	3.18	13.75	10.10	282.60
501+46.79	503+50.00	JOHN BARROW RD. - RAMP 3	203.21	20.00	451.58	550	124.18	18.00	406.42	11371.63
503+50.00	505+52.78	JOHN BARROW RD. - RAMP 3	202.78	42.00	946.31	550	260.24	38.00	856.18	23955.92
505+52.78	506+98.56	JOHN BARROW RD. - RAMP 3	145.78	35.23	570.65	550	156.93	31.23	505.86	14153.96
605+80.00	608+50.26	JOHN BARROW RD. - RAMP 2	270.26	30.50	915.88	550	251.87	26.50	795.77	22265.64
608+50.26	609+75.86	JOHN BARROW RD. - RAMP 2	125.60	29.75	415.18	550	114.17	25.75	359.36	10054.89
703+48.93	703+61.67	RODNEY PARHAM RD. - RAMP 4	12.74	8.00	11.32	550	3.11	6.00	8.49	237.55
703+61.67	706+20.00	RODNEY PARHAM RD. - RAMP 4	258.33	29.00	832.40	550	228.91	25.00	717.58	20077.89
800+85.68	804+00.00	RODNEY PARHAM RD. - RAMP 3	314.32	19.75	689.76	550	189.68	17.75	619.91	17345.08
804+00.00	804+69.82	RODNEY PARHAM RD. - RAMP 3	69.82	20.33	157.72	550	43.37	18.33	142.20	3978.76
804+69.82	805+90.00	RODNEY PARHAM RD. - RAMP 3	120.18	21.33	284.83	550	78.33	7.00	93.47	2615.29
805+90.00	806+14.18	RODNEY PARHAM RD. - RAMP 3	24.18	40.57	109.00	550	29.98	25.24	67.81	1897.32
806+14.18	807+44.14	RODNEY PARHAM RD. - RAMP 3	129.96	39.72	573.56	550	157.73	24.38	352.05	9850.36
905+59.10	908+93.01	RODNEY PARHAM RD. - RAMP 1	333.91	29.00	1075.93	550	295.88	25.00	927.53	25952.29
908+93.01	913+36.20	RODNEY PARHAM RD. - RAMP 1	443.19	38.39	1890.45	550	519.87	34.39	1693.48	47383.57
913+36.20	913+70.78	RODNEY PARHAM RD. - RAMP 1	34.58	44.67	171.63	550	47.20	40.67	156.26	4372.15
913+66.82	914+29.34	RODNEY PARHAM RD. - RAMP 1	62.52	33.81	234.87	550	64.59	29.81	207.08	5794.10
913+70.78	914+40.00	RODNEY PARHAM RD. - RAMP 1	69.22	25.29	194.51	550	53.49	21.29	163.74	4581.45
1000+49.90	1009+13.98	LT. - RODNEY PARHAM RD. - RAMP 2	864.08	10.37	995.61	550	273.79	8.37	803.59	22484.45
1000+49.90	1001+18.72	CTR. - RODNEY PARHAM RD. - RAMP 2	68.82	13.89	106.21	550	29.21	13.89	106.21	2971.76
1000+52.98	1009+13.98	RT. - RODNEY PARHAM RD. - RAMP 2	861.00	10.54	1008.33	550	277.29	8.54	816.99	22859.38
1009+13.98	1009+20.00	RODNEY PARHAM RD. - RAMP 2	6.02	30.33	20.29	550	5.58	26.33	17.61	492.73
1009+20.00	1011+57.55	RODNEY PARHAM RD. - RAMP 2	237.55	27.00	712.65	550	195.98	25.00	659.86	18462.88
1105+55.48	1107+99.94	UNIVERSITY AVE. - RAMP 6	244.46	36.02	978.38	550	269.05	22.67	615.77	17229.24
1107+99.94	1108+55.36	UNIVERSITY AVE. - RAMP 6	55.42	37.10	228.45	550	62.82	27.11	166.94	4670.98
1108+55.36	1109+00.00	UNIVERSITY AVE. - RAMP 6	44.64	38.00	188.48	550	51.83	28.00	138.88	3885.86
1109+00.00	1109+16.19	UNIVERSITY AVE. - RAMP 6	16.19	37.00	66.56	550	18.30	27.00	48.57	1358.99
1109+16.19	1110+06.19	UNIVERSITY AVE. - RAMP 6	90.00	39.33	393.30	550	108.16	27.00	270.00	7554.60
1110+06.19	1114+77.80	UNIVERSITY AVE. - RAMP 6	471.61	40.33	2113.34	550	581.17	28.00	1467.23	41053.10
1114+77.80	1115+82.51	UNIVERSITY AVE. - RAMP 6	104.71	30.33	352.87	550	97.04	30.33	352.87	9873.30
1115+82.51	1118+11.88	UNIVERSITY AVE. - RAMP 6	229.37	30.33	772.98	550	212.57	19.00	484.23	13548.76
1118+11.88	1120+00.00	UNIVERSITY AVE. - RAMP 6	188.12	30.33	633.96	550	174.34	17.00	355.34	9942.41
1120+00.00	1121+00.00	UNIVERSITY AVE. - RAMP 6	100.00	29.00	322.22	550	88.61	28.33	314.78	8807.54
1121+00.00	1121+29.59	UNIVERSITY AVE. - RAMP 6	29.59	31.00	101.92	550	28.03	28.33	93.14	2606.06
1121+29.59	1121+79.50	UNIVERSITY AVE. - RAMP 6	49.91	25.19	139.69	550	38.41	22.21	123.17	3446.30
1200+04.49	1200+90.37	RT. - UNIVERSITY AVE. - RAMP 1	85.88	21.70	207.07	550	56.94	19.70	187.98	5259.68
1200+90.37	1202+30.39	RT. - UNIVERSITY AVE. - RAMP 1	140.02	15.28	237.72	550	65.37	13.28	206.61	5780.95
1201+54.54	1203+07.79	LT. - UNIVERSITY AVE. - RAMP 1	153.25	18.30	311.61	550	85.69	16.30	277.55	7765.85
1202+30.39	1203+45.00	RT. - UNIVERSITY AVE. - RAMP 1	114.61	9.55	121.61	550	33.44	7.55	96.15	2690.28
1203+07.79	1203+75.57	LT. - UNIVERSITY AVE. - RAMP 1	67.78	22.67	170.73	550	46.95	20.67	155.67	4355.65
1203+75.57	1206+06.42	LT. - UNIVERSITY AVE. - RAMP 1	230.85	19.85	509.15	550	140.02	17.85	457.85	12810.64
1206+06.42	1206+39.85	LT. - UNIVERSITY AVE. - RAMP 1	33.43	18.45	68.53	550	18.85	16.45	61.10	1709.58
1206+39.85	1207+21.17	LT. - UNIVERSITY AVE. - RAMP 1	81.32	11.11	100.39	550	27.61	9.11	82.31	2303.03
SUBTOTALS (BOX 3 OF 4):					24016.91		6604.64		19532.97	546532.50
SUBTOTALS (BOX 2 OF 4):					39981.51		10994.90		35258.43	986530.89
SUBTOTALS (BOX 1 OF 4):					34331.92		9441.27		32276.58	903098.69

BASIS OF ESTIMATE:

ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12414
SHAHRIAR AZAD
2018-03-19

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	262	889

(2) QUANTITIES

BASE & SURFACING - MAIN LANES & RAMPS (BOX 4 OF 4)

STATION	STATION	LOCATION	LENGTH	ACHM BASE COURSE (1 1/2") (PG 76-22)				CONTINUOUSLY REINFORCED CONCRETE PAVEMENT		REINFORCING STEEL FOR PAVEMENT (BARS)
				AVG. WID.	SQ. YD.	POUND / SQ.YD.	TON	AVG. WID.	9" U.T.	
			FEET	FEET				FEET	SQ. YD.	LBS.
ADDITIONAL FOR SUPERELEVATION										
102+12.56	104+65.56	BAPTIST HOSP. - RAMP 3	253.00	6.00	168.67	236.91	19.98			
104+62.56	105+04.65	BAPTIST HOSP. - RAMP 3	42.09	6.00	28.06	473.81	6.65			
105+04.65	105+77.46	BAPTIST HOSP. - RAMP 3	72.81	6.00	48.54	236.91	5.75			
208+56.36	209+56.36	BAPTIST. HOSP. - RAMP 2	100.00	8.00	88.89	114.03	5.07			
209+56.36	211+56.30	BAPTIST. HOSP. - RAMP 2	199.94	8.00	177.72	228.06	20.27			
301+24.54	304+28.21	JOHN BARROW RD. - RAMP 4	303.67	6.00	202.45	370.39	37.49			
304+28.21	306+28.21	JOHN BARROW RD. - RAMP 4	200.00	6.00	133.33	185.20	12.35			
400+91.65	403+41.65	JOHN BARROW RD. - RAMP 1	250.00	6.00	166.67	118.36	9.86			
404+06.42	404+97.07	JOHN BARROW RD. - RAMP 1	90.65	6.00	60.43	236.72	7.15			
404+97.07	406+72.07	JOHN BARROW RD. - RAMP 1	175.00	6.00	116.67	118.36	6.90			
406+86.42	407+86.42	JOHN BARROW RD. - RAMP 1	100.00	8.00	88.89	88.77	3.95			
407+86.42	409+20.00	JOHN BARROW RD. - RAMP 1	133.58	8.00	118.74	177.54	10.54			
409+20.00	409+50.00	JOHN BARROW RD. - RAMP 1	30.00	8.00	26.67	88.77	1.18			
503+58.98	506+08.98	JOHN BARROW RD. - RAMP 3	250.00	6.00	166.67	36.16	3.01			
506+08.98	507+35.54	JOHN BARROW RD. - RAMP 3	126.56	6.00	84.37	72.31	3.05			
702+49.16	702+92.81	RODNEY PARHAM RD. - RAMP 4	43.65	6.00	29.10	118.58	1.73			
702+92.81	704+20.00	RODNEY PARHAM RD. - RAMP 4	127.19	6.00	84.79	237.16	10.05			
704+20.00	706+20.00	RODNEY PARHAM RD. - RAMP 4	200.00	6.00	133.33	118.58	7.91			
806+64.10	810+23.26	RODNEY PARHAM RD. - RAMP 3	359.16	6.00	239.44	220.00	26.34			
905+20.58	906+90.10	RODNEY PARHAM RD. - RAMP 1	169.52	6.00	113.01	189.20	10.69			
906+90.10	908+49.40	RODNEY PARHAM RD. - RAMP 1	159.30	6.00	106.20	378.40	20.09			
908+49.40	909+49.10	RODNEY PARHAM RD. - RAMP 1	99.70	6.00	66.47	424.60	14.11			
909+49.10	911+40.00	RODNEY PARHAM RD. - RAMP 1	190.90	6.00	127.27	470.80	29.96			
911+40.00	914+40.00	RODNEY PARHAM RD. - RAMP 1	300.00	6.00	200.00	235.40	23.54			
1009+13.98	1010+13.98	RODNEY PARHAM RD. - RAMP 2	100.00	6.00	66.67	159.50	5.32			
1010+13.98	1012+50.78	RODNEY PARHAM RD. - RAMP 2	236.80	6.00	157.87	319.00	25.18			
1101+45.52	1104+45.52	UNIVERSITY AVE. - RAMP 6	300.00	10.00	333.33	335.28	55.88			
1104+45.52	1104+80.48	UNIVERSITY AVE. - RAMP 6	34.96	10.00	38.84	670.56	13.02			
1104+80.48	1107+80.48	UNIVERSITY AVE. - RAMP 6	300.00	10.00	333.33	335.28	55.88			
1108+30.44	1111+30.44	UNIVERSITY AVE. - RAMP 6	300.00	10.00	333.33	205.92	34.32			
1107+80.48	1116+12.15	UNIVERSITY AVE. - RAMP 6	831.67	10.00	924.08	411.84	190.29			
1116+12.15	1118+61.88	UNIVERSITY AVE. - RAMP 6	249.73	6.00	166.49	416.02	34.63			
1118+61.88	1119+29.45	UNIVERSITY AVE. - RAMP 6	67.57	6.00	45.05	420.20	9.47			
1119+29.45	1121+79.45	UNIVERSITY AVE. - RAMP 6	250.00	6.00	166.67	210.10	17.51			
1068+12.15	1071+12.15	I-630 MAIN LANES - TRANS.	300.00	12.00	400.00	217.80	43.56			
1071+12.15	1083+05.65	I-630 MAIN LANES	1193.50	12.00	1591.33	435.60	346.59			
1083+05.65	1086+05.65	I-630 MAIN LANES - TRANS.	300.00	12.00	400.00	217.80	43.56			
1100+61.86	1103+61.86	I-630 MAIN LANES - TRANS.	300.00	12.00	400.00	235.95	47.19			
1103+61.86	1116+11.85	I-630 MAIN LANES	1249.99	12.00	1666.65	471.90	393.25			
1116+11.85	1119+11.85	I-630 MAIN LANES - TRANS.	300.00	12.00	400.00	235.95	47.19			
1130+41.41	1133+41.41	I-630 MAIN LANES - TRANS.	300.00	12.00	400.00	239.25	47.85			
1133+41.41	1144+16.95	I-630 MAIN LANES	1075.54	12.00	1434.05	478.50	343.10			
1144+16.95	1147+16.95	I-630 MAIN LANES	300.00	12.00	400.00	239.25	47.85			
1153+16.53	1156+16.53	I-630 MAIN LANES - TRANS.	300.00	10.00	333.33	146.72	24.45			
1156+16.53	1161+45.19	I-630 MAIN LANES	528.66	10.00	587.40	293.44	86.18			
1161+45.19	1164+45.19	I-630 MAIN LANES - TRANS.	300.00	10.00	333.33	146.72	24.45			
1164+49.25	1167+49.25	I-630 MAIN LANES - TRANS.	300.00	10.00	333.33	159.06	26.51			
1167+49.25	1173+46.94	I-630 MAIN LANES	597.69	10.00	664.10	318.12	105.63			
1173+46.94	1176+46.94	I-630 MAIN LANES - TRANS.	300.00	10.00	333.33	159.06	26.51			
SUBTOTALS (BOX 4 OF 4):					15018.89		2392.99			
SUBTOTALS (BOX 3 OF 4):					24016.91		6604.64		19532.97	546532.50
SUBTOTALS (BOX 2 OF 4):					39981.51		10994.90		35258.43	986530.89
SUBTOTALS (BOX 1 OF 4):					34331.92		9441.27		32276.58	903098.69
TOTALS:					113349.23		29433.80		87067.98	2436162.08

BASIS OF ESTIMATE:

ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER

MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
KHRIAR AZAD
2018-03-19

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-01-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	263	889

(2) QUANTITIES

BASE AND SURFACING - CROSS STREETS

STATION	STATION	LOCATION	LENGTH	TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	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	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET	FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
JOHN BARROW RD.																								
102+97.19	103+19.31	JOHN BARROW RD. - RT.	22.12	10.15	24.95	0.17	4.24									10.15	24.95	220.00	2.74					2.74
103+02.61	103+27.14	JOHN BARROW RD. - LT.	24.53	7.87	21.45	0.17	3.65									7.87	21.45	220.00	2.36					2.36
RODNEY PARHAM RD.																								
106+00.02	111+55.14	RODNEY PARHAM RD. - LT.	555.12	63.26	3901.88	0.17	663.32	16.99	1047.94	550.00	288.18	14.64	903.00	330.00	149.00	14.64	903.00	220.00	99.33	14.64	903.00	220.00	99.33	198.66
111+69.24	111+85.87	RODNEY PARHAM RD. - LT.	16.63	56.00	103.48	0.17	17.59	14.00	25.87	550.00	7.11	14.00	25.87	330.00	4.27	14.00	25.87	220.00	2.85	14.00	25.87	220.00	2.85	5.70
112+06.65	112+67.73	RODNEY PARHAM RD. - LT.	61.08	40.56	275.27	0.17	46.80	10.14	68.82	550.00	18.93	10.14	68.82	330.00	11.36	10.14	68.82	220.00	7.57	10.14	68.82	220.00	7.57	15.14
95+75.00	113+69.30	RODNEY PARHAM RD.	1794.30	60.13	11987.92	0.17	2037.95									60.13	11987.92	220.00	1318.67					1318.67
HUGHES ST.																								
98+00.00	99+08.07	HUGHES ST.	108.07	141.00	1693.10	0.17	287.83	36.50	438.28	550.00	120.53	34.00	408.26	330.00	67.36	34.00	408.26	220.00	44.91	34.00	408.26	220.00	44.91	89.82
100+90.93	101+50.00	HUGHES ST.	59.07	141.00	925.43	0.17	157.32	36.50	239.56	550.00	65.88	34.00	223.15	330.00	36.82	34.00	223.15	220.00	24.55	34.00	223.15	220.00	24.55	49.10
TOTALS:					18933.48		3218.70		1820.47		500.63		1629.10		268.81		13663.42		1502.98		1629.10		179.21	1682.19

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1FOR THE RESIDUAL ASPHALT APPLICATION RATES.

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD.			TACK COAT 0.05 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE BASE			
				AVG. WID.	SQ. YD.	PG 76-22	AVG. WID.	SQ. YD.	GAL.	AVG. WID.	5" U.T.	AVG. WID.	11" U.T.
			FEET	FEET		TON	FEET			FEET	SQ. YD.	FEET	SQ. YD.
307+10.87	307+55.26	JOHN BARROW RD. RAMP 4 - RT.	44.39	5.66	27.92	3.07	5.66	27.92	1.40	2.63	12.97	5.66	27.92
307+14.33	307+63.73	JOHN BARROW RD. RAMP 4 - LT.	49.40	5.62	30.85	3.39	5.62	30.85	1.54			5.62	30.85
307+35.88	307+54.98	JOHN BARROW RD. RAMP 4 - LT.	19.10							3.25	6.90		
500+13.74	500+24.82	JOHN BARROW RD. RAMP 3 - LT.	11.08	7.55	9.29	1.02	7.55	9.29	0.46			7.55	9.29
500+25.67	500+61.43	JOHN BARROW RD. RAMP 3 - LT.	35.76	11.65	46.29	5.09	11.65	46.29	2.31			11.65	46.29
500+30.33	500+35.66	JOHN BARROW RD. RAMP 3 - LT.	5.33							2.35	1.39		
500+34.29	500+63.04	JOHN BARROW RD. RAMP 3 - RT.	28.75	2.80	8.94	0.98	2.80	8.94	0.45	2.85	9.10	2.80	8.94
97+13.63	98+23.77	RODNEY PARHAM RD. - LT.	110.14	25.76	315.25	34.68	25.76	315.25	15.76	3.51	42.95	25.76	315.25
97+93.75	99+43.98	RODNEY PARHAM RD. - RT.	150.23	2.81	46.91	5.16	2.81	46.91	2.35	1.45	24.20	2.81	46.91
98+87.91	101+11.91	RODNEY PARHAM RD. - LT.	224.00	5.56	138.38	15.22	5.56	138.38	6.92	2.89	71.93	5.56	138.38
99+43.98	100+57.68	RODNEY PARHAM RD. - RT.	113.70							2.51	31.71		
100+57.68	101+66.78	RODNEY PARHAM RD. - RT.	109.10	1.25	15.15	1.67	1.25	15.15	0.76	2.53	30.67	1.25	15.15
108+70.85	111+50.00	RODNEY PARHAM RD.	279.15	7.08	219.60	24.16	7.08	219.60	10.98			7.08	219.60
111+89.80	112+76.13	RODNEY PARHAM RD.	86.33	7.68	73.67	8.10	7.68	73.67	3.68			7.68	73.67
112+75.00	113+68.77	RODNEY PARHAM RD. - LT.	93.77	1.77	18.44	2.03	1.77	18.44	0.92	2.62	27.30	1.77	18.44
800+00.00	800+85.68	RODNEY PARHAM RD. RAMP 3 - LT.	85.68	11.68	111.19	12.23	11.68	111.19	5.56	3.51	33.42	11.68	111.19
TOTALS:					1061.88	116.80		1061.88	53.09		292.54		1061.88

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
03-19-18				JOB NO.		CA0608	264	889
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR ALAM
2018-03-19

BASE AND SURFACING - GUARDRAIL WIDENING & BIKEWAY

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET			TON
GUARDRAIL WIDENING									
203+05.85	205+00.00	BAPTIST HOSP. - RAMP 2	194.15	VAR.		3.37	72.70	220.00	8.00
1068+42.00	1072+69.73	L.M.L.	427.73			3.40	161.59	220.00	17.77
1084+15.41	1086+60.67	R.M.L.	245.26			3.35	91.29	220.00	10.04
1089+50.00	1092+09.29	L.M.L.	259.29			3.30	95.07	220.00	10.46
1096+63.83	1099+00.00	L.M.L.	236.17	VAR.		4.36	114.41	220.00	12.59
1106+19.83	1109+53.64	R.M.L.	333.81	VAR.		4.61	170.98	220.00	18.81
703+21.34	706+36.42	RODNEY PARHAM RD. - RAMP 4	315.08	VAR.		4.94	172.94	220.00	19.02
1112+87.87	1114+50.64	R.M.L.	162.77	VAR.		4.06	73.43	220.00	8.08
1115+85.66	1120+50.00	R.M.L.	464.34	VAR.		5.22	269.32	220.00	29.63
1129+11.73	1130+47.03	R.M.L.	135.30	VAR.		4.26	64.04	220.00	7.04
1001+13.10	1003+45.65	RODNEY PARHAM RD. - RAMP 2	232.55			3.43	88.63	220.00	9.75
1164+40.24	1166+91.11	R.M.L.	250.87			3.35	93.38	220.00	10.27
1170+88.75	1174+09.37	R.M.L.	320.62			3.27	116.49	220.00	12.81
1121+32.42	1123+00.10	UNIVERSITY AVE. - RAMP 6	167.68	VAR.		2.87	53.47	220.00	5.88
1176+07.74	1178+45.64	L.M.L.	237.90	VAR.		5.12	135.34	220.00	14.89
1177+81.59	1180+10.47	UNIVERSITY AVE. - RAMP 2	228.88	VAR.		4.59	116.73	220.00	12.84
1178+94.47	1180+02.60	L.M.L.	108.13	VAR.		3.12	37.49	220.00	4.12
BIKEWAY									
103+60.00	103+70.00	BIKEWAY - 1	10.00	35.36	3.54	8.62	9.58	220.00	1.05
103+70.00	106+16.37	BIKEWAY - 1	246.37	38.00	93.62	10.00	273.74	220.00	30.11
106+16.37	106+52.46	BIKEWAY - 1	36.09	45.68	16.49	12.60	50.53	220.00	5.56
109+07.46	109+41.54	BIKEWAY - 1	34.08	45.50	15.51	12.53	47.45	220.00	5.22
109+41.54	112+86.37	BIKEWAY - 1	344.83	38.00	131.04	10.00	383.14	220.00	42.15
112+86.37	113+05.54	BIKEWAY - 1	19.17	33.61	6.44	7.95	16.93	220.00	1.86
115+43.92	115+75.48	BIKEWAY - 1	31.56	29.74	9.39	6.46	22.65	220.00	2.49
115+75.48	116+90.00	BIKEWAY - 1	114.52	38.00	43.52	10.00	127.24	220.00	14.00
200+95.00	202+53.58	BIKEWAY - 2	158.58	38.00	60.26	10.00	176.20	220.00	19.38
115+43.92	116+90.00	BIKEWAY - 1	146.08	38.00	55.51	10.00	162.31	220.00	17.85
302+00.00	302+15.54	BIKEWAY - 3	15.54	37.63	5.85	9.50	16.40	220.00	1.80
302+15.54	306+12.25	BIKEWAY - 3	396.71	38.00	150.75	10.00	440.79	220.00	48.49
307+99.74	309+25.00	BIKEWAY - 3	125.26	38.00	47.60	10.00	139.18	220.00	15.31
1131+10.51	1131+18.51	LT. OF L.M.L.	8.00	38.00	3.04	10.00	8.89	220.00	0.98
1137+02.28	1137+20.71	LT. OF L.M.L.	18.43	38.00	7.00	10.00	20.48	220.00	2.25
1144+33.95	1147+79.66	LT. OF L.M.L.	345.71	18.72	64.72	10.15	389.88	220.00	42.89
TOTALS:					714.28		4212.69		463.39

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

NOTE: AGGREGATE BASE COURSE (CLASS 7) QUANTITIES FOR GUARDRAIL LOCATIONS IS INCLUDED IN EARTHWORK QUANTITIES.

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
95+75.00	113+69.30	RODNEY PARHAM RD.	60.00	11960.69
TOTAL:				11960.69

NOTE: AVERAGE MILLING DEPTH 2".

CONCRETE ISLAND

STATION	STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
				SQ.YD.
103+04	103+36	JOHN BARROW RD. - RAMP 3	B	94
97+87	98+22	RODNEY PARHAM RD. & MISSISSIPPI AVE.	C	72
108+70	111+48	RODNEY PARHAM RD.	C	150
112+08	112+72	RODNEY PARHAM RD.	C	98
TOTAL:				414

BASE AND SURFACING SUMMARY

LOCATION	AGGREGATE BASE COURSE (CLASS 7)	ACHM SURFACE COURSE (1/2")		ACHM BINDER COURSE (1")	ACHM BASE COURSE (1 1/2")	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT	REINFORCING STEEL FOR PAVEMENT (BARS)	PORTLAND CEMENT CONCRETE BASE		TACK COAT
		PG 64-22	PG 76-22	PG 76-22	PG 76-22	9" U.T.		5" U.T.	11" U.T.	
	TON	TON				SQ. YD.	LBS.	SQ. YD.		GALLON
MAIN LANES & RAMPS					29433.80	87067.98	2436162.08			
CROSS STREETS			1682.19	268.81	500.63					3218.70
GUARDRAIL WIDENING & BIKEWAY	714.28	463.39								
CONCRETE BASE			116.80					292.54	1061.88	53.09
TEMP. WIDENING & RAMP CONNECTIONS	1479.65		3051.26	2169.97	6180.56					3927.95
TOTALS:	2193.93	463.39	4850.25	2438.78	36114.99	87067.98	2436162.08	292.54	1061.88	7199.74

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

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1/13/2018
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	265	889
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAWNAE A. [illegible]
2018-01-17

INTEGRAL CURB

STATION	STATION	LOCATION	TYPE A	TYPE B
			LIN. FT.	LIN. FT.
1068+42	1076+80	LT. - L.M.L.		838
1082+18	1086+66	RT. - R.M.L.		448
1084+00	1086+66	LT. - L.M.L.		266
1089+50	1094+66	RT. - R.M.L.		516
1089+50	1097+30	LT. - L.M.L.		780
1157+00	1166+91	RT. - R.M.L.		991
1168+40	1173+75	RT. - R.M.L.		535
306+27	307+19	LT. - JOHN BARROW RD. - RAMP 4		92
306+35	307+11	RT. - JOHN BARROW RD. - RAMP 4	76	
407+20	410+50	LT. - JOHN BARROW RD. - RAMP 1		330
407+20	409+50	RT. - JOHN BARROW RD. - RAMP 1		230
500+31	501+40	LT. - JOHN BARROW RD. - RAMP 3	109	
500+63	500+74	RT. - JOHN BARROW RD. - RAMP 3	11	
501+40	507+20	LT. - JOHN BARROW RD. - RAMP 3		580
503+50	507+00	RT. - JOHN BARROW RD. - RAMP 3		350
605+80	609+77	LT. - JOHN BARROW RD. - RAMP 2		397
605+80	608+50	RT. - JOHN BARROW RD. - RAMP 2		270
800+86	803+20	LT. - RODNEY PARHAM RD. - RAMP 3		234
913+34	914+29	RT. - RODNEY PARHAM RD. - RAMP 1	111	
1000+47	1003+12	LT. - RODNEY PARHAM RD. - RAMP 2	555	
1000+52	1001+13	RT. - RODNEY PARHAM RD. - RAMP 2	68	
1001+13	1003+46	RT. - RODNEY PARHAM RD. - RAMP 2		236
1121+32	1121+79	LT. - UNIV. AVE. - RAMP 6	48	
TOTALS:			978	7093

COMBINATION CONCRETE CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
103+31	103+51	LT. - JOHN BARROW RD.	20
103+52	103+48	RT. - JOHN BARROW RD.	5
500+36	500+63	RT. - JOHN BARROW RD. - RAMP 3	26
307+11	307+53	RT. - JOHN BARROW RD. - RAMP 4	40
97+94	101+65	RT. - RODNEY PARHAM RD.	285
98+96	101+12	LT. - RODNEY PARHAM RD.	226
106+00	110+84	LT. - RODNEY PARHAM RD.	522
112+15	112+32	RT. - RODNEY PARHAM RD.	17
112+75	113+69	LT. - RODNEY PARHAM RD.	98
200+22	201+13	RT. - MISSISSIPPI AVE.	91
200+67	201+34	LT. - MISSISSIPPI AVE.	141
800+54	800+86	RT. - RODNEY PARHAM RD. - RAMP 3	32
800+54	800+86	LT. - RODNEY PARHAM RD. - RAMP 3	32
500+36	500+63	RT. - JOHN BARROW RD. - RAMP 3	26
307+11	307+53	RT. - JOHN BARROW RD. - RAMP 4	40
98+00	101+50	RT. - HUGHES ST.	350
98+00	101+50	LT. - HUGHES ST.	350
1167+45	1168+09	LT. - L.M.L.	64
TOTAL:			2365

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POSTS (TYPE I)	CRASH CUSHION
			LIN. FT.	EACH			EACH
1068+42.75	1072+36.50	LT. OF C.L. I-630 MED.	325	1	1		
1084+47.25	1086+66.00	RT. OF C.L. I-630 MED.	150	1	1		
1089+50.00	1091+68.75	LT. OF C.L. I-630 MED.	150	1	1		
1097+06.25	1099+00.00	LT. OF C.L. I-630 MED.	175	1		1	
1106+84.89	1109+53.64	RT. OF C.L. I-630 MED.	200	1	1		
703+23.07	705+91.82	RT. OF C.L. RODNEY PARHAM RD. RAMP 4	200	1	1		
1112+85.30	1114+04.05	RT. OF C.L. I-630 MED.	100	1		1	
1116+31.25	1120+50.00	RT. OF C.L. I-630 MED.	350	1	1		
1129+11.73	1130+05.48	RT. OF C.L. I-630 MED.	75	1		1	
1134+36.00		LT. OF C.L. I-630 MED.					1
1164+72.36	1166+91.11	RT. OF C.L. I-630 MED.	150	1	1		
1171+25.00	1173+75.00	RT. OF C.L. I-630 MED.	200		1	1	
1176+07.75	1178+01.50	LT. OF C.L. I-630 MED.	125	1	1		
1179+16.00	1179+84.75	LT. OF C.L. I-630 MED.	50	1		1	
203+31.36	205+00.00	RT. OF C.L. BAPTIST HOSP. RAMP 2	100	1	1		
1001+27.50	1003+21.25	RT. OF C.L. RODNEY PARHAM RD. RAMP 2	125	1	1		
1121+32.12	1122+70.87	LT. OF C.L. UNIV. AVE. RAMP 6	75	1	1		
1177+85.00	1180+03.75	RT. OF C.L. I-630 MED.	150	1	1		
TOTALS:			2700	16	13	5	1

CONCRETE WALKS

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
98+00	98+85	RT. OF HUGHES ST.	85	47
98+00	98+90	LT. OF HUGHES ST.	90	50
101+27	101+50	RT. OF HUGHES ST.	23	13
101+30	101+50	LT. OF HUGHES ST.	20	11
102+57	102+64	LT. OF BARROW	7	5
103+44	103+62	LT. OF BARROW	21	14
102+50	102+60	RT. OF BARROW	10	7
103+35	103+64	RT. OF BARROW	34	23
303+35	303+89	RT. OF BIKEWAY - 3	65	36
303+89	304+45	RT. OF BIKEWAY - 3	71	39
96+94	201+16	LT. OF MISS. AVE.	138	77
200+62	201+03	RT. OF MISS. AVE.	40	22
112+09	112+14	RT. OF RODNEY PARHAM RD.	5	3
112+33	112+38	RT. OF RODNEY PARHAM RD.	5	3
112+61	113+41	LT. OF RODNEY PARHAM RD.	100	56
113+41	113+69	LT. OF RODNEY PARHAM RD.	28	19
TOTAL:				425

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 3	TYPE 4	TYPE 6
		SQ.YD.		
307+40	JOHN BARROW RD. RAMP 4 - LT.			8.7
307+40	JOHN BARROW RD. RAMP 4 - RT.			8.4
500+47	JOHN BARROW RD. RAMP 3 - LT.			10.0
500+57	JOHN BARROW RD. RAMP 3 - RT.			8.8
97+86	RODNEY PARHAM RD. - LT.	4.0		
201+24	MISSISSIPPI AVE. - LT.	5.3		
201+11	MISSISSIPPI AVE. - RT.	4.5		
800+58	RODNEY PARHAM RD. RAMP 3 - RT.	5.6		
800+56	RODNEY PARHAM RD. RAMP 3 - LT.	5.3		
101+62	RODNEY PARHAM RD. - RT.	4.5		
111+04	RODNEY PARHAM RD. - LT.	3.3		
111+44	RODNEY PARHAM RD. - RT.		20.9	
112+57	RODNEY PARHAM RD. - LT.	3.3		
306+12	BIKEWAY 3	26.8		
307+87	BIKEWAY 3	8.4		
TOTALS:		71.0	20.9	35.9

CONCRETE CURB

STATION	STATION	LOCATION	TYPE A	TYPE B
			LIN. FT.	LIN. FT.
307+15	307+64	LT. - JOHN BARROW RD. - RAMP 4		96
913+92	914+44	RT. - RODNEY PARHAM RD. - RAMP 1		225
1000+37	1000+98	RT. - RODNEY PARHAM RD. - RAMP 2		152
1120+96	1121+79	LT. - UNIV. AVE. - RAMP 6	90	
1203+71	1207+21	LT. - UNIV. AVE. - RAMP 1	370	
TOTALS:			460	473

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
1059+89	1071+12	R.M.L.	1235	6
1065+89	1103+62	L.M.L.	4546	17
1083+06	1107+36	R.M.L.	2804	11
1113+53	1122+68	R.M.L.	1150	5
1116+12	1122+68	L.M.L.	760	4
1129+71	1133+41	R.M.L.	579	3
1129+71	1156+17	L.M.L.	3094	12
1144+17	1173+66	R.M.L.	3605	13
1161+45	1167+49	L.M.L.	747	4
1173+47	1178+80	L.M.L.	732	4
1173+73	1178+50	R.M.L.	667	3
TOTALS:			19919	82

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.

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jharrell 12/15/2017 2:43:43 PM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-15-17				6	ARK.			
				JOB NO.		CA0608	266	889

② QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 10573
12/15/17

CONCRETE BARRIER WALL (BOX 1 OF 2)

STATION	STATION	LOCATION	MEDIAN TYPE; MASH TL-4				MEDIAN TYPE				SIDE TYPE; MASH TL-4			SIDE TYPE			PARAPET TY.		*METAL BRIDGE RAILING (TYPE H)	* TEXTURED COATING FINISH	*ARCHITECTURAL FINISH
			A	A-1	B	C	SP-1	SP-2	SP-3	SP-4	A	D	E	SP-1	SP-2	SP-3	* SP-1	* SP-2			
			LIN. FT.																LIN. FT.	SQ. YD.	SQ. FT.
1062+75	1064+80	RT. - R.M.L.									205										
1068+50	1068+99	MED. I-630		49																	
1068+99	1069+99	MED. I-630					100														
1069+55	1077+86	RT. - R.M.L.									845										
1070+17	1071+17	MED. I-630					100														
1071+17	1074+08	MED. I-630		291																	
1074+08	1075+08	MED. I-630					100														
1075+26	1076+26	MED. I-630					100														
1076+26	1077+26	MED. I-630						100													
1086+66	1089+50	RT. - R.M.L.										284									
1086+66	1089+50	LT. - L.M.L.										284									
1091+20	1092+20	MED. I-630						100													
1092+20	1096+40	MED. I-630		420																	
1096+40	1097+40	MED. I-630					100														
1097+58	1098+58	MED. I-630					100														
1098+58	1107+36	MED. I-630		878																	
1099+00	1108+26	LT. - L.M.L.											932								
1107+36	1108+21	MED. I-630	85																		
1108+21	1108+71	MED. I-630			50																
1112+19	1112+69	MED. I-630			50																
1112+30	1118+50	LT. - L.M.L.													625						
1112+63	1112+88	RT. - R.M.L.									25										
1112+69	1113+53	MED. I-630	85																		
1113+53	1120+66	MED. I-630		713																	
1118+50	1123+58	LT. - L.M.L.														509					
1120+50	1123+58	RT. - R.M.L.													308						
1120+66	1121+66	MED. I-630					100														
1121+84	1122+84	MED. I-630					100														
1122+84	1123+58	MED. I-630	75																		
1128+39	1134+30	LT. - L.M.L.													591						
1128+84	1129+12	RT. - R.M.L.									28										
1128+65	1129+71	MED. I-630	106																		
1129+71	1139+88	MED. I-630		1017																	
1139+88	1140+88	MED. I-630					100														
1141+41	1142+90	LT. - L.M.L.													149						
1141+06	1142+06	MED. I-630					100														
1142+06	1143+06	MED. I-630						100													
1142+90	1153+61	LT. - L.M.L.									1071										
1146+74	1149+50	RT. - R.M.L.											276								
1149+50	1151+11	RT. - R.M.L.									161										
1151+11	1151+87	RT. - R.M.L.										76									
1151+87	1153+44	RT. - R.M.L.									157										
1153+05	1154+05	MED. I-630							100												
1153+44	1153+89	RT. - R.M.L.												45							
1153+61	1154+06	LT. - L.M.L.												45							
1153+89	1154+45	RT. - R.M.L.															56				
1154+06	1154+61	LT. - L.M.L.															56				
1154+44	1154+89	RT. - R.M.L.												45							
1154+61	1155+06	LT. - L.M.L.												45							
1154+46	1155+46	MED. I-630							100												
1154+89	1157+00	RT. - R.M.L.									211										
1155+06	1157+01	LT. - L.M.L.									448										
1155+69	1155+79	MED. I-630								10											
1161+68	1161+78	MED. I-630								10											
1162+49	1165+94	LT. - L.M.L.				345															
1165+94	1167+00	LT. - L.M.L.			106																
1166+91	1168+40	RT. - R.M.L.									149										
1167+00	1174+97	LT. - L.M.L.				804															
1174+97	1176+08	LT. - L.M.L.			111																
1171+41	1172+41	MED. I-630						100													
1172+41	1173+41	MED. I-630					100														
1173+59	1174+59	MED. I-630					100														
1174+59	1175+59	MED. I-630						100													
SUBTOTALS (BOX 1 OF 2)‡			351	3368	317	1149	1200	500	200	20	3300	644	1208	180	1673	509	112	0	0	0	0

*REFER TO BRIDGE DRAWINGS FOR LOCATION AND DETAILS.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-15-17				6	ARK.			
				JOB NO.		CA0608	267	889

(2) QUANTITIES

CONCRETE BARRIER WALL (BOX 2 OF 2)

STATION	STATION	LOCATION	MEDIAN TYPE: MASH TL-4				MEDIAN TYPE				SIDE TYPE: MASH TL-4			SIDE TYPE			PARAPET TYPE		*METAL BRIDGE RAILING (TYPE H)	* TEXTURED COATING FINISH	*ARCHITECTURAL FINISH
			A	A-1	B	C	SP-1	SP-2	SP-3	SP-4	A	D	E	SP-1	SP-2	SP-3	*SP-1	* SP-2			
			LIN. FT.																LIN. FT.	SQ. YD.	SQ. FT.
98+79	99+05	LT. - HUGHES ST.																29	26	21	69
98+82	99+09	RT. - HUGHES ST.																28	25	21	68
100+90	101+41	LT. - HUGHES ST.																51	48	38	123
100+95	101+46	RT. - HUGHES ST.																52	49	39	124
101+65	103+00	LT. - BAPT. HOSP. RAMP 3									135										
103+00	106+82	LT. - BAPT. HOSP. RAMP 3											382								
205+00	205+75	RT. - BAP. HOSP. RAMP 2									75										
205+75	206+90	RT. - BAP. HOSP. RAMP 2										115									
206+90	213+17	RT. - BAP. HOSP. RAMP 2									627										
803+20	804+69	LT. - RODNEY PARHAM RD. RAMP 3									149										
804+69	813+98	LT. - RODNEY PARHAM RD. RAMP 3													929						
1003+46	1009+20	RT. - RODNEY PARHAM RD. RAMP 2									574										
1009+20	1013+75	RT. - RODNEY PARHAM RD. RAMP 2											455								
1100+00	1102+54	LT. - UNIV. AVE. RAMP 6									254										
1102+54	1104+00	LT. - UNIV. AVE. RAMP 6										146									
1104+00	1108+00	LT. - UNIV. AVE. RAMP 6													400						
1108+00	1109+16	LT. - UNIV. AVE. RAMP 6														116					
1109+16	1114+78	LT. - UNIV. AVE. RAMP 6													562						
1115+83	1120+00	LT. - UNIV. AVE. RAMP 6													417						
1120+00	1121+00	LT. - UNIV. AVE. RAMP 6											100								
1121+00	1121+32	LT. - UNIV. AVE. RAMP 6									32										
SUBTOTALS (BOX 2 OF 2):			0	0	0	0	0	0	0	0	1846	261	937	0	2308	116	0	160	148	119	384
SUBTOTALS (BOX 1 OF 2):			351	3368	317	1149	1200	500	200	20	3300	644	1208	180	1673	509	112	0	0	0	0
TOTALS:			351	3368	317	1149	1200	500	200	20	5146	905	2145	180	3981	625	112	160	148	119	384

*REFER TO BRIDGE DRAWINGS FOR LOCATION AND DETAILS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 10673
JOHN MISCOE
12/15/17

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE SP-1)	APPROACH GUTTER (TYPE SP-2)	APPROACH GUTTER (TYPE SP-3)	APPROACH GUTTER (TYPE SP-4)	APPROACH GUTTER (TYPE SP-5)	APPROACH GUTTER (TYPE SP-6)	APPROACH GUTTER (TYPE SP-7)	APPROACH GUTTER (TYPE SP-8)	APPROACH GUTTER (TYPE SP-9)	APPROACH GUTTER (TYPE SP-10)	APPROACH GUTTER (TYPE SP-11)	APPROACH GUTTER (TYPE SP-12)	APPROACH GUTTER (TYPE SP-13)	APPROACH GUTTER (TYPE SP-14)	APPROACH GUTTER (TYPE SP-15)	APPROACH GUTTER (TYPE SP-16)	APPROACH GUTTER (TYPE SP-17)	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU.YD.																	CU.YD.	POUND	TON
109+08.54	109+56.56	RT. END PED. BRIDGE OVER ROCK CREEK	8.29																			
1108+32.34	1108+68.84	LT. BEGIN BRIDGE OVER ROCK CREEK																			670	
1108+86.50	1109+23.00	RT. BEGIN BRIDGE OVER ROCK CREEK																		192.71	24431	130.36
1111+21.88	1111+58.38	RAMP END BRIDGE OVER ROCK CREEK																		145.83	17782	97.93
1111+65.58	1112+02.08	LT. END BRIDGE OVER ROCK CREEK																		36.23	4186	23.53
1112+18.28	1112+54.78	RT. END BRIDGE OVER ROCK CREEK																		150.26	18315	101.23
1108+26.17	1108+62.67	LT. BEGIN BRIDGE OVER ROCK CREEK		27.42																150.60	18420	101.50
1108+71.38	1109+07.88	CENTER BEGIN BRIDGE OVER ROCK CREEK			57.66																2896	17.62
1109+25.80	1109+55.34	RT. BEGIN BRIDGE OVER ROCK CREEK				16.33															3538	39.13
1111+12.09	1111+43.67	LT. END BRIDGE OVER ROCK CREEK					14.46														960	14.20
1111+30.81	1111+57.74	GORE END BRIDGE OVER ROCK CREEK						21.97													1273	11.52
1111+82.39	1112+18.89	CENTER END BRIDGE OVER ROCK CREEK							58.64												1197	19.10
1112+25.59	1112+62.02	RT. END BRIDGE OVER ROCK CREEK								23.18											3598	39.94
1123+58.33	1123+94.83	LT. BEGIN BRIDGE OVER RODNEY PARHAM																			2418	17.23
1123+58.33	1123+94.83	RT. BEGIN BRIDGE OVER RODNEY PARHAM																		97.96	11583	68.14
1128+21.52	1128+58.02	LT. END BRIDGE OVER RODNEY PARHAM																		97.96	11582	68.14
1128+44.36	1128+80.86	RT. END BRIDGE OVER RODNEY PARHAM																		124.49	14427	82.68
1123+58.33	1123+94.83	LT. BEGIN BRIDGE OVER RODNEY PARHAM																		126.36	14898	83.89
1123+58.33	1123+94.83	CENTER BEGIN BRIDGE OVER RODNEY PARHAM									40.89										5753	17.50
1123+58.33	1123+94.83	RT. BEGIN BRIDGE OVER RODNEY PARHAM										40.47									2665	31.23
1128+05.92	1128+42.42	LT. END BRIDGE OVER RODNEY PARHAM											24.68								2538	17.50
1128+28.67	1128+65.17	CENTER END BRIDGE OVER RODNEY PARHAM												24.13							4208	16.84
1128+47.45	1128+83.95	RT. END BRIDGE OVER RODNEY PARHAM													44.38						2943	34.30
1179+75.80	1180+11.82	LT. BEGIN BRIDGE OVER UNIVERSITY														20.10					1751	15.37
1179+78.44	1180+14.46	RT. BEGIN BRIDGE OVER UNIVERSITY																		128.74	16009	88.71
1179+67.79	1180+05.12	LT. BEGIN BRIDGE OVER UNIVERSITY																		97.81	11928	67.67
1179+75.80	1180+11.82	CENTER BEGIN BRIDGE OVER UNIVERSITY															13.77				1665	9.84
1179+85.10	1180+20.56	RT. BEGIN BRIDGE OVER UNIVERSITY																107.71			5667	30.80
																			12.96		1518	9.45
TOTALS:			8.29	27.42	57.66	16.33	14.46	21.97	58.64	23.18	40.89	40.47	24.68	24.13	44.38	20.10	13.77	107.71	12.96	1348.95	208819	1255.35

QUANTITIES

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REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 1 OF 3)

STATION	STATION	LOCATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS	FLARED END SECTIONS	WINGWALLS
				EACH	EACH	EACH	EACH
205+00	206+31	BAPTIST HOSP. RAMP 2	R.C. PIPE 18"x131'	1			
206+32		BAPTIST HOSP. RAMP 2	DROP INLET- RT.		1		
206+34	208+99	BAPTIST HOSP. RAMP 2	R.C. PIPE 18"x265'	1			
208+94	209+01	BAPTIST HOSP. RAMP 2	R.C. PIPE 36"x7'	1			
209+01		BAPTIST HOSP. RAMP 2	DROP INLET- RT.		1		
210+31		BAPTIST HOSP. RAMP 2	DROP INLET- RT		1		
210+33	212+27	BAPTIST HOSP. RAMP 2	R.C. PIPE 18"x195'	1			
212+28		BAPTIST HOSP. RAMP 2	DROP INLET- RT.		1		
103+48	103+49	BAPTIST HOSP. RAMP 3	R.C. PIPE 18"x18'	1			
103+49		BAPTIST HOSP. RAMP 3	DROP INLET - LT.		1		
103+51	105+16	BAPTIST HOSP. RAMP 3	R.C. PIPE 18"x163'	1			
105+17		BAPTIST HOSP. RAMP 3	DROP INLET - LT.		1		
1064+66		I-630	DROP INLET- RT.		1		
1064+66	1064+66	I-630	R.C. PIPE 36"x4'	1			
1064+66	1064+77	I-630	R.C. PIPE 36"x8'	1			
1068+66		I-630	DROP INLET - LT.		1		
1070+66		I-630	DROP INLET - LT.		1		
1070+67		I-630	DROP INLET- RT.		1		
1070+69	1072+60	I-630	R.C. PIPE 18"x189'	1			
1072+63		I-630	DROP INLET - LT.		1		
1072+66	1074+57	I-630	R.C. PIPE 24"x192'	1			
1075+64		I-630	DROP INLET - LT.		1		
1074+68	1076+58	I-630	R.C. PIPE 36"x192'	1			
1076+65		I-630	DROP INLET - LT.		1		
1080+92		I-630	R.C. PIPE 24"x67'	1			
1082+15		I-630	DROP INLET - LT.		1		
1082+64		I-630	DROP INLET - LT.		1		
1082+67	1084+61	I-630	R.C. PIPE 18"x194'	1			
1084+64		I-630	DROP INLET - LT.		1		
1084+63		I-630	DROP INLET- RT.		1		
1084+63	1084+63	I-630	R.C. PIPE 18"x8'	1			
1084+67	1086+60	I-630	R.C. PIPE 18"x194'	1			
1086+63		I-630	DROP INLET - LT.		1		
1086+63		I-630	DROP INLET- RT.		1		
1086+63	1086+63	I-630	R.C. PIPE 18"x8'	1			
1086+66	1088+60	I-630	R.C. PIPE 24"x194'	1			
1088+63		I-630	DROP INLET - LT.		1		
1088+66	1090+60	I-630	R.C. PIPE 30"x194'	1			
1090+63		I-630	DROP INLET - LT.		1		
1090+66	1092+60	I-630	R.C. PIPE 30"x194'	1			
1092+63		I-630	DROP INLET - LT.		1		
1092+66	1094+60	I-630	R.C. PIPE 30"x194'	1			
1094+63		I-630	DROP INLET - LT.		1		
1088+63		I-630	DROP INLET- RT.		1		
1088+63	1088+63	I-630	R.C. PIPE 18"x8'	1			
1090+61		I-630	DROP INLET- RT.		1		
1090+61	1090+61	I-630	R.C. PIPE 18"x8'	1			
1092+62		I-630	DROP INLET- RT.		1		
1092+62	1092+62	I-630	R.C. PIPE 18"x8'	1			
1094+63		I-630	DROP INLET- RT.		1		
1094+63	1094+63	I-630	R.C. PIPE 18"x8'	1			
1097+10		I-630	DROP INLET- RT.		1		
407+36		JOHN BARROW RD. RAMP 1	FLARED END SECTION			1	
407+36	407+47	JOHN BARROW RD. RAMP 1	R.C. PIPE 24"X16'	1			
407+47		JOHN BARROW RD. RAMP 1	DROP INLET - LT.		1		
407+48	409+47	JOHN BARROW RD. RAMP 1	R.C. PIPE 18"X200'	1			
409+48		JOHN BARROW RD. RAMP 1	DROP INLET - LT.		1		
409+48	410+20	JOHN BARROW RD. RAMP 2	R.C. PIPE 18"X70'	1			
502+90		JOHN BARROW RD. RAMP 3	DROP INLET - LT.		1		
502+92		JOHN BARROW RD. RAMP 3	FLARED END SECTION			1	
502+92	504+92	JOHN BARROW RD. RAMP 3	R.C. PIPE 18"X201'	1			
SUBTOTALS (BOX 1 OF 3):				28	31	2	

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AFAD
No. 17404
2017-07-07

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	268	889
				②	QUANTITIES			

CULVERT CLEAN OUT

STATION	LOCATION	EACH
1064+65	PIPE CULVERT	1
1068+68	PIPE CULVERT	1
1070+66	PIPE CULVERT	1
1072+64	PIPE CULVERT	1
1074+65	PIPE CULVERT	1
1076+65	PIPE CULVERT	1
1081+26	PIPE CULVERT	1
1081+13	BOX CULVERT	1
1082+63	PIPE CULVERT	1
1084+64	PIPE CULVERT	1
1086+63	PIPE CULVERT	1
1088+62	PIPE CULVERT	1
1090+61	PIPE CULVERT	1
502+92	PIPE CULVERT	1
1092+62	PIPE CULVERT	1
1094+63	PIPE CULVERT	1
1095+02	PIPE CULVERT	1
1105+73	PIPE CULVERT	1
1107+91	PIPE CULVERT	1
1115+28	PIPE CULVERT	1
1117+82	PIPE CULVERT	1
1120+92	PIPE CULVERT	1
1132+84	PIPE CULVERT	1
1132+88	PIPE CULVERT	1
1137+94	PIPE CULVERT	1
1140+43	PIPE CULVERT	1
1142+93	PIPE CULVERT	1
1149+92	PIPE CULVERT	1
1151+70	PIPE CULVERT	1
1153+74	PIPE CULVERT	1
1155+73	PIPE CULVERT	1
1157+73	PIPE CULVERT	1
1159+71	PIPE CULVERT	1
1161+73	PIPE CULVERT	1
1165+38	PIPE CULVERT	1
1167+71	PIPE CULVERT	1
1169+72	PIPE CULVERT	1
1171+72	PIPE CULVERT	1
1173+74	PIPE CULVERT	1
1175+78	BOX CULVERT	1
1176+93	PIPE CULVERT	1
1177+75	PIPE CULVERT	1
1178+15	PIPE CULVERT	1
1000+39	PIPE CULVERT	1
98+24	PIPE CULVERT	1
98+96	PIPE CULVERT	1
113+29	PIPE CULVERT	1
TOTAL:		47

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REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 2 OF 3)

STATION	STATION	LOCATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS	FLARED END SECTION	WINGWALLS
				EACH	EACH	EACH	EACH
504+94		JOHN BARROW RD. RAMP 3	DROP INLET - LT.		1		
504+95	506+91	JOHN BARROW RD. RAMP 3	R.C. PIPE 18"X194'	1			
506+93		JOHN BARROW RD. RAMP 3	DROP INLET		1		
506+93	506+94	JOHN BARROW RD. RAMP 3	R.C. PIPE 36"X31'	1			
506+94		JOHN BARROW RD. RAMP 3	DROP INLET		1		
606+08	1094+60	JOHN BARROW RD. RAMP 2	R.C. PIPE 30"X109'	1			
608+11		JOHN BARROW RD. RAMP 2	DROP INLET		1		
608+12	609+58	JOHN BARROW RD. RAMP 2	R.C. PIPE 18"X146'	1			
609+60		JOHN BARROW RD. RAMP 2	DROP INLET		1		
800+64		RODNEY PARHAM RD. RAMP 3	DROP INLET - LT.		1		
800+66	802+59	RODNEY PARHAM RD. RAMP 3	R.C. PIPE 18"X194'	1			
802+61		RODNEY PARHAM RD. RAMP 3	DROP INLET - LT.		1		
913+32		RODNEY PARHAM RD. RAMP 1	FLARED END SECTION - RT.			1	
1001+37		RODNEY PARHAM RD. RAMP 2	FLARED END SECTION - RT.			1	
1105+73		I-630	FLARED END SECTION - RT.			1	
1107+91		I-630	FLARED END SECTION - RT.			1	
1109+14		I-630	DROP INLET- RT.		1		
1109+14	1109+13	I-630	R.C. PIPE 18"x42'	1			
1109+13		I-630	FLARED END SECTION - RT.			1	
1123+61		I-630	DROP INLET - LT.		1		
1123+62	1123+61	I-630	R.C. PIPE 18"x16'	1			
1123+62		I-630	DROP INLET- RT.		1		
1123+62	1123+60	I-630	R.C. PIPE 18"x25'	1			
1124+84	1125+13	I-630	WINGS - LT.				3
98+03		RODNEY PARHAM RD.	DROP INLET - LT.		1		
98+97		RODNEY PARHAM RD.	DROP INLET - LT.		1		
98+28		RODNEY PARHAM RD.	DROP INLET- RT.		1		
113+28		RODNEY PARHAM RD.	FLARED END SECTION - LT.			1	
1132+83		I-630	FLARED END SECTION - RT.			1	
1140+43		I-630	FLARED END SECTION - LT.			1	
1140+43	1140+43	I-630	R.C. PIPE 18"x4'	1			
1142+92		I-630	DROP INLET		1		
1142+92	1142+93	I-630	R.C. PIPE 18"x5'	1			
1142+92		I-630	DROP INLET - LT.		1		
1142+92		I-630	FLARED END SECTION - LT.			1	
1142+95	1145+23	I-630	R.C. PIPE 24"x227'	1			
1145+26		I-630	DROP INLET - LT.		1		
1145+29	1147+59	I-630	R.C. PIPE 18"x231'	1			
1147+62		I-630	DROP INLET - LT.		1		
1149+92		I-630	DROP INLET - LT.		1		
1149+94		I-630	DROP INLET- RT.		1		
1149+97	1151+67	I-630	R.C. PIPE 30"x170'	1			
1151+70		I-630	DROP INLET- RT.		1		
1151+73		I-630	DROP INLET - LT.		1		
1151+73	1153+73	I-630	R.C. PIPE 30"x201'	1			
1153+76		I-630	DROP INLET- RT.		1		
1153+72		I-630	DROP INLET - LT.		1		
1153+79	1155+70	I-630	R.C. PIPE 24"x191'	1			
1155+73		I-630	DROP INLET- RT.		1		
1155+76	1157+72	I-630	R.C. PIPE 18"x194'	1			
1155+74		I-630	DROP INLET - LT.		1		
1157+75		I-630	DROP INLET- RT.		1		
1157+78	1159+68	I-630	R.C. PIPE 18"x189'	1			
1159+72		I-630	DROP INLET - RT.		1		
1161+74		I-630	DROP INLET- RT.		1		
1161+77	1165+35	I-630	R.C. PIPE 18"x358'	1			
1165+38		I-630	DROP INLET- RT.		1		
1162+72		I-630	FLARED END SECTION - LT.			1	
1162+72	1162+73	I-630	R.C. PIPE 18"x24'	1			
1162+73		I-630	DROP INLET - LT.		1		
1165+38		I-630	DROP INLET - LT.		1		
SUBTOTALS (BOX 2 OF 3):				19	31	10	3

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEAD WALLS IF APPLICABLE.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017.04.01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	269	889
				②	QUANTITIES			

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 3 OF 3)

STATION	STATION	LOCATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS	FLARED END SECTION	WINGWALLS
				EACH	EACH	EACH	EACH
1167+72		I-630	DROP INLET - LT.		1		
1167+72	1167+70	I-630	R.C. PIPE 12"x10'	1			
1167+70		I-630	DROP INLET - LT.		1		
1167+70	1167+59	I-630	R.C. PIPE 12"x35'	1			
1165+38	1165+44	I-630	R.C. PIPE 18"x30'	1			
1165+39	1165+39	I-630	R.C. PIPE 24"x6'	1			
1167+72		I-630	DROP INLET- RT.		1		
1167+75	1169+69	I-630	R.C PIPE 18"x192'	1			
1169+73		I-630	DROP INLET- RT.		1		
1169+76	1171+69	I-630	R.C. PIPE 18"x192'	1			
1171+72		I-630	DROP INLET- RT.		1		
1171+72		I-630	DROP INLET- LT.		1		
1171+75	1173+69	I-630	R.C. PIPE 30"x192'	1			
1173+72		I-630	DROP INLET- RT.		1		
1173+73		I-630	R.C. PIPE 30"x20'	1			
SUBTOTALS (BOX 3 OF 3):				8	7		
SUBTOTALS (BOX 2 OF 3):				19	31	10	3
SUBTOTALS (BOX 1 OF 3):				28	31	2	
TOTALS:				55	69	12	3

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEAD WALLS IF APPLICABLE.

PAVEMENT REPAIR OVER CULVERTS (CONCRETE)

STATION	LOCATION	WIDTH	LENGTH	CU.YD.
		FEET		
208+08	BAPTIST HOSP. RAMP 2	9.67	14.59	3.92
1070+66	L.M.L.	7.92	6.67	1.47
502+90	JOHN BARROW RD. RAMP 3	7.92	6.65	1.46
1165+37	R.M.L.	8.50	6.05	1.43
TOTAL:				8.28

AVG. DEPTH = 9"

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
98+25	RODNEY PARHAM RD. - RT.	7.92	6.22	3.61
98+36	RODNEY PARHAM RD. - RT.	9.67	1.46	1.04
800+62	RODNEY PARHAM RD. RAMP 3	9.67	3.66	2.60
TOTAL:				7.25

AVG. DEPTH = 12"

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE
			LIN. FT.
1105+75	1107+87	LT.	228
1109+48	1109+50	RT.	52
1111+68	1112+03	LT.	42
1112+32	1113+63	RT.	154
1126+81	1126+86	LT.	138
1127+68	1128+81	LT./ RT.	117
1143+96	1148+49	LT.	454
1153+57	1154+14	LT.	63
1153+22	1153+91	RT.	75
1154+61	1155+36	LT.	83
1154+37	1154+66	RT.	46
1156+33	1174+82	RT.	1840
TOTAL:			3292

NOTE: REMOVAL AND DISPOSAL OF GATES WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE REMOVAL AND DISPOSAL OF FENCE.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	270	889

2 QUANTITIES

REMOVAL AND DISPOSAL OF ITEMS (BOX 1 OF 2)

STATION	STATION	LOCATION	DESCRIPTION	CURB	CURB AND GUTTER	RETAINING WALLS	CONCRETE ISLANDS	CONCRETE DITCH PAVING	WALKS	APPROACH SLABS	APPROACH GUTTERS	GUARDRAIL	CONCRETE MEDIAN BARRIER	PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
				LIN. FT.	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.	EACH
307+15	307+61	JOHN BARROW RD. - RAMP 4	CONCRETE ISLAND				38								
500+84	500+15	JOHN BARROW RD. - RAMP 3	CONCRETE ISLAND				102								
108+72	111+49	RODNEY PARHAM RD.	CONCRETE ISLAND				130								
111+91	112+75	RODNEY PARHAM RD.	CONCRETE ISLAND				56								
914+15	914+63	RODNEY PARHAM RD. - RAMP 1	CONCRETE ISLAND - RT.				171								
913+01	914+56	RODNEY PARHAM RD. - RAMP 1	CONCRETE ISLAND - LT.				150								
1001+18	1000+34	RODNEY PARHAM RD. - RAMP 2	CONCRETE ISLAND				147								
1075+18	1077+65	L.M.L.	CONCRETE CURB - LT.	243											
407+43	410+56	JOHN BARROW RD. - RAMP 1	CONCRETE CURB - RAMP RT.	318											
304+85	306+85	JOHN BARROW RD. - RAMP 4	CONCRETE CURB - RAMP LT.	207											
500+63	503+62	JOHN BARROW RD. - RAMP 3	CONCRETE CURB - RAMP RT.	299											
607+91	610+01	JOHN BARROW RD. - RAMP 2	CONCRETE CURB - RAMP RT.	210											
805+82	807+51	RODNEY PARHAM RD. - RAMP 3	CONCRETE CURB - RAMP RT.	169											
1121+79	1123+97	UNIV. AVE. - RAMP 6	CONCRETE CURB - RAMP RT.	219											
307+12	307+53	JOHN BARROW RD. - RAMP 4	CONCRETE CURB AND GUTTER - RT.		53										
500+36	500+63	JOHN BARROW RD. - RAMP 3	CONCRETE CURB AND GUTTER - RT.		40										
200+66	201+35	MISSISSIPPI AVE.	CONCRETE CURB AND GUTTER - LT.		208										
800+08	800+85	RODNEY PARHAM RD. - RAMP 3	CONCRETE CURB AND GUTTER - RT.		158										
800+84	801+20	RODNEY PARHAM RD. - RAMP 3	CONCRETE CURB AND GUTTER - LT.		280										
97+94	101+66	RODNEY PARHAM RD.	CONCRETE CURB AND GUTTER - RT.		322										
104+19	104+39	RODNEY PARHAM RD.	CONCRETE CURB AND GUTTER - LT.		18										
105+57	110+71	RODNEY PARHAM RD.	CONCRETE CURB AND GUTTER - LT.		540										
112+75	113+69	RODNEY PARHAM RD.	CONCRETE CURB AND GUTTER - LT.		101										
1078+70	1082+22	L.ML.	GUARDRAIL - LT.									350			
1100+24	1104+00	L.ML.	GUARDRAIL - LT.									375			
1107+45	1109+45	R.M.L.	GUARDRAIL - RT.									200			
1112+25	1113+00	R.M.L.	GUARDRAIL - RT.									75			
703+75	705+25	RODNEY PARHAM RD. - RAMP 1	GUARDRAIL - LT.									150			
1117+95	1123+95	L.ML.	GUARDRAIL - LT.									600			
1121+95	1123+95	R.M.L.	GUARDRAIL - RT.									200			
1128+85	1132+85	L.ML.	GUARDRAIL - LT.									400			
1128+90	1132+40	R.M.L.	GUARDRAIL - RT.									350			
1140+50	1141+50	L.ML.	GUARDRAIL - LT.									100			
1004+70	1011+70	RODNEY PARHAM RD. - RAMP 2	GUARDRAIL - RT.									700			
98+20	98+95	HUGHES ST.	GUARDRAIL - RT.									75			
101+25	101+75	HUGHES ST.	GUARDRAIL - LT.									50			
1178+25	1180+19	R.M.L.	GUARDRAIL - LT.									194			
1068+50	1077+26	MED. I-630	CONCRETE MEDIAN BARRIER										1752		
1091+20	1123+96	MED. I-630	CONCRETE MEDIAN BARRIER										6552		
1128+38	1143+06	MED. I-630	CONCRETE MEDIAN BARRIER										2937		
1153+04	1155+46	MED. I-630	CONCRETE MEDIAN BARRIER										483		
1155+69	1155+79	MED. I-630	CONCRETE MEDIAN BARRIER										20		
1161+68	1161+78	MED. I-630	CONCRETE MEDIAN BARRIER										20		
1171+41	1175+59	MED. I-630	CONCRETE MEDIAN BARRIER										837		
1165+72	1168+23	L.M.L.	RETAINING WALL			252									
500+36	500+38	JOHN BARROW RD. - RAMP 3	CONCRETE WALK - RT.						10						
307+43	307+53	JOHN BARROW RD. - RAMP 4	CONCRETE WALK - LT.						11						
96+94	98+18	RODNEY PARHAM RD.	CONCRETE WALK - LT.						80						
200+02	201+09	MISSISSIPPI AVE.	CONCRETE WALK - RT.						56						
98+85	101+12	RODNEY PARHAM RD.	CONCRETE WALK - LT.						105						
104+13	104+45	RODNEY PARHAM RD.	CONCRETE WALK - LT.						10						
106+00	110+69	RODNEY PARHAM RD.	CONCRETE WALK - LT.						224						
98+30	101+57	RODNEY PARHAM RD.	CONCRETE WALK - RT.						110						
98+00	99+20	HUGHES ST.	CONCRETE WALK - LT. & RT.					107							
100+91	101+66	HUGHES ST.	CONCRETE WALK - LT. & RT.					62							
1079+00	1082+23	R.M.L.	CONCRETE DITCH PAVING - RT.					127							
1080+12	1081+58	L.M.L.	CONCRETE DITCH PAVING - LT.					48							
1092+63	1093+58	R.M.L.	CONCRETE DITCH PAVING - RT.					41							
SUBTOTALS (BOX 1 OF 3)½				1665	1720	252	794	385	606			3819	12601		

NOTES:

1. NO SEPARATE PAYMENT WILL BE MADE FOR CONCRETE CURB OR CURB AND GUTTER REMOVAL WHEN THE CURB IS ADJACENT TO CONCRETE PAVEMENT BEING REMOVED. THIS CURB REMOVAL AND DISPOSAL SHALL BE SUBSIDIARY TO THE WORK FOR REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT.

2. REMOVAL AND DISPOSAL OF DROP INLET SHALL INCLUDE REMOVAL & DISPOSAL OF ADJOINING PIPE CULVERTS UP TO FIRST JOINTS IF APPLICABLE. REMOVAL AND DISPOSAL OF ADJOINING PIPE CULVERTS IS SUBSIDIARY TO DROP INLET.

3. NO SEPARATE PAYMENT WILL BE MADE FOR GLARE FENCE REMOVAL. THE GLARE FENCE REMOVAL AND DISPOSAL SHALL BE SUBSIDIARY TO REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			
02-27-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	271	889

QUANTITIES

REMOVAL AND DISPOSAL OF ITEMS (BOX 2 OF 2)

STATION	STATION		LOCATION	CURB	CURB AND GUTTER	RETAINING WALLS	CONCRETE ISLANDS	CONCRETE DITCH PAVING	WALKS	APPROACH SLABS	APPROACH GUTTERS	GUARDRAIL	CONCRETE MEDIAN BARRIER	PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
				LIN. FT.	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.	EACH
1136+98	1142+90	L.M.L.	CONCRETE DITCH PAVING - LT.					224							
803+59	806+52	RODNEY PARHAM RD. - RAMP 3	CONCRETE DITCH PAVING - LT.					260							
1106+96.35	1108+00.00	UNIV. AVE. - RAMP 6	CONCRETE DITCH PAVING - LT.					46							
1065+89	1097+47	L.M.L.	PIPE UNDERDRAIN - LT.											3158	7
1083+06	1097+47	R.M.L.	PIPE UNDERDRAIN - RT.											1441	3
1142+93	1156+17	L.M.L.	PIPE UNDERDRAIN - LT.											1324	3
1149+91	1179+83	R.M.L.	PIPE UNDERDRAIN - RT.											2992	6
1161+45	1168+26	L.M.L.	PIPE UNDERDRAIN - LT.											681	2
1108+80	1109+17	L.M.L.	APPROACH SLAB							1					
1108+80	1109+17	L.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1108+80	1109+17	R.M.L.	APPROACH SLABS							1					
1108+80	1109+17	R.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1111+73	1112+09	L.M.L.	APPROACH SLABS							2					
1111+73	1112+09	L.M.L.	APPROACH GUTTERS - LT. & RT.								3				
1111+73	1112+09	R.M.L.	APPROACH SLAB							1					
1111+73	1112+09	R.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1123+61	1123+96	L.M.L.	APPROACH SLAB							1					
1123+61	1123+96	L.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1123+61	1123+96	R.M.L.	APPROACH SLAB							1					
1123+61	1123+96	R.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1128+38	1128+73	L.M.L.	APPROACH SLAB							1					
1128+38	1128+73	L.M.L.	APPROACH GUTTER - RT.								1				
1128+38	1128+87	L.M.L.	APPROACH GUTTER - LT.								1				
1128+38	1128+73	R.M.L.	APPROACH SLAB							1					
1128+38	1128+73	R.M.L.	APPROACH GUTTER - LT.								1				
1128+38	1128+87	R.M.L.	APPROACH GUTTER - RT.								1				
1179+76	1180+12	L.M.L.	APPROACH SLAB							1					
1179+76	1180+12	L.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1179+78	1180+14	R.M.L.	APPROACH SLAB							1					
1179+78	1180+14	R.M.L.	APPROACH GUTTERS - LT. & RT.								2				
1128+38	1128+73	L.M.L.	APPROACH GUTTER - RT.								1				
SUBTOTALS (BOX 2 OF 3):								530		11	22			9596	21
SUBTOTALS (BOX 1 OF 3):				1665	1720	252	794	385	606			3819	12601		
TOTALS:				1665	1720	252	794	915	606	11	22	3819	12601	9596	21

NOTES:

1. NO SEPARATE PAYMENT WILL BE MADE FOR CONCRETE CURB OR CURB AND GUTTER REMOVAL WHEN THE CURB IS ADJACENT TO CONCRETE PAVEMENT BEING REMOVED. THIS CURB REMOVAL AND DISPOSAL SHALL BE SUBSIDIARY TO THE WORK FOR REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT.
2. REMOVAL AND DISPOSAL OF DROP INLET SHALL INCLUDE REMOVAL & DISPOSAL OF ADJOINING PIPE CULVERTS UP TO FIRST JOINTS IF APPLICABLE. REMOVAL AND DISPOSAL OF ADJOINING PIPE CULVERTS IS SUBSIDIARY TO DROP INLET.
3. NO SEPARATE PAYMENT WILL BE MADE FOR GLARE FENCE REMOVAL. THE GLARE FENCE REMOVAL AND DISPOSAL SHALL BE SUBSIDIARY TO REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER.
4. THE QUANTITY SHOWN FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURES

STATION	LOCATION	DESCRIPTION	OVERHEAD SIGN STRUCTURE
			EACH
1073+35	L.M.L. & R.M.L.	OVERHEAD SIGN STRUCTURE	1
1100+76	L.M.L.	OVERHEAD SIGN STRUCTURE	1
1131+63	R.M.L.	OVERHEAD SIGN STRUCTURE	1
1140+72	L.M.L.	OVERHEAD SIGN STRUCTURE	1
1172+94	R.M.L.	OVERHEAD SIGN STRUCTURE	1
TOTAL:			5

NOTE: REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS WILL NOT BE PAID FOR DIRECTLY BUT BE CONSIDERED SUBSIDIARY TO REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-03-02

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-19-18				6	ARK.			
				JOB NO.		CA0608	272	889

(2) QUANTITIES

REMOVAL OF EXISTING P.C.C. PAVEMENT

STATION	STATION	LOCATION	LENGTH	AVG. WIDTH	CONCRETE PAVEMENT
			LIN. FT.	LIN. FT.	SQ. YD.
101+99.84	106+11.94	BAP. HOSP. - RAMP 3	412.10	VAR.	949
205+00.00	210+25.00	BAP. HOSP. - RAMP 2	525.00	VAR.	567
1078+25.26	1087+20.63	JOHN BARROW RD. - RAMP 4	895.37	VAR.	2107
400+23.11	410+50.22	JOHN BARROW RD. - RAMP 1	1027.11	VAR.	2583
509+78.13	500+31.12	JOHN BARROW RD. - RAMP 3	947.01	VAR.	1808
606+10.04	611+92.04	JOHN BARROW RD. - RAMP 2	582.00	VAR.	1470
703+20.13	706+20.00	RODNEY PARHAM RD. - RAMP 4	299.87	VAR.	728
800+85.44	808+61.81	RODNEY PARHAM RD. - RAMP 3	776.37	VAR.	1001
905+89.75	914+34.58	RODNEY PARHAM RD. - RAMP 1	844.83	VAR.	2987
1011+75.10	1000+52.98	RODNEY PARHAM RD. - RAMP 2	1122.12	VAR.	1558
1160+40.61	1167+77.35	BLUE BIRD DR. RAMP	736.74	VAR.	1736
1118+98.00	1121+79.00	UNIV. AVE. - RAMP 6	281.00	VAR.	591
1201+22.73	1207+21.17	UNIV. AVE. - RAMP 1	598.44	VAR.	424
1065+66.00	1066+78.00	L.M.L.	112.00	VAR.	50
1067+33.99	1078+25.26	L.M.L.	1091.27	VAR.	1478
1078+25.26	1097+46.80	L.M.L.	1921.54	VAR.	2218
1097+46.80	1109+16.69	L.M.L.	1169.89	VAR.	2287
1111+72.67	1123+95.25	L.ML.	1222.58	VAR.	2591
1128+37.86	1156+26.77	L.M.L.	2788.91	VAR.	4259
1156+26.77	1176+74.48	L.M.L.	2047.71	VAR.	2540
1062+75.00	1062+91.00	R.M.L.	16.00	VAR.	19
1066+61.00	1075+38.92	R.M.L.	877.92	VAR.	941
1077+69.35	1097+25.81	R.M.L.	1956.46	VAR.	2366
1099+46.93	1109+55.44	R.M.L.	1008.51	VAR.	1811
1111+72.67	1123+95.25	R.M.L.	1222.58	VAR.	2334
1128+37.86	1176+53.18	R.M.L.	4815.32	VAR.	7023
1072+59.44	1072+69.44	MED. I-630	10.00	22	24
1074+59.64	1074+69.64	MED. I-630	10.00	22	24
1076+59.45	1076+69.45	MED. I-630	10.00	22	24
1105+62.22	1105+78.33	MED. I-630	16.11	10	18
1106+82.96	1107+36.14	MED. I-630	53.18	10	59
1114+79.15	1114+95.93	MED. I-630	16.78	10	19
1132+76.32	1133+93.06	MED. I-630	116.74	10	130
1134+78.21	1134+93.44	MED. I-630	15.23	10	17
1137+81.82	1137+97.88	MED. I-630	16.06	10	18
1140+30.94	1140+47.04	MED. I-630	16.10	10	18
1142+87.34	1142+97.34	MED. I-630	10.00	22	24
1154+02.00	1154+40.00	MED. I-630	38.00	22	93
1155+68.78	1155+78.78	MED. I-630	10.00	22	24
1155+78.78	1156+77.83	MED. I-630	99.05	10	110
1160+68.95	1161+68.29	MED. I-630	99.34	10	110
1161+68.29	1161+78.29	MED. I-630	10.00	22	24
1171+67.76	1171+77.76	MED. I-630	10.00	22	24
1171+77.76	1172+77.00	MED. I-630	99.24	10	110
1173+60.94	1174+03.79	MED. I-630	42.85	10	48
TOTAL:					49344

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				6	ARK.			
				JOB NO.		CA0608	273	889
				② QUANTITIES				

RETAINING WALL

RETAINING WALL NAME	BEGIN	END	BASELINE	(SITE NO__) *	RETAINING WALL	SOIL NAIL WALL	SELECT GRANULAR BACKFILL	ADDITIONAL SELECT GRANULAR BACKFILL	AGGREGATE BASE COURSE (CLASS 7)	FLOWABLE SELECT MATERIAL	CLASS S CONCRETE-ROADWAY	REINFORCING STEEL - ROADWAY (GR. 60)	CONCRETE DITCH PAVING (TYPE B)	TEXTURED COATING FINISH	SHORING (SITE NO__)
					SQ. FT.	SQ. FT.	CU. YD.	CU. YD.	TON	CU. YD.	CU. YD.	LBS.	SQ. YD.	SQ. YD.	LUMP SUM
AA	0+04.89	13+49.02	RW_AA	6		13877				115	61.63	14469		2411	1.00
BB	0+19.98	1+21.70	RW_BB		678		177						6	76	
CC	0+08.73	0+97.46	RW_CC								21.37	1755			
DD	1+50.00	4+95.83	RW_DD	7	2341		321							525	1.00
EE	0+85.00	8+25.17	RW_EE	4	8945		2974	1278	2101				74	994	1.00**
FF	6+08.01	8+00.20	RW_FF			1545				8				2017	
FF	8+00.20	8+10.20	RW_FF	5	102		25							18	1.00
GG	0+07.26	1+20.57	RW_GG		1566		456						21	207	
HH	0+50.00	0+60.00	RW_HH		105		31							18	
HH	0+60.00	3+04.46	RW_HH			2177				10				357	
JJ	4+43.23	15+07.14	RW_JJ			10615				55				1714	
JJ	15+07.14	15+17.14	RW_JJ		98		26							17	
KK	0+35.13	1+80.85	RW_KK		2598		950						21	321	
MM	0+53.89	0+63.89	RW_MM		91		22							16	
MM	0+63.89	5+50.00	RW_MM			3653				8				635	
NN	0+91.11	2+38.34	RW_NN			1172				6				200	
PP	0+60.00	11+41.68	RW_PP	9	13114		4499		8686					1804	1.00
TOTALS:					29638	33039	9481	1278	10787	202	83.00	16224	122	11330	

UNCLASSIFIED EXCAVATION QUANTIFIED UNDER THE EARTHWORK QUANTITIES.

* FOR SITE DESCRIPTION REFER TO SPECIAL PROVISION "SHORING".

** SHORING (SITE NO. 4) HAS BEEN QUANTIFIED WITH SCHEDULE OF BRIDGE QUANTITIES.

NOTE: TEXTURED COATING FINISH SHALL BE APPLIED TO RETAINING WALL, CONCRETE BARRIER WALL & COPING IN ACCORDANCE WITH SPECIAL PROVISION "TEXTURED COATING FINISH".

NOISE BARRIER WALL

NOISE WALL NAME	BEGIN	END	NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS	*NOISE BARRIER WALL	TEXTURED COATING FINISH
			SQ. FT.	SQ. FT.	SQ. YD.
NB2	0+73.41	12+44.17		22357	1256
NB2	12+44.17	16+49.54	7835		
NB2	16+49.54	22+10.74		11291	512
NB3	0+69.82	17+02.62		24282	1053
NB4	0+05.00	17+32.06		25018	1184
TOTALS:			7835	82948	4005

* DENOTES ALTERNATE BID ITEM.

NOTES:

1. NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS SHALL BE USED ON BRIDGE SPANS.
2. TEXTURED COATING FINISH SHALL BE APPLIED TO NOISE BARRIER WALL AND ADJACENT CONCRETE BARRIER WALL IN ACCORDANCE WITH SPECIAL PROVISIONS "TEXTURED COATING FINISH", "SOUND ABSORBING NOISE BARRIERS", AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	274	889

(2) QUANTITIES

STRUCTURES (BOX 1 OF 6)

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 30"	(CLASS III) 36"	(CLASS IV) 18"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE MO	RM	ST	JUNCT. BOXES (TYPE ST)	SOLID SODDING	WATER	MODIFYING DROP INLETS	STD. DWG. NOS.
			LIN. FT.												EACH			LIN. FT.	EACH				SQ.YD.	M.GAL.	EACH	
107+08		DROP INLET																			1					FPC-9S
107+08	107+07	R.C. PIPE CULVERT		4																						PCC-1
205+00	206+32	R.C. PIPE CULVERT	131																							PCC-1
206+32		DROP INLET																			1					FPC-9S
206+32	208+00	R.C. PIPE CULVERT	163																							PCC-1
208+00		DROP INLET																		1						FPC-9D
208+00	208+00	R.C. PIPE CULVERT												4												PCC-1
208+00		DROP INLET																			1					FPC-9S
208+00	1064+66	R.C. PIPE CULVERT								58																PCC-1
209+02		DROP INLET																		1						FPC-9D
209+02	209+02	R.C. PIPE CULVERT										4														PCC-1
209+02	209+02	R.C. PIPE CULVERT						4																		PCC-1
209+02		DROP INLET																			1					FPC-9S
209+02	208+94	R.C. PIPE CULVERT								20																PCC-1
210+32		DROP INLET																			1					FPC-9S
210+32	211+29	R.C. PIPE CULVERT					94																			PCC-1
211+29		DROP INLET																			1					PCC-1
211+29	212+26	R.C. PIPE CULVERT					94																			PCC-1
212+26		DROP INLET																			1					FPC-9S
212+26	1068+66	R.C. PIPE CULVERT		29																						PCC-1
1064+66		DROP INLET																		1						FPC-9D
1064+66	1064+67	R.C. PIPE CULVERT								4																PCC-1
1064+67		MODIFY DROP INLET (SOLID TOP)																							1	
1068+66	107+08	R.C. PIPE CULVERT		24																						PCC-1
1070+67		DROP INLET																			1					FPC-9S
1070+67	1070+67	R.C. PIPE CULVERT					17																			PCC-1
1070+66		DROP INLET																			1					FPC-9S
1070+66	1072+63	R.C. PIPE CULVERT					191																			PCC-1
1072+63		DROP INLET																			1					FPC-9S
1072+63	1074+64	R.C. PIPE CULVERT		194																						PCC-1
1072+65		DROP INLET																			1					FPC-9S
1072+65	1072+65	R.C. PIPE CULVERT					4																			PCC-1
1074+65		DROP INLET																			1					FPC-9S
1074+65	1074+65	R.C. PIPE CULVERT	4																							PCC-1
1074+64		DROP INLET																			1					FPC-9S
1074+64	1076+65	R.C. PIPE CULVERT							193																	PCC-1
1076+65		DROP INLET																			1					FPC-9S
1076+65	1076+65	R.C. PIPE CULVERT								4																PCC-1
1076+64		DROP INLET																			1					FPC-9S
1076+64	1076+64	R.C. PIPE CULVERT					4																			PCC-1
1082+64		DROP INLET																				1				FPC-9S
1082+64	1084+64	R.C. PIPE CULVERT		197																						PCC-1
1084+64		DROP INLET																			1					FPC-9S
1084+64	1086+63	R.C. PIPE CULVERT		197																						PCC-1
1072+64	1072+63	R.C. PIPE CULVERT	17																							PCC-1
1070+66	1070+66	R.C. PIPE CULVERT					25																			PCC-1
1074+64	1074+64	R.C. PIPE CULVERT	16																							PCC-1
304+00	304+00	R.C. PIPE CULVERT	72												2								10	0.13		PCC-1, FES-1, FES-2
1070+67		DROP INLET																		1						FPC-9D
1070+67	1070+67	R.C. PIPE CULVERT					4																			PCC-1
1076+65	1076+65	R.C. PIPE CULVERT					16																			PCC-1
1084+63		DROP INLET																			1					FPC-9S
1084+63	1084+64	R.C. PIPE CULVERT					16																			PCC-1
1082+64	1082+64	R.C. PIPE CULVERT	12																							PCC-1
1084+64	1084+64	R.C. PIPE CULVERT	12																							PCC-1
406+72		DROP INLET																		1						FPC-9D
406+72	1081+57	R.C. PIPE CULVERT				22																				PCC-1
SUBTOTALS (BOX 1 OF 6):			427	645		22	465	4	193	86		4		4	2					5	17	1	10	0.13	1	

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
CHRISTOPHER A. ZELL
2017-12-07

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	275	889
				②		QUANTITIES		

STRUCTURES (BOX 2 OF 6)

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 30"	(CLASS III) 36"	(CLASS IV) 18"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE MO	RM	ST	JUNCT. BOXES (TYPE ST)	SOLID SODDING	WATER	MODIFYING DROP INLETS	STD. DWG. NOS.
			LIN. FT.												EACH			LIN. FT.	EACH				SQ.YD.	M.GAL.	EACH	
407+62	410+14	R.C. PIPE CULVERT	247																							PCC-1
407+62		DROP INLET																			1					FPC-9S
406+72	407+62	R.C. PIPE CULVERT		100																						PCC-1
410+14		DROP INLET																			1					FPC-9S
410+14	410+20	R.C. PIPE CULVERT	4																							PCC-1
1086+63		DROP INLET																			1					FPC-9S
1086+63	1088+63	R.C. PIPE CULVERT		197																						PCC-1
1086+63		DROP INLET																			1					FPC-9S
1086+63	1086+63	R.C. PIPE CULVERT						16																		PCC-1
1088+63		DROP INLET																			1					FPC-9S
1088+63	1088+63	R.C. PIPE CULVERT										16														PCC-1
1088+63		DROP INLET																			1					FPC-9S
1088+63	1089+47	R.C. PIPE CULVERT							81																	PCC-1
1089+47		DROP INLET																				1				FPC-9S
1089+47	1090+63	R.C. PIPE CULVERT							112																	PCC-1
1089+47		DROP INLET																		1						FPC-9D
1089+47	1089+47	R.C. PIPE CULVERT		3																						PCC-1
1090+63		DROP INLET																			1					FPC-9S
1090+63	1092+63	R.C. PIPE CULVERT			197																					PCC-1
1092+63		DROP INLET																			1					FPC-9S
1092+63	1094+14	R.C. PIPE CULVERT			149																					PCC-1
1094+63		DROP INLET																			1					FPC-9S
1094+63	506+86	R.C. PIPE CULVERT								30																PCC-1
1094+14		DROP INLET																				1				FPC-9S
1094+14	1094+63	R.C. PIPE CULVERT			45																					PCC-1
1094+14		DROP INLET																		1						FPC-9D
1094+14	1094+14	R.C. PIPE CULVERT						8																		PCC-1
1089+47		DROP INLET																		1						FPC-9D
1089+47	1090+61	R.C. PIPE CULVERT									111															PCC-1
1090+61		DROP INLET																			1					FPC-9S
1090+61	1090+61	R.C. PIPE CULVERT									16															PCC-1
1092+62		DROP INLET																			1					FPC-9S
1092+62	1092+62	R.C. PIPE CULVERT					12																			PCC-1
1094+63		DROP INLET																			1					FPC-9S
1094+63	1094+63	R.C. PIPE CULVERT			12																					PCC-1
1097+12		DROP INLET																			1					FPC-9S
1097+12	1097+13	R.C. PIPE CULVERT									4															PCC-1
1086+63	1086+63	R.C. PIPE CULVERT						13																		PCC-1
1088+63	1088+63	R.C. PIPE CULVERT		12																						PCC-1
1090+63	1090+63	R.C. PIPE CULVERT	12																							PCC-1
1092+63	1092+63	R.C. PIPE CULVERT	12																							PCC-1
1094+63	1094+63	R.C. PIPE CULVERT			24																					PCC-1
1093+60		DROP INLET																		1						FPC-9D
1093+60	1094+63	R.C. PIPE CULVERT											108													PCC-1
606+14	608+11	R.C. PIPE CULVERT							195																	PCC-1
608+11		DROP INLET																			1					PCC-1
608+11	609+60	R.C. PIPE CULVERT							146																	PCC-1
609+60		DROP INLET																				1				PCC-1
609+60	609+63	R.C. PIPE CULVERT							22								1						13	0.16		PCC-1, FES-1, FES-2
609+59	609+60	R.C. PIPE CULVERT									13															PCC-1
502+91	502+90	R.C. PIPE CULVERT									21															PCC-1
502+90		DROP INLET																			1					FPC-9S
502+90	504+94	R.C. PIPE CULVERT									201															PCC-1
502+92		FLARED END SECTION													1								5	0.06		FES-1, FES-2
504+94		DROP INLET																			1					FPC-9S
504+94	506+86	R.C. PIPE CULVERT						187																		PCC-1
SUBTOTALS (BOX 2 OF 6)₂			275	312	427		12	224	556	30	366	16	108		1		1			4	16	3	18	0.22		

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-04-01

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	276	889

(2) QUANTITIES

STRUCTURES (BOX 3 OF 6)

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 30"	(CLASS III) 36"	(CLASS IV) 18"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE MO	RM	ST	JUNCT. BOXES (TYPE ST)	SOLID SODDING	WATER	MODIFYING DROP INLETS	STD. DWG. NOS.
			LIN. FT.												EACH			LIN. FT.	EACH				SQ.YD.	M.GAL.	EACH	
506+86		DROP INLET																			1					FPC-9S
506+86	506+97	R.C. PIPE CULVERT								22																PCC-1
1105+66		DROP INLET																			1					FPC-9S
1105+66	1105+73	R.C. PIPE CULVERT	4																							PCC-1
1105+73		MODIFY DROP INLET (SOLID TOP)																							1	
1105+73	1105+73	R.C. PIPE CULVERT	21												1								5	0.06		PCC-1, FES-1, FES-2
1106+87		DROP INLET																			1					FPC-9S
1106+87	1107+91	R.C. PIPE CULVERT	100																							PCC-1
1107+91		MODIFY DROP INLET (SOLID TOP)																							1	
1107+91	1107+91	R.C. PIPE CULVERT	10												1								5	0.06		PCC-1, FES-1, FES-2
1107+97		DROP INLET																			1					FPC-9S
1107+97	1107+91	R.C. PIPE CULVERT	4																							PCC-1
1112+84		DROP INLET																			1					FPC-9S
1112+84	1112+91	R.C. PIPE CULVERT	4																							PCC-1
1112+91		MODIFY DROP INLET (SOLID TOP)																							1	
1114+84		DROP INLET																			1					FPC-9S
1114+84	1114+91	R.C. PIPE CULVERT		4																						PCC-1
1114+91		MODIFY DROP INLET (SOLID TOP)																							1	
1128+47		DROP INLET																				1				FPC-9S
1127+47	99+06	R.C. PIPE CULVERT	68																							PCC-1
1128+47		DROP INLET																			1					FPC-9S
1128+47	1128+47	R.C. PIPE CULVERT									29															PCC-1
1129+97		DROP INLET																			1					FPC-9S
1129+97	1128+47	R.C. PIPE CULVERT	147																							PCC-1
1131+47		DROP INLET																			1					FPC-9S
1131+47	1129+97	R.C. PIPE CULVERT	147																							PCC-1
1142+91		DROP INLET																			1					FPC-9S
1140+42	1142+91	R.C. PIPE CULVERT		240																						PCC-1
1132+83	1132+83	R.C. PIPE CULVERT	16												1								5	0.06		PCC-1, FES-1, FES-2
1142+93		DROP INLET																			1					FPC-9S
1142+93	1142+93	R.C. PIPE CULVERT	6																							PCC-1
1137+86		DROP INLET																			1					FPC-9
1137+86	1137+93	R.C. PIPE CULVERT	4																							PCC-1
1137+93		MODIFY DROP INLET (SOLID TOP)																							1	
1137+93	1137+93	R.C. PIPE CULVERT					4								1								5	0.06		PCC-1, FES-1, FES-2
1140+35		DROP INLET																			1					FPC-9S
1140+35	1140+42	R.C. PIPE CULVERT	4																							PCC-1
1140+42		MODIFY DROP INLET (SOLID TOP)																							1	
1140+43		DROP INLET																			1					FPC-9S
1140+43	1140+43	R.C. PIPE CULVERT		9												1							8	0.10		PCC-1, FES-1, FES-2
1140+43	1140+43	R.C. PIPE CULVERT	8																							PCC-1
1142+92	1142+91	R.C. PIPE CULVERT	25																							PCC-1
1137+92		DROP INLET																		1						FPC-9
1137+92	1136+56	R.C. PIPE CULVERT		129												1							8	0.10		PCC-1, FES-1, FES-2
1132+81		DROP INLET																			1					FPC-9S
1132+81	1132+87	R.C. PIPE CULVERT	4																							PCC-1
1132+87		MODIFY DROP INLET (SOLID TOP)																							1	
1133+89		DROP INLET																			1					FPC-9S
1133+89	1132+87	R.C. PIPE CULVERT	99																							PCC-1
1134+82		DROP INLET																			1					FPC-9S
1134+82	1134+89	R.C. PIPE CULVERT	4																							PCC-1
1134+89		MODIFY DROP INLET (SOLID TOP)																							1	
1145+26		DROP INLET																			1					FPC-9S
1145+26	1142+91	R.C. PIPE CULVERT		230																						PCC-1
1147+62		DROP INLET																			1					FPC-9S
SUBTOTALS (BOX 3 OF 6)			675	612			4			22	29				4	2				1	19	1	36	0.44	8	

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SCOTT MAR AZ 10
2017-12-07

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRAM AZAD
2017.04.01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	277	889

(2) QUANTITIES

STRUCTURES (BOX 4 OF 6)

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 30"	(CLASS III) 36"	(CLASS IV) 18"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE MO	RM	ST	JUNCT. BOXES (TYPE ST)	SOLID SODDING	WATER	MODIFYING DROP INLETS	STD. DWG. NOS.
			LIN. FT.												EACH			LIN. FT.	EACH				SQ.YD.	M.GAL.	EACH	
1147+62	1145+26	R.C. PIPE CULVERT		233																						PCC-1
1149+92		DROP INLET																			1					FPC-9S
1149+92	1149+92	R.C. PIPE CULVERT					28																			PCC-1
1151+73		DROP INLET																			1					FPC-9S
1151+73	1151+73	R.C. PIPE CULVERT					20																			PCC-1
1153+72		DROP INLET																			1					FPC-9S
1153+72	1153+73	R.C. PIPE CULVERT					20																			PCC-1
1154+65		DROP INLET																				1				FPC-9S
1154+65	1153+72	R.C. PIPE CULVERT					90																			PCC-1
1154+65		DROP INLET																		1						FPC-9S
1154+65	1154+65	R.C. PIPE CULVERT									12															PCC-1
1155+74		DROP INLET																			1					FPC-9S
1155+74	1155+74	R.C. PIPE CULVERT	20																							PCC-1
1155+74		DROP INLET																			1					FPC-9S
1155+74	1155+74	R.C. PIPE CULVERT	8																							PCC-1
1156+30		DROP INLET																			1					FPC-9S
1156+30	1155+74	R.C. PIPE CULVERT	54																							PCC-1
1156+74		DROP INLET																			1					FPC-9S
1156+74	1156+30	R.C. PIPE CULVERT	41																							PCC-1
1149+94	1149+94	R.C. PIPE CULVERT	16																							PCC-1
1151+70	1151+70	R.C. PIPE CULVERT	16																							PCC-1
1153+76	1153+77	R.C. PIPE CULVERT	20																							PCC-1
1149+94		DROP INLET																			1					FPC-9S
1149+94	1149+94	R.C. PIPE CULVERT							32								1						13	0.16		PCC-1, FES-1, FES-2
1151+70		DROP INLET																			1					FPC-9S
1151+70	1149+94	R.C. PIPE CULVERT			172																					PCC-1
1153+77		DROP INLET																			1					FPC-9S
1153+77	1151+70	R.C. PIPE CULVERT			205																					PCC-1
1153+96		DROP INLET																				1				FPC-9S
1153+96	1153+77	R.C. PIPE CULVERT		16																						PCC-1
1154+47		DROP INLET																				1				FPC-9S
1154+47	1153+96	R.C. PIPE CULVERT		48																						PCC-1
1154+47		DROP INLET																		1						FPC-9D
1154+47	1154+47	R.C. PIPE CULVERT									9															PCC-1
1155+73		DROP INLET																			1					FPC-9S
1154+47	1155+73	R.C. PIPE CULVERT		123																						PCC-1
1157+75		DROP INLET																			1					FPC-9S
1155+73	1157+75	R.C. PIPE CULVERT		197																						PCC-1
1159+71		DROP INLET																			1					FPC-9S
1157+75	1159+71	R.C. PIPE CULVERT		190																						PCC-1
1155+74	1155+74	R.C. PIPE CULVERT	5																							PCC-1
1155+73	1155+73	R.C. PIPE CULVERT	21																							PCC-1
1157+75	1157+75	R.C. PIPE CULVERT	25																							PCC-1
1159+73	1159+71	R.C. PIPE CULVERT	24																							PCC-1
1160+73		DROP INLET																			1					FPC-9S
1160+73	1161+73	R.C. PIPE CULVERT					98																			PCC-1
1161+73		DROP INLET																			1					FPC-9S
1161+73	1161+73	R.C. PIPE CULVERT					9																			PCC-1
1165+38		DROP INLET																			1					FPC-9S
1165+38	1165+37	R.C. PIPE CULVERT		4																						PCC-1
1167+72		DROP INLET																			1					FPC-9S
1167+72	1167+72	R.C. PIPE CULVERT					16																			PCC-1
SUBTOTALS (BOX 4 OF 6):			250	811	377		281		32		21						1			2	17	3	13	0.16		

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

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	278	889
②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM ARJ
2017-12-07

STRUCTURES (BOX 5 OF 6)

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT												FLARED END SECTIONS FOR R.C. PIPE CULVERTS			TEMPORARY CULVERTS	DROP INLETS			JUNCT. BOXES	SOLID SODDING	WATER	MODIFYING DROP INLETS	STD. DWG. NOS.
			(CLASS III)				(CLASS IV)				(CLASS V)								TYPE							
			18"	24"	30"	36"	18"	24"	30"	36"	18"	24"	30"	36"	18"	24"	30"	18"	MO	RM	ST	(TYPE ST)				
			LIN. FT.												EACH			LIN. FT.	EACH				SQ.YD.	M.GAL.	EACH	
1171+73		DROP INLET																			1					FPC-9S
1171+73	1171+73	R.C. PIPE CULVERT	9																							PCC-1
1172+73		DROP INLET																			1					FPC-9S
1172+73	1171+73	R.C. PIPE CULVERT					98																			PCC-1
1173+65		DROP INLET																			1					FPC-9S
1173+65	1173+73	R.C. PIPE CULVERT	4																							PCC-1
1173+73		MODIFY DROP INLET (SOLID TOP)																							1	
1161+74	1161+74	R.C. PIPE CULVERT	25																							PCC-1
1165+38	1165+38	R.C. PIPE CULVERT		24																						PCC-1
1167+72	1167+72	R.C. PIPE CULVERT	25																							PCC-1
1169+73	1169+73	R.C. PIPE CULVERT	21																							PCC-1
1171+72	1171+72	R.C. PIPE CULVERT	16																							PCC-1
1161+74		DROP INLET																			1					FPC-9S
1161+74	1165+38	R.C. PIPE CULVERT										361														PCC-1
1165+38		DROP INLET																			1					FPC-9S
1165+38	1165+38	R.C. PIPE CULVERT										37														PCC-1
1167+72		DROP INLET																			1					FPC-9S
1167+72	1169+73	R.C. PIPE CULVERT						195																		PCC-1
1169+73		DROP INLET																			1					FPC-9S
1169+73	1171+72	R.C. PIPE CULVERT						195																		PCC-1
1171+72		DROP INLET																			1					FPC-9S
1171+72	1173+72	R.C. PIPE CULVERT			194																					PCC-1
1174+00		DROP INLET																			1					FPC-9S
1174+00	1173+73	R.C. PIPE CULVERT	24																							PCC-1
1173+72		DROP INLET																			1					FPC-9S
1173+72	1173+72	R.C. PIPE CULVERT			16																					PCC-1
1171+72	1171+72	R.C. PIPE CULVERT						4																		PCC-1
1173+73	1116+88	R.C. PIPE CULVERT			8																					PCC-1
1173+72	1173+72	R.C. PIPE CULVERT					4																			PCC-1
1165+44	1165+38	R.C. PIPE CULVERT					12																			PCC-1
1106+25		DROP INLET																			1					FPC-9S
1106+25	1106+25	R.C. PIPE CULVERT	40												1								5	0.06		PCC-1, FES-1, FES-2
1110+78		DROP INLET																			1					FPC-9S
1110+78	1112+12	R.C. PIPE CULVERT	132																							PCC-1
1112+12		DROP INLET																			1					FPC-9S
1112+12	1114+22	R.C. PIPE CULVERT	207																							PCC-1
1114+22		DROP INLET																			1					FPC-9S
1114+22	1116+14	R.C. PIPE CULVERT	188																							PCC-1
1116+14		DROP INLET																			1					FPC-9S
1116+14	1116+88	R.C. PIPE CULVERT	71																							PCC-1
1116+88		DROP INLET																			1					FPC-9S
1116+88		R.C. PIPE CULVERT			8																					PCC-1
1122+47		MODIFY DROP INLET (SOLID TOP)																							1	
1122+39		DROP INLET																	1							FPC-9M
1122+39	1122+47	R.C. PIPE CULVERT	4																							PCC-1
1203+09		DROP INLET																		1						FPC-9D
1203+09	1203+07	R.C. PIPE CULVERT	9																							PCC-1
1205+99		DROP INLET																			1					FPC-9S
1205+99	1205+99	R.C. PIPE CULVERT	7																							PCC-1
1205+99		MODIFY DROP INLET (SOLID TOP)																							1	
SUBTOTALS (BOX 5 OF 6):			782	24	226		114	394				398			1				1	1	17		5	0.06	3	

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

QUANTITIES

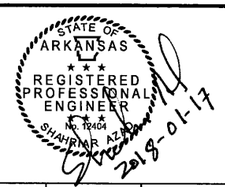
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	279	889

② QUANTITIES



STRUCTURES (BOX 6 OF 6)

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	(CLASS III) 24"	(CLASS III) 30"	(CLASS III) 36"	(CLASS IV) 18"	(CLASS IV) 24"	(CLASS IV) 30"	(CLASS IV) 36"	(CLASS V) 18"	(CLASS V) 24"	(CLASS V) 30"	(CLASS V) 36"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	TEMPORARY CULVERTS 18"	DROP INLETS TYPE MO	RM	ST	JUNCT. BOXES (TYPE ST)	SOLID SODDING	WATER	MODIFYING DROP INLETS	STD. DWG. NOS.
			LIN. FT.												EACH			LIN. FT.	EACH				SQ.YD.	M.GAL.	EACH	
801+62		DROP INLET																			1					FPC-9S
800+67	801+62	R.C. PIPE CULVERT											92													PCC-1
802+61		DROP INLET																			1					FPC-9S
801+62	802+61	R.C. PIPE CULVERT											96													PCC-1
800+64		DROP INLET																		1						FPC-9D
800+64	800+67	R.C. PIPE CULVERT				12																				PCC-1
803+79		DROP INLET																			1					FPC-9S
803+79	802+61	R.C. PIPE CULVERT			115																					PCC-1
803+79		DROP INLET																		1						FPC-9D
803+79	803+79	R.C. PIPE CULVERT							23																	PCC-1
803+82		DROP INLET																		1						FPC-9
803+82	803+79	R.C. PIPE CULVERT	64																							PCC-1
800+67		DROP INLET																	1							FPC-9M
800+67	98+73	R.C. PIPE CULVERT												18												PCC-1
913+32	913+55	R.C. PIPE CULVERT			14												1						13	0.16		PCC-1, FES-1, FES-2
1001+37	1001+37	R.C. PIPE CULVERT			4												1						13	0.16		PCC-1, FES-1, FES-2
98+92	98+97	R.C. PIPE CULVERT												8												PCC-1
99+06		DROP INLET																	1							FPC-9M
98+97	99+06	R.C. PIPE CULVERT		7																						PCC-1
98+97		DROP INLET																				1				FPC-9S
98+97	98+97	R.C. PIPE CULVERT								4																PCC-1
97+78		DROP INLET																	1							FPC-9M
97+78	98+00	R.C. PIPE CULVERT					23																			PCC-1
98+00		DROP INLET																	1							FPC-9M
98+00	98+05	R.C. PIPE CULVERT					17																			PCC-1
98+28		DROP INLET																				1				FPC-9S
97+92	98+28	R.C. PIPE CULVERT								32																PCC-1
97+92		DROP INLET																	1							FPC-9M
96+46	97+92	R.C. PIPE CULVERT				144																				PCC-1
98+38	98+28	R.C. PIPE CULVERT												8												PCC-1
98+25	98+28	R.C. PIPE CULVERT	8																							PCC-1
104+32		DROP INLET																	1							FPC-9M
104+32	104+32	R.C. PIPE CULVERT	8												1								5	0.06		PCC-1, FES-1, FES-2
113+28	113+28	R.C. PIPE CULVERT	4												1								5	0.06		PCC-1, FES-1, FES-2
1081+25	1084+29	TEMPORARY CULVERT (STAGE 2)																312								
1084+30		TEMPORARY DROP INLET (STAGE 2)																		1						
506+92		TEMPORARY CULVERT (STAGE 2)																6								
1094+65	1094+80	TEMPORARY CULVERT (STAGE 2)																17								
1094+81		TEMPORARY DROP INLET (STAGE 2)																			1					
1096+84		TEMPORARY DROP INLET (STAGE 2)																			1					
1096+86	1097+10	TEMPORARY CULVERT (STAGE 2)																26								
1113+83	1115+14	TEMPORARY CULVERT (STAGE 2)																135								
1136+56	1138+01	TEMPORARY CULVERT (STAGE 1)																158								
1177+57	1177+78	TEMPORARY CULVERT (STAGE 1)																56								
1177+92		TEMPORARY DROP INLET (STAGE 1)																			1					
1177+93	1177+97	TEMPORARY CULVERT (STAGE 1)																4								
SUBTOTALS (BOX 6 OF 6):			84	7	133	156	40		23	36			188	34	2		2	714	6	4	6	2	36	0.44		
SUBTOTALS (BOX 5 OF 6):			782	24	226		114	394				398			1				1	1	17		5	0.06	3	
SUBTOTALS (BOX 4 OF 6):			250	811	377		281		32		21						1			2	17	3	13	0.16		
SUBTOTALS (BOX 3 OF 6):			675	612			4			22	29				4	2				1	19	1	36	0.44	8	
SUBTOTALS (BOX 2 OF 6):			275	312	427		12	224	556	30	366	16	108		1		1			4	16	3	18	0.22		
SUBTOTALS (BOX 1 OF 6):			427	645		22	465	4	193	86		4		4	2					5	17	1	10	0.13	1	
TOTALS:			2493	2411	1163	178	916	622	804	174	416	418	296	38	10	2	4	714	7	17	92	10	118	1.45	12	

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

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	280	889
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2018-01-17

MOT EARTHWORK

BL	STATION	STATION	LOCATION DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
				CU. YD.	
MED.	1098+48.96	1104+82.00	MAIN LANE WIDENING (3)	117	
MED.	1103+28.45	1109+92.16	MAIN LANE WIDENING (2)	3614	
MED.	1111+59.76	1117+17.32	MAIN LANE WIDENING (2)	599	
WB EXIT TO BAPTIST HEALTH DR.			OFF RAMP (1) - TAPER	276	96
			OFF RAMP (1)	1132	623
			OFF RAMP (1) - TAPER	104	17
EB ENTR. FROM BAPTIST HEALTH DR.			ON RAMP (2) - WIDENING	602	
WB ENTR. FROM JOHN BARROW RD.			ON RAMP (1) - WIDENING	355	89
			ON RAMP (1) - WIDENING	284	
EB EXIT TO JOHN BARROW RD.			OFF RAMP (1) - WIDENING	345	45
			OFF RAMP (1) - WIDENING	815	
WB EXIT TO JOHN BARROW RD.			OFF RAMP (2) - TAPER	587	24
			OFF RAMP (2)	2513	
			OFF RAMP (2) - TAPER	189	32
EB ENTR. FROM JOHN BARROW RD.			ON RAMP (2) - TAPER	304	229
			ON RAMP (2)	2205	702
			ON RAMP (2) - TAPER	678	
			ON RAMP (1) - WIDENING	320	
WB ENTR. FROM RODNEY PARHAM RD.			ON RAMP (1) - WIDENING	136	
WB ENTR. FROM RODNEY PARHAM RD.			ON RAMP (2) - TAPER	92	105
			ON RAMP (2)	971	817
			ON RAMP (2) - TAPER	422	200
EB EXIT TO RODNEY PARHAM RD.			OFF RAMP (1) - TAPER	241	103
			OFF RAMP (1)	11109	10885
			OFF RAMP (1) - TAPER	462	58
EB ENTR. FROM RODNEY PARHAM RD.			ON RAMP (1) - TAPER	592	511
			ON RAMP (1)	2297	1986
			ON RAMP (1) - TAPER	269	135
EB EXIT TO UNIVERSITY AVE.			OFF RAMP (1) - WIDENING	202	
WB ENTR. FROM UNIVERSITY AVE.			ON RAMP (1) - TAPER	79	
			ON RAMP (1)	1156	
			ON RAMP (1) - TAPER	726	
* TOTALS:				33793	16657

*TOTALS CARRIED TO EARTHWORK - SUMMARY QUANTITY BOX.

EARTHWORK - SUMMARY

LOCATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	AGGREGATE BASE COURSE (CLASS 7)
	CU. YD.	CU. YD.	TON
I-630	77889	36832	4477
BAPTIST HOSP. RAMP 2	2156	48	198
BAPTIST HOSP. RAMP 3	461	207	349
JOHN BARROW RD. RAMP 1	2316	1672	212
JOHN BARROW RD. RAMP 2	2419	393	63
JOHN BARROW RD. RAMP 3	3957	249	4
JOHN BARROW RD. RAMP 4	9654	45	423
RODNEY PARHAM RD. RAMP 1	1119	5800	811
RODNEY PARHAM RD. RAMP 2	1270	2042	573
RODNEY PARHAM RD. RAMP 3	1010	660	101
RODNEY PARHAM RD. RAMP 4	168	203	261
UNIVERSITY AVE. RAMP 1	589	501	146
UNIVERSITY AVE. RAMP 6	7877	2061	463
RODNEY PARHAM RD.	4020	1820	69
HUGHES ST.	635	359	
MOT	33793	16657	
PROPOSED DITCH STA. 1081+53.91 TO 1084+31.88	837		
TOTALS:	150170	69549	8150

SOIL STABILIZATION

	LOCATION / DESCRIPTION	TON
*	TO BE USED IF AND WHERE	1000
	DIRECTED BY THE ENGINEER	
	TOTAL:	1000

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

ADDITIONAL SHORING

SITE NO.	STATION	STATION	BASE LINE	SHORING (SITE NO. __)
				LUMP SUM
1	1081+19.00	1084+72.00	I-630 MAIN LANES	1.00
8	910+09.00	910+90.00	RODNEY PARHAM RD. RAMP 1	1.00

DELINEATORS

LOCATION	DELINEATORS		
	WHITE TYPE-2	YELLOW TYPE-2	BARRIER WALL
	EACH		
BAPTIST HOSP. - RAMP 2		9	37
BAPTIST HOSP. - RAMP 3	10	13	
JOHN BARRROW RD. - RAMP 1	13	14	
JOHN BARRROW RD. - RAMP 2	7	7	
JOHN BARRROW RD. - RAMP 3	9	12	
JOHN BARRROW RD. - RAMP 4	6	6	
RODNEY PARHAM RD. - RAMP 1	14	17	
RODNEY PARHAM RD. - RAMP 2	6	6	
RODNEY PARHAM RD. - RAMP 3	8	14	28
RODNEY PARHAM RD. - RAMP 4	6	6	
UNIVERSITY AVE. - RAMP 1	20	23	
UNIVERSITY AVE. - RAMP 2	12	8	
UNIVERSITY AVE. - RAMP 5	19	25	
UNIVERSITY AVE. - RAMP 6	10	19	275
TOTALS:	140	179	340

SOIL LOG

STATION	OFFSET	LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
			FEET				
1093+50	95' LT	LT. OF I-630 MAIN LANES	3.2	35	15	A-2-6	LT. GRAY/TAN/RED. BROWN
1118+00	100' LT	LT. OF I-630 MAIN LANES	3	33	11	A-2-6	LT. GRAY/TAN
1129+10	100' RT	RT. OF I-630 MAIN LANES	3	30	12	A-2-6	LT. GRAY/BROWN/RED. TAN
1168+00	110' LT	LT. OF I-630 MAIN LANES	3	30	11	A-2-6	LT. GRAY/TAN/BROWN

SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATION OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY. THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.
Z- AUGER REFUSAL
NP - NON-PLASTIC
ND - NOT DETERMINABLE

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	281	889

(1) 05581, **BRIDGE QUANTITIES** 58341

A&B5582-83, 07382-84, A&B3493

SCHEDULE OF BRIDGE QUANTITIES - JOB CA0608

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	802	SP & 802	803	804	804	805	805	805	806	806	806	SP & 807	SP & 807	807	808	809	809	812	816	816	816	SP & 820	820	821	SP JOB CA0608								
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE (1)	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS I PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GR. 60)	EPOXY COATED REINFORCING STEEL (GR. 60)	STEEL PILING (HP 12x53) (2)	STEEL PILING (HP 14x73) (2)	PREBORING (2)	METAL BRIDGE RAILING (TYPE H)	METAL BRIDGE RAILING (TYPE H2)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN BEAM SPANS (M270, GRADE 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GRADE 50)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	CLEANING AND PAINTING EXISTING STRUCTURAL STEEL (TYPE II)	DISPOSAL OF HAZARDOUS WASTE (SITE NO.)	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.) (3)	SHORING (SITE NO.)	DRILLED SHAFT (48" DIA.)	PERMANENT STEEL CASING (54" DIA.)	CROSSHOLE SONIC LOGGING (48" DIA.)	CORING DRILLED SHAFT	ARCHITECTURAL FINISH	TEXTURED COATING FINISH	POLYMER OVERLAY	BRIDGE DECK REPAIR FOR POLYMER OVERLAY
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	LB.	TON	CU. IN.	LIN. FT.	LIN. FT.	EA.	SQ. YD.	CU. YD.	CU. YD.	TON	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	EACH	LIN. FT.	SQ. FT.	SQ. YD.	SQ. YD.	SQ. FT.
05581		Site 1 - JOHN BARROW BRIDGE OVER I-630																																				
		SUBSTRUCTURES																																			1,005	
		179'-0" CONT. PLATE GIRDER UNIT (SITE NO. 1)																									140.7	1								520		
		TOTAL FOR BRIDGE 05581																									140.7									1,525		
07382	I-630 PEDESTRIAN BRIDGE OVER ROCK CREEK	I-630 PEDESTRIAN BRIDGE OVER ROCK CREEK																																				
		END BENT 1				11.63		0.1	1,816		66					2	404		0.3			16		263	175													
		BENTS 2			25	30.06			3,888								67		0.1																		
		BENTS 3			25	30.45			3,956								67		0.1																		
		BENTS 4			25	30.06			3,888								67		0.1																		
		END BENT 5				9.80		0.1	1,301		72					2	404		0.3			16		291	194	6												
		255'-0" CONT. W-BEAM UNIT					114.10	9.0	19,141						588		104,001		52.1	3,100.0			1														
		TOTAL FOR BRIDGE 07382			75	112.00	114.10	9.2	33,990		138				588	4	105,010		53.0	3,100.0		32	1	554	369	6												
A5582	I-630 BRIDGE A OVER ROCK CREEK	I-630 BRIDGE A OVER ROCK CREEK																																				
		END BENT 1				22.07		0.3	1,456		44						1,057		0.6			100															
		BENT 2			II	31.37			7,088								2,847		1.5			100															
		BENT 3			II	31.33			6,789								2,037		1.1			103															
		BENT 4			II	34.19			8,200								3,137		1.6			106															
		END BENT 5				22.36		0.3	1,881		0						4,603		2.4			117															
		64'-0" COMP. W-BEAM SPAN NO. 1					149.52	11.8	5,085	43,602							31,296		15.7				1				43.5										
		64'-0" COMP. W-BEAM SPAN NO. 2					149.70	11.9	6,630	42,079							62,055		31.1								31.0										
		64'-0" COMP. W-BEAM SPAN NO. 3					153.01	12.2	773	42,596							70,563		35.3								30.6										
		64'-0" COMP. W-BEAM SPAN NO. 4					158.83	12.8		44,023							78,725		39.4								30.5										
		EXIST. BR. NO. A5582 (SITE NO. 3A)				4.58	46.14		1,718																			1	1								
		TOTAL FOR BRIDGE A5582			33	145.90	657.20	49.3	39,620	172,300	44						256,320		128.7			526	1				135.6										
B5582	I-630 BRIDGE B OVER ROCK CREEK	I-630 BRIDGE B OVER ROCK CREEK																																				
		END BENT 1				20.60		0.2	2,352		44						3,623		1.9			86															
		BENT 2			II	16.72			3,639								2,294		1.2			86		III	74												
		BENT 3			II	16.72			3,657								1,559		0.8			87															
		BENT 4			II	16.44			3,665								2,351		1.2			88															
		END BENT 5				26.62		0.2	2,577		50						3,291		1.7			88		266	177	II											
		64'-0" COMP. W-BEAM SPAN NO. 1					130.48	10.1		32,128							30,117		15.1				1				61.1										
		64'-0" COMP. W-BEAM SPAN NO. 2					129.10	10.1		32,364							30,262		15.2								61.2										
		64'-0" COMP. W-BEAM SPAN NO. 3					129.16	10.1		32,519							30,463		15.3								61.2										
		64'-0" COMP. W-BEAM SPAN NO. 4					131.56	10.1		31,709							35,330		17.7								61.1										
		EXIST. BR. NO. B5582 (SITE NO. 3B)																										1	1								
		TOTAL FOR BRIDGE B5582			33	97.10	520.30	40.8	15,890	128,720	94						139,290		70.1			435	1	377	251	II	244.6										

(1) Includes approximately 158 cu. yds. of rock excavation.

(2) Quantities shown are for estimating and bidding purposes only. Actual quantities will be determined in the field. All steel piling shall be Grade 50 and are required to have approved driving points which will not be paid for directly but shall be considered subsidiary to the item "STEEL PILING (HP12X53)" and "STEEL PILING (HP14X73)".

(3) Bridge Site 3 (Rock Creek): For scope of work see Dwg. No. 58375

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 Sept 2017

SHEET 1 OF 2
SCHEDULE OF BRIDGE QUANTITIES

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/7/2015	FILENAME:	bca0608m_qi
CHECKED BY:	STS	DATE:	10/6/2015	SCALE:	NONE
DESIGNED BY:	JH	DATE:	1/28/2016		

BRIDGE NO. 05581, A&B5582-83, 07382-84, A&B3493 DRAWING NO. 58341

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	282	889
				(1) 05581,		BRIDGE QUANTITIES		58342
				A&B5582-83, 07382-84, A&B3493				

SCHEDULE OF BRIDGE QUANTITIES - JOB CA0608

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	802	SP & 802	803	804	804	805	805	805	806	806	806	SP & 807	SP & 807	807	808	809	809	812	816	816	816	SP & 820	820	821	SP JOB CA0608								
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE (1)	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS I PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GR. 60)	EPOXY COATED REINFORCING STEEL (GR. 60)	STEEL PILING (HP 12x53) (2)	STEEL PILING (HP 14x73) (2)	PREBORING (2)	METAL BRIDGE RAILING (TYPE H)	METAL BRIDGE RAILING (TYPE H12)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN BEAM SPANS (M270, GRADE 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GRADE 50)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	CLEANING AND PAINTING EXISTING STRUCTURAL STEEL (TYPE II)	DISPOSAL OF HAZARDOUS WASTE (SITE NO.)	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.) (3)	SHORING (SITE NO.)	DRILLED SHAFT (48" DIA.)	PERMANENT STEEL CASING (54" DIA.)	CROSSHOLE SONIC LOGGING (48" DIA.)	CORING DRILLED SHAFT	ARCHITECTURAL FINISH	TEXTURED COATING FINISH	POLYMER OVERLAY	BRIDGE DECK REPAIR FOR POLYMER OVERLAY
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	LB.	TON	CU. IN.	LIN. FT.	LIN. FT.	EA.	SQ. YD.	CU. YD.	CU. YD.	TON	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	EACH	LIN. FT.	SQ. FT.	SQ. YD.	SQ. YD.	SQ. FT.
07383	I-630 BRIDGE OVER RODNEY PARHAM	I-630 BRIDGE OVER RODNEY PARHAM																																			
		END BENT 1				43.64		0.4	3,979									3,471	1.8		143																110		
		BENT 2				117.35			32,655									596	0.3																	153	81	3	51		349		
		BENT 3				117.35			32,655									603	0.4																	126	54	3	42		349		
		BENT 4				115.33			31,902									614	0.4																	153	81	3	51		361		
		END BENT 5				94.33		0.4	16,025		23	442	100					3,607	1.9		150				14														171		
		(4) 428'-0" CONT. PLATE GIRDER UNIT					1,814.02	129.0		426,600								1,727,989	864.0	55,028.0				1														1,109		
		EXIST. BR. NO. A5583 (SITE NO. 4A)		1			63.78		17,844																				1									804		
		EXIST. BR. NO. B5583 (SITE NO. 4B)		1																									1											
		TOTAL FOR BRIDGE 07383 (SITE NO. 4)				488.00	1,877.80	129.8	135,060	426,600	23	442	100					1,736,880	868.8	55,028.0	293		1		14						1	432	216	9	144		3,253		
07384	HUGHES STREET BRIDGE OVER I-630	HUGHES STREET BRIDGE OVER I-630																																			
		END BENT 1			6	31.22		0.2	3,390		132		27	2		2	1,477		0.8			53															41		
		BENT 2			158	164.87			24,693								223		0.2																		121		
		END BENT 3			6	31.51		0.2	3,347		174		36	2		2	1,473		0.8			53															41		
		183'-0" CONT. W-BEAM UNIT					330.50	19.9		79,540				366			289,747		144.9	5,513.0			1												895	424		
		EXIST. BR. NO. 05584 (SITE NO. 5)		1																																			
		TOTAL FOR BRIDGE 07384			170	227.60	330.50	20.3	31,430	79,540	306		63	370		4	292,920		146.7	5,513.0		106	1												895	627		
A3493		I- 630 BRIDGE A OVER UNIVERSITY AVE.																																			1,348	1,214
		TOTAL FOR BRIDGE A3493																																			1,348	1,214
B3493		I- 630 BRIDGE B OVER UNIVERSITY AVE.																																			1,193	1,074
		TOTAL FOR BRIDGE B3493																																			1,193	1,074
		TOTAL FOR JOB CA0608			311	1,070.60	3,499.90	249.4	255,990	807,160	605	442	163	370	588	8	793,540	1,736,880	1,267.3	63,641.0	293	1,099	5	931	620	31	520.9				432	216	9	144	895	5,405	2,541	2,288

(1) Includes approximately 158 cu. yds. of rock excavation.

(2) Quantities shown are for estimating and bidding purposes only. Actual quantities will be determined in the field. All steel piling shall be Grade 50 and are required to have approved driving points which will not be paid for directly but shall be considered subsidiary to the item "STEEL PILING (HP12X53)" and "STEEL PILING (HP14X73)".

(3) Bridge Site 4 (Rodney Parham): For scope of work see Stg.I Const.Sect., End Bent 1, and Stg.I details Dwg. Nos. 58458, 58462-58467, and 58496

(4) See Stg.Const.Sects., Gen.Notes, Tmp.Int.Bent Shoring, End Bents, and Stg.I details Dwg. Nos. 58458-58467 & 58496

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 Sept 2017

SHEET 2 OF 2
SCHEDULE OF BRIDGE QUANTITIES
BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 10/7/2015
CHECKED BY: STS DATE: 10/6/2015
DESIGNED BY: JH DATE: 1/28/2016
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SCALE: NONE

BRIDGE NO. 05581, A&B5582-83, 07382-84, A&B3493 DRAWING NO. 58342

12:04:33 PM 9/27/2017 jharrell

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SUMMARY OF QUANTITIES (BOX 1 OF 4)

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	69	STATION
201	GRUBBING	69	STATION
202	REMOVAL AND DISPOSAL OF CURB	1665	LIN. FT.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	1720	LIN. FT.
202	REMOVAL AND DISPOSAL OF FENCE	3292	LIN. FT.
202	REMOVAL AND DISPOSAL OF RETAINING WALLS	252	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	794	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH SLABS	11	EACH
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	22	EACH
202	REMOVAL AND DISPOSAL OF WALKS	606	SQ. YD.
202	REMOVAL AND DISPOSAL OF DROP INLETS	69	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	55	EACH
202	REMOVAL AND DISPOSAL OF FLARED END SECTIONS	12	EACH
202	REMOVAL AND DISPOSAL OF WINGWALLS	3	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	915	SQ. YD.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	3819	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER	12601	LIN. FT.
202	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	5	EACH
202	REMOVAL AND DISPOSAL OF PIPE UNDERDRAINS	9596	LIN. FT.
202	REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS	21	EACH
SP & 202	REMOVAL OF RUMBLE STRIPS IN CONCRETE PAVEMENT	2008	SQ. YD.
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	49344	SQ. YD.
206	FLOWABLE SELECT MATERIAL	202	CU. YD.
210	UNCLASSIFIED EXCAVATION	150170	CU. YD.
SP	SELECT GRANULAR BACKFILL	10759	CU. YD.
210	COMPACTED EMBANKMENT	69549	CU. YD.
SP & 210	SOIL STABILIZATION	1000	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	22386	TON
309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	293	SQ. YD.
309	PORTLAND CEMENT CONCRETE BASE (11" UNIFORM THICKNESS)	1062	SQ. YD.
SS & 401	TACK COAT	7312	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	34743	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	1372	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	2334	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	105	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	5043	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	24	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	247	TON
412	COLD MILLING ASPHALT PAVEMENT	15503	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	56	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	42	TON
SP	ACHM PATCHING OF EXISTING SHOULDERS	14	TON
502	REINFORCING STEEL FOR PAVEMENT (BARS)	2436162	POUND
503	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (9" UNIFORM THICKNESS)	87068	SQ. YD.
504	APPROACH SLABS	1348.95	CU. YD.
504	APPROACH GUTTERS	557.04	CU. YD.
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	2000	SQ. YD.
507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (8" UNIFORM THICKNESS)	2000	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SP & 603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	714	LIN. FT.
SS & 604	SIGNS	5038	SQ. FT.
SS & 604	BARRICADES	144	LIN. FT.
SS & 604	TRAFFIC DRUMS	568	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	26459	LIN. FT.
SP & 604	FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER	260	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM	4	EACH
604	RELOCATING PRECAST CONCRETE BARRIER	79471	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	5304	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	362749	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	5304	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	89987	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	980	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	600	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	LUMP SUM
SP	WRECKER SERVICE	1.00	LUMP SUM
605	CONCRETE DITCH PAVING (TYPE A)	260	SQ. YD.
605	CONCRETE DITCH PAVING (TYPE B)	4737	SQ. YD.
SP	CULVERT CLEAN OUT	47	EACH
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	2493	LIN. FT.
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	916	LIN. FT.
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	416	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	2411	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	622	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	418	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1163	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	804	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	296	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	178	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	174	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	38	LIN. FT.
606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	10	EACH
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2	EACH
606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4	EACH
606	SELECTED PIPE BEDDING	600	CU. YD.
609	DROP INLETS (TYPE MO)	7	EACH
609	DROP INLETS (TYPE RM)	17	EACH
609	DROP INLETS (TYPE ST)	92	EACH
609	JUNCTION BOXES (TYPE ST)	10	EACH
SP	CURB INLET PROTECTION	9	EACH
611	UNDERDRAIN OUTLET PROTECTORS	82	EACH
611	4" PIPE UNDERDRAINS	19919	LIN. FT.
615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)	8.3	CU. YD.
615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)	7	TON
617	GUARDRAIL (TYPE A)	2700	LIN. FT.
617	TERMINAL ANCHOR POSTS (TYPE I)	5	EACH
617	GUARDRAIL TERMINAL (TYPE 2)	13	EACH
617	THRIE BEAM GUARDRAIL TERMINAL	16	EACH
* 619	4' STEEL CHAIN LINK FENCE (ALTERNATE NO. 1)	3606	LIN. FT.
* 619	4' ALUMINUM CHAIN LINK FENCE (ALTERNATE NO. 2)	3606	LIN. FT.

*DENOTES ALTERNATE BID ITEMS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER 16901 CHRISTOPHER D. CAO
2018-03-19

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			
02-27-18			
03-19-18			

FED.ROD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	CAO608	283	889

JOB NO.

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (BOX 2 OF 4)

	ITEM NUMBER	ITEM	QUANTITY	UNIT
*	619	16' STEEL GATES (ALTERNATE NO. 1)	9	EACH
*	619	16' ALUMINUM GATES (ALTERNATE NO. 2)	9	EACH
	620	LIME	67	TON
	620	SEEDING	33.72	ACRE
	SS & 620	MULCH COVER	67.44	ACRE
	620	WATER	4200.5	M.GAL.
	621	TEMPORARY SEEDING	33.72	ACRE
	621	SILT FENCE	27745	LIN. FT.
	621	SAND BAG DITCH CHECKS	220	BAG
	621	DROP INLET SILT FENCE	2240	LIN. FT.
	621	SEDIMENT BASIN	750	CU. YD.
	621	OBLITERATION OF SEDIMENT BASIN	750	CU. YD.
	621	SEDIMENT REMOVAL AND DISPOSAL	1266	CU. YD.
	621	ROCK DITCH CHECKS	24	CU. YD.
	623	SECOND SEEDING APPLICATION	33.72	ACRE
	624	SOLID SODDING	5838	SQ. YD.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE A; MASH TL-4)	351	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE B; MASH TL-4)	317	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE C; MASH TL-4)	1149	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-1)	1200	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-2)	500	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-3)	200	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-4)	20	LIN. FT.
	631	CONCRETE BARRIER WALL (PARAPET TYPE SP-1)	112	LIN. FT.
	631	CONCRETE BARRIER WALL (PARAPET TYPE SP-2)	160	LIN. FT.
	631	CONCRETE BARRIER WALL (MEDIAN TYPE A-1; MASH TL-4)	3368	LIN. FT.
	SP & 631	CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)	5146	LIN. FT.
	SP & 631	CONCRETE BARRIER WALL (SIDE TYPE D; MASH TL-4)	905	LIN. FT.
	SP & 631	CONCRETE BARRIER WALL (SIDE TYPE E; MASH TL-4)	2145	LIN. FT.
	SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-1)	180	LIN. FT.
	SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-2)	3981	LIN. FT.
	SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-3)	625	LIN. FT.
*	SP	NOISE BARRIER WALL (ALTERNATE NO. 1)	82948	SQ. FT.
*	SP	NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS (ALTERNATE NO. 2)	82948	SQ. FT.
	SP	NOISE BARRIER WALL WITH LIGHTWEIGHT PANELS	7835	SQ. FT.
	632	CONCRETE ISLAND	414	SQ. YD.
	633	CONCRETE WALKS	943	SQ. YD.
	634	INTEGRAL CURB (TYPE A)	978	LIN. FT.
	634	INTEGRAL CURB (TYPE B)	7093	LIN. FT.
	634	CONCRETE CURB (TYPE A)	460	LIN. FT.
	634	CONCRETE CURB (TYPE B)	473	LIN. FT.
	634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	2365	LIN. FT.
	635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
	640	MODIFYING DROP INLETS	12	EACH
	641	WHEELCHAIR RAMPS (TYPE 3)	71	SQ. YD.
	641	WHEELCHAIR RAMPS (TYPE 4)	21	SQ. YD.
	641	WHEELCHAIR RAMPS (TYPE 6)	36	SQ. YD.
	SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	3	EACH
	SP	ETHERNET SWITCH, TIOO HARDENED (8-PORT)	3	EACH
	SP	E-NET CABLE (EXTERIOR CAT 5E)	487	LIN. FT.
	SP	ANTENNA SUPPORT (40' HT.) WITH CAMERA	1	EACH
	SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	3	EACH
	SP	LOCAL REPEATER RADIO WITH ANTENNA	1	EACH
	SP	CAMERA ASSEMBLY	9	EACH
	SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	25	EACH
	SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	EACH
	SP	RELOCATION OF TRAFFIC SIGNAL HEAD	19	EACH
	SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	14	EACH
	708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	5844	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	143	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	964	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	759	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	2029	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	432	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	54	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/2 A.W.G., 1C/2 E.G.C.)	6889	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/4 A.W.G., 1C/4 E.G.C.)	4696	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/8 A.W.G., 1C/8 E.G.C.)	2885	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (3C/2 A.W.G., 1C/2 E.G.C.)	3396	LIN. FT.
	SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	2448	LIN. FT.
	709	GALVANIZED STEEL CONDUIT (1.25")	106	LIN. FT.
	SP	FIBERGLASS CONDUIT (1")	65	LIN. FT.
	710	NON-METALLIC CONDUIT (2")	18047	LIN. FT.
	710	NON-METALLIC CONDUIT (3")	1026	LIN. FT.
	711	CONCRETE PULL BOX (TYPE 1)	3	EACH
	711	CONCRETE PULL BOX (TYPE 2)	9	EACH
	711	CONCRETE PULL BOX (TYPE 1 HD)	6	EACH
	711	CONCRETE PULL BOX (TYPE 2 HD)	97	EACH
	713	SPAN WIRE ASSEMBLY (TEMPORARY)	3	EACH
	SP	LIGHT POLE FOUNDATION	61	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (20')	1	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	2	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')	1	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')	1	EACH
	714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1	EACH
	SP	LED LUMINAIRE ASSEMBLY	9	EACH
	SP	LUMINAIRE POLE REMOVAL	61	EACH
	SP	UNDERPASS LUMINAIRE (45-WATT, LED)	3	EACH
	SP	ROADWAY ILLUMINATION POLE (206 WATT LED, SHOE BASE, 42')	61	EACH
	SP	ROADWAY ILLUMINATION POLE-BARRIER MOUNTED (206 WATT LED, SHOE BASE, 42')	23	EACH
	715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	11	EACH
	SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	2	EACH
	SP	SERVICE POINT ASSEMBLY (3 CIRCUITS)	1	EACH
	SP	PEDESTAL TYPE SERVICE POINT (100 AMP)	8	EACH
	SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
	718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	553	LIN. FT.
	718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	1264	LIN. FT.
	719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	4948	LIN. FT.

*DENOTES ALTERNATE BID ITEMS.

SUMMARY OF QUANTITIES



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID PROJ.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-15-17				6	ARK.		284	889
01-17-18				JOB NO.		CA0608		

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (BOX 3 OF 4)

ITEM NUMBER	ITEM	QUANTITY	UNIT
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")	407	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	2150	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	1879	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	30	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	52	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	61	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	57396	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	15577	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	35583	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	3152	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-50)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-51)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-52)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-53)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-54)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-57)	1	EACH
SP	STEEL BRIDGE MOUNTED SIGN STRUCTURE (BM-630-60-56)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-630-60-55)	1	EACH
SP & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	1103	SQ. FT.
SP & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	2792	SQ. FT.
SP & 726	STANDARD SIGN	1477	SQ. FT.
SP	18" STREET NAME SIGN	10	EACH
SP & 727	EXIT NUMBER PANEL (TYPE A)	105	SQ. FT.
SP & 727	EXIT NUMBER PANEL (TYPE B)	140	SQ. FT.
SP & 727	EXIT NUMBER PANEL (TYPE C)	29	SQ. FT.
728	DELINEATOR (TYPE 2)	319	EACH
SP	BARRIER WALL DELINEATOR	340	EACH
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	37	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	14832	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	79	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER	31	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	31	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	66	EACH
SP & 731	FURNISHING, INSTALLING AND LEAVING IN PLACE TEMPORARY IMPACT ATTENUATION BARRIER	1	EACH
732	CRASH CUSHION	1	EACH
733	VIDEO DETECTOR RELOCATION	6	EACH
SP & 733	VIDEO DETECTOR (CLR)	18	EACH
733	VIDEO CABLE	3816	LIN. FT.
733	VIDEO MONITOR (CLR)	3	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	8	EACH
SP & 733	VIDEO EDGE CARD EXTENDER	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	3	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	190	CU. YD.
802	CLASS A CONCRETE-ROADWAY	190.33	CU. YD.
802	CLASS S CONCRETE-ROADWAY	83.00	CU. YD.
SP	RETAINING WALL	29638	SQ. FT.
SP	ARCHITECTURAL FINISH	384	SQ. FT.
SP	SOIL NAIL WALL	33039	SQ. FT.
SP	TEXTURED COATING FINISH	15454	SQ. YD.
804	REINFORCING STEEL-ROADWAY (GRADE 60)	225043	POUND
806	METAL BRIDGE RAILING (TYPE H)	148	LIN. FT.
SP	SHORING (SITE NO. 1)	1.00	LUMP SUM
SP	SHORING (SITE NO. 5)	1.00	LUMP SUM
SP	SHORING (SITE NO. 6)	1.00	LUMP SUM
SP	SHORING (SITE NO. 7)	1.00	LUMP SUM
SP	SHORING (SITE NO. 8)	1.00	LUMP SUM
SP	SHORING (SITE NO. 9)	1.00	LUMP SUM
SP	RELOCATION OF VMS ASSEMBLY	1	EACH
SP	OVERHEAD VMS ASSEMBLY	1	EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12621
JUSTIN R. RIARD
2018-01-17

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	CA0608	285	889

JOB NO.

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (BOX 4 OF 4)

ITEM NUMBER	ITEM	QUANTITY	UNIT
	STRUCTURES OVER 20' SPAN		
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 5)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 4A)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 4B)	1.00	LUMP SUM
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	311	CU. YD.
802	CLASS S CONCRETE-BRIDGE	1070.60	CU. YD.
SP & 802	CLASS S(AE) CONCRETE-BRIDGE	3499.90	CU. YD.
SP	ARCHITECTURAL FINISH	895	SQ. FT.
SP	TEXTURED COATING FINISH	5405	SQ. YD.
803	CLASS I PROTECTIVE SURFACE TREATMENT	249.4	GAL.
804	REINFORCING STEEL-BRIDGE (GRADE 60)	255990	POUND
804	EPOXY COATED REINFORCING STEEL (GRADE 60)	807160	POUND
805	STEEL PILING (HP 12X53)	605	LIN. FT.
805	STEEL PILING (HP 14X73)	442	LIN. FT.
SP	CORING DRILLED SHAFT	144	LIN. FT.
SP	DRILLED SHAFT (48" DIAMETER)	432	LIN. FT.
SP	PERMANENT STEEL CASING (54" DIAMETER)	216	LIN. FT.
805	PREBORING	163	LIN. FT.
SP	CROSSHOLE SONIC LOGGING (48" DIAMETER)	9	EACH
806	METAL BRIDGE RAILING (TYPE H)	370	LIN. FT.
806	METAL BRIDGE RAILING (TYPE H2)	588	LIN. FT.
806	TRANSITIONAL APPROACH RAILING	8	EACH
SP & 807	STRUCTURAL STEEL IN BEAM SPANS (M270-GR50)	793540	POUND
SP & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50)	1736880	POUND
807	PAINTING STRUCTURAL STEEL	1267.3	TON
808	ELASTOMERIC BEARINGS	63641.0	CU. IN.
809	ARMORED JOINT WITH NEOPRENE STRIP SEAL	293	LIN. FT.
809	SILICONE JOINT SEALANT	1099	LIN. FT.
812	BRIDGE NAME PLATE (TYPE D)	5	EACH
816	FILTER BLANKET	931	SQ. YD.
816	DUMPED RIPRAP	620	CU. YD.
816	CONCRETE RIPRAP	31	CU. YD.
SP & 820	CLEANING AND PAINTING EXISTING STRUCTURAL STEEL (TYPE III	520.9	TON
820	DISPOSAL OF HAZARDOUS WASTE (SITE NO. 1)	1.00	LUMP SUM
820	DISPOSAL OF HAZARDOUS WASTE (SITE NO. 3A)	1.00	LUMP SUM
820	DISPOSAL OF HAZARDOUS WASTE (SITE NO. 3B)	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5582)	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5582)	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5583)	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5583)	1.00	LUMP SUM
SP	SHORING (SITE NO. 4)	1.00	LUMP SUM
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAY	2288	SQ. FT.
SP	POLYMER OVERLAY	2541	SQ. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER
12-15-17	REVISED DATES FOR STANDARD DRAWINGS SD-3, SD-4, SD-6, SD-9, SD-11, SHS-8, AND TEC-1. REVISED SPECIAL DETAILS FOR CONCRETE BARRIER WALL TO COMPLY WITH MASH TL-4 SPECIFICATION. REVISED QUANTITY ITEM DESCRIPTIONS FOR CONCRETE BARRIER WALLS. REVISED SPECIAL PROVISION "LED TRAFFIC SIGNAL HEAD"(DATED 12-07-17).	4, 19, 20, 266, 267, 284, 286
01-17-18	REVISED PLANS AND QUANTITIES TO INCLUDE ADDITIONAL PEDESTRIAN CROSSINGS AT SIGNALIZED INTERSECTIONS AND ADDITIONAL SIDEWALK ALONG RODNEY PARHAM RD. REVISED CROSS SECTIONS FOR ADDITIONAL SIDEWALK ALONG RODNEY PARHAM RD. AND INCORPORATED TEMPORARY RAMP AND TEMPORARY WIDENING SURFACES INTO THE CROSS SECTIONS FOR I-630 MAIN LANES AND RAMPS. ADDED 8" LEG FOR SIDE TYPE BARRIER ANCHORAGE BARS INTO PROPOSED PAVEMENT AND INCLUDED NOTE IN BARRIER DETAILS FOR DRILLING AND GROUTING INTO EXISTING PAVEMENT. REVISED SPECIAL PROVISION "SITE USE (A+B+C METHOD)-CALENDAR DAY CONTRACT".	16, 19, 20, 22, 23-26, 37-39, 185, 210, 215, 220, 225, 230, 235, 240, 245, 247, 252, 254, 257, 263-265, 270, 271, 279, 280, 283-286, 305, 310, 312, 321, 323, 326, 327, 331, 333, 334, 338, 357, 358-360, 365-371, 376-381, 383-394, 746, 747, 754-757, 759, 760, 785-887
02-27-18	REVISED SPECIAL PROVISIONS "CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE", "MAINTENANCE OF TRAFFIC", "MOTORIST ASSISTANCE PATROL", "TRAFFIC CONTROL SUPERVISOR", AND "WRECKER SERVICE". REVISED SPECIAL DETAIL OF 90'-0" TRANSITION CONCRETE PAVEMENT. REVISED MAINTENANCE OF TRAFFIC TO INCLUDE LOCATIONS OF ACCIDENT INVESTIGATION AREA/EMERGENCY REFUGE AREA. REVISED MAINTENANCE OF TRAFFIC DETOUR FOR CLOSING RODNEY PARHAM RD. TO USE UNIVERSITY AVENUE. REVISED MAINTENANCE OF TRAFFIC TO INCLUDE PRECAST CONCRETE BARRIER WALL ALONG RODNEY PARHAM RD. DURING BRIDGE AND RETAINING WALL CONSTRUCTION. MOVED CONSTRUCTION OF SIDEWALK AND BIKEWAY ALONG RODNEY PARHAM RD. TO STAGE 5. UPDATED SIGNS, TRAFFIC DRUMS, AND RELOCATING PRECAST CONCRETE BARRIER QUANTITIES. REVISED NOTES FOR SIGNING PLANS. ADDED PAY ITEM AND QUANTITY FOR "REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE".	29, 90, 93, 95, 185, 206, 210, 216, 220, 221, 231, 235, 253, 254, 271, 283, 286, 376, 377, 410
03-19-18	REVISED SPECIAL PROVISIONS "MAINTENANCE OF TRAFFIC", "SEQUENCE OF CONSTRUCTION", "SOUND ABSORBING NOISE BARRIERS", "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS", AND "UTILITY ADJUSTMENTS". REMOVED TACK COAT FROM CONTINUOUSLY REINFORCED CONCRETE PAVEMENT MAIN LANE AND RAMP TYPICAL SECTIONS. REVISED BASE AND SURFACING QUANTITIES FOR MAIN LANES AND RAMPS. REVISED QUANTITY FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT. REVISED MAINTENANCE OF TRAFFIC STAGE I SEQUENCE OF TRAFFIC NOTE FOR REMOVAL OF HUGHES STREET BRIDGE SUPERSTRUCTURE.	7-14, 161, 259, 260, 261, 262, 264, 272, 283, 286
03-28-18	REVISED SPECIAL PROVISIONS "ARCHITECTURAL FINISH" AND "OVERHEAD VARIABLE MESSAGE SIGN ASSEMBLY". REVISED NOMINAL DEPTH OF RELIEF TO 1½" FOR RETAINING WALL AND BRIDGE BARRIER WALL FASCIA OR PATTERN.	286, 421, 591, 593, 601, 604, 606, 629-633, 636-638, 645-646, 649-651, 656, 659, 662, 666-669, 672, 675, 676, 679, 681-684



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-15-17		01-19-18	
01-17-18		03-28-18	
02-27-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		286	889
JOB NO.		CAC0608		

SUMMARY OF QUANTITIES & REVISIONS

SUMMARY OF QUANTITIES & REVISIONS

11:38:20 PM
7/6/2017
CSilver
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SURVEY CONTROL COORDINATES
Project Name: CA0608
Date: 7/6/2017
Coordinate System: Arkansas State Plane Coordinates
Based on AHTD GPS PTS : *600033-600034, 600035-600060A, 600061-600064A, 600074*
Projected to Ground Coordinates
Units: U.S. Survey Foot

COORDINATES LISTED BELOW ARE GROUND (Localized) COORDINATES !!!!

Point No.	Northing	SY	Easting	SX	Elevation	SZ	Feature Code	Point Description
1	2069220.8716	0.0120	1200609.2662	0.0130	406.91	0.014	CTL	PD:STD AHTD MON.STAMPED PN:1
2	2069828.7621	0.0150	1200620.6425	0.0130	371.90	0.014	CTL	PD:STD AHTD MON.STAMPED PN:2
3	2069600.1846	0.0150	1201287.2674	0.0130	349.22	0.013	CTL	PD:STD AHTD MON.STAMPED PN:3
4	2069605.3818	0.0140	1200684.7470	0.0130	363.17	0.013	CTL	PD:STD AHTD MON.STAMPED PN:4
5	2069601.5157	0.0180	1200076.1935	0.0140	374.72	0.013	CTL	PD:STD AHTD MON.STAMPED PN:5
6	2069719.6695	0.0150	1200004.8298	0.0130	375.68	0.013	CTL	PD:STD AHTD MON.STAMPED PN:6
7	2069656.8500	0.0150	1199488.9135	0.0120	382.73	0.013	CTL	PD:STD AHTD MON.STAMPED PN:7
36	2069607.3778	0.0170	1199011.8131	0.0130	394.34	0.012	CTL	PD:STD AHTD MON.STAMPED PN:36
37	2069496.6242	0.0110	1199572.4645	0.0100	386.96	0.012	CTL	PD:STD AHTD MON.STAMPED PN:37
38	2069469.0865	0.0130	1200373.7976	0.0130	368.96	0.013	CTL	PD:STD AHTD MON.STAMPED PN:38
39	2069476.0027	0.0120	1201086.3536	0.0130	354.56	0.013	CTL	PD:STD AHTD MON.STAMPED PN:39
40	2069476.6537	0.0140	1201462.9436	0.0140	346.67	0.013	CTL	PD:STD AHTD MON.STAMPED PN:40
41	2069366.7631	0.0130	1201047.0317	0.0130	375.60	0.014	CTL	PD:STD AHTD MON.STAMPED PN:41
42	2069642.2847	0.0140	1201017.4910	0.0120	365.81	0.013	CTL	PD:STD AHTD MON.STAMPED PN:42
46	2070362.6599	0.0190	1200632.2688	0.0200	341.54	0.014	CTL	PD:STD AHTD MON.STAMPED PN:46
47	2068773.8029	0.0180	1200587.2037	0.0180	456.84	0.014	CTL	PD:STD AHTD MON.STAMPED PN:47
48	2069471.3616	0.0180	1201988.2842	0.0160	334.83	0.014	CTL	PD:STD AHTD MON.STAMPED PN:48
49	2069454.4912	0.0160	1202651.2440	0.0140	329.86	0.014	CTL	PD:STD AHTD MON.STAMPED PN:49
50	2069345.5046	0.0160	1203374.0103	0.0140	334.27	0.014	CTL	PD:STD AHTD MON.STAMPED PN:50
51	2069190.0688	0.0170	1204084.4653	0.0150	338.22	0.014	CTL	PD:STD AHTD MON.STAMPED PN:51
52	2069064.7219	0.0150	1204619.4350	0.0130	341.54	0.016	CTL	PD:STD AHTD MON.STAMPED PN:52
53	2068639.9327	0.0140	1204731.8267	0.0120	316.70	0.015	CTL	PD:STD AHTD MON.STAMPED PN:53
54	2068445.5961	0.0140	1205159.3749	0.0130	316.12	0.016	CTL	PD:STD AHTD MON.STAMPED PN:54
55	2067943.3801	0.0160	1205412.5960	0.0140	312.58	0.016	CTL	PD:STD AHTD MON.STAMPED PN:55
56	2068948.9221	0.0160	1205162.9840	0.0140	349.83	0.016	CTL	PD:STD AHTD MON.STAMPED PN:56
57	2068893.8388	0.0130	1205637.9124	0.0110	362.02	0.016	CTL	PD:STD AHTD MON.STAMPED PN:57
58	2068907.1691	0.0130	1206434.9864	0.0110	374.73	0.016	CTL	PD:STD AHTD MON.STAMPED PN:58
59	2068909.4371	0.0140	1207080.1708	0.0110	394.89	0.017	CTL	PD:STD AHTD MON.STAMPED PN:59
60	2068517.0708	0.0130	1207122.6118	0.0110	363.26	0.017	CTL	PD:STD AHTD MON.STAMPED PN:60
61	2068979.5208	0.0120	1207661.8777	0.0110	385.43	0.017	CTL	PD:STD AHTD MON.STAMPED PN:61
62	2068945.6590	0.0130	1208461.5708	0.0110	375.66	0.017	CTL	PD:STD AHTD MON.STAMPED PN:62
63	2068869.3482	0.0130	1209068.6593	0.0110	365.67	0.017	CTL	PD:STD AHTD MON.STAMPED PN:63
64	2068789.2293	0.0120	1209467.7359	0.0110	365.31	0.017	CTL	PD:STD AHTD MON.STAMPED PN:64
65	2068380.5075	0.0130	1209713.6878	0.0110	335.30	0.017	CTL	PD:STD AHTD MON.STAMPED PN:65
66	2067660.3583	0.0150	1209799.8718	0.0120	344.26	0.017	CTL	PD:STD AHTD MON.STAMPED PN:66
67	2068731.2719	0.0140	1210200.5464	0.0120	363.14	0.017	CTL	PD:STD AHTD MON.STAMPED PN:67
68	2068769.2498	0.0130	1210851.1169	0.0120	344.35	0.018	CTL	PD:STD AHTD MON.STAMPED PN:68
69	2068791.1243	0.0140	1211334.4345	0.0130	343.11	0.018	CTL	PD:STD AHTD MON.STAMPED PN:69
70	2068783.9031	0.0160	1211877.8665	0.0140	365.40	0.018	CTL	PD:STD AHTD MON.STAMPED PN:70
71	2068801.3626	0.0140	1212260.8206	0.0120	354.31	0.018	CTL	PD:STD AHTD MON.STAMPED PN:71
72	2068719.7166	0.0150	1213010.8545	0.0130	369.03	0.018	CTL	PD:STD AHTD MON.STAMPED PN:72
73	2068691.2139	0.0170	1213329.5441	0.0150	360.87	0.019	CTL	PD:STD AHTD MON.STAMPED PN:73
74	2068627.9064	0.0180	1214225.5515	0.0150	373.26	0.019	CTL	PD:STD AHTD MON.STAMPED PN:74
75	2068623.4023	0.0200	1215025.6107	0.0160	381.65	0.019	CTL	PD:STD AHTD MON.STAMPED PN:75
76	2068622.4853	0.0180	1215644.5114	0.0170	389.83	0.019	CTL	PD:STD AHTD MON.STAMPED PN:76
77	2068618.8192	0.0160	1216311.0814	0.0150	392.72	0.020	CTL	PD:STD AHTD MON.STAMPED PN:77
78	2068587.3784	0.0170	1217114.6036	0.0130	369.48	0.020	CTL	PD:STD AHTD MON.STAMPED PN:78
79	2068540.3713	0.0140	1217669.7088	0.0130	362.80	0.020	CTL	PD:STD AHTD MON.STAMPED PN:79
80	2068485.0710	0.0140	1218495.9096	0.0130	357.73	0.020	CTL	PD:STD AHTD MON.STAMPED PN:80
81	2068441.3700	0.0150	1219192.4312	0.0140	336.63	0.020	CTL	PD:STD AHTD MON.STAMPED PN:81
82	2068413.7953	0.0150	1219521.9241	0.0140	329.10	0.020	CTL	PD:STD AHTD MON.STAMPED PN:82
83	2068313.6569	0.0160	1220035.7344	0.0140	312.02	0.021	CTL	PD:STD AHTD MON.STAMPED PN:83
84	2068142.4668	0.0170	1220812.6109	0.0150	311.46	0.021	CTL	PD:STD AHTD MON.STAMPED PN:84
85	2068138.1817	0.0200	1221385.4086	0.0180	327.15	0.021	CTL	PD:STD AHTD MON.STAMPED PN:85
86	2068265.8978	0.0180	1222399.0288	0.0160	315.45	0.023	CTL	PD:STD AHTD MON.STAMPED PN:86
87	2068348.1637	0.0170	1223199.0989	0.0160	329.42	0.023	CTL	PD:STD AHTD MON.STAMPED PN:87
88	2068400.0150	0.0180	1223920.9242	0.0160	346.30	0.023	CTL	PD:STD AHTD MON.STAMPED PN:88
89	2068327.6282	0.0220	1224723.4104	0.0160	339.45	0.023	CTL	PD:STD AHTD MON.STAMPED PN:89
90	2068252.0374	0.0220	1225525.8955	0.0150	318.29	0.024	CTL	PD:STD AHTD MON.STAMPED PN:90
91	2068100.7678	0.0150	1226074.1866	0.0130	315.70	0.024	CTL	PD:STD AHTD MON.STAMPED PN:91
92	2067827.0793	0.0150	1226637.5061	0.0130	326.83	0.024	CTL	PD:STD AHTD MON.STAMPED PN:92
93	2067441.4101	0.0130	1227335.8968	0.0110	304.74	0.024	CTL	PD:STD AHTD MON.STAMPED PN:93
94	2067050.8837	0.0140	1228033.2434	0.0120	312.67	0.024	CTL	PD:STD AHTD MON.STAMPED PN:94
95	2066756.7657	0.0130	1228774.1411	0.0120	309.40	0.025	CTL	PD:STD AHTD MON.STAMPED PN:95
96	2066492.1374	0.0120	1229531.1042	0.0110	292.35	0.025	CTL	PD:STD AHTD MON.STAMPED PN:96
97	2066220.2409	0.0120	1230281.0961	0.0110	289.83	0.025	CTL	PD:STD AHTD MON.STAMPED PN:97
98	2068767.1057	0.0150	1213740.7340	0.0130	369.05	0.019	CTL	PD:STD AHTD MON.STAMPED PN:98
99	2068828.4042	0.0150	1213118.1291	0.0140	360.60	0.018	CTL	PD:STD AHTD MON.STAMPED PN:99
100	2068922.7735	0.0140	1212290.3683	0.0130	355.63	0.018	CTL	PD:STD AHTD MON.STAMPED PN:100
101	2068996.6332	0.0150	1211909.2452	0.0130	370.30	0.018	CTL	PD:STD AHTD MON.STAMPED PN:101
102	2069233.2969	0.0130	1211740.7122	0.0120	356.74	0.018	CTL	PD:STD AHTD MON.STAMPED PN:102
103	2068955.9523	0.0130	1211520.6679	0.0120	349.03	0.018	CTL	PD:STD AHTD MON.STAMPED PN:103
104	2068906.9481	0.0140	1210722.8609	0.0130	346.74	0.018	CTL	PD:STD AHTD MON.STAMPED PN:104
105	2068890.6317	0.0130	1209916.7906	0.0120	367.42	0.017	CTL	PD:STD AHTD MON.STAMPED PN:105

Point No.	Northing	SY	Easting	SX	Elevation	SZ	Feature Code	Point Description
106	2069607.3898	0.0140	1209777.9683	0.0120	368.00	0.017	CTL	PD:STD AHTD MON.STAMPED PN:106
107	2070211.4152	0.0160	1209925.9138	0.0130	378.85	0.018	CTL	PD:STD AHTD MON.STAMPED PN:107
108	2068986.4640	0.0120	1209382.6108	0.0110	364.52	0.017	CTL	PD:STD AHTD MON.STAMPED PN:108
109	2069069.1220	0.0120	1208563.6853	0.0110	376.25	0.017	CTL	PD:STD AHTD MON.STAMPED PN:109
110	2069099.1337	0.0130	1207823.4526	0.0110	386.68	0.017	CTL	PD:STD AHTD MON.STAMPED PN:110
111	2069151.5819	0.0130	1207202.5198	0.0110	407.01	0.017	CTL	PD:STD AHTD MON.STAMPED PN:111
112	2069587.6073	0.0230	1207207.5119	0.0160	386.82	0.017	CTL	PD:STD AHTD MON.STAMPED PN:112
113	2069148.7239	0.0130	1207099.1593	0.0110	406.72	0.017	CTL	PD:STD AHTD MON.STAMPED PN:113
114	2069022.3408	0.0150	1206230.1145	0.0140	373.83	0.016	CTL	PD:STD AHTD MON.STAMPED PN:114
115	2069065.9979	0.0170	1205255.5302	0.0170	347.89	0.016	CTL	PD:STD AHTD MON.STAMPED PN:115
116	2069331.3372	0.0140	1204543.5762	0.0130	321.70	0.015	CTL	PD:STD AHTD MON.STAMPED PN:116
117	2069831.3292	0.0160	1204521.4437	0.0150	325.32	0.015	CTL	PD:STD AHTD MON.STAMPED PN:117
118	2069366.3701	0.0140	1203855.7928	0.0130	336.07	0.014	CTL	PD:STD AHTD MON.STAMPED PN:118
119	2069882.2454	0.0170	1203228.7958	0.0150	318.06	0.015	CTL	PD:STD AHTD MON.STAMPED PN:119
120	2070472.8145	0.0190	1203249.7503	0.0170	325.80	0.015	CTL	PD:STD AHTD MON.STAMPED PN:120
121	2069527.3579	0.0150	1203099.8897	0.0140	334.22	0.014	CTL	PD:STD AHTD MON.STAMPED PN:121
122	2069609.3179	0.0170	1202334.7015	0.0150	332.17	0.014	CTL	PD:STD AHTD MON.STAMPED PN:122
190	2068714.0105	0.0001	1210283.9254	0.0001	361.39	0.017	GPS	PD:AHTD GPS 600033
191	2068600.7358	0.0001	1219046.6947	0.0001	348.90	0.020	GPS	PD:AHTD GPS 600034
192	2066828.6634	0.0001	1229510.7247	0.0001	304.49	0.025	GPS	PD:AHTD GPS 600035
193	2069714.0614	0.0001	1199326.4436	0.0001	388.06	0.012	GPS	PD:AHTD GPS 600060A
194	2069049.8385	0.0001	1206259.1692	0.0001	379.03	0.016	GPS	PD:AHTD GPS 600061
195	2062709.0270	0.0001	1232773.4027	0.0001	297.52	0.121	GPS	PD:AHTD GPS 600064A
196	2069015.3627	0.0001	1211800.1816	0.0001	369.46	0.018	GPS	PD:AHTD GPS 600074
197	2067737.3801	0.0001	1206355.1115	0.0001	315.20	0.500	GPS	PD:AHTD GPS F 98
915	2069594.7455	30.0000	1200439.2802	30.0000	367.12	0.013	TBM	PD:TBM 915 SQ CUT IN CA
916	2070005.0553	30.0000	1198287.9288	30.0000	386.53	0.013	TBM	PD:TBM 916 SQ CUT IN DI
990	2067794.6025	30.0000	1193956.6253	30.0000	453.48	#####	BM	PD:NGS BM Z 320

*Standard Primary Control Monument - Rebar and Cap - Standard - 5/8"x 24" Rebar with 2"Aluminum Cap stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. AHTD monuments will be stamped "Arkansas Hwy & Trans Dept" with "PN: ###" & "Job #######". Monuments that are set by Consultants will be stamped "Arkansas Hwy & Trans Dept" with "PN:###", "Job#######", & "PS#####". The consultant Professional Surveyor in charge will stamp his/her PS license number on the cap.

**Standard GPS Control Point Monument - 5/8" x 48" Rebar with 2.5"Aluminum Cap stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. These monuments will be stamped "Ark. State Hwy Trans. Dept.", "GPS Survey", & "Point No. #######".

SX, SY, SZ – Represents the standard error estimate of the coordinate values of each point at the 67% confidence level (one sigma) based on the least squares analysis of the control network. See the AASHTO SDMS Technical Data Guide data tag definition for SX:, SY:, and SZ: for additional information. These values shall be used when control points are added and the entire network is reprocessed using least square analysis. A value of 0.001 is defined as fixed (no adjustment) in the least square analysis process. A value of 30 is defined as location by handheld GPS device or scaled from USGS Quadmap.

Reference Control points (1500 series) shall be used to re-establish horizontal datum if the primary control has been destroyed. These reference control points shall not be used for vertical control unless the elevation has been established from the project datum with 3-wire level techiniques.

All additional project control shall be occupied, measured, and adjusted with direct survey ties to at least two of the control points listed in the table above. New survey control shall not be independent of the survey control listed above. This includes horizontal coordinates and elevations.

Positional Accuracy:
Horizontal - GPS (1.0 cm± 1PPM) *PN: 190-197*
Horizontal - Primary (2.0cm± 20PPM): *PN:1-7, 36-122*
Horizontal - Secondary (3 cm ± 50PPM): *PN:N/A*
Vertical - NGS 1st Order (±4mm x √dist in km) *PN:915,916, & 990*
Vertical - NGS 2nd Order (±6mm x √dist in km) *PN:N/A*
Vertical - NGS 3rd Order (±8mm x √dist in km) *PN:N/A*

Horizontal Datum: NAD 1983 (1997) State Plane Zone: 0302 - South Zone
The adjustment year is based on metadata in the SDMS Control file
A project CAF of: 0.999976109 has been used to compute the above coordinates.
The project CAF shall have a minimum precision of 9 digits right of the decimal.
This CAF is intended for use within the project limits only.
Grid Distance = Ground Distance X CAF
If Coordinates are listed as Ground:
To compute Grid Coordinates, multiply the Ground Coordinates by CAF about the origin of X=0 & Y=0
If Coordinates are listed as Grid:
To compute Ground Coordinates, divide the Grid Coordinates by CAF about the origin of X=0 & Y=0

Vertical Datum: NAVD 1988 based NGS BM:
A project Elevation Factor of: 0.9999821748 has been computed and incorporated in the above CAF.
This is based on the average elevation of the project: 372.66 Feet
3-Wire Leveling techniques have been used to establish elevations on
Points: 1-7, 36-122, & 190-197 From NGS BM: Z 320, B 287, & K 118

Basis of Bearing: Grid Bearings based on AHTD GPS points: *(List AHTD GPS points used)*
Convergence Angle is: 00 - 11 - 06 LEFT at PN: 99
LT: 34-44-42 N LG: 092-19-49 W
Grid Azimuth = Astronomical Azimuth - Convergence Angle

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
7-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	287	889

(2) SURVEY CONTROL DETAILS

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR AZAD
2017.07.06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	288	889

(2) SURVEY CONTROL DETAILS

HORIZONTAL ALIGNMENT — I-630 MEDIAN

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8000	1055+33.83	2070059.0818	1197372.5045
P.I.	8001	1060+64.58	2070040.8596	1197902.9442
P.T.	8002	1065+88.58	2069878.7099	1198408.3211
P.C.	8003	1071+12.15	2069718.7522	1198906.8660
P.I.	8004	1077+13.81	2069534.9419	1199479.7535
P.T.	8005	1083+05.65	2069536.1360	1200081.4054
P.C.	8006	1103+61.86	2069540.2170	1202137.6044
P.I.	8007	1109+89.35	2069541.4623	1202765.0917
P.T.	8008	1116+11.85	2069406.8656	1203377.9747
P.C.	8009	1133+41.41	2069035.8738	1205067.2766
P.I.	8010	1138+82.76	2068919.7535	1205596.0278
P.T.	8011	1144+16.95	2068955.1300	1206136.2224
P.C.	8012	1156+16.53	2069033.5208	1207333.2369
P.I.	8013	1158+81.15	2069050.8136	1207597.2944
P.T.	8014	1161+45.19	2069037.6037	1207861.5876
P.C.	8015	1167+49.25	2069007.4493	1208464.8926
P.I.	8016	1170+48.37	2068992.5175	1208763.6368
P.T.	8017	1173+46.94	2068946.5593	1209059.2023
P.C.	8018	1181+17.91	2068828.1032	1209821.0139
P.I.	8019	1183+80.07	2068787.8229	1210080.0637
P.T.	8020	1186+39.96	2068807.0831	1210341.5181
P.C.	8021	1197+30.19	2068887.1785	1211428.8029
P.I.	8022	1200+71.30	2068912.2387	1211768.9914
P.T.	8023	1204+10.61	2068876.6237	1212108.2373

HORIZONTAL ALIGNMENT — BAPTIST HOSPITAL

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8101	40+00.00	2069553.6143	1197524.6595
P.C.	8102	40+38.25	2069591.8179	1197526.4994
P.I.	8103	41+96.62	2069750.0081	1197534.1179
P.T.	8104	43+51.90	2069896.4735	1197594.3683
P.C.	8105	46+72.39	2070192.8662	1197716.2935
P.I.	8106	48+24.66	2070333.6876	1197774.2222
P.C.C.	8107	49+67.31	2070415.4213	1197902.6979
P.I.	8108	52+31.75	2070557.3641	1198125.8153
P.T.	8109	53+74.78	2070327.2453	1198256.1014
P.O.E.	8110	54+12.01	2070294.8398	1198274.4484

HORIZONTAL ALIGNMENT — BAPTIST HOSPITAL RAMP 2

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8111	200+00.00	2069575.1498	1197546.8344
P.I.	8112	200+39.99	2069615.0524	1197549.4623
P.C.C.	8113	200+79.17	2069651.6758	1197565.5199
P.I.	8114	202+26.91	2069786.9826	1197624.8453
P.T.	8115	203+42.11	2069790.0083	1197772.5554
P.C.	8116	206+85.39	2069797.0389	1198115.7705
P.I.	8117	210+04.35	2069803.5711	1198434.6585
P.T.	8118	213+17.47	2069706.1276	1198738.3639

HORIZONTAL ALIGNMENT — BAPTIST HOSPITAL RAMP 3

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8119	100+00.00	2070378.2176	1198235.0027
P.I.	8120	100+54.33	2070337.5308	1198271.0012
P.T.	8121	101+08.17	2070289.6761	1198296.7155
P.C.	8122	103+16.95	2070105.7651	1198395.5387
P.I.	8123	104+66.91	2069973.6694	1198466.5193
P.T.	8124	106+05.64	2069913.8805	1198604.0432
P.C.	8125	108+05.35	2069834.2558	1198787.1927
P.I.	8126	109+21.70	2069787.8680	1198893.8919
P.T.	8127	110+37.76	2069754.7753	1199005.4329

HORIZONTAL ALIGNMENT — JOHN BARROW RD.

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8200	90+00.00	2068537.5576	1200536.0441
P.O.E.	8201	110+00.00	2070536.6393	1200596.6426

HORIZONTAL ALIGNMENT — JOHN BARROW RD. RAMP 1

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8202	400+00.00	2069553.5112	1199285.3900
P.C.	8203	402+79.15	2069496.8330	1199558.7283
P.I.	8204	404+10.19	2069470.2273	1199687.0385
P.T.	8205	405+40.82	2069426.3460	1199810.5124
P.C.	8206	407+61.42	2069352.4735	1200018.3765
P.I.	8207	409+50.80	2069289.0574	1200196.8179
P.T.	8208	411+38.94	2069261.9190	1200384.2384
P.O.E.	8209	413+13.75	2069236.8680	1200557.2424

HORIZONTAL ALIGNMENT — JOHN BARROW RD. RAMP 2

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8210	600+00.00	2069235.1038	1200557.1890
P.C.	8211	608+15.59	2069424.0637	1201350.5867
P.I.	8212	610+37.96	2069475.5842	1201566.9090
P.T.	8213	612+58.34	2069476.0255	1201789.2815

HORIZONTAL ALIGNMENT — JOHN BARROW RD. RAMP 3

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8214	500+00.00	2069831.1443	1200575.2568
P.C.	8215	505+46.48	2069667.9022	1201096.7907
P.I.	8216	507+66.87	2069602.0688	1201307.1186
P.T.	8217	509+83.84	2069602.5062	1201527.5084

HORIZONTAL ALIGNMENT — JOHN BARROW RD. RAMP 4

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8218	300+00.00	2069607.3926	1199832.4379
P.I.	8219	302+72.30	2069589.8937	1200104.1752
P.T.	8220	305+28.21	2069728.7055	1200338.4372
P.C.	8221	306+35.45	2069783.3735	1200430.6962
P.I.	8222	306+91.11	2069811.7509	1200478.5864
P.T.	8223	307+45.89	2069824.2513	1200532.8311
P.O.E.	8224	307+89.52	2069834.0484	1200575.3449

HORIZONTAL ALIGNMENT — RODNEY PARHAM RD.

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8301	84+82.89	2069875.5527	1203299.2737
P.C.	8302	87+97.04	2069641.8498	1203509.2126
P.I.	8303	90+27.44	2069470.4504	1203663.1834
P.T.	8304	92+42.87	2069420.9747	1203888.2099
P.I.	8305	98+70.60	2069286.1784	1204501.2948
P.C.	8306	101+27.16	2069030.8474	1204526.3921
P.I.	8307	101+70.32	2068987.8882	1204530.6147
P.T.	8308	102+13.39	2068944.7327	1204529.6471
P.C.	8309	102+47.06	2068911.0696	1204528.8923
P.I.	8310	104+44.68	2068713.4923	1204524.4621
P.T.	8311	105+73.23	2068680.0535	1204719.2396
P.C.	8312	106+02.47	2068675.1063	1204748.0562
P.I.	8313	107+95.46	2068642.4517	1204938.2654
P.T.	8314	109+69.28	2068486.7973	1205052.3598
P.C.	8315	110+64.89	2068409.6852	1205108.8829
P.I.	8316	112+01.24	2068299.7095	1205189.4948
P.T.	8317	113+36.88	2068177.1972	1205249.3585
P.O.E.	8318	118+42.54	2067722.8773	1205471.3544

HORIZONTAL ALIGNMENT — MISSISSIPPI AVE.

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8319	200+00.00	2069286.1784	1204501.2948
P.C.	8320	200+43.24	2069329.2082	1204497.0652
P.I.	8321	201+15.68	2069401.3006	1204489.9790
P.T.	8322	201+87.92	2069473.7114	1204492.0277
P.O.E.	8323	210+89.82	2070375.2500	1204517.5342

HORIZONTAL ALIGNMENT — RODNEY PARHAM RAMP 1

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8324	900+00.00	2069099.4070	1204537.8876
P.I.	8325	900+72.09	2069083.9441	1204608.2973
P.T.	8326	901+44.11	2069063.2176	1204677.3411
P.C.	8327	906+27.60	2068924.2047	1205140.4176
P.I.	8328	907+80.80	2068880.1560	1205287.1519
P.C.C.	8329	909+24.10	2068758.9559	1205380.8631
P.I.	8330	911+82.49	2068554.5417	1205538.9148
P.T.	8331	913+11.52	2068422.0227	1205317.0946
P.O.E.	8332	914+90.57	2068330.1922	1205163.3820

HORIZONTAL ALIGNMENT — RODNEY PARHAM RAMP 2

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8333	1000+00.00	2068306.2237	1205178.4151
P.C.	8334	1008+07.51	2068735.5898	1205862.3132
P.I.	8335	1010+97.20	2068889.6235	1206107.6593
P.T.	8336	1013+75.00	2068908.5544	1206396.7314

HORIZONTAL ALIGNMENT — RODNEY PARHAM RAMP 3

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8337	800+00.00	2069303.0390	1204499.7171
P.C.	8338	807+89.10	2069090.6080	1205259.6852
P.I.	8339	810+95.45	2069008.1265	1205554.7612
P.T.	8340	813+98.26	2069006.0516	1205861.1413

HORIZONTAL ALIGNMENT — RODNEY PARHAM RAMP 4

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8341	700+00.00	2069587.6654	1202580.0776
P.C.	8342	701+65.03	2069575.3847	1202744.6460
P.I.	8343	703+81.53	2069559.2735	1202960.5455
P.T.	8344	705+96.19	2069591.8985	1203174.5731
P.O.E.	8345	709+33.84	2069642.7811	1203503.3760

HORIZONTAL ALIGNMENT — HUGHES ST.

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8350	95+00.00	2068523.8889	1207141.6501
P.I.	8351	95+29.67	2068549.2880	1207126.3070
P.T.	8352	95+57.69	2068578.9449	1207127.3011
P.I.	8353	102+69.86	2069290.7100	1207151.1590
P.I.	8354	103+19.86	2069340.6476	1207148.6615
P.O.E.	8355	107+00.00	2069720.7016	1207156.9003

HORIZONTAL ALIGNMENT — UNIVERSITY AVE.

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8400	87+00.00	2067532.9517	1209744.8745
P.O.E.	8401	113+00.00	2070130.9085	1209847.9306

HORIZONTAL ALIGNMENT — UNIVERSITY RAMP 1

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8402	1200+00.00	2068889.0286	1209074.4812
P.I.	8403	1202+32.07	2068853.3712	1209303.8000
P.T.	8404	1204+07.68	2068627.0361	1209355.0933
P.C.	8405	1204+28.94	2068606.3032	1209359.7919
P.I.	8406	1205+38.26	2068499.6878	1209383.9537
P.C.C.	8407	1206+25.53	2068471.7092	1209489.6317
P.I.	8408	1206+65.30	2068461.5289	1209528.0836
P.T.	8409	1207+04.76	2068460.0350	1209567.8323
P.O.E.	8410	1209+18.41	2068452.0107	1209781.3319

HORIZONTAL ALIGNMENT — UNIVERSITY RAMP 6

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8411	1100+00.00	2069101.7074	1207414.8788
P.C.	8412	1103+70.52	2069119.0799	1207784.9865
P.I.	8413	1104+63.07	2069123.4195	1207877.4374
P.T.	8414	1105+55.48	2069118.7993	1207969.8746
P.C.	8415	1110+55.44	2069093.8415	1208469.2106
P.I.	8416	1113+59.07	2069078.6842	1208772.4650
P.T.	8417	1116+62.15	2069032.0322	1209072.4927
P.C.	8418	1118+11.88	2069009.0268	1209220.4441
P.I.	8419	1119+57.46	2068986.6585	1209364.2985
P.T.	8420	1120+71.80	2069106.6245	1209446.7762
P.C.	8421	1121+79.45	2069195.3363	1209507.7664
P.I.	8422	1122+89.76	2069286.2337	1209570.2592
P.T.	8423	1123+81.06	2069281.8731	1209680.4802
P.O.E.	8424	1125+14.73	2069276.5892	1209814.0414

HORIZONTAL ALIGNMENT — UNIVERSITY RAMP 7

TYPE	POINT	STATION	NORTHING	EASTING
P.C.	8425	1300+00.00	2069060.5843	1208936.7200
P.I.	8426	1300+90.84	2069048.7657	1209026.7898
P.T.	8427	1301+37.48	2069139.5564	1209029.8390
P.O.E.	8428	1301+63.78	2069165.8349	1209030.7216

HORIZONTAL ALIGNMENT — BIKEWAY 1

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8500	100+00.00	2069681.1458	1201982.0285
P.C.	8501	103+71.25	2069681.4096	1202353.2746
P.I.	8502	104+05.10	2069681.4337	1202387.1302
P.T.	8503	104+38.47	2069671.6678	1202419.5467
P.C.	8504	105+73.88	2069632.6091	1202549.1969
P.I.	8505	106+03.72	2069623.9999	1202577.7740
P.T.	8506	106+33.23	2069622.9967	1202607.6027
P.C.	8507	109+72.63	2069611.5886	1202946.8094
P.C.C.	8508	111+82.56	2069729.3850	1202930.6984
P.I.	8509	112+79.50	2069700.2313	1202838.2477
P.C.C.	8510	113+36.81	2069606.7845	1202864.0305
P.I.	8511	113+61.57	2069582.9105	1202870.6176
P.T.	8512	113+86.13	2069561.0941	1202882.3396
P.C.	8513	115+62.48	2069405.7488	1202965.8068
P.I.	8514	115+95.55	2069376.6152	1202981.4604
P.T.	8515	116+25.76	2069364.9687	1203012.4145
P.C.	8516	116+43.65	2069358.6688	1203029.1584
P.I.	8517	116+62.94	2069351.8770	1203047.2096
P.T.	8518	116+81.39	2069337.1719	1203059.6889
P.O.E.	8519	117+31.39	2069299.8629	1203092.0803

HORIZONTAL ALIGNMENT — BIKEWAY 2

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8520	200+00.00	2069867.9347	1202704.5887
P.C.	8521	201+48.25	2069748.4115	1202792.2944
P.I.	8522	201+82.06	2069721.1528	1202812.2968
P.T.	8523	202+15.18	2069702.4175	1202840.4416
P.O.E.	8524	202+53.58	2069681.1399	1202872.4056

HORIZONTAL ALIGNMENT — BIKEWAY 3

TYPE	POINT	STATION	NORTHING	EASTING
P.O.B.	8534	302+00.00	2069051.4203	1204276.1781
P.C.	8535	302+15.40	2069055.5718	1204291.0089
P.I.	8536	302+39.85	2069062.1610	1204314.5485
P.T.	8537	302+61.85	2069050.5017	1204336.0331
P.C.	8538	303+14.26	2069025.5036	1204382.0972
P.I.	8539	304+27.93	2068971.2853	1204482.0057
P.T.	8540	304+44.89	2069084.4122	1204470.8861
P.I.	8541	307+04.44	2069342.7160	1204445.4965
P.I.	8542	307+87.74	2069342.2900	1204528.7944
P.C.	8543	307+99.80	2069342.2907	1204540.8563
P.I.	8544	308+11.42	2069342.2914	1204552.4773
P.R.C.	8545	308+23.01	2069343.9105	1204563.9850
P.I.	8546	308+54.34	2069348.2754	1204595.0084
P.T.	8547	308+84.93	2069341.0436	1204625.4810
P.O.E.	8548	310+00.00	2069314.4640	1204737.4424

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	289	889
				(2)	SURVEY CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHAN
2017-07-06

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CSilver

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

P.I. 52+31.75

P.C.C. 49+67.31

S 29°31'02" E

100

8119

8120

P.I. 100+54.33

P.C. 100+00.00

8109

P.I. 53+74.78

8110

8121

P.I. 101+08.17

C.L. RAMP 3
P.I. = 100+54.33
Δ = 13°15'02"
D = 12°15'00"
T = 54.33'
L = 108.17'
P.C. = 100+00.00
P.T. = 101+08.17
e = N/A
Ls = N/A

C.L. BAPTIST HOSPITAL
P.I. = 48+24.66
Δ = 35°10'33"
D = 11°55'39"
T = 152.27'
L = 294.92'
P.C. = 46+72.39
P.C.C. = 49+67.31
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. BAPTIST HOSPITAL
P.I. = 52+31.75
Δ = 92°56'48"
D = 22°48'38"
T = 264.44'
L = 407.47'
P.C.C. = 49+67.31
P.T. = 53+74.78
e = MATCH EXISTING
Ls = MATCH EXISTING

P.I. 48+24.66

N 57°32'11" E

8107

50

8106

C.L. RAMP 3

S 28°15'03" E

P.C. 103+16.95

8122

C.L. RAMP 3
P.I. = 104+66.91
Δ = 38°15'07"
D = 13°15'00"
T = 149.96'
L = 288.69'
P.C. = 103+16.95
P.T. = 106+05.64
e = -0.100 '/'
Ls = 250'

P.C. 46+72.39

8105

P.I. 1060+64.58

P.I. 104+66.91

P.T. 106+05.64

105

8123

TBM PN:916 PD:TBM 916 SQ CUT IN DI.FROM JOB 061148

8001

N 72°12'40" W

S 88°01'57" E

N 22°21'38" E

1060

1065

8124

S 66°30'10" E

P.C. 108+05.35

8125

P.I. 210+04.35

45

8002

C.L. I-630 MEDIAN

1055

8000

1070

C.L. BAPTIST HOSPITAL

STA. 1062+75
BEGIN JOB CA0608
LOG MILE 6.86

C.L. RAMP 2 STA. 213+17.47 =
C.L. I-630 MEDIAN STA. 1069+55.57, 63.50' RT.

S 72°12'40" E

8117

210

8118

C.L. I-630 MEDIAN
P.I. = 1060+64.58
Δ = 15°49'17"
D = 1°30'00"
T = 530.75'
L = 1054.75'
P.C. = 1055+33.83
P.T. = 1065+88.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 1055+33.83

P.T. 43+51.90

8104

C.L. RAMP 2

8116

P.T. 1065+88.58

205

P.T. 213+17.47

C.L. BAPTIST HOSPITAL
P.I. = 41+96.62
Δ = 19°36'12"
D = 6°15'00"
T = 158.37'
L = 313.65'
P.C. = 40+38.25
P.T. = 43+51.90
e = MATCH EXISTING
Ls = MATCH EXISTING

P.I. 202+26.91

N 88°49'35" E

8115

8114

P.C. 202+68.56

C.L. RAMP 2
P.I. = 210+04.35
Δ = 18°57'44"
D = 3°00'00"
T = 318.95'
L = 632.08'
P.C. = 206+85.39
P.T. = 213+17.47
e = -0.057 '/'
Ls = 300'

P.I. 41+96.62

8103

N 23°40'30" E

P.I. 203+42.11

N 2°45'26" E

8113

C.L. RAMP 2
P.I. = 200+39.99
Δ = 19°54'26"
D = 25°08'39"
T = 39.99'
L = 79.17'
P.C. = 200+00.00
P.C.C. = 200+79.17
e = N/A
Ls = N/A

C.L. RAMP 2
P.I. = 202+26.91
Δ = 65°09'05"
D = 24°46'42"
T = 147.74'
L = 262.94'
P.C.C. = 200+79.17
P.T. = 203+42.11
e = N/A
Ls = N/A

P.C.C. 200+79.17

P.I. 200+39.99

8102

N 37°46'5" E

8112

P.C. 40+38.25

P.C. 200+00.00

8111

8110

200

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SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	290	889
				②	SURVEY CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12481
SHAHRIAR AZAD
7-6-17

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. RAMP 3
P.I. = 109+21.70
Δ = 6°58'20"
D = 3°00'00"
T = 116.35'
L = 232.41'
P.C. = 108+05.35
P.T. = 110+37.76
e = N/A
Ls = N/A

C.L. I-630 MEDIAN
P.I. = 1077+13.81
Δ = 17°54'09"
D = 1°30'00"
T = 601.65'
L = 1193.50'
P.C. = 1071+12.15
P.T. = 1083+05.65
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 4
P.I. = 302+72.30
Δ = 34°20'00"
D = 6°30'00"
T = 272.30'
L = 528.21'
P.C. = 300+00.00
P.T. = 305+28.28
e = -0.074'/'
Ls = 200'

C.L. RAMP 3
P.C. 108+05.35
P.I. 109+21.70
P.T. 110+37.76
8125 S66°30'10"E 8126 S 73°28'30" E 110 8127
C.L. RAMP 3 STA. 107+69.62 =
C.L. I-630 MEDIAN STA. 1069+21.93, 63.50' LT.

PN:193
PD:AHTD GPS 600060A

PN:7
PD:STD AHTD MON.STAMPED PN:7,I-630
C.L. RAMP 1 STA. 300+00.00 =
C.L. I-630 MEDIAN STA. 1080+52.44, 63.50' LT.

PN:6
PD:STD AHTD MON.STAMPED PN:6,I-630
P.C. 300+00.00
C.L. RAMP 4
P.T. 302+72.30
300 8218 8219 S 86°18'56" E N 59°21'04" E 305
PN:5
PD:STD AHTD MON.STAMPED PN:5,I-630

1070 1075 1080 1085
8003 8004 8005
C.L. I-630 MEDIAN
8118 213+17.47
P.C. 1071+12.15
S 72°12'40" E S 89°53'11" W
SURVEY BASELINE S 88°01'55" E 801.81'

PN:36
PD:STD AHTD MON.STAMPED PN:36,I-630
400 S 78°17'08" E 8202
C.L. RAMP 1 STA. 400+00.00=
C.L. I-630 MEDIAN STA. 1075+17.10, 63.50' RT.

PN:37
PD:STD AHTD MON.STAMPED PN:37,I-630
8203 P.I. 1077+13.81
P.C. 402+79.15
8204 P.I. 404+10.19
405 8205 P.T. 405+40.82
S 70°26'07" E
C.L. RAMP 1
8206 P.C. 407+61.42
P.T. 1083+05.65
P.I. 409+50.80
410 8207 S 81°45'39" E

C.L. RAMP 1
P.I. = 404+10.19
Δ = 7°51'00"
D = 3°00'00"
T = 131.04'
L = 261.67'
P.C. = 402+79.15
P.T. = 405+40.82
e = -0.040'/'
Ls(1) = 250'
Ls(2) = 175'

C.L. RAMP 1
P.I. = 409+50.80
Δ = 11°19'32"
D = 3°00'00"
T = 189.38'
L = 377.52'
P.C. = 407+61.42
P.T. = 411+38.94
e = +0.020 '/'
Ls = 100'

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	291	889
				(2) SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2/17/17

SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. RAMP 4
P.I. = 306+91.11
Δ = 17°40'19"
D = 16°00'00"
T = 55.67'
L = 110.45'
P.C. = 306+35.45
P.T. = 307+45.89
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 3
P.I. = 507+66.87
Δ = 17°29'39"
D = 4°00'00"
T = 220.39'
L = 437.35'
P.C. = 505+46.48
P.T. = 509+83.34
e = -0.051'/'
Ls = 250'

C.L. JOHN BARROW RD. STA. 102+94.18 =
C.L. RAMP 3 STA. 500+00.00
∠ = 74°21'21"

PN:2
PD:STD AHTD MON.STAMPED PN:2,I-630

C.L. JOHN BARROW RD. STA. 102+97.09 =
C.L. RAMP 4 STA. 307+89.52
∠ = 75°17'12"

C.L. RAMP 4

C.L. RAMP 3

PN:42
PD:STD AHTD MON.STAMPED PN:42,I-630

PN:3
PD:STD AHTD MON.STAMPED PN:3,I-630

C.L. RAMP 3 STA. 509+83.84 =
C.L. I-630 MEDIAN STA. 1097+51.89, 63.50' LT.

TBM PN:915
PD:TBM 915 SQ CUT IN CA,FROM JOB 06118

PN:4
PD:STD AHTD MON.STAMPED PN:4,I-630

C.L. I-630 MEDIAN

N 89°53'11" E

C.L. I-630 MEDIAN STA. 1087+90.59 =
C.L. JOHN BARROW RD. STA. 100+00.00
∠ = 89°09'00"

SURVEY BASELINE N 89°26'38" E 712.59'

SURVEY BASELINE N 89°54'03" E 376.59'

SURVEY BASELINE S 89°25'22" E

PN:38
PD:STD AHTD MON.STAMPED PN:38,I-630

PN:39
PD:STD AHTD MON.STAMPED PN:39,I-630

PN:40
PD:STD AHTD MON.STAMPED PN:40,I-630

N 89°53'11" E 525.37'

C.L. RAMP 2

C.L. JOHN BARROW RD.

PN:41
PD:STD AHTD MON.STAMPED PN:41,I-630

N 76°36'10" E

C.L. RAMP 2
P.I. = 610+37.96
Δ = 13°16'57"
D = 3°00'00"
T = 222.37'
L = 442.75'
P.C. = 608+15.59
P.T. = 612+58.34
e = -0.057'/'
Ls = 300'

C.L. RAMP 1

S 81°45'39" E

PN:1
PD:STD AHTD MON.STAMPED PN:1,I-630

C.L. JOHN BARROW RD. STA. 96+99.63 =
C.L. RAMP 1 STA. 413+13.75
∠ = 83°29'50"

C.L. JOHN BARROW RD. STA. 96+97.87 =
C.L. RAMP 2 STA. 600+00.00
∠ = 72°52'03"

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	292	889

2 SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12404
7/6/2017

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. BIKEWAY 1
P.I. = 104+05.10
Δ = 16°48'23"
D = 25°00'00"
T = 33.86'
L = 67.23'
P.C. = 103+71.25
P.T. = 104+38.47
e = N.C.
Ls = N/A

C.L. BIKEWAY 1
P.I. = 106+03.72
Δ = 14°50'22"
D = 25°00'00"
T = 29.85'
L = 59.36'
P.C. = 105+73.88
P.T. = 106+33.23
e = N.C.
Ls = N/A

C.L. BIKEWAY 1
Δ = 199°25'43"
D = 95°00'00"
L = 209.92'
P.C. = 109+72.63
P.C.C. = 111+82.56
e = N.C.
Ls = N/A

C.L. BIKEWAY 2
P.I. = 201+82.06
Δ = 20°04'41"
D = 30°00'00"
T = 33.81'
L = 66.93'
P.C. = 201+48.25
P.T. = 202+15.18
e = N.C.
Ls = N/A

C.L. BIKEWAY 1
P.I. = 112+79.50
Δ = 87°55'21"
D = 57°00'00"
T = 96.94'
L = 154.25'
P.C.C. = 111+82.56
P.C.C. = 113+36.81
e = N.C.
Ls = N/A

C.L. BIKEWAY 1
P.I. = 113+61.57
Δ = 12°49'28"
D = 26°00'00"
T = 24.77'
L = 49.33'
P.C.C. = 113+36.81
P.T. = 113+86.13
e = N.C.
Ls = N/A

C.L. RAMP 4
P.I. = 703+81.53
Δ = 12°56'05"
D = 3°00'00"
T = 216.50'
L = 431.16'
P.C. = 701+65.03
P.T. = 705+96.19
e = -0.040'/'
Ls(1) = 300'
Ls(2) = 200'

PN:119
PD:STD AHTD MON.STAMPED PN:119,I-630

C.L. BIKEWAY 2
200
8520 S 36°16'16" E
8521
8522
8523
8524
8508
P.C. 201+48.25
P.I. 201+82.06
P.T. 202+15.18
P.C.C. 111+82.56
P.I. 112+79.50
N72°29'52"E
C.L. BIKEWAY 1 STA. 112+60.14 =
C.L. BIKEWAY 2 STA. 202+53.58
∠ = 95°22'24"

C.L. BIKEWAY 1
100
8500
N 89°57'33" E
8501
8502
P.C. 103+71.25
P.I. 104+05.10
P.T. 104+38.47
8503
105
S 73°14'04" E
8504
P.C. 105+73.88
P.I. 106+03.72
P.T. 106+33.23
8505
8506
C.L. BIKEWAY 1 STA. 108+88.01 =
C.L. BIKEWAY 1 STA. 113+28.95
∠ = 77°07'40"
S 88°04'26" E
8509 S15°25'29"E
S 56°20'57" E
P.C.C. 113+36.81
P.C. 109+72.63
P.I. 110 703+81.53
8507
P.I. 113+61.57
P.I. 113+86.13
8510
8511
8512
8343
705
P.T. 705+96.19
8344
N 81°19'59" E
C.L. RAMP 4

PN:122
PD:STD AHTD MON.STAMPED PN:122,I-630
700
8341 S 85°43'56" E
8342
C.L. RAMP 4 STA. 700+00.00 =
C.L. I-630 MEDIAN STA. 1108+00.00, 63.50' LT.

C.L. RAMP 4 STA. 702+98.27 =
C.L. BIKEWAY 1 STA. 113+76.02
∠ = 64°06'36"

PN:121
PD:STD AHTD MON.STAMPED PN:121,I-630

1105
N 89°53'11" E
8007
N 77°36'50" W
1110
S 28°14'57" E
1115
1100
8006
P.C. 1103+61.86
C.L. I-630 MEDIAN

C.L. I-630 MEDIAN STA. 1111+48.29 =
C.L. BIKEWAY 1 STA. 114+69.24
∠ = 54°00'01"

C.L. RAMP 2
S 89°25'22"E
37'
8213
SURVEY BASELINE S 88°32'32" E
663.17'
PN:48
PD:STD AHTD MON.STAMPED PN:48,I-630
PN:49
PD:STD AHTD MON.STAMPED PN:49,I-630
P.C. 701+65.03
P.I. 1109+89.35
SURVEY BASELINE S 81°25'30" E
730.94'
8513
8514
8515
8516
8517
8518
8519
P.C. 115+62.48
P.I. 115+95.55
P.T. 116+25.76
P.C. 116+43.65
S69°22'52"E
S 40°19'09" E
P.T. 116+81.39
116+62.94
C.L. BIKEWAY 1

C.L. RAMP 2 STA. 612+58.34 =
C.L. I-630 MEDIAN STA. 1100+13.41, 63.50' RT.
P.T. 612+58.34

C.L. I-630 MEDIAN
P.I. = 1109+89.35
Δ = 12°30'00"
D = 1°00'00"
T = 627.49'
L = 1250.00'
P.C. = 1103+61.86
P.T. = 1116+11.85
e = 0.027'/' (MATCH EXISTING)
Ls = MATCH EXISTING

C.L. BIKEWAY 1
P.I. = 115+95.55
Δ = 41°07'55"
D = 65°00'00"
T = 33.07'
L = 63.28'
P.C. = 115+62.48
P.T. = 116+25.76
e = N.C.
Ls = N/A

PN:991
PD:CHISLED SQUARE

C.L. BIKEWAY 1
P.I. = 116+62.94
Δ = 29°03'43"
D = 77°00'00"
T = 19.29'
L = 37.74'
P.C. = 116+43.65
P.T. = 116+81.39
e = N.C.
Ls = N/A

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	293	889

② SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12480
2017-04-01

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

S 41°56'02" E

C.L. RODNEY PARHAM RD. STA. 87+95.79 =
C.L. RAMP 4 STA. 709+33.84
∠ = 123°16'00"

P.C. 87+97.04

C.L. RAMP 4

N 81°19'59" E

C.L. RODNEY PARHAM RD.
P.I. = 90+27.44
Δ = 35°39'58"
D = 8°00'00"
T = 230.40'
L = 445.83'
P.C. = 87+97.04
P.T. = 92+42.87
e = MATCH EXISTING
Ls = MATCH EXISTING

P.T. 92+42.87

P.I. 90+27.44

C.L. RODNEY PARHAM RD.

S 77°35'60" E

PN:118 PD:STD AHTD MON.STAMPED PN:118,I-630

C.L. I-630 MEDIAN

S 77°36'50" E

PN:50 PD:STD AHTD MON.STAMPED PN:50,I-630

SURVEY BASELINE S 77°17'42" E 1276.68'

PN:51 PD:STD AHTD MON.STAMPED PN:51,I-630

PN:52 PD:STD AHTD MON.STAMPED PN:52,I-630

P.T. 116+11.85

PN:991 PD:CHISLED SQUARE

PN:992 PD:CHISLED SQUARE

C.L. MISSISSIPPI AVE.
P.I. = 201+15.68
Δ = 7°14'04"
D = 5°00'00"
T = 72.44'
L = 144.69'
P.C. = 200+43.24
P.T. = 201+87.92
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. BIKEWAY 3
P.I. = 308+11.42
Δ = 8°00'20"
D = 34°30'00"
T = 11.62'
L = 23.20'
P.C. = 307+99.80
P.T. = 308+23.01
e = N.C.
Ls = N/A

C.L. BIKEWAY 3
P.I. = 308+54.34
Δ = 21°21'33"
D = 34°30'00"
T = 31.32'
L = 61.91'
P.C. = 308+23.01
P.T. = 308+84.93
e = N.C.
Ls = N/A

C.L. MISSISSIPPI AVE.

N 13°37'14" E

P.T. 201+87.92

P.I. 201+15.68

C.L. MISSISSIPPI AVE. STA. 200+56.54 =
C.L. BIKEWAY 3 STA. 307+54.79
∠ = 84°45'31"

N 5°36'50" W

P.I. 307+04.44

S 89°42'25" E

N 81°59'28" E

PRC 308+23.01

PC 307+99.80

P.I. 308+54.34

P.T. 308+84.93

S 76°38'58" E

C.L. BIKEWAY 3

PI 308+11.42

PNI16 PD:STD AHTD MON.STAMPED PN:116,I-630

N 89°59'48" E

C.L. RAMP 3

P.I. 307+87.74

P.C. 200+43.24

C.L. RODNEY PARHAM RD. STA. 98+18.02 =
C.L. BIKEWAY 3 STA. 306+58.98
∠ = 71°59'10"

C.L. MISSISSIPPI AVE. STA. 98+70.60 =
C.L. RODNEY PARHAM RD. STA. 200+00.00
∠ = 71°59'10"

C.L. MISSISSIPPI AVE. STA. 200+16.93 =
C.L. RAMP 3 STA. 800+00.00
∠ = 68°46'09"

C.L. I-630 MEDIAN STA. 1127+74.89 =
C.L. RODNEY PARHAM RD. STA. 100+00.00
∠ = 72°00'00"

C.L. I-630 MEDIAN STA. 1127+22.23 =
C.L. BIKEWAY 3 STA. 305+29.55
∠ = 72°00'00"

S 5°36'50" E

P.I. 98+70.60

C.L. I-630 MEDIAN STA. 1128+10.72, 51.50' RT. =
C.L. RAMP 1 STA. 900+00.00

S 77°36'50" E

P.I. 900+72.09

P.C. 900+00.00

P.C. 101+27.16

P.I. 101+70.32

P.T. 901+44.11

P.T. 304+44.89

P.I. 302+39.85

P.T. 302+61.85

N 74°21'43" E

P.C. 302+15.40

S 61°30'44" E

P.C. 303+14.26

P.I. 304+27.93

P.T. 102+13.39

P.C. 102+47.06

S 1°17'04" W

P.I. 104+44.68

C.L. RODNEY PARHAM RD.

105

S 80°15'31"

C.L. RAMP 1
P.I. = 900+72.09
Δ = 4°19'24"
D = 3°00'00"
T = 72.09'
L = 144.11'
P.C. = 900+00.00
P.T. = 901+44.11
e = N/A
Ls = N/A

C.L. BIKEWAY 3
P.I. = 302+39.85
Δ = 44°07'33"
D = 95°00'00"
T = 24.44'
L = 46.45'
P.C. = 302+15.40
P.T. = 302+61.85
e = N.C.
Ls = N/A

C.L. BIKEWAY 3
P.I. = 304+27.93
Δ = 124°06'06"
D = 95°00'00"
T = 113.67'
L = 130.63'
P.C. = 303+14.26
P.T. = 304+44.89
e = N.C.
Ls = N/A

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	294	889

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
NO. 13844
2017-07-06

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. RAMP 3
P.I. = 810+95.49
Δ = 15°13'45"
D = 2°30'00"
T = 306.39'
L = 609.16'
P.C. = 807+89.10
P.T. = 813+98.26
e = -0.049%
Ls = 200'

C.L. RAMP 1
P.I. = 907+80.80
Δ = 35°34'47"
D = 12°00'00"
T = 153.20'
L = 296.50'
P.C. = 906+27.60
P.C.C. = 909+24.10
e = -0.076 '/'
Ls = 250'

C.L. RAMP 1
P.I. = 911+82.49
Δ = 96°51'22"
D = 25°00'00"
T = 258.39'
L = 387.42'
P.C.C. = 909+24.10
P.T. = 913+11.52
e = -0.100 '/'
Ls = 300'

C.L. I-630 MEDIAN
P.I. = 1138+82.76
Δ = 16°07'59"
D = 1°30'00"
T = 541.35'
L = 1075.54'
P.C. = 1133+41.41
P.T. = 1144+16.95
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 2
P.I. = 1010+97.20
Δ = 28°22'29"
D = 5°00'00"
T = 289.69'
L = 567.49'
P.C. = 1008+07.51
P.T. = 1013+75.00
e = -0.061 '/'
Ls = 250'

C.L. RAMP 3 STA. 813+98.26 =
C.L. I-630 MEDIAN STA. 1141+41.29, 59.00' LT.

PN#115 PD#STD AHTD MON.STAMPED PN#115,I-630
PN#56 PD#STD AHTD MON.STAMPED PN#56,I-630
PN#57 PD#STD AHTD MON.STAMPED PN#57,I-630
PN#114 PD#STD AH

S 74°22'58.5" E
SURVEY BASELINE S 77°58'24" E 565.75'
S 73°17'26" E
S 77°36'50" E
SURVEY BASELINE S 88°07'12" E 1272.69'
S 86°15'11" W
N 57°52'43" E
S 37°42'40" E
S 59°08'43" W
N 57°52'43" E

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	295	889

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRYAR NAZARI
7-6-2017

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

N 1°14'31" E
8354
N 2°51'47" W
P.I. 103+19.86
P.I. 102+69.86
8353

PN#13 PD:STD AHTD MON.STAMPED PN#13,I-630
PN#11 PD:STD AHTD MON.STAMPED PN#11,I-630

C.L. RAMP 6 STA. 1100+00 =
C.L. I-630 MEDIAN STA. 1157+01.29, 63.50' LT.
1100+00
8411
C.L. RAMP 6
N 87°18'45.2" E

PN#194 PD:AHTD GPS 600061
PN#14 PD:STD AHTD MON.STAMPED PN#14,I-630

C.L. I-630 MEDIAN STA. 1154+25.00 =
C.L. HUGHES ST. STA. 100+00.00
∠ = 84°20'00"

1145 1150 N 86°15'11" E 1155 1160 N 87°08'19" W

P.I. 1158+81.15
8013
8012
P.C. 1156+16.53
C.L. I-630 MEDIAN

C.L. RAMP 2 STA. 1013+75.00 =
C.L. I-630 MEDIAN STA. 1146+73.86, 63.50' RT.

N 86°15'11" E
8336
C.L. RAMP 2
P.T. 1013+75.00

PN#58 PD:STD AHTD MON.STAMPED PN#58,I-630
SURVEY BASELINE N 89°47'55" E 645.19'
SURVEY BASELINE N 83°07'49" E 585.9'
PN#59 PD:STD AHTD MON.STAMPED PN#59,I-630
PN#61 PD:STD AHTD MON.STAMPED

N 1°55'11" E
C.L. HUGHES ST.

P.T. 95+57.69
8352
8351
P.I. 95+29.67
N 31°8'7" W
8350
P.C. 95+00.00
PN#60 PD:STD AHTD MON.STAMPED PN#60,I-630

C.L. HUGHES ST.
P.I. = 95+29.67
Δ = 33°03'18"
D = 57°17'45"
T = 29.67'
L = 57.69'
P.C. = 95+00.00
P.T. = 95+57.69
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. I-630 MEDIAN
P.I. = 1158+81.15
Δ = 6°36'30"
D = 1°15'00"
T = 264.62'
L = 528.66'
P.C. = 1156+16.53
P.T. = 1161+45.19
e = MATCH EXISTING
Ls = MATCH EXISTING

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	296	889

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AFAND
Sheet 1 of 6
2017

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. RAMP 6
P.I. = 1104+63.07
Δ = 5°32'56"
D = 3°00'00"
T = 92.55'
L = 184.96'
P.C. = 1103+70.52
P.T. = 1105+55.48
e = 0.057'/'
Ls = 300'

C.L. RAMP 6
P.I. = 1113+59.07
Δ = 5°58'37"
D = 0°59'06"
T = 303.63'
L = 606.72'
P.C. = 1110+55.44
P.T. = 1116+62.15
e = 0.021'/'
Ls = 300'

C.L. RAMP 7
P.I. = 1300+90.84
Δ = 95°33'07"
D = 69°30'00"
T = 90.84'
L = 137.48'
P.C. = 1300+00.00
P.T. = 1301+37.48
e = N/A
Ls = N/A

C.L. RAMP 7 STA. 1300+00.00 =
C.L. RAMP 6 STA. 1115+23.80, 9.00' LT.

POE 1301+63.78 — 1301+64 — 8428 — N 1°55'24.8" E

PC 1103+70.52 — PI 1104+63.07 — PT 1105+55.48 — 1105+00 — 8412 — 8413 — 8414 — C.L. RAMP 6 — S 87°08'19.1" E — 1110+00 — 8415 — PC 1110+55.44 — PI 1113+59.07 — 8416 — 1115+00 — 8425 — 8426 — PT 1301+37.48 — 8427 — PC 1300+00.00 — PI 1300+90.84 — C.L. RAMP 7 — PT 1116+62.15 — 8417 — S 81°09'42.1" E — PC 1118+11.88 — 8418

PN#10 PD:STD AHTD MON.STAMPED PN#10,I-630

PN#09 PD:STD AHTD MON.STAMPED PN#09,I-630

1160 — 8014 — 1165 — C.L. I-630 MEDIAN — 8015 — S 87°08'19" E 1170 — 8016 N 81°09'42" W — 8017 — 1175

SURVEY BASELINE S 87°34'31" E 800.41'

PN#61 PD:STD AHTD MON.STAMPED PN#61,I-630

P.T. 1161+45.19

P.C. 1167+49.25

PN#62 PD:STD AHTD MON.STAMPED PN#62,I-630

SURVEY BASELINE S 82°50'08" E 511.87'

P.I. 1170+48.37

P.T. 1173+46.94

C.L. RAMP 1 STA. 1200+00.00 =
C.L. I-630 MEDIAN STA. 1173+70.88, 54.50' RT.

1200 — C.L. RAMP 1 — S 81°09'42" E — 8402

PN#63 PD:STD AHTD MON.STAMPED PN#63,I-630

P.C. 1200+00.00

SURVEY BASE

C.L. I-630 MEDIAN
P.I. = 1170+48.37
Δ = 5°58'37"
D = 1°00'00"
T = 299.12'
L = 597.69'
P.C. = 1167+49.25
P.T. = 1173+46.94
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 1
P.I. = 1202+32.07
Δ = 68°23'34"
D = 16°46'34"
T = 232.07'
L = 407.68'
P.C. = 1100+00.00
P.T. = 1204+07.68
e = MATCH EXISTING
Ls = MATCH EXISTING

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	297	889

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHADEM
2017-07-06

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. RAMP 6
P.I. = 1119+57.46
Δ = 64°19'46"
D = 24°45'00"
T = 145.58'
L = 259.92'
P.C. = 1118+11.88
P.T. = 1120+71.80
e = -0.086'/'
Ls = 250'

C.L. RAMP 6
P.I. = 1122+89.76
Δ = 57°45'24"
D = 28°38'52"
T = 110.31'
L = 201.61'
P.C. = 1103+26.67
P.T. = 1105+84.07
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP I
P.I. = 1205+38.26
Δ = 62°24'07"
D = 31°44'34"
T = 109.32'
L = 196.59'
P.C. = 1204+28.94
P.C.C. = 1206+25.53
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP I
P.I. = 1206+65.30
Δ = 12°40'36"
D = 16°00'00"
T = 39.78'
L = 79.23'
P.C.C. = 1206+25.53
P.T. = 1207+04.76
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. I-630 MEDIAN
P.I. = 1183+80.07
Δ = 13°03'05"
D = 2°30'00"
T = 262.16'
L = 522.06'
P.C. = 1181+17.91
P.T. = 1186+39.96
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. UNIVERSITY AVE. STA. 104+45.01 = C.L. RAMP 6 STA. 1125+14.73
∠ = 89°59'38"

C.L. UNIVERSITY AVE. STA. 1180+93.00 = C.L. I-630 MEDIAN STA. 100+00.00
∠ = 96°34'00"

C.L. UNIVERSITY AVE. STA. 96+20.11 = C.L. RAMP I STA. 1209+18.41
∠ = 89°52'51"

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

PN:108 PD:STD AHTD MON.STAMPED PN:108,I-630
PN:104 PD:STD A
PN:105 PD:STD AHTD MON.STAMPED PN:105,I-630
PN:64 PD:STD AHTD MON.STAMPED PN:64,I-630
PN:67 PD:STD AHTD MON.STAMPED PN:67,I-630
PN:190 PD:AHTD GPS 600033
PN:65

SURVEY BASELINE S 78°38'53" E 407.04'
SURVEY BASELINE S 85°28'41" E 735.10'
SURVEY BASELINE N 86°39'33" E 651.68'

C.L. UNIVERSITY AVE
C.L. RAMP 6
C.L. RAMP I
C.L. I-630 MEDIAN

S 87°44'04.0" E
N 2°16'18" E
S 81°09'42" E
S 81°09'42.1" E
S 12°46'08" E
N 34°30'32.0" E
S 75°10'16"E
S 87°50'51" E
S 85°47'13" W

8418 8419 8420 8421 8422 8423 8424 8403 8404 8405 8406 8407 8408 8409 8410 8018 8019 8020

1175 1180 1185 1190 1125+00 1120+00 105 100

PC 1118+11.88
PT 1120+71.80
PC 1121+79.45
PT 1123+81.06
PI 1122+89.76
PI 1119+57.46
P.I. 1202+32.07
P.C. 1204+28.94
P.T. 1204+07.68
P.I. 1205+38.26
P.C.C. 1206+25.53
P.I. 1206+65.30
P.T. 1207+04.76
P.C. 1181+17.91
P.I. 1183+80.07
P.T. 1186+39.96

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SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	298	889

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR IZAD
2-17-06

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

PN#102
PD:STD AHTD MON.STAMPED PN#102,I-630

PN#96
PD:AHTD GPS 600074

PN#101
PD:STD AHTD MON.STAMPED PN#101,I-630

PN#103
PD:STD AHTD MON.STAMPED PN#103,I-630

PN#104
PD:STD AHTD MON.STAMPED PN#104,I-630

P.I. 1200+71.30

1200 N85°47'13"E 8022 S84°0'25"E

1190 1195 1205

8021

C.L. I-630 MEDIAN

P.C. 1197+30.19

8023

P.T. 1204+10.61

SURVEY BASELINE N 87°24'31" E 483.81'

SURVEY BASELINE S 89°14'19" E 543.48'

PN#68
PD:STD AHTD MON.STAMPED PN#68,I-630

PN#69
PD:STD AHTD MON.STAMPED PN#69,I-630

PN#70
PD:STD AHTD MON.STAMPED PN#70,I-630

C.L. I-630 MEDIAN

P.I.	=	1200+71.30
Δ	=	10°12'22"
D	=	1°30'00"
T	=	341.11'
L	=	680.42'
P.C.	=	1197+30.19
P.T.	=	1204+10.61
e	=	MATCH EXISTING
Ls	=	MATCH EXISTING

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	299	889

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

50 0 50 100
SCALE: 1" = 100'

BEARINGS ARE GRID BASED ON GPS

C.L. I-630 MEDIAN

C.L. RAMP 3

C.L. RODNEY PARHAM RD.

C.L. RAMP 1

C.L. RAMP 2

SURVEY BASELINE S 77°58'24" E 565.76'

S 74°22'58.5" E

S 73°17'26" E

S 77°36'50" E

S 55°36'50" E

S 1°17'04" W

S 80°15'31" E

S 59°8'43" W

N 57°52'43" E

S 37°42'40" E

S 36°14'29" E

S 26°02'30" E

P.C. 1133+41.41

P.C.C. 909+24.10

P.T. 913+11.52

C.L. RODNEY PARHAM RD. STA. 111+61.28 = C.L. RAMP 1 STA. 914+90.57
∠ = 88°13'42"

C.L. RODNEY PARHAM RD. STA. 111+89.58 = C.L. RAMP 2 STA. 1000+00.00
∠ = 89°26'38"

PK55 POSTD AHTD MON.STAMPED PK55J-630

PK54 POSTD AHTD MON.STAMPED PK54J-630

PK53 POSTD AHTD MON.STAMPED PK53J-630

PK52 POSTD AHTD MON.STAMPED PK52J-630

PK56 POSTD AHTD MON.STAMPED PK56J-630

PK55 POSTD AHTD MON.STAMPED PK55J-630

C.L. RAMP 1
P.I. = 907+80.80
Δ = 35°34'47"
D = 12°00'00"
T = 153.20'
L = 296.50'
P.C. = 906+27.60
P.C.C. = 909+24.10
e = -0.076 '/'
Ls = 250'

C.L. RAMP 1
P.I. = 911+82.49
Δ = 96°51'22"
D = 25°00'00"
T = 258.39'
L = 387.42'
P.C.C. = 909+24.10
P.T. = 913+11.52
e = -0.100 '/'
Ls = 300'

C.L. RAMP 1
P.I. = 900+72.09
Δ = 4°19'24"
D = 3°00'00"
T = 72.09'
L = 144.11'
P.C. = 900+00.00
P.T. = 901+44.11
e = N/A
Ls = N/A

C.L. RODNEY PARHAM RD.
P.I. = 101+70.32
Δ = 6°53'54"
D = 8°00'00"
T = 43.17'
L = 86.23'
P.C. = 101+27.16
P.T. = 102+13.39
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RODNEY PARHAM RD.
P.I. = 104+44.68
Δ = 81°32'35"
D = 25°00'00"
T = 197.63'
L = 326.17'
P.C. = 102+47.06
P.T. = 105+73.23
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RODNEY PARHAM RD.
P.I. = 107+95.46
Δ = 44°01'02"
D = 12°00'00"
T = 192.99'
L = 366.81'
P.C. = 106+02.47
P.T. = 109+69.28
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RODNEY PARHAM RD.
P.I. = 112+01.24
Δ = 10°11'59"
D = 3°45'00"
T = 136.36'
L = 271.99'
P.C. = 110+64.89
P.T. = 113+36.88
e = MATCH EXISTING
Ls = MATCH EXISTING

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	300	889

② PLAN - STA. 1055+00 TO STA. 1070+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZIZI
No. 24406
2017-09-01

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

BAPTIST HEALTH DR.

BRIDGE 07193

RAMP 1

RAMP 2

RAMP 3

RAMP 4

C.L. RAMP 3
P.I. = 100+54.33
Δ = 13°15'02"
D = 12°15'00"
T = 54.33'
L = 108.17'
P.C. = 100+00.00
P.T. = 101+08.17
e = N/A
Ls = N/A

C.L. RAMP 3
P.I. = 104+66.91
Δ = 38°15'07"
D = 13°15'00"
T = 149.96'
L = 288.69'
P.C. = 103+16.95
P.T. = 106+05.64
e = -0.100 '/'
Ls = 250'

C.L. RAMP 2
P.I. = 200+39.99
Δ = 19°54'26"
D = 25°08'39"
T = 39.99'
L = 79.17'
P.C. = 200+00.00
P.C.C. = 200+79.17
e = N/A
Ls = N/A

C.L. RAMP 2
P.I. = 202+26.91
Δ = 65°09'05"
D = 24°46'42"
T = 147.74'
L = 262.94'
P.C.C. = 200+79.17
P.T. = 203+42.11
e = N/A
Ls = N/A

C.L. RAMP 2
P.I. = 210+04.35
Δ = 18°57'44"
D = 3°00'00"
T = 318.95'
L = 632.08'
P.C. = 206+85.39
P.T. = 213+17.47
e = -0.057 '/'
Ls = 300'

C.L. I-630 MEDIAN
P.I. = 1060+64.58
Δ = 15°49'17"
D = 1°30'00"
T = 530.75'
L = 1054.75'
P.C. = 1055+33.83
P.T. = 1065+88.58
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 101+65.35, 9.7' LT.
BEGIN CONC. BARR. WALL (SIDE TY. A)
MATCH EXISTING BARR. WALL

STA. 102+00.00,
MATCH EXISTING PAVEMENT
BEGIN RECONSTRUCTION

STA. 103+00.00
END CONC. BARR. WALL (SIDE TY. A)
BEGIN CONC. BARR. WALL (SIDE TY. E)

STA. 106+82.13
END CONC. BARR. WALL (SIDE TY. E)
BEGIN CURB (TY. B)

STA. 1062+75.00
BEGIN CONC. BARR. WALL (SIDE TY. A)
MATCH EXISTING BARRIER WALL

STA. 1062+75.00
BEGIN WIDENING

STA. 1064+80.00
END CONC. BARR. WALL (SIDE TY. A)

STA. 1065+65.95
BEGIN WIDENING

STA. 1068+50.37
BEGIN CONC. BARR. WALL (MEDIAN TY. A-I)
MATCH EXISTING CONC. BARR. WALL

STA. 208+56.36
END WIDENING
BEGIN RECONSTRUCTION

STA. 205+00.00
BEGIN WIDENING
MATCH EXISTING PAVEMENT
BEGIN CONC. BARR. WALL
(SIDE TY. A)

STA. 1068+50.37 - STA. 1070+00.00
C.L. I-630 MEDIAN - IN PLACE
299.26 LIN. FT. SIDE BARRIER
REMOVE

STA. 1064+50 C.L. I-630 MEDIAN
IN PLACE - OVERHEAD SIGN STRUCTURE
RETAIN

STA. 1070+08
CONSTRUCT OVERHEAD
SIGN STRUCTURE
NO. OH-630-60-50

(BB) RT. ML INSIDE PAVM'T. EDGE
P.C. = 1055+25.88, 12.25' RT.
P.T. = 1066+05.52, 11.00' RT.
Δ = 15°49'17"
D = 1°28'12"
T = 541.58'
L = 1076.28'

C.L. RAMP 2 STA. 213+17.47
C.L. I-630 MEDIAN STA. 1069+55.57, 63.50' RT.

EXISTING ILLUMINATION POLE

RETAIN CONC. DITCH PAVING

RETAIN GUARDRAIL

RETAIN OVERHEAD SIGN STRCT.

PROPOSED GUARDRAIL

PRESERVED VEGETATION

CONST. LIMITS

SAWCUT

NOSE +34.25 85.00' LT

NOSE +93.79 61.00' RT

CONC. BARR. WALL (MEDIAN TY. SP-I)

120' TRANSITION

13' S/E TRANS.

100' S/E TRANS.

75' TRANS.

150' TAPER

300' TAPER

MATCH MAIN LANE

EXIST. R/W

EXIST. R/W & C/A

EXIST. C/A

C.L. BAPTIST HEALTH DR.

C.L. I-630 MEDIAN

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 203+31.36 TO STA. 205+00.00 RT. OF C.L. RAMP 2 = 100 LIN. FT.	1 EACH	1 EACH	

PLAN MAIN LANES
STA. 1055+00 TO STA. 1070+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	301	889
				②	PROFILE SHEETS			

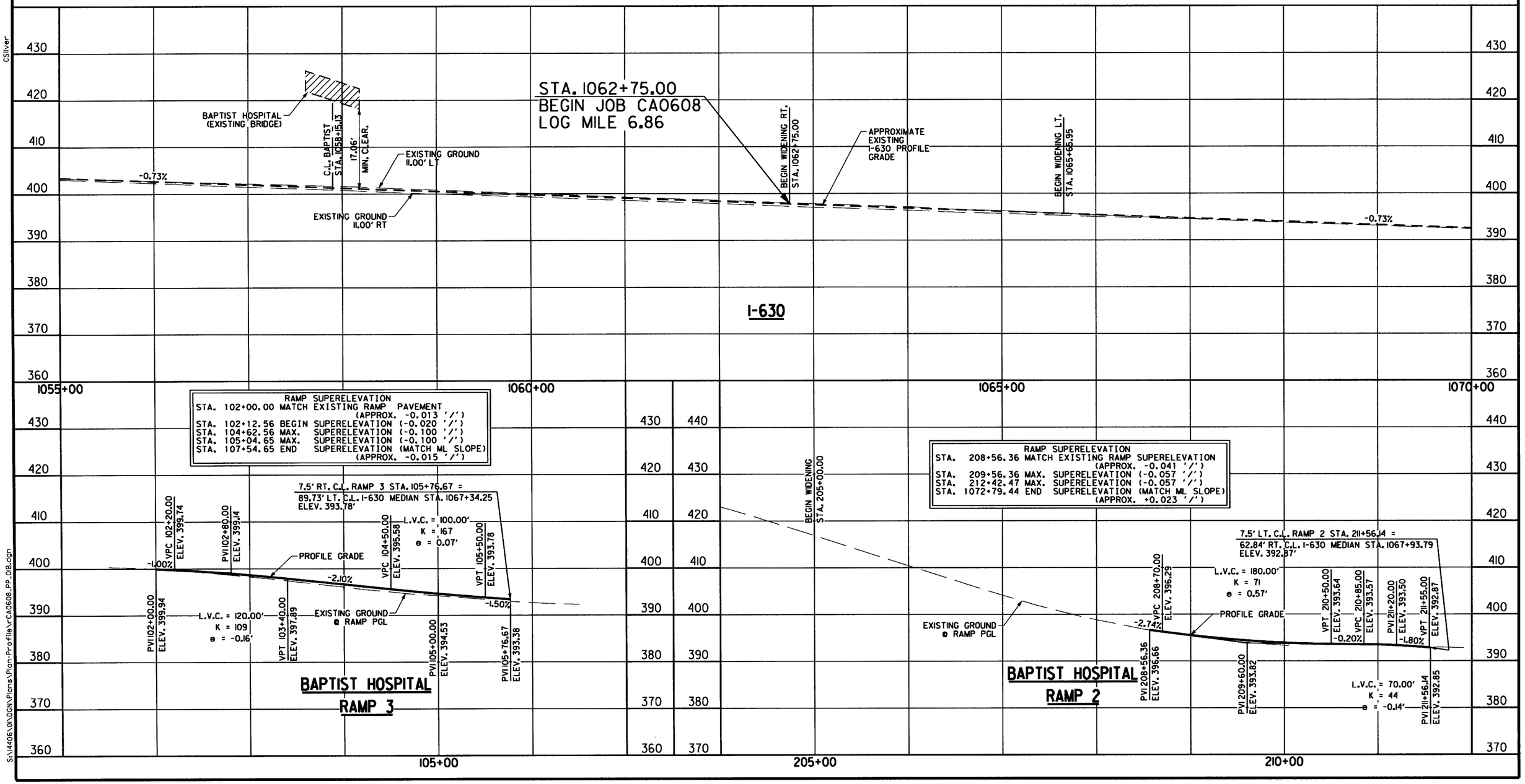
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAD
2017-07-06

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

REFER TO DRAINAGE LAYOUT AND DRAINAGE PROFILE SHEETS FOR DRAINAGE INFORMATION.

THE I-630 PROFILE IS DEVELOPED FOR THE CONTRACTOR'S INFORMATION ONLY. I-630 WILL BE WIDENED, REFER TO THE TYPICAL SECTIONS OF IMPROVEMENT & THE CROSS SECTIONS FOR DETAILS.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	302	889
				②	PLAN - STA. 1070+00 TO STA. 1085+00			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-01

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STA. 1070+00.00 - STA. 1077+26.10
C.L. I-630 MEDIAN - IN PLACE
1452.20 LIN. FT. SIDE BARRIER
REMOVE

C.L. I-630 MEDIAN
P.I. = 1077+13.81
Δ = 17°54'09"
D = 1°30'00"
T = 601.65'
L = 1193.50'
P.C. = 1071+12.15
P.T. = 1083+05.65
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 3
P.I. = 109+21.70
Δ = 6°58'20"
D = 3°00'00"
T = 116.35'
L = 232.41'
P.C. = 108+05.35
P.T. = 110+37.76
e = N/A
Ls = N/A

C.L. RAMP 4
P.I. = 302+72.30
Δ = 34°20'00"
D = 6°30'00"
T = 272.30'
L = 528.21'
P.C. = 300+00.00
P.T. = 305+28.28
e = -0.074'/'
Ls = 200'

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

PRESERVED VEGETATION
C.L. RAMP 3
STA. 1070+08 CONSTRUCT OVERHEAD SIGN STRUCTURE NO. OH-630-60-50
C.L. RAMP 3 STA. 110+37.76 = C.L. I-630 MEDIAN STA. 1071+96.41, 63.50' LT.
PROPOSED GUARDRAIL
EXIST. R/W
PRESERVED VEGETATION
C.L. RAMP 1 STA. 300+00.00 = C.L. I-630 MEDIAN STA. 1080+52.44, 63.50' LT.
REMOVE EXISTING PAVEMENT
EXIST. R/W & C/A
CONST. LIMITS
BIKEWAY
C.L. RAMP 4
RAMP 4
RAMP 1
SAWCUT
CONC. BARR. WALL (MEDIAN TY. SP-1)
CONC. BARR. WALL (MEDIAN TY. SP-2)
CONC. BARR. WALL (MEDIAN TY. A-1)
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (SIDE TY. SP-3)
CONC. BARR. WALL (SIDE TY. A)
C.L. I-630 MEDIAN
STA. 1076+80.00 END CURB (TY. B)
STA. 1084+00.00 BEGIN CURB (TY. B)
STA. 1082+17.94 BEGIN CURB (TY. B)
STA. 409+50.00 END RECONSTRUCTION BEGIN WIDENING
STA. 409+50.00 END CURB (TY. B) MATCH EXISTING
STA. 407+20.00 BEGIN CURB (TY. B)
STA. 402+75.00 END CONC. BARR. WALL (SIDE TY. A)
NOSE +79.94 61.00' LT
NOSE +17.63 73.00' RT
100' TRANSITION
30' S/E TRANS.
35' TRANS.
100' TRANS.
MATCH MAIN LANE
STA. 1073+35 C.L. I-630 MEDIAN IN PLACE - OVERHEAD SIGN STRUCTURE REMOVE
C.L. RAMP 1 STA. 400+00.00 = C.L. I-630 MEDIAN STA. 1075+17.10, 63.50' RT.
STA. 1075+17 CONSTRUCT OVERHEAD SIGN STRUCTURE NO. OH-630-60-51

C.L. RAMP 1
P.I. = 404+10.19
Δ = 7°51'00"
D = 3°00'00"
T = 131.04'
L = 261.67'
P.C. = 402+79.15
P.T. = 405+40.82
e = -0.040'/'
Ls(1) = 250'
Ls(2) = 175'

C.L. RAMP 1
P.I. = 409+50.80
Δ = 11°19'32"
D = 3°00'00"
T = 189.38'
L = 377.52'
P.C. = 407+61.42
P.T. = 411+38.94
e = +0.020 '/'
Ls = 100'

PROPOSED GUARDRAIL LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1068+42.75 TO STA. 1072+36.50 LT. OF C.L. I-630 MED. =	325 LIN. FT.	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	UNIT
1078+70	1082+22	LT.	350 LIN. FT.

PLAN MAIN LANES
STA. 1070+00 TO STA. 1085+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	303	889
				② PROFILE SHEETS				

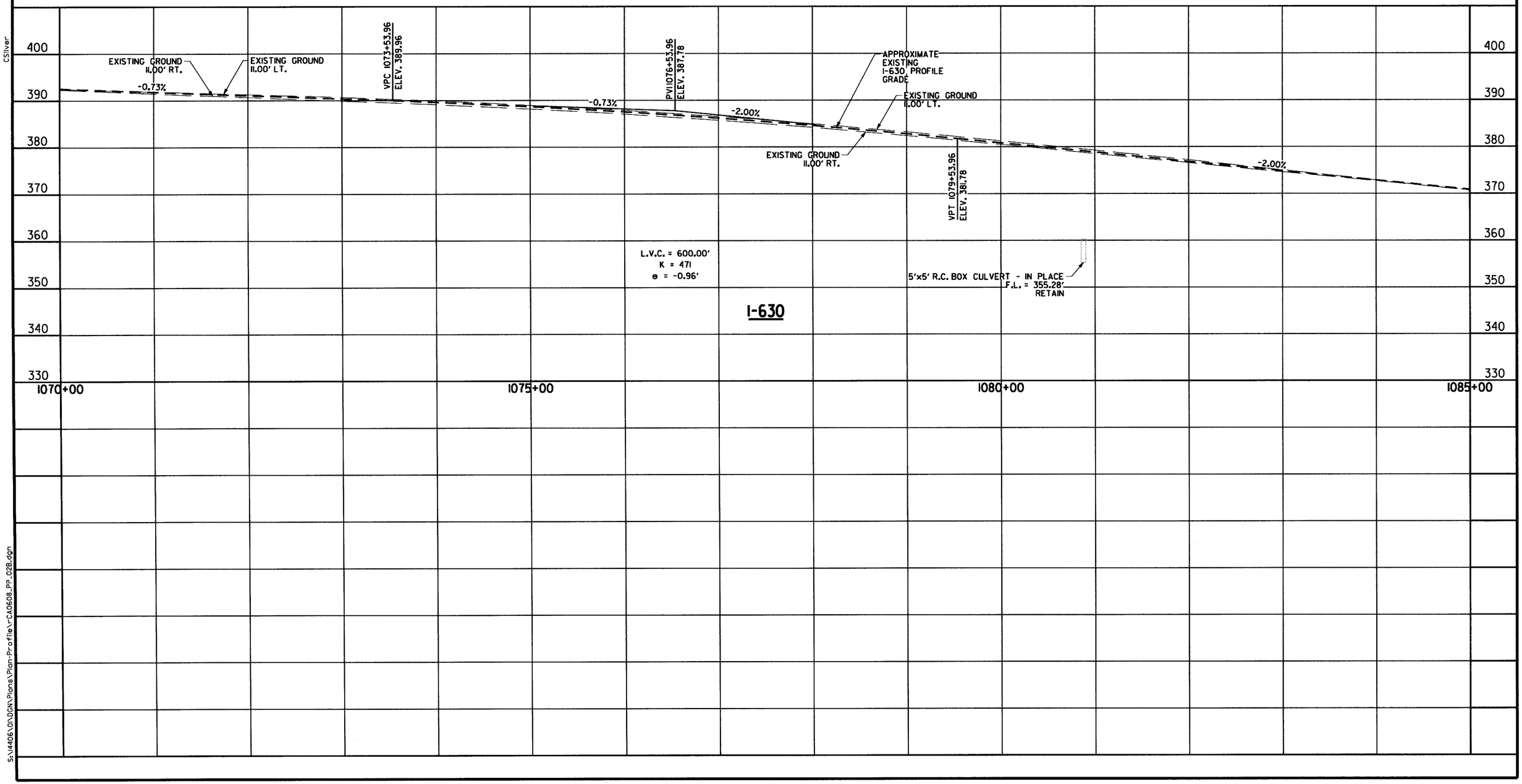
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2/17/07-06

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

REFER TO DRAINAGE LAYOUT AND DRAINAGE PROFILE SHEETS FOR DRAINAGE INFORMATION.

THE I-630 PROFILE IS DEVELOPED FOR THE CONTRACTOR'S INFORMATION ONLY. I-630 WILL BE WIDENED, REFER TO THE TYPICAL SECTIONS OF IMPROVEMENT & THE CROSS SECTIONS FOR DETAILS.



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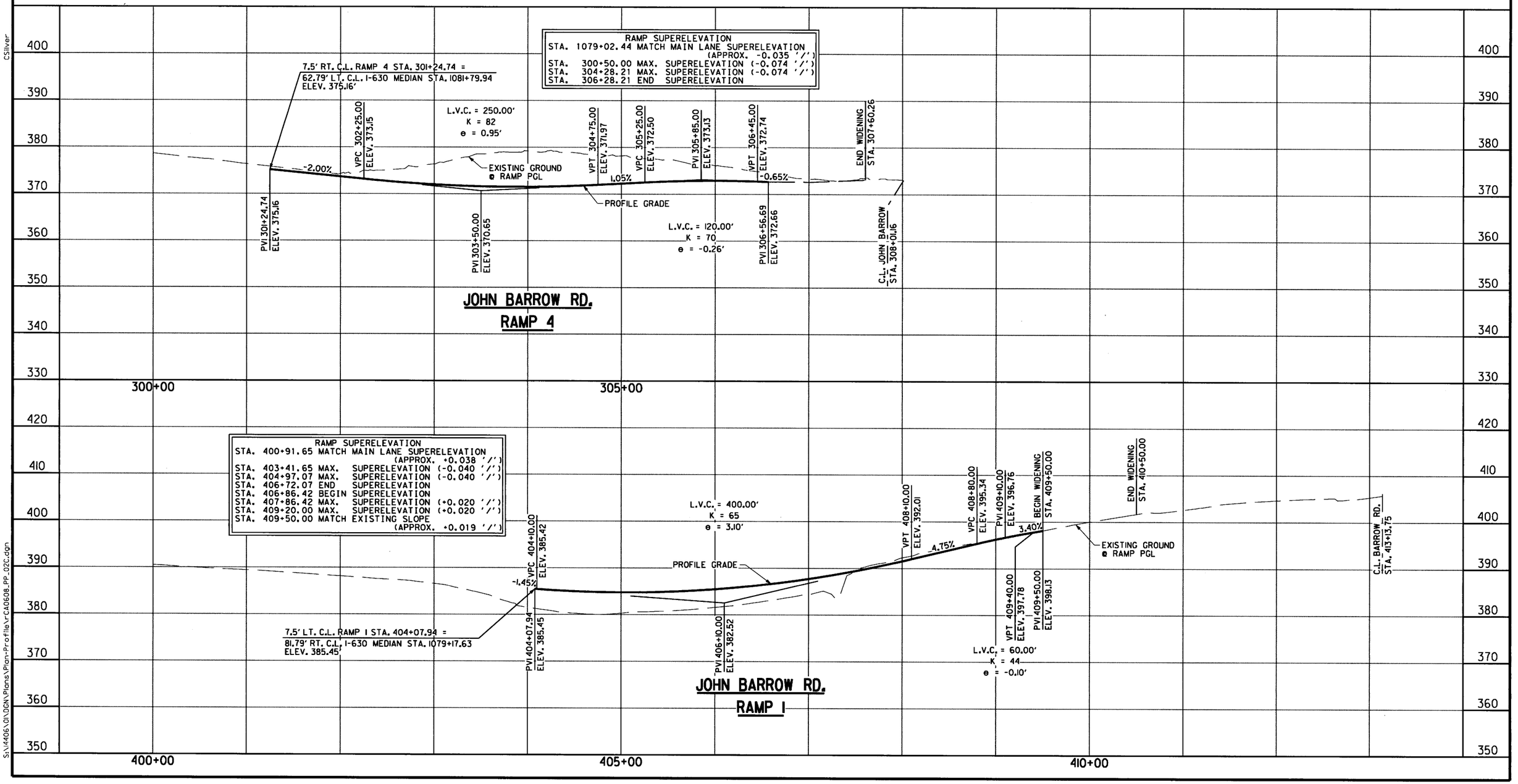
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2017-09-01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	304	889
				②	PROFILE SHEETS			

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

REFER TO DRAINAGE LAYOUT AND DRAINAGE PROFILE SHEETS FOR DRAINAGE INFORMATION.



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01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	305	889

(2) PLAN - STA. 1085+00 TO STA. 1100+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAN M. [illegible]
01-17

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

REFER TO INTERSECTION SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

STA. 1088+25 C.L. I-630 MEDIAN
IN PLACE - BRIDGE MOUNTED SIGN STRUCTURE
RETAIN

STA. 99+00 - STA. 100+81 C.L. JOHN BARROW RD. - IN PLACE
181'-1½" CONT. WELDED PLATE GIRDER (99'-80') UNIT
BRIDGE NO. 05581
55'-0" CLEAR ROADWAY
RETAIN

100 YR. FLOODPLAIN LIMIT

C.L. RAMP 4
P.I. = 306+91.11
Δ = 17°40'19"
D = 16°00'00"
T = 55.67'
L = 110.45'
P.C. = 306+35.45
P.T. = 307+45.89
e = MATCH EXISTING
Ls = MATCH EXISTING

(B) RT. TURN CURB FACE
P.C.C. = 103+36.88, 58.34' RT.
P.T. = 501+40.18, 25.00' RT.
Δ = 36°52'54"
D = 36°00'00"
T = 53.07'
L = 102.45'

(A) RT. TURN LANE EDGE
P.C. = 305+28.21, 7.5' LT.
P.C.C. = 103+12.71, 78.57' LT.
Δ = 13°31'04"
D = 9°00'00"
T = 75.45'
L = 150.20'

C.L. RAMP 3
P.I. = 507+66.87
Δ = 17°29'39"
D = 4°00'00"
T = 220.39'
L = 437.35'
P.C. = 505+46.48
P.T. = 509+83.34
e = -0.051'/'
Ls = 250'

(D) RT. CURB FACE
P.C.C. = 500+38.56, 24.54' RT.
P.T. = 500+73.59, 13.19' RT.
Δ = 35°45'33"
R = 60'
T = 19.36'
L = 37.45'

(C) RT. CURB FACE
P.C. = 306+99.84, 11.5' RT.
P.C.C. = 307+43.27, 20.25' RT.
Δ = 30°43'16"
R = 80'
T = 21.98'
L = 42.89'

STA. 307+30.57 END CURB (TY. B)
STA. 306+56.69 END RECONSTRUCTION BEGIN WIDENING
+23.95
309.73'
EXIST. R/W & C/A
REMOVE EXISTING PAVEMENT
CONST. LIMITS
RAMP 4
N 59°21'04" E TRANS.
29.45' S/E TRANS.
CONST. LIMITS
C.L. RAMP 4
RETAIN GUARDRAIL
STA. 1086+66.00 END CURB (TY. B) BEGIN CONC. BARR. WALL (SIDE TY. D)
CURB (TY. A)
SAWCUT
CURB (TY. B) (TYP.)
BEGIN CURB (TY. A)
STA. 501+39.84 END CURB (TY. A) BEGIN CURB (TY. B)
STA. 503+50.00 END WIDENING BEGIN RECONSTRUCTION
RAMP 3
C.L. RAMP 3
S 72°37'11" E
CURB (TY. A)
RETAIN GUARDRAIL
SAWCUT
8.98' S/E TRANS.
STA. 503+50.00 BEGIN CURB (TY. B)
STA. 1089+50.00 END CONC. BARR. WALL (SIDE TY. D) BEGIN CURB (TY. B)
CONST. LIMITS
BRIDGE 05581
N 1°44'11" E
EXIST. R/W & C/A
CONST. LIMITS
200' TAPER
EXIST. C/A
EXIST. R/W
STA. 507+20 END CURB (TY. B)
STA. 1097+49 CONSTRUCT OVERHEAD SIGN STRUCTURE NO. 0H-630-60-52
BIKEWAY
C.L. RAMP 3 STA. 509+83.84 = C.L. I-630 MEDIAN STA. 1097+51.89, 63.50' LT.
PROPOSED GUARDRAIL
EXIST. C/A
STA. 1099+00.00 BEGIN CONC. BARR. WALL (SIDE TY. E)
MATCH MAIN LANE
N 89°53'11" E
STA. 1094+67.82 STA. 507+00.52 END CURB (TY. B)
NOSE +02.71 73.00' LT
CONC. BARR. WALL (MEDIAN TY. SP-1)
CONC. BARR. WALL (MEDIAN TY. A-1)
SAWCUT
PROPOSED GUARDRAIL
C.L. I-630 MEDIAN
C.L. I-630 MEDIAN STA. 1087+90.59 = C.L. JOHN BARROW RD. STA. 100+00.00
∠ = 89°09'00"
100' TRANSITION
CONC. BARR. WALL (MEDIAN TY. SP-2)
700' ACCEL. LANE
STA. 1097+31.96 STA. 609+77.84 END CURB (TY.B) 61.00' RT
NOSE +51.63
SAWCUT
610.2' R.
N 89°53'11" E
C.L. RAMP 2
STA. 605+80.00 BEGIN CURB (TY. B)
STA. 608+50.00 END CURB (TY. B)
CONST. LIMITS
C.L. RAMP 2 STA. 612+58.34 = C.L. I-630 MEDIAN STA. 1100+13.41, 63.50' RT.
STA. 1086+66.00 END CURB (TY. B) BEGIN CONC. BARR. WALL (SIDE TY. D)
CONST. LIMITS
RETAIN GUARDRAIL
STA. 1089+50.00 END CONC. BARR. WALL (SIDE TY. D) BEGIN CURB (TY. B)
CONST. LIMITS
8.34' S/E TRANS.
N 76°36'10" E
STA. 605+80.00 BEGIN RECONSTRUCTION
STA. 605+80.00 BEGIN CURB (TY. B)
EXIST. R/W & C/A
RETAIN GUARDRAIL
100' TRANS.
STA. 410+50.00 END CURB (TY. B)
C.L. RAMP 1
SAWCUT
S 81°45'39" E
STA. 410+50.00 END WIDENING
RAMP 1
RAMP 2
C.L. RAMP 2 STA. 600+00.00 = C.L. JOHN BARROW RD. STA. 96+97.87
∠ = 72°52'03"
C.L. RAMP. 1 STA. 413+13.75 = C.L. JOHN BARROW RD. STA. 96+99.63
∠ = 83°29'50"
C.L. JOHN BARROW RD.
JOHN BARROW RD.
EXIST. R/W & C/A

(1) C.L. RAMP 4 STA. 307+89.52 = C.L. JOHN BARROW RD. STA. 102+97.09 ∠ = 75°17'12"

(2) C.L. RAMP 3 STA. 500+00.00 = C.L. JOHN BARROW RD. STA. 102+94.18 ∠ = 74°17'12"

STA. 1091+20 - STA. 1100+00
C.L. I-630 MEDIAN - IN PLACE
1760 LIN. FT. SIDE BARRIER
REMOVE

STA. 307+39.90 C.L. RAMP 4 LT. - CONSTRUCT TYPE 6 WHEELCHAIR RAMP = 8.7 SQ. YDS.

STA. 307+39.95 C.L. RAMP 4 RT. - CONSTRUCT TYPE 6 WHEELCHAIR RAMP = 8.4 SQ. YDS.

STA. 500+47.36 C.L. RAMP 3 LT. - CONSTRUCT TYPE 6 WHEELCHAIR RAMP = 10.0 SQ. YDS.

STA. 500+57.18 C.L. RAMP 3 RT. - CONSTRUCT TYPE 6 WHEELCHAIR RAMP = 8.8 SQ. YDS.

C.L. RAMP 2
P.I. = 610+37.96
Δ = 13°16'57"
D = 3°00'00"
T = 222.37'
L = 442.75'
P.C. = 608+15.59
P.T. = 612+58.34
e = -0.057'/'
Ls = 300'

PROPOSED GUARDRAIL LOCATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1084+47.25 TO STA. 1086+66.00 RT. OF C.L. I-630 MED. = 150 LIN. FT.			1 EACH	1 EACH
STA. 1089+50.00 TO STA. 1091+68.75 LT. OF C.L. I-630 MED. = 150 LIN. FT.			1 EACH	1 EACH
STA. 1097+06.25 TO STA. 1099+00.00 LT. OF C.L. I-630 MED. = 175 LIN. FT.		1 EACH		1 EACH

CONCRETE WALKS

STA.	STA.	LENGTH	LOCATION	"W"	SQ. YDS.
102+57.40	102+64.20	6.80'	LT. OF BARROW	6'	4.15
103+44.08	103+61.87	20.79'	LT. OF BARROW	6'	13.83
102+50.40	102+60.07	9.67'	RT. OF BARROW	6'	5.25
103+34.87	103+63.78	34.08'	RT. OF BARROW	6'	22.72

PLAN MAIN LANES
STA. 1085+00 TO STA. 1100+00

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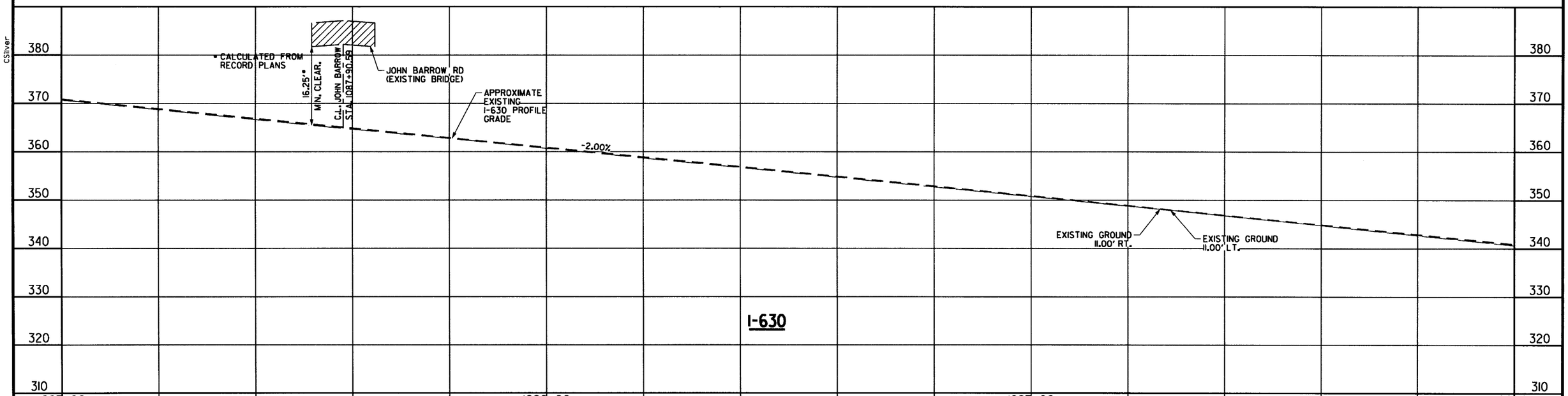
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				6	ARK.			
				JOB NO.		CA0608	306	889
				②	PROFILE SHEETS			

NOTES

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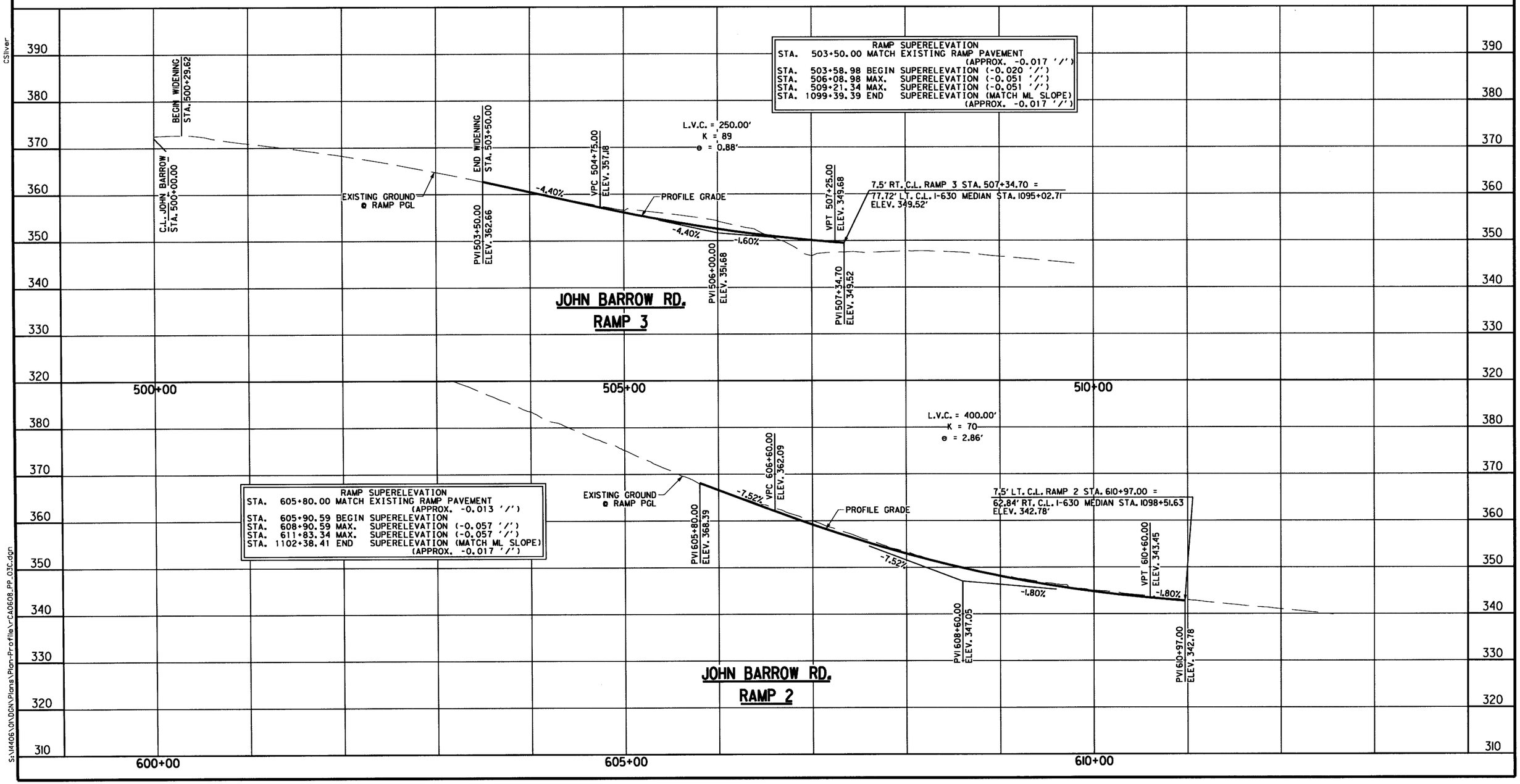
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				6	ARK.			
				JOB NO.		CA0608	307	889
				②	PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ASAD
2-17-17

NOTES

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6	ARK.			
JOB NO.		CA0608	308	889

PLAN - STA. 1100+00 TO STA. 1115+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-01

NOTES

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FOR SUPERELEVATION ON THE BRIDGES, REFER TO BRIDGE LAYOUT SHEETS.

FOR BIKEWAY INFORMATION, REFER TO THE BIKEWAY PLAN & PROFILE SHEETS.

FOR PROP. CHAIN LINK FENCE LOCATIONS, REFER TO BIKWAY PLAN SHEETS.

C.L. RAMP 4 STA. 700+00.00 =
C.L. I-630 MEDIAN STA. 1108+00.00, 63.50' LT.

C.L. RAMP 2 STA. 612+58.34 =
C.L. I-630 MEDIAN STA. 1100+13.41, 63.50' RT.

STA. 1100+76 C.L. I-630 MEDIAN
IN PLACE - OVERHEAD SIGN STRUCTURE
REMOVE

STA. 1100+00 - STA. 1108+77.33
C.L. I-630 MEDIAN - IN PLACE
1754.66 LIN. FT. SIDE BARRIER
REMOVE

STA. 1112+09.95 - STA. 1115+00
C.L. I-630 MEDIAN - IN PLACE
580.10 LIN. FT. SIDE BARRIER
REMOVE

PROPOSED CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1105+75	1108+34	LT.	268'
1108+43	1108+64	LT.	24'
1110+93	1111+04	LT.	19'
1111+07	1112+03	LT.	100'
1109+50	1109+54	RT.	40'
1112+35	1113+63	RT.	145'

REMOVAL & DISPOSAL OF EXISTING CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1105+75	1107+87	LT.	228'
1109+48	1109+50	RT.	52'
1111+68	1112+03	LT.	42'
1112+32	1113+63	RT.	154'

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1106+84.89 TO STA. 1109+53.64 RT. OF C.L. I-630 MED. =	200 LIN. FT.		1 EACH	1 EACH
STA. 703+23.07 TO STA. 705+91.82 LT. OF C.L. RAMP 4 =	200 LIN. FT.		1 EACH	1 EACH
STA. 1112+85.30 TO STA. 1114+04.05 RT. OF C.L. I-630 MED. =	100 LIN. FT.	1 EACH		1 EACH

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	UNIT
1100+24	1104+00	LT.	375 LIN. FT.
1107+45	1109+45	RT.	200 LIN. FT.
1112+25	1113+00	RT.	75 LIN. FT.
703+75	705+25	LT.	150 LIN. FT.

C.L. I-630 MEDIAN
P.I. = 1109+89.35
Δ = 12°30'00"
D = 1°00'00"
T = 627.49'
L = 1250.00'
P.C. = 1103+61.86
P.T. = 1116+11.85
e = 0.027'/' (MATCH EXISTING)
Ls = MATCH EXISTING

C.L. RAMP 4
P.I. = 703+81.53
Δ = 12°56'05"
D = 3°00'00"
T = 216.50'
L = 431.16'
P.C. = 701+65.03
P.T. = 705+96.19
e = 0.040'/'
Ls(1) = 300'
Ls(2) = 200'

BIKEWAY
BRIDGE 07382
BRIDGE A5582
BRIDGE B5582
RAMP 4
ROCK CREEK
C.L. I-630 MEDIAN
C.L. BIKEWAY 1
C.L. BIKEWAY 2
C.L. RAMP 4
CONC. BARR. WALL (SIDE TY. E)
CONC. BARR. WALL (MEDIAN TY. A-1)
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (MEDIAN TY. B)
RETAINING WALL 'BB'
RETAINING WALL 'CC'
NOISE WALL 'NB4'
PROPOSED GUARDRAIL
PROPOSED CHAIN LINK FENCE
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
CONST. LIMITS
100 YR. FLOODPLAIN LIMIT
25' BUFFER ZONE
PAVED DRAIN
700' ACCEL. LANE
300' TAPER
50' TRANS. MAIN LANE SHOULDER & BARRIER
STA. 1108+26.14 END CONC. BARR. WALL (SIDE TY. E)
STA. 1107+36.14 END WIDENING BEGIN RECONSRUCTION
STA. 706+20.00 END RECONSTRUCTION
STA. 1113+52.24 END RECONSTRUCTION BEGIN WIDENING
STA. 1112+30.00 BEGIN CONC. BARR. WALL (SIDE TY. SP-2)
S 85°43'56" E
N 89°53'11" E
N 77°36'50" W
N 81°19'59" E

PLAN MAIN LANES
STA. 1100+00 TO STA. 1115+00

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				6	ARK.			
				JOB NO.		CA0608	309	889
				②	PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRIAR HEAD
2017-01-01

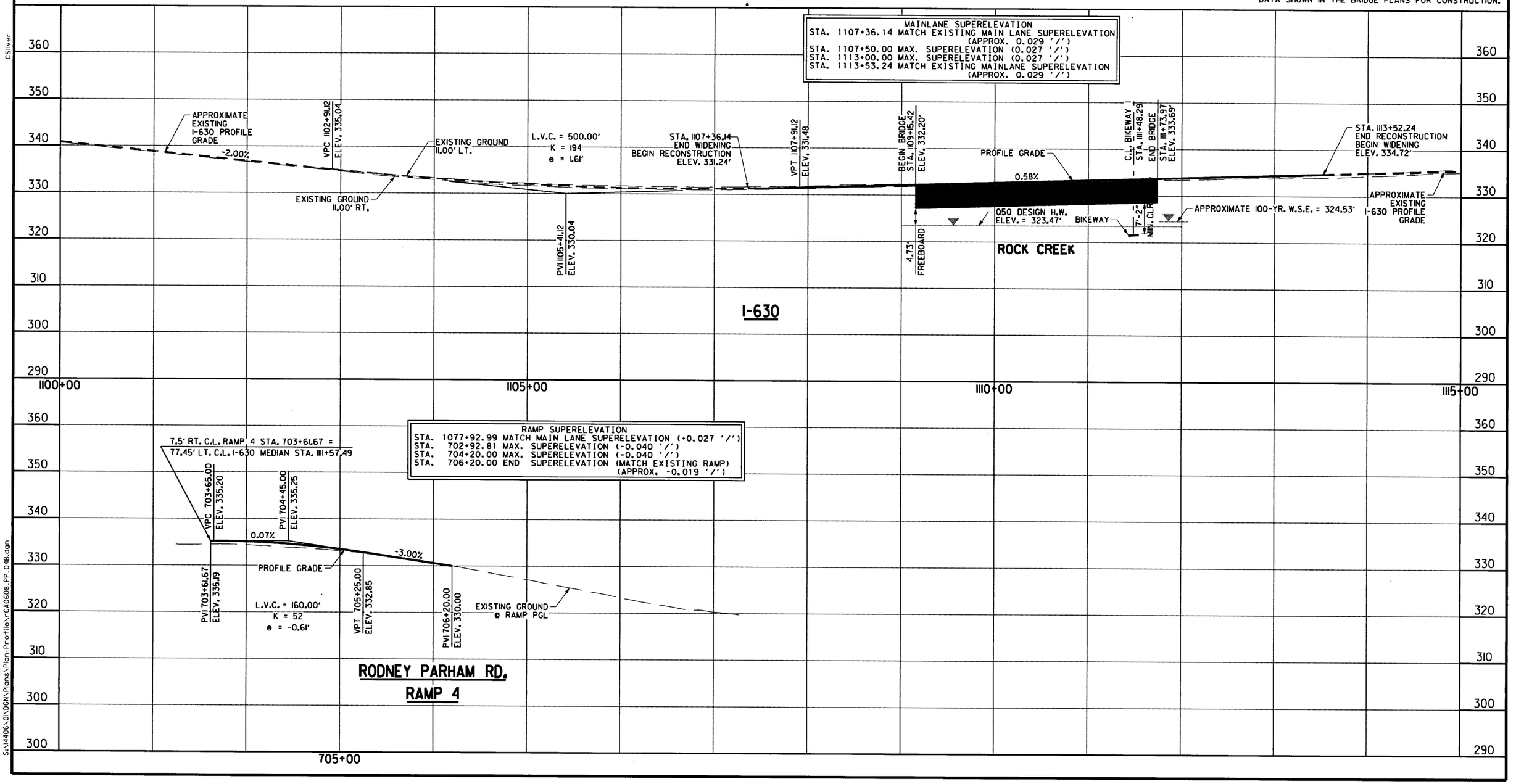
NOTES

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REFER TO BRIDGE PLANS FOR DETAILS OF PAVEMENT CROSS SLOPE. THE CONTRACTOR SHALL USE THE DATA SHOWN IN THE BRIDGE PLANS FOR CONSTRUCTION.



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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	310	889

PLAN - STA. 1115+00 TO STA. 1130+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHARRIAN AZAD
2018-01-17

1 STA. 1121+75 CONSTRUCT OVERHEAD SIGN STRUCTURE NO. OH-630-60-53

2 PROPOSED GUARDRAIL

3 STA. 99+36 TO STA. 100+92 CONSTRUCT SIDEWALK TO FACE OF RETAINING WALL 'EE'

E RT. TURNOUT CURB FACE
P.C. = 97+13.63, 21.75' LT.
P.C.C. = 97+88.34, 61.35' LT.
Δ = 56°2'14"
R = 90'
T = 47.89'
L = 88.02'

F RT. TURNOUT CURB FACE
P.C.C. = 97+88.34, 61.35' LT.
P.C.C. = 201+02.69, 42.33' LT.
Δ = 21°33'38"
R = 75'
T = 14.28'
L = 28.22'

G RT. TURNOUT CURB FACE
P.C.C. = 201+02.69, 42.33' LT.
P.T. = 201+34.77, 53.10' LT.
Δ = 89°11'45"
R = 25'
T = 24.65'
L = 38.92'

H RT. TURNOUT CURB FACE
P.C. = 200+81.07, 25.49' RT.
P.C.C. = 200+97.22, 23.93' RT.
Δ = 18°16'39"
R = 50'
T = 8.04'
L = 15.95'

J RT. TURNOUT CURB FACE
P.C. = 200+61.88, 30.13' RT.
P.T. = 800+74.43, 19.00' LT.
Δ = 56°17'11"
R = 75'
T = 40.12'
L = 73.45'

K RT. TURNOUT CURB FACE
P.C. = 97+94.33, 32.75' RT.
P.C.C. = 99+30.87, 36.20' RT.
Δ = 60°43'19"
R = 70'
T = 41.00'
L = 74.19'

M RT. TURNOUT CURB FACE
P.C.C. = 99+30.87, 36.20' RT.
P.T. = 100+08.91, 28.50' RT.
Δ = 11°15'51"
R = 400'
T = 39.45'
L = 78.64'

N LT. CURB FACE
P.C.C. = 800+45.51, 28.23' RT.
P.T. = 800+74.46, 19.00' RT.
Δ = 35°22'47"
R = 50'
T = 15.95'
L = 30.13'

P RT. TURNOUT CURB FACE
P.C. = 101+45.37, 28.50' RT.
P.C.C. = 101+65.87, 139.76' RT.
Δ = 61°36'48"
R = 22'
T = 13.01'
L = 23.66'

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

FOR BIKEWAY INFORMATION, REFER TO BIKEWAY PLAN & PROFILE SHEETS.

FOR PROP. CHAIN LINK FENCE LOCATIONS, REFER TO BIKEWAY PLAN SHEETS.

REFER TO INTERSECTION SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

RAMP 4 · RODNEY PARHAM RD. · OUACHITA DR. · MISSISSIPPI AVE. · BIKEWAY · RAMP 3 · BRIDGE 7383 · KANIS PARK RD. · RODNEY PARHAM RD. · RUSHING CIR.

REMOVAL & DISPOSAL OF EXISTING CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1126+81	1126+86	LT.	138'
1127+68	1128+85	LT./RT.	117'
308+08	309+22	RT.	114'

STA. 1115+00 - STA. 1123+59.56
C.L. I-630 MEDIAN - IN PLACE
1719.12 LIN. FT. SIDE BARRIER
REMOVE

STA. 1128+70.81 - STA. 1130+00
C.L. I-630 MEDIAN - IN PLACE
258.38 LIN. FT. SIDE BARRIER
REMOVE

CONCRETE WALKS

STA.	STA.	LENGTH	SIDE	LOCATION	"W"	SQ. YDS.
303+35.00	303+88.99	64.20'		RT. OF BIKEWAY-3	5'	37.8
303+89.16	304+44.89	71.02'		RT. OF BIKEWAY-3	5'	41.4
96+94.40	201+16.20	137.73'		LT. OF MISS. ST.	5'	76.6
99+02.71	101+12.00	211.12'		LT. OF ROD. PARHAM RD.	VAR.	150.6
104+13.66	104+44.76	31.1'		LT. OF ROD. PARHAM RD.	6'	20.7
200+28.11	200+47.16	26.89'		RT. OF MISS. ST.	5'	15.4
200+62.11	201+02.94	40.00'		RT. OF MISS. ST.	5'	22.2

STA. 101+61.99 C.L. PARHAM RT. CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 4.5 SQ. YDS.

STA. 201+10.56 C.L. MISS. RT. CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 4.5 SQ. YDS.

STA. 201+24.26 C.L. MISS. LT. CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 5.3 SQ. YDS.

STA. 97+86.07 C.L. PARHAM LT. CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 4.0 SQ. YDS.

STA. 800+50.73 C.L. RAMP 3 RT. CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 5.6 SQ. YDS.

STA. 800+56.06 C.L. RAMP 3 LT. CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 5.3 SQ. YDS.

PROPOSED GUARDRAIL LOCATION

			GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1116+31.25	TO STA. 1120+50.00	RT. OF C.L. I-630 MED. = 350 LIN. FT.			I EACH	I EACH
STA. 1129+11.73	TO STA. 1130+05.48	RT. OF C.L. I-630 MED. = 75 LIN. FT.		I EACH		I EACH

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	UNIT
1117+95	1123+95	LT.	600 LIN. FT.
1121+95	1123+95	RT.	200 LIN. FT.
1128+90	1132+40	RT.	350 LIN. FT.
1128+85	1132+85	LT.	400 LIN. FT.

PROPOSED CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.	16' GATE
1118+78	1118+78	LT.	45'	I EACH
1127+68	1128+85	LT.	115'	
1128+58	1129+12	RT.	82'	I EACH
308+13	309+22	RT.	106'	

STA. 1123+95 - STA. 1128+38 C.L. I-630 MEDIAN - IN PLACE
442'-0" CONT. COMP. WELDED BOX GIRDER
(102'-103'-103'-134') SPAN W/CONC. DECK
BRIDGE NOS. A&B5583
55'-8" CLEAR ROADWAY (EACH)
REMOVE AS EXISTING BRIDGE STRUCTURE - 2.00 LUMP SUM

STA. 1124+29 - STA. 1124+80 C.L. I-630 MEDIAN - IN PLACE
DOUBLE 14'x6' ROCK & CONC. BOX CULVERT
RETAIN

C.L. RAMP 1
P.I. = 900+72.09
Δ = 4°19'24"
D = 3°00'00"
T = 72.09'
L = 144.11'
P.C. = 900+00.00
P.T. = 901+44.11
e = N/A
Ls = N/A

PLAN MAIN LANES
STA. 1115+00 TO STA. 1130+00

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SHAD
2017-07-06

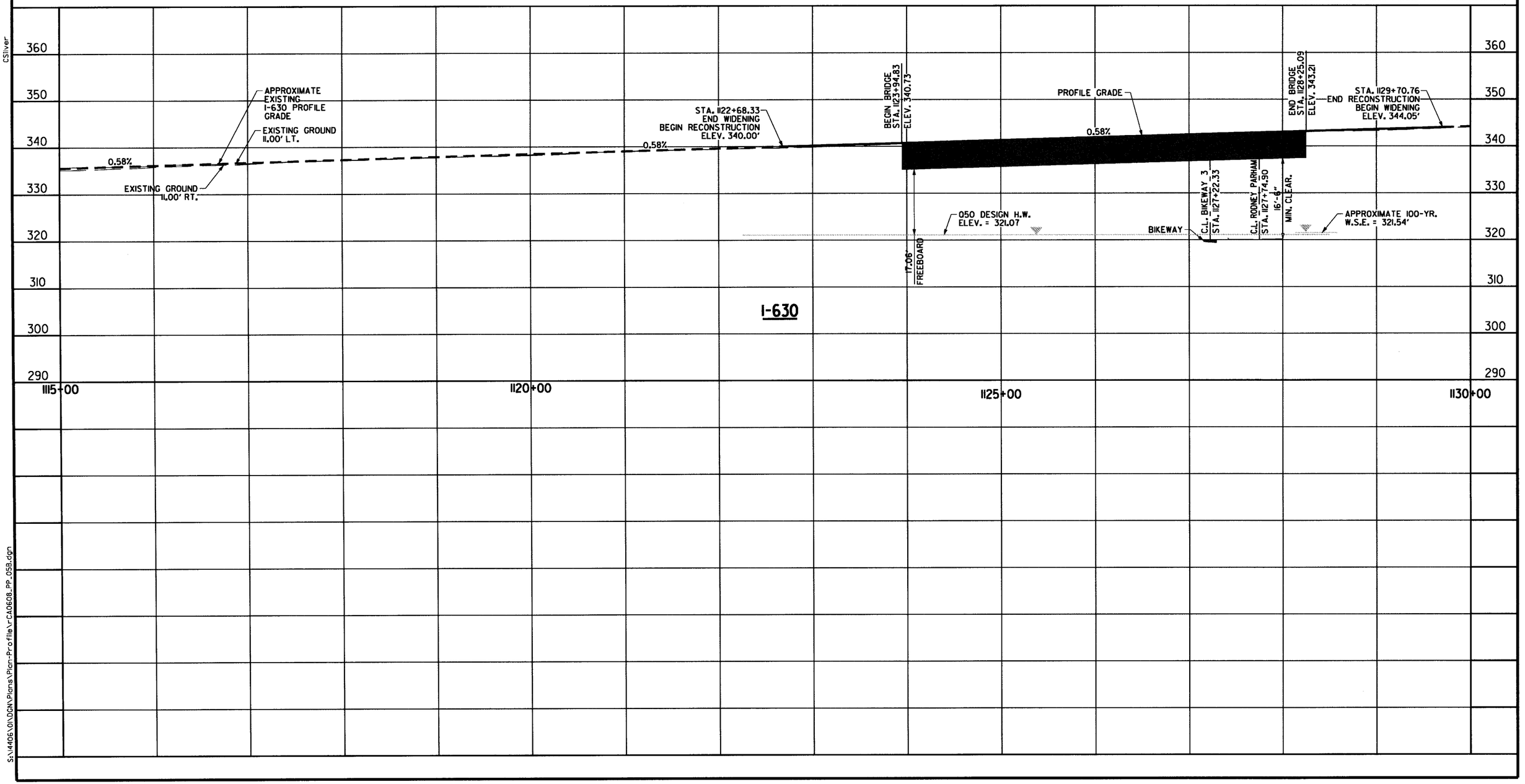
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PROPOSED GUARDRAIL LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1001+27.50 TO STA. 1003+21.25 RT. OF C.L. RAMP 2 =	125 LIN. FT.	1 EACH	1 EACH

REMOVAL & DISPOSAL OF EXISTING CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1143+25	1145+00	LT.	175'

PROPOSED CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1143+25	1145+00	LT.	175'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. KNOTT
2018-01-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	312	889

(2) PLAN - STA. 1130+00 TO STA. 1145+00

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	UNIT
1004+70	1011+70	RT.	700 LIN. FT.
1140+50	1141+50	LT.	100 LIN. FT.

C.L. RAMP 1

P.I.	= 907+80.80
Δ	= 35°34'47"
D	= 12°00'00"
T	= 153.20'
L	= 296.50'
P.C.	= 906+27.60
P.C.C.	= 909+24.10
e	= -0.076 '/'
Ls	= (250')

C.L. RAMP 1

P.I.	= 911+82.49
Δ	= 96°51'22"
D	= 25°00'00"
T	= 258.39'
L	= 387.42'
P.C.C.	= 909+24.10
P.T.	= 913+11.52
e	= -0.100 '/'
Ls	= 300'

Q RT. LANE EDGE
P.C.C. = 908+93.01, 7.5' RT.
P.C.C. = 913+11.91, 22.52' RT.
Δ = 99°50'48"
D = 25°45'
T = 264.46'
L = 387.75'

C.L. I-630 MEDIAN

P.I.	= 1138+82.76
Δ	= 16°07'59"
D	= 1°30'00"
T	= 541.35'
L	= 1075.54'
P.C.	= 1133+41.41
P.T.	= 1144+16.95
e	= MATCH EXISTING
Ls	= MATCH EXISTING

C.L. RAMP 2

P.I.	= 1010+97.20
Δ	= 28°22'29"
D	= 5°00'00"
T	= 289.69'
L	= 567.49'
P.C.	= 1008+07.51
P.T.	= 1013+75.00
e	= -0.061 '/'
Ls	= 250'

STA. 1131+63 C.L. I-630 MEDIAN IN PLACE - OVERHEAD SIGN STRUCTURE REMOVE

STA. 1140+72 C.L. I-630 MEDIAN IN PLACE - OVERHEAD SIGN STRUCTURE REMOVE

STA. 1130+00 - STA. 1143+06.24 C.L. I-630 MEDIAN - IN PLACE 2606.48 LIN. FT. SIDE BARRIER REMOVE

C.L. RAMP 3 STA. 813+98.26 = C.L. I-630 MEDIAN STA. 1141+41.29, 59.00' LT.

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

REFER TO THE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION REGARDING RODNEY PARHAM RD.

REFER TO INTERSECTION SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

PLAN MAIN LANES
STA. 1130+00 TO STA. 1145+00

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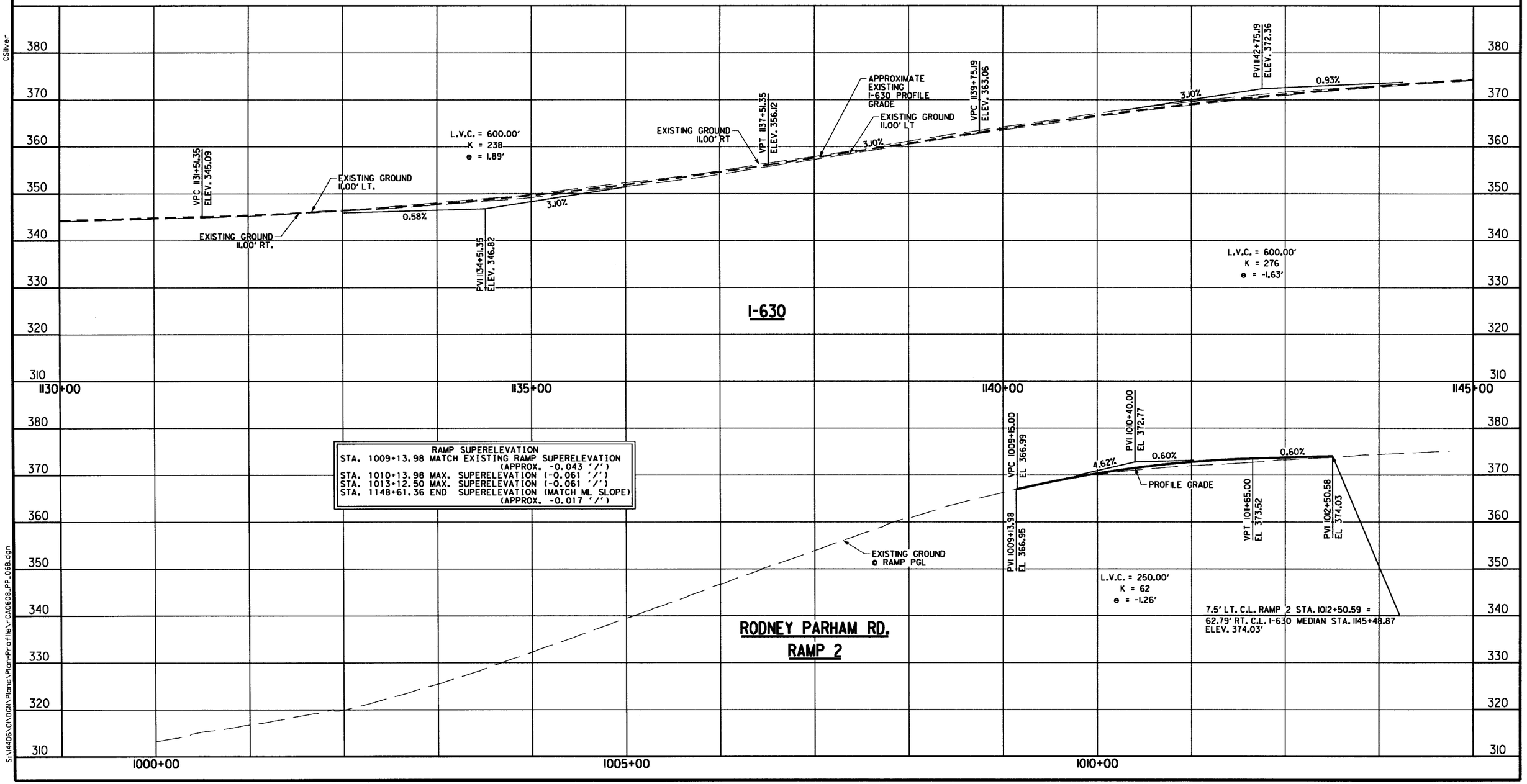
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR HEAD
2017-07-06

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

REFER TO DRAINAGE LAYOUT AND DRAINAGE PROFILE SHEETS FOR DRAINAGE INFORMATION.

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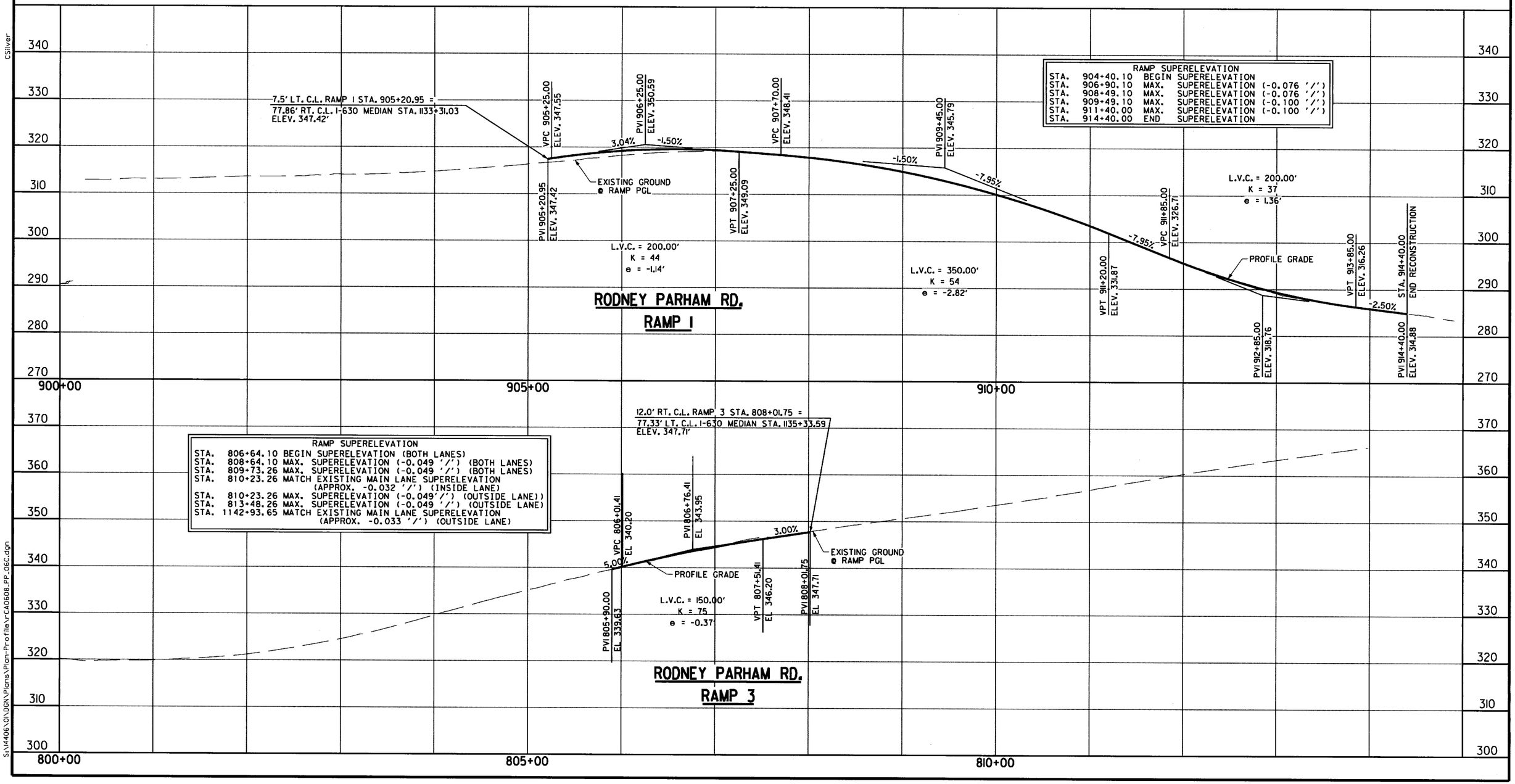
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				6	ARK.			
				JOB NO.		CA0608	314	889
				②	PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR IZAD
2017-09-01

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

REFER TO DRAINAGE LAYOUT AND DRAINAGE PROFILE SHEETS FOR DRAINAGE INFORMATION.



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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	315	889

(2) PLAN - STA. 1145+00 TO STA. 1160+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2017-09-01

STA. 1153+04.50 - STA. 1155+45.50
C.L. I-630 MEDIAN - IN PLACE
482.00 LIN. FT. SIDE BARRIER
REMOVE

STA. 1155+68.90 - STA. 1155+78.90
C.L. I-630 MEDIAN - IN PLACE
20.00 LIN. FT. SIDE BARRIER
REMOVE

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	UNIT
98+20	98+95	RT.	75 LIN. FT.
101+25	101+75	LT.	50 LIN. FT.

PROPOSED CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.	16' GATE
1145+00	1149+45	LT.	445'	
1153+57	1154+12	LT.	60'	1 EACH
1153+22	1153+88	RT.	70'	1 EACH
1154+65	1155+36	LT.	80'	1 EACH
1154+40	1154+66	RT.	42'	1 EACH
1156+33	1160+00	RT.	360'	

REMOVAL & DISPOSAL OF EXISTING CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1145+00	1149+45	LT.	445'
1153+57	1154+14	LT.	63'
1153+22	1153+91	RT.	75'
1154+61	1155+36	LT.	83'
1154+37	1154+66	RT.	46'
1156+33	1160+00	RT.	360'

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

1. CONC. BARR. WALL (SIDE TY. SP-1) (REFER TO SPECIAL DETAILS)
2. 54" CONC. BARR. WALL (REFER TO BRIDGE DRAWINGS)
3. CONC. BARR. WALL (MEDIAN TY. SP-3) (REFER TO SPECIAL DETAILS)

(1) C.L. I-30 MEDIAN STA. 1157+01.29, 63.50' LT. = C.L. RAMP 6 STA. 1100+00.00

CONCRETE WALKS

STA.	STA.	LENGTH	LOCATION	"W"	SQ. YDS.
98+00.00	98+84.62	84.62'	LT. OF HUGHES	6'	56.4
98+00.00	98+90.08	90.08'	RT. OF HUGHES	6'	60.1
101+26.64	101+50.00	23.36'	LT. OF HUGHES	6'	15.6
101+30.48	101+50.48	20.00'	RT. OF HUGHES	6'	13.4

STA. 99+20 - STA. 100+92 C.L. HUGHES ST. - IN PLACE
172'-0" CONT. WELDED PLATE GIRDER
(80'-92') SPAN W/CONC. DECK
BRIDGE NO. 05584
36'-0" CLEAR ROADWAY W/4'-6" SIDEWALKS (EACH SIDE)
REMOVE AS EXISTING BRIDGE STRUCTURE - 1.00 LUMP SUM

C.L. I-630 MEDIAN
P.I. = 1158+81.15
Δ = 6°36'30"
D = 1°15'00"
T = 264.62'
L = 528.66'
P.C. = 1156+16.53
P.T. = 1161+45.19
e = MATCH EXISTING
Ls = MATCH EXISTING

PLAN MAIN LANES
STA. 1145+00 TO STA. 1160+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	316	889
				②	PROFILE SHEETS			

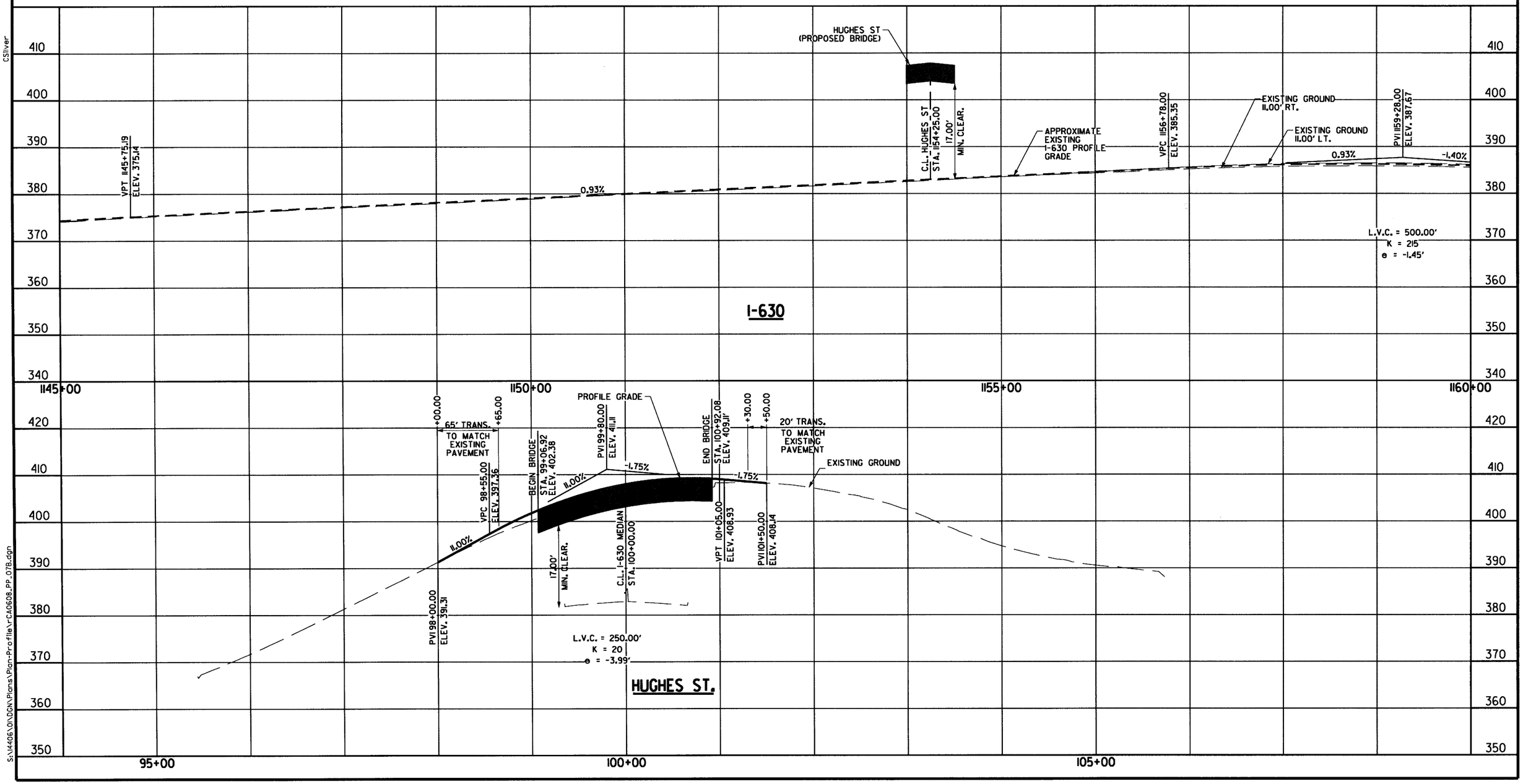
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRAM ARJAO
2017-07-06

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	317	889

② PLAN - STA. 1160+00 TO STA. 1175+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12844
SHARRIAR AZAD
2017-09-01

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

1. CONC. BARR. WALL (MEDIAN TY. SP-1)
2. CONC. BARR. WALL (MEDIAN TY. SP-2)
3. CONC. BARR. WALL (MEDIAN TY. C)
4. CONC. BARR. WALL (MEDIAN TY. B)

C.L. RAMP 6
P.I. = 1104+63.07
Δ = 5°32'56"
D = 3°00'00"
T = 92.55'
L = 184.96'
P.C. = 1103+70.52
P.T. = 1105+55.48
e = 0.057'/'
Ls = 300'

C.L. RAMP 6
P.I. = 1113+59.07
Δ = 5°58'37"
D = 0°59'06"
T = 303.63'
L = 606.72'
P.C. = 1110+55.44
P.T. = 1116+62.15
e = 0.021'/'
Ls = 300'

C.L. RAMP 7
P.I. = 1300+90.84
Δ = 95°33'07"
D = 69°30'00"
T = 90.84'
L = 137.48'
P.C. = 1300+00.00
P.T. = 1301+37.48
e = N/A
Ls = N/A

C.L. RAMP 1
P.I. = 1202+32.07
Δ = 68°23'34"
D = 16°46'34"
T = 232.07'
L = 407.68'
P.C. = 1100+00.00
P.T. = 1204+07.68
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. I-630 MEDIAN
P.I. = 1170+48.37
Δ = 5°58'37"
D = 1°00'00"
T = 299.12'
L = 597.69'
P.C. = 1167+49.25
P.T. = 1173+46.94
e = MATCH EXISTING
Ls = MATCH EXISTING

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1164+72.36 TO STA. 1166+91.11 RT. OF C.L. I-630 MED.	150 LIN. FT.			
STA. 1171+25.00 TO STA. 1173+75.00 RT. OF C.L. I-630 MED.	200 LIN. FT.	1 EACH	1 EACH	1 EACH

STA. 1161+68.14 - STA. 1161+78.14
C.L. I-630 MEDIAN - IN PLACE
20.00 LIN. FT. SIDE BARRIER
REMOVE

STA. 1171+41.00 - STA. 1175+00.00
C.L. I-630 MEDIAN - IN PLACE
718.00 LIN. FT. SIDE BARRIER
REMOVE

PROPOSED CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.	16' GATE
1160+00	1174+85	RT.	1480'	2 EACH
1167+55	1168+00	LT.	56'	1 EACH

REMOVAL & DISPOSAL OF EXISTING CHAIN LINK FENCE

STA.	STA.	SIDE	LIN. FT.
1160+00	1174+85	RT.	1480'

C.L. RAMP 1 STA. 1200+00.00 =
C.L. I-630 MEDIAN STA. 1173+70.88, 54.50' RT.

PLAN MAIN LANES
STA. 1160+00 TO STA. 1175+00

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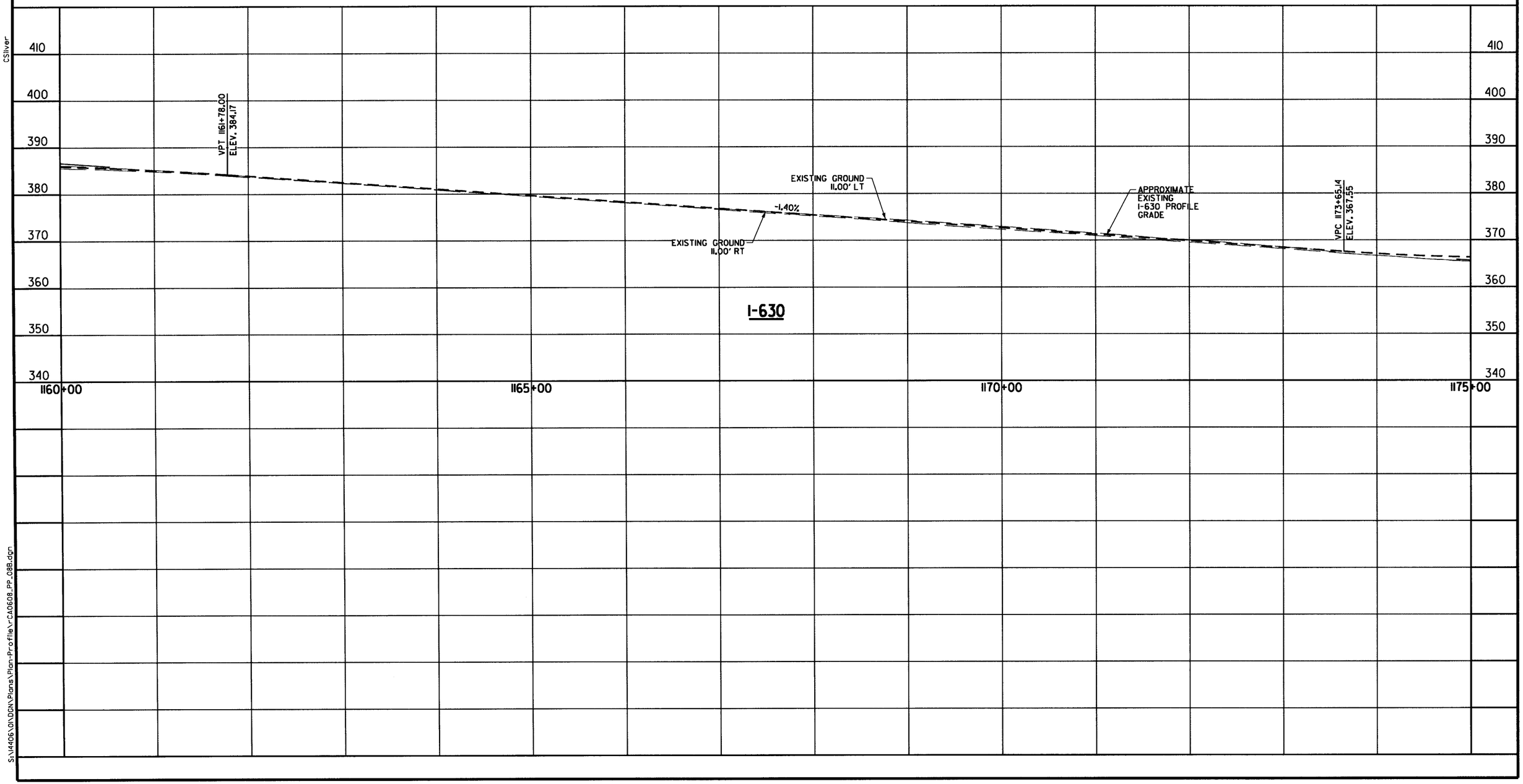
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR NIZAM
2017-07-06

NOTES

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				6	ARK.			
				JOB NO.		CA0608	319	889
				(2) PLAN - STA. 1175+00 TO STA. 1190+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
SHAHRAM AMID
2017-09-01

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

STA. 1179+72 C.L. I-630 MEDIAN IN PLACE - OVERHEAD SIGN STRUCTURE RETAIN

STA. 1180+13 - STA. 1181+75 C.L. I-630 MEDIAN - IN PLACE
162'-1⅞" COMP. I-BEAM (37'-86'-37') SPAN
BRIDGE NOS. A&B3493
71'-2" & 63'-2" CLEAR ROADWAY (RESPECTIVELY)
POLYMER OVERLAY

(R) ISLAND CURB FACE
P.C.C. = 1203+82.32, 11.5' LT.
P.T. = 1203+85.97, 34.83' LT.
Δ = 199°37'1"
R = 12'
L = 41.81'

(T) LT. CURB FACE
P.C.C. = 1206+17.97, 11.5' LT.
P.C.C. = 1207+21.17, 8.5' LT.
Δ = 15°4'30"
D = 15°
T = 50.54'
L = 100.50'

STA. 1175+00.00 - STA. 1175+59.00
C.L. I-630 MEDIAN - IN PLACE
118.00 LIN. FT. SIDE BARRIER
REMOVE

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	UNIT
1178+25.44	1180+19.44	LT.	194.0 LIN. FT.

C.L. RAMP 6
P.I. = 1119+57.46
Δ = 64°19'46"
D = 24°45'00"
T = 145.58'
L = 259.92'
P.C. = 1118+11.88
P.T. = 1120+71.80
e = -0.086'/'
Ls = 250'

C.L. RAMP 6
P.I. = 1122+89.76
Δ = 57°45'24"
D = 28°38'52"
T = 110.31'
L = 201.61'
P.C. = 1103+26.67
P.T. = 1105+84.07
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. UNIVERSITY AVE. STA. 104+45.01 =
C.L. RAMP 6 STA. 1125+14.73
∠ = 89°59'38"

C.L. UNIVERSITY AVE. STA. 96+20.11 =
C.L. RAMP 1 STA. 1209+18.41
∠ = 89°52'51"

C.L. I-630 MEDIAN STA. 1180+93.00 =
C.L. UNIVERSITY AVE. STA. 100+00.00
∠ = 96°34'00"

C.L. I-630 MEDIAN
P.I. = 1183+80.07
Δ = 13°03'05"
D = 2°30'00"
T = 262.16'
L = 522.06'
P.C. = 1181+17.91
P.T. = 1186+39.96
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 1
P.I. = 1205+38.26
Δ = 62°24'07"
D = 31°44'34"
T = 109.32'
L = 196.59'
P.C. = 1204+28.94
P.C.C. = 1206+25.53
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RAMP 1
P.I. = 1206+65.30
Δ = 42°40'36"
D = 16°00'00"
T = 39.78'
L = 79.23'
P.C.C. = 1206+25.53
P.T. = 1207+04.76
e = MATCH EXISTING
Ls = MATCH EXISTING

1 CONC. BARR. WALL (MEDIAN TY. SP-2)
2 STA. 1176+07.74 END CONC. BARR. WALL (MEDIAN TY. B)
3 STA. 1174+96.67 END CONC. BARR. WALL (MEDIAN TY. C) BEGIN CONC. BARR. WALL (MEDIAN TY. B)
4 STA. 1120+00.00 END CONC. BARR. WALL (SIDE TY. SP-2) BEGIN CONC. BARR. WALL (SIDE TY. E)
5 STA. 1121+00.00 END CONC. BARR. WALL (SIDE TY. E) BEGIN CONC. BARR. WALL (SIDE TY. A)
6 STA. 1121+32.12 END CONC. BARR. WALL (SIDE TY. A)

PROPOSED GUARDRAIL LOCATION

			GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 1176+07.75	TO STA. 1178+01.50	LT. OF C.L. I-630 MED. =	125 LIN. FT.		1 EACH	1 EACH
STA. 1179+16.50	TO STA. 1179+84.75	LT. OF C.L. I-630 MED. =	50 LIN. FT.	1 EACH		1 EACH
STA. 1121+32.12	TO STA. 1122+70.87	LT. OF RAMP 6 =	75 LIN. FT.		1 EACH	1 EACH
STA. 1177+85.00	TO STA. 1180+03.75	RT. OF C.L. I-630 MED. =	150 LIN. FT.		1 EACH	1 EACH

PLAN MAIN LANES
STA. 1175+00 TO STA. 1190+00

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

STA. 1203+85.24
BEGIN CURB (TY. A)

STA. 1121+79.45
END RECONSTRUCTION

STA. 1178+80.00
END WIDENING

STA. 1178+50.00
END WIDENING

STA. 1207+21.17
END WIDENING

RAMP 6 · RAMP 5 · RAMP 4 · RAMP 3 · RAMP 2 · RAMP 1

BRIDGE A3493 · BRIDGE B3493

UNIVERSITY AVE.

PROPOSED GUARDRAIL · REMOVE EXIST. PAVEMENT · CONST. LIMITS · FUTURE PAVEMENT EDGE · EXIST. R/W · EXIST. R/W & C/A · EXIST. C/A · RETAINING WALL 'PP' · PRESERVED VEGETATION · SAWCUT · CURB TY. A · CURB (TY. A) · 50' R · 60' TRANS. · 103.2' TRANS. · 200' TAPER (INTERIM) · 300' TAPER (INTERIM) · 100' TRANSITION · END 10' SHOULDER · C.L. I-630 MEDIAN · C.L. RAMP 1 · C.L. UNIVERSITY AVE. · SIGN

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				JOB NO.		CA0608	320	889
				②		PROFILE SHEETS		

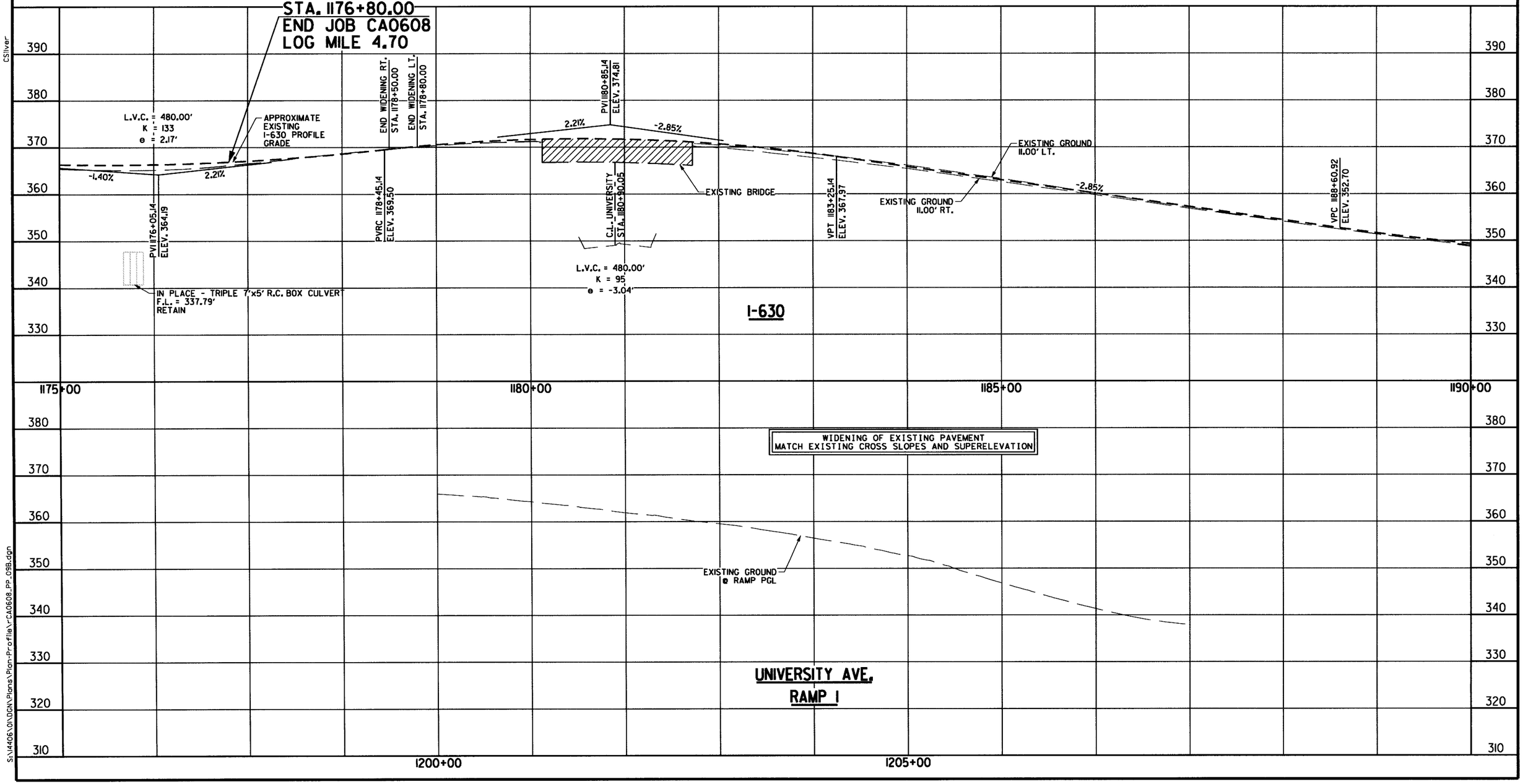
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRAM KHALILI
2017-07-06

NOTES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	320A	889
				②	PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2017-09-01

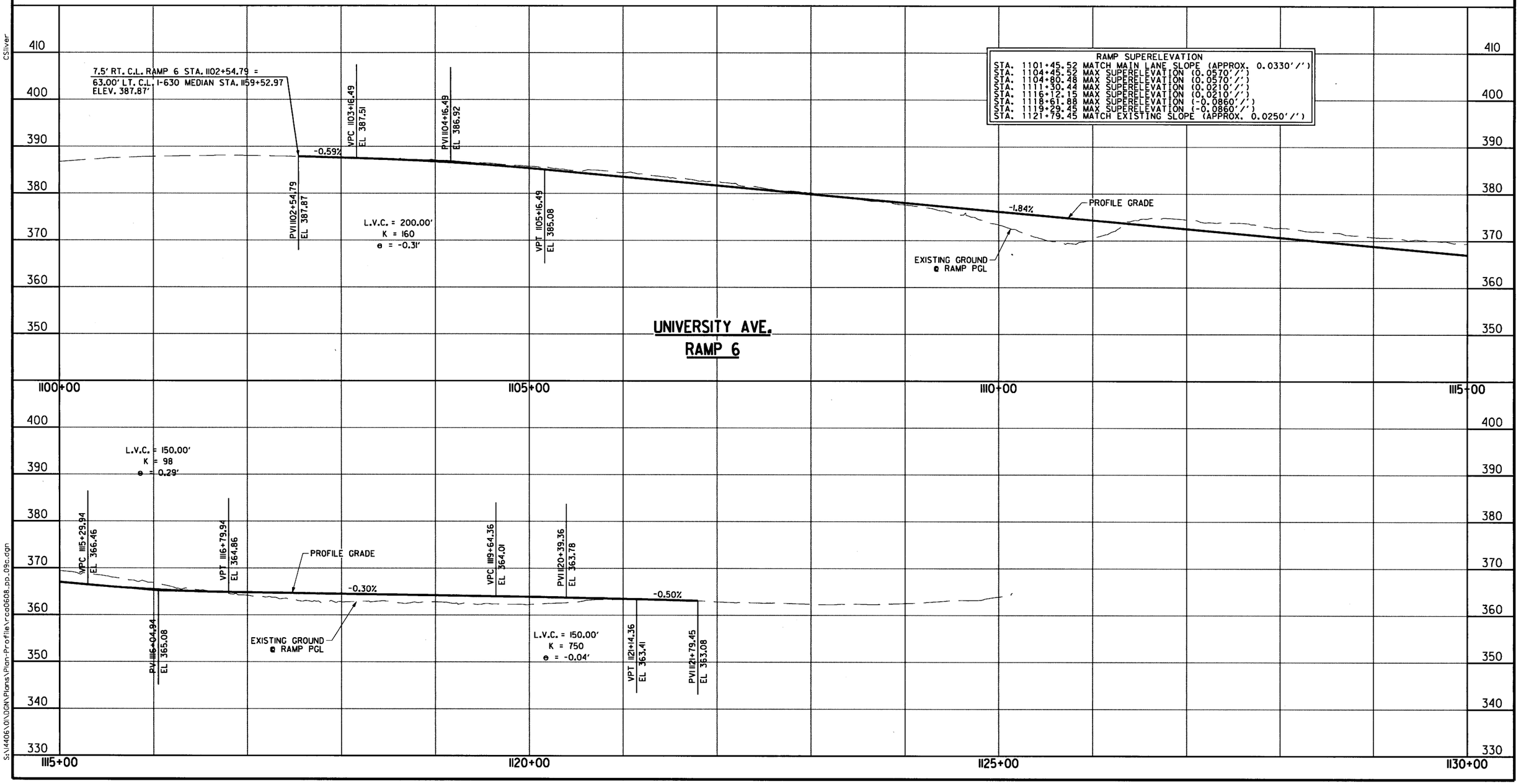
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RAMP SUPERELEVATION
STA. 1101+45.52 MATCH MAIN LANE SLOPE (APPROX. 0.0330'/')
STA. 1104+45.52 MAX SUPERELEVATION (0.0570'/')
STA. 1104+80.48 MAX SUPERELEVATION (0.0570'/')
STA. 1111+30.44 MAX SUPERELEVATION (0.0210'/')
STA. 1116+12.15 MAX SUPERELEVATION (0.0210'/')
STA. 1118+61.88 MAX SUPERELEVATION (-0.0860'/')
STA. 1119+29.45 MAX SUPERELEVATION (-0.0860'/')
STA. 1121+79.45 MATCH EXISTING SLOPE (APPROX. 0.0250'/')



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	321	889

PLAN - STA. 102+00 TO STA. 115+00

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RODNEY PARHAM RD.

KANIS PARK RD.

RUSHING CIR.

RAMP 1

EXIST. R/W

EXIST. C/A

CONST. LIMITS

100 YR. FLOODPLAIN LIMIT

CONCRETE DITCH PAVING

REMOVE EXISTING SIDEWALK

CONCRETE ISLAND WITH TY. C CURB FACE

SAWCUT

STA. 907+25.00
BEGIN RECONSTRUCTION

STA. 914+40.00
END RECONSTRUCTION
BEGIN WIDENING

STA. 106+00.00
BEGIN WIDENING
BEGIN CURB (TY. A)

STA. 911+12.19
BEGIN CURB (TY. A)

END CURB (TY. B)
MATCH EXISTING

STA. 1000+50.00
END WIDENING
BEGIN RECONSTRUCTION

STA. 1001+12.97
END CURB (TY. A)
BEGIN CURB (TY. B)

END CURB (TY. B)
MATCH EXISTING

STA. 1003+45.65
END CURB (TY. B)
BEGIN CONC. BARR. WALL (SIDE TY. A)

STA. 113+68.88
END CURB (TY. A)
END WIDENING

STA. 113+68.88
END 2" MILL & INLAY

CONC. ISLAND WITH TY. C CURB FACE

CONCRETE ISLAND WITH TY. B CURB FACE

C.L. RAMP 1

C.L. RAMP 2

C.L. BIKEWAY 3

END CURB

C.L. RODNEY PARHAM RD.

P.C. 1133+41.41

P.C. 909+24.10

P.C. 908+80.06

P.C. 906+21.60

P.C. 107+95.46

P.C. 106+02.47

P.C. 107+55.46

P.C. 101+27.16

P.C. 102+41.06

P.C. 110+64.89

P.T. 913+11.52

P.T. 102+13.39

P.T. 105+13.23

P.T. 109+69.28

P.T. 113+36.88

P.I. 107+95.46

P.I. 104+44.68

P.I. 101+70.32

P.I. 112+01.24

Q RT. LANE EDGE
P.C.C. = 908+93.01, 7.5' RT.
P.C.C. = 912+58.62, 22.83' RT.
Δ = 87°28'35"
D = 25°45'
T = 212.92'
L = 339.71'

V LT. CURB FACE
P.C.C. = 912+39.36, 11.5' LT.
P.T. = 912+99.43, 9.83' LT.
Δ = 18°2'25"
R = 200'
T = 31.75'
L = 62.97'

W RT. TURNOUT CURB FACE
P.C.C. = 912+39.36, 11.5' LT.
P.T. = 912+99.43, 9.83' LT.
Δ = 18°2'25"
R = 200'
T = 31.75'
L = 62.97'

X LT. CURB FACE
P.C. = 106+68.35, 36.32' LT.
P.C.C. = 107+70.31, 45.00' LT.
Δ = 21°10'4"
D = 19°
T = 56.35'
L = 111.41'

U ISLAND CURB FACE
P.C.C. = 912+00.74, 11.5' LT.
P.T. = 1002+97.89, 9.5' LT.
Δ = 206°45'43"
R = 15'
T = 54.04'

BB RT. TURNOUT CURB FACE
P.C. = 1002+02.51, 22.50' RT.
P.T. = 113+68.80, 31.34' LT.
Δ = 82°5'48"
R = 185'
T = 161.09'
L = 265.08'

AA C.L. OF LT. LANES
P.C. = 110+78.31, 33.06' LT.
P.T. = 112+46.44, 26.00' LT.
Δ = 12°1'24"
D = 7°
T = 86.20'
L = 171.76'

C.L. RODNEY PARHAM RD.
P.I. = 107+95.46
Δ = 44°01'02"
D = 12°00'00"
T = 192.99'
L = 366.81'
P.C. = 106+02.47
P.T. = 109+69.28
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RODNEY PARHAM RD.
P.I. = 104+44.68
Δ = 81°32'35"
D = 25°00'00"
T = 197.63'
L = 326.17'
P.C. = 102+47.06
P.T. = 105+73.23
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RODNEY PARHAM RD.
P.I. = 101+70.32
Δ = 6°53'54"
D = 8°00'00"
T = 43.17'
L = 86.23'
P.C. = 101+27.16
P.T. = 102+13.39
e = MATCH EXISTING
Ls = MATCH EXISTING

C.L. RODNEY PARHAM RD.
P.I. = 112+01.24
Δ = 10°11'59"
D = 3°45'00"
T = 136.36'
L = 271.99'
P.C. = 110+64.89
P.T. = 113+36.88
e = MATCH EXISTING
Ls = MATCH EXISTING

1 C.L. RODNEY PARHAM RD. STA. 111+61.28 =
C.L. RAMP 1 STA. 914+90.57
∠ = 88°13'42"

2 C.L. RODNEY PARHAM RD. STA. 111+89.58 =
C.L. RAMP 2 STA. 1000+00.00
∠ = 89°26'38"

STA. 111+03.59 C.L. PARHAM LT. - CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 3.3 SQ. YDS.

STA. 112+56.65 C.L. PARHAM LT. - CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 3.3 SQ. YDS.

STA. 111+43.79 C.L. PARHAM RT. - CONSTRUCT TYPE 4 WHEELCHAIR RAMP = 20.9 SQ. YDS.

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

PLAN RODNEY PARHAM RD. STA. 102+00 TO STA. 115+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	322	889

PLAN - BIKEWAY 1 & 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHARRIAR AZAD
7/24/07

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EXIST. R/W

STA. 200+95.00
BEGIN CONSTRUCTION

S36°16'16"E
5' TRANS.
CONST. LIMITS
10'
P.C. 201+48.25
P.I. 201+82.06
P.T. 202+15.18
C.L. BIKEWAY 2
P.I. 112+79.50
202
N72°29'52"E
S56°20'57"E
S15°25'29"E
211
111
10'
10' R (TYP.)
P.C.C. 111+82.56
100 YR. FLOODPLAIN LIMIT
CONST. LIMITS
EXIST. R/W
RETAINING WALL 'CC'

C.L. BIKEWAY 2
P.I. = 201+82.06
Δ = 20°04'41"
D = 30°00'00"
T = 33.81'
L = 66.93'
P.C. = 201+48.25
P.T. = 202+15.18
e = N.C.
Ls = N/A

C.L. BIKEWAY 1
Δ = 199°25'43"
D = 95°00'00"
L = 209.92'
P.C. = 109+72.63
P.C.C. = 111+82.56
e = N.C.
Ls = N/A

STA. 103+60.00
BEGIN CONSTRUCTION

C.L. BIKEWAY 1		C.L. BIKEWAY 1	
P.I.	= 104+05.10	P.I.	= 106+03.72
Δ	= 16°48'23"	Δ	= 14°50'22"
D	= 25°00'00"	D	= 25°00'00"
T	= 33.86'	T	= 29.85'
L	= 67.23'	L	= 59.36'
P.C.	= 103+71.25	P.C.	= 105+73.88
P.T.	= 104+38.47	P.T.	= 106+33.23
e	= N.C.	e	= N.C.
Ls	= N/A	Ls	= N/A

P.I. 104+05.10
10' TRANS.
CONST. LIMITS
N89°57'33"E
104
BIKEWAY
105
C.L. BIKEWAY 1
S73°14'04"E
P.C. 105+73.88
P.I. 106+03.72
P.T. 106+33.23
25' TRANS.
106
107
108
S88°4'26"E
P.C. 701+65.03
P.C. 103+71.25
+76.41
134.84'
+35.16
127.98'
P.T. 104+38.47
EXIST. C/A
PROP. CHAIN LINK FENCE
CONST. LIMITS
+64.30
96.37'
+16.37
+41.37
+15.08
90.61'
+43.97
93.84'
+63.19
82.94'
700
701
702
703
704
705
14'
ROCK CREEK
100 YR. FLOODPLAIN LIMIT
BRIDGE 7382
STA. 113+05.54
END CONSTRUCTION
20' TRANS.
6'
+16.54
+41.54
25' TRANS.
P.C. 109+72.63
+61.14
116.07'
110
P.C.C. 113+36.81
+21
PROP. FENCE
+02.60
120.99'
RETAINING WALL 'BB'
+94.49
110.29'
+03.62
95.94'
P.I. 113+61.57
P.T. 113+86.13
P.I. 703+81.53
C.L. RAMP 4
C.L. I-630 MEDIAN
N89°53'11"E
BRIDGE A5582
N77°36'50"W
C.L. BIKEWAY 1
S28°14'57"E
1110
114
115
P.I. 1109+89.35
BRIDGE B5582
+53.64
70.99'
100 YR. FLOODPLAIN LIMIT
CONST. LIMITS
EXIST. R/W, C/A
+49.83
110.12'
PROP. FENCE
MATCH EXIST. FENCE
EXIST. C/A
EXIST. R/W
STA. 115+43.92
BEGIN CONSTRUCTION
+35.21
70.99'
P.C. 115+62.48
P.I. 115+95.55
P.T. 116+25.76
30' TRANS.
CONST. LIMITS
EXIST. C/A
PROP. FENCE
116
117
S69°22'52"E
+29.12
109.15'
P.C. 116+43.65
P.I. 116+81.39
S40°19'9"E
+62.45
138.46'
STA. 116+90.00
END CONSTRUCTION

C.L. BIKEWAY 1		C.L. BIKEWAY 1	
P.I.	= 112+79.50	P.I.	= 113+61.57
Δ	= 87°55'21"	Δ	= 12°49'28"
D	= 57°00'00"	D	= 26°00'00"
T	= 96.94'	T	= 24.77'
L	= 154.25'	L	= 49.33'
P.C.C.	= 111+82.56	P.C.C.	= 113+36.81
P.C.C.	= 113+36.81	P.T.	= 113+86.13
e	= N.C.	e	= N.C.
Ls	= N/A	Ls	= N/A

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

FOR ROADWAY INFORMATION, REFER TO PLAN AND PROFILE SHEETS.

FOR INTERSECTION ANGLES & STATIONS, REFER TO SURVEY CONTROL DETAIL SHEETS.

PLAN BIKEWAY 1 & 2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	323	889

② PLAN - BIKEWAY 3

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

NOTES

FOR DRAINAGE INFORMATION, REFER TO DRAINAGE LAYOUT SHEETS.

FOR ROADWAY INFORMATION, REFER TO PLAN AND PROFILE SHEETS.

FOR INTERSECTION ANGLES & STATIONS, REFER TO SURVEY CONTROL DETAIL SHEETS.

SEE RODNEY PARHAM INTERSECTIONS SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

EXIST. R/W, C/A

TRIBUTARY TO ROCK CREEK

MISSISSIPPI AVE.

P.I. 201+15.68

CONST. LIMITS

+72.49 221.47

S 89°42'25" E

+04.44

S89°42'25"E

P.C. 200+43.24

PRESERVED VEGETATION

C.L. RODNEY PARHAM RD.

95

S 77°35'60" E

RODNEY PARHAM RD.

NOTE: SEE RODNEY PARHAM INTERSECTION SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

SIGN

CONST. LIMITS

EXIST. C/A

1125

S 77°36'50" E

C.L. I-630 MEDIAN

RETAINING WALL 'DD'

100 YR. FLOODPLAIN LIMIT

CONST. LIMITS

EXIST. R/W

EXIST. R/W, C/A

+87.08 85.02

+97.90 88.37'

T.C.E.

REMOVE EXIST. BIKEWAY

P.I. 302+39.85

C.L. BIKEWAY 3

P.C. 303+14.26

15' TRANS.

N74°21'43"E

302

8'

11'

303

S61°30'44"E

CONST. LIMITS

+63.71 173.96'

P.C. 302+15.40

+00.04 167.17'

P.T. 302+61.85

T.C.E.

T.C.E.

+98.83 185.07'

+33.57 184.22'

EXIST. R/W

KANIS PARK RD.

STA. 302+00.00
BEGIN CONSTRUCTION

+84.52 208.53'

BIKEWAY

305

11'

S 5°36'50" E

100

100 YR. FLOODPLAIN LIMIT

RODNEY PARHAM RD.

P.I. 304+44.89

P.C. 304+27.93

+91.00 190.21'

CONST. LIMITS

10' TRANSITION

N 81°59'28" E

309

310

C.L. BIKEWAY 3

BIKEWAY

EXIST. R/W

PRESERVED VEGETATION

P.I. 308+54.34

PRC 308+23.01

+61.49 235.87

N 89°59'48" E

308

N 81°59'28"

PROP. FENCE

+71.87 192.84

+84.56 194.51'

EXIST. C/A

STA. 309+25.00
END CONSTRUCTION

STA. 306+12.25 C.L. BIKEWAY-3 CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 26.80 SQ. YDS. (WIDTH = 11'-0")

STA. 307+87.47 C.L. BIKEWAY-3 CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 8.44 SQ. YDS. (WIDTH = 10'-0")

+00.99 194.04'

PT 308+84.93

+91.02 170.63'

PI 307+87.74

PC 307+99.80

CONST. LIMITS

100 YR. FLOODPLAIN LIMIT

P.I. 98+70.60

C.L. RAMP 3

RAMP 3

BRIDGE 7383

1130

C.L. RAMP 1

900

P.C. 900+00.00

100 YR. FLOODPLAIN LIMIT

RETAINING WALL 'EE'

PROP. FENCE

+11.73 70.33'

P.T. 901+44.11

RAMP 1

P.C. 101+27.16

+58.25 127.61

+82.03 119.89

P.I. 101+70.32

CONST. LIMITS

P.T. 102+13.39

P.C. 102+47.06

C.L. BIKEWAY 3	
P.I.	= 304+27.93
Δ	= 124°06'06"
D	= 95°00'00"
T	= 113.67'
L	= 130.63'
P.C.	= 303+14.26
P.T.	= 304+44.89
e	= N.C.
Ls	= N/A

C.L. BIKEWAY 3	
P.I.	= 302+39.85
Δ	= 44°07'33"
D	= 95°00'00"
T	= 24.44'
L	= 46.45'
P.C.	= 302+15.40
P.T.	= 302+61.85
e	= N.C.
Ls	= N/A

C.L. BIKEWAY 3	
P.I.	= 308+11.42
Δ	= 8°00'20"
D	= 34°30'00"
T	= 11.62'
L	= 23.20'
P.C.	= 307+99.80
P.T.	= 308+23.01
e	= N.C.
Ls	= N/A

C.L. BIKEWAY 3	
P.I.	= 308+54.34
Δ	= 21°21'33"
D	= 34°30'00"
T	= 31.32'
L	= 61.91'
P.C.	= 308+23.01
P.T.	= 308+84.93
e	= N.C.
Ls	= N/A

PLAN BIKEWAY 3

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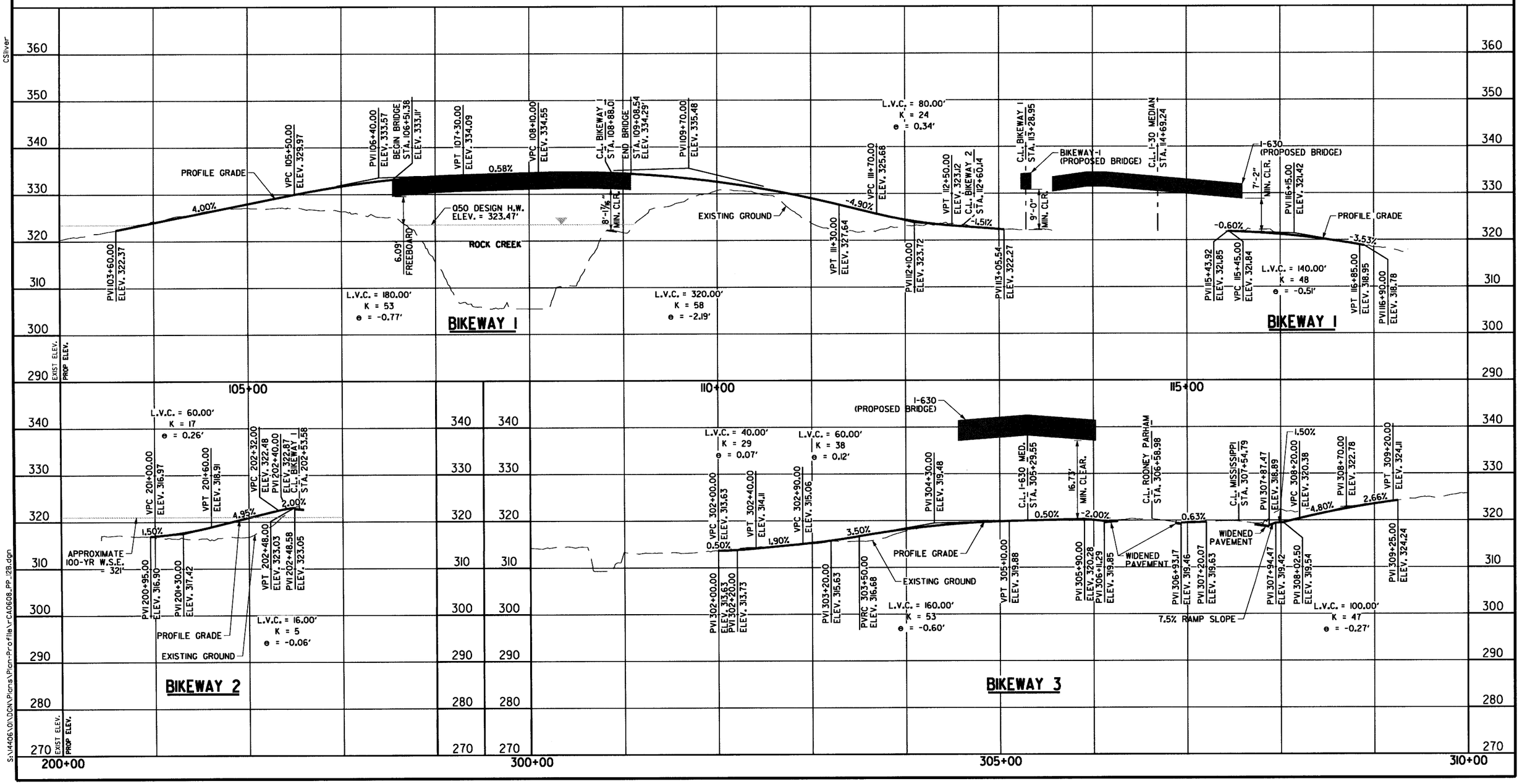
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	324	889
				②	PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR LEAO
2017-07-06

NOTES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

REFER TO DRAINAGE LAYOUT AND DRAINAGE PROFILE SHEETS FOR DRAINAGE INFORMATION.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	325	889

(2) INTERCHANGE LAYOUT - BAPTIST HEALTH DR.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12446
SHAHRIAR AFAD
2017-07-26

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ROCK CREEK

EXIST. R/W
EXIST. C/A

100 YR FLOODPLAIN LIMIT

EXIST. R/W & C/A

C.L. BAPTIST HEALTH DR.

BAPTIST HEALTH DR.

N57°32'11"E 50

S29°31'2"E 100

S28°15'4"E

RAMP 4

RAMP 3

RAMP 1

RAMP 2

I-630

S88°1'57"E

1055

1060

1065

1070

1075

N22°21'38"E

N88°49'35"E

205

210

S72°12'40"E

S73°28'30"E

N66°30'10"W

N23°40'30"E

N2°45'26"E

200

400

150' TAPER

C.L. I-630 MEDIAN

C.L. RAMP 2

PRESERVED VEGETATION

BIKEWAY
EXIST. C/A

WD. WOODS, DECIDUOUS

VED PARKING

C.L. RAMP 1 STA 100+00.00 =
C.L. BAPTIST HEALTH DR. STA. 53+22.24, 12.50' LT.

C.L. RAMP 3 STA. 110+37.76 =
C.L. I-630 MEDIAN STA. 1071+96.41, 63.50' LT.

NOSE 12.40' RT. C.L. RAMP 3 STA. 105+77.46 =
84.77' LT. I-630 STA. 1067+34.23

NOSE 9.42' LT. C.L. RAMP 2 STA. 211+56.30 =
60.91' RT. I-630 STA. 1067+93.79

C.L. RAMP 2 STA 213+17.47 =
C.L. I-630 MEDIAN STA. 1069+55.57, 63.50' RT.

C.L. RAMP 2 STA 200+00.00 =
C.L. BAPTIST HEALTH DR. STA. 40+22.58, 21.11' RT.

CURVE NO.	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e (FT./FT.)	DESIGN SPEED
A1	I-630	1060+64.58	2070040.8596	1197902.9442	15°49'17" RT.	1°30'00"	3819.72	530.75	530.75	36.7	1055+33.83	1065+88.58	MATCH EXIST	MATCH EXIST	N/A
A2		1077+13.81	2069534.9419	1199479.7535	17°54'09" LT.	1°30'00"	3819.72	601.65	1193.5	47.09	1071+12.15	1083+05.65	MATCH EXIST	MATCH EXIST	N/A
B1	BAPTIST HEALTH DR.	41+96.62	2069750.0081	1197534.1179	19°36'12" RT.	6°15'00"	916.73	158.37	313.65	13.58	40+38.25	43+51.90	N/A	N/A	N/A
B2		48+24.66	2070333.6876	1197774.2222	35°10'33" RT.	11°55'38"	480.37	152.27	294.92	23.56	46+72.39	49+67.31	N/A	N/A	N/A
B3		52+31.75	2070557.3641	1198125.8153	92°56'48" RT.	22°48'38"	251.18	264.44	407.47	113.54	49+67.31	53+74.78	N/A	N/A	N/A
C1	RAMP 2	202+26.91	2069786.9826	1197624.8453	65°09'05" RT.	24°46'42"	231.23	147.74	262.9	43.17	200+79.17	203+42.11	N/A	N/A	N/A
C2		210+04.35	2069803.5711	1198434.6585	18°57'44" RT.	3°00'00"	1909.86	318.95	632.08	26.45	206+85.39	213+17.47	300'	0.057	50 MPH
D1	RAMP 3	100+54.33	2070337.5308	1198271.0012	13°15'02" RT.	12°15'00"	467.72	54.33	108.17	3.14	100+00.00	101+08.17	N/A	N/A	N/A
D2		104+66.91	2069973.6694	1198466.5193	38°15'07" LT.	13°15'00"	432.42	149.96	288.69	25.26	103+16.95	106+05.64	250'	0.100	30 MPH
D3		109+21.70	2069787.8680	1198893.8919	6°58'20" LT.	3°00'00"	1909.86	116.35	232.41	3.54	108+05.35	110+37.76	N/A	N/A	N/A

INTERCHANGE LAYOUT
BAPTIST HEALTH DR.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	326	889

(2) INTERCHANGE LAYOUT - JOHN BARROW RD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAHRIYAR ARFAD
2018-01-17

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Csilver

C.L. RAMP 4 STA 307+89.52 =
C.L. JOHN BARROW RD. STA 102+97.09

NOSE 9.39' RT. RAMP 4 STA. 301+24.54 =
60.89' LT. I-630 STA. 1081+79.94

C.L. RAMP 4 PC STA. 300+00.00 =
C.L. I-630 MEDIAN STA. 1080+52.44, 63.50' LT.

C.L. RAMP 3 PC STA. 509+83.84 =
C.L. I-630 MEDIAN STA. 1097+51.89, 63.50' LT.

C.L. RAMP 3 STA. 500+00.00 =
C.L. JOHN BARROW RD. STA. 102+94.18

NOSE 12.36' RT. RAMP 3 STA. 507+35.54 =
72.79' LT. I-630 STA. 1095+02.70

NOSE 16.43' LT. C.L. RAMP 1 STA. 404+06.42 =
72.72' RT. I-630 STA 1079+17.65

C.L. RAMP 1 P.C. STA. 400+00.00 =
C.L. I-630 MEDIAN STA. 1075+17.10, 63.50' RT.

C.L. RAMP 1 STA. 413+13.75 =
C.L. JOHN BARROW RD. STA. 96+99.63

NOSE 9.42' RT. RAMP 2 STA. 610+97.17 =
60.91' RT. I-630 STA. 1098+51.63

C.L. RAMP 2 P.T. STA. 612+58.34 =
C.L. I-630 MEDIAN STA. 1100+13.41, 63.50' RT.

C.L. RAMP 2 STA. 600+00.00 =
C.L. JOHN BARROW RD. STA. 96+97.87

C.L. JOHN BARROW RD.
EXIST. R/W
PRESERVED VEGETATION
EXIST. R/W & C/A
BIKEWAY
I-630
RAMP 4
RAMP 3
RAMP 1
RAMP 2
C.L. I-630 MEDIAN
BRIDGE 05581
JOHN BARROW RD.
ROCK CREEK
PROP. FENCE
700' ACCELERATION
300' TAPER
100 YR. FLOODPLAIN LIMIT
S72°12'40"E
S78°17'8"E
S70°26'7"E
S86°18'56"E
N89°2'4"E
N77°1'23"E
S72°37'11"E
N89°53'11"E
S81°45'39"E
N1°44'11"E
N76°36'13"E
9° CURVE
36° CURVE

CURVE NO.	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e (FT./FT.)	DESIGN SPEED
A2	I-630	1077+13.81	2069534.9419	1199479.7535	17°54'09" LT.	1°30'00"	3819.72	601.65	1193.50	47.09	1071+12.15	1083+05.65	MATCH EXIST	MATCH EXIST	N/A
A3		1109+89.35	2069541.4623	1202765.0917	12°30'00" RT.	1°00'00"	5729.58	627.49	1250.00	34.26	1103+61.86	1116+11.85	MATCH EXIST	MATCH EXIST	N/A
E1	RAMP 1	404+10.19	2069470.2273	1199687.0385	7°51'00" RT.	3°00'00"	1909.86	131.04	261.67	4.49	402+79.15	405+40.82	250'/175'	0.040	40 MPH
E2		409+50.80	2069289.0574	1200196.8179	11°19'32" LT.	3°00'00"	1909.86	189.38	377.52	9.37	407+61.42	411+38.94	100'	0.020	40 MPH
F1	RAMP 2	610+37.96	2069475.5842	1201566.9090	13°16'57" RT.	3°00'00"	1909.86	222.37	442.75	12.90	608+15.59	612+58.34	300'	0.057	50 MPH
G1	RAMP 3	507+66.87	2069602.0688	1201307.1186	17°29'39" LT.	4°00'00"	1432.39	220.39	437.35	16.86	505+46.48	509+83.84	250'	0.051	40 MPH
H1	RAMP 4	302+72.30	2069589.8937	1200104.1752	34°20'00" LT.	6°30'00"	881.47	272.3	528.21	41.10	300+00.00	305+28.21	200'	0.074	40 MPH
H2		306+91.11	2069811.7509	1200478.5864	17°40'19" RT.	16°00'00"	358.10	55.67	110.45	4.30	306+35.45	307+45.89	MATCH EXIST	MATCH EXIST	N/A

INTERCHANGE LAYOUT JOHN BARROW RD.

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CURVE NO.	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e (FT./FT.)	DESIGN SPEED
A3	I-630	1109+89.35	2069541.4623	1202765.0917	12°30'00" RT.	1°00'00"	5729.58	627.49	1250.00	34.26	1103+61.86	1116+11.85	MATCH EXIST	MATCH EXIST	N/A
A4		1138+82.76	2068919.7535	1205596.0278	16°07'59" LT.	1°30'00"	3819.72	541.35	1075.54	38.17	1133+41.41	1144+16.95	MATCH EXIST	MATCH EXIST	N/A
J1	RAMP 1	900+72.09	2069083.9441	1204608.2973	4°19'24" RT.	3°00'00"	1909.86	72.09	144.11	1.36	900+00.00	901+44.11	N/A	N/A	N/A
J2		907+80.80	2068880.1560	1205287.1519	35°34'47" RT.	12°00'00"	477.46	153.20	296.50	23.98	906+27.60	909+24.10	250'	0.076	30 MPH
J3		911+82.49	2068554.5417	1205538.9148	96°51'22" RT.	25°00'00"	229.18	258.39	387.42	116.20	909+24.10	913+11.52	300'	0.100	30 MPH
K1	RAMP 2	1010+97.20	2068889.6235	1206107.6593	28°22'29" RT.	5°00'00"	1145.92	289.69	567.49	36.05	1008+07.51	1013+75.00	200'	0.061	40 MPH
L1	RAMP 3	810+95.49	2069008.1265	1205554.7612	15°13'45" LT.	2°30'00"	2291.83	306.39	609.16	20.39	807+89.10	813+98.26	300'/200'	0.049	50 MPH
M1	RAMP 4	703+81.53	2069559.2735	1202960.5455	12°56'05" LT.	3°00'00"	1909.86	216.50	431.16	12.23	701+65.03	705+96.19	300'/200'	0.040	40 MPH
N1	RODNEY PARHAM RD.	90+27.44	2069470.4504	1203663.1834	35°39'58" LT.	8°00'00"	716.20	230.40	445.83	36.15	87+97.04	92+42.87	MATCH EXIST	MATCH EXIST	N/A
N2		101+70.32	2068987.8882	1204530.6147	6°53'54" RT.	8°00'00"	716.20	43.17	86.23	1.30	101+27.16	102+13.39	MATCH EXIST	MATCH EXIST	N/A
N3		104+44.68	2068713.4923	1204524.4621	81°32'35" LT.	25°00'00"	229.18	197.63	326.17	73.44	102+47.06	105+73.23	MATCH EXIST	MATCH EXIST	N/A
N4		107+95.46	2068642.4517	1204938.2654	44°01'02" RT.	12°00'00"	477.46	192.99	366.81	37.53	106+02.47	109+69.28	MATCH EXIST	MATCH EXIST	N/A
N5		112+01.24	2068299.7095	1205189.4948	10°11'59" RT.	3°45'00"	1527.89	136.36	271.99	6.07	110+64.89	113+36.88	MATCH EXIST	MATCH EXIST	N/A
O1	MISS. ST.	201+15.68	2069401.3006	1204489.9790	7°14'04" RT.	5°00'00"	1145.92	72.44	144.69	2.29	200+43.24	201+87.92	MATCH EXIST	MATCH EXIST	N/A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	327	889

(2) INTERCHANGE LAYOUT - RODNEY PARHAM RD.

MATCH LINE STA 1120+00

C.L. RODNEY PARHAM RD. STA. 100+60.05, 18.15 LT. = C.L. RAMP 1 STA. 900+00.00

C.L. RODNEY PARHAM RD. STA. 87+95.79 = C.L. RAMP 4 STA. 709+33.84

NOSE 9.41' RT. C.L. RAMP 4 STA. 702+49.16 = 61.33' LT. C.L. I-630 MEDIAN STA. 1110+46.98

C.L. RAMP 4 STA. 700+00.00 = C.L. C.L. I-630 MEDIAN STA. 1108+00.00, 63.50' LT.

C.L. MISSISSIPPI AVE. STA. 200+16.98 = C.L. RAMP 3 STA. 800+00.00

C.L. MISSISSIPPI AVE. STA. 200+00.00 = C.L. RODNEY PARHAM RD. STA. 98+70.60

NOSE 12.43' LT. C.L. RAMP 1 STA. 905+20.58 = 72.92' RT. C.L. I-630 MEDIAN STA. 1133+31.03

NOSE 16.95' RT. C.L. RAMP 3 STA. 808+01.75 = 72.40' LT. C.L. I-630 MEDIAN STA. 1135+33.08

C.L. RAMP 3 PT STA. 813+98.26 = C.L. I-630 MEDIAN STA. 1141+41.29, 59.00' LT.

NOSE 9.39' LT. C.L. RAMP 2 STA. 1012+50.78 = 60.89' RT. C.L. I-630 MEDIAN STA. 1145+48.87

C.L. RAMP 2 STA. 1013+75.00 = C.L. I-630 MEDIAN STA. 1146+73.86, 63.50' RT.

C.L. RODNEY PARHAM RD. STA. 111+61.28 = C.L. RAMP 1 STA. 914+90.57

C.L. RODNEY PARHAM RD. STA. 111+89.58 = C.L. RAMP 2 STA. 1000+00.00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER SHAHRIAR No. 12604 2018-01-17

INTERCHANGE LAYOUT
RODNEY PARHAM RD.

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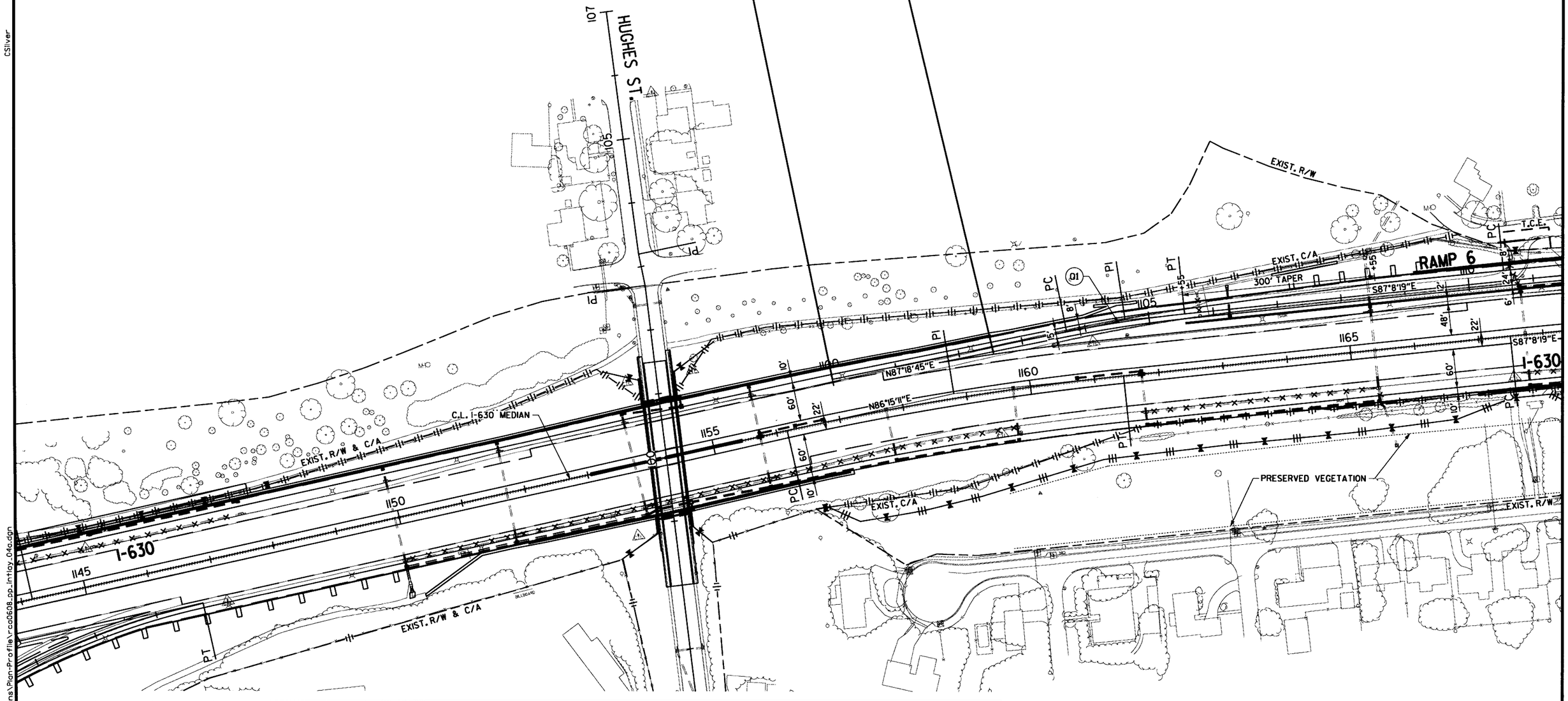
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	328	889

(2) INTERCHANGE LAYOUT - UNIVERSITY AVE.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

NOSE 9.45' LT. C.L. RAMP 6 STA. 1102+52.91 =
61.00' RT. I-630 STA. 1159+51.00

C.L. RAMP 6 STA. 1100+00.00 =
C.L. I-630 MEDIAN STA. 1157+01.29, 63.50' LT.



CURVE NO.	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e (FT./FT.)	DESIGN SPEED
A5	I-630	1158+81.15	2069050.8136	1207597.2944	6°36'30" RT.	1°15'00"	4583.66	264.62	528.66	7.63	1156+16.53	1161+45.19	MATCH EXIST	MATCH EXIST	MATCH EXIST
Q1	RAMP 6	1104+63.07	2069123.4195	1207877.4374	5°32'56" RT.	3°00'00"	1909.86	92.55	184.96	2.24	1103+70.52	1105+55.48	300'	0.057	50 MPH

SHEET 1 OF 2
INTERCHANGE LAYOUT
UNIVERSITY AVE.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	328A	889

2 INTERCHANGE LAYOUT - UNIVERSITY AVE.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ATAEI
2017-07-06

C.L. RAMP 6 STA. 1125+14.73 =
C.L. UNIVERSITY AVE. STA. 104+45.01

C.L. RAMP 1 STA. 1200+00.00 =
C.L. I-630 MEDIAN STA. 1173+70.88, 54.50' RT.

NOSE 11.74' LT. C.L. RAMP 1 STA. 1201+32.46 =
69.00' RT. I-630 STA. 1175+04.48

C.L. RAMP 1 STA. 1209+18.41 =
C.L. UNIVERSITY AVE. STA. 96+19.78

UNIVERSITY AVE.
I-630
RAMP 1
RAMP 2
RAMP 3
RAMP 4
RAMP 5
RAMP 6
BRIDGE A3493
BRIDGE B3493
C.L. I-630 MEDIAN
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
PROPOSED FENCE
PRESERVED VEGETATION
DIRECTION ONLY
491.20' DECEL. LANE
100' TAPER
200' TAPER
300' TAPER
T.C.E.
S87°8'19"E
S87°44'4"E
S81°9'42"E
S87°50'51"E
N34°30'32"E
N85°47'13"E
S2°46'8"E
S2°16'18"W

CURVE NO.	LOCATION	P.I.	NORTHING	EASTING	Δ	D	R	T	L	E	P.C.	P.T.	Ls	e (FT./FT.)	DESIGN SPEED
A6	I-630	1170+48.37	2068992.5175	1208763.6368	5°58'37" RT.	1°00'00"	5729.58	299.12	597.69	7.80	1167+49.25	1173+46.94	MATCH EXIST	MATCH EXIST	N/A
A7		1183+80.07	2068787.8229	1210080.0637	13°03'05" LT.	2°30'00"	2291.83	262.16	522.06	14.95	1181+17.91	1173+46.94	MATCH EXIST	MATCH EXIST	N/A
P1	RAMP 1	1202+32.07	2068853.3712	1209303.8000	68°23'39" RT.	16°46'34"	341.53	232.07	407.68	71.39	1200+00.00	1204+07.68	MATCH EXIST	MATCH EXIST	N/A
P2		1205+38.26	2068499.6878	1209383.9537	62°24'07" LT.	31°44'34"	180.50	109.32	196.59	30.52	1204+28.94	1206+25.53	MATCH EXIST	MATCH EXIST	N/A
P3		1206+65.30	2068461.5289	1209528.0836	12°40'36" LT.	16°00'00"	358.10	39.78	79.23	2.20	1206+25.53	1207+04.76	MATCH EXIST	MATCH EXIST	N/A
02	RAMP 6	1113+59.07	2069078.6842	1208772.4650	5°58'37" RT.	0°59'07"	5816.08	303.63	606.72	7.92	1110+55.44	1113+59.07	300'	0.021	50 MPH
03		1119+57.46	2068986.6585	1209364.2985	64°19'46" LT.	24°45'00"	231.50	145.58	259.92	41.97	1118+11.88	1120+71.80	250'	0.086	25 MPH
04		1122+89.76	2069286.2337	1209570.2592	57°45'24" RT.	28°38'52"	200.00	110.31	201.61	28.40	1123+79.45	1123+81.06	MATCH EXIST	MATCH EXIST	N/A

SHEET 2 OF 2
INTERCHANGE LAYOUT
UNIVERSITY AVE.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	329	889

2 DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17904
SHAHRIAR AZAD
2017-12-07

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

100 YEAR FLOODPLAIN

EXIST. R/W & C/A

RAMP 4

RAMP 3

RAMP 2

RAMP 1

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

C.L. RAMP 3

C.L. RAMP 2

C.L I-630 MEDIAN

EX. 42" R.C. PIPE

EX. 18" R.C. PIPE

EX. 36" R.C. PIPE

EX. 24" R.C. PIPE

LINE A

LINE A-1

LAT A-1

LAT A-2

PERFORM CULVERT CLEAN OUT

CONC. DITCH PAVING TY. B

STA. 101+80 - STA. 102+80, LT.
C.L. RAMP 3 - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. A @ 50' O.C.

STA. 103+30 - STA. 106+30, LT.
C.L. RAMP 3 - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. E @ 50' O.C.

STA. 1062+75 - STA. 1064+80, RT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. A @ 50' O.C.

STATION 103+47.91, 11.55' RT. TO
STATION 105+17.00, 0.34' LT.
REMOVE EXISTING 18"x18' R.C. PIPE
REMOVE EXISTING 18"x163' R.C. PIPE
REMOVE EXISTING DROP INLET (2 EA)

STATION 1064+78.14, 129.10' LT. TO
STATION 102+55.12, 96.95' LT.
EXISTING 42"x202' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 107+07.84, 11.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=6'-7") WITH
24"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING 24" R.C. PIPE
STATION 107+07.16, 16.77' LT.

STATION 107+07.16, 16.77' LT. TO
STATION 107+05.37, 27.71' LT.
EXISTING 24"x19' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1068+65.59, 48.34' RT.
EXISTING 24"x118' R.C. PIPE TO REMAIN
REMOVE EXISTING INLET (1EA)
CONNECT TO DROP INLET WITH
24"x24' CLASS III R.C. OUTLET
STATION 107+07.84, 11.33' LT.

STATION 208+00.00, 11.33' RT.
CONSTRUCT TYPE ST DROP INLET
(5'x3'xH=7'-2") WITH
36"x58' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1064+66.28, 86.05' RT.

STATION 208+00.00, 18.38' RT.
CONSTRUCT TYPE RM INLET
(4'x3'xH=12'-6") WITH
36"x4' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 208+00.00, 11.33' RT.

STATION 1064+66.28, 86.05' RT.
CONSTRUCT TYPE RM INLET
(5'X4',H=5'-0") WITH
36"X4' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 1064+66.53, 80.05' RT.

STATION 1064+64.66, 3.10' LT. TO
STATION 1064+65.73, 73.90' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 36"X61' R.C. PIPE TO REMAIN
EXISTING 36"X12' R.C. PIPE TO REMAIN

STATION 1064+66.58, 77.74' RT. TO
STATION 1064+66.53, 80.05' RT.
EXISTING 36"x2' R.C. PIPE TO REMAIN

STATION 1064+66.53, 80.05' RT. TO
STATION 1064+76.74, 87.99' RT.
REMOVE EXISTING 36"x4' R.C. PIPE
REMOVE EXISTING DROP INLET
REMOVE EXISTING 36"x8' R.C. PIPE

STATION 211+29.11, 11.33' RT.
CONSTRUCT TYPE ST INLET
(3'X3',H=3'-11") WITH
18"X94' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 212+26.23, 13.17' RT.

STATION 1064+64.66, 3.10' LT. TO
STATION 1064+78.14, 129.10' LT.
EXISTING 36"x123' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN (2)

STATION 204+35.01, 7.32' RT. TO
STATION 204+99.96, 7.31' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x63' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"X131' CLASS III R.C. OUTLET
STATION 206+32.35, 11.33' RT.

STATION 206+32.35, 11.33' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-11") WITH
18"x163' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 208+00, 11.33' RT.

STATION 209+01.86, 11.35' RT.
CONSTRUCT TYPE ST DROP INLET
(5'x3'xH=6'-5") WITH
36"x20' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 208+93.61, 8.30' LT.

STATION 209+01.87, 18.36' RT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=16'-7") WITH
24"x4' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 209+01.86, 11.35' RT.

STATION 209+02.22, 23.84' RT. TO
STATION 209+03.97, 43.77' RT.
EXISTING 24"x20' C.M. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
24"X4' CLASS IV R.C. OUTLET

STATION 210+32.02, 11.33' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-9") WITH
18"x94' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 211+29.11, 11.33' RT.

STATION 212+26.23, 13.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-8") WITH
24"x29' CLASS III R.C. OUTLET
CONNECT TO EXISTING 24" R.C. PIPE
STATION 1068+65.59, 48.34' RT.

STATION 205+00.00, 9.03' RT. TO
STATION 209+00.77, 1.11' LT.
REMOVE EXISTING 18"x131' R.C. PIPE
REMOVE EXISTING 18"x265' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

STATION 1064+66.58, 76.24' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 210+31.22, 8.63' LT. TO
STATION 212+27.54, 5.66' LT.
REMOVE EXISTING 18"x195' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

STATION 202+29.49, 7.64' RT. TO
STATION 204+35.01, 7.32' RT.
EXISTING DROP INLETS TO REMAIN
EXISTING 18"x197' R.C. PIPE TO REMAIN

STATION 208+93.61, 5.16' LT. TO
STATION 1064+76.74, 87.99' RT.
EXISTING 36"x56' R.C. PIPE TO REMAIN

STATION 208+93.61, 8.30' LT. TO
STATION 209+00.77, 1.11' LT.
REMOVE EXISTING 36"x7' R.C. PIPE

EXIST. R/W & C/A

DRAINAGE LAYOUT

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				6	ARK.			
				JOB NO.		CA0608	330	889

(2) DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL

2017-04-01

STATION 1070+66.38, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-9") WITH
18"x19' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1072+63.25, 77.83' LT.

STATION 1072+63.25, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-3") WITH
24"x194' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1074+64.26, 78.33' LT.

STATION 1072+64.70, 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-4") WITH
18"x4' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1072+64.61, 2.33' LT.

STATION 1074+64.58, 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-8") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1074+64.57, 2.33' LT.

STATION 1074+64.26, 78.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=6'-2") WITH
30"x193' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1076+64.83, 78.83' LT.

STATION 1076+64.83, 78.33' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=5'-10") WITH
36"x4' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 1076+64.74, 84.33' LT.

STATION 1076+64.33, 3.64' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-2") WITH
18"x4' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1076+64.37, 2.52' LT.

STATION 1082+64.00, 66.13' LT.
CONSTRUCT TYPE ST JUNCTION BOX
(3'x4'xH=5'-6") WITH
24"x197' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1084+64.27, 66.83' LT.

STATION 1084+64.27, 66.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-4") WITH
24"x197' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1086+63.47, 66.83' LT.

STATION 1070+66.48, 59.26' LT. TO
STATION 1076+65.12, 66.88' LT.
REMOVE EXISTING 18"x189' R.C. PIPE
REMOVE EXISTING 24"x192' R.C. PIPE
REMOVE EXISTING 36"x192' R.C. PIPE
REMOVE EXISTING DROP INLETS (4 EA)

STATION 1082+64.00, 56.52' LT. TO
STATION 1086+63.46, 56.66' LT.
REMOVE EXISTING 18"x194' R.C. PIPE
REMOVE EXISTING 18"x194' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

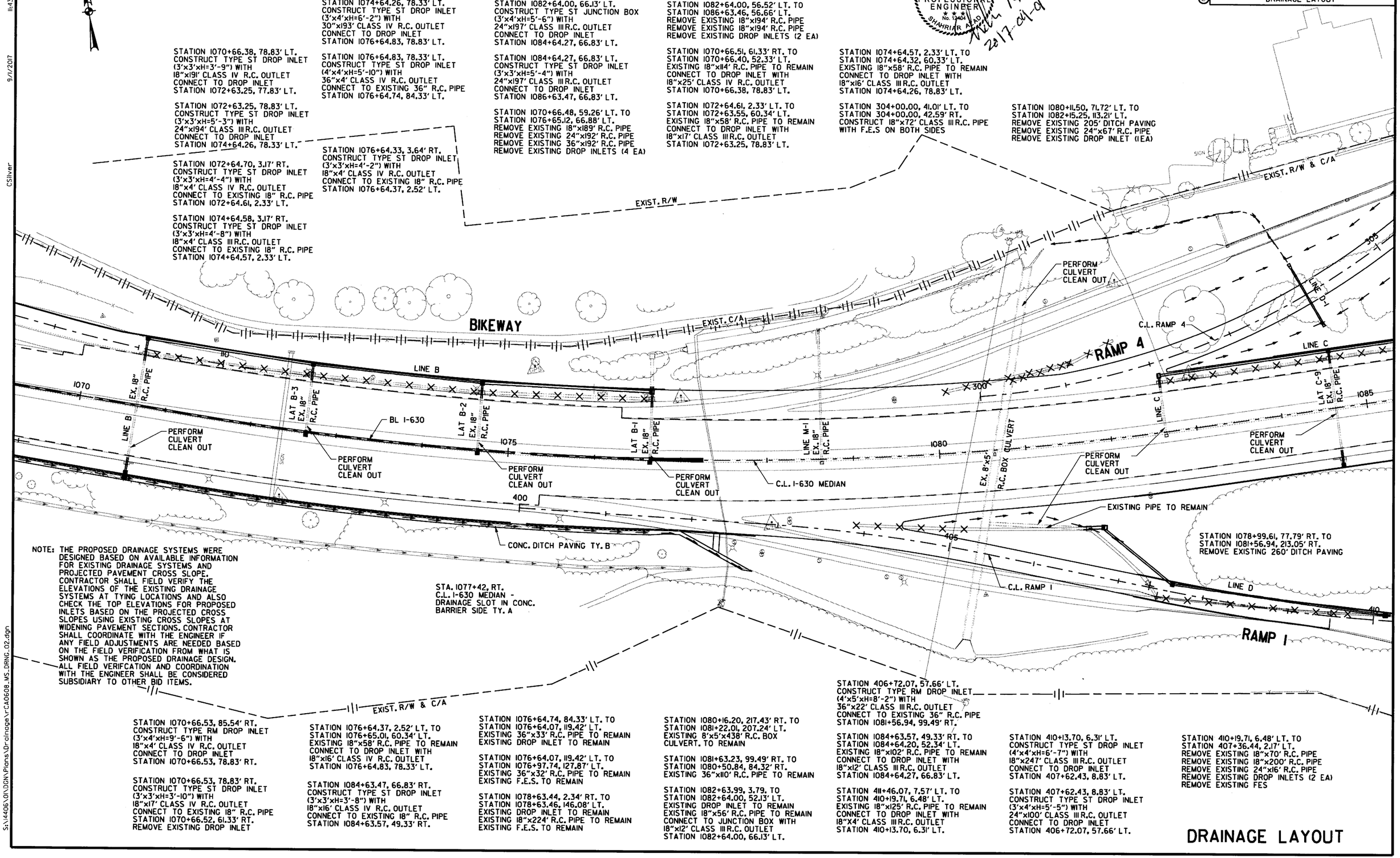
STATION 1070+66.51, 61.33' RT. TO
STATION 1070+66.40, 52.33' LT.
EXISTING 18"x114' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x25' CLASS IV R.C. OUTLET
STATION 1070+66.38, 78.83' LT.

STATION 1072+64.61, 2.33' LT. TO
STATION 1072+63.55, 60.34' LT.
EXISTING 18"x58' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x17' CLASS III R.C. OUTLET
STATION 1072+63.25, 78.83' LT.

STATION 1074+64.57, 2.33' LT. TO
STATION 1074+64.32, 60.33' LT.
EXISTING 18"x58' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x16' CLASS III R.C. OUTLET
STATION 1074+64.26, 78.83' LT.

STATION 304+00.00, 41.01' LT. TO
STATION 304+00.00, 42.59' RT.
CONSTRUCT 18"x72' CLASS III R.C. PIPE
WITH F.E.S ON BOTH SIDES

STATION 1080+11.50, 71.72' LT. TO
STATION 1082+15.25, 113.21' LT.
REMOVE EXISTING 205' DITCH PAVING
REMOVE EXISTING 24"x67' R.C. PIPE
REMOVE EXISTING DROP INLET (1EA)



NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

STA. 1077+42, RT.
C.L. I-630 MEDIAN -
DRAINAGE SLOT IN CONC.
BARRIER SIDE TY. A

STATION 1070+66.53, 85.54' RT.
CONSTRUCT TYPE RM DROP INLET
(3'x4'xH=9'-6") WITH
18"x4' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1070+66.53, 78.83' RT.

STATION 1070+66.53, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-10") WITH
18"x17' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1070+66.52, 61.33' RT.
REMOVE EXISTING DROP INLET

STATION 1076+64.37, 2.52' LT. TO
STATION 1076+65.01, 60.34' LT.
EXISTING 18"x58' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x16' CLASS IV R.C. OUTLET
STATION 1076+64.83, 78.33' LT.

STATION 1084+63.47, 66.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-8") WITH
18"x16' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1084+63.57, 49.33' RT.

STATION 1076+64.74, 84.33' LT. TO
STATION 1076+64.07, 119.42' LT.
EXISTING 36"x33' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN

STATION 1076+64.07, 119.42' LT. TO
STATION 1076+97.74, 127.87' LT.
EXISTING 36"x32' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1078+63.44, 2.34' RT. TO
STATION 1078+63.46, 146.08' LT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x224' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1080+16.20, 217.43' RT. TO
STATION 1081+22.01, 207.24' LT.
EXISTING 8'x5'x438' R.C. BOX
CULVERT. TO REMAIN

STATION 1081+63.23, 99.49' RT. TO
STATION 1080+50.84, 84.32' RT.
EXISTING 36"x110' R.C. PIPE TO REMAIN

STATION 1082+63.99, 3.79, TO
STATION 1082+64.00, 52.13' LT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x56' R.C. PIPE TO REMAIN
CONNECT TO JUNCTION BOX WITH
18"x12' CLASS III R.C. OUTLET
STATION 1082+64.00, 66.13' LT.

STATION 406+72.07, 57.66' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x5'xH=8'-2") WITH
36"x22' CLASS III R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 1081+56.94, 99.49' RT.

STATION 1084+63.57, 49.33' RT. TO
STATION 1084+64.20, 52.34' LT.
EXISTING 18"x102' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x12' CLASS III R.C. OUTLET
STATION 1084+64.27, 66.83' LT.

STATION 411+46.07, 7.57' LT. TO
STATION 410+19.71, 6.48' LT.
EXISTING 18"x125' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"X4' CLASS III R.C. OUTLET
STATION 410+13.70, 6.31' LT.

STATION 410+13.70, 6.31' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=6'-7") WITH
18"x247' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 407+62.43, 8.83' LT.

STATION 407+62.43, 8.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=5'-5") WITH
24"x100' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 406+72.07, 57.66' LT.

STATION 410+19.71, 6.48' LT. TO
STATION 407+36.44, 2.17' LT.
REMOVE EXISTING 18"x70' R.C. PIPE
REMOVE EXISTING 18"x200' R.C. PIPE
REMOVE EXISTING 24"x16' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)
REMOVE EXISTING FES

DRAINAGE LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	331	889

② DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2018-01-17

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

STATION 1086+63.47, 66.83' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x3'xH=5'-1") WITH
24"x197' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1088+62.79, 66.33' LT.

STATION 1088+62.79, 66.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=5'-11") WITH
30"x81' CLASS IV R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1089+47.33, 66.34' LT.

STATION 1089+47.33, 66.34' LT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=5'-8") WITH
30"x112' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1090+62.77, 66.33' LT.

STATION 1089+47.34, 72.50' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=5'-1") WITH
24"x3' CLASS III R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1089+47.33, 66.34' LT.

STATION 1090+62.77, 66.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=7'-0") WITH
30"x197' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1092+62.53, 66.33' LT.

STATION 1092+62.53, 66.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=7'-0") WITH
30"x149' CLASS III R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1094+14.48, 69.17' LT.

STATION 1094+62.76, 73.54' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=7'-4") WITH
36"x30' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 506+85.68, 11.71' LT.

STATION 1086+63.47, 56.66' LT. TO
STATION 1094+62.98, 56.44' LT.
REMOVE EXISTING 24"x194' R.C. PIPE
REMOVE EXISTING 30"x194' R.C. PIPE
REMOVE EXISTING 30"x194' R.C. PIPE
REMOVE EXISTING 30"x194' R.C. PIPE
REMOVE EXISTING DROP INLETS (5 EA)

STATION 502+89.75, 22.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-5") WITH
18"x20' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 504+93.63, 22.83' LT.

STATION 504+93.63, 22.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-9") WITH
24"x187' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 506+85.68, 11.71' LT.

STATION 506+85.68, 11.71' LT.
CONSTRUCT TYPE ST DROP INLET
(5'x3'xH=9'-10") WITH
36"x22' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 506+97.26, 31.71' LT.

STATION 502+90.15, 11.43' LT. TO
STATION 506+92.68, 26.63' LT.
REMOVE EXISTING 18"x20' R.C. PIPE
REMOVE EXISTING 18"x194' R.C. PIPE
REMOVE EXISTING DROP INLETS (3 EA)

STATION 506+92.68, 26.63' LT. TO
STATION 506+94.39, 9.47' RT.
REMOVE EXISTING 36"x31' R.C. PIPE
REMOVE EXISTING DROP INLET (1EA)

STATION 502+92.39, 30.03' RT. TO
STATION 502+90.78, 0.36' LT.
EXISTING 18"x37' R.C. PIPE TO REMAIN
REMOVE EXISTING F.E.S.
EXISTING 18"x50 R.C. PIPE TO REMAIN
CONNECT TO AND CONSTRUCT F.E.S.
STATION 502+92.49 31.99' RT.

STATION 502+90.78, 0.36' LT.
CONSTRUCT
18"x21' CLASS V R.C. PIPE
CONNECT TO DROP INLET
STATION 502+89.75, 22.83' LT.

STATION 1094+14.48, 69.17' LT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=6'-5") WITH
30"x45' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1094+62.76, 73.54' LT.

STATION 1094+13.84, 80.33' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=5'-7") WITH
24"x8' CLASS IV R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1094+14.48, 69.17' LT.

STATION 1086+63.33, 66.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-9") WITH
24"x16' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 24" R.C. PIPE
STATION 1086+63.35, 49.33' RT.

STATION 1088+62.65, 66.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-9") WITH
24"x16' CLASS V R.C. OUTLET
CONNECT TO EXISTING 24" R.C. PIPE
STATION 1088+62.67, 49.33' RT.

STATION 1089+47.39, 72.49' RT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=2'-9") WITH
18"x11' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 1090+60.94, 66.83' RT.

STATION 1090+60.94, 66.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-5") WITH
18"x16' CLASS V R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1090+61.17, 49.33' RT.

STATION 1092+62.39, 66.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-5") WITH
18"x12' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1092+62.41, 53.33' RT.

STATION 1094+62.97, 66.33' RT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=5'-8") WITH
30"x12' CLASS III R.C. OUTLET
CONNECT TO EXISTING 30" R.C. PIPE
STATION 1094+62.97, 52.33' RT.

STATION 1097+12.05, 66.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-5") WITH
18"x4' CLASS V R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1097+12.89, 72.25' RT.

STATION 1086+63.35, 49.33' RT. TO
STATION 1086+63.46, 52.33' LT.
EXISTING 24"x102' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
24"x13' CLASS IV R.C. OUTLET
STATION 1086+63.47, 66.83' LT.

STATION 1088+62.67, 49.33' RT. TO
STATION 1088+62.78, 52.33' LT.
EXISTING 24"x102' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
24"x12' CLASS III R.C. OUTLET
STATION 1088+62.79, 66.83' LT.

STATION 1090+61.17, 49.33' RT. TO
STATION 1090+62.60, 52.33' LT.
EXISTING 18"x102' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x12' CLASS III R.C. OUTLET
STATION 1090+62.77, 66.33' LT.

STATION 1092+62.41, 53.33' RT. TO
STATION 1092+62.52, 52.33' LT.
EXISTING 18"x106' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x12' CLASS III R.C. OUTLET
STATION 1092+62.53, 66.33' LT.

STATION 1094+62.97, 52.33' RT. TO
STATION 1094+62.98, 48.50' LT.
EXISTING 30"x101' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
30"X24' CLASS III R.C. PIPE
STATION 1094+62.76, 73.54' LT.

STATION 1093+60.29, 107.21' RT.
CONSTRUCT TYPE RM DROP INLET
(3'X4'XH=4'-1") WITH
30"x108' CLASS III R.C. PIPE
CONNECT TO DROP INLET
STATION 1094+62.97, 66.33' RT.

STATION 606+14.11, 37.91' RT.
EXISTING DROP INLET TO REMAIN
CONSTRUCT
30"x195' CLASS IV R.C. PIPE
CONNECT TO DROP INLET
STATION 608+10.90, 10.83' RT.

STATION 608+10.90, 10.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=4'-9") WITH
30"x146' CLASS IV R.C. OUTLET
CONNECT TO JUCTION BOX
STATION 609+60.30, 10.49' RT.

STATION 609+60.30, 10.49' RT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=5'-1") WITH
30"x22' CLASS IV R.C. OUTLET
CONNECT TO AND CONSTRUCT F.E.S.
STATION 609+63.14, 9.30' RT.

STATION 1097+12.89, 72.25' RT. TO
STATION 609+59.39, 4.07' LT.
EXISTING 18"x10' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"X13' CLASS V R.C. OUTLET
STATION 609+60.30, 10.49' RT.

STATION 606+08.16, 56.74' LT. TO
STATION 1094+59.97, 59.94' LT.
REMOVE EXISTING 30"x109' R.C. PIPE

STATION 608+10.92, 7.79' RT. TO
STATION 609+59.92, 2.51' RT.
REMOVE EXISTING 18"x146' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

STATION 412+31.40, 96.27' RT. TO
STATION 411+37.22, 56.74' RT.
EXISTING 18"x97' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN

STATION 411+37.22, 56.76' RT. TO
STATION 411+46.07, 6.90' LT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x60' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN

STATION 1084+63.52, 59.25' RT. TO
STATION 1092+63.02, 59.22' RT.
REMOVE EXISTING 18"x8' R.C. PIPE
REMOVE EXISTING 18"x8' R.C. PIPE
REMOVE EXISTING 18"x8' R.C. PIPE
REMOVE EXISTING 18"x8' R.C. PIPE
REMOVE EXISTING 18"x4' R.C. PIPE
REMOVE EXISTING DROP INLETS (5 EA)

STATION 1097+10.42, 59.36' RT. TO
STATION 1097+12.89, 72.25' RT.
REMOVE EXISTING DROP INLET
REMOVE EXISTING 18"x11' R.C. PIPE

RAMP 1
RAMP 2
RAMP 3
RAMP 4
JOHN BARROW RD.
C.L. I-630 MEDIAN
C.L. JOHN BARROW RD.
C.L. RAMP 1
C.L. RAMP 2
C.L. RAMP 3
C.L. RAMP 4
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
100 YR FLOODPLAIN
CONC. DITCH PAVING TY B
CONC. DITCH PAVING TY E @ 50' O.C.
STA. 1099+50 - STA. 1103+50, LT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. E @ 50' O.C.
PERFORM CULVERT CLEAN OUT
EX. 18" R.C. PIPE
EX. 24" R.C. PIPE
EX. 30" R.C. PIPE
EX. 36" R.C. PIPE
LAT C-1
LAT C-2
LAT C-3
LAT C-4
LAT C-5
LAT C-6
LAT C-7
LAT C-8
LINE C
LINE C-1
LINE C-5
LINE E
TRAFFIC SIGN

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DRAINAGE LAYOUT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	332	889

② DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR HAQ
2017-04-01

STATION 1105+66.17, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1105+73.33, 2.33' RT.

STATION 1105+73.32, 3.17' LT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1105+73.33, 2.33' RT. TO
STATION 1105+73.38, 95.57' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x97' R.C. PIPE TO REMAIN
REMOVE EXISTING F.E.S.
CONNECT TO AND CONSTRUCT F.E.S. WITH
18"x21' CLASS III R.C. OUTLET
STATION 1105+73.40, 120.96' RT.

STATION 1106+87.13, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x100' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1107+90.82, 3.17' LT.

STATION 1107+90.82, 3.17' LT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1107+90.82, 2.33' RT. TO
STATION 1107+90.89, 101.82' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x104' R.C. PIPE TO REMAIN
REMOVE EXISTING F.E.S.
CONNECT TO AND CONSTRUCT F.E.S. WITH
18"x10' CLASS III R.C. OUTLET
STATION 1107+90.90, 117.00' RT.

STATION 1107+97.83, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1107+90.82, 3.19' LT.

STATION 1112+84.40, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1112+91.40, 3.63' LT.

STATION 1112+91.40, 3.63' LT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1112+91.39, 2.33' RT. TO
STATION 1112+91.06, 135.83' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x138' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1114+83.82, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x3'xH=5'-0") WITH
24"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1114+91.27, 3.76' LT.

STATION 1114+91.27, 3.76' LT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1114+91.27, 3.76' LT. TO
STATION 1115+62.45, 130.17' LT.
EXISTING DROP INLET TO REMAIN
EXISTING 24"X139' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1109+14.06, 58.04' RT. TO
STATION 1109+12.54, 104.62' RT.
REMOVE EXISTING DROP INLET
REMOVE EXISTING 18"x42' R.C. PIPE
REMOVE EXISTING F.E.S.

STA. 1099+50 - STA. 1103+50, LT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN
CONC. BARRIER SIDE TY. E @ 50' O.C.

EXIST. R/W
EXIST. C/A & FENCE
BIKEWAY
PAVED DRAIN
100 YR. FLOODPLAIN
PROP. C/A & FENCE
CONC. DITCH PAVING TY. B
EXIST. R/W & C/A
EXIST. C/A & FENCE
C.L. RAMP 4
RAMP 4
PERFORM CULVERT CLEAN OUT
C.L. I-630 MEDIAN
LAT M-2
LAT M-3
LINE M-2 EX. 18" R.C. PIPE
LINE M-3 EX. 18" R.C. PIPE
LAT M-4
LINE M-5 EX. 18" R.C. PIPE
LAT M-5
PROP. FENCE
EXIST. C/A
1100
1105
1110
1115
700
105
85

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

DRAINAGE LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	333	889

② DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

STATION 1128+47.28, 98.69' LT.
CONSTRUCT TYPE ST JUNCTION BOX (3'x3'xH=6'-11") WITH 18"x68' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 99+06.31, 31.00' LT.

STATION 1128+47.28, 66.83' LT.
CONSTRUCT TYPE ST DROP INLET (3'x3'xH=26'-0") WITH 18"x29' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 1128+47.28, 98.69' LT.

STATION 1120+91.91, 74.53' LT. TO
STATION 1123+61.46, 74.49' LT.
EXISTING 18"x269' R.C. PIPE TO REMAIN
EXISTING DROP INLETS TO REMAIN

STATION 1129+97.28, 66.83' LT.
CONSTRUCT TYPE ST DROP INLET (3'x3'xH=7'-7") WITH 18"x147' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1128+47.28, 66.83' LT.

STATION 1120+91.91, 74.53' LT. TO
STATION 1120+92.60, 118.44' RT.
EXISTING 18"x193' R.C. PIPE TO REMAIN

STATION 1123+61.20, 72.34' LT. TO
STATION 1123+61.66, 55.74' LT.
REMOVE EXISTING 18"x16' R.C. PIPE
REMOVE EXISTING DROP INLET (1EA)

STATION 1125+12.92, 162.20' LT. TO
STATION 1124+84.41, 77.52' LT.
EXISTING 5@6'x5'x88' R.C. BOX CULVERT. TO REMAIN

100 YEAR FLOODPLAIN

MISSISSIPPI AVE.

OUACHITA DR.

T.C.E.

OUACHITA DR.

EXIST. R/W

PROP. C/A & FENCE

BIKEWAY

EXIST. C/A

LAT. L-3

LINE L

RAMP 3

LINE L

800+00

EX. 18" R.C. PIPE

PERFORM CULVERT CLEAN OUT

LINE L-1

LINE L

EX. 36" R.C. PIPE

C.L. RAMP 3

LINE L-2

EX. 36" R.C. PIPE

PERFORM CULVERT CLEAN OUT

LINE L-2

100 YR. FLOODPLAIN

C.L. RAMP 4

RAMP 4

100 YEAR FLOODPLAIN

C.L. RODNEY PARHAM RD.

RODNEY PARHAM RD.

EXIST. R/W & C/A

90

95

STA. 1118+80 - STA. 1123+20, LT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. SP-3 @ 40' O.C.

PROP. C/A & FENCE

EX. 5@6'x5'x88' R.C. BOX CULVERT

STA. 1118+00 - STA. 1118+80
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. SP-2 @ 40' O.C.

LINE M-5

EX. 18" R.C. PIPE

EX. 2 @ 48" R.C. PIPE

EX. 18" R.C. PIPE

C.L. I-630 MEDIAN

1115

1120

1125

1130

LAT M-5

PERFORM CULVERT CLEAN OUT (PAID AS 1 ITEM)

PERFORM CULVERT CLEAN OUT

100

900

STA. 1120+80 - STA. 1123+20
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN CONC. BARRIER SIDE TY. SP-3 @ 40' O.C.

100 YR. FLOODPLAIN

EX. 18" R.C. PIPE

EX. 18" R.C. PIPE

EXIST. R/W

T.C.E.

BIKEWAY

PROP. C/A & FENCE

EXIST. C/A & FENCE

EXIST. R/W

EXIST. R/W & C/A

BIKEWAY

EXIST. R/W

100 YR. FLOODPLAIN

RODNEY PARHAM RD.

EXIST. R/W & C/A

RUSHING CIR.

105

C.L. RODNEY PARHAM RD.

EXIST. R/W

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

STATION 1120+92.60, 118.44' RT. TO
STATION 1123+59.37, 84.98' RT.
EXISTING 18"x269' R.C. PIPE TO REMAIN
EXISTING JUNCTION BOX TO REMAIN

STATION 1123+60.15, 82.53' RT. TO
STATION 1123+61.57, 58.41' RT.
REMOVE EXISTING 18"x25' R.C. PIPE
REMOVE EXISTING DROP INLET (1EA)

STATION 1120+92.60, 118.44' RT. TO
STATION 1120+82.66, 133.32' RT.
EXISTING JUNCTION BOX TO REMAIN
EXISTING 18"X16' PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

18"x8' CLASS III R.C. CONNECT TO AND CONTINUE STATION 104+31.59, [illegible]

DRAINAGE LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	334	889

DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAR A. REED
2018-01-17

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

STATION 1132+80.49, 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1132+87.29, 9.94' RT.

STATION 1132+87.44, 3.17' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1133+88.91, 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x99' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1132+87.44, 3.17' RT.

STATION 1132+87.44, 3.77' RT. TO
STATION 1132+83.34, 144.91' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x138' R.C. PIPE TO REMAIN
REMOVE EXISTING F.E.S
CONNECT TO AND CONSTRUCT F.E.S WITH
18"x16' CLASS III R.C. OUTLET
STATION 1132+82.89, 160.40' RT.

STA. 804+75 - STA. 813+35, LT.
C.L. RAMP 3 - DRAINAGE SLOTS IN
CONC. BARRIER TY. SP-2 @ 40' O.C.

STATION 1134+82.35 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1134+89.29, 3.85' RT.

STATION 1134+89.29, 3.85' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1134+89.29, 2.33' RT. TO
STATION 1134+89.31, 190.89' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x114' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1131+47.28, 66.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=6'-3") WITH
18"x147' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1129+97.28, 66.83' LT.

STATION 1142+91.40, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-6") WITH
24"x240' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1140+42.73, 78.83' LT.

STATION 1140+35.15, 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1140+42.15, 3.72' RT.

STATION 1140+42.73, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-10") WITH
24"x9' CLASS III R.C. OUTLET
CONNECT TO AND CONSTRUCT F.E.S.
STATION 1140+42.78, 87.15' LT.

STATION 1142+92.50, 4.25' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-9") WITH
18"x6' CLASS III R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1142+92.48, 2.56' LT.

STATION 1140+42.66, 71.36' LT.
STATION 1142+42.73, 81.28' LT.
REMOVE EXISTING 18"X4' R.C. PIPE
REMOVE EXISTING F.E.S.

STATION 1142+92.48, 2.59' LT.
STATION 1142+92.55, 3.59' RT.
REMOVE EXISTING DROP INLET (1EA)
REMOVE EXISTING 18"X5' R.C. PIPE

STATION 1142+91.68, 56.78' LT. TO
STATION 1145+26.06, 56.59' LT.
REMOVE EXISTING 24"x227' R.C. PIPE
REMOVE EXISTING DROP INLET (1EA)

STATION 1142+91.68, 60.78' LT.
STATION 1142+91.68, 74.71' LT.
REMOVE EXISTING 18"X8' R.C. PIPE
REMOVE EXISTING F.E.S.

STATION 1140+42.15, 3.73' RT. TO
STATION 1140+42.66, 71.36' LT.
EXISTING 18"x75' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"X8' CLASS III R.C. PIPE
STATION 1140+42.73, 78.83' LT.

STATION 1140+42.15, 3.73' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STATION 1142+92.48, 2.56' LT. TO
STATION 1142+91.76, 52.35' LT.
EXISTING 18"x50' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x25' CLASS III R.C. OUTLET
STATION 1142+91.40, 78.33' LT.

STATION 1137+91.72, 209.66' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=5'-0") WITH
24"x129' CLASS III R.C. OUTLET
CONNECT TO AND CONSTRUCT F.E.S
STATION 1136+56.10, 167.21' LT.
REMOVE EXISTING DROP INLET

STA. 1141+25 - STA. 1141+99, LT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS IN
CONC. BARRIER SIDE TY. A @ 40' O.C.

STA. 1009+25 - STA. 1013+25, RT.
C.L. RAMP 2 - DRAINAGE SLOTS IN
CONC. BARRIER SIDE TY. E @ 50' O.C.

STATION 1137+85.94, 3.17' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1137+92.88, 3.88' RT.

STATION 1137+92.88, 3.88' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STA. 1003+45 - STA. 1009+20, RT.
C.L. RAMP 2 - DRAINAGE SLOTS IN CONC.
BARRIER TY. A @ 50' O.C.

STATION 1004+67.27, 95.45' LT. TO
STATION 1004+68.04, 82.05' RT.
EXISTING F.E.S. TO REMAIN
EXISTING 42"x178' R.C. PIPE CULVERT. TO REMAIN
EXISTING F.E.S. TO REMAIN

STATION 1137+92.88, 3.88' RT. TO
STATION 1137+92.55, 116.96' LT.
EXISTING DROP INLET TO REMAIN
REMOVE EXISTING F.E.S.
EXISTING 18"x115' R.C. PIPE TO REMAIN
CONNECT TO AND CONSTRUCT F.E.S. WITH
18"x4' CLASS IV R.C. PIPE
STATION 1137+92.54 119.94' LT.

EXIST. R/W
STA. 804+35, LT.
C.L. RAMP 3 - DRAINAGE SLOT IN
CONC. BARRIER TY. A
RAMP 3
LINE L
EXIST C/A
CONC. DITCH PAVING TY. A
805+00
LINE L-2
BIKEWAY
LINE M-9
EXIST. C/A
C.L. RAMP 3
810+00
PERFORM CULVERT CLEAN OUT
CONC. DITCH PAVING TY. B
EXIST. C/A & FENCE
PROP. C/A & FENCE
PERFORM CULVERT CLEAN OUT
813+98
LINE H
LINE H-1 EX. 18" R.C. PIPE
1130
LAT M-6
LINE M-6
LAT M-7
1135
LINE M-6 EX. 18" R.C. PIPE
LINE M-7 EX. 18" R.C. PIPE
LINE M-8 EX. 18" R.C. PIPE
LAT M-2 EX. 18" R.C. PIPE
1140
1145
C.L. I-630 MEDIAN
LAT M-8
RAMP 1
905
PERFORM CULVERT CLEAN OUT
PERFORM CULVERT CLEAN OUT
C.L. RAMP 1
100 YR. FLOODPLAIN
105
EXIST R/W & C/A
SIGN
1010
EXIST. R/W & C/A
C.L. RAMP 2
RAMP 2
PERFORM CULVERT CLEAN OUT
1005
EXIST. R/W

DRAINAGE LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	335	889

(2) DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2017.04.01

STATION 1145+26.06, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-4") WITH
24"x230' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1142+91.40, 78.33' LT.

STATION 1147+61.73, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-8") WITH
24"x233' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1145+26.06, 78.83' LT.

STATION 1149+91.91, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-3") WITH
18"x28' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
REMOVE EXISTING DROP INLET (1 EA)
STATION 1149+92.37, 49.34' LT.

STATION 1151+73.20, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-4") WITH
18"x20' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
REMOVE EXISTING DROP INLET (1 EA)
STATION 1151+72.74, 57.34' LT.

STATION 1153+71.99, 80.75' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-4") WITH
18"x20' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
REMOVE EXISTING DROP INLET (1 EA)
STATION 1153+72.62, 59.25' LT.

STATION 1154+64.94, 72.45' LT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=4'-9") WITH
18"x90' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1153+71.99, 80.75' LT.

STATION 1154+65.10, 87.88' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=10'-7") WITH
18"x12' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 1154+64.94, 72.45' LT.

STATION 1155+73.57, 79.63' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-8") WITH
18"x20' CLASS III R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1155+73.66, 58.25' LT.

STATION 1155+73.90, 5.28' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-7") WITH
18"x8' CLASS III R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1155+73.84, 4.72' RT.
REMOVE EXISTING DROP INLET (1 EA)

STATION 1156+30.00, 4.91' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-7") WITH
18"x54' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1155+73.90, 5.28' LT.

STATION 1156+73.68, 4.92' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-7") WITH
18"x41' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1156+30.00, 4.91' LT.

STATION 1149+92.37, 49.34' LT. TO
STATION 1149+94.18, 60.35' RT.
EXISTING 18"x110' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x16' CLASS III R.C. OUTLET
STATION 1149+94.44, 78.83' RT.

STATION 1151+72.74, 57.34' LT. TO
STATION 1151+70.04, 60.36' RT.
EXISTING 18"x118' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x16' CLASS III R.C. OUTLET
STATION 1151+69.68, 78.83' RT.

STATION 1153+72.62, 59.25' LT. TO
STATION 1153+76.21, 58.30' RT.
EXISTING 18"x118' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x20' CLASS III R.C. OUTLET
STATION 1153+76.80, 80.30' RT.

STATION 1145+26.06, 56.59' LT. TO
STATION 1147+62.20, 56.58' LT.
REMOVE EXISTING 18"x231' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFICATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

EXIST. R/W
EXIST. R/W
BIKEWAY
EXIST. C/A
PROP. C/A & FENCE
EXIST. C/A
BIKEWAY
CONC. DITCH PAVING TY. B
LINE H
1100+00
1145
1150
1155
1160
C.L. I-630 MEDIAN
LAT I-1 EX. 18" R.C. PIPE
LAT I-2 EX. 18" R.C. PIPE
LAT I-3 EX. 18" R.C. PIPE
LINE I-5 EX. 18" R.C. PIPE
LAT I-6
LAT I-7 EX. 18" R.C. PIPE
LAT I-8 EX. 18" R.C. PIPE
PERFORM CULVERT CLEAN OUT
PERFORM CULVERT CLEAN OUT
PERFORM CULVERT CLEAN OUT
PERFORM CULVERT CLEAN OUT
PERFORM CULVERT CLEAN OUT
RAMP 2
C.L. RAMP 2
STA. 1146+25 - STA. 1149+25, RT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS
IN CONC. BARRIER TY. E @ 50' O.C.
STA. 1009+25 - STA. 1013+25, RT.
C.L. RAMP 2 - DRAINAGE SLOTS IN
CONC. BARRIER TY. E @ 50' O.C.
CONC. DITCH PAVING TY. B
LAT I-4
LINE I
EXIST. R/W & C/A
BILLBOARD
STA. 1149+75, RT.
C.L. I-630 MEDIAN - DRAINAGE SLOTS
IN CONC. BARRIER TY. A @ 50' O.C.
EXIST. R/W & C/A
EXIST. C/A & FENCE
EXIST. R/W
PROP. C/A & CHAIN LINK FENCE
PROP. C/A & FENCE

STATION 1149+94.44, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=6'-3") WITH
30"x32' CLASS IV R.C. OUTLET
CONNECT TO AND CONSTRUCT F.E.S.
STATION 1149+94.24, 112.33' RT.

STATION 1151+69.68, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=6'-6") WITH
30"x172' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1149+94.44, 78.83' RT.

STATION 1153+76.80, 80.30' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=7'-2") WITH
30"x205' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1151+69.68, 78.83' RT.

STATION 1153+95.76, 75.98' RT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=6'-3") WITH
24"x16' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1153+76.80, 80.30' RT.

STATION 1154+46.99, 76.08' RT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=6'-5") WITH
24"x48' CLASS III R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1153+95.76, 75.98' RT.

STATION 1154+46.97, 87.92' RT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=13'-1") WITH
18"x9' CLASS V R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1154+46.99, 76.08' RT.

STATION 1155+73.06, 79.76' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=6'-2") WITH
24"x123' CLASS III R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 1154+46.99, 76.08' RT.

STATION 1157+75.15, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-7") WITH
24"x197' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1155+73.06, 79.76' RT.

STATION 1159+70.97, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-9") WITH
24"x190' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1157+75.15, 78.83' RT.

STATION 1155+73.66, 58.25' LT. TO
STATION 1155+73.89, 11.28' LT.
EXISTING 18"x47' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x5' CLASS III R.C. OUTLET
STATION 1155+73.90, 5.28' LT.

STATION 1155+73.90, 4.72' RT. TO
STATION 1155+73.26, 57.26' RT.
EXISTING 18"x53' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x21' CLASS III R.C. OUTLET
STATION 1155+73.06, 79.76' RT.

STATION 1157+73.40, 3.28' LT. TO
STATION 1157+74.61, 52.36' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x55' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x25' CLASS III R.C. OUTLET
STATION 1157+75.15, 78.83' RT.

STATION 1159+73.11, 3.37' LT. TO
STATION 1159+71.63, 52.37' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x55' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x24' CLASS III R.C. OUTLET
STATION 1159+70.97, 78.83' RT.

STATION 1149+94.26, 65.31' RT. TO
STATION 1159+71.49, 56.99' RT.
REMOVE EXISTING 30"x170' R.C. PIPE
REMOVE EXISTING 30"x20' R.C. PIPE
REMOVE EXISTING 24"x191' R.C. PIPE
REMOVE EXISTING 18"x194' R.C. PIPE
REMOVE EXISTING 18"x189' R.C. PIPE
REMOVE EXISTING DROP INLETS (6 EA)

DRAINAGE LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	336	889

DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2017-12-07

STATION 1160+73.12, 4.92' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-4") WITH
18"x98' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1161+73.14, 4.92' LT.

STATION 1161+73.14, 4.92' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-3") WITH
18"x9' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
REMOVE EXISTING DROP INLET (1EA)

STATION 1165+37.51, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=8'-3") WITH
24"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING 24" R.C. PIPE
STATION 1165+37.49, 84.33' LT.

STATION 1167+71.77, 78.83' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-5") WITH
18"x16' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1167+71.96, 61.33' LT.

STATION 1162+72.74, 88.33' LT. TO
STATION 1162+71.81, 111.99' LT.
REMOVE EXISTING 18"x24' R.C. PIPE
REMOVE EXISTING F.E.S.
REMOVE EXISTING DROP INLET

STATION 1106+24.94, 13.50' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-6") WITH
18"x40' CLASS III R.C. OUTLET
CONNECT TO AND CONSTRUCT F.E.S.
STATION 1106+24.94, 28.31' LT.

STATION 1171+72.73, 3.93' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=6'-2") WITH
18"x9' CLASS III R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1171+72.67, 5.75' RT.

STATION 1172+72.84, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-3") WITH
18"x98' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1171+72.73, 3.93' LT.

STATION 1173+72.99, 3.41' LT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET
EXISTING 30"x60' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
30"x8' CLASS III R.C. OUTLET
STATION 1116+88.03, 13.50' RT

STATION 1161+73.29, 5.08' RT. TO
STATION 1161+73.72, 52.34' RT.
EXISTING 18"x48' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x25' CLASS III R.C. OUTLET
STATION 1161+73.97, 78.83' RT.

STATION 1165+37.55, 40.92' RT. TO
STATION 1165+37.58, 53.33' LT.
REMOVE EXISTING DROP INLET (1EA)
EXISTING 24"x95' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
24"x24' CLASS III R.C. OUTLET
STATION 1165+37.51, 78.83' LT.

STATION 1165+37.49, 84.33' LT. TO
STATION 1165+37.23, 144.22' LT.
EXISTING 24"x58' R.C. PIPE TO REMAIN

STATION 1165+37.23, 144.22' LT. TO
STATION 1166+00.95, 231.20' LT.
EXISTING DROP INLET TO REMAIN
EXISTING 24"x107' R.C. PIPE TO REMAIN

STATION 1167+71.96, 61.33' LT. TO
STATION 1167+72.65, 4.18' LT.
EXISTING 18"x58' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN

STATION 1167+72.65, 1.43' LT. TO
STATION 1167+72.40, 52.33' RT.
EXISTING 18"x55' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x25' CLASS III R.C. OUTLET
STATION 1167+72.30, 78.83' RT.

STATION 1169+72.64, 1.57' LT. TO
STATION 1169+72.58, 56.33' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x59' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x21' CLASS III R.C. OUTLET
STATION 1169+72.57, 78.83' RT.

STATION 1171+72.71, 1.59' LT. TO
STATION 1171+72.43, 60.34' RT.
REMOVE EXISTING DROP INLET
EXISTING 18"x55' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x16' CLASS III R.C. OUTLET
STATION 1171+72.35, 78.83' RT.

STATION 1167+71.92, 64.80' LT. TO
STATION 1167+59.26, 111.07' LT.
REMOVE EXISTING 12"x10' R.C. PIPE
REMOVE EXISTING 12"x35' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

STATION 1173+65, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x3'xH=5'-0") WITH
18"x4' CLASS III R.C. PIPE
CONNECT TO EXISTING DROP INLET
STATION 1173+72.99, 3.41' LT.

STATION 1173+99.62, 3.17' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x24' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1173+72.99, 3.41' LT.

STATION 1110+77.91, 13.50' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x132' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1112+12.46, 13.50' RT.

STATION 1112+12.46, 13.50' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x207' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1114+22.35, 13.50' RT.

STATION 1114+22.35, 13.50' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x188' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1116+13.50, 13.50' RT.

STATION 1116+13.50, 13.50' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=5'-0") WITH
18"x71' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1116+88.03, 13.50' RT.

STATION 1116+88.03, 13.50' RT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=18'-10") WITH
30"x8' CLASS III R.C. OUTLET
CONNECT TO EXIST R.C. PIPE
STATION 1116+88.03, 5.50' RT.

STA. 1107+25 - STA. 1107+65, LT.
C.L. RAMP 6 - DRAINAGE SLOTS IN CONC.
BARRIER SIDE TY. SP-2 @ 40' O.C.
STA. 1108+05 - STA. 1108+85, LT.
C.L. RAMP 6 - DRAINAGE SLOTS IN CONC.
BARRIER SIDE TY. SP-3 @ 40' O.C.

STA. 1109+25 - STA. 1109+65, LT.
C.L. RAMP 6 - DRAINAGE SLOTS IN CONC.
BARRIER SIDE TY. SP-2 @ 40' O.C.

STA. 1116+65 - STA. 1119+85, LT.
C.L. RAMP 6 - DRAINAGE SLOTS IN CONC.
BARRIER SIDE TY. SP-2 @ 40' O.C.

STA. 1174+25 - 1174+75, LT.
C.L. I-630 - DRAINAGE SLOTS IN CONC.
BARRIER MEDIAN TY. C @ 50' O.C.

BLUE BIRD DR.
T.C.E.
EXIST. R/W
EXIST. C/A
CONC. DITCH PAVING TY. B
BIKEWAY
CONC. DITCH PAVING TY. B
EX. 24" R.C. PIPE
EX. 30" R.C. PIPE
LINE J-2
LINE K-1
1105+00
1110+00
1115+00
1300+00
1301+64
PERFORM CULVERT CLEAN OUT
LINE J
LINE J EX. 18" R.C. PIPE
LINE J EX. 24" R.C. PIPE
LINE K EX. 18" R.C. PIPE
LAT K-4 EX. 18" R.C. PIPE
LINE K-3
LINE K EX. 30" R.C. PIPE
LAT K-1
LAT K-2 EX. 18" RC PIPE
LAT J-1
C.L. I-630 MEDIAN
C.L. RAMP I
RAMP I
1160
1165
1170
1175
1200
SIGN
EXIST. C/A & FENCE
PROP. C/A & FENCE
LINE J
LINE K
LINE K-3
EXIST. C/A
EXIST. R/W
EXISTING C/A

STATION 1161+73.97, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-5") WITH
24"x36i' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 1165+37.54, 78.83' RT.

STATION 1165+37.54, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=3'-3") WITH
24"x37' CLASS V R.C. OUTLET
CONNECT TO EXISTING 24" R.C. PIPE
STATION 1165+37.55, 40.92' RT.

STATION 1167+72.30, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-7") WITH
24"x195' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1169+72.57, 78.83' RT.

STATION 1169+72.57, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x3'xH=4'-10") WITH
24"x195' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1171+72.35, 78.83' RT.

STATION 1171+72.35, 78.83' RT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=8'-4") WITH
30"x194' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 1173+72.04, 78.39' RT.

STATION 1173+72.04, 78.39' RT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=9'-11") WITH
30"x16' CLASS III R.C. OUTLET
CONNECT TO EXISTING 30" R.C. PIPE
STATION 1173+72.24, 60.39' RT.

STATION 1171+72.17, 157.53' RT. TO
STATION 1171+72.36, 84.33' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 24"x73' R.C. PIPE TO REMAIN
CONSTRUCT 24"x4' CLASS IV R.C. PIPE
CONNECT TO DROP INLET
STATION 1171+72.35, 78.83' RT.

STATION 1173+72.24, 60.39' RT. TO
STATION 1173+72.95, 2.37' LT.
EXISTING 30"x63' R.C. PIPE TO REMAIN

STATION 1173+72.39, 101.53' RT. TO
STATION 1173+72.17, 84.39' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x16' R.C. PIPE TO REMAIN
CONSTRUCT 18"x4' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 1173+72.04, 78.39' RT.

STATION 1161+73.77, 57.18' RT. TO
STATION 1165+37.55, 57.30' RT.
REMOVE EXISTING 18"x358' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

STATION 1165+37.55, 52.33' RT. TO
STATION 1165+43.99, 90.46' RT.
REMOVE EXISTING 18"x30' R.C. PIPE
REMOVE EXISTING 24"X6' R.C. PIPE

STATION 1167+72.38, 57.56' RT. TO
STATION 1173+72.19, 66.29' RT.
REMOVE EXISTING 18"x192' R.C. PIPE
REMOVE EXISTING 18"x192' R.C. PIPE
REMOVE EXISTING 30"x192' R.C. PIPE
REMOVE EXISTING DROP INLETS (4 EA)

STATION 1165+56.73, 151.13' RT. TO
STATION 1165+43.99, 90.46' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x63' R.C. PIPE TO REMAIN
CONNECT TO DROP INLET WITH
18"x12' CLASS IV R.C. OUTLET
STATION 1165+37.54, 78.83' RT.

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

DRAINAGE LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	337	889
				DRAINAGE LAYOUT				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR KHAD
2017-04-01

STATION 1175+72.93, 125.31' LT. TO
STATION 1175+83.52, 292.87' RT.
EXISTING TRIPLE 7'X5'x4.9' R.C. BOX
CULVERT. TO REMAIN

STATION 1120+48.94, 77.11' LT. TO
STATION 1120+55.99, 68.22' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x145' R.C. PIPE TO REMAIN

STATION 1173+72.84, 65.00' LT. TO
STATION 1173+72.84, 85.00' LT.
REMOVE EXISTING 30"x20' R.C. PIPE

STA. 1116+65 - STA. 1119+85, LT.
C.L. RAMP 6 - DRAINAGE SLOTS IN CONC.
BARRIER SIDE TY. SP-2 @ 40' O.C.

STA. 1120+25 - STA. 1120+65, LT.
C.L. RAMP 6 - DRAINAGE SLOTS IN CONC.
BARRIER SIDE TY. E @ 40' O.C.

STA. 1120+05, LT.
C.L. RAMP 6 - DRAINAGE SLOT IN CONC.
BARRIER SIDE TY. A @ 40' O.C.

STATION 1203+08.16, 36.69' LT. TO
STATION 1202+82.07, 44.87' RT.
REMOVE EXISTING DROP INLET
EXISTING 18"x80' R.C. PIPE TO REMAIN

PERFORM CULVERT CLEAN OUT

STATION 1122+39.16, 9.58' RT.
CONSTRUCT TYPE MO DROP INLET
(DIA=4'-0"xH=5'-0") WITH
18"x4' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1122+47.45 9.74 RT.

STATION 1122+47.45, 9.74' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

STA. 1175+25 - 1175+75, LT.
C.L. I-630 - DRAINAGE SLOTS IN CONC.
BARRIER MEDIAN TY. B @ 50' O.C.

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

STATION 1203+09.34, 41.40' LT.
CONSTRUCT TYPE RM DROP INLET
(3'x4'xH=14'-7") WITH
18"x9' CLASS III R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 1203+06.85, 31.38' LT.

STATION 1205+99.01, 9.22' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=4'-8") WITH
18"x7' CLASS III R.C. OUTLET
CONNECT TO EXISTING DROP INLET
STATION 1205+98.54, 0.68' RT.

STATION 1205+98.54, 0.68' RT.
REMOVE EXISTING
DROP INLET TOP & CONSTRUCT
NEW SOLID TOP
KEEP FLOW THROUGH INLET

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

RAMP 6 · RAMP 5 · RAMP 4 · RAMP 3 · RAMP 2 · RAMP 1

UNIVERSITY AVENUE

EXIST. R/W · EXIST. R/W & C/A · EXIST. C/A

C.L. RAMP 6 · C.L. RAMP 1 · C.L. I-630 MEDIAN

LINE M-12 · LINE M-10 · LINE M-11

EX. 3-7'x5' R.C. BOX CULVERT · EX. 30" R.C. PIPE · EX. 12" R.C. PIPE · EX. 18" R.C. PIPE

1175 · 1180 · 1185 · 1190 · 1120+00 · 1125+00

100 · 105

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DRAINAGE LAYOUT

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	338	889

2 DRAINAGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-01-17

NOTE: THE PROPOSED DRAINAGE SYSTEMS WERE DESIGNED BASED ON AVAILABLE INFORMATION FOR EXISTING DRAINAGE SYSTEMS AND PROJECTED PAVEMENT CROSS SLOPE. CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE EXISTING DRAINAGE SYSTEMS AT TYING LOCATIONS AND ALSO CHECK THE TOP ELEVATIONS FOR PROPOSED INLETS BASED ON THE PROJECTED CROSS SLOPES USING EXISTING CROSS SLOPES AT WIDENING PAVEMENT SECTIONS. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY FIELD ADJUSTMENTS ARE NEEDED BASED ON THE FIELD VERIFICATION FROM WHAT IS SHOWN AS THE PROPOSED DRAINAGE DESIGN. ALL FIELD VERIFCATION AND COORDINATION WITH THE ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

STATION 104+28.06, 28.69' LT. TO
STATION 104+34.92, 28.64' LT.
REMOVE EXISTING CURB AND METAL PLATE
CONSTRUCT TYPE MO DROP INLET
(DIA.=4'-0"xH=2'-6") WITH
18"x8' CLASS III R.C. OUTLET
CONNECT TO AND CONSTRUCT F.E.S.
STATION 104+31.59, 40.95' LT.

STATION 801+61.76, 16.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=4'-7") WITH
30"x92' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 800+66.73, 22.62' LT.

STATION 802+60.76, 16.33' LT.
CONSTRUCT TYPE ST DROP INLET
(3'x4'xH=6'-2") WITH
30"x96' CLASS V R.C. OUTLET
CONNECT TO DROP INLET
STATION 801+61.76, 16.33' LT.

STATION 800+64.47, 38.43' LT.
CONSTRUCT TYPE RM DROP INLET
(6'x3'xH=5'-4") DBL. GRATE WITH
36"x12' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 800+66.73, 22.62' LT.

STATION 803+78.80, 16.33' LT.
CONSTRUCT TYPE ST DROP INLET
(4'x4'xH=10'-4") WITH
30"x115' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 802+60.76, 16.33' LT.

STATION 803+79.38, 42.74' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=5'-1") WITH
30"x23' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 803+78.80, 16.33' LT.

STATION 803+81.73, 109.20' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x3'xH=5'-10") WITH
18"x64' CLASS III R.C. OUTLET
CONNECT TO DROP INLET
STATION 803+79.38, 42.74' LT.

STATION 800+66.73, 22.62 LT.
CONSTRUCT TYPE MO DROP INLET
(DIA=5'-0"xH=5'-8") WITH
36"x18' CLASS V R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 98+72.85, 58.18' LT.

STATION 800+63.77, 7.47' LT. TO
STATION 802+60.75, 5.15' LT.
REMOVE EXISTING 18"x194' R.C. PIPE
REMOVE EXISTING DROP INLETS (2 EA)

STATION 913+32.12, 42.12' RT. TO
STATION 1001+37.13, 48.61' RT.
EXISTING 30"xll6' R.C. PIPE CULVERT TO REMAIN
REMOVE EXISTING F.E.S
CONNECT TO AND CONSTRUCT F.E.S WITH
30"X14' CLASS III R.C. OUTLET
STATION 913+54.72, 62.27' RT
REMOVE EXISTING F.E.S
CONNECT TO AND CONSTRUCT F.E.S WITH
30"X4' CLASS III R.C. OUTLET
STATION 1001+37.12, 58.26' RT

STATION 800+61.11, 3.16' LT. TO
STATION 98+91.92, 34.23' LT.
EXISTING 36"x31' R.C. PIPE TO REMAIN
CONNECT TO JUNCTION BOX WITH
36"x8' CLASS V R.C. PIPE
STATION 98+96.92, 25.97' LT.

STATION 99+06.31, 31.00' LT.
CONSTRUCT TYPE MO DROP INLET
(DIA=4'-0"xH=6'-5") WITH
24"x7' CLASS III R.C. OUTLET
CONNECT TO JUNCTION BOX
STATION 98+96.92, 25.97' LT.

STATION 98+96.92, 25.97' LT.
CONSTRUCT TYPE ST JUNCTION BOX
(5'x4'xH=7'-0") WITH
36"x4' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 98+96.41, 19.98' LT.
REMOVE EXISTING INLET (1 EA)

STATION 97+78.17, 52.55' LT.
CONSTRUCT TYPE MO DROP INLET
(DIA=4'-0"xH=3'-11") WITH
18"x23' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 98+00.08, 37.37' LT.

STATION 98+00.08, 37.37' LT.
CONSTRUCT TYPE MO DROP INLET
(DIA=4'-0"xH=4'-2") WITH
18"x17' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 18" R.C. PIPE
STATION 98+05.24, 19.68' LT.

STATION 98+27.81, 35.40' RT.
CONSTRUCT TYPE ST JUNCTION BOX
(4'x4'xH=7'-11") WITH
36"x32' CLASS IV R.C. OUTLET
CONNECT TO DROP INLET
STATION 97+91.83, 35.92' RT.
REMOVE EXISTING INLET (1 EA)

STATION 97+91.83, 35.92' RT.
CONSTRUCT TYPE MO DROP INLET
(DIA=5'-0"xH=8'-9") WITH
36"x144' CLASS III R.C. OUTLET
CONNECT TO EXISTING CULVERT.
STATION 96+45.67, 36.77' RT.

STATION 98+03.12, 25.62' LT.
REMOVE EXISTING DROP INLET (1 EA)

STATION 98+96.41, 19.98' LT. TO
STATION 98+37.55, 33.62' RT.
EXISTING 36"x62' R.C. PIPE TO REMAIN
CONNECT TO JUNCTION BOX WITH
36"x8' CLASS V R.C. OUTLET
STATION 98+27.81, 35.40' RT.

STATION 98+05.24, 19.68' LT. TO
STATION 98+24.85, 26.05' RT.
EXISTING 18"x50' R.C. PIPE TO REMAIN
CONNECT TO JUNCTION BOX WITH
18"x8' CLASS III R.C. OUTLET
STATION 98+27.81, 35.40' RT.

STATION 111+19.30, 29.84' RT. TO
STATION 113+28.30, 25.86' RT.
EXISTING DROP INLET TO REMAIN
EXISTING 18"x199' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN

STATION 113+28.30, 25.86' RT. TO
STATION 113+28.42, 48.13' LT.
EXISTING 18"x75' R.C. PIPE TO REMAIN
REMOVE EXISTING F.E.S.
CONNECT TO AND CONSTRUCT F.E.S WITH
18"X4' CLASS III R.C. OUTLET
STATION 113+28.38, 58.05' LT

STATION 106+99.27, 61.79' LT. TO
STATION 106+99.48, 49.23' RT.
EXISTING F.E.S. TO REMAIN
EXISTING 18"x94' R.C. PIPE TO REMAIN
EXISTING DROP INLET TO REMAIN
EXISTING 18"x15' R.C. PIPE TO REMAIN
EXISTING F.E.S. TO REMAIN

DRAINAGE LAYOUT

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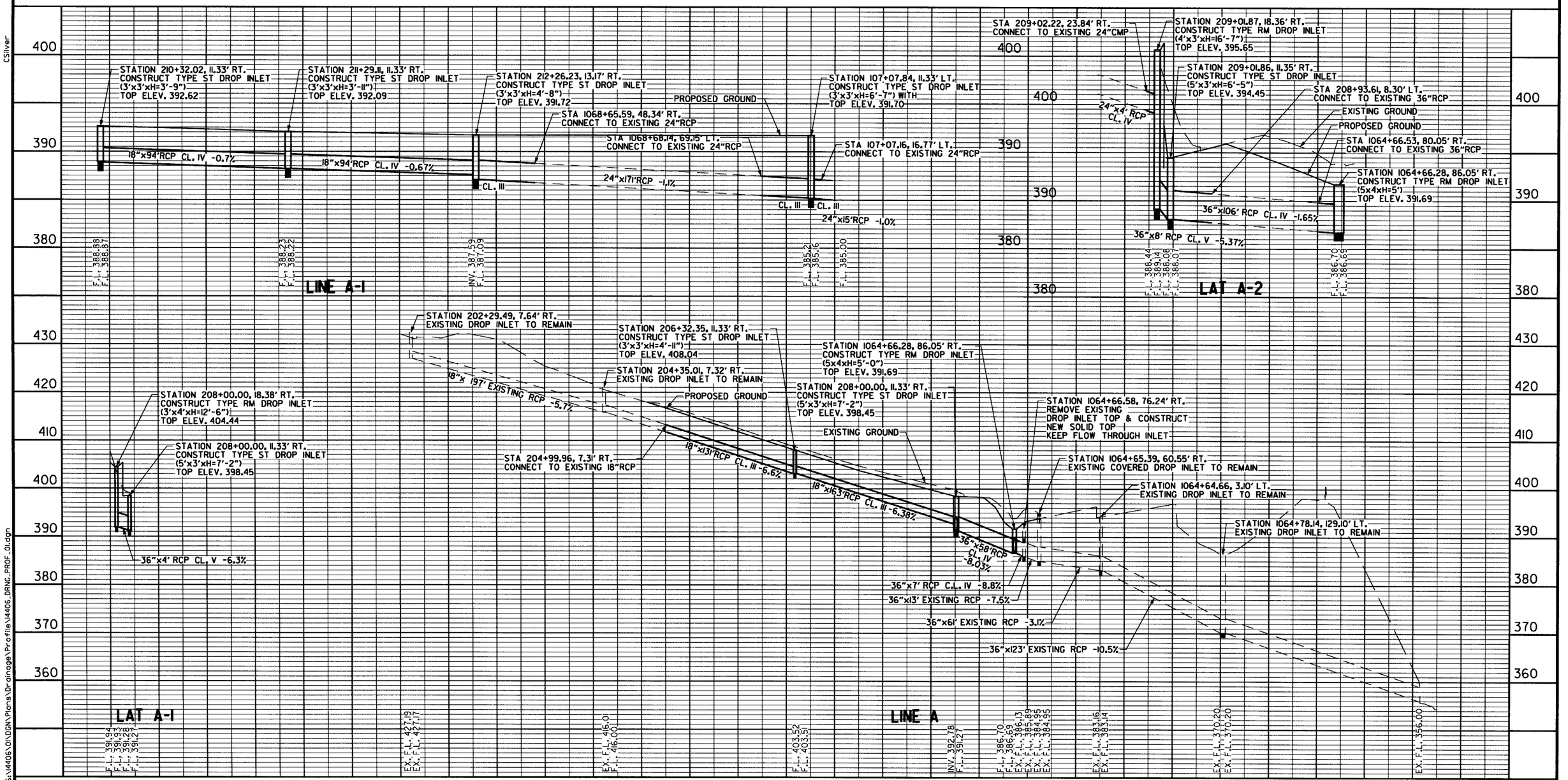
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	339	889

② DRAINAGE PROFILE



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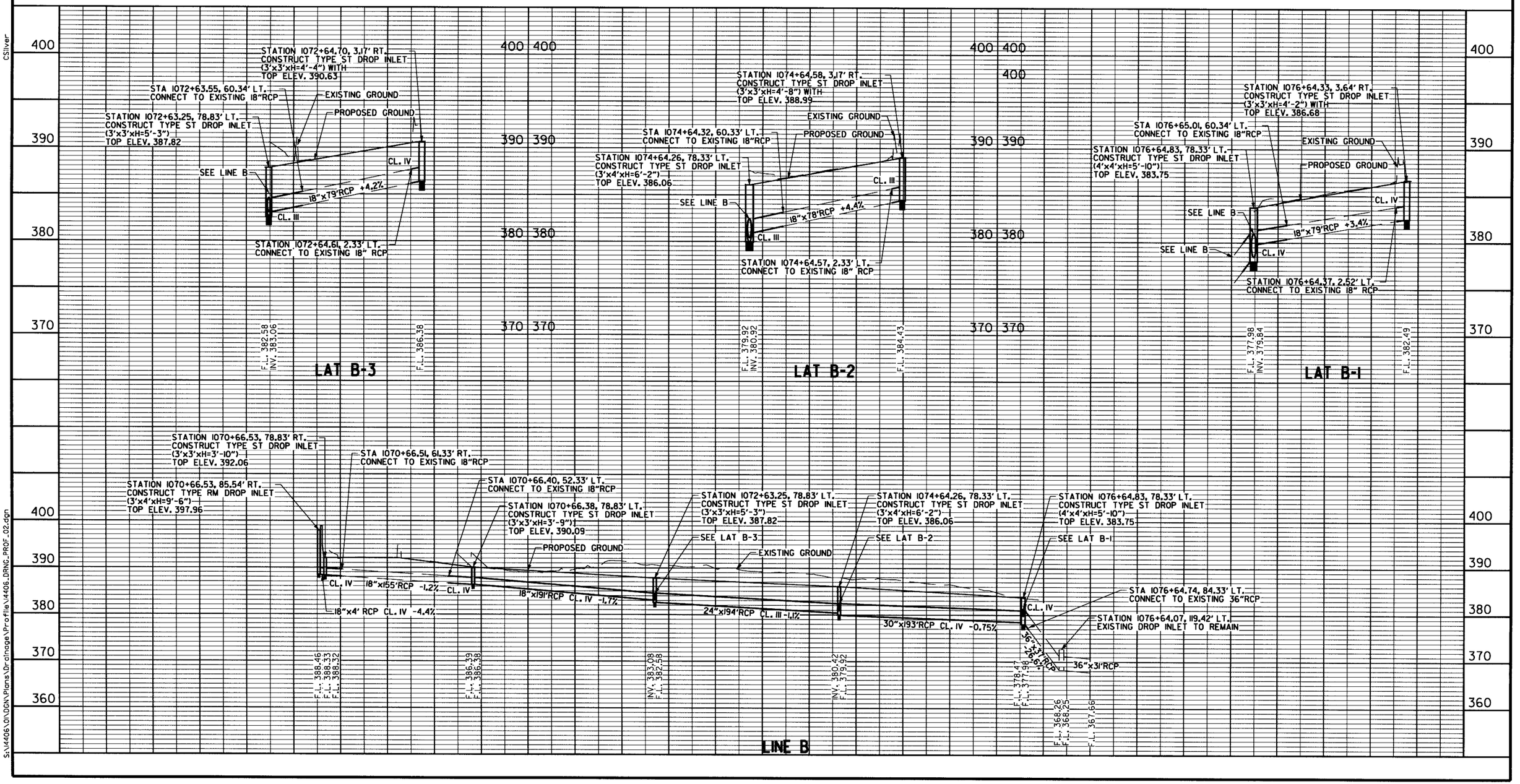
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12411
SHAHRIAR AZAD
2/17/17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	340	889

(2) DRAINAGE PROFILE



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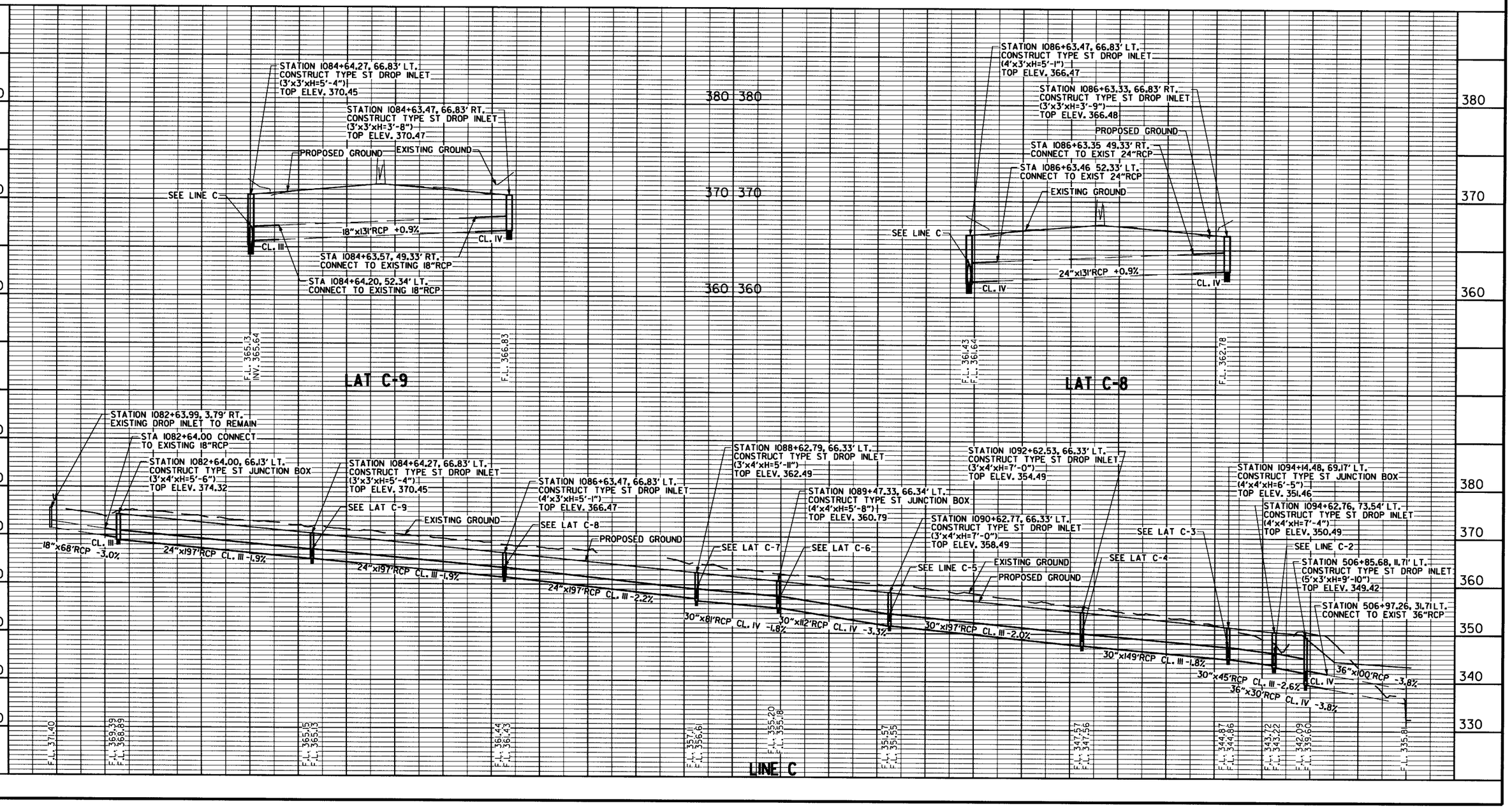
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	341	889

② DRAINAGE PROFILE



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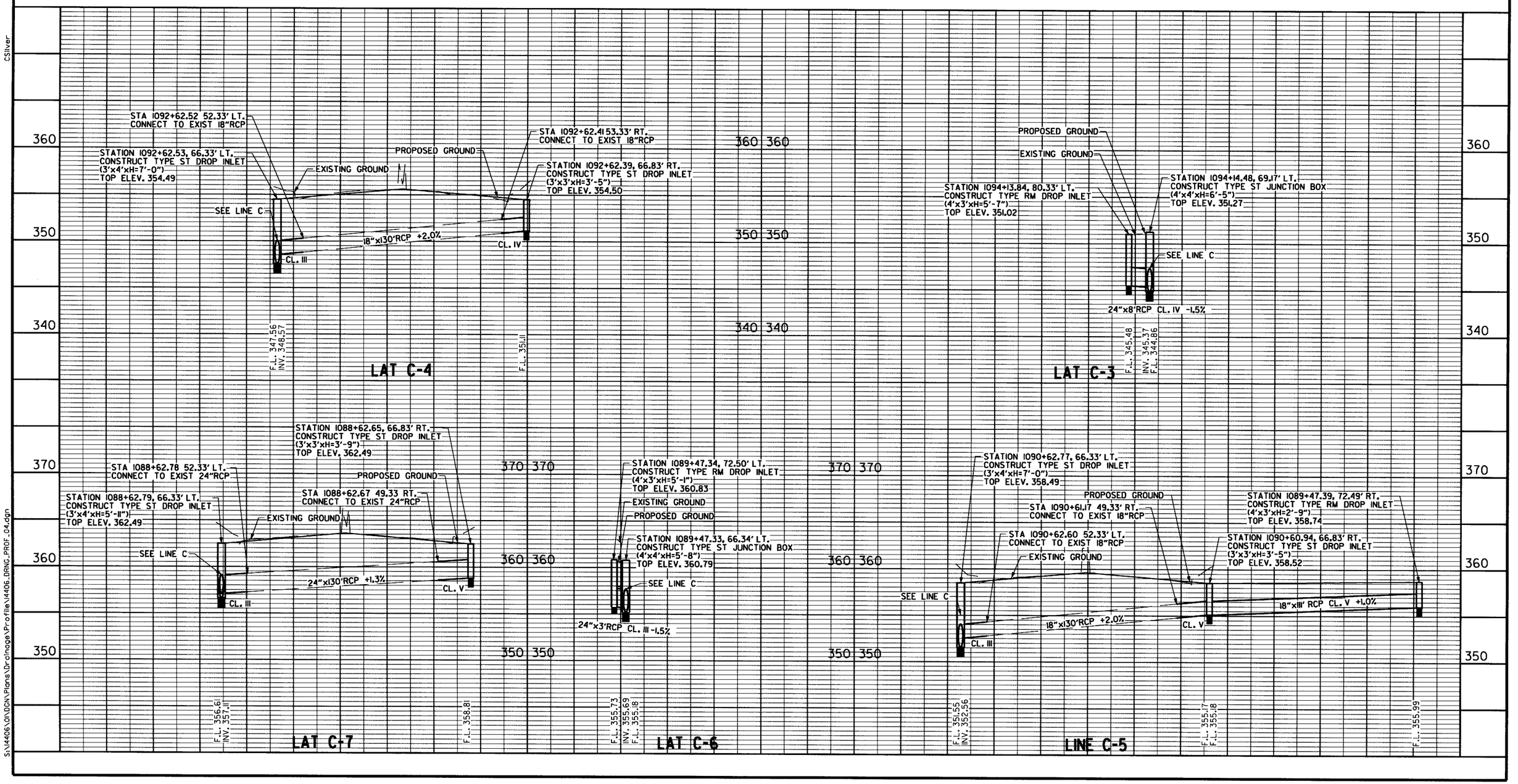
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	342	889

② DRAINAGE PROFILE



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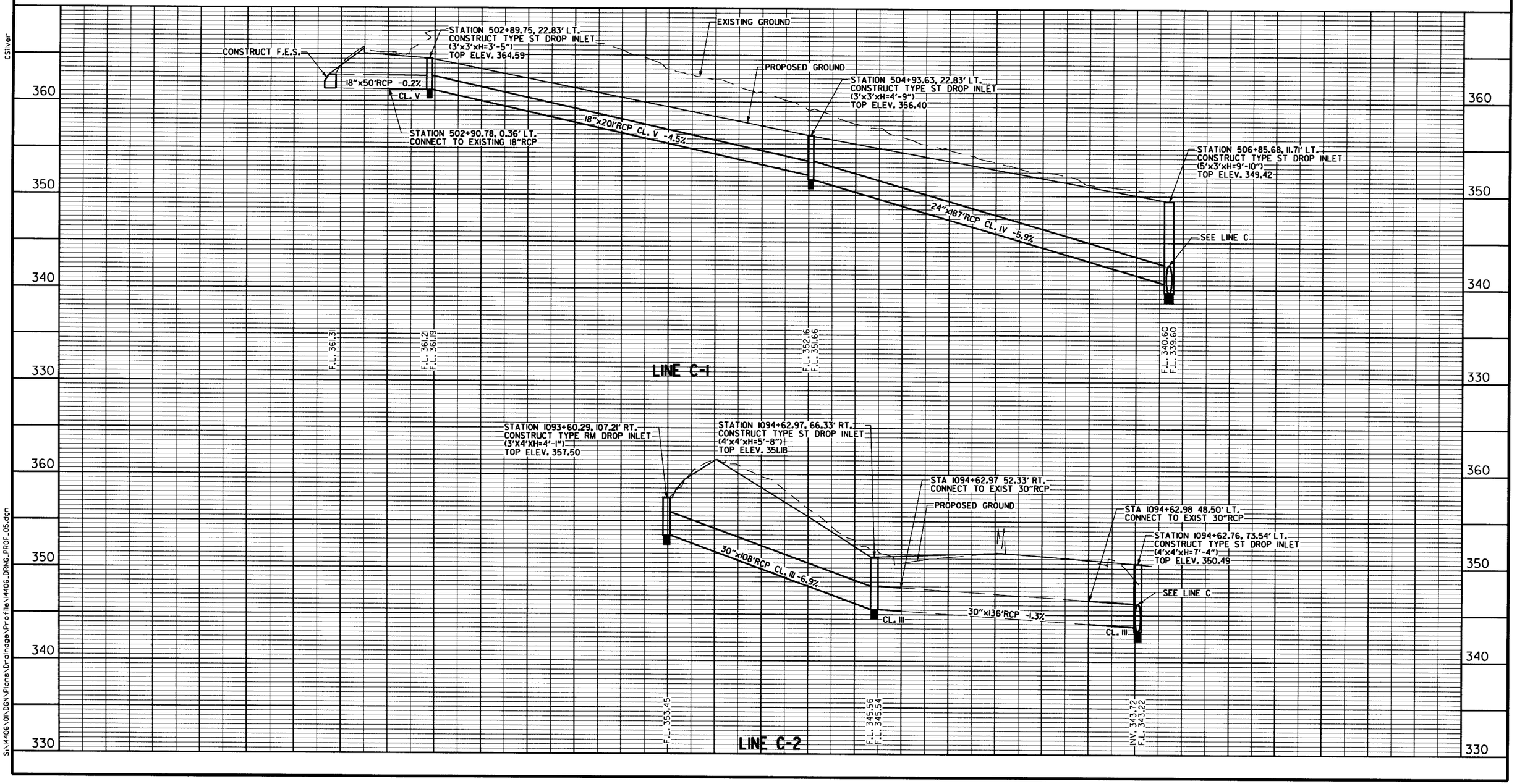
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	343	889

(2) DRAINAGE PROFILE



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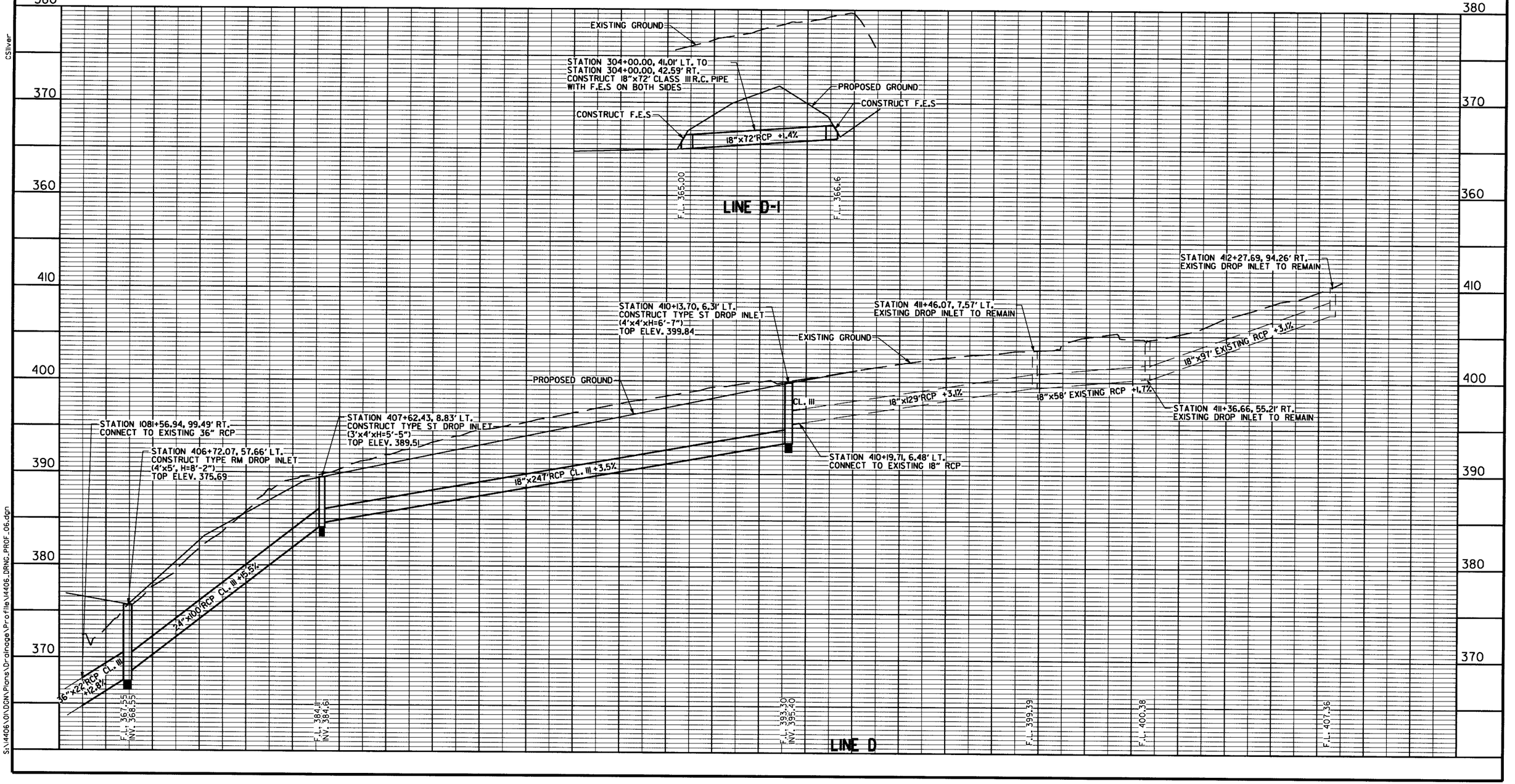
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2-17-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	344	889

② DRAINAGE PROFILE



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NOTE:

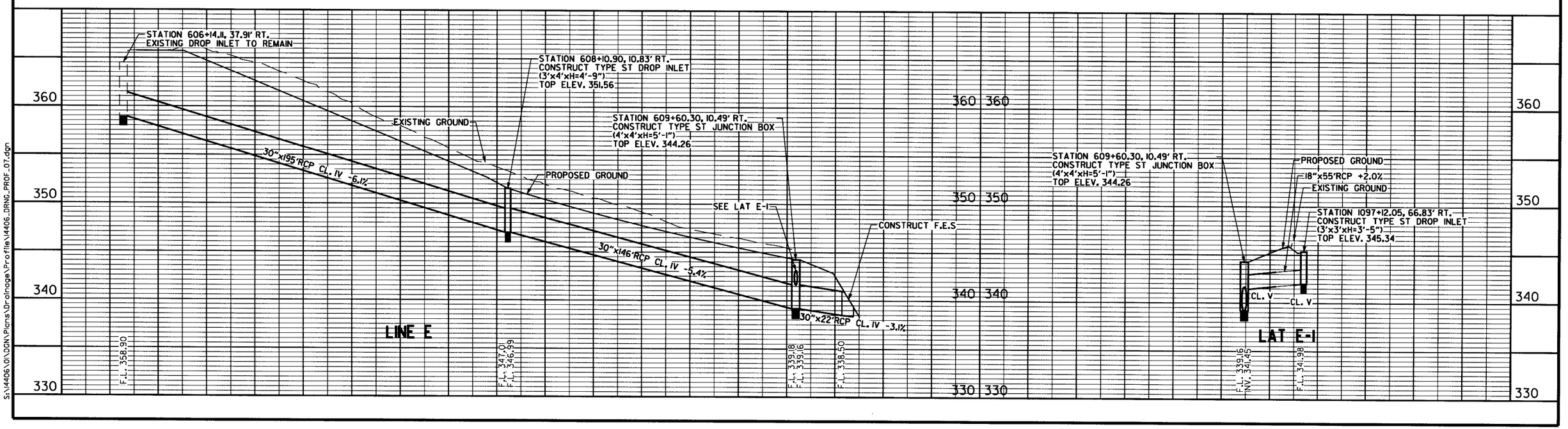
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
24/7/06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	345	889

② DRAINAGE PROFILE



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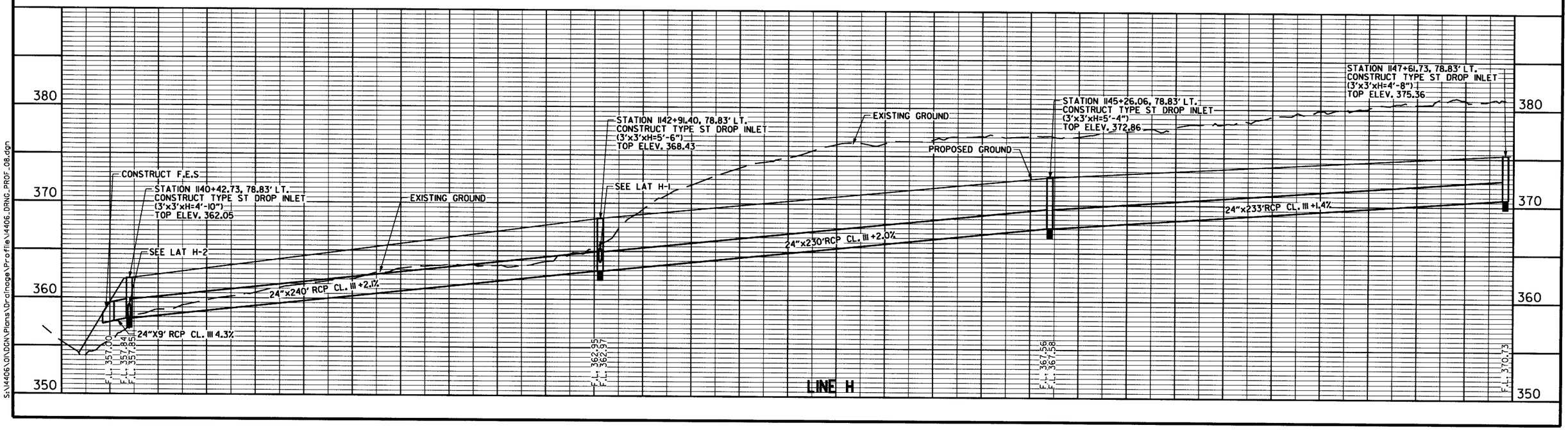
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	346	889

2 DRAINAGE PROFILE



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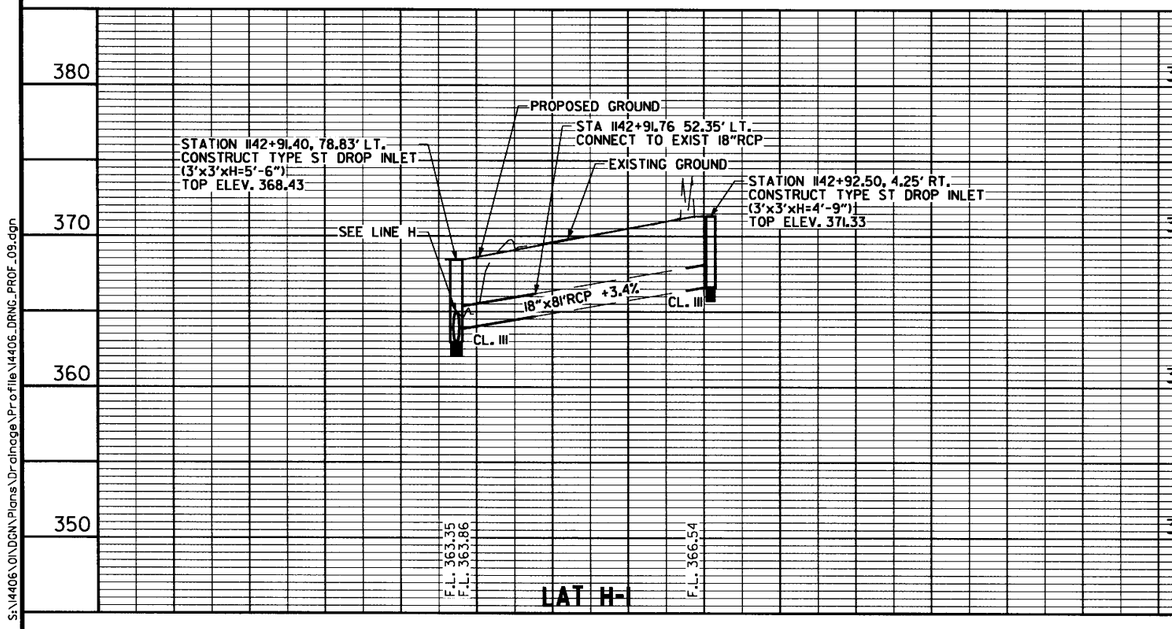
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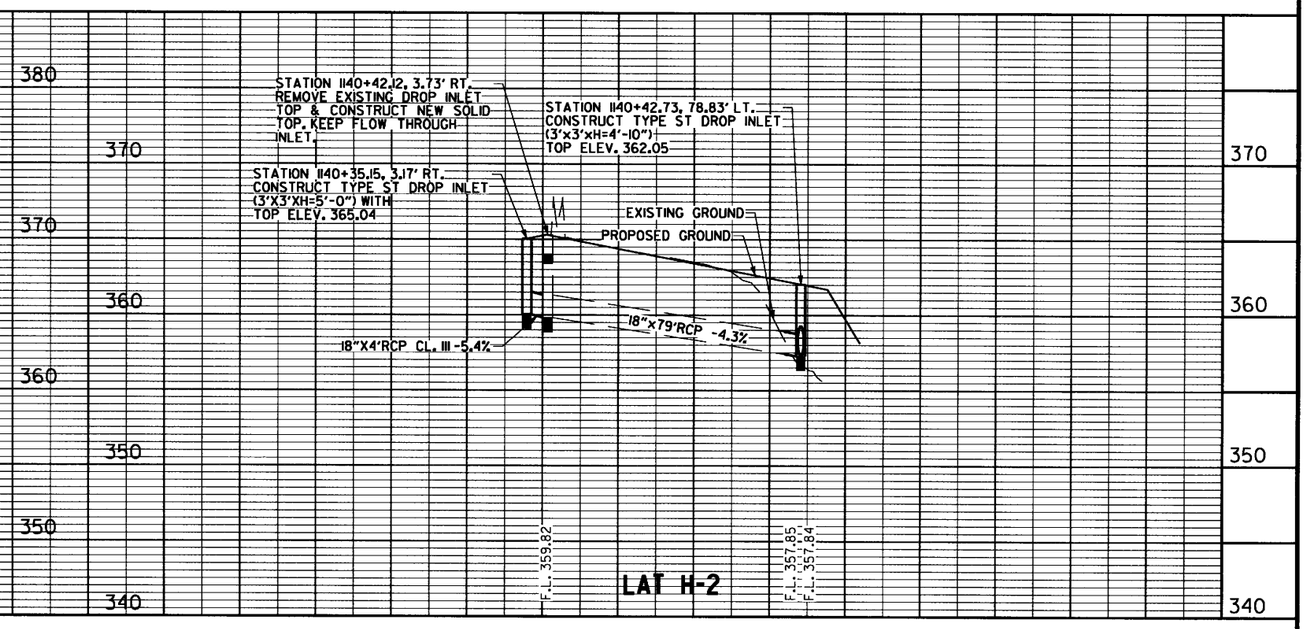
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
7-7-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	347	889

② DRAINAGE PROFILE





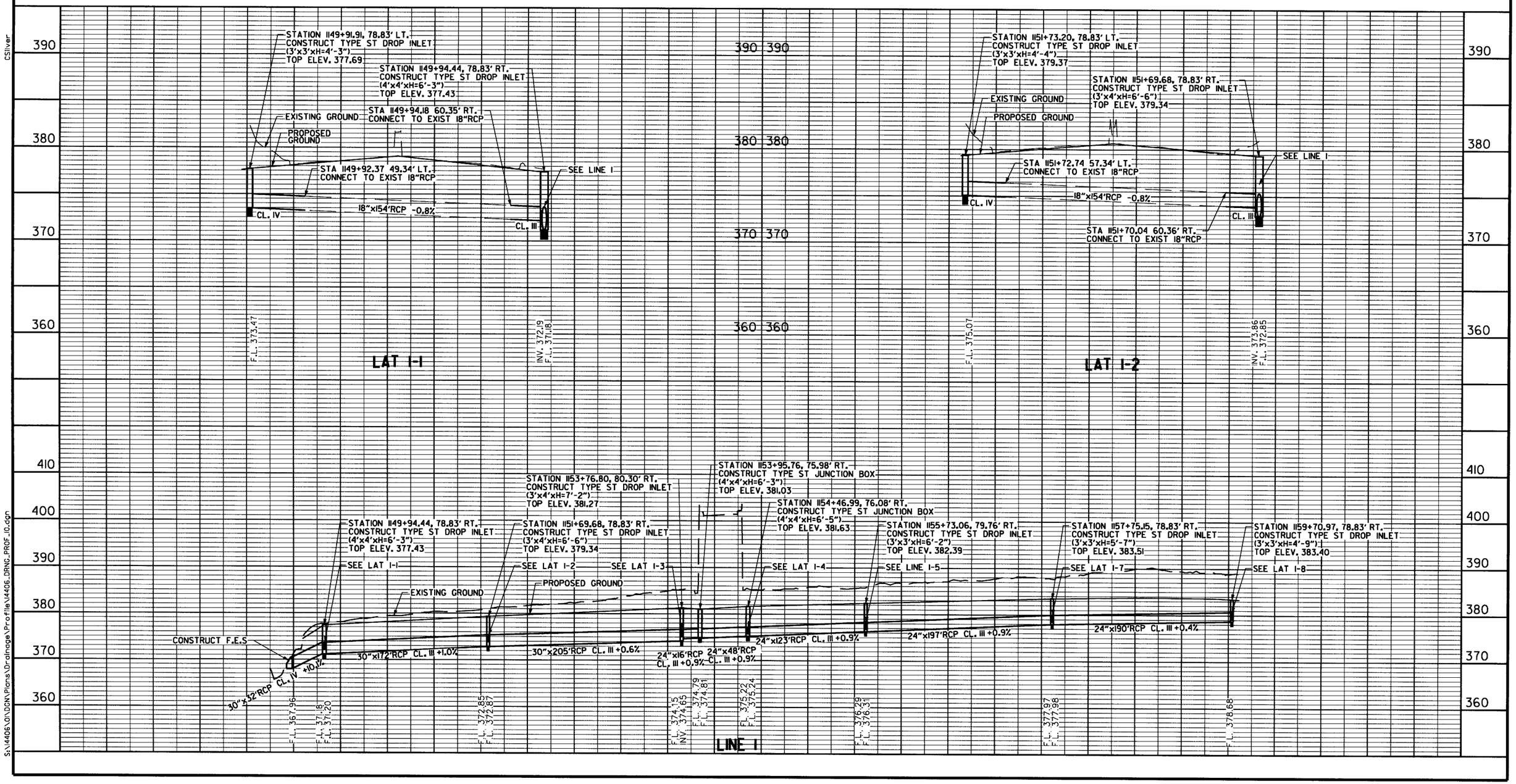
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12407
SHAHRIAR SHAD
2017.07.06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	348	889

② DRAINAGE PROFILE



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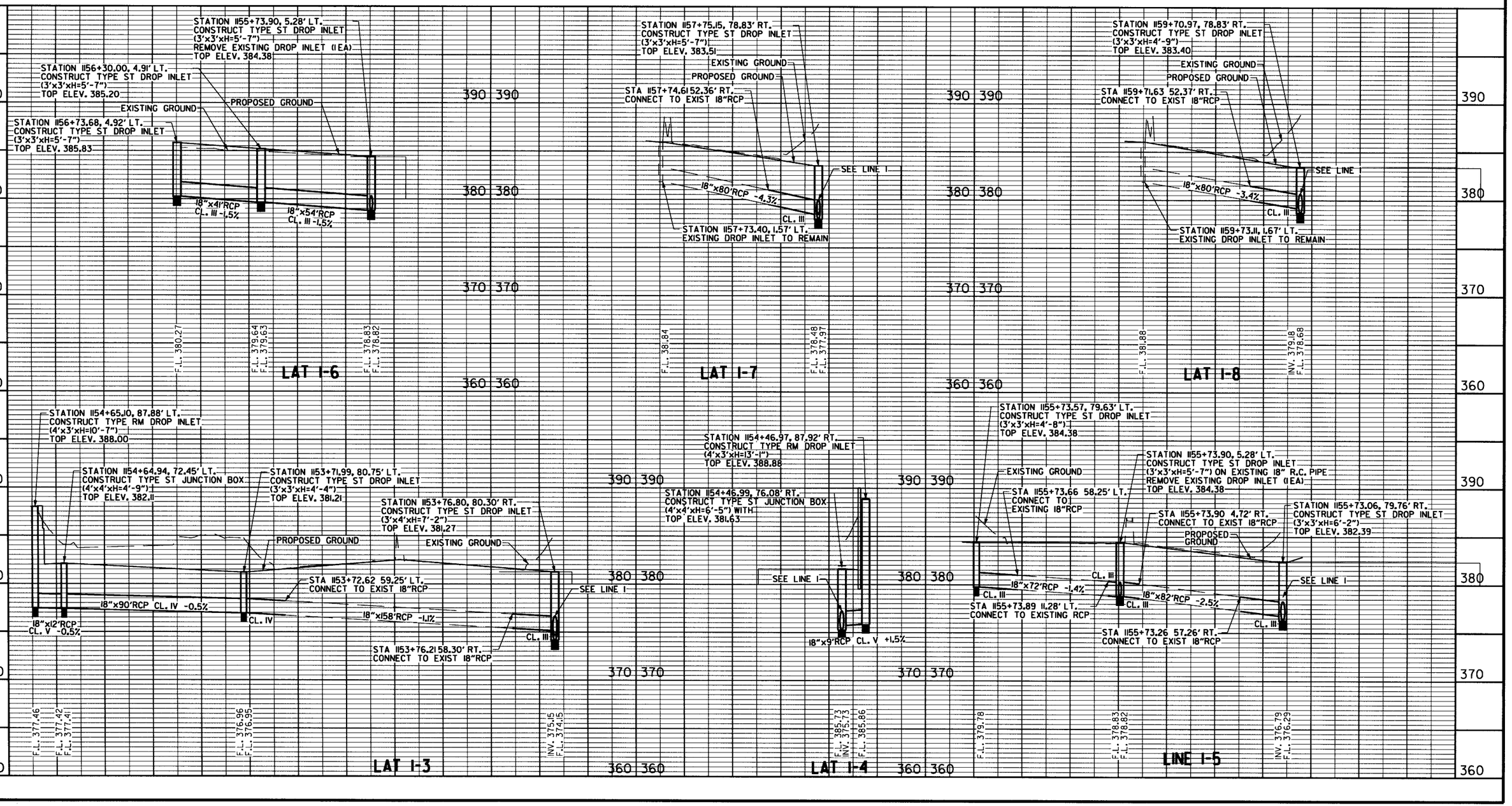
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	349	889

(2) DRAINAGE PROFILE



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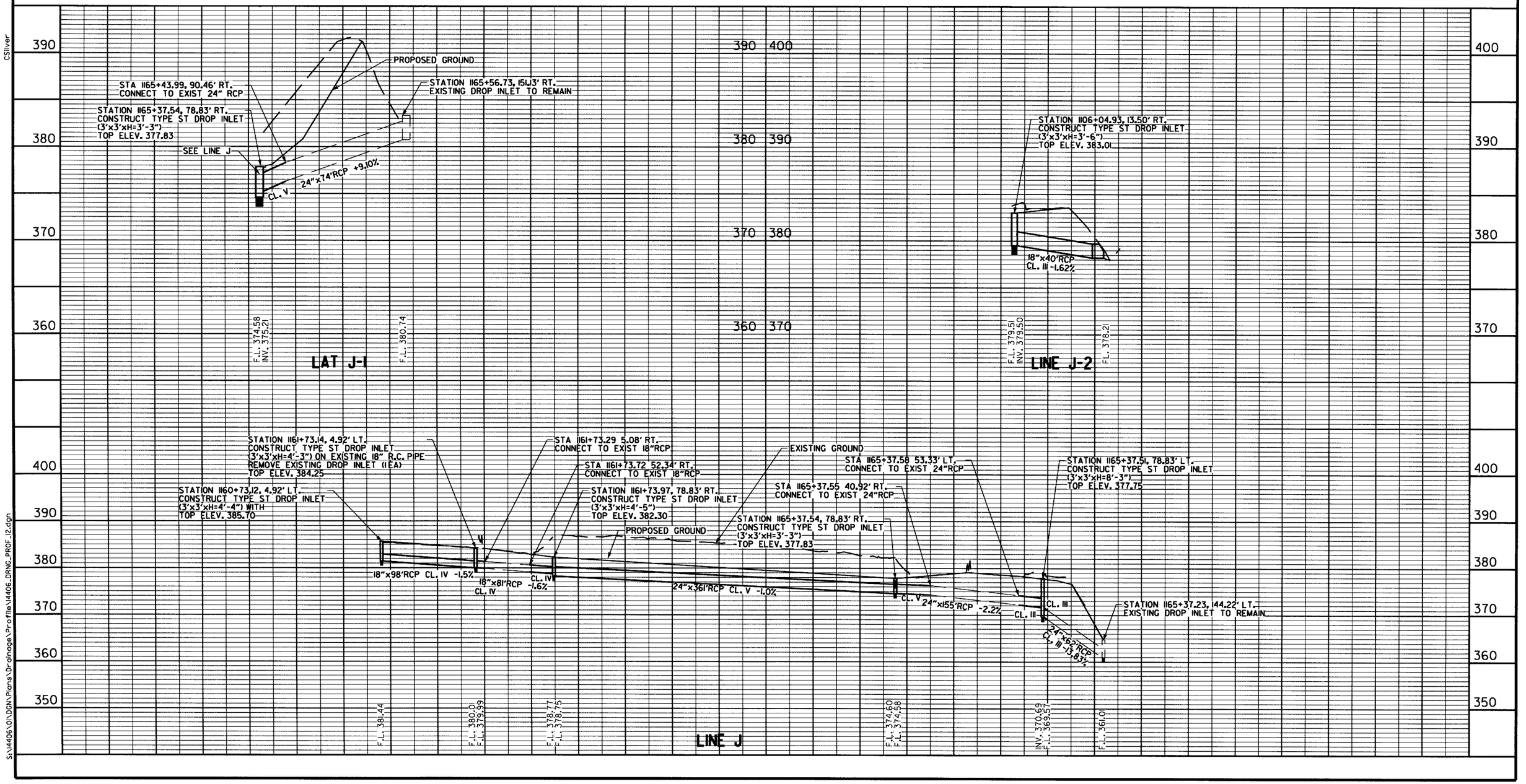
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR HEAD
2017.07.06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	350	889

② DRAINAGE PROFILE



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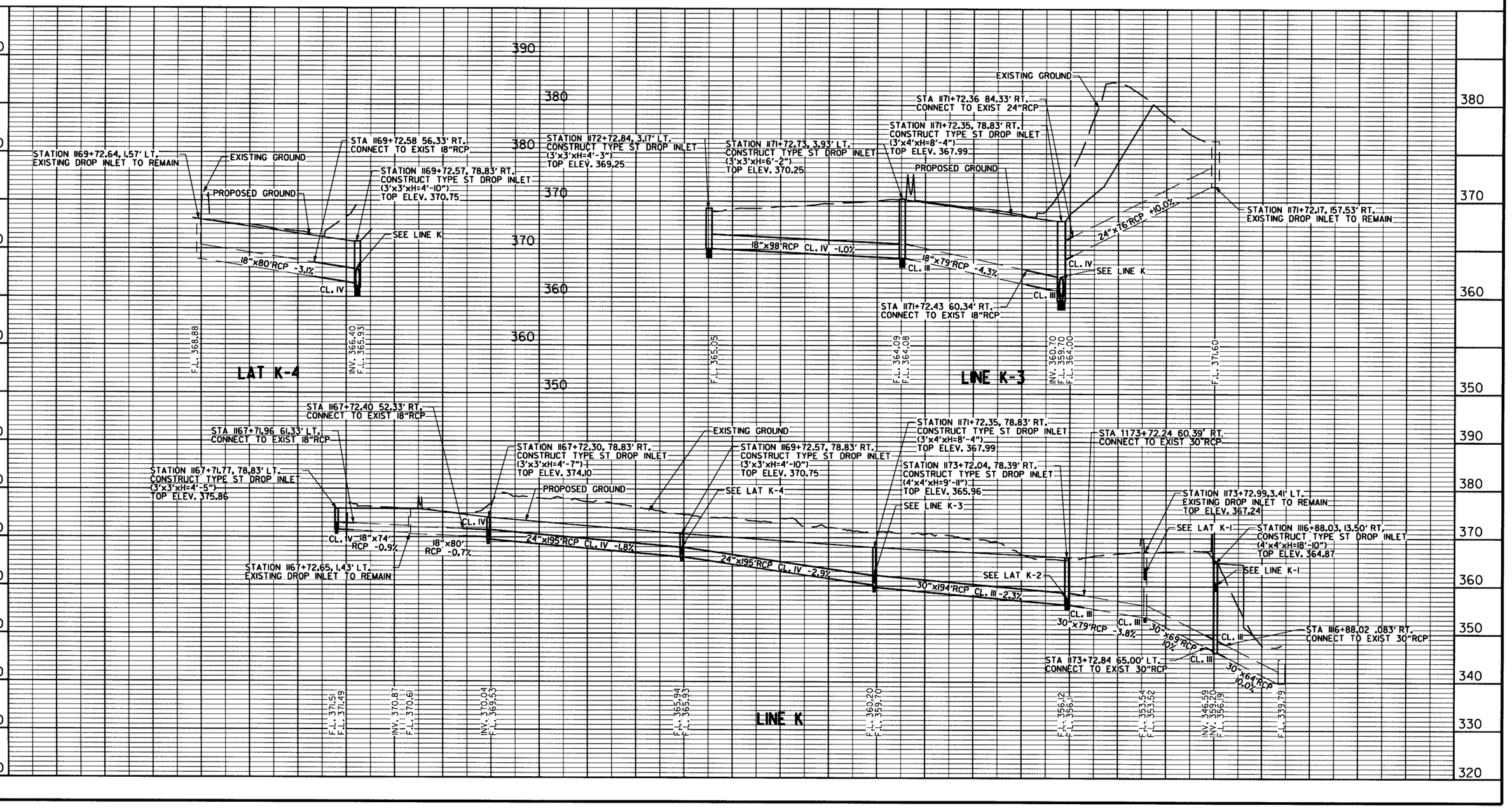
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR HEAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	351	889

② DRAINAGE PROFILE



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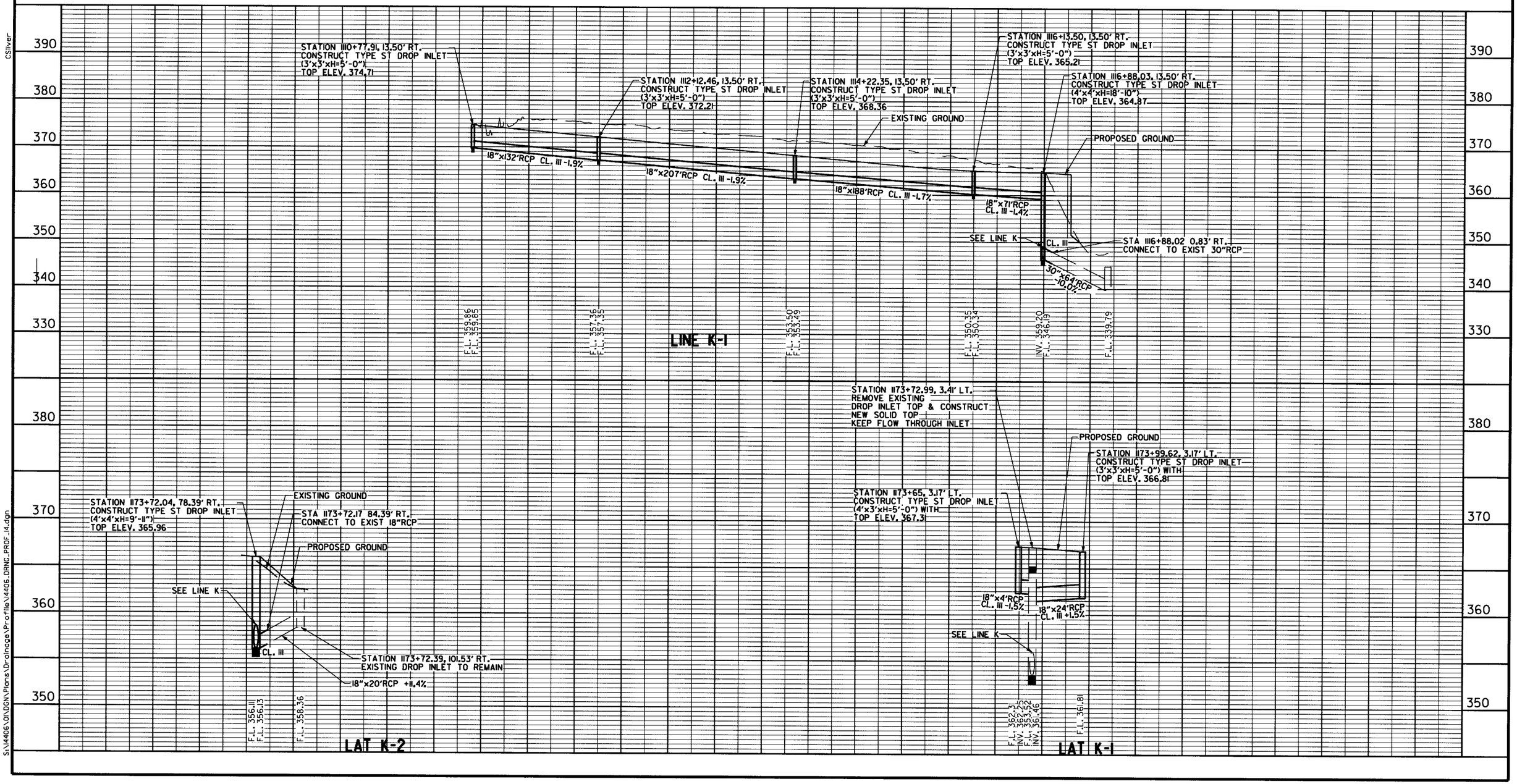
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	352	889

② DRAINAGE PROFILE



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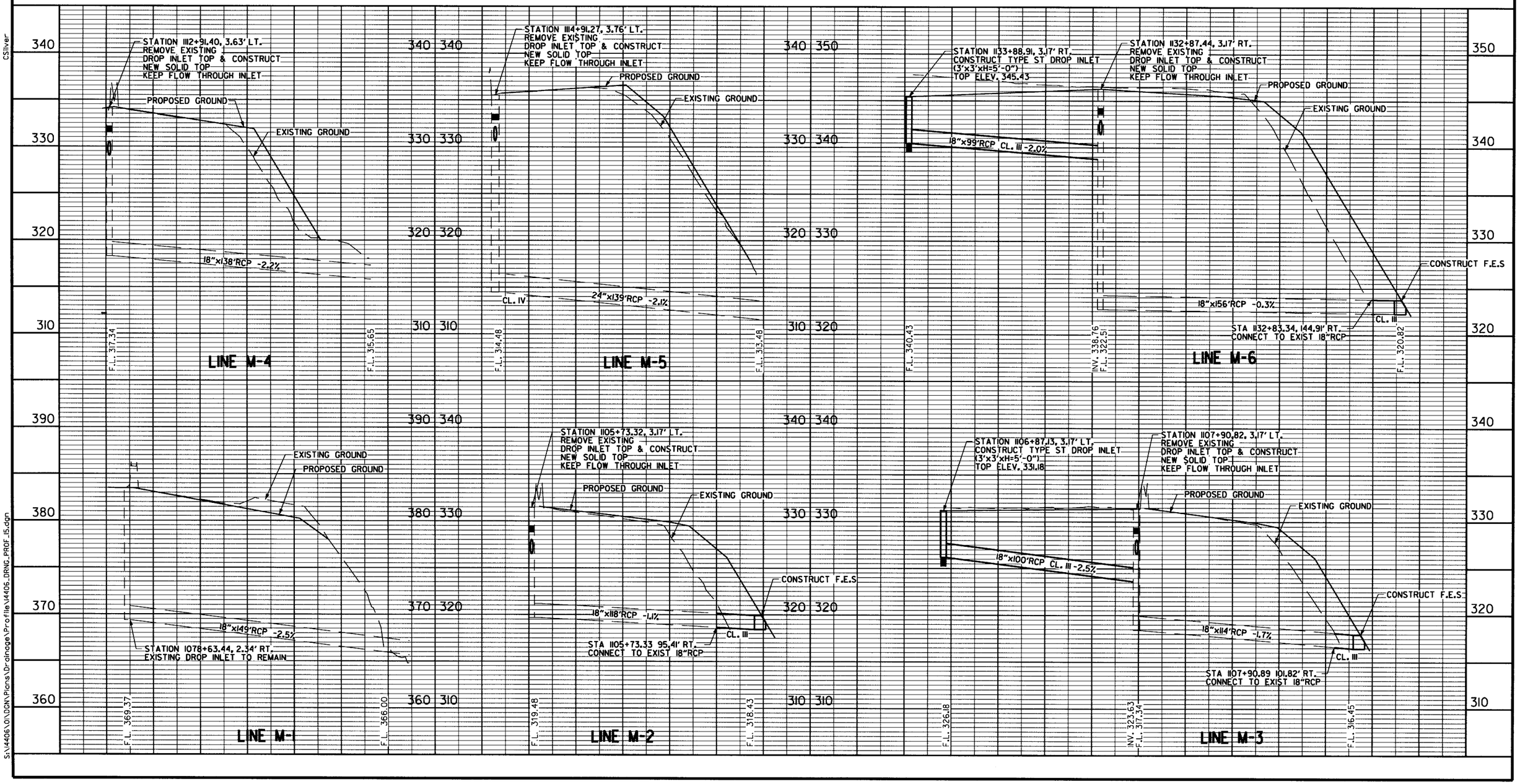
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1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	353	889

(2) DRAINAGE PROFILE



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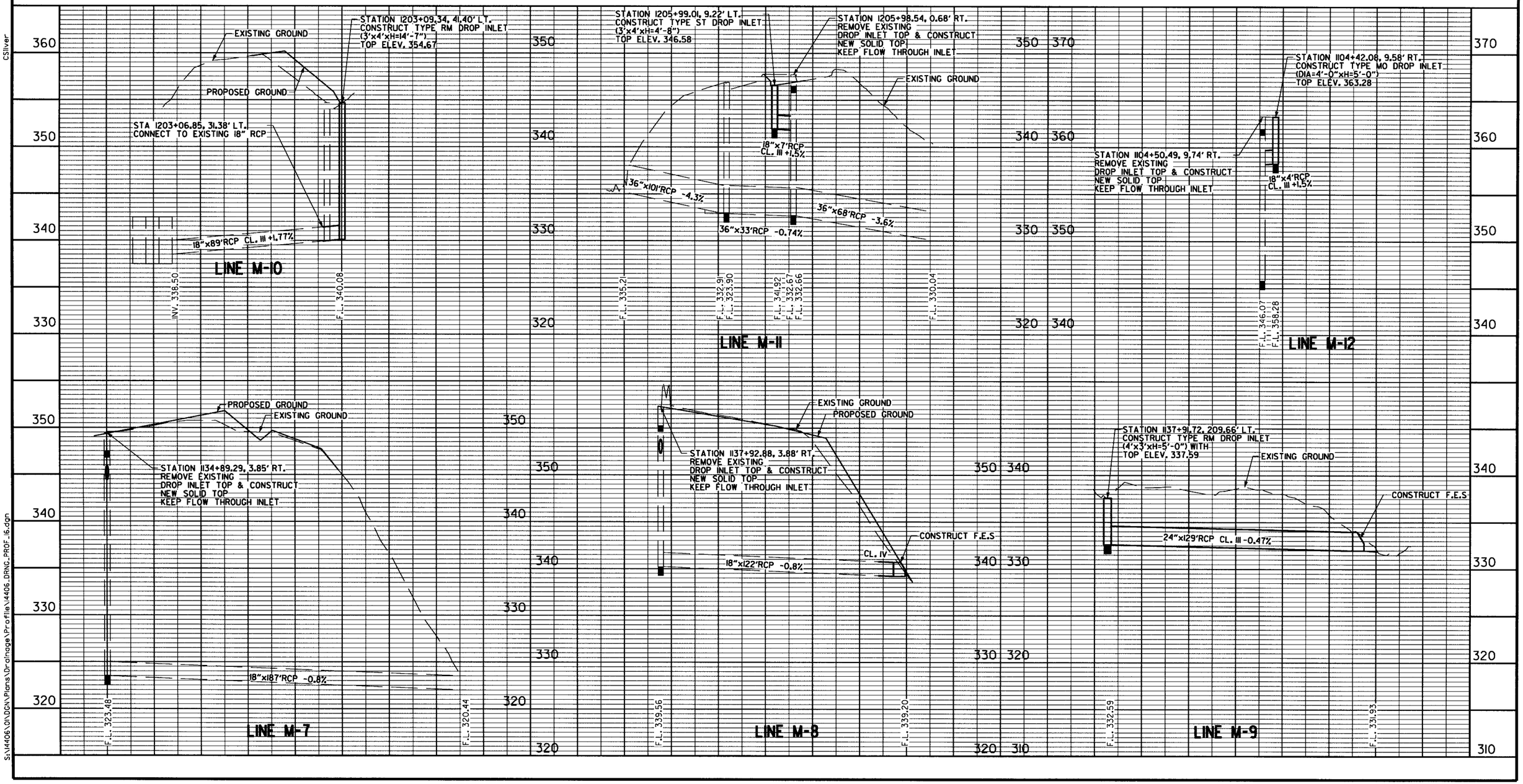
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	354	889

② DRAINAGE PROFILE



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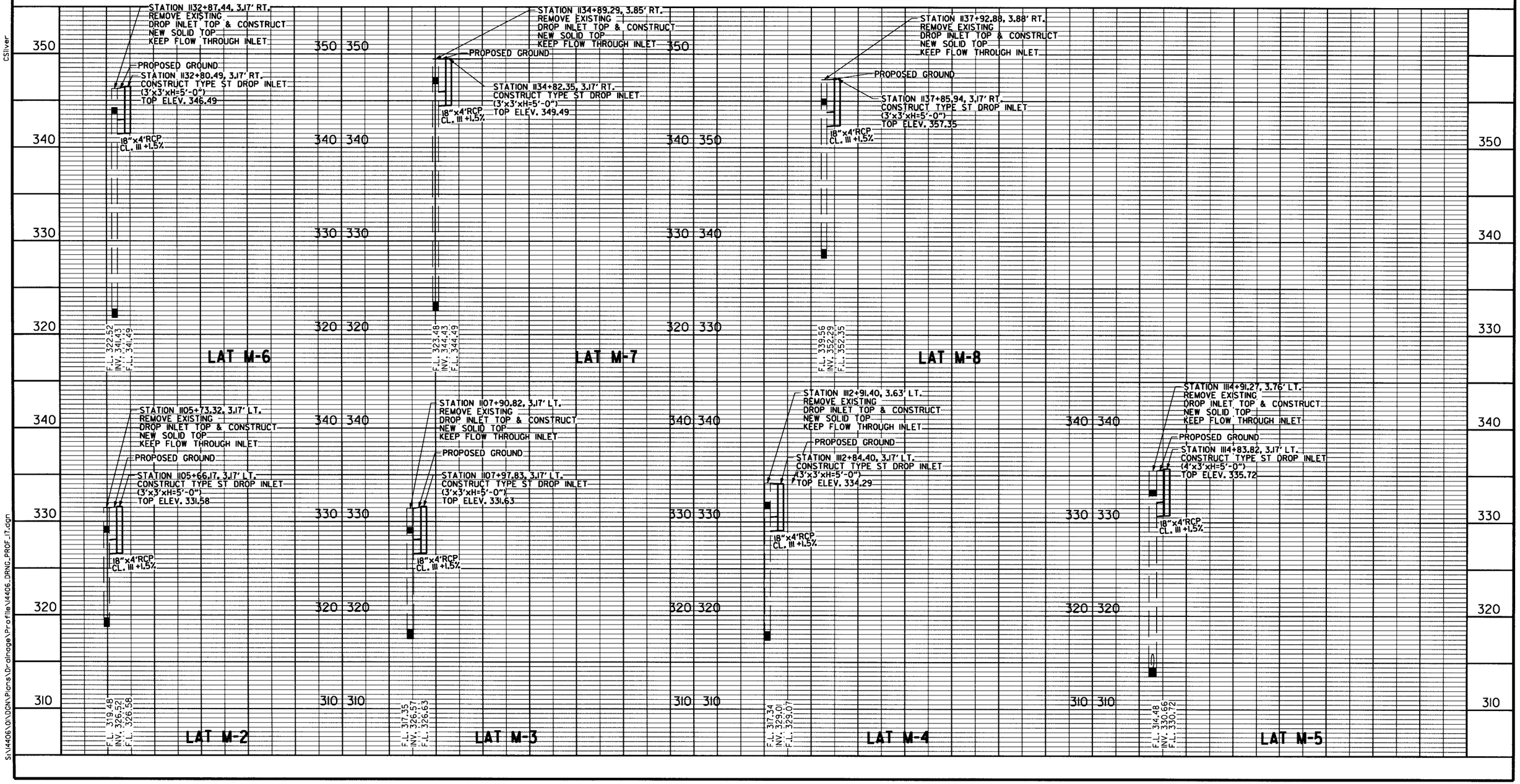
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR SEAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	355	889

② DRAINAGE PROFILE



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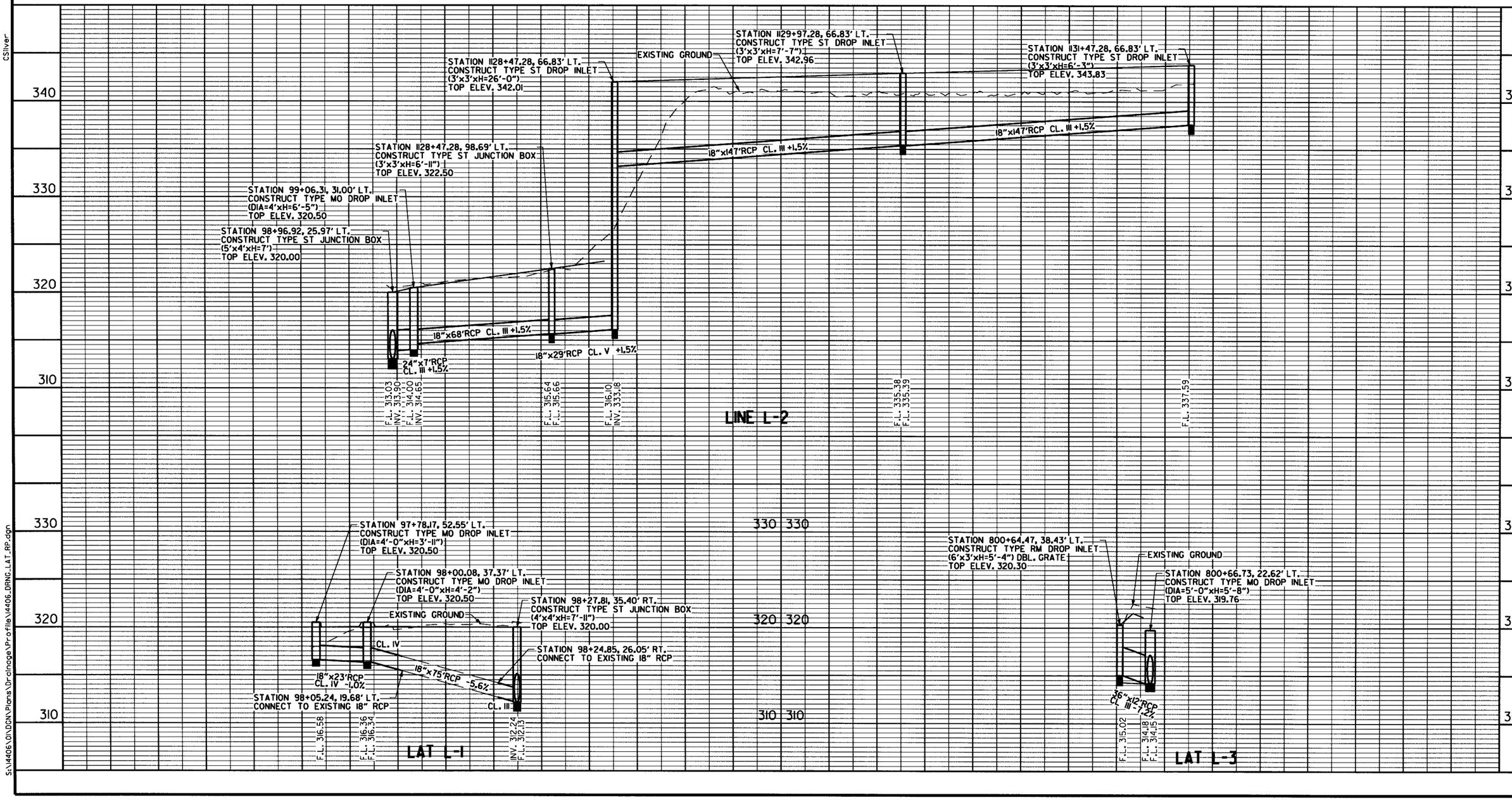
NOTE:

1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2017-08-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	356	889

(2) DRAINAGE PROFILE



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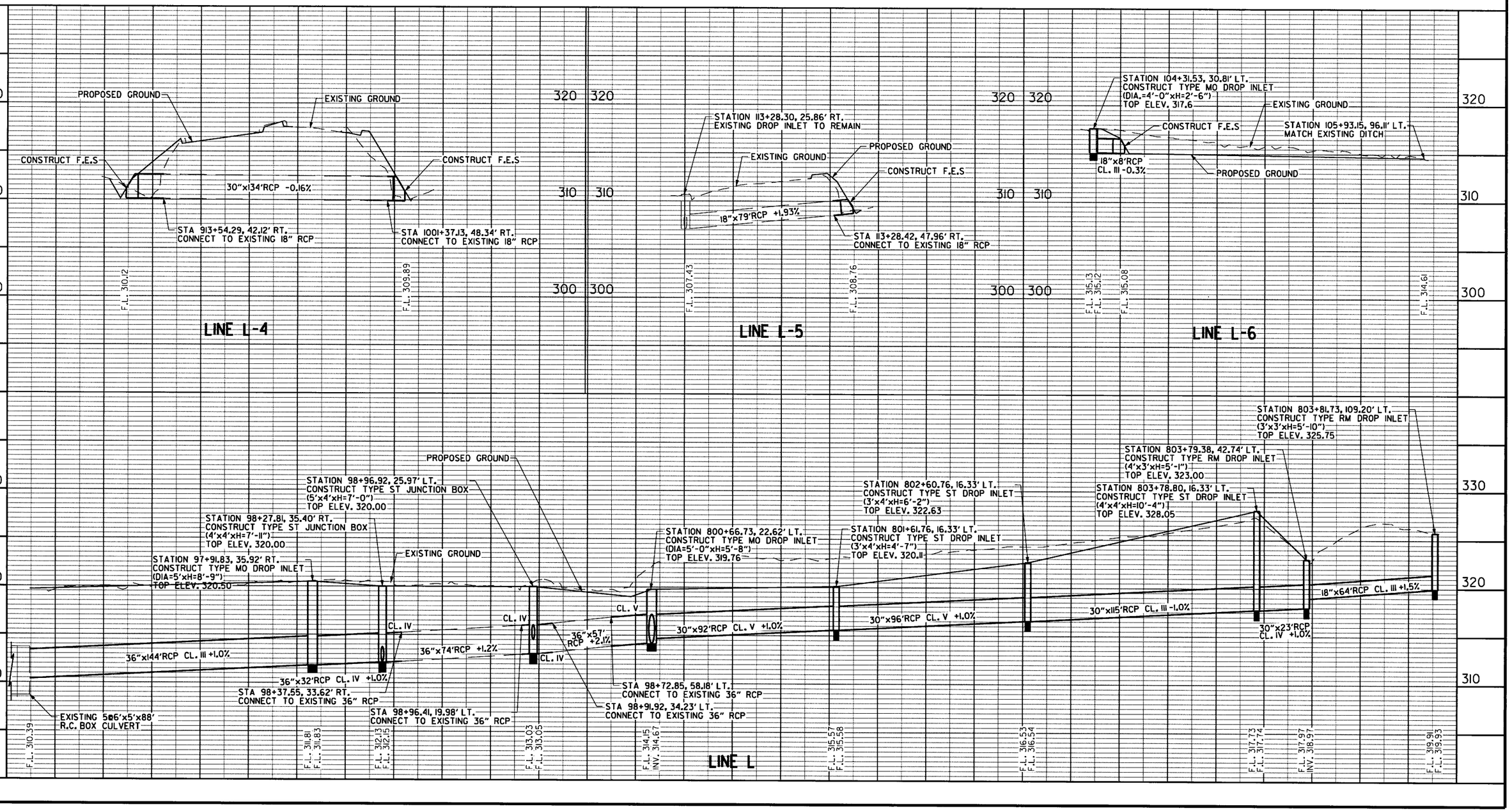
1. TRENCH INSTALLATION TYPE 3 FOR ALL PROPOSED R.C. PIPE CULVERTS UNLESS OTHERWISE NOTED.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	357	889

② DRAINAGE PROFILE



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	358	889

(2) TRAFFIC SIGNAL NOTES & SUMM. OF QUANT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR SHAHIDULLAH
2018-01-17

TRAFFIC SIGNAL NOTES

1. PERFORM ELECTRICAL WORK IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2014) NATIONAL ELECTRICAL CODE, NFPA 101 (2012) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.

2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.

3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY 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. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.

4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.

5. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.

6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.

8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED.

9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.

10. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PAVEMENT MARKING PLAN SHEETS.

11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714, ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

12. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS.

13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

14. LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.

15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.

16. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY/COUNTY.

17. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.

18. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.

19. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.

20. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

21. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.

22. ONE VIDEO PROGRAMMNG MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.

23. TRAFFIC SIGNAL CONTRACTOR MUST NOTIFY RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.

24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.

25. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODFICATION.

26. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.

27. NEW TRAFFIC SIGNALS MUST BE OPERATIONAL PRIOR TO REMOVAL OF EXISTING SIGNALS.

28. TRAFFIC SIGNAL EQUIPMENT REMOVED FROM THE INTERSECTIONS SHALL BE THE PROPERTY OF THE CITY OF LITTLE ROCK. (SEE SPECIAL PROVISIONS).

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NO.	ITEM	JOHN BARROW RD./ I-630 W	RODNEY PARHAM RD/ I-630 W	RODNEY PARHAM RD./ I-630 E	TOTAL	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2 - TYPE 2, E-NET (8 PHASES)	1	1	1	3	EACH
SP	ETHERNET SWITCH TI00 HARDENED (8 PORT)	1	1	1	3	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	216	73	198	487	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	1	1	3	EACH
SP	LOCAL REPEATER RADIO WITH ANTENNA	1			1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	11	8	25	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	1		2	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	1	16	19	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	4	4	14	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2061	1953	1830	5844	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	63	80		143	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	68	511	385	964	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)		585	174	759	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	471	1054	504	2029	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	108	216	108	432	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	18	18	18	54	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	615	928	434	1977	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	34	34	38	106	LIN. FT.
710	NON-METALLIC CONDUIT (2")	169	66	242	477	LIN. FT.
710	NON-METALLIC CONDUIT (3")	271	377	378	1026	LIN. FT.
711	CONCRETE PULL BOX (TYPE 1)	2	1		3	EACH
711	CONCRETE PULL BOX (TYPE 2)	4	1	4	9	EACH
711	CONCRETE PULL BOX (TYPE 1 HD)	1			1	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)	2	7	3	12	EACH
713	SPAN WIRE ASSEMBLY (TEMPORARY)		3		3	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (20')	1			1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')		1		1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1			1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')		1	1	2	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')		1		1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1			1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')		1		1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')			1	1	EACH
SP	LED LUMINAIRE ASSEMBLY	3	4	2	9	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	4	3	11	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1		1	2	EACH
SP	SERVICE POINT ASSEMBLY (3 CIRCUITS)		1		1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.30	0.40	0.30	1.00	LUMP SUM
SP	18" STREET NAME SIGN	3	4	3	10	EACH
733	VIDEO DETECTOR RELOCATION	1	3	2	6	EACH
* SP & 733	VIDEO DETECTOR (CLR)	7	6	5	18	EACH
733	VIDEO CABLE	1107	1523	1186	3816	LIN. FT.
733	VIDEO MONITOR (CLR)	1	1	1	3	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	2	3	8	EACH
* SP & 733	VIDEO EDGE CARD EXTENDER	2	1		3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	1	1	3	EACH

*ONE ADDITIONAL VIDEO DETECTOR AND ONE ADDITIONAL VIDEO PROCESSOR, EDGE CARD SHALL BE PROVIDED AT JOHN BARROW RD. FOR FUTURE USE.

LOCATION: I-630
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	359	889

(2) TRAFFIC SIGNAL SUMMARY OF QUANT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2018-01-17

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

I-630 WEST AT JOHN BARROW RD.

ITEM NO.	ITEM	STAGE 3	FINAL	TOTAL	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2 - TYPE 2, E-NET (8 PHASES)	1		1	EACH
SP	ETHERNET SWITCH TI00 HARDENED (8 PORT)	1		1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	216		216	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1		1	EACH
SP	LOCAL REPEATER RADIO WITH ANTENNA	1		1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6		6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1		1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD		2	2	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	5	1	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2061		2061	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	63		63	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	68		68	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	471		471	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	108		108	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	18		18	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	615		615	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	34		34	LIN. FT.
710	NON-METALLIC CONDUIT (2")	123	46	169	LIN. FT.
710	NON-METALLIC CONDUIT (3")	271		271	LIN. FT.
711	CONCRETE PULL BOX (TYPE 1)	2		2	EACH
711	CONCRETE PULL BOX (TYPE 2)	4		4	EACH
711	CONCRETE PULL BOX (TYPE 1 HD)		1	1	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)	2		2	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (20')	1		1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1		1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1		1	EACH
SP	LED LUMINAIRE ASSEMBLY	3		3	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	1	4	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1		1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.30		0.30	LUMP SUM
SP	18" STREET NAME SIGN	3		3	EACH
733	VIDEO DETECTOR RELOCATION		1	1	EACH
* SP & 733	VIDEO DETECTOR (CLR)	7		7	EACH
733	VIDEO CABLE	1107		1107	LIN. FT.
733	VIDEO MONITOR (CLR)	1		1	EACH
* SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3		3	EACH
SP & 733	VIDEO EDGE CARD EXTENDER	2		2	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1		1	EACH

*ONE ADDITIONAL VIDEO DETECTOR AND ONE ADDITIONAL VIDEO PROCESSOR, EDGE CARD SHALL BE PROVIDED AT JOHN BARROW RD. FOR FUTURE USE.

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

I-630 WEST AT RODNEY PARHAM RD.

ITEM NO.	ITEM	STAGE 1	STAGE 2	FINAL	TOTAL	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2 - TYPE 2, E-NET (8 PHASES)	1			1	EACH
SP	ETHERNET SWITCH TI00 HARDENED (8 PORT)	1			1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	73			73	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1			1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	7		11	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1			1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD			1	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	2		4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	210	1743		1953	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	30	50		80	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	353	158		511	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	179	406		585	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	521	533		1054	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	108	108		216	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	18			18	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	430	498		928	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	34			34	LIN. FT.
710	NON-METALLIC CONDUIT (2")	54	12		66	LIN. FT.
710	NON-METALLIC CONDUIT (3")	74	303		377	LIN. FT.
711	CONCRETE PULL BOX (TYPE 1)	1			1	EACH
711	CONCRETE PULL BOX (TYPE 2)	1			1	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)	3	4		7	EACH
713	SPAN WIRE ASSEMBLY (TEMPORARY)	3			3	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1			1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	1			1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34')		1		1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')		1		1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	2		4	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	3		4	EACH
SP	SERVICE POINT ASSEMBLY (3 CIRCUITS)	1			1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	0.20	0.00	0.40	LUMP SUM
SP	18" STREET NAME SIGN	2	2		4	EACH
733	VIDEO DETECTOR RELOCATION		2	1	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	6			6	EACH
733	VIDEO CABLE	821	702		1523	LIN. FT.
733	VIDEO MONITOR (CLR)	1			1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	2			2	EACH
SP & 733	VIDEO EDGE CARD EXTENDER	1			1	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1			1	EACH

LOCATION: I-630
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	360	889

(2) TRAFFIC SIGNAL SUMMARY OF QUANT.

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

I-630 EAST AT RODNEY PARHAM RD.

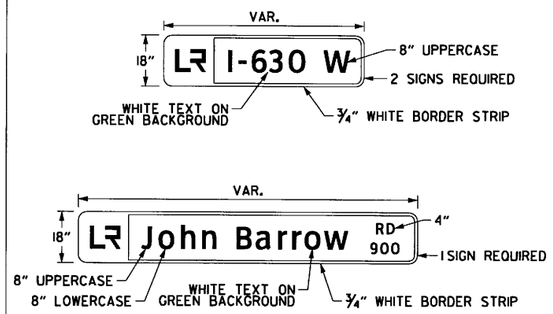
ITEM NO.	ITEM	STAGE IA	STAGE 2	STAGE 3	STAGE 4	FINAL	TOTAL	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2 - TYPE 2, E-NET (8 PHASES)	1					1	EACH
SP	ETHERNET SWITCH TIOO HARDENED (8 PORT)	1					1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	198					198	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1					1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8					8	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD		3	5	5	3	16	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4					4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1830					1830	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	385					385	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	174					174	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., EGC)	504					504	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., EGC)	108					108	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	18					18	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	434					434	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	38					38	LIN. FT.
710	NON-METALLIC CONDUIT (2")	242					242	LIN. FT.
710	NON-METALLIC CONDUIT (3")	378					378	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2)	4					4	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)	3					3	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	1					1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	1					1	EACH
SP	LED LUMINAIRE ASSEMBLY	2					2	EACH
714	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3					3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1					1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.30					0.30	LUMP SUM
SP	18" STREET NAME SIGN	3					3	EACH
733	VIDEO DETECTOR RELOCATION			1	1		2	EACH
SP & 733	VIDEO DETECTOR (CLR)	5					5	EACH
733	VIDEO CABLE	1186					1186	LIN. FT.
733	VIDEO MONITOR (CLR)	1					1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3					3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1					1	EACH

LOCATION: I-630
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 11444
SAHRIAR VAZAD
2017-0401

TYPICAL OVERHEAD STREET NAME MARKER
MAST ARM MOUNTED
JOHN BARROW RD AT EB I-630 RAMPS



NOTES:

1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR TYPE 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.

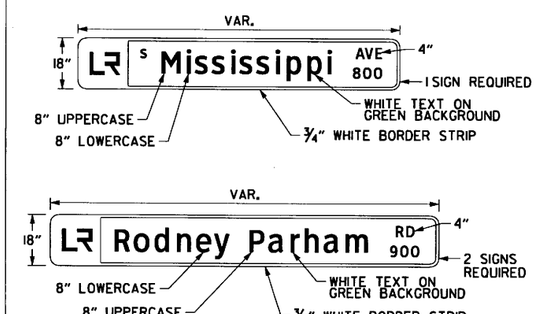
2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL ALSO BE ANODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGN, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY OF LITTLE ROCK.

3. SEE STD. DETAIL SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.

4. THE C 2000 FONT SHALL BE USED FOR ALL LETTERS.

5. STREET NAME "I-630 W" ON POLES B AND C, "JOHN BARROW RD." ON POLE A.

TYPICAL OVERHEAD STREET NAME MARKER
MAST ARM MOUNTED
RODNEY PARHAM RD. AT MISSISSIPPI AVE.



NOTES:

1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR TYPE 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.

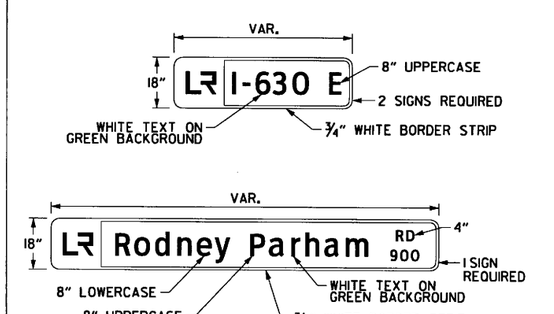
2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL ALSO BE ANODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGN, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY OF LITTLE ROCK.

3. SEE STD. DETAIL SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.

4. THE C 2000 FONT SHALL BE USED FOR ALL LETTERS.

5. STREET NAME "S MISSISSIPPI AVE." ON POLE A, "RODNEY PARHAM RD." ON POLES B AND D.

TYPICAL OVERHEAD STREET NAME MARKER
MAST ARM MOUNTED
RODNEY PARHAM RD AT EB I-630 RAMPS



NOTES:

1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR TYPE 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.

2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL ALSO BE ANODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGN, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY OF LITTLE ROCK.

3. SEE STD. DETAIL SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.

4. THE C 2000 FONT SHALL BE USED FOR ALL LETTERS.

5. STREET NAME "I-630 E" ON POLES A AND B, "I-RODNEY PARHAM RD." ON POLE C.

LOCATION: I-630
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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9/1/2017
CSilver

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	362	889

(2) SIGNALIZATION PLAN SHEET - SYSTEM MAP

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHANNAR HEAD

2017.09.01

RODNEY PARHAM RD. AT BROOKSIDE DR.
EXIST. MASTER ANTENNA

I-630 WEST AT JOHN BARROW RD.
LOCAL RADIO WITH ANTENNA

I-630 WEST AT RODNEY PARHAM RD.
LOCAL RADIO WITH ANTENNA

I-630 EAST AT RODNEY PARHAM RD.
LOCAL RADIO WITH ANTENNA

12TH ST. AT RODNEY PARHAM RD.
EXIST. RADIO REPEATER

ANTENNA ORIENTATION
I-630 WEST AT JOHN BARROW RD.
3°23'07" E OF N
80°22'35" E OF S
REPEATER

ANTENNA ORIENTATION
I-630 WEST AT RODNEY PARHAM RD.
80°22'35" W OF N

ANTENNA ORIENTATION
I-630 EAST AT RODNEY PARHAM RD.
159°51'19" E OF N

1000 0 1000 2000
SCALE: 1" = 2000'

LOCATION: I-630
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6
SCALE: AS SHOWN DRAWN BY: CRS

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CSilver

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	363	889

(2) SIGNALIZATION PLAN SHEET STAGE I

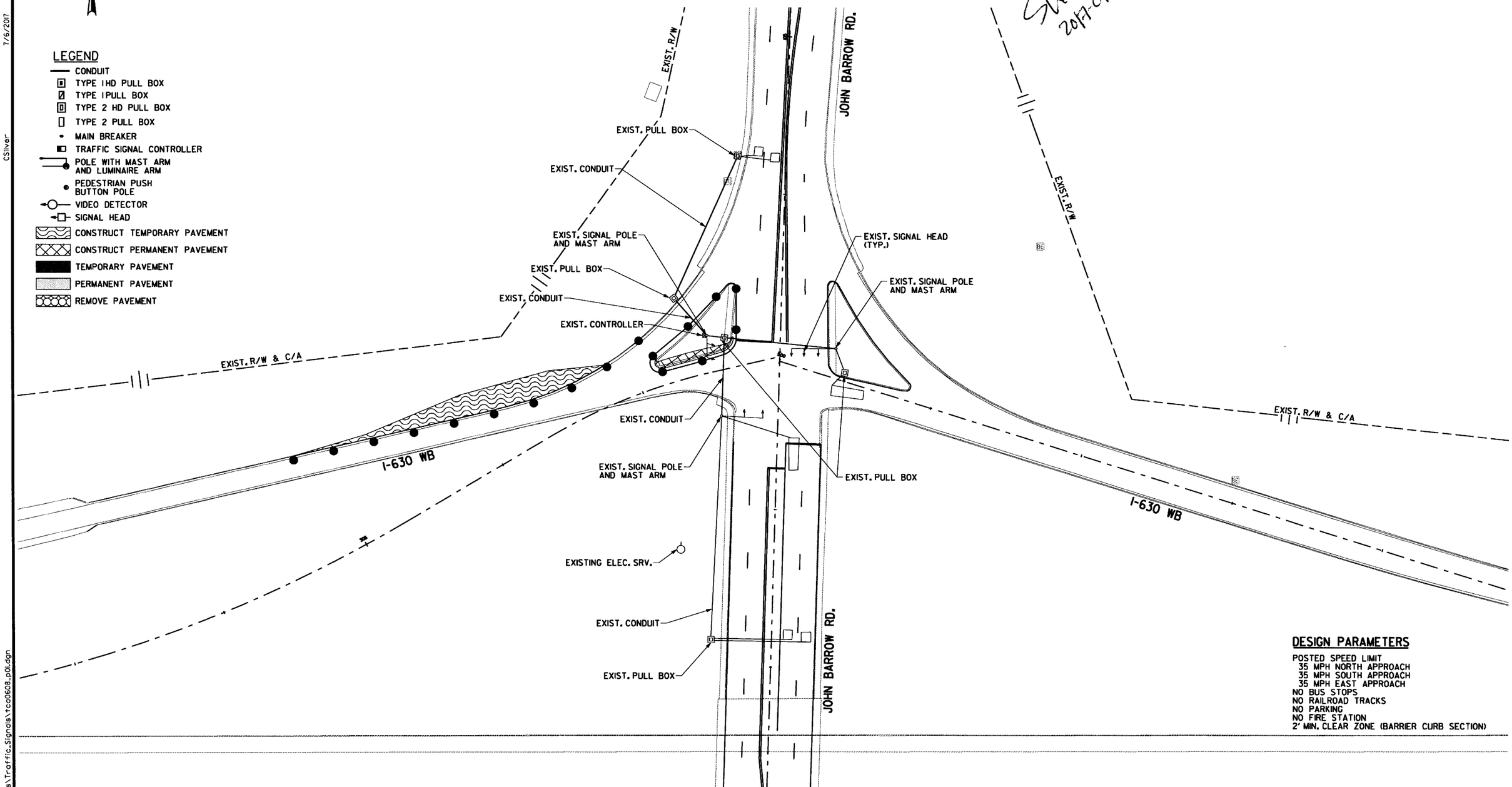
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

NOTES:

1. THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND OPERATION IS TO BE MAINTAINED DURING THIS STAGE.

LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT



DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE IPLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	364	889
				②	SIGNALIZATION PLAN SHEET STAGE 2			

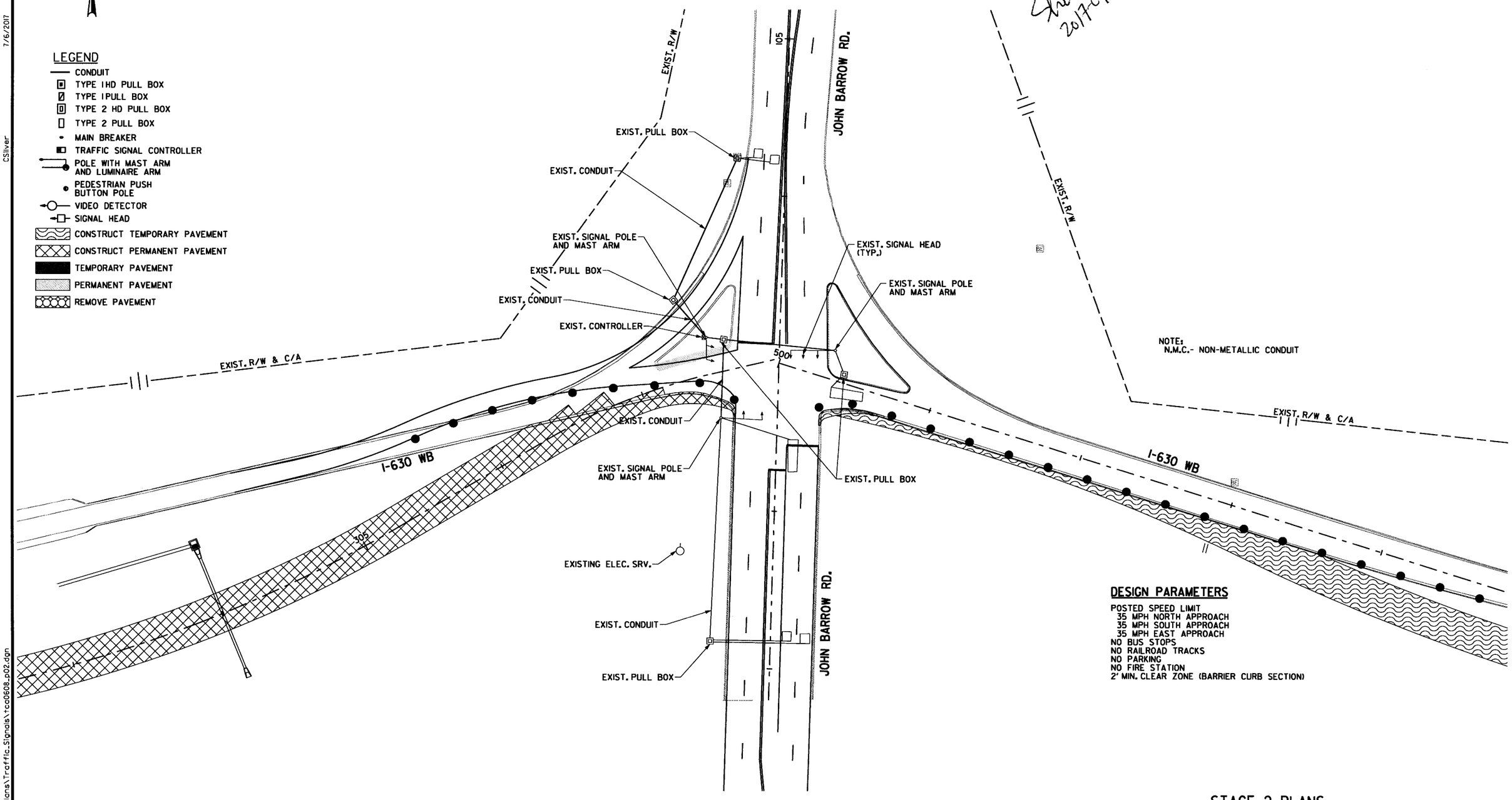
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SHAD
2017-07-06

NOTES:

1. THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND OPERATION IS TO BE MAINTAINED DURING THIS STAGE.

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT



NOTE:
N.M.C.- NON-METALLIC CONDUIT

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE 2 PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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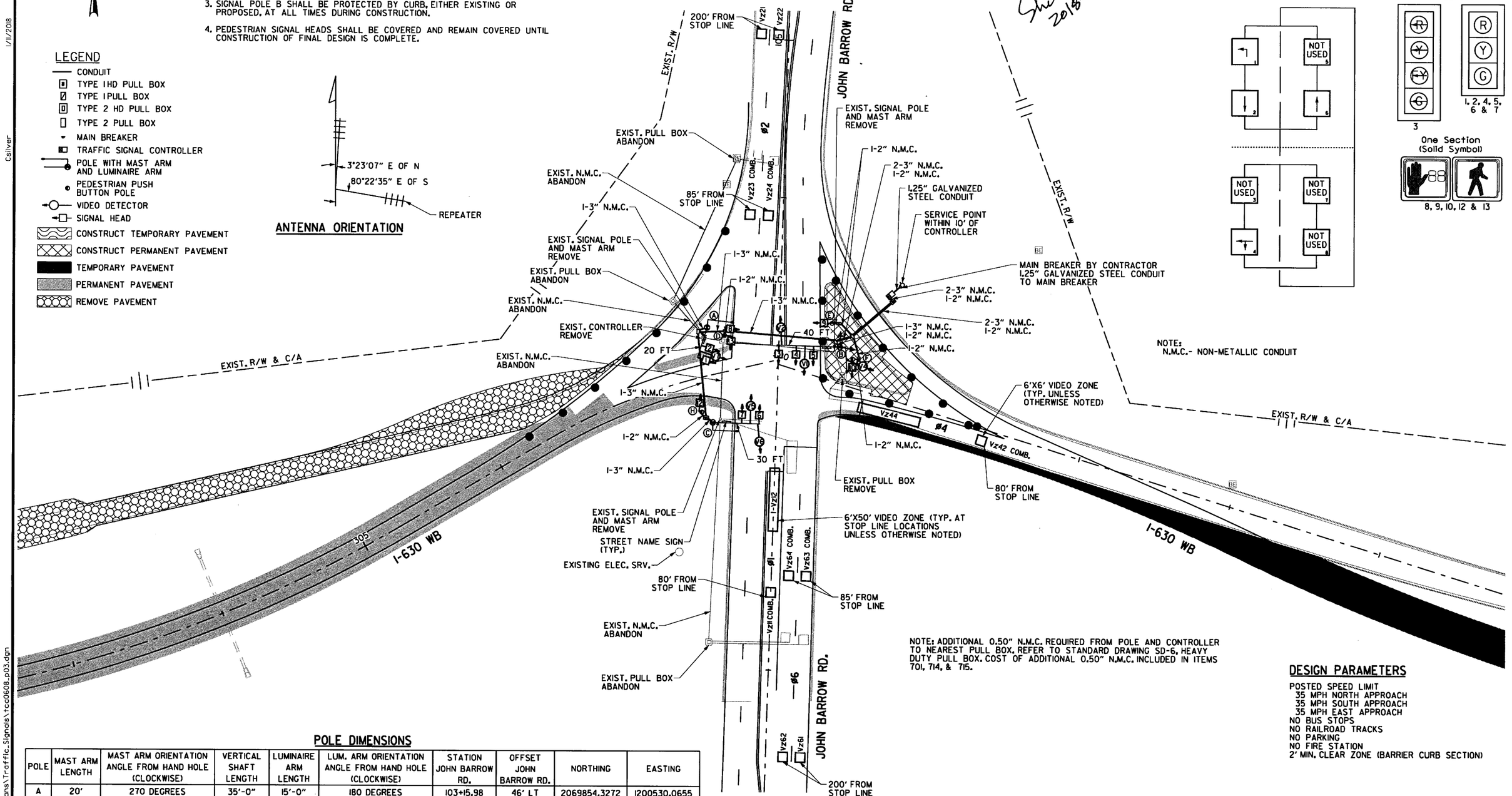
NOTES:

1. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE 3. NEW EQUIPMENT SHALL BE IN OPERATION PRIOR TO BEGINNING OTHER WORK IN STAGE 3.
2. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
3. SIGNAL POLE B SHALL BE PROTECTED BY CURB, EITHER EXISTING OR PROPOSED, AT ALL TIMES DURING CONSTRUCTION.
4. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

ANTENNA ORIENTATION



NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

NOTE:
N.M.C.- NON-METALLIC CONDUIT

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION JOHN BARROW RD.	OFFSET JOHN BARROW RD.	NORTHING	EASTING
A	20'	270 DEGREES	35'-0"	15'-0"	180 DEGREES	103+15.98	46' LT	2069854.3272	1200530.0655
B	40'	90 DEGREES	50'-0"	15'-0"	0 DEGREES	103+06.32	39' RT	2069842.1070	1200614.2397
C	30'	180 DEGREES	35'-0"	15'-0"	180 DEGREES	102+55.86	40' LT	2069794.0552	1200533.8835
D	-		15'-0"			103+08.43	35' LT	2069846.4389	1200541.1176
E	-		15'-0"			103+21.31	33' RT	2069857.2550	1200609.2463
F	-		15'-0"			102+98.98	47' RT	2069834.5091	1200622.5730
H	-		15'-0"			102+62.23	48' LT	2069800.6473	1200526.8958

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	365	889

(2) SIGNALIZATION PLAN SHEET STAGE 3

30 0 30 60
SCALE: 1" = 60'

STAGE 3 PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	366	889
				(2) SIGNALIZATION PLAN SHEET STAGE 3				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR AZAD
2018-01-17

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

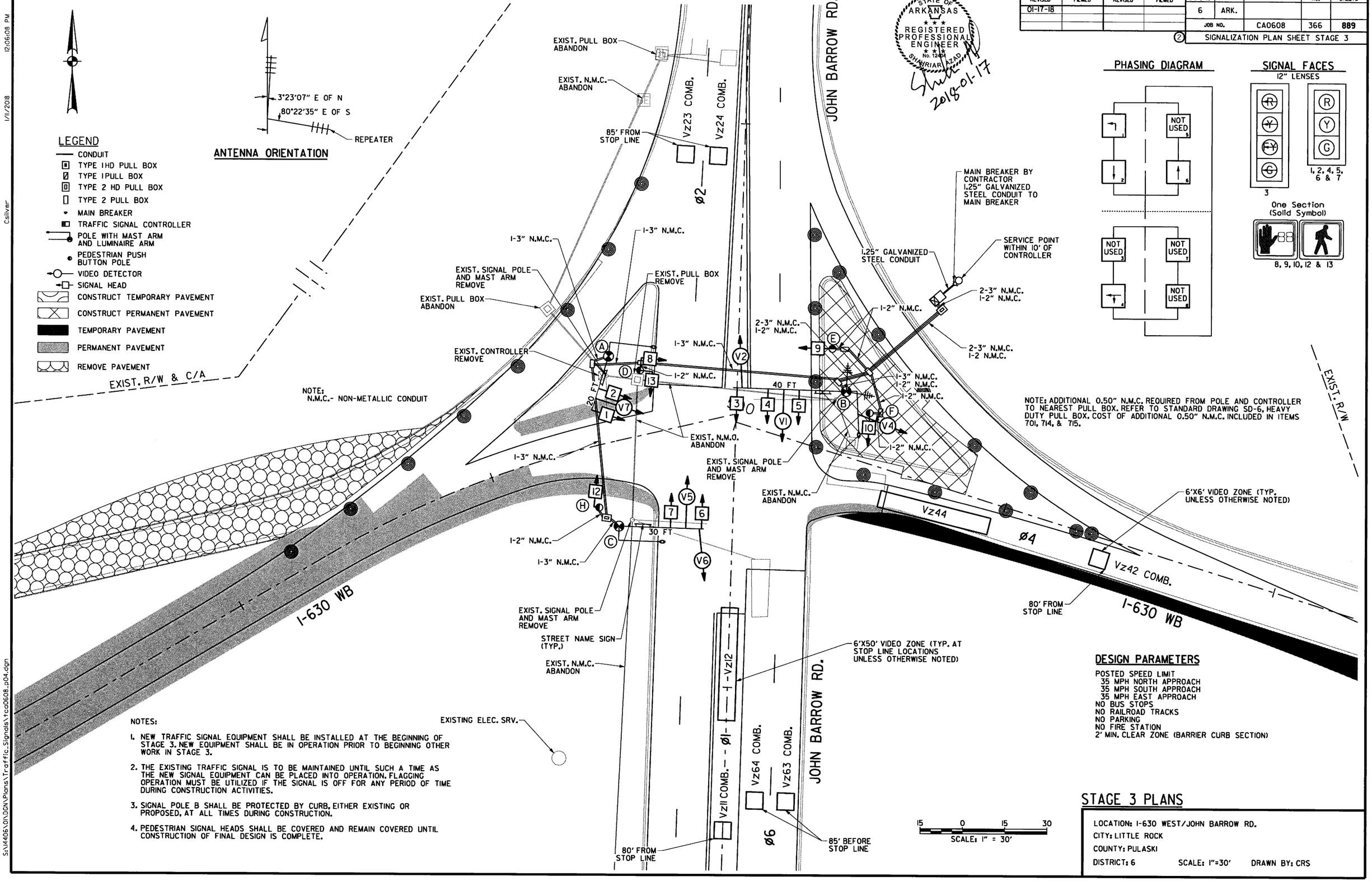
ANTENNA ORIENTATION

3°23'07" E OF N
80°22'35" E OF S
REPEATER

PHASING DIAGRAM

SIGNAL FACES

12" LENSES



NOTES:

1. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE 3. NEW EQUIPMENT SHALL BE IN OPERATION PRIOR TO BEGINNING OTHER WORK IN STAGE 3.
2. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
3. SIGNAL POLE B SHALL BE PROTECTED BY CURB, EITHER EXISTING OR PROPOSED, AT ALL TIMES DURING CONSTRUCTION.
4. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

STAGE 3 PLANS

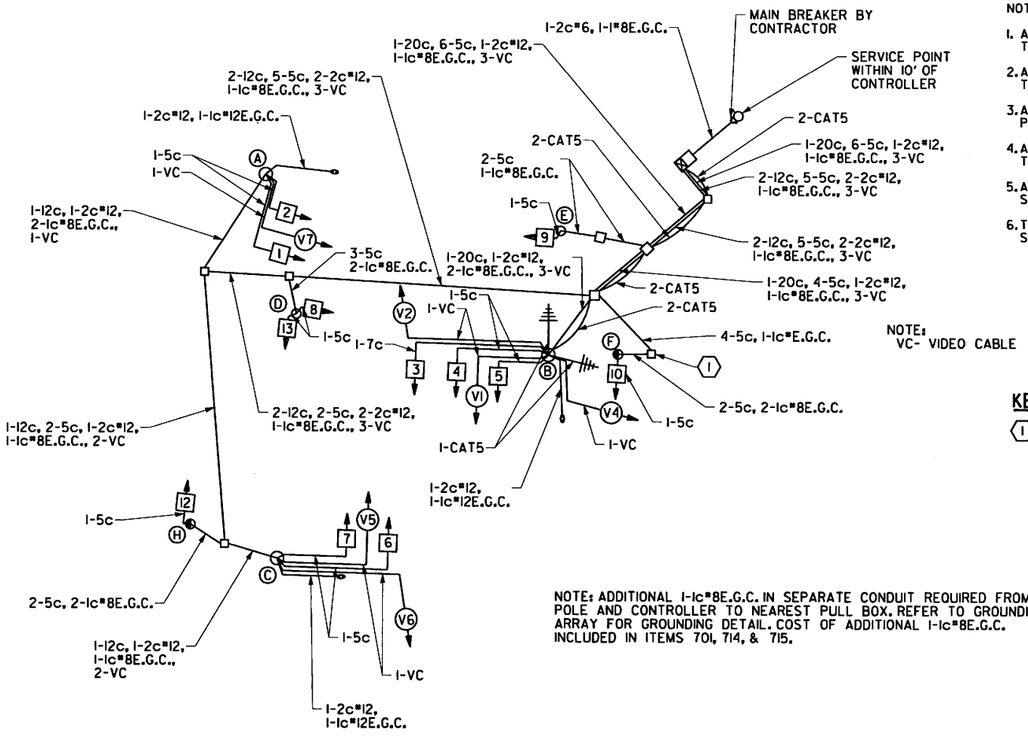
LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	367	889
				(2) SIGNALIZATION PLAN SHEET STAGE 3				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

WIRING DIAGRAM



NOTE: VC- VIDEO CABLE

NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

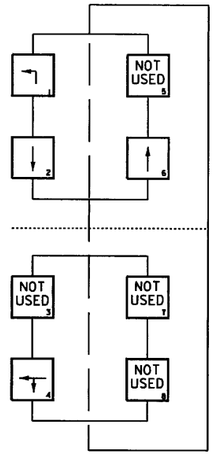
NOTES:

1. A SEPARATE 7c/*14 A.W.G. SHALL BE PROVIDED FROM EACH 4 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/*14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
3. A SEPARATE 5c/*14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
4. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.
5. ALL DETECTOR CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
6. THE LOCAL GOVERMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

KEYED NOTES:

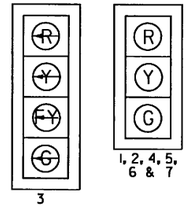
(1) PROVIDE SUFFICIENT UNSPLICED LENGTH OF 5c AND 1c*8E.G.C. TO EXTEND TO FUTURE POLE G IN STAGE 3 WIRING. COIL CABLE IN PULL BOX FOR FUTURE USE. SEAL ENDS OF CABLE WITH WATERPROOF TAPE.

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



One Section (Solid Symbol)



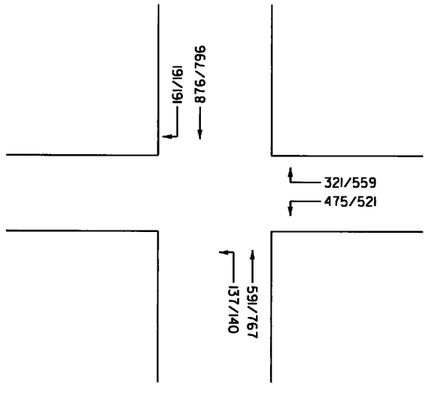
INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS						FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	4	CLR.	
1 & 2	R	R	R	R	G	Y	R
3	~~G~~	~~Y~~	~~FY~~	~~Y~~	~~R~~	~~R~~	~~R~~
4 & 5	G	**	G	**	R	R	R
6 & 7	R	R	G	Y	R	R	R
8 & 9	B	B	B	B	B	B	B
10	B	B	B	B	B	B	B
12 & 13	B	B	B	B	B	B	B

**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

PEAK HR TRAFFIC COUNTS

AM/PM



DETECTOR CHART

LITTLE ROCK - I-630 WEST/JOHN BARROW RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENT
							LOCAL		MASTER SYS. DET. #		
DET. ID #	DIRECTION & LOCATION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYS. DET. #			
Vz 11	NB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12	NB LEFT NEAR	LOCAL			2	1	1	-		23"	VD 1
Vz 21	SB OUTSIDE FAR	LOCAL			9	2	2	-		74"	VD 2
Vz 22	SB INSIDE FAR	LOCAL			10	3	2	-		74"	VD 2
Vz 23	SB OUTSIDE NEAR	COMB.			11	10	2	2		23"	VD 5
Vz 24	SB INSIDE NEAR	COMB.			12	11	2	3		23"	VD 5
Vz 42	WB LEFT FAR	COMB.			14	12	4	4		23"	VD 7
Vz 44	WB LEFT NEAR	LOCAL			16	5	4	-		23"	VD 7
Vz 61	NB OUTSIDE FAR	LOCAL			3	6	6	-		74"	VD 6
Vz 62	NB INSIDE FAR	LOCAL			4	7	6	-		74"	VD 6
Vz 63	NB OUTSIDE NEAR	COMB.			5	14	6	6		23"	VD 1
Vz 64	NB INSIDE NEAR	COMB.			6	15	6	7		23"	VD 1

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 7, 8, 13, & 15

STAGE 3 PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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1/11/2018
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	368	889

(2) SIGNALIZATION PLAN SHEET STAGE 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14404
SHARRIAR AZAD
2018-01-17

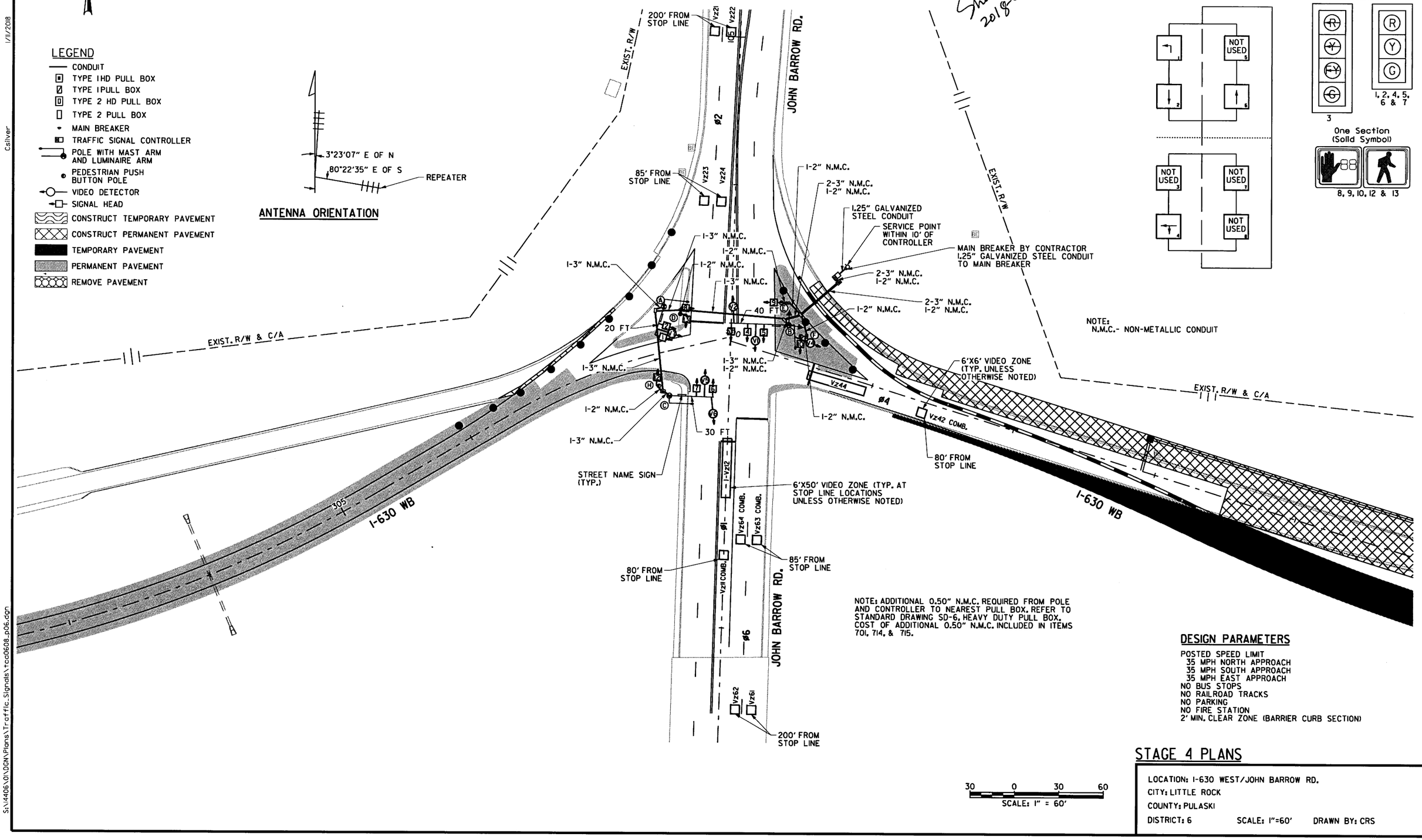
NOTES:

1. MAINTAIN TRAFFIC SIGNAL EQUIPMENT AND OPERATION FROM STAGE 3 DURING THIS STAGE.
2. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

ANTENNA ORIENTATION



NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX, REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

PHASING DIAGRAM

SIGNAL FACES
12" LENSES

One Section (Solid Symbol)

NOTE:
N.M.C.- NON-METALLIC CONDUIT

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE 4 PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	369	889
				② SIGNALIZATION PLAN SHEET FINAL				

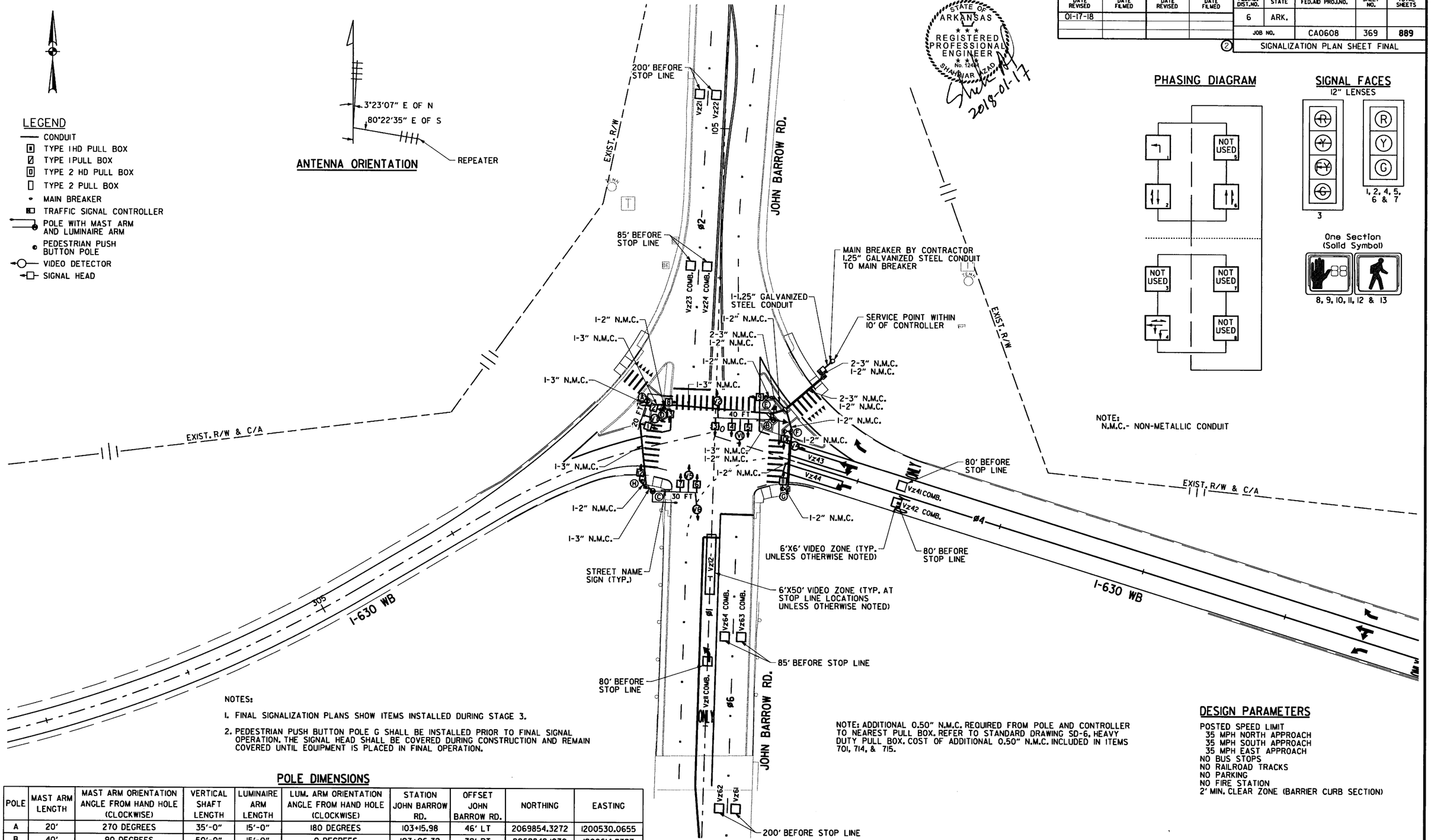
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12411
SHAHNAWAZ KHAN
2018-01-17

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1/11/2018
Csilver

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD

ANTENNA ORIENTATION



NOTES:

1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE 3.
2. PEDESTRIAN PUSH BUTTON POLE G SHALL BE INSTALLED PRIOR TO FINAL SIGNAL OPERATION. THE SIGNAL HEAD SHALL BE COVERED DURING CONSTRUCTION AND REMAIN COVERED UNTIL EQUIPMENT IS PLACED IN FINAL OPERATION.

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION JOHN BARROW RD.	OFFSET JOHN BARROW RD.	NORTHING	EASTING
A	20'	270 DEGREES	35'-0"	15'-0"	180 DEGREES	103+15.98	46' LT	2069854.3272	1200530.0655
B	40'	90 DEGREES	50'-0"	15'-0"	0 DEGREES	103+06.32	39' RT	2069842.1070	1200614.2397
C	30'	180 DEGREES	35'-0"	15'-0"	180 DEGREES	102+55.86	40' LT	2069794.0552	1200533.8835
D	-		15'-0"			103+11.37	35' LT	2069849.3700	1200541.2203
E	-		15'-0"			103+21.31	33' RT	2069857.2550	1200609.2463
F	-		15'-0"			102+98.98	47' RT	2069834.5091	1200622.5730
G	-		15'-0"			102+60.28	46' RT	2069795.8541	1200620.4758
H	-		15'-0"			102+62.23	48' LT	2069800.6473	1200526.8958

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

3 — 1, 2, 4, 5, 6 & 7

One Section (Solid Symbol)

8, 9, 10, 11, 12 & 13

NOTE: N.M.C.- NON-METALLIC CONDUIT

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

FINAL PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	370	889

② SIGNALIZATION PLAN SHEET FINAL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12411
2018-01-17

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1/11/2018
CSilver

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD

ANTENNA ORIENTATION

3°23'07" E OF N
80°22'35" E OF S
REPEATER

NOTE:
N.M.C.- NON-METALLIC CONDUIT

EXIST. R/W & C/A

I-630 WB

85' BEFORE STOP LINE

Ø2

Vz23 COMB.

Vz24 COMB.

JOHN BARROW RD.

MAIN BREAKER BY CONTRACTOR
1.25" GALVANIZED STEEL CONDUIT TO MAIN BREAKER

1-1.25" GALVANIZED STEEL CONDUIT

SERVICE POINT WITHIN 10' OF CONTROLLER

1-2" N.M.C.
1-3" N.M.C.
2-3" N.M.C.
1-2" N.M.C.

40 FT.
30 FT.

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

Vz43

Vz44

ONLY

80' BEFORE STOP LINE

Vz41 COMB.

Vz42 COMB.

EXIST. R/W

STREET NAME SIGN (TYP.)

Vz12

Vz11 COMB.

Vz64 COMB.

Vz63 COMB.

Ø1

Ø6

Ø4

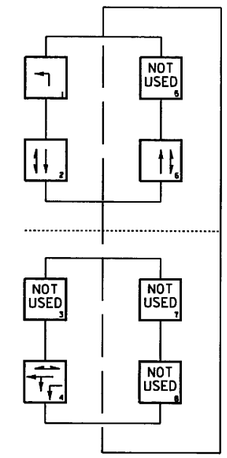
6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS OTHERWISE NOTED)

6'X6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED)

85' BEFORE STOP LINE

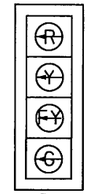
15 0 15 30
SCALE: 1" = 30'

PHASING DIAGRAM

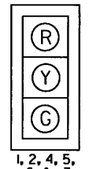


SIGNAL FACES

12" LENSES

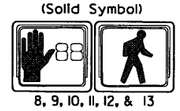


3



1, 2, 4, 5, 6 & 7

One Section (Solid Symbol)



8, 9, 10, 11, 12, & 13

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH SOUTH APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

NOTES:

1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE 3.
2. PEDESTRIAN PUSH BUTTON POLE G SHALL BE INSTALLED PRIOR TO FINAL SIGNAL OPERATION. THE SIGNAL HEAD SHALL BE COVERED DURING CONSTRUCTION AND REMAIN COVERED UNTIL EQUIPMENT IS PLACED IN FINAL OPERATION.

FINAL PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

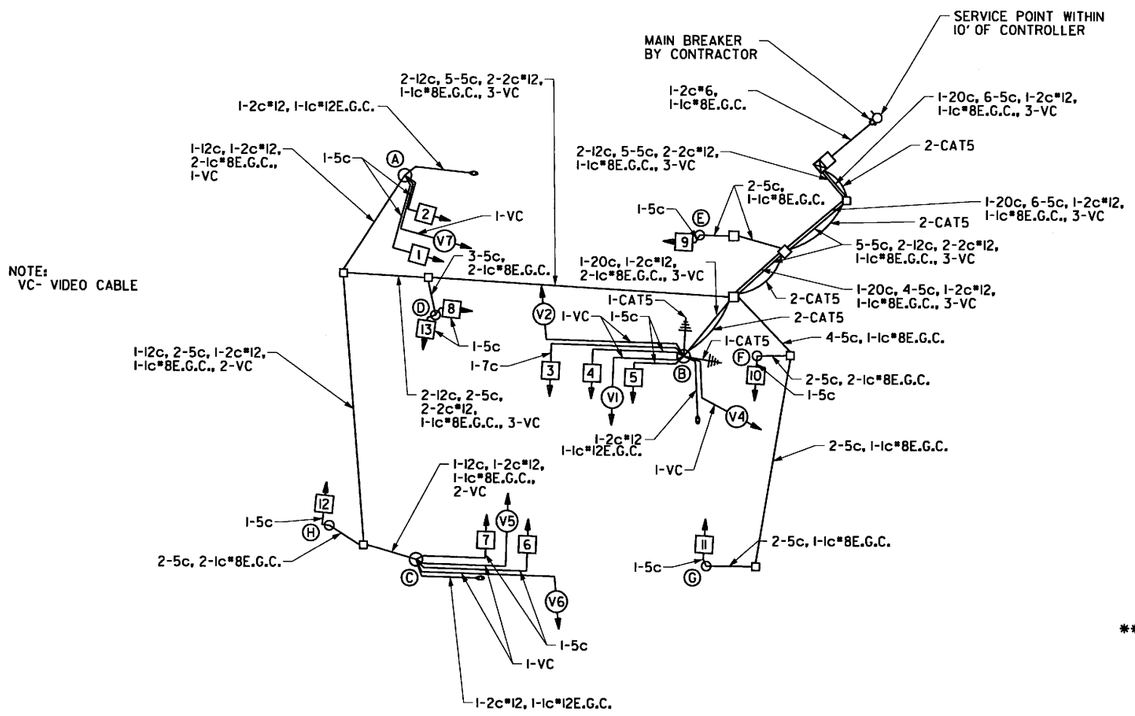
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01-17-18				6	ARK.			
				JOB NO.		CA0608	371	889
				(2) SIGNALIZATION PLAN SHEET FINAL				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR AZAD
2018-01-17

WIRING DIAGRAM

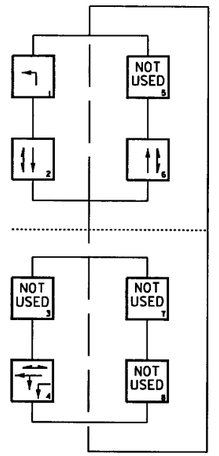


NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

NOTES:

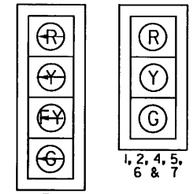
1. A SEPARATE 7c/*14 A.W.G. SHALL BE PROVIDED FROM EACH 4 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/*14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
3. A SEPARATE 5c/*14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
4. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.
5. WIRING DIAGRAM SHOWS ULTIMATE WIRING SCHEME. EXIST. WIRING FROM PREVIOUS STAGE SHALL BE USED WHERE APPLICABLE.
6. FINAL WIRING INCLUDES WIRING FROM STAGED CONSTRUCTION.
7. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
8. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



One Section (Solid Symbol)



INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS						FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	4	CLR.	
1 & 2	R	R	R	R	G	Y	R
3	~~G~~	Y	~~FY~~	Y	~~R~~	~~R~~	~~R~~
4 & 5	G	**	G	**	R	R	R
6 & 7	R	R	G	Y	R	R	R
8 & 9	DW	DW	DW	DW	W	FDW	B
10 & 11	W	FDW	W	FDW	DW	DW	B
12 & 13	DW	DW	W	FDW	DW	DW	B

**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

DETECTOR CHART

LITTLE ROCK - I-630 WEST/JOHN BARROW RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENT
DET. ID #	DIRECTION & LOCATION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	LOCAL PHS	LOCAL SYS. DET. #	MASTER SYS. DET. #		
Vz 11	NB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12	NB LEFT NEAR	LOCAL			2	1	1	-		23"	VD 1
Vz 21	SB OUTSIDE FAR	LOCAL			9	2	2	-		74"	VD 2
Vz 22	SB INSIDE FAR	LOCAL			10	3	2	-		74"	VD 2
Vz 23	SB OUTSIDE NEAR	COMB.			11	10	2	2		23"	VD 5
Vz 24	SB INSIDE NEAR	COMB.			12	11	2	3		23"	VD 5
Vz 41	WB FAR	COMB.			13	12	4	-		23"	VD 4
Vz 42	WB LEFT FAR	COMB.			14	13	4	4		23"	VD 4
Vz 43	WB NEAR	LOCAL			15	4	4	5		23"	VD 7
Vz 44	WB LEFT NEAR	LOCAL			16	5	4	-		23"	VD 7
Vz 61	NB OUTSIDE FAR	LOCAL			3	6	6	-		74"	VD 6
Vz 62	NB INSIDE FAR	LOCAL			4	7	6	-		74"	VD 6
Vz 63	NB OUTSIDE NEAR	COMB.			5	14	6	6		23"	VD 1
Vz 64	NB INSIDE NEAR	COMB.			6	15	6	7		23"	VD 1
P2	N TO S	PED.			P2	P2	2	-			
P4	E TO W	PED.			P4	P4	4	-			
P6	S TO N	PED.			P6	P6	6	-			

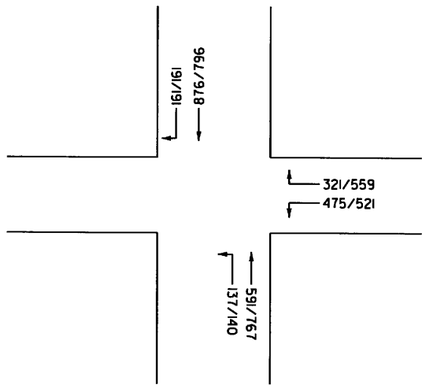
CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 7 & 8

NOTE: NOT ALL VIDEO ZONES SHOWN ARE USED IN ALL STAGES. REFER TO STAGE PLANS FOR THE DETECTORS USED.

PEAK HR TRAFFIC COUNTS

AM/PM



FINAL PLANS

LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

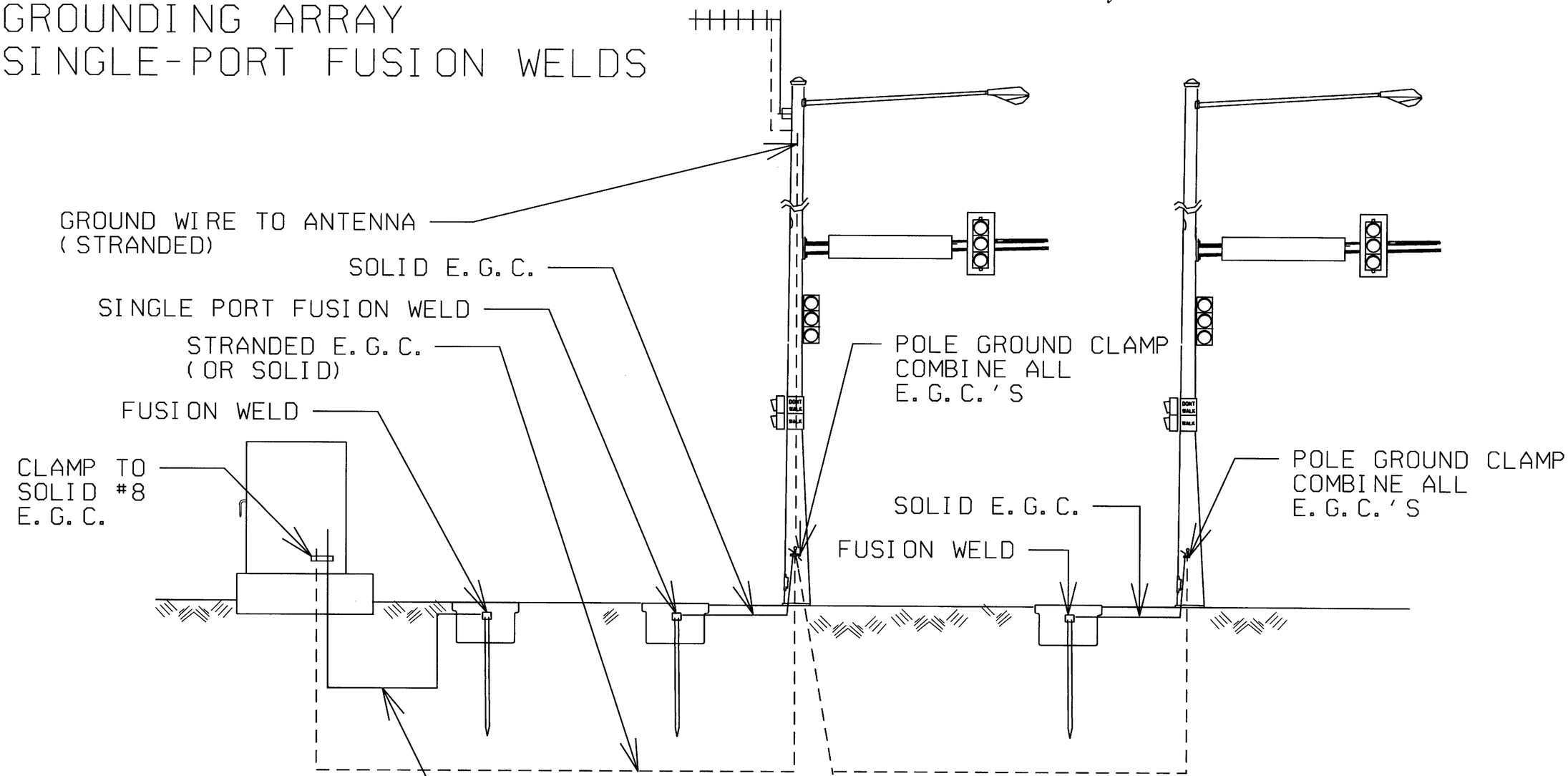
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				6	ARK.			
				JOB NO.		CA0608	372	889

(2) SIGNALIZATION PLAN SHEET GROUNDING ARRAY

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2017-07-06

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



LOCATION: I-630 WEST/JOHN BARROW RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	373	889

(2) SIGNALIZATION PLAN SHEET STAGE I

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR ADL
No. 12401
2017-09-15

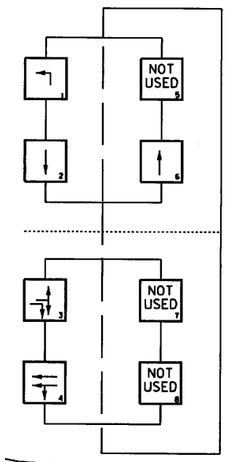
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9/15/2017
CSilver

LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

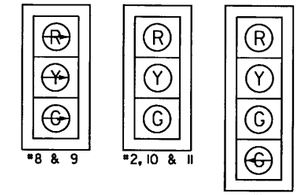
NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

PHASING DIAGRAM

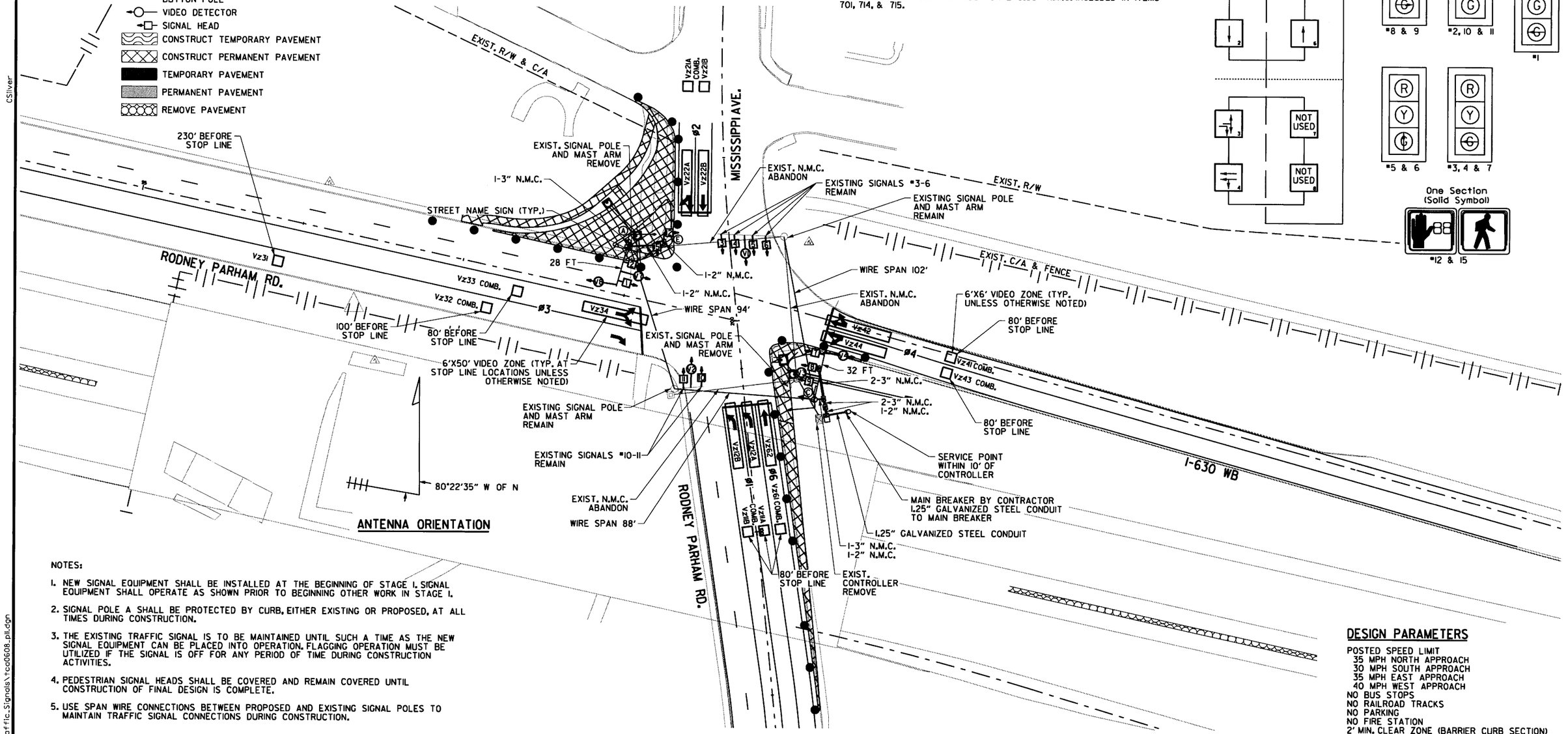


SIGNAL FACES

12" LENSES



One Section (Solid Symbol)



NOTES:

1. NEW SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE I. SIGNAL EQUIPMENT SHALL OPERATE AS SHOWN PRIOR TO BEGINNING OTHER WORK IN STAGE I.
2. SIGNAL POLE A SHALL BE PROTECTED BY CURB, EITHER EXISTING OR PROPOSED, AT ALL TIMES DURING CONSTRUCTION.
3. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
4. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.
5. USE SPAN WIRE CONNECTIONS BETWEEN PROPOSED AND EXISTING SIGNAL POLES TO MAINTAIN TRAFFIC SIGNAL CONNECTIONS DURING CONSTRUCTION.

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION RODNEY PARHAM RD.	OFFSET RODNEY PARHAM RD.	NORTHING	EASTING
A	28'	180 DEGREES	35'-0"	15'-0"	90 DEGREES	97+95.81	32' LT	2069333.7507	1204435.1860
C	32'	180 DEGREES	50'-0"	15'-0"	90 DEGREES	99+22.79	42' LT	2069238.3888	1204548.6769
E	-		15'-0"			98+16.53	38' LT	2069334.6442	1204456.5972

30 0 30 60
SCALE: 1" = 60'

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
30 MPH SOUTH APPROACH
35 MPH EAST APPROACH
40 MPH WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

STAGE I PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	374	889
				(2) SIGNALIZATION PLAN SHEET STAGE I				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017.09.15

8:34:38 AM
9/15/2017
CSilver

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LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

EXIST. R/W & C/A

80' FROM STOP LINE

Vz21A COMB. Vz21B

Ø2

Vz22A Vz22B

EXISTING SIGNAL POLE AND MAST ARM TO BE REMOVED

MISSISSIPPI AVE.

EXIST. R/W

EXISTING SIGNALS #3-6 REMAIN

EXISTING SIGNAL POLE AND MAST ARM REMAIN

EXIST. R/W & C/A

1-3" N.M.C.

1-2" N.M.C.

1-2" N.M.C.

STREET NAME SIGN (TYP.)

28 FT

EXISTING N.M.C. ABANDON

NOTE:
N.M.C.- NON-METALLIC CONDUIT

WIRE SPAN 102'

Vz33 COMB.

Vz32 COMB.

RODNEY PARHAM RD.

EXIST. R/W & C/A

Ø3

Vz34

100' FROM STOP LINE

80' FROM STOP LINE

6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS OTHERWISE NOTED)

WIRE SPAN 94'

200'

EXISTING N.M.C. ABANDON

6'X6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED)

Vz42

Vz44

Ø4

80' FROM STOP LINE

Vz41 COMB.

Vz43 COMB.

EXISTING SIGNAL POLE AND MAST ARM REMOVE

WIRE SPAN 88'

32 FT

2-3" N.M.C.

EXISTING SIGNAL POLE AND MAST ARM REMAIN

EXISTING PULL BOX (TYPE HD) TO BE REMOVED

2-3" N.M.C.
1-2" N.M.C.

SERVICE POINT WITHIN 10' OF CONTROLLER

80' FROM STOP LINE

I-630 WB

MAIN BREAKER BY CONTRACTOR
1.25" GALVANIZED STEEL CONDUIT TO MAIN BREAKER

1-1.25" GALVANIZED STEEL CONDUIT

EXISTING PULL BOX REMOVE

EXISTING SIGNALS #10-11 REMAIN

EXISITING N.M.C. ABANDON

Vz12B Vz12A Vz62

EXISTING CONTROLLER REMOVE

1-3" N.M.C.
1-2" N.M.C.

EXISITNG N.M.C. ABANDON

Ø1 Vz11B COMB. Vz11A

Ø6 Vz61 COMB.

100'

80' FROM STOP LINE

80' FROM STOP LINE

RODNEY PARHAM RD.

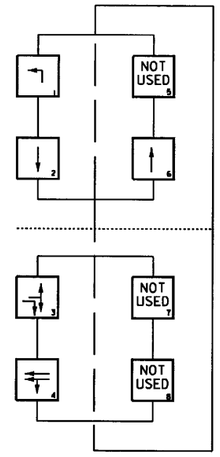
80°22'35" W OF N

ANTENNA ORIENTATION

NOTES:

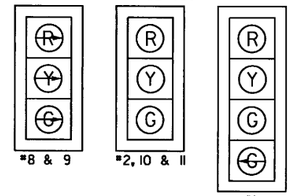
1. NEW SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE I. SIGNAL EQUIPMENT SHALL OPERATE AS SHOWN PRIOR TO BEGINNING OTHER WORK IN STAGE I.
2. SIGNAL POLE A SHALL BE PROTECTED BY CURB, EITHER EXISTING OR PROPOSED, AT ALL TIMES DURING CONSTRUCTION.
3. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
4. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.
5. USE SPAN WIRE CONNECTIONS BETWEEN PROPOSED AND EXISTING SIGNAL POLES TO MAINTAIN TRAFFIC SIGNAL CONNECTIONS DURING CONSTRUCTION.

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



#8 & 9 #2, 10 & 11 #1

#5 & 6 #3, 4 & 7

One Section (Solid Symbol)



#12 & 14

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
30 MPH SOUTH APPROACH
35 MPH EAST APPROACH
40 MPH WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

15 0 15 30
SCALE: 1" = 30'

STAGE I PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

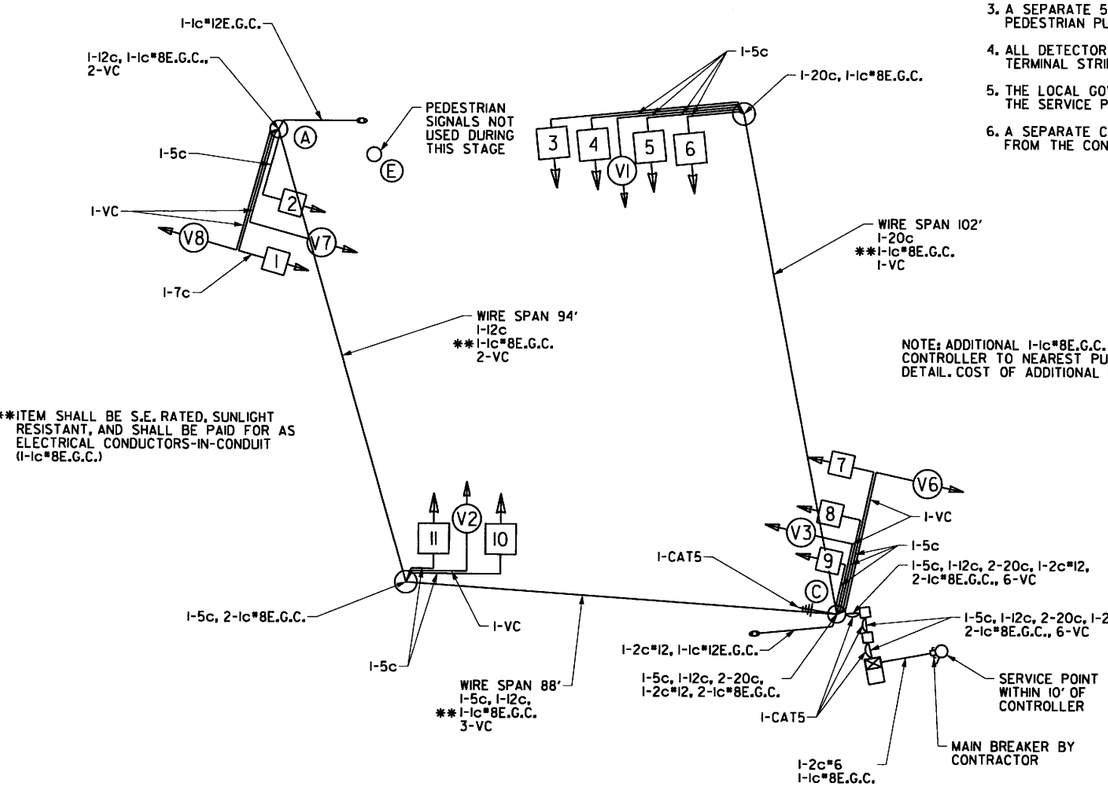
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	375	889

(2) SIGNALIZATION PLAN SHEET STAGE 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAWN AIR HEAD
2017-09-15

8:34:43 AM 9/15/2017 CSilver

WIRING DIAGRAM



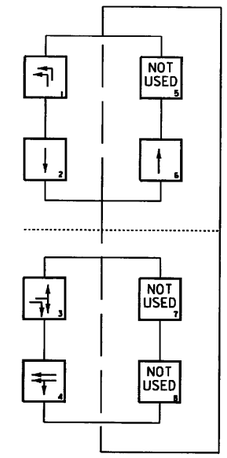
**ITEM SHALL BE S.E. RATED, SUNLIGHT RESISTANT, AND SHALL BE PAID FOR AS ELECTRICAL CONDUCTORS-IN-CONDUIT (1-1c*8E.G.C.)

NOTES:

1. A SEPARATE 7c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 4 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
3. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
4. ALL DETECTOR CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
5. THE LOCAL GOVERMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
6. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.

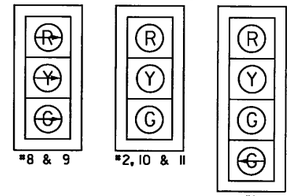
NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



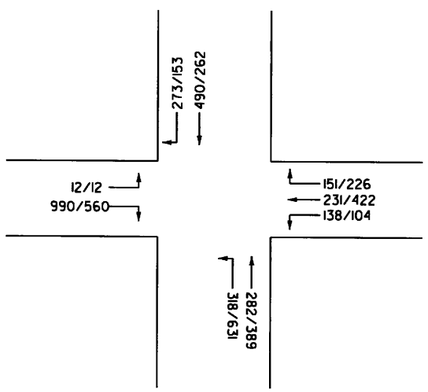
One Section (Solid Symbol)



#12 & 15

PEAK HR TRAFFIC COUNTS

AM/PM



INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS								FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	3	CLR.	4	CLR.	
1	R	R	R	R	R	R	G ~~G~~	Y	R
2	R	R	R	R	R	R	G	Y	R
3 & 4	~~G~~	Y	R	R	R	R	R	R	R
5 & 6	Ⓖ	**	Ⓖ	**	R	R	R	R	R
7	R	R	R	R	~~G~~	Y	R	R	R
8 & 9	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~
10 & 11	R	R	G	Y	R	R	R	R	R
12	B	B	B	B	B	B	B	B	B
15	B	B	B	B	B	B	B	B	B

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE.
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

DETECTOR CHART

LITTLE ROCK - I-630 WEST/RODNEY PARHAM RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. #		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYSTEM DET. #			
Vz 11A & B	NB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12A & B	NB LEFT NEAR	LOCAL			2	1	1	-		23"	VD 1
Vz 21A & B	SB FAR	COMB.			5	10	2	2		23"	VD 2
Vz 22A & B	SB NEAR	LOCAL			6	2	2	-		23"	VD 2
Vz 31	EB FAR	LOCAL			9	16	3	-		74"	VD 8
Vz 32	EB NEAR	COMB.			10	8	3	7		23"	VD 3
Vz 33	EB LEFT FAR	COMB.			11	11	3	3		23"	VD 3
Vz 34	EB LEFT NEAR	LOCAL			12	3	3	-		23"	VD 3
Vz 41	WB FAR	COMB.			13	15	4	8		74"	VD 4
Vz 42	WB NEAR	LOCAL			14	7	4	-		23"	VD 7
Vz 43	WB LEFT FAR	COMB.			15	12	4	4		23"	VD 7
Vz 44	WB LEFT NEAR	LOCAL			16	4	4	-		23"	VD 7
Vz 61	NB FAR	COMB.			3	14	6	6		23"	VD 1
Vz 62	NB NEAR	LOCAL			4	6	6	-		23"	VD 1

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 7 & 8

STAGE 1 PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			
02-27-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	376	889

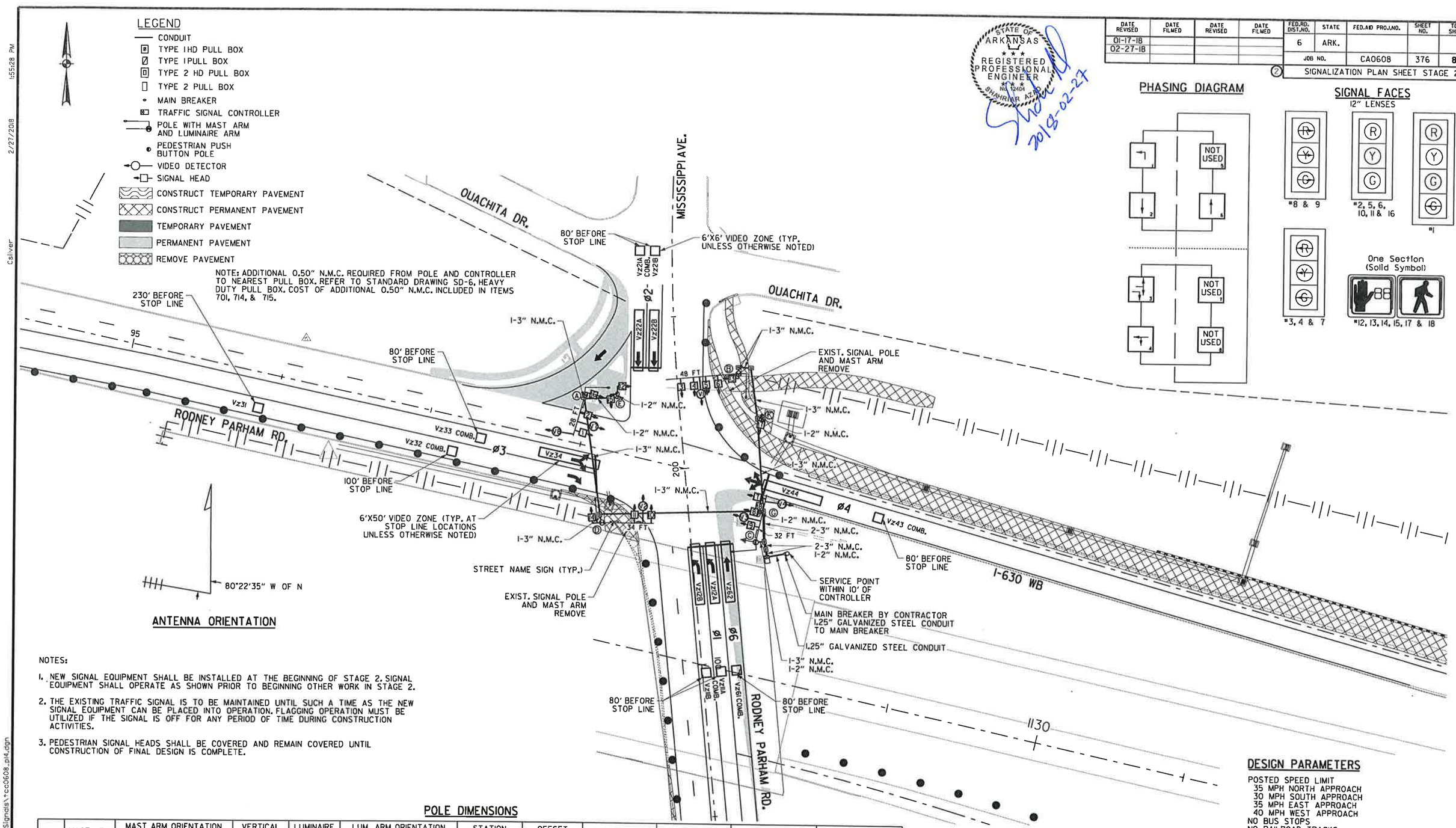
(2) SIGNALIZATION PLAN SHEET STAGE 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-02-27

LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.



PHASING DIAGRAM

SIGNAL FACES

12" LENSES

NOTES:

1. NEW SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE 2. SIGNAL EQUIPMENT SHALL OPERATE AS SHOWN PRIOR TO BEGINNING OTHER WORK IN STAGE 2.
2. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
3. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION RODNEY PARHAM RD.	OFFSET RODNEY PARHAM RD.	STATION MISSISSIPPI AVE.	OFFSET MISSISSIPPI AVE.	NORTHING	EASTING
A	28'	180 DEGREES	35'-0"	15'-0"	90 DEGREES	97+95.81	32' LT			2069333.7507	1204435.1860
B	48'	180 DEGREES	35'-0"	15'-0"	90 DEGREES			200+59.75	41' RT	2069349.0635	1204536.3308
C	32'	180 DEGREES	50'-0"	15'-0"	270 DEGREES	99+22.79	42' LT			2069238.3888	1204548.6769
D	34'	180 DEGREES	35'-0"	15'-0"	90 DEGREES	98+25.69	47' RT			2069249.9400	1204447.3443
E	-		15'-0"			98+16.53	38' LT			2069334.6442	1204456.5972
F	-		15'-0"					200+29.97	54' RT	2069321.2836	1204552.1087
G	-		15'-0"			99+04.99	45' LT			2069256.4133	1204550.0793

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
30 MPH SOUTH APPROACH
35 MPH EAST APPROACH
40 MPH WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE 2 PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

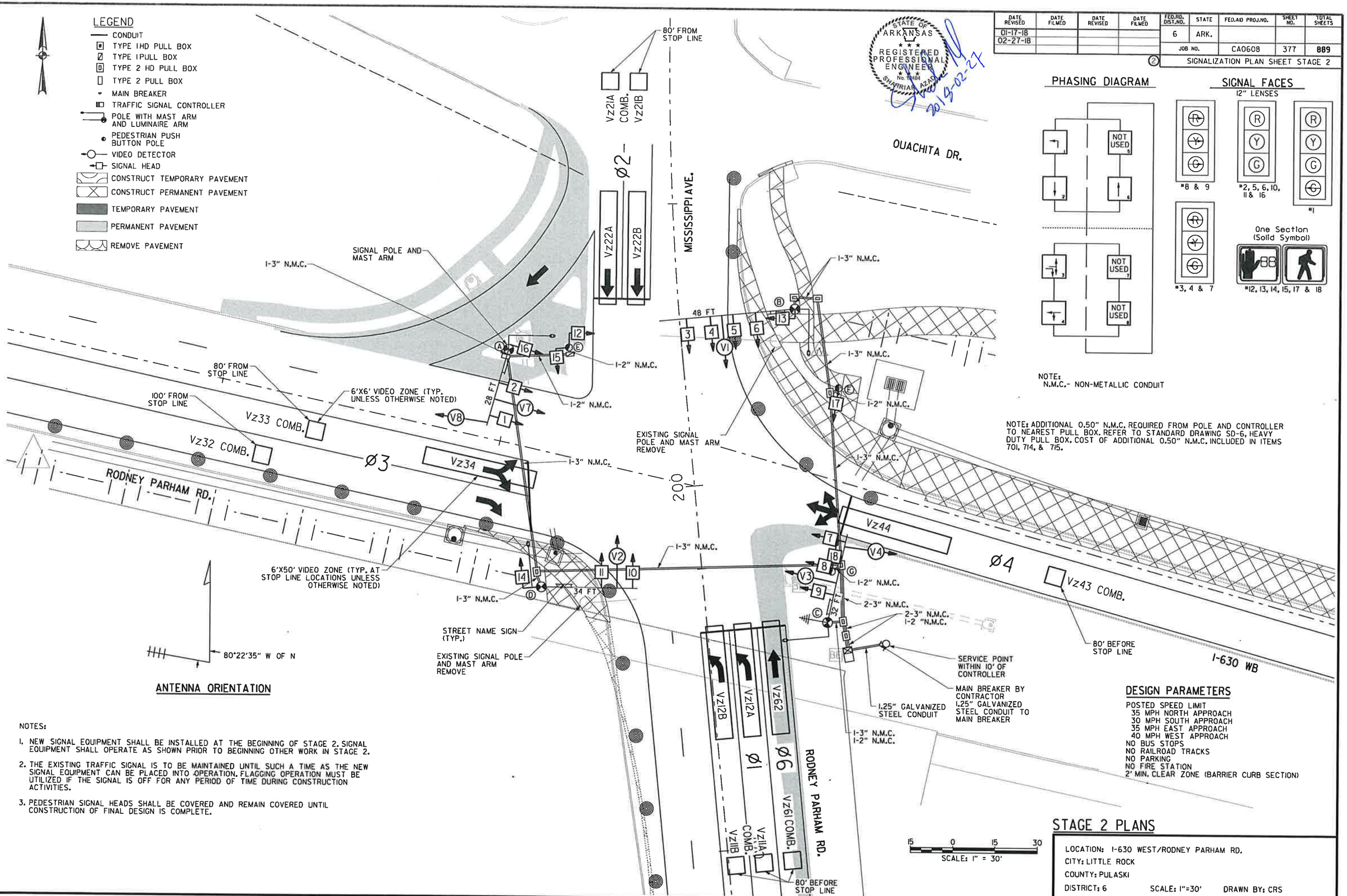
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2/27/2018 1:55:44 PM
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LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT



ANTENNA ORIENTATION

NOTES:

1. NEW SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE 2. SIGNAL EQUIPMENT SHALL OPERATE AS SHOWN PRIOR TO BEGINNING OTHER WORK IN STAGE 2.
2. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
3. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZADI
2019-02-27

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			
02-27-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	377	889

② SIGNALIZATION PLAN SHEET STAGE 2

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

One Section (Solid Symbol)

NOTE:
N.M.C.- NON-METALLIC CONDUIT

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

DESIGN PARAMETERS

POSTED SPEED LIMIT
- 35 MPH NORTH APPROACH
- 30 MPH SOUTH APPROACH
- 35 MPH EAST APPROACH
- 40 MPH WEST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

STAGE 2 PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

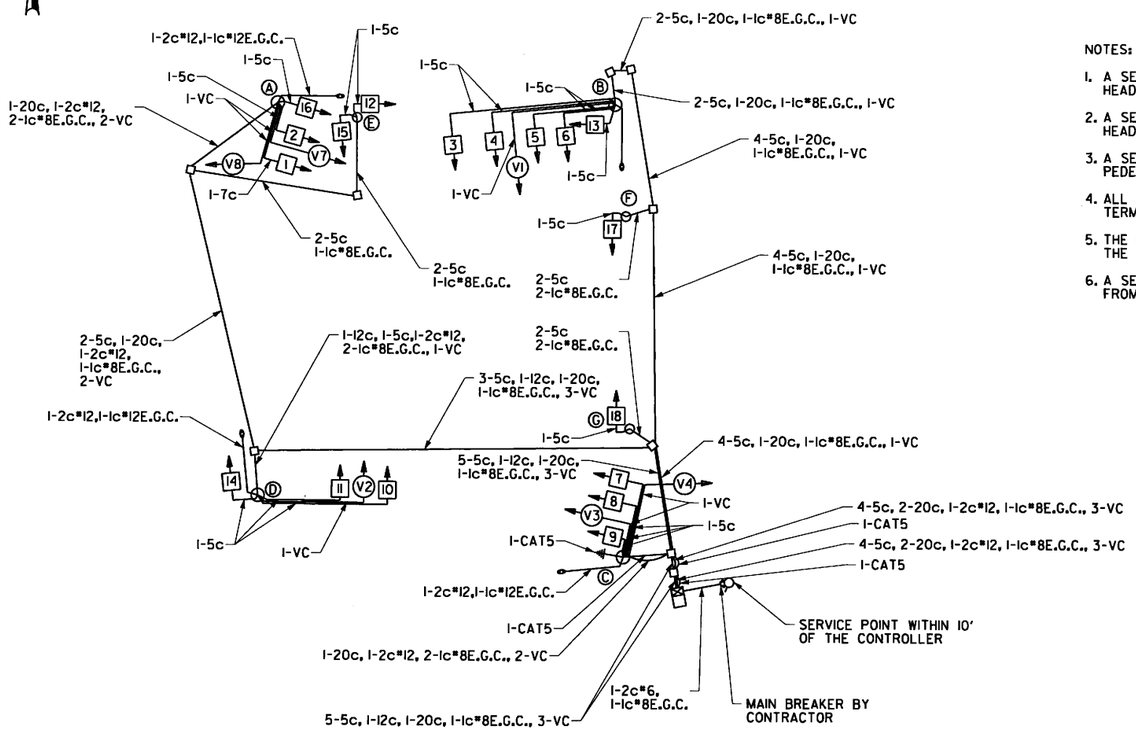
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1/11/2018
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	378	889
				②	SIGNALIZATION PLAN SHEET STAGE 2			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

WIRING DIAGRAM

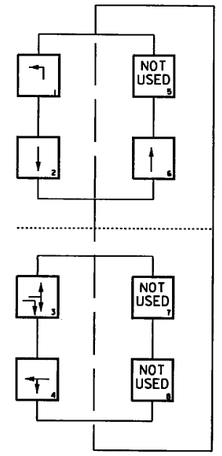


NOTES:

1. A SEPARATE 7c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 4 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
3. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
4. ALL DETECTOR CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
5. THE LOCAL GOVERMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
6. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.

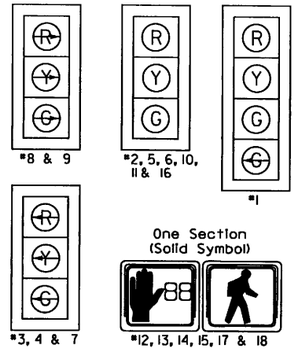
NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS								FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	3	CLR.	4	CLR.	
1	R	R	R	R	R	R	G / ~~G~~	Y	R
2 & 16	R	R	R	R	R	R	G	Y	R
3 & 4	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
5 & 6	G	**	G	**	R	R	R	R	R
7	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~
8 & 9	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~
10 & 11	R	R	G	Y	R	R	R	R	R
12 & 13	B	B	B	B	B	B	B	B	B
14 & 15	B	B	B	B	B	B	B	B	B
17 & 18	B	B	B	B	B	B	B	B	B

*DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE.
**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

DETECTOR CHART

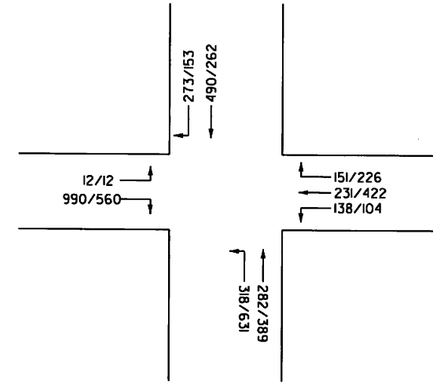
LITTLE ROCK - I-630 WEST/RODNEY PARHAM RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. *		
DET. ID *	LOCATION DIRECTION	TYPE	DET. *	CAB. TRM. *	AMP CHN. *	CON. INP. *	PHS	SYSTEM DET. *			
Vz 11A & B	NB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12A & B	NB LEFT NEAR	LOCAL			2	1	1	-		23"	VD 1
Vz 21A & B	SB FAR	COMB.			5	10	2	2		23"	VD 2
Vz 22A & B	SB NEAR	LOCAL			6	2	2	-		23"	VD 2
Vz 31	EB FAR	LOCAL			9	16	3	-		74"	VD 8
Vz 32	EB NEAR	COMB.			10	8	3	7		23"	VD 3
Vz 33	EB LEFT FAR	COMB.			11	11	3	3		23"	VD 3
Vz 34	EB LEFT NEAR	LOCAL			12	3	3	-		23"	VD 3
Vz 43	WB FAR	COMB.			15	12	4	4		23"	VD 7
Vz 44	WB NEAR	LOCAL			16	4	4	-		23"	VD 7
Vz 61	NB FAR	COMB.			3	14	6	6		23"	VD 1
Vz 62	NB NEAR	LOCAL			4	6	6	-		23"	VD 1

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. * = 7, 8, 13 & 14

PEAK HR TRAFFIC COUNTS

AM/PM



STAGE 2 PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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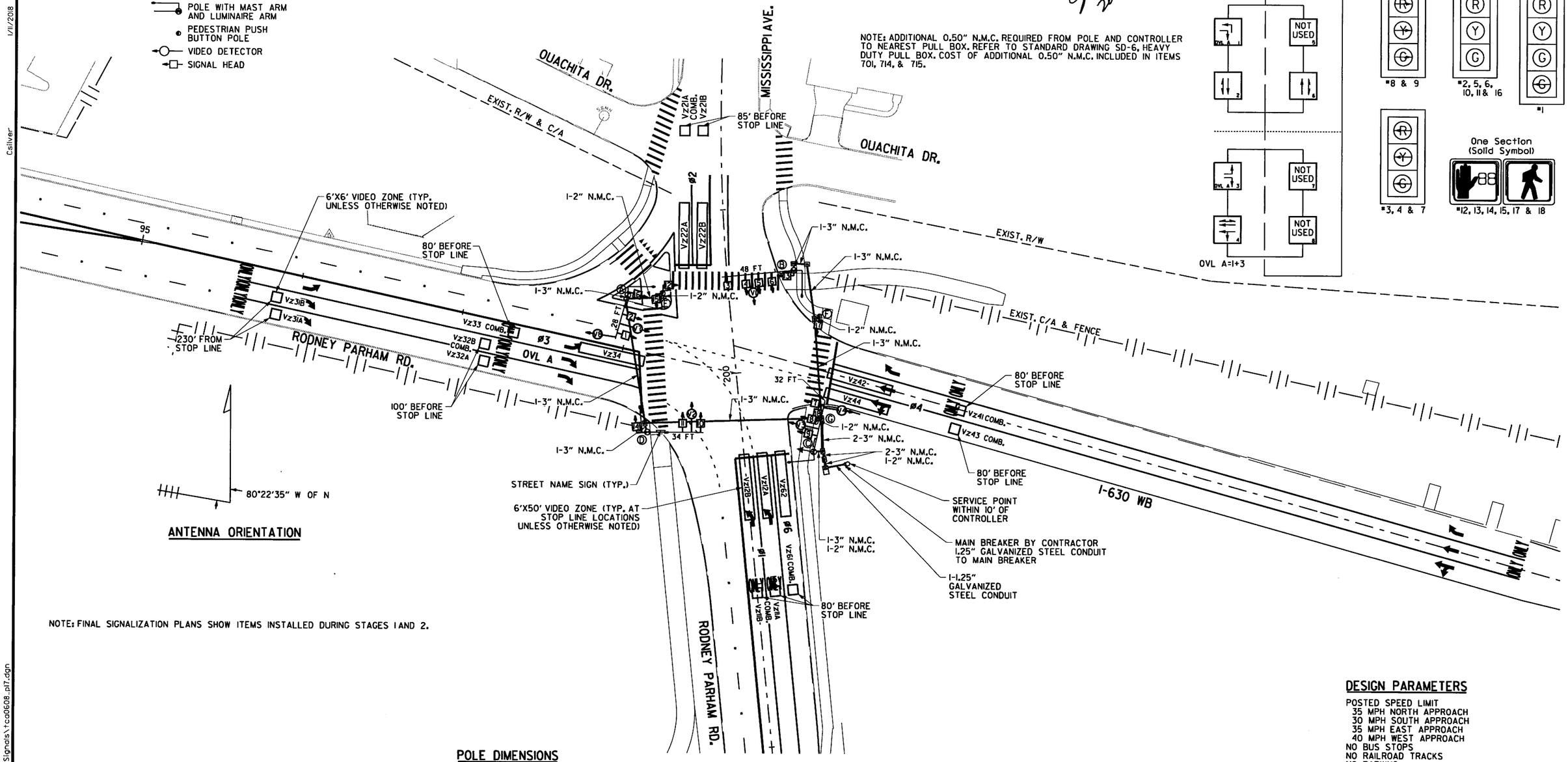
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	379	889
				②	SIGNALIZATION PLAN SHEET FINAL			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2018-01-17

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.



80°22'35" W OF N

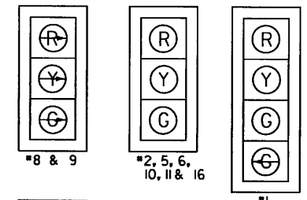
ANTENNA ORIENTATION

NOTE: FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGES 1 AND 2.

PHASING DIAGRAM

SIGNAL FACES

12" LENSES



One Section (Solid Symbol)

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION RODNEY PARHAM RD.	OFFSET RODNEY PARHAM RD.	STATION MISSISSIPPI AVE.	OFFSET MISSISSIPPI AVE.	NORTHING	EASTING
A	28'	180 DEGREES	35'-0"	15'-0"	90 DEGREES	97+95.81	32' LT			2069333.7507	1204435.1860
B	48'	180 DEGREES	35'-0"	15'-0"	90 DEGREES			200+59.75	41' RT	2069349.0635	1204536.3308
C	32'	180 DEGREES	50'-0"	15'-0"	270 DEGREES	99+22.79	42' LT			2069238.3888	1204548.6769
D	34'	180 DEGREES	35'-0"	15'-0"	90 DEGREES	98+25.69	47' RT			2069249.9400	1204447.3443
E	-		15'-0"			98+16.53	38' LT			2069334.6442	1204456.5972
F	-		15'-0"					200+29.97	54' RT	2069321.2836	1204552.1087
G	-		15'-0"			99+04.99	45' LT			2069256.4133	1204550.0793

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
30 MPH SOUTH APPROACH
35 MPH EAST APPROACH
40 MPH WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

FINAL PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	380	889

(2) SIGNALIZATION PLAN SHEET FINAL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

EXIST. R/W

80' FROM STOP LINE

Vz21A COMB. Vz21B

Ø2

Vz22A Vz22B

MISSISSIPPI AVE.

OUACHITA DR.

EXIST. R/W

RODNEY PARHAM RD.

I-3" N.M.C.

I-3" N.M.C.

48 FT

I-2" N.M.C.

I-2" N.M.C.

EXIST. R/W & C/A

80' FROM STOP LINE

28 FT

Ø3

ONE WAY ONLY

Vz33 COMB.

Vz32B COMB.

Vz32A

OVL A

Vz34

I-3" N.M.C.

100' FROM STOP LINE

6'X6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED)

EXIST. R/W & C/A

6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS OTHERWISE NOTED)

200'

I-3" N.M.C.

34 FT

I-3" N.M.C.

STREET NAME SIGN (TYP.)

I-3" N.M.C.

Vz42

Vz44

Ø4

ONE WAY ONLY

Vz41 COMB.

Vz43 COMB.

I-630 WB

80' BEFORE STOP LINE

I-2" N.M.C.

2-3" N.M.C.

2-3" N.M.C.
I-2" N.M.C.

32 FT

MAIN BREAKER BY CONTRACTOR
1.25" GALVANIZED STEEL CONDUIT TO MAIN BREAKER

SERVICE POINT WITHIN 10' OF CONTROLLER

1.25" GALVANIZED STEEL CONDUIT

I-3" N.M.C.
I-2" N.M.C.

80' BEFORE STOP LINE

Vz12B Vz12A Vz62

Ø1

Ø6

Vz61 COMB.

Vz11B COMB.

Vz11A

RODNEY PARHAM RD.

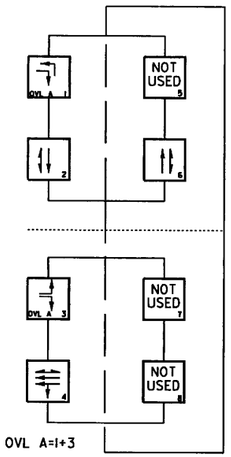
80°22'35" W OF N

ANTENNA ORIENTATION

LEGEND

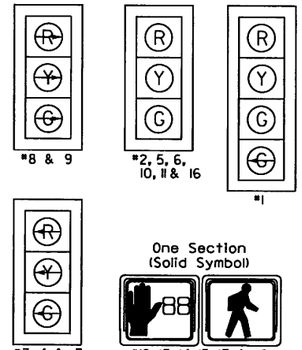
- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



DESIGN PARAMETERS

POSTED SPEED LIMIT
- 35 MPH NORTH APPROACH
- 30 MPH SOUTH APPROACH
- 35 MPH EAST APPROACH
- 40 MPH WEST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

NOTE: FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGES 1 AND 2.

15 0 15 30
SCALE: 1" = 30'

FINAL PLANS

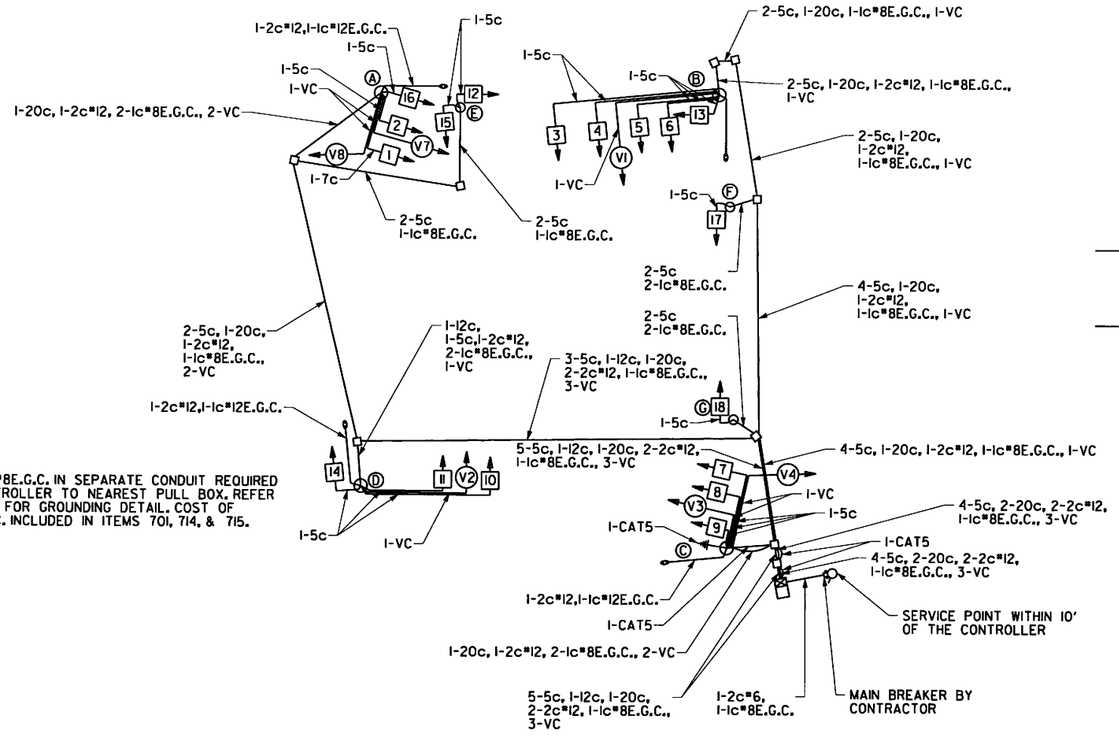
LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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WIRING DIAGRAM

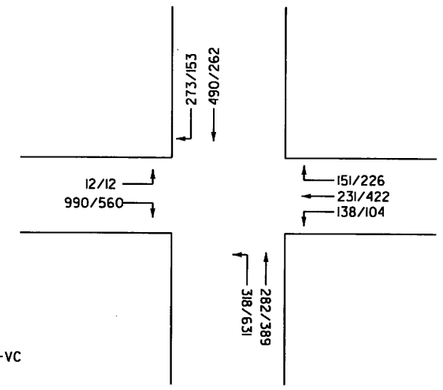


NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

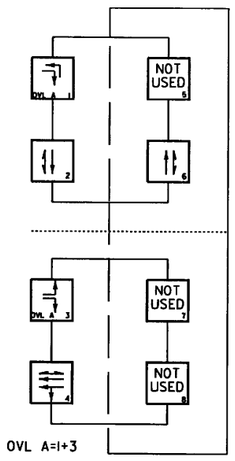
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	381	889
				② SIGNALIZATION PLAN SHEET FINAL				

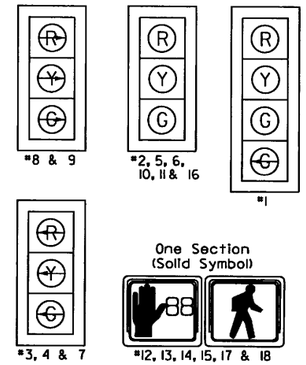
PEAK HR TRAFFIC COUNTS
AM/PM



PHASING DIAGRAM



SIGNAL FACES
12" LENSES



NOTES:

1. A SEPARATE 7c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 4 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
3. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
4. ALL DETECTOR CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
5. THE LOCAL GOVERMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
6. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.
7. WIRING DIAGRAM SHOWS ULTIMATE WIRING SCHEME. EXIST. WIRING FROM PREVIOUS STAGE SHALL BE USED WHERE APPLICABLE.
8. FINAL WIRING INCLUDES WIRING FROM STAGED CONSTRUCTION.

DETECTOR CHART

LITTLE ROCK - I-630 WEST/RODNEY PARHAM RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. *		
DET. ID *	LOCATION DIRECTION	TYPE	DET. *	CAB. TRM. *	AMP CHN. *	CON. INP. *	PHS	SYSTEM DET. *			
Vz 11A & B	NB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12A & B	NB LEFT NEAR	LOCAL			2	1	1	-		23"	VD 1
Vz 21A & B	SB FAR	COMB.			5	10	2	2		23"	VD 2
Vz 22A & B	SB NEAR	LOCAL			6	2	2	-		23"	VD 2
Vz 31A & B	EB FAR	LOCAL			9	16	3	-		74"	VD 8
Vz 32A & B	EB NEAR	COMB.			10	8	3	7		23"	VD 3
Vz 33	EB LEFT FAR	COMB.			11	11	3	3		23"	VD 3
Vz 34	EB LEFT NEAR	LOCAL			12	3	3	-		23"	VD 3
Vz 41	WB FAR	COMB.			13	15	4	8		74"	VD 4
Vz 42	WB NEAR	LOCAL			14	7	4	-		23"	VD 7
Vz 43	WB LEFT FAR	COMB.			15	12	4	4		23"	VD 7
Vz 44	WB LEFT NEAR	LOCAL			16	4	4	-		23"	VD 7
Vz 61	NB FAR	COMB.			3	14	6	6		23"	VD 1
Vz 62	NB NEAR	LOCAL			4	6	6	-		23"	VD 1
P2	N TO S	PED.			P2	P2	2	-			
P4	E TO W	PED.			P4	P4	4	-			
P6	S TO N	PED.			P6	P6	6	-			

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. * = 7 & 8

NOTE: NOT ALL ZONES SHOWN ARE USED IN ALL STAGES. REFER TO STAGE PLANS FOR THE DETECTORS USED.

INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS								FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	3	CLR.	4	CLR.	
1	R	R	R	R	R	R	G ~~G~~	Y	R
2 & 16	R	R	R	R	R	R	G	Y	R
3 & 4	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
5 & 6	G	**	G	**	R	R	R	R	R
7	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~
8 & 9	~~G►~~	*	~~R►~~	~~R►~~	~~G►~~	*	~~R►~~	~~R►~~	~~R►~~
10 & 11	R	R	G	Y	R	R	R	R	R
12 & 13	DW	DW	DW	DW	DW	DW	W	FDW	B
14 & 15	DW	DW	W	FDW	DW	DW	DW	DW	B
17 & 18	W	FDW	W	FDW	DW	DW	DW	DW	B

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE.
** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

FINAL PLANS

LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

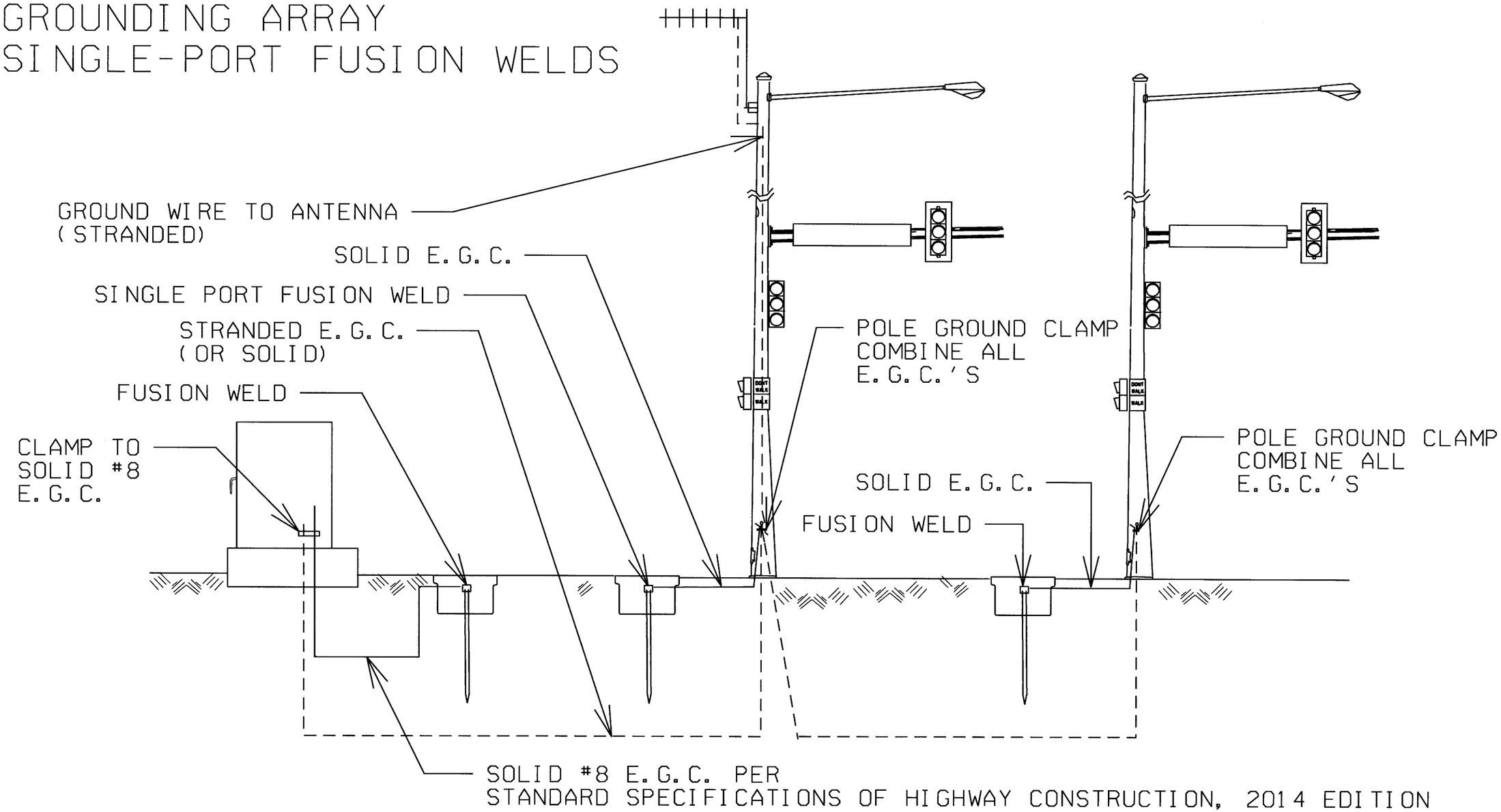
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				6	ARK.			
				JOB NO.		CA0608	382	889

(2) SIGNALIZATION PLAN SHEET GROUNDING ARRAY

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALAD
2017-07-06

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



LOCATION: I-630 WEST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	383	889

② SIGNALIZATION PLAN SHEET STAGE IA

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON R. AZNO
2018-01-17

LEGEND

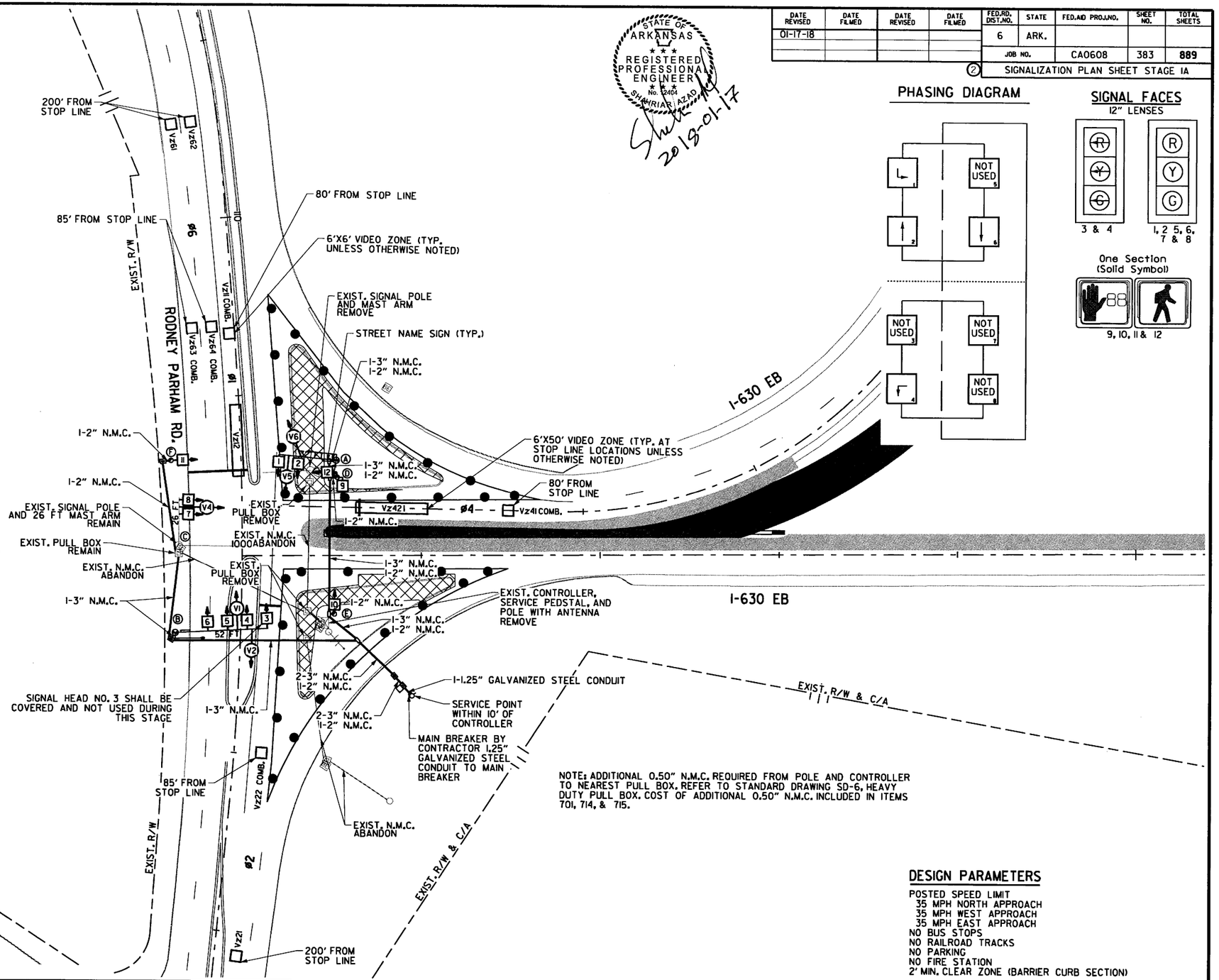
- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1 PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

159°51'19" E OF N

ANTENNA ORIENTATION

NOTES:

1. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE IA. NEW EQUIPMENT SHALL BE IN OPERATION PRIOR TO BEGINNING OTHER WORK IN STAGE IA.
2. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
3. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.



PHASING DIAGRAM

SIGNAL FACES

12" LENSES

3 & 4 — 1, 2, 5, 6, 7 & 8

One Section (Solid Symbol)

9, 10, 11 & 12

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HANDHOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION RODNEY PARHAM RD.	OFFSET RODNEY PARHAM RD.	NORTHING	EASTING
A	32'	270 DEGREES	50'-0"	15'-0"	270 DEGREES	111+37.55	53' LT	2068379.4326	1205194.7417
B	52'	180 DEGREES	35'-0"	15'-0"	180 DEGREES	112+33.92	37' LT	2068249.8510	1205169.3189
** C	26'	90 DEGREES	21'-0"	N/A		111+83.99	36' RT	2068292.2673	1205145.2643
D	-		15'-0"	N/A		111+46.73	53' LT	2068371.6749	1205200.2330
E	-		15'-0"	N/A		112+20.80	52' LT	2068305.8191	1205239.4350
F	-		15'-0"	N/A		111+35.13	39' RT	2068330.4353	1205116.4916

**EXISTING SIGNAL POLE 'C' AND MAST ARM WILL BE RETAINED. DETAILS PROVIDED FOR INFORMATIONAL PURPOSES ONLY

30 0 30 60
SCALE: 1" = 60'

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

STAGE IA PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

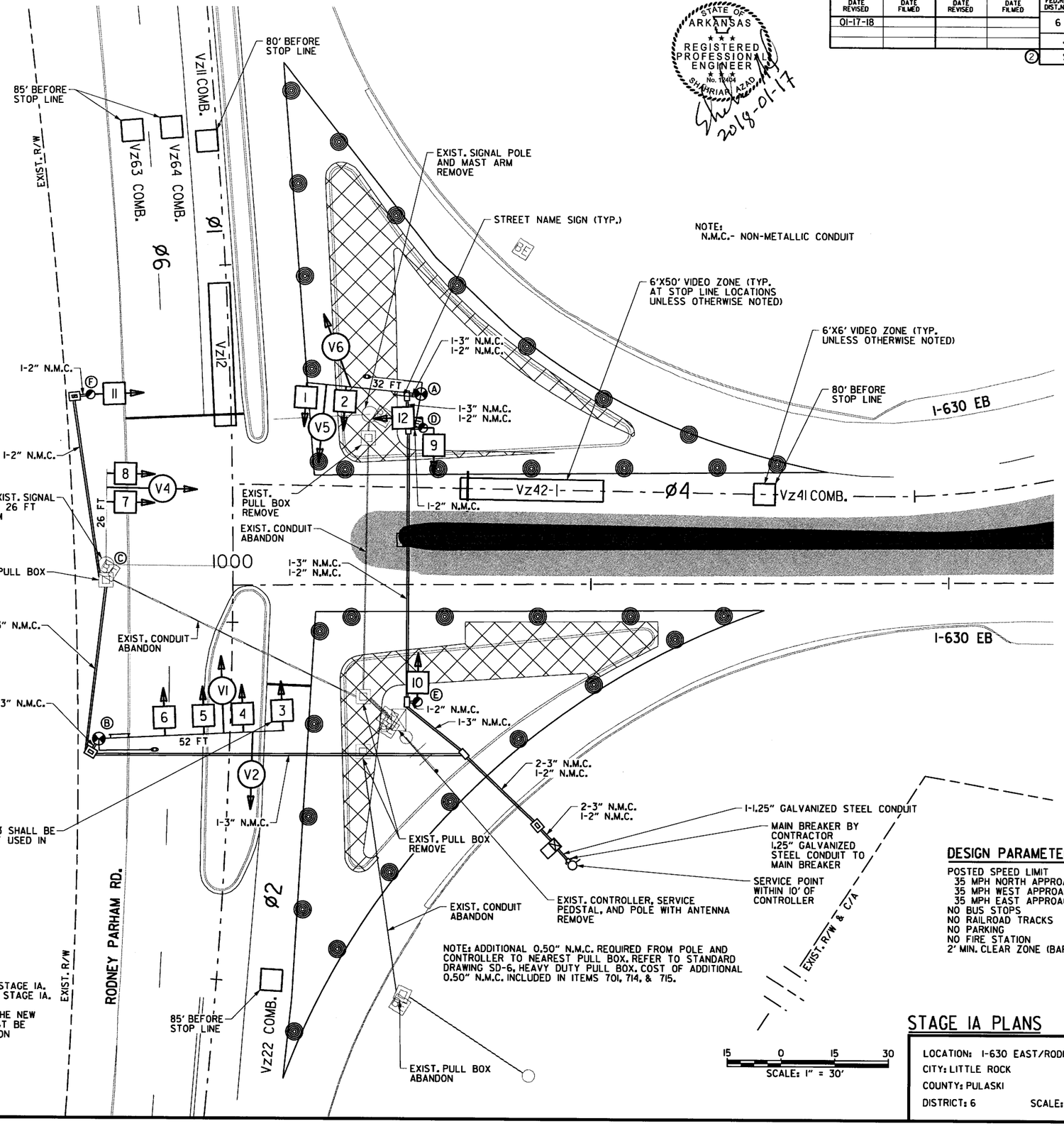
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	384	889
				(2) SIGNALIZATION PLAN SHEET STAGE IA				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-01-17

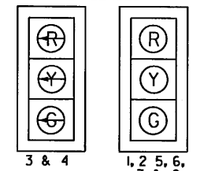
LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
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- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

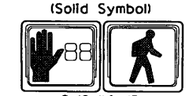


SIGNAL FACES

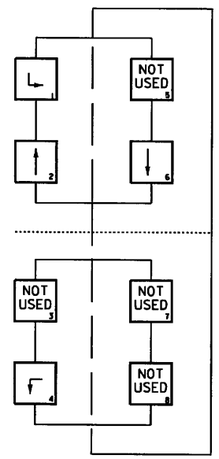
12" LENSES



One Section (Solid Symbol)



PHASING DIAGRAM



DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

NOTES:

1. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE BEGINNING OF STAGE IA. NEW EQUIPMENT SHALL BE IN OPERATION PRIOR TO BEGINNING OTHER WORK IN STAGE IA.
2. THE EXISTING TRAFFIC SIGNAL IS TO BE MAINTAINED UNTIL SUCH A TIME AS THE NEW SIGNAL EQUIPMENT CAN BE PLACED INTO OPERATION. FLAGGING OPERATION MUST BE UTILIZED IF THE SIGNAL IS OFF FOR ANY PERIOD OF TIME DURING CONSTRUCTION ACTIVITIES.
3. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

STAGE IA PLANS

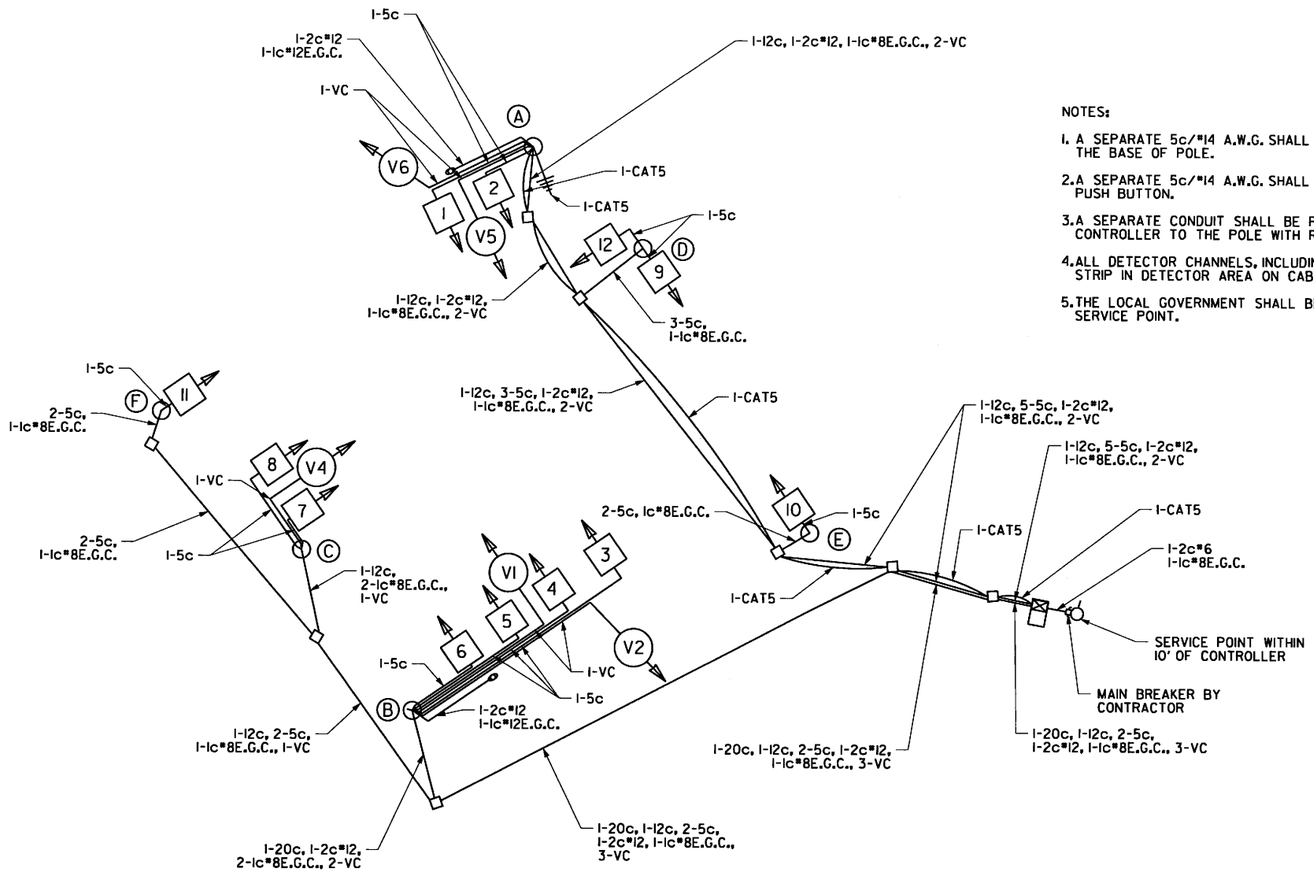
LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	385	889
				②	SIGNALIZATION PLAN SHEET STAGE IA			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2018-01-17

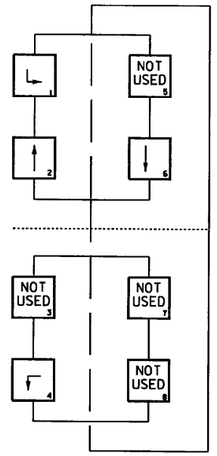
WIRING DIAGRAM



NOTES:

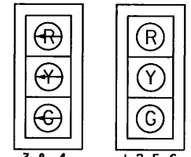
1. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/#14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
3. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.
4. ALL DETECTOR CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
5. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

PHASING DIAGRAM

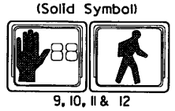


SIGNAL FACES

12" LENSES



One Section (Solid Symbol)



DETECTOR CHART (STAGES 1, 3, & 4)

LITTLE ROCK - I-630 EAST/RODNEY PARHAM RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. #S		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYSTEM DET. #			
Vz 11	SB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12	SB LEFT NEAR	LOCAL			3	1	1	-		23"	VD 1
Vz 21	NB FAR	COMB.			9	10	2	2		74"	VD 2
Vz 22	NB NEAR	LOCAL			11	2	2	-		23"	VD 5
Vz 41	WB LEFT FAR	COMB.			13	12	4	4		23"	VD 4
Vz 42	WB LEFT NEAR	LOCAL			14	4	4	-		23"	VD 4
Vz 61	SB OUTSIDE FAR	COMB.			7	14	6	6		74"	VD 6
Vz 62	SB INSIDE FAR	COMB.			8	15	6	7		74"	VD 6
Vz 63	SB OUTSIDE NEAR	LOCAL			5	6	6	-		23"	VD 1
Vz 64	SB INSIDE NEAR	LOCAL			6	7	6	-		23"	VD 1

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 2, 4, 10, 12, 15 & 16

DETECTOR CHART (STAGE 2)

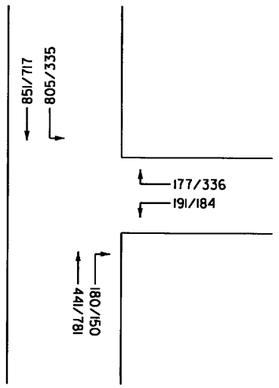
LITTLE ROCK - I-630 EAST/RODNEY PARHAM RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. #S		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYSTEM DET. #			
Vz 11	SB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12	SB LEFT NEAR	LOCAL			3	1	1	-		23"	VD 1
Vz 21	NB FAR	COMB.			9	10	2	2		74"	VD 2
Vz 22	NB NEAR	LOCAL			11	2	2	-		23"	VD 5
Vz 41	WB LEFT FAR	COMB.			13	12	4	4		23"	VD 4
Vz 42	WB LEFT NEAR	LOCAL			14	4	4	-		23"	VD 4
Vz 61	SB OUTSIDE FAR	COMB.			7	14	6	6		74"	VD 6
Vz 63	SB OUTSIDE NEAR	LOCAL			5	6	6	-		23"	VD 1

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 2, 4, 10, 12, 15 & 16

PEAK HR TRAFFIC COUNTS

AM/PM



INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS						FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	4	CLR.	
1 & 2	R	R	G	Y	R	R	R
3	B	B	B	B	B	B	B
4	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
5 & 6	G	**	G	**	R	R	R
7 & 8	R	R	R	R	G	Y	R
9 & 10	B	B	B	B	B	B	B
11 & 12	B	B	B	B	B	B	B

**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

NOTE: ADDITIONAL 1-1c#8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c#8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

STAGE IA PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	386	889

(2) SIGNALIZATION PLAN SHEET STAGE 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAR LAND
2018-01-17

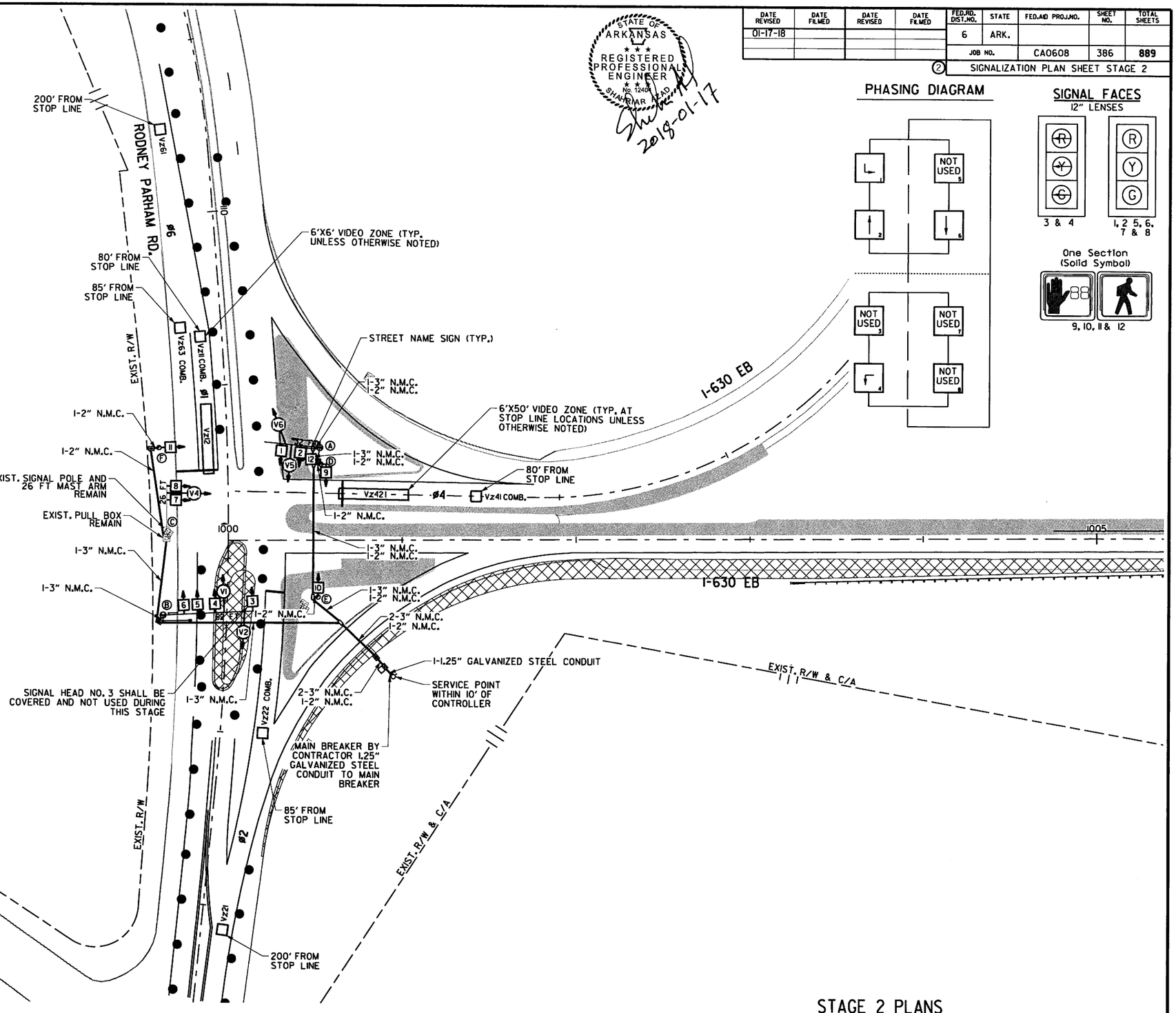
LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1 PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

159°51'19" E OF N

ANTENNA ORIENTATION

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.



PHASING DIAGRAM

SIGNAL FACES

12" LENSES

3 & 4

1, 2, 5, 6, 7 & 8

One Section (Solid Symbol)

9, 10, 11 & 12

NOTES:

1. MAINTAIN WIRING FROM PREVIOUS STAGE. SEE STAGE 1A FOR WIRING DIAGRAM.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN.
3. VIDEO DETECTION ZONES SHALL BE MODIFIED FROM PREVIOUS STAGE AS SHOWN. SEE STAGE 1A FOR DETECTOR CHART.
4. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

DESIGN PARAMETERS

POSTED SPEED LIMIT
- 35 MPH NORTH APPROACH
- 35 MPH WEST APPROACH
- 35 MPH EAST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE 2 PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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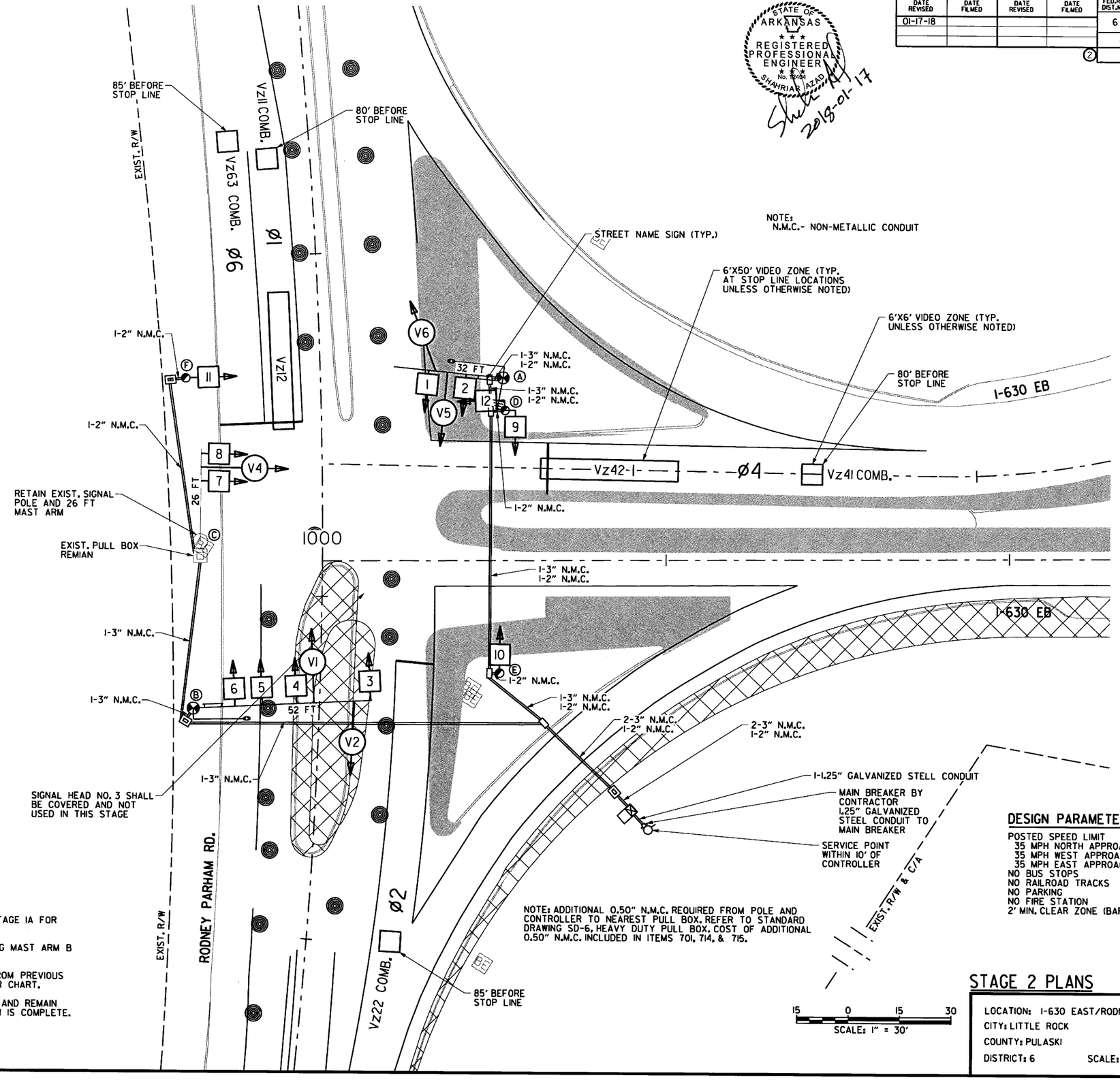
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	387	889
				② SIGNALIZATION PLAN SHEET STAGE 2				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2018-01-17

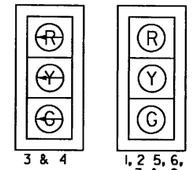
LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT



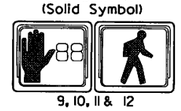
SIGNAL FACES

12" LENSES



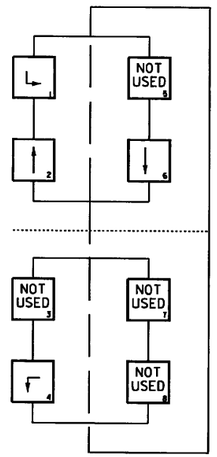
3 & 4 | 1, 2 5, 6, 7 & 8

One Section (Solid Symbol)



9, 10, 11 & 12

PHASING DIAGRAM



DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

NOTES:

1. MAINTAIN WIRING FROM PREVIOUS STAGE. SEE STAGE IA FOR WIRING DIAGRAM.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN.
3. VIDEO DETECTION ZONES SHALL BE MODIFIED FROM PREVIOUS STAGE AS SHOWN. SEE STAGE IA FOR DETECTOR CHART.
4. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

STAGE 2 PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	388	889
				②	SIGNALIZATION PLAN SHEET STAGE 3			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-01-17

LEGEND

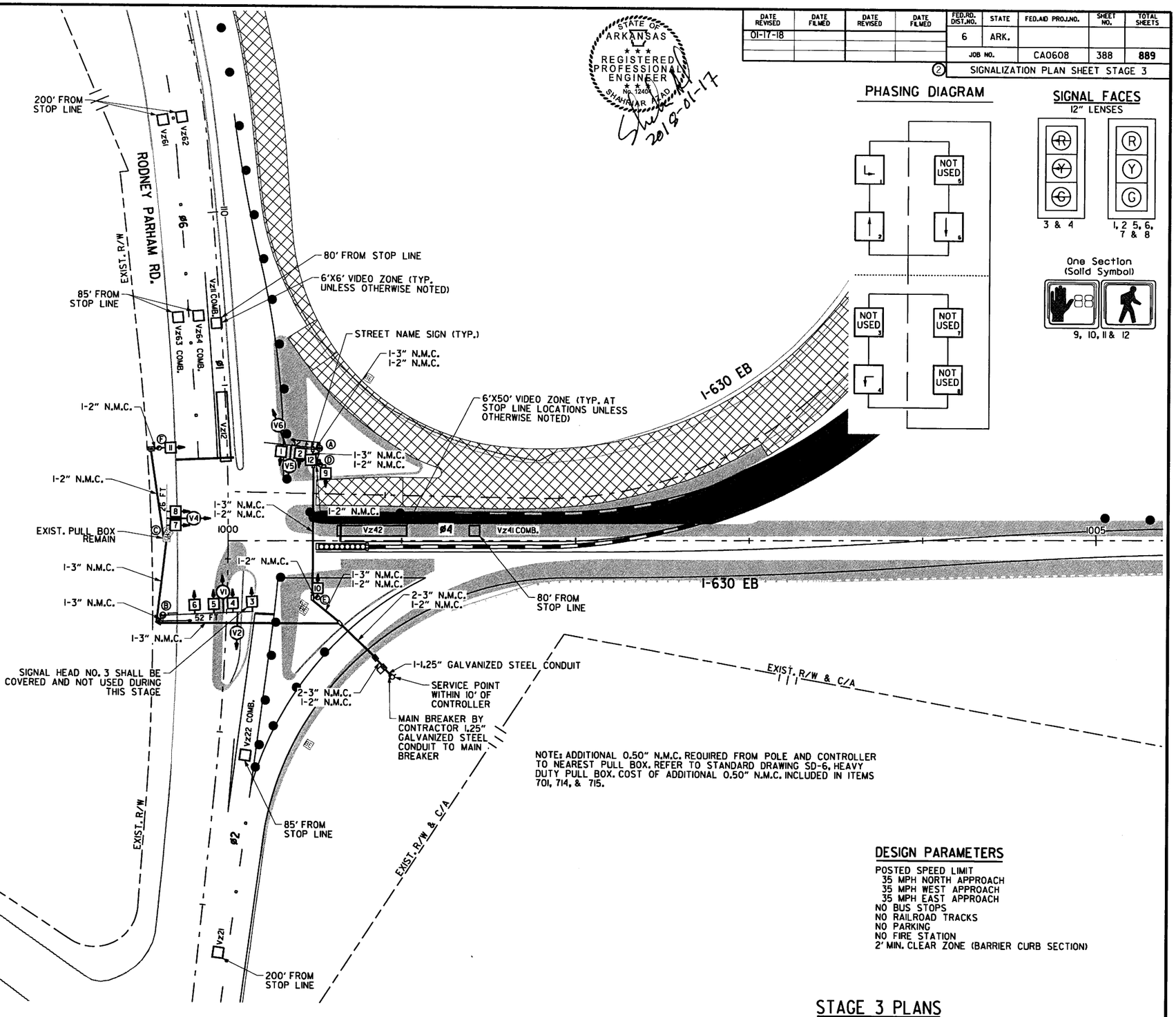
- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

159°51'19" E OF N

ANTENNA ORIENTATION

NOTES:

1. MAINTAIN WIRING FROM PREVIOUS STAGE. SEE STAGE 1A FOR WIRING DIAGRAM.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN. SIGNAL HEADS 7 & 8 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
3. VIDEO DETECTOR V4 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
4. VIDEO DETECTION ZONES SHALL BE MODIFIED FROM PREVIOUS STAGE AS SHOWN. SEE STAGE 1A FOR DETECTOR CHART.
5. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.



NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

3 & 4

1, 2, 5, 6, 7 & 8

One Section (Solid Symbol)

9, 10, 11 & 12

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE 3 PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

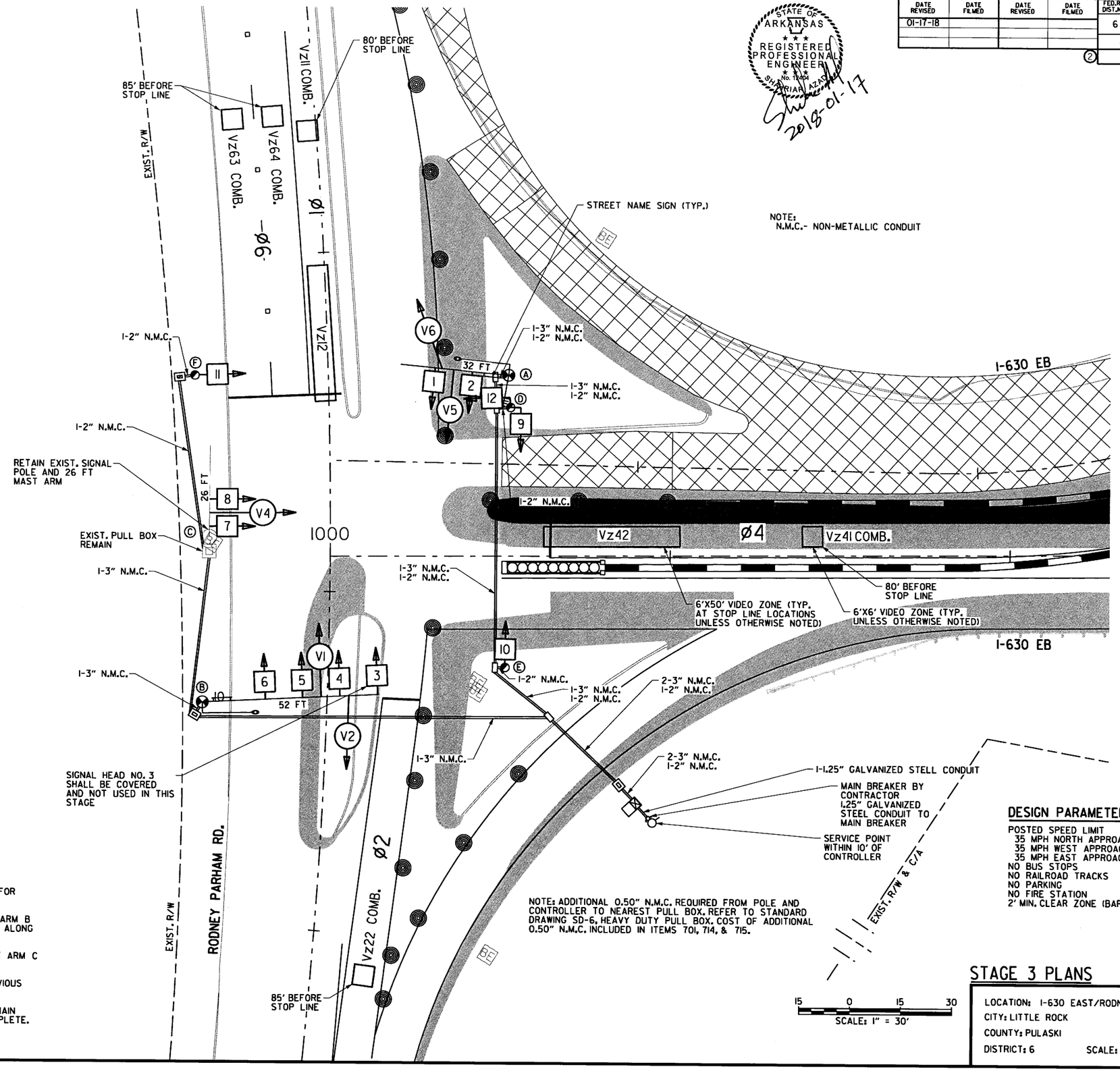
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	389	889

② SIGNALIZATION PLAN SHEET STAGE 3

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 17404
2018-01-17

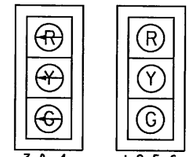
LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT



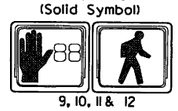
SIGNAL FACES

12" LENSES



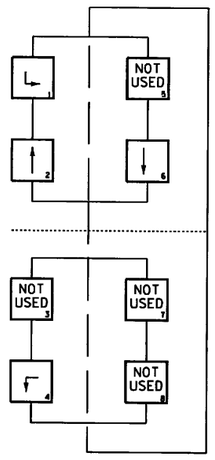
3 & 4 — 1, 2 5, 6, 7 & 8

One Section (Solid Symbol)



9, 10, 11 & 12

PHASING DIAGRAM



DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

NOTES:

1. MAINTAIN WIRING FROM PREVIOUS STAGE. SEE STAGE IA FOR WIRING DIAGRAM.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN. SIGNAL HEADS 7 & 8 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
3. VIDEO DETECTOR V4 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
4. VIDEO DETECTION ZONES SHALL BE MODIFIED FROM PREVIOUS STAGE AS SHOWN. SEE STAGE IA FOR DETECTOR CHART.
5. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

STAGE 3 PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	390	889

(2) SIGNALIZATION PLAN SHEET STAGE 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-01-17

LEGEND

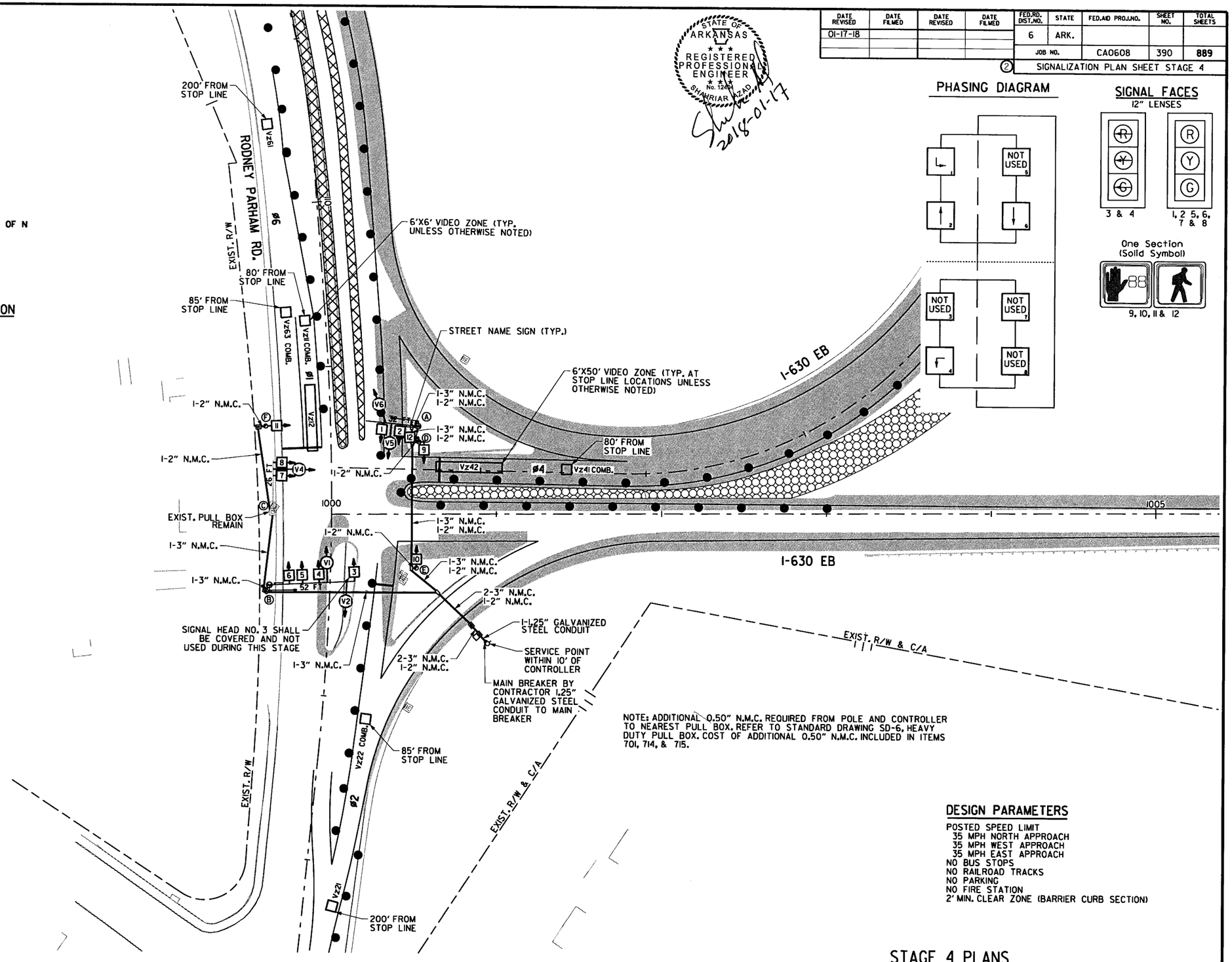
- CONDUIT
- TYPE IHD PULL BOX
- TYPE I PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT

159°51'19" E OF N

ANTENNA ORIENTATION

NOTES:

1. MAINTAIN WIRING FROM PREVIOUS STAGE. SEE STAGE IA FOR WIRING DIAGRAM.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN. SIGNAL HEADS 7 & 8 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
3. VIDEO DETECTOR V4 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
4. VIDEO DETECTION ZONES SHALL BE MODIFIED FROM PREVIOUS STAGE AS SHOWN. SEE STAGE IA FOR DETECTOR CHART.
5. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.



PHASING DIAGRAM

SIGNAL FACES

12" LENSES

3 & 4

1, 2 5, 6, 7 & 8

One Section (Solid Symbol)

9, 10, 11 & 12

DESIGN PARAMETERS

POSTED SPEED LIMIT
- 35 MPH NORTH APPROACH
- 35 MPH WEST APPROACH
- 35 MPH EAST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

STAGE 4 PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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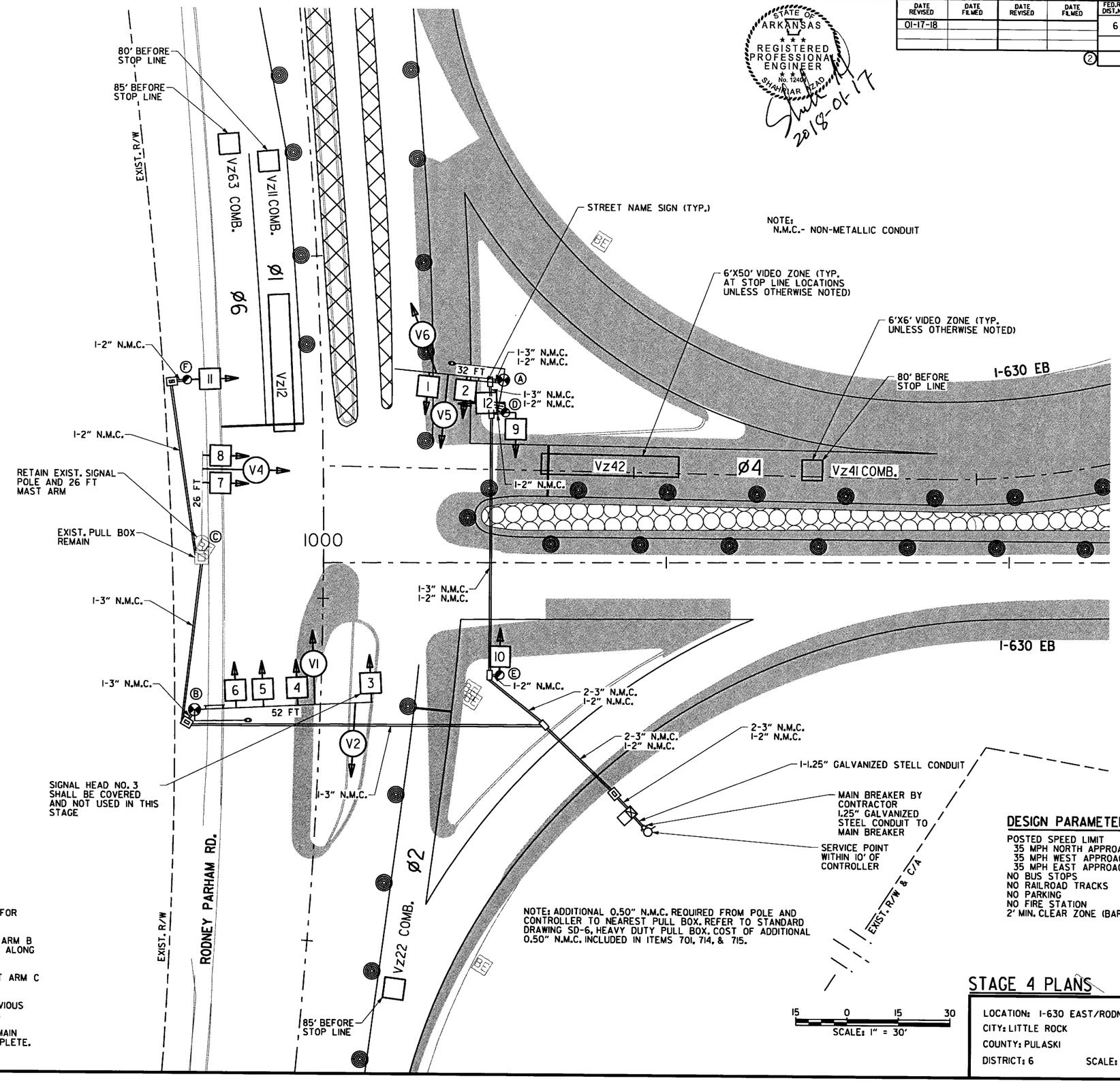
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01-17-18				6	ARK.			
				JOB NO.		CA0608	391	889

② SIGNALIZATION PLAN SHEET STAGE 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR HZAD
2018-01-17

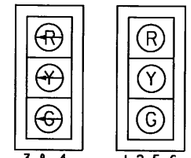
LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- REMOVE PAVEMENT



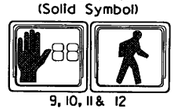
SIGNAL FACES

12" LENSES



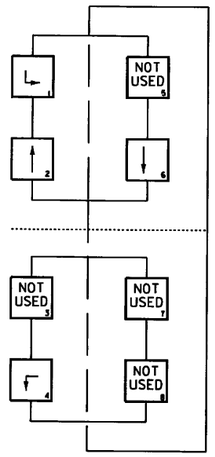
3 & 4 — 1, 2, 5, 6, 7 & 8

One Section (Solid Symbol)



9, 10, 11 & 12

PHASING DIAGRAM



NOTES:

1. MAINTAIN WIRING FROM PREVIOUS STAGE. SEE STAGE IA FOR WIRING DIAGRAM.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN. SIGNAL HEADS 7 & 8 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
3. VIDEO DETECTOR V4 SHALL BE RELOCATED ALONG MAST ARM C AS SHOWN.
4. VIDEO DETECTION ZONES SHALL BE MODIFIED FROM PREVIOUS STAGE AS SHOWN. SEE STAGE IA FOR DETECTOR CHART.
5. PEDESTRIAN SIGNAL HEADS SHALL BE COVERED AND REMAIN COVERED UNTIL CONSTRUCTION OF FINAL DESIGN IS COMPLETE.

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

STAGE 4 PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	392	889
				(2) SIGNALIZATION PLAN SHEET FINAL				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. ZANO
2018-01-17

12/12/18 PM
1/11/2018
Csilver

LEGEND

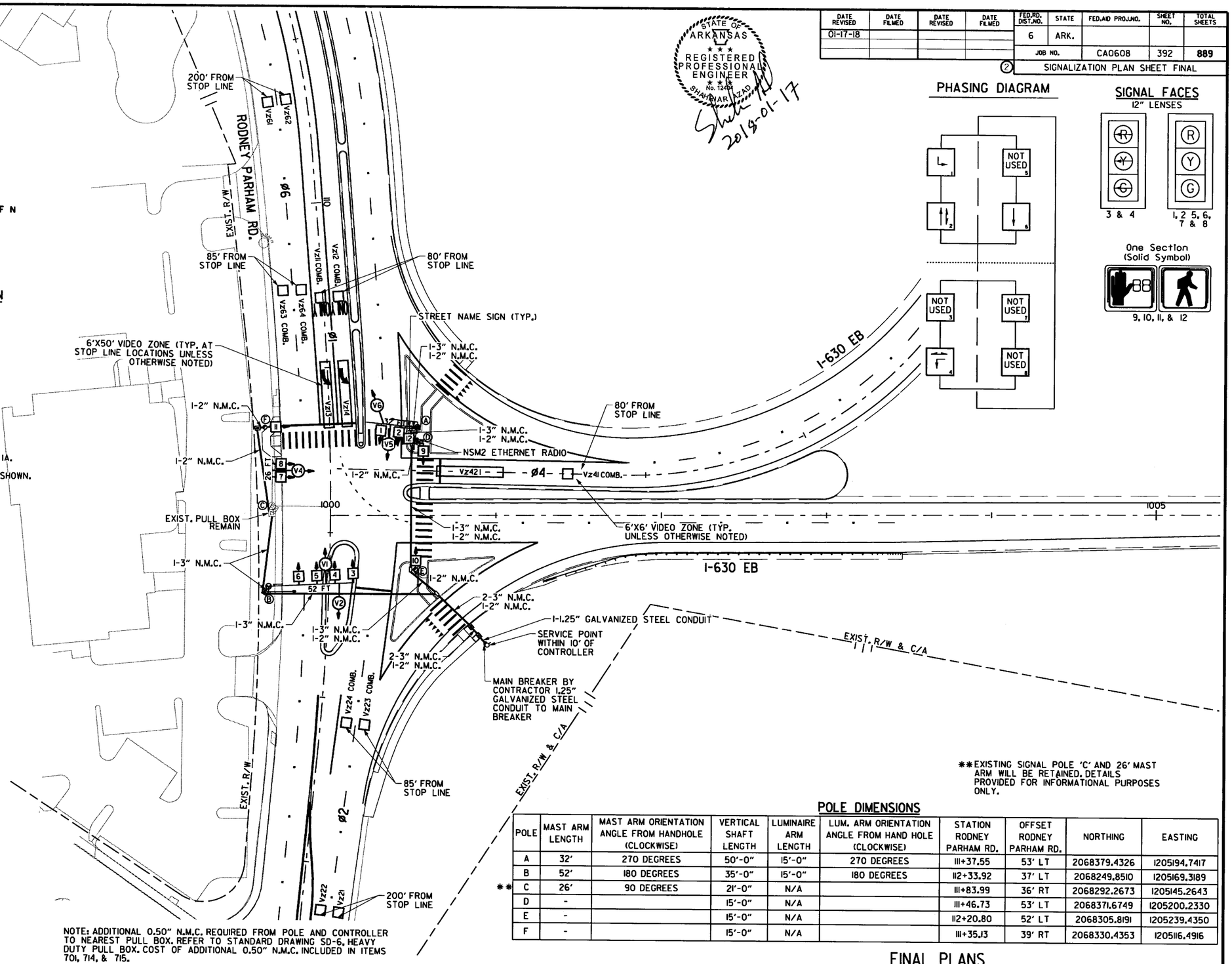
- CONDUIT
- TYPE IHD PULL BOX
- TYPE IPULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD

159°51'19" E OF N

ANTENNA ORIENTATION

NOTES:

1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE IA.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN.



NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

3 & 4

1, 2, 5, 6, 7 & 8

One Section (Solid Symbol)

9, 10, 11, & 12

**EXISTING SIGNAL POLE 'C' AND 26' MAST ARM WILL BE RETAINED. DETAILS PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HANDHOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION RODNEY PARHAM RD.	OFFSET RODNEY PARHAM RD.	NORTHING	EASTING
A	32'	270 DEGREES	50'-0"	15'-0"	270 DEGREES	111+37.55	53' LT	2068379.4326	1205194.7417
B	52'	180 DEGREES	35'-0"	15'-0"	180 DEGREES	112+33.92	37' LT	2068249.8510	1205169.3189
** C	26'	90 DEGREES	21'-0"	N/A		111+83.99	36' RT	2068292.2673	1205145.2643
D	-		15'-0"	N/A		111+46.73	53' LT	2068371.6749	1205200.2330
E	-		15'-0"	N/A		112+20.80	52' LT	2068305.8191	1205239.4350
F	-		15'-0"	N/A		111+35.13	39' RT	2068330.4353	1205116.4916

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

30 0 30 60
SCALE: 1" = 60'

FINAL PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	393	889

② SIGNALIZATION PLAN SHEET FINAL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AZAD
2018-01-17

LEGEND

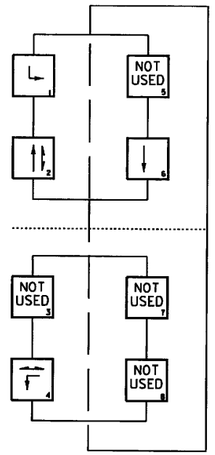
- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- PEDESTRIAN PUSH BUTTON POLE
- VIDEO DETECTOR
- SIGNAL HEAD

ANTENNA ORIENTATION

159°51'19" E OF N

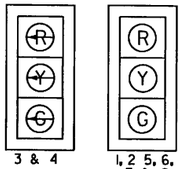
85' FROM STOP LINE
80' FROM STOP LINE
Vz63 COMB.
Vz64 COMB.
Vz11 COMB.
Vz12 COMB.
Vz13
Vz14
ø6
ø1
EXIST. R/W
6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS NOTED)
STREET NAME SIGN (TYP.)
1-3" N.M.C.
1-2" N.M.C.
6'x6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED)
1-2" N.M.C.
RETAIN EXIST. SIGNAL POLE AND 26 FT MAST ARM
26 FT
32 FT
52 FT
NSM2 ETHERNET RADIO
Vz42-1-
ø4
Vz41 COMB.
80' FROM STOP LINE
I-630 EB
EXIST. PULL BOX REMAIN
1000
1-3" N.M.C.
1-2" N.M.C.
2-3" N.M.C.
1-2" N.M.C.
1-1.25" GALVANIZED STEEL CONDUIT
MAIN BREAKER BY CONTRACTOR 1.25" GALVANIZED STEEL CONDUIT TO MAIN BREAKER
SERVICE POINT WITHIN 10' OF CONTROLLER
NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6, HEAVY DUTY PULL BOX. COST OF ADDITIONAL 0.50" N.M.C. INCLUDED IN ITEMS 701, 714, & 715.
EXIST. R/W & C/A
RODNEY PARHAM RD.
Vz24 COMB.
Vz23 COMB.
ø2
85' BEFORE STOP LINE
15 0 15 30
SCALE: 1" = 30'

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



3 & 4

1, 2 5, 6, 7 & 8

One Section (Solid Symbol)



9, 10, 11 & 12

DESIGN PARAMETERS

POSTED SPEED LIMIT
35 MPH NORTH APPROACH
35 MPH WEST APPROACH
35 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
2' MIN. CLEAR ZONE (BARRIER CURB SECTION)

NOTES:

1. FINAL SIGNALIZATION PLANS SHOW ITEMS INSTALLED DURING STAGE IA.
2. SIGNAL HEADS 4-6 SHALL BE RELOCATED ALONG MAST ARM B AS SHOWN.

FINAL PLANS

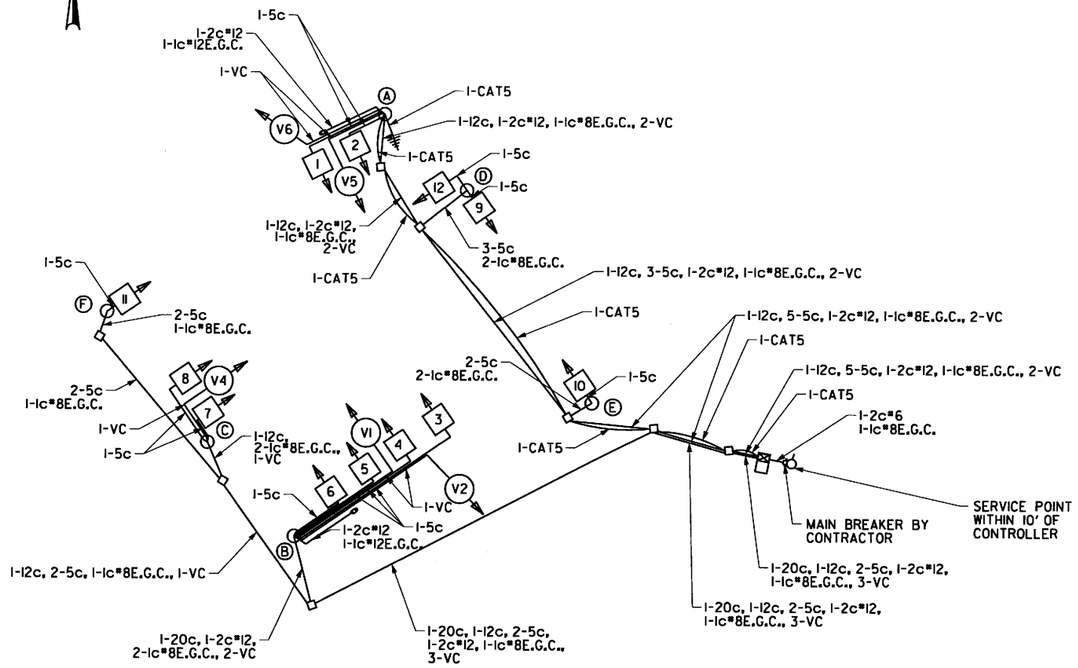
LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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WIRING DIAGRAM



NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-01-17

NOTES:

1. A SEPARATE 5c/*14 A.W.G. SHALL BE PROVIDED FROM EACH 3 SECTION HEAD TO THE BASE OF POLE.
2. A SEPARATE 5c/*14 A.W.G. SHALL BE PROVIDED TO EACH POLE WITH PEDESTRIAN PUSH BUTTON.
3. A SEPARATE CONDUIT SHALL BE PROVIDED FOR CAT5 ETHERNET CABLE FROM THE CONTROLLER TO THE POLE WITH RADIO ANTENNA.
4. WIRING DIAGRAM SHOWS ULTIMATE WIRING SCHEME. EXIST. WIRING FROM PREVIOUS STAGES SHALL BE USED WHERE APPLICABLE.
5. FINAL WIRING INCLUDES WIRING FROM STAGED CONSTRUCTION.
6. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
7. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

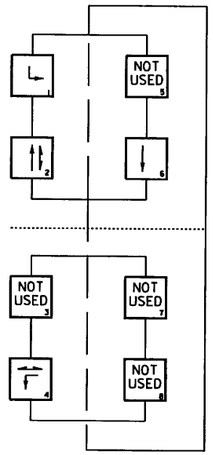
INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS						FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	4	CLR.	
1 & 2	R	R	G	Y	R	R	R
3 & 4	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
5 & 6	G	**	G	**	R	R	R
7 & 8	R	R	R	R	G	Y	R
9 & 10	DW	DW	DW	DW	W	FDW	B
11 & 12	DW	DW	W	FDW	DW	DW	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

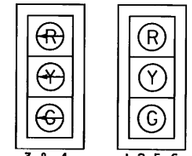
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01-17-18				6	ARK.			
				JOB NO.		CA0608	394	889
				(2) SIGNALIZATION PLAN SHEET FINAL				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



3 & 4

1, 2 5, 6, 7 & 8

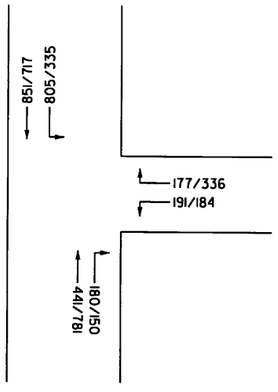
One Section (Solid Symbol)



9, 10, 11 & 12

PEAK HR TRAFFIC COUNTS

AM/PM



DETECTOR CHART

LITTLE ROCK - I-630 EAST/RODNEY PARHAM RD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. #S		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYSTEM DET. #			
Vz 11	SB LEFT OUTSIDE FAR	COMB.			1	9	1	1		23"	VD 1
Vz 12	SB LEFT INSIDE FAR	COMB.			2	13	1	5		23"	VD 1
Vz 13	SB LEFT OUTSIDE NEAR	LOCAL			3	1	1	-		23"	VD 1
Vz 14	SB LEFT INSIDE NEAR	LOCAL			4	3	1	-		23"	VD 1
Vz 21	NB OUTSIDE FAR	COMB.			9	10	2	2		74"	VD 2
Vz 22	NB INSIDE FAR	COMB.			10	11	2	3		74"	VD 2
Vz 23	NB OUTSIDE NEAR	LOCAL			11	2	2	-		23"	VD 5
Vz 24	NB INSIDE NEAR	LOCAL			12	5	2	-		23"	VD 5
Vz 41	WB LEFT FAR	COMB.			13	12	4	4		23"	VD 3
Vz 42	WB LEFT NEAR	LOCAL			14	4	4	-		23"	VD 3
Vz 61	SB OUTSIDE FAR	COMB.			7	14	6	6		74"	VD 6
Vz 62	SB INSIDE FAR	COMB.			8	15	6	7		74"	VD 6
Vz 63	SB OUTSIDE NEAR	LOCAL			5	6	6	-		23"	VD 1
Vz 64	SB INSIDE NEAR	LOCAL			6	7	6	-		23"	VD 1
P2	N TO S	PED.			P2	P2	2	-			
P4	E TO W	PED.			P4	P4	4	-			

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 15 & 16
NOTE: NOT ALL ZONES SHOWN ARE USED IN ALL STAGES. REFER TO STAGE PLANS FOR THE DETECTORS USED.

FINAL PLANS

LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

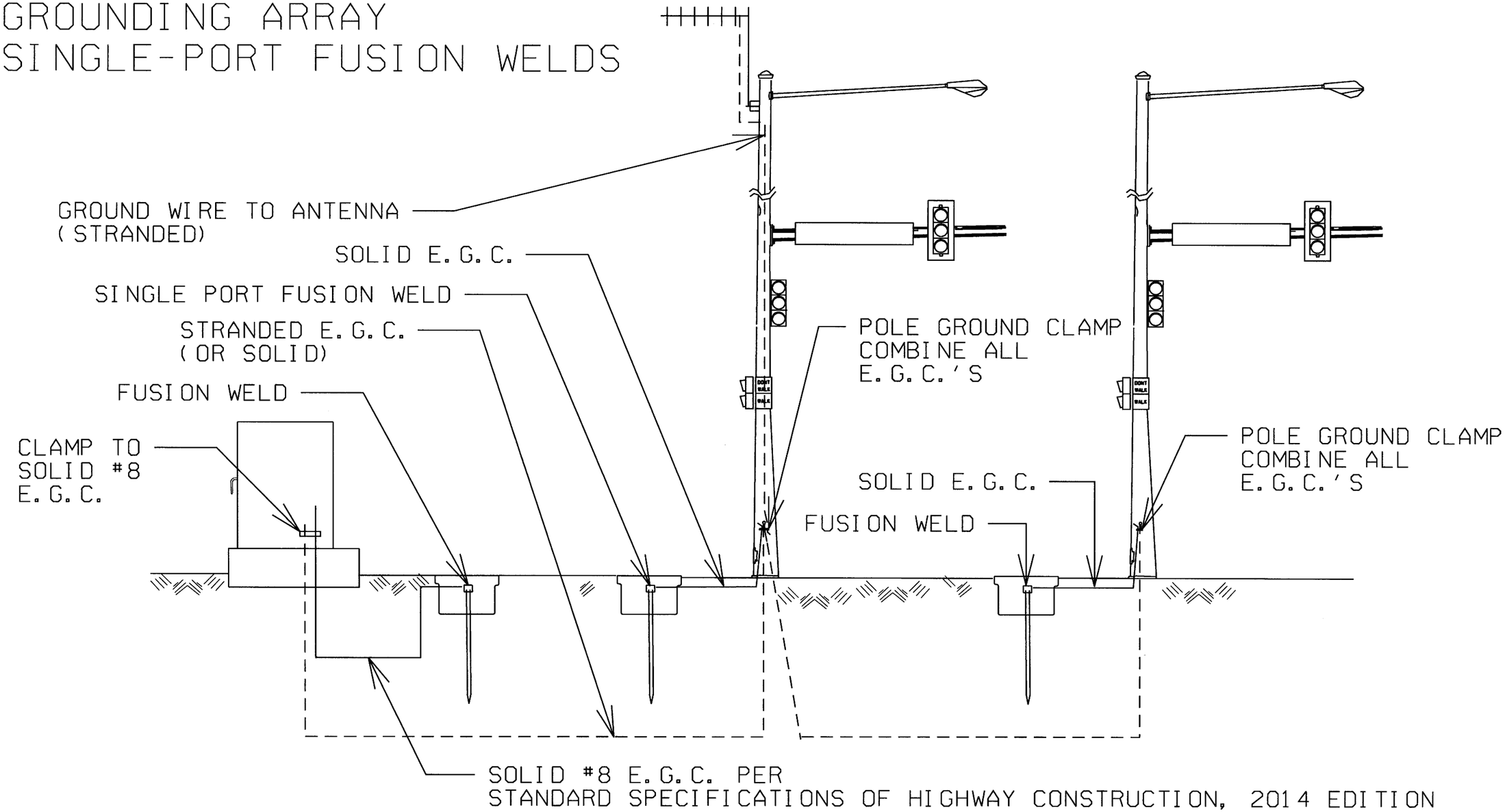
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				6	ARK.			
				JOB NO.		CA0608	395	889

(2) SIGNALIZATION PLAN SHEET GROUNDING ARRAY

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAID
2017-07-06

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

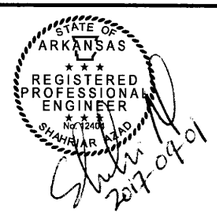


LOCATION: I-630 EAST/RODNEY PARHAM RD.
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: CRS

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				6	ARK.			
				JOB NO.		CA0608	396	889

(2) SIGNING SUMMARY AND QUANTITIES

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-50)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-51)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-52)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-53)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-54)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-57)	1	EACH
SP	STEEL BRIDGE MOUNTED SIGN STRUCTURE (BM-630-60-56)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-630-60-55)	1	EACH
SP & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	1103	SQ. FT.
SP & 725	GUIDE SIGN - OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	2792	SQ. FT.
SP & 726	STANDARD SIGN	1477	SQ. FT.
SP & 727	EXIT NUMBER PANEL (TYPE A)	105	SQ. FT.
SP & 727	EXIT NUMBER PANEL (TYPE B)	140	SQ. FT.
SP & 727	EXIT NUMBER PANEL (TYPE C)	29	SQ. FT.
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	37	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	14832	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	79	EACH
SP	RELOCATION OF VMS ASSEMBLY	1	EACH
SP	OVERHEAD VMS ASSEMBLY	1	EACH

NOTES:

1. ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS, AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.
2. THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.
3. EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.
4. BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H1, H2, H3, AND THE STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).
5. RED VERTICAL STRIPS SHALL BE PLACED ON ALL DELINEATOR POSTS AND ALL WRONG-WAY AND DO NOT ENTER SIGN POSTS, AND SHOULD BE CONSIDERED SUBSIDIARY TO THE VARIOUS CONTRACT ITEMS FOR SIGNS AND DELINEATORS.

	SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET CHANNEL POST SIGN SUPPORTS TYPE U-1 EA.	U-2 EA.	U2-1 EA.	U2-2 EA.	U2-3 EA.	U2-4 EA.	U2-5 EA.	U2-6 EA.	U2-7 EA.	U2-8 EA.	U2-9 EA.	U2-10 EA.	STANDARD SIGN SQ. FT.
	SS-630-60-STA306+16WB	1												7.50
	SS-630-60-STA1003+25EB	1												7.50
	SS-630-60-STA603+19EB	1												7.50
	SS-ROD-60-STA109+42NB	1												7.50
*	SS-630-60-STA1160+00WB	1												2.00
*	SS-630-60-STA1159+61EB	1												2.00
*	SS-630-60-STA1102+51EB	1												2.00
*	SS-630-60-STA1102+44WB	1												2.00
	SS-ROD-60-STA106+65SB	1												3.00
	SS-ROD-60-STA111+41NB	1												3.00
	SS-ROD-60-STA112+09SB	1												3.00
	SS-630-60-STA914+39EB	1												3.00
	SS-ROD-60-STA112+69NB	1												3.00
	SS-MIS-60-STA200+73WB	1												3.90
	SS-HUG-60-STA101+83NB	1												8.25
	SS-HUG-60-STA97+60NB	1												6.25
	SS-HUG-60-STA98+60NB	1												6.25
	SS-SUP-60-STA120+14WB	1												1.73
	SS-SUP-60-STA202+29EB	1												1.73
	SS-SUP-60-STA117+47EB	1												2.25
	SS-SUP-60-STA113+51WB	1												2.25
	SS-SUP-60-STA106+14EB	1												2.25
	SS-SUP-60-STA200+28EB	1												2.25
	SS-630-60-STA1001+13EB	1												6.93
	SS-630-60-STA307+09WB	1												6.93
	SS-630-60-STA601+90EB	1												6.93
	SS-630-60-STA706+97WB	1												6.93
	SS-630-60-STA1206+68WB	1												6.75
	SS-630-60-STA907+44EB THROUGH SS-630-60-STA911+44EB	5												37.50
	SS-630-60-STA1120+45WB THROUGH SS-630-60-STA1123+29WB	4												30.00
	TOTAL:	37												192.08

*MILE MARKER SIGNS WILL BE INSTALLED AS DIRECTED BY THE ENGINEER.

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9/1/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	397	889

(2) SIGNING QUANTITIES

(BOX 1 OF 2)

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G-1 EA.	G-2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	STANDARD SIGN SQ. FT.
SS-630-60-STA914+33EB		1											22.93
SS-630-60-STA500+32WB		1											22.93
SS-630-60-STA1065+48EB		1											16.00
SS-630-60-STA1083+55WB		1											16.00
SS-630-60-STA704+92WB		1											16.00
SS-630-60-STA1111+70WB		1											16.00
SS-630-60-STA1143+47EB		1											16.00
SS-630-60-STA1010+48EB		1											16.00
SS-630-60-STA1164+00WB		1											16.00
SS-630-60-STA1096+07EB		1											16.00
SS-630-60-STA1116+48WB		1											16.00
SS-630-60-STA1177+54EB		1											16.00
SS-630-60-STA307+29WB		1											12.75
SS-630-60-STA307+37WB		1											12.75
SS-630-60-STA500+66WB		1											12.75
SS-630-60-STA600+40EB		1											12.75
SS-630-60-STA500+43WB		1											12.75
SS-630-60-STA600+45EB		1											12.75
SS-630-60-STA408+19EB		1											9.00
SS-630-60-STA502+96WB		1											9.00
SS-630-60-STA502+97WB		1											9.00
SS-630-60-STA1002+25EB		1											16.00
SS-630-60-STA405+09EB		1											16.00
SS-630-60-STA504+08WB		1											16.00
SS-630-60-STA504+09WB		1											16.00
SS-630-60-STA804+20WB		1											16.00
SS-630-60-STA908+67EB		1											16.00
SS-630-60-STA908+71WB		1											16.00
SS-630-60-STA1203+67EB		1											16.00
SS-630-60-STA1203+68EB		1											16.00
SS-630-60-STA409+28EB		1											8.75
SS-630-60-STA801+94WB		1											8.75
SS-630-60STA801+91WB		1											8.75
SS-630-60-STA911+47EB		1											8.75
SS-630-60-STA911+83EB		1											8.75
SS-630-60-STA1106+07EB		1											16.00
SS-630-60-STA1112+10WB		1											16.00
SS-630-60-STA1123+60EB		1											16.00
SS-630-60-STA1134+31WB		1											16.00
SUBTOTALS:		39											561.11

(BOX 2 OF 2)

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G-1 EA.	G-2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	STANDARD SIGN SQ. FT.
SS-630-60-STA1170+04EB		1											16.00
SS-630-60-STA705+81WB		1											16.00
SS-630-60-STA500+32WB		1											29.50
SS-630-60-STA500+43WB		1											29.50
SS-630-60-STA914+41EB		1											29.50
SS-630-60-STA800+63WB		1											29.50
SS-630-60-STA800+64WB		1											29.50
SS-630-60-STA412+64EB		1											29.50
SS-630-60-STA412+69EB		1											29.50
SS-630-60-STA1082+22EB		1											20.00
SS-630-60-STA1082+23EB		1											20.00
SS-630-60-STA1107+00WB		1											20.00
SS-630-60-STA1119+04EB		1											20.00
SS-630-60-STA1075+17EB		OH											20.00
SS-630-60-STA1068+49WB		1											20.00
SS-630-60-STA1098+67WB		1											20.00
SS-630-60-STA1130+02EB		1											20.00
SS-630-60-STA1143+00WB		1											20.00
SS-630-60-STA1171+73EB		1											20.00
SS-630-60-STA1183+60WB		1											20.00
SS-630-60-STA1070+89WB		1											20.00
SS-630-60-STA1070+90WB		1											20.00
SS-630-60-STA1000+42EB		1											18.38
SS-MIS-60-STA200+71SB		1											18.38
SS-ROD-60-STA86+08SB		1											18.38
SS-630-60-STA307+61WB		1											18.38
SS-MIS-60-STA200+52NB		1											9.19
SS-ROD-60-STA87+48NB		1											9.19
SS-ROD-60-STA88+14NB		1											9.19
SS-630-60-STA1000+45EB		1											9.19
SS-630-60-STA600+33EB		1											9.19
SS-630-60-STA1061+40EB		1											14.38
SS-HUG-60-STA96+60NB		1											9.00
SS-HUG-60-STA102+47SB		1											9.00
SS-HUG-60-STA98+49SB		1											8.50
SS-630-60-STA505+21WB		1											10.00
ML-630-60-STA409+24EB		1											8.75
ML-630-60-STA501+79WB		1											18.75
ML-ROD-60-STA95+22SB		1											9.19
ML-ROD-60-STA101+84NB		1											9.19
ML-630-60-STA501+82WB		1											8.75
SUBTOTALS:		40											723.48
TOTALS:		79											1284.59

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SIGNING QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	398	889

SIGNING QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADIBI
2017-04-01

OVERHEAD SIGNING QUANTITIES

SIGN NO./ LOCATION	STRUCTURE TYPE: INSTALL SIGN STRUCTURE (EA) ST	CL	OH	BM	MAINTAIN EXISTING SIGN STRUCTURE ST	CL	OH	BM	REMOVE EXISTING SIGN STRUCTURE (EA) ST	CL	OH	BM	GUIDE SIGN LENGTH LIN. FT	HEIGHT LIN. FT	SQ. FT.	LEGEND	EXIT NUMBER PANEL TYPE A SQ. FT.	B SQ. FT.	C SQ. FT.	GUARDRAIL TYPE A LIN. FT.	TERM. ANCHOR POSTS TYP EACH	GUARDRAIL TERM TYPE 2 EACH	AGG. BASE CR (CL. 7) TON	ACHM SURF. CR. 220 LBS/SY TON
• OH-630-60-50			1								1															
OH-630-60-1070+08WB-A													8	4.5	36											
OH-630-60-1070+08WB-B													59.5	12.5	743.75											
OH-630-60-1070+08WB-C													12.5	9	112.5	7	17.5									
OH-630-60-51			1																							
VMS-630-60-1075+17EB-A													-	-	-											
OH-630-60-1075+17EB-B													22.5	8	180	6A		20.0								
OH-630-60-1075+17EB-C													14.5	6.5	94.25	6B		20.0								
• OH-630-60-52			1								1															
VMS-630-60-1097+49WB-A													-	-	-											
OH-630-60-1097+49WB-B													12.5	8	100	7	17.5									
OH-630-60-1097+49WB-C													14.5	6.5	94.25	6B		20.0								
• OH-630-60-53			1								1															
OH-630-60-1121+75EB-A													13	8.5	110.5											
OH-630-60-1121+75EB-B													13.5	8	108	5	17.5									
OH-630-60-1121+75EB-C													22.5	9	202.5	6A		20.0								
• OH-630-60-54			1								1															
OH-630-60-1140+97WB-A													11.5	8.5	97.75	8A-B			28.8							
OH-630-60-1140+97WB-B													13	6	78	6B		20.0								
OH-630-60-1140+97WB-C													22.5	9	202.5	6A		20.0								
OC-630-60-55		1																								
OC-630-60-1150+50EB-A													18.5	9	166.5	5	17.5									
• BM-630-60-56				1								1														
BM-630-60-1154+58WB-A													22.5	9	202.5	6A		20.0								
• OH-630-60-57			1								1															
OH-630-60-1173+50EB-A													12	8	96	4	17.5									
OH-630-60-1173+50EB-B													18.5	9	166.5	5	17.5									
TOTALS:		1	6	1							5	1			2791.5		105.0	140.0	28.8							

• NOTE: REMOVAL OF EXISTING SIGN, STRUCTURE, AND FOUNDATION IS SUBSIDIARY TO ITEM FOR NEW SIGN STRUCTURE.

MAIN LANES ROADSIDE MOUNTED SIGNING QUANTITIES

SIGN NO./ LOCATION	I-BEAM STRUCTURE TYPE G-1	G-2	G-3	GUIDE SIGN DEMOUNTABLE LEGEND LENGTH LIN. FT.	HEIGHT LIN. FT.	SQ. FT.	I-BEAM BREAKAWAY SIGN SUPPORT: STEEL SECT. A-572 BEAM	LBS	SIGN POST LENGTH LIN FT H-1	H-2	H-3	STUB POST LIN FT H-1	H-2	H-3	FOOTINGS LIN FT DIA.	DEPTH	EMBED.	SIGN POST AND STUB POUND	LEGEND	EXIT NUMBER PANEL TYPE A SQ. FT.	B SQ. FT.	C SQ. FT.
EX-630-60-STA1066+57WB		1		6.50	5.00	32.50	W6	15.00	13.95	14.60		3.67	3.67		2.50	5.00	3.33	538.25				
EX-630-60-STA1079+58EB		1		7.50	5.00	37.50	W6	15.00	13.98	14.73		3.67	3.67		2.50	5.00	3.33	540.75				
EX-630-60-STA1094+46WB		1		7.50	5.00	37.50	W6	15.00	13.98	14.73		3.67	3.67		2.50	5.00	3.33	540.75				
EX-630-60-STA1134+40EB		1		7.50	7.00	52.50	W6	15.00	16.00	16.80		4.33	4.33		2.50	6.00	4.00	622.00				
EX-630-60-STA1135+02WB		1		7.50	5.00	37.50	W6	15.00	14.00	14.80		3.67	3.67		2.50	5.00	3.33	542.00				
EX-630-60-STA1175+35EB		1		6.50	5.00	32.50	W6	15.00	13.95	14.60		3.67	3.67		2.50	5.00	3.33	538.25				
EX-630-60-STA1185+61WB		1		7.50	5.00	37.50	W6	15.00	14.02	14.87		3.67	3.67		2.50	5.00	3.33	543.25				
EX-630-60-STA1178+89WB		1		7.00	10.00	70.00	W8	18.00	16.50	17.30		4.33	4.33		2.50	6.00	4.00	764.40				
ML-630-60-STA910+67EB		1		9.00	2.50	22.50	W6	15.00	11.74	12.74		3.33	3.33		2.50	4.50	3.00	467.20				
ML-630-60-STA409+24EB		1		6.00	2.50	15.00	W6	15.00	11.62	12.27		3.33	3.33		2.50	4.50	3.00	458.45				
ML-630-60-STA501+79WB		1		6.50	2.50	16.25	W6	15.00	11.64	12.34		3.33	3.33		2.50	4.50	3.00	459.70				
ML-ROD-60-STA95+22SB		1		8.00	2.50	20.00	W6	15.00	9.22	10.12		2.67	2.67		2.50	3.50	2.33	370.20				
ML-630-60-STA803+00WB		1		8.00	2.50	20.00	W6	15.00	9.35	10.13		2.67	2.67		2.50	3.50	2.33	372.14				
ML-ROD-60-STA101+84NB		1		8.00	2.50	20.00	W6	15.00	9.22	10.12		2.67	2.67		2.50	3.50	2.33	370.20				
ML-630-60-STA1114+00EB		1		7.00	3.00	21.00	W6	15.00	12.32	13.07		3.33	3.33		2.50	4.50	3.00	480.75				
ML-630-60-STA1160+50WB		1		7.00	3.00	21.00	W6	15.00	17.19	18.82		4.67	4.67		2.50	6.50	4.33	680.05				
ML-630-60-STA407+10EB		1		8.00	1.50	12.00	W6	15.00	10.72	11.67		3.00	3.00		2.50	4.00	2.67	425.90				
ML-630-60-STA501+82WB		1		8.00	1.50	12.00	W6	15.00	10.72	11.67		3.00	3.00		3.00	4.00	2.67	425.90				
ML-630-60-STA1176+48EB		1		5.50	4.50	24.75	W6	15.00	13.42	13.97		3.67	3.67		2.50	5.00	3.33	520.75				
ML-630-60-STA1138+00EB		1		5.50	4.50	24.75	W6	15.00	13.42	13.97		3.67	3.67		2.50	5.00	3.33	520.75				
ML-630-60-STA1175+86WB		1		5.50	4.50	24.75	W6	15.00	16.99	18.31		4.67	4.67		2.50	6.50	4.33	669.50				
ML-630-60-STA1063+00EB		1		15.00	7.00	105.00	W8	18.00	20.00	21.55		5.33	5.33		3.00	7.50	5.00	939.90				
ML-630-60-STA1105+00WB		1		15.00	7.00	105.00	W8	18.00	20.61	23.87		5.67	5.67		3.00	8.00	5.33	1004.64				
ML-630-60-STA1141+00EB		1		18.00	11.50	207.00	W10	22.00	21.58	22.63		5.67	5.67		3.00	8.00	5.33	1222.09				
ML-630-60-STA1233+60WB		1		14.50	6.50	94.25	W8	18.00	14.82	20.43		5.00	5.00		3.00	7.00	4.67	814.50				
TOTALS:		25				1102.75												14832.27				

SIGNING QUANTITIES

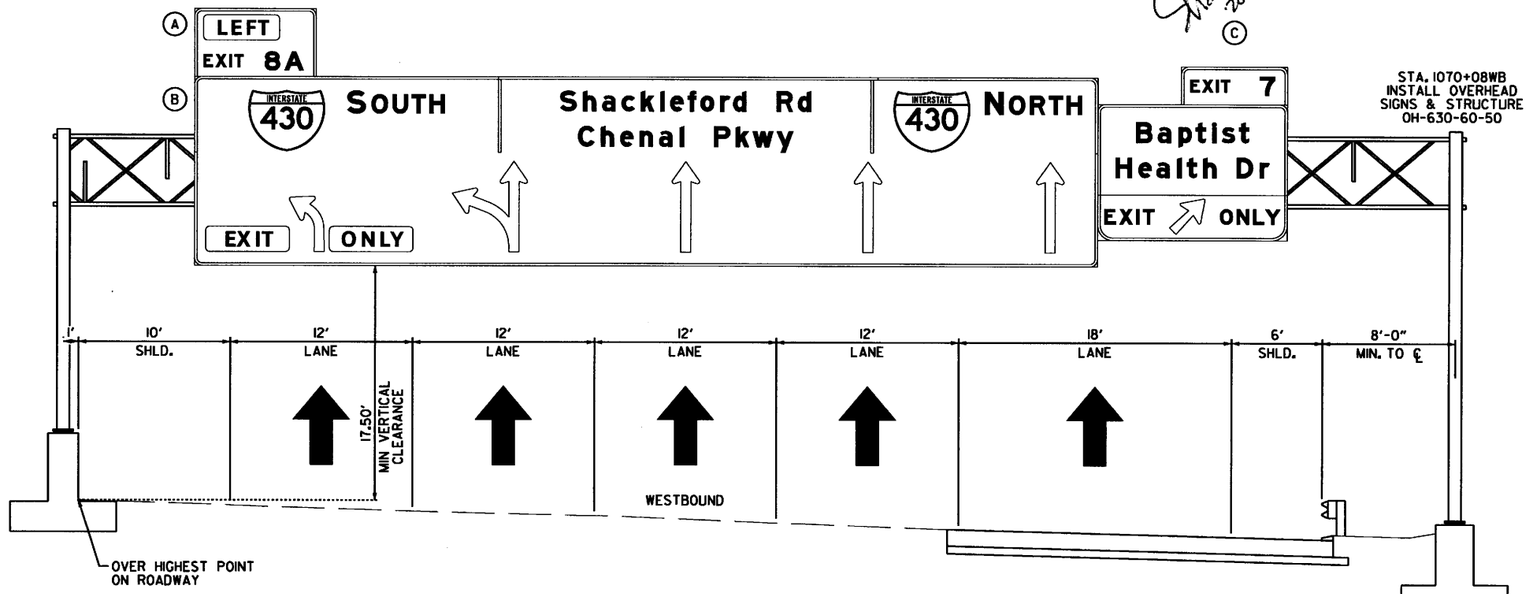
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	399	889

(2) SIGN LAYOUT

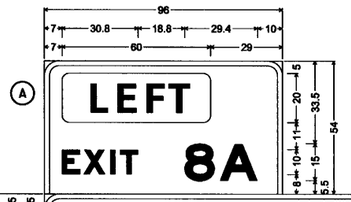
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REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAR MEAD
2017-08-21
(C)

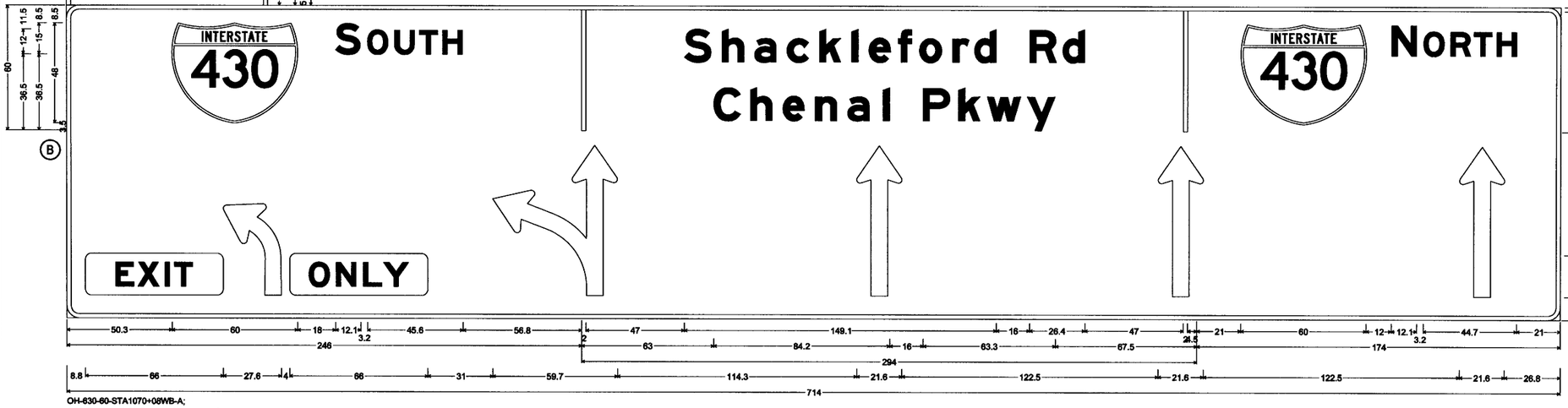


STA. 1070+08WB
INSTALL OVERHEAD SIGNS & STRUCTURE
OH-630-60-50

NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS 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 CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.





OH-630-60-STA1070+08WB-A;
6.0" Radius, 2.0" Border, White on Green;
Rounded Rectangle 3.0" Radius Yellow;
[EXIT] E Mod 2K; [8A] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Interstate 430 M1-1 18.0" D; [S OUTH] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Shackleford Rd] E Mod 2K; [Chenal Pkwy] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Interstate 430 M1-1 18.0" D; [N ORTH] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Rounded Rectangle 3.0" Radius Yellow;
Rounded Rectangle 3.0" Radius Yellow;
Standard Arrow Custom 72.0" X 21.6" 90"; Standard Arrow Custom 72.0" X 21.6" 90"; Standard Arrow Custom 72.0" X 21.6" 90";



OH-630-60-STA1070+08WB-C;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [7] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Baptist] E Mod 2K; [Health] E Mod 2K; [Dr] E Mod 2K;
E11-1a; 6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-630-60-50

7/20/2017 3:58:33 PM
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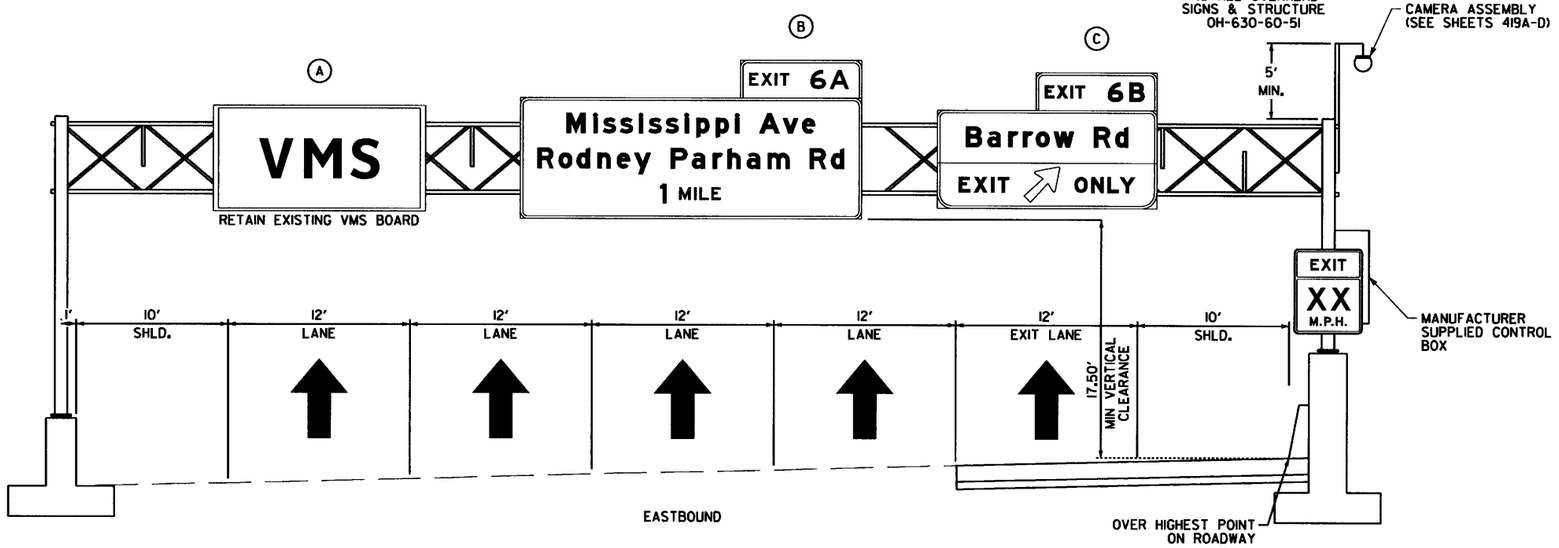
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	400	889

SIGN LAYOUT

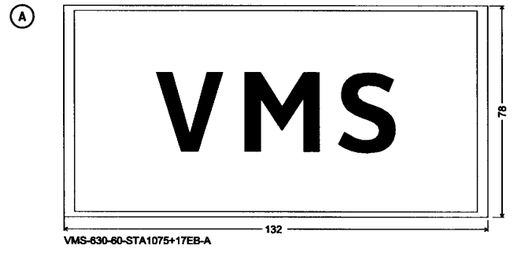
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR MIAD
2017-08-21

STA. 1075+17EB
INSTALL OVERHEAD SIGNS & STRUCTURE
OH-630-60-51

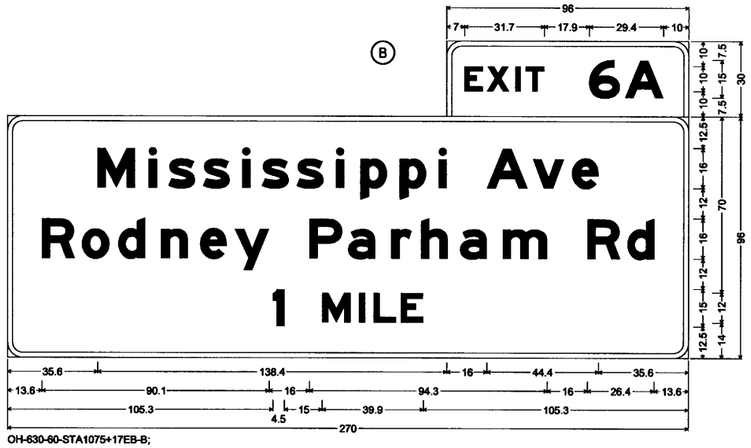


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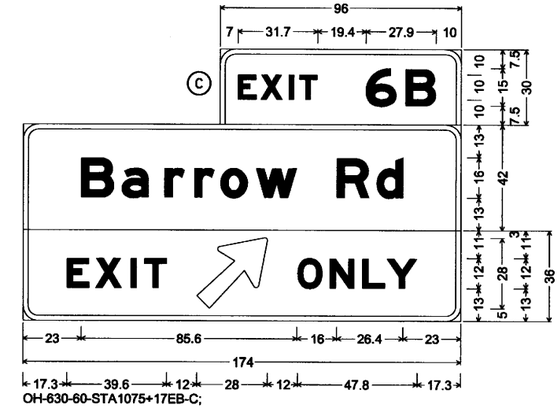
1. THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES. SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.
2. THE CONTRACTOR SHALL RELOCATE THE EXISTING VMS BOARD AS DIRECTED BY THE ENGINEER.



VMS-630-60-STA1075+17EB-A



OH-630-60-STA1075+17EB-B;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [6A] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Mississippi] E Mod 2K; [Ave] E Mod 2K; [Rodney] E Mod 2K; [Parham] E Mod 2K; [Rd] E Mod 2K; [1] E Mod 2K;
[MILE] E Mod 2K;



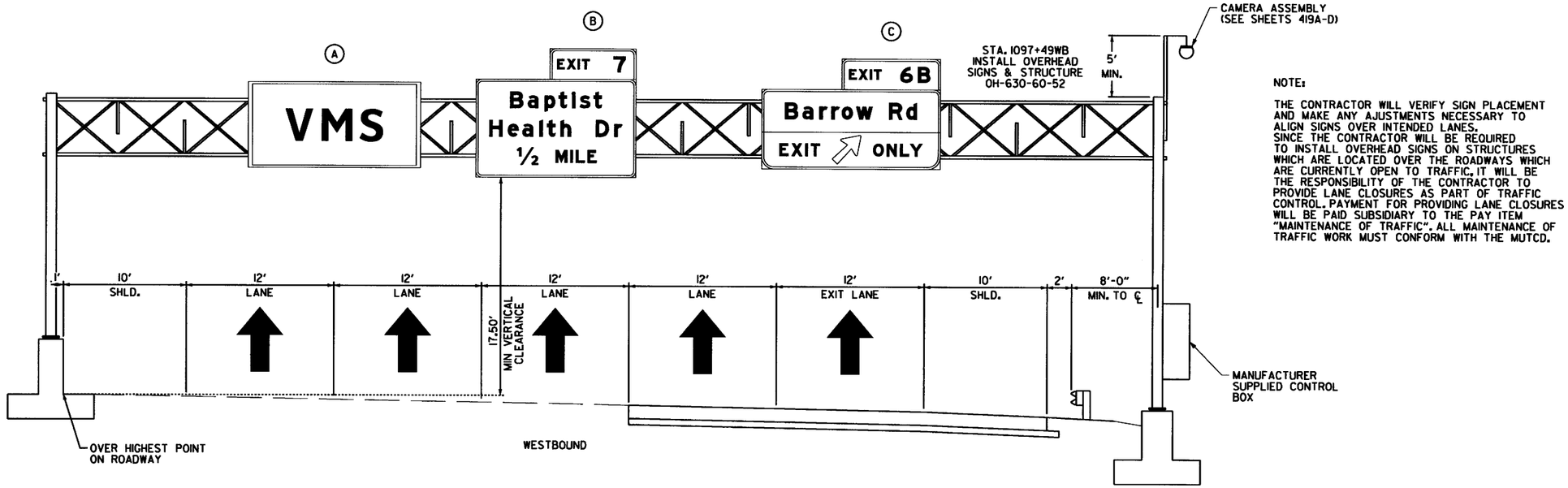
OH-630-60-STA1075+17EB-C;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [6B] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Barrow] E Mod 2K; [Rd] E Mod 2K;
E11-1e; 6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-630-60-51

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	401	889
				②	SIGN LAYOUT			

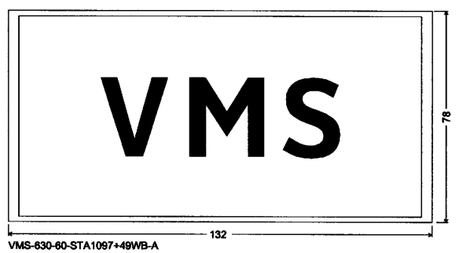
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR NEAD
2017.08.21



NOTE:

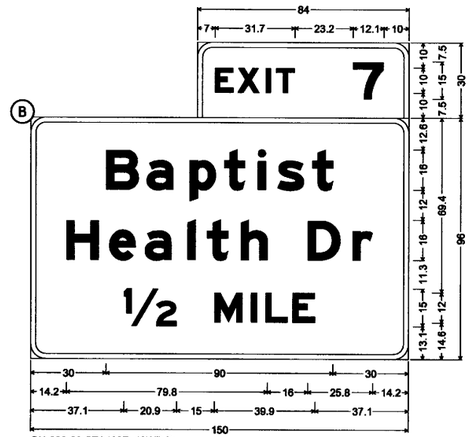
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES. SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

Ⓐ



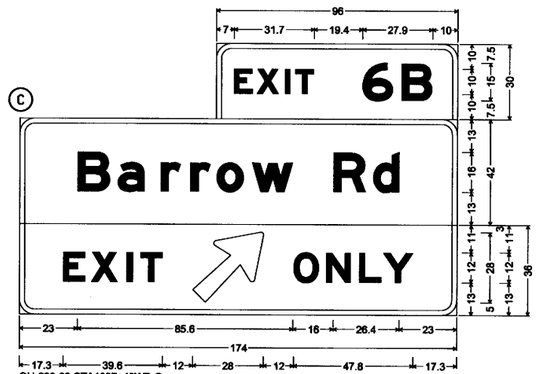
VMS-630-60-STA1097+49WB-A

Ⓑ



OH-630-60-STA1097+49WB-B;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [7] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Baptist] E Mod 2K; [Health Dr] E Mod 2K; [½] E Mod 2K;
[MILE] E Mod 2K;

Ⓒ



OH-630-60-STA1097+49WB-C;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [6B] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Barrow] E Mod 2K; [Rd] E Mod 2K;
E11-1e; 6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

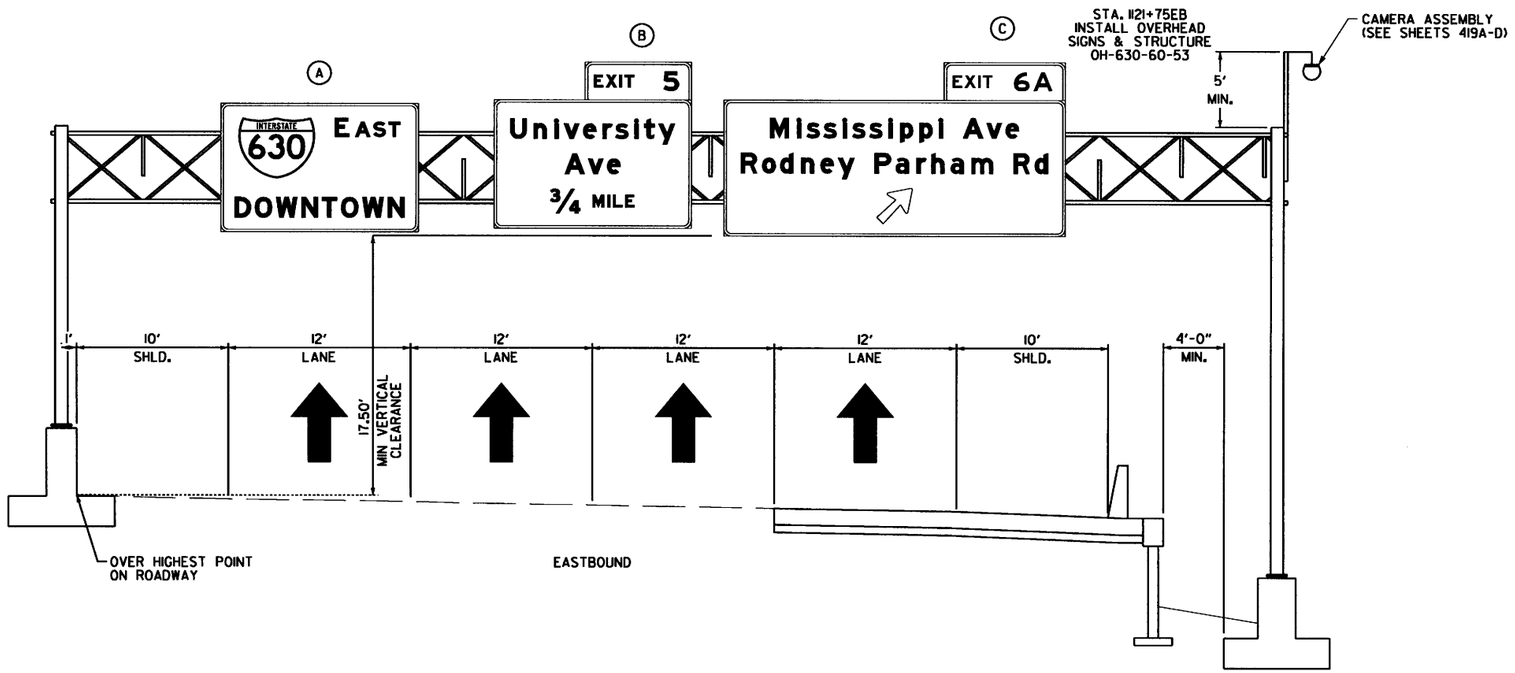
SIGN LAYOUT
OH-630-60-52

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	402	889

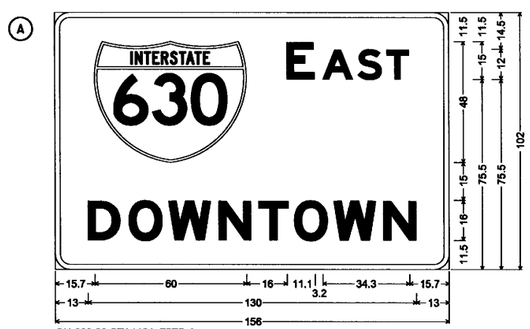
(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12489
SHAHRIAR AZAD
2017-08-21

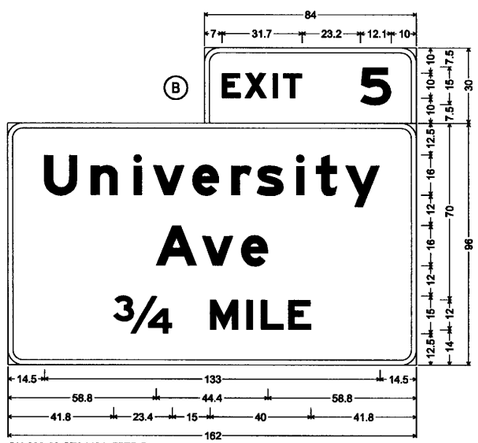


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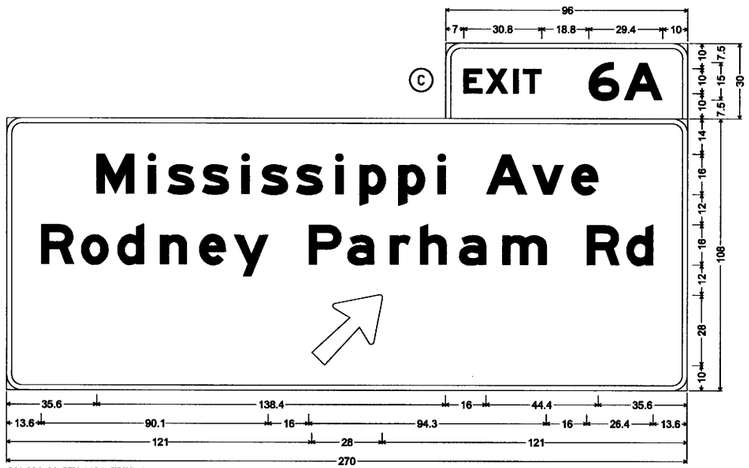
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES. SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



OH-630-60-STA1121+75EB-A;
6.0" Radius, 2.0" Border, White on Green;
Interstate 630 M1-1 20.0" D; [E AST] E Mod 2K;
[DOWNTOWN] E Mod 2K;



OH-630-60-STA1121+75EB-B;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [5] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[University] E Mod 2K; [Ave] E Mod 2K; [¾] E Mod 2K; [MILE] E Mod 2K;



OH-630-60-STA1121+75EB-C;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [6A] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Mississippi] E Mod 2K; [Ave] E Mod 2K; [Rodney] E Mod 2K; [Parham] E Mod 2K; [Rd] E Mod 2K; Arrow A-3 - 35.6" 45°;

SIGN LAYOUT
OH-630-60-53

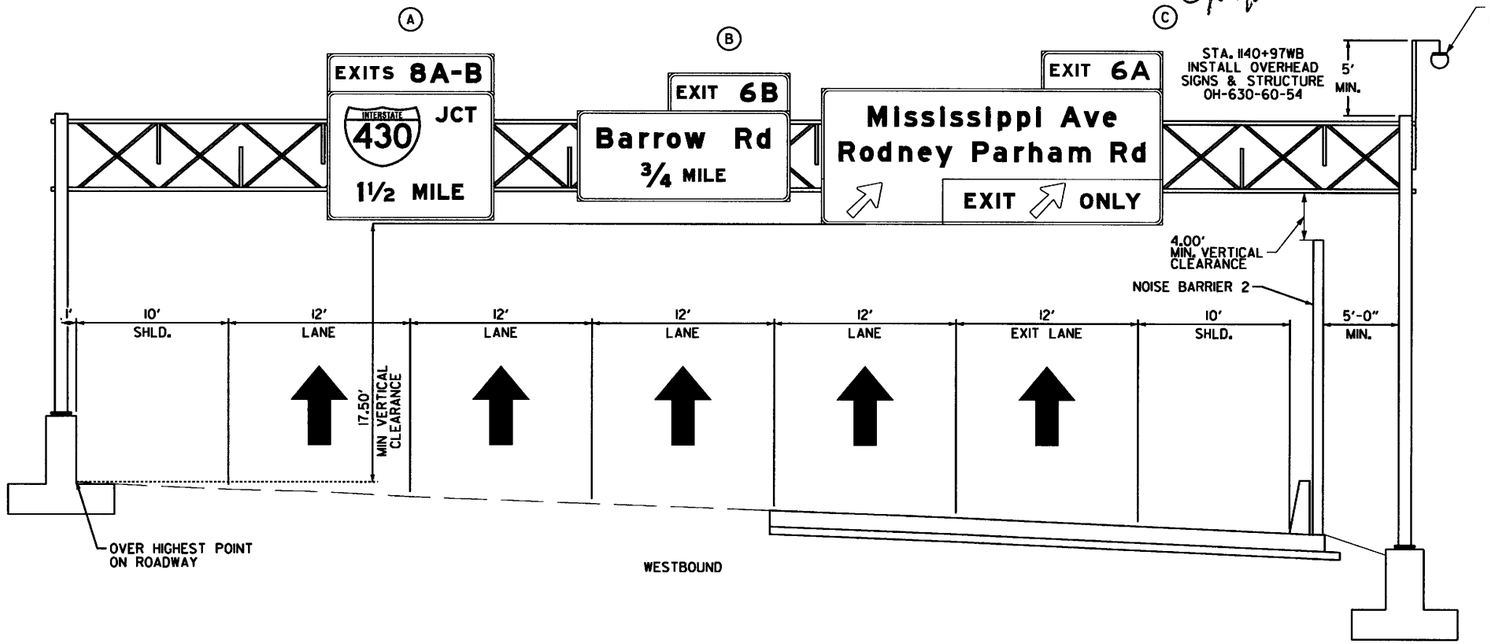
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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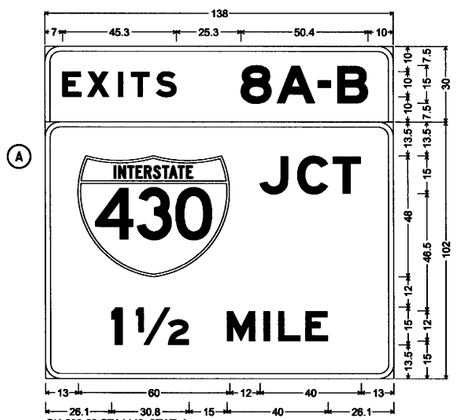
(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-08-21

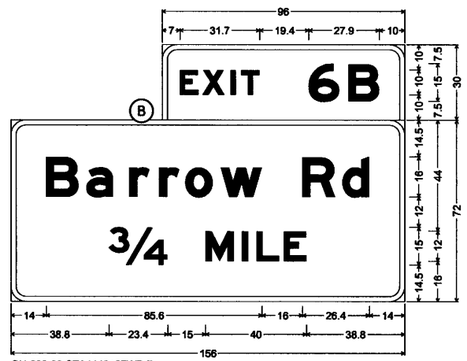


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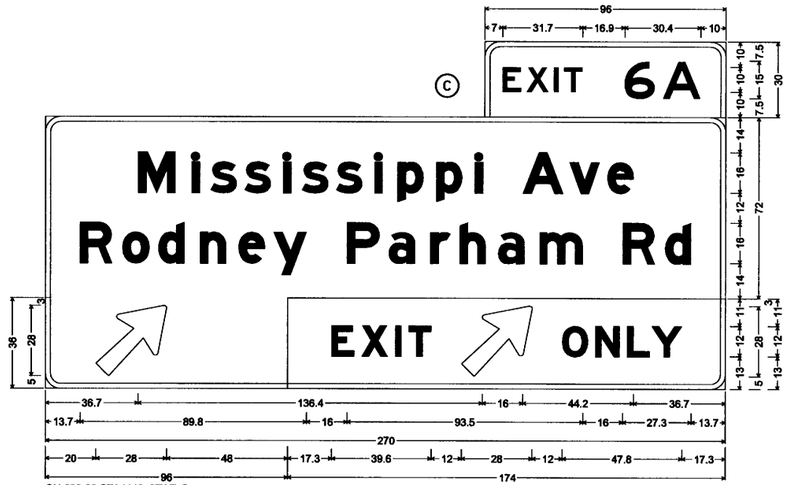
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES. SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



OH-630-60-STA1140+97WB-A;
6.0" Radius, 2.0" Border, White on Green;
[EXITS] E Mod 2K specified length; [8A-B] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Interstate 430 M1-1 20.0" D; [JCT] E Mod 2K; [1½] E Mod 2K;
[MILE] E Mod 2K;



OH-630-60-STA1140+97WB-B;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [6B] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Barrow Rd] E Mod 2K; [¾] E Mod 2K; [MILE] E Mod 2K;



OH-630-60-STA1140+97WB-C;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [6A] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Mississippi] E Mod 2K; [Ave] E Mod 2K; [Rodney] E Mod 2K; [Parham] E Mod 2K; [Rd] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Arrow A-3 - 35.6" 45°;
E11-1e; 6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°; [ONLY] E Mod 2K specified length;

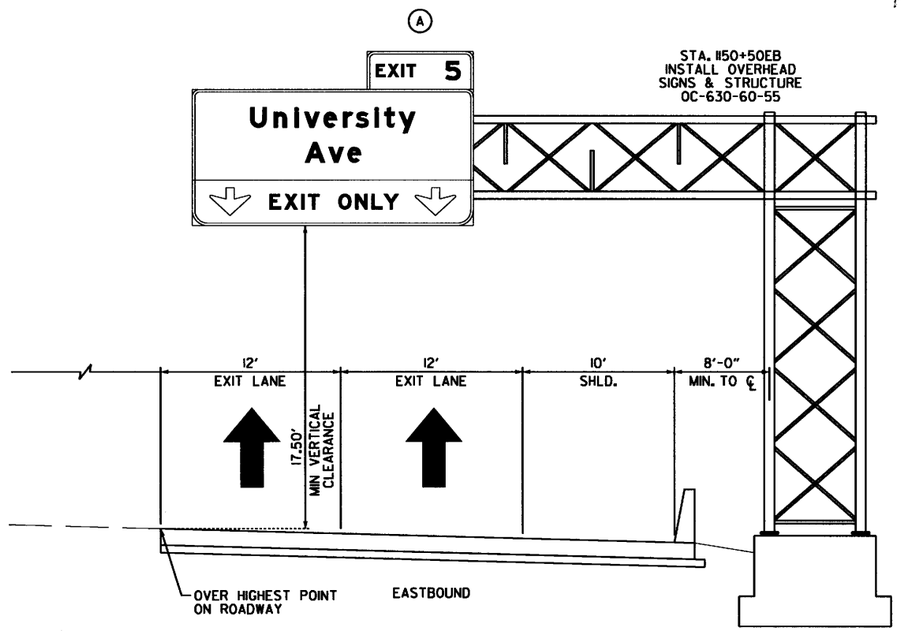
SIGN LAYOUT
OH-630-60-54

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				JOB NO.		CA0608	404	889

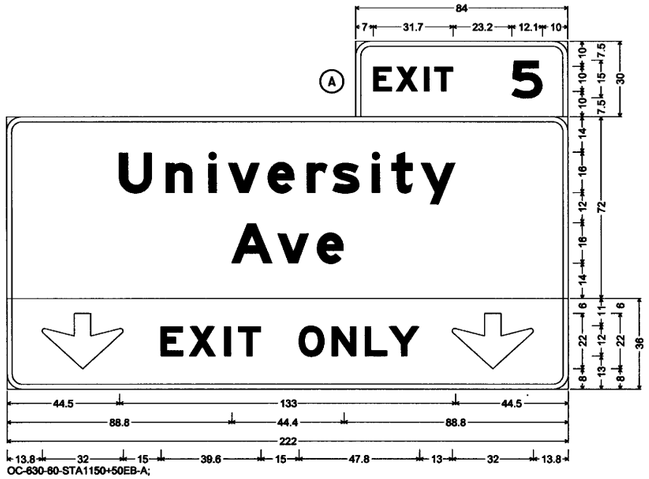
(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AHAD
No. 12404
2017-08-21



NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS 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 CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



OC-630-60-STA1150+50EB-A;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [5] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[University] E Mod 2K; [Ave] E Mod 2K;
E11-1e; 6.0" Radius, 2.0" Border, Black on Yellow;
Down Arrow C - 22.0" 270°; [EXIT] E Mod 2K specified length; [ONLY] E Mod 2K specified length;
Down Arrow C - 22.0" 270°;

SIGN LAYOUT
OC-630-60-55

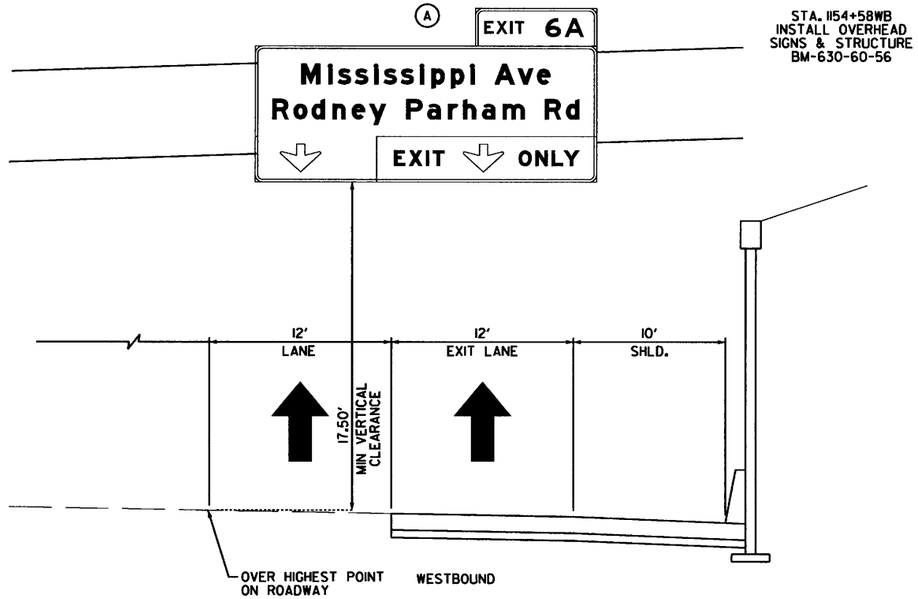
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(2) SIGN LAYOUT

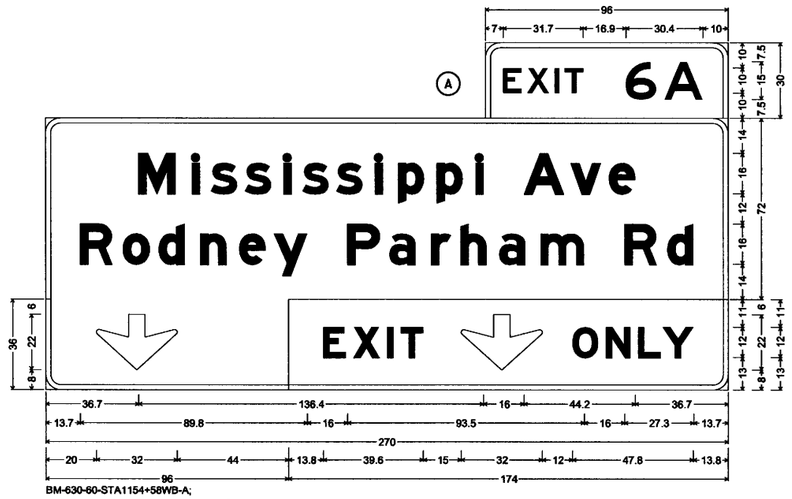
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06



STA. 1154+58WB
INSTALL OVERHEAD SIGNS & STRUCTURE
BM-630-60-56

NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS 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 CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



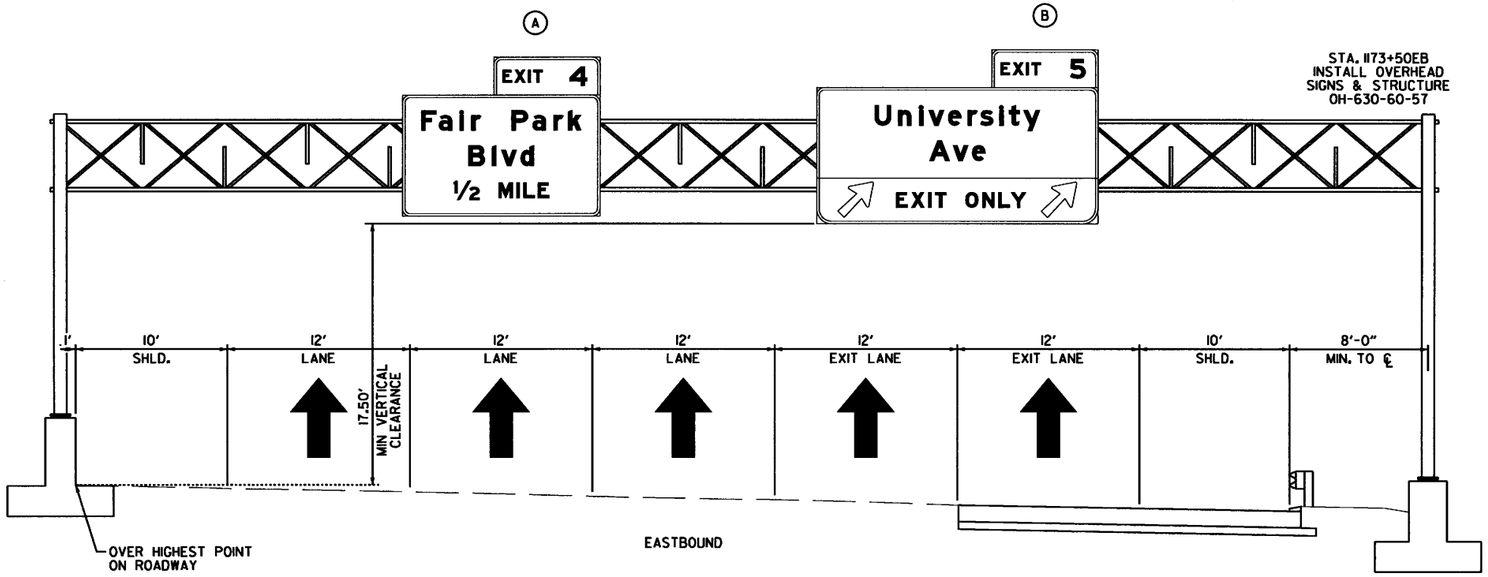
BM-630-60-STA1154+58WB-A;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [6A] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Mississippi] E Mod 2K; [Ave] E Mod 2K; [Rodney] E Mod 2K; [Parham] E Mod 2K; [Rd] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Down Arrow C - 22.0" 270°;
E11-1e; 6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Down Arrow C - 22.0" 270°; [ONLY] E Mod 2K specified length;

SIGN LAYOUT
BM-630-60-56

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	406	889
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR ALAM
2017.08.21

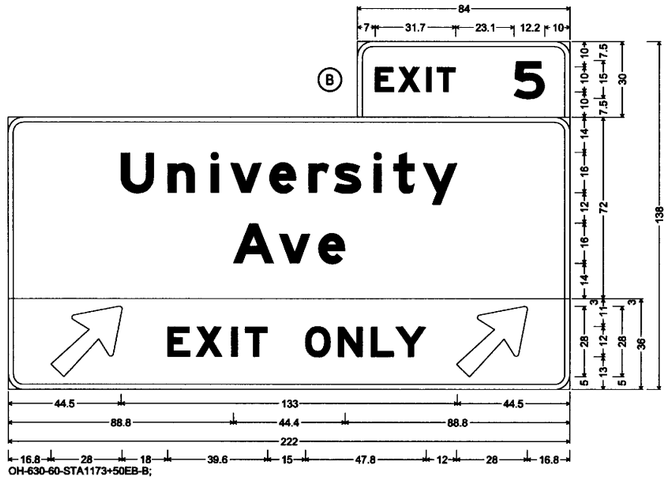


NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS 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 CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.



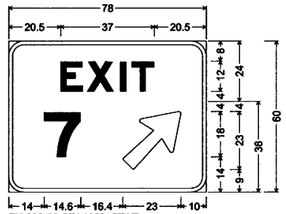
OH-630-60-STA1173+50EB-A;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [4] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Fair Park] E Mod 2K; [Blvd] E Mod 2K; [½] E Mod 2K;
[MILE] E Mod 2K;



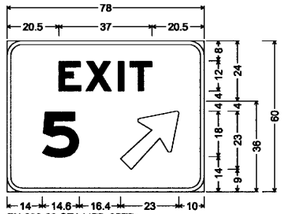
OH-630-60-STA1173+50EB-B;
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[EXIT] E Mod 2K specified length; [5] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[University] E Mod 2K; [Ave] E Mod 2K;
E11-1gT; 6.0" Radius, 2.0" Border, Black on Yellow;
Arrow A-3 - 35.6" 45°; [EXIT] E Mod 2K specified length; [ONLY] E Mod 2K specified length;
Arrow A-3 - 35.6" 45°;

SIGN LAYOUT
OH-630-60-57

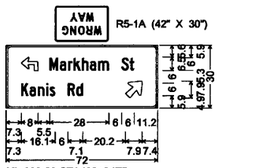
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EX-630-60-STA1066+57WB;
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[7] E Mod 2K;
Arrow Custom - 29.3" 45°;

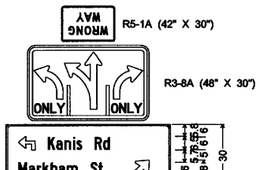


EX-630-60-STA1175+35EB;
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[5] E Mod 2K;
Arrow Custom - 29.3" 45°;



R5-1A (42" X 30")

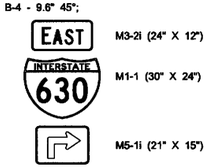
ML-630-60-STA409+24EB;
2.3" Radius, 0.8" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Markham St] C 2K;
[Kanis Rd] C 2K;
Arrow B-4 - 9.6" 45°;



R5-1A (42" X 30")

R3-8A (48" X 30")

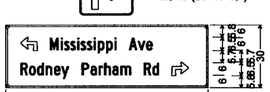
ML-630-60-STA501+79WB;
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90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Kanis Rd] C 2K;
[Markham St] C 2K;
Arrow B-4 - 9.6" 45°;



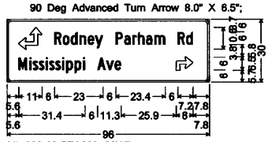
M3-2i (24" X 12")

M1-1 (30" X 24")

M5-1i (21" X 15")



ML-ROD-60-STA95+22SB
2.3" Radius, 0.8" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Mississippi Ave] C 2K;
[Rodney Parham Rd] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";



ML-630-60-STA803+00WB;
2.3" Radius, 0.8" Border, White on Green;
90 Deg Double Headed Arrow 11.0" X 10.5";
[Rodney Parham Rd] C 2K;
[Mississippi Ave] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";

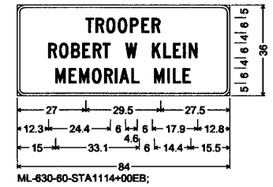


M3-4i (24" X 12")

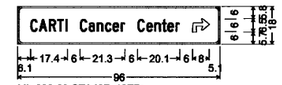
M1-1 (30" X 24")

M5-1a int (21" X 15")

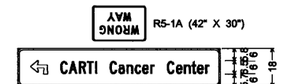
ML-ROD-60-STA101+84NB;
2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 0.0" X 6.1" 90°;
[Mississippi Ave] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Rodney Parham Rd] C 2K;



ML-630-60-STA1114+00EB;
ML-630-60-STA1160+50WB;
3.0" Radius, 1.0" Border, White on Blue;
[TROOPER] C 2K;
[ROBERT W KLEIN] C 2K;
[MEMORIAL MILE] C 2K;

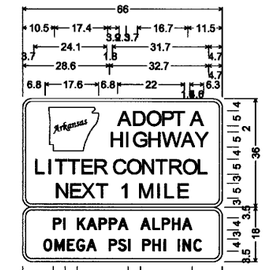


ML-630-60-STA407+10EB;
2.3" Radius, 0.8" Border, White on Green;
[CARTI Cancer Center] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";

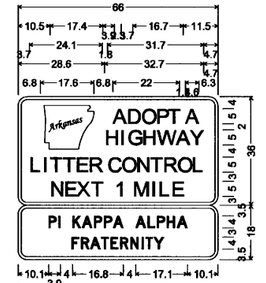


R5-1A (42" X 30")

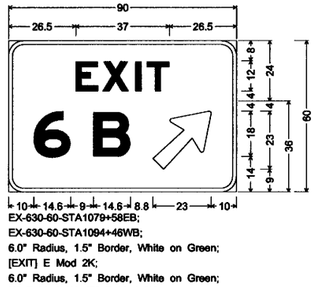
ML-630-60-STA501+82WB;
2.3" Radius, 0.8" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[CARTI Cancer Center] C 2K;



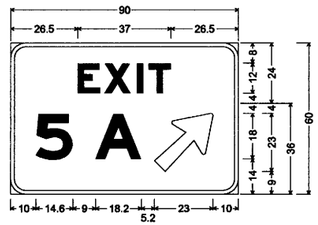
ML-630-60-STA1176+48EB;
3.0" Radius, 1.0" Border, White on Blue;
[ADOPT A] Times New Roman;
[HIGHWAY] Times New Roman;
[LITTER CONTROL] Times New Roman;
[NEXT 1 MILE] Times New Roman;
3.0" Radius, 1.0" Border, White on Blue;
[PI KAPPA ALPHA] D 2K;
[OMEGA PSI PHI INC] D 2K;



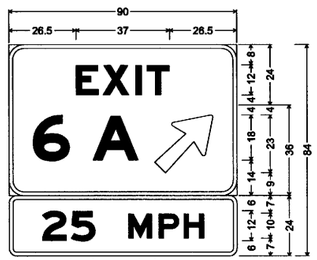
ML-630-60-STA1138+00EB;
ML-630-60-STA1175+86WB;
3.0" Radius, 1.0" Border, White on Blue;
[ADOPT A] Times New Roman;
[HIGHWAY] Times New Roman;
[LITTER CONTROL] Times New Roman;
[NEXT 1 MILE] Times New Roman;
3.0" Radius, 1.0" Border, White on Blue;
[PI KAPPA ALPHA] D 2K;
[FRATERNITY] D 2K;



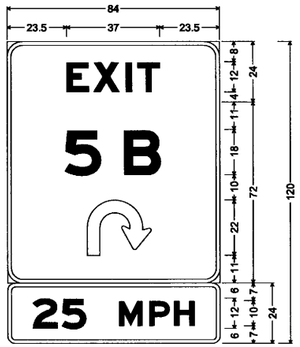
EX-630-60-STA1079+58EB;
EX-630-60-STA1094+46WB;
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[6] E Mod 2K; [B] E Mod 2K;
Arrow Custom - 29.3" 45°;



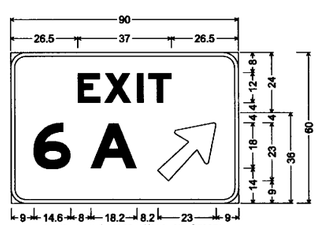
EX-630-60-STA1185+61WB
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[5] E Mod 2K; [A] E Mod 2K;
Arrow A-2 - 29.3" 45°;



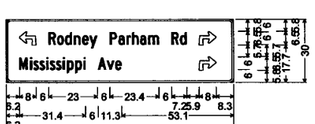
EX-630-60-STA1134+40EB;
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[6] E Mod 2K; [A] E Mod 2K;
Arrow Custom - 29.3" 45°;
3.0" Radius, 1.5" Border, Black on Yellow;
[25] E Mod 2K specified length;
[MPH] E Mod 2K specified length;



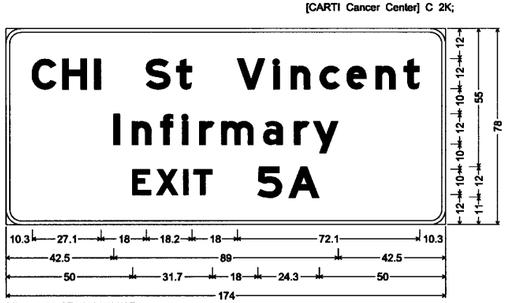
EX-630-60-STA1178+89WB
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[5] E Mod 2K; [B] E Mod 2K;
Turn Arrow Custom;
3.0" Radius, 1.5" Border, Black on Yellow;
[25] E Mod 2K specified length;
[MPH] E Mod 2K specified length;



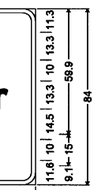
6.0" Radius, 1.5" Border, White on Green;
EX-630-60-STA1135+02WB;
[EXIT] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[6] E Mod 2K; [A] E Mod 2K;
Arrow Custom - 29.3" 45°;



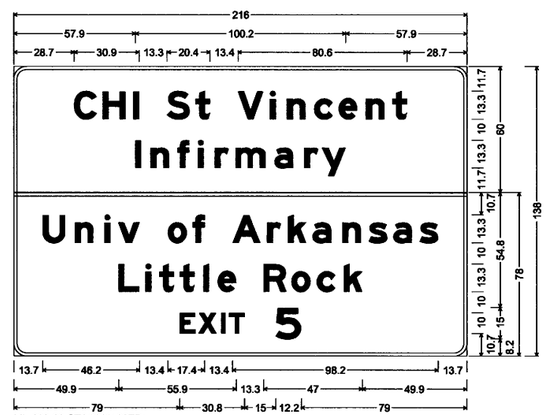
ML-630-60-STA910+67EB;
2.3" Radius, 0.8" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Rodney Parham Rd] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Mississippi Ave] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";



ML-630-60-STA1233+60WB;
6.0" Radius, 2.0" Border, White on Green;
[CHI St Vincent] E Mod 2K; [Infirmary] E Mod 2K; [EXIT] E Mod 2K; [5A] E Mod 2K;



ML-630-60-STA1063+00EB;
ML-630-60-STA1105+00WB;
6.0" Radius, 2.0" Border, White on Green;
[CARTI] E Mod 2K; [Cancer Center] E Mod 2K; [EXIT] E Mod 2K;
[6B] E Mod 2K;



ML-630-60-STA1141+00EB;
6.0" Radius, 2.0" Border, White on Green;
[CHI St Vincent] E Mod 2K; [Infirmary] E Mod 2K;
6.0" Radius, 1.5" Border, White on Green;
[Univ of Arkansas] E Mod 2K; [Little Rock] E Mod 2K; [EXIT] E Mod 2K;
[5] E Mod 2K;

SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-07-06

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	407	889

2 SIGN LAYOUT

7/6/2017 8:37:52 AM CSilver

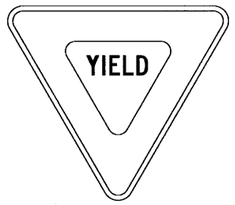
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	408	889

SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12340
SHAHRIAR SHAD
2017-07-06

R1-2 (48" X 48" X 48")



SS-630-60-STA1001+13EB
SS-630-60-STA307+09WB
SS-630-60-STA601+90EB
SS-630-60-STA706+97WB

S1-1 (36" X 36")



SS-630-60-STA408+19EB
SS-630-60-STA502+96WB
SS-630-60-STA502+97WB

R5-1A (42" X 30")



SS-630-60-STA409+28EB
SS-630-60-STA801+94WB
SS-630-60-STA801+91WB
SS-630-60-STA911+47EB
SS-630-60-STA911+83EB

R2-1 (30" X 36")

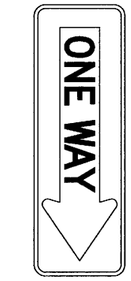


SS-ROD-60-STA109+42NB

R2-1 (48" X 60")



SS-630-60-STA1070+89WB
SS-630-60-STA1070+90WB





R6-1 (54" X 18")

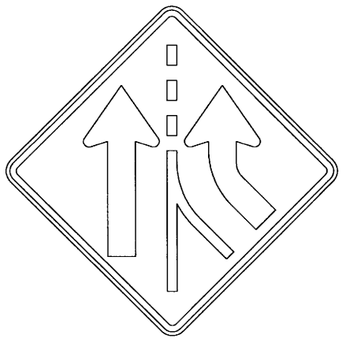
R6-1 (54" X 18")



FR5-1 (48" X 48")

SS-630-60-STA500+32WB
SS-630-60-STA500+43WB
SS-630-60-STA914+41EB
SS-630-60-STA800+63WB
SS-630-60-STA800+64WB
SS-630-60-STA412+64EB
SS-630-60-STA412+69EB

W4-3 (48" X 48")



SS-630-60-STA1065+48EB
SS-630-60-STA1083+55WB
SS-630-60-STA704+92WB
SS-630-60-STA1111+70WB
SS-630-60-STA1143+47EB
SS-630-60-STA1010+48EB
SS-630-60-STA1164+00WB

W9-2 (48" X 48")



SS-630-60-STA1002+25EB

W8-13 (48" X 48")



SS-630-60-STA1106+07EB
SS-630-60-STA1112+10WB
SS-630-60-STA1123+60EB
SS-630-60-STA1134+31WB
SS-630-60-STA1170+04EB
SS-630-60-STA705+81WB

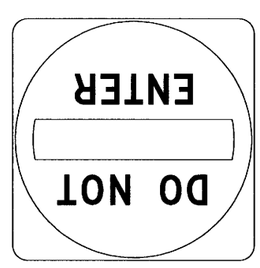
R2-1 (48" X 60")



SS-630-60-STA1082+22EB
SS-630-60-STA1082+23EB
SS-630-60-STA1117+00WB
SS-630-60-STA1119+04EB

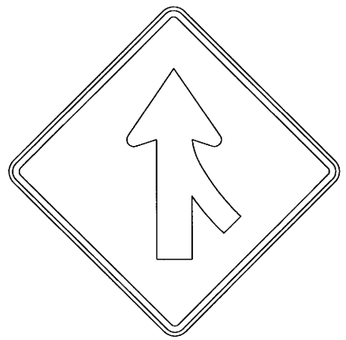


SS-630-60-STA306+16WB
SS-630-60-STA1003+25EB
SS-630-60-STA603+19EB



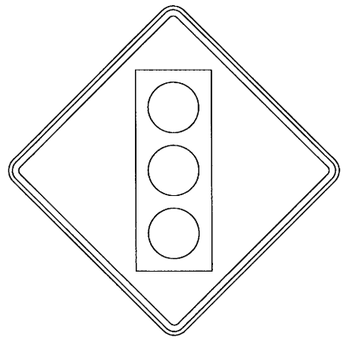
FR5-1 (48" X 48")

W4-1 (48" X 48")



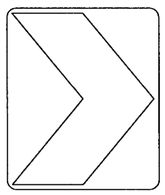
SS-630-60-STA1096+07EB
SS-630-60-STA1177+54EB

W3-3 (48" X 48")



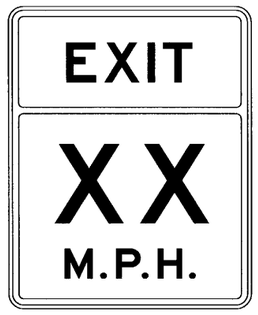
SS-630-60-STA405+09EB
SS-630-60-STA504+08WB
SS-630-60-STA504+09WB
SS-630-60-STA804+20WB
SS-630-60-STA908+67EB
SS-630-60-STA908+71WB
SS-630-60-STA1203+67EB
SS-630-60-STA1203+68EB

W1-8 (30" X 36")



SS-630-60-STA907+44EB
SS-630-60-STA908+44EB
SS-630-60-STA909+44EB
SS-630-60-STA910+44EB
SS-630-60-STA911+44EB
SS-630-60-STA1120+45WB
SS-630-60-STA1120+91WB
SS-630-60-STA1121+99WB
SS-630-60-STA1123+29WB

W13-2 (48" X 60")

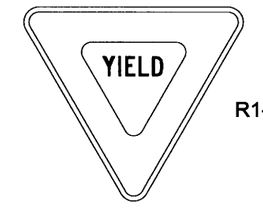


SS-630-60-STA1075+17EB
SS-630-60-STA1068+49WB
SS-630-60-STA1098+67WB
SS-630-60-STA1130+02EB
SS-630-60-STA1143+00WB
SS-630-60-STA1171+73EB
SS-630-60-STA1183+60WB

W8-13 (36" X 36")



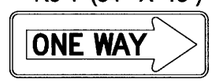
SS-HUG-60-STA96+60NB
SS-HUG-60-STA102+47SB



R1-2 (48" X 48" X 48")

SS-630-60-STA914+33EB
SS-630-60-STA500+32WB

R6-1 (54" X 18")



SS-630-60-STA1206+68EB

SIGN LAYOUT

8:37:59 AM
7/6/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	409	889
				②	SIGN LAYOUT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SEAD
2/17/07

M3-4i (24" X 12") WEST EAST M3-2i (24" X 12")
M1-1 (30" X 24") INTERSTATE 630 INTERSTATE 630 M1-1 (30" X 24")
M6-3 int (21" X 15") M6-1i (21" X 15")
SS-630-60-STA1000+42EB

M3-2i (24" X 12") EAST WEST M3-4i (24" X 12")
M1-1 (30" X 24") INTERSTATE 630 INTERSTATE 630 M1-1 (30" X 24")
M6-3 (21" X 15") M6-2 int (21" X 15")
SS-MIS-60-STA200+71SB
SS-ROD-60-STA86+08SB

M6-1b int (21" X 15")
M1-1 (30" X 24") 630 INTERSTATE
M3-4i (24" X 12") WEST
M3-4i (24" X 12") WEST
M1-1 (30" X 24") INTERSTATE 630
M6-1a int (21" X 15")
SS-630-60-STA307+61WB

EAST M3-2i (24" X 12")
INTERSTATE 630 M1-1 (30" X 24")
M6-1a int (21" X 15")
SS-630-60-STA1000+45EB
SS-630-60-STA600+33EB

WEST M3-4i (24" X 12")
INTERSTATE 630 M1-1 (30" X 24")
M6-1a int (21" X 15")
SS-MIS-60-STA200+52NB
SS-ROD-60-STA87+48NB
SS-ROD-60-STA88+14NB

EAST M3-2i (30" X 15")
INTERSTATE 630 M1-1 (45" X 36")
SS-630-60-STA1061+40EB

D10-1 (12" X 24")
MILE 6
SS-630-60-STA1102+51EB
SS-630-60-STA1102+44WB

D10-1 (12" X 24")
MILE 5
SS-630-60-STA1160+00WB
SS-630-60-STA1159+61EB

R1-2 (36" X 36" X 36")
YIELD
SS-MIS-60-STA200+73SB

W2-1 (30" X 30")
SS-HUG-60-STA98+60NB

W11-1 (30" X 30") W16-7P (30" X 18")
SS-HUG-60-STA101+83NB

R3-8A (48" X 30")
ONLY ONLY
SS-630-60-STA505+21WB

W11-1 (30" X 30")
SS-HUG-60-STA97+60NB

R4-7a (18" X 24")
KEEP RIGHT
SS-ROD-60-STA106+65SB
SS-ROD-60-STA111+41NB
SS-ROD-60-STA112+09SB
SS-630-60-STA914+39EB
SS-ROD-60-STA112+69NB

W2-3 (18" X 18")
SS-SUP-60-STA117+47EB

W1-10R (18" X 18")
SS-SUP-60-STA113+51WB

W1-10L (18" X 18")
SS-SUP-60-STA106+14EB

W2-4 (18" X 18")
SS-SUP-60-STA200+28EB

S1-1 (36" X 36") W16-7P (30" X 18")
SS-630-60-STA307+37WB
SS-630-60-STA500+66WB
SS-630-60-STA600+40EB

S1-1 (36" X 36") W16-7P (30" X 18")
SS-630-60-STA307+29WB
SS-630-60-STA500+43WB
SS-630-60-STA600+45EB

W1-3L (30" X 30")
35 M.P.H. W13-1P (18" X 18")
SS-HUG-60-STA98+49SB

R1-2 (24" X 24" X 24")
YIELD
SS-SUP-60-STA202+29EB
SS-SUP-60-STA120+14WB

SIGN LAYOUT

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7/6/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-27-18				6	ARK.			
				JOB NO.		CA0608	410	889
				②	SIGNING PLANS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR HEAD
2018-03-02

BAPTIST HEALTH

Shackleford Rd
Markham St
Kanis Rd
½ MILE

INTERSTATE 430 NORTH
EXIT ONLY

IN PLACE; RETAIN
BM-630-60-STA1058+66WB

RAMP 4

STA. 1062+75.00
BEGIN JOB CA0608
LOG MILE 6.86

C.L. RAMP 3

RAMP 3

INSTALL
EX-630-60-STA1066+57WB

EXIT 7

INSTALL
SS-630-60-STA1068+49WB

EXIT XX M.P.H.

RETAIN OVERHEAD SIGNS AND SIGN STRUCTURE

C.L. I-630 MEDIAN

1055 1060 1065 1070

C.L. BAPTIST HEALTH

EXIT 6B
Barrow Road
¼ MILE

IN PLACE; RETAIN
BM-630-60-STA1057+75EB

INSTALL
SS-630-60-STA1061+40EB

INTERSTATE 630 EAST

RAMP 2

205 210

C.L. RAMP 2

INSTALL
SS-630-60-STA1065+48EB

LEFT EXIT 8A

IN PLACE; RETAIN
OH-630-60-STA1064+50WB

INTERSTATE 430 SOUTH
Shackleford Rd
Chenal Pkwy
INTERSTATE 430 NORTH

EXIT ONLY

RAMP 1

CARTI
Cancer Center
EXIT 6B

INSTALL
ML-630-60-STA1063+00EB

200

NOTES:

1. THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENEDED LANES. ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS, AND FOOTINGS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.
2. THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
3. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.
4. THE EXISTING SIGN STRUCTURES SHALL BE REMOVED 2.5 FEET BELOW NORMAL GRADE AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED TO NORMAL GRADE.

SIGNING PLANS

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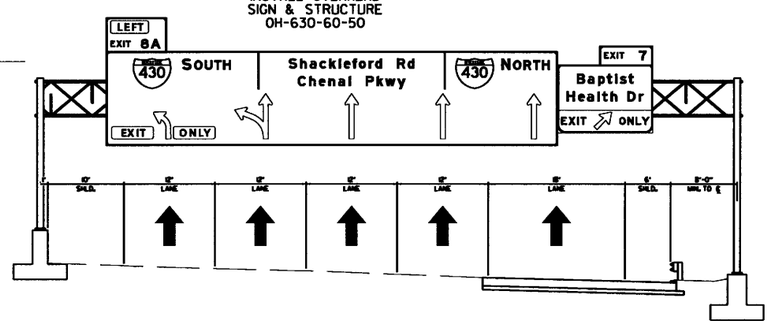
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	411	889

2 SIGNING PLANS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHADEM
2017-08-21

STA. 1070+08WB
INSTALL OVERHEAD
SIGN & STRUCTURE
OH-630-60-50



INSTALL
SS-630-60-STA1070+89WB

SPEED LIMIT 55

INSTALL
SS-630-60-STA1070+90WB

SPEED LIMIT 55

REMOVE EXIST. OVERHEAD SIGN STRUCTURE

CONDUIT AND WIRING FOR I.T.S. VARIABLE MESSAGE SIGN. SEE ILLUMINATION PLANS FOR DETAILS (SHEET 717).

BIKEWAY

C.L. I-630 MEDIAN

1070 1075 1080

400 300

SIGN

C.L. RAMP 4

RAMP 4

INSTALL
SS-630-60-STA1083+55WB

405

C.L. RAMP 1

SPEED LIMIT 60

INSTALL
SS-630-60-STA1082+23EB

SPEED LIMIT 60

INSTALL
SS-630-60-STA1082+22EB

INSTALL
SS-630-60-STA409+28EB

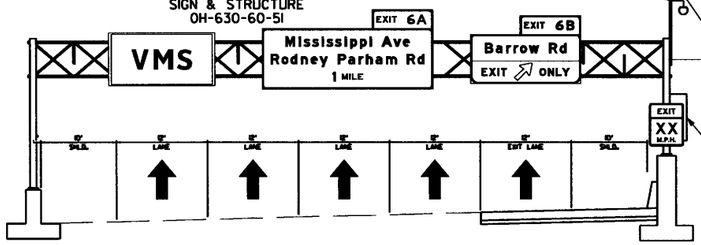
WRONG WAY

RAMP 1

410

CAMERA ASSEMBLY
(SEE SHEETS 419A-D)

STA. 1075+17EB
INSTALL OVERHEAD
SIGN & STRUCTURE
OH-630-60-51



MANUFACTURER SUPPLIED CONTROL BOX

EXIT 6B

INSTALL
EX-630-60-STA1079+58EB

INSTALL
SS-630-60-STA405+09EB

CLEAR CROSS CLEAR ZONE

INSTALL
ML-630-60-STA407+10EB

INSTALL
SS-630-60-STA408+19EB

To Markham St
Kanis Rd

AXW 600MM

INSTALL
ML-630-60-STA409+24EB

SIGNING PLANS

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7/20/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	412	889
				②	SIGNING PLANS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12406
2017-05-21

STA. 1097+49WB
INSTALL OVERHEAD SIGN & STRUCTURE OH-630-60-52

CAMERA ASSEMBLY (SEE SHEETS 419A-D)

MANUFACTURER SUPPLIED CONTROL BOX

EXIT 7 — Baptist Health Dr ½ MILE
EXIT 6B — Barrow Rd EXIT ONLY
VMS

INSTALL SS-630-60-STA307+37WB
INSTALL SS-630-60-STA307+09WB
INSTALL SS-630-60-STA306+16WB
INSTALL SS-630-60-STA307+61WB
INSTALL SS-630-60-STA500+32WB
INSTALL SS-630-60-STA500+66WB
INSTALL SS-630-60-STA500+32WB
INSTALL ML-630-60-STA501+79WB
INSTALL SS-630-60-STA502+96WB
INSTALL SS-630-60-STA504+08WB
INSTALL SS-630-60-STA505+21WB
INSTALL EX-630-60-STAI094+46WB
INSTALL SS-630-60-STAI098+67WB
INSTALL SS-630-60-STA307+29WB
INSTALL SS-630-60-STA500+43WB
INSTALL SS-630-60-STA500+43WB
INSTALL ML-630-60-STA501+82WB
INSTALL SS-630-60-STA502+97WB
INSTALL SS-630-60-STA504+09WB

RAMP 3
RAMP 4
C.L. RAMP 4
C.L. RAMP 3
EXIT 6B
CONDUIT AND WIRING FOR I.T.S. VARIABLE MESSAGE SIGN. SEE ILLUMINATION PLANS FOR DETAILS (SHEET 719).
BIKEWAY
EXIT XX M.P.H.
C.L. I-630 MEDIAN
C.L. RAMP 2
C.L. JOHN BARROW RD.
JOHN BARROW RD.
RAMP 2
RAMP 1
C.L. RAMP 1

INSTALL SS-630-60-STA412+64EB
INSTALL SS-630-60-STA412+69EB
INSTALL SS-630-60-STA600+45EB
INSTALL SS-630-60-STA600+40EB
INSTALL SS-630-60-STA600+33EB
INSTALL SS-630-60-STA601+90EB
INSTALL SS-630-60-STA603+19EB
INSTALL SS-630-60-STAI096+07EB

LEFT EXIT 8A		EXIT 8B
INTERSTATE 430 SOUTH		INTERSTATE 430 NORTH
½ MILE		¾ MILE
LEFT LANE		RIGHT LANE

IN PLACE: RETAIN
BM-630-60-STAI088+24WB

SIGNING PLANS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	413	889

SIGNING PLANS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRAM PEZAT
2017-07-06

8:39:33 AM
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STA. 1100+76 REMOVE OVERHEAD SIGNS AND SIGN STRUCTURE

INSTALL
SS-630-60-STA1102+44WB

CARTI
Cancer Center
EXIT 6B

INSTALL
SS-630-60-STA1107+00WB

SPEED LIMIT 60

INSTALL
ML-630-60-STA1105+00WB

INSTALL
SS-SUP-60-STA106+14EB

INSTALL
SS-SUP-60-STA200+28EB

C.L. BIKEWAY 2

ROCK CREEK

INSTALL
SS-SUP-60-STA202+29EB

INSTALL
SS-630-60-STA705+81WB

BRIDGE ICES BEFORE ROAD

INSTALL
SS-630-60-STA706+97WB

INSTALL
SS-630-60-STA704+92WB

INSTALL
SS-SUP-60-STA113+51WB

C.L. RAMP 4

BIKEWAY

RAMP 4

INSTALL
SS-630-60-STA112+10WB

C.L. I-630 MEDIAN

INSTALL
SS-630-60-STA111+70WB

INSTALL
SS-630-60-STA1102+51EB

INSTALL
SS-630-60-STA1106+07EB

C.L. BIKEWAY 1

TROOPER ROBERT W. KLEIN MEMORIAL MILE

INSTALL
ML-630-60-STA1114+00EB

INSTALL
SS-SUP-60-STA1117+47EB

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SIGNING PLANS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	414	889

② SIGNING PLANS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR ABAD
2017-03-21

INSTALL SS-ROD-60-STA87+48NB

INSTALL SS-ROD-60-STA88+14NB

INSTALL SS-ROD-60-STA86+08SB

RAMP 4

C.L. RAMP 4

C.L. RODNEY PARHAM RD.

INSTALL ML-ROD-60-STA95+22SB

Mississippi St
Rodney Parham Rd

RODNEY PARHAM RD.

OUACHITA DR.

MISSISSIPPI AVE.

C.L. MISSISSIPPI AVE.

INSTALL SS-MIS-60-STA200+71SB

INSTALL SS-MIS-60-STA200+73SB

INSTALL SS-630-60-STA801+94WB

INSTALL SS-630-60-STA800+63WB

INSTALL SS-630-60-STA800+64WB

BIKEWAY

C.L. RAMP 3

RAMP 3

INSTALL SS-MIS-60-STA200+52NB

INSTALL SS-630-60-STA801+91WB

C.L. I-630 MEDIAN

C.L. RAMP 1

INSTALL SS-630-60-STA1119+04EB

INSTALL SS-630-60-STA1123+60EB

INSTALL ML-ROD-60-STA101+84NB

BIKEWAY

STA. 1122+75EB
INSTALL OVERHEAD SIGN STRUCTURE
OH-630-60-53

CAMERA ASSEMBLY (SEE SHEETS 419A-D)

EXIT 5 — University Ave — 3/4 MILE

EXIT 6A — Mississippi Ave — Rodney Parham Rd

I-630 EAST — DOWNTOWN

INSTALL SS-SUP-60-STA120+14WB

BIKEWAY

KANIS PARK RD.

SIGNING PLANS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	415	889
				②	SIGNING PLANS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2017-03-21

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CAMERA ASSEMBLY (SEE SHEETS 419A-D)

STA. 1140+97WB
INSTALL OVERHEAD SIGN & STRUCTURE
OH-630-60-54

EXITS 8A-B
I-430 JCT
1½ MILE
EXIT 6B
Barrow Rd
¾ MILE
EXIT 6A
Mississippi Ave
Rodney Parham Rd
EXIT ONLY

INSTALL
ML-630-60-STA803+00WB
Rodney Parham Rd
Mississippi Ave

INSTALL
SS-630-60-STA804+20WB

INSTALL
SS-630-60-STA1134+31WB
BRIDGE ICES BEFORE ROAD

INSTALL
EX-630-60-STA1135+02WB
EXIT 6A

STA. 1140+72 REMOVE OVERHEAD SIGNS AND SIGN STRUCTURE

INSTALL
SS-630-60-STA1143+00WB
EXIT XX M.P.H.

BIKEWAY
RAMP 3
805+00
810+00
813+98
C.L. RAMP 3
1130
1135
1140
C.L. I-630 MEDIAN

INSTALL
SS-630-60-STA1130+02EB
EXIT XX M.P.H.

STA. 1131+63 REMOVE OVERHEAD SIGNS AND SIGN STRUCTURE

905

INSTALL
EX-630-60-STA1134+40EB
EXIT 6A 25 MPH

INSTALL
SS-630-60-STA908+67EB

INSTALL
SS-630-60-STA908+71EB

INSTALL
ML-630-60-STA1138+00EB
ADOPT A HIGHWAY LITTER CONTROL ROADSIDE BEAUTIFICATION PROGRAM PARTICIPANT

INSTALL 4 @ 100' SPACING
SS-630-60-STA907+44EB
THROUGH
SS-630-60-STA910+44EB

RAMP 1
910
C.L. RAMP 1

INSTALL
ML-630-60-STA1141+00EB
University of Arkansas Little Rock EXIT 5
CHI St Vincent Infirmary

C.L. RAMP 2
RAMP 2
1095

INSTALL
SS-630-60-STA1143+47EB

INSTALL
SS-630-60-STA1010+48EB

1010

SIGNING PLANS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	416	889
				②	SIGNING PLANS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2017-09-21

STA. 1150+50EB
INSTALL OVERHEAD SIGN & STRUCTURE OC-630-60-55

EXIT 5
University Ave
EXIT ONLY

12' EXIT LANE | 12' EXIT LANE | 10' SHLD. | 8'-0" MIN. TO ℄

STA. 1154+58WB
INSTALL OVERHEAD SIGN & STRUCTURE BM-630-60-56

EXIT 6A
Mississippi Ave
Rodney Parham Rd
EXIT ONLY

12' LANE | 12' EXIT LANE | 10' SHLD.

MARGUERITE LN.

INSTALL SS-HUG-60-STA102+47SB

INSTALL SS-HUG-60-STA101+83NB

INSTALL SS-630-60-STA1160+00WB

BIKEWAY

BIKEWAY

C.L. HUGHES ST.

C.L. RAMP 6

RAMP 6

1100+00

15

1150

1155

116

100

C.L. I-630 MEDIAN

SIGN

RAMP 2

C.L. RAMP 2

BILLBOARD

BILLBOARD

INSTALL SS-HUG-60-STA98+49SB

INSTALL SS-HUG-60-STA98+60NB

INSTALL SS-630-60-STA1159+61EB

INSTALL SS-HUG-60-STA97+60NB

INSTALL SS-HUG-60-STA96+60NB

BRIDGE ICES BEFORE ROAD

HUGHES ST.

SIGNING PLANS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	417	889
				(2)	SIGNING PLANS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR ABAD
2017.08.24

INSTALL
ML-630-60-STA1160+50WB

TROOPER ROBERT W KLEIN MEMORIAL MILE

INSTALL
SS-630-60-STA1164+00WB

BIKEWAY

BLUE BIRD DR.

RAMP 6

C.L. RAMP 6

C.L. RAMP 7

RAMP 7

1105+00

1110+00

1115+00

1300+00

1305+64

SIGN

M-H

C.L. I-630 MEDIAN

1165

1170

1200

RAMP I

C.L. RAMP I

INSTALL
SS-630-60-STA1170+04EB

INSTALL
SS-630-60-STA1171+73EB

STA. 1172+94 REMOVE OVERHEAD SIGNS AND SIGN STRUCTURE

STA. 1173+50EB
INSTALL OVERHEAD
SIGN & STRUCTURE
OH-630-60-ST

EXIT 4
Fair Park Blvd
½ MILE

EXIT 5
University Ave
EXIT ONLY

SIGNING PLANS

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7/20/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	418	889
				②	SIGNING PLANS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHAID
2017-07-06

* STATIONS PROVIDED ARE BASED ON C.L. RAMP 6.

RAMP 6

C.L. RAMP 6

INSTALL
ML-630-60-STAI175+86WB

ADOPT A HIGHWAY LITTER CONTROL NEXT 1 MILE PARTICIPATING PATTERSON

1120+00

*INSTALL 4 @ 100' SPACING ALONG RAMP 5
SS-630-60-STAI120+45WB
THROUGH
SS-630-60-STAI123+29WB

INSTALL
EX-630-60-STAI178+89WB

EXIT 5B 25 MPH

RAMP 5

STA. 1179+71 RETAIN OVERHEAD SIGN AND SIGN STRUCTURE

INSTALL
** ML-630-60-STAI233+60

** CONTRACTOR SHALL COORDINATE WITH ENGINEER FOR PLACEMENT OF THIS SIGN BETWEEN FAIR PARK BLVD. AND CEDAR ST.

CHI St Vincent Inflrmary EXIT 5A

INSTALL
EX-630-60-STAI185+61WB

EXIT 5A

INSTALL
SS-630-60-STAI183+60WB

EXIT XX M.P.H.

RAMP 4

105

1125+00

1180

1185

C.L. I-630 MEDIAN

INSTALL
ML-630-60-STAI176+48EB

INSTALL
SS-630-60-STAI203+67EB

STA. 1176+80.00
END JOB CA0608
LOG MILE 4.70

INSTALL
SS-630-60-STAI177+54EB

EXIT 5

INSTALL
EX-630-60-STAI175+35EB

C.L. UNIVERSITY AVE.

INSTALL
SS-630-60-STAI203+68EB

RAMP 1

INSTALL
SS-630-60-STAI206+68EB

RAMP 2

C.L. RAMP 1

RAMP 3

SIGNING PLANS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	419	889
				SIGNING PLANS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2017-07-06

RAMP 2
RAMP 1
C.L. RAMP 2
C.L. RAMP 1
C.L. RODNEY PARHAM RD.
RODNEY PARHAM RD.
RUSHING CIR.

INSTALL SS-630-60-STA911+83EB
INSTALL SS-630-60-STA911+44EB
INSTALL SS-630-60-STA1003+25EB
INSTALL SS-630-60-STA911+47EB
INSTALL ML-630-60-STA910+67EB
INSTALL SS-630-60-STA1002+25EB
INSTALL SS-630-60-STA914+41EB
INSTALL SS-630-60-STA1001+13EB
INSTALL SS-630-60-STA914+33EB
INSTALL SS-ROD-60-STA109+42NB
INSTALL SS-630-60-STA1000+42EB
INSTALL SS-ROD-60-STA112+69NB
INSTALL SS-ROD-60-STA111+41NB
INSTALL SS-630-60-STA914+39SB
INSTALL SS-630-60-STA1000+45EB
INSTALL SS-ROD-60-STA112+09SB
INSTALL SS-ROD-60-STA106+65SB

SIGNING PLANS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	419a	889

(2) SUMMARY OF ITS QUANTITIES & CAMERA INFORMATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICOLE D. TINER

9-7-17

ITS SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP	ANTENNA SUPPORT (40' HT.) WITH CAMERA	1	EACH
SP	CAMERA ASSEMBLY	9	EACH

	ITS CAMERA NO. & LOCATION			ITS CAMERA SERVICE & DESCRIPTION	
Type	ITS Camera No.	Latitude	Longitude	Electrical Service	Location Description
U*	630-PTZ-101	34°44'48.93"N	92°22'35.23"W	Service from proposed VMS cabinet	EB 630 - Proposed OVHD Sign Structure west of John Barrow Rd Exit 6B located on south side of I-630
U*	630-PTZ-102	34°44'48.95"N	92°22'04.20"W	Service from proposed VMS cabinet	WB 630 - Proposed OVHD Sign Structure east of John Barrow Rd Exit 6B located on north side of I-630
S	630-PTZ-103	34°44'43.18"N	92°21'16.94"W	Solar Power	WB 630 - Existing OVHD Sign Structure east of Mississippi Ave/Rodney Parham Rd Exit 6A, located on north side of I-630
S	630-PTZ-104	34°44'42.70"N	92°20'30.42"W	Solar Power	WB 630 - Existing Cantilever Sign Structure east of South University Avenue Exit 5B, located on north side of I-630 ramp
S	630-PTZ-105	34°44'42.52"N	92°19'55.77"W	Solar Power	WB 630 - Existing Sign Structure east of Fair Park Boulevard Exit 4, located on north side of I-630 ramp
U*	630-PTZ-106	34°44'39.99"N	92°19'20.99"W	Service from existing service pole	EB 630 - Existing OVHD Sign Structure east of Cedar St/Pine St Exit 3B, located on south side of I-630 ramp
U*	630-PTZ-107	34°44'38.20"N	92°18'34.49"W	Service from existing service pole	EB 630 - Existing OVHD Sign Structure west of S Woodrow St Exit located on south side of I-630
S	630-PTZ-108	34°44'34.53"N	92°17'08.05"W	Solar Power	WB 630 - Existing Sign Cantilever Structure east of Dr. Martin Luther King Jr Dr Exit located on north side of I-630
S	630-PTZ-109	34°44'17.17"N	92°16'19.25"W	Solar Power	Proposed 35' tall pole with PTZ (no existing AHTD electrical service) East of Main Street Bridge
U*	630-PTZ-110	34°44'03.71"N	92°15'57.36"W	Service from existing service pole	EB 630 - Existing OVHD sign structure west of 15th Street Exit located on the south side of I-630

U = UTILITY
S = SOLAR

* PROPOSED ELECTRICAL SERVICE POINTS TO BE FIELD VERIFIED BY THE ENGINEER. IF DETERMINED BY THE ENGINEER NOT A FEASABLE SOLUTION THEN SOLAR POWER AS DESCRIBED IN THE SP WILL BE USED IN LIEU OF ELECTRICAL SERIVCE.

DPPearce 9/5/2017 2:59:10 PM
WORKSPACE: AHTD
\\Giftarch01\AHTDProgram\A Project Folders - Carver\CA0608\4_Design\I-630 ITS 1.dgn
REVISED DATE:

DATE: 07/10/17 FILE NAME: I-630 ITS 1.dgn

LOCATION: I-630 VARIOUS
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 06 SCALE: NTS DRAWN BY: DPP

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	419b	889
				ITS LAYOUT				

2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
9-7-17

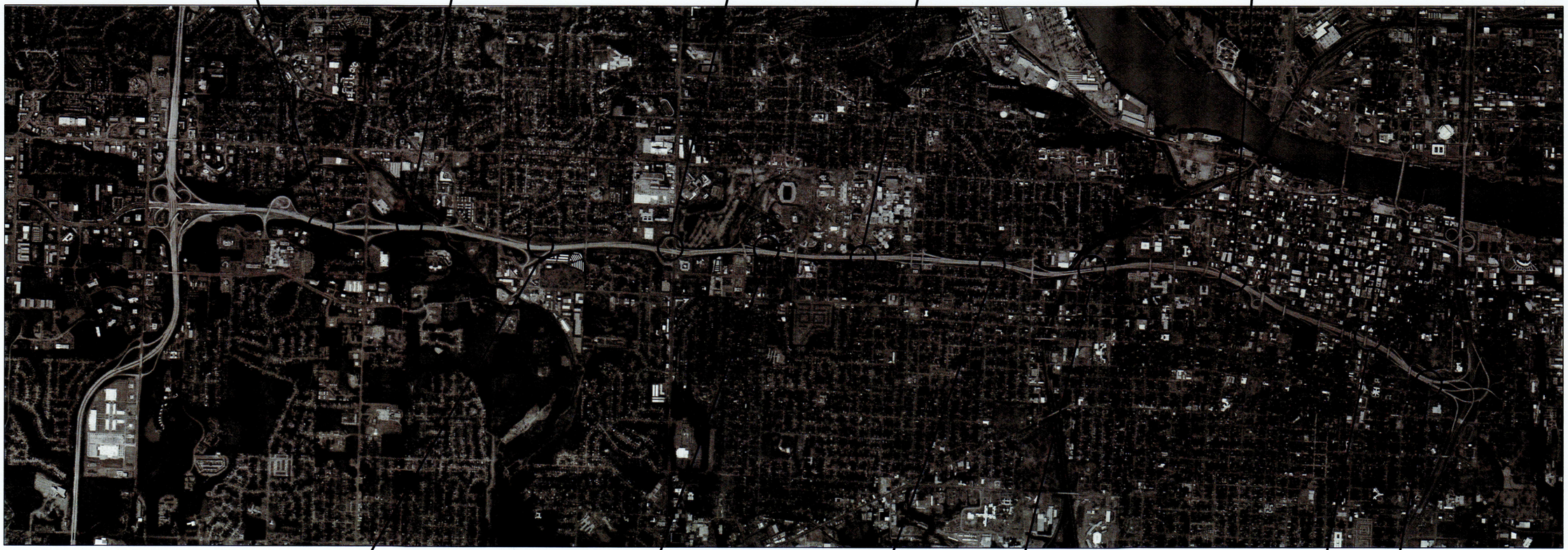
WB I-630 JOHN BARROW RD EXIT 6B
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'48.95"N LONG: 92°22'4.20"W

EB I-630 CEDAR ST/PINE ST EXIT 3B
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'39.99"N LONG: 92°19'20.99"W

EB I-630 JOHN BARROW RD EXIT 6B
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'48.93"N LONG: 92°22'35.23"W

WB I-630 JOHN BARROW RD EXIT 5B
PTZ CAMERA - CANTILEVER SIGN STRUCTURE
LAT: 34°44'42.70"N LONG: 92°20'30.42"W

WB I-630 DR. MARTIN LUTHER KING JR DR EXIT 2B
PTZ CAMERA - CANTILEVER SIGN STRUCTURE
LAT: 34°44'34.53"N LONG: 92°17'8.05"W



WB I-630 MISSISSIPPI AVE/
RODNEY PARHAM RD EXIT 6A
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'43.18"N LONG: 92°21'16.94"W

WB I-630 FAIR PARK BOULEVARD EXIT 4
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'42.52"N LONG: 92°19'55.77"W

EB I-630 WOODROW STREET EXIT 3A
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'38.20" LONG: 92°18'34.49"W

EXISTING PTZ AND VMS

WB I-630 MAIN STREET BRIDGE
PTZ CAMERA - PROPOSED 40' POLE
LAT: 34°44'17.17"N LONG: 92°16'19.25"W

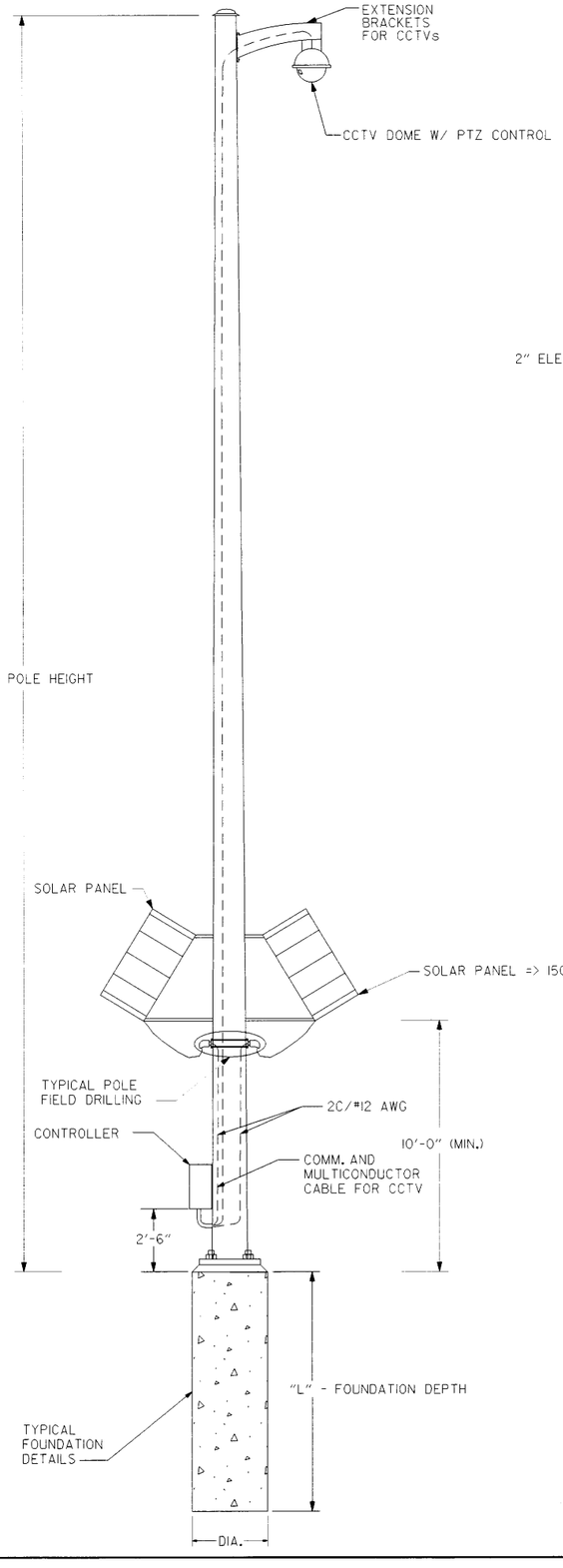
EB I-630 JOHN BARROW RD EXIT 1
PTZ CAMERA - OVHD SIGN STRUCTURE
LAT: 34°44'3.71"N LONG: 92°15'57.36"W

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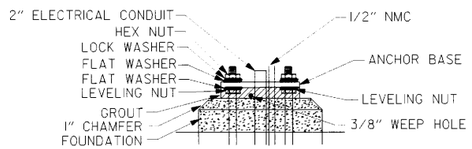
DATE: 07/10/17 FILE NAME: I-630 ITS 1.dgn

LOCATION:	I-630 VARIOUS
CITY:	LITTLE ROCK
COUNTY:	PULASKI
DISTRICT:	06 SCALE: NTS DRAWN BY: DPP

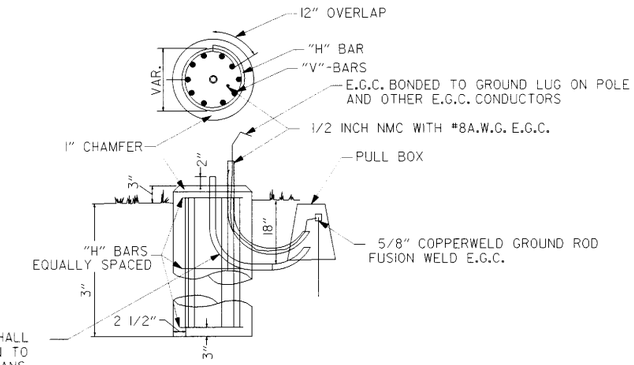
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				(2)		ITS DETAILS		



ANCHOR BASE



THE SWEEPING "L" IN THE FOUNDATION SHALL BE 2" CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.



TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING.

POLE HEIGHT	FOUNDATION DIAMETER	DEPTH 'L'	VERTICAL	HORIZONTAL	TIE SPACING
20.0'	30"	5'-6"	12-#7	#4	5 SP @ 12"
25.0'	30"	6'-0"	12-#7	#4	6 SP @ 11"
30.0'	30"	6'-6"	12-#7	#4	6 SP @ 12"
35.0'	30"	7'-0"	12-#7	#4	7 SP @ 11"
40.0'	30"	7'-6"	12-#7	#4	7 SP @ 12"
45.0'	36"	8'-6"	13-#8	#4	8 SP @ 12"
50.0'	36"	9'-6"	13-#8	#4	9 SP @ 12"
55.0'	36"	10'-0"	13-#8	#4	10 SP @ 11"
60.0'	36"	10'-6"	13-#8	#4	10 SP @ 12"
65.0'	36"	11'-0"	13-#8	#4	12 SP @ 10 ½"
70.0'	36"	11'-6"	13-#8	#4	11 SP @ 12"
75.0'	42"	13'-0"	18-#8	#4	14 SP @ 10 ½"
80.0'	42"	13'-6"	18-#8	#4	13 SP @ 12"
85.0'	42"	14'-6"	18-#8	#4	14 SP @ 12"
90.0'	42"	15'-0"	18-#8	#4	18 SP @ 9 ½"

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).

PROVIDE 3" CLEAR TIES. DETAIL 3" TO FIRST TIE AT TOP OF SHAFT.

NOTES:

EACH SOLAR PANE SHALL HAVE A STICKERED LABEL WITH THE MODEL AND SERIAL NUMBERS PRINTED IN A MINIMUM OF 1" INCH FONT SO THAT IT IS VIEWABLE FROM THE GROUND WITH BINOCULARS.

THE CONTRACTOR SHALL PROVIDE A LIST OF CAMERA DEVICES AND SOLAR PANELS THAT INCLUDE THE MODEL NUMBER, SERIAL NUMBER, LATITUDE, AND LONGITUDE FOR EACH DEVICE AND PANEL.

IF ANY DEVICE OR PANEL IS REPLACED DUE TO FAILURE, THE CONTRACTOR SHALL PROVIDE THE NEW MODEL AND SERIAL NUMBERS TO THE DEPARTMENT.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

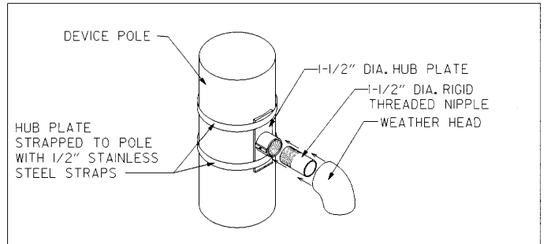
USE FATIGUE CATEGORY II.

CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE ROAD IS TO BE LOCATED IN THE CONCRETE PULL BOX PAID FOR SEPARATELY AS SHOWN ON THE PLANS.



NOTE:

1-1/2" HOLE TO BE DRILLED BEHIND HUB PLATE. ALL FIELD DRILLED HOLES SHALL BE LOCATED AFTER EQUIPMENT POSITION HAS BEEN DETERMINED SO THAT A MAXIMUM 12" DRIP LOOP IS MAINTAINED. COST OF FIELD DRILLED HOLES TO BE INCLUDED IN THE COST OF THE DEVICE OR POLE.

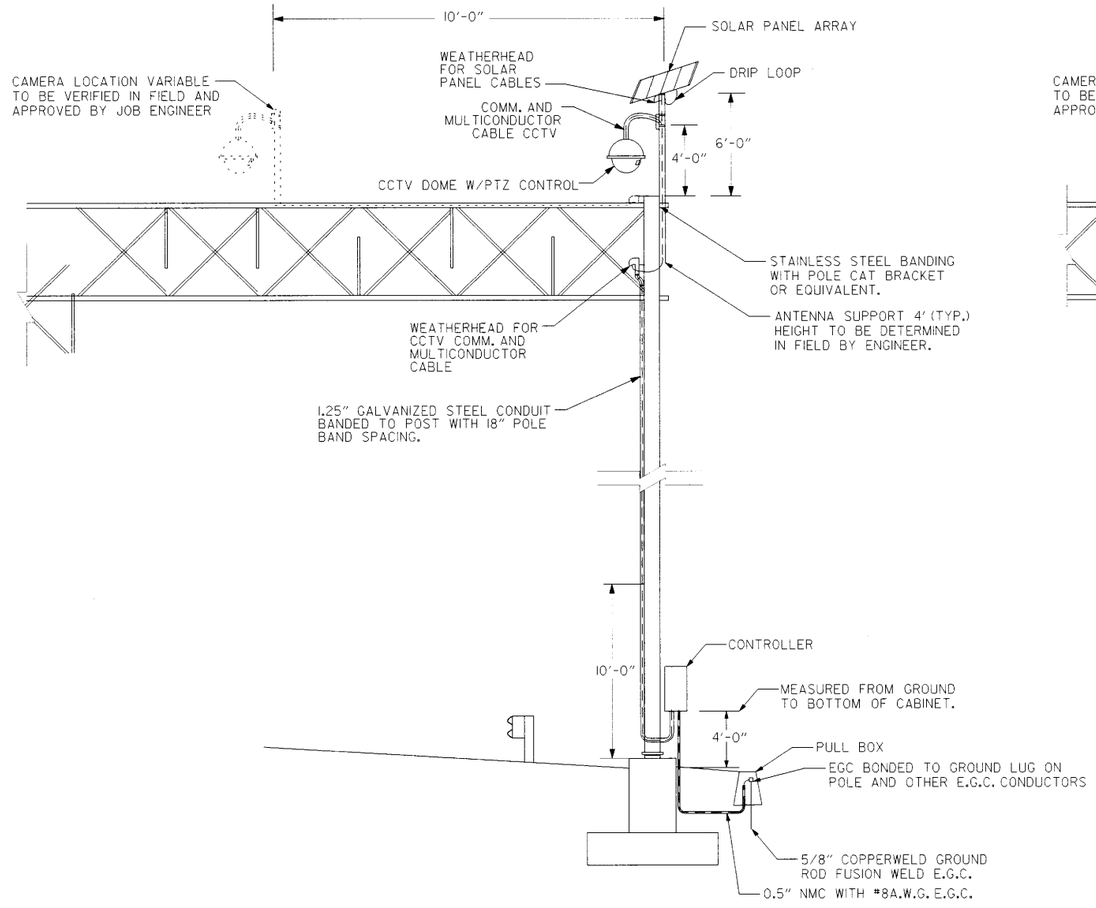
TYPICAL POLE FIELD DRILLING

N.T.S.

STATE OF ARKANSAS
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VICCI D. TINER
9-7-17

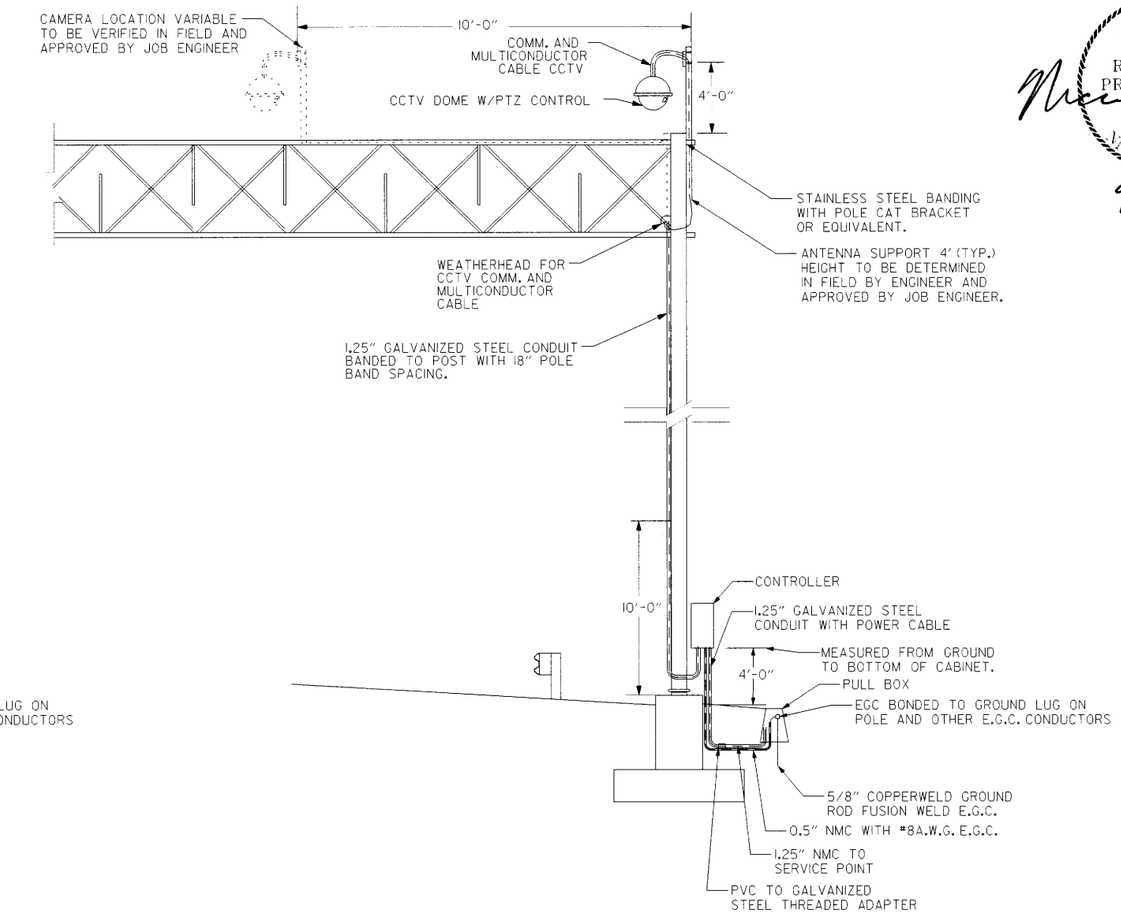
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TYPICAL SIGN TRUSS MOUNTED CCTV WITH SOLAR POWER

N.T.S.



TYPICAL SIGN TRUSS MOUNTED CCTV WITH UTILITY POWER

N.T.S.

NOTES:

EACH SOLAR PANE SHALL HAVE A STICKERED LABEL WITH THE MODEL AND SERIAL NUMBERS PRINTED IN A MINIMUM OF 1" INCH FONT SO THAT IT IS VIEWABLE FROM THE GROUND WITH BINOCULARS.

THE CONTRACTOR SHALL PROVIDE A LIST OF CAMERA DEVICES AND SOLAR PANELS THAT INCLUDE THE MODEL NUMBER, SERIAL NUMBER, LATITUDE, AND LONGITUDE FOR EACH DEVICE AND PANEL.

IF ANY DEVICE OR PANEL IS REPLACED DUE TO FAILURE, THE CONTRACTOR SHALL PROVIDE THE NEW MODEL AND SERIAL NUMBERS TO THE DEPARTMENT.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY II.

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BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE ROAD IS TO BE LOCATED IN THE CONCRETE PULL BOX PAID FOR SEPARATELY AS SHOWN ON THE PLANS.

SEE PLAN SHEETS FOR WHETHER SOLAR POWER OR UTILITY POWER IS REQUIRED AT CAMERA LOCATION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
VICCI D. TINER
9-7-17

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GENERAL NOTES

BENCH MARK: For bench mark information, see RDWY survey control sheets 287-299

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted on the plans, section and subsection refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: See each bridge layout.

LIVE LOADING: See each bridge layout.

METHOD OF DESIGN: See each bridge layout.

SEISMIC ZONE: I, SITE CLASS: B, SDI: 0.089 g, Unless noted otherwise.

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (Superstructure)	f'c = 4,000 psi
Class S Concrete (Substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322, Type A, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr.50)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr.36)	Fy = 36,000 psi

BORING LOGS: Boring Logs may be obtained from the Construction Contract Procurement Section of the Program Management Division.

STEEL PILING: Piling in End Bents shall be Gr. 36 min. and HP 12x53 or HP 14x73 as indicated on End Bent details, and shall be driven with an approved air, steam, or diesel hammer to minimum safe bearing capacity of 70 tons or 100 tons respectively per pile. Piling for end bents shall not be driven until embankment to bottom of cap is in place. Lengths of piling shown are assumed for estimating quantities and for use in determining payment for cut-off and build-up in accordance with the Standard Specifications. On all piles, the contractor shall use approved H-Pile driving points. See Standard Drawing No. 55020 and Bridge Layouts for additional requirements.

FOOTINGS: See each bridge layout.

BRIDGE DECK: The concrete bridge deck, except Bridge No. 07382 and sidewalks, shall be a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Bridge No. 07382 and Sidewalks shall be given a Class 6 Broomed Finish.

PROTECTIVE SURFACE TREATMENT: Class I Protective Surface Treatment shall be applied to the roadway surface and the top of end bent backwalls.

PAINT: All structural steel except galvanized members and some surfaces in contact with concrete shall be cleaned in accordance with section 807.84(b) and painted as specified in Subsection 807.75. Unless noted otherwise, the color of paint shall be Brown and shall match Fed. Std. 595B, Color Chip No. 20108.

PAINTING EXISTING STEEL: Existing structural steel for I-630 underpass of John Barrow Road (Br. No. 05581) and the kept components of I-630 main lane bridges over Rock Creek (Br. Nos. A&B5582), shall be cleaned and painted in accordance with Section 820 "Cleaning and Painting Existing Structural Steel (Type III". The color of paint shall be Brown and shall match Fed. Std. 595B, Color Chip No. 20108. For additional information, see SP Job CA0608 "Containment System", "Contractor Certification", and "Paint Contractor Label".

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to surfaces as specified in SP Job CA0608 "Textured Coating Finish" and in accordance with Section 802.19. Textured Coating Finish shall not be applied on surfaces where Class I Protective Surface Treatment is applied. The color of textured coating finish shall match Color Chip No. 33522 and 30219.

ARCHITECTURAL FINISH: See SP Job CA0608 "Architectural Finish" and "Outside Fascia Bridge Parapet Aesthetic Special Details" Dwg. No. 58344

LIST OF DETAIL DRAWINGS: See each bridge layout.

REMODEL WORK: See each bridge layout.

EXISTING BRIDGE: See each bridge layout.

REMOVAL AND SALVAGE: See each bridge layout.

MAINTENANCE OF TRAFFIC: See RDWY plans and bridge layouts with Stage Construction for Maintenance of Traffic.

FOR BRIDGE DECK REPAIR & POLYMER OVERLAY AT SITE 6 (BRIDGES OVER UNIVERSITY AVE.): See SP Job CA0608 "Bridge Deck Repair For Polymer Overlays" & SP Job CA0608 "Polymer Overlays"

STRUCTURAL STEEL: All structural steel shall be AASHTO M270,Gr.50 Unless otherwise noted and shall be paid for as "Structural Steel in Beam Spans (M270,Gr.50)" & "Structural Steel in Plate Girder Spans (M270,Gr.50)". Structural steel completely embedded in concrete may be AASHTO M270, Gr.36. See Elastomeric Bearing Details sheets for cleaning requirements of external load plates and shear blocks of bearings.

Unless noted otherwise, all beams and girders shall be blocked in their true position in the shop as specified in Section 807.54(b)(2) of the Standard Specifications.

The Contractor shall submit to the Engineer for informational and record purposes, details of Methods, Equipment, and Falsework construction in accordance with Sections 807.63 & 807.64.

The Contractor shall ensure that girders are stable throughout the erection process. The Contractor shall be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

The camber, length of sections, distance between bearings, and openings of joints shall be measured with the beams in their true position. This information shall become a part of the permanent records of this job. The component parts shall be match-marked in this assembly and these marks shall be shown on the erection diagram. All beam and girders dimensions are based on a temperature of 60°F. A tolerance of 1/4" +/- is allowed for camber.

Beams, plate girders, and splice plates are considered main load carrying members and shall meet the Longitudinal Charpy V-notch test specified in Section 807.05. This work and materials will not be paid for directly but considered subsidiary to the items "Structural Steel in Beam Spans (M270,Gr.50)" & "Structural Steel in Plate Girder Spans (M270,Gr.50)".

Steel plates for all main members shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

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.

Diaphragms and cross-frames shall be installed as beams are erected. All bolts in diaphragms, cross-frames, and field splices shall be installed and tightened in accordance with section 807.71 prior to pouring the concrete deck, unless noted otherwise.

Field connections shall be bolted with high-strength bolts. Bolts shall be 3/4"ø except as noted, and open holes shall be 15/16"ø unless otherwise noted. Holes for 3/4"ø bolts may be 5/8"ø if a washer is supplied for use under both the nut and the head of the bolt. Bolt spacing shall be 2 1/2" for 3/4"ø bolts unless noted otherwise. For field splices, bolts shall be 1/8"ø bolts. Open holes shall be 5/8"ø. Bolt spacing shall be 3" for 1/8"ø bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior girder web and on the bottom of the girder flanges.

Girder webs may be made by shop splicing with minimum length of 25 feet for each section. Flange plates longer than 50 feet may be made by shop splicing with minimum length of 25 feet for each section. No additional payment for welds for these splices will be made. Material Specifications and location of shop-welded splices, if any, shall be shown on the shop drawings.

All welding shall conform to Section 807.26.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted to Engineer 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; however, additional welds used for attaching falsework support device or screed rail supports to the structural steel that do not exceed the limitations of Subsection 802.13 will not require the approval prior to construction.

Groove welds in web and flange plates shall be Quality Control (Q.C.) tested by nondestructive testing, are required by governing specifications in Subsection 807.23(b). Fillet welds at flange to web plate connections shall be Q.C. tested by the magnetic particle method. All Q.C. testing is at the Contractor's expense.

Anchor bolts shall be galvanized according to Subsection 807.07 and shall be Grade 55.

All stud shear connectors shall be granular flux filled, solid fluxed, or equal and shall be automatically end welded in accordance with recommendations of the manufacturer.

Bearings shall be seated in accordance with Subsection 808.08. The work and materials will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans (M270,Gr.50)" and "Structural Steel in Beam Spans (M270,Gr.50)".

See detail drawings for additional notes

CONCRETE:

Concrete for bridge superstructure shall be Class S(AE) with a minimum 28 day compressive strength, f'(c) =4000 psi. Concrete for bridge substructure shall be Class S with a minimum 28 day Compressive strength, f'(c) =3500 psi

Concrete shall be poured in the dry and all exposed corners shall be chamfered 3/4" unless otherwise noted.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

A minimum of 72 hours shall elapse between completion of the deck or sidewalk, and each subsequent pouring of sidewalk or parapet railing and median barrier. Any railing pours made before the entire deck has been placed and cured must be approved by the Engineer.

The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of Class S(AE) concrete. See Standard Drawing No. 55005 for allowable modifications and for tolerances when permanent steel bridge deck forms are used.

Unless noted otherwise, the concrete deck shall be given a tine finish in accordance with Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Movement of the finishing machine across the new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of strike-off to fully load the girder.

See detail drawings for additional notes.

REINFORCING STEEL:

All reinforcing steel shall conform to AASHTO M31 or M322, Type A, Gr. 60.

The reinforcing steel in bent caps shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves

The reinforcing steel shall be accurately located in the forms and firmly held in place by steel wire supports sufficient in size and number to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item "EPOXY COATED REINFORCING STEEL (Grade 60)" and "Reinforcing Steel - Bridge (Grade 60)"

See detail drawings for additional notes.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
27 Sept 2017

PROJECT BRIDGE GENERAL NOTES

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	STS	DATE:	4/21/2014		

BRIDGE NO. 05581, A&B5582-83, 07382-84, A&B3493 DRAWING NO. 58343

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				A&B5582				

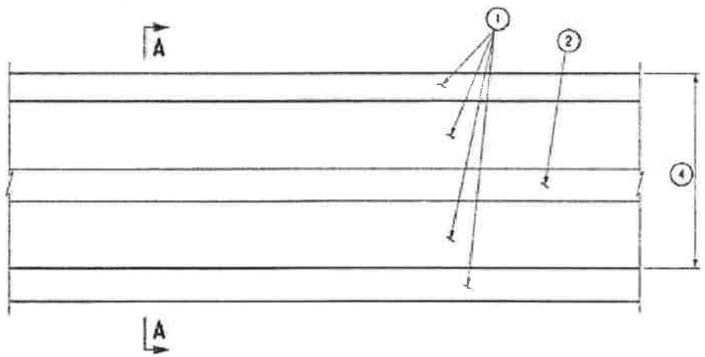
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SULLIVAN
28 Mar 2018

(1) Class 3 Textured Coating Finish
(Color : Brown, Shade 33622)
Applicable for Site 4 & 5 and Omit at Site 3.

(2) Class 3 Textured Coating Finish
(Color : Brown, Shade 30219)
Applicable for Site 4 & 5 and Omit at Site 3.

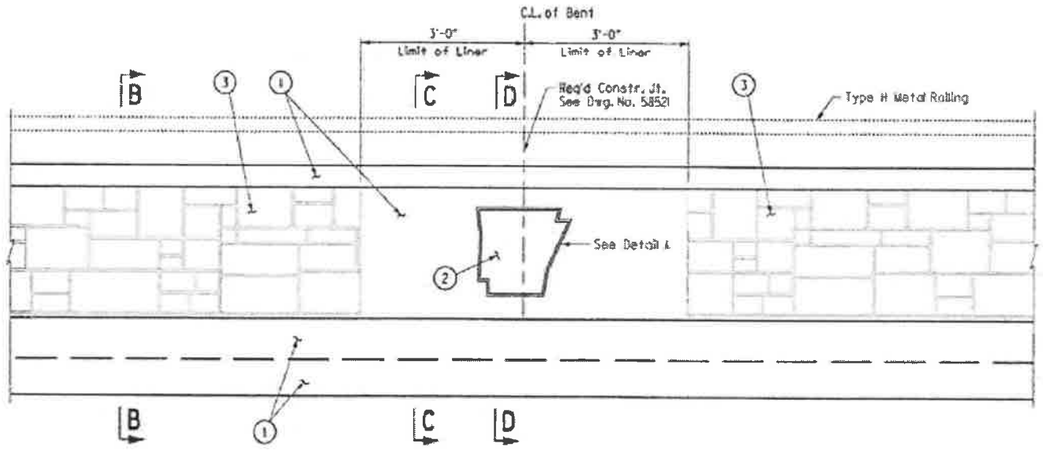
(3) "Ashlar Stone" Pattern & Class 3 Textured Coating Finish
(Color : Brown, Shade 30219)
Applicable for Bridge Site 5 & Retaining Walls,
see SP Job CA0608 "Architectural Finish".

(4) Portion of details which also applies to
Concrete Barrier Wall (Side Type SP-2
and SP-3).



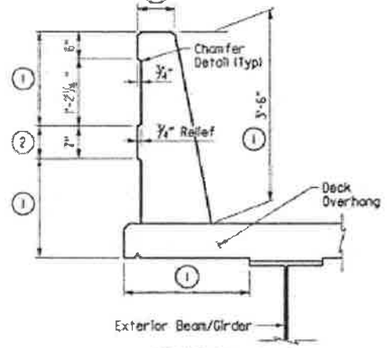
SITE 3 & 4 PARAPET AESTHETIC ELEVATION VIEW (ROCK CREEK & RODNEY PARHAM)

SCALE: 3/4" = 1'-0"



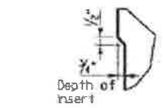
SITE 5 PARAPET AESTHETIC ELEVATION VIEW (HUGHES ST.)

SCALE: 3/4" = 1'-0"



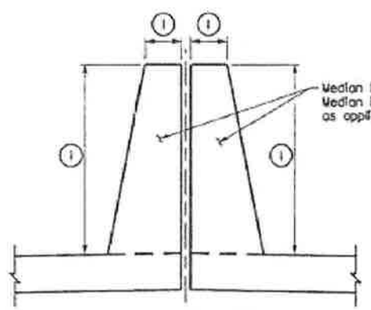
SECTION A-A

SCALE: 3/4" = 1'-0"



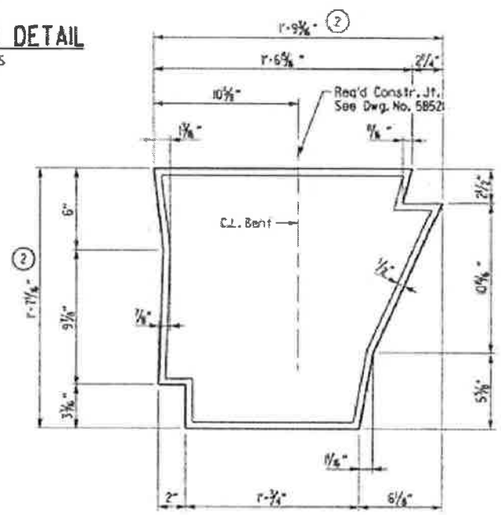
CHAMFER DETAIL

NTS



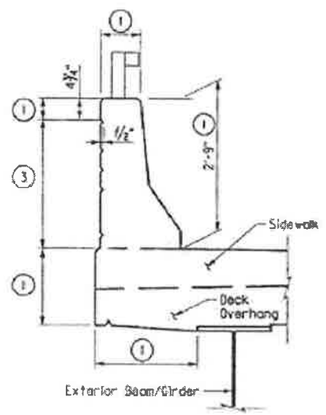
SECTION AT MEDIAN

SCALE: 3/8" = 1'-0"



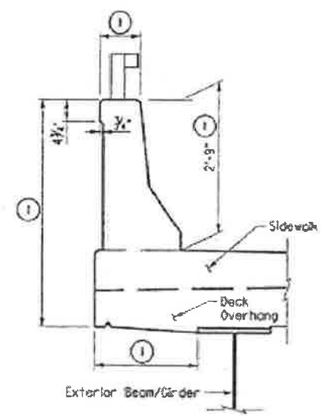
DETAIL A

DECORATIVE FORM INSERT
SCALE: 1/4" = 1'-0"



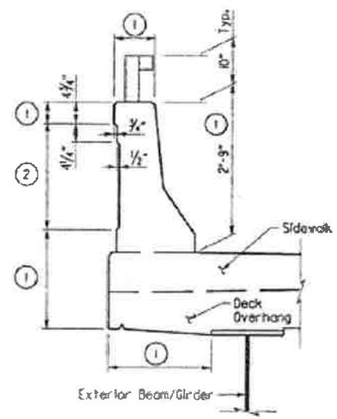
SECTION B-B

SCALE: 3/4" = 1'-0"



SECTION C-C

SCALE: 3/4" = 1'-0"



SECTION D-D

SCALE: 3/4" = 1'-0"

OUTSIDE FASCIA BRIDGE PARAPET
AESTHETIC SPECIAL DETAILS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/17/2015	FILENAME:	bco0608m_12
CHECKED BY:	SA	DATE:	3/18/2015	SCALE:	AS SHOWN
DESIGNED BY:	STS	DATE:	3/16/2015		

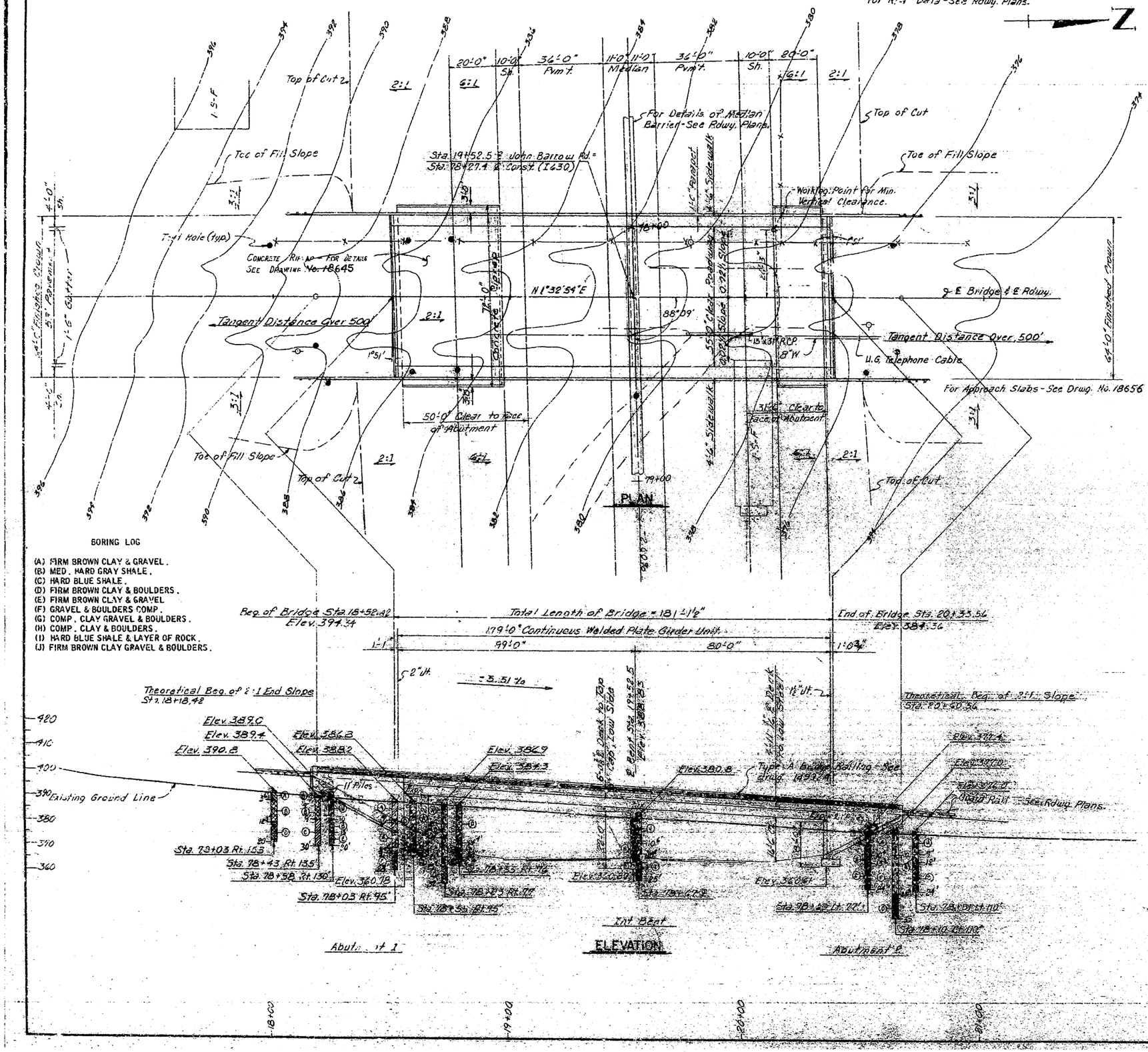
BRIDGE NO. 07383-84, A&B5582 DRAWING NO. 58344

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3/28/2018
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-630-2 (20) 144			
				JOB NO.		60012		2	369

① 5581 LAYOUT 18645

For R/W Data - See Rdwy. Plans.



GENERAL NOTES

BENCH MARK - TOP IRON PIN STA. 78+09 AT CENTERLINE SURVEY 379.34.

ALL FOOTINGS SHALL BE SET A MINIMUM OF 1'-6" INTO SHALE. SHALE OR ROCK EXCAVATIONS SHALL BE MADE TO NEAT LINES OF CONCRETE FOOTINGS. CARE SHALL BE EXERCISED TO AVOID SHATTERING OF ROCK FACES BY EXCESSIVE BLASTING. CONCRETE IN FOOTINGS SHALL BE POURED DIRECTLY AGAINST EXCAVATED SURFACES OF ROCK.

ALL CONCRETE SHALL BE POURED IN THE DRY.

SEE SPECIAL PROVISION, "ABUTMENT CONSTRUCTION PROCEDURE".

FOR DETAILS OF ABUTMENTS, SEE DWG. NOS. 18647 - 18650
FOR DETAILS OF INTERMEDIATE BENT, SEE DWG. NO. 18651
FOR DETAILS OF CONTINUOUS WELDED PLATE GIRDER SPANS, SEE DWG. NOS. 18652 - 13655
FOR MISCELLANEOUS DETAILS, SEE DWG. NOS. 18645 & 18658

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1973
LIVE LOADING: HS20

UNIT STRESSES:

CLASS S OR S(AE) CONCRETE (N=10)	1,200 PSI
REINFORCING STEEL	20,000 PSI
STRUCTURAL STEEL (A36)	20,000 PSI
STRUCTURAL STEEL (A572 - GRADE 50)	27,000 PSI

FOUNDATION PRESSURE:

GROUP I	9.09 K/SQ.FT.
GROUP II	10.55 K/SQ.FT.
GROUP III	12.36 K/SQ.FT.

ALL PILING SHALL BE HP10X42 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER WITH A MINIMUM ENERGY OF 10,000 FOOT POUNDS PER BLOW TO A MINIMUM CAPACITY OF 55 TONS PER PILE AND INTO THE MATERIAL DESIGNATED AS SHALE ON THE BORING LOGS. LENGTHS OF PILING SHOWN ARE FOR ESTIMATING QUANTITIES ONLY. ORDER LENGTHS SHOWN; CUT-OFF OR BUILD-UP, IF NECESSARY, TO BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

METHOD OF DESIGN: SERVICE LOAD DESIGN

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	422	889
① 05581		Exist Bridge Layout 58345		

SITE I

Existing Bridge Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

FOR INFORMATION ONLY

LAYOUT OF UNDERPASS
JOHN BARROW ROAD
I-430 - UNIVERSITY AVE.

PULASKI COUNTY

ROUTE I-630 SEC. 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: W.W.W. DATE: 12-20-71
TRACED BY: DATE: SCALE: 1"=20'-0"
CHECKED BY: JAS DATE: 12-20-71

Neal Pinkerton
CHIEF ENGINEER

BRIDGE NO. 5581 DRAWING NO. 18646

For R/W Data, See Roadway Plans

Use Type Special I Approach Gutter at End of Bridge.

Horizontal Curve Data

PI Sta	= 106+03.72	PC Sta	= 109+72.63
PC Sta	= 105+73.88	PCC Sta	= 111+82.56
PT Sta	= 106+33.23	Δ	= 199°25'43"
Δ	= 14°50'22"	D	= 95°00'00"
D	= 25°00'00"	L	= 209.92'
T	= 29.85'	R	= 60.31'
L	= 59.36'		
R	= 229.18'		
PC Brg	= S 73°14'04"E		
PT Brg	= S 88°04'26"E		

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 Sept 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	423	889
				(1) 07382		BRIDGE LAYOUT		58346

1 Dumped riprap 1'-6" thick placed on filter blanket.

2 Concrete Riprap at Bridge End. (See Std. Dwg. No. 55002)

3 Remove existing concrete riprap and replace with new concrete riprap, as necessary for Bent Construction (See Std. Dwg. No. 55002). Payment for this work shall be considered subsidiary to the pay item "Unclassified Excavation".

4 See Retaining Wall Plans

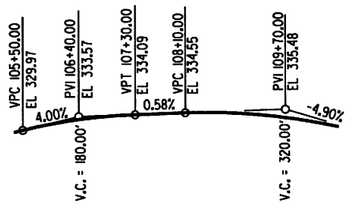
5 One removable Bollard at each end of bridge, Located 7ft from Begin & End of Bridge along C.L. Bikeway. Payment for work and materials subsidiary to "METAL BRIDGE RAILING (TYPE H2)". (See Detail Dwg. No. 58356)

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE (2)	NATURAL WATER SURFACE ELEVATION (1)	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	22,700	322.06	323.47
Base	100	25,000	322.96	324.53
Extreme	500	30,250	324.99	326.78
Overtopping	N/A	N/A	N/A	N/A

1. Unconstricted water surface without Bridge Structures.
2. DISCHARGE FLOWS ARE FEMA EFFECTIVE FLOWS

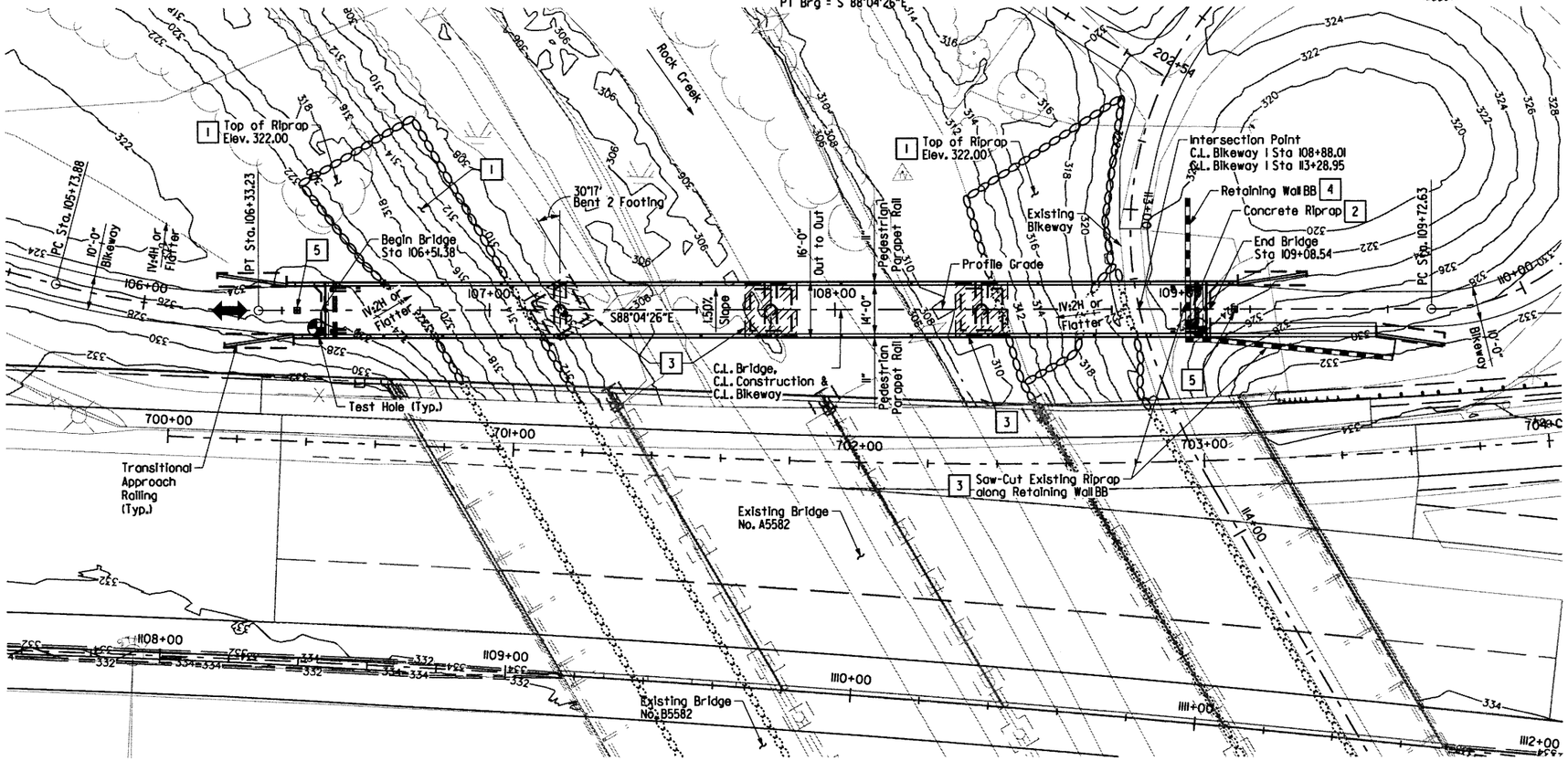
Q100 backwater elevation for adjacent existing bridge structure = 324.53 ft.
Proposed Low Bridge Chord elevation = 329.79 ft.
Drainage area = 15.93 square miles.
Historical H.W. Elev. = 321.0 ft. (1969)



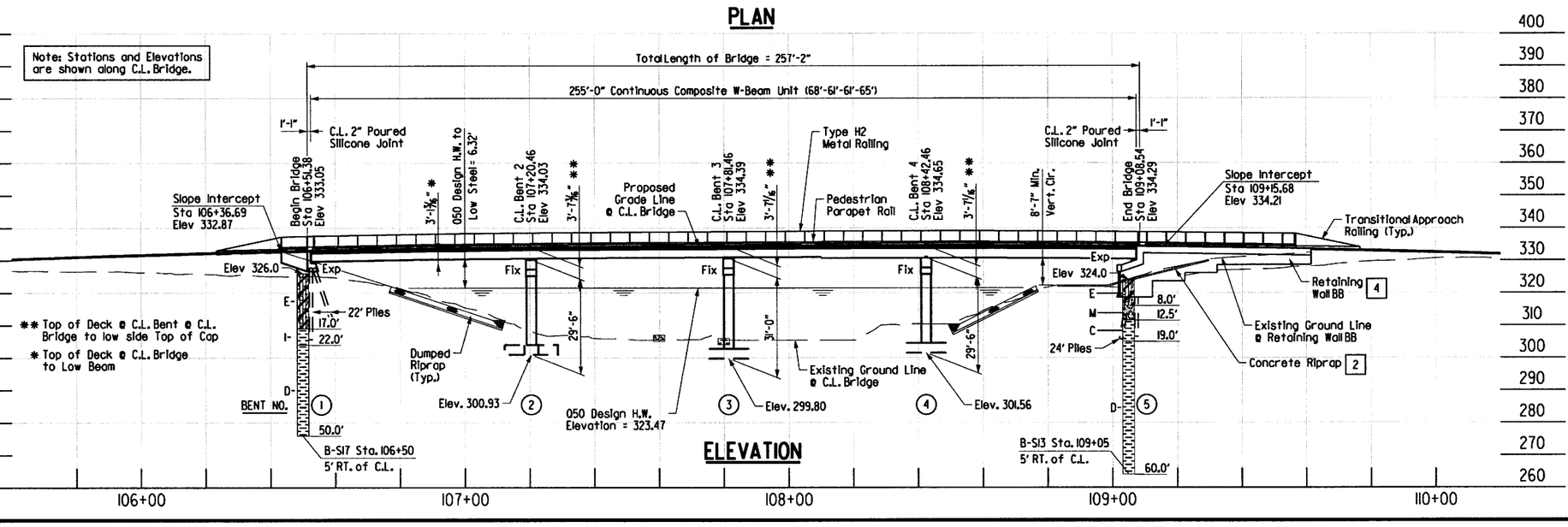
VERTICAL CURVE DATA

(Along Profile Grade)

PLAN



ELEVATION



SHEET 1 OF 3
LAYOUT OF PEDESTRIAN BRIDGE
I-630 AT ROCK CREEK
BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2014	FILENAME:	bca06082.ll
CHECKED BY:	STS	DATE:	4/30/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	4/21/2014		

BRIDGE NO. 07382 DRAWING NO. 58346

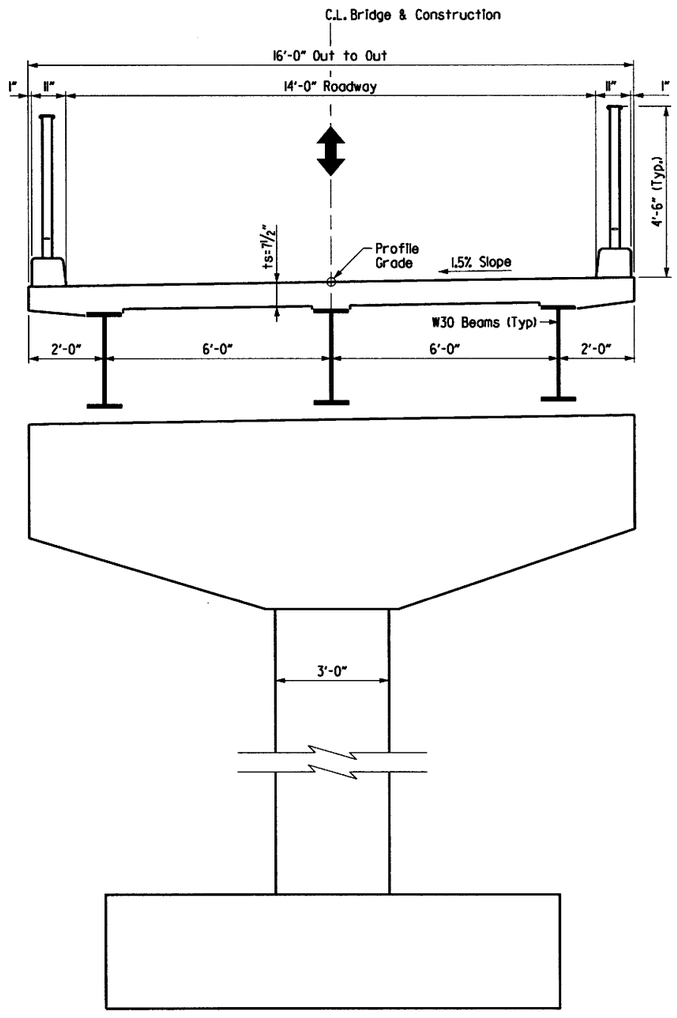
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9/27/2017
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	424	889
				(1) 07382		BRIDGE LAYOUT		58347

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017



COMPLETED CONSTRUCTION
(Looking Ahead)

SHEET 2 OF 3
LAYOUT OF PEDESTRIAN BRIDGE
I-630 AT ROCK CREEK

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2014	FILENAME:	bca06082_12
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DESIGNED BY:	JH	DATE:	4/21/2014		

BRIDGE NO. 07382 DRAWING NO. 58347

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9/27/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AND PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	425	889
				(1) 07382		BRIDGE LAYOUT		58348

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 Sept 2017

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 58343
General notes specific to this bridge follow.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012 Edition) with 2013 interim specifications. AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges (2nd Edition) with 2015 interims.

LIVE LOADING: PEDESTRIAN & H-10 LOADING

STEEL PILING: Pile casings are required for piling within MSE at End Bent 5. Casings shall be installed prior to or during the embankment construction and shall extend from top of leveling pad to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form, free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 18" for HP 12x53. Piles shall be driven through the open casings. After driving is complete, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP 12x53)".

BRIDGE DECK: The concrete bridge deck shall be a Broomed Finish as specified for final fininshing in Subsection 802.19 for Class 6 Broomed Finishing.

SPREAD FOOTINGS: The top of spread footings shall be set 2'-0" minimum below finished ground. Footings shall be set a minimum of 3'-0" into competent material designated as weathered shale. Foundations for footings shall be prepared in accordance with Subsection 801.04 and backfilled according to Subsection 801.08. Rock excavations shall be made to neat lines of the concrete footings. BLASTING IS NOT ALLOWED. Concrete in footings shall be poured directly against excavated surfaces of rock.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	58349 & 58350
Interior Bents	58351
252'-0" Cont. Comp W-Beam Unit	58352-58356
Elastomeric Bearing	58358
Type Special I Approach Gutter	58359
Steel Piling	55020
Dumped Riprap	55001
Concrete Riprap	55002

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 109+05, 5' Rt (Boring SI3)
0.5-1.5, N = 58/6"
2.5-3.5, N = 19
4.5-5.5, N = 25
6.5-7.5, N = 17
9-10, N = 25/0"
14-15, N = 50/2"
19-20, N = 25/0"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"
54-55, N = 25/0"
59-60, N = 25/0"

Sta. 106+50, 5' Rt (Boring SI7)
9-10, N = 36
14-15, N = 50/2"
19-20, N = 50/2"
24-25, N = 50/1"
29-30, N = 30/0"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"

SILICONE JOINT DATA

Bent Number	"A" Width Perpendicular to Joint at 24 Hour Average Temperature (1) of:			"B" Perpendicular to Joint at 60°F	Bumper Bar Size	"D"
	40°F	60°F	80°F			
1 & 5	2¼"	2"	1¾"	2⅜"	1" x 1"	5"

(1) The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

NOTES: The temperature limitations recommended by the sealant manufacturer shall be observed.

The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80°F.

(2) BACKER ROD NOTE:

Use an appropriately sized backer rod at the depth shown in the manufacturer's literature based on the joint width at the time of sealing.

Except as noted, do not install more backer rod than that which can be sealed in the same day.

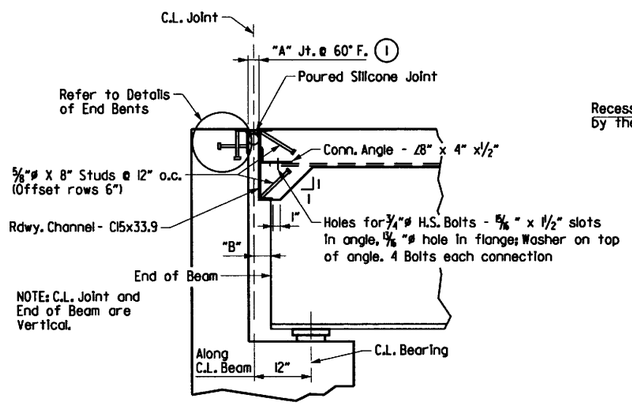
The contractor shall verify separation of the backer rod from the joint material after the joint material has set.

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device for the end bents using one of the following two alternatives:

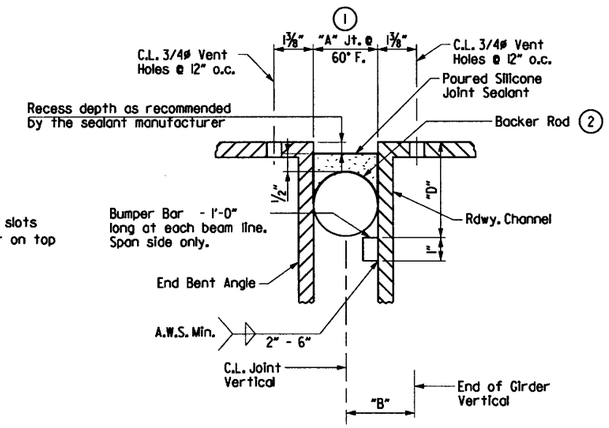
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, the opening adjusted for temperature, and the backwall constructed.

2) The backwall shall be poured to the optional construction joint after girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature. Backfill shall not be placed behind the backwall until the deck concrete on the adjacent span has been placed.



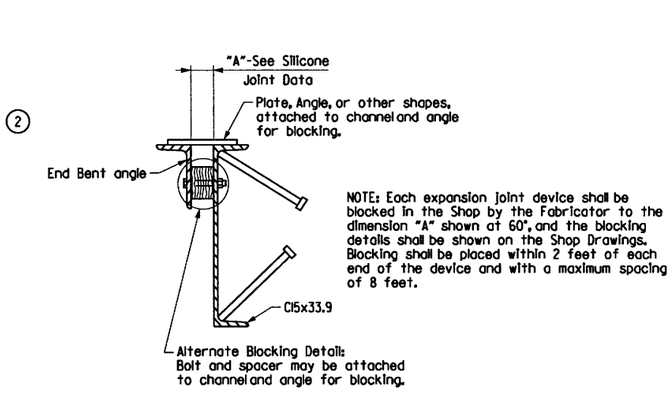
JOINT AT END BENTS

Perpendicular to C.L. Joint
No Scale



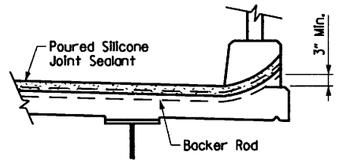
DETAIL OF POURED SILICONE JOINT SEAL

No Scale



DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

No Scale



JOINT SEAL PLACEMENT AT CURB

No Scale

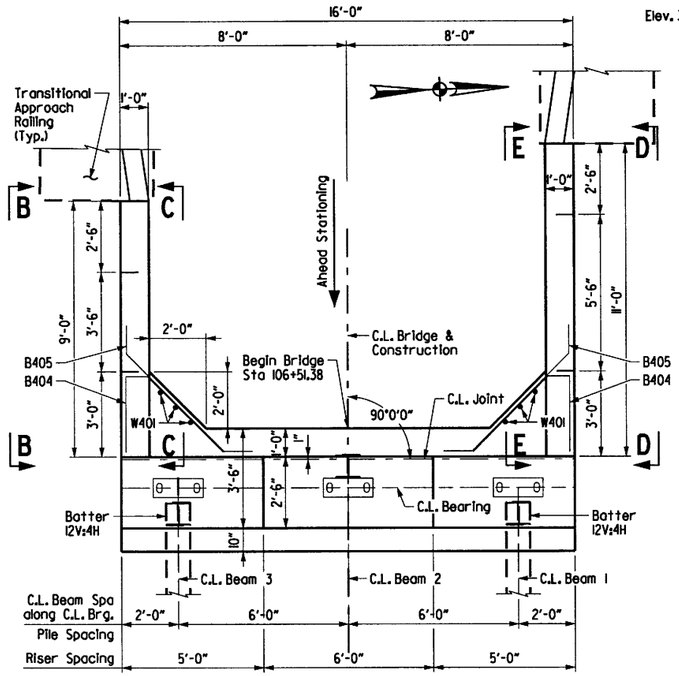
SHEET 3 OF 3
LAYOUT OF PEDESTRIAN BRIDGE
I-630 AT ROCK CREEK
BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/25/2014
CHECKED BY: STS DATE: 4/30/2014
DESIGNED BY: JH DATE: 4/21/2014
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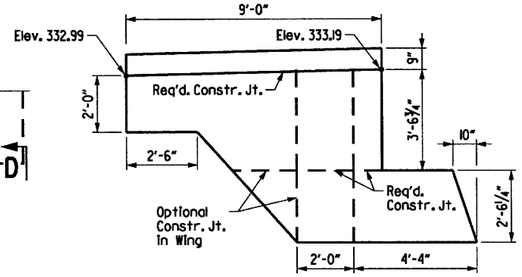
BRIDGE NO. 07382 DRAWING NO. 58348

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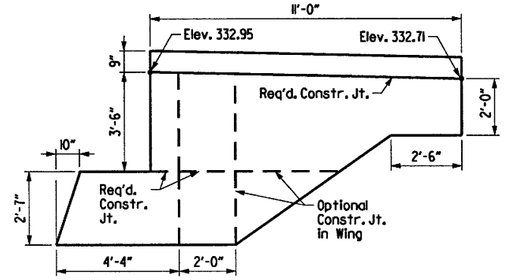
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				6	ARK.			
				JOB NO.		CA0608	426	889
				(1) 07382		BENT DETAILS		58349



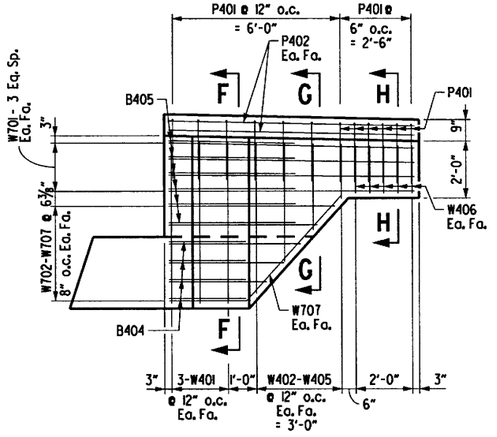
PLAN
(Looking Back)
SCALE: 3/8" = 1'-0"



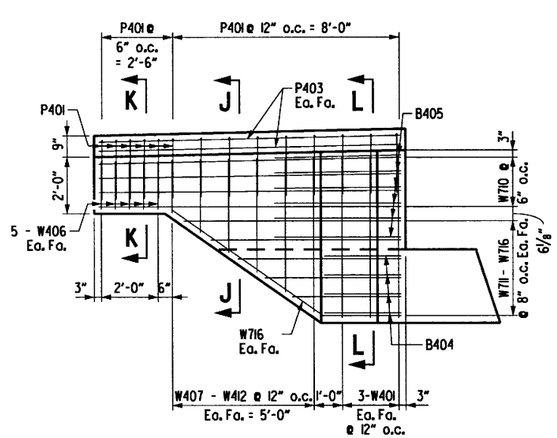
VIEW B-B
SCALE: 3/8" = 1'-0"



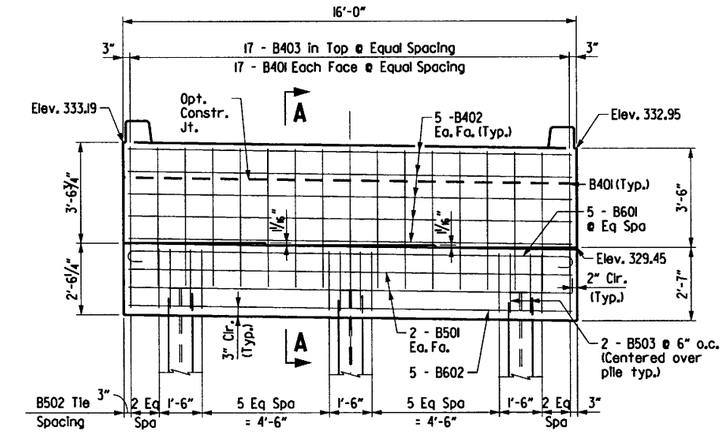
VIEW D-D
SCALE: 3/8" = 1'-0"



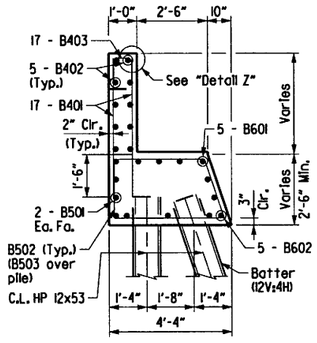
VIEW C-C
SCALE: 3/8" = 1'-0"



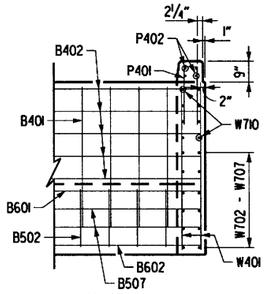
VIEW E-E
SCALE: 3/8" = 1'-0"



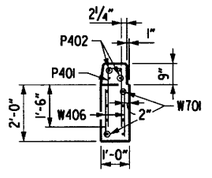
ELEVATION
(Looking Back)
SCALE: 3/8" = 1'-0"



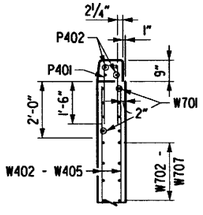
SECTION A-A
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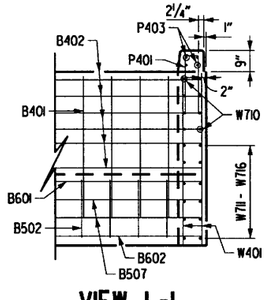
VIEW F-F
SCALE: 3/8" = 1'-0"



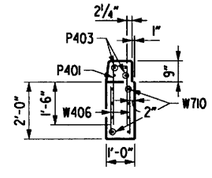
SECTION H-H
SCALE: 3/8" = 1'-0"



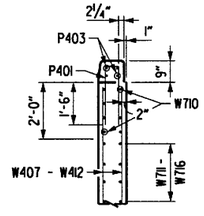
SECTION G-G
SCALE: 3/8" = 1'-0"



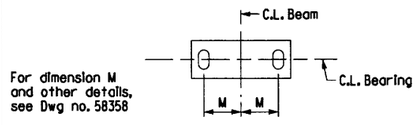
VIEW L-L
SCALE: 3/8" = 1'-0"



SECTION K-K
SCALE: 3/8" = 1'-0"



SECTION J-J
SCALE: 3/8" = 1'-0"



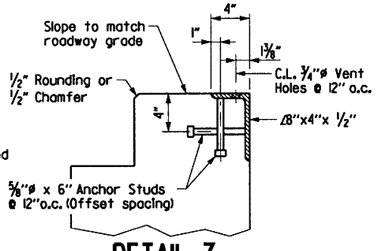
For dimension M and other details, see Dwg no. 58358

TYPICAL ANCHOR BOLT LAYOUT
No Scale

NOTE:
Concrete shall be hand packed under the joint armor.

Transverse spacing between vertical anchor studs and vent holes shall be 6".

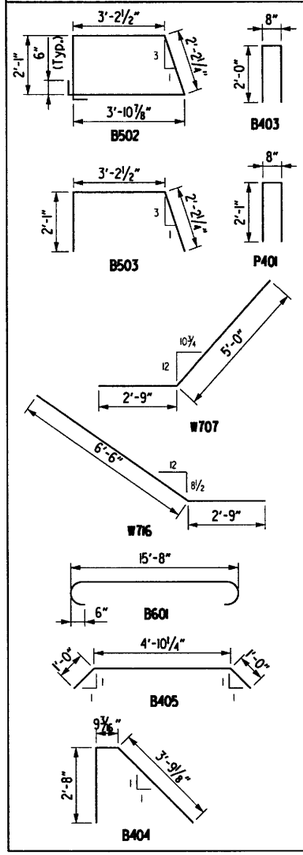
For additional joint details, see Dwg. No. 58348



DETAIL Z
No Scale

BAR LIST

Bending Diagrams



MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B601	5	17'-0"	4 1/2"
B602	5	15'-8"	Str.
B501	4	15'-8"	Str.
B502	18	11'-11"	2 1/2"
B503	6	7'-4"	2 1/2"
B401	34	4'-11"	Str.
B402	10	15'-8"	Str.
B403	17	4'-6"	2"
B404	8	7'-0"	2"
B405	12	6'-11"	2"
Wing Wall			
W701	8	8'-8"	Str.
W702 to W706	2 Ea	5'-11" to 3'-6"	Str.
W707	2	7'-9"	5 1/4"
W710	8	10'-8"	Str.
W711 to W715	2 Ea	7'-9" to 3'-11"	Str.
W716	2	9'-3"	5 1/4"
W401	18	5'-9"	Str.
W402 to W405	2 Ea	5'-4" to 2'-0"	Str.
W406	20	1'-8"	Str.
W407 to W412	2 Ea	5'-6" to 1'-11"	Str.
P401	26	4'-8"	2"
P402	4	8'-8"	Str.
P403	4	10'-8"	Str.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DETAILS OF END BENT 1
PEDESTRIAN BRIDGE
I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/23/2015	FILENAME:	bca06082.bll
CHECKED BY:	STS	DATE:	6/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/11/2015		

BRIDGE NO. 07382 DRAWING NO. 58349

10:59:06 AM 6/27/2017 sts

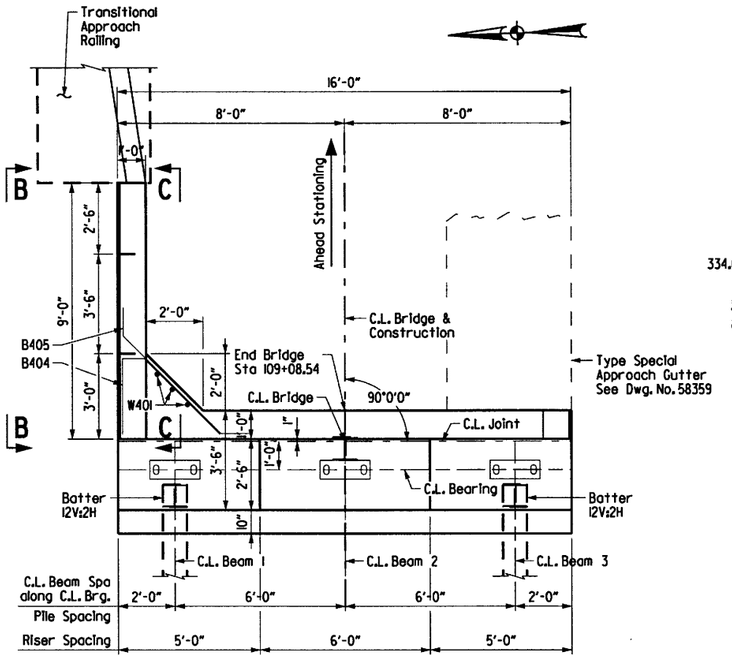
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

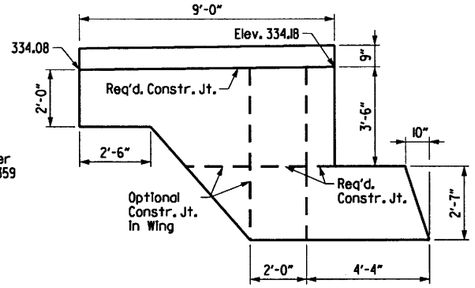
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	427	889
07382		BENT DETAILS		58350

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

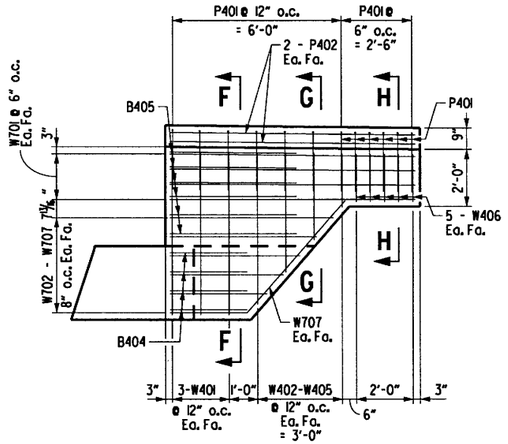
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PLAN
(Looking Ahead)
SCALE: 3/8" = 1'-0"



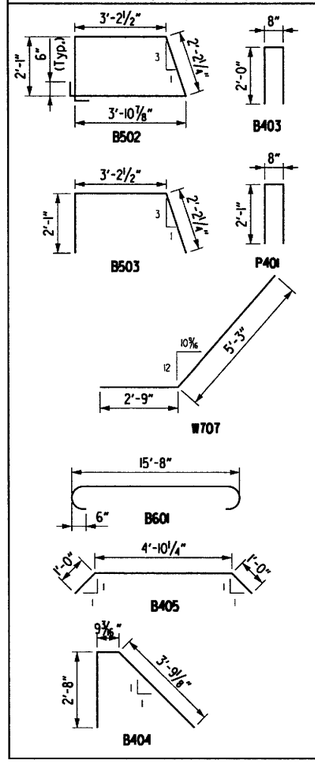
VIEW B-B
SCALE: 3/8" = 1'-0"



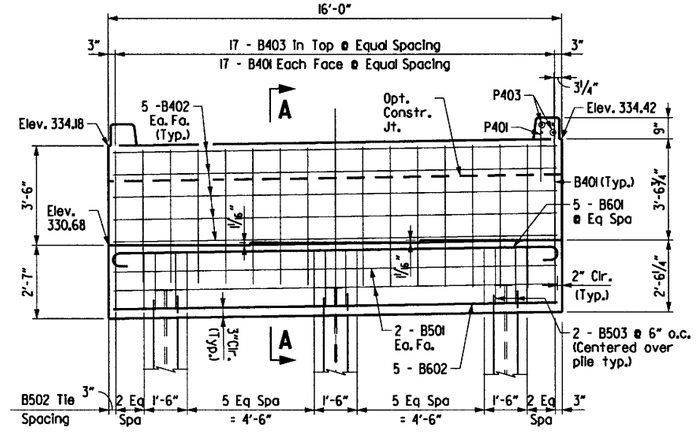
VIEW C-C
SCALE: 3/8" = 1'-0"

BAR LIST

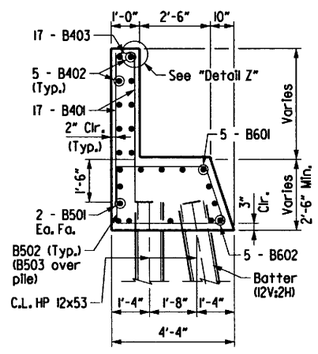
Bending Diagrams



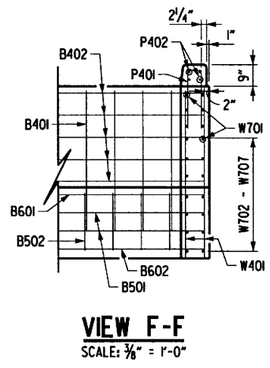
MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B601	5	17'-0"	4 1/2"
B602	5	15'-8"	Str.
B501	4	15'-8"	Str.
B502	18	11'-11"	2 1/2"
B503	6	7'-4"	2 1/2"
B401	34	4'-11"	Str.
B402	10	15'-8"	Str.
B403	17	4'-6"	2"
B404	4	7'-0"	2"
B405	6	6'-11"	2"
Wing Wall			
W701	8	8'-8"	Str.
W702 to W706	2 Ea	5'-10" to 3'-6"	Str.
W707	2	8'-0"	5 1/4"
W401	9	5'-9"	Str.
W402 to W405	2 Ea	5'-5" to 1'-11"	Str.
W406	10	1'-8"	Str.
P401	14	4'-8"	2"
P402	4	8'-8"	Str.
P403	4	8"	Str.



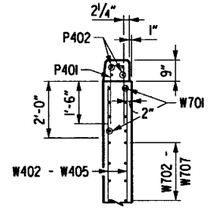
ELEVATION
(Looking Ahead)
SCALE: 3/8" = 1'-0"



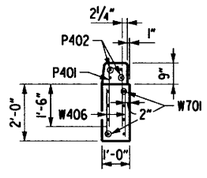
SECTION A-A
SCALE: 3/8" = 1'-0"



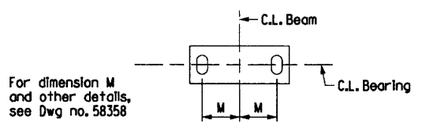
VIEW F-F
SCALE: 3/8" = 1'-0"



SECTION G-G
SCALE: 3/8" = 1'-0"

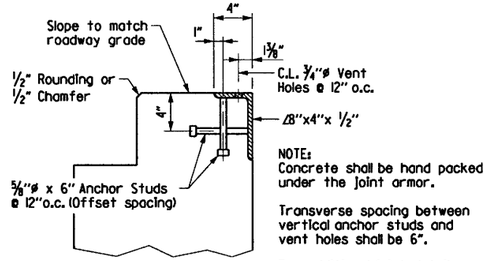


SECTION H-H
SCALE: 3/8" = 1'-0"



For dimension M and other details, see Dwg no. 58358

TYPICAL ANCHOR BOLT LAYOUT
No Scale



NOTE:
Concrete shall be hand packed under the joint armor.

Transverse spacing between vertical anchor studs and vent holes shall be 6".

For additional joint details, see Dwg. No. 58348

DETAIL Z
No Scale

DETAILS OF END BENT 5
PEDESTRIAN BRIDGE
I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/7/2015	FILENAME:	bca06082_b5i
CHECKED BY:	STS	DATE:	7/8/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/8/2015		

BRIDGE NO. 07382 DRAWING NO. 58350

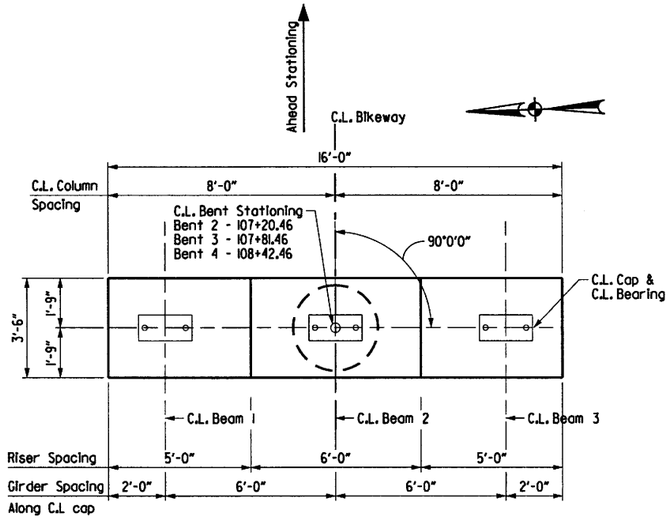
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6/27/2017 10:59:08 AM sts

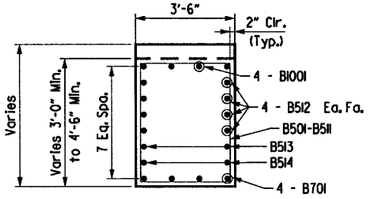
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				6	ARK.			
				JOB NO.		CA0608	428	889
				(1) 07382		BENT DETAILS		58351

STATE OF ARKANSAS · Stephen T. Smiley · REGISTERED PROFESSIONAL ENGINEER · No. 13072 · STEPHEN T. SMILEY

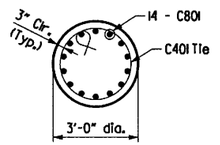
27 June 2017



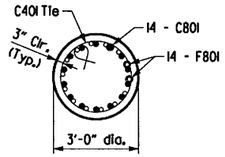
PLAN
(Looking Ahead)
SCALE: 3/8" = 1'-0"



SECTION B-B
SCALE: 3/8" = 1'-0"



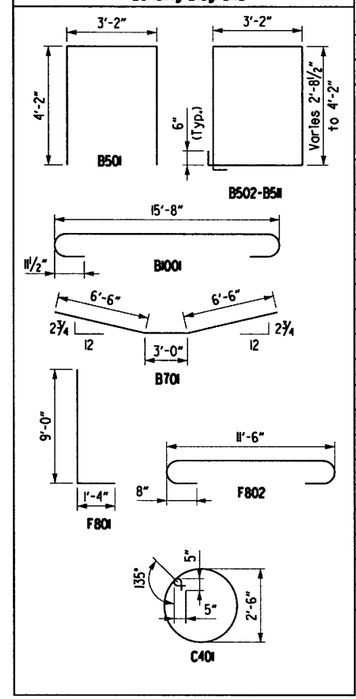
SECTION C-C
SCALE: 3/8" = 1'-0"



SECTION D-D
SCALE: 3/8" = 1'-0"

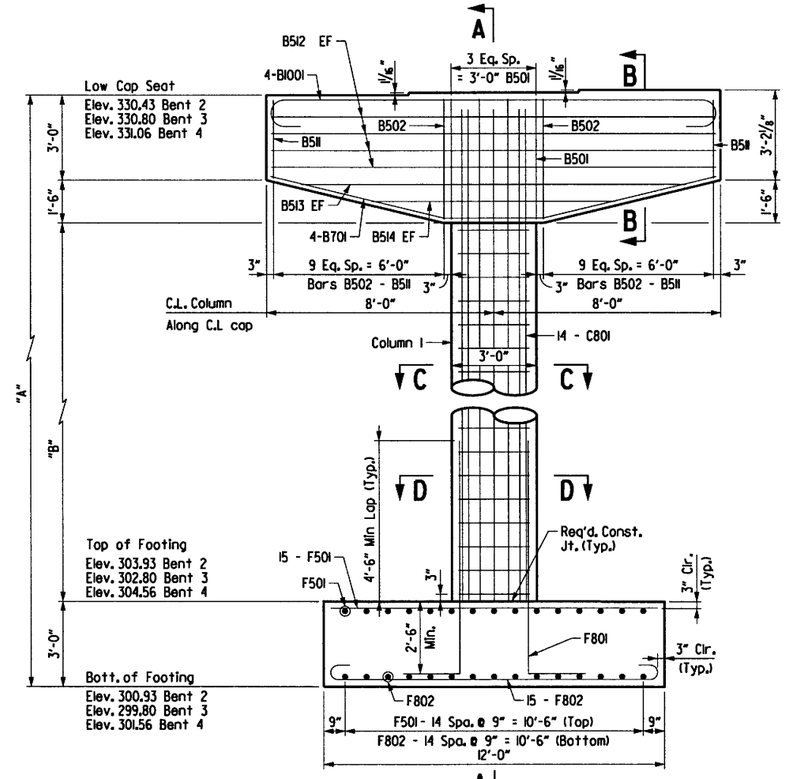
TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	Footing Skew Angle "D"
2	29'-6"	22'-0"	24	30°17'
3	31'-0"	23'-6"	26	00°00'
4	29'-6"	22'-0"	24	00°00'



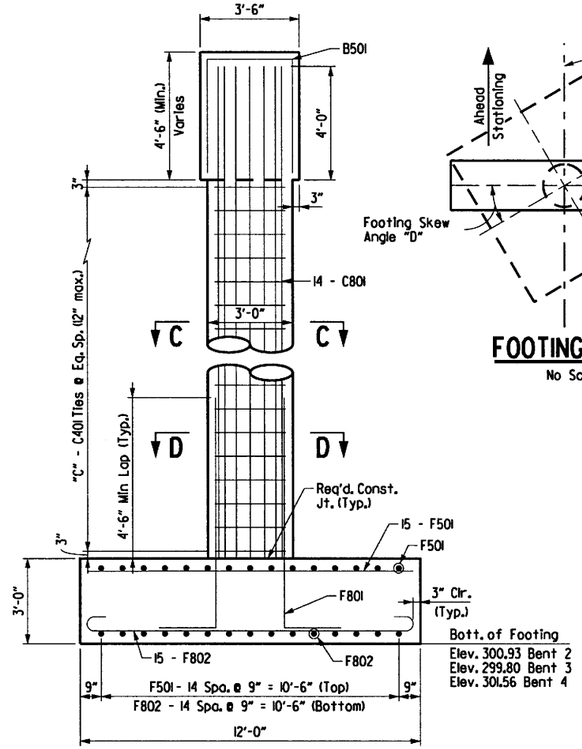
BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
I Cap			
B501	4	11'-4"	2 1/2"
B502 to B511	2 Ea	15'-2" to 12'-3"	2 1/2"
B512	8	15'-8"	Str.
B513	2	13'-7"	Str.
B514	2	8'-8"	Str.
B701	4	16'-1"	5 1/4"
B1001	4	18'-6"	10"
I Footing			
F501	30	11'-6"	2 1/2"
F801	14	10'-4"	6"
F802	30	13'-4"	Str.
Bent 2 - 1 Column			
C401	24	8'-11"	3"
C801	14	26'-0"	Str.
Bent 3 - 1 Column			
C401	26	8'-11"	3"
C801	14	27'-6"	Str.
Bent 4 - 1 Column			
C401	24	8'-11"	3"
C801	14	26'-0"	Str.

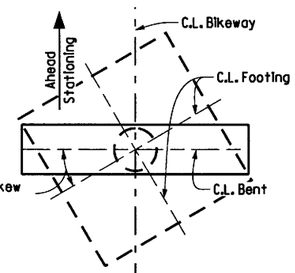


ELEVATION (1)
(Looking Ahead)
SCALE: 3/8" = 1'-0"

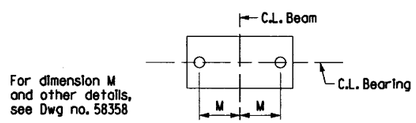
(1) See Bridge Layout for orientation of rotated footing at Bent 2.



SECTION A-A
SCALE: 3/8" = 1'-0"



FOOTING PLAN
No Scale



For dimension M and other details, see Dwg no. 58358

TYPICAL ANCHOR BOLT LAYOUT
No Scale

DETAILS OF INTERIOR BENTS 2, 3 & 4 PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/5/2015	FILENAME:	bca06082_b21
CHECKED BY:	STS	DATE:	5/6/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/4/2015		

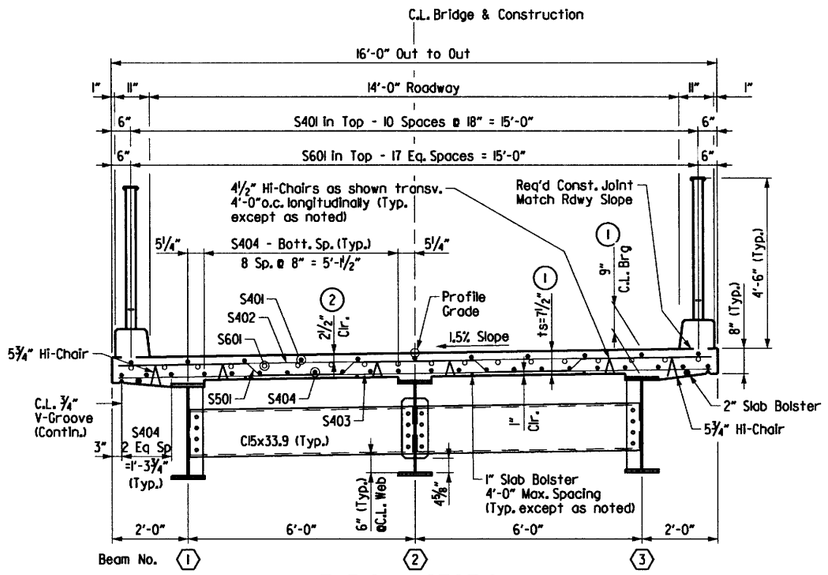
BRIDGE NO. 07382 DRAWING NO. 58351

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11:03:49 AM
7/18/2017
jharrell

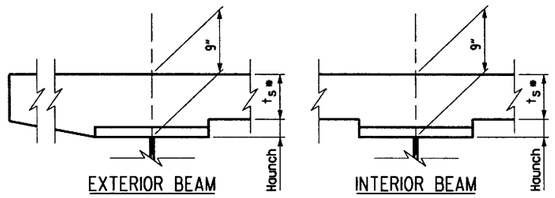
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	429	889
				(1) 07382		SPAN DETAILS		58352

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017



TYPICAL SECTION

(Looking Ahead)
Scale: ½" = 1'-0"

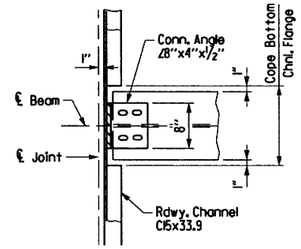


Note: ts = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +½", -¼".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.



CHANNEL CONNECTION DETAIL

N.T.S.

NOTES:

One #5 bar in the top and one #5 bar in the bottom may be substituted for each bar S501. Payment will be based on the weight of bar S501.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

SLAB REINFORCING:

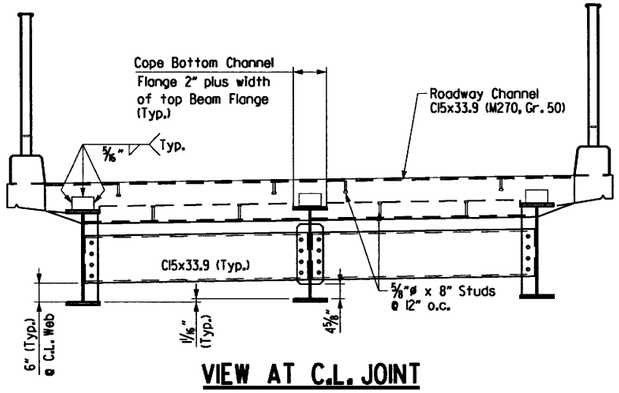
Transverse:
S402 @ 18" Centers (Top)
S501 @ 18" Centers (Bent up over beam)
S403 @ 18" Centers (Bottom)

Longitudinal:
S401 @ 18" Centers (Top Temperature)
S601 @ 11" Max. Centers (Placed in Top as shown centered over Int. Supports)
S404 @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1&5

Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. L's 8"x4x½"
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58348



VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ½" = 1'-0"

DIAPHRAGM CONNECTION AT EXTERIOR BEAMS

SCALE: ¾" = 1'-0"

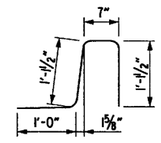
DIAPHRAGM CONNECTION AT INTERIOR BEAMS

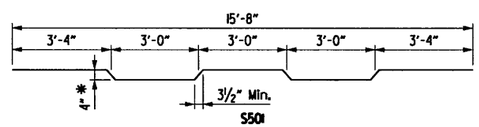
SCALE: ¾" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	77	37'-11"	Str.
S402	170	15'-8"	Str.
S403	170	15'-8"	Str.
S404	168	37'-11"	Str.
S501	170	16'-2"	3 3/4"
S601	54	42'-0"	Str.
P401	684	3'-11"	3"
P402	32	16'-4"	Str.
P403	48	19'-7"	Str.
P404	32	15'-7"	Str.

Bending Diagrams
(Dimensions are out to out of bars)

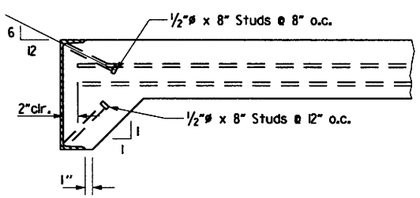




* ½" overtolerance no undertolerance

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming Is Used"

(2) Tolerance Minus = ¼"
Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

N.T.S.

SHEET 1 OF 4
DETAILS OF 255' CONTINUOUS
COMPOSITE W-BEAM UNIT
PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/30/2015	FILENAME:	bca06082_sl
CHECKED BY:	STS	DATE:	5/1/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/27/2015		

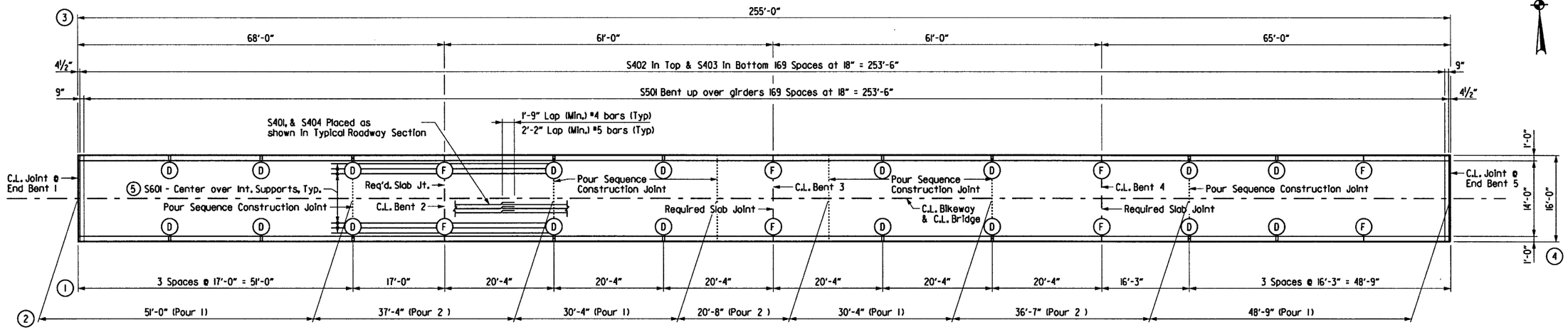
BRIDGE NO. 07382 DRAWING NO. 58352

S:\14406\DN\DGN\Plans\Bridge\Span\bca06082_sl.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	430	889
				(1) 07382		SPAN DETAILS		58353

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017



REINFORCING PLAN & POURING SEQUENCE

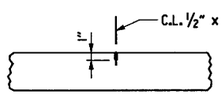
SCALE: 1" = 10'

Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

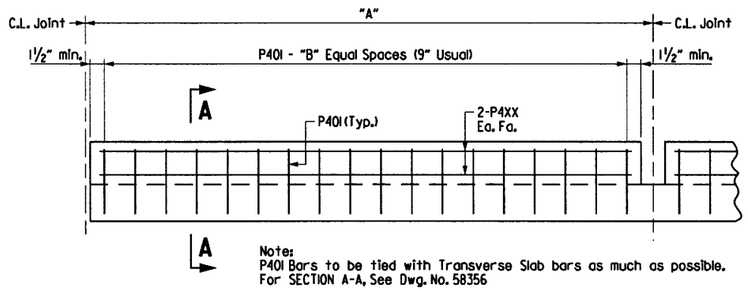
Required slab joints shall align with parapet open joint at the gutter line.



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab joints shall extend to the outside edge of the deck slab. Slab joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab joints shall be placed at all poured sequence construction joints and required slab joint locations.

SLAB JOINT DETAIL

No Scale

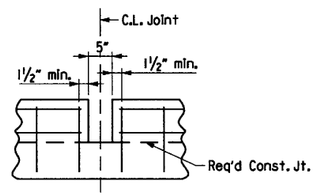


TYPICAL PEDESTRIAN PARAPET RAIL DETAIL

SCALE: ¾" = 1'-0"

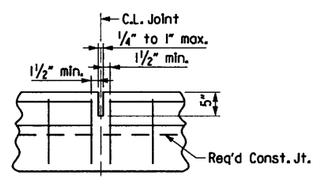
TABLE OF PARAPET RAIL VARIABLES

"A"	"B"	"P4XXE" Longitudinal
17'-0"	22	P402
20'-4"	26	P403
16'-3"	21	P404



TYPICAL DRAINAGE SLOT DETAIL

SCALE: ¾" = 1'-0"



TYPICAL FULL DEPTH PARAPET JOINT DETAIL

SCALE: ¾" = 1'-0"

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) For placement, refer to TYPICAL SECTION on Dwg. No. 58352

(F) See "Typical Full Depth Parapet Joint Detail"

(D) See "Typical Drainage Slot Detail"

SHEET 2 OF 4
DETAILS OF 255' CONTINUOUS
COMPOSITE W-BEAM UNIT
PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/30/2015 FILENAME: bca06082_s2
CHECKED BY: STS DATE: 5/1/2015 SCALE: AS SHOWN
DESIGNED BY: JH DATE: 4/27/2015

BRIDGE NO. 07382 DRAWING NO. 58353

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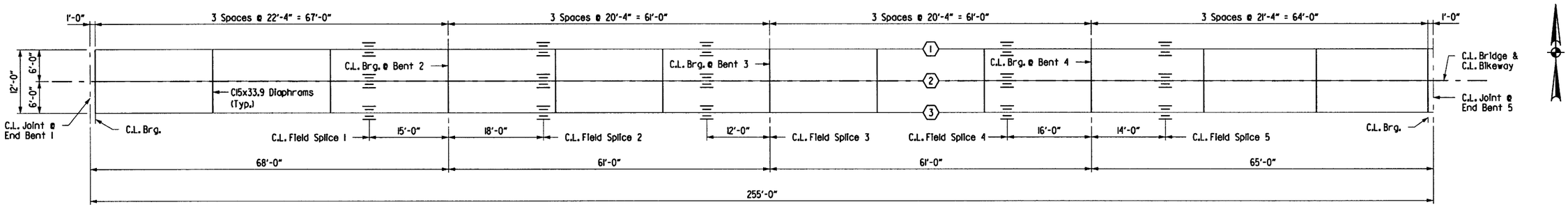
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6/27/2017
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	431	889
1 07382		SPAN DETAILS		58354

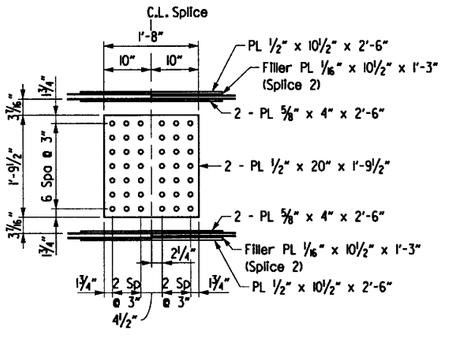
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



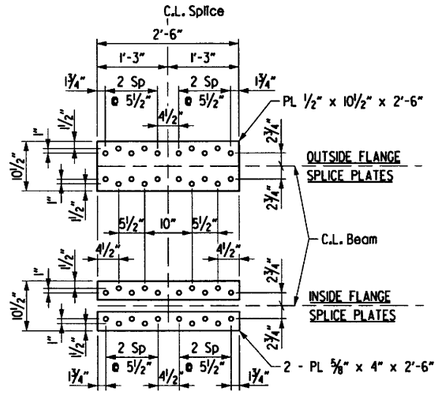
FRAMING PLAN

SCALE: 1"= 10'

(X) Beam number

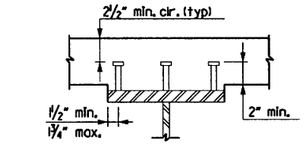


WEB SPLICE DETAIL



TOP & BOTTOM

FLANGE SPLICE DETAIL



Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361 - ¾" dia. studs in place of one ⅞" dia. stud. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

SHEAR CONNECTOR DETAIL

Not to Scale

SHEET 3 OF 4
DETAILS OF 255' CONTINUOUS
COMPOSITE W-BEAM UNIT
PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/10/2014	FILENAME:	bca06082_s3
CHECKED BY:	STS	DATE:	12/11/2014	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	12/2/2014		

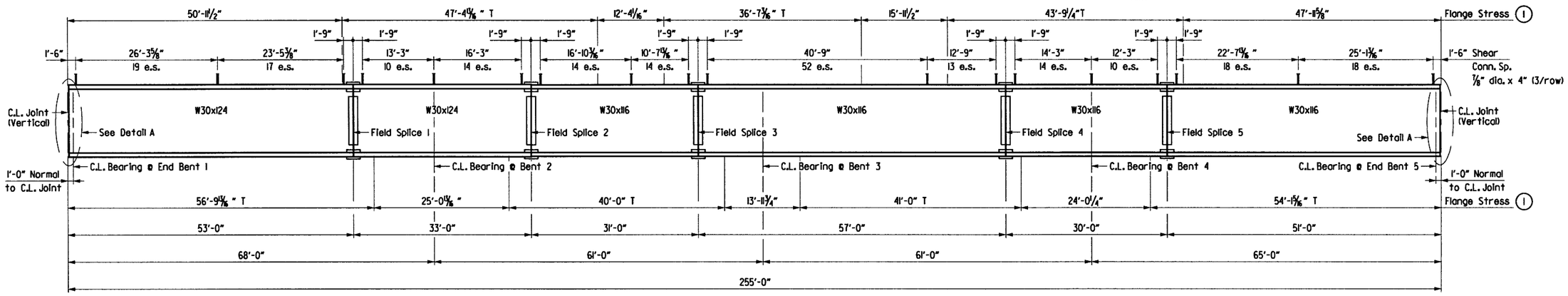
BRIDGE NO. 07382 DRAWING NO. 58354

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

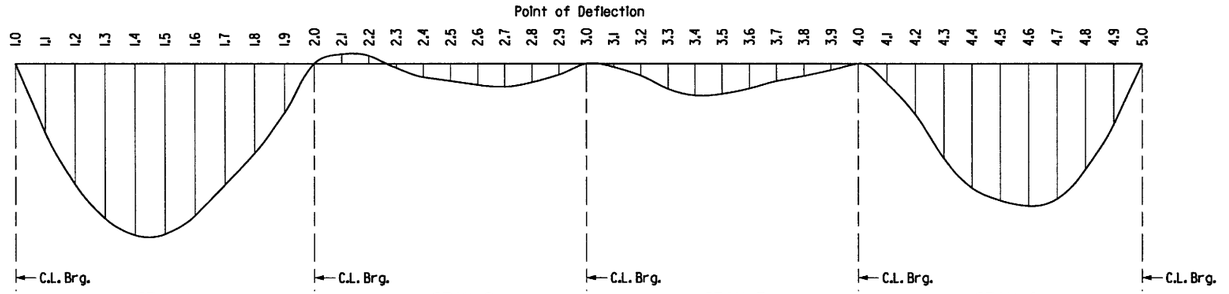
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	432	889
(1) 07382		SPAN DETAILS		58355

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13073
STEPHEN T. SMILEY
27 June 2017



GIRDER ELEVATION

(1) T denotes portions of the flange that may always or may sometimes be in tension.



DEAD LOAD DEFLECTION DIAGRAM

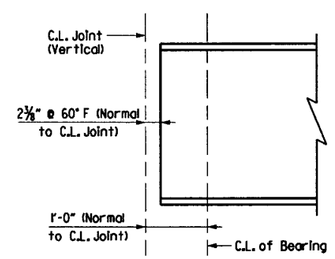
Beam 2 shown, others similar, see table for values.

TABLE OF DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)					
		Structural Steel		Str Steel + Slab		Stl+Slab+Parapets	
		Bm 1&3	Bm 2	Bm 1&3	Bm 2	Bm 1&3	Bm 2
	1.0	0	0	0	0	0	0
Span 1	1.1	0.078	0.078	0.391	0.397	0.481	0.487
Span 1	1.2	0.136	0.137	0.682	0.695	0.84	0.852
Span 1	1.3	0.175	0.175	0.875	0.89	1.077	1.091
Span 1	1.4	0.194	0.194	0.969	0.986	1.193	1.208
Span 1	1.5	0.193	0.193	0.964	0.98	1.187	1.201
Span 1	1.6	0.172	0.173	0.859	0.874	1.057	1.071
Span 1	1.7	0.138	0.138	0.686	0.697	0.844	0.854
Span 1	1.8	0.102	0.102	0.507	0.515	0.624	0.631
Span 1	1.9	0.056	0.056	0.278	0.283	0.342	0.347
	2.0	0	0	0	0	0	0
Span 2	2.1	-0.012	-0.012	-0.056	-0.055	-0.069	-0.068
Span 2	2.2	-0.012	-0.011	-0.051	-0.046	-0.062	-0.057
Span 2	2.3	0.001	0.001	0.017	0.026	0.022	0.03
Span 2	2.4	0.01	0.011	0.067	0.079	0.084	0.095
Span 2	2.5	0.014	0.015	0.088	0.101	0.109	0.121
Span 2	2.6	0.019	0.02	0.111	0.124	0.138	0.15
Span 2	2.7	0.022	0.022	0.124	0.134	0.153	0.163
Span 2	2.8	0.018	0.018	0.101	0.109	0.125	0.132
Span 2	2.9	0.011	0.011	0.06	0.064	0.074	0.078
Span 2	3	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)					
		Structural Steel		Str Steel + Slab		Stl+Slab+Parapets	
		Bm 1&3	Bm 2	Bm 1&3	Bm 2	Bm 1&3	Bm 2
	3	0	0	0	0	0	0
Span 3	3.1	0.004	0.004	0.019	0.02	0.023	0.024
Span 3	3.2	0.013	0.013	0.065	0.069	0.08	0.084
Span 3	3.3	0.027	0.027	0.137	0.146	0.169	0.177
Span 3	3.4	0.034	0.034	0.173	0.184	0.213	0.223
Span 3	3.5	0.032	0.033	0.163	0.176	0.201	0.213
Span 3	3.6	0.026	0.027	0.132	0.145	0.163	0.175
Span 3	3.7	0.019	0.019	0.092	0.102	0.114	0.123
Span 3	3.8	0.013	0.013	0.064	0.072	0.079	0.087
Span 3	3.9	0.007	0.007	0.034	0.038	0.042	0.046
	4	0	0	0	0	0	0
Span 4	4.1	0.021	0.021	0.111	0.112	0.136	0.137
Span 4	4.2	0.054	0.054	0.289	0.293	0.355	0.358
Span 4	4.3	0.1	0.101	0.534	0.545	0.656	0.666
Span 4	4.4	0.132	0.132	0.703	0.716	0.863	0.875
Span 4	4.5	0.146	0.146	0.775	0.789	0.951	0.964
Span 4	4.6	0.151	0.152	0.804	0.82	0.987	1.002
Span 4	4.7	0.144	0.144	0.765	0.779	0.939	0.952
Span 4	4.8	0.112	0.113	0.597	0.609	0.733	0.744
Span 4	4.9	0.064	0.065	0.342	0.349	0.42	0.426
	5.0	0	0	0	0	0	0

Note:
Camber for Dead Load Deflection plus Vertical curve ±¼" tolerance.
Deflections shown are from a chord from C.L. Bearing to C.L. Bearing.
Vertical curve corrections not included. Negative sign (-) indicates point above chord.



DETAIL A

No Scale

SHEET 4 OF 4
DETAILS OF 255' CONTINUOUS
COMPOSITE W-BEAM UNIT
PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/23/2015	FILENAME:	bco06082_s4
CHECKED BY:	STS	DATE:	6/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	6/22/2015		

BRIDGE NO. 07382 DRAWING NO. 58355

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	433	889
				1 07382		RAIL DETAILS		58356

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

NOTES FOR BRIDGE RAILING:

Type H2 Metal Bridge Railing shall be constructed parallel to C.L. Construction.

Maximum Post spacing = 6'-0". All post and balusters shall be vertical.

Base Plates shall not be placed upon areas that are improperly finished, deformed, or irregular.

Bridge railing, including posts, balusters, fasteners, template plates, neoprene pads and bollards complete in place shall be paid for at the contract unit price bid per linear foot for "METAL BRIDGE RAILING (TYPE H2)".

Shop drawings showing details of railing shall be submitted and approval secured before fabrication is begun.

(1) For Reinforcing placement, Bending Diagram and Bar List see Bent Details or Type Special I Approach Gutter Details, Dwg. Nos. 58349, 58350 & 58359

(2) For Reinforcing placement, Bending Diagram and Bar List see Span Details Dwg. Nos. 58352-58353

MATERIALS:

Tubing, Posts, and Accessories: AASHTO M270, Gr. 36 or ASTM A500-Grade B.
Railing End Caps: AASHTO M270, Grade 36, galvanized.

Steel Rail Members shall be galvanized in accordance with AASHTO M 111 after fabrication.

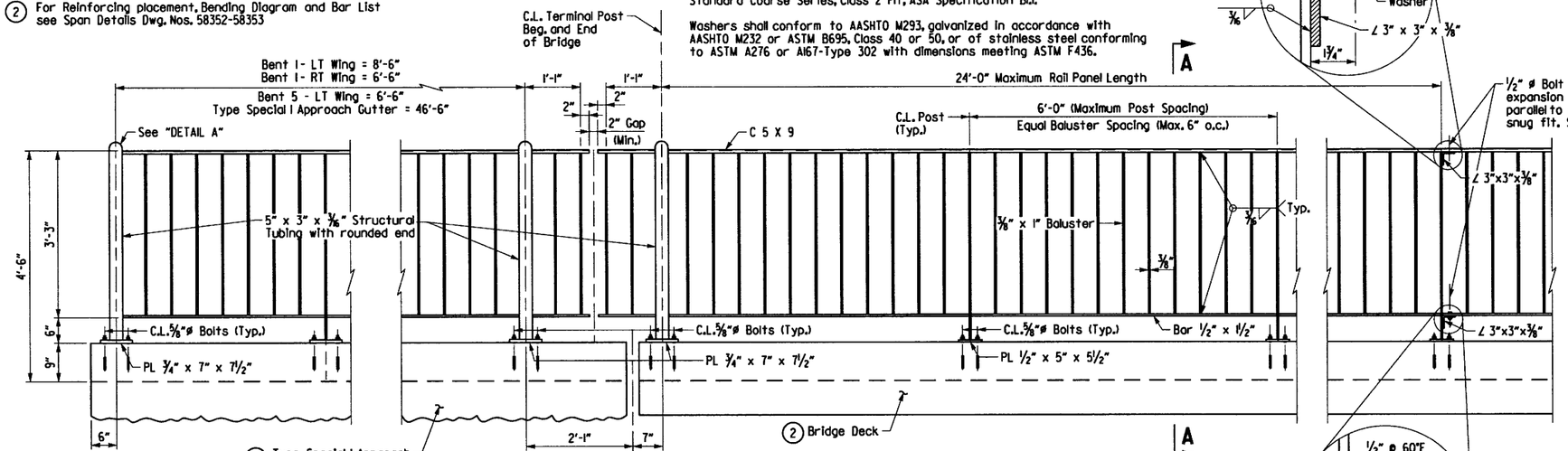
Cast in place anchor bolts shall be of stainless steel or high strength steel. Stainless steel anchor bolts shall conform to ASTM A193 or A320-Grade B8 with a minimum yield strength of 80,000 psi. High strength steel anchor bolts shall conform to AASHTO M164 or A354-Grade BC galvanized in accordance with AASHTO M232 OR ASTM B695, Class 40 or 50.

Spice Bolts: Stainless steel, ASTM Specifications A193 or A320-Grade B8, or AASHTO M270, Grade 36, galvanized.

Nuts: Nuts shall conform to AASHTO M292, Gr. 8 (Stainless steel) or galvanized in accordance with AASHTO M232 or ASTM B695, Class 40 or 50.

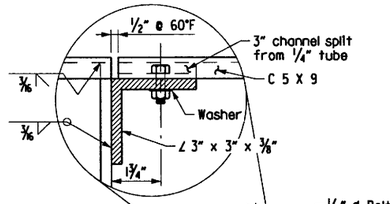
Threads: Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1.

Washers shall conform to AASHTO M293, galvanized in accordance with AASHTO M232 or ASTM B695, Class 40 or 50, or of stainless steel conforming to ASTM A276 or A167-Type 302 with dimensions meeting ASTM F436.



ELEVATION - TYPE H2 RAILING

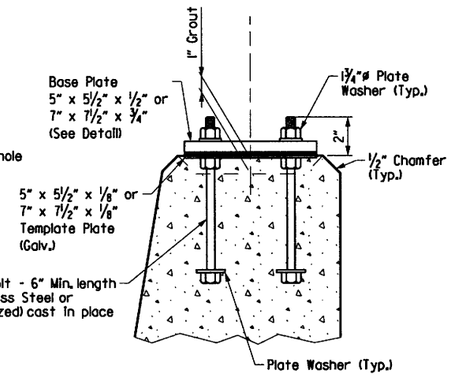
SCALE: 3/4" = 1'-0"



1/2" ø Bolt with lock nut (Typ.). At expansion splices provide slotted hole parallel to rail. Tighten locknut to snug fit. See "ANGLE DETAIL"

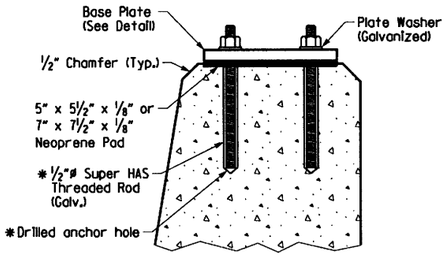
∠ 3"x3"x3/8"

∠ 3"x3"x3/8"



DETAILS OF POST ANCHOR SYSTEM (CAST IN PLACE ANCHORS)

NO SCALE

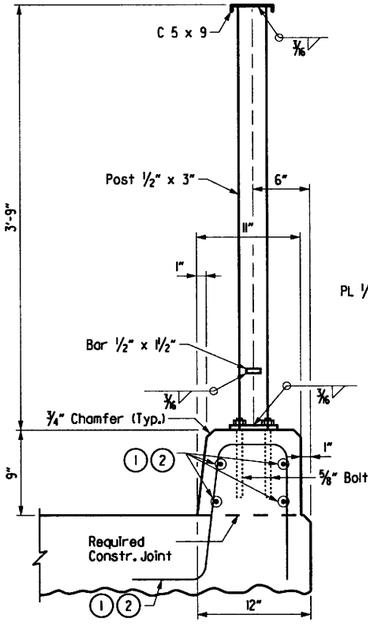


* HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4 1/2" embedment or an approve equal.

The HILTI Epoxy Adhesive Anchor System shall be installed in accordance with Manufacturer's recommendations.

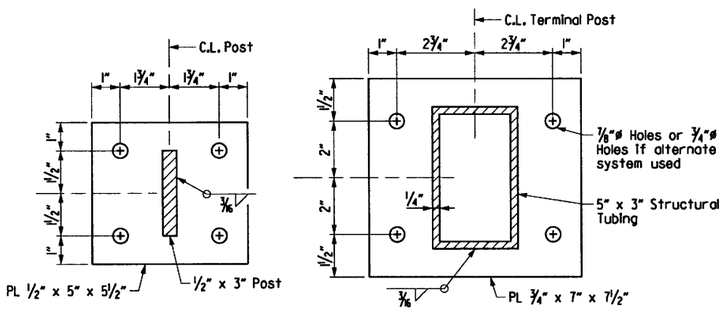
DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

NO SCALE



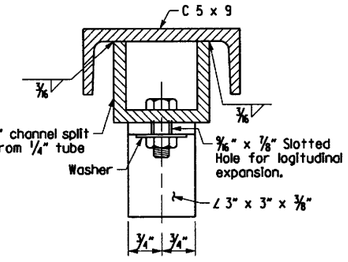
SECTION A-A

NO SCALE



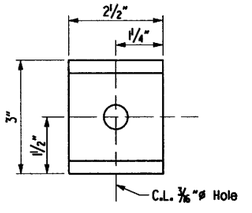
DETAILS OF TYPE H2 BASE PLATES

NO SCALE



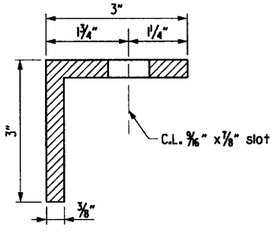
PANEL CONNECTION DETAIL

NO SCALE



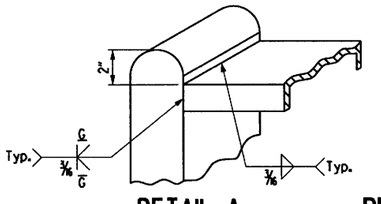
DETAIL OF 3" CHANNEL SPLIT FROM 1/4" TUBE

NO SCALE



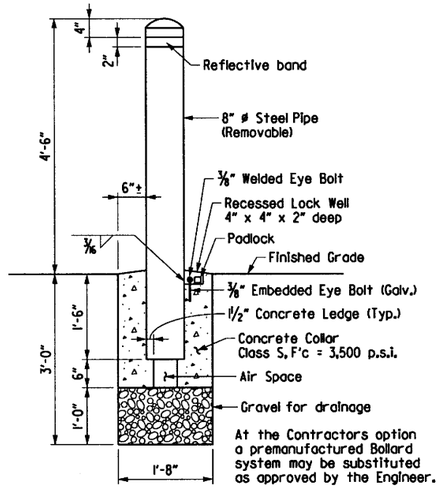
ANGLE DETAIL

NO SCALE



DETAIL A

NO SCALE



At the Contractors option a premanufactured Bollard system may be substituted as approved by the Engineer.

REMOVABLE BOLLARD DETAIL

NO SCALE

DETAILS OF TYPE H2 METAL BRIDGE RAILING

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/28/2005	FILENAME:	bca06082_s5
CHECKED BY:	STS	DATE:	6/29/2005	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	6/20/2005		

BRIDGE NO. 07382 DRAWING NO. 58356

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10:59:13 AM 6/27/2017 sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	434	889
				1 07382		RAIL DETAILS		58357

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

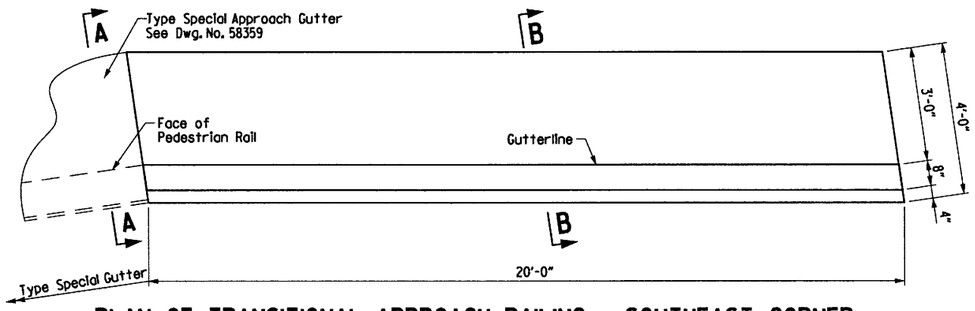
General Notes

Transitional Approach Railing shall be placed at ends of Pedestrain Rails as shown on the layout.

All Concrete shall be Class "S" and be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

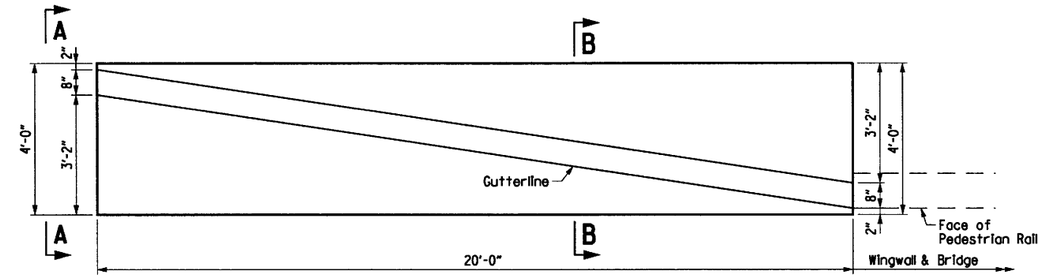
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Transitional Approach Railing shall be paid for at the contract unit price bid per each for "Transitional Approach Railing." See Job No. CA0608 "Transitional Approach Railing."



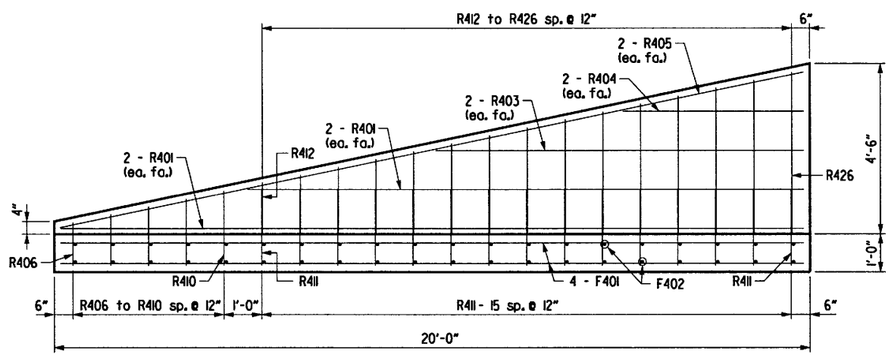
PLAN OF TRANSITIONAL APPROACH RAILING - SOUTHEAST CORNER

One Required
SCALE: ½" = 1'-0"



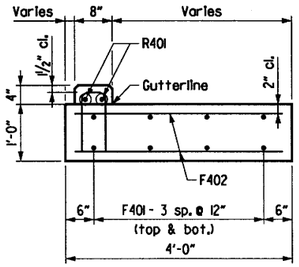
PLAN OF TRANSITIONAL APPROACH RAILING - OTHER LOCATIONS

Three Required
SCALE: ½" = 1'-0"
Note: Railings on each side of Roadway are opposite hand to each other.



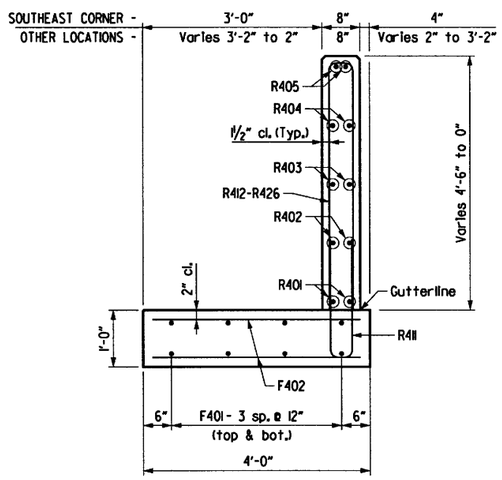
ELEVATION OF TRANSITIONAL APPROACH RAILING

SCALE: ½" = 1'-0"



VIEW A-A

SCALE: ¾" = 1'-0"



SECTION B-B

SCALE: ¾" = 1'-0"

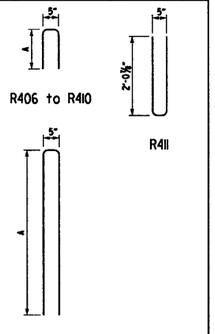
NAME PLATE DETAIL

No Scale

BAR LIST - ONE TRANSITIONAL RAIL

Mark	No. Req'd.	Length	A	B	Pin Dia.
F401	8	19'-8"			Str.
F402	40	3'-8"			Str.
R401	2	19'-8"			Str.
R402	2	14'-9"			Str.
R403	2	9'-9"			Str.
R404	2	4'-10"			Str.
R405	2	20'-2"			Str.
R406 to R410	1 Ea	2'-7" to 4'-3"	1'-3 1/4" to 1'-10 3/4"	5"	2"
R411	16	4'-5"	2'-1"	5"	2"
R412 to R426	1 Ea	3'-0" to 8'-10"	1'-3 3/4" to 4'-2 3/4"	5"	2"

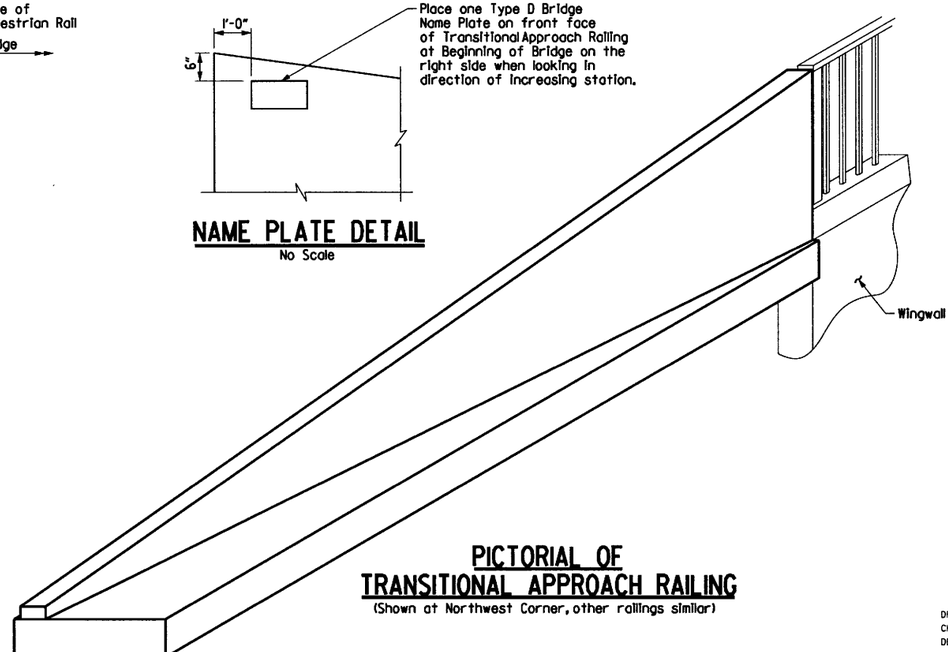
Bending Diagram



Dimensions are out to out of bars.

FOR INFOMATION ONLY
SCHEDULE OF QUANTITIES PER RAIL UNIT

Reinforcing Steel - Roadway (Gr. 60)	Class S Concrete - Roadway	Class 1 Protective Surface Treatment
412 lbs.	4.16 Cu. Yds.	0.3 gal



PICTORIAL OF TRANSITIONAL APPROACH RAILING

(Shown at Northwest Corner, other railings similar)

DETAILS OF
TRANSITIONAL APPROACH RAILING

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/10/2015	FILENAME:	bca06082_r1
CHECKED BY:	STS	DATE:	9/11/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	9/9/2015		

BRIDGE NO. 07382 DRAWING NO. 58357

10:59:14 AM 6/27/2017 sts

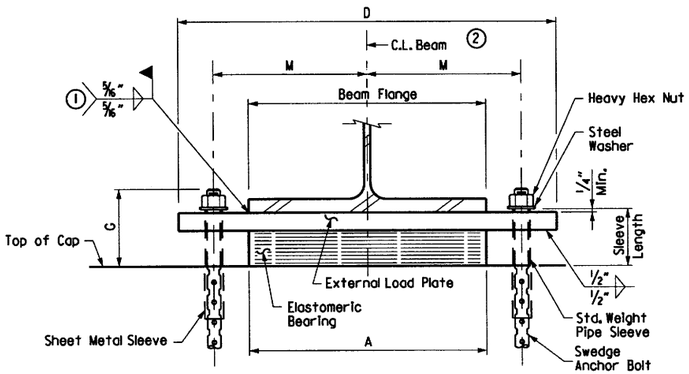
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	435	889
				(1) 07382		BEARING DETAILS		58358

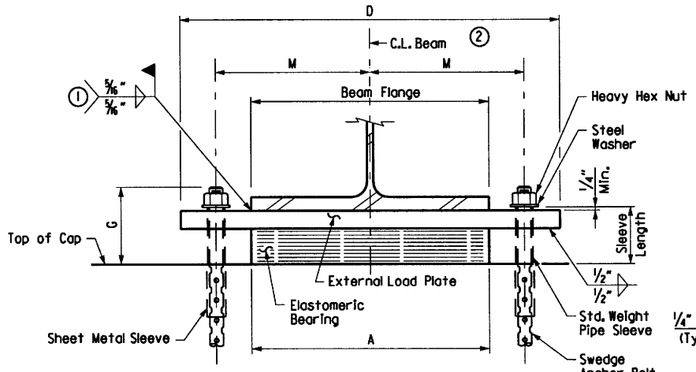
TABLE OF FABRICATOR VARIABLES

LOCATION								ELASTOMER PAD						EXTERNAL LOAD PLATE									ANCHOR BOLT				
																							ANCHOR BOLT		PIPE	SHEET METAL	STEEL
BENT NO.	SPAN NO(S).	BEAM NO(S).	BEARING TYPE	NO. of BEARINGS EACH BENT	MAXIMUM DESIGN LOAD (KIPS)	G (In.)	H (In.)	A (In.)	B (In.)	N (In.)	t1 (In.)	te (In.)	NO. & THICKNESS OF STEEL LAMINAE	T (In.)	C (In.)	D (In.)	E (In.)	F (In.)	J (In.)	K (In.)	M (In.)	Ta (In.)	Tb (In.)	(In.)	GRADE	SLEEVE SIZE	SLEEVE SIZE	WASHER O.D. (In.)
1	1	ALL	Exp.	3	43.61	6 13/16	4 5/16	10 1/2	7	3	1/2	1/4	4 @ 12 Ga.	2 7/16	8	21	4	2 1/4	-	1/2	7 7/8	2.08	1.92	1 1/4" x 25"	55	1 1/4" x 4 9/16"	3" x 6"	3 1/2
2	1 & 2	ALL	Fixed	3	117.81	6 5/16	3 13/16	12	10	2	1/2	1/4	3 @ 12 Ga.	1 7/8	II	22 1/2	2 1/4	2 1/4	-	1/2	8 5/8	2.04	1.96	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 7"	3 1/2
3	2 & 3	ALL	Fixed	3	117.81	6 5/16	3 13/16	12	10	2	1/2	1/4	3 @ 12 Ga.	1 7/8	II	22 1/2	2 1/4	2 1/4	-	1/2	8 5/8	2.03	1.97	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 7"	3 1/2
4	3 & 4	ALL	Fixed	3	117.81	6 5/16	3 13/16	12	10	2	1/2	1/4	3 @ 12 Ga.	1 7/8	II	22 1/2	2 1/4	2 1/4	-	1/2	8 5/8	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 7"	3 1/2
5	4	ALL	Exp.	3	43.61	6 13/16	4 5/16	10 1/2	7	3	1/2	1/4	4 @ 12 Ga.	2 7/16	8	21	4	2 1/4	-	1/2	7 7/8	1.96	2.04	1 1/4" x 25"	55	1 1/4" x 4 9/16"	3" x 6"	3 1/2

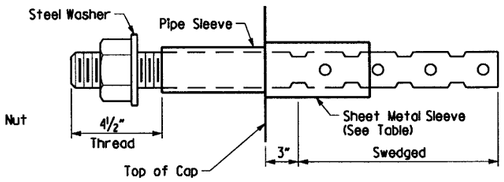
(3)



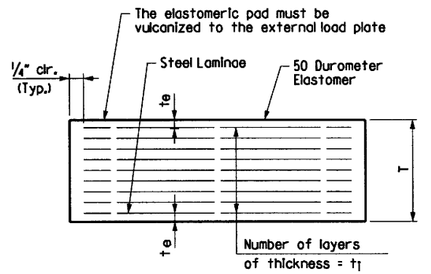
FRONT VIEW @ BENTS 1 & 5
(No Scale)



FRONT VIEW @ BENTS 2, 3 & 4
(No Scale)

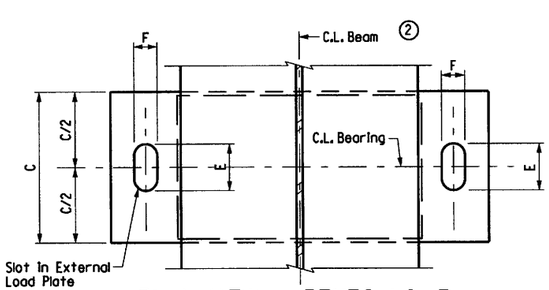


ANCHOR BOLT DETAIL
(No Scale)

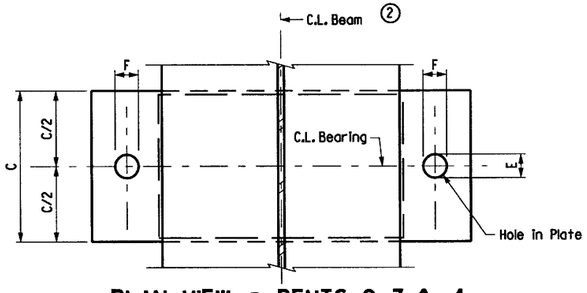


t1 = thickness of elastomer between steel laminae.
te = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness t1.

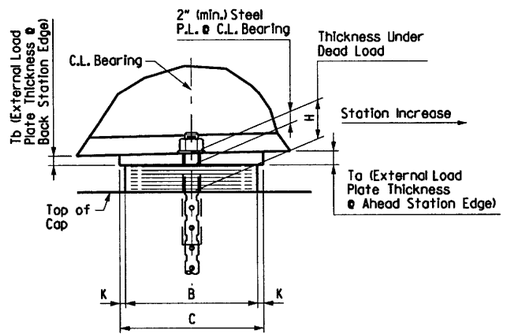
ELASTOMERIC BEARING
(No Scale)



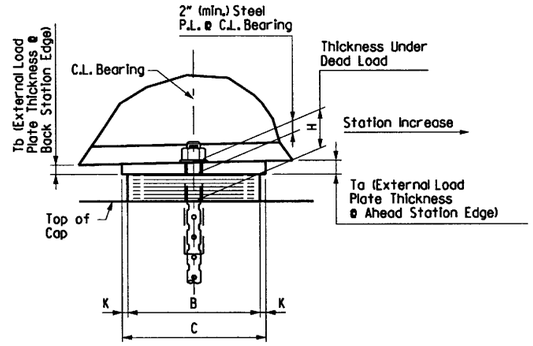
PLAN VIEW @ BENTS 1 & 5
(No Scale)



PLAN VIEW @ BENTS 2, 3 & 4
(No Scale)



SIDE VIEW @ BENTS 1 & 5
(No Scale)



SIDE VIEW @ BENTS 2, 3 & 4
(No Scale)

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel In Beam Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Beam Spans, (M 270, Gr.50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

(2) Thus the C.L. of Bearings shall coincide with the C.L. of Beams.

(3) For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and min. thickness of 3/8" shall be used.

STATE OF ARKANSAS
No. 13072
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
Stephen T. Smiley
27 June 2017

DETAILS OF ELASTOMERIC BEARINGS PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/8/2015	FILENAME:	bca06082_el
CHECKED BY:	STS	DATE:	7/9/2015	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	7/7/2015		

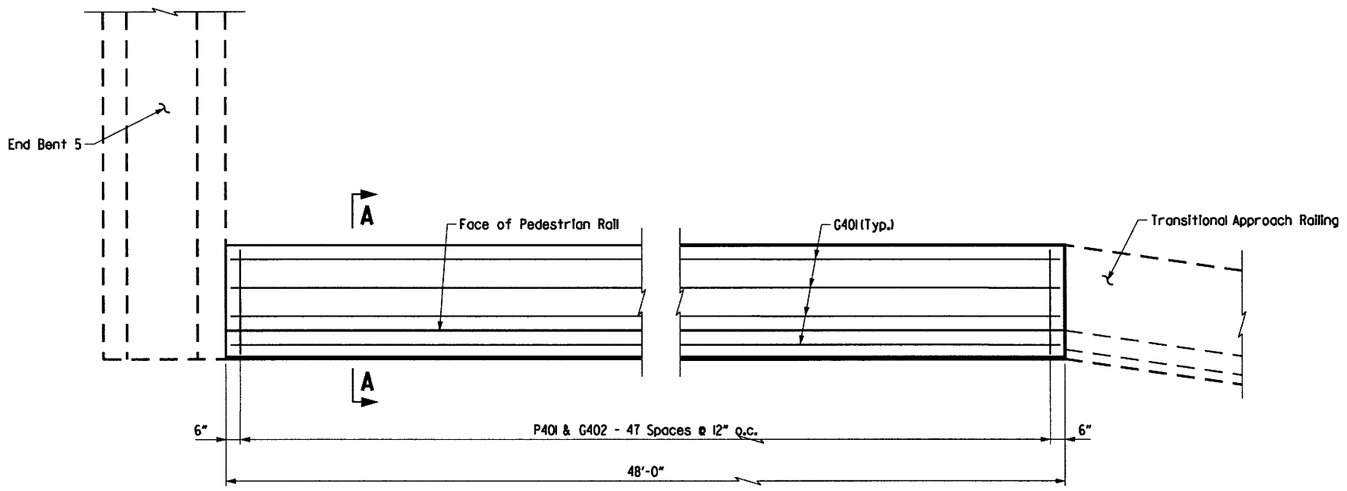
BRIDGE NO. 07382 DRAWING NO. 58358

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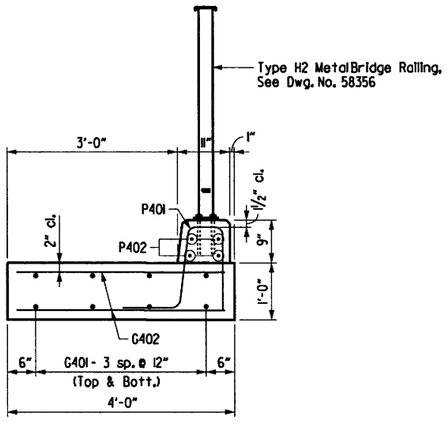
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	436	889
				07382		APP. GUTTER I		58359

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN - TYPE SPECIAL I APPROACH GUTTER

SCALE: 3/8" = 1'-0"



SECTION A-A

SCALE: 3/4" = 1'-0"

GENERAL NOTES:

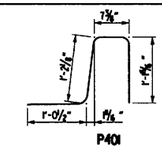
All Concrete shall be Class "S" and be poured in the dry. All exposed corners to be chamfered 3/4" unless otherwise noted.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.	Bending Diagram (Dimensions are out to out of bars)
G401	16	24'-9"	Str.	
G402	48	3'-8"	Str.	
P401	48	4'-10"	2"	
P402	8	24'-9"	Str.	



P401

SCHEDULE OF QUANTITIES

(For Information Only)

Reinforcing Steel - Roadway	Class S Concrete - Roadway	Class I Protective Surface Treatment
670 lbs.	8.29 Cu. Yds.	0.6 gal

DETAILS OF TYPE SPECIAL I
APPROACH GUTTER
PEDESTRIAN BRIDGE I-630 AT ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 10/6/2015
CHECKED BY: STS DATE: 10/7/2015
DESIGNED BY: JH DATE: 10/8/2015
FILENAME: bca06082_as01
SCALE: AS SHOWN

BRIDGE NO. 07382 DRAWING NO. 58359

6/27/2017 10:59:16 AM sts

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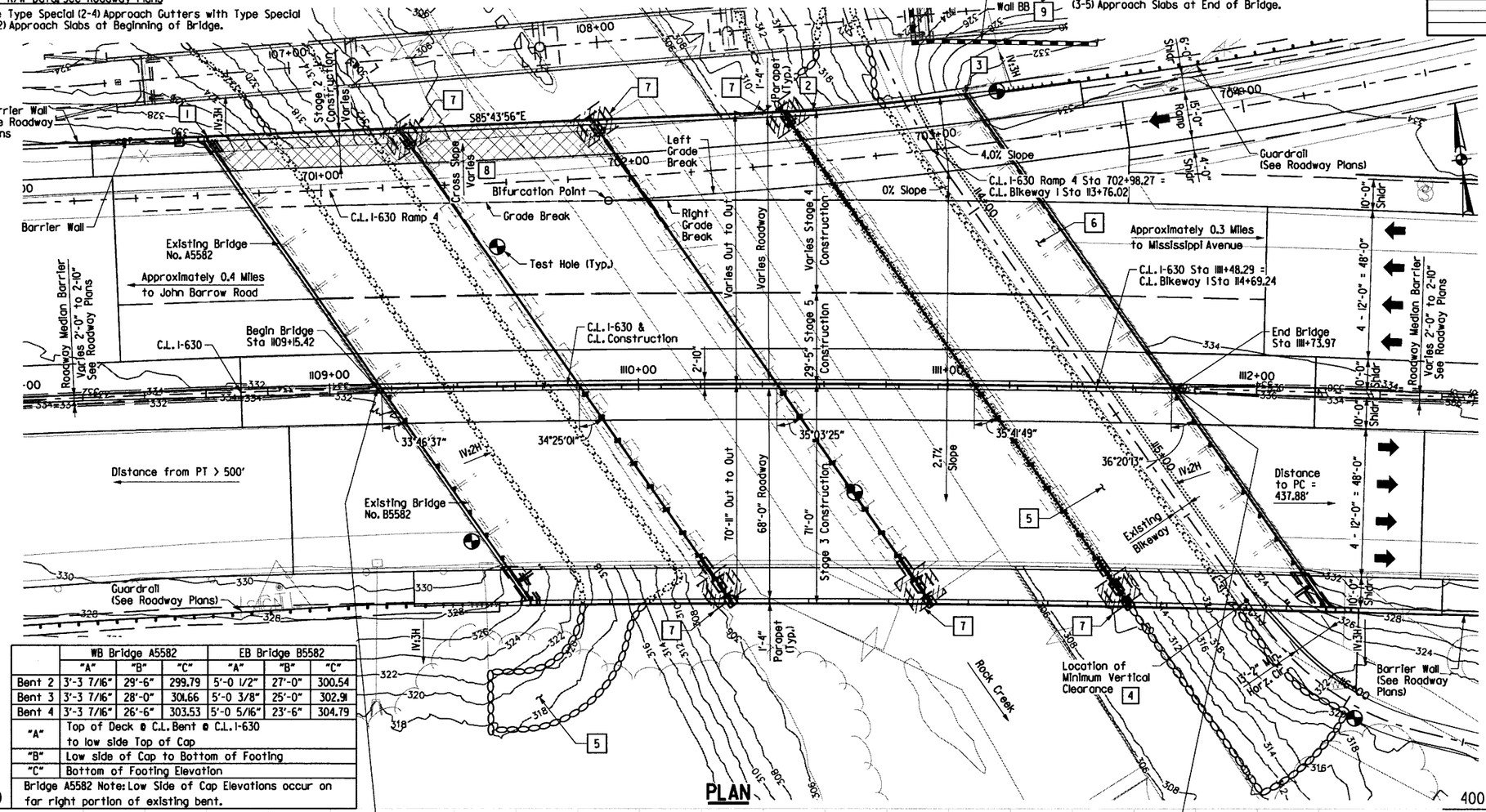
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	437	889
(1) A&B5582		BRIDGE LAYOUT		58360

For R/W Data, See Roadway Plans

Use Type Special (2-4) Approach Gutters with Type Special (1&2) Approach Slabs at Beginning of Bridge.

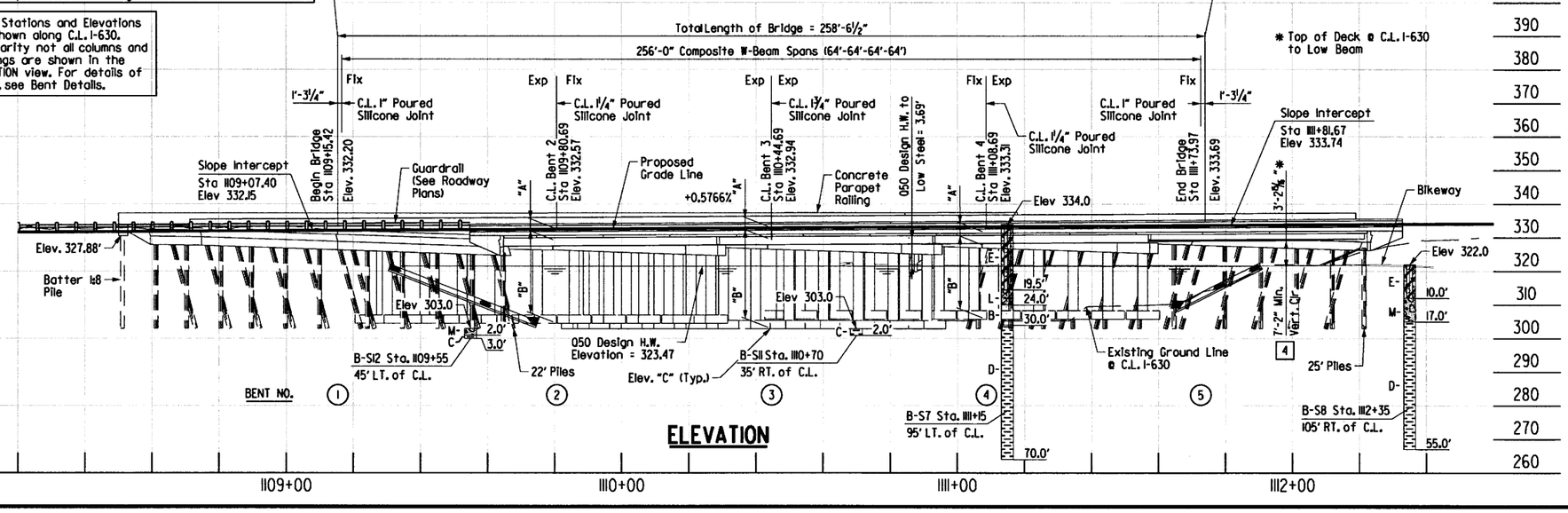
Use Type Special (5-8) Approach Gutters with Type Special (3-5) Approach Slabs at End of Bridge.



PLAN

	WB Bridge A5582			EB Bridge B5582		
	"A"	"B"	"C"	"A"	"B"	"C"
Bent 2	3'-3 7/16"	29'-6"	299.79	5'-0 1/2"	27'-0"	300.54
Bent 3	3'-3 7/16"	28'-0"	301.66	5'-0 3/8"	25'-0"	302.91
Bent 4	3'-3 7/16"	26'-6"	303.53	5'-0 5/16"	23'-6"	304.79
"A"	Top of Deck @ C.L. Bent @ C.L. I-630 to low side Top of Cap					
"B"	Low side of Cap to Bottom of Footing					
"C"	Bottom of Footing Elevation					
Bridge A5582 Note: Low Side of Cap Elevations occur on far right portion of existing bent.						

Note: Stations and Elevations are shown along C.L. I-630. For clarity not all columns and footings are shown in the ELEVATION view. For details of Bents, see Bent Details.



ELEVATION

BRIDGE A
WB Main Lanes and RAMP 4 are on Bridge A. Stationing and Profile Grade Line for Bridge A and WB approaches are along C.L. I-630 and is on a +0.5766% grade. RAMP 4 control elevations prior to Sta. 703+61.67 on Bridge A and WB approaches are are derived from C.L. I-630 Profile Grade Line. Grade Break Line exists and bifurcates at 59.42' Left C.L. I-630 Sta. 1109+94.26=7.5' Right RAMP 4 Sta 701+92.78.

Prior to the bifurcation of Grade Break Line, the Grade Break Line follows along a concentric curve 59.42' Lt. of C.L. I-630. Cross Slope left of this concentric curve is radial to C.L. RAMP 4 and rotates about the Grade Break Line. Cross Slope right of this concentric curve, is 2.7% downward radial to C.L. I-630.

After the bifurcation of Grade Break Line, the Left Grade Break Line follows along a concentric curve 7.5' Rt. of C.L. RAMP 4. Cross Slope left of this concentric curve is radial to C.L. RAMP 4 and rotates about the Left Grade Break Line. The Right Grade Break Line follows along a concentric curve 59.42' Lt. of C.L. I-630. Cross Slope right of this concentric curve, is 2.7% downward radial to C.L. I-630.

The Cross Slope transitions uniformly from 2.7% downward to Rt. of C.L. RAMP 4 at Sta. 700+02.78 (C.L. I-630 Sta. 1108+02.75) to 4.0% downward to the left of C.L. RAMP 4 at Sta. 703+02.78 (C.L. I-630 Sta. 1110+98.81). The surface of bridge and end approach between Left and Right Grade Break Line has constant 0.0% Cross Slope radial to C.L. I-630 and is on a +0.5766% grade.

For BRIDGE A Cross Slope Transition Sketch see Dwg. No. 58362

BRIDGE B
EB Main Lanes are on Bridge B. Stationing and Profile Grade Line for Bridge B and EB approaches are along C.L. I-630 and is on a +0.5766% grade. Cross slope is constant 2.7% downward to the right radial to C.L. I-630
For BRIDGE A & B Vertical Curve Data see Dwg. No. 58363

Horizontal Curve RAMP 4

PI Sta	= 703+81.53
Delta	= 12°56'05"
Degree	= 3°0'00.00"
Tangent	= 216.50'
Length	= 431.16'
Radius	= 1909.86'
PC Sta	= 701+65.03
PT Sta	= 705+96.15
PC Brg	= S 85°43'56"E
PT Brg	= N 81°19'59"E

Horizontal Curve I-630

PI Sta	= 1109+89.35
Delta	= 12°30'00"
Degree	= 1°0'00.00"
Tangent	= 627.49'
Length	= 1250.00'
Radius	= 5729.57'
PC Sta	= 1103+61.86
PT Sta	= 1116+11.85
PC Brg	= N 89°53'11"E
PT Brg	= S 77°36'50"E

1 C.L. I-630 Sta 1108+63.24, 82.94' LT

2 C.L. I-630 Sta 1110+56.40, 88.41' LT

3 C.L. I-630 Sta 1111+04.94, 93.98' LT

4 Existing Vertical Clearance being maintained by use of shallow beams.

5 Dumped Riprap 1'-6" thick placed on "Filter Blanket" as directed by the Engineer.

6 Existing Concrete Riprap at Bridge End

7 Remove existing concrete riprap and replace with new concrete riprap, as necessary for Bent Construction (See Std. Dwg. No. 55002). Payment for this work shall be considered subsidiary to the pay item 821 "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".

8 See Cross Slope Transition Sketch on Dwg. No. 58362

9 See Retaining Wall Plans

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
24 Sept 2017

SHEET 1 OF 4
LAYOUT OF I-630 BRIDGE OVER ROCK CREEK

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

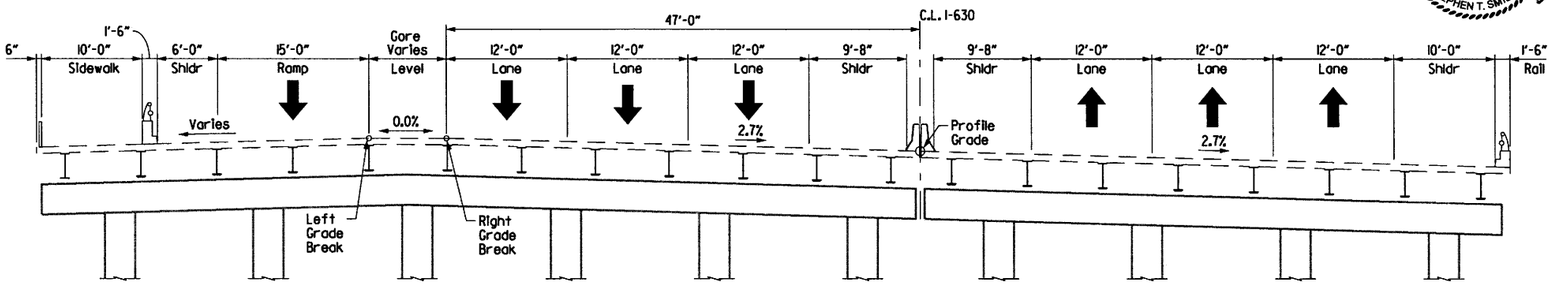
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DESIGNED BY:	STS	DATE:	4/21/2014		

BRIDGE NO. A&B5582 DRAWING NO. 58360

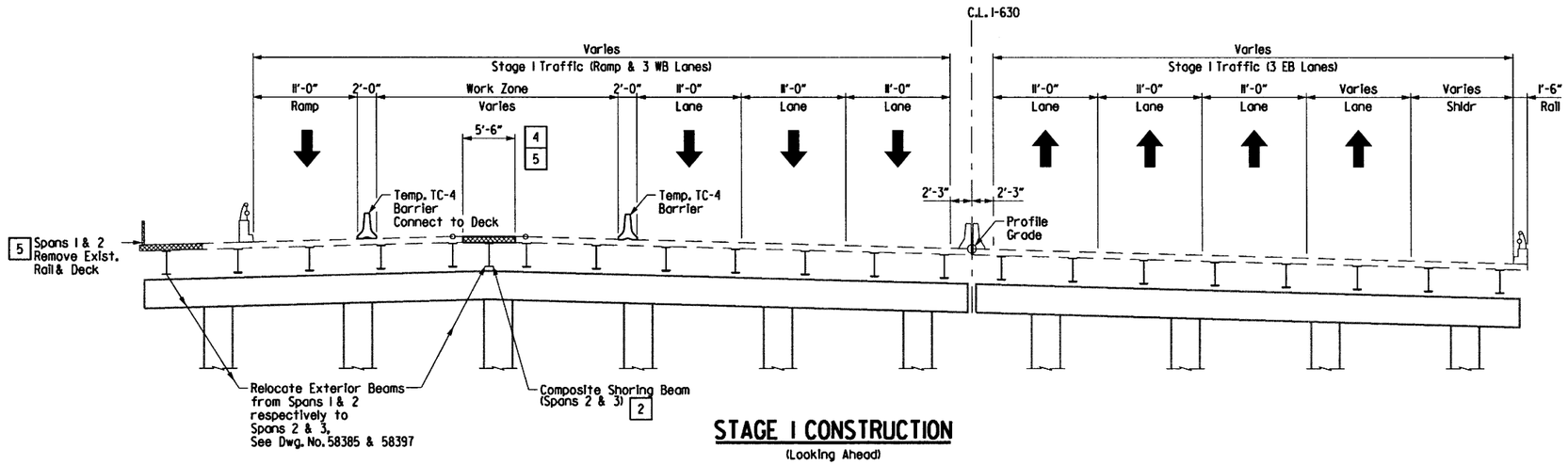
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				JOB NO.		CA0608	438	889
				(1) A&B5582		BRIDGE LAYOUT		58361

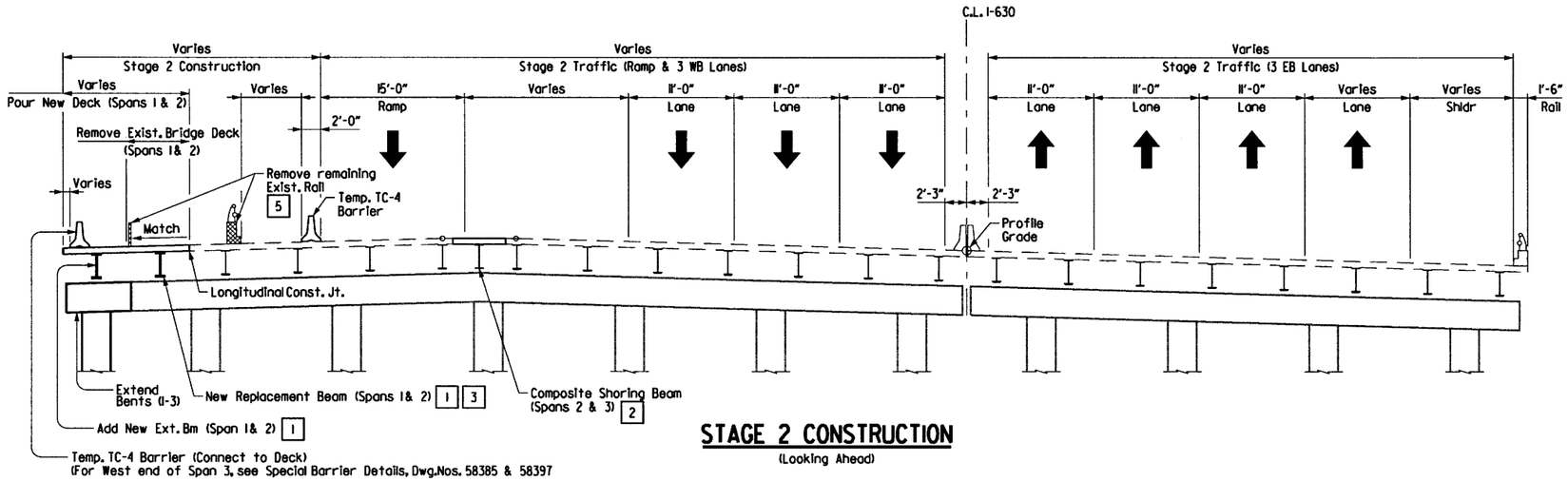
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017



EXISTING CONSTRUCTION
(Looking Ahead)



STAGE 1 CONSTRUCTION
(Looking Ahead)



STAGE 2 CONSTRUCTION
(Looking Ahead)

NOTES:

Dimensions shown are measured on radial lines.

Not all beams are shown in section.

Stage enumeration matches RDWY Maintenance Of Traffic Plans.

1. Re-use new beam in Stage 4 Construction
2. Do not re-use beam in Stage 4 Constuction, remove after existing deck removal of Stage 4.
3. For Span 2, new beam location does not match existing exterior beam location.
4. Remove & Reconstruct deck between flared beams of Spans 2 & 3.
5. Payment for removal is subsidiary to the item "Modification of Existing Bridge Structure (Bridge No. A5582)".

SHEET 2 OF 4
LAYOUT OF I-630 BRIDGE OVER ROCK CREEK

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2014	FILENAME:	bca06083_l2
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BRIDGE NO. A&B5582 DRAWING NO. 58361

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				6	ARK.			
				JOB NO.		CA0608	439	889
				(1) A&B5582		BRIDGE LAYOUT		58362

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017

NOTES:

Dimensions shown are measured on radial lines.

Not all beams are shown in section.

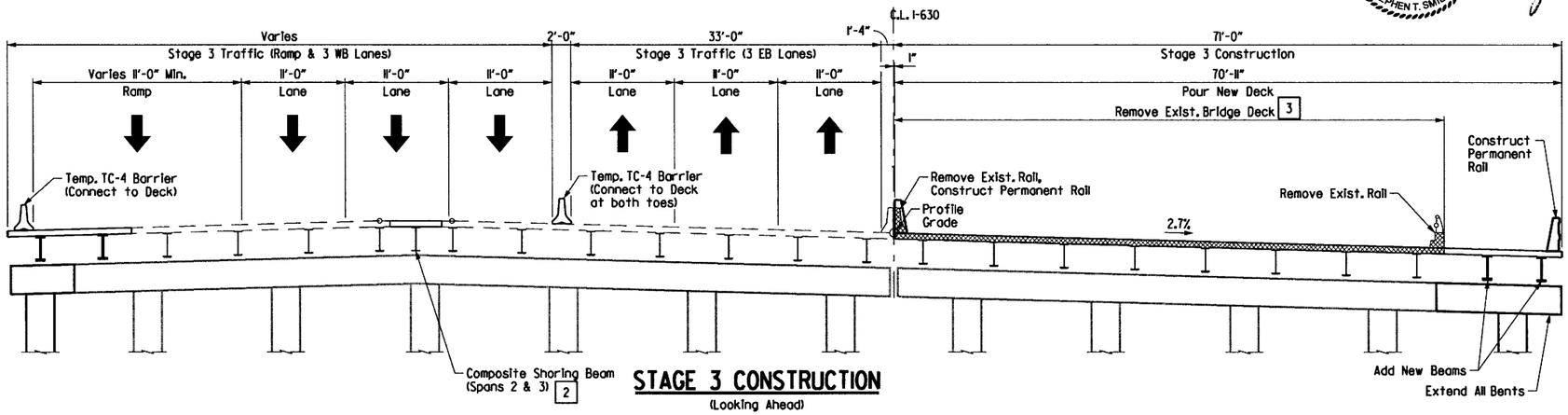
Stage enumeration matches RDWY Maintenance Of Traffic Plans.

Payment for removals is subsidiary to the item "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".

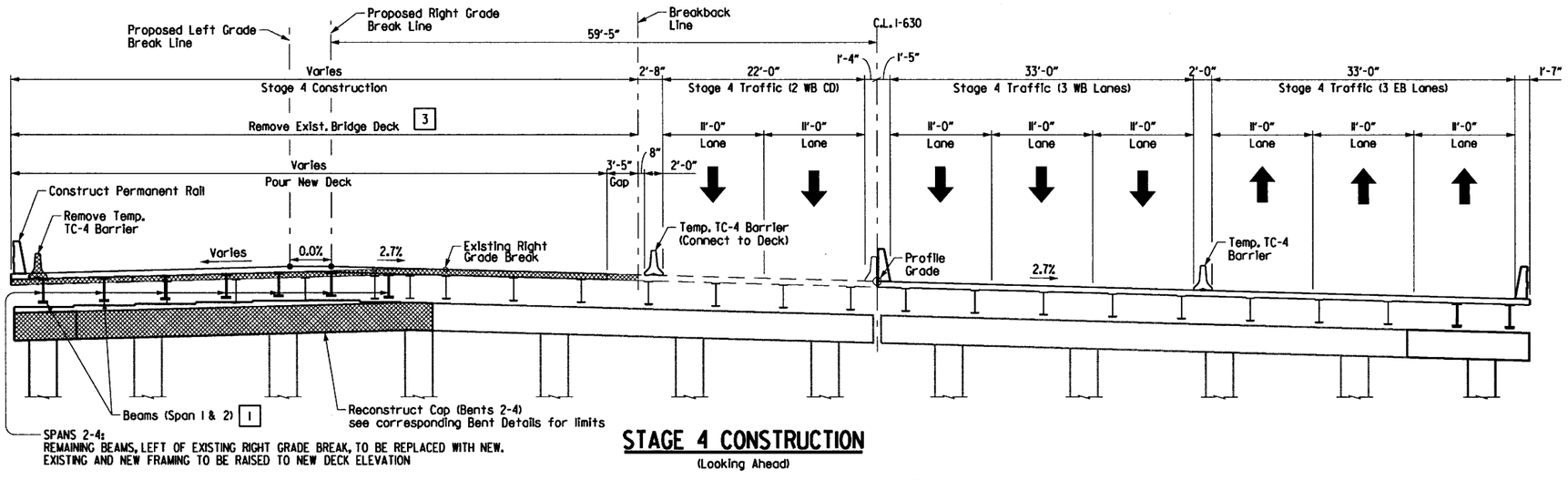
[1] Re-use new beams and shoes in Stage 4 Construction

[2] Do not re-use beam in Stage 4 Constuction, remove after existing deck removal of Stage 4.

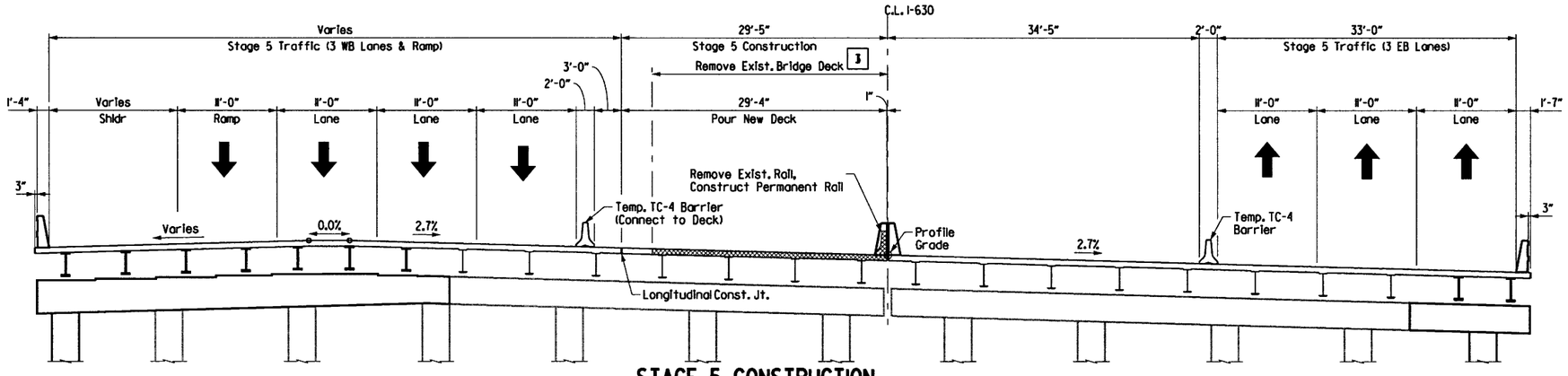
[3] While deck is removed, disassembly of framing permissible for specified cap reconstruction and required replacment of existing beam "shoe" bearings. See Shoes (Type B) and anchor bolt details on Dwg.Nos. 58442-58443
Use new high strength fasteners for all final assembly and reassembly of framing, in accordance with Item 807.71. Unless otherwise noted, required materials paid as item 807 "Structural Steel in Beam Spans (AASHTO M270, Gr50)". Labor subsidiary to Item 821 "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".



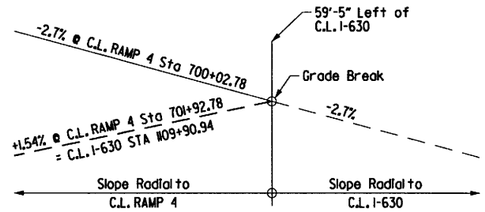
STAGE 3 CONSTRUCTION
(Looking Ahead)



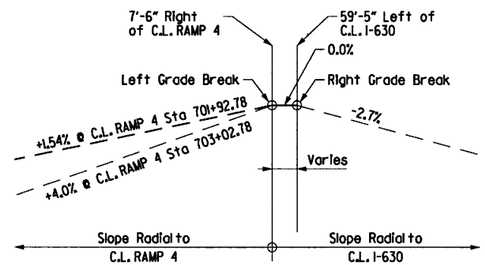
STAGE 4 CONSTRUCTION
(Looking Ahead)



STAGE 5 CONSTRUCTION
(Looking Ahead)



CROSS SLOPE TRANSITION SKETCH
(Looking Ahead)



CROSS SLOPE TRANSITION SKETCH
(Looking Ahead)

SHEET 3 OF 4
LAYOUT OF I-630 BRIDGE OVER ROCK CREEK
BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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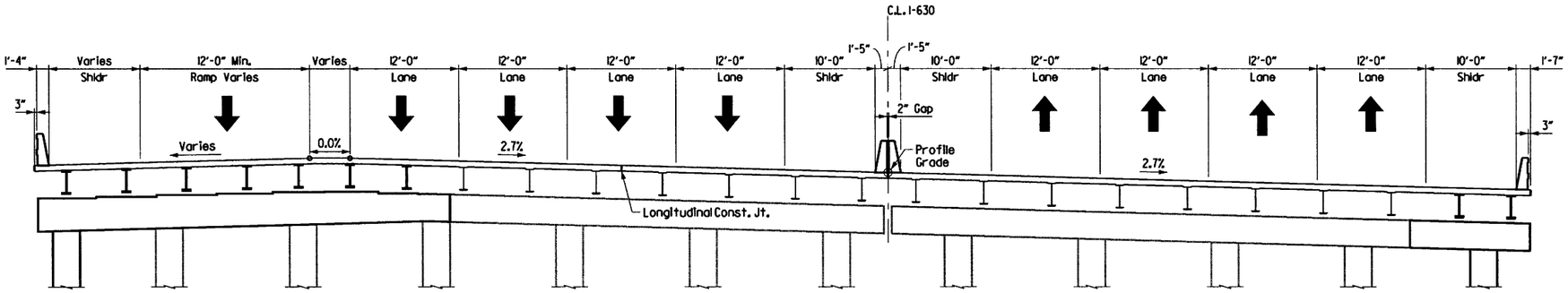
BRIDGE NO. A&B5582 DRAWING NO. 58362

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	440	889
				(1) A&B5582		BRIDGE LAYOUT		58363

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017



COMPLETED CONSTRUCTION

(Looking Ahead)

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 58343
General notes specific to this bridge follow.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges (2002 edition) 17th.

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor

SPREAD FOOTINGS: The top of spread footings shall be set 2'-0" minimum below finished ground. Footings shall be set a minimum of 3'-0" into competent material designated as weathered shale. Foundations for footings shall be prepared in accordance with Subsection 801.04 and backfilled according to Subsection 801.08. Rock excavations shall be made to neat lines of the concrete footings. BLASTING IS NOT ALLOWED. Concrete in footings shall be poured directly against excavated surfaces of rock.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	58364-58366, 58373-58374, 58412-58414, 58418-58420
Interior Bents	58367-58372, 58415-58417
64'-0" Comp. W-Beam Span 1	58376-58382, 58421-58425
64'-0" Comp. W-Beam Span 2	58386-58393, 58426-58430
64'-0" Comp. W-Beam Span 3	58398-58404, 58431-58435
64'-0" Comp. W-Beam Span 4	58405-58411, 58436-58440
Silicone Joints & Bearings	58442
Steel Piling	55020
Type Special Approach (2-8) Gutters	58449-58455
Type Special Approach (1-5) Slabs	58445-58448
Dumped Riprap	55001
Concrete Riprap	55002

EXISTING BRIDGE: Existing Bridge Nos. A5582 and B5582 (log 5.80) are 256' long consisting of four composite I-Beam simple spans supported by substructures consisting of R.C. Int. Bents with multi-columns on spread footings and Pile End Bents. Both existing bridges are being remodeled. Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMODEL & SALVAGE: Existing Br. Nos. A&B5582 are both to be widened in stages. The proposed work shall consist of widening 3 of 4 existing end bents, all interior bents, removal and complete replacement of the concrete deck, replacing existing steel bearings, incorporating new beams for the widening along with replacing portions of the existing beams, and reconstructing portions of interior bent caps of Bridge A5582 for the adjustment of its vertical grade. For more information, refer to the Bridge Layout Stage Construction Details and Method of Work Dwg. Nos. 58361-58363, 58375, 58383-58386, and 58394-58397 All material not designated for reuse shall be removed and become property of the Contractor.

VERIFICATION: Except as noted, components of the bridge are to be retained and joined to the proposed work. Information and dimensions shown are based on existing bridge plans. The Contractor is to adhere strictly to the requirements for verification of the geometry of the existing bridge and its relationship to the proposed work described in Subsection 821.02 and make necessary adjustments to fit the proposed work of the existing structure. Payment for this work shall be considered subsidiary to the pay item "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".

REMOVAL OF EXISTING DECK: The existing concrete deck shall be completely removed, in Stages, to the top flange of the existing beams. Care shall be exercised during the removal of the existing deck to ensure that the existing shear connectors of beams designated for reuse are not damaged. Any existing shear connectors of kept beams damaged during deck removal and/or handling shall be replaced as directed by the Engineer, at the Contractor's expense. The portions of the top flange that will be embedded in new concrete shall be cleaned and free of laitance and protected until the new deck is placed for the respective Stage of Construction. For existing transverse reinforcing to be preserved, see Stage I Removal Plan details Dwg. Nos. 58383 & 58394
This work will not be paid for directly but will be subsidiary to the item "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

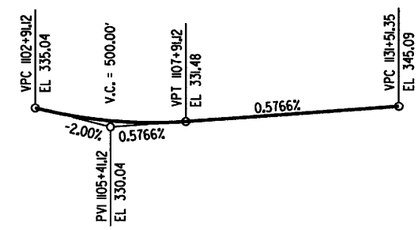
Sta. 111+15, 95' Lt (Boring S7)	Sta. 112+35, 105' Rt (Boring S8)
0.5-1.5, N = 10	0.5-1.5, N = 25/0"
2.5-3.5, N = 11	2.5-3.5, N = 25/0"
4.5-5.5, N = 20	4.5-5.5, N = 25
6.5-7.5, N = 16	6.5-7.5, N = 26
9-10, N = 21	9-10, N = 43
14-15, N = 19	14-15, N = 25/0"
19-20, N = 14	19-20, N = 25/0"
24-25, N = 50/3"	24-25, N = 25/0"
34-35, N = 30/0"	29-30, N = 25/0"
39-40, N = 30/0"	34-35, N = 25/0"
49-50, N = 30/0"	39-40, N = 25/0"
54-55, N = 30/0"	44-45, N = 25/0"
59-60, N = 30/0"	49-50, N = 25/0"
64-65, N = 30/0"	54-55, N = 25/0"
69-70, N = 30/0"	

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE (2)	NATURAL WATER SURFACE ELEVATION (1)	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	22,700	322.06	323.47
Base	100	25,000	322.96	324.53
Extreme	500	30,250	324.99	326.78
Overtopping	N/A	N/A	N/A	N/A

1. Unconstricted water surface without Bridge Structure or adjacent Pedestrian Structure.
2. DISCHARGE FLOWS ARE FEMA EFFECTIVE FLOWS

0100 backwater elevation for existing structure = 324.53 ft.
Proposed Low Bridge Chord elevation = 327.16 ft.
Drainage area = 15.93 square miles.
Historical H.W. Elev. = 321.0 ft. (1969)



VERTICAL CURVE DATA - C.L. I-630

(Along Profile Grade)

SHEET 4 OF 4
LAYOUT OF I-630 BRIDGE
OVER ROCK CREEK

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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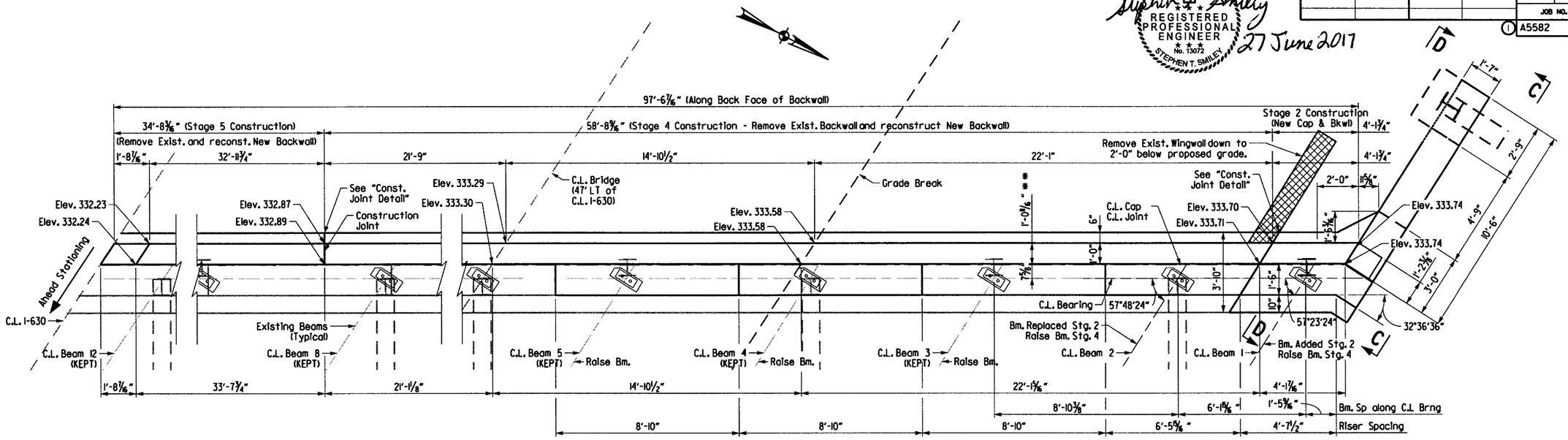
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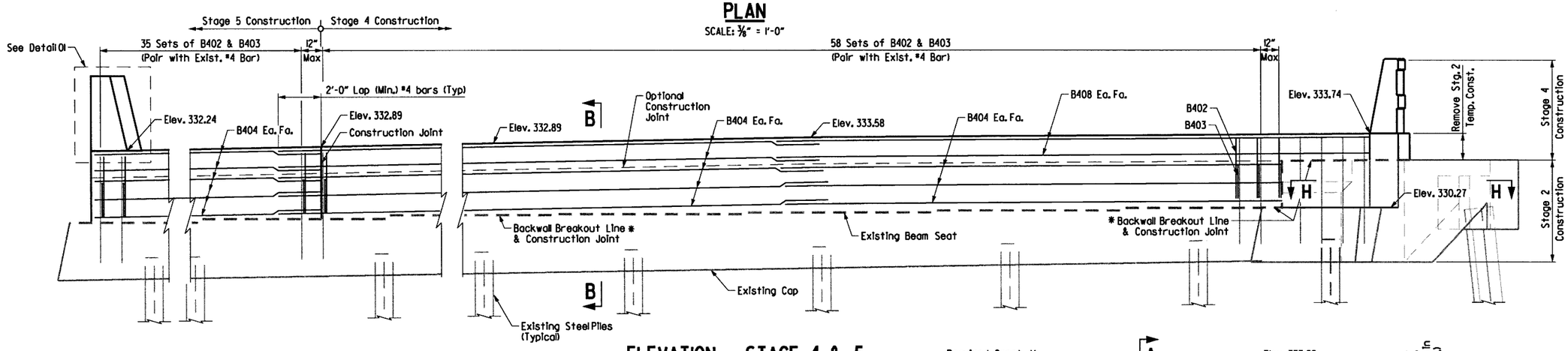
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6	ARK.			
JOB NO.		CA0608	441	889
(1) A5582		BENT DETAILS		58364

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN

SCALE: 3/8" = 1'-0"

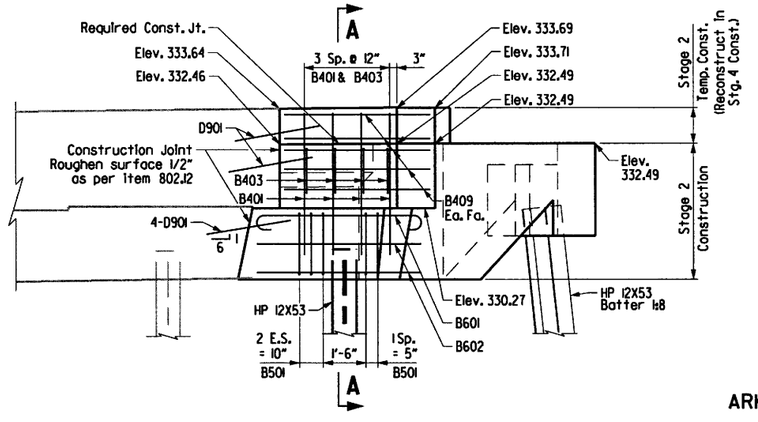


ELEVATION - STAGE 4 & 5

SCALE: 3/8" = 1'-0"

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

** Dimension from C.L. Bearing to C.L. Joint and from C.L. Joint to the back of Backwall



PARTIAL ELEVATION - STAGE 2

SCALE: 3/8" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE A
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	8/6/2015	FILENAME:	bca0608a3.bll
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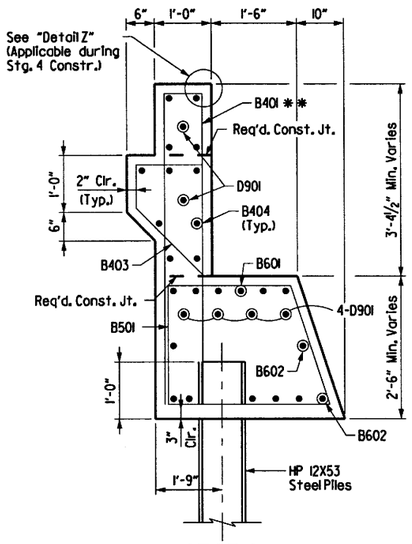
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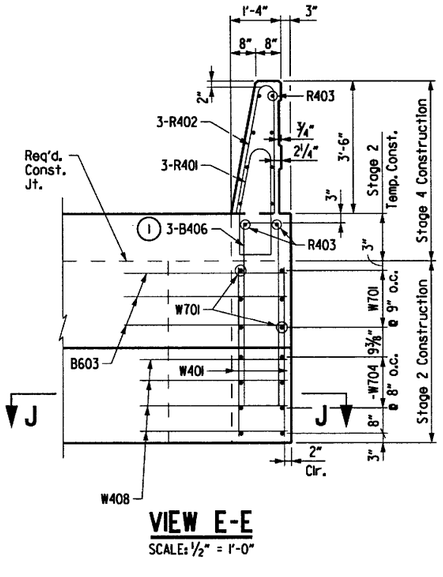
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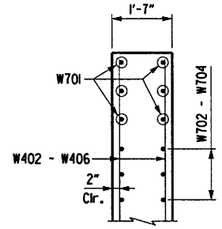
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



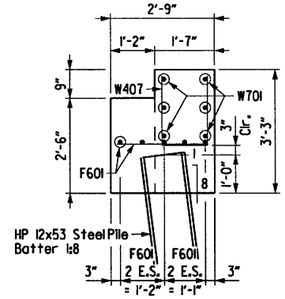
SECTION A-A
SCALE: ¾" = 1'-0"



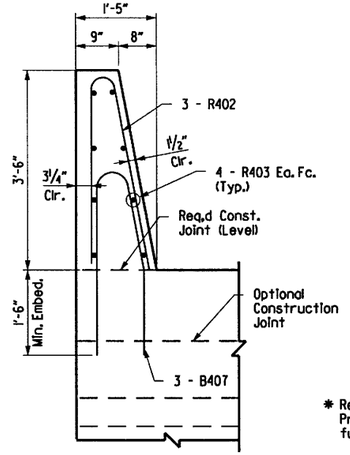
VIEW E-E
SCALE: ½" = 1'-0"



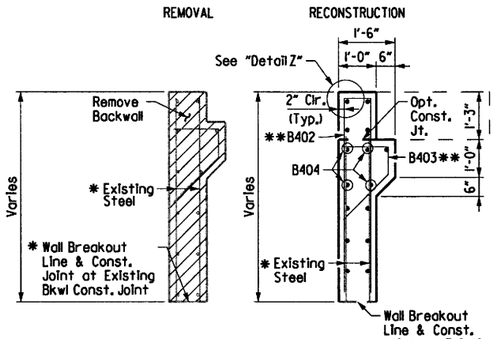
SECTION F-F
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SECTION G-G
SCALE: ½" = 1'-0"



DETAIL 01 (2)
¾" = 1'-0"



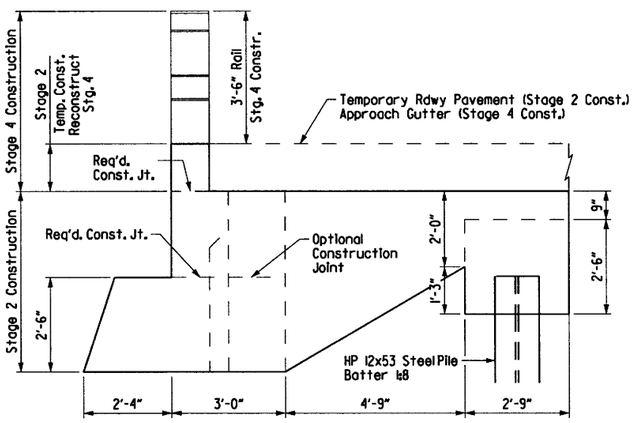
SECTION B-B

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

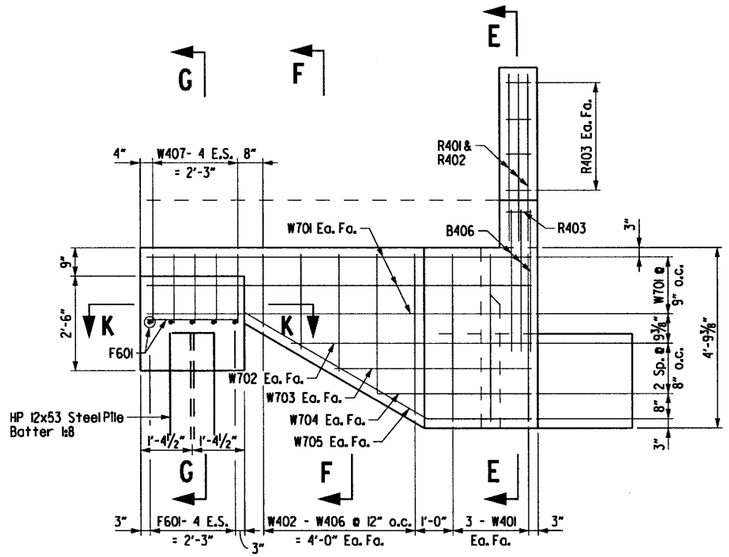
** Pair with Exist. #4 bar as much as possible.

(1) B401 and B406 placed during Stage 2 to be preserved for Stage 4

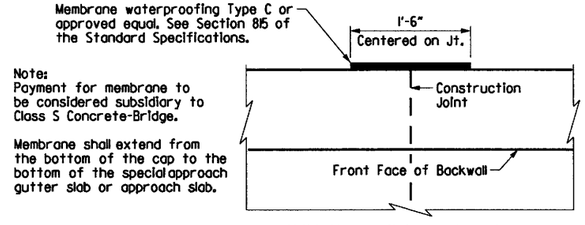
(2) Place transverse parapet reinforcing parallel to C.L. Joint.



VIEW C-C
SCALE: ½" = 1'-0"



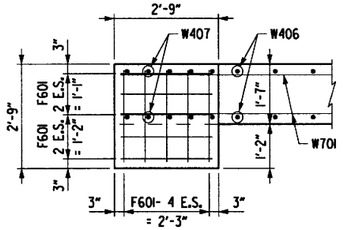
VIEW D-D
SCALE: ½" = 1'-0"



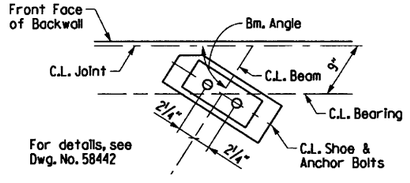
Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

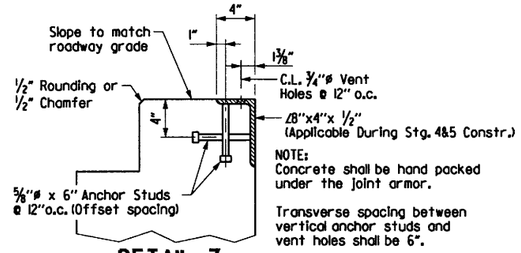
CONST. JOINT DETAIL
No Scale



SECTION K-K
SCALE: ½" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale



DETAIL Z
No Scale

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE A
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/2/2015	FILENAME:	bca0608a3.bl2
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	11/5/2015		

BRIDGE NO. A5582 DRAWING NO. 58365

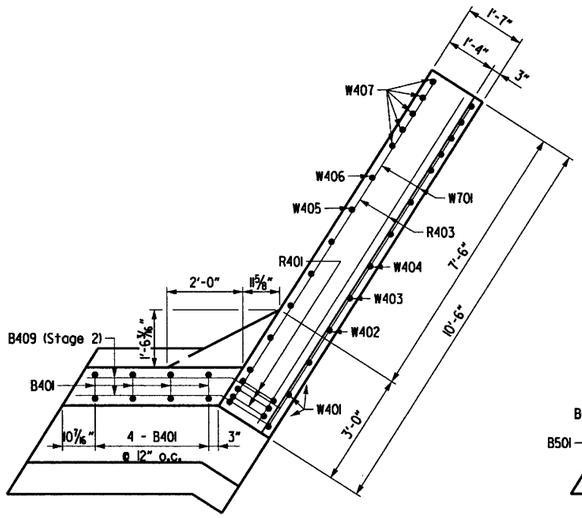
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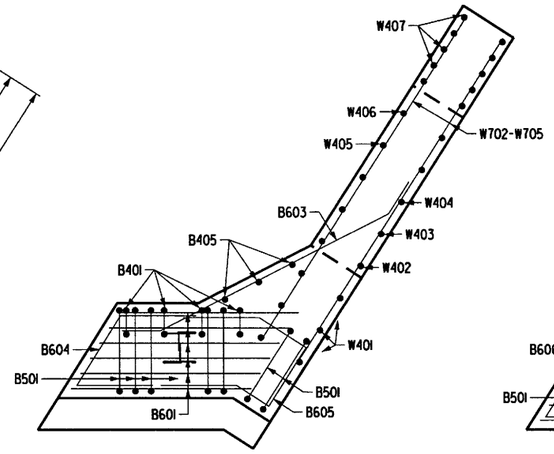
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sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	443	889
				(1) A5582		BENT DETAILS		58366

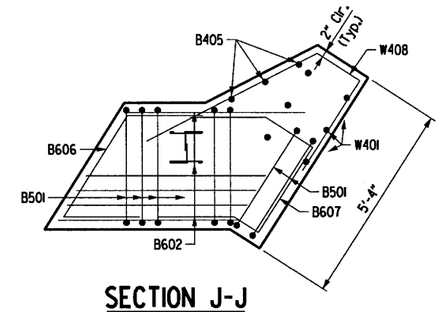
STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



PLAN OF WING
SCALE: ½" = 1'-0"



SECTION H-H
SCALE: ½" = 1'-0"



SECTION J-J
SCALE: ½" = 1'-0"

BAR LIST (Stage 2)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	4	10'-0"	2"
B403	4	4'-9"	2"
B405	3	4'-4"	Str.
B406	3	10'-5"	2"
B409	10	5'-4"	2"
B501	7	9'-11"	2 1/2"
B601	6	6'-1"	4 1/2"
B602	8	4'-9"	Str.
B603	3	8'-11"	4 1/2"
B604	1	6'-4"	4 1/2"
B605	1	8'-6"	4 1/2"
B606	1	7'-4"	4 1/2"
B607	1	9'-1"	4 1/2"
D901	6	3'-0"	Str.
Wing Wall			
W401	6	4'-5"	Str.
W402 to W406	2 Ea	1'-11" to	Str.
W407	5	4'-8"	3"
W408	4	9'-1"	3"
W701	6	10'-2"	Str.
W702 to W704	2 Ea	6'-4" to	Str.
W705	2	9'-0"	5 1/4"
F601	10	2'-5"	Str.

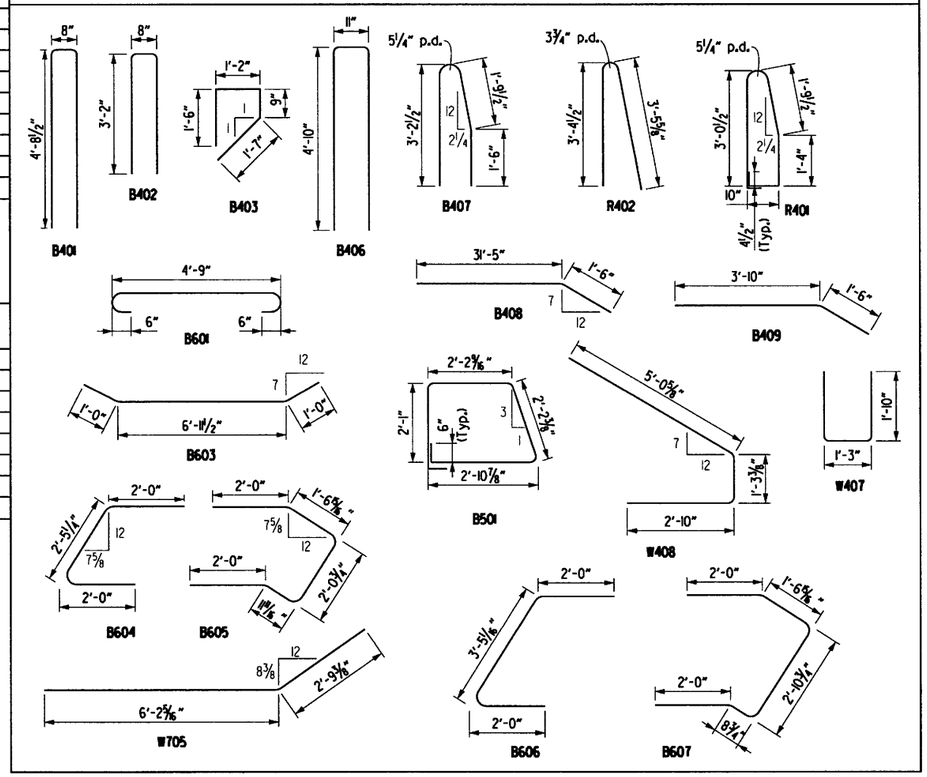
BAR LIST (Stage 4)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B402	59	6'-10"	3"
B403	59	4'-9"	Str.
B404	16	32'-5"	Str.
B408	4	32'-11"	Str.
Rail			
R401	3	7'-11"	5 1/4"
R402	3	7'-0"	3 3/4 "
R403	10	8"	Str.

BAR LIST (Stage 5)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B402	35	6'-10"	3"
B403	35	4'-9"	Str.
B404	10	34'-4"	Str.
B407	3	6'-9"	5 1/4"
Rail			
R402	3	7'-0"	3 3/4 "
R403	8	8"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE A
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

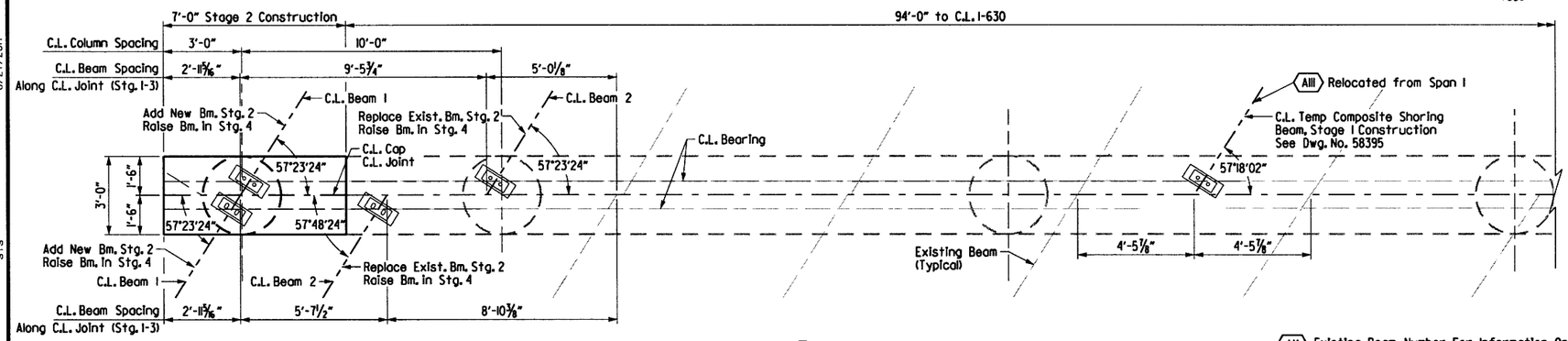
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CHECKED BY: STS DATE: 10/30/2015
DESIGNED BY: KH DATE: 11/5/2015
FILENAME: bca0608a3.bi3
SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 58366

s:\1440\01\dgn\plans\bridge\bent1\bca0608a3_bi3.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	444	889
				(1) A5582		BENT DETAILS		58367

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



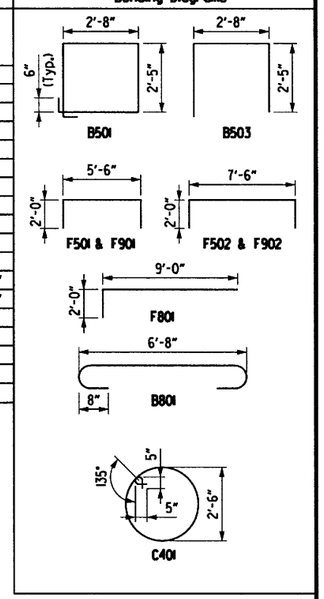
PLAN
SCALE: ⅜" = 1'-0"

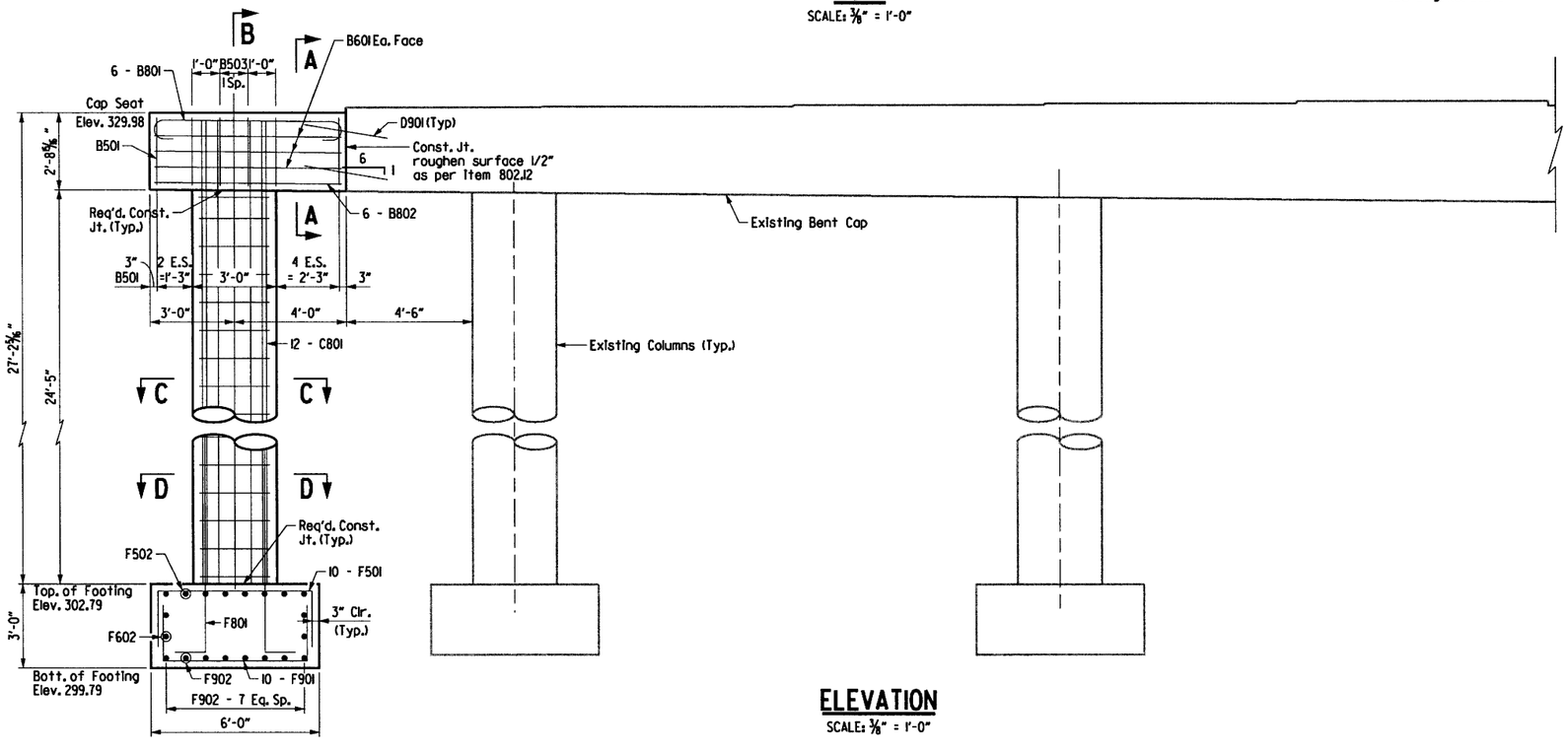
AX Existing Beam Number For Information Only, See Dwg. No. 58375

BAR LIST

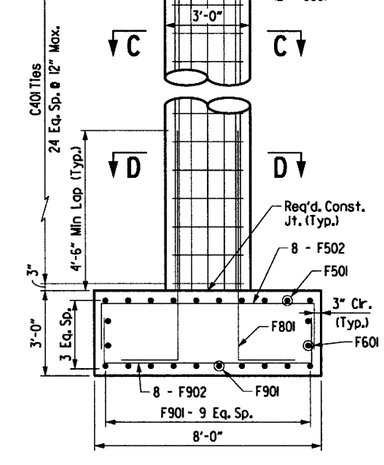
MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	8	10'-8"	2 1/2"
B503	2	7'-4"	2 1/2"
B601	6	6'-8"	Str.
B801	6	8'-6"	6"
B802	6	6'-8"	Str.
D901	6	3'-0"	Str.
Column			
C401	25	8'-11"	3"
C801	12	26'-5"	Str.
Footing			
F501	10	9'-3"	3 3/4"
F502	8	11'-3"	3 3/4"
F601	4	5'-8"	Str.
F602	4	7'-8"	Str.
F801	12	10'-10"	6"
F901	10	9'-0"	9"
F902	8	11'-0"	9"

Bending Diagrams

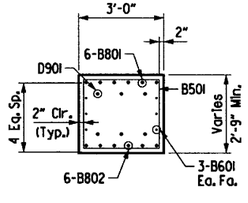




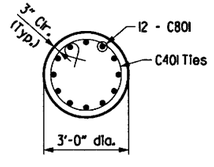
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SCALE: ⅜" = 1'-0"



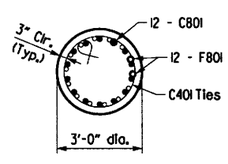
SECTION B-B
SCALE: ⅜" = 1'-0"



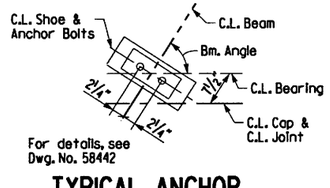
SECTION A-A
SCALE: ⅜" = 1'-0"



SECTION C-C
SCALE: ⅜" = 1'-0"



SECTION D-D
SCALE: ⅜" = 1'-0"



For details, see Dwg. No. 58442

TYPICAL ANCHOR BOLT LAYOUT
No Scale

DETAILS OF INTERIOR BENT 2
BRIDGE A STAGE I-3
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2015	FILENAME:	bca0608a3.b2l
CHECKED BY:	STS	DATE:	7/18/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/15/2015		

BRIDGE NO. A5582 DRAWING NO. 58367

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6/27/2017 11:00:01 AM sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	445	889
(1) A5582		BENT DETAILS		58368

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

Ahead Stationing

5'-3" Stage 4 Construction - (Remove Existing Cap and Reconstruct New Cap)

50'-9" to C.L. I-630

C.L. Beam Spacing Along C.L. Joint (Stg. 4-5): 2'-11⅝" | 9'-5¾" | 9'-5¾" | 7'-1⅛" | 7'-6⅝" | 7'-6⅝" | 7'-1⅝"

Raise Bm. Stg. 4 Added in Stg. 2 — C.L. Beam 1 — Exist. Cap Edge — C.L. Cap C.L. Joint — C.L. Beam 2 — Raise Bm. Stg. 4 Replaced in Stg. 2 — C.L. Bearing — C.L. Beam 3 Replace Bm. Stg. 4 — C.L. Beam 4 Replace Bm. Stg. 4 — C.L. Beam 5 Replace Bm. Stg. 4 — C.L. Beam 6 (KEPT)

57°23'24" | 57°48'24" | 57°23'24" | 57°23'24" | 55°35'08" | 55°35'08"

3'-0" (1'-6" + 1'-6")

Raise Bm. Added Stg. 2 — Raise Bm. Replaced Stg. 2 — C.L. Beam 1 — C.L. Beam 2 — Raise Bm. Stg. 4 — C.L. Beam 3 (KEPT) — Raise Bm. Stg. 4 — C.L. Beam 4 (KEPT) — Raise Bm. Stg. 4 — C.L. Beam 5 (KEPT) — Existing Beam (Typical) — C.L. Beam 6 (KEPT) — C.L. Beam 7 (KEPT)

C.L. Beam Spacing Along C.L. Joint (Stg. 4-5): 2'-11⅝" | 5'-7½" | 8'-10⅜"(-) | 8'-10⅜"(-) | 8'-10⅜"(-) | 8'-11¾" | 7'-1⅜"(+)

Riser Spacing: 15'-0" | 4'-8" | 4'-4" | 3'-8" | 8'-2" | 4'-6" | 10'-11"

PLAN

SCALE: ⅜" = 1'-0"

1'-0" B504 1'-0" | 1'-0" B515 1'-0" | 1'-0" B548 1'-0" — 1 Sp. each

6-B1001 — B601 Ea. Face — 0⅝" — 1⅛" — 1⅛" — 1⅛" — 0⅝"

Existing Bent Cap Reinforcing Steel * — 3'-0" * Min. Lap

Cap Seat Elev. 330.39

B501 — 3'-2⅛"

6-B1002

Existing Column Reinforcing Steel *

Existing Bent Cap to be removed

10'-0" Min. Lap *

Const. Jt. roughen surface 1/2" as per Item 802.12

3" — 2 E.S. 1'-3" B501 - B503 — 3'-0" — 9 E.S. = 7'-0" Bars B505 - B514 — 3'-0" — 11 E.S. = 6'-0" Bars B516 - B527 & Bars B596 - B5107 — 7 E.S. = 3'-6" Bars B528 - B535 — 11 E.S. = 6'-0" Bars B536 - B547 & Bars B5108 - B5119 — 3'-0" — 12 E.S. = 4'-0" Bars B549 - B561 & Bars B5120 - B5132 — 15 E.S. = 4'-10" Bars B562 - B577 — 17 E.S. = 7'-0" Bars B578 - B595 & Bars B5133 - B5150

6" | 6" | 4" | 4"

3'-0" | 10'-0" | 19'-6" | 18'-9"

ELEVATION

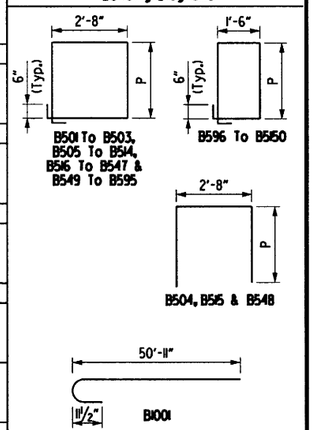
SCALE: ⅜" = 1'-0"

* Reinforcing steel extending from existing concrete into new concrete shall be cleaned, straightened and lapped with new reinforcing as shown.

BAR LIST

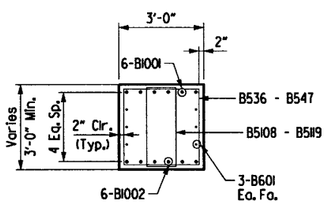
MARK	NO. REQ'D.	P	LENGTH	P.D.
Cap				
B501 to B503	1 Ea	2'-8 3/4" to 2'-9"	11'-4" to 11'-5"	2 1/2"
B504	2	2'-9"	8'-0"	2 1/2"
B505 to B514	1 Ea	2'-9 1/4" to 2'-10"	11'-5" to 11'-7"	2 1/2"
B515	2	2'-10 1/4"	8'-3"	2 1/2"
B516 to B547	1 Ea	2'-10 1/4" to 3'-0"	11'-7" to 11'-11"	2 1/2"
B548	2	3'-0 1/4"	8'-7"	2 1/2"
B549 to B595	1 Ea	3'-0 1/2" to 3'-2 1/4"	12'-0" to 12'-3"	2 1/2"
B596 to B5150	1 Ea	2'-10 1/4" to 3'-2 1/4"	9'-3" to 9'-11"	2 1/2"
B601	6	-	50'-11"	Str.
B1001	6	-	52'-4"	10"
B1002	6	-	50'-11"	Str.

Bending Diagrams



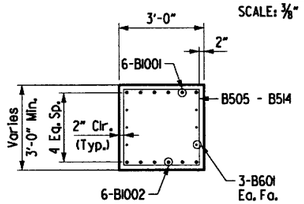
SECTION A-A

SCALE: ⅜" = 1'-0"



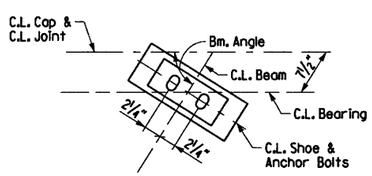
SECTION B-B

SCALE: ⅜" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

No Scale
See Dwg. No. 58442



DETAILS OF INTERIOR BENT 2
BRIDGE A STAGE 4-5
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2015	FILENAME:	bca0608a3_b22
CHECKED BY:	STS	DATE:	7/19/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/15/2015		

BRIDGE NO. A5582 DRAWING NO. 58368

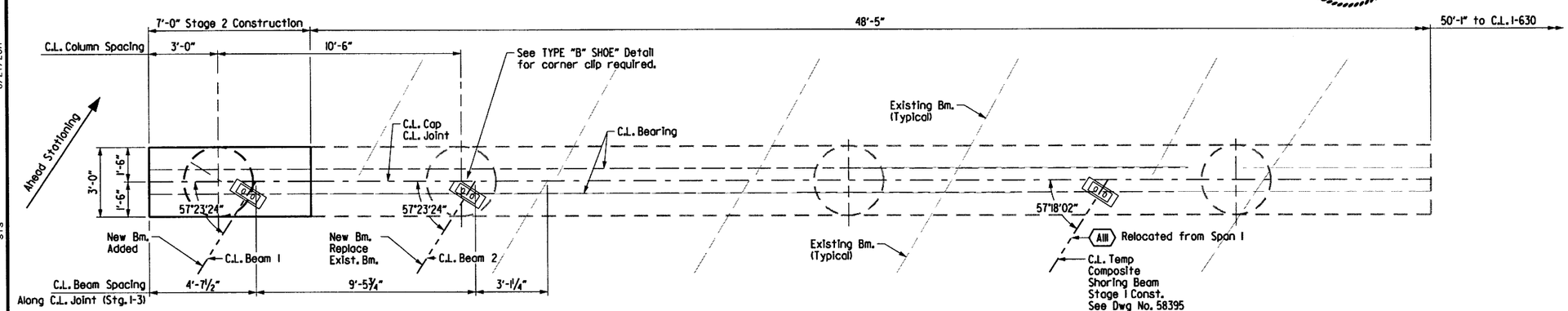
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

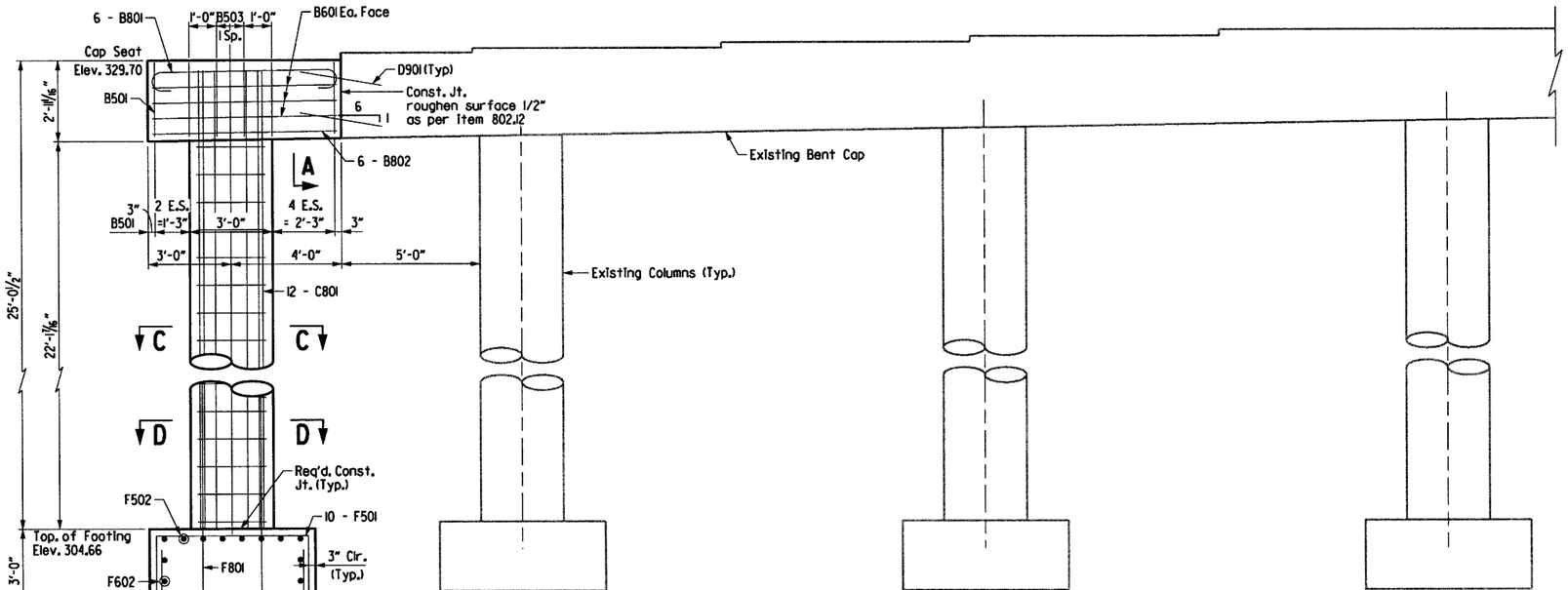
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6	ARK.			
JOB NO.		CA0608	446	889
(1) A5582		BENT DETAILS		58369

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

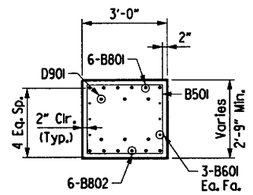


PLAN
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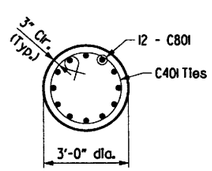
AX Existing Beam Number For Information Only, See Dwg. No. 58375



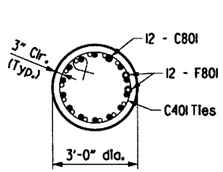
ELEVATION
SCALE: ⅜" = 1'-0"



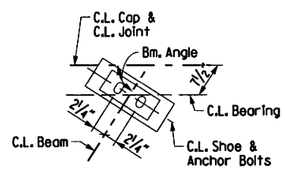
SECTION A-A
SCALE: ⅜" = 1'-0"



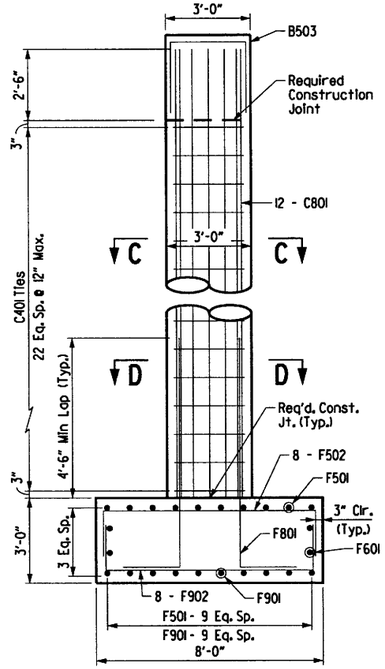
SECTION C-C
SCALE: ⅜" = 1'-0"



SECTION D-D
SCALE: ⅜" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale
See Dwg. No. 58442

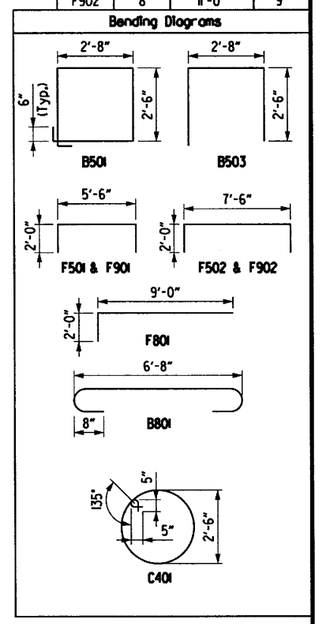


SECTION B-B
SCALE: ⅜" = 1'-0"

BAR LIST - STG. 2

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	8	10'-10"	2 1/2"
B503	2	7'-6"	2 1/2"
B601	6	6'-8"	Str.
B801	6	8'-6"	6"
B802	6	6'-8"	Str.
D901	6	3'-0"	Str.
Column			
C401	23	8'-11"	3"
C801	12	24'-3"	Str.
Footing			
F501	10	9'-3"	3 3/4"
F502	8	11'-3"	3 3/4"
F601	4	5'-8"	Str.
F602	4	7'-8"	Str.
F801	12	10'-10"	6"
F901	10	9'-0"	9"
F902	8	11'-0"	9"

Bending Diagrams



DETAILS OF INTERIOR BENT 3
BRIDGE A STAGE 1-3
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2015	FILENAME:	bca0608a3_b3l
CHECKED BY:	STS	DATE:	7/18/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/15/2015		

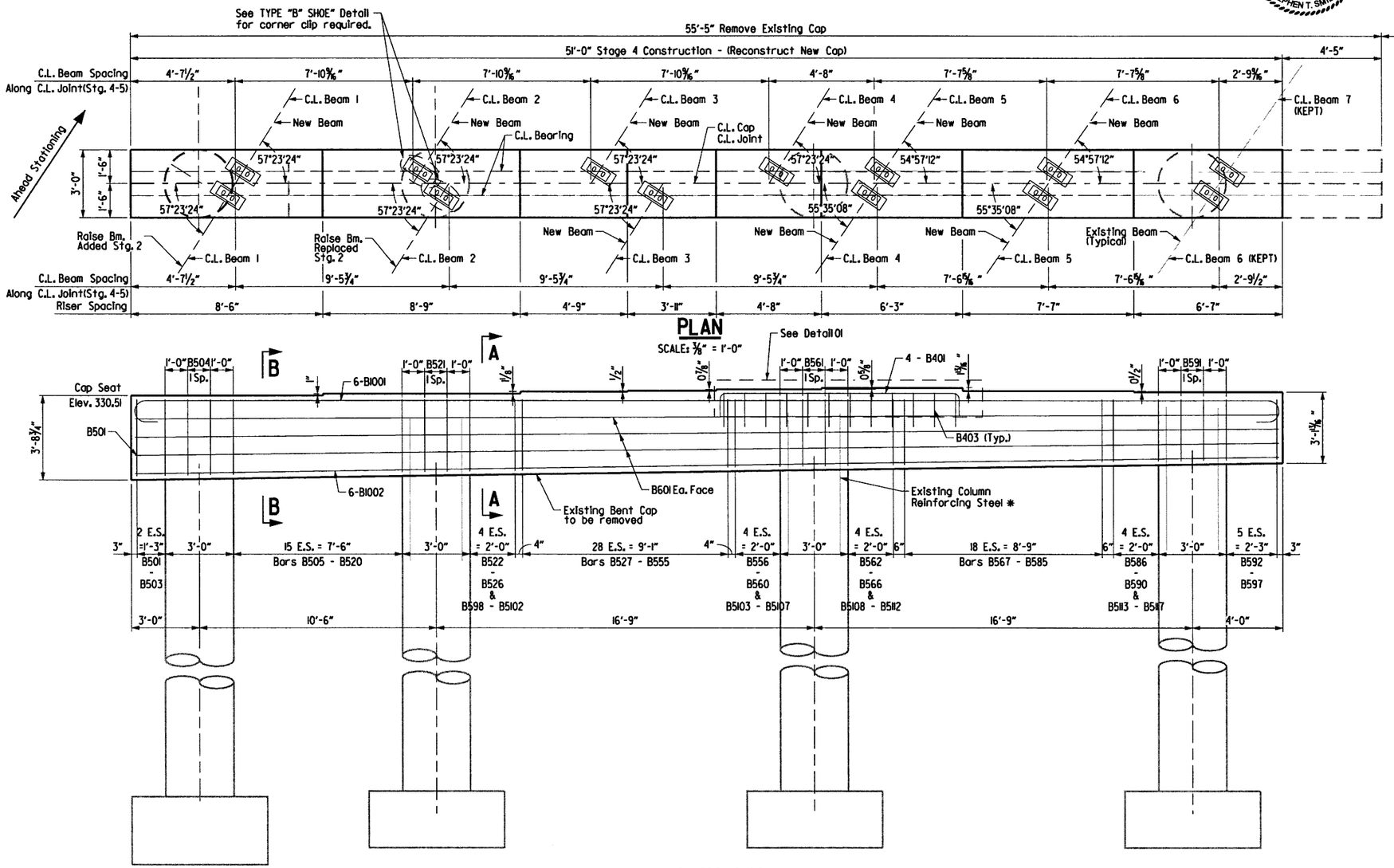
BRIDGE NO. A5582 DRAWING NO. 58369

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6/27/2017 11:00:03 AM sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	447	889
! A5582		BENT DETAILS		58370

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

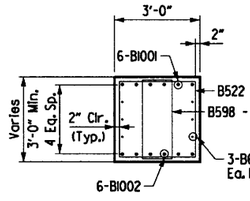


PLAN

SCALE: ⅜" = 1'-0"

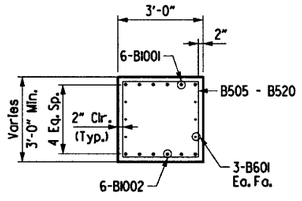
ELEVATION

SCALE: ⅜" = 1'-0"



SECTION A-A

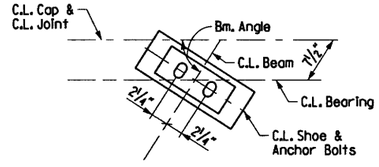
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SECTION B-B

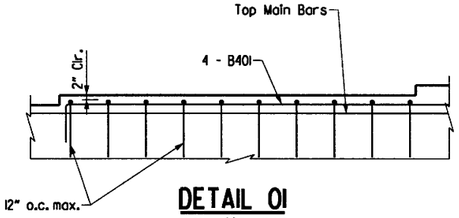
SCALE: ⅜" = 1'-0"

* Reinforcing steel extending from existing concrete into new concrete shall be cleaned, straightened and lapped with new reinforcing as shown.



TYPICAL ANCHOR BOLT LAYOUT

No Scale
See Dwg. No. 58442



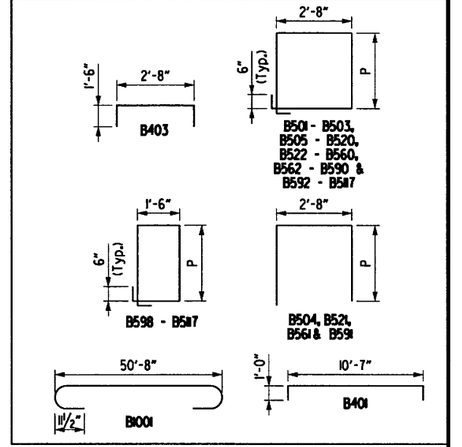
DETAIL 01

SCALE: ½" = 1'-0"

BAR LIST - STG. 4-5

MARK	NO. REQ'D.	P	LENGTH	P.D.
Cap				
B401	4	-	12'-5"	2"
B403	12	-	5'-6"	2"
B501 to B503	1 Ea	3'-4 1/2" to 3'-4 1/4"	12'-8" to 12'-7"	2 1/2"
B504	2	3'-4"	9'-2"	2 1/2"
B505 to B520	1 Ea	3'-3 3/4" to 3'-2 1/2"	12'-6" to 12'-4"	2 1/2"
B521	2	3'-2 1/4"	8'-11"	2 1/2"
B522 to B560	1 Ea	3'-2" to 2'-11 1/2"	12'-3" to 11'-10"	2 1/2"
B561	2	2'-11 1/4"	8'-5"	2 1/2"
B562 to B590	1 Ea	2'-11" to 2'-8 3/4"	11'-9" to 11'-4"	2 1/2"
B591	2	2'-8 1/2"	7'-11"	2 1/2"
B592 to B597	1 Ea	2'-8 1/4" to 2'-7 3/4"	11'-3" to 11'-2"	2 1/2"
B598 to B5117	1 Ea	3'-2" to 2'-8 3/4"	9'-11" to 9'-0"	2 1/2"
B601	6	-	50'-8"	Str.
B1001	6	-	53'-6"	10"
B1002	6	-	50'-8"	Str.

Bending Diagrams



DETAILS OF INTERIOR BENT 3
BRIDGE A STAGE 4-5
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

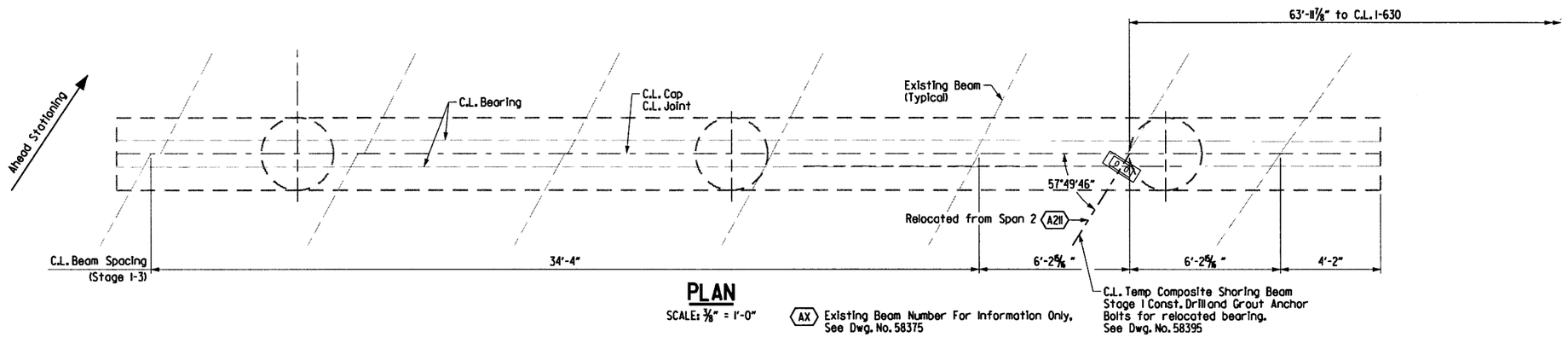
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CHECKED BY:	STS	DATE:	7/18/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/15/2015		

BRIDGE NO. A5582 DRAWING NO. 58370

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11:00:04 AM 6/27/2017 STS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	448	889
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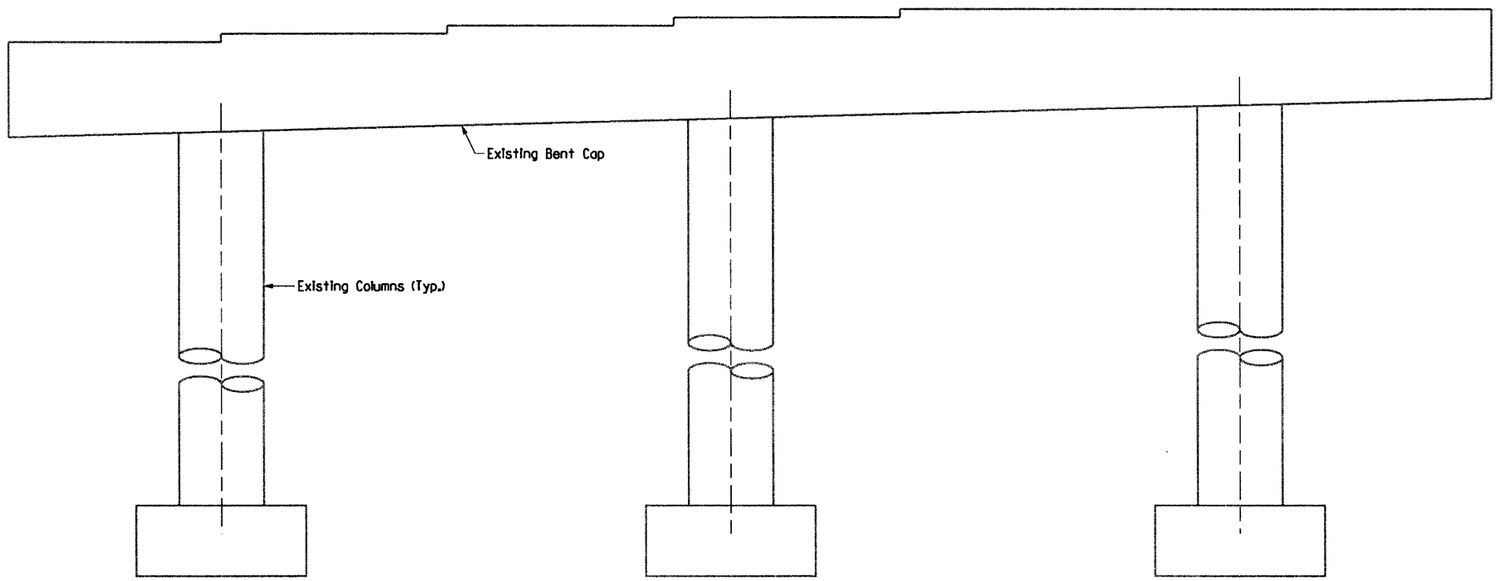
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN

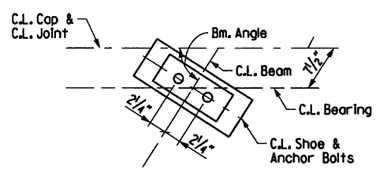
SCALE: ⅜" = 1'-0"

(AX) Existing Beam Number For Information Only, See Dwg. No. 58375



ELEVATION

SCALE: ⅜" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

No Scale
See Dwg. No. 58442

DETAILS OF INTERIOR BENT 4
BRIDGE A STAGE 1-3
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2015	FILENAME:	bca0608a3_b41
CHECKED BY:	STS	DATE:	7/18/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/15/2015		

BRIDGE NO. A5582 DRAWING NO. 58371

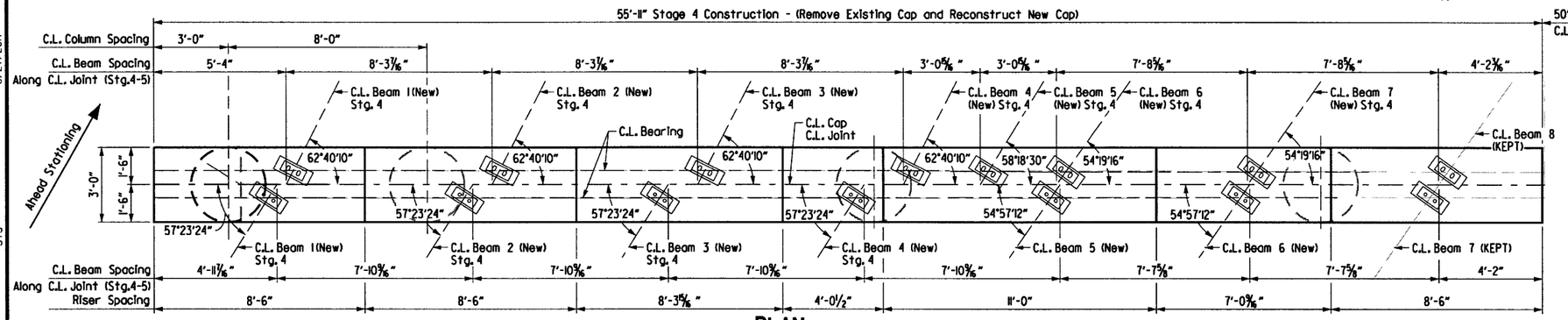
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	449	889
(1) A5582		BENT DETAILS		58372

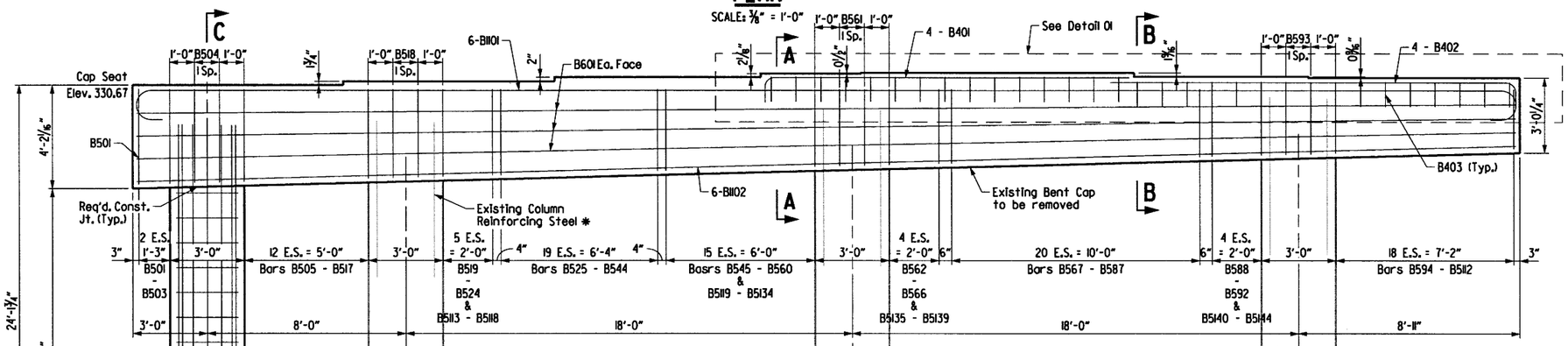
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

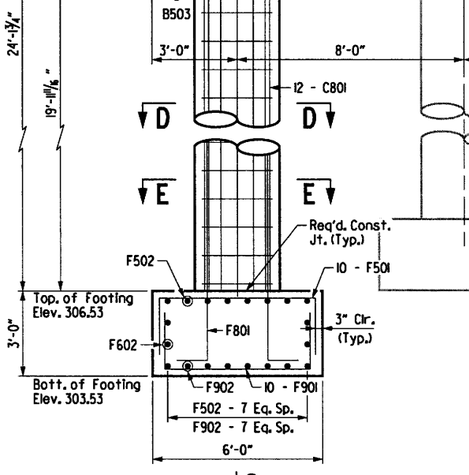
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PLAN

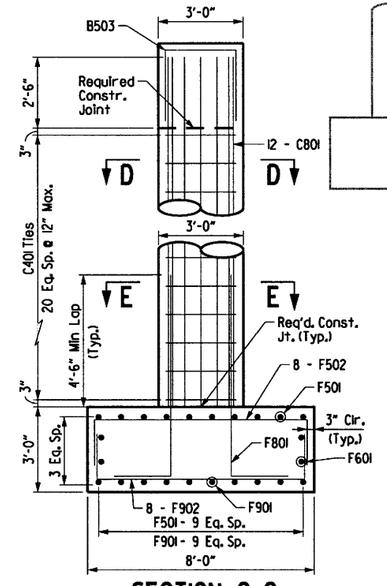
SCALE: 3/8" = 1'-0"





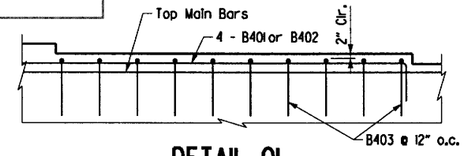
ELEVATION

SCALE: 3/8" = 1'-0"



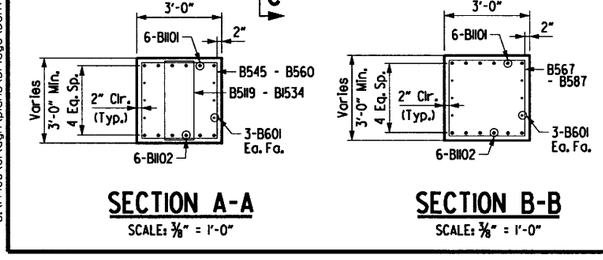
SECTION C-C

SCALE: 3/8" = 1'-0"



DETAIL 01

SCALE: 1/2" = 1'-0"

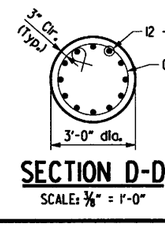


SECTION A-A

SCALE: 3/8" = 1'-0"

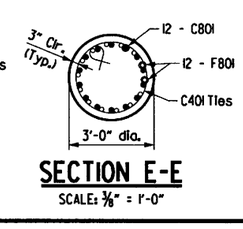
SECTION B-B

SCALE: 3/8" = 1'-0"



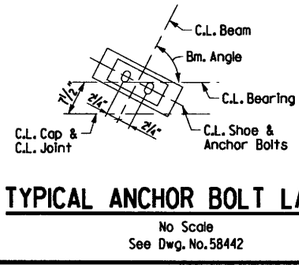
SECTION D-D

SCALE: 3/8" = 1'-0"



SECTION E-E

SCALE: 3/8" = 1'-0"



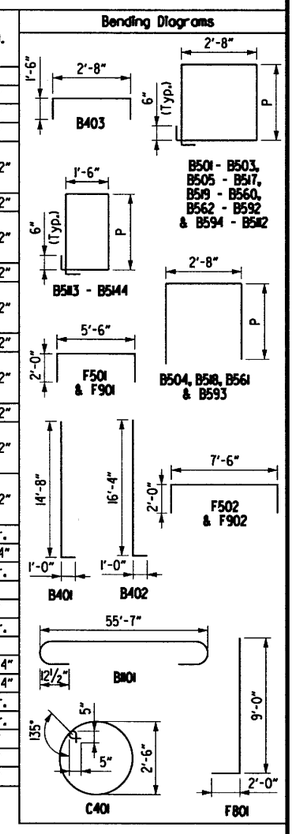
TYPICAL ANCHOR BOLT LAYOUT

No Scale
See Dwg. No. 58442

BAR LIST

MARK	NO. REQ'D.	P	LENGTH	P.D.
Cap				
B401	4	-	15'-6"	2"
B402	4	-	17'-2"	2"
B403	31	-	5'-6"	2"
B501 to B503	1 Ea	3'-9 3/4" to 3'-9 1/2"	13'-6" to 13'-6"	2 1/2"
B504	2	3'-9"	10'-0"	2 1/2"
B505 to B517	1 Ea	3'-8 1/2" to 3'-7"	13'-4" to 13'-1"	2 1/2"
B518	2	3'-6 1/2"	9'-7"	2 1/2"
B519 to B560	1 Ea	3'-6" to 3'-1 1/4"	12'-11" to 12'-1"	2 1/2"
B561	2	3'-1"	8'-8"	2 1/2"
B562 to B592	1 Ea	3'-0 1/2" to 2'-7 3/4"	12'-0" to 11'-2"	2 1/2"
B593	2	2'-7 1/4"	7'-9"	2 1/2"
B594 to B5112	1 Ea	2'-6 3/4" to 2'-4 1/2"	11'-0" to 10'-8"	2 1/2"
B5113 to B5144	1 Ea	3'-6" to 2'-7 3/4"	10'-7" to 8'-10"	2 1/2"
B601	6	-	55'-7"	Str.
B1101	6	-	58'-7"	11 1/4"
B1102	6	-	55'-7"	Str.
Column				
C401	21	-	8'-11"	3"
C801	12	-	23'-5"	Str.
Footing				
F501	10	-	9'-3"	3 3/4"
F502	8	-	11'-3"	3 3/4"
F601	4	-	5'-8"	Str.
F602	4	-	7'-8"	Str.
F801	12	-	10'-10"	6"
F901	10	-	9'-0"	9"
F902	8	-	11'-0"	9"

Bending Diagrams



DETAILS OF INTERIOR BENT 4
BRIDGE A STAGE 4-5
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2015	FILENAME:	bca0608a3_b42
CHECKED BY:	STS	DATE:	7/18/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/15/2015		

BRIDGE NO. A5582 DRAWING NO. 58372

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	450	889
(1) A5582		BENT DETAILS		58373

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

Ahead Stationing

Remove existing rail. Existing wingwall to remain.

117'-7" (Along Back Face of Backwall)

81'-5¾" (Stage 4 Construction - Remove Exist. Backwall and reconstruct New Backwall)

36'-1¼" (Stage 5 Construction - Remove Exist. Backwall and reconstruct New Backwall)

1'-2⅝" | 1'-8⅛" | 25'-8⅝" | 15'-4⅞" | 15'-4¹⁄₁₆" | 22'-1⁷⁄₁₆" | 34'-4⅜" | 1'-9¹⁄₁₆"

Elev. 334.27 | Elev. 334.27 | Elev. 334.99 | Elev. 334.99 | Elev. 335.04 | Elev. 335.04 | Elev. 334.35 | Elev. 334.33 | Elev. 333.72 | Elev. 333.71

Lt. Grade Break 7'-6" Rt. of Ramp 4

Rt. Grade Break 59'-5" Lt. of I-630

See "CONST. JOINT DETAIL"

Construction Joint

See "CONST. JOINT DETAIL"

C.L. I-630

62°40'10" (Typ) | 58°18'30" | 54°19'16" | 54°19'16"

Existing KEPT Beams (Typical)

C.L. Beam 1 | C.L. Beam 2 | C.L. Beam 3 | C.L. Beam 4 | C.L. Beam 5 | C.L. Beam 6 | C.L. Beam 7 | C.L. Beam 8 | C.L. Beam 9 | C.L. Beam 10 | C.L. Beam 11 | C.L. Beam 12 | C.L. Beam 13 | C.L. Beam 14

1'-2½" | 1'-9⅜" | 25'-7¼" | 15'-2½" | 15'-4¹⁄₁₆" | 22'-10⅛" | 33'-7⅜" | 1'-9¹⁄₁₆"

3'-9⅝" | 8'-3⅛" | 8'-3⅛" | 8'-3⅛" | 8'-2⅝" | 8'-2⅛" | 7'-8⅝" | 3'-9" | Bm Sp. along C.L. Brng

7'-10¼" | 8'-5" | 8'-5" | 8'-5" | 8'-5" | 8'-5" | 8'-5" | 6'-8" | Riser Spacing

New Beam (Typical)

Grade Break

Existing Beam (Typical)

PLAN

SCALE: ¼" = 1'-0"

Stage 4 Construction | Stage 5 Construction

83 Sets of B402 & B403 (Pair with Exist. #4 Bar)

12" Max

36 Sets of B402 & B403 (Pair with Exist. #4 Bar)

See Detail 01

Elev. 334.27

2'-0" Min. Lap #4 Bars (Typ.)

Elev. 334.99

Elev. 335.04

B401

B402

B403

Elev. 334.33

Construction Joint

See Detail 02

Elev. 333.71

Existing Bars * (Typ.)

Existing Cap

Backwall Breakout Line * & Construction Joint at top of existing cap.

Existing Steel Piles (Typical)

ELEVATION

SCALE: ¼" = 1'-0"

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

SHEET 1 OF 2
DETAILS OF END BENT 5
BRIDGE A
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

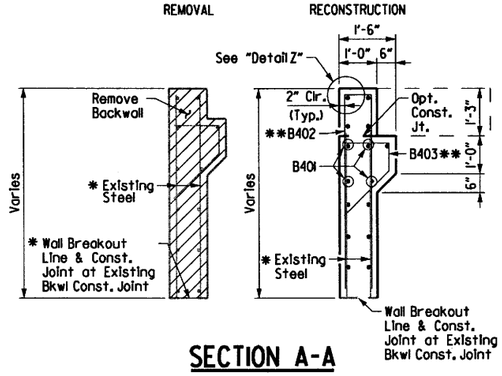
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DESIGNED BY:	KH	DATE:	8/5/2015		

BRIDGE NO. A5582 DRAWING NO. 58373

11:00:07 AM 6/27/2017 sts

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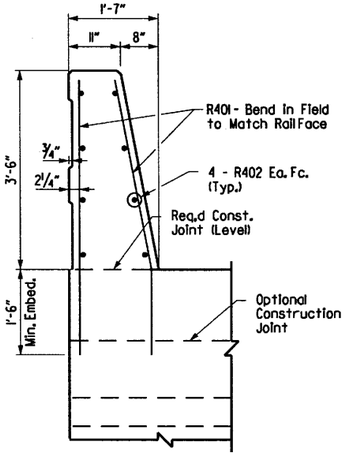
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SECTION A-A

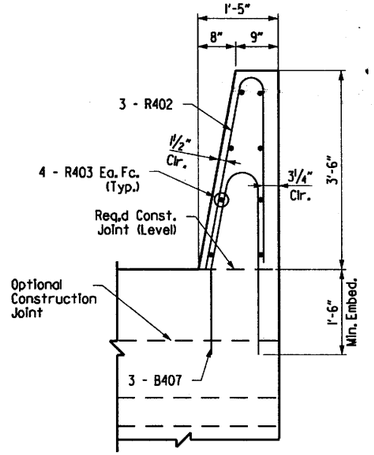
* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

** Pair with Exist. #4 bar as much as possible.



DETAIL 01 (1)

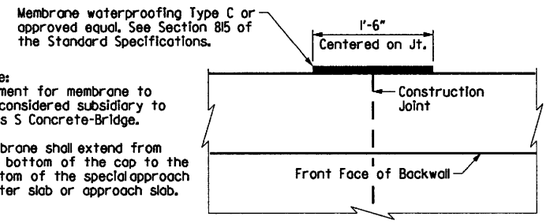
3/4" = 1'-0"



DETAIL 02 (1)

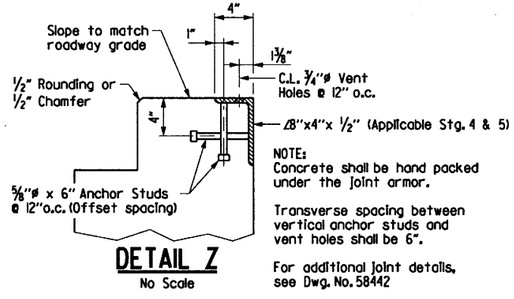
3/4" = 1'-0"

(1) Place transverse parapet reinforcing parallel to C.L. Joint.



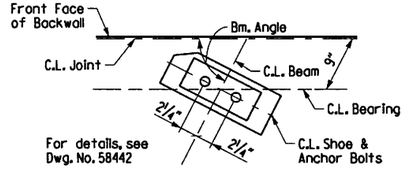
CONST. JOINT DETAIL

No Scale



DETAIL Z

No Scale



TYPICAL ANCHOR BOLT LAYOUT

No Scale

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	451	889
				(1) A5582		BENT DETAILS		58374

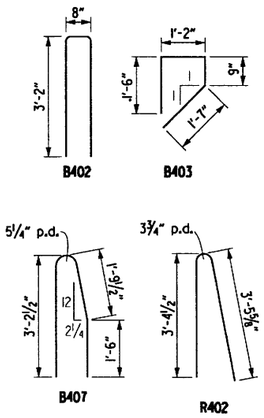
BAR LIST(Stage 4)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap, Backwall, Rail			
B401	33	29'-3"	Str.
B402	83	6'-10"	3"
B403	83	4'-9"	2"
Rail			
R401	6	4'-11"	Str.
R402	8	8"	Str.

BAR LIST(Stage 5)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap, Backwall, Rail			
B401	11	35'-4"	Str.
B402	36	6'-10"	Str.
B403	36	4'-9"	2"
B407	3	6'-9"	5 1/4"
Rail			
R402	3	7'-0"	3 3/4 "
R403	8	8"	Str.

Bending Diagrams (Dimensions are out to out of bars)



SHEET 2 OF 2
DETAILS OF END BENT 5
BRIDGE A
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	452	889
				(1) A&B5582		MODIFICATIONS		58375

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017

GENERAL METHOD OF WORK:

See this site's Bridge Layout GENERAL NOTE regarding REMOVAL OF EXISTING DECK on Dwg.No. 58363

Prior to extensions of interior bents 2-4, remove footing sized cut-outs in existing channel concrete lining, facilitating footing and column construction. Patch channel lining immediately after new column construction is complete. See Bridge Layout Sheet 1 PLAN view and boxed note 7.

While deck is removed, disassembly of framing permissible for specified cap reconstruction and required replacment of existing beam "shoe" bearings. See Shoes (Type B) and anchor bolt details. Use new high strength fasteners for all final assembly and reassembly of framing, in accordance with Item 807.71. Unless otherwise noted, materials paid as Item 807 "Structural Steel in Beam Spans (AASHTO M270, Gr50)". Labor subsidiary to Item 821"Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".

Bridge A5582 deck areas, directly beneath removals of existing Pedestrian railing and bridge parapet, subsequently subjected to traffic, shall be made smooth and flush to the satisfaction of the Engineer.
Payment for removals, field welding, field fabrication, disassembly, handling, erection and reassembly of existing structure is subsidiary to Specification Item 821 "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".

See BRIDGE LAYOUTs and RDWY PLANS for various location and use of Temp. TC-4 Barriers during Stage Construction.

REQUIREMENTS OF WORK BY STAGE OF CONSTRUCTION:

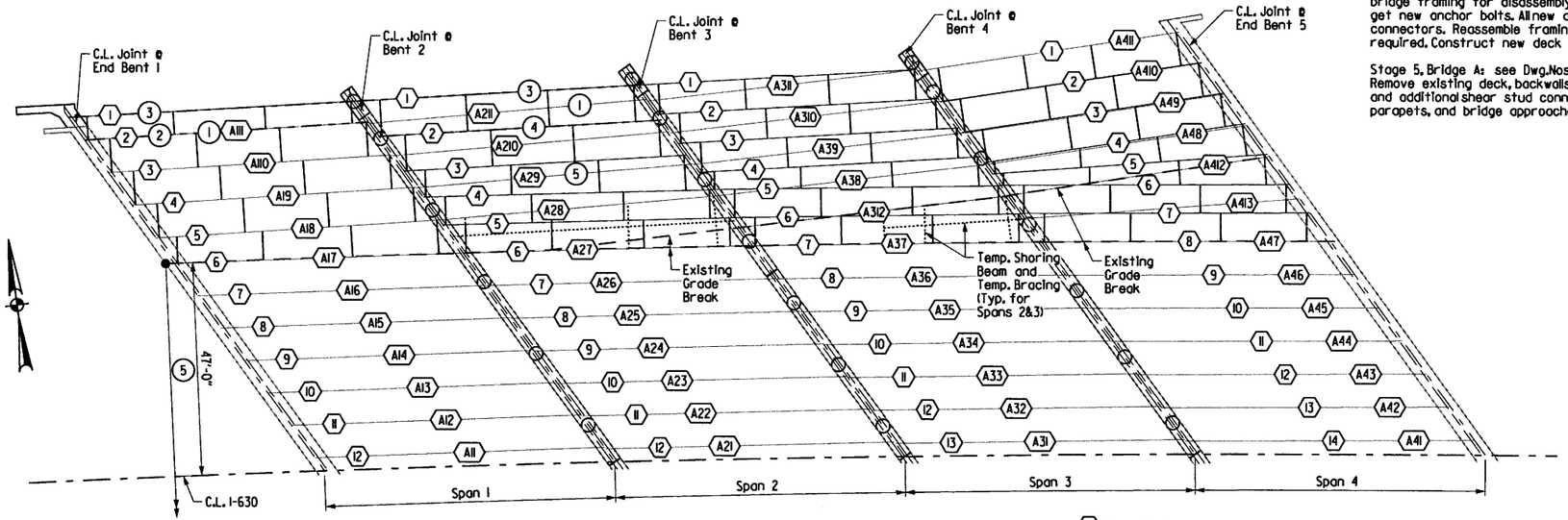
Stage 1, Bridge A: see Dwg.Nos. 58361, 58367, 58369, 58371, 58383-58384, 58394-58395 & 58442
Remove existing Pedestrian Railing & portion of Deck for Spans 1& 2.
Remove beams "A111" & "A211" from Spans 1& 2 for respective relocation into Spans 2 & 3, See Dwg. 58384 & 58395
Beam "A111" to be used as Temp. Composite Shoring Beam into Span 2. Modify beam "A211" for use as Temp. Composite Shoring Beam and framing diaphragm into Span 3. Remove portion of deck between flared beams "A27 & A28" & "A312 & A37". Install 3 pair of anchor bolts, for erection and framing of Temp. Shoring beams. Reconstruct new reinforced deck upon relocated Temp. Composite Shoring Beams.

Stage 2, Bridge A: see Dwg.Nos. 58361, 58364, 58365, 58367, 58369, 58384-58385, 58397 & 58442
Remove top of Bent 1 left wing parapet. Extend bents 1-3. Remove remaining Existing Ped. railing and Type A Metal Rail with its concrete parapet. New bearings for new beams. Add New Exterior Beam 1 for Span 1 and 2. Add New Replacement Beam 2 for Span 1& 2. Horizontal location for Beam 2(Span 2) does not match existing exterior beam location. Construct temporary widening of spans 1& 2. For West end of existing Span 3, see "Special Barrier Stabilization Details Stage 2 Construction" for connection of Temp. TC-4 Barrier to existing deck Dwg. No. 58397

Stage 3, Bridge B: see Dwg.Nos. 58362, 58412-58413, 58415-58419, 58424, 58429, 58434, 58439 & 58442
Remove Existing Deck. Remove existing End Bent backwalls and adjacent approaches. Extend all bents. Replace bearings and add shear studs for kept beams. Erect and frame new beams into existing framing; some field welding and field drilling required. Construct new deck with new expansion devices, backwalls, parapets, and bridge approaches.

Stage 4, Bridge A: see Dwg.Nos. 58362, 58364, 58365, 58367, 58369, 58372-58374, 58380, 58390, 58401, 58408 & 58442-58443
Remove existing deck, backwalls, and adjacent approaches. Permanently remove beams: "A10", "A18" thru "A19", "A28" thru "A210", "A38" thru "A312", "A48" thru "A413", and Temp. Shoring Beams. Match-mark kept bridge framing for disassembly over portion of interior bent caps being reconstructed. New caps get new anchor bolts. All new and kept beams get new bearings. Kept beams get additional shear stud connectors. Reassemble framing with kept and new members; some field welding and field drilling required. Construct new deck with new expansion devices, backwalls, parapets, and bridge approaches.

Stage 5, Bridge A: see Dwg.Nos. 58362, 58364, 58365, 58373-58374, 58380, 58390, 58401, 58408 & 58442
Remove existing deck, backwalls, and adjacent approaches. All beams are kept and get new bearings and additional shear stud connectors. Construct new deck with new expansion devices, backwalls, parapets, and bridge approaches.



BRIDGE A5582 FRAMING KEY-PLAN

(X) Beam Number
(AX) Existing Beam Number For Information Only.

(1) Existing Exterior Beam, removed in Stage 1, see Dwg. No. 58383-58385
(2) Replace Existing Exterior Beam, removed in Stage 1, see Dwg. No. 58383-58385
(3) Add New Exterior Beam, for horizontal location, see Dwg. No. 58380 & 58390
(4) Add New Interior Beam, for horizontal location, see Dwg. No. 58390
(5) Keep all existing beams and bracing of both bridges that reside at and to the right of an offset of 47 feet left of C.L. I-630.

MODIFICATIONS TO BRIDGES A&B5582
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: STS DATE: 1/10/2017
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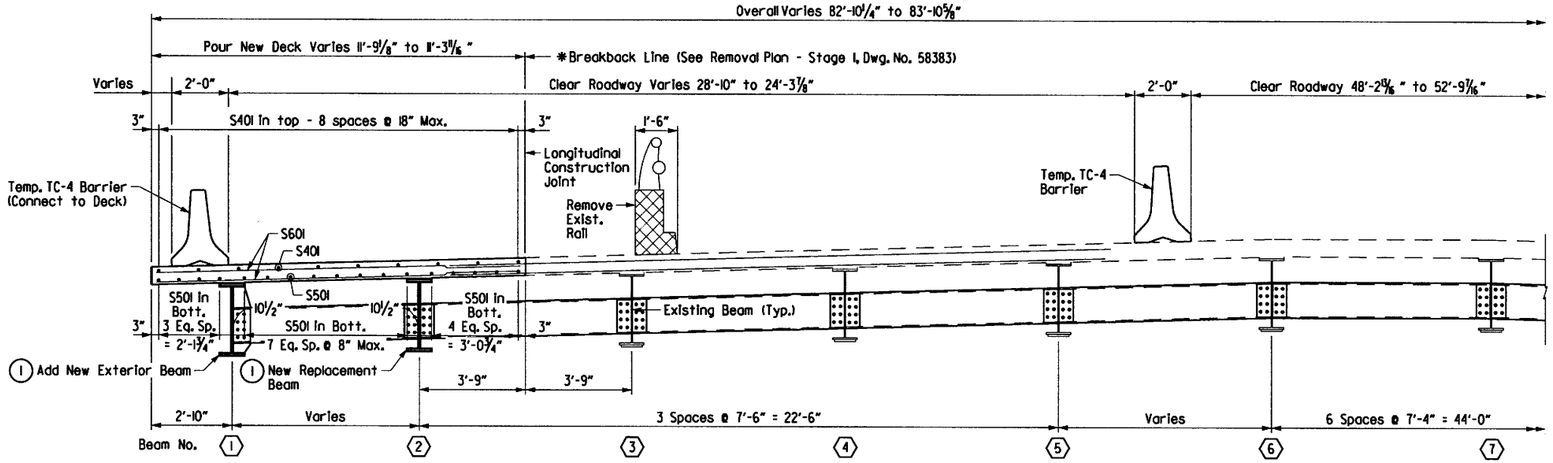
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6	ARK.			
JOB NO.		CA0608	453	889
(1) A5582		SPAN DETAILS		58376

STATE OF ARKANSAS
Stephen T. Smiley
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No. 13072
STEPHEN T. SMILEY
27 June 2017



* Transverse Reinforcing Steel extending from existing concrete into new concrete shall be cleaned, straightened and lapped a minimum 2'-7" with new reinforcing as shown.

(1) See Framing Plan - Stage 2, Dwg. No. 58384

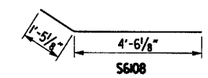
TYPICAL ROADWAY SECTION - STAGE 2 TEMPORARY WIDENING

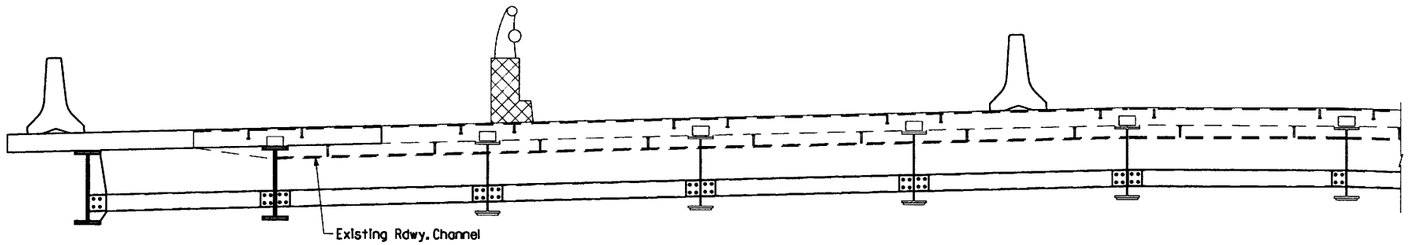
(Looking Ahead)
Scale: ⅞" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	9	63'-8"	Str.
S501	17	63'-8"	Str.
S601 to S607	2 Ea	5'-2" to 10'-9"	Str.
S608 to S6104	2 Ea	11'-5" to 11'-0"	Str.
S6105 to S6107	2 Ea	8'-7" to 6'-9"	Str.
S6108	8	5'-11"	4 1/2"

Bending Diagrams
(Dimensions are out to out of bars)





VIEW AT C.L. JOINT - STAGE 2 TEMPORARY WIDENING

(Looking Ahead)
Scale: ⅞" = 1'-0"

SHEET 1 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

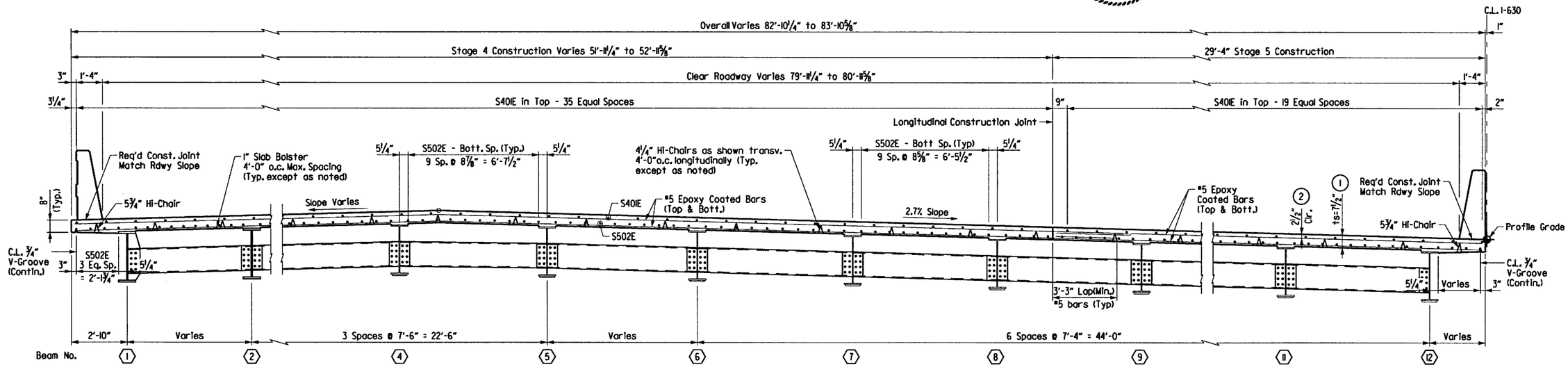
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BRIDGE NO. A5582 DRAWING NO. 58376

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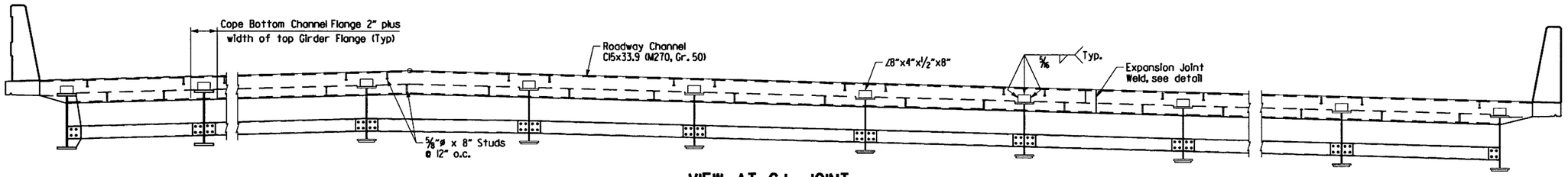
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STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



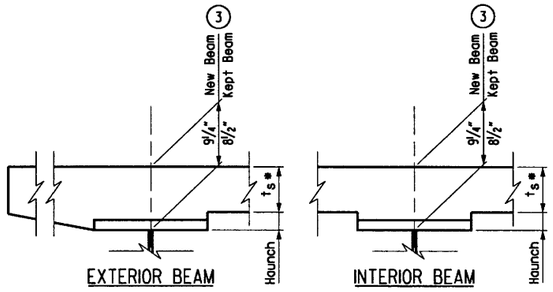
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: 3/8" = 1'-0"



VIEW AT C.L. JOINT

Scale: 3/8" = 1'-0"



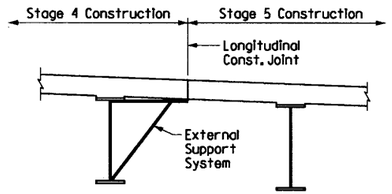
Note: ^{t}s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1 3/4". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441



Stage 4 external supports in this bay shall remain in place until after completion of the Stage 5 deck pour. See Subsection 802.15 for additional information regarding their removal.

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used"
(2) Tolerance Minus = 1/4" Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"
(3) At C.L. of Bearing

NOTES:
Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:
Transverse:
#5 Bars Top and Bottom (See PLAN for Bar designation) S701E @ 13" Centers (Top Overhang)
Longitudinal:
S401E @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. L's 8"x4"x1/2"
Detail Device 1/8" high and provide 1/4" shims using 1 - 1/8" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

SHEET 2 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN I
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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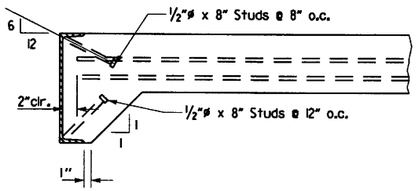
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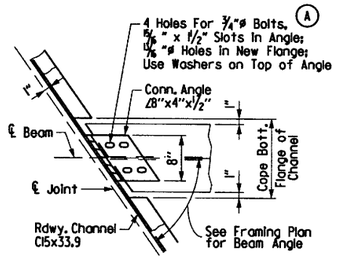
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Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	455	889
				(1) A5582		SPAN DETAILS		58378



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS
N.T.S.



CHANNEL CONNECTION DETAIL
N.T.S.

Ⓐ At new connections to existing beams, ⅝"ø holes in angle shall be field drilled in lieu of the ⅝" x ½" slots. ⅝"ø holes in angle shall align with existing holes in existing girder flanges.

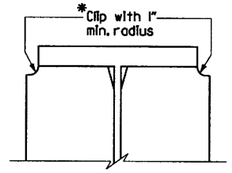


PLATE CLIP DETAIL
N.T.S.

* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

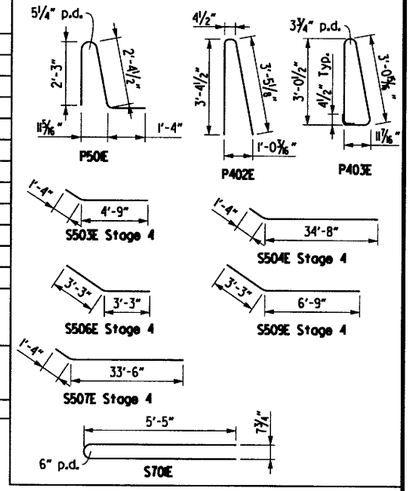
STAGE 4 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	96	6'-2"	3 3/4"
P402E	96	7'-0"	3 3/4"
P403E	24	8'-0"	3 3/4"
P404E	55	12'-3"	Str.
S401E	48	63'-8"	Str.
S502E	88	63'-8"	Str.
S503E	8	6'-1"	3 3/4"
S504E	2 Ea	36'-0"	3 3/4"
S505E	2 Ea	34'-8"	Str.
S506E	8	6'-6"	3 3/4"
S507E	2 Ea	34'-10"	3 3/4"
S508E	2 Ea	35'-6"	Str.
S509E	12	10'-0"	3 3/4"
S510E to S573E	2 Ea	5'-2" to 57'-1"	Str.
S574E to S5120E	2 Ea	57'-1" to 57'-7"	Str.
S5121E to S5180E	2 Ea	55'-10" to 8'-9"	Str.
S701E	111	11'-2"	6"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	96	6'-2"	3 3/4"
P402E	96	7'-0"	3 3/4"
P403E	24	8'-0"	3 3/4"
P405E	44	12'-5"	Str.
P406E	11	11'-5"	Str.
S401E	48	63'-8"	Str.
S500E	81	29'-1"	Str.
S502E	88	63'-8"	Str.
S503E	2 Ea	34'-10"	Str.
S504E	2 Ea	34'-8"	Str.
S505E	12	6'-4"	Str.
S506E to S537E	2 Ea	4'-2" to 29'-1"	Str.
S538E to S568E	2 Ea	29'-11" to 5'-6"	Str.
S701E	112	11'-2"	6"

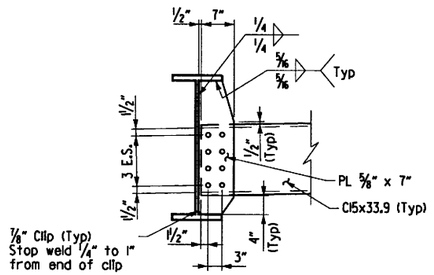
Bending Diagrams
(Dimensions are out to out of bars)



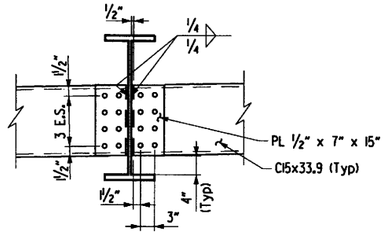
PARAPET RAIL VARIABLES
See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Open	12'-7"	4'-3 1/2"	P404E
Closed	12'-7"		P404E
Open	12'-9 9/16"	4'-4 3/4"	P405E
Closed	12'-9 9/16"		P405E
Closed-E	12'-9 9/16"		P406E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

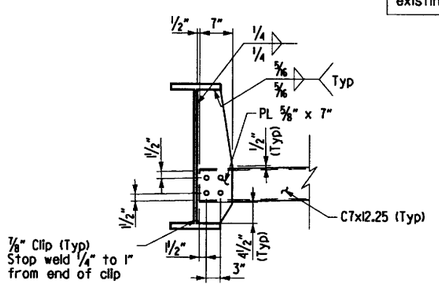


DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM
SCALE: ¾" = 1'-0"

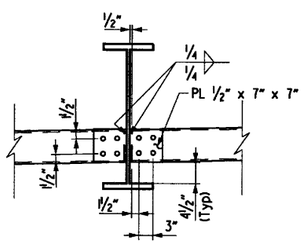


DIAPHRAGM CONNECTION AT INTERIOR BEAMS
SCALE: ¾" = 1'-0"

See FRAMING PLAN, Dwg. Nos. 58384 & 58380 Spacing shown for New connections, may not match bolt patterns of Kept existing members.



DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT
SCALE: ¾" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT
SCALE: ¾" = 1'-0"

SHEET 3 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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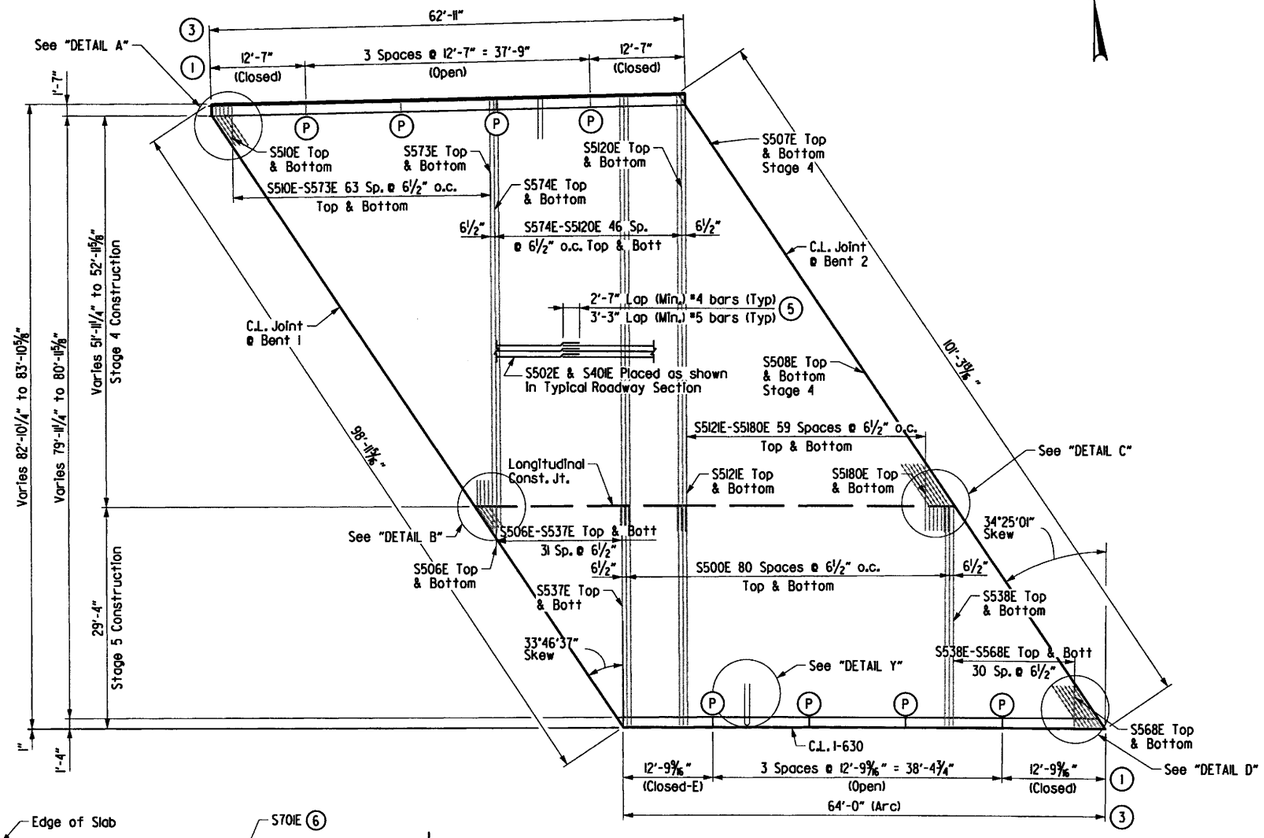
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STATE OF ARKANSAS
Stephen T. Smiley
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No. 13072
STEPHEN T. SMILEY
27 June 2017

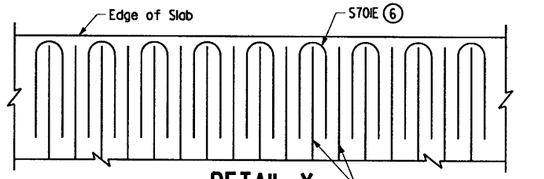
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JOB NO.		CA0608	456	889
(1) A5582		SPAN DETAILS		58379



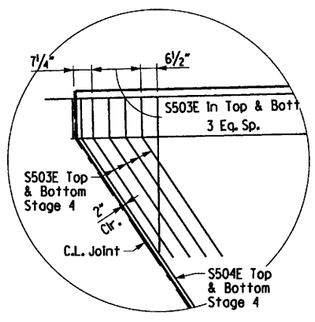
REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'



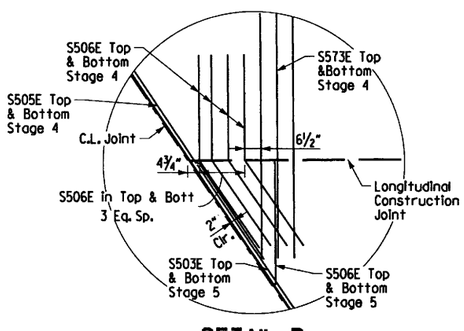
DETAIL Y

No Scale



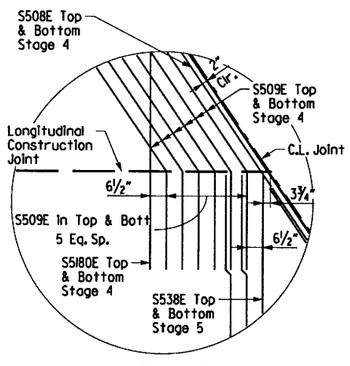
DETAIL A

NO SCALE



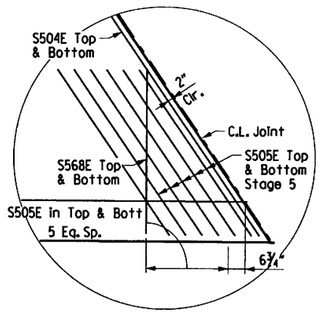
DETAIL B

NO SCALE



DETAIL C

NO SCALE



DETAIL D

NO SCALE

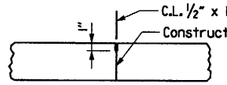
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

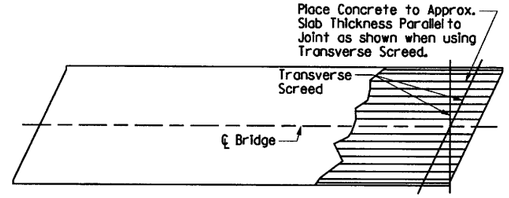
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Sealant must be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT DETAIL

No Scale



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

CONCRETE PLACEMENT PROCEDURE

No Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Centered every other top transverse bar.

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 4 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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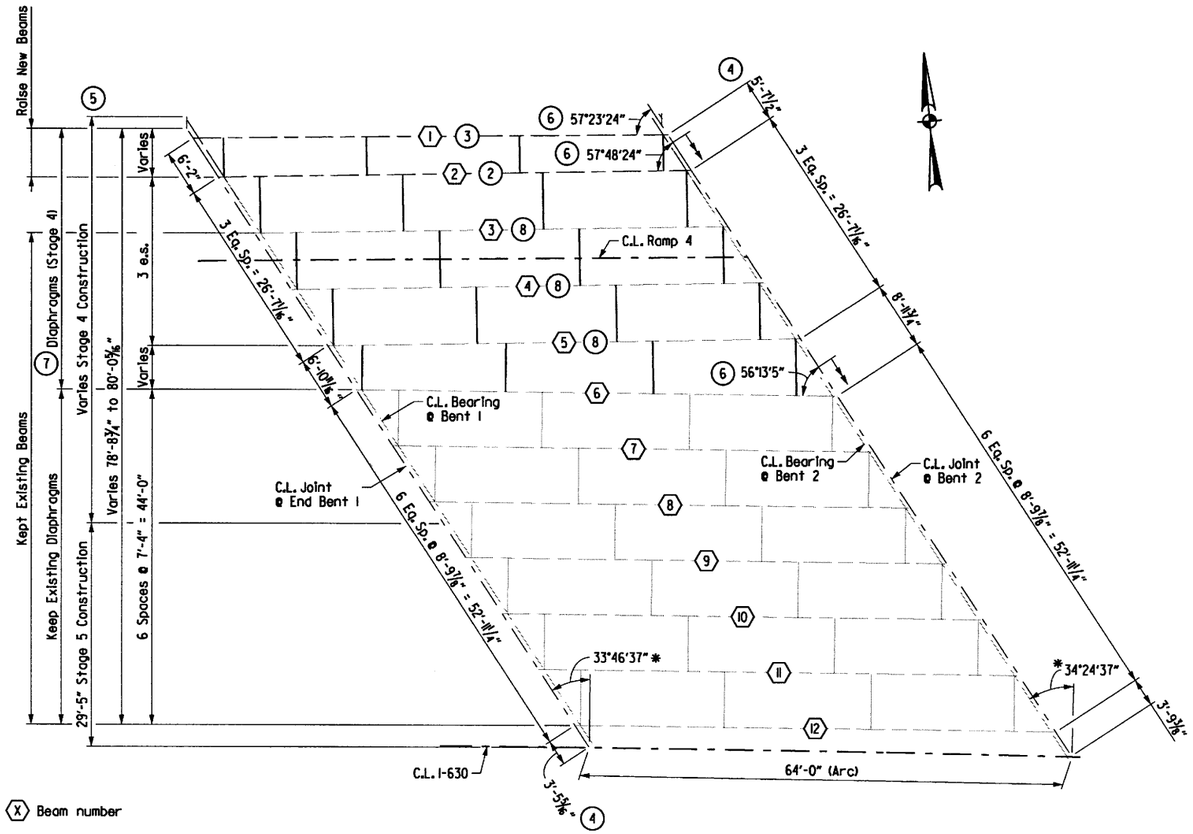
BRIDGE NO. A5582 DRAWING NO. 58379

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				6	ARK.			
				JOB NO.		CA0608	457	889
				(1) A5582		SPAN DETAILS		58380

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



(X) Beam number

* Skew Angle at Centerline Joint measured from radial line.

(2) Replaced during Stage 2 Construction, Raised during Stage 4.

(3) Added during Stage 2 Construction, Raised during Stage 4.

(4) Measured along C.L. Joint

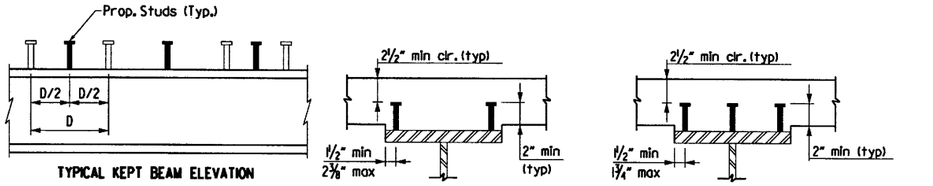
(5) Measured radial from C.L. I-630

(6) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.

(7) See TABLE FOR BRACING for: Horizontal distance along diaphragm line between adjacent centerlines of beams (required diaphragm length appropriately shorter), slope (paralleling Roadway surface, + = up to the right looking ahead) along the diaphragm from left to right, and recommendations for where field drilling likely necessary for bolted connections between new and existing members, with new high strength ¾" diameter fasteners. Diaphragms are New members unless tabulated as Kept existing members for reuse.

(8) Raised during Stage 4.

FRAMING PLAN
SCALE: 1" = 10'



TYPICAL KEPT BEAM ELEVATION

Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 3-12
Not to Scale

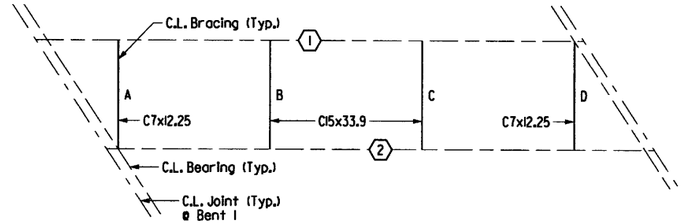
¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361-¾" dia. studs in place of one ⅞" dia. stud.

SHEAR CONNECTOR DETAIL NEW BEAMS 1-2
Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

TABLE FOR BRACING (7)

Use	Brace	Hrz. Dist.	Rise/12"	Field Drill
Kept	1-2A	5'-2 1/4"	-0 1/8"	-
Kept	1-2B	5'-0 5/8"	-0 1/16"	-
Kept	1-2C	4'-10 13/16"	-0 1/16"	-
Kept	1-2D	4'-9 3/16"	-0"	-
Kept	2-3A	7'-6"	-0 1/8"	-
Kept	2-3B	7'-6"	-0 1/16"	-
Kept	2-3C	7'-6"	-0"	-
Kept	2-3D	7'-6"	0"	-
Kept	3-4A	7'-6"	-0 1/16"	-
New	3-4B	7'-6"	-0 1/16"	No
Kept	3-4C	7'-6"	-0"	-
Kept	3-4D	7'-6"	0"	-
Kept	4-5A	7'-6"	-0 5/16"	-
New	4-5B	7'-6"	-0 1/4"	No
New	4-5C	7'-6"	-0 1/4"	No
Kept	4-5D	7'-6"	-0 3/16"	-
Kept	5-6A	5'-10 1/4"	-0 5/16"	-
New	5-6B	6'-4 9/16"	-0 5/16"	Right End
New	5-6C	6'-11 1/16"	-0 5/16"	Right End
New	5-6D	7'-5 3/8"	-0 5/16"	Right End



TYPICAL BRACING BAY
N.T.S.
(Beams 1 & 2 shown for Bay 1, other Bays similar.) (7)

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" inclusive	¼"	
Over ¾"	⅝"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 5 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/2/2015
CHECKED BY: STS DATE: 2/3/2015
DESIGNED BY: KH DATE: 1/5/2015
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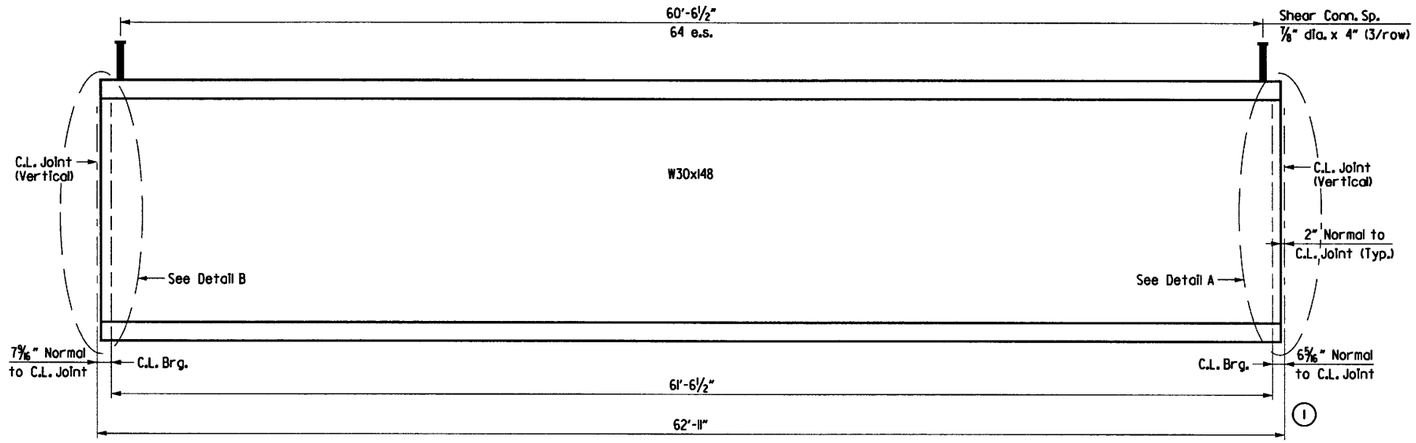
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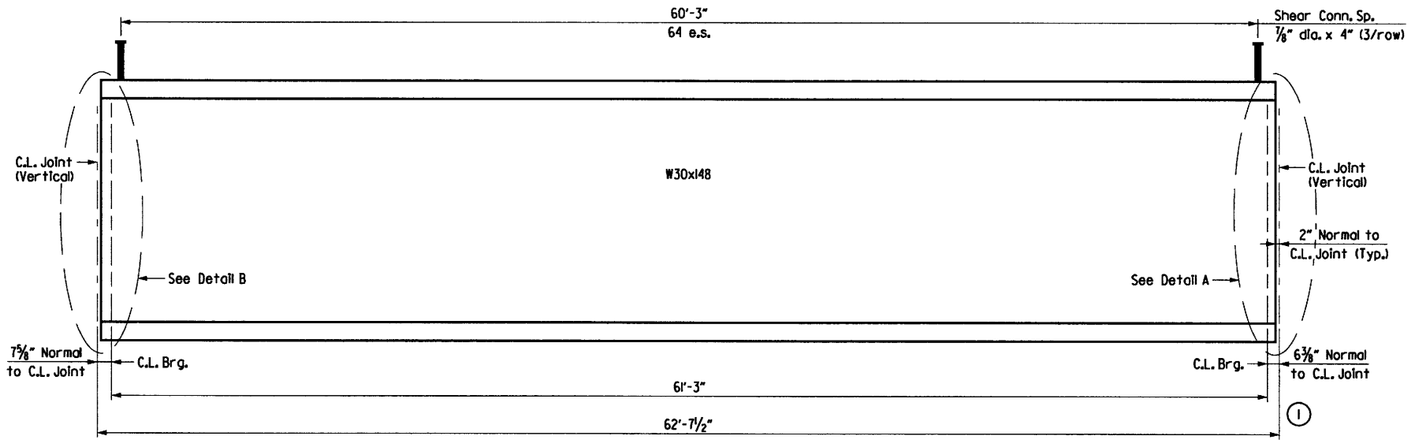
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				JOB NO.		CA0608	458	889
				(1) A5582		SPAN DETAILS		58381

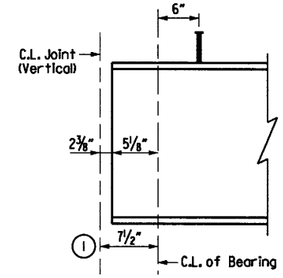
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



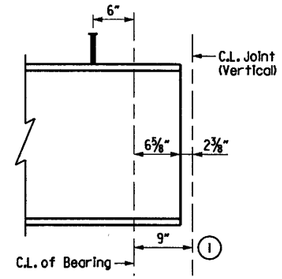
BEAM 1 ELEVATION



BEAM 2 ELEVATION



DETAIL A
No Scale



DETAIL B
No Scale

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

SHEET 6 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. A5582 DRAWING NO. 58381

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STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

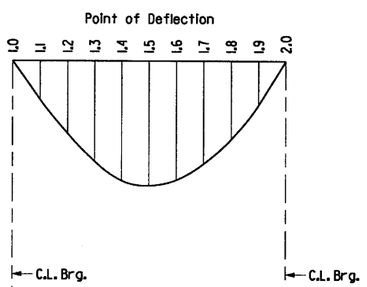
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6	ARK.			
JOB NO.		CA0608	459	889
(1) A5582		SPAN DETAILS		58382

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)											
		Structural Steel											
		Beam 1	Beam 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12
	1.0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.077	0.08	0.084	0.085	0.083	0.09	0.091	0.09	0.09	0.09	0.09	0.098
	1.2	0.144	0.149	0.156	0.158	0.154	0.167	0.168	0.168	0.168	0.168	0.168	0.174
	1.3	0.2	0.208	0.216	0.22	0.215	0.232	0.234	0.233	0.234	0.233	0.233	0.229
	1.4	0.238	0.244	0.253	0.257	0.252	0.271	0.273	0.273	0.273	0.273	0.273	0.263
	1.5	0.248	0.256	0.265	0.269	0.264	0.284	0.286	0.286	0.286	0.286	0.285	0.275
	1.6	0.237	0.244	0.253	0.257	0.252	0.271	0.273	0.273	0.273	0.273	0.273	0.266
	1.7	0.205	0.209	0.217	0.22	0.216	0.233	0.234	0.234	0.234	0.234	0.234	0.232
	1.8	0.156	0.155	0.161	0.164	0.161	0.173	0.174	0.174	0.174	0.174	0.173	0.173
	1.9	0.088	0.083	0.086	0.087	0.085	0.092	0.092	0.092	0.092	0.092	0.092	0.091
	2.0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)											
		Steel + Slab											
		Beam 1	Beam 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12
	1.0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.358	0.422	0.556	0.568	0.527	0.57	0.595	0.593	0.594	0.594	0.593	0.589
	1.2	0.667	0.788	1.033	1.056	0.981	1.061	1.104	1.104	1.105	1.105	1.102	1.049
	1.3	0.925	1.098	1.43	1.463	1.365	1.472	1.531	1.531	1.532	1.532	1.527	1.38
	1.4	1.102	1.29	1.673	1.711	1.599	1.719	1.787	1.788	1.789	1.789	1.784	1.583
	1.5	1.148	1.354	1.752	1.792	1.677	1.802	1.871	1.873	1.873	1.874	1.867	1.657
	1.6	1.096	1.291	1.673	1.711	1.603	1.722	1.786	1.788	1.789	1.789	1.783	1.603
	1.7	0.948	1.104	1.436	1.468	1.378	1.48	1.532	1.534	1.535	1.535	1.53	1.397
	1.8	0.721	0.818	1.067	1.092	1.025	1.1	1.138	1.14	1.14	1.141	1.136	1.044
	1.9	0.405	0.44	0.568	0.581	0.546	0.586	0.605	0.606	0.606	0.606	0.605	0.55
	2.0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Steel + Slab + Parapets												Coincident Top of Slab Elevation (ft)			
		Beam 1	Beam 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Beam 1	Beam 2	Exist 3	Exist 4
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	333.73	333.68	333.63	333.59
Span 1	1.1	0.41	0.469	0.591	0.579	0.527	0.569	0.594	0.594	0.605	0.63	0.64	0.647	333.74	333.70	333.65	333.62
	1.2	0.764	0.876	1.098	1.076	0.982	1.058	1.101	1.105	1.125	1.171	1.19	1.152	333.75	333.72	333.68	333.66
	1.3	1.059	1.221	1.519	1.49	1.366	1.468	1.527	1.533	1.561	1.624	1.649	1.515	333.76	333.73	333.71	333.69
	1.4	1.262	1.434	1.776	1.742	1.6	1.715	1.783	1.79	1.823	1.897	1.926	1.738	333.77	333.76	333.73	333.73
	1.5	1.315	1.505	1.86	1.825	1.678	1.797	1.867	1.875	1.909	1.987	2.016	1.819	333.79	333.77	333.76	333.76
	1.6	1.256	1.435	1.776	1.742	1.604	1.718	1.782	1.79	1.824	1.897	1.925	1.759	333.80	333.79	333.78	333.80
	1.7	1.087	1.227	1.524	1.494	1.379	1.476	1.528	1.536	1.565	1.629	1.652	1.533	333.81	333.81	333.80	333.83
	1.8	0.827	0.909	1.132	1.111	1.026	1.097	1.135	1.141	1.163	1.211	1.227	1.145	333.82	333.82	333.84	333.86
	1.9	0.464	0.489	0.603	0.591	0.546	0.585	0.604	0.607	0.618	0.643	0.653	0.603	333.83	333.84	333.86	333.89
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	333.85	333.85	333.88	333.93



DEAD LOAD DEFLECTION DIAGRAM

SHEET 7 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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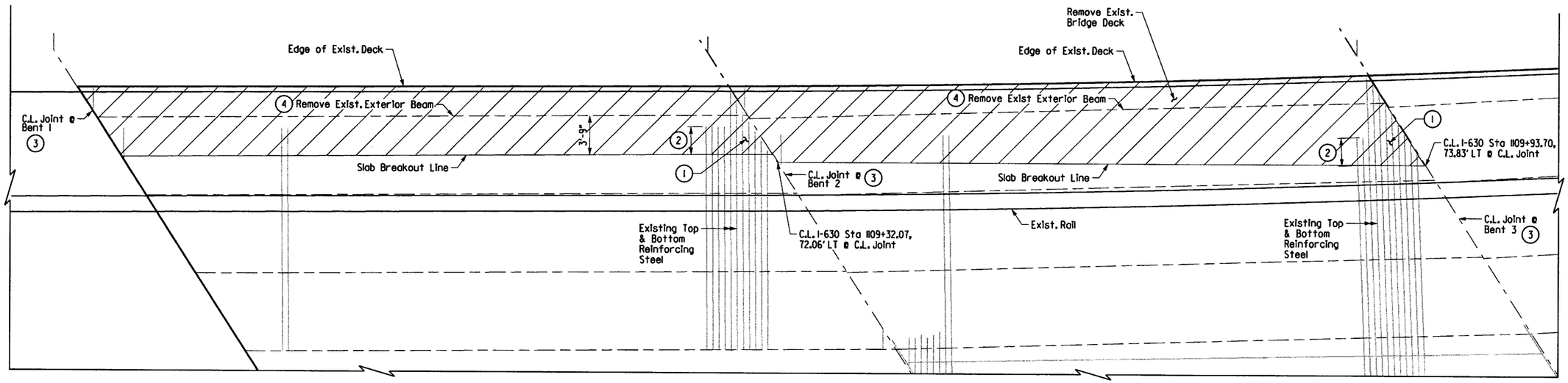
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	460	889
(1) A5582		SPAN DETAILS		58383



(1) Completely preserve existing transverse reinforcing in triangular area shown. See Note (2) for remainder.

(2) Preserve existing transverse reinforcing, 2'-8" minimum projection past Slab Breakout Line.

(3) Preserve existing joint armor, including all Roadway Channel with studs, clean for inclusion within Stage 2 temporary widening.

(4) Preserve removed existing exterior beams, with studs and bearings, for relocation into spans 2 & 3 gore area as Temp. Comp. Shoring Beam. For details See Dwg. Nos. 58394-58396

REMOVAL PLAN - STAGE 1

SCALE: 3/16" = 1'-0"

SHEET 1 OF 3
COMMON DETAILS OF
64' COMPOSITE W-BEAM SPANS 1 & 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/11/2015	FILENAME:	bco0608a3_sl21
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DESIGNED BY:	KH	DATE:	9/9/2015		

BRIDGE NO. A5582 DRAWING NO. 58383

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(X) Beam Number

(1) Existing Exterior Beam, removed in Stage 1, see Dwg. No. 58383

(2) Replace Existing Exterior Beam, removed in Stage 1, see Dwg. No. 58383

(3) Add New Exterior Beam, for horizontal location, see Dwg. No. 58380 & 58390

(4) Add New Interior Beam, for horizontal location, see Dwg. No. 58390

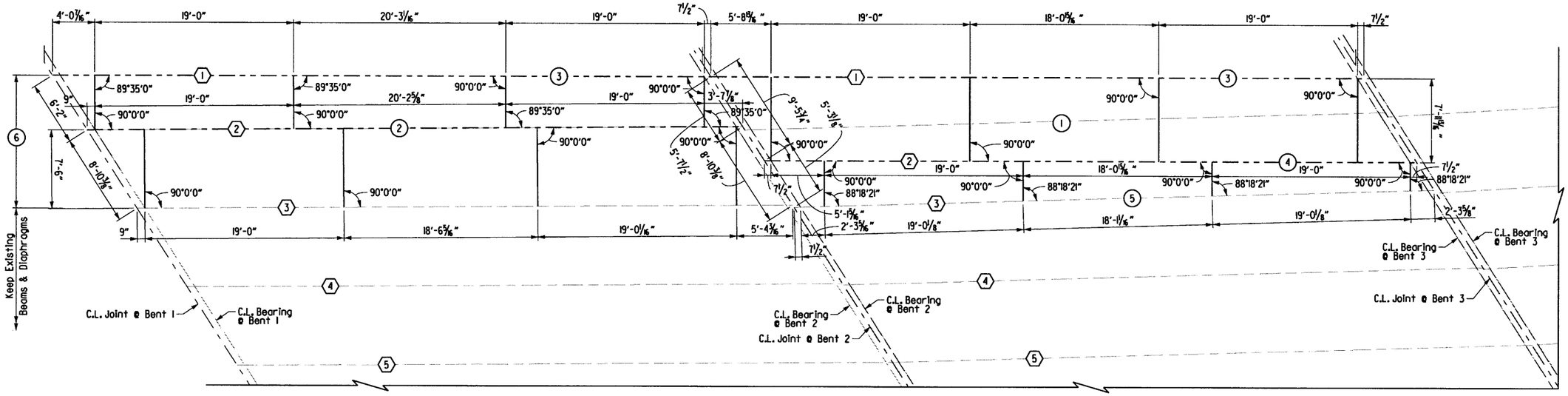
(5) Existing beam. Field weld four new connection plates along its left side at locations shown.

(6) See TABLE FOR BRACING for: Horizontal distance along diaphragm line between adjacent centerlines of beams (required diaphragm length appropriately shorter), slope (paralleling Roadway surface, + = up to the right looking ahead) along the diaphragm from left to right, and recommendations for where field drilling likely necessary for bolted connections between new and existing members, with new high strength 7/8" diameter fasteners. Diaphragms are New members unless tabulated as Kept existing members for reuse.

STATE OF ARKANSAS
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STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	461	889
(1) A5582		SPAN DETAILS		58384

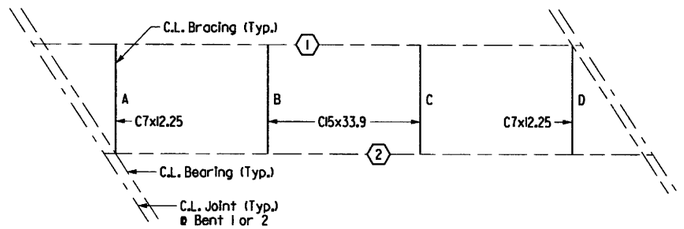


FRAMING PLAN - STAGE 2 CONSTRUCTION TEMPORARY WIDENING

SCALE: 1/16" = 1'-0"

TABLE FOR BRACING (6)

Use	Brace	Hrz. Dist.	Rise/12"	Field Drill
Span 1				
New	1-2A	5'-2 1/4"	-0 3/16"	No
New	1-2B	5'-0 5/8"	-0 1/8"	No
New	1-2C	4'-10 13/16"	-0 1/16"	No
New	1-2D	4'-9 3/16"	0 1/16"	No
Kept	2-3A	7'-6"	-0 3/16"	Lt.Conn.PL
Kept	2-3B	7'-6"	-0 1/8"	Lt.Conn.PL
Kept	2-3C	7'-6"	-0 1/16"	Lt.Conn.PL
Kept	2-3D	7'-6"	0 1/16"	Lt.Conn.PL
Span 2				
New	1-2A	7'-11 13/16"	0 1/16"	No
New	1-2B	7'-11 13/16"	0 1/8"	No
New	1-2C	7'-11 13/16"	0 3/16"	No
New	1-2D	7'-11 13/16"	0 1/4"	No
New	2-3A	4'-4 1/8"	0 1/16"	Rt.Conn.PL
New	2-3B	3'-9 3/8"	0 1/8"	Rt.Conn.PL
New	2-3C	3'-2 15/16"	0 1/4"	Rt.Conn.PL
New	2-3D	2'-8 3/16"	0 1/4"	Rt.Conn.PL



TYPICAL BRACING BAY

N.T.S.

(Beams 1 & 2 shown for Bay 1, other Bays similar.) (6)

SHEET 2 OF 3
COMMON DETAILS OF
64' COMPOSITE W-BEAM SPANS 1 & 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	9/9/2015		

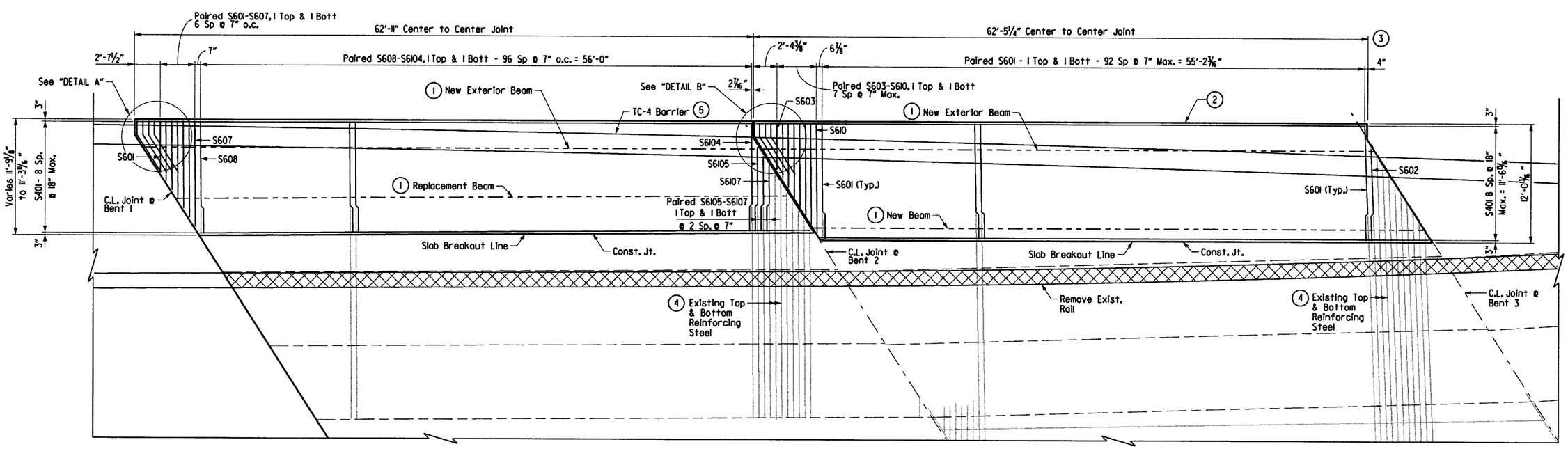
BRIDGE NO. A5582 DRAWING NO. 58384

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STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

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JOB NO.		CA0608	462	889
(1) A5582		SPAN DETAILS		58385



REINFORCING PLAN - STAGE 2 TEMPORARY WIDENING

SCALE: 3/16" = 1'-0"

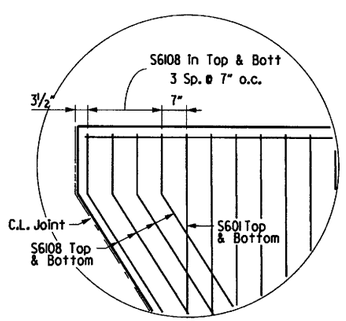
(1) See Span 1 and Span 2 Framing Plans, Dwg. Nos. 58380 & 58390

(2) See Bridge Layout Plan for edge of slab geometry, Dwg No. 58360

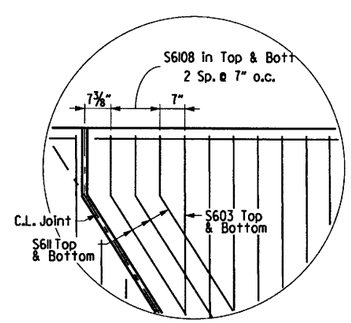
(3) Measured along edge of slab.

(4) Clean and straighten existing transverse reinforcing projecting past Stage 1 Slab Breakout Line, for 2'-7" min. lap splice with new reinforcing as shown.

(5) Connect to deck. See Standard drawing TC-4, Stabilization Detail.



DETAIL A
NO SCALE



DETAIL B
NO SCALE

SHEET 3 OF 3
COMMON DETAILS OF
64' COMPOSITE W-BEAM SPANS 1 & 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	9/9/2015		

BRIDGE NO. A5582 DRAWING NO. 58385

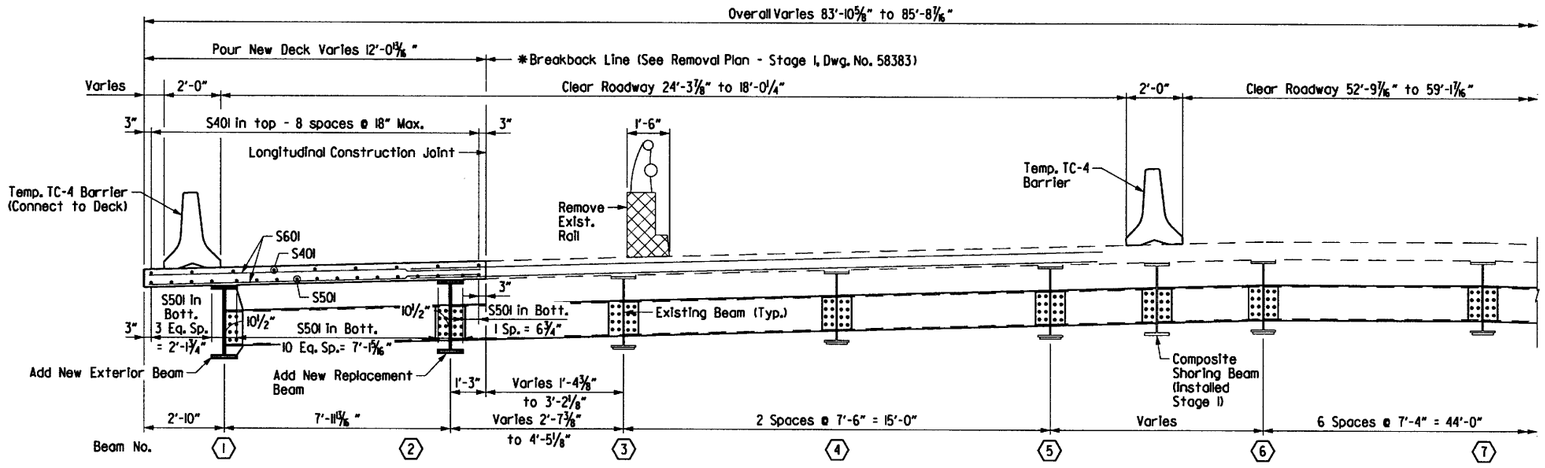
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27 June 2017

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JOB NO.		CA0608	463	889
(1) A5582		SPAN DETAILS		58386



* Transverse Reinforcing Steel extending from existing concrete into new concrete shall be cleaned, straightened and lapped a minimum 2'-7" with new reinforcing as shown.

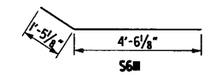
TYPICAL ROADWAY SECTION - STAGE 2 TEMPORARY WIDENING

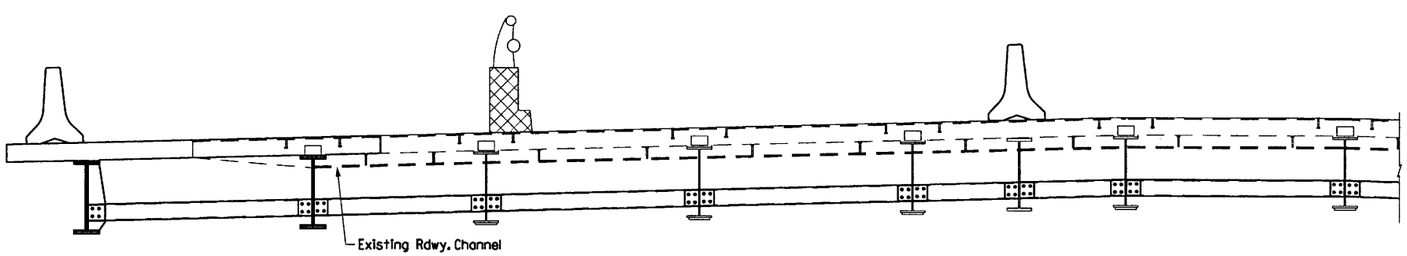
(Looking Ahead)
Scale: 3/8" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	9	63'-8"	Str.
S501	17	63'-8"	Str.
S601	186	11'-9"	Str.
S602	2	11'-9"	Str.
S603 to S610	2 Ea	4'-9" to 11'-3"	Str.
S611	6	5'-11"	4 1/2"

Bending Diagrams
(Dimensions are out to out of bars)





VIEW AT C.L. JOINT - STAGE 2 TEMPORARY WIDENING

(Looking Ahead)
Scale: 3/8" = 1'-0"

SHEET 1 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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BRIDGE NO. A5582 DRAWING NO. 58386

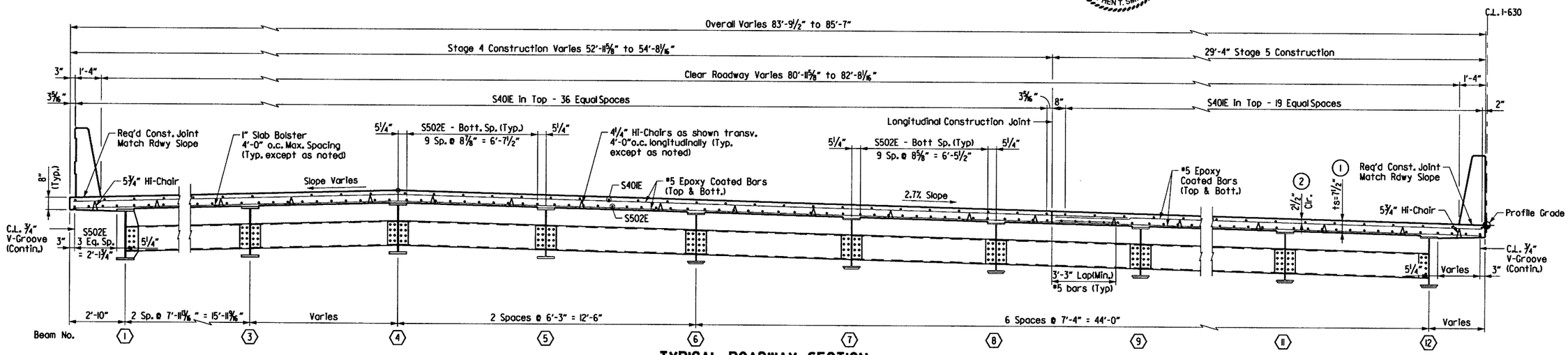
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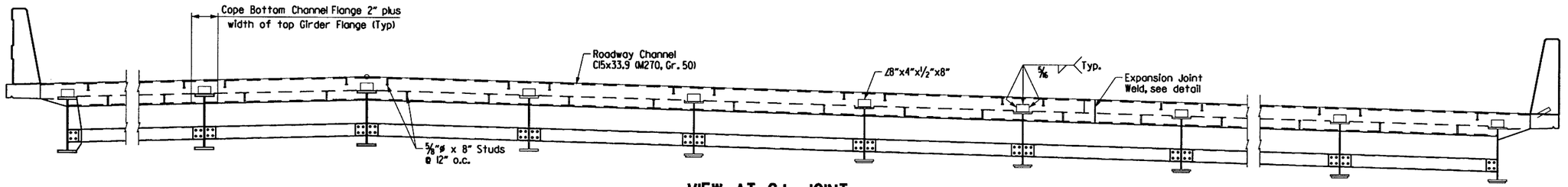
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6	ARK.			
JOB NO.		CA0608	464	889
① A5582		SPAN DETAILS		58387



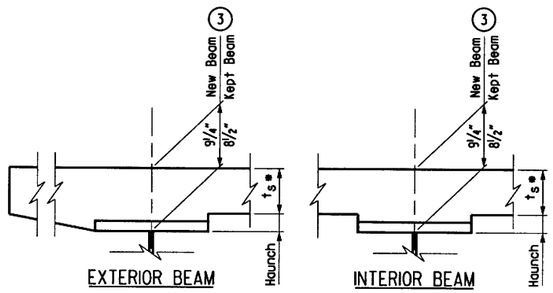
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅞" = 1'-0"



VIEW AT C.L. JOINT

Scale: ⅞" = 1'-0"



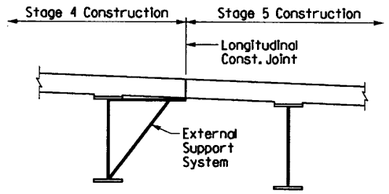
Note: t_s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441



Stage 4 external supports in this bay shall remain in place until after completion of the Stage 5 deck pour. See Subsection 802.15 for additional information regarding their removal.

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale

① See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming Is Used"
② Tolerance Minus = ¼" Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"
③ At C.L. of Bearing

NOTES:
Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:
Transverse:
#5 Bars Top and Bottom (See PLAN for Bar designation)
S70IE @ 13" Centers (Top Overhang)
Longitudinal:
S401E @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4x½"
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

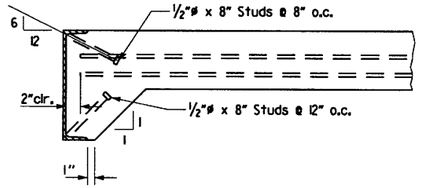
SHEET 2 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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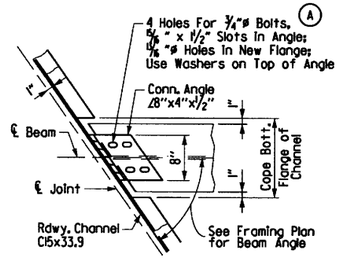
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Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

N.T.S.



CHANNEL CONNECTION DETAIL

N.T.S.

Ⓐ At new connections to existing beams, ⅝"ø holes in angle shall be field drilled in lieu of the ⅝" x 1½" slots. 1⅛"ø holes in angle shall align with existing holes in existing girder flanges.

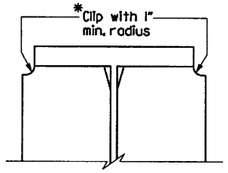
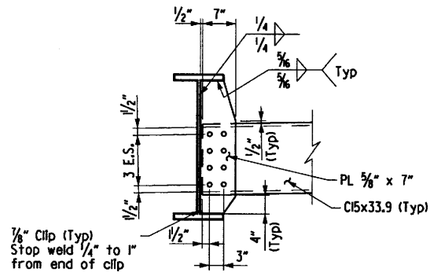


PLATE CLIP DETAIL

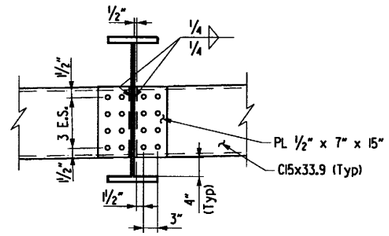
N.T.S.

* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.



DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM

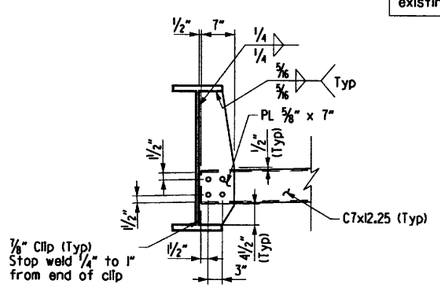
SCALE: ¾" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS

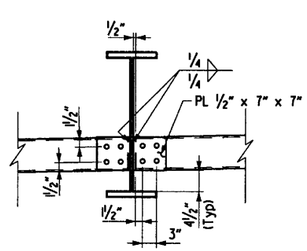
SCALE: ¾" = 1'-0"

See FRAMING PLAN, Dwg. Nos. 58384 & 58390 Spacing shown for New connections, may not match bolt patterns of Kept existing members.



DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT

SCALE: ¾" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT

SCALE: ¾" = 1'-0"

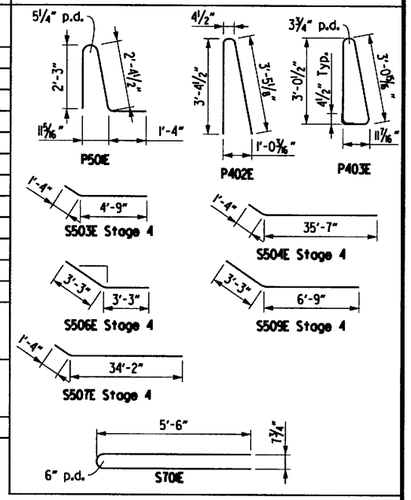
STAGE 4 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	24	6'-2"	3 3/4"
P402E	24	7'-0"	3 3/4"
P403E	0	8'-0"	3 3/4"
P404E	55	12'-1"	Str.
S401E	48	63'-8"	Str.
S502E	88	63'-8"	Str.
S503E	8	6'-1"	3 3/4"
S504E	2 Ea	36'-11"	3 3/4"
S505E	2 Ea	35'-7"	Str.
S506E	8	6'-6"	3 3/4"
S507E	2 Ea	35'-6"	3 3/4"
S508E	2 Ea	36'-10"	Str.
S509E	12	10'-0"	3 3/4"
S510E to S573E	2 Ea	5'-5" to 58'-6"	Str.
S574E to S5120E	2 Ea	58'-7" to 59'-3"	Str.
S5121E to S5180E	2 Ea	57'-4" to 8'-11"	Str.
S701E	111	11'-2"	6"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	24	6'-2"	3 3/4"
P402E	24	7'-0"	3 3/4"
P403E	0	8'-0"	3 3/4"
P405E	44	12'-5"	Str.
P406E	11	11'-5"	Str.
S401E	48	63'-8"	Str.
S500E	81	29'-1"	Str.
S502E	88	63'-8"	Str.
S503E	2 Ea	34'-10"	Str.
S504E	2 Ea	34'-10"	Str.
S505E	12	6'-4"	Str.
S506E to S537E	2 Ea	3'-10" to 29'-1"	Str.
S538E to S568E	2 Ea	29'-1" to 5'-6"	Str.
S701E	112	11'-2"	6"

Bending Diagrams
(Dimensions are out to out of bars)



PARAPET RAIL VARIABLES

See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Open	12'-5 7/8"	4'-2 15/16"	P404E
Closed	12'-5 7/8"		P404E
Open	12'-9 9/16"	4'-4 3/4"	P405E
Closed	12'-9 9/16"		P405E
Closed-E	12'-9 9/16"		P406E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

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SHEET 3 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
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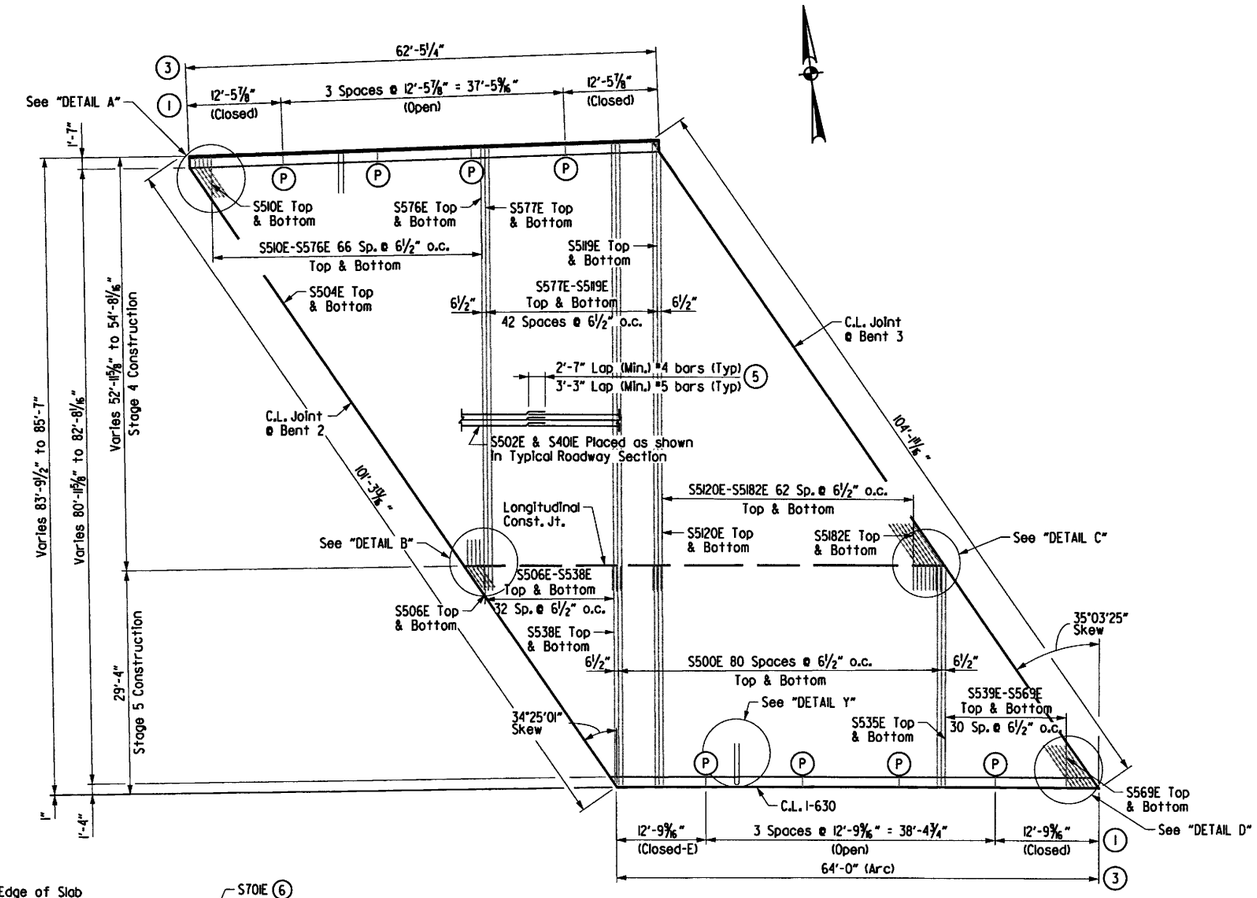
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BRIDGE NO. A5582 DRAWING NO. 58388

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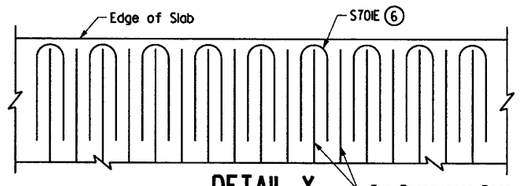
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				JOB NO.		CA0608	466	889
				(1) A5582		SPAN DETAILS		58389

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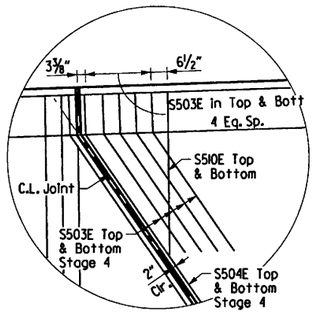
REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'



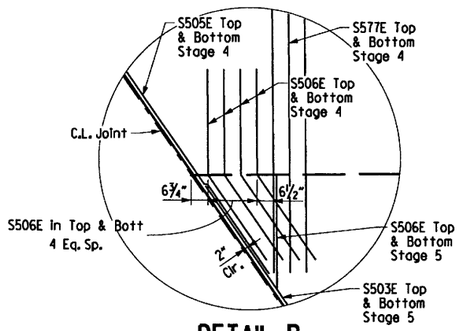
DETAIL Y

No Scale



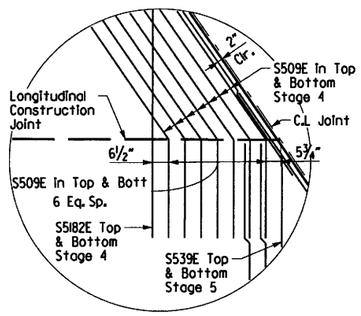
DETAIL A

NO SCALE



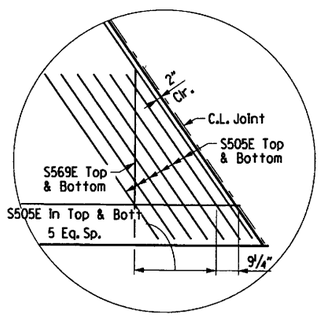
DETAIL B

NO SCALE



DETAIL C

NO SCALE



DETAIL D

NO SCALE

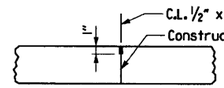
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

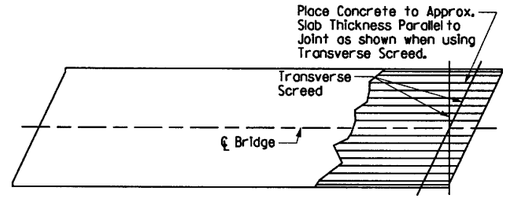
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Sealant must be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT DETAIL

No Scale



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

CONCRETE PLACEMENT PROCEDURE

No Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Centered every other top transverse bar.

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 4 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	1/5/2015		

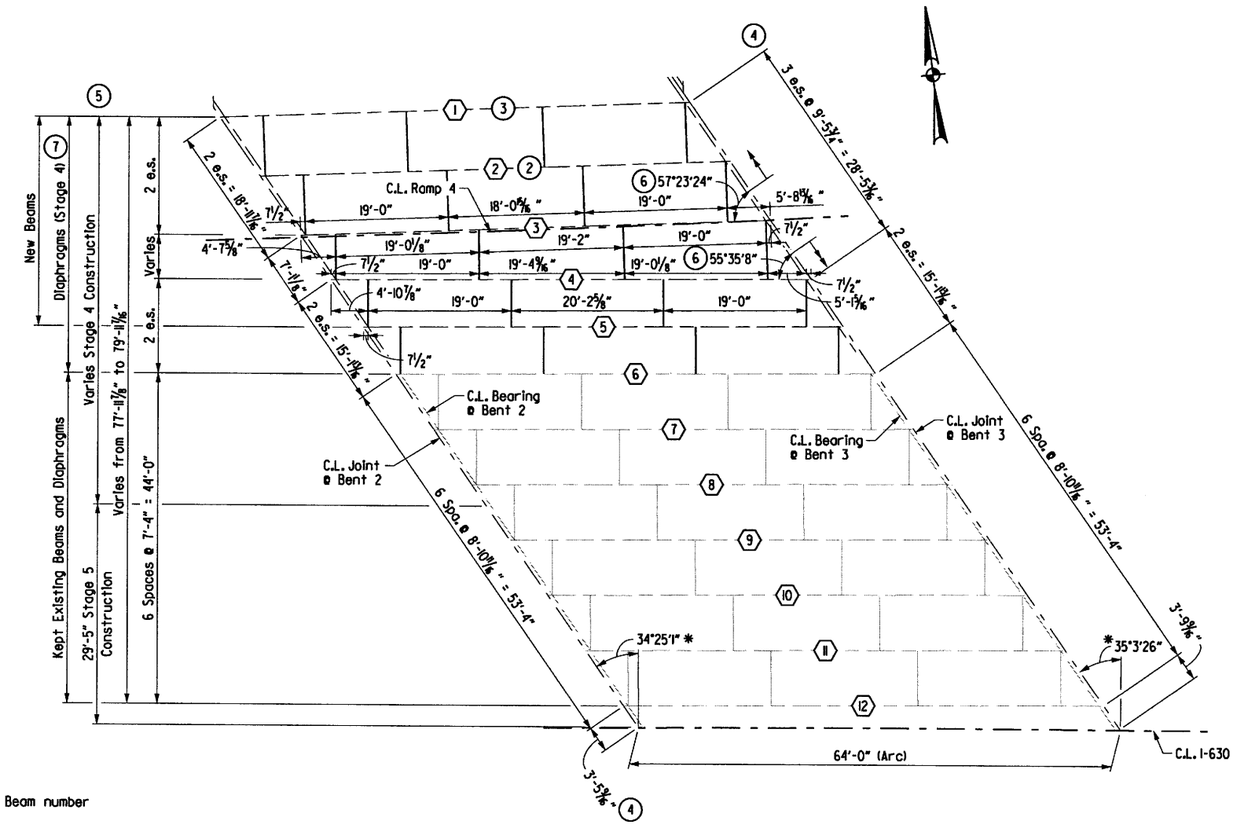
BRIDGE NO. A5582 DRAWING NO. 58389

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STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	467	889
(1) A5582		SPAN DETAILS		58390



(X) Beam number

* Skew Angle at Centerline Joint measured from radial line.

(2) Replaced during Stage 2 Construction, Raised during Stage 4.

(3) Added during Stage 2 Construction, Raised during Stage 4.

(4) Measured along C.L. Joint

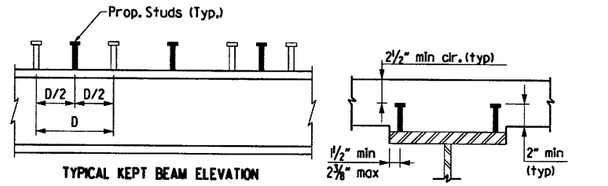
(5) Measured radial from C.L. I-630

(6) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.

(7) See TABLE FOR BRACING for: Horizontal distance along diaphragm line between adjacent centerlines of beams (required diaphragm length appropriately shorter), slope (paralleling Roadway surface, + = up to the right looking ahead) along the diaphragm from left to right, and recommendations for where field drilling likely necessary for bolted connections between new and existing members, with new high strength ¾" diameter fasteners. Diaphragms are New members unless tabulated as Kept existing members for reuse. For spacing along Bay 1 not shown, see Dwg. No. 58384. Spacing along Bays 4 & 5 identical.

FRAMING PLAN

SCALE: 1" = 10'



TYPICAL KEPT BEAM ELEVATION

Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of L361-¾" dia. studs in place of one ⅞" dia. stud.

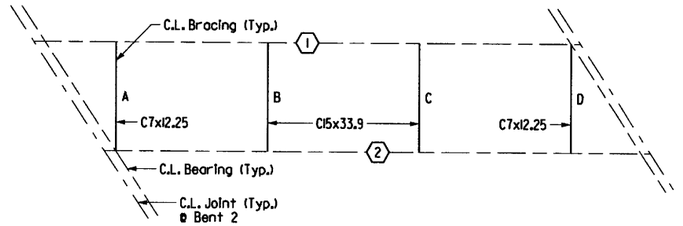
ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 6-12

Not to Scale

SHEAR CONNECTOR DETAIL NEW BEAMS 1-5

Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".



TYPICAL BRACING BAY

N.T.S.
(Beams 1 & 2 shown for Bay 1, other Bays similar.) (7)

TABLE FOR BRACING (7)

Use	Brace	Hrz. Dist.	Rise/12"	Field Drill
Kept	1-2A	7'-11 13/16"	0"	-
New	1-2B	7'-11 13/16"	0 1/16"	No
New	1-2C	7'-11 13/16"	0 1/16"	No
Kept	1-2D	7'-11 13/16"	0 1/8"	-
New	2-3A	7'-11 13/16"	0 1/16"	No
New	2-3B	7'-11 13/16"	0 1/16"	No
New	2-3C	7'-11 13/16"	0 1/8"	No
New	2-3D	7'-11 13/16"	0 1/8"	No
New	3-4A	6'-0"	0 1/16"	No
New	3-4B	6'-7 3/16"	0 1/16"	No
New	3-4C	7'-2 7/16"	0 1/8"	No
New	3-4D	7'-9 5/8"	0 1/8"	No
New	4-5A	6'-3"	-0 5/16"	No
New	4-5B	6'-3"	-0 5/16"	No
New	4-5C	6'-3"	-0 5/16"	No
New	4-5D	6'-3"	-0 5/16"	No
New	5-6A	6'-3"	-0 5/16"	Right End
New	5-6B	6'-3"	-0 5/16"	Right End
New	5-6C	6'-3"	-0 5/16"	Right End
New	5-6D	6'-3"	-0 5/16"	Right End

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅝"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 5 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

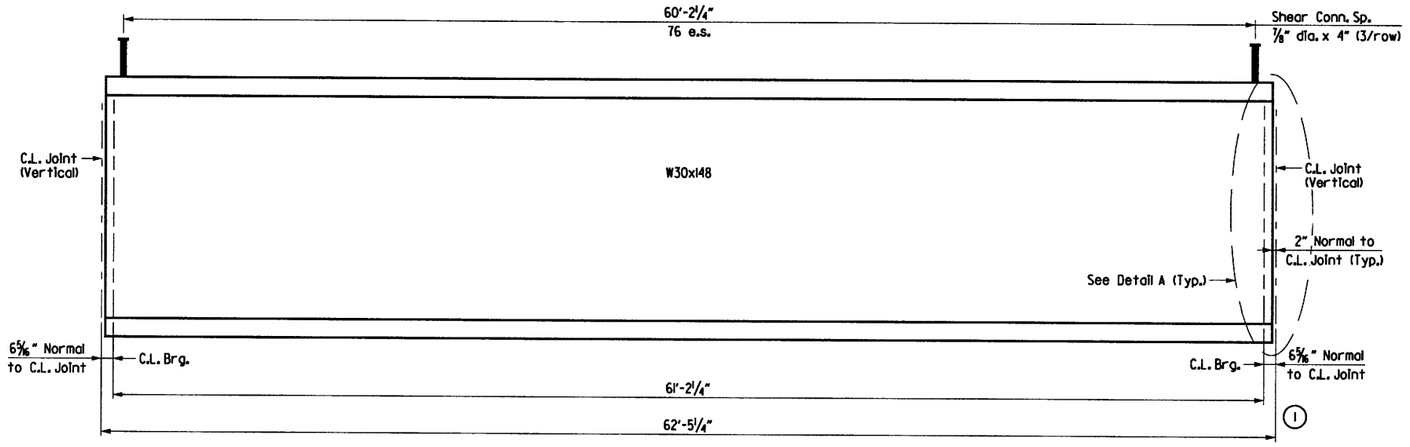
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY: KH DATE: 1/5/2015
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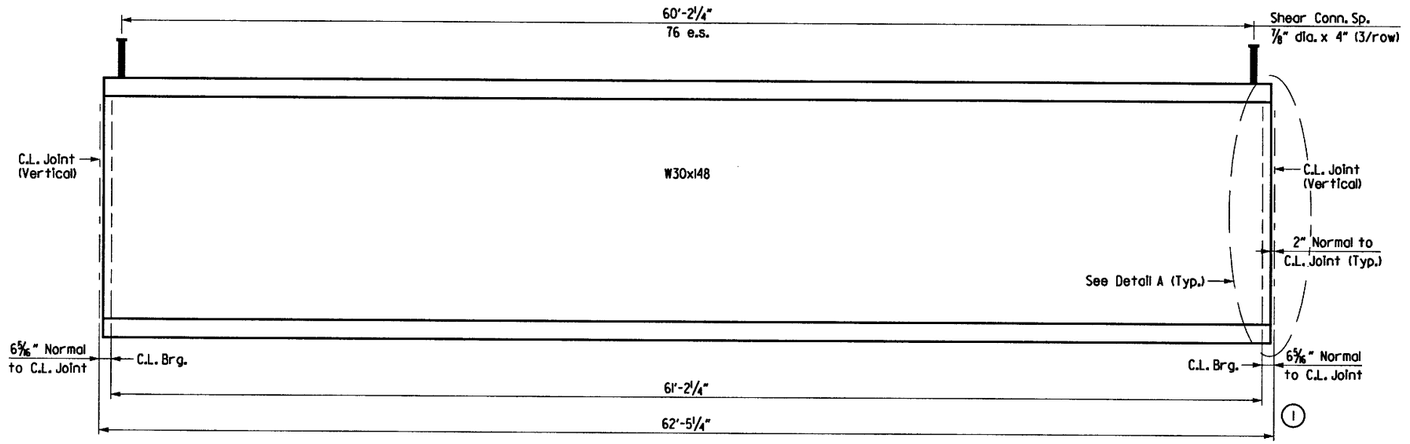
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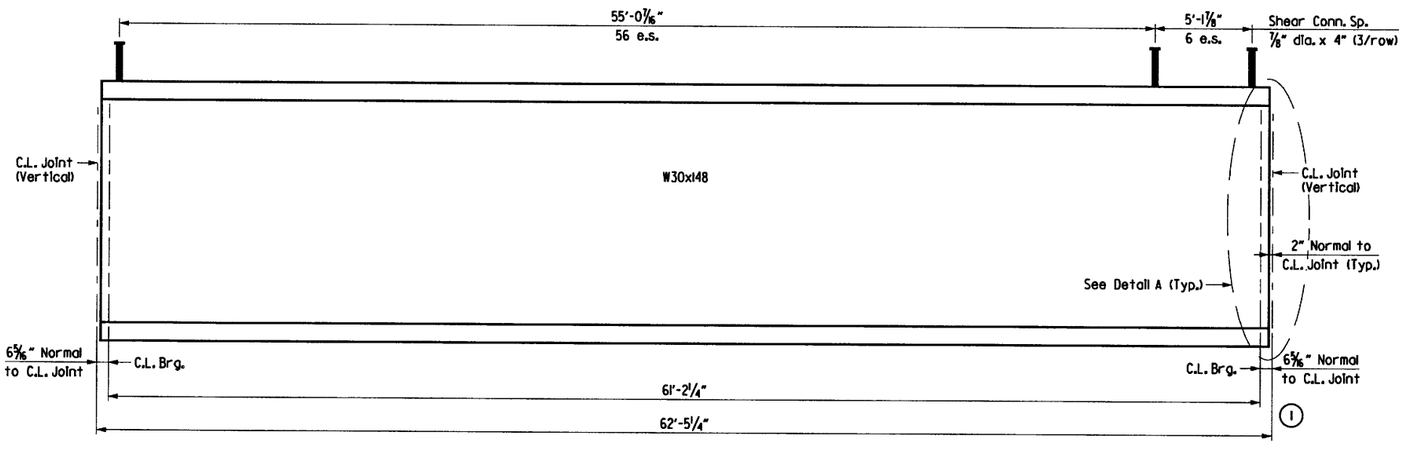
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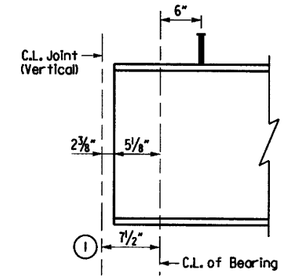
BEAM 1 ELEVATION



BEAM 2 ELEVATION



BEAM 3 ELEVATION



DETAIL A
No Scale

1. Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	468	889
				1 A5582		SPAN DETAILS		58391

SHEET 6 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

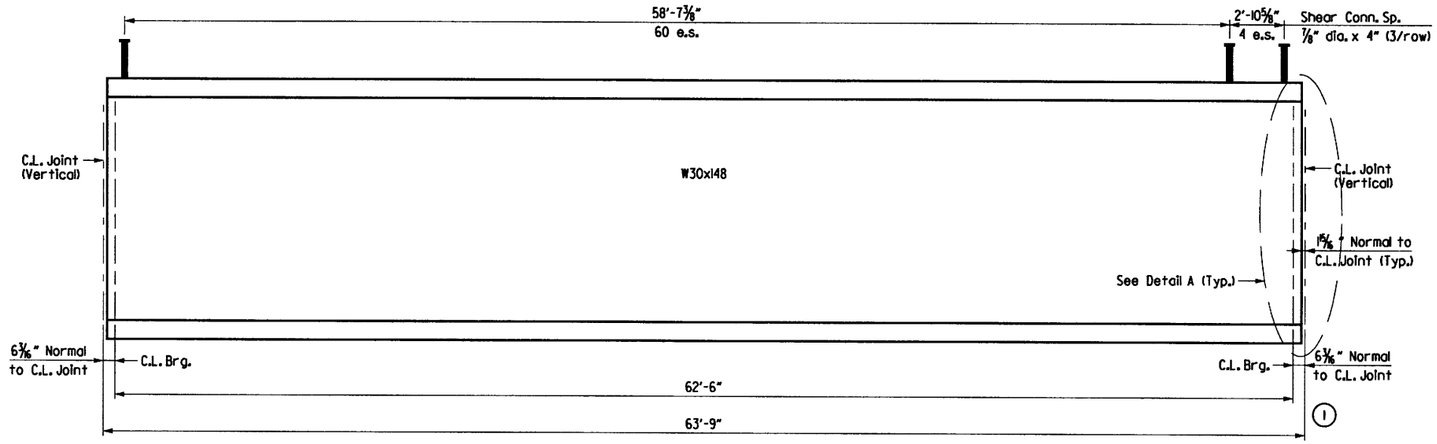
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LITTLE ROCK, ARK.

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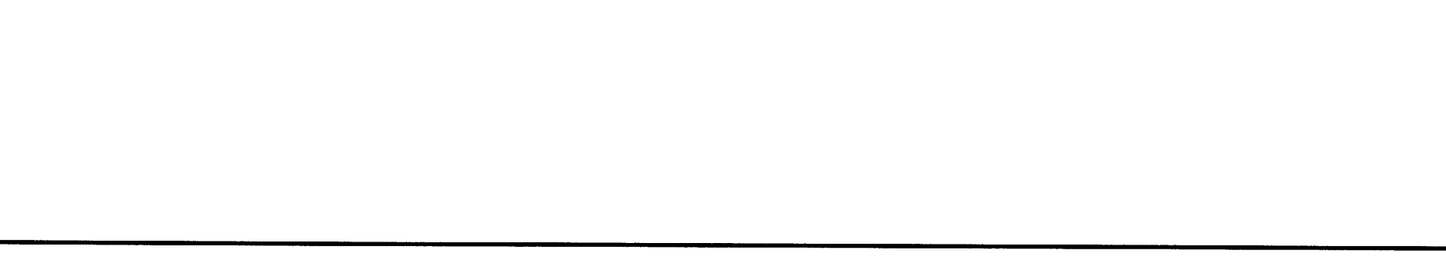
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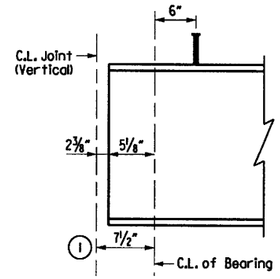
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BEAM 4 ELEVATION



BEAM 5 ELEVATION



DETAIL A
No Scale

STATE OF ARKANSAS
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STEPHEN T. SMILEY
27 June 2017

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	469	889
(1) A5582		SPAN DETAILS		58392

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

SHEET 7 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/2/2015
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DESIGNED BY: KH DATE: 3/1/2015
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BRIDGE NO. A5582 DRAWING NO. 58392

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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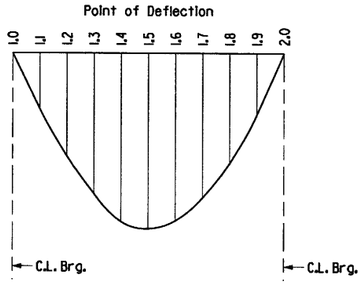
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)											
		Structural Steel											
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Exist 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12
Span 2	1.0	0	0	0	0	0	0	0	0	0	0	0	0
	1.1	0.078	0.08	0.081	0.086	0.086	0.09	0.091	0.091	0.091	0.091	0.091	0.098
	1.2	0.144	0.15	0.151	0.16	0.162	0.167	0.169	0.17	0.17	0.17	0.169	0.175
	1.3	0.198	0.209	0.211	0.224	0.226	0.232	0.235	0.235	0.235	0.235	0.235	0.231
	1.4	0.239	0.246	0.248	0.263	0.265	0.271	0.275	0.275	0.275	0.275	0.274	0.265
	1.5	0.249	0.258	0.26	0.276	0.277	0.283	0.288	0.288	0.288	0.288	0.287	0.277
	1.6	0.237	0.246	0.248	0.263	0.265	0.271	0.275	0.275	0.275	0.275	0.274	0.268
	1.7	0.205	0.21	0.212	0.225	0.226	0.232	0.236	0.236	0.236	0.236	0.235	0.233
	1.8	0.156	0.155	0.157	0.166	0.167	0.173	0.175	0.175	0.175	0.175	0.175	0.174
	1.9	0.087	0.082	0.083	0.088	0.089	0.092	0.093	0.093	0.093	0.093	0.093	0.092
	2.0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)											
		Steel + Slab											
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Exist 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12
Span 2	1.0	0	0	0	0	0	0	0	0	0	0	0	0
	1.1	0.44	0.507	0.483	0.47	0.459	0.521	0.597	0.601	0.599	0.6	0.597	0.592
	1.2	0.812	0.948	0.903	0.879	0.859	0.966	1.109	1.116	1.114	1.116	1.11	1.056
	1.3	1.115	1.319	1.261	1.23	1.199	1.337	1.537	1.545	1.543	1.544	1.539	1.39
	1.4	1.346	1.551	1.483	1.443	1.406	1.559	1.795	1.804	1.801	1.803	1.795	1.595
	1.5	1.402	1.626	1.556	1.515	1.474	1.631	1.88	1.89	1.887	1.888	1.88	1.669
	1.6	1.336	1.551	1.485	1.447	1.406	1.559	1.795	1.804	1.801	1.803	1.795	1.615
	1.7	1.154	1.325	1.27	1.238	1.201	1.339	1.541	1.548	1.546	1.547	1.541	1.407
	1.8	0.876	0.98	0.94	0.916	0.888	0.997	1.144	1.15	1.148	1.149	1.145	1.052
	1.9	0.491	0.517	0.497	0.484	0.473	0.533	0.608	0.612	0.61	0.611	0.609	0.554
	2.0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Steel + Slab + Parapets												Coincident Top of Slab Elevation (ft)			
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Exist 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Beam 1	Beam 2	Beam 3	Beam 4
Span 2	1.0	0	0	0	0	0	0	0	0	0	0	0	0	333.85	333.87	333.91	333.95
	1.1	0.488	0.551	0.517	0.482	0.46	0.52	0.596	0.602	0.61	0.636	0.645	0.65	333.86	333.89	333.93	333.99
	1.2	0.901	1.031	0.966	0.902	0.862	0.964	1.106	1.117	1.134	1.183	1.199	1.16	333.87	333.91	333.97	334.02
	1.3	1.237	1.434	1.349	1.262	1.203	1.334	1.533	1.547	1.572	1.637	1.662	1.526	333.88	333.93	333.99	334.06
	1.4	1.493	1.686	1.585	1.479	1.411	1.555	1.791	1.806	1.835	1.911	1.938	1.751	333.90	333.95	334.02	334.09
	1.5	1.555	1.768	1.663	1.553	1.479	1.627	1.875	1.892	1.923	2.002	2.03	1.832	333.91	333.97	334.05	334.13
	1.6	1.482	1.686	1.587	1.482	1.411	1.556	1.791	1.806	1.836	1.912	1.938	1.772	333.92	333.99	334.07	334.16
	1.7	1.281	1.441	1.357	1.267	1.205	1.336	1.537	1.549	1.576	1.641	1.664	1.544	333.93	334.01	334.10	334.20
	1.8	0.972	1.066	1.004	0.937	0.891	0.995	1.141	1.151	1.171	1.219	1.236	1.154	333.94	334.03	334.13	334.24
	1.9	0.545	0.562	0.531	0.495	0.475	0.532	0.606	0.613	0.622	0.649	0.658	0.608	333.96	334.04	334.16	334.27
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	333.97	334.07	334.18	334.31



DEAD LOAD DEFLECTION DIAGRAM

SHEET 8 OF 8
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 8/19/2015
CHECKED BY: STS DATE: 8/20/2015
DESIGNED BY: KH DATE: 8/18/2015
FILENAME: bco0608a3_s28
SCALE: NO SCALE

BRIDGE NO. A5582 DRAWING NO. 58393

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(1) Completely preserve existing transverse reinforcing in triangular area shown. See Note (2) for remainder.

(2) Preserve existing transverse reinforcing, 2'-3" minimum projection past Slab Breakout Line.

(3) Preserve existing joint armor, including all Roadway Channel with studs and immediately adjacent parallel deck reinforcing, clean for inclusion within replacement concrete. (Typ)

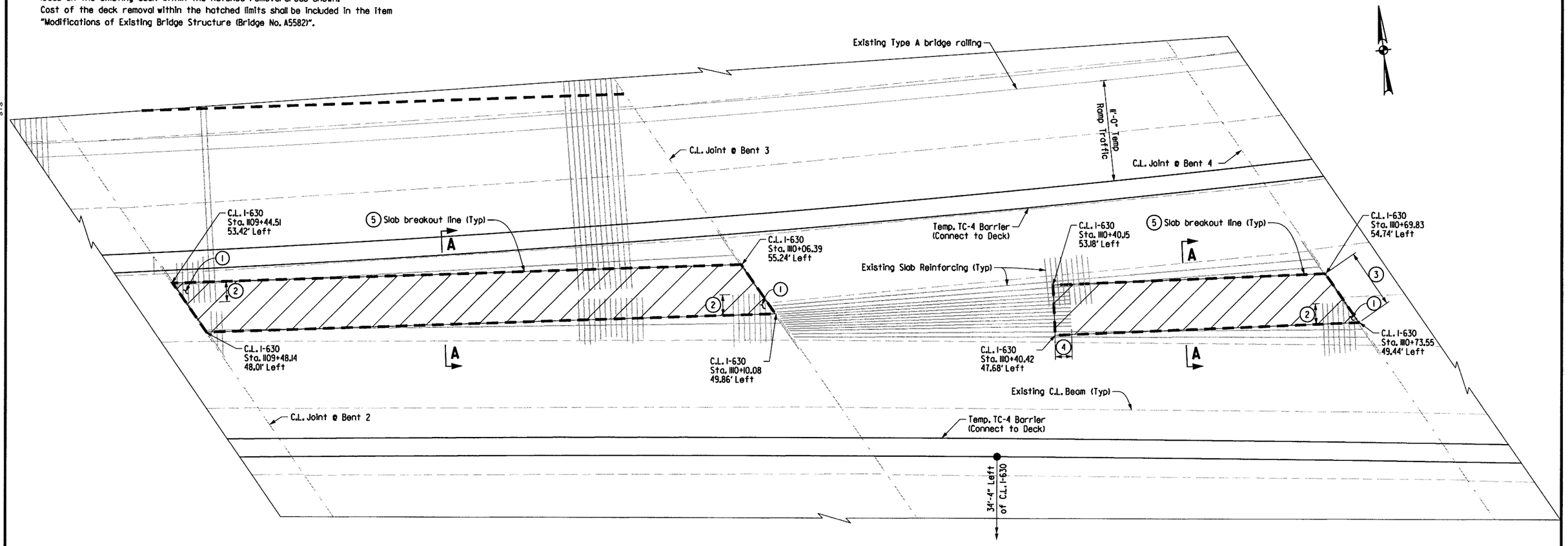
(4) Preserve existing longitudinal reinforcing, 1'-10" minimum projection past Slab Breakout Line.

(5) Prior to and during concrete removal, avoid heavy traffic or construction loads on the existing deck within the hatched removal areas shown. Cost of the deck removal within the hatched limits shall be included in the item "Modifications of Existing Bridge Structure (Bridge No. A5582)".

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

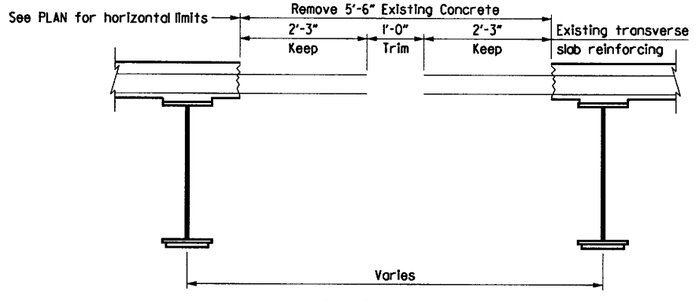
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	471	889
(1) A5582		SPAN DETAILS		58394



REMOVAL PLAN - STAGE I CONSTRUCTION

SCALE: 3/16" = 1'-0"



SECTION A-A

SCALE: 3/4" = 1'-0"

SHEET 1 OF 3
COMMON DETAILS OF 64' COMPOSITE W-BEAM SPANS 2 & 3
I-630 BRIDGE A OVER ROCK CREEK

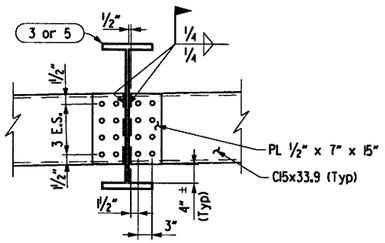
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/29/2015	FILENAME:	bca0608a3_s23i
CHECKED BY:	STS	DATE:	9/28/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. A5582 DRAWING NO. 58394

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(1)	See Stage I Removal Plans Dwg. No's. 58383 & 58394
(2)	Existing Diaphragm - Match-mark, remove, cut into two, and field-drill for reattachment with ¾"ø high-strength bolts after erection of Inserted Relocated Beam
(3)	Relocated Composite Shoring Beam - from Span I removal
(4)	Composite Shoring Beam Diaphragm - fabricated from Span 2 removal
(5)	Relocated Composite Shoring Beam - fabricated from Span 2 removal
(6)	Keep all existing studs, except where in conflict with kept deck, for embedment in replacment deck concrete.
(AX)	Existing Beam Number For Information Only, See Dwg. No. 58375



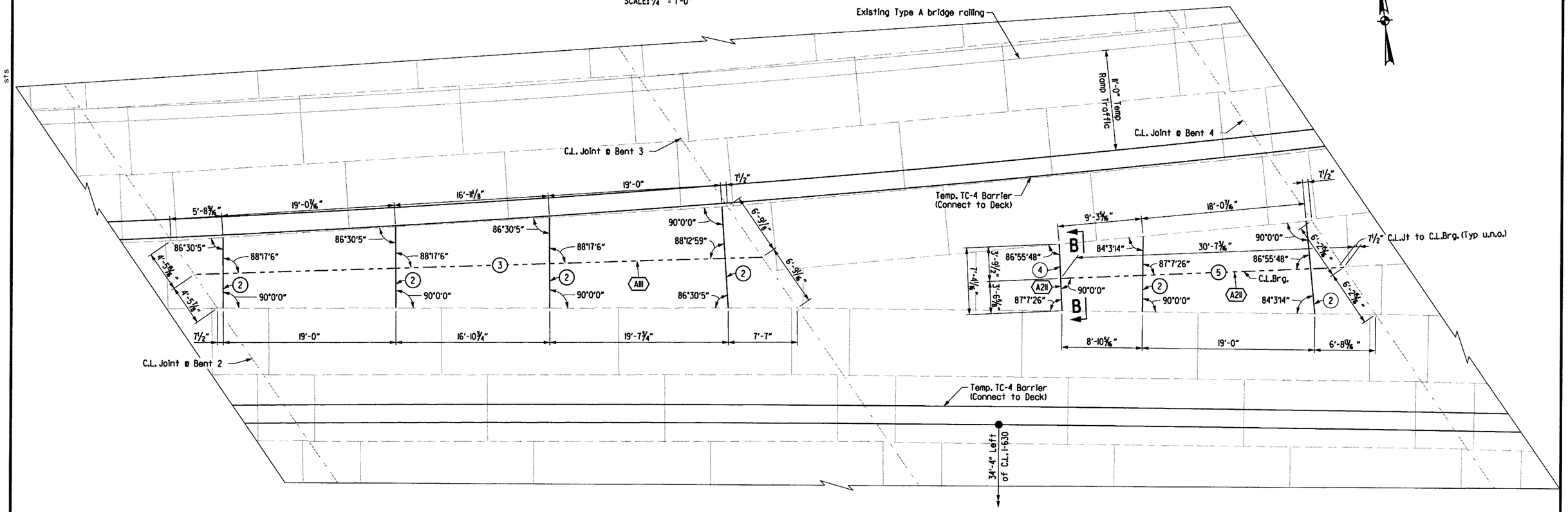
CONNECTION AT FIELD-CUT INTERMEDIATE DIAPHRAGMS

SCALE: ¼" = 1'-0"

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

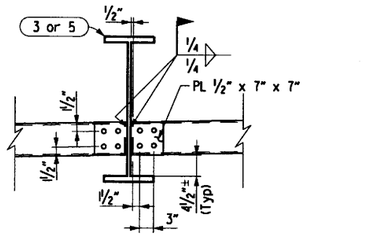
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	472	889
(1) A5582		SPAN DETAILS		58395



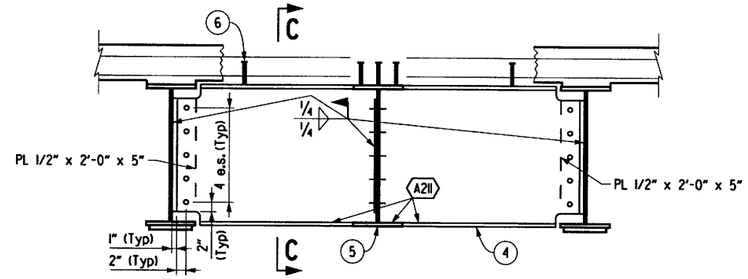
FRAMING PLAN - STAGE I CONSTRUCTION

SCALE: 3/16" = 1'-0"



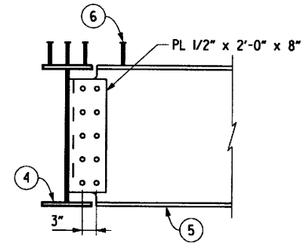
CONNECTION AT FIELD-CUT END DIAPHRAGMS

SCALE: ¾" = 1'-0"



VIEW B-B

SCALE: ¾" = 1'-0"



VIEW C-C

SCALE: ¾" = 1'-0"

SHEET 2 OF 3
COMMON DETAILS OF 64' COMPOSITE
W-BEAM SPANS 2 & 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/29/2015	FILENAME:	bca0608a3_s232
CHECKED BY:	STS	DATE:	9/28/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. A5582 DRAWING NO. 58395

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	473	889
(1) A5582		SPAN DETAILS		58396

STATE OF ARKANSAS
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27 June 2017

(1) Match Existing Slab Thickness, 7½" min., 2" clr. Top cover, 1" clr. Bottom cover.

(2) 4¾" Hi-Chairs, alternating pairs @ 4'-0" max. spacing each way (Typ.)

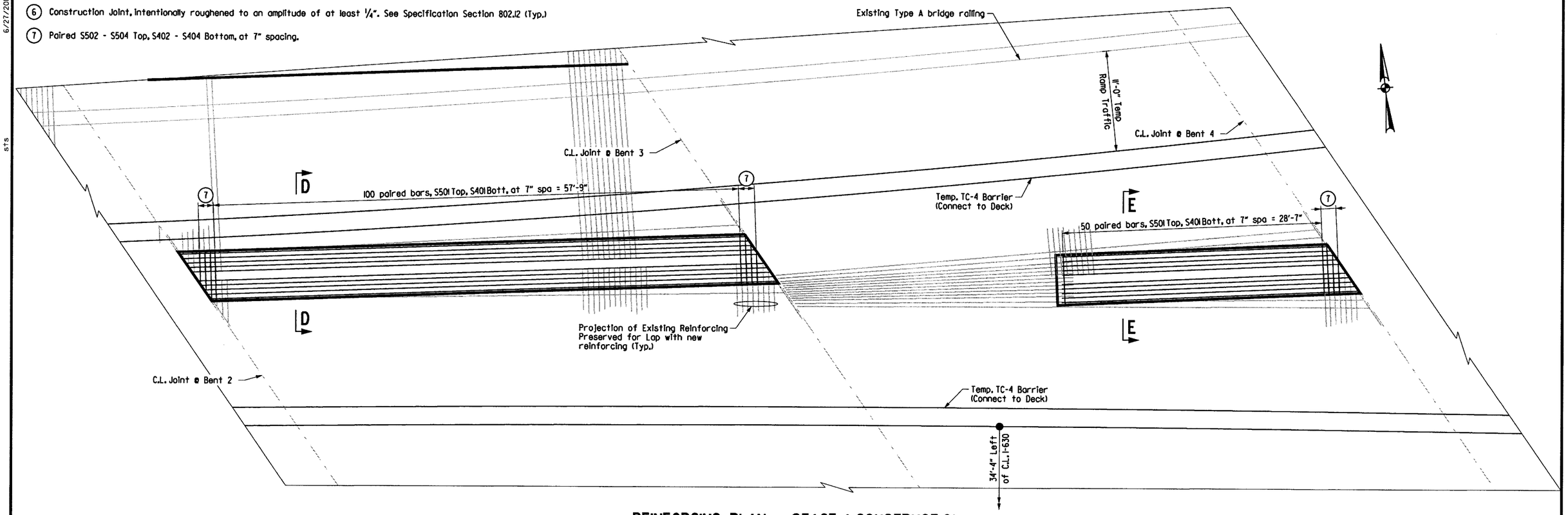
(3) Relocated Composite Shoring Beam - from Span 1 removal

(4) 1" Slab Bolster @ 4'-0" max. spacing each way (Typ.)

(5) Relocated Composite Shoring Beam - fabricated from Span 2 removal

(6) Construction Joint, intentionally roughened to an amplitude of at least ¼". See Specification Section 802.12 (Typ.)

(7) Paired S502 - S504 Top, S402 - S404 Bottom, at 7" spacing.



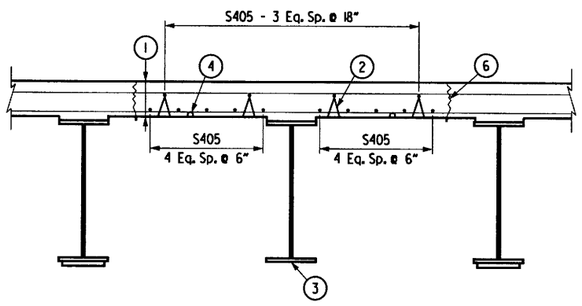
REINFORCING PLAN - STAGE I CONSTRUCTION

SCALE: 3/16" = 1'-0"

Note:
Reinforcing steel shall be paid for as Item 804 "REINFORCING STEEL - BRIDGE (GR. 60)".
Concrete shall be paid for as Item 802 "CLASS S(AE) CONCRETE - BRIDGE".

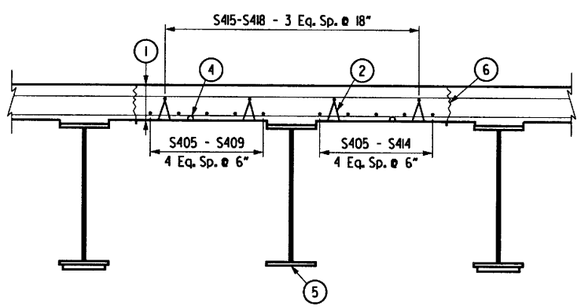
BAR LIST - Span 2 - Stage I Const

MARK	NO. REQ'D.	LENGTH
S401	100	5'-4"
S402	2	5'-1"
S403	2	4'-2"
S404	2	3'-3"
S405	28	32'-0"
S501	100	5'-4"
S502	2	5'-1"
S503	2	4'-2"
S504	2	3'-3"



SECTION D-D

SCALE: ¾" = 1'-0"



SECTION E-E

SCALE: ¾" = 1'-0"

BAR LIST - Span 3 - Stage I Const

MARK	NO. REQ'D.	LENGTH
S401	50	5'-4"
S402	1	5'-1"
S403	1	4'-2"
S404	1	3'-3"
S405	1	29'-2"
S406	1	29'-6"
S407	1	29'-10"
S408	1	30'-2"
S409	1	30'-6"
S410	1	31'-2"
S411	1	31'-6"
S412	1	31'-10"
S413	1	32'-2"
S414	1	32'-7"
S415	1	29'-4"
S416	1	30'-4"
S417	1	31'-4"
S418	1	32'-4"
S501	50	5'-4"
S502	1	5'-1"
S503	1	4'-2"
S504	1	3'-3"

SHEET 3 OF 3
COMMON DETAILS OF 64' COMPOSITE W-BEAM SPANS 2 & 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/29/2015
CHECKED BY: STS DATE: 9/28/2015
DESIGNED BY: KH DATE: 10/2/2015
FILENAME: bca0608a3_s233
SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 58396

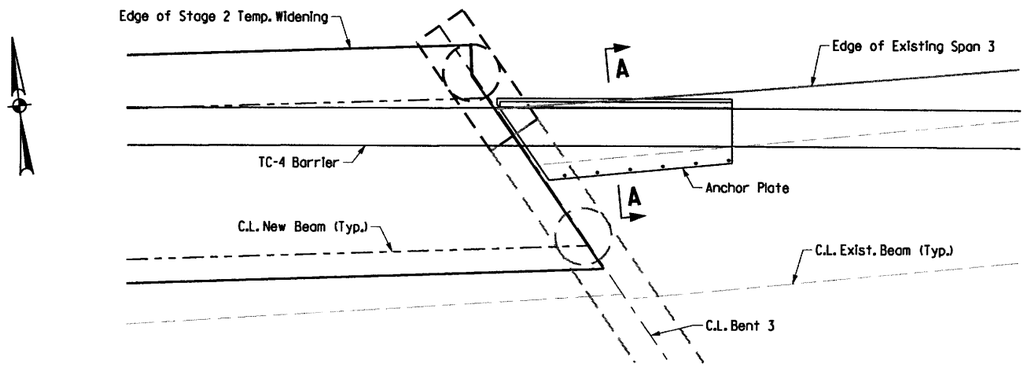
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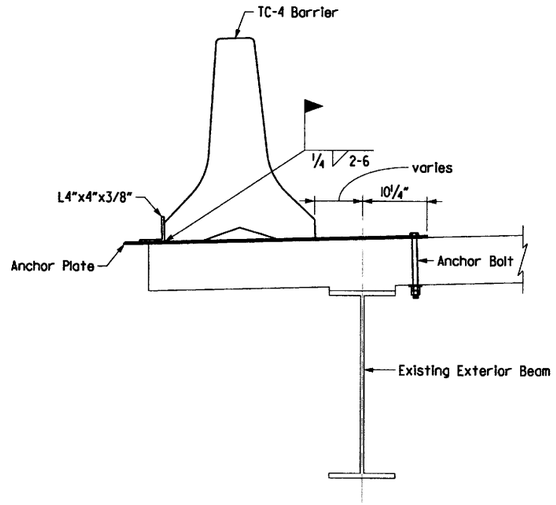
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	474	889
				(1) A5582		SPL BARRIER		58397

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



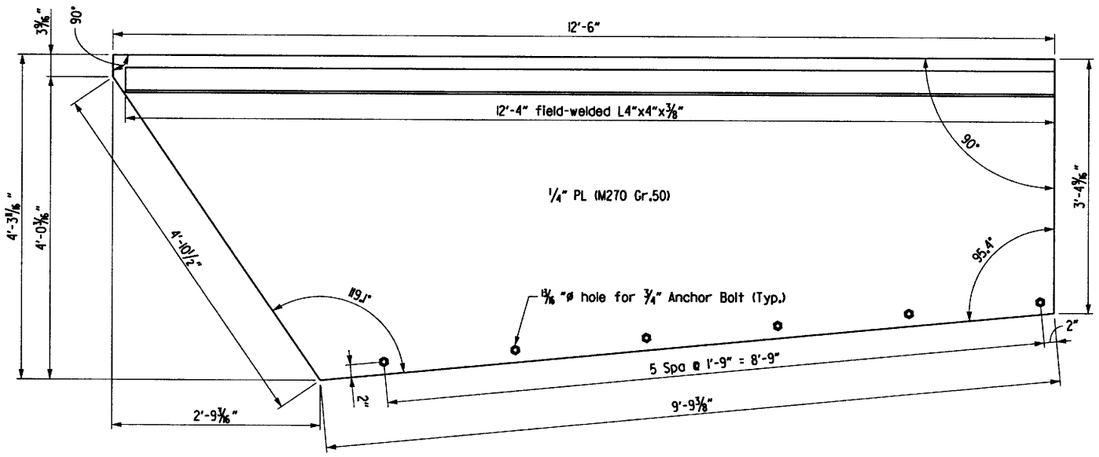
PLAN
SCALE: 1/4" = 1'-0"



SECTION A-A
N.T.S.

SPECIAL BARRIER STABILIZATION NOTES:

1. Barrier Stabilization is required during Stage 2 placement of Temporary Precast Barrier along the left edge of Stage 2 widened Bridge No. A5582. Refer to BARRIER STABILIZATION DETAIL - BRIDGE DECKS on Standard Drawing TC-4 for the remainder of spans not explicitly addressed by this drawing.
2. Pattern shown for anchor bolts, developed using existing bridge construction plans, which specified 7" spacing of transverse deck reinforcing. Existing top transverse reinforcing shall not be cut, therefore when placing Anchor Plate, it shall be shifted from the location shown, no more than 3½" in either direction along the Exterior Beam, to avoid conflict between drilled holes for ¾" diameter Anchor Bolts and existing top transverse slab reinforcing bars.
3. Structural steel shall be AASHTO-M270. Anchor Plate shall be Grade 50, angle shall be Grade 36 minimum.
4. Carbon steel Anchor Bolts shall be ¾" diameter, sufficient length for projection through Anchor Plate and full thickness of existing deck, have a washer with double nuts locked against each other beneath the deck, conform to AASHTO M-314 or ASTM F1554, and have minimum yield strength of 55 ksi. Compatibly threaded nuts shall conform to AASHTO M-291 or ASTM A563.
5. Payment for Anchor Plate, its Angle, and Fasteners shall be paid at the unit price bid for "Structural Steel in Beam Spans, (M 270, Gr.50)", all other required materials and work is included in the price for various barrier items.



ANCHOR PLATE DETAIL
SCALE: 1" = 1'-0"

TABLE OF QUANTITIES

Structural Steel in Beam Spans, (M 270, Gr.50) (LB)
473

SPECIAL BARRIER STABILIZATION DETAILS
STAGE 2 CONSTRUCTION
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/10/2016
CHECKED BY: STS DATE: 2/12/2016
DESIGNED BY: KH DATE: 2/10/2016
FILENAME: bca0608a3.r3i
SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 58397

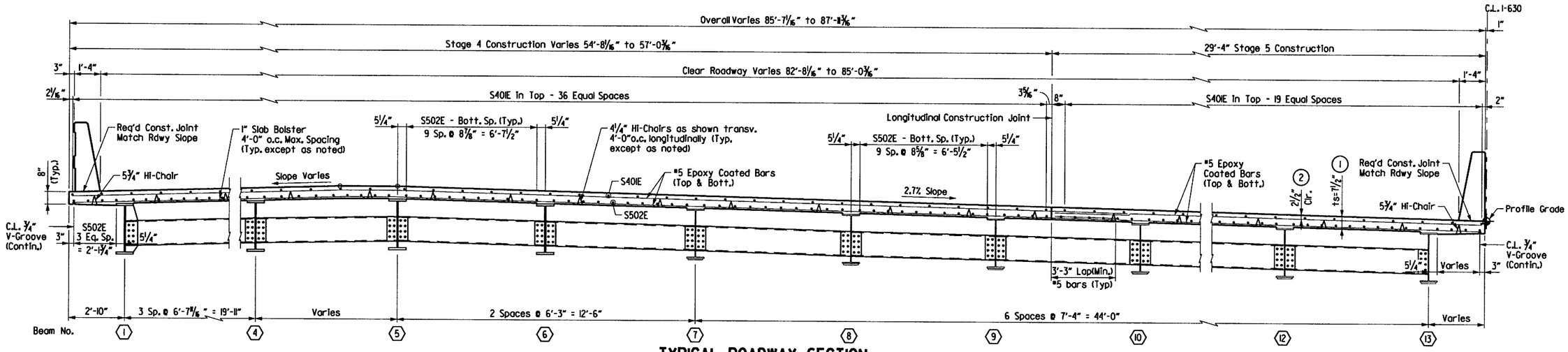
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6/27/2017
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No. 13072
STEPHEN T. SMILEY
27 June 2017

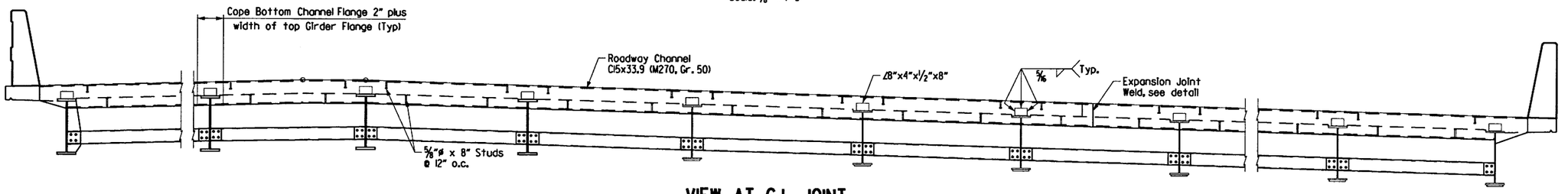
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	475	889
(1) A5582		SPAN DETAILS		58398



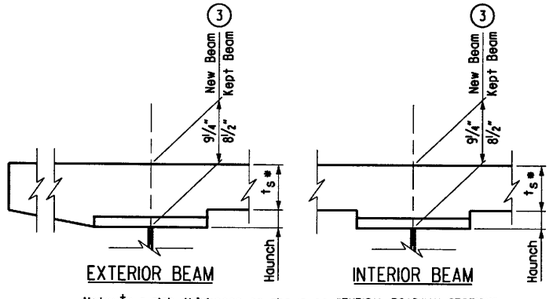
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: 3/8" = 1'-0"



VIEW AT C.L. JOINT

Scale: 3/8" = 1'-0"



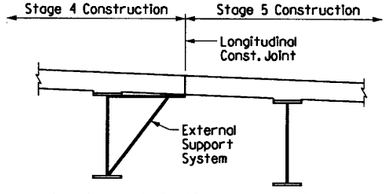
Note: t_s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1 3/4". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441



Stage 4 external supports in this bay shall remain in place until after completion of the Stage 5 deck pour. See Subsection 802.15 for additional information regarding their removal.

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming Is Used"
(2) Tolerance Minus = 1/4" Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"
(3) At C.L. of Bearing

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
#5 Bars Top and Bottom (See PLAN for Bar designation)
S70IE @ 13" Centers (Top Overhang)

Longitudinal:
S40IE @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS

Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. L's 8"x4"x1/2"
Detail Device 1/8" high and provide 1/4" shims using 1- 1/8" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

SHEET 1 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

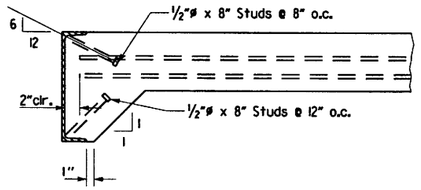
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CHECKED BY:	STS	DATE:	2/3/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. A5582 DRAWING NO. 58398

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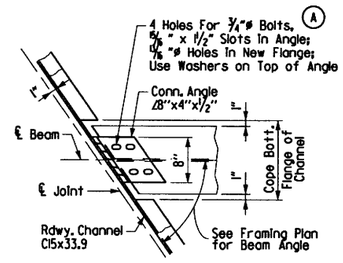
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	476	889
				(1) A5582		SPAN DETAILS		58399



Note: As an alternate to 5/8"ø studs, 1/2"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS
N.T.S.



CHANNEL CONNECTION DETAIL
N.T.S.

(A) At new connections to existing beams, 5/8"ø holes in angle shall be field drilled in lieu of the 5/8" x 1 1/2" slots. 5/8"ø holes in angle shall align with existing holes in existing girder flanges.

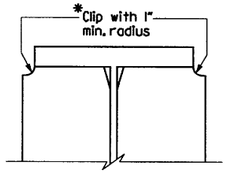


PLATE CLIP DETAIL
N.T.S.

* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

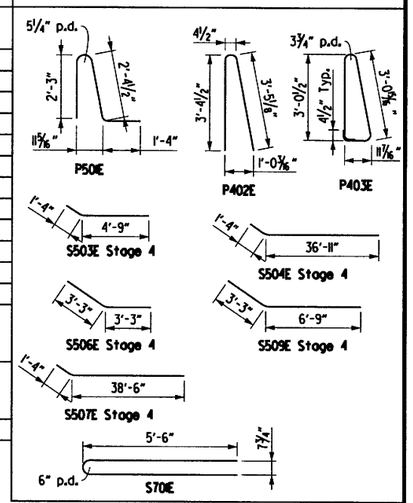
STAGE 4 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	24	6'-2"	3 3/4"
P402E	24	7'-0"	3 3/4"
P403E	0	8'-0"	3 3/4"
P404E	55	12'-0"	Str.
S401E	48	63'-8"	Str.
S502E	88	63'-8"	Str.
S503E	8	6'-1"	3 3/4"
S504E	2 Ea	38'-3"	3 3/4"
S505E	2 Ea	36'-11"	Str.
S506E	8	6'-6"	3 3/4"
S507E	2 Ea	39'-10"	3 3/4"
S508E	2 Ea	38'-6"	Str.
S509E	12	10'-0"	3 3/4"
S510E to S579E	2 Ea	5'-3" to 60'-3"	Str.
S580E to S5118E	2 Ea	60'-9" to 61'-7"	Str.
S5119E to S5186E	2 Ea	59'-10" to 8'-9"	Str.
S701E	109	11'-2"	6"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	24	6'-2"	3 3/4"
P402E	24	7'-0"	3 3/4"
P403E	0	8'-0"	3 3/4"
P405E	44	12'-5"	Str.
P406E	11	11'-5"	Str.
S401E	48	63'-8"	Str.
S500E	80	29'-1"	Str.
S502E	88	63'-8"	Str.
S503E	2 Ea	34'-10"	Str.
S504E	2 Ea	34'-10"	Str.
S505E	12	6'-4"	Str.
S506E to S538E	2 Ea	4'-5" to 29'-1"	Str.
S539E to S571E	2 Ea	29'-1" to 5'-4"	Str.
S701E	113	11'-2"	6"

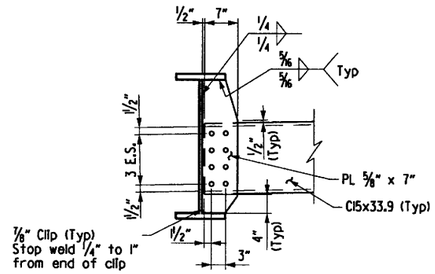
Bending Diagrams
(Dimensions are out to out of bars)



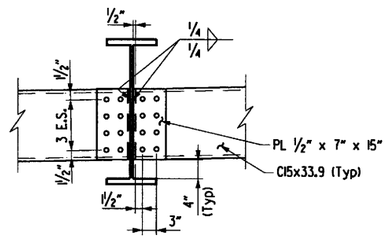
PARAPET RAIL VARIABLES
See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Open	12'-4 11/16"	4'-2 3/8"	P404E
Closed	12'-4 11/16"		P404E
Open	12'-9 9/16"	4'-4 3/4"	P405E
Closed	12'-9 9/16"		P405E
Closed-E	12'-9 9/16"		P406E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

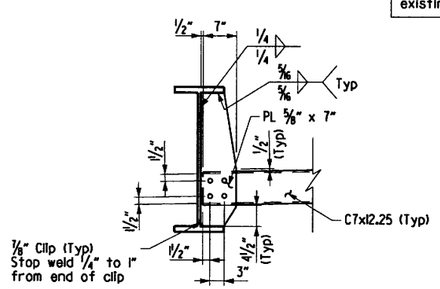


DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM
SCALE: 3/4" = 1'-0"

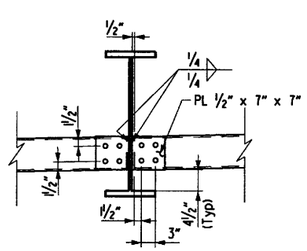


DIAPHRAGM CONNECTION AT INTERIOR BEAMS
SCALE: 3/4" = 1'-0"

See FRAMING PLAN, Dwg. No. 58401
Spacing shown for New connections, may not match bolt patterns of Kept existing members.



DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT
SCALE: 3/4" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT
SCALE: 3/4" = 1'-0"

SHEET 2 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca0608a3_s32
CHECKED BY:	STS	DATE:	2/3/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

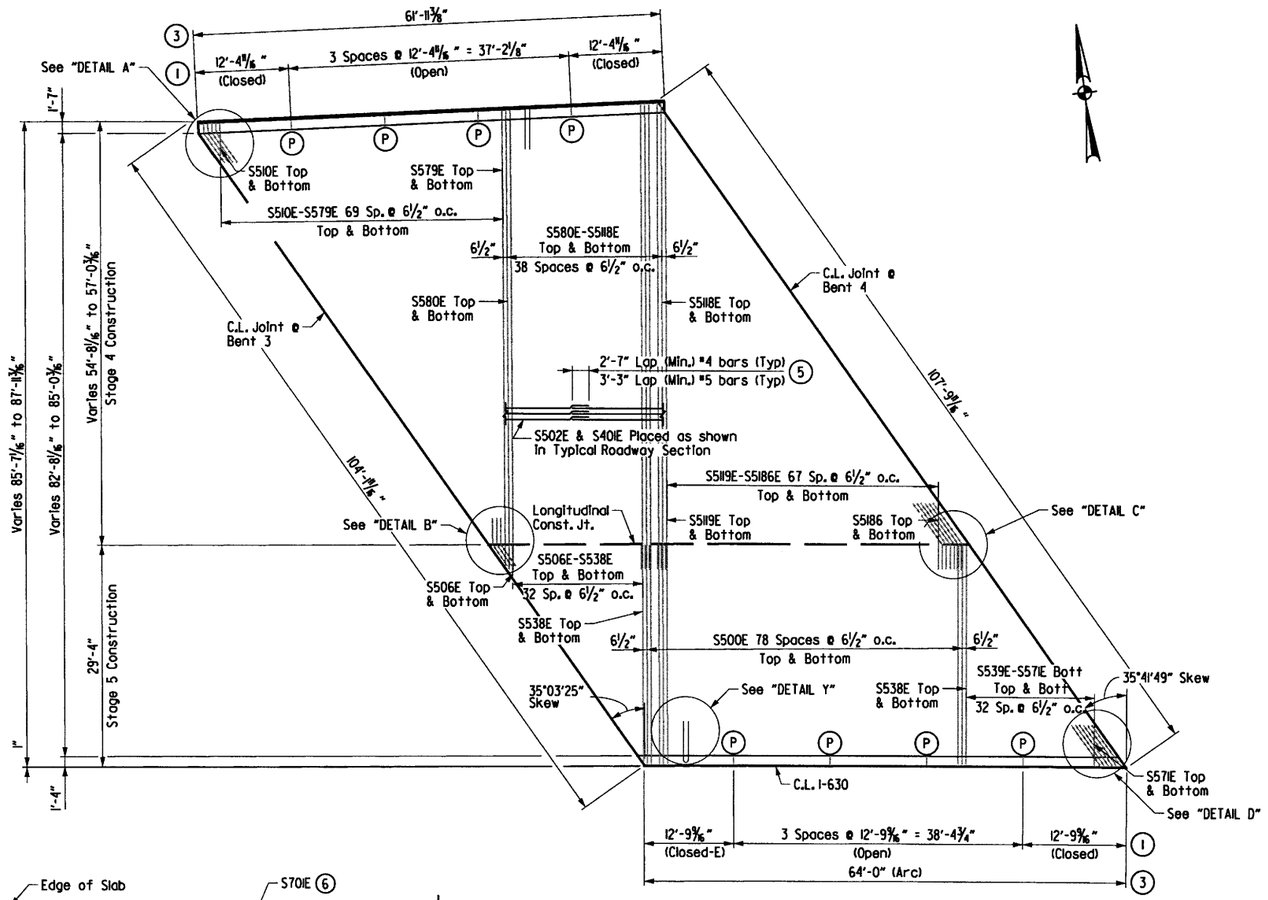
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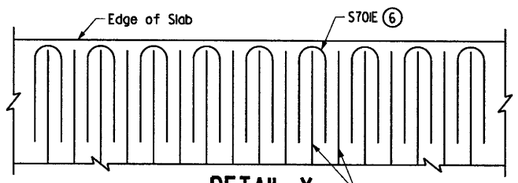
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				6	ARK.			
				JOB NO.		CA0608	477	889
				(1) A5582		SPAN DETAILS		58400

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



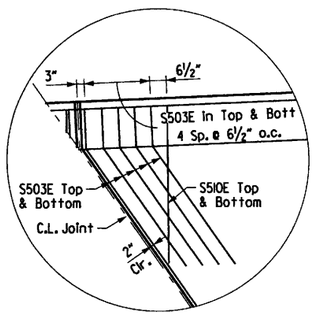
REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'



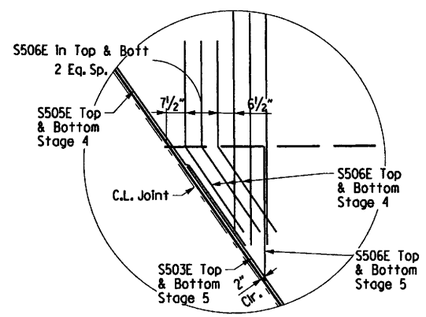
DETAIL Y

No Scale



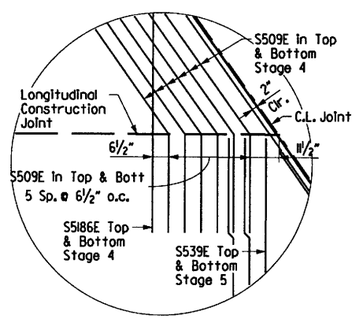
DETAIL A

NO SCALE



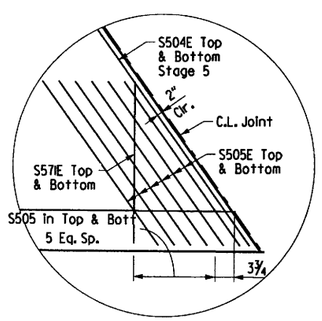
DETAIL B

NO SCALE



DETAIL C

NO SCALE



DETAIL D

NO SCALE

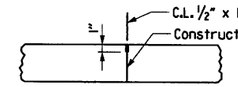
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

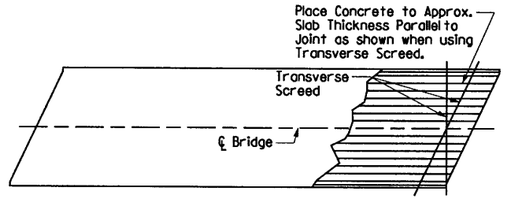
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Sealant must be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT DETAIL

No Scale



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

CONCRETE PLACEMENT PROCEDURE

No Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.
(2) Dimensions measured along horizontal control line.
(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
(4) Dimensions measured along centerline of joint.
(5) Min Laps also applicable to splices in Transverse Reinforcing.
(6) Centered every other top transverse bar.
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 3 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

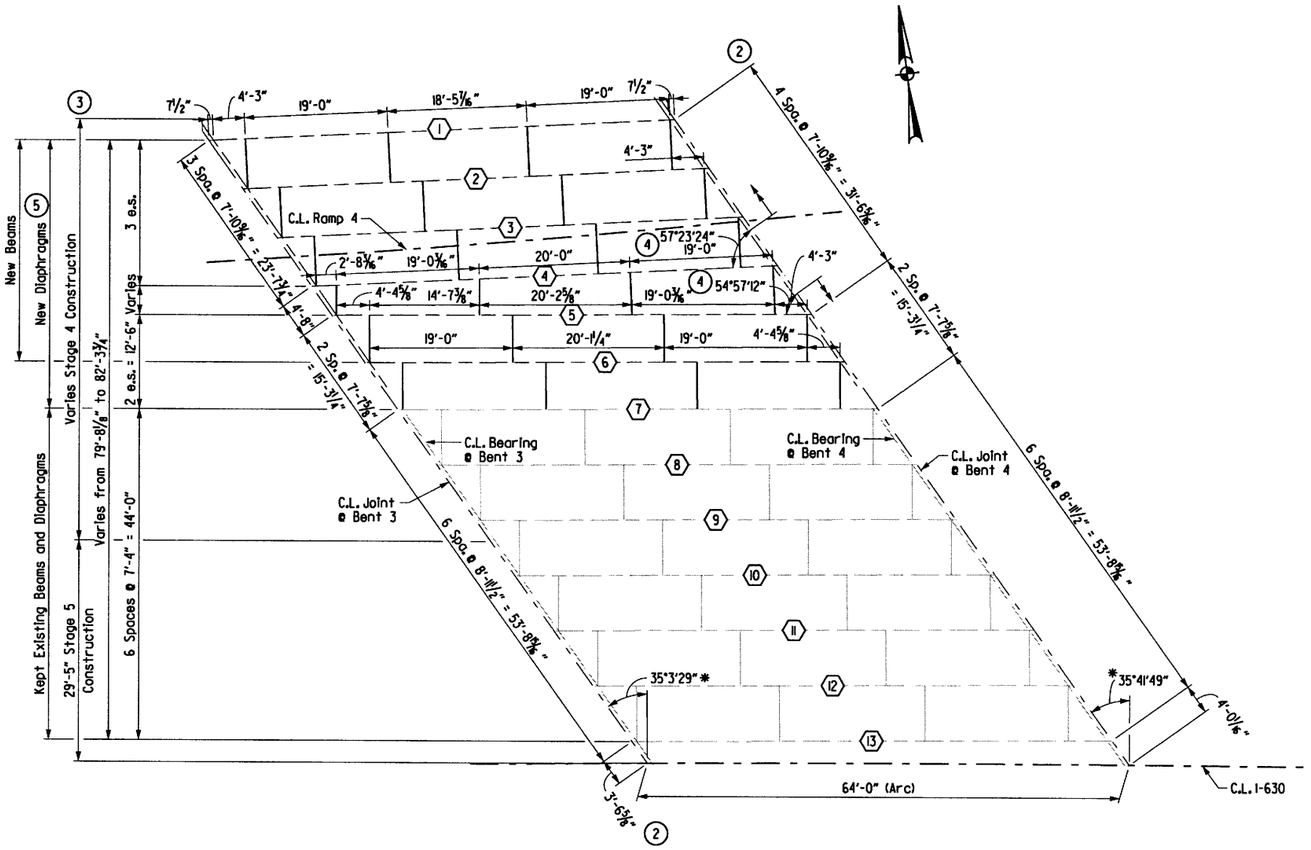
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DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. A5582 DRAWING NO. 58400

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	478	889
				(1) A5582		SPAN DETAILS		58401

STATE OF ARKANSAS
Stephen T. Smiley
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No. 13072
STEPHEN T. SMILEY
27 June 2017



(X) Beam number

* Skew Angle at Centerline Joint measured from radial line.

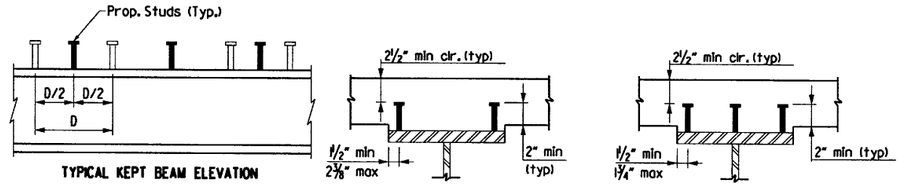
(2) Measured along C.L. of Joint

(3) Measured radial from C.L. I-630

(4) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.

(5) See TABLE FOR BRACING for: Horizontal distance along diaphragm line between adjacent centerlines of beams (required diaphragm length appropriately shorter), slope (paralleling Roadway surface, + = up to the right looking ahead) along the diaphragm from left to right, and recommendations for where field drilling likely necessary for bolted connections between new and existing members, with new high strength ¾" diameter fasteners. Diaphragms are New members unless tabulated as Kept existing members for reuse. Spacing along Bays 1 through 3 identical. Spacing along Bays 5 & 6 identical.

FRAMING PLAN
SCALE: 1" = 10'



TYPICAL KEPT BEAM ELEVATION

Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 7-13
Not to Scale

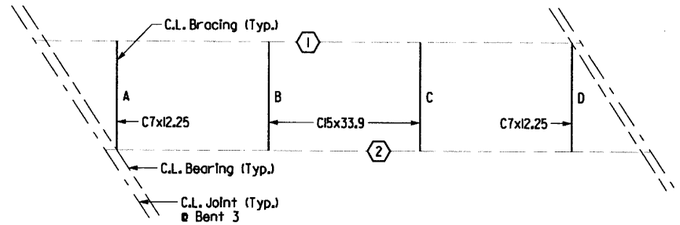
¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361-¾" dia. studs in place of one ⅞" dia. stud.

SHEAR CONNECTOR DETAIL NEW BEAMS 1-6
Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

TABLE FOR BRACING (5)

Brace	Hrz. Dist.	Rise/12"	Field Drill
1-2A	6'-7 11/16"	0 1/8"	No
1-2B	6'-7 11/16"	0 3/16"	No
1-2C	6'-7 11/16"	0 3/16"	No
1-2D	6'-7 11/16"	0 1/4"	No
2-3A	6'-7 11/16"	0 1/8"	No
2-3B	6'-7 11/16"	0 3/16"	No
2-3C	6'-7 11/16"	0 3/16"	No
2-3D	6'-7 11/16"	0 1/4"	No
3-4A	6'-7 11/16"	0 1/8"	No
3-4B	6'-7 11/16"	0 3/16"	No
3-4C	6'-7 11/16"	0 1/4"	No
3-4D	6'-7 11/16"	0 1/4"	No
4-5A	3'-11 1/2"	0 1/8"	No
4-5B	4'-9 1/4"	0 1/8"	No
4-5C	5'-7 1/2"	0 1/16"	No
4-5D	6'-5 3/16"	0 1/16"	No
5-6A	6'-3"	-0 5/16"	No
5-6B	6'-3"	-0 5/16"	No
5-6C	6'-3"	-0 5/16"	No
5-6D	6'-3"	-0 5/16"	No
6-7A	6'-3"	-0 5/16"	Right End
6-7B	6'-3"	-0 5/16"	Right End
6-7C	6'-3"	-0 5/16"	Right End
6-7D	6'-3"	-0 5/16"	Right End



TYPICAL BRACING BAY
N.T.S.
(Beams 1 & 2 shown for Bay 1, other Bays similar.) (5)

TABLE FOR WELD

Material Thickness of Thicker Part Joined (inches)	Minimum Size of Fillet Weld (inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	5/16"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

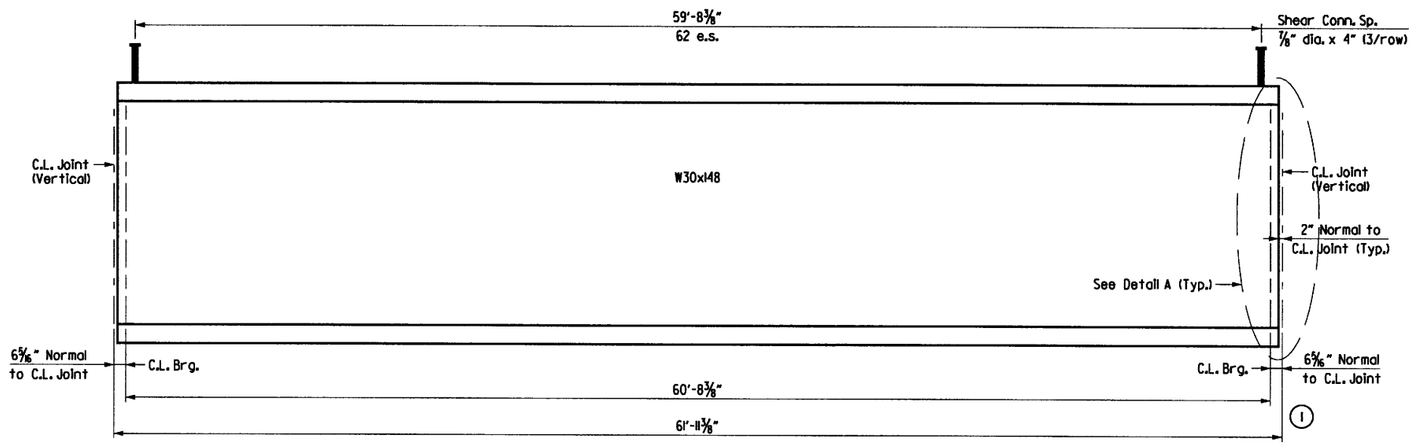
SHEET 4 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

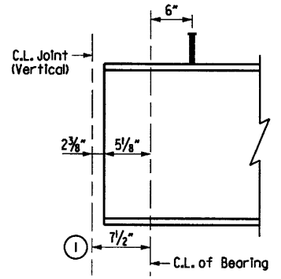
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CHECKED BY: STS DATE: 2/3/2015
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SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 58401

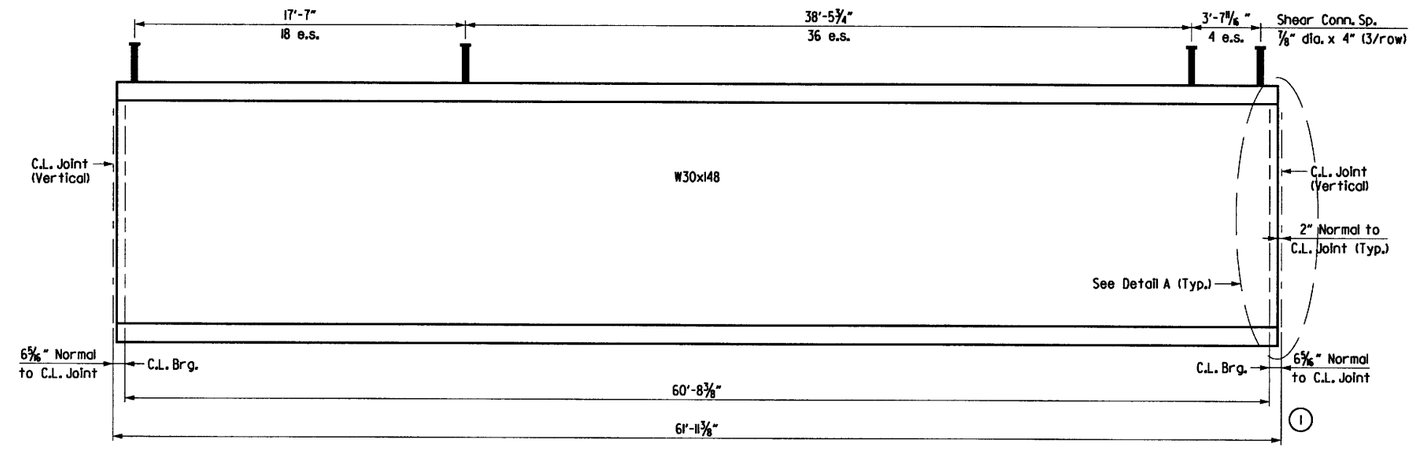
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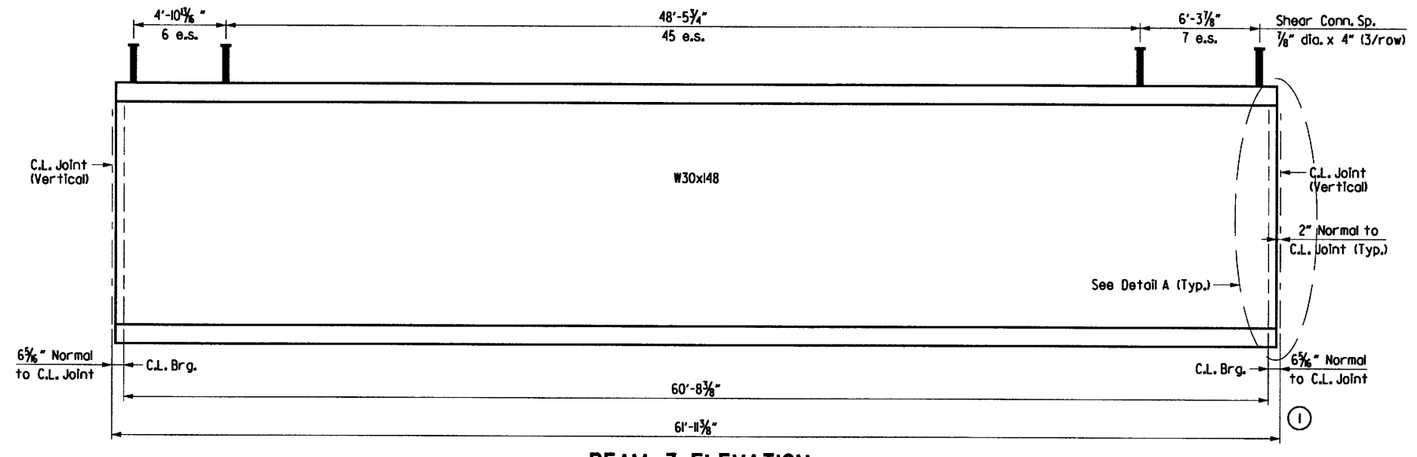
BEAM 1 ELEVATION



DETAIL A
No Scale



BEAM 2 ELEVATION



BEAM 3 ELEVATION

1 Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	479	889
1 A5582		SPAN DETAILS		58402

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017

SHEET 5 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

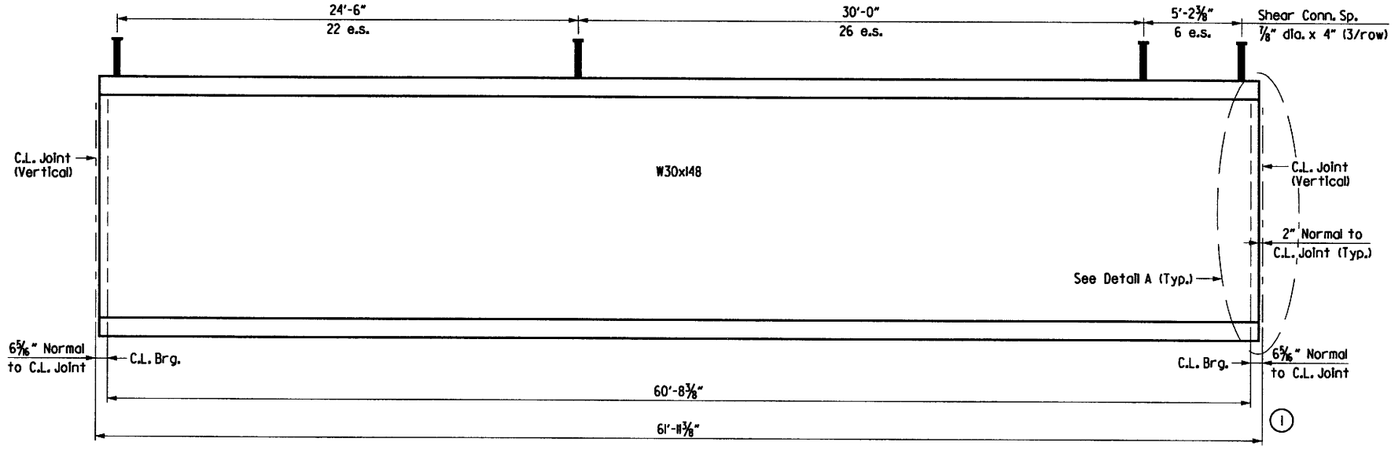
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	8/18/2015		

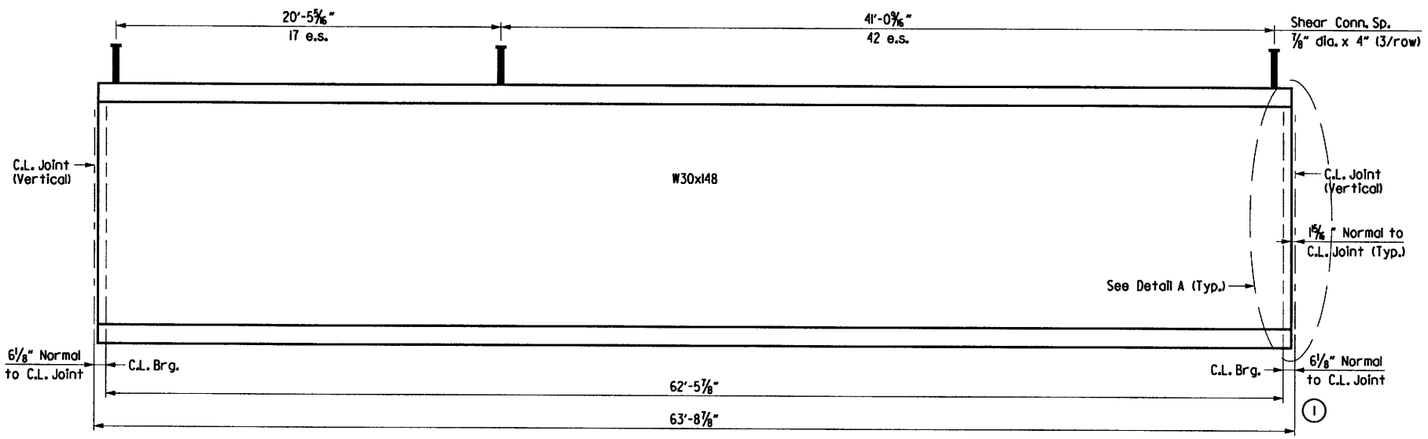
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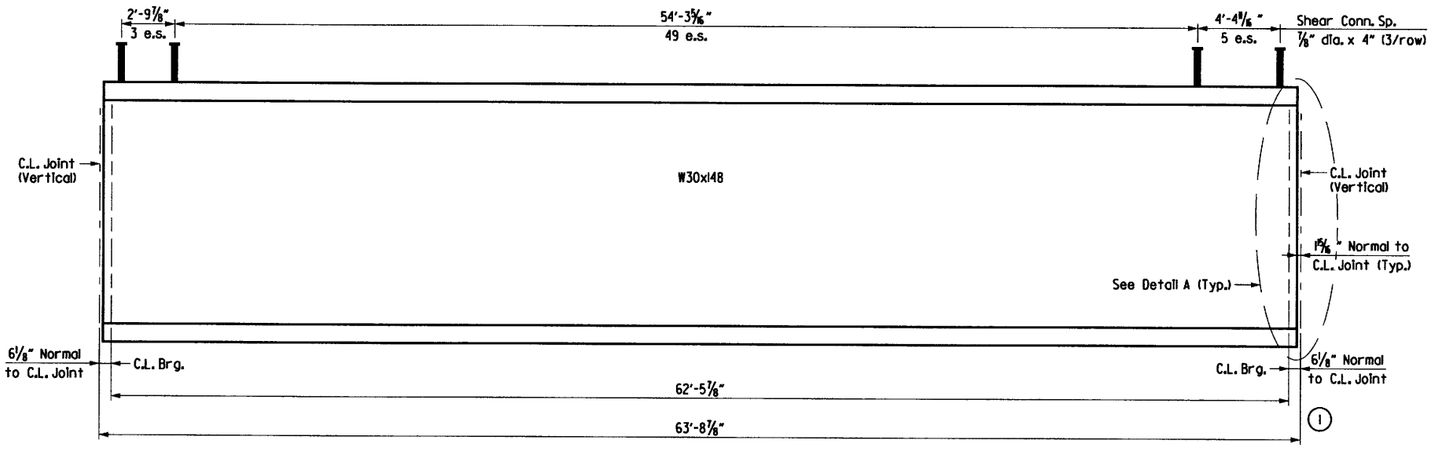
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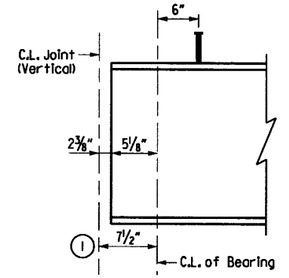
BEAM 4 ELEVATION



BEAM 5 ELEVATION



BEAM 6 ELEVATION



DETAIL A

No Scale

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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STEPHEN T. SMILEY

27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	480	889
				(1) A5582		SPAN DETAILS		58403

SHEET 6 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 8/19/2015
CHECKED BY: STS DATE: 8/20/2015
DESIGNED BY: KH DATE: 8/18/2015
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BRIDGE NO. A5582 DRAWING NO. 58403

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	481	889
(1) A5582		SPAN DETAILS		58404

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

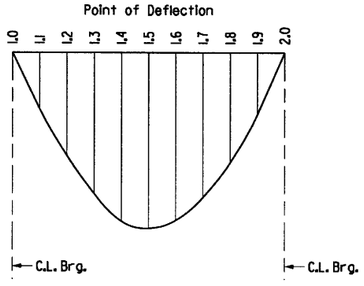
TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)												
		Structural Steel												
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Exist 13
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	L1	0.075	0.077	0.076	0.077	0.084	0.086	0.091	0.091	0.091	0.091	0.091	0.091	0.098
	L2	0.138	0.144	0.143	0.145	0.157	0.162	0.168	0.17	0.17	0.17	0.17	0.169	0.175
	L3	0.19	0.201	0.199	0.203	0.22	0.225	0.234	0.235	0.235	0.235	0.235	0.235	0.231
	L4	0.229	0.237	0.234	0.238	0.258	0.264	0.273	0.275	0.275	0.275	0.275	0.274	0.265
	L5	0.238	0.248	0.246	0.25	0.27	0.277	0.286	0.288	0.288	0.288	0.288	0.287	0.277
	L6	0.227	0.237	0.234	0.238	0.258	0.264	0.273	0.275	0.275	0.275	0.275	0.274	0.268
	L7	0.196	0.202	0.2	0.204	0.221	0.226	0.234	0.236	0.236	0.236	0.236	0.235	0.234
	L8	0.149	0.15	0.148	0.151	0.163	0.167	0.174	0.175	0.175	0.175	0.175	0.175	0.174
	L9	0.084	0.08	0.079	0.08	0.087	0.089	0.093	0.093	0.093	0.093	0.093	0.093	0.091
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)												
		Steel + Slab												
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Exist 13
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	L1	0.387	0.424	0.418	0.387	0.414	0.457	0.557	0.599	0.599	0.599	0.6	0.597	0.592
	L2	0.714	0.792	0.782	0.727	0.776	0.856	1.034	1.114	1.114	1.114	1.116	1.11	1.056
	L3	0.984	1.105	1.09	1.019	1.086	1.194	1.434	1.541	1.543	1.542	1.544	1.538	1.391
	L4	1.183	1.3	1.282	1.2	1.275	1.4	1.673	1.8	1.802	1.801	1.803	1.794	1.596
	L5	1.232	1.364	1.345	1.26	1.339	1.469	1.752	1.885	1.887	1.886	1.888	1.879	1.671
	L6	1.175	1.301	1.282	1.202	1.28	1.4	1.673	1.799	1.802	1.801	1.803	1.794	1.617
	L7	1.016	1.112	1.096	1.03	1.096	1.197	1.435	1.544	1.546	1.545	1.547	1.54	1.409
	L8	0.772	0.824	0.811	0.763	0.812	0.886	1.067	1.147	1.148	1.147	1.149	1.144	1.052
	L9	0.434	0.438	0.432	0.405	0.433	0.471	0.57	0.609	0.61	0.609	0.611	0.608	0.552
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)												
		Steel + Slab + Parapets												
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Exist 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Exist 13
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	L1	0.435	0.468	0.452	0.399	0.416	0.456	0.556	0.598	0.6	0.61	0.636	0.645	0.65
	L2	0.803	0.875	0.845	0.749	0.78	0.854	1.032	1.112	1.115	1.134	1.183	1.199	1.16
	L3	1.107	1.22	1.178	1.05	1.091	1.191	1.431	1.538	1.545	1.571	1.637	1.661	1.527
	L4	1.331	1.435	1.384	1.236	1.281	1.397	1.67	1.797	1.804	1.835	1.911	1.937	1.752
	L5	1.386	1.506	1.452	1.297	1.345	1.466	1.748	1.881	1.889	1.922	2.002	2.029	1.834
	L6	1.323	1.436	1.384	1.237	1.286	1.397	1.67	1.796	1.804	1.836	1.912	1.937	1.774
	L7	1.144	1.228	1.183	1.059	1.101	1.195	1.432	1.541	1.548	1.575	1.641	1.663	1.546
	L8	0.869	0.91	0.875	0.784	0.816	0.884	1.065	1.145	1.149	1.17	1.219	1.235	1.154
	L9	0.489	0.484	0.466	0.416	0.435	0.47	0.569	0.608	0.611	0.621	0.649	0.657	0.606
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Coincident Top of Slab Elevation (ft)				
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5
	L0	333.97	334.05	334.15	334.26	334.31
Span 3	L1	333.98	334.07	334.18	334.29	334.35
	L2	334.00	334.11	334.21	334.32	334.39
	L3	334.01	334.12	334.24	334.36	334.42
	L4	334.03	334.14	334.26	334.39	334.46
	L5	334.04	334.17	334.30	334.43	334.49
	L6	334.06	334.18	334.32	334.47	334.53
	L7	334.08	334.22	334.35	334.50	334.56
	L8	334.09	334.23	334.39	334.54	334.60
	L9	334.11	334.26	334.41	334.58	334.63
	2.0	334.13	334.27	334.44	334.62	334.67



DEAD LOAD DEFLECTION DIAGRAM

SHEET 7 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 8/19/2015
CHECKED BY: STS DATE: 8/20/2015
DESIGNED BY: KH DATE: 8/18/2015
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SCALE: NO SCALE

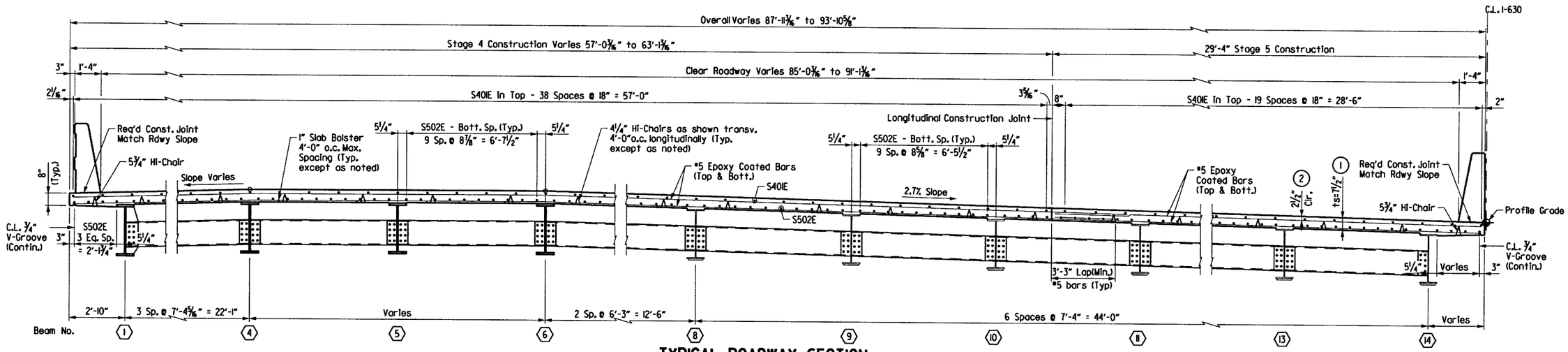
BRIDGE NO. A5582 DRAWING NO. 58404

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

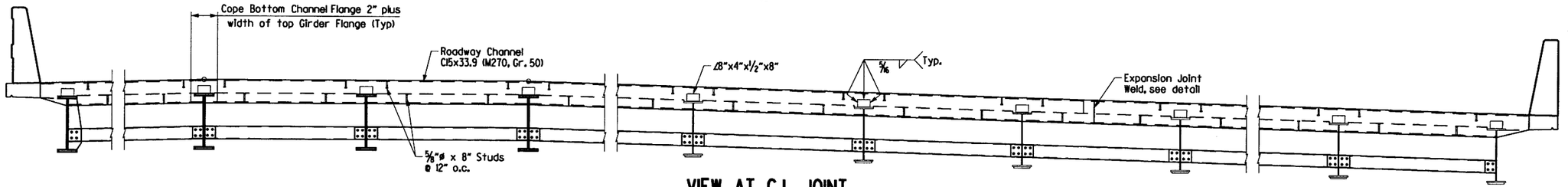
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	482	889
① A5582		SPAN DETAILS		58405



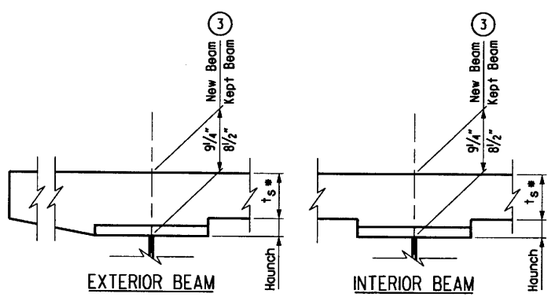
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: 3/8" = 1'-0"



VIEW AT C.L. JOINT

Scale: 3/8" = 1'-0"



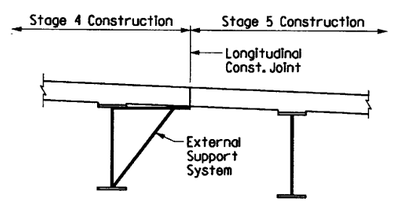
Note: t_s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1 3/4". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441



Stage 4 external supports in this bay shall remain in place until after completion of the Stage 5 deck pour. See Subsection 802.15 for additional information regarding their removal.

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale

① See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used"
② Tolerance Minus = 1/4" Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"
③ At C.L. of Bearing

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
#5 Bars Top and Bottom
(See PLAN for Bar designation)
S70lE @ 13" Centers (Top Overhang)

Longitudinal:
S40lE @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS

Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. L's 8"x4x1/2"
Detail Device 1/8" high and provide 1/4" shims using 1 - 1/8" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

SHEET 1 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	1/5/2015		

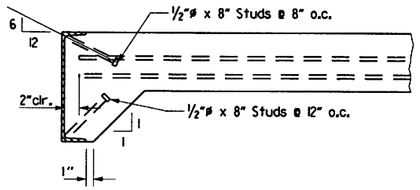
BRIDGE NO. A5582 DRAWING NO. 58405

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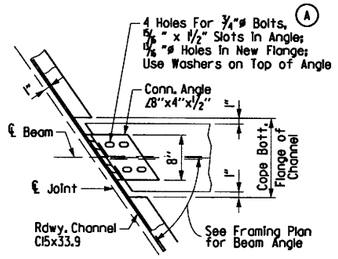
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	483	889
(1) A5582		SPAN DETAILS		58406

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS
N.T.S.



CHANNEL CONNECTION DETAIL
N.T.S.

Ⓐ At new connections to existing beams, ⅝"ø holes in angle shall be field drilled in lieu of the ⅝" x 1½" slots. ⅝"ø holes in angle shall align with existing holes in existing girder flanges.

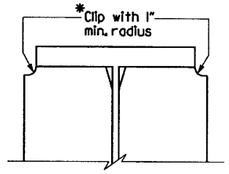


PLATE CLIP DETAIL
N.T.S.

* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

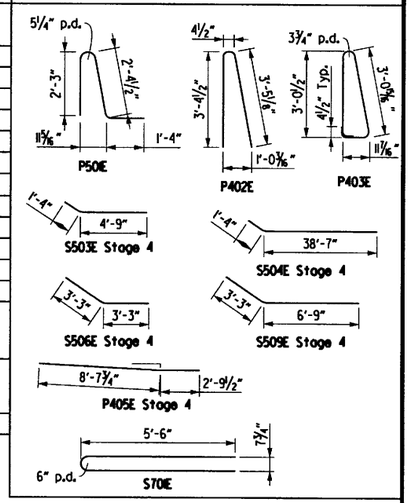
STAGE 4 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	16	6'-2"	3 3/4"
P402E	16	7'-0"	2"
P403E	8	8'-0"	2"
P404E	44	11'-6"	Str.
P405E	11	11'-6"	2"
S401E	48	63'-8"	Str.
S502E	88	63'-8"	Str.
S503E	8	6'-1"	3 3/4"
S504E	2 Ea	39'-11"	3 3/4"
S505E	2 Ea	38'-7"	Str.
S506E	8	6'-6"	3 3/4"
S507E	2 Ea	43'-5"	Str.
S508E	2 Ea	43'-5"	Str.
S509E	12	10'-0"	3 3/4"
S510E to S573E	2 Ea	5'-6" to 65'-8"	Str.
S574E to S5120E	2 Ea	65'-9" to 67'-6"	Str.
S5121E to S5180E	2 Ea	67'-1" to 8'-11"	Str.
S701E	111	11'-2"	6"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	24	5'-6"	Str.
P501E	16	6'-2"	3 3/4"
P402E	16	7'-0"	2"
P403E	8	8'-0"	2"
P406E	44	12'-5"	Str.
P407E	11	11'-5"	2"
S401E	48	63'-8"	Str.
S500E	80	29'-1"	Str.
S502E	88	63'-8"	Str.
S503E	2 Ea	35'-0"	Str.
S504E	2 Ea	35'-3"	Str.
S505E	12	6'-4"	Str.
S506E to S539E	2 Ea	4'-1" to 29'-1"	Str.
S540E to S572E	2 Ea	29'-1" to 5'-6"	Str.
S701E	113	11'-2"	6"

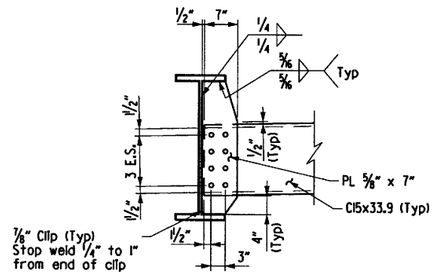
Bending Diagrams
(Dimensions are out to out of bars)



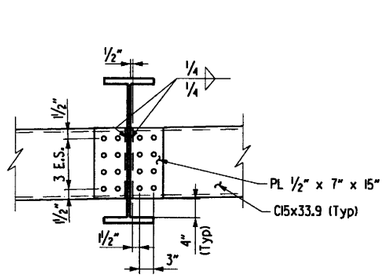
PARAPET RAIL VARIABLES
See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Open	11'-10 13/16"	3'-11 3/8"	P404E
Closed	11'-10 13/16"		P404E
Closed-E	11'-10 13/16"		P405E
Open	12'-9 9/16"	4'-4 3/4"	P406E
Closed	12'-9 9/16"		P406E
Closed-E	12'-9 9/16"		P407E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

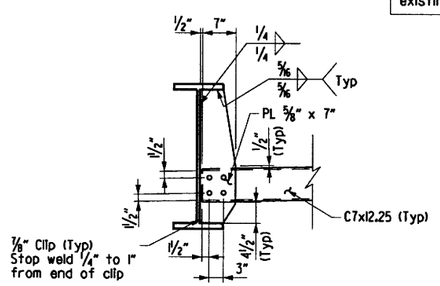


DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM
SCALE: ¾" = 1'-0"

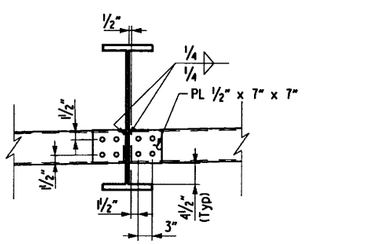


DIAPHRAGM CONNECTION AT INTERIOR BEAMS
SCALE: ¾" = 1'-0"

See FRAMING PLAN, Dwg. No. 58408
Spacing shown for New connections, may not match bolt patterns of Kept existing members.



DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT
SCALE: ¾" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT
SCALE: ¾" = 1'-0"

SHEET 2 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE A OVER ROCK CREEK

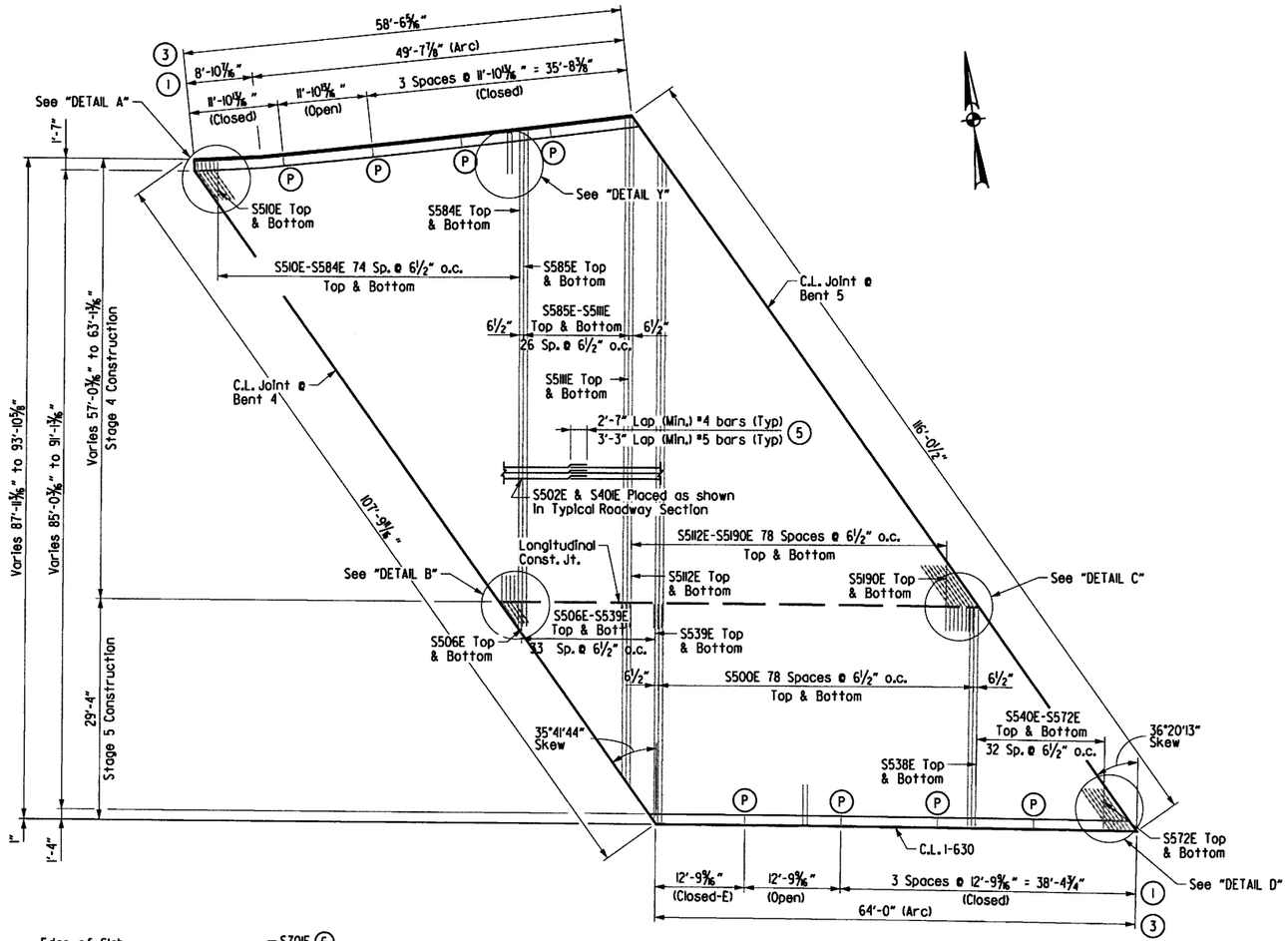
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. A5582 DRAWING NO. 58406

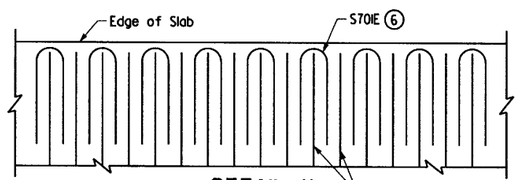
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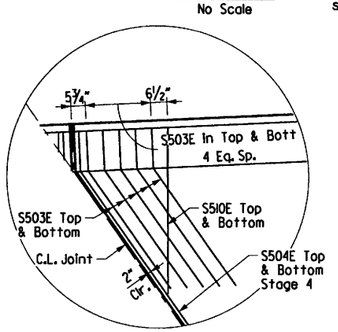
REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'



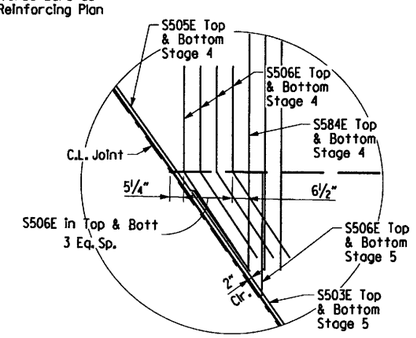
DETAIL Y

No Scale



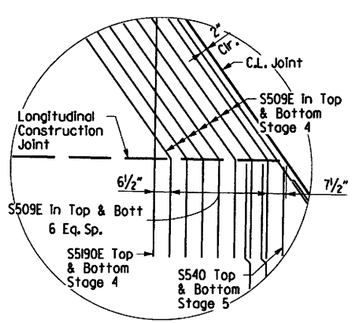
DETAIL A

NO SCALE



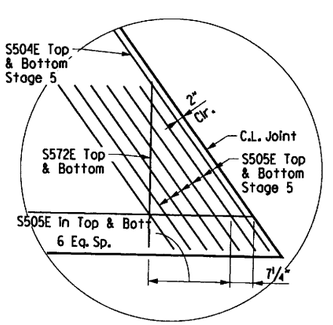
DETAIL B

NO SCALE



DETAIL C

NO SCALE



DETAIL D

NO SCALE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	484	889
				(1) A5582		SPAN DETAILS		58407

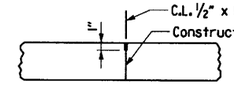
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

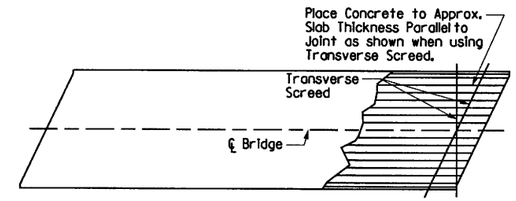
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be Installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Sealant must be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT DETAIL

No Scale



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

CONCRETE PLACEMENT PROCEDURE

No Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Centered every other top transverse bar.

(P) C.L. Partial Depth Parapet Joint (1¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 3 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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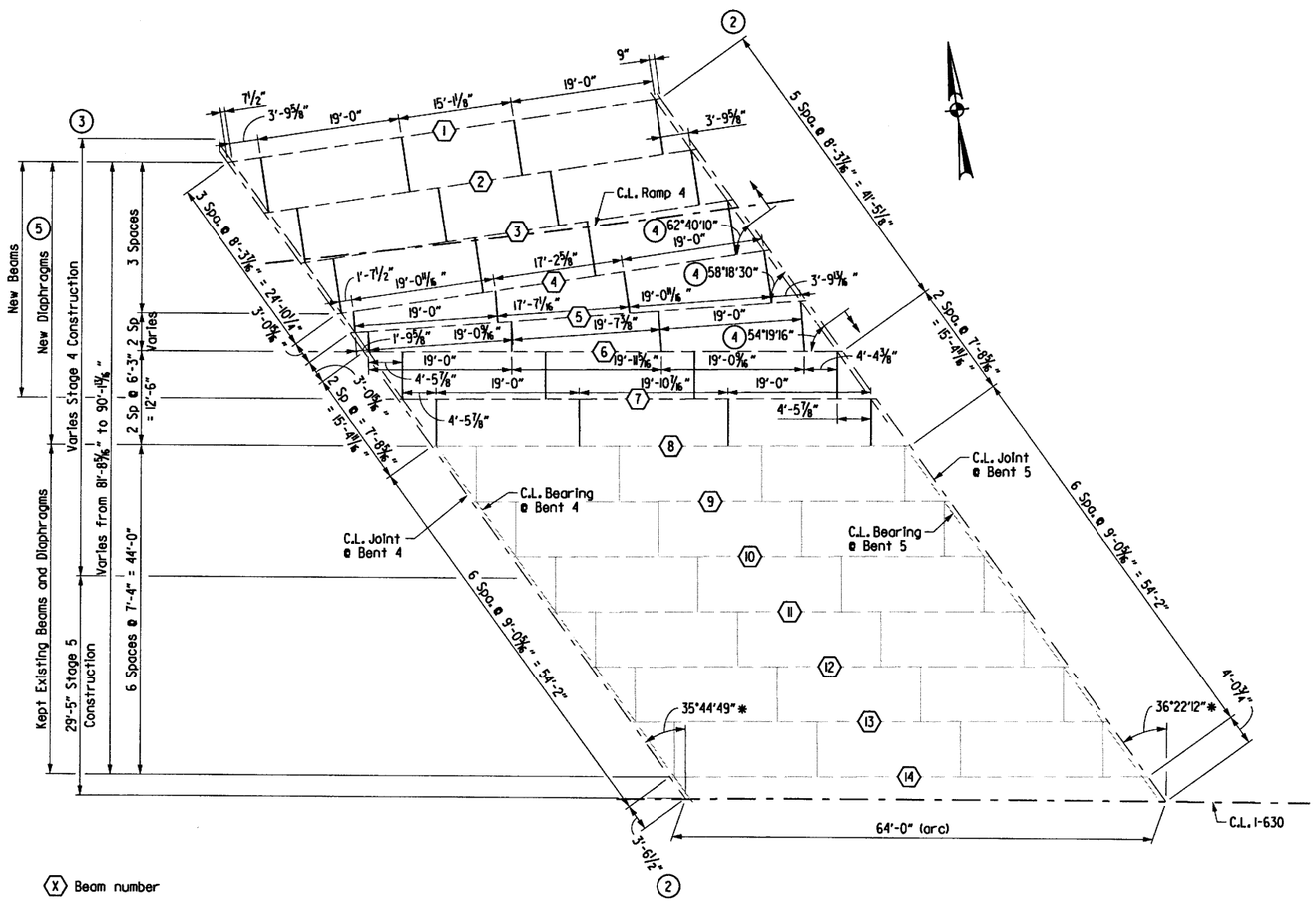
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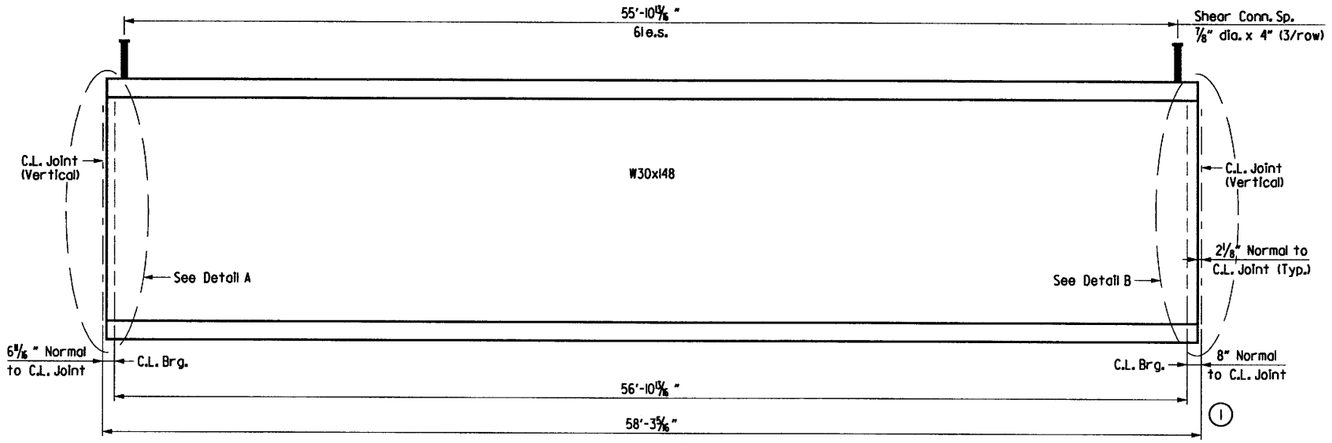
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	485	889
(1) A5582		SPAN DETAILS		58408

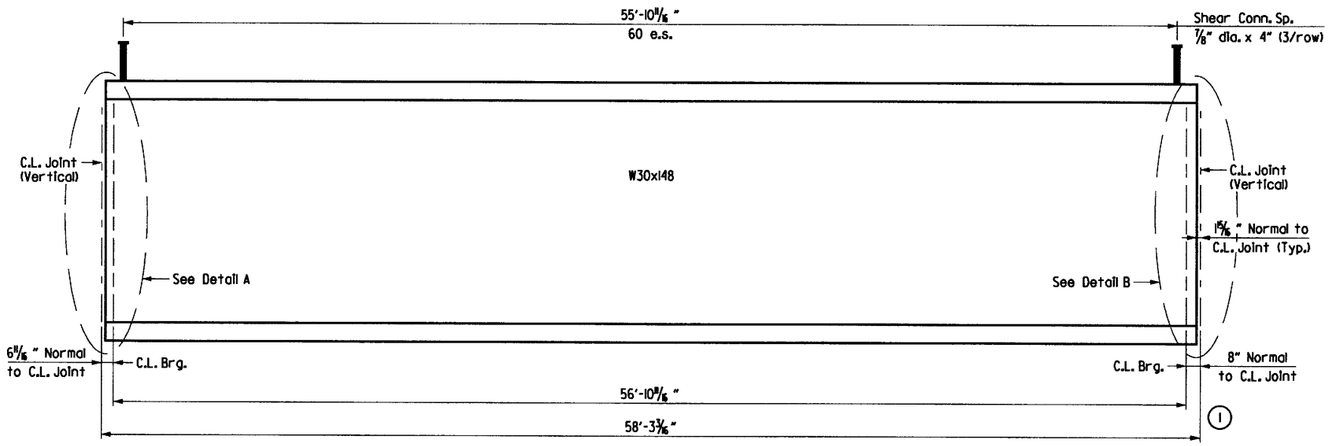
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017


New Beams
New Diaphragms
Varies Stage 4 Construction
Varies from 81'-8⅝" to 90'-11⅝"
3 Spaces
2 Sp @ 6'-3" = 12'-6"
2 Sp Varies
6 Spaces @ 7'-4" = 44'-0"
Kept Existing Beams and Diaphragms
29'-5" Stage 5 Construction
3 Spa. @ 8'-3⅛" = 24'-10⅛"
2 Spa. @ 7'-8⅝" = 15'-4⅛"
5 Spa. @ 8'-3⅛" = 41'-5⅛"
2 Spa. @ 7'-8⅝" = 15'-4⅛"
6 Spa. @ 9'-0⅛" = 54'-2"
6 Spa. @ 9'-0⅛" = 54'-2"
C.L. Ramp 4
C.L. Bearing @ Bent 4
C.L. Joint @ Bent 4
C.L. Joint @ Bent 5
C.L. Bearing @ Bent 5
C.L. I-630
62°40'10"
58°18'30"
54°19'16"
35°44'49"*
36°22'12"*
64'-0" (arc)
3'-6½"
4'-0¼"
4'-4⅜"
4'-5⅞"
3'-9⅝"
3'-0⅝"
9"
7½"
3'-9⅝"
19'-0"
15'-1⅛"
17'-2⅝"
17'-7⅛"
19'-7⅞"
19'-8⅜"
19'-10⅛"
1'-7½"
19'-0⅛"
1'-9⅝"
19'-0⅝"
1'-9⅝"
19'-0⅛"
19'-0"
19'-0⅝"
19'-0⅛"
19'-0⅛"
19'-0"
19'-0"
19'-0

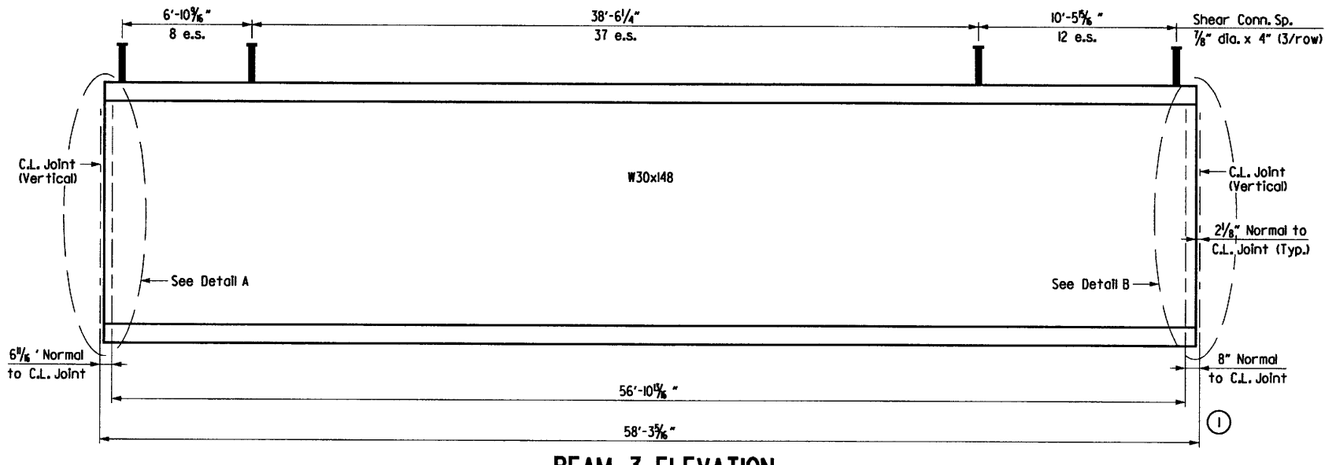
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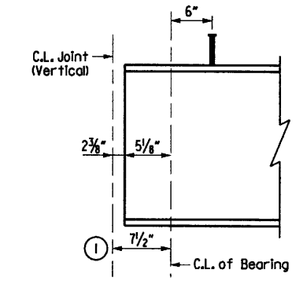
BEAM 1 ELEVATION



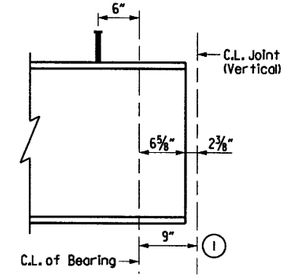
BEAM 2 ELEVATION



BEAM 3 ELEVATION



DETAIL A
No Scale



DETAIL B
No Scale

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	486	889
				(1) A5582		SPAN DETAILS		58409

SHEET 5 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE A OVER ROCK CREEK

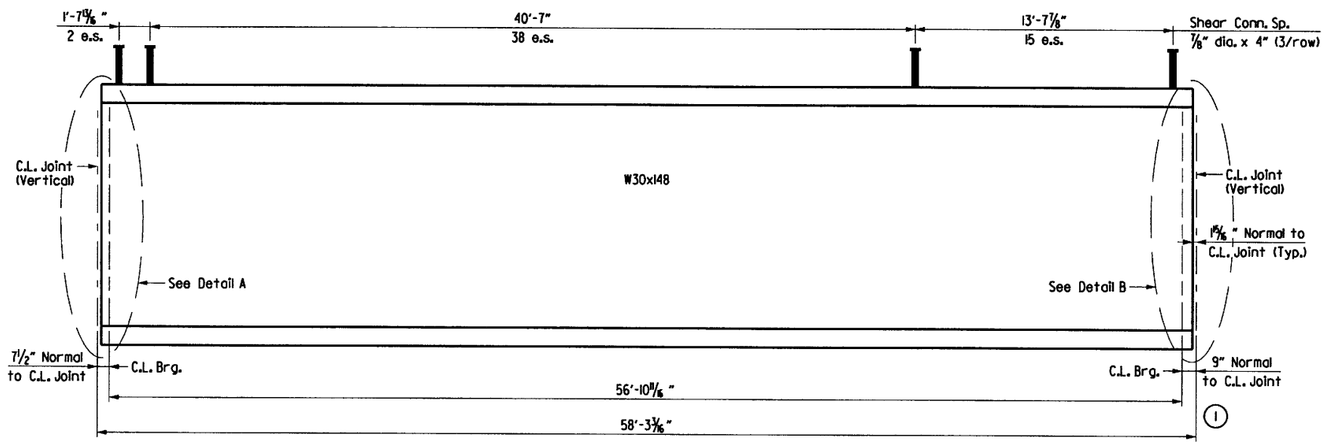
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	8/20/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	8/18/2015		

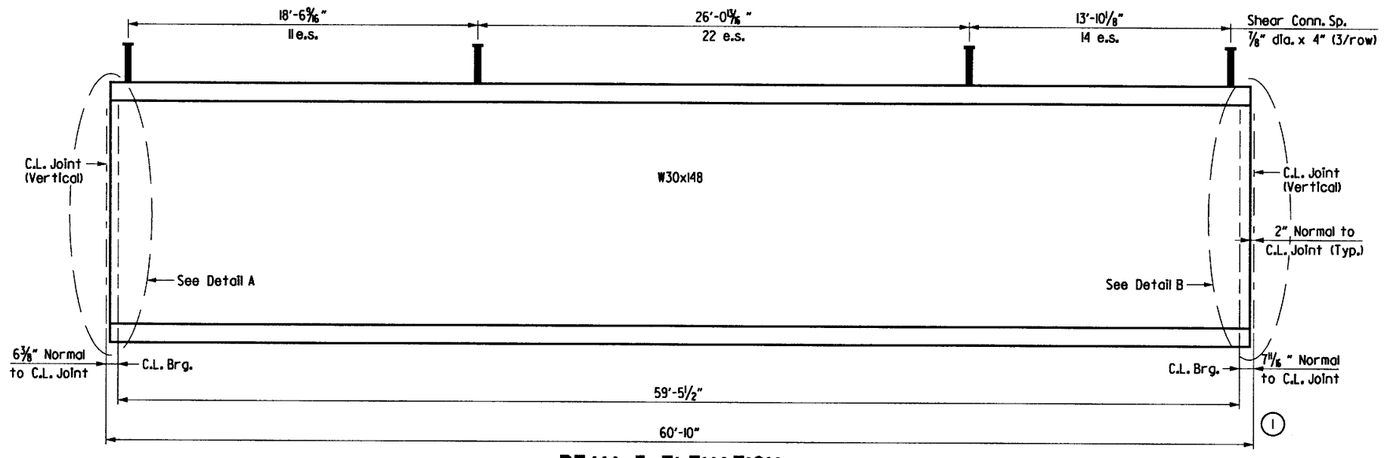
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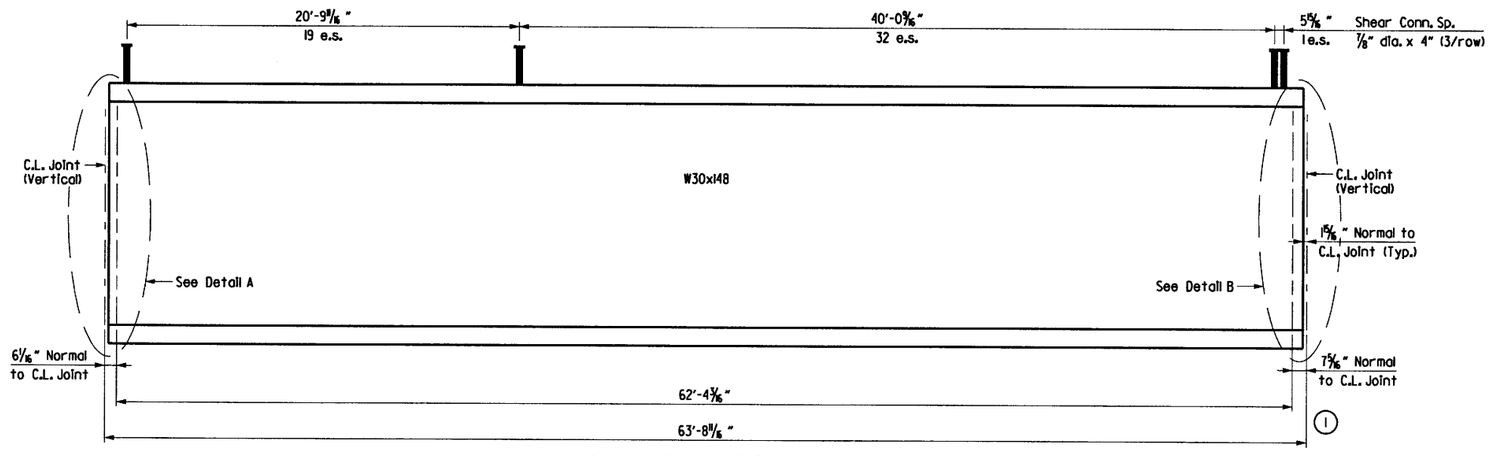
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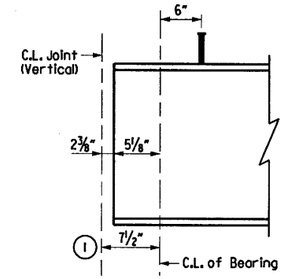
BEAM 4 ELEVATION



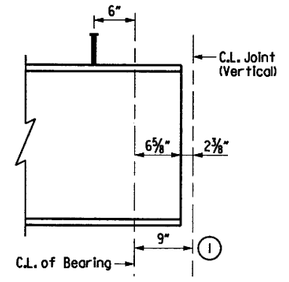
BEAM 5 ELEVATION



BEAM 6 ELEVATION



DETAIL A
No Scale



DETAIL B
No Scale

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STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	487	889
				(1) A5582		SPAN DETAILS		58410

SHEET 6 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	8/19/2015	FILENAME:	bca0608a3_s46
CHECKED BY:	STS	DATE:	8/20/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	8/18/2015		

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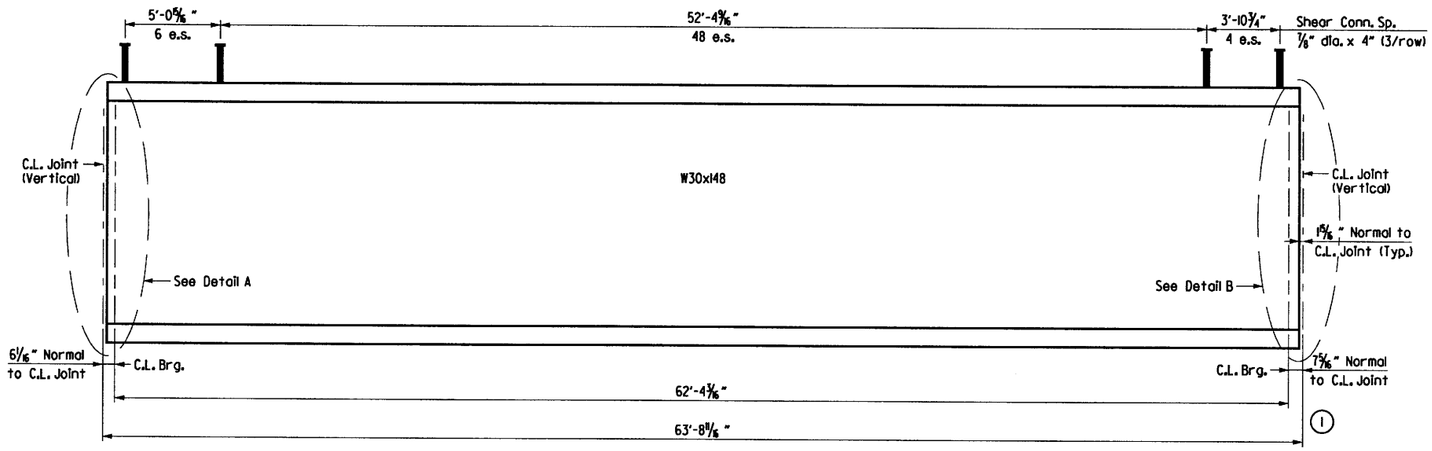
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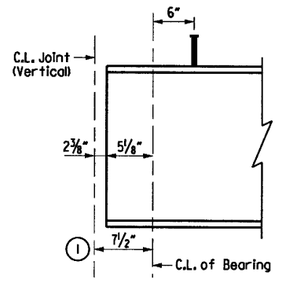
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	488	889

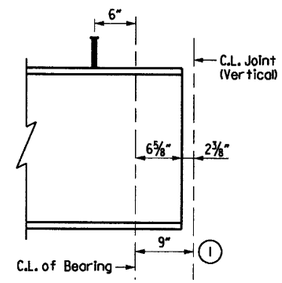
(1) A5582 **SPAN DETAILS** 5841I



BEAM 7 ELEVATION



DETAIL A
No Scale



DETAIL B
No Scale

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

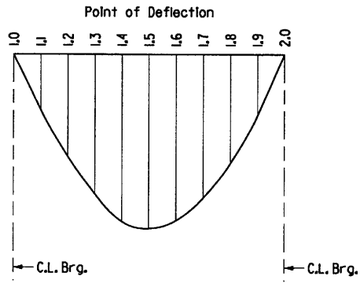
TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)													
		Structural Steel													
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Exist 13	Exist 14
Span 4	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1.1	0.058	0.06	0.06	0.051	0.046	0.074	0.086	0.09	0.091	0.09	0.091	0.091	0.09	0.098
	1.2	0.107	0.112	0.113	0.098	0.085	0.139	0.161	0.168	0.168	0.168	0.168	0.168	0.168	0.174
	1.3	0.148	0.156	0.157	0.133	0.115	0.192	0.224	0.233	0.233	0.233	0.233	0.233	0.233	0.229
	1.4	0.179	0.185	0.186	0.157	0.133	0.226	0.263	0.272	0.273	0.272	0.273	0.273	0.272	0.263
	1.5	0.186	0.194	0.195	0.165	0.139	0.238	0.276	0.285	0.286	0.285	0.286	0.286	0.285	0.275
	1.6	0.178	0.185	0.186	0.159	0.132	0.228	0.263	0.272	0.273	0.272	0.273	0.273	0.272	0.266
	1.7	0.154	0.158	0.159	0.136	0.113	0.195	0.224	0.233	0.234	0.234	0.234	0.234	0.233	0.232
	1.8	0.117	0.117	0.118	0.101	0.084	0.145	0.166	0.173	0.174	0.173	0.173	0.173	0.173	0.173
	1.9	0.066	0.062	0.063	0.054	0.044	0.077	0.088	0.092	0.092	0.092	0.092	0.092	0.092	0.09
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)													
		Steel + Slab													
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Exist 13	Exist 14
Span 4	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1.1	0.275	0.353	0.357	0.268	0.212	0.355	0.455	0.554	0.596	0.594	0.596	0.596	0.592	0.59
	1.2	0.506	0.658	0.666	0.51	0.392	0.668	0.85	1.031	1.105	1.104	1.105	1.105	1.101	1.05
	1.3	0.696	0.915	0.926	0.697	0.533	0.922	1.185	1.427	1.529	1.53	1.529	1.53	1.525	1.382
	1.4	0.843	1.084	1.097	0.821	0.618	1.087	1.39	1.666	1.785	1.785	1.786	1.787	1.78	1.587
	1.5	0.876	1.138	1.151	0.865	0.648	1.147	1.458	1.745	1.87	1.87	1.871	1.872	1.864	1.661
	1.6	0.835	1.085	1.097	0.833	0.618	1.102	1.39	1.665	1.785	1.785	1.786	1.787	1.78	1.608
	1.7	0.722	0.929	0.939	0.716	0.531	0.948	1.187	1.429	1.532	1.533	1.533	1.533	1.527	1.4
	1.8	0.548	0.689	0.697	0.533	0.394	0.705	0.878	1.062	1.138	1.138	1.138	1.138	1.134	1.046
	1.9	0.308	0.367	0.371	0.285	0.207	0.376	0.466	0.566	0.604	0.604	0.604	0.604	0.602	0.547
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection														
		Steel + Slab + Parapets													
		Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Exist 8	Exist 9	Exist 10	Exist 11	Exist 12	Exist 13	Exist 14
Span 4	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1.1	0.313	0.387	0.383	0.276	0.213	0.353	0.454	0.553	0.595	0.595	0.607	0.632	0.639	0.648
	1.2	0.576	0.722	0.714	0.525	0.394	0.665	0.848	1.03	1.103	1.105	1.125	1.172	1.189	1.153
	1.3	0.792	1.003	0.993	0.718	0.536	0.918	1.182	1.425	1.527	1.532	1.557	1.622	1.647	1.517
	1.4	0.96	1.189	1.176	0.845	0.621	1.083	1.387	1.664	1.782	1.787	1.82	1.894	1.922	1.742
	1.5	0.998	1.248	1.233	0.89	0.651	1.143	1.455	1.743	1.867	1.872	1.907	1.985	2.012	1.823
	1.6	0.952	1.19	1.175	0.856	0.621	1.098	1.387	1.663	1.782	1.787	1.821	1.895	1.922	1.764
	1.7	0.824	1.019	1.006	0.736	0.533	0.945	1.184	1.427	1.53	1.535	1.563	1.627	1.649	1.535
	1.8	0.626	0.756	0.747	0.547	0.396	0.703	0.876	1.061	1.136	1.139	1.16	1.208	1.224	1.147
	1.9	0.352	0.403	0.398	0.293	0.208	0.375	0.465	0.565	0.603	0.605	0.616	0.641	0.65	0.6
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Point of Deflection	Coincident Top of Slab Elevation (ft)					
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
1.0	334.14	334.29	334.47	334.66	334.67	334.68
1.1	334.14	334.32	334.50	334.69	334.70	334.71
1.2	334.16	334.34	334.52	334.71	334.73	334.75
1.3	334.16	334.34	334.53	334.74	334.77	334.78
1.4	334.16	334.35	334.55	334.77	334.80	334.82
1.5	334.17	334.36	334.58	334.79	334.84	334.85
1.6	334.18	334.38	334.59	334.82	334.87	334.89
1.7	334.19	334.39	334.62	334.85	334.90	334.93
1.8	334.19	334.42	334.65	334.88	334.94	334.96
1.9	334.21	334.45	334.68	334.91	334.97	335.00
2.0	334.24	334.48	334.71	334.94	335.01	335.03



DEAD LOAD DEFLECTION DIAGRAM

SHEET 7 OF 7
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE A OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 8/19/2015
CHECKED BY: STS DATE: 8/20/2015
DESIGNED BY: KH DATE: 8/18/2015
FILENAME: bca0608a3_s47
SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 5841I

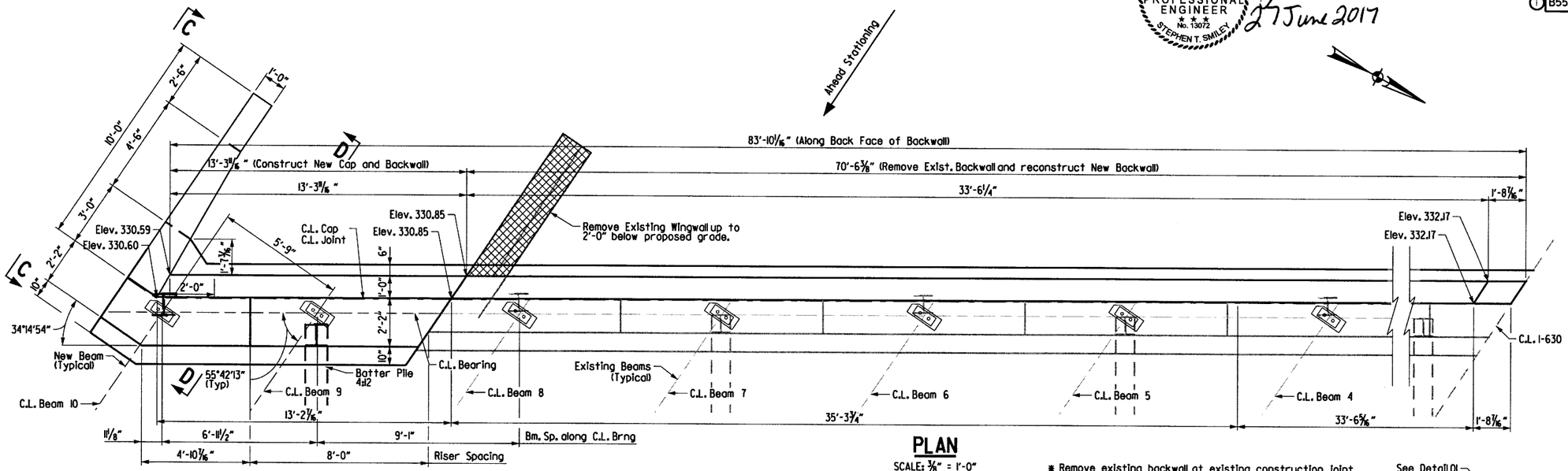
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	489	889
1 B5582		BENT DETAILS		58412

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

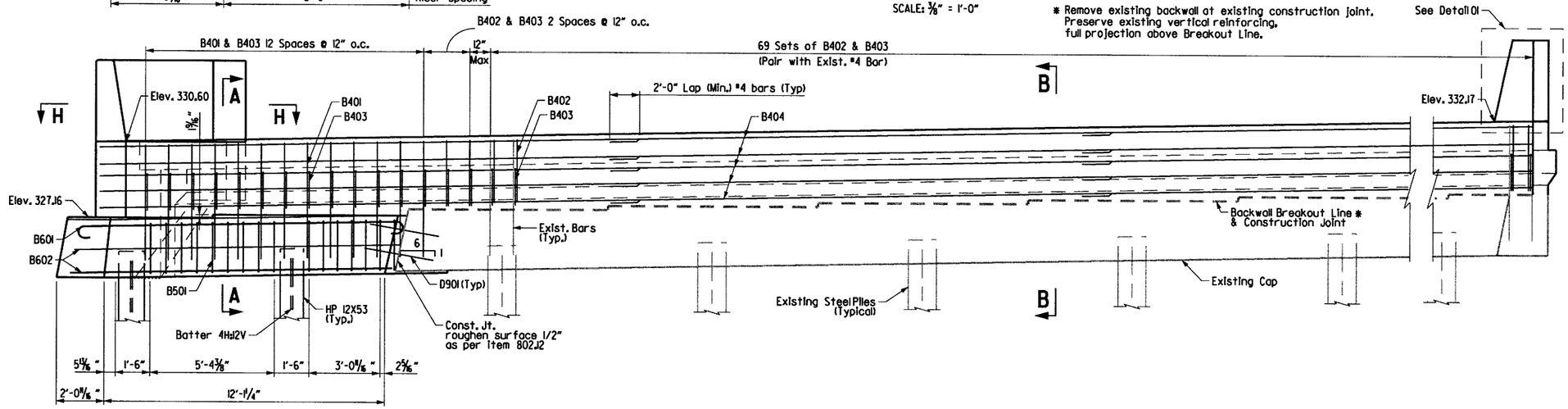
Ahead Stationing



PLAN

SCALE: 3/8" = 1'-0"

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.



ELEVATION

SCALE: 3/8" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

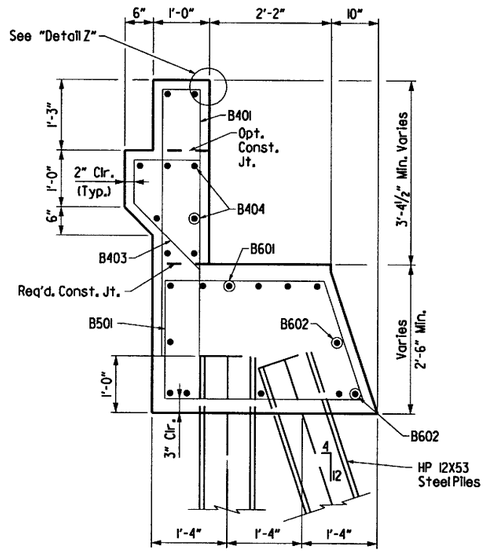
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BRIDGE NO. B5582 DRAWING NO. 58412

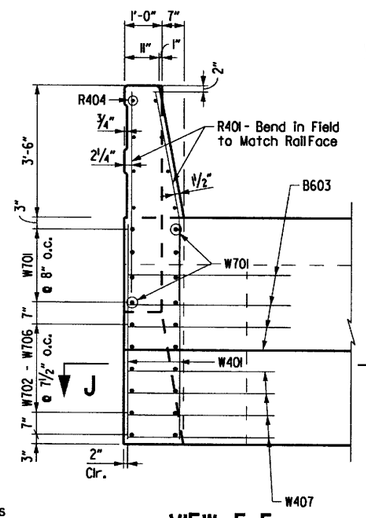
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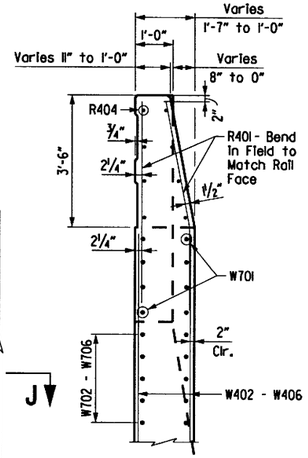
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6/27/2017
sts



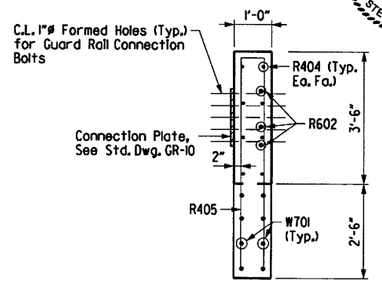
SECTION A-A
SCALE: ¾" = 1'-0"



VIEW E-E
SCALE: ½" = 1'-0"

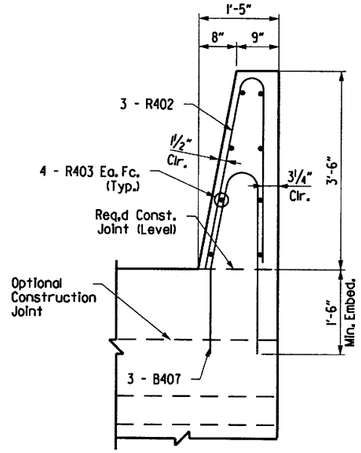


SECTION F-F
SCALE: ½" = 1'-0"



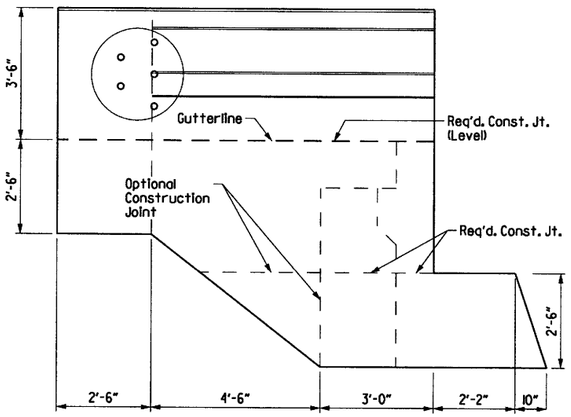
SECTION G-G
SCALE: ½" = 1'-0"

See Dwg. No. GR-10 for formed holes for guard rail connection.

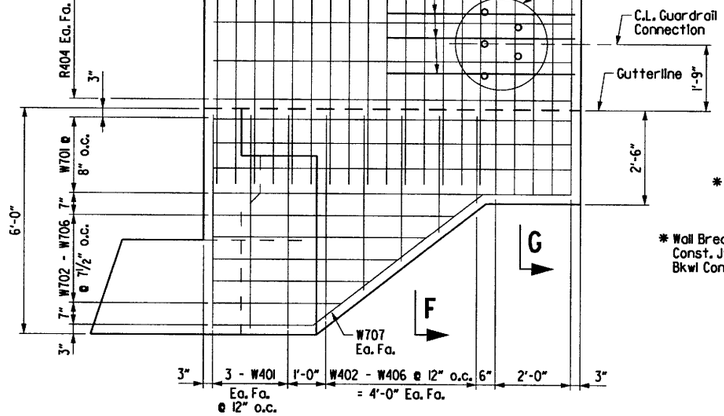


DETAIL 01
¾" = 1'-0"

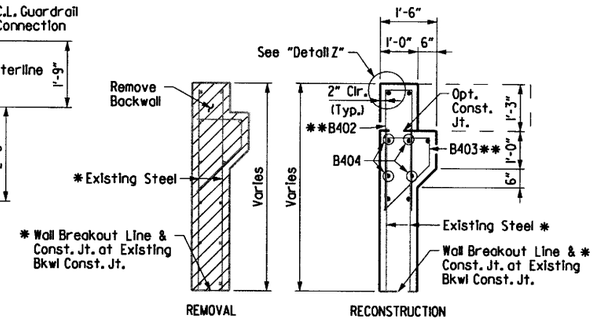
① Place transverse parapet reinforcing parallel to C.L. Joint.



VIEW C-C
SCALE: ½" = 1'-0"



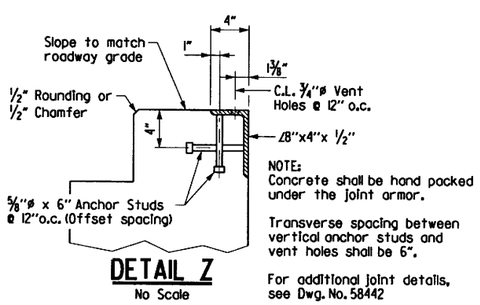
VIEW D-D
SCALE: ½" = 1'-0"



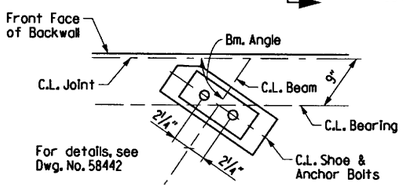
SECTION B-B

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

** Pair with Exist. #4 bar as much as possible.



DETAIL Z
No Scale



TYPICAL ANCHOR BOLT LAYOUT
No Scale

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/2/2015	FILENAME:	bco0608b3.bl2
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	11/5/2015		

BRIDGE NO. B5582 DRAWING NO. 58413

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

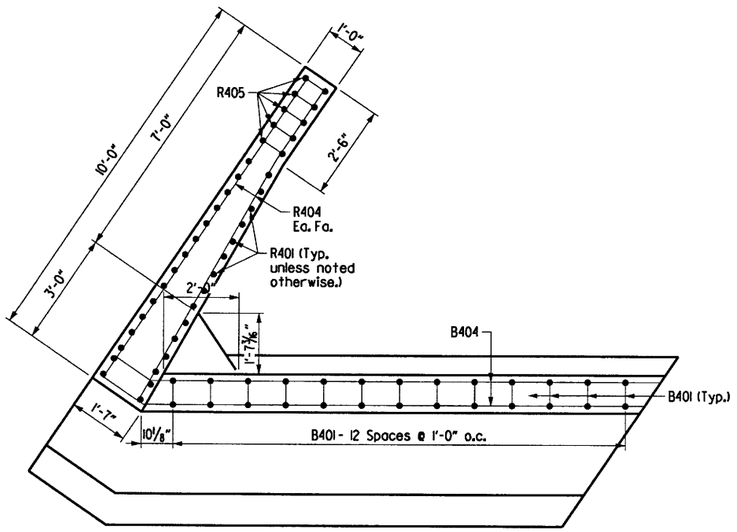
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	490	889
① B5582		BENT DETAILS		58413

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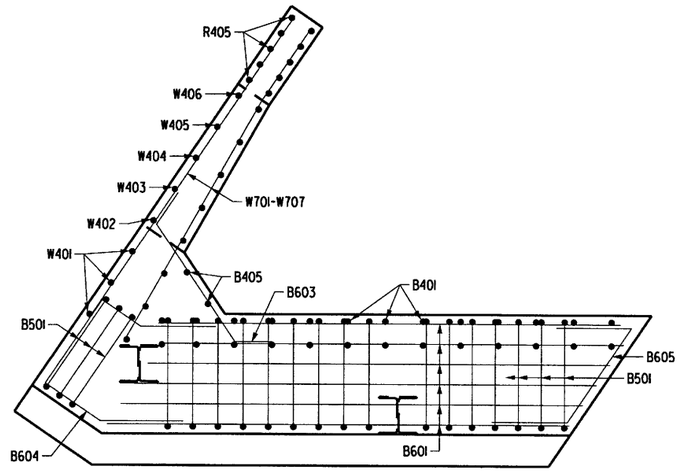
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	491	889
				(1) B5582		BENT DETAILS		58414

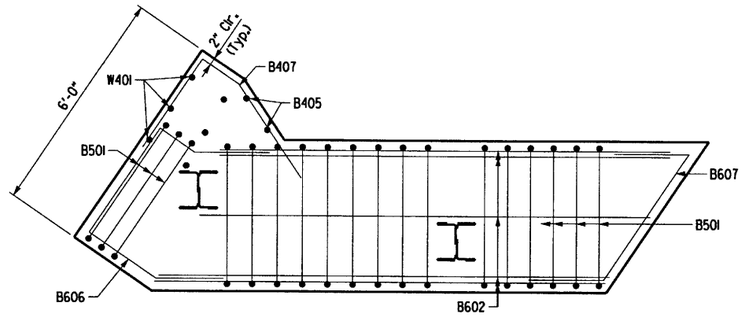
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN OF RAIL
SCALE: ½" = 1'-0"



SECTION H-H
SCALE: ½" = 1'-0"

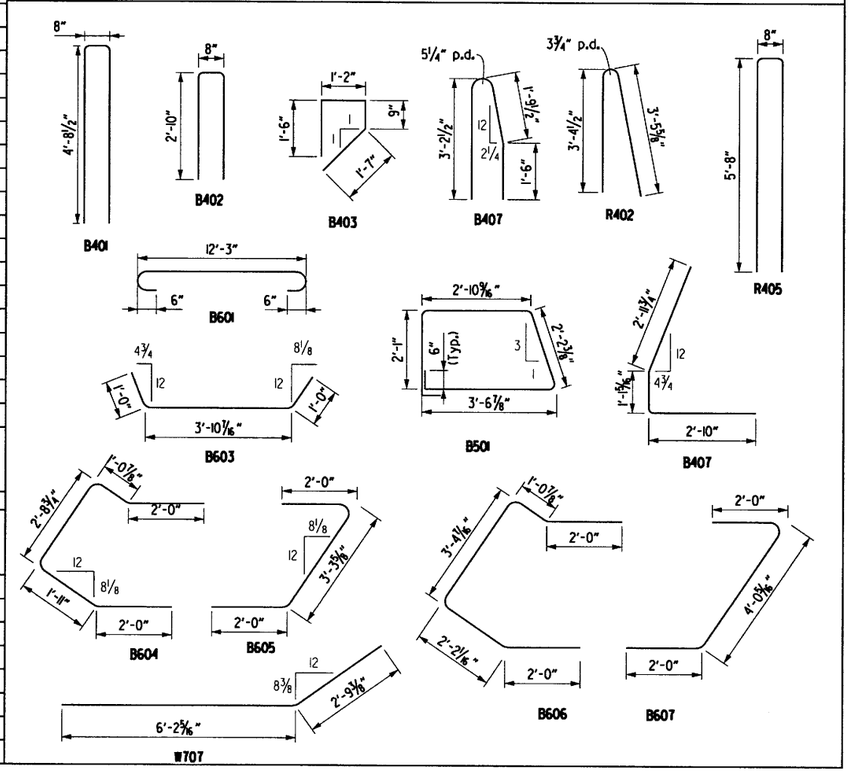


SECTION J-J
SCALE: ½" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	13	10'-0"	2"
B402	72	6'-2"	3"
B403	84	4'-9"	2"
B404	33	29'-10"	Str.
B405	2	4'-4"	Str.
B407	3	6'-9"	5 1/4"
B501	19	1'-0"	2 1/2"
B601	6	13'-7"	4 1/2"
B602	7	12'-0"	Str.
B603	4	5'-10"	4 1/2"
B604	1	9'-9"	4 1/2"
B605	1	7'-1"	4 1/2"
B606	1	10'-3"	4 1/2"
B607	1	7'-9"	4 1/2"
D901	6	3'-0"	Str.
Wing Wall			
W401	6	5'-8"	Str.
W402 to W406	2 Ea	2'-4" to 5'-5"	Str.
W701	8	9'-8"	Str.
W702 to W706	2 Ea	3'-9" to 7'-1"	Str.
W707	2	9'-0"	5 1/4"
Rail			
R401	30	5'-8"	Str.
R402	3	7'-0"	2"
R403	8	8"	Str.
R404	8	9'-8"	Str.
R405	5	11'-10"	Str.
R601	3	6'-0"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/2/2015	FILENAME:	bca0608b3_bi3
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	11/5/2015		

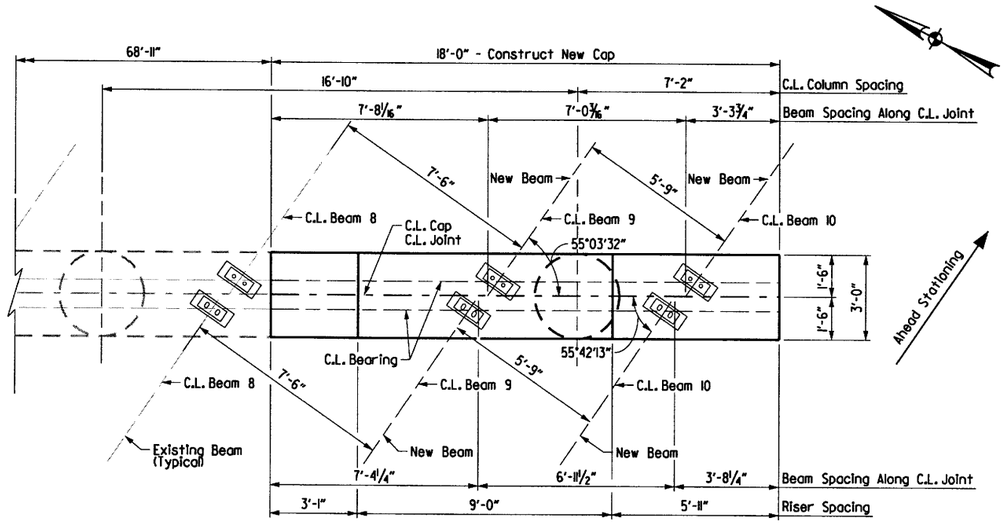
BRIDGE NO. B5582 DRAWING NO. 58414

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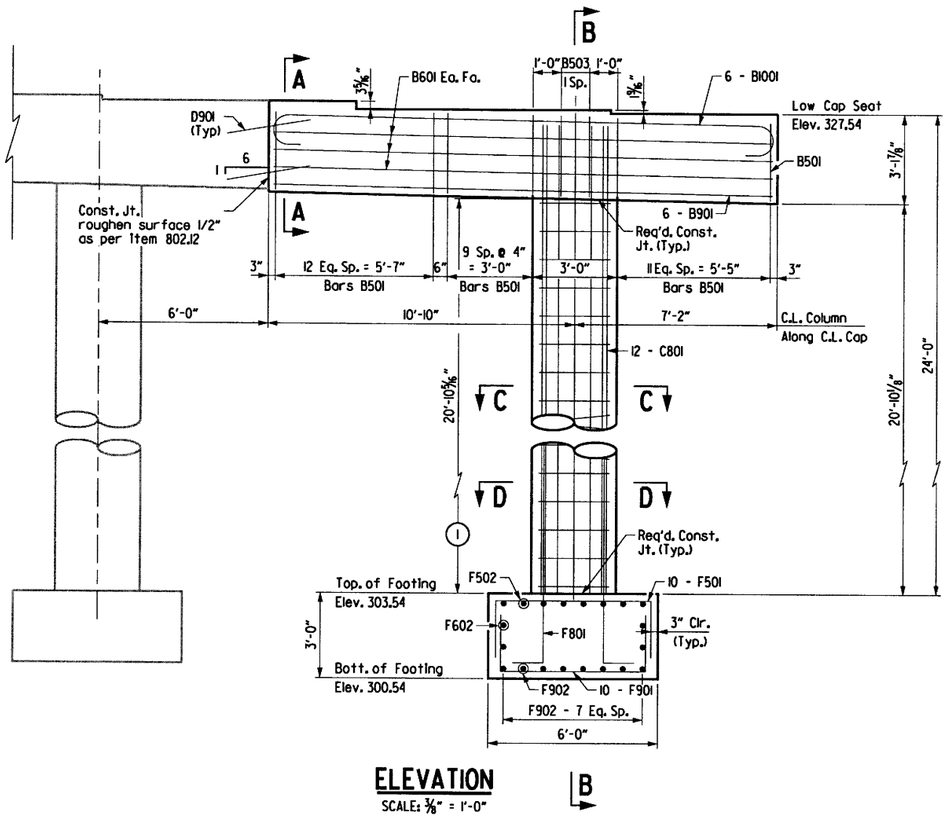
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				6	ARK.			
				JOB NO.		CA0608	492	889
				(1) B5582		BENT DETAILS		58415

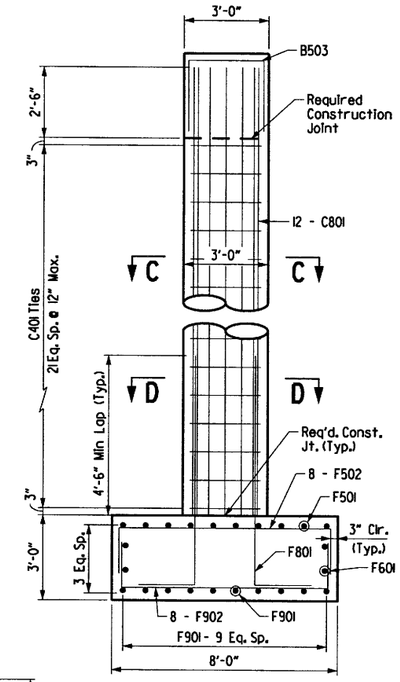
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



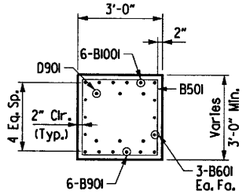
PLAN
SCALE: 3/8" = 1'-0"



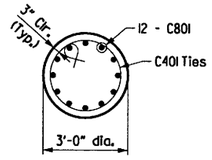
ELEVATION
SCALE: 3/8" = 1'-0"



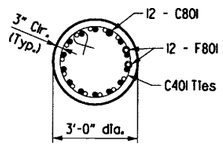
SECTION B-B



SECTION A-A
SCALE: 3/8" = 1'-0"



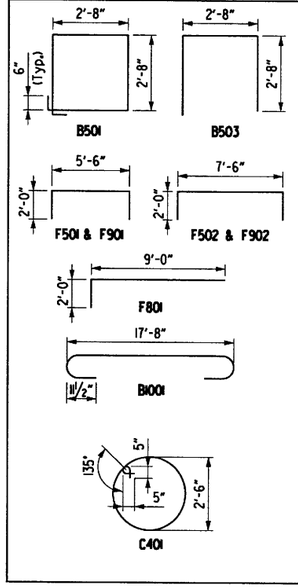
SECTION C-C



SECTION D-D

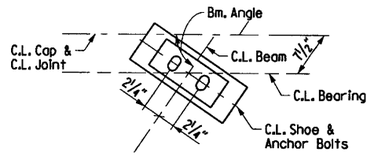
BAR LIST

Bending Diagrams



MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	35	11'-2"	2 1/2"
B503	2	7'-10"	2 1/2"
B601	6	17'-8"	Str.
B1001	6	20'-6"	10"
B901	6	17'-8"	Str.
D901	6	3'-0"	Str.
Column			
C401	22	8'-11"	3"
C801	12	23'-6"	Str.
Footing			
F501	10	9'-3"	3 3/4"
F502	8	11'-3"	3 3/4"
F601	4	5'-8"	Str.
F602	4	7'-8"	Str.
F801	12	10'-10"	6"
F901	10	9'-0"	9"
F902	8	11'-0"	9"

(1) Measured along C.L. Column



TYPICAL ANCHOR BOLT LAYOUT
No Scale
See Dwg. No. 58442

DETAILS OF INTERIOR BENT 2
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/10/2015
CHECKED BY: STS DATE: 7/13/2015
DESIGNED BY: KH DATE: 6/16/2015
FILENAME: bca0608b3.b21
SCALE: AS SHOWN

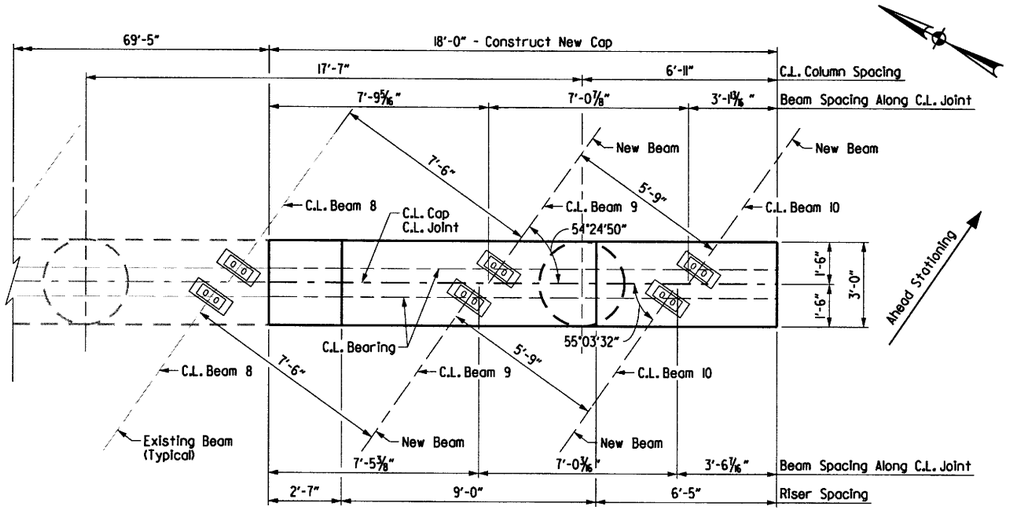
BRIDGE NO. B5582 DRAWING NO. 58415

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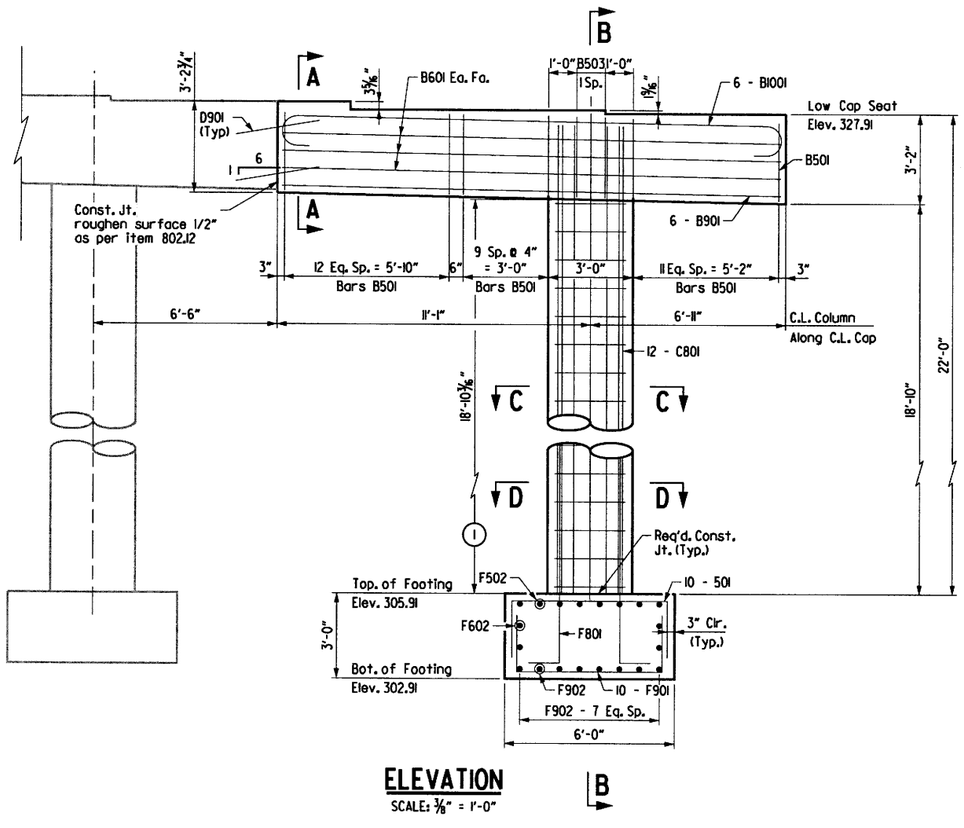
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	493	889
				(1) B5582		BENT DETAILS		58416

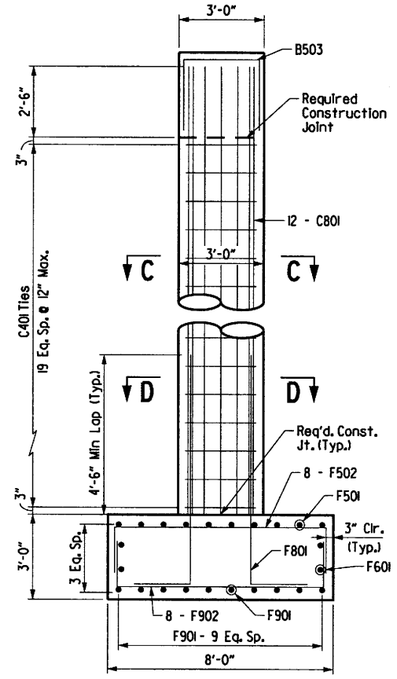
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



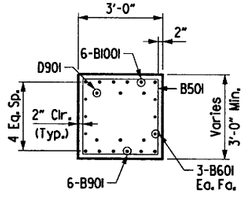
PLAN
SCALE: ⅜" = 1'-0"



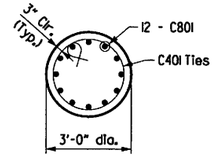
ELEVATION
SCALE: ⅜" = 1'-0"



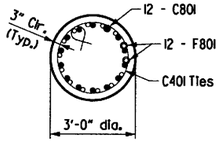
SECTION B-B



SECTION A-A
SCALE: ⅜" = 1'-0"

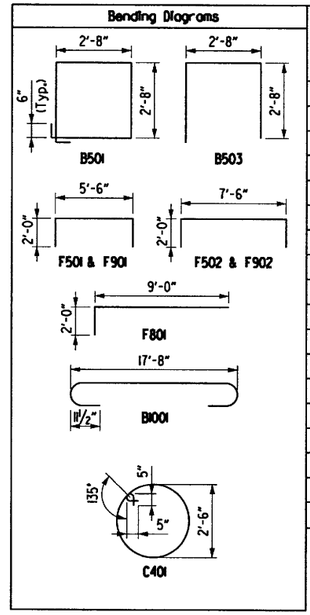


SECTION C-C



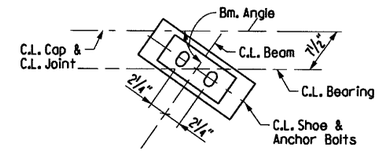
SECTION D-D

BAR LIST



MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B50I	35	11'-2"	2 1/2"
B503	2	7'-10"	2 1/2"
B60I	6	17'-8"	Str.
B100I	6	20'-5"	10"
B90I	6	17'-8"	Str.
D90I	6	3'-0"	Str.
Column			
C40I	20	8'-11"	3"
C80I	12	24'-6"	Str.
Footing			
F50I	10	9'-3"	3 3/4"
F502	8	11'-3"	3 3/4"
F60I	4	5'-8"	Str.
F602	4	7'-8"	Str.
F80I	12	10'-10"	6"
F90I	10	9'-0"	9"
F902	8	11'-0"	9"

(1) Measured along C.L. Column



TYPICAL ANCHOR BOLT LAYOUT
No Scale
See Dwg. No. 58442

DETAILS OF INTERIOR BENT 3
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/10/2015	FILENAME:	bca0608b3.b3l
CHECKED BY:	STS	DATE:	7/13/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	6/16/2015		

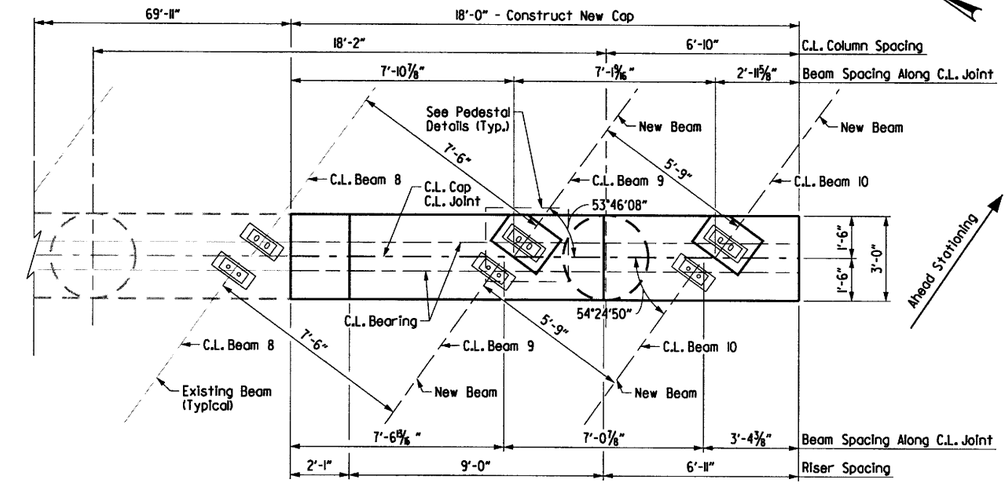
BRIDGE NO. B5582 DRAWING NO. 58416

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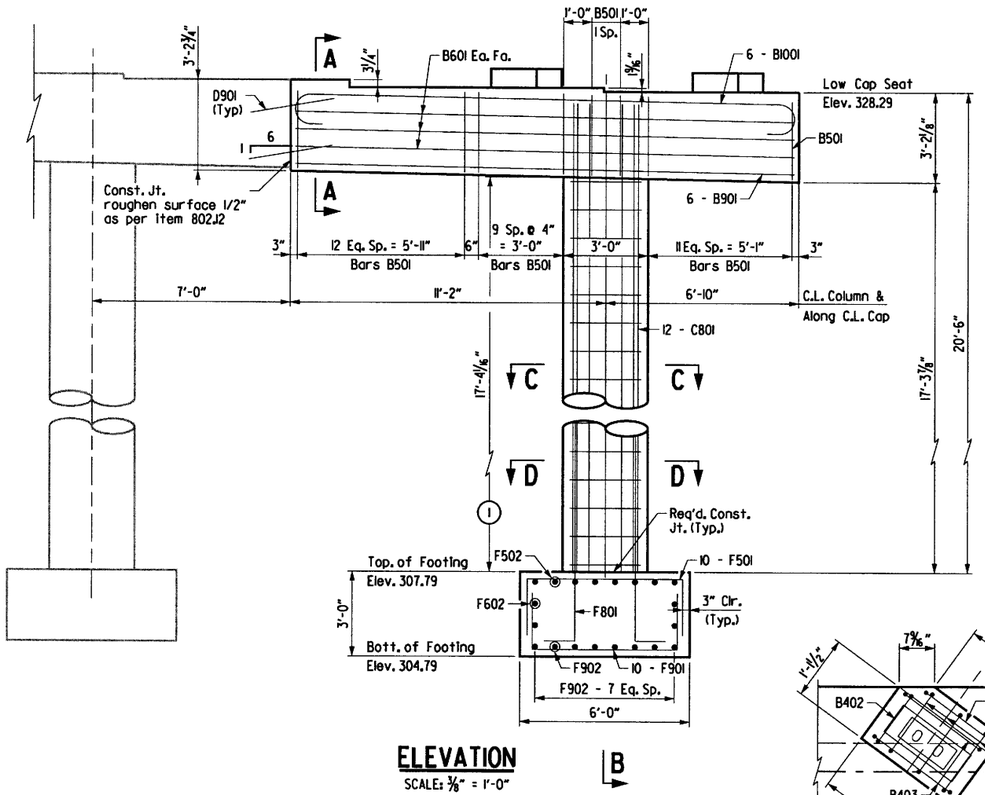
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	494	889
				① B5582		BENT DETAILS		58417

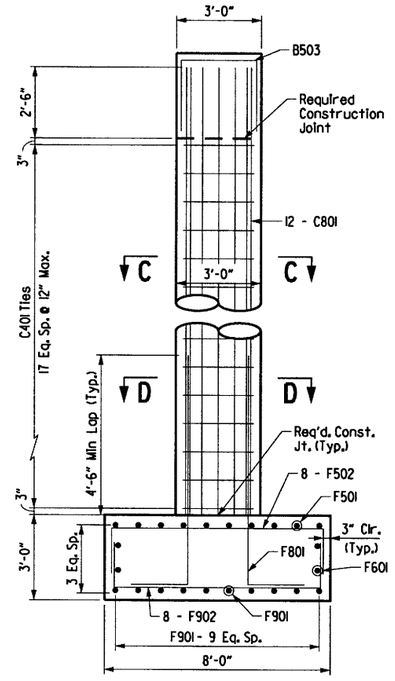
STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



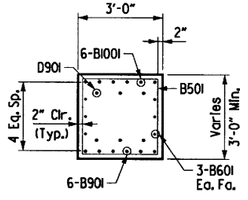
PLAN
SCALE: ⅜" = 1'-0"



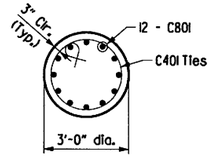
ELEVATION
SCALE: ⅜" = 1'-0"



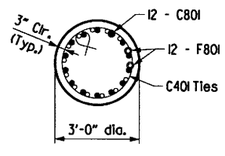
SECTION B-B
SCALE: ⅜" = 1'-0"



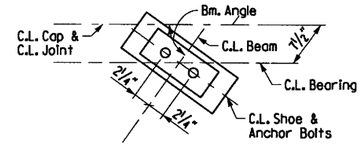
SECTION A-A
SCALE: ⅜" = 1'-0"



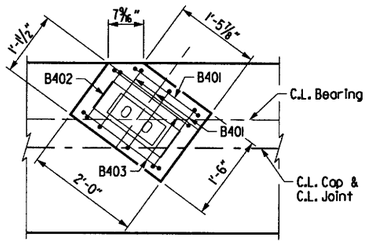
SECTION C-C
SCALE: ⅜" = 1'-0"



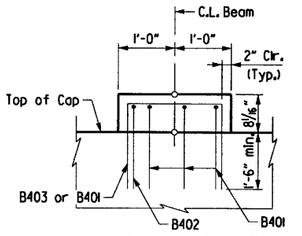
SECTION D-D
SCALE: ⅜" = 1'-0"



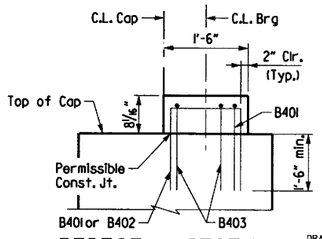
TYPICAL ANCHOR BOLT LAYOUT
No Scale
See Dwg. No. 58442



PEDESTAL PLAN
No Scale



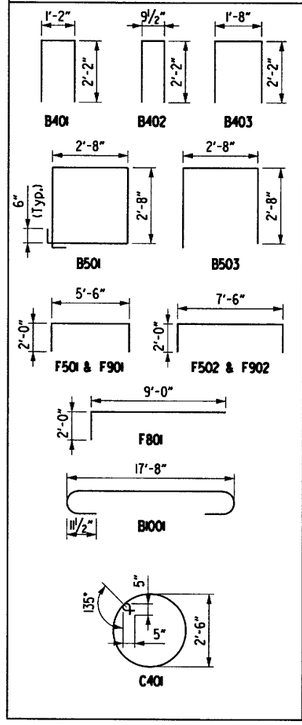
PEDESTAL ELEVATION
No Scale



PEDESTAL SECTION
No Scale

BAR LIST

Bending Diagrams



MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B401	8	5'-4"	2"
B402	2	5'-0"	2"
B403	4	5'-10"	2"
B501	35	11'-2"	2 1/2"
B503	2	7'-10"	2 1/2"
B601	6	17'-8"	Str.
B1001	6	20'-5"	10"
B901	6	17'-8"	Str.
D901	6	3'-0"	Str.
Column			
C401	18	8'-11"	3"
C801	12	23'-6"	Str.
Footing			
F501	10	9'-3"	3 3/4"
F502	8	11'-3"	3 3/4"
F601	4	5'-8"	Str.
F602	4	7'-8"	Str.
F801	12	10'-10"	6"
F901	10	9'-0"	9"
F902	8	11'-0"	9"

① Measured along C.L. Column

DETAILS OF INTERIOR BENT 4
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/10/2015	FILENAME:	bca0608b3.b41
CHECKED BY:	STS	DATE:	7/13/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	6/16/2015		

BRIDGE NO. B5582 DRAWING NO. 58417

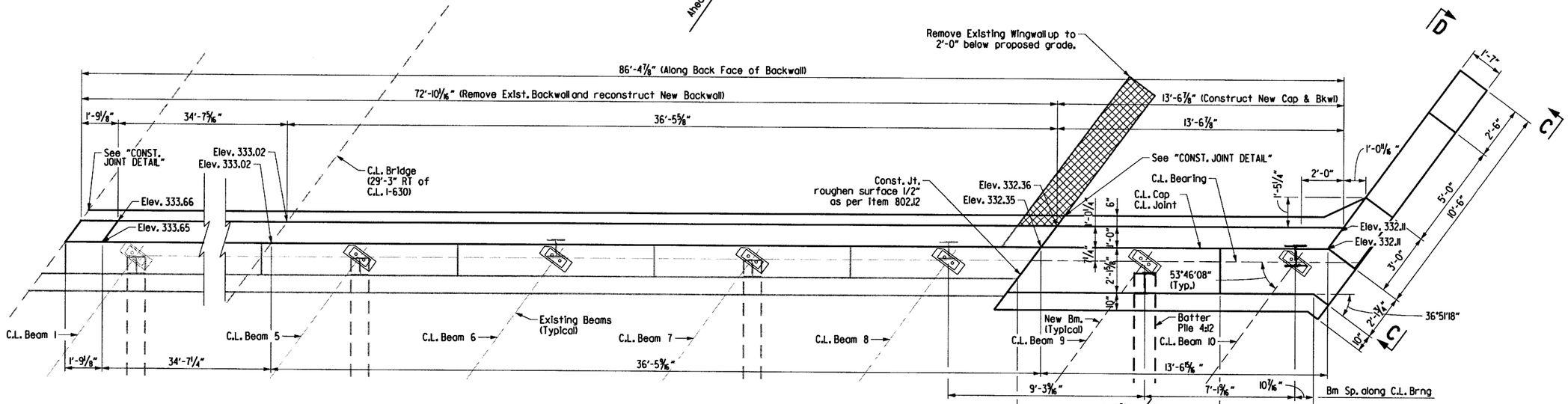
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6/27/2017
sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	495	889
				(1) B5582		BENT DETAILS		58418

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

Ahead Stationing



PLAN
SCALE: ⅜" = 1'-0"

ELEVATION
SCALE: ⅜" = 1'-0"

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

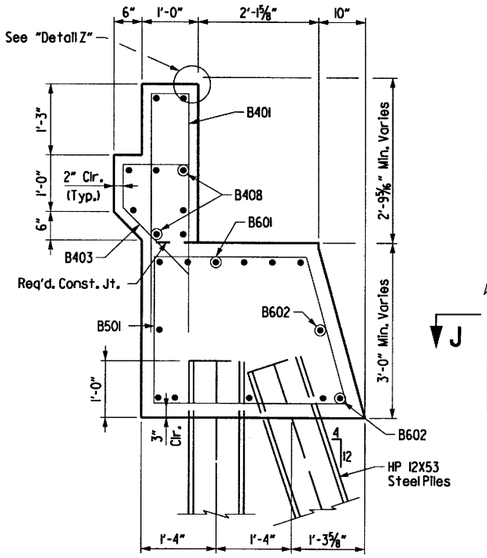
SHEET 1 OF 3
DETAILS OF END BENT 5
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	8/11/2015	FILENAME:	bca0608b3_b5l
CHECKED BY:	STS	DATE:	8/12/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	8/10/2015		

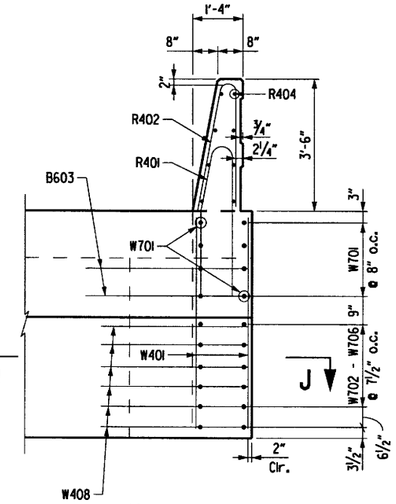
BRIDGE NO. B5582 DRAWING NO. 58418

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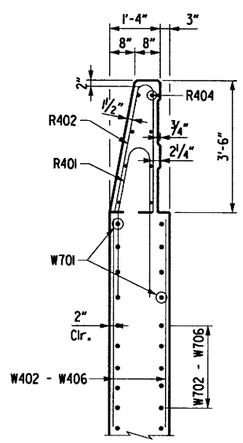
SECTION A-A

SCALE: ½" = 1'-0"



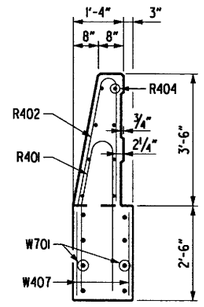
VIEW E-E

SCALE: ½" = 1'-0"



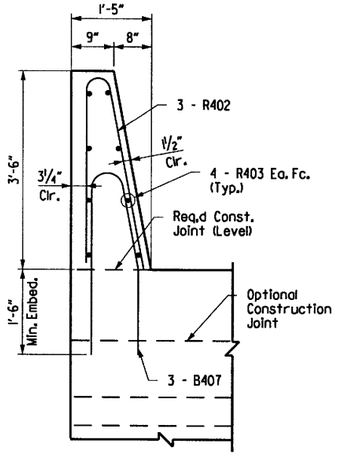
SECTION F-F

SCALE: ½" = 1'-0"



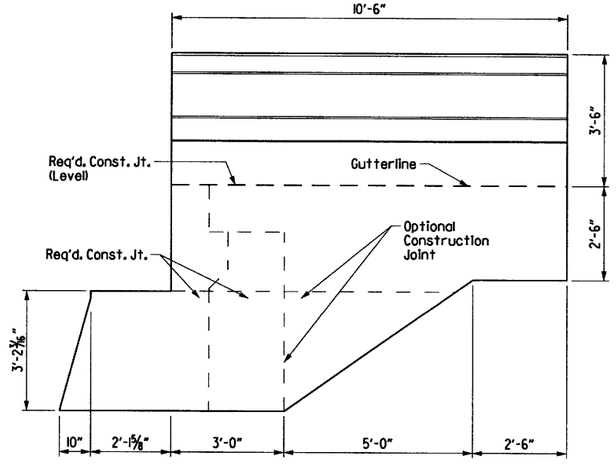
SECTION G-G

SCALE: ½" = 1'-0"



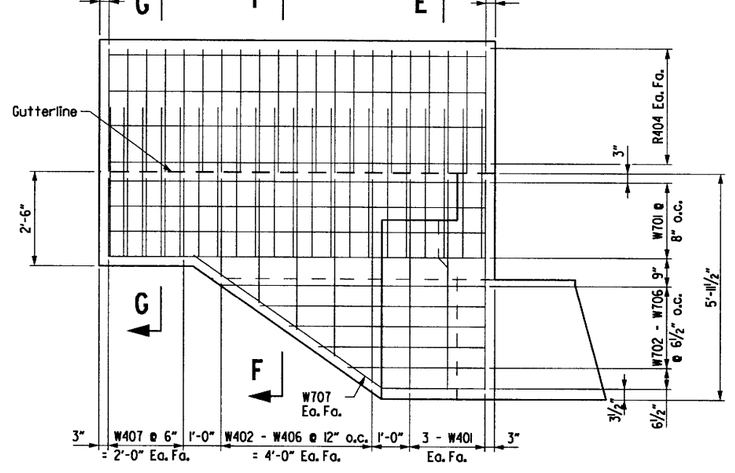
DETAIL 01

¾" = 1'-0"



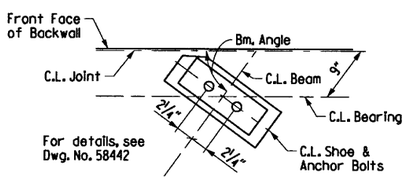
VIEW C-C

SCALE: ½" = 1'-0"



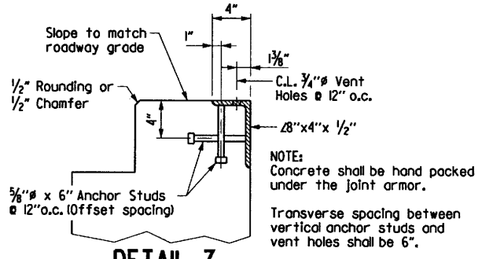
VIEW D-D

SCALE: ½" = 1'-0"



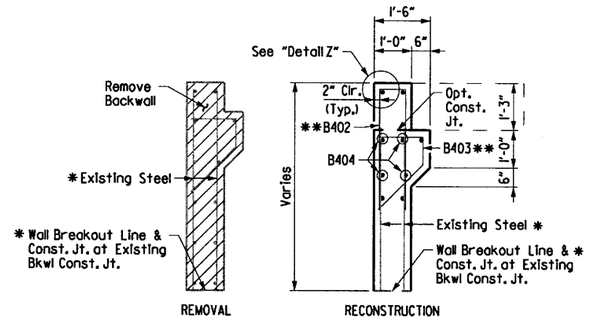
TYPICAL ANCHOR BOLT LAYOUT

No Scale



DETAIL Z

No Scale



SECTION B-B

* Remove existing backwall at existing construction joint. Preserve existing vertical reinforcing, full projection above Breakout Line.

** Pair with Exist. #4 bar as much as possible.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	496	889
				1 B5582		BENT DETAILS		58419

SHEET 2 OF 3
DETAILS OF END BENT 5
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/2/2015	FILENAME:	bca0608b3_b52
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	11/5/2015		

BRIDGE NO. B5582 DRAWING NO. 58419

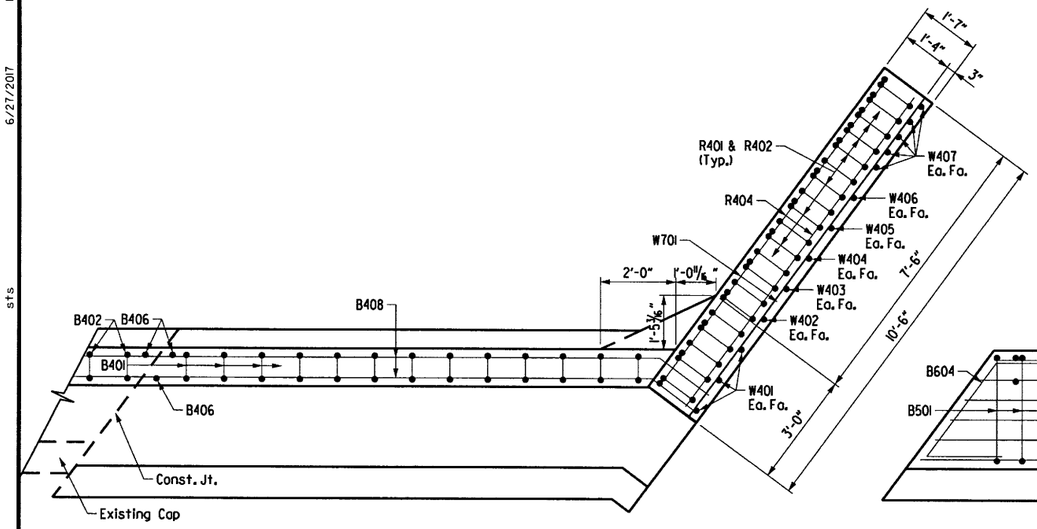
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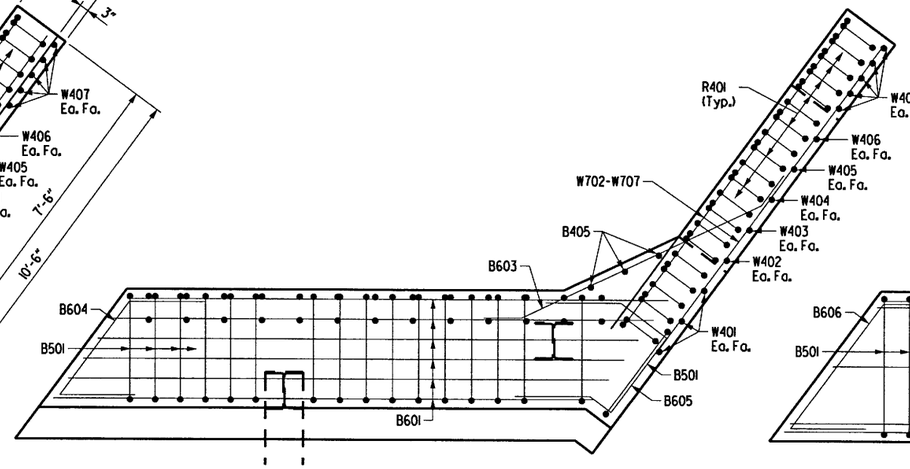
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6/27/2017
sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	497	889
				(1) B5582		BENT DETAILS		58420

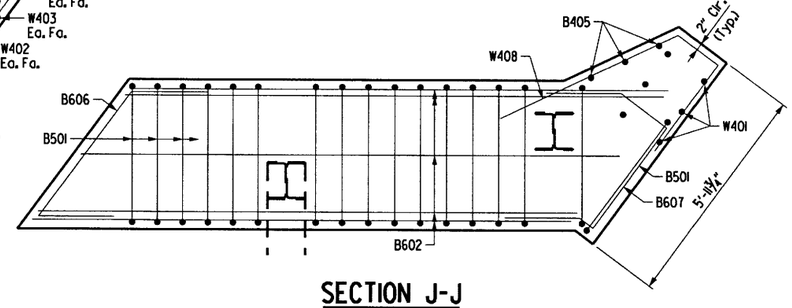
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN OF RAIL
SCALE: 1/2" = 1'-0"



SECTION H-H
SCALE: 1/2" = 1'-0"

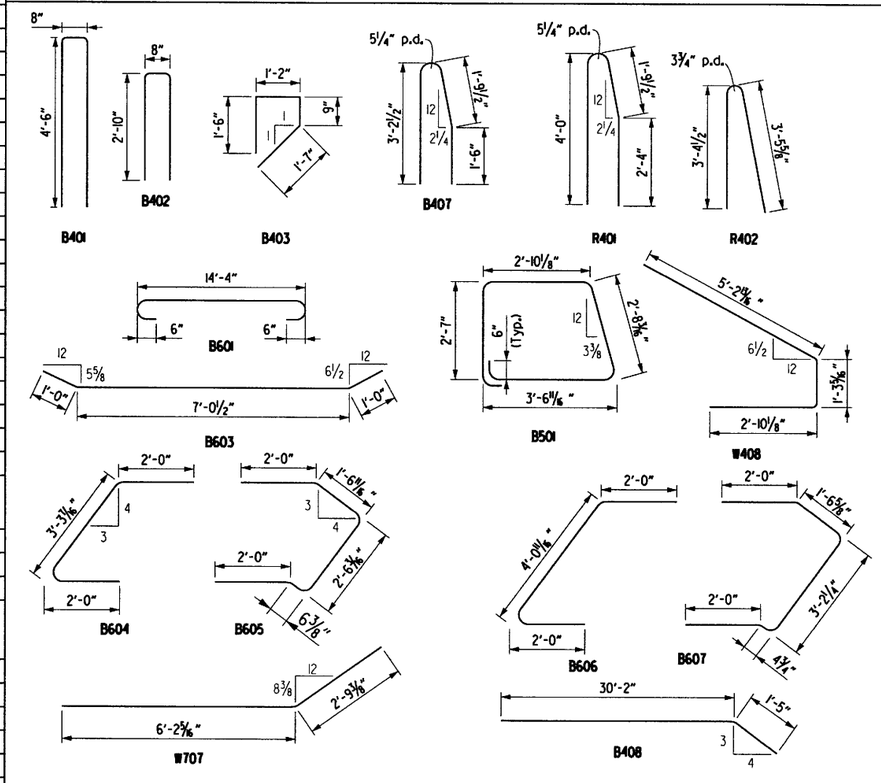


SECTION J-J
SCALE: 1/2" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	13	9'-6"	3"
B402	73	6'-2"	3"
B403	86	4'-9"	2"
B404	18	30'-2"	Str.
B405	3	4'-4"	Str.
B406	3	4'-6"	Str.
B407	3	6'-9"	3"
B408	9	31'-7"	3"
B501	17	12'-2"	2 1/2"
B601	6	15'-8"	4 1/2"
B602	7	14'-4"	Str.
B603	2	9'-0"	4 1/2"
B604	1	7'-3"	4 1/2"
B605	1	8'-7"	4 1/2"
B606	1	8'-1"	4 1/2"
B607	1	9'-2"	4 1/2"
D901	6	3'-0"	Str.
Wing Wall			
W401	6	5'-8"	Str.
W402 to W406	2 Ea	2'-8" to 5'-6"	Str.
W407	10	2'-2"	Str.
W408	6	9'-2"	Str.
W701	8	10'-2"	Str.
W702 to W706	2 Ea	3'-9" to 7'-1"	Str.
W707	2	9'-0"	5 1/4"
Rail			
R401	21	8'-5"	3"
R402	21	7'-0"	3 3/4"
R403	8	8"	Str.
R404	8	10'-2"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SHEET 3 OF 3
DETAILS OF END BENT 5
BRIDGE B
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/2/2015	FILENAME:	bc00608b3_b53
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	11/5/2015		

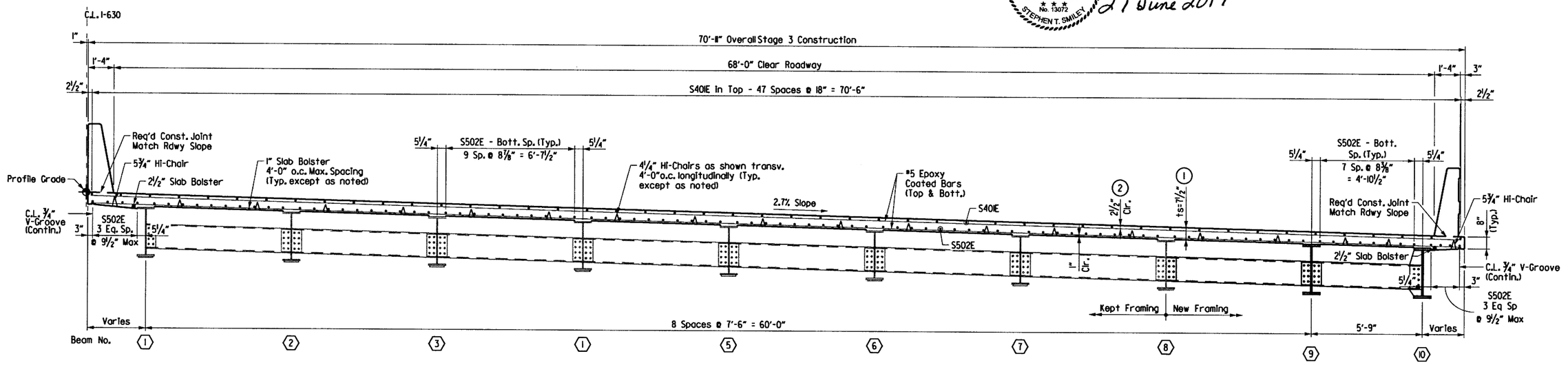
BRIDGE NO. B5582 DRAWING NO. 58420

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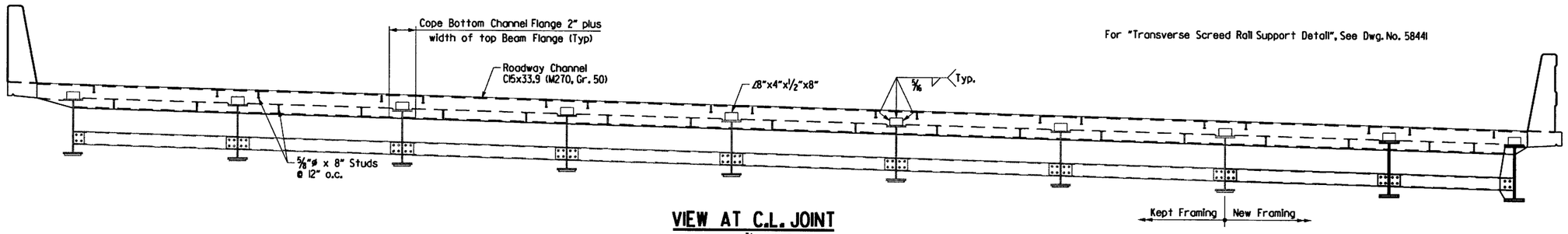
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	498	889
(1) B5582		SPAN DETAILS		58421

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



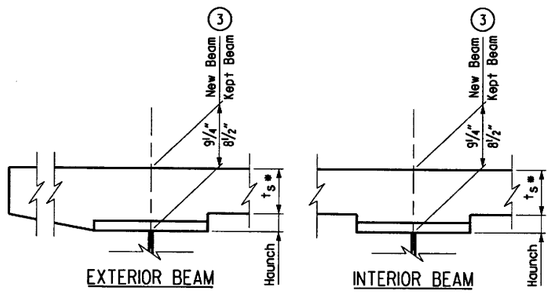
TYPICAL ROADWAY SECTION



VIEW AT C.L. JOINT

Scale: ⅜" = 1'-0"

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441

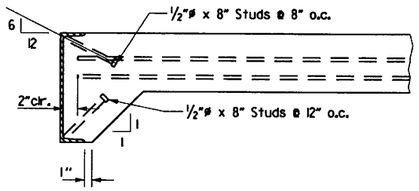


Note: *ts = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

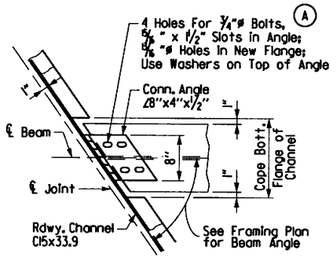


Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

N.T.S.

(A) At new connections to existing beams, ⅝"ø holes in angle shall be field drilled in lieu of the ⅝" x 1½" slots. ⅝"ø holes in angle shall align with existing holes in existing girder flanges.



CHANNEL CONNECTION DETAIL

N.T.S.

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
#5 Bars Top and Bottom
(See PLAN for Bar designation)
S70IE @ 13" Centers (Top Overhang)

Longitudinal:
S40IE @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS

Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4x½"
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used"

(2) Tolerance Minus = ¼"
Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"

(3) At C.L. of Bearing

SHEET 1 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca0608b3_sll
CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

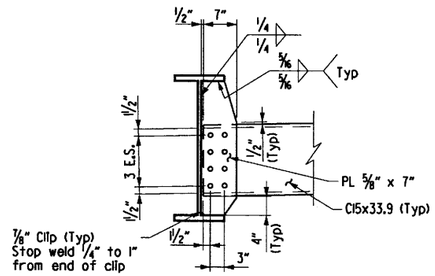
BRIDGE NO. B5582 DRAWING NO. 58421

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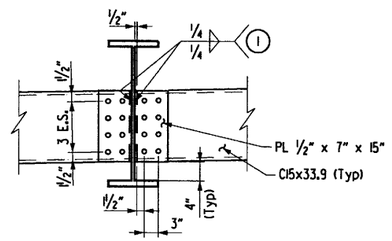
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	499	889
				(1) B5582		SPAN DETAILS		58422

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM

SCALE: 3/4" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS

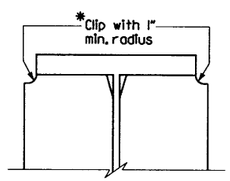
SCALE: 3/4" = 1'-0"

DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT

SCALE: 3/4" = 1'-0"

DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT

SCALE: 3/4" = 1'-0"



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

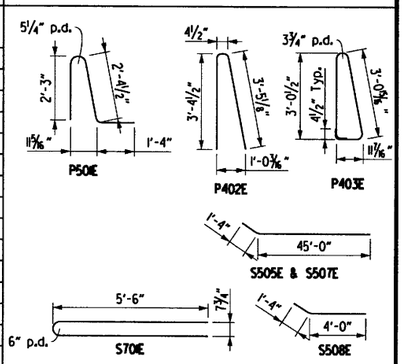
PLATE CLIP DETAIL

N.T.S.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	48	5'-6"	Str.
P501E	216	6'-2"	3 3/4"
P402E	216	7'-0"	3 3/4"
P403E	24	8'-0"	3 3/4"
P404E	55	12'-5"	Str.
P405E	11	11'-6"	Str.
P406E	33	12'-6"	Str.
S401E	48	63'-8"	Str.
S500E	31	70'-5"	Str.
S502E	88	63'-8"	Str.
S503E	12	6'-4"	Str.
S504E	2 Ea	43'-4"	Str.
S505E	2 Ea	44'-8"	3 3/4"
S506E	2 Ea	43'-8"	Str.
S507E	2 Ea	45'-0"	3 3/4"
S508E	8	5'-4"	3 3/4"
S509E to S588E	2 Ea	5'-5" to 68'-5"	Str.
S589E to S5173E	2 Ea	70'-0" to 4'-6"	Str.
S701E	227	11'-2"	6"

Bending Diagrams
(Dimensions are out to out of bars)



PARAPET RAIL VARIABLES

See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Closed	12'-9 5/8"		P404E
Closed-E	12'-9 5/8"		P405E
Open	12'-10 1/2"	4'-5 1/4"	P406E
Closed	12'-10 1/2"		P406E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

(1) Field weld to existing Kept beam No. 8.

SHEET 2 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/2/2015
CHECKED BY: STS DATE: 2/4/2015
DESIGNED BY: KH DATE: 1/5/2015
FILENAME: bca0608b3_sl2
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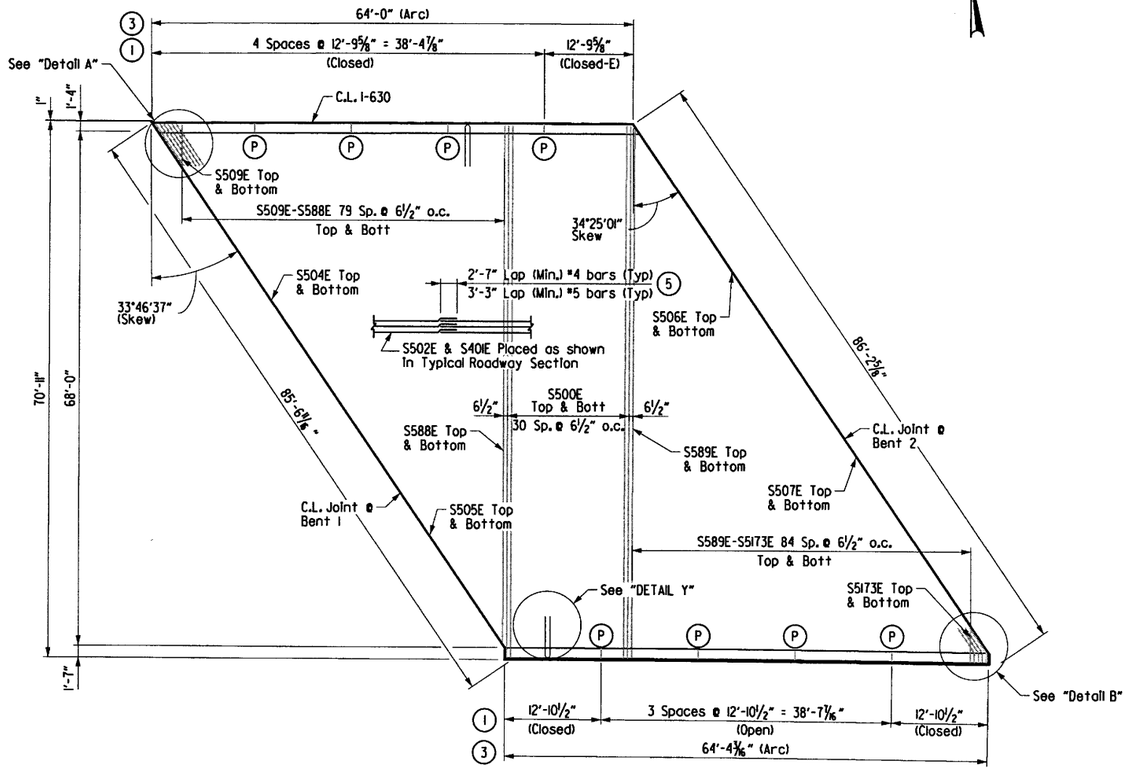
BRIDGE NO. B5582 DRAWING NO. 58422

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STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	500	889
(1) B5582		SPAN DETAILS		58423



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'

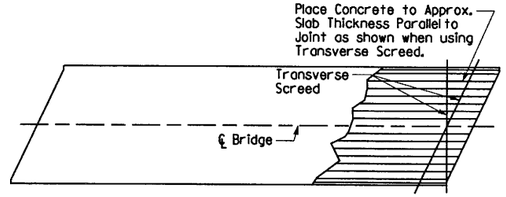
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

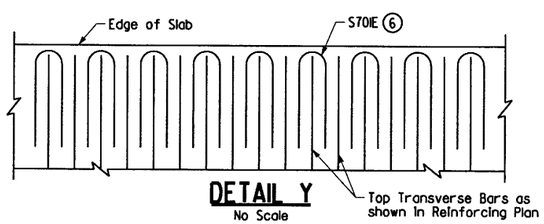
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

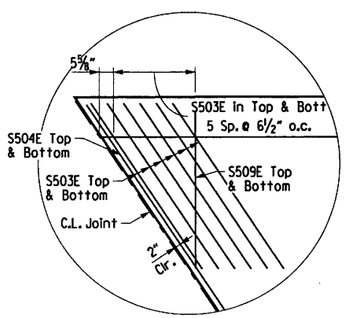
CONCRETE PLACEMENT PROCEDURE

No Scale



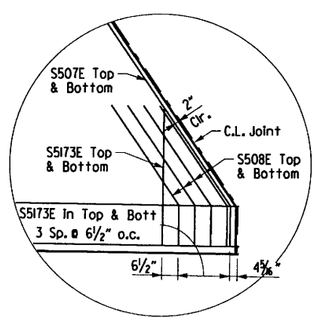
DETAIL Y

No Scale



DETAIL A

NO SCALE



DETAIL B

NO SCALE

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Centered every other top transverse bar.

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 3 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE B OVER ROCK CREEK

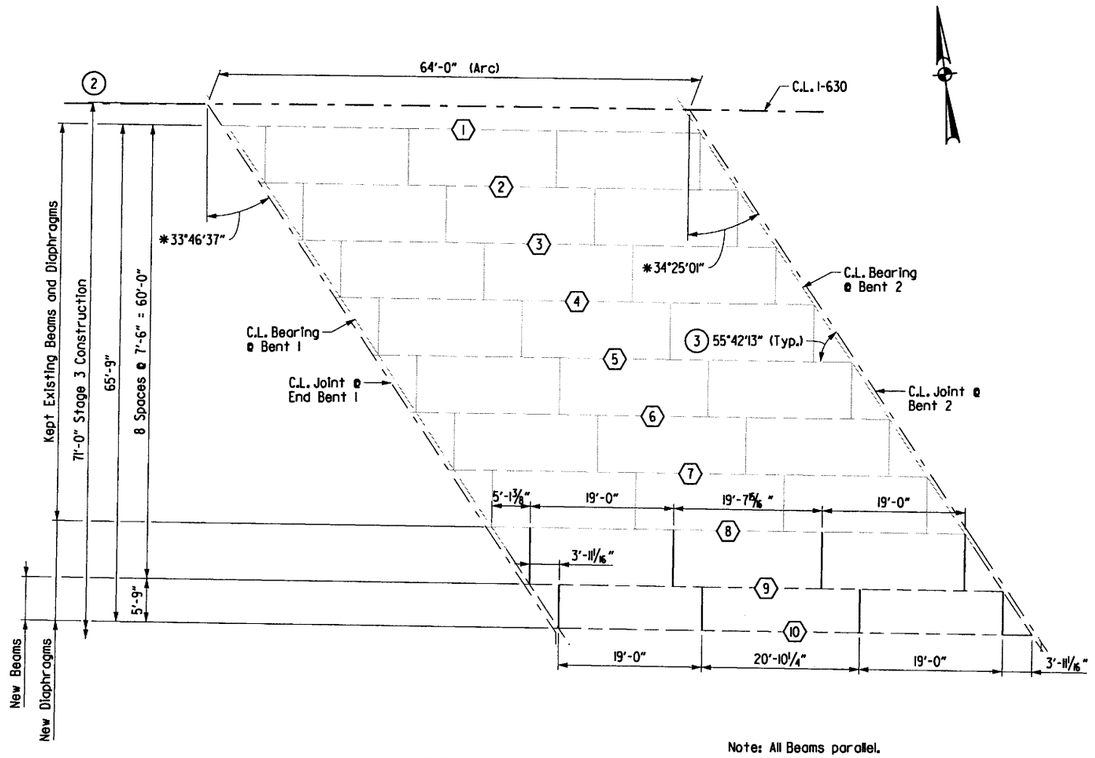
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca0608b3_sl3
CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. B5582 DRAWING NO. 58423

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Note: All Beams parallel.

FRAMING PLAN

SCALE: 1" = 10'

(X) Beam number

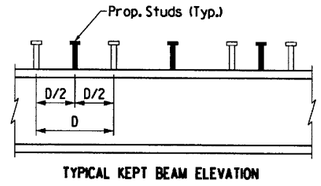
* Skew Angle at Centerline Joint measured from radialline.

(2) Measured radial from C.L. I-630

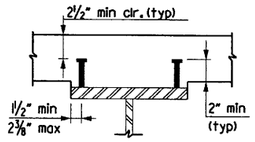
(3) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RO. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	501	889
				(1) B5582		SPAN DETAILS		58424



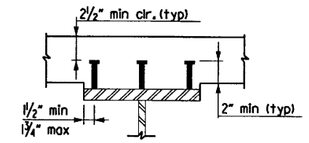
TYPICAL KEPT BEAM ELEVATION



Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 1-8

Not to Scale



¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361-¾" dia. studs in place of one ⅞" dia. stud.

SHEAR CONNECTOR DETAIL NEW BEAMS 9-10

Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅝"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 4 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/20/2015
CHECKED BY: STS DATE: 2/21/2015
DESIGNED BY: KH DATE: 1/5/2015
FILENAME: bca0608b3_sl4
SCALE: AS SHOWN

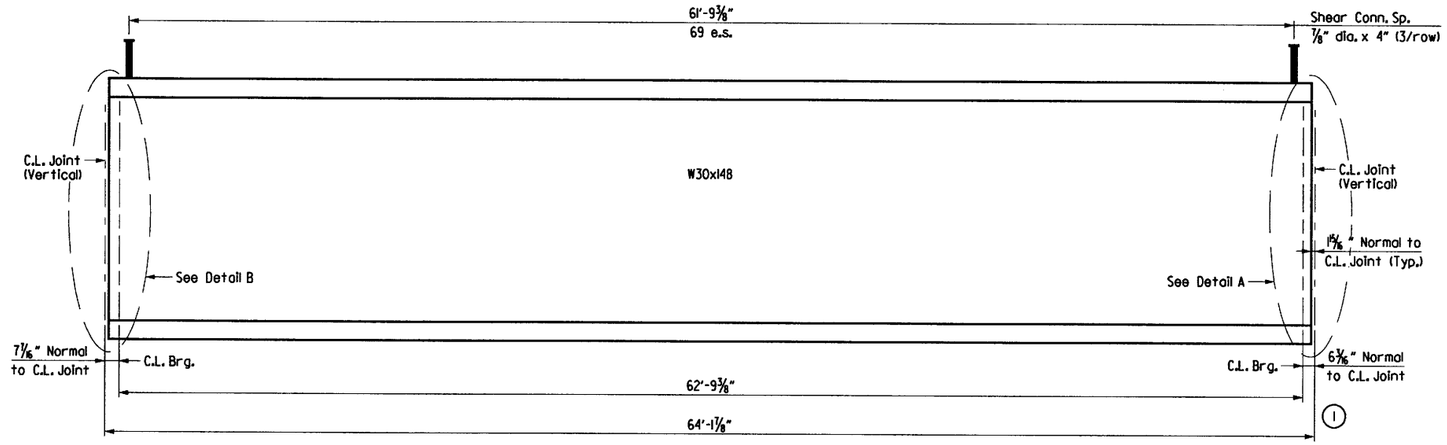
BRIDGE NO. B5582 DRAWING NO. 58424

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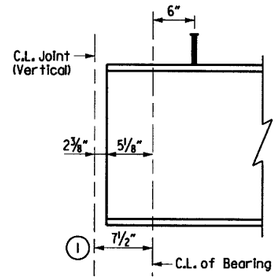
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	502	889
				(1) B5582		SPAN DETAILS		58425

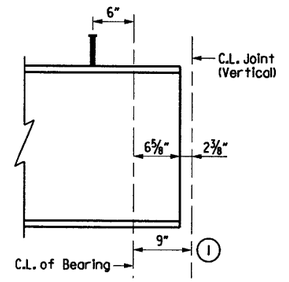
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



ELEVATION - NEW BEAMS 9 & 10



DETAIL A
No Scale

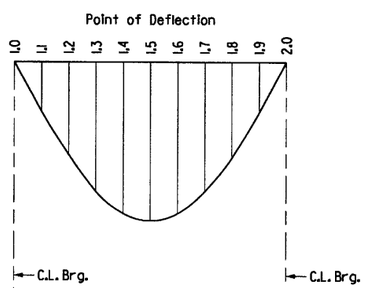


DETAIL B
No Scale

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																													
		Structural Steel										Steel + Slab										Steel + Slab + Parapets									
		Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10	Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10	Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.091	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.088	0.095	0.537	0.593	0.594	0.595	0.593	0.595	0.594	0.593	0.474	0.426	0.588	0.64	0.631	0.606	0.593	0.594	0.604	0.629	0.523	0.489
	1.2	0.167	0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.164	0.17	0.986	1.101	1.103	1.104	1.103	1.104	1.104	1.1	0.887	0.759	1.08	1.188	1.171	1.124	1.102	1.103	1.122	1.168	0.979	0.871
	1.3	0.229	0.239	0.239	0.24	0.239	0.24	0.239	0.239	0.23	0.224	1.35	1.524	1.528	1.528	1.527	1.528	1.529	1.522	1.241	0.999	1.479	1.645	1.621	1.556	1.526	1.527	1.555	1.615	1.37	1.146
	1.4	0.274	0.279	0.279	0.28	0.279	0.28	0.279	0.279	0.269	0.256	1.614	1.777	1.782	1.782	1.78	1.782	1.783	1.775	1.453	1.145	1.768	1.918	1.89	1.814	1.779	1.78	1.814	1.884	1.604	1.313
	1.5	0.285	0.292	0.293	0.293	0.293	0.293	0.293	0.293	0.282	0.268	1.681	1.861	1.866	1.866	1.865	1.866	1.868	1.86	1.523	1.198	1.842	2.008	1.978	1.899	1.864	1.864	1.901	1.975	1.682	1.374
	1.6	0.272	0.279	0.279	0.28	0.279	0.28	0.279	0.279	0.269	0.259	1.605	1.777	1.781	1.782	1.78	1.782	1.783	1.776	1.453	1.158	1.759	1.918	1.888	1.813	1.779	1.78	1.815	1.886	1.605	1.327
	1.7	0.235	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.23	0.226	1.387	1.526	1.53	1.53	1.529	1.53	1.531	1.525	1.241	1.012	1.52	1.647	1.622	1.556	1.528	1.529	1.558	1.62	1.371	1.16
	1.8	0.179	0.178	0.178	0.178	0.178	0.178	0.178	0.178	0.17	0.17	1.055	1.133	1.136	1.136	1.136	1.136	1.137	1.133	0.918	0.76	1.156	1.223	1.204	1.155	1.135	1.135	1.158	1.204	1.014	0.871
	1.9	0.1	0.094	0.094	0.095	0.094	0.095	0.094	0.095	0.09	0.09	0.592	0.602	0.603	0.605	0.603	0.605	0.604	0.603	0.485	0.404	0.649	0.65	0.639	0.615	0.602	0.604	0.615	0.641	0.536	0.463
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

SHEET 5 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 1
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 8/11/2015
CHECKED BY: STS DATE: 8/12/2015
DESIGNED BY: KH DATE: 8/10/2015
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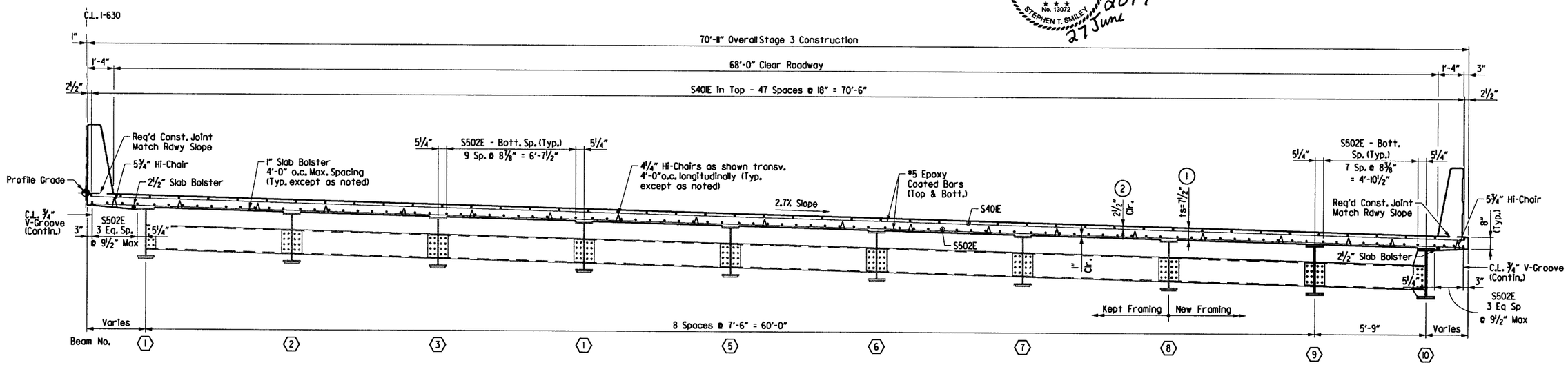
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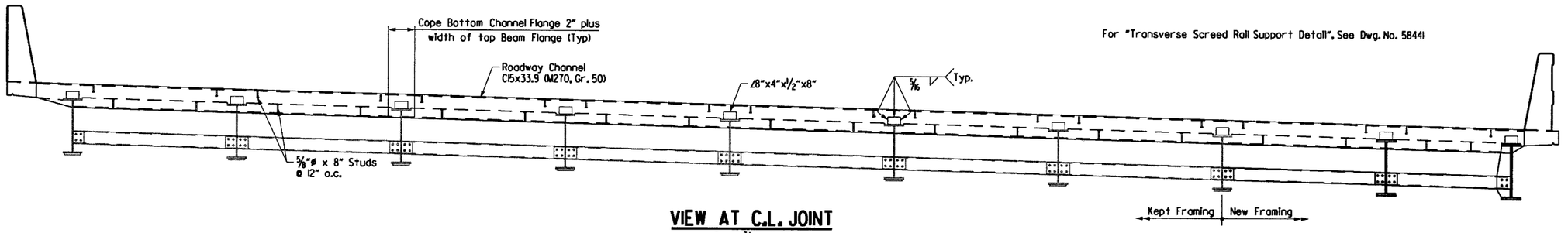
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	503	889
(1) B5582		SPAN DETAILS		58426

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



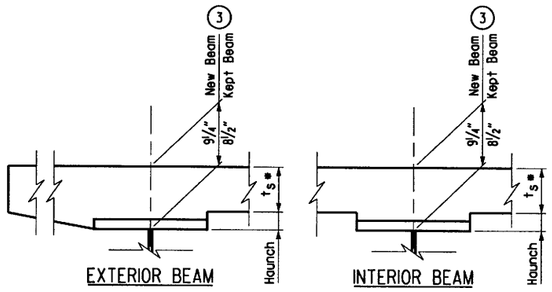
TYPICAL ROADWAY SECTION



VIEW AT C.L. JOINT

Scale: ⅜" = 1'-0"

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441

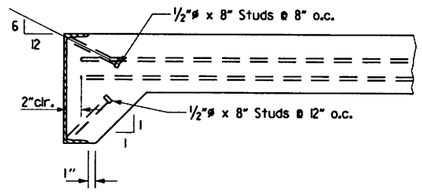


Note: t_s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

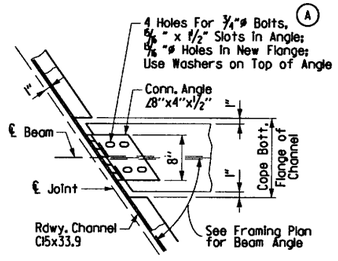


Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅞"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

N.T.S.

(A) At new connections to existing beams, ⅝"ø holes in angle shall be field drilled in lieu of the ⅝" x 1½" slots. ⅝"ø holes in angle shall align with existing holes in existing girder flanges.



CHANNEL CONNECTION DETAIL

N.T.S.

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
#5 Bars Top and Bottom
(See PLAN for Bar designation)
S701E @ 13" Centers (Top Overhang)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1&5

Neoprene Strip Seal with Steel Extrusion
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4"x½"
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming Is Used"

(2) Tolerance Minus = ¼"
Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"

(3) At C.L. of Bearing

SHEET 1 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bco0608b3_s2l
CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

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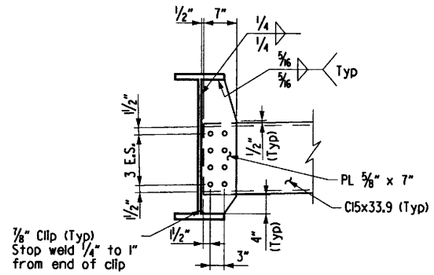
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	504	889
(1) B5582		SPAN DETAILS		58427

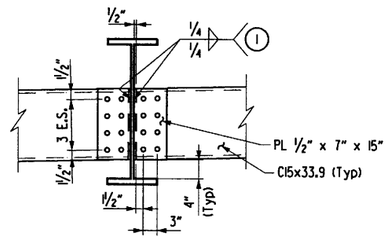
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



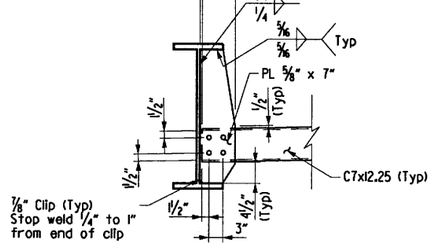
DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM

SCALE: 3/4" = 1'-0"



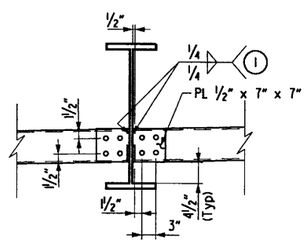
DIAPHRAGM CONNECTION AT INTERIOR BEAMS

SCALE: 3/4" = 1'-0"



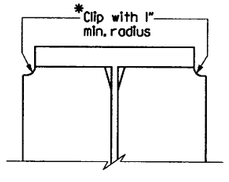
DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT

SCALE: 3/4" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT

SCALE: 3/4" = 1'-0"



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

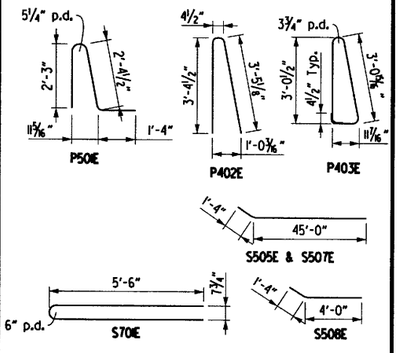
PLATE CLIP DETAIL

N.T.S.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	48	5'-6"	Str.
P501E	216	6'-2"	3 3/4"
P402E	216	7'-0"	3 3/4"
P403E	24	8'-0"	3 3/4"
P404E	55	12'-5"	Str.
P405E	55	12'-6"	Str.
S401E	48	63'-8"	Str.
S500E	29	70'-7"	Str.
S502E	88	63'-8"	Str.
S503E	12	6'-1"	Str.
S504E	2 Ea	43'-8"	Str.
S505E	2 Ea	45'-0"	3 3/4"
S506E	2 Ea	44'-0"	Str.
S507E	2 Ea	44'-4"	3 3/4"
S508E	8	5'-1"	3 3/4"
S509E to S590E	2 Ea	5'-4" to 68'-4"	Str.
S591E to S5177E	2 Ea	69'-11" to 4'-6"	Str.
S701E	227	11'-2"	6"

Bending Diagrams
(Dimensions are out to out of bars)



PARAPET RAIL VARIABLES

See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Closed	12'-9 5/8"		P404E
Closed-E	12'-9 5/8"		P404E
Open	12'-10 1/2"	4'-5 1/4"	P405E
Closed	12'-10 1/2"		P405E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

(1) Field weld to existing Kept beam No. 8.

SHEET 2 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/2/2015
CHECKED BY: STS DATE: 2/4/2015
DESIGNED BY: KH DATE: 1/5/2015
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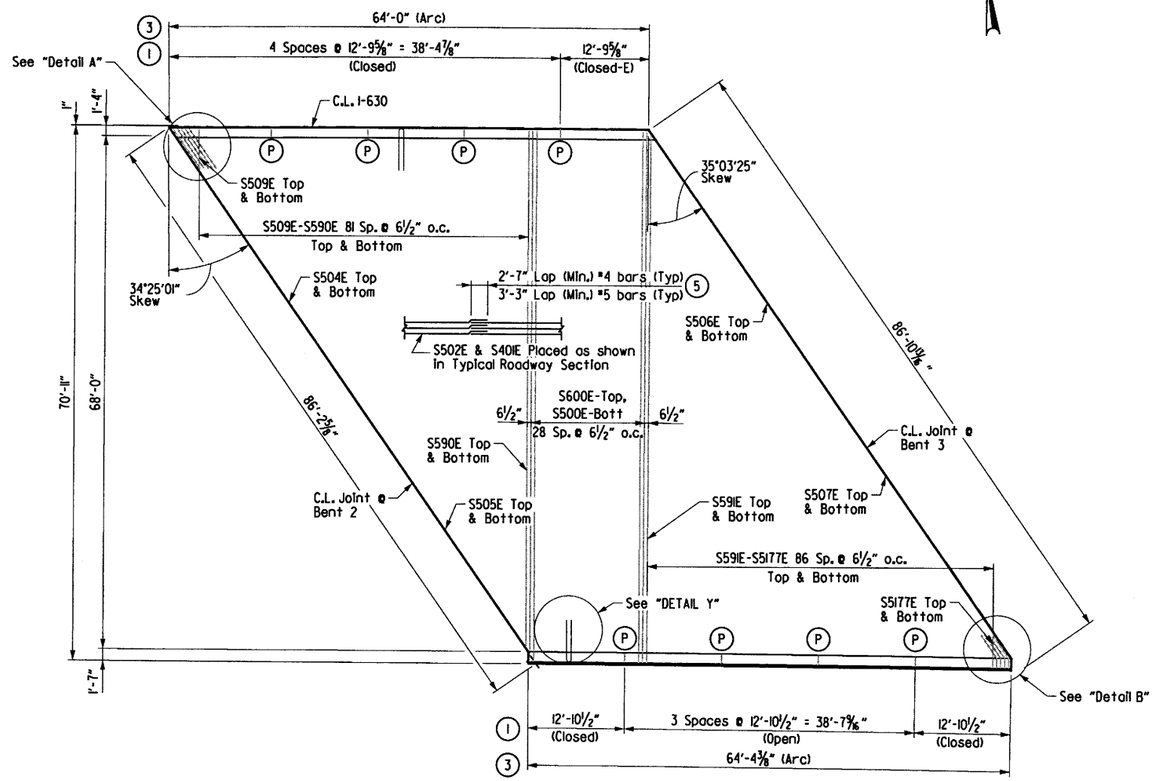
BRIDGE NO. B5582 DRAWING NO. 58427

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	505	889
				(1) B5582		SPAN DETAILS		58428

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'

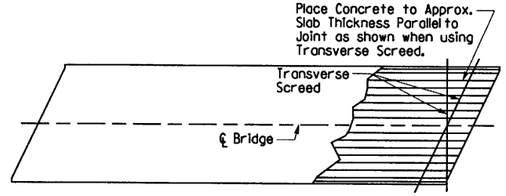
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

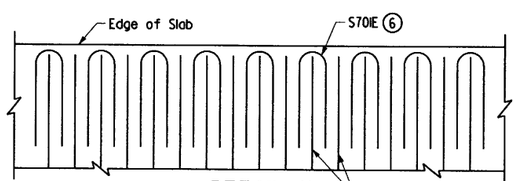
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

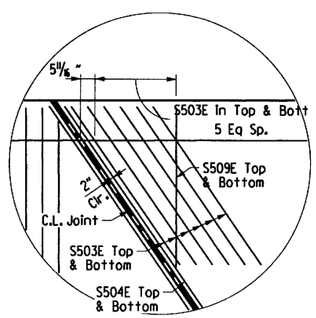
CONCRETE PLACEMENT PROCEDURE

No Scale



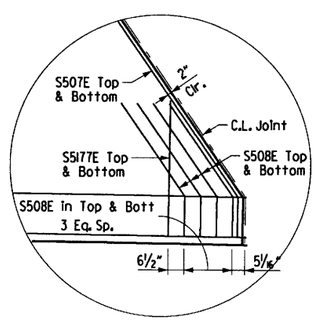
DETAIL Y

No Scale



DETAIL A

NO SCALE



DETAIL B

NO SCALE

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.
(2) Dimensions measured along horizontal control line.
(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
(4) Dimensions measured along centerline of joint.
(5) Min Laps also applicable to splices in Transverse Reinforcing.
(6) Centered every other top transverse bar.
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 3 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE B OVER ROCK CREEK

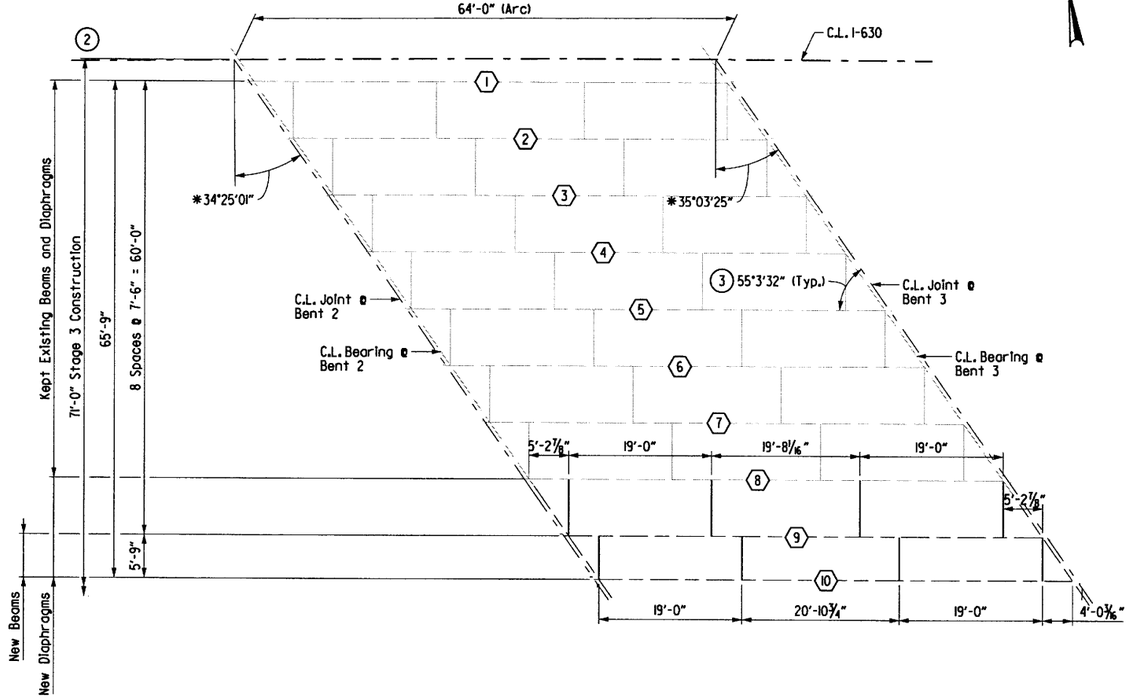
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. B5582 DRAWING NO. 58428

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FRAMING PLAN

SCALE: 1" = 10'

Note: All Beams parallel.

(X) Beam number

* Skew Angle at Centerline Joint measured from radial line.

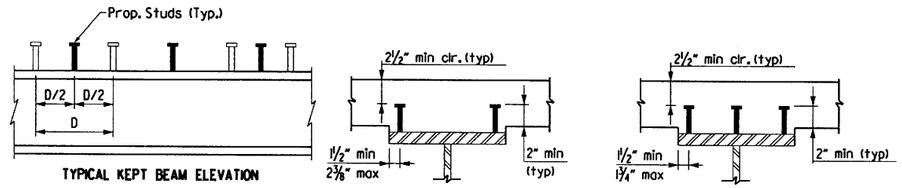
(2) Measured radial from C.L. I-630

(3) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

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				6	ARK.			
				JOB NO.		CA0608	506	889
				(1) B5582		SPAN DETAILS		58429



TYPICAL KEPT BEAM ELEVATION

Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361 - ¾" dia. studs in place of one ⅞" dia. stud.

ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 1-8

Not to Scale

SHEAR CONNECTOR DETAIL NEW BEAMS 9-10

Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅝"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 4 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/20/2015
CHECKED BY: STS DATE: 2/21/2015
DESIGNED BY: KH DATE: 1/5/2015
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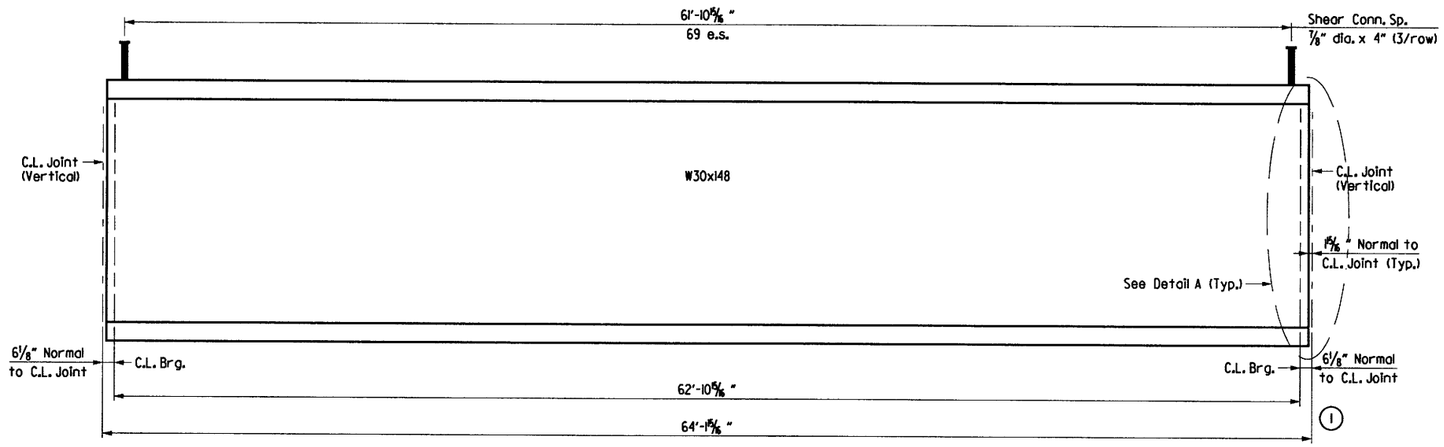
BRIDGE NO. B5582 DRAWING NO. 58429

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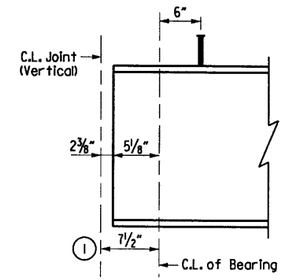
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	507	889
① B5582		SPAN DETAILS		58430

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STEPHEN T. SMILEY
27 June 2017



ELEVATION - NEW BEAMS 9 & 10

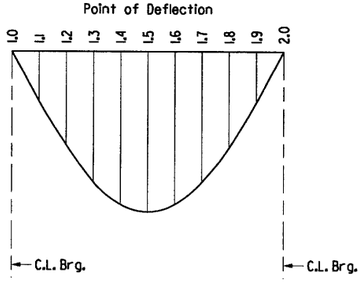


DETAIL A
No Scale

① Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																													
		Structural Steel										Steel + Slab										Steel + Slab + Parapets									
		Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10	Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10	Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	1.1	0.092	0.094	0.094	0.094	0.094	0.094	0.094	0.094	0.089	0.096	0.541	0.598	0.6	0.6	0.6	0.6	0.601	0.598	0.479	0.429	0.593	0.646	0.637	0.611	0.6	0.599	0.611	0.635	0.529	0.492
	1.2	0.168	0.174	0.174	0.174	0.174	0.174	0.174	0.174	0.166	0.171	0.994	1.11	1.114	1.113	1.113	1.113	1.115	1.109	0.896	0.765	1.089	1.198	1.182	1.133	1.112	1.112	1.134	1.177	0.989	0.878
	1.3	0.231	0.241	0.242	0.242	0.242	0.242	0.242	0.242	0.232	0.225	1.361	1.537	1.543	1.542	1.542	1.542	1.544	1.537	1.252	1.007	1.491	1.659	1.637	1.57	1.541	1.541	1.57	1.631	1.382	1.155
	1.4	0.276	0.282	0.282	0.282	0.282	0.282	0.282	0.282	0.271	0.258	1.627	1.793	1.799	1.798	1.797	1.798	1.8	1.791	1.466	1.154	1.783	1.935	1.908	1.83	1.796	1.796	1.831	1.901	1.619	1.324
	1.5	0.288	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.285	0.27	1.696	1.877	1.884	1.882	1.882	1.882	1.885	1.876	1.538	1.208	1.858	2.025	1.997	1.915	1.881	1.88	1.918	1.992	1.698	1.385
	1.6	0.274	0.282	0.282	0.282	0.282	0.282	0.282	0.282	0.272	0.261	1.619	1.793	1.799	1.798	1.798	1.798	1.8	1.792	1.467	1.168	1.774	1.935	1.907	1.829	1.797	1.796	1.832	1.903	1.62	1.339
	1.7	0.237	0.242	0.242	0.242	0.242	0.242	0.242	0.242	0.232	0.228	1.399	1.539	1.544	1.544	1.543	1.543	1.545	1.538	1.252	1.021	1.533	1.661	1.636	1.57	1.542	1.542	1.573	1.634	1.383	1.17
	1.8	0.18	0.179	0.18	0.18	0.179	0.18	0.18	0.18	0.171	0.171	1.063	1.142	1.147	1.147	1.145	1.146	1.148	1.143	0.925	0.766	1.165	1.233	1.216	1.166	1.144	1.145	1.169	1.214	1.022	0.877
	1.9	0.101	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.09	0.091	0.597	0.607	0.61	0.609	0.609	0.609	0.61	0.607	0.488	0.407	0.654	0.655	0.647	0.619	0.609	0.608	0.621	0.645	0.539	0.466
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

SHEET 5 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 2
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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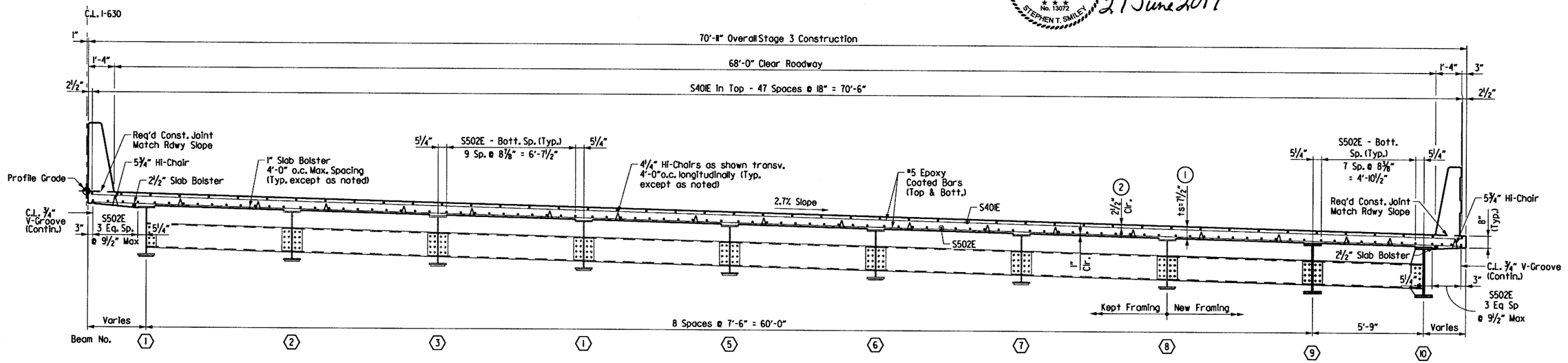
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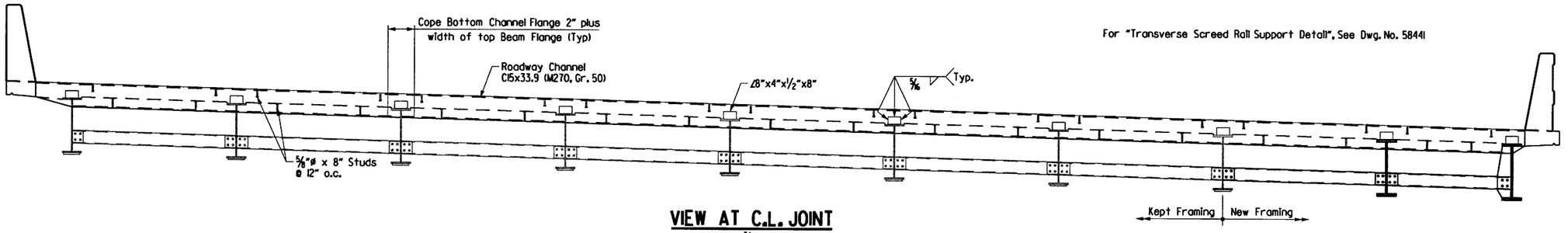
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				6	ARK.			
				JOB NO.		CA0608	508	889
				(1) B5582		SPAN DETAILS		58431

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



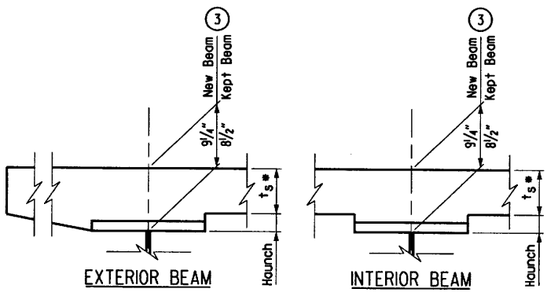
TYPICAL ROADWAY SECTION



VIEW AT C.L. JOINT

Scale: ⅜" = 1'-0"

For "Transverse Screed Rail Support Detail", See Dwg. No. 58441

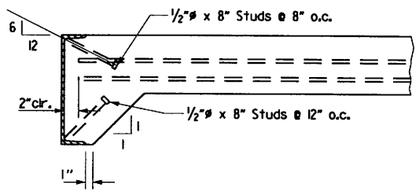


Note: ^{t}s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -¼".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

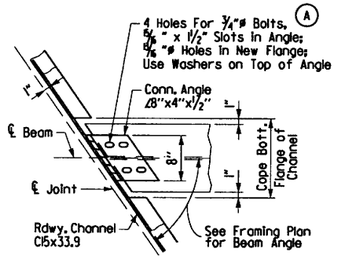


Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

N.T.S.

(A) At new connections to existing beams, ⅝ "ø holes in angle shall be field drilled in lieu of the ⅝ " x 1½" slots. ⅝ "ø holes in angle shall align with existing holes in existing girder flanges.



CHANNEL CONNECTION DETAIL

N.T.S.

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
#5 Bars Top and Bottom
(See PLAN for Bar designation)
S701E @ 13" Centers (Top Overhang)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1&5

Neoprene Strip Seal with Steel Extrusion
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4"x½"
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming Is Used"

(2) Tolerance Minus = ¼"
Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"

(3) At C.L. of Bearing

SHEET 1 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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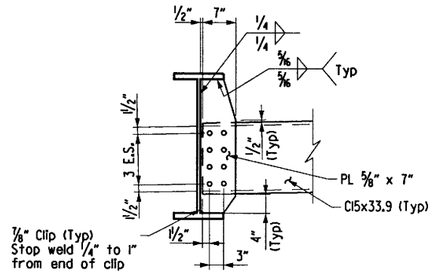
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	509	889
(1) B5582		SPAN DETAILS		58432

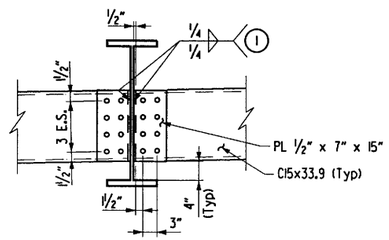
STATE OF ARKANSAS
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STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017



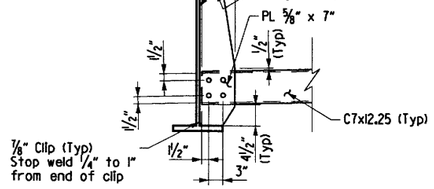
DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM

SCALE: 3/4" = 1'-0"



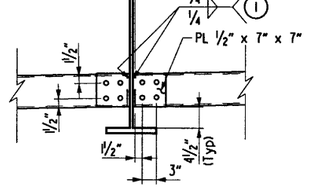
DIAPHRAGM CONNECTION AT INTERIOR BEAMS

SCALE: 3/4" = 1'-0"



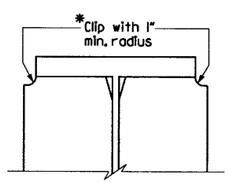
DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT

SCALE: 3/4" = 1'-0"



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT

SCALE: 3/4" = 1'-0"



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

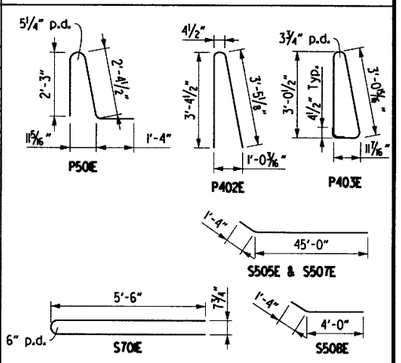
PLATE CLIP DETAIL

N.T.S.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	48	5'-6"	Str.
P501E	216	6'-2"	3 3/4"
P402E	216	7'-0"	3 3/4"
P403E	24	8'-0"	3 3/4"
P404E	55	12'-5"	Str.
P405E	11	11'-6"	Str.
P406E	55	12'-6"	Str.
S401E	48	63'-8"	Str.
S500E	27	70'-7"	Str.
S502E	88	63'-8"	Str.
S503E	12	6'-1"	Str.
S504E	2 Ea	6'-1"	Str.
S505E	2 Ea	45'-4"	3 3/4"
S506E	2 Ea	44'-4"	Str.
S507E	2 Ea	44'-4"	3 3/4"
S508E	8	5'-4"	3 3/4"
S509E to S592E	2 Ea	5'-3" to 68'-3"	Str.
S593E to S518IE	2 Ea	69'-11" to 4'-6"	Str.
S701E	227	11'-2"	6"

Bending Diagrams
(Dimensions are out to out of bars)



PARAPET RAIL VARIABLES

See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Closed	12'-9 5/8"		P404E
Closed-E	12'-9 5/8"		P405E
Open	12'-10 1/2"	4'-5 1/4"	P406E
Closed	12'-10 1/2"		P406E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

(1) Field weld to existing Kept beam No. 8.

SHEET 2 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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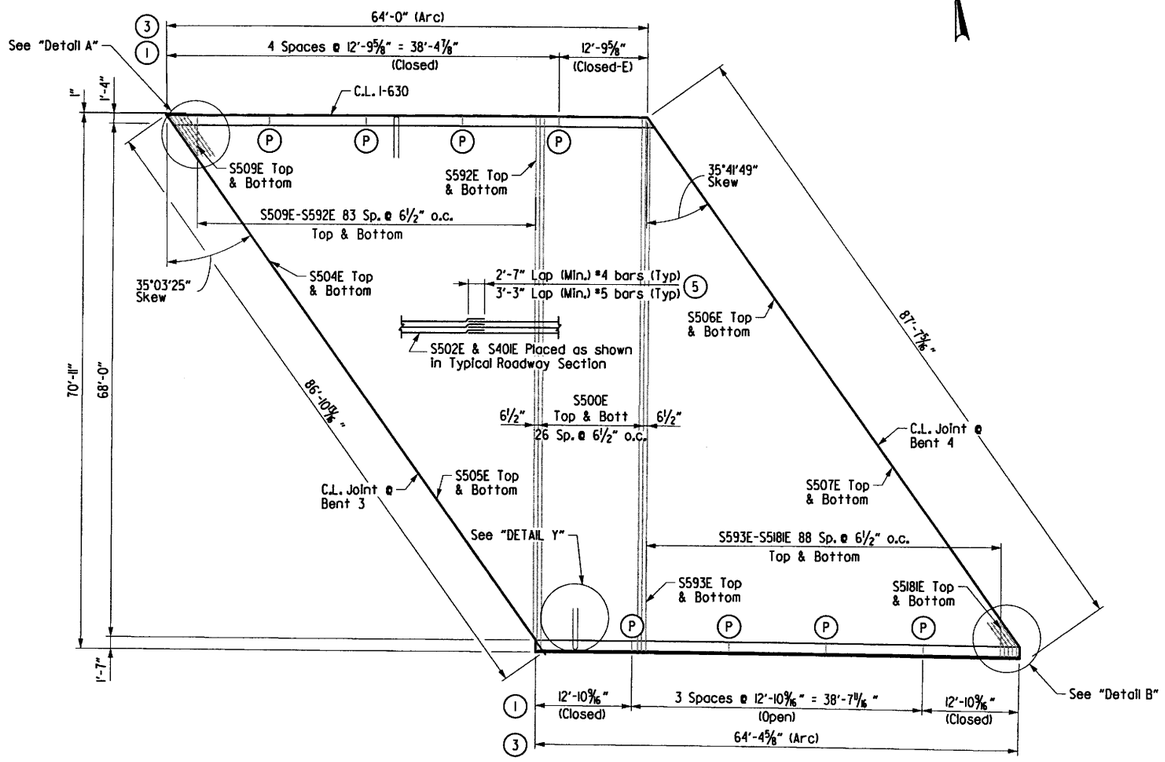
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				JOB NO.		CA0608	510	889
				(1) B5582		SPAN DETAILS		58433

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'

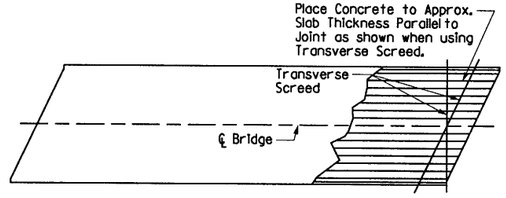
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

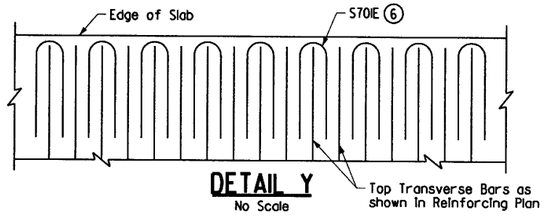
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

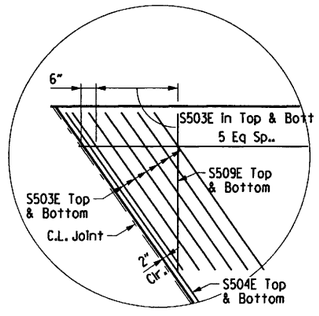
CONCRETE PLACEMENT PROCEDURE

No Scale



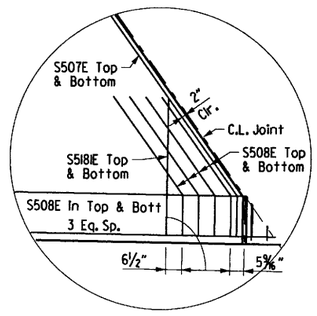
DETAIL Y

No Scale



DETAIL A

NO SCALE



DETAIL B

NO SCALE

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Centered every other top transverse bar.

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 3 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca0608b3_s33
CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

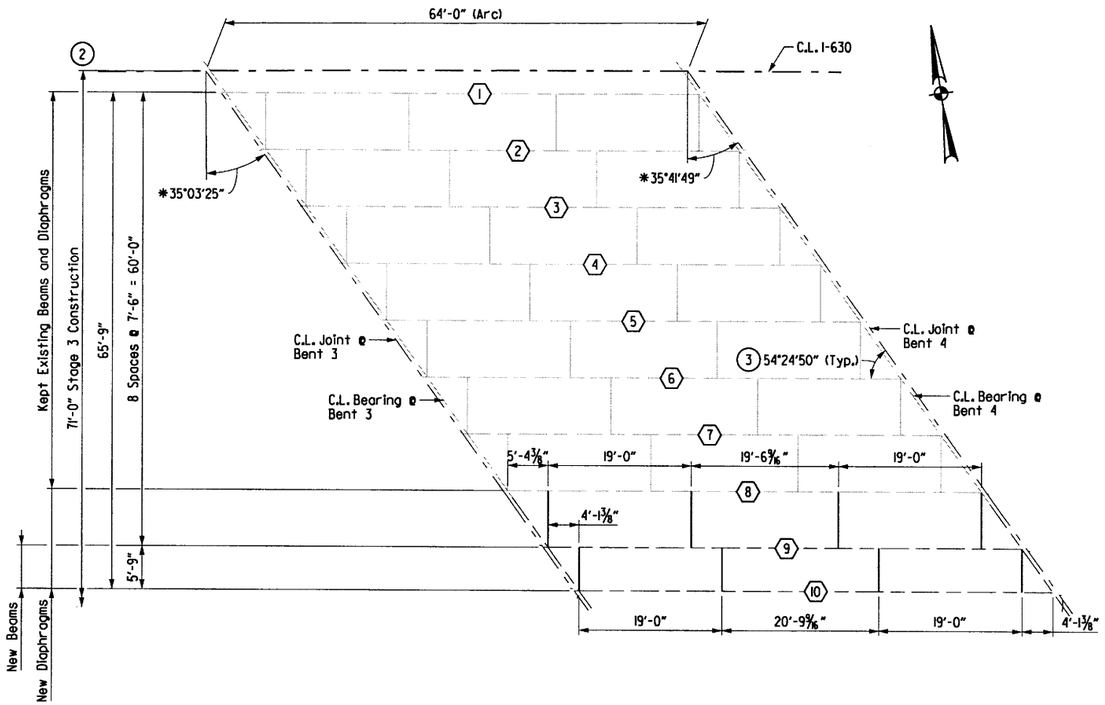
BRIDGE NO. B5582 DRAWING NO. 58433

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6/27/2017 11:01:39 AM sts

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	511	889
				(1) B5582		SPAN DETAILS		58434

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



FRAMING PLAN
SCALE: 1" = 10'

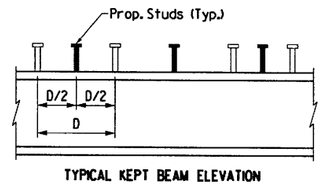
Note: All Beams parallel.

(X) Beam number

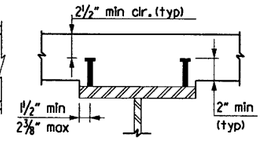
* Skew Angle at Centerline Joint measured from radial line.

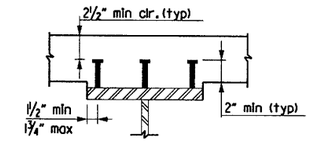
(2) Measured radial from C.L. I-630

(3) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.



TYPICAL KEPT BEAM ELEVATION





Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 1-8
Not to Scale

¾" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361-¾" dia. studs in place of one ⅞" dia. stud.

SHEAR CONNECTOR DETAIL NEW BEAMS 9-10
Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

TABLE FOR WELD

Material Thickness of Thicker Part Joined (inches)	Minimum Size of Fillet Weld (inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	5/16"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 4 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/20/2015
CHECKED BY: STS DATE: 2/21/2015
DESIGNED BY: KH DATE: 1/5/2015
FILENAME: bca0608b3_s34
SCALE: AS SHOWN

BRIDGE NO. B5582 DRAWING NO. 58434

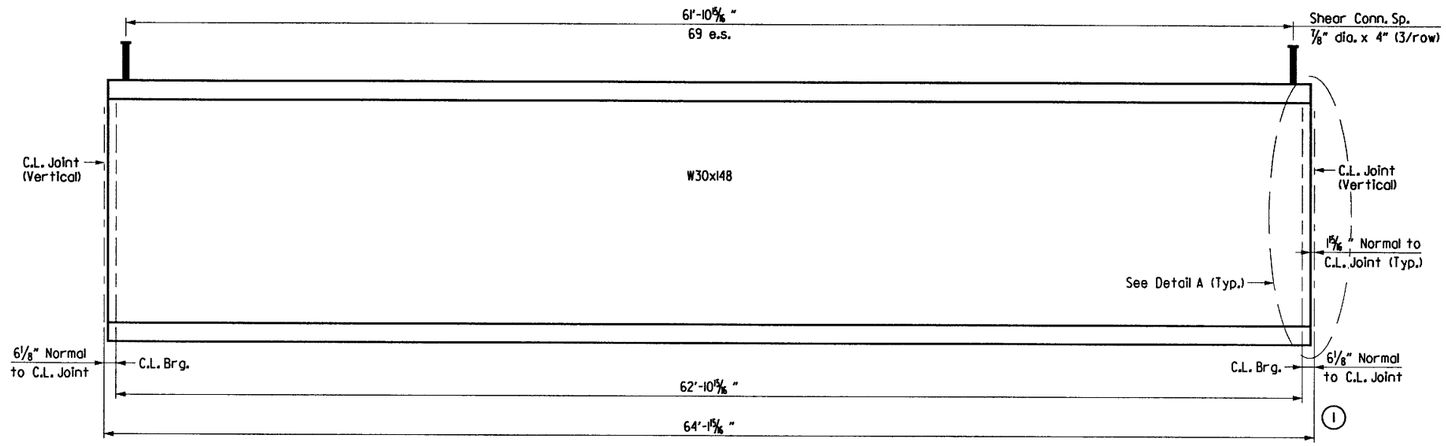
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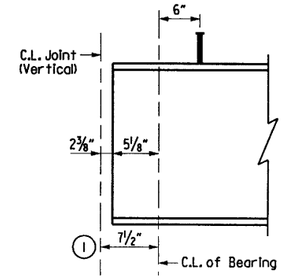
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				6	ARK.			
				JOB NO.		CA0608	512	889
				(1) B5582		SPAN DETAILS		58435

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



ELEVATION - NEW BEAMS 9 & 10



DETAIL A
No Scale

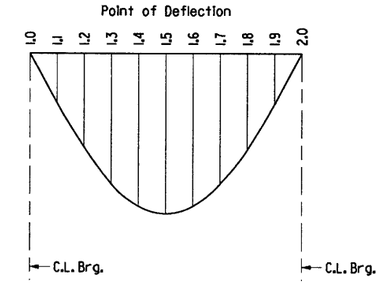
(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)									
		Structural Steel									
		Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10
	1.0	0	0	0	0	0	0	0	0	0	0
Span 3	1.1	0.092	0.094	0.094	0.094	0.094	0.094	0.094	0.094	0.088	0.096
	1.2	0.169	0.174	0.174	0.174	0.175	0.174	0.175	0.174	0.166	0.171
	1.3	0.231	0.241	0.242	0.242	0.242	0.242	0.242	0.242	0.232	0.225
	1.4	0.276	0.282	0.282	0.282	0.282	0.282	0.282	0.282	0.271	0.258
	1.5	0.288	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.285	0.27
	1.6	0.275	0.282	0.282	0.282	0.282	0.282	0.282	0.282	0.271	0.261
	1.7	0.237	0.242	0.242	0.242	0.242	0.242	0.242	0.242	0.232	0.228
	1.8	0.18	0.179	0.18	0.179	0.18	0.18	0.18	0.18	0.171	0.171
	1.9	0.101	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.09	0.091
	2.0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)									
		Steel + Slab									
		Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10
	1.0	0	0	0	0	0	0	0	0	0	0
Span 3	1.1	0.542	0.599	0.6	0.601	0.601	0.6	0.601	0.599	0.478	0.43
	1.2	0.996	1.111	1.113	1.114	1.115	1.113	1.116	1.11	0.896	0.765
	1.3	1.362	1.537	1.542	1.542	1.542	1.542	1.544	1.537	1.252	1.007
	1.4	1.628	1.793	1.798	1.797	1.797	1.797	1.8	1.791	1.465	1.155
	1.5	1.697	1.877	1.883	1.882	1.882	1.882	1.884	1.876	1.537	1.209
	1.6	1.62	1.793	1.798	1.797	1.797	1.797	1.799	1.792	1.465	1.169
	1.7	1.399	1.539	1.543	1.543	1.543	1.543	1.545	1.538	1.252	1.022
	1.8	1.063	1.142	1.147	1.145	1.146	1.146	1.148	1.143	0.925	0.766
	1.9	0.597	0.607	0.609	0.608	0.608	0.608	0.608	0.606	0.488	0.406
	2.0	0	0	0	0	0	0	0	0	0	0

	Point of Deflection	Vertical Dead Load Deflection (in.)									
		Steel + Slab + Parapets									
		Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10
	1.0	0	0	0	0	0	0	0	0	0	0
Span 3	1.1	0.594	0.647	0.637	0.612	0.601	0.599	0.611	0.636	0.528	0.493
	1.2	1.091	1.199	1.181	1.134	1.114	1.112	1.135	1.178	0.989	0.878
	1.3	1.492	1.659	1.636	1.57	1.541	1.541	1.57	1.631	1.382	1.155
	1.4	1.784	1.935	1.907	1.829	1.796	1.796	1.831	1.901	1.618	1.325
	1.5	1.859	2.025	1.996	1.915	1.881	1.88	1.917	1.992	1.697	1.386
	1.6	1.775	1.935	1.906	1.828	1.796	1.796	1.831	1.903	1.618	1.34
	1.7	1.533	1.661	1.635	1.569	1.542	1.542	1.573	1.634	1.383	1.171
	1.8	1.165	1.233	1.216	1.164	1.145	1.145	1.169	1.214	1.022	0.877
	1.9	0.654	0.655	0.645	0.618	0.608	0.607	0.619	0.644	0.539	0.465
	2.0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

SHEET 5 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 3
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

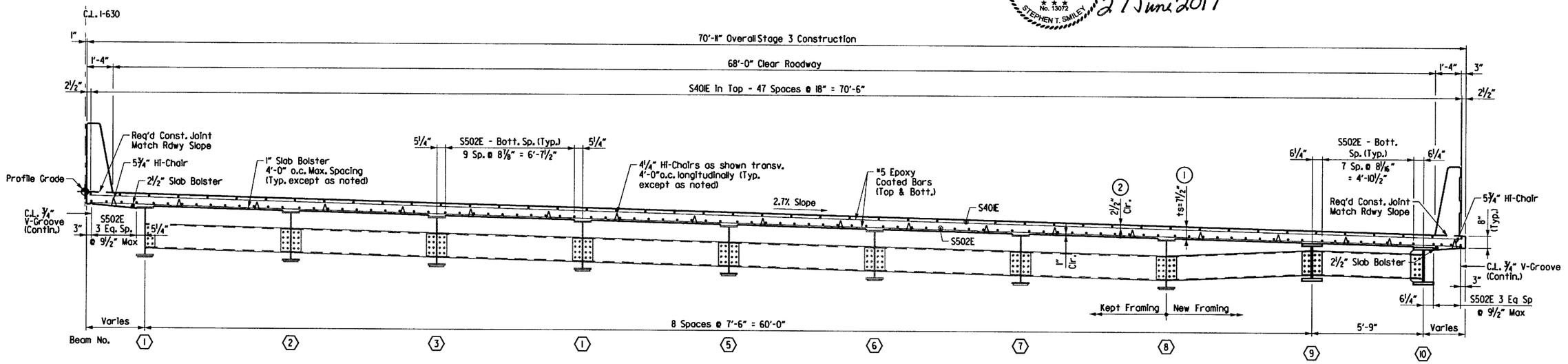
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DESIGNED BY: KH DATE: 8/10/2015
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SCALE: AS SHOWN

BRIDGE NO. B5582 DRAWING NO. 58435

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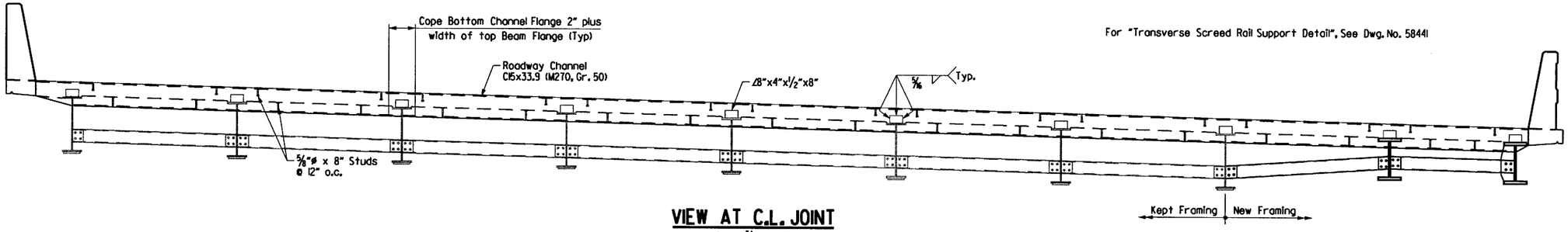
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				6	ARK.			
				JOB NO.		CA0608	513	889
				(1) B5582		SPAN DETAILS		58436

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



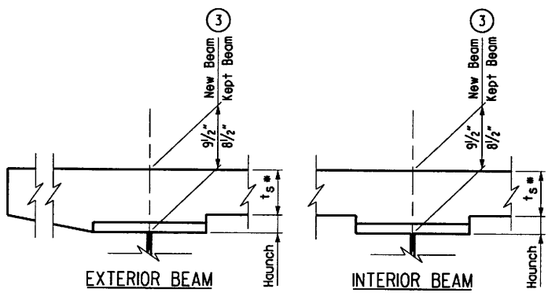
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



VIEW AT C.L. JOINT

Scale: ⅜" = 1'-0"

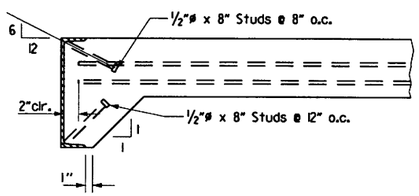


Note: t_s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance: Minimum - occurs when the top flange contacts the bottom reinforcing steel; Maximum - top flange thickness plus 1¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

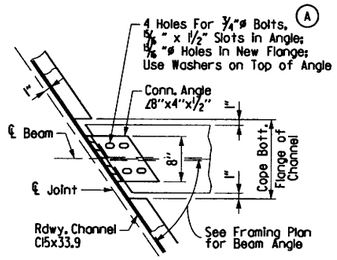


Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

N.T.S.

(A) At new connections to existing beams, ⅝"ø holes in angle shall be field drilled in lieu of the ⅝" x 1½" slots. ⅝"ø holes in angle shall align with existing holes in existing girder flanges.



CHANNEL CONNECTION DETAIL

N.T.S.

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
#5 Bars Top and Bottom
(See PLAN for Bar designation)
S70IE @ 13" Centers (Top Overhang)

Longitudinal:
S40IE @ 18" Centers (Top Temperature)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS

Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4x½"
Detail Device 1⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58442

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used"
(2) Tolerance Minus = ¼"
Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"
(3) At C.L. of Bearing

SHEET 1 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bco0608b3.s41
CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. B5582 DRAWING NO. 58436

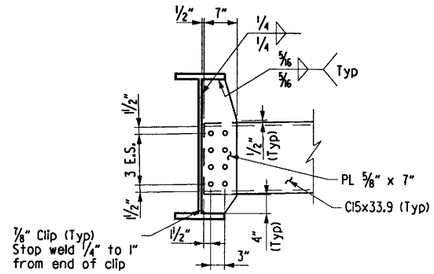
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	514	889
(1) B5582		SPAN DETAILS		58437

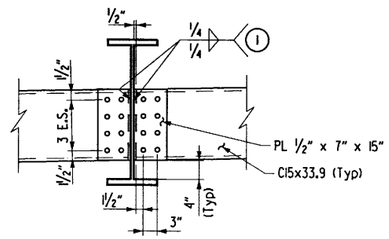
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



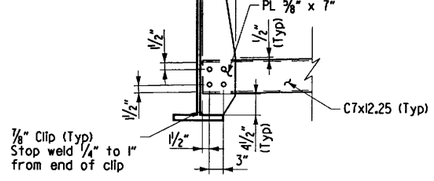
DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM

N.T.S.



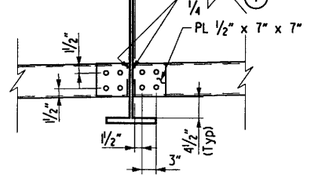
DIAPHRAGM CONNECTION AT INTERIOR BEAMS

N.T.S.



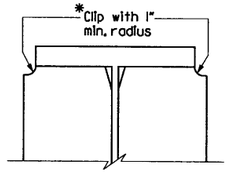
DIAPHRAGM CONNECTION AT NEW EXTERIOR BEAM AT C.L. JOINT

N.T.S.



DIAPHRAGM CONNECTION AT INTERIOR BEAMS AT C.L. JOINT

N.T.S.



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

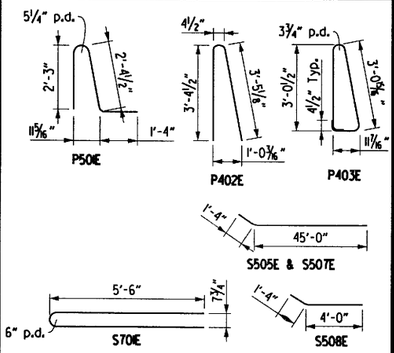
PLATE CLIP DETAIL

N.T.S.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
P400E	48	5'-6"	Str.
P501E	136	6'-2"	3 3/4"
P402E	136	7'-0"	3 3/4"
P403E	8	8'-0"	3 3/4"
P404E	55	12'-5"	Str.
P405E	11	11'-6"	Str.
P406E	44	12'-6"	Str.
S401E	48	63'-8"	Str.
S500E	25	70'-7"	Str.
S502E	88	63'-8"	Str.
S503E	12	6'-4"	Str.
S504E	2 Ea	44'-4"	Str.
S505E	2 Ea	45'-8"	3 3/4"
S506E	2 Ea	44'-9"	Str.
S507E	2 Ea	44'-7"	3 3/4"
S508E	8	5'-4"	3 3/4"
S509E to S594E	2 Ea	5'-3" to 68'-3"	Str.
S595E to S5185E	2 Ea	69'-10" to 4'-6"	Str.
S701E	227	11'-2"	6"

Bending Diagrams
(Dimensions are out to out of bars)



PARAPET RAIL VARIABLES

See Common Details, Dwg. No. 58441

Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Closed	12'-9 5/8"		P404E
Closed-E	12'-9 5/8"		P405E
Open	12'-9 5/8"	4'-4 13/16"	P404E
Closed	12'-10 1/2"		P406E

For Parapet Types, see SLAB REINFORCING & POURING SEQUENCE

(1) Field weld to existing Kept beam No. 8.

SHEET 2 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/2/2015
CHECKED BY: STS DATE: 2/4/2015
DESIGNED BY: KH DATE: 1/5/2015
FILENAME: bca0608b3_s42
SCALE: AS SHOWN

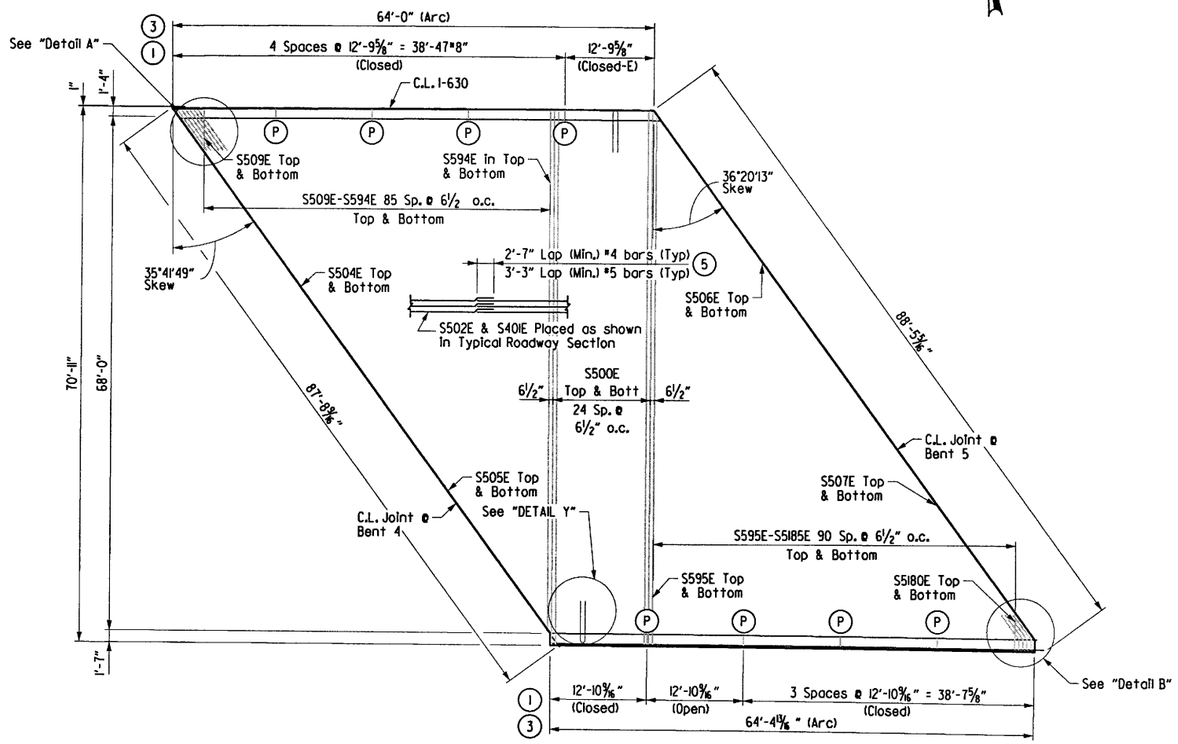
BRIDGE NO. B5582 DRAWING NO. 58437

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6/27/2017 11:01:41 AM sts

6/27/2017 11:09:42 AM sts

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	515	889
				(1) B5582		SPAN DETAILS		58438



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'

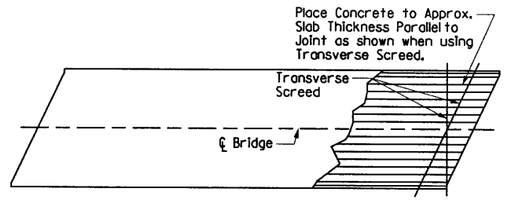
Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.

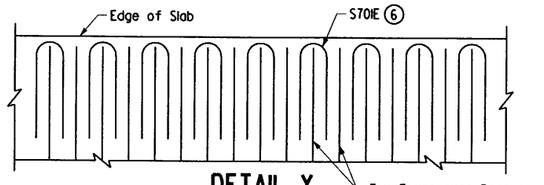
For "TRANSVERSE SCREED RAIL SUPPORT DETAIL", see Dwg. No. 58441



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

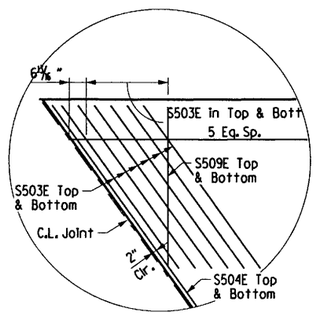
CONCRETE PLACEMENT PROCEDURE

No Scale



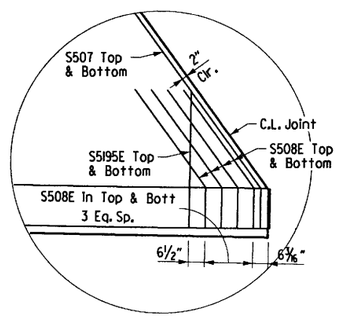
DETAIL Y

No Scale



DETAIL A

NO SCALE



DETAIL B

NO SCALE

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.
(2) Dimensions measured along horizontal control line.
(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
(4) Dimensions measured along centerline of joint.
(5) Min Laps also applicable to splices in Transverse Reinforcing.
(6) Centered every other top transverse bar.
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58441

SHEET 3 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca0608b3_s43
CHECKED BY:	STS	DATE:	2/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/5/2015		

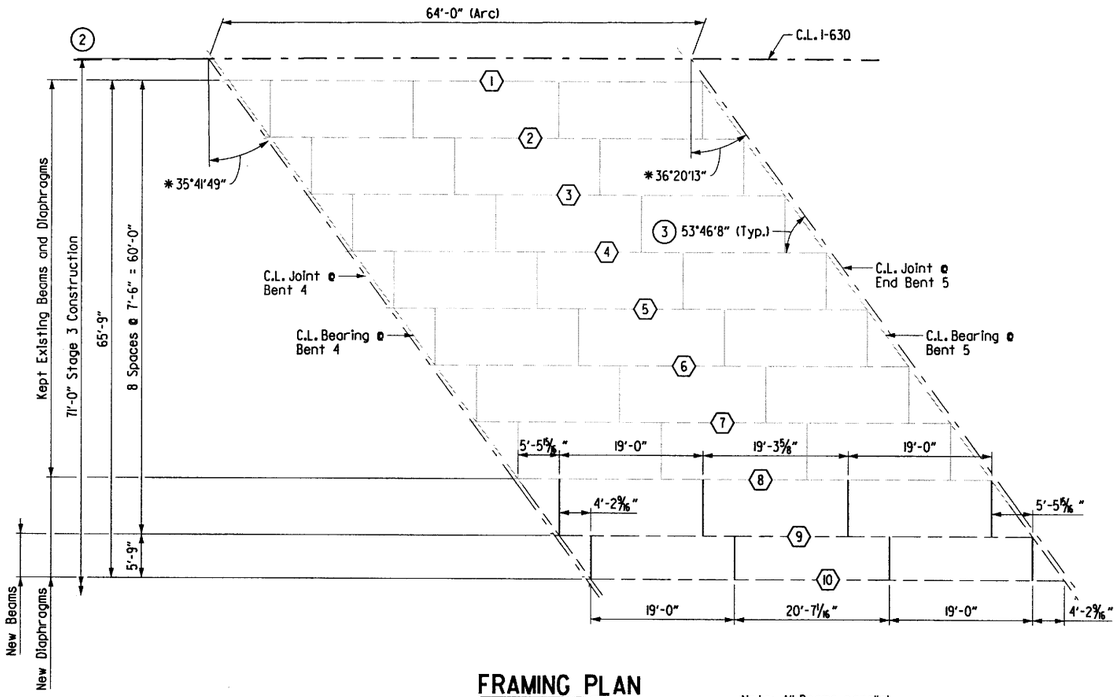
BRIDGE NO. B5582 DRAWING NO. 58438

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	516	889
				(1) B5582		SPAN DETAILS		58439

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



FRAMING PLAN

SCALE: 1" = 10'

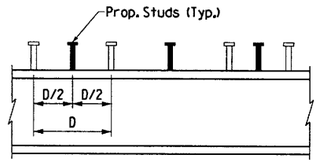
Note: All Beams parallel.

(X) Beam number

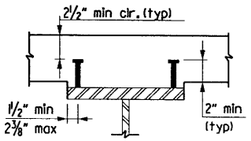
* Skew Angle at Centerline Joint measured from radialline.

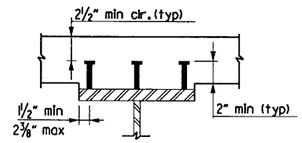
(2) Measured radial from C.L. I-630

(3) Beam Angle, equal at opposite side, opposite end of each beam, because bents are parallel.



TYPICAL KEPT BEAM ELEVATION





Add one pair of studs, as shown, half-way between each existing row of studs. Approximately 71 pair required per kept beam. Three ¾" dia. studs may be used in place of the two ⅞" dia. studs shown.

ADDED SHEAR CONNECTOR DETAIL KEPT BEAMS 1-8

Not to Scale

⅞" dia. studs may be used in place of the ⅞" dia. studs shown, at the ratio of 1.361 - ¾" dia. studs in place of one ⅞" dia. stud.

SHEAR CONNECTOR DETAIL NEW BEAMS 9-10

Not to Scale

Stud Shear Connectors shown shall be ⅞" dia. x 4" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. ⅞" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	5/16"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 4 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/20/2015
CHECKED BY: STS DATE: 2/21/2015
DESIGNED BY: KH DATE: 1/5/2015
FILENAME: bca0608b3_s44
SCALE: AS SHOWN

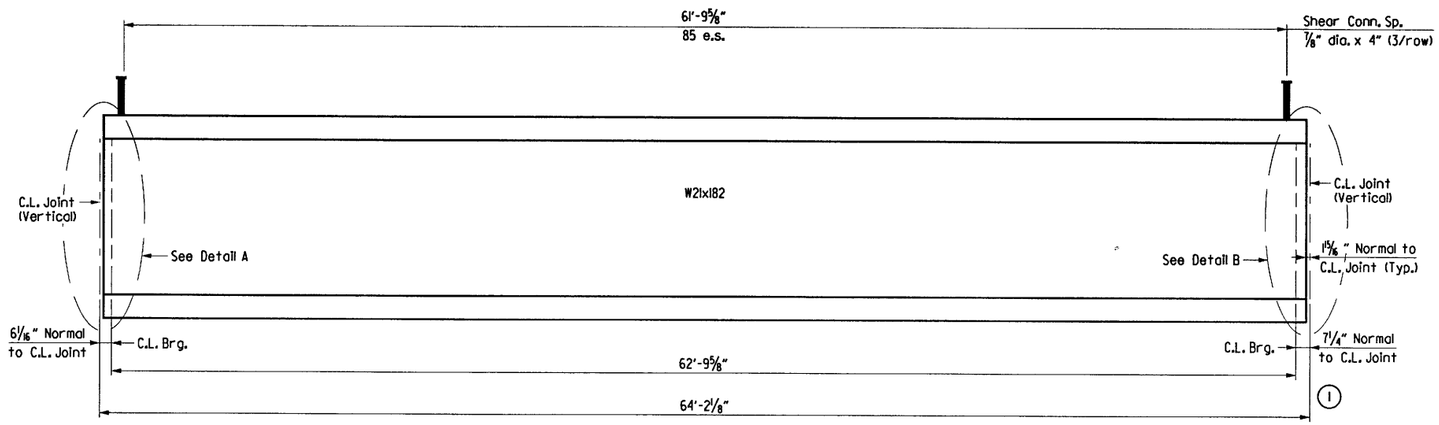
BRIDGE NO. B5582 DRAWING NO. 58439

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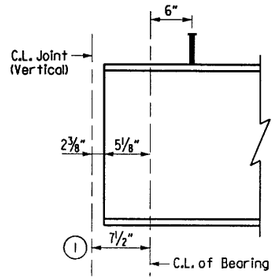
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	517	889
				(1) B5582		SPAN DETAILS		58440

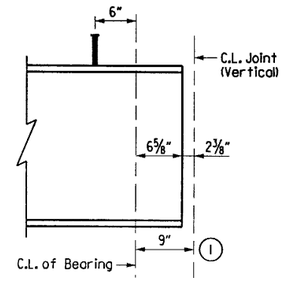
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



ELEVATION - NEW BEAMS 9 & 10



DETAIL A
No Scale

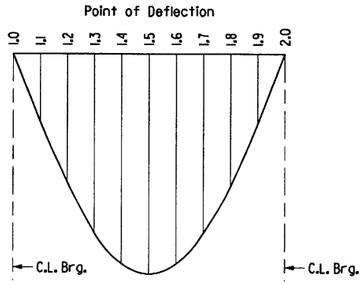


DETAIL B
No Scale

(1) Horizontal dimensions shown are along C.L. Beam, unless noted otherwise. Dimensions given "Normal to C.L. Joint" are supplementary. See FRAMING PLAN for various associated Beam Angles.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (In.)																													
		Structural Steel										Steel + Slab										Steel + Slab + Parapets									
		Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10	Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10	Exist 1	Exist 2	Exist 3	Exist 4	Exist 5	Exist 6	Exist 7	Exist 8	Beam 9	Beam 10
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	1.1	0.091	0.093	0.093	0.093	0.093	0.093	0.093	0.098	0.142	0.17	0.539	0.594	0.597	0.597	0.596	0.597	0.596	0.611	0.659	0.656	0.591	0.641	0.634	0.608	0.595	0.596	0.606	0.652	0.724	0.747
	1.2	0.168	0.173	0.173	0.173	0.173	0.173	0.173	0.181	0.266	0.302	0.99	1.103	1.108	1.107	1.106	1.107	1.106	1.132	1.233	1.168	1.085	1.19	1.176	1.127	1.105	1.105	1.124	1.208	1.355	1.329
	1.3	0.229	0.24	0.24	0.24	0.24	0.24	0.239	0.251	0.372	0.398	1.352	1.527	1.532	1.531	1.53	1.531	1.53	1.566	1.723	1.538	1.481	1.648	1.625	1.559	1.529	1.529	1.556	1.671	1.894	1.75
	1.4	0.275	0.28	0.28	0.28	0.28	0.28	0.279	0.293	0.436	0.456	1.619	1.781	1.786	1.785	1.784	1.785	1.784	1.827	2.019	1.763	1.774	1.922	1.894	1.817	1.782	1.782	1.815	1.949	2.22	2.006
	1.5	0.286	0.293	0.294	0.294	0.293	0.293	0.293	0.307	0.458	0.477	1.686	1.864	1.871	1.871	1.868	1.869	1.87	1.914	2.118	1.845	1.847	2.011	1.984	1.904	1.866	1.866	1.903	2.043	2.329	2.098
	1.6	0.273	0.28	0.28	0.28	0.28	0.28	0.279	0.293	0.437	0.461	1.61	1.781	1.786	1.785	1.784	1.785	1.785	1.828	2.021	1.783	1.764	1.922	1.893	1.816	1.782	1.782	1.817	1.951	2.223	2.027
	1.7	0.236	0.24	0.24	0.24	0.24	0.24	0.24	0.251	0.374	0.402	1.39	1.528	1.533	1.532	1.532	1.532	1.532	1.569	1.727	1.557	1.523	1.649	1.625	1.558	1.53	1.53	1.559	1.676	1.9	1.77
	1.8	0.179	0.178	0.178	0.178	0.178	0.178	0.178	0.186	0.276	0.301	1.056	1.135	1.138	1.138	1.137	1.138	1.138	1.165	1.277	1.166	1.157	1.225	1.206	1.157	1.136	1.136	1.158	1.245	1.406	1.325
	1.9	0.1	0.094	0.094	0.095	0.094	0.094	0.094	0.099	0.146	0.159	0.592	0.602	0.603	0.604	0.603	0.603	0.604	0.618	0.674	0.616	0.649	0.65	0.639	0.614	0.602	0.602	0.615	0.66	0.742	0.7
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

SHEET 5 OF 5
DETAILS OF 64' COMPOSITE W-BEAM SPAN 4
I-630 BRIDGE B OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 8/11/2015
CHECKED BY: STS DATE: 8/12/2015
DESIGNED BY: KH DATE: 8/10/2015
FILENAME: bca0608b3_s45
SCALE: AS SHOWN

BRIDGE NO. B5582 DRAWING NO. 58440

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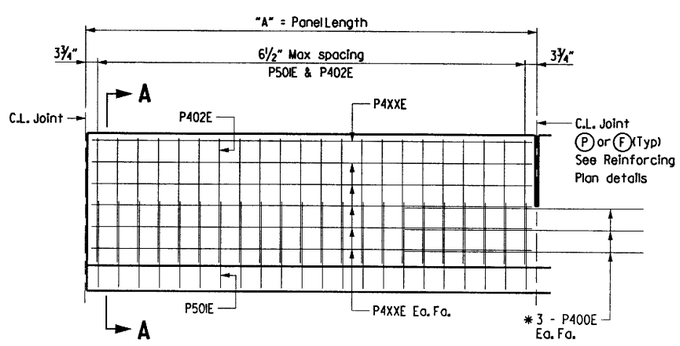
Ⓟ C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab.

Ⓕ C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab.

Note:
For tabulated "PARAPET RAIL VARIABLES", see corresponding spans' details.

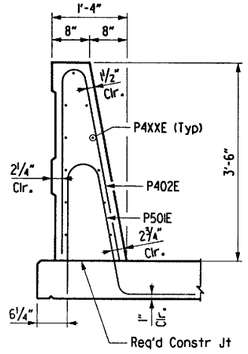
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	518	889
				Ⓘ A&B5582		RAIL DETAILS		58441



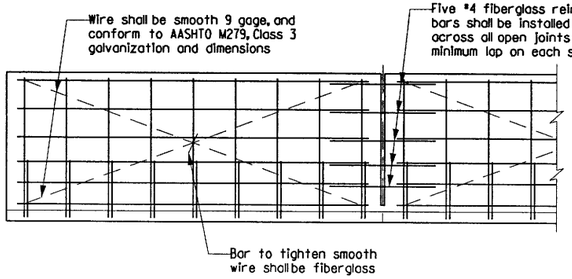
DETAILS OF CLOSED PARAPET RAIL

SCALE: ½" = 1'-0"

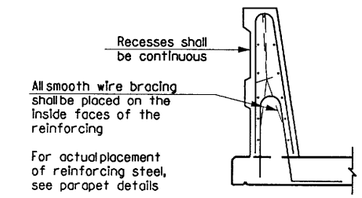


SECTION A-A

SCALE: ¾" = 1'-0"



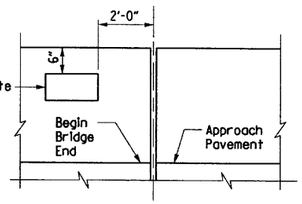
All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.



The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

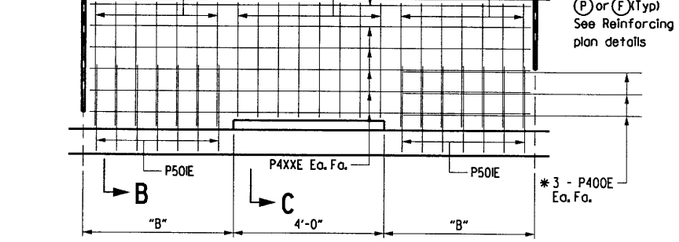
No Scale



Place Type D Bridge Name Plate at the approach end of the Structure parapet rail at Beginning of Bridge approx. 2'-0" from joint. (Right is defined with direction of travel.) See Std. Dwg. No. 55010

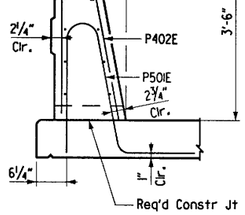
NAME PLATE DETAIL

No Scale



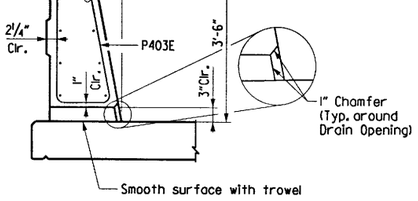
DETAILS OF OPEN PARAPET RAIL

SCALE: ½" = 1'-0"



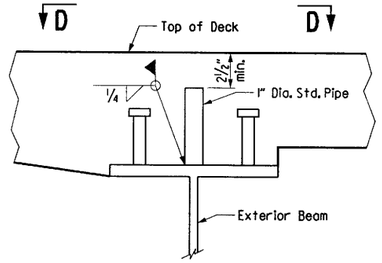
SECTION B-B

SCALE: ¾" = 1'-0"



SECTION C-C

SCALE: ¾" = 1'-0"



TRANSVERSE SCREED RAIL SUPPORT DETAIL

N.T.S.

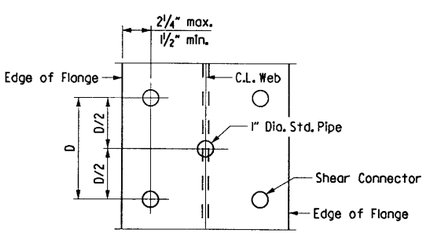
The transverse screed rail supports shall be centered over the beam web and centered longitudinally between adjacent rows of shear connectors.

The pipe shall not interfere with the proper vertical position of the deck reinforcing steel.

The pipe shall be free of dirt, grease, rust, or other foreign substance before the deck is poured.

Care shall be exercised so as voids do not exist in the pipe after placement of the deck concrete.

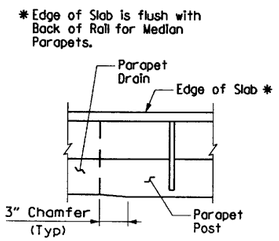
All welding shall be preformed by a certified welder and in accordance with Subsections 802.13 and 807.26.



VIEW D-D

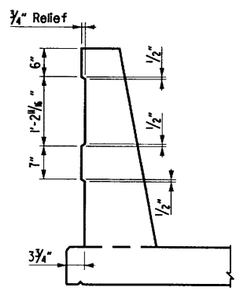
N.T.S.

* Provide 3 - P400E bars each face centered with C.L. Partial Depth Parapet Joints.



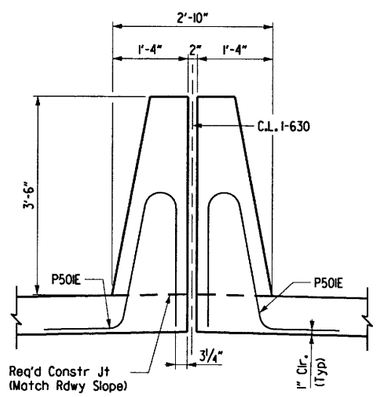
PLAN OF RAIL POST CHAMFER

(Typ for Open Drain Panels Only)
Scale: 1½" = 1'-0"



DETAIL OF PARAPET ENHANCEMENT

SCALE: ¾" = 1'-0"



MEDIAN PARAPETS - NO ENHANCEMENTS

SCALE: ¾" = 1'-0"

Note:
"Median Parapets - No Enhancements" section shows Closed Parapet types. For Open Parapet types and similar reinforcing for both Parapet types not shown in "Median Parapets - No Enhancements" Section refer to SECTIONS A-A, B-B, & C-C.

COMMON DETAILS OF 64' COMPOSITE W-BEAM SPANS I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

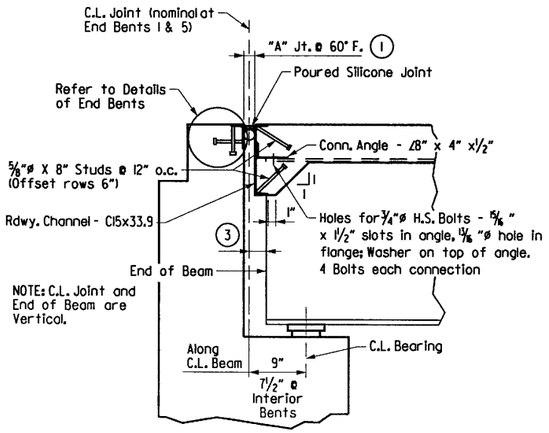
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DESIGNED BY:	KH	DATE:	1/5/2015		

BRIDGE NO. A&B5582 DRAWING NO. 58441

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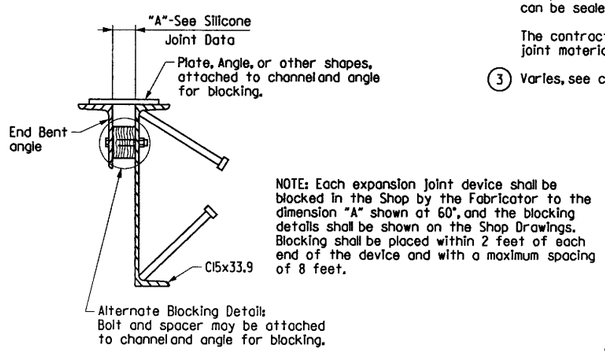
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6/27/2017
sts



JOINT AT END BENTS

Perpendicular to C.L. Joint
No Scale



NOTE: Each expansion joint device shall be blocked in the Shop by the Fabricator to the dimension "A" shown at 60°, and the blocking details shall be shown on the Shop Drawings. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet.

DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

No Scale

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device for the end bents using one of the following two alternatives:

1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, the opening adjusted for temperature, and the backwall constructed.

2) The backwall shall be poured to the optional construction joint after girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature. Backfill shall not be placed behind the backwall until the deck concrete on the adjacent span has been placed.

EXPANSION DEVICE INSTALLATION AT INTERMEDIATE BENTS:

After all beams or girders on each side of the joint are erected the blocked expansion device shall be installed and adjusted for grade. Deck concrete shall be placed for the entire span on one side of the joint before deck concrete on the other side is placed. Connection bolts for the first side to have deck concrete placed shall be completely bolted. Bolts on the other side shall be loosely installed so that thermal and rotational movements will not be restricted during concrete placement on the first side.

Connection bolts on the second side shall remain loose until the concrete pour adjacent to the joint is to be placed. Immediately prior to pouring the span concrete on the second side, the blocking shall be removed, the joint adjusted for temperature and grade, and the connection bolts tightened.

SILICONE JOINT DATA

Bent Number	"A" Width Perpendicular to Joint at 24 Hour Average Temperature (1) of:			Bumper Bar Size	"D"
	40°F	60°F	80°F		
1 & 5	1"	1"	1"	1" x 1/2"	5"
2 & 4	1 3/8"	1 1/4"	1 1/8"	1" x 5/8"	5"
3	1 5/8"	1 3/4"	1 7/8"	1" x 7/8"	5"

(1) The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

NOTES: The temperature limitations recommended by the sealant manufacturer shall be observed.

The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80°F.

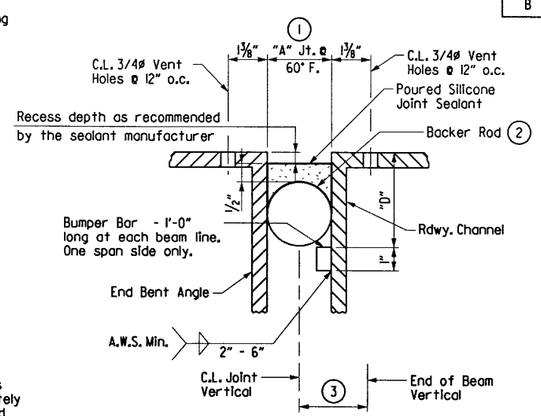
(2) BACKER ROD NOTE:

Use an appropriately sized backer rod at the depth shown in the manufacturer's literature based on the joint width at the time of sealing.

Except as noted, do not install more backer rod than that which can be sealed in the same day.

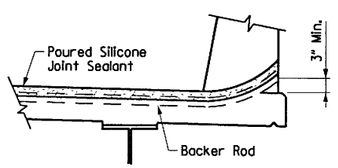
The contractor shall verify separation of the backer rod from the joint material after the joint material has set.

(3) Varies, see corresponding Beam Elevation.



DETAIL OF POURED SILICONE JOINT SEAL

No Scale



JOINT SEAL PLACEMENT AT CURB

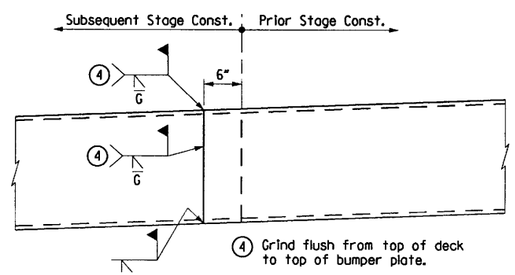
No Scale

ANCHOR BOLT SCHEDULE

Bridge	Bent	Beam	Installation	T (In.)	L (In.)	No.Reqd.
A	2 Stg 1	⟨AIII⟩	Drill&Grout	3	19	2
A	3 Stg 1	⟨AIII⟩	Drill&Grout	3	19	2
A	4 Stg 1	⟨A2II⟩	Drill&Grout	3	19	2
A	1	1	CIP	4	20	2
A	1	3-5	Extend	4	5	6
A	2 Stg 2	1	CIP	3	19	4
A	2 Stg 2	2 fwd	Drill&Grout	3	19	2
A	3 Stg 2	1 bak	CIP	3	19	2
A	3 Stg 2	2 bak	Drill&Grout	3	19	2
A	2 Stg 4	1-6	CIP	3	19	24
A	3 Stg 4	1-6 bak	CIP	3	19	12
A	3 Stg 4	1-7 fwd	CIP	3	19	14
A	4 Stg 4	1-7 bak	CIP	3	19	14
A	4 Stg 4	1-8 fwd	CIP	3	19	16
A	5 Stg 4	1	Extend	4	11	2
A	5 Stg 4	2-7	Drill&Grout	3	19	12
B	1-3	9-10	CIP	3	19	20
B	4	9-10 bak	CIP	3	19	4
B	4	9-10 fwd	CIP	3	27	4
B	5	9-10	CIP	3	19	4

⟨AX⟩ Existing Beam Number For Information Only, See Dwg. No. 58375

Note:
Labor for replacing bearings and installing or modifying anchor bolts, is subsidiary to the item "Modification of Existing Bridge Structure (Bridge No. A5582) and Modification of Existing Bridge Structure (Bridge No. B5582)".



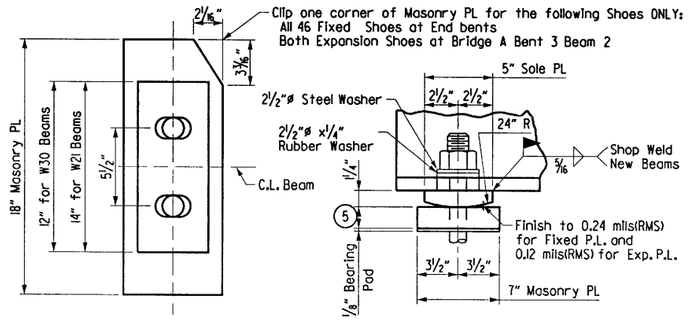
DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

Scale: 1" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	519	889
				(1) A&B5582		JOINTS & BEARINGS		58442

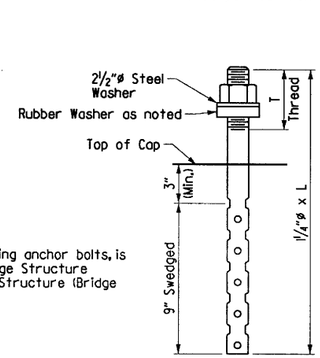
(5) Usual thickness of Masonry plate is 1 1/2". Specific bearings require various other thicknesses, see Dwg.No. 58443



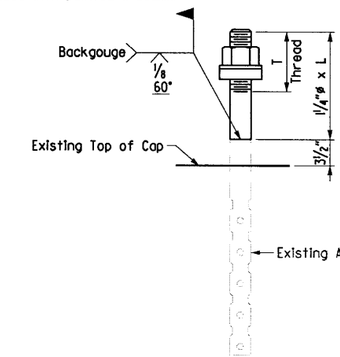
FIXED SHOE: 1 1/2"ø Holes in Sole Plate, Masonry Plate & Beam Flange.
EXPANSION SHOE: 2 1/2" x 1 1/2" Slot in Sole Plate & Beam Flange; 1 1/2"ø Holes in Masonry Plate and Bearing Pad.

TYPE "B" FIXED OR EXP. SHOE

NOTE:
Plates for Type "B" Shoes must be M270, Grade 36, 50, or 50W. Shoe Plates shall be painted when used with painted W-Beams.



New



Extended by Field-Welded Splice

ANCHOR BOLT DETAILS

N.T.S.

Note:
Anchor Bolt, Nut and Washer to be according to subsection 807.07. Indentations shall be circular with rounded bottoms and staggered as shown above. Rubber washer shall be closed cell expanded rubber, meeting the requirements of ASTM D1056 - 85 2B2 E2, and shall be considered subsidiary to the item of Structural Steel. 28 new beams and 63 kept beams get new: shoes, washers, and nuts. Most existing anchor bolts not tabulated, are to be preserved for reuse. Needed anchor bolts damaged by the contractor shall be repaired or replaced to the satisfaction of the Engineer. See Anchor Bolt Schedule, for new and modified anchor bolts. New anchor bolts are to be Cast in Place into new bent caps or Drilled and Grouted into existing bent caps. Specific Existing anchor bolts are scheduled to be Extended by field-welded splice as detailed.

SHEET 1 OF 2
SILICONE JOINT & BEARING DETAILS
I-630 BRIDGE
OVER ROCK CREEK

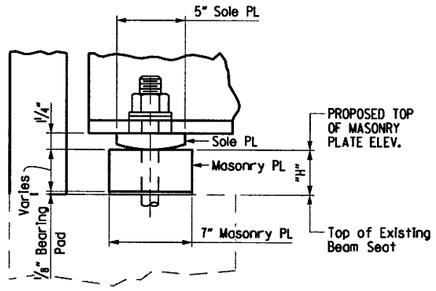
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

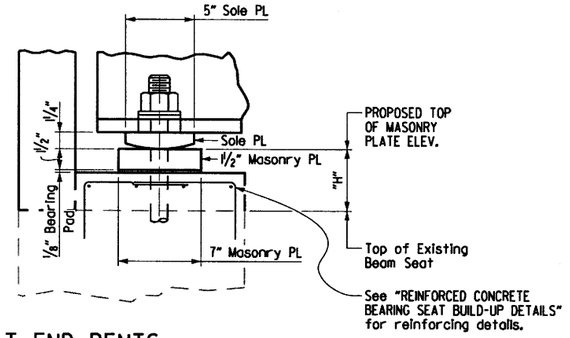
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DESIGNED BY:	KH	DATE:	1/20/2016		

BRIDGE NO. A&B5582 DRAWING NO. 58442

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BEARING SEAT BUILD-UP DETAILS AT END BENTS

No Scale

"H" represents the entire height from the field-measured top of existing cap elevation to the tabulated required top of masonry plate elevation. The Contractor shall field-measure existing top of cap elevations for his determination of dimension "H" and shall submit measurements and calculations to The Engineer for approval before constructing Concrete Bearing Seat Build-Up or fabricating Masonry Plates applicable at End Bents.

For beam seats with "H" greater than 5½" provide Reinforced Concrete Bearing Seat Build-up with 1½" thick Masonry Plate.
For beam seats with "H" less than 5½" provide Masonry Plate with thickness needed to meet Proposed Top of Masonry Plate Elevations.
Masonry Plate thickness shall be at least 1" thick and no more than 4½" thick.

Payment for for these Bearing Seat Build-Ups at End Bents shall include all required labor and field determined quantities of materials for masonry plates, reinforcing steel, and cast in place concrete needed to acheive the Proposed Top of Masonry Plate Elevations shown in "TABLE OF VARIABLES" below to the satisfaction of The Engineer, shall be considered subsidiary to the pay item "Modification of Existing Bridge Structure (Bridge No. A5582)".

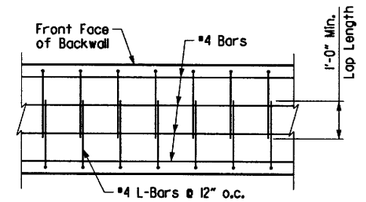
See "Table of Variables" for Proposed Top Masonry Plate Elevations and Field Measured "H" values provided by the Contractor.
For Type "B" Shoe fabrication details not shown see "TYPE "B" FIXED OR EXP. SHOE" on Dwg. No. 58441

TABLE OF VARIABLES

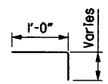
END BENT NO.	BEAM NO.	PROPOSED TOP OF MASONRY PLATE ELEV.	Field Measured "H"
1	2	330.34	
	3	330.40	
	4	330.36	
	5	330.20	
5	1	330.91	
	2	331.14	
	3	331.37	
	4	331.61	
	5	331.67	
	6	331.70	
	7	331.56	

THICKENED MASONRY PLATES @ INT. BENTS

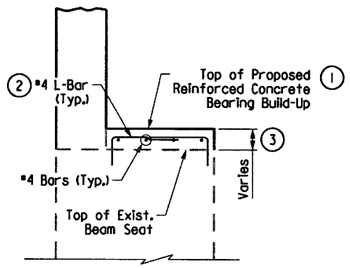
BENT NO.	BEARING LINE	BEAM NO.	MASONRY PLATE THICKNESS
2	Fwd.	2	1 ¾"
	Fwd.	4	1 ¾"
4	Fwd.	3	1 ¾"
	Bak.	5	1 ¾"
	Fwd.	6	1 ¾"



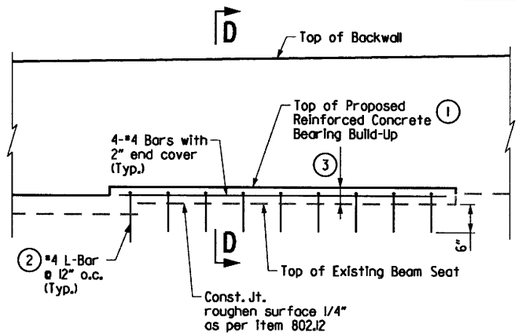
PLAN



#4 L-Bar (4)



SECTION D-D



ELEVATION

(1) Construct Reinforced Concrete Bearing Seat Build-Up after drilling and grouting of anchor bolts & #4 L-Bars.

(2) Drill and grout #4 L-Bars and provide 6" minimum embedment, into existing concrete. Use approved non-shrink grout from QPL.

(3) Varies, 4" Minimum.

(4) Provide #4 L-Bars at 12" max spacing with 2" cover. Number of #4 L-Bars required and length of vertical leg to be determined in the field. Provide four straight #4 bars length and count to be determined in the field.

REINFORCED CONCRETE BEARING SEAT BUILD-UP DETAILS

No Scale

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	520	889
				(1) A&B5582		JOINTS & BEARINGS		58443

SHEET 2 OF 2
SILICONE JOINT & BEARING DETAILS
I-630 BRIDGE
OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: STS DATE: 12/27/2016 SCALE: AS SHOWN
DESIGNED BY: JH DATE: 12/23/2016

BRIDGE NO. A&B5582 DRAWING NO. 58443

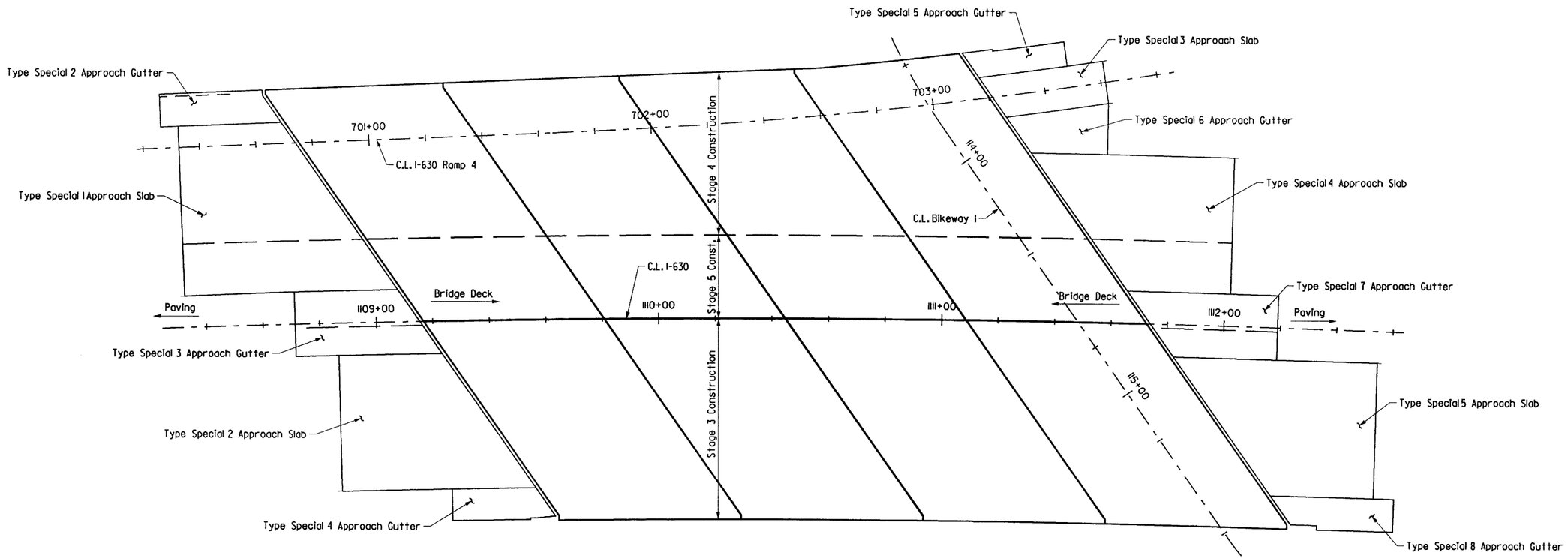
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	521	889
(1) A&B5582	APP. GUTTERS & SLABS			58444

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



APPROACH SLAB & GUTTER KEY PLAN

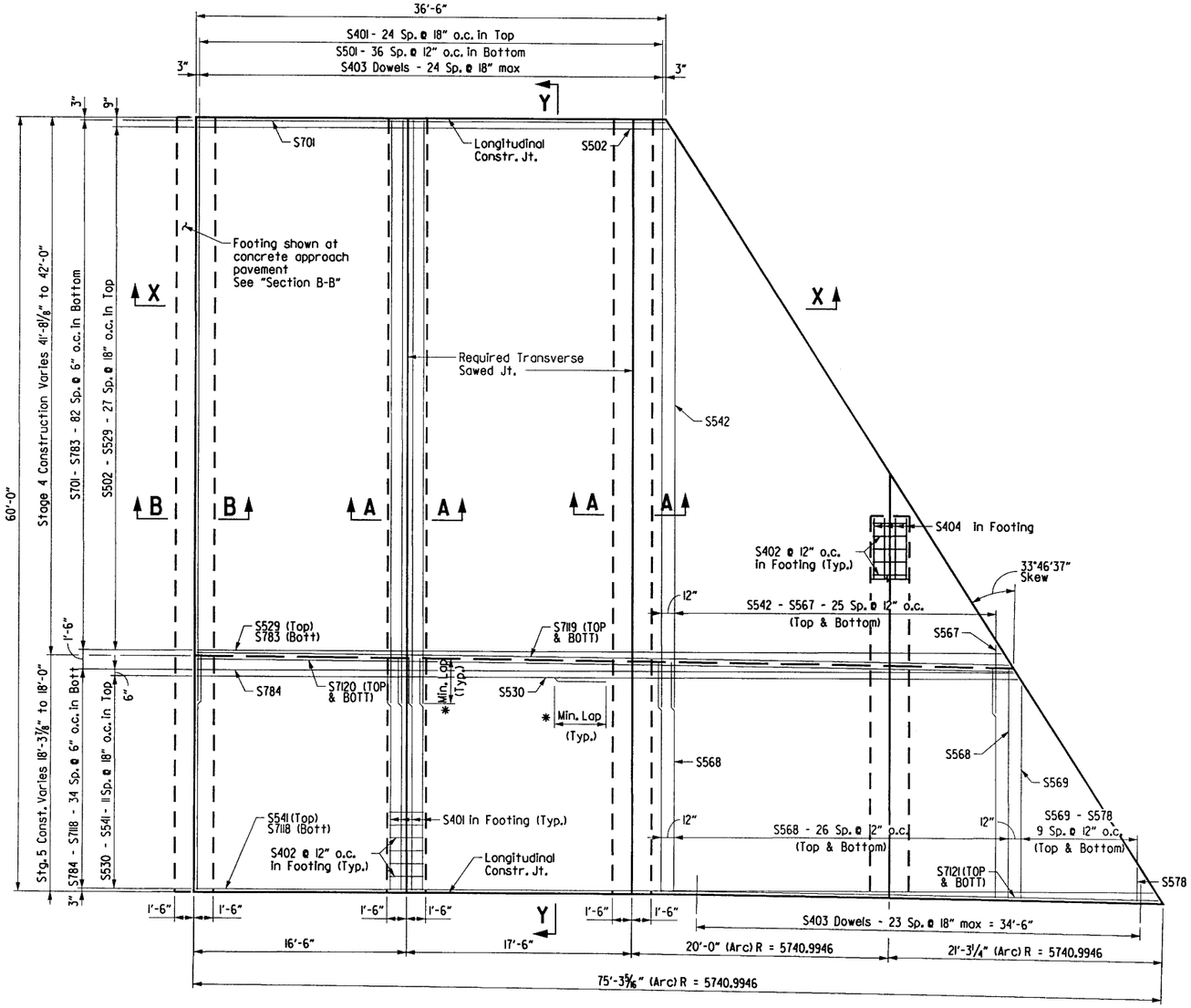
APPROACH SLAB & GUTTER KEY PLAN
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/10/2015
CHECKED BY: STS DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2010
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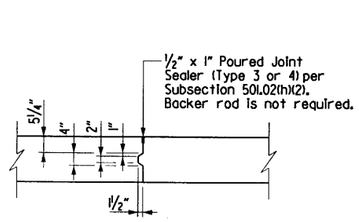
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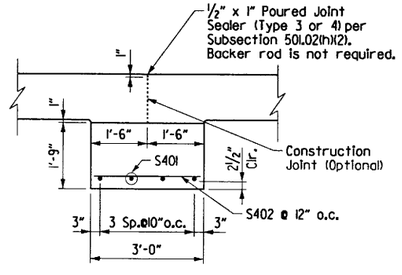
PLAN - TYPE SPECIAL I APPROACH SLAB

SCALE: 3/16" = 1'-0"



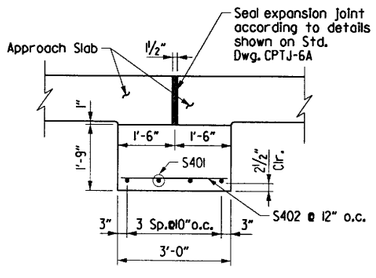
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"



SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: ½" = 1'-0"

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	522	889
				(1) A5582		APP. SLAB I		58445

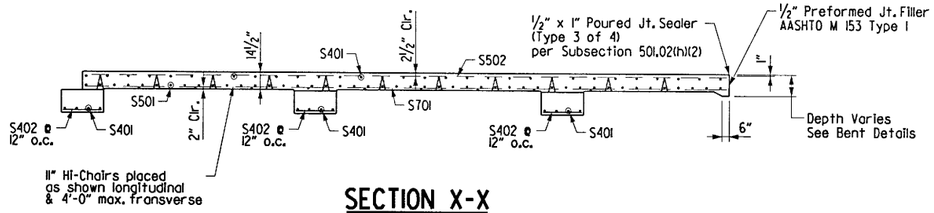
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

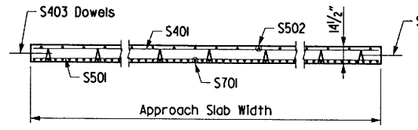
Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.



SECTION X-X

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

TABLE OF QUANTITIES

(For information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
24431	192.71

* Minimum Laps are as follows:
#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

STAGE 4 BAR LIST

Mark	No. Req'd.	Length
S401	74	23'-8"
S402	138	2'-8"
S403	25	3'-0"
S404	4	13'-6"
S501	37	45'-4"
S502 - S529	2 Ea	19'-9" to 32'-9"
S542 - S567	2 Ea	44'-0" to 5'-4"
S701 - S783	2 Ea	19'-11" to 33'-0"
S719	4	33'-3"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length
S401	41	18'-2"
S402	72	2'-8"
S403	24	3'-0"
S501	37	17'-10"
S530 - S541	2 Ea	33'-5" to 38'-8"
S568	54	17'-10"
S569 - S578	2 Ea	16'-7" to 2'-8"
S784 - S718	2 Ea	33'-6" to 38'-11"
S720	4	33'-6"
S721	2	40'-11"

DETAILS OF TYPE SPECIAL I
APPROACH SLAB
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

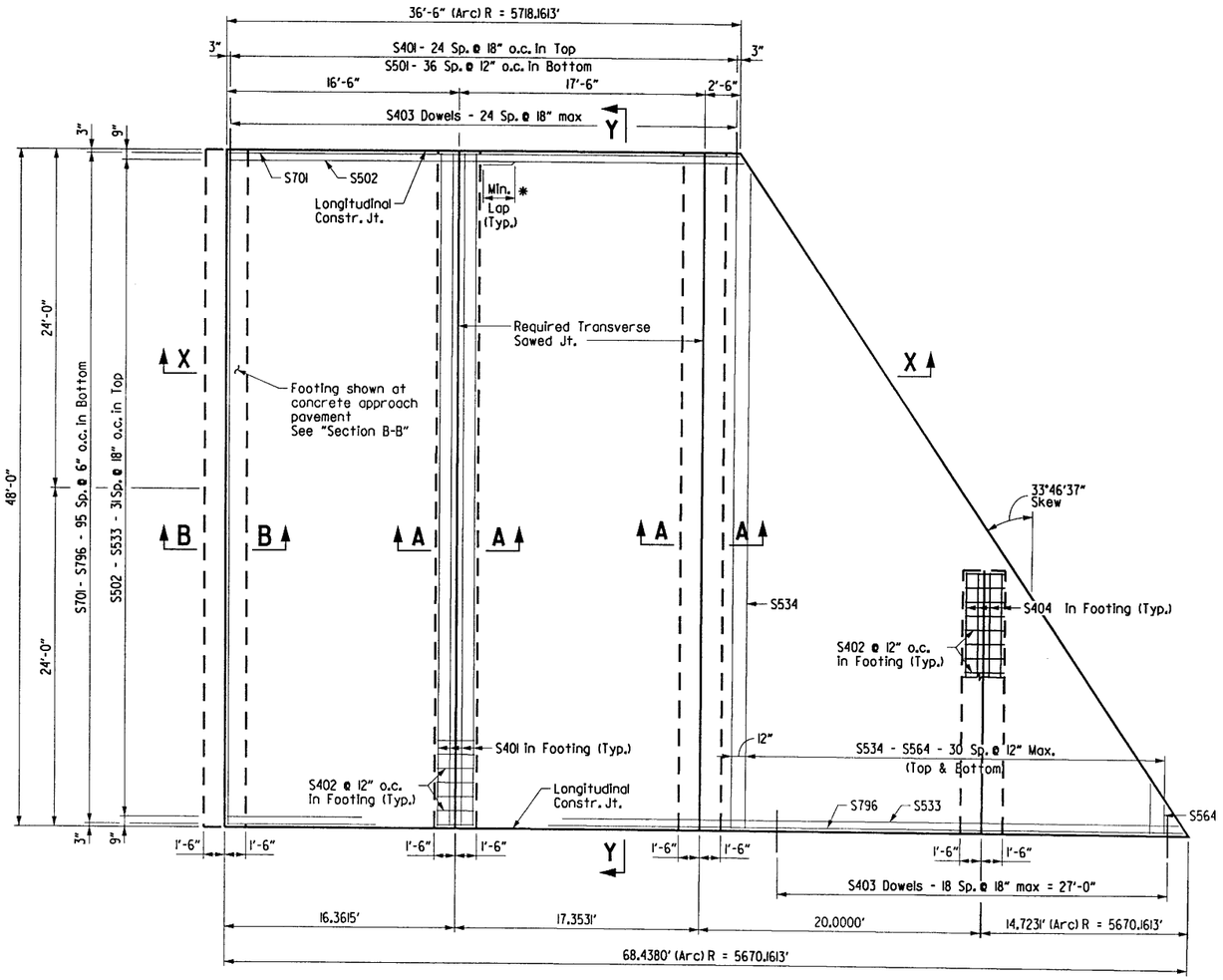
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SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 58445

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	523	889
				(1) B5582		APP. SLAB 2		58446



PLAN - TYPE SPECIAL 2 APPROACH SLAB

SCALE: 3/16" = 1'-0"

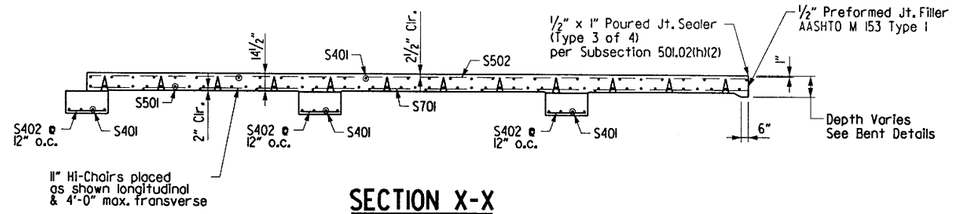
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

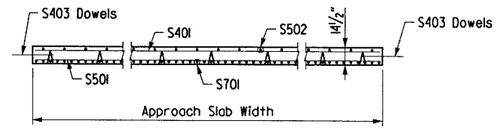
Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.



SECTION X-X

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

BAR LIST

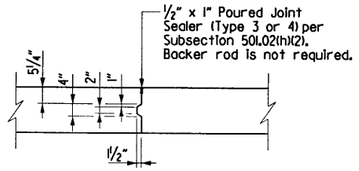
Mark	No. Req'd.	Length
S401	37	47'-8"
S402	162	2'-8"
S403	43	3'-0"
S404	4	18'-4"
S501	37	47'-8"
S502 - S533	2 Ea	19'-10" to 35'-4"
S534 - S564	2 Ea	46'-5" to 2'-1"
S701 - S796	2 Ea	19'-11" to 35'-9"

* Minimum Laps are as follows:
  * 4 Bars = 2'-0"
  *5 Bars = 3'-0"
  *7 Bars = 3'-6"

TABLE OF QUANTITIES

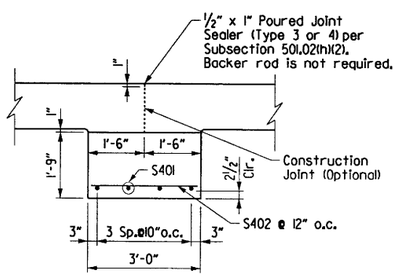
(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
17782	145.83



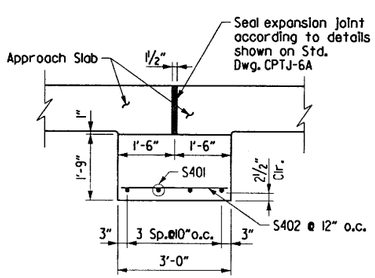
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"



SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 2
APPROACH SLAB
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

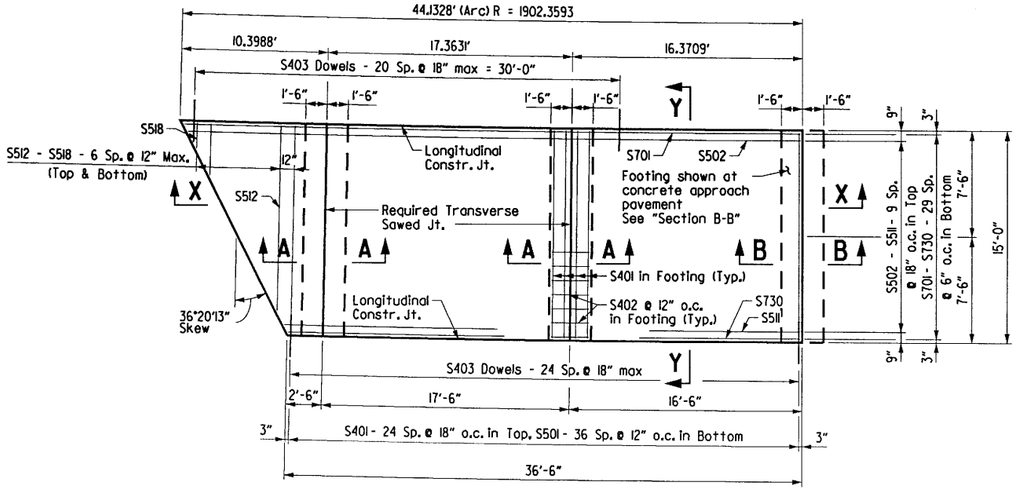
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CHECKED BY:	STS	DATE:	3/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/16/2010		

BRIDGE NO. B5582 DRAWING NO. 58446

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6/27/2017 11:01:50 AM sts

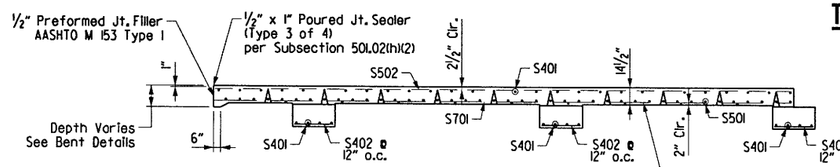
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	524	889
				(1) A5582		APP. SLAB 3 & 4		58447

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



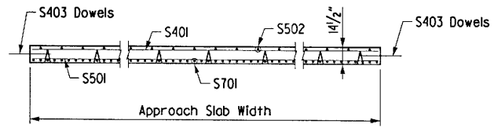
PLAN - TYPE SPECIAL 3 APPROACH SLAB

SCALE: 3/16" = 1'-0"



SECTION X-X

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

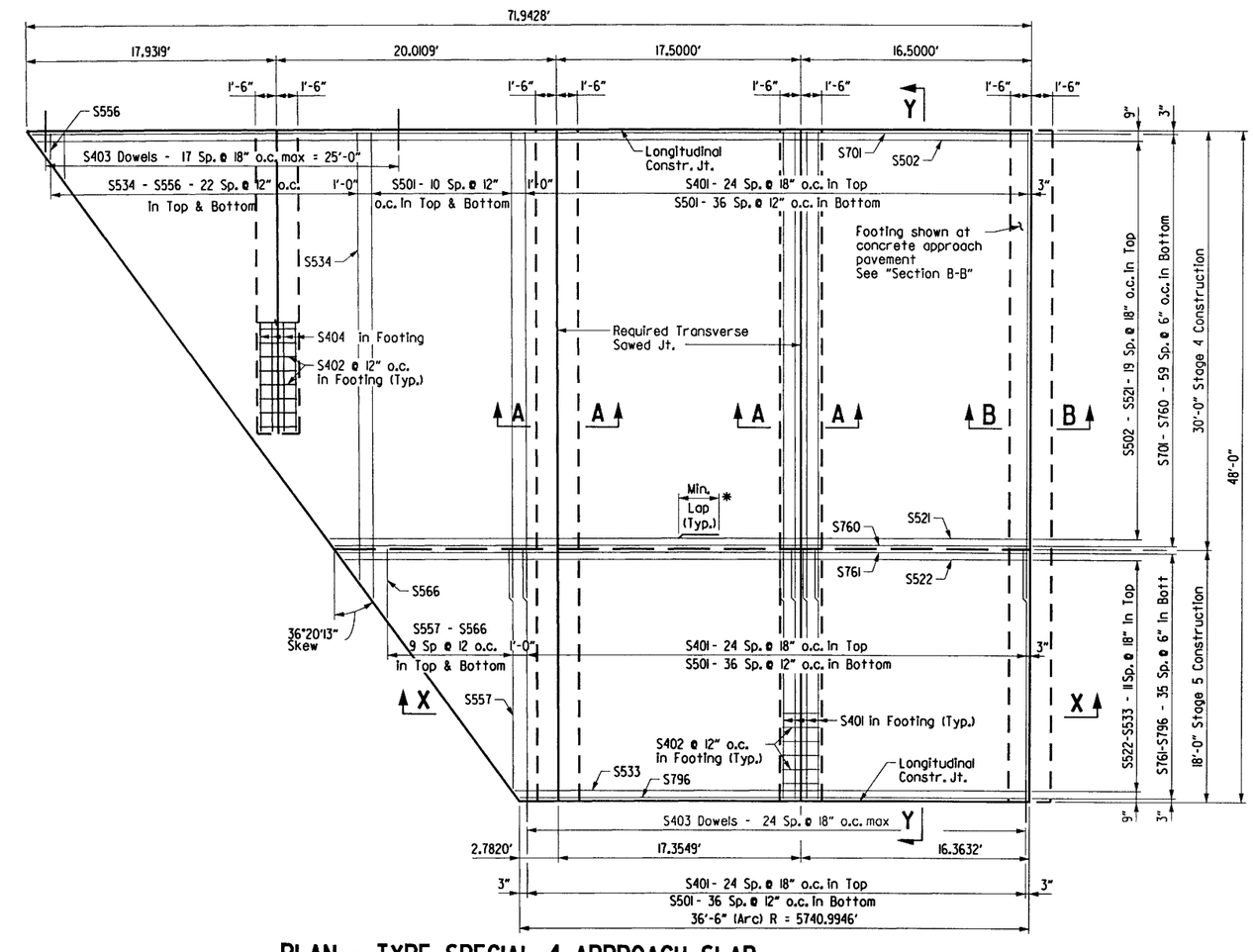
TYPE SPECIAL 3 TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
4186	36.23

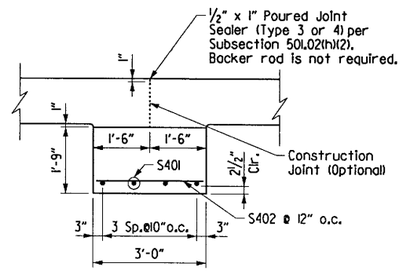
TYPE SPECIAL 3 BAR LIST

Mark	No. Req'd.	Length
S401	37	14'-8"
S402	42	2'-8"
S403	46	3'-0"
S501	37	14'-8"
S502 - S511	1 Ea	36'-6" to 43'-5"
S512 - S518	2 Ea	13'-1" to 1'-9"
S701 - S730	1 Ea	43'-8" to 36'-3"



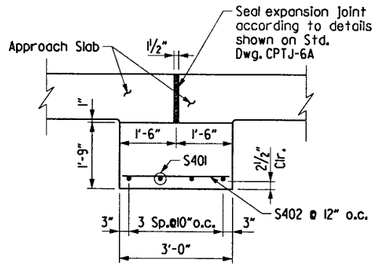
PLAN - TYPE SPECIAL 4 APPROACH SLAB

SCALE: 3/16" = 1'-0"



SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: ½" = 1'-0"

TYPE SPECIAL 4 TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
18315	150.26

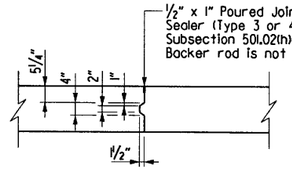
TYPE SPECIAL 4 STAGE 4 BAR LIST

Mark	No. Req'd.	Length
S401	37	33'-4"
S402	111	2'-8"
S403	18	3'-0"
S404	4	21'-9"
S501	59	33'-4"
S502 - S521	2 Ea	37'-0" to 26'-6"
S534 - S556	2 Ea	32'-0" to 1'-11"
S701 - S760	2 Ea	37'-6" to 26'-7"

* Minimum Laps are as follows:
#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

TYPE SPECIAL 4 STAGE 5 BAR LIST

Mark	No. Req'd.	Length
S401	37	17'-10"
S402	54	2'-8"
S403	25	3'-0"
S501	37	17'-10"
S522 - S533	1 Ea	48'-11" to 36'-8"
S557 - S566	2 Ea	17'-2" to 4'-11"
S761 - S796	1 Ea	49'-3" to 36'-4"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.

DETAILS OF TYPE SPECIAL 3 & SPECIAL 4 APPROACH SLAB I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/10/2015
CHECKED BY: STS DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2010
FILENAME: bca06083_as04
SCALE: AS SHOWN

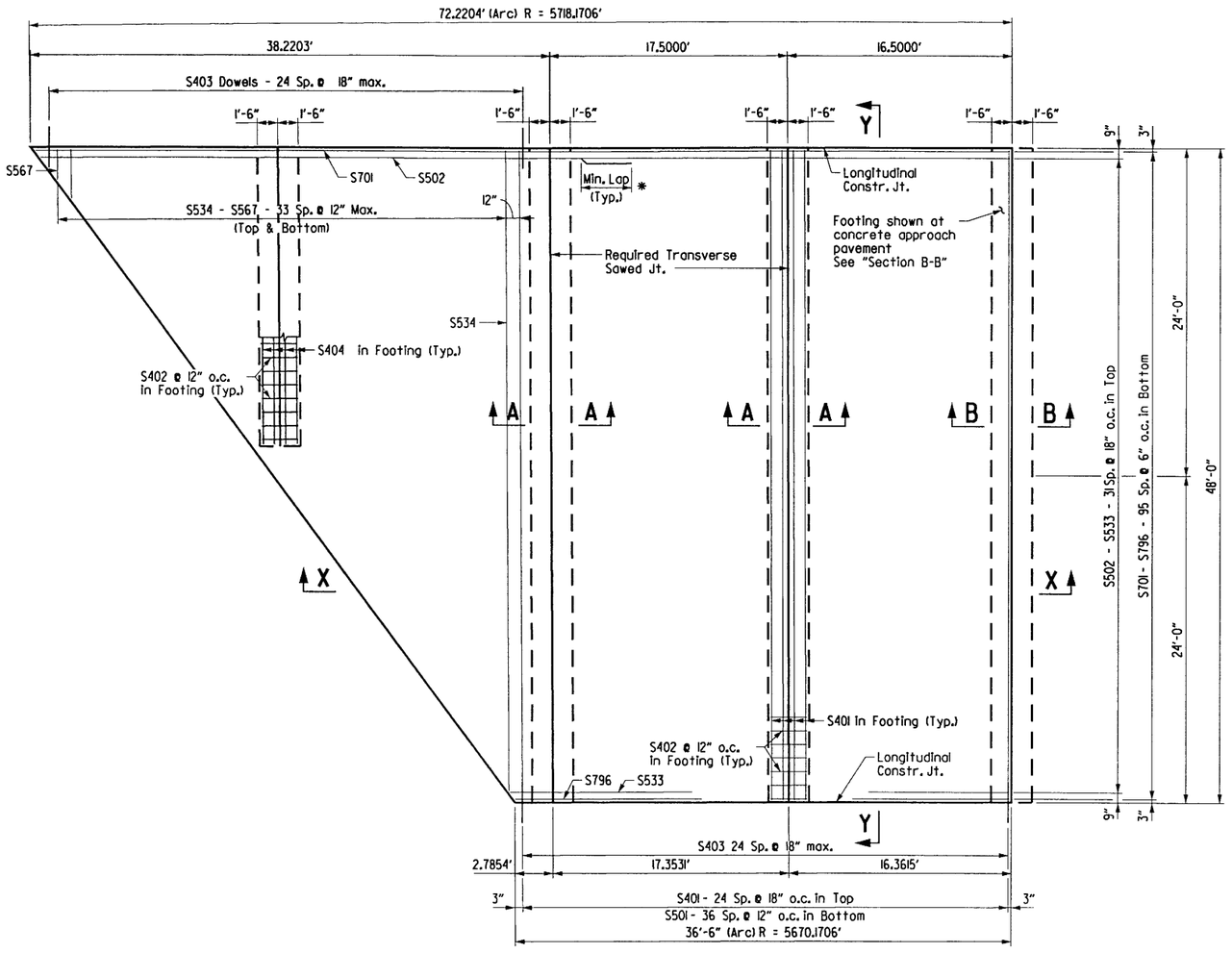
BRIDGE NO. A5582 DRAWING NO. 58447

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IN:04:51 AM 6/27/2017 sts

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	525	889
				(1) B5582		APP. SLAB 5		58448



PLAN - TYPE SPECIAL 5 APPROACH SLAB
SCALE: 1/16" = 1'-0"

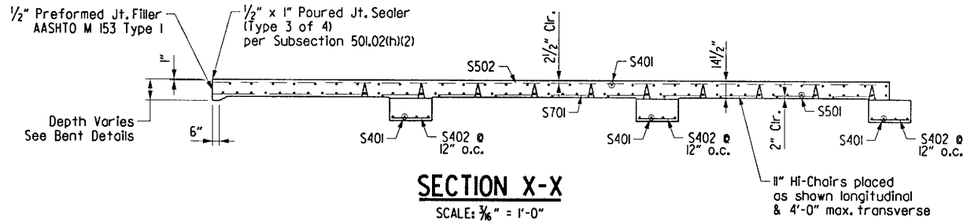
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

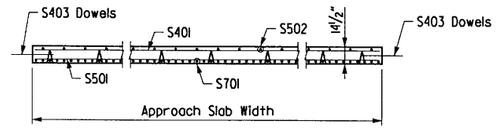
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.



SECTION X-X
SCALE: 3/16" = 1'-0"



SECTION Y-Y
N.T.S.

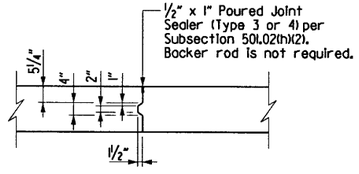
BAR LIST

Mark	No. Req'd.	Length
S401	74	24'-10"
S402	165	2'-8"
S403	50	3'-0"
S404	4	21'-7"
S501	37	47'-8"
S502 - S533	2 Ea	37'-2" to 19'-10"
S534 - S567	2 Ea	47'-0" to 2'-3"
S701 - S796	2 Ea	37'-7" to 19'-11"

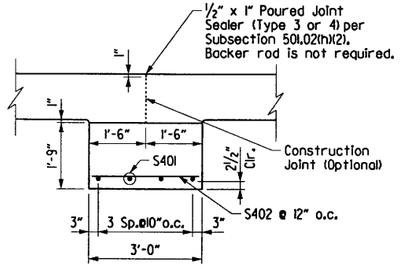
* Minimum Laps are as follows:
#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

TABLE OF QUANTITIES
(For Information Only)

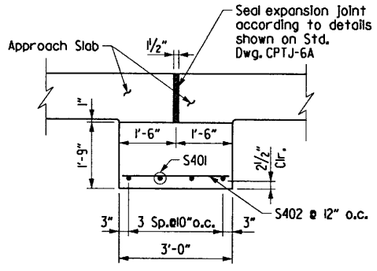
Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
18420	150.60



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
SCALE: 1/2" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"



SECTION B-B
AT CONCRETE APPROACH PAVEMENT
SCALE: 1/2" = 1'-0"

DETAILS OF TYPE SPECIAL 5
APPROACH SLAB
I-630 BRIDGE OVER ROCK CREEK

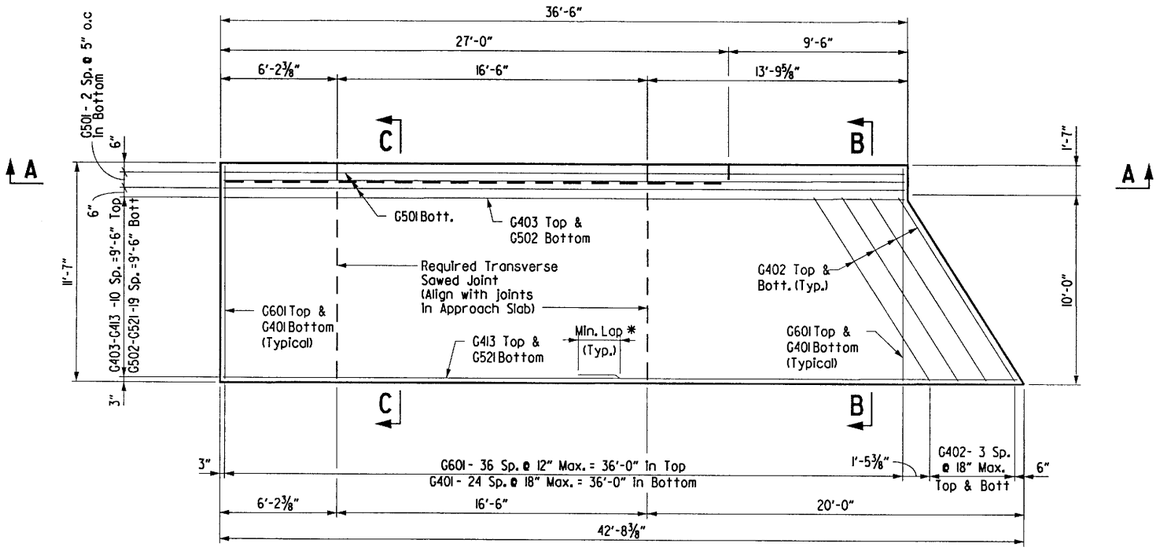
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/10/2015
CHECKED BY: STS DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2010
FILENAME: bca06083_as05
SCALE: AS SHOWN

BRIDGE NO. B5582 DRAWING NO. 58448

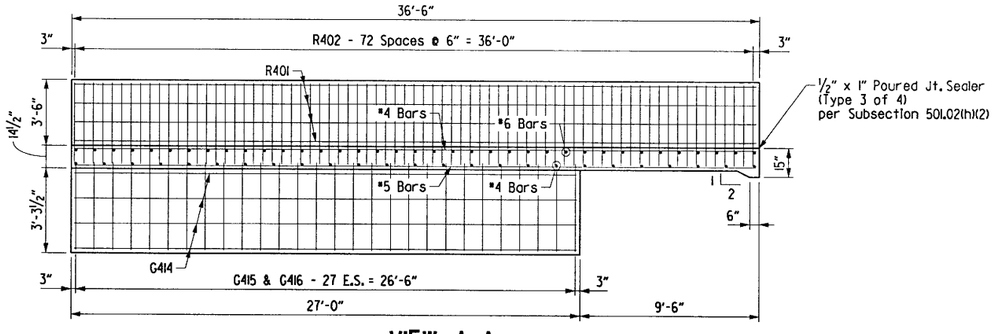
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6/27/2017 11:01:51 AM sts

6/27/2017 11:01:52 AM sts



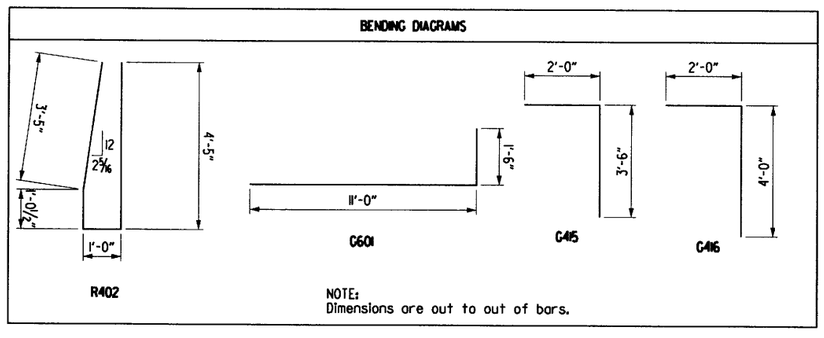
PLAN - TYPE SPECIAL 2 APPROACH GUTTER

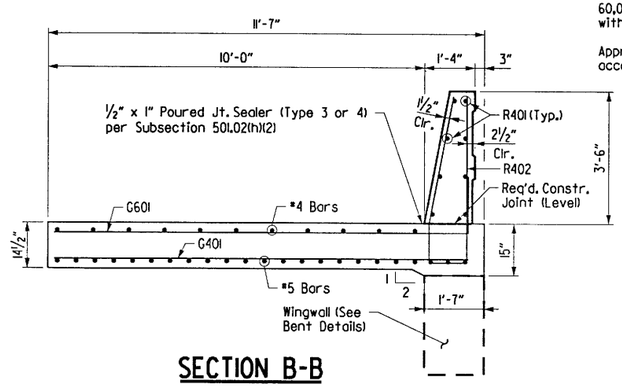
SCALE: 1/4" = 1'-0"



VIEW A-A

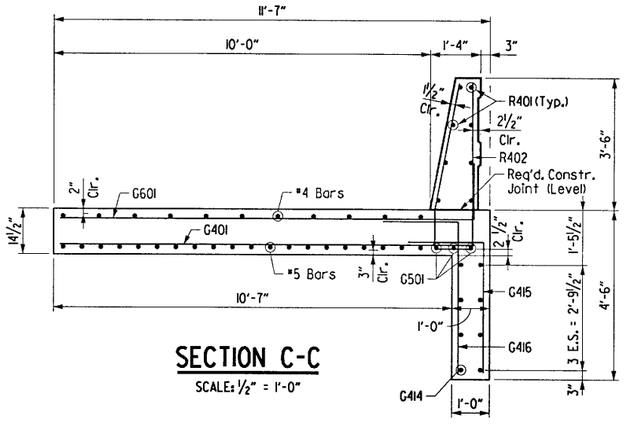
SCALE: 1/4" = 1'-0"





SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	25	11'-3"	Str.
G402	8	11'-6"	Str.
G403 - G413	2 Ea.	19'-1" to 22'-1"	Str.
G414	8	26'-8"	Str.
G415	28	5'-6"	3"
G416	28	6'-0"	3"
G501	3	36'-2"	Str.
G502 - G521	1 Ea.	36'-2" to 42'-2"	Str.
G601	37	12'-2"	4 ½"
R401	8	36'-2"	Str.
R402	73	9'-9"	3"

* Minimum Laps are as follows:
*4 Bars = 2'-0"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
3130	27.42

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	526	889
(1) A5582		APP. GUTTER 2		58449

DETAILS OF TYPE SPECIAL 2 APPROACH GUTTER I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/10/2015
CHECKED BY: STS DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2010
FILENAME: bca06083_as06
SCALE: AS SHOWN

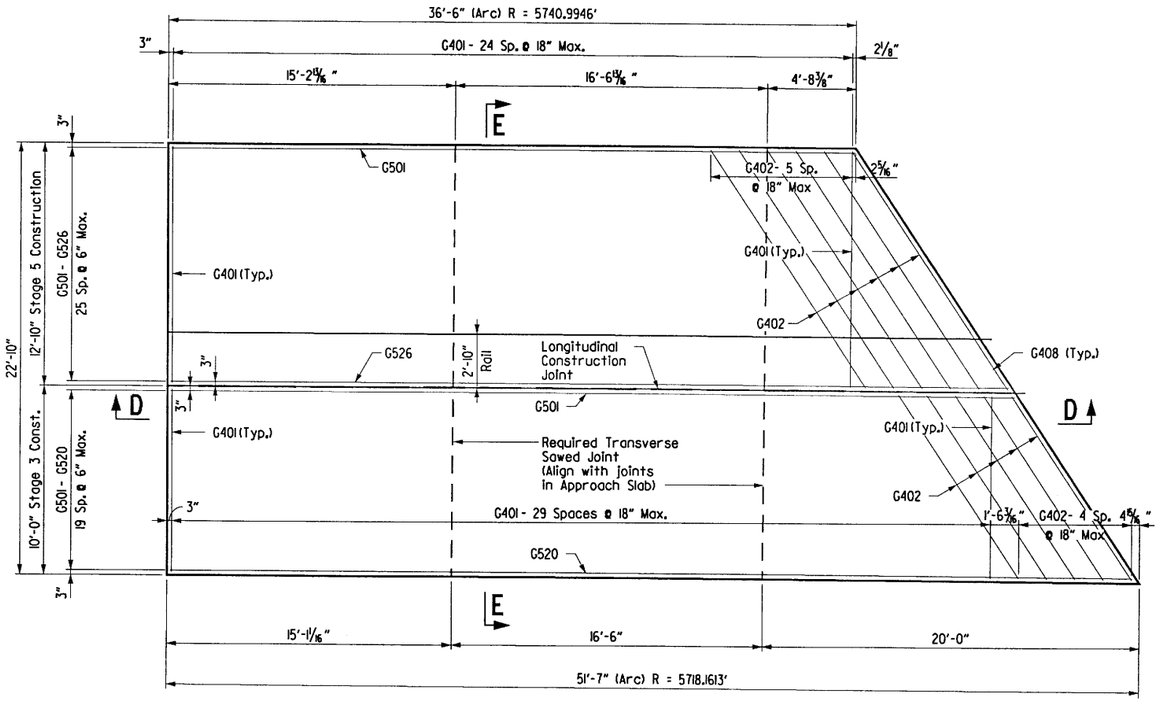
BRIDGE NO. A5582 DRAWING NO. 58449

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6/27/2017
sts

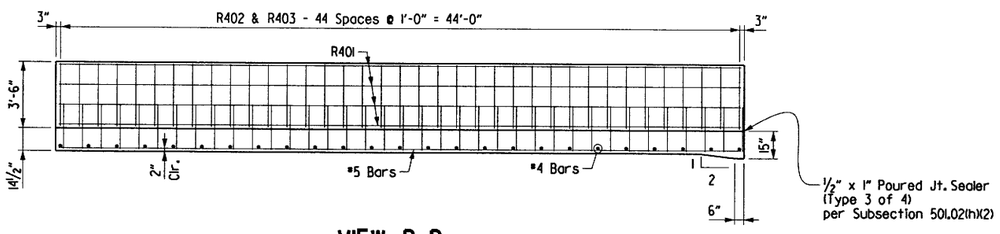
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	527	889
				A&B5582		APP. GUTTER 3		58450

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN - TYPE SPECIAL 3 APPROACH GUTTER

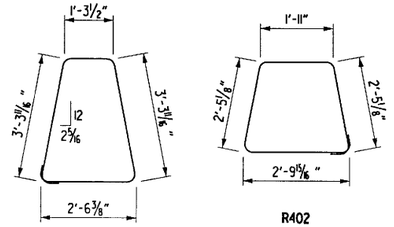
SCALE: 1/4" = 1'-0"



VIEW D-D

SCALE: 1/4" = 1'-0"

BENDING DIAGRAMS



NOTE: Dimensions are out to out of bars.

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length
G401	30	9'-8"
G402	5	11'-8"
G501 - G520	1 Ea	44'-9" to 51'-8"

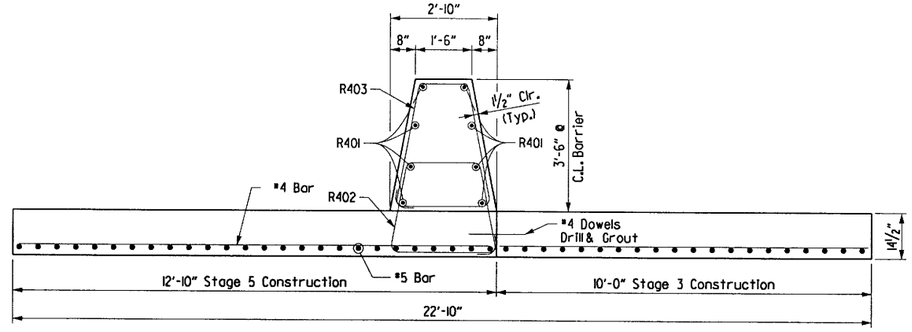
STAGE 5 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	25	12'-6"	Str.
G402	6	15'-1"	Str.
G403	30	3'-0"	Str.
G501 - G526	1 Ea	36'-4" to 44'-6"	Str.
R401	8	44'-10"	Str.
R402	45	10'-4"	3"
R403	45	11'-1"	3"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
3538	57.66



SECTION E-E

SCALE: 1/2" = 1'-0"

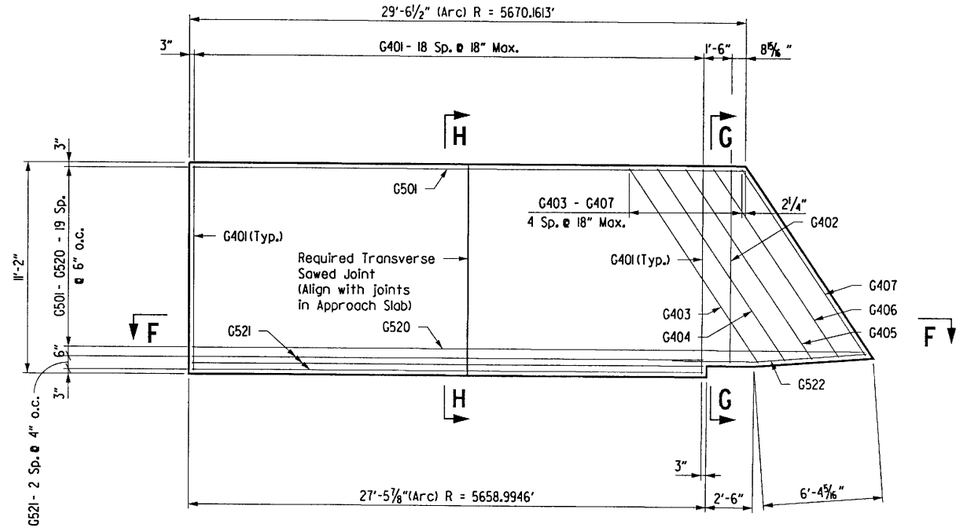
DETAILS OF TYPE SPECIAL 3
APPROACH GUTTER
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/10/2015
CHECKED BY: STS DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2010
FILENAME: bca06083_as07
SCALE: AS SHOWN

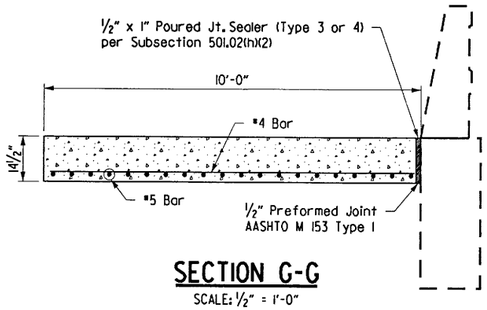
BRIDGE NO. A&B5582 DRAWING NO. 58450

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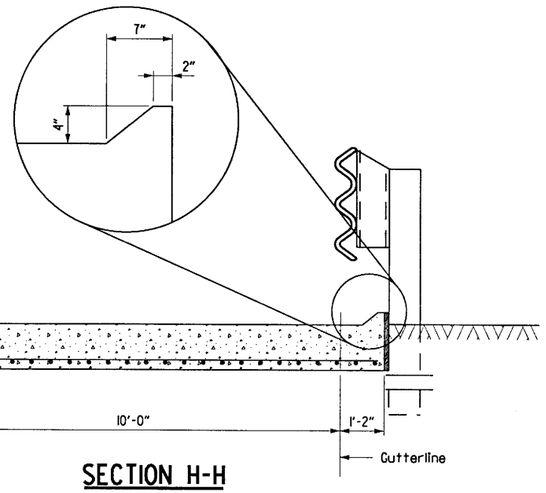
PLAN - TYPE SPECIAL 4 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



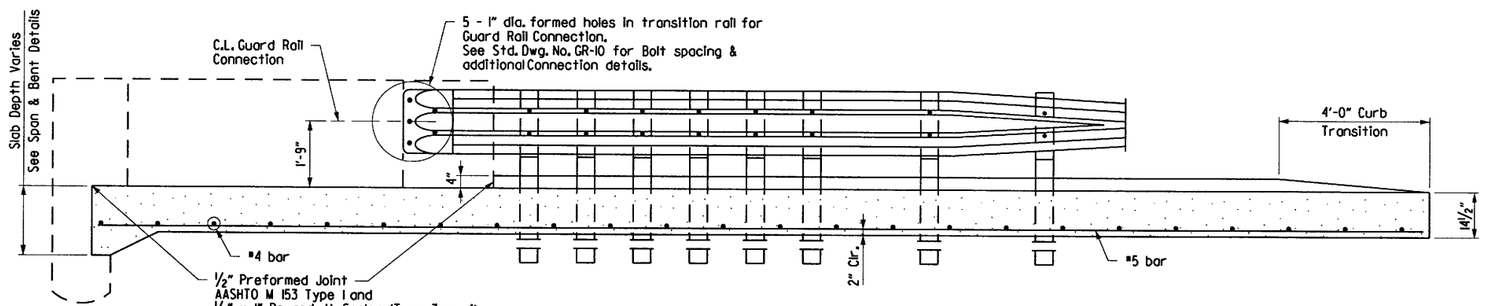
SECTION G-G

SCALE: ½" = 1'-0"



SECTION H-H

SCALE: ½" = 1'-0"



VIEW F-F

SCALE: ½" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	528	889
				(1) B5582		APP. GUTTER 4		58451

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST

Mark	No. Req'd.	Length
G401	19	10'-10"
G402	1	10'-3"
G403	1	12'-5"
G404	1	12'-3"
G405	1	12'-2"
G406	1	12'-0"
G407	1	11'-10"
G501 - G520	1 Ea	29'-4" to 35'-9"
G521	3	27'-2"
G522	1	10'-4"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
960	16.33

DETAILS OF TYPE SPECIAL 4 APPROACH GUTTER I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/30/2015
CHECKED BY: STS DATE: 7/31/2015
DESIGNED BY: KH DATE: 7/21/2015
FILENAME: bca06083.as08
SCALE: AS SHOWN

BRIDGE NO. B5582 DRAWING NO. 58451

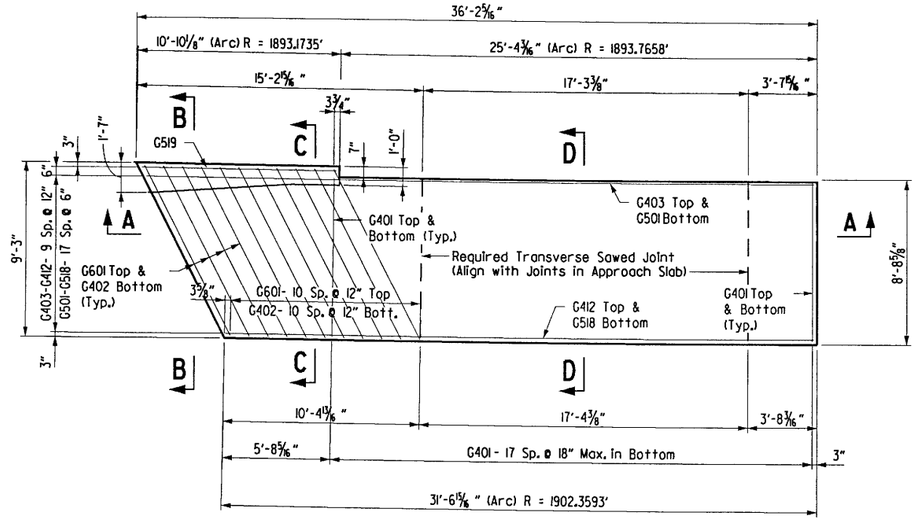
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	529	889
① A5582		APP. GUTTER 5		58452

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN - TYPE SPECIAL 5 APPROACH GUTTER

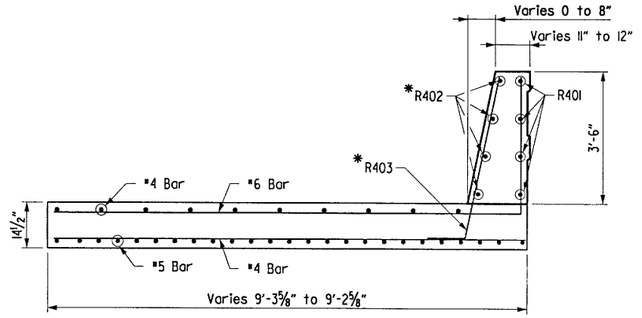
SCALE: 1/4" = 1'-0"

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

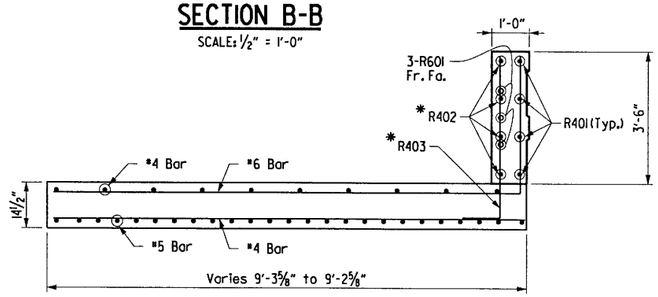
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.



SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"

* Bend R402 and R403 in field to match rail line

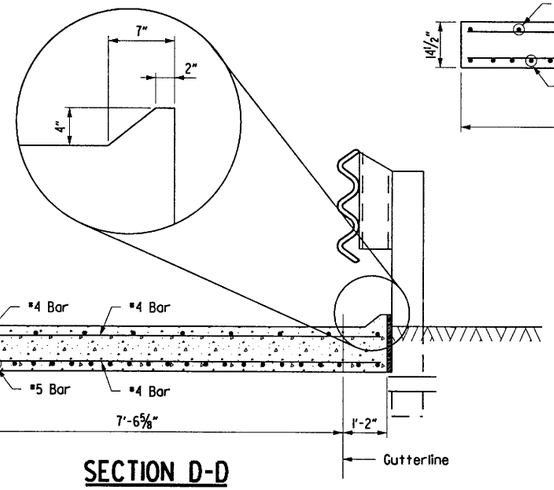
BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	18	8'-5"	Str.
G402	11	10'-1"	Str.
G403 - G412	1 Ea	35'-6" to 31'-3"	Str.
G501 - G518	1 Ea	35'-6" to 31'-3"	Str.
G519	1	10'-4"	Str.
G601	11	13'-6"	4½"
R401	4	10'-4"	Str.
R402	4	9'-9"	3"
R403	21	5'-4"	3"
R601	3	6'-0"	Str.

TABLE OF QUANTITIES

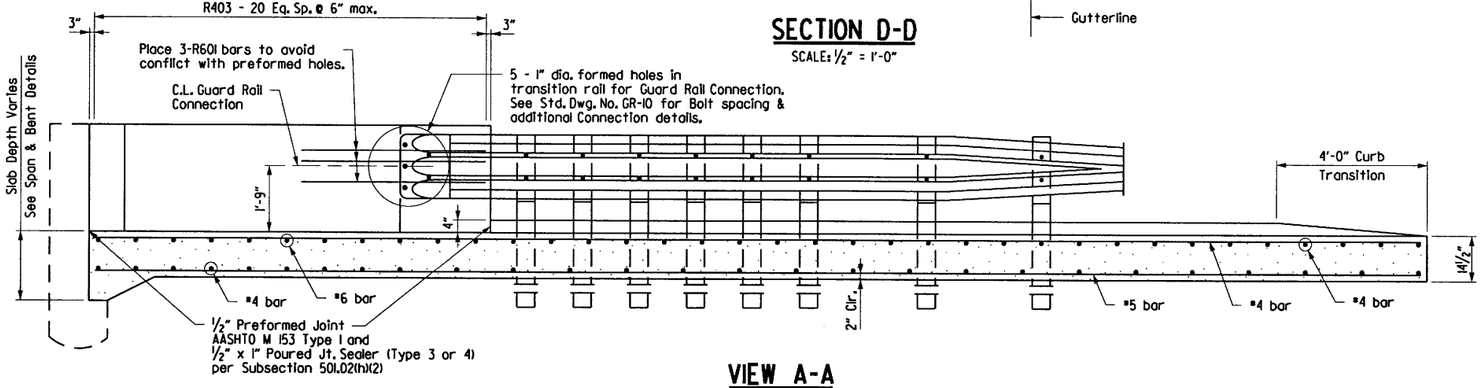
(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1415	14.46



SECTION D-D

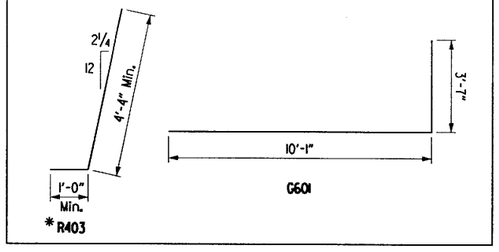
SCALE: ½" = 1'-0"



VIEW A-A

SCALE: ½" = 1'-0"

BENDING DIAGRAMS



DETAILS OF TYPE SPECIAL 5 APPROACH GUTTER I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/30/2015	FILENAME:	bca06083_as09
CHECKED BY:	STS	DATE:	7/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/21/2015		

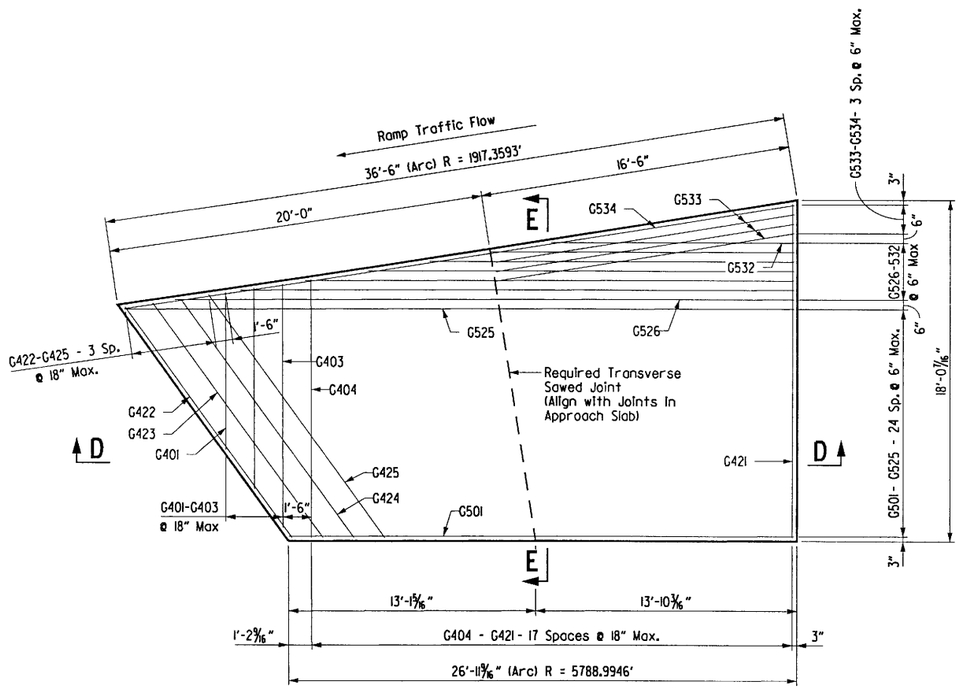
BRIDGE NO. A5582 DRAWING NO. 58452

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6/27/2017 11:01:55 AM sts

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6/27/2017
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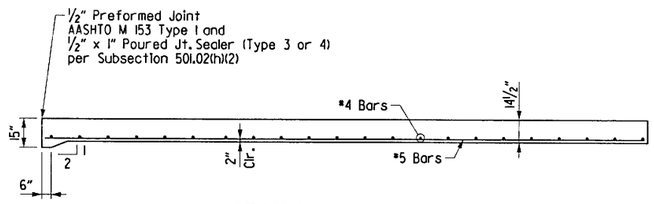
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	530	889
				(1) A5582		APP. GUTTER 6		58453

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



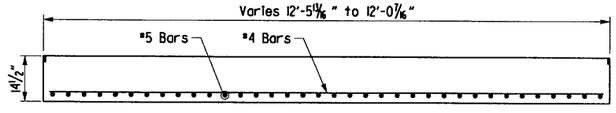
PLAN - TYPE SPECIAL 6 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



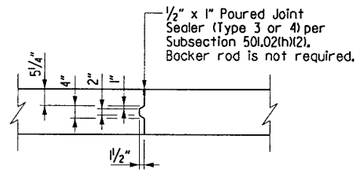
SECTION D-D

SCALE: 1/4" = 1'-0"



SECTION E-E

SCALE: 1/2" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: 1/2" = 1'-0"

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST

Mark	No. Req'd.	Length
G401 - G403	1 Ea	8'-4" to 12'-11"
G404 - G421	1 Ea	13'-8" to 17'-8"
G422	1	15'-1"
G423	1	15'-4"
G424	1	15'-8"
G425	1	15'-11"
G501 - G525	1 Ea	26'-10" to 35'-7"
G526 - G532	1 Ea	32'-10" to 12'-11"
G533	3	16'-0"
G534	1	36'-0"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1197	21.97

DETAILS OF TYPE SPECIAL 6
APPROACH GUTTER
I-630 BRIDGE OVER ROCK CREEK

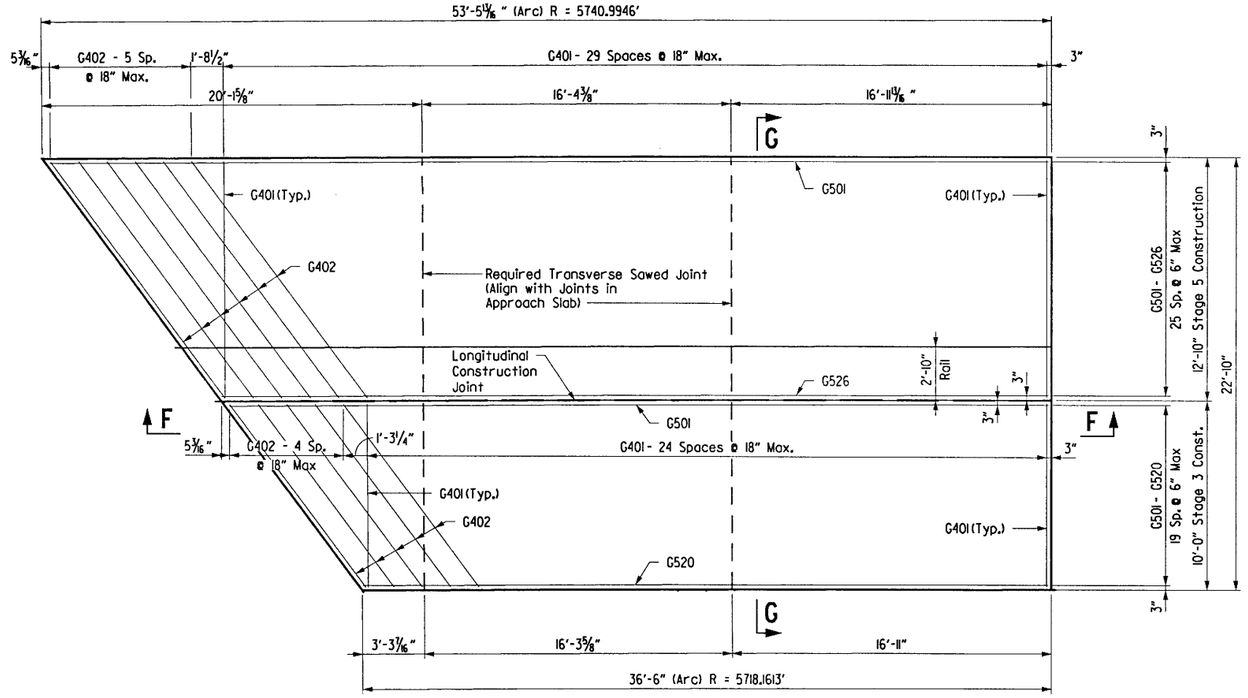
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/30/2015
CHECKED BY: STS DATE: 7/31/2015
DESIGNED BY: KH DATE: 7/21/2015
FILENAME: bca06083_as10
SCALE: AS SHOWN

BRIDGE NO. A5582 DRAWING NO. 58453

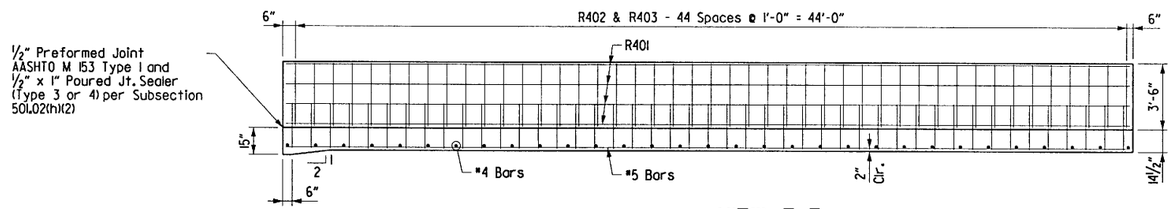
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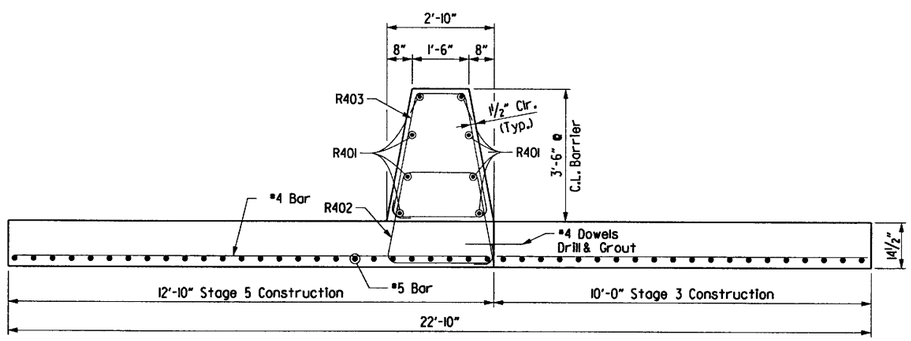
PLAN - TYPE SPECIAL 7 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



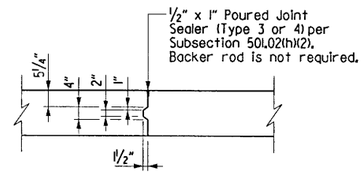
VIEW F-F

SCALE: 1/4" = 1'-0"



SECTION G-G

SCALE: 1/2" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: 1/2" = 1'-0"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	531	889
1 A&B5582		APP. GUTTER 7		58454

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length
G401	25	9'-8"
G402	5	12'-0"
G501 - G520	1Ea	43'-5" to 36'-4"

STAGE 5 BAR LIST

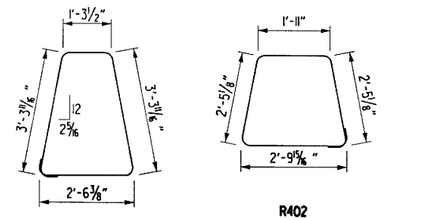
Mark	No. Req'd.	Length	Pin Dia.
G401	30	12'-6"	Str.
G402	6	15'-7"	Str.
G403	30	3'-0"	Str.
G501 - G526	1Ea	53'-0" to 43'-9"	Str.
R401	8	44'-10"	Str.
R402	45	10'-4"	3"
R403	45	11'-1"	3"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
3598	58.64

BENDING DIAGRAMS



NOTE: Dimensions are out to out of bars.

DETAILS OF TYPE SPECIAL 7 APPROACH GUTTER I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/30/2015	FILENAME:	bca06083.asli
CHECKED BY:	STS	DATE:	7/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/21/2015		

BRIDGE NO. A&B5582 DRAWING NO. 58454

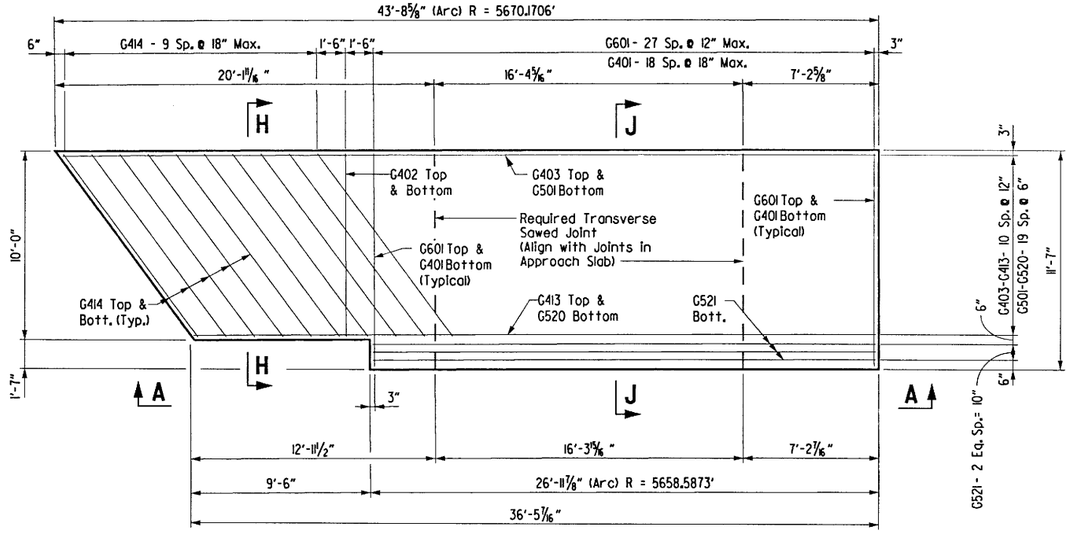
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

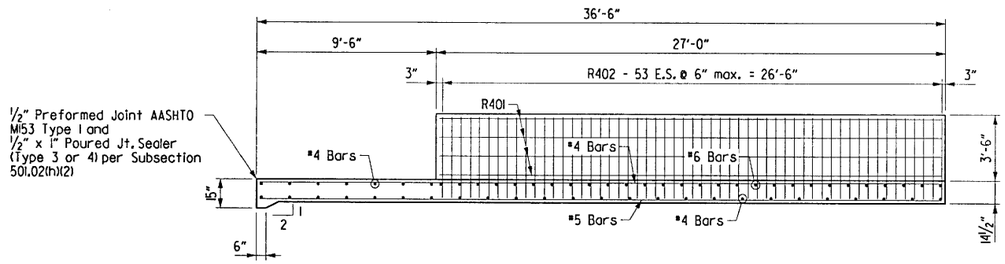
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	532	889
① B5582		APP. GUTTER 8		58455

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



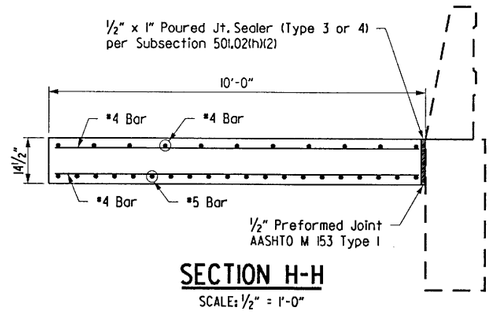
PLAN - TYPE SPECIAL 8 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



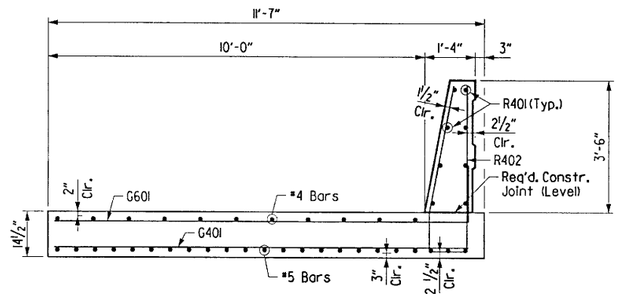
VIEW A-A

SCALE: 1/4" = 1'-0"



SECTION H-H

SCALE: 1/2" = 1'-0"



SECTION J-J

SCALE: 1/2" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	19	11'-3"	Str.
G402	2	9'-8"	Str.
G403 - G413	1 Ea.	43'-2" to 36'-2"	Str.
G414	20	12'-0"	Str.
G501 - G520	1 Ea.	43'-2" to 36'-2"	Str.
G521	3	26'-8"	Str.
G601	28	12'-2"	4 1/2"
R401	8	36'-2"	Str.
R402	54	9'-10"	3"

TABLE OF QUANTITIES

(For Information Only)

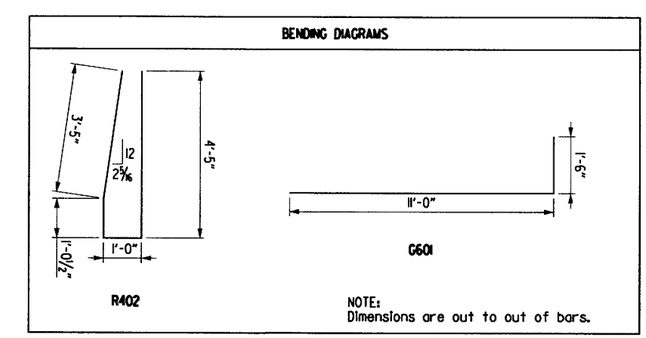
Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
2589	23.18

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.



DETAILS OF TYPE SPECIAL 8
APPROACH GUTTER
I-630 BRIDGE OVER ROCK CREEK

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/30/2015	FILENAME:	bco06083_asi2
CHECKED BY:	STS	DATE:	7/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/21/2015		

BRIDGE NO. B5582 DRAWING NO. 58455

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For R/W Data, See Roadway Plans

Use Type Special (9-11) Approach Gutters with Type Special (6-7) Approach Slabs at Beginning of Bridge.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	533	889
				(1) 07383		BRIDGE LAYOUT		58456

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017

1 See Rdwy Plans

2 Bridge has been configured with a 1'-0" slab projection beyond the parapet to accommodate a noise wall, see Noise Wall Plans for location and details of Noise Wall mounted on or adjacent to bridge.

3 Shoring will be required during construction. See SP Job CA0608 "Shoring".

4 See Retaining Wall Plans

5 Dimension "A", see Dwg. No. 58498

6 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

7 Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

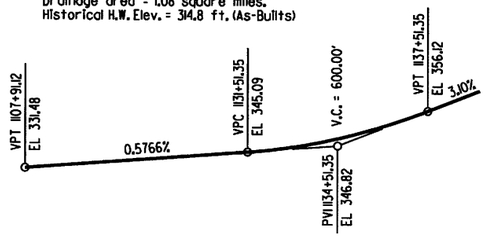
Note:
The proposed bridge is positioned to maximize re-use of Existing A&B5583 Abutment 1 & Existing Retaining Walls and to minimize interference with the existing substructure. The Contractor shall verify the location of the existing substructure before constructing the new substructure. Any adjustments necessary to fit the proposed bridge shall be submitted to the Engineer for approval.

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	NATURAL WATER SURFACE ELEVATION (1)	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	3,520	317.79	321.07
Base	100	4,606	318.44	321.54
Extreme	500	7,741	320.12	322.61
Overtopping	N/A	N/A	N/A	N/A

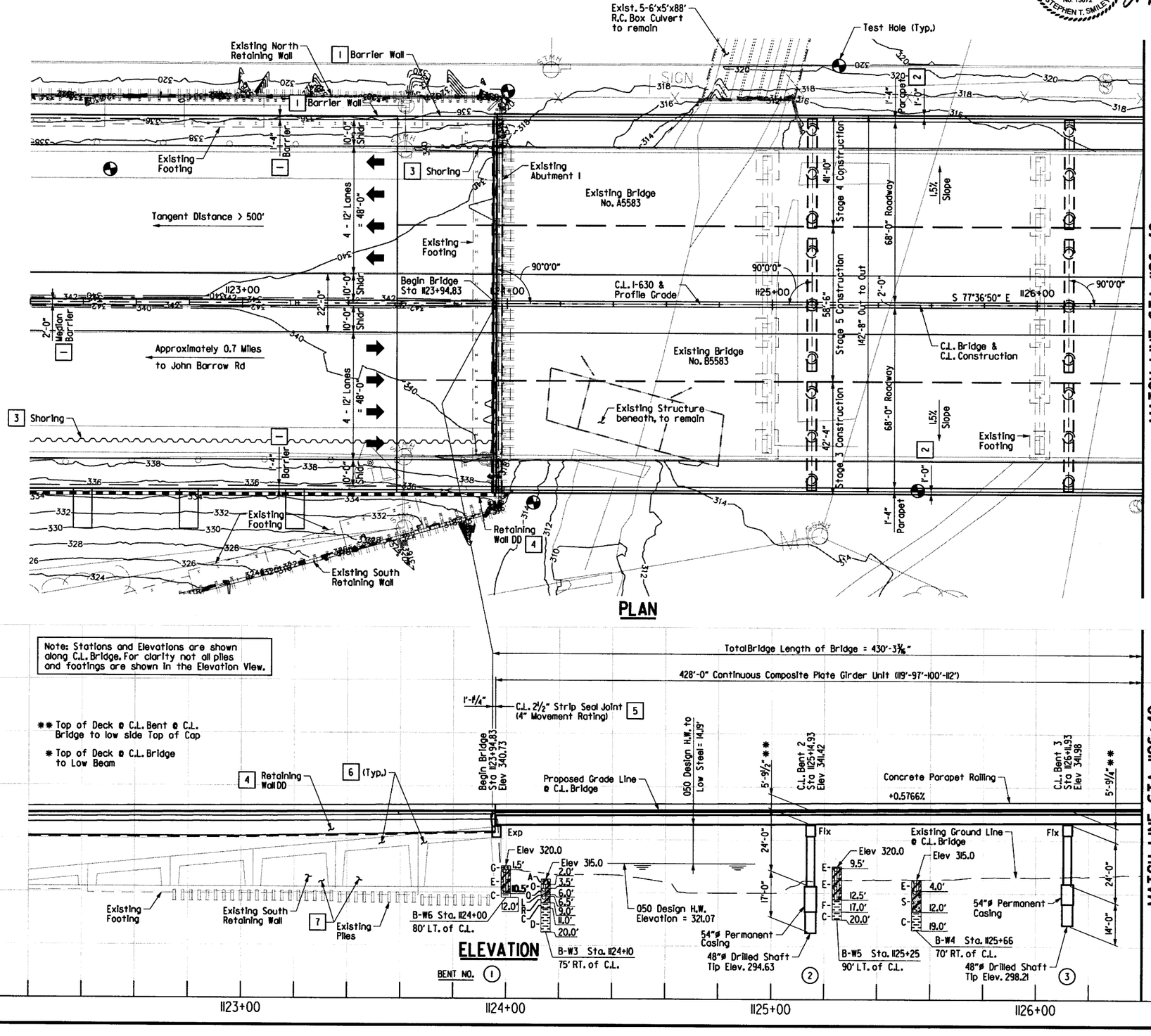
1. Unconstricted water surface without Bridge Structure.

Q100 backwater elevation for existing structure = 321.56 ft.
Proposed Low Bridge Chord elevation = 335.26 ft.
Drainage area = 1.08 square miles.
Historical H.W. Elev. = 314.8 ft. (As-Builts)



VERTICAL CURVE DATA

(Along Profile Grade)



PLAN

ELEVATION

SHEET 1 OF 5
LAYOUT OF I-630 BRIDGE OVER RODNEY PARHAM
BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2014	FILENAME:	bca06084_ll
CHECKED BY:	MT	DATE:	4/30/2014	SCALE:	1" = 20'
DESIGNED BY:	STS	DATE:	4/21/2014		

BRIDGE NO. 07383 DRAWING NO. 58456

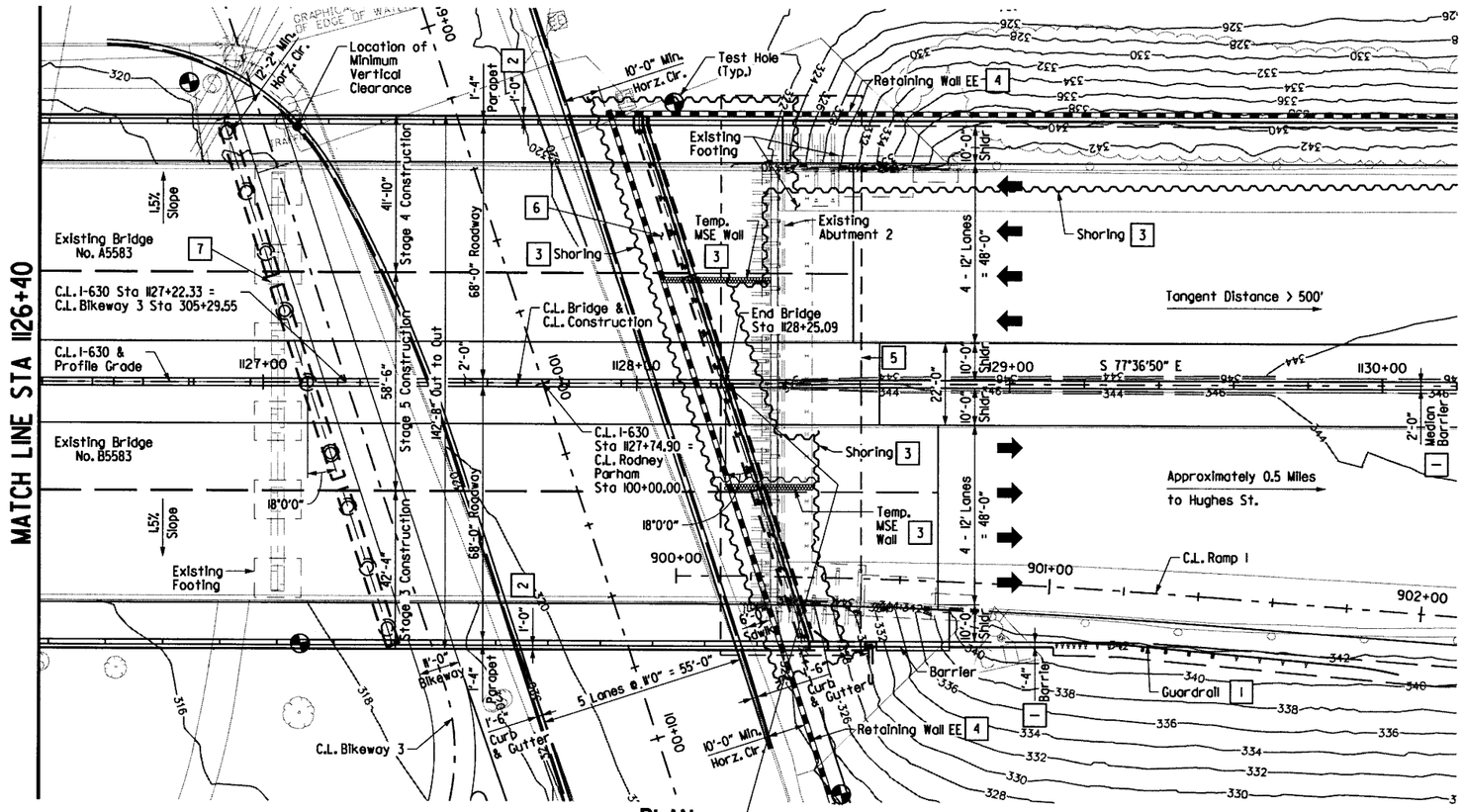
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For R/W Data, See Roadway Plans

Use Type Special (12-14) Approach Gutters with Type Special (8-9) Approach Slabs at End of Bridge.

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No. 13072
STEPHEN T. SMILEY
27 Sept 2017

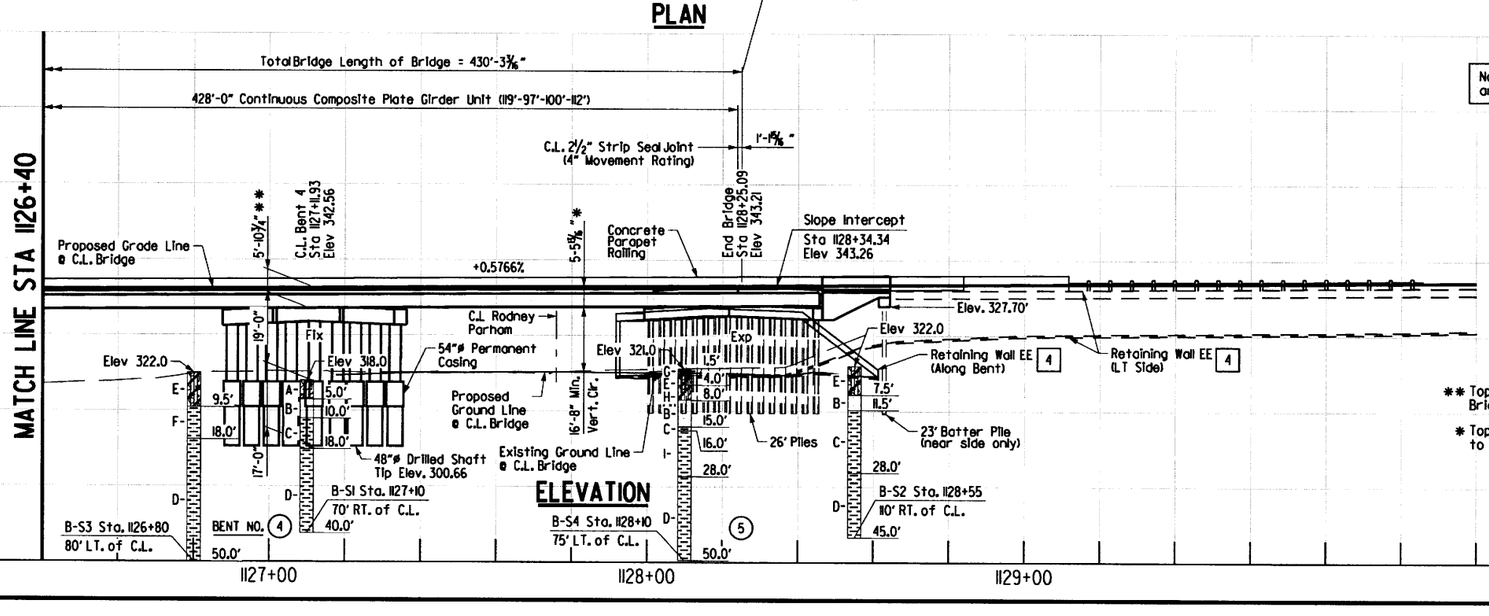
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				6	ARK.			
				JOB NO.		CA0608	534	889
				07383		BRIDGE LAYOUT		58457





PLAN

VERTICAL CURVE DATA
(Along Profile Grade)



ELEVATION

Note: Stations and Elevations are shown along C.L. Bridge.

** Top of Deck @ C.L. Bent @ C.L. Bridge to low side Top of Cap

* Top of Deck @ C.L. Bridge to Low Beam

1 See Rdwy Plans

2 Bridge has been configured with a 1'-0" slab projection beyond the parapet to accommodate a noise wall, see Noise Wall Plans for location and details of Noise Wall mounted on or adjacent to bridge.

3 Shoring will be required during construction. See SP Job CA0608 "Shoring". Temp. MSE Wall will be required during construction. See SP Job CA0608 "Temporary Retaining Walls". Location and limits of Shoring & Temp. MSE Walls are approximate and to be determined by the Contractor.

4 See Retaining Wall Plans

5 Interference of existing piling with construction of Proposed End Bent 5 & MSE wall may require pulling of some existing piles. This work shall be paid for as "Removal of Existing Bridge Structure (Site No. 4B)".

6 Concrete Riprap (See Std. Dwg. No. 55002)

7 Temporary Cap Shoring required at existing bent in conflict with Proposed Bent 4. See Details on Dwg. No. 58461

Note:
The proposed bridge is positioned to maximize re-use of Existing A&B5583 Abutment 1 & Existing Retaining Walls and to minimize interference with the existing substructure. The Contractor shall verify the location of the existing substructure before constructing the new substructure. Any adjustments necessary to fit the proposed bridge shall be submitted to the Engineer for approval.

SHEET 2 OF 5
LAYOUT OF I-630 BRIDGE OVER RODNEY PARHAM

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

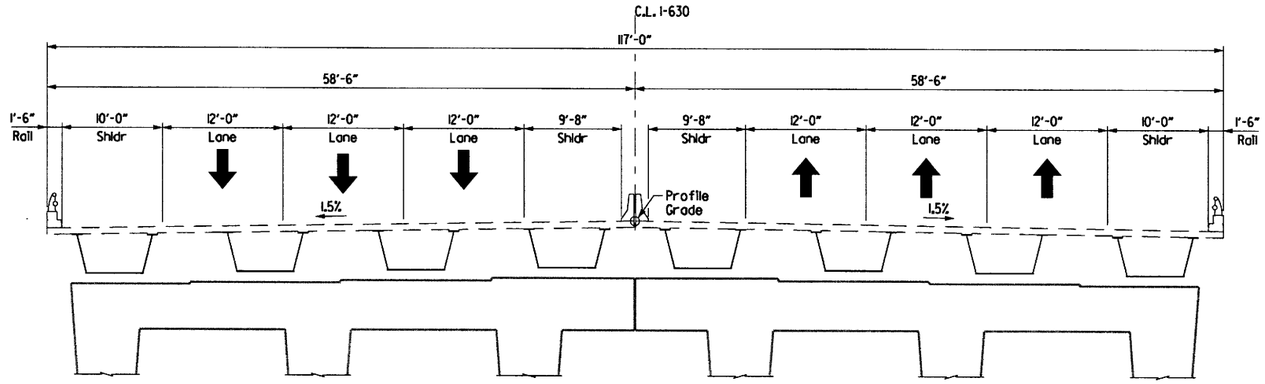
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BRIDGE NO. 07383 DRAWING NO. 58457

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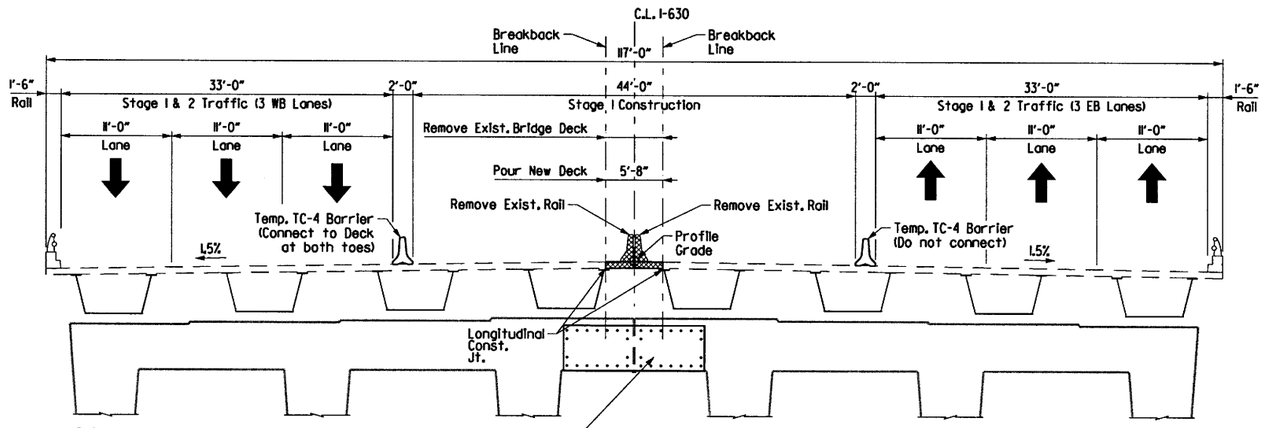
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EXISTING CONSTRUCTION

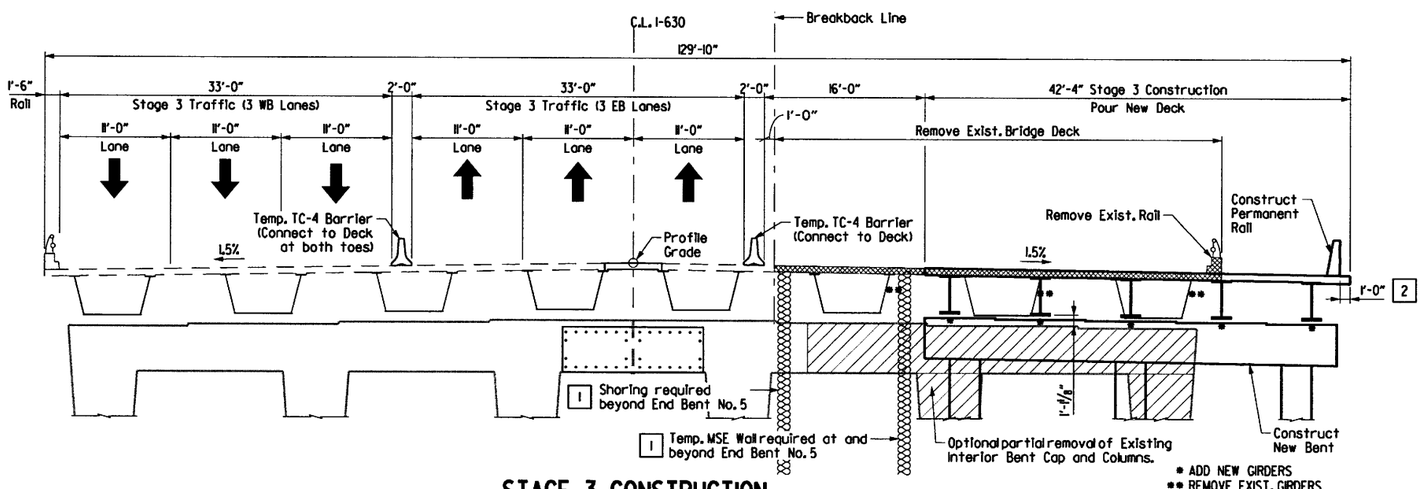
(Looking Ahead)



Splice caps together by attaching steelplates then fill gap with grout. Required at all existing interior bents which will experience partial demolition on either side of C.L. I-630. Payment for this work subsidiary to Item 205, "Removal of Existing Bridge Structure (Site No. 4A)" & "Removal of Existing Bridge Structure (Site No. 4B)" For Details see Dwg. No. 58461

STAGE 1 CONSTRUCTION

(Looking Ahead)



STAGE 3 CONSTRUCTION

(Looking Ahead)

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				6	ARK.			
				JOB NO.		CA0608	535	889
				1 07383		BRIDGE LAYOUT		58458

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
24 Sept 2017

NOTES:

Stage enumeration matches RDWY Maintenance Of Traffic Plans.

Partial demolition of Exist. Interior Bents adjacent to Prop. Int. Bents 2&3 is optional.

1 Shoring will be required during construction. See SP Job CA0608 "Shoring". Temp. MSE Wall will be required during construction. See SP Job CA0608 "Temporary Retaining Wall". Location and limits of Shoring & Temp. MSE Wall are approximate and to be determined by the Contractor.

2 Bridge has been configured with a 1'-0" slab projection beyond the parapet to accommodate a noise wall, see Noise Wall Plans for location and details of Noise Wall mounted on or adjacent to bridge.

SHEET 3 OF 5
LAYOUT OF I-630 BRIDGE
OVER RODNEY PARHAM

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

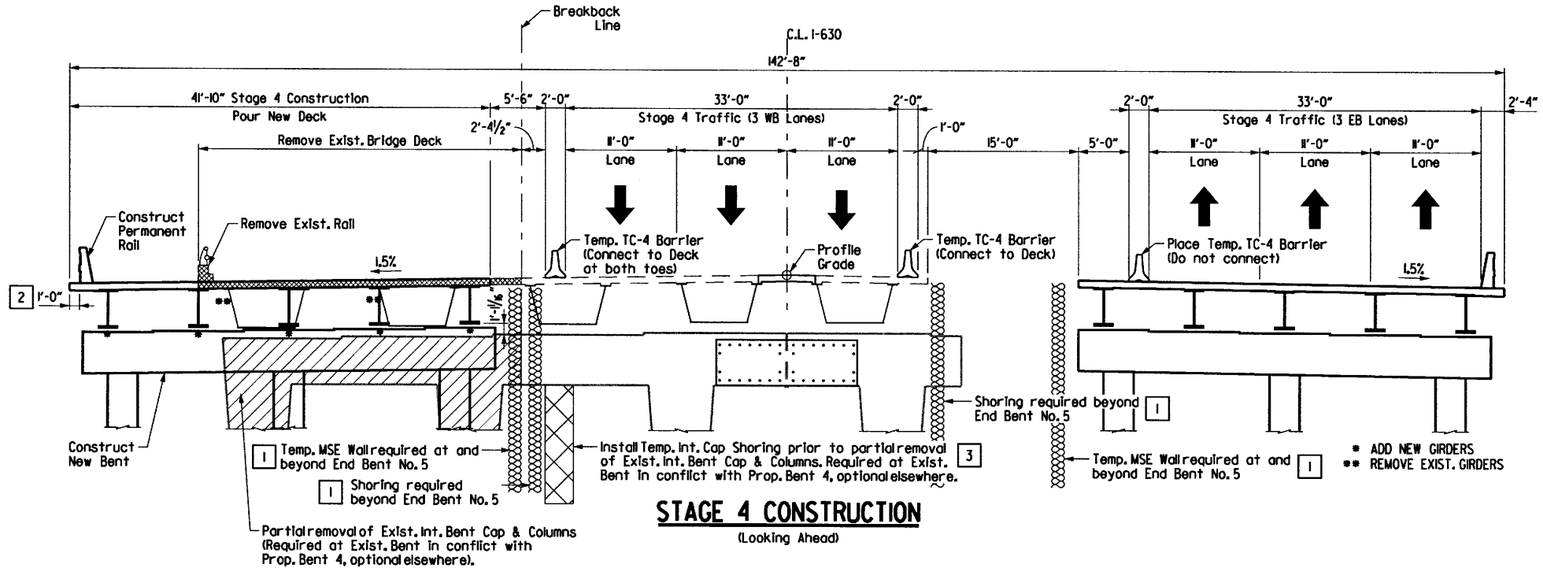
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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BRIDGE NO. 07383 DRAWING NO. 58458

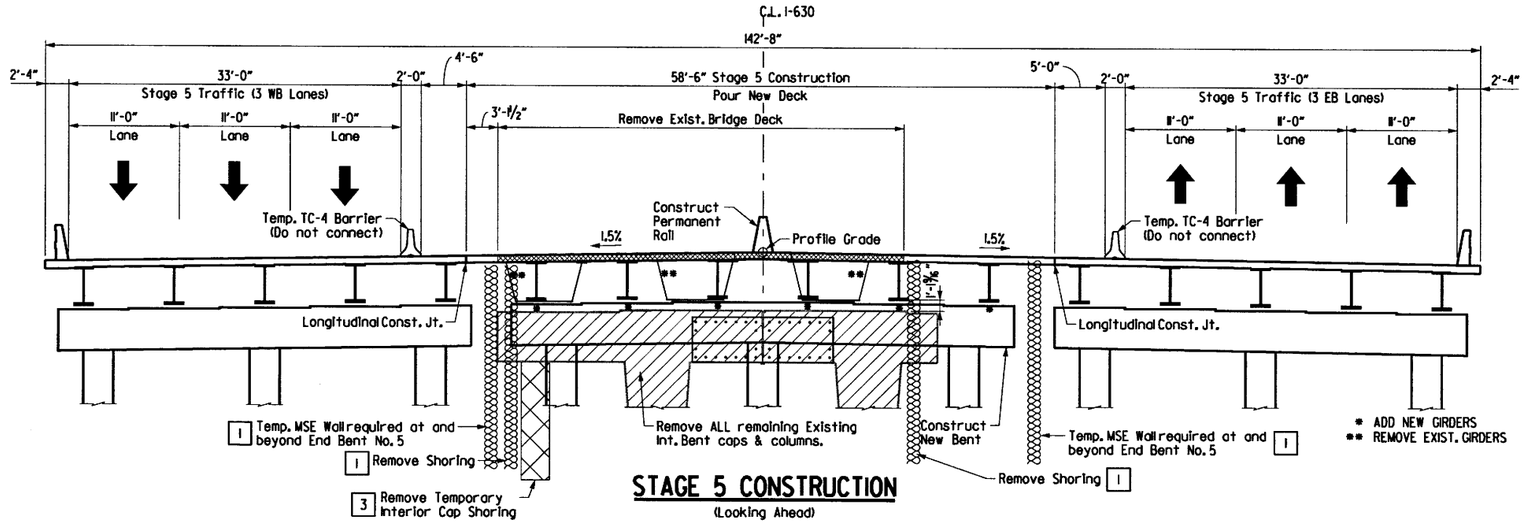
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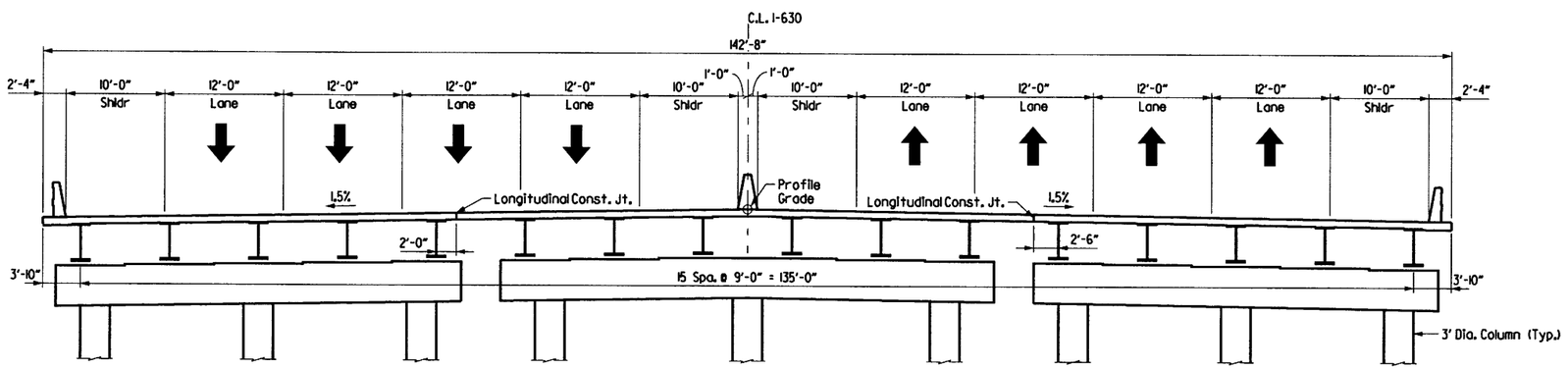
STAGE 4 CONSTRUCTION

(Looking Ahead)



STAGE 5 CONSTRUCTION

(Looking Ahead)



COMPLETED CONSTRUCTION

(Looking Ahead)

NOTE:

Stage enumeration matches RDWY Maintenance Of Traffic Plans.

Partial demolition of Exist. Interior Bents adjacent to Prop. Int. Bents 2&3 is optional.

1 Shoring will be required during construction. See SP Job CA0608 "Shoring". Temp. MSE Wall will be required during construction. See SP Job CA0608 "Temporary Retaining Walls". Location and limits of Shoring & Temp. MSE Walls are approximate and to be determined by the Contractor.

2 Bridge has been configured with a 1'-0" slab projection beyond the parapet to accommodate a noise wall, see Noise Wall Plans for location and details of Noise Wall mounted on or adjacent to bridge.

3 See Dwg. No. 58461 for Details of Temp Int. Cap Shoring. Payment for the Temp Int. Cap Shoring shall be considered subsidiary to the pay item "Removal of Existing Bridge Structure (Site No. 4A)".

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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27 Sept 2017

SHEET 4 OF 5
LAYOUT OF I-630 BRIDGE
OVER RODNEY PARHAM

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	537	889
				(1) 07383		BRIDGE LAYOUT		58460

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 58343
General notes specific to this bridge follow.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012 edition) with 2013 Interim specifications.

LIVE LOADING: HL-93

STEEL PILING: Pile casings are required for piling within MSE. Casings shall be installed prior to or during the embankment construction and shall extend from top of leveling pad to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form, free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 22" for HP 14x73. Piles shall be driven through the open casings. After driving is complete, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP 14x73)".

DRILLED SHAFTS: Foundations for intermediate bents shall consist of Drilled Shafts. All Drilled Shafts shall be founded into competent material designated as dark gray shale to the minimum rock penetrations and tip elevations shown in the plans. No adjustments in Plan Tip Elevation shall be made without prior approval from the Engineer. Methods of construction of the drilled shafts shall be in accordance with SP JOB CA0608 "Drilled Shaft Foundations". Permanent casing shall be used for construction of the drilled shafts, such as to prevent caving, to exclude groundwater, or to provide shoring, and shall not extend below top of rock. The Contractor must obtain approval from the Engineer for any deviation from this requirement.

CROSSHOLE SONIC LOGGING: Nondestructive testing shall be performed on first shaft at each bent per stage of construction or as directed by The Engineer and shall be in accordance with SP Job CA0608 "Nondestructive Testing of Drilled Shafts".

DETAIL DRAWINGS:	DRAWING NO.
End Bents	58462-58467, 58476-58480
Interior Bents	58468-58475
428'-0" Cont. Comp. Plate Girder Unit	58481-58496
Elastomeric Bearings	58497
Steel Piling	55020
Type Special (9-14) Approach Gutters	58504-58509
Type Special (6-9) Approach Slabs	58500-58503
Concrete Riprap	55002

EXISTING BRIDGE: Existing Bridge Nos. A5583 and B5583 (log 5.52) are 58.5' wide and 442' long consisting of four continuous composite steel box girder spans supported by substructures consisting of R.C. int. Bents with multi-columns on spread footings and piles on Abutments. The existing bridges are located in approximately the same location as the proposed new bridges. Plans of the existing bridge can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

SHORING: Shoring of embankment is required for Stage Construction of Proposed Bent No. 1 & 5, See SP Job CA0608 "Shoring". Shoring of Existing Interior Cap is required for partial Staged Demolition of Existing WB Bridge A5583 interior Bent(s) and will be subsidiary to the pay item "Removal of Existing Bridge Structure (Site No. 4)".
For Existing Interior Bent Temporary Shoring Details, see Dwg. No. 58461

REMOVAL AND SALVAGE: The new bridge is to be built in stages. Except for re-used portions of existing A&B5583 Abutment 1 and Existing North & South Retaining Walls, existing A&B5583 shall be removed in accordance with Section 205 of the Standard Specifications. Partial removal of Bridge No. B5583 will be required for Stage 3 Construction. Partial removal of Bridge No. A5583 will be required for Stage 4 Construction. Except for the re-used portions, the remaining portions of Bridge No. A&B5583 shall be removed during stage 5 Construction. All removed material from the existing bridges shall become the property of the Contractor.

PREBORING: Preboring is required for six specific End Bent 5 piles to determine/resolve conflicts, prior to corresponding stage constructed embankment, with existing reinforced concrete footing or its piling and later may be required for remaining piles, to achieve minimum pile penetration requirements. Where required, preboring at End Bents shall take place after excavation to hard strata is complete and shall be to a minimum depth of 3' into the hard strata material designated as gray sandstone or shale. The size and depth of preboring, will be determined in the field by the Engineer. The Contractor shall be responsible for keeping the prebored holes free from debris prior to backfilling which may require the use of temporary casings or other methods. After driving is completed, the prebored hole shall be backfilled with Class S Concrete to the top of rock and the remaining length of prebored holes shall be backfilled with material specified in Subsection 805.08 or other approved material, unless otherwise noted, to completely fill voids. The cost of preboring, temporary casings and backfill will not be paid for directly but will be considered subsidiary to the item "PREBORING".

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 1127+10, 70' Rt (Boring S1)
0.5-1.5, N = 27
2.5-3.5, N = 28
4.5-5.5, N = 50/2"
9-10, N = 30/0"
14-15, N = 50/8"
19-20, N = 50/2"
24-25, N = 25/0"
29-30, N = 25/0"

Sta. 1128+55, 110' Rt (Boring S2)
0.5-1.5, N = 16
2.5-3.5, N = 38
4.5-5.5, N = 50/10"
6.5-7.5, N = 35
9-10, N = 50/1"
14-15, N = 50/6"
19-20, N = 50/2"
24-25, N = 50/1"
29-30, N = 25/0"
34-35, N = 25/0"

Sta. 1126+80, 80' Lt (Boring S3)
0.5-1.5, N = 21
2.5-3.5, N = 10
4.5-5.5, N = 50/6"
6.5-7.5, N = 50/10"
9-10, N = 31
14-15, N = 50/3"
19-20, N = 50/2"
24-25, N = 30/0"
29-30, N = 30/0"
34-35, N = 30/0"
39-40, N = 30/0"
44-45, N = 30/0"
49-50, N = 30/0"

Sta. 1128+10, 75' Lt (Boring S4)
0.5-1.5, N = 50/7"
2.5-3.5, N = 23
4.5-5.5, N = 33
6.5-7.5, N = 46
9-10, N = 25/0"
14-15, N = 25/0"
19-20, N = 50/4"
24-25, N = 50/3"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"

Sta. 1124+10, 75' Rt (Boring W3)
0.5-1.5, N = 50/7"
2.5-3.5, N = 11
4.5-5.5, N = 35
6.5-7.5, N = 21
9-10, N = 50/6"
14-15, N = 25/0"

Sta. 1125+55, 70' Rt (Boring W4)
0.5-1.5, N = 23
2.5-3.5, N = 14
4.5-5.5, N = 27
6.5-7.5, N = 29
9-10, N = 25
14-15, N = 50/8"
18.5-19, N = 50/4"

Sta. 1125+25, 90' Lt (Boring W5)
0.5-1.5, N = 50/9"
2.5-3.5, N = 17
4.5-5.5, N = 30
6.5-7.5, N = 11
9-10, N = 17
14-15, N = 50/7"
19-20, N = 50/2"

Sta. 1124+00, 80' Lt (Boring W6)
0.5-1.5, N = 11
2.5-3.5, N = 30
4.5-5.5, N = 18
6.5-7.5, N = 7
9-10, N = 50/10"
11-11.5, N = 50/2"

SHEET 5 OF 5
LAYOUT OF I-630 BRIDGE OVER RODNEY PARHAM

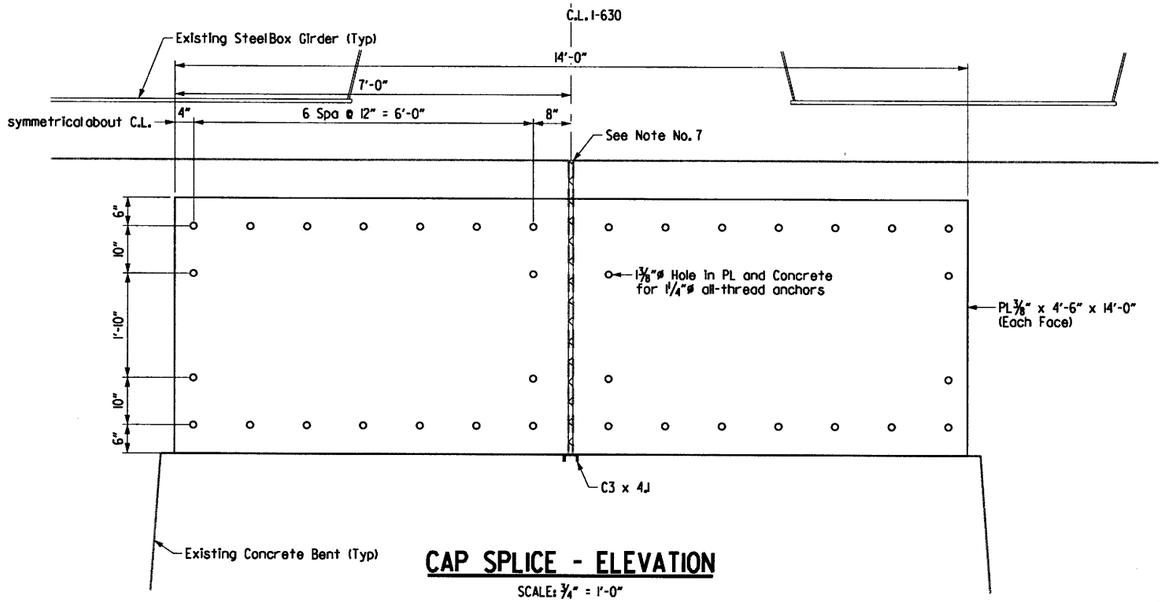
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PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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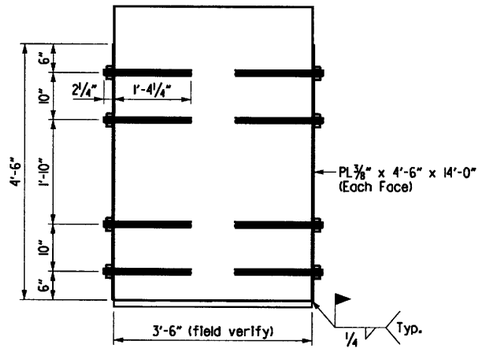
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				6	ARK.			
				JOB NO.		CA0608	538	889
				07383		BENT SHORING		58461



CAP SPLICE - ELEVATION

SCALE: ¾" = 1'-0"



SECTION

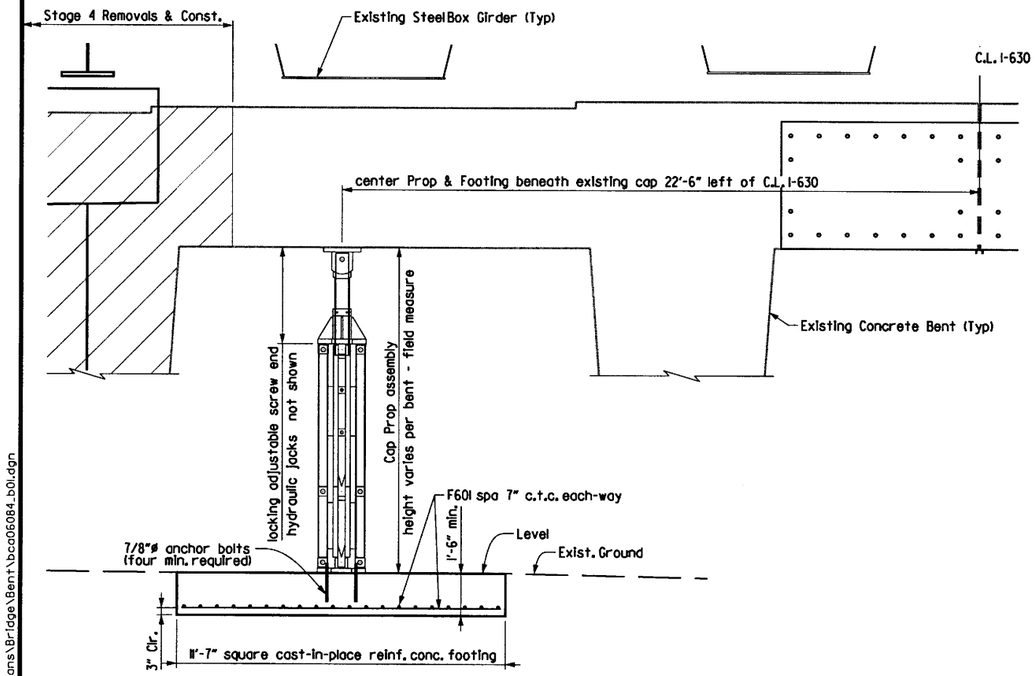
SCALE: ¾" = 1'-0"

FOR INFORMATION ONLY:

Each Cap Splice requires approximately 2,480 LB of structural steel, including 72 drilled and grouted anchors.

CAP SPLICE NOTES:

1. Splicing of adjacent existing caps is required at each existing interior bent which will experience partial demolition on either side of C.L. I-630.
2. Pattern shown for anchor bolts, developed using existing bridge construction plans. Prior to fabrication of splice plates, verify by non-destructive means, avoidance of embedded reinforcing steel. Report discovered conflicts in writing to the Engineer, with dimensioned measurements sufficient for revision to anchor pattern, allowing time for possibly necessary pattern revision by the Engineer of Record.
3. Structural steel bent cap splice plates and channel shall be Grade 36 minimum.
4. All-threaded carbon steel anchors shall be 1¼" diameter, sufficient length for projection and required 16¼" embedment, conform to AASHTO M-314 or ASTM F1554, and have minimum yield strength of 55 ksi.
5. Epoxy Adhesive Grout for steel anchors shall be Hilti HIT-RE 500-SD or Engineer approved equivalent. Installation and grouting of steel anchors shall be according to approved epoxy adhesive grout manufacturer's directions.
6. Compatibly threaded nuts for drilled and grouted anchors shall conform to AASHTO M-291 or ASTM A563.
7. Gap between ends of existing concrete caps being spliced, shall be completely filled with an ARDOT QPL 807 approved cement-based non-shrink grout.
8. Payment for all required materials and work is subsidiary to Item 205, "Removal of Existing Bridge Structure (Site No. 4A)" & "Removal of Existing Bridge Structure (Site No. 4B)".



CAP PROP - ELEVATION

SCALE: ⅜" = 1'-0"

CAP PROP NOTES:

1. Cap Prop, in conjunction with a Stage 1 constructed Cap Splice, is required for stabilization during and after Stage 4 partial-removal of the existing bent in conflict with proposed bent 4. This work is not required at other bents. If and only if, the contractor elects to entirely preserve the existing bent left of C.L. I-630 until Stage 5. Construct footing and erect preloaded Cap Prop, where required, prior to any corresponding bent's Stage 4 partial-removal.
2. Excavation for the Footing, shall be in accordance with Section 801.04 of the Standard Specifications. Perimeter formwork and compacted backfill after form removal, may be omitted only if the contractor elects to completely fill excavation with concrete.
3. Footing reinforcing steel shall be Grade 60. All-threaded carbon steel anchor bolts shall have minimum yield strength of 36 ksi and fabricated of sufficient length for 12" minimum embedment plus projection required for a washer, and snug-tightened then locked double nuts, atop the Cap Prop Assembly base plate, in accordance with Standard Specifications Section 807.70. Use of an embedded steel template, matching the pattern and orientation of the Cap Prop Assembly base, is recommended to ensure accurate placement.
4. Footing concrete shall be Class S, placed in accordance with Section 802.09 of the Standard Specifications, and the top surface center bearing area (3' x 3') surrounding the anchor bolts, finished smooth with a steel trowel. Footing shall not be loaded until concrete has cured sufficiently for compressive strength exceeding 3,500 psi.
5. Cap Prop assembly shown is composed of Mabey brand "Heavy Prop" components. Contractor shall submit erection drawings of his functionally similar selected engineered Cap Prop assembly, with instructions and accompanying calculations and/or certifications prepared and sealed by a licensed professional engineer, to the Engineer for review and approval. For approval, documentation must show:
   a. Fit to each field measured gap between top of Footing to be constructed and bottom of existing bent cap
   b. compressive axial load capacity greater than 340 kips
   c. top plate net area bearing against cap greater than 190 square inches, and bottom plate gross area bearing upon footing greater than 322 square inches
   d. capability and range of field adjustable overall height using locking threaded adjustment rings
   e. specified hydraulic jacks and field instructions for foundation settlement compensating preload to 105 kips against cap, sustained and monitored for at least 30 minutes prior to lock-off and removal of jacks.
   f. Pattern and orientation of base plate anchors to be cast into footing.
6. All required materials and work is subsidiary to Item 205, "Removal of Existing Bridge Structure (Site No. 4A)" & "Removal of Existing Bridge Structure (Site No. 4B).

BAR LIST - ONE CAP PROP FOOTING

MARK	NO. REQ'D.	LENGTH
F601	40	11'-3"

FOR INFORMATION ONLY
SCHEDULE OF QUANTITIES PER CAP PROP FOOTING

Class S Concrete (Substructure) CY	Reinforcing Steel - Bridge (Gr. 60) LB	Unclassified Structural Excavation CY
7.5	676	11.8

EXISTING INTERIOR BENT TEMPORARY SHORING DETAILS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/14/2015
CHECKED BY: STS DATE: 12/17/2015
DESIGNED BY: KH DATE: 12/15/2015
FILENAME: bca06084_b01
SCALE: AS SHOWN

BRIDGE NO. 07383 DRAWING NO. 58461

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
11 Oct 2017

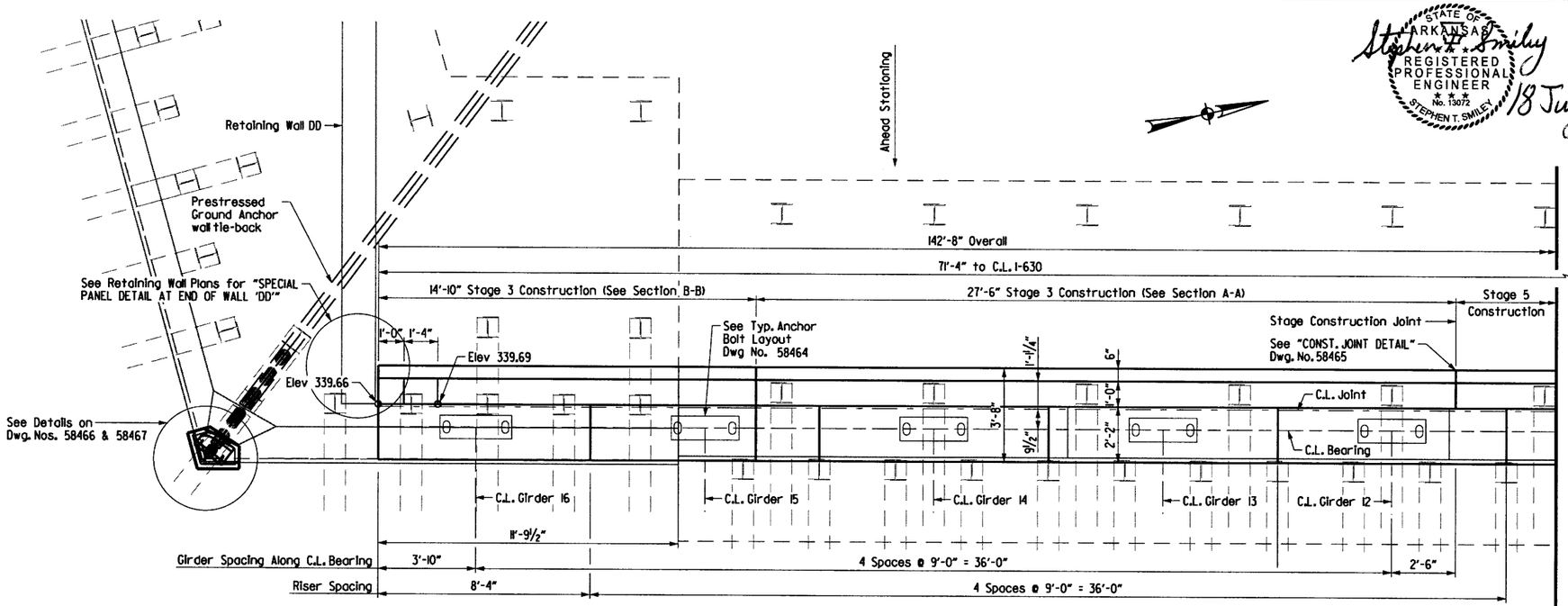
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				6	ARK.			
				JOB NO.		CA0608	539	889
				① 07383		BENT DETAILS		58462

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017

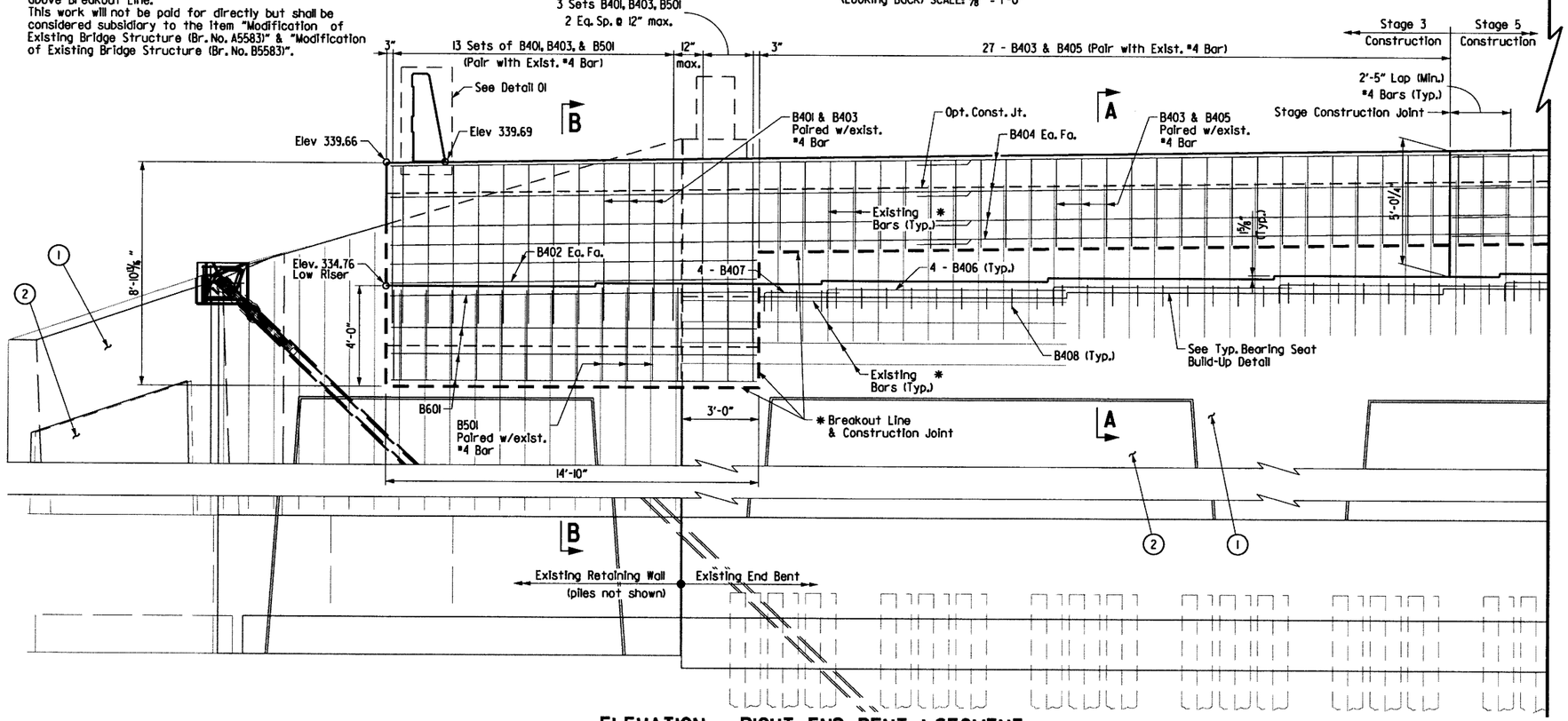
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PLAN - RIGHT END BENT 1 SEGMENT

(Looking Back) SCALE: ⅜" = 1'-0"

* Preserve existing vertical reinforcing, full projection above Breakout Line.
This work will not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure (Br. No. A5583)" & "Modification of Existing Bridge Structure (Br. No. B5583)".



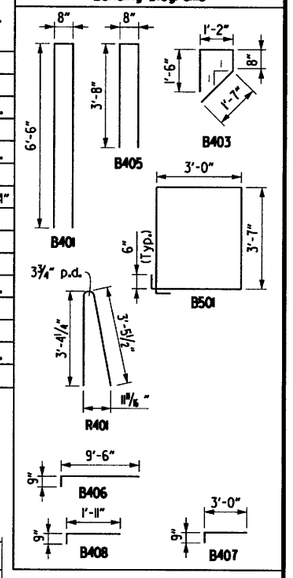
ELEVATION - RIGHT END BENT 1 SEGMENT

(Looking Back) SCALE: ⅜" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	16	13'-9"	3"
B402	4	14'-7"	Str.
B403	43	4'-9"	3"
B404	16	23'-8"	Str.
B405	27	8'-1"	3"
B501	16	13'-5"	3 3/4"
B406	12	10'-3"	3"
B407	4	3'-9"	3"
B408	56	1'-9"	3"
B601	13	14'-7"	Str.
Rail			
R401	3	7'-0"	3"
R402	8	8"	Str.
R403	3	9'-4"	3"

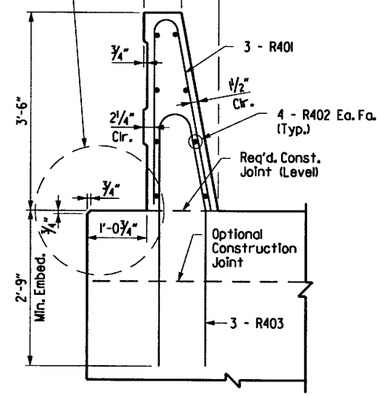
Bending Diagrams



① Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

② Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

If Noise Wall Post required here, additional Anchor Bolt Confinement bars shall be provided. See "DETAIL E" on Type Special 9 Approach Gutter.



DETAIL 01

¾" = 1'-0"

SHEET 1 OF 6
DETAILS OF END BENT 1
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/9/2015	FILENAME:	bca06084_b1
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DESIGNED BY:	KH	DATE:	7/7/2015		

BRIDGE NO. 07383 DRAWING NO. 58462

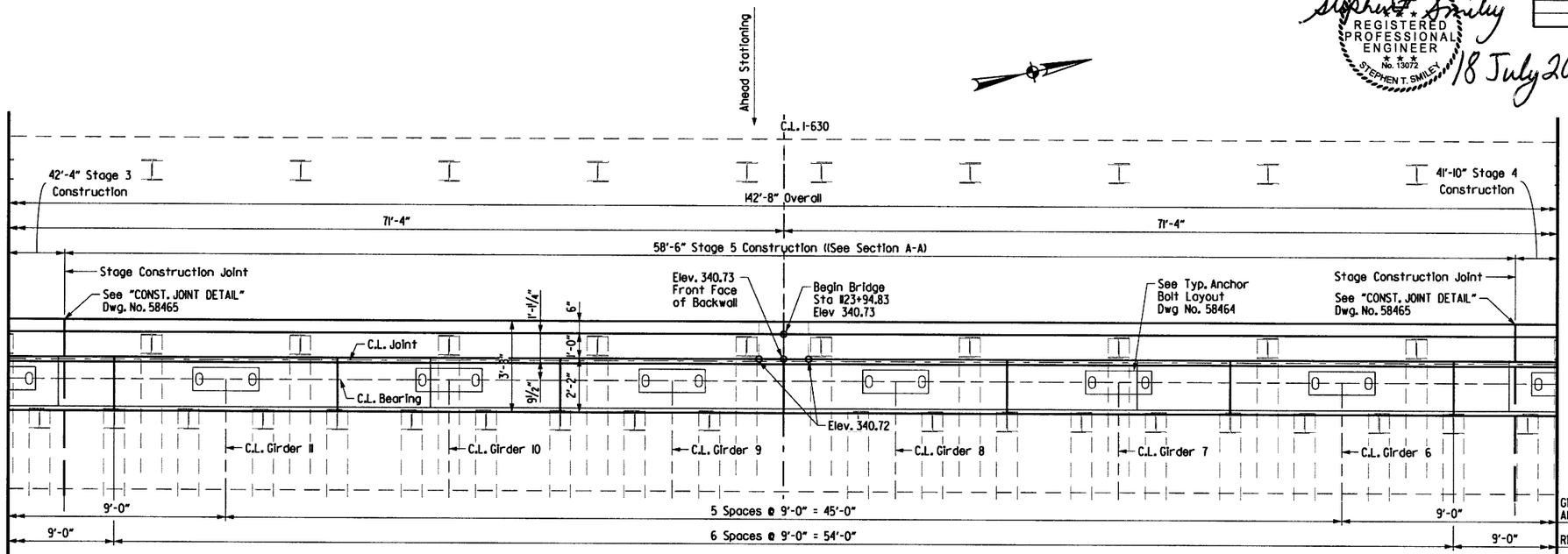
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	540	889
				(1) 07383		BENT DETAILS		58463

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

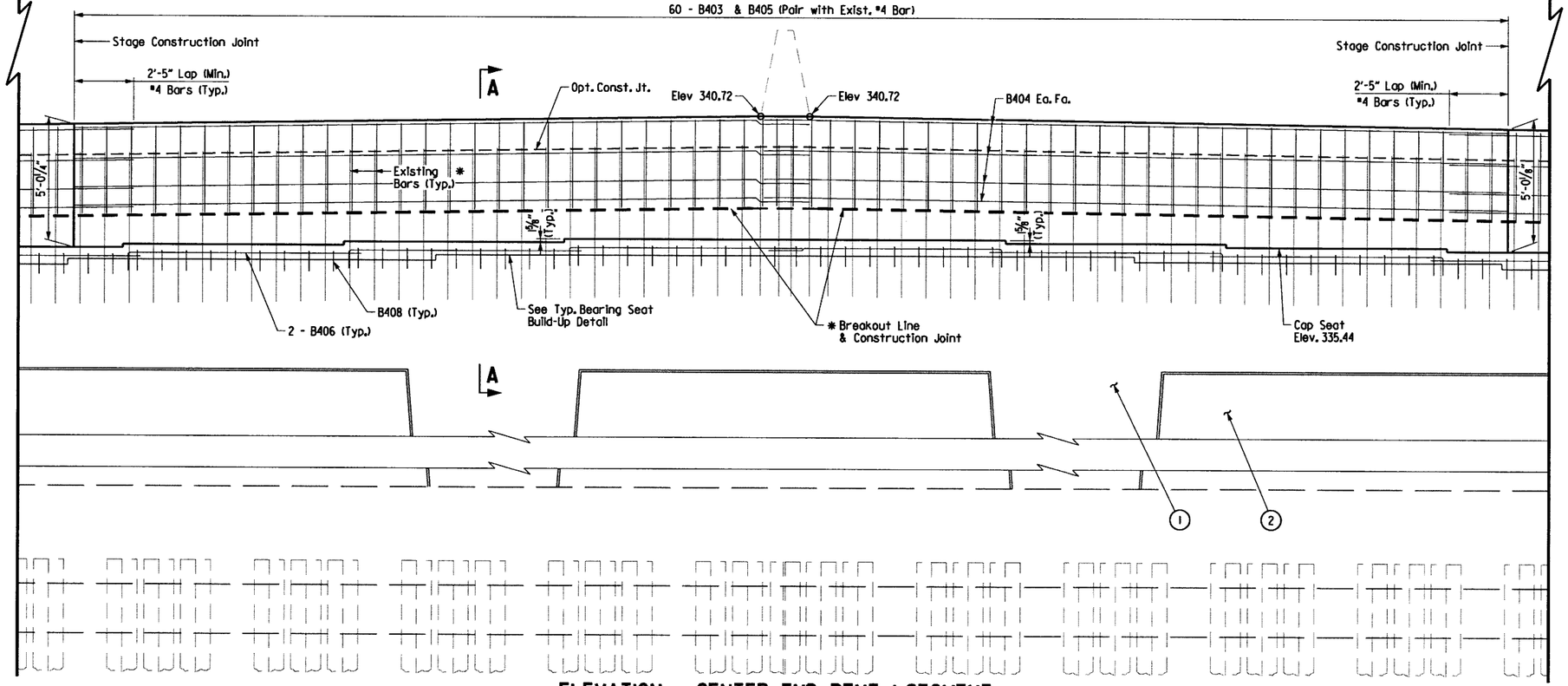
Stephen T. Smiley 18 July 2017

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PLAN - CENTER END BENT 1 SEGMENT

(Looking Back) SCALE: ⅜" = 1'-0"



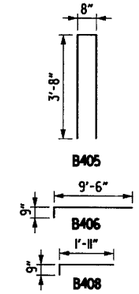
ELEVATION - CENTER END BENT 1 SEGMENT

(Looking Back) SCALE: ⅜" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B403	60	4'-9"	3"
B404	16	30'-6"	Str.
B405	60	8'-1"	3"
B406	24	10'-3"	3"
B408	116	1'-9"	3"

Bending Diagrams



(1) Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

(2) Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

* Preserve existing vertical reinforcing, full projection above Breakout Line. This work will not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure (Br. No. A5583)" & "Modification of Existing Bridge Structure (Br. No. B5583)".

SHEET 2 OF 6
DETAILS OF END BENT 1
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/9/2015	FILENAME:	bc06084_bl2
CHECKED BY:	STS	DATE:	7/10/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/7/2015		

BRIDGE NO. 07383 DRAWING NO. 58463

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	541	889
(1) 07383		BENT DETAILS		58464

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017

Ahead Stationing

C.L. I-630

142'-8" Overall

71'-4" to C.L. I-630

71'-4" to C.L. I-630

Stage 5 Construction

Stage Construction Joint

27'-0" Stage 4 Construction (See Section A-A)

14'-10" Stage 4 Construction (See Section B-B)

See "CONST. JOINT DETAIL" Dwg. No. 58465

See Typ. Anchor Bolt Layout

Conc. Barrier Wall (atop Type Special 9 Approach Gutter) also see Noise Wall Plans

Toe of Rail

1'-4" 1'-0"

Elev. 339.69'

Elev. 339.66'

C.L. Joint

C.L. Bearing

1'-1¼" 6" 1'-0" 9½" 2'-2" 3'-8"

C.L. Girder 5 C.L. Girder 4 C.L. Girder 3 C.L. Girder 2 C.L. Girder 1

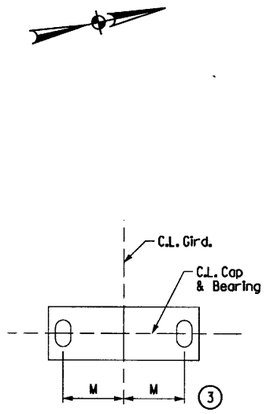
Existing Retaining Wall

9'-0" 4 Spaces @ 9'-0" = 36'-0" 3'-10" Girder Spacing Along C.L. Bearing

3 Spaces @ 9'-0" = 36'-0" 8'-4" Riser Spacing

PLAN - LEFT END BENT 1 SEGMENT

(Looking Back) SCALE: ⅜" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

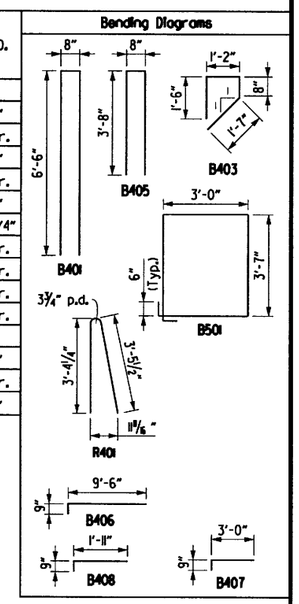
No Scale

(3) For details and dimension M of Elastomeric Bearing see Dwg. No. 58497

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	16	13'-9"	3"
B402	4	14'-7"	Str.
B403	40	4'-9"	3"
B404	16	23'-8"	Str.
B405	27	8'-1"	3"
B501	16	13'-5"	3 3/4"
B406	12	10'-3"	Str.
B407	4	3'-9"	Str.
B408	56	1'-9"	Str.
B601	13	14'-7"	Str.
Rail			
R401	3	7'-0"	3"
R402	8	8"	Str.
R403	3	9'-4"	3"

Bending Diagrams



Stage 5 Construction

Stage Construction Joint

2'-0" Lap (Min.) #4 Bars (Typ.)

27 - B403 & B405 (Pair with exist. #4 Bar)

3 Sets B401, B403, B501 2 Eq. Sp. @ 12" max.

3" 12" max. 10 Sets of B401, B403, B501 3"

2'-4" See Section C-C

3 Sets B401 and B501 2 Eq. Sp. @ 12" max.

See Detail 01

B401 & B403 (Typ.)

B404 Ea. Fa.

Opt. Const. Jt.

Elev. 339.69 Elev. 339.66

5'-0⅛"

Existing * Bars (Typ.)

1½" (Typ.)

2 - B407

B401

B402 Ea. Fa.

Elev. 334.76 Low Riser

8'-10⅝"

4'-0"

B408 (Typ.) 2 - B406 (Typ.)

See Typ. Bearing Seat Build-Up Detail

*Existing Bars (Typ.)

B601

B501 Paired w/exist. #4 Bar (Typ.)

* Breakout Line & Construction Joint

3'-0"

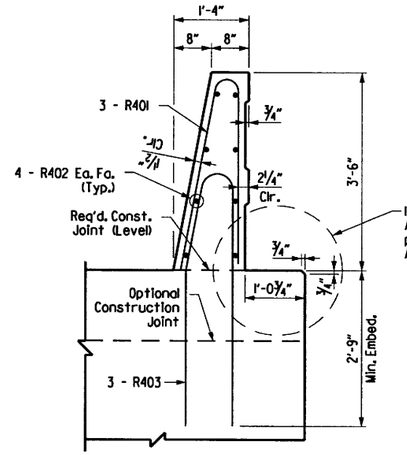
14'-10"

Existing End Bent

Existing Retaining Wall (piles not shown)

ELEVATION - LEFT END BENT 1 SEGMENT

(Looking Back) SCALE: ⅜" = 1'-0"



DETAIL 01

¾" = 1'-0"

If Noise Wall Post required here, additional Anchor Bolt Confinement bars shall be provided. See "DETAIL E" on Type Special 9 Approach Gutter.

(1) Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

(2) Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

* Preserve existing vertical reinforcing, full projection above Breakout Line. This work will not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure (Br. No. A5583)" & "Modification of Existing Bridge Structure (Br. No. B5583)".

SHEET 3 OF 6
DETAILS OF END BENT 1
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	7/10/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/7/2015		

BRIDGE NO. 07383 DRAWING NO. 58464

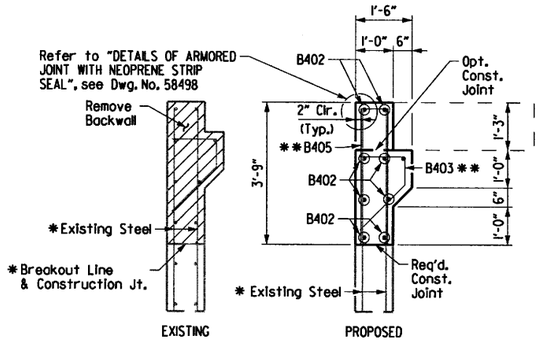
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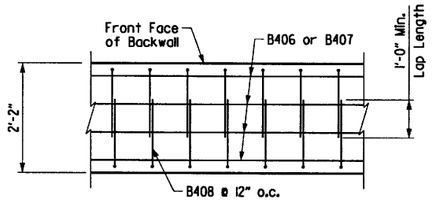
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7/18/2017
jharrell

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017

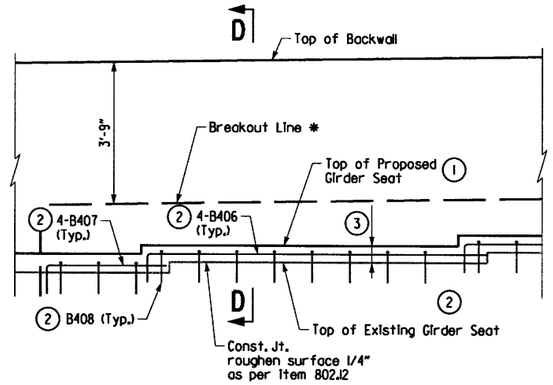
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				6	ARK.			
				JOB NO.		CA0608	542	889
				(1) 07383		BENT DETAILS		58465



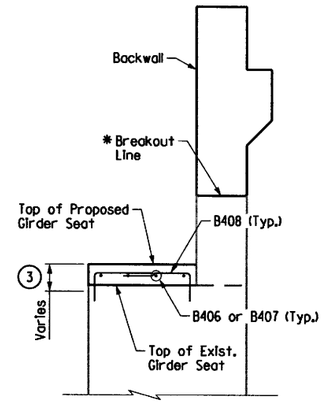
SECTION A-A
(Showing Backwall)



PLAN



ELEVATION



SECTION D-D

BEARING SEAT BUILD-UP DETAILS

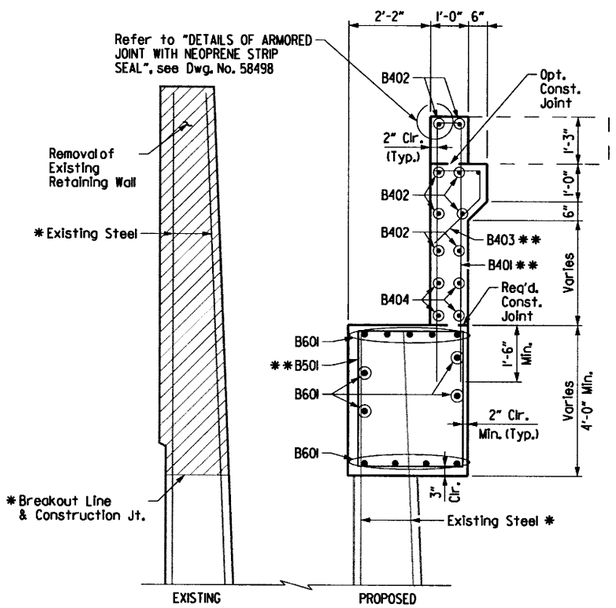
(1) Construct Bearing Seat Build-Up after drilling and grouting of anchor bolts.

(2) Drill and grout B406, B407 and B408 6" minimum embedment into existing concrete. Use approved non-shrink grout from OPL.

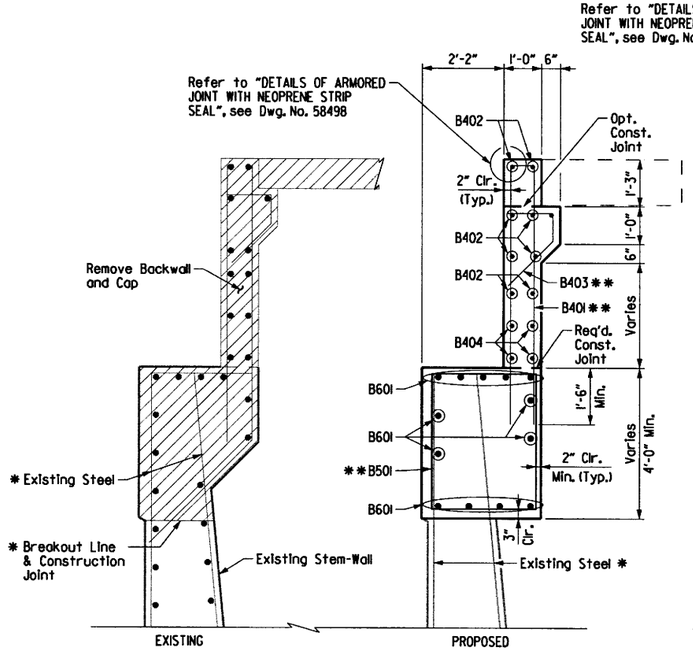
(3) Varies approximately from 5¾" to 8⅞"

* For limits of removal, see ELEVATION on Dwg. Nos. 58462-58464
Preserve existing vertical reinforcing, full projection above Breakout Line. When forming new cap, trim preserved wall and abutment stem-wall vertical reinforcing 2" below top of proposed girder seats.
This work will not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure (Br. No. A5583)" & "Modification of Existing Bridge Structure (Br. No. B5583)".

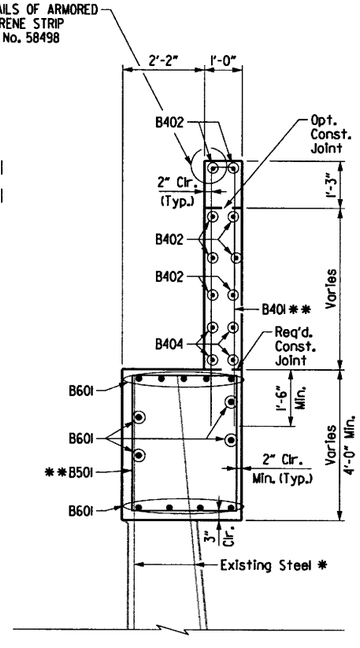
** Pair with Exist. #4 bar as much as possible.



SECTION B-B
(Showing Retaining Wall)



SECTION B-B
(Showing Abutment)

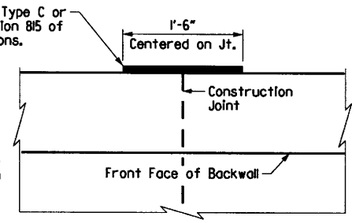


SECTION C-C
(Proposed atop Retaining Wall)

Membrane waterproofing Type C or approved equal. See Section 815 of the Standard Specifications.

Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.



CONST. JOINT DETAIL
No Scale

SHEET 4 OF 6
DETAILS OF END BENT 1
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/2/2015	FILENAME:	bco06084_bl4
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	1/2" = 1'-0"
DESIGNED BY:	KH	DATE:	11/5/2015		

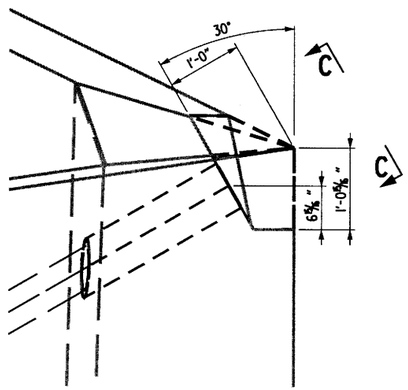
BRIDGE NO. 07383 DRAWING NO. 58465

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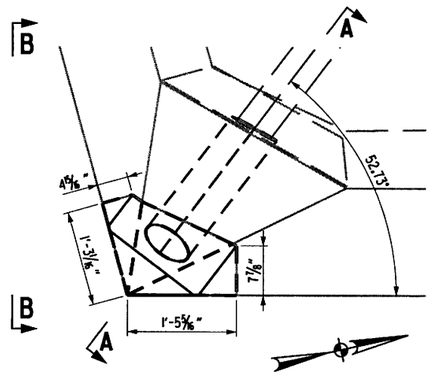
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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JOB NO.		CA0608	543	889
07383		BENT DETAILS		58466

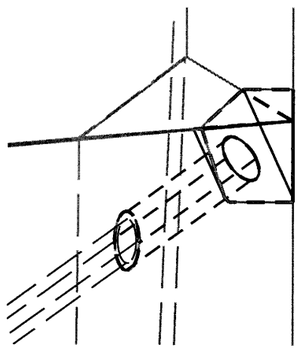
CONCRETE REMOVAL FROM EXISITING WALL



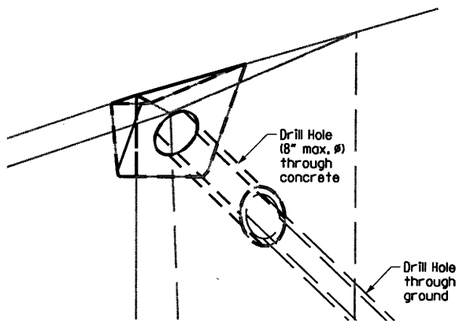
VIEW A-A



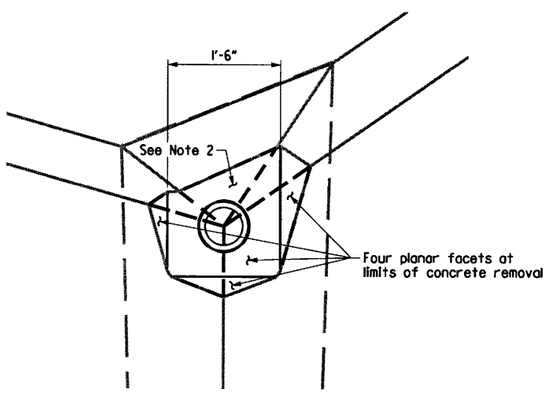
PLAN



VIEW B-B

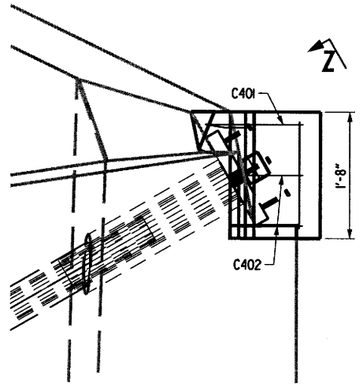


ELEVATION

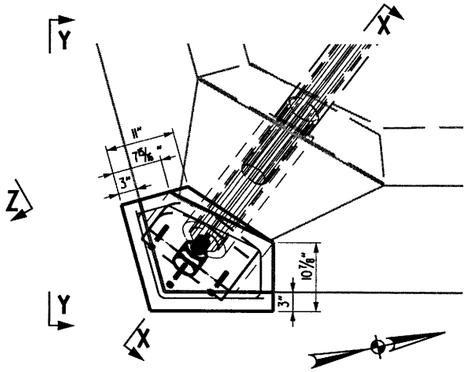


VIEW C-C

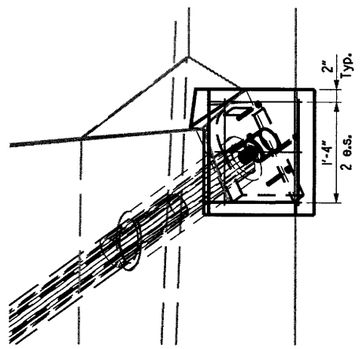
WALL TIE-BACK ANCHORAGE & PROTECTION



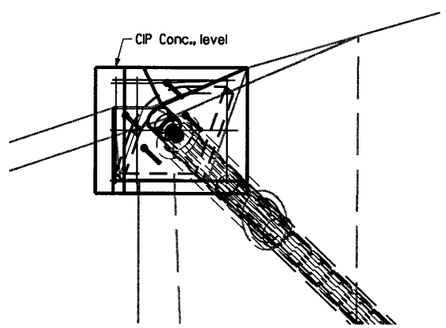
VIEW X-X



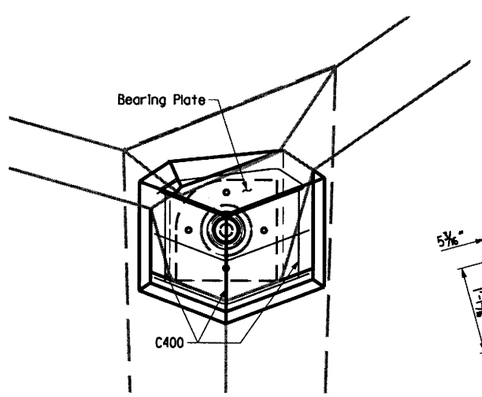
PLAN



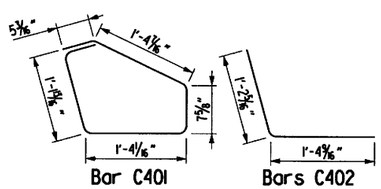
VIEW Y-Y



ELEVATION



VIEW Z-Z



Bar C401 Bars C402

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
C400	3	1'-5"	Str.
C401	1	5'-3"	2"
C402	2	2'-7"	2"

PRESTRESSED GROUND ANCHOR WALL TIE-BACK NOTES:

1. The portion of the existing wall shown is near the SW corner of existing Bridge No. B5583, and is to be modified in accord with Special Provision Job CA0608 "Prestressed Ground Anchor" and Standard Specifications Item 821.02, for incorporation into proposed Bridge No. 07383
2. Concrete removal surface directly beneath anchorage Bearing Plate, shall be ground and/or grouted smooth for uniform contact. Grout, if used must be ARDOT QPL 807 approved non-shrink grout, applied according to manufacturer's instructions.

(Notes continue on next sheet.)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
11 Oct 2017

SHEET 5 OF 6
DETAILS OF END BENT 1
I-630 BRIDGE OVER RODNEY PARHAM

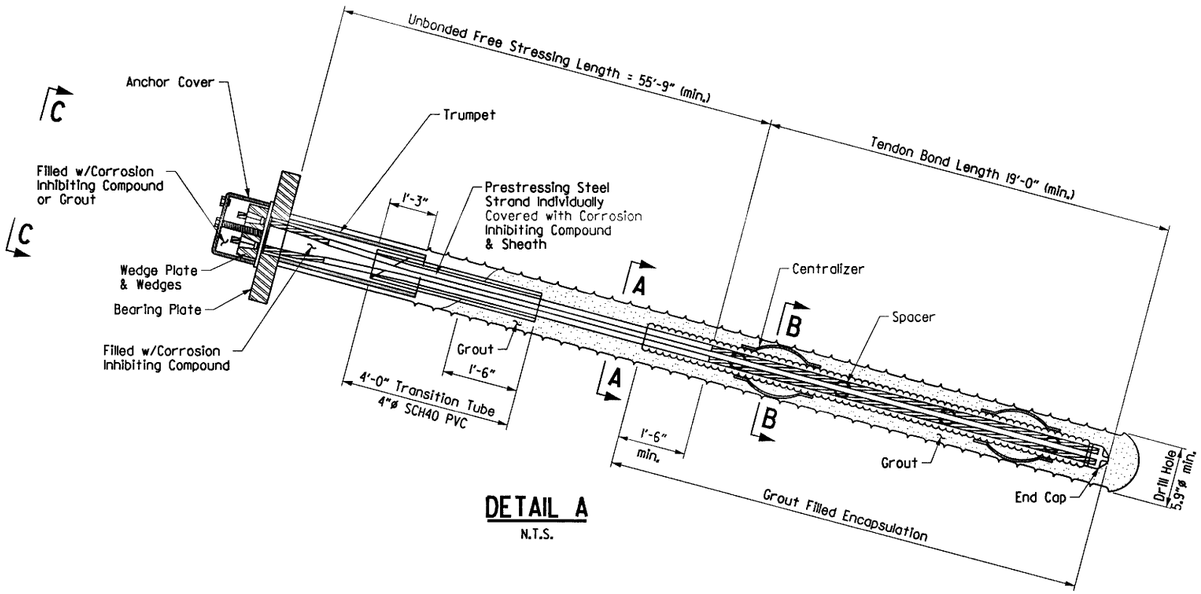
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	1" = 1'-0"
DESIGNED BY:	KH	DATE:	12/31/2015		

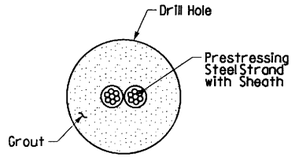
BRIDGE NO. 07383 DRAWING NO. 58466

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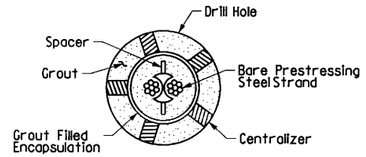
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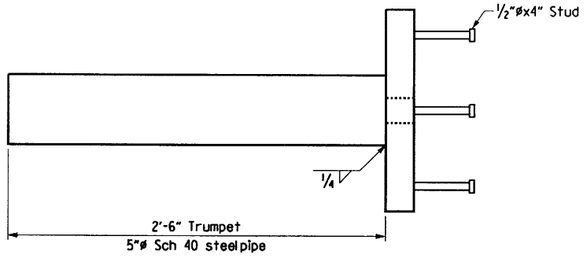
DETAIL A
N.T.S.



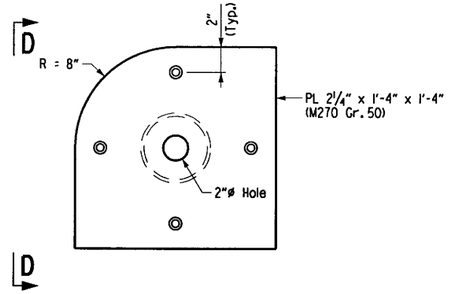
SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



VIEW D-D



VIEW C-C

BEARING PLATE DETAILS
SCALE: 1" = 2'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	544	889
				07383		BENT DETAILS		58467

PRESTRESSED GROUND ANCHOR WALL TIE-BACK NOTES
(continued from previous sheet):

3. Structural steel Bearing Plate shall be AASHTO M270 Gr. 50. Trumpet shall be fabricated from ASTM A53 steel pipe or ASTM A500 tubing. Anchor Cover shall be fabricated from galvanized steel or plastic with a minimum thickness of 0.09", and completely encapsulate the Wedge Plate and tendon tails, with water-tight sealing bolted flange. Steel concrete anchorage studs shall be welded prior to entire assembly being galvanized in accordance with AASHTO M 111.

4. Prestressed ground anchor tendon shall be two strands of 0.6" diameter AASHTO M 203, Gr. 270 Low-Relaxation 7-wire strand. Proof testing is required based upon Design Load DL = 58.6 kips with corresponding Max. Test Load = 78.1 kips.

5. Payment for all required materials and work is subsidiary to Item 821, "Modification of Existing Bridge Structure (Bridge No. B5583)".

FOR INFORMATION ONLY

The ground anchor's anchorage and protective concrete encapsulation atop wall coping, requires approximately 160 LB of structural steel, 10 LB of Gr. 60 Reinforcing bar, and 0.1 CY of Class S concrete.

SHEET 6 OF 6
DETAILS OF END BENT 1
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2016	FILENAME:	bco06084_bl6
CHECKED BY:	STS	DATE:	1/14/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/18/2016		

BRIDGE NO. 07383 DRAWING NO. 58467

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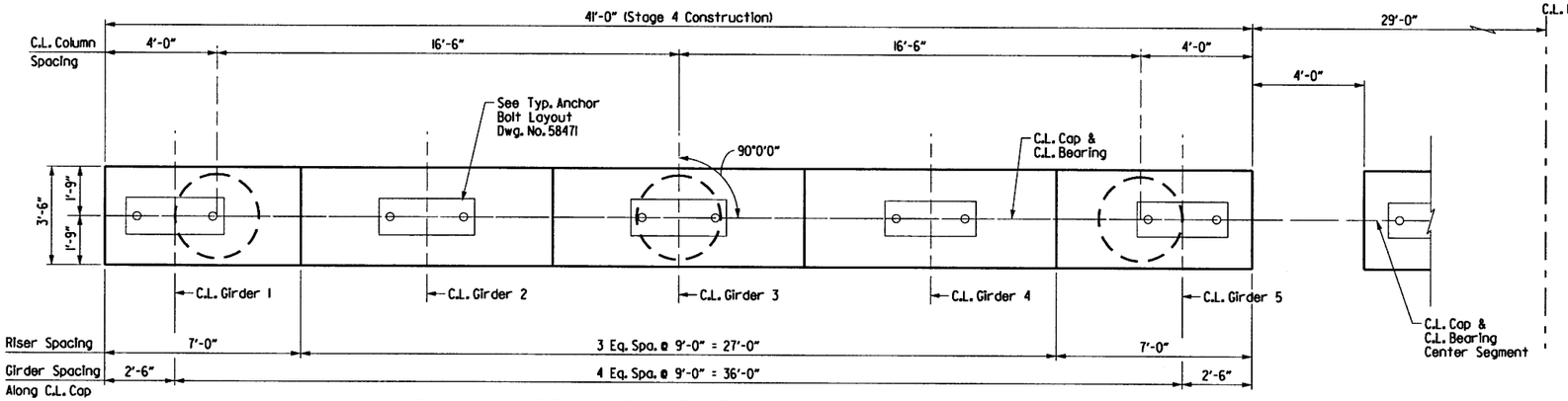
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	545	889
(1) 07383		BENT DETAILS		58468

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

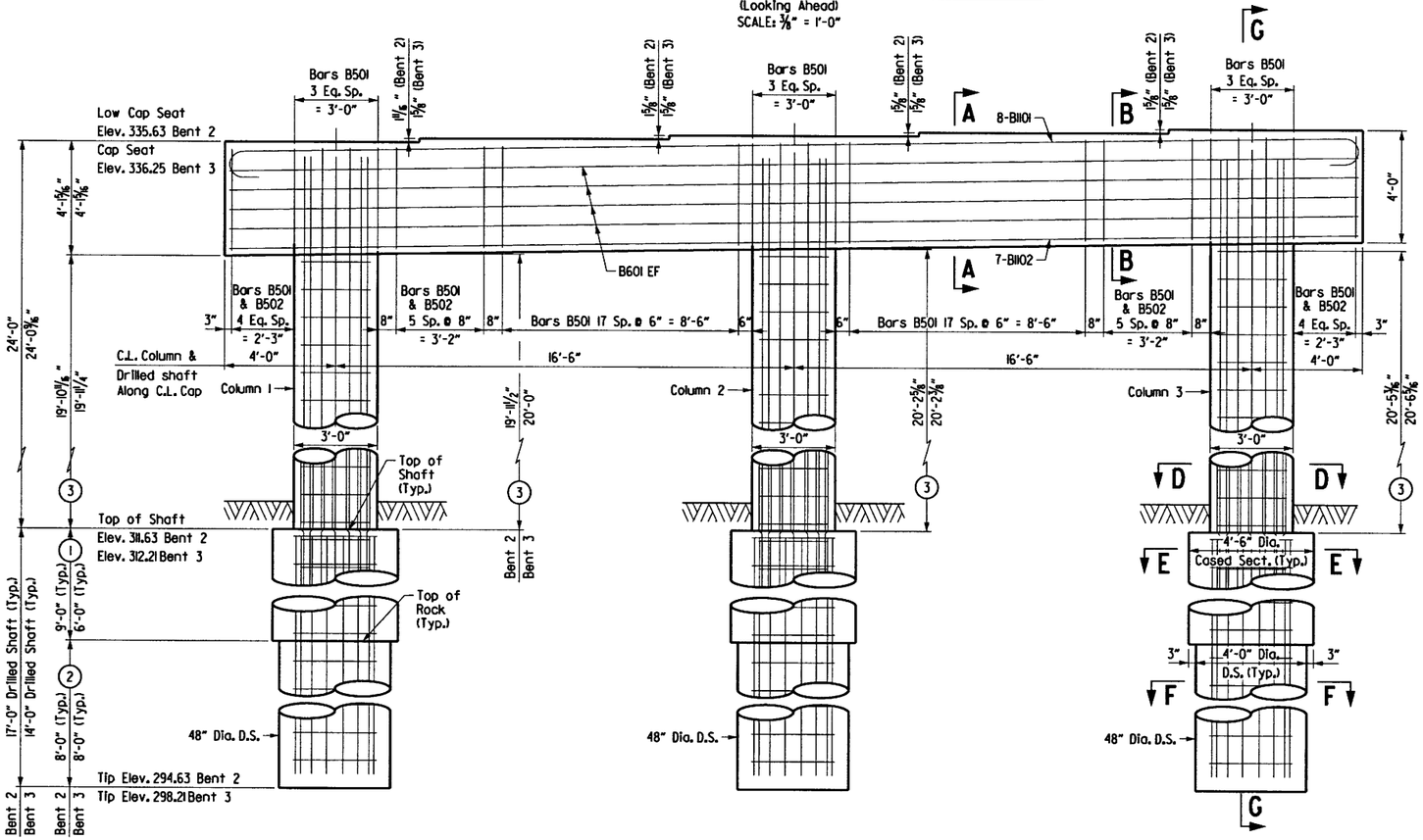
7 June 2017

Ahead Stationing



PLAN - LEFT BENT CAP SEGMENT (STAGE 4)

(Looking Ahead)
SCALE: 3/8" = 1'-0"



ELEVATION - LEFT BENT CAP SEGMENT (STAGE 4)

(Looking Ahead)
SCALE: 3/8" = 1'-0"

For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.

(1) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

(2) Minimum penetration into competent rock below permanent casing.

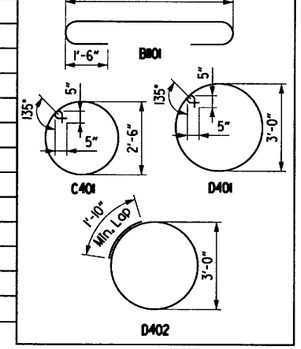
(3) Measured along C.L. Column.

(4) Bars D401, D402, D1001, and D1002 are Non-Pay Items, Subsidiary to SP Job No CA0608 "Drilled Shaft Foundations".

BAR LIST (STAGE 4)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	64	14'-2"	2 1/2"
B502	22	11'-10"	2 1/2"
B601	8	40'-8"	Str.
B1101	8	43'-8"	11 1/4"
B1102	7	40'-8"	Str.
Columns			
C401	90	8'-11"	3"
C1001	42	23'-6"	Str.
(4) Drilled Shafts - Bent 2			
D401	21	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	14'-3"	Str.
D1002	42	15'-0"	Str.
(4) Drilled Shafts - Bent 3			
D401	15	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	12'-3"	Str.
D1002	42	15'-0"	Str.

Bending Diagrams



SHEET 1 OF 4
DETAILS OF INTERIOR BENTS 2 & 3
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 5/5/2015
CHECKED BY: STS DATE: 5/7/2015
DESIGNED BY: KH DATE: 5/4/2015
FILENAME: bca06084_b21
SCALE: AS SHOWN

BRIDGE NO. 07383 DRAWING NO. 58468

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(1) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. Column.

(4) Bars D401, D402, D1001, and D1002 are Non-Pay Items, Subsidiary to SP Job No CA0608 "Drilled Shaft Foundations".

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

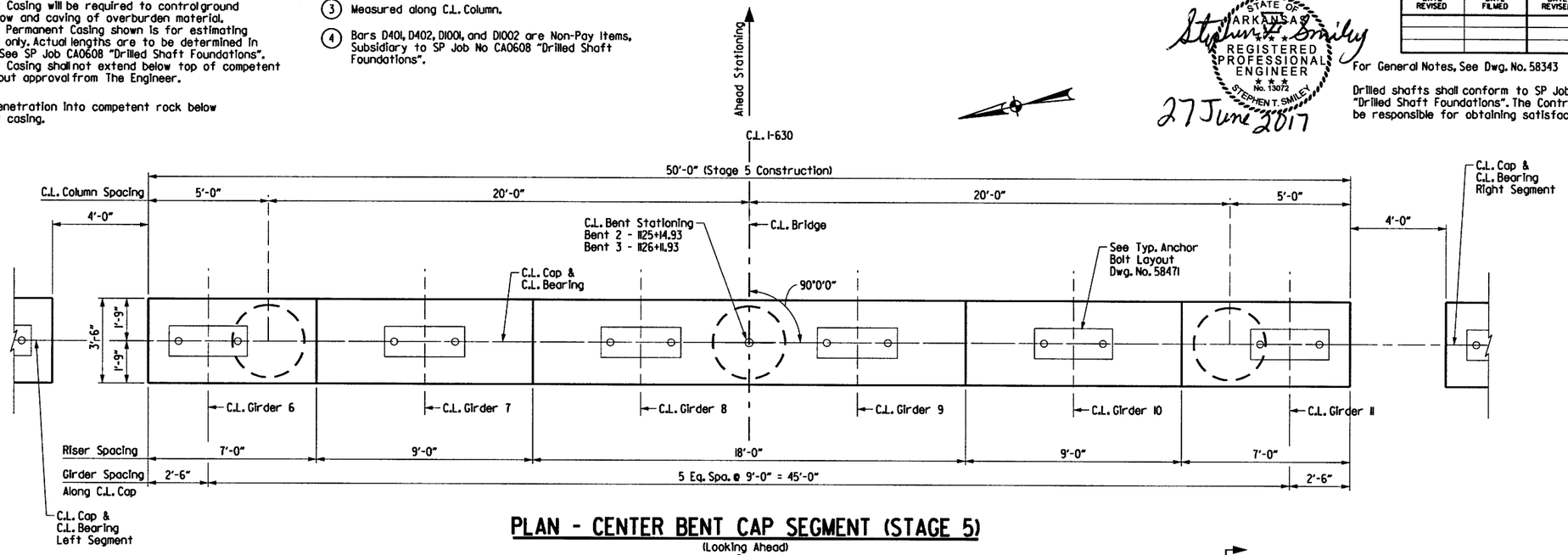
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	546	889
(1) 07383		BENT DETAILS		58469

For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.

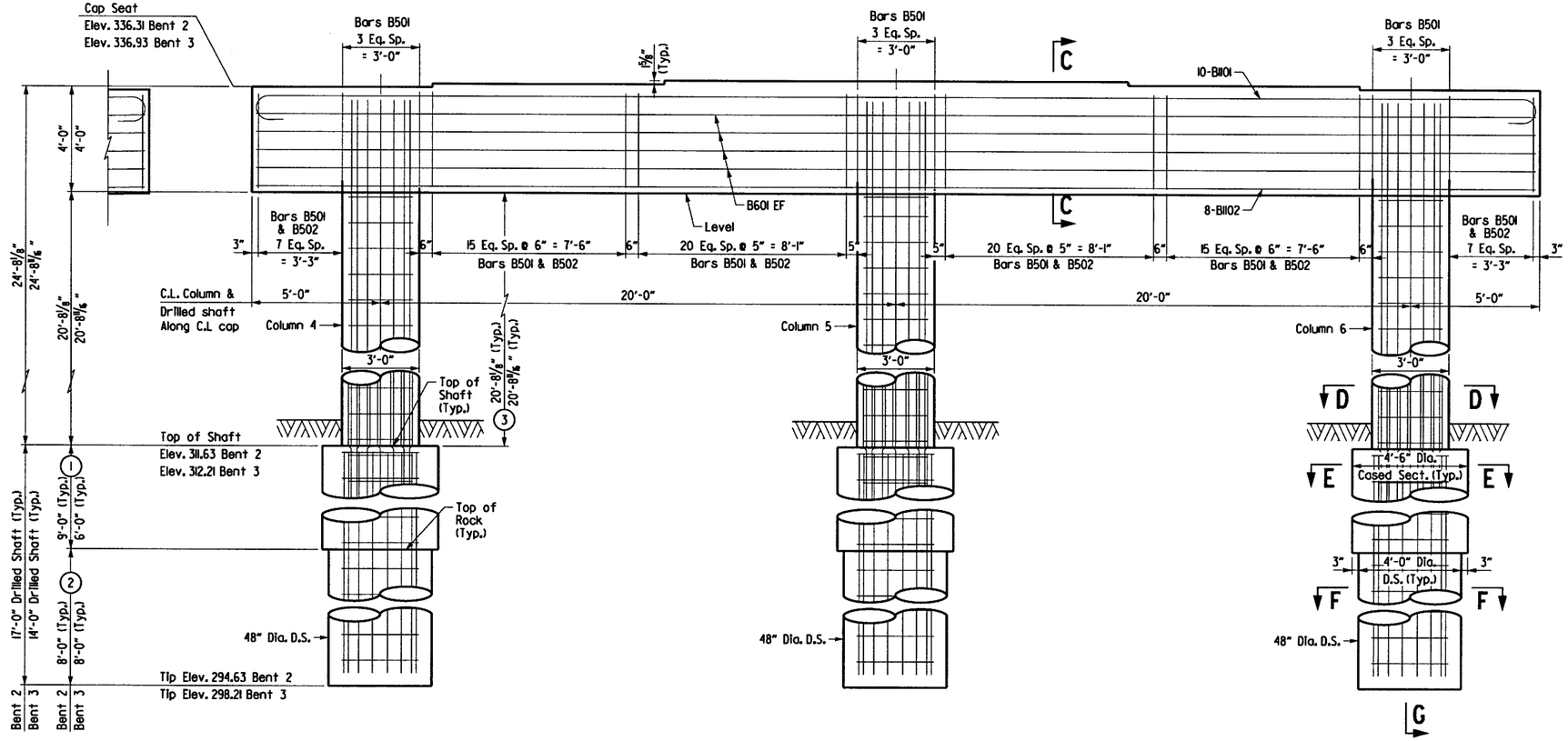
BAR LIST (STAGE 5)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	96	14'-2"	2 1/2"
B502	90	11'-10"	2 1/2"
B601	8	49'-8"	Str.
B1101	10	52'-8"	11 1/4"
B1102	8	49'-8"	Str.
Columns			
C401	90	8'-11"	3"
C1001	42	24'-2"	Str.
(4) Drilled Shafts - Bent 2			
D401	21	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	14'-3"	Str.
D1002	42	15'-0"	Str.
(4) Drilled Shafts - Bent 3			
D401	15	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	12'-3"	Str.
D1002	42	15'-0"	Str.



PLAN - CENTER BENT CAP SEGMENT (STAGE 5)

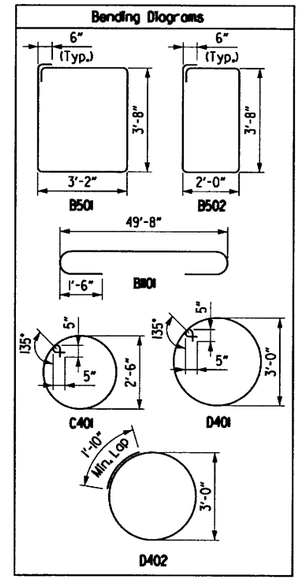
(Looking Ahead)
SCALE: 3/8" = 1'-0"



ELEVATION - CENTER BENT CAP SEGMENT (STAGE 5)

(Looking Ahead)
SCALE: 3/8" = 1'-0"

Bending Diagrams



SHEET 2 OF 4
DETAILS OF INTERIOR BENTS 2 & 3
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/5/2015	FILENAME:	bco06084_b22
CHECKED BY:	STS	DATE:	5/7/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/4/2015		

BRIDGE NO. 07383 DRAWING NO. 58469

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	547	889

(1) 07383 **BENT DETAILS** 58470

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

For General Notes, See Dwg. No. 58343

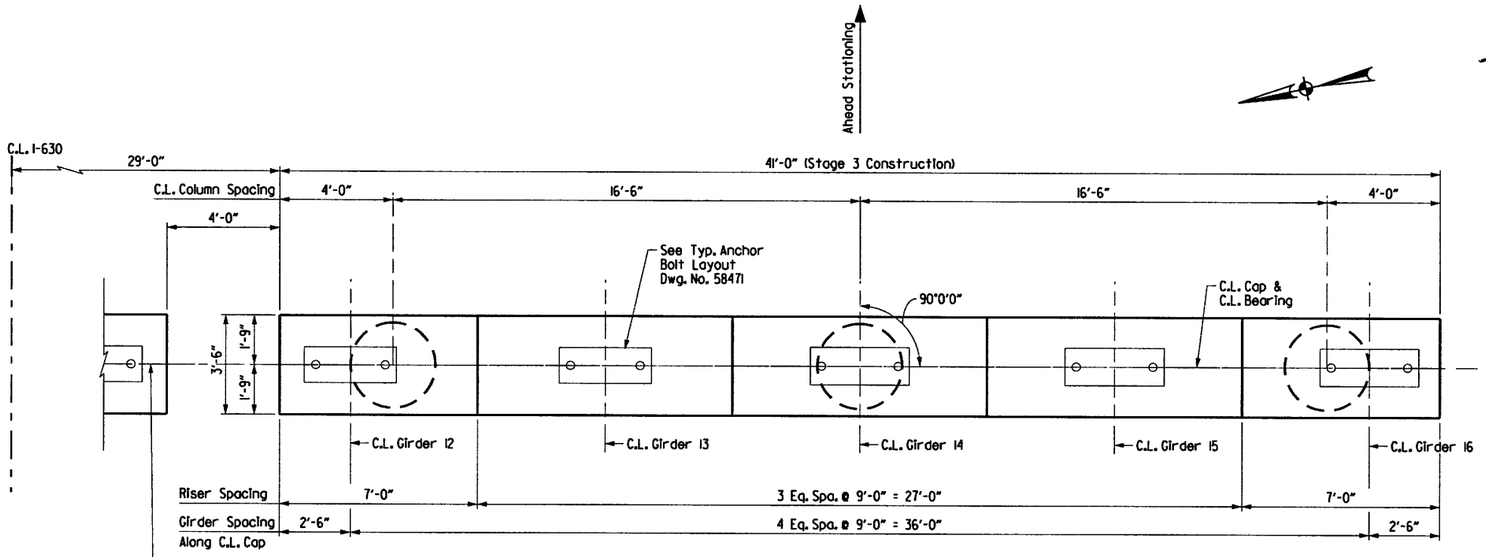
Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.

(1) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

(2) Minimum penetration into competent rock below permanent casing.

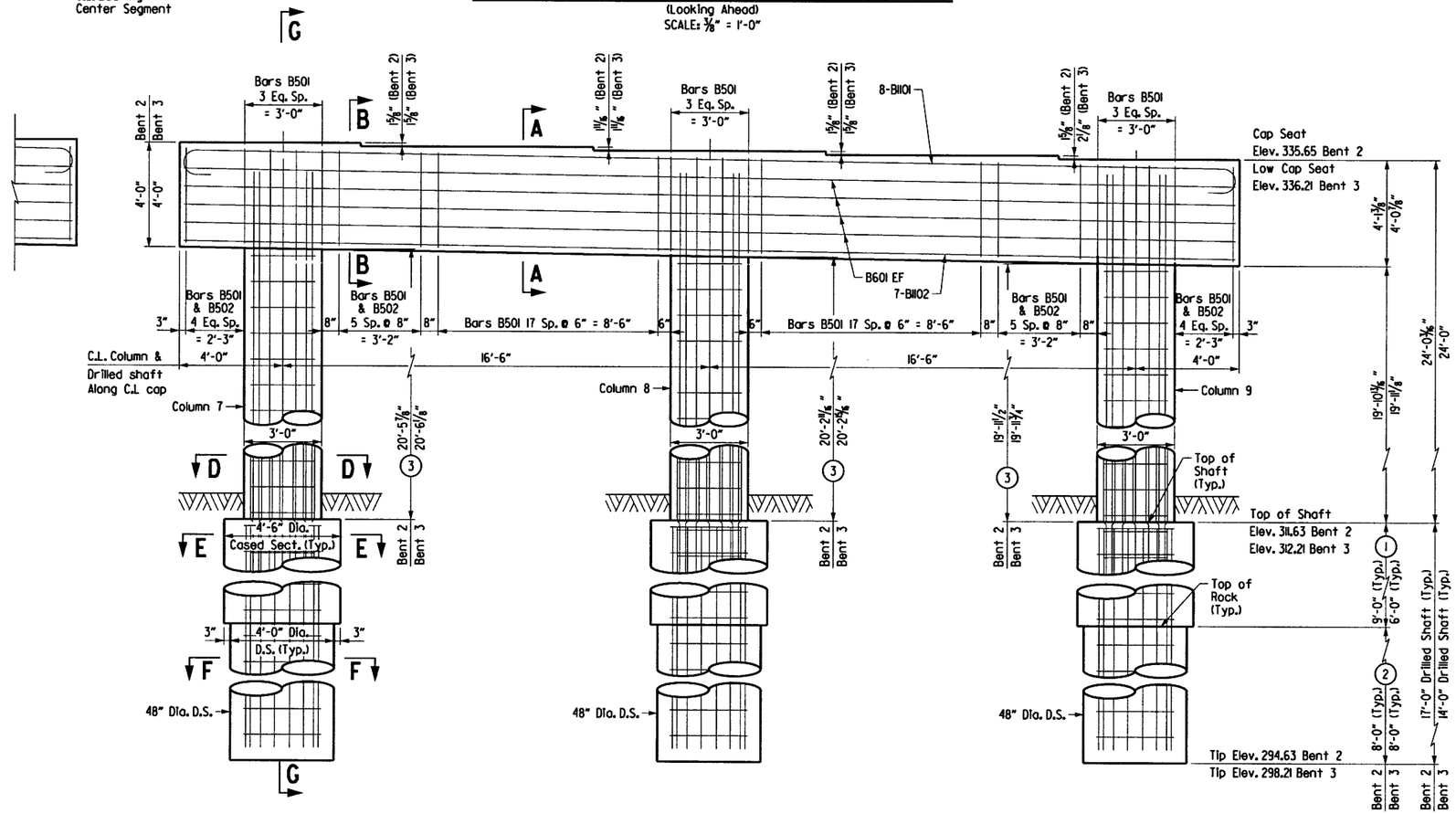
(3) Measured along C.L. Column.

(4) Bars D401, D402, D1001, and D1002 are Non-Pay Items, Subsidiary to SP Job No CA0608 "Drilled Shaft Foundations".



PLAN - RIGHT BENT CAP SEGMENT (STAGE 3)

(Looking Ahead)
SCALE: 3/8" = 1'-0"



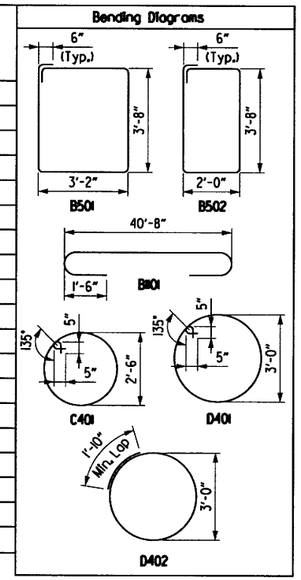
ELEVATION - RIGHT BENT CAP SEGMENT (STAGE 3)

(Looking Ahead)
SCALE: 3/8" = 1'-0"

BAR LIST (STAGE 3)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	64	14'-2"	2 1/2"
B502	22	11'-10"	2 1/2"
B601	8	40'-8"	Str.
B1101	8	43'-8"	11 1/4"
B1102	7	40'-8"	Str.
Columns			
C401	90	8'-11"	3"
C1001	42	23'-6"	Str.
(4) Drilled Shafts - Bent 2			
D401	21	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	14'-3"	Str.
D1002	42	15'-0"	Str.
(4) Drilled Shafts - Bent 3			
D401	15	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	12'-3"	Str.
D1002	42	15'-0"	Str.

Bending Diagrams



SHEET 3 OF 4
DETAILS OF INTERIOR BENTS 2 & 3
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 5/5/2015
CHECKED BY: STS DATE: 5/7/2015
DESIGNED BY: KH DATE: 5/4/2015
FILENAME: bca06084_b23
SCALE: AS SHOWN

BRIDGE NO. 07383 DRAWING NO. 58470

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	548	889
				(1) 07383		BENT DETAILS		58471

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017

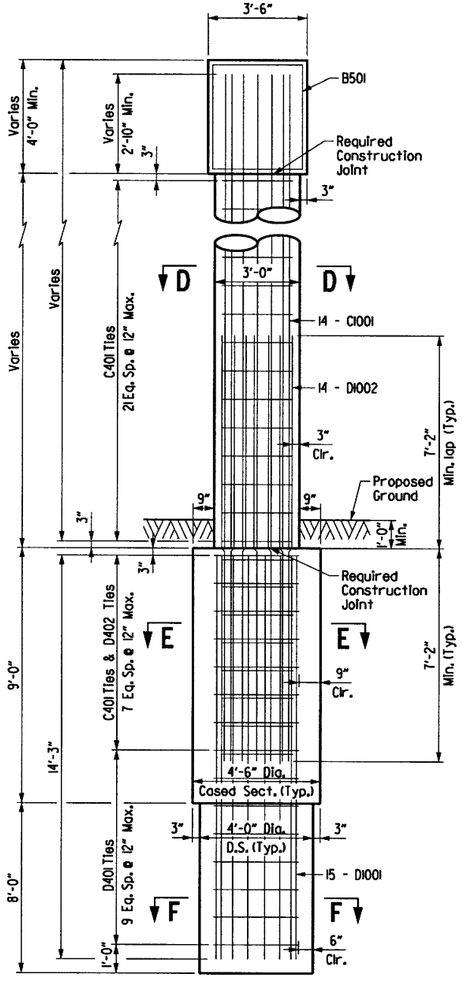
For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.

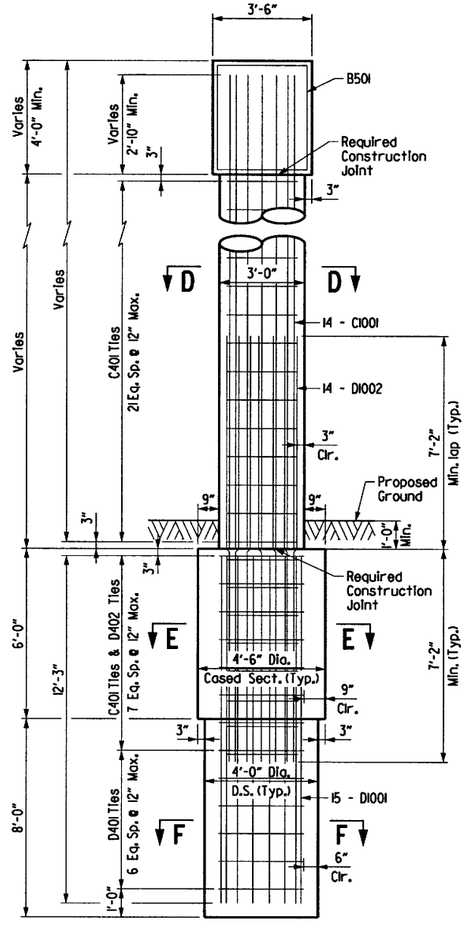
(1) For details and dimension M of elastomeric bearing, see Dwg. No. 58497

(2) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

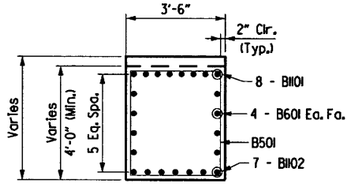
(3) Minimum penetration into competent rock below cased drilled shaft.



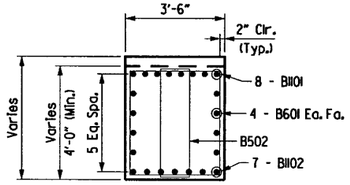
SECTION G-G BENT 2



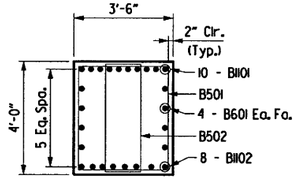
SECTION G-G BENT 3



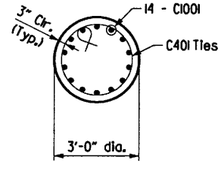
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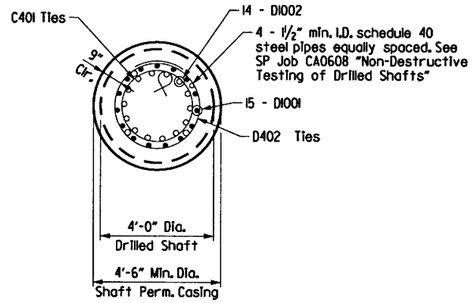
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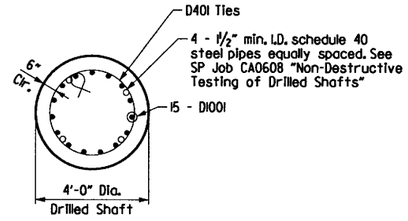
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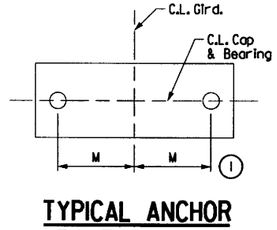
SECTION D-D



SECTION E-E



SECTION F-F



TYPICAL ANCHOR BOLT LAYOUT
No Scale

SHEET 4 OF 4
DETAILS OF INTERIOR BENTS 2 & 3
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/5/2015	FILENAME:	bca06084_b24
CHECKED BY:	STS	DATE:	5/7/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/4/2015		

BRIDGE NO. 07383 DRAWING NO. 58471

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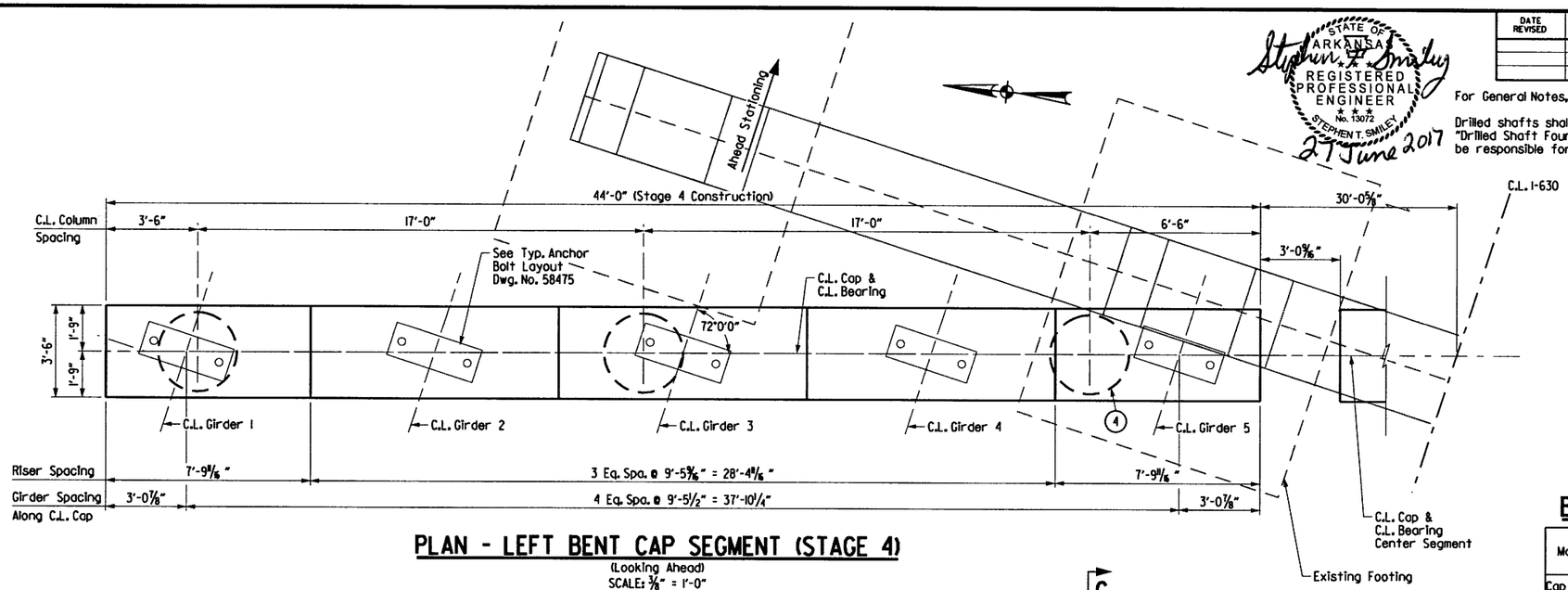
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	549	889
07383		BENT DETAILS		58472

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

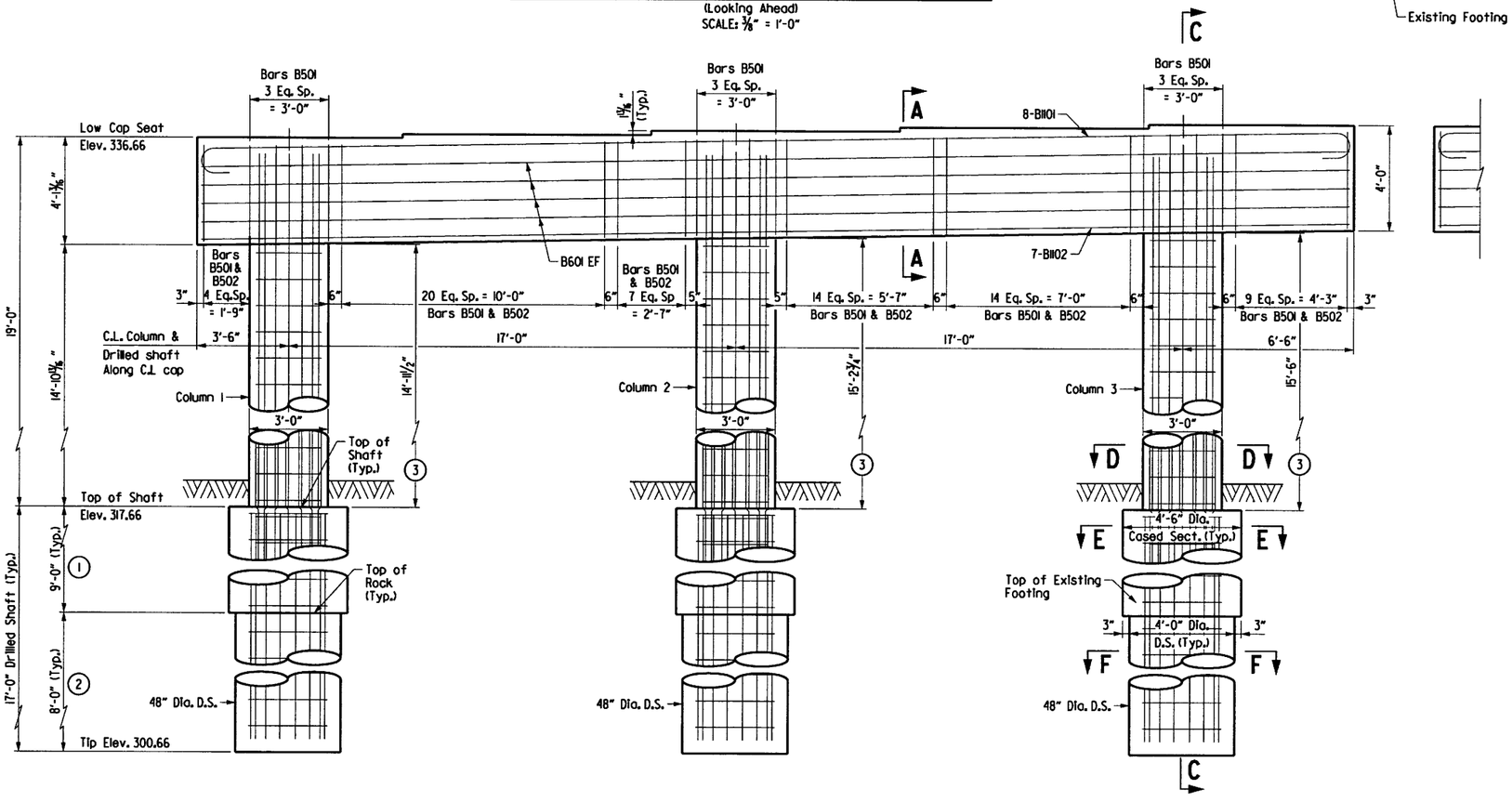
For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.



PLAN - LEFT BENT CAP SEGMENT (STAGE 4)

(Looking Ahead)
SCALE: ⅜" = 1'-0"



ELEVATION - LEFT BENT CAP SEGMENT (STAGE 4)

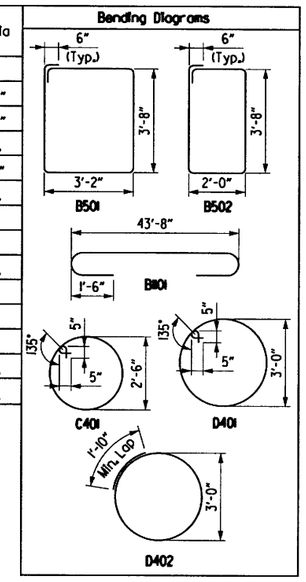
(Looking Ahead)
SCALE: ⅜" = 1'-0"

1. Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.
2. Minimum penetration into competent rock below permanent casing.
3. Measured along C.L. Column.
4. Drilled Shaft penetrates existing reinforced concrete footing.
5. Bars D401, D402, D1001, and D1002 are Non-Pay Items. Subsidiary to SP Job No CA0608 "Drilled Shaft Foundations".

BAR LIST (STAGE 4)

Mark	No. Req'd	LENGTH	Pin Dia
Cap			
B501	80	14'-2"	2 1/2"
B502	74	11'-10"	2 1/2"
B601	8	43'-8"	Str.
B1101	8	46'-8"	11 1/4"
B1102	7	43'-8"	Str.
Columns			
C401	75	8'-11"	3"
C1001	42	18'-5"	Str.
(5) Drilled Shaft			
D401	24	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	15'-3"	Str.
D1002	42	15'-0"	Str.

Bending Diagrams



SHEET 1 OF 4
DETAILS OF INTERIOR BENT 4
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/5/2015	FILENAME:	bc006084_b41
CHECKED BY:	STS	DATE:	5/7/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/4/2015		

BRIDGE NO. 07383 DRAWING NO. 58472

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(1) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. Column.

(4) Bars D401, D402, D1001, and D1002 are Non-Pay Items, Subsidiary to SP Job No. CA0608 "Drilled Shaft Foundations".

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	550	889

(1) 07383 BENT DETAILS 58473

For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.

Ahead Stationing

C.L. I-630

54'-0" (Stage 5 Construction)

C.L. Column Spacing: 3'-0⅜" | 7'-0" | 20'-0" | 20'-0" | 7'-0" | 3'-0⅜"

C.L. Bent Stationing Bent 4 - 1127+11.93

See Typ. Anchor Bolt Layout Dwg. No. 58475

C.L. Cap & C.L. Bearing

72°0'0"

3'-6" | 1'-9" | 1'-9"

C.L. Cap & C.L. Bearing Left Segment

C.L. Girder 6 | C.L. Girder 7 | C.L. Girder 8 | C.L. Girder 9 | C.L. Girder 10 | C.L. Girder 11

C.L. Cap & C.L. Bearing Right Segment

Riser Spacing: 8'-0⅞" | 4 Eq. Spa. @ 9'-5⅜" = 37'-10¼" | 8'-0⅞"

Girder Spacing Along C.L. Cap: 3'-4⅛" | 5 Eq. Spa. @ 9'-5½" = 47'-3⅜" | 3'-4⅛"

PLAN - CENTER BENT CAP SEGMENT (STAGE 5)

(Looking Ahead)
SCALE: ⅜" = 1'-0"

Bars B501 3 Eq. Sp. = 3'-0" | Bars B501 3 Eq. Sp. = 3'-0" | Bars B501 3 Eq. Sp. = 3'-0"

1⅛" | 1⅛" | 1¼" | 1⅛"

10-B1101

B601 EF

Level

8-B1102

Cap Seat Elev. 337.42

4'-0" | 4'-0⅜"

19'-9⅛"

15'-9⅛" (Typ.)

3" | 11 Eq. Sp. = 5'-3" Bars B501 & B502 | 6" | 24 Eq. Sp. = 16'-0" Bars B501 & B502 | 6" | 6" | 24 Eq. Sp. = 16'-0" Bars B501 & B502 | 6" | 11 Eq. Sp. = 5'-3" Bars B501 & B502 | 3"

C.L. Column & Drilled shaft Along C.L cap: 7'-0" | 20'-0" | 20'-0" | 7'-0"

Column 4 | Column 5 | Column 6

3'-0" | 3'-0" | 3'-0"

Top of Shaft (Typ.)

Top of Shaft Elev. 317.66

Top of Rock (Typ.)

9'-0" (Typ.) ①

8'-0" (Typ.) ②

③

17'-0" Drilled Shaft (Typ.)

48" Dia. D.S. | 48" Dia. D.S. | 48" Dia. D.S.

Tip Elev. 300.66

4'-6" Dia. Cased Sect. (Typ.)

3" | 4'-0" Dia. D.S. (Typ.) | 3"

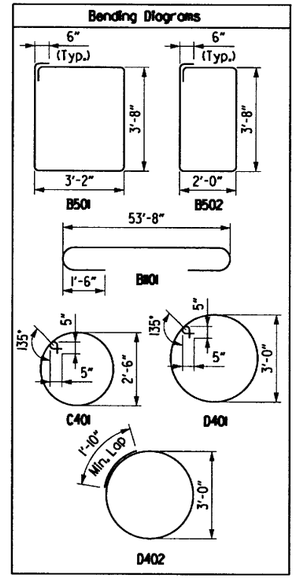
ELEVATION - CENTER BENT CAP SEGMENT (STAGE 5)

(Looking Ahead)
SCALE: ⅜" = 1'-0"

BAR LIST (STAGE 5)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	80	14'-2"	2 1/2"
B502	74	11'-10"	2 1/2"
B601	8	53'-8"	Str.
B1101	10	56'-8"	11 1/4"
B1102	8	53'-8"	Str.
Columns			
C401	75	8'-11"	3"
C1001	42	19'-3"	Str.
(4) Drilled Shafts			
D401	24	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	15'-3"	Str.
D1002	42	15'-0"	Str.

Bending Diagrams



SHEET 2 OF 4
DETAILS OF INTERIOR BENT 4
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/5/2015	FILENAME:	bca06084_b42
CHECKED BY:	STS	DATE:	5/7/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/4/2015		

BRIDGE NO. 07383 DRAWING NO. 58473

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

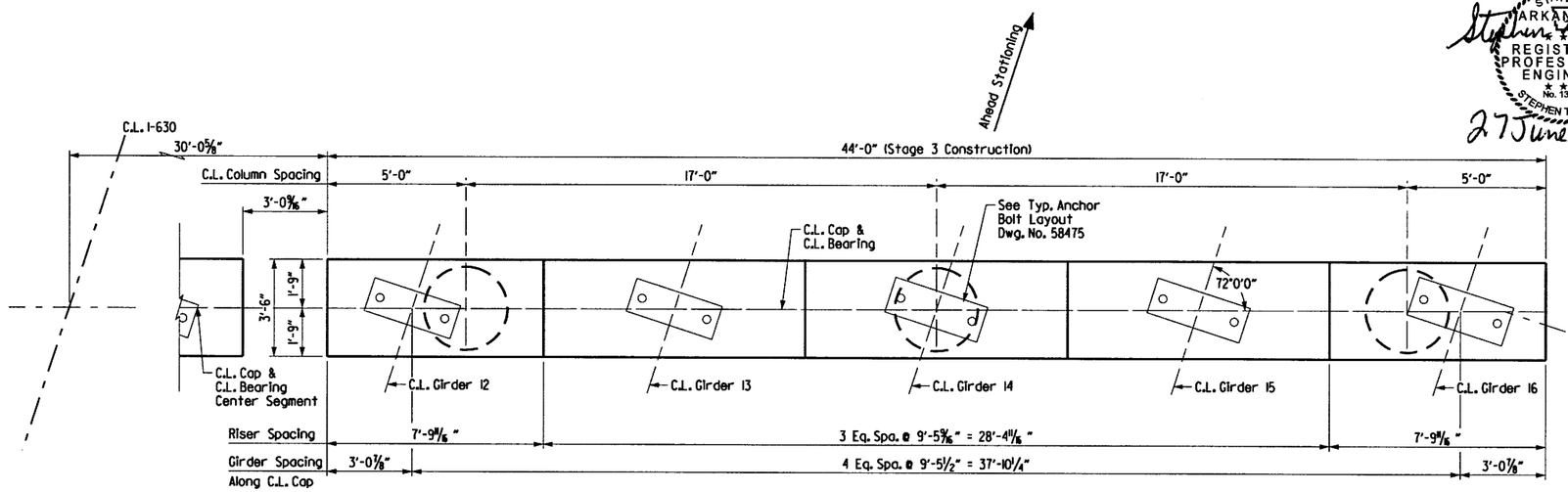
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	551	889

(1) 07383 **BENT DETAILS** 58474

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.



PLAN - RIGHT BENT CAP SEGMENT (STAGE 3)

(Looking Ahead)
SCALE: ⅜" = 1'-0"

(1) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

(2) Minimum penetration into competent rock below permanent casing.

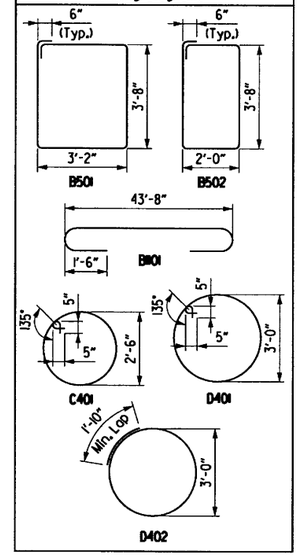
(3) Measured along C.L. Column.

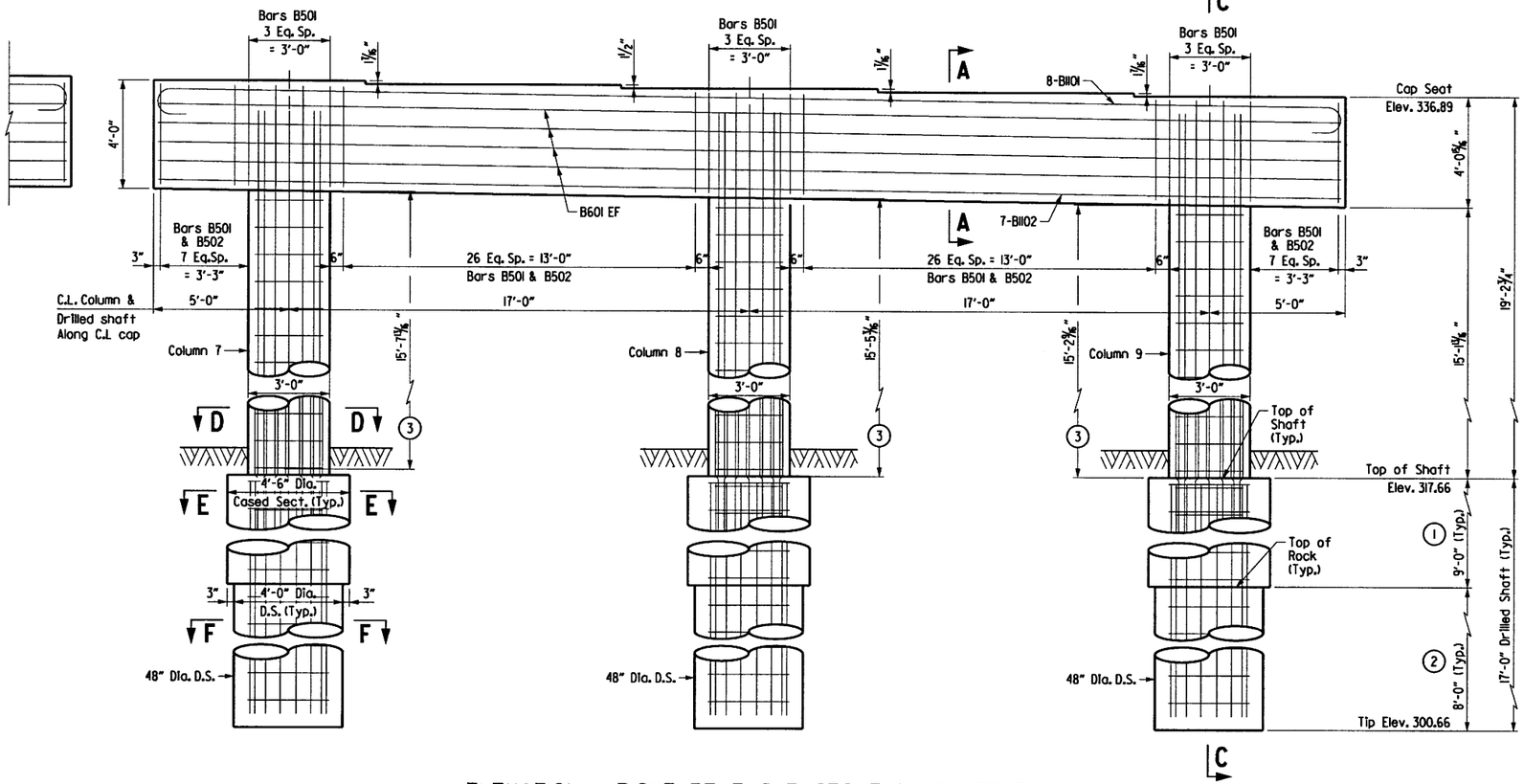
(4) Bars D401, D402, D1001, and D1002 are Non-Pay Items, Subsidiary to SP Job No CA0608 "Drilled Shaft Foundations".

BAR LIST (STAGE 3)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	76	14'-2"	2 1/2"
B502	70	11'-10"	2 1/2"
B601	8	43'-8"	Str.
B1101	8	46'-8"	11 1/4"
B1102	7	43'-8"	Str.
Columns			
C401	75	8'-11"	3"
C1001	42	18'-8"	Str.
(4) Drilled Shafts			
D401	24	10'-6"	3"
D402	24	11'-2"	3"
D1001	45	15'-3"	Str.
D1002	42	15'-0"	Str.

Bending Diagrams





ELEVATION - RIGHT BENT CAP SEGMENT (STAGE 3)

(Looking Ahead)
SCALE: ⅜" = 1'-0"

SHEET 3 OF 4
DETAILS OF INTERIOR BENT 4
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 5/5/2015
CHECKED BY: STS DATE: 5/7/2015
DESIGNED BY: KH DATE: 5/4/2015
FILENAME: bco06084_b43
SCALE: AS SHOWN

BRIDGE NO. 07383 DRAWING NO. 58474

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	552	889
(1) 07383		BENT DETAILS		58475

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

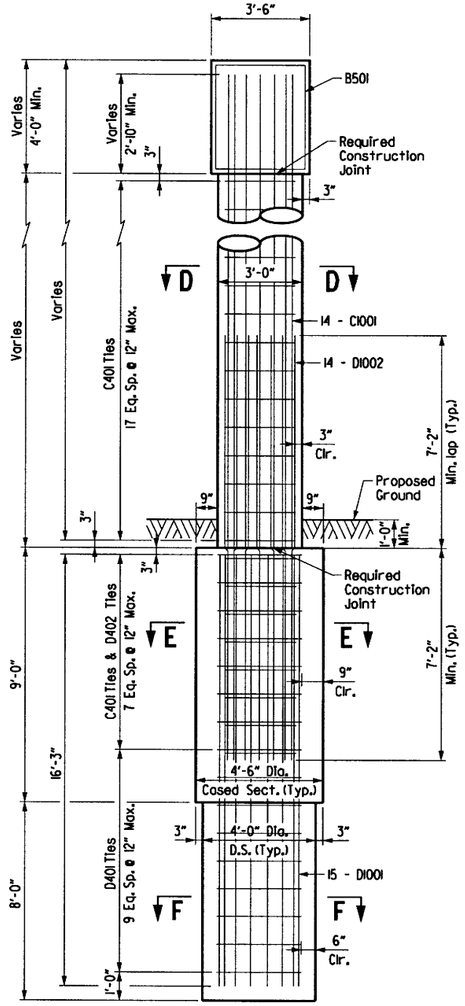
For General Notes, See Dwg. No. 58343

Drilled shafts shall conform to SP Job CA0608 "Drilled Shaft Foundations". The Contractor will be responsible for obtaining satisfactory results.

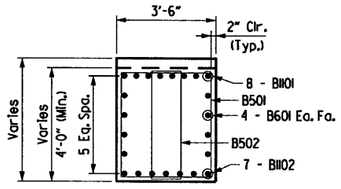
(1) For details and dimension M of elastomeric bearing, see Dwg. No. 58497

(2) Permanent Casing will be required to control ground water inflow and caving of overburden material. Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0608 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from The Engineer.

(3) Minimum penetration into competent rock below cased drilled shaft.

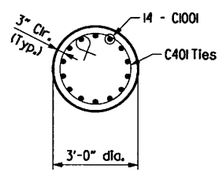


SECTION C-C

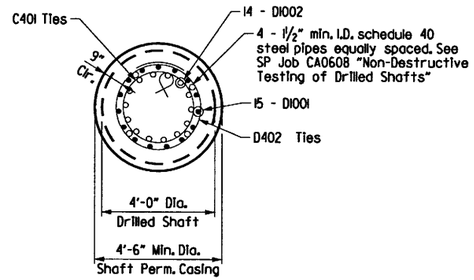


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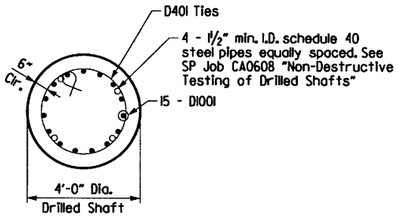
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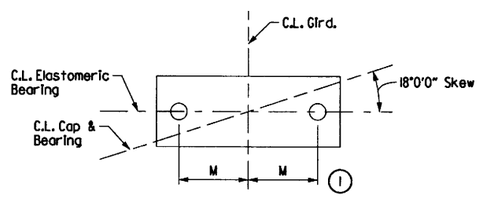
SECTION D-D



SECTION E-E



SECTION F-F



TYPICAL ANCHOR BOLT LAYOUT
No Scale

SHEET 4 OF 4
DETAILS OF INTERIOR BENT 4
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/5/2015	FILENAME:	bc006084_b44
CHECKED BY:	STS	DATE:	5/7/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/4/2015		

BRIDGE NO. 07383 DRAWING NO. 58475

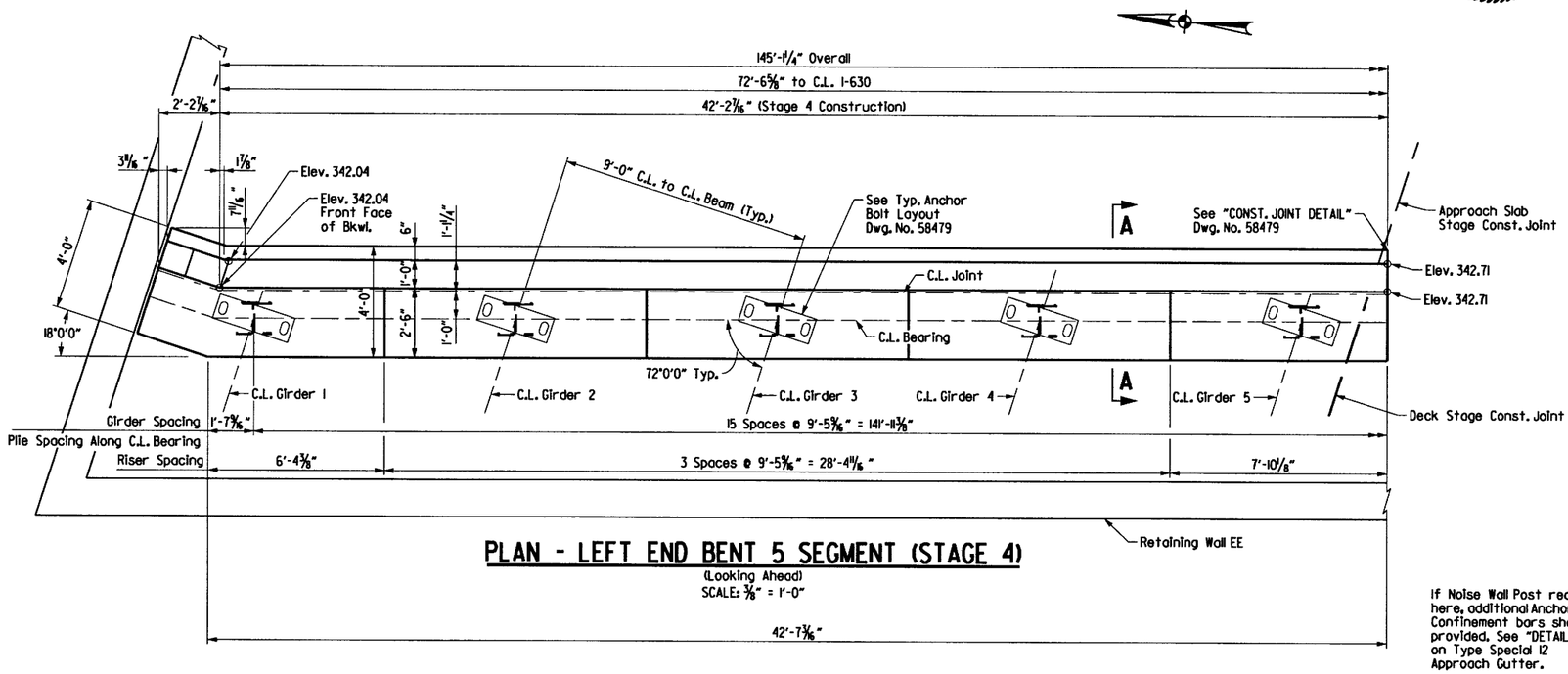
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STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

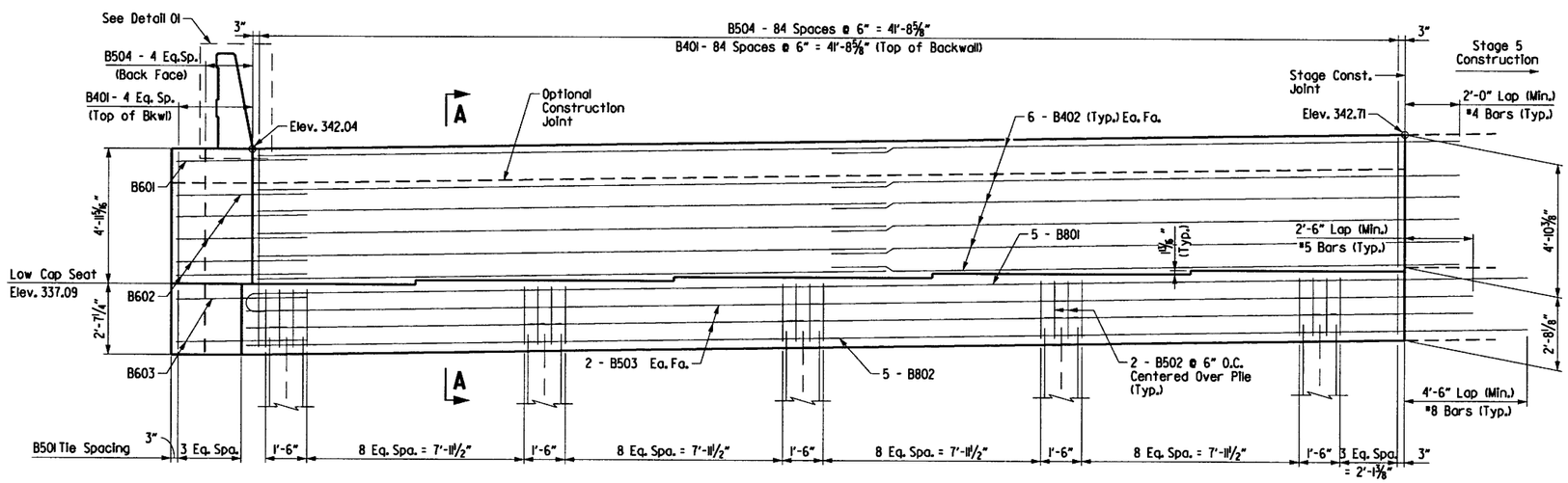
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	553	889
(1) 07383		BENT DETAILS		58476

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PLAN - LEFT END BENT 5 SEGMENT (STAGE 4)

(Looking Ahead)
SCALE: ⅜" = 1'-0"



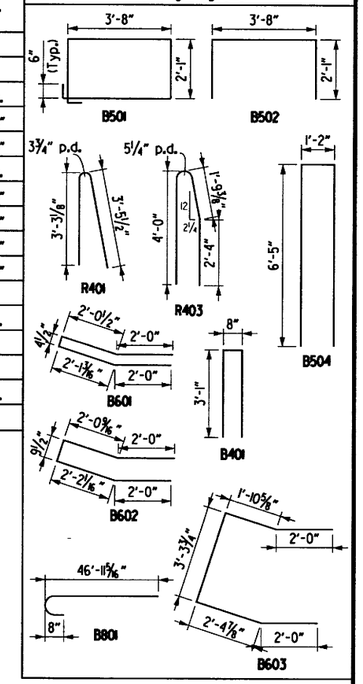
ELEVATION - LEFT END BENT 5 SEGMENT (STAGE 4)

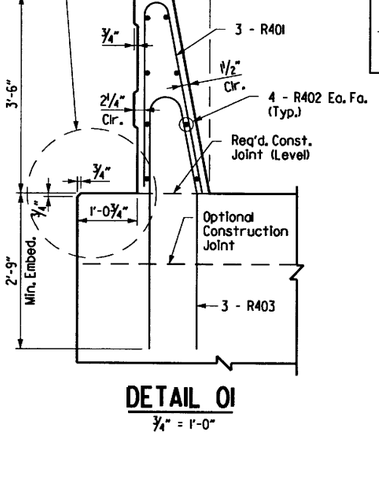
(Looking Ahead)
SCALE: ⅞" = 1'-0"

BAR LIST (STAGE 4)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	88	6'-8"	2"
B402	24	23'-0"	Str.
B501	44	12'-0"	2 ½"
B502	10	7'-8"	2 ½"
B503	4	44'-6"	Str.
B504	88	11'-4"	2 ½"
B601	1	8'-6"	4 ½"
B602	5	9'-0"	4 ½"
B603	2	11'-8"	4 ½"
B801	5	47'-5"	6"
B802	5	46'-6"	Str.
Rail			
R401	3	7'-0"	3"
R402	8	8"	Str.
R403	3	8'-5"	3"

Bending Diagrams





DETAIL 01

¾" = 1'-0"

SHEET 1 OF 5
DETAILS OF END BENT 5
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/29/2015	FILENAME:	bco06084_b5l
CHECKED BY:	STS	DATE:	6/1/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/28/2015		

BRIDGE NO. 07383 DRAWING NO. 58476

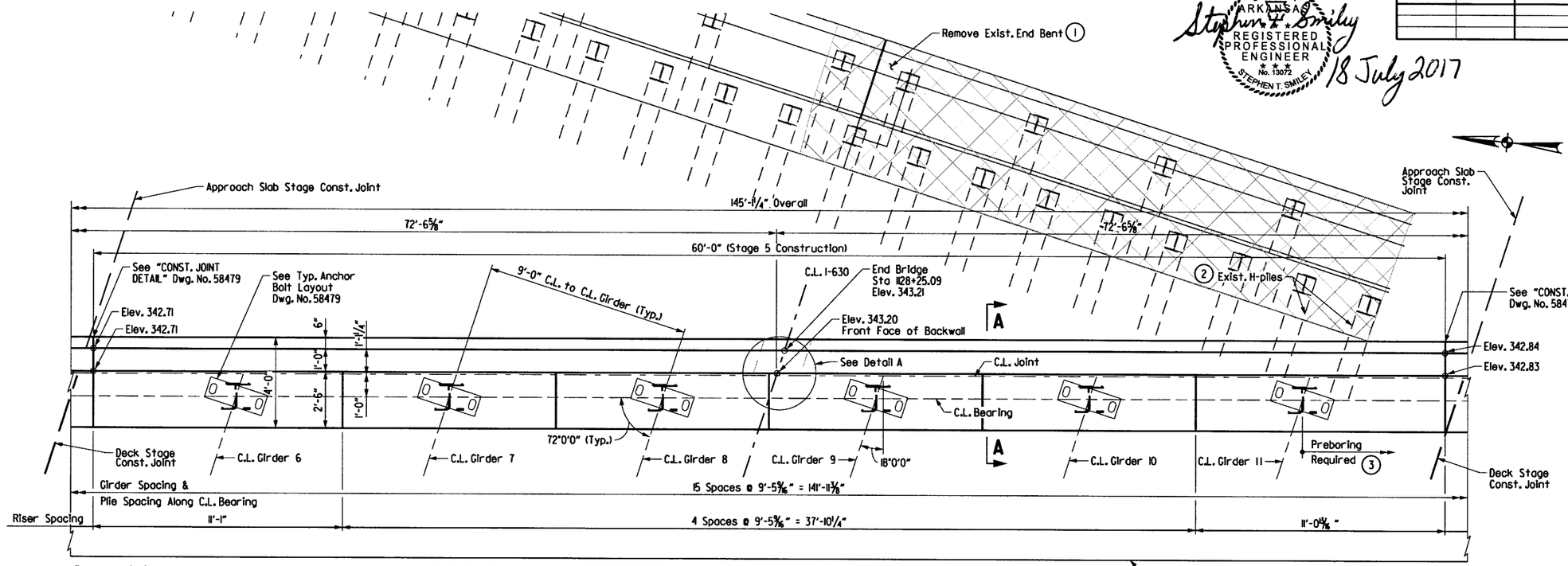
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	554	889
① 07383		BENT DETAILS		58477

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017



PLAN - CENTER END BENT 5 SEGMENT (STAGE 5)

(Looking Ahead)
SCALE: ⅜" = 1'-0"

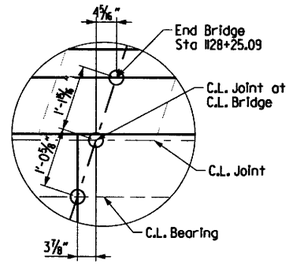
① Remove existing end bent down to 8'-0" below finished grade to the limit of the undercut material, Subsidiary to "Removal of Existing Bridge Structure (Site No. 48)". See Retaining Wall EE plans for required undercut.

② Remove existing H-piles only if found while preboring, to be in conflict with proposed H-piles, Subsidiary to "Removal of Existing Bridge Structure (Site No. 48)".

③ See PREBORING General Notes Dwg. No. 58460

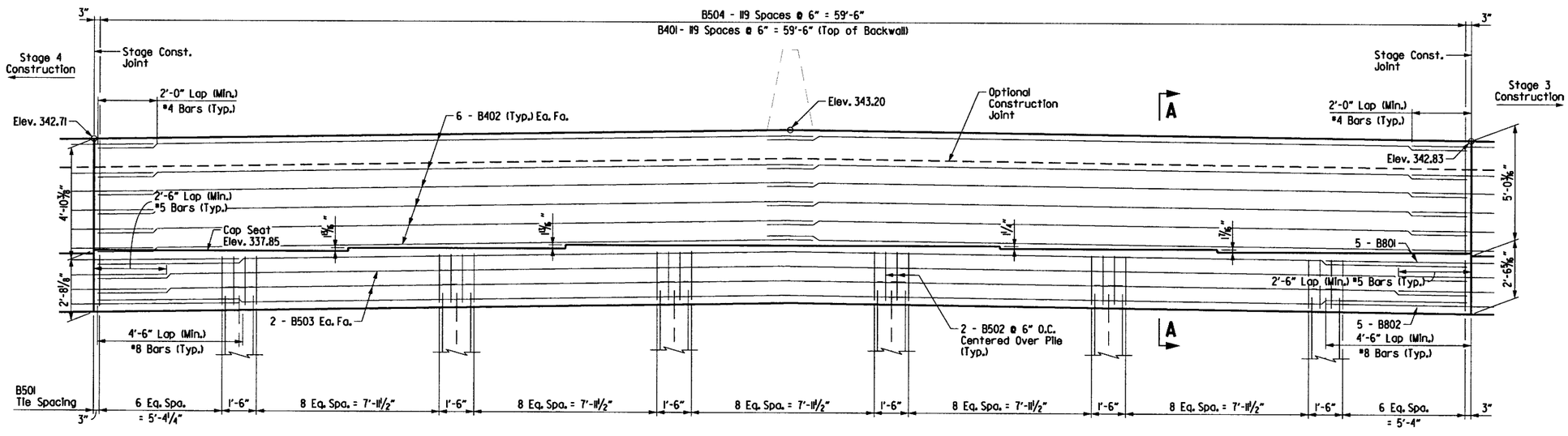
BAR LIST (STAGE 5)

MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	120	6'-8"	2"
B402	24	30'-10"	Str.
B501	59	12'-0"	2 1/2"
B502	12	7'-8"	2 1/2"
B503	4	59'-8"	Str.
B504	120	11'-4"	2 1/2"
B801	5	59'-8"	Str.
B802	5	59'-8"	Str.



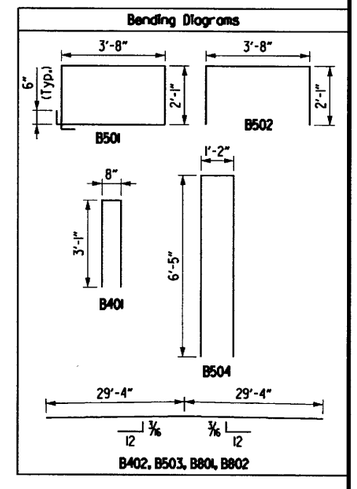
DETAIL A

SCALE: ¾" = 1'-0"



ELEVATION - CENTER END BENT 5 SEGMENT (STAGE 5)

(Looking Ahead)
SCALE: ⅜" = 1'-0"



SHEET 2 OF 5
DETAILS OF END BENT 5
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/29/2015	FILENAME:	bca06084_b52
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DESIGNED BY:	KH	DATE:	5/28/2015		

BRIDGE NO. 07383 DRAWING NO. 58477

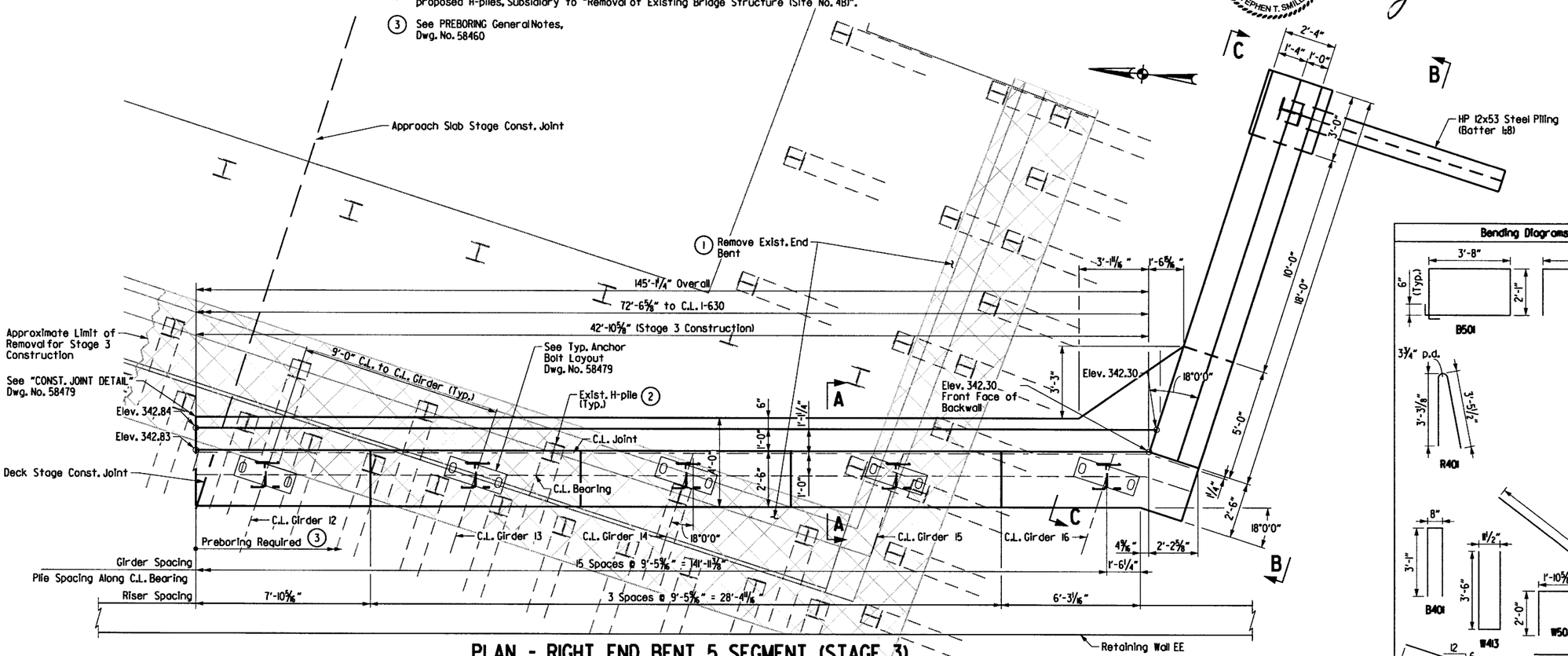
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	555	889
1 07383		BENT DETAILS		58478

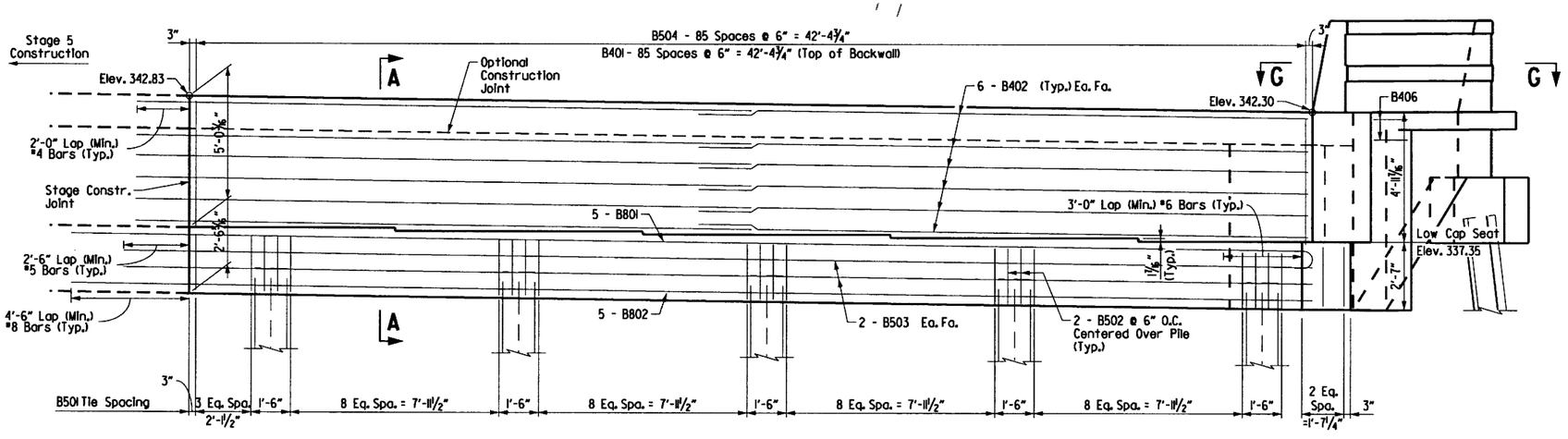
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
18 July 2017

1. Remove existing end bent down to 8'-0" below finished grade to the limit of the undercut material, Subsidiary to "Removal of Existing Bridge Structure (Site No. 4B)". See Retaining Wall EE plans for required undercut.
2. Remove existing H-piles only if found while preboring, to be in conflict with proposed H-piles, Subsidiary to "Removal of Existing Bridge Structure (Site No. 4B)".
3. See PREBORING General Notes, Dwg. No. 58460



PLAN - RIGHT END BENT 5 SEGMENT (STAGE 3)

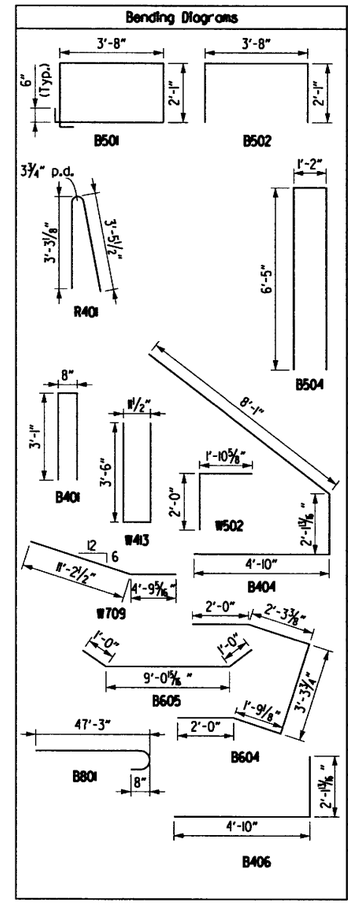
(Looking Ahead)
SCALE: ⅜" = 1'-0"



ELEVATION - RIGHT END BENT 5 SEGMENT (STAGE 3)

(Looking Ahead)
SCALE: ⅜" = 1'-0"

BAR LIST (STAGE 3)



MARK	NO. REQ'D.	LENGTH	P.D.
Cap and Backwall			
B401	86	6'-8"	2"
B402	84	23'-6"	Str.
B403	5	7'-3"	Str.
B404	11	15'-1"	2"
B405	5	6'-0"	Str.
B406	2	6'-11"	2"
B501	45	12'-0"	2 ½"
B502	10	7'-8"	2 ½"
B503	4	45'-3"	Str.
B504	90	11'-4"	2 ½"
B604	2	11'-1"	4 ½"
B605	7	11'-4"	4 ½"
B801	5	48'-2"	6"
B802	5	47'-3"	Str.
Wing Wall			
W401	10	9'-1"	Str.
W402 to W422	2 Ea	4'-2" to 9'-0"	Str.
W423	2	5'-7"	2"
W501	4	17'-8"	Str.
W502	36	4'-3"	2 ½"
W701	8	17'-8"	Str.
W702 to W708	2 Ea	6'-1" to 13'-6"	Str.
W709	2	16'-0"	5 ¼"
F601	12	2'-8"	Str.
Rail			
R401	36	7'-0"	3"
R402	8	17'-8"	Str.

SHEET 3 OF 5
DETAILS OF END BENT 5
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/29/2015	FILENAME:	bca06084_b53
CHECKED BY:	STS	DATE:	6/1/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/28/2015		

BRIDGE NO. 07383 DRAWING NO. 58478

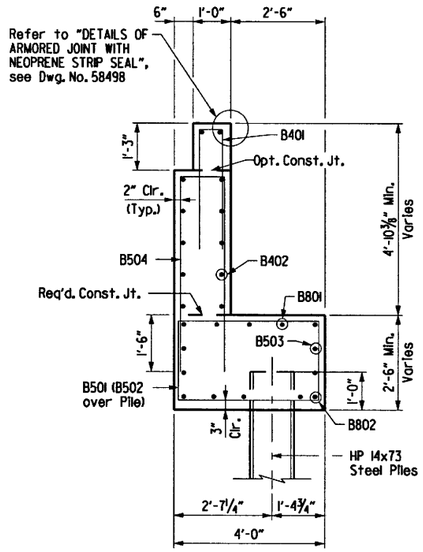
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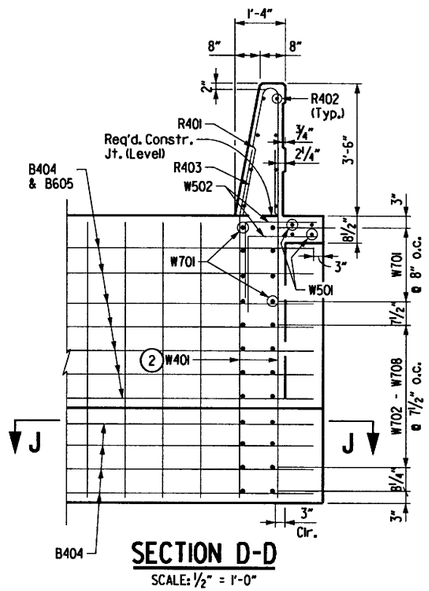
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	556	889
1 07383		BENT DETAILS		58479

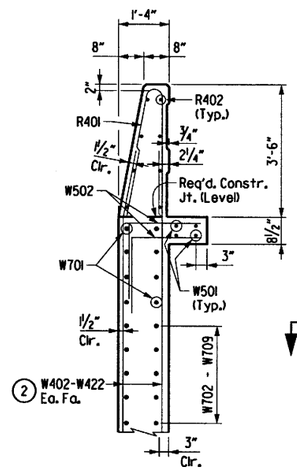
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



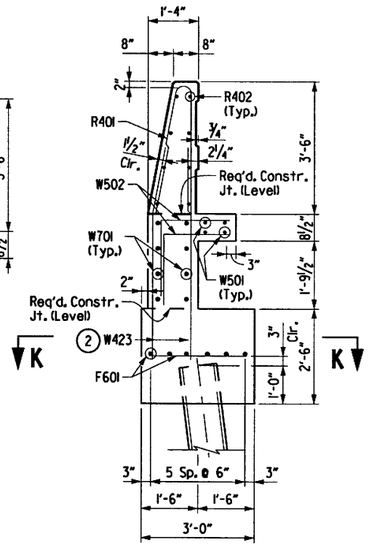
SECTION A-A
SCALE: ½" = 1'-0"



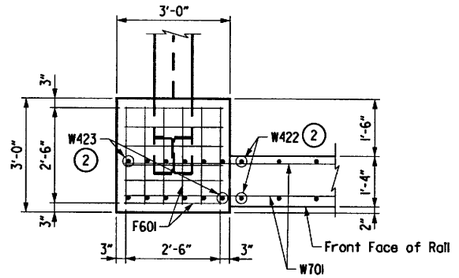
SECTION D-D
SCALE: ½" = 1'-0"



SECTION E-E
SCALE: ½" = 1'-0"

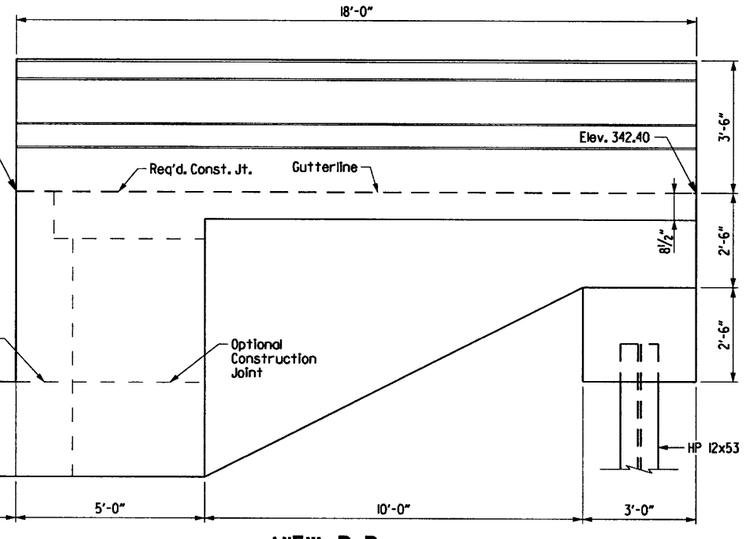


SECTION F-F
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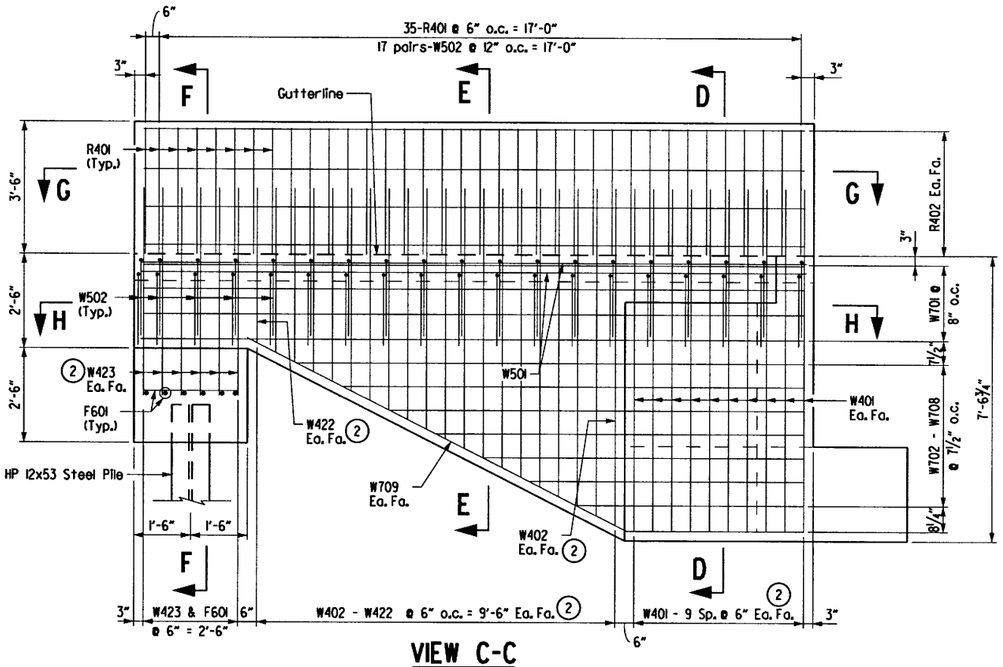


SECTION K-K
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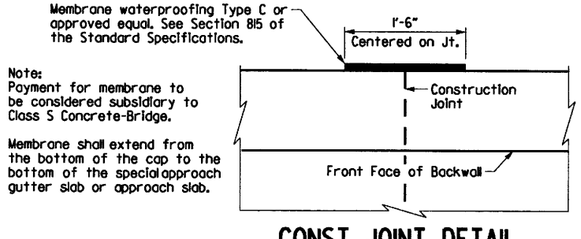
(2) Field bend W401 - W423 bars to match Front Face of Rail.



VIEW B-B
SCALE: ½" = 1'-0"



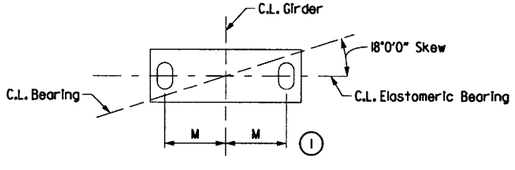
VIEW C-C
SCALE: ½" = 1'-0"



Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale



TYPICAL ANCHOR BOLT LAYOUT
No Scale

(1) For details and dimension M of Elastomeric Bearing, see Dwg. No. 58497

SHEET 4 OF 5
DETAILS OF END BENT 5
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/29/2015	FILENAME:	bc06084_b54
CHECKED BY:	STS	DATE:	6/1/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/28/2015		

BRIDGE NO. 07383 DRAWING NO. 58479

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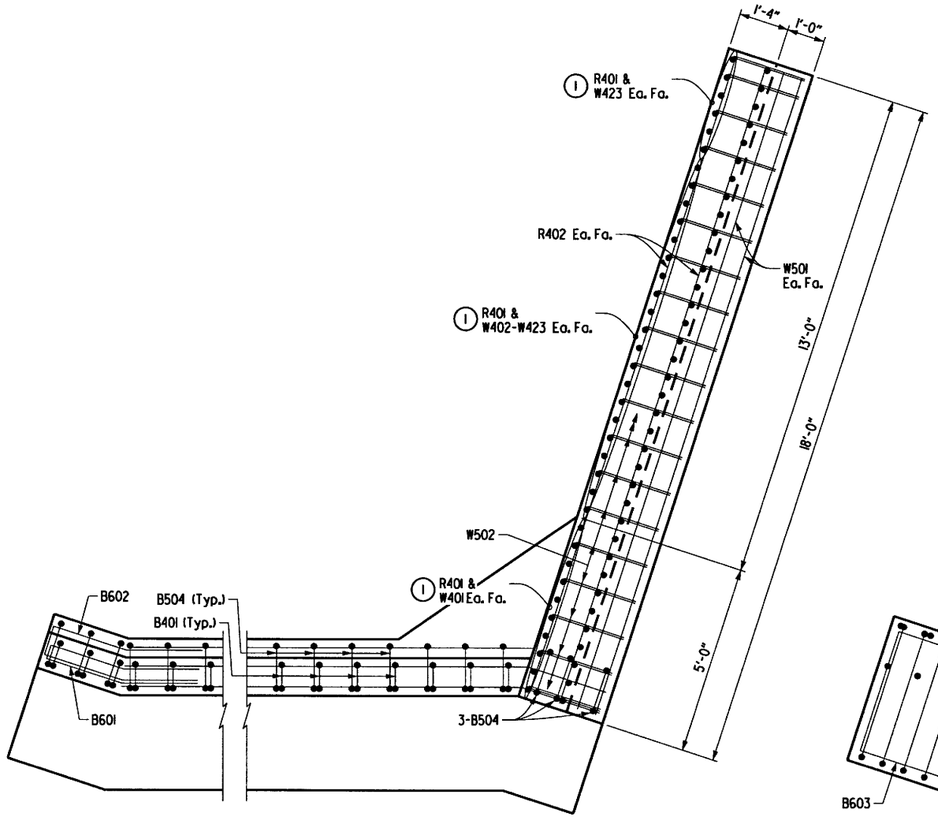
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	557	889
				07383		BENT DETAILS		58480

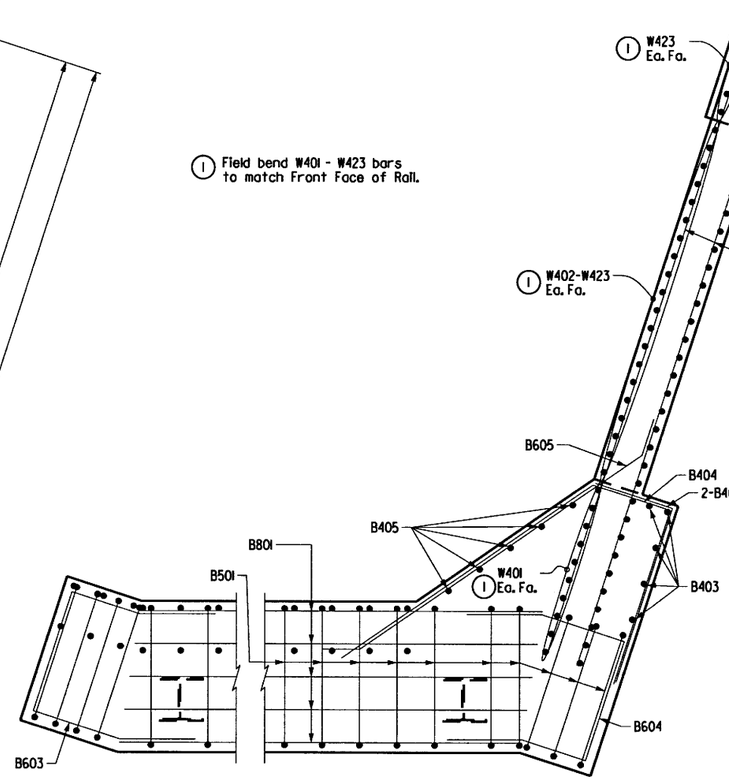
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

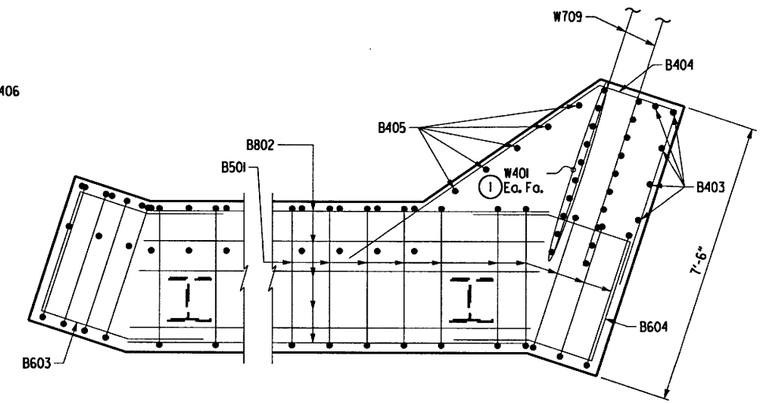


VIEW G-G
SCALE: ½" = 1'-0"

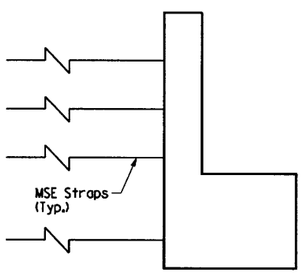
(1) Field bend W401 - W423 bars to match Front Face of Rail.



SECTION H-H
SCALE: ½" = 1'-0"



SECTION J-J
SCALE: ½" = 1'-0"



STRAPS DETAIL
No Scale

MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

A service lateral load of 3 K per feet of length of bent, resulting from back fill soil pressure and a thermalload of 1.4 K per feet of length of bent shall be accounted for.

SHEET 5 OF 5
DETAILS OF END BENT 5
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/29/2015	FILENAME:	bca06084_b55
CHECKED BY:	STS	DATE:	6/1/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/28/2015		

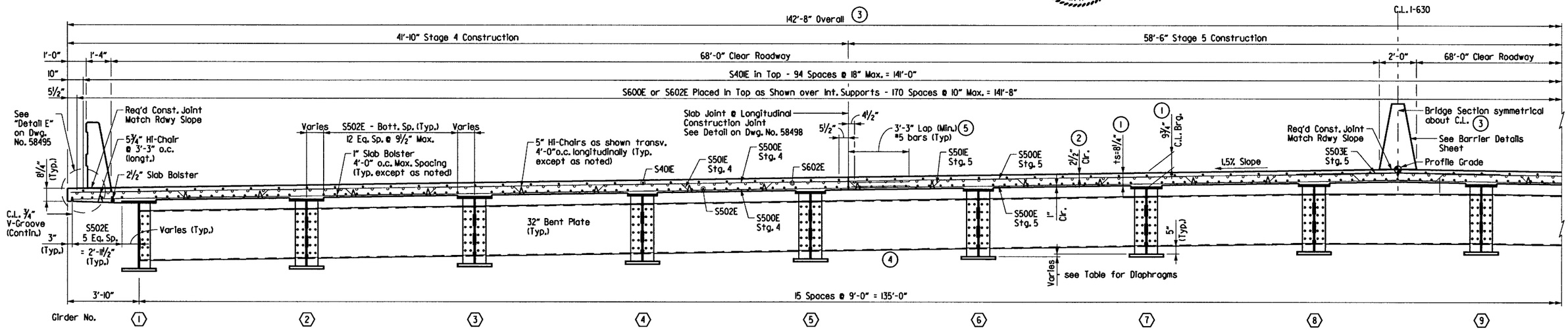
BRIDGE NO. 07383 DRAWING NO. 58480

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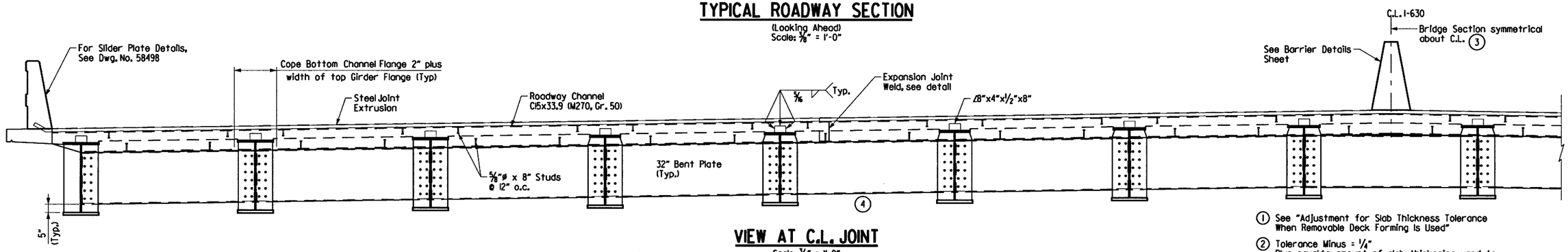
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6	ARK.			
JOB NO.		CA0608	558	889
1 07383		SPAN DETAILS		58481

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



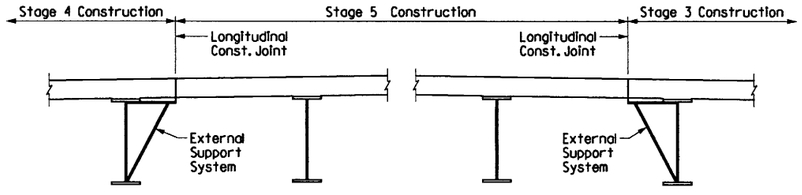
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



VIEW AT C.L. JOINT

Scale: ⅜" = 1'-0"

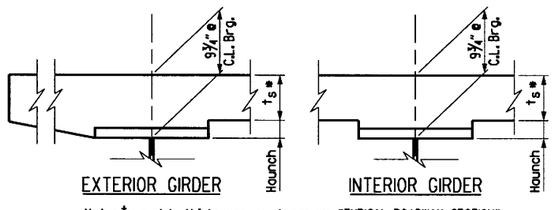


Stage 3 and 4 external supports in the respective bay shall remain in place until after completion of the Stage 5 deck pour. See Subsection 802.15 for additional information regarding their removal.

TABLE FOR DIAPHRAGMS

Diaphragm Skew	Length (ft)	"X" for ⟨1⟩-⟨8⟩	"X" for ⟨8⟩-⟨9⟩	"X" for ⟨9⟩-⟨16⟩
0°	9'-0"	15/8"	0"	-15/8"
18°	9'-5 9/16"	113/16"	0 3/16"	-17/16"

See Framing Plan for Diaphragm Skew, Dwg. No. 58485
Length is measured along C.L. Diaphragm from C.L. Web to C.L. Web.
Where looking ahead, "X" is difference in elevation from left end to right end.



Note: ts = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -¼".
Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED

N.T.S.

Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange is ¼" from the bottom reinforcing steel; Maximum - top flange thickness plus 2¾". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

NOTES:

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
- S500E @ 13" Centers (Top & Bottom)
- S601E @ 13" Centers (Top Overhang)
- S501E @ 13" Centers (Bent up over beam)
- S503E @ 13" Centers (Top @ Median)

Longitudinal:
- S401E @ 18" Centers (Top Temperature)
- S600E or S602E @ 10" Centers ((Placed in Top as shown over Int. Supports)
- S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1&5

Neoprene Strip Seal with Steel Extrusion
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4x½"
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 58498

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale

(1) See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming Is Used"

(2) Tolerance Minus = ¼"
Plus equal to amount of slab thickening used to meet thickness tolerance. See "Adjustment for Slab Thickness Tolerance"

(3) Bridge Section is symmetrical about C.L. Bridge Section has a total of 16 girders. Girders No. 10-16 are not shown for clarity. 58'-6" Stage 5 Construction includes Girders No. 6-11, 42'-4" Stage 3 Construction includes Girders No. 12-16.

(4) Diaphragms between girders 5 & 6 and girders 11 & 12 shall be installed with bolts loose when girders are erected in Stage 5. Bolts shall be fully tightened immediately after placing slab in Stage 5.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 5.

(5) S500E & S501E bars shall not be tied during Stage 3 or 4.

SHEET 1 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca06084.sl
CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. 07383 DRAWING NO. 58481

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BAR LISTS

STAGE 3

Mark	No. Req'd.	Length	Pin Dia.
S401E	364	35'-4"	Str.
S500E	804	42'-0"	Str.
S501E	402	46'-8"	3 3/4"
S502E	464	56'-4"	Str.
S503E	2	7'-1"	3 3/4"
S504E	1	47'-5"	3 3/4"
S505E	3	6'-6"	3 3/4"
S506E to S530E	1 Ea	45'-4" to 7'-2"	Str.
S600E	153	55'-8"	Str.
S601E	402	16'-8"	6"
S602E	102	48'-0"	Str.
S603E	2	7'-1"	4 1/2"
S604E	1	48'-0"	4 1/2"
S605E	3	7'-8"	4 1/2"
S606E to S630E	1 Ea	45'-11" to 7'-2"	Str.
P501E	716	6'-2"	3 3/4"
P402E	716	7'-0"	3"
P403E	136	7'-11"	3"
P405E	77	13'-5"	Str.
P406E	88	13'-7"	Str.
P407E	11	14'-4"	Str.
P408E	77	14'-5"	Str.
P409E	88	14'-10"	Str.
P411E	126	5'-6"	Str.

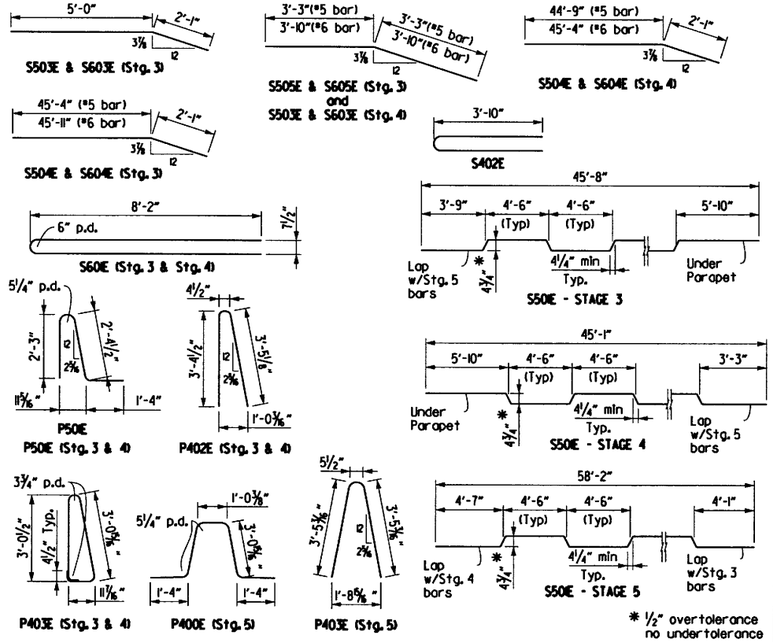
STAGE 4

Mark	No. Req'd.	Length	Pin Dia.
S401E	336	38'-1"	Str.
S402E	84	8'-0"	5 1/4"
S500E	748	41'-6"	Str.
S501E	374	46'-4"	3"
S502E	464	56'-4"	Str.
S503E	3	6'-6"	3 3/4"
S504E	1	46'-9"	3 3/4"
S505E to S528E	1 Ea	44'-10" to 6'-6"	Str.
S601E	374	16'-8"	6"
S602E	250	53'-8"	Str.
S603E	3	7'-8"	4 1/2"
S604E	1	47'-4"	4 1/2"
S605E to S628E	1 Ea	45'-5" to 7'-1"	Str.
P501E	652	6'-2"	3 3/4"
P402E	652	7'-0"	3"
P403E	112	7'-11"	3"
P405E	77	13'-5"	Str.
P406E	88	13'-7"	Str.
P407E	11	14'-4"	Str.
P408E	77	14'-5"	Str.
P409E	44	14'-10"	Str.
P410E	11	15'-11"	Str.
P411E	108	5'-6"	Str.

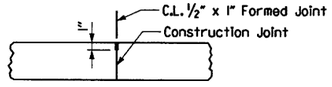
STAGE 5

Mark	No. Req'd.	Length	Pin Dia.
S401E	468	38'-1"	Str.
S500E	772	58'-2"	Str.
S501E	386	59'-2"	3 3/4"
S502E	520	56'-4"	Str.
S503E	386	11'-0"	Str.
S504E	1	61'-6"	3 3/4"
S505E to S538E	1 Ea	58'-6" to 5'-5"	Str.
S602E	350	58'-3"	Str.
S604E	1	61'-6"	4 1/2"
S605E to S638E	1 Ea	58'-6" to 5'-5"	Str.
P400E	801	7'-4"	5 1/4"
P403E	801	7'-2"	5 1/4"
P404E	44	13'-1"	Str.
P405E	77	13'-5"	Str.
P406E	83	13'-7"	Str.
P407E	11	14'-4"	Str.
P408E	77	14'-5"	Str.
P409E	33	14'-10"	Str.
P411E	120	5'-6"	Str.
P412E	6	13'-2"	Str.

Bending Diagrams
(Dimensions are out to out of bars)
NOTE: Bars designated with an "E" suffix are to be epoxy coated.

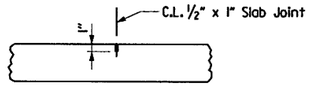


* 1/2" overtolerance no undertolerance



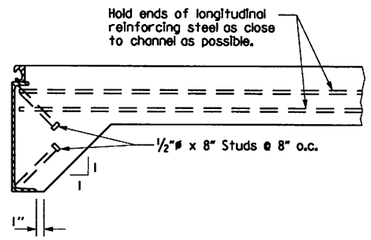
Use 1/2" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Sealant must be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT DETAIL
No Scale



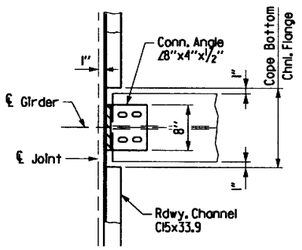
Use 1/2" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab Joints shall extend to the outside edge of the deck slab. Slab Joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab Joints shall be placed at all poured sequence construction joints and required slab joint locations.

SLAB JOINT DETAIL
No Scale

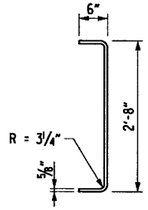


Note: As an alternate to 5/8"ø studs, 1/2"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

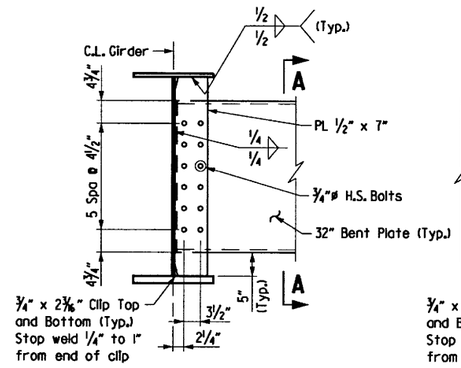
DETAIL OF ALTERNATE ANCHORS
N.T.S.



CHANNEL CONNECTION DETAIL
N.T.S.

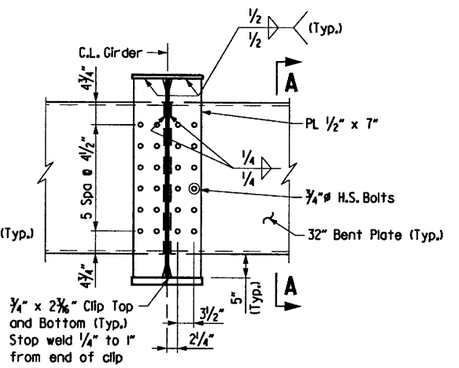


SECTION A-A
SCALE: 3/4" = 1'-0"



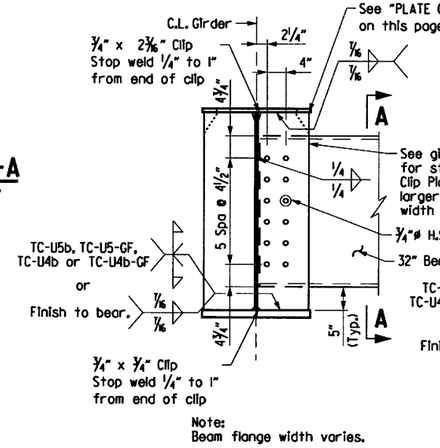
Note: Beam flange width varies.

DIAPHRAGM CONNECTION AT EXTERIOR GIRDERS
SCALE: 3/4" = 1'-0"



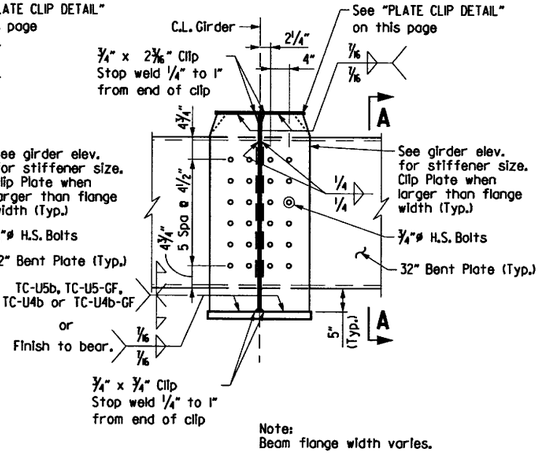
Note: Beam flange width varies.

DIAPHRAGM CONNECTION AT INTERIOR GIRDERS
SCALE: 3/4" = 1'-0"



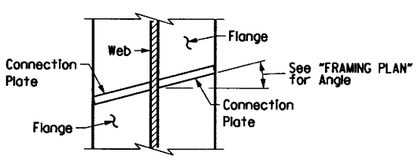
Note: Beam flange width varies.

BEARING STIFFENER AT EXTERIOR GIRDERS
SCALE: 3/4" = 1'-0"

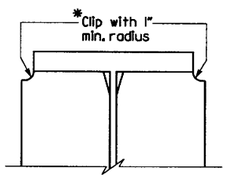


Note: Beam flange width varies.

BEARING STIFFENER AT INTERIOR GIRDERS
SCALE: 3/4" = 1'-0"



DETAIL "Y"
N.T.S.



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

PLATE CLIP DETAIL
N.T.S.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	559	889
07383		SPAN DETAILS		58482

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

SHEET 2 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca06084_s2
CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. 07383 DRAWING NO. 58482

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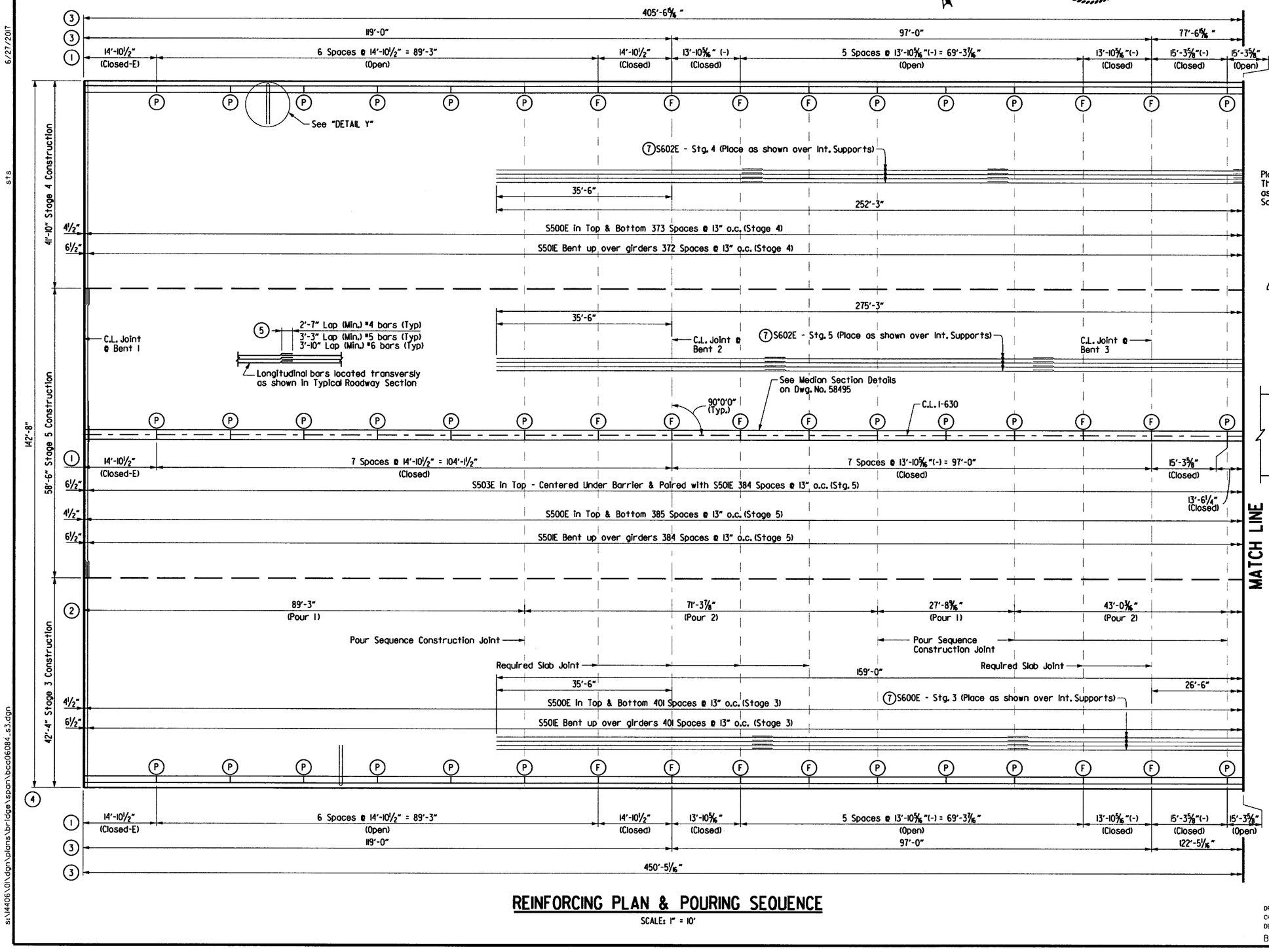
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	560	889
(1) 07383		SPAN DETAILS		58483

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58495

(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab. See Dwg. No. 58495



REINFORCING PLAN & POURING SEQUENCE

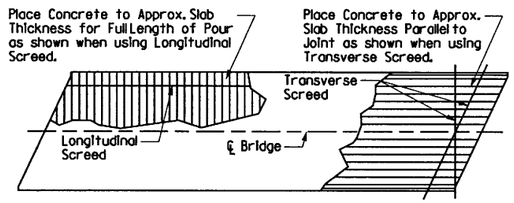
SCALE: 1" = 10'

Notes:

In each stage of construction, Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. Any rolling pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

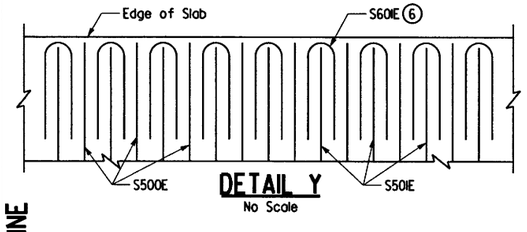
Required slab joints and pouring sequence joints shall align with parapet open joint at the gutter line.



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

CONCRETE PLACEMENT PROCEDURE

No Scale



DETAIL Y

No Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Outside Parapet panel spacing measured along gutterline and intersecting at C.L. Deck Joint opening or C.L. Bent. Median Barrier panel spacing measured along left gutterline & intersecting at C.L. Deck Joint opening or C.L. Bent

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Spaced equally between S500E and S501E.

(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 58481

SHEET 3 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca06084_s3
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DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. 07383 DRAWING NO. 58483

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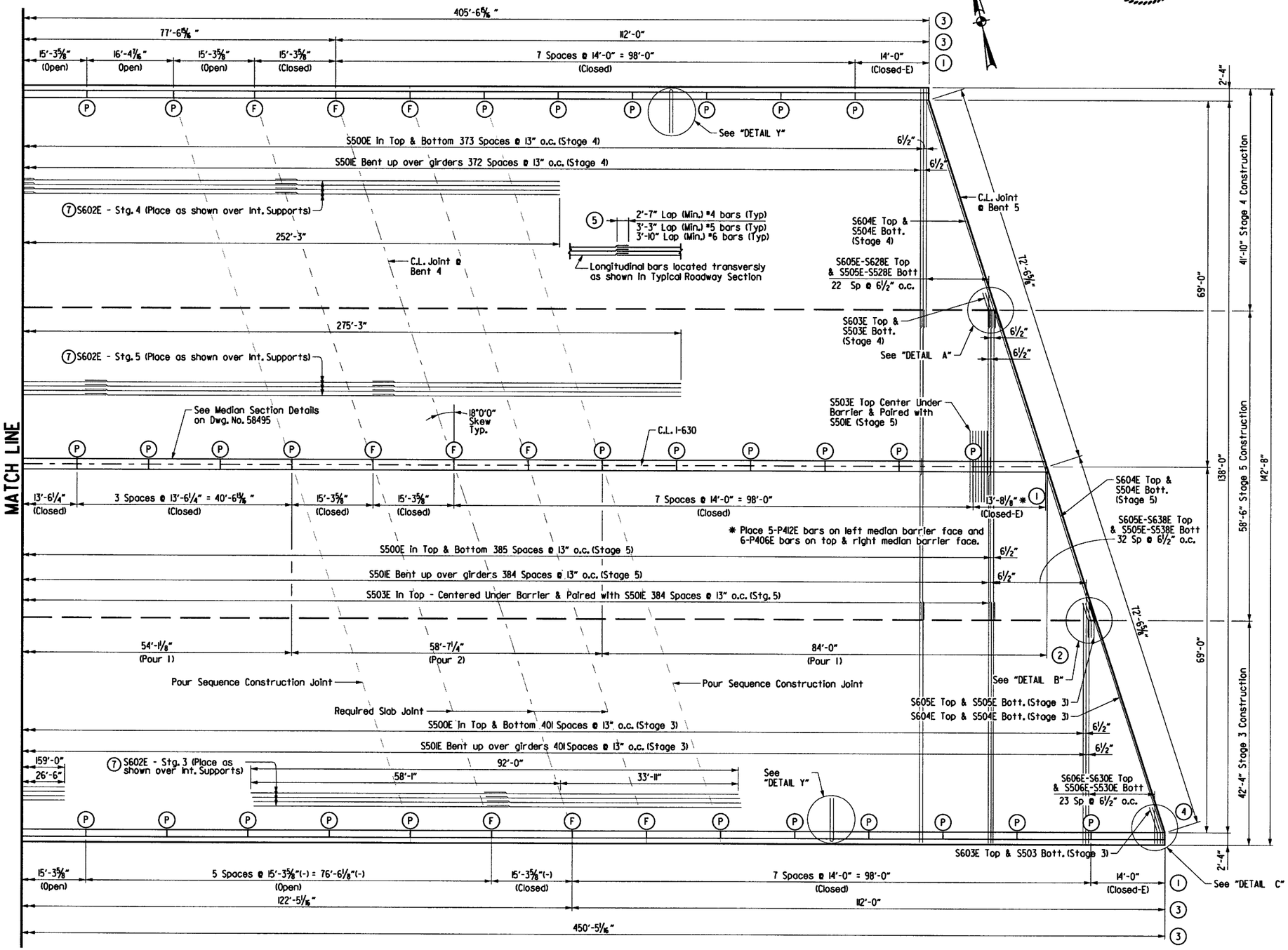
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	561	889
				07383		SPAN DETAILS		58484

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

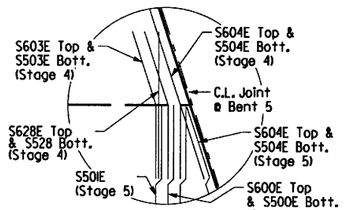
Ⓟ C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-2" from top of slab. See Dwg. No. 58495

Ⓕ C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab. See Dwg. No. 58495

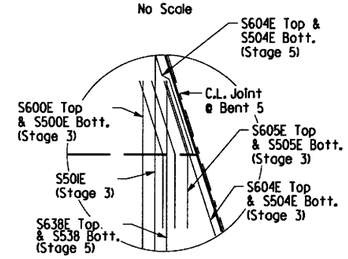


REINFORCING PLAN & POURING SEQUENCE

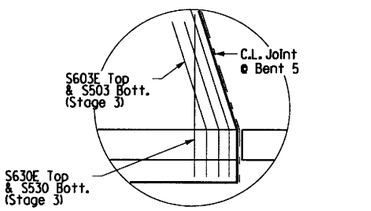
SCALE: 1" = 10'



DETAIL A
No Scale



DETAIL B
No Scale



DETAIL C
No Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

1. Outside Parapet panel spacing measured along gutterline and intersecting at C.L. Deck Joint opening or C.L. Bent. Median Barrier panel spacing measured along left gutterline & intersecting at C.L. Deck Joint opening or C.L. Bent
2. Dimensions measured along horizontal control line.
3. Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
4. Dimensions measured along centerline of joint.
5. Min Laps also applicable to splices in Transverse Reinforcing.
6. Spaced equally between S500E and S501E.
7. For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 58481

SHEET 4 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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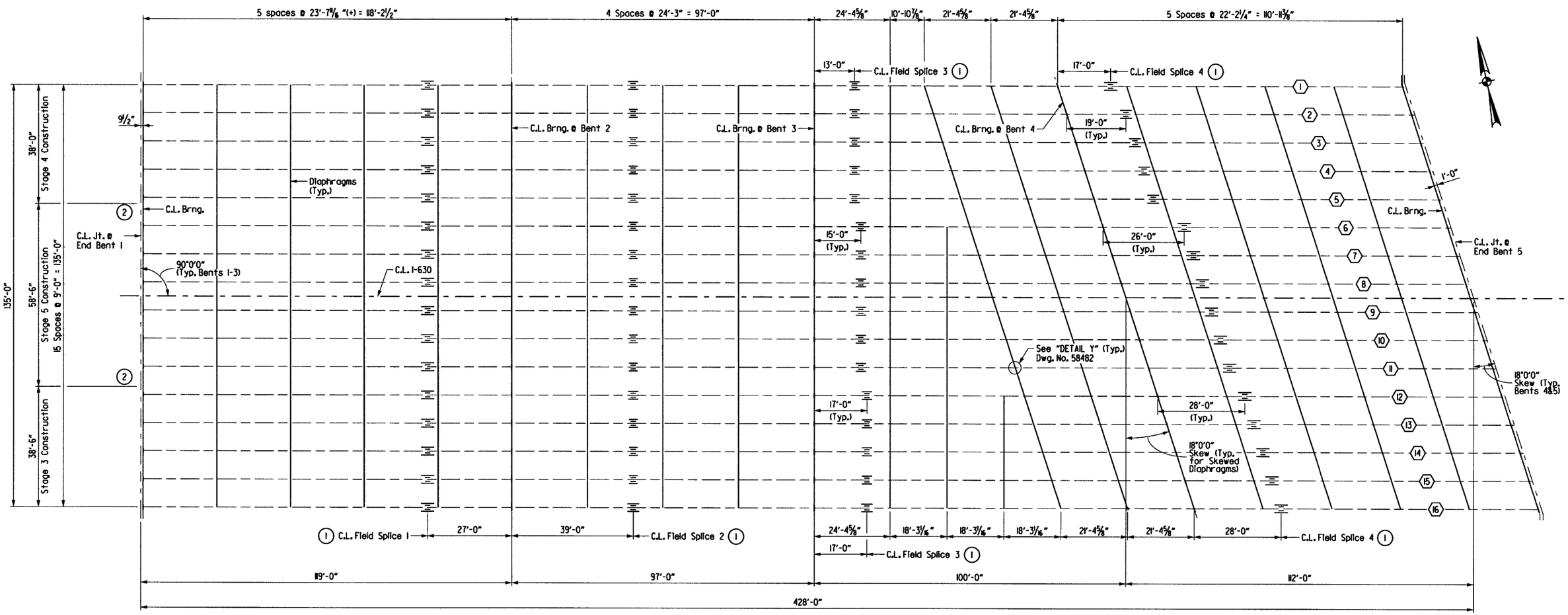
BRIDGE NO. 07383 DRAWING NO. 58484

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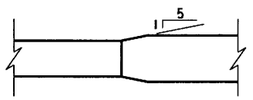
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				6	ARK.			
				JOB NO.		CA0608	562	889
				(1) 07383		SPAN DETAILS		58485

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017

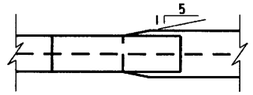


FRAMING PLAN

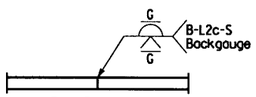
SCALE: 1/16" = 1'-0"



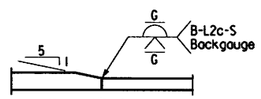
Plan-Unequal Width (Flg.)
FLANGE SPLICE



FLANGE SPLICE AT UNEQUAL BOTTOM FLANGE

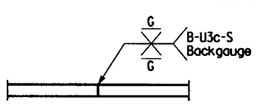


Equal Thickness
WEB & FLANGE SPLICE

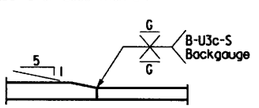


Unequal Thickness
FLANGE SPLICE

(Use when Base Metal Thickness is Equal to or Less than 2")



Equal Thickness
WEB & FLANGE SPLICE



Unequal Thickness
FLANGE SPLICE

(Use when Base Metal Thickness is Greater than 2")

DETAILS OF WELDED SPLICES

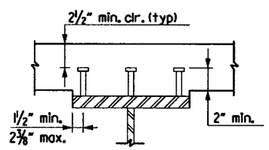
Not to Scale

(X) Girder number

(1) See Girder Elevations for splice type and location.

(2) Diaphragms between girders 5 & 6 and girders 11 & 12 shall be installed with bolts loose when girders are erected in Stage 5. Bolts shall be fully tightened immediately after placing slab in Stage 5.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 5.



Stud Shear Connectors shown shall be 7/8" dia. x 5" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. 3/4" dia. studs may be used in place of the 7/8" dia. studs shown, at the ratio of 1.361-3/4" dia. studs in place of one 7/8" dia. stud. 7/8" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

SHEAR CONNECTOR DETAIL

Not to Scale

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To 3/4" Inclusive	1/4"	
Over 3/4"	5/16"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 5 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

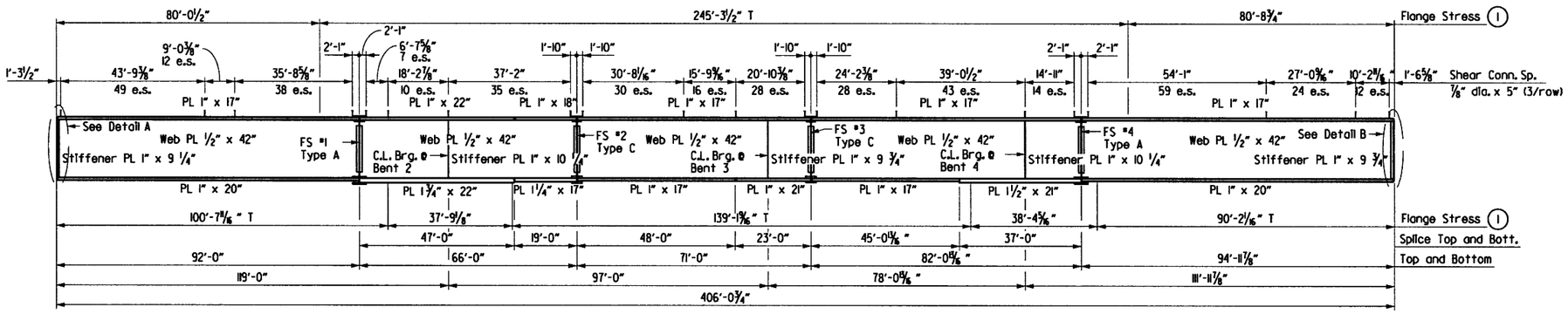
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. 07383 DRAWING NO. 58485

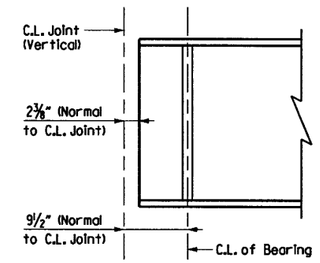
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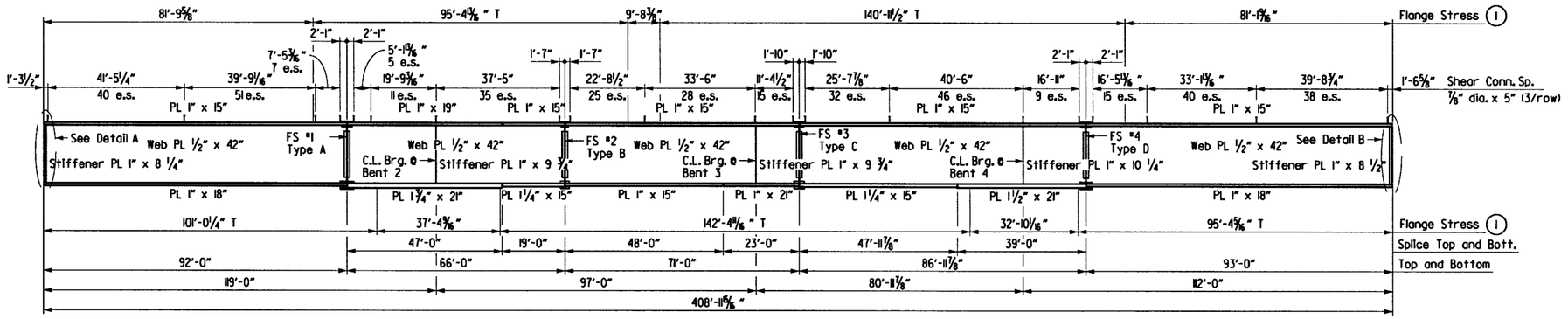


GIRDER 1 ELEVATION

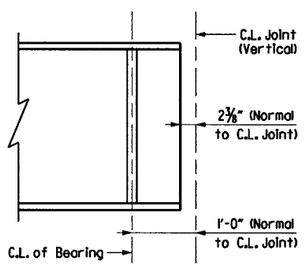
(1) T denotes portions of the flange that may always or may sometimes be in tension.



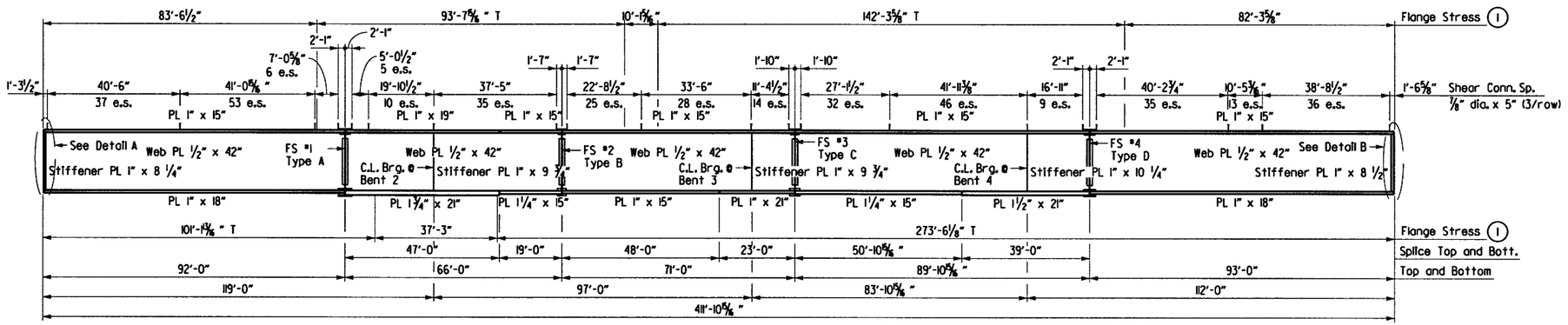
DETAIL A
No Scale



GIRDER 2 ELEVATION



DETAIL B
No Scale



GIRDER 3 ELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
27 June 2017

SHEET 6 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

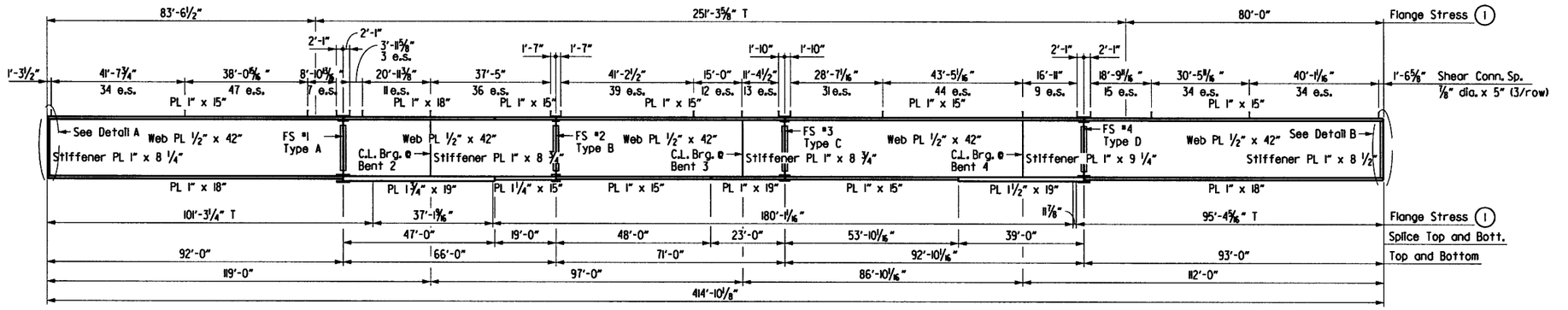
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BRIDGE NO. 07383 DRAWING NO. 58486

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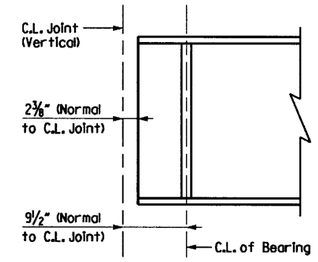
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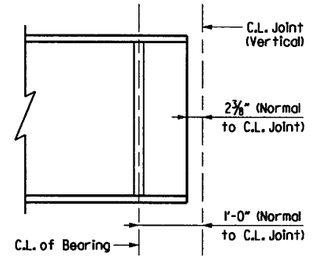


GIRDER 4 ELEVATION

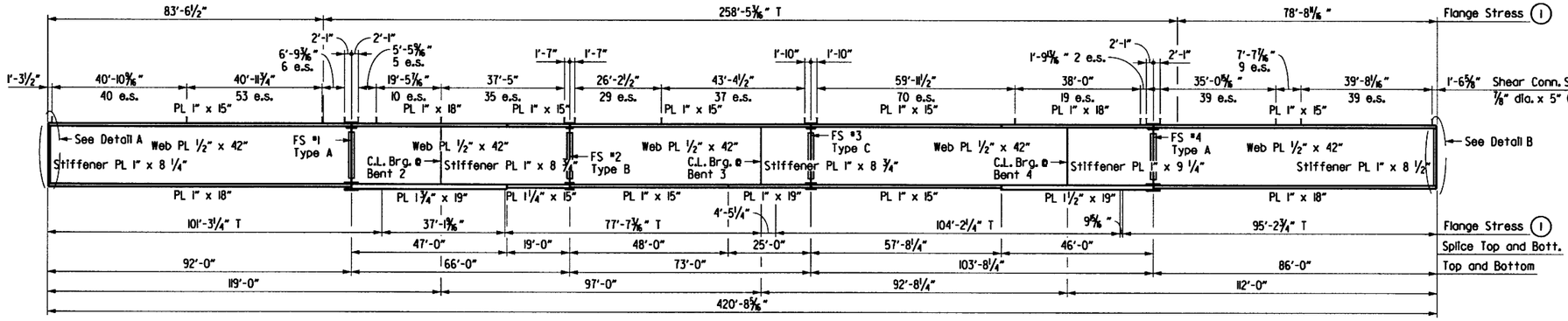
(1) T denotes portions of the flange that may always or may sometimes be in tension.



DETAIL A
No Scale



DETAIL B
No Scale



GIRDER 5 ELEVATION

GIRDER 6 ELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

SHEET 7 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

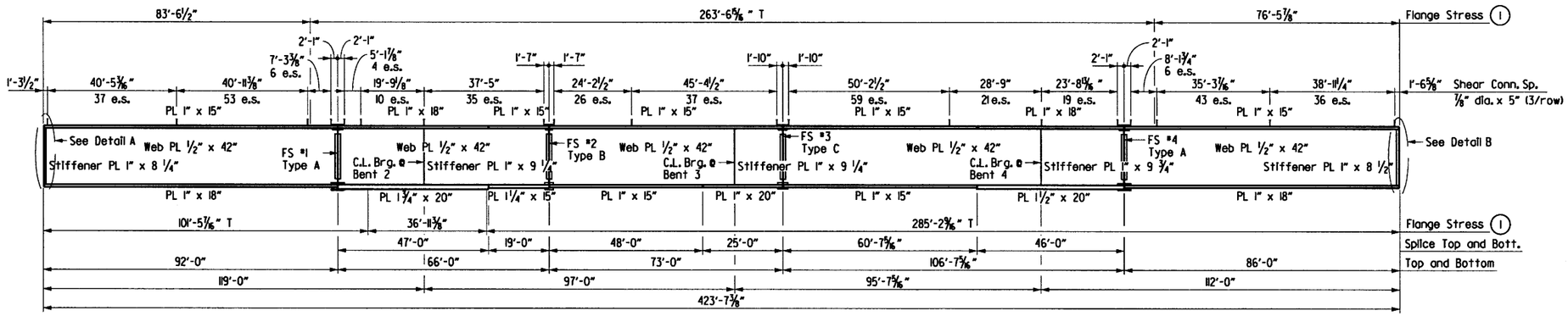
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BRIDGE NO. 07383 DRAWING NO. 58487

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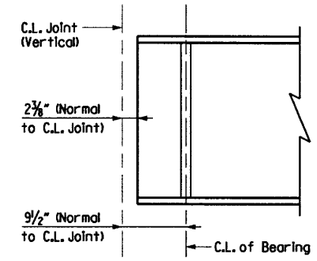
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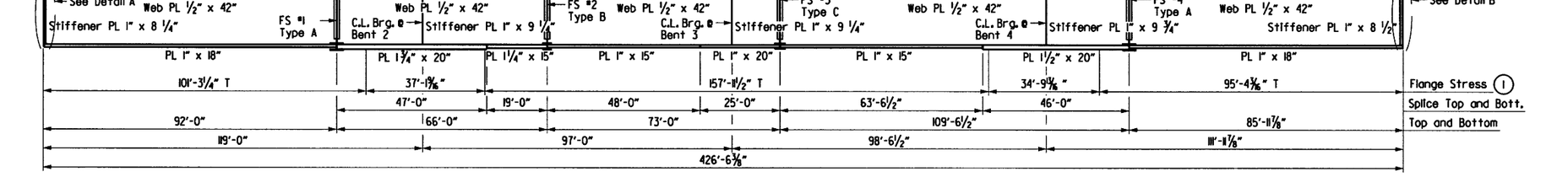


GIRDER 7 ELEVATION

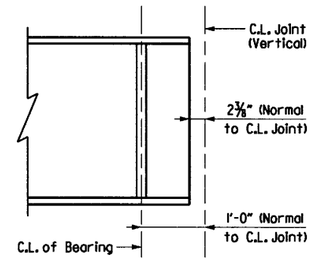
(1) T denotes portions of the flange that may always or may sometimes be in tension.



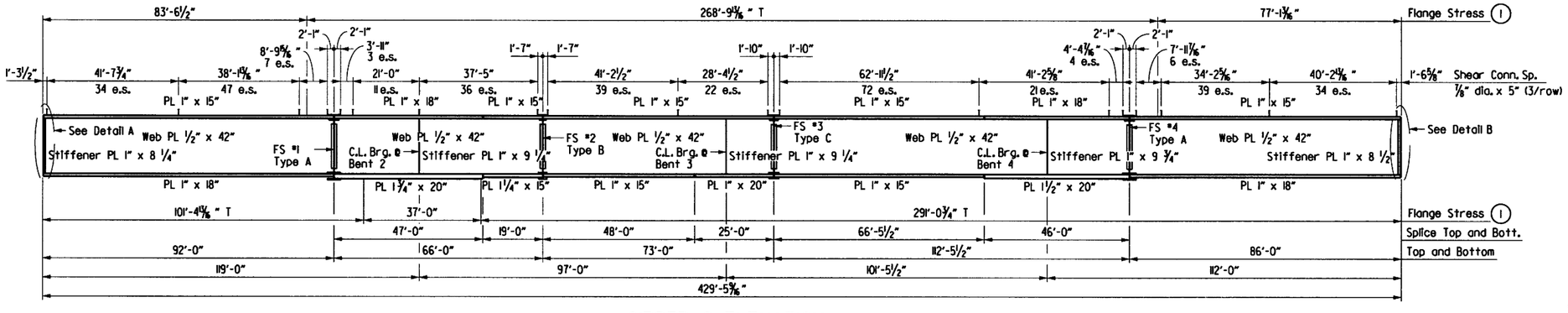
DETAIL A
No Scale



GIRDER 8 ELEVATION



DETAIL B
No Scale



GIRDER 9 ELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

SHEET 8 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

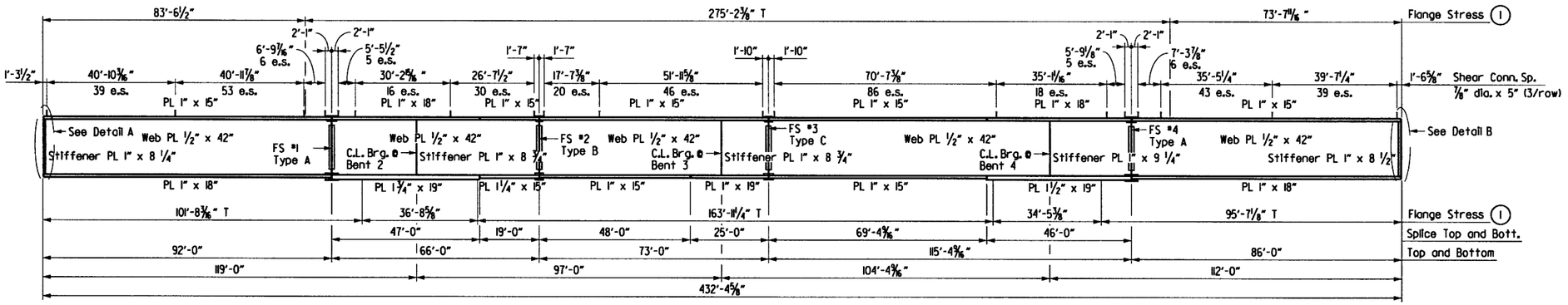
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DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. 07383 DRAWING NO. 58488

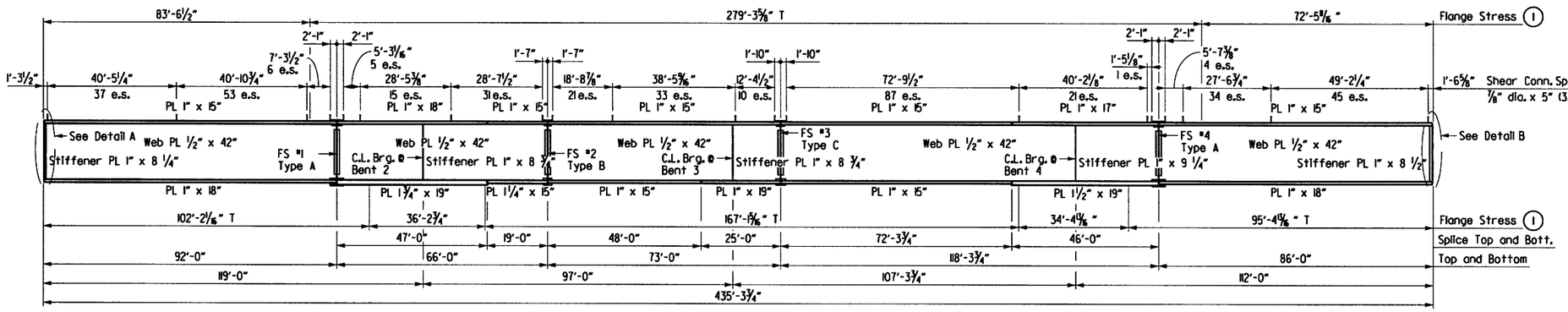
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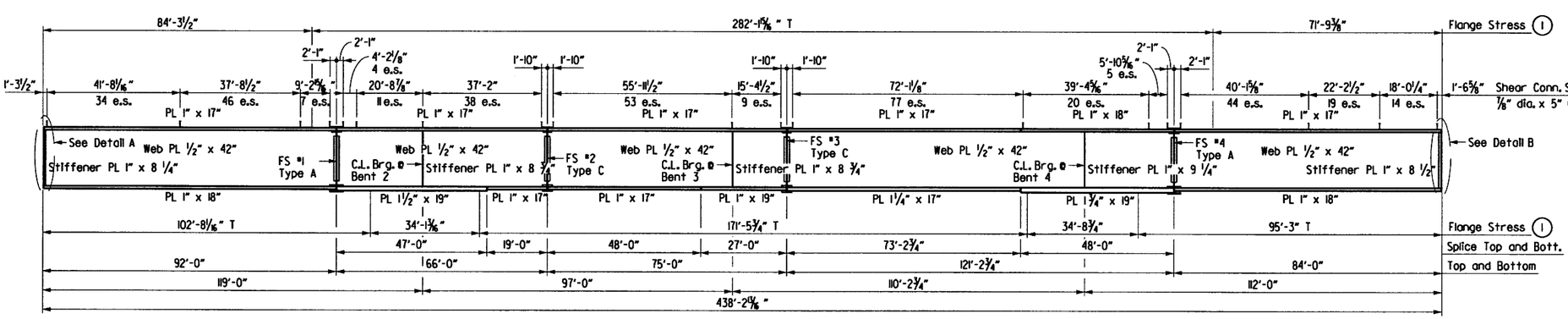
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				6	ARK.			
				JOB NO.		CA0608	566	889
				(1) 07383		SPAN DETAILS		58489



GIRDER 10 ELEVATION

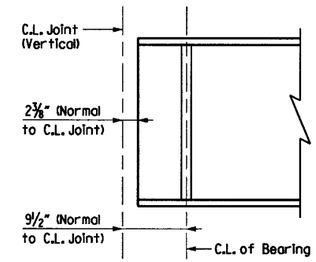


GIRDER 11 ELEVATION

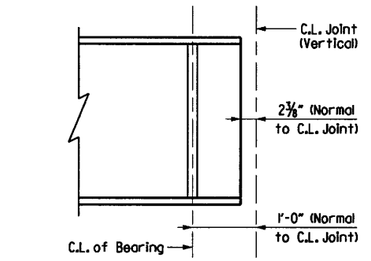


GIRDER 12 ELEVATION

(1) T denotes portions of the flange that may always or may sometimes be in tension.



DETAIL A
No Scale



DETAIL B
No Scale

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

SHEET 9 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

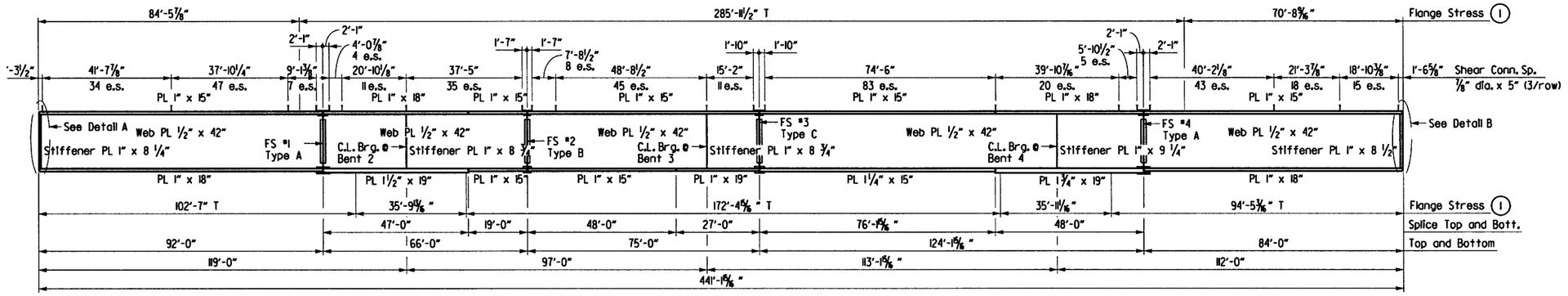
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DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. 07383 DRAWING NO. 58489

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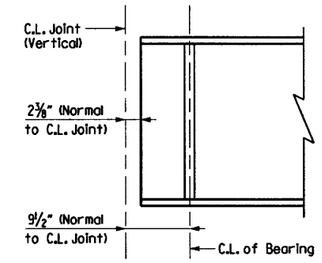
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				JOB NO.		CA0608	567	889
				(1) 07383		SPAN DETAILS		58490

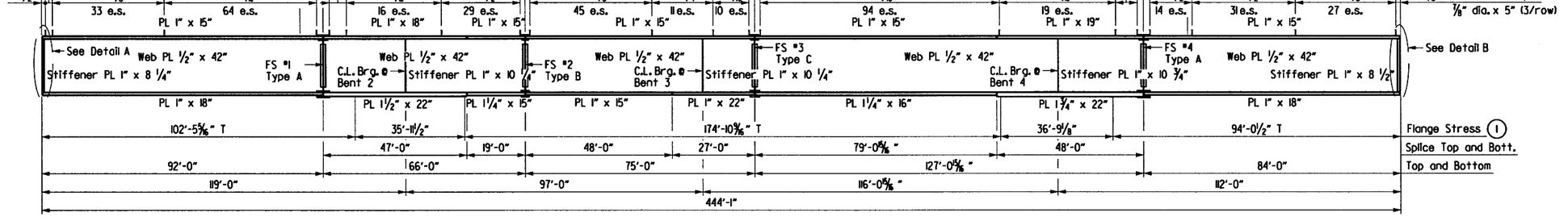


GIRDER 13 ELEVATION

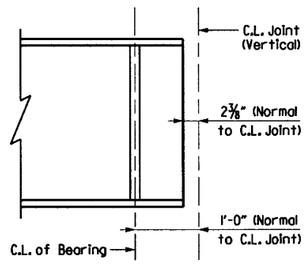
(1) T denotes portions of the flange that may always or may sometimes be in tension.



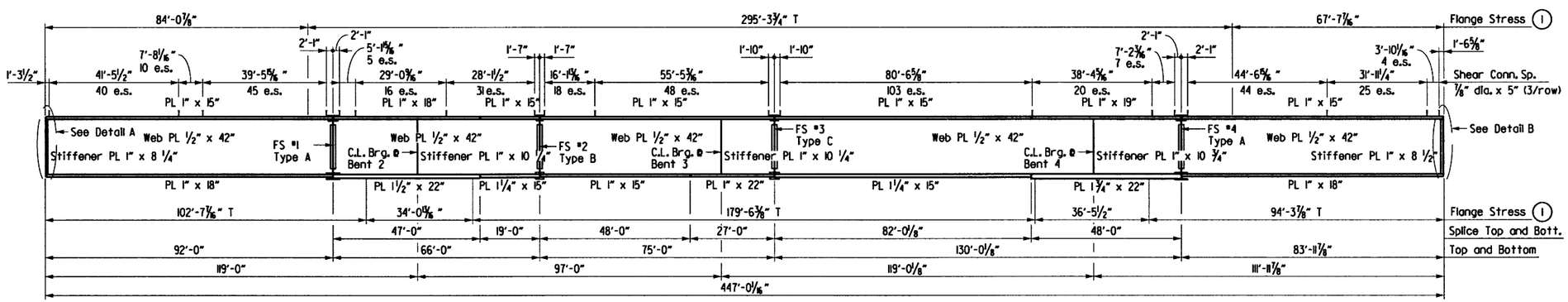
DETAIL A
No Scale



GIRDER 14 ELEVATION



DETAIL B
No Scale



GIRDER 15 ELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

SHEET 10 OF 15
DETAILS OF 428' CONTINUOUS
COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

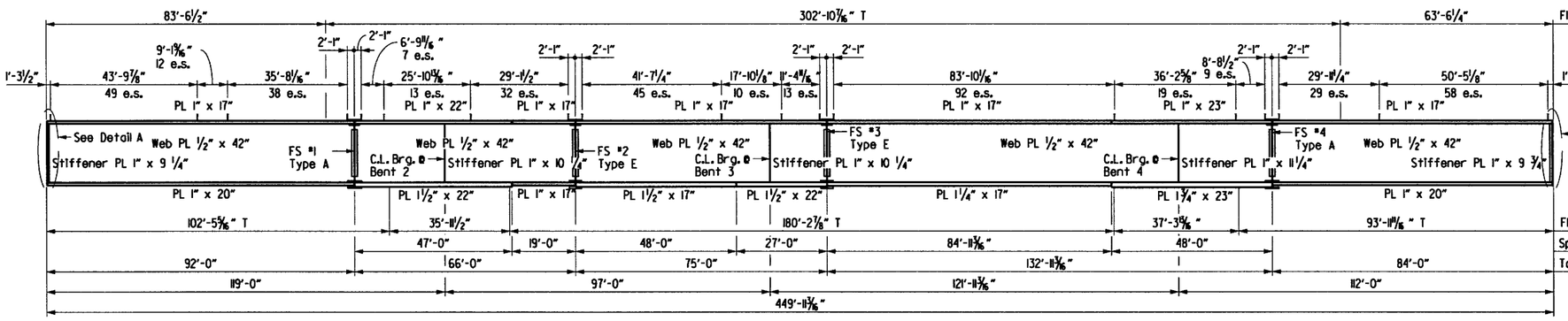
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BRIDGE NO. 07383 DRAWING NO. 58490

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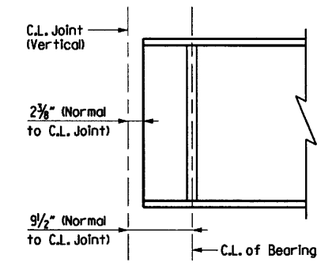
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	568	889
				(1) 07383		SPAN DETAILS		58491

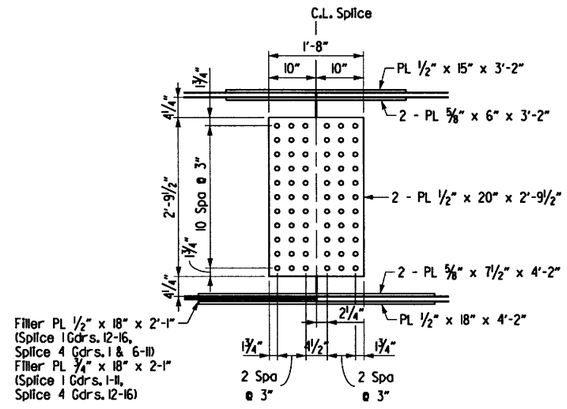


GIRDER 16 ELEVATION

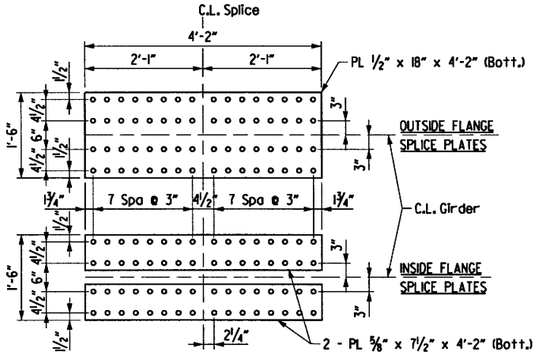
(1) T denotes portions of the flange that may always or may sometimes be in tension.



DETAIL A
No Scale

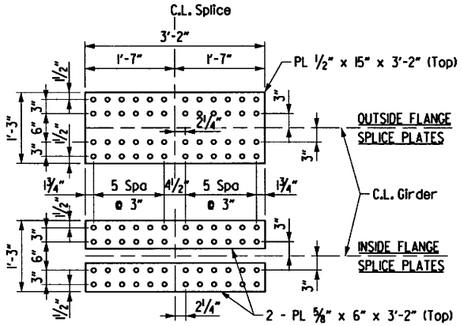


WEB SPLICE TYPE A DETAIL



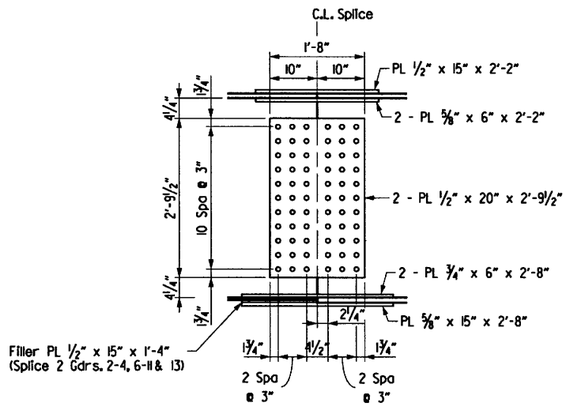
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FLANGE SPLICE TYPE A DETAIL

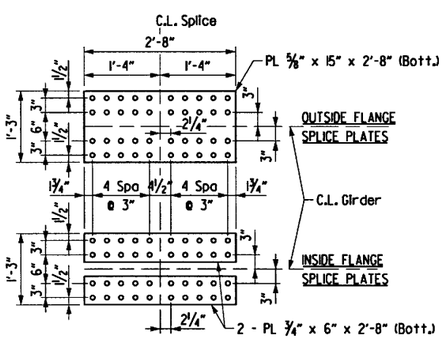


TOP

FLANGE SPLICE TYPE A DETAIL

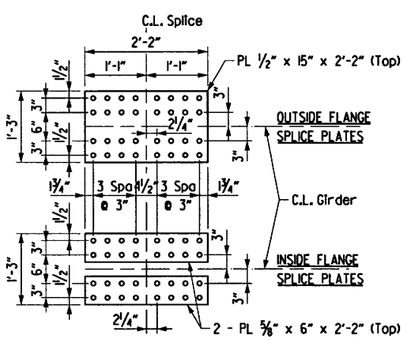


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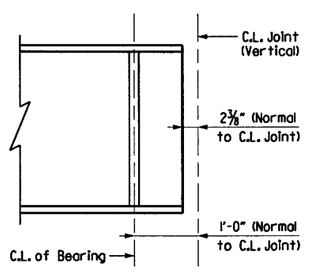
BOTTOM

FLANGE SPLICE TYPE B DETAIL



TOP

FLANGE SPLICE TYPE B DETAIL



DETAIL B
No Scale

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

SHEET 11 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

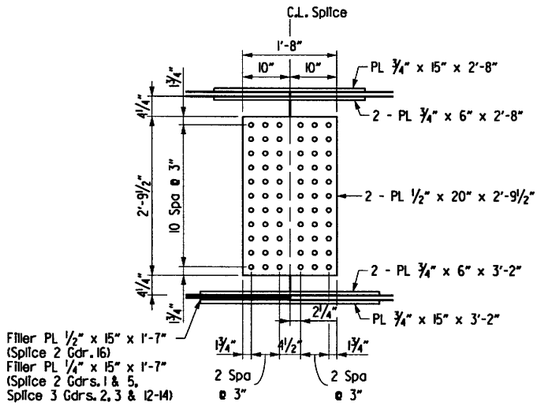
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DESIGNED BY:	KH	DATE:	1/19/205		

BRIDGE NO. 07383 DRAWING NO. 58491

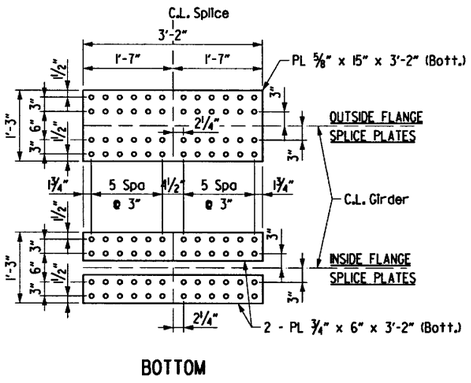
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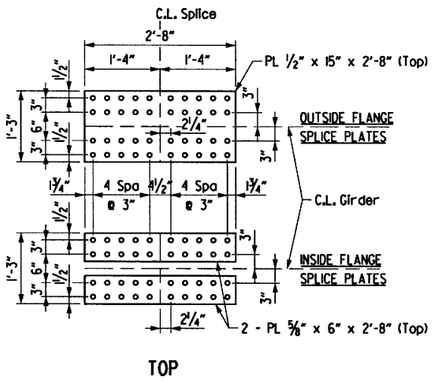


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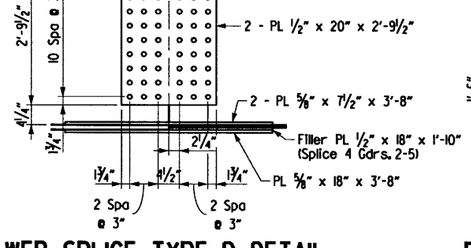
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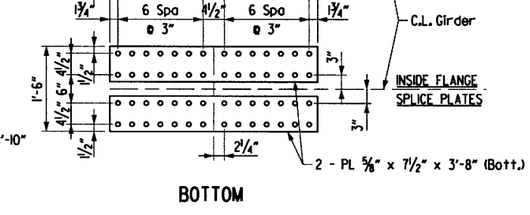


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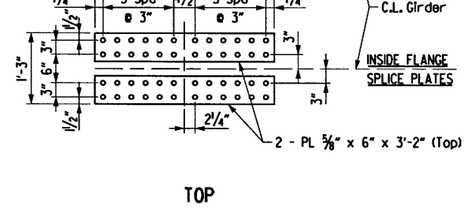


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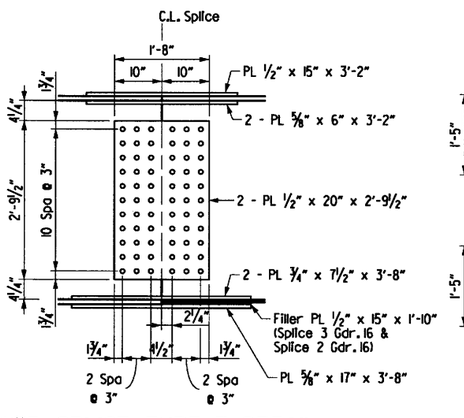
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FLANGE SPLICE TYPE D DETAIL

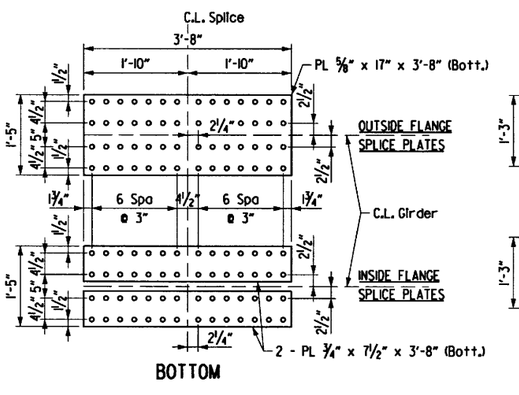


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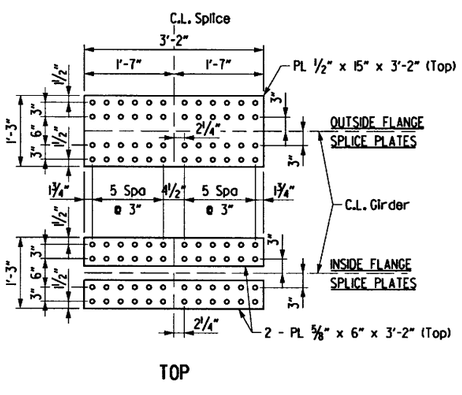


WEB SPLICE TYPE E DETAIL



BOTTOM

FLANGE SPLICE TYPE E DETAIL



TOP

FLANGE SPLICE TYPE E DETAIL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	569	889
1 07383		SPAN DETAILS		58492

Note:
Bolted field splices shown may be eliminated or shop welded splices may be substituted with the approval of the engineer. Payment will be made on the basis of plan quantities.

SHEET 12 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/29/2015	FILENAME:	bca06084_sl2
CHECKED BY:	STS	DATE:	6/1/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	5/28/2015		

BRIDGE NO. 07383 DRAWING NO. 58492

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	570	889
				07383		SPAN DETAILS		58493

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Structural Steel																Vertical Dead Load Deflection (in.) Steel + Slab														
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.31	0.319	0.326	0.331	0.335	0.338	0.34	0.342	0.344	0.346	0.347	0.347	0.346	0.344	0.34	0.334	1.672	1.744	1.801	1.84	1.867	1.889	1.906	1.92	1.93	1.937	1.94	1.936	1.927	1.905	1.864	1.809
Span 1	1.2	0.549	0.565	0.577	0.587	0.593	0.599	0.603	0.607	0.611	0.614	0.616	0.616	0.616	0.612	0.604	0.593	2.956	3.084	3.185	3.258	3.306	3.346	3.376	3.401	3.421	3.435	3.441	3.437	3.422	3.382	3.31	3.213
Span 1	1.3	0.717	0.737	0.754	0.767	0.776	0.783	0.789	0.795	0.8	0.804	0.807	0.809	0.808	0.803	0.793	0.779	3.854	4.019	4.155	4.252	4.318	4.37	4.412	4.446	4.473	4.493	4.504	4.502	4.483	4.431	4.338	4.213
Span 1	1.4	0.814	0.837	0.857	0.872	0.883	0.891	0.899	0.905	0.911	0.917	0.921	0.923	0.923	0.917	0.906	0.89	4.365	4.553	4.709	4.823	4.903	4.964	5.013	5.051	5.085	5.113	5.13	5.13	5.11	5.051	4.947	4.807
Span 1	1.5	0.803	0.827	0.847	0.863	0.875	0.884	0.891	0.897	0.904	0.911	0.916	0.92	0.919	0.914	0.903	0.887	4.298	4.486	4.644	4.763	4.847	4.91	4.958	4.997	5.034	5.068	5.091	5.099	5.08	5.022	4.919	4.782
Span 1	1.6	0.698	0.719	0.738	0.753	0.765	0.773	0.779	0.786	0.792	0.8	0.806	0.811	0.811	0.806	0.796	0.784	3.719	3.885	4.029	4.141	4.223	4.279	4.321	4.359	4.395	4.433	4.464	4.482	4.468	4.415	4.325	4.21
Span 1	1.7	0.546	0.563	0.578	0.591	0.601	0.608	0.613	0.619	0.625	0.631	0.638	0.643	0.644	0.64	0.632	0.623	2.897	3.029	3.145	3.239	3.308	3.355	3.39	3.422	3.454	3.488	3.521	3.543	3.534	3.492	3.424	3.337
Span 1	1.8	0.331	0.342	0.352	0.361	0.368	0.372	0.376	0.38	0.385	0.39	0.396	0.401	0.402	0.399	0.395	0.39	1.743	1.825	1.899	1.963	2.012	2.043	2.067	2.09	2.115	2.142	2.171	2.194	2.191	2.165	2.128	2.081
Span 1	1.9	0.161	0.166	0.171	0.176	0.18	0.183	0.185	0.187	0.19	0.193	0.196	0.199	0.2	0.199	0.197	0.195	0.842	0.882	0.92	0.954	0.981	0.998	1.01	1.023	1.037	1.053	1.07	1.085	1.085	1.073	1.056	1.035
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	-0.053	-0.055	-0.057	-0.059	-0.061	-0.064	-0.066	-0.069	-0.071	-0.073	-0.075	-0.077	-0.079	-0.08	-0.081	-0.082	-0.276	-0.289	-0.302	-0.316	-0.33	-0.346	-0.359	-0.373	-0.385	-0.395	-0.404	-0.411	-0.418	-0.424	-0.431	-0.438
Span 2	2.2	-0.059	-0.061	-0.064	-0.067	-0.07	-0.075	-0.081	-0.086	-0.091	-0.095	-0.099	-0.103	-0.107	-0.111	-0.115	-0.119	-0.298	-0.311	-0.328	-0.348	-0.372	-0.403	-0.435	-0.462	-0.487	-0.508	-0.525	-0.538	-0.556	-0.578	-0.604	-0.635
Span 2	2.3	-0.037	-0.039	-0.042	-0.045	-0.05	-0.058	-0.066	-0.074	-0.081	-0.088	-0.094	-0.099	-0.106	-0.113	-0.12	-0.128	-0.173	-0.18	-0.197	-0.22	-0.254	-0.299	-0.345	-0.387	-0.424	-0.456	-0.481	-0.5	-0.531	-0.571	-0.62	-0.681
Span 2	2.4	-0.008	-0.01	-0.014	-0.018	-0.024	-0.033	-0.043	-0.053	-0.063	-0.072	-0.079	-0.087	-0.096	-0.105	-0.115	-0.126	-0.01	-0.013	-0.029	-0.058	-0.1	-0.154	-0.21	-0.263	-0.312	-0.354	-0.387	-0.418	-0.459	-0.512	-0.581	-0.665
Span 2	2.5	0.041	0.039	0.036	0.031	0.024	0.013	0.002	-0.01	-0.022	-0.032	-0.042	-0.052	-0.063	-0.075	-0.087	-0.101	0.264	0.268	0.255	0.222	0.172	0.113	0.05	-0.013	-0.072	-0.123	-0.168	-0.211	-0.261	-0.328	-0.417	-0.527
Span 2	2.6	0.057	0.056	0.052	0.047	0.039	0.029	0.017	0.005	-0.007	-0.018	-0.029	-0.04	-0.052	-0.064	-0.077	-0.091	0.354	0.358	0.343	0.309	0.257	0.198	0.134	0.069	0.008	-0.047	-0.097	-0.146	-0.2	-0.268	-0.359	-0.471
Span 2	2.7	0.062	0.06	0.056	0.051	0.043	0.034	0.023	0.011	0	-0.011	-0.022	-0.034	-0.045	-0.056	-0.068	-0.081	0.377	0.376	0.358	0.324	0.274	0.22	0.161	0.099	0.04	-0.014	-0.067	-0.119	-0.171	-0.234	-0.316	-0.416
Span 2	2.8	0.055	0.052	0.049	0.044	0.038	0.03	0.021	0.012	0.002	-0.007	-0.017	-0.027	-0.037	-0.046	-0.055	-0.065	0.331	0.323	0.306	0.276	0.236	0.191	0.143	0.092	0.042	-0.004	-0.051	-0.099	-0.144	-0.194	-0.256	-0.333
Span 2	2.9	0.034	0.032	0.03	0.027	0.023	0.019	0.014	0.008	0.003	-0.003	-0.009	-0.015	-0.02	-0.026	-0.031	-0.037	0.203	0.197	0.187	0.169	0.145	0.12	0.092	0.062	0.033	0.005	-0.024	-0.052	-0.078	-0.108	-0.144	-0.188
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	3.1	-0.013	-0.01	-0.007	-0.003	0.001	0.006	0.013	0.021	0.029	0.039	0.049	0.06	0.071	0.081	0.091	0.1	-0.082	-0.066	-0.048	-0.027	-0.002	0.03	0.068	0.112	0.157	0.206	0.256	0.308	0.361	0.414	0.466	0.515
Span 3	3.2	-0.023	-0.015	-0.007	0.001	0.011	0.024	0.039	0.057	0.076	0.098	0.122	0.148	0.174	0.199	0.222	0.243	-0.145	-0.103	-0.058	-0.009	0.05	0.124	0.212	0.312	0.419	0.534	0.653	0.776	0.903	1.027	1.143	1.246
Span 3	3.3	-0.029	-0.015	-0.002	0.011	0.025	0.043	0.065	0.09	0.118	0.149	0.182	0.218	0.254	0.289	0.32	0.349	-0.189	-0.112	-0.035	0.041	0.124	0.231	0.358	0.5	0.654	0.816	0.98	1.149	1.323	1.493	1.649	1.791
Span 3	3.4	-0.039	-0.024	-0.009	0.005	0.02	0.043	0.07	0.1	0.135	0.175	0.217	0.26	0.304	0.346	0.383	0.419	-0.252	-0.165	-0.081	0.004	0.096	0.229	0.385	0.56	0.756	0.965	1.174	1.376	1.586	1.79	1.975	2.147
Span 3	3.5	-0.052	-0.036	-0.021	-0.006	0.009	0.032	0.059	0.09	0.126	0.165	0.208	0.253	0.299	0.342	0.382	0.42	-0.322	-0.232	-0.146	-0.058	0.034	0.168	0.326	0.506	0.706	0.916	1.127	1.335	1.554	1.766	1.964	2.15
Span 3	3.6	-0.063	-0.048	-0.035	-0.022	-0.008	0.008	0.03	0.057	0.088	0.124	0.163	0.206	0.248	0.288	0.325	0.36	-0.38	-0.298	-0.221	-0.144	-0.061	0.031	0.164	0.322	0.501	0.69	0.883	1.081	1.283	1.479	1.664	1.838
Span 3	3.7	-0.073	-0.062	-0.051	-0.042	-0.031	-0.02	-0.003	0.018	0.043	0.073	0.105	0.136	0.169	0.2	0.229	0.256	-0.431	-0.369	-0.31	-0.252	-0.188	-0.123	-0.021	0.106	0.251	0.409	0.568	0.705	0.864	1.017	1.163	1.298
Span 3	3.8	-0.067	-0.061	-0.057	-0.053	-0.049	-0.044	-0.036	-0.025	-0.012	0.005	0.028	0.052	0.074	0.095	0.116	0.135	-0.388	-0.358	-0.335	-0.312	-0.286	-0.254	-0.204	-0.136	-0.057	0.035	0.148	0.259	0.367	0.472	0.577	0.676
Span 3	3.9	-0.041	-0.038	-0.037	-0.035	-0.034	-0.032	-0.029	-0.025	-0.019	-0.011	-0.001	0.009	0.018	0.027	0.035	0.043	-0.235	-0.222	-0.214	-0.205	-0.196	-0.185	-0.165	-0.137	-0.101	-0.059	-0.011	0.038	0.081	0.123	0.166	0.207
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	4.1	0.124	0.124	0.123	0.121	0.119	0.116	0.112	0.108	0.104	0.097	0.09	0.081	0.072	0.063	0.055	0.046	0.689	0.691	0.69	0.683	0.668	0.646	0.621	0.596	0.57	0.536	0.496	0.451	0.404	0.356	0.307	0.254
Span 4	4.2	0.307	0.308	0.308	0.306	0.302	0.296	0.289	0.282	0.275	0.265	0.25	0.233	0.215	0.197	0.179	0.16	1.692	1.713	1.724	1.719	1.691	1.648	1.601	1.558	1.516	1.46	1.381	1.29	1.193	1.088	0.979	0.861
Span 4	4.3	0.464	0.467	0.469	0.467	0.462	0.455	0.446	0.437	0.427	0.414	0.395	0.374	0.351	0.326	0.301	0.274	2.554	2.598	2.623	2.62	2.587	2.536	2.477	2.422	2.364	2.291	2.191	2.074	1.945	1.801	1.646	1.475
Span 4	4.4	0.618	0.625	0.629	0.628	0.623	0.615	0.606	0.596	0.584	0.569	0.549	0.526	0.5	0.471	0.44	0.407	3.4	3.472	3.516	3.52	3.488	3.436	3.375	3.313	3.244	3.159	3.052	2.922	2.774	2.603	2.407	2.189
Span 4	4.5	0.688	0.698	0.703	0.703	0.698	0.691	0.682	0.672	0.66	0.644	0.625	0.602	0.576	0.546	0.513	0.477	3.787	3.876	3.93	3.94	3.912	3.865	3.807	3.744	3.672	3.586	3.479	3.349	3.199	3.021	2.811	2.574
Span 4	4.6	0.698	0.708	0.714	0.715	0.712	0.706	0.698	0.689	0.677	0.663	0.646	0.626	0.602	0.575	0.543	0.508	3.837	3.932	3.993	4.009	3.99	3.952	3.903	3.846	3.779	3.699	3.601	3.485	3.349	3.183	2.978	2.745
Span 4	4.7	0.621	0.63	0.637	0.638	0.635	0.631	0.624	0.616	0.607	0.595	0.581	0.564	0.545	0.522	0.494	0.464	3.413	3.502	3.56	3.576	3.562	3.534	3.495	3.447	3.391	3.324	3.243	3.146	3.033	2.892	2.715	2.51
Span 4	4.8	0.465	0.472	0.477	0.478	0.477	0.474	0.469	0.464	0.457	0.449	0.439	0.427	0.414	0.397	0.377	0.355	2.555	2.624	2.67	2.683	2.676	2.657	2.631	2.598	2.558	2.511	2.453	2.385	2.306	2.204	2.074	1.922
Span 4	4.9	0.26	0.265	0.268	0.268	0.268	0.266	0.264	0.261	0.257	0.253	0.248	0.241	0.234	0.225	0.214	0.202	1.431	1.472	1.498	1.506	1.503	1.493	1.48	1.462	1.441	1.416	1.385	1.348	1.306	1.251	1.179	1.095
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SHEET 13 OF 15
DETAILS OF 428' CONTINUOUS
COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/22/2015
CHECKED BY: STS DATE: 4/23/2015
DESIGNED BY: KH DATE: 4/20/2015
FILENAME: bca06084_sl3
SCALE: NO SCALE

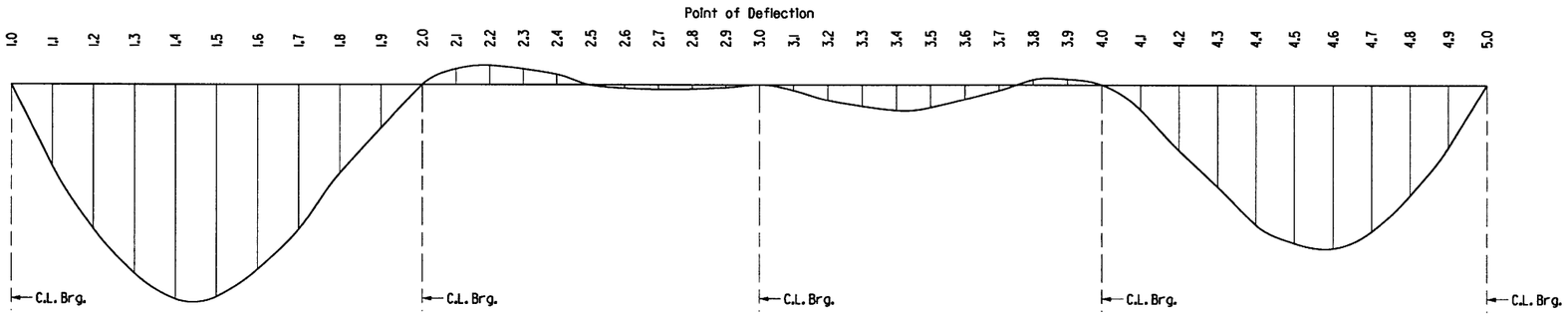
BRIDGE NO. 07383 DRAWING NO. 58493

s:\l4406\01\dgn\plans\bridge\span\bca06084_sl3.dgn

TABLE OF DEAD LOAD DEFLECTIONS CONT'D.

	Point of Deflection	Steel + Slab + Parapets															
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	1.801	1.85	1.882	1.899	1.918	1.951	1.988	2.017	2.027	2.02	2.004	1.99	1.99	1.992	1.977	1.948
	1.2	3.184	3.271	3.328	3.363	3.398	3.456	3.522	3.572	3.593	3.582	3.554	3.534	3.534	3.536	3.511	3.459
	1.3	4.151	4.262	4.341	4.389	4.439	4.514	4.602	4.669	4.696	4.685	4.652	4.63	4.631	4.632	4.601	4.535
	1.4	4.701	4.827	4.92	4.98	5.042	5.128	5.228	5.302	5.337	5.33	5.3	5.278	5.28	5.28	5.246	5.174
	1.5	4.629	4.756	4.852	4.918	4.985	5.073	5.17	5.244	5.282	5.283	5.26	5.247	5.25	5.25	5.216	5.146
	1.6	4.004	4.119	4.21	4.277	4.344	4.421	4.505	4.573	4.61	4.62	4.612	4.613	4.618	4.616	4.586	4.53
	1.7	3.118	3.211	3.286	3.346	3.403	3.467	3.534	3.589	3.622	3.635	3.638	3.647	3.654	3.652	3.63	3.59
	1.8	1.875	1.934	1.985	2.029	2.071	2.112	2.154	2.19	2.216	2.231	2.244	2.26	2.267	2.265	2.256	2.237
	1.9	0.905	0.934	0.962	0.986	1.01	1.032	1.052	1.071	1.086	1.097	1.106	1.118	1.123	1.123	1.119	1.112
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	-0.295	-0.305	-0.316	-0.329	-0.344	-0.36	-0.373	-0.387	-0.399	-0.409	-0.42	-0.428	-0.436	-0.444	-0.456	-0.468
	2.2	-0.315	-0.325	-0.343	-0.367	-0.394	-0.423	-0.449	-0.473	-0.498	-0.524	-0.548	-0.566	-0.584	-0.606	-0.637	-0.676
	2.3	-0.177	-0.183	-0.205	-0.239	-0.278	-0.319	-0.353	-0.388	-0.425	-0.466	-0.506	-0.533	-0.564	-0.6	-0.652	-0.721
	2.4	0.001	-0.005	-0.03	-0.074	-0.123	-0.171	-0.211	-0.254	-0.304	-0.358	-0.41	-0.452	-0.493	-0.539	-0.609	-0.702
	2.5	0.297	0.295	0.267	0.214	0.154	0.103	0.061	0.011	-0.049	-0.116	-0.185	-0.242	-0.29	-0.347	-0.435	-0.552
	2.6	0.393	0.389	0.36	0.305	0.243	0.192	0.147	0.095	0.033	-0.037	-0.11	-0.173	-0.225	-0.284	-0.374	-0.493
	2.7	0.416	0.407	0.375	0.324	0.265	0.217	0.174	0.122	0.062	-0.005	-0.077	-0.14	-0.192	-0.248	-0.33	-0.437
	2.8	0.363	0.348	0.321	0.278	0.232	0.19	0.152	0.108	0.057	0.003	-0.057	-0.113	-0.159	-0.205	-0.268	-0.351
	2.9	0.222	0.212	0.196	0.171	0.144	0.12	0.098	0.071	0.041	0.009	-0.027	-0.059	-0.086	-0.114	-0.151	-0.199
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	3.1	-0.089	-0.071	-0.051	-0.029	-0.003	0.032	0.073	0.119	0.165	0.213	0.263	0.316	0.374	0.434	0.495	0.553
	3.2	-0.156	-0.11	-0.062	-0.013	0.048	0.128	0.226	0.334	0.444	0.556	0.669	0.792	0.931	1.077	1.216	1.34
	3.3	-0.202	-0.118	-0.039	0.034	0.119	0.237	0.383	0.538	0.695	0.85	1.002	1.17	1.362	1.565	1.755	1.928
	3.4	-0.269	-0.174	-0.088	-0.006	0.087	0.234	0.413	0.606	0.807	1.006	1.198	1.398	1.632	1.876	2.103	2.314
	3.5	-0.343	-0.244	-0.156	-0.072	0.021	0.17	0.353	0.552	0.757	0.955	1.148	1.353	1.598	1.851	2.092	2.319
	3.6	-0.406	-0.314	-0.234	-0.161	-0.077	0.028	0.184	0.358	0.541	0.72	0.896	1.092	1.318	1.551	1.774	1.983
	3.7	-0.461	-0.39	-0.326	-0.27	-0.205	-0.13	-0.011	0.128	0.276	0.427	0.573	0.709	0.886	1.068	1.242	1.401
	3.8	-0.416	-0.379	-0.351	-0.329	-0.302	-0.265	-0.206	-0.132	-0.052	0.037	0.144	0.256	0.375	0.497	0.618	0.73
	3.9	-0.252	-0.235	-0.224	-0.215	-0.206	-0.192	-0.168	-0.138	-0.102	-0.061	-0.016	0.034	0.082	0.131	0.179	0.224
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	4.1	0.741	0.732	0.721	0.706	0.687	0.666	0.646	0.625	0.599	0.561	0.514	0.464	0.415	0.37	0.325	0.276
	4.2	1.821	1.816	1.801	1.773	1.735	1.699	1.669	1.638	1.596	1.527	1.427	1.323	1.226	1.133	1.038	0.933
	4.3	2.75	2.755	2.74	2.701	2.654	2.615	2.583	2.548	2.49	2.396	2.263	2.126	1.999	1.877	1.746	1.597
	4.4	3.662	3.682	3.672	3.628	3.577	3.543	3.521	3.488	3.418	3.303	3.151	2.994	2.852	2.713	2.554	2.37
	4.5	4.08	4.111	4.104	4.06	4.011	3.985	3.973	3.942	3.87	3.749	3.591	3.431	3.289	3.149	2.983	2.786
	4.6	4.134	4.171	4.17	4.131	4.091	4.075	4.074	4.051	3.983	3.867	3.716	3.57	3.444	3.319	3.161	2.971
	4.7	3.678	3.715	3.718	3.684	3.652	3.644	3.648	3.631	3.575	3.475	3.346	3.222	3.119	3.016	2.882	2.716
	4.8	2.754	2.784	2.788	2.764	2.743	2.739	2.747	2.738	2.697	2.625	2.531	2.442	2.371	2.299	2.202	2.079
	4.9	1.542	1.562	1.564	1.551	1.54	1.539	1.546	1.541	1.52	1.48	1.429	1.38	1.343	1.305	1.252	1.185
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note:
Camber for Dead Load Deflection plus Vertical curve ±1/4" tolerance.
Deflections shown are from a chord from C.L. Bearing to C.L. Bearing.
Vertical curve corrections not included. Negative sign (-) indicates point above chord.



DEAD LOAD DEFLECTION DIAGRAM

Girder 8 shown, others similar, see table for values.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	571	889
				07383		SPAN DETAILS		58494

SHEET 14 OF 15
DETAILS OF 428' CONTINUOUS
COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/22/2015
CHECKED BY: STS DATE: 4/23/2015
DESIGNED BY: KH DATE: 4/20/2015
FILENAME: bca06084_sl4
SCALE: NO SCALE

BRIDGE NO. 07383 DRAWING NO. 58494

11:03:39 AM 6/27/2017 STS

s:\14406\01\dgn\plans\bridge\span\bca06084_sl4.dgn

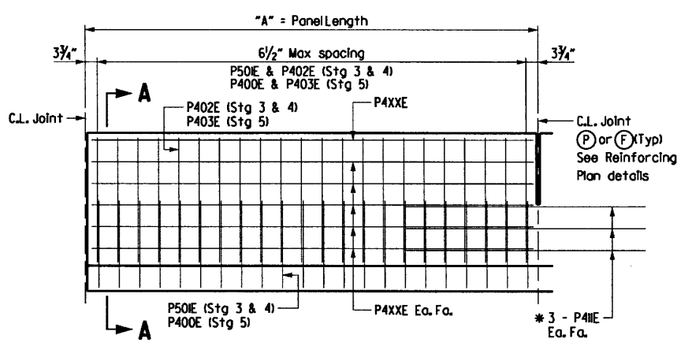
Ⓟ C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab.

Ⓕ C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

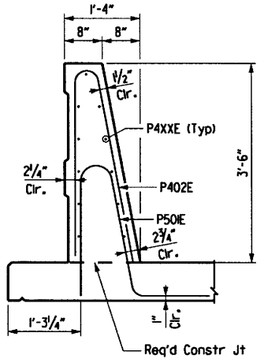
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	572	889
Ⓘ 07383	SPAN DETAILS			58495

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



DETAILS OF CLOSED PARAPET RAIL & MEDIAN BARRIER

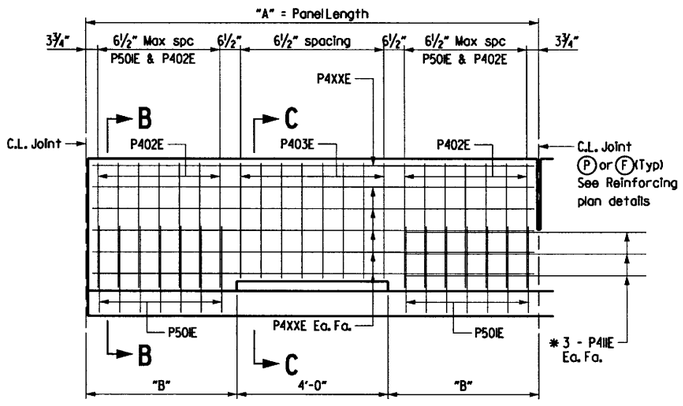
SCALE: ½" = 1'-0"



PARAPET SECTION A-A

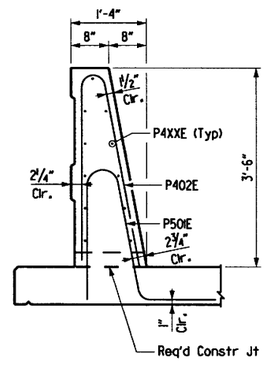
SCALE: ¾" = 1'-0"

* Provide 3 - P411E bars each face centered with C.L. Partial Depth Parapet Joints.



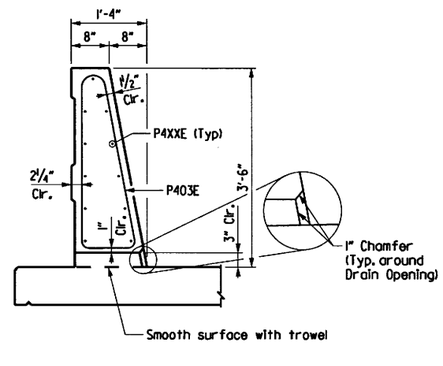
DETAILS OF OPEN PARAPET RAIL

SCALE: ½" = 1'-0"



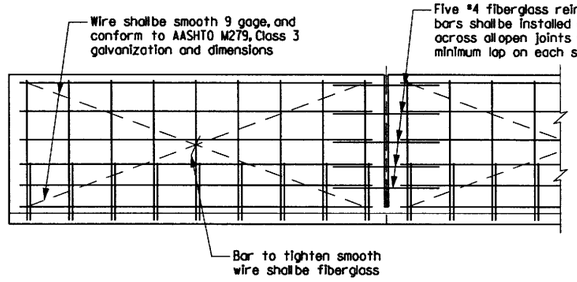
SECTION B-B

SCALE: ¾" = 1'-0"



SECTION C-C

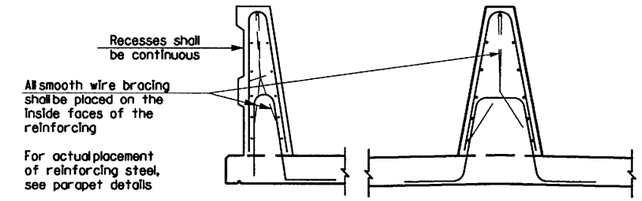
SCALE: ¾" = 1'-0"



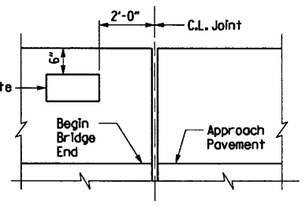
All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

No Scale

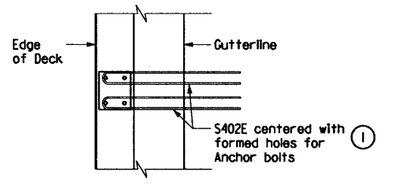


The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture.



NAME PLATE DETAIL

No Scale



DETAIL E

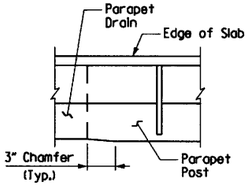
No Scale

Ⓘ Noise Panel, Steel Post, Connection Angle, and Anchor Bolts to be designed by the Contractor. Refer to SP Job CA0608 "SOUND ABSORBING NOISE BARRIER"

PARAPET RAIL VARIABLES

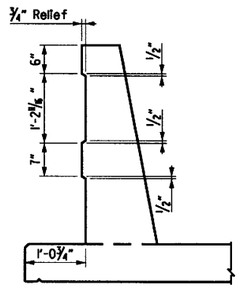
Parapet Type	"A"	"B"	"P4XXE" Longitudinal Reinforcing
Closed	13'-6 1/4"		P404E
Closed	13'-10 5/16"		P405E
Open	13'-10 5/16"	4'-11 1/8"	P405E
Closed-E	14'-0"		P406E
Closed	14'-0"		P406E
Closed-E	14'-10 1/2"		P407E
Closed	14'-10 1/2"		P408E
Open	14'-10 1/2"	5'-5 1/4"	P408E
Closed	15'-3 5/8"		P409E
Open	15'-3 5/8"	5'-7 13/16"	P409E
Open	16'-4 7/16"	6'-2 1/4"	P410E
Closed-E	13'-8 1/8"		6-P406E & 5-P412E

Types denoted with a -E suffix are adjacent to C.L. of Deck Joints



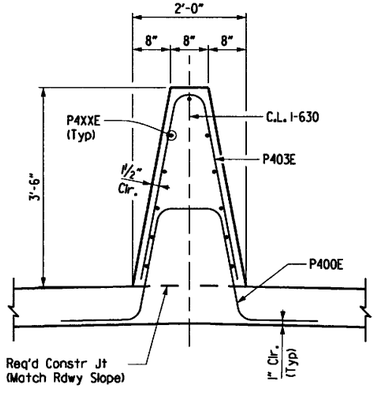
PLAN OF RAIL POST CHAMFER

(Typ for Open Drain Panels Only)
Scale: 1½" = 1'-0"



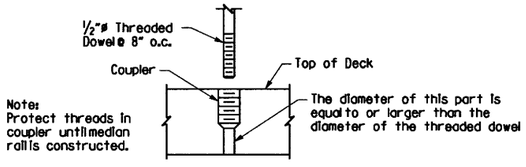
DETAIL OF PARAPET ENHANCEMENT

SCALE: ¾" = 1'-0"



MEDIAN BARRIER SECTION A-A

SCALE: ¾" = 1'-0"



Note:
Protect threads in coupler until median rail is constructed.

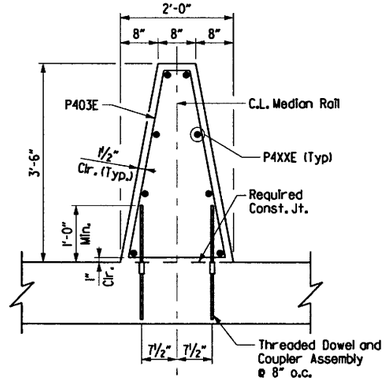
ALTERNATE THREADED DOWEL AND COUPLER ASSEMBLY

Notes:
The contractor may at his option substitute the Threaded Dowel and Coupler Assembly shown for bar P400E. Threaded Dowel and Coupler Assembly shall be of an approved type and shall develop tension at the point of splicing at least 125 percent of the yield strength of the dowel bar.

Dowel bars shall be of minimum 60 ksi yield strength and threaded as required.

Threaded Dowel and Coupler Assembly, except mating surfaces, shall be epoxy coated in accordance with the requirements of reinforcing bars.

Threaded Dowel and Coupler Assembly shall be considered subsidiary to the item "Reinforcing Steel".



ALTERNATE MEDIAN SECTION

SCALE: ¾" = 1'-0"

SHEET 15 OF 15
DETAILS OF 428' CONTINUOUS COMPOSITE PLATE GIRDER UNIT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/22/2015	FILENAME:	bca06084_si5
CHECKED BY:	STS	DATE:	4/23/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	4/20/2015		

BRIDGE NO. 07383 DRAWING NO. 58495

11:03:40 AM 6/27/2017 sts

s:\14406\01\dgn\plans\bridge\span\bca06084_si5.dgn

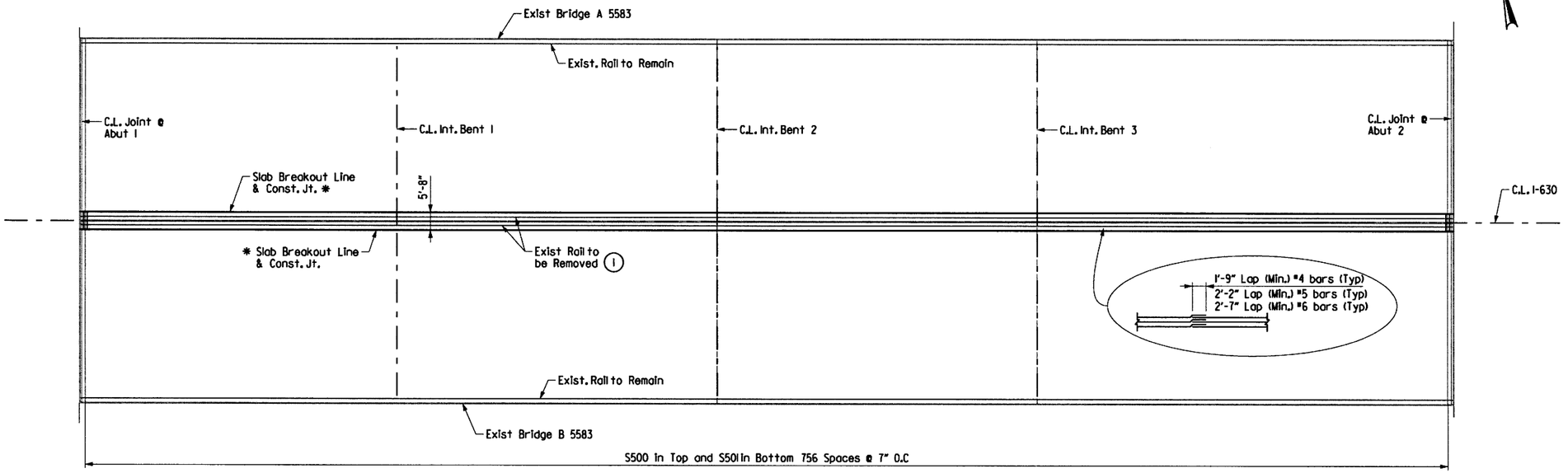
11:04:11 AM
7/18/2017
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	573	889
(1) A&B5583		SPAN DETAILS		58496

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072

18 July 2017



* Preserve existing transverse reinforcing, 2'-7" minimum projection past Slab Breakout Line.

STAGE I CONSTRUCTION REINFORCING PLAN

SCALE: 1" = 20'-0"

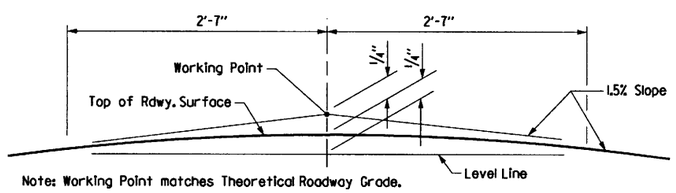
Notes:

(1) Removal of existing bridge parapets from either side of C.L. I-630, is subsidiary to the pay item, "Removal of Existing Bridge Structure (Site No. 4A)" & "Removal of Existing Bridge Structure (Site No. 4B)". See Roadway Plans for removal of immediately adjacent existing median barrier from top of existing bridge approach gutters.

(2) Concrete breakback of median deck overhangs each side of C.L. I-630, shall be done carefully, preserving existing shear connectors, transverse reinforcing, and deck joint armor for incorporation into reconstructed slab, effectively splicing together decks of existing bridges A&B. Any of these existing steel items damaged during the removal of the deck shall be repaired or replaced as directed by the Engineer, at the Contractor's expense. Exposed portions of existing girder top flanges will be embedded in new concrete, therefore shall be cleaned and free of laitance and protected until the new deck is placed. This work will not be paid for directly but will be subsidiary to Standard Specifications Item 821 "Modification of Existing Bridge Structure (Br. No. A5583) and Modification of Existing Bridge Structure (Br. No. B5583)".

(3) Concrete shall be Standard Specifications pay item 802, "Class S(AE) Concrete-Bridge".

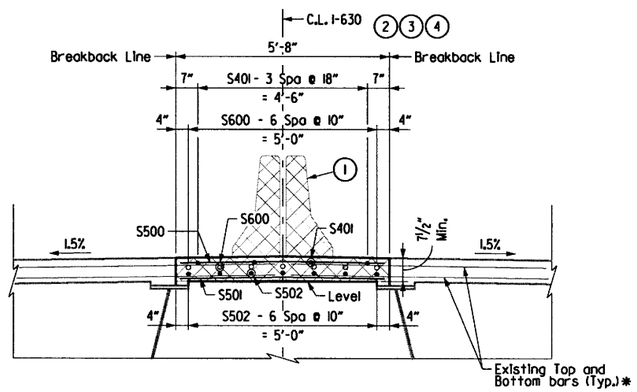
(4) Reinforcement Steel shall be uncoated, Standard Specifications pay item 804, "Reinforcing Steel-Bridge (Grade 60)".



Note: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL

Looking Ahead
N.T.S.



STAGE I CONSTRUCTION SLAB SECTION

No Scale

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	48	38'-6"	Str.
S500	757	5'-4"	Str.
S501	757	5'-4"	Str.
S502	56	57'-3"	Str.
S600	56	57'-7"	Str.

DETAILS OF MODIFICATIONS TO 442' CONTINUOUS COMPOSITE BOX GIRDER UNITS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca06084_sl6
CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	1/19/2015		

BRIDGE NO. A&B5583 DRAWING NO. 58496

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• Maximum Load = Service Limit I State

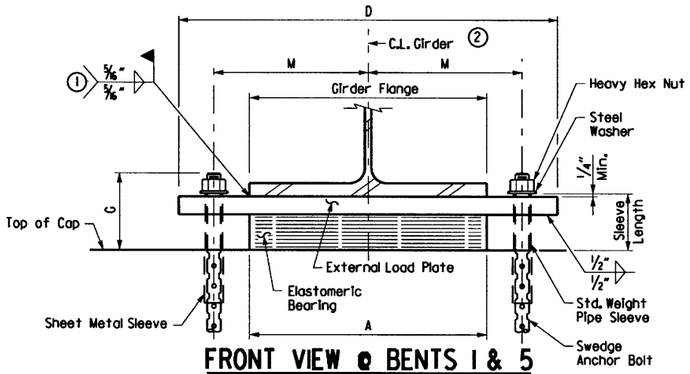
•• All Dimensions are in Inches Unless Noted Otherwise.

TABLE OF FABRICATOR VARIABLES

LOCATION								ELASTOMER PAD						EXTERNAL LOAD PLATE									ANCHOR BOLT				
BENT NO.	SPAN NO(S).	GIRDER NO(S).	BEARING TYPE	NO. of BEARINGS EACH BENT	MAXIMUM DESIGN LOAD (KIPS)	G (In.)	H (In.)	A (In.)	B (In.)	N (In.)	tI (In.)	te (In.)	NO. & THICKNESS OF STEEL LAMINAE	T (In.)	C (In.)	D (In.)	E (In.)	F (In.)	J (In.)	K (In.)	M (In.)	Ta (In.)	Tb (In.)	ANCHOR BOLT (In.)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (In.) ③
1	1	1 & 16	Exp.	2	145.81	9 5/16	6 13/16	20	10	7	1/2	1/4	8 @ 12 Ga.	4 7/8	11	34	5 5/8	3 1/4	-	1/2	13 7/8	2.03	1.97	1 1/4" x 28"	55	1 1/4" x 7 1/16"	3" x 9"	5 1/2
1	1	2-15	Exp.	14	147.61	9 5/16	6 13/16	18	10 1/4	7	1/2	1/4	8 @ 12 Ga.	4 7/8	11 1/4	32	5 5/8	3 1/4	-	1/2	12 7/8	2.03	1.97	1 1/4" x 28"	55	1 1/4" x 7 1/16"	3" x 9"	5 1/2
2	1 & 2	1 and 14-16	Fixed	4	357.29	6 5/8	3 7/8	22	14 3/4	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15 3/4	42	3 1/2	3 1/2	1 3/8	1/2	16 1/4	2.05	1.95	1 1/2" x 28"	55	1 1/2" x 4 1/8 "	3" x 6"	5 3/4
2	1 & 2	2 and 3	Fixed	2	349.28	6 9/16	3 13/16	21	14 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15 1/2	41	3 1/2	3 1/2	1 1/4	1/2	15 3/4	2.04	1.96	1 1/2" x 28"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
2	1 & 2	4-6 and 10-13	Fixed	7	335.31	6 9/16	3 13/16	19	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	39	3 1/2	3 1/2	1 1/4	1/2	14 3/4	2.04	1.96	1 1/2" x 27"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
2	1 & 2	7-9	Fixed	3	339.61	6 9/16	3 13/16	20	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	40	3 1/2	3 1/2	1 1/4	1/2	15 1/4	2.04	1.96	1 1/2" x 28"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
3	2 & 3	1-3	Fixed	3	349.28	6 9/16	3 13/16	21	14 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15 1/2	41	3 1/2	3 1/2	1 1/4	1/2	15 3/4	2.04	1.96	1 1/2" x 28"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
3	2 & 3	4-6 and 10-13	Fixed	7	335.31	6 9/16	3 13/16	19	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	39	3 1/2	3 1/2	1 1/4	1/2	14 3/4	2.04	1.96	1 1/2" x 28"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
3	2 & 3	7-9	Fixed	3	339.61	6 9/16	3 13/16	20	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	40	3 1/2	3 1/2	1 1/4	1/2	15 1/4	2.04	1.96	1 1/2" x 28"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
3	2 & 3	14-16	Fixed	3	357.29	6 5/8	3 7/8	22	14 3/4	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15 3/4	42	3 1/2	3 1/2	1 3/8	1/2	16 1/4	2.05	1.95	1 1/2" x 28"	55	1 1/2" x 4 1/8 "	3" x 6"	5 3/4
4	3 & 4	1-3	Fixed	3	349.28	6 9/16	3 13/16	21	14 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15 1/2	41	3 1/2	3 1/2	1 1/4	1/2	15 3/4	2.04	1.96	1 1/2" x 28"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
4	3 & 4	4-6 and 10-13	Fixed	7	335.31	6 9/16	3 13/16	19	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	39	3 1/2	3 1/2	1 1/4	1/2	14 3/4	2.04	1.96	1 1/2" x 29"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
4	3 & 4	7 and 8	Fixed	2	339.61	6 9/16	3 13/16	20	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	40	3 1/2	3 1/2	1 1/4	1/2	15 1/4	2.04	1.96	1 1/2" x 29"	55	1 1/2" x 4 1/16"	3" x 6"	5 3/4
4	3 & 4	9	Fixed	1	339.61	6 3/4	4	20	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	40	3 1/2	3 1/2	1 1/4	1/2	15 1/4	2.23	2.14	1 1/2" x 29"	55	1 1/2" x 4 1/4 "	3" x 6"	5 3/4
4	3 & 4	14 and 15	Fixed	2	357.29	6 5/8	3 7/8	22	14 3/4	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15 3/4	42	3 1/2	3 1/2	1 3/8	1/2	16 1/4	2.05	1.95	1 1/2" x 28"	55	1 1/2" x 4 1/8 "	3" x 6"	5 3/4
4	3 & 4	16	Fixed	1	359.06	6 5/8	3 7/8	23	16 1/4	2	1/2	1/4	3 @ 12 Ga.	1 7/8	17 1/4	43	3 1/2	3 1/2	1 3/8	1/2	16 3/4	2.05	1.95	1 1/2" x 29"	55	1 1/2" x 4 1/8 "	3" x 6"	5 3/4
5	4	1 & 16	Exp.	2	145.81	9 5/16	6 13/16	20	10	7	1/2	1/4	8 @ 12 Ga.	4 7/8	11	34	5 5/8	3 1/4	-	1/2	13 7/8	2.03	1.97	1 1/4" x 27"	55	1 1/4" x 7 1/16"	3" x 6"	5 1/2
5	4	9	Exp.	1	147.61	9 1/2	7	18	10 1/4	7	1/2	1/4	8 @ 12 Ga.	4 7/8	11 1/4	32	5 5/8	3 1/4	-	1/2	12 7/8	2.22	2.16	1 1/4" x 27"	55	1 1/4" x 7 1/4 "	3" x 6"	5 1/2
5	4	2-8 and 10-15	Exp.	13	147.61	9 5/16	6 13/16	18	10 1/4	7	1/2	1/4	8 @ 12 Ga.	4 7/8	11 1/4	32	5 5/8	3 1/4	-	1/2	12 7/8	2.03	1.97	1 1/4" x 27"	55	1 1/4" x 7 1/16"	3" x 6"	5 1/2

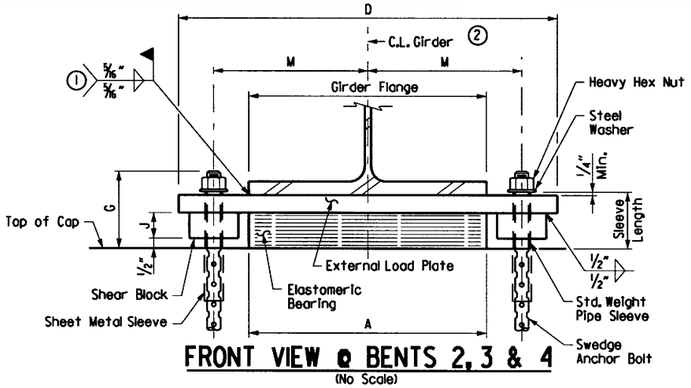
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	574	889

① 07383 **BEARING DETAILS** 58497



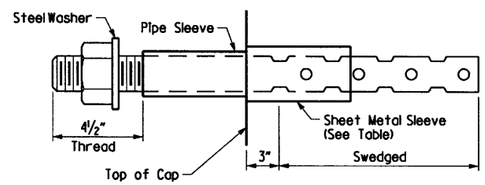
FRONT VIEW @ BENTS 1 & 5

(No Scale)



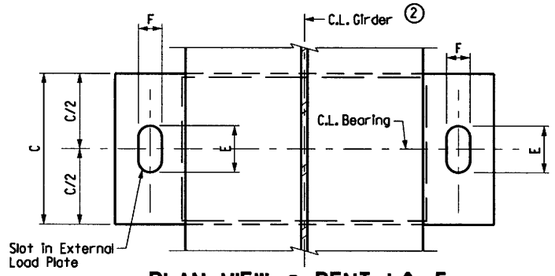
FRONT VIEW @ BENTS 2, 3 & 4

(No Scale)



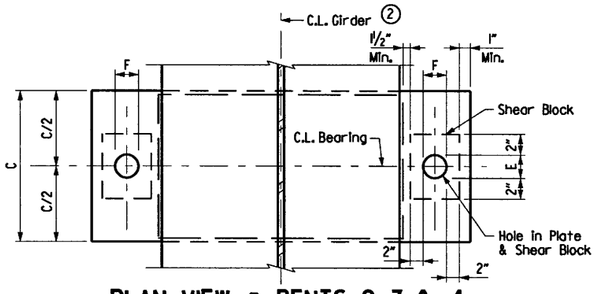
ANCHOR BOLT DETAIL

(No Scale)



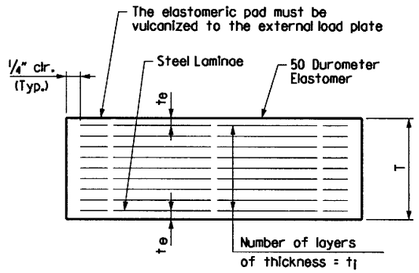
PLAN VIEW @ BENT 1 & 5

(No Scale)



PLAN VIEW @ BENTS 2, 3 & 4

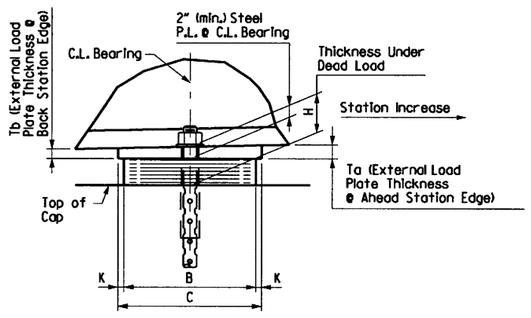
(No Scale)



tI = thickness of elastomer between steel laminae.
te = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness tI.

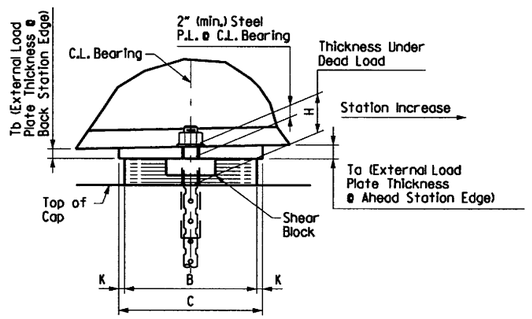
ELASTOMERIC BEARING

(No Scale)



SIDE VIEW @ BENTS 1 & 5

(No Scale)



SIDE VIEW @ BENTS 2, 3 & 4

(No Scale)

① Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

② Thus the C.L. of Bearings shall coincide with the C.L. of Girders.

③ For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and min. thickness of 3/8" shall be used.

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a OPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DETAILS OF ELASTOMERIC BEARINGS I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/1/2015	FILENAME:	bca06084_el
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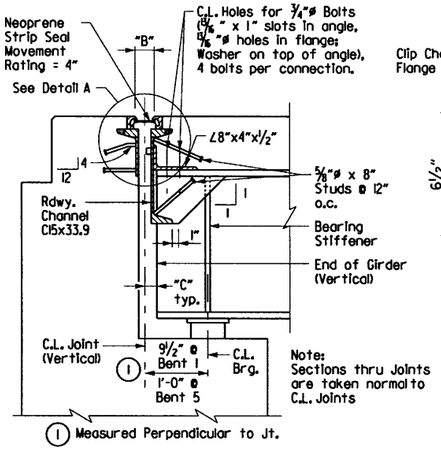
BRIDGE NO. 07383 DRAWING NO. 58497

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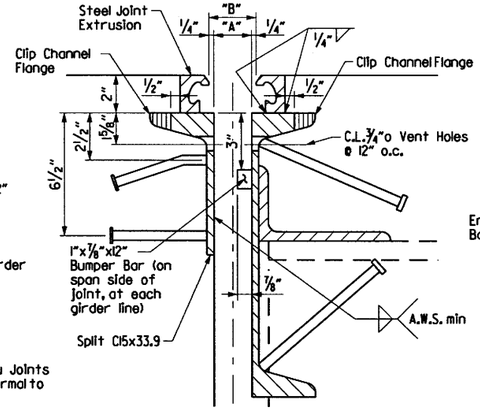
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				6	ARK.			
				JOB NO.		CA0608	575	889
				(1) 07383		JOINT DETAILS		58498

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



SECTION THRU JOINT AT BENTS 1 & 5

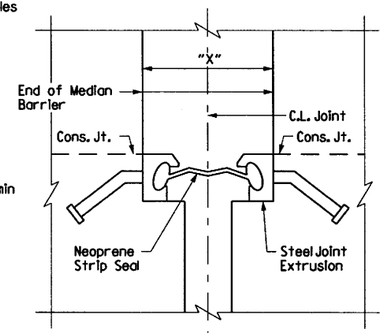
SCALE: 1" = 1'-0"



DETAIL A

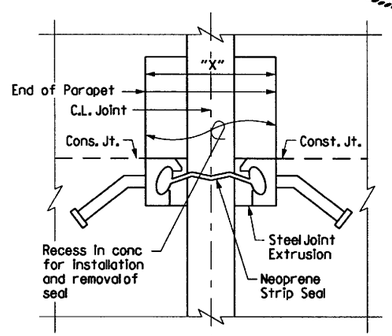
SCALE: 3" = 1'-0"

Note: Concrete shall be hand packed under the joint armor in the backwall and in the span



SECTION F-F

Dimension "X" equals the width of the opening in the Median barrier to allow for removal or repair of joint.



SECTION D-D

Dimension "X" equals the width of the opening in the Parapet at the curb to allow for removal or repair of joint.

GENERAL NOTES:

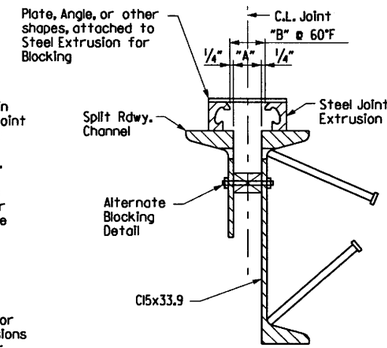
EXPANSION NEOPRENE STRIP SEAL: The expansion device shall provide a movement of 4" as shown in the "STRIP SEAL JOINT DATA" table. The expansion joint shall be capable of sealing the deck surface and parapet area to prevent moisture and other contaminants from descending through the joint.

Details of proposed slider plate assembly shall be submitted to and approved by the Engineer prior to the fabrication of any structural steel at the expansion device.

All structural steel shall be AASHTO M270, Grade 50 unless otherwise noted. Cleaning and painting of all exposed surfaces shall be in accordance with Section 807 and will be paid for under the item "PAINTING STRUCTURAL STEEL". The color of paint for all surfaces except slider plates and steel extrusions shall be Brown and shall match Fed. Std. 595B, Color Chip No. 20108. The color of paint for slider plates shall be Light Brown and shall match Fed. Std. 595B, Color Chip No. 23578. The color of paint for steel extrusions shall be Grey, and shall match Fed. Std. 595B, Color Chip No. 27178. Structural steel completely embedded in concrete need not be painted.

All structural steel, except for the steel extrusion for the strip seal, shall be paid for as "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, Grade 50)". The steel extrusion, neoprene strip seal, and slider plate anchor system shall be paid for in accordance with item 809 "ARMORED JOINT WITH NEOPRENE STRIP SEAL".

Note: Details of joint turn-up in parapet are general and show basic design controls only. Method of installation and fabrication shall be determined by the manufacturer.



DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

Note: Each Expansion Joint device shall be blocked in the shop by the Fabricator to the dimension "A" shown for 60° F and the blocking details shall be shown on the Shop Drawings. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet.

One of two different blocking systems is required depending on the type of span finishing used.

For Transverse Strike-off :
Plate, Angle, or other shapes, attached to Channels (or Angles) for Blocking.

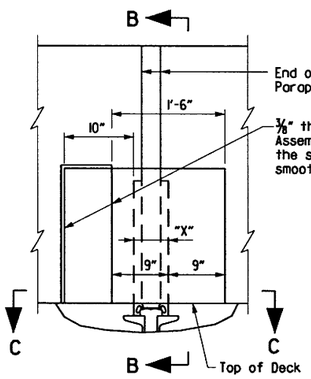
For longitudinal Strike-off:
Bolt & spacer attached to Channels for Blocking.

EXPANSION DEVICE INSTALLATION AT END BENTS:

The contractor may elect to install the expansion device using one of the following two alternatives:

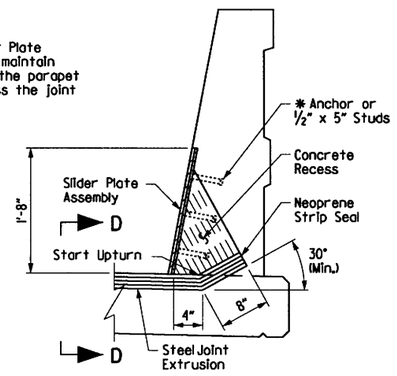
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent, immediately prior to pouring the backwall concrete, the blocking shall be removed, the opening adjusted for temperature, and the backwall constructed.

2) The backwall shall be poured to the optional construction joint after beams are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature. Backfill shall not be placed behind the backwall until the deck concrete on the adjacent span has been placed.



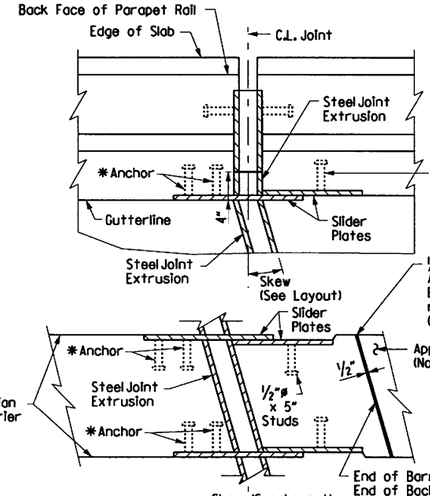
DETAIL OF NEOPRENE SEAL AT GUTTERLINE

SCALE: 1" = 1'-0"

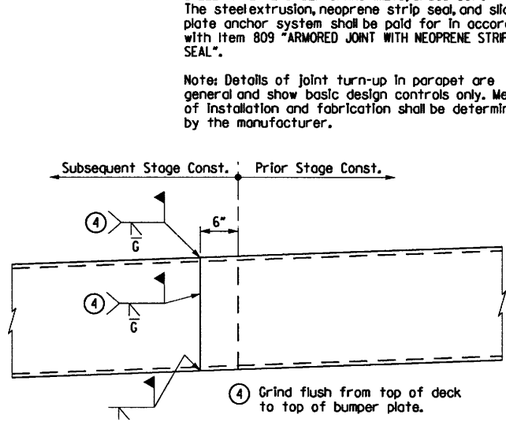


SECTION B-B

SCALE: 1" = 1'-0"



SECTION C-C AT END BENTS



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

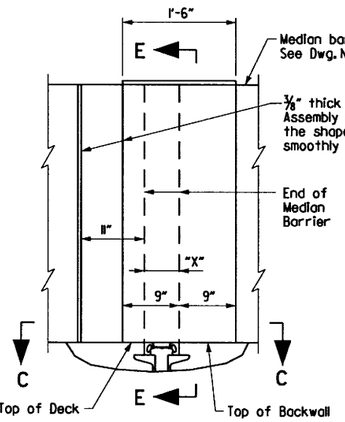
Scale: 1" = 1'-0"

STRIP SEAL JOINT DATA

Bent No.(s)	Movement Rating (Inch)	"A" Width Perpendicular to Joint at 24 hour Average Temperature ** of:			"B" Width Perpendicular to Joint at 24 hour Average Temperature ** of:			"C" Perpendicular to Joint at 24 hour Average Temperature of 60°F
		40°F	60°F	80°F	40°F	60°F	80°F	
1 & 5	4"	2⅞"	2½"	2⅛"	3⅜"	3"	2⅝"	2⅜"

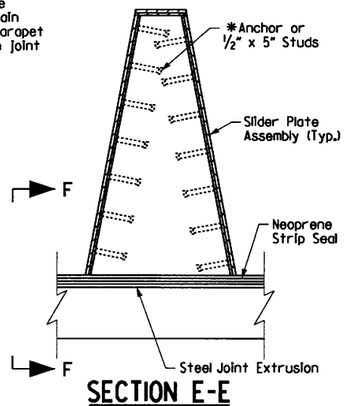
** The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature.

Installation is limited to 40° F, min. and 80° F, max. Interpolation of the table may be necessary. The temperature limitations by the lubricant-adhesive manufacturer shall be observed.



DETAIL OF NEOPRENE SEAL AT MEDIAN BARRIER GUTTERLINE

SCALE: 1" = 1'-0"



SECTION E-E

SCALE: 1" = 1'-0"

*The method of attachment of the cover slider assembly or similar device must be such that it may be removed in order to provide for future replacement of the neoprene seal. Anchors shall not be paid for directly, but shall be considered subsidiary to the item "Armored Joint with Neoprene Strip Seal".

Method of installation and fabrication shall be determined by the manufacturer.

DETAILS OF ARMORED JOINT WITH NEOPRENE STRIP SEAL I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/9/2015	FILENAME:	bcc06084_jt1
CHECKED BY:	STS	DATE:	11/4/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	11/10/2015		

BRIDGE NO. 07383 DRAWING NO. 58498

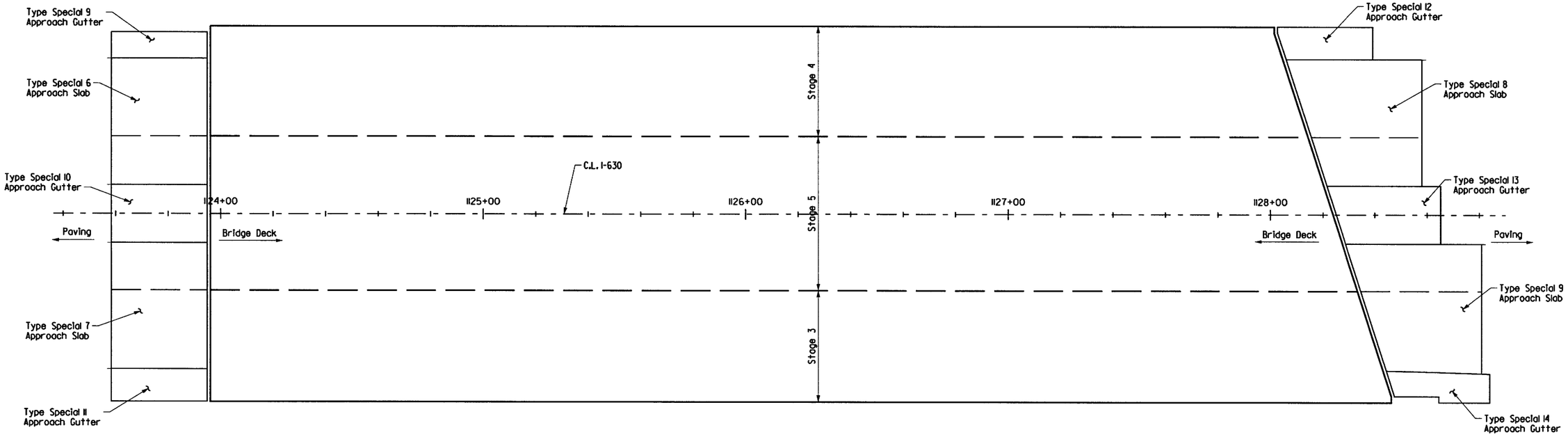
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6	ARK.			
JOB NO.		CA0608	576	889
(1) 07383	APP. GUTTERS & SLABS			58499

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
27 June 2017



APPROACH SLAB & GUTTER KEY PLAN

APPROACH SLAB & GUTTER KEY PLAN
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2015	FILENAME:	bca06084_as01
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DESIGNED BY:	KH	DATE:	3/6/2015		

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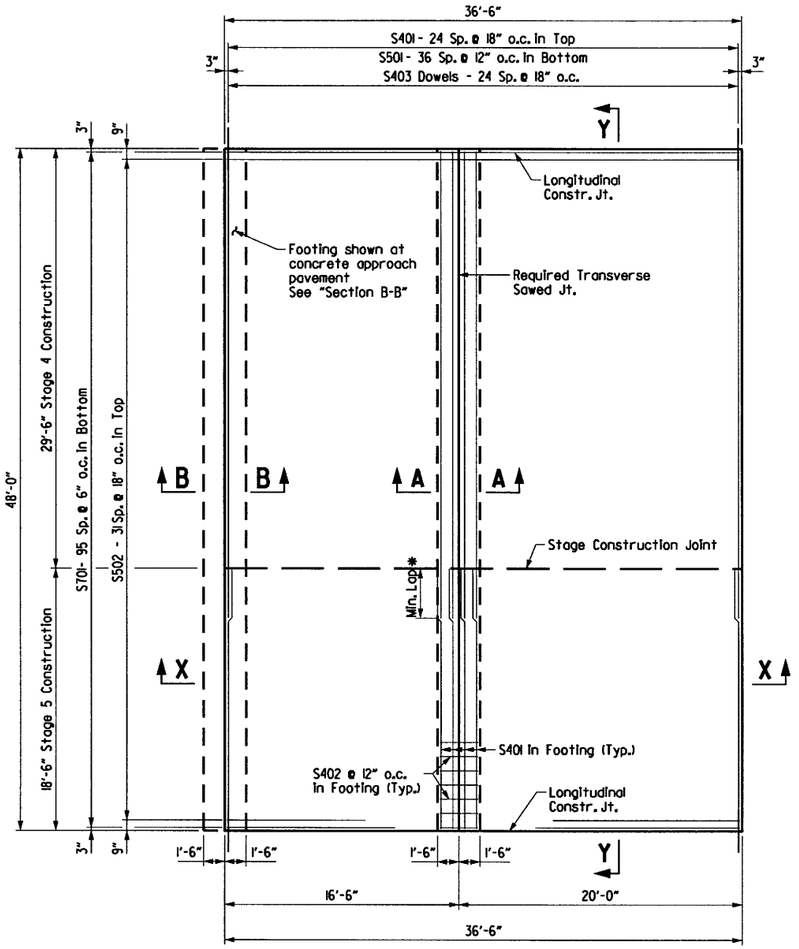
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JOB NO.		CA0608	577	889
(1) 07383		APP. SLAB 6		58500

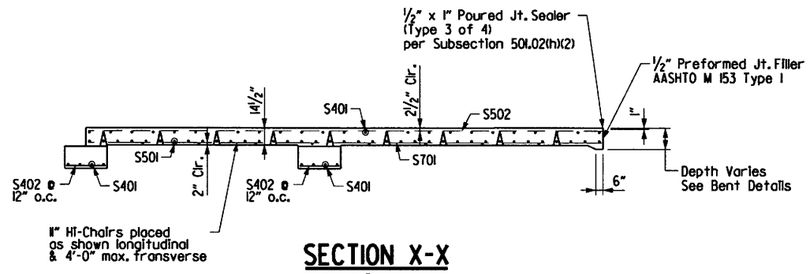
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



PLAN - TYPE SPECIAL 6 APPROACH SLAB

SCALE: 3/16" = 1'-0"



SECTION X-X

SCALE: 3/16" = 1'-0"

SECTION Y-Y

N.T.S.

STAGE 4 BAR LIST

Mark	No. Req'd.	Length
S401	33	32'-2"
S402	60	2'-8"
S403	25	3'-0"
S501	37	32'-7"
S502	20	36'-2"
S701	58	36'-2"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length
S401	33	18'-4"
S402	38	2'-8"
S403	25	3'-0"
S501	37	18'-4"
S502	12	36'-2"
S701	37	36'-2"

* Minimum Laps are as follows:
4 Bars = 2'-0"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
11583	97.96

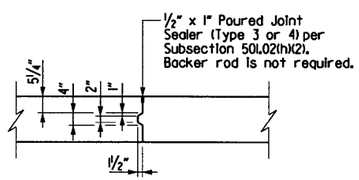
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

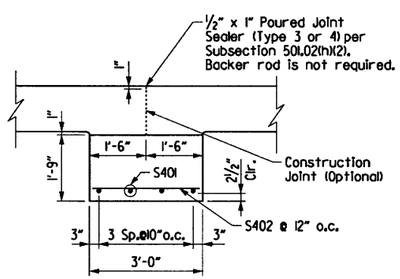
Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.



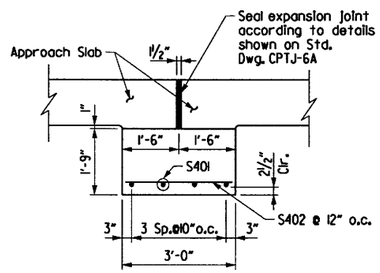
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: 1/2" = 1'-0"



SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: 1/2" = 1'-0"

DETAILS OF TYPE SPECIAL 6
APPROACH SLAB
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2015	FILENAME:	bca06084_as02
CHECKED BY:	STS	DATE:	3/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

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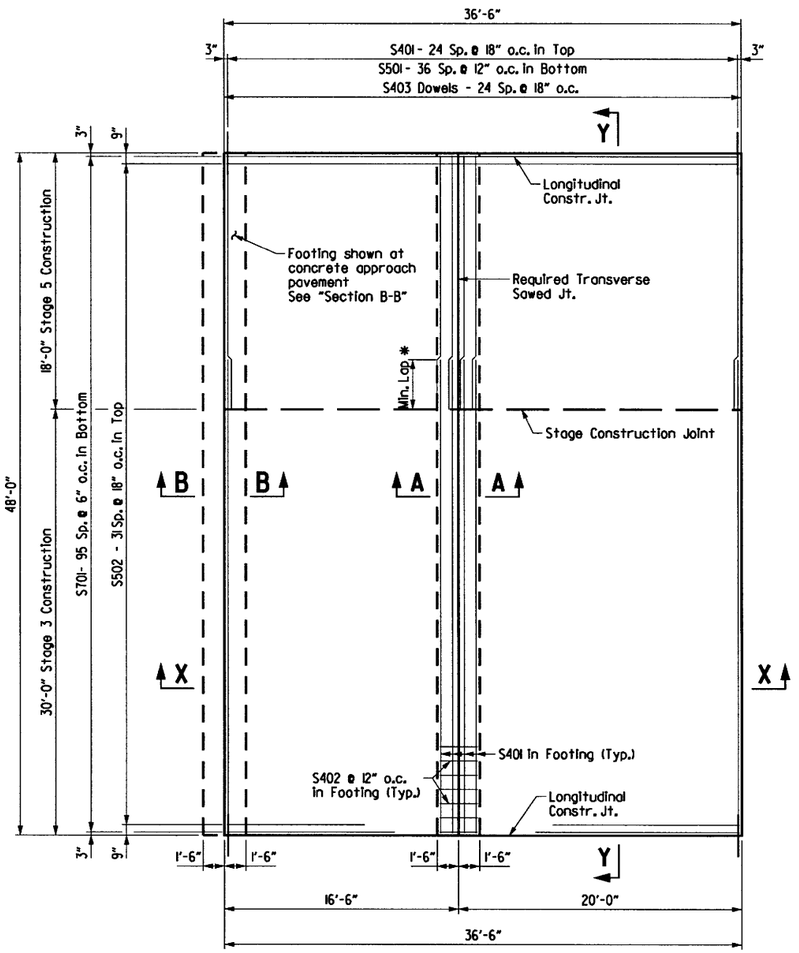
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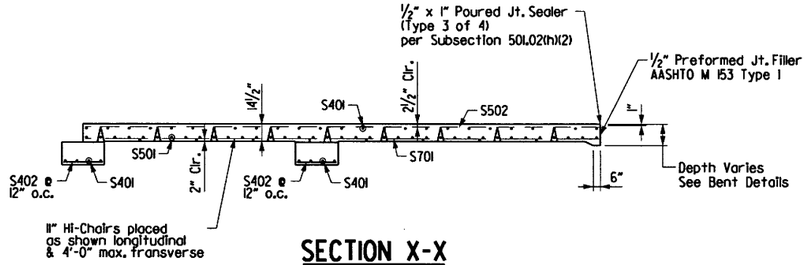
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	578	889
				07383		APP. SLAB 7		58501

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



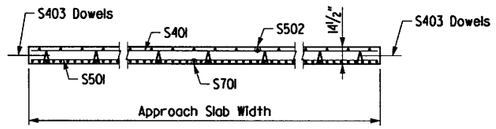
PLAN - TYPE SPECIAL 7 APPROACH SLAB

SCALE: 3/16" = 1'-0"



SECTION X-X

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length
S401	33	32'-8"
S402	60	2'-8"
S403	25	3'-0"
S501	37	33'-1"
S502	12	36'-2"
S701	35	36'-2"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length
S401	33	17'-10"
S402	38	2'-8"
S403	25	3'-0"
S501	37	17'-10"
S502	20	36'-2"
S701	60	36'-2"

* Minimum Laps are as follows:
4 Bars = 2'-0"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
11582	97.96

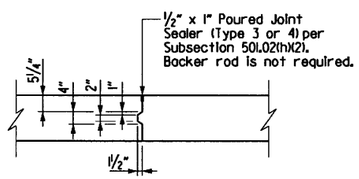
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

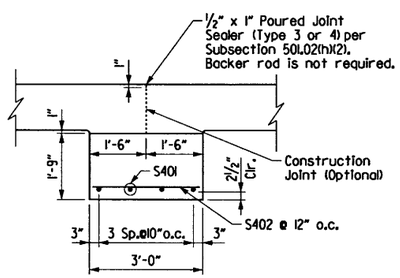
Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.



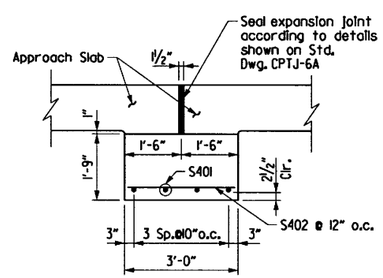
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: 1/2" = 1'-0"



SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: 1/2" = 1'-0"

DETAILS OF TYPE SPECIAL 7
APPROACH SLAB
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

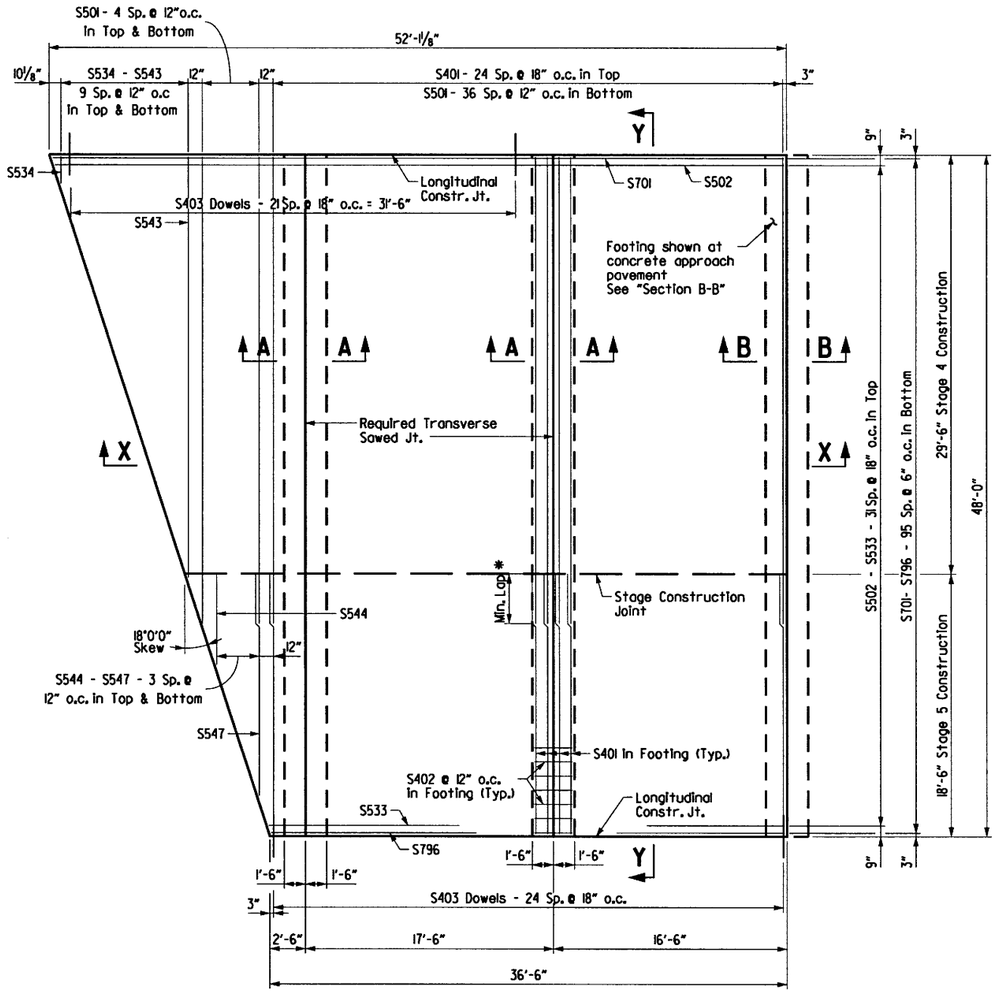
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CHECKED BY: STS DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2015
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BRIDGE NO. 07383 DRAWING NO. 58501

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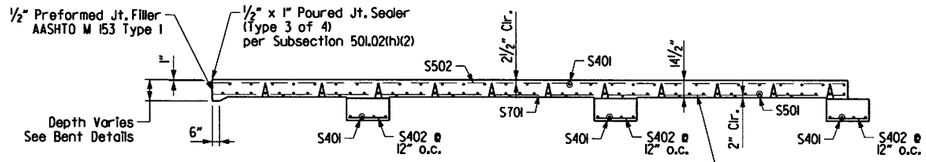
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				6	ARK.			
				JOB NO.		CA0608	579	889
				07383		APP. SLAB 8		58502

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



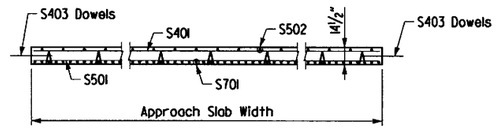
PLAN - TYPE SPECIAL 8 APPROACH SLAB

SCALE: 3/16" = 1'-0"



SECTION X-X

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

STAGE 4 BAR LIST

Mark	No. Req'd.	Length
S401	37	32'-2"
S402	90	2'-8"
S403	22	3'-0"
S501	47	32'-7"
S502 - S521	1 Ea	5'-6" to 42'-5"
S534 - S543	2 Ea	1'-11" to 29'-7"
S701 - S759	1 Ea	42'-3" to 5'-8"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length
S401	37	18'-4"
S402	57	2'-8"
S403	25	3'-0"
S501	37	18'-4"
S522 - S533	1 Ea	41'-11" to 36'-5"
S544 - S547	2 Ea	6'-5" to 15'-8"
S760 - S796	1 Ea	36'-5" to 42'-1"

* Minimum Laps are as follows:
* 4 Bars = 2'-0"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
14427	124.49

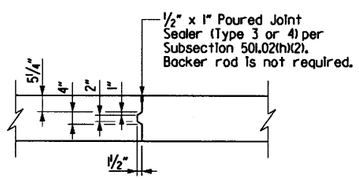
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

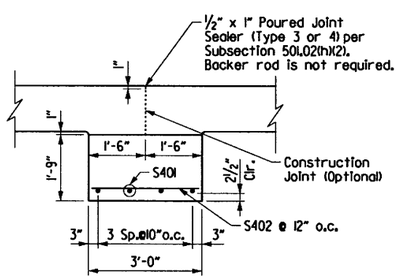
Approach Slabs will be measured and paid for in accordance with Section 504.

The surface finish for Approach Slabs shall match that used on the bridge deck.



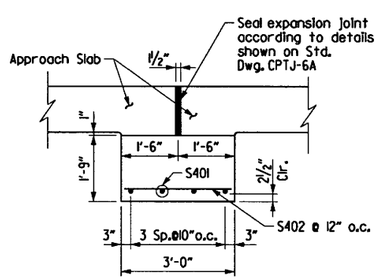
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"



SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 8 APPROACH SLAB I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

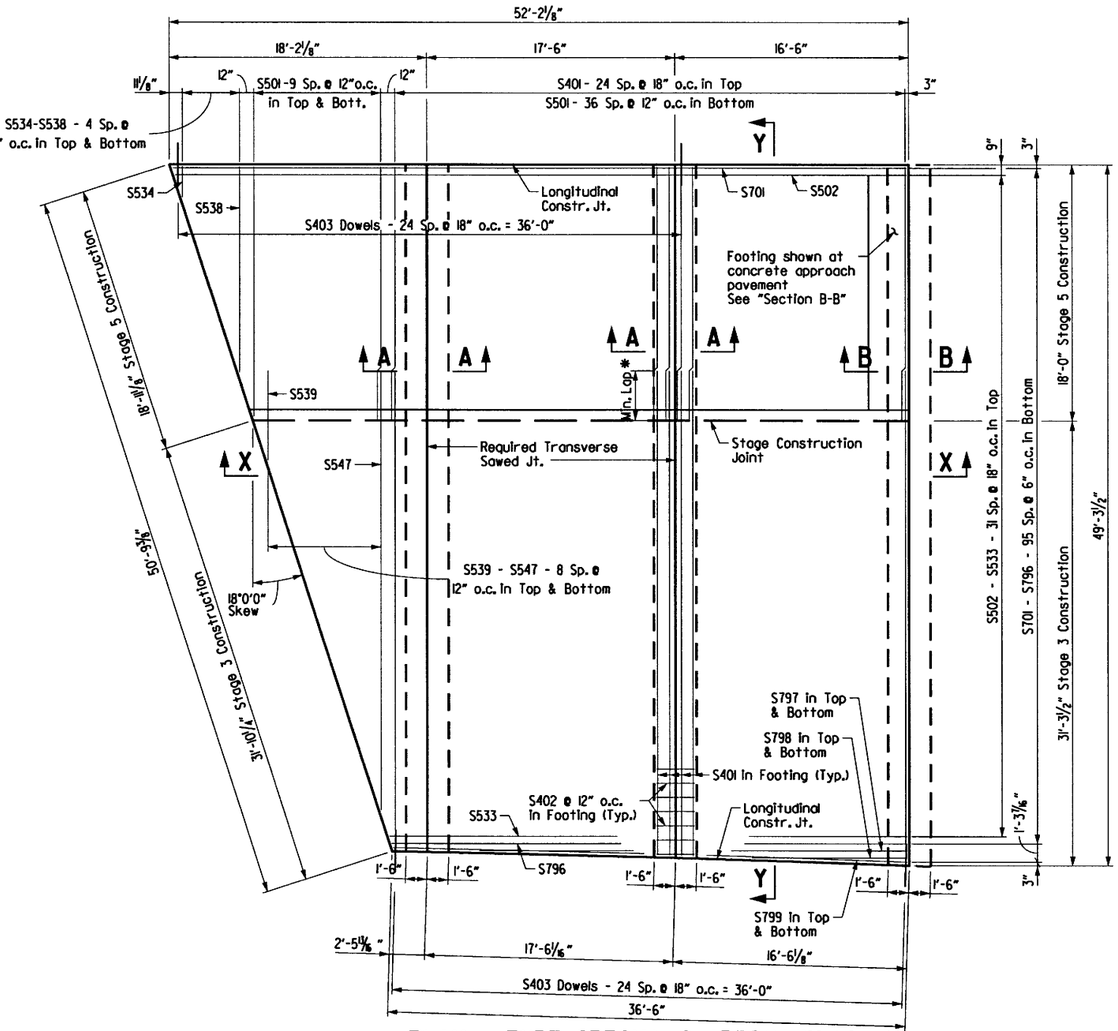
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DESIGNED BY:	KH	DATE:	3/6/2015		

BRIDGE NO. 07383 DRAWING NO. 58502

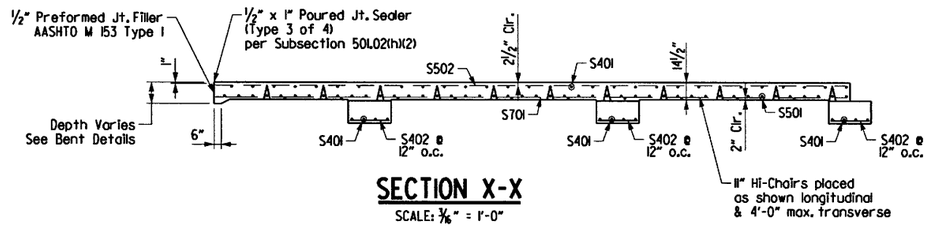
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	580	889
				① 07383		APP. SLAB 9		58503

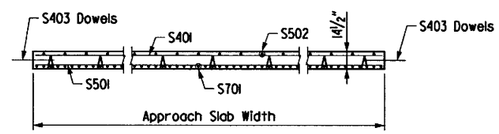
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13073
STEPHEN T. SMILEY
27 June 2017



PLAN - TYPE SPECIAL 9 APPROACH SLAB
SCALE: ⅜" = 1'-0"



SECTION X-X
SCALE: ⅜" = 1'-0"



SECTION Y-Y
N.T.S.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length
S401	37	34'-0"
S402	93	2'-8"
S403	25	3'-0"
S501	37	34'-4"
S514 - S533	1 Ea	45'-9" to 36'-6"
S539 - S547	2 Ea	6'-4" to 30'-11"
S737 - S796	1 Ea	45'-11" to 36'-4"
S797	2	30'-2"
S798	2	10'-11"
S799	2	36'-3"

STAGE 5 BAR LIST

Mark	No. Req'd.	Length
S401	37	17'-10"
S402	57	2'-8"
S403	25	3'-0"
S501	57	17'-10"
S502 - S513	1 Ea	51'-7" to 46'-3"
S534 - S538	2 Ea	2'-2" to 14'-6"
S701 - S736	1 Ea	51'-9" to 46'-1"

TABLE OF QUANTITIES
(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
14898	126.36

* Minimum Laps are as follows:
* 4 Bars = 2'-0"

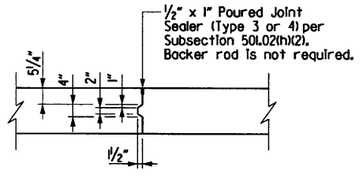
GENERAL NOTES:

All Concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

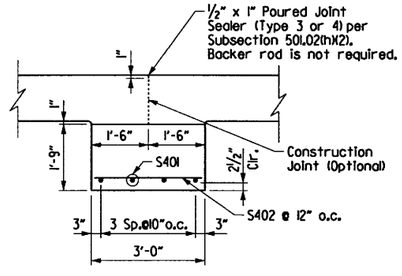
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

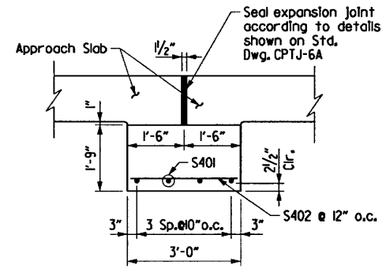
The surface finish for Approach Slabs shall match that used on the bridge deck.



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
SCALE: ½" = 1'-0"



SECTION A-A
SCALE: ½" = 1'-0"



SECTION B-B
AT CONCRETE APPROACH PAVEMENT
SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 9
APPROACH SLAB
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2015	FILENAME:	bca06084_as05
CHECKED BY:	STS	DATE:	3/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

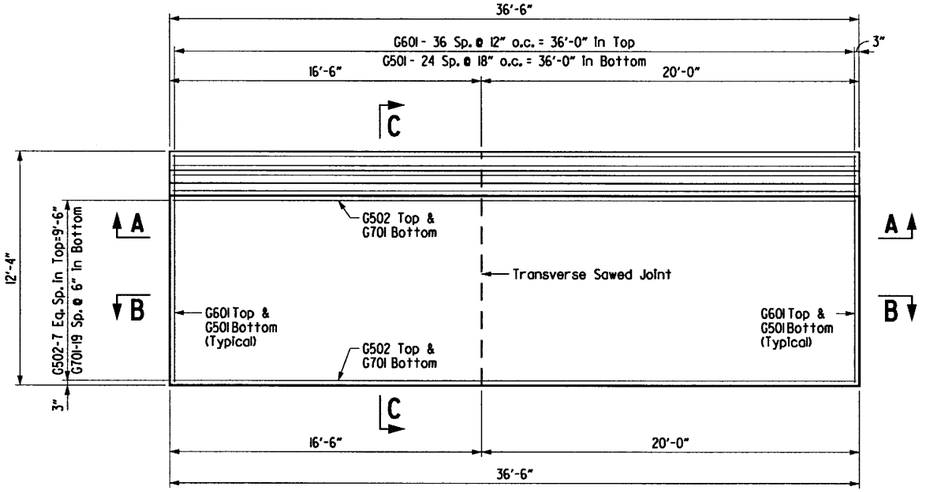
BRIDGE NO. 07383 DRAWING NO. 58503

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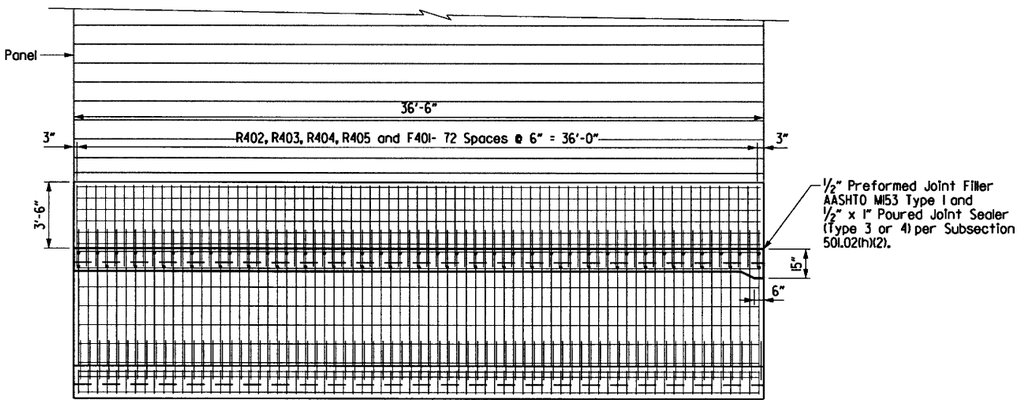
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				6	ARK.			
				JOB NO.		CA0608	581	889
				① 07383		APP. GUTTER 9		58504

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



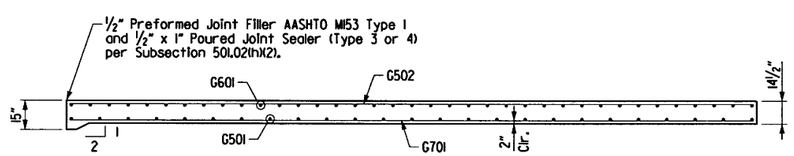
PLAN - TYPE SPECIAL 9 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



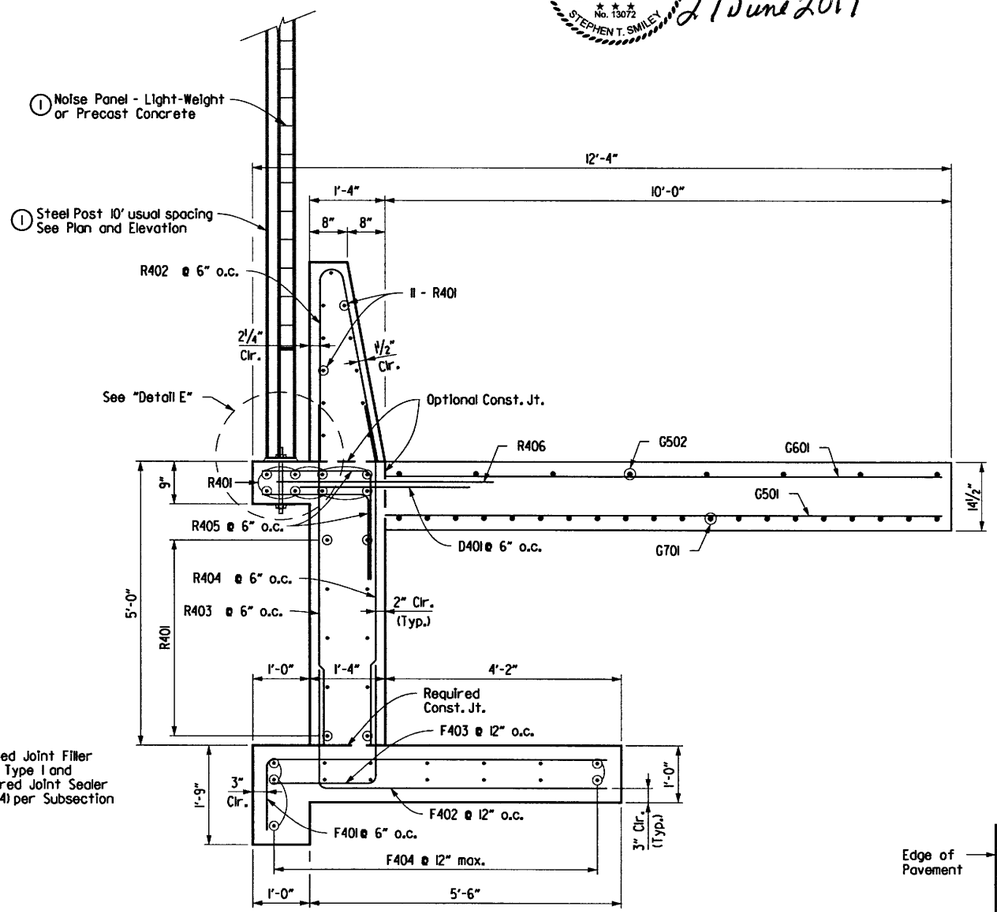
VIEW A-A

SCALE: 1/4" = 1'-0"



VIEW B-B

SCALE: 1/4" = 1'-0"



SECTION C-C

SCALE: 3/4" = 1'-0"

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

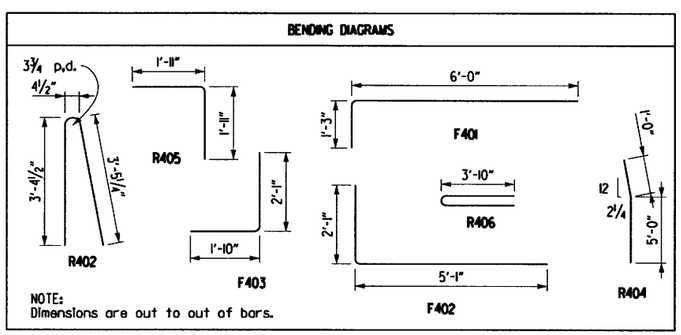
BAR LIST

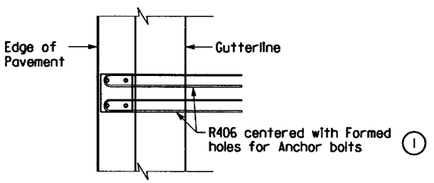
Mark	No. Req'd.	Length	Pin Dia.
G501	25	9'-10"	Str.
G502	8	36'-2"	Str.
G601	37	9'-10"	4 1/2"
G701	20	36'-2"	Str.
R401	29	36'-2"	Str.
R402	73	7'-1"	3 3/4"
R403	73	6'-0"	Str.
R404	73	6'-0"	3"
R405	146	3'-10"	3"
R406	8	8'-0"	3"
F401	73	7'-2"	3"
F402	37	7'-1"	3"
F403	37	3'-10"	3"
F404	15	36'-0"	Str.
D401	73	3'-0"	Str.

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
5753	40.89





DETAIL E

No Scale

① Noise Panel, Steel Post, Connection Angle, and Anchor Bolts to be designed by the Contractor. Refer to SP Job CA0608 "SOUND ABSORBING NOISE BARRIERS"

DETAILS OF TYPE SPECIAL 9 APPROACH GUTTER I-630 BRIDGE OVER RODNEY PARHAM

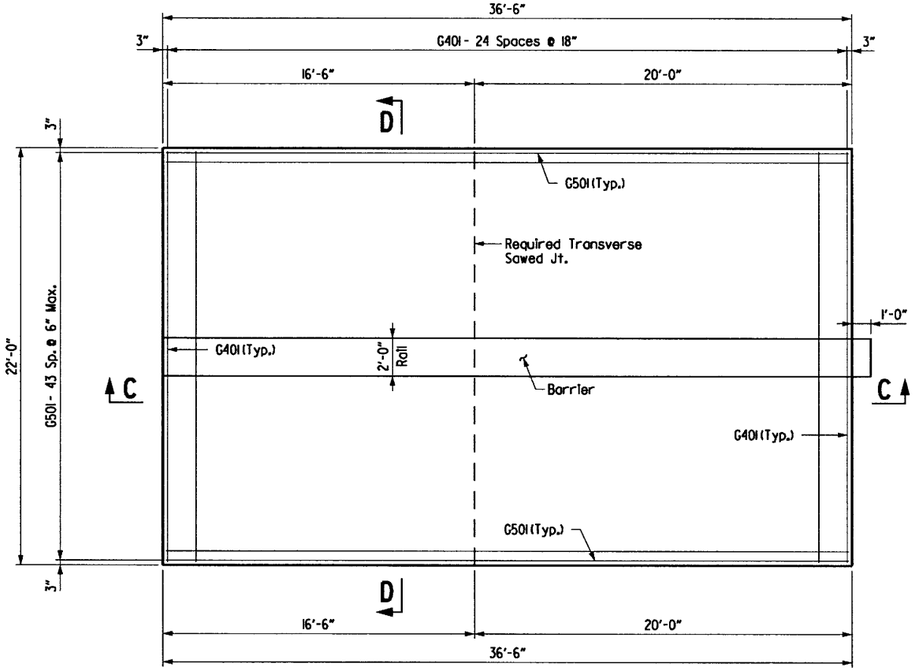
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: DATE: 3/15/2015
DESIGNED BY: KH DATE: 3/6/2015
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SCALE: AS SHOWN

BRIDGE NO. 07383 DRAWING NO. 58504

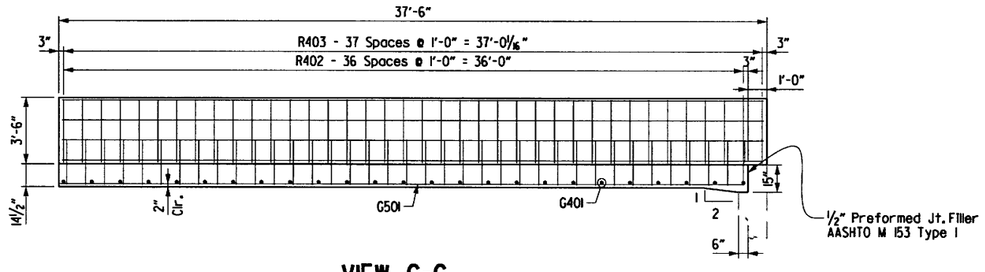
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6/27/2017
sts



PLAN - TYPE SPECIAL 10 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



VIEW C-C

SCALE: 1/4" = 1'-0"

Stephen T. Smiley
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	582	889
				1 07383		APP. GUTTER 10		58505

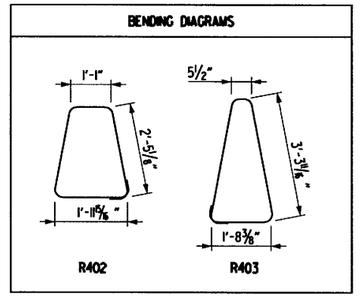
GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

BENDING DIAGRAMS



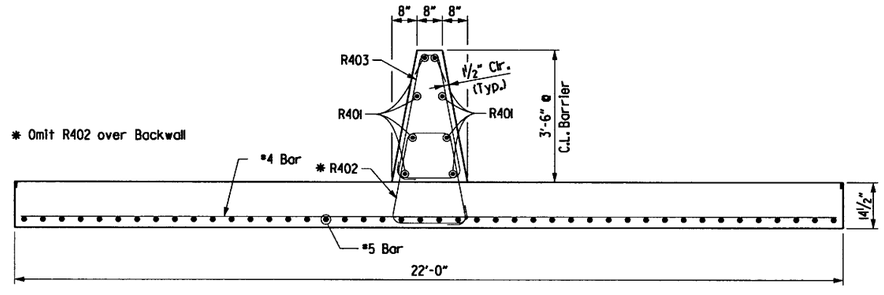
BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	25	21'-8"	Str.
G501	44	36'-2"	Str.
R401	8	37'-2"	Str.
R402	37	8'-6"	3"
R403	38	9'-5"	3"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
2665	40.47



SECTION D-D

SCALE: 1/2" = 1'-0"

DETAILS OF TYPE SPECIAL 10
APPROACH GUTTER
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2015	FILENAME:	bca06084_as07
CHECKED BY:	STS	DATE:	3/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

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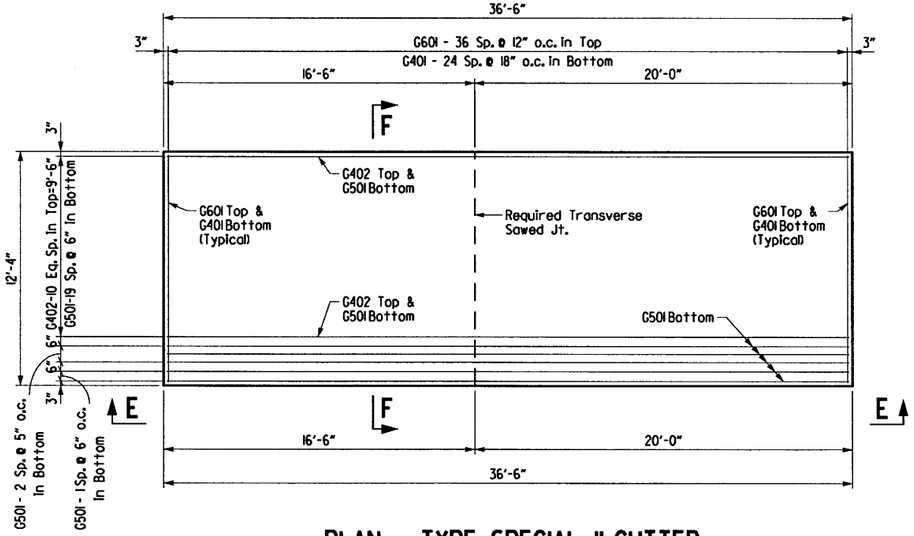
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	583	889
(1) 07383		APP. GUTTER II		58506

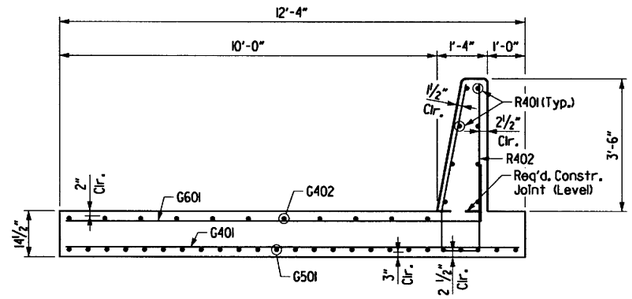
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



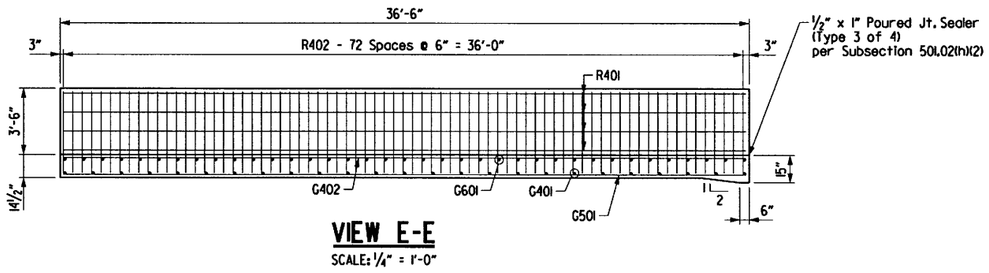
PLAN - TYPE SPECIAL II GUTTER

SCALE: 1/4" = 1'-0"



SECTION F-F

SCALE: 1/2" = 1'-0"



VIEW E-E

SCALE: 1/4" = 1'-0"

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST

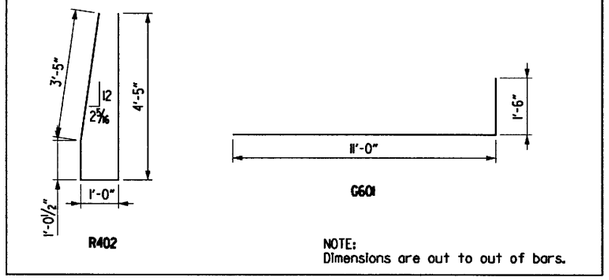
Mark	No. Req'd.	Length	Pin Dia.
G401	25	12'-0"	Str.
G402	11	36'-2"	Str.
G501	25	36'-2"	Str.
G601	37	12'-6"	4½"
R401	8	36'-2"	Str.
R402	73	9'-9"	3"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
2772	24.68

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

DETAILS OF TYPE SPECIAL II
APPROACH GUTTER
I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/30/2015	FILENAME:	bca06084_as08
CHECKED BY:	STS	DATE:	7/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/21/2015		

BRIDGE NO. 07383 DRAWING NO. 58506

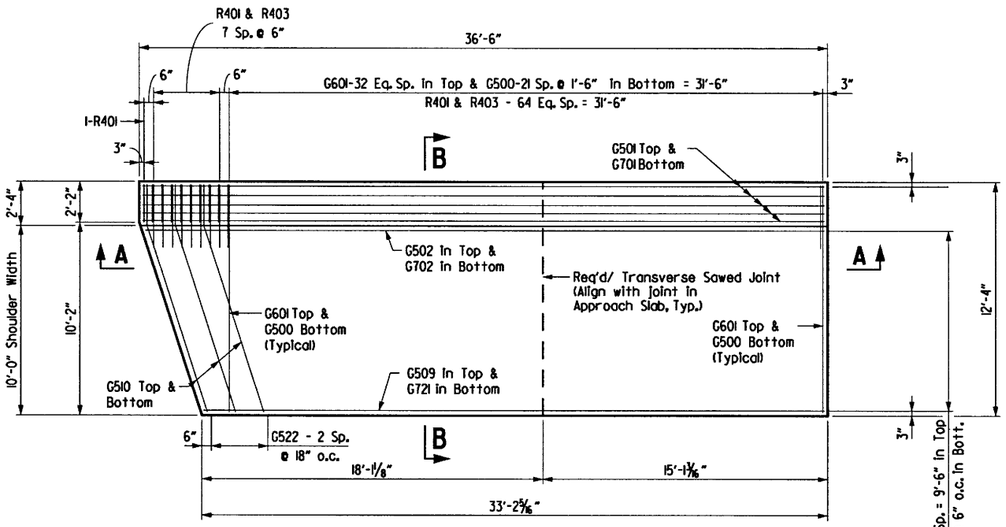
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6/27/2017
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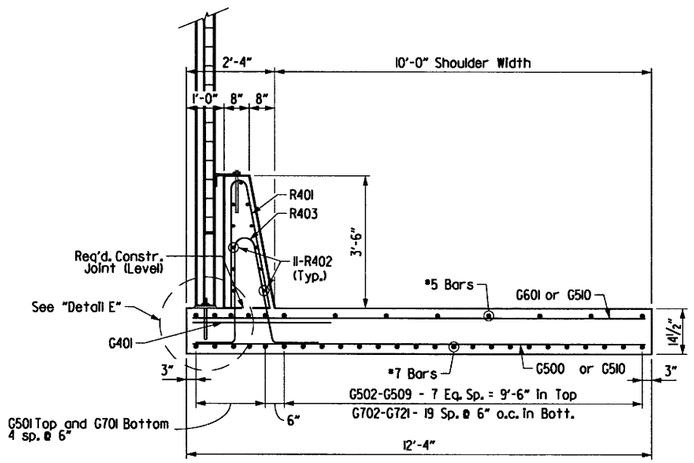
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	584	889
				(1) 07383		APP. GUTTER 12		58507

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



PLAN - TYPE SPECIAL 12 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	8	8'-0"	5 1/4"
G500	22	36'-2"	Str.
G501	5	36'-2"	Str.
G502 - G509	1 Ea	32'-11" to 36'-0"	Str.
G510	6	9'-5"	3 3/4"
G601	33	12'-0"	Str.
G701	5	36'-2"	Str.
G702 - G721	1 Ea	32'-11" to 36'-0"	Str.
R401	74	7'-1"	3"
R402	11	36'-2"	Str.
R403	73	7'-8"	3"

TABLE OF QUANTITIES

(For Information Only)

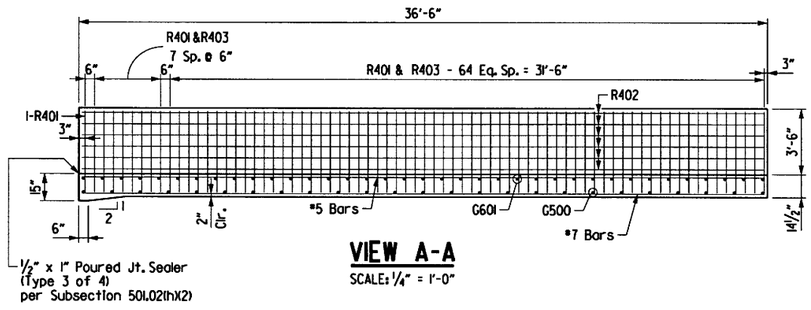
Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
4208	24.13

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

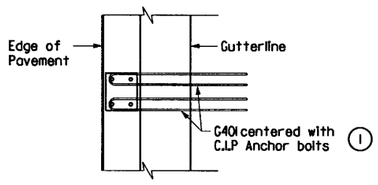
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.



VIEW A-A

SCALE: 1/4" = 1'-0"

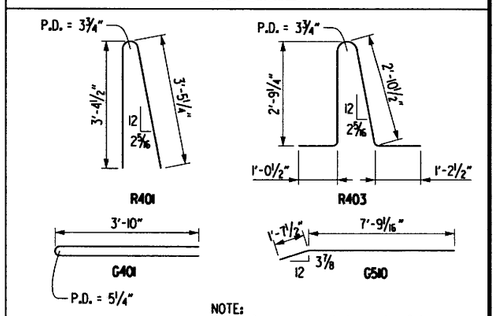


DETAIL E

No Scale

(1) Noise Panel, Steel Post, Connection Angle, and Anchor Bolts to be designed by the Contractor. Refer to SP Job CA0608 "SOUND ABSORBING NOISE BARRIERS"

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

DETAILS OF TYPE SPECIAL 12 APPROACH GUTTER I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/30/2015	FILENAME:	bca06084_as09
CHECKED BY:	STS	DATE:	7/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	7/21/2015		

BRIDGE NO. 07383 DRAWING NO. 58507

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	585	889
07383		APP. GUTTER 13		58508

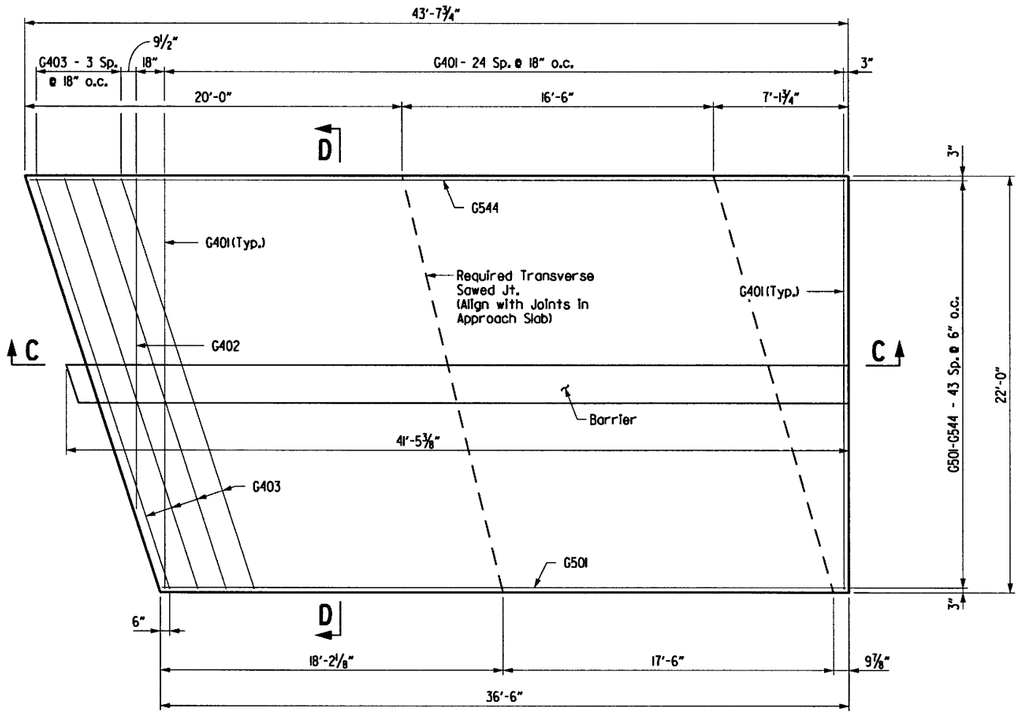
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

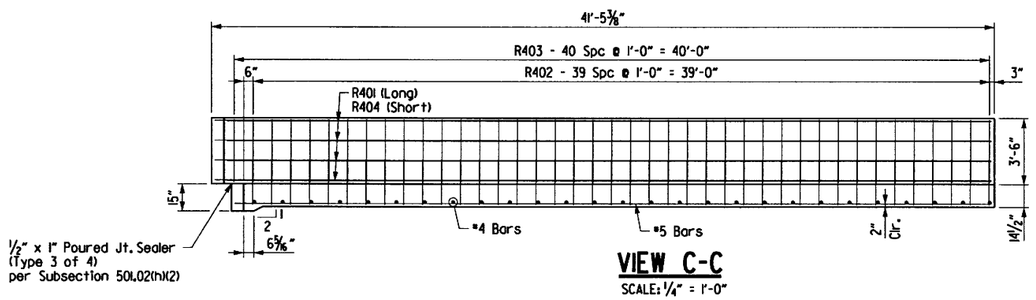
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.



PLAN - TYPE SPECIAL 13 APPROACH GUTTER

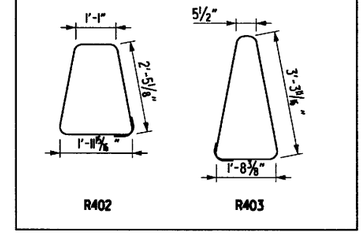
SCALE: ¼" = 1'-0"



VIEW C-C

SCALE: ¼" = 1'-0"

BENDING DIAGRAMS



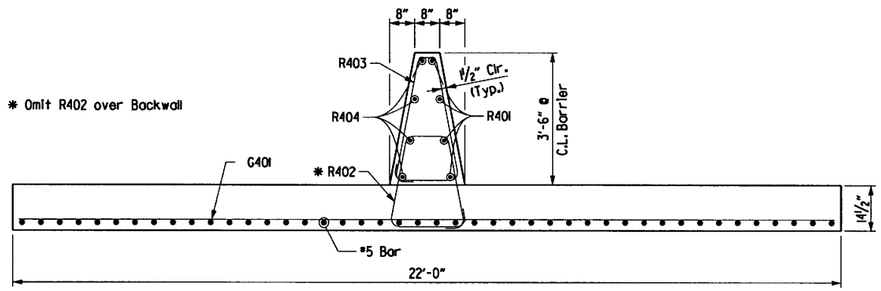
BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	25	21'-8"	Str.
G402	1	17'-6"	Str.
G403	4	22'-10"	Str.
G501 - G544	1 Ea	36'-3" to 43'-3"	Str.
R401	4	41'-1"	Str.
R402	40	8'-6"	3"
R403	41	9'-5"	3"
R404	4	40'-6"	3"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
2943	44.38



SECTION D-D

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 13 APPROACH GUTTER I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

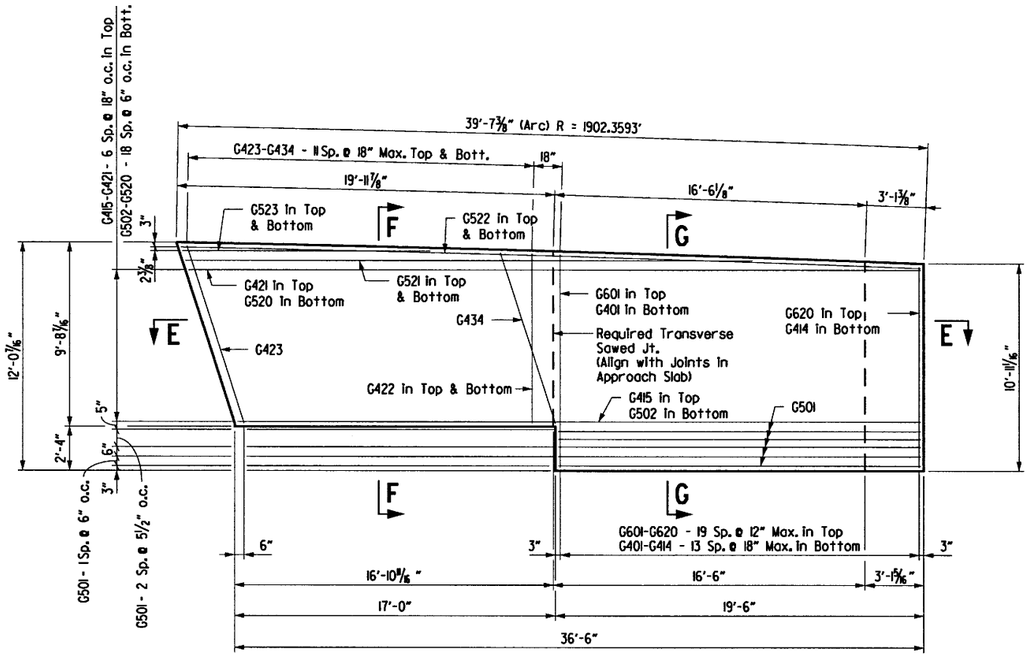
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DESIGNED BY:	KH	DATE:	7/21/2015		

BRIDGE NO. 07383 DRAWING NO. 58508

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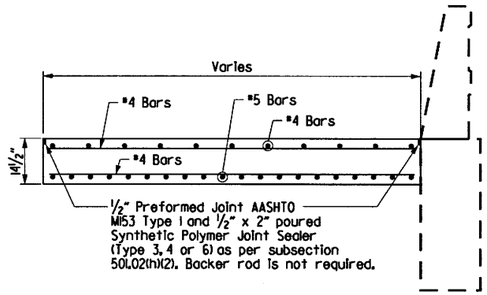
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6/27/2017
sts



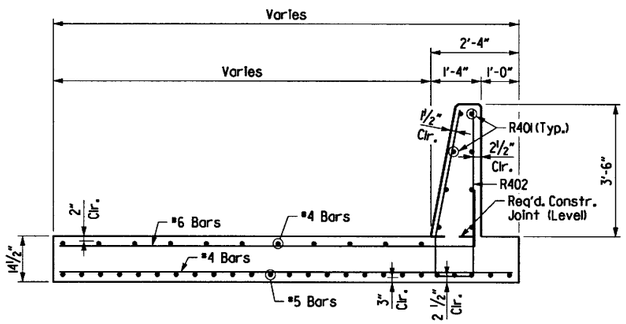
PLAN - TYPE SPECIAL 14 APPROACH GUTTER

SCALE: 1/4" = 1'-0"



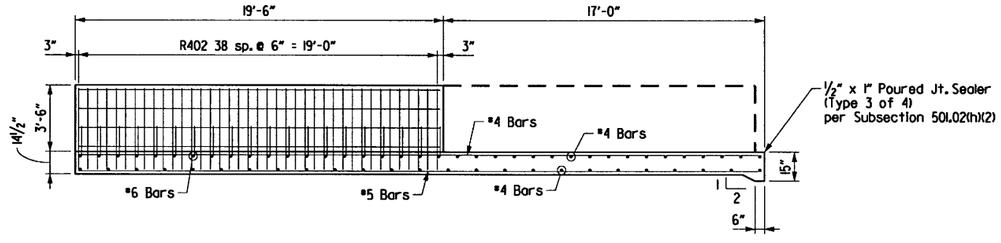
SECTION F-F

SCALE: 1/2" = 1'-0"



SECTION G-G

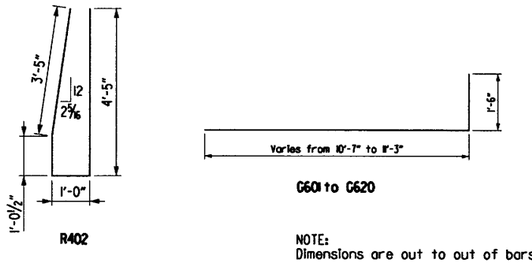
SCALE: 1/2" = 1'-0"



VIEW E-E

SCALE: 1/4" = 1'-0"

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

GENERAL NOTES:

All concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401 - G414	1 Ea.	10'-7" to 11'-3"	Str.
G415 - G421	1 Ea.	36'-2" to 38'-9"	Str.
G422	2	9'-0"	Str.
G423 - G434	2 Ea.	9'-5" to 9'-10"	Str.
G501	5	19'-2"	Str.
G502 - G520	1 Ea.	13'-2" to 36'-2"	Str.
G521	2	30'-0"	Str.
G522	2	39'-2"	Str.
G523	2	13'-2"	Str.
G601 - G620	1 Ea.	12'-1" to 12'-9"	4 1/2"
R401	8	19'-2"	Str.
R402	39	9'-9"	3"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1876	20.10

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	586	889

(1) 07383 APP. GUTTER 14 58509

DETAILS OF TYPE SPECIAL 14 APPROACH GUTTER I-630 BRIDGE OVER RODNEY PARHAM

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/30/2015
CHECKED BY: STS DATE: 7/31/2015
DESIGNED BY: KH DATE: 7/21/2015
FILENAME: bca06084_asli
SCALE: AS SHOWN

BRIDGE NO. 07383 DRAWING NO. 58509

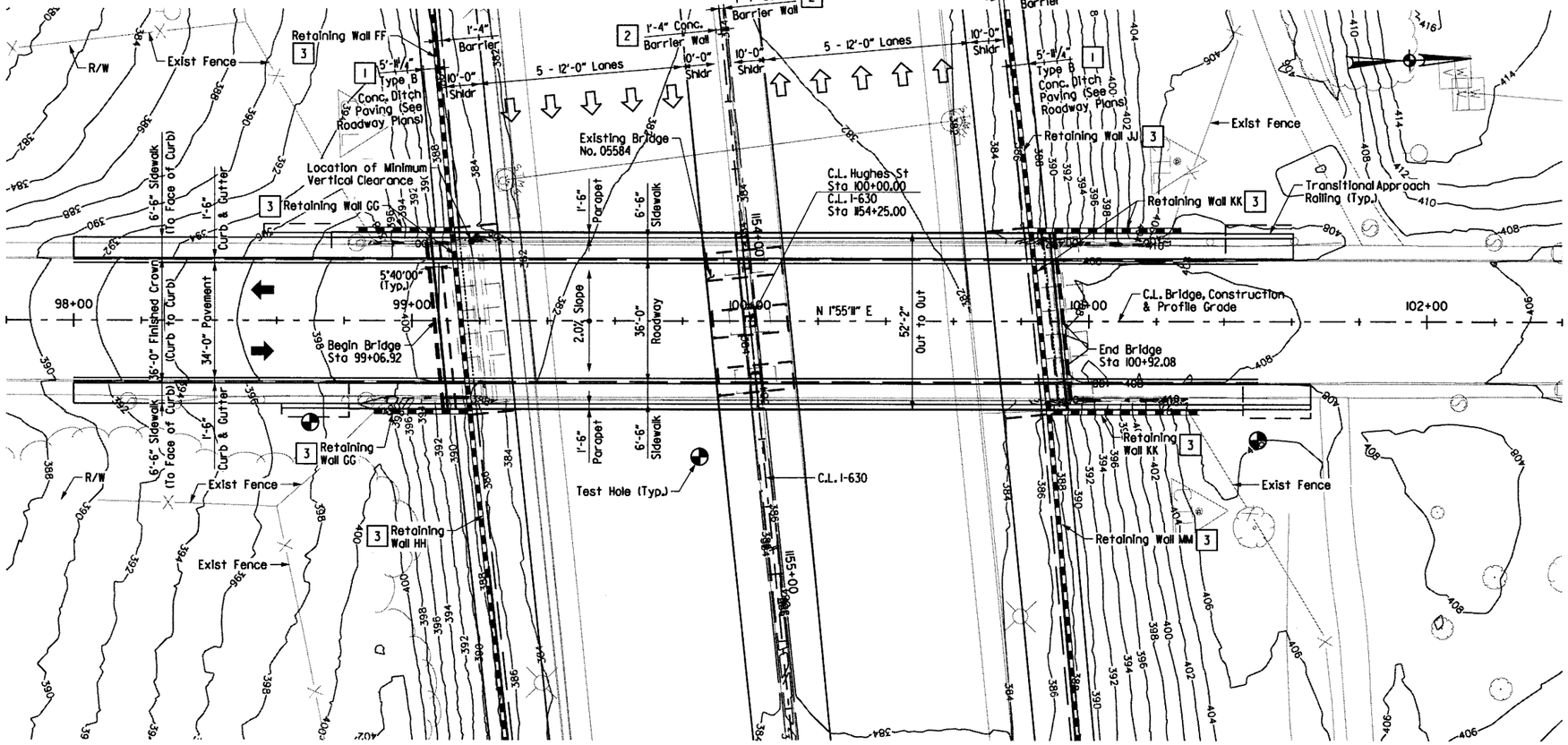
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For R/W Data, See Roadway Plans

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	587	889
07384		BRIDGE LAYOUT		58510

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 Sept 2017



PLAN

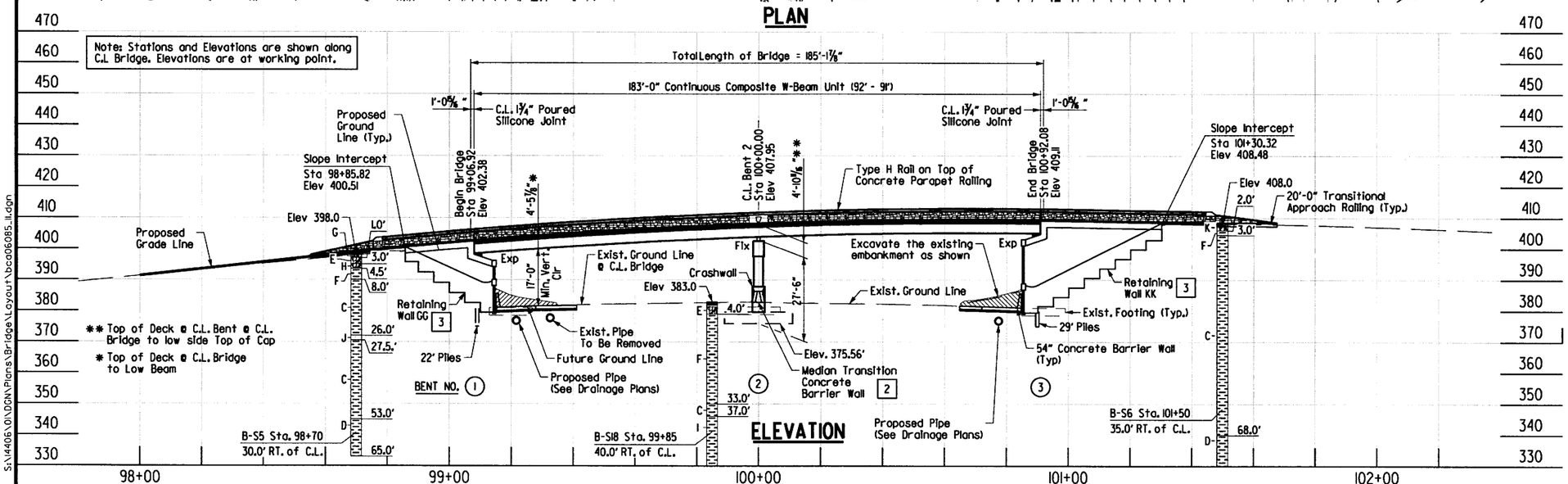
1 See Roadway Plans

2 Median barrier width, height, and slope of face transitions to and from each end of Bent Crashwall. See Roadway Plans.

3 See Retaining Wall Plans

+11.00% PVI 99+80.00 EL 411.11 -1.75%
V.C. = 250.00'

VERTICAL CURVE DATA
(Along Profile Grade)



ELEVATION

SHEET 1 OF 3
LAYOUT OF HUGHES STREET BRIDGE OVER I-630

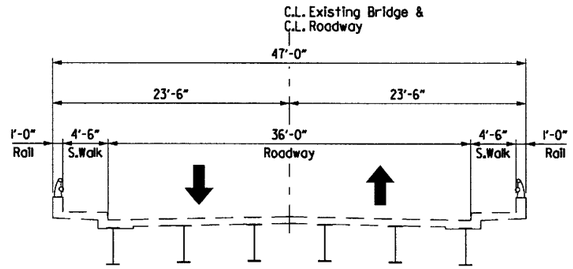
BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	MT	DATE:	4/21/2014		

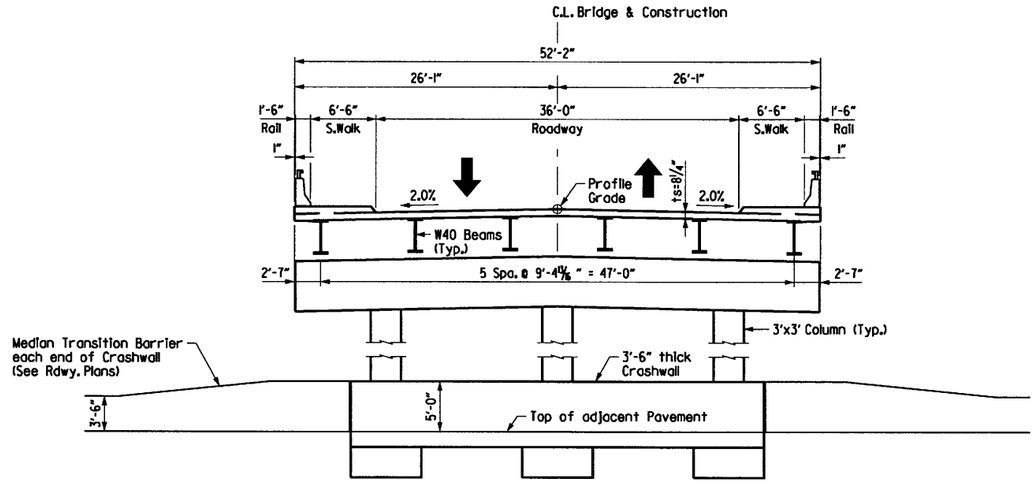
BRIDGE NO. 07384 DRAWING NO. 58510

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jharrell

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9/27/2017
jharrell



EXISTING CONSTRUCTION
(Looking Ahead)



COMPLETED CONSTRUCTION
(Looking Ahead)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 Sept 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	588	889
				1 07384		BRIDGE LAYOUT		5851I

SHEET 2 OF 3
LAYOUT OF HUGHES STREET BRIDGE
OVER I-630

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	MT	DATE:	4/21/2014		

BRIDGE NO. 07384 DRAWING NO. 5851I

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jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	589	889
				(1) 07384		BRIDGE LAYOUT		58512

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 27 Sept 2017

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 58343
General notes specific to this bridge follow.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012 edition) with 2013 interim specifications.

LIVE LOADING: HL-93

SEISMIC ZONE: 1, SITE CLASS: C, SDI: 0.15 g

STEEL PILING: Piling shall be HP12x53. Pile casings are required for piling within MSE. Casings shall be installed prior to or during the embankment construction and shall extend from top of leveling pad to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form, free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 18" for HP 12x53. Piles shall be driven through the open casings. After driving is complete, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP 12x53)".

SPREAD FOOTINGS: The top of spread footings shall be set 2'-0" minimum below finished ground. Footings shall be set a minimum of 3'-0" into competent material designated as weathered shale. Foundations for footings shall be prepared in accordance with Subsection 801.04 and backfilled according to Subsection 801.08. Rock excavations shall be made to neat lines of the concrete footings. BLASTING IS NOT ALLOWED. Concrete in footings shall be poured directly against excavated surfaces of rock.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	58513-58516
Interior Bent	58517 & 58518
183' Cont. Comp. W-Beam Unit	58519-58525
Elastomeric Bearing	58526
Steel Piling	55020
Transitional Approach Railing	58529
Type H Metal Bridge Railing	58530

EXISTING BRIDGE: Existing Bridge No. 05584 (log 5.00) is 47' wide and 172' long consisting of two composite I-Beam continuous spans supported by substructures consisting of R.C. int. Bents with multi-columns on spread footings and Abutments. The existing bridge is located in approximately the same location as the proposed new bridge. Plans of the existing bridge can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: Existing Bridge No. 05584 shall be removed in accordance with Section 205 of the Standard Specifications. All material shall become property of the Contractor.

PREBORING: Preboring may be required to obtain the minimum pile penetration requirements. If required, preboring at End Bents shall take place after excavation to hard strata is complete and shall be to a minimum depth of 3' into competent material designated as weathered shale. The size and depth of preboring, will be determined in the field by the Engineer. The Contractor shall be responsible for keeping the prebored holes free from debris prior to backfilling which may require the use of temporary casings or other methods. After driving is completed, the prebored hole shall be backfilled with Class S Concrete to the top of rock and the remaining length of prebored holes shall be backfilled with material specified in Subsection 805.08 or other approved material, unless otherwise noted, to completely fill voids. The cost of preboring, temporary casings and backfill will not be paid for directly but will be considered subsidiary to the item "PREBORING".

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 98+70, 30' Rt (Boring S5)	Sta. 101+50, 35' Rt (Boring S6)	Sta. 99+85, 40' Rt (Boring S18)
0.5-1.5, N = 24	0.5-1.5, N = 11	2.5-3.5, N = 41
2.5-3.5, N = 33	2.5-3.5, N = 35	4.5-5.5, N = 50/8"
4.5-5.5, N = 50/6"	4.5-5.5, N = 50/11"	6.5-7.5, N = 50/6"
6.5-7.5, N = 38	6.5-7.5, N = 50/8"	9-10, N = 50/9"
9-10, N = 50/4"	9-10, N = 50/9"	14-15, N = 50/9"
14-15, N = 50/5"	14-15, N = 50/6"	19-20, N = 50/7"
19-20, N = 25/0"	19-20, N = 50/5"	24-25, N = 50/6"
24-25, N = 25/0"	24-25, N = 50/4"	29-30, N = 50/5"
	29-30, N = 50/4"	34-35, N = 50/3"
	34-35, N = 50/4"	39-40, N = 25/0"
	39-40, N = 50/1"	44-45, N = 25/0"
	44-45, N = 25/0"	49-50, N = 25/0"
	49-50, N = 25/0"	54-55, N = 25/0"
	54-55, N = 25/0"	
	64-65, N = 25/0"	

SHEET 3 OF 3
LAYOUT OF HUGHES STREET BRIDGE
OVER I-630

BAPTIST HOSPITAL - UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	MT	DATE:	4/21/2014		

BRIDGE NO. 07384 DRAWING NO. 58512

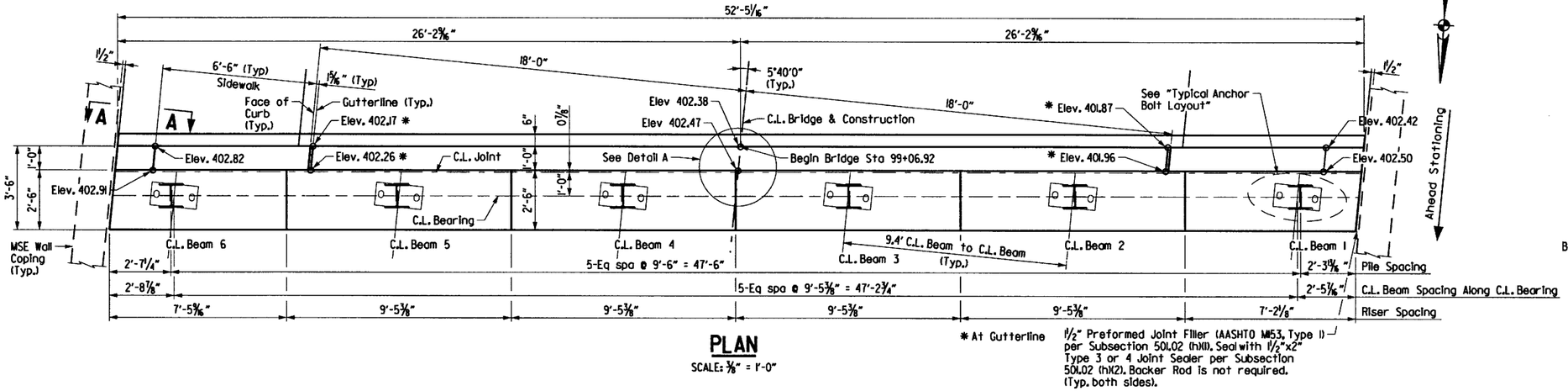
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NOTE:
Class I Protective Surface Treatment shall be applied to the top of the backwall, sidewalk, and to the roadway face.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	590	889
1 07384		END BENT 1		58513

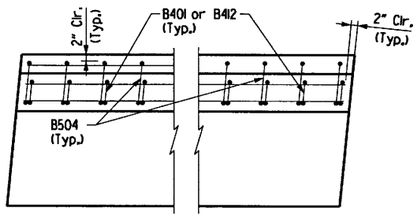


PLAN

SCALE: 3/8" = 1'-0"

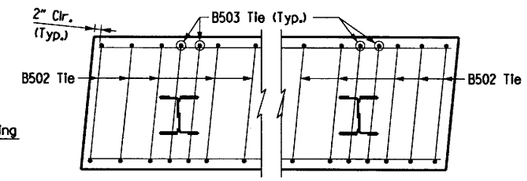
* At Gutterline

1/2" Preformed Joint Filler (AASHTO M153, Type I) per Subsection 501.02 (hX1). Seal with 1 1/2"x2" Type 3 or 4 Joint Sealer per Subsection 501.02 (hX2). Backer Rod is not required. (Typ. both sides).



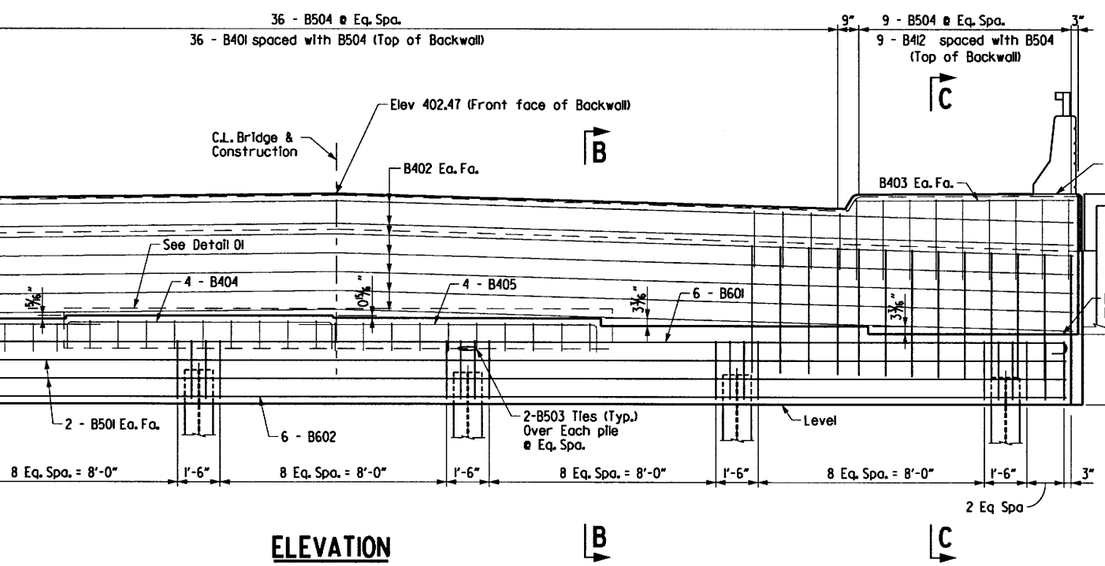
BACKWALL REINFORCING DETAILS

SCALE: 1/2" = 1'-0"



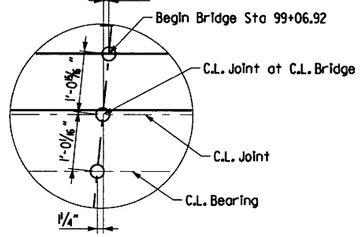
PILE CAP REINFORCING DETAILS

SCALE: 1/2" = 1'-0"



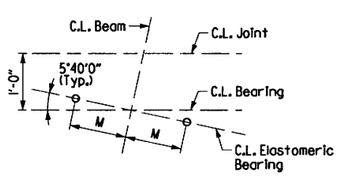
ELEVATION

(Looking Back)
SCALE: 3/8" = 1'-0"



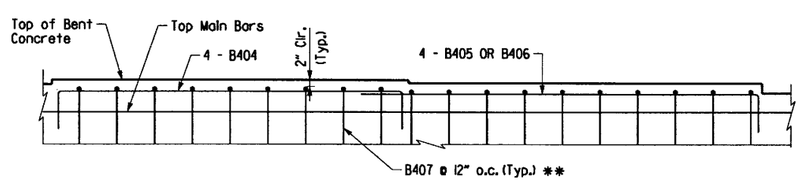
DETAIL A

1. For General Notes, see Dwg. No. 58512
2. For details and dimension M of elastomeric bearing, See Dwg. No. 58526
3. All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60.
4. No portion of the back wall shall be poured until the beams are in place. Refer to "Expansion Device Installation" Dwg. No. 58525
5. For Bar List, see Dwg. No. 58514



TYPICAL ANCHOR BOLT LAYOUT

NO SCALE
(See Note 2)



DETAIL 01

SCALE: 1/2" = 1'-0"
(Typical step reinforcing for all beam seats)

** Place bars B407 parallel to bars B502.

SHEET 1 OF 2
DETAILS OF END BENT 1
HUGHES STREET BRIDGE
OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
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BRIDGE NO. 07384 DRAWING NO. 58513

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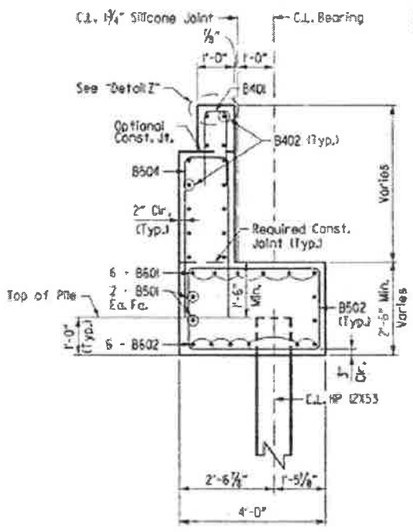
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
03-28-18			

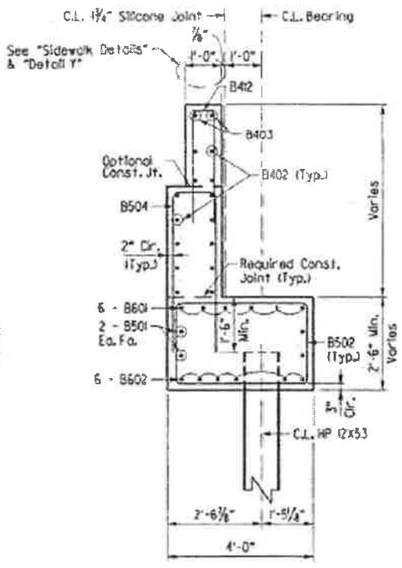
FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	591	889
07384		END BENT 1		58514

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11672
STEPHEN T. BAILEY

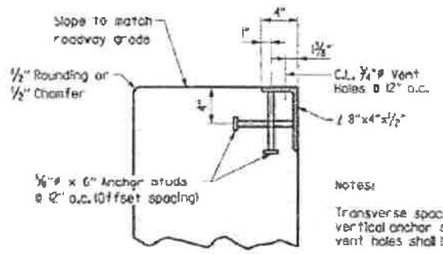
Stephen T. Bailey 28 Mar 2018



SECTION B-B
SCALE: ½" = 1'-0"



SECTION C-C
SCALE: ½" = 1'-0"



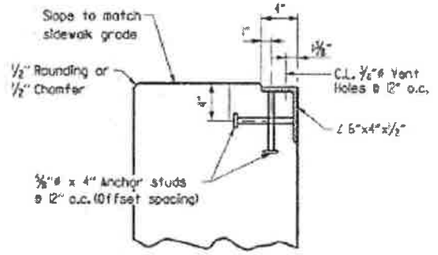
DETAIL Z
No Scale

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Dwg. No. 58525

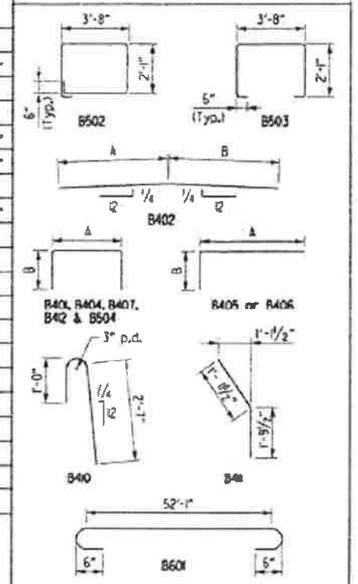


DETAIL Y
No Scale

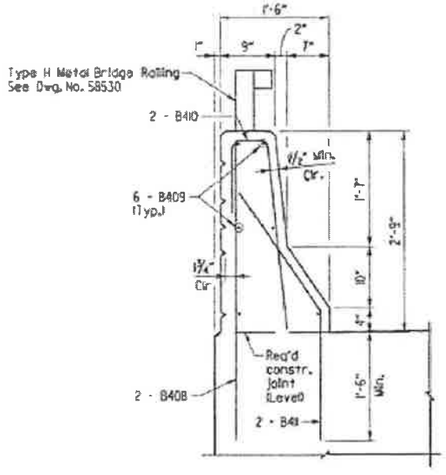
BAR LIST

MARK	NO. REQ'D.	LENGTH	A	B	P.D.
Cap					
B601	6	53'-5"			4 1/2"
B602	6	52'-1"			Str.
B501	4	52'-1"			Str.
B502	91	12'-0"			2 1/2"
B503	12	8'-5"			2 1/2"
Backwall					
B504	54	10'-0"	1'-2"	4'-6"	2 1/2"
B401	36	4'-6"	8"	2'-0"	2"
B402	14	52'-1"	26'-0 9/16"	26'-0 9/16"	2"
B403	4	7'-9"			Str.
B404	4	8'-2"	3'-4"	1'-0"	2"
B405	4	8'-5"	10'-6"	1'-0"	2"
B406	4	9'-5"	8'-6"	1'-0"	2"
B407	38	4'-0"	2'-2"	1'-0"	2"
B408	4	4'-3"			Str.
B409	12	10"			Str.
B410	4	4'-0"			3"
B48	4	3'-9"			2"
B412	18	5'-2"	8"	2'-0"	2"

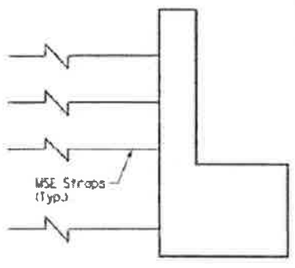
Bending Diagrams



The dimensions shown for the bending diagrams are out-to-out of bars.



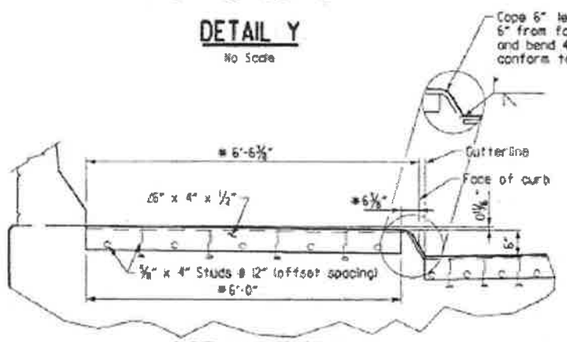
VIEW A-A
SCALE: 1" = 1'-0"



STRAPS DETAIL
No Scale

MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

A service lateral load of 3 K per feet of length of bent, resulting from back fill soil pressure and a thermal load of 1.0 K per feet of length of bent shall be accounted for.



SIDEWALK DETAIL
No Scale

* Measured along joint

Concrete shall be hand packed under the joint armor in the sidewalk. See Dwg. No. 58525 for additional details.

NOTES

1. For additional information, see layouts.
2. The reinforcing bars in the top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

Legend

Fr.Fa. = Front Face
Bk.Fa. = Back Face
Ea.Fa. = Each Face

SHEET 2 OF 2
DETAILS OF END BENT 1
HUGHES STREET BRIDGE
OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca06085.biz
CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58514

3/28/2018 4:30:20 PM jharrell

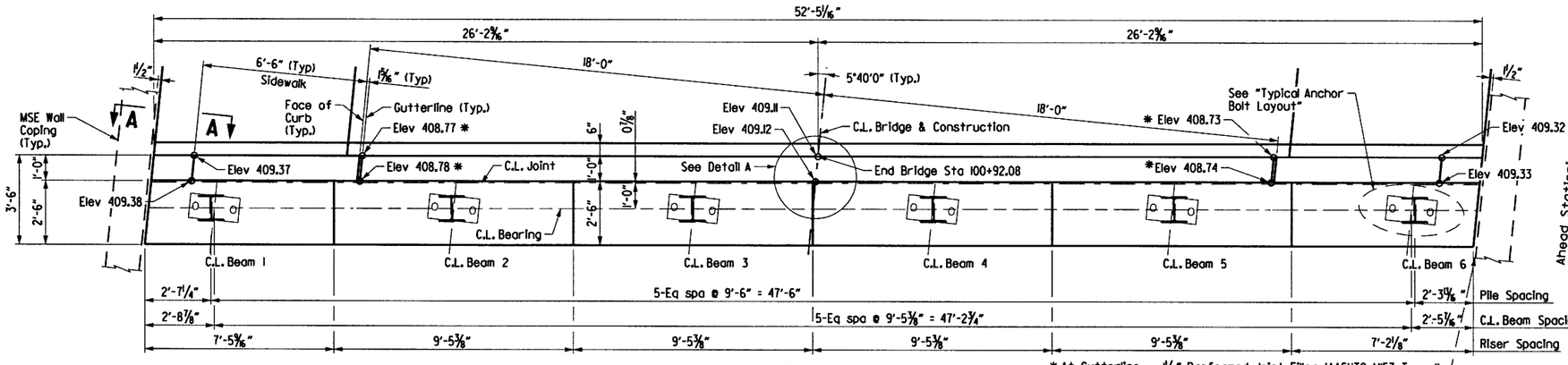
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NOTE:
Class I Protective Surface Treatment shall be applied to the top of the backwall, sidewalk, and to the roadway face.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

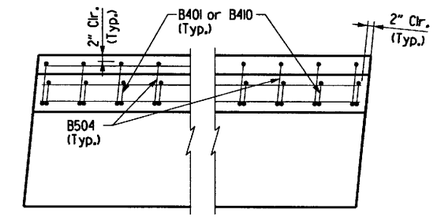
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6	ARK.			
JOB NO.		CA0608	592	889
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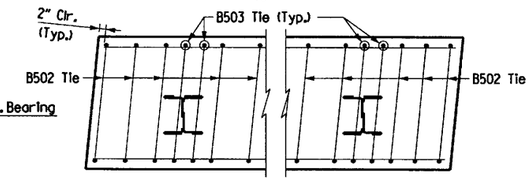
PLAN
SCALE: 3/16" = 1'-0"

* At Gutterline

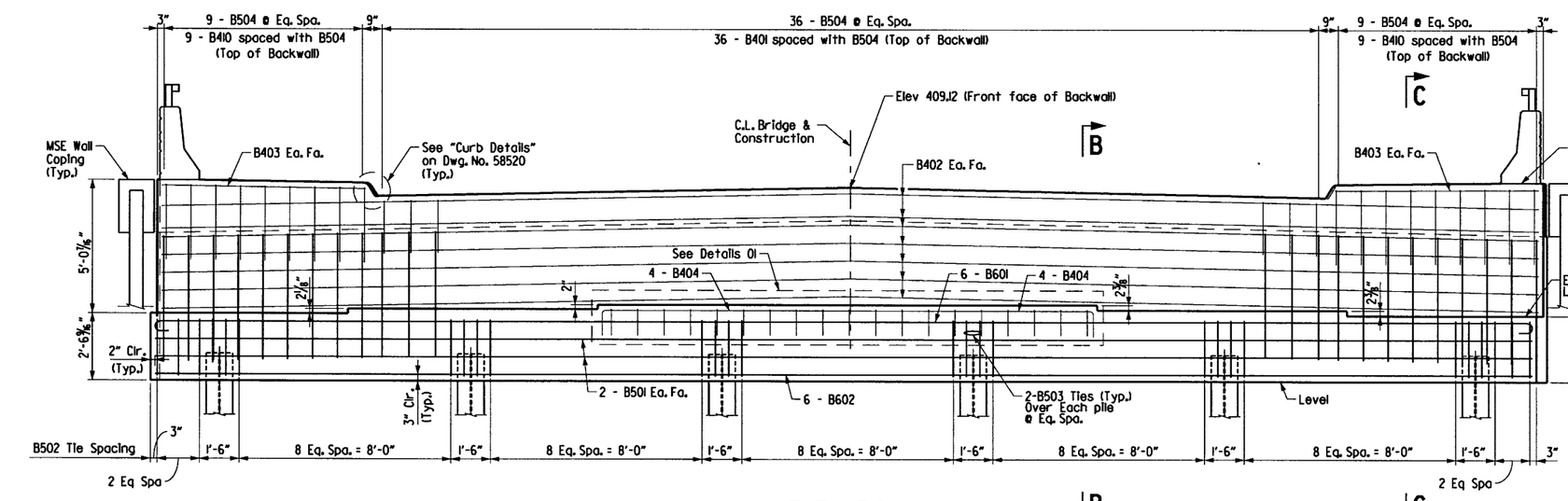
1/2" Preformed Joint Filler (AASHTO M153, Type II) per Subsection 501.02 (h)(1). Seal with 1 1/2"x2" Type 3 or 4 Joint Sealer per Subsection 501.02 (h)(2). Baker Rod is not required. (Typ. both sides).



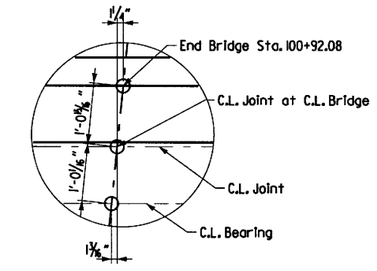
BACKWALL REINFORCING DETAILS
SCALE: 1/2" = 1'-0"



PILE CAP REINFORCING DETAILS
SCALE: 1/2" = 1'-0"

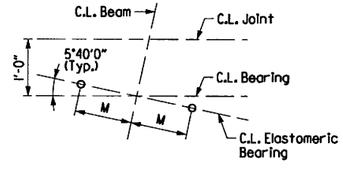


ELEVATION
(Looking Forward)
SCALE: 3/16" = 1'-0"

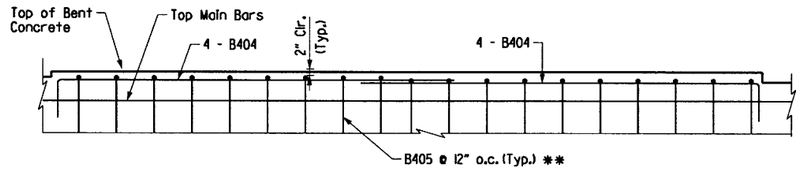


DETAIL A
SCALE: 3/4" = 1'-0"

1. For General Notes, see Dwg. No. 58515
2. For details and dimension M of elastomeric bearing, See Dwg. No. 58526
3. All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60.
4. No portion of the back wall shall be poured until the beams are in place. Refer to "Expansion Device Installation" Dwg. No. 58525
5. For Bar List, see Dwg. No. 58516



TYPICAL ANCHOR BOLT LAYOUT
NO SCALE
(See Note 2)



DETAIL 01
SCALE: 1/2" = 1'-0"

** Place bars B405 parallel to bars B502.

SHEET 1 OF 2
DETAILS OF END BENT 3
HUGHES STREET BRIDGE
OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

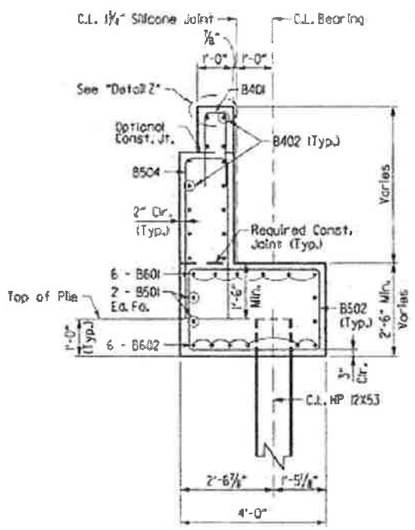
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BRIDGE NO. 07384 DRAWING NO. 58515

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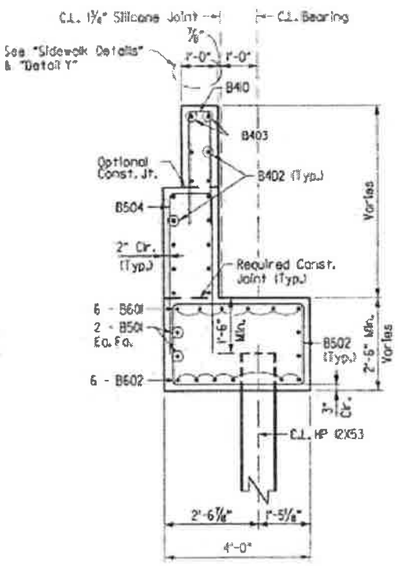
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03-28-18				6	ARK.			
				JOB NO.		CA0608	593	889
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STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
28 Mar 2018



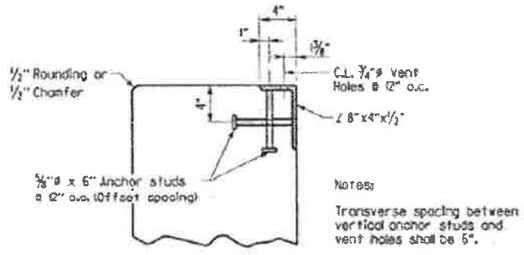
SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"



DETAIL Z

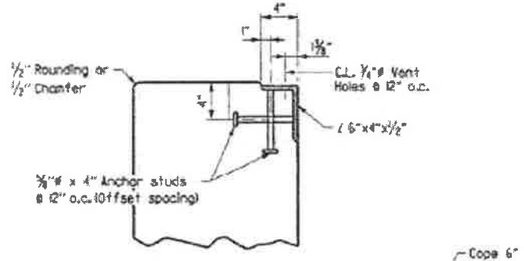
No Scale

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

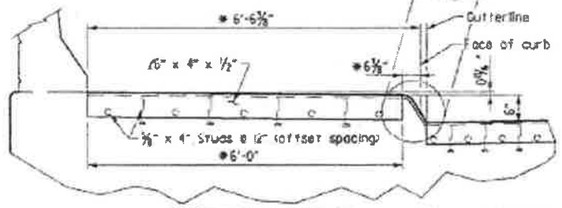
Concrete shall be hand packed under the joint armor.

For additional joint details, see Dwg. No. 58525



DETAIL Y

No Scale

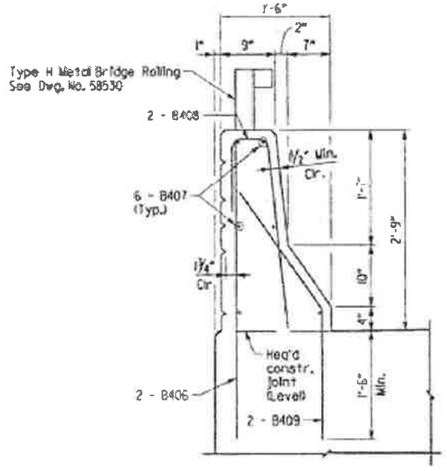


SIDEWALK DETAIL

No Scale

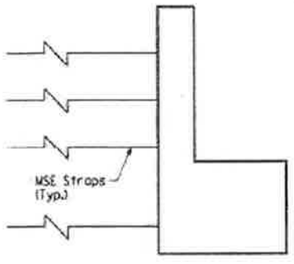
* Measured along joint

Concrete shall be hand packed under the joint armor in the sidewalk. See Dwg. No. 58525 for additional details.



VIEW A-A

SCALE: 1" = 1'-0"



STRAPS DETAIL

No Scale

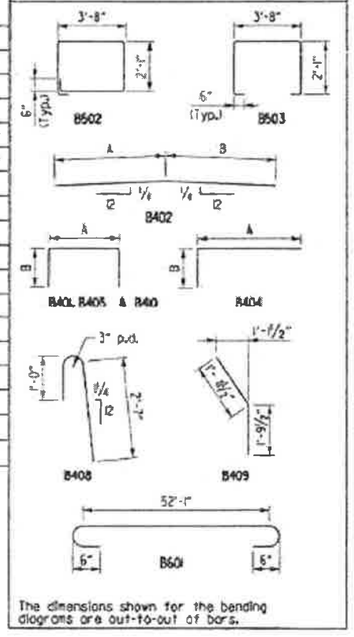
MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

A service lateral load of 3 K per feet of length of bent, resulting from back fill soil pressure and a thermal load of 10 K per feet of length of bent shall be accounted for.

BAR LIST

MARK	NO. REQ'D.	LENGTH	A	B	P.D.
Cap					
B601	6	53'-5"			4 1/2"
B602	6	52'-1"			Str.
B501	4	52'-1"			Str.
B502	51	12'-0"			2 1/2"
B503	12	8'-5"			2 1/2"
Backwall					
B504	54	10'-6"	1'-2"	4'-9"	Str.
B401	36	4'-6"	8"	2'-0"	2"
B402	14	52'-1"	26'-0 9/16"	26'-0 9/16"	2"
B403	4	7'-9"			Str.
B404	0	3'-2"	10"-2"	1'-0"	2"
B405	18	4'-0"	2'-2"	1'-0"	2"
B406	4	4'-3"			Str.
B407	12	10"			Str.
B408	4	4'-0"			3"
B409	4	3'-9"			2"
B410	18	6'-2"	8"	2'-10"	2"

Bending Diagrams



The dimensions shown for the bending diagrams are out-to-out of bars.

NOTES

1. For additional information, see layouts.
2. The reinforcing bars in the top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves

Legend

Fr.Fa. = Front Face
Bk.Fa. = Back Face
Ea.Fa. = Each Face

SHEET 2 OF 2
DETAILS OF END BENT 3
HUGHES STREET BRIDGE
OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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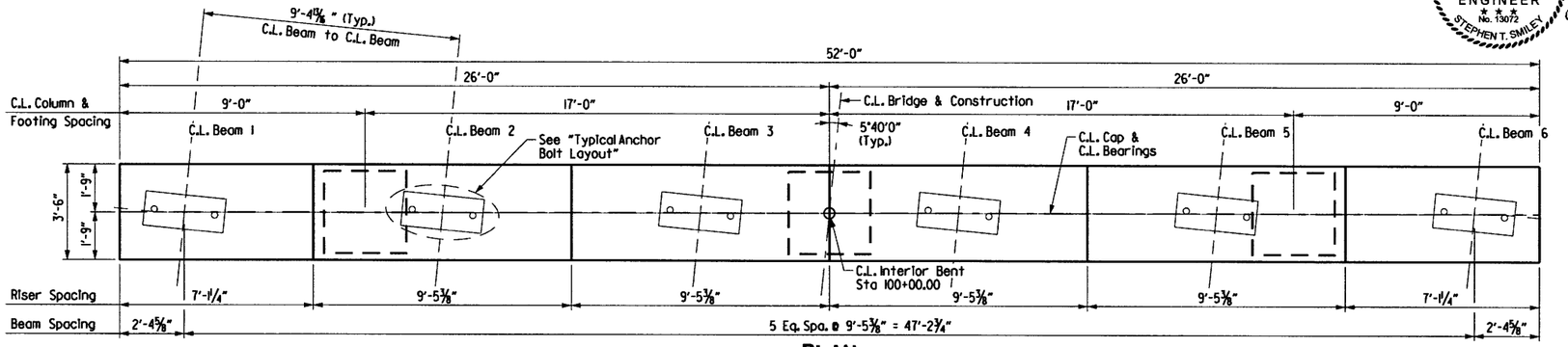
BRIDGE NO. 07384 DRAWING NO. 58516

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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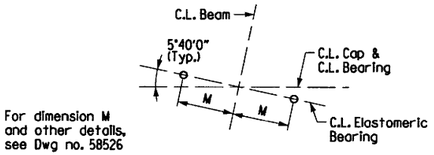
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017



PLAN

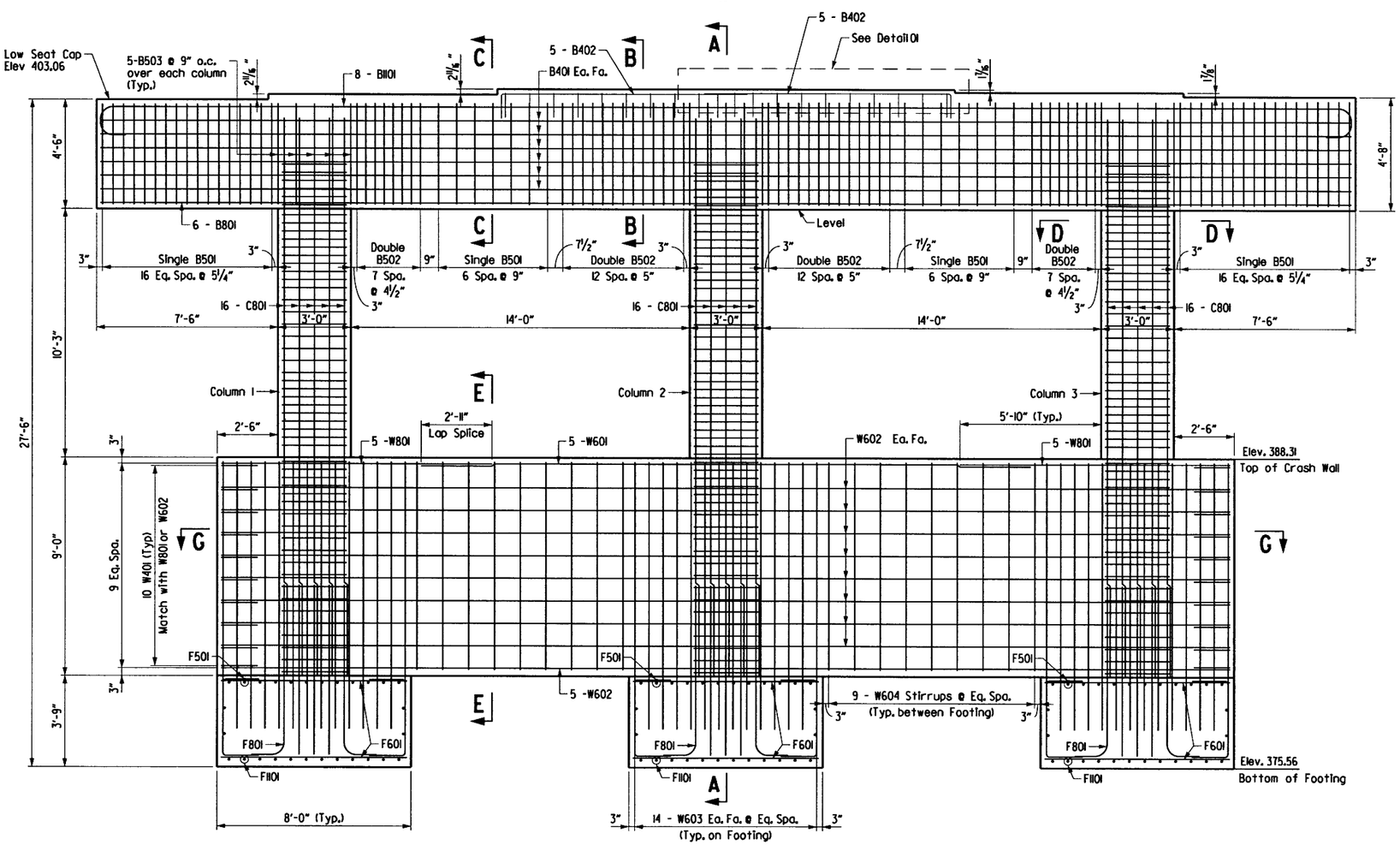
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For dimension M and other details, see Dwg no. 58526

TYPICAL ANCHOR BOLT LAYOUT

NO SCALE



ELEVATION

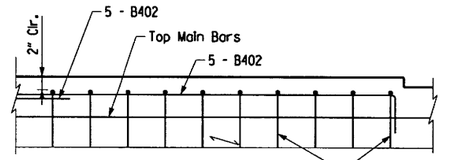
(Looking Ahead)
SCALE: ⅜" = 1'-0"

Notes:

All concrete shall be Class S with a minimum 28 day compressive strength f'c = 3,500 psi.

All reinforcing steel shall be Grade 60 (Yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Top reinforcing steel in bent cap shall be properly placed to avoid interference with anchor bolts.



DETAIL 01

SCALE: ½" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERIOR BENT
HUGHES STREET BRIDGE
OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

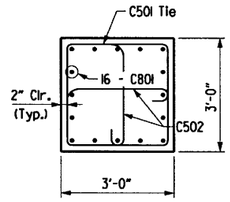
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DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58517

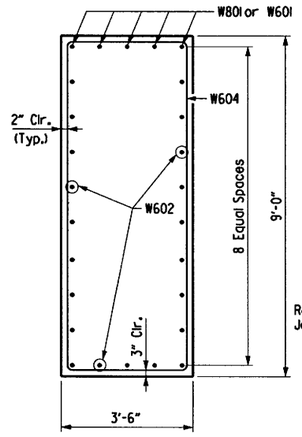
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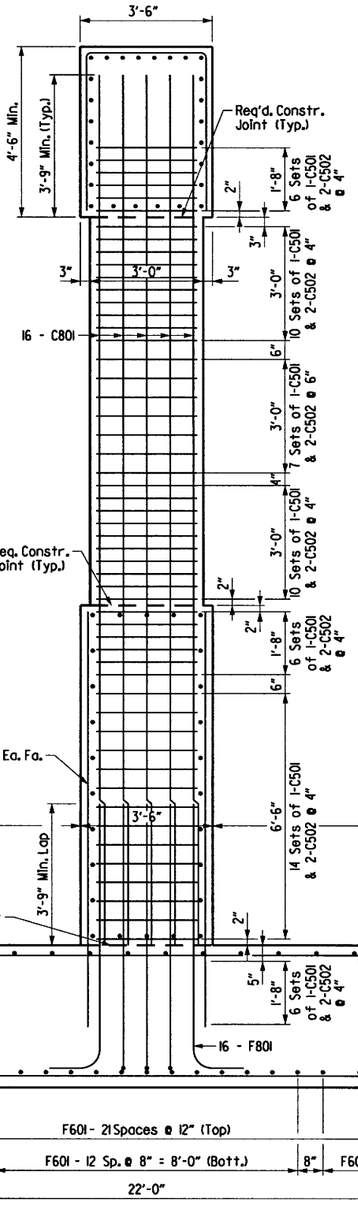
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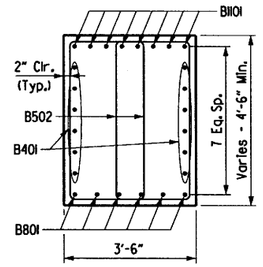
SECTION D-D
SCALE: ½" = 1'-0"



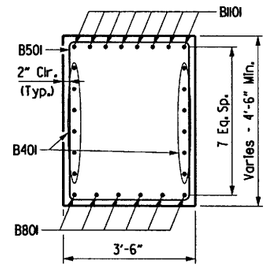
SECTION E-E
SCALE: ½" = 1'-0"



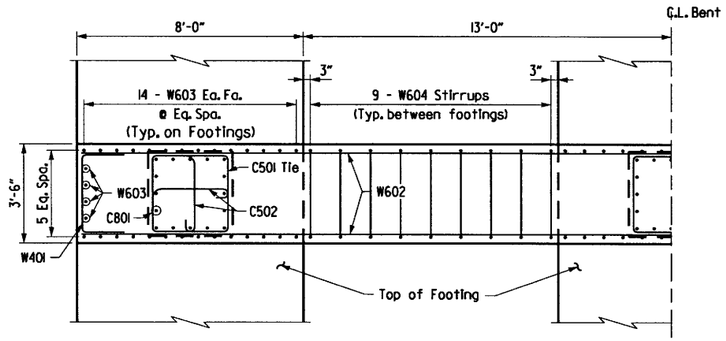
SECTION A-A
SCALE: ½" = 1'-0"



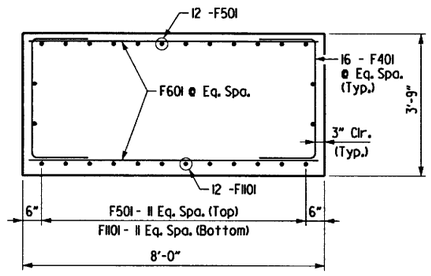
SECTION B-B
SCALE: ½" = 1'-0"



SECTION C-C
SCALE: ½" = 1'-0"



HALF SECTION G-G
SCALE: ⅜" = 1'-0"



SECTION F-F
SCALE: ½" = 1'-0"

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

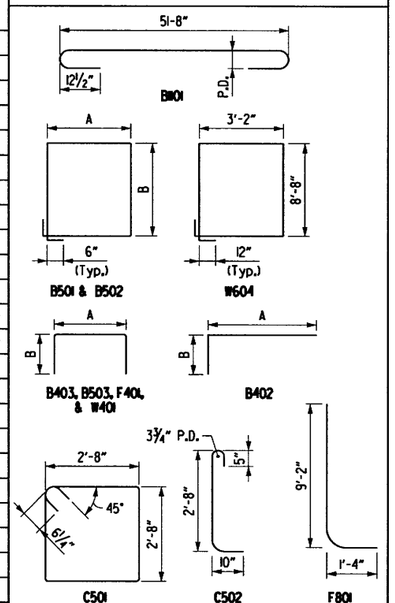
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6	ARK.			
JOB NO.		CA0608	595	889
07384		INT. BENT DETAILS		58518

BAR LIST

MARK	NO. REQ'D.	LENGTH	A	B	P.D.
Cap					
B1101	8	54'-8"			11 1/4"
B801	6	51'-8"			Str.
B501	48	15'-2"	3'-2"	4'-2"	2 1/2"
B502	84	12'-9"	1'-11 1/2"	4'-2"	2 1/2"
B503	15	11'-4"	3'-2"	4'-2"	2 1/2"
B401	12	51'-8"			Str.
B402	10	11'-2"	10'-3"	1'-0"	2"
B403	20	5'-0"	3'-2"	1'-0"	2"
Column					
C801	48	23'-0"			Str.
C501	159	11'-4"			3 3/4"
C502	318	4'-1"			3 3/4"
Crash Wall					
W801	10	11'-2"			Str.
W601	5	25'-2"			Str.
W602	21	41'-8"			Str.
W603	92	11'-6"			Str.
W604	18	24'-10"			4 1/2"
W401	20	6'-0"	3'-2"	1'-6"	2"
Footing					
F1101	36	21'-6"			Str.
F801	48	10'-4"			6"
F601	159	7'-8"			Str.
F501	36	21'-6"			Str.
F401	132	6'-1"	3'-2 9/16"	1'-6"	2"

Bending Diagrams



The dimensions shown for the bending diagrams are out-to-out of bars.

SHEET 2 OF 2
DETAILS OF INTERIOR BENT
HUGHES STREET BRIDGE
OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58518

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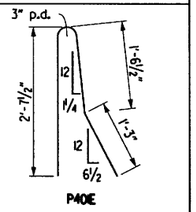
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6	ARK.			
JOB NO.		CA0608	596	889
1 07384		SPAN DETAILS		58519

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

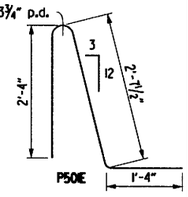
BAR LIST

Bending Diagrams
(Dimensions are out to out of bars)

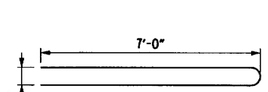
Mark	No. Req'd.	Length	Pin Dia.
S401E	260	38'-8"	Str.
S402E	338	7'-8"	Str.
S403E	338	5'-6"	3"
S500E	169	51'-10"	Str.
S501E	169	56'-2"	3"
S502E	390	39'-3"	Str.
S600E	169	51'-10"	Str.
S601E	336	14'-4"	6"
S602E	63	60'-0"	Str.
P401E	658	5'-6"	3"
P402E	96	5'-6"	Str.
P403E	14	7'-9"	Str.
P404E	14	8'-6"	Str.
P405E	7	8'-8"	Str.
P406E	21	9'-8"	Str.
P407E	14	10'-2"	Str.
P408E	14	11'-4"	Str.
P409E	70	11'-8"	Str.
P410E	14	11'-8"	Str.
P411E	56	12'-8"	Str.
P501E	658	6'-4"	3 3/4"



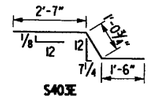
P40E



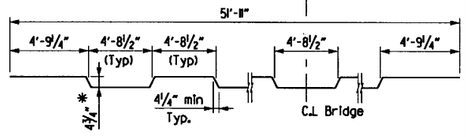
P50E



S60E

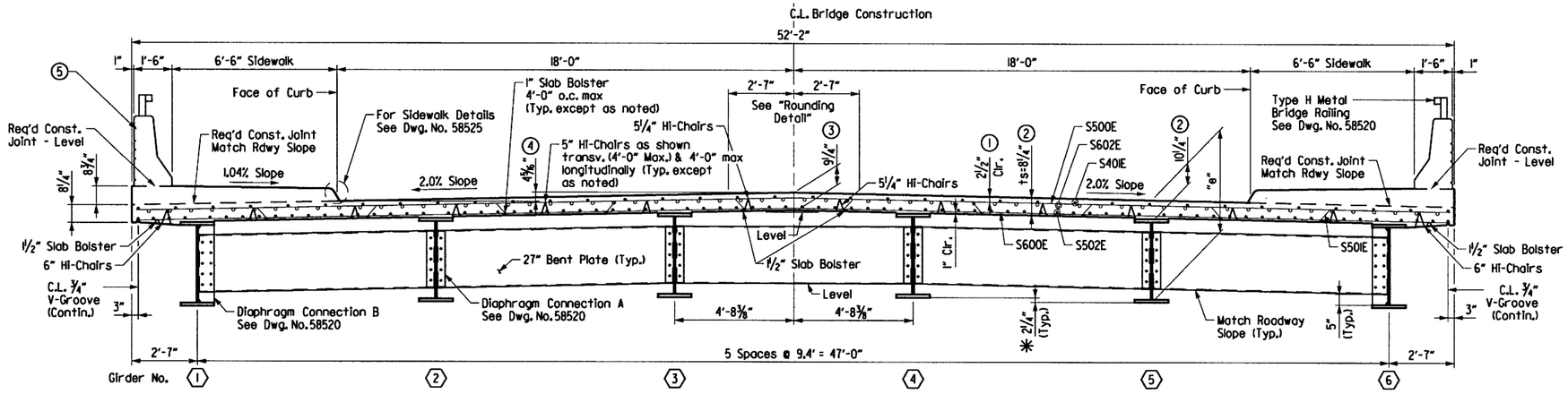


S40E



S50E

* ½" overtolerance
no undertolerance



TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"

"e" = 4'-0¼" @ C.L. Beam & C.L. Bearing

* Does not account for Vertical Curve or Diaphragm Skew.

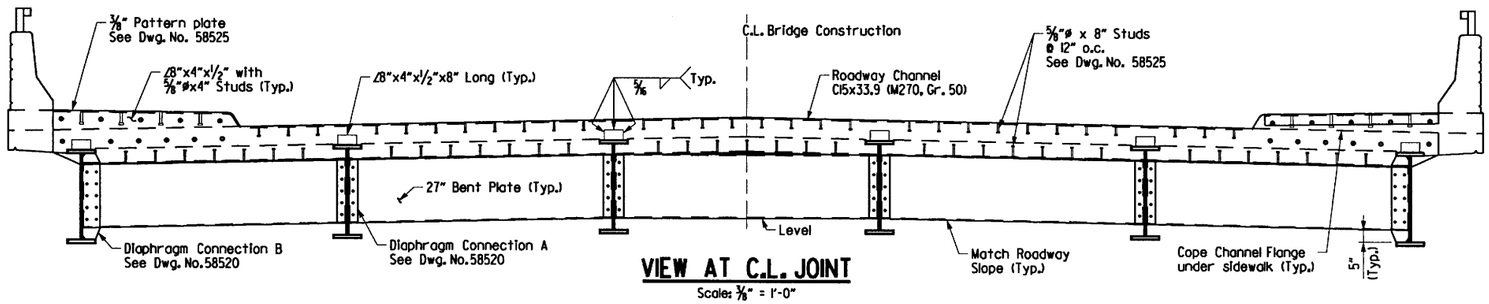
① TOLERANCE:
Minus: ¼"
Plus: Equal to amount of slab thickening used to meet slab thickness tolerance. See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used"

② See "Adjustment for Slab Thickness Tolerance When Removable Deck Forming is Used"

③ At C.L. Bridge to Working point. See "Rounding Detail".

④ Working point to gutterline. See "Rounding Detail".

⑤ For Texture Coating limits and Detail of Parapet Enhancement, See Dwg. No. 58344 & 58524



VIEW AT C.L. JOINT

Scale: ⅜" = 1'-0"

NOTES:
One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bars S501E.

Class I Protective Surface Treatment shall be applied to the Roadway Surface, top of sidewalk and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:
Transverse:
S500E @ 13" Centers (Top)
S601E @ 13" Centers (Top Overhang)
S501E @ 13" Centers (Bent up over beam)
S600E @ 13" Centers (bottom)
Longitudinal:
S401E @ 18" Centers (Top Temperature)
S602E @ 10" Centers (Placed in Top as shown centered over Int. Support)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1 & 3
Roadway Channel C15x33.9
Conn. Angle - ∠8" x 4" x½"
Note: Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Poured Silicone Joint, See Dwg. No. 58525

SHEET 1 OF 7
DETAILS OF 183'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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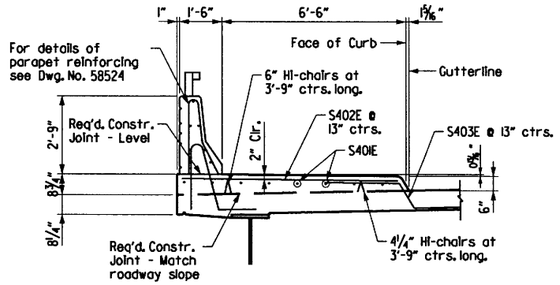
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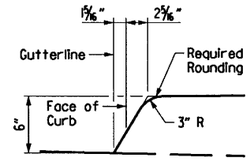
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JOB NO.		CA0608	597	889
1 07384		SPAN DETAILS		58520

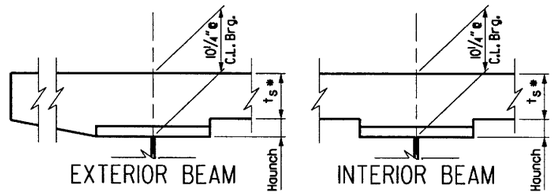
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



SIDEWALK DETAIL
N.T.S.



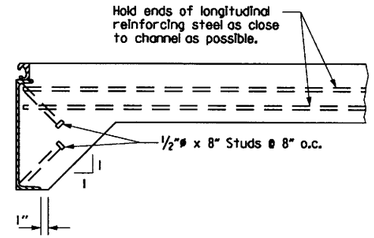
CURB DETAIL
N.T.S.



Note: t_s = slab thickness as shown on "TYPICAL ROADWAY SECTION"
* Tolerance when removable deck forming is used is +1/2", -1/4". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

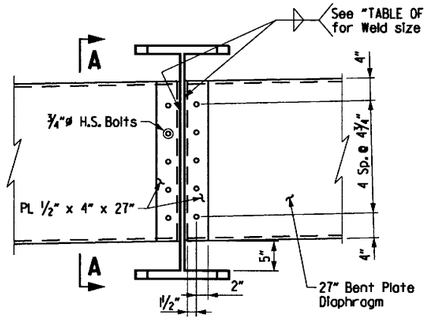
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance; Minimum - occurs when the top flange is 1/4" bottom reinforcing steel; Maximum - top flange thickness plus 2 3/4". No increase in concrete and structural steel quantities will be made to maintain tolerances.
Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

ADJUSTMENT FOR SLAB THICKNESS TOLERENCE WHEN REMOVABLE DECK FORMING IS USED
N.T.S.

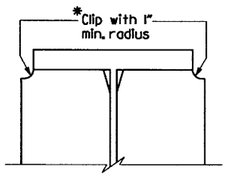


Note: As an alternate to 5/8"ø studs, 1/2"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS
N.T.S.

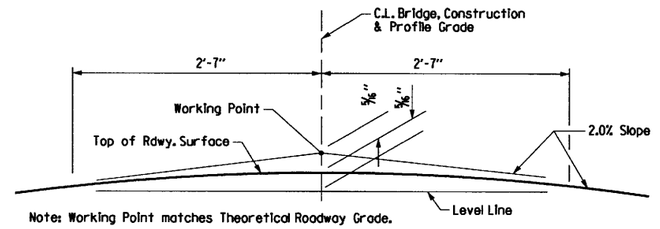


DIAPHRAGM CONNECTION A
N.T.S.



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

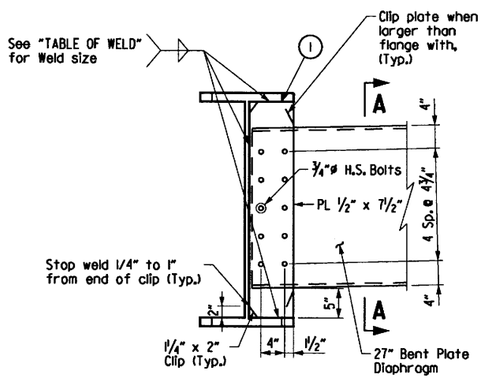
PLATE CLIP DETAIL
N.T.S.



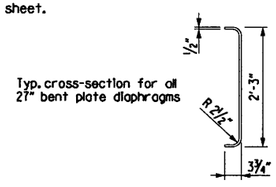
Note: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL
Looking Ahead
N.T.S.

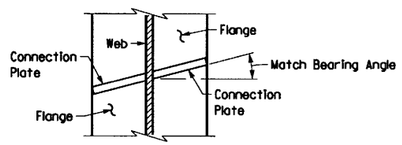
(1) See "PLATE CLIP DETAIL" on this sheet.



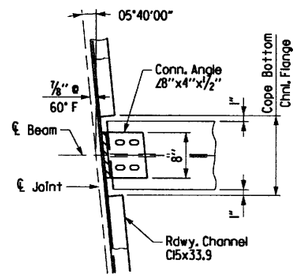
DIAPHRAGM CONNECTION B
N.T.S.



SECTION A-A
N.T.S.



DETAIL "Y"
N.T.S.



CHANNEL CONNECTION DETAIL
N.T.S.

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To 3/4" Inclusive	1/4"	
Over 3/4"	5/16"	

Note: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SHEET 2 OF 7
DETAILS OF 183'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58520

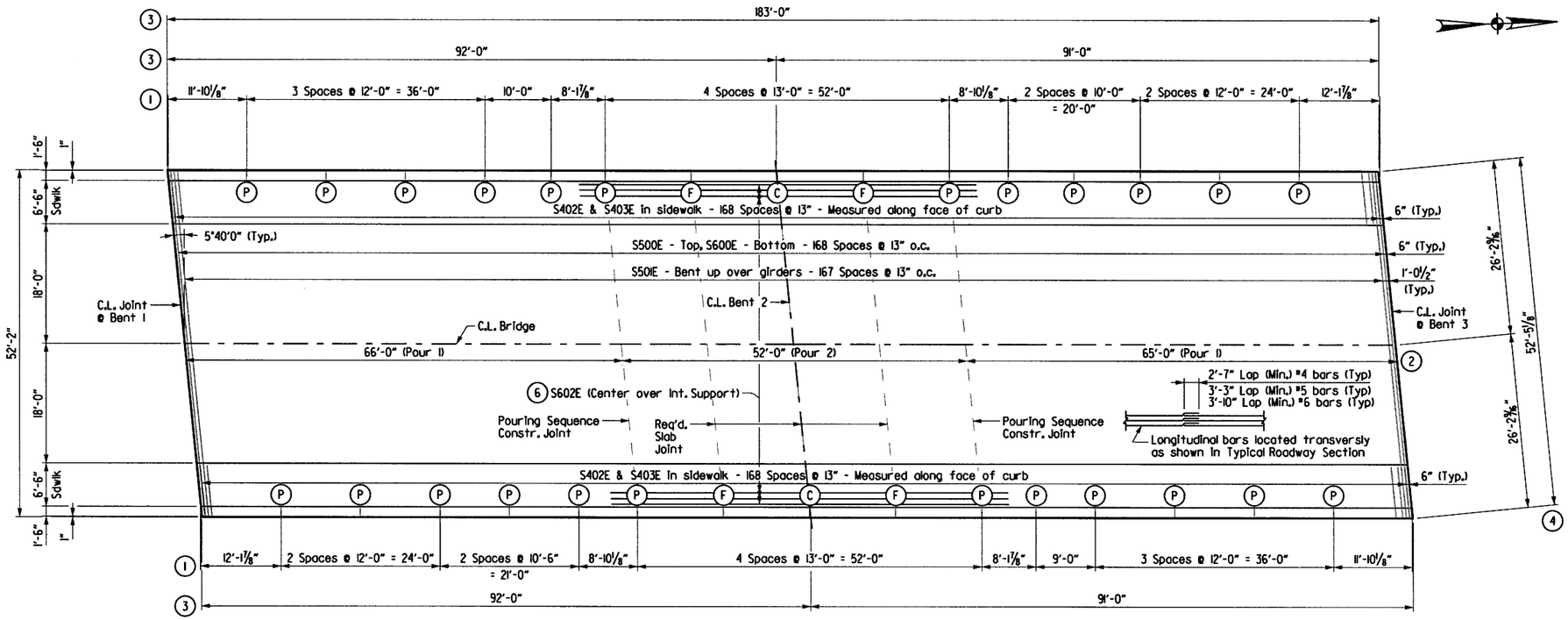
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	598	889

(1) 07384 **SPAN DETAILS** 58521

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1" = 10'

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

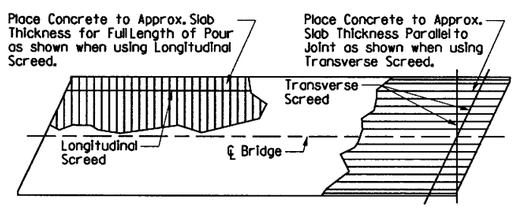
(5) Spaced equally between S500E and S501E.

(6) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 58519

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-2" from top of sidewalk, See Dwg. No. 58524

(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of sidewalk, See Dwg. No. 58524

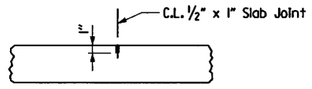
(C) Required Construction Joint. Joint shall be plumb in a true vertical position with the face edges of joints that are exposed to view carefully finished true to line and elevation. The surface of hardened concrete shall be left smooth and not intentionally roughened. It shall be thoroughly cleaned of foreign matter and laitance and saturated with water. 72 hours shall elapse between the end of a pour and the start of the adjacent pour.



Note: At the Contractor's option, the Transverse Screed may be placed parallel to the skew or perpendicular to C.L. Bridge

CONCRETE PLACEMENT PROCEDURE

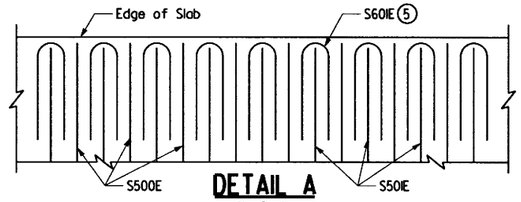
No Scale



Use Type 3 or 4 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer Rod filler will not be required. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. Slab joints shall extend to the outside edge of the deck slab. Slab joints shall be installed before the sidewalk is poured. The slab joints in the sidewalk shall extend to the outside of the sidewalk and shall be installed before parapet railing is to be poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab joints shall be placed at all pouring sequence construction joints and required slab joint locations. The joint sealer shall extend across the deck slab and across the top of the sidewalk. No joint sealer shall be placed on the deck slab under the sidewalk or parapet rail. Slab joints shall align with parapet open joints.

SLAB JOINT DETAIL

No Scale



DETAIL A

No Scale

SHEET 3 OF 7
DETAILS OF 183'-0" CONTINUOUS COMPOSITE W-BEAM UNIT HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bca06085_s3
CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	MT	DATE:	1/19/2015		

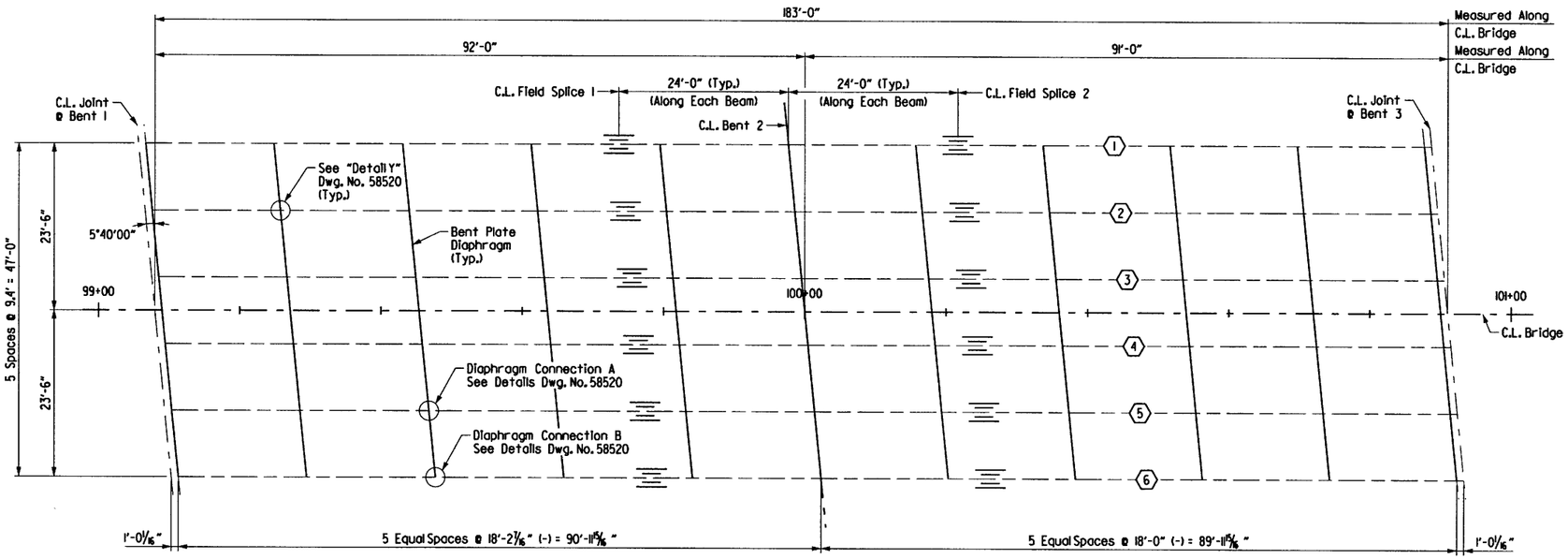
BRIDGE NO. 07384 DRAWING NO. 58521

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				JOB NO.		CA0608	599	889
				(1) 07384		SPAN DETAILS		58522

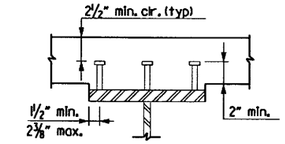
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
24 June 2017



FRAMING PLAN
SCALE: 1" = 10'

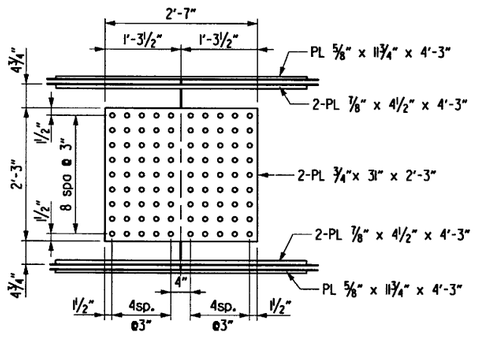
(X) Girder number

Note:
All beams are horizontally straight.

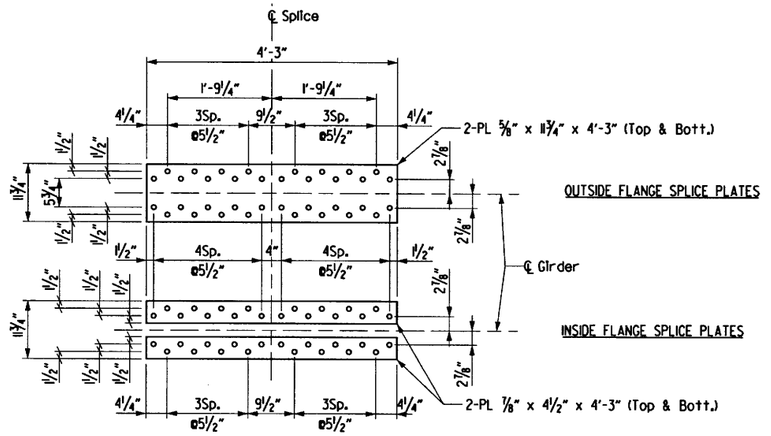


Stud Shear Connectors shown shall be 7/8" dia. x 5" long, granular flux filled, solid fluxed or equal, and automatically end welded to the beam flange in accordance with the recommendations of the Manufacturer. 3/4" dia. studs may be used in place of the 7/8" dia. studs shown, at the ratio of 1.361-3/4" dia. studs in place of one 7/8" dia. stud. 7/8" dia. studs will be used as basis for measurement of structural steel in shear connectors. Maximum stud spacing = 24".

SHEAR CONNECTOR DETAIL
Not to Scale



WEB SPLICE DETAIL
SCALE: 3/4" = 1'-0"



FLANGE SPLICE DETAIL
SCALE: 3/4" = 1'-0"

SHEET 4 OF 7
DETAILS OF 183'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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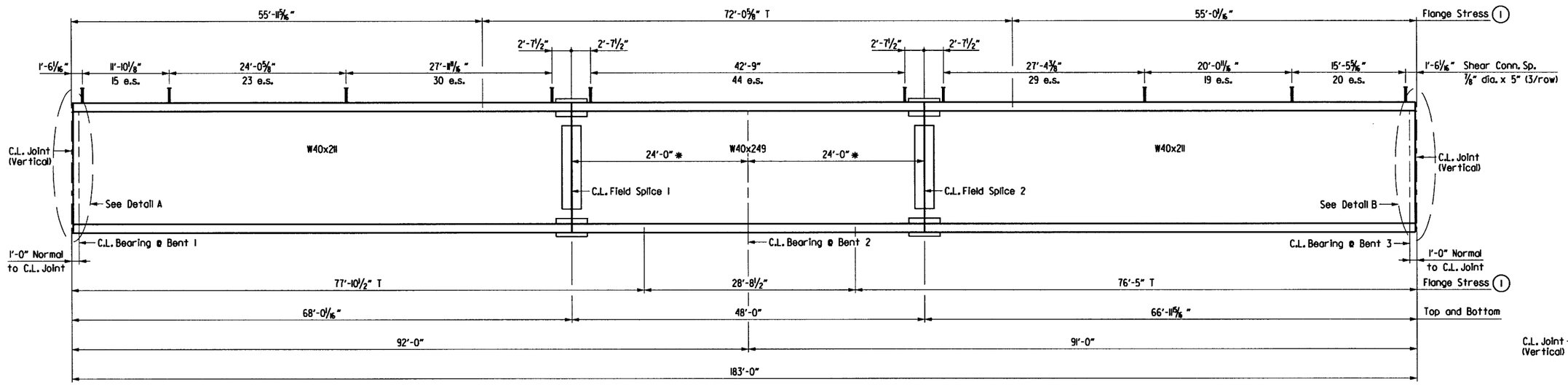
BRIDGE NO. 07384 DRAWING NO. 58522

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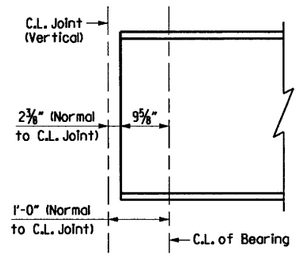
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
27 June 2017



BEAM ELEVATION

* Typical along each beam.

(1) T denotes portions of the flange that may always or may sometimes be in tension.

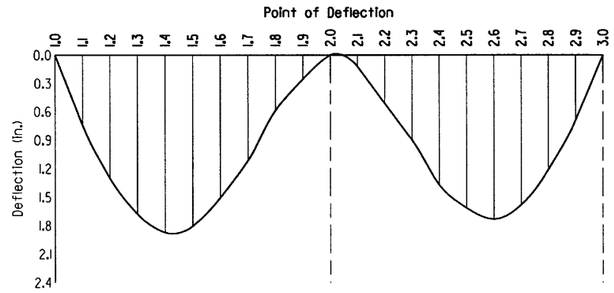


DETAIL A

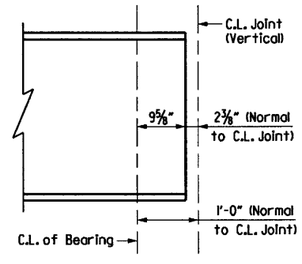
No Scale

TABLE OF DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)								
		Structural Steel			Steel + Slab			Steel + Slab + Parapets		
		Bm 1&6	Bm 2&5	Bm 3&4	Bm 1&6	Bm 2&5	Bm 3&4	Bm 1&6	Bm 2&5	Bm 3&4
	1.0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.122	0.125	0.127	0.608	0.67	0.704	0.743	0.8	0.832
	1.2	0.214	0.219	0.222	1.065	1.172	1.232	1.302	1.401	1.458
	1.3	0.276	0.282	0.286	1.372	1.509	1.586	1.679	1.807	1.879
	1.4	0.307	0.314	0.318	1.527	1.679	1.764	1.873	2.014	2.094
	1.5	0.296	0.303	0.307	1.47	1.616	1.698	1.807	1.943	2.02
	1.6	0.246	0.252	0.255	1.219	1.342	1.409	1.506	1.62	1.684
	1.7	0.182	0.186	0.189	0.9	0.991	1.041	1.116	1.2	1.248
	1.8	0.096	0.098	0.099	0.471	0.52	0.544	0.588	0.634	0.657
	1.9	0.041	0.042	0.042	0.201	0.222	0.232	0.253	0.273	0.282
	2.0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.02	0.02	0.021	0.096	0.107	0.114	0.12	0.131	0.138
	2.2	0.084	0.086	0.087	0.41	0.455	0.479	0.513	0.557	0.579
	2.3	0.147	0.151	0.153	0.723	0.801	0.843	0.899	0.974	1.013
	2.4	0.225	0.23	0.233	1.109	1.226	1.29	1.372	1.483	1.543
	2.5	0.265	0.271	0.275	1.31	1.446	1.522	1.615	1.744	1.815
	2.6	0.285	0.292	0.295	1.41	1.556	1.637	1.731	1.869	1.945
	2.7	0.26	0.266	0.27	1.29	1.423	1.498	1.581	1.706	1.776
	2.8	0.2	0.204	0.207	0.99	1.092	1.149	1.211	1.307	1.361
	2.9	0.114	0.117	0.118	0.566	0.625	0.657	0.692	0.747	0.777
	3.0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM



DETAIL B

No Scale

SHEET 5 OF 7
DETAILS OF 183'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

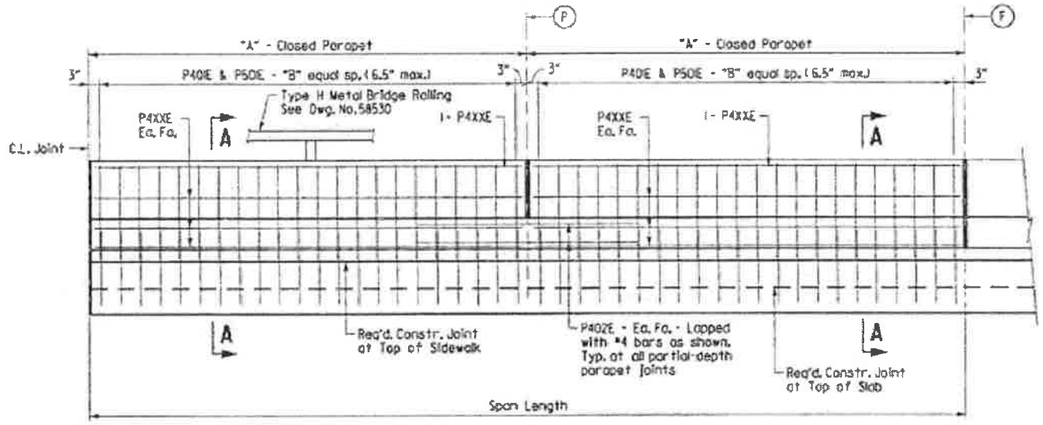
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DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58523

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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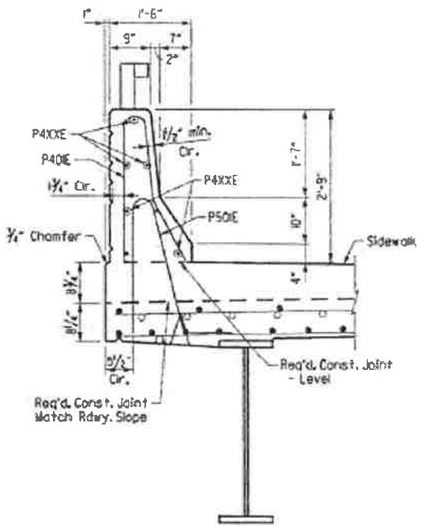
STATE OF ARKANSAS
Stephen T. Smith
REGISTERED PROFESSIONAL ENGINEER
No. 8675
STEPHEN T. SMITH
28 Mar 2018



(F) C.L. Full-Depth Parapet Joint (1/4" to 1" max.) Stop 4" from top of sidewalk.

(P) C.L. Partial-Depth Parapet Joint (1/4" to 1" max.) Stop 1'-2" from top of sidewalk.

DETAILS OF PARAPET RAIL
1/2" = 1'-0"

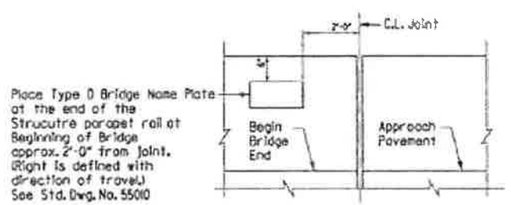


SECTION A-A
3/4" = 1'-0"

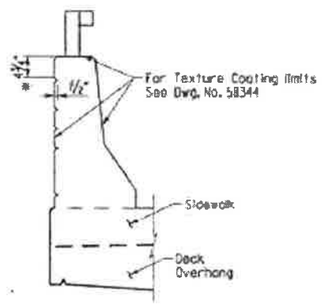
TABLE OF PARAPET RAIL VARIABLES

"A"	"B"	Longitudinal Reinforcing
8'-1 7/8"	13	P403E
8'-10 1/8"	15	P404E
9'-0"	15	P405E
10'-0"	17	P406E
10'-6"	18	P407E
11'-10 1/8"	20	P408E
12'-0"	21	P409E
12'-1 7/8"	21	P410E
13'-0"	22	P411E

For location of Closed Parapet panels, see "Reinforcing Plan and Pouring Sequence" Dwg. No. 58530



NAME PLATE DETAIL
No Scale



DETAIL OF PARAPET ENHANCEMENT
3/4" = 1'-0"

* These dimensions can be adjusted to match the total depth shown in Section A-A and to match with form insert as shown in "OUTSIDE FASCIA BRIDGE PARAPET AESTHETIC SPECIAL DETAILS" Dwg. No. 58344

SHEET 6 OF 7
DETAILS OF 183'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

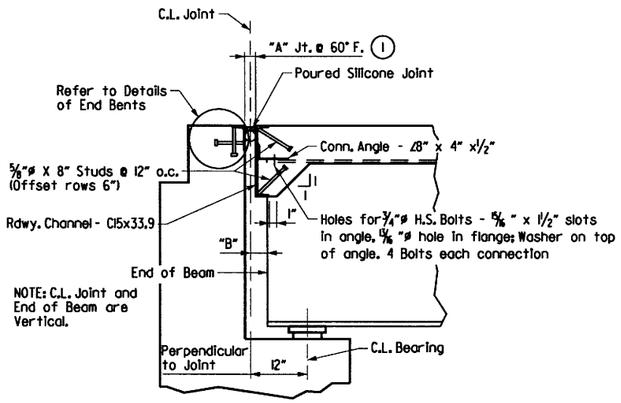
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DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58524

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	602	889
				(1) 07384		SPAN DETAILS		58525

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



JOINT AT END BENTS

Perpendicular to C.L. Joint
No Scale

SILICONE JOINT DATA

Bent Number	"A" Width Perpendicular to Joint at 24 Hour Average Temperature (1) of:			"B" Perpendicular to Joint at 60°F	Bumper Bar Size	"D"
	40°F	60°F	80°F			
1 & 3	1 5/16"	1 3/4"	1 5/16"	±2"	1" x 7/8"	5"

(1) The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

NOTES: The temperature limitations recommended by the sealant manufacturer shall be observed.

The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80°F.

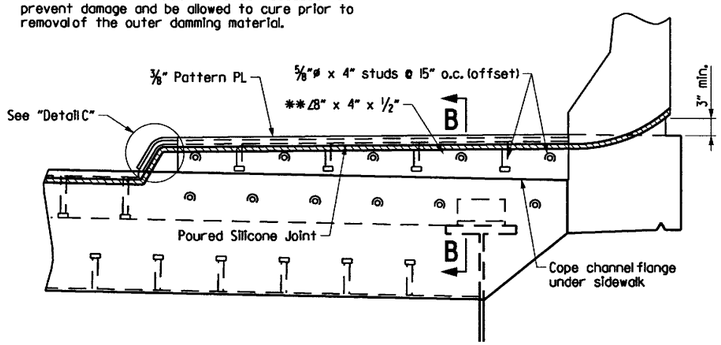
(2) BACKER ROD NOTE:

Use an appropriately sized backer rod at the depth shown in the manufacturer's literature based on the joint width at the time of sealing.

Except as noted, do not install more backer rod than that which can be sealed in the same day.

The contractor shall verify separation of the backer rod from the joint material after the joint material has set.

Note: Install seal in slab joint and parapet joint with damming procedure as recommended by the manufacturer. The sealant shall be recessed to prevent damage and be allowed to cure prior to removal of the outer damming material.

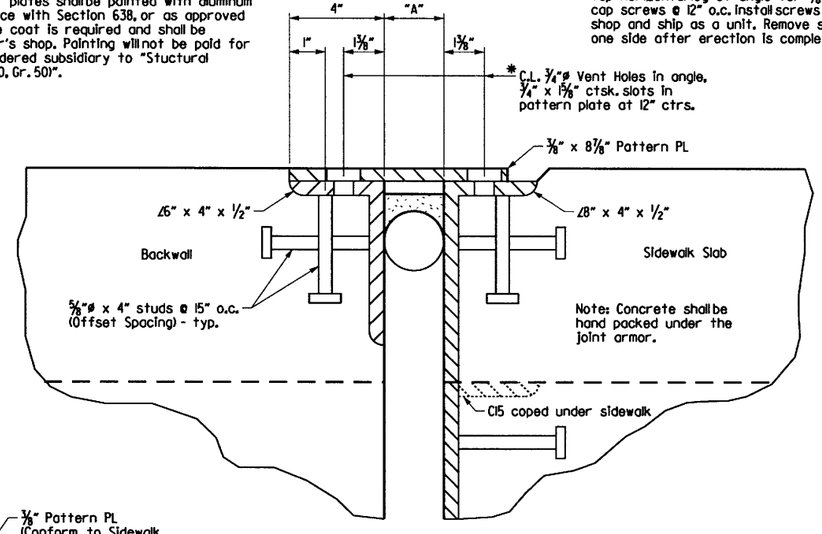


TYPICAL SECTION THRU SIDEWALK

No Scale

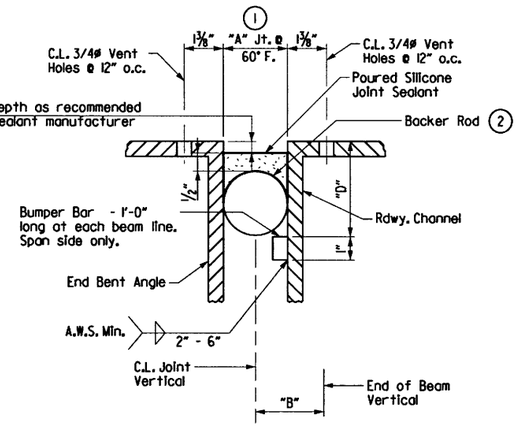
** Trim vertical leg of angle as required.

* 3/4" x 15/16" Ctsk. Slots in 3/8" Pattern Plates. Tap horizontal leg of angle for 5/8"ø flat head cap screws @ 12" o.c. Install screws in the shop and ship as a unit. Remove screws on one side after erection is complete.



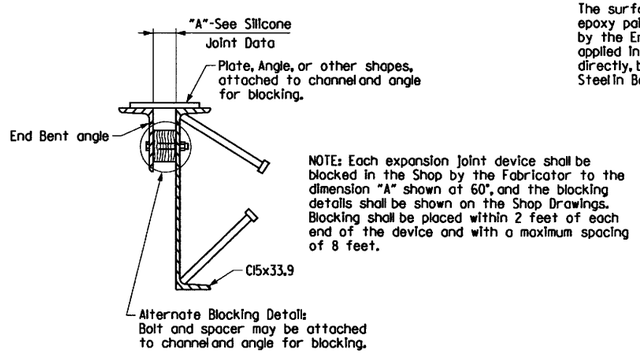
SECTION B-B

No Scale



DETAIL OF POURED SILICONE JOINT SEAL

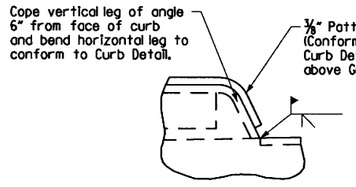
No Scale



DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

No Scale

The surfaces of the 3/8" plates shall be painted with aluminum epoxy paint in accordance with Section 638, or as approved by the Engineer. Only one coat is required and shall be applied in the Fabricator's shop. Painting will not be paid for directly, but will be considered subsidiary to "Stuctural Steel in Beam Spans (M270, Gr. 50)".



DETAIL C

No Scale

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device for the end bents using one of the following two alternatives:

1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, the opening adjusted for temperature, and the backwall constructed.

2) The backwall shall be poured to the optional construction joint after girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature. Backfill shall not be placed behind the backwall until the deck concrete on the adjacent span has been placed.

SHEET 7 OF 7
DETAILS OF 183'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/2/2015	FILENAME:	bco06085_s7
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DESIGNED BY:	MT	DATE:	1/19/2015		

BRIDGE NO. 07384 DRAWING NO. 58525

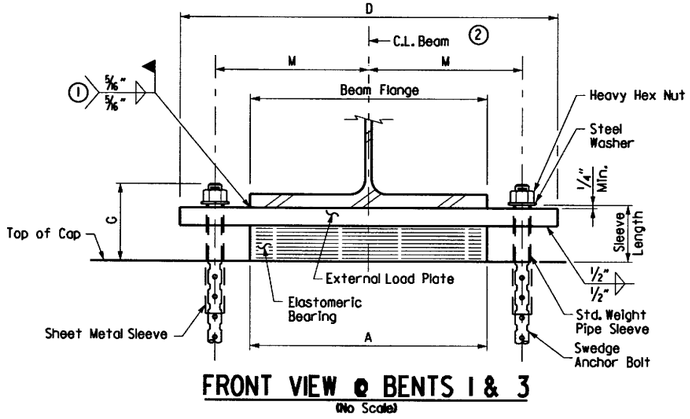
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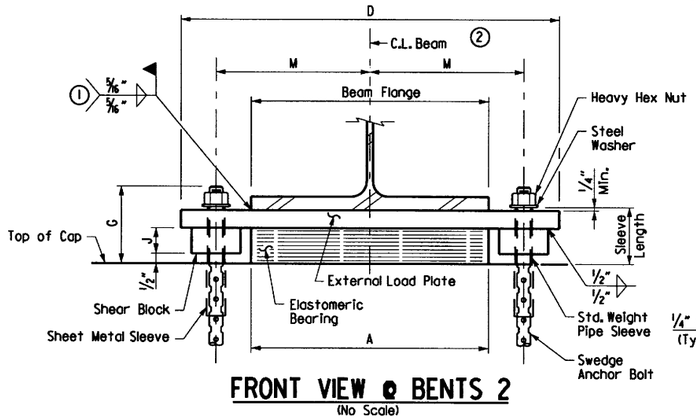
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				(1) 07384		BEARING DETAILS		58526

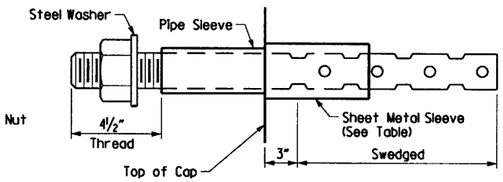
LOCATION			BEARING TYPE	NO. of BEARINGS EACH BENT	MAXIMUM DESIGN LOAD (KIPS)	G (in.)	H (in.)	ELASTOMER PAD							EXTERNAL LOAD PLATE									ANCHOR BOLT				(3)
																								ANCHOR BOLT		PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (in.)
BENT NO.	SPAN NO(S).	BEAM NO(S).						A (in.)	B (in.)	N (in.)	t1 (in.)	te (in.)	NO. & THICKNESS OF STEEL LAMINAE	T (in.)	C (in.)	D (in.)	E (in.)	F (in.)	J (in.)	K (in.)	M (in.)	Ta (in.)	Tb (in.)	(in.)	GRADE			
1	1	ALL	Exp.	6	136.59	6 5/16	3 13/16	12	10 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	11 1/2	23 5/8	3 1/2	2 5/8	-	1/2	9	2.47	1.53	1 1/4" x 26"	55	1 1/4" x 4 1/16"	3" x 11"	4 3/8
2	1 & 2	1-3, 5 & 6	Fixed	5	339.27	6 9/16	3 13/16	17	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	35 1/2	2 3/4	2 3/4	1 1/4	1/2	13 3/8	2.27	1.73	1 1/2" x 30"	55	1 1/2" x 4 1/16"	3" x 10"	4 1/4
2	1 & 2	4	Fixed	1	339.27	7	4 1/4	17	14	2	1/2	1/4	3 @ 12 Ga.	1 7/8	15	35 1/2	2 3/4	2 3/4	1 1/4	1/2	13 3/8	2.71	2.17	1 1/2" x 30"	55	1 1/2" x 4 1/2"	3" x 10"	4 1/4
3	3	1,2, & 4-6	Exp.	5	136.59	6 5/16	3 13/16	12	10 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	11 1/2	23 5/8	3 1/2	2 5/8	-	1/2	9	1.94	2.06	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 9"	4 3/8
3	3	3	Exp.	1	136.59	6 7/16	3 15/16	12	10 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	11 1/2	23 5/8	3 1/2	2 5/8	-	1/2	9	2.07	2.18	1 1/4" x 25"	55	1 1/4" x 4 3/16"	3" x 9"	4 3/8



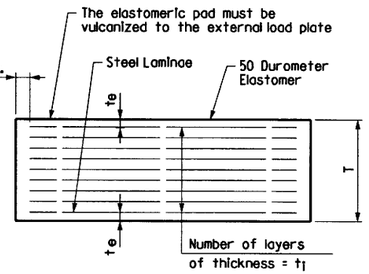
FRONT VIEW @ BENTS 1 & 3
(No Scale)



FRONT VIEW @ BENTS 2
(No Scale)

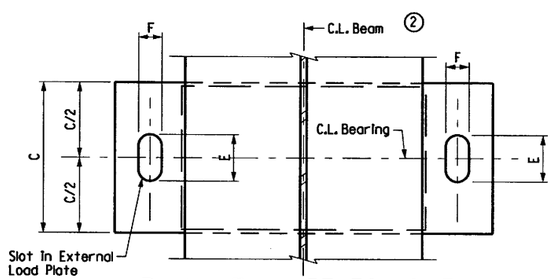


ANCHOR BOLT DETAIL
(No Scale)

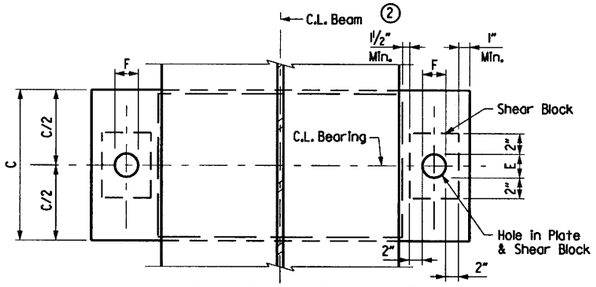


ti = thickness of elastomer between steel laminae.
te = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness ti.

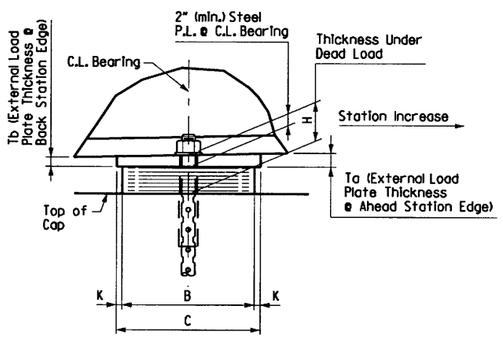
ELASTOMERIC BEARING
(No Scale)



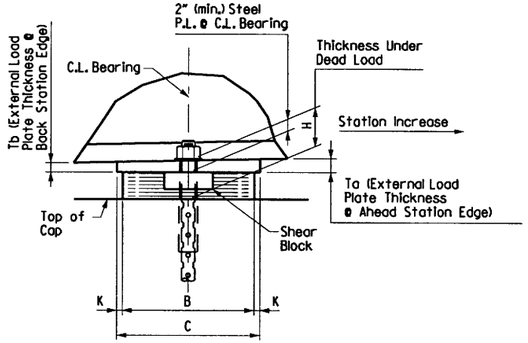
PLAN VIEW @ BENTS 1 & 3
(No Scale)



PLAN VIEW @ BENTS 2
(No Scale)



SIDE VIEW @ BENTS 1 & 3
(No Scale)



SIDE VIEW @ BENTS 2
(No Scale)

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Beam Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Beam Spans, (M 270, Gr.50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

(2) Thus the C.L. of Bearings shall coincide with the C.L. of Beams.

(3) For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and min. thickness of 5/8" shall be used.

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."

DETAILS OF ELASTOMERIC BEARINGS
HUGHES STREET BRIDGE OVER I-630

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
27 June 2017

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

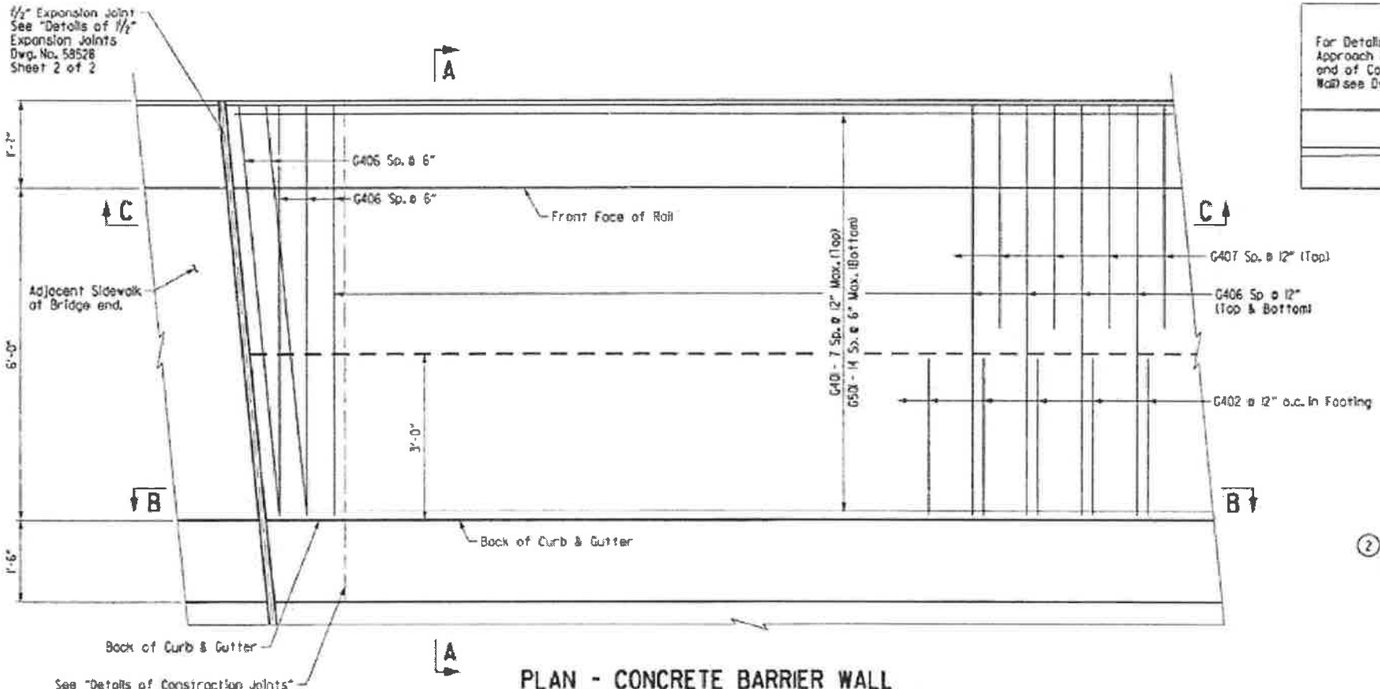
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BRIDGE NO. 07384 DRAWING NO. 58526

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03-28-18				6	ARK.			
				JOB NO.		CA0608	604	889
				07384		BARRIER DETAILS		58527

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No 13672
STEPHEN T. SMILEY
28 Mar 2018

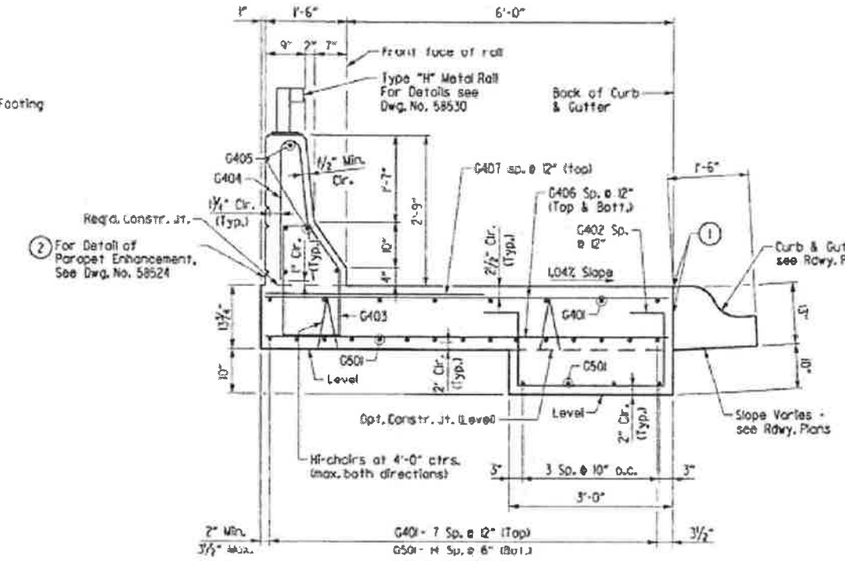


PLAN - CONCRETE BARRIER WALL

SCALE: ¾" = 1'-0"

Note:
Details shown are with respect to a straight horizontal alignment. For sections of curvature, transverse spacings shall be measured along the back of curb & gutter, and transverse steel shall be placed along radial lines.

For Details of Transitional Approach Railing (placed at end of Concrete Barrier Wall) see Dwg. No. 58529



SECTION A-A

(Looking Ahead)
SCALE: ¾" = 1'-0"

1 ½" Preformed Jt. Filler AASHTO M 153 Type I
½" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2).

2 For "Ashlar Stone" Pattern & Texture Coating limits See "SECTION B-B" on Dwg. No. 58344

SHEET 1 OF 2
DETAILS OF
CONCRETE BARRIER WALL

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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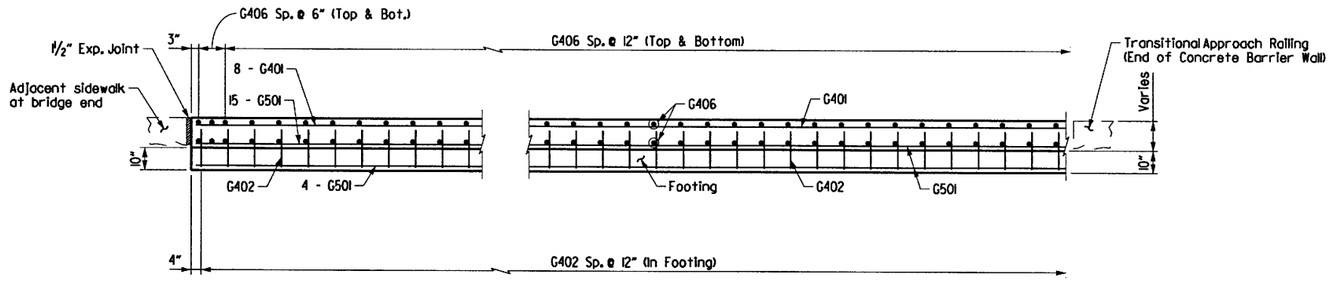
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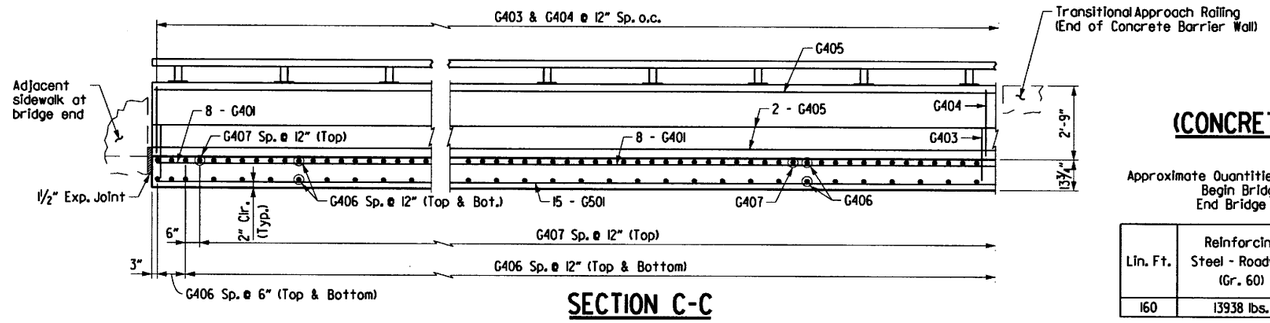
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6	ARK.			
JOB NO.		CA0608	605	889
(1) 07384		BARRIER DETAILS		58528

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



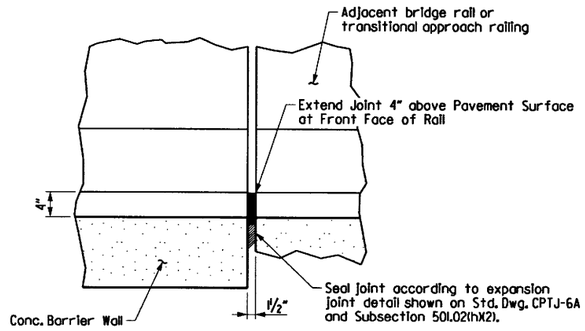
SECTION B-B

N.T.S.



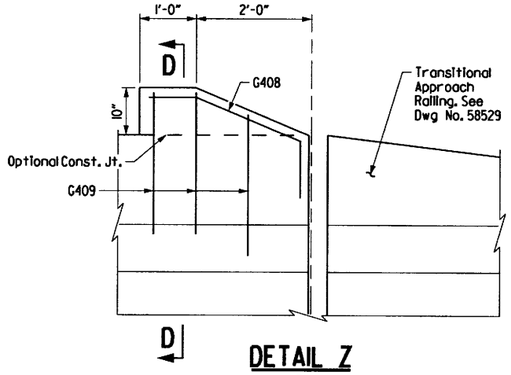
SECTION C-C

N.T.S.



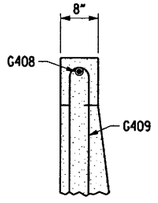
DETAILS OF 1½" EXPANSION JOINTS

N.T.S.



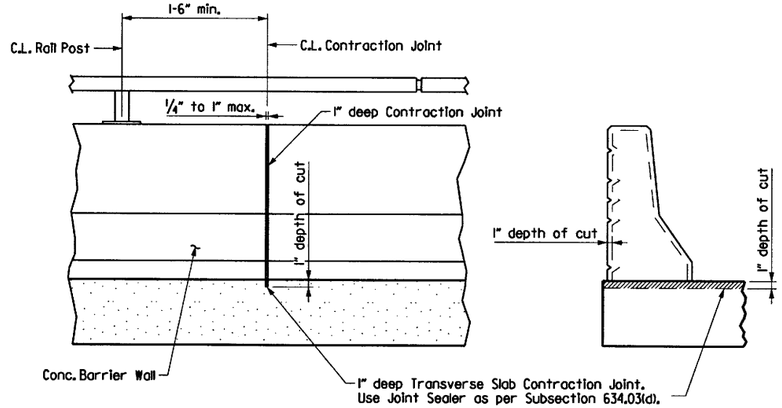
DETAIL Z

N.T.S.
Required at end of Concrete Barrier Wall



SECTION D-D

N.T.S.



DETAILS OF CONTRACTION JOINTS

N.T.S.

Note:
Contraction Joints shall be constructed at 15'-0" Max. Sp. and coincide with Contraction Joints in Curb & Gutter.

Widths of Contraction Joints in the Concrete Barrier Walls shall match the widths of Contraction Joints used in the Curb & Gutter.

1" depth joints in railsection are not required to be sealed.

TABLE OF QUANTITIES
(CONCRETE BARRIER WALL - PARAPET TY SP-2)

(For Information Only)

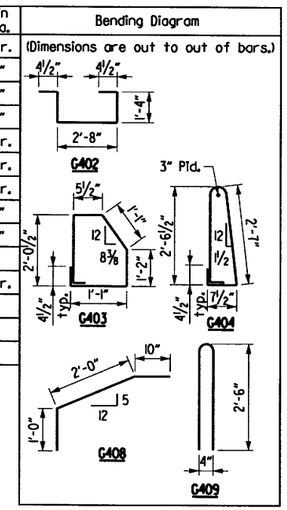
Approximate Quantities for Concrete Barrier Wall (Parapet TY SP-2) - Measured along C.L. Bridge
Begin Bridge Lt. 98+76.35 to 99+04.49, Begin Bridge Rt. 98+81.53 to 99+08.35
End Bridge Lt. 100+89.65 to 101+40.47, and End Bridge Rt. 100+94.51 to 101+45.65

Lin. Ft.	Reinforcing Steel - Roadway (Gr. 60)	Class S(AE) Concrete - Roadway	Metal Bridge Railing (Type H)	Textured Coating Finish	Architectural Finish
160	13938 lbs.	81.95 Cu. Yds.	148 Lin. Ft.	119 Sq. Yd.	384 Sq. Ft.

For Texture Coating Finish and Architectural limits, See "Outside Fascia Bridge Parapet Aesthetic Special Details" Dwg. No. 58344

FOR INFORMATION ONLY
BAR LIST FOR CONC. BARRIER WALL

Mark	Length	Pin Dia.	Bending Diagram
G401	*As Required	Str.	(Dimensions are out to out of bars.)
G402	5'-9"	2"	
G403	6'-2"	2"	
G404	6'-4"	2"	
G405	*As Required	Str.	
G406	7'-2"	Str.	
G407	3'-11"	Str.	
G408	3'-10"	2"	
G409	5'-2"	3"	
G501	*As Required	Str.	



* Note:
Min. Lap Length for Longitudinal Bars are as follows:

G401 - 1'-9"
G405 - 1'-9"
G501 - 2'-2"

GENERAL NOTES

Concrete shall be Class "S(AE)" or Portland Cement Concrete Pavement and shall be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

Reinforcement Steel shall be Grade 60 (yield Strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Preformed Joints and Sealer shall not be paid for directly. Expansion Joints and Sealer shall not be paid for directly. Payment for these items shall be considered subsidiary to other pay items.

Concrete Barrier Wall will be paid for as "Concrete Barrier Wall Parapet Type SP-2"

Type "H" Metal Rail shall be paid for as "Metal Bridge Railing (Type H)". For details of Type "H" Metal Rail, See Dwg. No. 58530

SHEET 2 OF 2
DETAILS OF
CONCRETE BARRIER WALL

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

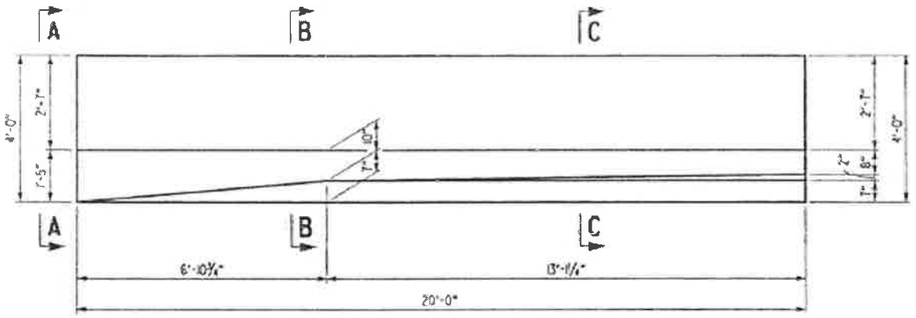
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DESIGNED BY:	MT	DATE:	3/5/2015		

BRIDGE NO. 07384 DRAWING NO. 58528

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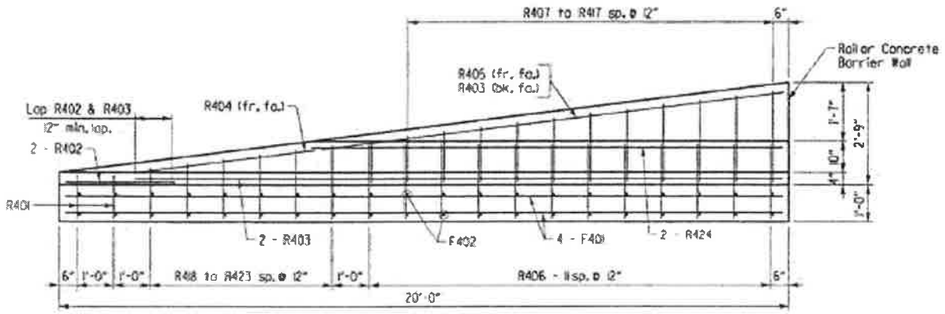
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13672
STEPHEN T. SMILEY
28 Mar 2018



PLAN OF TRANSITIONAL APPROACH RAILING

SCALE: ½" = 1'-0"

Note: Railings on each side of Roadway are opposite hand to each other.



ELEVATION OF TRANSITIONAL APPROACH RAILING

SCALE: ½" = 1'-0"

General Notes

Transitional Approach Railing shall be placed at ends of Concrete Barrier Walls as shown on the layout.

All Concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall and be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall be Grade 60 fyield strength = 60,000 psi conforming to AASHTO M31 or M322, Type A, with mill test reports.

Transitional Approach Railing shall be paid for at the contract unit price bid per each for "Transitional Approach Railing." See Job No. CA0608 "Transitional Approach Railing."

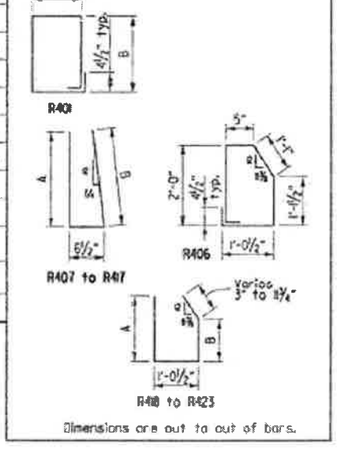
FOR INFORMATION ONLY
SCHEDULE OF QUANTITIES PER RAIL UNIT

CLASS "S" CONCRETE	REINFORCING STEEL (GRADE 60)	CLASS I PROTECTIVE SURFACE TREATMENT	TEXTURED COATING FINISH	ARCHITECTURAL FINISH
4.20 Cu. Yds.	377 Lbs.	0.2 gal	14.9 Sq. Yd.	22.4 Sq. Ft.

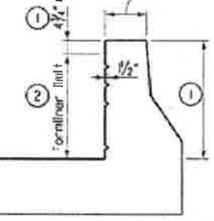
BAR LIST - ONE TRANSITIONAL RAIL

Mark	No. Req'd.	Length	A	B	Pin Dia.
F401	8	19'-8"			Str.
F402	40	3'-8"			Str.
R401	2	4'-10"	1'-0½"	1'-1"	2"
R402	2	3'-0"			Str.
R403	3	17'-9"			Str.
R404	1	5'-0"			Str.
R405	1	12'-9"			Str.
R406	12				2"
R407 - R417	ten.	3'-0" - 5'-5"	1'-3" - 2'-5½"	1'-3" - 2'-5½"	2"
R418 - R423	ten.	3'-9" - 5'-11"	1'-4" - 1'-9¼"	1'-1½"	2"
R424	2	12'-11"			Str.

Bending Diagram



Dimensions are out to out of bars.


1
4½"*
1½"
2
1
Varies
1
2
1
1
Varies
1
2
1
1
Varies
1
2
1

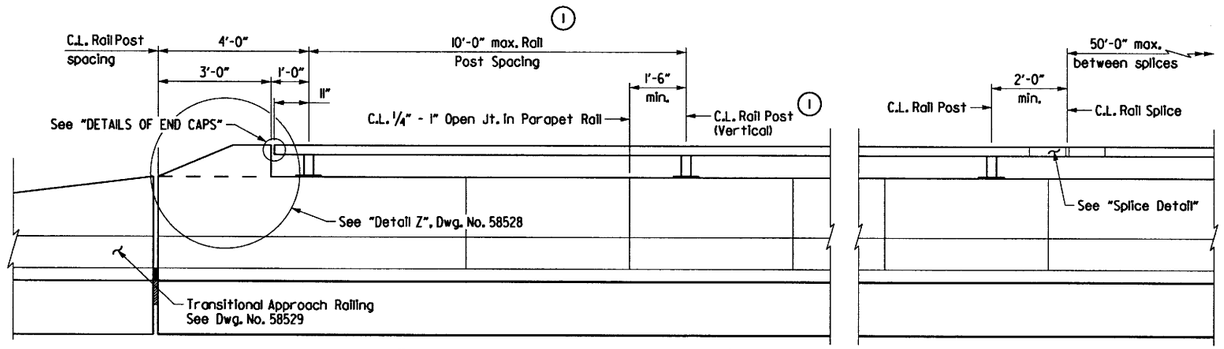
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JOB NO.		CA0608	607	889
① 07384		METAL BRIDGE RAIL		58530

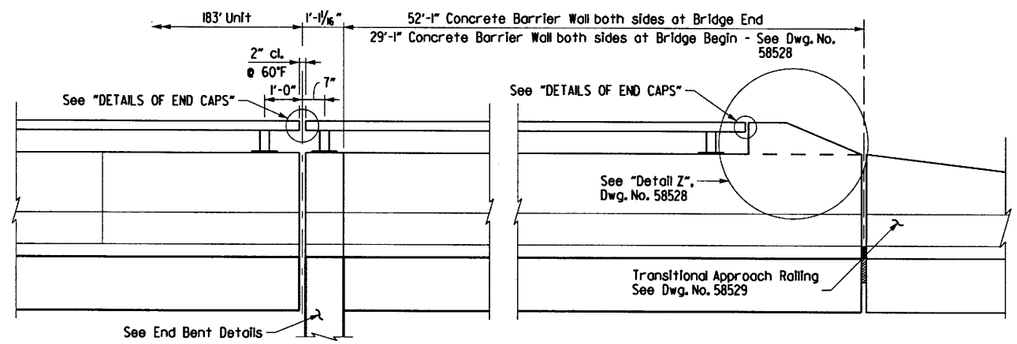
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

27 June 2017

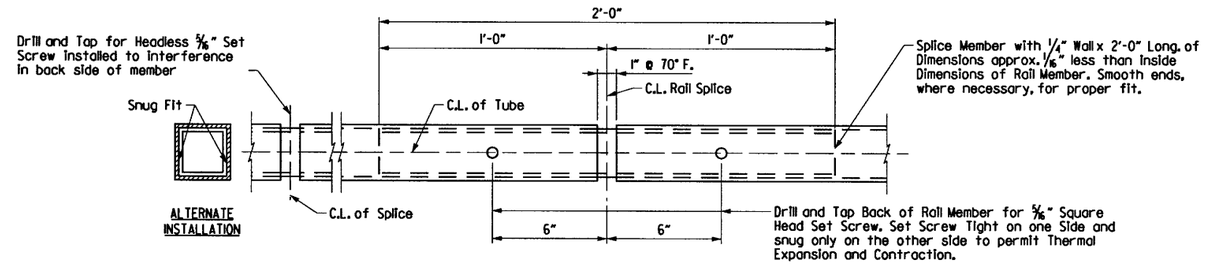
① Post Locations to be coordinated by Contractor with Bridge Mounted Sign to avoid conflict with sign brackets. See Dwg. Nos. 58548-58549



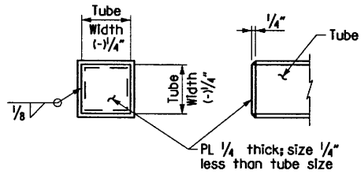
RAIL POST SPACING DETAIL ①



RAIL DETAIL BRIDGE NO. 07384



SPLICE DETAIL



DETAILS OF END CAPS

NOTES FOR BRIDGE RAILING:

Rail layout shall conform to vertical and horizontal alignment of bridge.

Maximum post spacing = 10'-0"

Minimum distance from centerline post to centerline open or contraction joints in parapet = 1'-6".

Rail splices shall be at 50' maximum spacing. Centerline splices shall be located at a maximum of 2 feet from centerline of post. Rail sections shall be fabricated to attach to at least three posts.

Base plates shall not be placed upon areas that are improperly finished, deformed or irregular.

Bridge railing, including posts, fasteners, template plates, and neoprene pad shall be paid for at the contract unit price bid per linear foot for "Metal Bridge Railing (Type H)".

Shop drawings showing details of railing shall be submitted and approval secured before fabrication is begun.

MATERIALS:

Tubing, Posts, and Accessories: AASHTO M270, Gr. 36 or ASTM A500-Grade B.

Railing End Caps: AASHTO M270, Grade 36, galvanized.

Steel Rail Members shall be galvanized in accordance with AASHTO M 111 after fabrication.

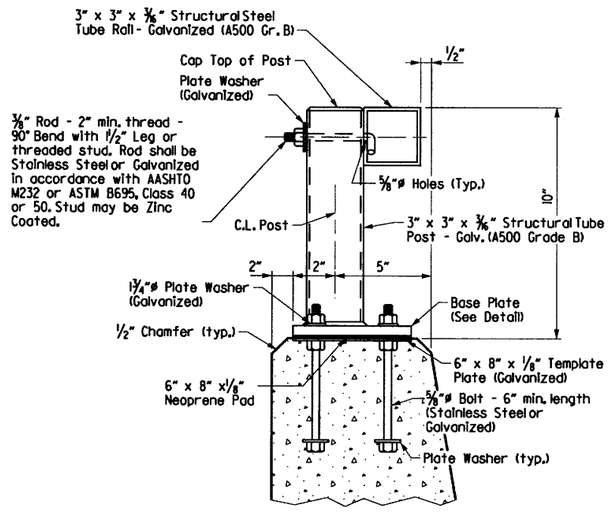
Cast in place anchor bolts shall be of stainless steel or high strength steel. Stainless steel anchor bolts shall conform to ASTM A193 or A320-Grade B8 with a minimum yield strength of 80,000 psi. High strength steel anchor bolts shall conform to AASHTO M164 or A354-Grade BC galvanized in accordance with AASHTO M232 OR ASTM B695, Class 40 or 50.

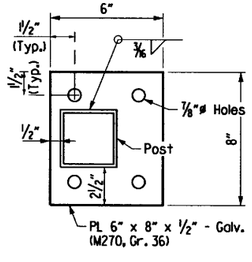
Splice Set Screws: Stainless steel, ASTM Specifications A193 or A320-Grade B8, or AASHTO M270, Grade 36, galvanized.

Nuts: Nuts shall conform to AASHTO M292, Gr. 8 (Stainless steel) or galvanized in accordance with AASHTO M232 or ASTM B695, Class 40 or 50.

Threads: Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1.

Washers shall conform to AASHTO M293, galvanized in accordance with AASHTO M232 or ASTM B695, Class 40 or 50, or of stainless steel conforming to ASTM A276 or A167-Type 302 with dimensions meeting ASTM F436.

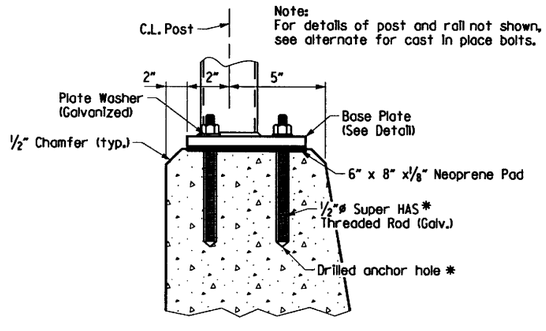




BASE PLATE

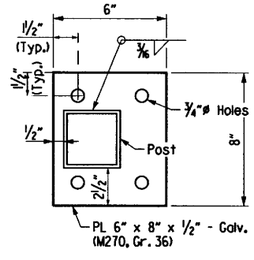
DETAILS OF POST ANCHOR SYSTEM

(CAST IN PLACE BOLTS)



*HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4 1/2" embedment or an approved equal.

The HILTI Epoxy Adhesive Anchor System shall be installed in accordance with Manufacturer's recommendations.



BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM

(EPOXY ADHESIVE ANCHORS)

DETAILS OF TYPE H
METAL BRIDGE RAILING

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

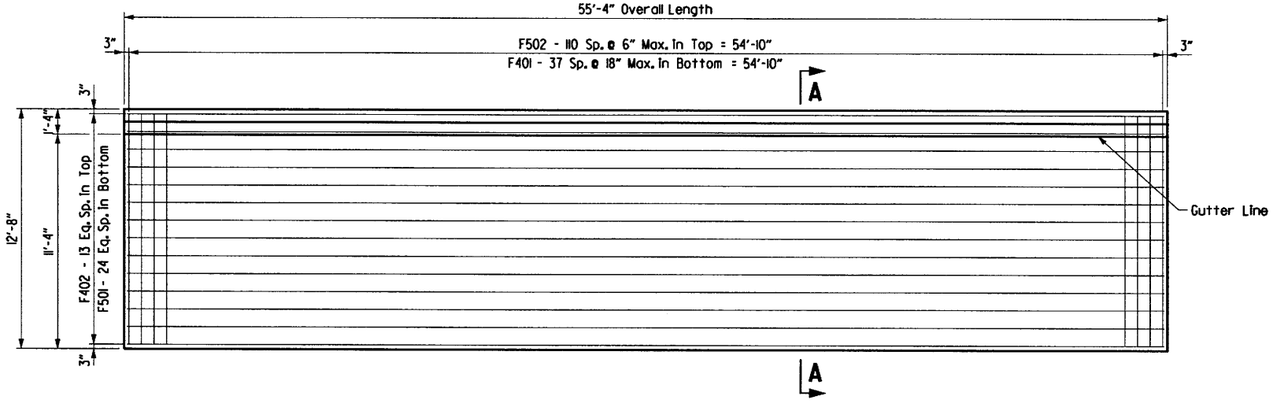
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DESIGNED BY:	MT	DATE:	2/25/2015		

BRIDGE NO. 07384 DRAWING NO. 58530

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6/27/2017
sts



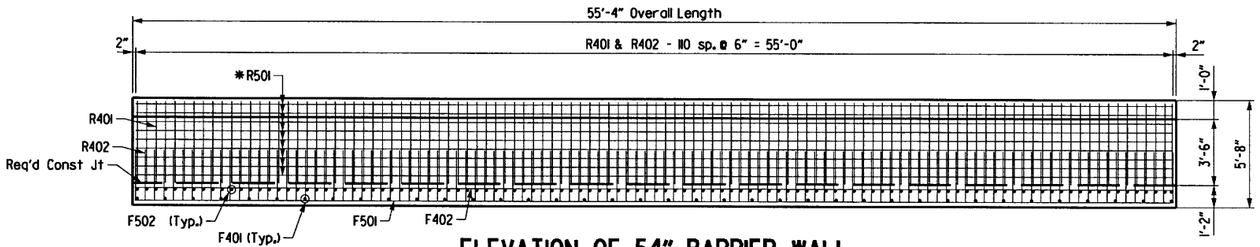
PLAN OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"

Note: Barrier Wall adjacent to Bent 1 and 3 are similar.

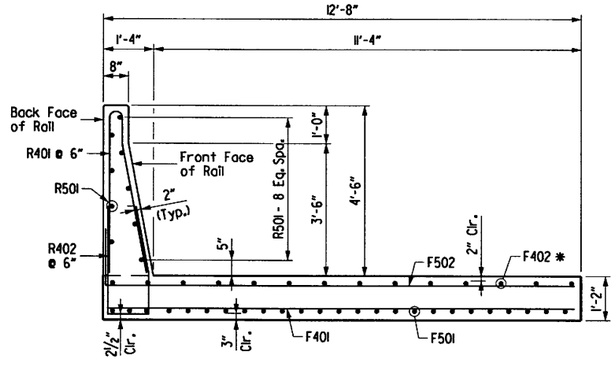
* Note:
Min. Lap Lengths for Longitudinal Bars are as follows:

F402 - 1'-9" min.



ELEVATION OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"



SECTION A-A

SCALE: 1/2" = 1'-0"

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

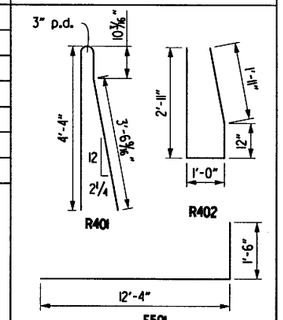
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	608	889
07384		BARRIER DETAILS		58531

BAR LIST - ONE BARRIER WALL

(Two Barrier Walls Required)

Mark	No. Req'd.	Length	Pin. Dia.
R401	111	9'-3"	3"
R402	111	6'-8"	3"
R501	9	55'-6"	Str.
F401	38	12'-4"	Str.
F402	28	28'-4"	Str.
F501	25	55'-0"	Str.
F502	111	13'-9"	3 3/4"

Bending Diagram



Dimensions are out to out of bars.

TABLE OF QUANTITIES
(54" CONCRETE BARRIER WALL - PARAPET TY SP-1)

(For Information Only)

Approximate Quantities for 54" Concrete Barrier Wall (Parapet TY SP-1) Measured along C.L. I-630 Sta 1153+89.10 to Sta 1154+44.43 (Adjacent to Bent 1) and Sta 1154+05.58 to Sta 1154+60.91 (Adjacent to Bent 3)

Lin. Ft.	Reinforcing Steel - Roadway (Gr. 60)	Class S (AE) Concrete - Roadway
112	1132 lbs.	77.66 Cu. Yds.

General Notes:
Concrete shall be Class "S(AE)" or Portland Cement Concrete Pavement and shall be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall be grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

54" Concrete Barrier Wall will be paid for as "Concrete Barrier Wall Parapet Type SP-1"

Top and bottom of footing shall be parallel to roadway grade.
Back face of Barrier shall be plumb.

DETAILS OF
54" CONCRETE BARRIER WALL

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/25/2016	FILENAME:	bca06085_r5
CHECKED BY:	STS	DATE:	1/26/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	1/25/2016		

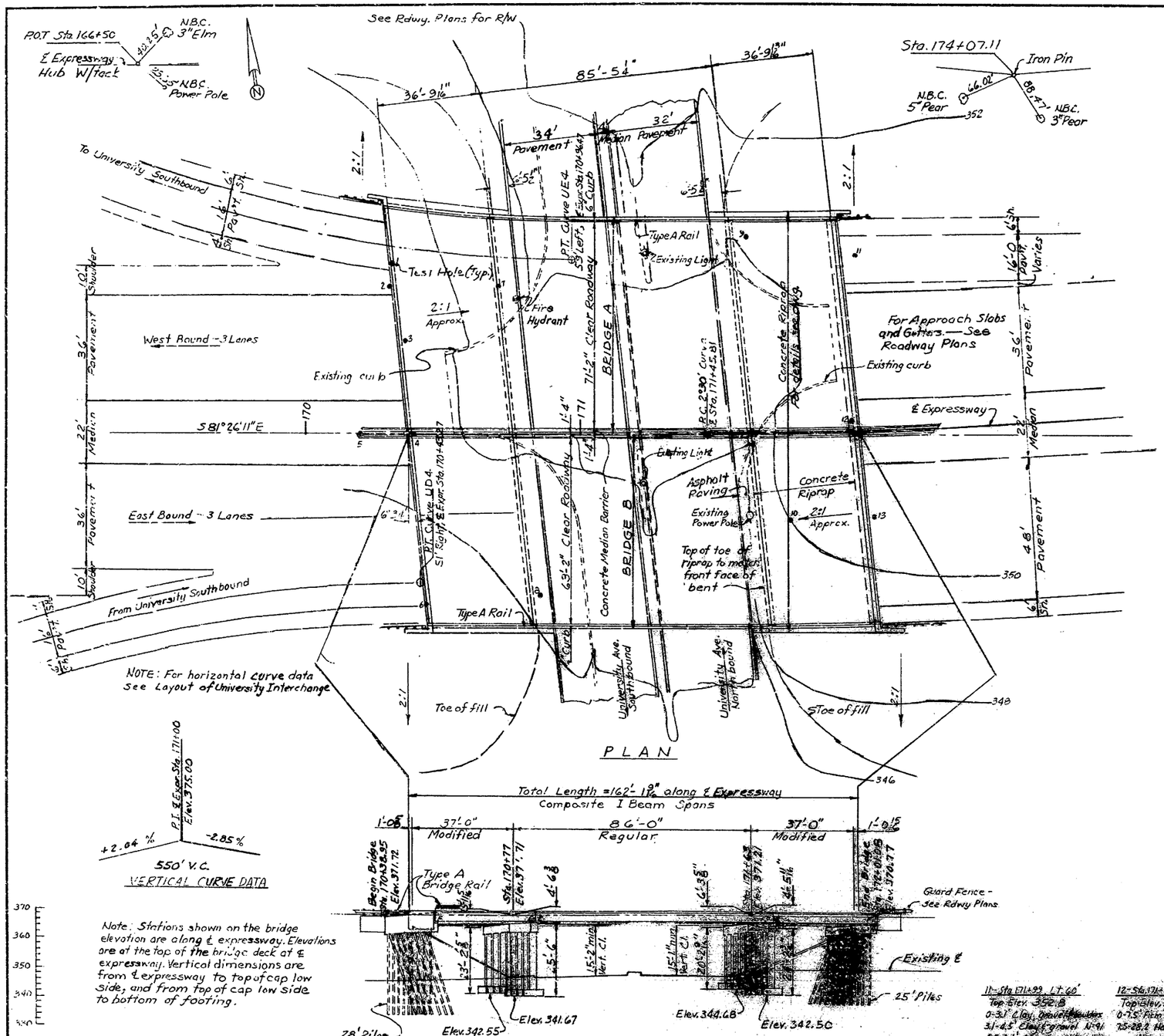
BRIDGE NO. 07384 DRAWING NO. 58531

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DATE RECEIVED	DATE FILED	DAT REVISED	DATE FILED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	F 630-2(16)43		35	143
				JOB NO.		6801			

D 5403A,B LAYOUT 17124

NOTE:
THE ENTIRE BRIDGE IS WITHIN THE LIMITS OF A 300 FT. TRANSITION FOR THE CENTER LINE EXPRESSWAY CURVE WITH P.C. AT STATION 171+45.81. THE TRANSITION STARTS AT STATION 169+95.81. THE SLOPE TO THE LEFT OF CENTER LINE EXPRESSWAY CHANGES UNIFORMLY FROM .015 FT/FT DOWNWARD TO LEFT AT STATION 169+95.81 TO .0362 FT/FT DOWNWARD TO LEFT AT STATION 172+95.81. THE SLOPE TO THE RIGHT OF CENTER LINE EXPRESSWAY CHANGES UNIFORMLY FROM .015 FT/FT DOWNWARD TO RIGHT AT STATION 169+95.81 TO .0362 FT/FT UPWARD TO RIGHT AT STATION 172+95.81.



FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	609	889
(1) A&B3493		Exist Bridge Layout 58532		

SITE 6

Existing Bridge Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

FOR INFORMATION ONLY

GENERAL NOTES

BENCH MARK - NAIL IN SIDE OF POWER POLE, 120 FT. NORTH AND 30 FT. EAST OF INTERSECTION OF UNIVERSITY AND 8TH STREET, ELEVATION 353.21.

ALL CONCRETE SHALL BE POURED IN THE DRY.

ALL PILING SHALL BE 12B53 AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM CAPACITY OF 55 TONS PER PILE AND INTO THE MATERIAL DESIGNATED AS STABLE AND ROCK LAYERS ON THE BORING LOGS. LENGTHS OF PILING SHOWN ARE FOR ESTIMATING QUANTITIES ONLY. ORDER LENGTHS SHOWN; CUT-OFF OR BUILD-UP, IF NECESSARY, TO BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT IS IN PLACE.
FOR DETAILS OF END BENTS SEE DWG. NO. 17125, 17126, 17129, 17130.
FOR DETAILS OF INTERMEDIATE BENTS SEE DWG. NO. 17127, 17128.
FOR DETAILS OF COMPOSITE I-BEAM SPANS SEE DWG. NOS. 17131 — 17137.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, THE 1966 SUPPLEMENTAL SPECIFICATIONS, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHO 1969
LIVE LOADING: HS20 AND INTERSTATE LOADING

UNIT STRESSES:		
	CLASS S CONCRETE (N=10)	1,200 PSI
	REINFORCING STEEL	20,000 PSI
	STRUCTURAL STEEL (A-36)	20,000 PSI
	STRUCTURAL STEEL (A572)	23,000 PSI

FOUNDATION PRESSURES:		
	GROUP I	4.7 KSF MAX.
	GROUP II	5.1 KSF MAX.
	GROUP III	6.3 KSF MAX.

1- Sta. 170+31, Lt. 58'
Top Elev. 346.8
0-5 Clay, gravel & boulders
5-6.5' Firm gray clay N=41
6.5-9' Clay, boulders, trace of shale
9-17' Layers of rock & boulders
17-25 Hard Shale

2- Sta. 170+30, Lt. 50'
Top Elev. 346.1
0-2.1' Firm clay & gravel
2.1-2.9' Compact clay & boulders
2.9-4.7' Firm clay, few gravel
4.7-17' Med. hard brown shale
17-27' Med. hard br. shale-wet
27-32.4' Med. hard br. shale & clay
32.4-36.7' Hard. blue shale
36.7- Rock, can't penetrate

3- Sta. 170+36, Lt. 31'
Top Elev. 346.6
0-5.1' Clay, gravel & boulders
5'-6.5' Clay, gravel N=40
6.5-10' clay, gravel, trace of shale
10-11.5' Hard br. shale N=100
11.5-15' Hard br. shale

4- Sta. 170+39, ℄
Top Elev. 346.5
0-3.2 Compact clay, gravel & boulders
3.2-12.9 Med. hard br. shale
12.9- Rock, can't penetrate

5- Sta. 170+20, ℄
Top Elev. 345.7
0-5.3' Comp. br. clay, gravel & boulders
5.3-19.3' Med. hard br. shale
19.3-25.1' Comp. boulders & gravel
25.1-33.1' Hard br. shale
33.1-37.3' Hard blue shale
37.3- Rock, can't penetrate

6- Sta. 170+44, Rt. 58'
Top Elev. 346.1
0-4' Clay & gravel
4-4.6 Comp. gravel & boulders
4.6-22' Med. hard br. shale
22-31.4' Med. hard br. shale-wet
31.4-37.1' Hard blue shale
37.1-38' Layers of rock
38'- Rock, can't penetrate

7- Sta. 170+70, Lt. 50'
Top Elev. 343.5
0-5' Clay, gravel & boulders
5-6.5' Clay & shale N=100
6.5-9' Rock and boulders

8- Sta. 171+06, Rt. 55'
Top Elev. 346.1
0-5.3 Firm clay & gravel
5.3-9' Firm br. shale & gravel
9-14' Hard br. shale N=100 @ 9-10.5'
14-27.4' Grey & blue shale N=100 @ 14-14.5' & 24-25.5' N=49 @ 19-20.3'
27.4-38.1' Hard Blue shale
38.1' Rock, can't penetrate

9- Sta. 171+40, Lt. 67'
Top Elev. 352.3
0-15' Comp. clay, gravel & boulders
15-18' Very comp. clay gravel & boulders
18'- Rock, can't penetrate

10- Sta. ℄ Rt. 29'
Top Elev. 350.3
0-5' Clay, gravel & boulders
5-12.5 Br. shale N=75 @ 5-6.5'
12.5-25' Hard grey shale

11- Sta. 171+99, Lt. 60'
Top Elev. 352.8
0-3.1' Clay, gravel & boulders
3.1-4.5' Clay & gravel N=91
4.5-8.1' Clay, gravel & boulders
8.1-17' Gravel & boulders N=100 @ 8.1'-9.6'
17.1-20' Hard br. shale

12- Sta. 171+96, Lt. 4'
Top Elev. 351.6
0-7.5' Firm clay & gravel
7.5-28.2 Hard br. shale & thin rock layers N=91 @ 14.5'-20.5'
28.2-29.5' Rock
29.5-45 Hard blue shale

13- Sta. 171+67, Rt. 29'
Top elev. 350.9
0-4.5' Clay, gravel & 6.5-12.5 Brown shale N=100
12.5-21' Brown shale & thin rock layers

LAYOUT OF
UNIVERSITY AVENUE OVERPASS

UNIVERSITY AVE.— PINE ST.

PULASKI COUNTY
INT. ROUTE 630 SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: FMH DATE: 7-16-70
TRACED BY: DATE: SCALE: 1"=20'
CHECKED BY: HS DATE: 12-10-70

Virgil Pinkston
BRIDGE ENGINEER

BRIDGE NO. 3493A, 3493B DRAWING NO. 17124

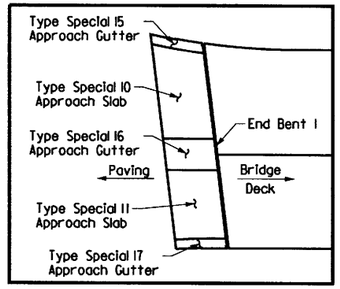
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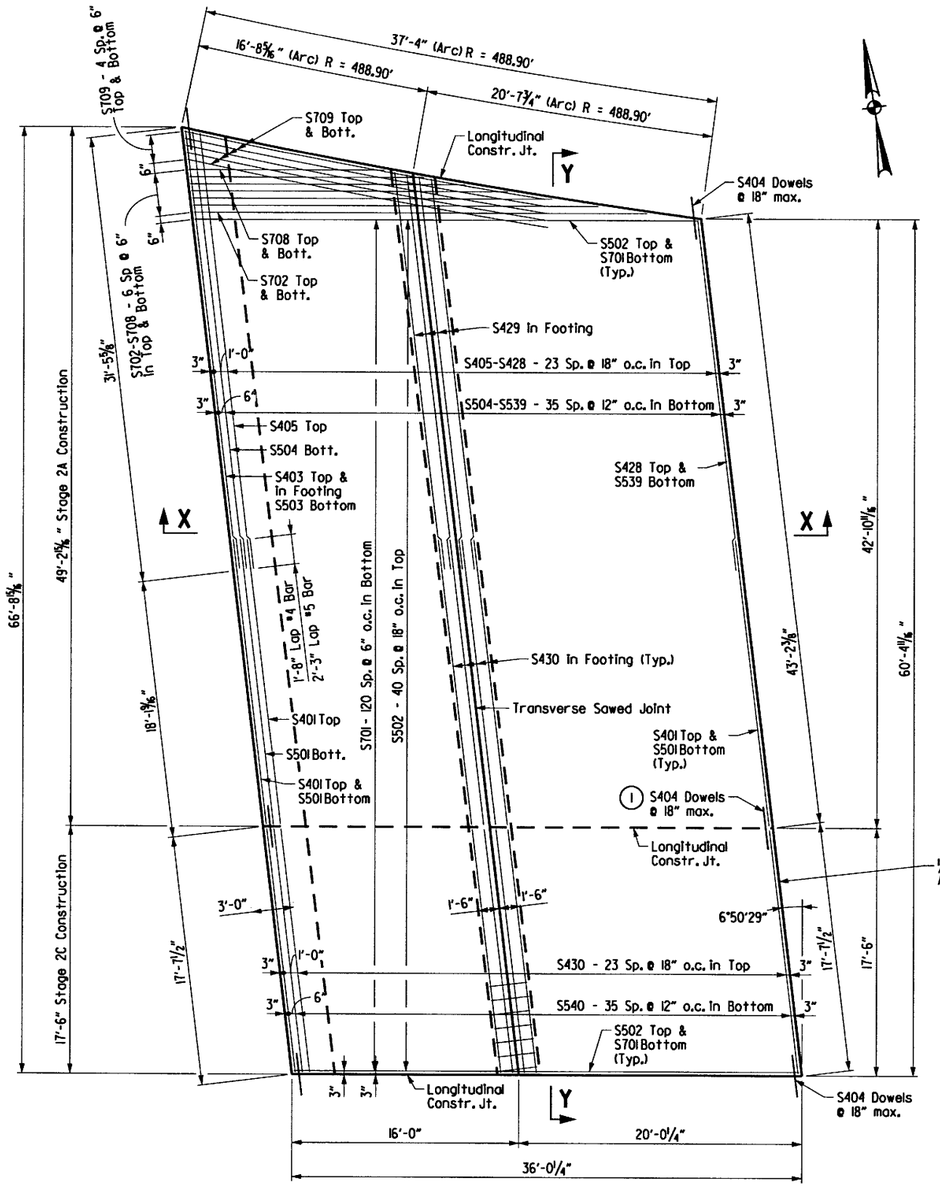
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6	ARK.			
JOB NO.		CA0608	610	889
① A3493		APP. SLAB 10		58533

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
27 June 2017

KEY PLAN

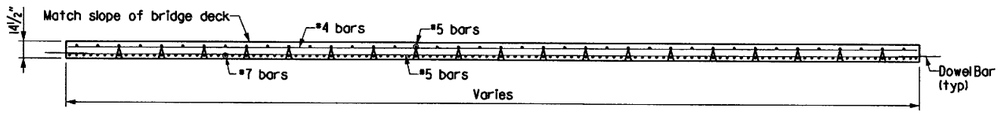




PLAN - TYPE SPECIAL 10 APPROACH SLAB

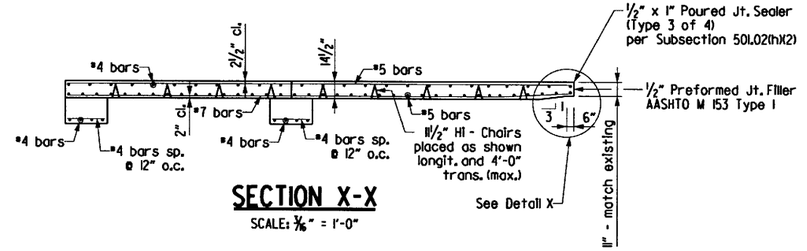
SCALE: ⅜" = 1'-0"

① Drilling and grouting of S404 dowelbars is required along longitudinal construction joint. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH SLABS" or "APPROACH GUTTERS".



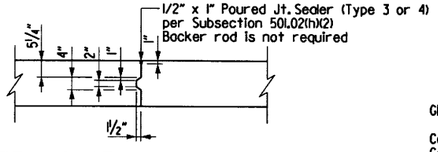
SECTION Y-Y

SCALE: ⅜" = 1'-0"



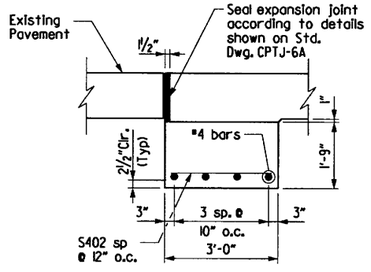
SECTION X-X

SCALE: ⅜" = 1'-0"



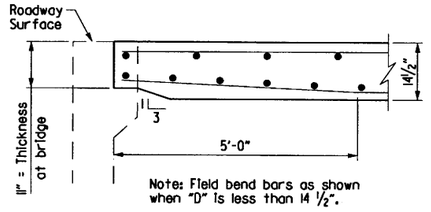
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"



DETAILS OF SUPPORT AT END OF SLAB

SCALE: ½" = 1'-0"



Note: Field bend bars as shown when "D" is less than 14 ½".

DETAIL X

No Scale

STAGE 2A BAR LIST

Mark	No. Req'd.	Length
S401	33	21'-6"
S402	97	2'-8"
S403	5	31'-3"
S404	24	3'-0"
S405 - S428	1 Ea	31'-0" to 25'-0"
S429	4	28'-1"
S501	37	22'-8"
S502	29	35'-8"
S503		31'-3"
S504 - S539	1 Ea	31'-2" to 25'-0"
S701	86	35'-8"
S702 - S708	2 Ea	32'-1" to 13'-10"
S709	10	25'-11"

STAGE 2C BAR LIST

Mark	No. Req'd.	Length
S430	33	17'-6"
S402	36	2'-8"
S404	48	3'-0"
S540	37	17'-6"
S502	12	35'-8"
S701	35	35'-8"

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
16009	128.74

GENERAL NOTES:

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

DETAILS OF TYPE SPECIAL 10 APPROACH SLAB I-630 BRIDGE OVER UNIVERSITY AVENUE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	KH	DATE:	8/27/2015		

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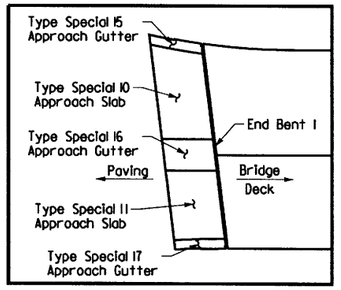
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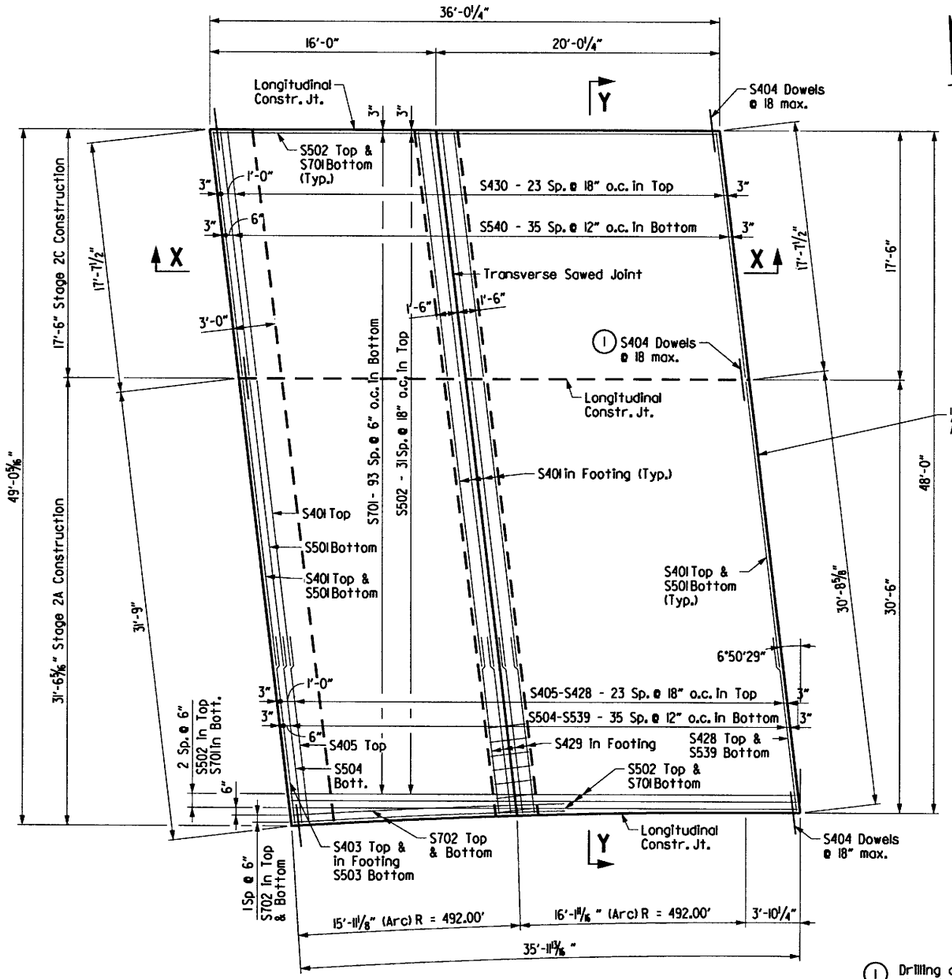
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6	ARK.			
JOB NO.		CA0608	611	889
(1) B3493		APP. SLAB II		58534

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

KEY PLAN

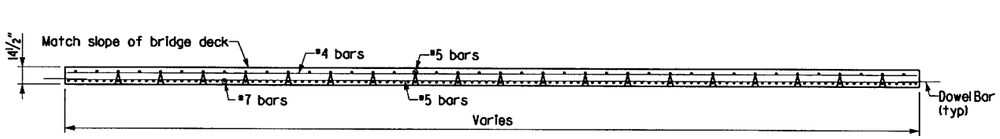




PLAN - TYPE SPECIAL II APPROACH SLAB

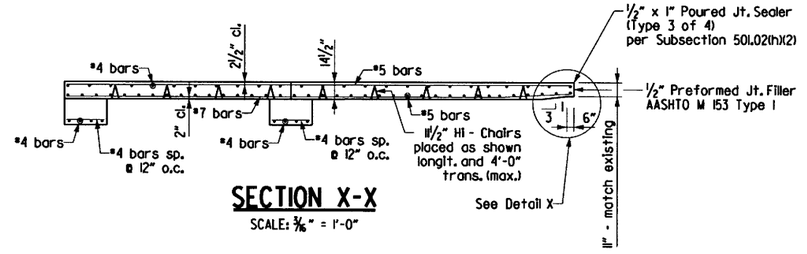
SCALE: 3/16" = 1'-0"

(1) Drilling and grouting of S404 dowelbars is required along longitudinal construction joint. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH SLABS" or "APPROACH GUTTERS".



SECTION Y-Y

SCALE: 3/16" = 1'-0"



SECTION X-X

SCALE: 3/16" = 1'-0"

STAGE 2A BAR LIST

Mark	No. Req'd.	Length
S401	33	21'-6"
S402	64	2'-8"
S403	5	13'-5"
S404	24	3'-0"
S405 - S428	1Ea	13'-4" to 12'-5"
S429	4	12'-6"
S501	37	22'-8"
S502	22	35'-8"
S503		13'-5"
S504 - S539	1Ea	13'-5" to 12'-5"
S701	61	35'-8"
S702	4	19'-2"

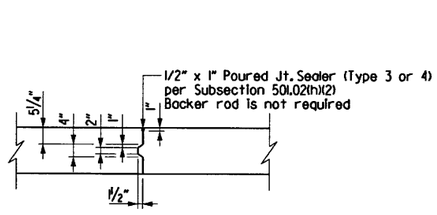
STAGE 2C BAR LIST

Mark	No. Req'd.	Length
S430	33	17'-6"
S402	36	2'-8"
S404	48	3'-0"
S540	37	17'-6"
S502	12	35'-8"
S701	35	35'-8"

TABLE OF QUANTITIES

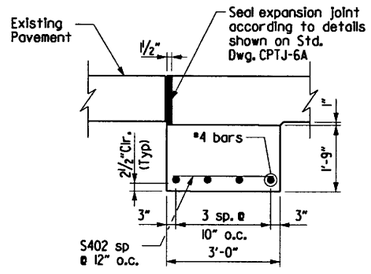
(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
11928	97.81



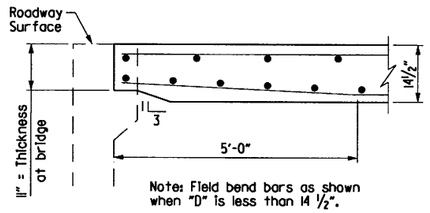
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"



DETAILS OF SUPPORT AT END OF SLAB

SCALE: ½" = 1'-0"



Note: Field bend bars as shown when "D" is less than 14 ½".

DETAIL X

No Scale

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

DETAILS OF TYPE SPECIAL II APPROACH SLAB I-630 BRIDGE OVER UNIVERSITY AVENUE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/3/2015
CHECKED BY: STS DATE: 9/10/2015
DESIGNED BY: KH DATE: 8/27/2015
FILENAME: bca06086_as02
SCALE: AS SHOWN

BRIDGE NO. B3493 DRAWING NO. 58534

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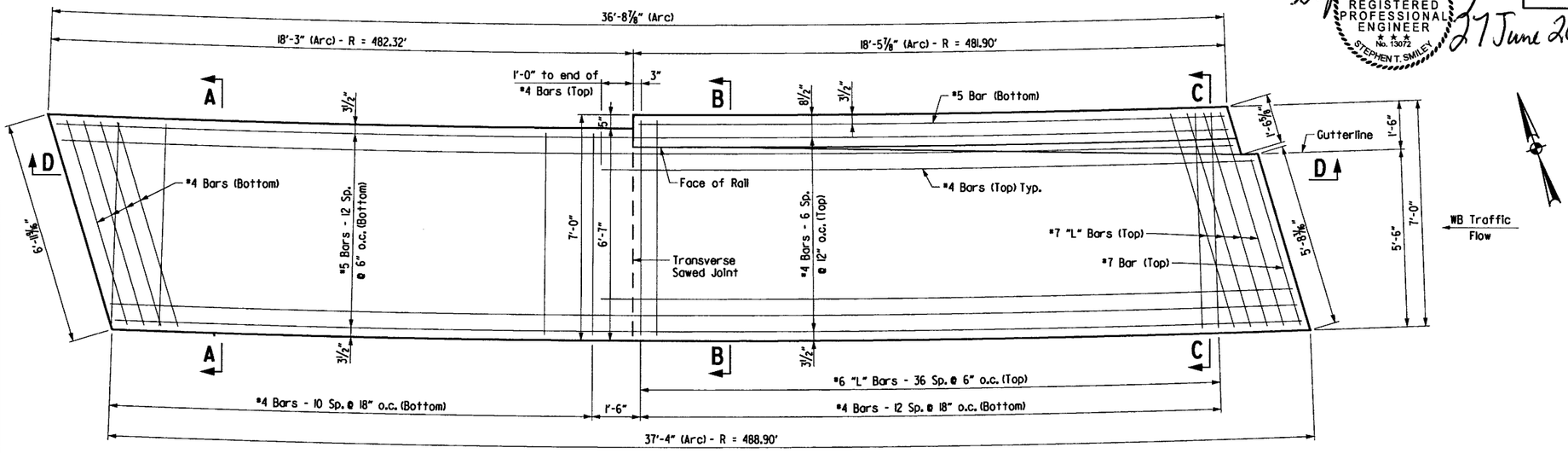
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11:09:42 AM
6/27/2017
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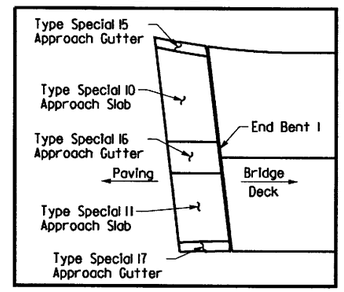
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	612	889
				(1) A3493		APP. GUTTER 15		58535

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
27 June 2017

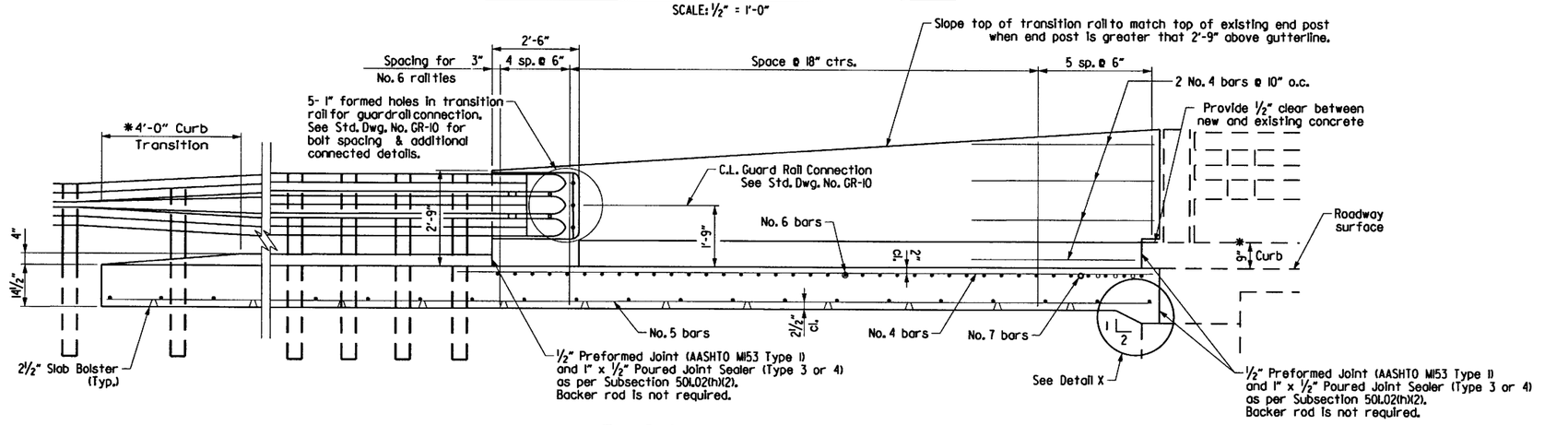


KEY PLAN



PLAN - TYPE SPECIAL 15 APPROACH GUTTER

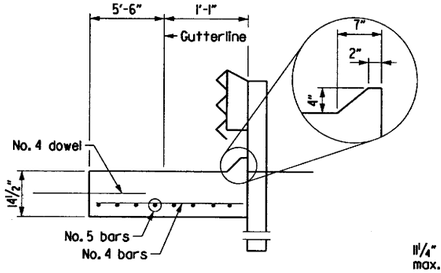
SCALE: ½" = 1'-0"



VIEW D-D

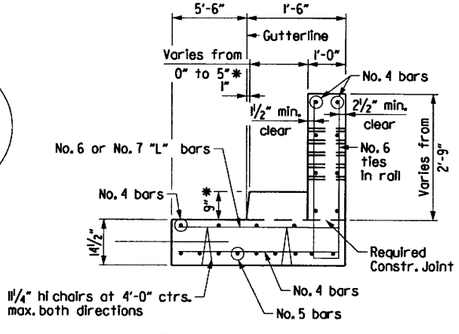
Scale: ½" = 1'-0"

* Curb Dimensions shall taper to match existing bridge.



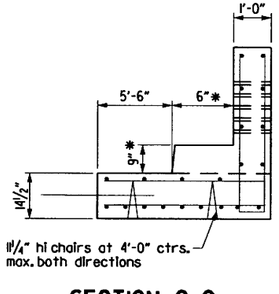
SECTION A-A

No Scale



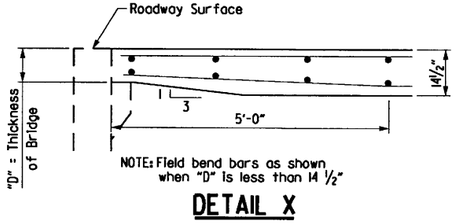
SECTION B-B

No Scale



SECTION C-C

At end of Transition Rail
No Scale



DETAIL X

No Scale

BENDING DIAGRAMS

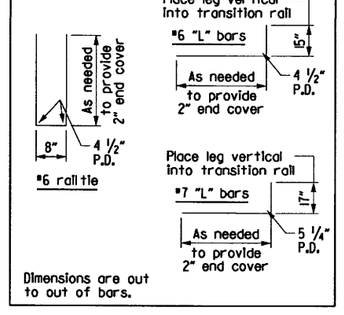


TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1665	13.77

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

DETAILS OF TYPE SPECIAL 15 APPROACH GUTTER I-630 BRIDGE OVER UNIVERSITY AVENUE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/3/2015	FILENAME:	bca06086_as03
CHECKED BY:	STS	DATE:	9/10/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	8/27/2015		

BRIDGE NO. A3493 DRAWING NO. 58535

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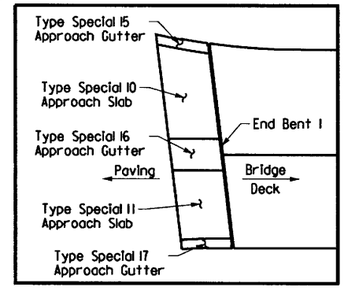
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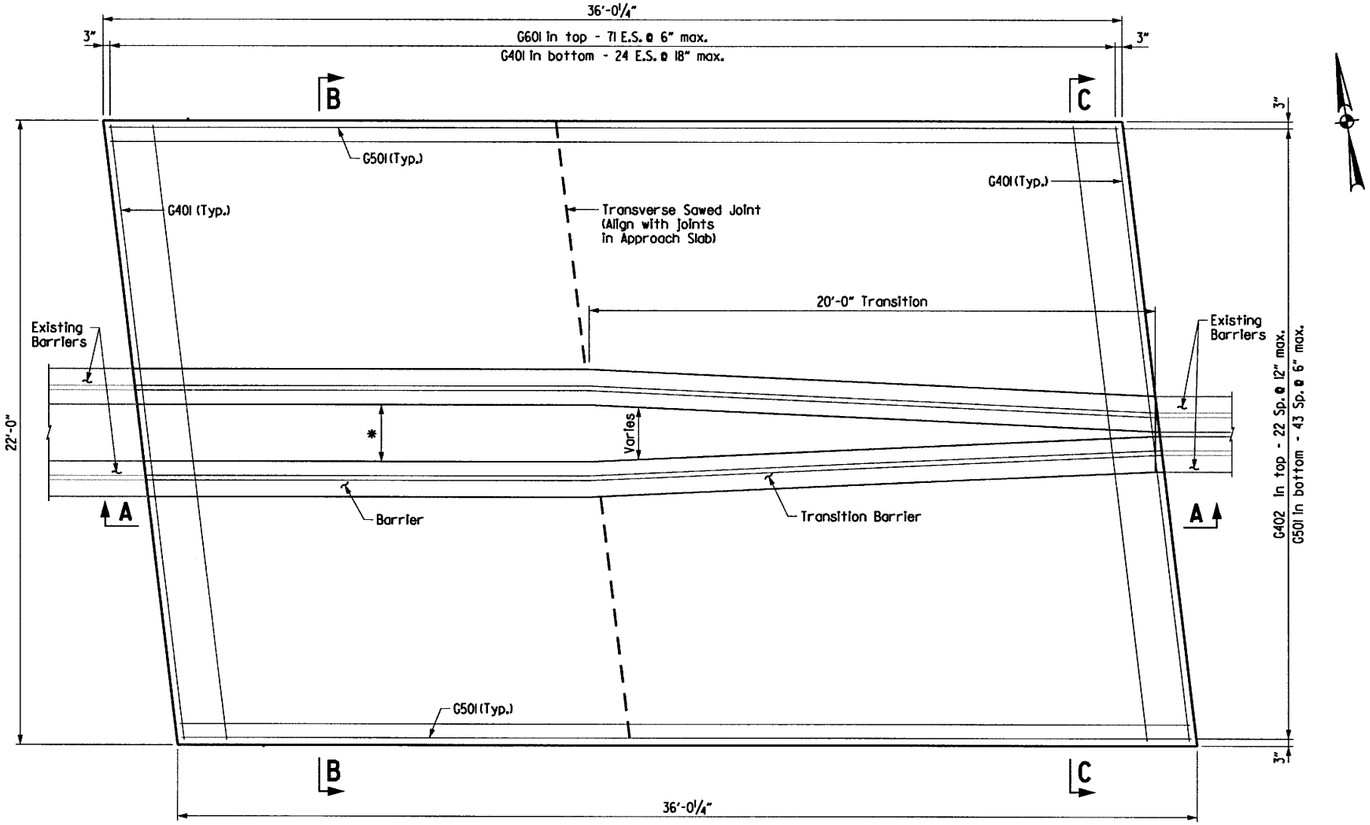
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	613	889
(1) A&B3493		APP. GUTTER 16		58536

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

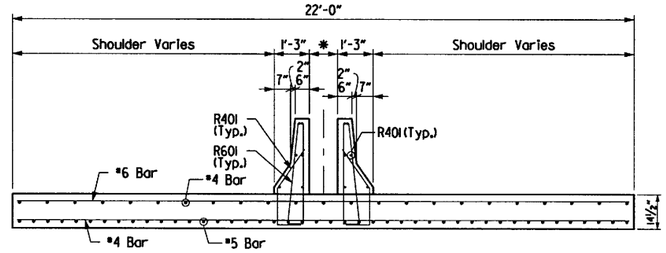
KEY PLAN





PLAN - TYPE SPECIAL 16 APPROACH GUTTER

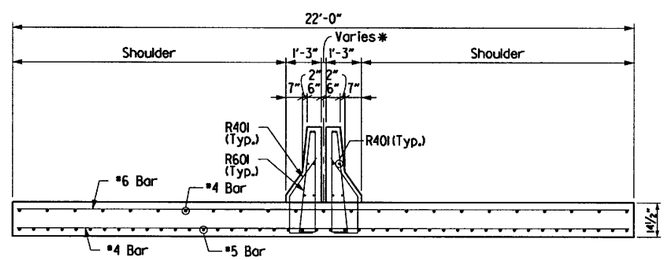
SCALE: ⅜" = 1'-0"



* Gap dimension shall be adjusted to match existing barriers at each end of gutter.

SECTION B-B

SCALE: ⅜" = 1'-0"



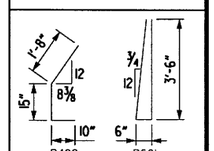
SECTION C-C

SCALE: ⅜" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	25	21'-10"	Str.
G402	23	35'-8"	Str.
G501	44	35'-8"	Str.
G601	72	21'-10"	Str.
R401	12	36'-2"	Str.
R402	38	3'-9"	2"
R601	38	6'-6"	4 1/2"

BENDING DIAGRAMS

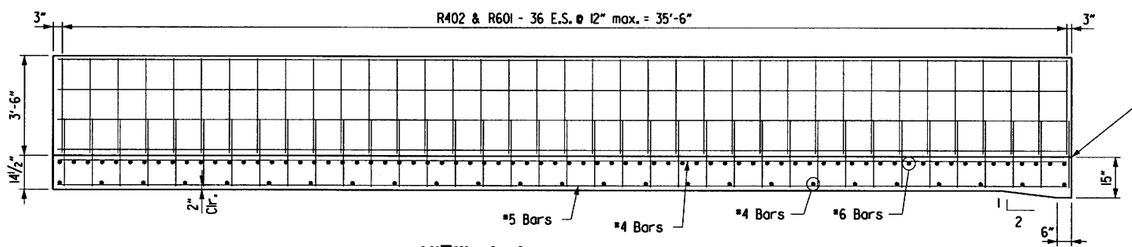


Dimensions are out to out of bars.

TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
5667	107.71



½" Preformed Joint Filler AASHTO M153 Type I and ½" x 1" Poured Joint Sealer (Type 3 or 4) per Subsection 501.02(h)(2).

VIEW A-A

SCALE: ⅜" = 1'-0"

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

Approach Gutters will be measured and paid for in accordance with Section 504.

DETAILS OF TYPE SPECIAL 16 APPROACH GUTTER I-630 BRIDGE OVER UNIVERSITY AVENUE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/3/2015	FILENAME:	bca06086_as04
CHECKED BY:	STS	DATE:	9/10/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	8/27/2015		

BRIDGE NO. A&B3493 DRAWING NO. 58536

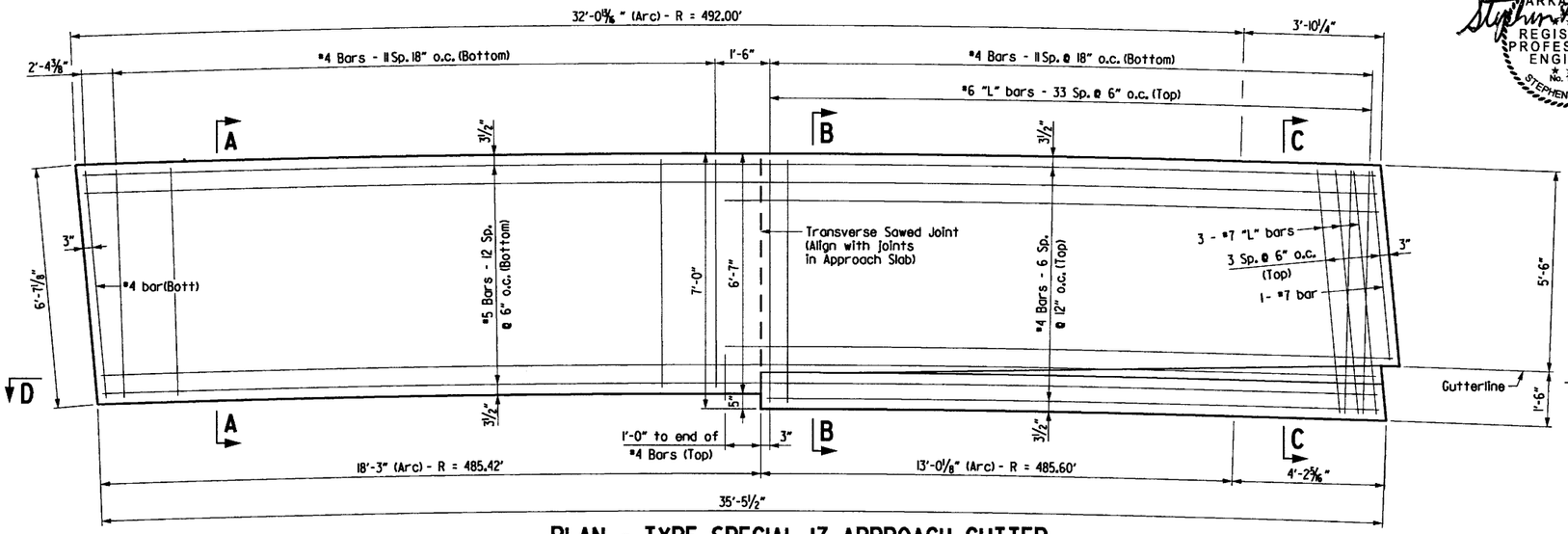
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

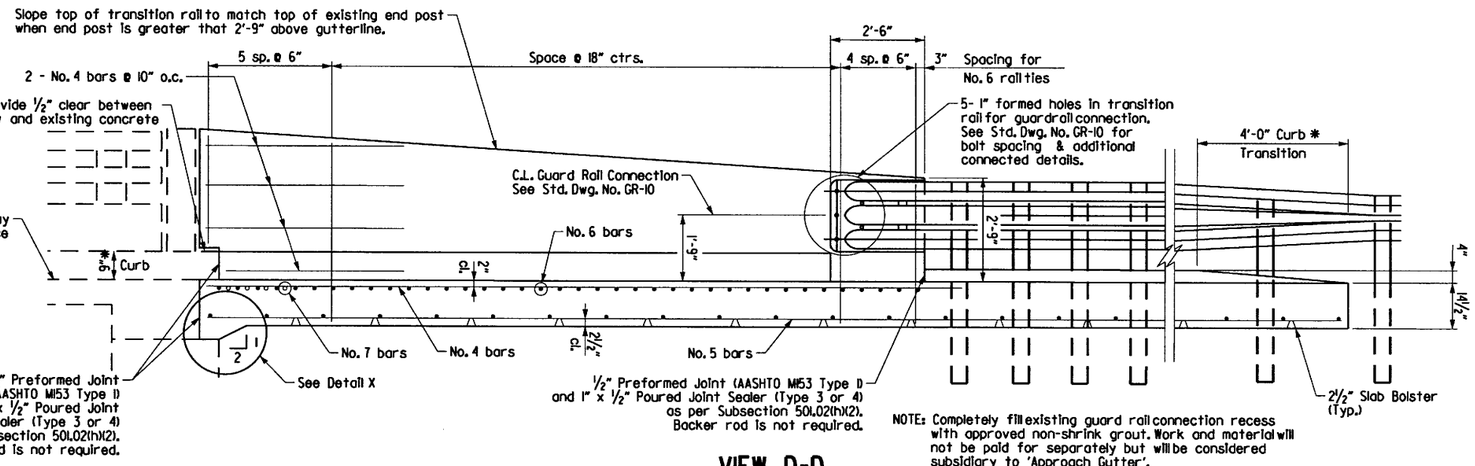
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	614	889
(1) B3493		APP. GUTTER 17		58537

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



PLAN - TYPE SPECIAL 17 APPROACH GUTTER

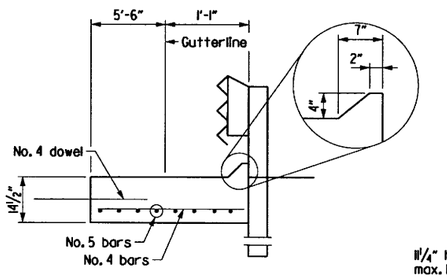
SCALE: ½" = 1'-0"



VIEW D-D

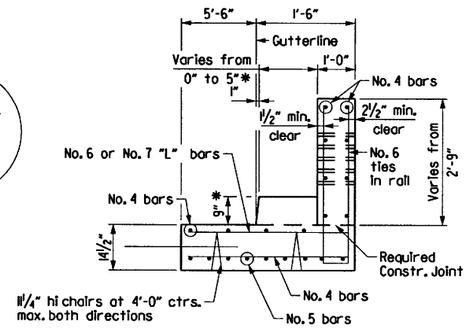
SCALE: ½" = 1'-0"

* Curb Dimensions shall taper to match existing bridge.



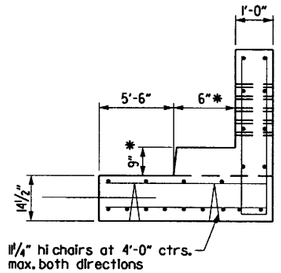
SECTION A-A

No Scale



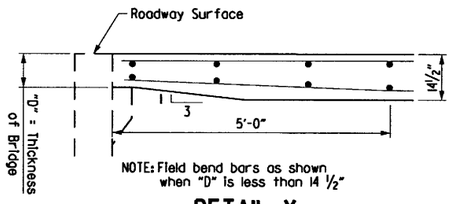
SECTION B-B

No Scale



SECTION C-C

At end of Transition Rail
No Scale



DETAIL X

No Scale

BENDING DIAGRAMS

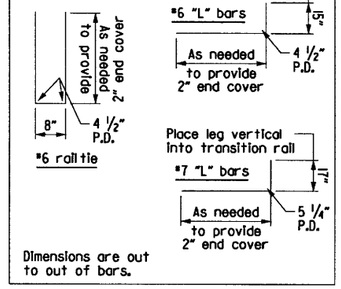
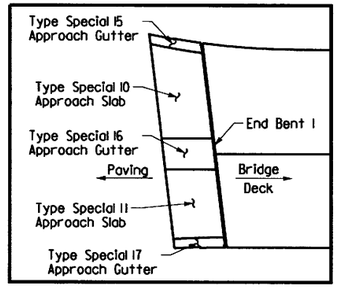


TABLE OF QUANTITIES

(For Information Only)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1518	12.96

KEY PLAN



GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

DETAILS OF TYPE SPECIAL 17 APPROACH GUTTER I-630 BRIDGE OVER UNIVERSITY AVENUE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/3/2015	FILENAME:	bca06086_as05
CHECKED BY:	STS	DATE:	9/10/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	8/27/2015		

BRIDGE NO. B3493 DRAWING NO. 58537

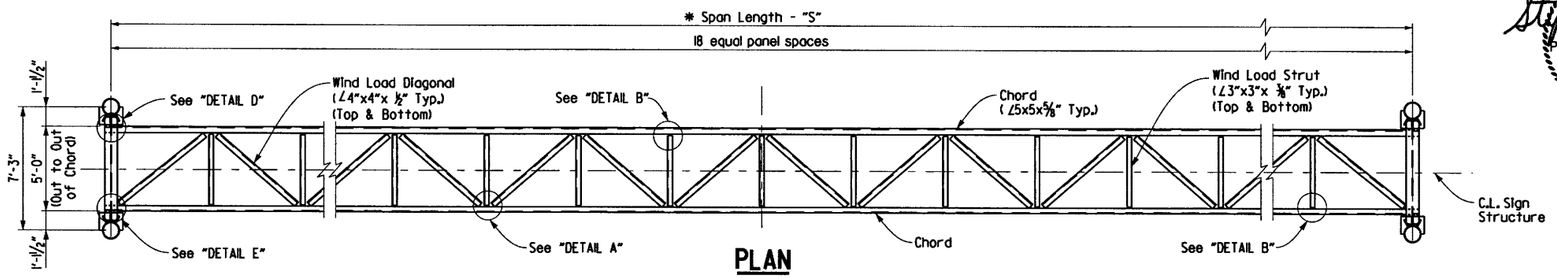
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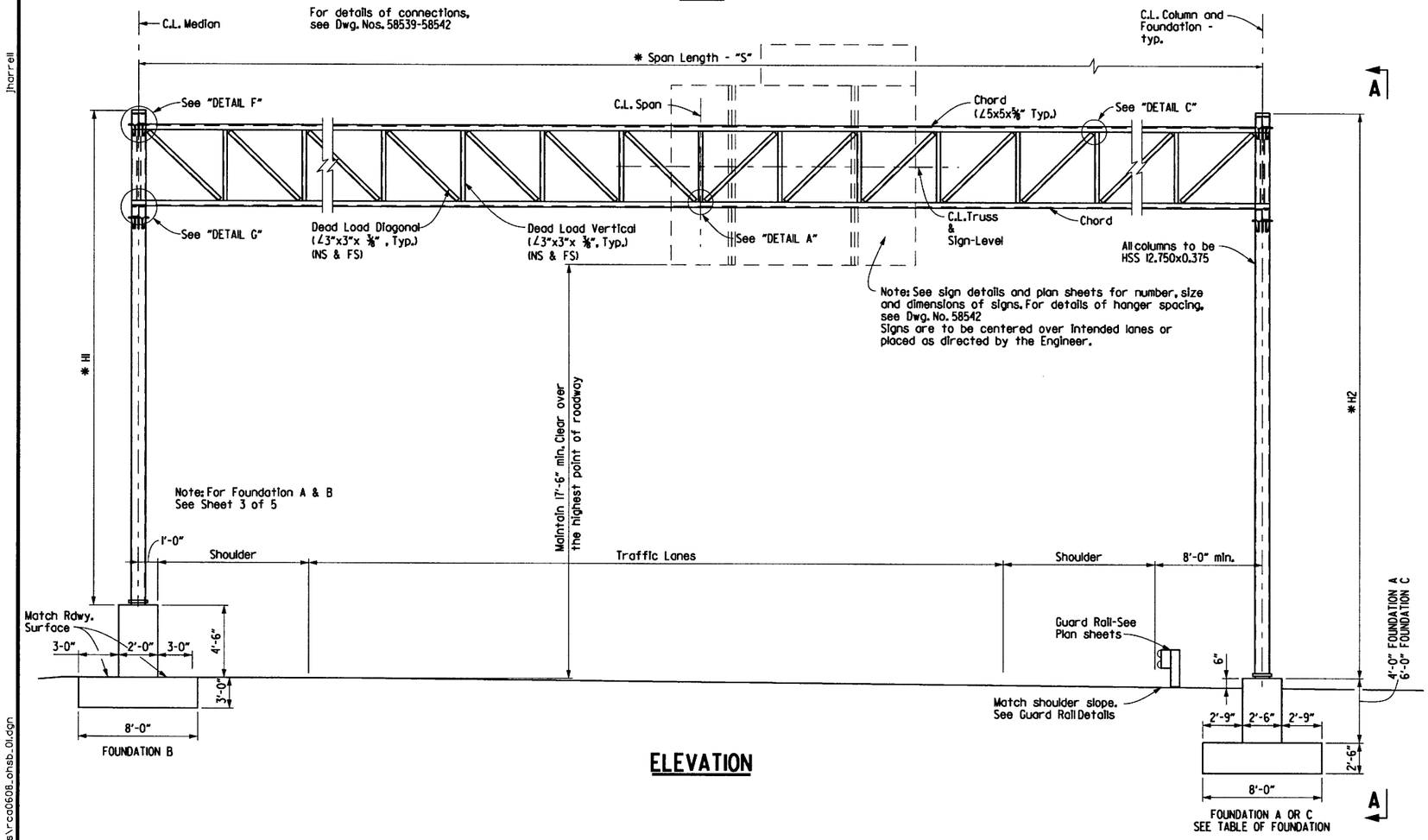
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	615	889

(1) OH-630-60-50 thru 54 & 57 SIGN STRUCT 58538

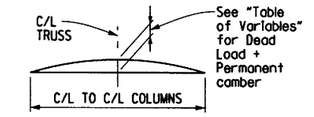
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
18 July 2017



PLAN



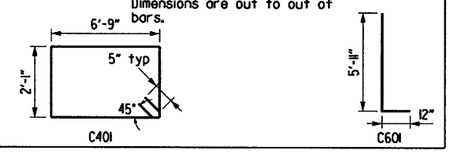
ELEVATION



TRUSS CAMBER DIAGRAM

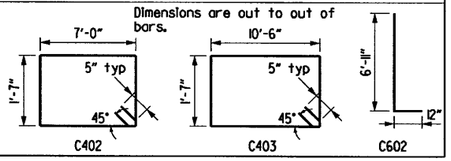
BAR LIST-FOUNDATION A

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
C401	8	18'-2"	3"	Dimensions are out to out of bars.
C601	48	6'-9"	4½"	
F601	15	17'-6"	STR.	
F602	70	7'-6"	STR.	
F901	15	17'-6"	STR.	



BAR LIST-FOUNDATION B

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
C402	10	17'-8"	3"	Dimensions are out to out of bars.
C403	5	24'-8"	3"	
C602	76	7'-9"	4½"	
F603	15	17'-6"	STR.	
F604	70	7'-6"	STR.	
F902	15	17'-6"	STR.	



BAR LIST-FOUNDATION C

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
C401	12	18'-2"	3"	Dimensions are out to out of bars.
C601	48	8'-9"	4½"	
F601	15	17'-6"	STR.	
F602	70	7'-6"	STR.	
F901	15	17'-6"	STR.	

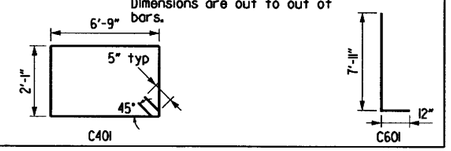


TABLE OF FOUNDATION

FOUNDATION			
MEDIAN	OUTSIDE SHOULDER	SIGN STRUCTURE	* MINIMUM SPAN LENGTH "S"
B	A	OH-630-60-50	91'-0"
B	See Dwg. No. 59411 (1)	OH-630-60-51	83'-11"
B	A	OH-630-60-52	91'-0"
B	C	OH-630-60-53	81'-0"
B	C	OH-630-60-54	88'-6"
B	A	OH-630-60-57	89'-6"

(1) Payment for the Foundation on the outside shoulder is subsidiary to Wall 'AA'. Excavation for this Foundation is subsidiary to "Retaining Walls".

* Note: The Contractor shall make field measurements to determine the column heights 'H1' & 'H2' that are required to maintain the minimum vertical clearance at the critical point. 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 (85'-0" to 95'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

FOUNDATION	CLASS S CONCRETE (cu. Yd.)	REINFORCING STEEL (pounds)	EXCAVATION (cu. Yd.)
A	17.2	2659	56
B	22.0	3166	26
C	19.2	2857	73

TABLE OF VARIABLES

Span (ft)	No. of Equal Spaces	Dead Load + Permanent Camber
85' thru 95'	18	1'/4"

SHEET 1 OF 5
DETAILS FOR STANDARD 85' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AG	DATE:	2/12/2015	FILENAME:	rco0608_ohsb_01
CHECKED BY:	STS	DATE:	1/9/2017	SCALE:	NOT TO SCALE
DESIGNED BY:	LC	DATE:	2/6/2015		

STRUCTURE NO. OH-630-60-50 thru 54 & 57 DRAWING NO. 58538

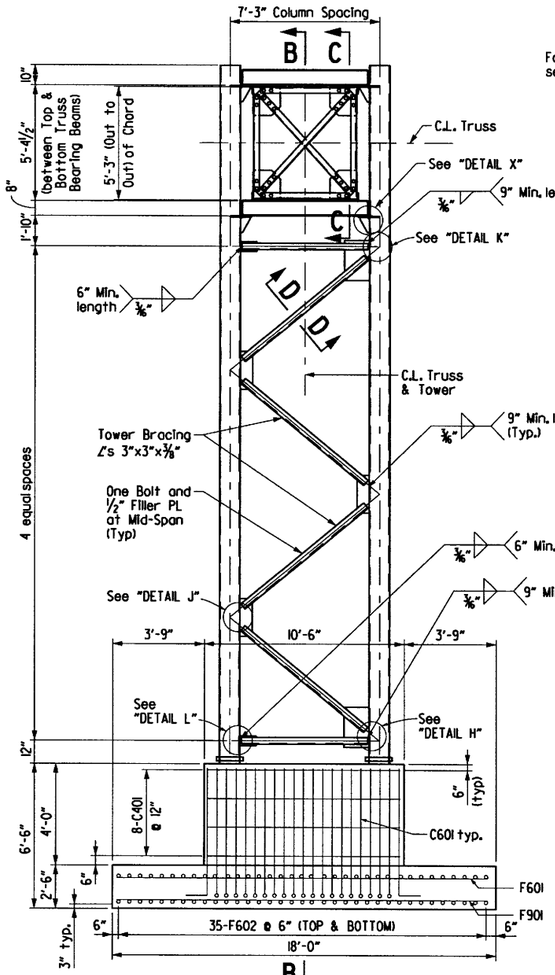
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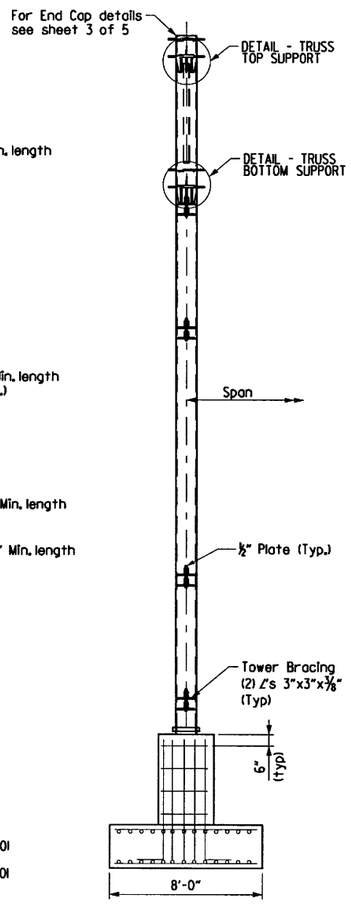
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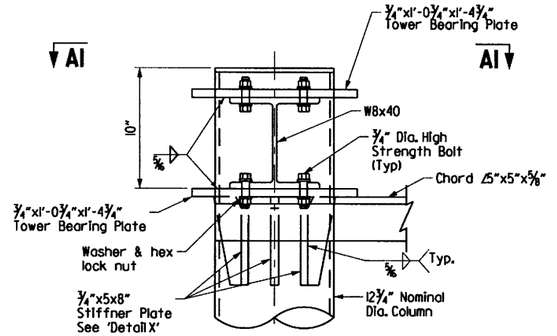
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



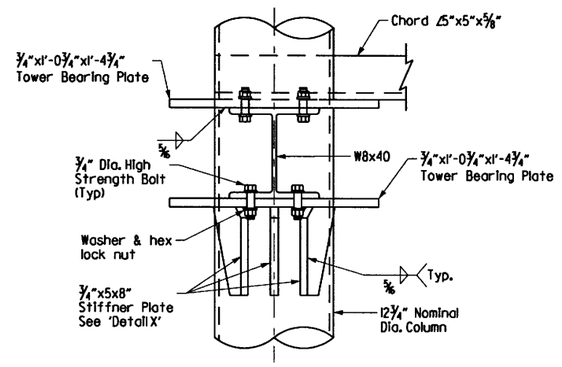
VIEW A-A (FOUNDATION A)



SECTION B-B



DETAIL - TRUSS TOP SUPPORT

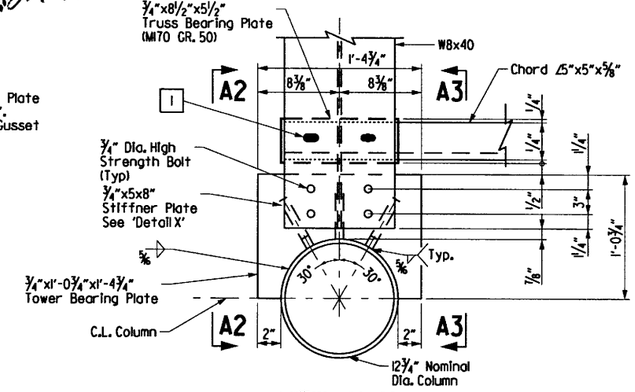


DETAIL - TRUSS BOTTOM SUPPORT

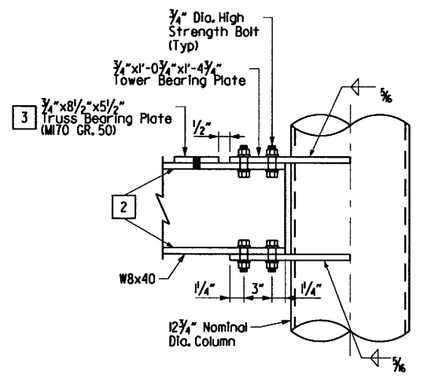
1 Slotted Hole in Gusset Plate and Chord Angle ⅜"x2". Use plate washer on Gusset plate side.

2 Bolts shall be ¾" Dia. and open holes shall be ⅞". Minimum bolt spacing shall be 2 ½"

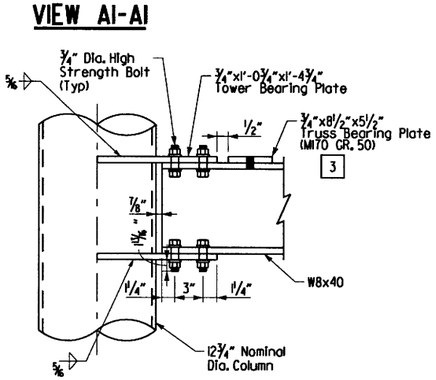
3 Bottom Support shown, top similar



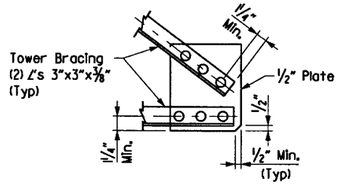
VIEW A1-A1



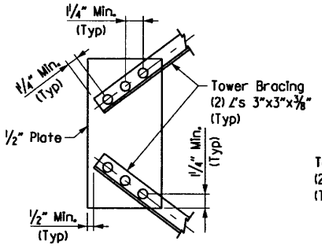
VIEW A2-A2
¾"x5"X8" Stiffner Plates not shown for clarity



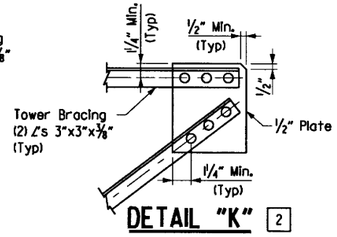
VIEW A3-A3
¾"x5"X8" Stiffner Plates not shown for clarity



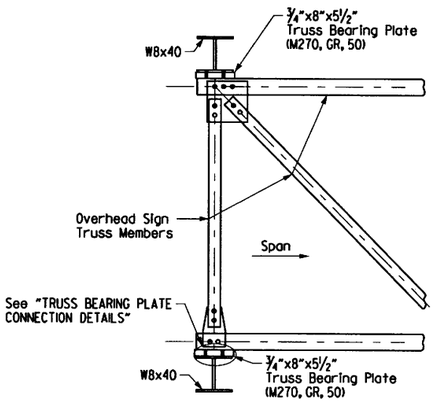
DETAIL "H" 2



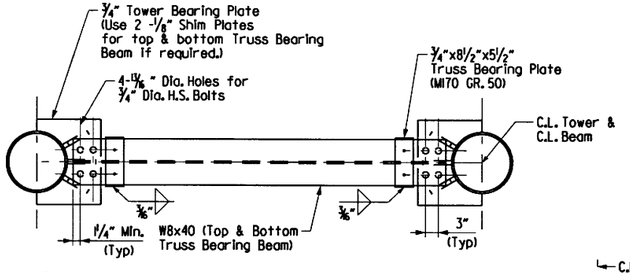
DETAIL "J" 2



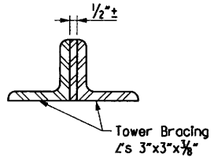
DETAIL "K" 2



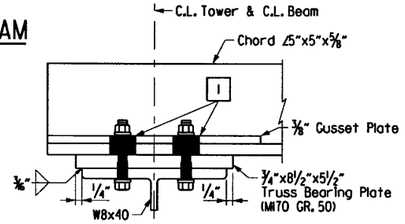
SECTION C-C



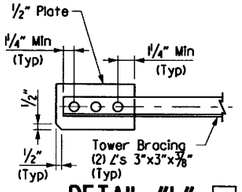
PLAN VIEW AT TRUSS BEARING BEAM



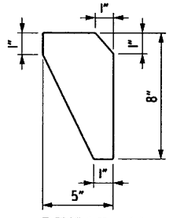
SECTION D-D



TRUSS BEARING PLATE CONNECTION DETAILS



DETAIL "L" 2



DETAIL X

SHEET 2 OF 5
DETAILS FOR STANDARD 85' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AG	DATE:	2/12/2015	FILENAME:	rco0608_ohsb_02
CHECKED BY:	STS	DATE:	1/9/2017	SCALE:	NOT TO SCALE
DESIGNED BY:	LC	DATE:	2/6/2015		

STRUCTURE NO. OH-630-60-50 thru 54 & 57 DRAWING NO. 58539

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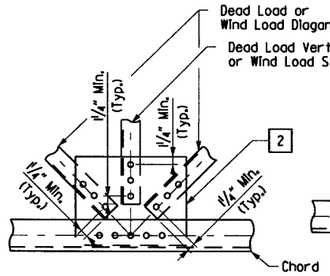
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JOB NO.		CA0608	617	889
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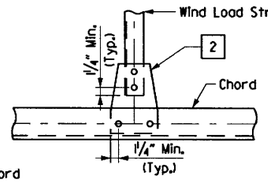
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

1 Slotted Hole in Gusset Plate and Chord Angle ⅜"x2". Use plate washer on Gusset plate side.

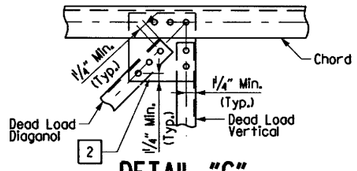
2 Gusset plates to be same thickness as thickest web member in connection.



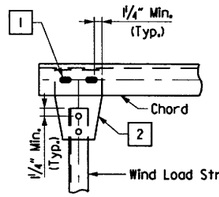
DETAIL "A"



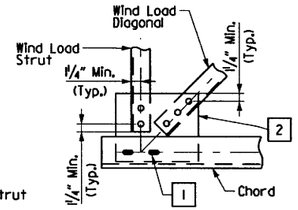
DETAIL "B"



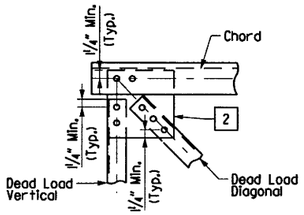
DETAIL "C"



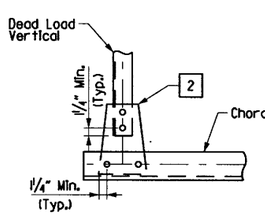
DETAIL "D"



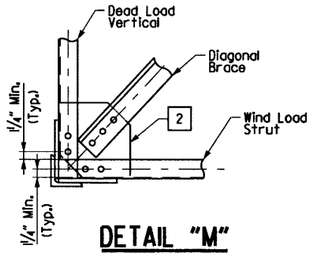
DETAIL "E"



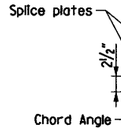
DETAIL "F"



DETAIL "G"

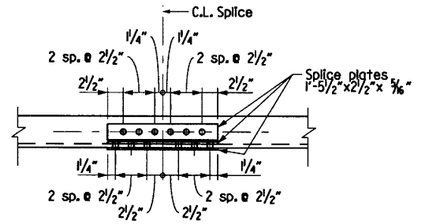


DETAIL "M"



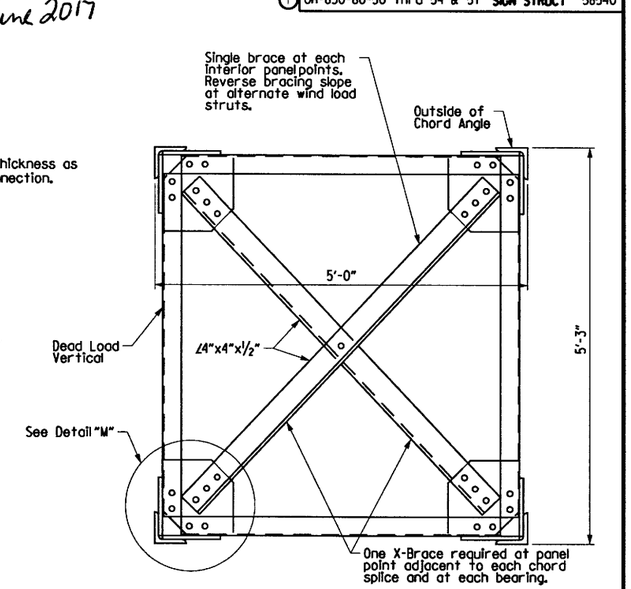
SECTION ON C.L. SPLICE

(5"∠ Shown)

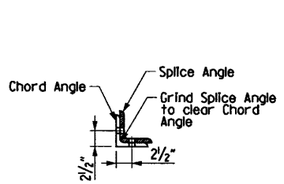


CHORD SPLICE USING PLATES 1

(5"∠ Shown)

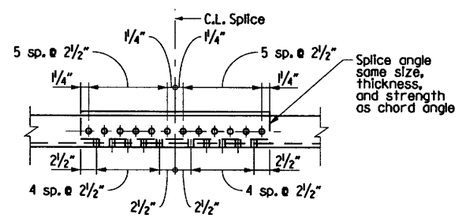


TRUSS SECTION



SECTION ON C.L. SPLICE

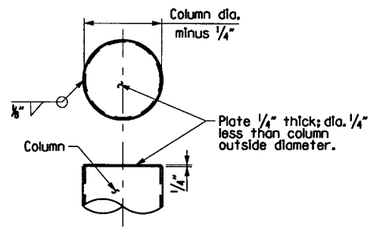
(5"∠ Shown)



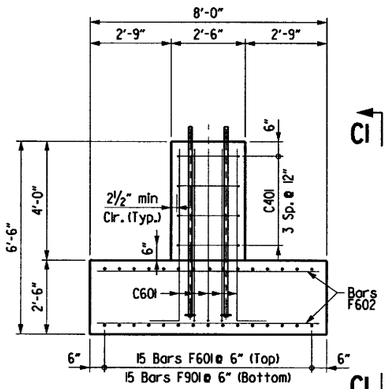
OPTIONAL CHORD SPLICE USING ANGLES 1

(Place splice angle on inside of truss)
(5"∠ Shown)

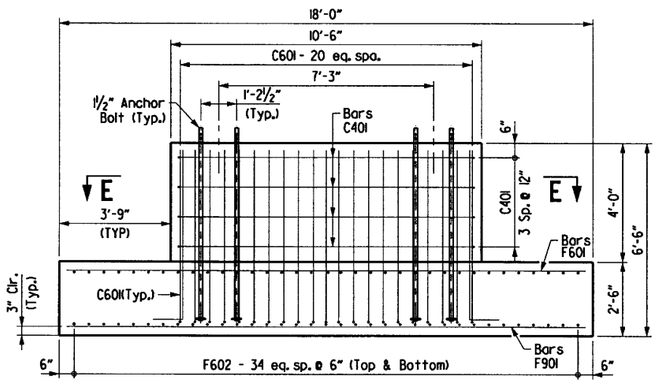
Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



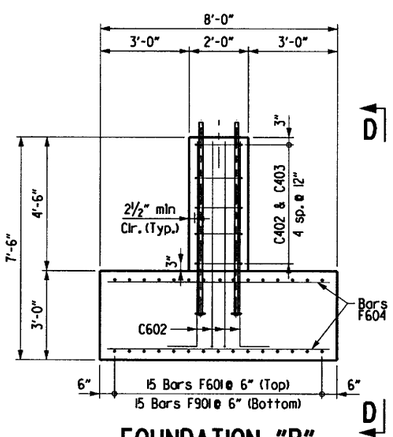
END CAP DETAILS



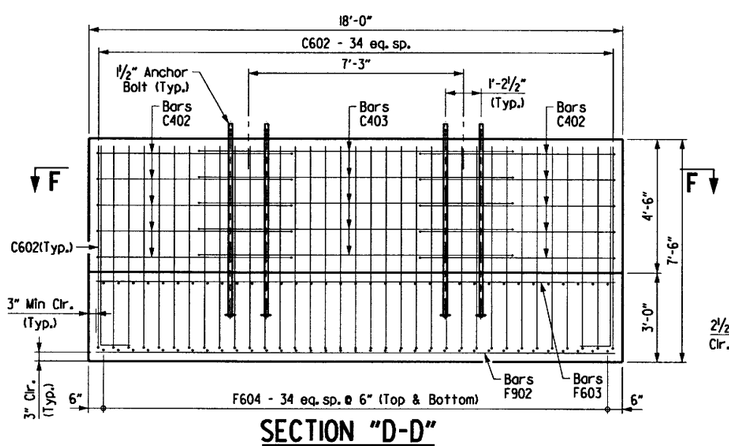
FOUNDATION "A"



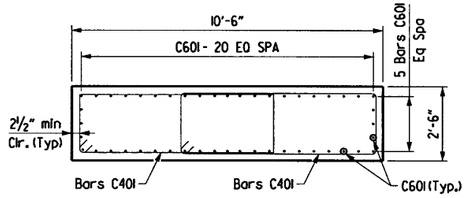
SECTION "C1-C1"



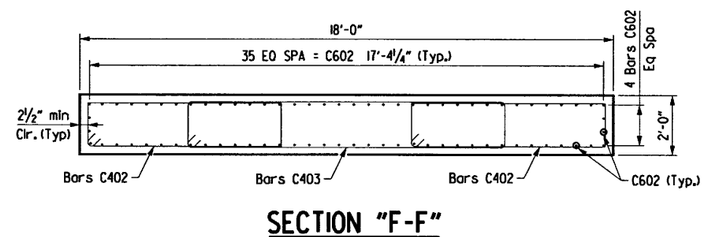
FOUNDATION "B"



SECTION "D-D"



SECTION "E-E"



SECTION "F-F"

SHEET 3 OF 5
DETAILS FOR STANDARD 85' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AG	DATE:	2/12/2015	FILENAME:	rca0608_ohsb_03
CHECKED BY:	STS	DATE:	1/9/2017	SCALE:	NOT TO SCALE
DESIGNED BY:	LC	DATE:	2/6/2015		

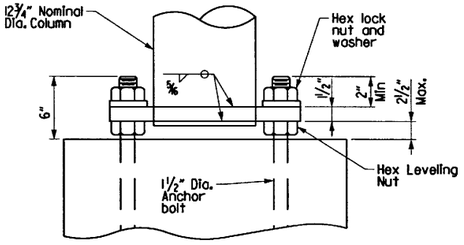
STRUCTURE NO. OH-630-60-50 thru 54 & 57 DRAWING NO. 58540

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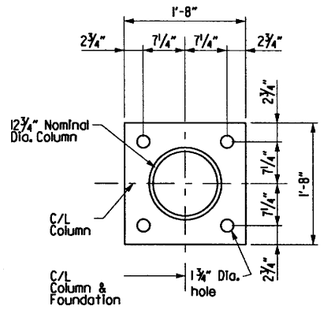
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	618	889
				(1) OH-630-60-50 thru 54 & 57 SIGN STRUCT				58541

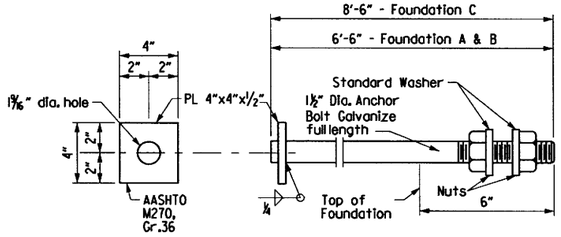
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



ELEVATION - COLUMN BASE

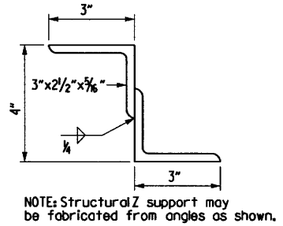


PLAN - PROPOSED COLUMN BASE



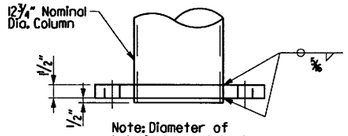
Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL



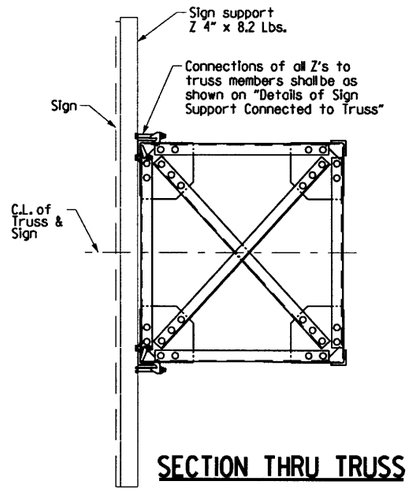
NOTE: Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT

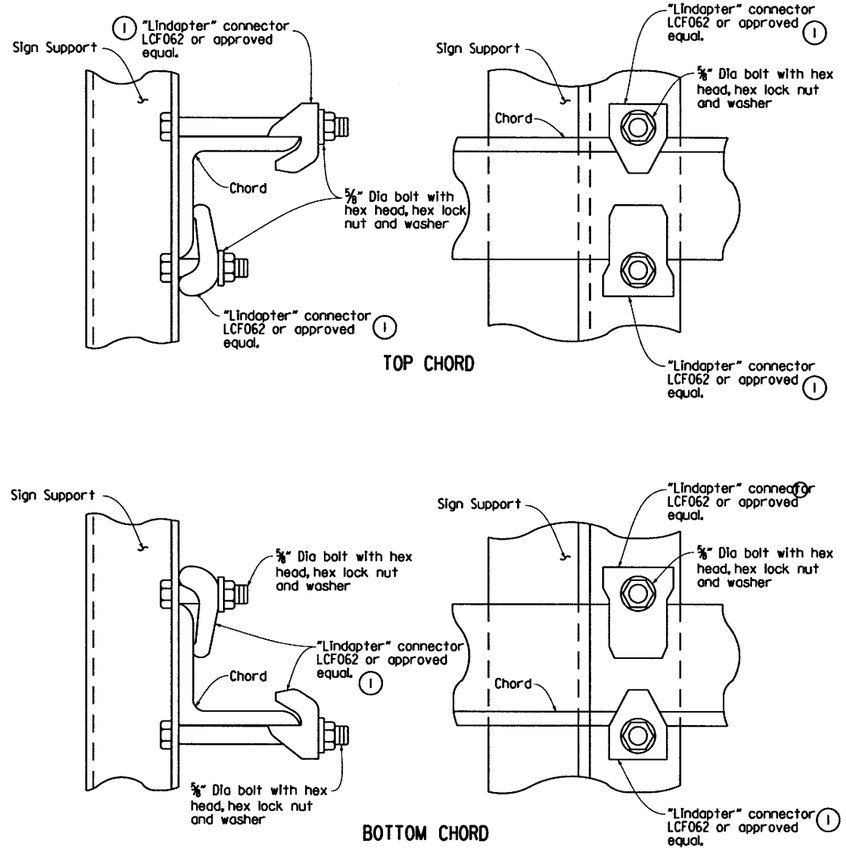


Note: Diameter of hole in base plate to be ⅛" larger than column diameter

DETAIL OF PROPOSED COLUMN CONNECTION TO BASE PLATE



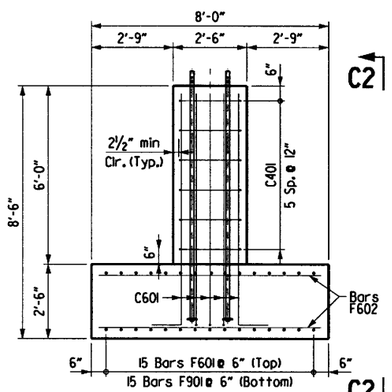
SECTION THRU TRUSS



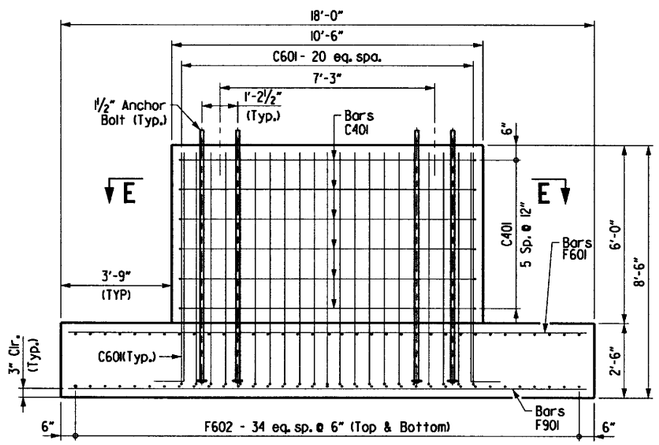
(1) Note: All "Lindapter" connectors or approved equal shall be installed according to manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note: Install all support connectors clear of the gusset plates and splice locations.

DETAIL OF SIGN SUPPORT CONNECTED TO TRUSS



FOUNDATION "C"



SECTION "C2-C2"

SHEET 4 OF 5
DETAILS FOR STANDARD 85' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AG	DATE:	2/12/2015	FILENAME:	rca0608_ohsb_04
CHECKED BY:	STS	DATE:	1/9/2017	SCALE:	NOT TO SCALE
DESIGNED BY:	LC	DATE:	2/6/2015		

STRUCTURE NO. OH-630-60-50 thru 54 & 57 DRAWING NO. 58541

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	619	889

1 OH-630-60-50 thru 54 & 57 SIGN STRUCT 58542

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, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

Basic Wind Speed = 90 m.p.h.
Fatigue Category: I

This structure is approved for a sign area equivalent to 75% of the span at 15.5" tall. Use of additional sign area 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 (AASHTO M31 or M322 Type A, Grade 60) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Plate, W-Section, WT-Section:	AASHTO M270, Grade 50 (Fy = 50,000 psi).
1 Pipe:	ASTM A500 Grade B (Fy = 42,000 psi. ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi) ASTM A501, Gr. B (Fy = 50,000 psi) ASTM A714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
Z-Shapes:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40.
Bolts:	ASTM A325, Type 1.
Locknuts - Approved Type:	Meeting or exceeding AASHTO M292
Washers:	ASTM F436
Nuts:	ASTM A563 or AASHTO M292, Grade 2H or Grade DH

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 Subsection 807.04, submitted, and approval secured before fabrication is begun.

No circumferential butt welds or helical lap splices will be allowed in any pipe sections.

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.

Connections shall be bolted with high-strength bolts. Unless noted otherwise, bolts shall be $\frac{5}{8}$" diameter and open holes shall be $\frac{11}{16}$". Bolt spacing shall be 2½" for $\frac{5}{8}$" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

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.

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07.

All truss frame bolts shall comply with AASHTO M164 Type 1, galvanized according to Subsection 807.06. Nuts and washers for AASHTO M164 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

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 ft. apart.

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 Job CA0608 "STEEL SIGN STRUCTURES".

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.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports.

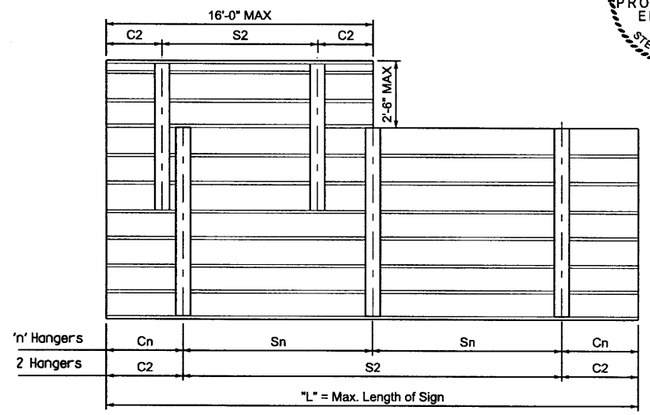
All truss member field connections shall be bolted connections.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to manufacturer's recommendations.

The excavations for the footings shall be back-filled before the structure is attached to the foundations.

The contractor shall make check measurements in the field and subject to the approval of the Engineer, make any adjustments necessary to meet the required clearances and to fit the new structures to the existing conditions.

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



Note: See sign details and plan sheets for number, size and dimensions of signs.

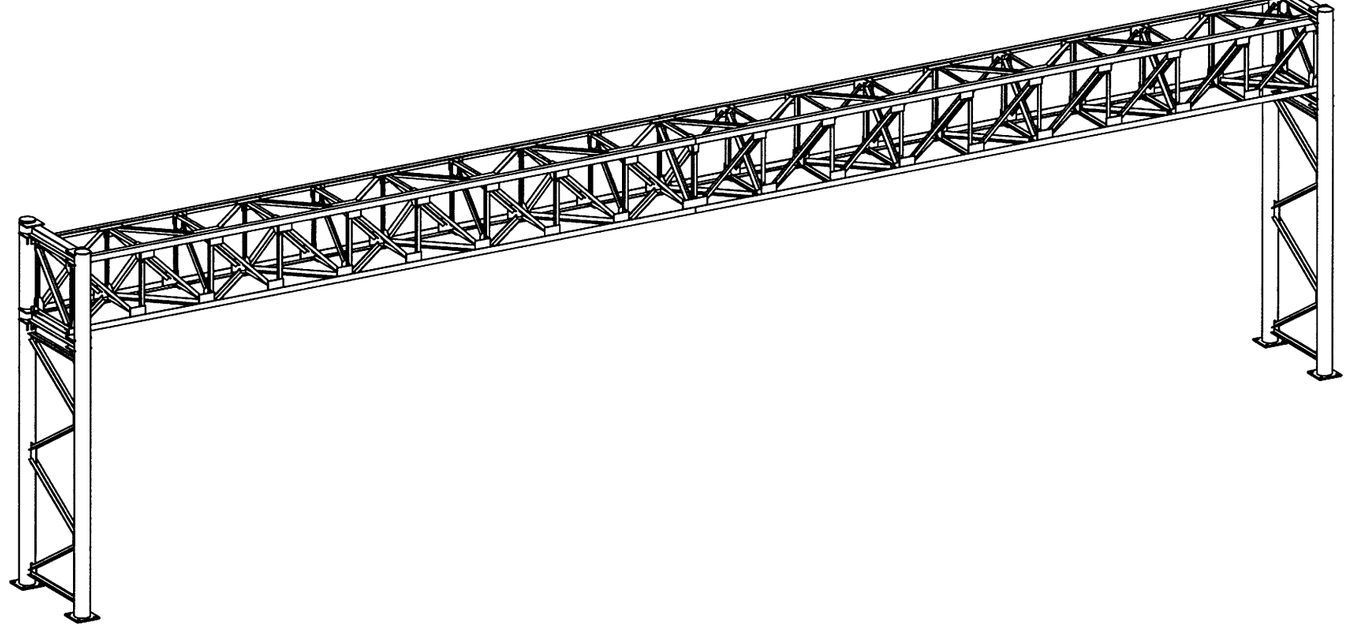
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21x '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'

Hanger spacing and cantilever length shall be rounded to the nearest inch.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS



ISOMETRIC VIEW

SHEET 5 OF 5
DETAILS FOR STANDARD 85' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AG DATE: 2/12/2015
CHECKED BY: STS DATE: 1/9/2017
DESIGNED BY: LC DATE: 2/6/2015
FILENAME: rca0608_ohsb_05
SCALE: NOT TO SCALE

STRUCTURE NO. OH-630-60-50 thru 54 & 57 DRAWING NO. 58542

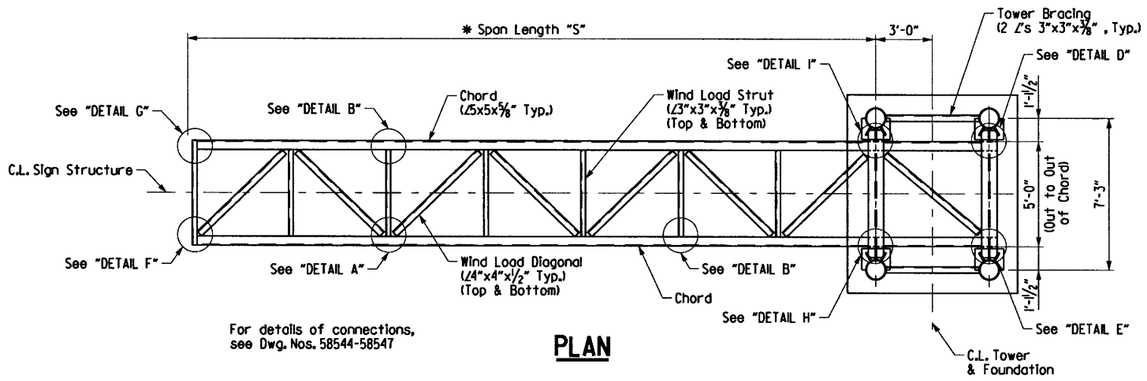
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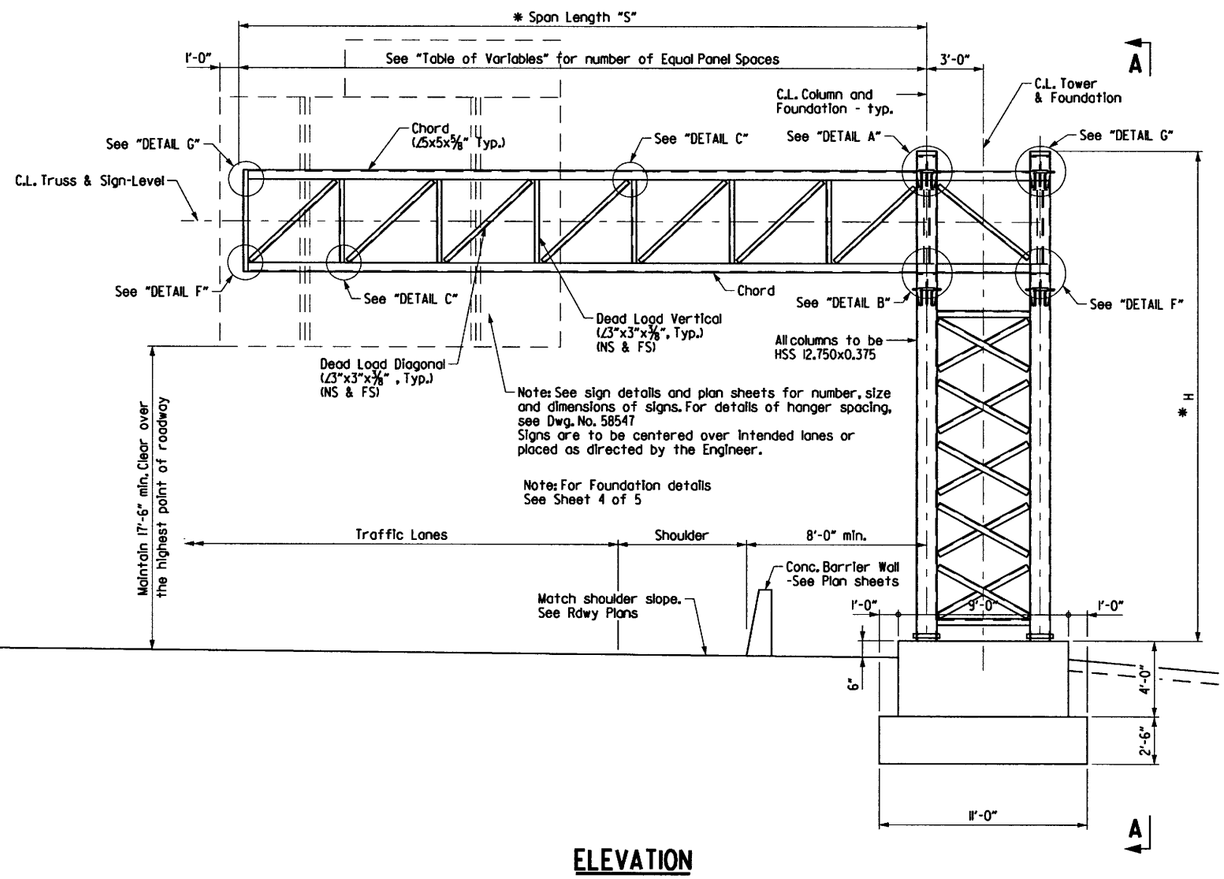
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				6	ARK.			
				JOB NO.		CA0608	620	889
				(1) OC-630-60-55			SIGN STRUCT	58543

STATE OF ARKANSAS
STEPHEN T. SMILEY
No. 13072
REGISTERED PROFESSIONAL ENGINEER
18 July 2017



For details of connections, see Dwg. Nos. 58544-58547

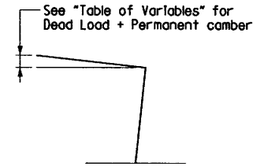
PLAN



ELEVATION

* Note: The Contractor shall make field measurements to determine the column heights 'H' that are required to maintain the minimum vertical clearance at the critical point. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.

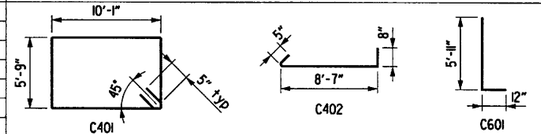
If the structure height ('H') exceeds 30'-0" contact the engineer. The Contractor shall also verify that the variable span length (35'-0" to 40'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.



TRUSS CAMBER DIAGRAM

BAR LIST-FOUNDATION

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
C401	8	32'-2"	3"	
C402	8	9'-8"	3"	
C601	52	6'-9"	4½"	
F601	21	14'-6"	STR.	
F602	58	10'-6"	STR.	
F901	21	14'-6"	STR.	



Dimensions are out to out of bars.

TABLE OF FOUNDATION

FOUNDATION	SIGN STRUCTURE	* MINIMUM SPAN LENGTH "S"
Outside Shoulder	OC-630-60-55	40'-0"

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

FOUNDATION	CLASS S CONCRETE (cu. Yd.)	REINFORCING STEEL (pounds)	EXCAVATION (cu. Yd.)
Outside Shoulder	29.3	3159	61

TABLE OF VARIABLES

Span (ft)	No. of Equal Spaces	Dead Load + Permanent Camber
35	6	1 3/16"
40	7	1½"

SHEET 1 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AG DATE: 2/12/2015
CHECKED BY: STS DATE: 1/9/2017
DESIGNED BY: LC DATE: 2/6/2015
FILENAME: rca0608_coss_01
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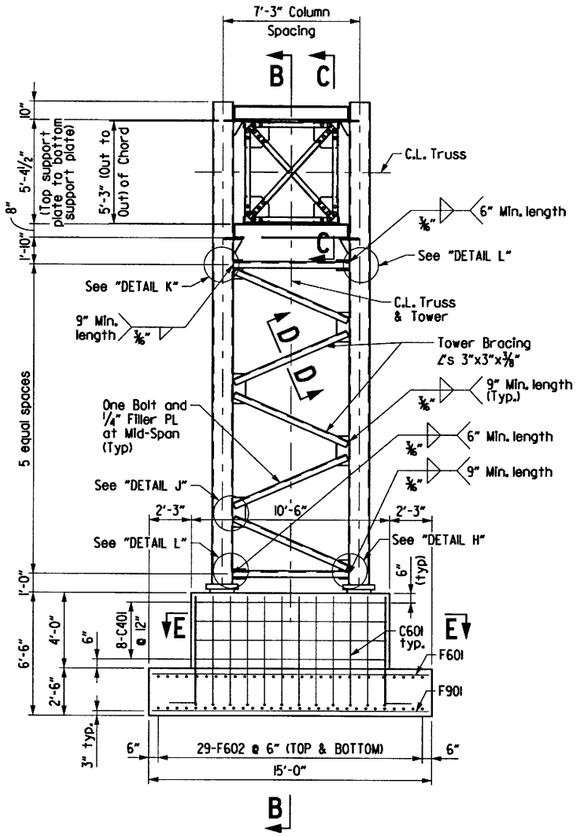
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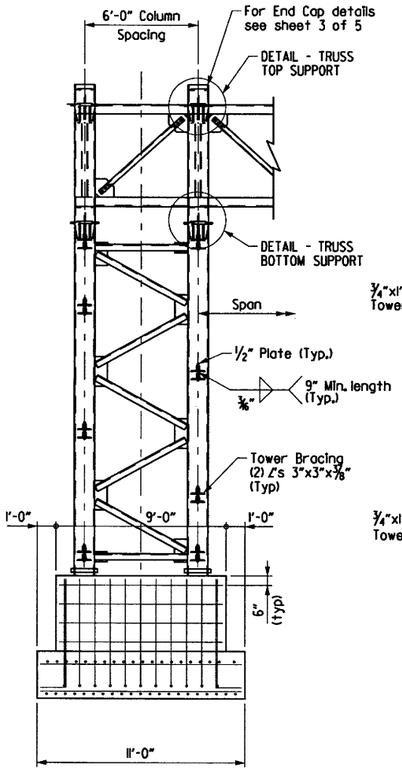
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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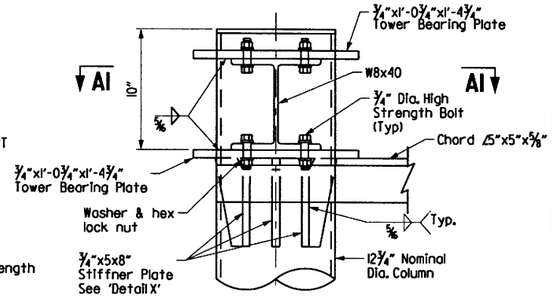
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



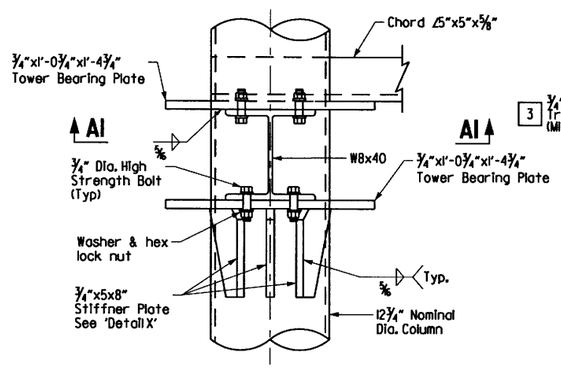
VIEW A-A



SECTION B-B



DETAIL - TRUSS TOP SUPPORT

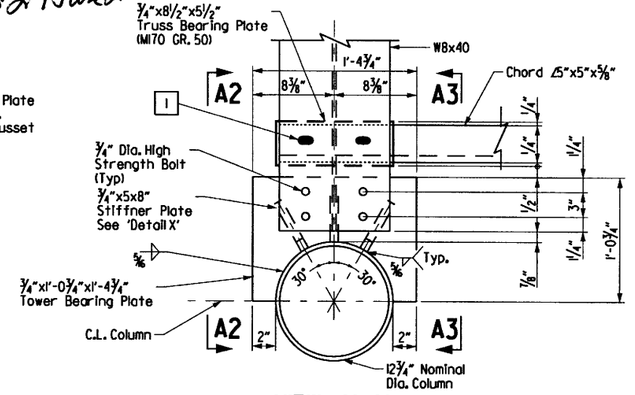


DETAIL - TRUSS BOTTOM SUPPORT

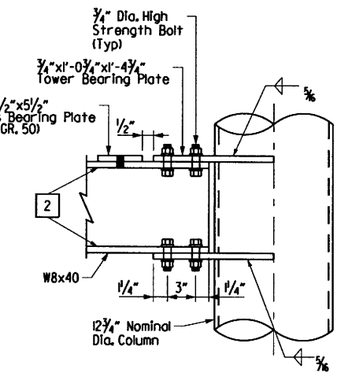
1 Slotted Hole in Gusset Plate and Chord Angle ⅝"x2". Use plate washer on Gusset plate side.

2 Bolts shall be ¾" Dia. and open holes shall be ⅞". Minimum bolt spacing shall be 2 ½"

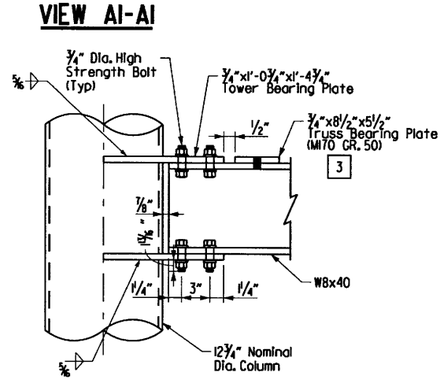
3 Bottom Support shown, top similar



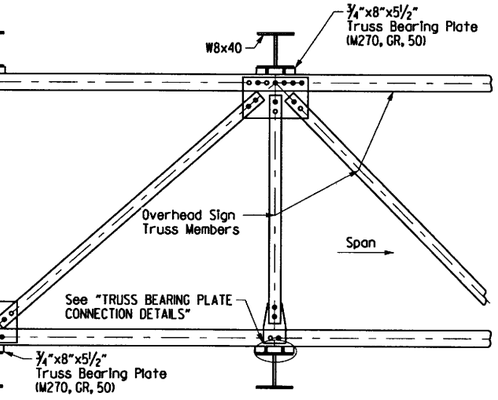
VIEW A1-A1



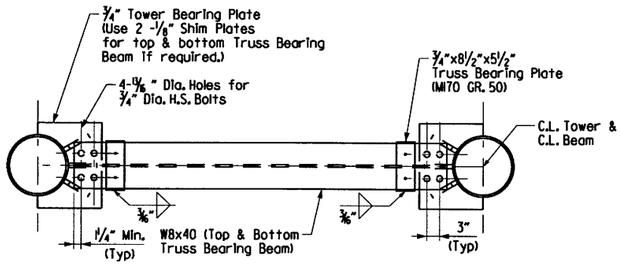
VIEW A2-A2
¾"x5"X8" Stiffner Plates not shown for clarity



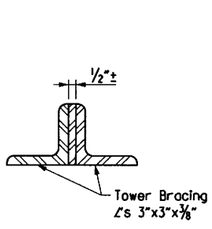
VIEW A3-A3
¾"x5"x8" Stiffner Plates not shown for clarity



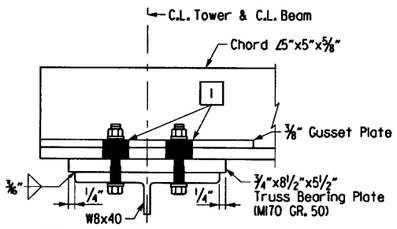
SECTION C-C



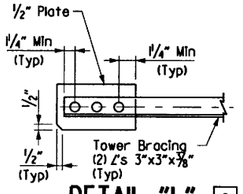
PLAN VIEW AT TRUSS BEARING BEAM



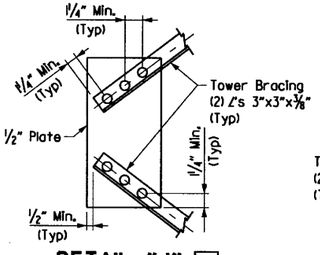
SECTION D-D



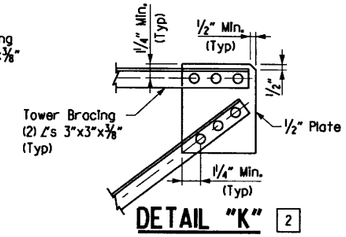
TRUSS BEARING PLATE CONNECTION DETAILS



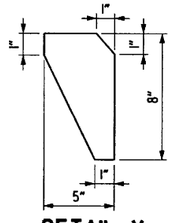
DETAIL "L" 2



DETAIL "J" 2



DETAIL "K" 2



DETAIL X

SHEET 2 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

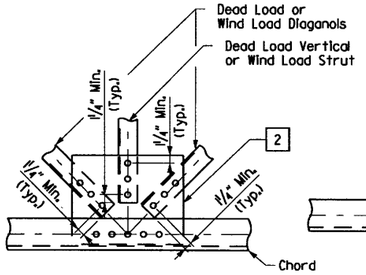
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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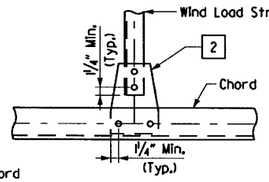
STRUCTURE NO. OC-630-60-55 DRAWING NO. 58544

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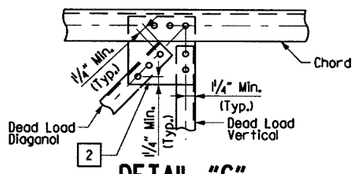
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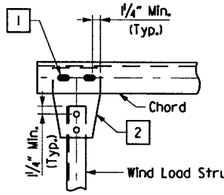
DETAIL "A"



DETAIL "B"



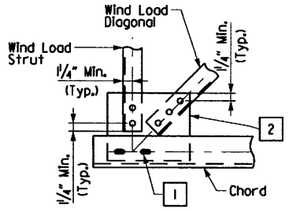
DETAIL "C"



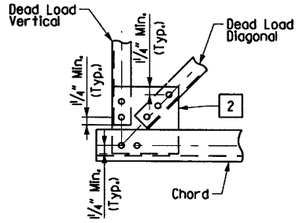
DETAIL "D"

1 Slotted Hole in Gusset Plate and Chord Angle 15/16"x2". Use plate washer on Gusset plate side.

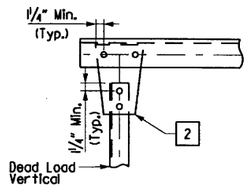
2 Gusset plates to be same thickness as thickest web member in connection.



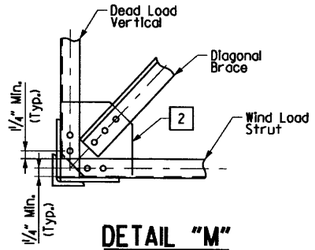
DETAIL "E"



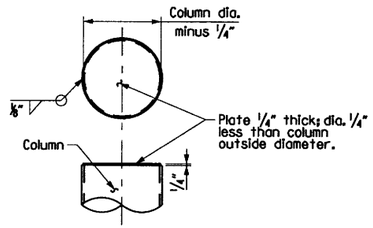
DETAIL "F"



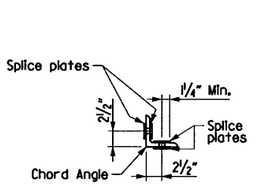
DETAIL "G"



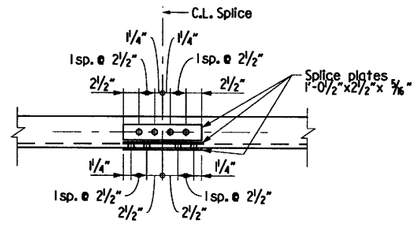
DETAIL "M"



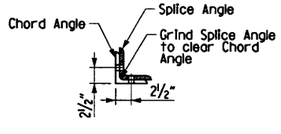
END CAP DETAILS



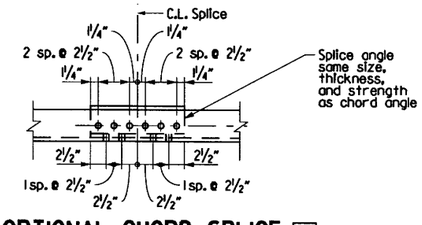
SECTION ON C.L. SPLICE
(5"∠ Shown)



CHORD SPLICE USING PLATES 1
(5"∠ Shown)

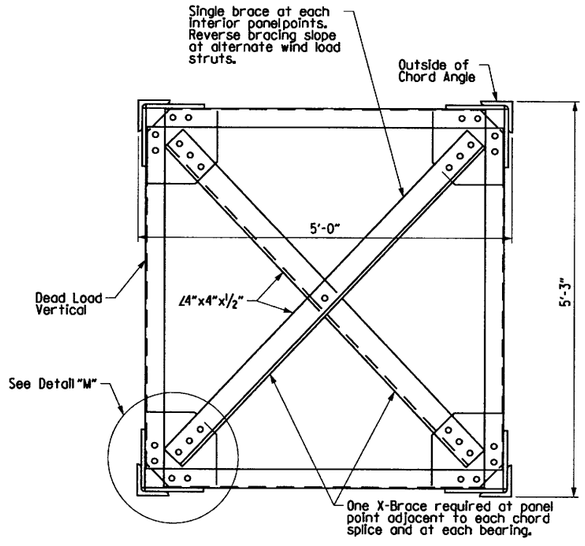


SECTION ON C.L. SPLICE
(5"∠ Shown)



OPTIONAL CHORD SPLICE USING ANGLES 1
(Place splice angle on inside of truss)
(5" ∠ Shown)

Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



TRUSS SECTION

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	622	889
1 OC-630-60-55		SIGN STRUCT		58545

SHEET 3 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AG DATE: 2/12/2015
CHECKED BY: STS DATE: 1/9/2017
DESIGNED BY: LC DATE: 2/6/2015
FILENAME: rco0608_coss_03
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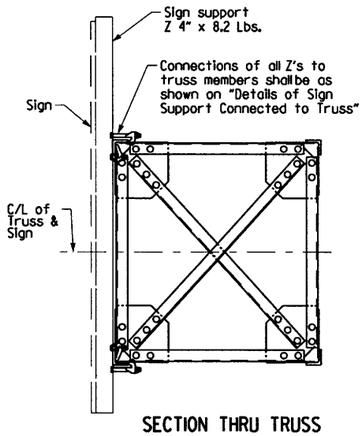
STRUCTURE NO. OC-630-60-55
DRAWING NO. 58545

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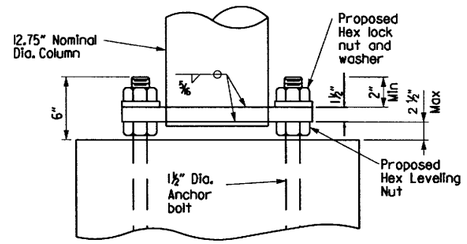
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				JOB NO.		CA0608	623	889
				(1) OC-630-60-55			SIGN STRUCT	58546

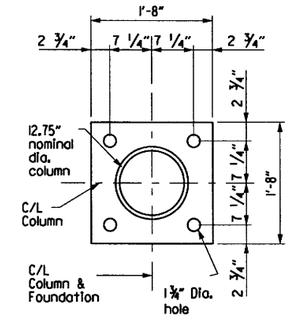
STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
27 June 2017



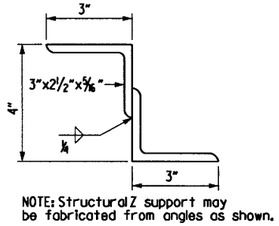
SECTION THRU TRUSS



ELEVATION - COLUMN BASE

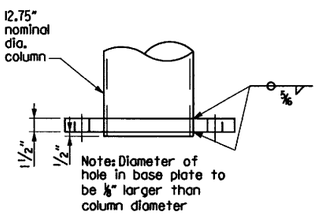


PLAN - PROPOSED COLUMN BASE

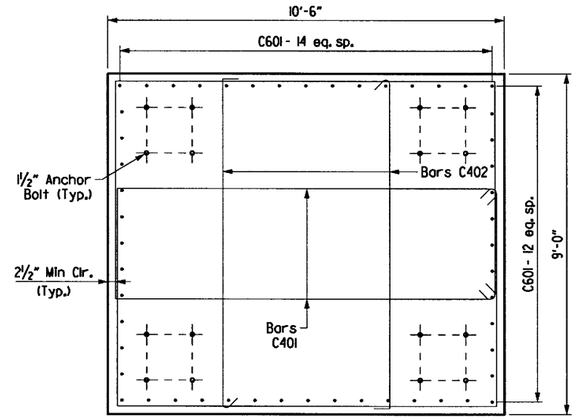


NOTE: Structural Z support may be fabricated from angles as shown.

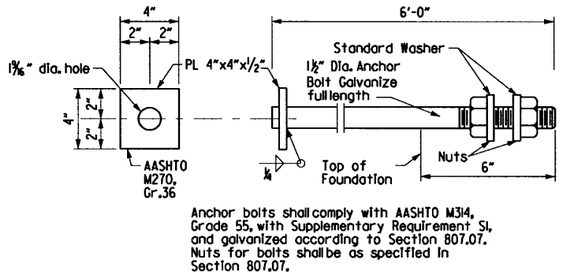
DETAILS OF ALTERNATE Z SUPPORT



DETAIL OF PROPOSED COLUMN CONNECTION TO BASE PLATE

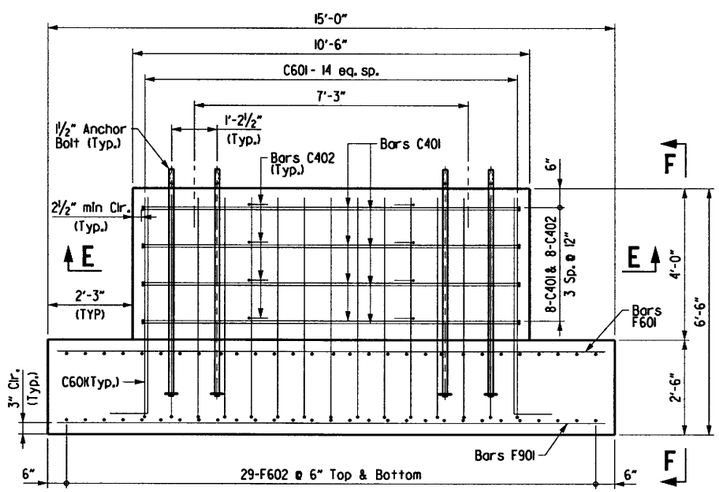


SECTION "E-E"

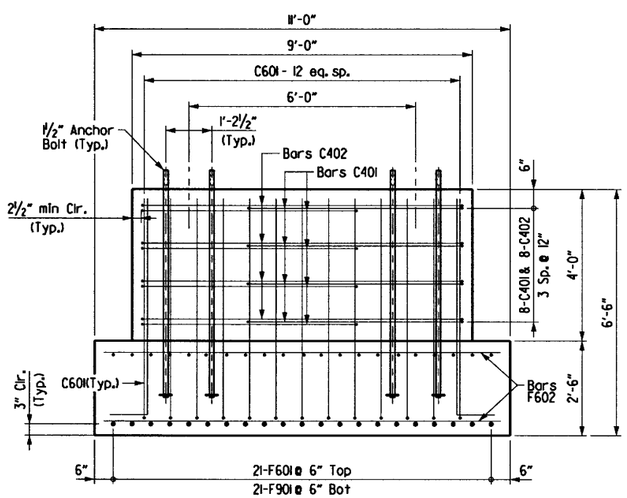


Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

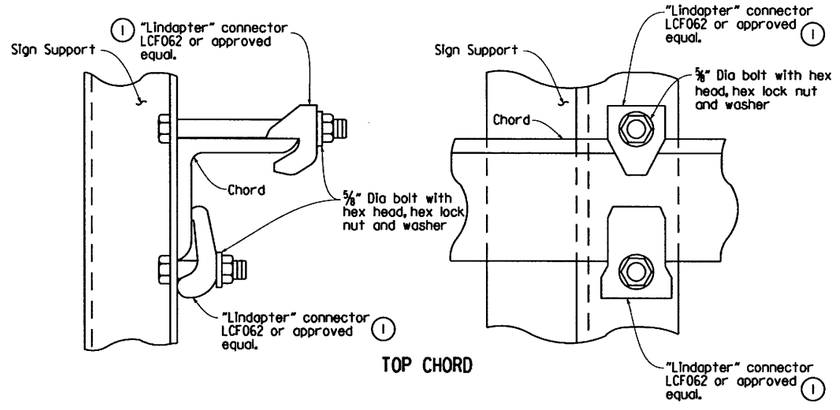
ANCHOR BOLT DETAIL

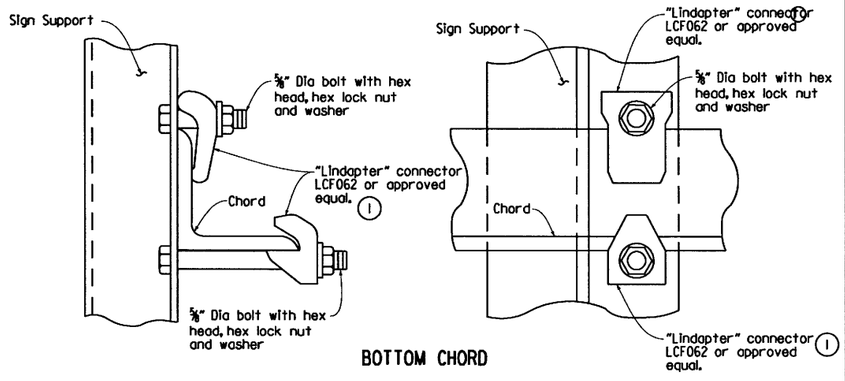


ELEVATION (FOUNDATION)



VIEW "F-F"





(1) Note: 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.

DETAIL OF SIGN SUPPORT CONNECTED TO TRUSS

SHEET 4 OF 5
DETAILS FOR STANDARD 35' to 40'
CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AG	DATE:	2/12/2015	FILENAME:	rca0608_coss_04
CHECKED BY:	STS	DATE:	1/9/2017	SCALE:	NOT TO SCALE
DESIGNED BY:	LC	DATE:	2/6/2015		

STRUCTURE NO. OC-630-60-55 DRAWING NO. 58546

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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, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

Basic Wind Speed = 90 m.p.h.
Fatigue Category: I

This structure is approved for a sign area equivalent to 75% of the span at 15.5" tall. Use of additional sign area 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 (AASHTO M31 or M322 Type A, Grade 60) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Plate, W-Section, WT-Section:	AASHTO M270, Grade 50 (Fy = 50,000 psi).
[1] Pipe:	ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi) ASTM A500 Grade B (Fy = 42,000 psi) ASTM A501, Gr. B (Fy = 50,000 psi) ASTM A714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
Z-Shapes:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40.
Bolts:	AASHTO M164, Type I.
Locknuts - Approved Type:	Meeting or exceeding AASHTO M292
Washers:	AASHTO M293
Nuts:	AASHTO M291 or M292, Grade 2H or Grade DH (Grade 10S)

All steel shall be Galvanized according to Subsection 807.19. Steel completely encased in concrete may not be Galvanized.

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.

No circumferential butt welds will be allowed in any pipe sections.

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.

Connections shall be bolted with high-strength bolts. Unless noted otherwise, bolts shall be ¾" diameter and open holes shall be 15/16". 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 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.

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07.

All truss frame bolts shall comply with AASHTO M164 Type I, galvanized according to Subsection 807.06. Nuts and washers for AASHTO M164 Type I bolts shall be furnished and galvanized in accordance with Subsection 807.06.

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 ft. apart.

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 Job CA0608 "STEEL SIGN STRUCTURES".

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.

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.

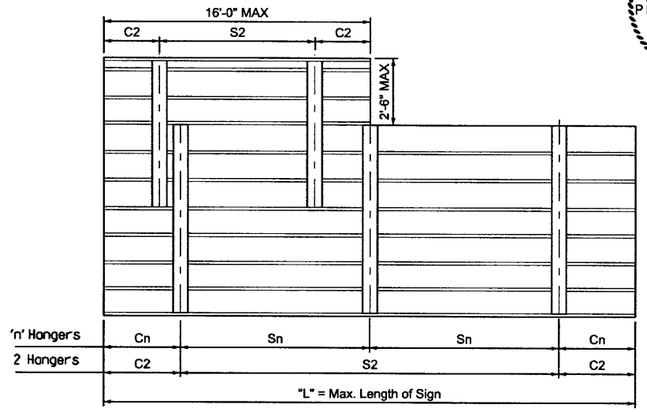
Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to manufacturer's recommendations.

The excavations for the footings shall be back-filled before the structure is attached to the foundations.

Galvanized Coating damaged during transport, handling, or erection shall be field repaired in accordance with Subsection 807.88.

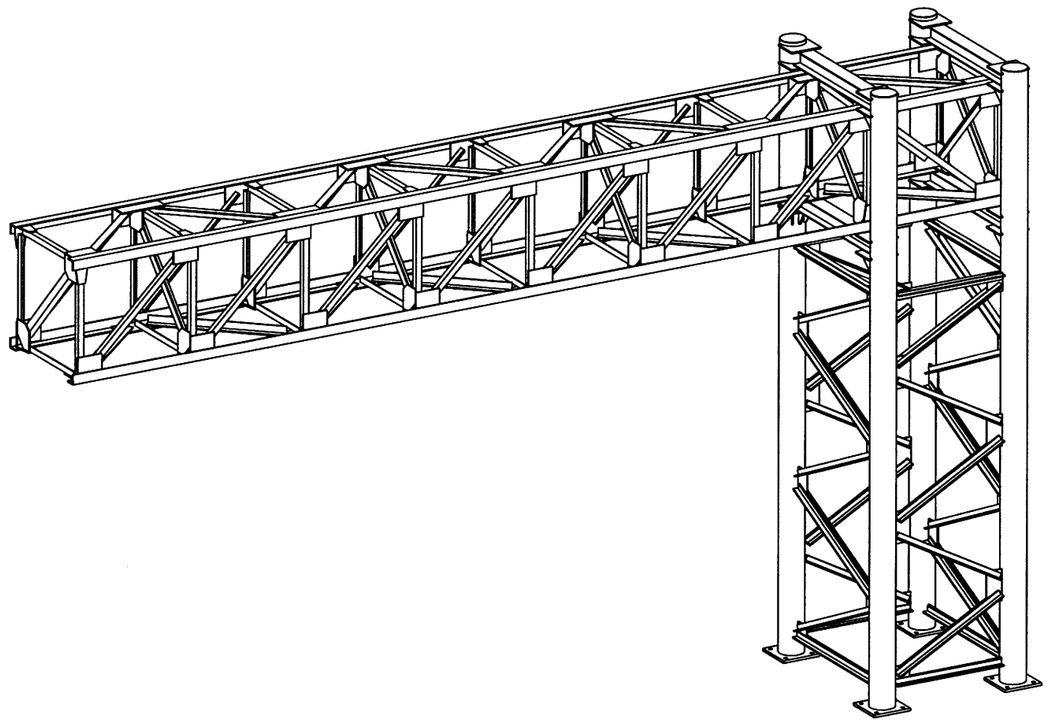
The contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structures to the existing conditions.

[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



Note: See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS



ISOMETRIC VIEW

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21x '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'

Hanger spacing and cantilever length shall be rounded to the nearest inch.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	624	889
[1] OC-630-60-55		SIGN STRUCT		58547

SHEET 5 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AG DATE: 2/12/2015
CHECKED BY: STS DATE: 1/9/2017
DESIGNED BY: LC DATE: 2/6/2015
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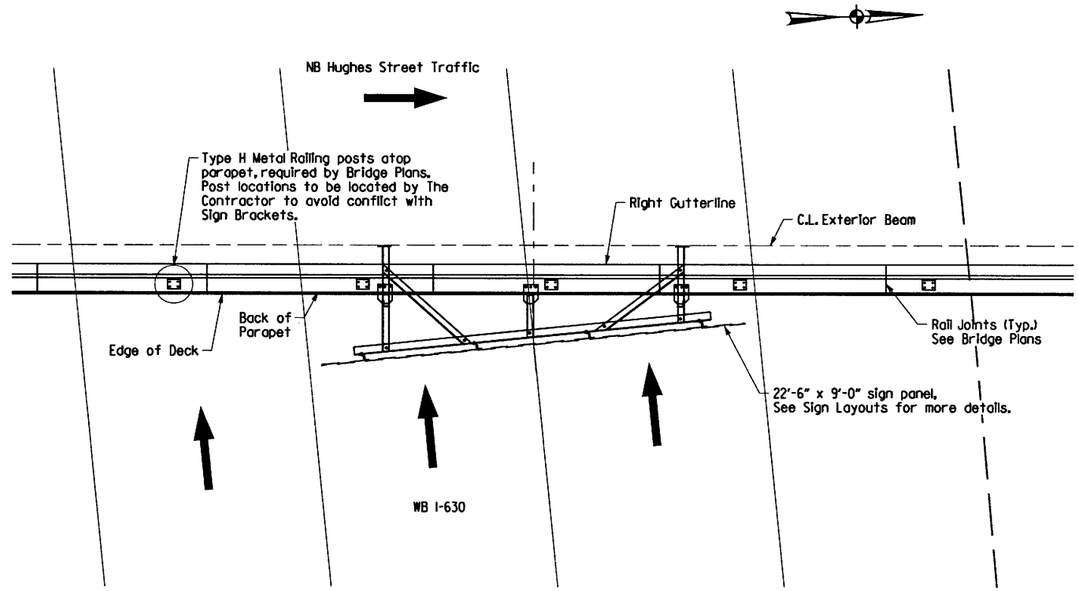
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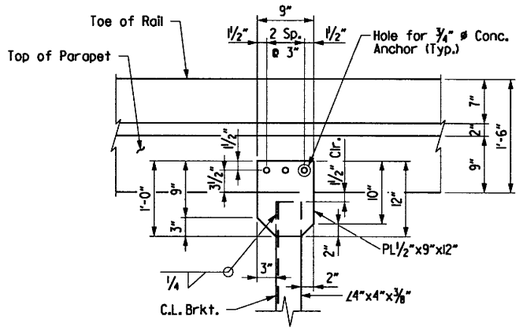
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				(1) BM-630-60-56			SIGN STRUCT	58548

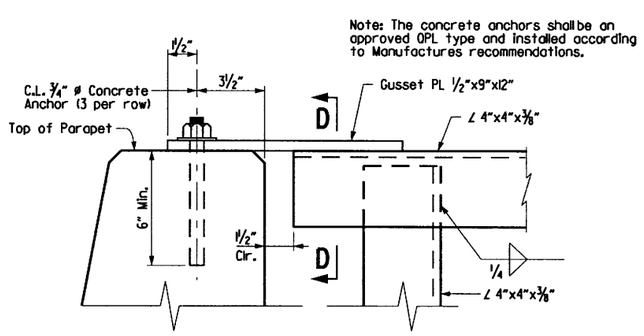
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017



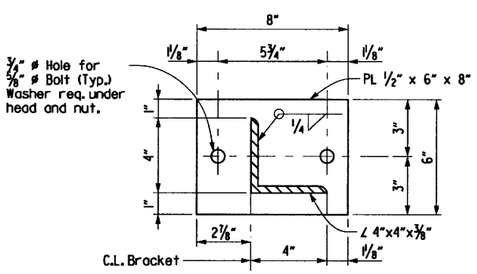
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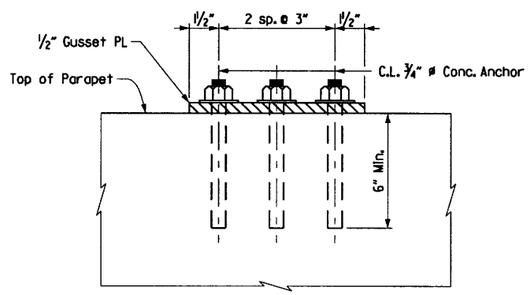
DETAIL A
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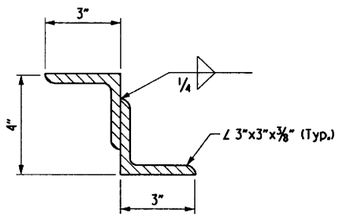
DETAIL B
No Scale



VIEW C-C
No Scale



VIEW D-D
No Scale



Note:
Structural Z sign Support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SIGN SUPPORT
No Scale

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, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

BASIC WIND SPEED: 90 m.p.h.

MATERIAL & STRENGTHS:

Angles:	(AASHTO M270, Gr. 36 Fy = 36,000psi)
Plates:	(AASHTO M270, Gr. 50 Fy = 50,000psi)
Z-shapes:	(AASHTO M270, Gr. 36 Fy = 36,000psi)
Bolts:	(ASTM A325 Type 1, Galvanized
Locknuts:	Approved Type - Meeting or exceeding AASHTO M292
Washers:	ASTM F436
Nuts:	ASTM A563 or AASHTO M292, Grade 2H or DH

All steel shall be Galvanized in accordance with Subsection 807.19. Galvanized Coating damaged during transport, handling, or erection shall be field repaired in accordance with Section 807.88.

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 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.

Field connections of steel members to one another, shall be bolted with high-strength bolts. Bolts shall be ⅞" diameter unless noted otherwise, holes shall be 1⅛" diameter unless noted otherwise, installed and tightened in accordance with Section 807.71.

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 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.

The Contractor shall make check measurements in the field and make any adjustments necessary to avoid any diaphragms, splice plates, and joints in parapet on the bridge. This may include shifting the sign structures with approval from the Engineer.

Locknuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts 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. Performed pads ⅛" thick, conforming to Section 808 of the Standard Specifications may be used in lieu of asphaltic paint coating for steel plates in contact with beam web or concrete parapet.

Method of Payment:
The cost of all labor, materials and equipment required for the fabrication and installation of the bridge mounted sign structure shall be in accordance with Special Provision Job CA0608 "STEEL SIGN STRUCTURES".

SHEET 1 OF 2
DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	6/8/2017	FILENAME:	rca0608_bm630_60_56_01
CHECKED BY:	STS	DATE:	6/9/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	6/7/2017		

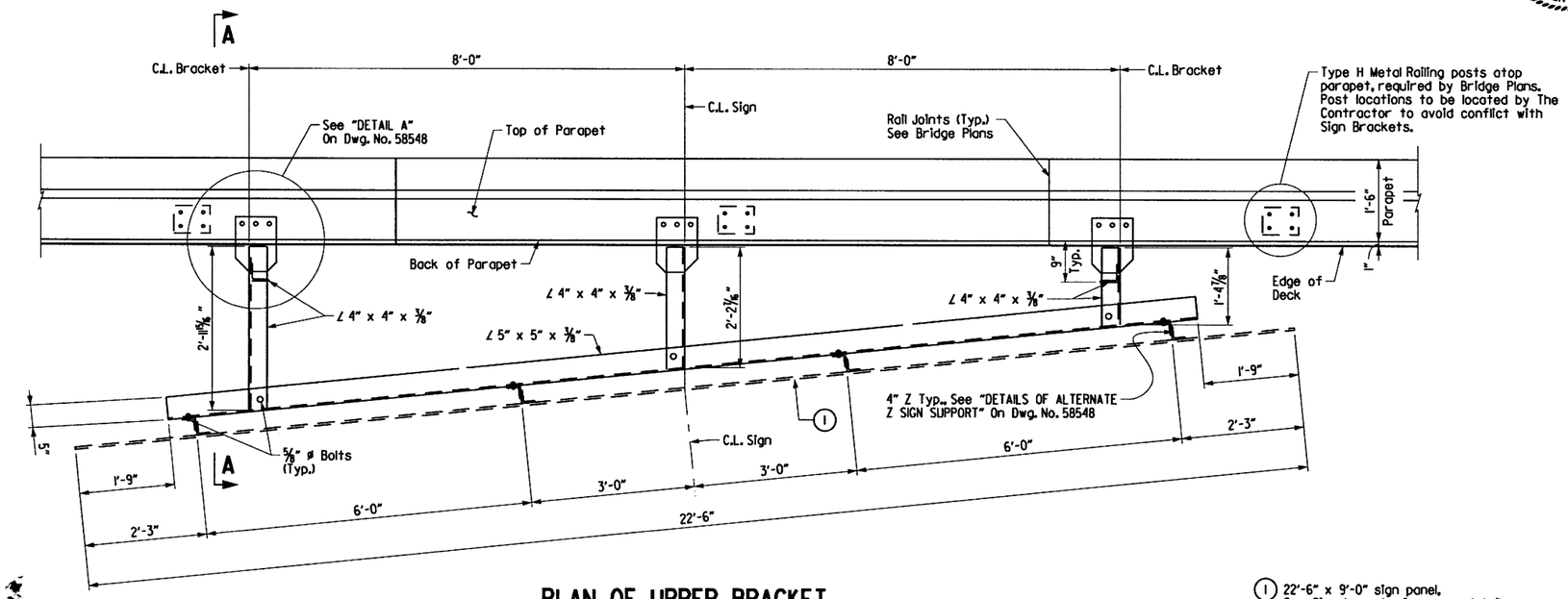
STRUCTURE NO. BM-630-60-56 DRAWING NO. 58548

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	626	889
				(1) BM-630-60-56			SIGN STRUCT	58549

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2017

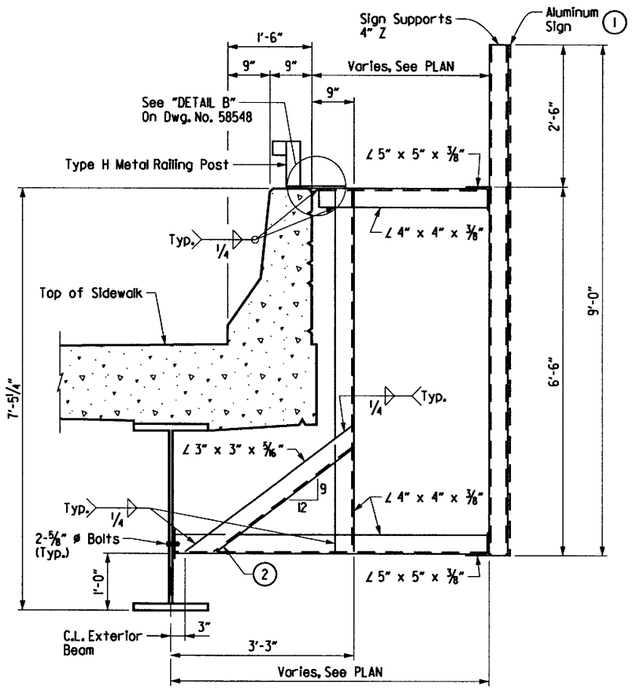


PLAN OF UPPER BRACKET

SCALE: 3/4" = 1'-0"

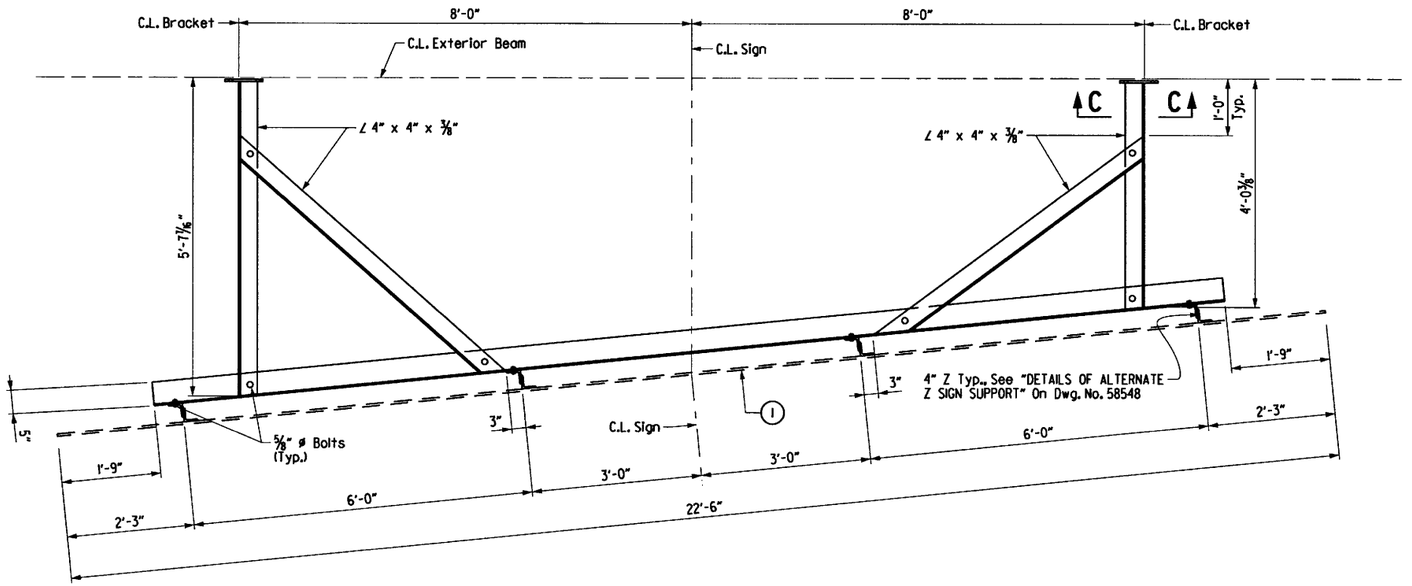
(1) 22'-6" x 9'-0" sign panel, See Sign Layouts for more details.

(2) 3/8" Filler PL, fillet weld as shown, to both members.



VIEW A-A

SCALE: 3/4" = 1'-0"



PLAN OF LOWER BRACKET

SCALE: 3/4" = 1'-0"

SHEET 2 OF 2
DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE
HUGHES STREET BRIDGE OVER I-630

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	6/8/2017	FILENAME:	rca0608_bm630_60_56_02
CHECKED BY:	STS	DATE:	6/9/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	6/1/2017		

STRUCTURE NO. BM-630-60-56 DRAWING NO. 58549

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	627	889
				1	RETAINING WALL KEY PLAN			59401

I-630

BAPTIST HEALTH

RAMP 4

RAMP 3

RAMP 2

RETAINING WALL 'AA'

RAMP 1

RAMP 4

RAMP 3

RAMP 2

JOHN BARROW RD.

RETAINING WALL 'CC'

ROCK CREEK

BIKEWAY

RAMP 4

NOISE WALL 'NB2'

RODNEY PARHAM RD.

MISSISSIPPI AVE.

BIKEWAY

NOISE WALL 'NB3'

RAMP 3

RETAINING WALL 'BB'

I-630

EXISTING RETAINING WALL

RETAINING WALL 'DD'

RODNEY PARHAM RD.

RETAINING WALL 'EE'

RAMP 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRAM NAZARI
2017-09-27

SHEET 1 OF 2
KEY PLAN

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_keyplan_01
CHECKED BY:	SA	DATE:	2/15/2015	SCALE:	1" = 125'
DESIGNED BY:	DCD	DATE:	1/10/2015		

DRAWING NO. 59401

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	628	889
				① RETAINING WALL KEY PLAN				59402

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RETAINING WALL 'KK'
NOISE WALL 'NB4'
RETAINING WALL 'MM'
RETAINING WALL 'JJ'
NOISE WALL 'NB3'
RETAINING WALL 'PP'
RAMP 6
RAMP 7
RETAINING WALL 'HH'
RETAINING WALL 'NN'
RETAINING WALL 'FF'
RETAINING WALL 'GG'
HUGHES ST.
I-630
RAMP 1
RAMP 2
UNIVERSITY AVE.
RAMP 6
RETAINING WALL 'PP'
RAMP 1
I-630

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SHEET 2 OF 2
KEY PLAN

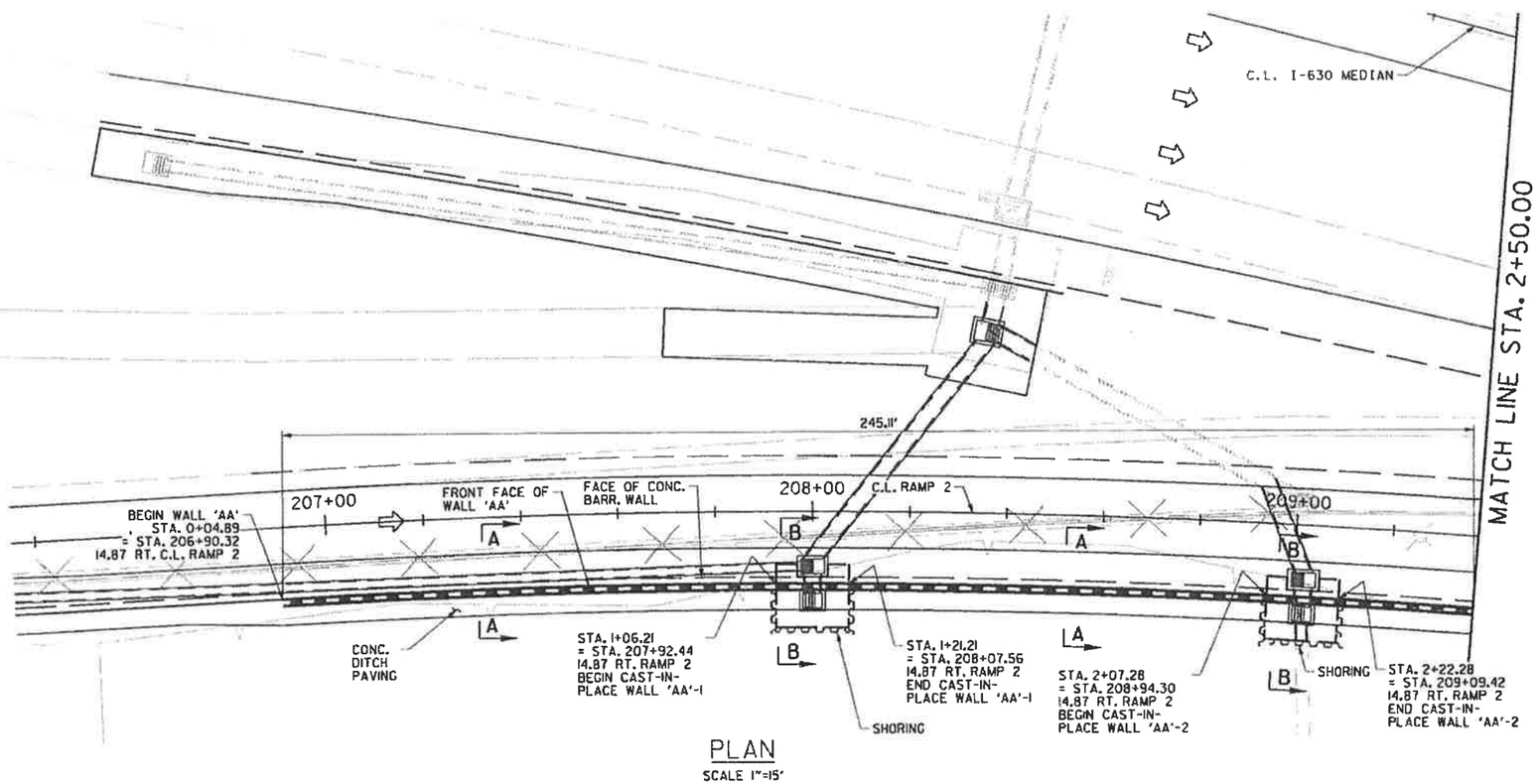
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PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SCOTT A. HARRIS
2017-09-27

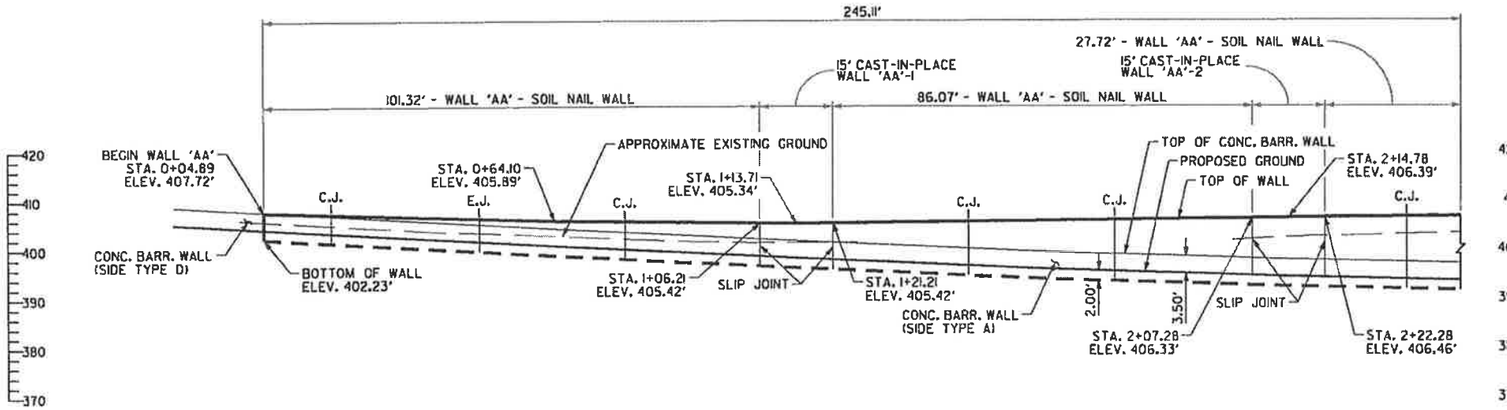
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	629	889
						RET. WALL 'AA'		59403



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
6. CONTRACTOR SHALL FIELD VERIFY EXISTING GROUND ELEVATION ALONG THE TOP OF THE PROPOSED WALL 'AA' BEFORE INITIATING THE DESIGN OF THE WALL. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IF ANY ADJUSTMENTS NEED TO BE MADE. ALL FIELD VERIFICATION AND COORDINATION SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
8. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
9. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
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11. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.
12. FOR BENCH MARK INFORMATION, SEE RDWY SURVEY CONTROL SHEETS 306-318

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
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I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
GRANT A. RAY
2018-03-28

SHEET 1 OF 6
LAYOUT OF RETAINING WALL 'AA'

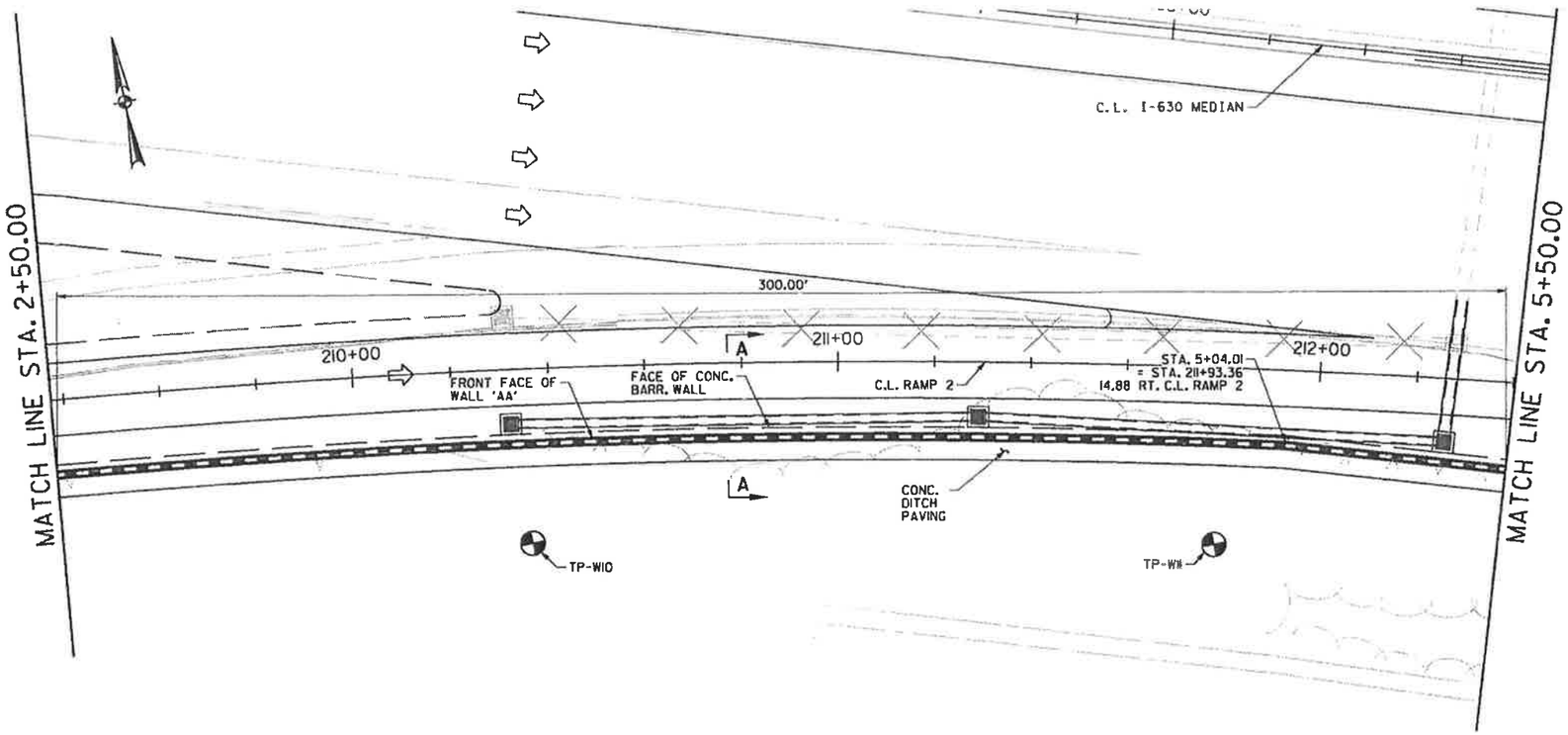
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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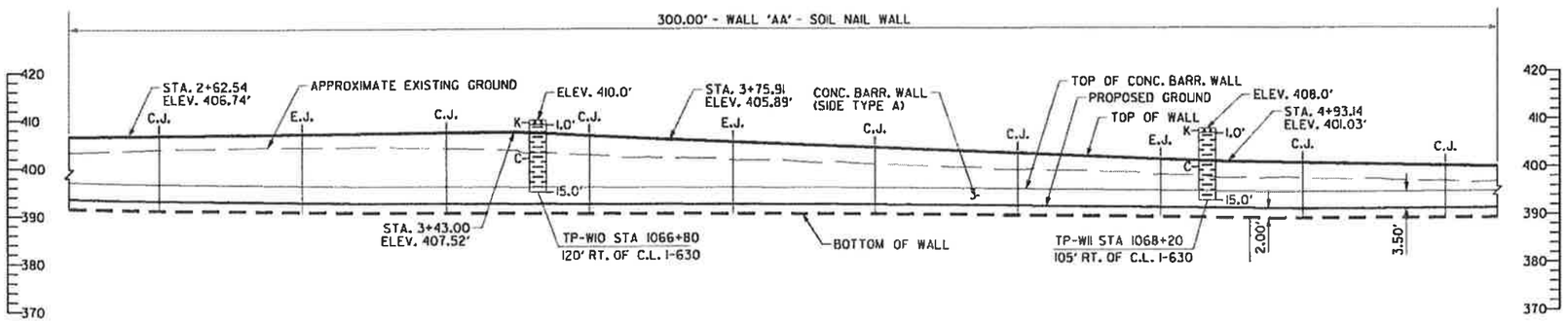
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	630	889
				RET. WALL 'AA'				59404



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN A. SAD
2018-03-29

SHEET 2 OF 6
LAYOUT OF RETAINING WALL 'AA'

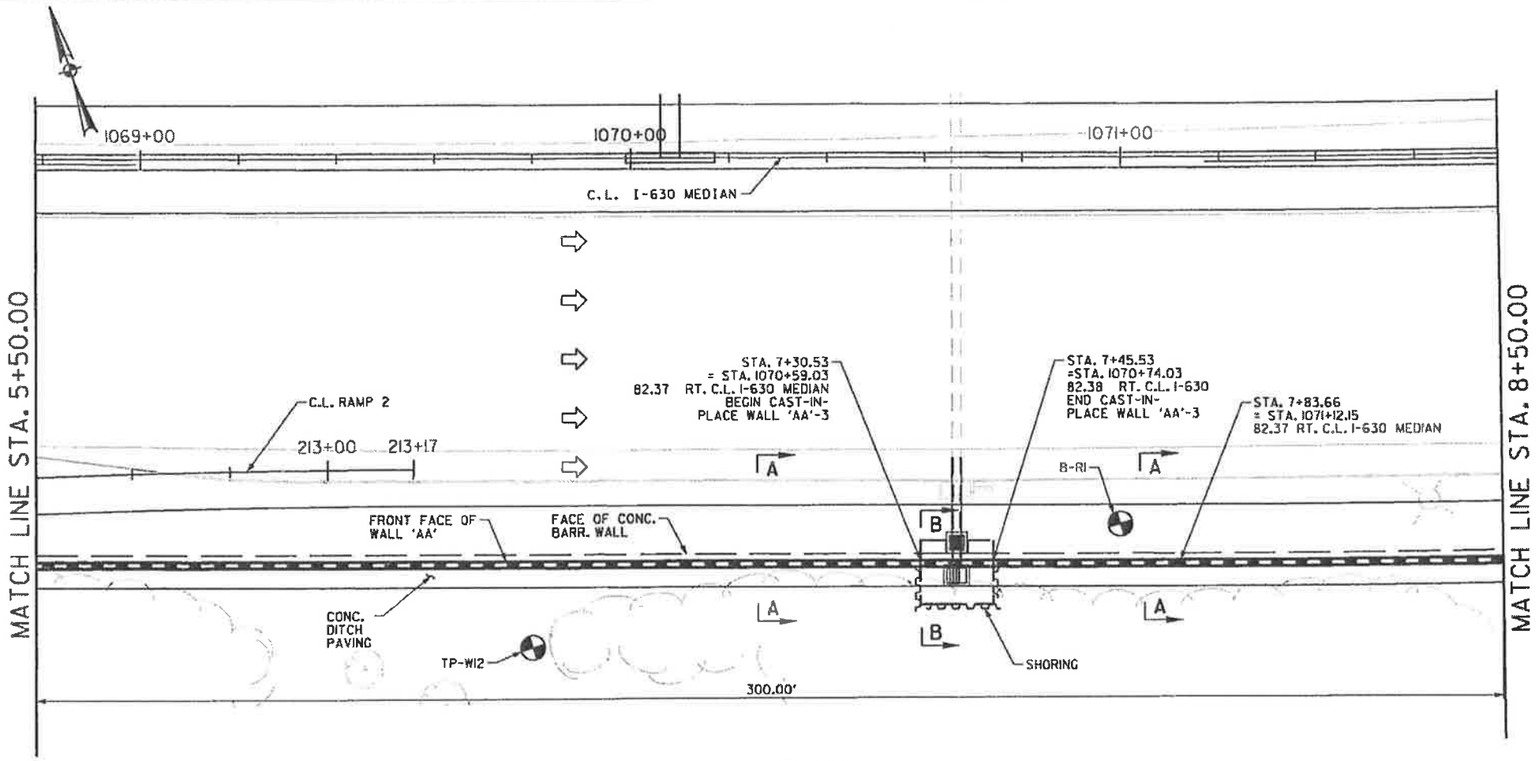
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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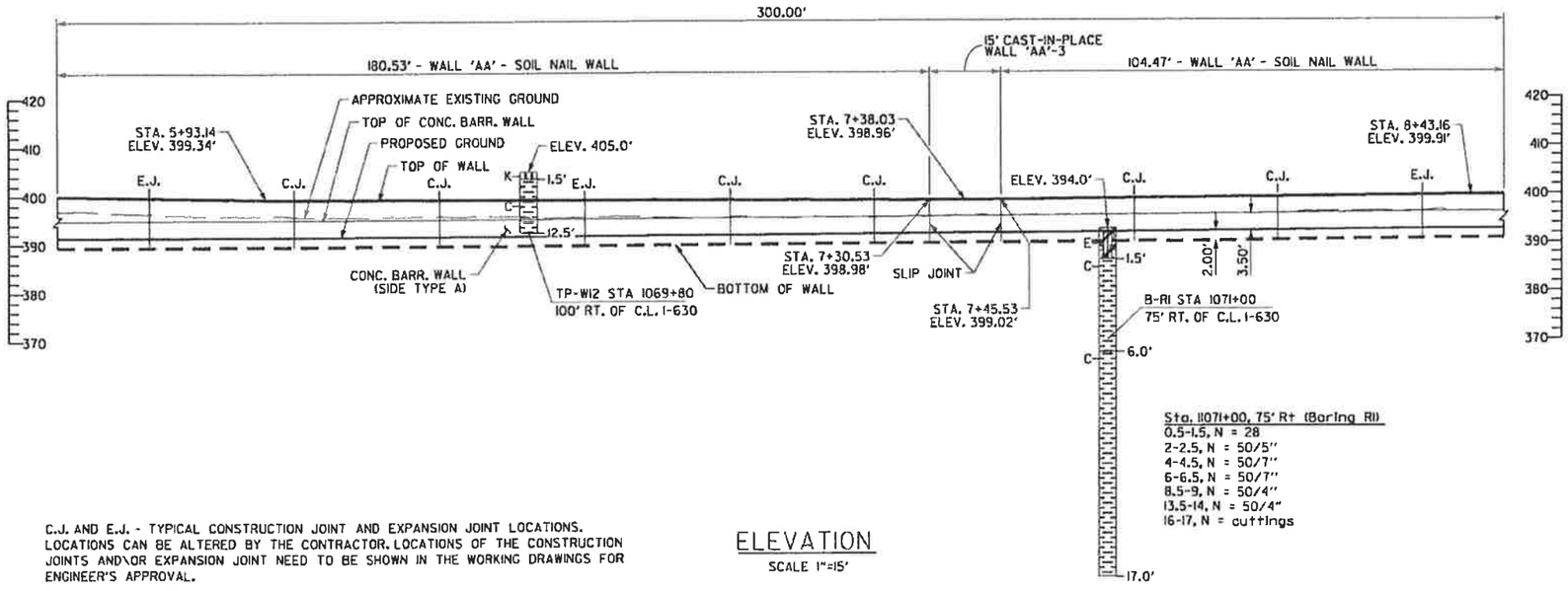
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03-28-18				6	ARK.			
				JOB NO.		CA0608	631	889
						RET. WALL 'AA'		59405



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

Sta. 1071+00, 75' Rt (Boring RI)
0.5-1.5, N = 28
2-2.5, N = 50/5"
4-4.5, N = 50/7"
6-6.5, N = 50/7"
8.5-9, N = 50/4"
13.5-14, N = 50/4"
16-17, N = cuttings

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN A. SMITH 13330
2018-03-28

SHEET 3 OF 6
LAYOUT OF RETAINING WALL 'AA'

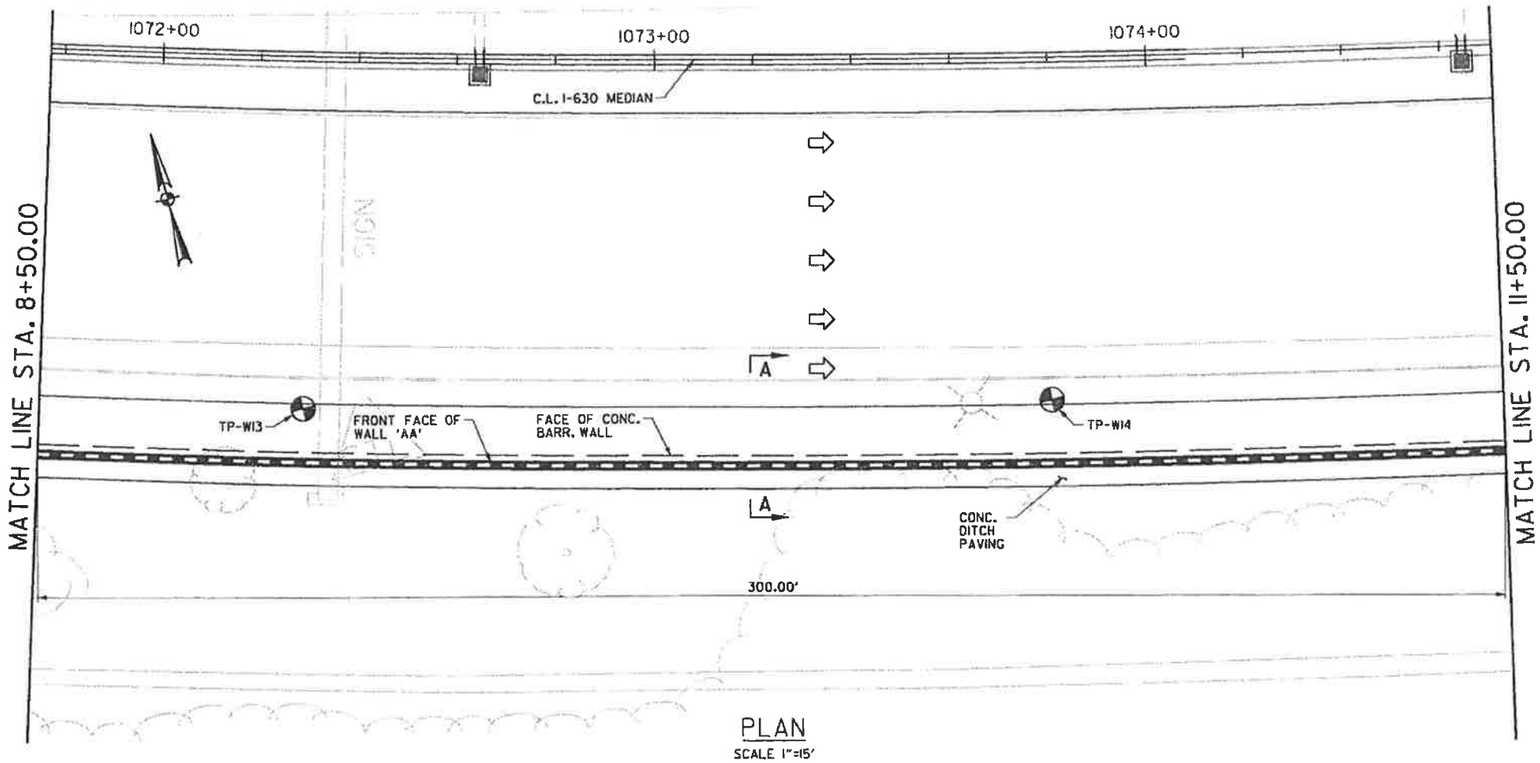
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PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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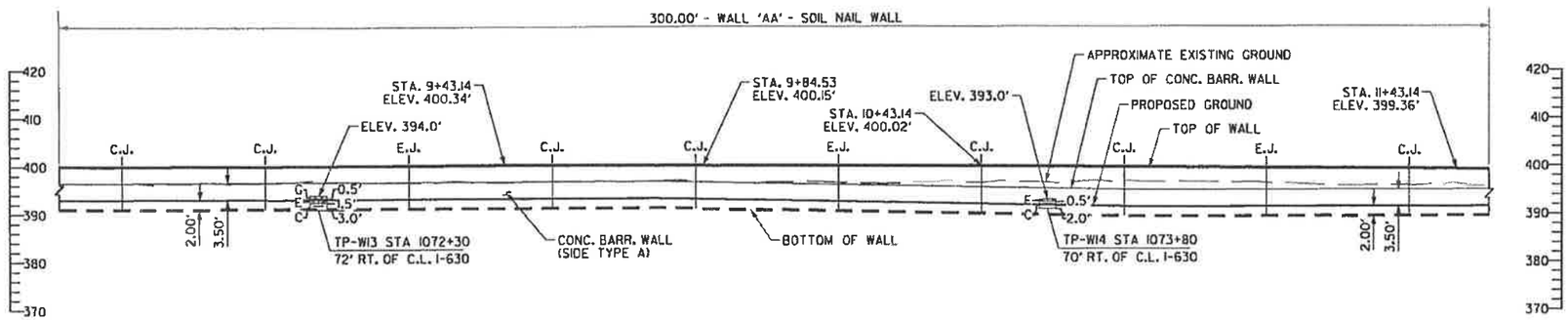
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03-28-18				6	ARK.			
				JOB NO.		CA0608	632	889
				①		RET. WALL 'AA'		59406



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

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BORING LEGEND:

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAWNA K. ALLEN
No. 13406
2018-03-28

SHEET 4 OF 6
LAYOUT OF RETAINING WALL 'AA'

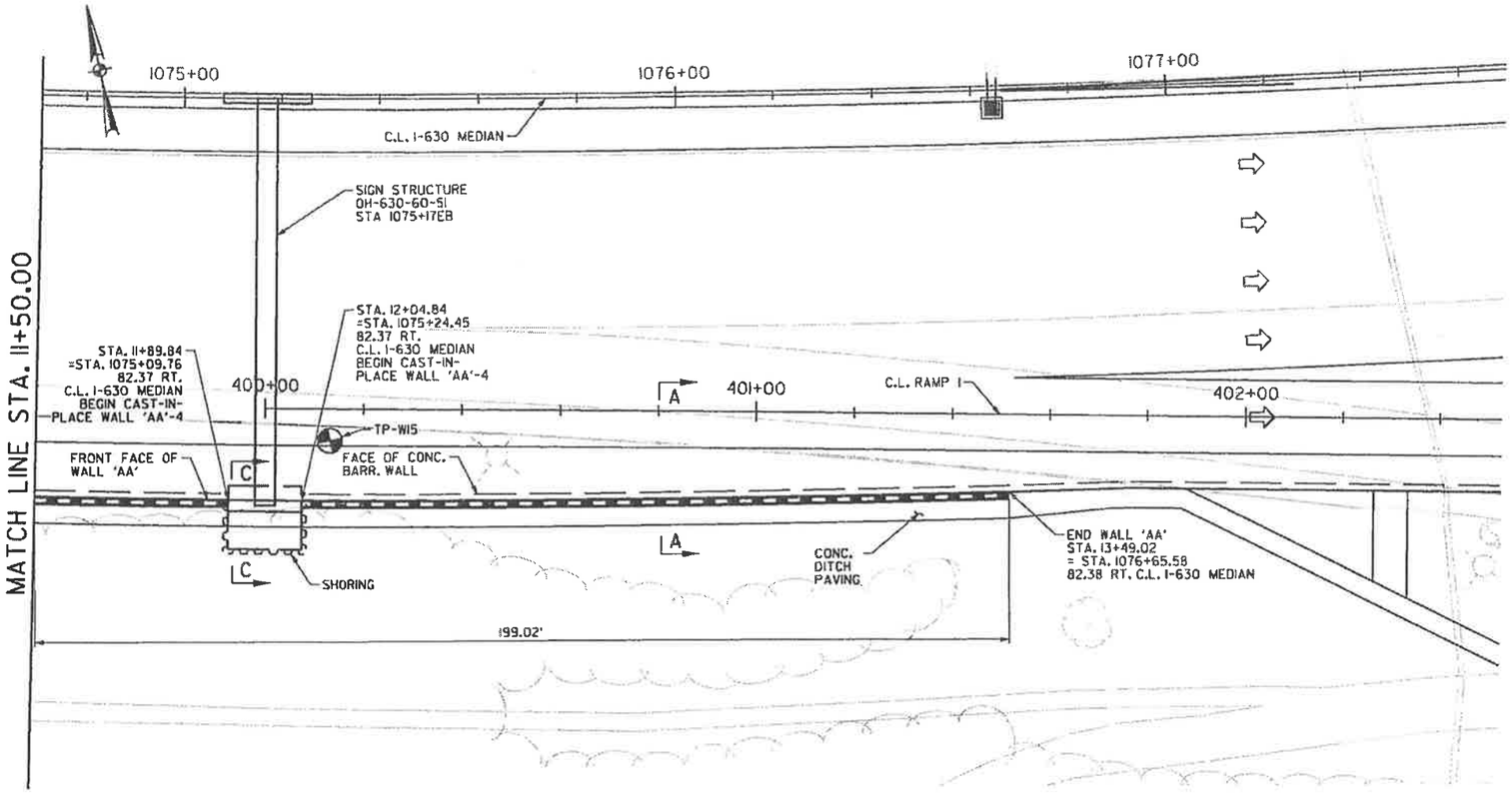
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
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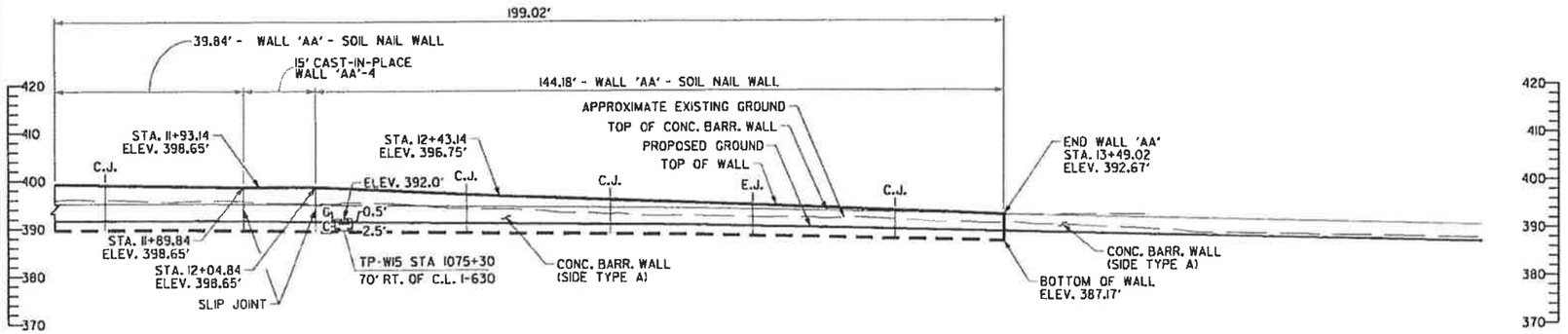
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03-28-18				6	ARK.			
				JOB NO.		CA0608	633	889
				RET. WALL 'AA'				59407





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ELEVATION
SCALE 1"=15'

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BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravelwith some cobbles

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
2018-03-28

SHEET 5 OF 6
LAYOUT OF RETAINING WALL 'AA'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 7/27/2015
CHECKED BY: SA DATE: 7/30/2015
DESIGNED BY: DCD DATE: 7/24/2015
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	634	889
						RET. WALL 'AA'		59408

1

RETAINING WALL 'AA'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+04.89	407.72	404.23	402.23
0+29.89	406.95	402.79	400.79
0+54.89	406.17	401.35	399.35
0+79.89	405.71	400.02	398.02
1+04.89	405.44	398.76	396.76
1+29.89	405.51	397.58	395.58
1+54.89	405.78	396.46	394.46
1+79.89	406.04	395.54	393.54
2+04.89	406.30	394.72	392.72
2+29.89	406.51	394.06	392.06
2+54.89	406.69	393.47	391.47
2+79.89	406.91	393.06	391.06
3+04.89	407.15	392.74	390.74
3+29.89	407.39	392.54	390.54
3+54.89	406.93	392.41	390.41
3+79.89	405.73	392.32	390.32
4+04.89	404.69	392.26	390.26
4+29.89	403.65	392.05	390.05
4+54.89	402.62	391.80	389.80
4+79.89	401.58	391.53	389.53
5+04.89	400.83	391.24	389.24
5+29.89	400.41	391.27	389.27
5+54.89	399.99	391.41	389.41
5+79.89	399.56	391.52	389.52
6+04.89	399.31	391.59	389.59
6+29.89	399.24	391.66	389.66
6+54.89	399.18	391.73	389.73
6+79.89	399.11	391.82	389.82
7+04.89	399.04	391.96	389.96
7+29.89	398.98	392.10	390.10
7+54.89	399.11	392.25	390.25
7+79.89	399.34	392.42	390.42
8+04.89	399.56	392.65	390.65
8+29.89	399.79	392.87	390.87
8+54.89	399.96	393.02	391.02
8+79.89	400.07	393.15	391.15
9+04.89	400.18	393.25	391.25
9+29.89	400.28	393.30	391.30
9+54.89	400.29	393.31	391.31
9+79.89	400.17	393.24	391.24
10+04.89	400.10	392.79	390.79
10+29.89	400.05	392.34	390.34
10+54.89	399.94	391.88	389.88
10+79.89	399.78	391.47	389.47
11+04.89	399.61	391.52	389.52
11+29.89	399.45	391.57	389.57
11+54.89	399.20	391.62	389.62
11+79.89	398.84	391.67	389.67
12+04.89	398.20	391.40	389.40
12+29.89	397.25	391.12	389.12
12+54.89	396.30	390.85	388.85
12+79.89	395.34	390.57	388.57
13+04.89	394.37	390.08	388.08
13+29.89	393.41	389.57	387.57
13+49.02	392.67	389.17	387.17

```
* Alignment name: RW*AA
* Alignment description: Soil Nail Wall
*
                                        STATION          NORTHING          EASTING
Element: Circular
                PC (          )          0+00.00      2069782.1670      1198116.0752
                PI (          )          2+53.50      2069787.3587      1198369.5214
                CC (          )                       2067887.5802      1198154.8847
                PT (          )          5+04.01      2069725.7511      1198615.4205
                        Radius:           1894.98
                         Delta:    15°14'20.0" Right
  Degree of Curvature(Arc):          3°01'24.8"
                        Length:            504.01
                       Tangent:            253.50
                         Chord:            502.52
                Middle Ordinate:             16.73
                      External:             16.88
       Tangent Direction:    N 88°49'35.4" E
        Radial Direction:     S 1°10'24.6" E
         Chord Direction:    S 83°33'14.6" E
        Radial Direction:     S 14°03'55.3" W
       Tangent Direction:    S 75°56'04.7" E

Element: Linear
                PT (          )          5+04.01      2069725.7511      1198615.4205
                PC (          )          7+83.66      2069640.3156      1198881.6997
     Tangential Direction:    S 72°12'40.4" E
       Tangential Length:            279.65

Element: Circular
                PC (          )          7+83.66      2069640.3156      1198881.6997
                PI (          )         10+79.41      2069549.9603      1199163.3132
                CC (          )                       2073355.8471      1200073.8243
                PT (          )         13+74.03      2069503.0822      1199455.3281
                        Radius:           3902.09
                         Delta:     8°40'07.4" Left
  Degree of Curvature(Arc):          1°28'06.0"
                        Length:            590.38
                       Tangent:            295.75
                         Chord:            589.82
                Middle Ordinate:             11.16
                      External:             11.19
       Tangent Direction:    S 72°12'40.4" E
        Radial Direction:     S 17°47'19.6" W
         Chord Direction:    S 76°32'44.1" E
        Radial Direction:      S 9°07'12.2" W
       Tangent Direction:    S 80°52'47.8" E

Element: Linear
                PT (          )         13+74.03      2069503.0822      1199455.3281
                PC (          )         14+76.55      2069482.2679      1199555.7081
     Tangential Direction:    S 78°17'07.6" E
       Tangential Length:            102.52

Element: Circular
                PC (          )         14+76.55      2069482.2679      1199555.7081
                PI (          )         16+06.57      2069455.8693      1199683.0189
                CC (          )                       2067626.7538      1199170.9576
                PT (          )         17+36.18      2069412.3299      1199805.5311
                        Radius:           1894.98
                         Delta:    7°51'00.2" Right
  Degree of Curvature(Arc):          3°01'24.8"
                        Length:            259.63
                       Tangent:            130.02
                         Chord:            259.43
                Middle Ordinate:              4.44
                      External:              4.46
       Tangent Direction:    S 78°17'07.6" E
        Radial Direction:     S 11°42'52.4" W
         Chord Direction:    S 74°21'37.4" E
        Radial Direction:     S 19°33'52.7" W
       Tangent Direction:    S 70°26'07.3" E

Element: Linear
                PT (          )         17+36.18      2069412.3299      1199805.5311
                PC (          )         19+56.78      2069338.4573      1200013.3953
     Tangential Direction:    S 70°26'07.3" E
       Tangential Length:            220.60

Element: Circular
                PC (          )         19+56.78      2069338.4573      1200013.3953
                PI (          )         20+34.06      2069312.5774      1200086.2166
                CC (          )                       2071152.0657      1200657.9312
                PT (          )         21+11.26      2069292.6194      1200160.8783
                        Radius:           1924.73
                         Delta:    4°35'55.3" Left
  Degree of Curvature(Arc):          2°58'36.5"
                        Length:            154.48
                       Tangent:             77.28
                         Chord:            154.44
                Middle Ordinate:              1.55
                      External:              1.55
       Tangent Direction:    S 70°26'07.3" E
        Radial Direction:     S 19°33'52.7" W
         Chord Direction:    S 72°44'04.9" E
        Radial Direction:     S 14°57'57.4" W
       Tangent Direction:    S 75°02'02.6" E
```

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2017-09-27

SHEET 6 OF 6
LAYOUT OF RETAINING WALL 'AA'

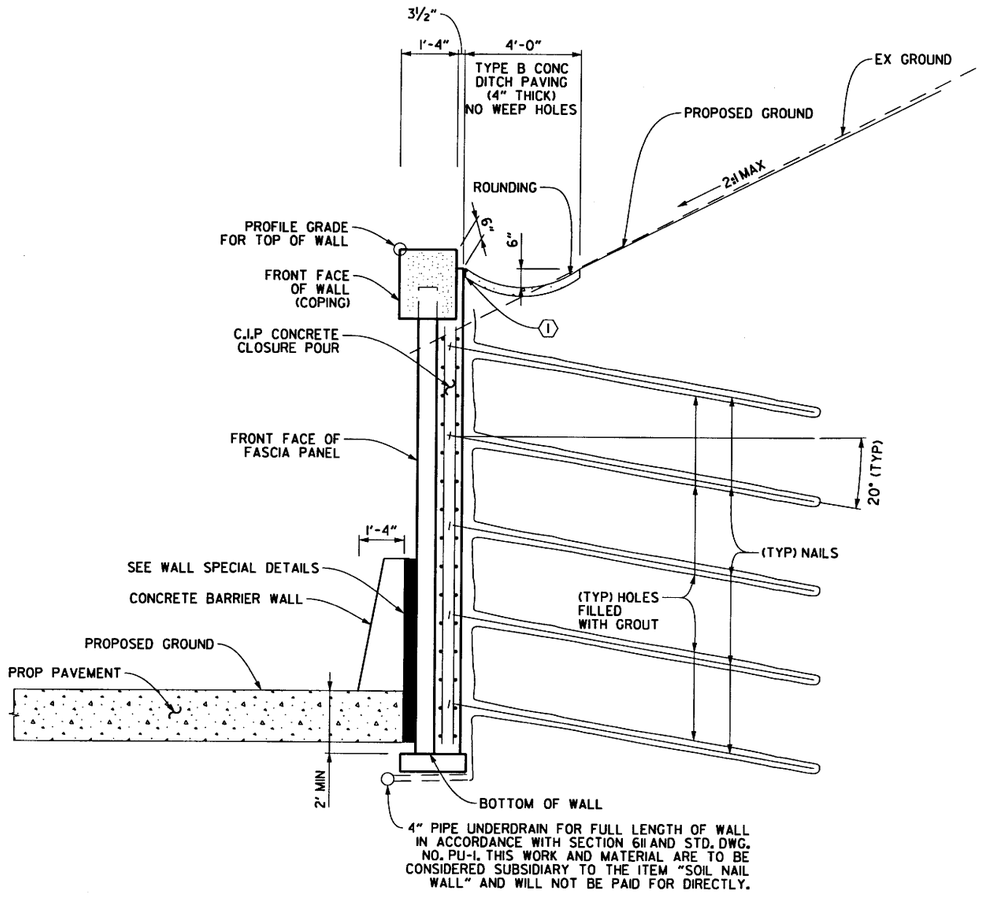
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	635	889
				①		RET. WALL 'AA'		59409



SECTION A-A

N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.

2. SEISMIC PERFORMANCE ZONE: I

3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.

4. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.

5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

7. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2-17-21

SHEET 1 OF 3
SECTIONS OF RETAINING WALL 'AA'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

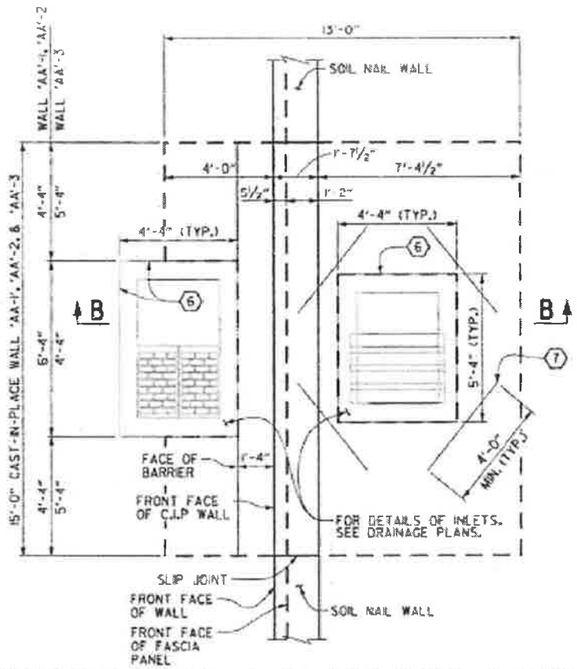
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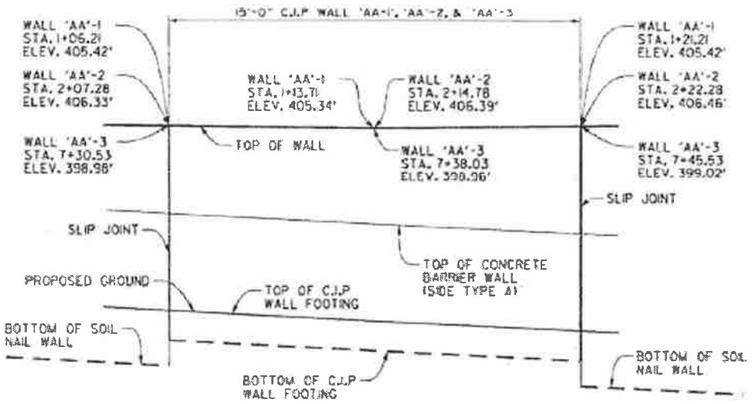
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03-28-18				6	ARK.			
				JOB NO.		CA0608	636	889
						RET. WALL 'AA'		59410



CAST-IN-PLACE WALL PLAN 'AA'-1, 'AA'-2, & 'AA'-3

N.T.S

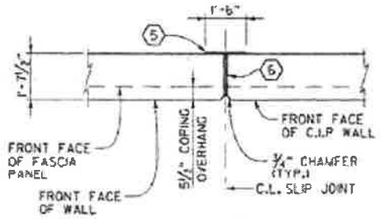
(7) FOOTING BARS, F501 AND F601 TO BE TRIMMED IN FIELD TO ALLOW PASSAGE OF INLET STRUCTURE. PLACE TRIMMED BARS, F601 AS SHOWN IN PLAN.



TYPICAL C.I.P WALL SIDE VIEW

N.T.S

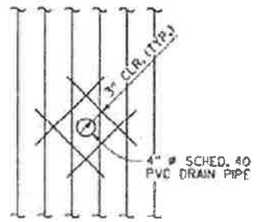
NOTE: INLETS NOT SHOWN IN THIS VIEW FOR CLARITY



SLIP JOINT DETAIL

N.T.S

(6) ½" JOINT FILLER AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(1) WITH ½"x1" TYPE 3 OR 4 JOINT SEALER PER SUBSECTION 501.02(h)(2). PAYMENT WILL NOT BE MADE DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS



N.T.S

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 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 (2012 EDITION) WITH CURRENT INTERIMS.

SEISMIC PERFORMANCE ZONE: 1

CONCRETE: CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED 1/2". 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.

REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M322 TYPE A, GRADE 60.

FOOTINGS: TOP OF FOOTINGS FOR C.I.P WALL SHALL BE FLUSH WITH PAVEMENT SURFACE AND CROSS SLOPE SHALL MATCH ROADWAY PAVEMENT SLOPE.
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, WEEP HOLES & GEOTEXTILE FABRIC SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO CLASS S CONCRETE.

DRAINAGE FILL MATERIAL (CLASS 3) AND SELECT BACKFILL SHALL BE MEASURED AND PAID FOR AS COMPACTED EMBANKMENT.

ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".

WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

TABLE OF QUANTITIES

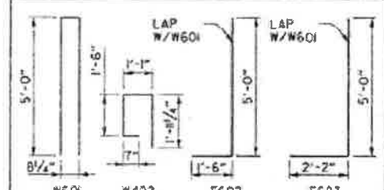
(PER WALL 'AA'- 1, 'AA'-2, OR, 'AA'-3)

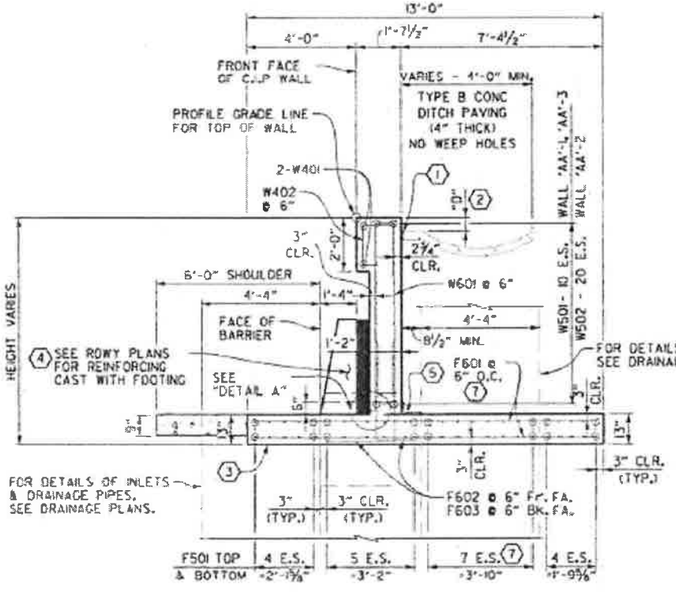
Type	REINFORCING STEEL (LBS)	CONCRETE (CU. YDS.)	UNCLASSIFIED EXCAVATION (CU. YDS.)
'AA'-1, 3	3421	13.20	50.39
'AA'-2	3726	16.58	76.75

BAR LIST FOR WALL 'AA'- 1, 'AA'-2 OR 'AA'-3

MARK	NO. REQ'D.	LENGTH	P.D.
W401	2	14'-8"	Str.
W402	30	4'-11"	2"
W501	22	14'-8"	Str.
W502	42	14'-8"	Str.
W601	30	10'-5"	4 1/2"
F501	48	14'-8"	Str.
F601	60	12'-8"	Str.
F602	30	7'-3"	4 1/2"
F603	30	6'-6"	4 1/2"

BENDING DIAGRAMS
(DIMENSIONS ARE OUT TO OUT)

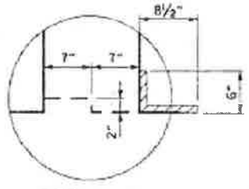




SECTION B-B

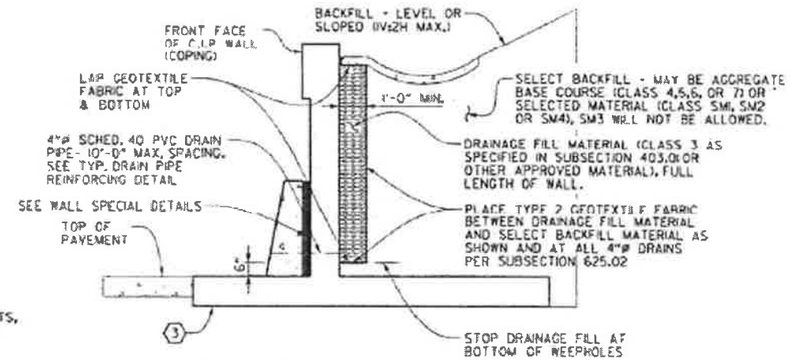
N.T.S

(REFER TO TYPICAL DRAINAGE & BACKFILL DETAILS)



DETAIL A

N.T.S



TYPICAL DRAINAGE & BACKFILL DETAILS

N.T.S

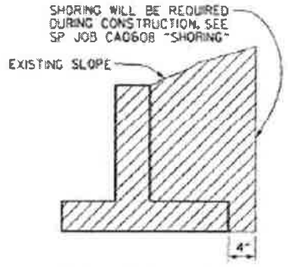
(1) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

(2) ADJUSTMENT OF DIMENSION "D" MAY BE NECESSARY TO ENSURE POSITIVE FLOW OF THE DRAINAGE SYSTEM.

(3) PRIOR TO CONSTRUCTION OF FOOTING, ADJACENT DRAINAGE CONNECTIONS BELOW FOOTING SHALL BE COMPLETE AND FOUNDATION FOR FOOTING SHALL BE PREPARED AND BACKFILLED IN ACCORDANCE WITH SUBSECTION 801.04 & 801.08, RESPECTIVELY.

(4) BARRIER WALL (SIDE TYPE A)

(5) MEMBRANE WATERPROOFING TYPE C OR APPROVED EQUAL. SEE SECTION 815 OF THE STANDARD SPECIFICATIONS. SEE "DETAIL A". AT VERTICAL JOINTS, EXTEND FULL HEIGHT OF JOINT AND CENTERED ON JOINT.



NOTE: HATCHED AREA DENOTES MAXIMUM LIMITS OF PAY EXCAVATION.

DETAILS OF EXCAVATION

N.T.S

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMALEY
No. 13073
28 Mar 2018

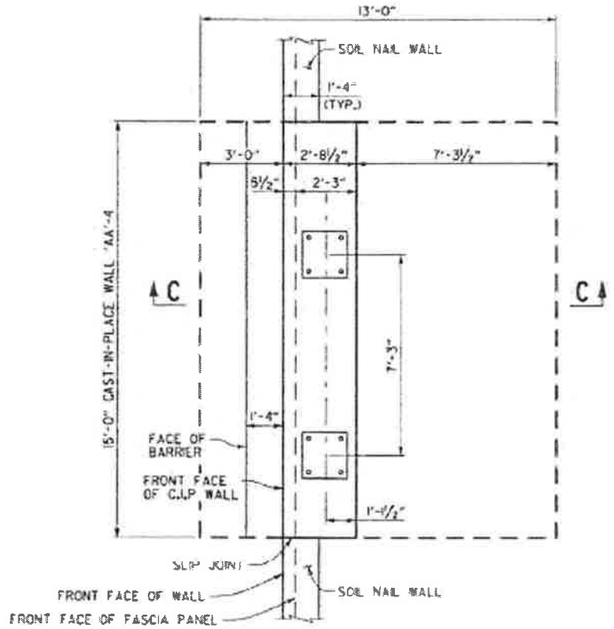
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SECTIONS OF RETAINING WALL 'AA'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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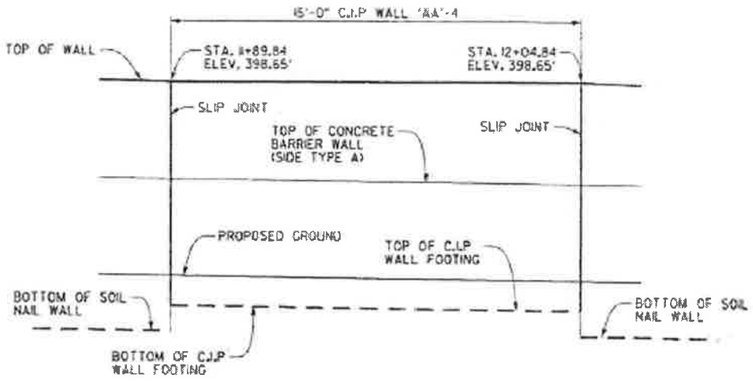
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03-28-18				6	ARK.			
				JOB NO.		CA0608	637	889
				(1)		RET. WALL 'AA'		5948



CAST-IN-PLACE WALL PLAN 'AA'-4

N.T.S



TYPICAL C.I.P WALL SIDE VIEW

N.T.S

(NOTE: SIGN STRUCTURE NOT SHOWN FOR CLARITY)

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 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 (2012 EDITION) WITH CURRENT INTERIMS.

SEISMIC PERFORMANCE ZONE: I

CONCRETE: CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED 1/2". 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.

REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M322 TYPE A, GRADE 60.

FOOTINGS: TOP OF FOOTINGS FOR C.I.P WALL SHALL BE FLUSH WITH PAVEMENT SURFACE AND CROSS SLOPE SHALL MATCH ROADWAY PAVEMENT SLOPE. FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SUBSECTION 801.04. BACKFILL FOR RETAINING WALLS SHALL BE IN ACCORDANCE WITH SUBSECTION 801.08.

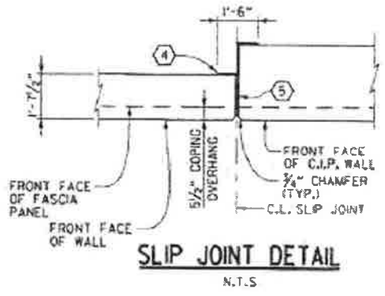
WATERPROOF MEMBRANE (TYPE C), WATERSTOPS, PREFORMED JOINTS, WEEP HOLES & GEOTEXTILE FABRIC SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO CLASS S CONCRETE.

DRAINAGE FILL MATERIAL (CLASS 3) AND SELECT BACKFILL SHALL BE MEASURED AND PAID FOR AS COMPACTED EMBANKMENT.

ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".

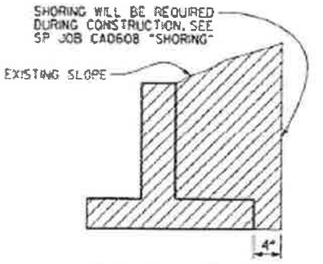
WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 9" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

(5) ½" JOINT FILLER AASHTO M153 TYPE IAS PER SUBSECTION 501.02(h)(1) WITH ½"x1" TYPE 3 OR 4 JOINT SEALER PER SUBSECTION 501.02(h)(2). PAYMENT WILL NOT BE MADE DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS



SLIP JOINT DETAIL

N.T.S



NOTE: HATCHED AREA DENOTES MAXIMUM LIMITS OF PAY EXCAVATION.

DETAILS OF EXCAVATION

N.T.S

TABLE OF QUANTITIES

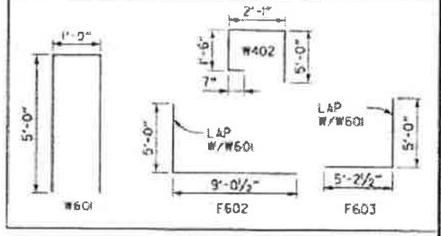
(WALL 'AA'-4)

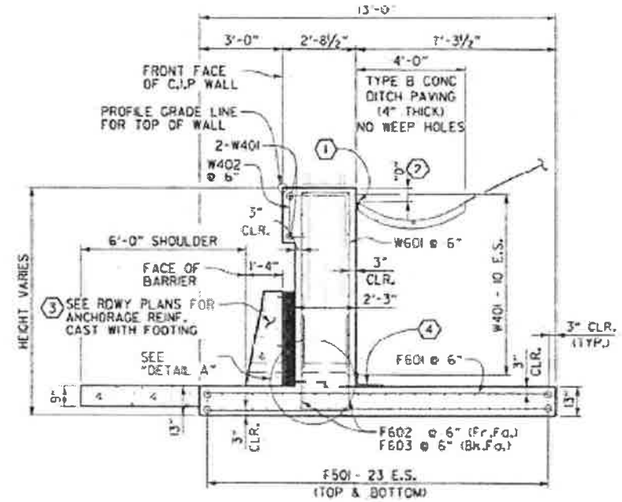
REINFORCING STEEL (LBS)	CONCRETE (CU. YDS.)	UNCLASSIFIED EXCAVATION (CU. YDS.)
3901	88.65	60.11

BAR LIST FOR WALL 'AA'-4

MARK	NO. REQ'D.	LENGTH	P.O.
W401	24	14'-8"	Str.
W402	30	8'-8"	2"
W601	30	10'-3"	4 1/2"
F501	48	14'-8"	Str.
F601	60	12'-8"	Str.
F602	30	14'-1"	4 1/2"
F603	30	10'-3"	4 1/2"

BENDING DIAGRAMS (DIMENSIONS ARE OUT TO OUT)

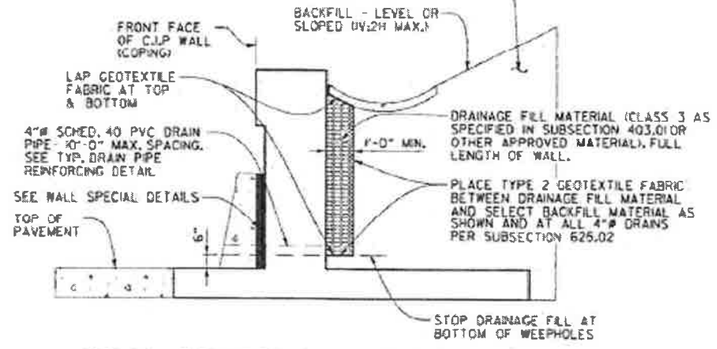




SECTION C-C

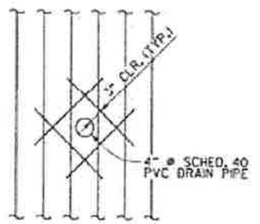
N.T.S

FOR COLUMN BASE PLATE & ANCHOR BOLT DETAILS, SEE SIGN STRUCTURE DWG. NO. 5854. USE ANCHOR BOLT DETAIL FOR "FOUNDATION A". PAYMENT FOR ANCHOR BOLTS, BASE PLATES, & OTHER INCIDENTALS TO COMPLETE THE FOUNDATION ARE SUBSIDIARY TO "STEEL OVERHEAD SIGN STRUCTURE (OH-630-60-51)"



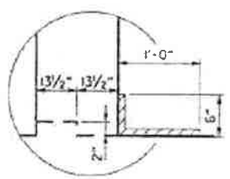
TYPICAL DRAINAGE & BACKFILL DETAILS

N.T.S



TYPICAL DRAIN PIPE REINFORCING DETAIL

N.T.S



DETAIL A

N.T.S

(1) AASHTO M53 TYPE I AS PER SUBSECTION 501.02(h)(2)

(2) ADJUSTMENT OF DIMENSION "D" MAY BE NECESSARY TO ENSURE POSITIVE FLOW OF THE DRAINAGE SYSTEM.

(3) BARRIER WALL (SIDE TYPE A)

(4) MEMBRANE WATERPROOFING TYPE C OR APPROVED EQUAL. SEE SECTION 815 OF THE STANDARD SPECIFICATIONS. SEE "DETAIL A". AT VERTICAL JOINTS, EXTEND FULL HEIGHT OF JOINT AND CENTERED ON JOINT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

28 Mar 2018

SHEET 3 OF 3
SECTIONS OF RETAINING WALL 'AA'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

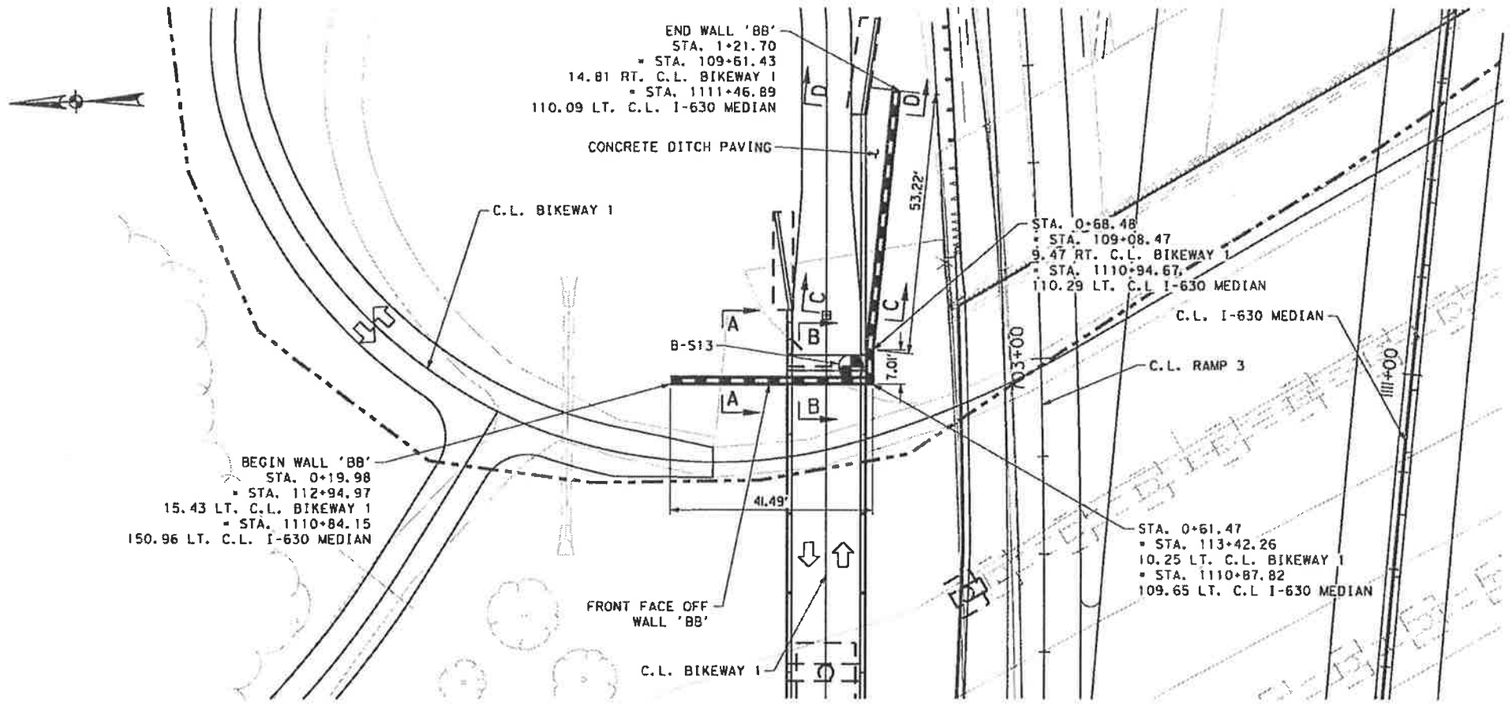
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03-28-18				6	ARK.			
				JOB NO.		CA0608	638	889
						RET. WALL 'BB'		59412



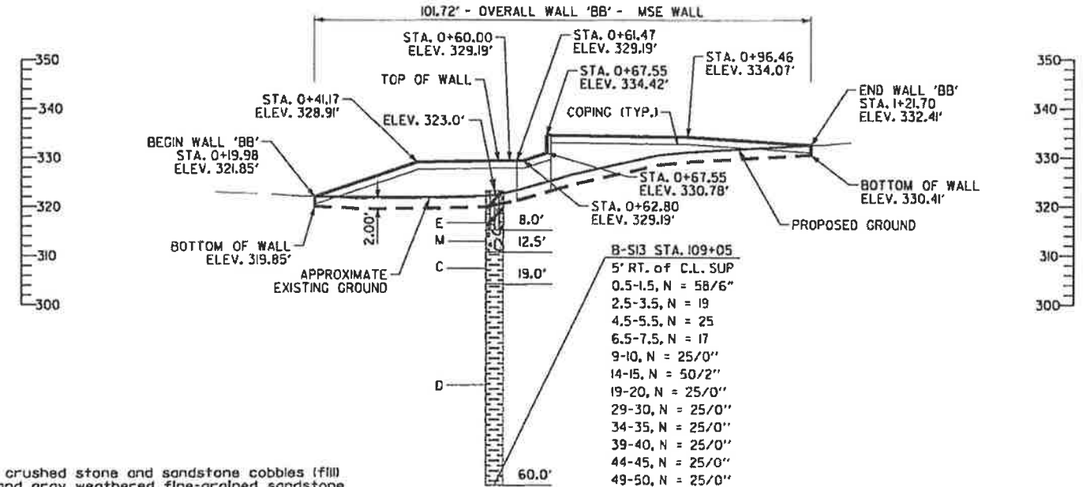
PLAN

SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+19.98	321.85	321.85	319.85
0+44.98	328.97	321.76	319.49
0+69.98	334.39	325.58	323.50
0+94.98	334.09	330.81	328.80
1+19.98	332.53	332.31	330.31
1+21.70	332.41	332.41	330.41

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".



ELEVATION

SCALE 1"=15'

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

* Alignment name: RW=BB
* Alignment description:
*

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2069665.9515	1202877.4256
PI ( )	0+61.47	2069604.5210	1202875.3595
Tangential Direction:	S 1°55'34.5" W		
Tangential Length:	61.47		
Element: Linear			
PI ( )	0+61.47	2069604.5210	1202875.3595
PI ( )	0+68.48	2069604.2854	1202882.3655
Tangential Direction:	S 88°04'25.5" E		
Tangential Length:	7.01		
Element: Linear			
PI ( )	0+68.48	2069604.2854	1202882.3655
POE ( )	1+29.91	2069596.0637	1202943.2509
Tangential Direction:	S 82°18'34.4" E		
Tangential Length:	61.44		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12421
2018-03-28

LAYOUT OF RETAINING WALL 'BB'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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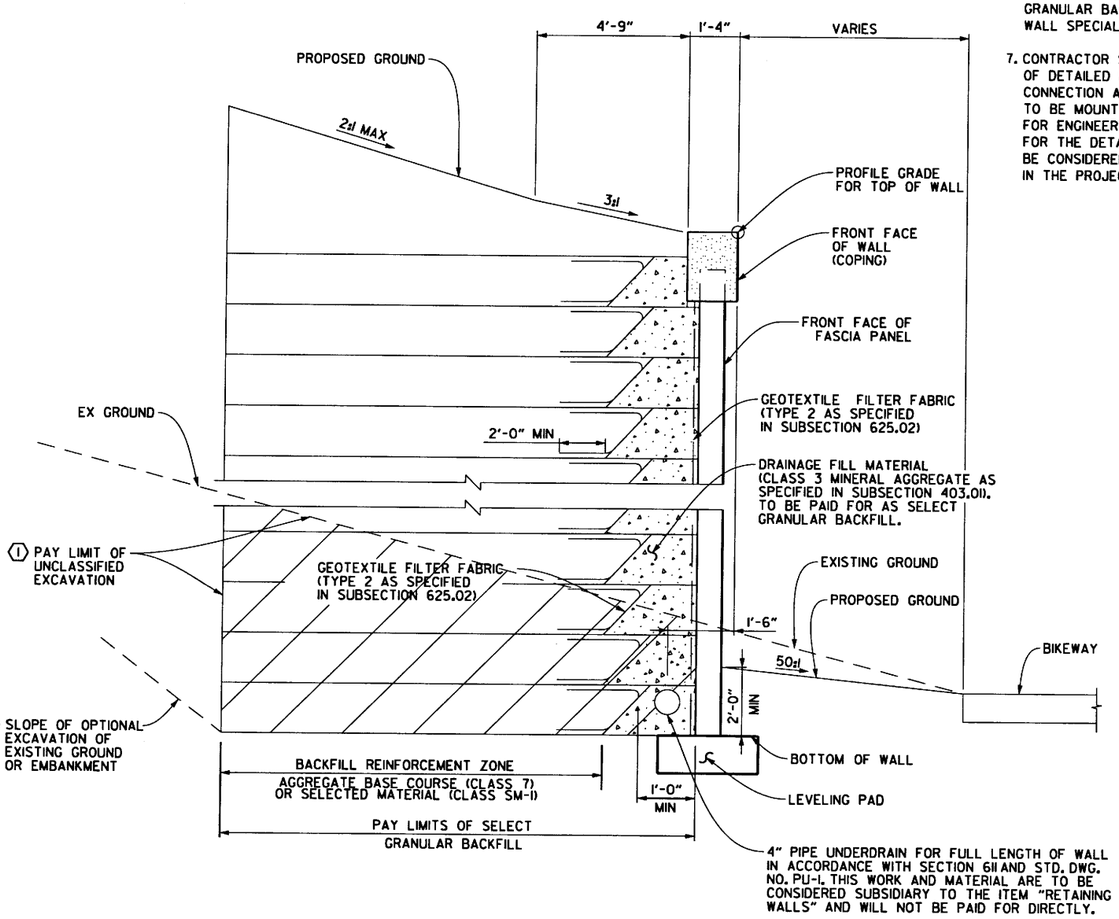
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				6	ARK.			
				JOB NO.		CA0608	639	889
				①		RET. WALL 'BB'		59413

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

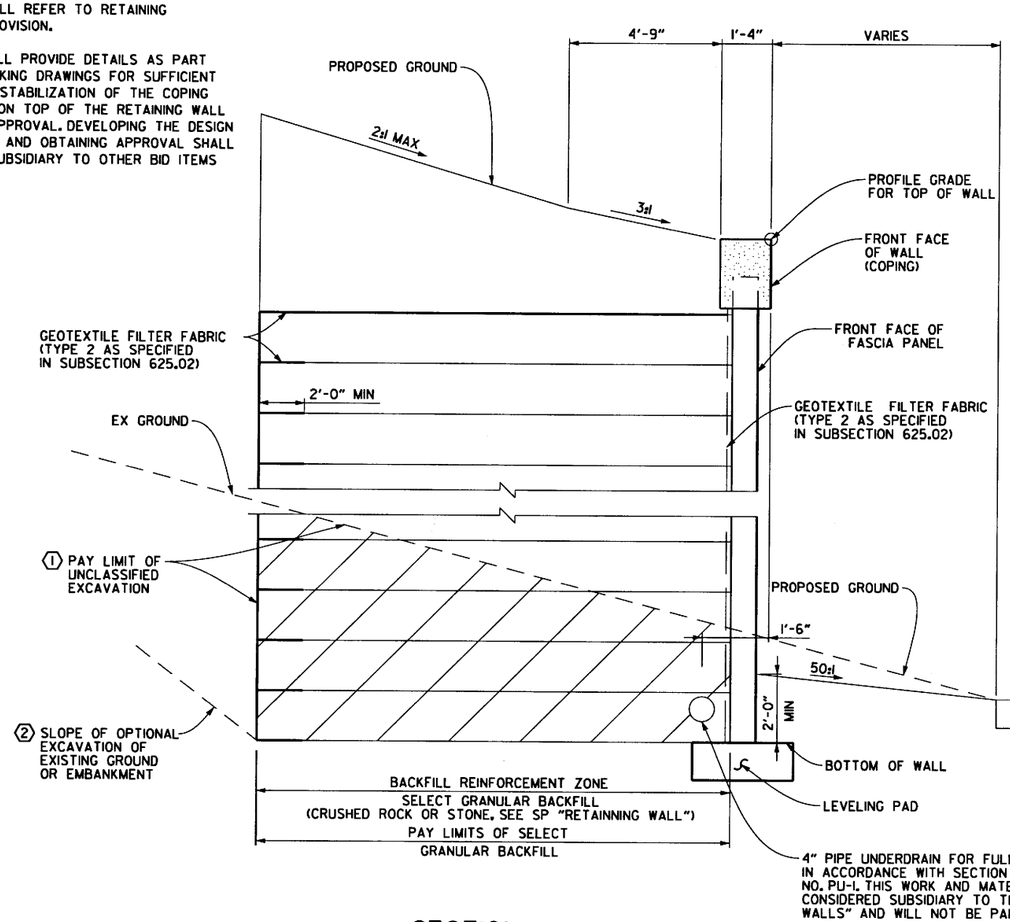
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 3,900 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
7. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION A-A

(BACKFILL METHOD A)
FROM STA. 0+21.85 TO STA. 0+44.00
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
FROM STA. 0+21.85 TO STA. 0+44.00
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADHAMI
2017-04-27

SHEET 1 OF 4
SECTIONS OF RETAINING WALL 'BB'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 3,900 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
7. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

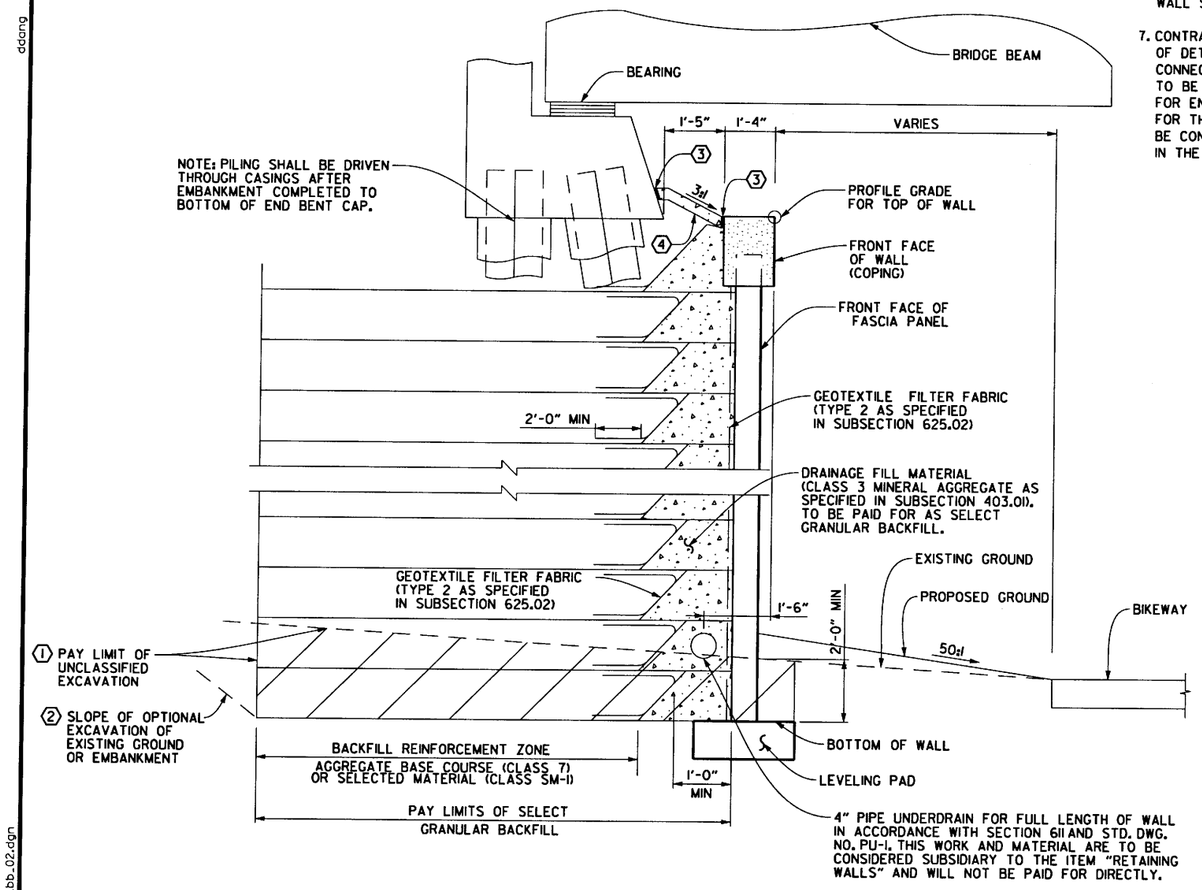
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				JOB NO.		CA0608	640	889
				①		RET. WALL 'BB'		59414

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

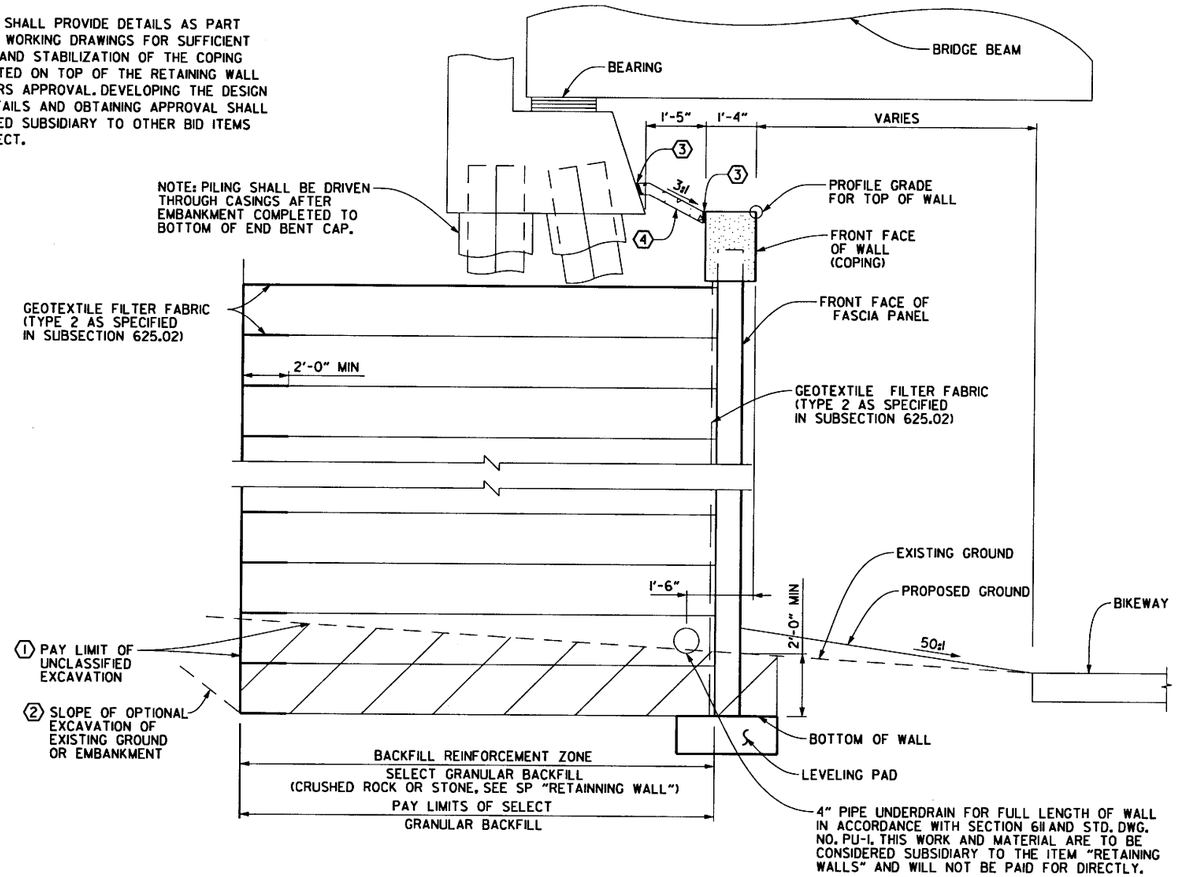
③ AASHTO M53 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1



SECTION B-B

(BACKFILL METHOD A)
FROM STA. 0+44.00 TO STA. 0+61.47
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
FROM STA. 0+44.00 TO STA. 0+61.47
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SINHRIAZAD
2017-09-27

SHEET 2 OF 4
SECTIONS OF RETAINING WALL 'BB'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	641	889
				①		RET. WALL 'BB'		59415

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

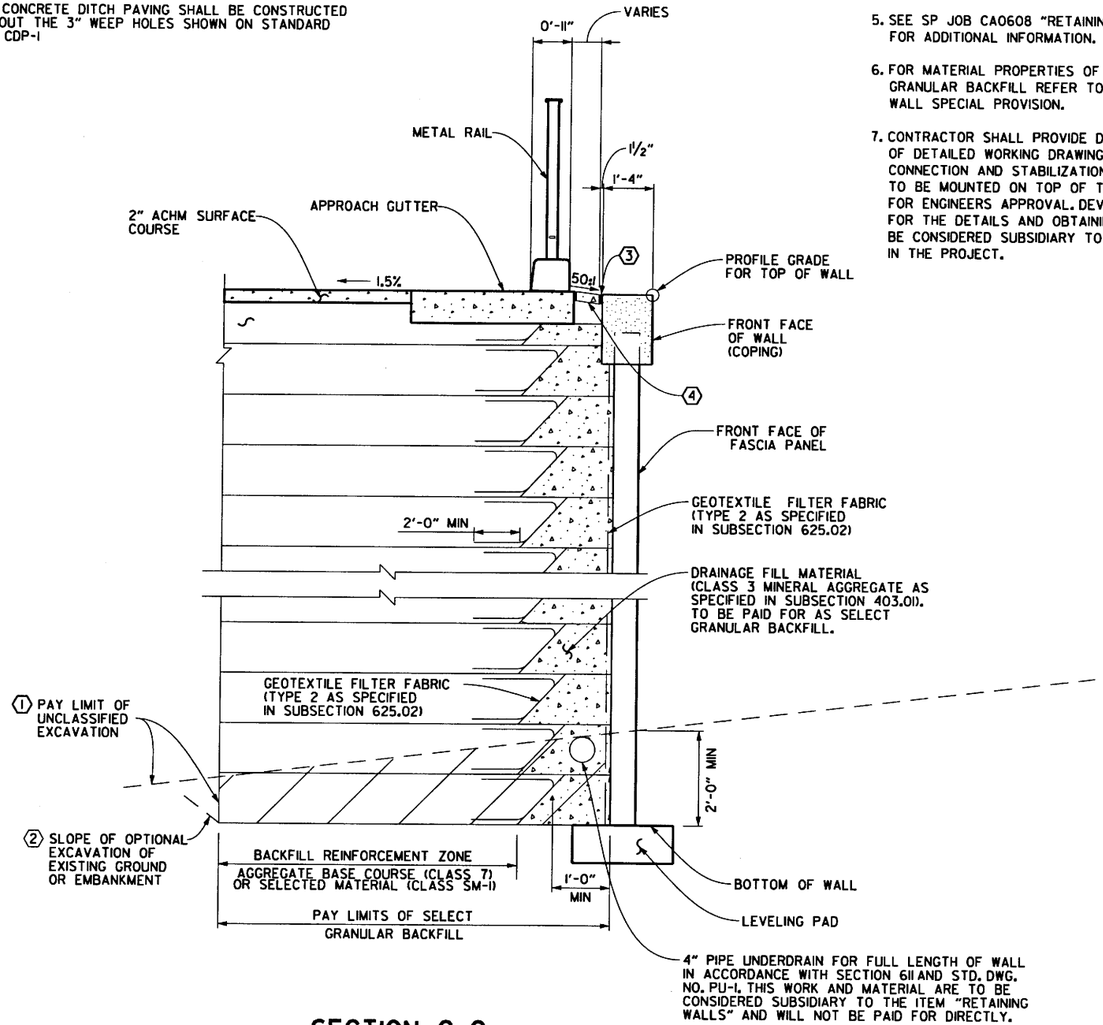
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

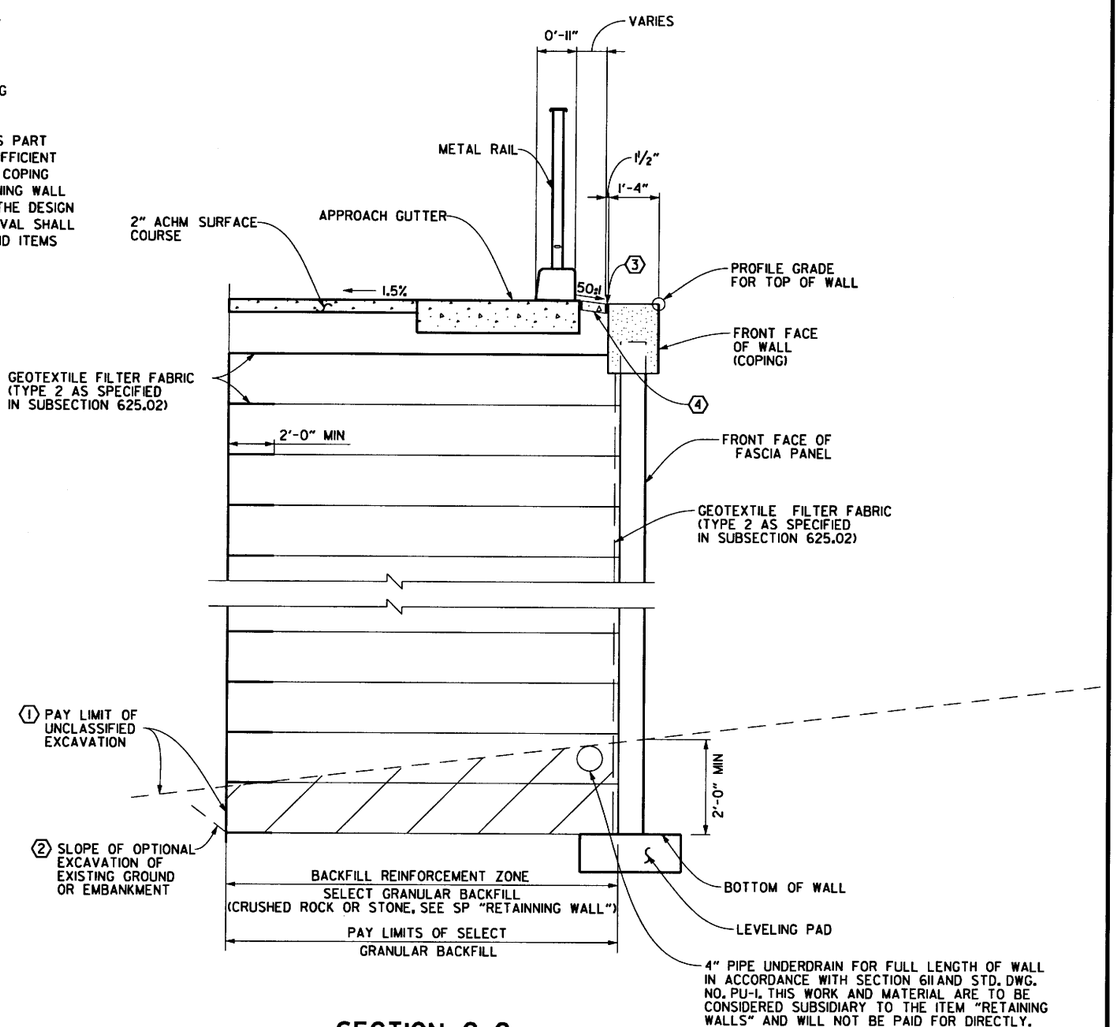
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 3,900 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
7. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION C-C

(BACKFILL METHOD A)
FROM STA. 0+61.47 TO STA. 1+16.18
N.T.S.



SECTION C-C

(BACKFILL METHOD B)
FROM STA. 0+61.47 TO STA. 1+16.18
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZADMANESH
2017-04-27

SHEET 3 OF 4
SECTIONS OF RETAINING WALL 'BB'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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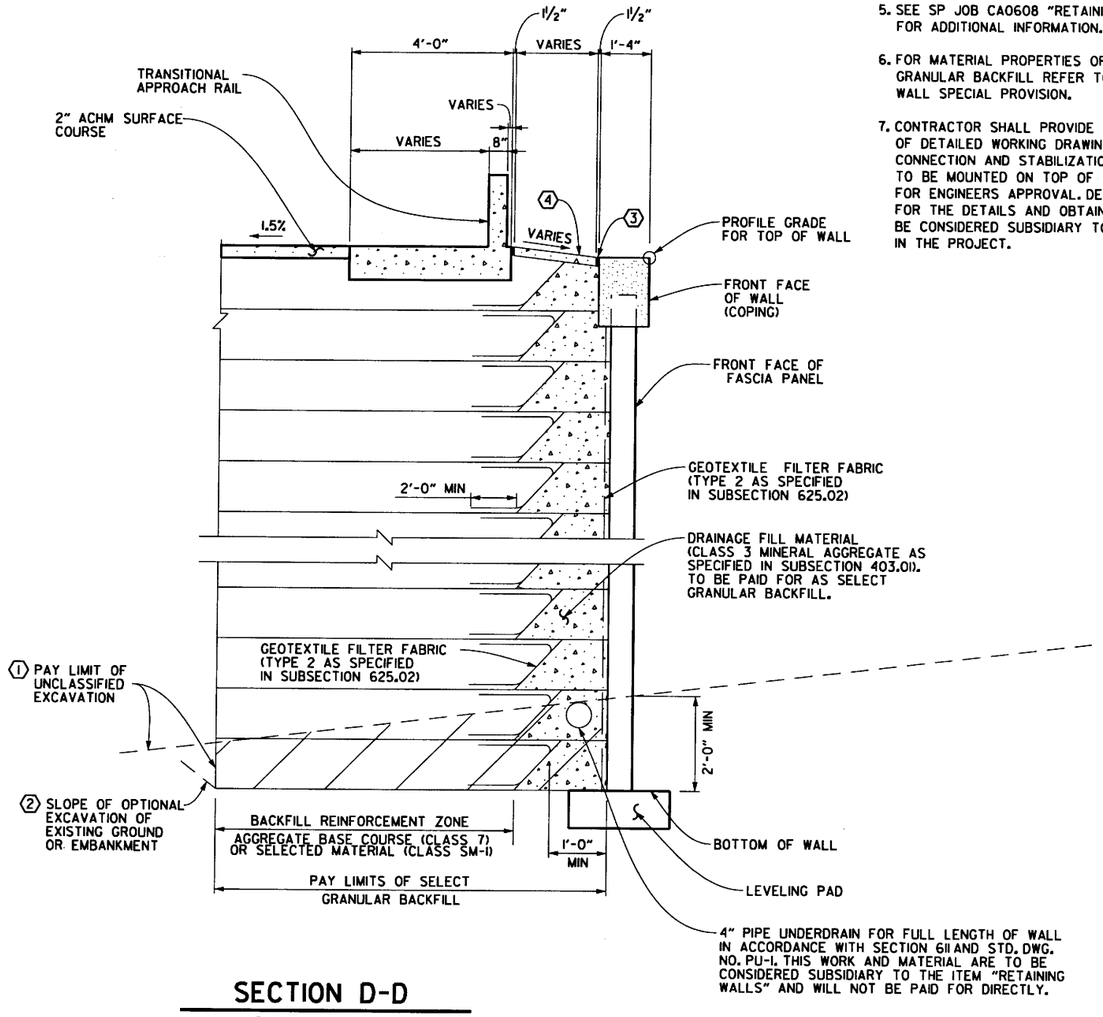
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	642	889
				①		RET. WALL 'BB'		59416

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 3,900 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
7. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION D-D

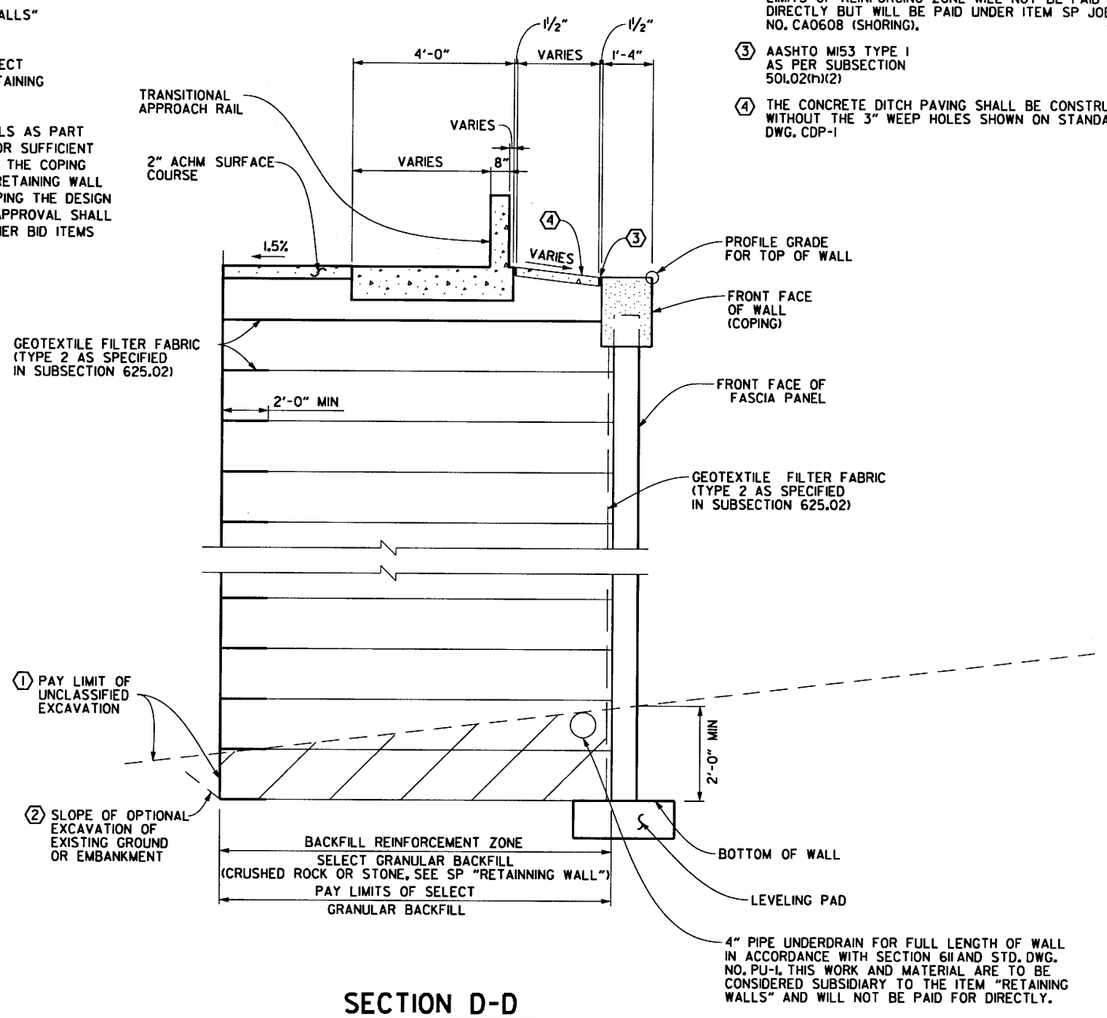
(BACKFILL METHOD A)
FROM STA. 1+16.18 TO STA. 1+21.70
N.T.S.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1



SECTION D-D

(BACKFILL METHOD B)
FROM STA. 1+16.18 TO STA. 1+21.70
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR ADL
2017-09-27

SHEET 4 OF 4
SECTIONS OF RETAINING WALL 'BB'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

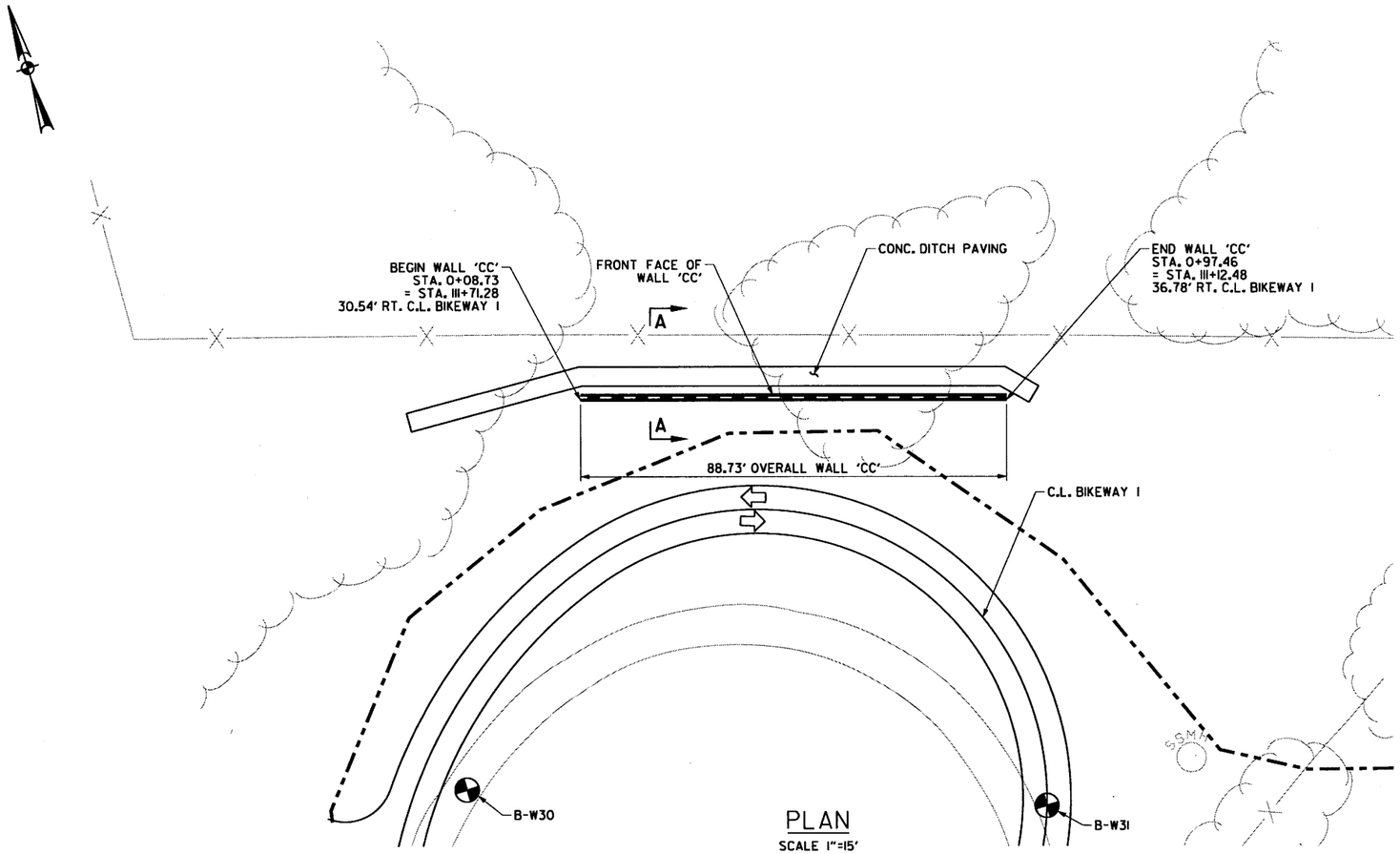
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	643	889
				RET. WALL 'CC'				59417



PLAN
SCALE 1"=15'

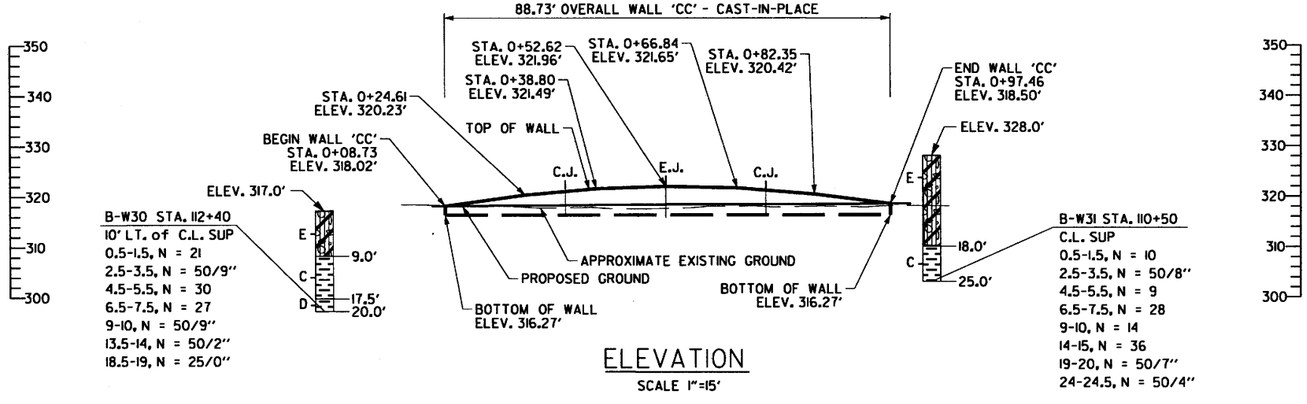
STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+08.73	318.02	318.02	316.27
0+33.73	321.04	318.21	316.27
0+58.73	321.83	318.38	316.27
0+83.73	320.25	318.46	316.27
0+97.46	318.50	318.50	316.27

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE BACK FACE TOP CORNER OF THE WALL.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
5. REFER TO ARDOT STD. DRAWING SI-2.

```
* Alignment name: RW*CC
* Alignment description: CIP Wall
*
                                    STATION          NORTHING          EASTING
Element: Linear
          POB (          )        0+00.00      2069764.6336      1202929.7491
          POE (          )        1+10.34      2069732.3573      1203035.2678
  Tangential Direction:      S 72°59'31.5" E
     Tangential Length:                110.34
```

C.J. AND E.J. - TYPICAL CONTRACTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONTRACTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.



ELEVATION
SCALE 1"=15'

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
JAHRIAR E. KHAN
2017-10-20

LAYOUT OF RETAINING WALL 'CC'

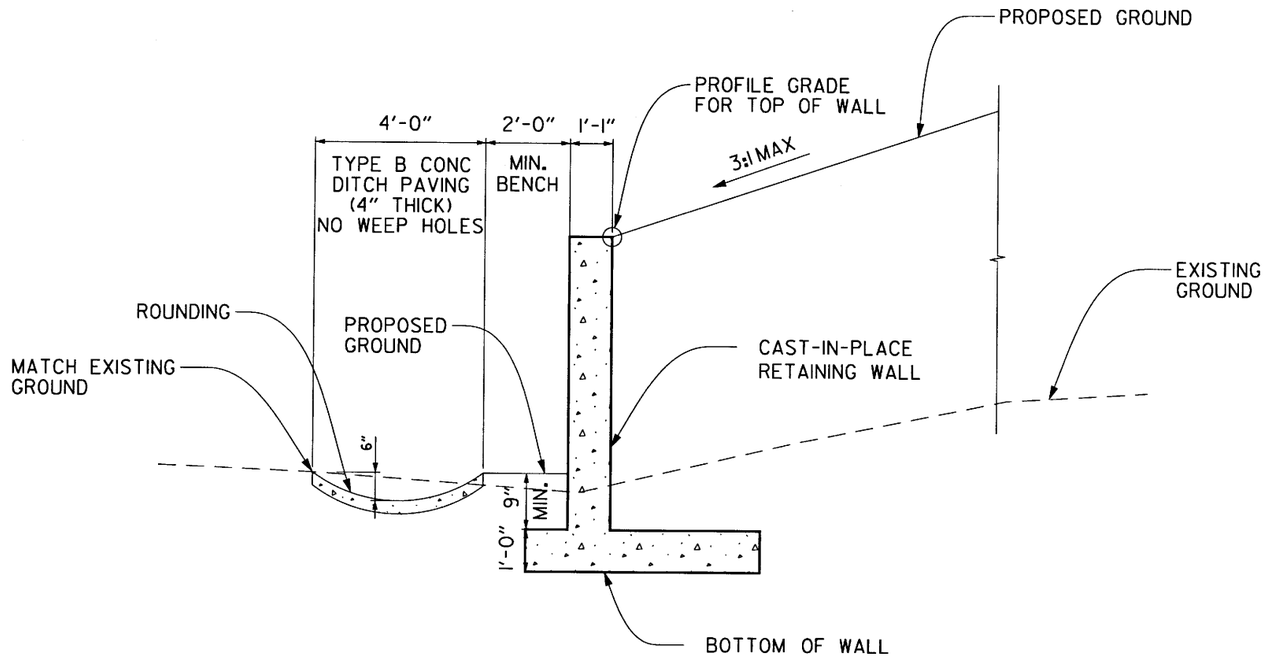
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	644	889
				①		RET. WALL 'CC'		59418



SECTION A-A

N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABADI
2017-09-27

SECTIONS OF RETAINING WALL 'CC'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

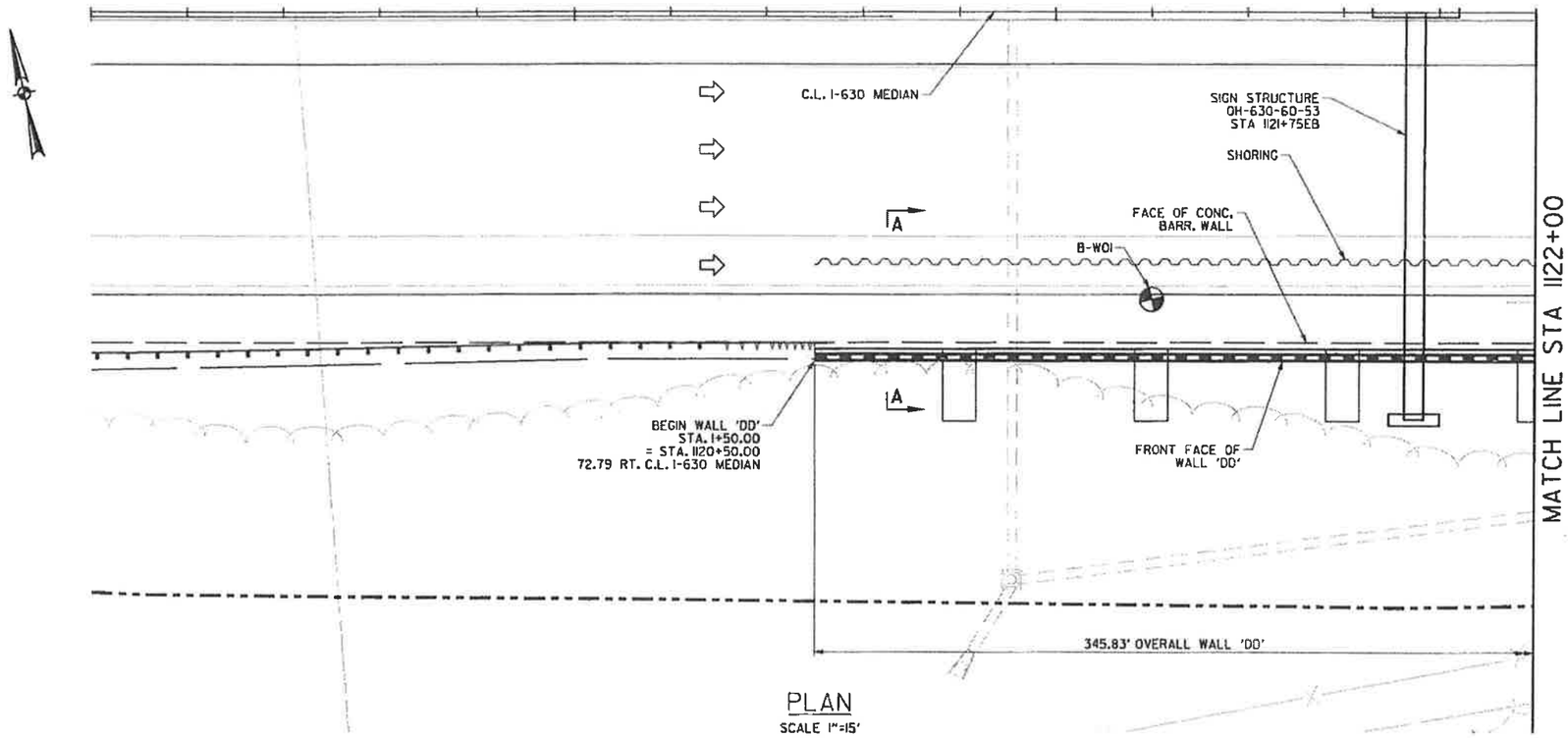
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				JOB NO.		CA0608	645	889
						RET. WALL 'DD'		59419

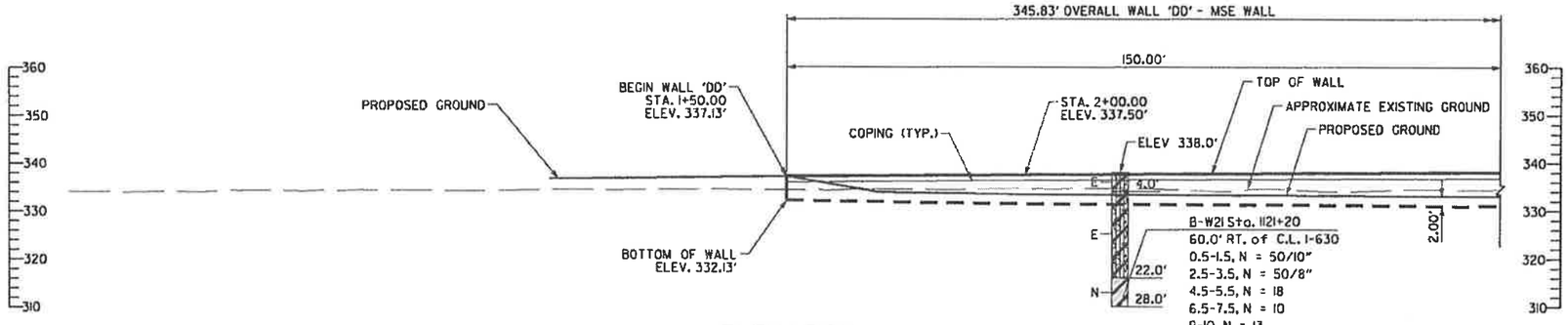


PLAN
SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
1+50.00	337.13	337.13	332.13
1+75.00	337.32	333.77	331.77
2+00.00	337.50	333.40	331.40
2+25.00	337.65	333.31	331.31
2+50.00	337.79	333.22	331.22
2+75.00	337.94	333.13	331.13
3+00.00	338.08	333.04	331.04
3+25.00	338.21	333.04	331.04
3+50.00	338.34	333.04	331.04
3+75.00	338.47	333.04	331.04
4+00.00	338.60	333.04	331.04
4+25.00	338.84	333.54	331.54
4+50.00	339.08	334.04	332.04
4+75.00	339.38	334.54	332.54
4+95.83	339.66	334.96	332.96

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEASURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.



ELEVATION
SCALE 1"=15'

BORING LEGEND:

A-Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B-Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C-Low hardness to hard tan, gray, light brown to dark gray weathered shale
D-Moderately hard to hard dark gray shale
E-Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F-Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G-Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H-Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I-Moderately hard dark gray slightly weathered shale
J-Hard gray fine-grained sandstone
K-Medium dense brown fine sandy silt with fine to coarse gravel
L-Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M-Loose to very dense dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles
N-Firm reddish tan and gray fine sandy clay
O-Firm to very stiff tan, gray, and reddish tan silty clay
P-Stiff gray and tan clayey silt
Q-Very stiff gray, reddish tan, and tan fine sandy clay with sandstone and quartz fragments
R-Medium dense gray and tan clayey fine to coarse gravel
S-Very stiff tan and brown fine sandy clay, silty with fine to coarse gravel and crushed stone (fill)
T-Loose brown silt

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
2018-03-28

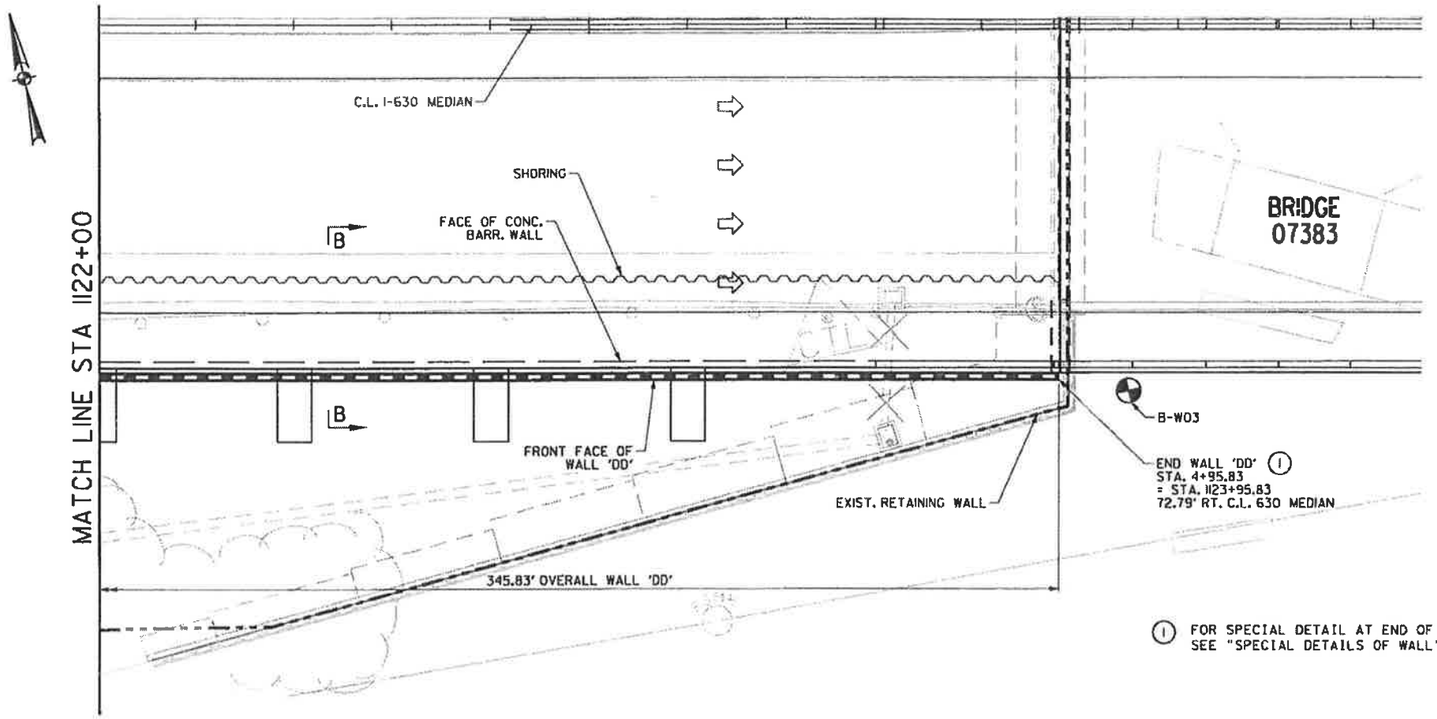
SHEET 1 OF 2
LAYOUT OF RETAINING WALL 'DD'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				JOB NO.		CA0608	646	889
				①		RET. WALL 'DD'		59420

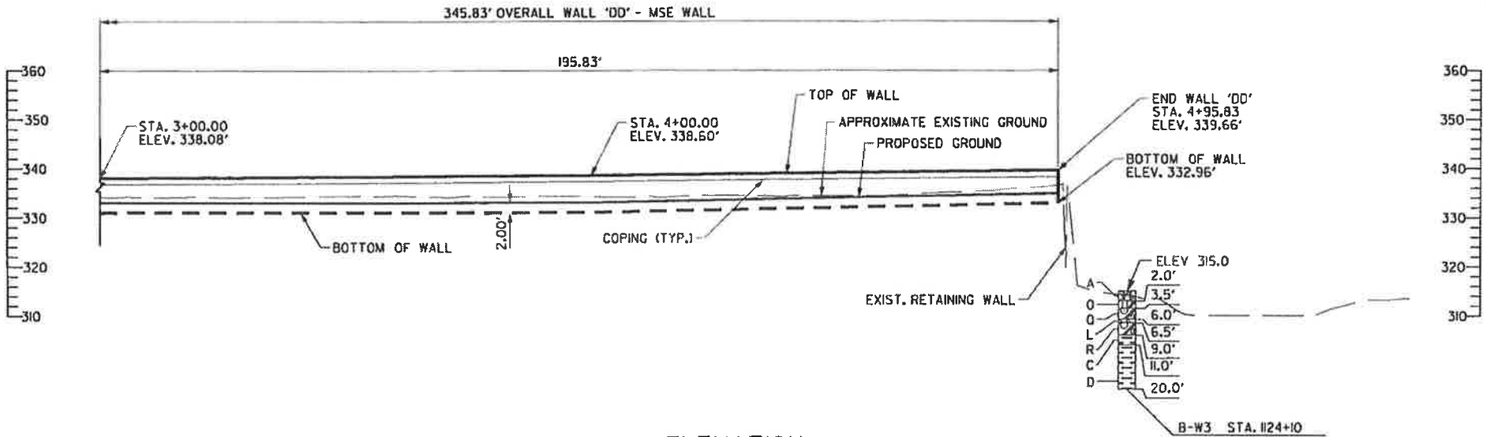


① FOR SPECIAL DETAIL AT END OF WALL 'DD' SEE "SPECIAL DETAILS OF WALL", DWG NO. 59455

PLAN
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES..
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.



ELEVATION
SCALE 1"=15'

* Alignment name: RW*DD
* Alignment description: MSE Wall
*

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2069273.9605	1203643.8007
POE ( )	8+31.71	2069095.5572	1204456.1560
Tangential Direction:	S 77°36'49.5" E		
Tangential Length:	831.71		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHANNAB K. HOLT
No. 12404
2015-03-28

SHEET 2 OF 2
LAYOUT OF RETAINING WALL 'DD'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				JOB NO.		CA0608	647	889
				①		RET. WALL 'DD'		59421

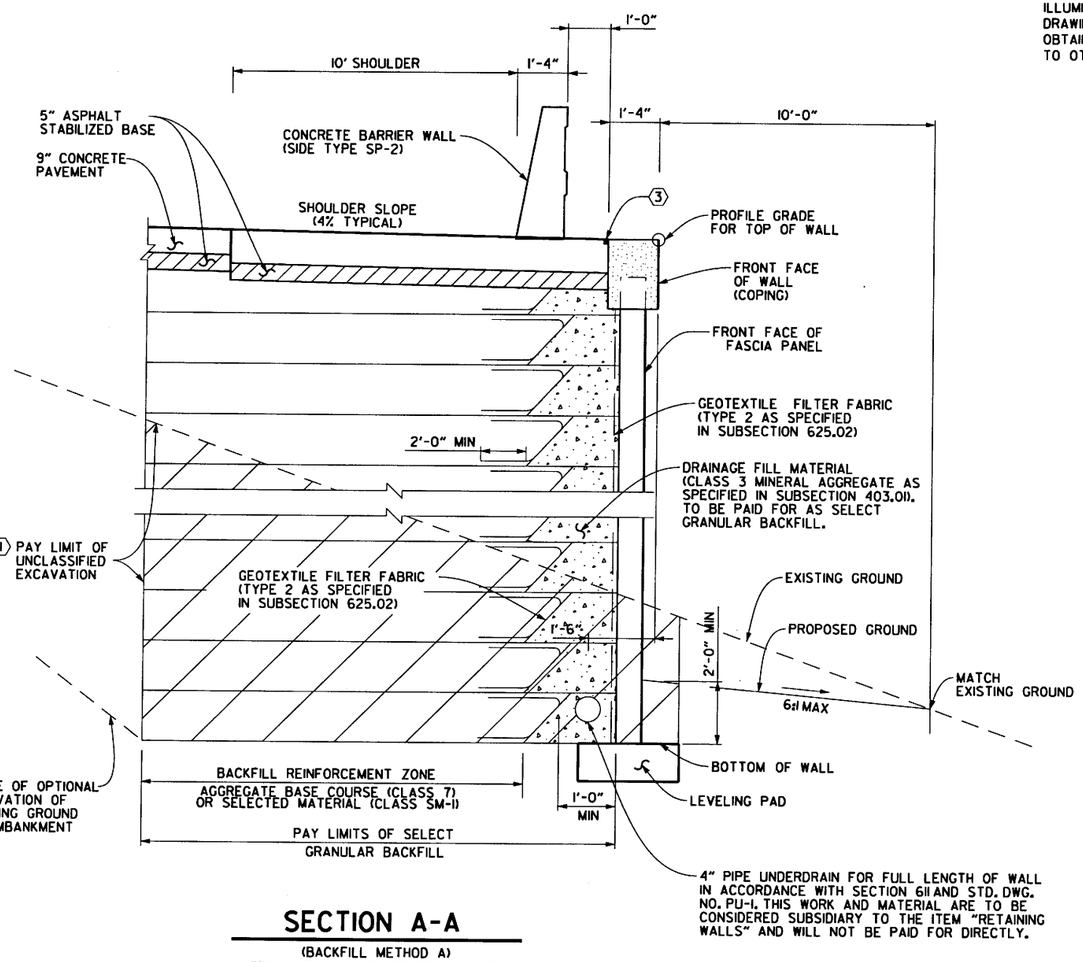
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 4,063 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

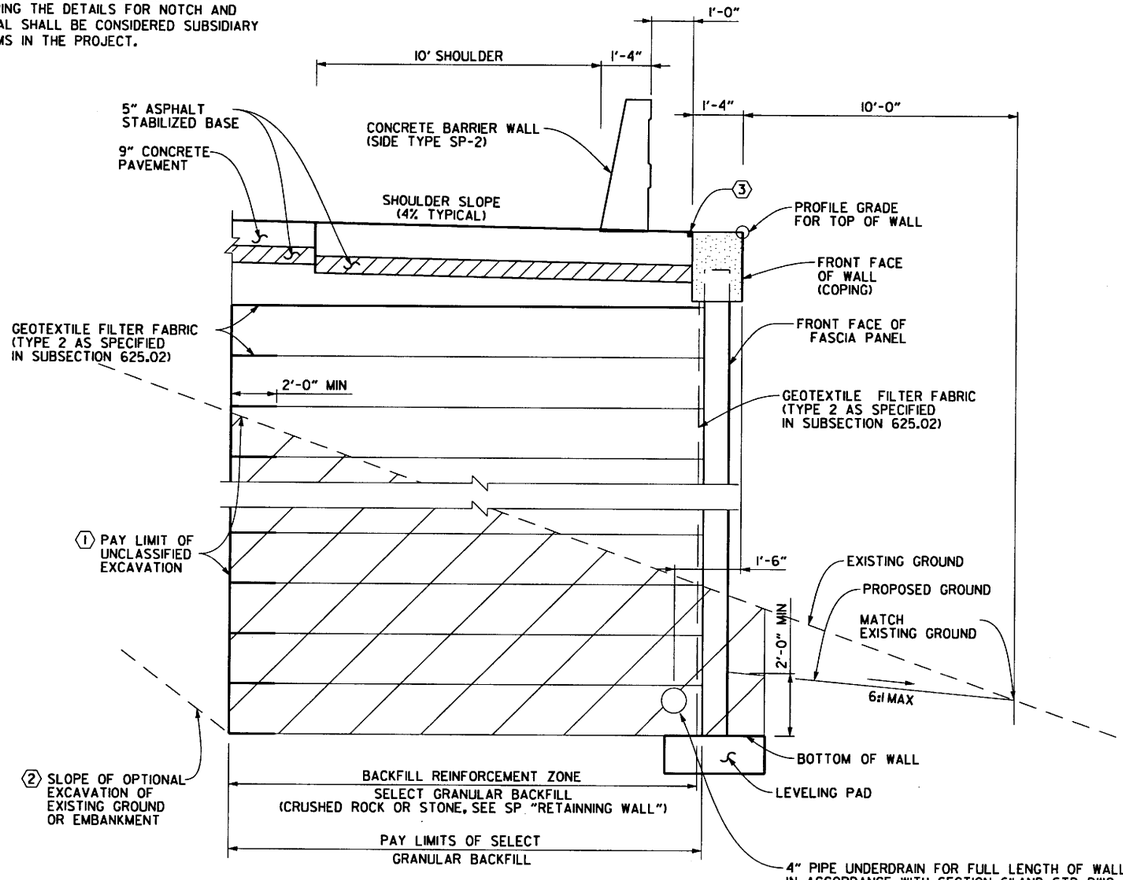
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION A-A

(BACKFILL METHOD A)
FROM STA. 1+50.00 TO STA. 3+10.74
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
FROM STA. 1+50.00 TO STA. 3+10.74
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12904
SHAHRIAR AZAD
2017-04-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'DD'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	648	889
				①		RET. WALL 'DD'		59422

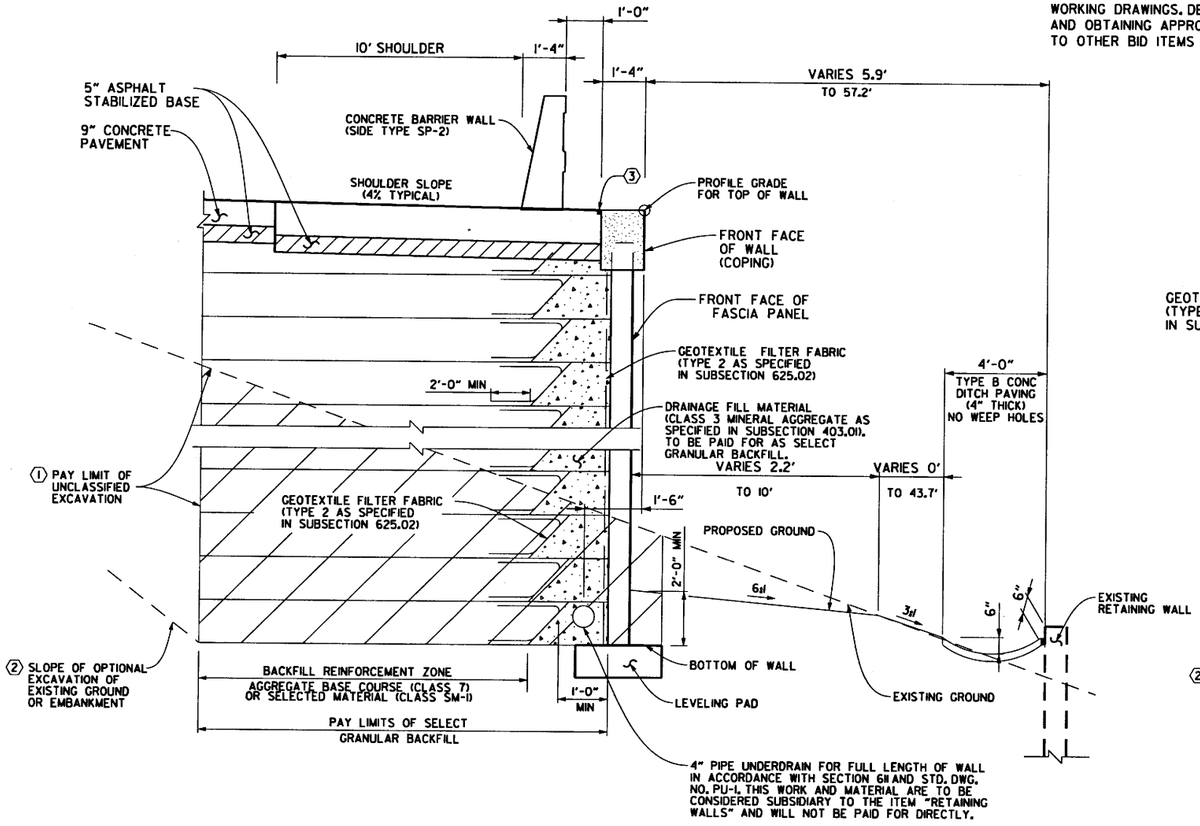
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 4,063 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

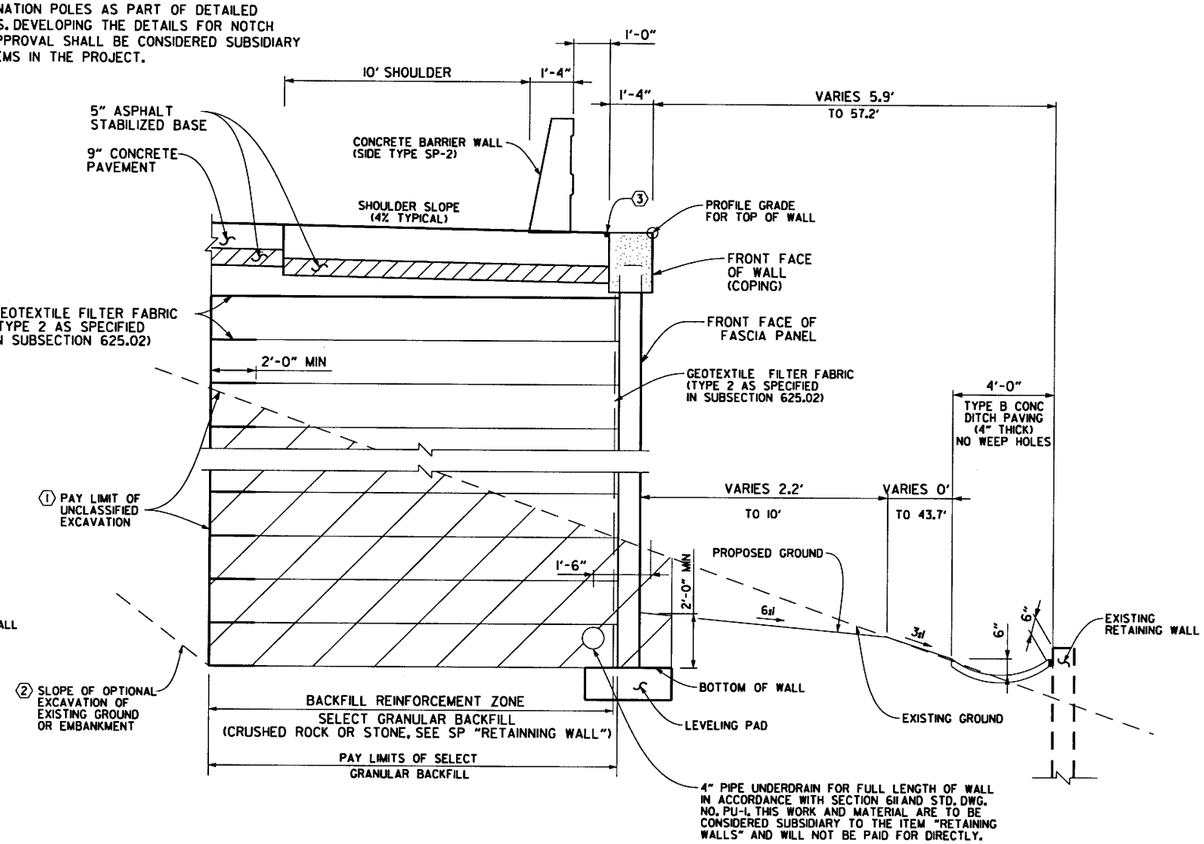
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION B-B

(BACK FILL METHOD A)
FROM STA. 3+10.74 TO STA. 4+95.83
N.T.S.



SECTION B-B

(BACK FILL METHOD B)
FROM STA. 3+10.74 TO STA. 4+95.83
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. AHRLER
2017-09-27

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'DD'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

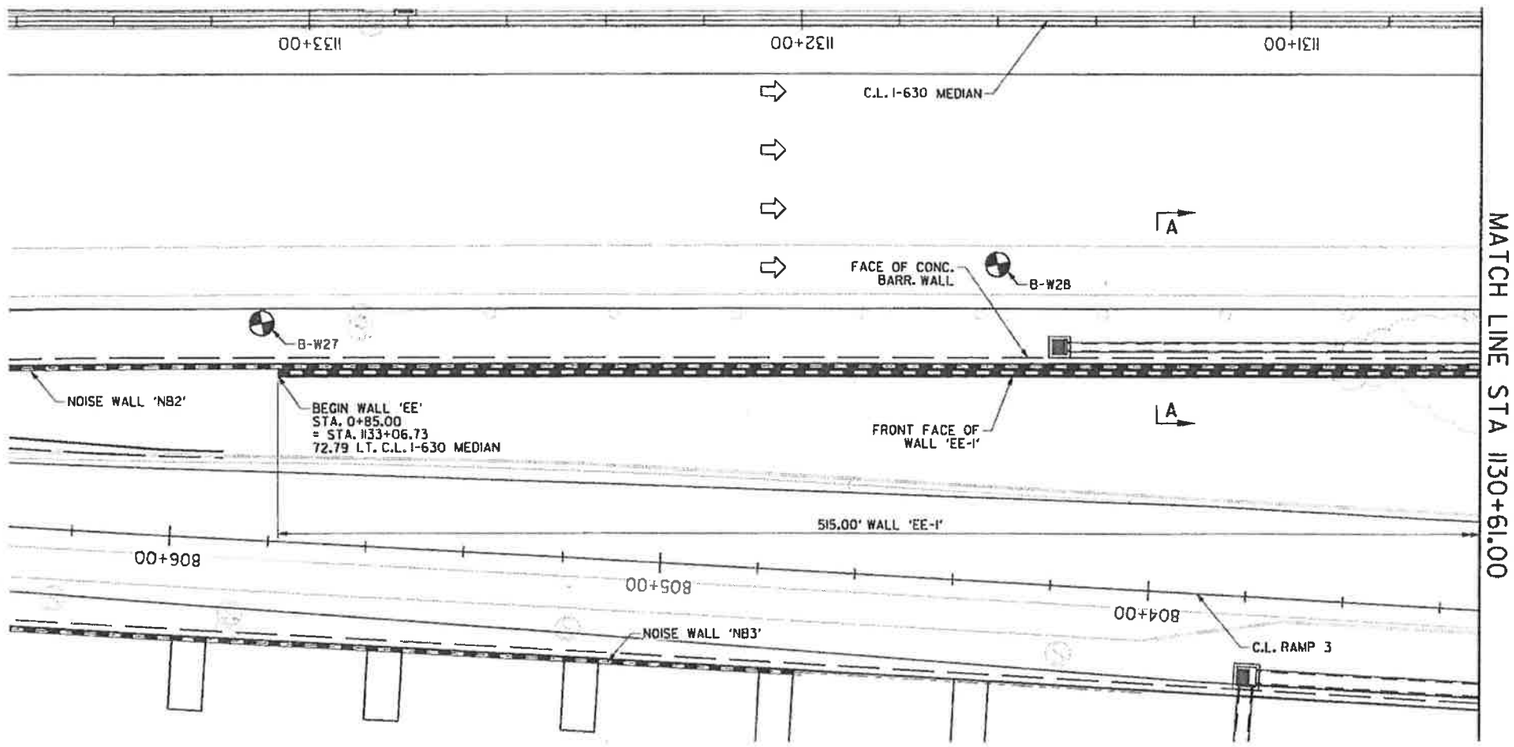
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DESIGNED BY:	DCD	DATE:	1/10/2015		

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.RD PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	649	889
				①		RET. WALL 'EE'		59423



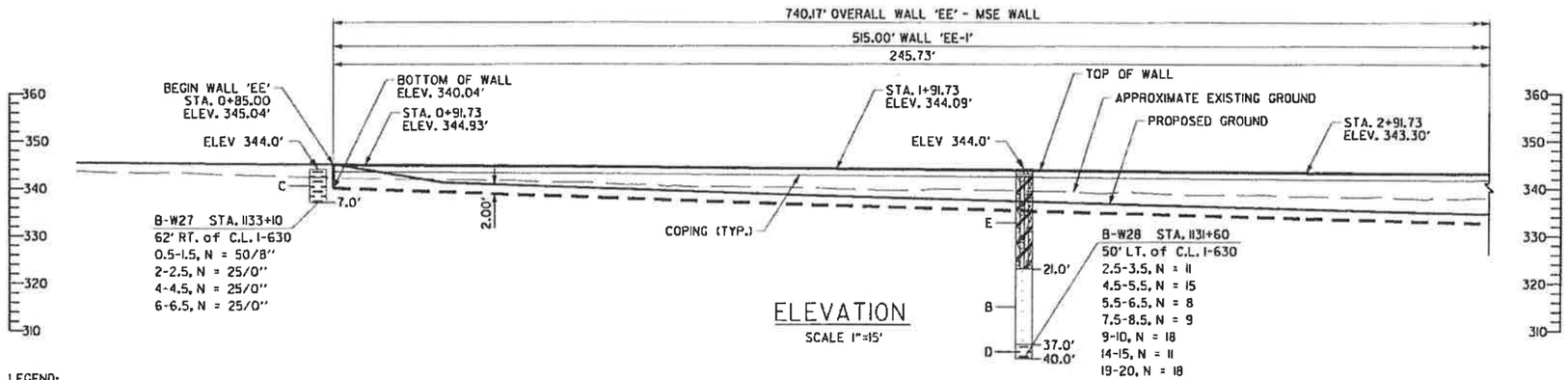
PLAN

SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+85.00	345.04	345.04	340.04
1+10.00	344.81	341.13	339.13
1+35.00	344.61	340.22	338.22
1+60.00	344.40	339.36	337.36
1+85.00	344.20	338.52	336.52
2+10.00	344.00	337.82	335.82
2+35.00	343.80	337.17	335.17
2+60.00	343.61	336.51	334.51
2+85.00	343.41	335.86	333.86
3+10.00	343.28	335.21	333.21
3+35.00	343.17	334.58	332.58
3+60.00	343.06	333.94	331.94
3+85.00	342.95	333.30	331.30
4+10.00	342.77	332.96	330.96
4+35.00	342.55	332.74	330.74
4+60.00	342.34	332.51	330.51
4+85.00	342.13	332.28	330.28
5+10.00	342.00	331.37	329.37
5+35.00	341.91	329.08	327.08
5+60.00	341.81	321.67	319.67
5+85.00	341.72	321.24	319.28
6+10.00	335.98	321.39	319.39
6+35.00	336.47	321.72	319.72
6+60.00	336.96	322.05	320.05
6+85.00	337.26	322.16	320.16
7+10.00	336.98	321.88	319.88
7+35.00	336.70	321.59	319.59
7+60.00	336.33	322.05	320.05
7+85.00	330.47	322.23	320.23
8+10.00	324.62	321.42	319.42
8+25.17	321.06	321.06	319.06

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.



ELEVATION

SCALE 1"=15'

BORING LEGEND:

A - Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B - Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C - Low hardness to hard tan, gray, light brown to dark gray weathered shale
D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
K - Medium dense brown fine sandy silt with fine to coarse gravel
L - Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M - Loose to dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2015-03-28

SHEET 1 OF 3
LAYOUT OF RETAINING WALL 'EE'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION

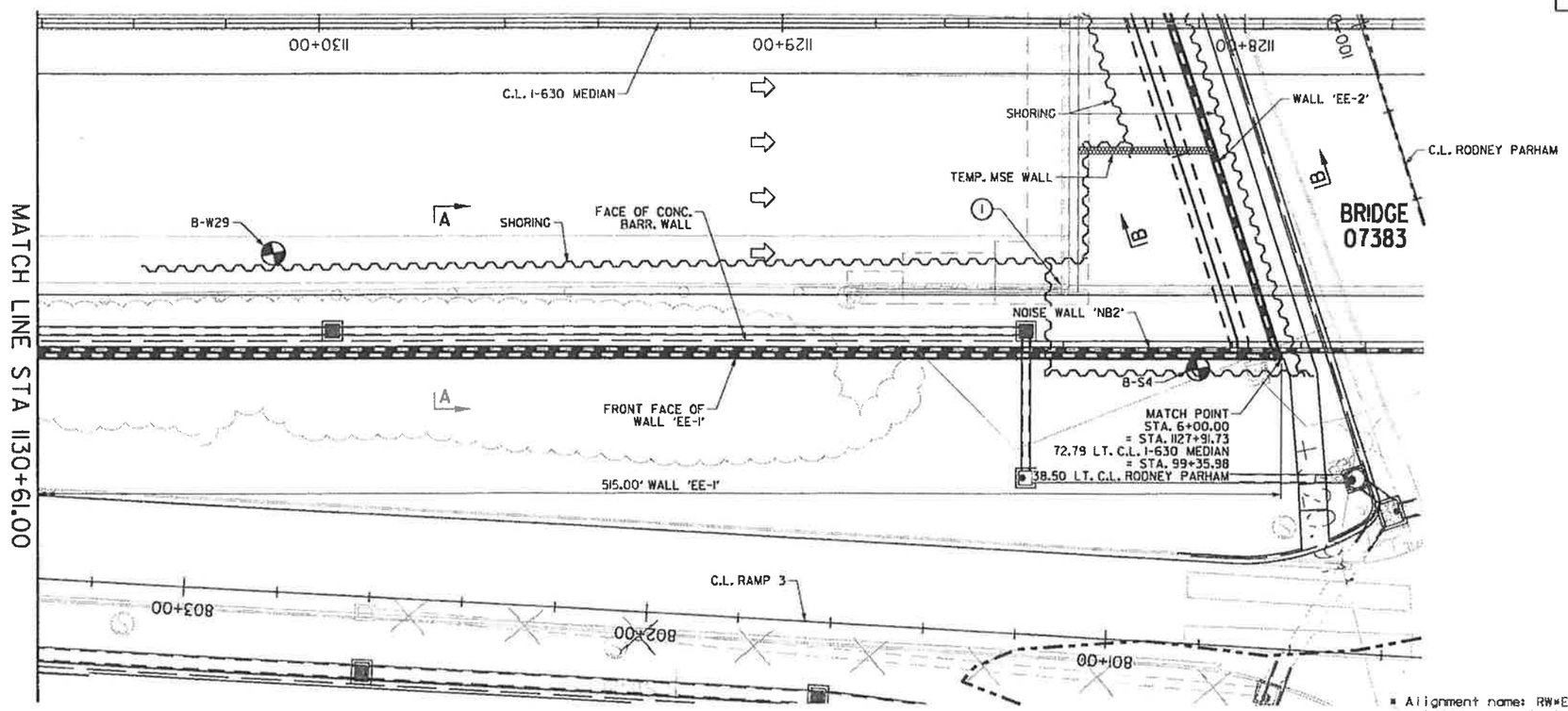
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	1/10/2015		

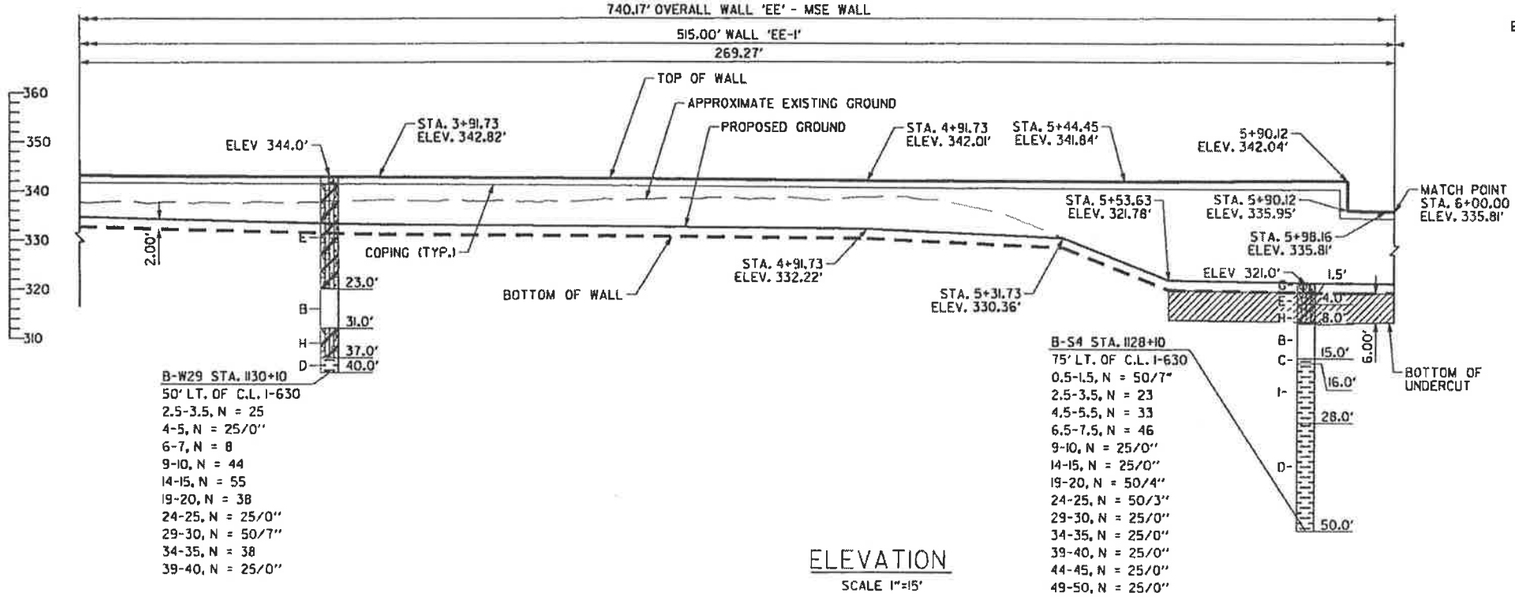
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	650	889
				①		RET. WALL 'EE'		59424



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.
11. REFER TO SP JOB CA0608 "TEMPORARY RETAINING WALLS" FOR TEMP. MSE WALL REQUIREMENTS.

* Alignment name: RW*EE
* Alignment description: MSE Wall
*

		STATION	NORTHING	EASTING
Element: Linear				
POB	( )	0+00.00	2069096.1773	1205132.0400
PI	( )	6+00.00	2069224.8778	1204546.0057
Tangential Direction:		N 77°36'49.5" W		
Tangential Length:		600.00		
Element: Linear				
PI	( )	6+00.00	2069224.8778	1204546.0057
POE	( )	8+50.00	2068976.0768	1204570.4612
Tangential Direction:		S 5°36'49.5" E		
Tangential Length:		250.00		

① REMOVE EXISTING END BENT DOWN TO 8'-0" BELOW FINISHED GRADE TO THE LIMIT OF THE UNDERCUT MATERIAL AND/OR TO AVOID CONFLICT WITH THE PROPOSED RETAINING WALL (SUBSIDIARY TO REMOVAL OF EXISTING BRIDGE STRUCTURE).

REMOVE EXISTING H-PILES ONLY IF FOUND WHILE PREBORING, TO BE IN CONFLICT WITH PROPOSED H-PILES (SUBSIDIARY TO REMOVAL OF EXISTING BRIDGE STRUCTURE).

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER 12404 2018-03-28

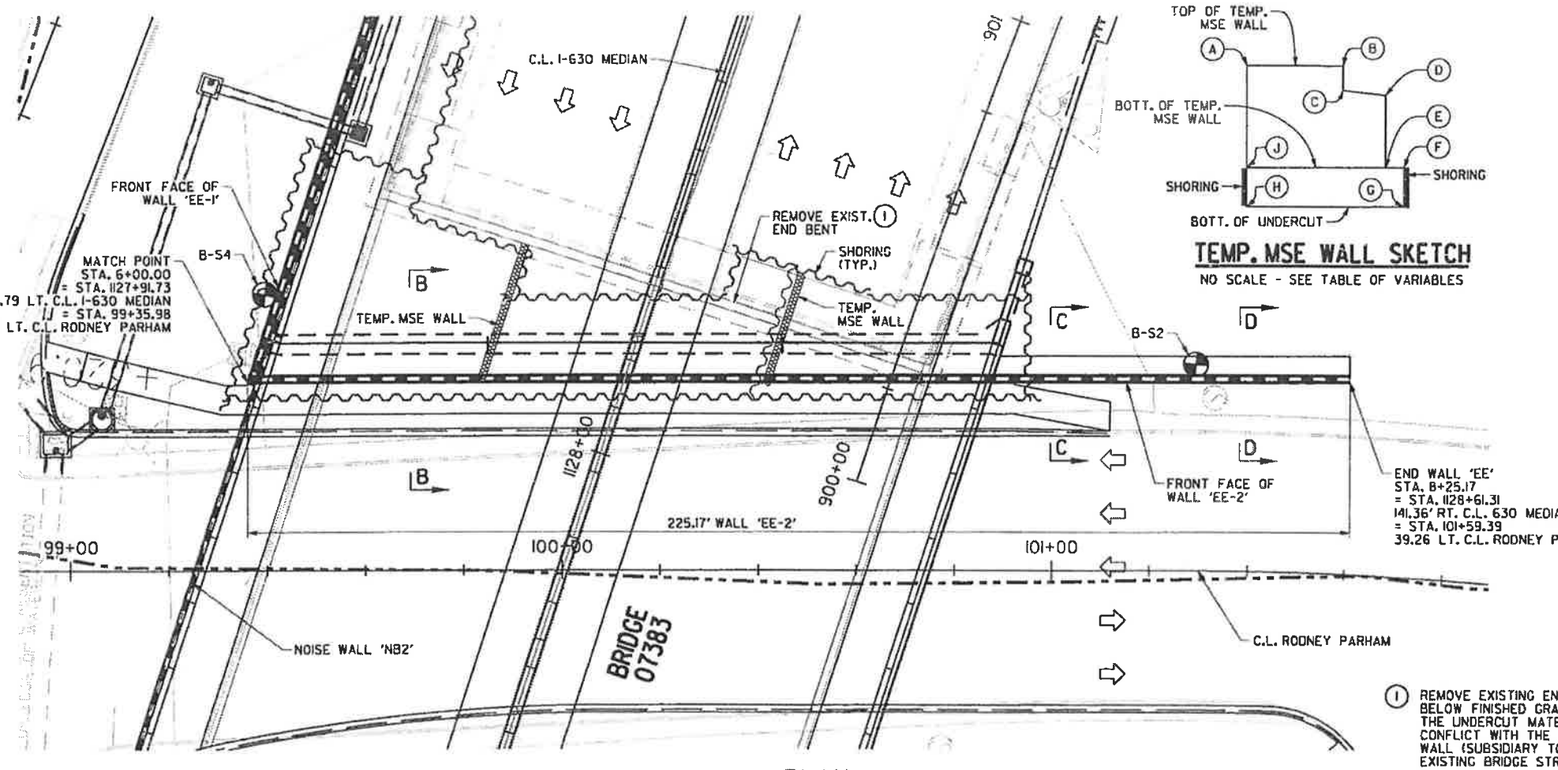
SHEET 2 OF 3
LAYOUT OF RETAINING WALL 'EE'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_p&p_ee_02
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	651	889
				①		RET. WALL 'EE'		59425



PLAN
SCALE 1"=15'

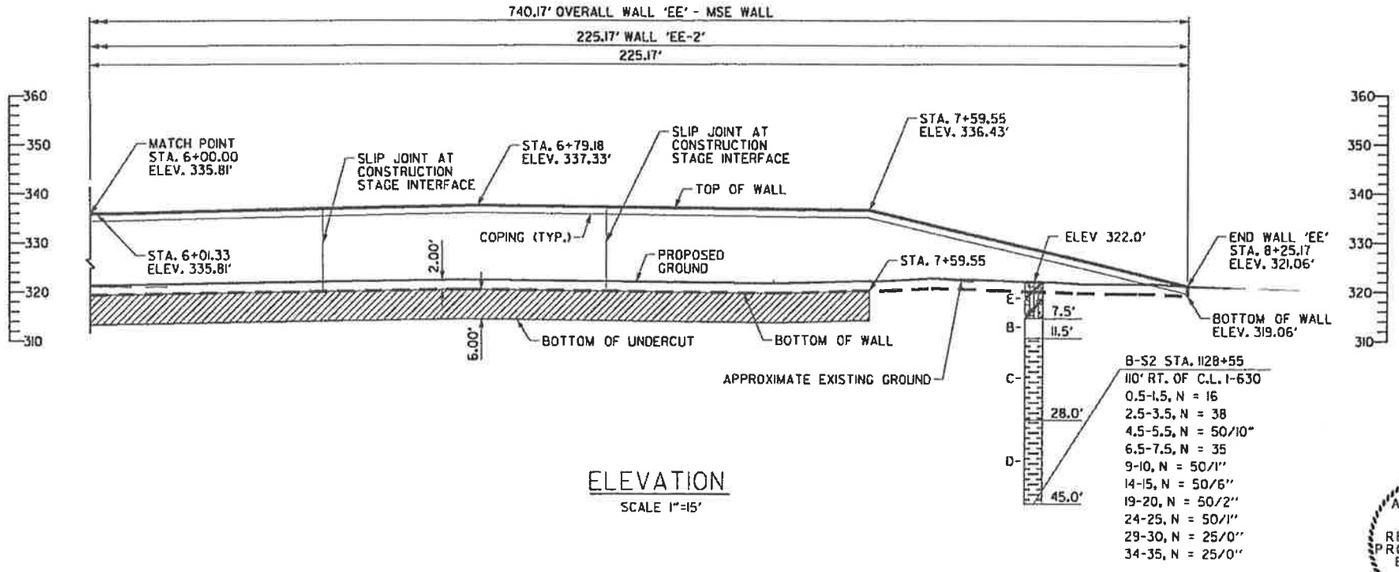
TEMP. MSE WALL SKETCH
NO SCALE - SEE TABLE OF VARIABLES

TABLE OF VARIABLES

POINT	STAGE 3 - TEMP. MSE WALL			STAGE 4 - TEMP. MSE WALL		
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.
A	1128+47.1	27.69 RT.	342.92	1128+34.9	27.69 LT.	342.85
B	1128+33.0	27.69 RT.	342.85	1128+15.0	27.69 LT.	342.71
C	1128+33.0	27.69 RT.	337.83	1128+15.0	27.69 LT.	337.71
D	1128+24.4	27.69 RT.	337.83	1128+06.4	27.69 LT.	336.71
E	1128+24.4	27.69 RT.	321.93	1128+06.4	27.69 LT.	321.88
F	1128+20.5	27.69 RT.	321.93	1128+02.5	27.69 LT.	321.88
G	1128+20.5	27.69 RT.	313.93	1128+02.5	27.69 LT.	313.88
H	1128+47.1	27.69 RT.	313.93	1128+34.9	27.69 LT.	313.88
J	1128+47.1	27.69 RT.	321.93	1128+34.9	27.69 LT.	321.88

QUANTITIES	STAGE 3 - TEMP. MSE WALL	STAGE 4 - TEMP. MSE WALL	STAGE 5
TEMPORARY RETAINING WALL (SQ. FT.)	645	806	-
SELECT GRANULAR BACKFILL (CU. YD.)	174	544	560

NOTE:
STATIONS & OFFSETS ARE ALONG C.L. I-630 MEDIAN. VALUES AND QUANTITIES ARE APPROXIMATE, FOR INFORMATION ONLY, AND TO ASSIST DURING BIDDING. LIMITS MUST BE COMPATIBLE WITH CONTRACTOR'S SHORING, THEREFORE DETERMINED BY CONTRACTOR. SEE SP JOB CA0608 "TEMPORARY RETAINING WALLS" AND "SHORING". PAYMENT SUBSIDIARY TO "RETAINING WALL 'EE' ITEMS.



ELEVATION
SCALE 1"=15'

① REMOVE EXISTING END BENT DOWN TO 8'-0" BELOW FINISHED GRADE TO THE LIMIT OF THE UNDERCUT MATERIAL AND/OR TO AVOID CONFLICT WITH THE PROPOSED RETAINING WALL (SUBSIDIARY TO REMOVAL OF EXISTING BRIDGE STRUCTURE).

REMOVE EXISTING H-PILES ONLY IF FOUND WHILE PREBORING, TO BE IN CONFLICT WITH PROPOSED H-PILES (SUBSIDIARY TO REMOVAL OF EXISTING BRIDGE STRUCTURE).

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.
11. REFER TO SP JOB CA0608 "TEMPORARY RETAINING WALLS" FOR TEMP. MSE WALL REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
GRAHAM
2018-03-28

SHEET 3 OF 3
LAYOUT OF RETAINING WALL 'EE'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 1/15/2015
CHECKED BY: SA DATE: 2/15/2015
DESIGNED BY: DCD DATE: 1/10/2015
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	652	889
				①		RET. WALL 'EE'		59426

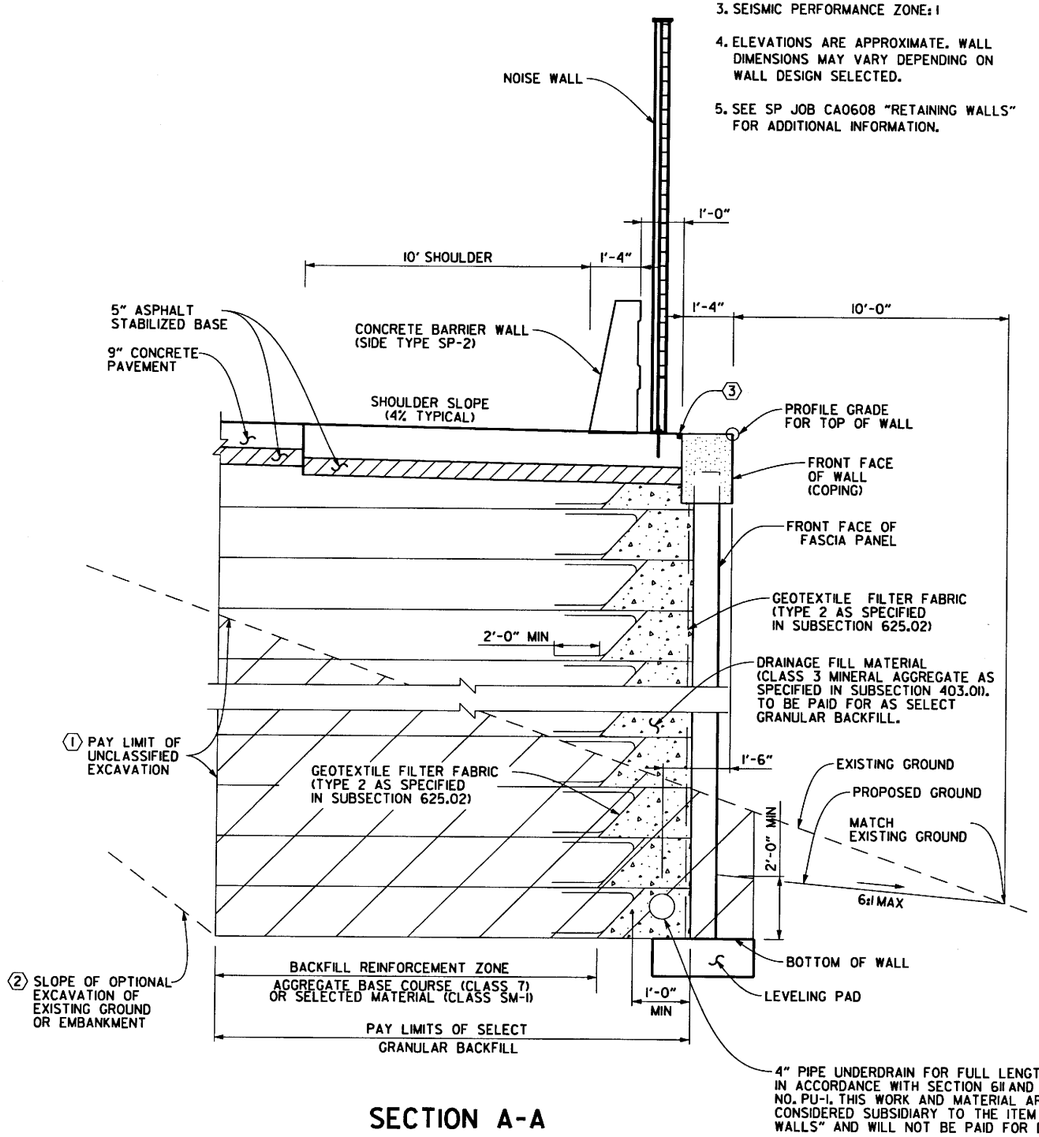
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'EE-1') AND 4,810 PSF (WALL 'EE-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

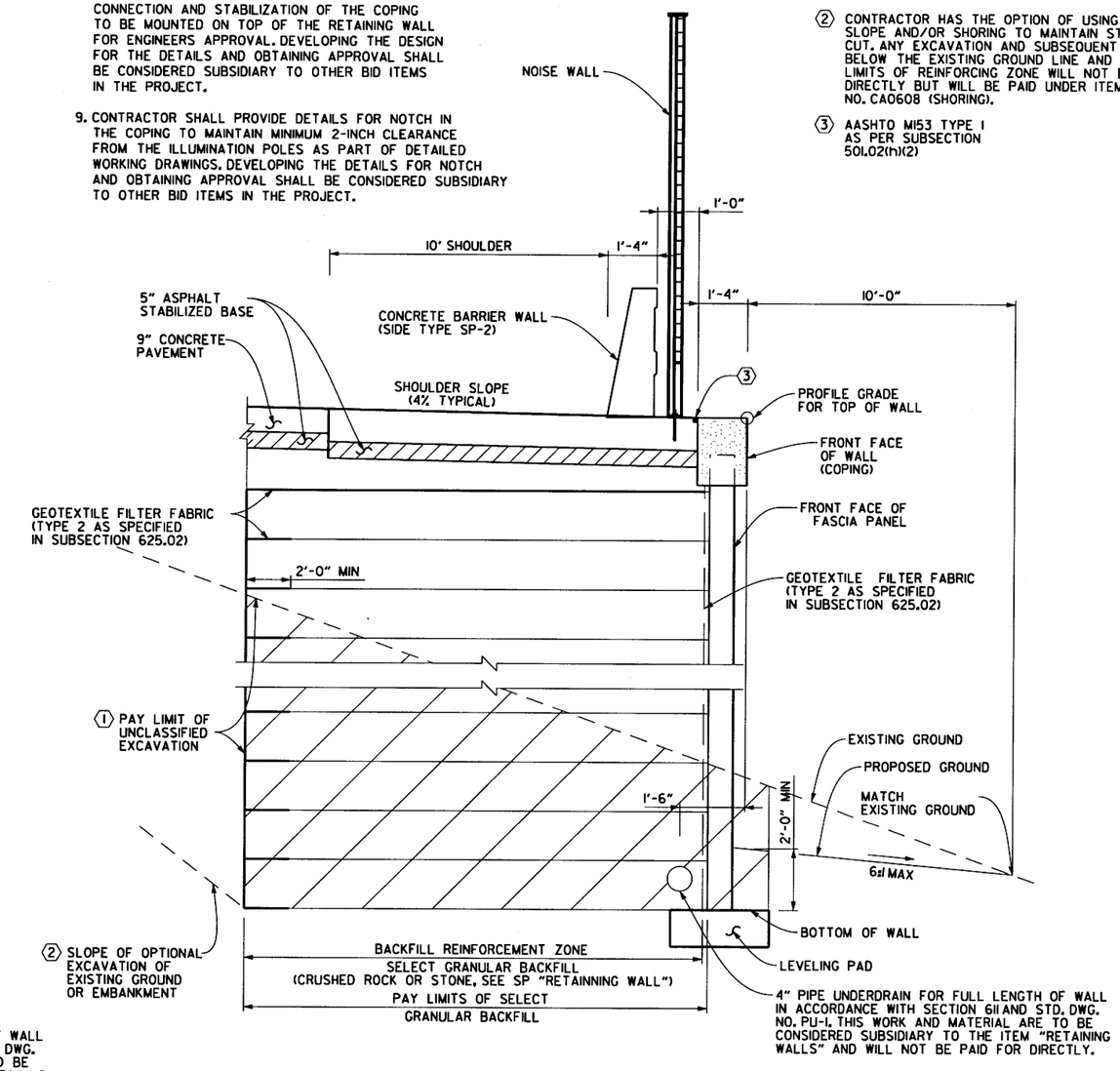
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION A-A

(BACKFILL METHOD A)
FROM STA. 0+85.00 TO STA. 6+00.00
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
FROM STA. 0+85.00 TO STA. 6+00.00
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN ALAN
2017-09-27

SHEET 1 OF 4
SECTIONS OF RETAINING WALL 'EE'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_sections_ee_01
CHECKED BY:	SA	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	1/10/2015		

DRAWING NO. 59426

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	653	889
				①		RET. WALL 'EE'		59427

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.

2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'EE-1') AND 4,810 PSF (WALL 'EE-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.

3. SEISMIC PERFORMANCE ZONE: 1

4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.

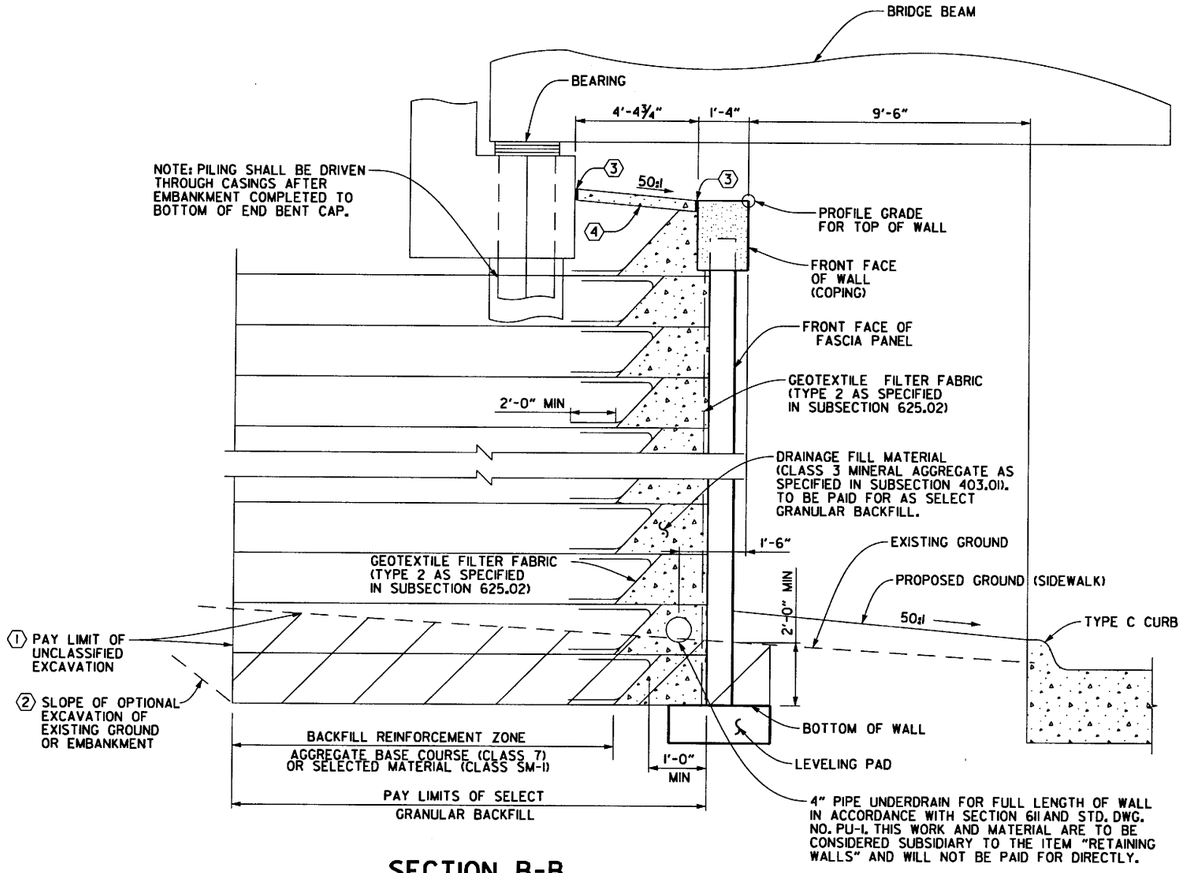
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.

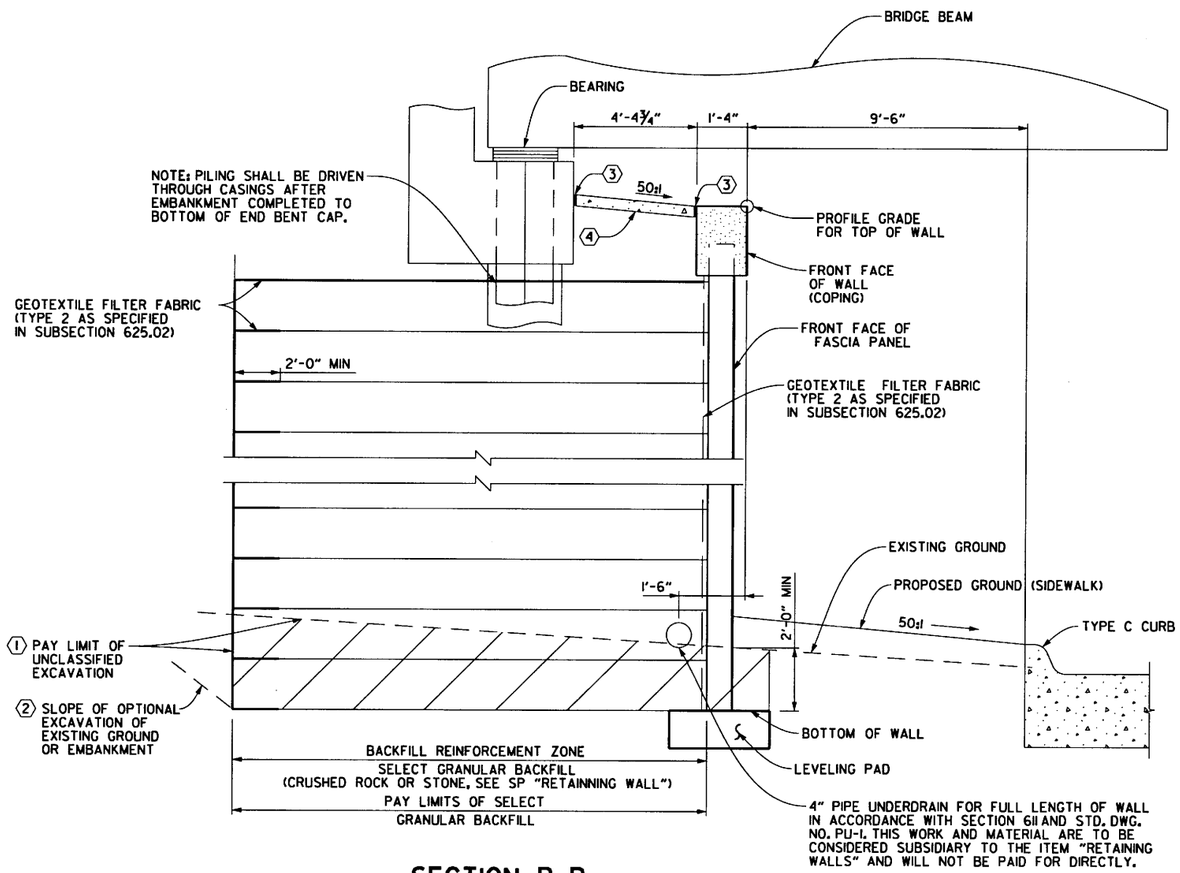
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION B-B

(BACKFILL METHOD A)
FROM STA. 6+00.00 TO STA. 7+53.21
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
FROM STA. 6+00.00 TO STA. 7+53.21
N.T.S.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210. "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M183 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIN A. HALL
2017-09-27

SHEET 2 OF 4
SECTIONS OF RETAINING WALL 'EE'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_sections_ee_02
CHECKED BY:	SA	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	1/10/2015		

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	654	889
				①		RET. WALL 'EE'		59428

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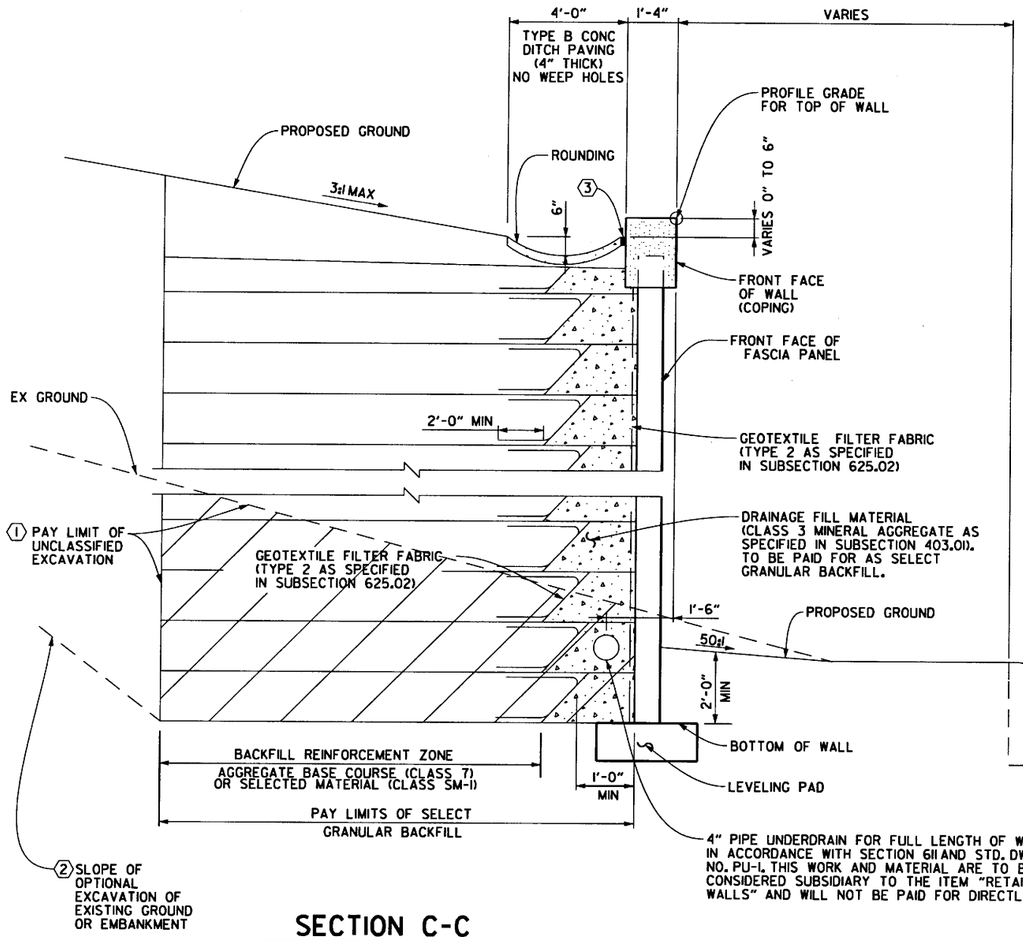
ⓘ EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

ⓒ CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

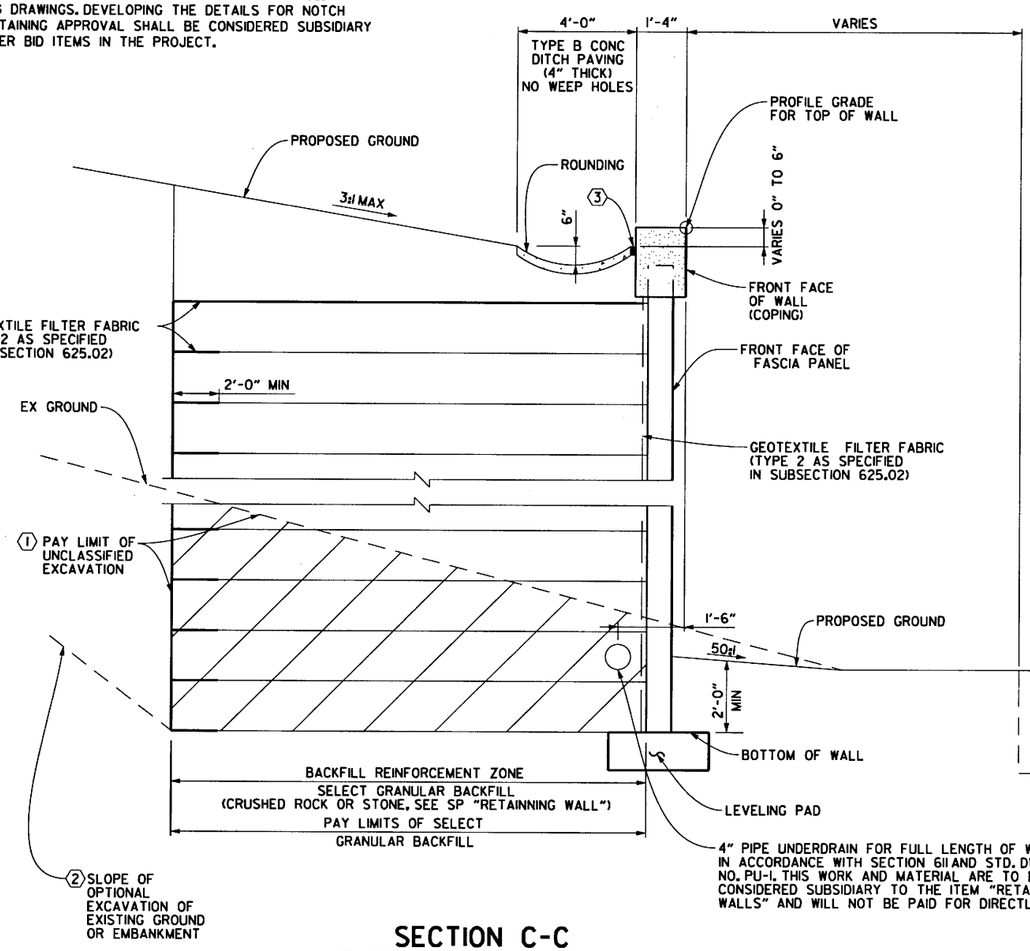
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'EE-1') AND 4,810 PSF (WALL 'EE-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION C-C

(BACKFILL METHOD A)
FROM STA. 7+53.21 TO STA. 7+59.55
N.T.S.



SECTION C-C

(BACKFILL METHOD B)
FROM STA. 7+53.21 TO STA. 7+59.55
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR AZAD
2017-09-21

SHEET 3 OF 4
SECTIONS OF RETAINING WALL 'EE'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_sections_ee_03
CHECKED BY:	SA	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	1/10/2015		

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	655	889
				①		RET. WALL 'EE'		59429

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.

2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'EE-1') AND 4,810 PSF (WALL 'EE-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.

3. SEISMIC PERFORMANCE ZONE: I

4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.

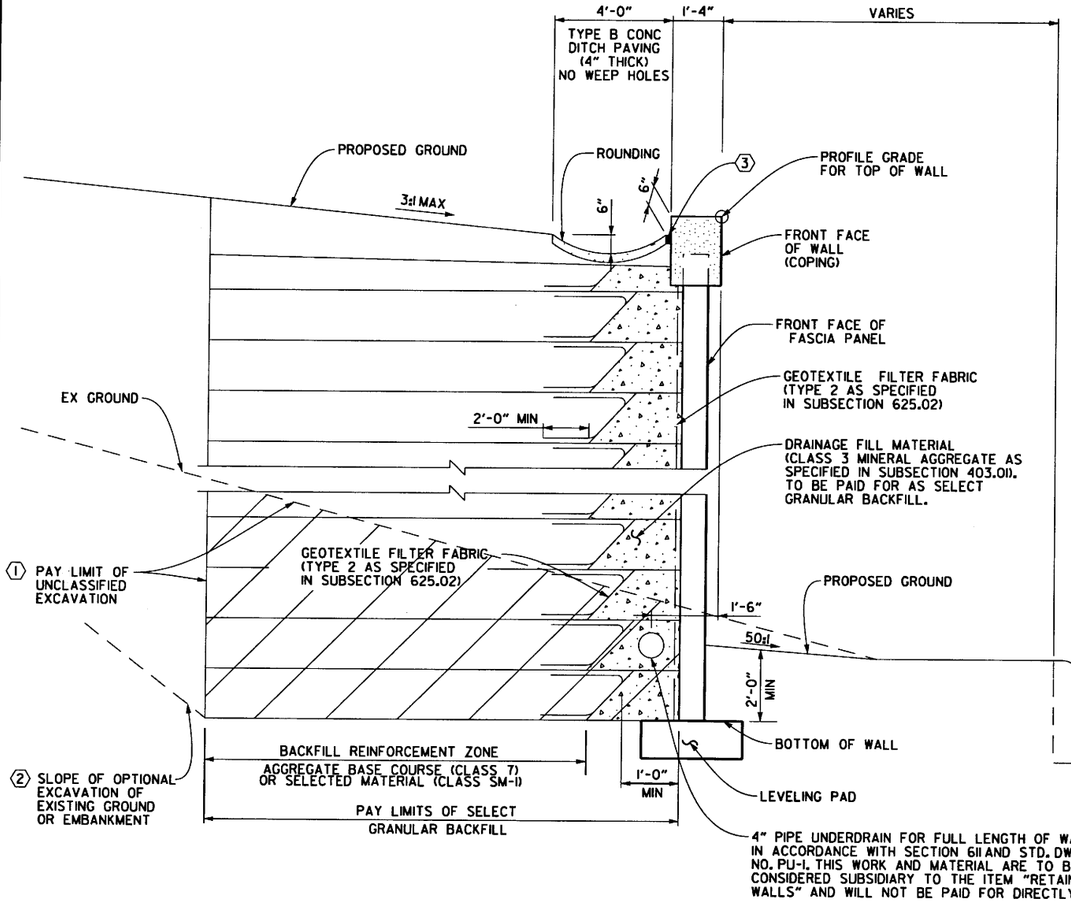
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.

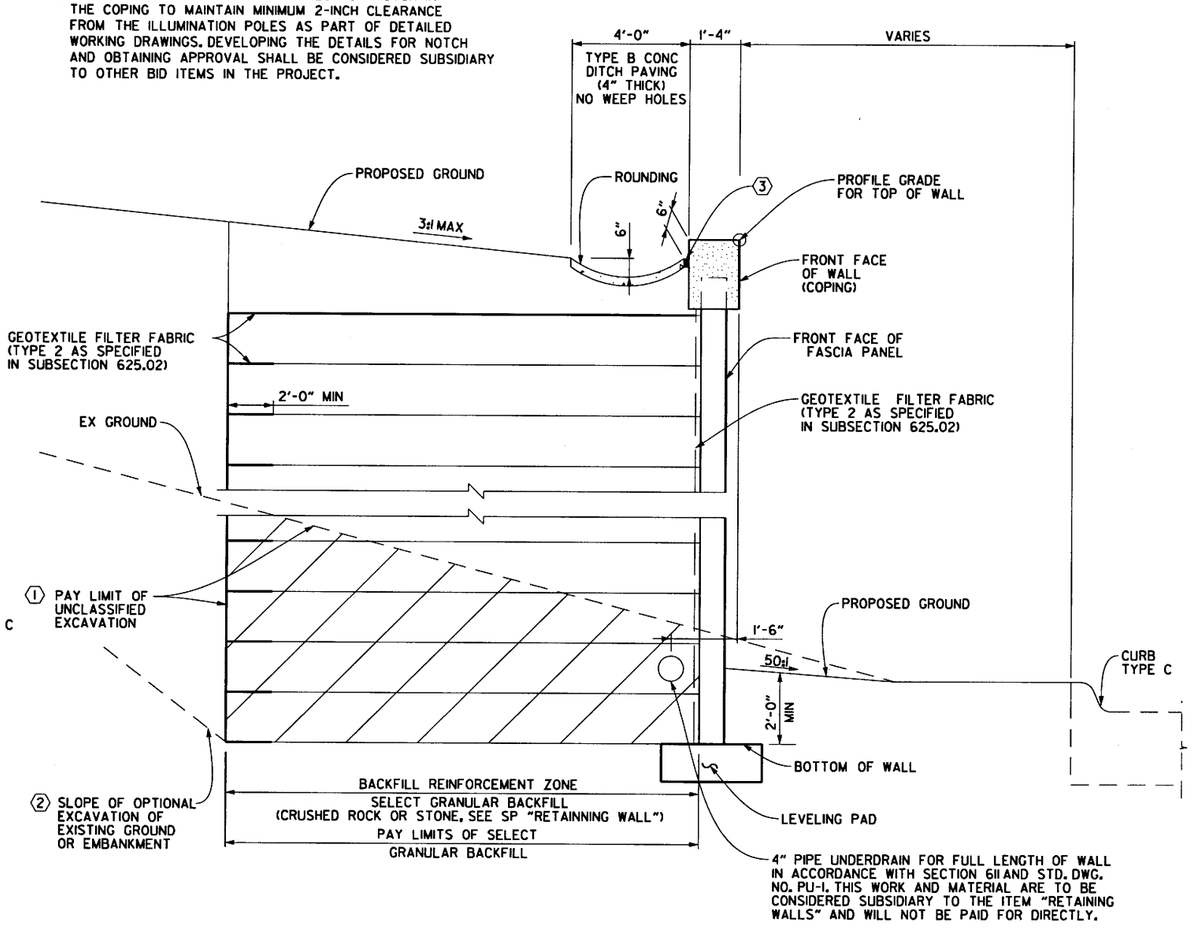
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION D-D

(BACKFILL METHOD A)
FROM STA. 7+59.55 TO STA. 8+25.17
N.T.S.



SECTION D-D

(BACKFILL METHOD B)
FROM STA. 7+59.55 TO STA. 8+25.17
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZIZ
2017-09-27

SHEET 4 OF 4
SECTIONS OF RETAINING WALL 'EE'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

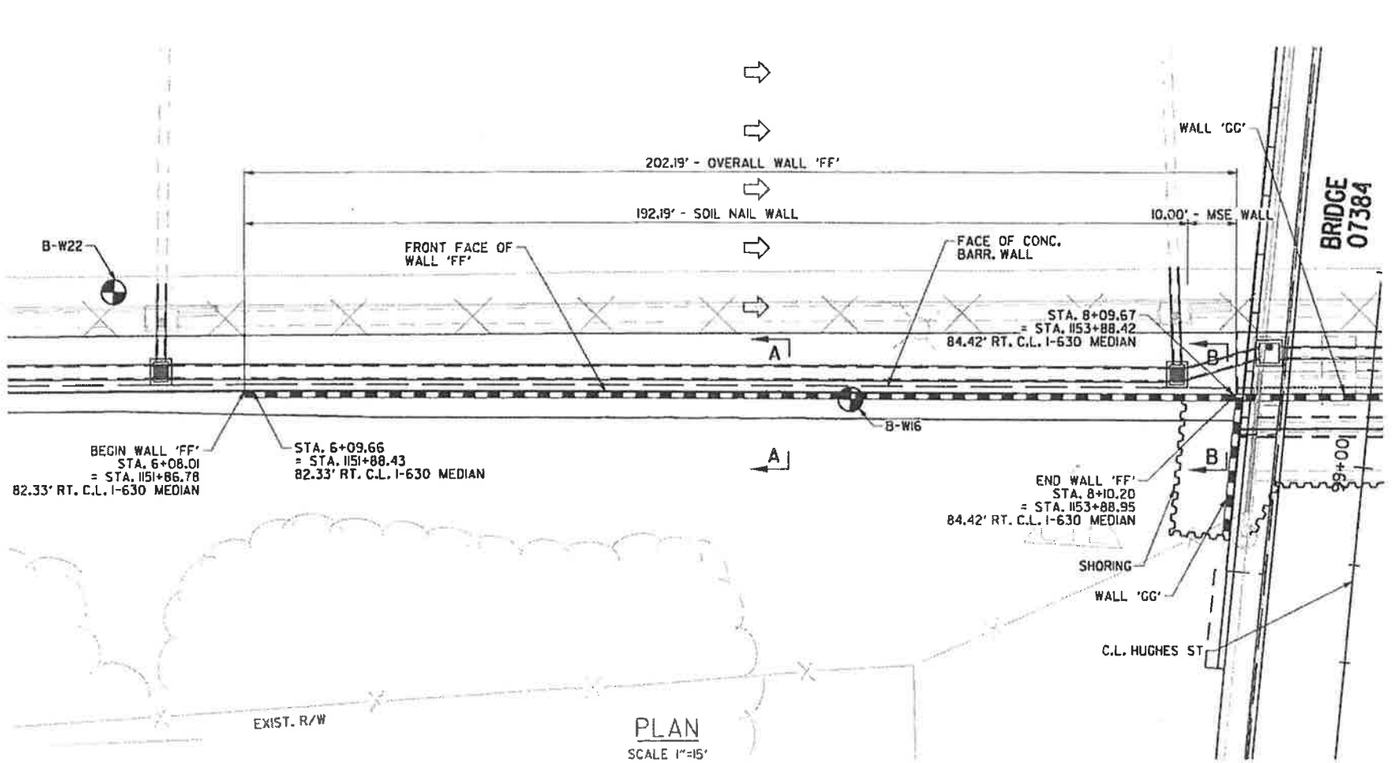
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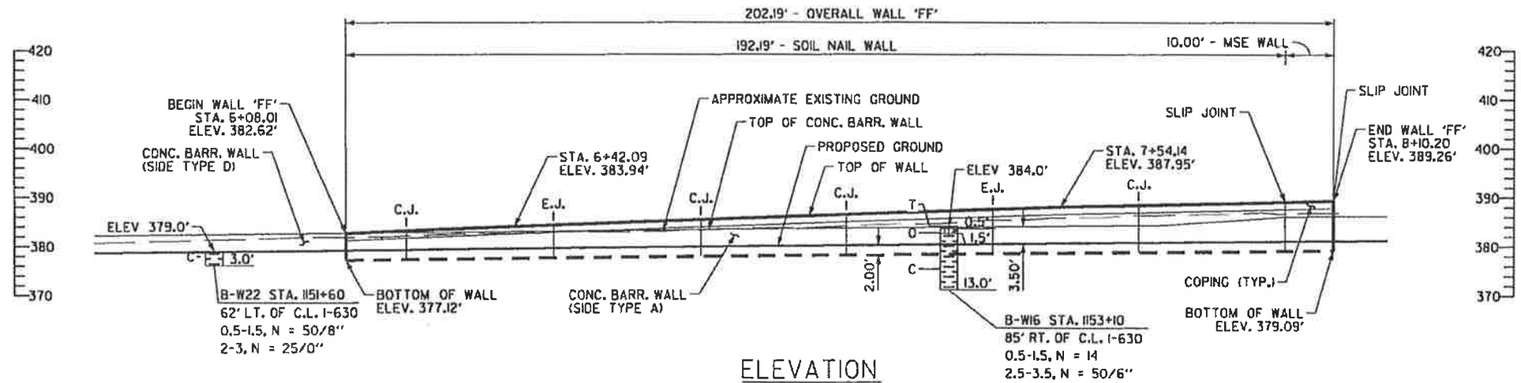
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03-28-18				6	ARK.			
				JOB NO.		CA0608	656	889
				①		RET. WALL 'FF'		59430



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
6+08.01	382.62	379.12	377.12
6+33.01	383.59	379.34	377.34
6+58.01	384.51	379.59	377.59
6+83.01	385.41	379.84	377.84
7+08.01	386.30	380.08	378.08
7+33.01	387.20	380.33	378.33
7+58.01	388.04	380.58	378.58
7+83.01	388.62	380.82	378.82
8+08.01	389.21	381.07	379.07
8+10.20	389.26	381.09	379.09

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

* Alignment name: RW#FF
* Alignment description: Soil Nail Wall and MSE Wall
*

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2068883.5469	1206303.0690
PI ( )	6+09.66	2068923.3871	1206911.4218
Tangential Direction:	N 86°15'11.3" E		
Tangential Length:	609.66		
Element: Linear			
PI ( )	6+09.66	2068923.3871	1206911.4218
PI ( )	8+09.67	2068934.3779	1207111.1304
Tangential Direction:	N 86°50'59.8" E		
Tangential Length:	200.01		
Element: Linear			
PI ( )	8+09.67	2068934.3779	1207111.1304
POE ( )	8+11.79	2068934.5170	1207113.2534
Tangential Direction:	N 86°15'11.3" E		
Tangential Length:	2.13		

BORING LEGEND:

A-Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B-Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C-Low hardness to hard tan, gray, light brown to dark gray weathered shale
D-Moderately hard to hard dark gray shale
E-Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F-Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G-Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H-Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I-Moderately hard dark gray slightly weathered shale
J-Hard gray fine-grained sandstone
K-Medium dense brown fine sandy silt with fine to coarse gravel
L-Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M-Loose to very dense dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles
N-Firm reddish tan and gray fine sandy clay
O-Firm to very stiff tan, gray, and reddish tan silty clay
P-Stiff gray and tan clayey silt
Q-Very stiff gray, reddish tan, and tan fine sandy clay with sandstone and quartz fragments
R-Medium dense gray and tan clayey fine to coarse gravel
S-Very stiff tan and brown fine sandy clay, silty with fine to coarse gravel and crushed stone (fill)
T-Loose brown silt

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHAWN R. ALLEN
2018-03-28

LAYOUT OF RETAINING WALL 'FF'

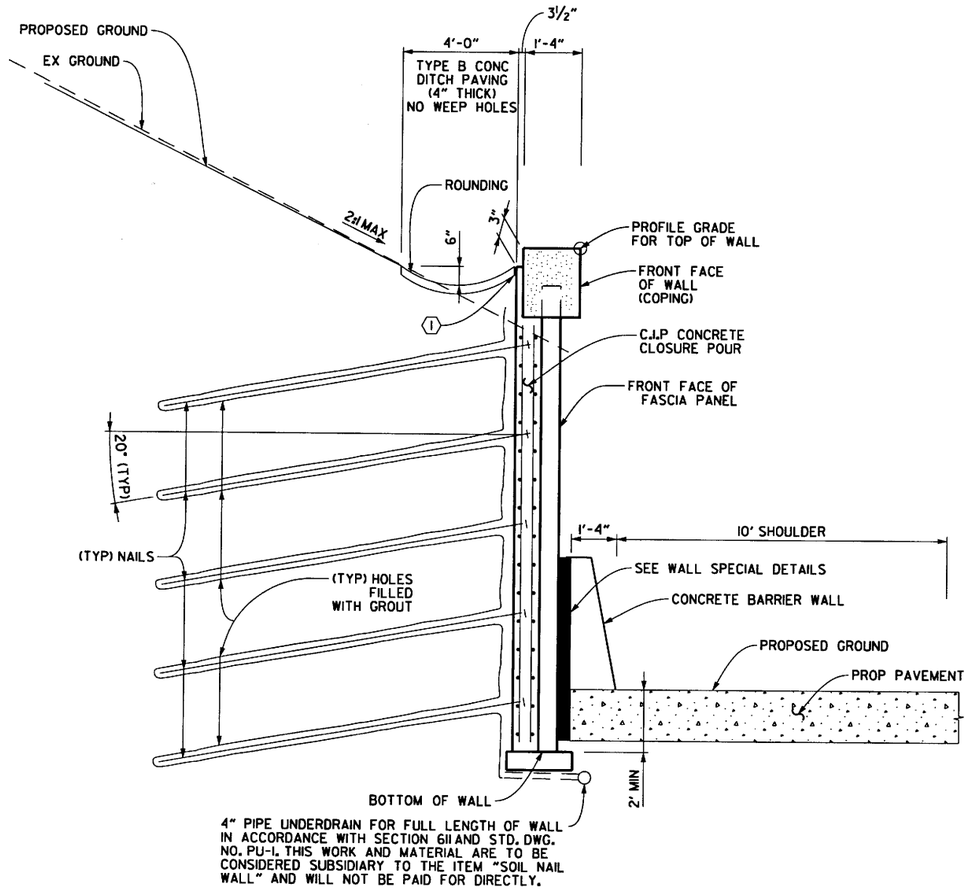
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	657	889
				①		RET. WALL 'FF'		59431



SECTION A-A

N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: 1
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2017-09-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'FF'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 1/15/2015
CHECKED BY: SA DATE: 2/15/2015
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				6	ARK.			
				JOB NO.		CA0608	658	889
				①		RET. WALL 'FF'		59432

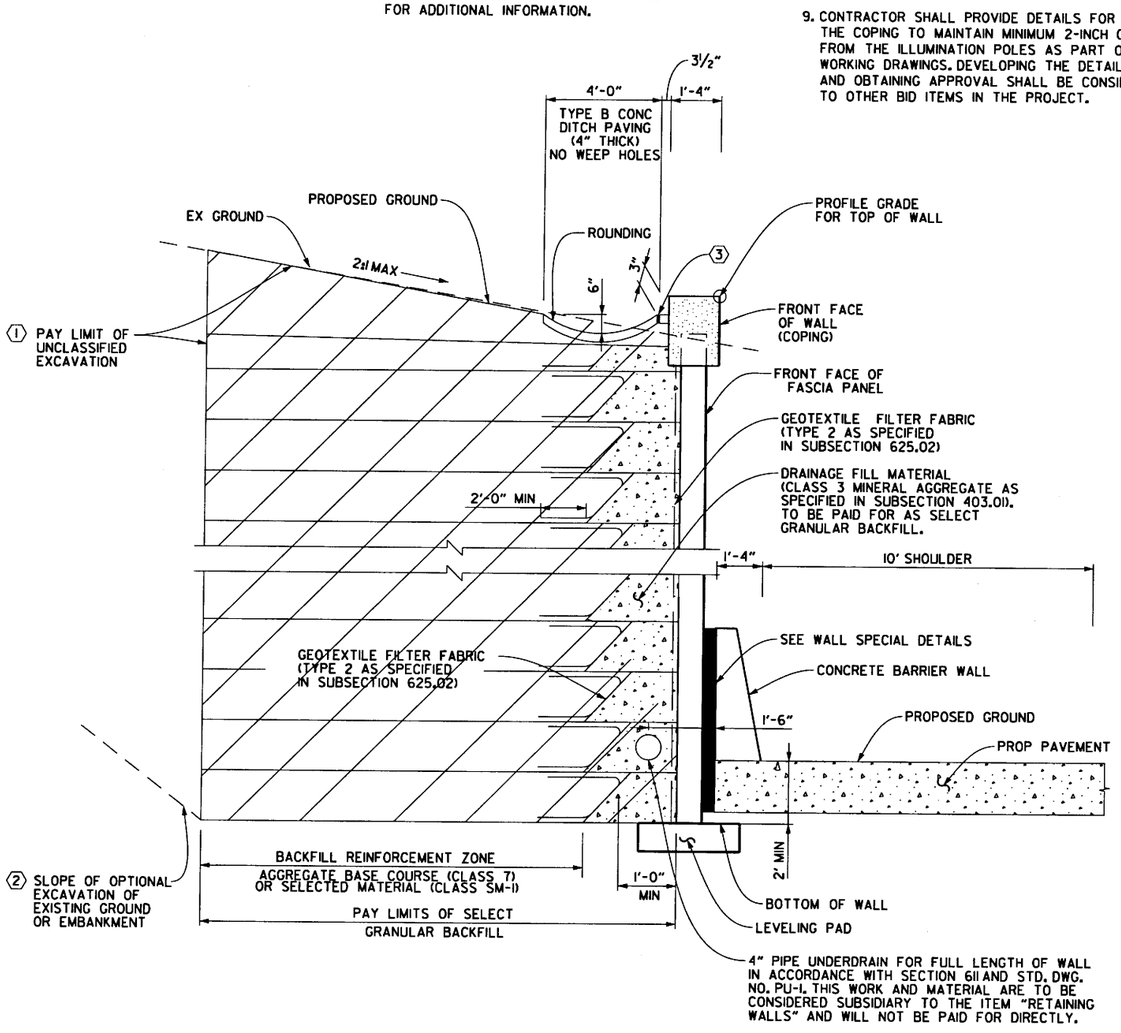
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 11,700 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
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① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

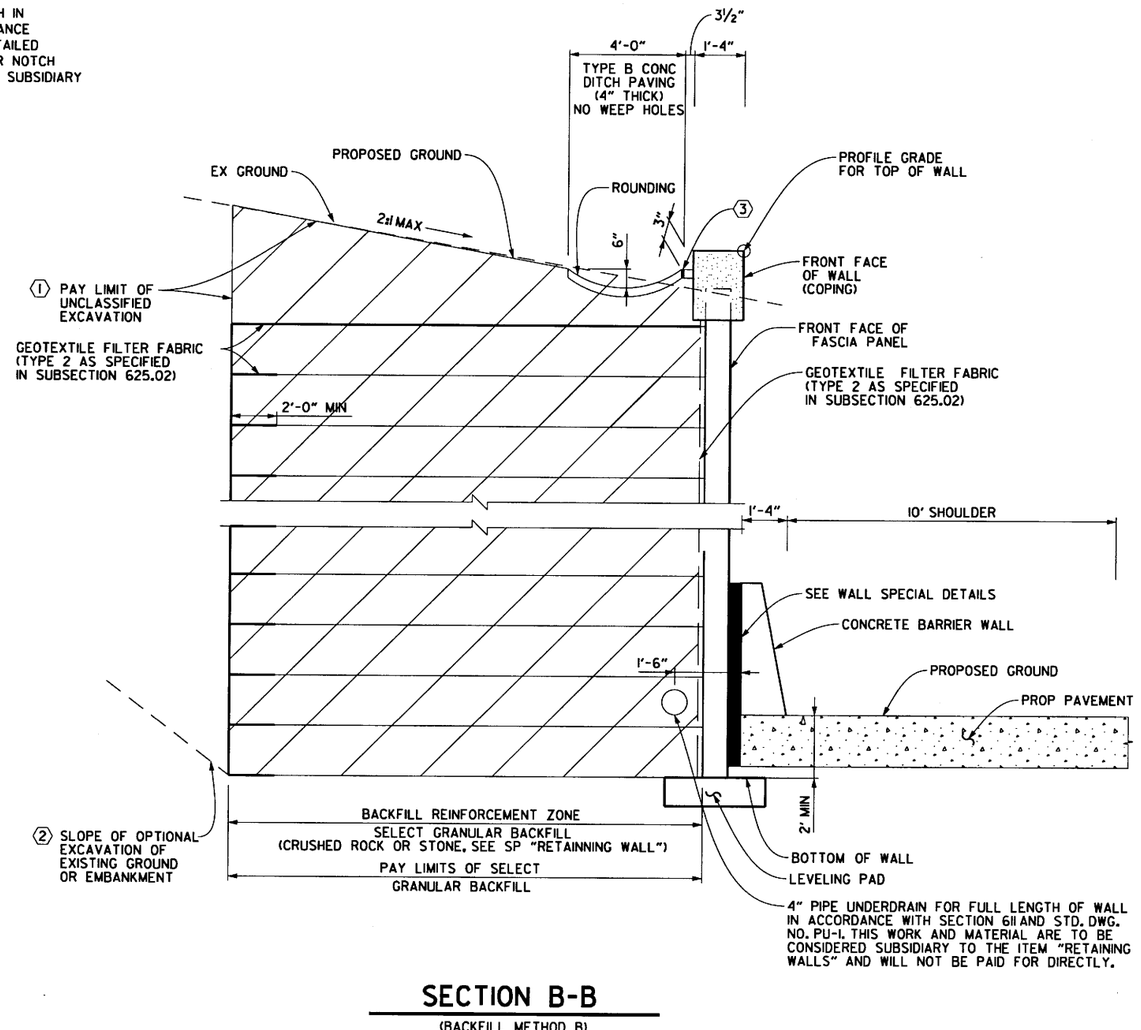
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-04-27

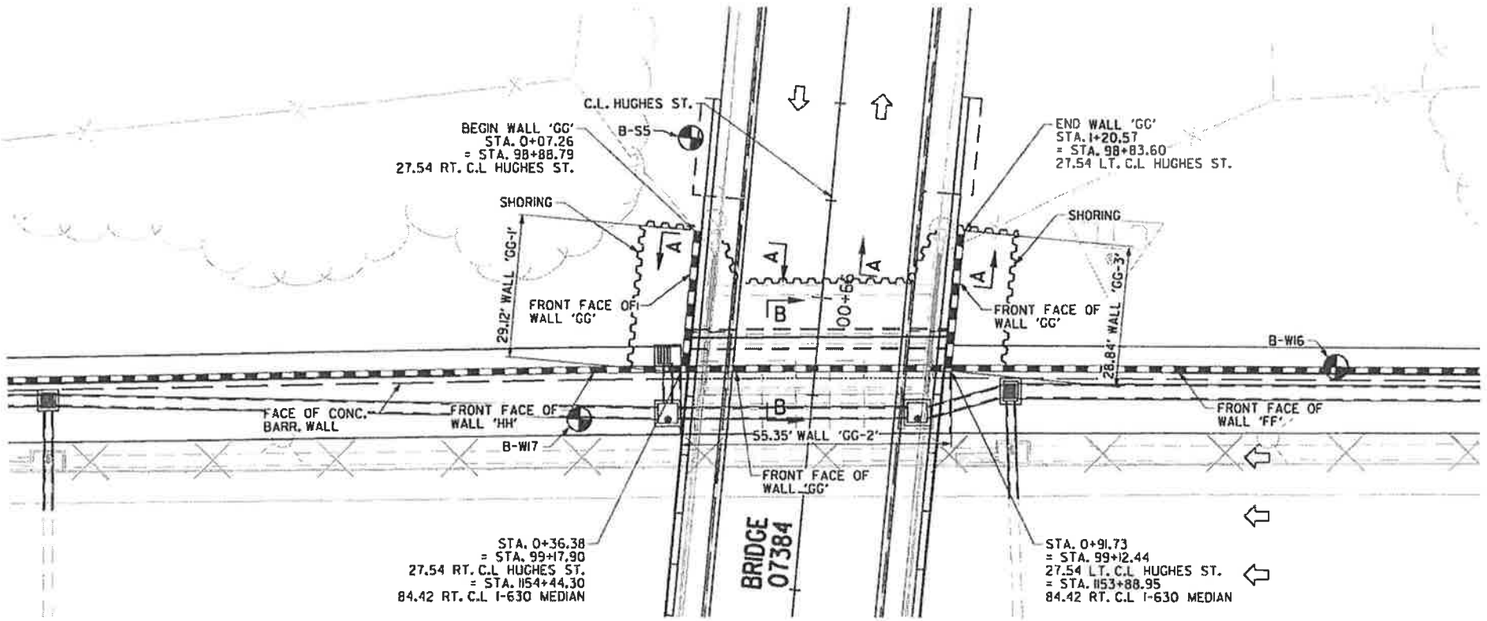
SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'FF'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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03-28-18				6	ARK.			
				JOB NO.		CA0608	659	889
				①		RET. WALL 'GG'		59433



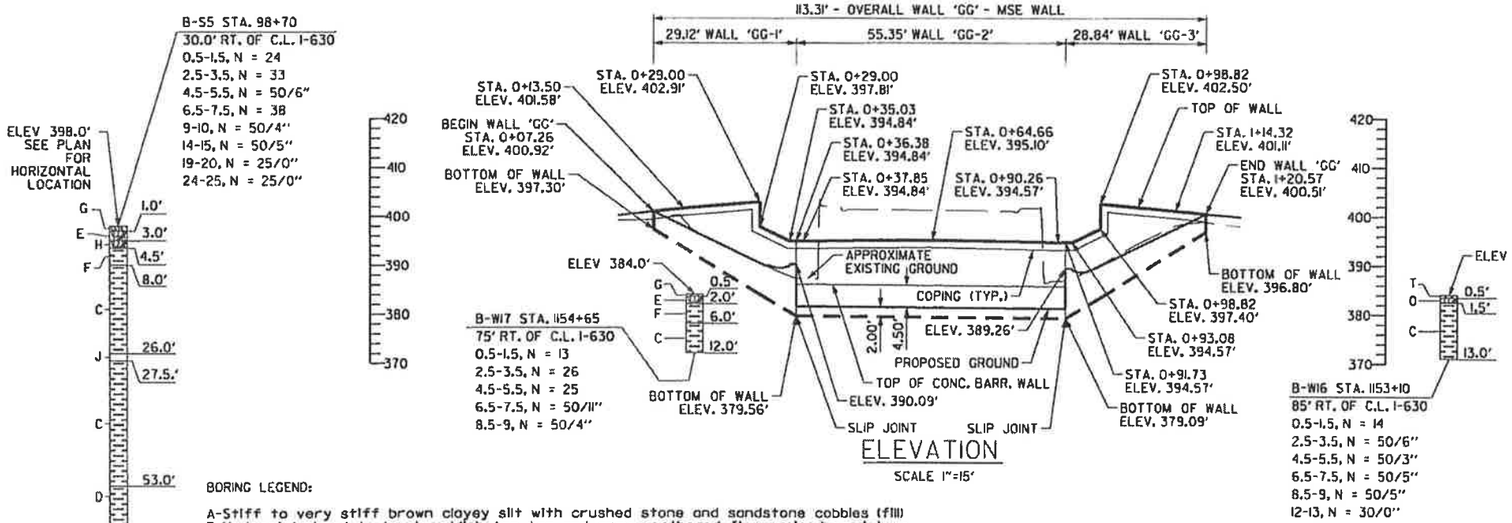
PLAN

SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+07.26	400.92	400.92	397.30
0+32.26	395.20	389.42	382.02
0+57.26	395.03	381.38	379.38
0+82.26	394.74	381.17	379.17
1+07.26	401.74	394.00	388.54
1+20.57	400.51	400.51	396.80

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.



ELEVATION

SCALE 1"=15'

BORING LEGEND:

A-Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B-Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C-Low hardness to hard tan, gray, light brown to dark gray weathered shale
D-Moderately hard to hard dark gray shale
E-Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F-Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G-Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H-Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I-Moderately hard dark gray slightly weathered shale
J-Hard gray fine-grained sandstone
K-Medium dense brown fine sandy silt with fine to coarse gravel
L-Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M-Loose to very dense dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles
N-Firm reddish tan and gray fine sandy clay
O-Firm to very stiff tan, gray, and reddish tan silty clay
P-Stiff gray and tan clayey silt
Q-Very stiff gray, reddish tan, and tan fine sandy clay with sandstone and quartz fragments
R-Medium dense gray and tan clayey fine to coarse gravel
S-Very stiff tan and brown fine sandy clay, silty with fine to coarse gravel and crushed stone (fill)
T-Loose brown silt

* Alignment name: RW*GG
* Alignment description: MSE Wall
*

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2068901.6739	1207165.6759
PI ( )	0+36.38	2068938.0298	1207166.8945
Tangential Direction:	N 1°55'11.3" E		
Tangential Length:	36.38		
Element: Linear			
PI ( )	0+36.38	2068938.0298	1207166.8945
PI ( )	0+91.73	2068934.4125	1207111.6591
Tangential Direction:	S 86°15'11.3" W		
Tangential Length:	55.35		
Element: Linear			
PI ( )	0+91.73	2068934.4125	1207111.6591
POE ( )	1+27.82	2068898.3459	1207110.4501
Tangential Direction:	S 1°55'11.5" W		
Tangential Length:	36.09		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
14901240
2018-03-28

LAYOUT OF RETAINING WALL 'GG'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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DESIGNED BY:	OCD	DATE:	1/10/2015		

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				JOB NO.		CA0608	660	889
				(1)		RET. WALL 'GG'		59434

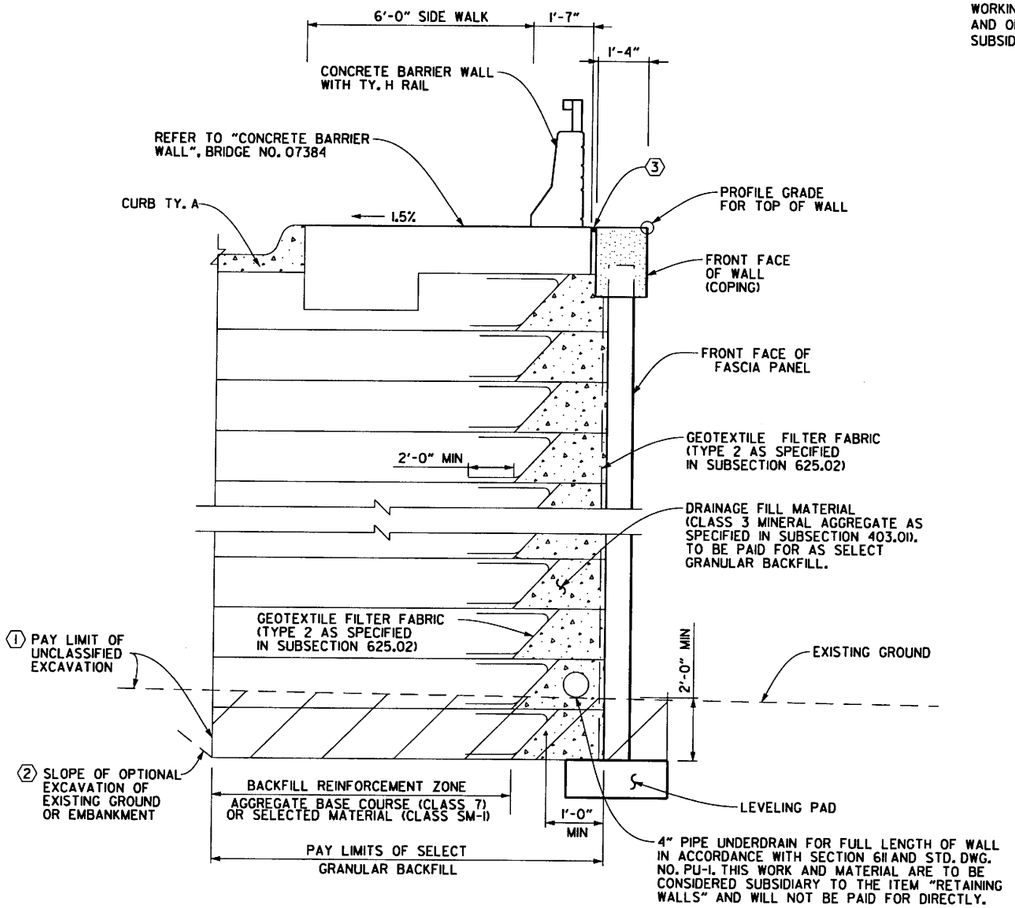
(1) EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

(2) CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

(3) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

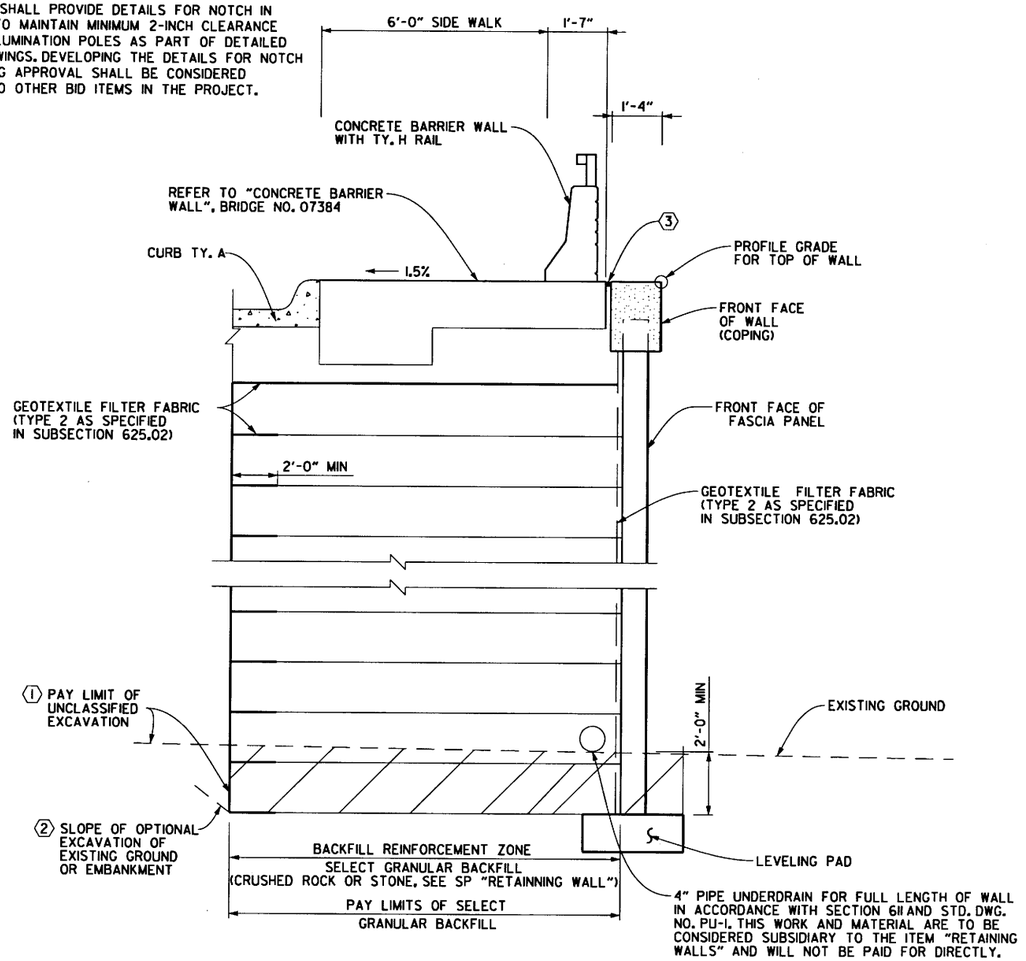
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'GG-1' AND 'GG-3') AND 11,700 PSF (WALL 'GG-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION A-A

(BACKFILL METHOD A)
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'GG'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	661	889
				①		RET. WALL 'GG'		59435

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

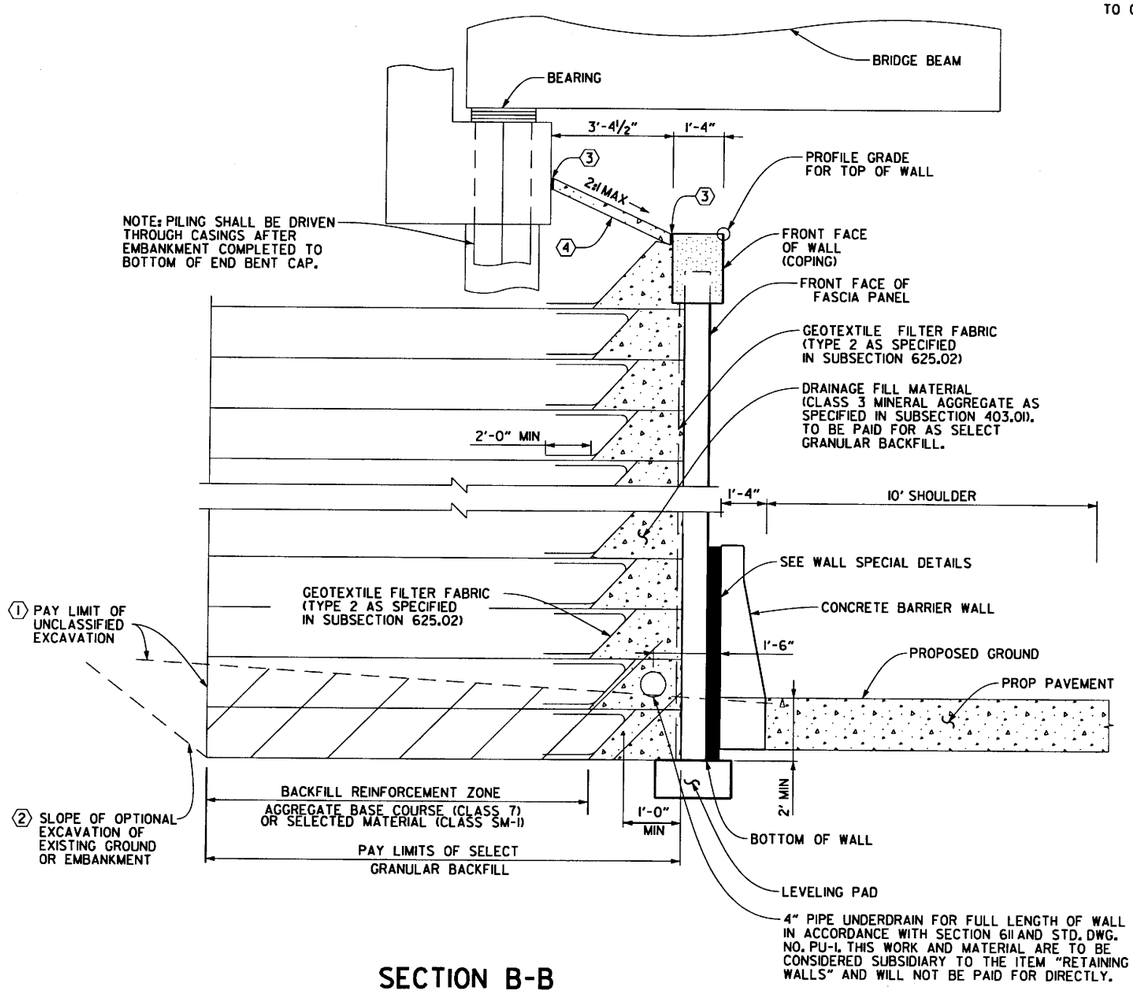
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

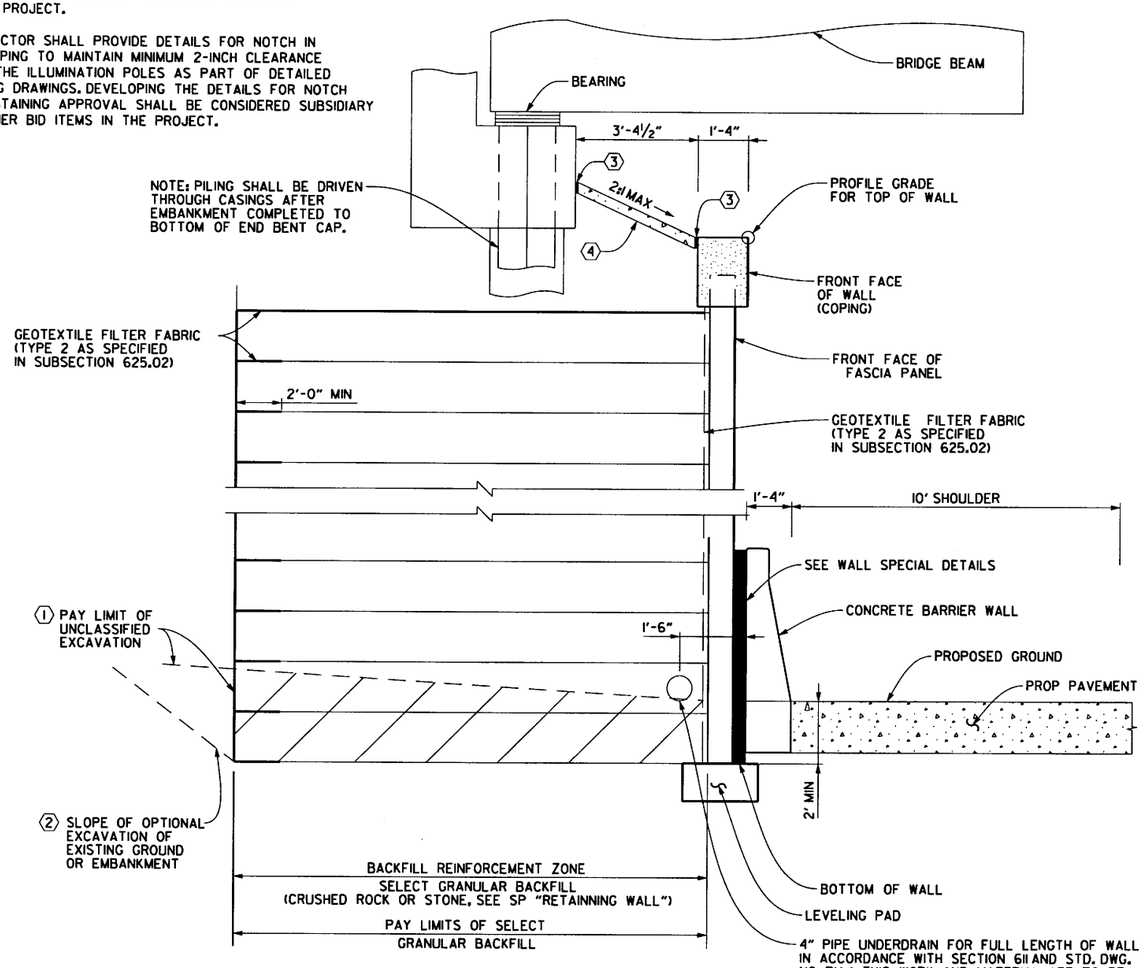
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'GG-1' AND 'GG-3') AND 11,700 PSF (WALL 'GG-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
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9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2017-09-27

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'GG'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

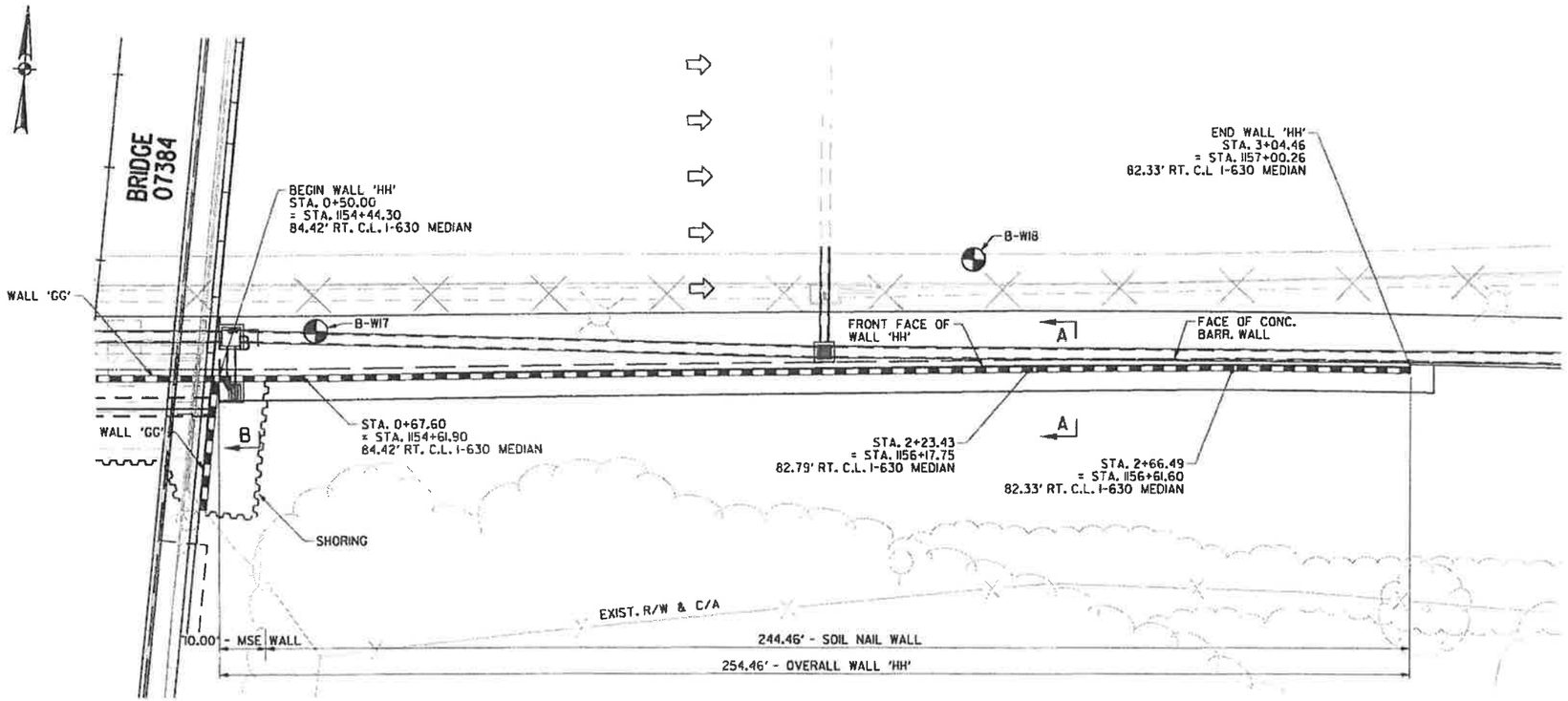
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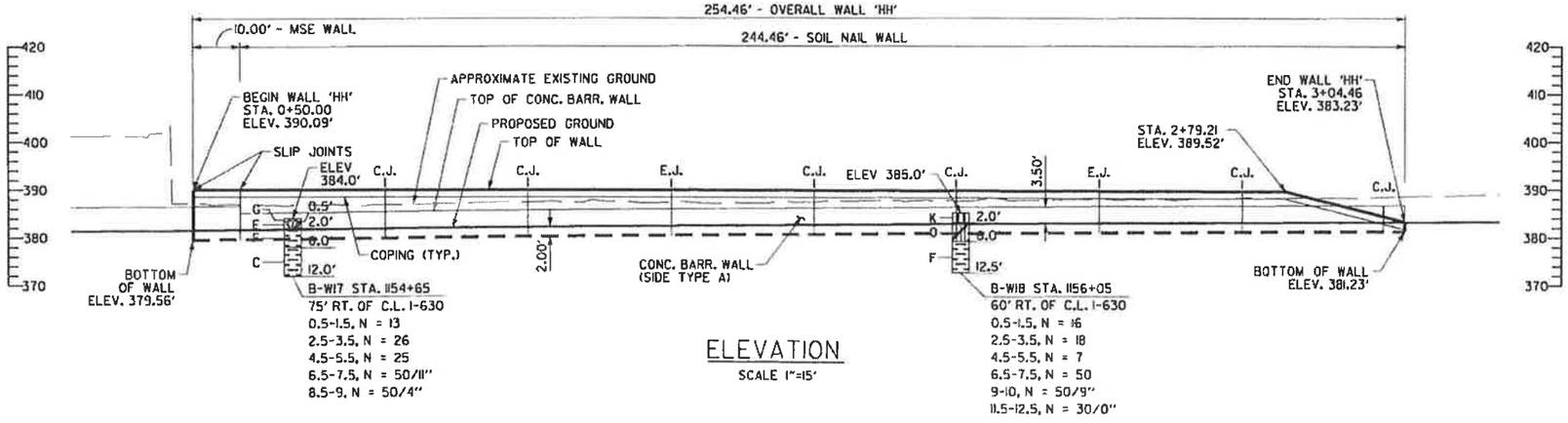
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03-28-18				6	ARK.			
				JOB NO.		CA0608	662	889
				①		RET. WALL 'HH'		59436



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-03-28

SHEET 1 OF 2
LAYOUT OF RETAINING WALL 'HH'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	663	889
				①		RET. WALL 'HH'		59437

BORING LEGEND:

A-Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B-Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C-Low hardness to hard tan, gray, light brown to dark gray weathered shale
D-Moderately hard to hard dark gray shale
E-Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F-Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G-Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H-Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I-Moderately hard dark gray slightly weathered shale
J-Hard gray fine-grained sandstone
K-Medium dense brown fine sandy silt with fine to coarse gravel
L-Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M-Loose to very dense dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles
N-Firm reddish tan and gray fine sandy clay
O-Firm to very stiff tan, gray, and reddish tan silty clay
P-Stiff gray and tan clayey silt
Q-Very stiff gray, reddish tan, and tan fine sandy clay with sandstone and quartz fragments
R-Medium dense gray and tan clayey fine to coarse gravel
S-Very stiff tan and brown fine sandy clay, silty with fine to coarse gravel and crushed stone (fill)
T-Loose brown silt

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+50.00	390.09	381.56	379.56
0+75.00	390.03	381.79	379.79
1+00.00	389.97	382.04	380.04
1+25.00	389.90	382.21	380.21
1+50.00	389.84	382.37	380.37
1+75.00	389.78	382.54	380.54
2+00.00	389.72	382.70	380.70
2+25.00	389.65	382.83	380.83
2+50.00	389.59	382.95	380.95
2+75.00	389.53	383.06	381.06
3+00.00	384.34	383.20	381.20
3+04.46	383.23	383.23	381.23

* Alignment name: RW*HH
* Alignment description: Soil Nail Wall
*

		STATION	NORTHING	EASTING
Element: Linear				
POB ( )		0+00.00	2068934.7624	1207117.0018
PI ( )		0+67.60	2068939.1799	1207184.4555
Tangential Direction:	N 86°15'11.2" E			
Tangential Length:	67.60			
Element: Linear				
PI ( )		0+67.60	2068939.1799	1207184.4555
PC ( )		2+23.43	2068950.9828	1207339.8447
Tangential Direction:	N 85°39'22.7" E			
Tangential Length:	155.84			
Element: Circular				
PC ( )		2+23.43	2068950.9828	1207339.8447
PI ( )		2+44.96	2068952.6134	1207361.3112
CC ( )			2064463.0687	1207680.7335
PCC ( )		2+66.49	2068954.0385	1207382.7924
Radius:	4500.84			
Delta:	0°32'53.2" Right			
Degree of Curvature(Arc):	1°16'22.8"			
Length:	43.06			
Tangent:	21.53			
Chord:	43.06			
Middle Ordinate:	0.05			
External:	0.05			
Tangent Direction:	N 85°39'22.8" E			
Radial Direction:	S 4°20'37.2" E			
Chord Direction:	N 85°55'49.4" E			
Radial Direction:	S 3°47'44.0" E			
Tangent Direction:	N 86°12'16.0" E			
Element: Circular				
PCC ( )		2+66.49	2068954.0385	1207382.7924
PI ( )		5+04.17	2068967.2376	1207620.0998
CC ( )			2064459.6561	1207632.7729
PT ( )		7+41.40	2068955.3730	1207857.4776
Radius:	4501.33			
Delta:	6°02'41.7" Right			
Degree of Curvature(Arc):	1°16'22.3"			
Length:	474.91			
Tangent:	237.67			
Chord:	474.69			
Middle Ordinate:	6.26			
External:	6.27			
Tangent Direction:	N 86°48'59.2" E			
Radial Direction:	S 3°11'00.8" E			
Chord Direction:	N 89°50'20.1" E			
Radial Direction:	S 2°51'40.9" W			
Tangent Direction:	S 87°08'19.1" E			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR KHADEM
2017-09-27

SHEET 2 OF 2
LAYOUT OF RETAINING WALL 'HH'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

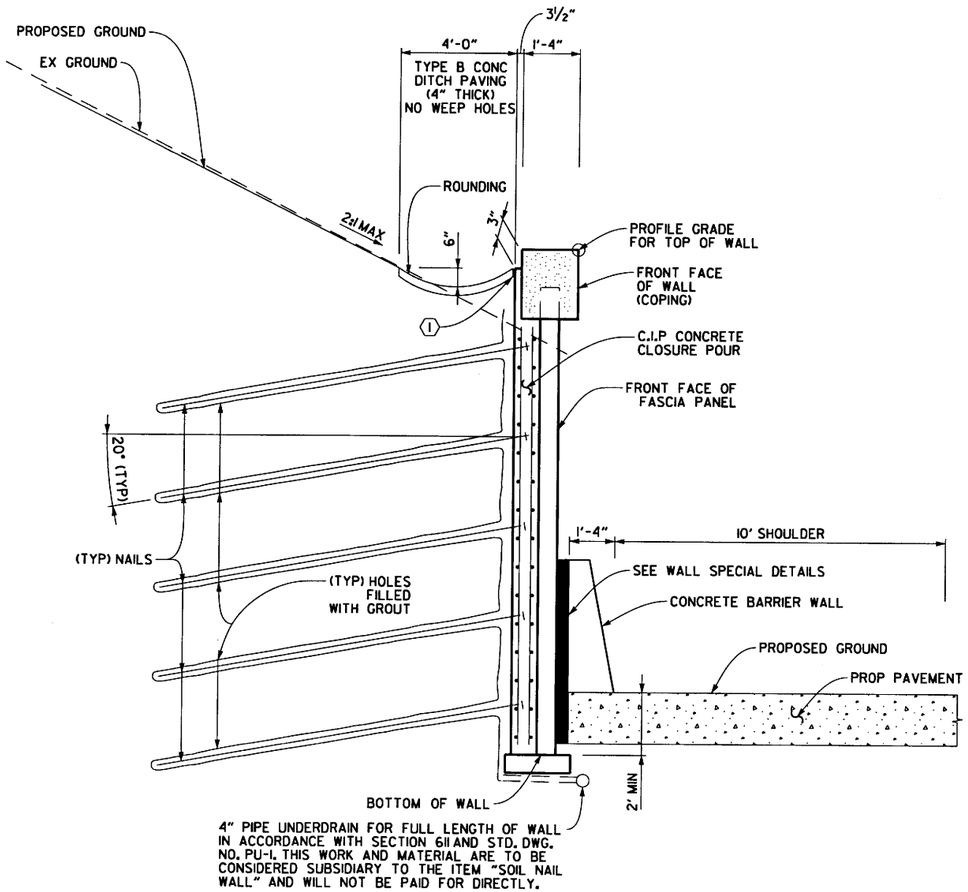
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	664	889
				(1)		RET. WALL 'JJ'		59438



SECTION A-A

N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: 1
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

(1) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2017-09-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'HH'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	1/10/2015		

DRAWING NO. 59438

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	665	889
				①		RET. WALL 'JJ'		59439

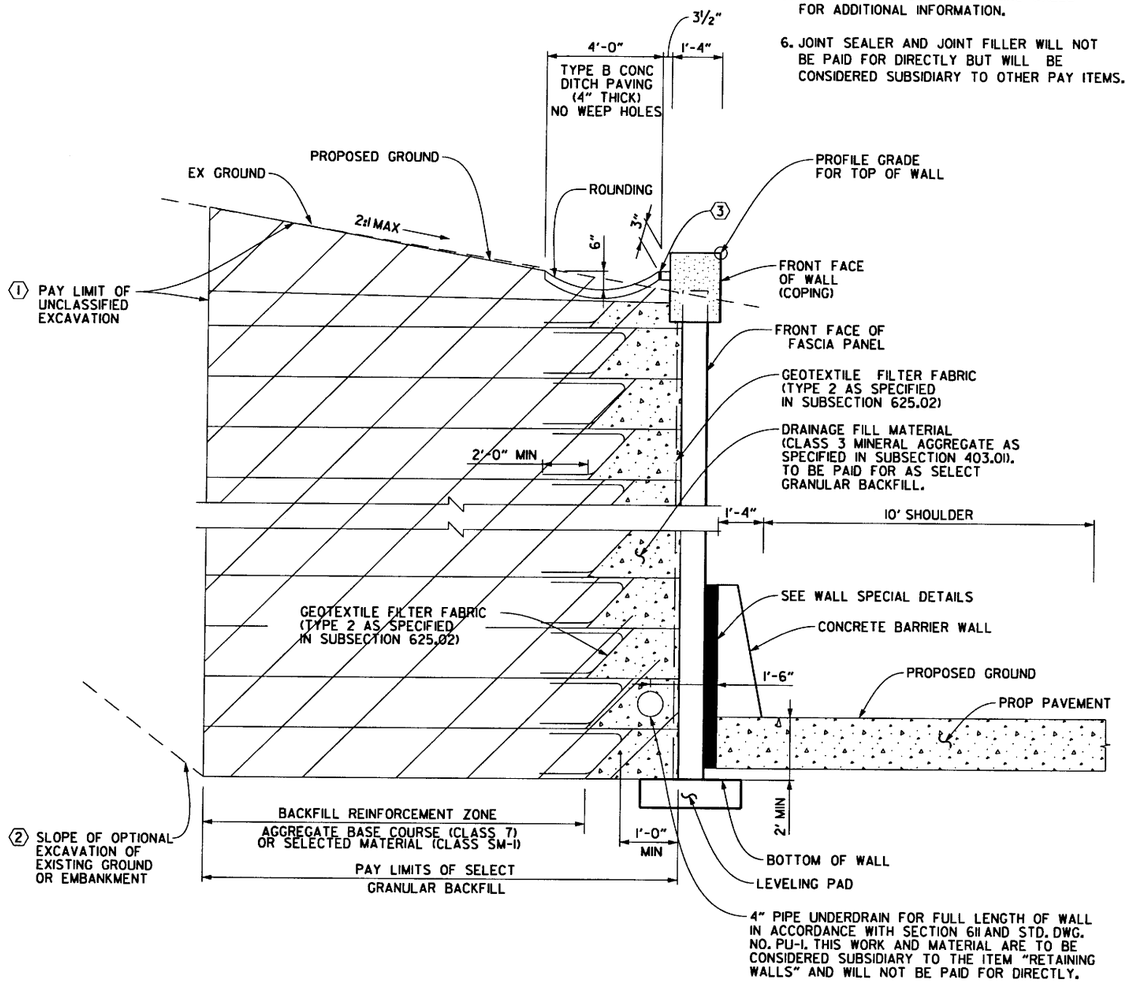
① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

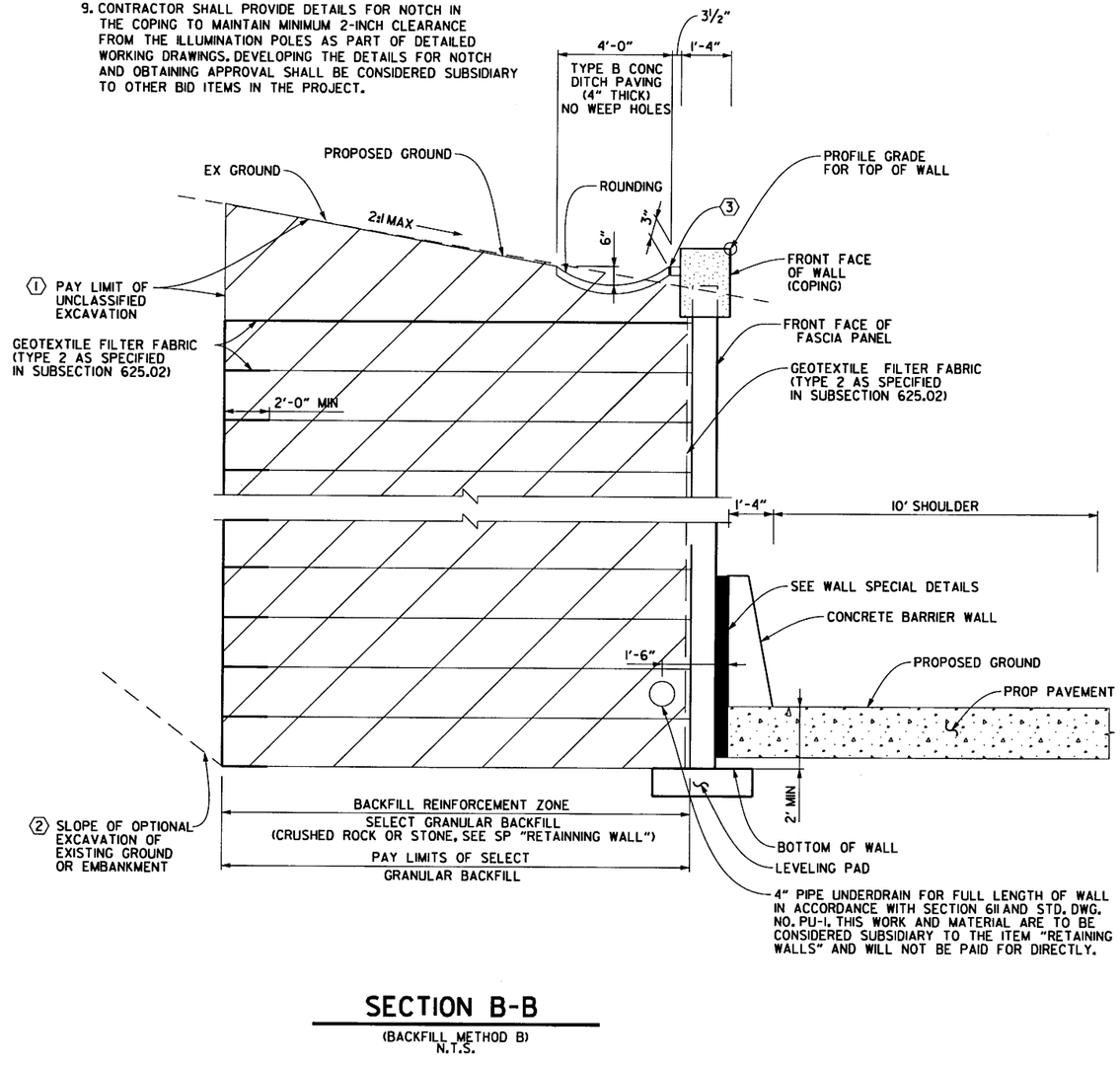
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 11,700 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19406
SHAHRIAR AZAD
2017-04-27

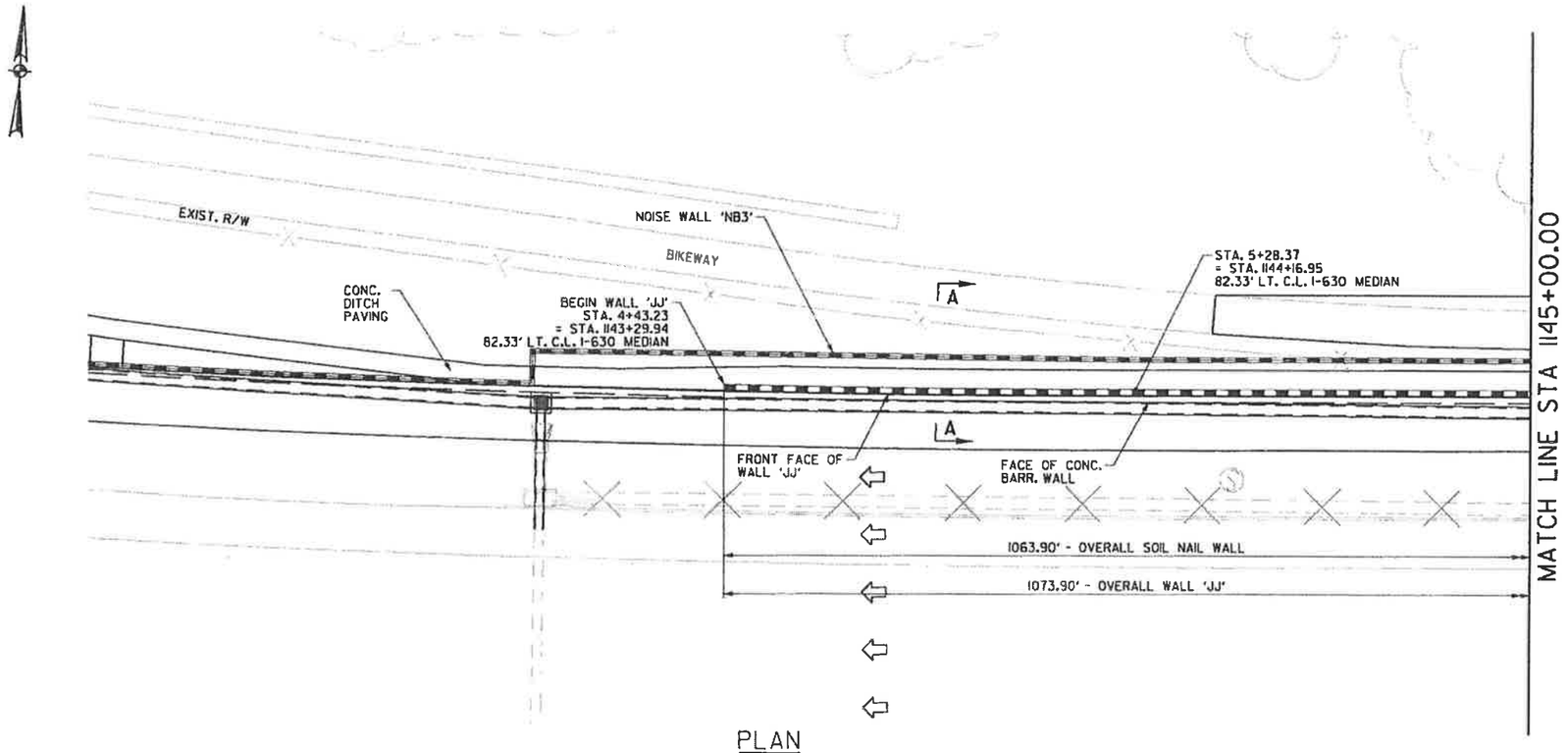
SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'HH'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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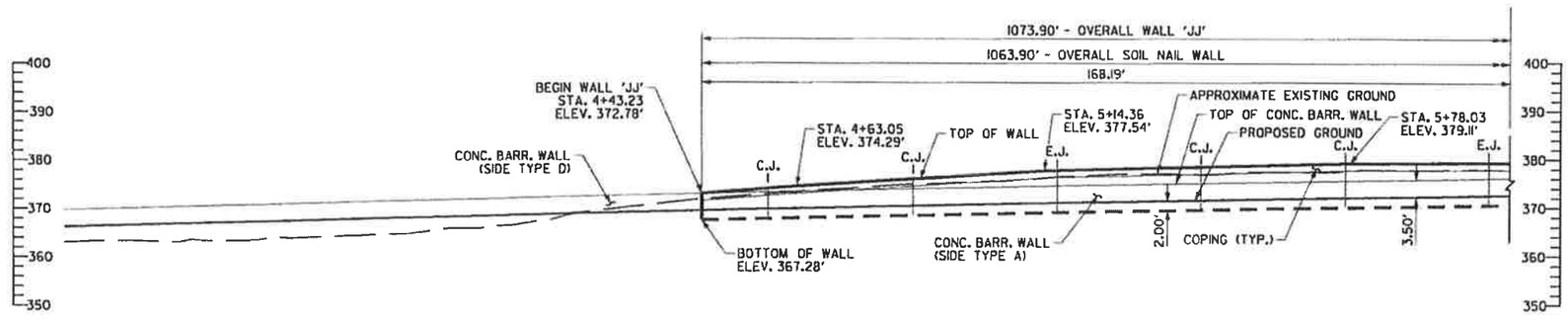
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	666	889
				①		RET. WALL 'JJ'		59440



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
4+43.23	372.78	369.28	367.28
4+68.23	374.62	369.84	367.84
4+93.23	376.20	370.39	368.39
5+18.23	377.63	370.91	368.91
5+43.23	378.25	371.36	369.36
5+68.23	378.87	371.81	369.81
5+93.23	379.21	372.26	370.26
6+18.23	379.36	372.69	370.69
6+43.23	379.55	373.04	371.04
6+68.23	379.90	373.35	371.35
6+93.23	380.24	373.67	371.67
7+18.23	380.66	373.95	371.95
7+43.23	381.30	374.15	372.15
7+68.23	381.95	374.35	372.35
7+93.23	382.59	374.56	372.56
8+18.23	383.24	374.77	372.77
8+43.23	383.98	375.01	373.01
8+68.23	384.74	375.26	373.26
8+93.23	385.49	375.50	373.50
9+18.23	385.72	375.74	373.74
9+43.23	385.87	375.99	373.99
9+68.23	386.01	376.23	374.23
9+93.23	386.16	376.48	374.48
10+18.23	386.31	376.73	374.73
10+43.23	386.45	377.00	375.00
10+68.23	386.60	377.26	375.26
10+93.23	386.75	377.53	375.53
11+18.23	386.89	377.79	375.79
11+43.23	386.99	378.02	376.02
11+68.23	387.08	378.24	376.24
11+93.23	387.17	378.47	376.47
12+18.23	387.26	378.70	376.70
12+43.23	387.35	378.94	376.94
12+68.23	387.44	379.18	377.18
12+93.23	387.52	379.42	377.42
13+18.23	387.61	379.65	377.65
13+43.23	387.70	379.89	377.89
13+68.23	387.79	380.13	378.13
13+93.23	387.88	380.37	378.37
14+18.23	387.97	380.61	378.61
14+43.23	388.06	380.83	378.83
14+68.23	388.39	381.05	379.05
14+93.23	388.86	381.28	379.28
15+17.13	389.30	381.48	379.50

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

BORING LEGEND:

A-Stiff to very stiff brown clayey silt with crushed stone and sandstone cobbles (fill)
B-Moderately hard to hard reddish tan, tan, and gray weathered fine-grained sandstone
C-Low hardness to hard tan, gray, light brown to dark gray weathered shale
D-Moderately hard to hard dark gray shale
E-Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F-Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G-Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H-Stiff to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I-Moderately hard dark gray slightly weathered shale
J-Hard gray fine-grained sandstone
K-Medium dense brown fine sandy silt with fine to coarse gravel
L-Medium dense gray and tan clayey fine sand with sandstone fragments (completely weathered sandstone)
M-Loose to very dense dense reddish brown to brownish gray sandy fine to coarse gravel with some cobbles
N-Firm reddish tan and gray fine sandy clay
O-Firm to very stiff tan, gray, and reddish tan silty clay
P-Stiff gray and tan clayey silt
Q-Very stiff gray, reddish tan, and tan fine sandy clay with sandstone and quartz fragments
R-Medium dense gray and tan clayey fine to coarse gravel
S-Very stiff tan and brown fine sandy clay, silty with fine to coarse gravel and crushed stone (fill)
T-Loose brown silt

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
CHARLES H. KLOTZ
2018-03-28

SHEET 1 OF 4
LAYOUT OF RETAINING WALL 'JJ'

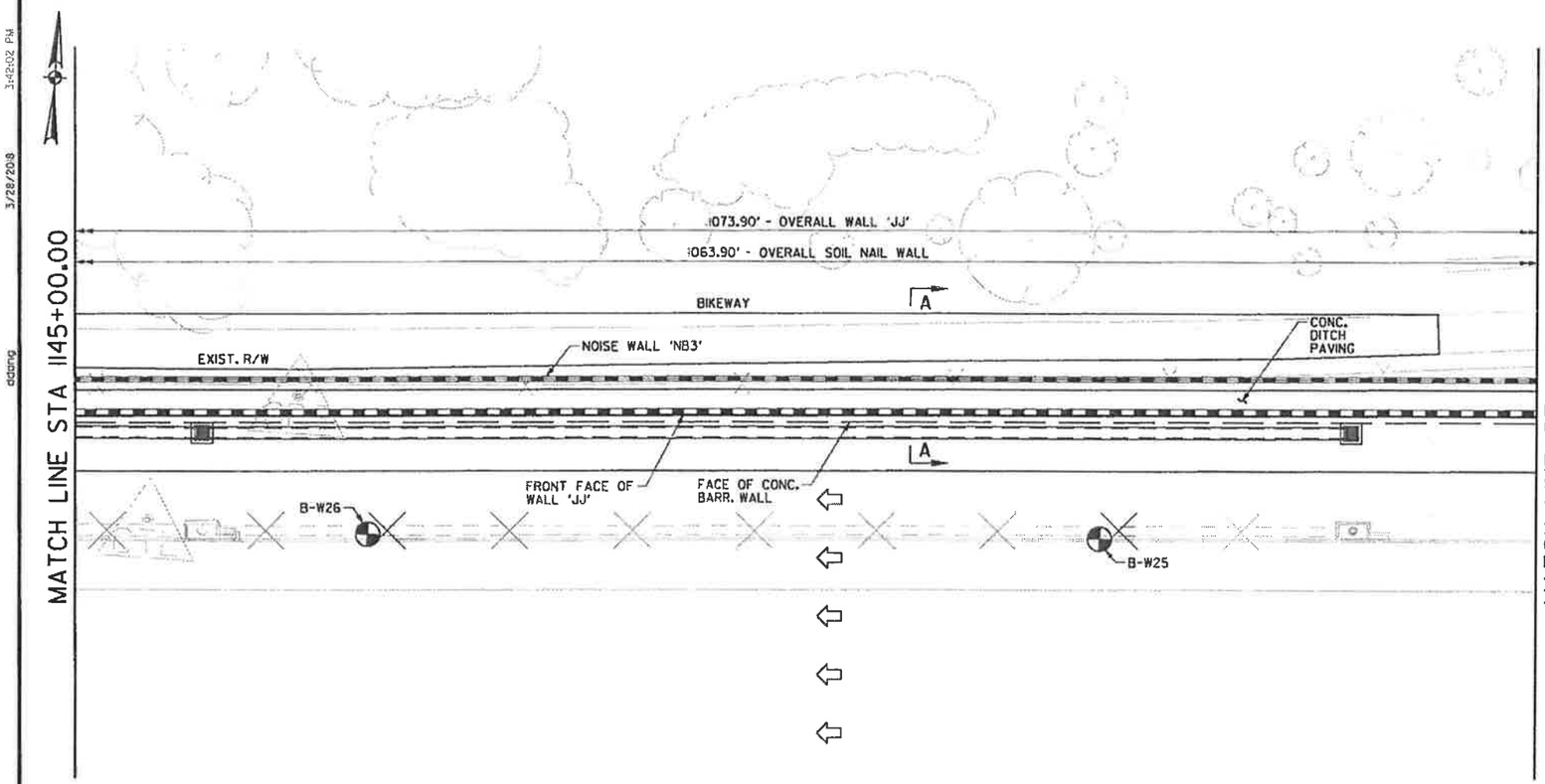
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PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	1/10/2015		

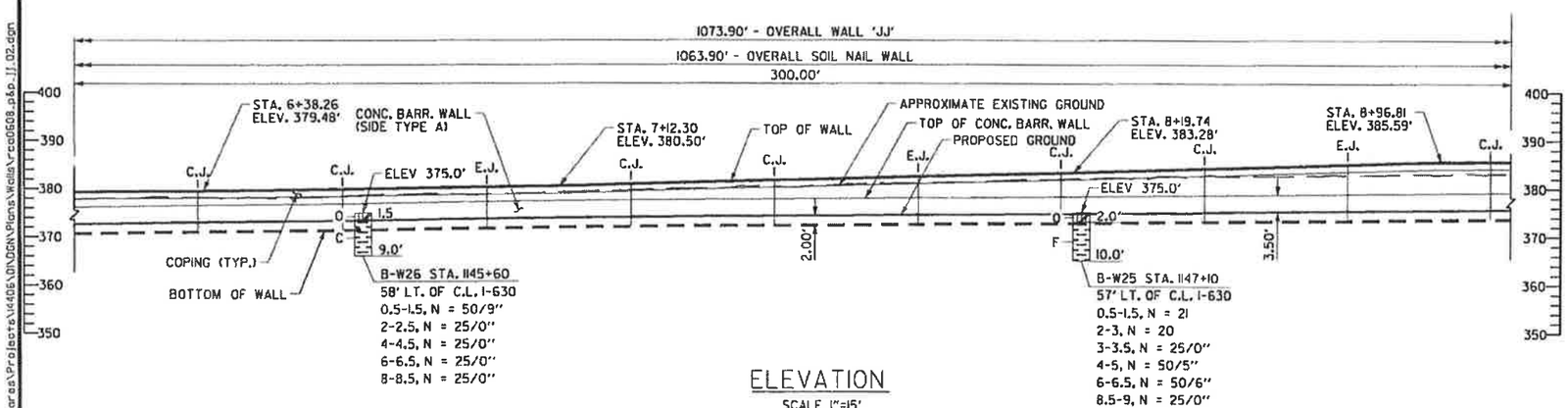
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03-28-18				6	ARK.			
				JOB NO.		CA0608	667	889
				①		RET. WALL 'JJ'		59441



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

* Alignment name: RW=JJ
* Alignment description: SOIL NAIL WALL AND MSE WALL
*

	STATION	NORTHING	EASTING
Element: Circular			
PC ( )	0+00.00	2069040.0810	1205602.9208
PI ( )	2+64.63	2069019.9945	1205866.7825
CC ( )		2072766.6840	1205886.6091
PT ( )	5+28.37	2069037.2874	1206130.8420
Radius:	3737.39		
Delta:	8°06'00.4" Left		
Degree of Curvature(Arc):	1°31'59.0"		
Length:	528.37		
Tangent:	264.63		
Chord:	527.93		
Middle Ordinate:	9.33		
External:	9.36		
Tangent Direction:	S 85°38'48.3" E		
Radial Direction:	S 4°21'11.7" W		
Chord Direction:	S 89°41'48.5" E		
Radial Direction:	S 3°44'48.7" E		
Tangent Direction:	N 86°15'11.3" E		
Element: Linear			
PT ( )	5+28.37	2069037.2874	1206130.8420
PI ( )	13+00.21	2069087.7260	1206901.0318
Tangential Direction:	N 86°15'11.3" E		
Tangential Length:	771.84		
Element: Linear			
PI ( )	13+00.21	2069087.7260	1206901.0322
PI ( )	14+99.84	2069102.8498	1207100.0905
Tangential Direction:	N 85°39'18.8" E		
Tangential Length:	199.63		
Element: Linear			
PI ( )	14+99.84	2069102.8498	1207100.0901
POE ( )	15+18.60	2069104.0755	1207118.8052
Tangential Direction:	N 86°15'10.5" E		
Tangential Length:	18.76		

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 14604
2018-03-28

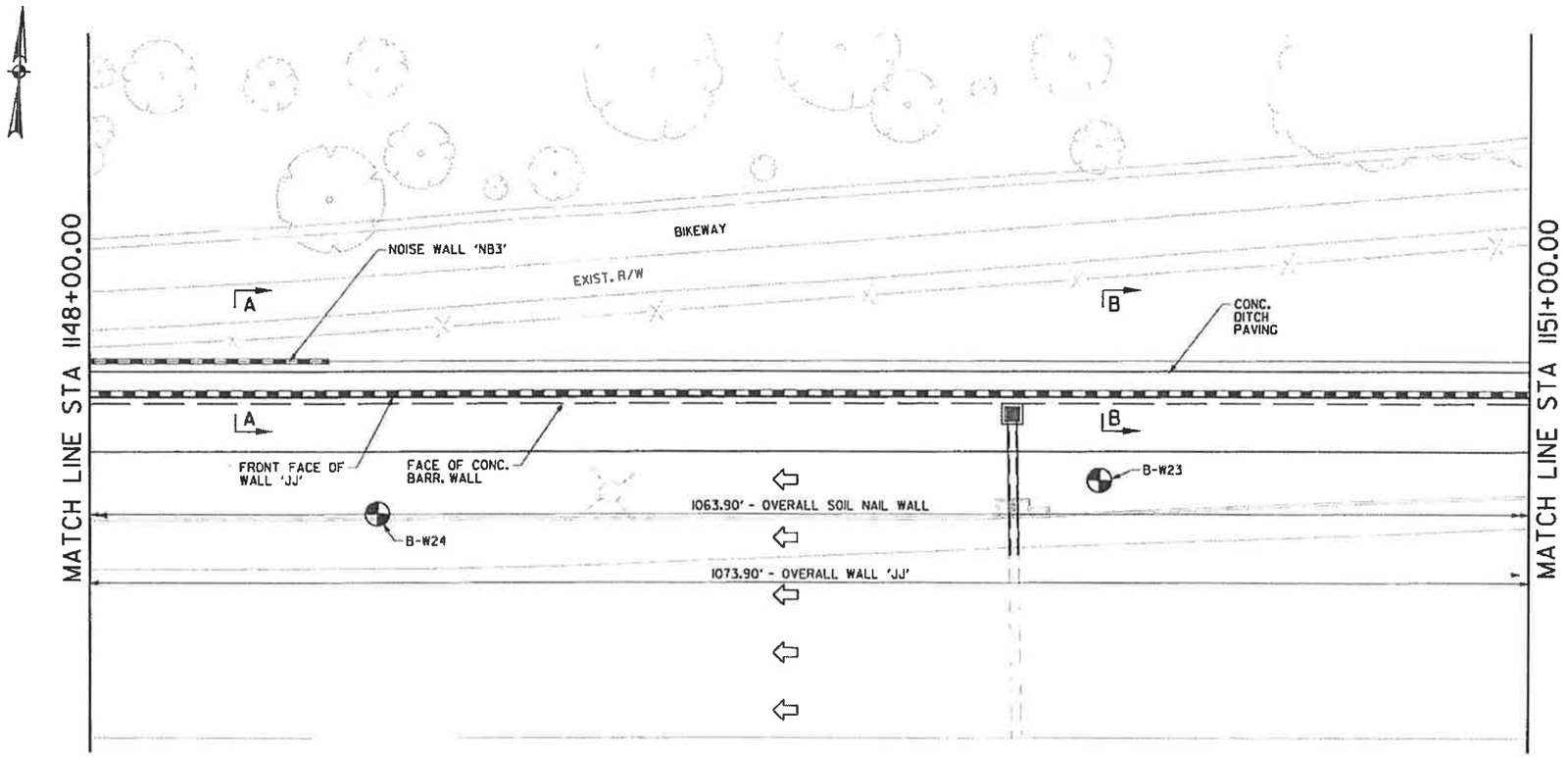
SHEET 2 OF 4
LAYOUT OF RETAINING WALL 'JJ'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	1/10/2015		

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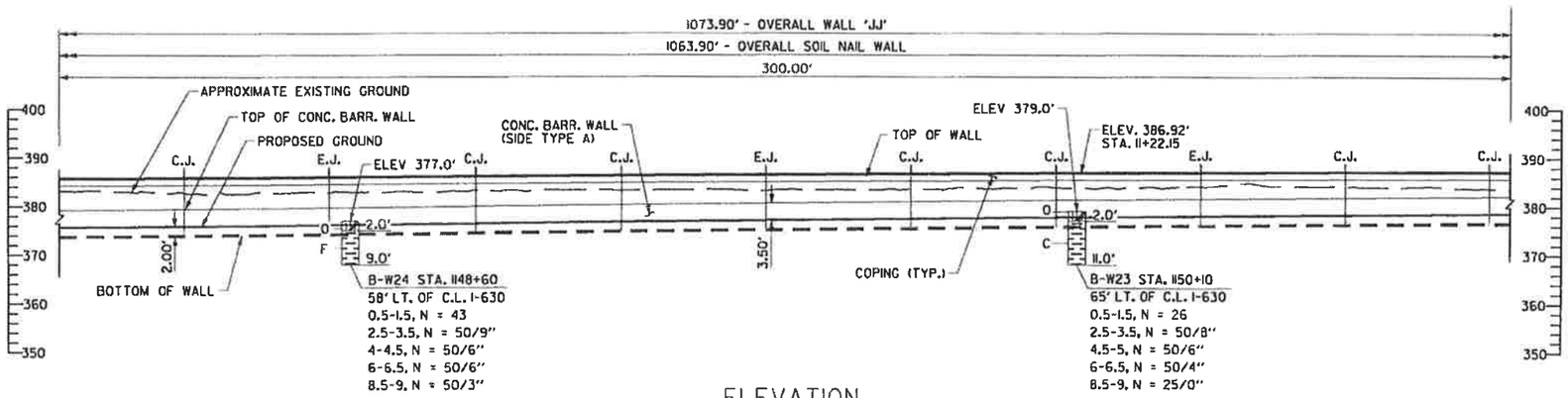
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	668	889
				①		RET. WALL 'JJ'		59442



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
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7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2015-03-26

SHEET 3 OF 4
LAYOUT OF RETAINING WALL 'JJ'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

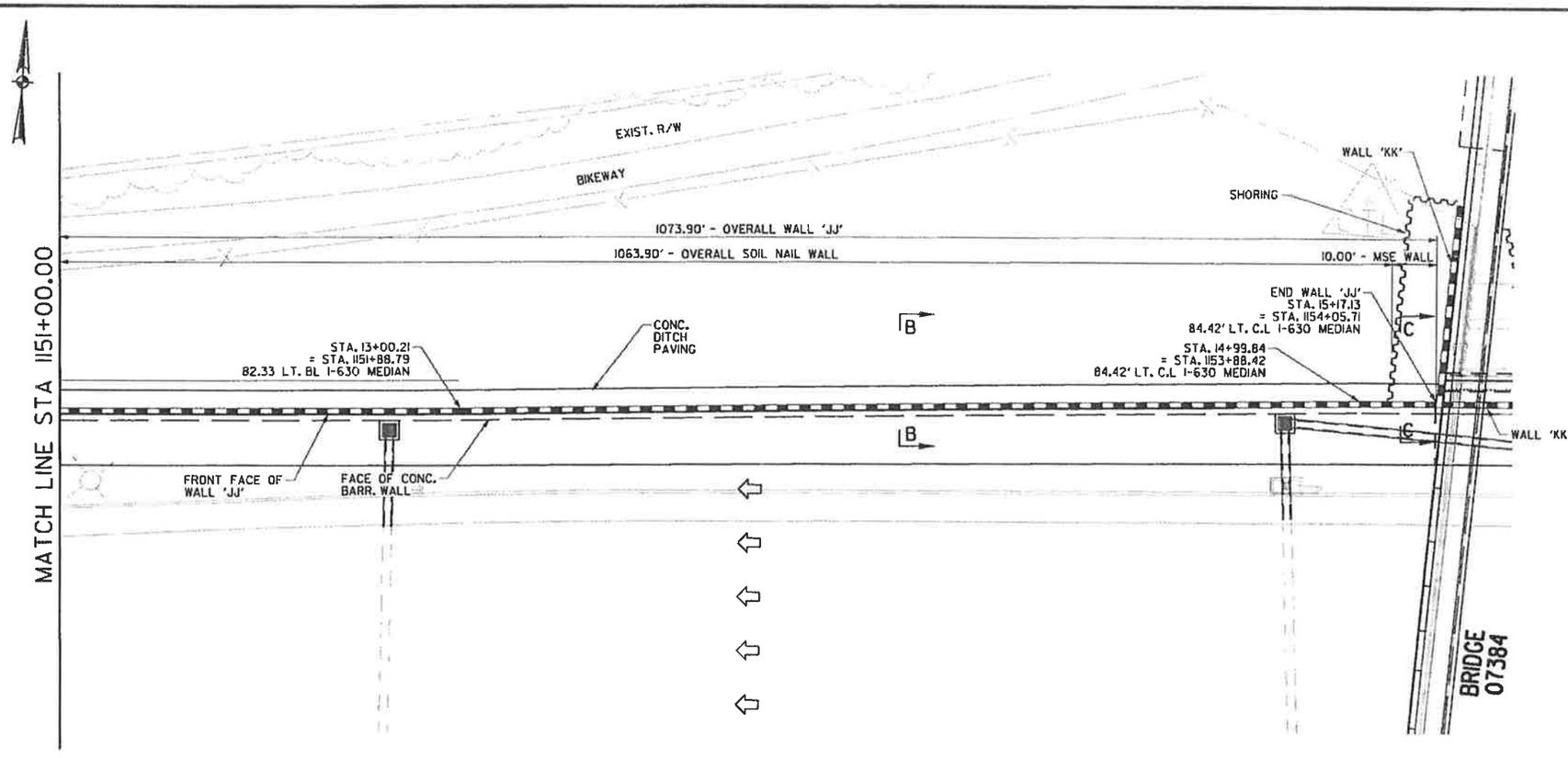
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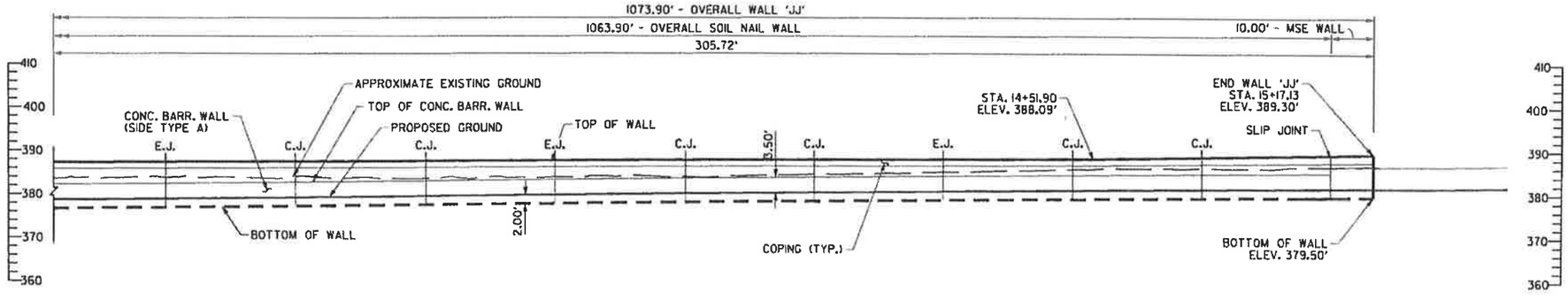
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03-28-18				6	ARK.			
				JOB NO.		CA0608	669	889
				①		RET. WALL 'JJ'		59443



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-03-28

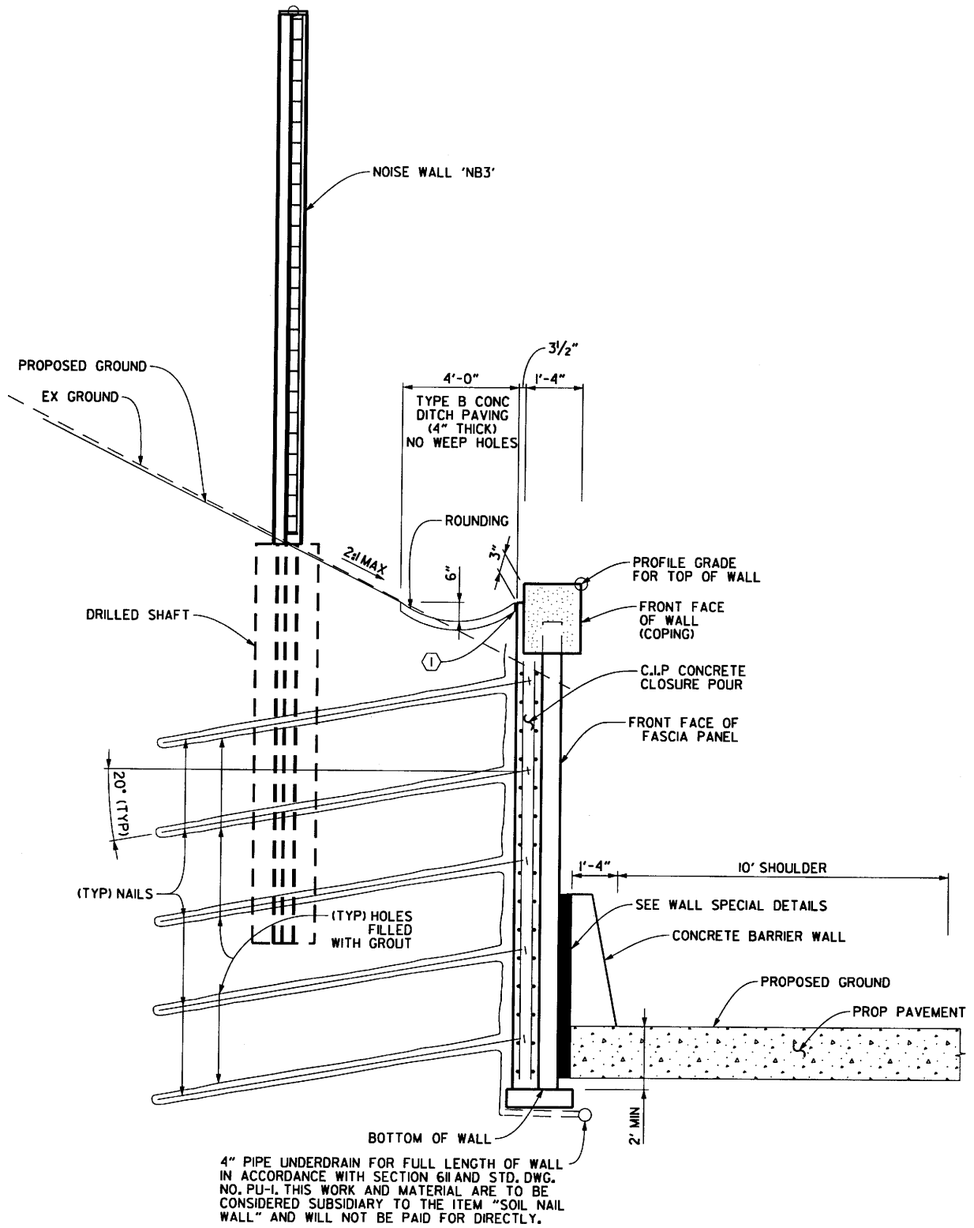
SHEET 4 OF 4
LAYOUT OF RETAINING WALL 'JJ'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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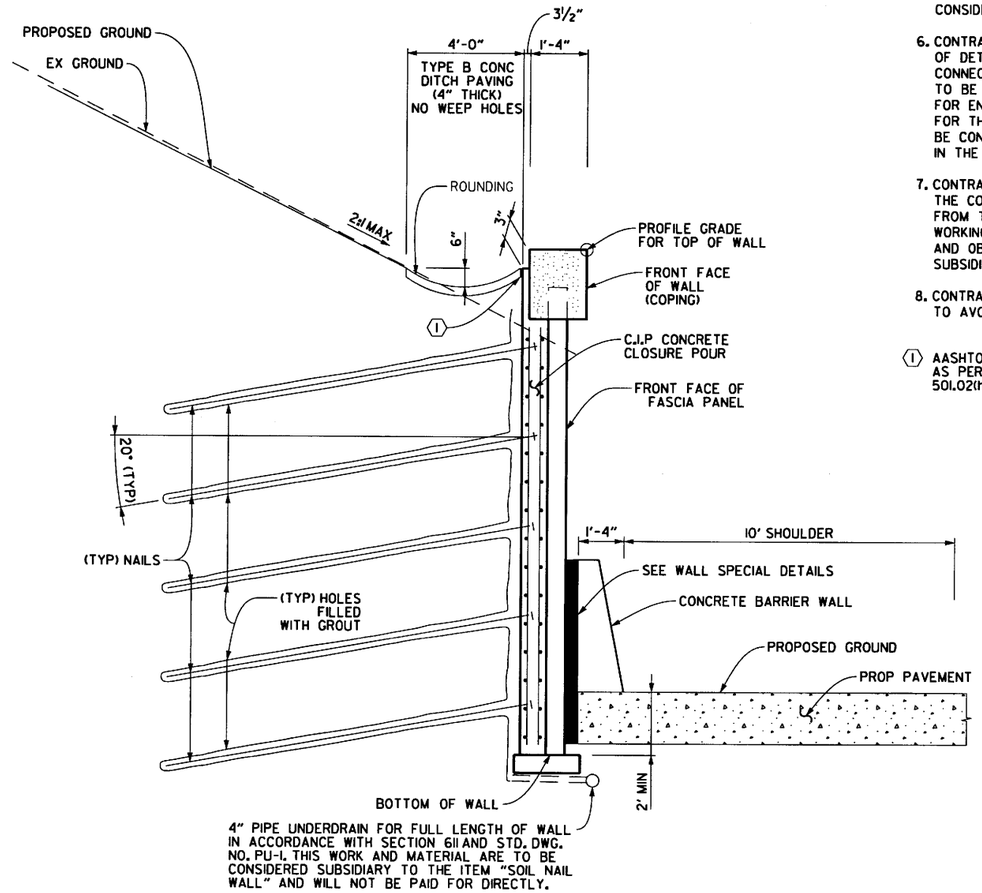
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				6	ARK.			
				JOB NO.		CA0608	670	889
						RET. WALL 'JJ'		59444



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: I
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
8. CONTRACTOR SHALL DESIGN THE SOIL NAIL WALL SYSTEM TO AVOID CONFLICT WITH THE NOISE WALL 'NB3'.

① AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'JJ'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				JOB NO.		CA0608	671	889
				①		RET. WALL 'JJ'		59445

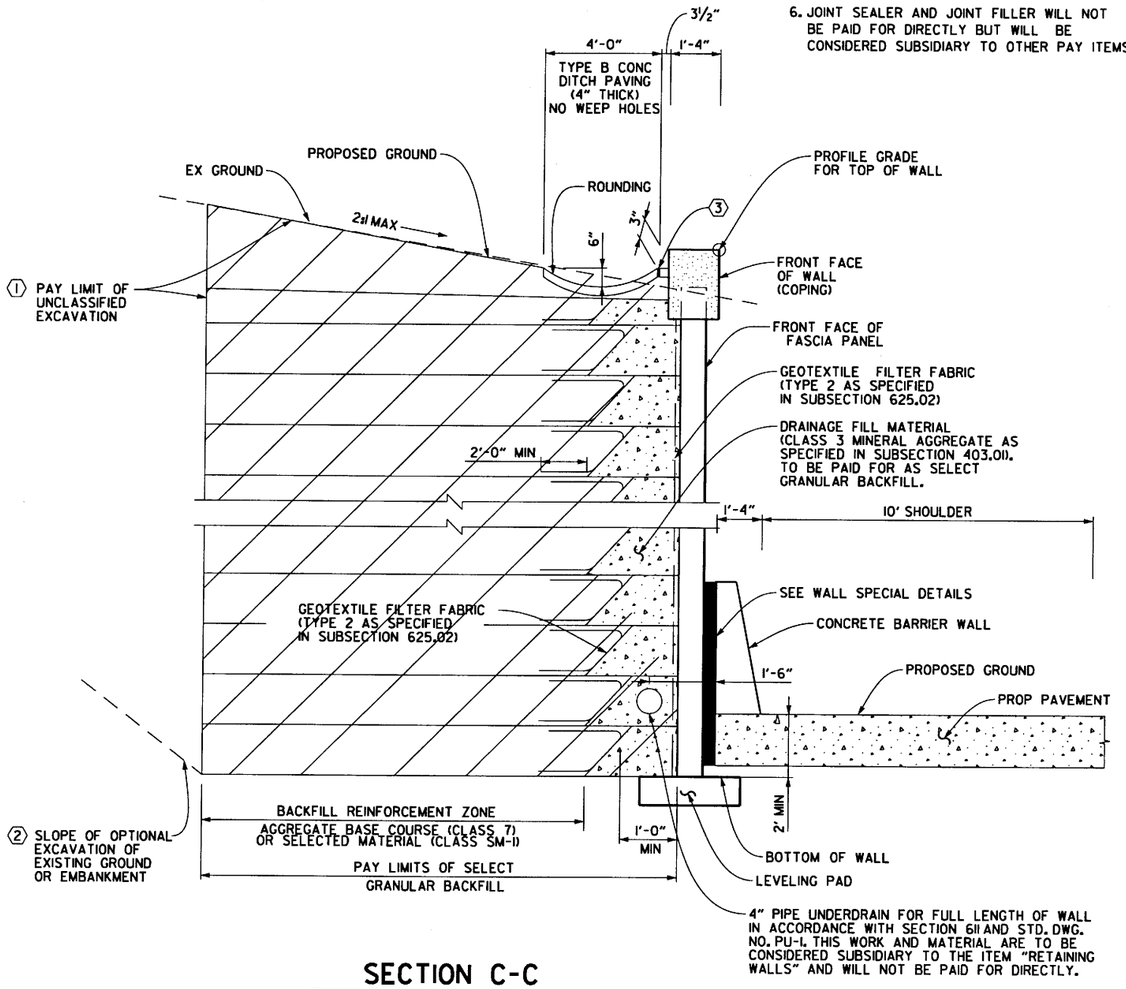
① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

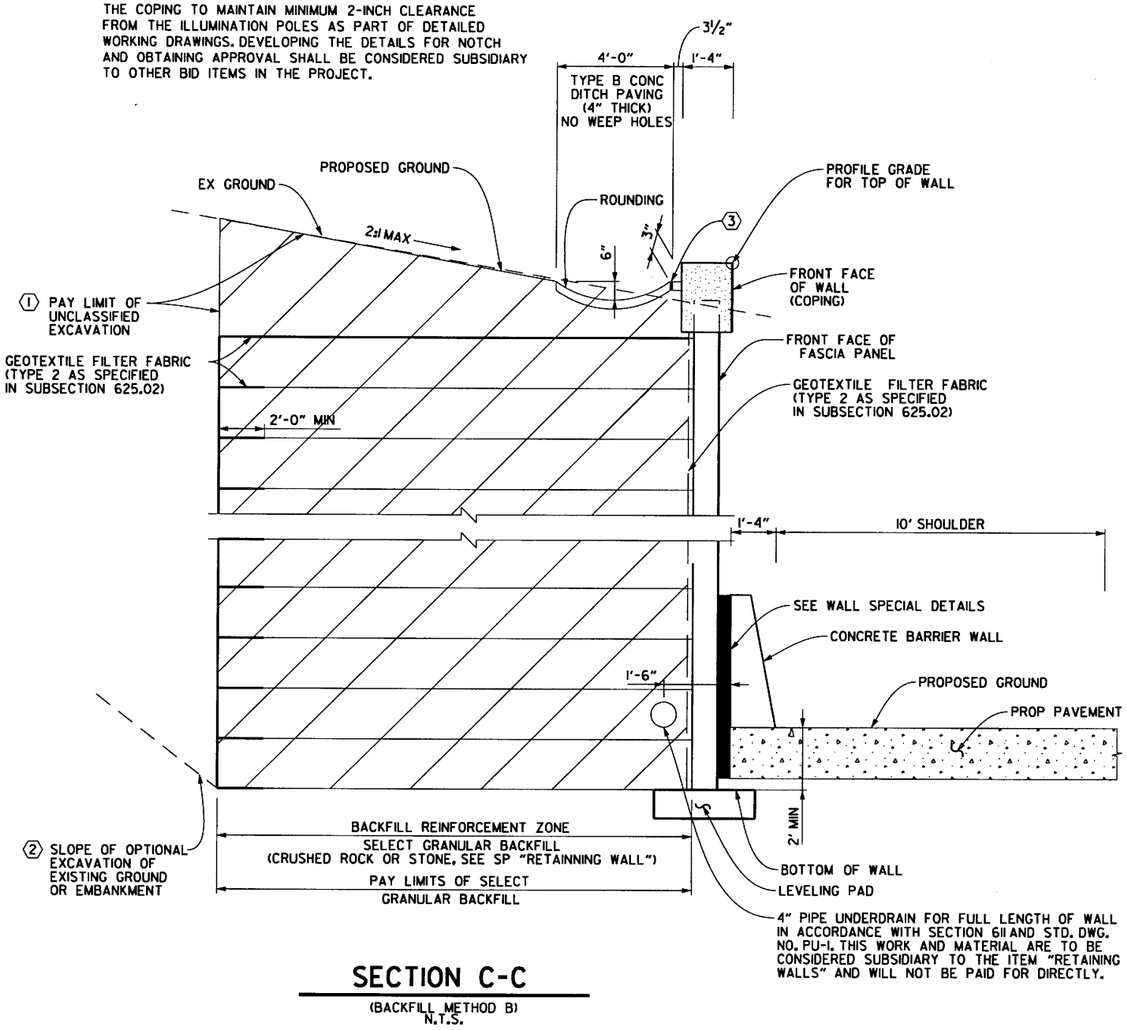
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 11,700 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION C-C

(BACKFILL METHOD A)
N.T.S.



SECTION C-C

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2017-04-27

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'JJ'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

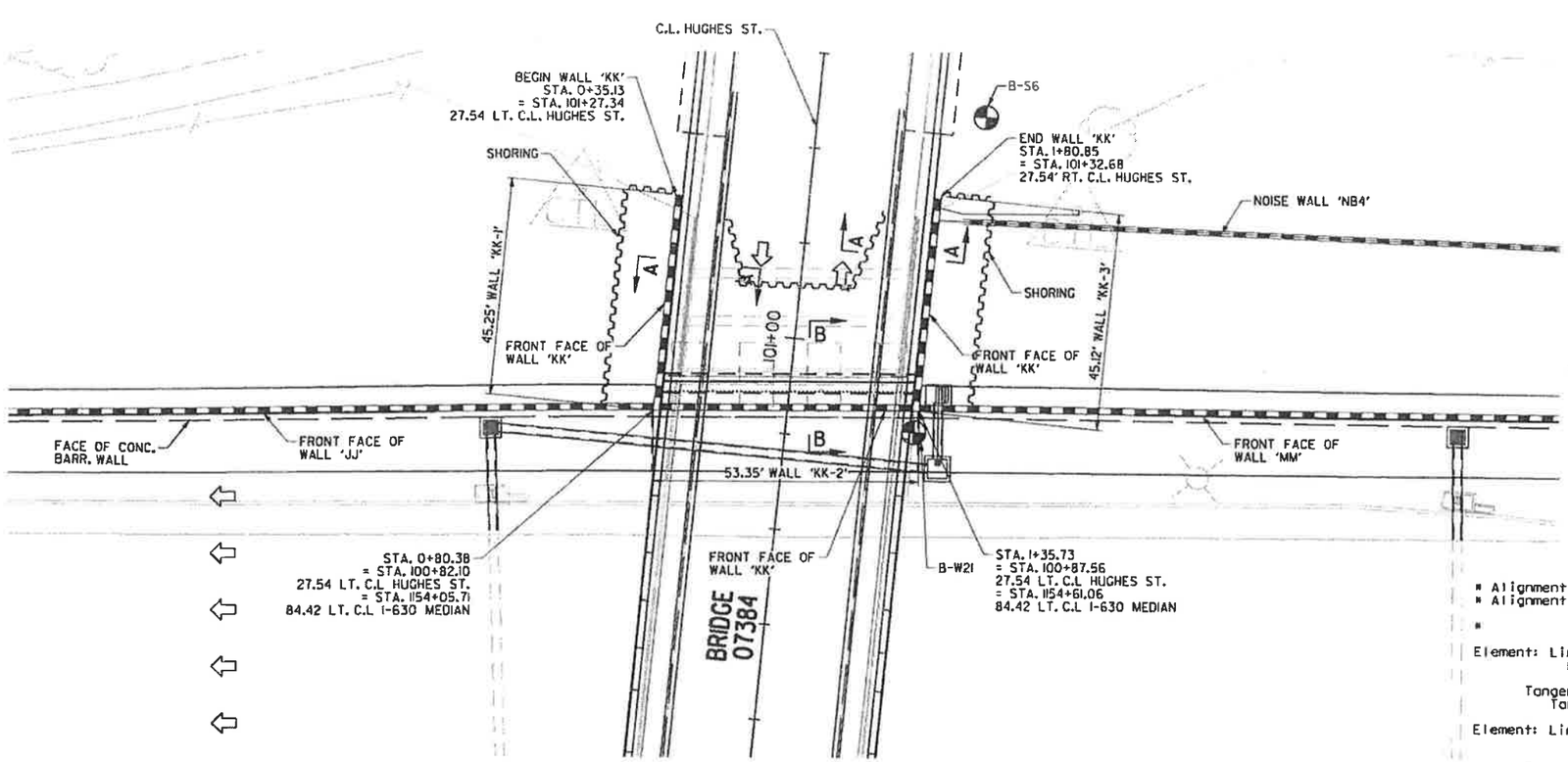
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				JOB NO.		CA0608	672	889
						RET. WALL 'KK'		59446



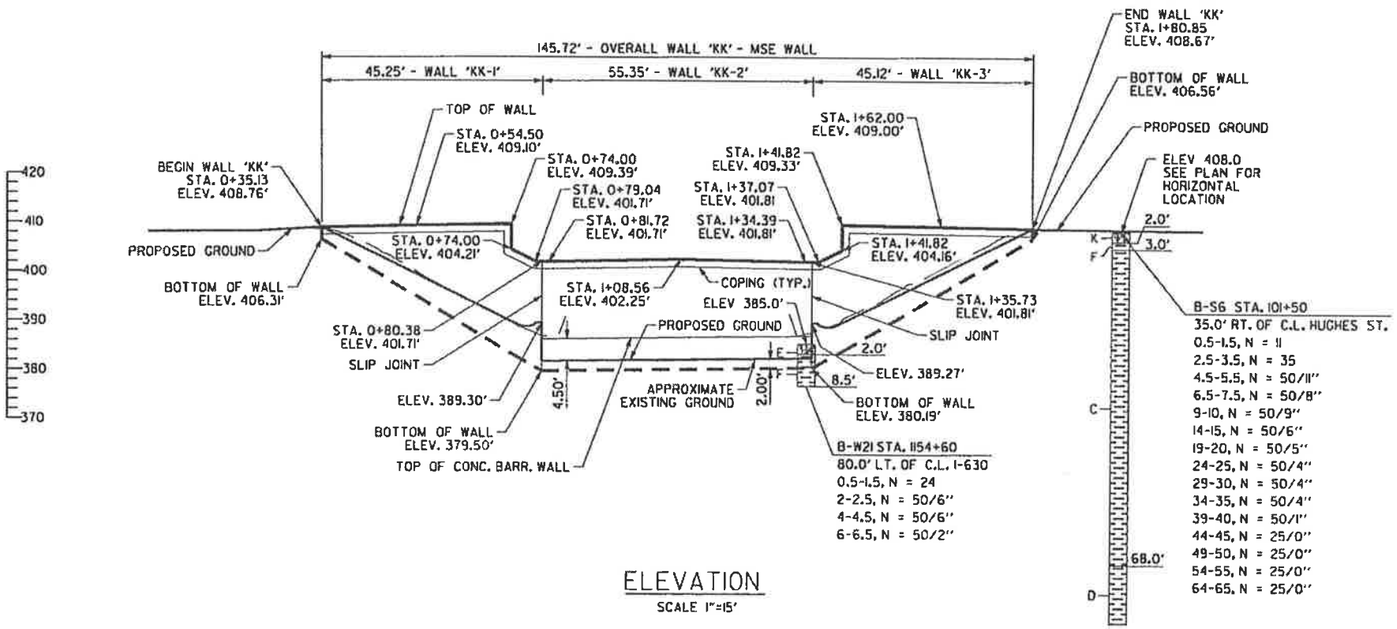
PLAN
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

* Alignment name: RW*KK
* Alignment description: MSE WALL
*

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2069184.3109	1207120.0354
PI ( )	0+80.38	2069103.9796	1207117.3416
Tangential Direction:	S 1°55'14.3" W		
Tangential Length:	80.38		
Element: Linear			
PI ( )	0+80.38	2069103.9796	1207117.3416
PI ( )	1+35.73	2069107.5970	1207172.5783
Tangential Direction:	N 86°15'11.3" E		
Tangential Length:	55.36		
Element: Linear			
PI ( )	1+35.73	2069107.5970	1207172.5783
POE ( )	2+15.82	2069187.6390	1207175.2613
Tangential Direction:	N 1°55'11.3" E		
Tangential Length:	80.09		



ELEVATION
SCALE 1"=15'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+35.13	408.76	408.76	406.31
0+60.13	409.18	396.42	391.28
0+85.13	401.78	381.54	379.54
1+10.13	402.22	381.86	379.86
1+35.13	401.81	382.19	380.19
1+60.13	409.03	398.44	394.32
1+80.85	408.67	408.67	406.56

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR ANSARI
2018-03-28

LAYOUT OF RETAINING WALL 'KK'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 2)

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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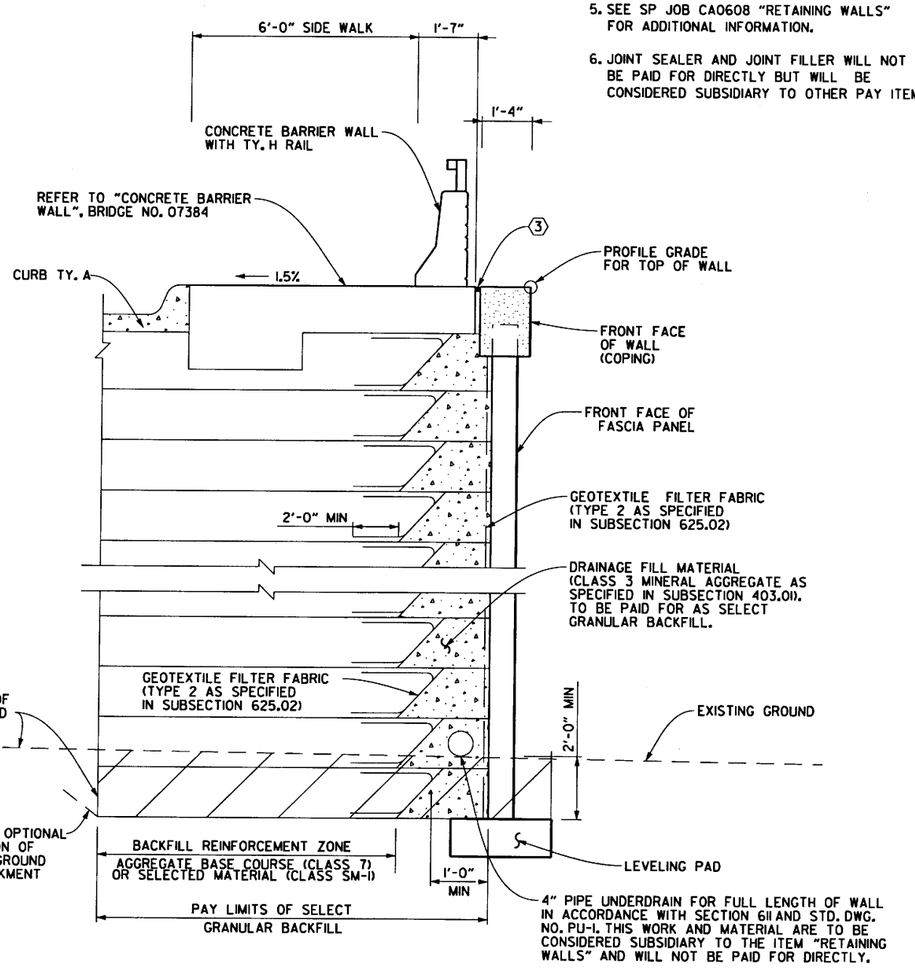
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				JOB NO.		CA0608	673	889
				①		RET. WALL 'KK'		59447

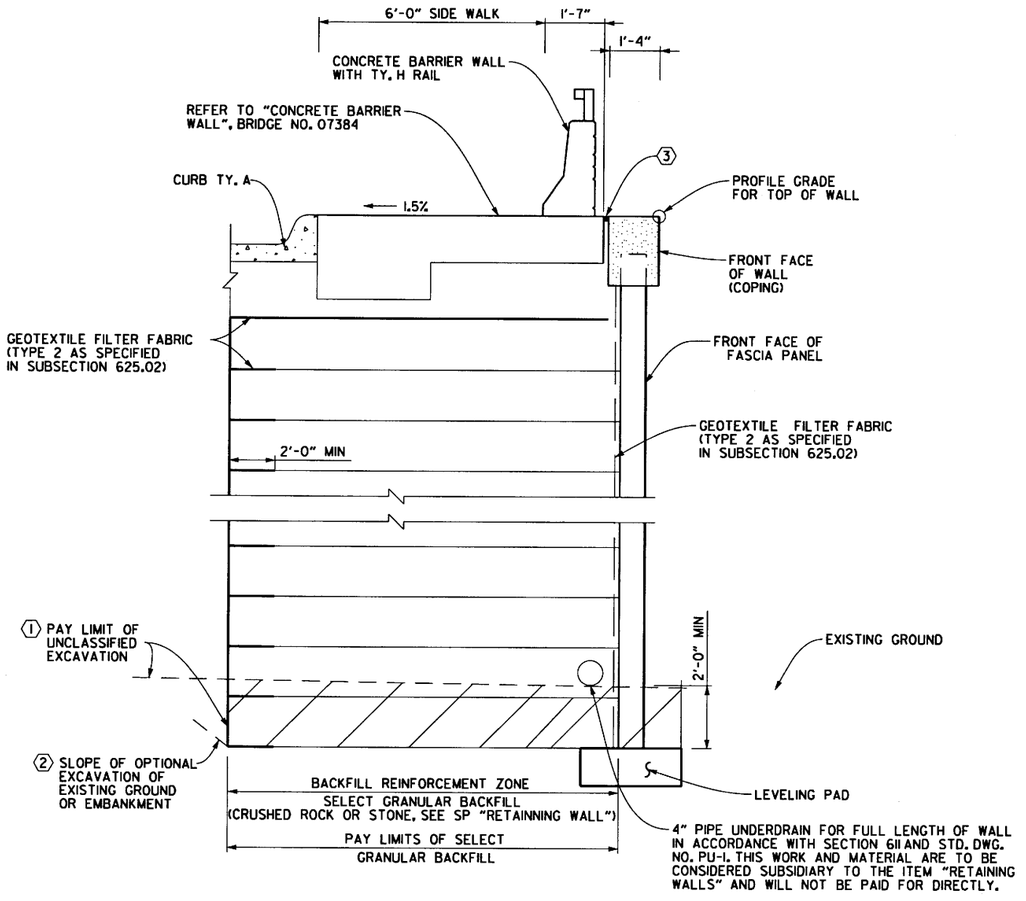
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'KK-1' AND 'KK-3') AND 11,700 PSF (WALL 'KK-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE..
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION A-A

(BACKFILL METHOD A)
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
N.T.S.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR ATAIE
No. 12404
2017-09-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'KK'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				JOB NO.		CA0608	674	889
				①		RET. WALL 'KK'		59448

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① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

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③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.

2. FACTORED BEARING RESISTANCE OF 4,063 PSF (WALL 'KK-1' AND 'KK-3') AND 11,700 PSF (WALL 'KK-2') ARE RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE..

3. SEISMIC PERFORMANCE ZONE: 1

4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.

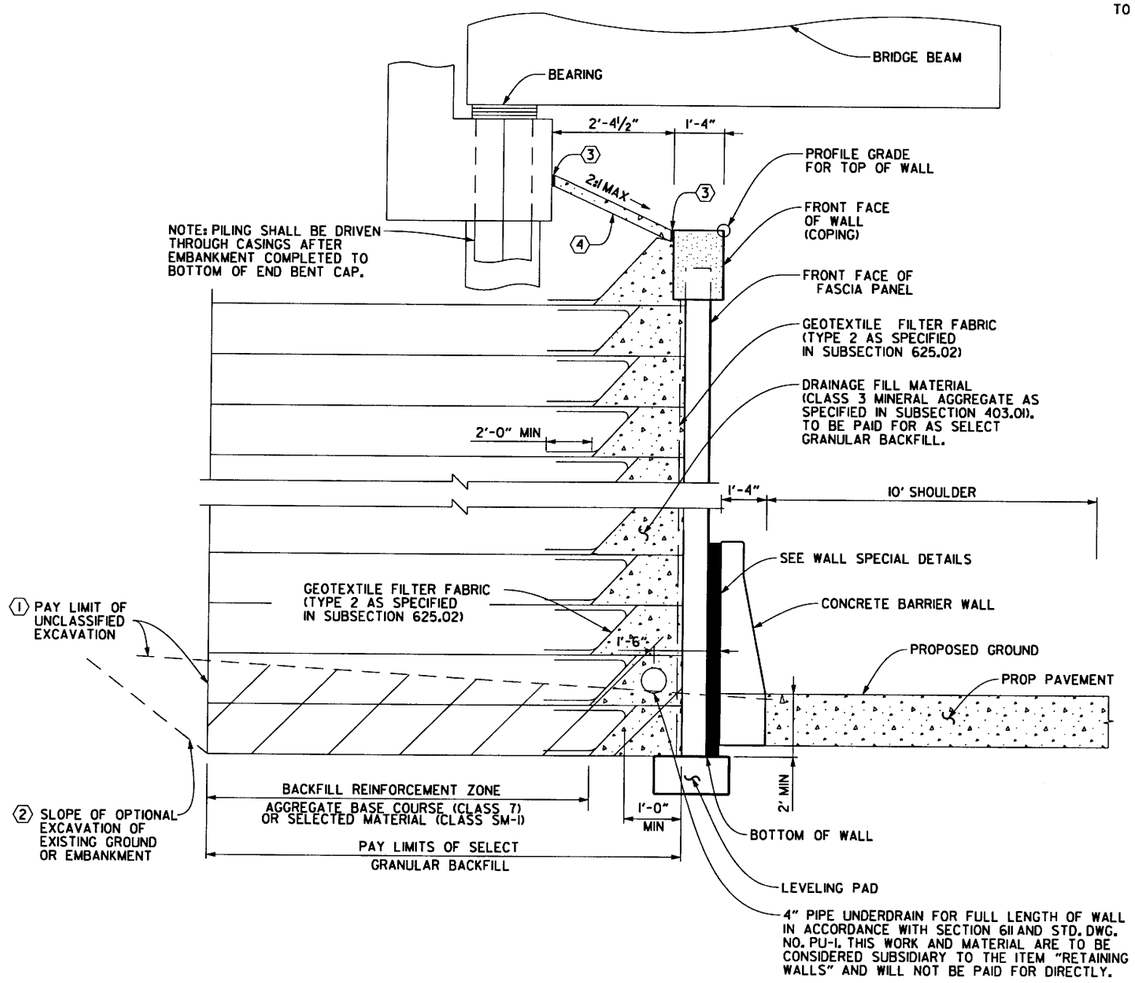
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.

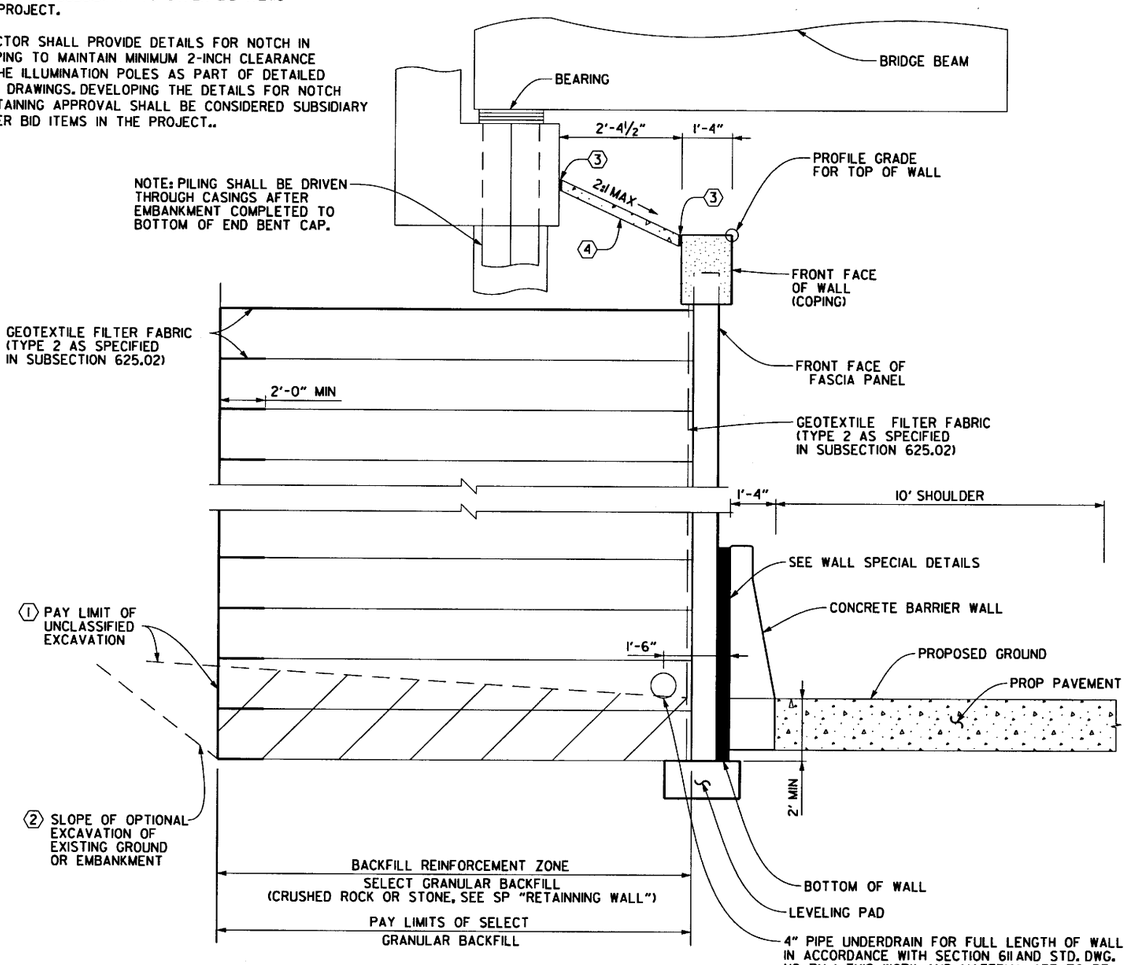
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT..



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SIVAHRIAR AZAD
2017-04-27

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'KK'

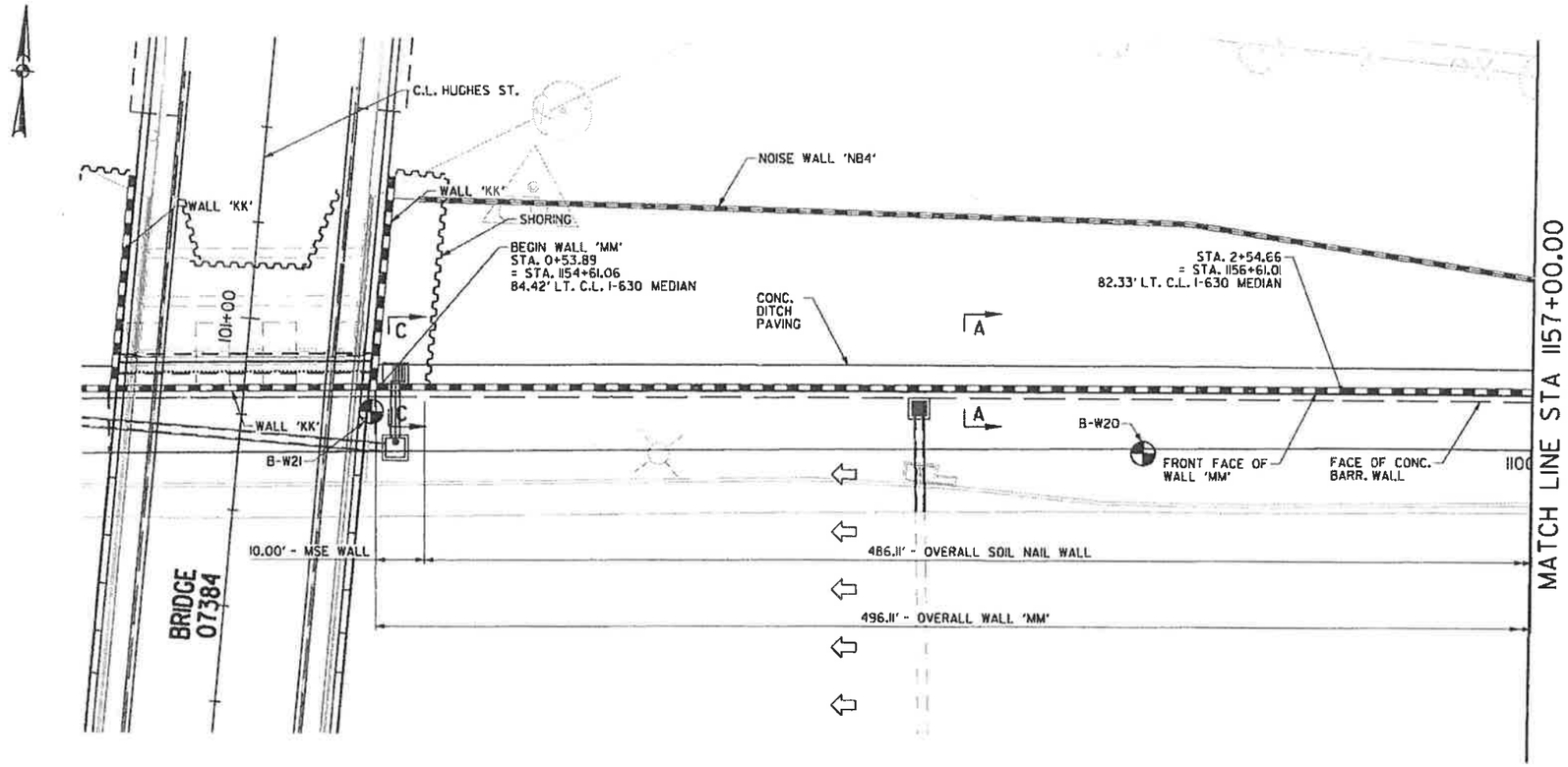
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

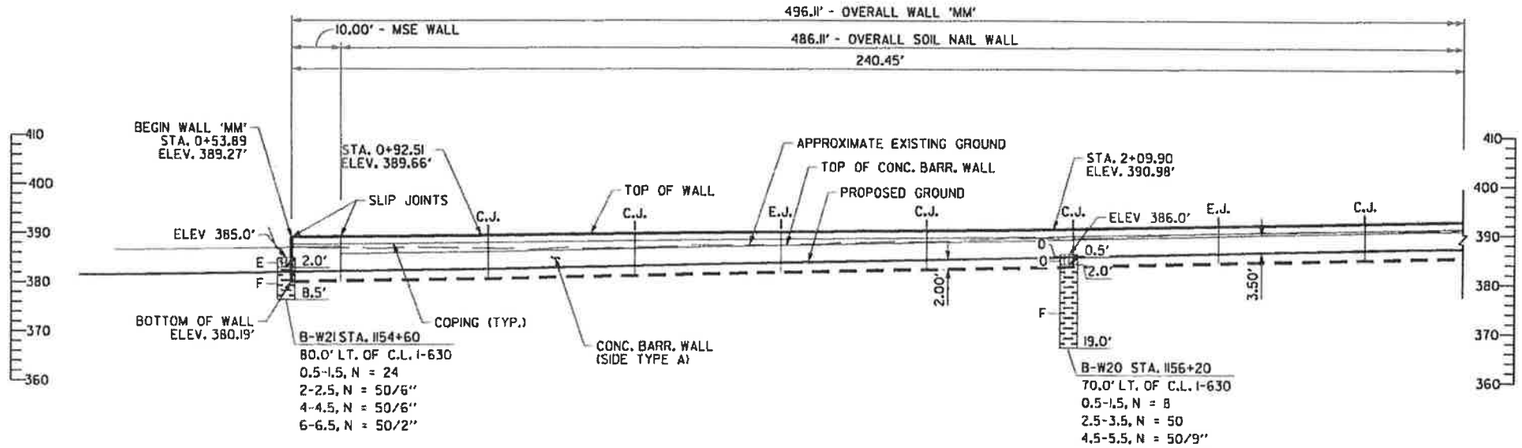
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03-28-18				6	ARK.			
				JOB NO.		CA0608	675	889
						RET. WALL 'MM'		59449



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+53.89	389.27	382.19	380.19
0+78.89	389.52	382.61	380.61
1+03.89	389.79	383.03	381.03
1+28.89	390.07	383.57	381.57
1+53.89	390.35	384.11	382.11
1+78.89	390.63	384.66	382.66
2+03.89	390.92	385.19	383.19
2+28.89	391.38	385.80	383.80
2+53.89	391.91	386.40	384.40
2+78.89	392.44	387.01	385.01
3+03.89	392.96	387.47	385.47
3+28.89	393.49	387.86	385.86
3+53.89	393.79	388.25	386.25
3+78.89	393.99	388.63	386.63
4+03.89	394.20	388.85	386.85
4+28.89	394.14	388.84	386.84
4+53.89	393.93	388.81	386.81
4+78.89	393.52	388.79	386.79
5+03.89	393.09	388.80	386.80
5+28.89	392.65	388.84	386.84
5+50.00	392.37	388.87	386.87

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-03-28

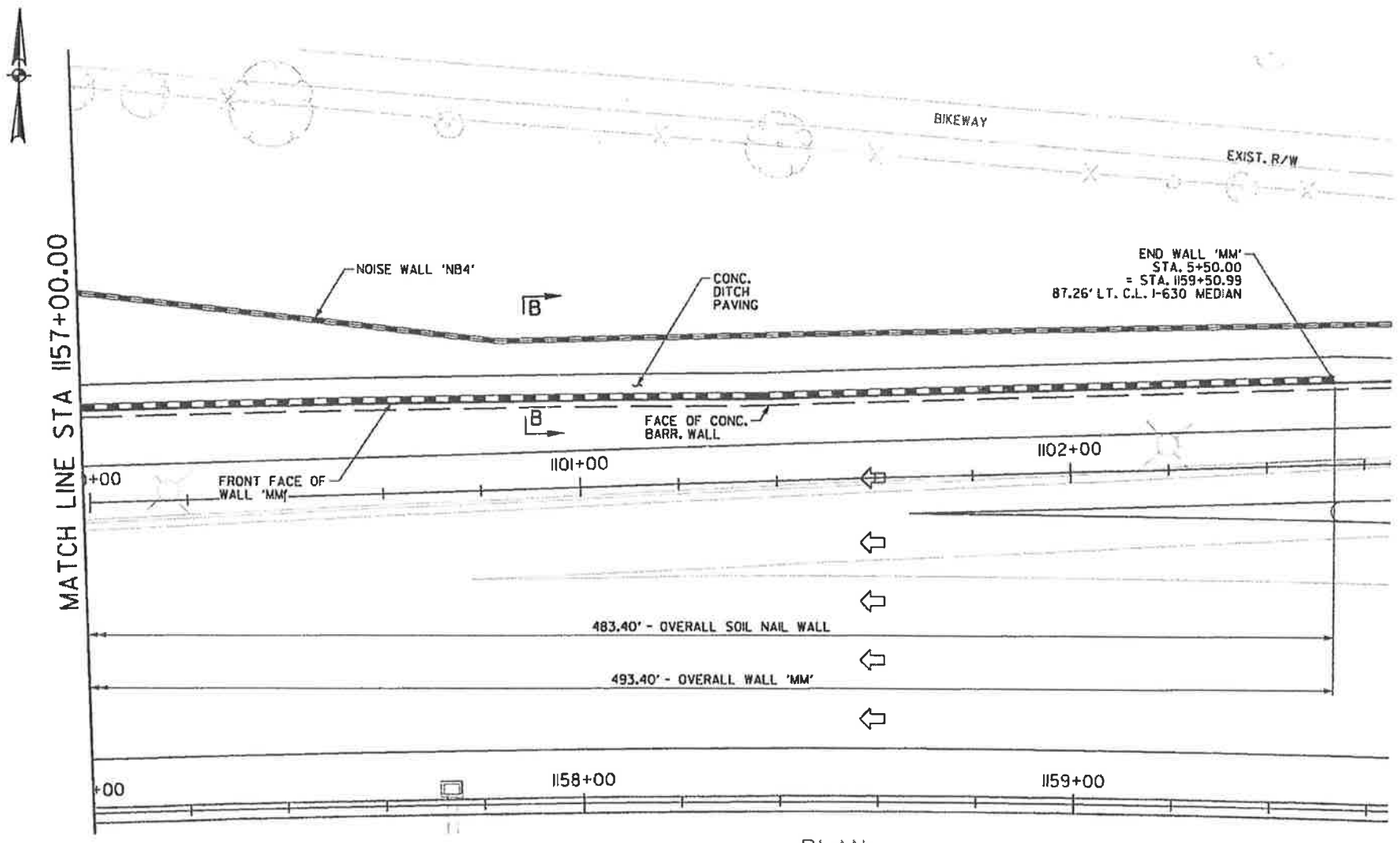
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LAYOUT OF RETAINING WALL 'MM'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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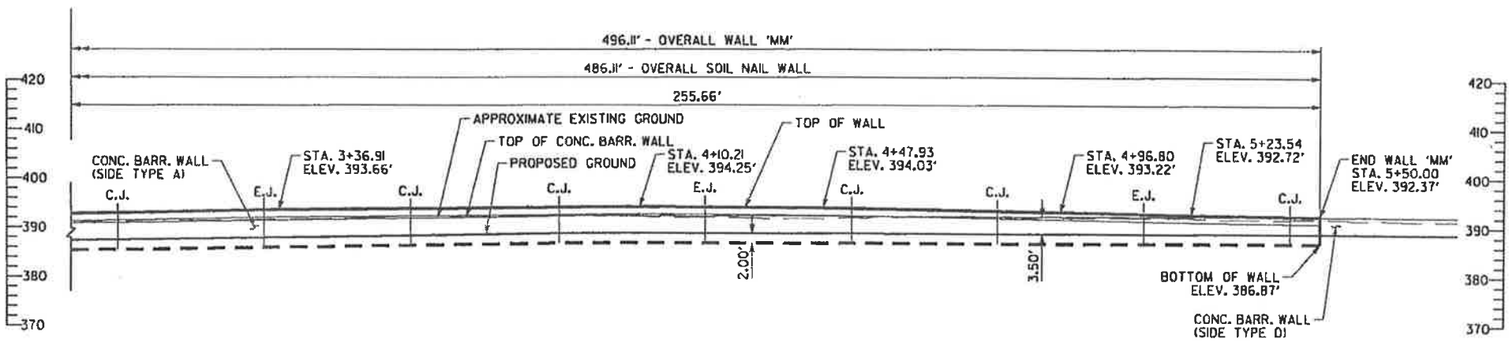
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03-28-18				6	ARK.			
				JOB NO.		CA0608	676	889
				RET. WALL 'MM'				59450



PLAN
SCALE 1"=15'



C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

ELEVATION
SCALE 1"=15'

```
* Alignment name: RW*MM
* Alignment description:
* Alignment style: Default
* Input Factor: 1.00000000
*
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	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2069104.0754	1207118.8034
PI ( )	0+53.85	2069107.5944	1207172.5384
Tangential Direction:	N 86°15'11.4" E		
Tangential Length:	53.85		
Element: Linear			
PI ( )	0+53.85	2069107.5944	1207172.5384
PC ( )	2+54.66	2069118.4180	1207373.0552
Tangential Direction:	N 86°54'36.9" E		
Tangential Length:	200.81		
Element: Circular			
PC ( )	2+54.66	2069118.4180	1207373.0552
PI ( )	3+43.48	2069123.3618	1207461.7361
CC ( )		2064459.6561	1207632.7729
PT ( )	4+32.27	2069124.9271	1207550.5409
Radius:	4666.00		
Delta:	2°10'51.7" Right		
Degree of Curvature(Arc):	1°13'40.6"		
Length:	177.62		
Tangent:	88.82		
Chord:	177.60		
Middle Ordinate:	0.85		
External:	0.85		
Tangent Direction:	N 86°48'33.0" E		
Radial Direction:	S 3°11'27.0" E		
Chord Direction:	N 87°53'58.8" E		
Radial Direction:	S 1°00'35.3" E		
Tangent Direction:	N 88°59'24.7" E		
Element: Linear			
PT ( )	4+32.27	2069124.9271	1207550.5409
POE ( )	6+66.19	2069135.8947	1207784.1972
Tangential Direction:	N 87°18'45.2" E		
Tangential Length:	233.91		

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AHMED
2018-03-28

SHEET 2 OF 2
LAYOUT OF RETAINING WALL 'MM'

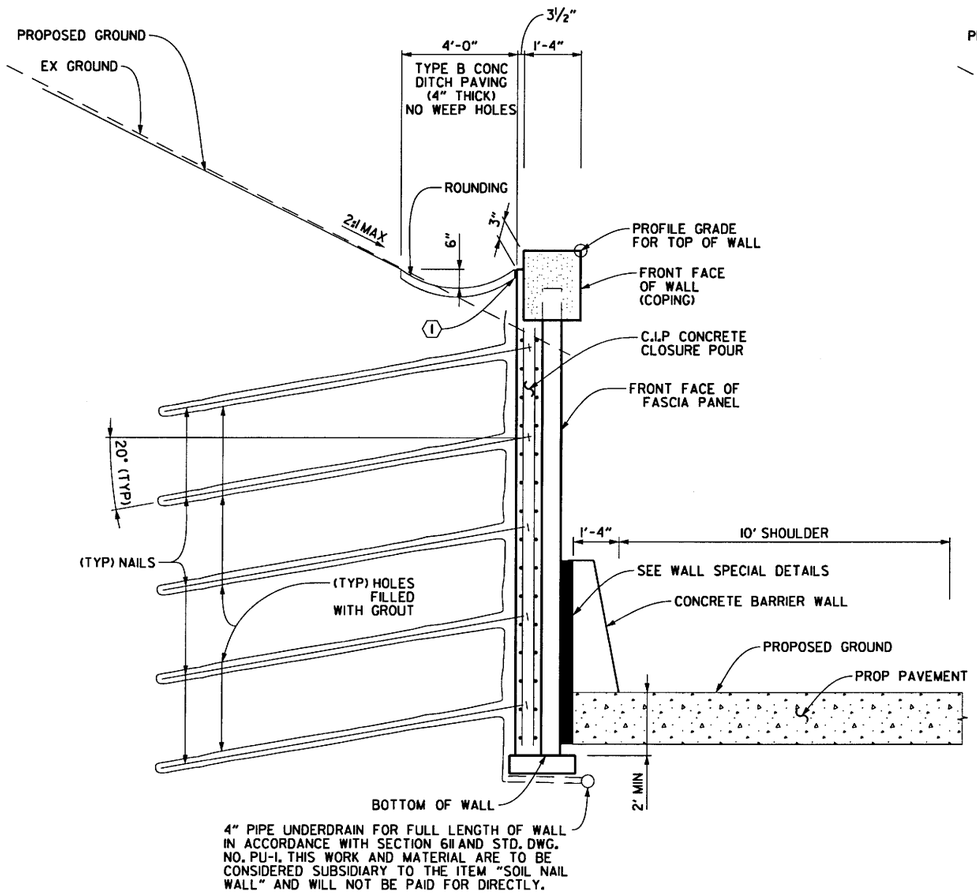
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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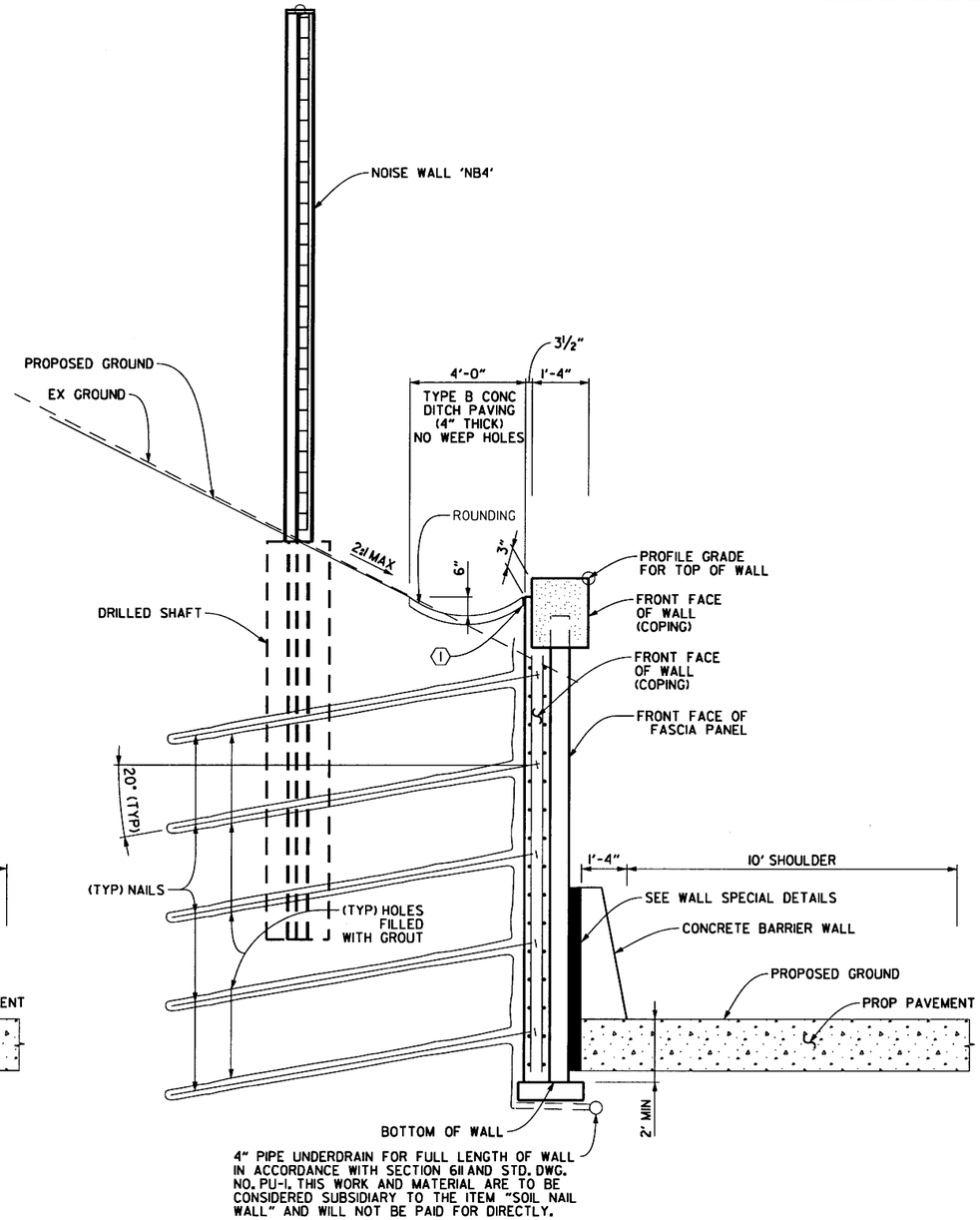
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				6	ARK.			
				JOB NO.		CA0608	677	889
						RET. WALL 'MM'		59451



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: 1
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
8. CONTRACTOR SHALL DESIGN THE SOIL NAIL WALL SYSTEM TO AVOID CONFLICT WITH THE NOISE WALL 'NB4'.

(1) AASHTO M183 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 2017-04-27

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'MM'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				JOB NO.		CA0608	678	889
				①		RET. WALL 'MM'		59452

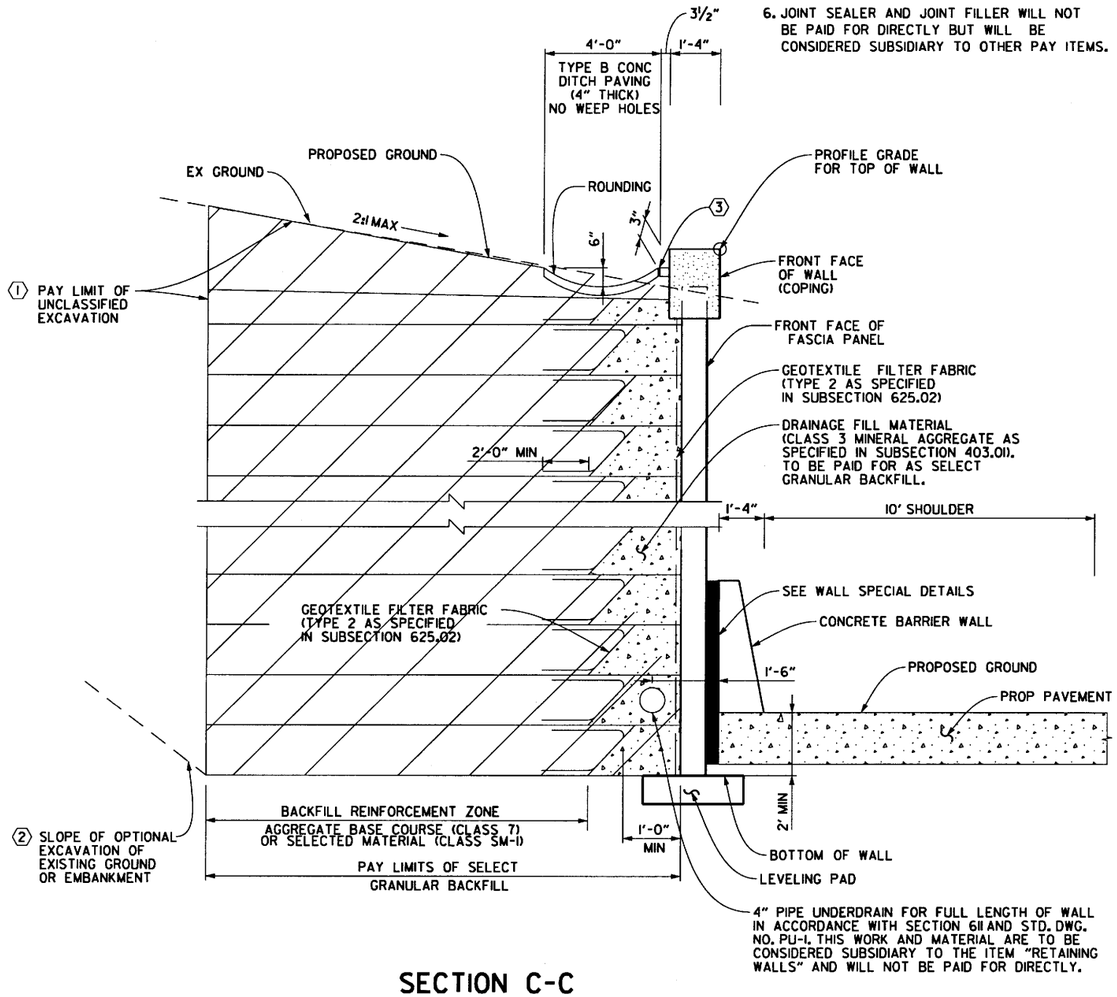
① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

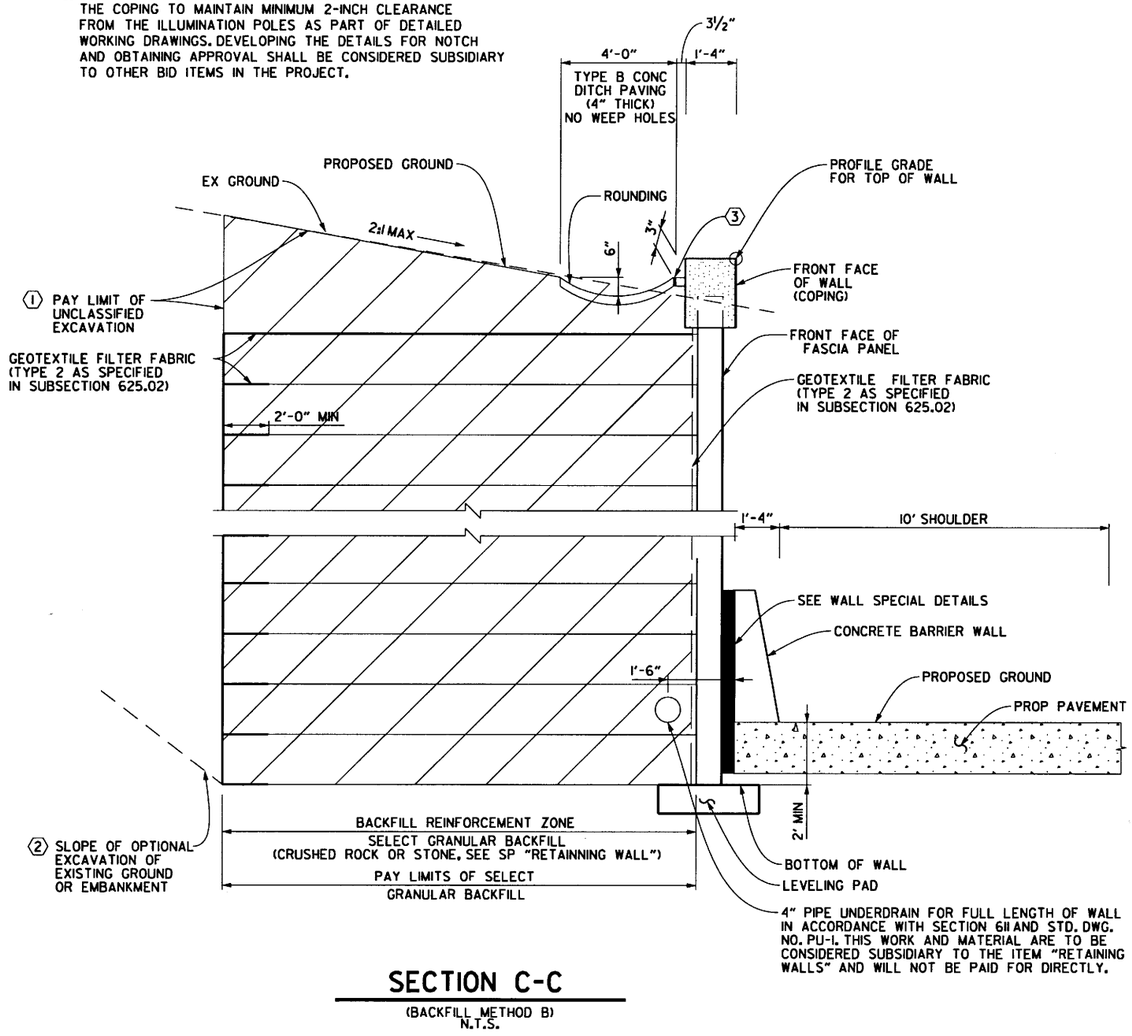
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. A FACTORED BEARING RESISTANCE OF 11,700 PSF IS RECOMMENDED FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE.
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION C-C

(BACKFILL METHOD A)
N.T.S.



SECTION C-C

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHAHRIAR NAZARI
2017-09-27

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'MM'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

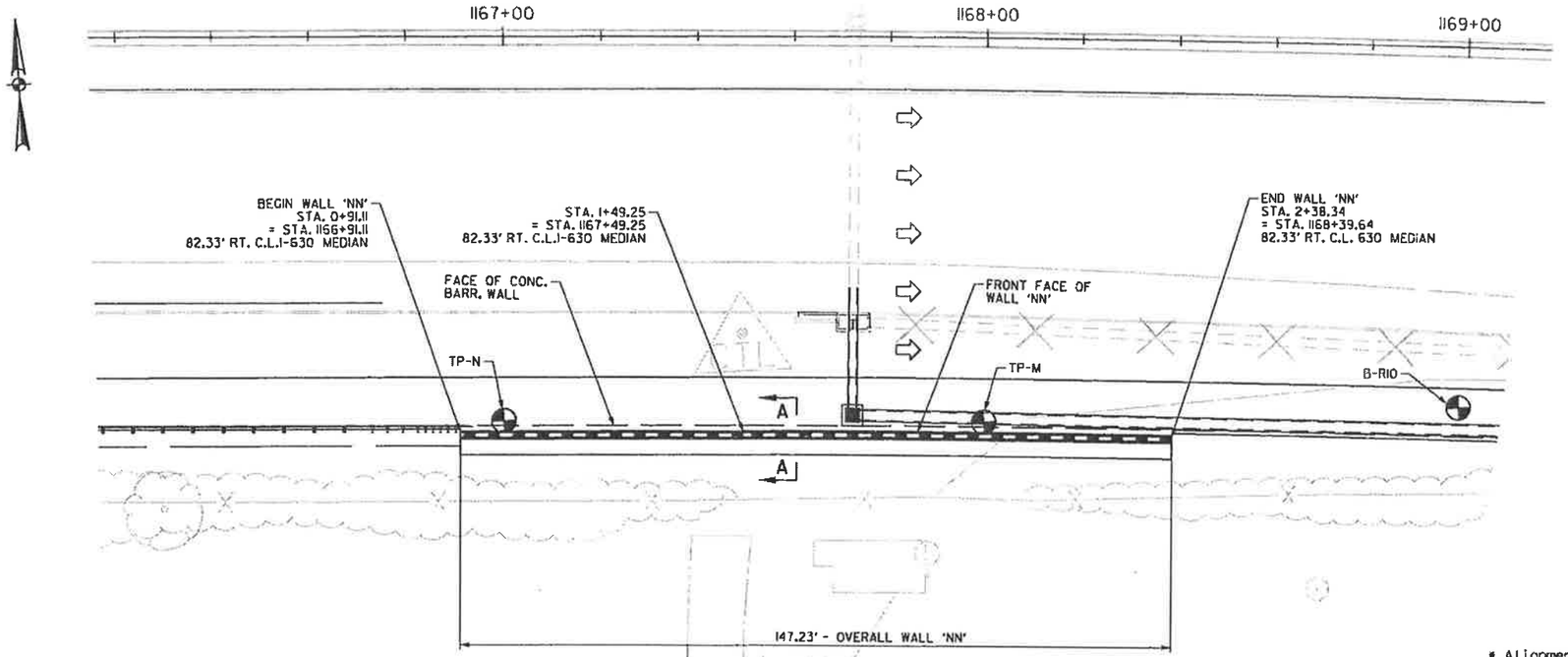
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03-28-18			

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JOB NO.		CA0608	679	889
①	RET. WALL 'NN'			59453



PLAN

SCALE 1"=15'

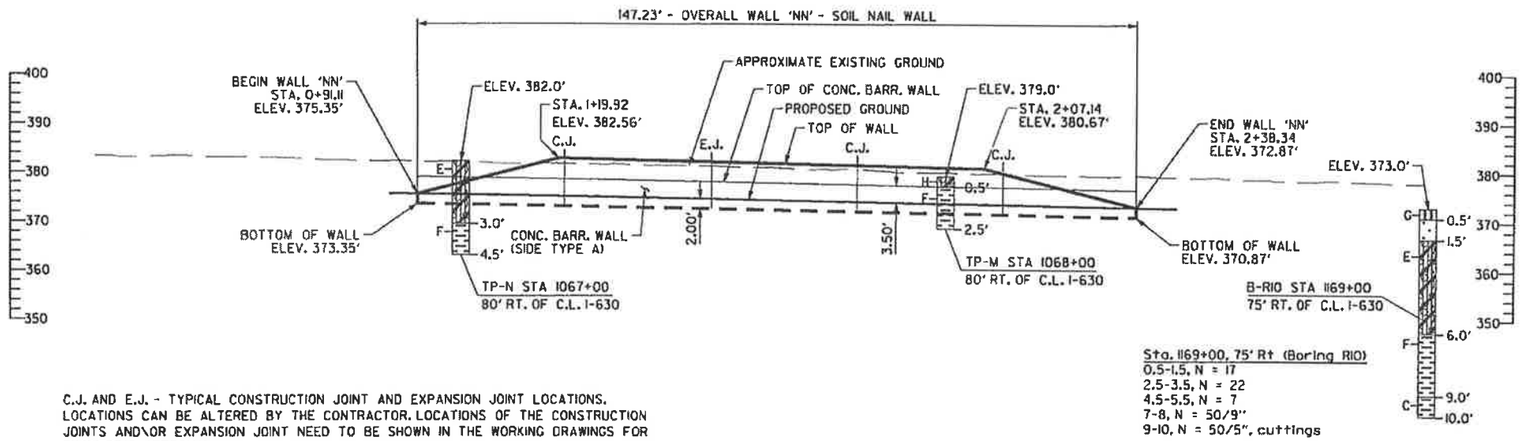
STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+91.11	375.35	375.35	373.35
1+16.11	381.61	374.94	372.94
1+41.11	382.10	374.51	372.51
1+66.11	381.56	374.09	372.09
1+91.11	381.01	373.66	371.66
2+16.11	378.42	373.24	371.24
2+38.34	372.87	372.87	370.87

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".

* Alignment name: RW NN
* Alignment description:
*

		STATION	NORTHING	EASTING
Element: Linear				
POB	( )	0+00.00	2068932.6692	1208311.7193
PC	( )	1+49.25	2068925.2187	1208460.7825
Tangential Direction:		S 87°08'19.1" E		
Tangential Length:		149.25		
Element: Circular				
PC	( )	1+49.25	2068925.2187	1208460.7825
PI	( )	2+23.48	2068921.5131	1208534.9207
CC	( )		2063290.0086	1208179.1237
PT	( )	2+97.70	2068915.8584	1208608.9357
Radius:		5642.24		
Delta:		1°30'27.0" Right		
Degree of Curvature(Arc):		1°00'55.7"		
Length:		148.45		
Tangent:		74.23		
Chord:		148.45		
Middle Ordinate:		0.49		
External:		0.49		
Tangent Direction:		S 87°08'19.1" E		
Radial Direction:		S 2°51'40.9" W		
Chord Direction:		S 86°23'05.5" E		
Radial Direction:		S 4°22'08.0" W		
Tangent Direction:		S 85°37'52.0" E		



ELEVATION

SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

Sta. 1169+00, 75' Rt (Boring RIO)
0.5-1.5, N = 17
2.5-3.5, N = 22
4.5-5.5, N = 7
7-8, N = 50/9"
9-10, N = 50/5", cuttings

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14401
2018-03-28

LAYOUT OF RETAINING WALL 'NN'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

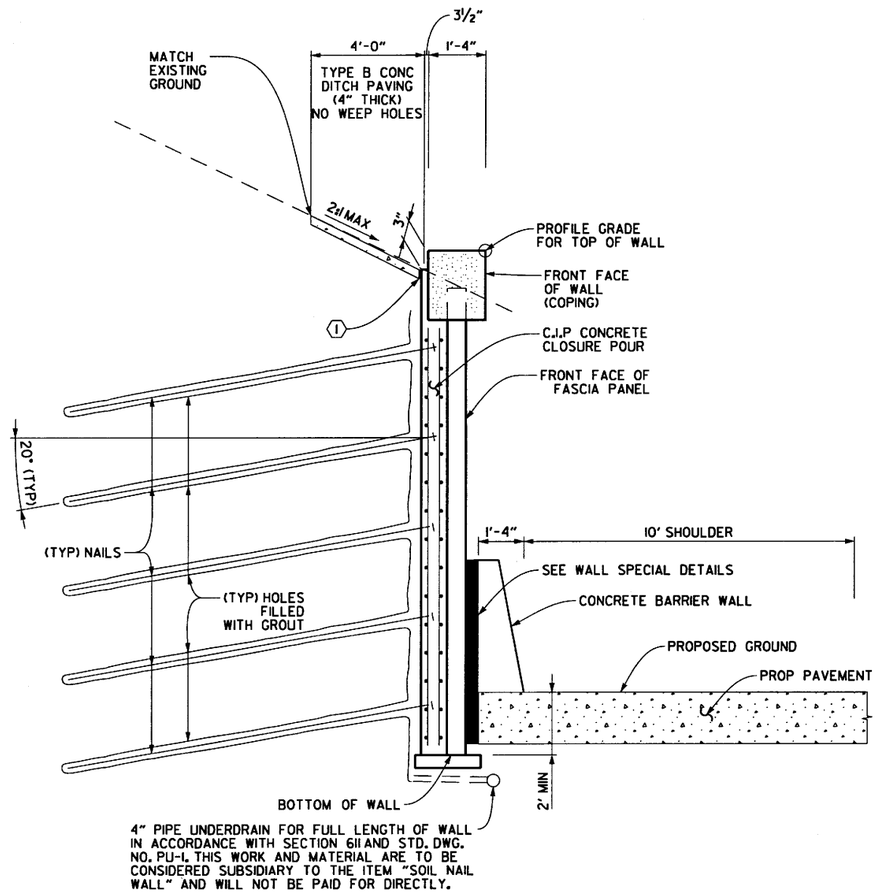
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LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0608	680	889
						RET. WALL 'NN'		59454



SECTION A-A

N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: 1
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

(1) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12004 SHANE R. ATKINS

2017-09-27

SECTIONS OF RETAINING WALL 'NN'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	1/10/2015		

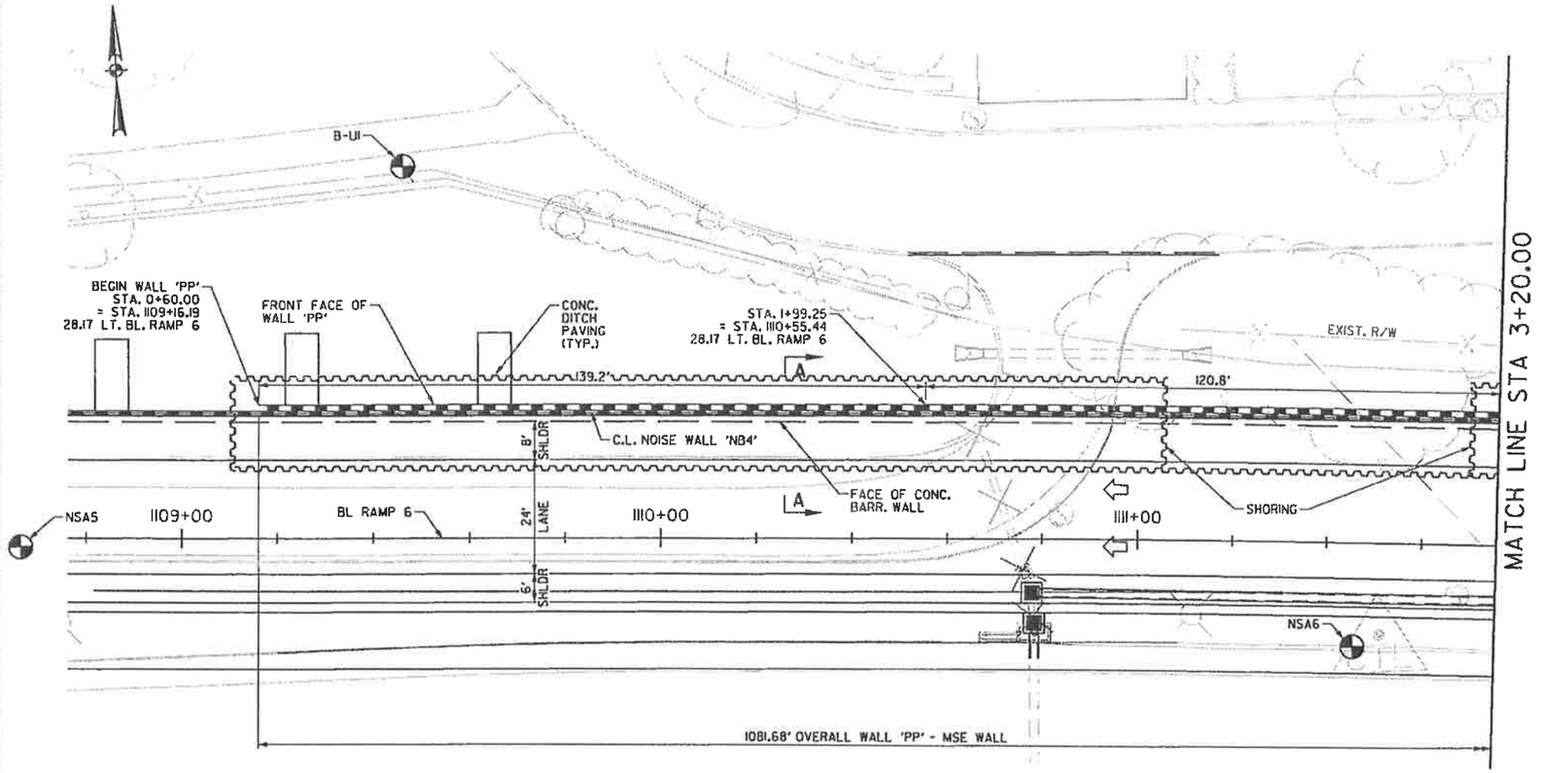
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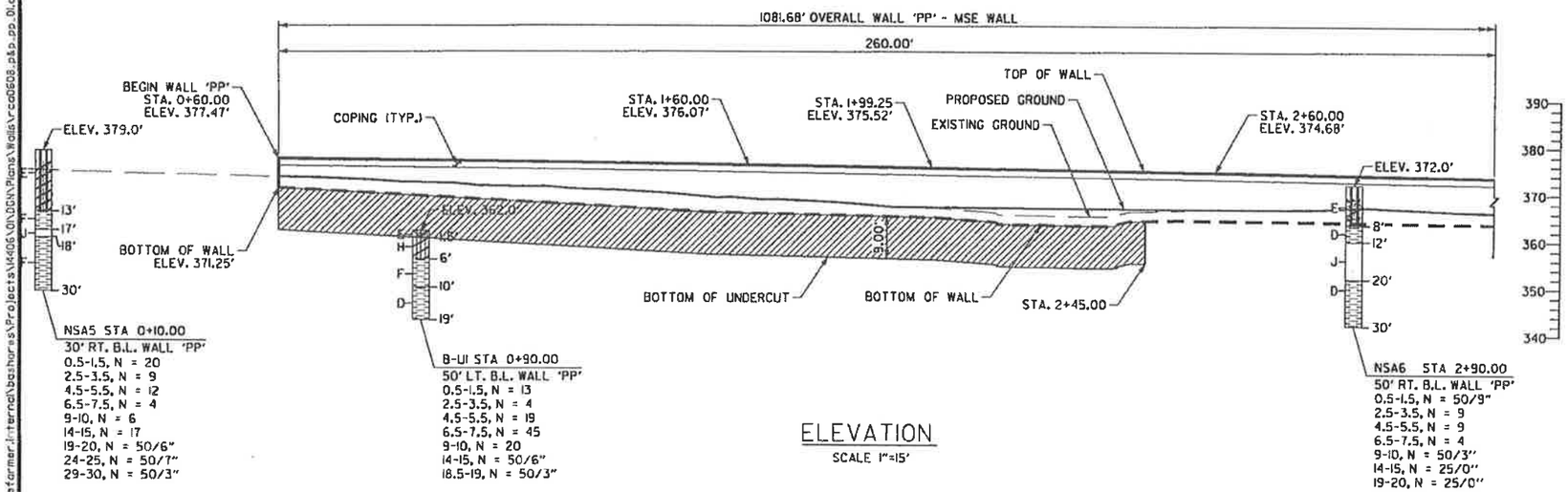
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
03-28-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	681	889
①		RET. WALL 'PP'		59455



PLAN

SCALE 1"=15'



NSA5 STA 0+10.00
30' RT. B.L. WALL 'PP'
0.5-1.5, N = 20
2.5-3.5, N = 9
4.5-5.5, N = 12
6.5-7.5, N = 4
9-10, N = 6
14-15, N = 17
19-20, N = 50/6"
24-25, N = 50/7"
29-30, N = 50/3"

B-UI STA 0+90.00
50' LT. B.L. WALL 'PP'
0.5-1.5, N = 13
2.5-3.5, N = 4
4.5-5.5, N = 19
6.5-7.5, N = 45
9-10, N = 20
14-15, N = 50/6"
18.5-19, N = 50/3"

NSA6 STA 2+90.00
50' RT. B.L. WALL 'PP'
0.5-1.5, N = 50/9"
2.5-3.5, N = 9
4.5-5.5, N = 9
6.5-7.5, N = 4
9-10, N = 50/3"
14-15, N = 25/0"
19-20, N = 25/0"

ELEVATION

SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

BORING LEGEND:

D - Moderately hard to hard dark gray shale
E - Firm to very stiff brown, tan, reddish tan, reddish brown, and gray silty clay with shale/sandstone fragments (fill)
F - Low hardness to moderately hard reddish tan, tan, gray, and maroon highly weathered shale
G - Medium dense to dense brown fine sandy silt with sandstone and quartz fragments (fill)
H - Soft to very stiff reddish tan and tan silty clay with shale and sandstone fragments
I - Moderately hard dark gray slightly weathered shale
J - Hard gray fine-grained sandstone
U - Dense to very dense tan and brown clayey fine to coarse gravel, sandy
V - Dense brown silt, cement treated

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2019-03-29

SHEET 1 OF 5
LAYOUT OF RETAINING WALL 'PP'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

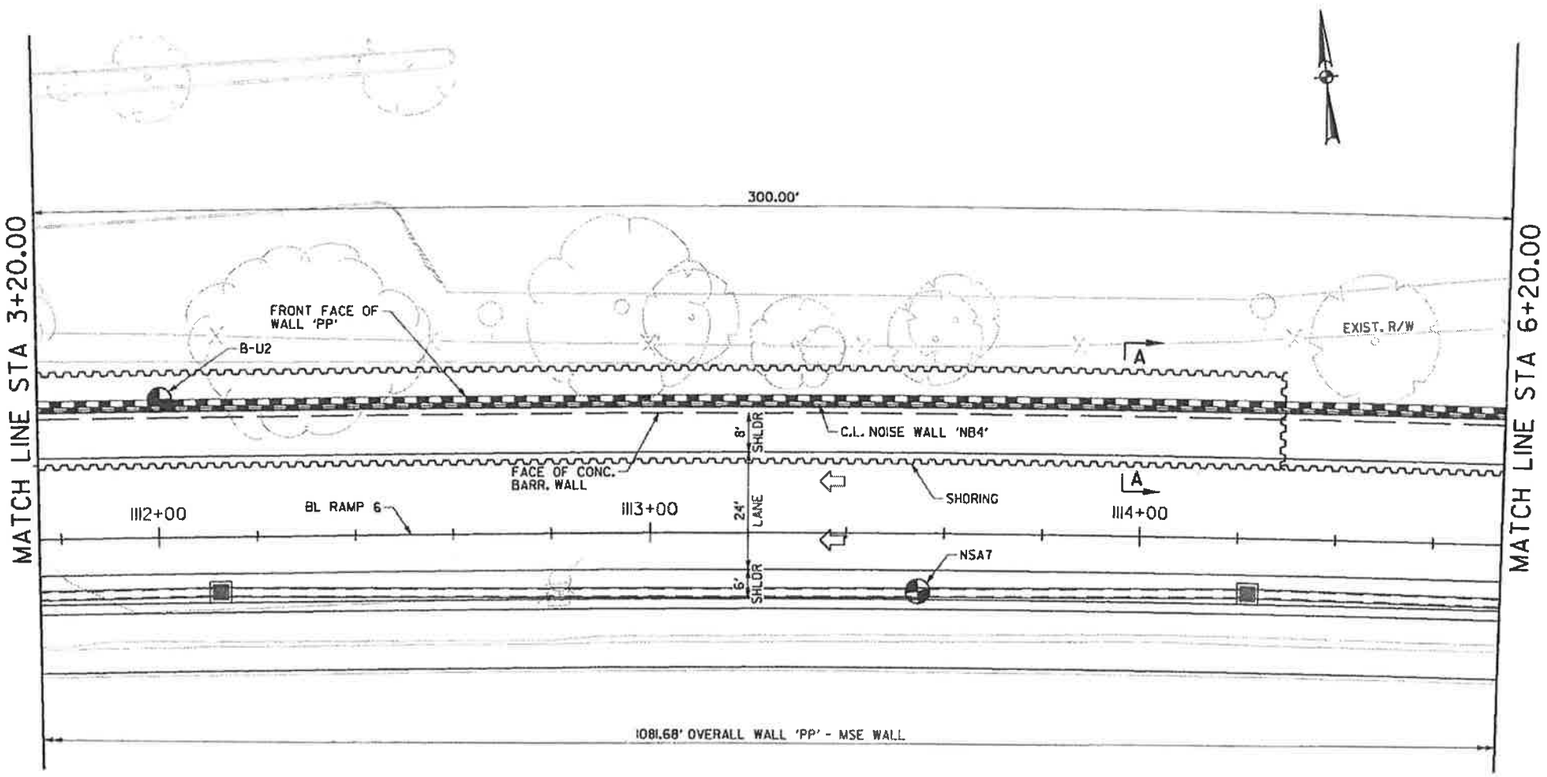
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DESIGNED BY:	DCD	DATE:	5/5/2017

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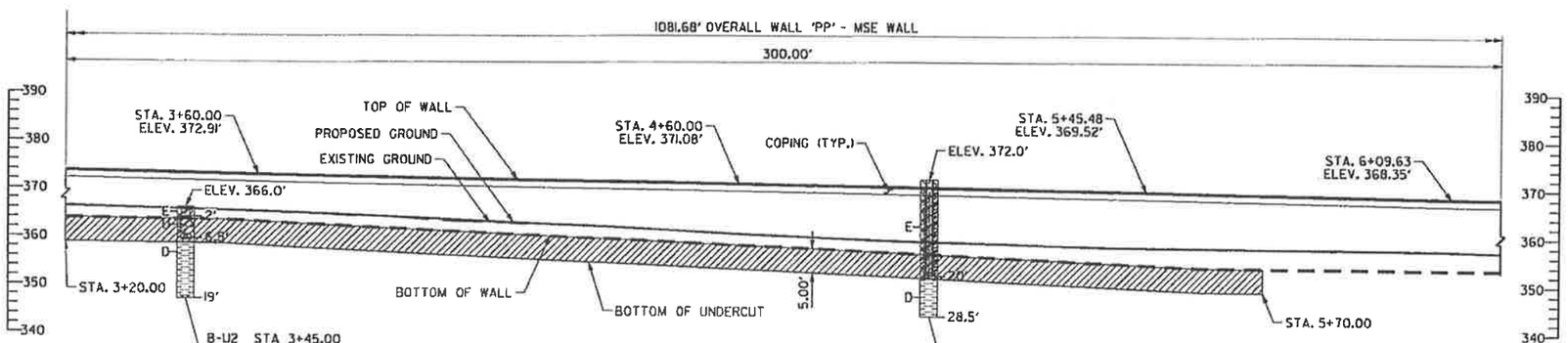
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
03-28-18				6	ARK.			
				JOB NO.		CA0608	682	889
						RET. WALL 'PP'		59456



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
5. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
6. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
7. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH USING COLOR CHIP NUMBER 33522. REFER TO SP JOB CA0608 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11464
SHAHRIAR SAADAT
2018-03-28

SHEET 2 OF 5
LAYOUT OF RETAINING WALL 'PP'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

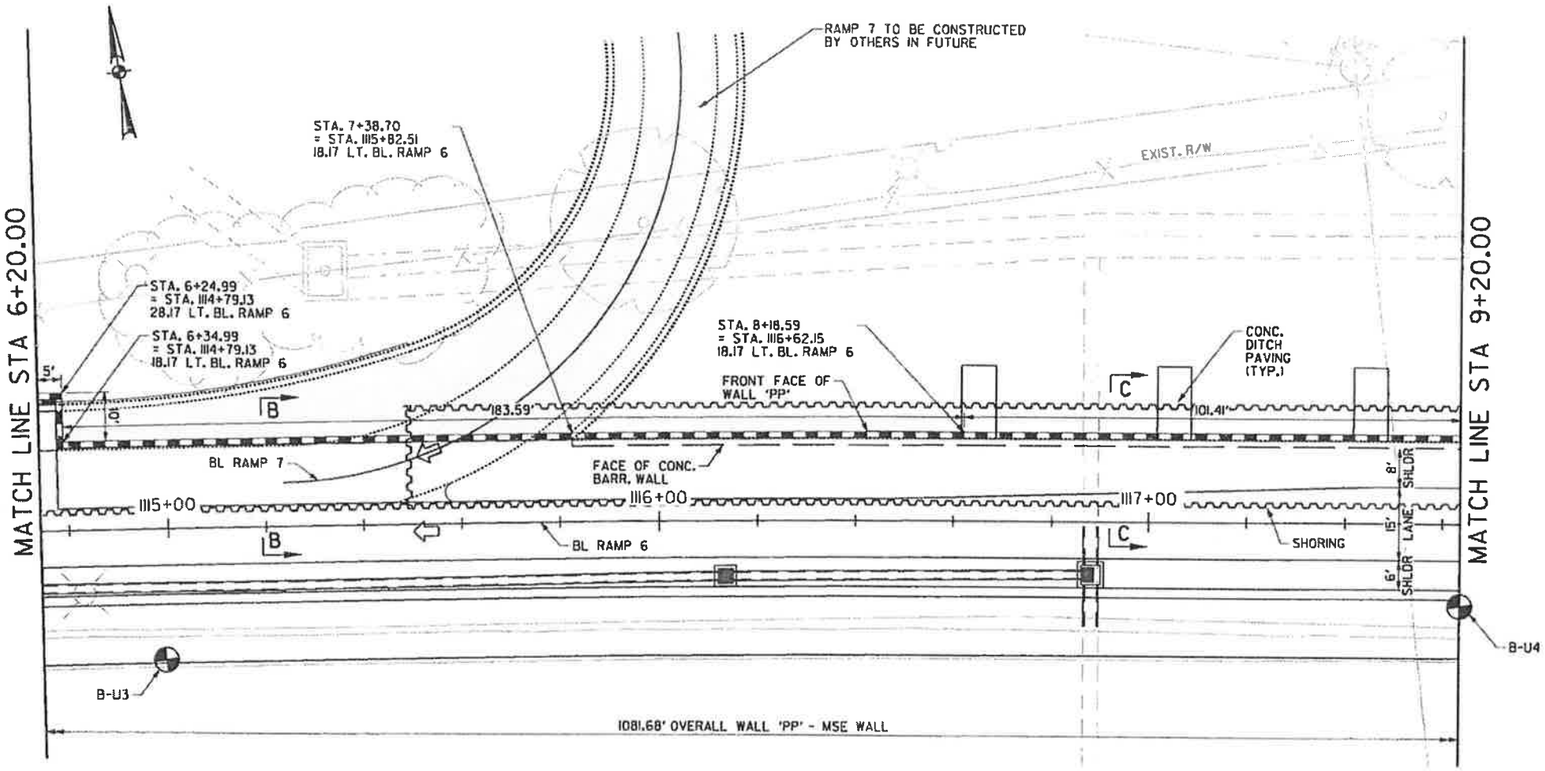
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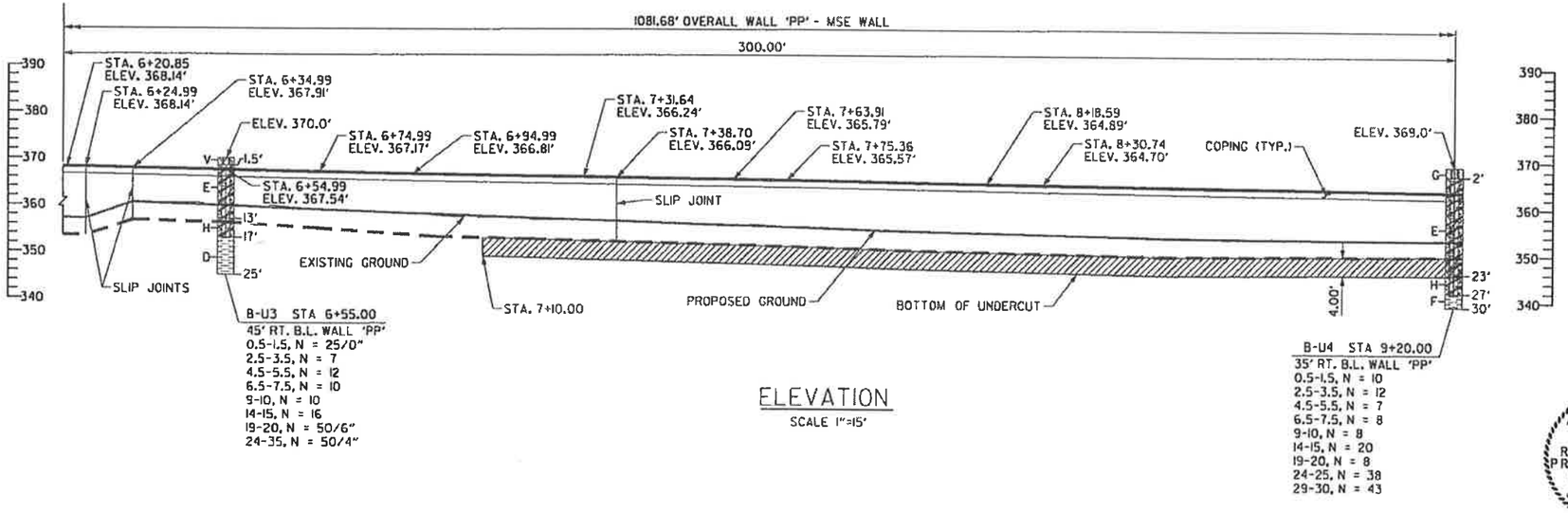
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03-28-18				6	ARK.			
				JOB NO.		CA0608	683	689
				①		RET. WALL 'PP'		59457



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
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10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR
2018-03-28

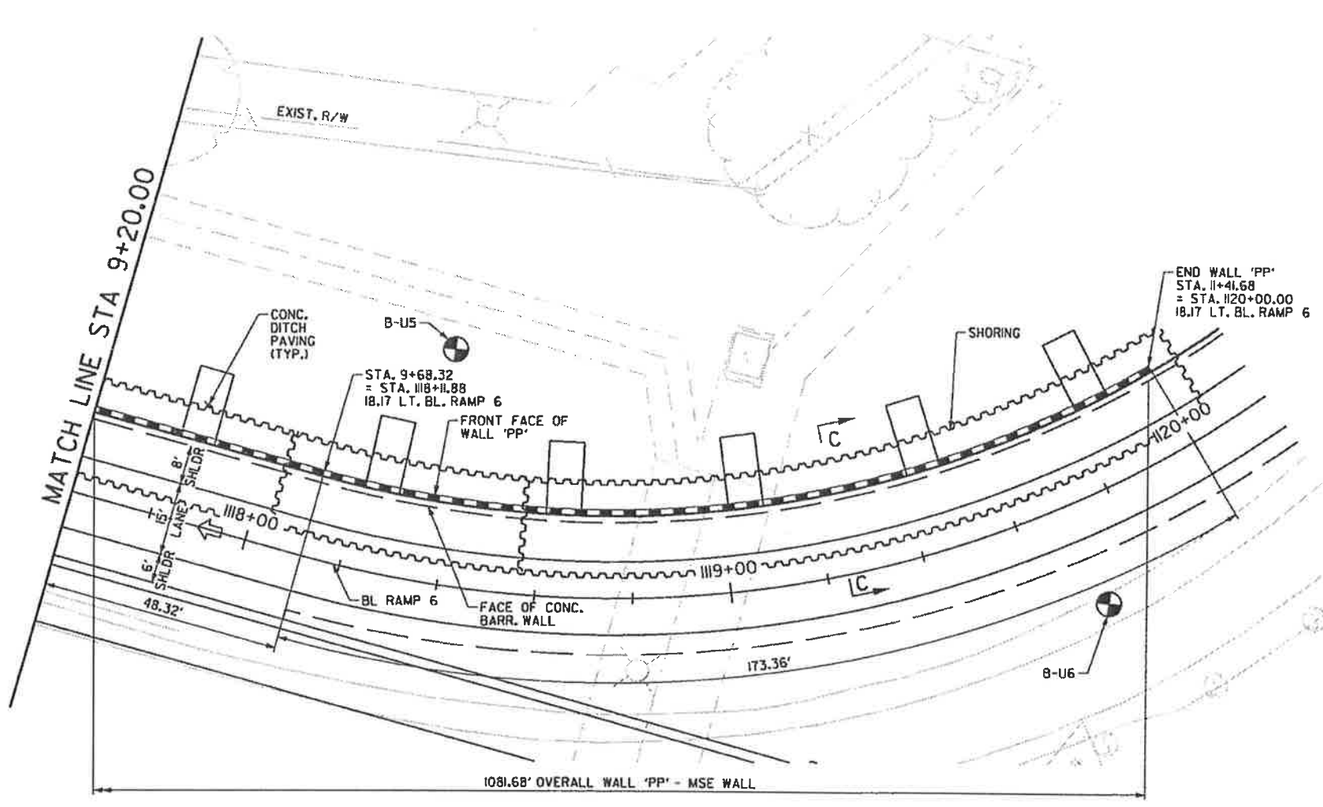
SHEET 3 OF 5
LAYOUT OF RETAINING WALL 'PP'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 5/9/2017
CHECKED BY: SA DATE: 5/12/2017
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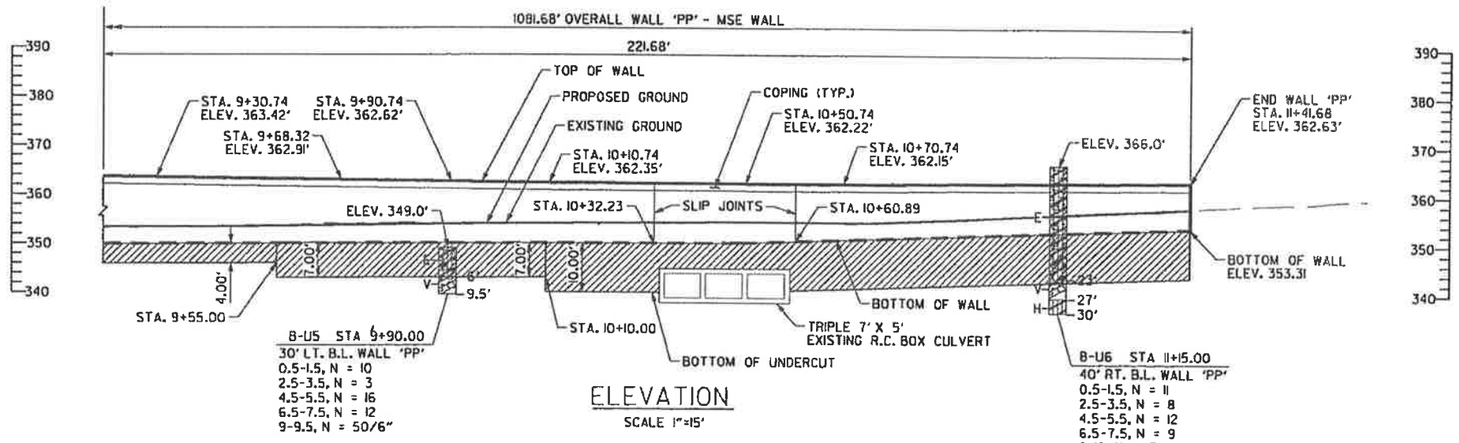
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03-28-18				6	ARK.			
				JOB NO.		CA0608	684	889
						RET. WALL 'PP'		59458



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
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4. SEE ILLUMINATION PLANS FOR LOCATION OF ILLUMINATION POLES, CONDUITS, OTHER ILLUMINATION AND ITS ELEMENTS TO BE LOCATED IN CONCRETE BARRIERS AND/OR ALONG THE BARRIERS ADJACENT THE RETAINING WALL. SEE SPECIAL DETAILS FOR CONCRETE BARRIER TO BE USED FOR MOUNTING ILLUMINATION POLES.
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9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0608 "ARCHITECTURAL FINISH".
10. REFER TO SP JOB CA0608 "SHORING" FOR SHORING REQUIREMENTS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER SHAHRIAR No. 13241 2018-03-28

SHEET 4 OF 5
LAYOUT OF RETAINING WALL 'PP'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	5/15/2017		

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				6	ARK.			
				JOB NO.		CA0608	685	889
						RET. WALL 'PP'		59459

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9/27/2017

ddang

RETAINING WALL 'PP'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+60.00	377.47	373.58	371.25
0+85.00	377.12	372.50	369.81
1+10.00	376.77	371.53	368.38
1+35.00	376.42	370.54	366.94
1+60.00	376.07	369.01	365.86
1+85.00	375.72	367.69	365.32
2+10.00	375.37	367.11	364.29
2+35.00	375.02	366.93	363.26
2+60.00	374.68	366.80	364.41
2+85.00	374.23	366.98	364.15
3+10.00	373.79	366.55	363.88
3+35.00	373.35	365.85	363.61
3+60.00	372.91	365.23	363.09
3+85.00	372.45	364.33	361.90
4+10.00	372.00	363.20	360.70
4+35.00	371.54	362.03	359.51
4+60.00	371.08	360.68	358.33
4+85.00	370.63	359.59	357.16
5+10.00	370.17	358.81	355.99
5+35.00	369.71	358.12	354.83
5+60.00	369.25	357.87	353.78
5+85.00	368.80	357.69	353.65
6+10.00	368.34	357.46	353.51
6+35.00	367.91	360.52	356.71
6+60.00	367.45	359.61	355.94
6+85.00	366.99	358.70	354.36
7+10.00	366.58	357.78	353.15
7+35.00	366.17	356.88	352.42
7+60.00	365.84	356.07	351.84
7+85.00	365.42	355.26	351.08
8+10.00	365.03	354.58	350.42
8+35.00	364.65	354.01	349.90
8+60.00	364.33	353.49	349.48
8+85.00	364.00	353.27	349.60
9+10.00	363.68	353.21	349.72
9+35.00	363.36	353.25	349.84
9+60.00	363.03	353.55	349.95
9+85.00	362.69	353.86	349.99
10+10.00	362.36	354.10	350.02
10+35.00	362.27	354.29	350.06
10+60.00	362.19	354.35	350.45
10+85.00	362.25	354.68	351.32
11+10.00	362.42	355.82	352.20
11+35.00	362.59	357.04	353.08
11+41.68	362.63	357.37	353.31

RECOMMENDED FACTORED UNIT BEARING RESISTANCE

STATION ALONG WALL	FACTORED UNIT BEARING RESISTANCE PSF
0+60.00 TO 2+45.00	7800
2+45.00 TO 3+20.00	13000
3+20.00 TO 5+70.00	7800
5+70.00 TO 6+25.00	13000
6+25.00 TO 7+10.00	6500
7+10.00 TO 11+41.68	7800

```
* BENTLEY HORIZONTAL ALIGNMENT REVIEW
*
* Alignment name: RW*PP
* Alignment description:
* Alignment style: Default
* Input Factor: 1.00000000
*
                                        STATION          NORTHING          EASTING
Element: Linear
                POB (          )          0+00.00     2069131.9194     1208271.6158
                PC (          )          1+99.25     2069121.9730     1208470.6167
      Tangential Direction:     S 87°08'19.1" E
          Tangential Length:              199.25

Element: Circular
                PC (          )          1+99.25     2069121.9730     1208470.6167
                PI (          )          4+12.22     2069111.3418     1208683.3173
                CC (          )                      2063285.0148     1208178.8741
                PT (          )          6+24.99     2069085.2576     1208894.6800
                        Radius:           5844.24
                         Delta:     4°10'26.1" Right
  Degree of Curvature(Arc):          0°58'49.4"
                        Length:            425.74
                       Tangent:            212.97
                         Chord:            425.65
                Middle Ordinate:              3.88
                      External:              3.88
             Tangent Direction:     S 87°08'19.1" E
              Radial Direction:     S 2°51'40.9" W
               Chord Direction:     S 85°03'06.0" E
              Radial Direction:     S 7°02'07.0" W
             Tangent Direction:     S 82°57'53.0" E

Element: Linear
                PT (          )          6+24.99     2069085.2576     1208894.6800
                PC (          )          6+34.99     2069075.3329     1208893.4552
      Tangential Direction:     S 7°02'07.4" W
          Tangential Length:              10.00

Element: Circular
                PC (          )          6+34.99     2069075.3329     1208893.4552
                PI (          )          7+26.80     2069064.0885     1208984.5690
                CC (          )                      2063285.0148     1208178.8741
                PT (          )          8+18.59     2069049.9830     1209075.2839
                        Radius:           5834.24
                         Delta:     1°48'10.8" Right
  Degree of Curvature(Arc):          0°58'55.4"
                        Length:            183.59
                       Tangent:             91.81
                         Chord:            183.59
                Middle Ordinate:              0.72
                      External:              0.72
             Tangent Direction:     S 82°57'53.0" E
              Radial Direction:     S 7°02'07.0" W
               Chord Direction:     S 82°03'47.6" E
              Radial Direction:     S 8°50'17.9" W
             Tangent Direction:     S 81°09'42.1" E

Element: Linear
                PT (          )          8+18.59     2069049.9830     1209075.2839
                PC (          )          9+68.32     2069026.9777     1209223.2353
      Tangential Direction:     S 81°09'42.1" E
          Tangential Length:             149.73

Element: Circular
                PC (          )          9+68.32     2069026.9777     1209223.2353
                PI (          )         11+02.48     2069006.3647     1209355.8008
                CC (          )                      2069237.7761     1209256.0129
                PT (          )         12+07.84     2069116.9165     1209431.8062
                        Radius:            213.33
                         Delta:     64°19'45.8" Left
  Degree of Curvature(Arc):         26°51'27.5"
                        Length:            239.52
                       Tangent:            134.16
                         Chord:            227.14
                Middle Ordinate:             32.74
                      External:             38.68
             Tangent Direction:     S 81°09'42.1" E
              Radial Direction:     S 8°50'17.9" W
               Chord Direction:     N 66°40'24.9" E
              Radial Direction:     S 55°29'28.0" E
             Tangent Direction:     N 34°30'32.0" E
```

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR ZAD
9-27-2017

SHEET 5 OF 5
LAYOUT OF RETAINING WALL 'PP'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/9/2017	FILENAME:	rco0608_p&p_pp_05
CHECKED BY:	SA	DATE:	5/12/2017	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	5/5/2017		

DRAWING NO. 59459

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	686	889
						RET. WALL 'PP'		59460

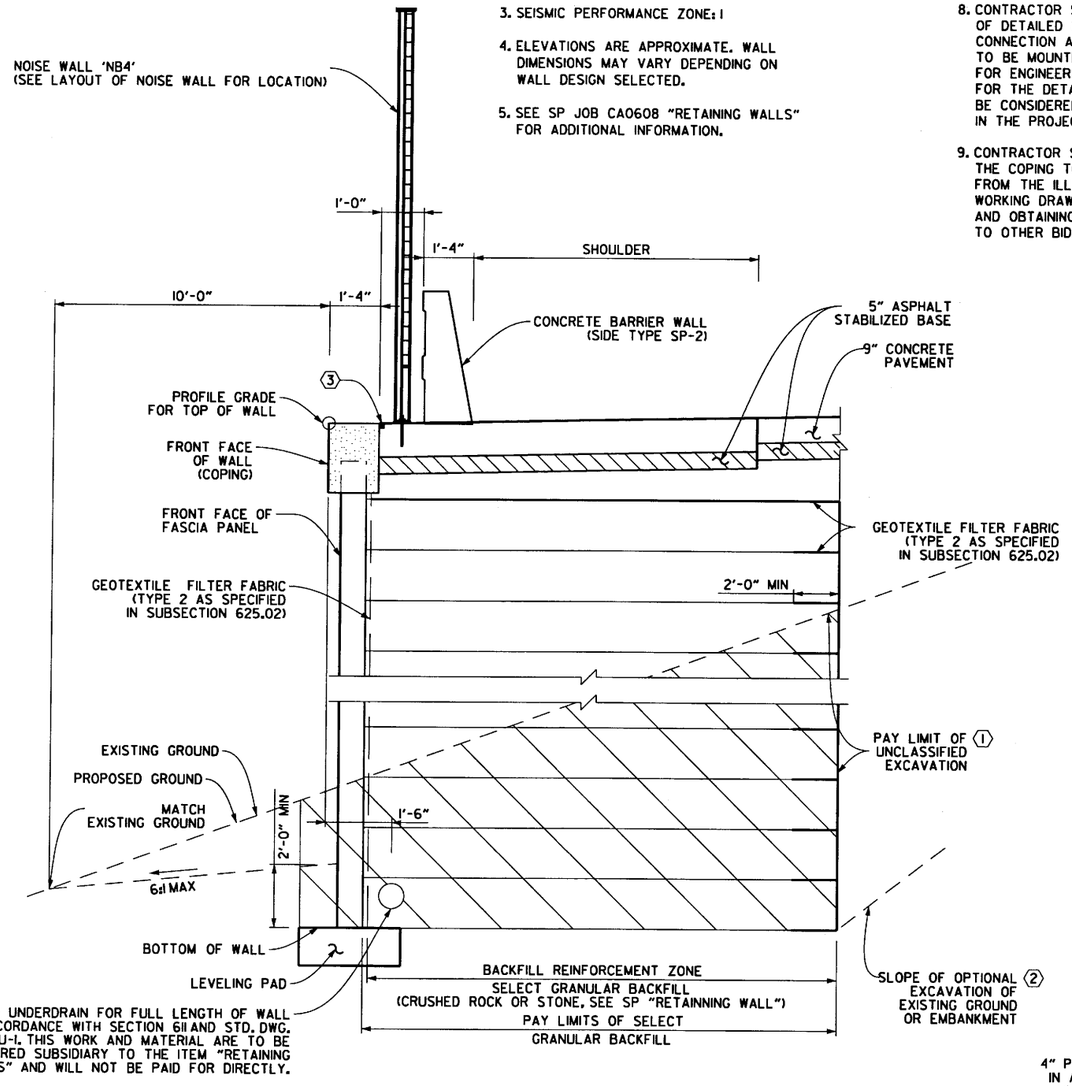
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. SEE LAYOUT (SHEET 5 OF 5) OF RETAINING WALL 'PP' FOR RECOMMENDED FACTORED BEARING RESISTANCE, DWG. NO. 59459.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

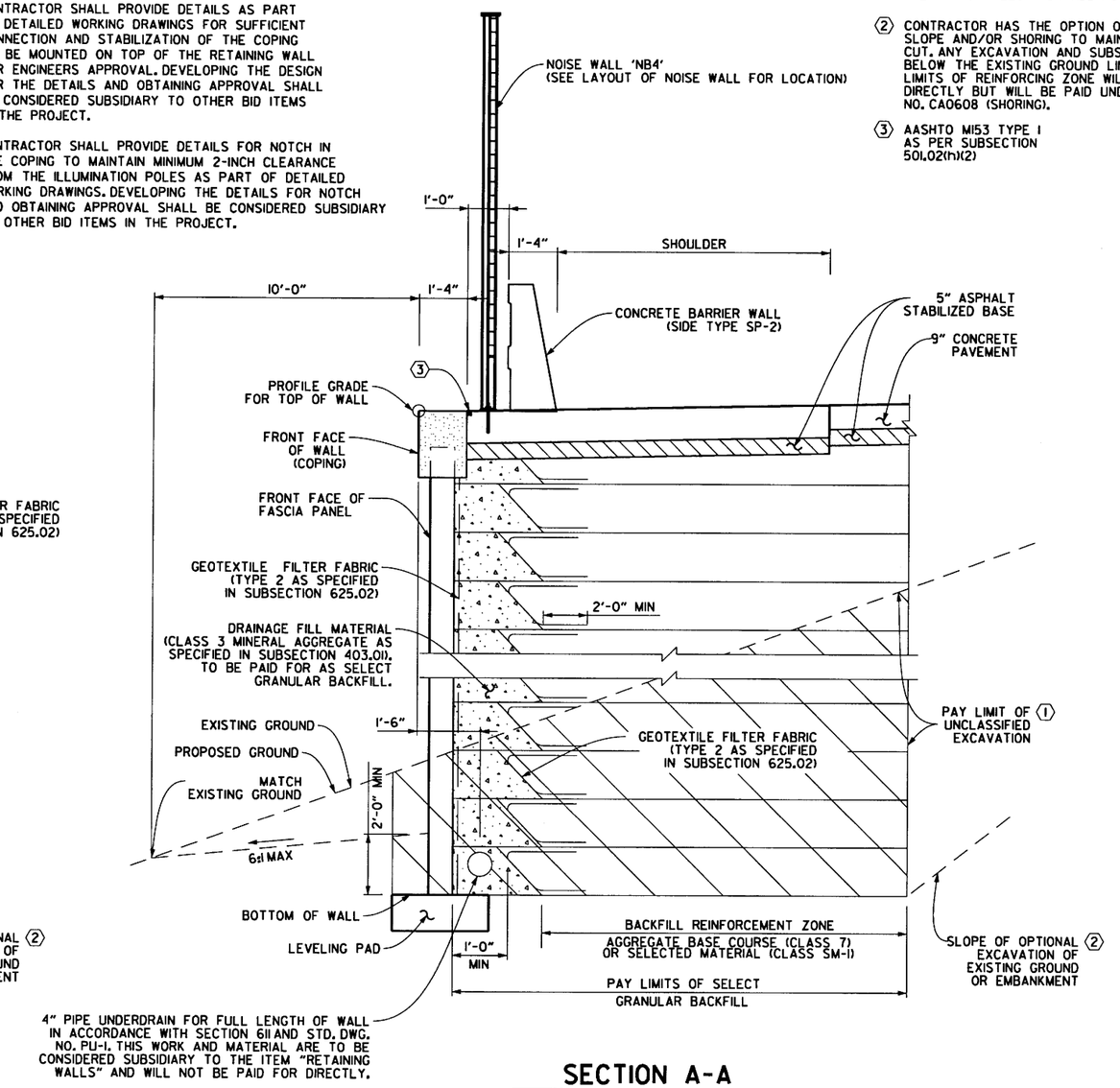
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION A-A

(BACKFILL METHOD A)
FROM STA. 0+60.00 TO STA. 6+23.66
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
FROM STA. 0+60.00 TO STA. 6+23.66
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAM
NO. 12404
2017-09-27

SHEET 1 OF 3
SECTIONS OF RETAINING WALL 'PP'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/9/2017	FILENAME:	rca0608_sections_pp_01
CHECKED BY:	SA	DATE:	5/12/2017	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	5/5/2017		

DRAWING NO. 59460

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	687	889
				①		RET. WALL 'PP'		59461

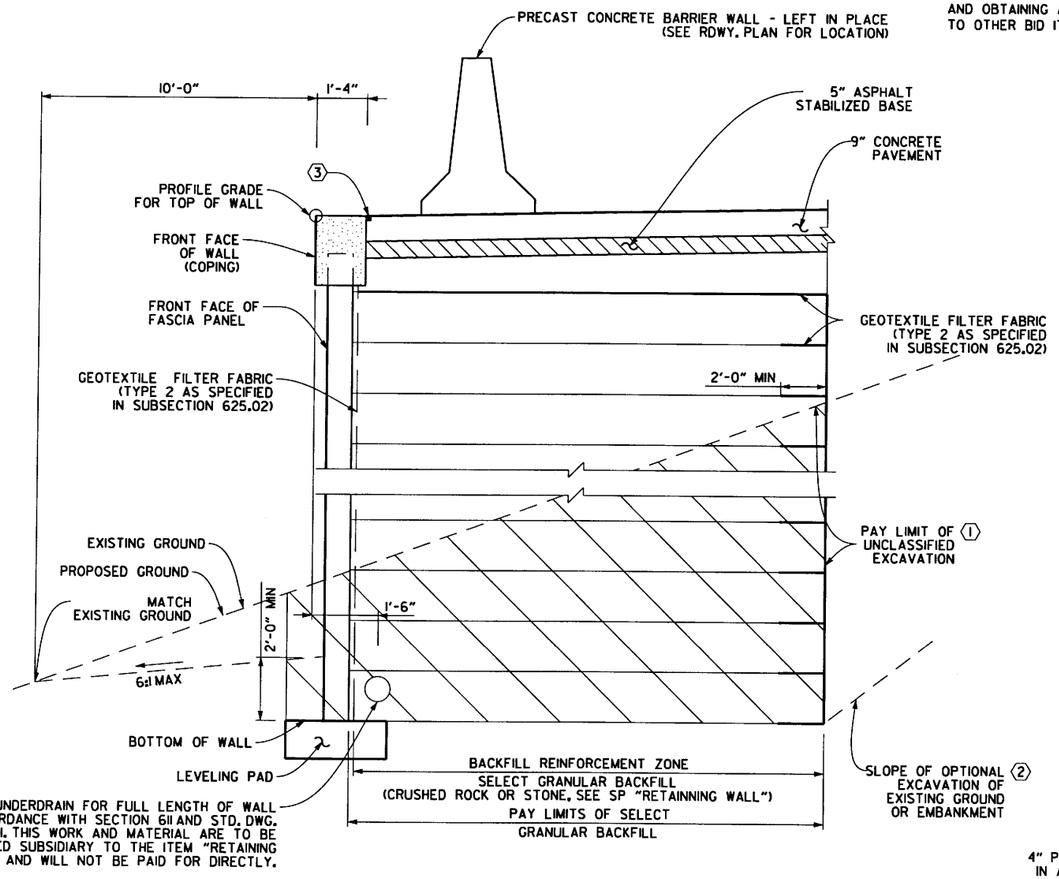
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. SEE LAYOUT (SHEET 5 OF 5) OF RETAINING WALL 'PP' FOR RECOMMENDED FACTORED BEARING RESISTANCE, DWG. NO. 59459.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

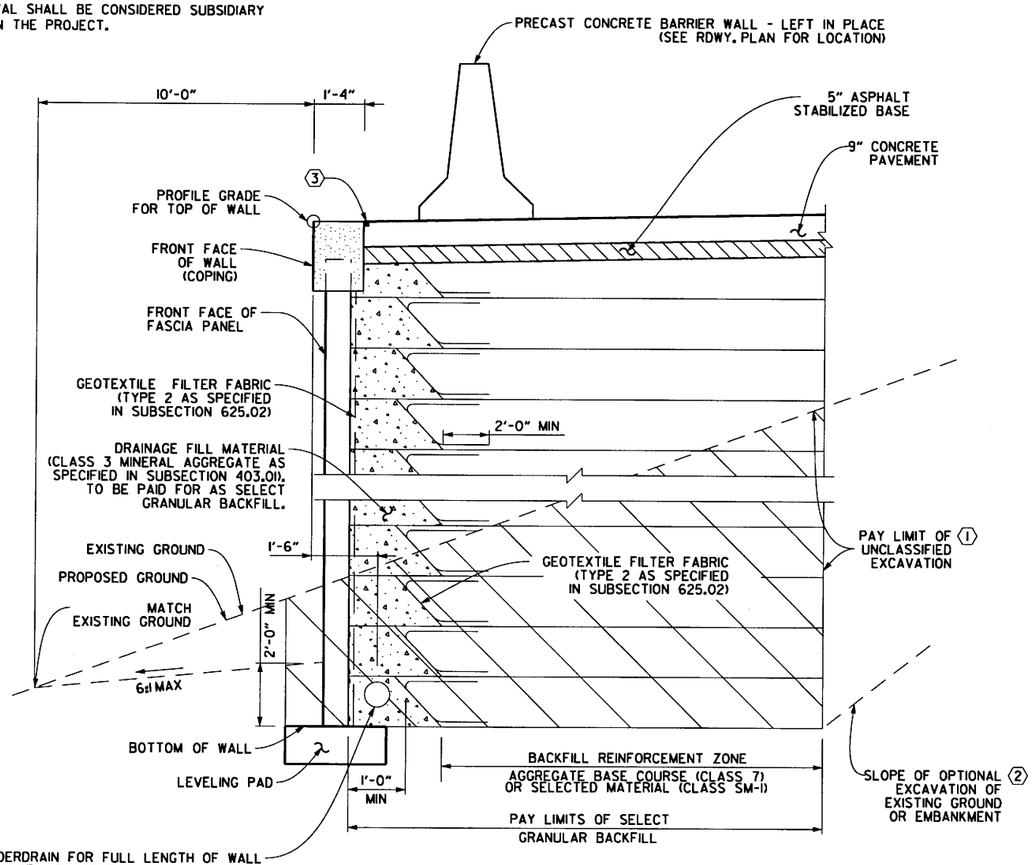
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION B-B

(BACKFILL METHOD A)
FROM STA. 6+27.33 TO STA. 7+38.70
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
FROM STA. 6+27.33 TO STA. 7+38.70
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. HARRIAR AZAD
2017-09-27

SHEET 2 OF 3
SECTIONS OF RETAINING WALL 'PP'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/9/2017	FILENAME:	rca0608_sections_pp_02
CHECKED BY:	SA	DATE:	5/12/2017	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	5/5/2017		

DRAWING NO. 59461

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	688	889
				①		RET. WALL 'PP'		59462

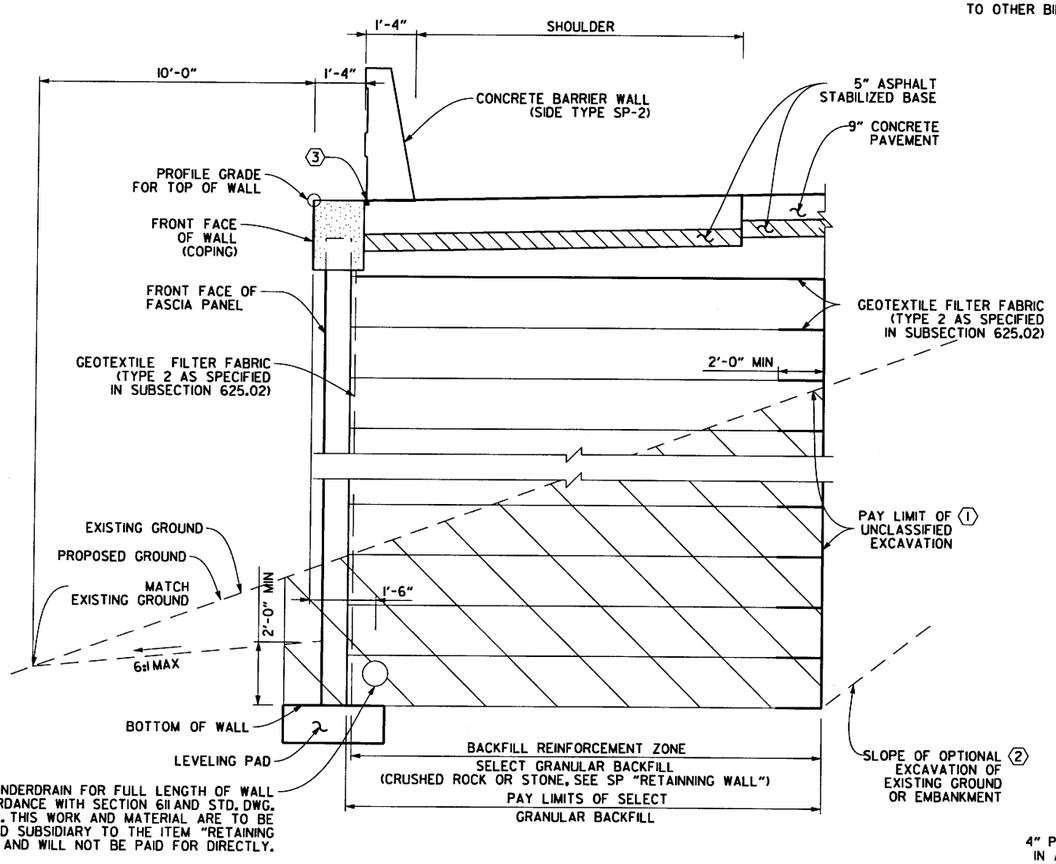
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. SEE LAYOUT (SHEET 5 OF 5) OF RETAINING WALL 'PP' FOR RECOMMENDED FACTORED BEARING RESISTANCE, DWG. NO. 59459.
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
9. CONTRACTOR SHALL PROVIDE DETAILS FOR NOTCH IN THE COPING TO MAINTAIN MINIMUM 2-INCH CLEARANCE FROM THE ILLUMINATION POLES AS PART OF DETAILED WORKING DRAWINGS. DEVELOPING THE DETAILS FOR NOTCH AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0608 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

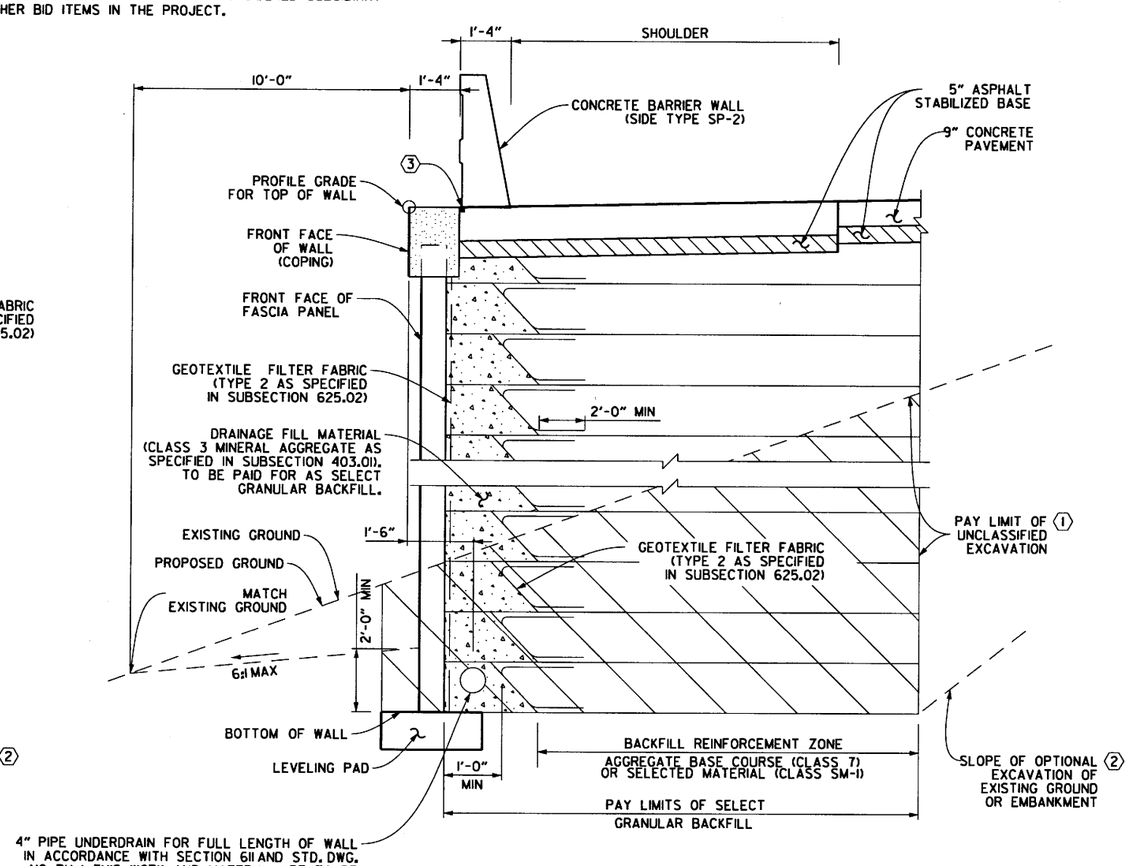
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE PAID UNDER ITEM SP JOB NO. CA0608 (SHORING).

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)



SECTION C-C

(BACKFILL METHOD A)
FROM STA. 7+38.70 TO STA. 11+41.68
N.T.S.



SECTION C-C

(BACKFILL METHOD B)
FROM STA. 7+38.70 TO STA. 11+41.68
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13464
SHAHRIAR AZADI
2017-09-27

SHEET 3 OF 3
SECTIONS OF RETAINING WALL 'PP'

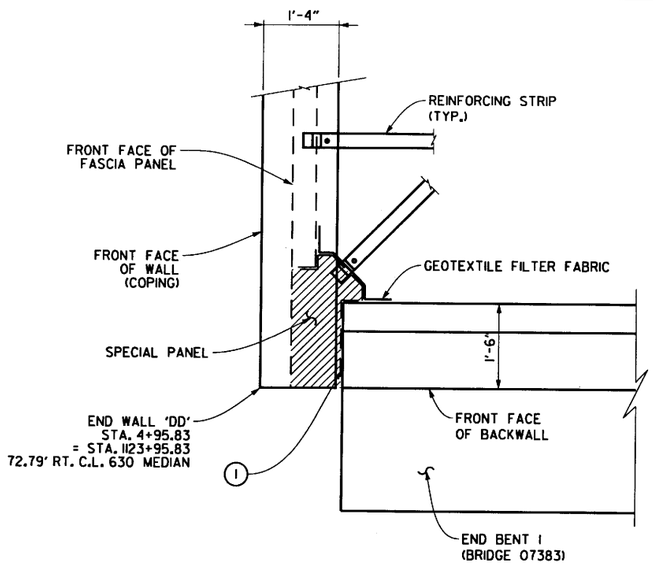
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	5/9/2017	FILENAME:	rca0608_sections_pp_03
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DESIGNED BY:	DCD	DATE:	5/5/2017		

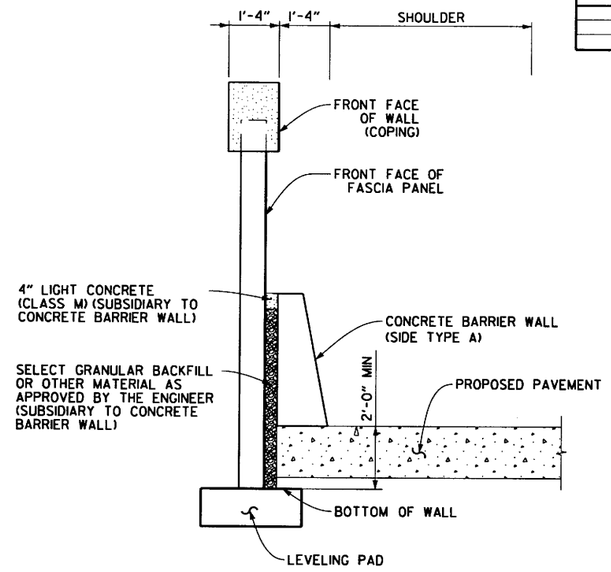
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	689	889
				①	DETAILS OF MSE WALLS			59463



PLAN VIEW



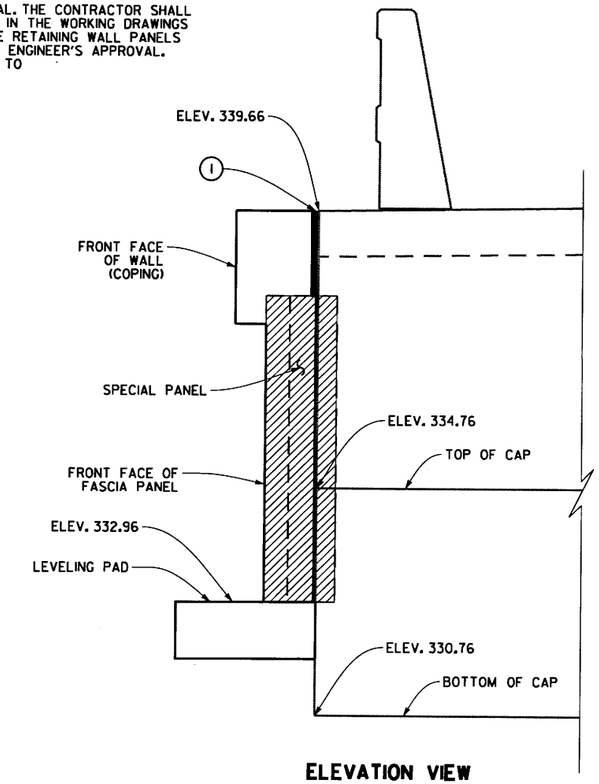
NOTE: SEE INDIVIDUAL WALL SECTIONS FOR APPLICABILITY

SPECIAL DETAIL

N.T.S.

① AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

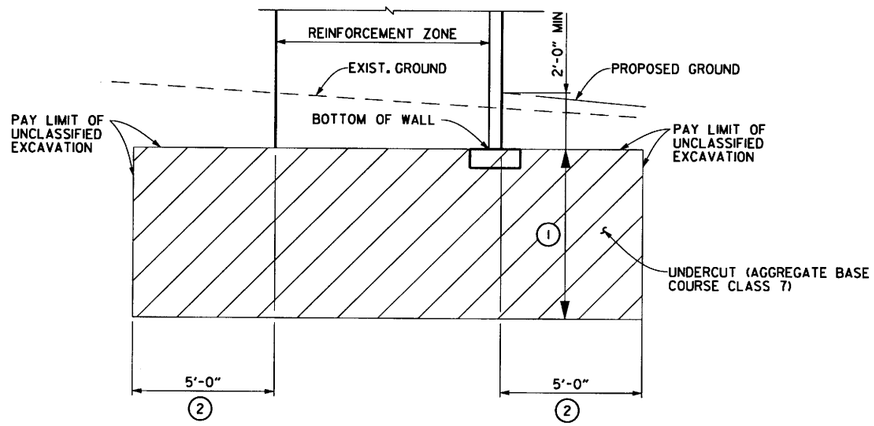
② THE DETAILS SHOWN ARE CONCEPTUAL. THE CONTRACTOR SHALL PROVIDE THE SPECIAL PANEL DETAIL IN THE WORKING DRAWINGS FOR CLOSING THE GAP BETWEEN MSE RETAINING WALL PANELS AND END BENT 1(BRIDGE 07383), FOR ENGINEER'S APPROVAL. COST OF THIS PANEL IS SUBSIDIARY TO "RETAINING WALLS" PAY ITEM.



ELEVATION VIEW

SPECIAL PANEL DETAIL AT END OF WALL 'DD' ②

N.T.S.



UNDERCUT DETAIL

N.T.S.

① FOR DEPTH OF UNDERCUT, SEE "LAYOUT OF RETAINING WALL" DRAWINGS.

② UNDERCUT SHOULD EXTEND AT LEAST 5 FT. OUTSIDE THE REINFORCED ZONE TO THE EXTENT POSSIBLE.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12488
SHAHRIAR AZIZINAMINI
2017-09-27

SPECIAL DETAILS OF WALLS

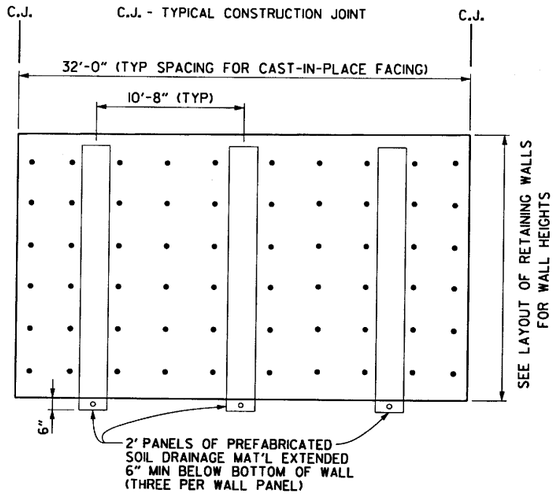
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_sp_details_mse
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DESIGNED BY:	DCD	DATE:	1/10/2015		

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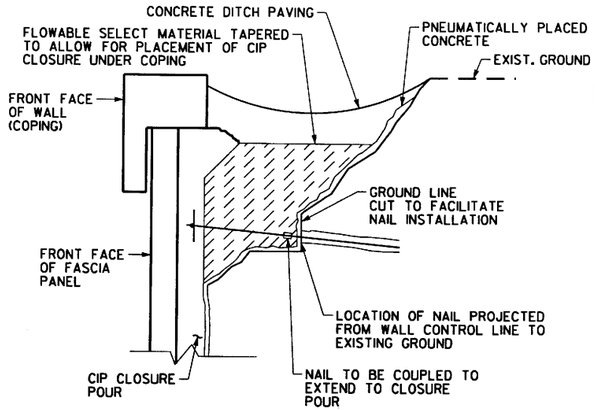
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TYPICAL PANEL

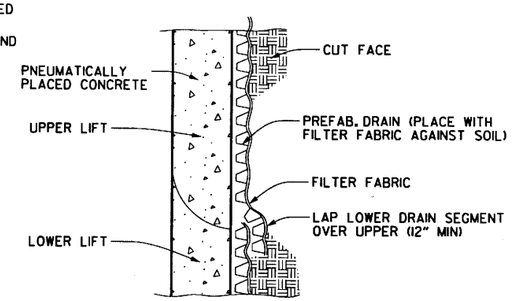
N.T.S.



DETAIL B

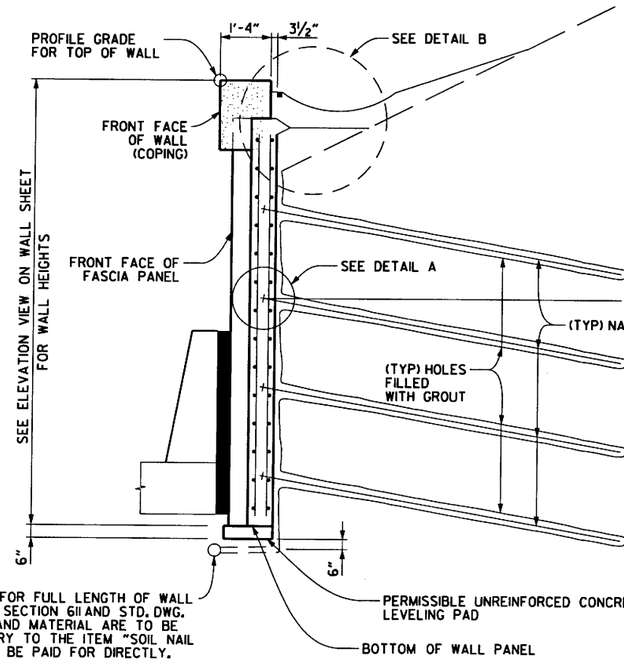
N.T.S.

(CONSTRUCT THE NAIL FIRST THEN CONSTRUCT THE FLOWABLE SELECT MATERIAL)



PREFABRICATED DRAINAGE MATERIAL

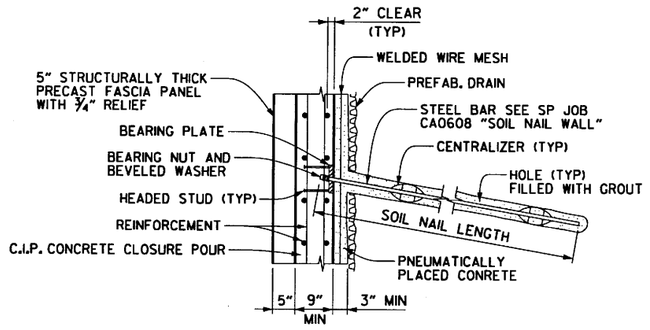
N.T.S.



TYPICAL SECTION THROUGH WALL

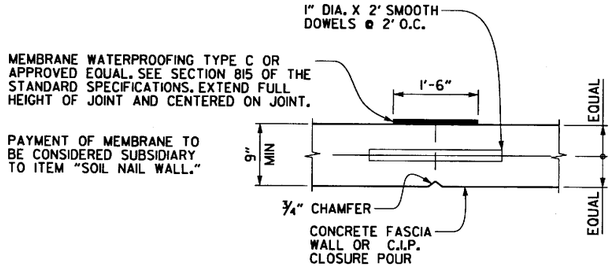
N.T.S.

THE OFFSET SHOWN ON THE PLAN VIEW OF THE WALL SHALL NOT BE ALTERED BY THE CONTRACTOR. THE VERTICAL CUT LINE BEHIND THE PNEUMATICALLY PLACED CONRETE SHALL BE ADJUSTED BASED ON THE THICKNESS OF THE CONCRETE FASCIA WALL AND PNEUMATICALLY PLACED CONRETE, DETAILED IN THE CONTRACTOR'S WORKING DRAWINGS. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ADDITIONAL EXCAVATION AND ALL ADDITIONAL EXCAVATION SHALL BE SUBSIDIARY TO THE PAY ITEM "SOIL NAIL WALL."



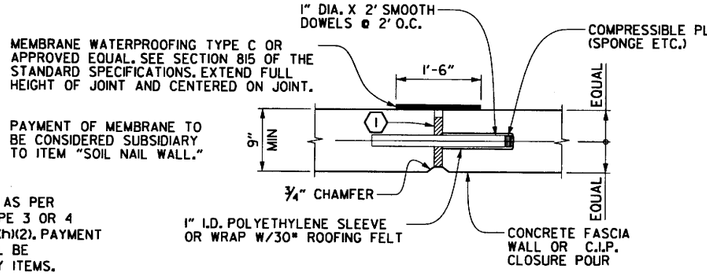
DETAIL A

N.T.S.



TYPICAL CONSTRUCTION JOINT DETAIL

N.T.S.



EXPANSION JOINT DETAIL

N.T.S.

1 ½" JOINT FILLER AASHTO M153 TYPE 1AS PER SUBSECTION 501.02(h)(1) WITH ½"x1" TYPE 3 OR 4 JOINT SEALER PER SUBSECTION 501.02(h)(2). PAYMENT WILL NOT BE MADE DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	690	889
				1	DETAILS OF SOIL NAIL WALLS			59464

GENERAL NOTES:

THE DETAILS SHOWN ON THIS PLAN ARE FOR CONTRACTOR'S GUIDANCE ONLY AND SHALL BE IN NO WAY CONSTRUED AS THE DETAILED DESIGN. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS FOR APPROVAL INCLUDING THE DETAILS FOR CAST-IN-PLACE CLOSURE POUR AND PRE-CAST FASCIA PANELS ALONG WITH THE DRAINAGE SYSTEM BEHIND THE WALL, UNDERDRAIN SYSTEMS AND ALL OTHER DETAILS AS DESCRIBED IN THE SP JOB CA0608 "SOIL NAIL WALL."

ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI, UNLESS OTHERWISE NOTED.

ALL REINFORCING STEEL SHALL BE GRADE 60 AND SHALL CONFORM TO AASHTO M31 OR M322 TYPE A.

CHAMFER ALL EXPOSED CORNERS ¾".

EXPANSION JOINTS SHALL BE LOCATED AT 92' CENTERS (MAX).

SOIL NAIL TEST ANCHORS WILL BE REQUIRED.

THE LOCATION OF THE TEST ANCHORS SHALL BE APPROVED BY THE ENGINEER. THE TEST ANCHORS MAY BE USED AS PRODUCTION NAILS, PROVIDED THEY DEVELOP THE REQUIRED TEST LOAD AND ARE EPOXY COATED. IF WIDELY VARYING SOIL CONDITIONS ARE ENCOUNTERED, THE ENGINEER MAY REQUIRE UP TO TWO ADDITIONAL TEST ANCHORS PER WALL. TEST ANCHORS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "SOIL NAIL WALL."

DRAINAGE SYSTEM SHALL CONSIST OF 2' PANELS OF PREFABRICATED SOIL DRAINAGE MATS EMPTYING INTO 4" UNDERDRAIN PIPES. PNEUMATICALLY PLACED CONCRETE SHALL BE PLACED OVER THE DRAINS, WITH THE DRAINAGE MATS PLACED AGAINST THE SOIL. THE DRAINAGE SYSTEM WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "SOIL NAIL WALL."

THE PRICE BID PER SQUARE FOOT SHALL INCLUDE ALL CONCRETE, REINFORCING STEEL, PNEUMATICALLY PLACED CONCRETE, CLOSURE POUR AND PRE-CAST FASCIA PANELS, EXPANSION AND CONSTRUCTION JOINTS, DRAINAGE MATERIAL, DRILLING, NAIL REINFORCEMENT, GROUT, TEST NAILS, AND ANY OTHER MATERIALS NECESSARY TO COMPLETE THE WALL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SURFACE WATER OR RAINWATER FROM DAMAGING THE RETAINING WALLS DURING CONSTRUCTION. THIS SHALL INCLUDE SHAPING THE BACKFILL TO PREVENT WATER FROM PONDING OR FLOWING ON THE BACKFILL OR AGAINST THE WALL FACE. ANY DAMAGE OR MOVEMENT CAUSED BY EROSION, SLOUGHING, OR SATURATION OF THE RETAINING WALL OR EMBANKMENT BACKFILL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

SEE SP JOB CA0608 "SOIL NAIL WALL" FOR EXCAVATION AND TESTING PROCEDURE.

THE CAST-IN-PLACE CLOSURE POUR SHALL BE COMPLETED AFTER ALL ROWS OF NAILS HAVE BEEN PLACED.

THE CAST-IN-PLACE CLOSURE POUR SHALL BE INSTALLED WITHIN 45 WORKING DAYS AFTER TESTING AND ACCEPTANCE OF THE SOIL NAILS. THE SOIL NAIL RETAINING WALL SHALL BE ACCEPTED BASED ON QUALITY CONTROL AND ACCEPTANCE SAMPLING AND TESTING RESULTS. SEE SP JOB CA0608 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM KAVIANI
2017-09-27

DETAILS OF SOIL NAIL WALLS

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

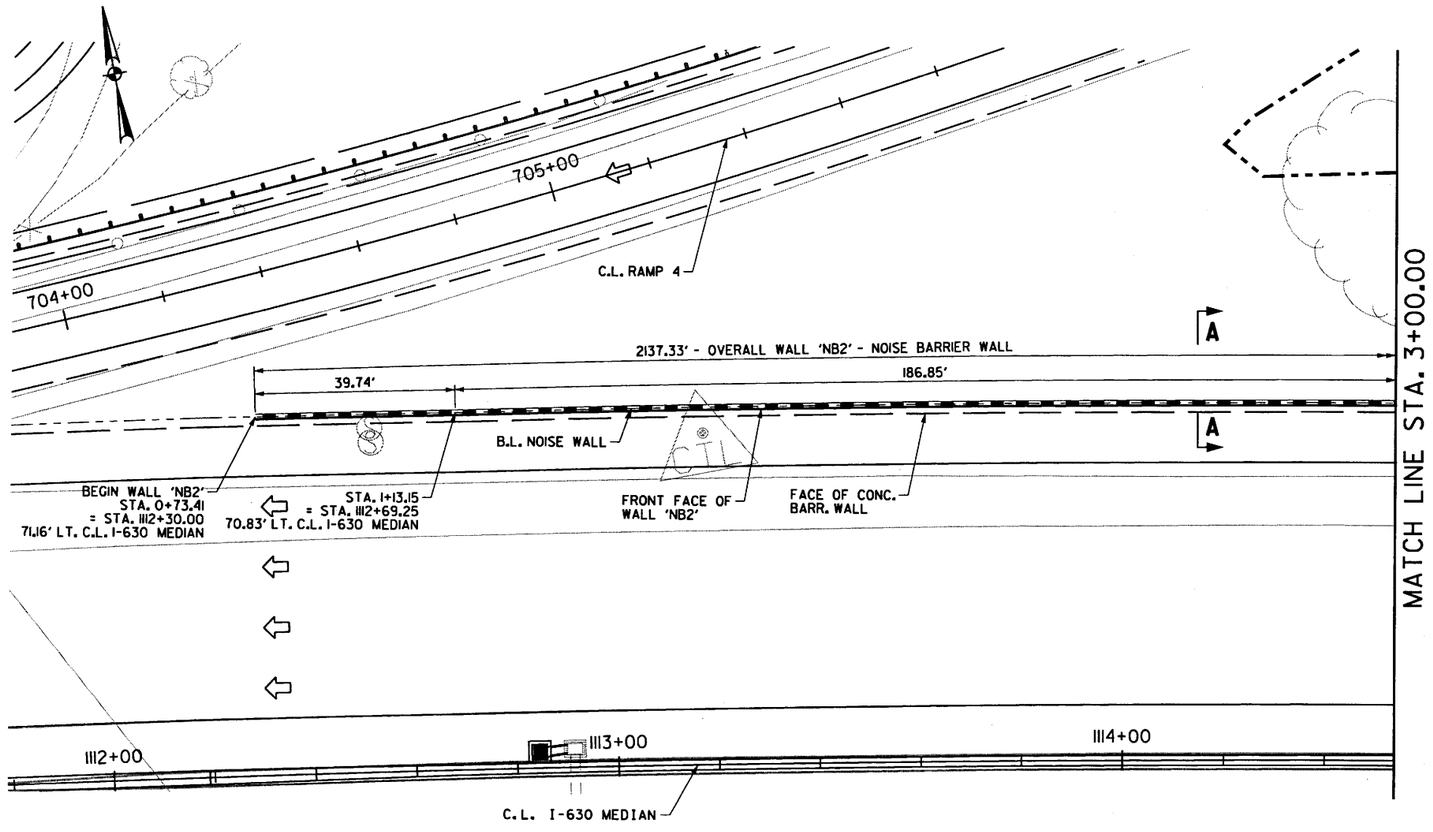
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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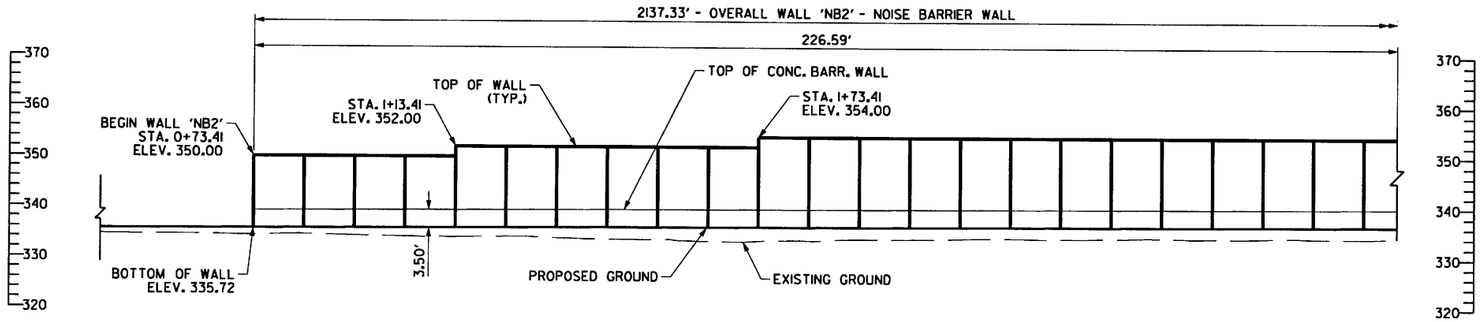
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	691	889
				①	P&P NOISE WALL 'NB2'			59465



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOISE BARRIER WALL 'NB2'

STATION ALONG WALL	TOP OF WALL ELEV.	PROPOSED GROUND ELEV.
0+73.41	350.00	335.72
0+98.41	350.00	335.82
1+23.41	352.00	335.93
1+48.41	352.00	336.02
1+73.41	352.00	336.11
1+98.41	354.00	336.19
2+23.41	354.00	336.28
2+48.41	354.00	336.36
2+73.41	354.00	336.42
2+98.41	354.00	336.49
3+23.41	355.00	336.56
3+48.41	355.00	336.62
3+73.41	355.00	336.59
3+98.41	356.00	336.56
4+23.41	356.00	336.53
4+48.41	356.00	336.50
4+73.41	356.00	336.38
4+98.41	356.00	336.27
5+23.41	356.00	336.15
5+48.41	356.00	336.04
5+73.41	356.00	335.99
5+98.41	356.00	335.94
6+23.41	356.00	335.89
6+48.41	356.00	335.84
6+73.41	356.00	335.99
6+98.41	356.00	336.15
7+23.41	356.50	336.30
7+48.41	356.50	336.45
7+73.41	356.50	336.62
7+98.41	356.50	336.79
8+23.41	357.50	336.95
8+48.41	357.50	337.12
8+73.41	357.50	337.25
8+98.41	358.00	337.38
9+23.41	358.00	337.51
9+48.41	358.00	337.64
9+73.41	358.00	337.79
9+98.41	358.00	337.93
10+23.41	358.00	338.08
10+48.41	358.00	338.22
10+73.41	358.00	338.35
10+98.41	358.00	338.48
11+23.41	358.00	338.60
11+48.41	358.00	338.73
11+73.41	358.00	338.98
11+98.41	358.00	339.23
12+23.41	358.00	339.48
12+48.41	358.00	339.73
12+73.41	358.00	339.87
12+98.41	359.00	340.02
13+23.41	359.50	340.16
13+48.41	359.50	340.30
13+73.41	359.50	340.45
13+98.41	360.00	340.59
14+23.41	360.00	340.74
14+48.41	360.00	340.88
14+73.41	360.00	341.02
14+98.41	360.50	341.17
15+23.41	361.00	341.31
15+48.41	361.00	341.45
15+73.41	361.00	341.54
15+98.41	361.50	341.62
16+23.41	362.00	341.71
16+48.41	362.00	341.79
16+73.41	362.00	341.86
16+98.41	362.00	341.93
17+23.41	362.00	342.00
17+48.41	362.00	342.07
17+73.41	362.00	342.27
17+98.41	362.50	342.47
18+23.41	362.50	342.67
18+48.41	363.50	342.87
18+73.41	363.50	342.99
18+98.41	364.00	343.12
19+23.41	364.00	343.24
19+48.41	364.00	343.36
19+73.41	364.00	343.56
19+98.41	364.00	343.76
20+23.41	364.00	343.95
20+48.41	364.50	344.15
20+73.41	364.50	344.36
20+98.41	365.00	344.57
21+23.41	365.00	344.78
21+48.41	364.00	344.99
21+73.41	364.00	345.20
21+98.41	364.00	345.41
22+10.74	364.00	345.51

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN ALLEN
2017-09-25

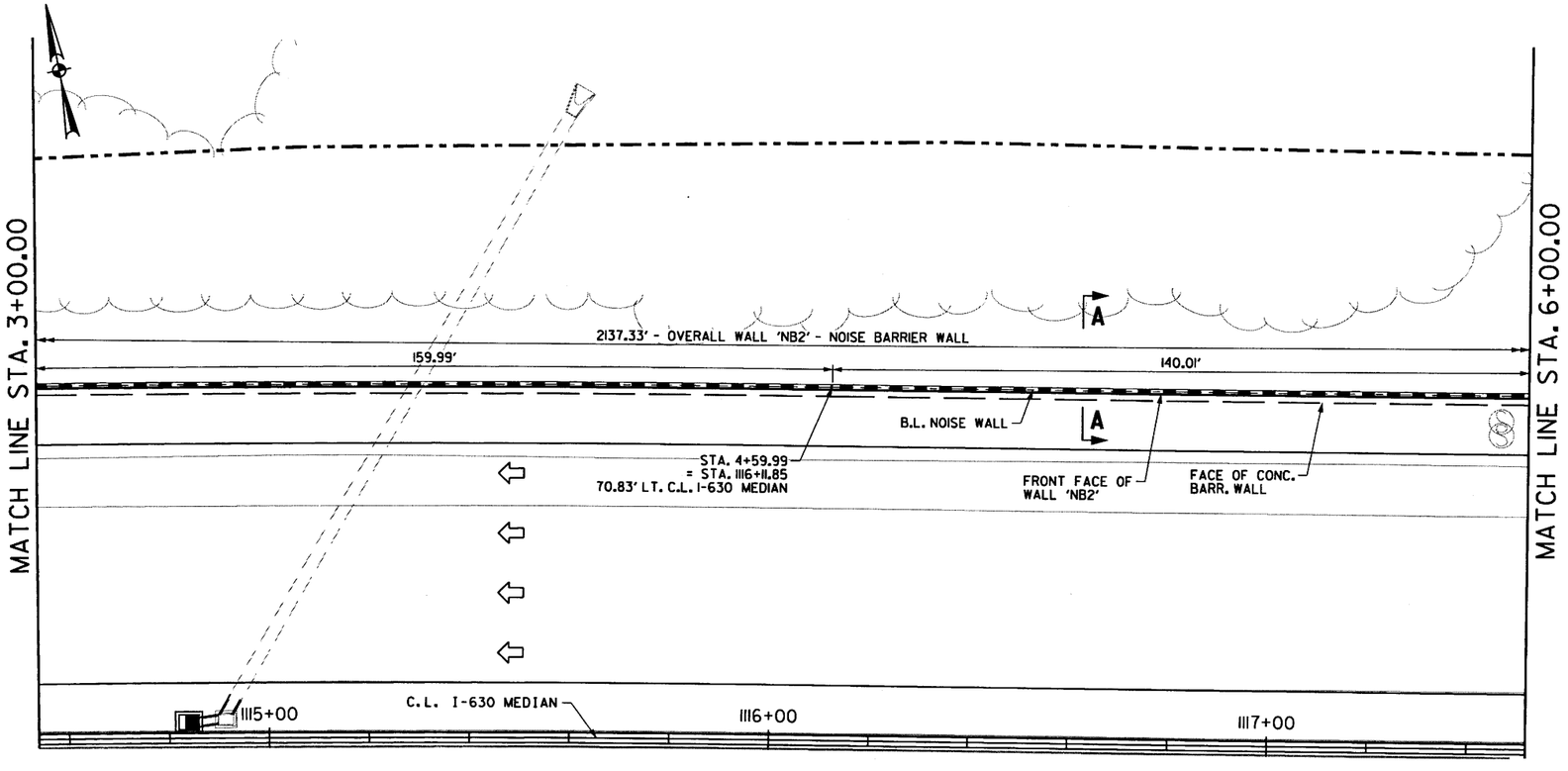
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LAYOUT OF NOISE WALL 'NB2'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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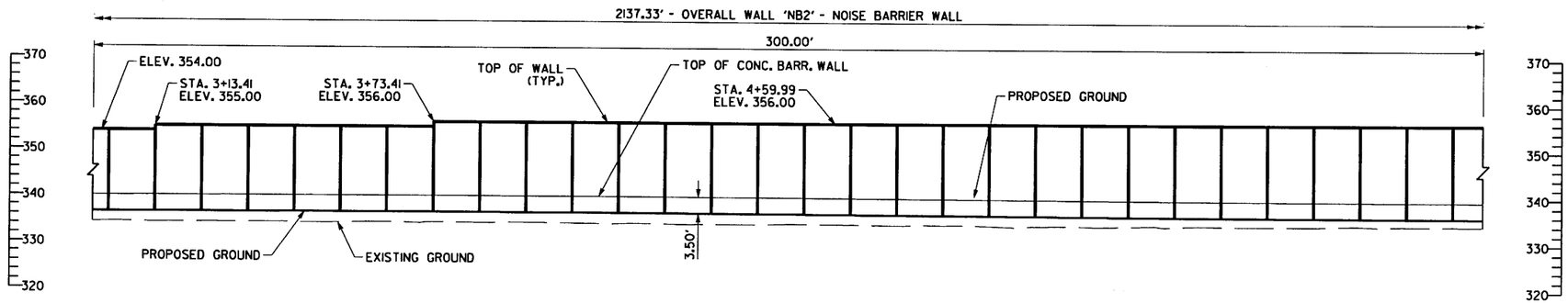
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				6	ARK.			
				JOB NO.		CA0608	692	889
				①	P&P NOISE WALL 'NB2'			59466



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN A. ATKINS
2017-09-28

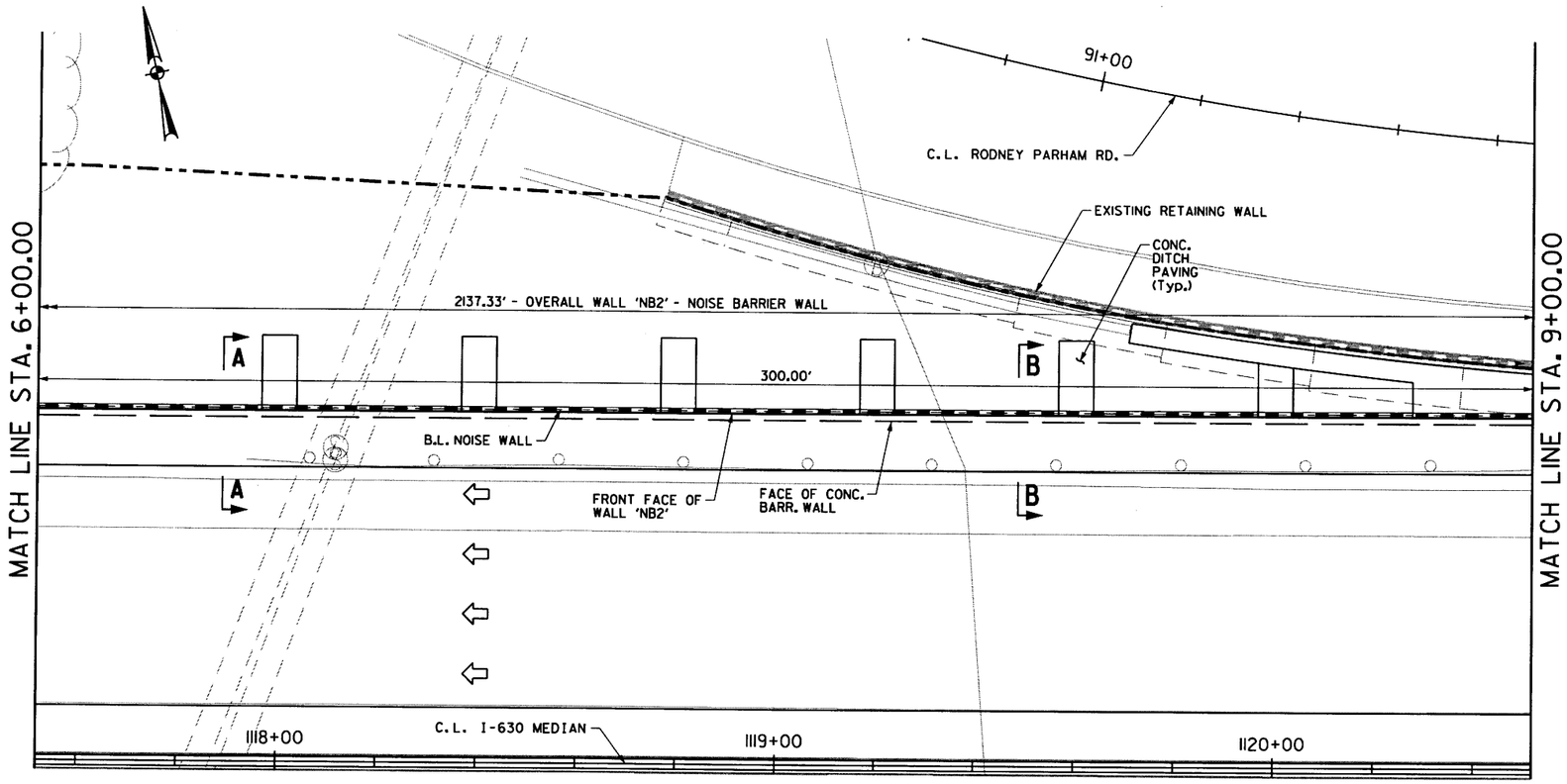
SHEET 2 OF 8
LAYOUT OF NOISE WALL 'NB2'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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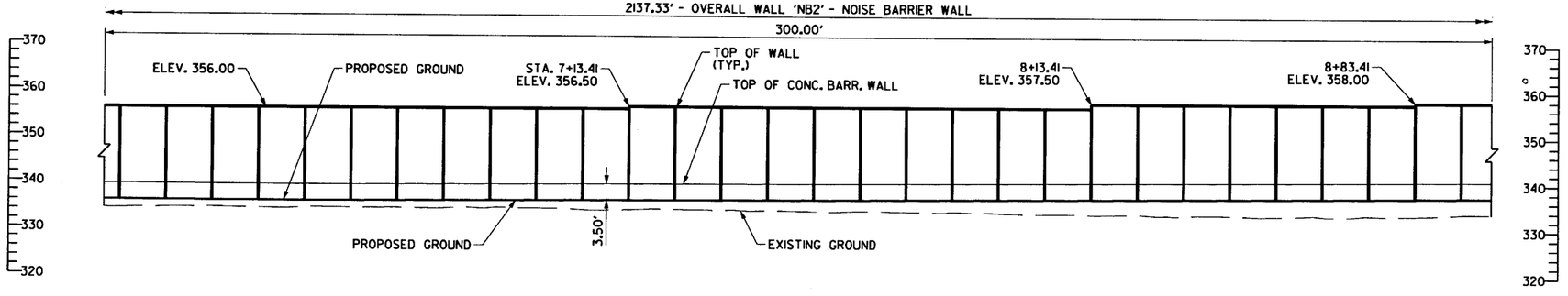
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				6	ARK.			
				JOB NO.		CA0608	693	889
				①	P&P NOISE WALL 'NB2'			59467



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

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2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
PHILLIP A. KING
2017-01-25

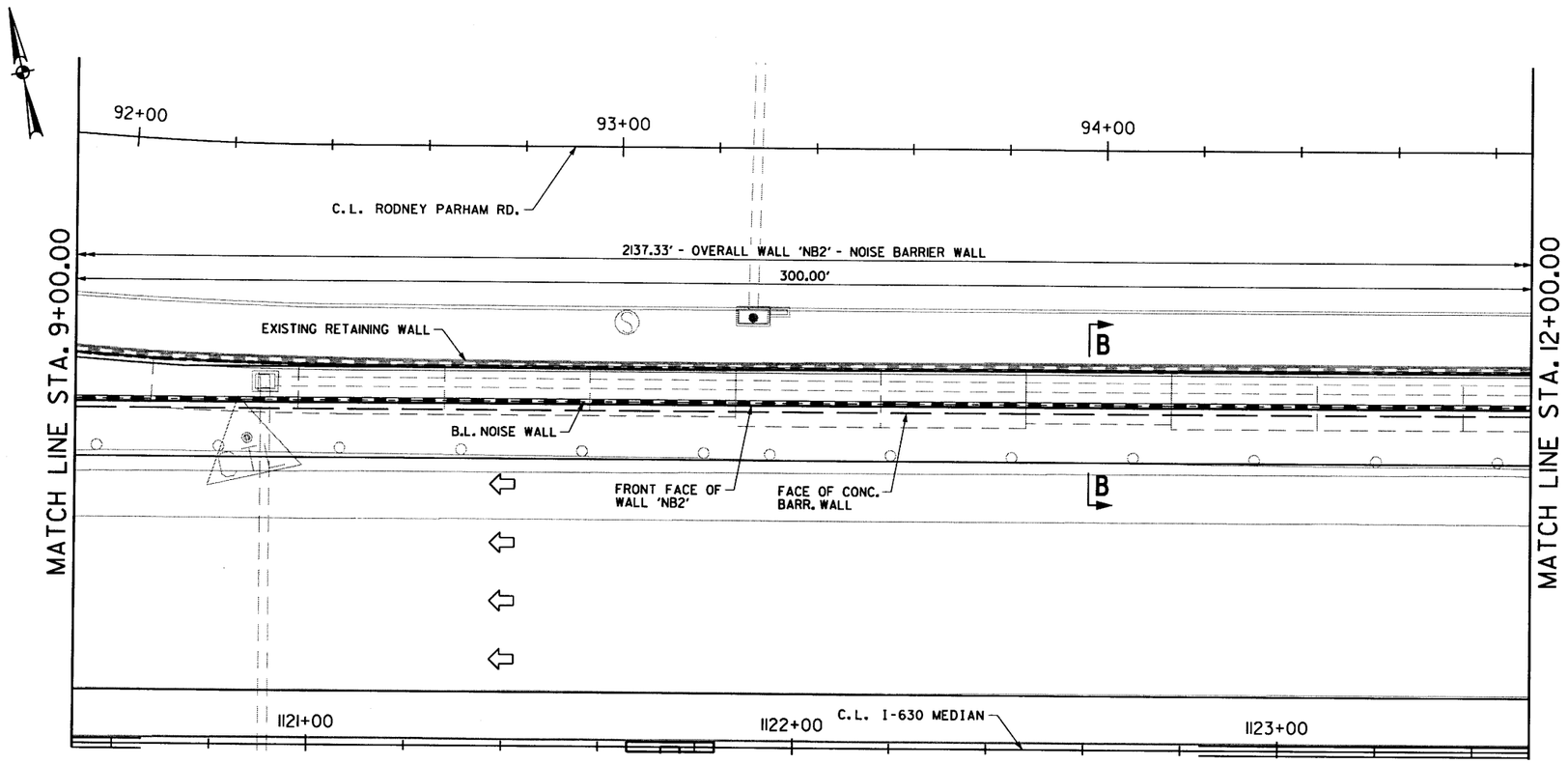
SHEET 3 OF 8
LAYOUT OF NOISE WALL 'NB2'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 9/9/2016
CHECKED BY: SA DATE: 9/9/2016
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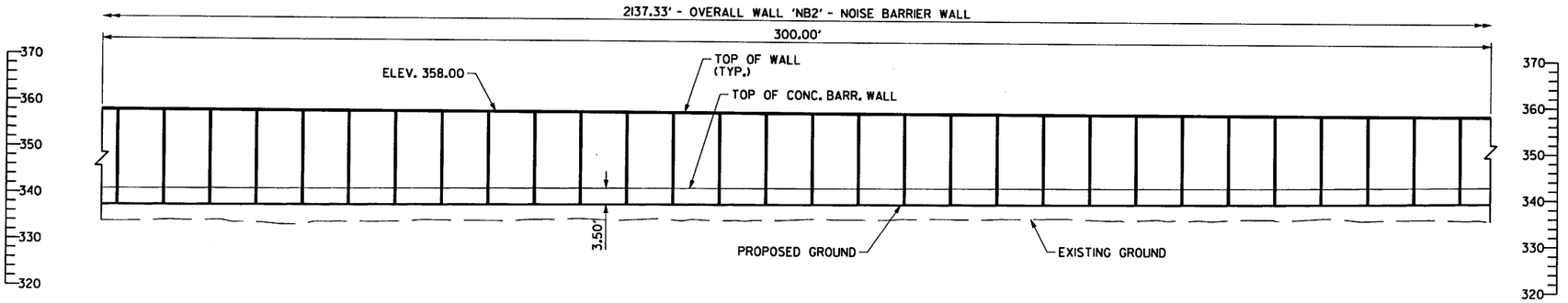
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				6	ARK.			
				JOB NO.		CA0608	694	889
				①	P&P NOISE WALL 'NB2'			59468



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

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7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZIZ
2017-04-25

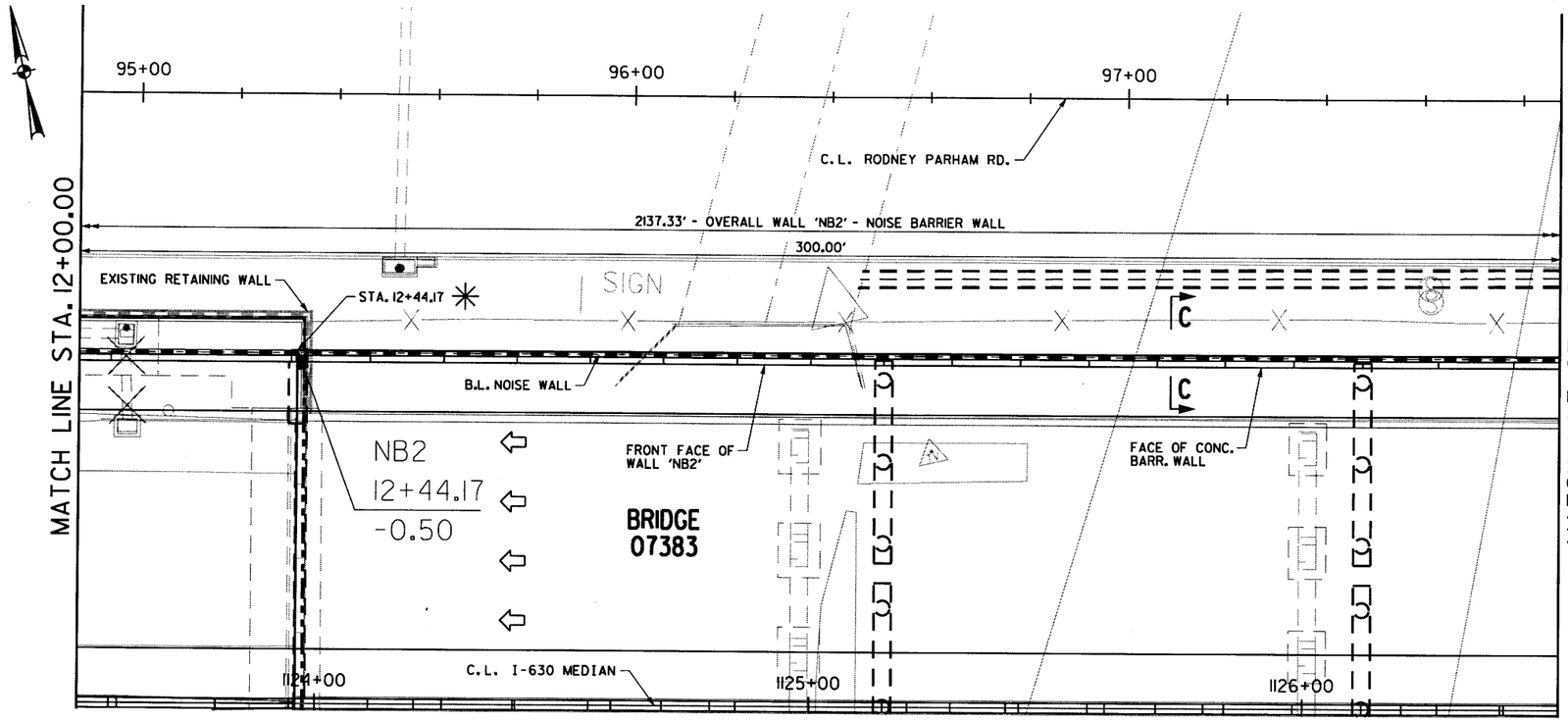
SHEET 4 OF 8
LAYOUT OF NOISE WALL 'NB2'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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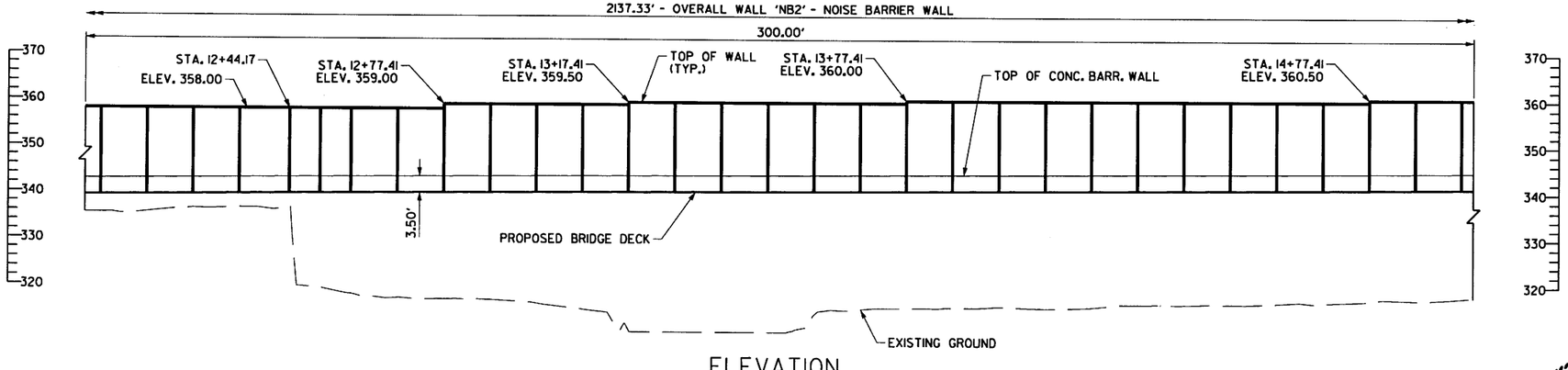
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				6	ARK.			
				JOB NO.		CA0608	695	889
				①	P&P NOISE WALL 'NB2'			59469



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

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6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

✳ FABRICATOR SHALL DESIGN AND PROVIDE DOCUMENTATION TO ALLOW DIFFERENTIAL MOVEMENTS AT THE BRIDGE ENDS BETWEEN BRIDGE DECK AND ADJACENT PAVEMENT. DEVELOPING THE DESIGN AND PROVIDING THE DOCUMENTATION IS SUBSIDIARY TO SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS".

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13464
CHRISTIAN D. DAVID
2017-04-24

SHEET 5 OF 8

LAYOUT OF NOISE WALL 'NB2'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

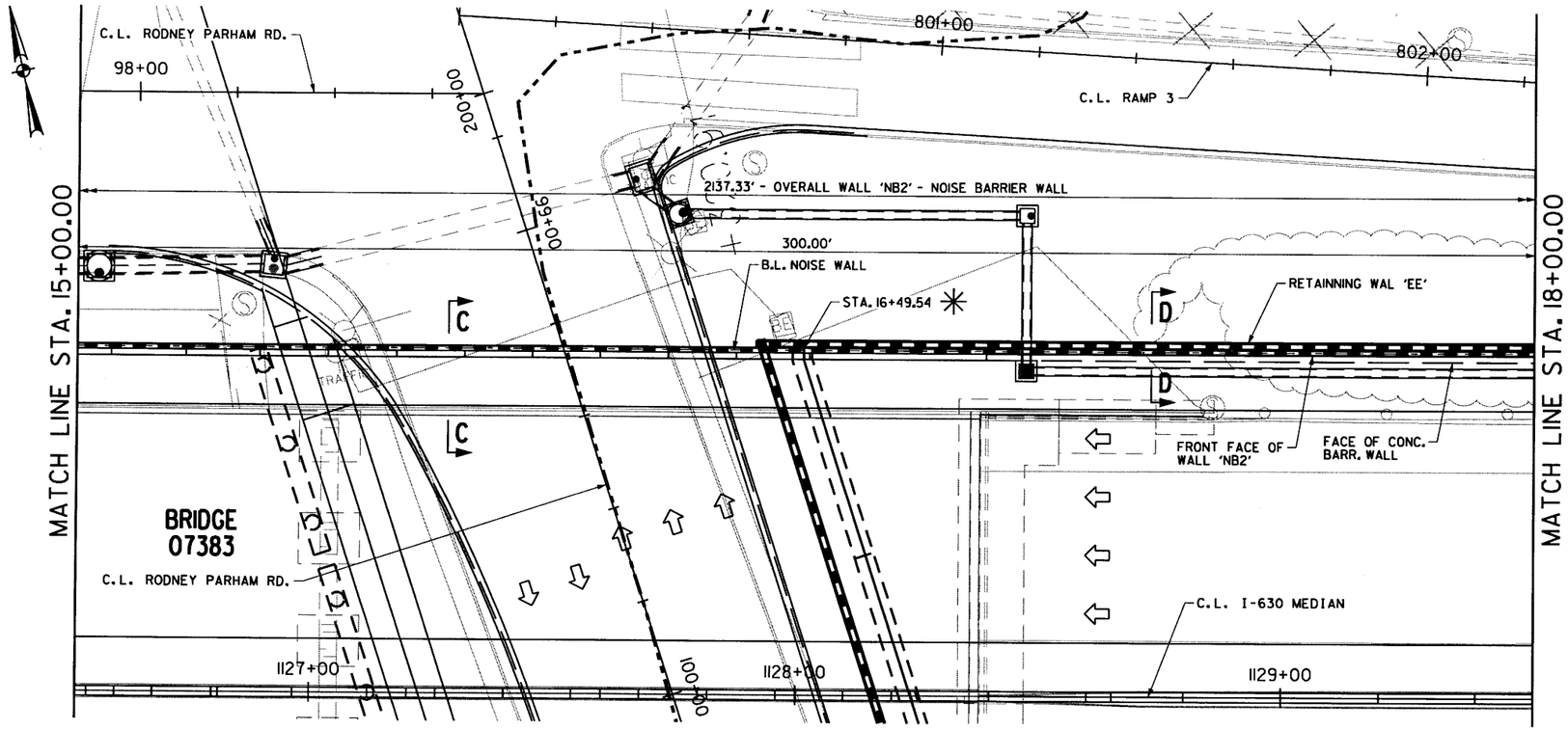
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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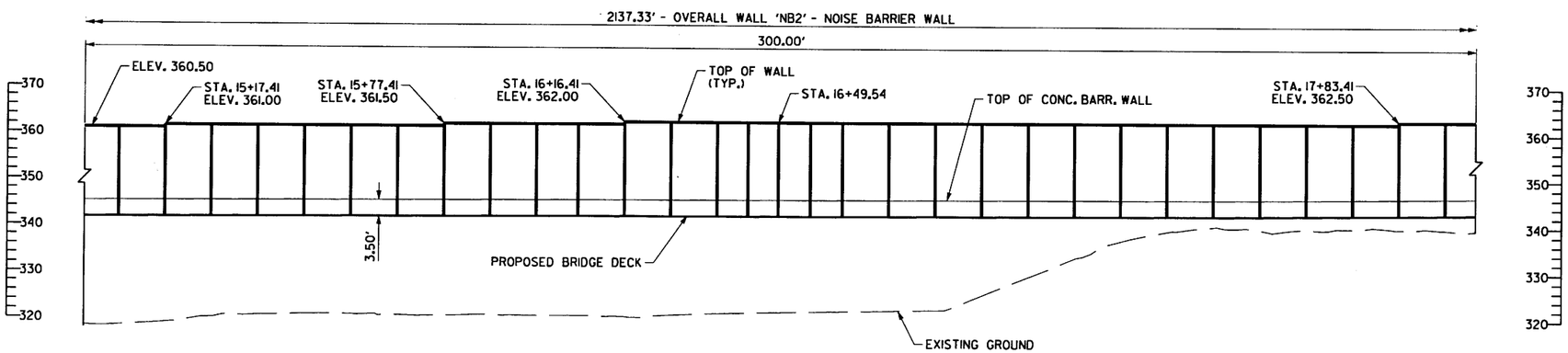
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				6	ARK.			
				JOB NO.		CA0608	696	889
				①	P&P NOISE WALL 'NB2'			59470



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZIZ
2017-09-28

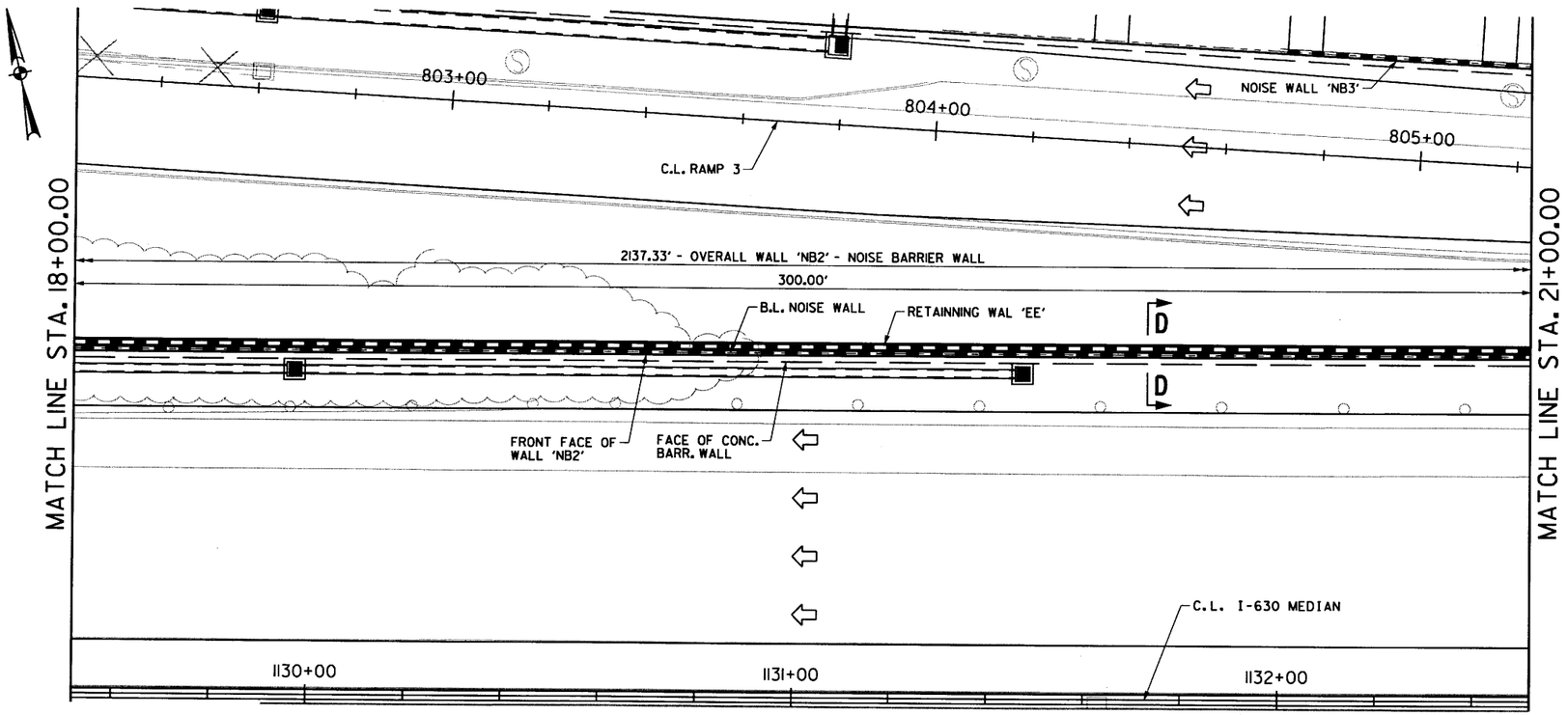
SHEET 6 OF 8
LAYOUT OF NOISE WALL 'NB2'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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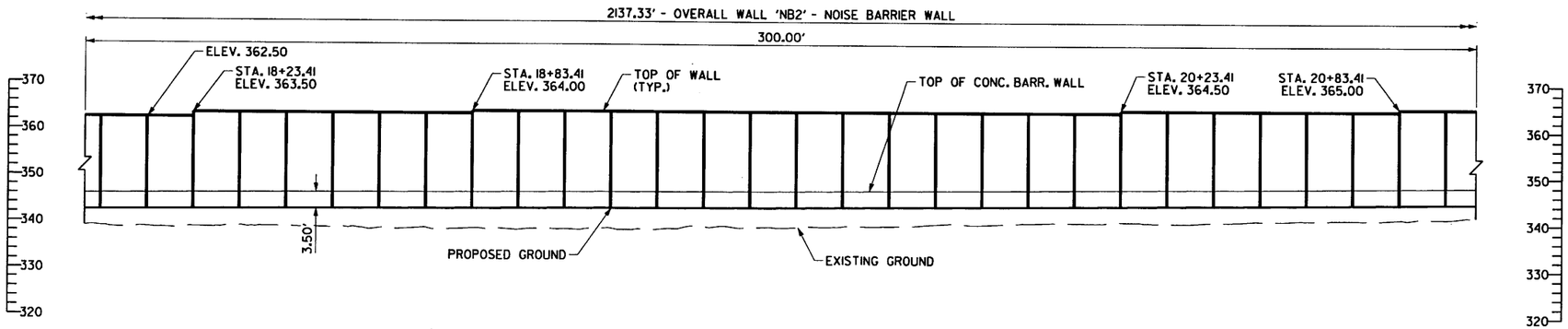
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				6	ARK.			
				JOB NO.		CA0608	697	889
				① P&P NOISE WALL 'NB2'				59471



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SYAHRIAR AZAD 2017-09-28

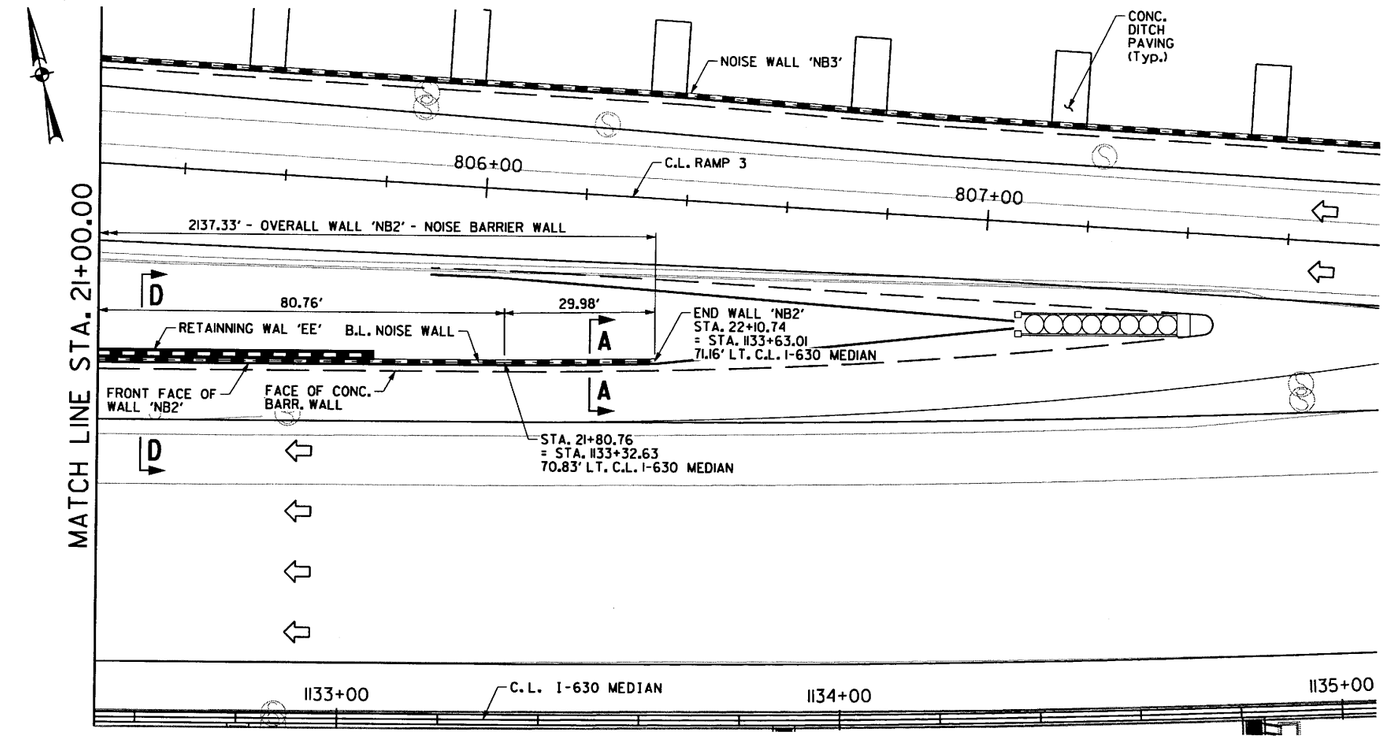
SHEET 7 OF 8
LAYOUT OF NOISE WALL 'NB2'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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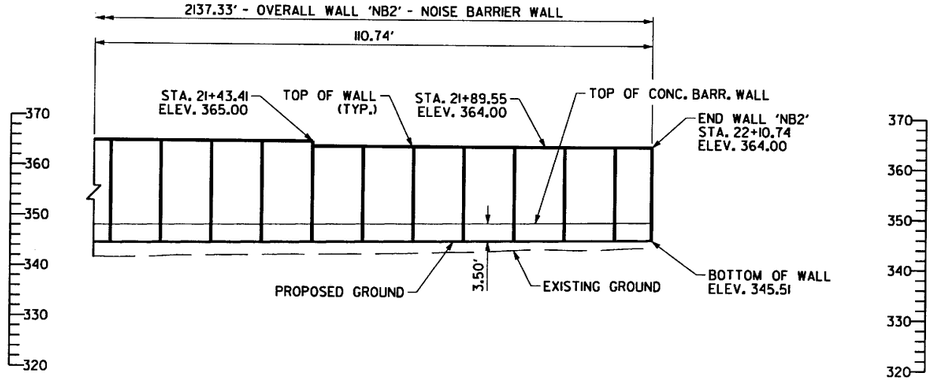
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				6	ARK.			
				JOB NO.		CA0608	698	889
				①	P&P NOISE WALL 'NB2'			59472



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

NOTES:

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CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

```
* BENTLEY HORIZONTAL ALIGNMENT REVIEW
*
* Alignment name: NB2
* Alignment description:
* Alignment style: Default
* Input Factor: 1.00000000
*
                                    STATION          NORTHING          EASTING
Element: Circular
                PC(      )          0+00.00       2069557.2207      1202940.5146
                PI(      )          0+31.26       2069552.9549      1202971.4844
                CC(      )                        2063810.6503      1202148.9760
                PCC(     )          0+62.52       2069548.3555      1203002.4065
                Radius:             5800.83
                Delta:              0°37'03.2" Right
Degree of Curvature(Arc):           0°59'15.8"
                Length:               62.52
                Tangent:              31.26
                Chord:                62.52
                Middle Ordinate:       0.08
                External:              0.08
Tangent Direction:                  S 82°09'26.5" E
Radial Direction:                   S 7°50'33.5" W
Chord Direction:                    S 81°50'54.9" E
Radial Direction:                   S 8°27'36.7" W
Tangent Direction:                  S 81°32'23.3" E

Element: Circular
                PCC(     )          0+62.52       2069548.3555      1203002.4065
                PT(      )          0+87.83       2069544.4258      1203027.4106
                CC(      )                        2063818.2711      1202101.6432
                PCC(     )          1+13.15       2069540.2780      1203052.3794
                Radius:             5800.42
                Delta:              0°30'00.1" Right
Degree of Curvature(Arc):           0°59'16.0"
                Length:               50.62
                Tangent:              25.31
                Chord:                50.62
                Middle Ordinate:       0.06
                External:              0.06
Tangent Direction:                  S 81°04'05.6" E
Radial Direction:                   S 8°55'54.4" W
Chord Direction:                    S 80°49'05.5" E
Radial Direction:                   S 9°25'54.5" W
Tangent Direction:                  S 80°34'05.5" E

Element: Circular
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                CC(      )                        2063810.6503      1202148.9760
                PT(      )          4+59.99       2069476.0502      1203393.1685
                Radius:             5800.41
                Delta:              3°25'33.8" Right
Degree of Curvature(Arc):           0°59'16.0"
                Length:              346.84
                Tangent:             173.47
                Chord:               346.79
                Middle Ordinate:       2.59
                External:              2.59
Tangent Direction:                  S 81°02'23.3" E
Radial Direction:                   S 8°57'36.7" W
Chord Direction:                    S 79°19'36.4" E
Radial Direction:                   S 12°23'10.5" W
Tangent Direction:                  S 77°36'49.5" E

Element: Linear
                PT(      )          4+59.99       2069476.0502      1203393.1685
                PC(      )         21+80.76       2069106.9431      1205073.8885
Tangential Direction:               S 77°36'49.5" E
Tangential Length:                 1720.77

Element: Circular
                PC(      )         21+80.76       2069106.9431      1205073.8885
                PI(      )         21+95.75       2069103.7271      1205088.5328
                CC(      )                        2070249.8728      1205324.8901
                PT(      )         22+10.74       2069100.8873      1205103.2547
                Radius:             1170.17
                Delta:              1°28'05.4" Left
Degree of Curvature(Arc):           4°53'47.0"
                Length:               29.98
                Tangent:              14.99
                Chord:                29.98
                Middle Ordinate:       0.10
                External:              0.10
Tangent Direction:                  S 77°36'49.5" E
Radial Direction:                   S 12°23'10.5" W
Chord Direction:                    S 78°20'52.3" E
Radial Direction:                   S 10°55'05.0" W
Tangent Direction:                  S 79°04'55.0" E
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
BRIAN R. MAY
2017-02-28

SHEET 8 OF 8

LAYOUT OF NOISE WALL 'NB2'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

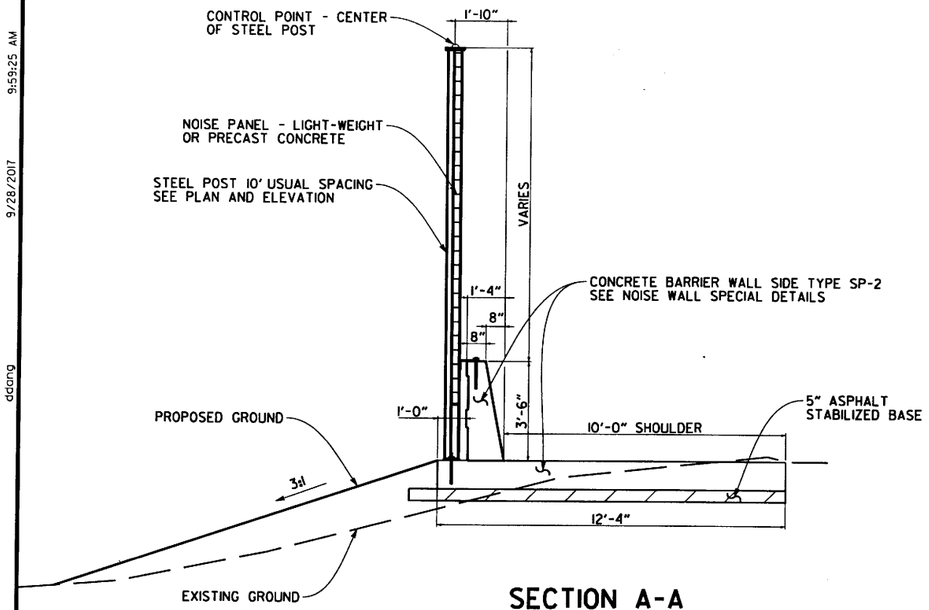
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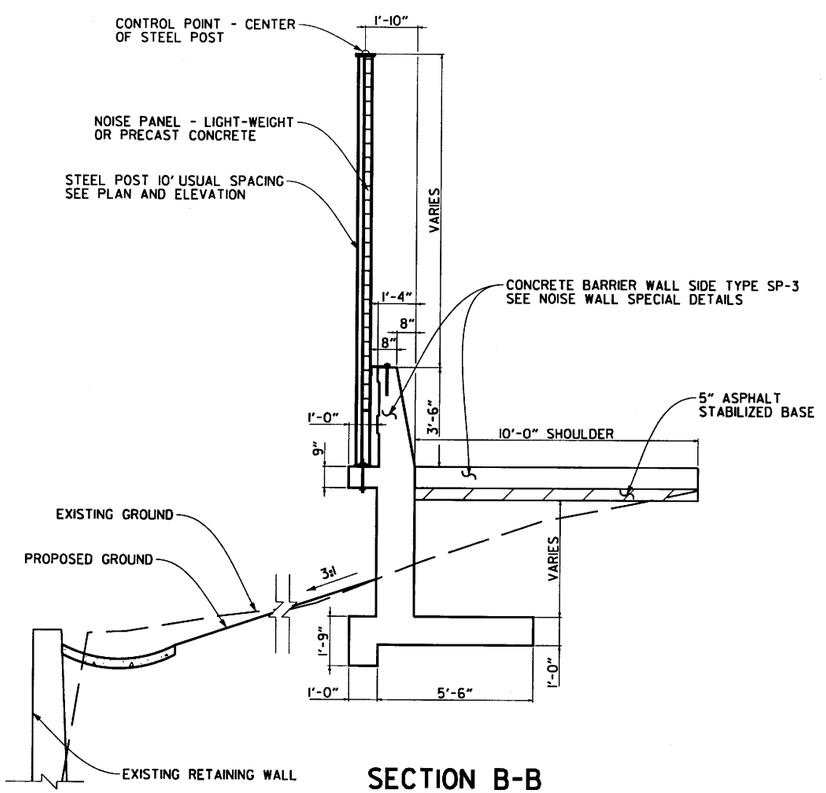
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				JOB NO.		CA0608	699	889
				①	SECTION NOISE WALL 'NB2'			59473



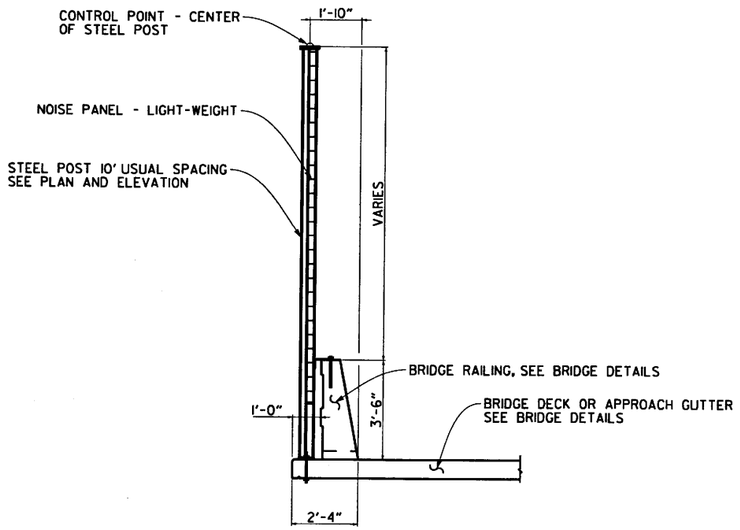
SECTION A-A

FROM STA. 0+73.41 TO STA. 6+98.14
AND FROM STA. 21+54.87 TO STA. 22+10.74
N.T.S.



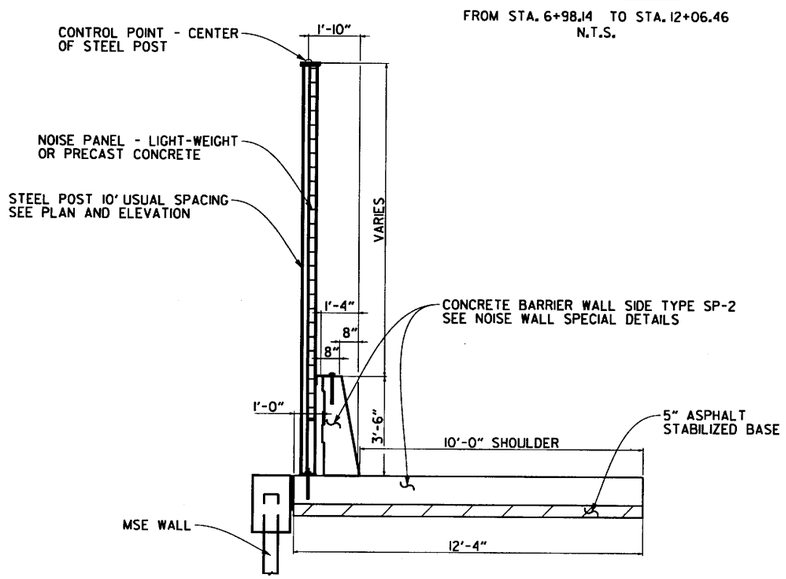
SECTION B-B

FROM STA. 6+98.14 TO STA. 12+06.46
N.T.S.



SECTION C-C

FROM STA. 12+06.46 TO STA. 16+87.25
N.T.S.



SECTION D-D

FROM STA. 16+87.25 TO STA. 21+54.87
N.T.S.

NOTES:

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASADOLLAHI
2017-04-28

SECTIONS OF NOISE WALL 'NB2'

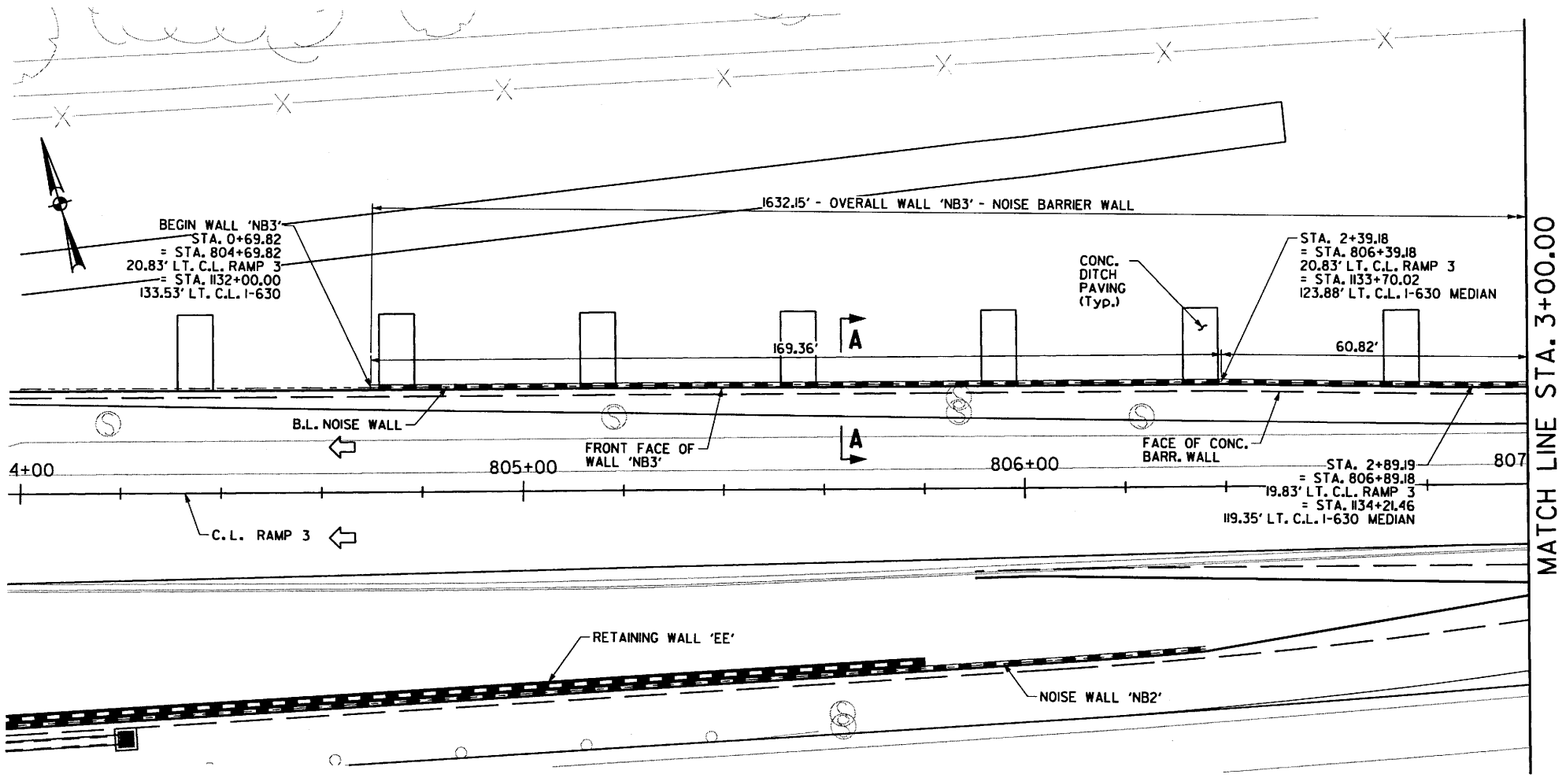
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PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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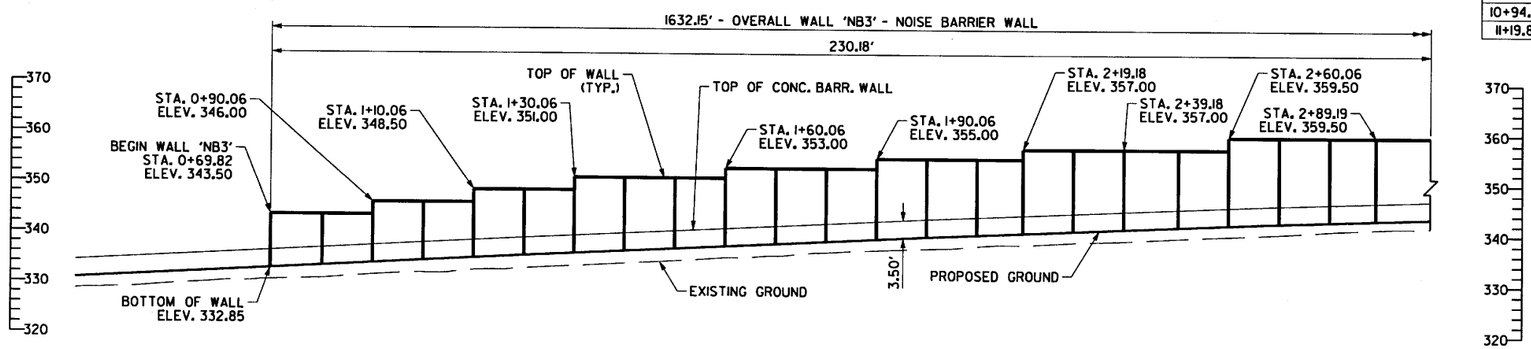
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				6	ARK.			
				JOB NO.		CA0608	700	889
				①	P&P NOISE WALL 'NB3'			59474



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

NOISE BARRIER WALL 'NB3'

STATION ALONG WALL	TOP OF WALL ELEV.	PROPOSED GROUND ELEV.
0+69.82	343.50	332.85
0+94.82	346.00	334.22
1+19.82	348.50	335.49
1+44.82	351.00	336.73
1+69.82	353.00	337.98
1+94.82	355.00	339.23
2+19.82	357.00	340.33
2+44.82	357.00	341.38
2+69.82	359.50	342.42
2+94.82	359.50	343.24
3+19.82	361.00	344.02
3+44.82	361.00	344.80
3+69.82	363.00	345.56
3+94.82	363.00	346.20
4+19.82	364.00	346.90
4+44.82	364.00	347.64
4+69.82	365.50	348.36
4+94.82	365.50	349.06
5+19.82	366.50	349.75
5+44.82	366.50	350.45
5+69.82	368.00	351.21
5+94.82	368.00	352.07
6+19.82	369.50	352.93
6+44.82	369.50	353.79
6+69.82	371.00	354.66
6+94.82	371.00	355.52
7+19.82	373.00	356.39
7+44.82	373.00	357.25
7+69.82	375.50	358.08
7+94.82	375.50	358.86
8+19.82	378.00	359.64
8+44.82	380.00	360.42
8+69.82	380.00	361.15
8+94.82	380.00	361.87
9+19.82	381.50	362.58
9+44.82	383.00	363.29
9+69.82	383.00	364.01
9+94.82	383.00	364.72
10+19.82	383.00	365.44
10+44.82	385.00	366.16
10+69.82	385.00	366.72
10+94.82	385.00	367.25
11+19.82	386.50	367.78

STATION ALONG WALL	TOP OF WALL ELEV.	EXISTING GROUND ELEV.
11+44.82	387.50	369.01
11+69.82	387.50	371.62
11+94.82	391.50	373.94
12+19.82	391.50	375.6
12+44.82	393.50	377.06
12+69.82	393.50	378.35
12+94.82	392.50	378.87
13+19.82	392.50	379.48
13+44.82	392.50	379.11
13+69.82	392.50	379.52
13+94.82	392.50	379.89
14+19.82	392.50	380.16
14+44.82	392.50	380.46
14+69.82	391.50	380.83
14+94.82	391.50	381.46
15+19.82	391.50	382.31
15+44.82	391.00	382.83
15+69.82	391.00	383.71
15+94.82	391.00	384.51
16+19.82	391.00	385.42
16+44.82	390.50	386.07
16+69.82	390.50	386.52
16+94.82	390.50	386.87
17+01.97	390.50	386.76

NOTES:

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SUMMIAR, JAMES
2017-09-25

SHEET 1 OF 6
LAYOUT OF NOISE WALL 'NB3'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

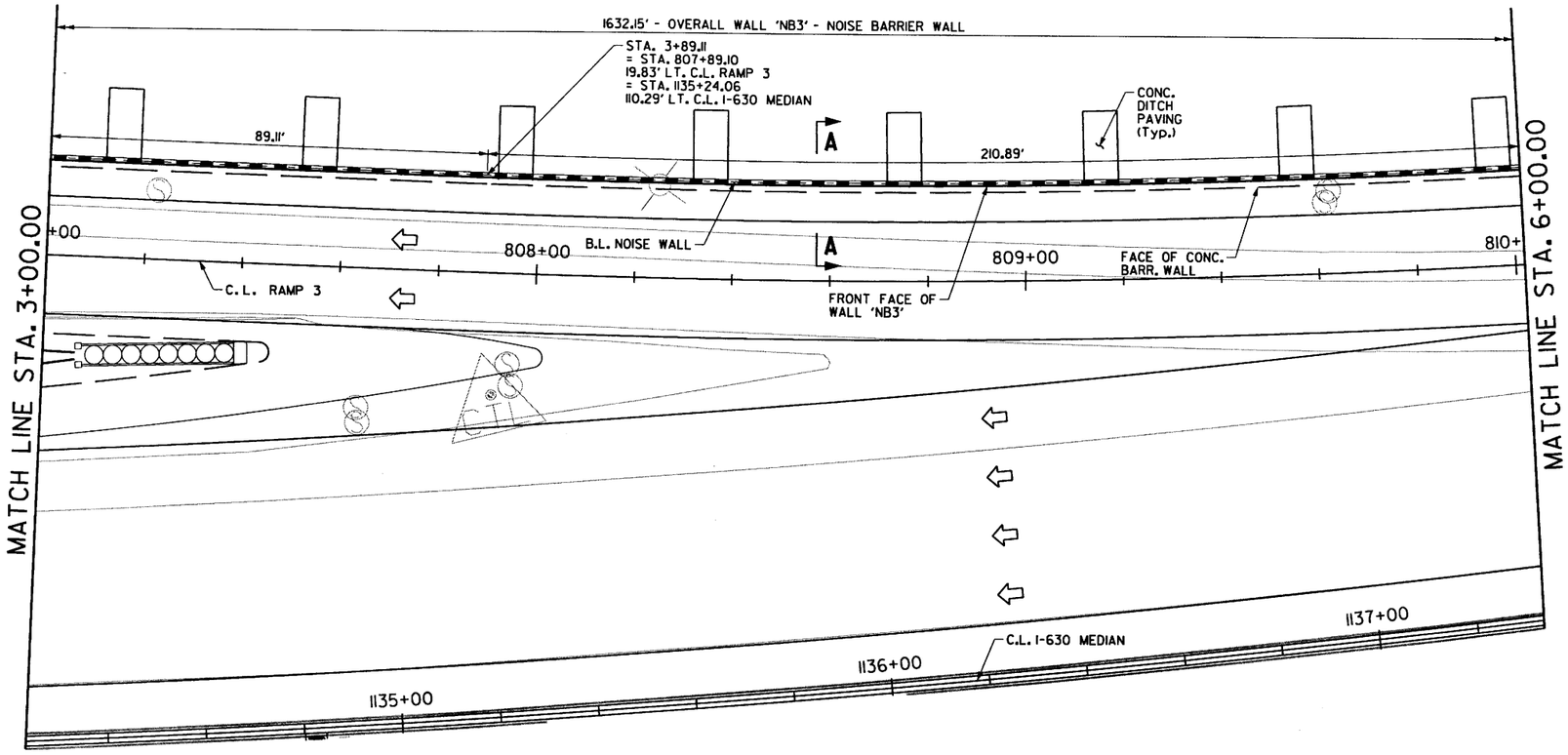
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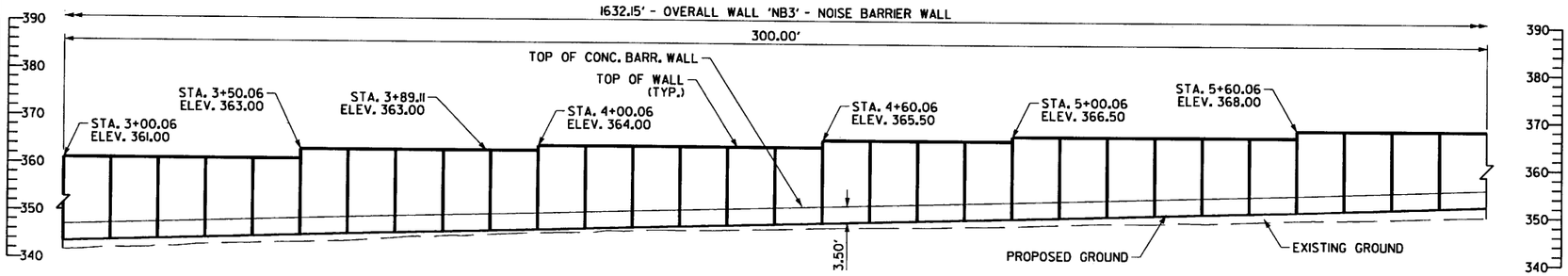
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				6	ARK.			
				JOB NO.		CA0608	701	889
				①	P&P NOISE WALL 'NB3'			59475



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIYAR AZAM
2017-09-28

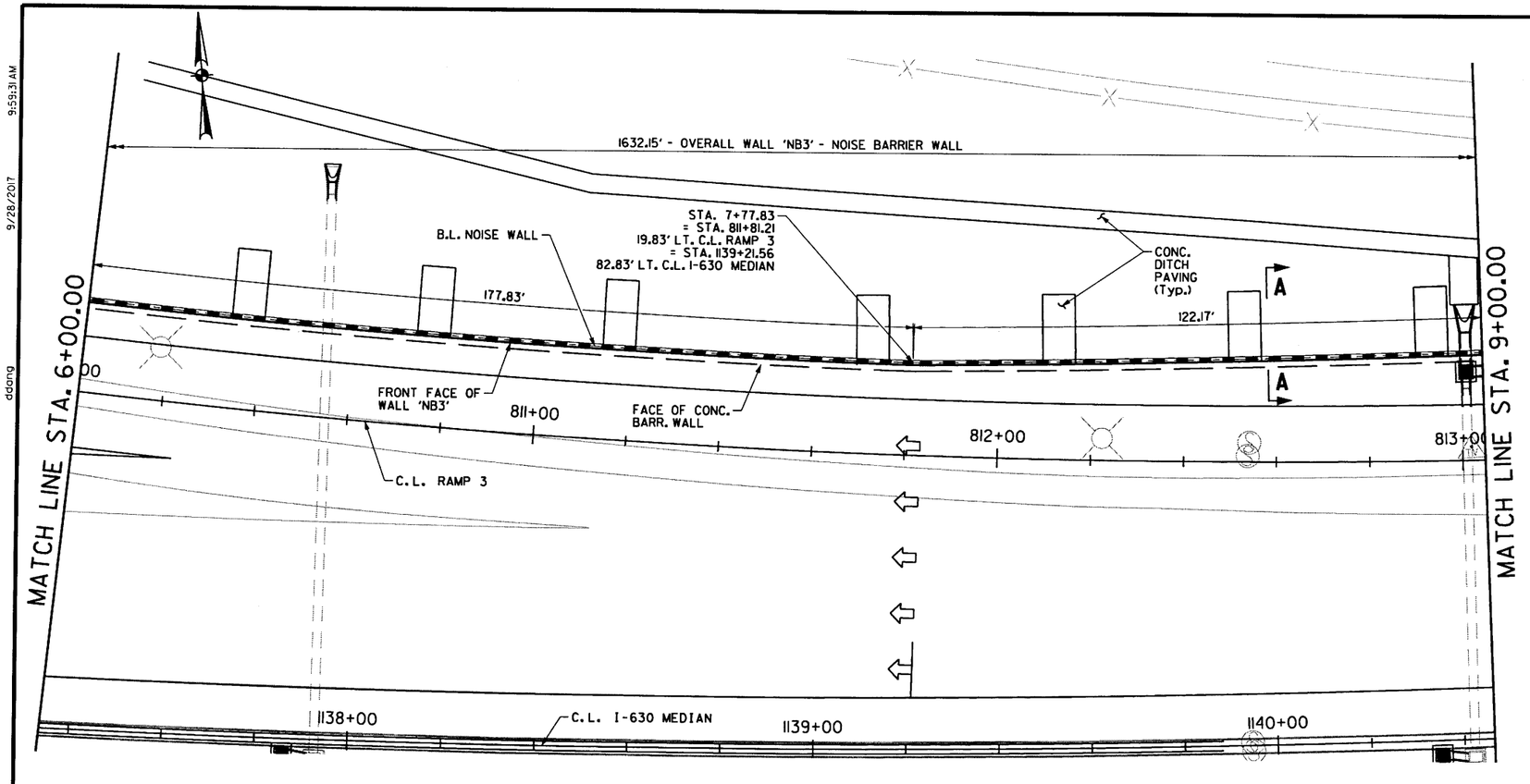
SHEET 2 OF 6
LAYOUT OF NOISE WALL 'NB3'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 9/9/2016
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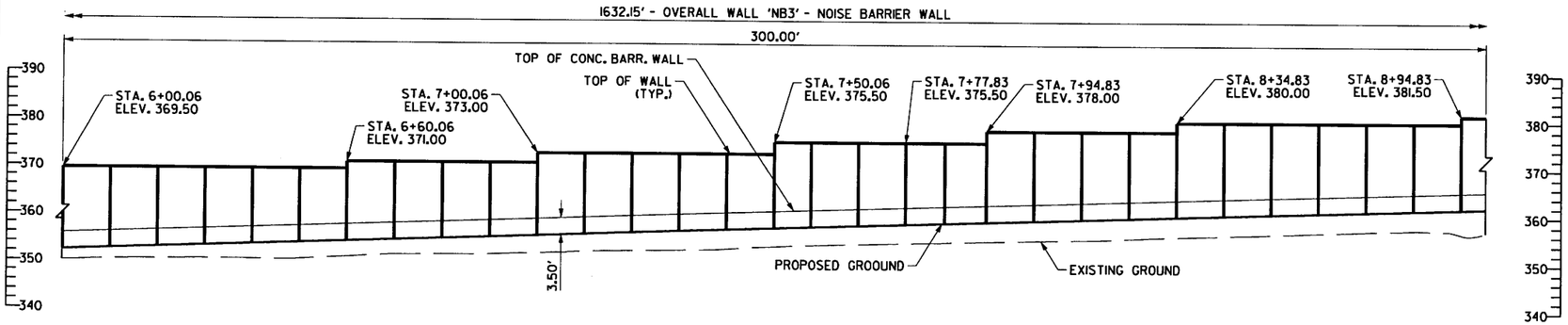
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				6	ARK.			
				JOB NO.		CA0608	702	889
				① P&P NOISE WALL 'NB3'				59476



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-09-28

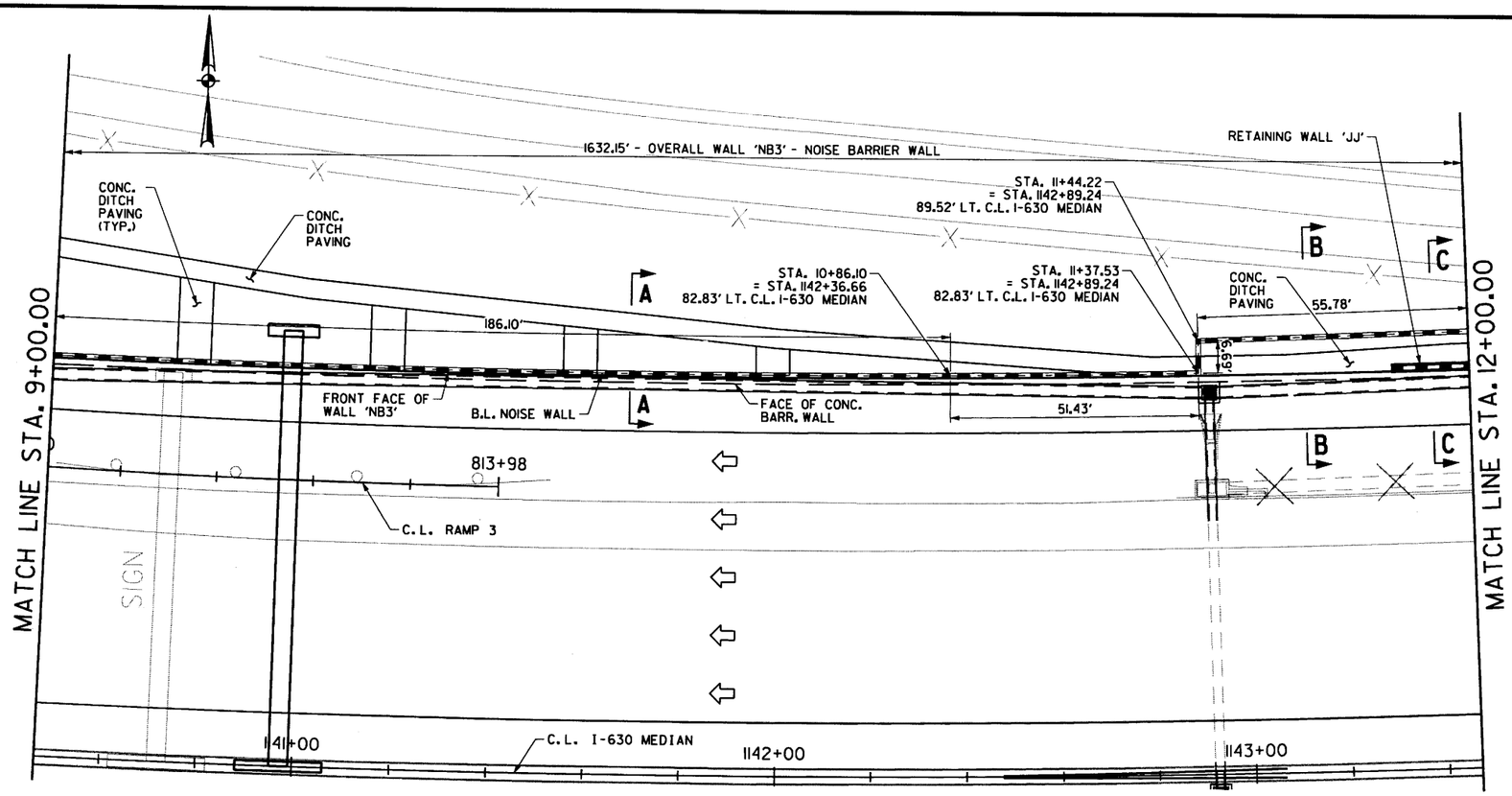
SHEET 3 OF 6
LAYOUT OF NOISE WALL 'NB3'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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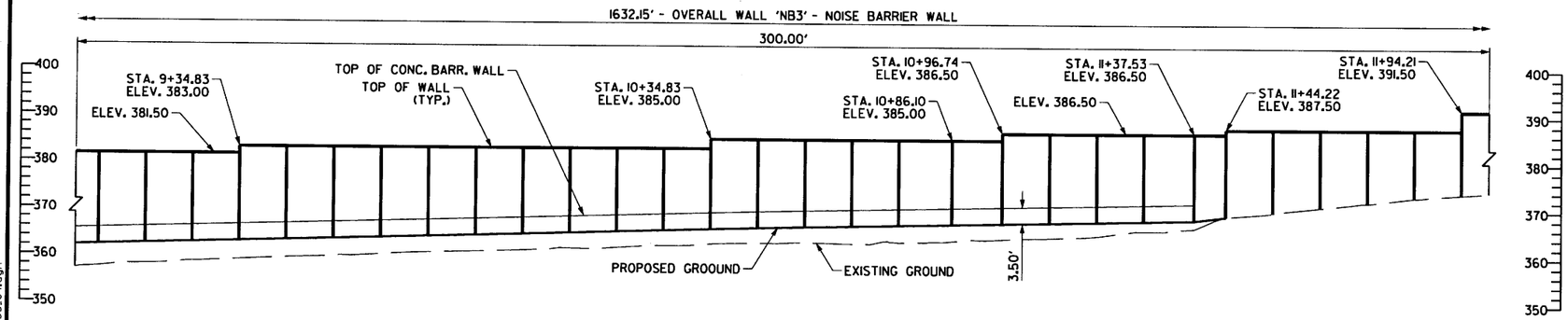
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				6	ARK.			
				JOB NO.		CA0608	703	889
				① P&P NOISE WALL 'NB3'				59477



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
SUMMRIAR
2017-09-28

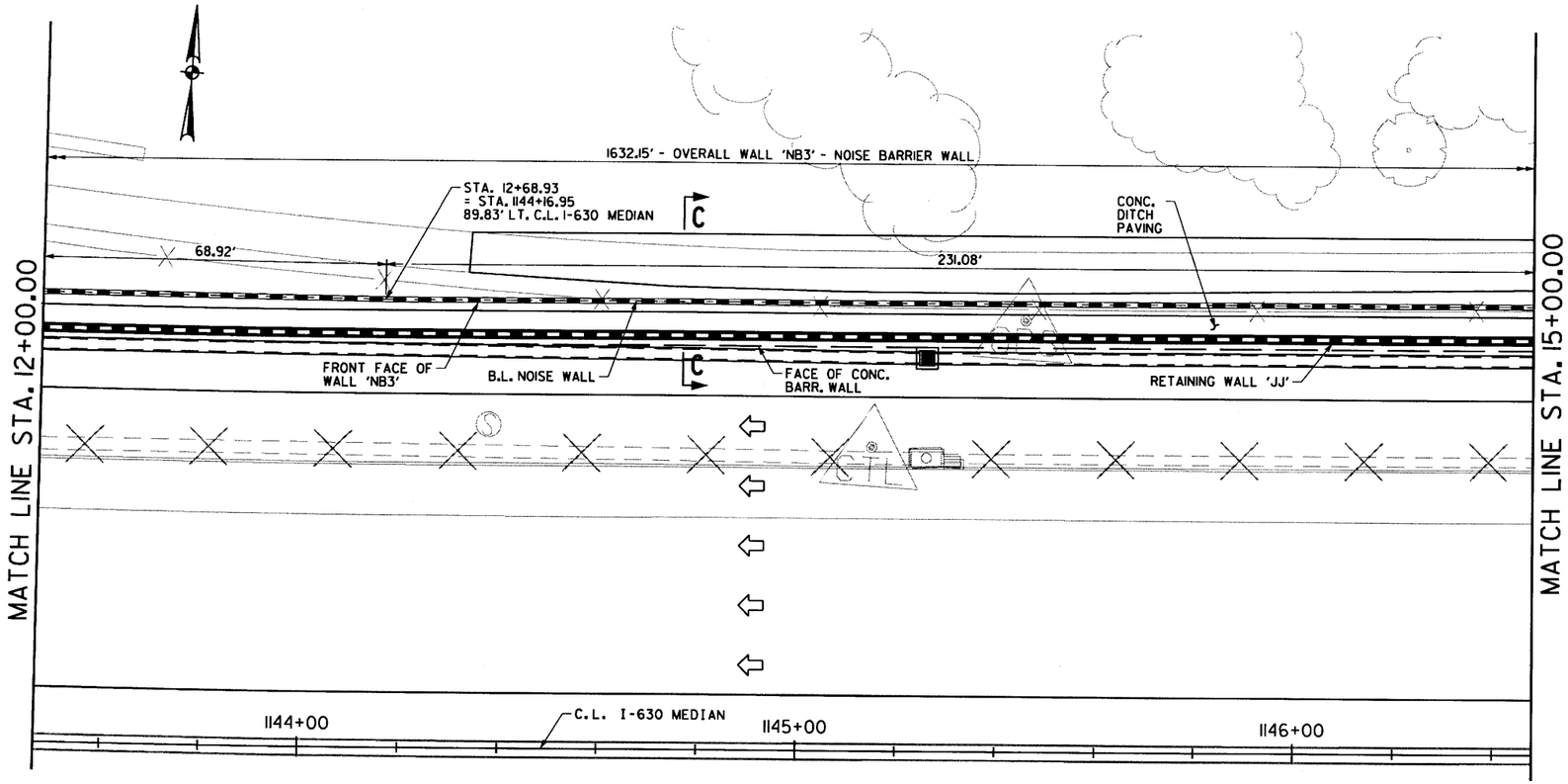
SHEET 4 OF 6
LAYOUT OF NOISE WALL 'NB3'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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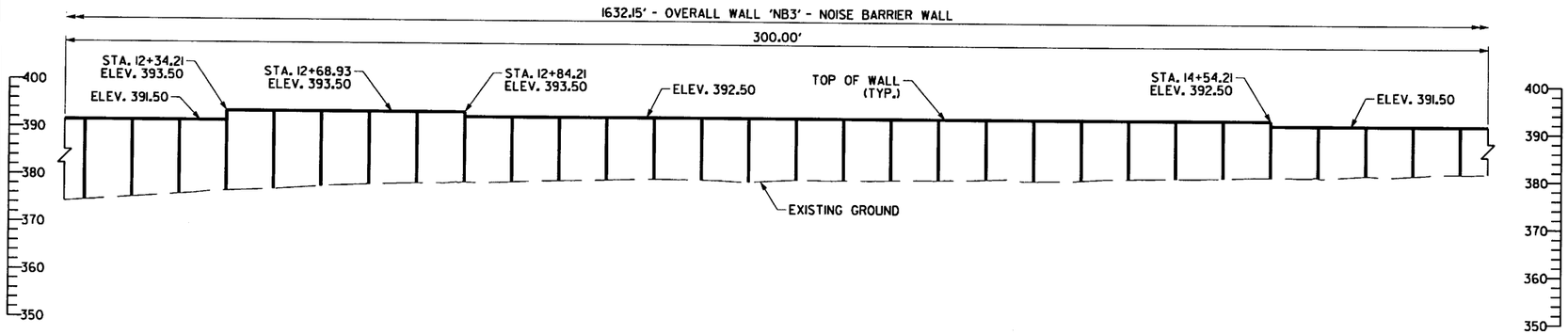
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				6	ARK.			
				JOB NO.		CA0608	704	889
				①	P&P NOISE WALL 'NB3'			59478



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
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4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZADI
2017-04-28

SHEET 5 OF 6
LAYOUT OF NOISE WALL 'NB3'

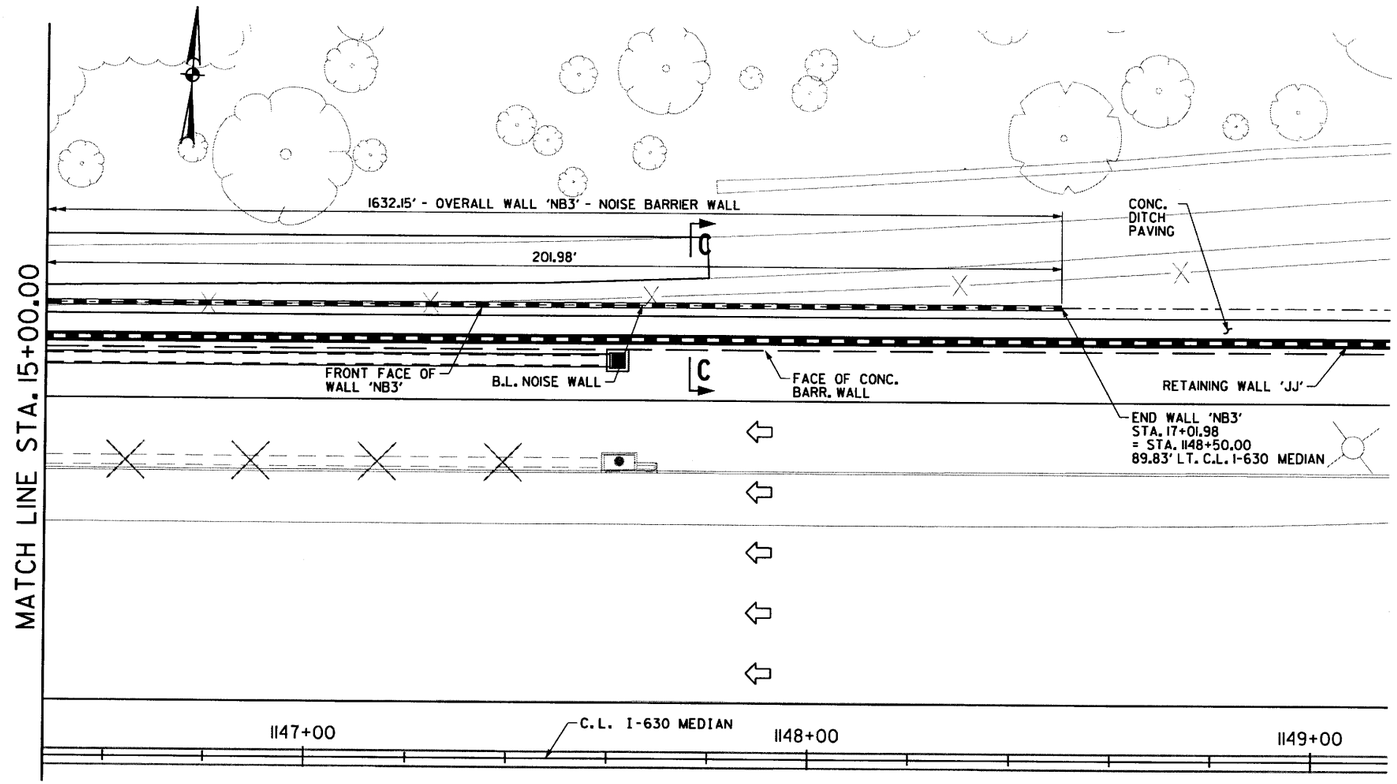
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PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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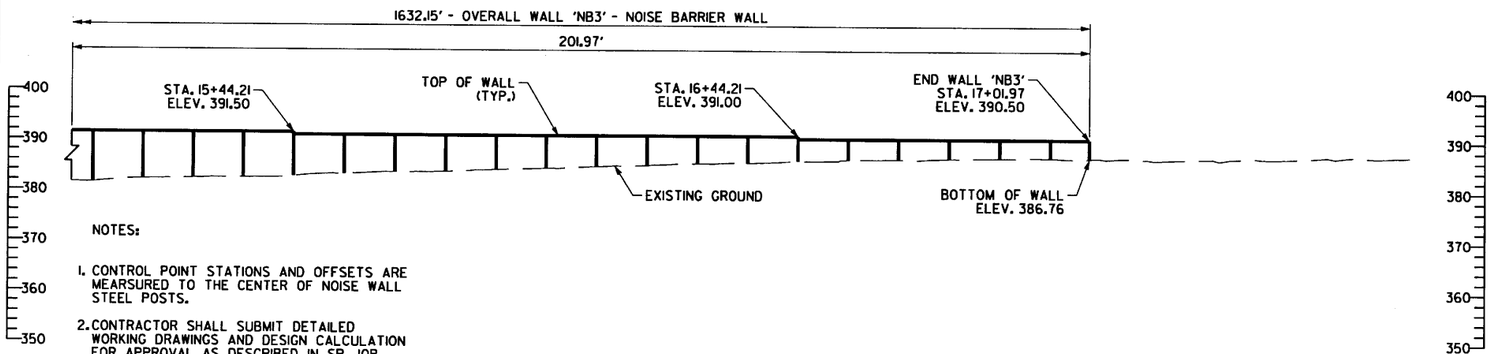
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				6	ARK.			
				JOB NO.		CA0608	705	889
				①	P&P NOISE WALL 'NB3'			59479



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
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4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

```
* BENTLEY HORIZONTAL ALIGNMENT REVIEW
*
* Alignment name: NB3
* Alignment description:
* Alignment style: Default
* Input Factor: 1.00000000
*
```

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	2069215.4205	1204890.5585
PI ( )	2+39.18	2069151.0321	1205120.9067
Tangential Direction:	S 74°22'58.5" E		
Tangential Length:	239.18		
Element: Linear			
PI ( )	2+39.18	2069151.0321	1205120.9067
PI ( )	2+89.19	2069136.6087	1205168.7916
Tangential Direction:	S 73°14'13.8" E		
Tangential Length:	50.01		
Element: Linear			
PI ( )	2+89.19	2069136.6087	1205168.7916
PC ( )	3+89.11	2069109.7091	1205265.0244
Tangential Direction:	S 74°22'58.5" E		
Tangential Length:	99.92		
Element: Circular			
PC ( )	3+89.11	2069109.7091	1205265.0244
PI ( )	5+83.94	2069057.2585	1205452.6655
CC ( )		2071297.8303	1205876.6617
PCC ( )	7+77.83	2069037.5208	1205646.4970
Radius:	2272.00		
Delta:	9°48'09.9" Left		
Degree of Curvature(Arc):	2°31'18.6"		
Length:	388.72		
Tangent:	194.83		
Chord:	388.24		
Middle Ordinate:	8.31		
External:	8.34		
Tangent Direction:	S 74°22'58.5" E		
Radial Direction:	S 15°37'01.5" W		
Chord Direction:	S 79°17'03.5" E		
Radial Direction:	S 5°48'51.6" W		
Tangent Direction:	S 84°11'08.4" E		
Element: Circular			
PCC ( )	7+77.83	2069037.5208	1205646.4970
PI ( )	9+57.82	2069025.9556	1205826.1159
CC ( )		2072766.6840	1205886.6091
PT ( )	11+37.53	2069031.7069	1206006.0150
Radius:	3736.89		
Delta:	5°30'54.6" Left		
Degree of Curvature(Arc):	1°31'59.7"		
Length:	359.70		
Tangent:	179.99		
Chord:	359.56		
Middle Ordinate:	4.33		
External:	4.33		
Tangent Direction:	S 86°18'57.4" E		
Radial Direction:	S 3°41'02.6" W		
Chord Direction:	S 89°04'24.7" E		
Radial Direction:	S 1°49'52.0" E		
Tangent Direction:	N 88°10'08.0" E		
Element: Linear			
PT ( )	11+37.53	2069031.7069	1206006.0150
PI ( )	11+44.22	2069038.3905	1206005.8013
Tangential Direction:	N 1°49'52.0" W		
Tangential Length:	6.69		
Element: Linear			
PI ( )	11+44.22	2069038.3905	1206005.8013
PI ( )	12+68.93	2069044.7714	1206130.3519
Tangential Direction:	N 87°04'02.1" E		
Tangential Length:	124.71		
Element: Linear			
PI ( )	12+68.93	2069044.7714	1206130.3519
POE ( )	20+40.37	2069095.1841	1206900.1449
Tangential Direction:	N 86°15'11.3" E		
Tangential Length:	771.44		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ANWAR
2017-09-28

SHEET 6 OF 6
LAYOUT OF NOISE WALL 'NB3'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

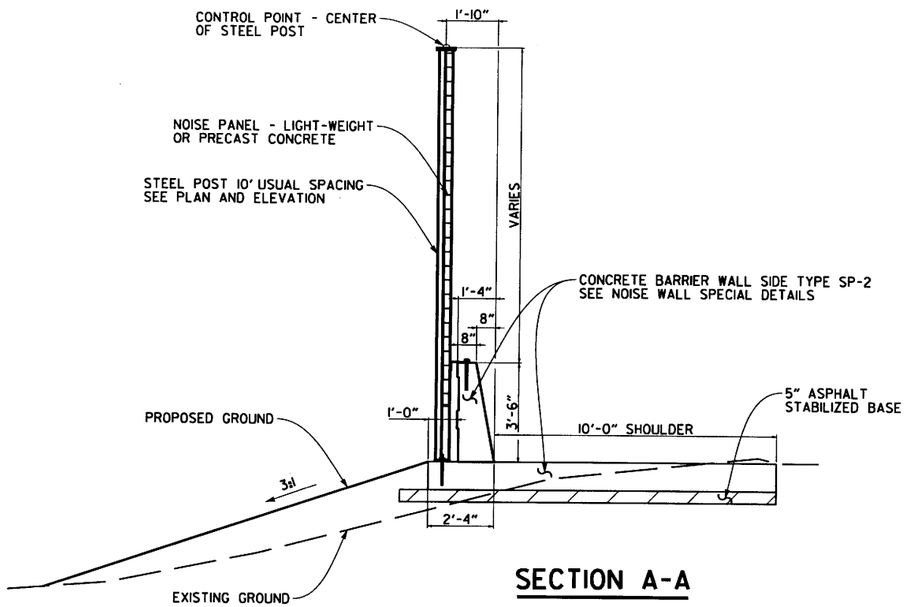
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LITTLE ROCK, ARK.

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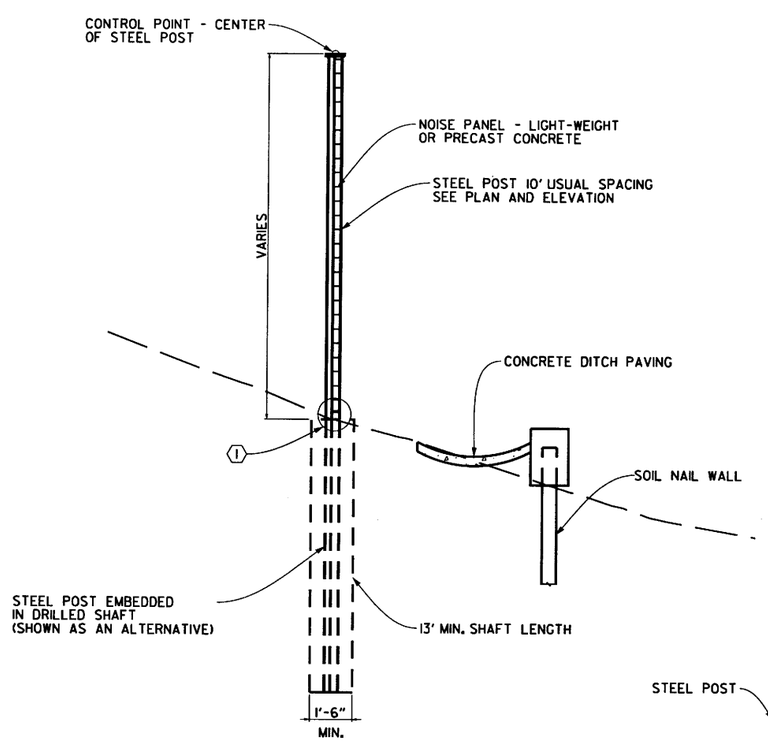
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				6	ARK.			
				JOB NO.		CA0608	706	889
				①	SECTION NOISE WALL 'NB3'			59480



SECTION A-A

FROM STA. 0+69.82 TO STA. 11+37.53
N.T.S.

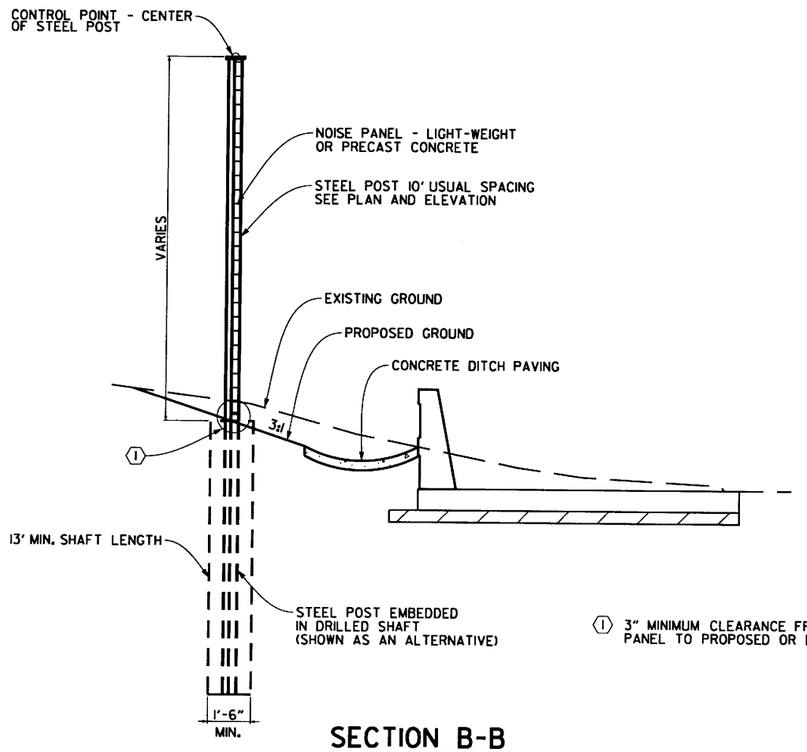


SECTION C-C

FROM STA. 11+83.90 TO STA. 17+01.98
N.T.S.

NOTES:

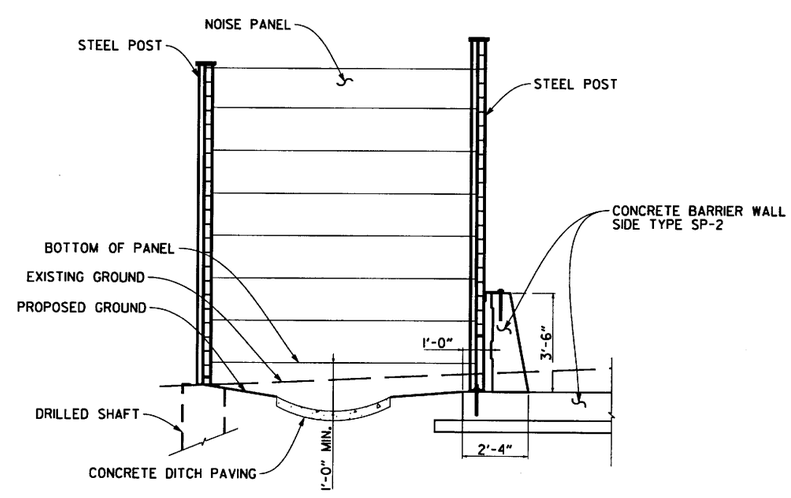
1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.
8. CONTRACTOR SHALL DESIGN THE NOISE WALL SYSTEM TO AVOID CONFLICT WITH THE SOIL NAIL WALL.



SECTION B-B

FROM STA. 11+37.53 TO STA. 11+83.90
N.T.S.

① 3" MINIMUM CLEARANCE FROM BOTTOM OF WALL PANEL TO PROPOSED OR EXISTING GROUND.



DETAIL FOR CONCRETE DITCH PAVING PASSING UNDER NOISE WALL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHERMAR AZIZ
2017-04-28

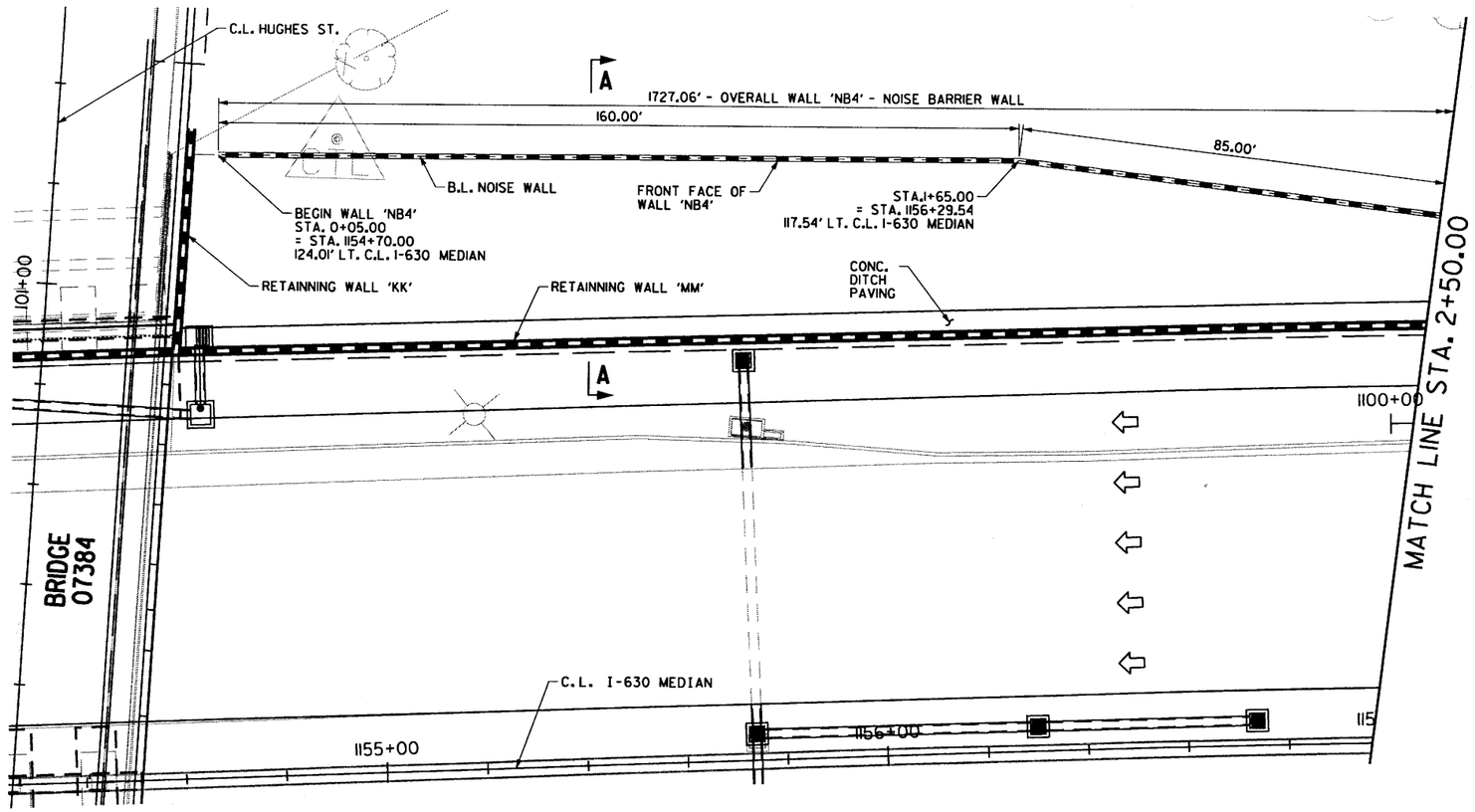
SECTIONS OF NOISE WALL 'NB3'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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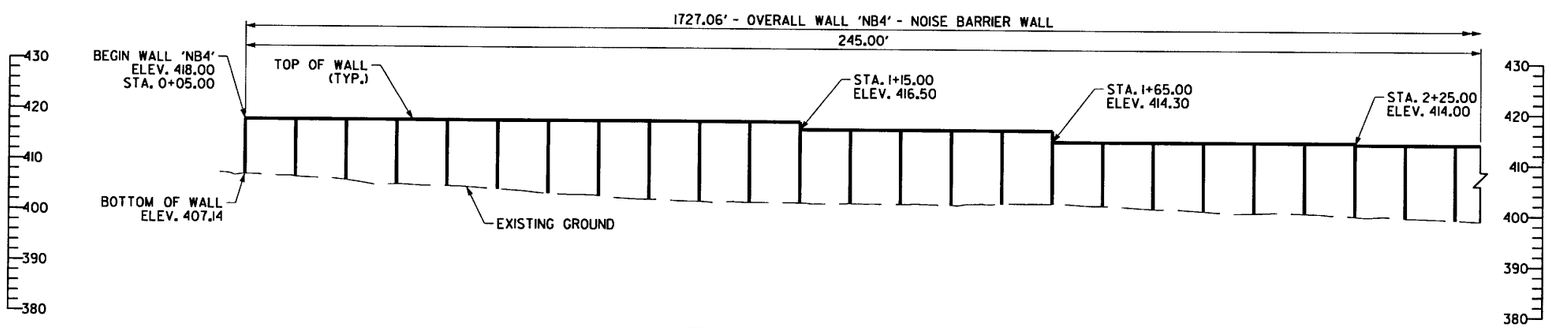
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				6	ARK.			
				JOB NO.		CA0608	707	889
				①	P&P NOISE WALL 'NB4'			59481



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
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7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHARIAR ALAEE 2017-04-28

SHEET 1 OF 7
LAYOUT OF NOISE WALL 'NB4'

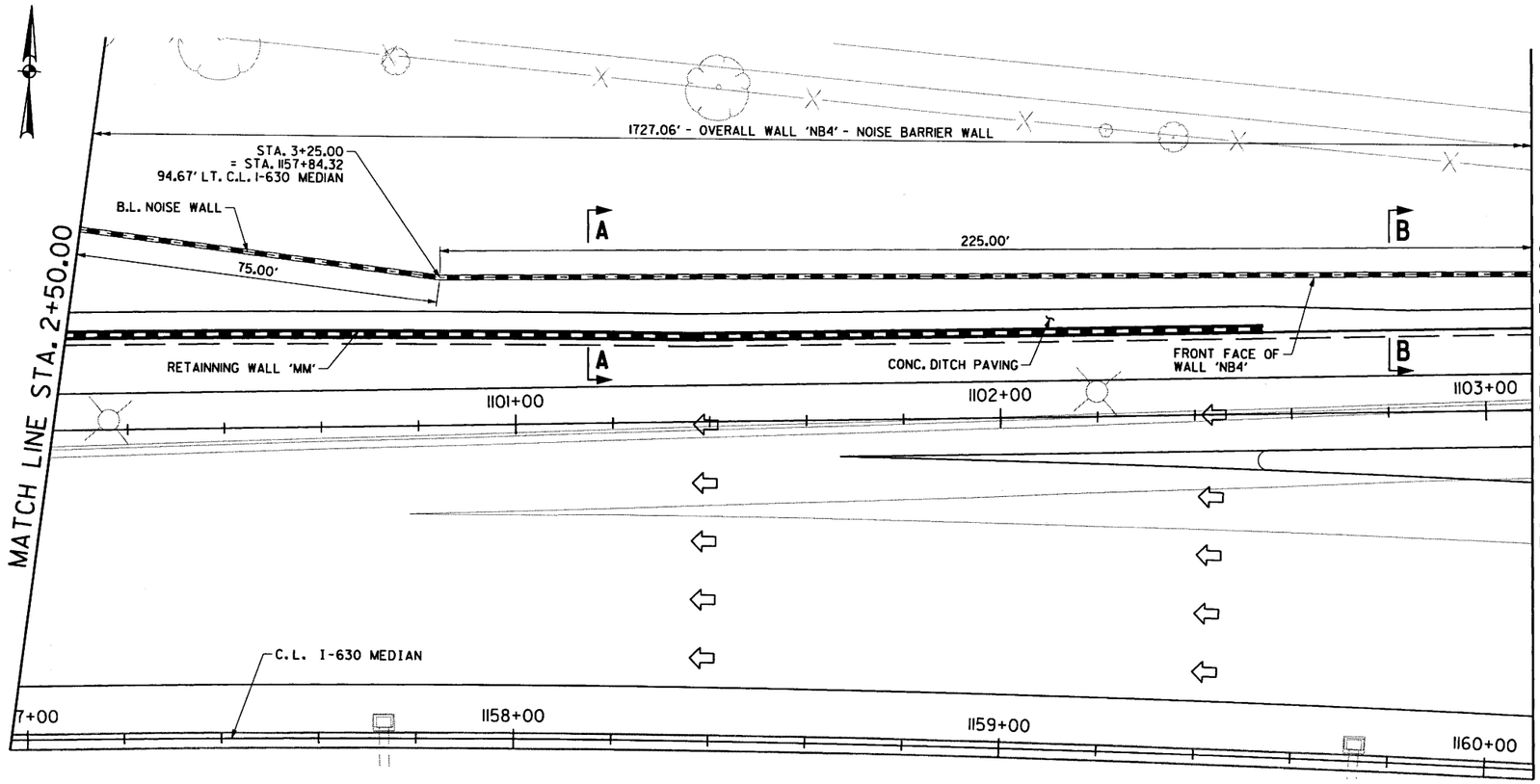
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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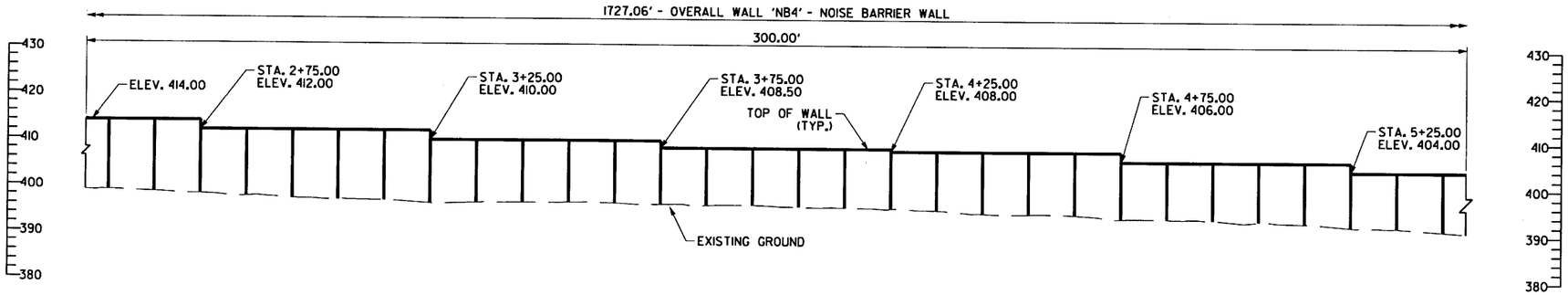
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				6	ARK.			
				JOB NO.		CA0608	708	889
				① P&P NOISE WALL 'NB4'				59482



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHERIDAN, AZ
2017-04-28

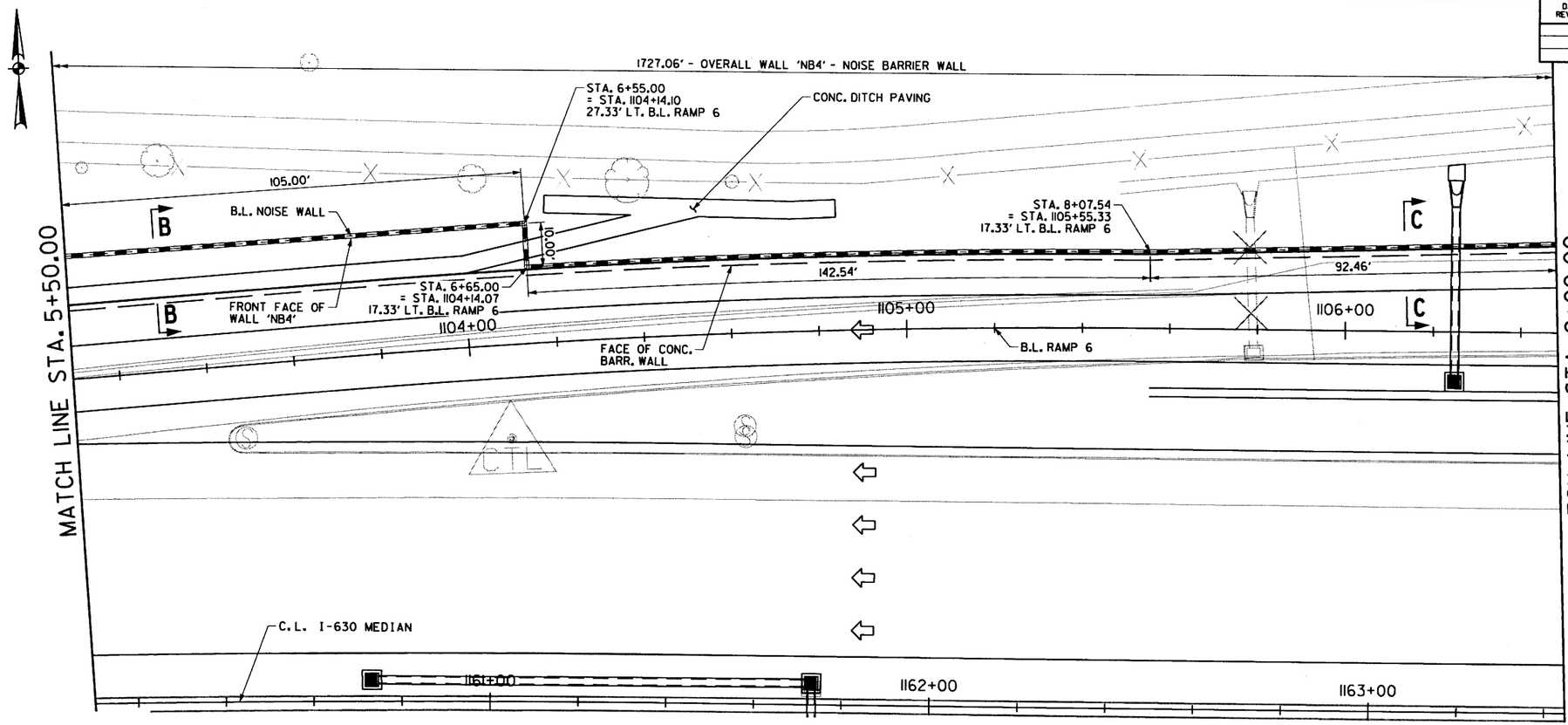
SHEET 2 OF 7
LAYOUT OF NOISE WALL 'NB4'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 9/9/2016
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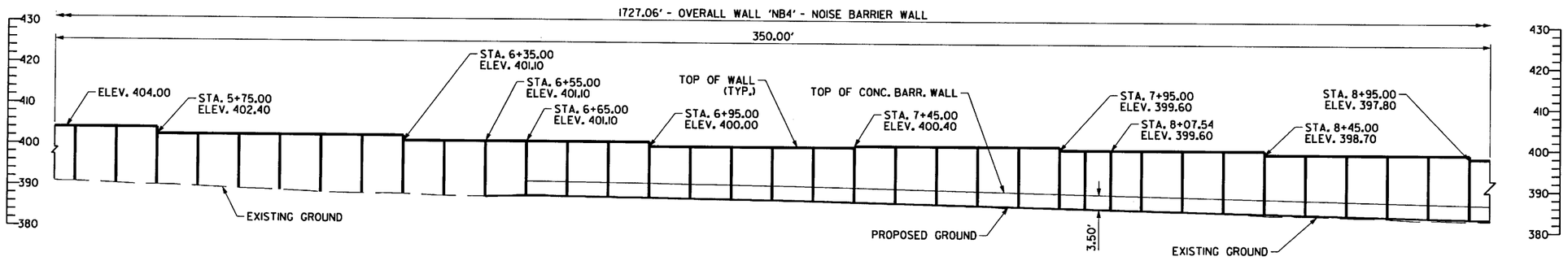
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				6	ARK.			
				JOB NO.		CA0608	709	889
				①	P&P NOISE WALL 'NB4'			59483



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRAR ADD
11-09-2017

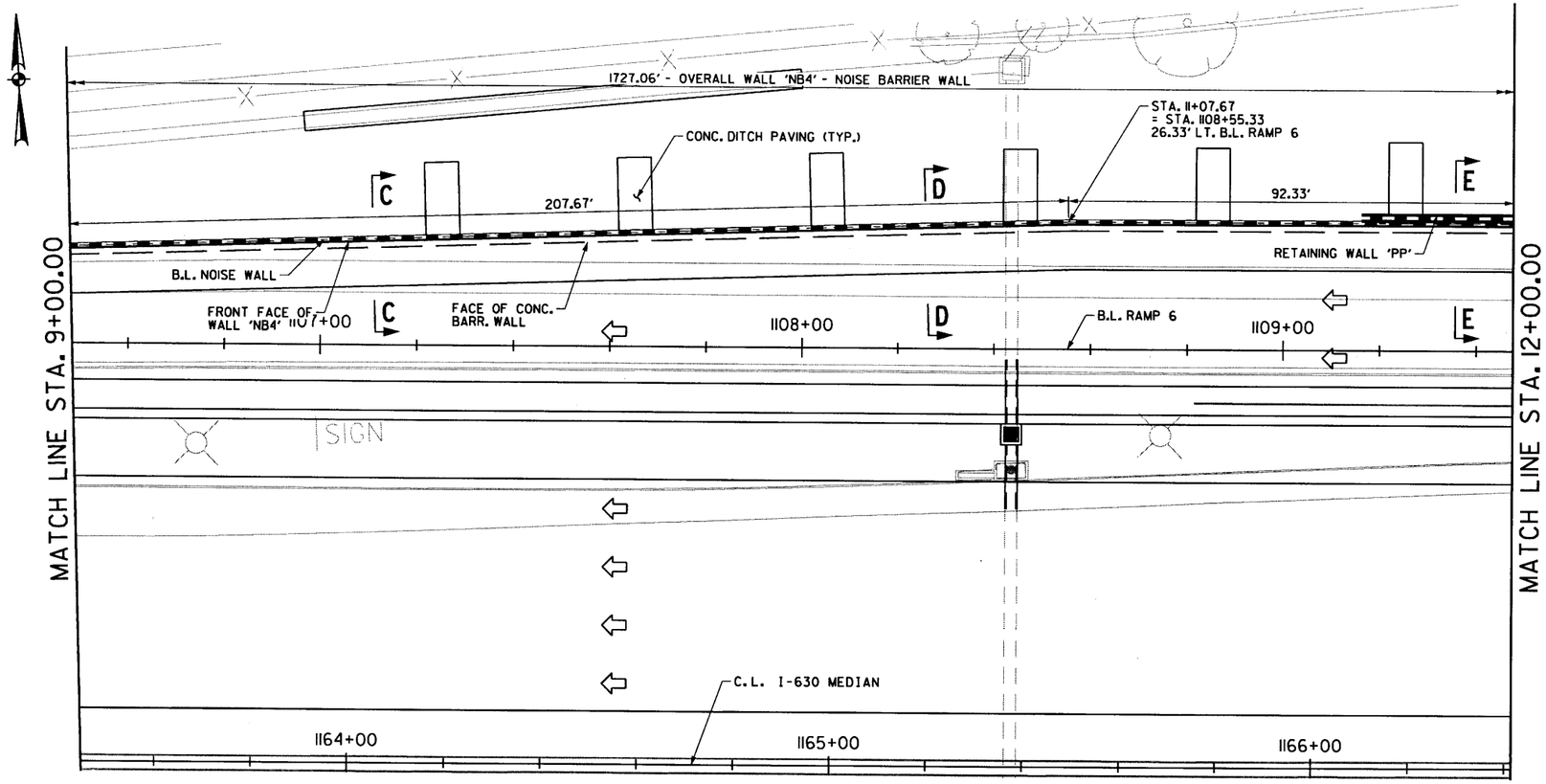
SHEET 3 OF 7
LAYOUT OF NOISE WALL 'NB4'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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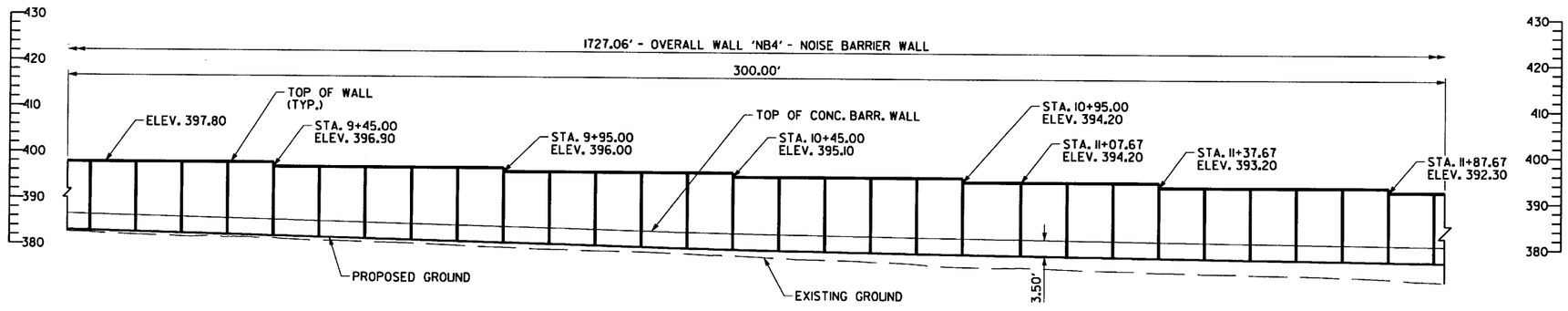
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				6	ARK.			
				JOB NO.		CA0608	710	889
				①	P&P NOISE WALL 'NB4'			59484



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2017-04-28

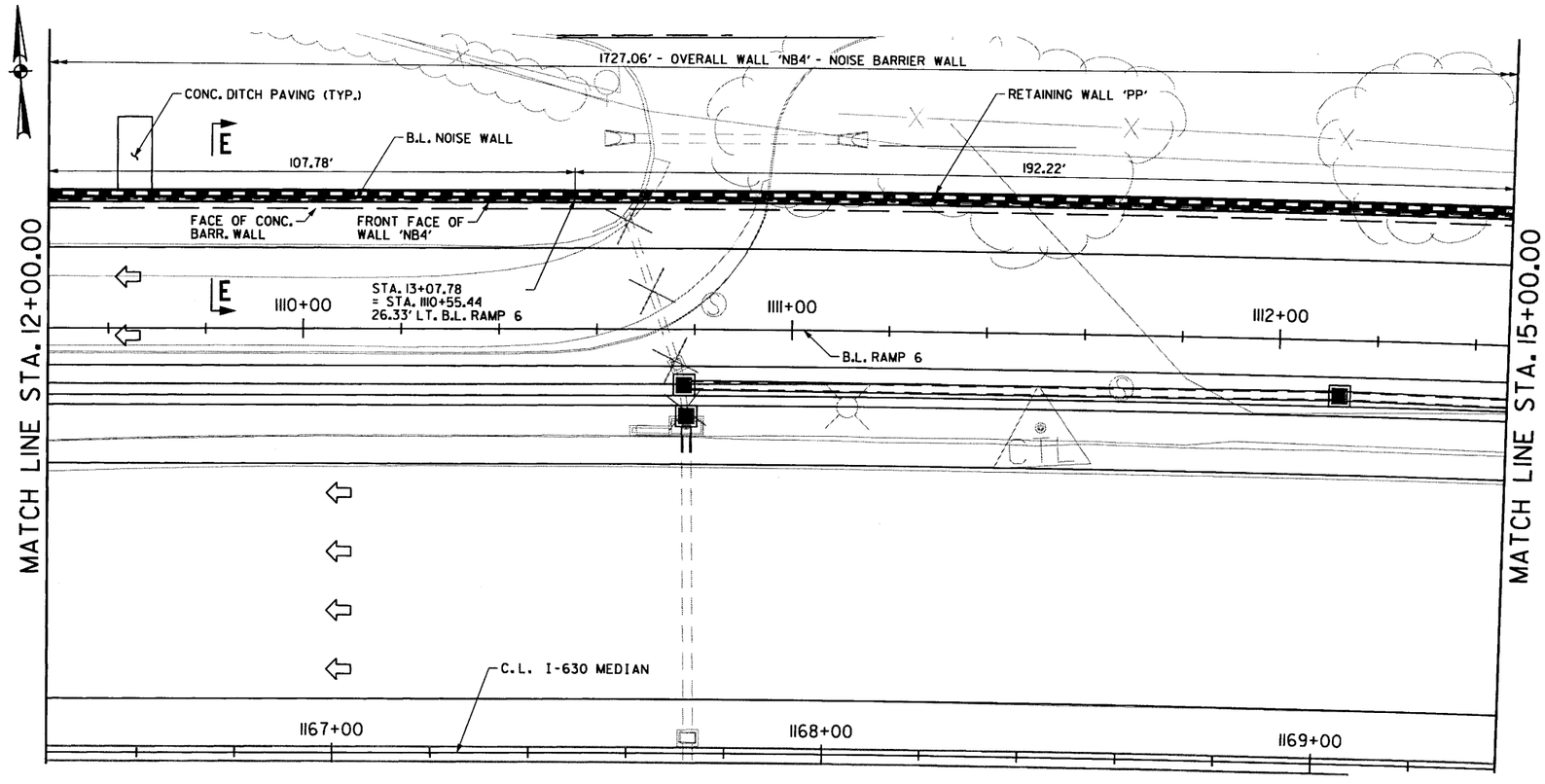
SHEET 4 OF 7
LAYOUT OF NOISE WALL 'NB4'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 9/9/2016
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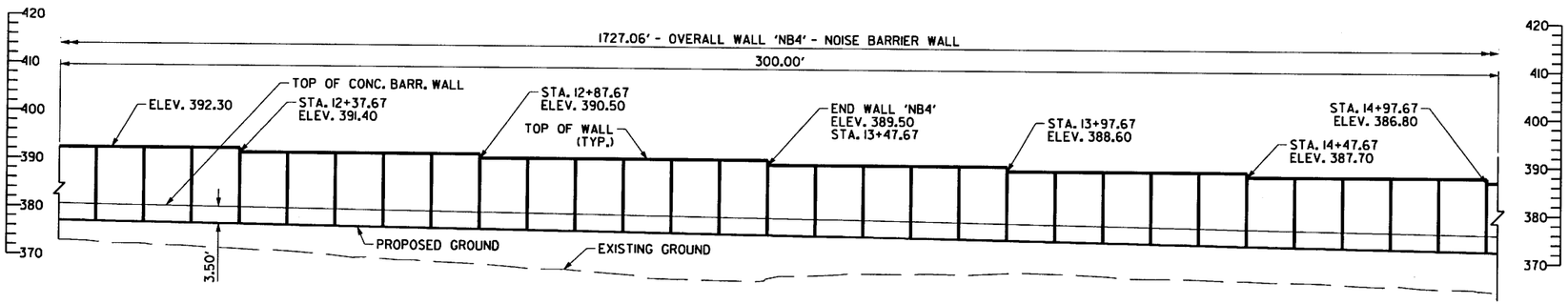
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				6	ARK.			
				JOB NO.		CA0608	711	889
				①	P&P NOISE WALL 'NB4'			59485



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. ATWOOD
2017-09-28

SHEET 5 OF 7

LAYOUT OF NOISE WALL 'NB4'

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

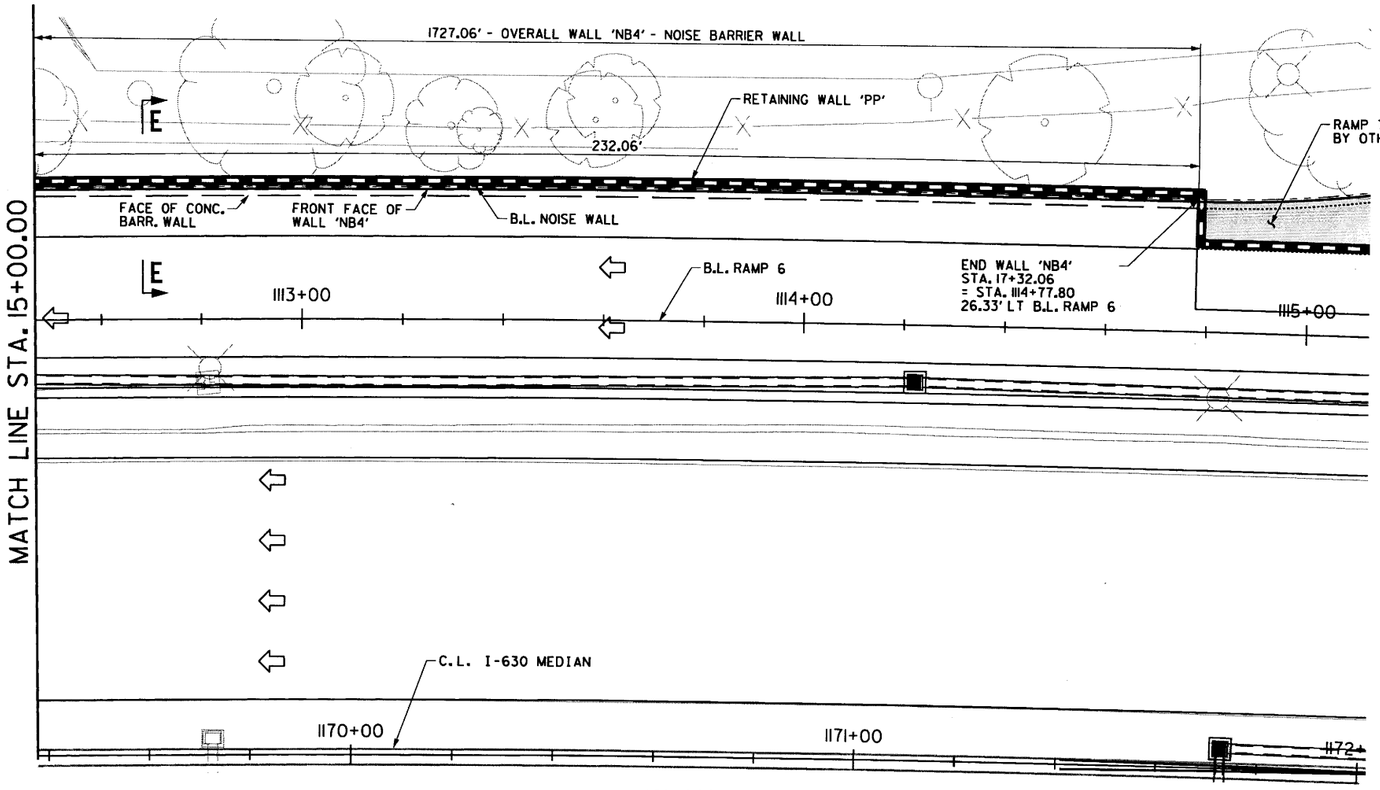
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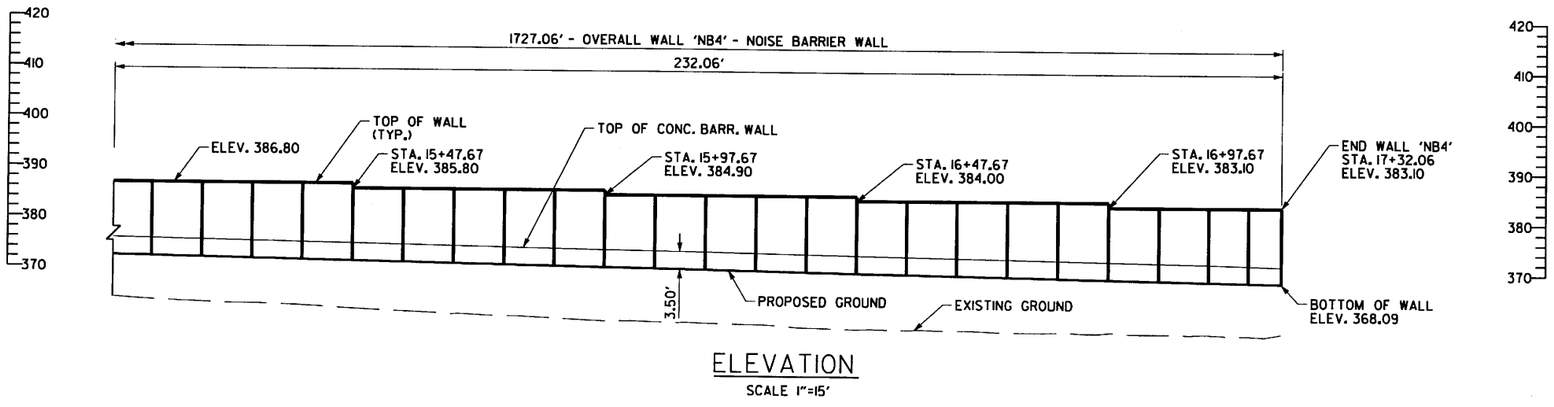
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	7IIA	889
				①	P&P NOISE WALL 'NB4'			59486



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.

CONTRACTION JOINTS LOCATIONS SHALL BE CENTERED BETWEEN POSTS AS MUCH AS POSSIBLE AND SHALL NOT OCCUR AT DRAINAGE SLOT LOCATIONS. LOCATIONS FOR CONTRACTION JOINTS SHALL BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRAM AZAD
2017-09-28

SHEET 6 OF 7
LAYOUT OF NOISE WALL 'NB4'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DRAWING NO. 59486

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	712	889
				①	P&P NOISE WALL 'NB4'			59487

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NOISE BARRIER WALL 'NB4'

STATION ALONG WALL	TOP OF WALL ELEV.	EXISTING GROUND ELEV.
0+05.00	418.00	407.14
0+30.00	418.00	405.22
0+55.00	418.00	404.37
0+80.00	418.00	402.67
1+05.00	418.00	402.04
1+30.00	416.50	401.85
1+55.00	416.50	401.99
1+80.00	414.30	401.42
2+05.00	414.30	400.33
2+30.00	414.00	399.79
2+55.00	414.00	398.93
2+80.00	412.00	397.88
3+05.00	412.00	397.05
3+30.00	410.00	396.39
3+55.00	410.00	396.62
3+80.00	408.50	396.28
4+05.00	408.50	395.87
4+30.00	408.00	395.39
4+55.00	408.00	394.56
4+80.00	406.00	393.69
5+05.00	406.00	393.19
5+30.00	404.00	392.00
5+55.00	404.00	390.74
5+80.00	402.40	389.95
6+05.00	402.40	388.93
6+30.00	402.40	388.30
6+55.00	401.10	387.68

STATION ALONG WALL	TOP OF WALL ELEV.	PROPOSED GROUND ELEV.
6+80.00	401.10	387.73
7+05.00	400.00	387.42
7+30.00	400.00	387.04
7+55.00	400.40	386.49
7+80.00	400.40	385.90
8+05.00	399.60	385.29
8+30.00	399.60	384.71
8+55.00	398.70	384.12
8+80.00	398.70	383.52
9+05.00	397.80	382.91
9+30.00	397.80	382.28
9+55.00	396.90	381.65
9+80.00	396.90	381.01
10+05.00	396.00	380.37
10+30.00	396.00	379.71
10+55.00	395.10	379.15
10+80.00	395.10	378.73
11+05.00	394.20	378.36
11+30.00	394.20	378.01
11+55.00	393.20	377.66
11+80.00	393.20	377.31
12+05.00	392.30	376.96
12+30.00	392.30	376.61
12+55.00	391.40	376.26
12+80.00	391.40	375.91
13+05.00	390.50	375.56
13+30.00	390.50	375.21
13+55.00	389.50	374.86
13+80.00	389.50	374.52
14+05.00	388.60	374.07
14+30.00	388.60	373.61
14+55.00	387.70	373.16
14+80.00	387.70	372.70
15+05.00	386.80	372.24
15+30.00	386.80	371.79
15+55.00	385.80	371.33
15+80.00	385.80	370.87
16+05.00	384.90	370.41
16+30.00	384.90	369.96
16+55.00	384.00	369.50
16+80.00	384.00	369.04
17+05.00	383.10	368.59
17+30.00	383.10	368.13
17+32.06	383.10	368.09

```
* BENTLEY HORIZONTAL ALIGNMENT REVIEW
*
* Alignment name: NB4
* Alignment description:
* Alignment style: Default
* Input Factor: 1.00000000
*
                                        STATION          NORTHING          EASTING
Element: Linear
              POB (          )          0+00.00       2069147.5620      1207173.9179
               PI (          )          1+65.00       2069151.6665      1207338.8652
  Tangential Direction:          N 88°34'28.5" E
    Tangential Length:                   165.00

Element: Linear
               PI (          )          1+65.00       2069151.6665      1207338.8652
               PI (          )          3+25.00       2069136.0522      1207498.1014
  Tangential Direction:          S 84°23'58.8" E
    Tangential Length:                   160.00

Element: Linear
               PI (          )          3+25.00       2069136.0522      1207498.1014
               PI (          )          6+55.00       2069147.9519      1207827.8868
  Tangential Direction:          N 87°56'00.5" E
    Tangential Length:                   330.00

Element: Linear
               PI (          )          6+55.00       2069147.9519      1207827.8868
               PC (          )          6+65.00       2069137.9541      1207828.0960
  Tangential Direction:          S 1°11'54.1" E
    Tangential Length:                    10.00

Element: Circular
               PC (          )          6+65.00       2069137.9541      1207828.0960
               PI (          )          7+36.30       2069139.6723      1207899.3781
               CC (          )                        2067211.3211      1207874.5351
               PT (          )          8+07.54       2069136.1183      1207970.5924
                          Radius:          1927.19
                           Delta:   4°14'15.9" Right
  Degree of Curvature(Arc):          2°58'22.9"
                          Length:           142.54
                         Tangent:            71.30
                           Chord:           142.51
                  Middle Ordinate:             1.32
                        External:             1.32
          Tangent Direction:          N 88°37'09.2" E
          Radial Direction:          S 1°22'50.8" E
            Chord Direction:          S 89°15'42.8" E
          Radial Direction:          S 2°51'25.1" W
          Tangent Direction:          S 87°08'34.9" E

Element: Linear
               PI (          )          8+07.54       2069136.1183      1207970.5924
               PI (          )         11+07.67       2069130.1312      1208270.6678
  Tangential Direction:          S 88°51'25.1" E
    Tangential Length:                   300.14

Element: Linear
               PI (          )         11+07.67       2069130.1312      1208270.6678
               PC (          )         13+07.78       2069120.1420      1208470.5252
  Tangential Direction:          S 87°08'19.1" E
    Tangential Length:                   200.11

Element: Circular
               PC (          )         13+07.78       2069120.1420      1208470.5252
               PI (          )         15+20.68       2069109.5141      1208683.1591
               CC (          )                        2063285.0148      1208178.8741
              PRC (          )         17+33.39       2069083.4381      1208894.4555
                          Radius:          5842.41
                           Delta:   4°10'26.1" Right
  Degree of Curvature(Arc):          0°58'50.5"
                          Length:           425.61
                         Tangent:           212.90
                           Chord:           425.52
                  Middle Ordinate:             3.88
                        External:             3.88
          Tangent Direction:          S 87°08'19.1" E
          Radial Direction:          S 2°51'40.9" W
            Chord Direction:          S 85°03'06.0" E
          Radial Direction:          S 7°02'07.0" W
          Tangent Direction:          S 82°57'53.0" E

Element: Circular
              PRC (          )         17+33.39       2069083.4381      1208894.4555
               PI (          )         17+69.57       2069079.0063      1208930.3667
               CC (          )                        2069329.7363      1208924.8511
               PT (          )         18+05.25       2069085.0130      1208966.0482
                          Radius:           248.17
                           Delta:   16°35'27.4" Left
  Degree of Curvature(Arc):          23°05'15.4"
                          Length:            71.86
                         Tangent:            36.18
                           Chord:            71.61
                  Middle Ordinate:             2.60
                        External:             2.62
          Tangent Direction:          S 82°57'53.0" E
          Radial Direction:          S 7°02'07.0" W
            Chord Direction:          N 88°44'23.3" E
          Radial Direction:          S 9°33'20.4" E
          Tangent Direction:          N 80°26'39.6" E
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON ADAMS
2017-09-28

SHEET 7 OF 7
LAYOUT OF NOISE WALL 'NB4'
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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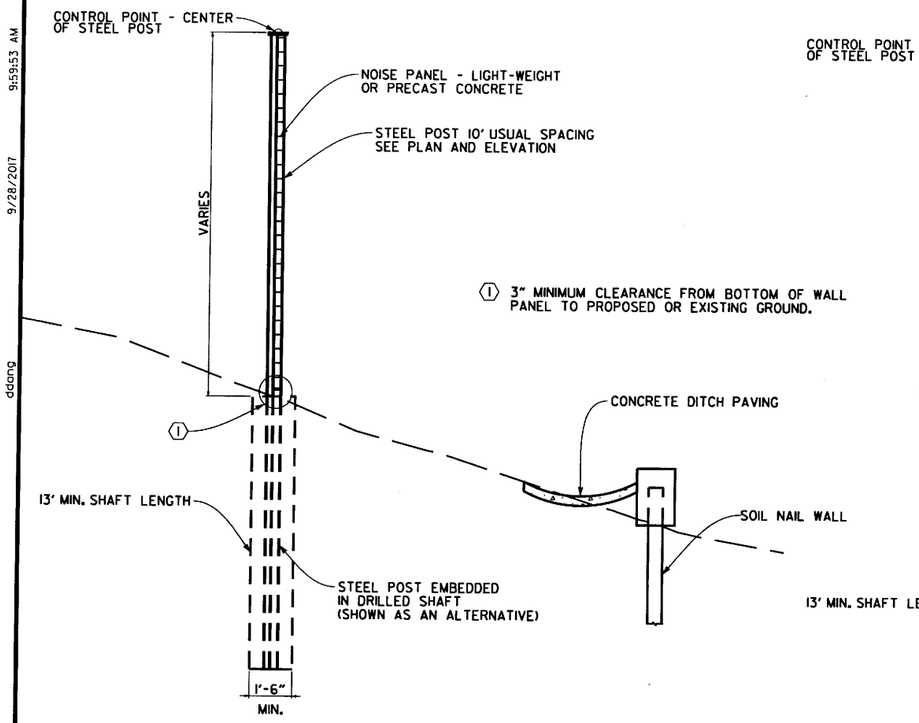
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				JOB NO.		CA0608	713	889
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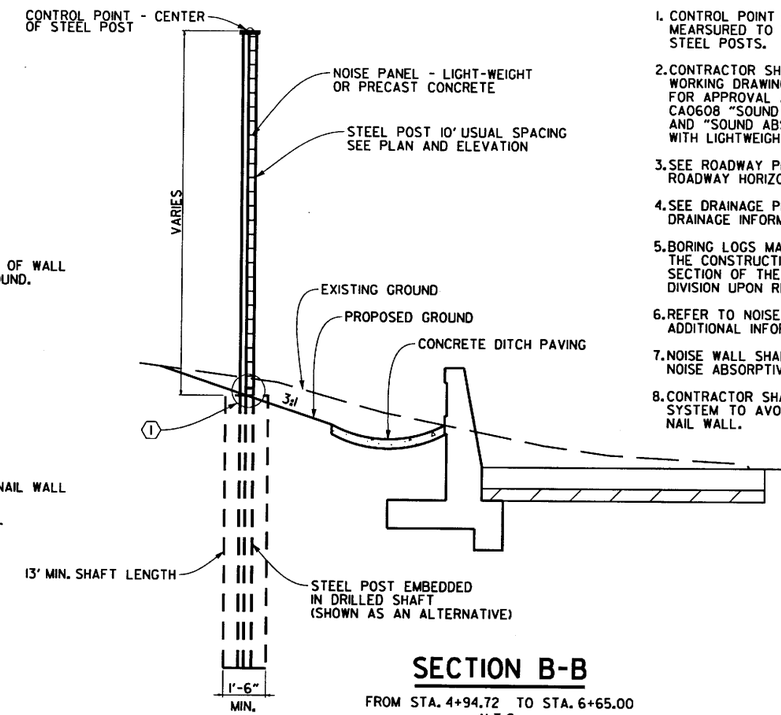
NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE CENTER OF NOISE WALL STEEL POSTS.
2. CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATION FOR APPROVAL AS DESCRIBED IN SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS".
3. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
4. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO NOISE WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. NOISE WALL SHALL BE CONSTRUCTED WITH NOISE ABSORPTIVE PANELS.
8. CONTRACTOR SHALL DESIGN THE NOISE WALL SYSTEM TO AVOID CONFLICT WITH THE SOIL NAIL WALL.



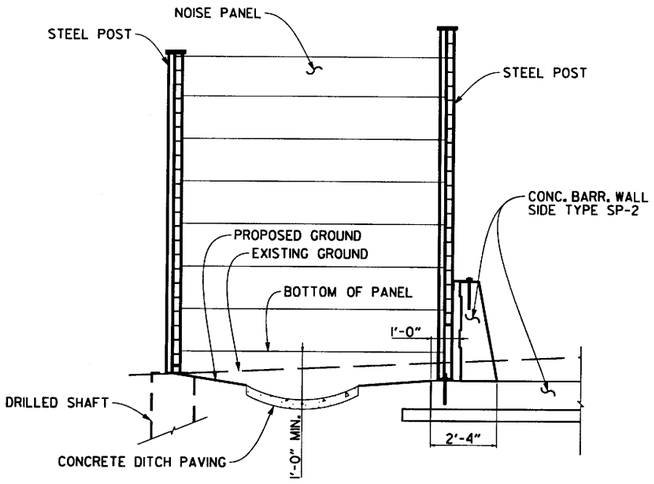
SECTION A-A

FROM STA. 0+05.00 TO STA. 4+94.72
N.T.S.



SECTION B-B

FROM STA. 4+94.72 TO STA. 6+65.00
N.T.S.



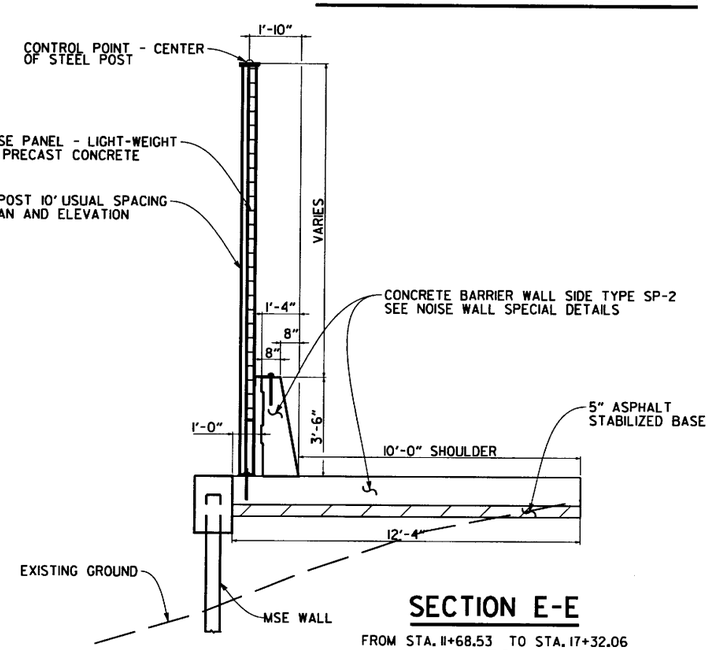
DETAIL FOR CONCRETE DITCH PAVING PASSING UNDER NOISE WALL

SECTION C-C

FROM STA. 6+65.00 TO STA. 10+52.31
N.T.S.

SECTION D-D

FROM STA. 10+52.31 TO STA. 11+68.53
N.T.S.



SECTION E-E

FROM STA. 11+68.53 TO STA. 17+32.06
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
10/7/09-25

SECTIONS OF NOISE WALL 'NB4'

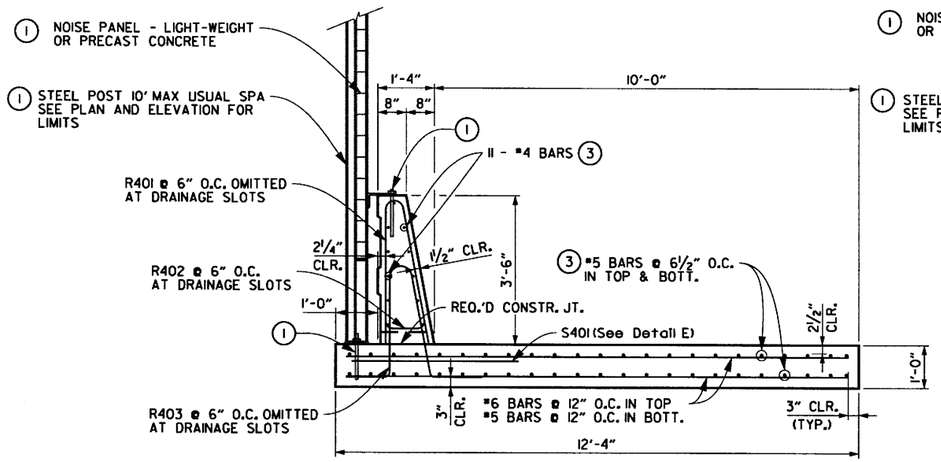
BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	1/15/2015	FILENAME:	rca0608_sections_nb4_01
CHECKED BY:	SA	DATE:	2/15/2015	SCALE:	AS SHOWN
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DRAWING NO. 59488

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	714	889
				①	SPECIAL DETAILS NOISE WALL			59489



CONCRETE BARRIER WALL ④
(SIDE TYPE SP-2)

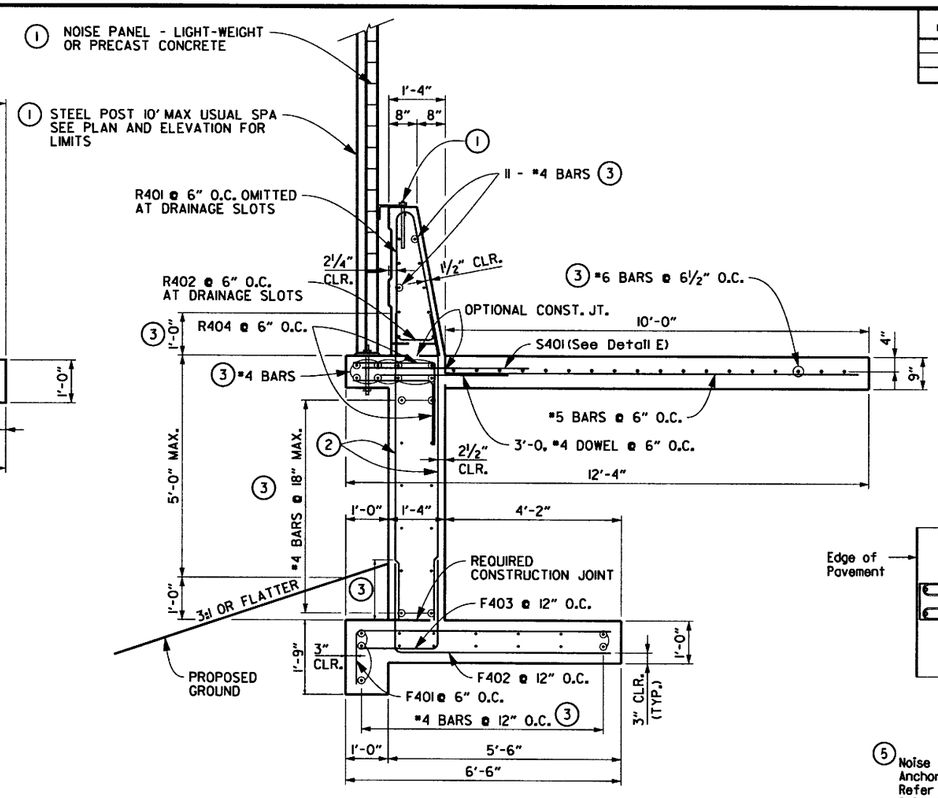
N.T.S

① NOISE PANEL, STEEL POST, CONNECTION ANGLE AND ANCHOR BOLTS TO BE DESIGNED BY THE CONTRACTOR. CONCRETE PANEL NOT TO EXCEED 1.5 KIPS PER LINEAR FOOT OF WALL.

② #4 BARS LAP WITH R402. AT DRAINAGE SLOTS, #4 BARS STOP FOR 2" CLEAR COVER BENEATH OPTIONAL CONSTRUCTION JOINT.

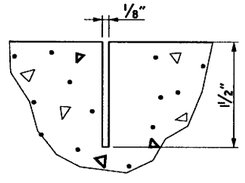
③ 1'-4" MIN. LAP #4 BARS
2'-4" MIN. LAP #6 BARS

④ SEE DWG. NO. 58344 FOR ADDITIONAL PARAPET DIMENSIONS AND LIMITS OF TEXTURED COATING FINISH.



CONCRETE BARRIER WALL ④
(SIDE TYPE SP-3)

N.T.S



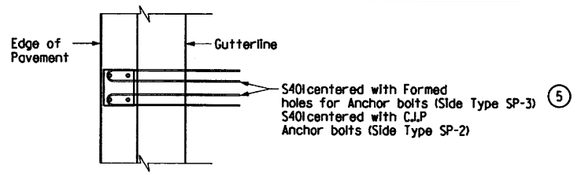
CONTRACTION JOINT DETAIL

TABLE OF QUANTITY PER 100 FT.
(FOR INFORMATION ONLY)

SIDE TYPE SP-2		SIDE TYPE SP-3	
REINFORCING STEEL (LBS)	CONCRETE (CU. YD.)	REINFORCING STEEL (LBS)	CONCRETE (CU. YD.)
10,831	57.72	13,071	93.83

SCHEDULE OF DRILLED SHAFT
(FOR INFORMATION ONLY)

DRILLED SHAFT LENGTH (FT.)	
WALL NB3	WALL NB4
741	936



DETAIL E

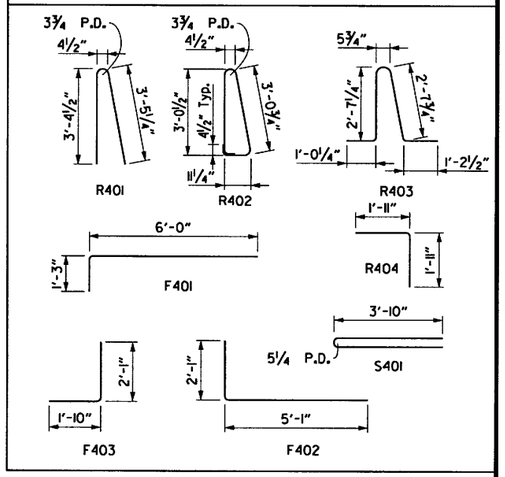
No Scale

⑤ Noise Panel, Steel Post, Connection Angle, and Anchor Bolts to be designed by the Contractor. Refer to SP Job CA0608 "SOUND ABSORBING NOISE BARRIERS"

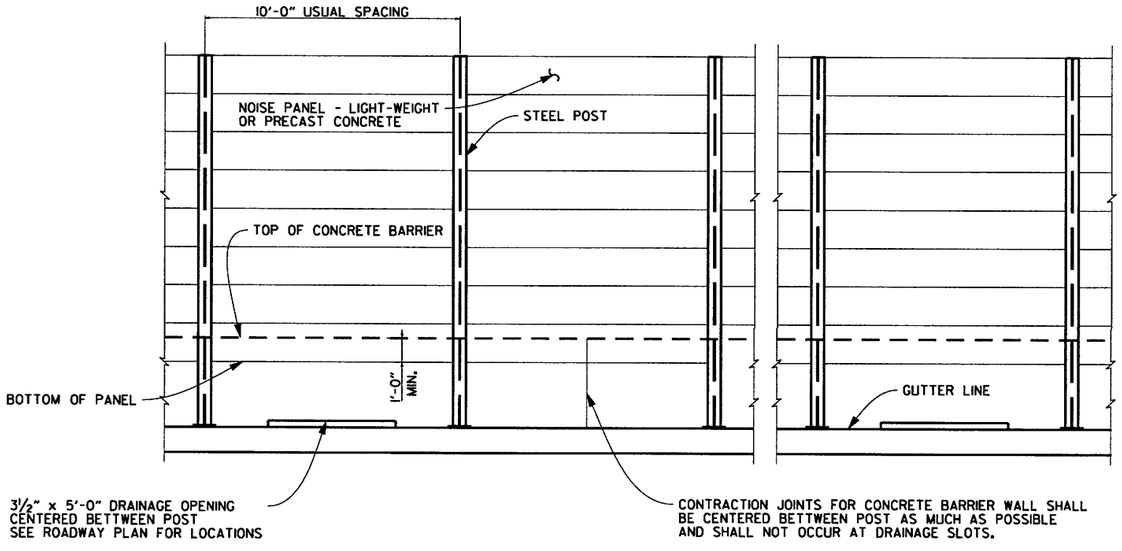
GENERAL NOTES:

1. SEISMIC PERFORMANCE ZONE: 1
2. ALL CONCRETE SHALL BE CLASS S OR CLASS S (AE) OR MIXTURE USED FOR PORTLAND CEMENT CONCRETE PAVEMENT AND SHALL BE POURED IN THE DRY.
3. ALL REINFORCING STEEL SHALL BE GRADE 60 (YIELD STRENGTH = 60,000 PSI) CONFORMING TO AASHTO M 31 OR M 322, TYPE A, WITH MILL TEST REPORTS.
4. SEE SP JOB CA0608 "SOUND ABSORBING NOISE BARRIERS" AND "SOUND ABSORBING NOISE BARRIERS WITH LIGHTWEIGHT PANELS" FOR ADDITIONAL INFORMATION.
5. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 20'-0" MAXIMUM SPACING IN TOP AND SIDES OF CONCRETE BARRIER WALL AND SHALL BE FORMED ON FRESH CONCRETE.

BENDING DIAGRAM



*DETAILS ON THIS PAGE ARE NOT FOR BRIDGE LOCATION



ELEVATION

(VIEW FROM BACK FACE OF WALL)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
27 Sept 2017

SPECIAL DETAILS OF NOISE WALL

BAPTIST HOSPITAL-UNIVERSITY AVENUE (WIDENING) (F)
PULASKI COUNTY
ROUTE 630, SECTION 21

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DCD	DATE:	1/15/2015	FILENAME:	rca0608_nb_sp_details_01
CHECKED BY:	STS	DATE:	2/15/2015	SCALE:	AS SHOWN
DESIGNED BY:	DCD	DATE:	1/10/2015		

DRAWING NO. 59489

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	715	889
				(2)	SUMMARY OF ILLUMINATION QUANTITIES			

SUMMARY OF ILLUMINATION QUANTITIES

PLAN SHEET NO.	STATION TO STATION	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (3C/2 A.W.G., IC/2 E.G.C.)	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/2 A.W.G., IC/2 E.G.C.)	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/4 A.W.G., IC/4 E.G.C.)	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/8 A.W.G., IC/8 E.G.C.)	ELECTRICAL CONDUCTORS FOR LUMINAIRES	FIBERGLASS CONDUIT (1")	NON-METALLIC CONDUIT (2")	CONCRETE PULL BOX (TYPE 1 HD)	CONCRETE PULL BOX (TYPE 2 HD)	LIGHT POLE FOUNDATION	LUMINAIRE POLE REMOVAL	ROADWAY ILLUMINATION POLE (206 WATT LED, SHOE BASE, 42')	ROADWAY ILLUMINATION POLE-BARRIER MOUNTED (206 WATT LED, SHOE BASE, 42')	UNDERPASS LUMINAIRE (45-WATT, LED)	PEDESTAL TYPE SERVICE POINT (100 AMP)
		LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
ILLUMINATION																
SHEET 1	1055+00 TO 1070+00 (I-630)	924						922		3	2		2	2		
SHEET 3	1070+00 TO 1085+00 (I-630)	2472	98		493			2967		15	10	8	10	4		
SHEET 5	1085+00 TO 1100+00 (I-630)		3550		912			4322		25	12	11	12			3
SHEET 7	1100+00 TO 1115+00 (I-630)		1673					1593		10	10	6	10			
SHEET 9	1115+00 TO 1130+00 (I-630)		123			471	65	505	5	1	1	1	1		3	
SHEET 11	1130+00 TO 1145+00 (I-630)		789		726			1474		10	10	8	10			1
SHEET 13	1145+00 TO 1160+00 (I-630)			2704				2624		6	4	14	4	10		1
SHEET 15	1160+00 TO 1175+00 (I-630)			1837	734			2392		9	8	9	8	6		2
SHEET 17	1175+00 TO 1190+00 (I-630)			155	20			147		1	1	2	1	1		
SHEET 19	102+00 TO 114+00 (RODNEY PARHAM RD)		656					624		5	3	2	3			1
TOTALS:		3396	6889	4696	2885	471	65	17570	5	85	61	61	61	23	3	8

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	716	889

(2) ILLUMINATION LAYOUT

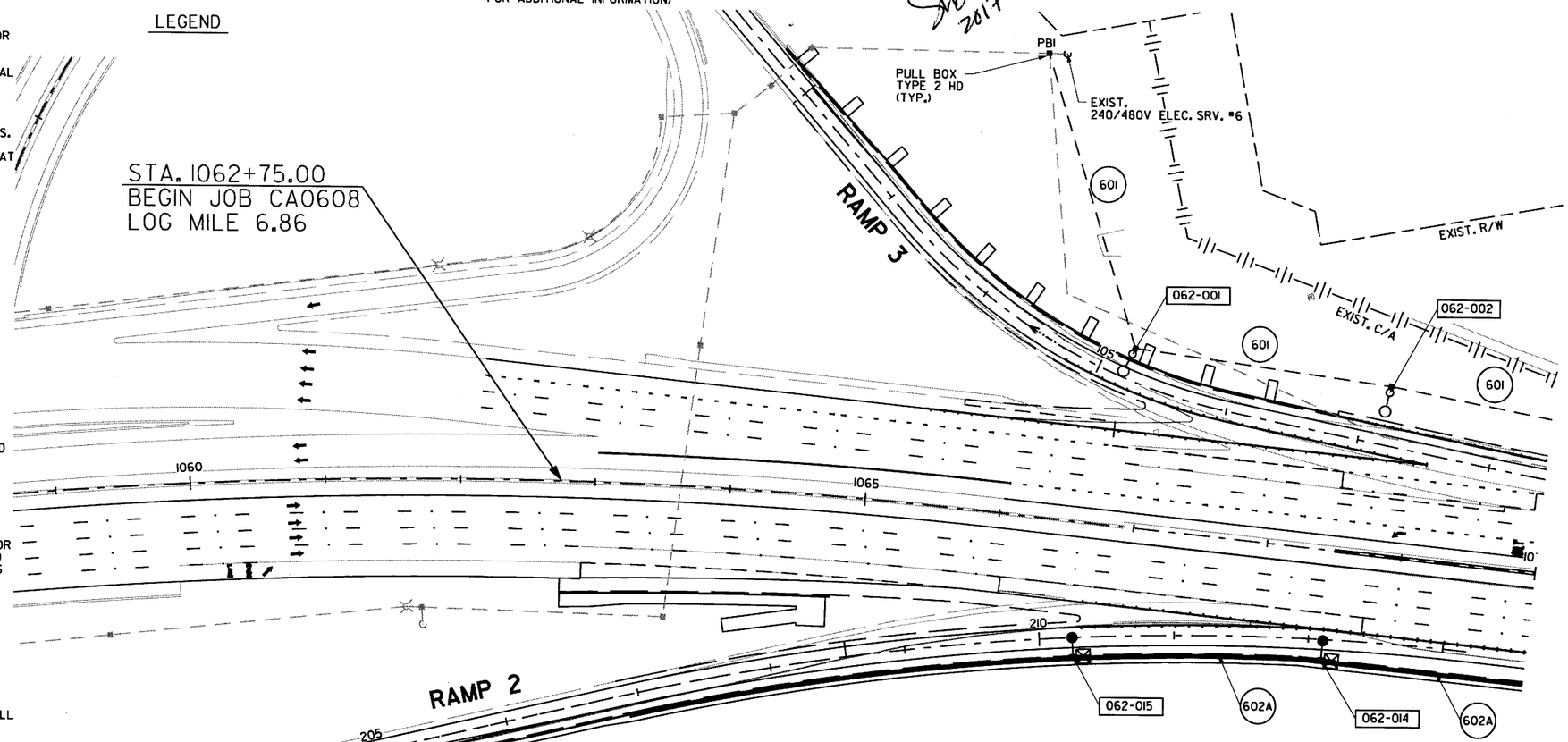
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13406
SHAHRIAR RIAZI
2017-10-20

LEGEND

- PROP CONDUIT
- PROP CONDUIT (BORED)
- EXIST ILLUM ELEC SVC (TO REMAIN)
- ELEC SVC POINT
- EXIST SVC DISCONNECT
- PROP SVC DISCONNECT
- YYZ-XXX — YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER
- EXIST RDWY ILLUM ASM (TO REMAIN)
- EXIST RDWY ILLUM ASM (TO BE REMOVED)
- (X) RUN NUMBER
- JUNCTION BOX
- PULL BOX TYPE HD
- PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

NOTES:

1. CONTRACTOR SHALL LOCATE ALL UTILITIES AND NOTIFY UTILITY OWNERS PRIOR TO BEGINNING WORK ON ANY UNDERGROUND ITEMS ON THIS PROJECT.
2. EXISTING CONDUIT AND CONDUCTORS, ILLUMINATION ASSEMBLIES AND ELECTRICAL SERVICES TO REMAIN AND UTILIZED MUST BE VERIFIED IN THE FIELD. ALL EXISTING ELECTRICAL ELEMENTS ON THE PLANS ARE APPROXIMATE AND HAVE BEEN EXTRACTED FROM PRIOR AS-BUILDS.
3. REFER TO ELECTRICAL SERVICE DATA SHEET FOR DETAILS OF SERVICE POINTS.
4. PROPOSED ROADWAY ILLUMINATION POLES SHALL HAVE LUMINAIRES ORIENTED AT 180 DEG. FROM HAND HOLE AND PULL BOX.
5. PROPOSED BARRIER MOUNTED ROADWAY ILLUMINATION POLES SHALL HAVE LUMINAIRES ORIENTED AT 0 DEG. FROM HAND HOLE. HAND HOLE SHALL BE ORIENTED TO THE SAME SIDE OF THE BARRIER AS THE JUNCTION BOX.
6. CONTRACTOR SHALL CONTACT LOCAL ELECTRIC UTILITY TO VERIFY SERVICE POINT LOCATION.
7. CONTRACTOR SHALL PERFORM 14 DAY BURN TEST COORDINATED WITH JOB ENGINEER.
8. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO GROUND ROD.
9. PULL BOX SHALL BE LABLED WITH "ARDOT ELECTRIC ALUMINUM". REFER TO ILLUMINATION DETAIL SHEETS FOR MORE INFORMATION.
10. CONDUIT HEIGHT IN PULL BOX SHALL BE SET UP IN SUCH A WAY THAT PULL BOX LID CLOSES FLUSH, OR NO LONGER THAN 6 INCHES.
11. SLACK CABLE IN PULL BOXES SHALL BE 3 FEET.
12. CONTRACTOR SHALL FOLLOW LATEST NEC RULES ON WIRING PROTECTION, METHODS AND MATERIALS. NO RIVETS ARE ALLOWED. NO SPLICES ARE ALLOWED EXCEPT FOR WHERE NOTED IN THE PLANS.
13. CONTRACTOR SHALL INSTALL CONDUIT BUSHINGS ON CONDUIT ENDS.
14. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.
15. CONTRACTOR SHALL CONDUCT NON-DESTRUCTIVE MEG AND LEAKAGE TEST AFTER INSTALLATION, IN THE PRESENCE OF FIELD INSPECTOR. THE VOLTAGE FOR THE TEST SHALL BE LIMITED TO THE VOLTAGE RATING OF WIRE, WHICH IS 600 VOLTS. THE TEST SHALL BE DOCUMENTED AND SUBMITTED TO THE ENGINEER'S OFFICE.
16. SUBMITTAL SHALL INCLUDE INTERNAL WIRING OF SERVICE PEDESTAL.
17. CONTRACTOR SHALL MODIFY PHOTOCELL OR SHEILD ON SERVICE PEDESTAL AS DIRECTED BY THE ENGINEER FOR APPROPRIATE DUSK-DAWN OPERATION.
18. CONCRETE PULL BOX, VANDAL RESISTANT SEE SP "CONCRETE PULL BOX" FOR DETAILS.
19. EXISTING ILLUMINATION CONDUIT AND CONDUCTORS, INCLUDING ALL ASSOCIATED APPURTENANCES SUCH AS ELBOWS, SWEEPS, SPLICES, JUNCTION BOXES, AND PULL BOXES SHALL BE REMOVED WHERE CONFLICTING WITH PROPOSED ELEMENTS OR AS DIRECTED BY THE ENGINEER. REMOVAL SHALL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO OTHER ILLUMINATION PAY ITEMS.
20. JUNCTION BOX SHALL BE POLYMER CONCRETE CONSIDERED AND SUBSIDIARY TO OTHER PAY ITEMS.

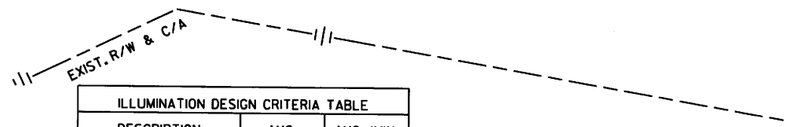


CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
BAP. HOS. RAMP 2 TO JOHN BARROW RD. RAMP 1	0.75	2.08	0.24	3.13
BAP. HOS. RAMP 3 TO JOHN BARROW RD. RAMP 4	0.61	2.12	0.20	3.05

FIXTURE SCHEDULE					
DESCRIPTION	DISTRIBUTION	LAMPS		VOLTAGE	REMARKS
	LUMEN OUTPUT (MINIMUM)	WATTS	TYPE		
ROADWAY ILLUMINATION POLE	TYPE IV, FORWARD THROW 25,000 LUMENS	206	LED	240V	
WALL MOUNTED ILLUMINATION	TYPE IV, FORWARD THROW 4,000 LUMENS	45	LED	240V	

NOTES:

1. FIXTURE SCHEDULE IS BASED ON HOLOPHANE MONGOOSE LED ROADWAY LIGHT (MGLED-5-4K-AS-F-L-V) AND HOLOPHANE WALLPACK IV PLASTIC LED (W4PLED-20C-700-40K-T3M-120).
2. CONTRACTOR SHALL INSTALL ROADWAY ILLUMINATION POLE FIXTURE HOLOPHANE MONGOOSE LED ROADWAY LIGHT (MGLED-5-4K-AS-F-L-V) OR APPROVED EQUIVALENT.
3. CONTRACTOR SHALL INSTALL WALL MOUNTED ILLUMINATION FIXTURE HOLOPHANE WALLPACK IV PLASTIC LED (W4PLED-20C-700-40K-T3M-120) OR APPROVED EQUIVALENT.



ILLUMINATION DESIGN CRITERIA TABLE		
DESCRIPTION	AVG.	AVG./MIN.
ROADWAY	0.6 fc	4.0:1
BIKEWAY	0.8 fc	3.0:1

LIGHTING CALCULATION NOTES:

1. LIGHTING CALCULATIONS WERE PERFORMED USING LIGHTING ANALYST INC. AGI32 VERSION 16.6 SOFTWARE.
2. LIGHTING LEVELS ARE IN FOOTCANDLE UNITS (fc).
3. DESIGN BASIS IS THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA, IESNA LIGHTING HANDBOOK, 10TH EDITION, FHWA LIGHTING HANDBOOK (AUG 2012), AASHTO ROADWAY LIGHTING DESIGN GUIDE (OCT 2005).
4. THE FOLLOWING AASHTO ROADWAY CLASSIFICATIONS WERE USED:
   I-630 MAIN LANES AND RAMPS
   INTERSTATE, INTERMEDIATE, R1
   BIKEWAY (CONSIDERED ADJANCENT TO ROADWAY)
   PRINCIPAL ARTERIAL, RESIDENTIAL, R3

I-630
ILLUMINATION LAYOUT
SHEET 1 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	717	889

(2) ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-oct-01

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
1	062-001	1066+85	128.4'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	6	2
1	062-002	1068+78	121.0'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
1	062-014	1068+49	81.7'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	6	2
1	062-015	1066+66	99.9'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	6	2

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	3C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
601	1811			1775	BORED
602A	786			766	CONDUIT IN BARRIER

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 3c*2	CONDUCTORS 1c*2 E.G.C.	% FILL	MAX FILL
601	2	1	1	16.3%	40%
602A	2	1	1	16.3%	40%

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 6, CIRCUIT 2

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 001	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	1.68	0.35%
POLE 001	POLE 002	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	2.92	0.61%
POLE 002	POLE 003	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	3.92	0.82%
POLE 003	POLE 004	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	4.85	1.01%
POLE 004	POLE 005	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	5.72	1.19%
POLE 005	POLE 006	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	6.53	1.36%
POLE 006	PB2	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.29	1.52%
PB2	POLE 007	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.45	1.55%
POLE 007	POLE 008	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.62	1.59%
POLE 008	POLE 009	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.74	1.61%
POLE 009	POLE 010	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.8	1.63%
PB2	JB @ POLE 011	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.82	1.63%
JB @ POLE 011	POLE 011	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	7.83	1.63%
POLE 011	POLE 012	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.1	1.69%
POLE 012	POLE 013	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.31	1.73%
POLE 013	POLE 014	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.45	1.76%
POLE 014	POLE 015	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.51	1.77%
JB @ POLE 011	POLE 016	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.03	1.67%
POLE 016	POLE 017	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.17	1.70%
POLE 017	POLE 018	3*2 A.W.G., E.G.C.	480	1	ALUMINUM	PVC	0.319	8.23	1.71%
						MAX:		8.51	1.77%

I-630
POLE SCHEDULE & CONDUIT RUNS
SHEET 2 OF 20

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PROP CONDUIT
PROP CONDUIT (BORED)
EXIST ILLUM ELEC SVC (TO REMAIN)
ELEC SVC POINT
EXIST SVC DISCONNECT
PROP SVC DISCONNECT

YYZ-XXX — YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER

EXIST RDWY ILLUM ASM (TO REMAIN)
EXIST RDWY ILLUM ASM (TO BE REMOVED)

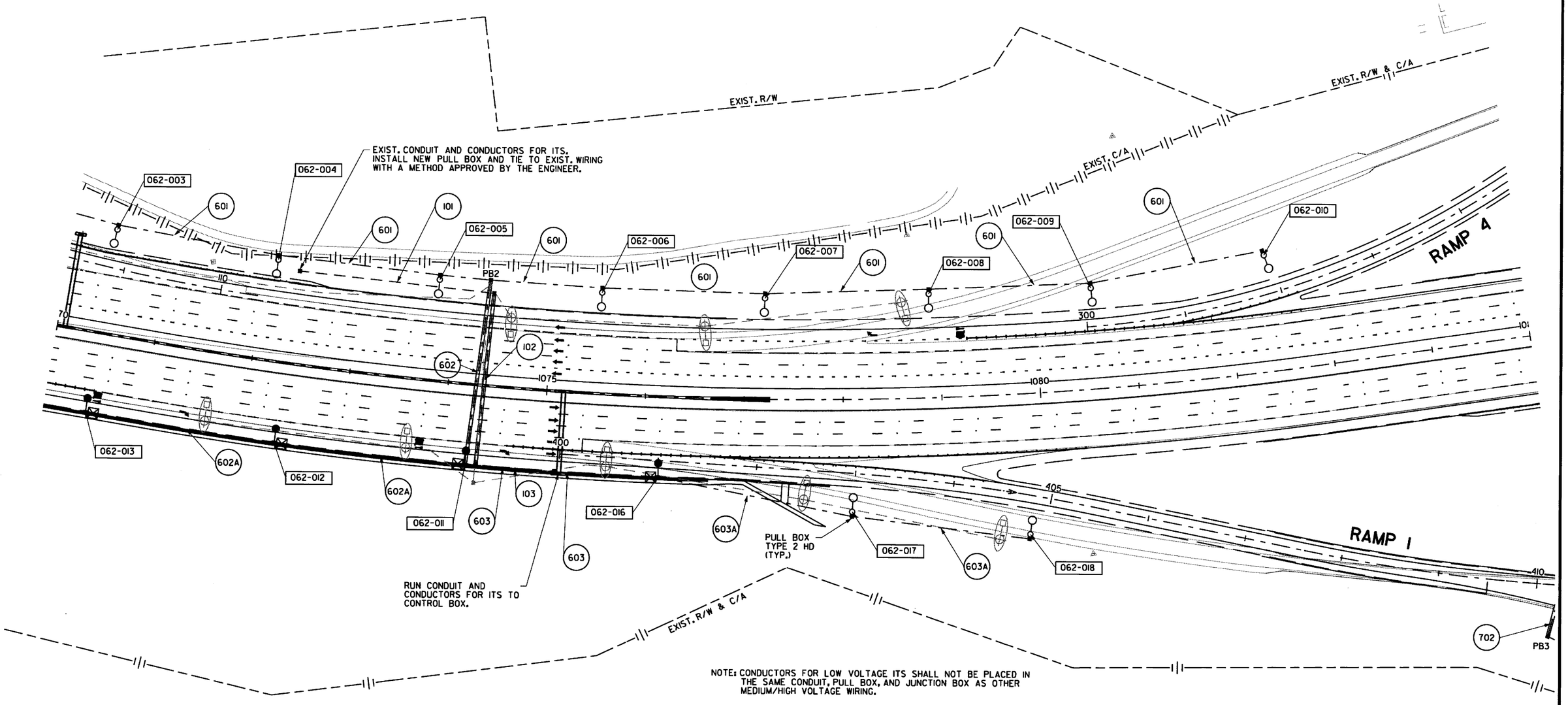
(X) RUN NUMBER
JUNCTION BOX
PULL BOX TYPE HD

PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

LEGEND

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-04-01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	718	889
				② ILLUMINATION LAYOUT				



NOTE: CONDUCTORS FOR LOW VOLTAGE ITS SHALL NOT BE PLACED IN THE SAME CONDUIT, PULL BOX, AND JUNCTION BOX AS OTHER MEDIUM/HIGH VOLTAGE WIRING.

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
BAP. HOS. RAMP 2 TO JOHN BARROW RD. RAMP 1	0.75	2.08	0.24	3.13
BAP. HOS. RAMP 3 TO JOHN BARROW RD. RAMP 4	0.61	2.12	0.20	3.05

I-630
ILLUMINATION LAYOUT
SHEET 3 OF 20

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAM
2017-08-31

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	719	889
				(2)	ILLUMINATION LAYOUT			

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
3	062-003	1070+44	106.1'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-004	1072+12	102.5'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-005	1073+81	102.5'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-006	1075+50	102.5'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-007	1077+20	102.5'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-008	1078+90	105.3'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-009	1080+59	102.5'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-010	1082+42	118.1'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-011	1074+24	81.6'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-012	1072+34	81.6'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-013	1070+43	81.8'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-016	1076+16	81.7'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-017	1078+08	114.0'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2
3	062-018	1079+81	142.6'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	6	2

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	3C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
601	1811			1775	BORED
602	197			189	BORED
602A	786			766	CONDUIT IN BARRIER
603	200			196	CONDUIT IN BARRIER
603A	394			382	BORED
702	652			628	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 3c*2	CONDUCTORS 2c*2	CONDUCTORS 1c*2 E.G.C.	% FILL	MAX FILL
601	2	1		1	16.3%	40%
602A	2	1		1	16.3%	40%
603	2	1		1	16.3%	40%
603A	2	1		1	16.3%	40%
702	2		1	1	12.2%	40%

CONDUIT AND CONDUCTOR RUN (ITS)

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
101			208	200	
102			183	175	BORED
103			102	90	CONDUIT IN BARRIER

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

NOTE: CONDUCTORS FOR LOW VOLTAGE ITS SHALL NOT BE PLACED IN THE SAME CONDUIT, PULL BOX, AND JUNCTION BOX AS OTHER MEDIUM/HIGH VOLTAGE WIRING.

I-630
POLE SCHEDULE & CONDUIT RUNS
SHEET 4 OF 20

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PROP CONDUIT
PROP CONDUIT (BORED)
EXIST ILLUM ELEC SVC (TO REMAIN)
ELEC SVC POINT
EXIST SVC DISCONNECT
PROP SVC DISCONNECT

YYZ-XXX
YY-SERVICE NO.
Z-CIRCUIT
XXX-POLE NUMBER

EXIST RDWY ILLUM ASM (TO REMAIN)
EXIST RDWY ILLUM ASM (TO BE REMOVED)

(X) RUN NUMBER
JUNCTION BOX
PULL BOX TYPE HD

PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12601
SHAHRIAR AZAD
2017-08-01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	720	889

(2) ILLUMINATION LAYOUT

LEGEND
EXIST. - REMOVE & INSTALL NEW 120/240V ELEC. SRV. #8
INSTALL NEW 120/240V ELEC. SRV. #8A

NOTE: CONDUCTORS FOR LOW VOLTAGE ITS SHALL NOT BE PLACED IN THE SAME CONDUIT, PULL BOX, AND JUNCTION BOX AS OTHER MEDIUM/HIGH VOLTAGE WIRING.

RAMP 4
RAMP 3
RAMP 2
RAMP 1
JOHN BARROW RD.
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
081-210
081-209
081-201
081-202
081-203
071-112
071-111
071-110
071-102
071-103
071-104
071-101
PB1
PB2
PB3
PB4
RUN CONDUIT AND CONDUCTORS FOR ITS TO CONTROL BOX.
PULL BOX TYPE 2 HD (TYP.)
EXIST. - REMOVE & INSTALL NEW 120/240V ELEC. SRV. #7

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
JOHN BARROW RD. RAMP 2	0.60	1.52	0.21	2.81
JOHN BARROW RD. RAMP 3	0.68	1.57	0.22	3.09

I-630
ILLUMINATION LAYOUT
SHEET 5 OF 20

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIMI
2017-09-01

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	721	889

(2) ILLUMINATION LAYOUT

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
5	071-101	1088+75	441.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	071-102	1090+00	313.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	071-103	1097+58	120.0'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	071-104	1099+22	104.7'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	071-110	1086+73	413.9'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	071-111	1085+01	316.6'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	071-112	1086+88	249.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
5	081-201	1094+42	138.7'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	8	1
5	081-202	1096+23	108.4'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	8	1
5	081-203	1098+30	102.5'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	8	1
5	081-209	1088+88	348.0'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	8	1
5	081-210	1086+88	331.0'	LT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	8	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 7, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	PBI	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.32	0.14%
PBI	POLE 101	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	1.60	0.67%
POLE 101	POLE 102	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	2.63	1.10%
POLE 102	POLE 103	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	6.49	2.71%
POLE 103	POLE 104	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	7.19	3.00%
POLE 104	POLE 105	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	7.77	3.24%
POLE 105	POLE 106	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	8.24	3.43%
POLE 106	POLE 107	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	8.59	3.58%
POLE 107	POLE 108	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	8.82	3.68%
POLE 108	POLE 109	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	8.95	3.73%
PBI	POLE 110	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.28	0.12%
POLE 110	POLE 111	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.56	0.23%
POLE 111	POLE 112	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.78	0.33%
							MAX:	8.95	3.73%

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET) 2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	NON-METALLIC CONDUIT (FEET) *2 IN. PVC SCH 40	COMMENTS
701	2244			2200	BORED
702	652			628	BORED
801	1997			1957	BORED
802	371			355	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT AND CONDUCTOR RUN (ITS)

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET) 2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	NON-METALLIC CONDUIT (FEET) *2 IN. PVC SCH 40	COMMENTS
104			912	880	

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

NOTE: CONDUCTORS FOR LOW VOLTAGE ITS SHALL NOT BE PLACED IN THE SAME CONDUIT, PULL BOX, AND JUNCTION BOX AS OTHER MEDIUM/HIGH VOLTAGE WIRING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*2	CONDUCTORS 1c*2 E.G.C.	% FILL	MAX FILL
701	2	1	1	12.2%	40%
702	2	1	1	12.2%	40%
801	2	1	1	12.2%	40%
802	2	1	1	12.2%	40%

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 8, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 201	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	3.31	1.38%
POLE 201	POLE 202	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	4.22	1.76%
POLE 202	POLE 203	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	5.10	2.12%
POLE 203	POLE 204	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	5.78	2.41%
POLE 204	POLE 205	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	6.35	2.65%
POLE 205	POLE 206	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	6.78	2.83%
POLE 206	POLE 207	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	7.07	2.95%
POLE 207	POLE 208	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	7.21	3.00%
SERVICE	POLE 209	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.18	0.08%
POLE 209	POLE 210	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.38	0.16%
							MAX:	7.21	3.00%

I-630
POLE SCHEDULE & CONDUIT RUNS
SHEET 6 OF 20

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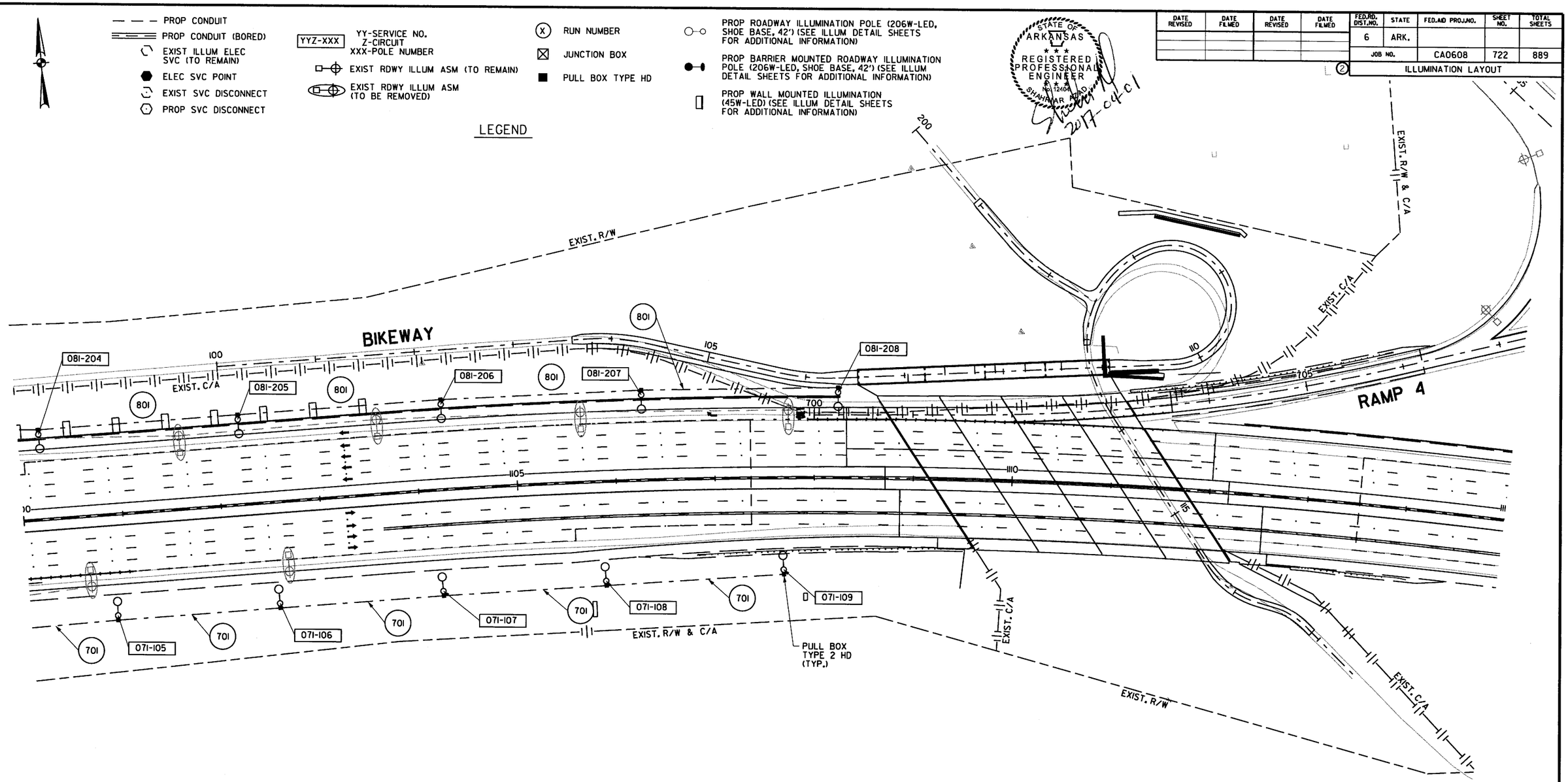
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	722	889

2 ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM ARDALAN
8-31-2017

LEGEND

- PROP CONDUIT
- PROP CONDUIT (BORED)
- EXIST ILLUM ELEC SVC (TO REMAIN)
- ELEC SVC POINT
- EXIST SVC DISCONNECT
- PROP SVC DISCONNECT
- YYZ-XXX — YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER
- EXIST RDWY ILLUM ASM (TO REMAIN)
- EXIST RDWY ILLUM ASM (TO BE REMOVED)
- (X) RUN NUMBER
- JUNCTION BOX
- PULL BOX TYPE HD
- PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

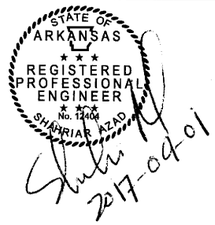


CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
JOHN BARROW RD. RAMP 2	0.60	1.52	0.21	2.81
JOHN BARROW RD. RAMP 3	0.68	1.57	0.22	3.09

I-630
ILLUMINATION LAYOUT
SHEET 7 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	723	889

(2) ILLUMINATION LAYOUT

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
7	071-105	1100+87	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
7	071-106	1102+52	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
7	071-107	1104+18	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
7	071-108	1105+86	100.7'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
7	071-109	1107+69	93.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	7	1
7	081-204	1100+21	86.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	8	1
7	081-205	1102+23	86.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	8	1
7	081-206	1104+28	86.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	8	1
7	081-207	1106+28	86.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	8	1
7	081-208	1108+24	86.4'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	8	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
701	2244			2200	BORED
801	1997			1957	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*2	CONDUCTORS 1c*2 E.G.C.	% FILL	MAX FILL
701	2	1	1	12.2%	40%
801	2	1	1	12.2%	40%

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POLE SCHEDULE & CONDUIT RUN
SHEET 8 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	724	889

② ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16804
SHAHRIAR AZAD
2017-09-01

LEGEND

- PROP CONDUIT
- PROP CONDUIT (BORED)
- EXIST ILLUM ELEC SVC (TO REMAIN)
- ELEC SVC POINT
- EXIST SVC DISCONNECT
- PROP SVC DISCONNECT
- YYZ-XXX — YY-SERVICE NO., Z-CIRCUIT, XXX-POLE NUMBER
- EXIST RDWY ILLUM ASM (TO REMAIN)
- EXIST RDWY ILLUM ASM (TO BE REMOVED)
- (X) RUN NUMBER
- JUNCTION BOX
- PULL BOX TYPE HD
- PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

RAMP 4

RODNEY PARHAM RD.

MISSISSIPPI AVE.

OUACHITA DR.

EXIST. R/W & C/A

EXIST. R/W

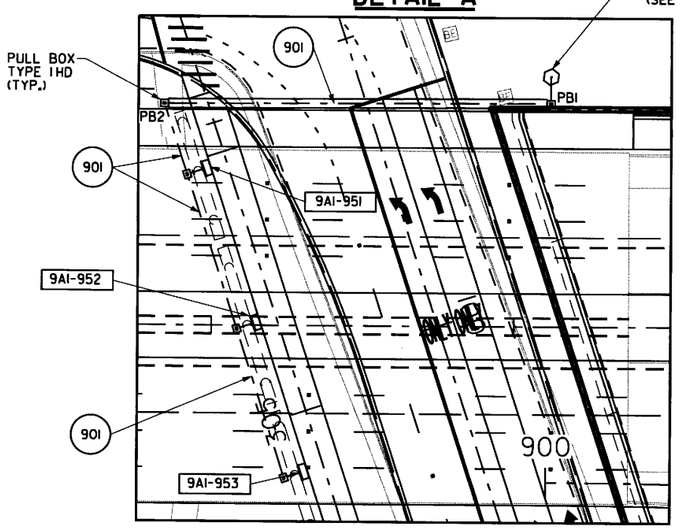
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C.L. I-630 MEDIAN

T.C.E.

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DETAIL A

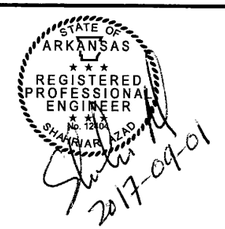


CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
BIKEWAY	0.96	1.20	0.40	2.40

I-630
ILLUMINATION LAYOUT
SHEET 9 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	725	889

(2) ILLUMINATION LAYOUT

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
9	9AI-951	1126+97	51.6'	LT	MOUNTED ON BRIDGE BENT 4	N/A	N/A	N/A	45	LED	9A	1
9	9AI-952	1127+15	0.5'	LT	MOUNTED ON BRIDGE BENT 4	N/A	N/A	N/A	45	LED	9A	1
9	9AI-953	1127+30	48.8'	RT	MOUNTED ON BRIDGE BENT 4	N/A	N/A	N/A	45	LED	9A	1
9	101-409	1128+84	74.3'	RT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	10	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			ELECTRICAL CONDUCTORS FOR LUMINAIRES	FIBERGLASS CONDUIT (FEET)	NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2	2C/4	2C/8				
	A.W.G. E.G.C.	A.W.G. E.G.C.	A.W.G. E.G.C.	LENGTH (FEET)	1 IN.	*2 IN. PVC SCH 40	
901				471	65	386	BORED
1002	1142					1110	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 9A, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (Ω/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 951	2*10 A.W.G., E.G.C.	120	1	ALUMINUM	PVC	2.04	0.93	0.77%
POLE 951	POLE 952	2*10 A.W.G., E.G.C.	120	1	ALUMINUM	PVC	2.04	1.14	0.95%
POLE 952	POLE 953	2*10 A.W.G., E.G.C.	120	1	ALUMINUM	PVC	2.04	1.23	1.03%
						MAX:		1.23	1.03%

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS				% FILL	MAX FILL
		2c*2	2c*10	1c*2 E.G.C.	1c*10 E.G.C.		
901	2		1		1	3.1%	40%
1002	2	1		1		12.2%	40%

I-630
POLE SCHEDULE & CONDUIT RUN
SHEET 10 OF 20

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PROP CONDUIT
PROP CONDUIT (BORED)
EXIST ILLUM ELEC SVC (TO REMAIN)
ELEC SVC POINT
EXIST SVC DISCONNECT
PROP SVC DISCONNECT

YYZ-XXX — YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER

EXIST RDWY ILLUM ASM (TO REMAIN)
EXIST RDWY ILLUM ASM (TO BE REMOVED)

(X) RUN NUMBER
JUNCTION BOX
PULL BOX TYPE HD

PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

LEGEND

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-0401

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	726	889

(2) ILLUMINATION LAYOUT

EXIST. R/W
EXIST. - REMOVE & INSTALL NEW 120/240V ELEC. SRV. #9B
EXIST. C/A
RAMP 3
805+00
810+00
813+98
1135
C.L. I-630 MEDIAN
1140
9BI-301
9BI-302
9BI-303
9BI-304
921
905
910
1002
101-408
101-407
101-406
101-405
101-404
101-403
PULL BOX TYPE 2 HD (TYP.)
RAMP 1
RAMP 2
1010
1005
EXIST. R/W & C/A

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
RODNEY PARHAM RD. RAMP 1	0.60	1.81	0.20	3.00
RODNEY PARHAM RD. RAMP 3	0.83	2.00	0.33	2.52

I-630
ILLUMINATION LAYOUT
SHEET 11 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	727	889

(2) ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-08-01

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
11	9BI-301	1135+01	111.6'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	9B	1
11	9BI-302	1136+76	96.9'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	9B	1
11	9BI-303	1138+51	87.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	9B	1
11	9BI-304	1140+24	86.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	9B	1
11	101-403	1137+02	388.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
11	101-404	1136+65	253.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
11	101-405	1135+35	159.7'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
11	101-406	1133+77	128.3'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
11	101-407	1132+13	115.6'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
11	101-408	1130+51	103.4'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
921			726	710	BORED
1002	1142			1110	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 9B, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 301	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	2.10	0.87%
POLE 301	POLE 302	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	3.48	1.45%
POLE 301	POLE 303	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.39	1.83%
POLE 302	POLE 304	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.85	2.02%
							MAX:	4.85	2.02%

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*2	2c*8	1c*2 E.G.C.	1c*8 E.G.C.	% FILL	MAX FILL
921	2		1		1	5.1%	40%
1002	2	1		1		12.2%	40%

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I-630
POLE SCHEDULE & CONDUIT RUN
SHEET 12 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	728	889

(2) ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIYAR ZAID
2017-09-01

PROP CONDUIT
PROP CONDUIT (BORED)
EXIST ILLUM ELEC SVC (TO REMAIN)
ELEC SVC POINT
EXIST SVC DISCONNECT
PROP SVC DISCONNECT

YYZ-XXX YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER

EXIST RDWY ILLUM ASM (TO REMAIN)
EXIST RDWY ILLUM ASM (TO BE REMOVED)

(X) RUN NUMBER
JUNCTION BOX
PULL BOX TYPE HD

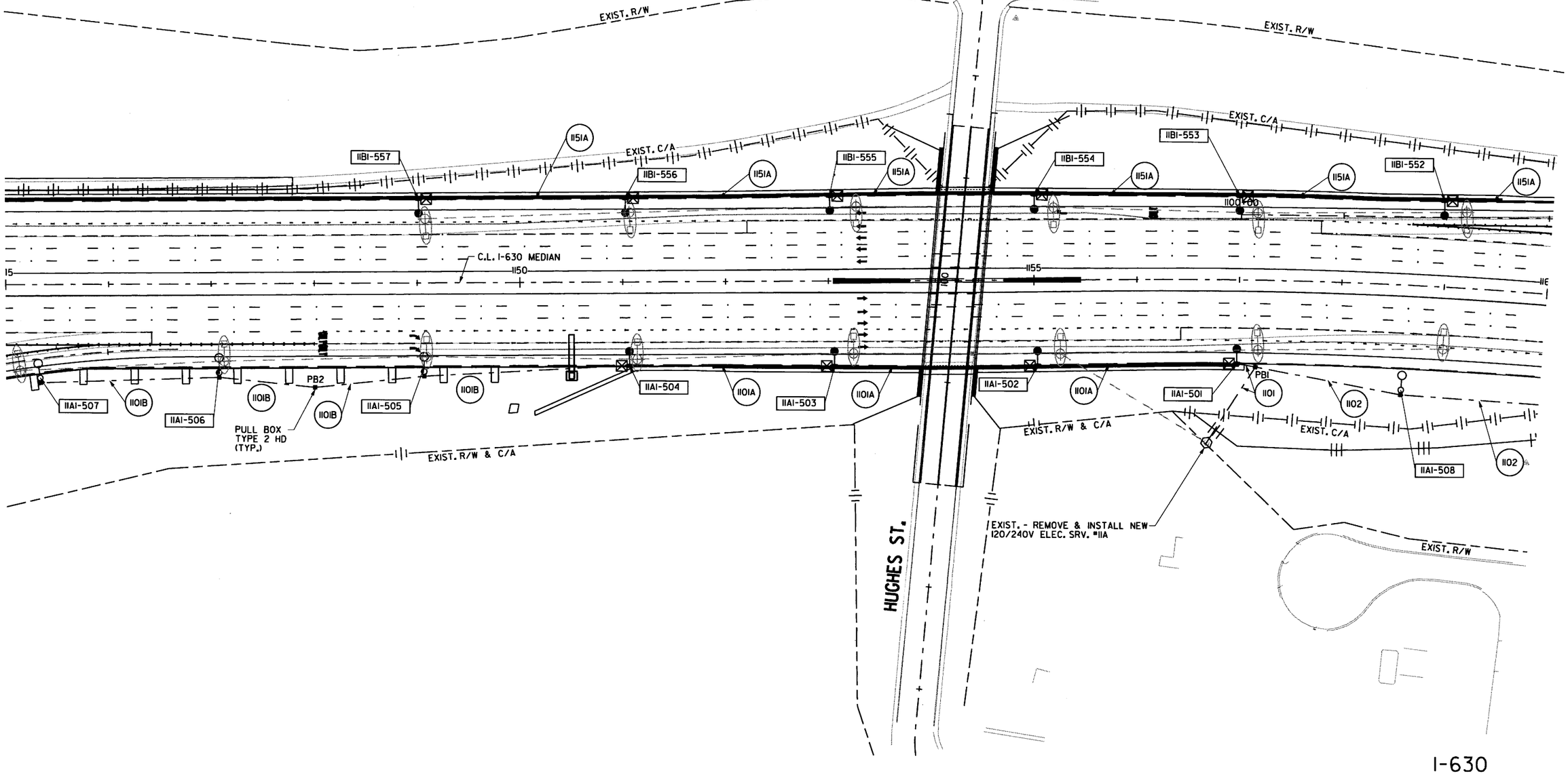
PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

LEGEND

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
I-630 MAIN LANES - HUGHES ST. BRIDGE UNDERPASS	0.68	2.09	0.23	2.96



I-630
ILLUMINATION LAYOUT
SHEET 13 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	729	889

(2) ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHNAR LAND
2017-04-01

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
13	IIAI-501	1156+98	82.0'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-502	1155+03	83.3'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-503	1153+05	82.9'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-504	1151+06	81.7'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-505	1149+06	81.7'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-506	1147+07	81.7'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-507	1145+25	87.5'	RT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIAI-508	1158+62	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	IIA	1
13	IIBI-552	1158+63	81.7'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIB	1
13	IIBI-553	1156+89	81.7'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIB	1
13	IIBI-554	1155+01	83.1'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIB	1
13	IIBI-555	1153+02	82.8'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIB	1
13	IIBI-556	1151+03	81.7'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIB	1
13	IIBI-557	1149+02	81.7'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	IIB	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-O (FULL-CUTOFF).

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT IIA, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	PBI	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	0.93	0.39%
PBI	POLE 501	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	1.08	0.45%
POLE 501	POLE 502	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	2.36	0.98%
POLE 502	POLE 503	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	3.45	1.44%
POLE 503	POLE 504	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	4.32	1.80%
POLE 504	POLE 505	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	4.98	2.08%
POLE 505	POLE 506	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	5.42	2.26%
POLE 506	POLE 507	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	5.62	2.34%
PBI	POLE 508	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	1.25	0.52%
POLE 508	POLE 509	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.508	1.48	0.62%
							MAX:	5.62	2.34%

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
1101		123		115	BORED
1101A		616		600	CONDUIT IN BARRIER
1101B		598		574	
1102		386		354	BORED
1152A		1245		1221	CONDUIT IN BARRIER

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*4	CONDUCTORS 1c*4 E.G.C.	% FILL	MAX FILL
1101	2	1	1	8.9%	40%
1101A	2	1	1	8.9%	40%
1101B	2	1	1	8.9%	40%
1102	2	1	1	8.9%	40%
1152A	2	1	1	8.9%	40%

I-630
POLE SCHEDULE & CONDUIT RUN
SHEET 14 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	730	889

② ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIER M. ZOU
2017-09-01

— — — PROP CONDUIT
PROP CONDUIT (BORED)
EXIST ILLUM ELEC SVC (TO REMAIN)
ELEC SVC POINT
EXIST SVC DISCONNECT
PROP SVC DISCONNECT

YYZ-XXX YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER

EXIST RDWY ILLUM ASM (TO REMAIN)
EXIST RDWY ILLUM ASM (TO BE REMOVED)

(X) RUN NUMBER
JUNCTION BOX
PULL BOX TYPE HD

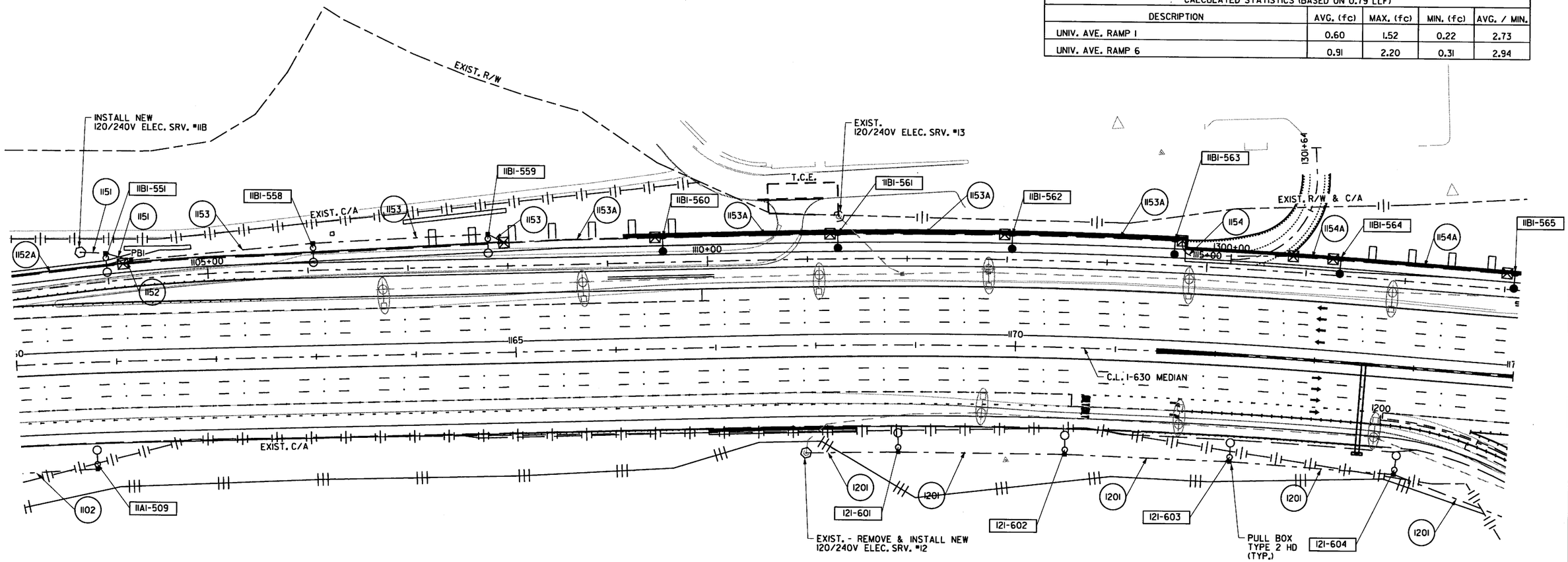
PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

LEGEND

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
UNIV. AVE. RAMP 1	0.60	1.52	0.22	2.73
UNIV. AVE. RAMP 6	0.91	2.20	0.31	2.94



I-630
ILLUMINATION LAYOUT
SHEET 15 OF 20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	731	889

② ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2017-09-01

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
15	11AI-509	1160+77	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	11A	1
15	11BI-551	1104+00	23.6'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-557	1149+02	81.7'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-558	1106+06	22.3'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-559	1107+81	27.6'	LT	MOUNTED 4FT BEHIND BARRIER	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-560	1109+56	25.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-561	1111+31	25.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-562	1113+05	25.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-563	1114+69	25.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-564	1116+34	16.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	11BI-565	1118+08	16.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
15	12I-601	1168+83	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	12	1
15	12I-602	1170+52	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	12	1
15	12I-603	1172+20	102.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	12	1
15	12I-604	1173+89	103.1'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	12	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
1102		386		354	BORED
1151		63		55	BORED
1152		17		13	BORED
1152A		1245		1221	CONDUIT IN BARRIER
1153		397		385	BORED
1153A		734		714	CONDUIT IN BARRIER
1154		126		122	BORED
1154A		391		379	CONDUIT IN BARRIER
1201		1285		1245	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*4	CONDUCTORS 1c*4 E.G.C.	% FILL	MAX FILL
1102	2	1	1	8.9%	40%
1151	2	1	1	8.9%	40%
1152	2	1	1	8.9%	40%
1152A	2	1	1	8.9%	40%
1153	2	1	1	8.9%	40%
1153A	2	1	1	8.9%	40%
1154	2	1	1	8.9%	40%
1154A	2	1	1	8.9%	40%
1201	2	1	1	8.9%	40%

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 11B, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 551	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	0.54	0.23%
POLE 551	PBI	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	0.98	0.41%
PBI	POLE 552	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	2.46	1.03%
POLE 552	POLE 553	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	3.55	1.48%
POLE 553	POLE 554	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	4.41	1.84%
POLE 554	POLE 555	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	5.06	2.11%
POLE 555	POLE 556	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	5.49	2.29%
POLE 556	POLE 557	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	5.71	2.38%
PBI	POLE 558	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	2.77	1.15%
POLE 558	POLE 559	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	4.28	1.78%
POLE 559	POLE 560	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	5.63	2.35%
POLE 560	POLE 561	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	6.77	2.82%
POLE 561	POLE 562	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	7.71	3.21%
POLE 562	POLE 563	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	8.47	3.53%
POLE 563	POLE 564	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	8.99	3.75%
POLE 564	POLE 565	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	9.37	3.90%
POLE 565	POLE 566	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.808	9.53	3.97%
							MAX:	9.53	3.97%

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 12, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 601	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	0.88	0.37%
POLE 601	POLE 602	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	2.06	0.86%
POLE 602	POLE 603	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	3.04	1.27%
POLE 603	POLE 604	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	3.85	1.60%
POLE 604	POLE 605	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	4.35	1.81%
POLE 605	EXIST. ILLUM. POLE	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	5.24	2.18%
EXIST. ILLUM. POLE	EXIST. ILLUM. POLE	2*4 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.508	5.49	2.29%
							MAX:	5.49	2.29%

I-630
POLE SCHEDULE & CONDUIT RUN
SHEET 16 OF 20

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JOB NO.		CA0608	732	889

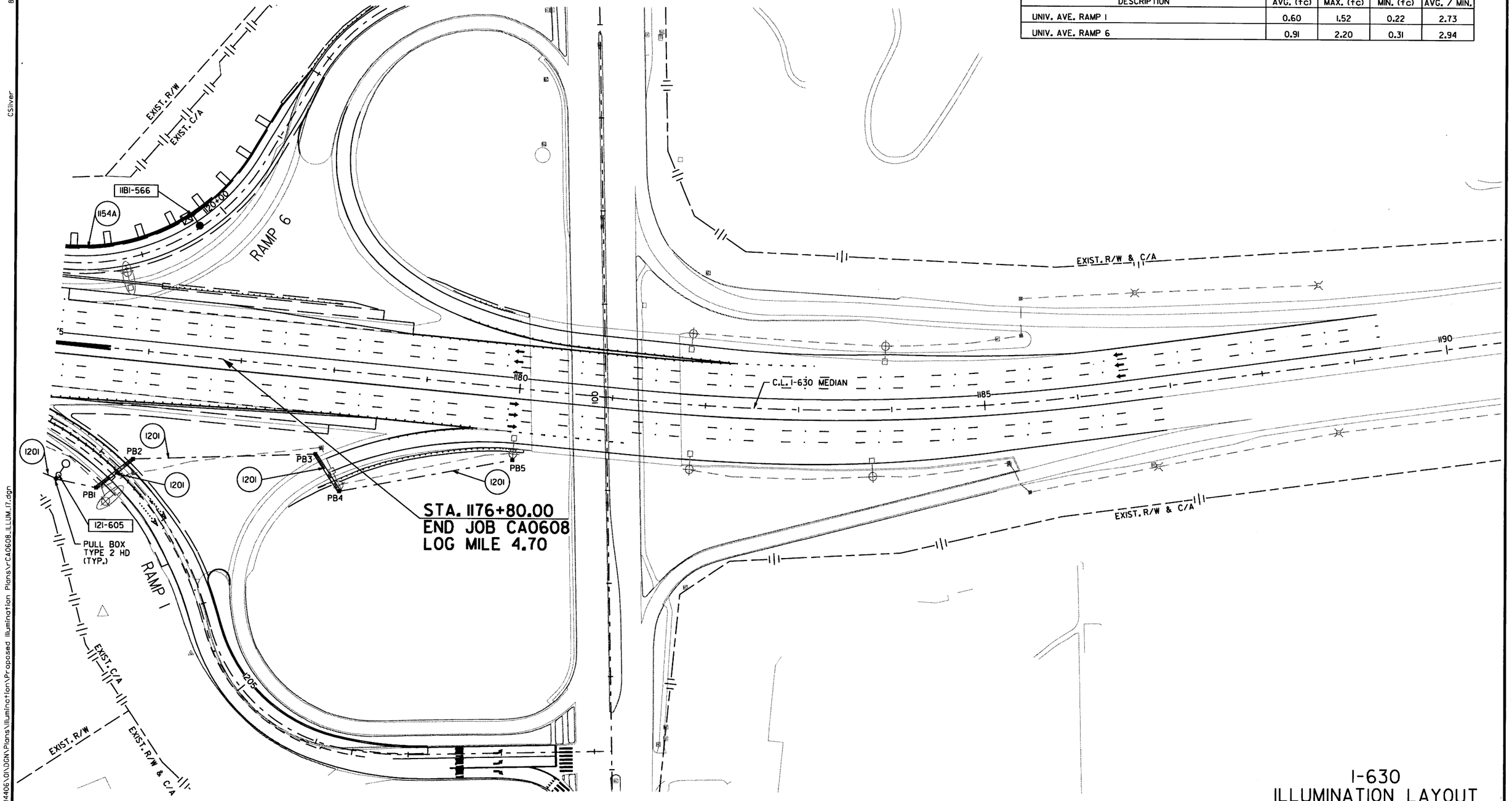
② ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON A. MILLER
2017-09-01

LEGEND

- PROP CONDUIT
- PROP CONDUIT (BORED)
- EXIST ILLUM ELEC SVC (TO REMAIN)
- ELEC SVC POINT
- EXIST SVC DISCONNECT
- PROP SVC DISCONNECT
- YYZ-XXX — YY-SERVICE NO., Z-CIRCUIT, XXX-POLE NUMBER
- EXIST RDWY ILLUM ASM (TO REMAIN)
- EXIST RDWY ILLUM ASM (TO BE REMOVED)
- (X) RUN NUMBER
- JUNCTION BOX
- PULL BOX TYPE HD
- PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
- PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
UNIV. AVE. RAMP 1	0.60	1.52	0.22	2.73
UNIV. AVE. RAMP 6	0.91	2.20	0.31	2.94



I-630
ILLUMINATION LAYOUT
SHEET 17 OF 20

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				6	ARK.			
				JOB NO.		CA0608	733	889

(2) ILLUMINATION LAYOUT

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
17	11B1-566	1119+70	16.2'	LT	BARRIER MOUNTED	CONVENTIONAL	42'	SHOE	206	LED	11B	1
17	121-605	1175+17	141.4'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	12	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

CONDUIT AND CONDUCTOR RUN					
RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
1154A		391		379	CONDUIT IN BARRIER
1201		1285		1245	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*4	CONDUCTORS 1c*4 E.G.C.	% FILL	MAX FILL
1154A	2	1	1	8.9%	40%
1201	2	1	1	8.9%	40%

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I-630
POLE SCHEDULE & CONDUIT RUN
SHEET 18 OF 20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	734	889

2 ILLUMINATION LAYOUT

— — — PROP CONDUIT
═══ PROP CONDUIT (BORED)
EXIST ILLUM ELEC SVC (TO REMAIN)
ELEC SVC POINT
EXIST SVC DISCONNECT
PROP SVC DISCONNECT

YYZ-XXX YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER
EXIST RDWY ILLUM ASM (TO REMAIN)
EXIST RDWY ILLUM ASM (TO BE REMOVED)

(X) RUN NUMBER
JUNCTION BOX
PULL BOX TYPE HD

PROP ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
PROP BARRIER MOUNTED ROADWAY ILLUMINATION POLE (206W-LED, SHOE BASE, 42') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)
PROP WALL MOUNTED ILLUMINATION (45W-LED) (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

LEGEND

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL

2017-04-01

EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
805+00
800+00
310
905
962
150
130
125
105
110
30'
T.C.E.
C.L. I-630 MEDIAN
PB1
PB2
1000
1001
1002
1003
101-401
101-402
101-403
101-404
101-405
101-406
101-407
101-408
101-409
101-410
EXIST. - REMOVE & INSTALL NEW 120/240V ELEC. SERV. #10

CALCULATED STATISTICS (BASED ON 0.79 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
RODNEY PARHAM RD. RAMP I	0.60	1.81	0.20	3.00

I-630
ILLUMINATION LAYOUT
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				6	ARK.			
				JOB NO.		CA0608	735	889

(2) ILLUMINATION LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZAD
2017-08-01

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES
(ALL STATION NUMBERS ARE BASELINE)

ILLUM SHEET NO.	POLE NO.	STATION	OFFSET (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	SVC CTR	CIRCUIT
19	101-401	1136+77	691.4'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
19	101-402	1136+75	511.8'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1
19	101-410	1135+43	541.5'	RT	30' OFF EDGE OF TRAVEL	CONVENTIONAL	42'	SHOE	206	LED	10	1

NOTE: POLE MOUNTED LUMINAIRE SHALL HAVE A BUG RATING OF U-0 (FULL-CUTOFF).

NOTE: REFER TO SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES ON SHEET 724 FOR POLE 101-409 AND SHEET 726 FOR POLES 101-403 TO 101-408.

CONDUIT AND CONDUCTOR RUN

RUN NO.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/2 A.W.G. E.G.C.	2C/4 A.W.G. E.G.C.	2C/8 A.W.G. E.G.C.	*2 IN. PVC SCH 40	
1001	311			299	BORED
1002	1142			1110	BORED
1003	122			118	BORED

*DIRECTIONAL BORED CONDUIT SHALL BE HDPE OR PVC. PVC CONDUIT SHALL BE UL MARKED FOR DIRECTIONAL BORING.

CONDUIT FILL CALCULATIONS

CONDUIT RUN	CONDUIT SIZE	CONDUCTORS 2c*2	CONDUCTORS 1c*2 E.G.C.	% FILL	MAX FILL
1001	2	1	1	12.2%	40%
1002	2	1	1	12.2%	40%
1003	2	1	1	12.2%	40%

VOLTAGE DROP CALCULATIONS I-630, SERVICE POINT 10, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (R/1000 FT)	VOLTAGE DROP (VOLTS)	%VD
SERVICE	POLE 401	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	0.48	0.20%
POLE 401	PB1	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	1.97	0.82%
PB2	POLE 402	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	2.01	0.84%
POLE 402	POLE 403	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	2.68	1.12%
POLE 403	POLE 404	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	3.28	1.37%
POLE 404	POLE 405	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	3.86	1.61%
POLE 405	POLE 406	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	4.32	1.80%
POLE 406	POLE 407	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	4.68	1.95%
POLE 407	POLE 408	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	4.91	2.04%
POLE 408	POLE 409	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	5.03	2.10%
PB2	POLE 410	2*2 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	0.319	2.05	0.85%
						MAX:		5.03	2.10%

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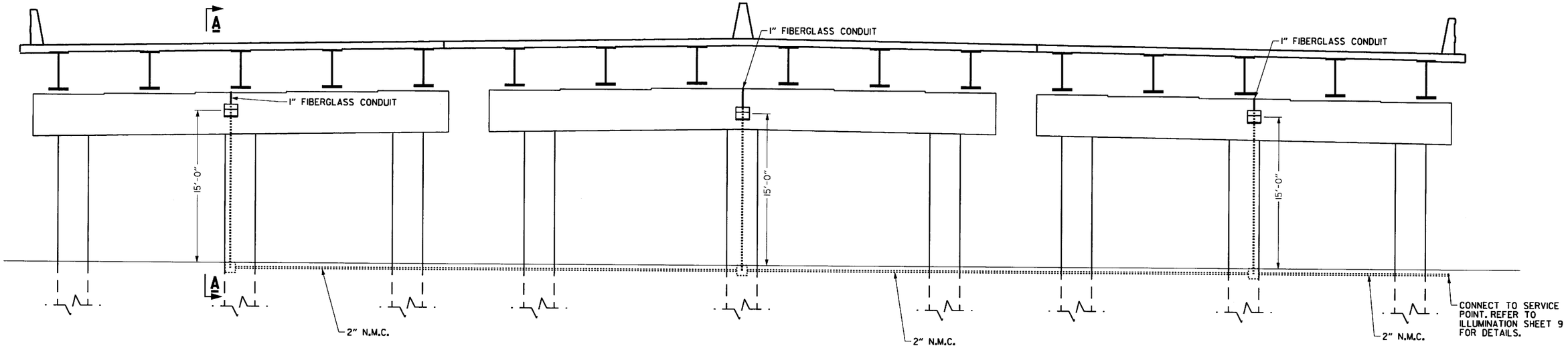
I-630
POLE SCHEDULE & CONDUIT RUN
SHEET 20 OF 20

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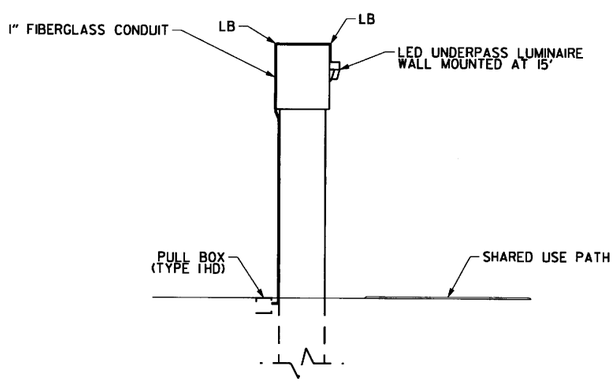
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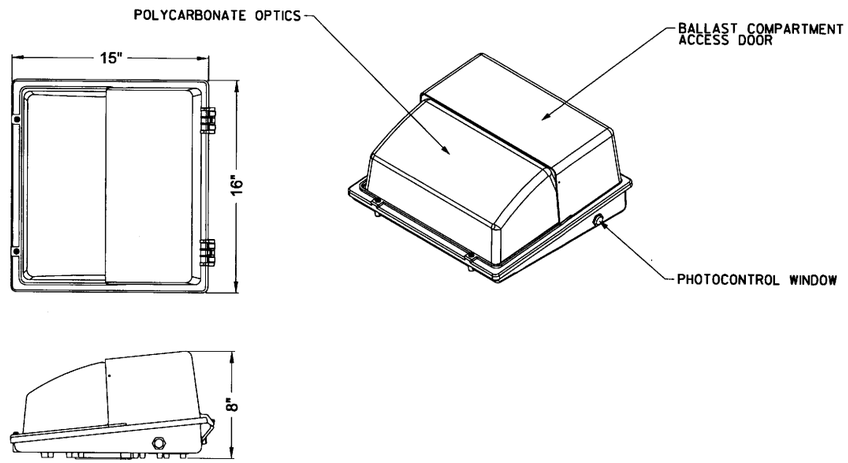
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17240
SHAHRIAR NAZID
2017-09-01



ELEVATION BENT 4
TRAFFIC-SIDE FACE ONLY



SECTION A-A



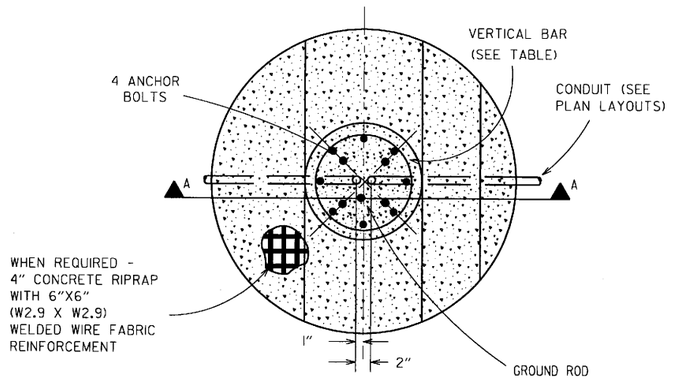
LED UNDERPASS LUMINAIRE DETAILS

ILLUMINATION DETAILS
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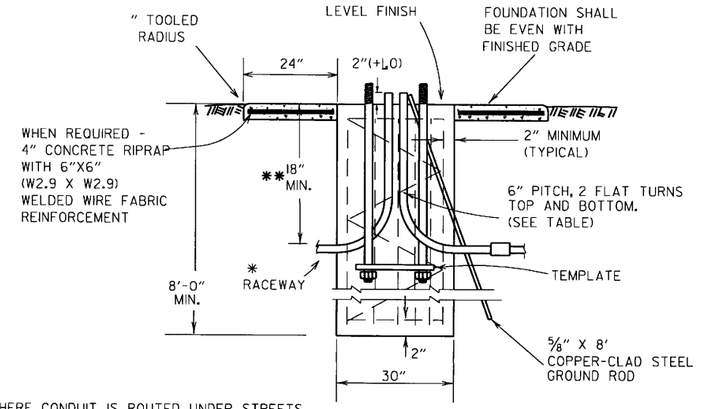
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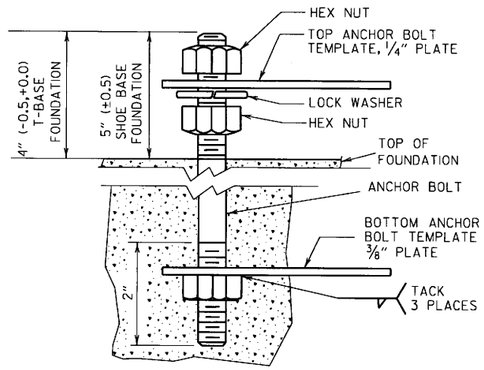


FOUNDATION DETAIL

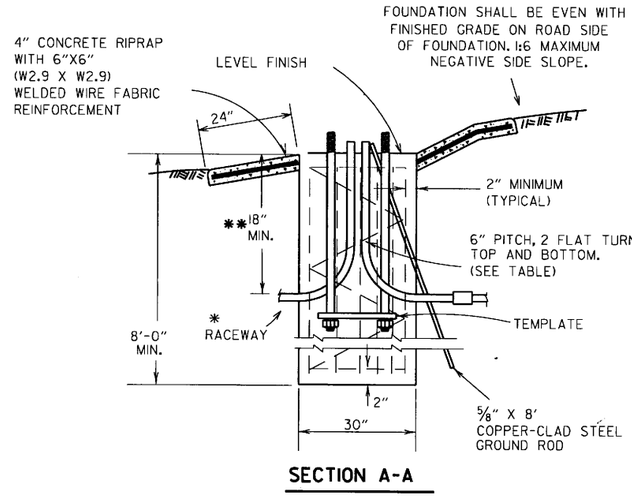


** WHERE CONDUIT IS ROUTED UNDER STREETS, HIGHWAYS, ROADS, ALLEYS, DRIVEWAYS, OR PARKING LOTS THE MIN. DEPTH SHALL BE 24".

* FOR DUCT CABLE, MATCH DUCT SIZE.
FOR CONDUCTOR IN CONDUIT SYSTEM, SAME SIZE AS SYSTEM CONDUIT WITH STANDARD RADIUS BENDS.



ANCHOR BOLT DETAIL



SECTION A-A

ROADWAY ILLUMINATION ASSEMBLY FOUNDATIONS

1. TOP 6 INCHES OF FOUNDATION SHALL BE FORMED AND STRUCK LEVEL.
2. ANCHOR BOLTS FOR ALL POLES, EXCEPT CTB-MOUNTED POLES, SHALL BE A-36M55 ANCHOR BOLTS. ANCHOR BOLTS FOR CTB MOUNTED POLES SHALL BE STEEL, ASTM A-325 OR A-321 THREADED ROD. NUTS FOR CTB ANCHOR BOLTS SHALL BE ASTM A-563 GRADE D HEAVY HEX, GALVANIZED. THE TOP 8 INCHES OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM A-153. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1 1/4 INCHES X 30 INCHES FOR MOUNTING HEIGHTS 40 FEET AND GREATER, 1 INCH X 30 INCHES FOR MOUNTING HEIGHTS LESS THAN 40 FEET. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5 INCHES AND FURNISHED WITH GALVANIZED HEX NUTS, 1/2 INCH FLAT WASHERS (T-BASE), LOCK WASHERS (SHOE BASE) AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH NUT AND TEMPLATE. WHEN BOLTS WITH ROLLED THREADS ARE FURNISHED, BOLT BODY NEED NOT BE FULL SIZE. SEE BARRIER DETAIL SHEETS FOR ANCHOR BOLTS IN CONCRETE TRAFFIC BARRIERS. ANCHOR BOLTS AND NUTS SHALL HAVE CLASS 2A AND 2B FIT. NUTS SHALL BE TAPPED AND CHASED AFTER GALVANIZING.
3. CONCRETE SHALL BE CLASS A.
4. A MINIMUM OF TWO CONDUITS SHALL BE INSTALLED IN EACH FOUNDATION. SEE LIGHTING LAYOUT SHEETS FOR LOCATIONS OF FOUNDATIONS WITH MORE THAN TWO CONDUITS. ANY UNUSED CONDUITS IN FOUNDATIONS SHALL BE CAPPED ON BOTH ENDS.
5. UNLESS OTHERWISE DIMENSIONED ON THE PLANS, BREAKAWAY ROADWAY ILLUMINATION ASSEMBLIES SHOULD BE LOCATED AS SHOWN IN THE PLACEMENT TABLE. NON-BREAKAWAY ILLUMINATION ASSEMBLIES SHOULD BE PROTECTED FROM VEHICULAR IMPACT (I.E. 4 FEET BEHIND GUARD RAIL OR MOUNTED ATOP TRAFFIC BARRIER) OR LOCATED OUTSIDE THE CLEAR ZONE, EXCEPT THAT 2.5 FEET FROM CURB FACE IS MINIMUM DESIRED FOR LIGHT POLES ON CITY STREETS, 45 MPH OR LESS, SEE DESIGN GUIDELINES FOR FURTHER INFORMATION.
6. ANCHOR BOLT TEMPLATE SHALL NOT BE SUPPLIED WITH FLAT WASHERS. TRANSFORMER BASE SHALL BE HELD WITH 1/2 INCH THICK WASHERS SUPPLIED WITH BASE. NO WASHERS OR SHIMS SHALL BE USED UNDER TRANSFORMER BASE.
7. RIPRAP SHALL BE PLACED AROUND THE FOUNDTION WHEN CALLED FOR ELSEWHERE IN THE PLANS.
8. CONDUIT LOCATION IN FOUNDATION IS CRITICAL FOR NEW STYLE BREAKAWAY DEVICES. CONDUITS SHALL BE PLACED 2 INCHES APART ON CENTERLINE AS SHOWN IN FOUNDATION DETAILS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12105
SHAHRIAR AZAD
2017-04-01

GENERAL NOTES

1. SEE MSE WALL PLAN FOR ADDITIONAL DRILL SHAFT LENGTHS BEHIND MSE WALLS.

FOUNDATIONS				
FND. TYPE	DRILL SHAFT		REINFORCING	
	DIA.	LENGTH	BAR	SPIRAL
B	30 IN	8 FT	8-#9	#3

BOLT CIRCLES AND ANCHOR BOLTS				
MOUNTING HEIGHT	POLE BASE PLATE	BOLT CIRCLE		BOLT SIZE
		SHOE BASE	T-BASE	
LESS THAN 40 FT	13 IN	13 IN	14 IN	1 IN. X 30 IN.
40 FT OR GREATER	15 IN	15 IN	17¼ IN	1¼ IN. X 30 IN.

QUANTITY OF RIPRAP PER FOUNDATION		
FOUNDATION DIAMETER	RIPRAP DIAMETER	RIPRAP (CONC)(CL A)
30 IN.	78 IN.	0.35 CY

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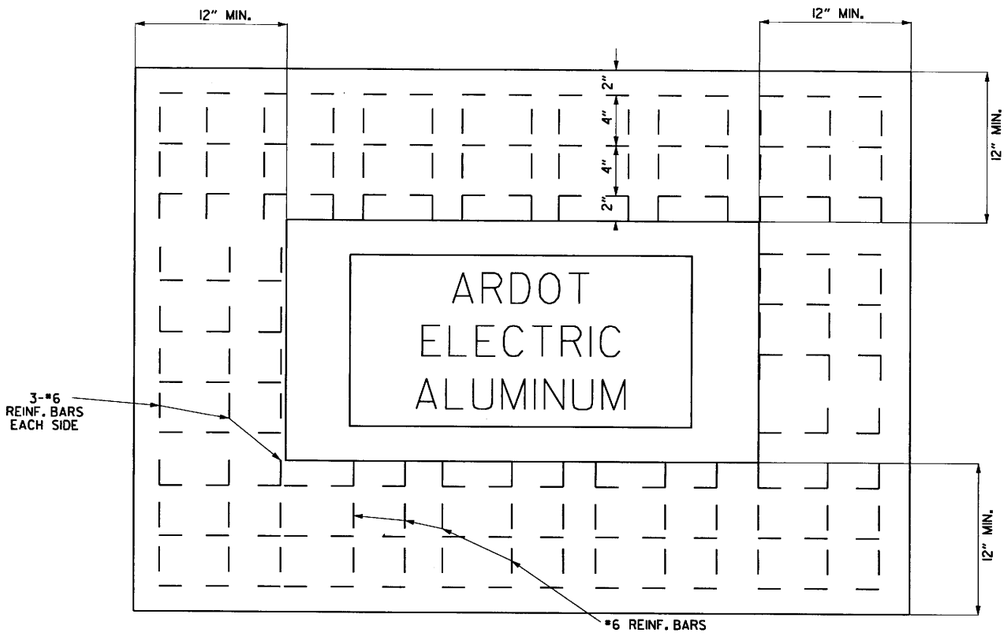
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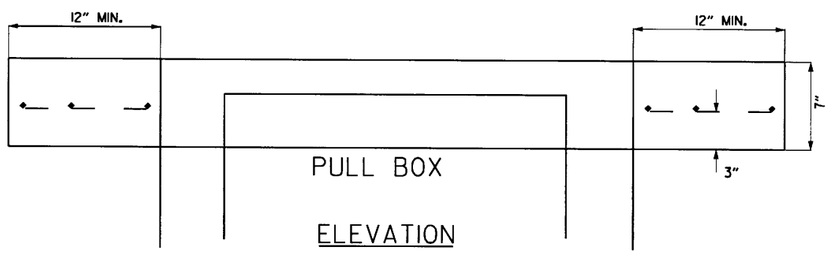
(2) ILLUMINATION DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2017-10-20



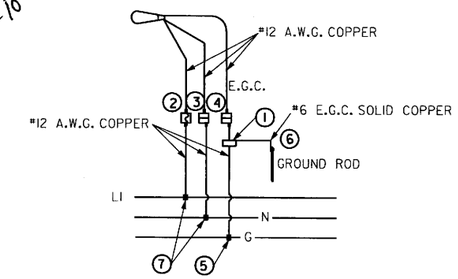
TOP

NOTE: PULL BOX LID SHALL BE LABLED "ARDOT", "ELECTRIC", AND "ALUMINUM".

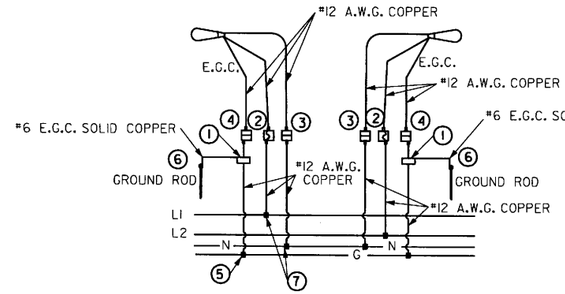


ELEVATION

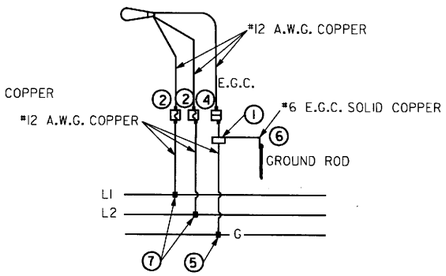
DETAILS OF CONCRETE APRON "HD" PULL BOX



TYPICAL WIRING FOR UNDERPASS LUMINAIRES THREE-WIRE CIRCUIT-CENTER GROUNDED - LUMINAIRES SERVED AT 120 VAC. (120/240 VOLT SERVICE)



TYPICAL WIRING FOR CONVENTIONAL LUMINAIRES FOUR-WIRE CIRCUIT-CENTER GROUNDED - LUMINAIRES SERVED AT 240 VAC. ALTERNATE CONNECTIONS SO THAT EVERY OTHER LUMINAIRE IS CONNECTED TO THE SAME PHASE. (240/480 VOLT SERVICE)



TYPICAL WIRING FOR CONVENTIONAL LUMINAIRES THREE-WIRE CIRCUIT-CENTER GROUNDED - LUMINAIRES SERVED AT 240 VAC. (120/240 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

KEYED NOTES:

(1) POLE CLAMP/BONDING CONNECTOR

(2) FUSED CONNECTOR - ALL ELECTRICAL CONNECTIONS FOR BREAKAWAY POLES SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC - FLOOD SEAL OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE (PHASE) WIRE ON ALL POLES.

(3) UN-FUSED CONNECTOR -ALL ELECTRICAL CONNECTIONS FOR NEUTRALS SHALL BE WATERTIGHT. FOR BREAKAWAY POLES, CONNECTIONS SHALL BE DESIGNED AS BREAKAWAY, SHALL HAVE A WHITE COLOR MARKING, AND SHALL HAVE A PERMANENTLY INSTALLED SOLID NEUTRAL (HOMAC - FLOOD SEAL OR EQUAL). DUMMY/NEUTRAL FUSE SHALL BE HOMAC - FLOOD SEAL OR EQUAL. DO NOT INSTALL BREAKAWAY CONNECTOR ON SHOE BASE (NON-TRANSFORMER BASE) POLES.

(4) UN-FUSED CONNECTOR -ALL ELECTRICAL CONNECTIONS FOR GROUND SHALL BE WATERTIGHT. FOR BREAKAWAY POLES, CONNECTIONS SHALL BE DESIGNED AS BREAKAWAY, SHALL HAVE A GREEN COLOR MARKING, AND SHALL HAVE A PERMANENTLY INSTALLED SOLID GROUND (HOMAC - FLOOD SEAL OR EQUAL). DUMMY/NEUTRAL FUSE SHALL BE HOMAC - FLOOD SEAL OR EQUAL. DO NOT INSTALL BREAKAWAY CONNECTOR ON SHOE BASE (NON-TRANSFORMER BASE) POLES.

(5) EXOTHERMIC WELD.

(6) EXOTHERMIC WELD TO GROUND ROD.

(7) TEE SPLICE HOMAC RXL OR EQUIVALENT.

NOTE: ALL TRANSFORMER BASE POLES SHALL BE CONSIDERED AS BREAKAWAY POLES.

ILLUMINATION DETAILS
SHEET 3 OF 5
N.T.S.

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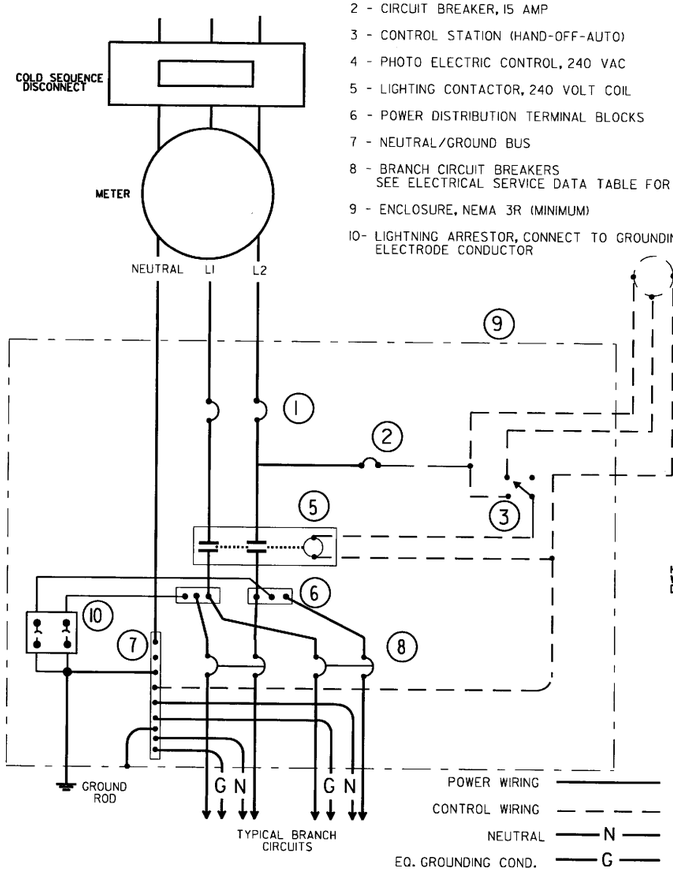
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				6	ARK.			
				JOB NO.		CA0608	739	889

(2) ILLUMINATION DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHANNAHAN
8-29-17

LEGEND

1- MAIN DISCONNECT CIRCUIT BREAKER
SEE ELECTRICAL SERVICE DATA TABLE FOR SIZE
2 - CIRCUIT BREAKER, 15 AMP
3 - CONTROL STATION (HAND-OFF-AUTO)
4 - PHOTO ELECTRIC CONTROL, 240 VAC
5 - LIGHTING CONTACTOR, 240 VOLT COIL
6 - POWER DISTRIBUTION TERMINAL BLOCKS
7 - NEUTRAL/GROUND BUS
8 - BRANCH CIRCUIT BREAKERS
SEE ELECTRICAL SERVICE DATA TABLE FOR SIZE
9 - ENCLOSURE, NEMA 3R (MINIMUM)
10- LIGHTNING ARRESTOR, CONNECT TO GROUNDING ELECTRODE CONDUCTOR

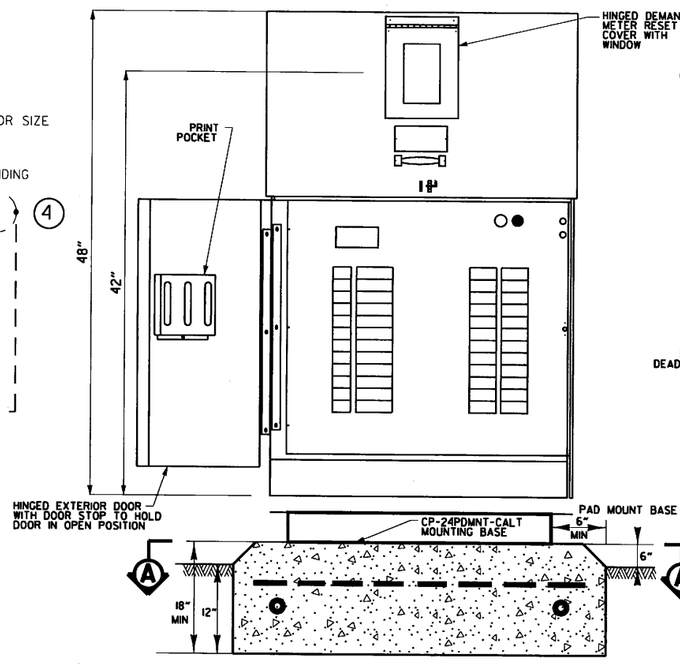


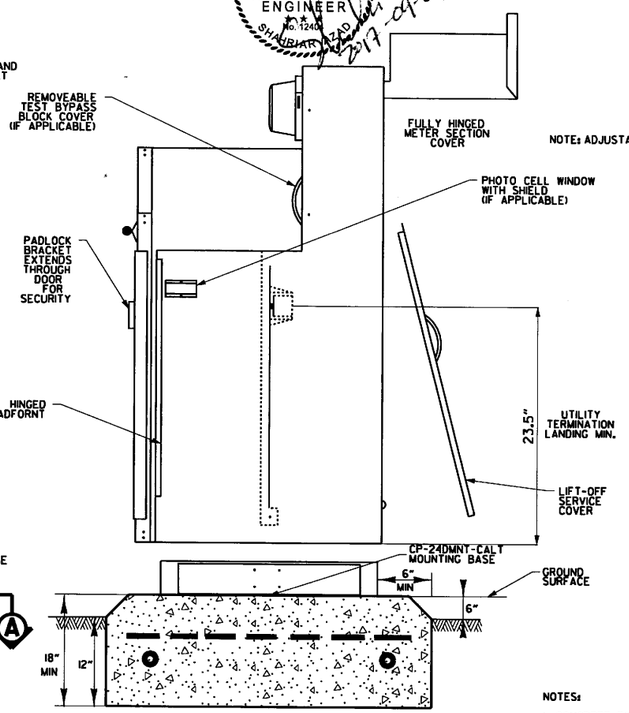
TYPICAL PROPOSED ELECTRICAL SERVICE WIRING DIAGRAM

SEE ELECTRICAL SERVICE DATA TABLE FOR ADDITIONAL REQUIREMENTS

GENERAL NOTES FOR ELECTRICAL INSTALLATIONS

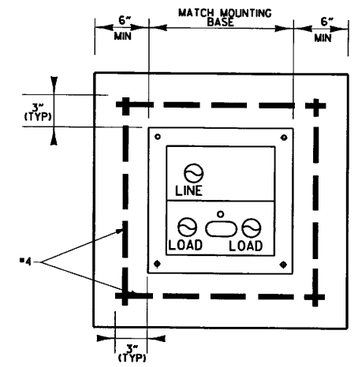
1. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE.
2. ALL ENCLOSURE FRONT DOORS SHALL BE PERMANENTLY LABELED "DANGER HIGH VOLTAGE." LABEL SHALL BE A SELF STICKING TYPE INTENDED FOR OUTDOOR INSTALLATION. LETTERING STYLE, LAYOUT, AND COLORS OF RED, BLACK AND WHITE SHALL BE AS REQUIRED BY OSHA. LABEL LETTERS SHALL BE ONE TO ONE AND A HALF INCHES HIGH OR AS HIGH AS THE ENCLOSURE DOOR WIDTH WILL PERMIT. ENCLSURES SHALL ALSO BE LABELED TO INDICATE THE LOAD SERVED. THESE LABELS SHALL BE DUO-COLORED PLASTIC ENGRAVED LABELS. THE LABEL SHALL INDICATE THE SERVICE NUMBER AND THE LOAD (I.E. LIGHTING).
3. ALL UNDERGROUND SPLICES SHALL BE SEALED AND INSULATED.
4. A SUFFICIENT LENGTH OF CONDUCTOR FOR MAKING UP CONNECTIONS SHALL BE LEFT IN GROUND BOXES (2 FEET MINIMUM, 3 FEET MAXIMUM, TO POINT OF SPLICE, 3 FEET MINIMUM, 4 FEET MAXIMUM, WHEN CONDUCTOR IS PULLED THROUGH WITHOUT SPLICE), ENCLOSURES, WEATHERHEADS, AND POLE BASES (1 FOOT MINIMUM, 1.5 FEET MAXIMUM).
5. CONDUCTORS IN LIGHT POLES SHALL BE SUPPORTED BY A J-HOOK.
6. CONDUCTORS CONNECTED TO BREAKAWAY IN-LINE FUSE HOLDERS MUST BE INSTALLED IN ACCORDANCE WITH THE SPECIFIC MANUFACTURER'S INSTALLATION INSTRUCTIONS. WHERE THREADED CONNECTIONS ARE MADE, THEY SHALL BE PROPERLY TORQUED. PROPER CONDUCTOR TERMINATIONS ARE CRITICAL TO THE SAFE OPERATION OF BREAKAWAY DEVICES. WATERPROOFING BOOTS SHALL BE PROPERLY TRIMMED TO FIT SNUGLY AROUND THE CONDUCTOR SO AS TO PROVIDED A WATER PROOF SEAL. NO MORE THAN ONE WIRE MAY ENTER A SINGLE OPENING IN ANY ONE BOOT. WATER PROOFING BOOTS MUST PROVIDE THE CORRECT NUMBER OF OPENINGS. WHERE ONLY ONE WIRE IS TO BE CONNECTED TO A BOOT, THE BOOT MAY NOT BE A TWO WIRE TYPE.
7. INSULATION FOR CONDUCTORS FOR THIS PROJECT SHALL BE TYPE XHHW UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINER.
8. CONTRACTOR SHALL LOCATE AND AVOID OVERHEAD AND UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.





METERED COMMERCIAL PEDESTAL 200 AMP (N.T.S.)

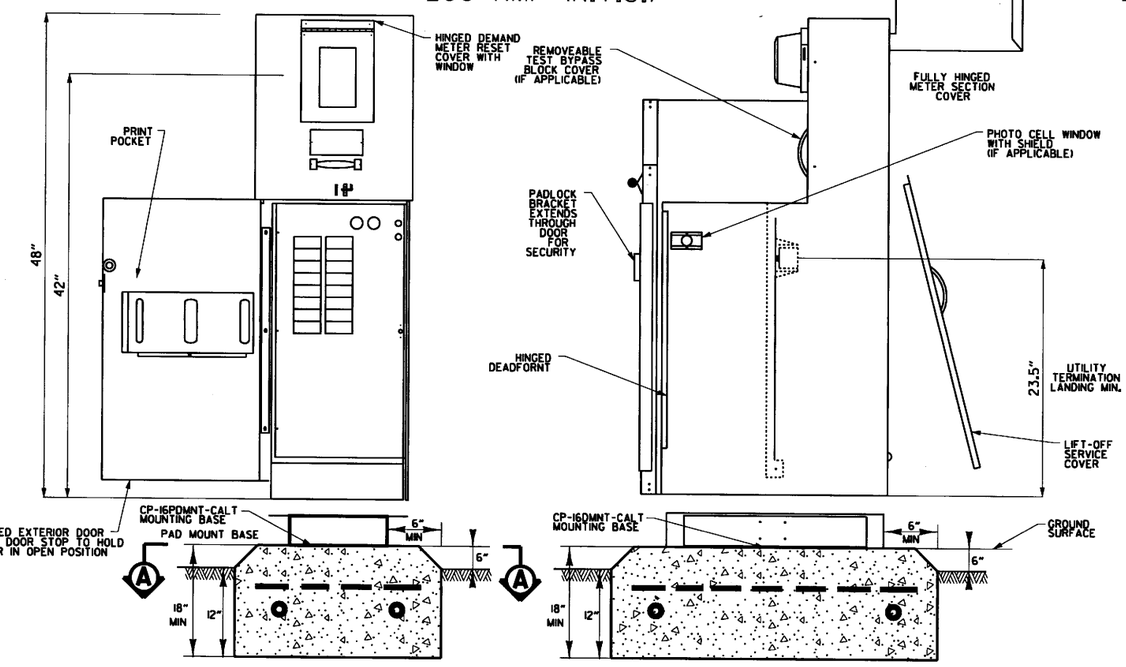
NOTE: ADJUSTABLE PHOTO CELL SHALL BE PROVIDED.



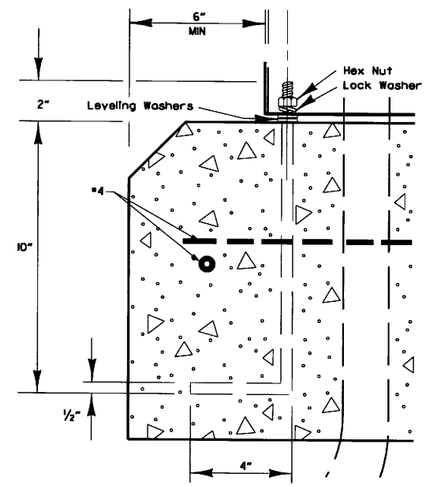
SECTION A-A

NOTES:

1. CONCRETE FOR CAST-IN-PLACE FOUNDATION SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI.
2. ALL REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO AASHTO M31 OR M53.



METERED COMMERCIAL PEDESTAL 100 AMP (N.T.S.)



ANCHOR BOLT DETAIL

ILLUMINATION DETAILS SHEET 4 OF 5 N.T.S.

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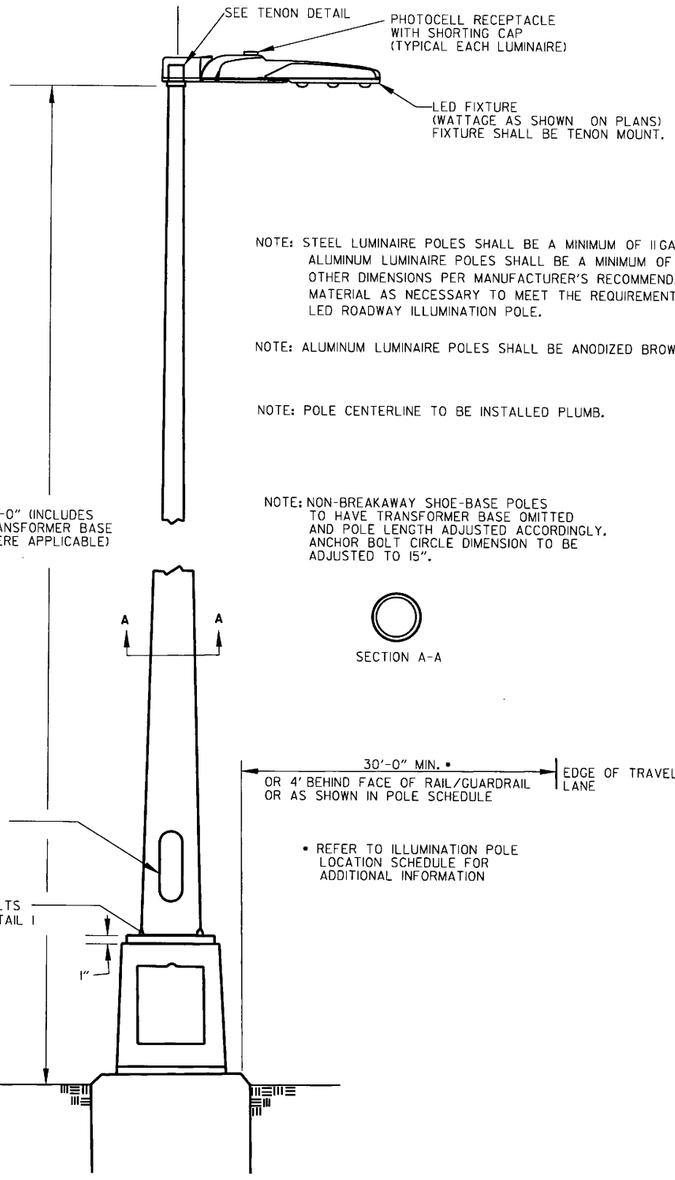
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				JOB NO.		CA0608	740	889

(2) ILLUMINATION DETAILS

ACCEPTANCE CRITERIA SHALL CONSIST OF THE FOLLOWING:
A. SUBMIT COMPLETE SHOP DRAWING DATA FOR FIXTURE AND LAMP, INCLUDING IES FILE AND LLF CALCULATION.
B. SUBMIT COMPLETE POINT-BY-POINT PHOTOMETRIC LIGHTING ANALYSIS OF ALL GIVEN AREAS FOR BOTH INITIAL LUMEN AND LLF CALCULATIONS.
C. LLF DESIGN, LIGHTING ANALYSIS VALUES SHALL MEET OR EXCEED THE ILLUMINATION DESIGN CRITERIA TABLE REQUIREMENTS, NO EXCEPTION.

FINAL ACCEPTANCE TESTING PROCEDURE SHALL CONSIST OF THE FOLLOWING:
A. SUBMIT TEST PROCEDURE FOR REVIEW AND APPROVAL.
B. CONDUCT MINIMUM 14-DAY FINAL ACCEPTANCE TEST FOR THE COMPLETE LIGHTING SYSTEM. CORRECT MALFUNCTIONING EQUIPMENT AND RETEST, OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
C. REPLACE BURNED OUT AND NOTICEABLY DIM LAMPS AND RETEST.
D. DURING FINAL ACCEPTANCE TEST PERIOD, TAKE FIELD LIGHT LEVEL MEASUREMENTS (ILLUMINANCE) ALONG THE ENTIRE STRUCTURE, IN A 10' GRID PATTERN COVERING ALL PAVED AREAS, WITH AN ILLUMINANCE METER THAT IS LED RATED. FIELD LEVEL MEASUREMENTS AND CALCULATIONS SHALL MEET OR EXCEED INITIAL LUMEN DESIGN CALCULATIONS. COORDINATE FIELD WORK WITH OWNER AND ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAWN MAR
8-17-01



NOTE: STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. ALUMINUM LUMINAIRE POLES SHALL BE A MINIMUM OF 0.188" THICK. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION FOR BOTH MATERIAL AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.

NOTE: ALUMINUM LUMINAIRE POLES SHALL BE ANODIZED BROWN.

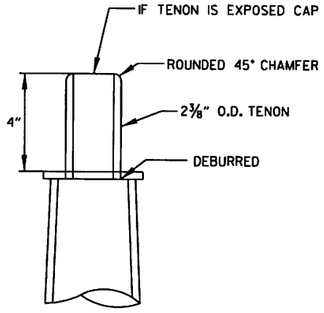
NOTE: POLE CENTERLINE TO BE INSTALLED PLUMB.

NOTE: NON-BREAKAWAY SHOE-BASE POLES TO HAVE TRANSFORMER BASE OMITTED AND POLE LENGTH ADJUSTED ACCORDINGLY. ANCHOR BOLT CIRCLE DIMENSION TO BE ADJUSTED TO 15".

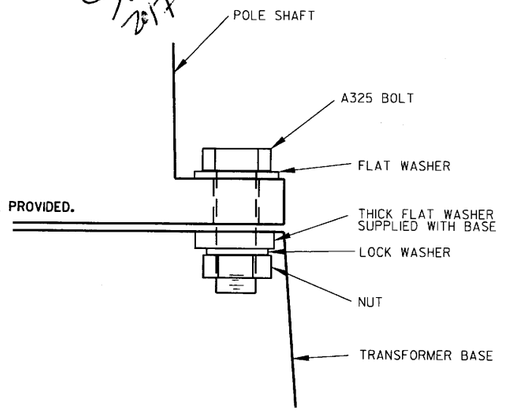
LED HEAD LUMINAIRE POLE

WITH BREAKAWAY TRANSFORMER BASE OR SHOE BASE

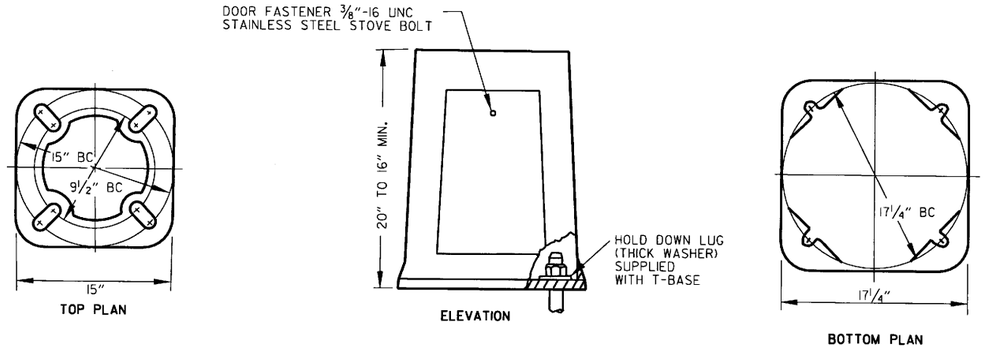
SEE ILLUMINATION DETAIL SHEET 2 OF 5 FOR BOLT CIRCLES AND FOUNDATIONS FOR SHOE BASE POLES.
SEE SPECIAL DETAILS FOR BOLT CIRCLES AND ADDITIONAL INFORMATION FOR POLES MOUNTED ON CONCRETE BARRIERS.



TENON DETAIL



DETAIL I



NOTE: DOOR OPENING APPROX. 7" x 8" x 10.5"
TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS
MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

4 TOP AND 4 BOTTOM HOT DIP GALVANIZED HOLD DOWN LUGS PROVIDED FOR USE UNDER ANCHOR BOLT HEX NUTS AS SHOWN.

TYPICAL BREAKAWAY TRANSFORMER BASE

NOTE: THE T- BASE PROVIDED SHALL MEET BREAKAWAY CRITERIA OUTLINED IN AASHTO'S STANDARD SPECIFICATIONS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, LATEST EDITION, AND MUST BE APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. IN ADDITION, STRUCTURAL DESIGN MUST CONFORM TO AASHTO REQUIREMENTS FOR AN 90 M.P.H. WIND ZONE. T-BASE STRENGTH SHALL BE INCLUDED IN THE STRUCTURAL CALCULATIONS FOR THE POLE. CALCULATIONS MUST BE CERTIFIED AS SO BY A REGISTERED ENGINEER REPRESENTING THE MANUFACTURER.

ILLUMINATION DETAILS
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
2017

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FED.HWY. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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JOB NO.		C400608	741	889

(2) ELECTRICAL SERVICE DATA SHEET

ELECTRICAL SERVICE NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	BRANCH BRKR CKT1	BRANCH BRKR CKT2	BRANCH BRKR CKT3	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
*6 SHEET 1 OF 20	EXIST. TO REMAIN	NEC R/W NR. BAPTIST HEALTH OFF-RAMP	240/480V, 3-WIRE, SINGLE PHASE	2P/100A	EXIST. 2P/40A CONNECTED LOAD 30A AT 480 VAC	INSTALL NEW 2P/30A, 19-206W CONVENTIONAL POLES FOR A CONNECTED LOAD OF 9.1A AT 480 VAC	EXIST. 2P/30A CONNECTED LOAD 16.5A AT 480 VAC	3/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 26.7 KVA
*7 SHEET 5 OF 20	REMOVE EXISTING ELEC SERV. *7, INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *7	SWC I-630 E AT JOHN BARROW	120/240V, SINGLE PHASE	2P/100A	2P/20A CONNECT CKT 7-1, CONNECTED LOAD IS 11.4A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 2.7 KVA
*8 SHEET 5 OF 20	REMOVE EXISTING ELEC SERV. *8, INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *8	NEC I-630 W AT JOHN BARROW	120/240V, SINGLE PHASE	2P/100A	2P/20A CONNECT CKT 8-1, CONNECTED LOAD IS 9.5A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 2.3 KVA
*8A SHEET 5 OF 20	INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *8A	NEC I-630 W AT JOHN BARROW	120/240V, SINGLE PHASE	2P/100A	INSTALL NEW 2P/30A CIRCUIT BREAKER FOR ITS VARIABLE MESSAGE SIGN AND CONTROLLER			2/#2 A.W.G., E.G.C.	2"	
**9A SHEET 9 OF 20	INSTALL NEW 120/240 VAC SERVICE POINT ASSEMBLY (3-CIRCUIT) *9A	SEC RODNEY PARHAM RD. AT MISSISSIPPI AVE.	120/240V, SINGLE PHASE	2P/100A	INSTALL NEW CKT BRKR FOR FOR SIGNAL EQUIPMENT. SEE SIGNAL PLANS FOR DETAILS.	INSTALL NEW CKT BRKR FOR SIGNAL POLE MOUNTED LUMINAIRES, SEE SIGNAL PLANS FOR DETAILS.	1P/10A CONNECT CKT 9A-1 FOR UNDERPASS LIGHTING, CONNECTED LOAD IS 1.2A AT 120 VAC	2/#2 A.W.G., E.G.C.	2"	CONNECTED LOAD = 0.1 KVA FROM UNDERPASS LIGHTING.
*9B SHEET 11 OF 20	REMOVE EXISTING ELEC SERV. *9B, INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *9B	NEC R/W I-630 W RODNEY PARHAM OFF-RAMP	120/240V, SINGLE PHASE	2P/100A	2P/10A CONNECT CKT 9B-1, CONNECTED LOAD IS 3.8A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 0.9 KVA
*10 SHEET 19 OF 20	REMOVE EXISTING ELEC SERV. *10, INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *10	SWC I-630 E AT RODNEY PARHAM	120/240V, SINGLE PHASE	2P/100A	2P/20A CONNECT CKT 10-1, CONNECTED LOAD IS 9.5A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 2.3 KVA
*11A SHEET 13 OF 20	REMOVE EXISTING ELEC SERV. *11A, INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *11A	SW R/W I-630 E AT HUGHES BRIDGE	120/240V, SINGLE PHASE	2P/100A	2P/20A CONNECT CKT 11A-1, CONNECTED LOAD IS 8.9A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 2.1 KVA
*11B SHEET 15 OF 20	INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *11B	NE R/W I-630 W AT HUGHES BRIDGE	120/240V, SINGLE PHASE	2P/100A	2P/30A CONNECT CKT 11B-1, CONNECTED LOAD IS 15.3A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 3.7 KVA
*12 SHEET 15 OF 20	REMOVE EXISTING ELEC SERV. *12, INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE *12	S R/W I-630 E NEAR UNIVERSITY OFF-RAMP	120/240V, SINGLE PHASE	2P/100A	2P/20A CONNECT CKT 12-1, CONNECTED LOAD IS 7.1A AT 240 VAC			2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 1.7 KVA
*13 SHEET 15 OF 20	EXIST. TO REMAIN	N R/W I-630 W NEAR UNIVERSITY ON-RAMP	EXIST.	EXIST.	EXIST.			EXIST.	EXIST.	EXIST.

*SERVICE POINT ASSEMBLY IS INCLUDED IN TRAFFIC SIGNAL PLANS AND QUANTITIES. REFER TO SIGNAL PLANS FOR DETAILS.

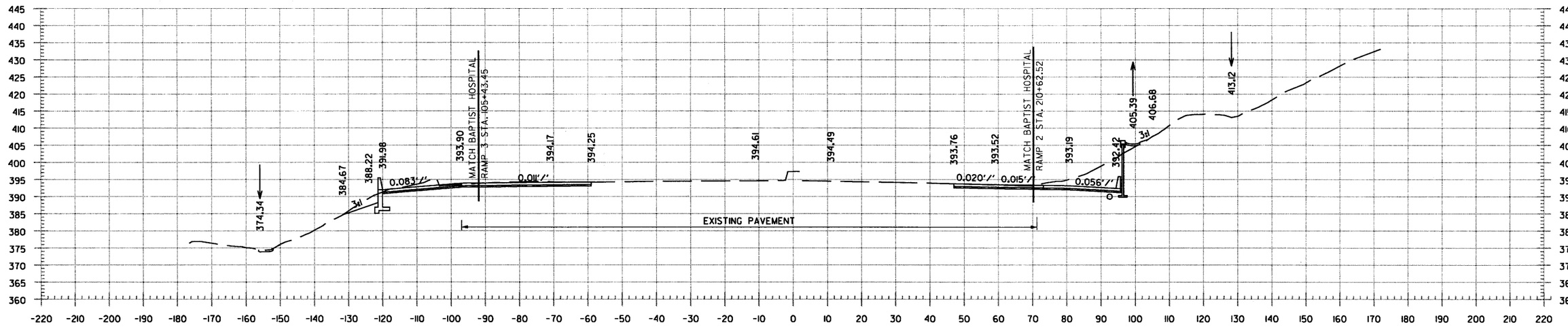
NOTES:
1. ALL EXISTING CONDITIONS ARE BASED ON AVAILABLE INFORMATION AND AS BUILT DRAWINGS. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING FIELD CONDITIONS.
2. THE REMOVAL OF EXISTING SERVICE POINT ASSEMBLIES WILL NOT BE PAID FOR DIRECTLY BUT BE CONSIDERED SUBSIDIARY TO THE INSTALLATION OF THE NEW ELECTRICAL SERVICE.
3. ANY NECESSARY MODIFICATION OF EXISTING ELECTRICAL SERVICE TO REMAIN SHALL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO VARIOUS ELECTRICAL PAY ITEMS.

I-630
ELECTRICAL SERVICE DATA SHEET

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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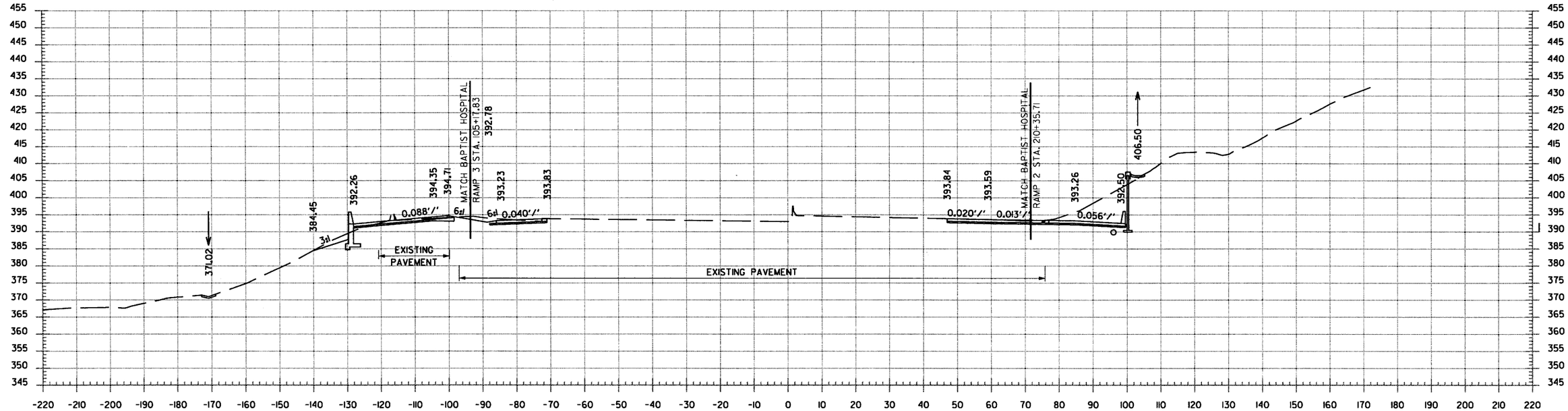
(2) CROSS SECTIONS I-630



1067+00.00

1067+00.00 AREA UNCLASSIFIED EXCAVATION: 29 SQ. FT.
1067+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1067+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

VOLUME UNCLASSIFIED EXCAVATION: 118 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1066+72.94

1066+72.94 AREA UNCLASSIFIED EXCAVATION: 43 SQ. FT.
1066+72.94 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1066+72.94 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

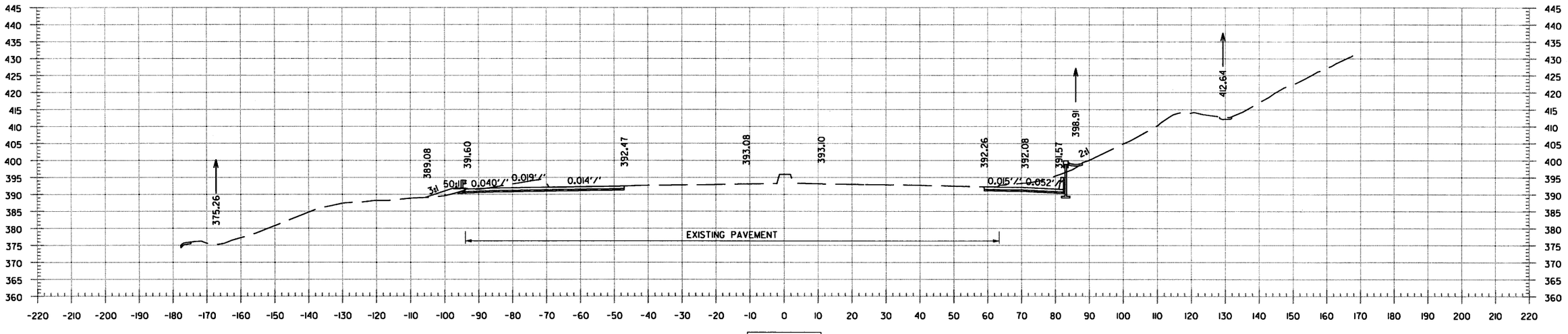
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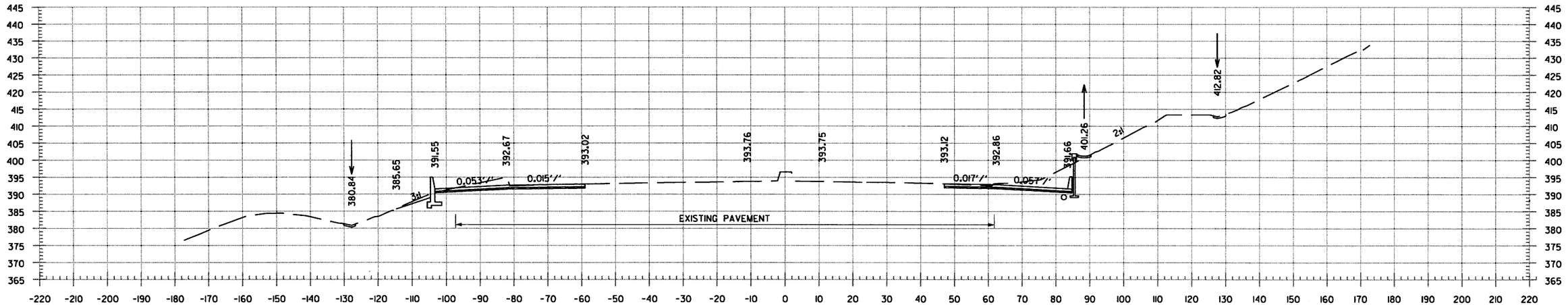
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				6	ARK.			
				JOB NO.		CA0608	743	889

(2) CROSS SECTIONS I-630



1069+00.00

1069+00.00 AREA UNCLASSIFIED EXCAVATION:	92 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	436 CU. YD.
1069+00.00 AREA COMPACTED EMBANKMENT:	16 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	34 CU. YD.
1069+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	28 TONS



1068+00.00

1068+00.00 AREA UNCLASSIFIED EXCAVATION:	143 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	319 CU. YD.
1068+00.00 AREA COMPACTED EMBANKMENT:	2 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	4 CU. YD.
1068+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	7 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	28 TONS

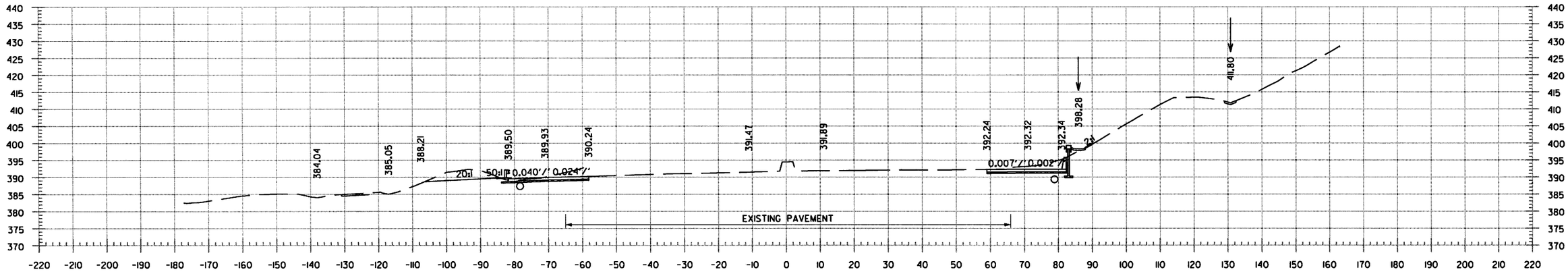
STA. 1068+00 TO STA. 1069+00

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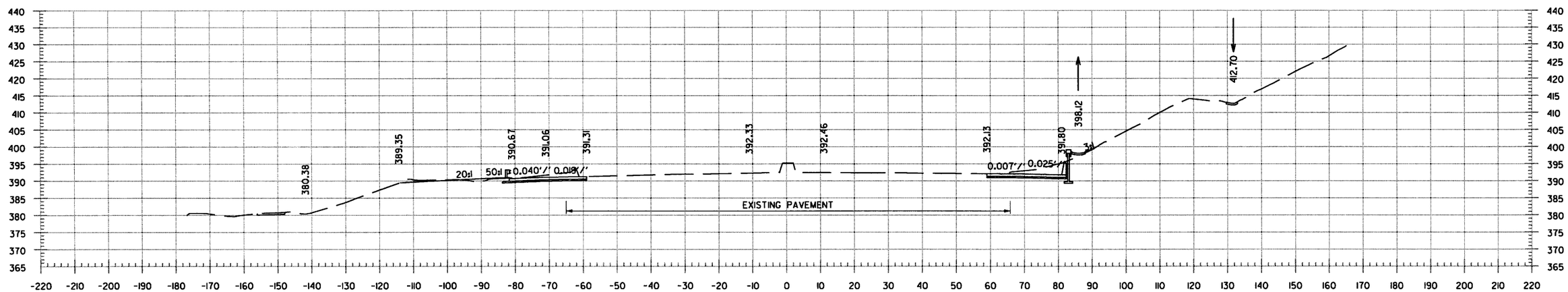
(2) CROSS SECTIONS I-630



1071+00.00 AREA UNCLASSIFIED EXCAVATION: 120 SQ. FT.
1071+00.00 AREA COMPACTED EMBANKMENT: 4 SQ. FT.
1071+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ FT.

1071+00.00

VOLUME UNCLASSIFIED EXCAVATION: 406 CU. YD.
VOLUME COMPACTED EMBANKMENT: 21 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1070+00.00 AREA UNCLASSIFIED EXCAVATION: 99 SQ. FT.
1070+00.00 AREA COMPACTED EMBANKMENT: 7 SQ. FT.
1070+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1070+00.00

VOLUME UNCLASSIFIED EXCAVATION: 354 CU. YD.
VOLUME COMPACTED EMBANKMENT: 43 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

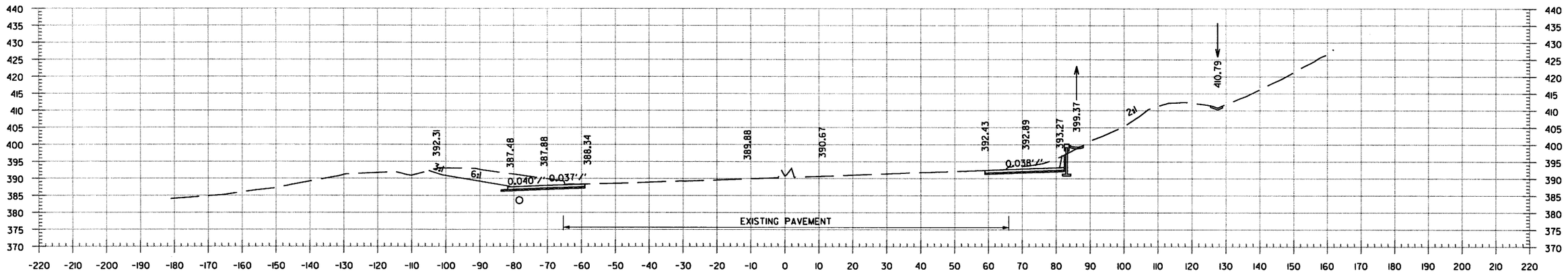
STA. 1070+00 TO STA. 1071+00

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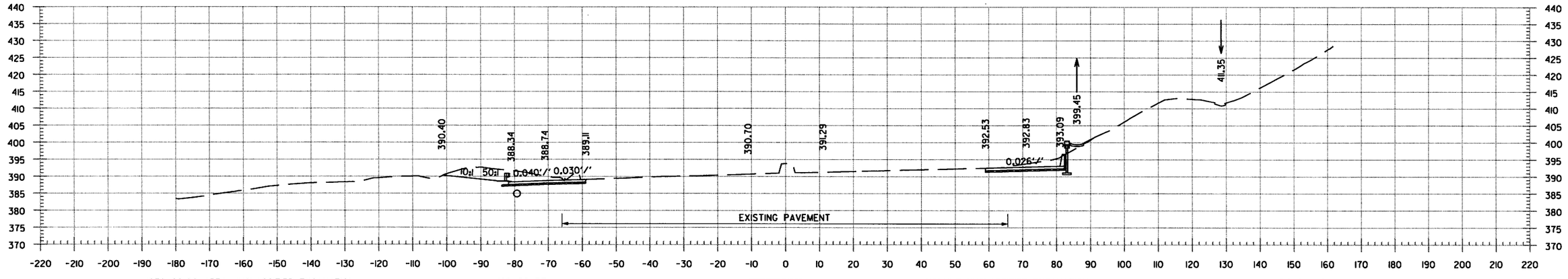
(2) CROSS SECTIONS 1-630



1073+00.00 AREA UNCLASSIFIED EXCAVATION: 187 SQ. FT.
1073+00.00 AREA COMPACTED EMBANKMENT: 3 SQ. FT.
1073+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1073+00.00

VOLUME UNCLASSIFIED EXCAVATION: 643 CU. YD.
VOLUME COMPACTED EMBANKMENT: 16 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1072+00.00 AREA UNCLASSIFIED EXCAVATION: 160 SQ. FT.
1072+00.00 AREA COMPACTED EMBANKMENT: 5 SQ. FT.
1072+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1072+00.00

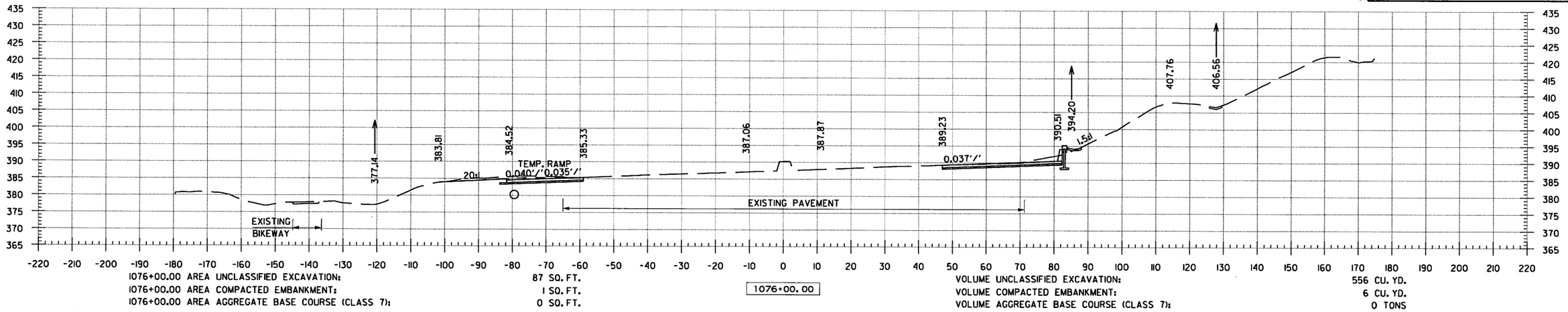
VOLUME UNCLASSIFIED EXCAVATION: 519 CU. YD.
VOLUME COMPACTED EMBANKMENT: 17 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1072+00 TO STA. 1073+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	746	889

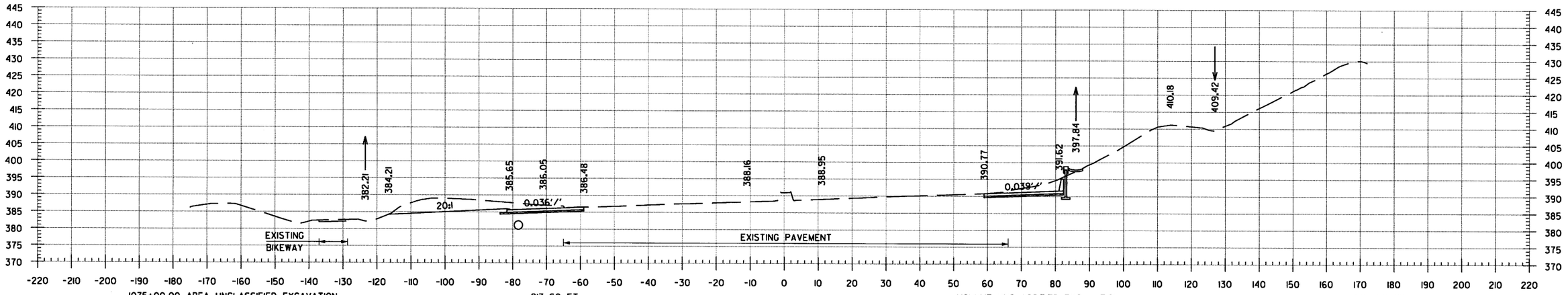
(2) CROSS SECTIONS I-630



1076+00.00 AREA UNCLASSIFIED EXCAVATION: 87 SQ. FT.
1076+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1076+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1076+00.00

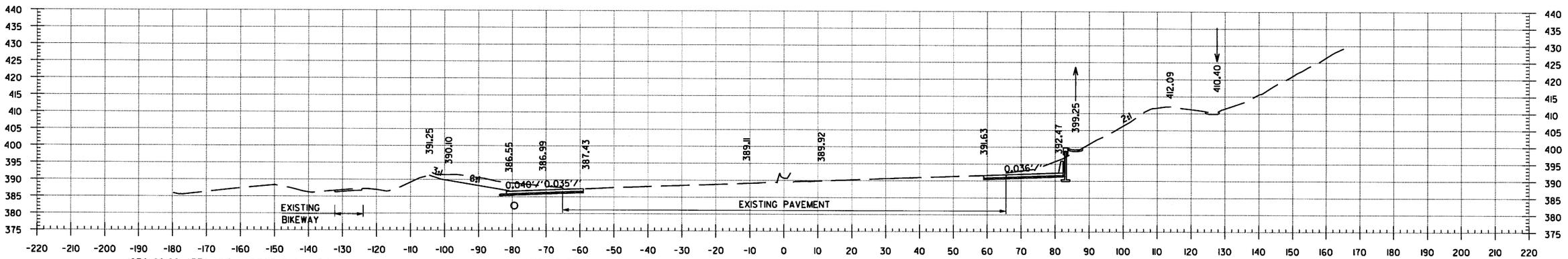
VOLUME UNCLASSIFIED EXCAVATION: 556 CU. YD.
VOLUME COMPACTED EMBANKMENT: 6 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1075+00.00 AREA UNCLASSIFIED EXCAVATION: 213 SQ. FT.
1075+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1075+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1075+00.00

VOLUME UNCLASSIFIED EXCAVATION: 684 CU. YD.
VOLUME COMPACTED EMBANKMENT: 8 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1074+00.00 AREA UNCLASSIFIED EXCAVATION: 156 SQ. FT.
1074+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1074+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1074+00.00

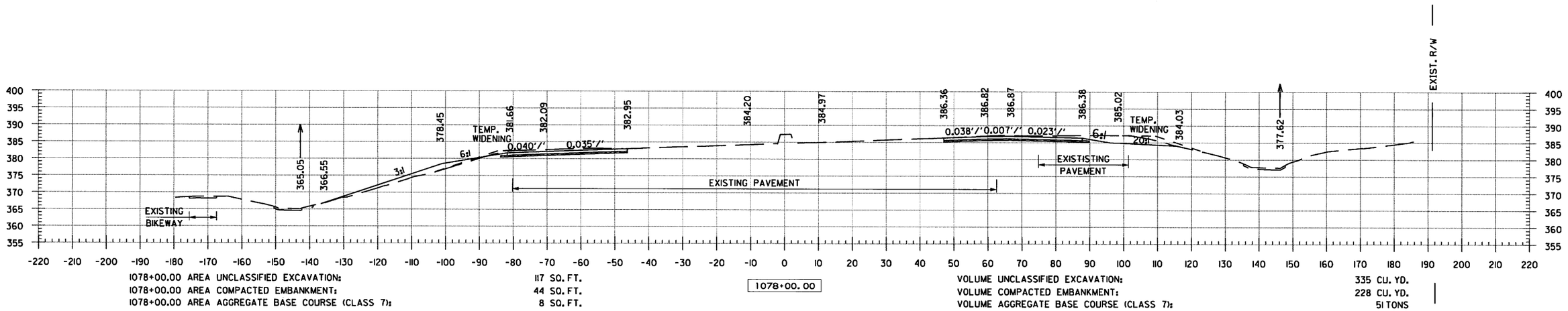
VOLUME UNCLASSIFIED EXCAVATION: 636 CU. YD.
VOLUME COMPACTED EMBANKMENT: 10 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1074+00 TO STA. 1076+00

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				JOB NO.		CA0608	747	889

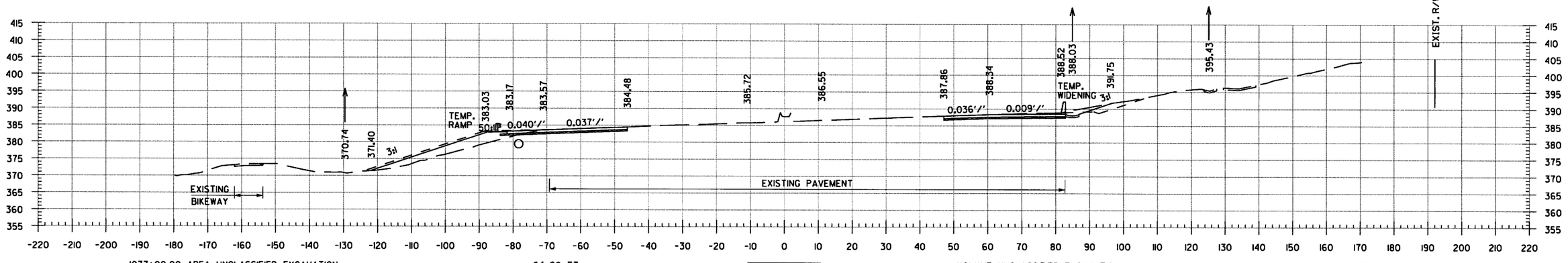
(2) CROSS SECTIONS I-630



1078+00.00 AREA UNCLASSIFIED EXCAVATION: 117 SQ. FT.
1078+00.00 AREA COMPACTED EMBANKMENT: 44 SQ. FT.
1078+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1078+00.00

VOLUME UNCLASSIFIED EXCAVATION: 335 CU. YD.
VOLUME COMPACTED EMBANKMENT: 228 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 51 TONS



1077+00.00 AREA UNCLASSIFIED EXCAVATION: 64 SQ. FT.
1077+00.00 AREA COMPACTED EMBANKMENT: 79 SQ. FT.
1077+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1077+00.00

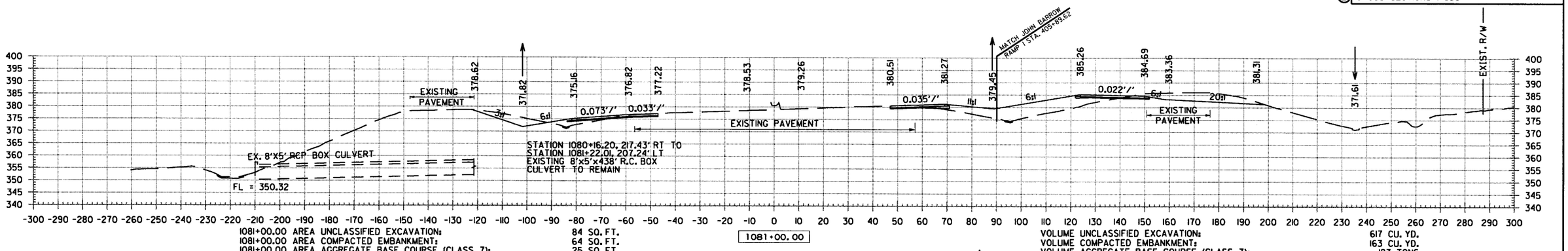
VOLUME UNCLASSIFIED EXCAVATION: 280 CU. YD.
VOLUME COMPACTED EMBANKMENT: 149 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS

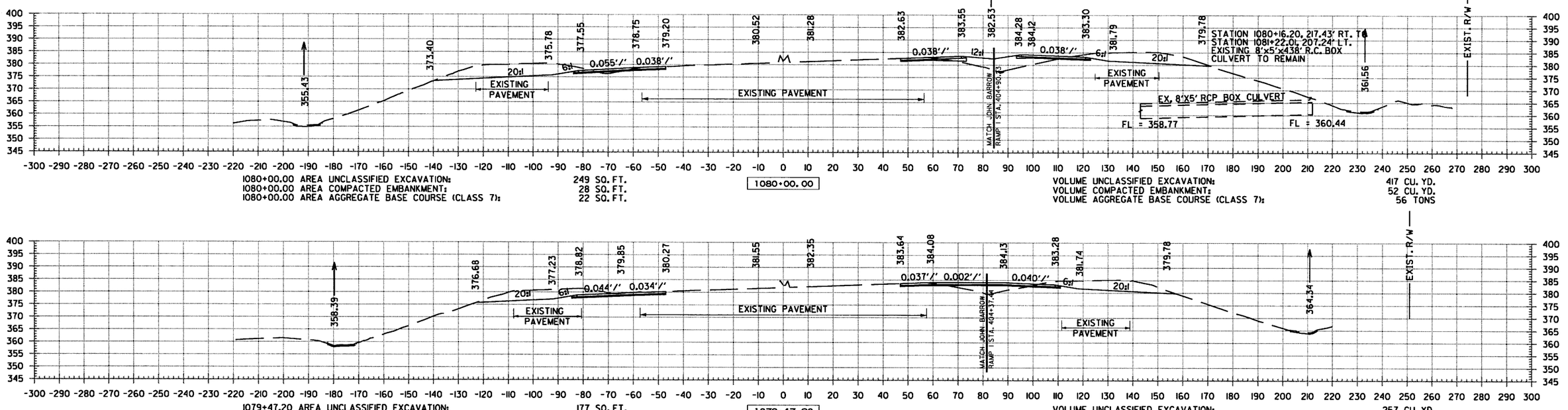
STA. 1077+00 TO STA. 1078+00

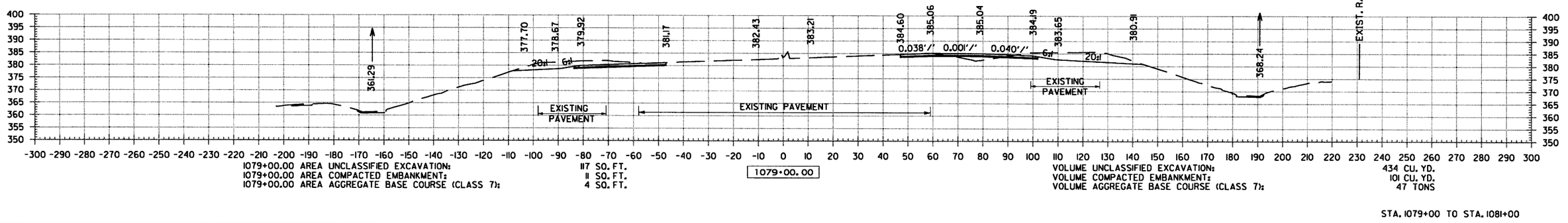
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				6	ARK.			
				JOB NO.		CA0608	748	889

(2) CROSS SECTIONS I-630







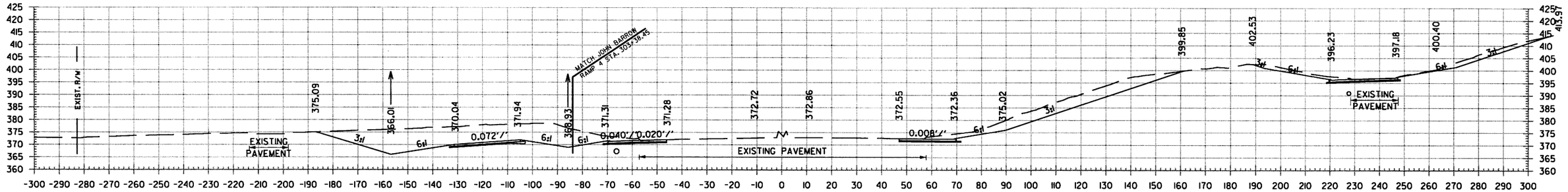
STA. 1079+00 TO STA. 1081+00

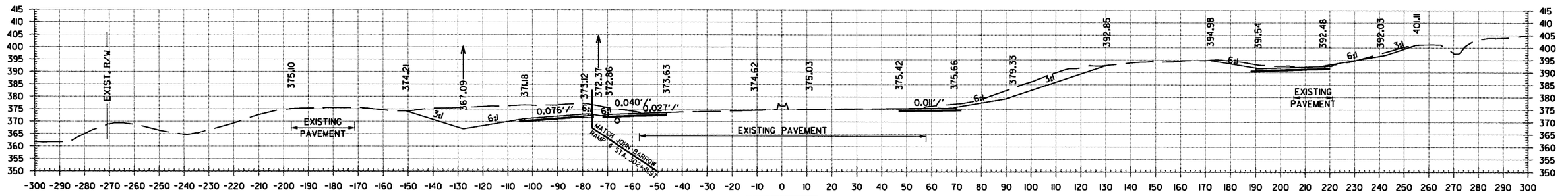
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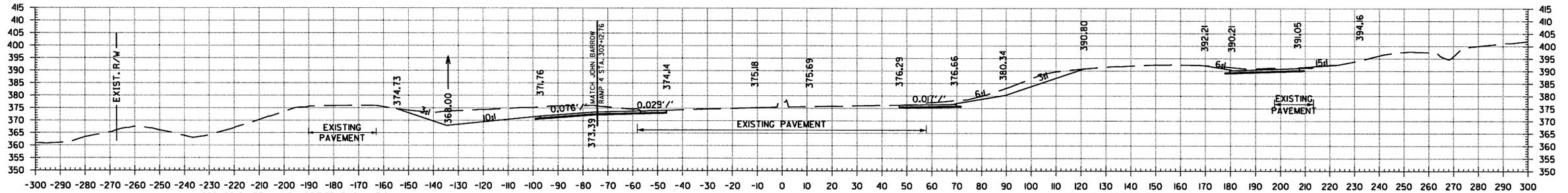
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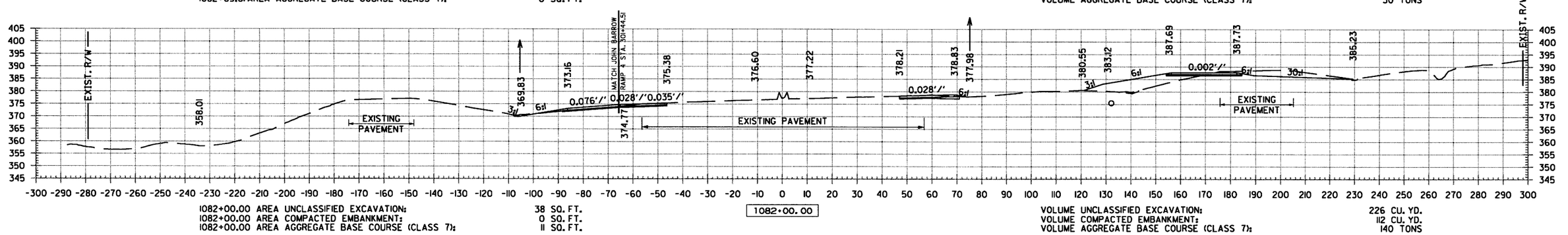
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(2) CROSS SECTIONS I-630









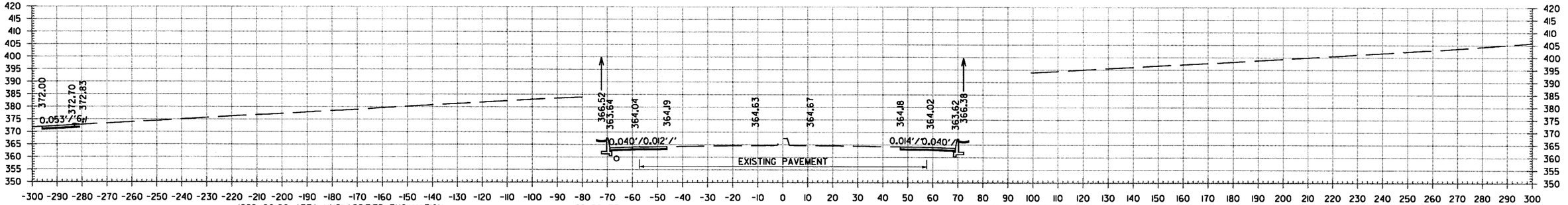
STA. 1082+00 TO STA. 1084+00

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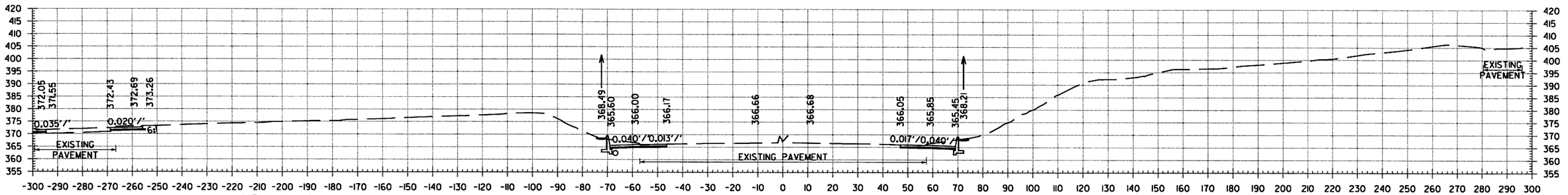
(2) CROSS SECTIONS I-630



1088+00.00 AREA UNCLASSIFIED EXCAVATION: 89 SQ. FT.
1088+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1088+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1088+00.00

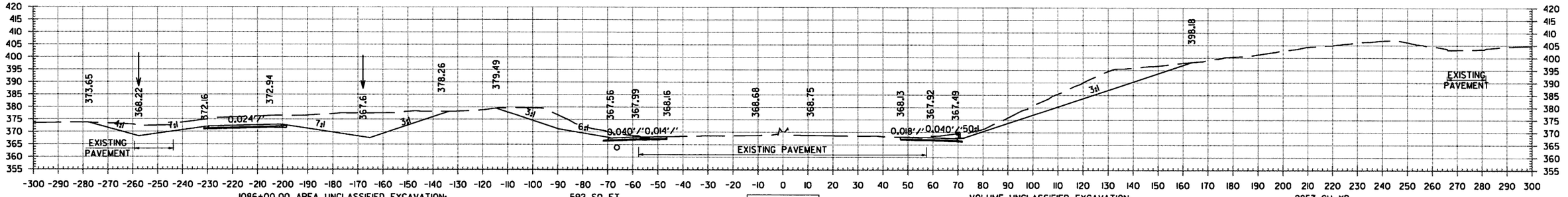
VOLUME UNCLASSIFIED EXCAVATION: 340 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1087+00.00 AREA UNCLASSIFIED EXCAVATION: 95 SQ. FT.
1087+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1087+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1087+00.00

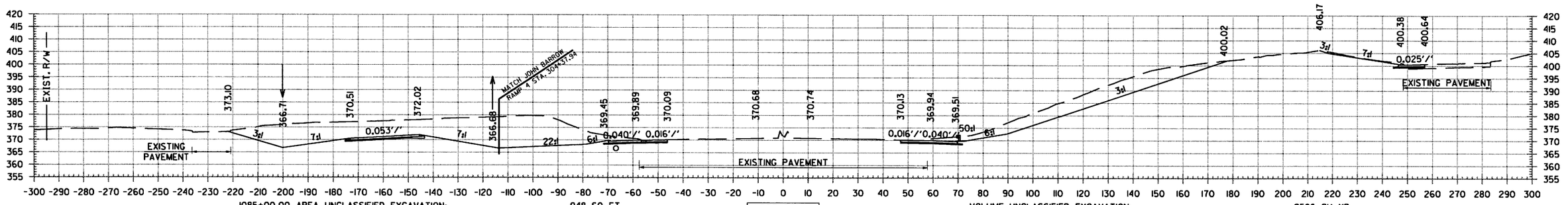
VOLUME UNCLASSIFIED EXCAVATION: 1272 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1086+00.00 AREA UNCLASSIFIED EXCAVATION: 592 SQ. FT.
1086+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1086+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1086+00.00

VOLUME UNCLASSIFIED EXCAVATION: 2853 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 18 TONS



1085+00.00 AREA UNCLASSIFIED EXCAVATION: 948 SQ. FT.
1085+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1085+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1085+00.00

VOLUME UNCLASSIFIED EXCAVATION: 2586 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 36 TONS

STA. 1085+00 TO STA. 1088+00

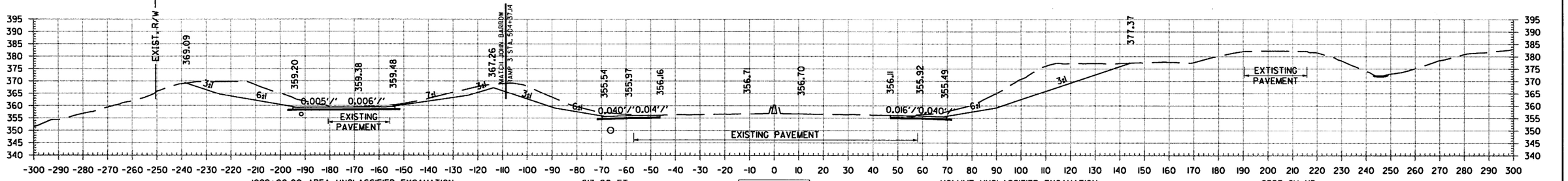
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				6	ARK.			
				JOB NO.		CA0608	751	889

(2) CROSS SECTIONS I-630

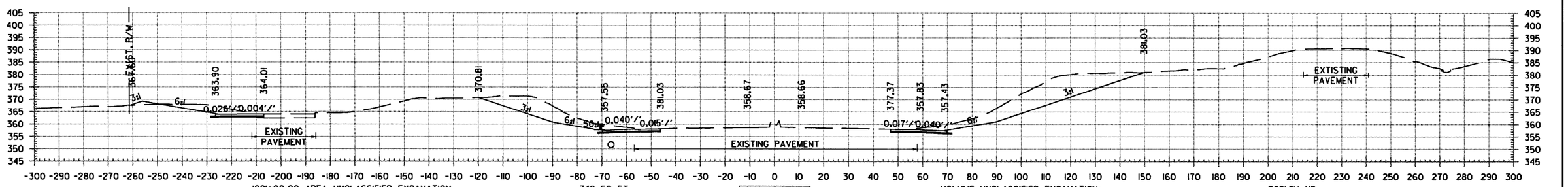
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1092+00.00 AREA UNCLASSIFIED EXCAVATION: 613 SQ. FT.
1092+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1092+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1092+00.00

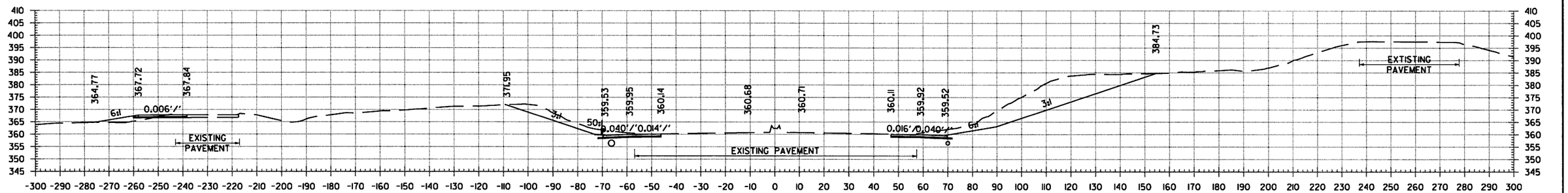
VOLUME UNCLASSIFIED EXCAVATION: 2523 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1091+00.00 AREA UNCLASSIFIED EXCAVATION: 749 SQ. FT.
1091+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1091+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1091+00.00

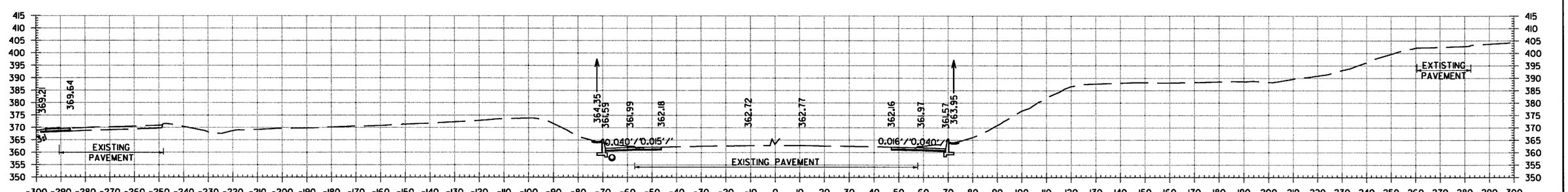
VOLUME UNCLASSIFIED EXCAVATION: 2691 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1090+00.00 AREA UNCLASSIFIED EXCAVATION: 704 SQ. FT.
1090+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1090+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1090+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1461 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1089+00.00 AREA UNCLASSIFIED EXCAVATION: 85 SQ. FT.
1089+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1089+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1089+00.00

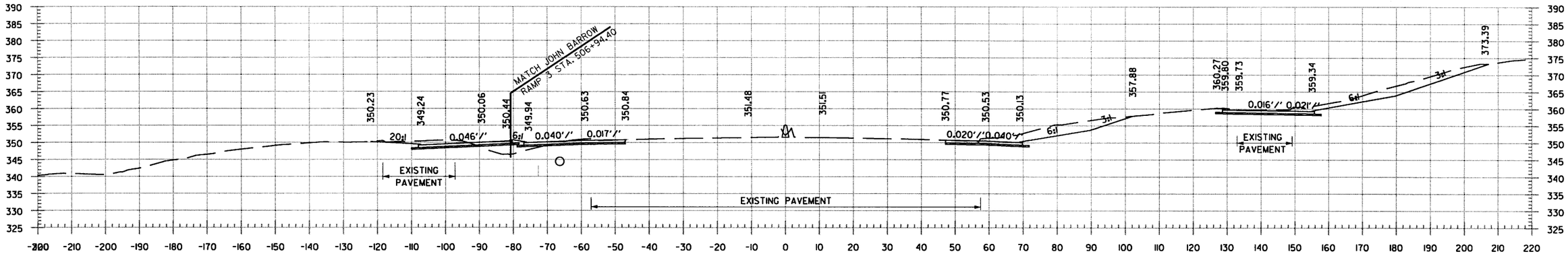
VOLUME UNCLASSIFIED EXCAVATION: 322 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1089+00 TO STA. 1092+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	752	889

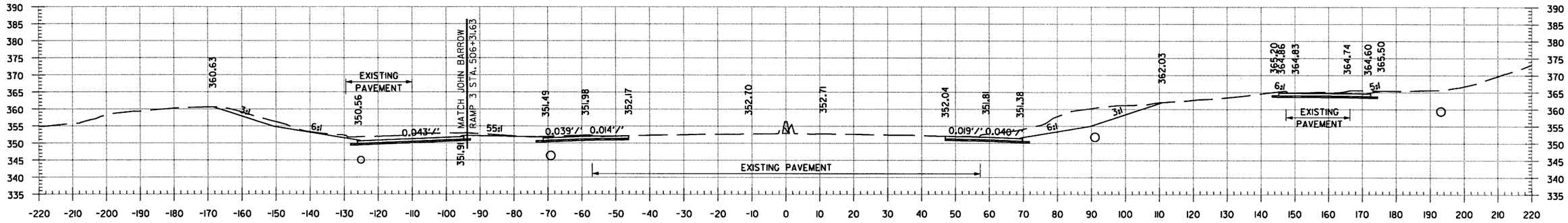
(2) CROSS SECTIONS I-630



1094+61.99 AREA UNCLASSIFIED EXCAVATION: 132 SQ. FT.
1094+61.99 AREA COMPACTED EMBANKMENT: 15 SQ. FT.
1094+61.99 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1094+61.99

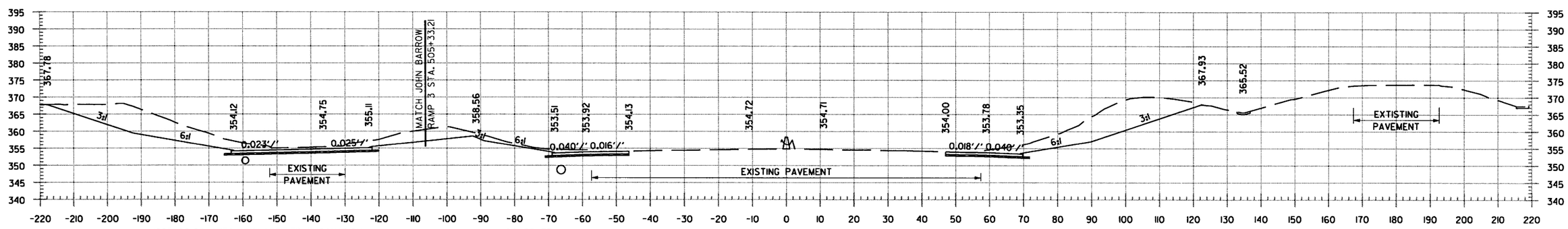
VOLUME UNCLASSIFIED EXCAVATION: 394 CU. YD.
VOLUME COMPACTED EMBANKMENT: 18 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1094+00.00 ARE UNCLASSIFIED EXCAVATION: 211 SQ. FT.
1094+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1094+61.99 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1094+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1162 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1093+00.00 AREA UNCLASSIFIED EXCAVATION: 416 SQ. FT.
1093+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1093+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1093+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1906 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

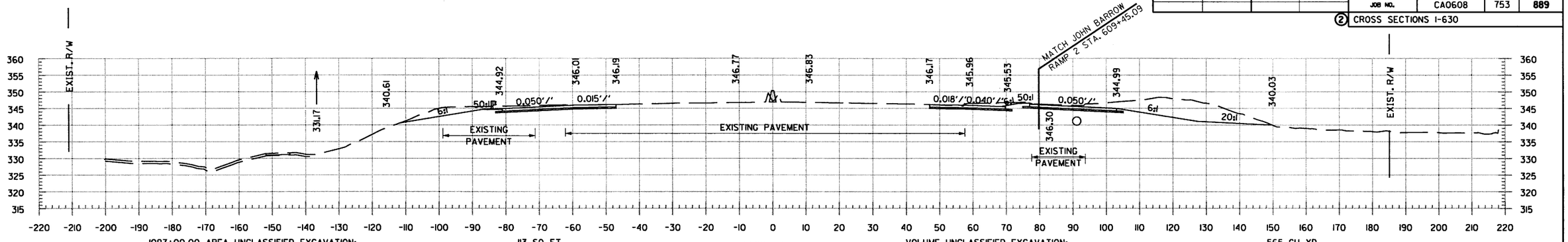
STA. 1093+00 TO STA. 1094+62

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				6	ARK.			
				JOB NO.		CA0608	753	889

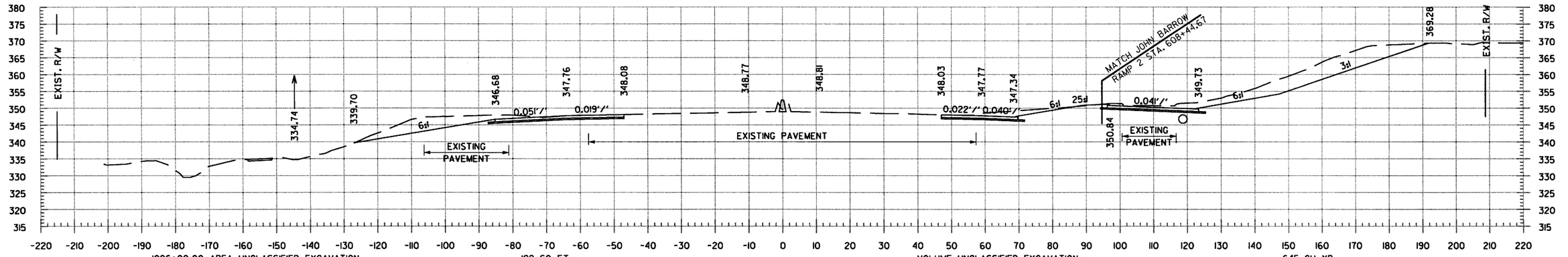
(2) CROSS SECTIONS I-630



1097+00.00 AREA UNCLASSIFIED EXCAVATION: 113 SQ. FT.
1097+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1097+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1097+00.00

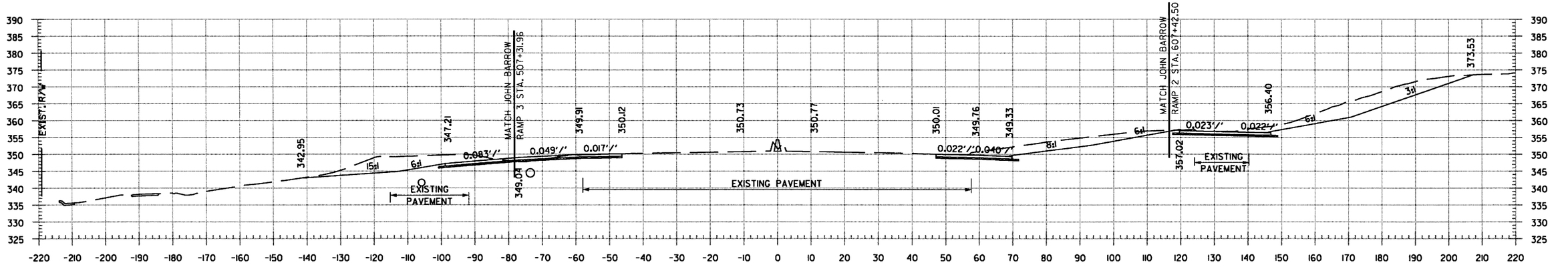
VOLUME UNCLASSIFIED EXCAVATION: 565 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 67 TONS



1096+00.00 AREA UNCLASSIFIED EXCAVATION: 192 SQ. FT.
1096+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1096+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1096+00.00

VOLUME UNCLASSIFIED EXCAVATION: 645 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS



1095+00.00 AREA UNCLASSIFIED EXCAVATION: 156 SQ. FT.
1095+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1095+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1095+00.00

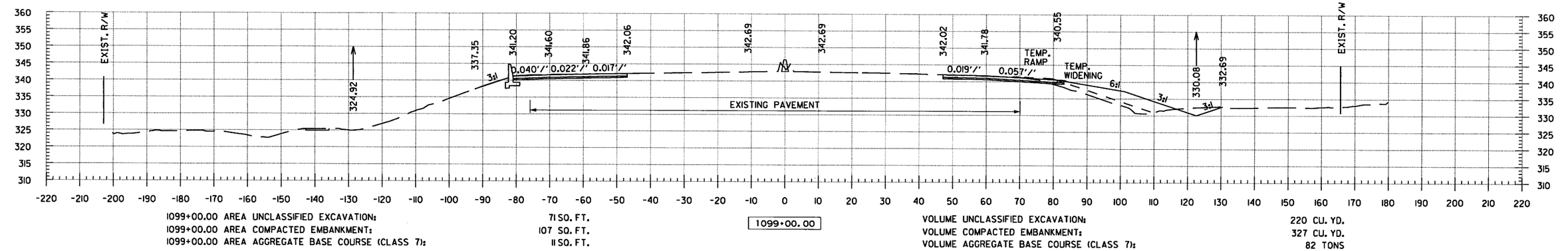
VOLUME UNCLASSIFIED EXCAVATION: 203 CU. YD.
VOLUME COMPACTED EMBANKMENT: 12 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1095+00 TO STA. 1097+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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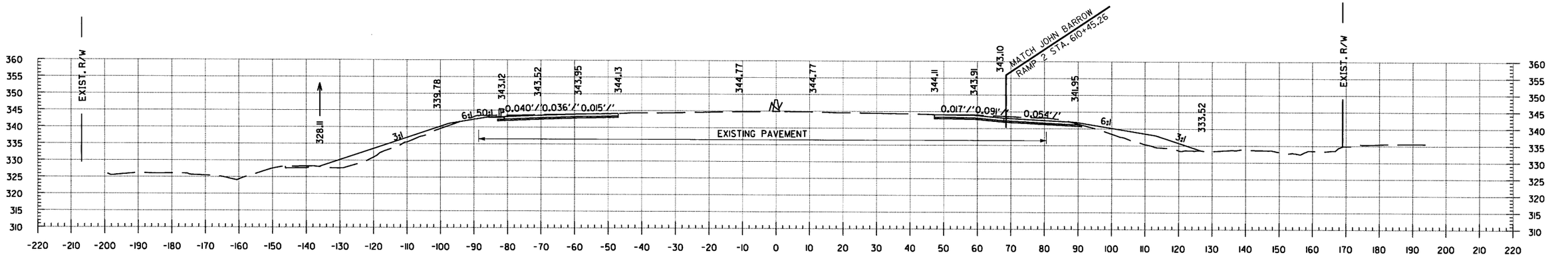
(2) CROSS SECTIONS I-630



1099+00.00 AREA UNCLASSIFIED EXCAVATION: 71 SQ. FT.
1099+00.00 AREA COMPACTED EMBANKMENT: 107 SQ. FT.
1099+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1099+00.00

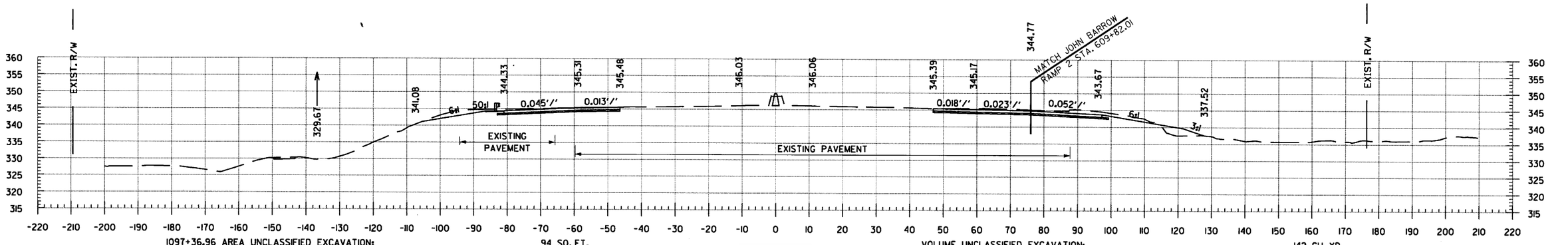
VOLUME UNCLASSIFIED EXCAVATION: 220 CU. YD.
VOLUME COMPACTED EMBANKMENT: 327 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 82 TONS



1098+00.00 AREA UNCLASSIFIED EXCAVATION: 48 SQ. FT.
1098+00.00 AREA COMPACTED EMBANKMENT: 69 SQ. FT.
1098+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

1098+00.00

VOLUME UNCLASSIFIED EXCAVATION: 166 CU. YD.
VOLUME COMPACTED EMBANKMENT: 81 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 54 TONS



1097+36.96 AREA UNCLASSIFIED EXCAVATION: 94 SQ. FT.
1097+36.96 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1097+36.96 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1097+36.96

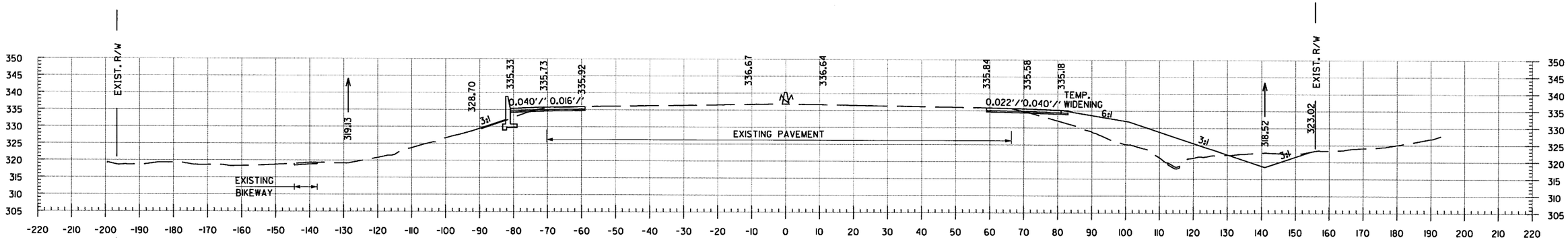
VOLUME UNCLASSIFIED EXCAVATION: 142 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS

STA. 1097+37 TO STA. 1099+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	755	889

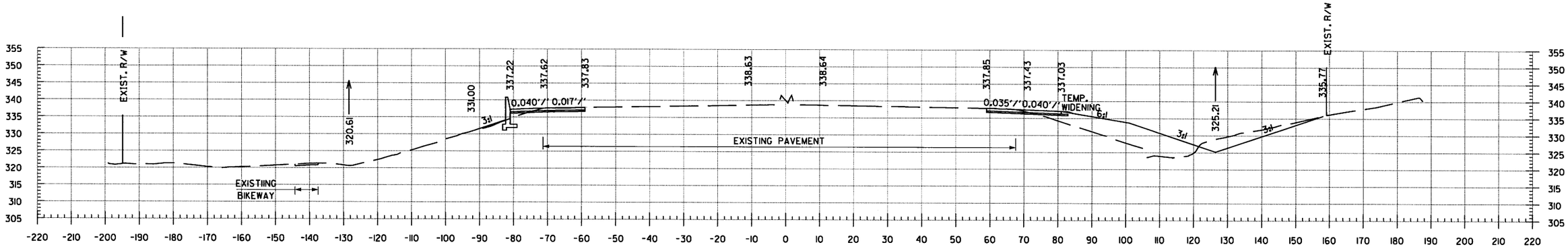
(2) CROSS SECTIONS I-630



1102+00.00 AREA UNCLASSIFIED EXCAVATION: 72 SQ. FT.
1102+00.00 AREA COMPACTED EMBANKMENT: 269 SQ. FT.
1102+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

1102+00.00

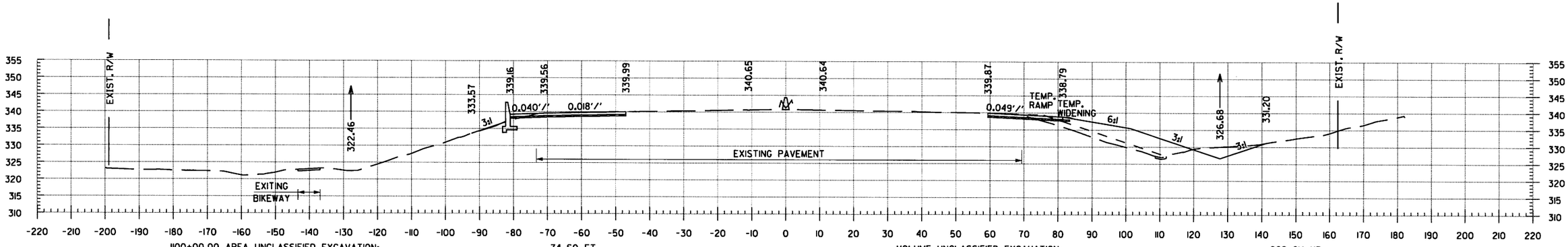
VOLUME UNCLASSIFIED EXCAVATION: 313 CU. YD.
VOLUME COMPACTED EMBANKMENT 892 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 78 TONS



1101+00.00 AREA UNCLASSIFIED EXCAVATION: 97 SQ. FT.
1101+00.00 AREA COMPACTED EMBANKMENT: 213 SQ. FT.
1101+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

1101+00.00

VOLUME UNCLASSIFIED EXCAVATION: 318 CU. YD.
VOLUME COMPACTED EMBANKMENT 709 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 86 TONS



1100+00.00 AREA UNCLASSIFIED EXCAVATION: 74 SQ. FT.
1100+00.00 AREA COMPACTED EMBANKMENT: 170 SQ. FT.
1100+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1100+00.00

VOLUME UNCLASSIFIED EXCAVATION: 268 CU. YD.
VOLUME COMPACTED EMBANKMENT 514 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 90 TONS

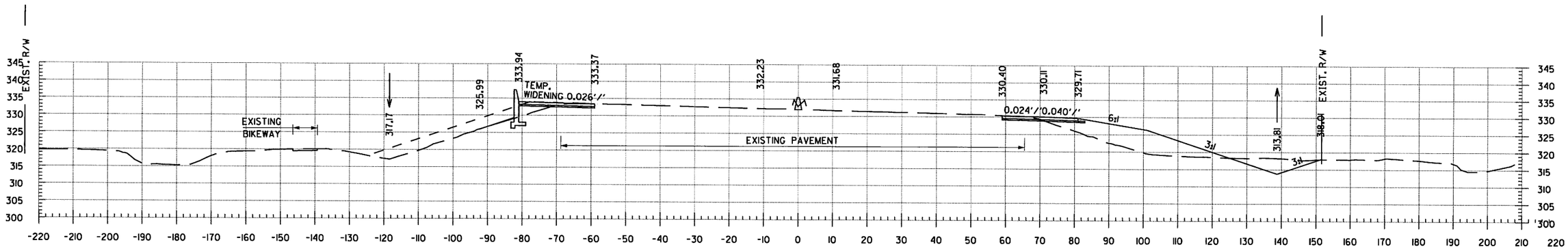
STA. 1100+00 TO STA. 1102+00

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6	ARK.			
JOB NO.		CA0608	756	889

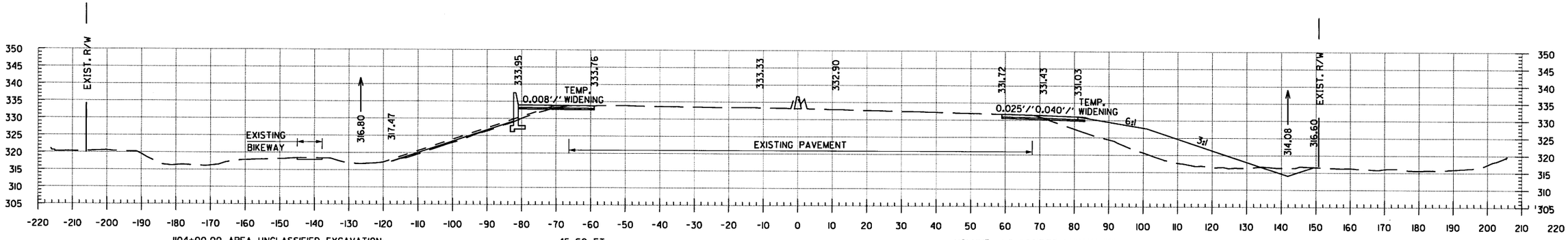
(2) CROSS SECTIONS I-630



1105+00.00 AREA UNCLASSIFIED EXCAVATION: 82 SQ. FT.
1105+00.00 AREA COMPACTED EMBANKMENT: 220 SQ. FT.
1105+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1105+00.00

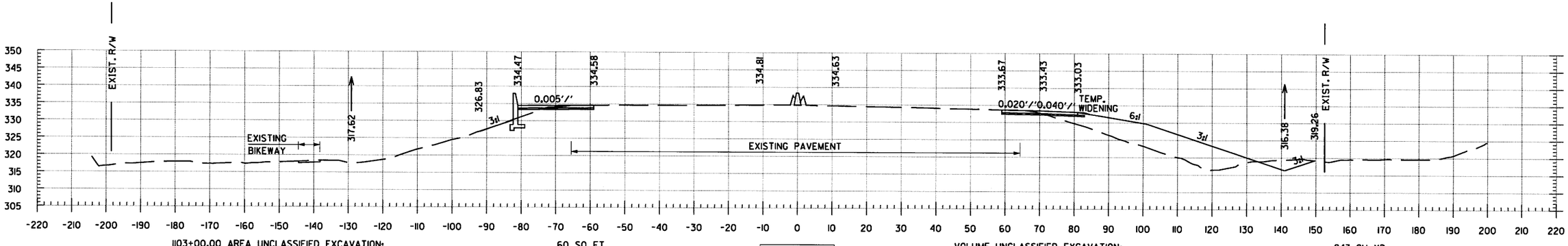
VOLUME UNCLASSIFIED EXCAVATION: 236 CU. YD.
VOLUME COMPACTED EMBANKMENT: 965 CU. YD.
VOLUME AREA AGGREGATE BASE COURSE (CLASS 7): 92 TONS



1104+00.00 AREA UNCLASSIFIED EXCAVATION: 45 SQ. FT.
1104+00.00 AREA COMPACTED EMBANKMENT: 301 SQ. FT.
1104+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1104+00.00

VOLUME UNCLASSIFIED EXCAVATION: 194 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1106 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 94 TONS



1103+00.00 AREA UNCLASSIFIED EXCAVATION: 60 SQ. FT.
1103+00.00 AREA COMPACTED EMBANKMENT: 296 SQ. FT.
1103+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1103+00.00

VOLUME UNCLASSIFIED EXCAVATION: 243 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1047 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 86 TONS

STA. 1103+00 TO STA. 1105+00

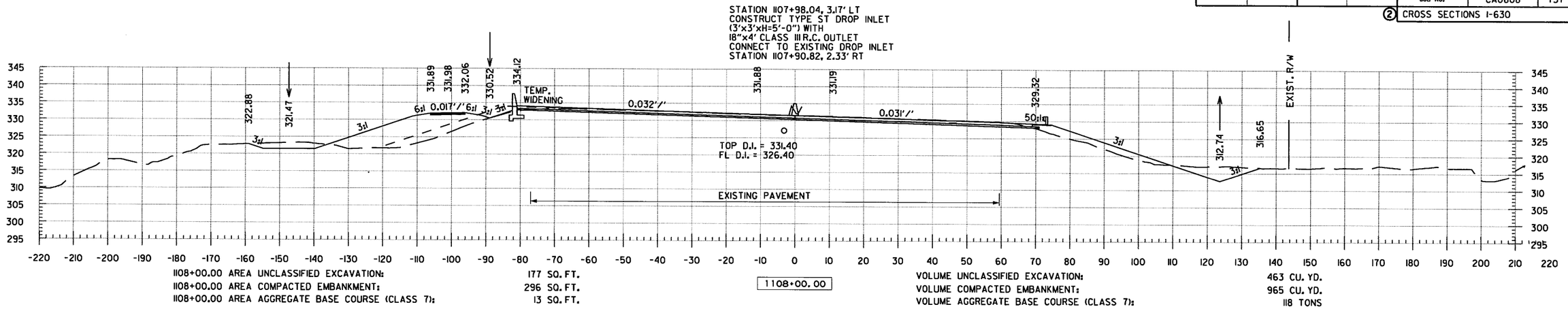
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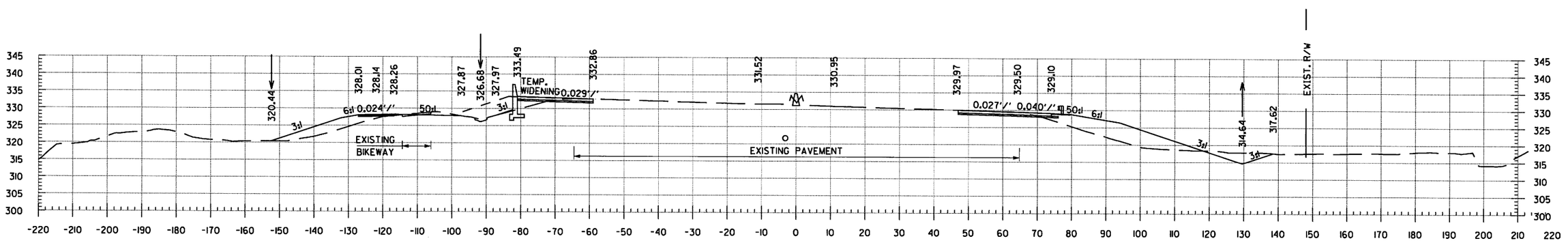
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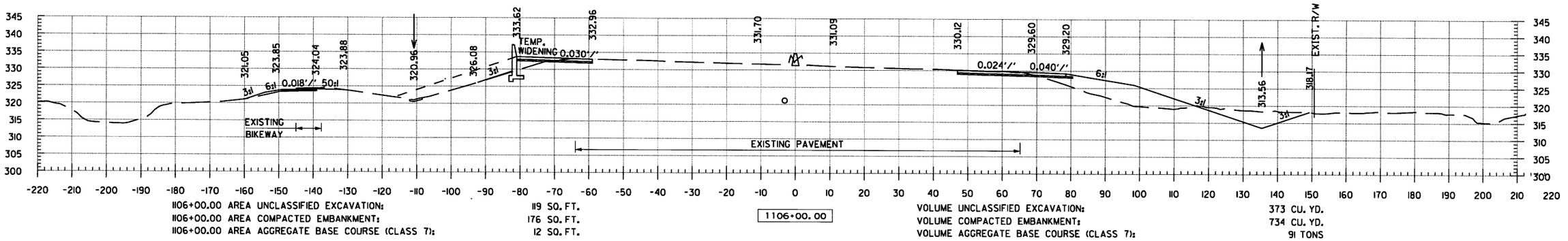
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	757	889

(2) CROSS SECTIONS I-630





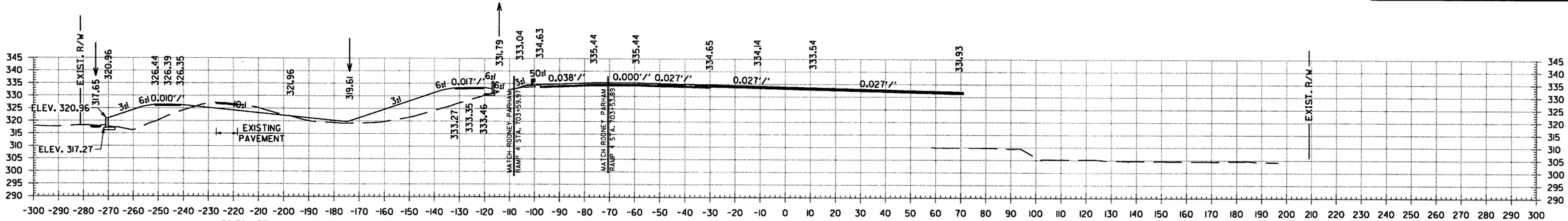


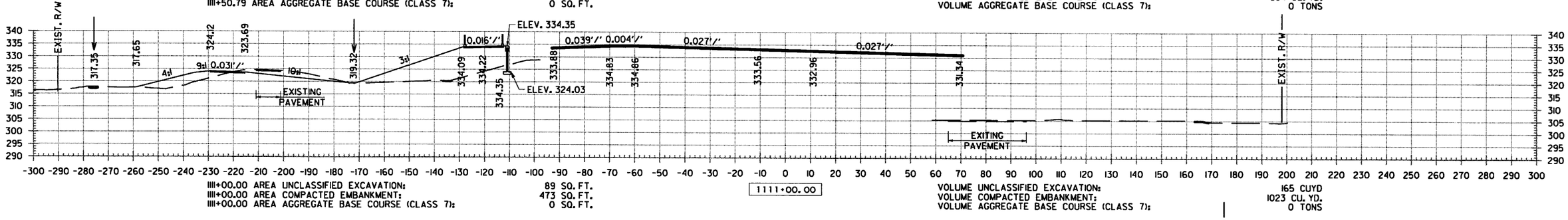
STA. 1106+00 TO STA. 1108+00

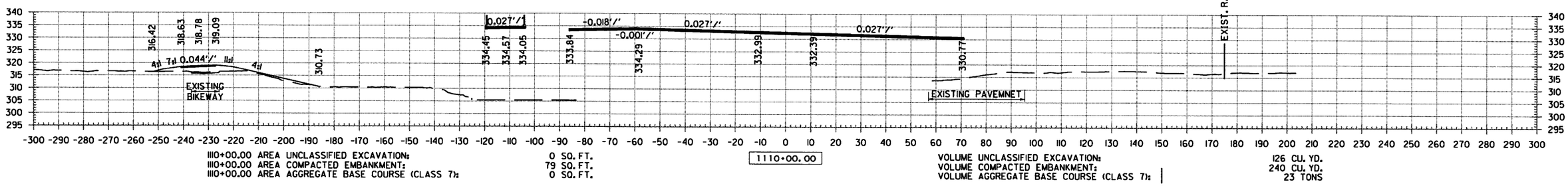
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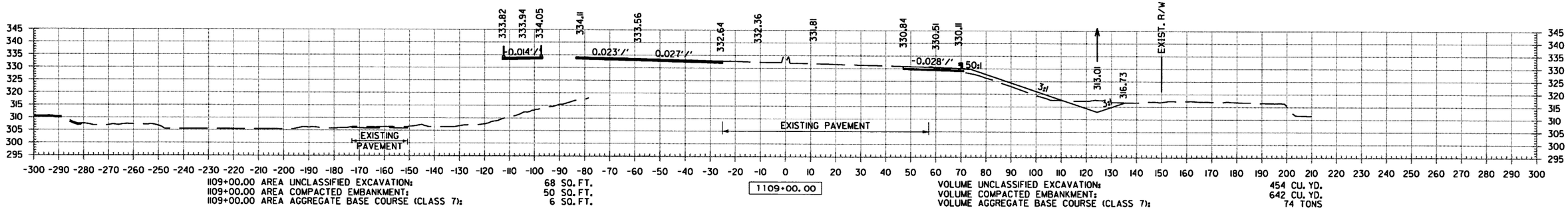
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				6	ARK.			
				JOB NO.		CA0608	758	889

(2) CROSS SECTIONS I-630









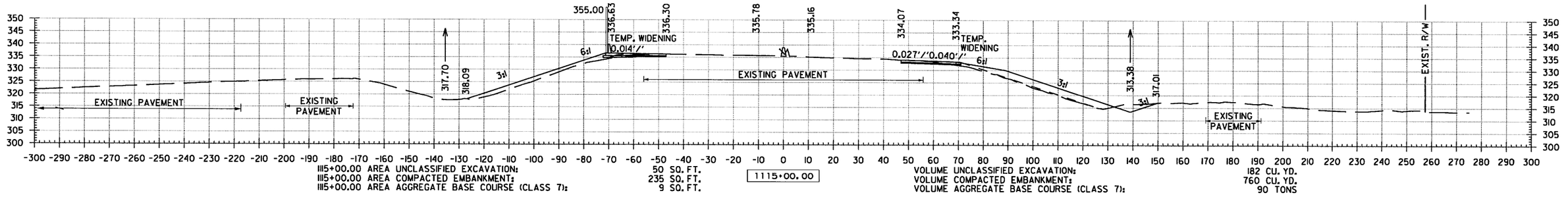
STA. 1109+00 TO STA. 1111+51

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01-17-18				6	ARK.			
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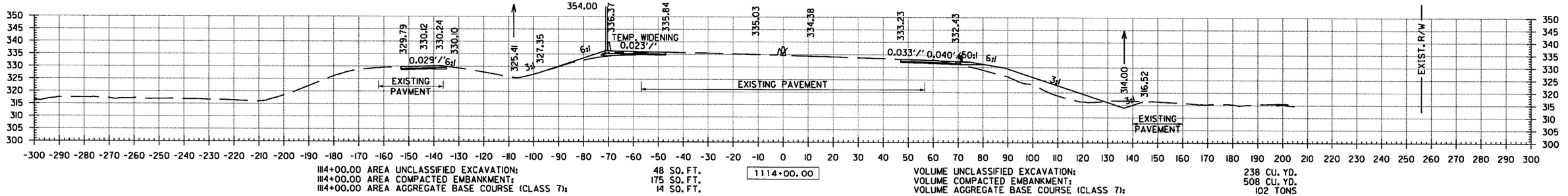
② CROSS SECTIONS I-630



1115+00.00 AREA UNCLASSIFIED EXCAVATION: 50 SQ. FT.
1115+00.00 AREA COMPACTED EMBANKMENT: 235 SQ. FT.
1115+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

1115+00.00

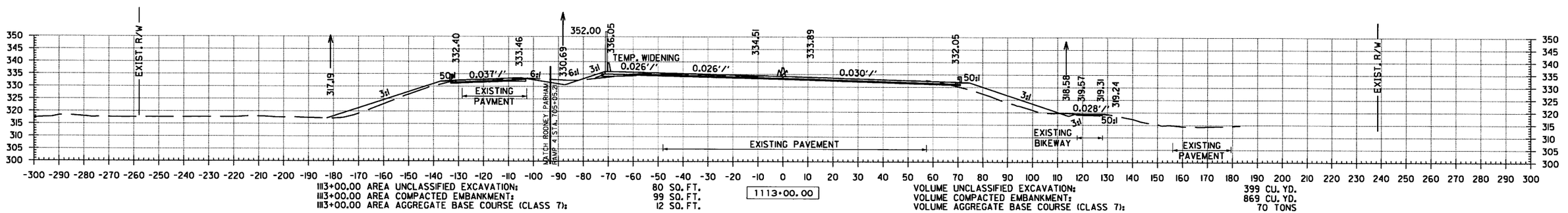
VOLUME UNCLASSIFIED EXCAVATION: 182 CU. YD.
VOLUME COMPACTED EMBANKMENT: 760 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 90 TONS



1114+00.00 AREA UNCLASSIFIED EXCAVATION: 48 SQ. FT.
1114+00.00 AREA COMPACTED EMBANKMENT: 175 SQ. FT.
1114+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 14 SQ. FT.

1114+00.00

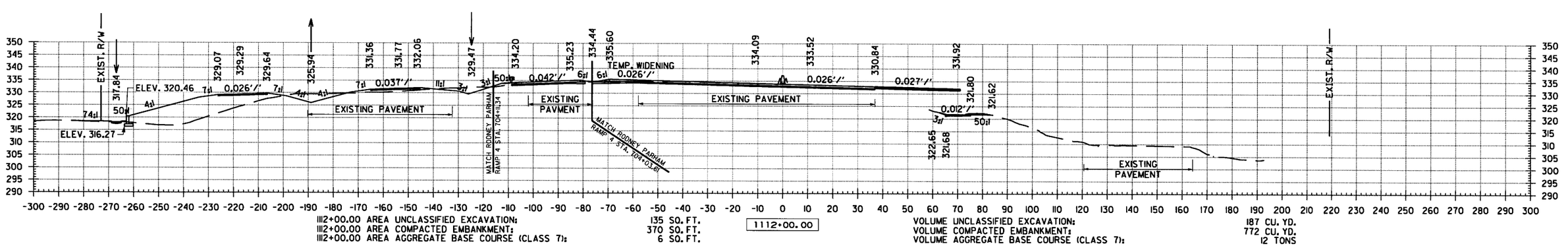
VOLUME UNCLASSIFIED EXCAVATION: 238 CU. YD.
VOLUME COMPACTED EMBANKMENT: 508 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 102 TONS



1113+00.00 AREA UNCLASSIFIED EXCAVATION: 80 SQ. FT.
1113+00.00 AREA COMPACTED EMBANKMENT: 99 SQ. FT.
1113+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1113+00.00

VOLUME UNCLASSIFIED EXCAVATION: 399 CU. YD.
VOLUME COMPACTED EMBANKMENT: 869 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 70 TONS



1112+00.00 AREA UNCLASSIFIED EXCAVATION: 135 SQ. FT.
1112+00.00 AREA COMPACTED EMBANKMENT: 370 SQ. FT.
1112+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1112+00.00

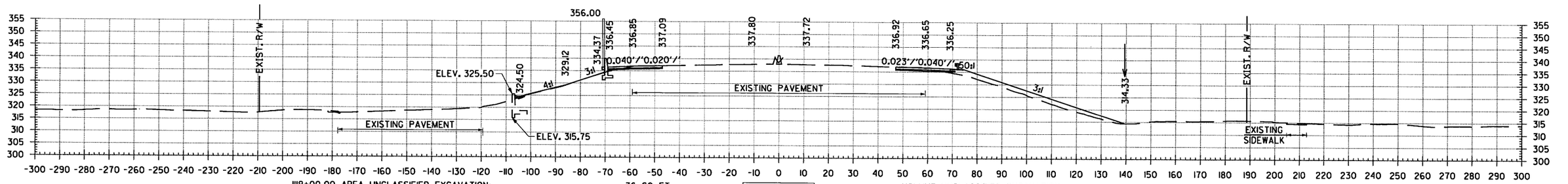
VOLUME UNCLASSIFIED EXCAVATION: 187 CU. YD.
VOLUME COMPACTED EMBANKMENT: 772 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 12 TONS

STA. 1112+00 TO STA. 1115+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
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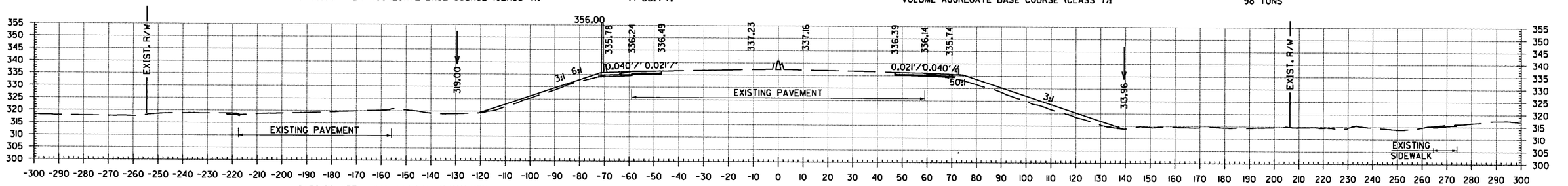
(2) CROSS SECTIONS I-630



1119+00.00 AREA UNCLASSIFIED EXCAVATION: 36 SQ. FT.
1119+00.00 AREA COMPACTED EMBANKMENT: 121 SQ. FT.
1119+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 14 SQ. FT.

1119+00.00

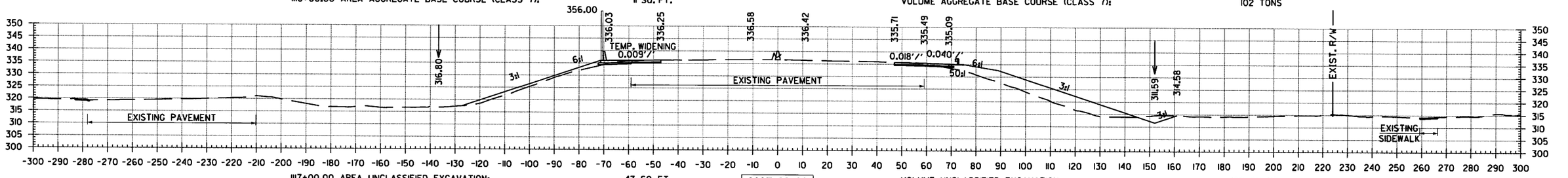
VOLUME UNCLASSIFIED EXCAVATION: 123 CU. YD.
VOLUME COMPACTED EMBANKMENT: 510 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 98 TONS



1118+00.00 AREA UNCLASSIFIED EXCAVATION: 30 SQ. FT.
1118+00.00 AREA COMPACTED EMBANKMENT: 154 SQ. FT.
1118+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1118+00.00

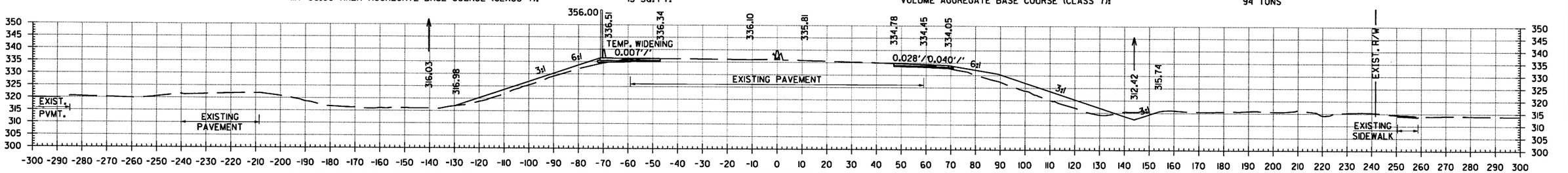
VOLUME UNCLASSIFIED EXCAVATION: 143 CU. YD.
VOLUME COMPACTED EMBANKMENT: 943 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 102 TONS



1117+00.00 AREA UNCLASSIFIED EXCAVATION: 47 SQ. FT.
1117+00.00 AREA COMPACTED EMBANKMENT: 355 SQ. FT.
1117+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 15 SQ. FT.

1117+00.00

VOLUME UNCLASSIFIED EXCAVATION: 180 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1136 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 94 TONS



1116+00.00 AREA UNCLASSIFIED EXCAVATION: 50 SQ. FT.
1116+00.00 AREA COMPACTED EMBANKMENT: 258 SQ. FT.
1116+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

1116+00.00

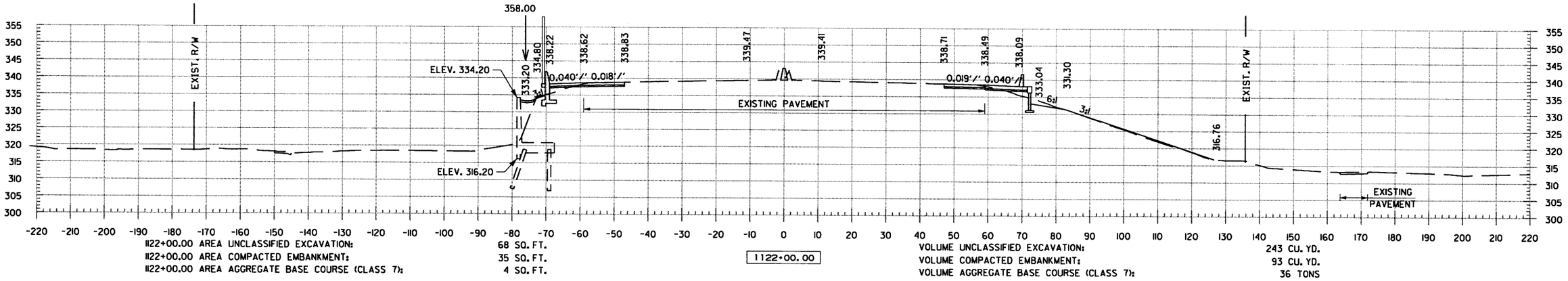
VOLUME UNCLASSIFIED EXCAVATION: 186 CU. YD.
VOLUME COMPACTED EMBANKMENT: 913 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 70 TONS

STA. 1116+00 TO STA. 1119+00

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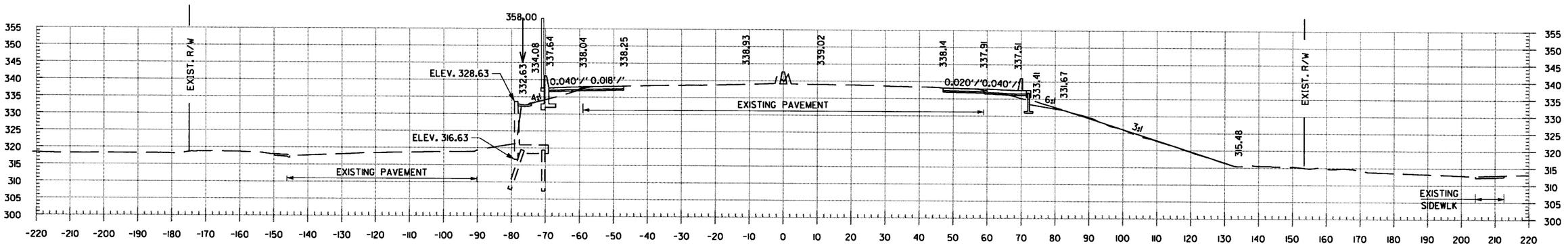
(2) CROSS SECTIONS I-630



1122+00.00 AREA UNCLASSIFIED EXCAVATION: 68 SQ. FT.
1122+00.00 AREA COMPACTED EMBANKMENT: 35 SQ. FT.
1122+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

1122+00.00

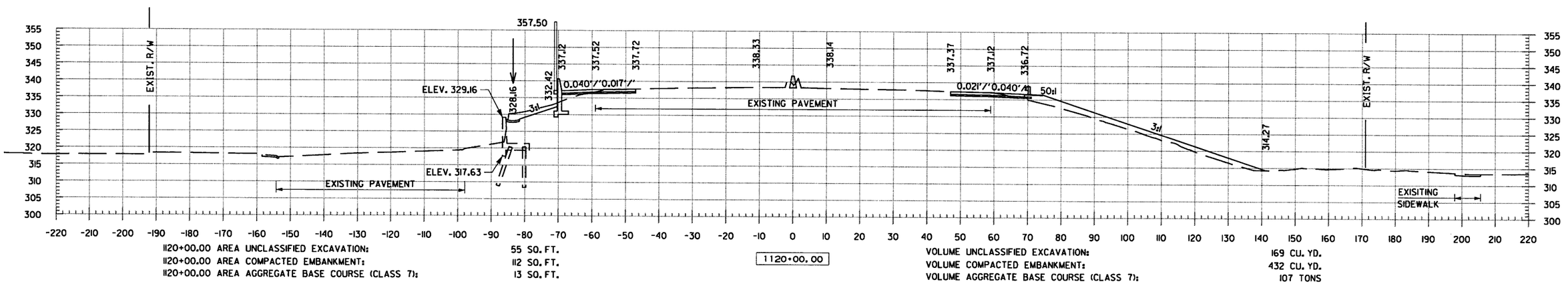
VOLUME UNCLASSIFIED EXCAVATION: 243 CU. YD.
VOLUME COMPACTED EMBANKMENT: 93 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 36 TONS



1121+00.00 AREA UNCLASSIFIED EXCAVATION: 63 SQ. FT.
1121+00.00 AREA COMPACTED EMBANKMENT: 15 SQ. FT.
1121+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1121+00.00

VOLUME UNCLASSIFIED EXCAVATION: 219 CU. YD.
VOLUME COMPACTED EMBANKMENT: 236 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 71 TONS



1120+00.00 AREA UNCLASSIFIED EXCAVATION: 55 SQ. FT.
1120+00.00 AREA COMPACTED EMBANKMENT: 112 SQ. FT.
1120+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

1120+00.00

VOLUME UNCLASSIFIED EXCAVATION: 169 CU. YD.
VOLUME COMPACTED EMBANKMENT: 432 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 107 TONS

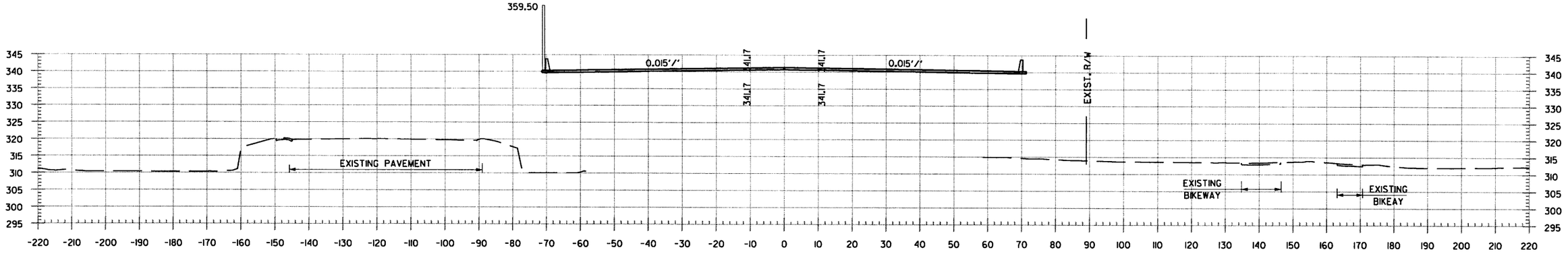
STA. 1120+00 TO STA. 1122+00

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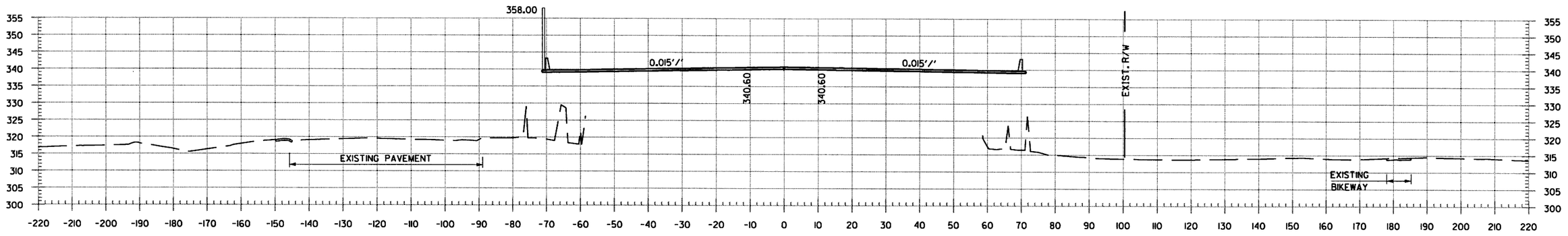
(2) CROSS SECTIONS I-630



1125+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SQ. FT.
1125+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1125+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1125+00.00

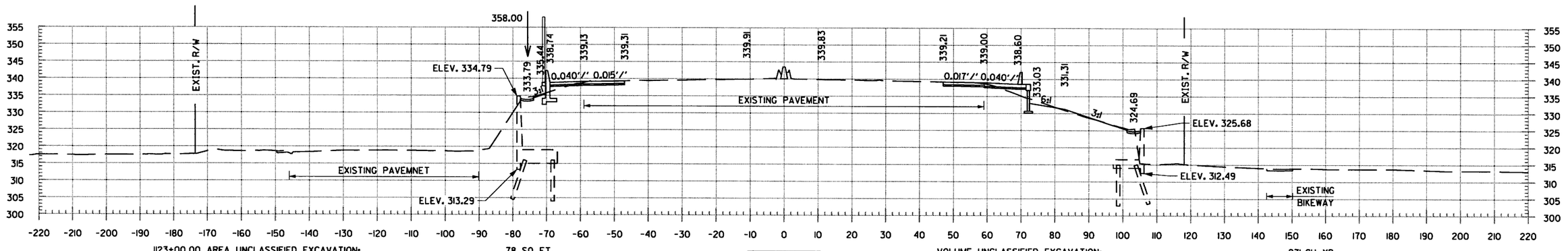
VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1124+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SQ. FT.
1124+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1124+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1124+00.00

VOLUME UNCLASSIFIED EXCAVATION: 273 CU. YD.
VOLUME COMPACTED EMBANKMENT: 25 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 34 TONS



1123+00.00 AREA UNCLASSIFIED EXCAVATION: 78 SQ. FT.
1123+00.00 AREA COMPACTED EMBANKMENT: 7 SQ. FT.
1123+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1123+00.00

VOLUME UNCLASSIFIED EXCAVATION: 271 CU. YD.
VOLUME COMPACTED EMBANKMENT: 78 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS

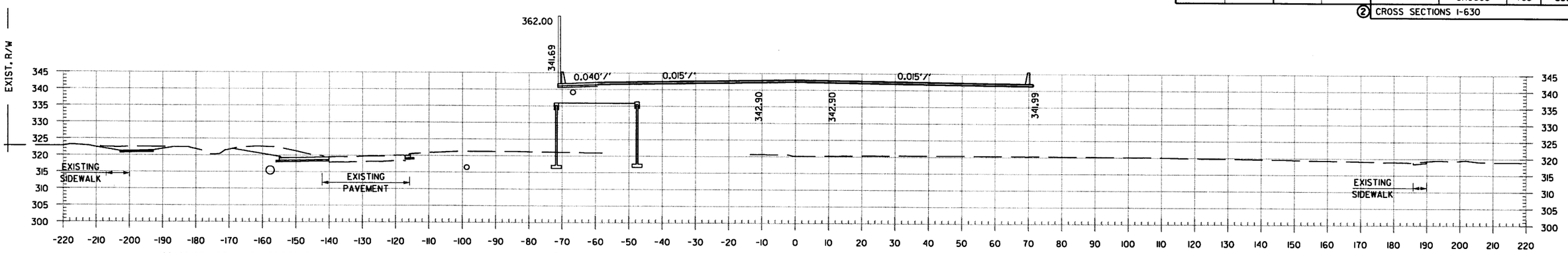
STA. 1123+00 TO STA. 1125+00

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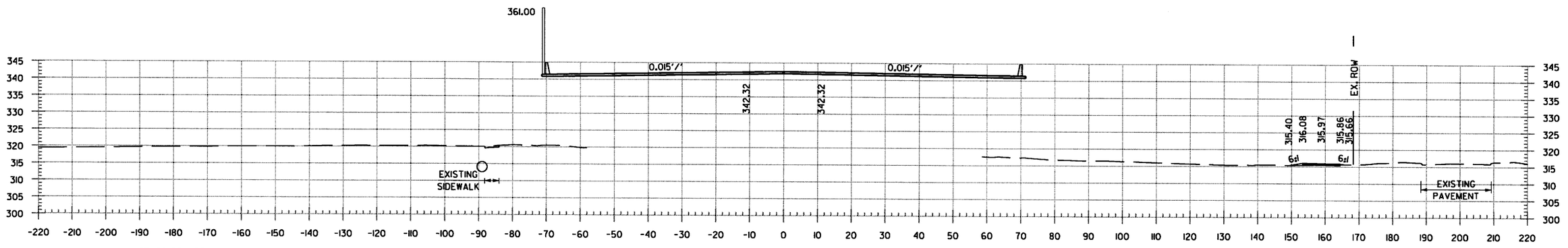
(2) CROSS SECTIONS I-630



1128+00.00 AREA UNCLASSIFIED EXCAVATION: 88 SQ. FT.
1128+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1128+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1128+00.00

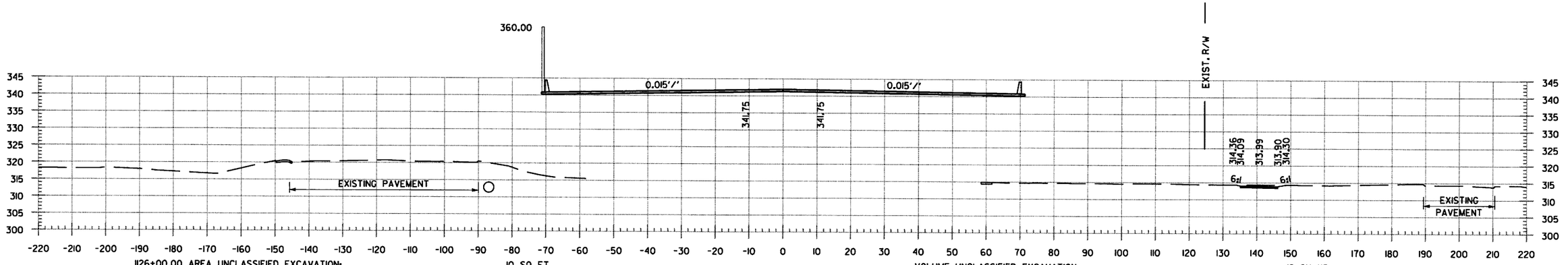
VOLUME UNCLASSIFIED EXCAVATION: 165 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1127+00.00 AREA UNCLASSIFIED EXCAVATION: 1 SQ. FT.
1127+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1127+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1127+00.00

VOLUME UNCLASSIFIED EXCAVATION: 21 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1126+00.00 AREA UNCLASSIFIED EXCAVATION: 10 SQ. FT.
1126+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1126+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1126+00.00

VOLUME UNCLASSIFIED EXCAVATION: 19 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

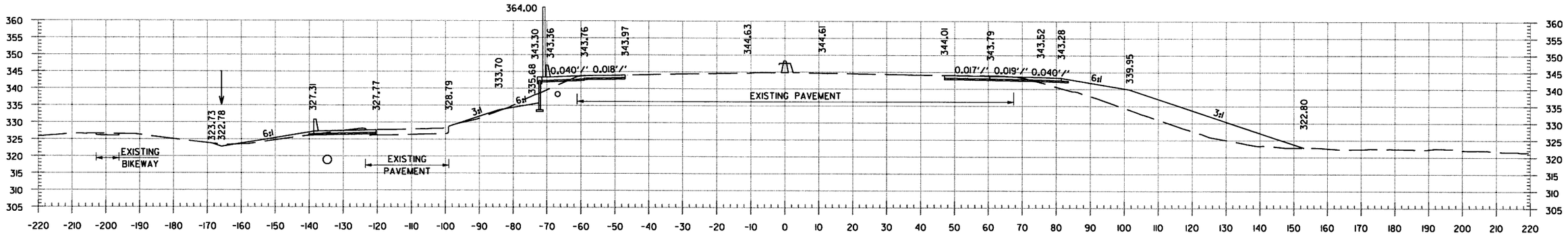
STA. 1126+00 TO STA. 1128+00

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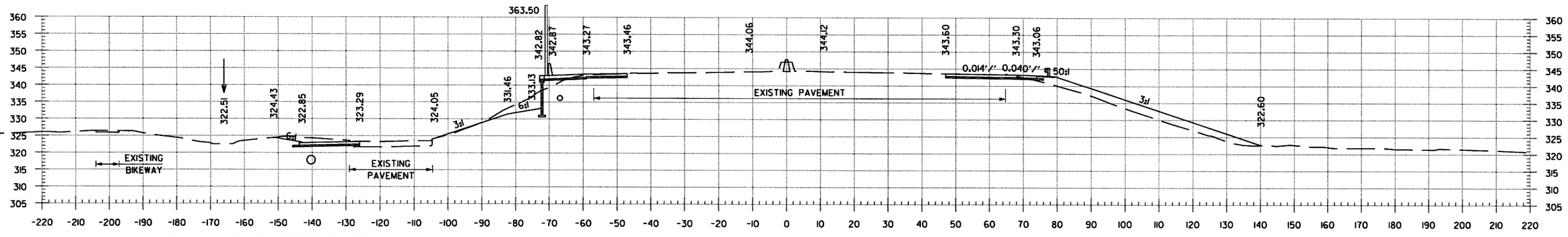
(2) CROSS SECTIONS I-630



1131+00.00 AREA UNCLASSIFIED EXCAVATION: 94 SQ. FT.
1131+00.00 AREA COMPACTED EMBANKMENT: 337 SQ. FT.
1131+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1131+00.00

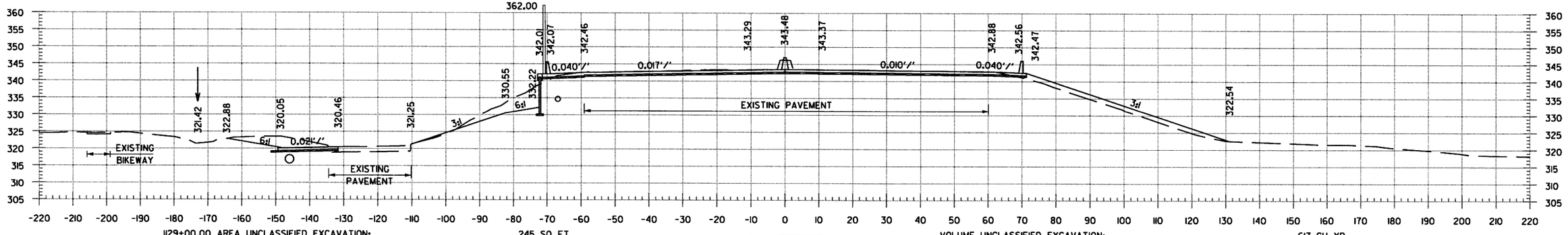
VOLUME UNCLASSIFIED EXCAVATION: 447 CU. YD.
VOLUME COMPACTED EMBANKMENT: 887 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 47 TONS



1130+00.00 AREA UNCLASSIFIED EXCAVATION: 147 SQ. FT.
1130+00.00 AREA COMPACTED EMBANKMENT: 142 SQ. FT.
1130+00.00 AREA AGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1130+00.00

VOLUME UNCLASSIFIED EXCAVATION: 726 CU. YD.
VOLUME COMPACTED EMBANKMENT: 413 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS



1129+00.00 AREA UNCLASSIFIED EXCAVATION: 245 SQ. FT.
1129+00.00 AREA COMPACTED EMBANKMENT: 81 SQ. FT.
1129+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1129+00.00

VOLUME UNCLASSIFIED EXCAVATION: 617 CU. YD.
VOLUME COMPACTED EMBANKMENT: 150 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 8 TONS

STA. 1129+00 TO STA. 1131+00

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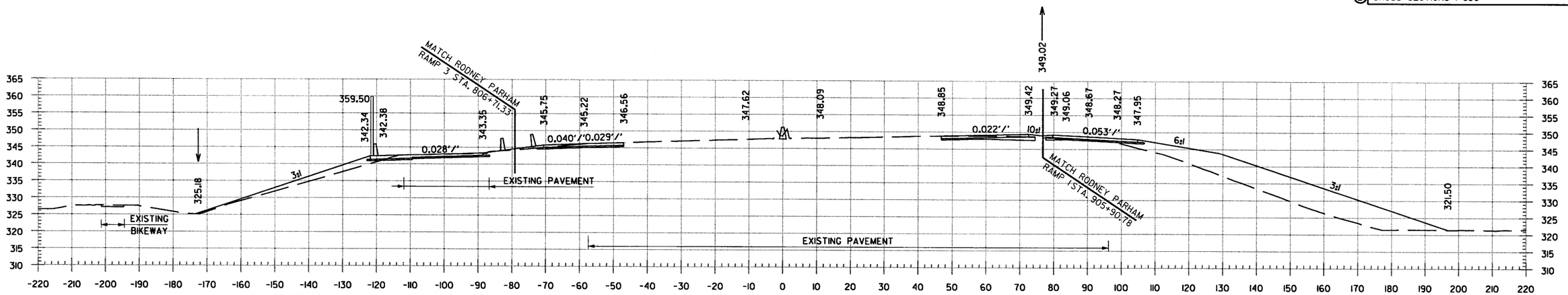
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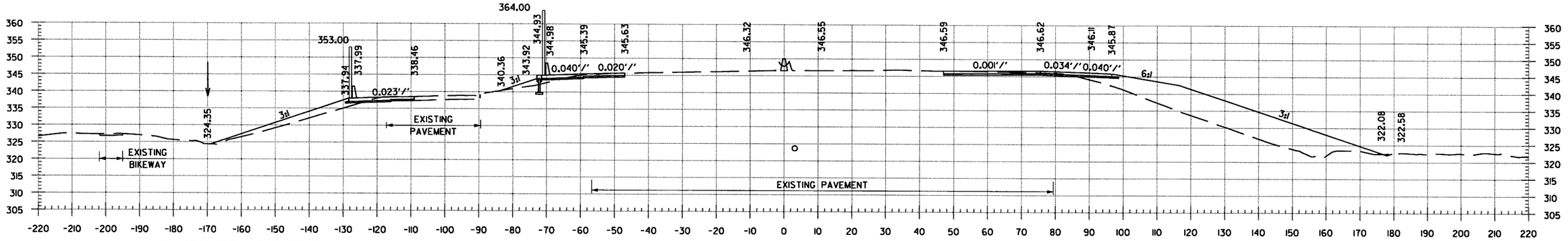
(2) CROSS SECTIONS I-630



1134+00.00 AREA UNCLASSIFIED EXCAVATION: 31 SQ. FT.
1134+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1134+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1134+00.00

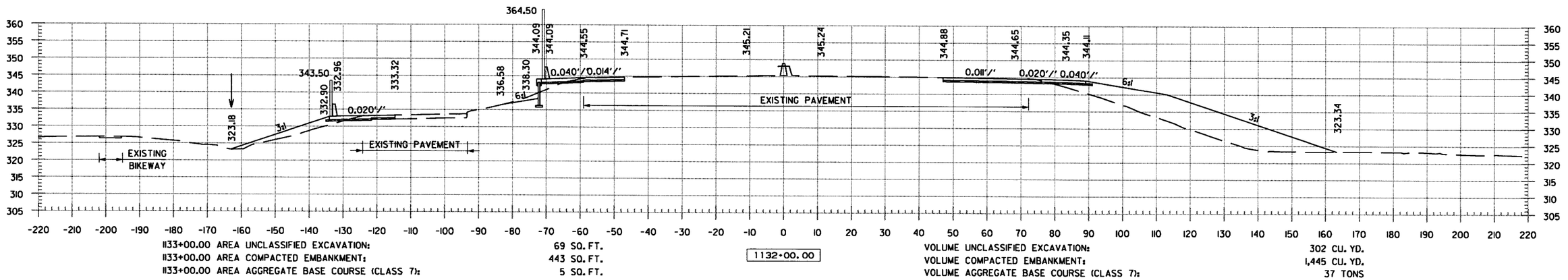
VOLUME UNCLASSIFIED EXCAVATION: 132 CU. YD.
VOLUME COMPACTED EMBANKMENT: 930 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 61 TONS



1133+00.00 AREA UNCLASSIFIED EXCAVATION: 40 SQ. FT.
1133+00.00 AREA COMPACTED EMBANKMENT: 502 SQ. FT.
1133+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1133+00.00

VOLUME UNCLASSIFIED EXCAVATION: 202 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1,750 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS



1133+00.00 AREA UNCLASSIFIED EXCAVATION: 69 SQ. FT.
1133+00.00 AREA COMPACTED EMBANKMENT: 443 SQ. FT.
1133+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1132+00.00

VOLUME UNCLASSIFIED EXCAVATION: 302 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1,445 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 37 TONS

STA. 1132+00 TO STA. 1134+00

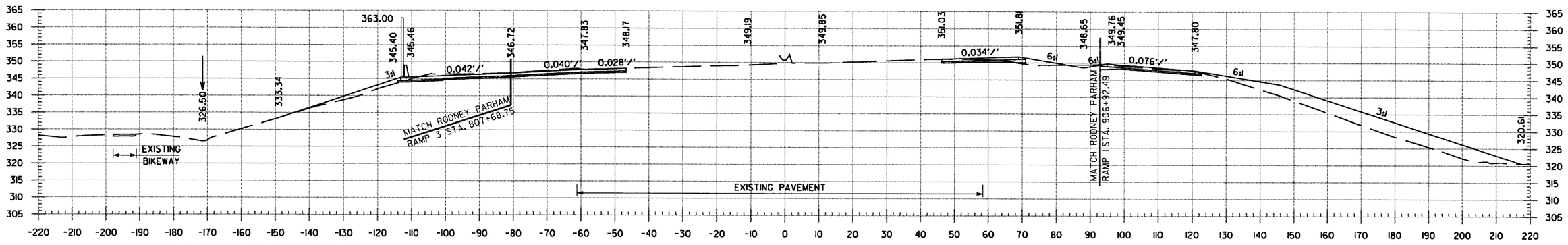
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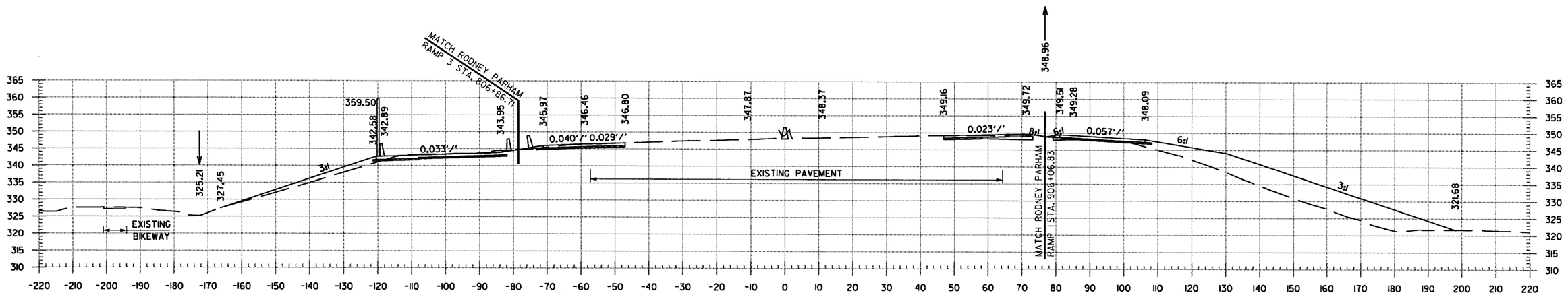
(2) CROSS SECTIONS I-630



1135+00.00 AREA UNCLASSIFIED EXCAVATION: 47 SQ. FT.
1135+00.00 AREA COMPACTED EMBANKMENT: 7 SQ. FT.
1135+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1135+00.00

VOLUME UNCLASSIFIED EXCAVATION: 138 CU. YD.
VOLUME COMPACTED EMBANKMENT: 11 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 63 TONS



1134+15.71 AREA UNCLASSIFIED EXCAVATION: 41 SQ. FT.
1134+15.71 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1134+15.71 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1134+15.71

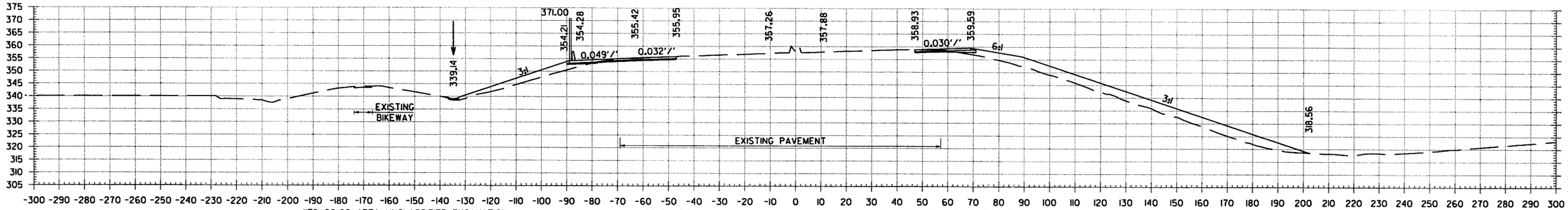
VOLUME UNCLASSIFIED EXCAVATION: 21 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 14 TONS

STA. 1134+16 TO STA. 1135+00

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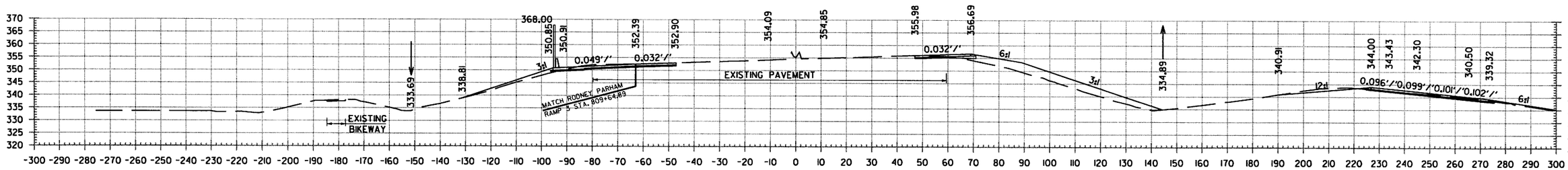
(2) CROSS SECTIONS I-630



1138+00.00 AREA UNCLASSIFIED EXCAVATION: 22 SQ. FT.
1138+00.00 AREA COMPACTED EMBANKMENT: 547 SQ. FT.
1138+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1138+00.00

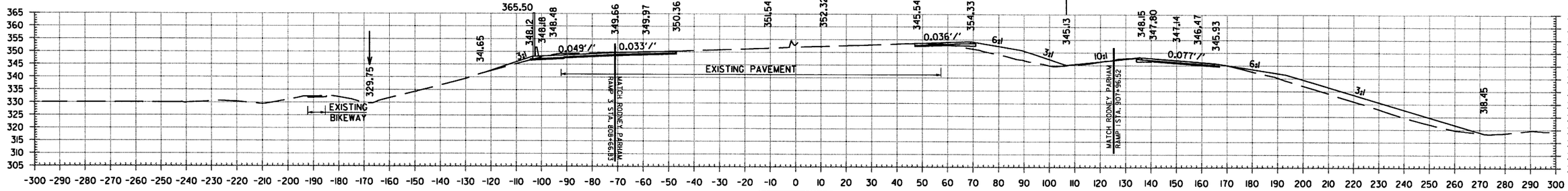
VOLUME UNCLASSIFIED EXCAVATION: 65 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1402 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 74 TONS



1137+00.00 AREA UNCLASSIFIED EXCAVATION: 13 SQ. FT.
1137+00.00 AREA COMPACTED EMBANKMENT: 210 SQ. FT.
1137+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1137+00.00

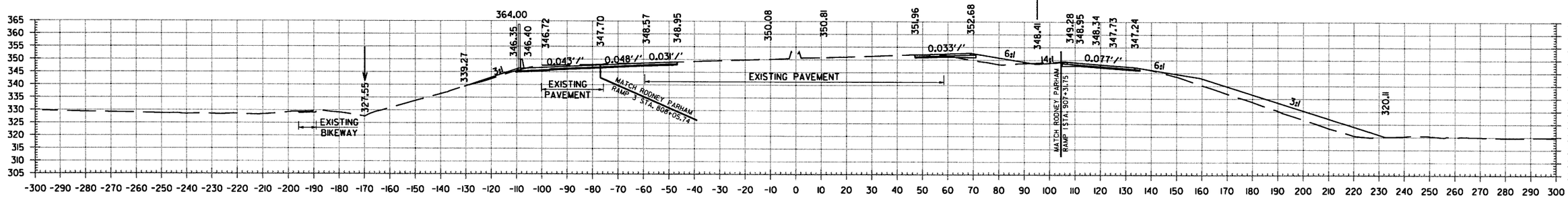
VOLUME UNCLASSIFIED EXCAVATION: 58 CU. YD.
VOLUME COMPACTED EMBANKMENT: 589 CU. YD.
1067+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 63 TONS



1136+00.00 AREA UNCLASSIFIED EXCAVATION: 18 SQ. FT.
1136+00.00 AREA COMPACTED EMBANKMENT: 108 SQ. FT.
1136+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1136+00.00

VOLUME UNCLASSIFIED EXCAVATION: 55 CU. YD.
VOLUME COMPACTED EMBANKMENT: 170 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 39 TONS



1135+37.67 AREA UNCLASSIFIED EXCAVATION: 29 SQ. FT.
1135+37.67 AREA COMPACTED EMBANKMENT: 39 SQ. FT.
1135+37.67 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1135+37.67

VOLUME UNCLASSIFIED EXCAVATION: 54 CU. YD.
VOLUME COMPACTED EMBANKMENT: 33 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS

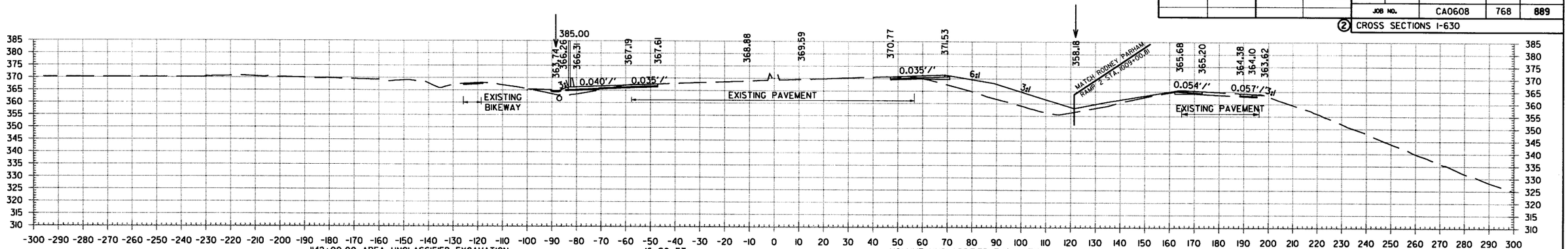
STA. 1135+38 TO STA. 1138+00

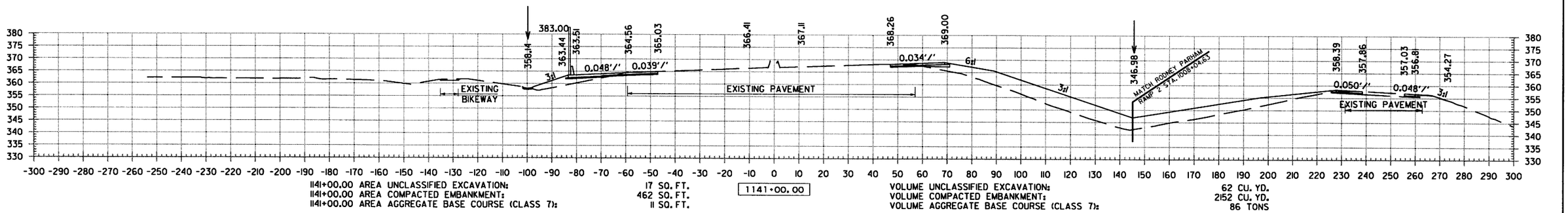
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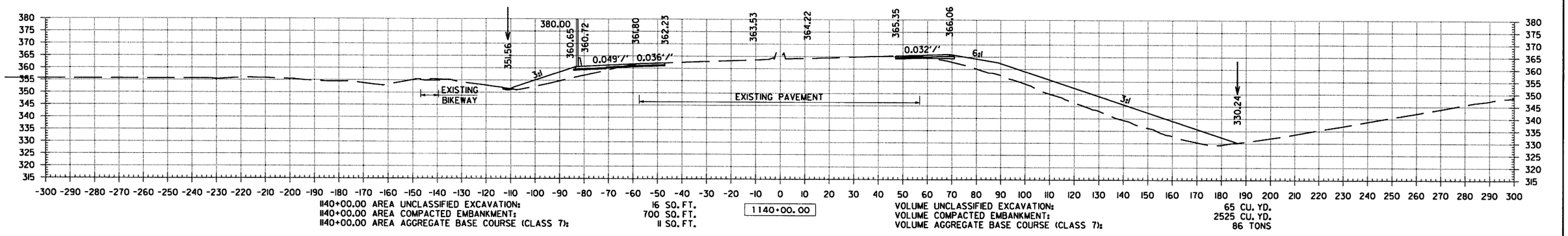
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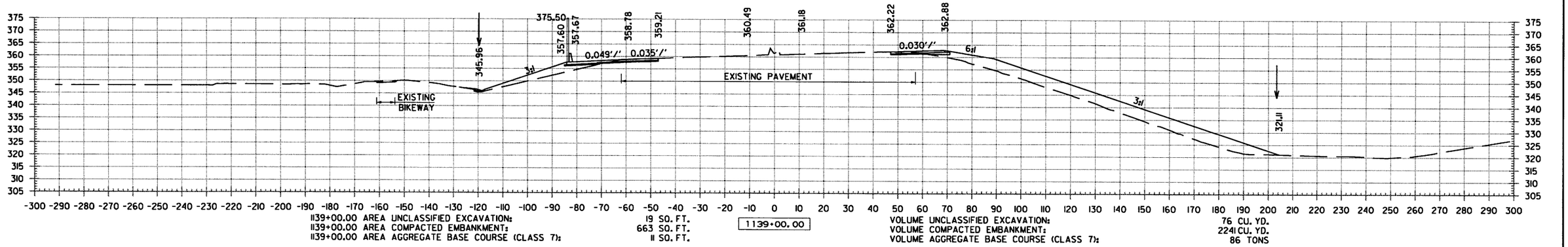
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				JOB NO.		CA0608	768	889

(2) CROSS SECTIONS I-630









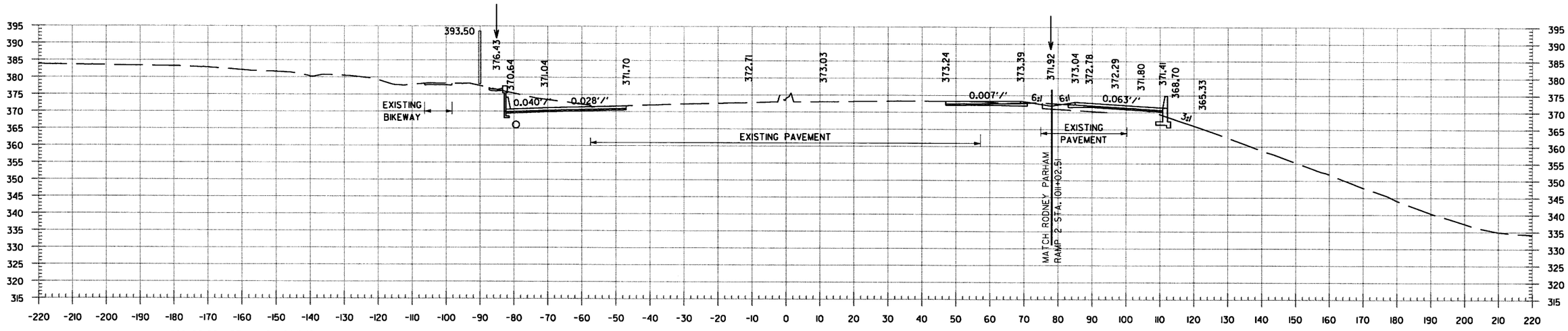
STA. 1139+00 TO STA. 1142+00

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				JOB NO.		CA0608	769	889

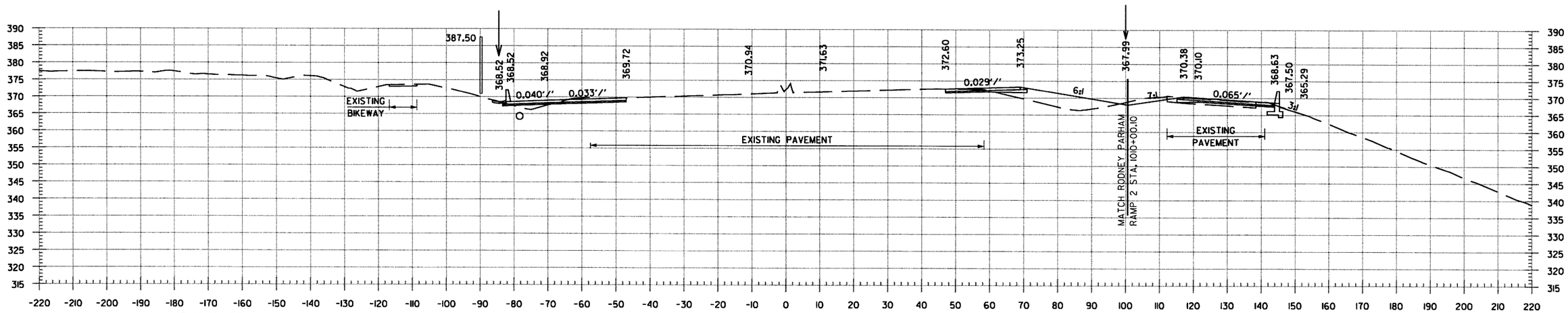
(2) CROSS SECTIONS I-630



1144+00.00 AREA UNCLASSIFIED EXCAVATION: 128 SQ. FT.
1144+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1144+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1144+00.00

VOLUME UNCLASSIFIED EXCAVATION: 286 CU. YD.
VOLUME COMPACTED EMBANKMENT: 183 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 53 TONS



1143+00.00 AREA UNCLASSIFIED EXCAVATION: 26 SQ. FT.
1143+00.00 AREA COMPACTED EMBANKMENT: 97 SQ. FT.
1143+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1143+00.00

VOLUME UNCLASSIFIED EXCAVATION: 78 CU. YD.
VOLUME COMPACTED EMBANKMENT: 718 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 74 TONS

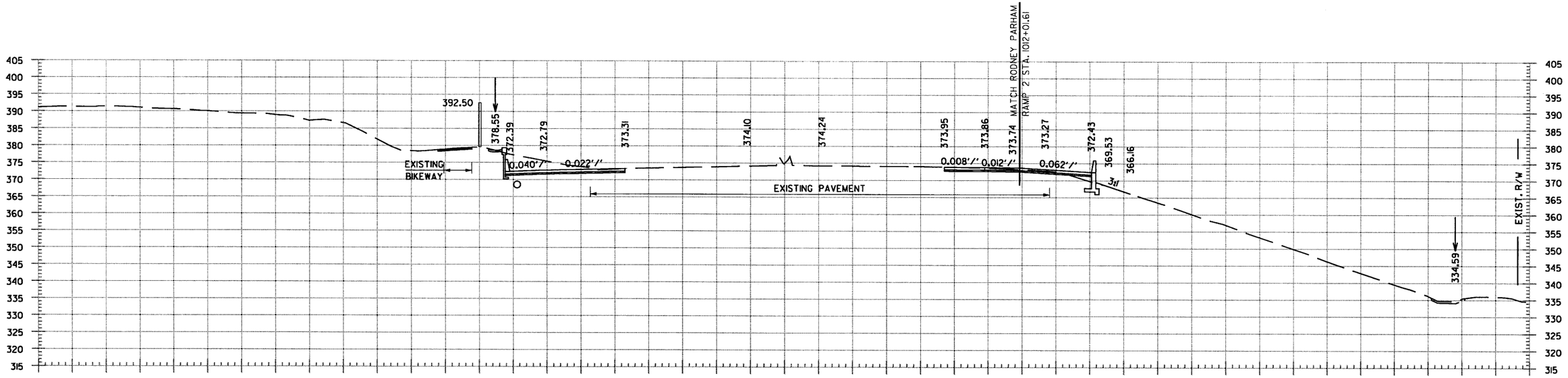
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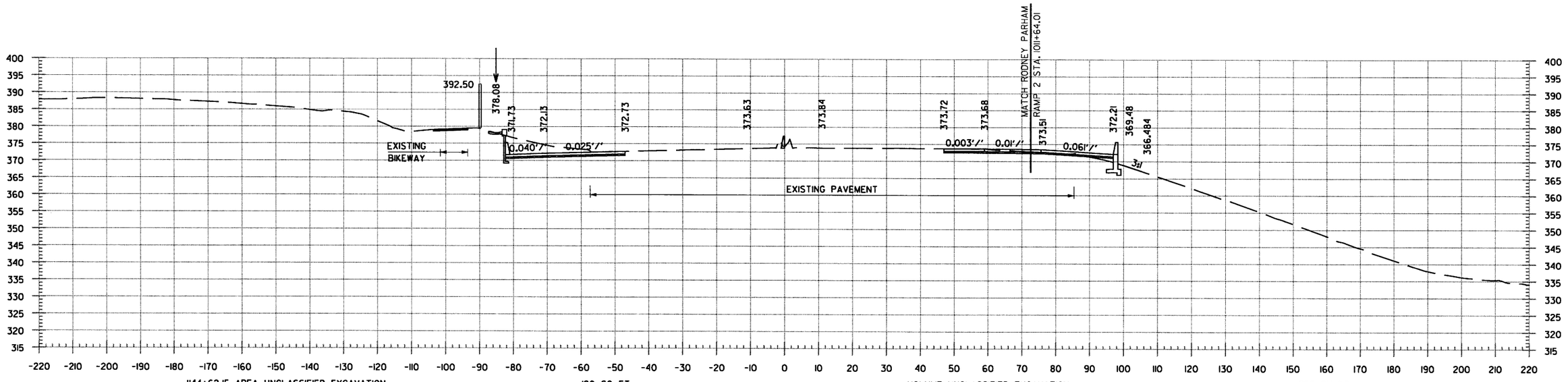
(2) CROSS SECTIONS I-630



1145+00.00 AREA UNCLASSIFIED EXCAVATION: 120 SQ. FT.
1145+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1145+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1145+00.00

VOLUME UNCLASSIFIED EXCAVATION: 169 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1144+62.15 AREA UNCLASSIFIED EXCAVATION: 120 SQ. FT.
1144+62.15 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1144+62.15 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1144+62.15

VOLUME UNCLASSIFIED EXCAVATION: 286 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 14 TONS

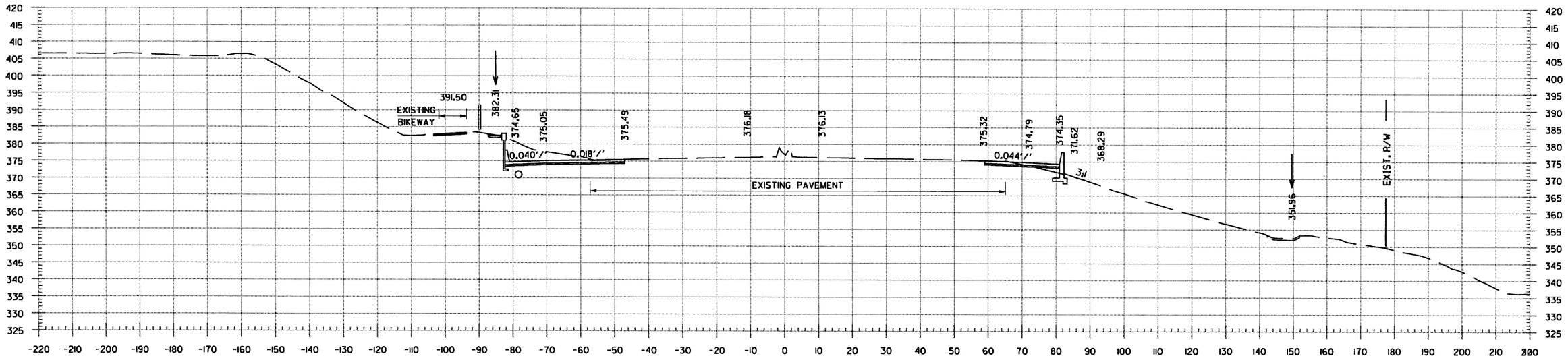
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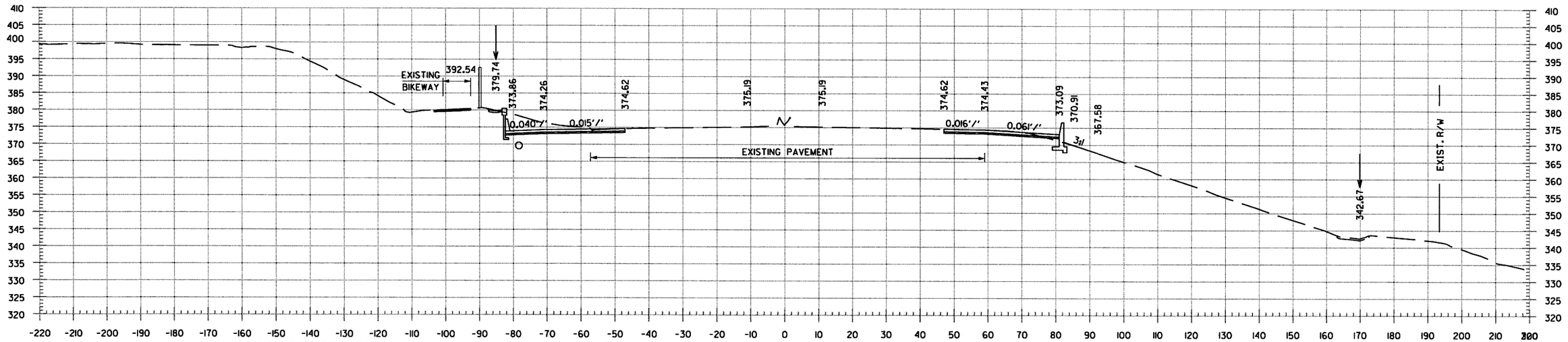
(2) CROSS SECTIONS I-630



1147+00.00 AREA UNCLASSIFIED EXCAVATION: 145 SQ. FT.
1147+00.00 AREA COMPACTED EMBANKMENT: 5 SQ. FT.
1147+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1147+00.00

VOLUME UNCLASSIFIED EXCAVATION: 530 CU. YD.
VOLUME COMPACTED EMBANKMENT: 13 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS



1146+00.00 AREA UNCLASSIFIED EXCAVATION: 141 SQ. FT.
1146+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1146+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1146+00.00

VOLUME UNCLASSIFIED EXCAVATION: 484 CU. YD.
VOLUME COMPACTED EMBANKMENT: 5 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 28 TONS

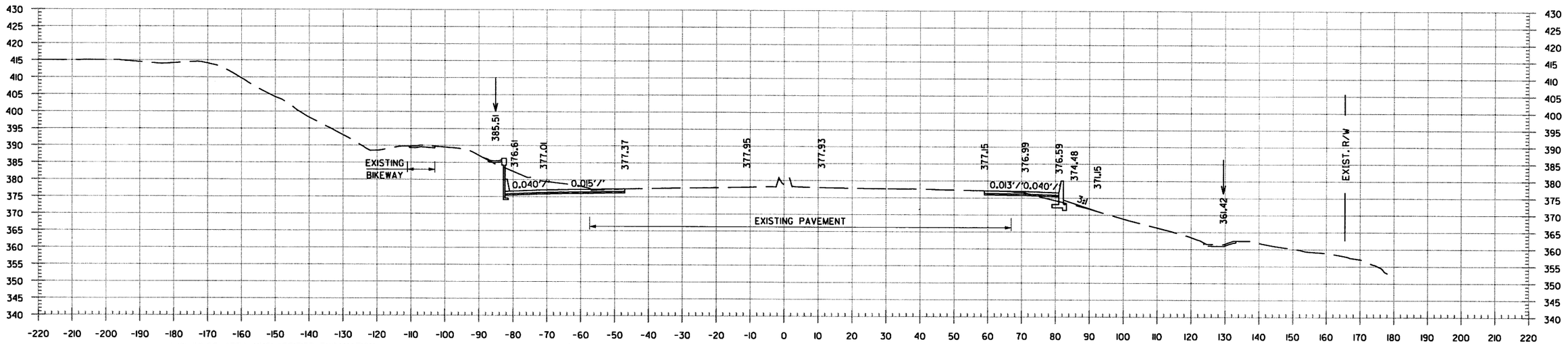
STA. 1146+00 TO STA. 1147+00

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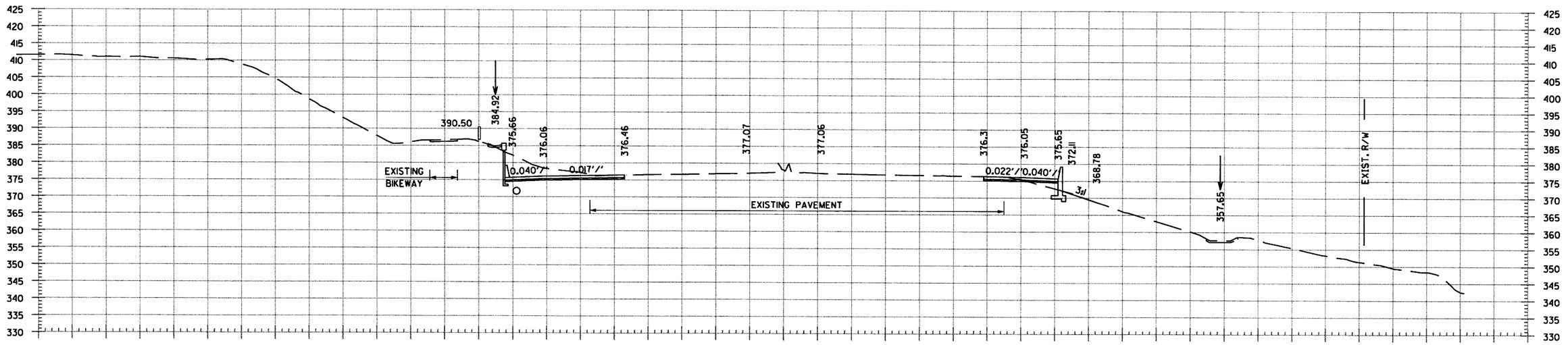
(2) CROSS SECTIONS I-630



1149+00.00 AREA UNCLASSIFIED EXCAVATION: 130 SQ. FT.
1149+00.00 AREA COMPACTED EMBANKMENT: 6 SQ. FT.
1149+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1149+00.00

VOLUME UNCLASSIFIED EXCAVATION: 497 CU. YD.
VOLUME COMPACTED EMBANKMENT: 31 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS



1148+00.00 AREA UNCLASSIFIED EXCAVATION: 138 SQ. FT.
1148+00.00 AREA COMPACTED EMBANKMENT: 10 SQ. FT.
1148+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1148+00.00

VOLUME UNCLASSIFIED EXCAVATION: 525 CU. YD.
VOLUME COMPACTED EMBANKMENT: 29 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS

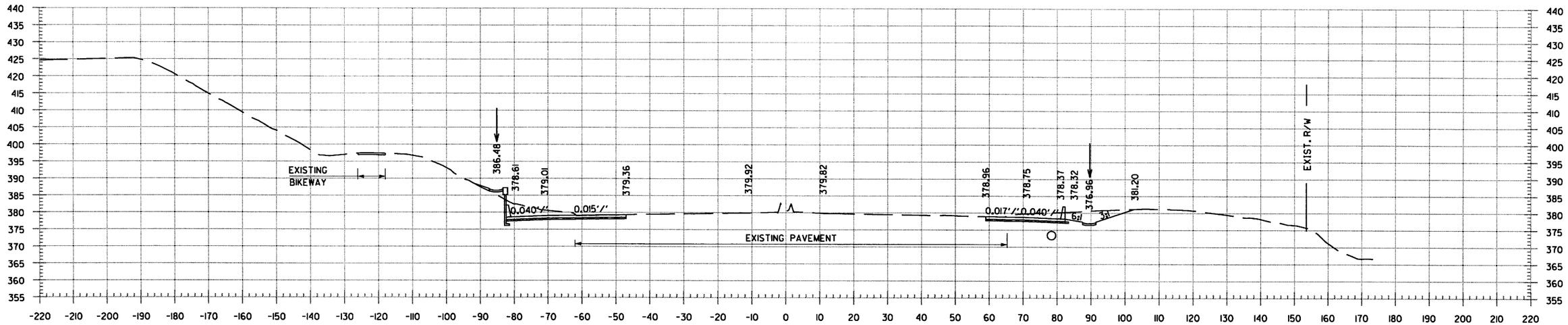
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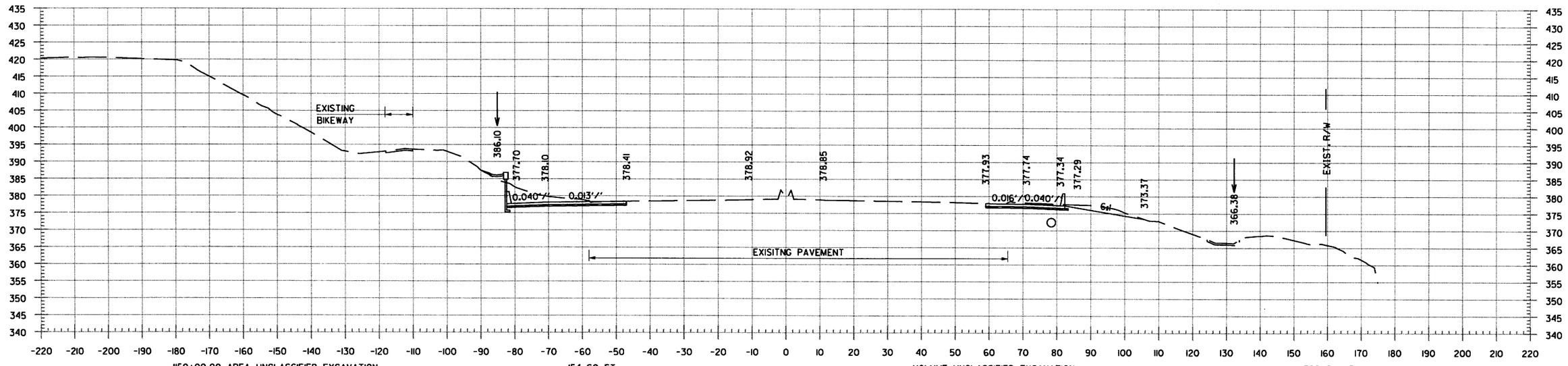
(2) CROSS SECTIONS I-630



1151+00.00 AREA UNCLASSIFIED EXCAVATION: 178 SQ. FT.
1151+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1151+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

1151+00.00

VOLUME UNCLASSIFIED EXCAVATION: 615 CU. YD.
VOLUME COMPACTED EMBANKMENT: 7 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS



1150+00.00 AREA UNCLASSIFIED EXCAVATION: 154 SQ. FT.
1150+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1150+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1150+00.00

VOLUME UNCLASSIFIED EXCAVATION: 526 CU. YD.
VOLUME COMPACTED EMBANKMENT: 16 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 47 TONS

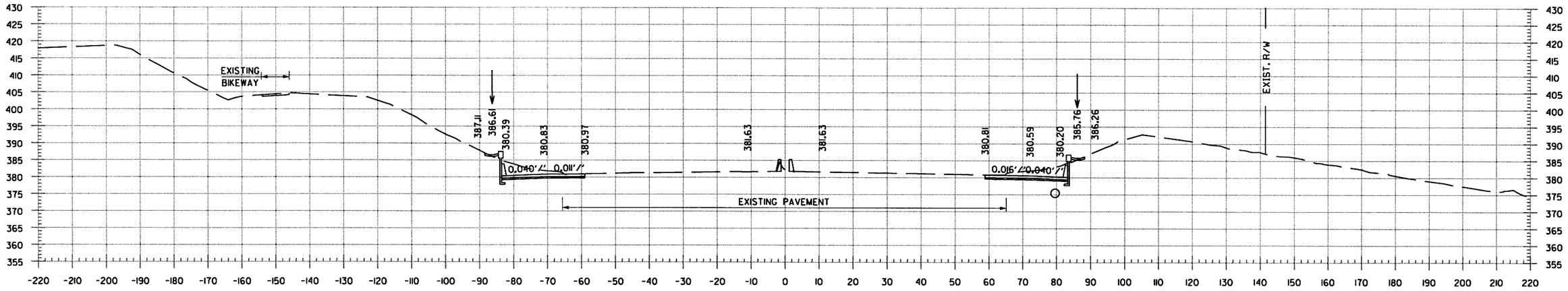
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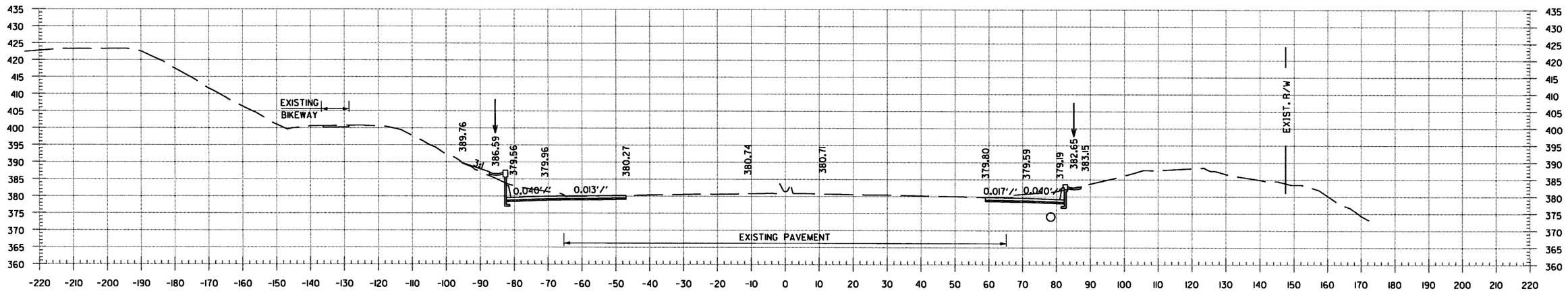
(2) CROSS SECTIONS I-630



1153+00.00 AREA UNCLASSIFIED EXCAVATION: 130 SQ. FT.
1153+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1153+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1153+00.00

VOLUME UNCLASSIFIED EXCAVATION: 467 CU. YD.
VOLUME COMPACTED EMBANKMENT: 21 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1152+00.00 AREA UNCLASSIFIED EXCAVATION: 122 SQ. FT.
1152+00.00 AREA COMPACTED EMBANKMENT: 11 SQ. FT.
1152+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1152+00.00

VOLUME UNCLASSIFIED EXCAVATION: 556 CU. YD.
VOLUME COMPACTED EMBANKMENT: 24 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 16 TONS

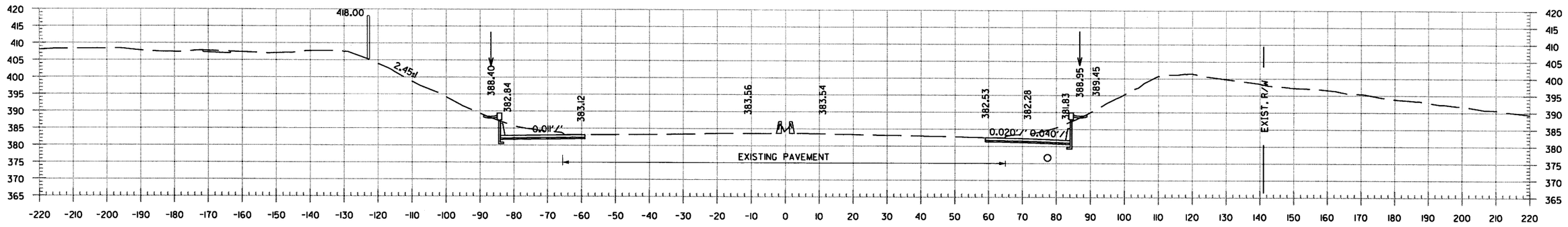
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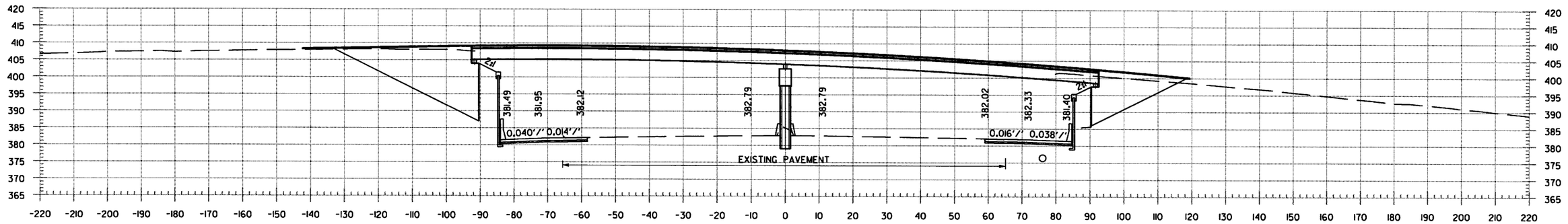
(2) CROSS SECTIONS I-630



1155+00.00 AREA UNCLASSIFIED EXCAVATION: 142 SQ. FT.
1155+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1155+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1155+00.00

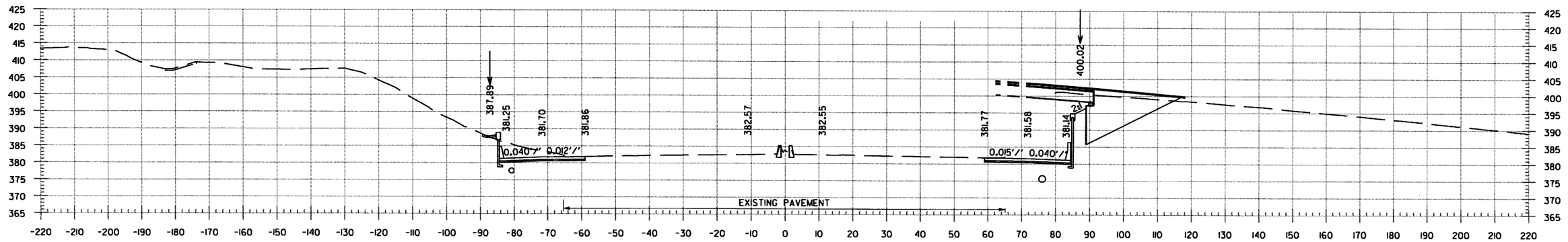
VOLUME UNCLASSIFIED EXCAVATION: 1513 CU. YD.
VOLUME COMPACTED EMBANKMENT: 3 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1154+25.00 AREA UNCLASSIFIED EXCAVATION: 947 SQ. FT.
1154+25.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1154+25.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1154+25.00

VOLUME UNCLASSIFIED EXCAVATION: 698 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1154+00.00 AREA UNCLASSIFIED EXCAVATION: 560 SQ. FT.
1154+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1154+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1154+00.00

VOLUME UNCLASSIFIED EXCAVATION: 2106 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

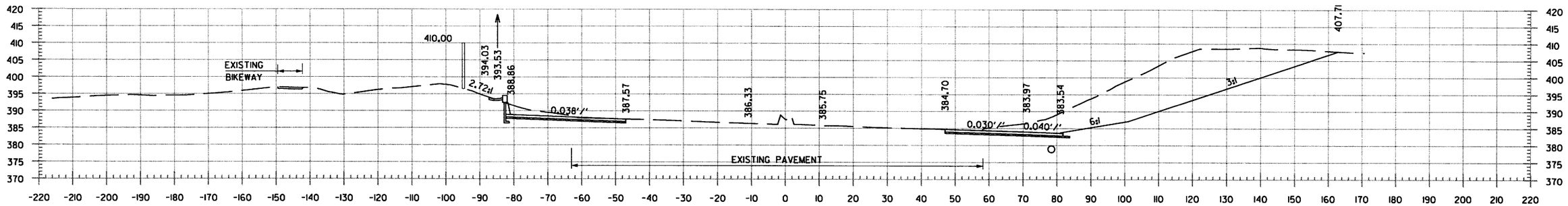
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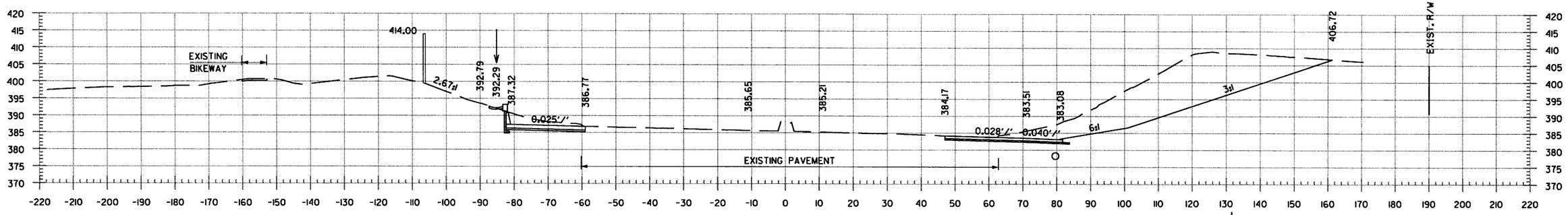
(2) CROSS SECTIONS I-630



1158+00.00 AREA UNCLASSIFIED EXCAVATION: 929 SQ. FT.
1158+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1158+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1158+00.00

VOLUME UNCLASSIFIED EXCAVATION: 3371 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

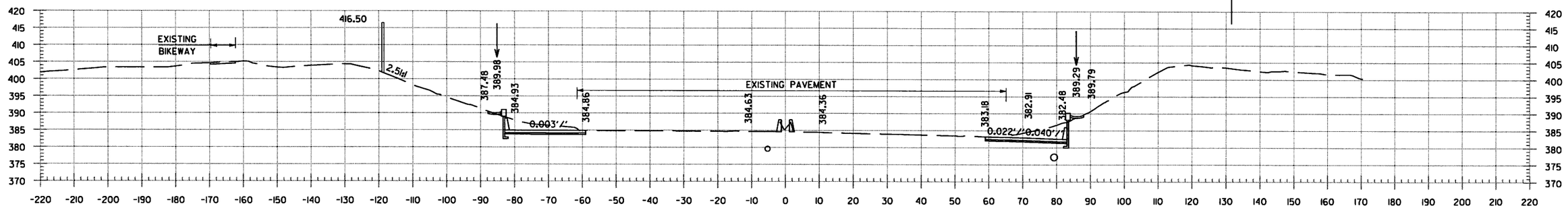


1157+00.00 AREA UNCLASSIFIED EXCAVATION: 891 SQ. FT.
1157+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1157+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1157+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1919 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

EXIST. R/W



1156+00.00 AREA UNCLASSIFIED EXCAVATION: 145 SQ. FT.
1156+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1156+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1156+00.00

VOLUME UNCLASSIFIED EXCAVATION: 532 CU. YD.
VOLUME COMPACTED EMBANKMENT: 6 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

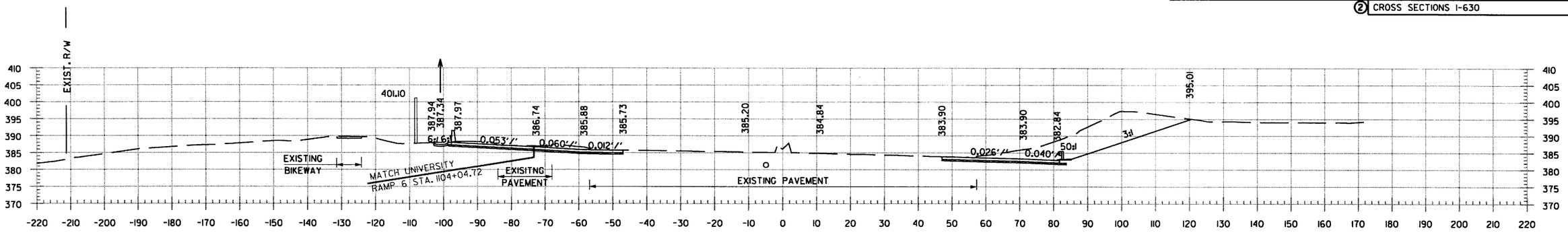
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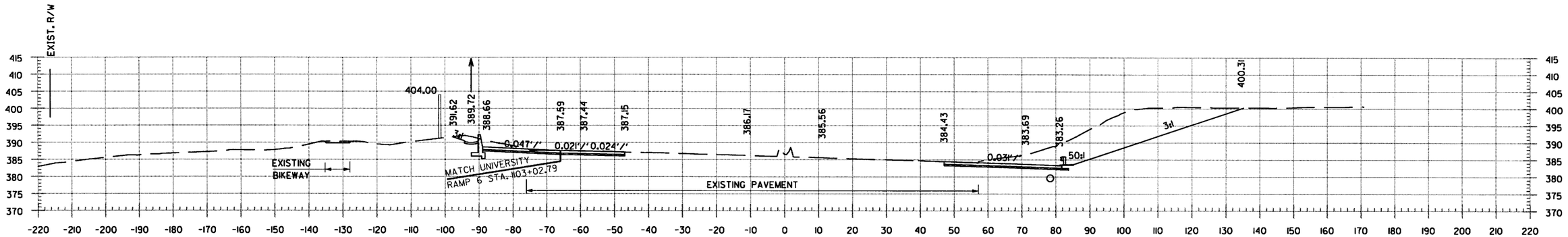
(2) CROSS SECTIONS I-630



1161+00.00 AREA UNCLASSIFIED EXCAVATION: 377 SQ. FT.
1161+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1161+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1161+00.00

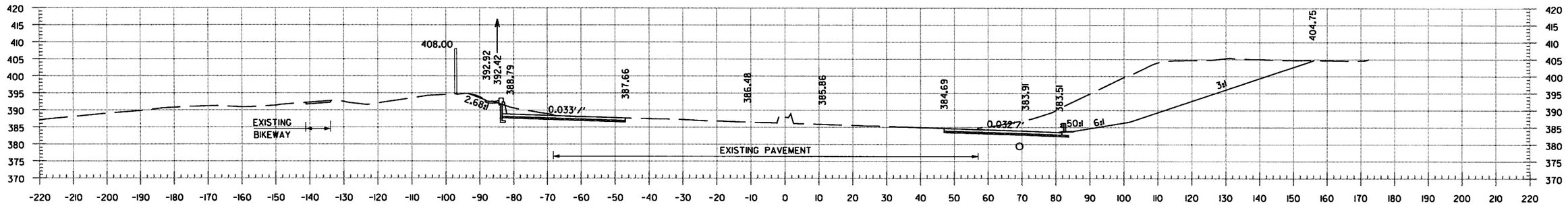
VOLUME UNCLASSIFIED EXCAVATION: 1582 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1160+00.00 AREA UNCLASSIFIED EXCAVATION: 477 SQ. FT.
1160+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1160+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1160+00.00

VOLUME UNCLASSIFIED EXCAVATION: 2469 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1159+00.00 AREA UNCLASSIFIED EXCAVATION: 856 SQ. FT.
1159+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1159+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1159+00.00

VOLUME UNCLASSIFIED EXCAVATION: 3306 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

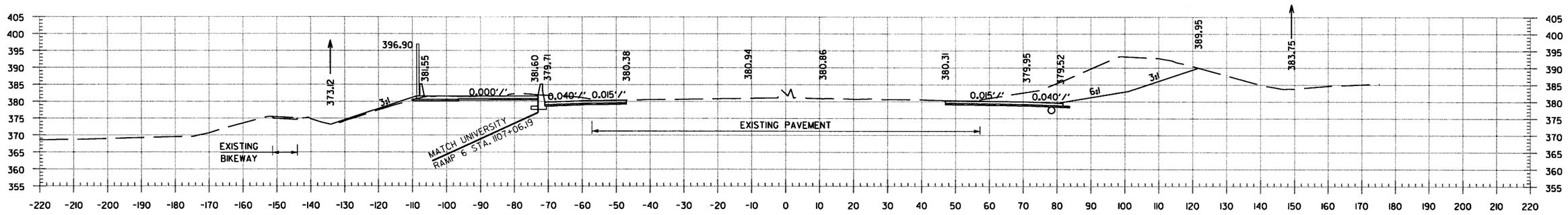
STA. 1159+00 TO STA. 1161+00

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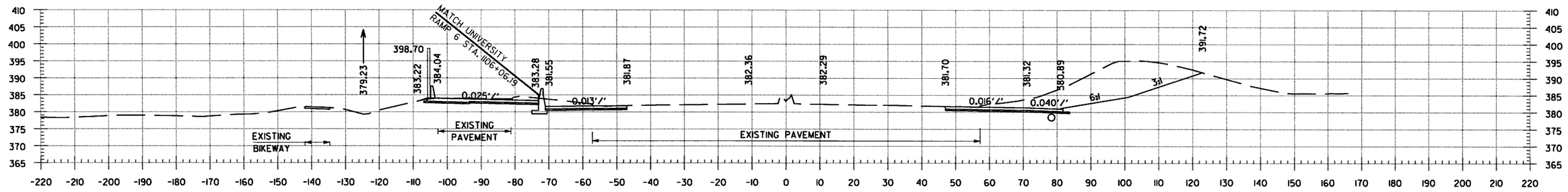
(2) CROSS SECTIONS I-630



1164+00.00 AREA UNCLASSIFIED EXCAVATION: 440 SQ. FT.
1164+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1164+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1164+00.00

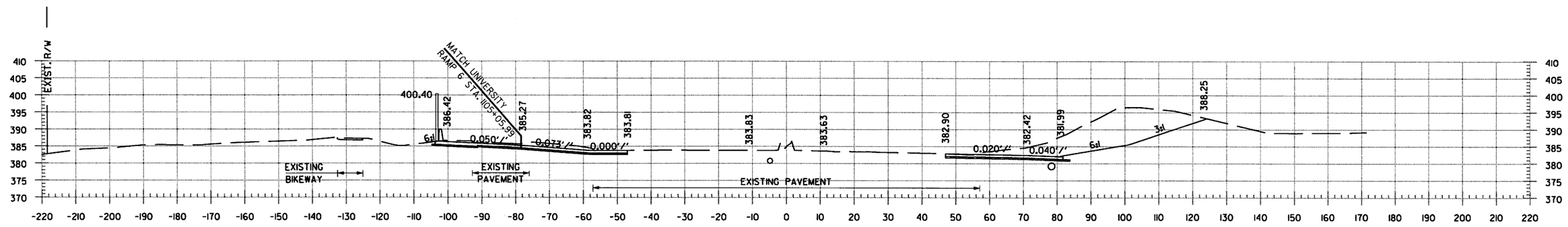
VOLUME UNCLASSIFIED EXCAVATION: 1656 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1163+00.00 AREA UNCLASSIFIED EXCAVATION: 454 SQ. FT.
1163+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1163+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1163+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1691 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1162+00.00 AREA UNCLASSIFIED EXCAVATION: 459 SQ. FT.
1162+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1162+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1162+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1549 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

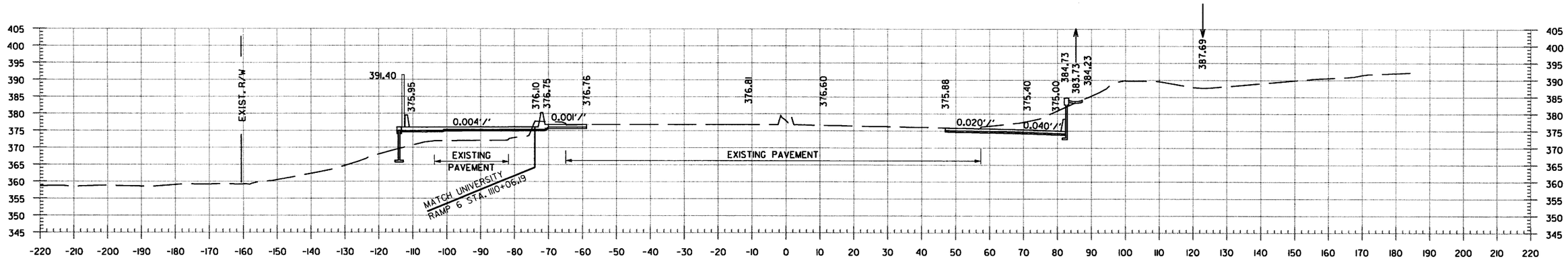
STA. 1162+00 TO STA. 1164+00

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				6	ARK.			
				JOB NO.		CA0608	779	889

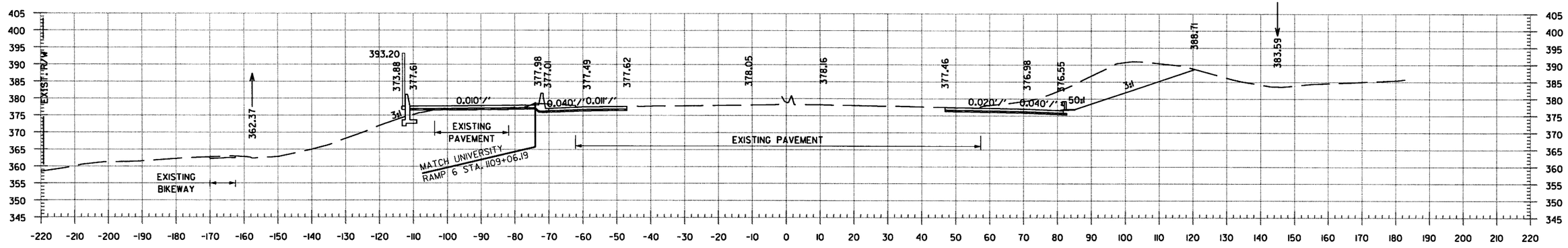
(2) CROSS SECTIONS I-630



1167+00.00 AREA UNCLASSIFIED EXCAVATION: 134 SQ. FT.
1167+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1167+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1167+00.00

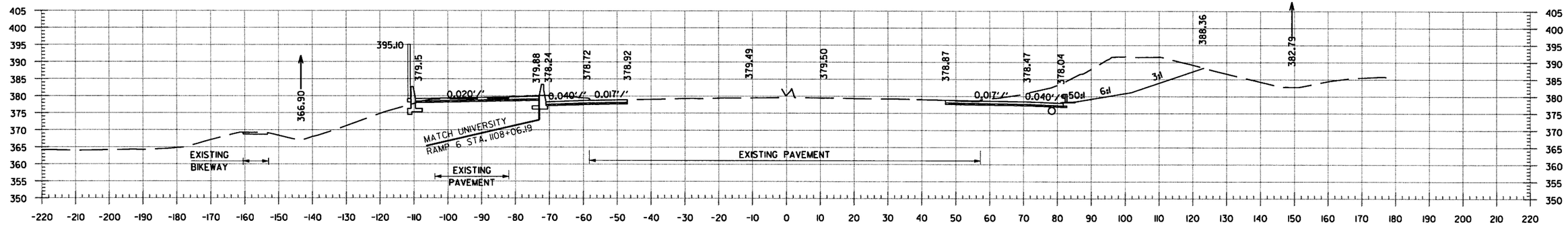
VOLUME UNCLASSIFIED EXCAVATION: 960 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1166+00.00 AREA UNCLASSIFIED EXCAVATION: 384 SQ. FT.
1166+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1166+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1166+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1549 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1165+00.00 AREA UNCLASSIFIED EXCAVATION: 452 SQ. FT.
1165+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1165+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1165+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1652 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

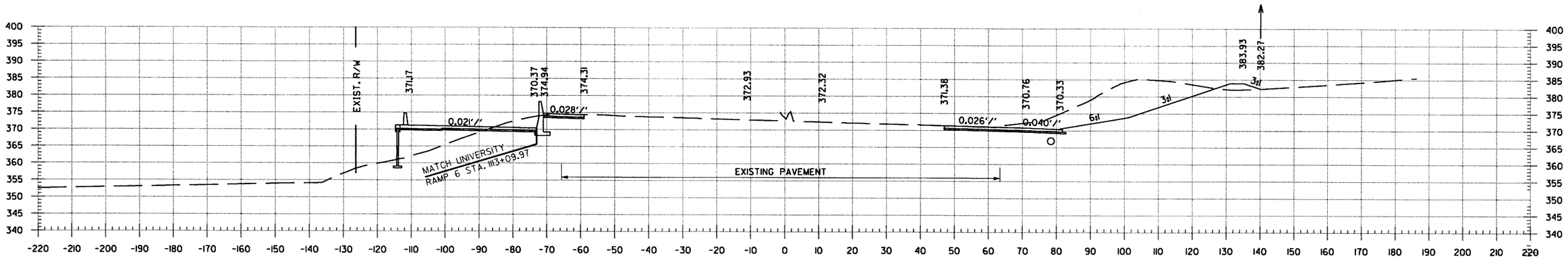
STA. 1165+00 TO STA. 1167+00

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				6	ARK.			
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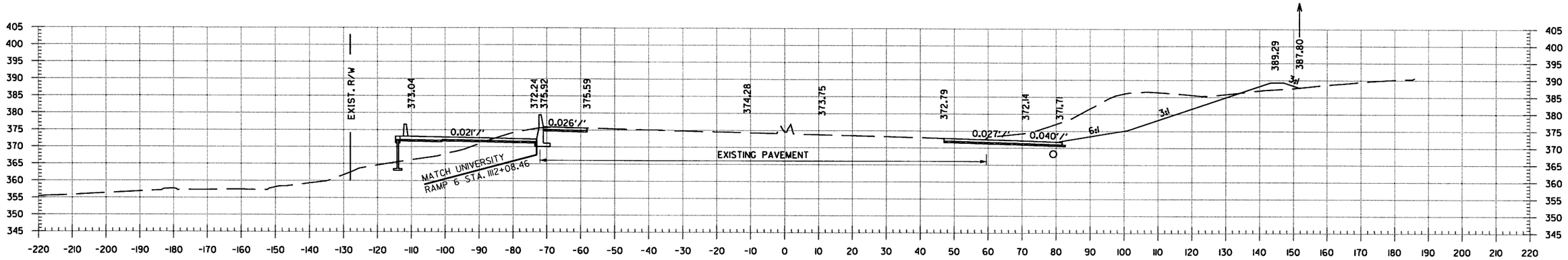
(2) CROSS SECTIONS I-630



1170+00.00 AREA UNCLASSIFIED EXCAVATION: 390 SQ. FT.
1170+00.00 AREA COMPACTED EMBANKMENT: 17 SQ. FT.
1170+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1170+00.00

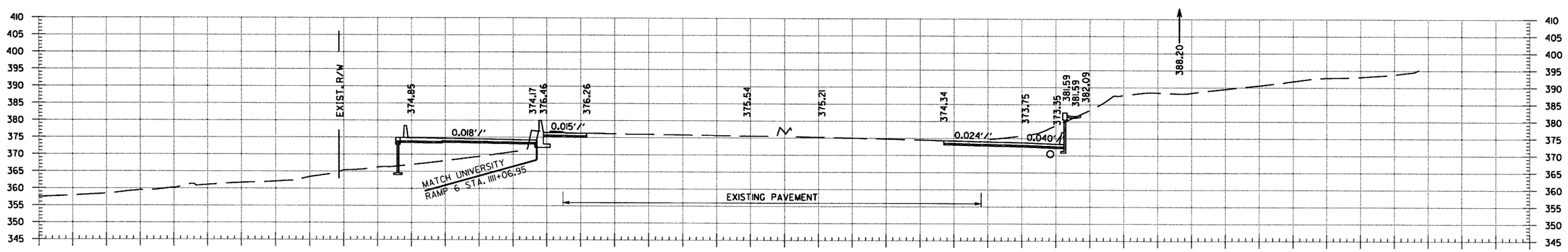
VOLUME UNCLASSIFIED EXCAVATION: 1552 CU. YD.
VOLUME COMPACTED EMBANKMENT: 73 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1169+00.00 AREA UNCLASSIFIED EXCAVATION: 448 SQ. FT.
1169+00.00 AREA COMPACTED EMBANKMENT: 22 SQ. FT.
1169+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1169+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1063 CU. YD.
VOLUME COMPACTED EMBANKMENT: 43 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1168+00.00 AREA UNCLASSIFIED EXCAVATION: 126 SQ. FT.
1168+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1168+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1168+00.00

VOLUME UNCLASSIFIED EXCAVATION: 482 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

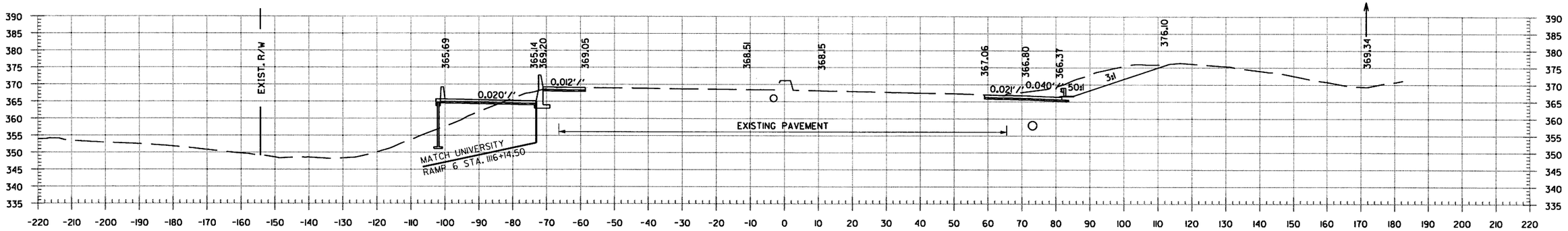
STA. 1168+00 TO STA. 1170+00

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				6	ARK.			
				JOB NO.		CA0608	781	889

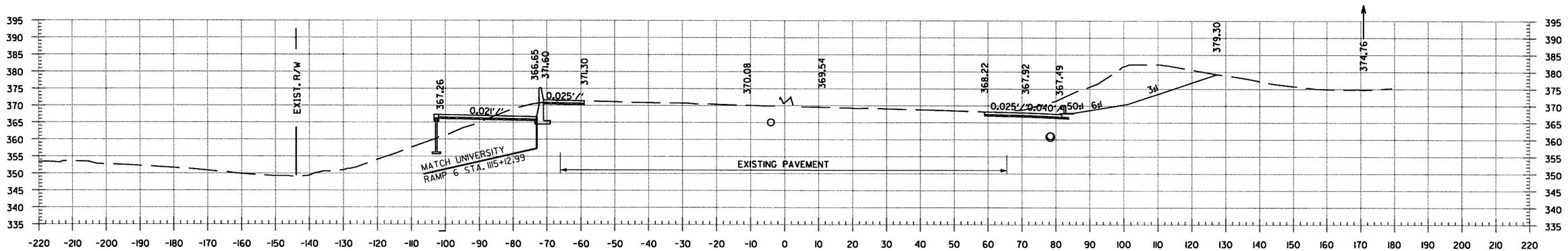
(2) CROSS SECTIONS I-630



1173+00.00 AREA UNCLASSIFIED EXCAVATION: 175 SQ. FT.
1173+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1173+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1173+00.00

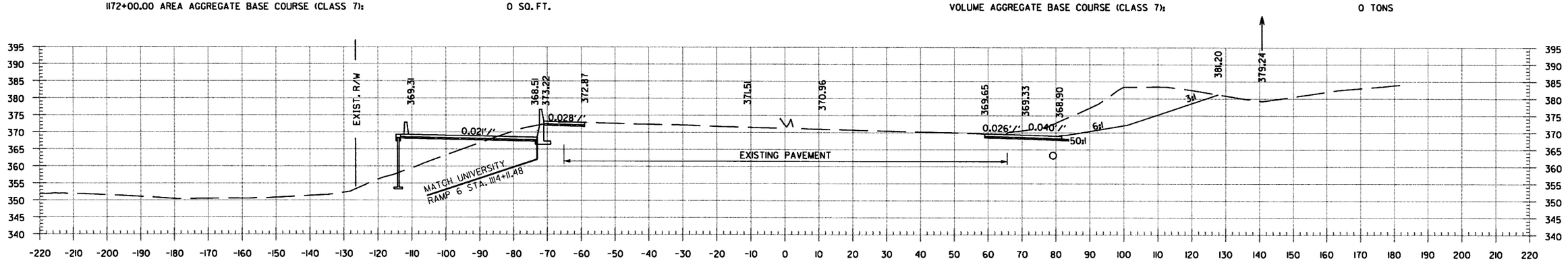
VOLUME UNCLASSIFIED EXCAVATION: 1054 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1172+00.00 AREA UNCLASSIFIED EXCAVATION: 394 SQ. FT.
1172+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1172+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1172+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1450 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1171+00.00 AREA UNCLASSIFIED EXCAVATION: 389 SQ. FT.
1171+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1171+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1171+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1,443 CU. YD.
VOLUME COMPACTED EMBANKMENT: 32 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

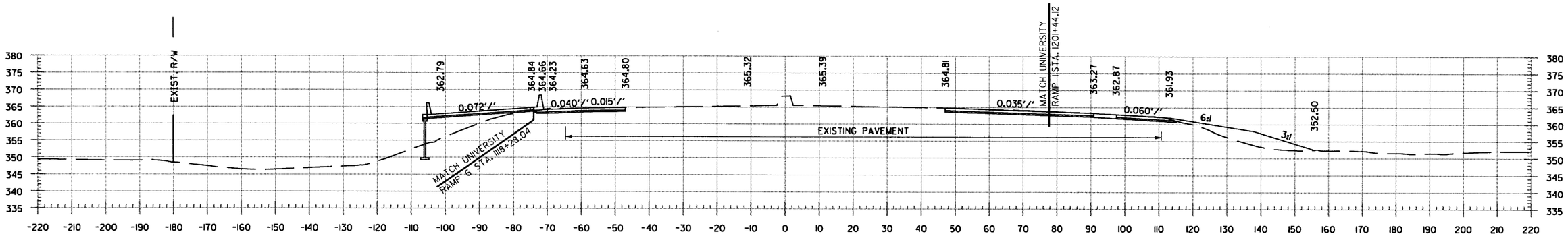
STA. 1171+00 TO STA. 1173+00

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				6	ARK.			
				JOB NO.		CA0608	782	889

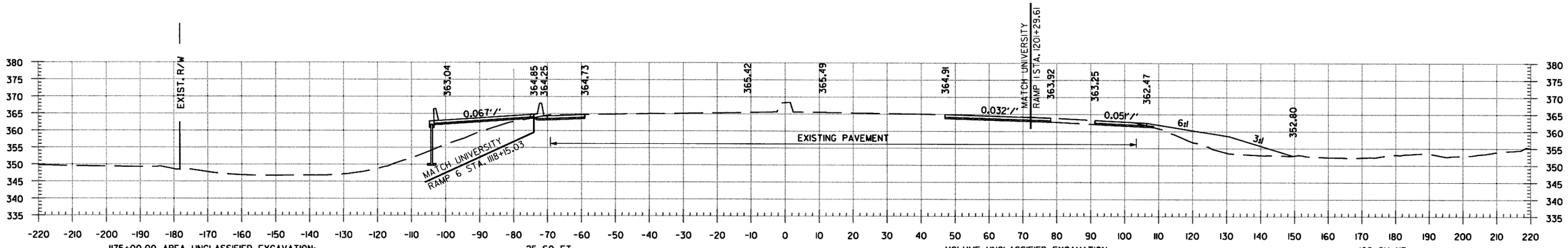
(2) CROSS SECTIONS I-630



1175+13.80 AREA UNCLASSIFIED EXCAVATION: 39 SQ. FT.
1175+13.80 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1175+13.80 AREA AGGREGATE BASE COURSE (CLASS 7): 1 SQ. FT.

1175+13.80

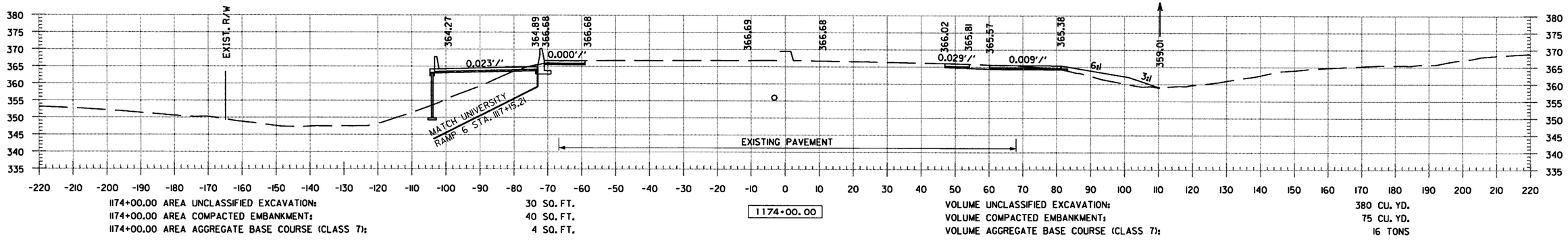
VOLUME UNCLASSIFIED EXCAVATION: 17 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 2 TONS



1175+00.00 AREA UNCLASSIFIED EXCAVATION: 25 SQ. FT.
1175+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1175+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 1 SQ. FT.

1175+00.00

VOLUME UNCLASSIFIED EXCAVATION: 102 CU. YD.
VOLUME COMPACTED EMBANKMENT: 75 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS



1174+00.00 AREA UNCLASSIFIED EXCAVATION: 30 SQ. FT.
1174+00.00 AREA COMPACTED EMBANKMENT: 40 SQ. FT.
1174+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

1174+00.00

VOLUME UNCLASSIFIED EXCAVATION: 380 CU. YD.
VOLUME COMPACTED EMBANKMENT: 75 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 16 TONS

STA. 1174+00 TO STA. 1175+14

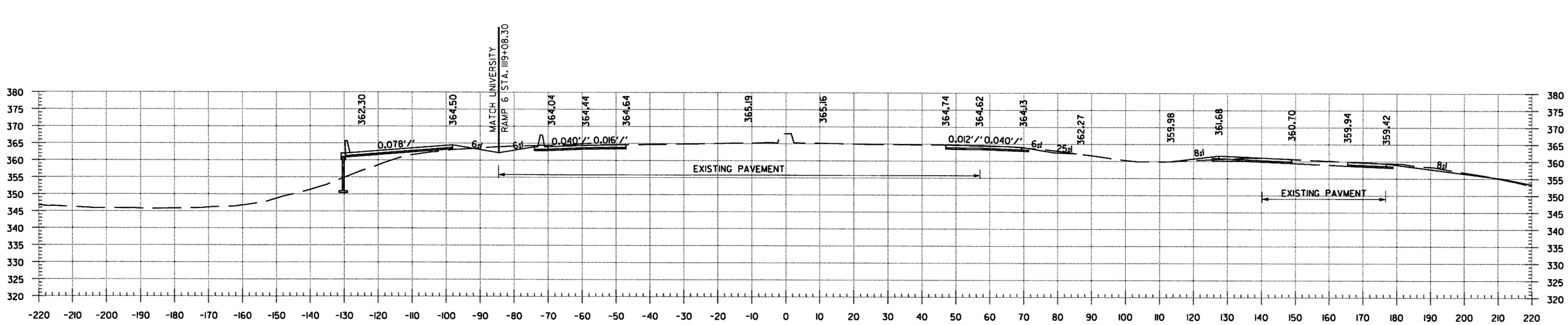
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(2) CROSS SECTIONS I-630



1176+00.00 AREA UNCLASSIFIED EXCAVATION:	66 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	168 CU. YD.
1176+00.00 AREA COMPACTED EMBANKMENT:	0 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	0 CU. YD.
1176+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	9 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	34 TONS

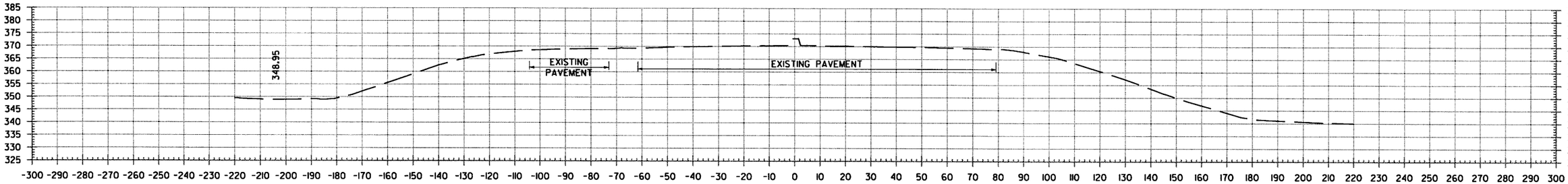
1176+00.00

STA. 1176+00 TO STA. 1176+02

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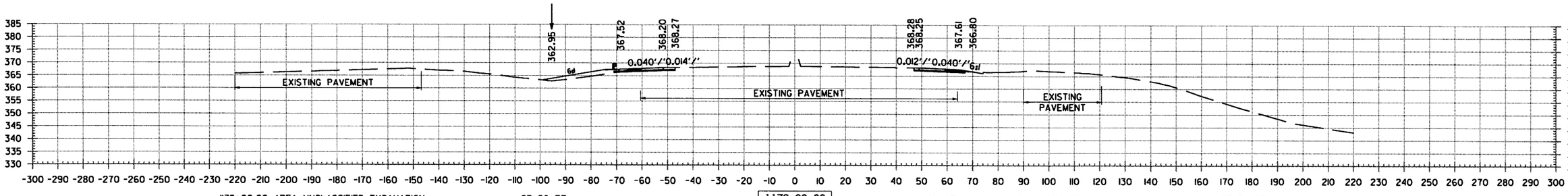
(2) CROSS SECTIONS I-630



1179+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SQ. FT.
1179+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1179+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1179+00.00

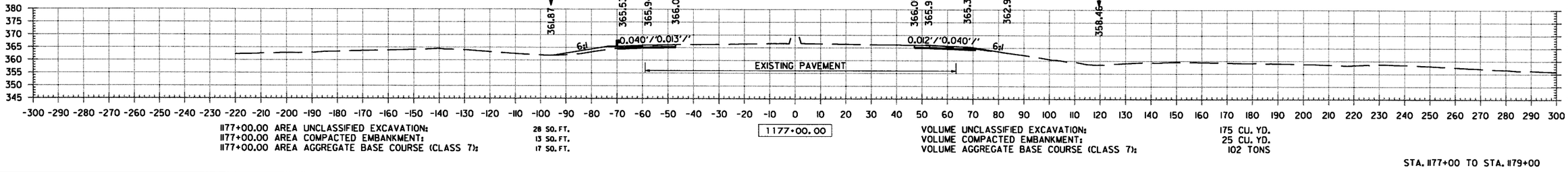
VOLUME UNCLASSIFIED EXCAVATION: 43 CU. YD.
VOLUME COMPACTED EMBANKMENT: 54 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 63 TONS



1178+00.00 AREA UNCLASSIFIED EXCAVATION: 23 SQ. FT.
1178+00.00 AREA COMPACTED EMBANKMENT: 29 SQ. FT.
1178+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 16 SQ. FT.

1178+00.00

VOLUME UNCLASSIFIED EXCAVATION: 95 CU. YD.
VOLUME COMPACTED EMBANKMENT: 78 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 129 TONS



1177+00.00 AREA UNCLASSIFIED EXCAVATION: 28 SQ. FT.
1177+00.00 AREA COMPACTED EMBANKMENT: 13 SQ. FT.
1177+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 17 SQ. FT.

1177+00.00

VOLUME UNCLASSIFIED EXCAVATION: 175 CU. YD.
VOLUME COMPACTED EMBANKMENT: 25 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 102 TONS

STA. 1177+00 TO STA. 1179+00

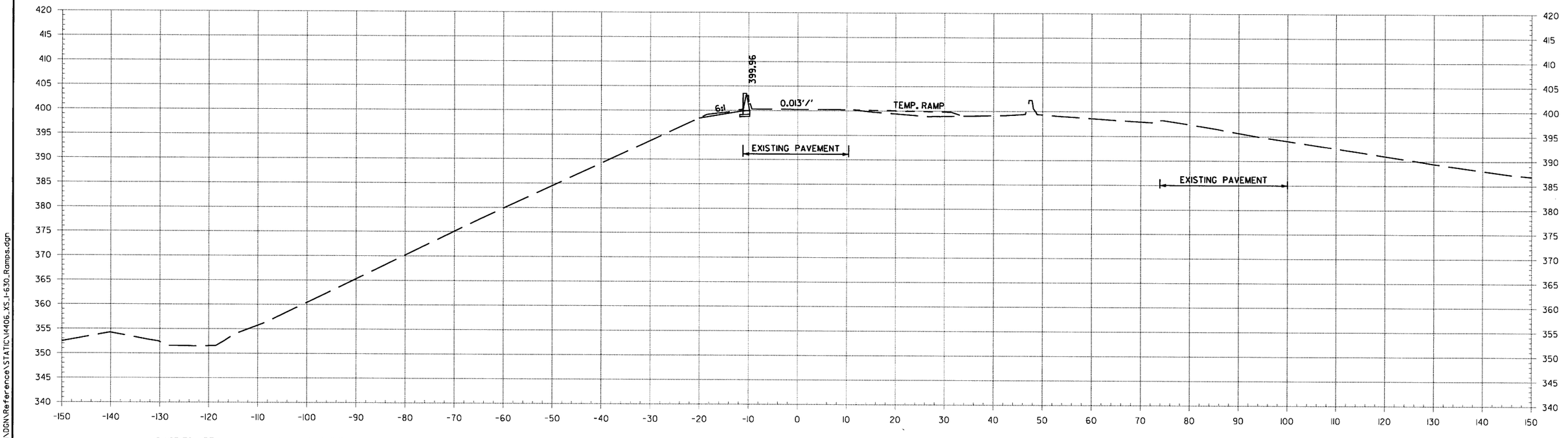
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6	ARK.			
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(2) CROSS SECTIONS BAPTIST RAMP 3



101+65.39 AREA UNCLASSIFIED EXCAVATION: 10 SQ. FT.
101+65.39 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
101+65.39 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

101+65.39

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 101+65 TO STA. 101+65

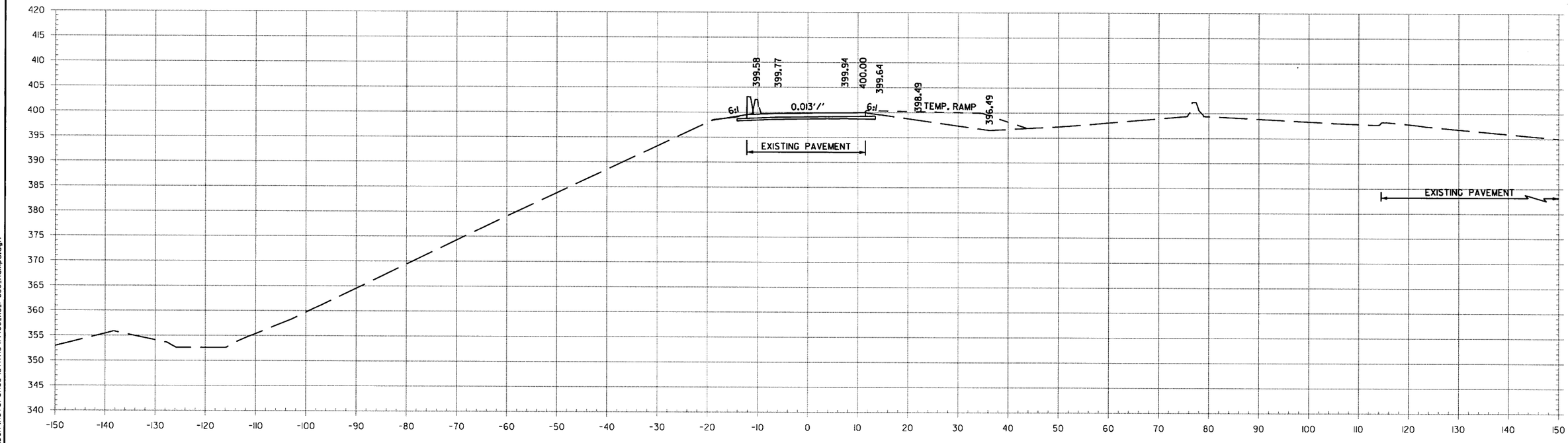
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6	ARK.			
JOB NO.		CA0608	786	889

(2) CROSS SECTIONS BAPTIST RAMP 3



102+00.00 AREA UNCLASSIFIED EXCAVATION: 24 SQ. FT.
102+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
102+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

102+00.00

VOLUME UNCLASSIFIED EXCAVATION: 22 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS

STA. 102+00 TO STA. 102+00

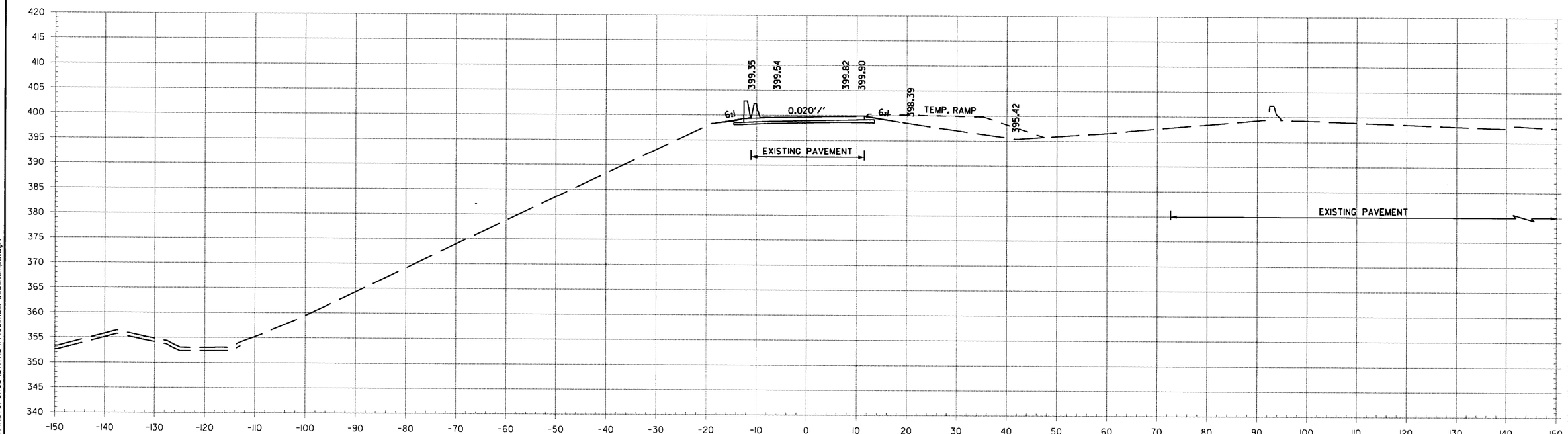
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	787	889

(2) CROSS SECTIONS BAPTIST RAMP 3



102+12.56 AREA UNCLASSIFIED EXCAVATION: 24 SQ. FT.
102+12.56 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
102+12.56 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

102+12.56

VOLUME UNCLASSIFIED EXCAVATION: 12 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 9 TONS

STA. 102+13 TO STA. 102+13

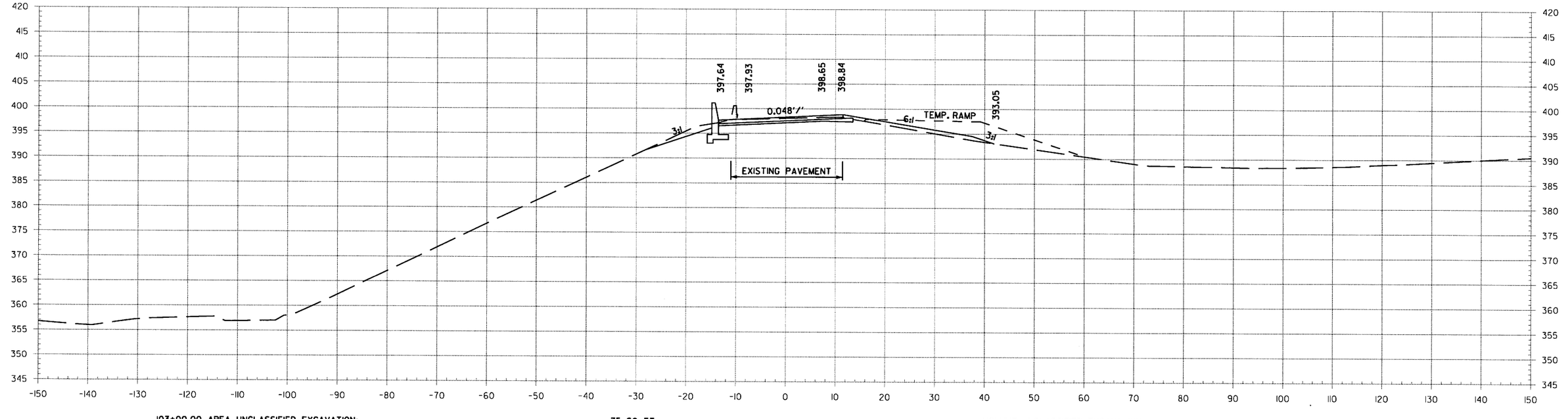
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6	ARK.			
JOB NO.		CA0608	788	889

(2) CROSS SECTIONS BAPTIST RAMP 3



103+00.00 AREA UNCLASSIFIED EXCAVATION: 35 SQ. FT.
103+00.00 AREA COMPACTED EMBANKMENT: 15 SQ. FT.
103+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

103+00.00

VOLUME UNCLASSIFIED EXCAVATION: 96 CU. YD.
VOLUME COMPACTED EMBANKMENT: 25 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 69 TONS

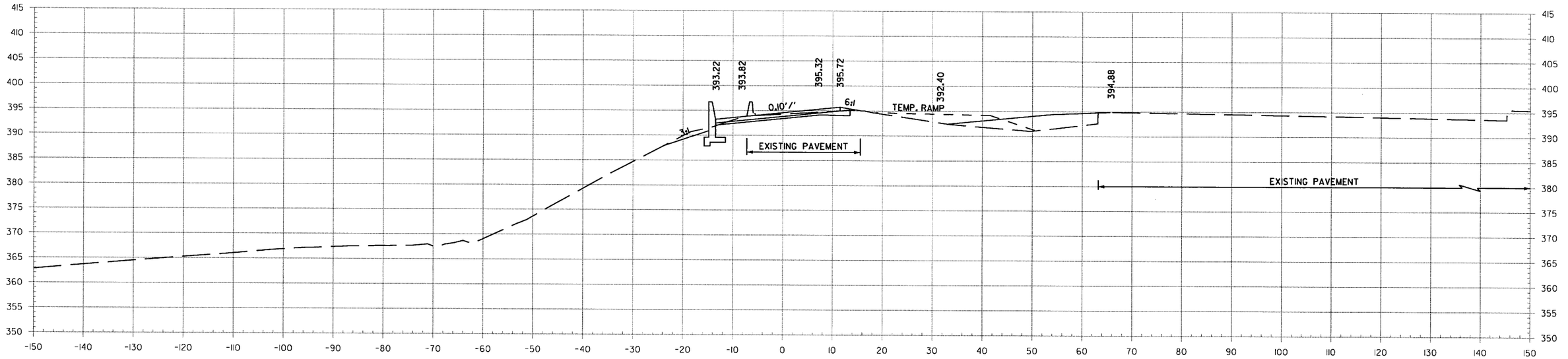
STA. 103+00 TO STA. 103+00

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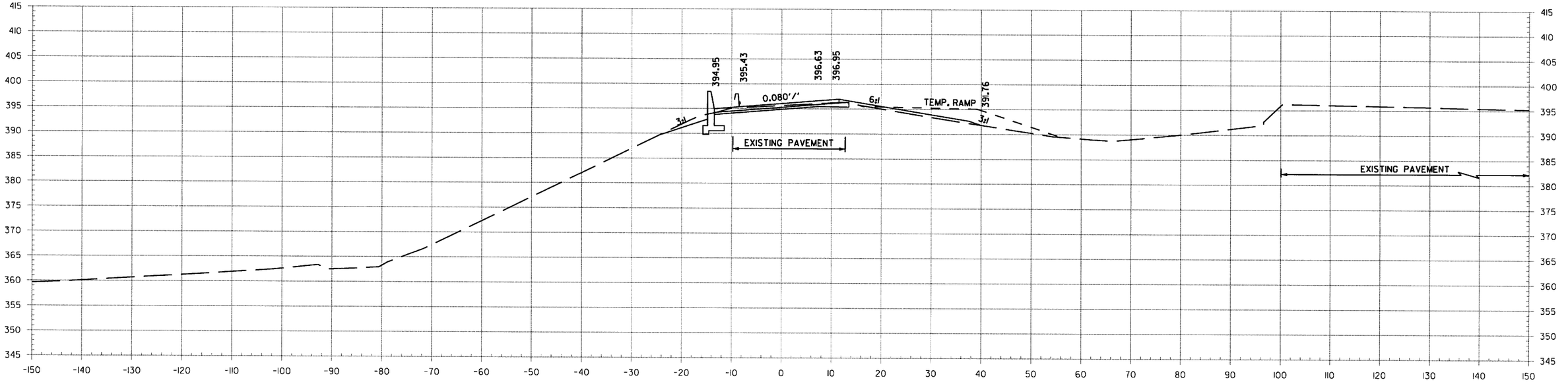
(2) CROSS SECTIONS BAPTIST RAMP 3



104+62.56 AREA UNCLASSIFIED EXCAVATION: 32 SF
104+62.56 AREA COMPACTED EMBANKMENT: 62 SF
104+62.56 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SF

104+62.56

VOLUME UNCLASSIFIED EXCAVATION: 71 CU. YD.
VOLUME COMPACTED EMBANKMENT: 83 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 62 TONS



104+00.00 AREA UNCLASSIFIED EXCAVATION: 29 SQ. FT.
104+00.00 AREA COMPACTED EMBANKMENT: 9 SQ. FT.
104+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

104+00.00

VOLUME UNCLASSIFIED EXCAVATION: 119 CU. YD.
VOLUME COMPACTED EMBANKMENT: 45 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 91 TONS

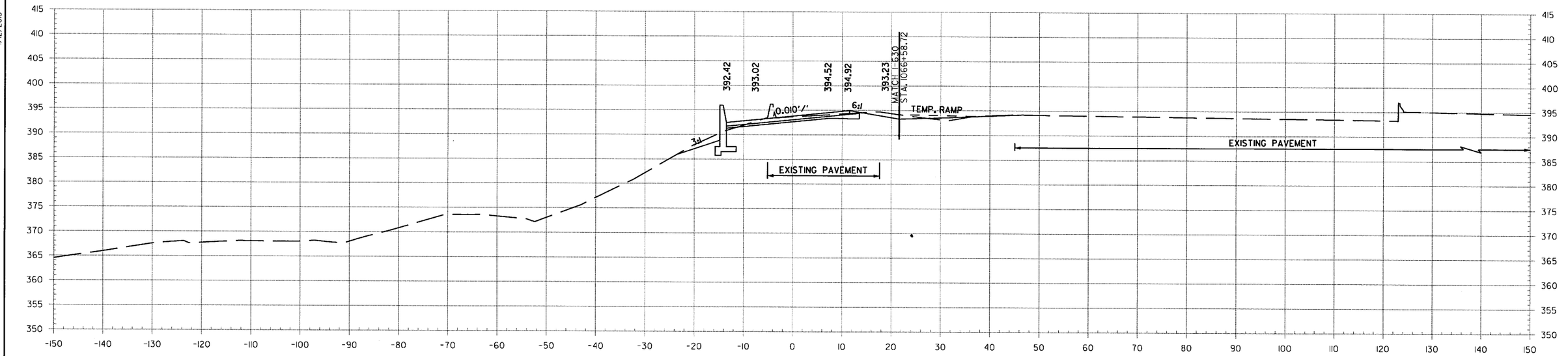
STA. 104+00 TO STA. 104+63

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	790	889

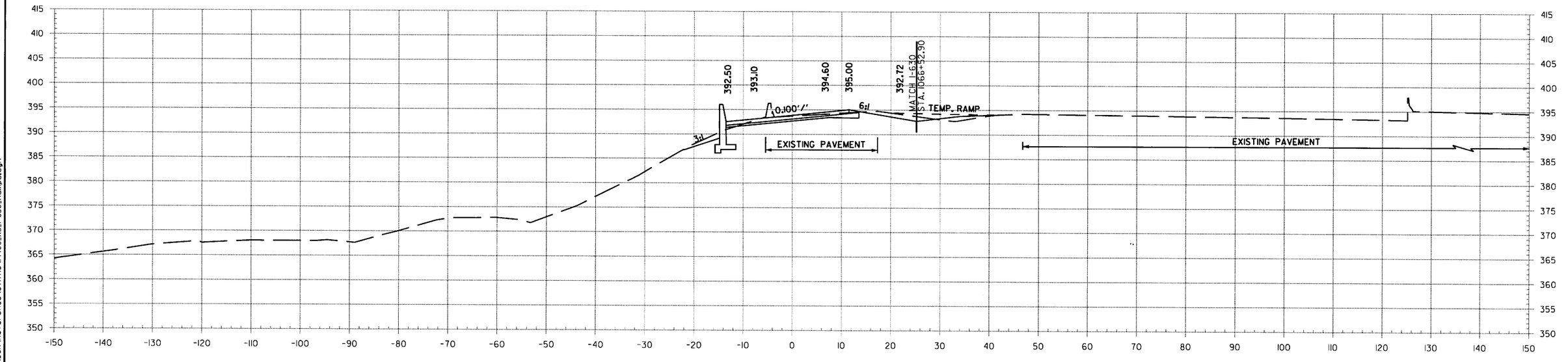
(2) CROSS SECTIONS BAPTIST RAMP 3



105+04.65 AREA UNCLASSIFIED EXCAVATION: 40 SQ. FT.
105+04.65 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
105+04.65 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

105+04.65

VOLUME UNCLASSIFIED EXCAVATION: 7 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 5 TONS



105+00.00 AREA UNCLASSIFIED EXCAVATION: 41 SQ. FT.
105+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
105+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

105+00.00

VOLUME UNCLASSIFIED EXCAVATION: 51 CU. YD.
VOLUME COMPACTED EMBANKMENT: 44 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 38 TONS

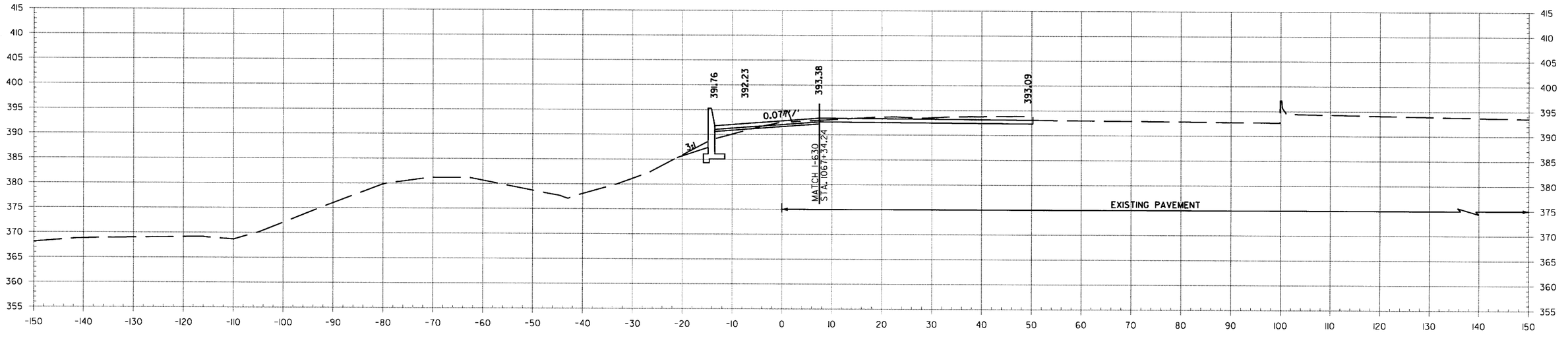
STA. 105+00 TO STA. 105+05

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

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6	ARK.			
JOB NO.		CA0608	791	889

(2) CROSS SECTIONS BAPTIST RAMP 3



105+76.67 AREA UNCLASSIFIED EXCAVATION: 22 SQ. FT.
105+76.67 AREA COMPACTED EMBANKMENT: 5 SQ. FT.
105+76.67 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

105+76.67

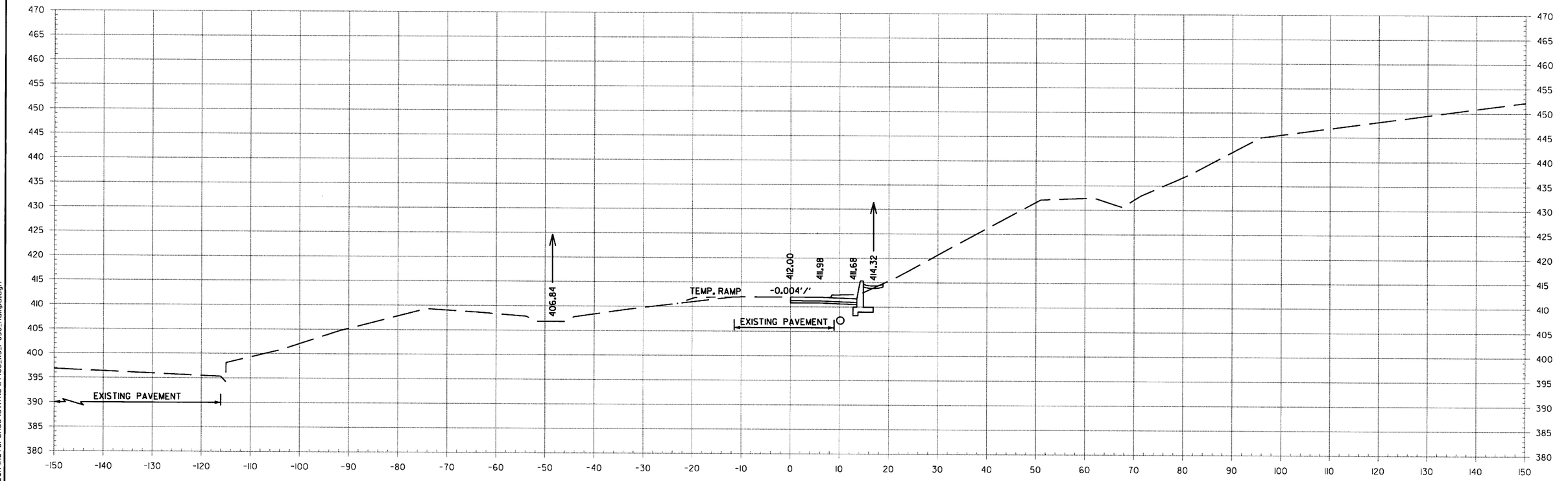
VOLUME UNCLASSIFIED EXCAVATION: 83 CU. YD.
VOLUME COMPACTED EMBANKMENT: 9 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 54 TONS

STA. 105+77 TO STA. 105+77

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01-17-18				6	ARK.			
				JOB NO.		CA0608	792	889
				(2)	CROSS SECTIONS BAPTIST RAMP 2			



205+75.00 AREA UNCLASSIFIED EXCAVATION: 22 SQ. FT.
205+75.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
205+75.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

205+75.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 205+75 TO STA. 205+75

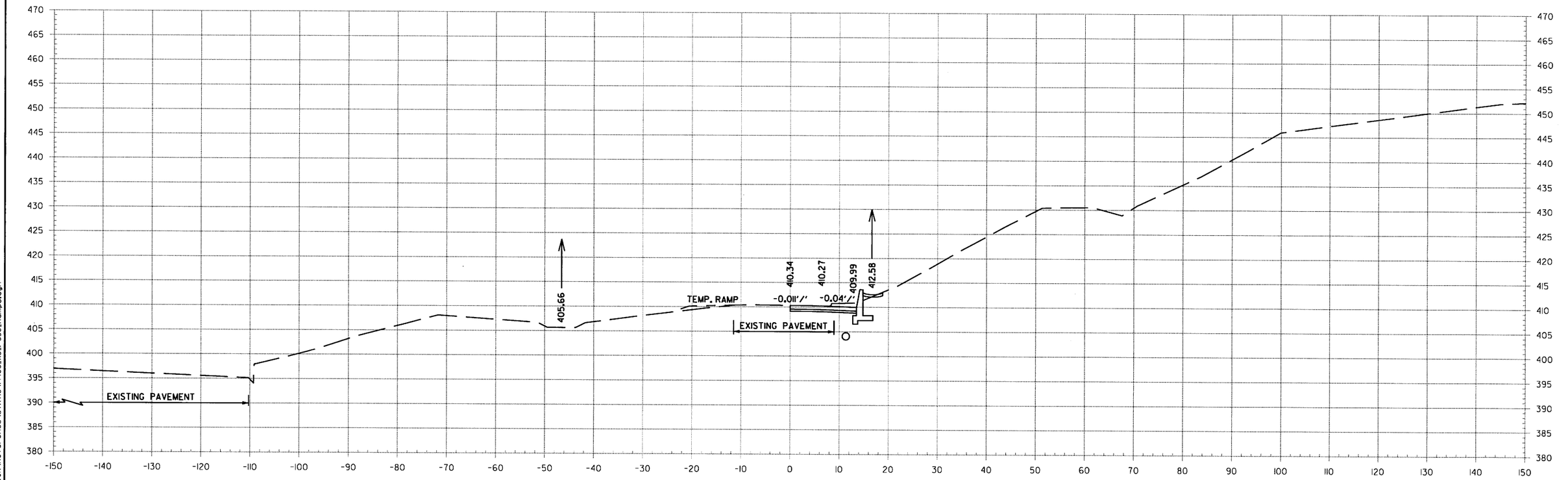
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FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	793	889

(2) CROSS SECTIONS BAPTIST RAMP 2



206+00.00 AREA UNCLASSIFIED EXCAVATION: 23 SQ. FT.
20+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
206+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

206+00.00

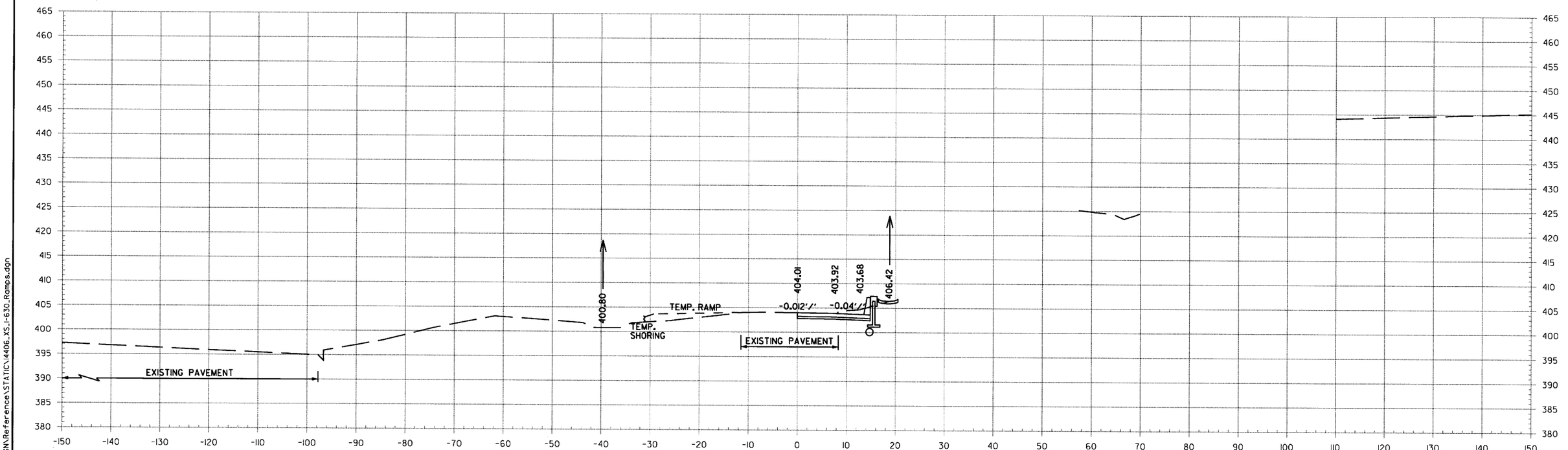
VOLUME UNCLASSIFIED EXCAVATION: 21 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 206+00 TO STA. 206+00

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01-17-18				6	ARK.			
				JOB NO.		CA0608	794	889
				②	CROSS SECTIONS BAPTIST RAMP 2			



207+00.00 AREA UNCLASSIFIED EXCAVATION: 23 SQ. FT.
207+00.00 AREA COMPACTED EMBANKMENT: 150. FT.
207+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

207+00.00

VOLUME UNCLASSIFIED EXCAVATION: 86 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AREA AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 207+00 TO STA. 207+00

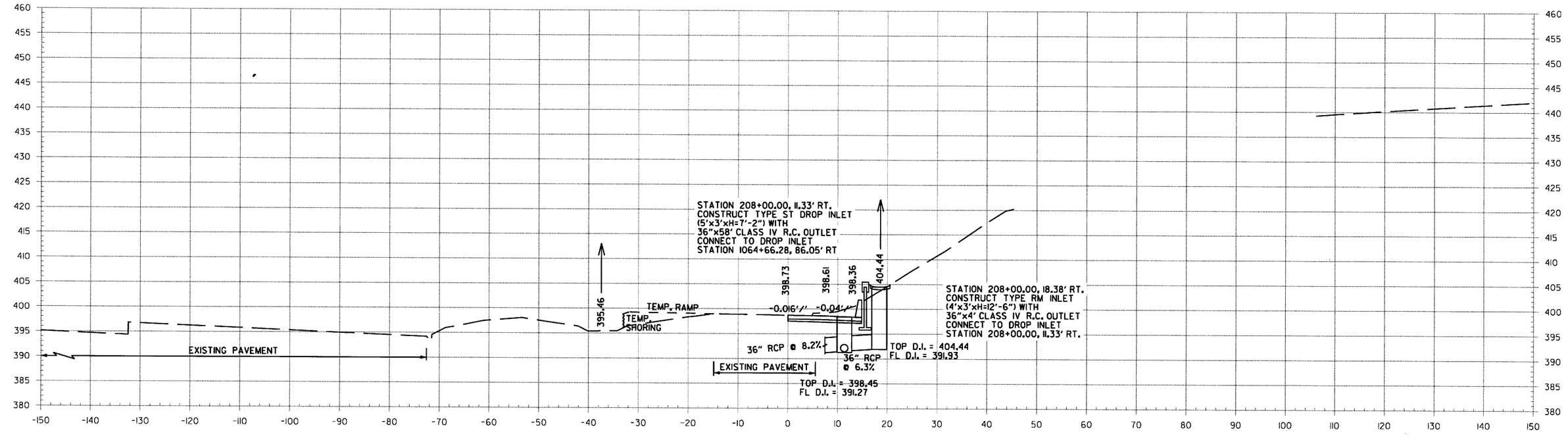
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	795	889

(2) CROSS SECTIONS BAPTIST RAMP 2



208+00.00 AREA UNCLASSIFIED EXCAVATION: 34 SQ. FT.
208+00.00 AREA COMPACTED EMBANKMENT: 3 SQ. FT.
208+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

208+00.00

VOLUME UNCLASSIFIED EXCAVATION: 106 CU. YD.
VOLUME COMPACTED EMBANKMENT: 8 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 208+00 TO STA. 208+00

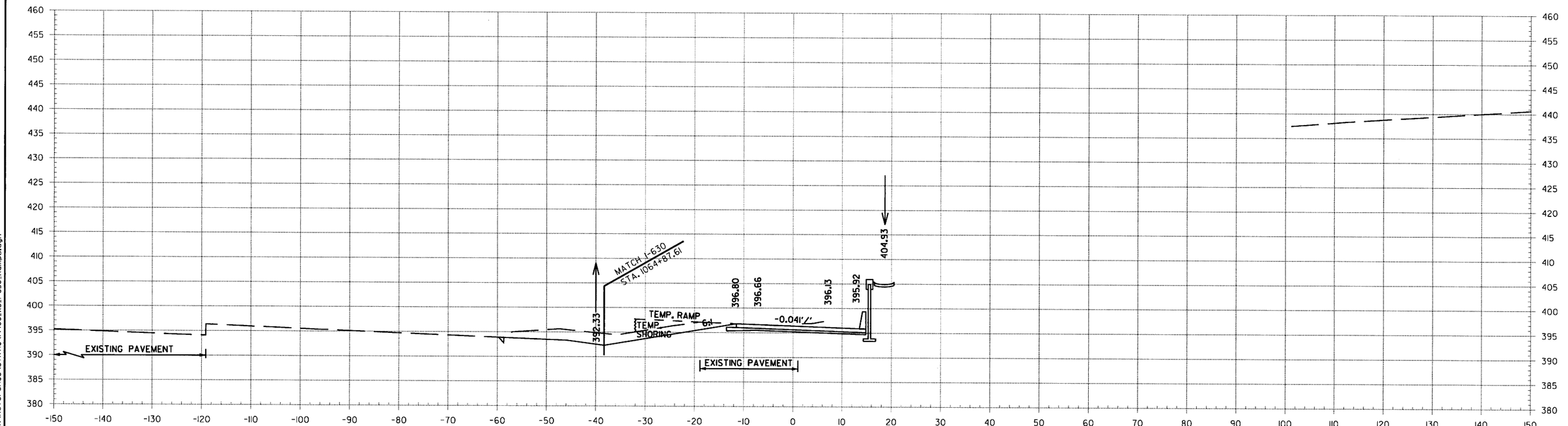
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	796	889

(2) CROSS SECTIONS BAPTIST RAMP 2



208+56.36 AREA UNCLASSIFIED EXCAVATION: 109 SQ. FT.
208+56.36 AREA COMPACTED EMBANKMENT: 3 SQ. FT.
208+56.36 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

208+56.36

205+75.00 AREA UNCLASSIFIED EXCAVATION: 150 CU. YD.
205+75.00 AREA COMPACTED EMBANKMENT: 7 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 11 TONS

STA. 208+56 TO STA. 208+56

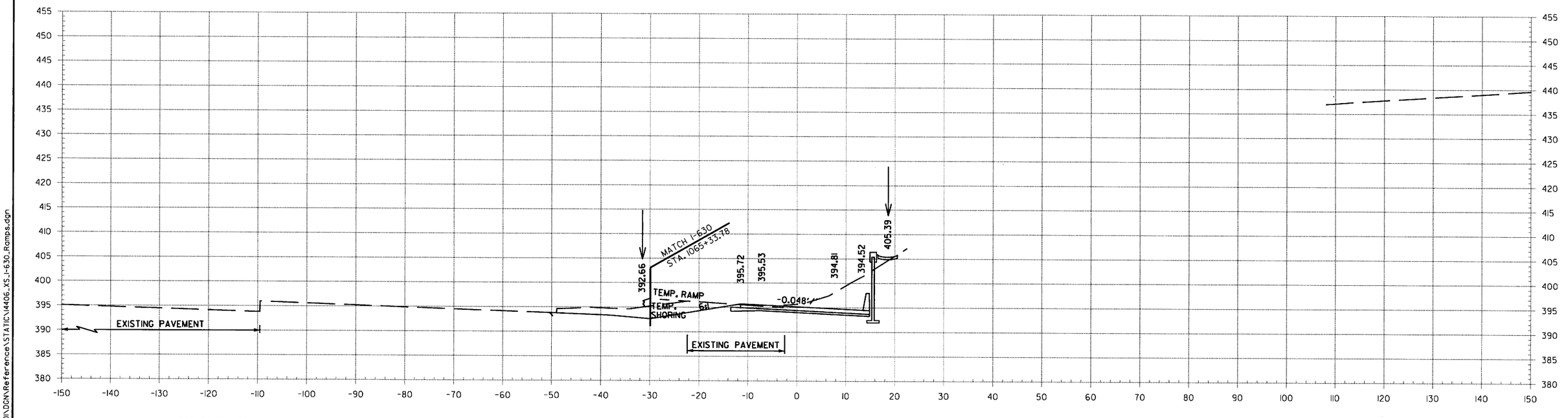
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6	ARK.			
JOB NO.		CA0608	797	889

(2) CROSS SECTIONS BAPTIST RAMP 2



209+00.00 AREA UNCLASSIFIED EXCAVATION: 119 SQ. FT.
209+00.00 AREA COMPACTED EMBANKMENT: 3 SQ. FT.
209+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

209+00.00

VOLUME UNCLASSIFIED EXCAVATION: 185 CU. YD.
VOLUME COMPACTED EMBANKMENT: 5 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 18 TONS

STA. 209+00 TO STA. 209+00

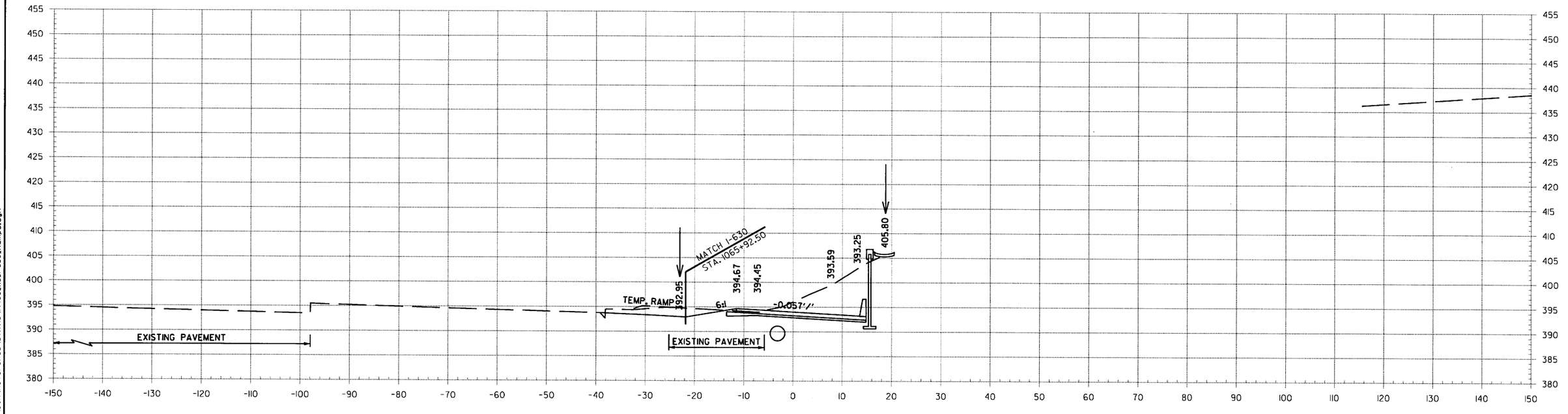
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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JOB NO.		CA0608	798	889

(2) CROSS SECTIONS BAPTIST RAMP 2



209+56.36 AREA UNCLASSIFIED EXCAVATION: 141 SQ. FT.
209+56.36 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
209+56.36 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

209+56.36

VOLUME UNCLASSIFIED EXCAVATION: 272 CU. YD.
VOLUME COMPACTED EMBANKMENT: 5 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 26 TONS

STA. 209+56 TO STA. 209+56

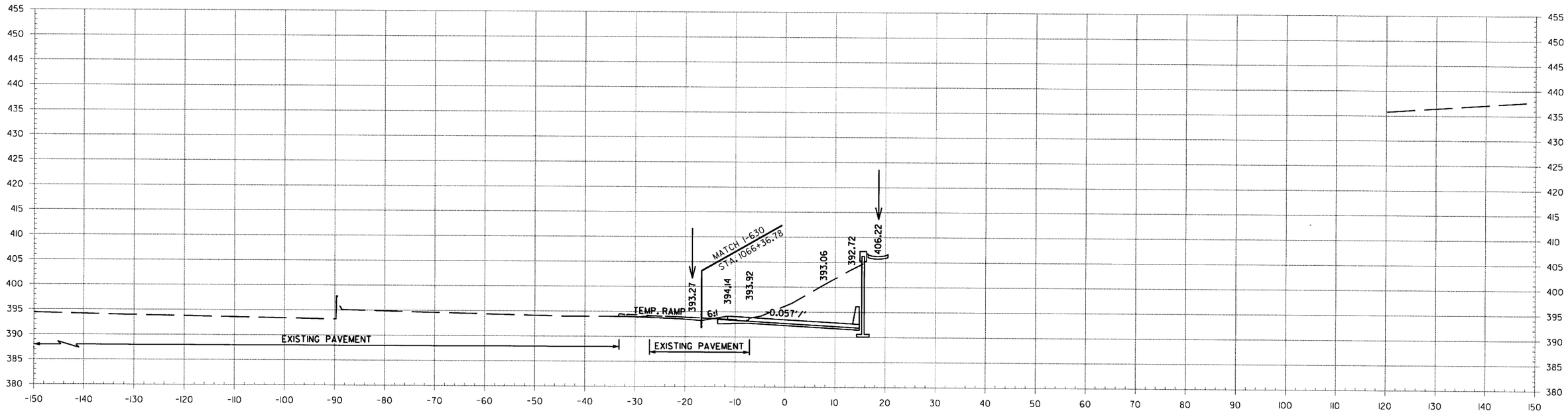
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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JOB NO.		CA0608	799	889

(2) CROSS SECTIONS BAPTIST RAMP 2



210+00.00 AREA UNCLASSIFIED EXCAVATION: 159 SQ. FT.
210+00.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
210+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

210+00.00

VOLUME UNCLASSIFIED EXCAVATION: 556 CU. YD.
VOLUME COMPACTED EMBANKMENT: 5 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 39 TONS

STA. 210+00 TO STA. 210+00

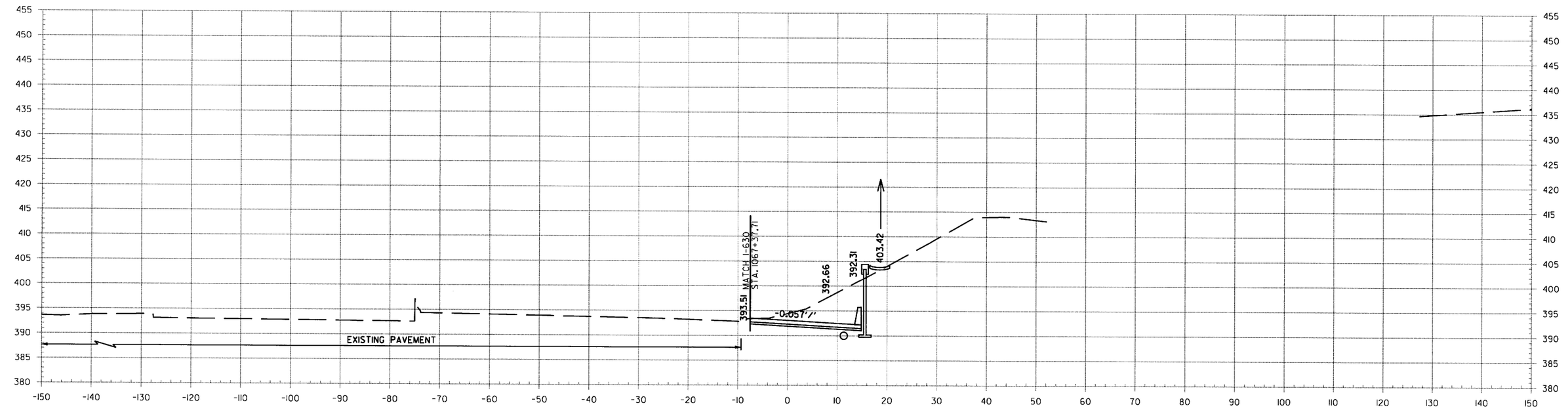
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	800	889

(2) CROSS SECTIONS BAPTIST RAMP 2



211+00.00 AREA UNCLASSIFIED EXCAVATION: 113 SQ. FT.
211+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
211+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

211+00.00

VOLUME UNCLASSIFIED EXCAVATION: 504 CU. YD.
VOLUME COMPACTED EMBANKMENT: 6 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 16 TONS

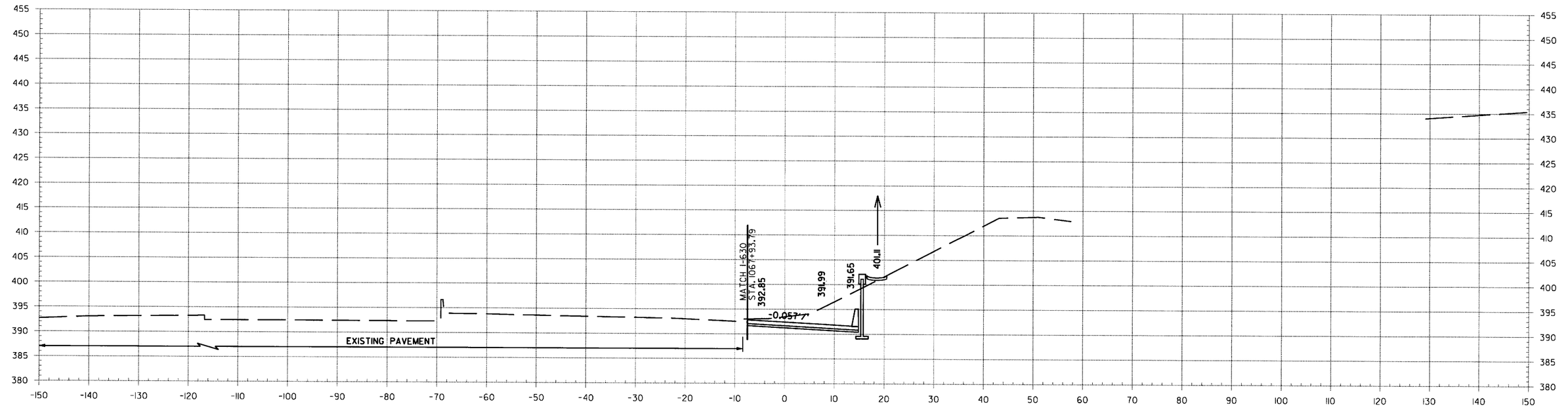
STA. 211+00 TO STA. 211+00

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(2) CROSS SECTIONS BAPTIST RAMP 2



211+56.14 AREA UNCLASSIFIED EXCAVATION: 95 SQ. FT.
211+56.14 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
211+56.14 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

211+56.14

VOLUME UNCLASSIFIED EXCAVATION: 217 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

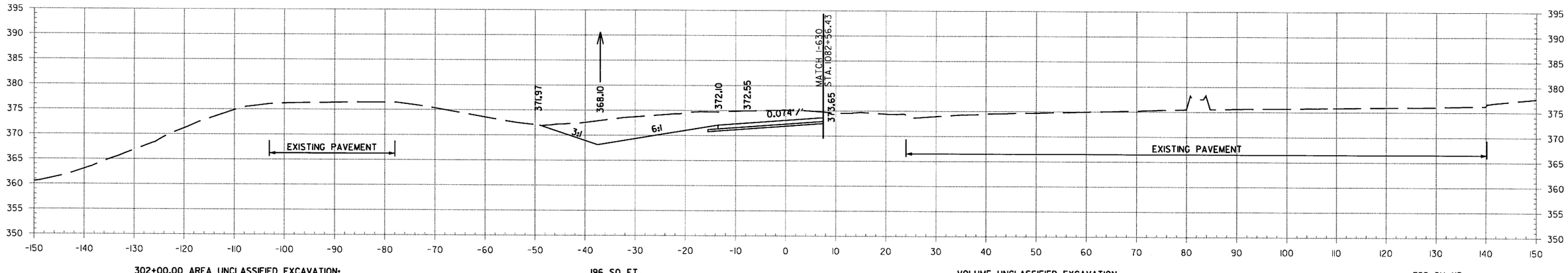
STA. 211+56 TO STA. 211+56

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01-17-18				6	ARK.			
				JOB NO.		CA0608	802	889

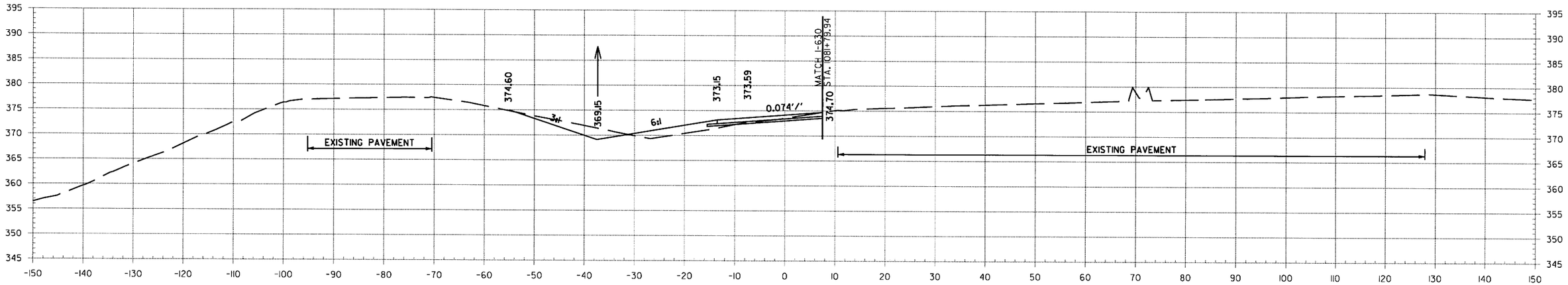
(2) CROSS SECTIONS BARROW RAMP 4



302+00.00 AREA UNCLASSIFIED EXCAVATION: 196 SQ. FT.
302+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
302+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

302+00.00

VOLUME UNCLASSIFIED EXCAVATION: 322 CU. YD.
VOLUME COMPACTED EMBANKMENT: 27 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 40 TONS



301+24.74 AREA UNCLASSIFIED EXCAVATION: 35 SQ. FT.
301+24.74 AREA COMPACTED EMBANKMENT: 19 SQ. FT.
301+24.74 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

301+24.74

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 301+25 TO STA. 302+00

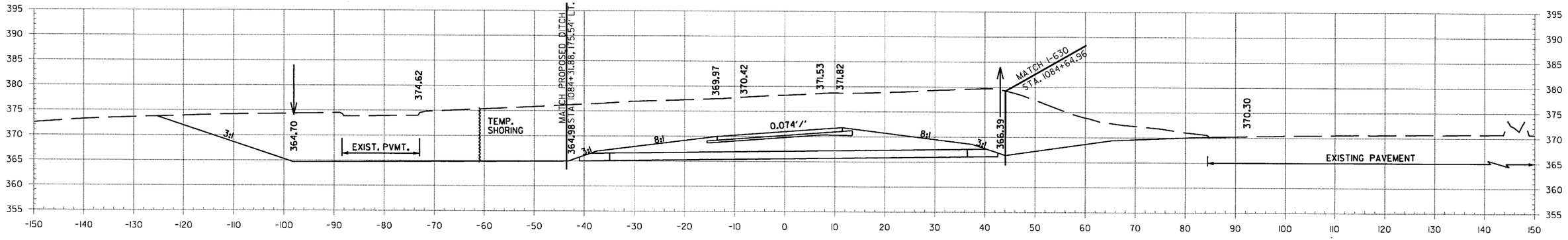
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	803	889

(2) CROSS SECTIONS BARROW RAMP 4

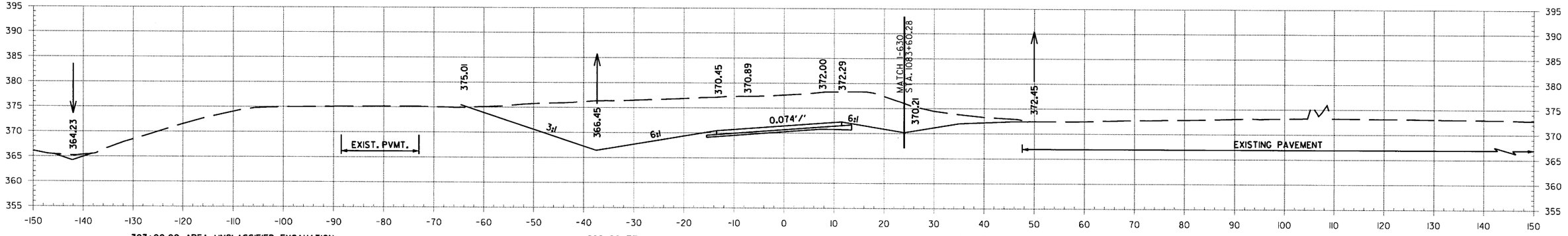
STATION 304+00.00, 41.01' LT. TO
STATION 304+00.00, 42.59' RT.
CONSTRUCT 18"x72' CLASS III R.C. PIPE
WITH F.E.S ON BOTH SIDES



304+00.00 AREA UNCLASSIFIED EXCAVATION: 839 SQ. FT.
304+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
304+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

304+00.00

VOLUME UNCLASSIFIED EXCAVATION: 2681 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 101 TONS



303+00.00 AREA UNCLASSIFIED EXCAVATION: 609 SQ. FT.
303+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
303+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

303+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1490 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 78 TONS

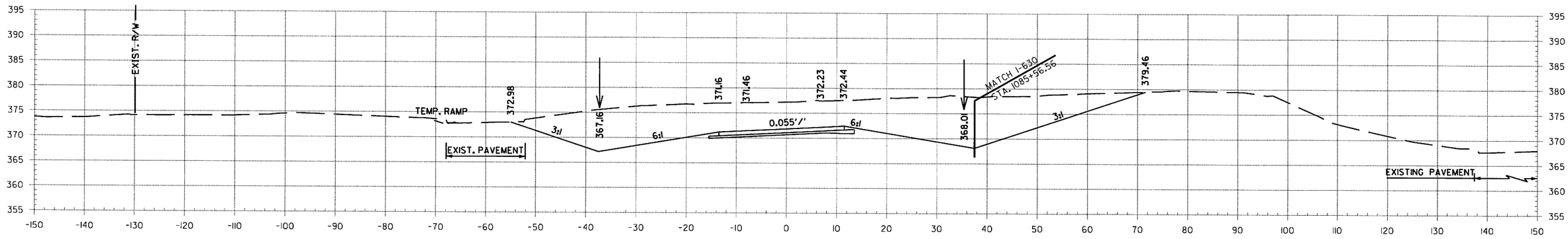
STA. 303+00 TO STA. 304+00

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01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	804	889

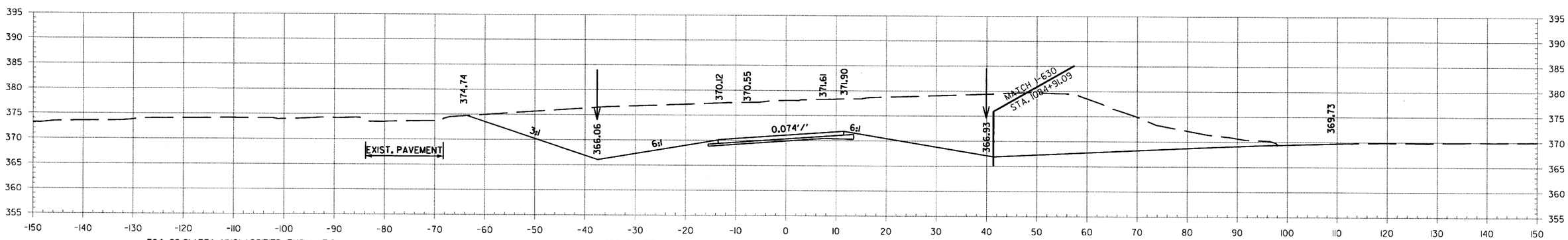
(2) CROSS SECTIONS BARROW RAMP 4



305+00.00 AREA UNCLASSIFIED EXCAVATION: 629 SQ. FT.
305+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
305+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

305+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1971 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 64 TONS



304+28.21 AREA UNCLASSIFIED EXCAVATION: 853 SQ. FT.
304+28.21 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
304+28.21 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

304+28.21

VOLUME UNCLASSIFIED EXCAVATION: 884 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 27 TONS

STA. 304+28 TO STA. 305+00

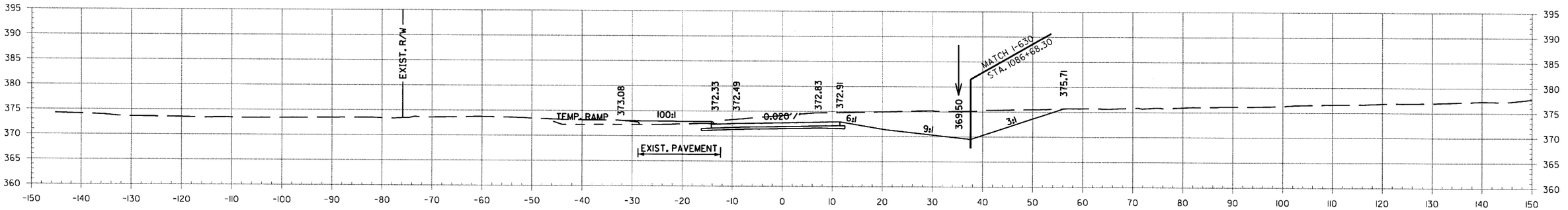
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	805	889

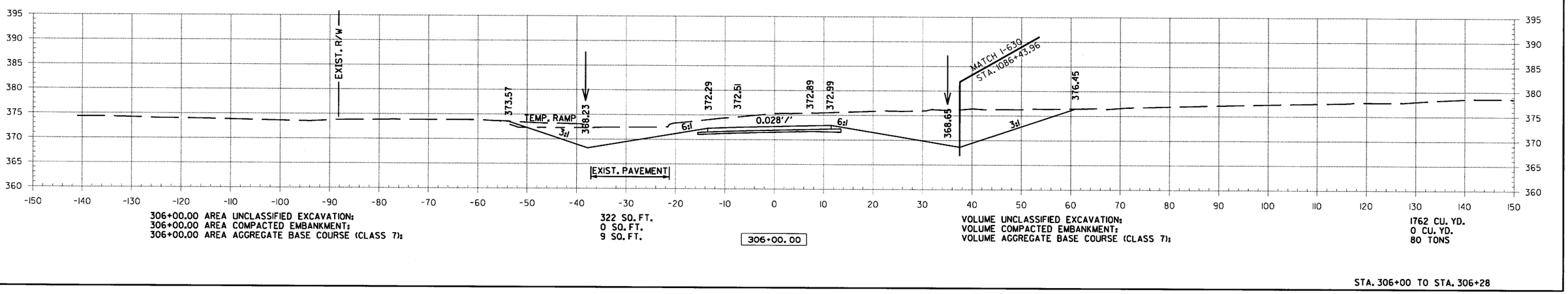
(2) CROSS SECTIONS BARROW RAMP 4



306+28.21 AREA UNCLASSIFIED EXCAVATION: 173 SQ. FT.
306+28.21 AREA COMPACTED EMBANKMENT: 9 SQ. FT.
306+28.21 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

306+28.21

VOLUME UNCLASSIFIED EXCAVATION: 259 CU. YD.
VOLUME COMPACTED EMBANKMENT: 5 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 17 TONS



306+00.00 AREA UNCLASSIFIED EXCAVATION: 322 SQ. FT.
306+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
306+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

306+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1762 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 80 TONS

STA. 306+00 TO STA. 306+28

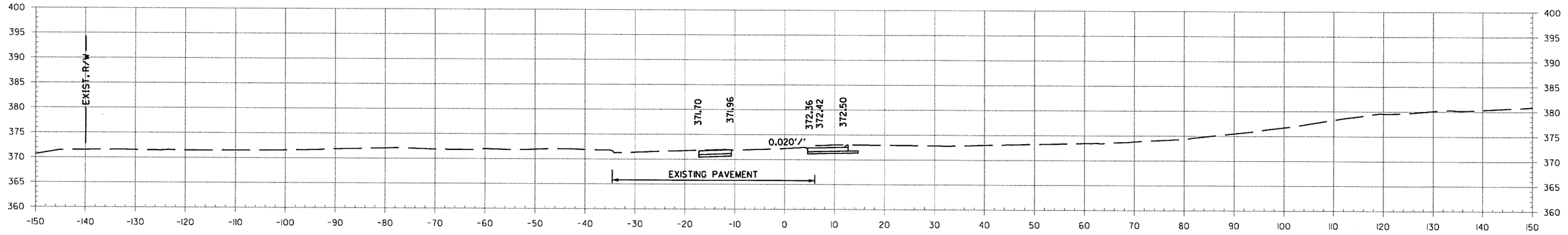
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	806	889

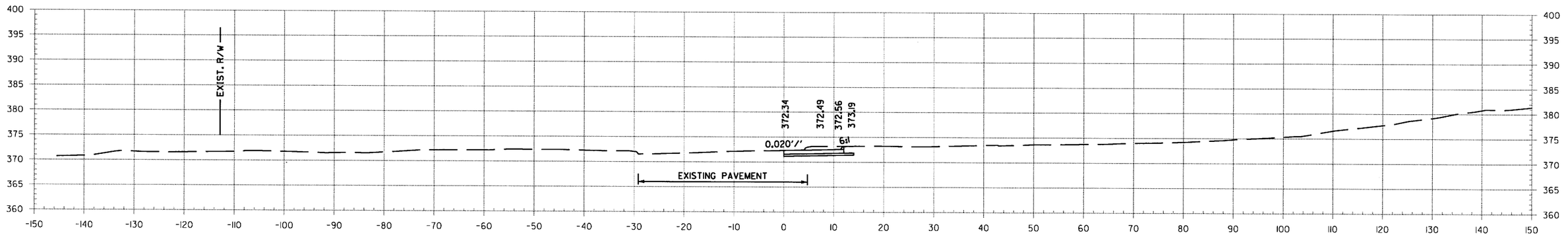
(2) CROSS SECTIONS BARROW RAMP 4



307+12.90 AREA UNCLASSIFIED EXCAVATION: 17 SQ. FT.
307+12.90 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
307+12.90 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

307+12.90

VOLUME UNCLASSIFIED EXCAVATION: 9 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



307+00.00 AREA UNCLASSIFIED EXCAVATION: 17 SQ. FT.
307+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
307+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

307+00.00

VOLUME UNCLASSIFIED EXCAVATION: 253 CU. YD.
VOLUME COMPACTED EMBANKMENT: 12 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 16 TONS

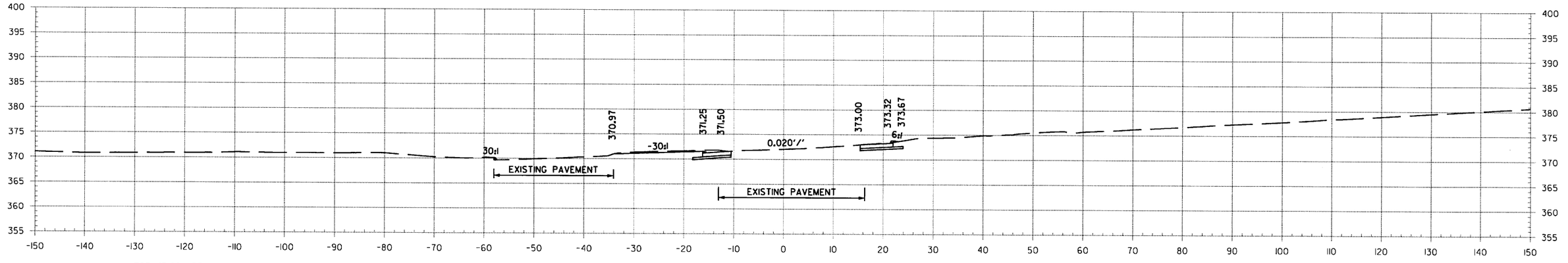
STA. 307+00 TO STA. 307+13

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01-17-18				6	ARK.			
				JOB NO.		CA0608	807	889

(2) CROSS SECTIONS BARROW RAMP 4



307+45.89 AREA UNCLASSIFIED EXCAVATION: 20 SQ. FT.
307+45.89 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
307+45.89 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

307+45.89

VOLUME UNCLASSIFIED EXCAVATION: 23 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

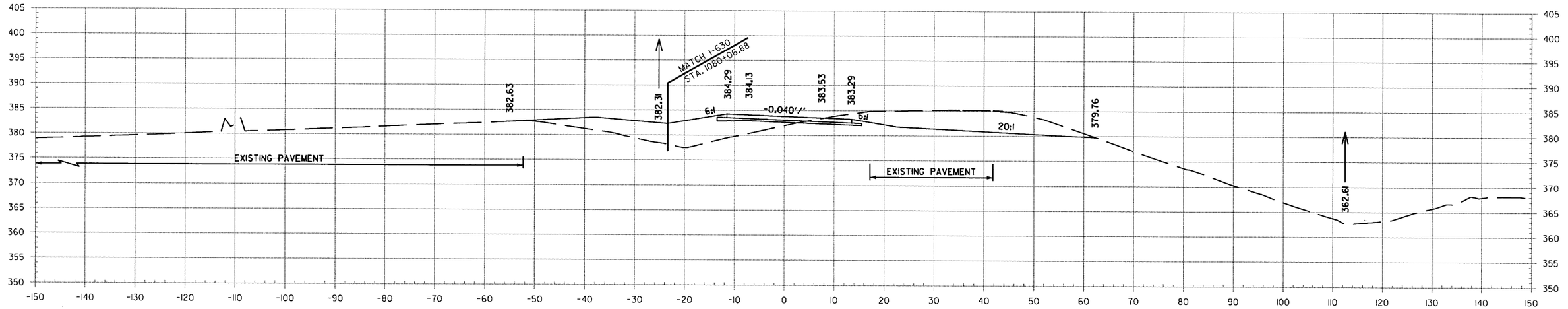
STA. 307+46 TO STA. 307+46

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01-17-18				6	ARK.			
				JOB NO.		CA0608	808	889

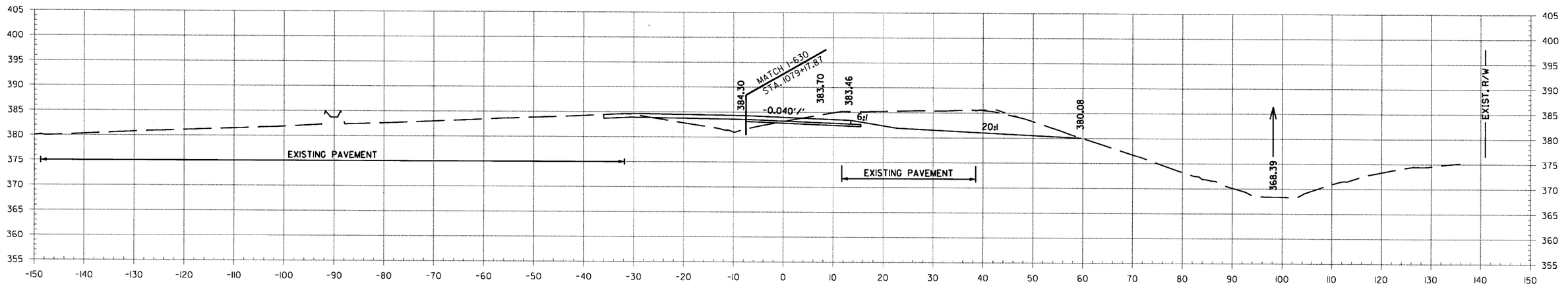
(2) CROSS SECTIONS BARROW RAMP I



404+97.08 AREA UNCLASSIFIED EXCAVATION: 148 SQ. FT.
404+97.08 AREA COMPACTED EMBANKMENT: 79 SQ. FT.
404+97.08 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

404+97.08

VOLUME UNCLASSIFIED EXCAVATION: 494 CU. YD.
VOLUME COMPACTED EMBANKMENT: 142 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 51 TONS



404+07.94 AREA UNCLASSIFIED EXCAVATION: 151 SQ. FT.
404+07.94 AREA COMPACTED EMBANKMENT: 4 SQ. FT.
404+07.94 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

404+07.94

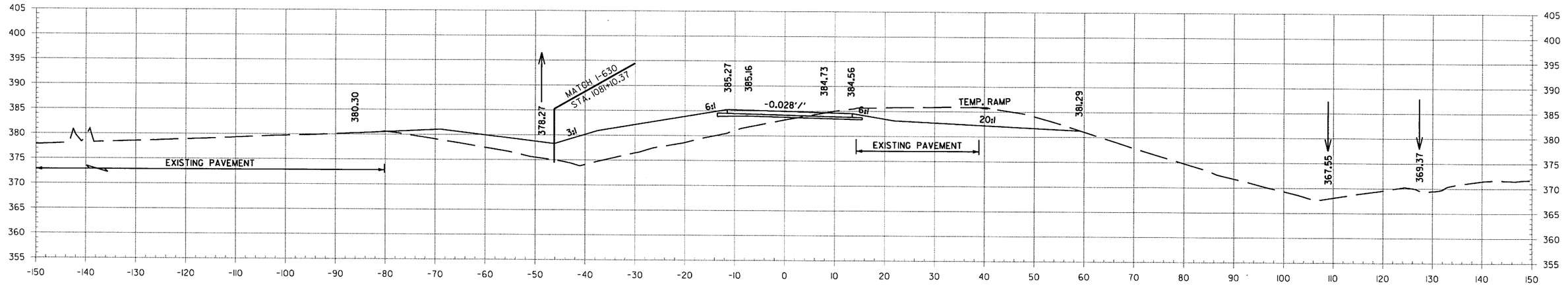
VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 404+08 TO STA. 404+97

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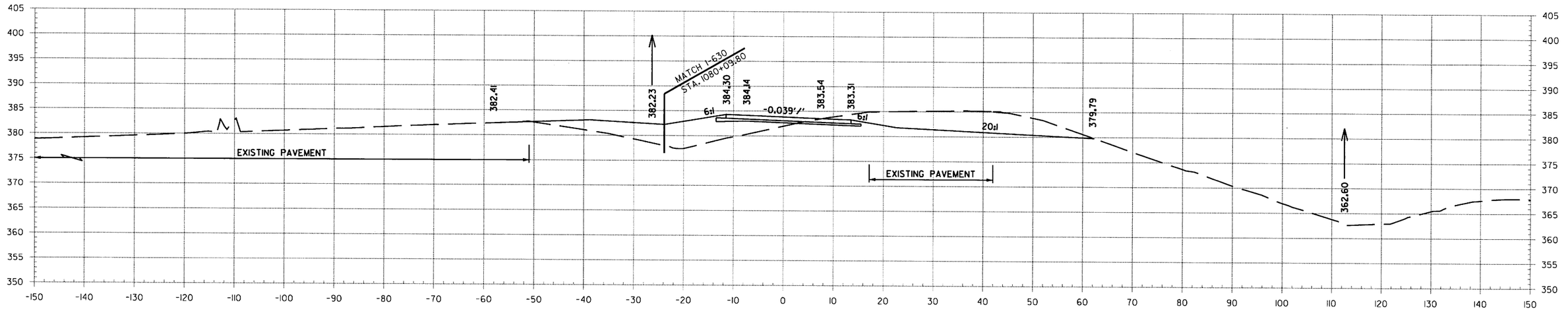
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01-17-18				6	ARK.			
				JOB NO.		CA0608	809	889
				②	CROSS SECTIONS BARROW RAMP 1			



406+00.00 AREA UNCLASSIFIED EXCAVATION: 115 SQ. FT.
406+00.00 AREA COMPACTED EMBANKMENT: 202 SQ. FT.
406+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

406+00.00

VOLUME UNCLASSIFIED EXCAVATION: 493 CU. YD.
VOLUME COMPACTED EMBANKMENT: 526 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 74 TONS



405+00.00 AREA UNCLASSIFIED EXCAVATION: 151 SQ. FT.
405+00.00 AREA COMPACTED EMBANKMENT: 82 SQ. FT.
405+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

405+00.00

VOLUME UNCLASSIFIED EXCAVATION: 17 CU. YD.
VOLUME COMPACTED EMBANKMENT: 9 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 3 TONS

STA. 405+00 TO STA. 406+00

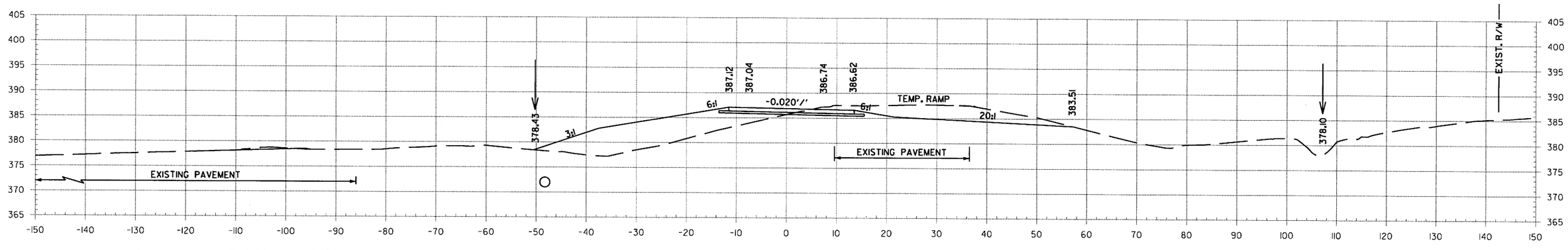
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	810	889

(2) CROSS SECTIONS BARROW RAMP I

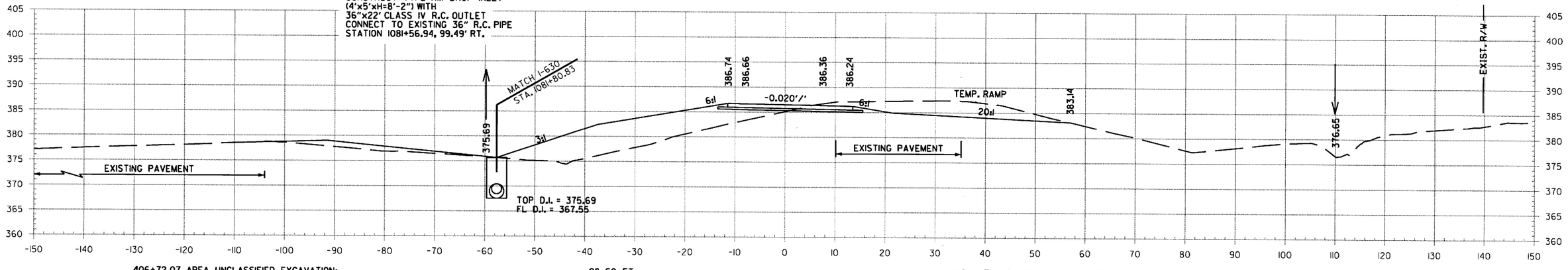


406+86.42 AREA UNCLASSIFIED EXCAVATION: 94 SQ. FT.
406+86.42 AREA COMPACTED EMBANKMENT: 183 SQ. FT.
406+86.42 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

406+86.42

VOLUME UNCLASSIFIED EXCAVATION: 51 CU. YD.
VOLUME COMPACTED EMBANKMENT: 110 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 8 TONS

STATION 406+72.07, 57.66' LT.
CONSTRUCT TYPE RM DROP INLET
(4'x5'xH=8'-2") WITH
36"x22' CLASS IV R.C. OUTLET
CONNECT TO EXISTING 36" R.C. PIPE
STATION 1081+56.94, 99.49' RT.



406+72.07 AREA UNCLASSIFIED EXCAVATION: 98 SQ. FT.
406+72.07 AREA COMPACTED EMBANKMENT: 228 SQ. FT.
405+72.07 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

406+72.07

VOLUME UNCLASSIFIED EXCAVATION: 285 CU. YD.
VOLUME COMPACTED EMBANKMENT: 574 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 44 TONS

STA. 406+72 TO STA. 406+86

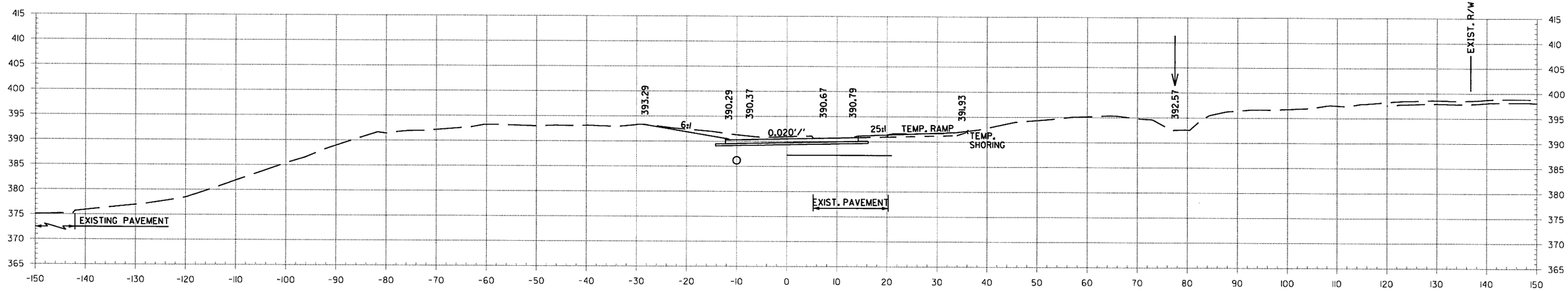
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JOB NO.		CA0608	811	889

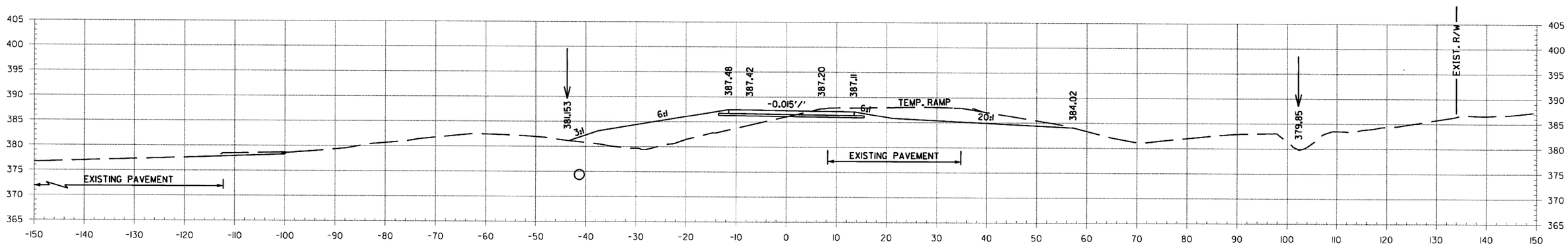
(2) CROSS SECTIONS BARROW RAMP 1



407+86.42 AREA UNCLASSIFIED EXCAVATION: 46 SQ. FT.
407+86.42 AREA COMPACTED EMBANKMENT: 3 SQ. FT.
407+86.42 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

407+86.42

VOLUME UNCLASSIFIED EXCAVATION: 208 CU. YD.
VOLUME COMPACTED EMBANKMENT: 222 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS



407+00.00 AREA UNCLASSIFIED EXCAVATION: 84 SQ. FT.
407+00.00 AREA COMPACTED EMBANKMENT: 136 SQ. FT.
407+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

407+00.00

VOLUME UNCLASSIFIED EXCAVATION: 45 CU. YD.
VOLUME COMPACTED EMBANKMENT: 81 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 8 TONS

STA. 407+00 TO STA. 407+86

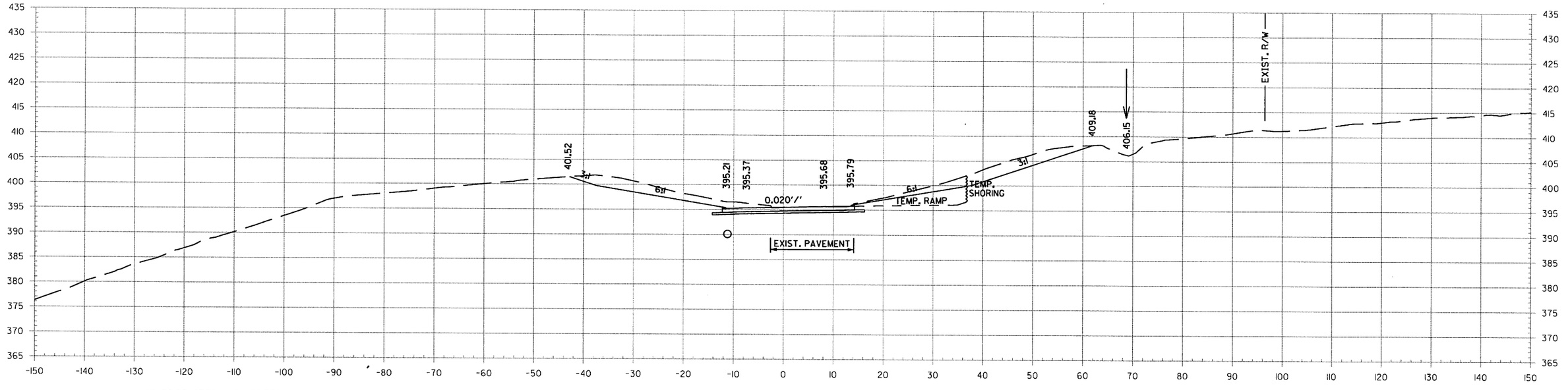
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6	ARK.			
JOB NO.		CA0608	812	889

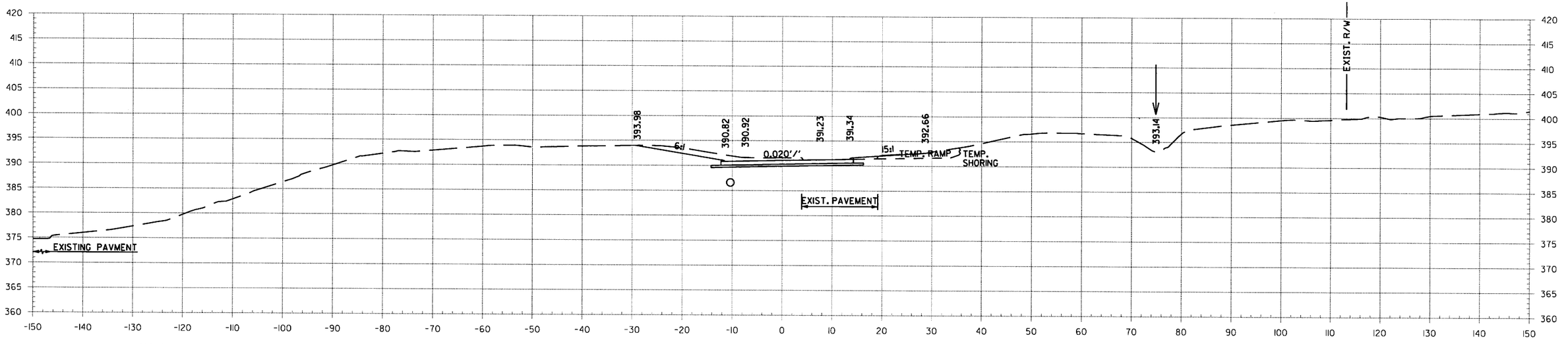
(2) CROSS SECTIONS BARROW RAMP I



409+00.00 AREA UNCLASSIFIED EXCAVATION: 150 SQ. FT.
409+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
409+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

409+00.00

VOLUME UNCLASSIFIED EXCAVATION: 375 CU. YD.
VOLUME COMPACTED EMBANKMENT: 4 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



408+00.00 AREA UNCLASSIFIED EXCAVATION: 52 SQ. FT.
408+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
408+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

408+00.00

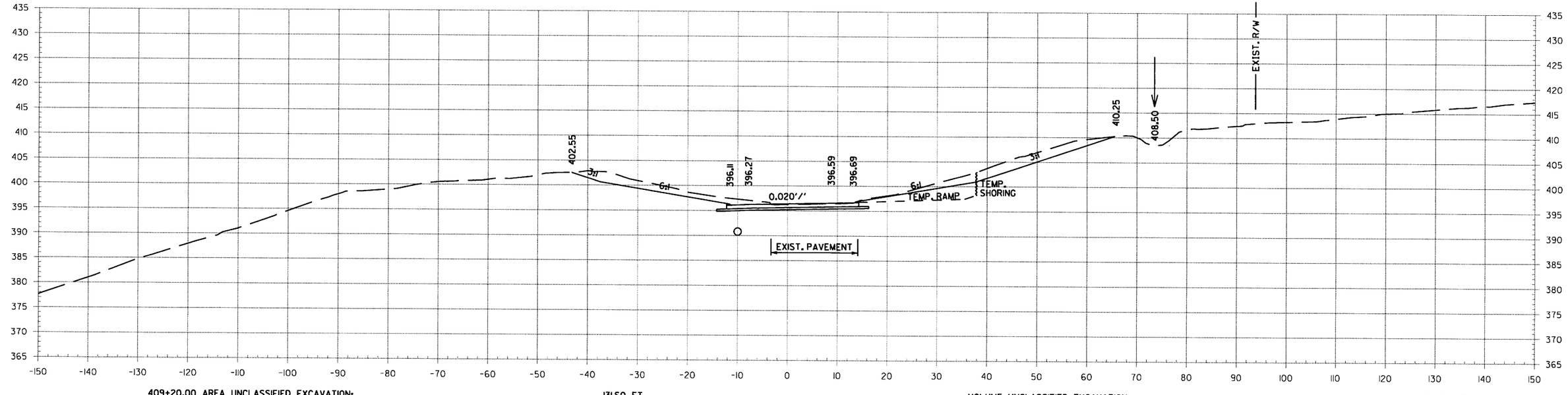
VOLUME UNCLASSIFIED EXCAVATION: 25 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 408+00 TO STA. 409+00

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01-17-18				6	ARK.			
				JOB NO.		CA0608	813	889

(2) CROSS SECTIONS BARROW RAMP 1



409+20.00 AREA UNCLASSIFIED EXCAVATION: 131 SQ. FT.
409+20.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
409+20.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

409+20.00

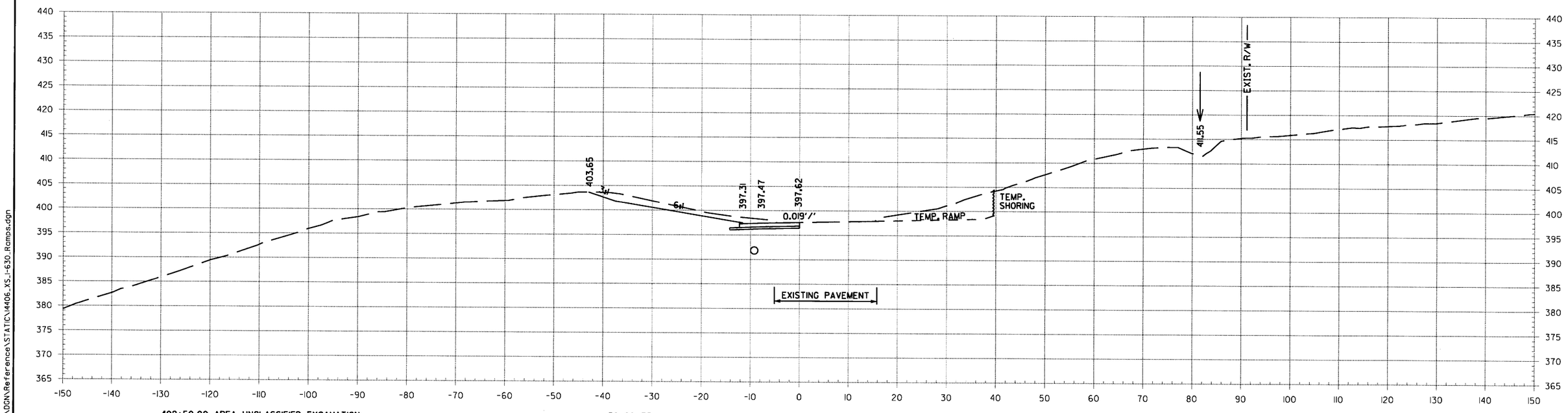
VOLUME UNCLASSIFIED EXCAVATION: 105 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 409+20 TO STA. 409+20

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01-17-18				6	ARK.			
				JOB NO.		CA0608	814	889
				②	CROSS SECTIONS BARROW RAMP I			



409+50.00 AREA UNCLASSIFIED EXCAVATION: 52 SQ. FT.
409+50.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
409+50.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

409+50.00

VOLUME UNCLASSIFIED EXCAVATION: 102 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 409+50 TO STA. 409+50

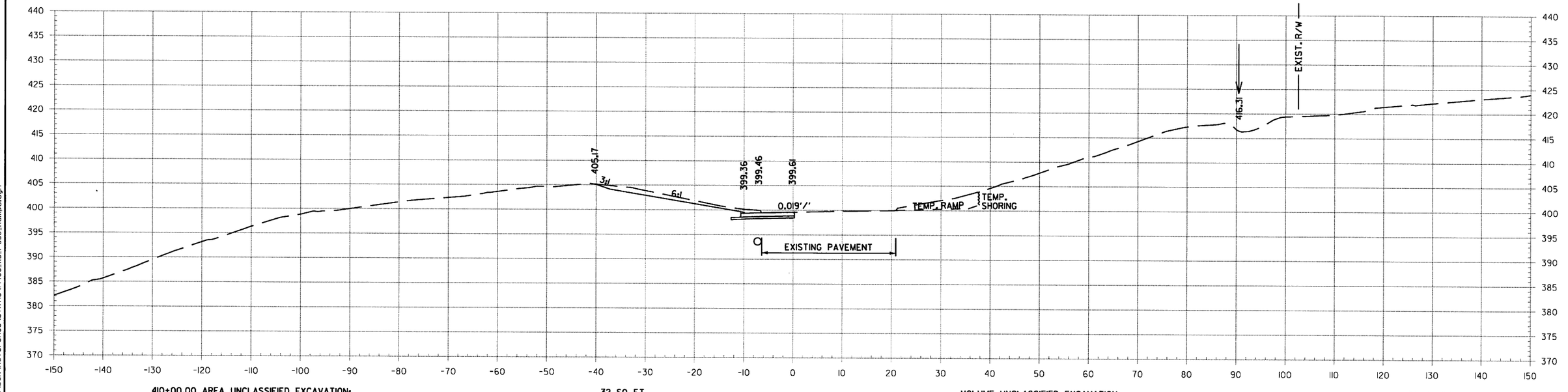
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6	ARK.			
JOB NO.		CA0608	815	889

(2) CROSS SECTIONS BARROW RAMP I



410+00.00 AREA UNCLASSIFIED EXCAVATION: 32 SQ. FT.
410+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
410+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

410+00.00

VOLUME UNCLASSIFIED EXCAVATION: 78 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 410+00 TO STA. 410+00

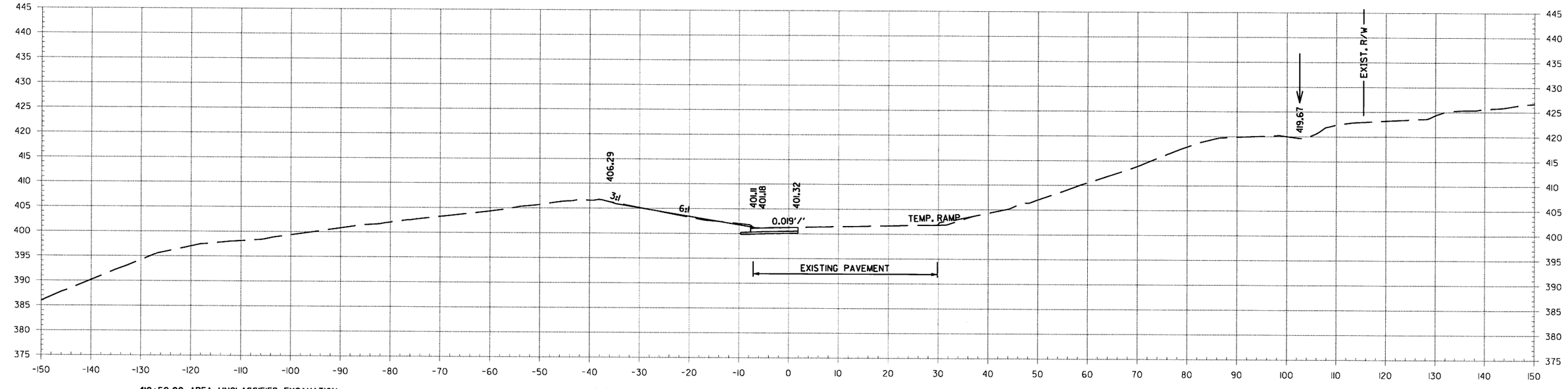
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	816	889

(2) CROSS SECTIONS BARROW RAMP 1



410+50.00 AREA UNCLASSIFIED EXCAVATION: 8 SQ. FT.
410+50.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
410+50.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

410+50.00

VOLUME UNCLASSIFIED EXCAVATION: 38 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

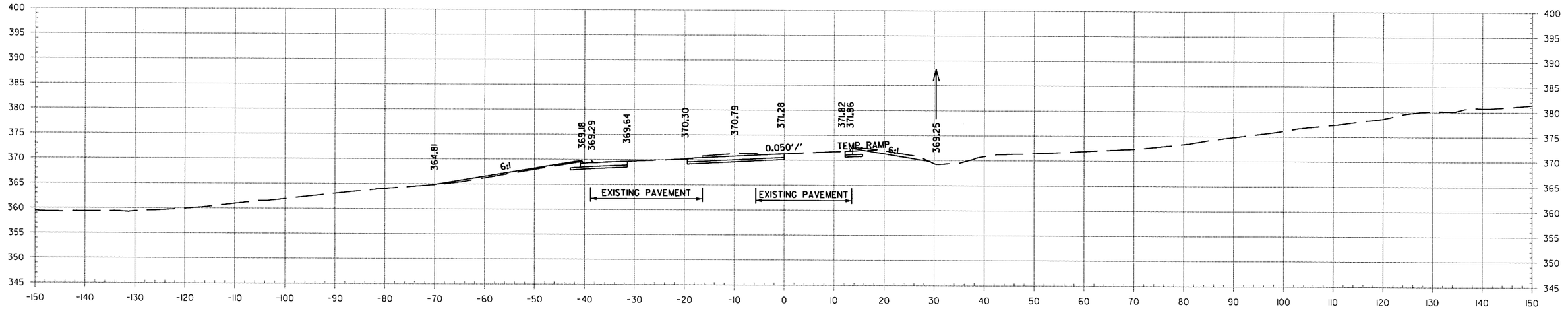
STA. 410+50 TO STA. 410+50

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01-17-18				6	ARK.			
				JOB NO.		CA0608	817	889

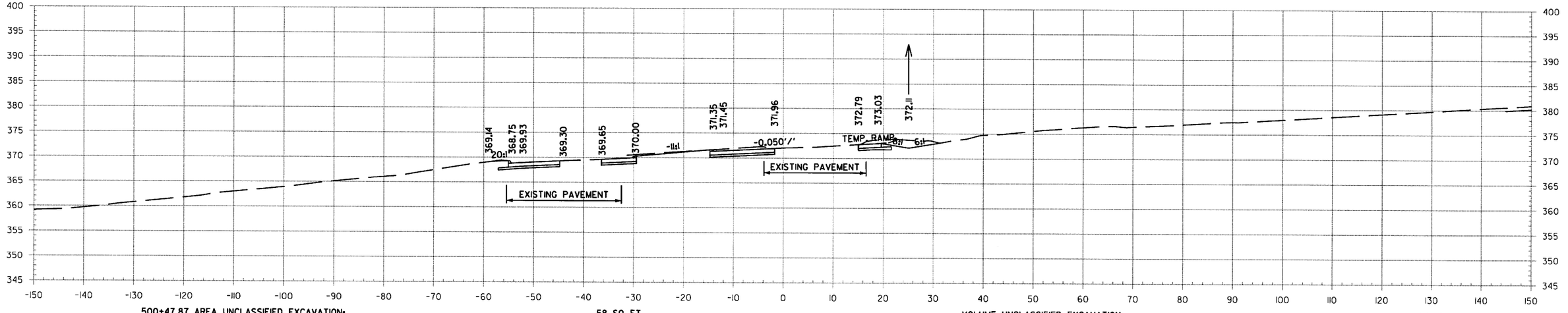
(2) CROSS SECTIONS BARROW RAMP 3



500+72.11 AREA UNCLASSIFIED EXCAVATION: 31 SQ. FT.
500+72.11 AREA COMPACTED EMBANKMENT: 16 SQ. FT.
500+72.11 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

500+72.11

VOLUME UNCLASSIFIED EXCAVATION: 39 CUYD
VOLUME COMPACTED EMBANKMENT: 8 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 4 TONS



500+47.87 AREA UNCLASSIFIED EXCAVATION: 58 SQ. FT.
500+47.87 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
500+47.87 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

500+47.87

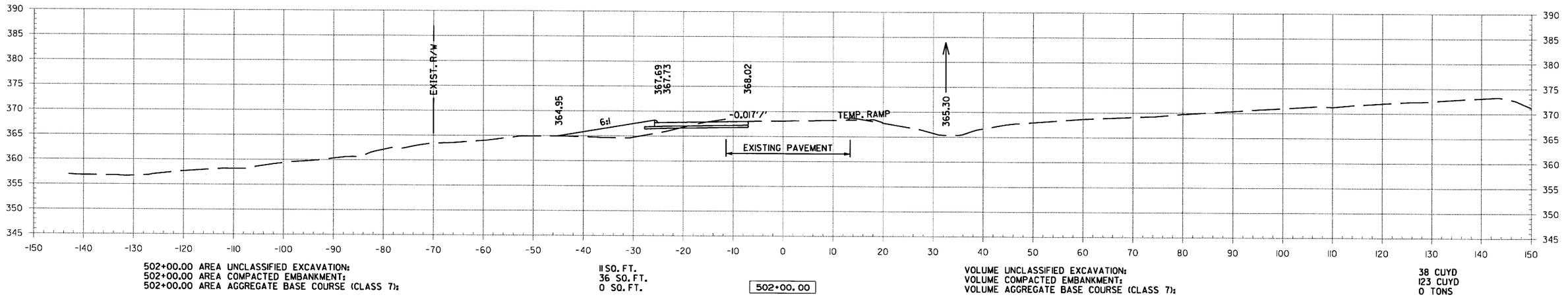
VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 500+48 TO STA. 500+72

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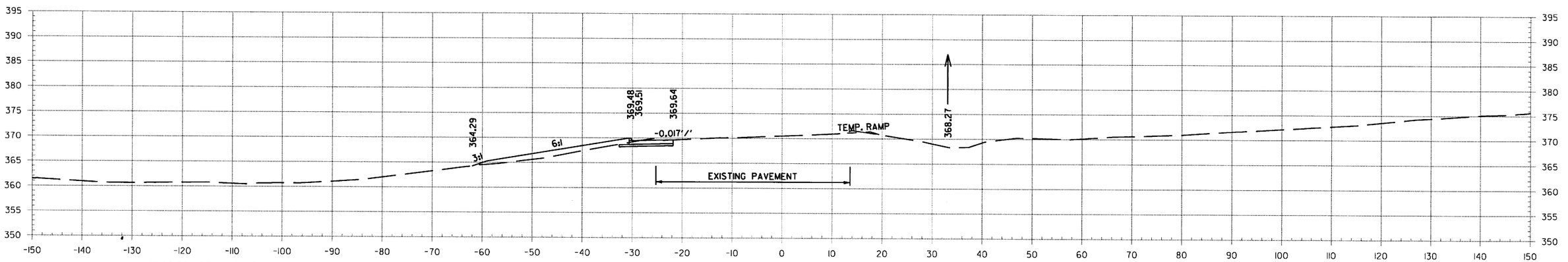
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	818	889
				② CROSS SECTIONS BARROW RAMP 3				



502+00.00 AREA UNCLASSIFIED EXCAVATION: 11 SQ. FT.
502+00.00 AREA COMPACTED EMBANKMENT: 36 SQ. FT.
502+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

502+00.00

VOLUME UNCLASSIFIED EXCAVATION: 38 CUYD
VOLUME COMPACTED EMBANKMENT: 123 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



501+00.00 AREA UNCLASSIFIED EXCAVATION: 9 SQ. FT.
501+00.00 AREA COMPACTED EMBANKMENT: 30 SQ. FT.
501+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

501+00.00

VOLUME UNCLASSIFIED EXCAVATION: 21 CUYD
VOLUME COMPACTED EMBANKMENT: 24 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 501+00 TO STA. 502+00

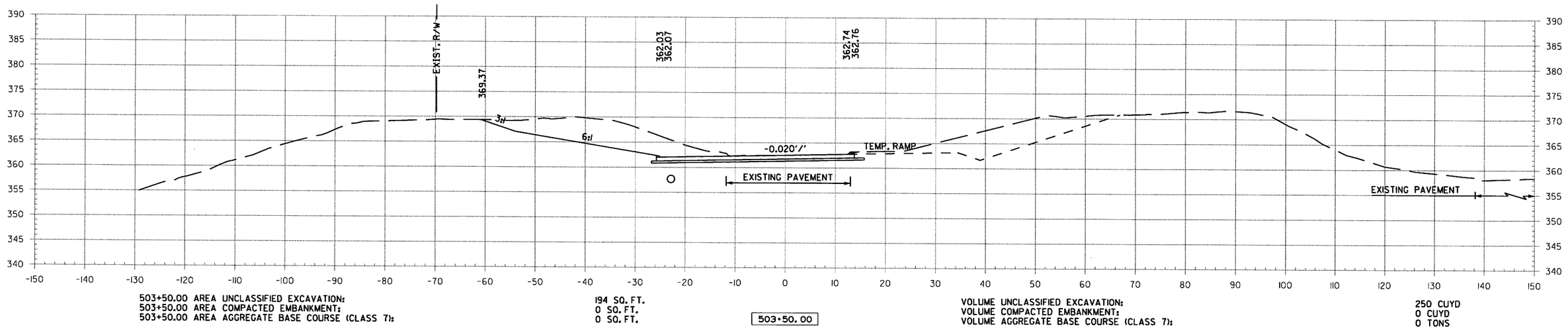
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	819	889

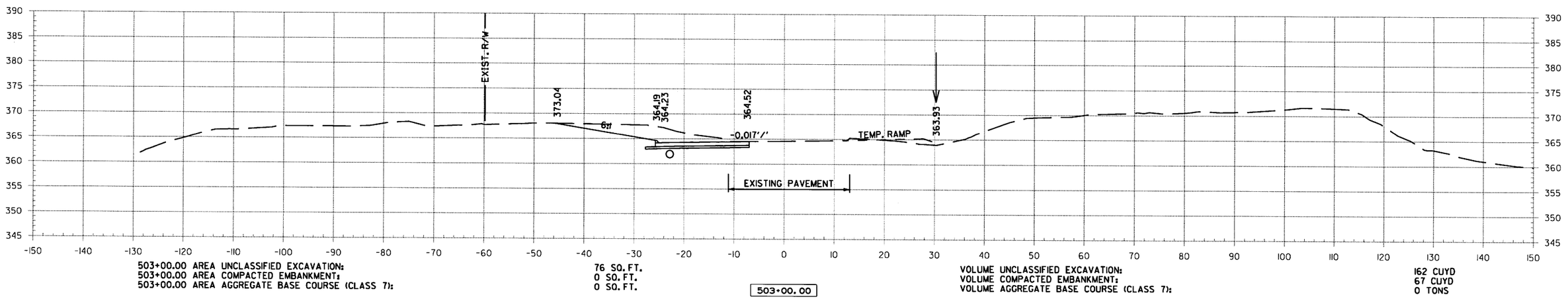
(2) CROSS SECTIONS BARROW RAMP 3



503+50.00 AREA UNCLASSIFIED EXCAVATION: 194 SQ. FT.
503+50.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
503+50.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

503+50.00

VOLUME UNCLASSIFIED EXCAVATION: 250 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



503+00.00 AREA UNCLASSIFIED EXCAVATION: 76 SQ. FT.
503+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
503+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

503+00.00

VOLUME UNCLASSIFIED EXCAVATION: 162 CUYD
VOLUME COMPACTED EMBANKMENT: 67 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

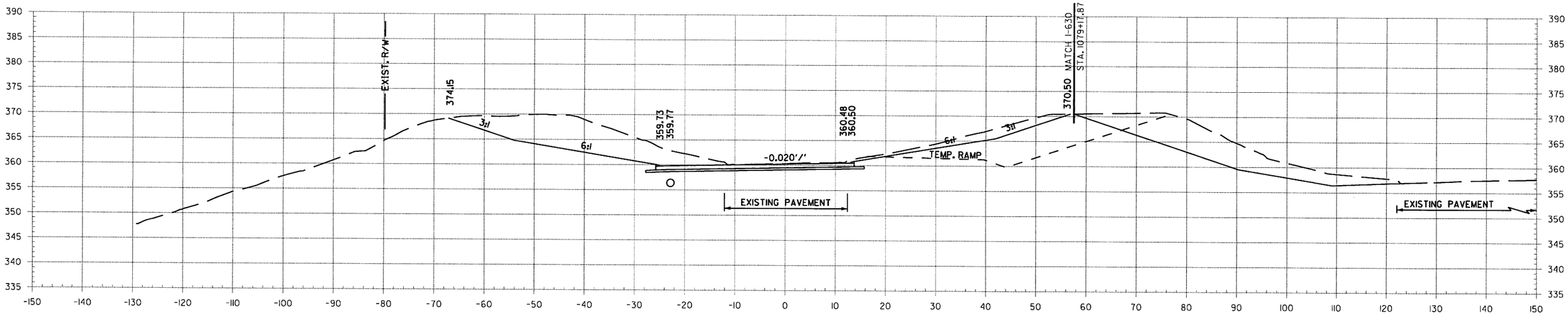
STA. 503+00 TO STA. 503+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	820	889

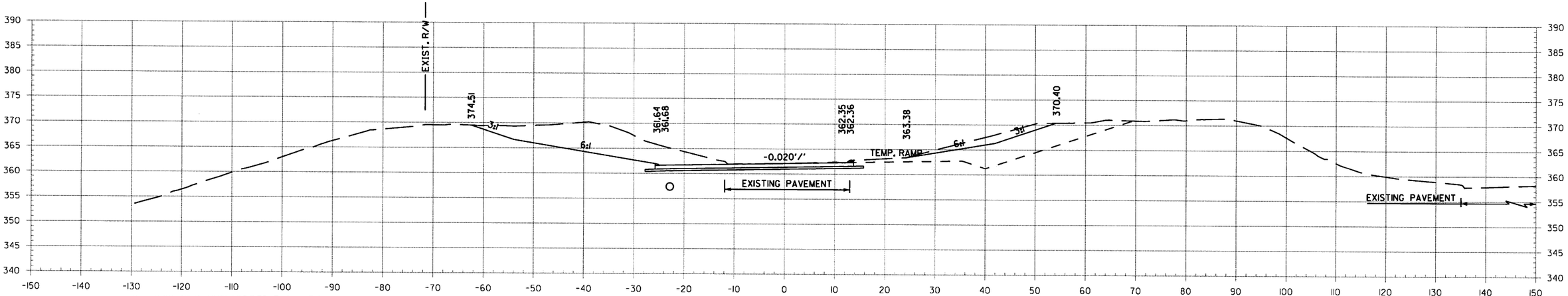
(2) CROSS SECTIONS BARROW RAMP 3



504+00.00 AREA UNCLASSIFIED EXCAVATION: 307 SQ. FT.
504+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
504+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

504+00.00

VOLUME UNCLASSIFIED EXCAVATION: 416 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



503+58.98 AREA UNCLASSIFIED EXCAVATION: 240 SQ. FT.
503+58.98 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
503+58.98 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

503+58.98

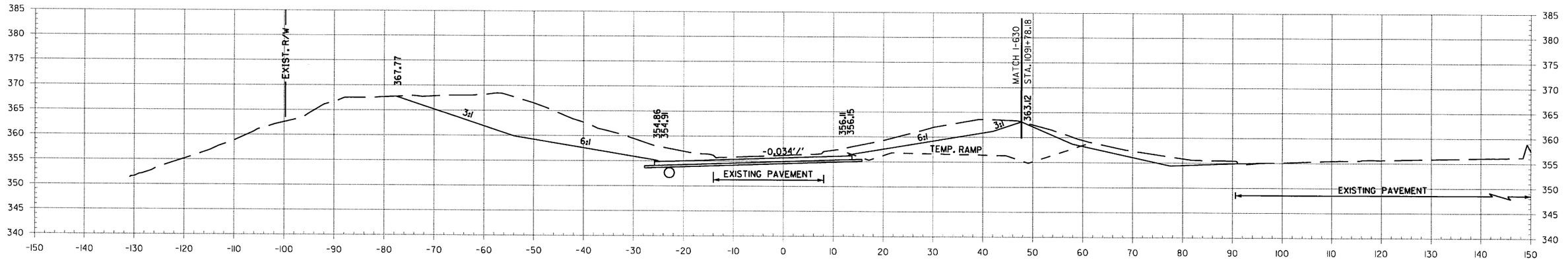
VOLUME UNCLASSIFIED EXCAVATION: 73 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 503+59 TO STA. 504+00

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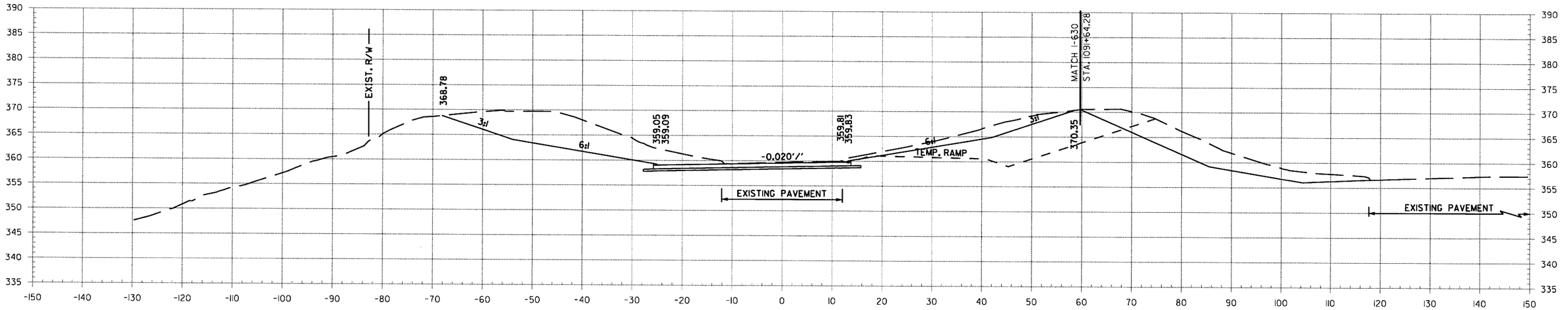
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01-17-18				6	ARK.			
				JOB NO.		CA0608	821	889
				② CROSS SECTIONS BARROW RAMP 3				



505+00.00 AREA UNCLASSIFIED EXCAVATION: 395 SQ. FT.
505+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
505+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

505+00.00

VOLUME UNCLASSIFIED EXCAVATION: 1,126 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



504+15.23 AREA UNCLASSIFIED EXCAVATION: 322 SQ. FT.
504+15.23 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
504+15.23 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

504+15.23

VOLUME UNCLASSIFIED EXCAVATION: 178 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 504+15 TO STA. 505+00

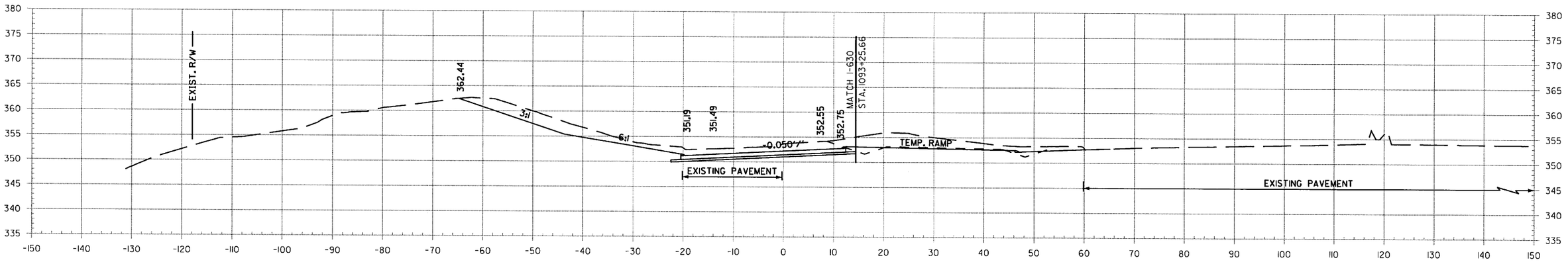
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
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6	ARK.			
JOB NO.		CA0608	822	889

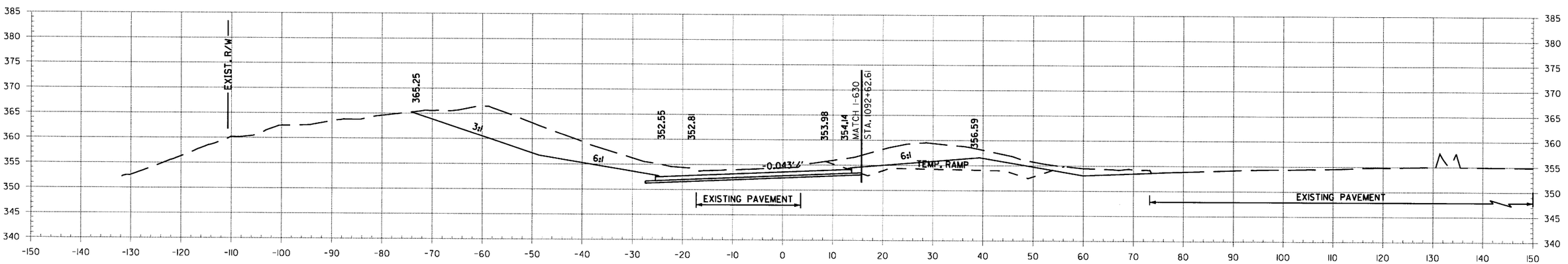
(2) CROSS SECTIONS BARROW RAMP 3



506+00.00 AREA UNCLASSIFIED EXCAVATION: 193 SQ. FT.
506+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
506+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

506+00.00

VOLUME UNCLASSIFIED EXCAVATION: 452 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



505+55.90 AREA UNCLASSIFIED EXCAVATION: 360 SQ. FT.
505+55.90 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
505+55.90 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

505+55.90

VOLUME UNCLASSIFIED EXCAVATION: 782 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

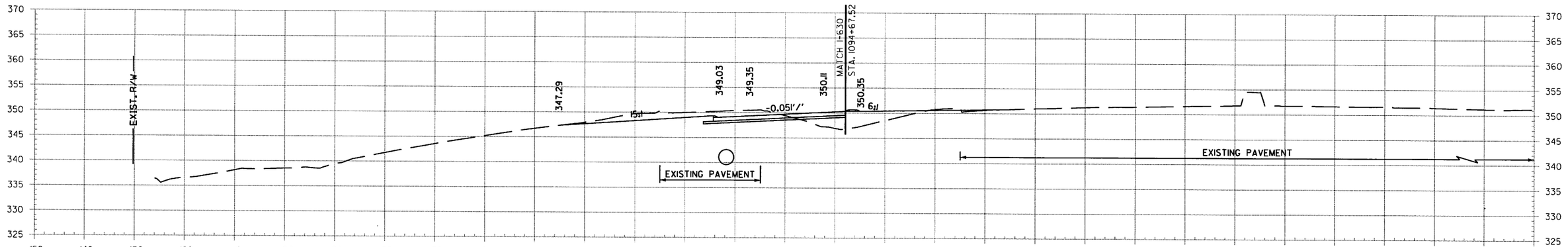
STA. 505+56 TO STA. 506+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	823	889

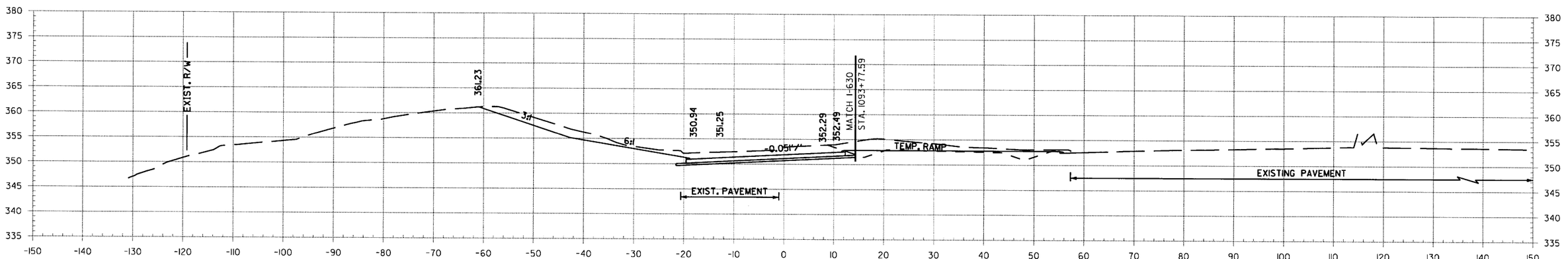
(2) CROSS SECTIONS BARROW RAMP 3



507+00.00 AREA UNCLASSIFIED EXCAVATION: 45 SQ. FT.
507+00.00 AREA COMPACTED EMBANKMENT: 13 SQ. FT.
507+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

507+00.00

VOLUME UNCLASSIFIED EXCAVATION: 274 CUYD
VOLUME COMPACTED EMBANKMENT: 22 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



506+08.98 AREA UNCLASSIFIED EXCAVATION: 117 SQ. FT.
506+08.98 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
506+08.98 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

506+08.98

VOLUME UNCLASSIFIED EXCAVATION: 52 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

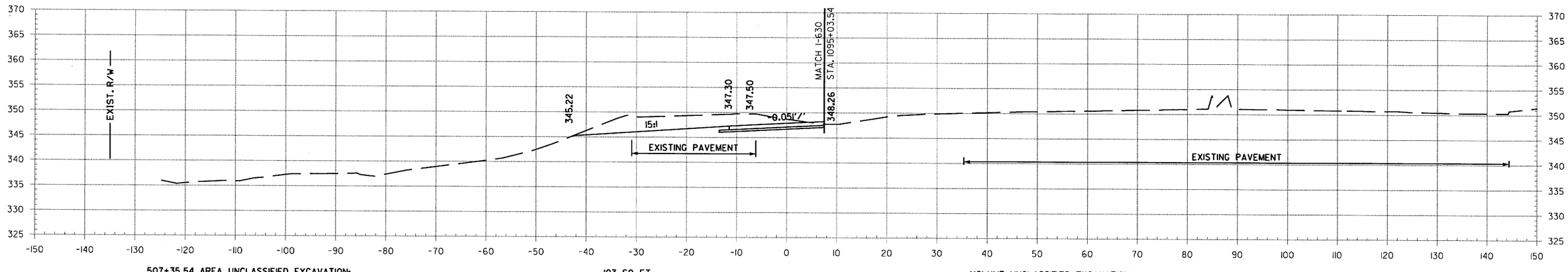
STA. 506+09 TO STA. 507+00

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				JOB NO.		CA0608	824	889

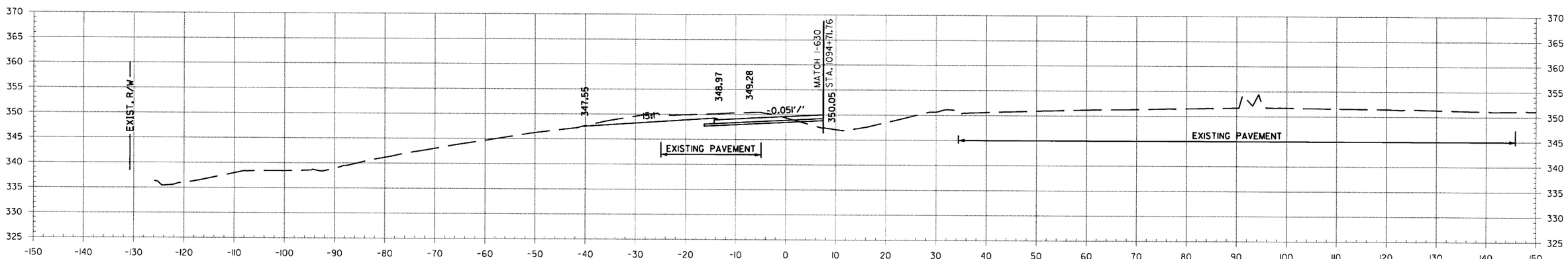
(2) CROSS SECTIONS BARROW RAMP 3



507+35.54 AREA UNCLASSIFIED EXCAVATION: 103 SQ. FT.
507+35.54 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
507+35.54 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

507+35.54

VOLUME UNCLASSIFIED EXCAVATION: 88 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



507+03.38 AREA UNCLASSIFIED EXCAVATION: 44 SQ. FT.
507+03.38 AREA COMPACTED EMBANKMENT: 4 SQ. FT.
507+03.38 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

507+03.38

VOLUME UNCLASSIFIED EXCAVATION: 6 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 507+03 TO STA. 507+36

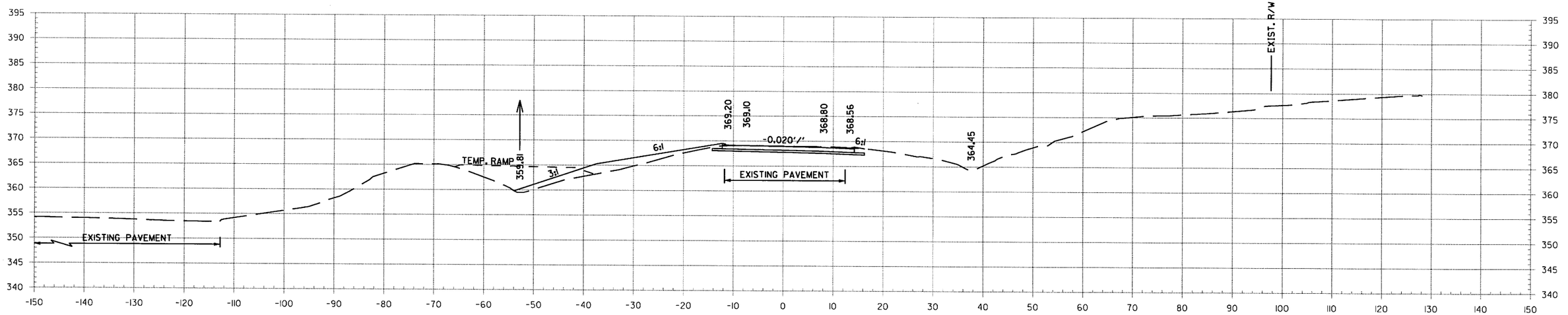
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01-17-18			

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6	ARK.			
JOB NO.		CA0608	825	889

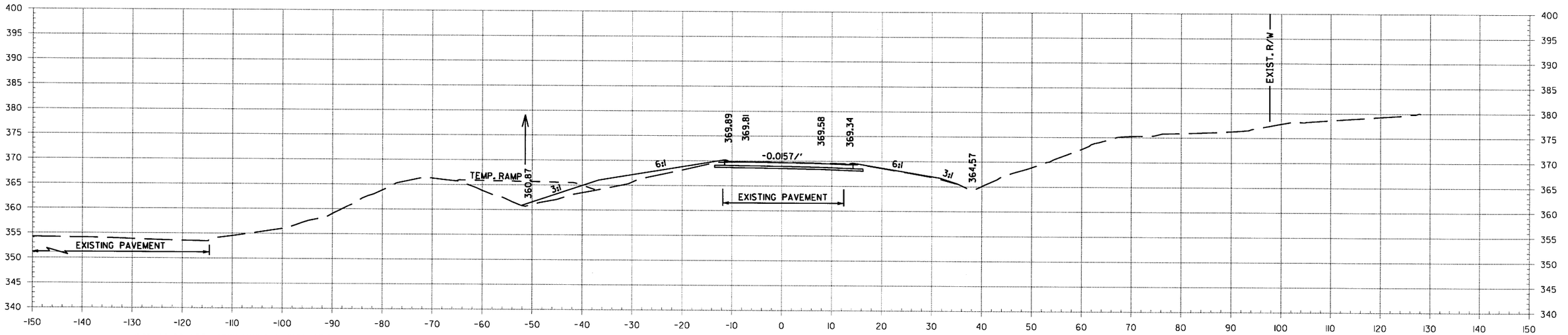
(2) CROSS SECTIONS BARROW RAMP 2



605+88.34 AREA UNCLASSIFIED EXCAVATION: 19 SQ. FT.
605+88.34 AREA COMPACTED EMBANKMENT: 50 SQ. FT.
605+88.34 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

605+88.34

VOLUME UNCLASSIFIED EXCAVATION: 6 CU. YD.
VOLUME COMPACTED EMBANKMENT: 15 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



605+80.00 AREA UNCLASSIFIED EXCAVATION: 17 SQ. FT.
605+80.00 AREA COMPACTED EMBANKMENT: 44 SQ. FT.
605+80.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

605+80.00

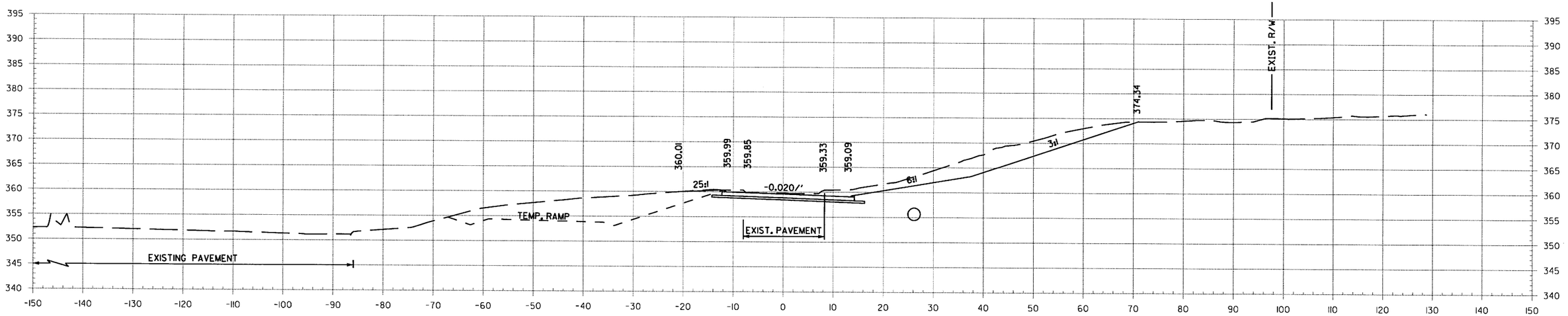
VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 605+80 TO STA. 605+88

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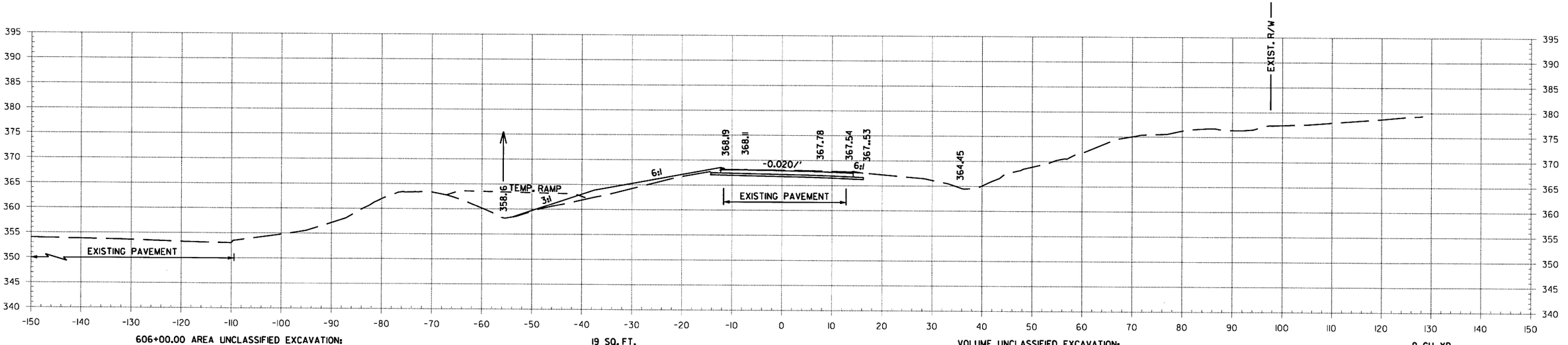
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01-17-18				6	ARK.			
				JOB NO.		CA0608	826	889
				②	CROSS SECTIONS BARROW RAMP 2			



607+00.00 AREA UNCLASSIFIED EXCAVATION: 168 SQ. FT.
607+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
607+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

607+00.00

VOLUME UNCLASSIFIED EXCAVATION: 347 CU. YD.
VOLUME COMPACTED EMBANKMENT: 54 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



606+00.00 AREA UNCLASSIFIED EXCAVATION: 19 SQ. FT.
606+00.00 AREA COMPACTED EMBANKMENT: 29 SQ. FT.
606+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

606+00.00

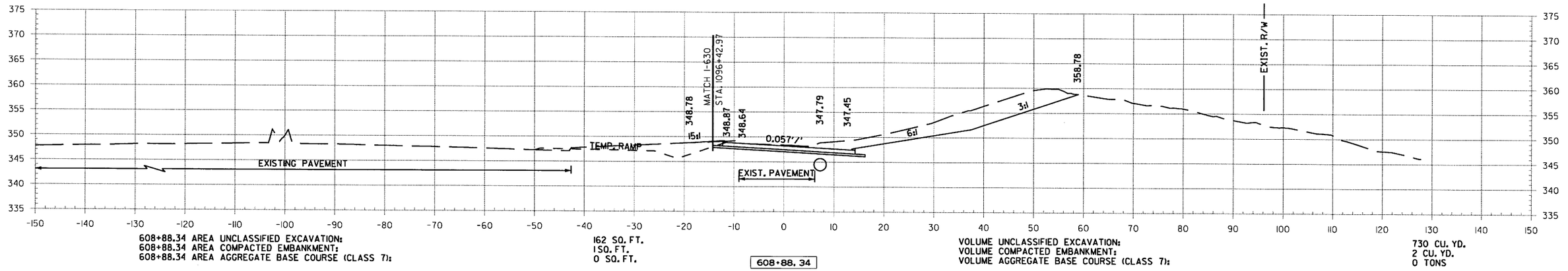
VOLUME UNCLASSIFIED EXCAVATION: 9 CU. YD.
VOLUME COMPACTED EMBANKMENT: 18 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 606+00 TO STA. 607+00

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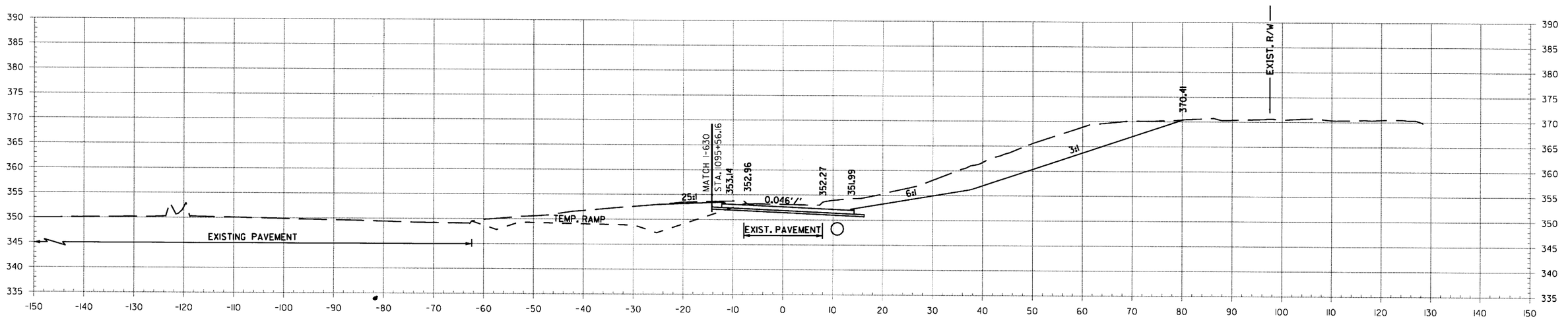
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01-17-18				6	ARK.			
				JOB NO.		CA0608	827	889
				②	CROSS SECTIONS BARROW RAMP 2			



608+88.34 AREA UNCLASSIFIED EXCAVATION: 162 SQ. FT.
608+88.34 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
608+88.34 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

608+88.34

VOLUME UNCLASSIFIED EXCAVATION: 730 CU. YD.
VOLUME COMPACTED EMBANKMENT: 2 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



608+00.00 AREA UNCLASSIFIED EXCAVATION: 284 SQ. FT.
608+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
608+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

608+00.00

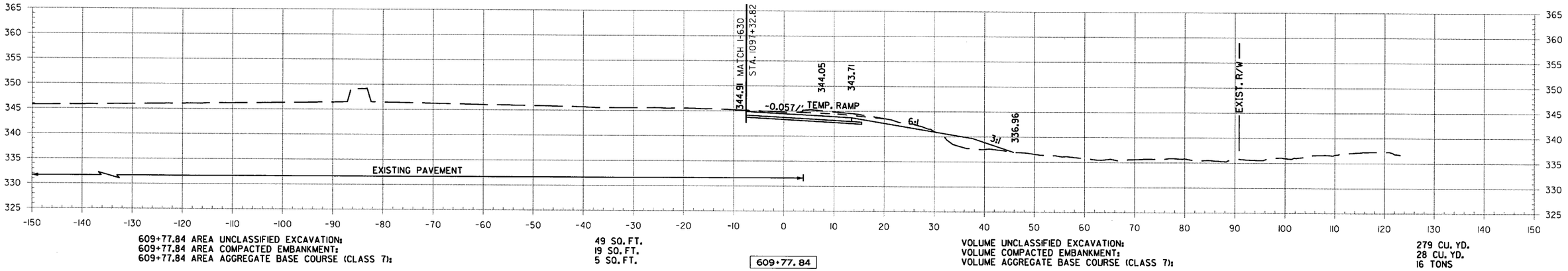
VOLUME UNCLASSIFIED EXCAVATION: 838 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 608+00 TO STA. 608+88

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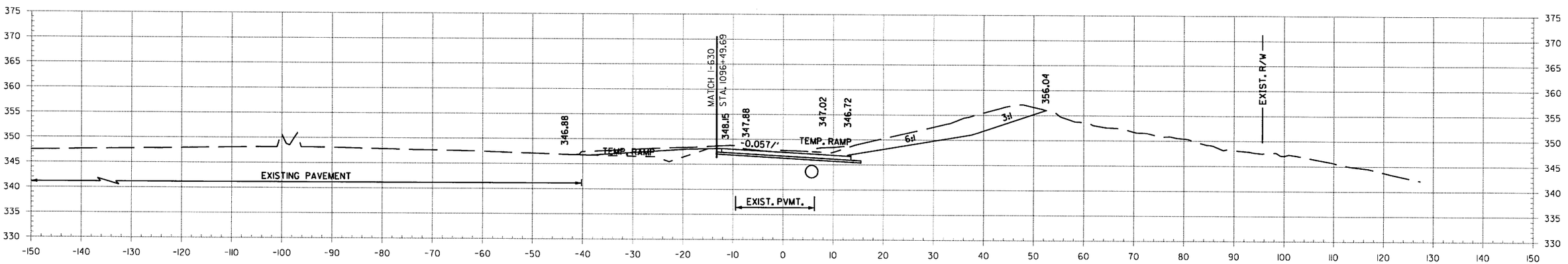
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01-17-18				6	ARK.			
				JOB NO.		CA0608	828	889
				② CROSS SECTIONS BARROW RAMP 2				



609+77.84 AREA UNCLASSIFIED EXCAVATION: 49 SQ. FT.
609+77.84 AREA COMPACTED EMBANKMENT: 19 SQ. FT.
609+77.84 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

609+77.84

VOLUME UNCLASSIFIED EXCAVATION: 279 CU. YD.
VOLUME COMPACTED EMBANKMENT: 28 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 16 TONS



609+00.00 AREA UNCLASSIFIED EXCAVATION: 142 SQ. FT.
609+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
609+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

609+00.00

VOLUME UNCLASSIFIED EXCAVATION: 67 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 609+00 TO STA. 609+78

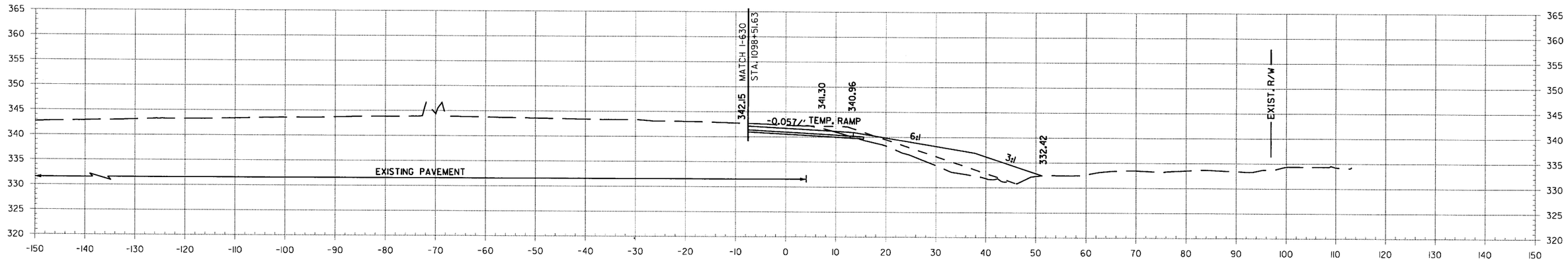
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6	ARK.			
JOB NO.		CA0608	829	889

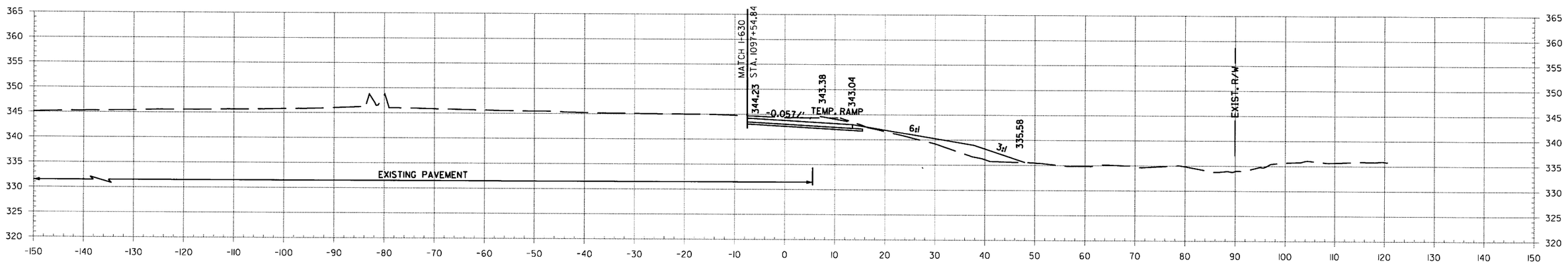
(2) CROSS SECTIONS BARROW RAMP 2



610+97.00 AREA UNCLASSIFIED EXCAVATION: 24 SQ. FT.
610+97.00 AREA COMPACTED EMBANKMENT: 105 SQ. FT.
610+97.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

610+97.00

VOLUME UNCLASSIFIED EXCAVATION: 108 CU. YD.
VOLUME COMPACTED EMBANKMENT: 252 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 38 TONS



610+00.00 AREA UNCLASSIFIED EXCAVATION: 36 SQ. FT.
610+00.00 AREA COMPACTED EMBANKMENT: 35 SQ. FT.
610+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

610+00.00

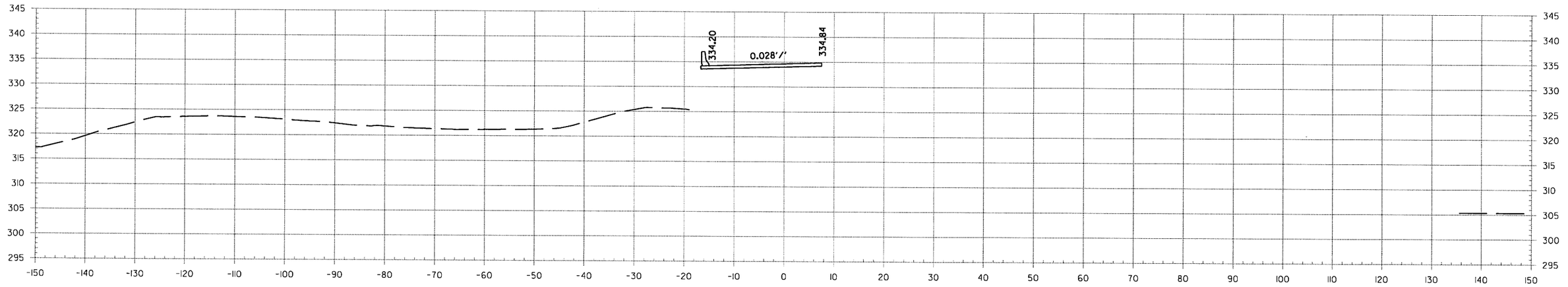
VOLUME UNCLASSIFIED EXCAVATION: 35 CU. YD.
VOLUME COMPACTED EMBANKMENT: 23 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 9 TONS

STA. 610+00 TO STA. 610+97

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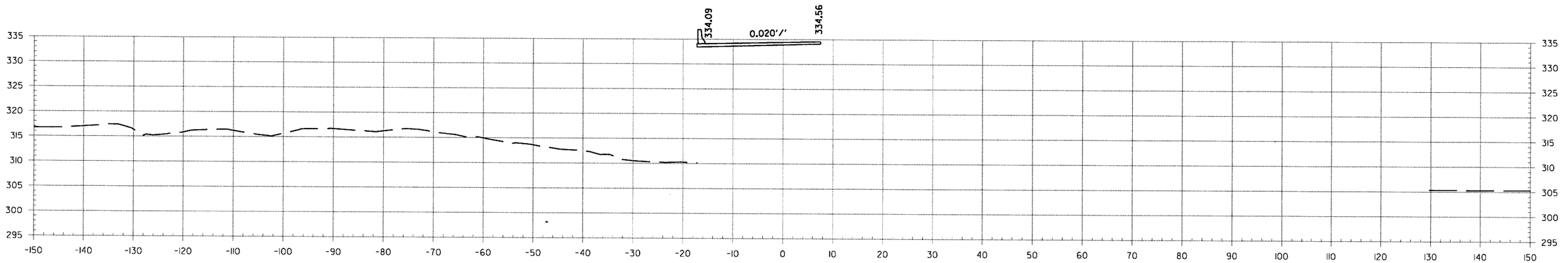
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01-17-18				6	ARK.			
				JOB NO.		CA0608	830	889
				(2) CROSS SECTIONS PARHAM RAMP 4				



703+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SQ. FT.
703+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
703+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

703+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



702+49.16 AREA UNCLASSIFIED EXCAVATION: 0 SQ. FT.
702+49.16 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
702+49.16 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

702+49.16

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

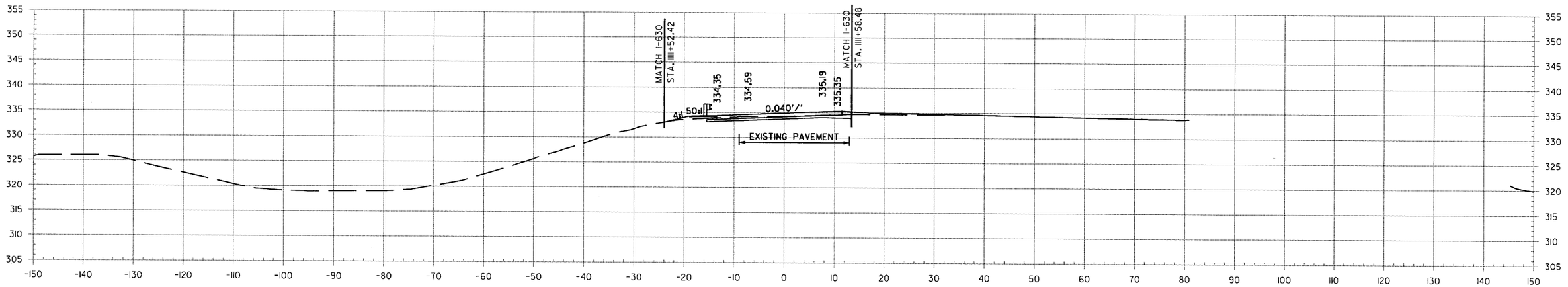
STA. 702+49 TO STA. 703+00

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				JOB NO.		CA0608	831	889

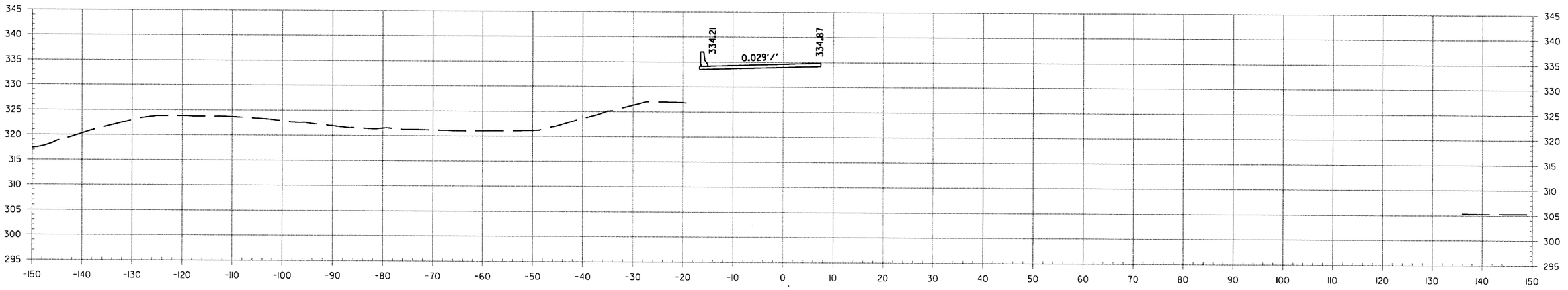
(2) CROSS SECTIONS PARHAM RAMP 4



703+61.67 AREA UNCLASSIFIED EXCAVATION: 5 SQ. FT.
703+61.67 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
703+61.67 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

703+61.67

VOLUME UNCLASSIFIED EXCAVATION: 6 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
205+75.00 AREA AGGREGATE BASE COURSE (CLASS 7): 46 TONS



703+02.78 AREA UNCLASSIFIED EXCAVATION: 0 SQ. FT.
703+02.78 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
703+02.78 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

703+02.78

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
205+75.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 TONS

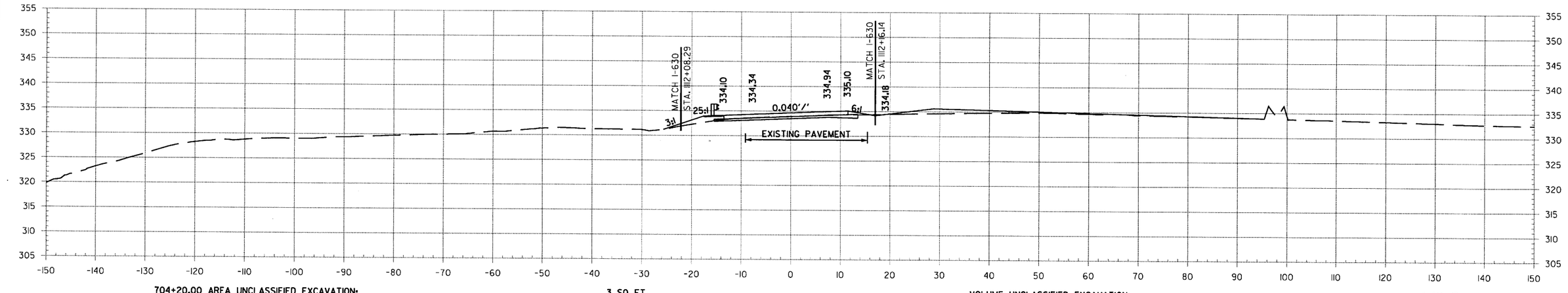
STA. 703+03 TO STA. 703+62

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
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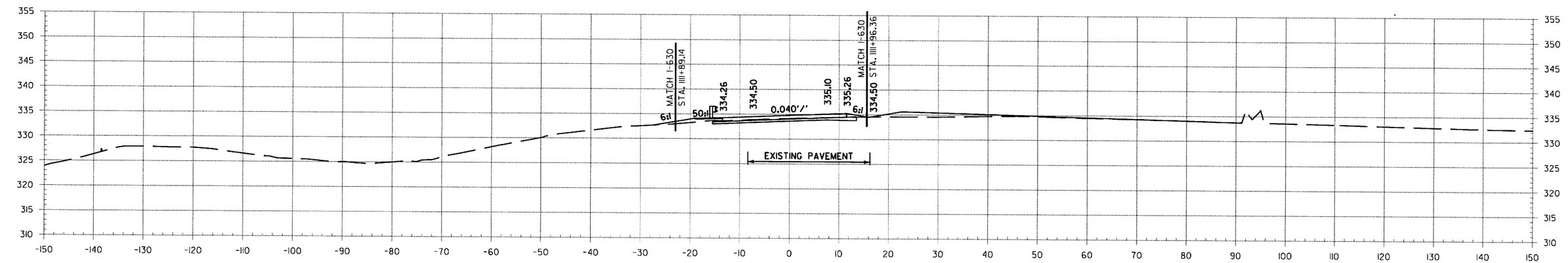
(2) CROSS SECTIONS PARHAM RAMP 4



704+20.00 AREA UNCLASSIFIED EXCAVATION: 3 SQ. FT.
704+20.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
704+20.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

704+20.00

VOLUME UNCLASSIFIED EXCAVATION: 4 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 17 TONS



704+00.00 AREA UNCLASSIFIED EXCAVATION: 6 SQ. FT.
704+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
704+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

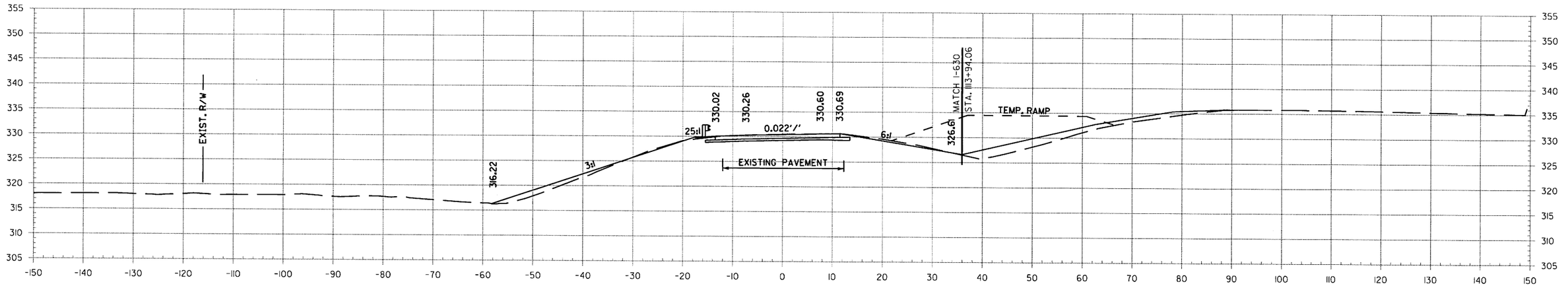
704+00.00

VOLUME UNCLASSIFIED EXCAVATION: 8 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 32 TONS

STA. 704+00 TO STA. 704+20

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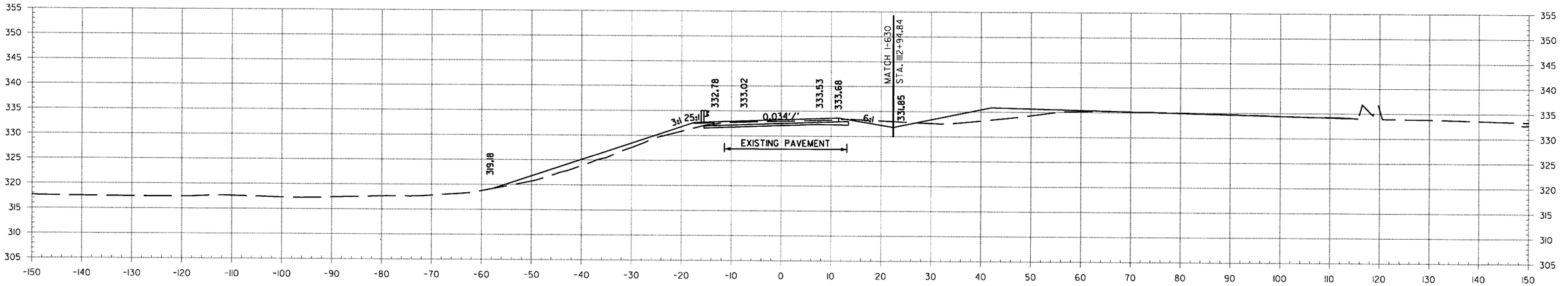
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01-17-18				6	ARK.			
				JOB NO.		CA0608	833	889
				②	CROSS SECTIONS PARHAM RAMP 4			



706+00.00 AREA UNCLASSIFIED EXCAVATION: 32 SQ. FT.
706+00.00 AREA COMPACTED EMBANKMENT: 19 SQ. FT.
706+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 10 SQ. FT.

706+00.00

VOLUME UNCLASSIFIED EXCAVATION: 95 CU. YD.
VOLUME COMPACTED EMBANKMENT: 100 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 82 TONS



705+00.00 AREA UNCLASSIFIED EXCAVATION: 19 SQ. FT.
705+00.00 AREA COMPACTED EMBANKMENT: 35 SQ. FT.
705+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

705+00.00

VOLUME UNCLASSIFIED EXCAVATION: 33 CU. YD.
VOLUME COMPACTED EMBANKMENT: 55 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 66 TONS

STA. 705+00 TO STA. 706+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	834	889

② CROSS SECTIONS PARHAM RAMP 4



706+20.00 AREA UNCLASSIFIED EXCAVATION: 26 SQ. FT.
706+20.00 AREA COMPACTED EMBANKMENT: 107 SQ. FT.
706+20.00 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

706+20.00

VOLUME UNCLASSIFIED EXCAVATION: 22 CU. YD.
VOLUME COMPACTED EMBANKMENT: 47 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 18 TONS

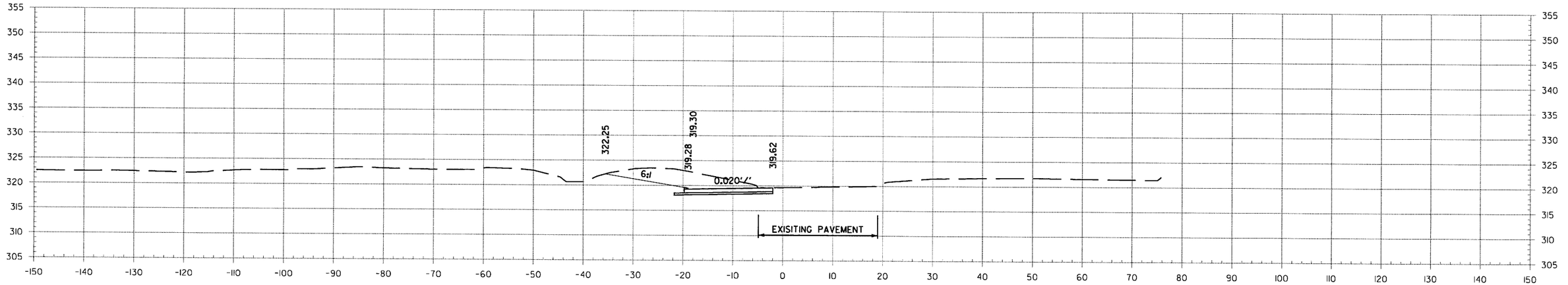
STA. 706+20 TO STA. 706+20

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	835	889

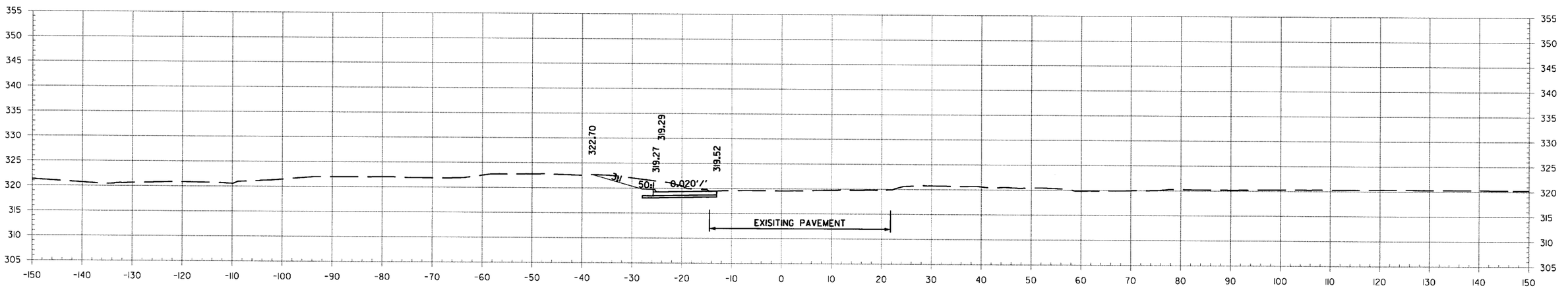
(2) CROSS SECTIONS PARHAM RAMP 3



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 87 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

801+00.00

VOLUME UNCLASSIFIED EXCAVATION: 134 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 43 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

800+44.54

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

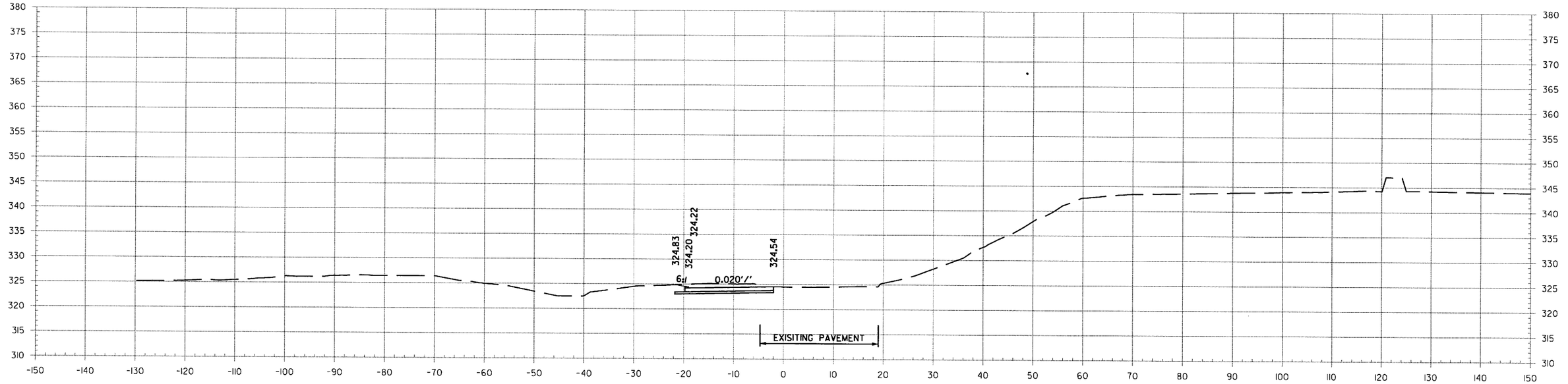
STA. 800+45 TO STA. 801+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0608	836	889

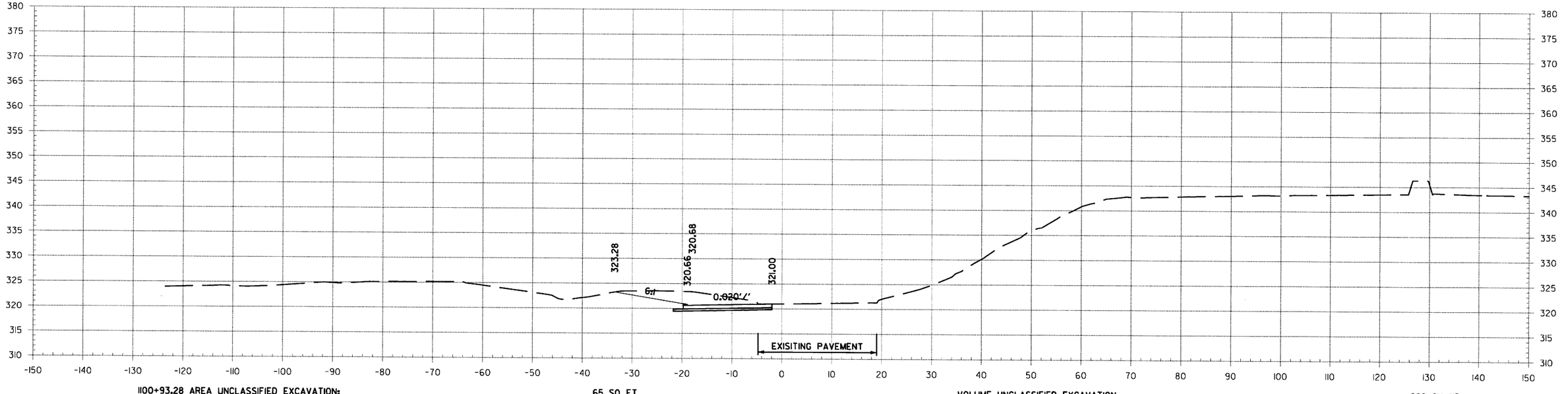
② CROSS SECTIONS PARHAM RAMP 3



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 31 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

803+00.00

VOLUME UNCLASSIFIED EXCAVATION: 178 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 65 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

802+00.00

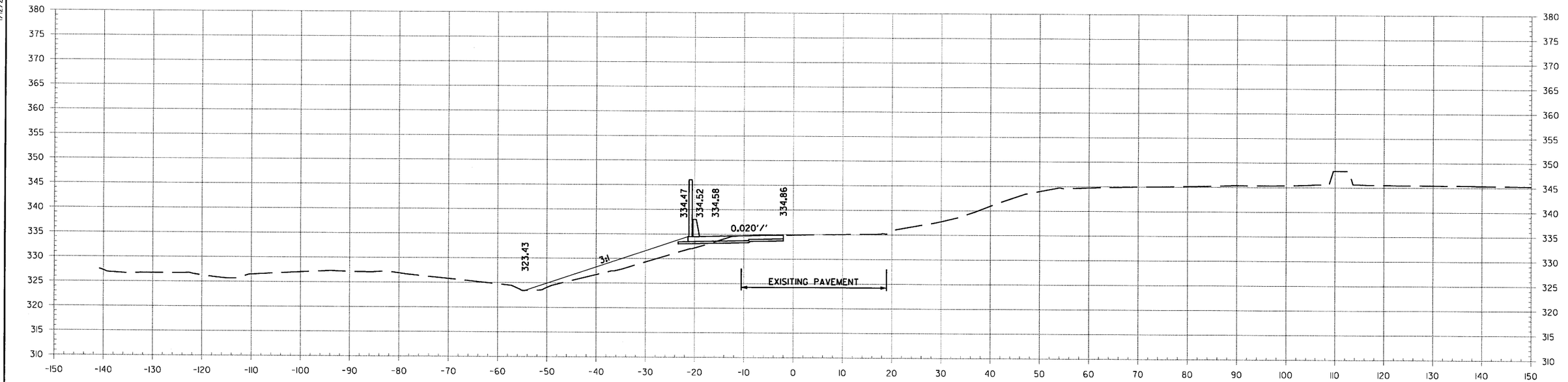
VOLUME UNCLASSIFIED EXCAVATION: 282 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 802+00 TO STA. 803+00

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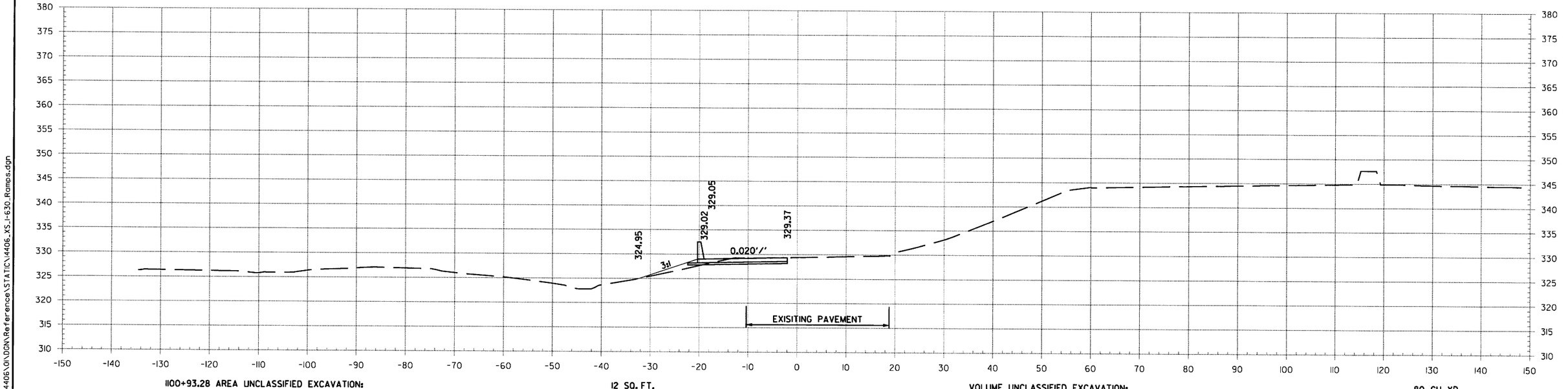
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01-17-18				6	ARK.			
				JOB NO.		CA0608	837	889
				②	CROSS SECTIONS PARHAM RAMP 3			



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 11 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 55 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

805+00.00

VOLUME UNCLASSIFIED EXCAVATION: 43 CU. YD.
VOLUME COMPACTED EMBANKMENT: 115 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 12 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 7 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 2 SQ. FT.

804+00.00

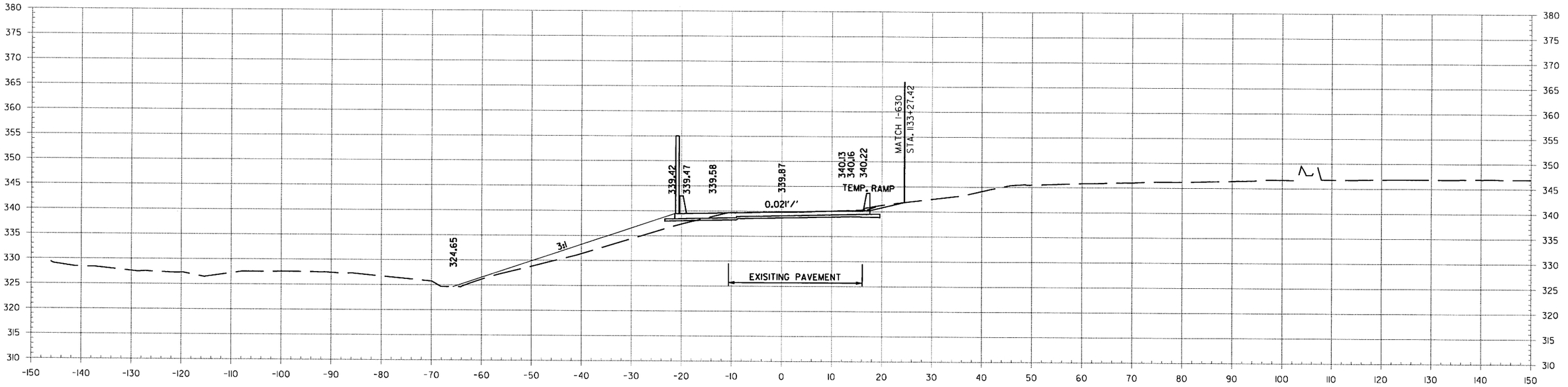
VOLUME UNCLASSIFIED EXCAVATION: 80 CU. YD.
VOLUME COMPACTED EMBANKMENT: 13 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 8 TONS

STA. 804+00 TO STA. 805+00

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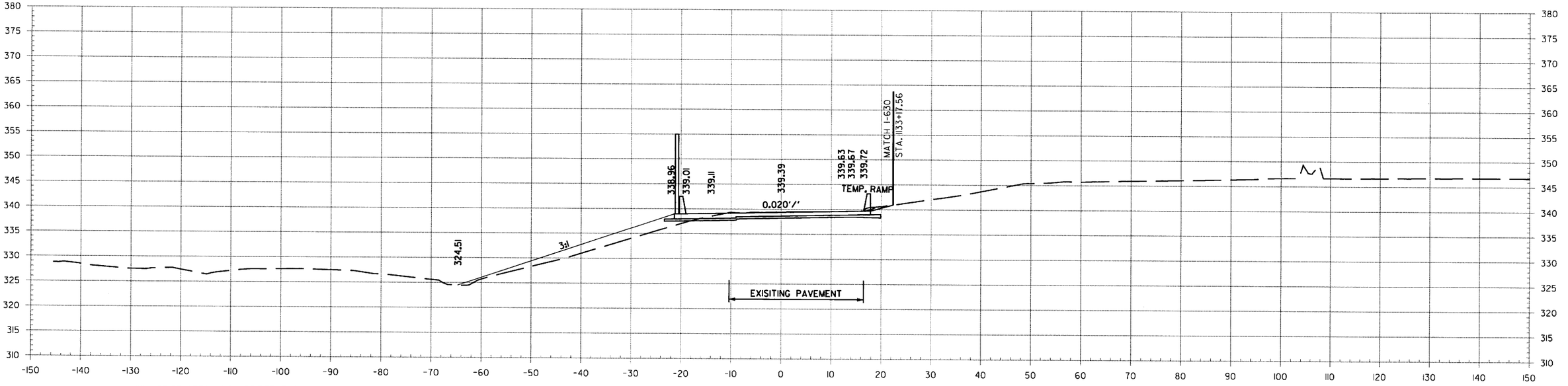
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01-17-18				6	ARK.			
				JOB NO.		CA0608	838	889
				②	CROSS SECTIONS PARHAM RAMP 3			



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 25 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 63 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

806+00.00

VOLUME UNCLASSIFIED EXCAVATION: 10 CU. YD.
VOLUME COMPACTED EMBANKMENT: 23 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 3 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 25 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 61 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

805+90.00

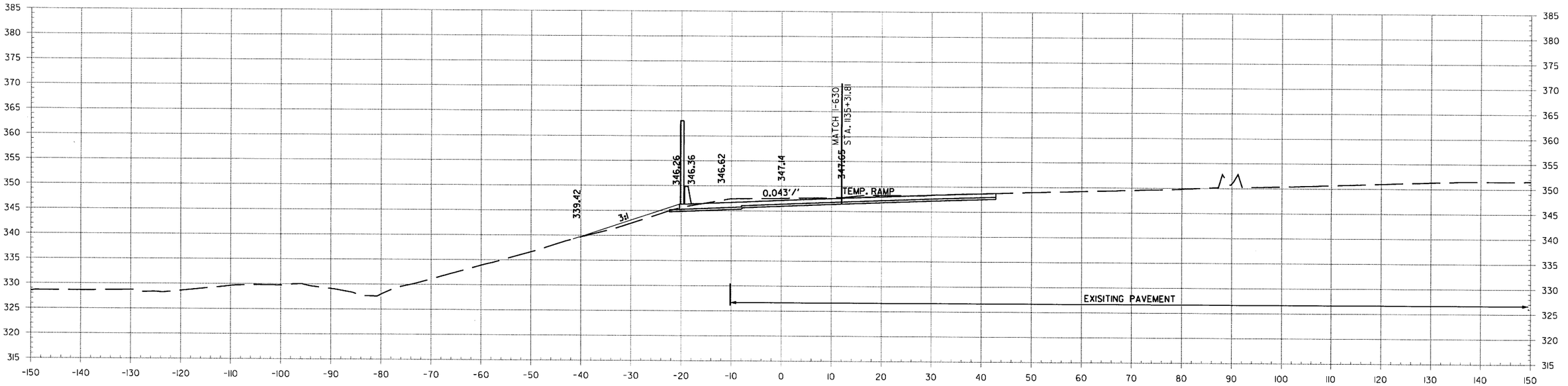
VOLUME UNCLASSIFIED EXCAVATION: 60 CU. YD.
VOLUME COMPACTED EMBANKMENT: 194 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 21 TONS

STA. 805+90 TO STA. 806+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
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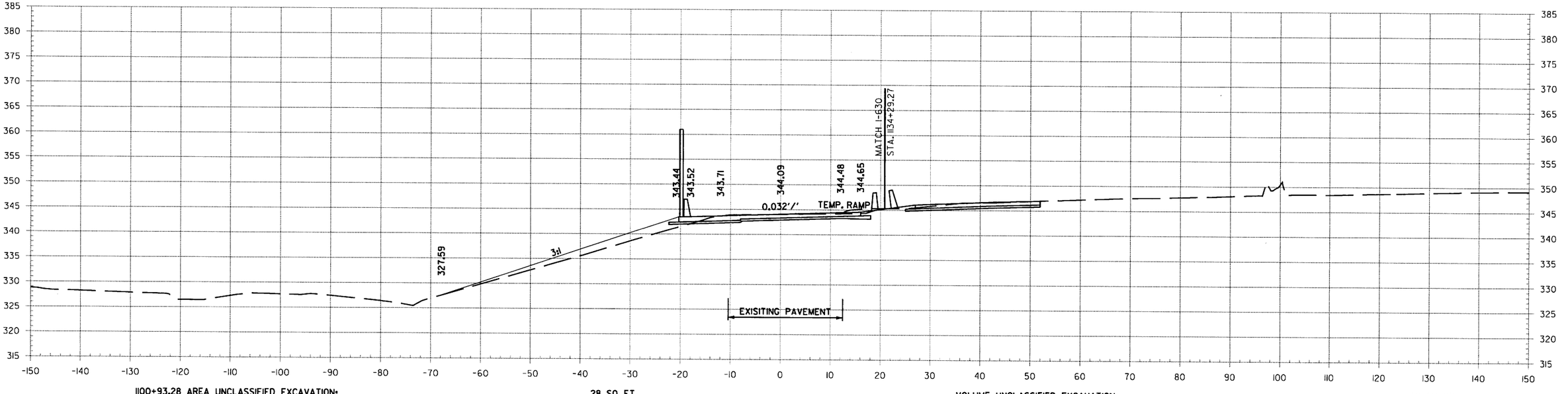
(2) CROSS SECTIONS PARHAM RAMP 3



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 8 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

808+00.00

VOLUME UNCLASSIFIED EXCAVATION: 121 CU. YD.
VOLUME COMPACTED EMBANKMENT: 106 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 28 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 49 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

807+00.00

VOLUME UNCLASSIFIED EXCAVATION: 99 CU. YD.
VOLUME COMPACTED EMBANKMENT: 208 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS

STA. 807+00 TO STA. 808+00

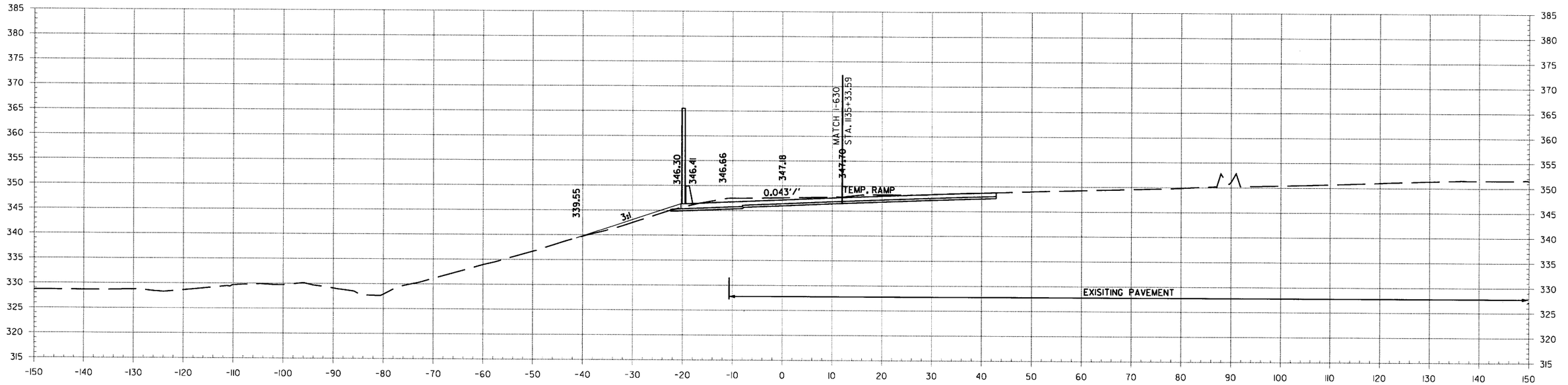
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01-17-18				6	ARK.			
				JOB NO.		CA0608	840	889
				②	CROSS SECTIONS PARHAM RAMP 3			

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1100+93.28 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 8 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

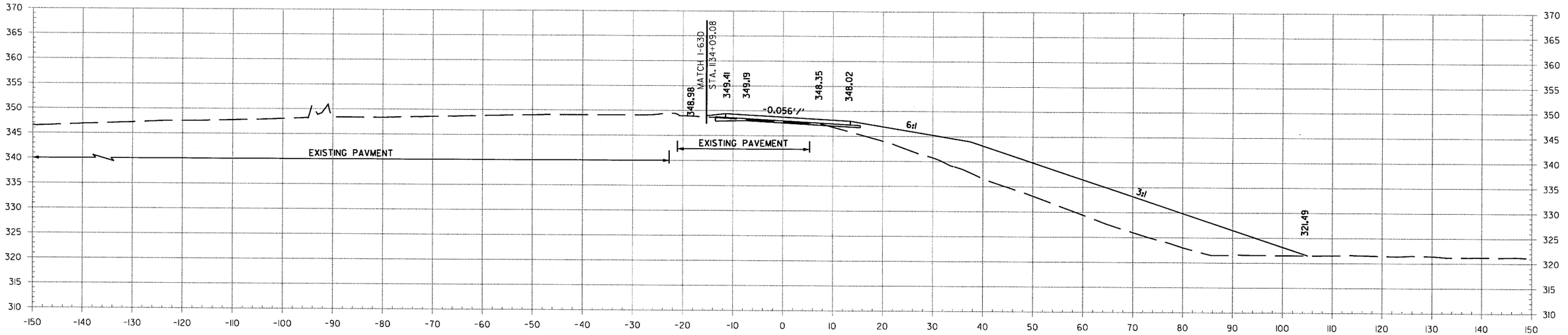
808+01.75

VOLUME UNCLASSIFIED EXCAVATION: 3 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 1 TONS

STA. 808+02 TO STA. 808+02

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
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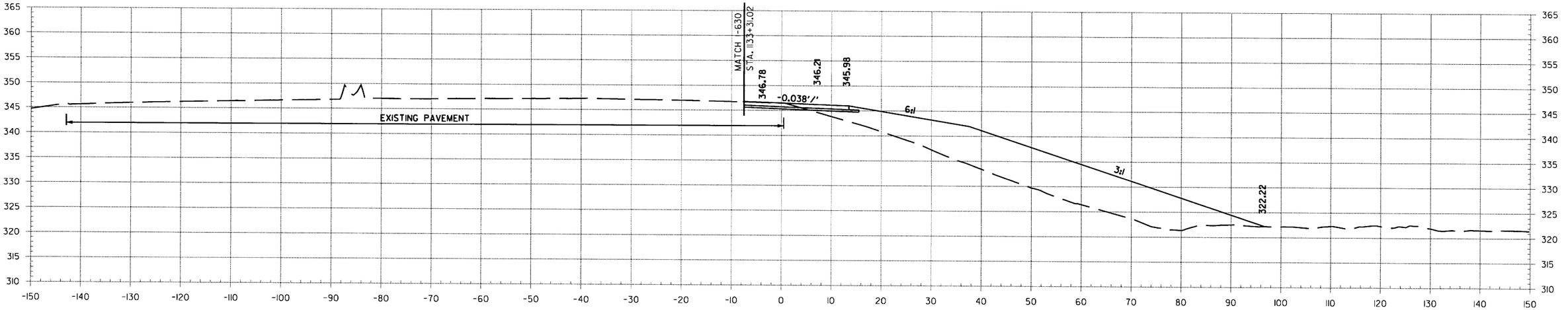
(2) CROSS SECTIONS PARHAM RAMP I



906+00.00 AREA UNCLASSIFIED EXCAVATION: 3 SQ. FT.
906+00.00 AREA COMPACTED EMBANKMENT: 483 SQ. FT.
906+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

906+00.00

VOLUME UNCLASSIFIED EXCAVATION: 15 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1443 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 50 TONS



905+20.95 AREA UNCLASSIFIED EXCAVATION: 7 SQ. FT.
905+20.95 AREA COMPACTED EMBANKMENT: 503 SQ. FT.
905+20.95 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

905+20.95

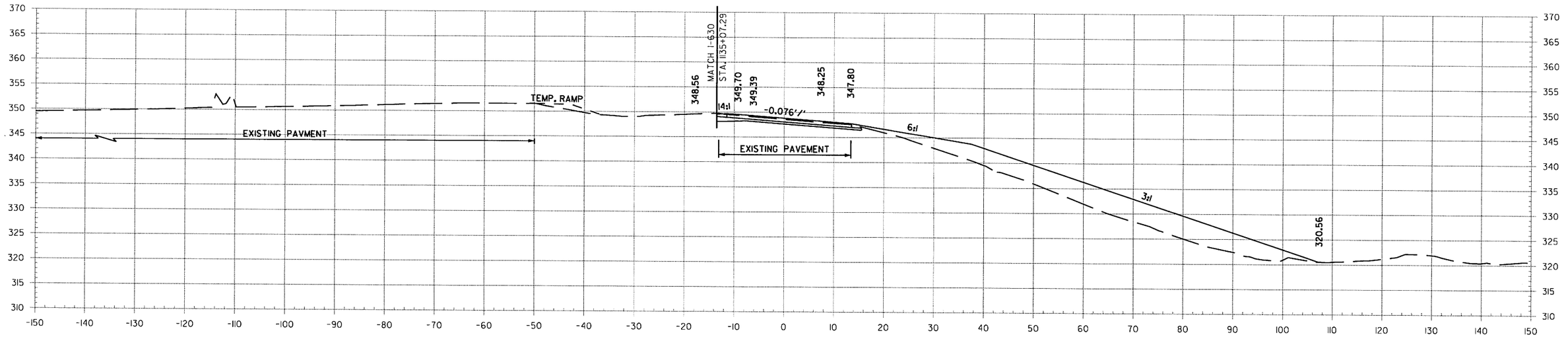
VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 905+21 TO STA. 906+00

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1/12/2018
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	842	889

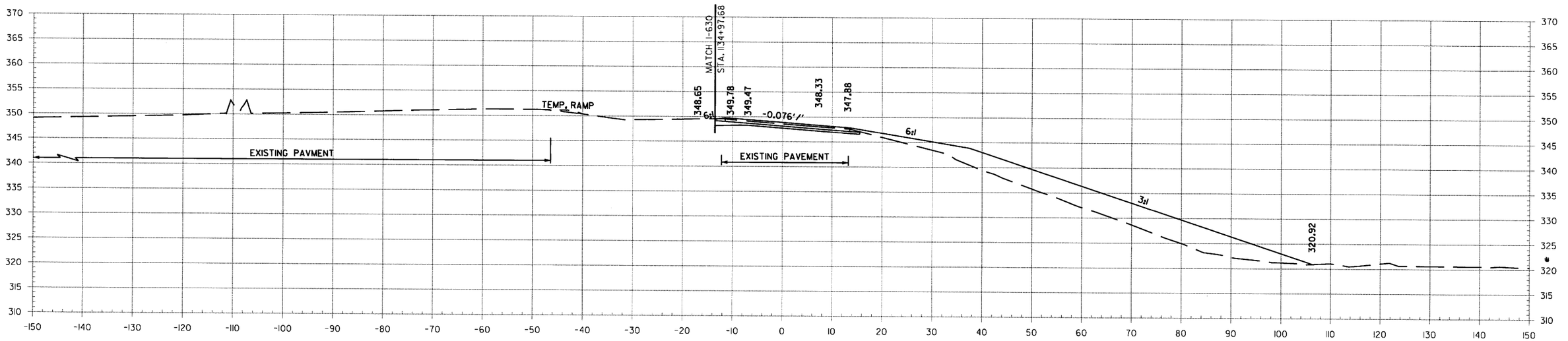
② CROSS SECTIONS PARHAM RAMP 1



907+00.00 AREA UNCLASSIFIED EXCAVATION: 13 SQ. FT.
907+00.00 AREA COMPACTED EMBANKMENT: 290 SQ. FT.
907+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

907+00.00

VOLUME UNCLASSIFIED EXCAVATION: 5 CU. YD.
VOLUME COMPACTED EMBANKMENT: 106 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 7 TONS



906+90.10 AREA UNCLASSIFIED EXCAVATION: 11 SQ. FT.
906+90.10 AREA COMPACTED EMBANKMENT: 287 SQ. FT.
906+90.10 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

906+90.10

VOLUME UNCLASSIFIED EXCAVATION: 24 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1285 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 60 TONS

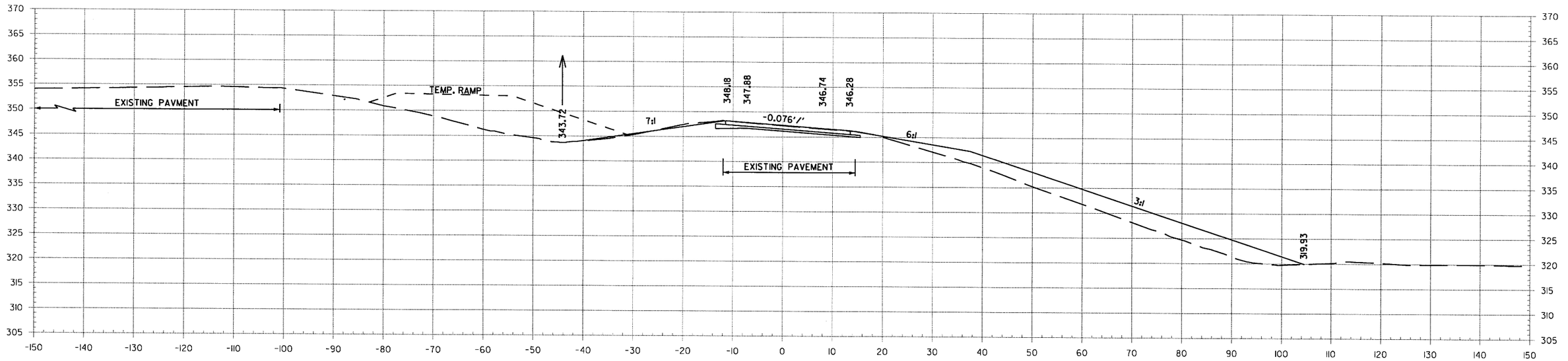
STA. 906+90 TO STA. 907+00

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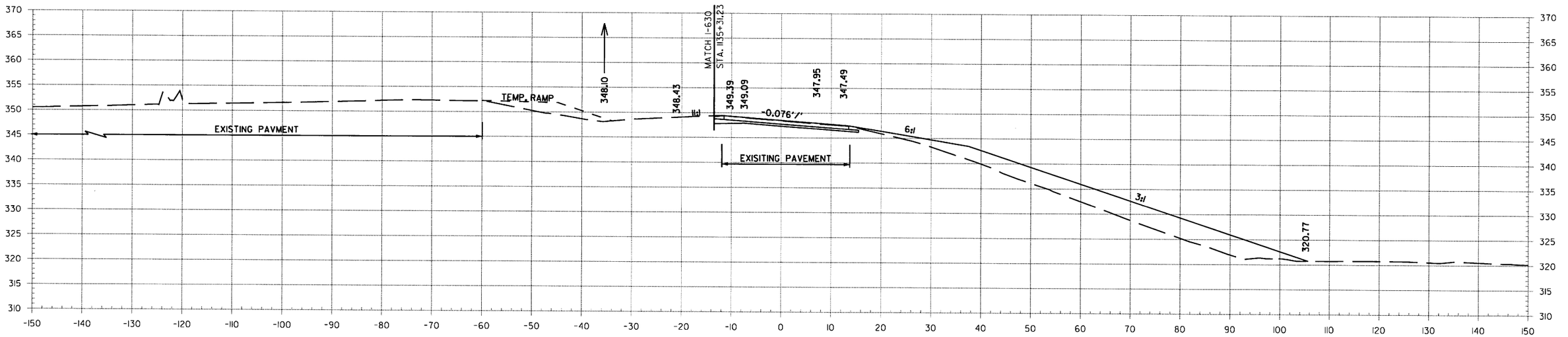
② CROSS SECTIONS PARHAM RAMP 1



908+00.00 AREA UNCLASSIFIED EXCAVATION: 30 SQ. FT.
908+00.00 AREA COMPACTED EMBANKMENT: 217 SQ. FT.
908+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 15 SQ. FT.

908+00.00

VOLUME UNCLASSIFIED EXCAVATION: 85 CU. YD.
VOLUME COMPACTED EMBANKMENT: 642 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 97 TONS



907+25.00 AREA UNCLASSIFIED EXCAVATION: 18 SQ. FT.
907+25.00 AREA COMPACTED EMBANKMENT: 245 SQ. FT.
907+25.00 AREA AGGREGATE BASE COURSE (CLASS 7): 18 SQ. FT.

907+25.00

VOLUME UNCLASSIFIED EXCAVATION: 21 CU. YD.
VOLUME COMPACTED EMBANKMENT: 248 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 26 TONS

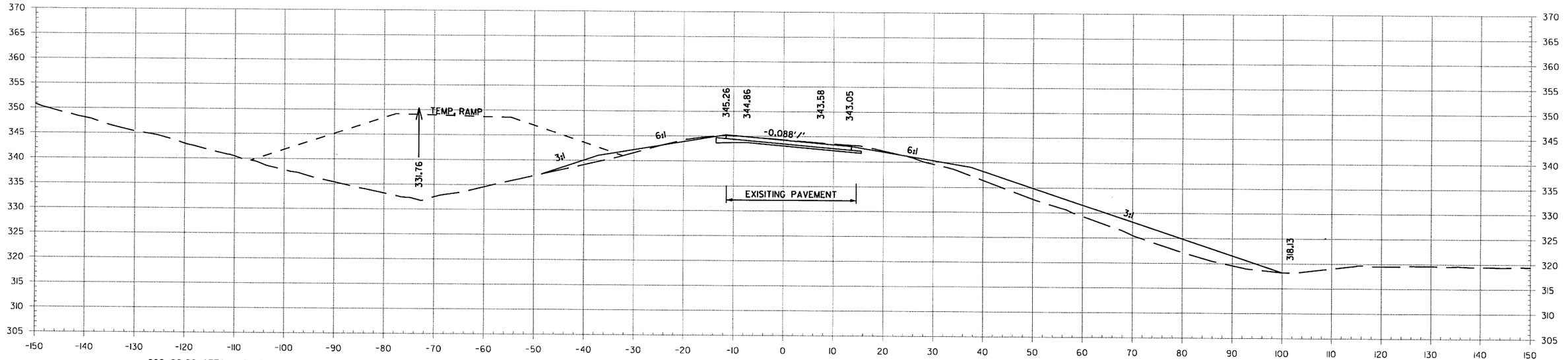
STA. 907+25 TO STA. 908+00

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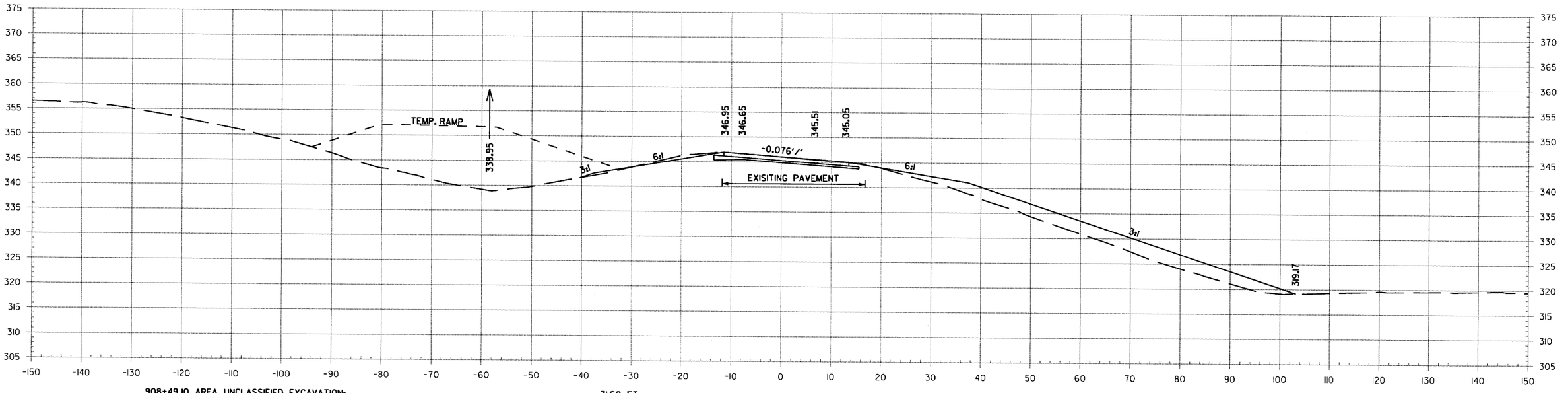
② CROSS SECTIONS PARHAM RAMP I



909+00.00 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
909+00.00 AREA COMPACTED EMBANKMENT: 158 SQ. FT.
909+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 15 SQ. FT.

909+00.00

VOLUME UNCLASSIFIED EXCAVATION: 65 CU. YD.
VOLUME COMPACTED EMBANKMENT: 318 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 56 TONS



908+49.10 AREA UNCLASSIFIED EXCAVATION: 31 SQ. FT.
908+49.10 AREA COMPACTED EMBANKMENT: 179 SQ. FT.
908+49.10 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

908+49.10

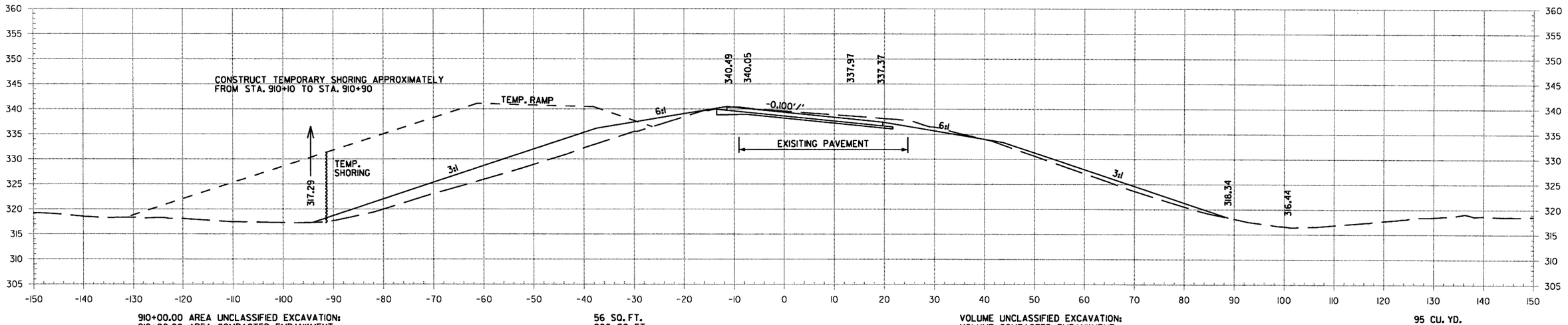
VOLUME UNCLASSIFIED EXCAVATION: 56 CU. YD.
VOLUME COMPACTED EMBANKMENT: 361 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 54 TONS

STA. 908+49 TO STA. 909+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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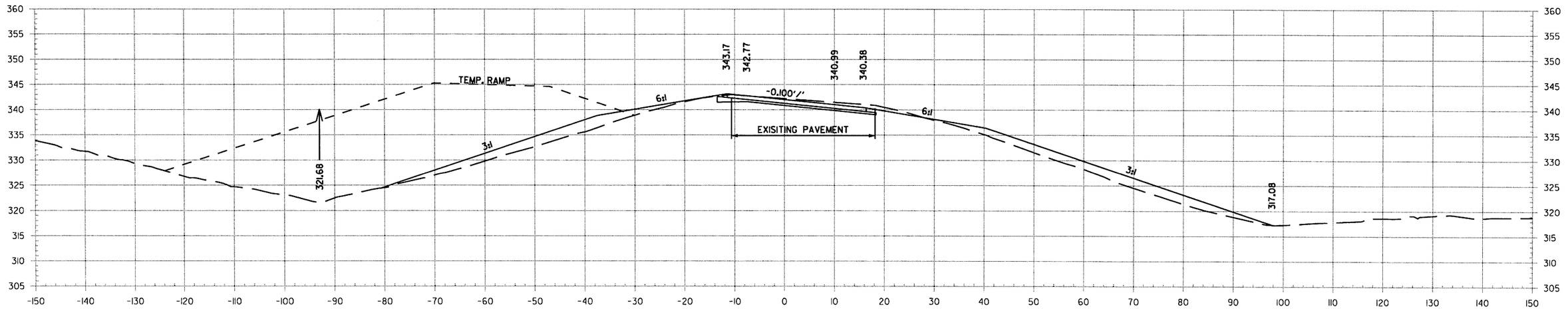
(2) CROSS SECTIONS PARHAM RAMP 1



910+00.00 AREA UNCLASSIFIED EXCAVATION: 56 SQ. FT.
910+00.00 AREA COMPACTED EMBANKMENT: 200 SQ. FT.
910+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 17 SQ. FT.

910+00.00

VOLUME UNCLASSIFIED EXCAVATION: 95 CU. YD.
VOLUME COMPACTED EMBANKMENT: 355 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 68 TONS



909+49.10 AREA UNCLASSIFIED EXCAVATION: 44 SQ. FT.
909+49.10 AREA COMPACTED EMBANKMENT: 176 SQ. FT.
909+49.10 AREA AGGREGATE BASE COURSE (CLASS 7): 17 SQ. FT.

909+49.10

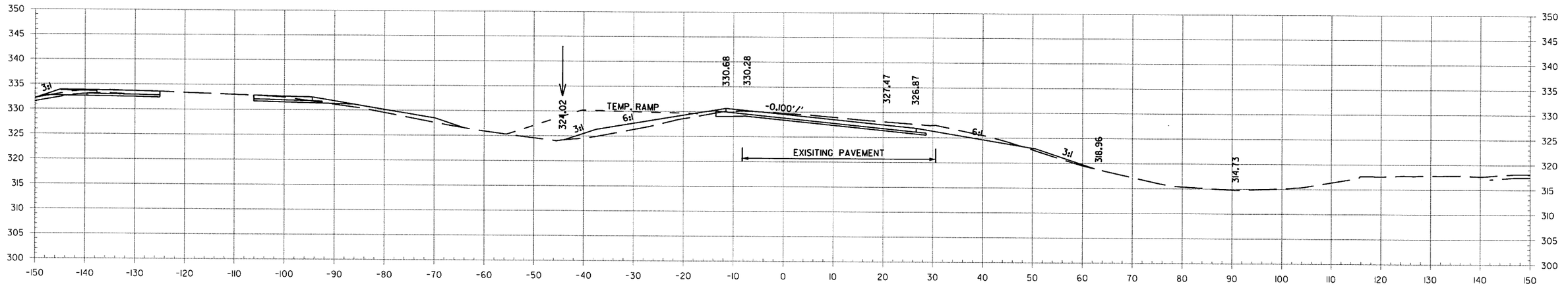
VOLUME UNCLASSIFIED EXCAVATION: 74 CU. YD.
VOLUME COMPACTED EMBANKMENT: 304 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 62 TONS

STA. 909+49 TO STA. 910+00

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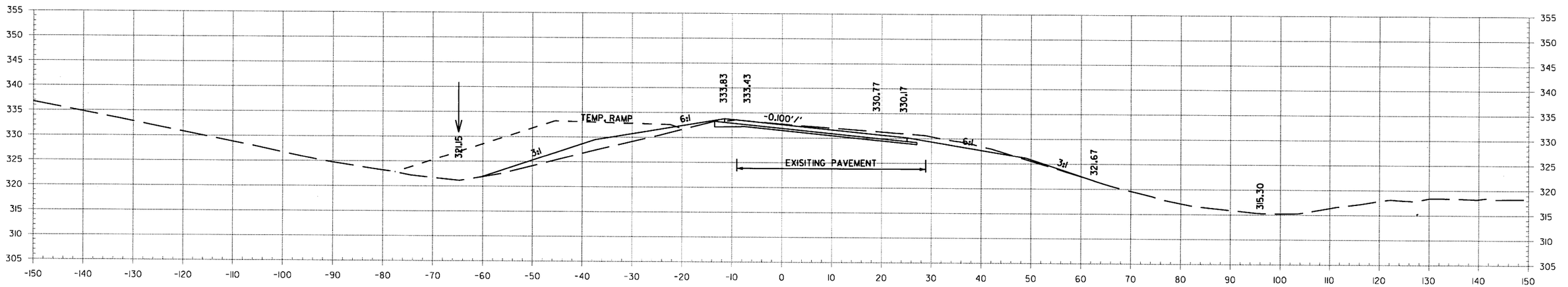
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01-17-18				6	ARK.			
				JOB NO.		CA0608	846	889
				②	CROSS SECTIONS PARHAM RAMP 1			



911+40.00 AREA UNCLASSIFIED EXCAVATION: 63 SQ. FT.
911+40.00 AREA COMPACTED EMBANKMENT: 29 SQ. FT.
911+40.00 AREA AGGREGATE BASE COURSE (CLASS 7): 17 SQ. FT.

911+40.00

VOLUME UNCLASSIFIED EXCAVATION: 93 CU. YD.
VOLUME COMPACTED EMBANKMENT: 63 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 53 TONS



911+00.00 AREA UNCLASSIFIED EXCAVATION: 62 SQ. FT.
911+00.00 AREA COMPACTED EMBANKMENT: 55 SQ. FT.
911+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 17 SQ. FT.

911+00.00

VOLUME UNCLASSIFIED EXCAVATION: 219 CU. YD.
VOLUME COMPACTED EMBANKMENT: 473 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 133 TONS

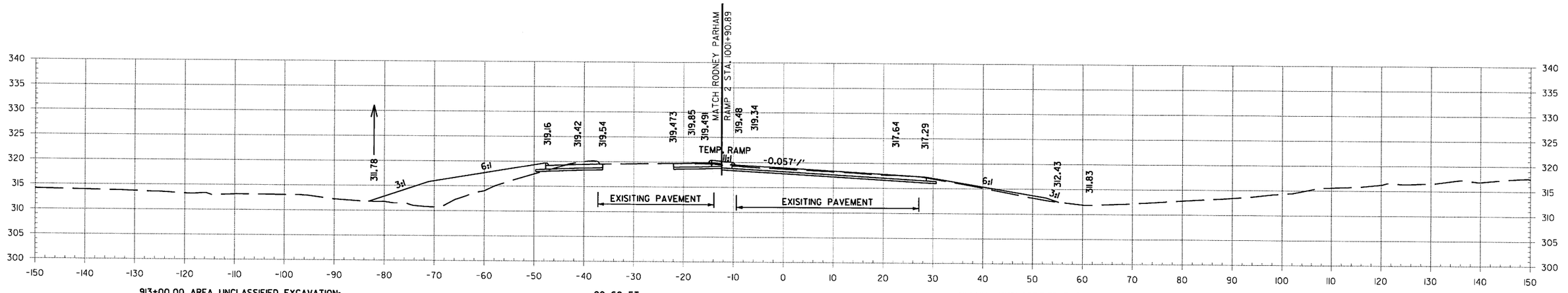
STA. 911+00 TO STA. 911+40

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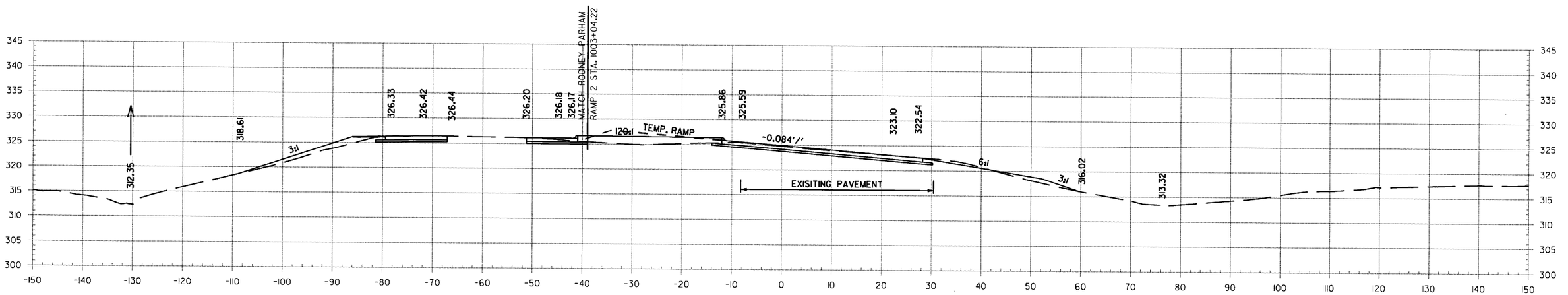
② CROSS SECTIONS PARHAM RAMP 1



913+00.00 AREA UNCLASSIFIED EXCAVATION: 20 SQ. FT.
913+00.00 AREA COMPACTED EMBANKMENT: 8 SQ. FT.
913+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

913+00.00

VOLUME UNCLASSIFIED EXCAVATION: 93 CU. YD.
VOLUME COMPACTED EMBANKMENT: 99 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 47 TONS



912+00.00 AREA UNCLASSIFIED EXCAVATION: 30 SQ. FT.
912+00.00 AREA COMPACTED EMBANKMENT: 45 SQ. FT.
912+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

912+00.00

VOLUME UNCLASSIFIED EXCAVATION: 104 CU. YD.
VOLUME COMPACTED EMBANKMENT: 83 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 56 TONS

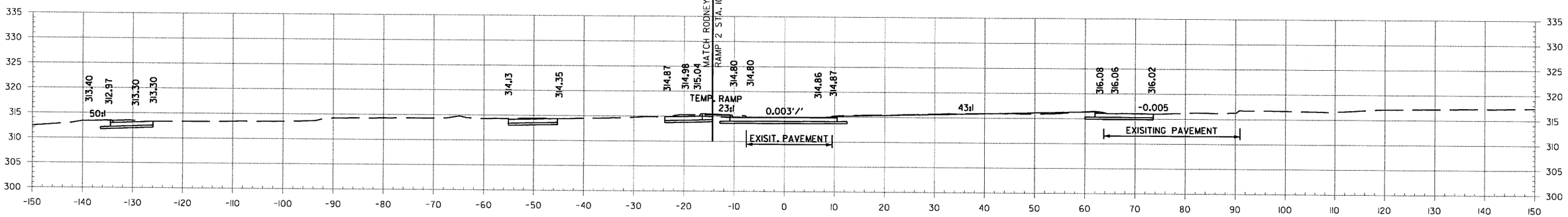
STA. 912+00 TO STA. 913+00

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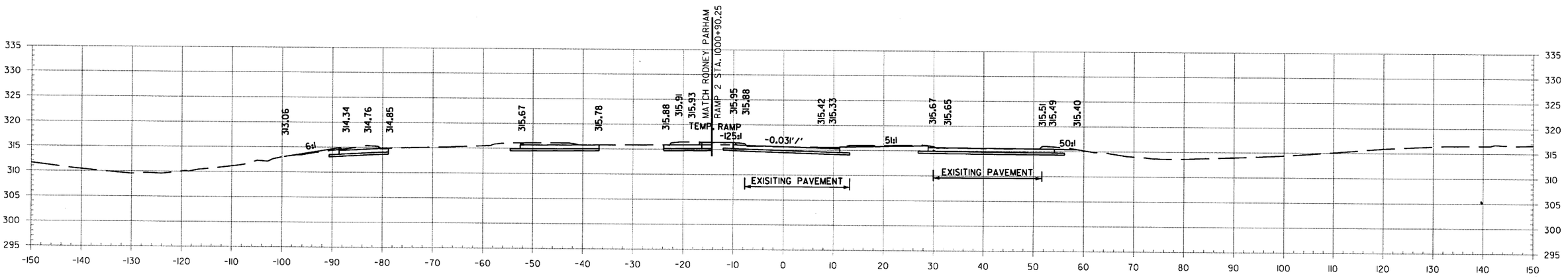
(2) CROSS SECTIONS PARHAM RAMP 1



914+40.00 AREA UNCLASSIFIED EXCAVATION: 28 SQ. FT.
914+40.00 AREA COMPACTED EMBANKMENT: 3 SQ. FT.
914+40.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

914+40.00

VOLUME UNCLASSIFIED EXCAVATION: 53 CU. YD.
VOLUME COMPACTED EMBANKMENT: 3 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 7 TONS



914+00.00 AREA UNCLASSIFIED EXCAVATION: 43 SQ. FT.
914+00.00 AREA COMPACTED EMBANKMENT: 1SQ. FT.
914+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

914+00.00

VOLUME UNCLASSIFIED EXCAVATION: 117 CU. YD.
VOLUME COMPACTED EMBANKMENT: 17 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS

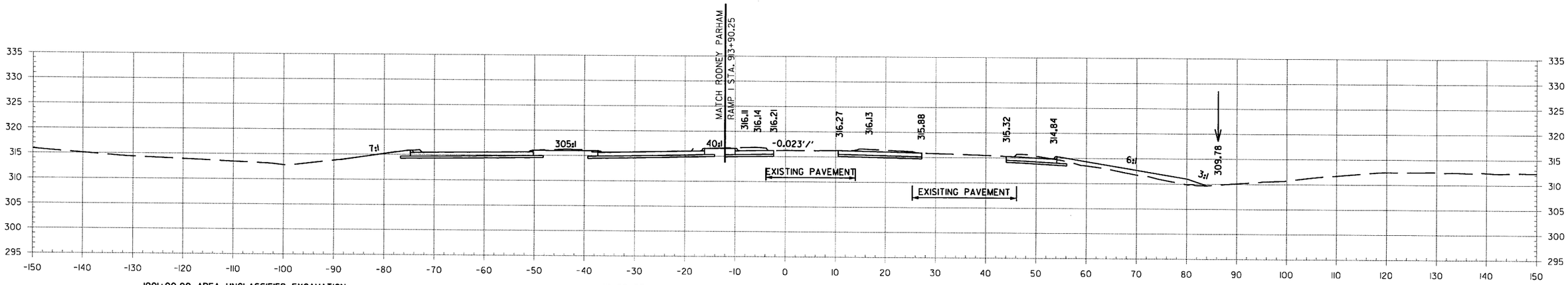
STA. 914+00 TO STA. 914+40

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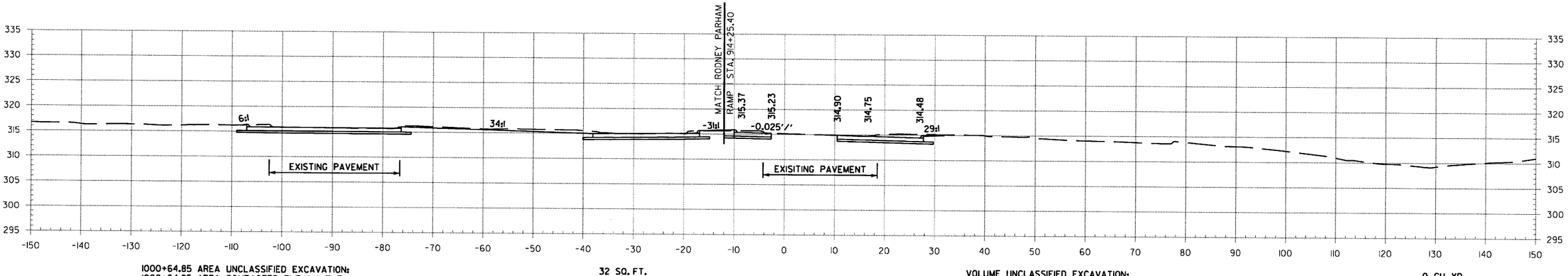
(2) CROSS SECTIONS PARHAM RAMP 2



1001+00.00 AREA UNCLASSIFIED EXCAVATION: 47 SQ. FT.
1001+00.00 AREA COMPACTED EMBANKMENT: 25 SQ. FT.
1001+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1001+00.00

VOLUME UNCLASSIFIED EXCAVATION: 52 CU. YD.
VOLUME COMPACTED EMBANKMENT: 17 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1000+64.85 AREA UNCLASSIFIED EXCAVATION: 32 SQ. FT.
1000+64.85 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1000+64.85 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1000+64.85

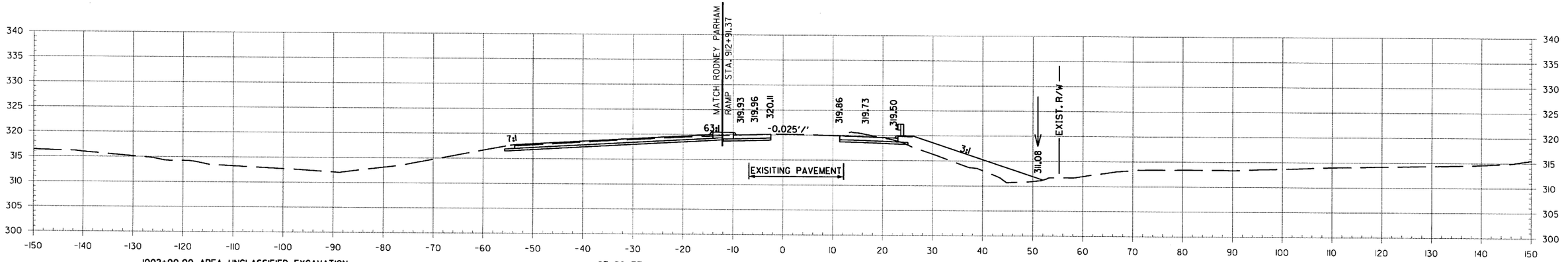
VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1000+65 TO STA. 1001+00

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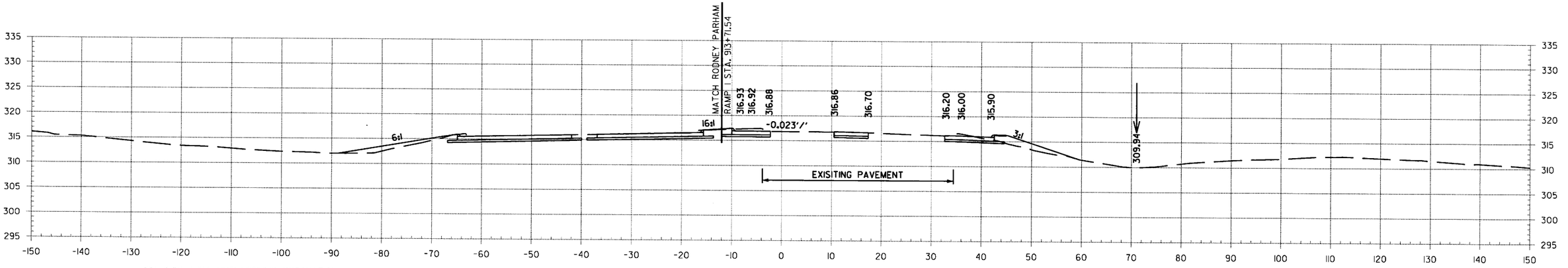
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01-17-18				6	ARK.			
				JOB NO.		CA0608	850	889
				②	CROSS SECTIONS PARHAM RAMP 2			



1002+00.00 AREA UNCLASSIFIED EXCAVATION: 23 SQ. FT.
1002+00.00 AREA COMPACTED EMBANKMENT: 61 SQ. FT.
1002+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1002+00.00

VOLUME UNCLASSIFIED EXCAVATION: 74 CU. YD.
VOLUME COMPACTED EMBANKMENT: 115 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1001+18.72 AREA UNCLASSIFIED EXCAVATION: 26 SQ. FT.
1001+18.72 AREA COMPACTED EMBANKMENT: 15 SQ. FT.
1001+18.72 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1001+18.72

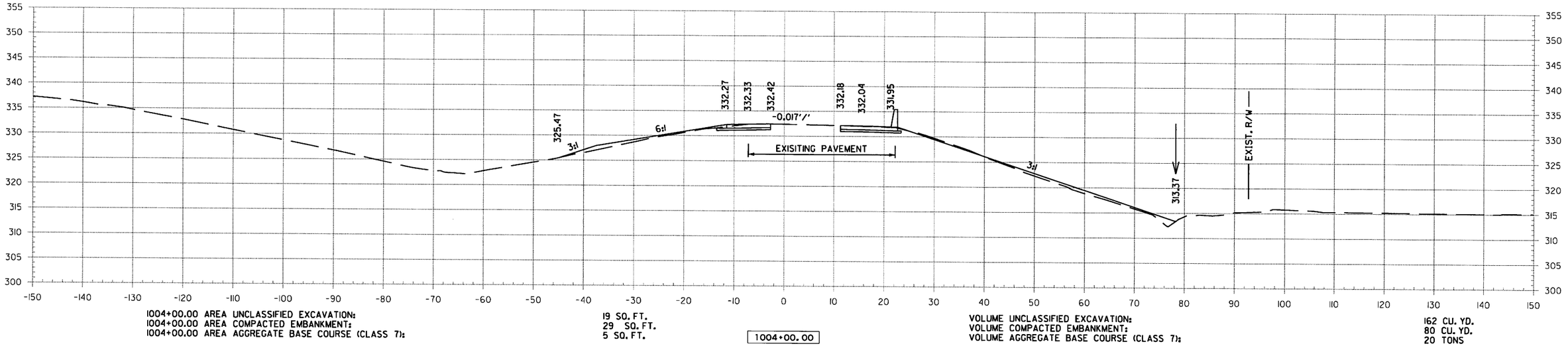
VOLUME UNCLASSIFIED EXCAVATION: 26 CU. YD.
VOLUME COMPACTED EMBANKMENT: 14 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1001+19 TO STA. 1002+00

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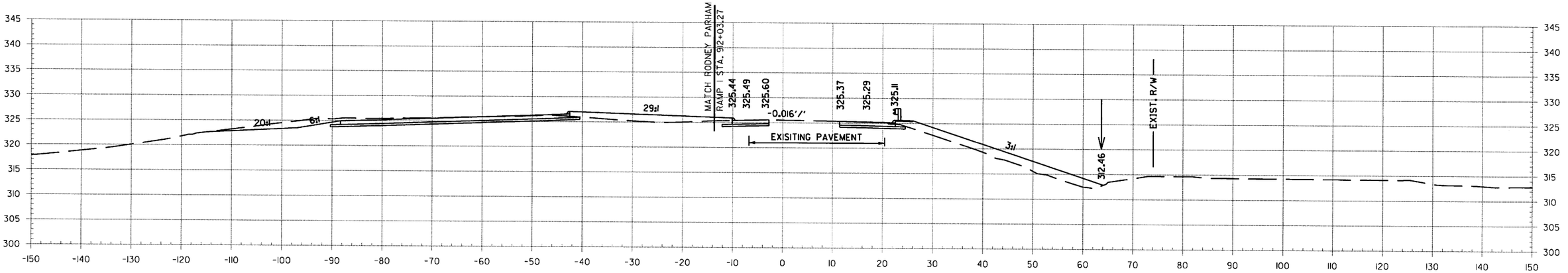
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01-17-18				6	ARK.			
				JOB NO.		CA0608	851	889
				②	CROSS SECTIONS PARHAM RAMP 2			



1004+00.00 AREA UNCLASSIFIED EXCAVATION: 19 SQ. FT.
1004+00.00 AREA COMPACTED EMBANKMENT: 29 SQ. FT.
1004+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1004+00.00

VOLUME UNCLASSIFIED EXCAVATION: 162 CU. YD.
VOLUME COMPACTED EMBANKMENT: 80 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS



1003+00.00 AREA UNCLASSIFIED EXCAVATION: 68 SQ. FT.
1003+00.00 AREA COMPACTED EMBANKMENT: 14 SQ. FT.
1003+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1003+00.00

VOLUME UNCLASSIFIED EXCAVATION: 169 CU. YD.
VOLUME COMPACTED EMBANKMENT: 139 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

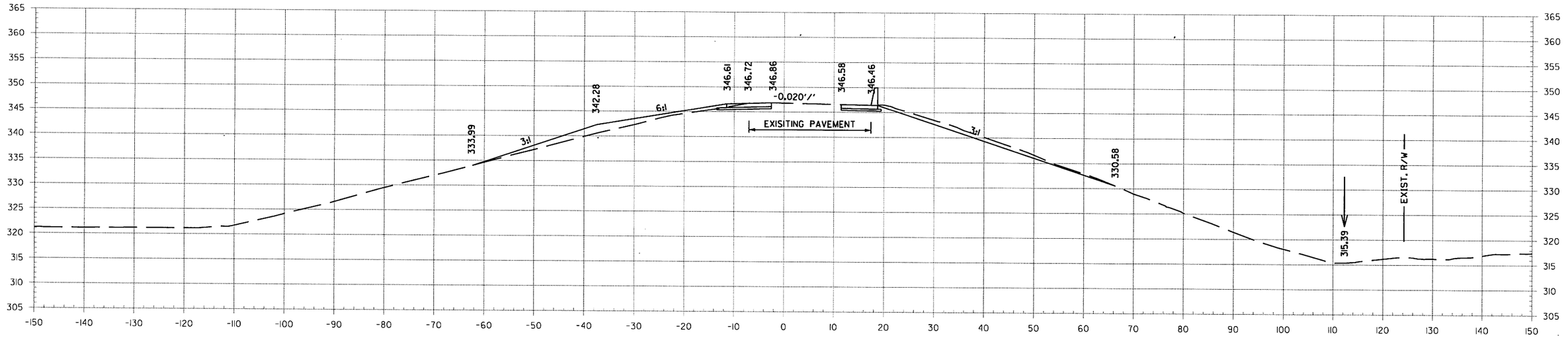
STA. 1003+00 TO STA. 1004+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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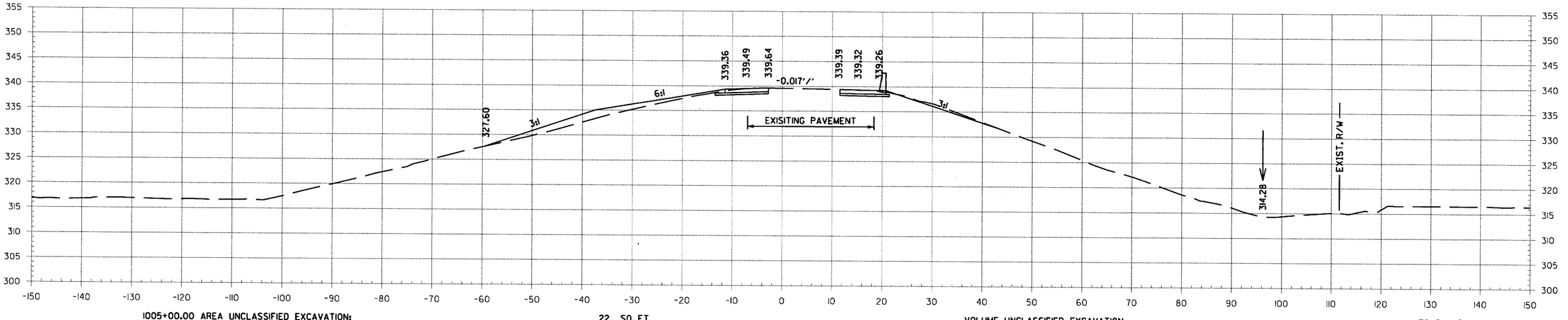
(2) CROSS SECTIONS PARHAM RAMP 2



1006+00.00 AREA UNCLASSIFIED EXCAVATION: 42 SQ. FT.
1006+00.00 AREA COMPACTED EMBANKMENT: 41 SQ. FT.
1006+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1006+00.00

VOLUME UNCLASSIFIED EXCAVATION: 119 CU. YD.
VOLUME COMPACTED EMBANKMENT: 152 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS



1005+00.00 AREA UNCLASSIFIED EXCAVATION: 22 SQ. FT.
1005+00.00 AREA COMPACTED EMBANKMENT: 41 SQ. FT.
1005+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1005+00.00

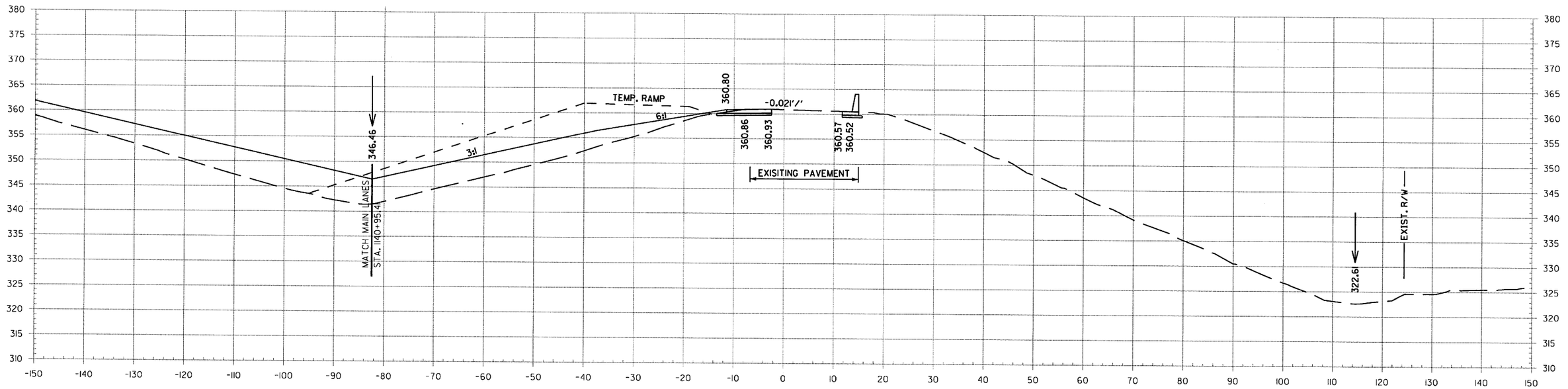
VOLUME UNCLASSIFIED EXCAVATION: 76 CU. YD.
VOLUME COMPACTED EMBANKMENT: 130 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 51 TONS

STA. 1005+00 TO STA. 1006+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	853	889

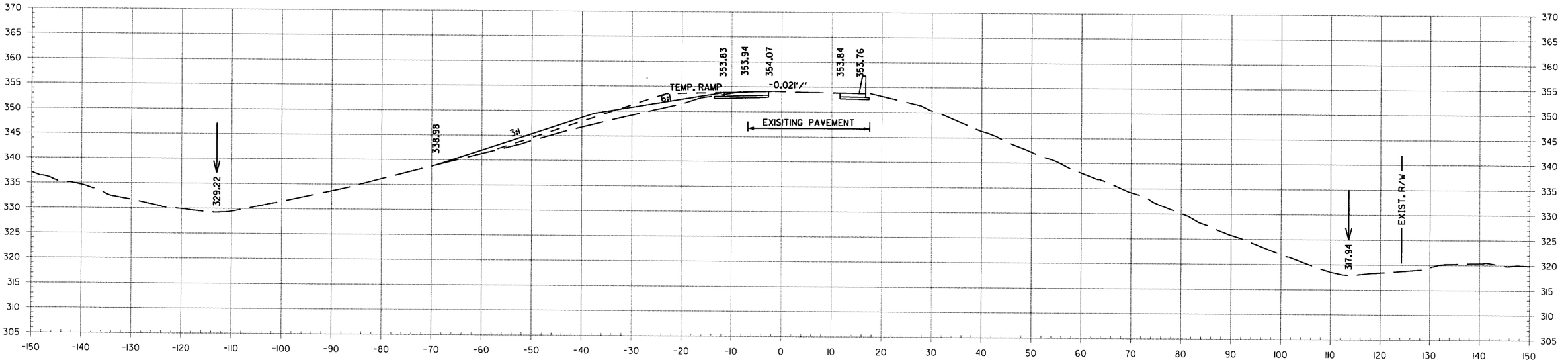
(2) CROSS SECTIONS PARHAM RAMP 2



1008+00.00 AREA UNCLASSIFIED EXCAVATION: 18 SQ. FT.
1008+00.00 AREA COMPACTED EMBANKMENT: 237 SQ. FT.
1008+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1008+00.00

VOLUME UNCLASSIFIED EXCAVATION: 63 CU. YD.
VOLUME COMPACTED EMBANKMENT: 556 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 74 TONS



1007+00.00 AREA UNCLASSIFIED EXCAVATION: 16 SQ. FT.
1007+00.00 AREA COMPACTED EMBANKMENT: 63 SQ. FT.
1007+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1007+00.00

VOLUME UNCLASSIFIED EXCAVATION: 108 CU. YD.
VOLUME COMPACTED EMBANKMENT: 193 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS

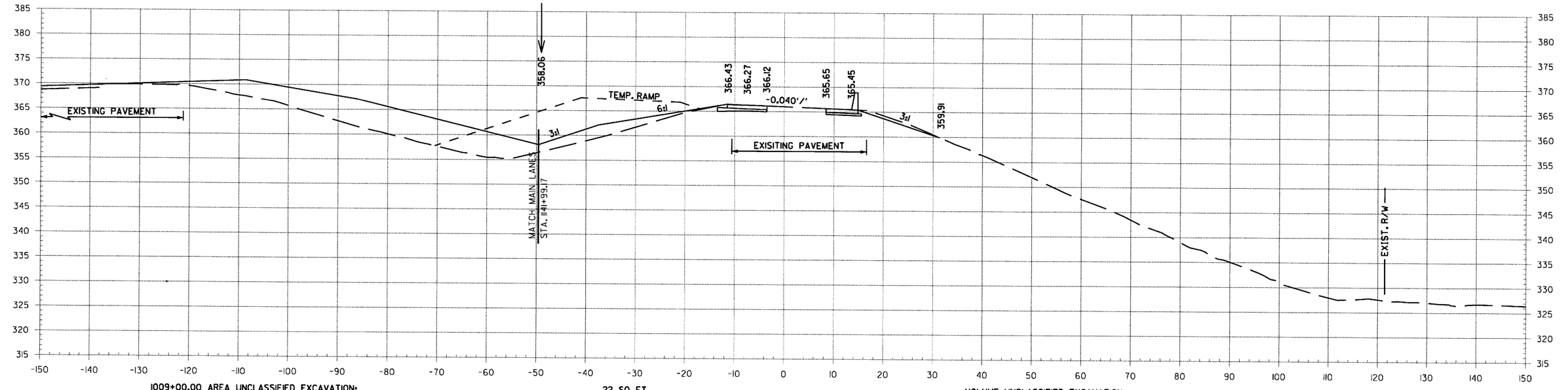
STA. 1007+00 TO STA. 1008+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	854	889

(2) CROSS SECTIONS PARHAM RAMP 2



1009+00.00 AREA UNCLASSIFIED EXCAVATION: 22 SQ. FT.
1009+00.00 AREA COMPACTED EMBANKMENT: 51 SQ. FT.
1009+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1009+00.00

VOLUME UNCLASSIFIED EXCAVATION: 75 CU. YD.
VOLUME COMPACTED EMBANKMENT: 533 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 70 TONS

STA. 1009+00 TO STA. 1009+00

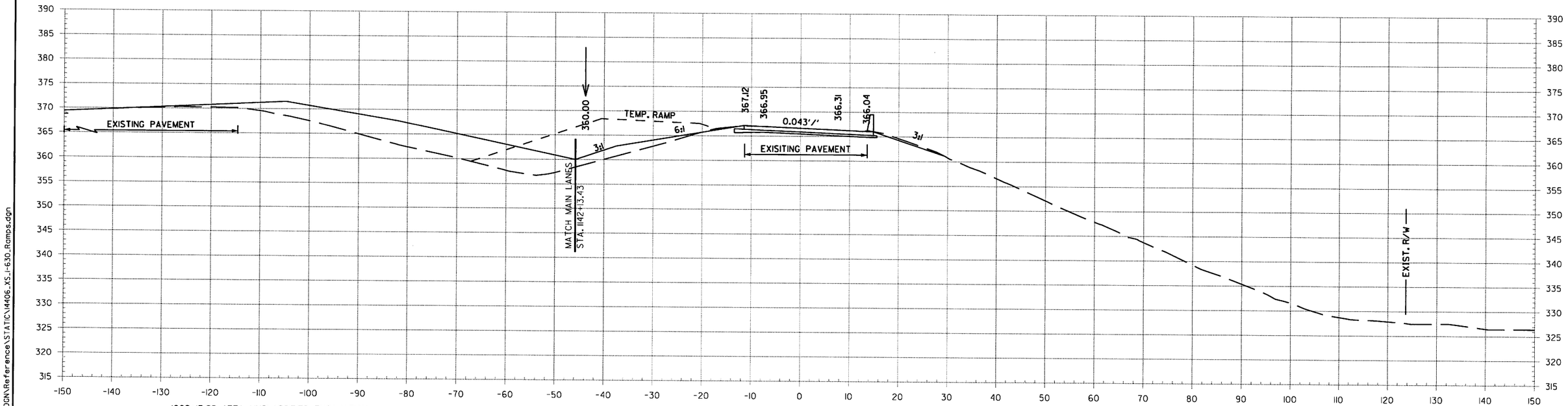
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	855	889

(2) CROSS SECTIONS PARHAM RAMP 2



1009+13.98 AREA UNCLASSIFIED EXCAVATION: 28 SQ. FT.
1009+13.98 AREA COMPACTED EMBANKMENT: 34 SQ. FT.
1009+13.98 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1009+13.98

VOLUME UNCLASSIFIED EXCAVATION: 13 CU. YD.
VOLUME COMPACTED EMBANKMENT: 22 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 8 TONS

STA. 1009+14 TO STA. 1009+14

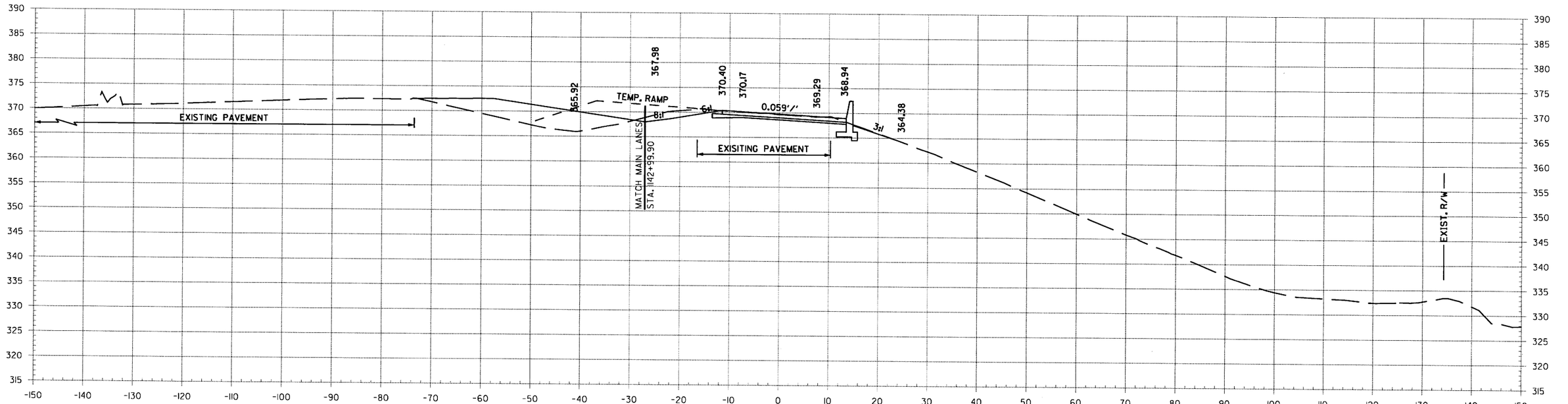
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01-17-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	856	889

(2) CROSS SECTIONS PARHAM RAMP 2



1010+00.00 AREA UNCLASSIFIED EXCAVATION: 46 SQ. FT.
1010+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1010+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 12 SQ. FT.

1010+00.00

VOLUME UNCLASSIFIED EXCAVATION: 118 CU. YD.
VOLUME COMPACTED EMBANKMENT: 55 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 64 TONS

STA. 1010+00 TO STA. 1010+00

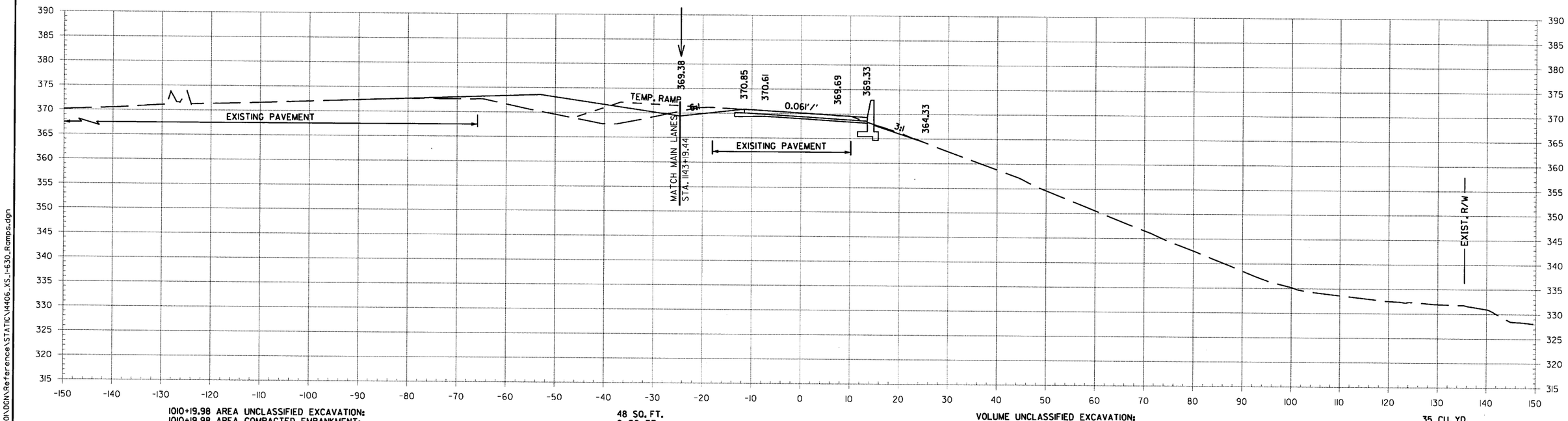
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	857	889

(2) CROSS SECTIONS PARHAM RAMP 2



1010+19.98 AREA UNCLASSIFIED EXCAVATION: 48 SQ. FT.
1010+19.98 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1010+19.98 AREA AGGREGATE BASE COURSE (CLASS 7): 16 SQ. FT.

1010+19.98

VOLUME UNCLASSIFIED EXCAVATION: 35 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 22 TONS

STA. 1010+20 TO STA. 1010+20

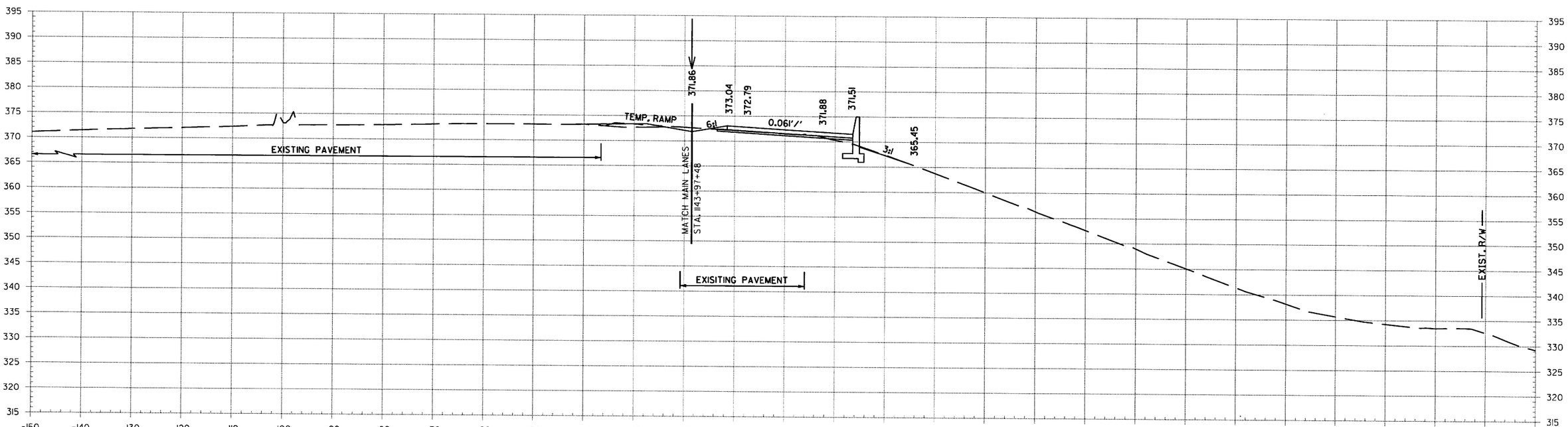
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	858	889

(2) CROSS SECTIONS PARHAM RAMP 2



1011+00.00 AREA UNCLASSIFIED EXCAVATION: 18 SQ. FT.
1011+00.00 AREA COMPACTED EMBANKMENT: 2 SQ. FT.
1011+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 8 SQ. FT.

1011+00.00

VOLUME UNCLASSIFIED EXCAVATION: 98 CU. YD.
VOLUME COMPACTED EMBANKMENT: 3 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 75 TONS

STA. 1011+00 TO STA. 1011+00

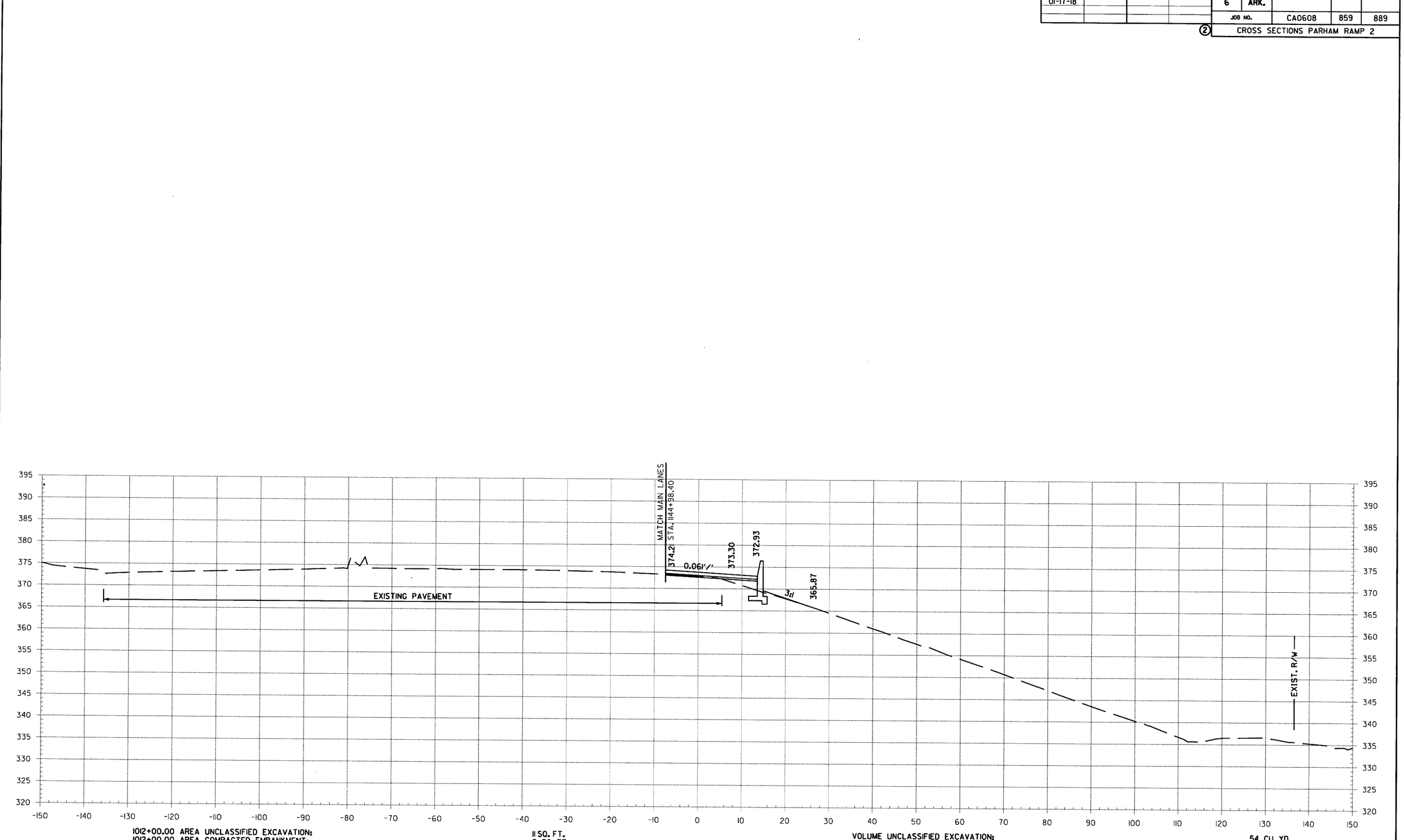
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	859	889

(2) CROSS SECTIONS PARHAM RAMP 2



1012+00.00 AREA UNCLASSIFIED EXCAVATION: 11 SQ. FT.
1012+00.00 AREA COMPACTED EMBANKMENT: 9 SQ. FT.
1012+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1012+00.00

VOLUME UNCLASSIFIED EXCAVATION: 54 CU. YD.
VOLUME COMPACTED EMBANKMENT: 21 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS

STA. 1012+00 TO STA. 1012+00

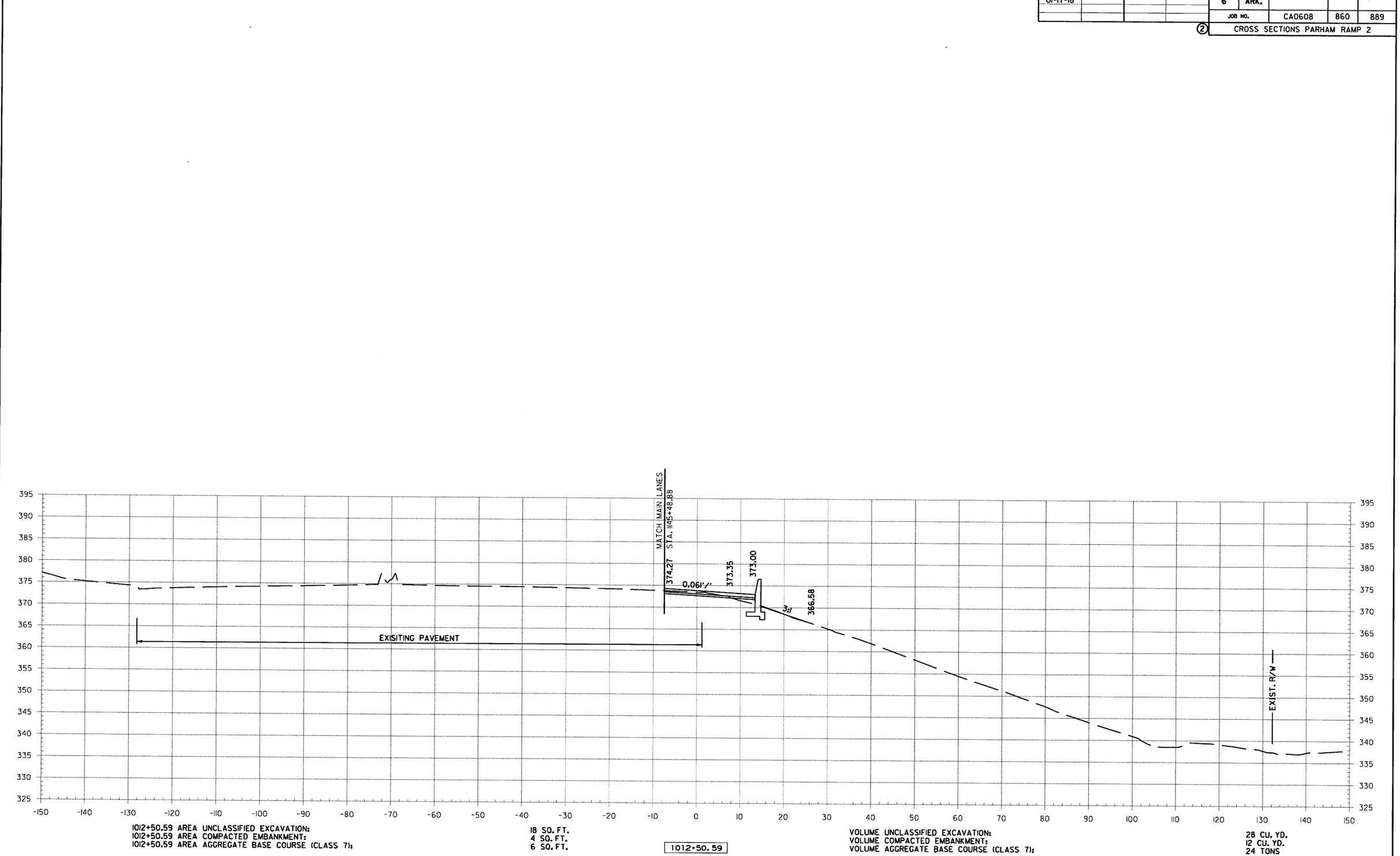
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	860	889

(2) CROSS SECTIONS PARHAM RAMP 2



1012+50.59 AREA UNCLASSIFIED EXCAVATION: 18 SQ. FT.
1012+50.59 AREA COMPACTED EMBANKMENT: 4 SQ. FT.
1012+50.59 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1012+50.59

VOLUME UNCLASSIFIED EXCAVATION: 28 CU. YD.
VOLUME COMPACTED EMBANKMENT: 12 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS

STA. 1012+51 TO STA. 1012+51

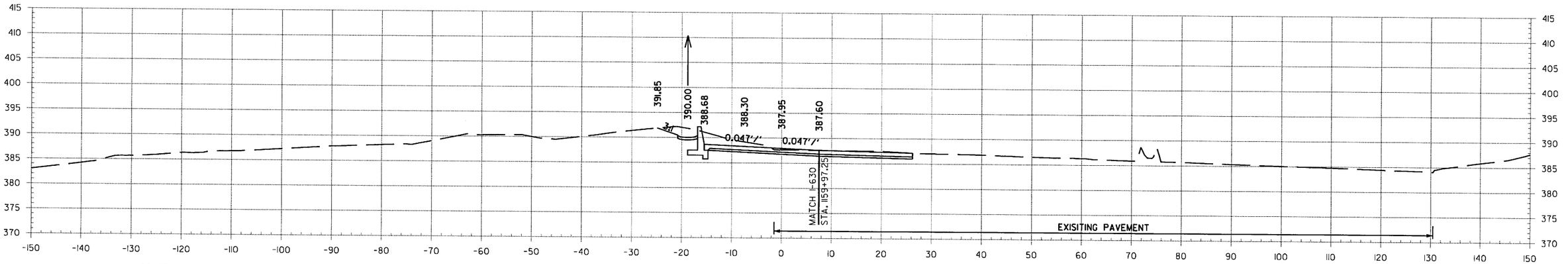
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JOB NO.		CA0608	861	889

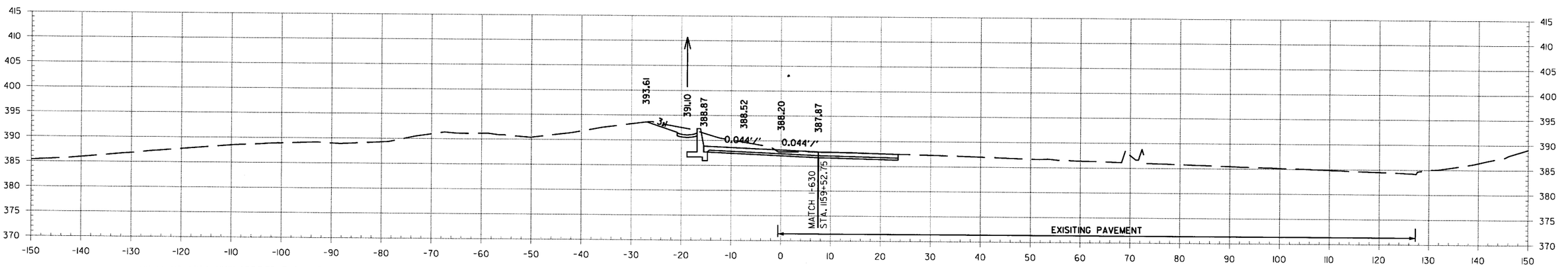
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 57 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1103+00.00

VOLUME UNCLASSIFIED EXCAVATION: 98 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 25 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 59 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1102+54.79

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

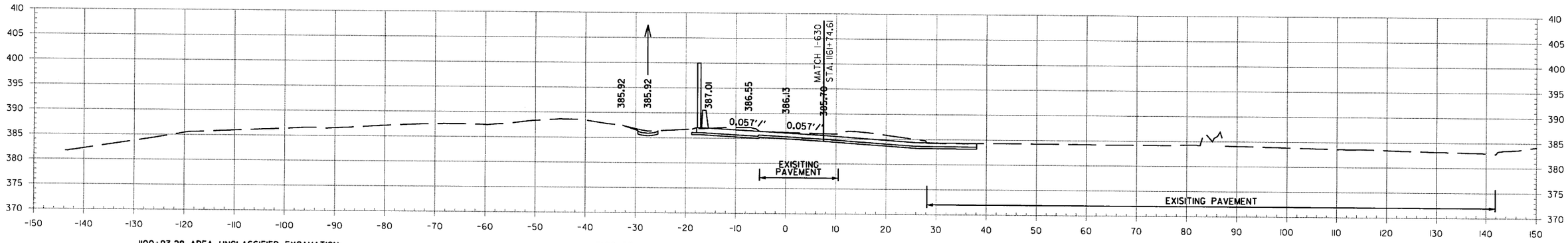
STA. 1102+55 TO STA. 1103+00

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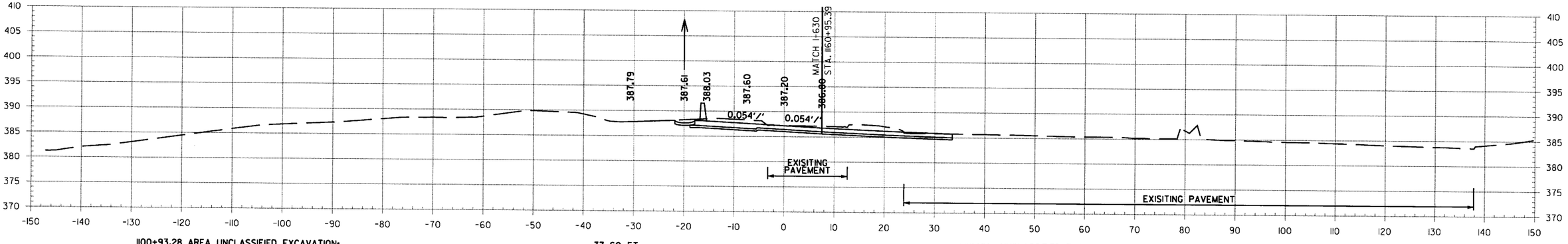
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 31 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

1104+80.48

VOLUME UNCLASSIFIED EXCAVATION: 102 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 32 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1104+00.00

VOLUME UNCLASSIFIED EXCAVATION: 175 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 55 TONS

STA. 1104+00 TO STA. 1104+80

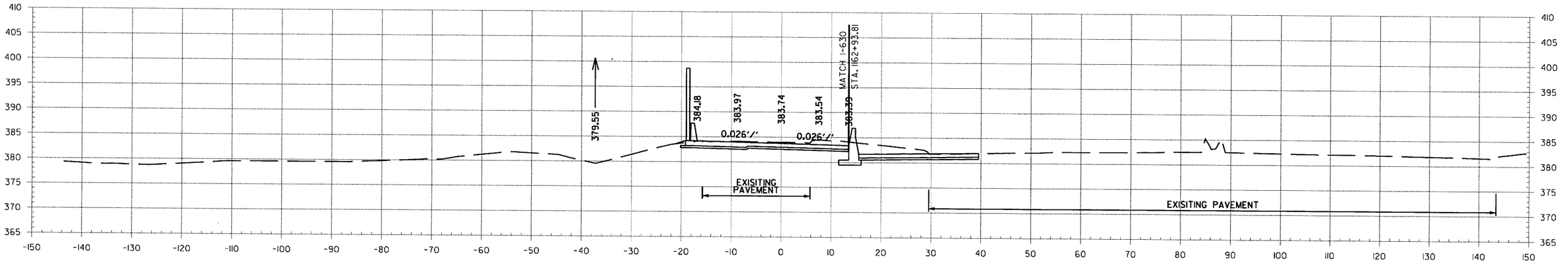
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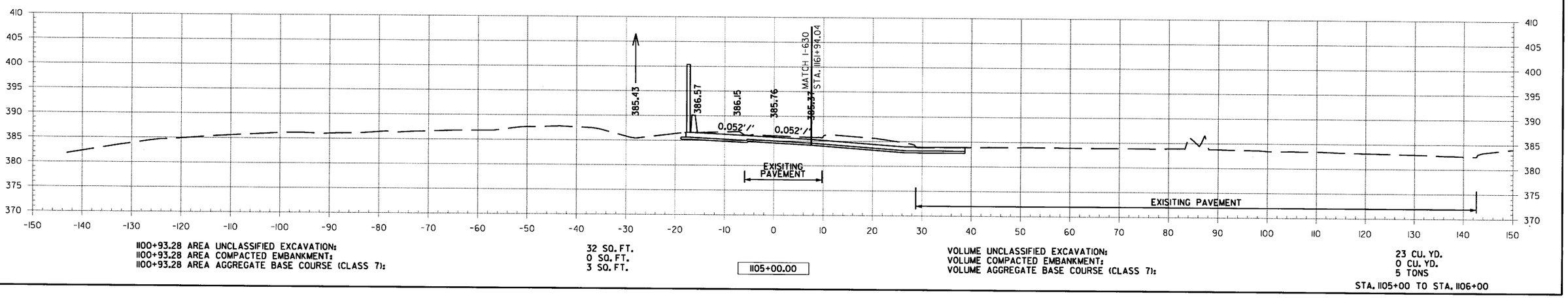
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

1106+00.00

VOLUME UNCLASSIFIED EXCAVATION: 128 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 32 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

1105+00.00

VOLUME UNCLASSIFIED EXCAVATION: 23 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 5 TONS

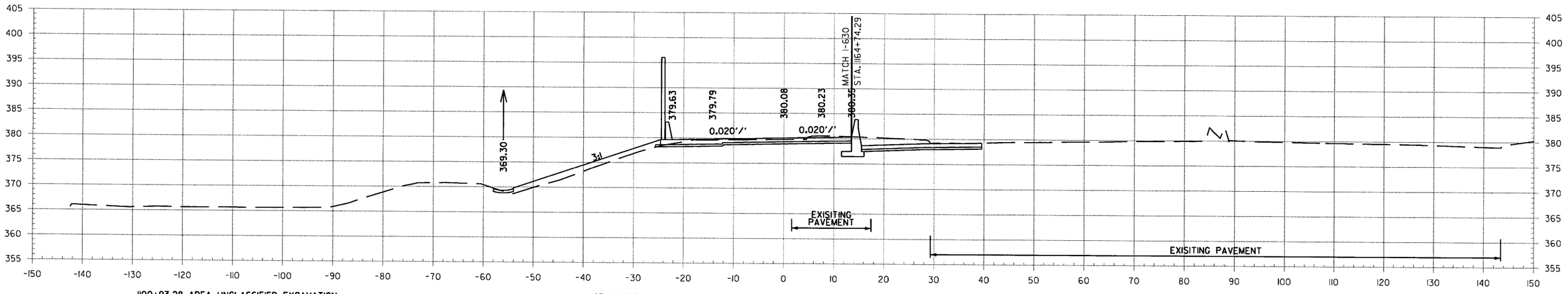
STA. 1105+00 TO STA. 1106+00

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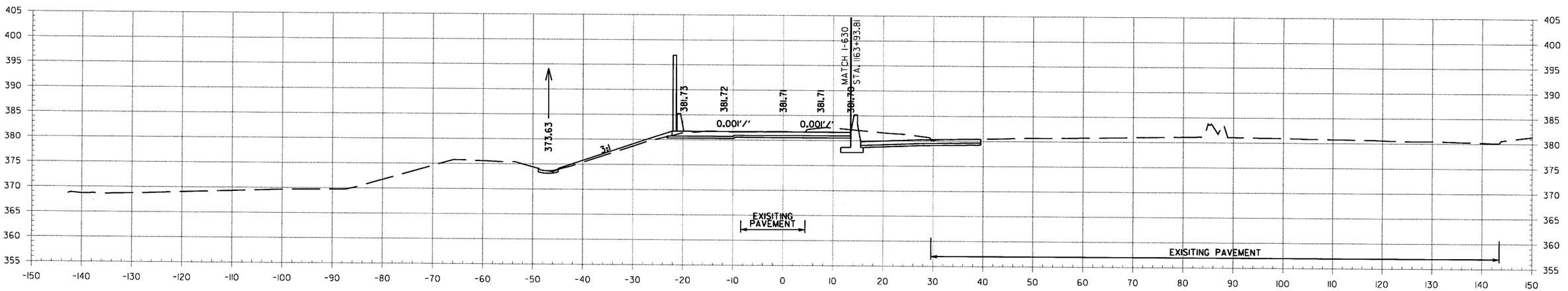
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 25 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 33 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

1107+80.48

VOLUME UNCLASSIFIED EXCAVATION: 91 CU. YD.
VOLUME COMPACTED EMBANKMENT: 62 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 19 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 36 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 8 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 3 SQ. FT.

1107+00.00

VOLUME UNCLASSIFIED EXCAVATION: 136 CU. YD.
VOLUME COMPACTED EMBANKMENT: 15 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS

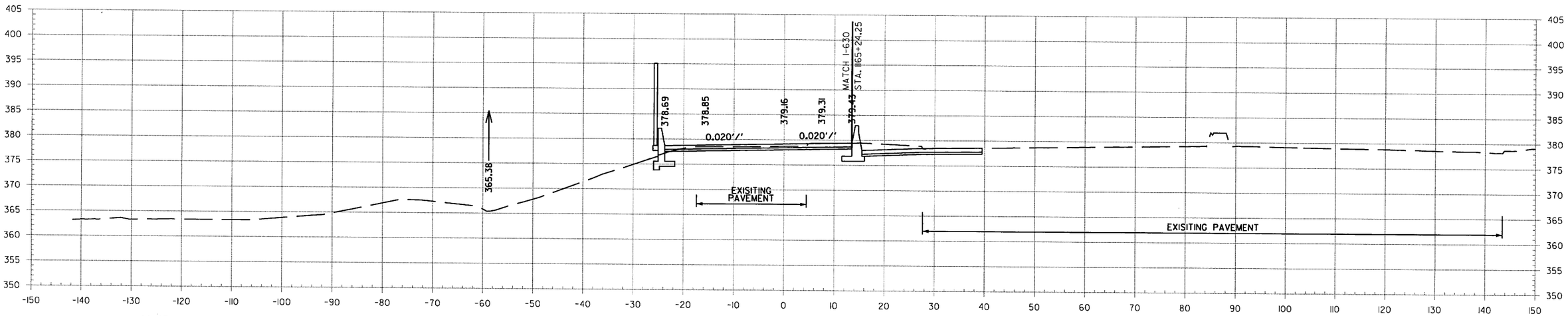
STA. 1107+00 TO STA. 1107+80

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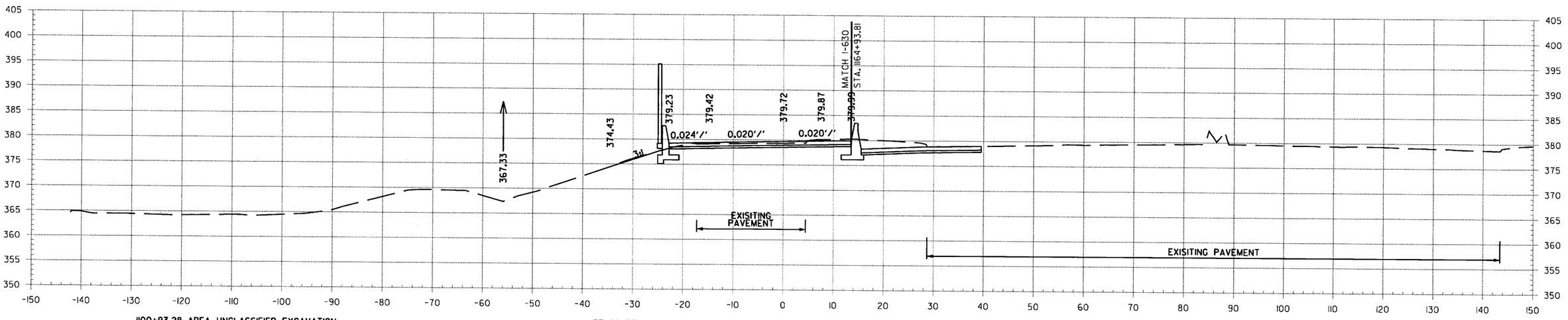
② CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 26 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 4 SQ. FT.

1108+30.44

VOLUME UNCLASSIFIED EXCAVATION: 34 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 9 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 33 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1108+00.00

VOLUME UNCLASSIFIED EXCAVATION: 21 CU. YD.
VOLUME COMPACTED EMBANKMENT: 12 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 5 TONS

STA. 1108+00 TO STA. 1108+30

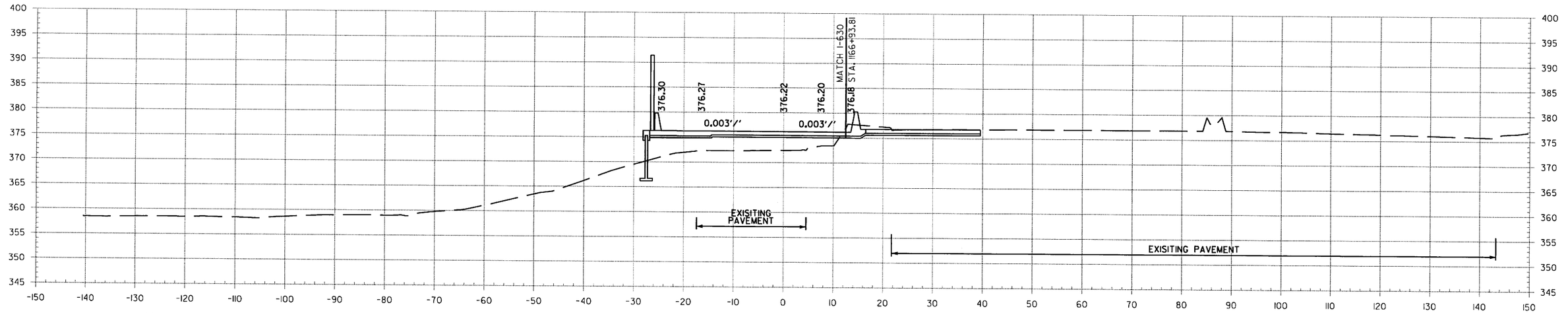
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6	ARK.			
JOB NO.		CA0608	866	889

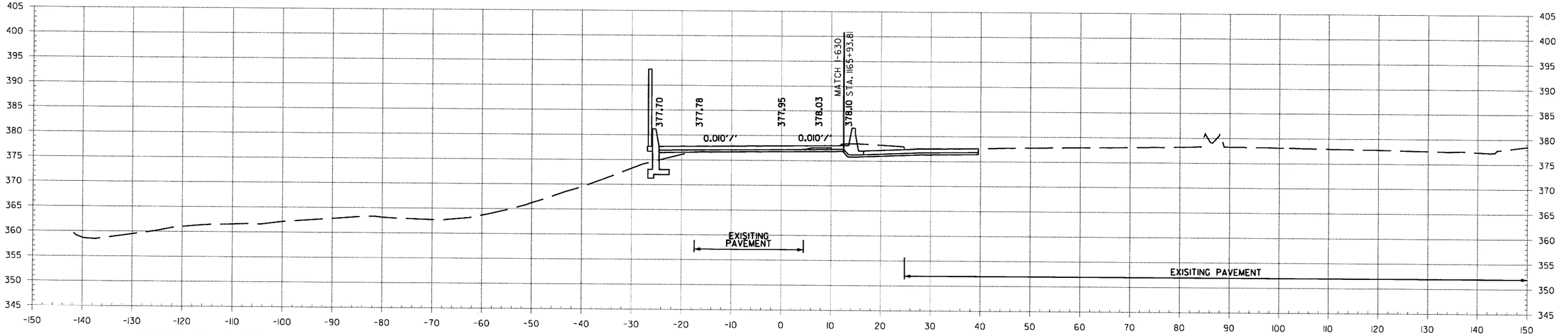
② CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 216 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 88 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1110+00.00

VOLUME UNCLASSIFIED EXCAVATION: 441 CU. YD.
VOLUME COMPACTED EMBANKMENT: 199 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 35 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 22 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 19 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

1109+00.00

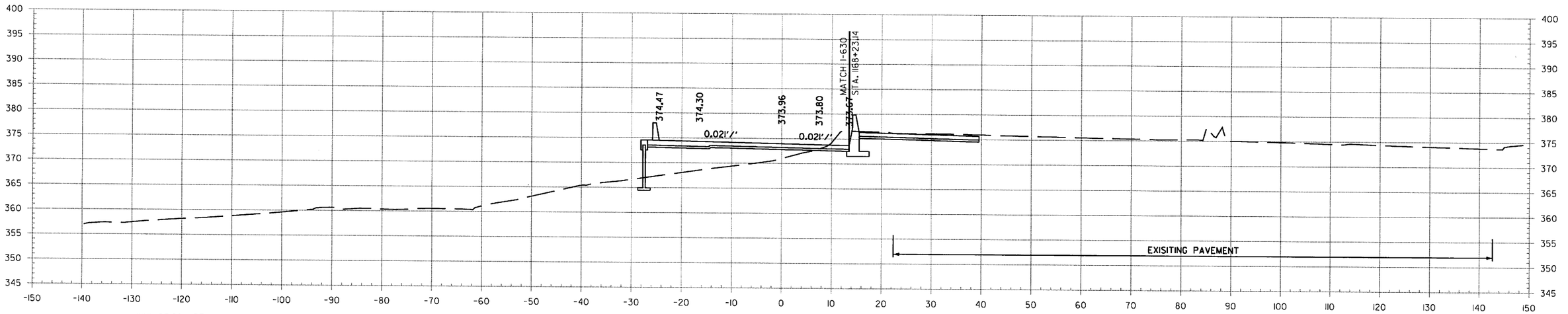
VOLUME UNCLASSIFIED EXCAVATION: 62 CU. YD.
VOLUME COMPACTED EMBANKMENT: 26 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 36 TONS

STA. 1109+00 TO STA. 1110+00

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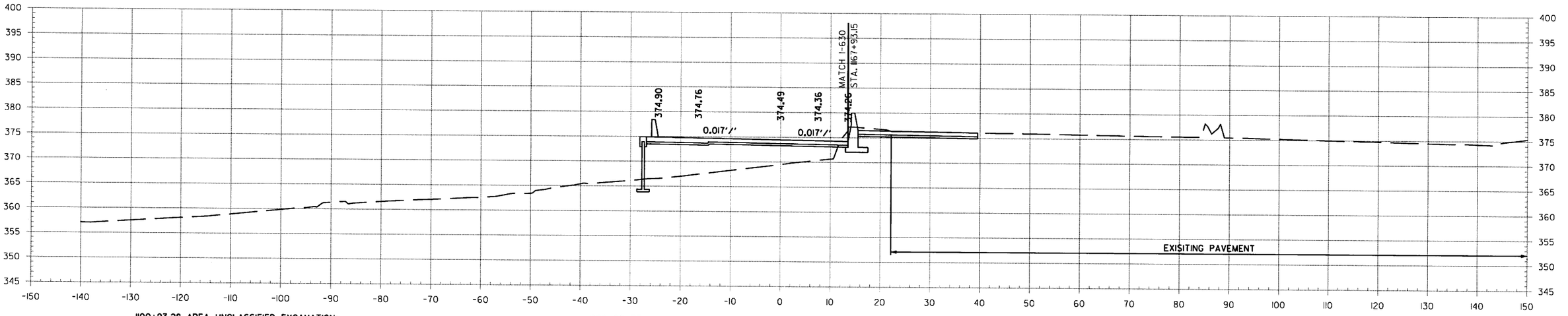
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01-17-18				6	ARK.			
				JOB NO.		CA0608	867	889
				②	CROSS SECTIONS UNIVERSITY RAMP 6			



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 38 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 73 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1111+30.44

VOLUME UNCLASSIFIED EXCAVATION: 135 CU. YD.
VOLUME COMPACTED EMBANKMENT: 116 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 200 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 132 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1111+00.00

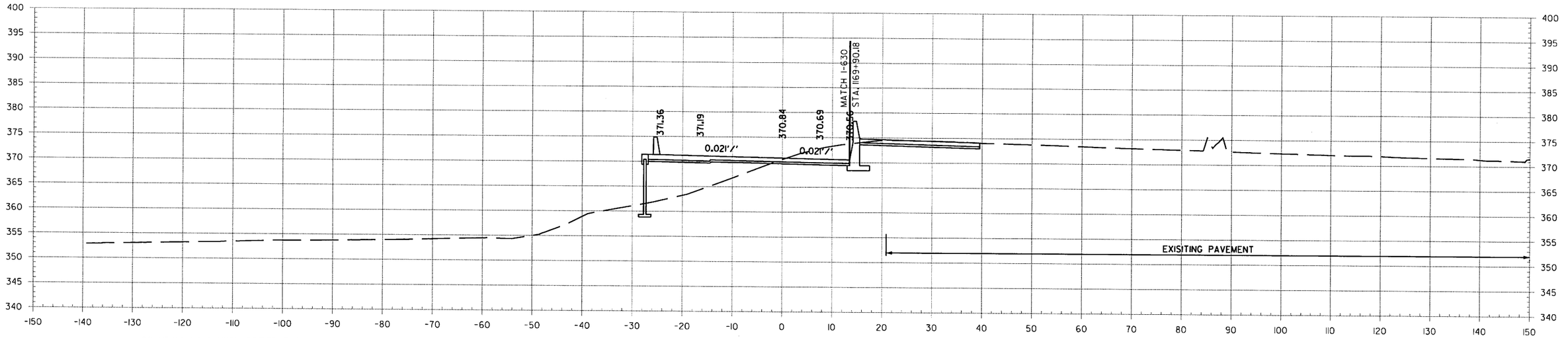
VOLUME UNCLASSIFIED EXCAVATION: 771 CU. YD.
VOLUME COMPACTED EMBANKMENT: 408 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1111+00 TO STA. 1111+30

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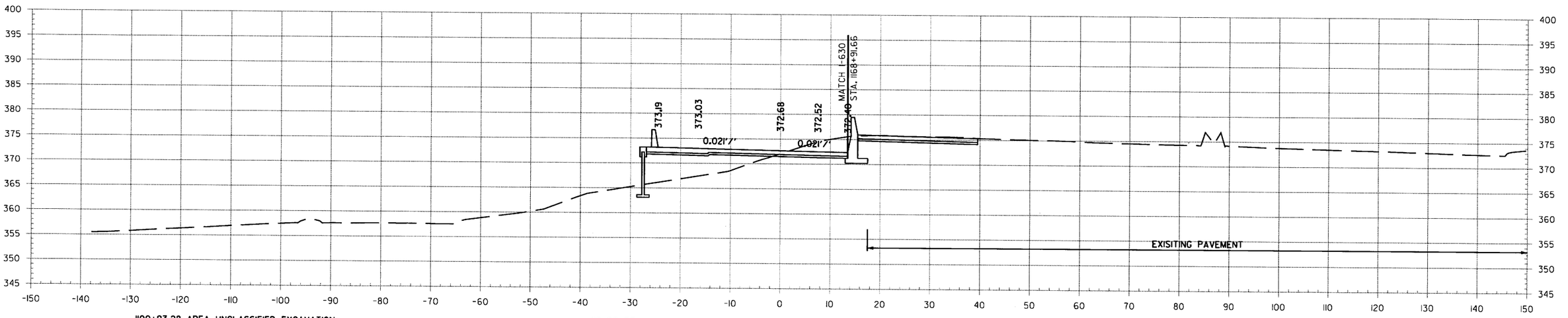
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01-17-18				6	ARK.			
				JOB NO.		CA0608	868	889
				②	CROSS SECTIONS UNIVERSITY RAMP 6			



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 184 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 50 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1113+00.00

VOLUME UNCLASSIFIED EXCAVATION: 456 CU. YD.
VOLUME COMPACTED EMBANKMENT: 184 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 62 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 49 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1112+00.00

VOLUME UNCLASSIFIED EXCAVATION: 129 CU. YD.
VOLUME COMPACTED EMBANKMENT: 158 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1112+00 TO STA. 1113+00

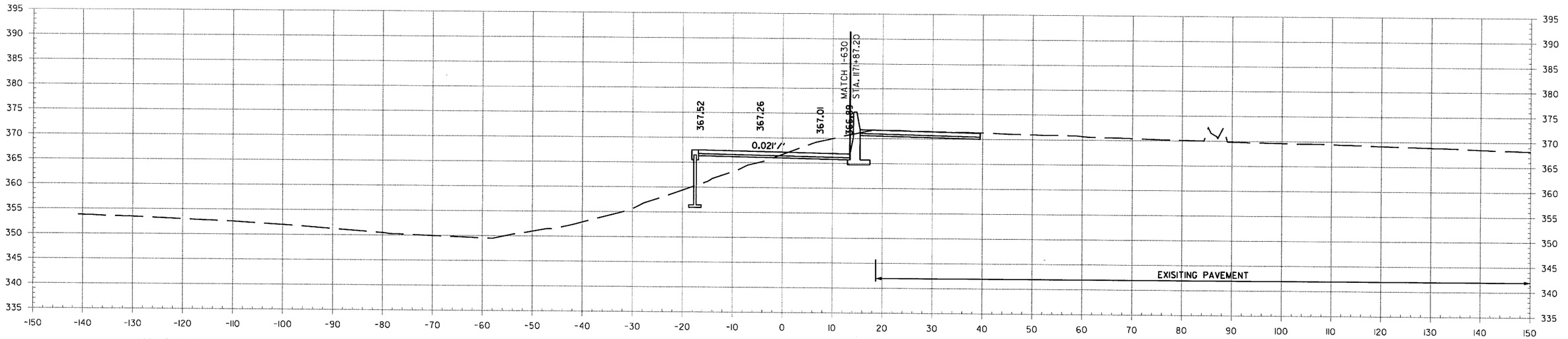
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JOB NO.		CA0608	869	889

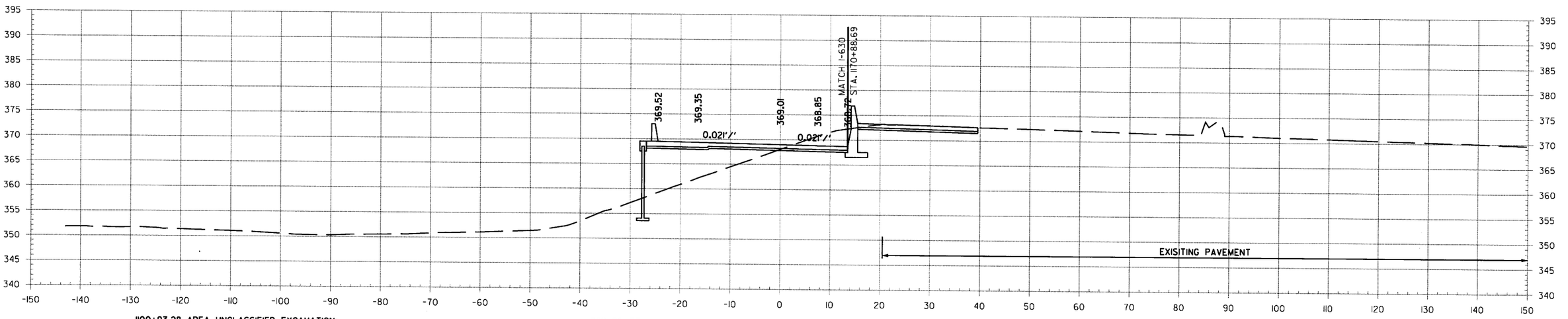
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 97 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 7 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1115+00.00

VOLUME UNCLASSIFIED EXCAVATION: 623 CU. YD.
VOLUME COMPACTED EMBANKMENT: 89 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 239 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 41 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1114+00.00

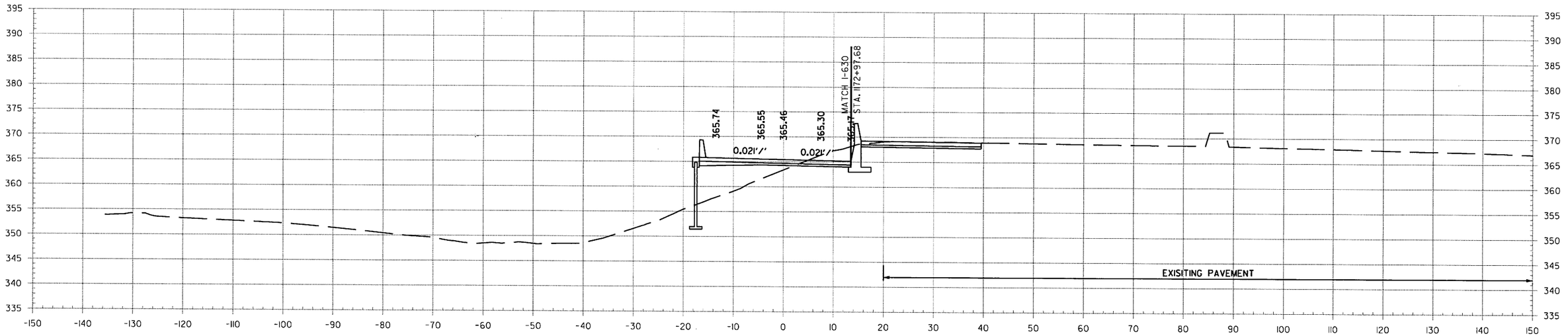
VOLUME UNCLASSIFIED EXCAVATION: 784 CU. YD.
VOLUME COMPACTED EMBANKMENT: 169 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1114+00 TO STA. 1115+00

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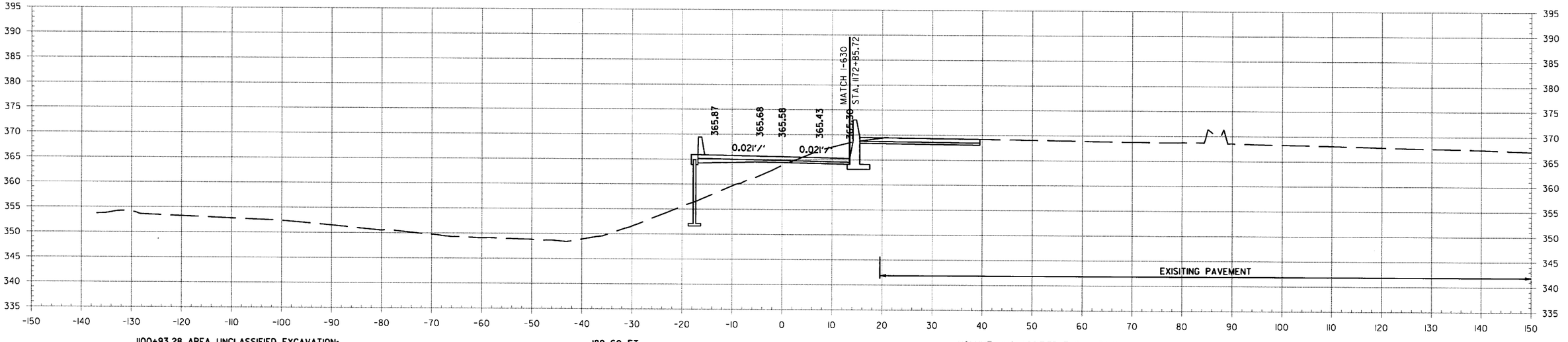
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01-17-18				6	ARK.			
				JOB NO.		CA0608	870	889
				② CROSS SECTIONS UNIVERSITY RAMP 6				



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 183 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 19 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1116+12.15

VOLUME UNCLASSIFIED EXCAVATION: 84 CU. YD.
VOLUME COMPACTED EMBANKMENT: 9 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 189 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 17 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1116+00.00

VOLUME UNCLASSIFIED EXCAVATION: 530 CU. YD.
VOLUME COMPACTED EMBANKMENT: 45 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

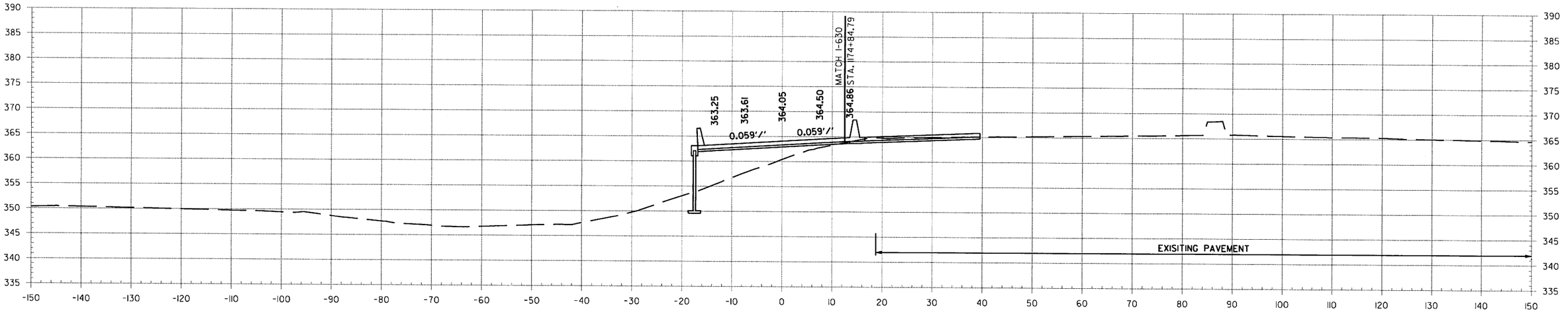
STA. 1116+00 TO STA. 1116+12

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				JOB NO.		CA0608	871	889

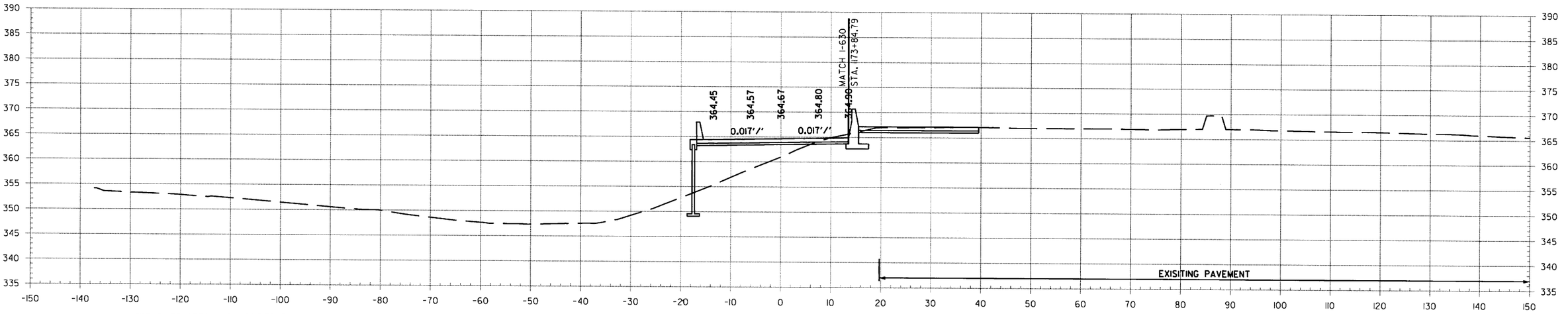
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 198 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 42 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1118+00.00

VOLUME UNCLASSIFIED EXCAVATION: 699 CU. YD.
VOLUME COMPACTED EMBANKMENT: 134 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 179 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 30 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1117+00.00

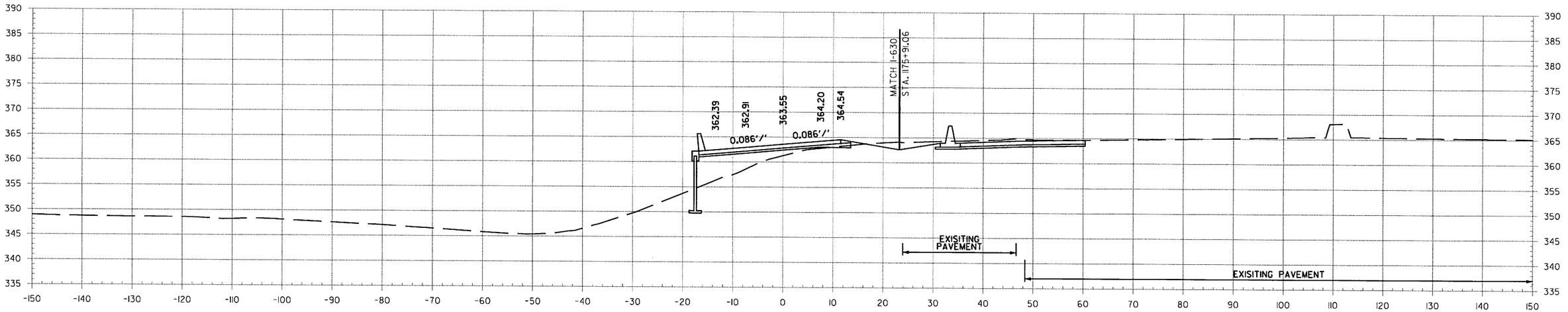
VOLUME UNCLASSIFIED EXCAVATION: 589 CU. YD.
VOLUME COMPACTED EMBANKMENT: 80 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1117+00 TO STA. 1118+00

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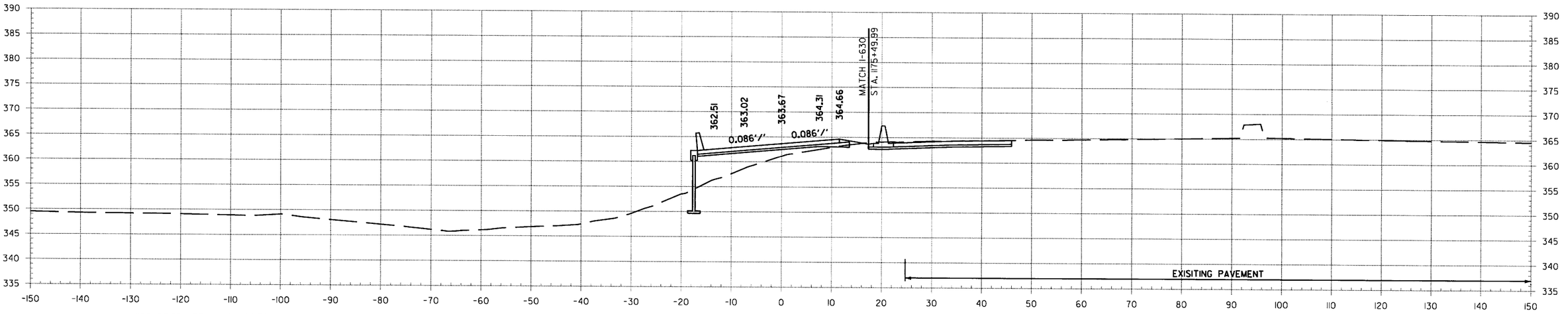
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01-17-18				6	ARK.			
				JOB NO.		CA0608	872	889
				② CROSS SECTIONS UNIVERSITY RAMP 6				



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 275 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 22 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1119+00.00

VOLUME UNCLASSIFIED EXCAVATION: 385 CU. YD.
VOLUME COMPACTED EMBANKMENT: 35 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 20 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 269 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 27 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1118+61.88

VOLUME UNCLASSIFIED EXCAVATION: 536 CU. YD.
VOLUME COMPACTED EMBANKMENT: 80 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 15 TONS

STA. 1118+62 TO STA. 1119+00

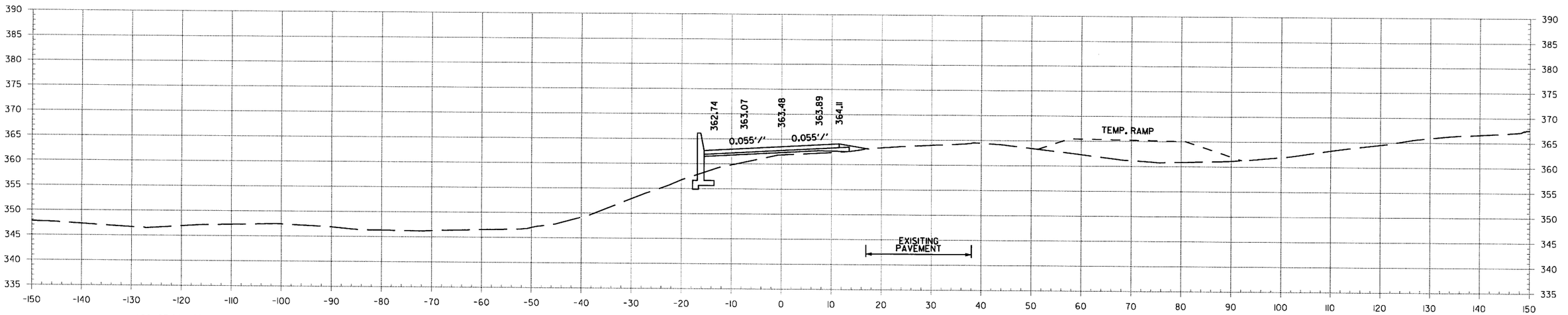
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6	ARK.			
JOB NO.		CA0608	873	889

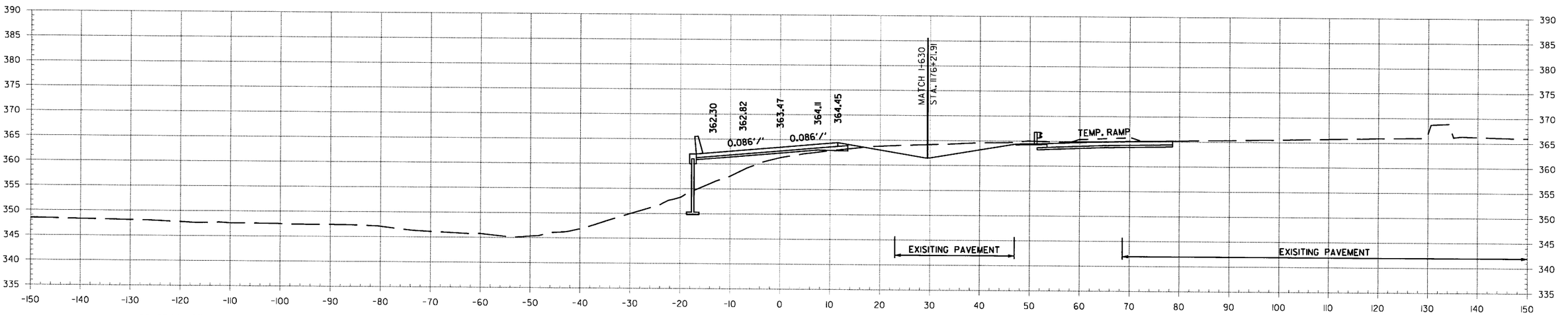
② CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 12 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 31 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 11 SQ. FT.

1120+00.00

VOLUME UNCLASSIFIED EXCAVATION: 390 CU. YD.
VOLUME COMPACTED EMBANKMENT: 68 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 50 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 286 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 21 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1119+29.45

VOLUME UNCLASSIFIED EXCAVATION: 306 CU. YD.
VOLUME COMPACTED EMBANKMENT: 24 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 17 TONS

STA. 1119+29 TO STA. 1120+00

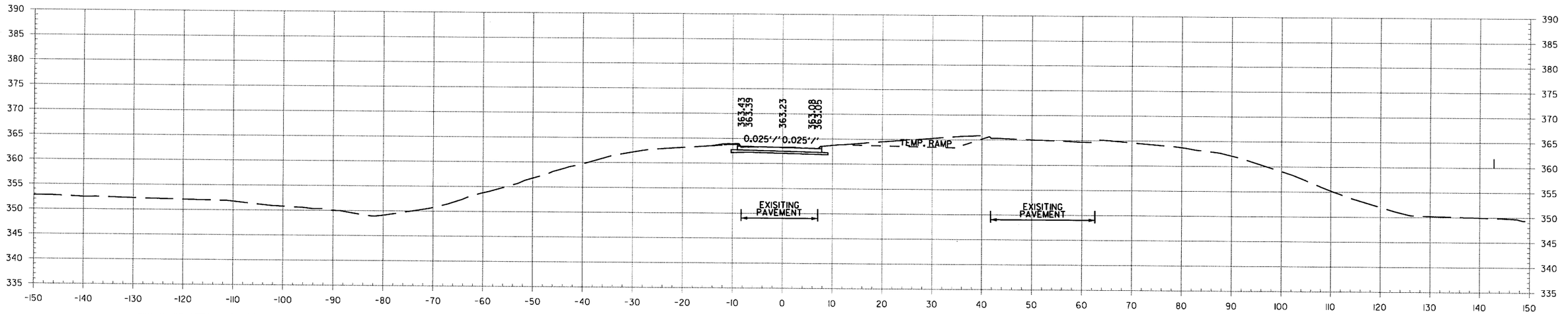
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6	ARK.			
JOB NO.		CA0608	874	889

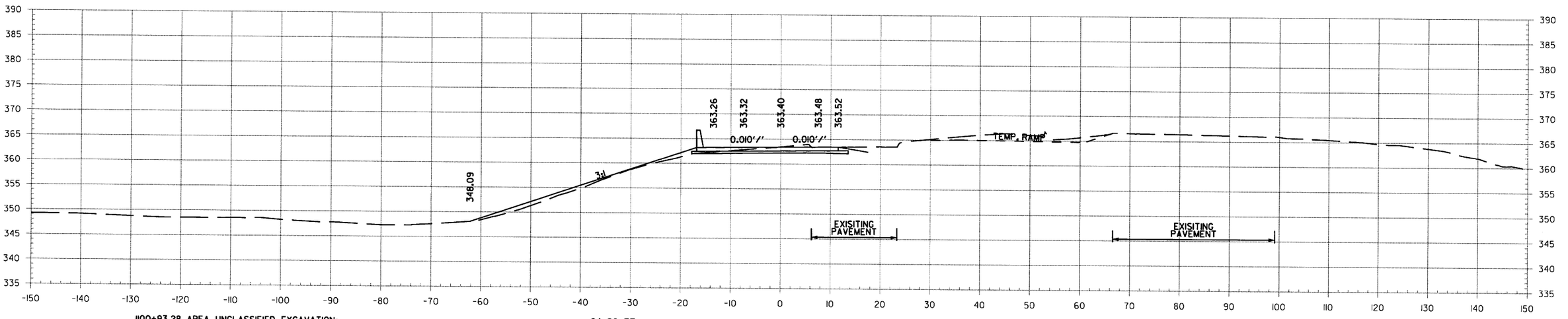
(2) CROSS SECTIONS UNIVERSITY RAMP 6



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 11 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1121+79.45

VOLUME UNCLASSIFIED EXCAVATION: 82 CU. YD.
VOLUME COMPACTED EMBANKMENT: 48 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 22 TONS



1100+93.28 AREA UNCLASSIFIED EXCAVATION: 24 SQ. FT.
1100+93.28 AREA COMPACTED EMBANKMENT: 22 SQ. FT.
1100+93.28 AREA AGGREGATE BASE COURSE (CLASS 7): 7 SQ. FT.

1121+00.00

VOLUME UNCLASSIFIED EXCAVATION: 67 CU. YD.
VOLUME COMPACTED EMBANKMENT: 99 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 70 TONS

STA. 1121+00 TO STA. 1121+79

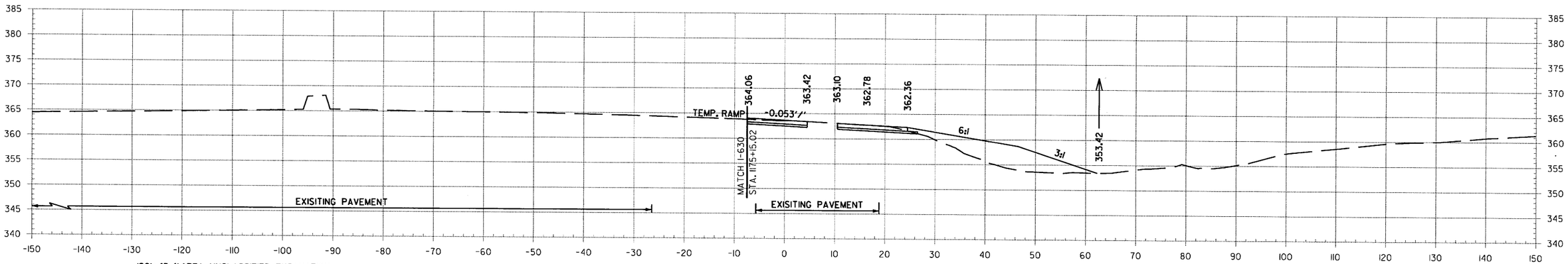
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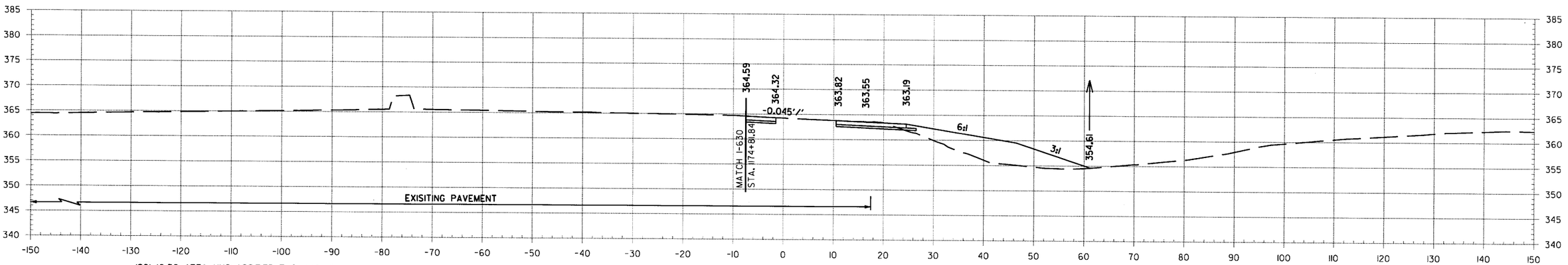
(2) CROSS SECTIONS UNIVERSITY RAMP I



1201+45.41 AREA UNCLASSIFIED EXCAVATION: 13 SQ. FT.
1201+45.41 AREA COMPACTED EMBANKMENT: 98 SQ. FT.
1201+45.41 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1201+45.41

VOLUME UNCLASSIFIED EXCAVATION: 17 CU. YD.
VOLUME COMPACTED EMBANKMENT: 132 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 14 TONS



1201+10.50 AREA UNCLASSIFIED EXCAVATION: 12 SQ. FT.
1201+10.50 AREA COMPACTED EMBANKMENT: 105 SQ. FT.
1201+10.50 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1201+10.50

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

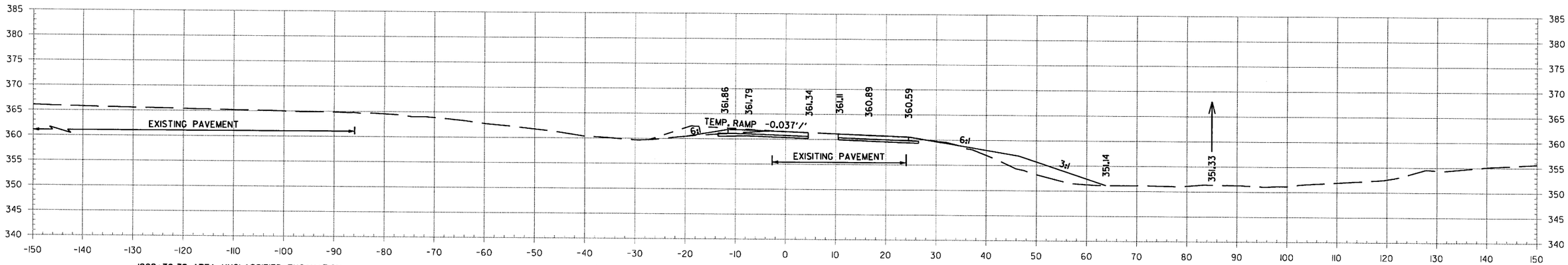
STA. 1201+11 TO STA. 1201+45

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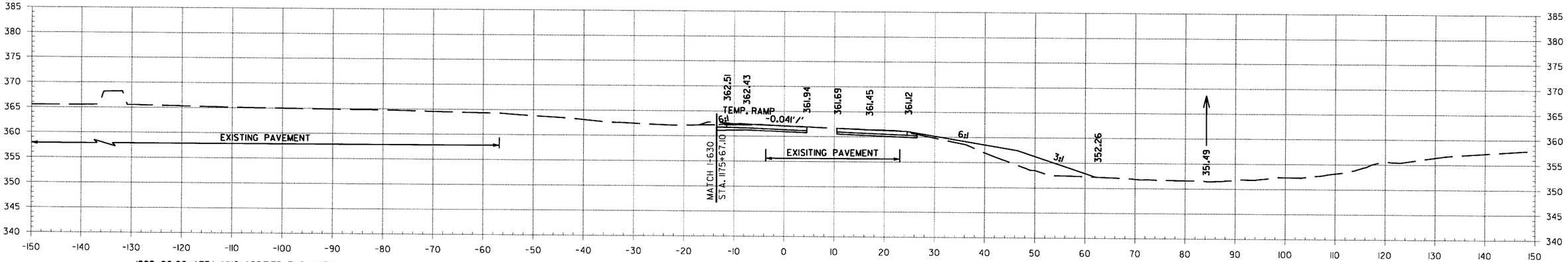
② CROSS SECTIONS UNIVERSITY RAMP 1



1202+30.39 AREA UNCLASSIFIED EXCAVATION: 33 SQ. FT.
1202+30.39 AREA COMPACTED EMBANKMENT: 47 SQ. FT.
1202+30.39 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

1202+30.39

VOLUME UNCLASSIFIED EXCAVATION: 34 CU. YD.
VOLUME COMPACTED EMBANKMENT: 56 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 18 TONS



1202+00.00 AREA UNCLASSIFIED EXCAVATION: 29 SQ. FT.
1202+00.00 AREA COMPACTED EMBANKMENT: 52 SQ. FT.
1202+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 6 SQ. FT.

1202+00.00

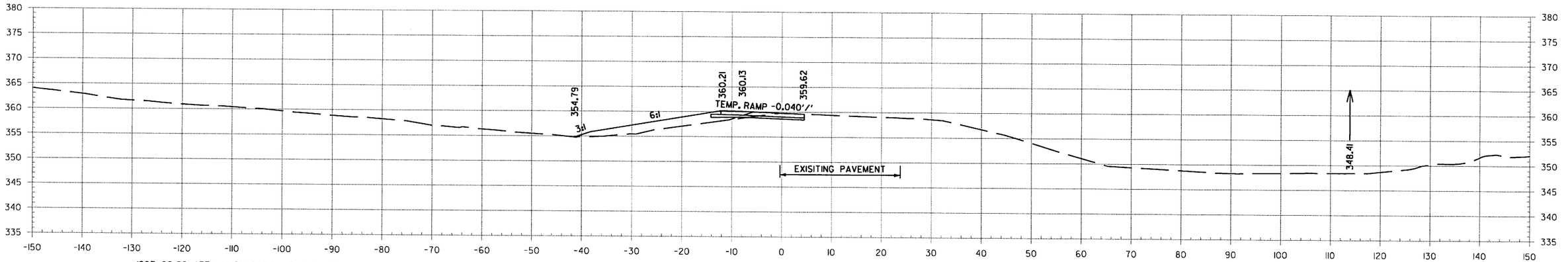
VOLUME UNCLASSIFIED EXCAVATION: 40 CU. YD.
VOLUME COMPACTED EMBANKMENT: 152 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 24 TONS

STA. 1202+00 TO STA. 1202+30

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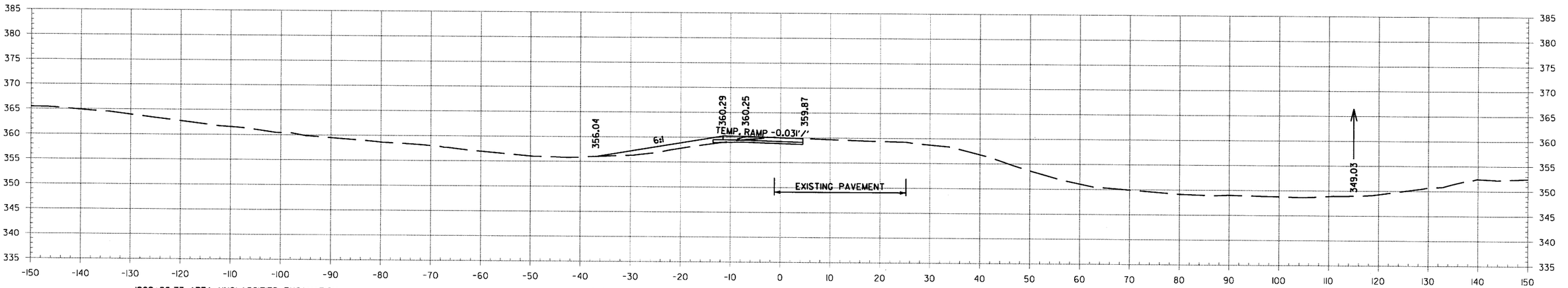
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01-17-18				6	ARK.			
				JOB NO.		CA0608	877	889
				②	CROSS SECTIONS UNIVERSITY RAMP I			



1203+00.00 AREA UNCLASSIFIED EXCAVATION: 6 SQ. FT.
1203+00.00 AREA COMPACTED EMBANKMENT: 42 SQ. FT.
1203+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1203+00.00

VOLUME UNCLASSIFIED EXCAVATION: 4 CU. YD.
VOLUME COMPACTED EMBANKMENT: 15 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 6 TONS



1202+86.73 AREA UNCLASSIFIED EXCAVATION: 9 SQ. FT.
1202+86.73 AREA COMPACTED EMBANKMENT: 18 SQ. FT.
1202+86.73 AREA AGGREGATE BASE COURSE (CLASS 7): 5 SQ. FT.

1202+86.73

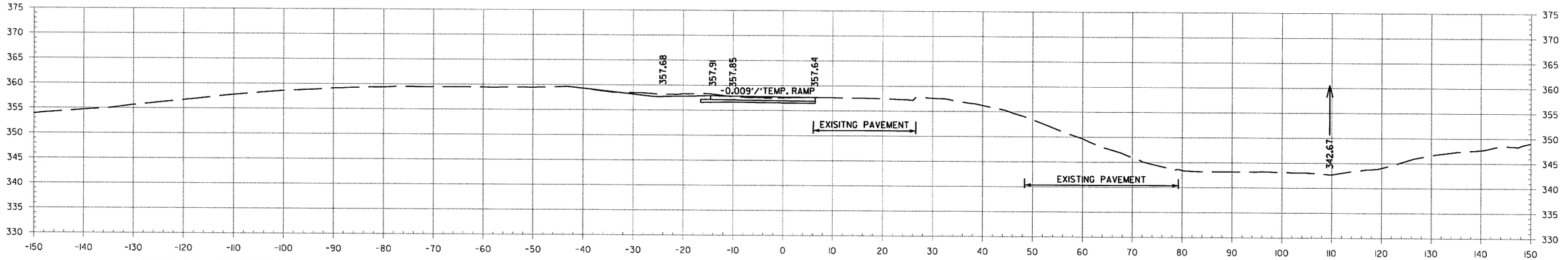
VOLUME UNCLASSIFIED EXCAVATION: 44 CU. YD.
VOLUME COMPACTED EMBANKMENT: 68 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 31 TONS

STA. 1202+87 TO STA. 1203+00

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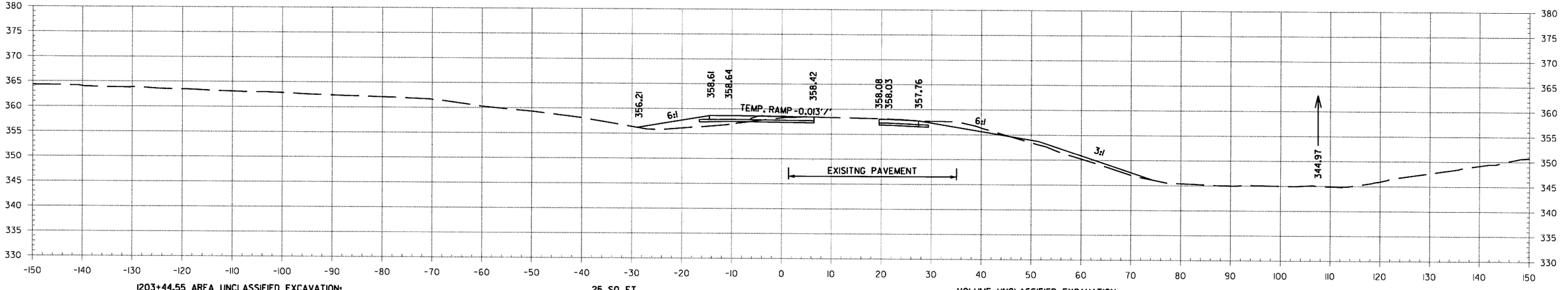
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01-17-18				6	ARK.			
				JOB NO.		CA0608	878	889
				②	CROSS SECTIONS UNIVERSITY RAMP I			



1203+70.63 AREA UNCLASSIFIED EXCAVATION: 42 SQ. FT.
1203+70.63 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1203+70.63 AREA AGGREGATE BASE COURSE (CLASS 7): 13 SQ. FT.

1203+70.63

VOLUME UNCLASSIFIED EXCAVATION: 33 CU. YD.
VOLUME COMPACTED EMBANKMENT: 16 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 23 TONS



1203+44.55 AREA UNCLASSIFIED EXCAVATION: 25 SQ. FT.
1203+44.55 AREA COMPACTED EMBANKMENT: 33 SQ. FT.
1203+44.55 AREA AGGREGATE BASE COURSE (CLASS 7): 9 SQ. FT.

1203+44.55

VOLUME UNCLASSIFIED EXCAVATION: 26 CU. YD.
VOLUME COMPACTED EMBANKMENT: 62 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 25 TONS

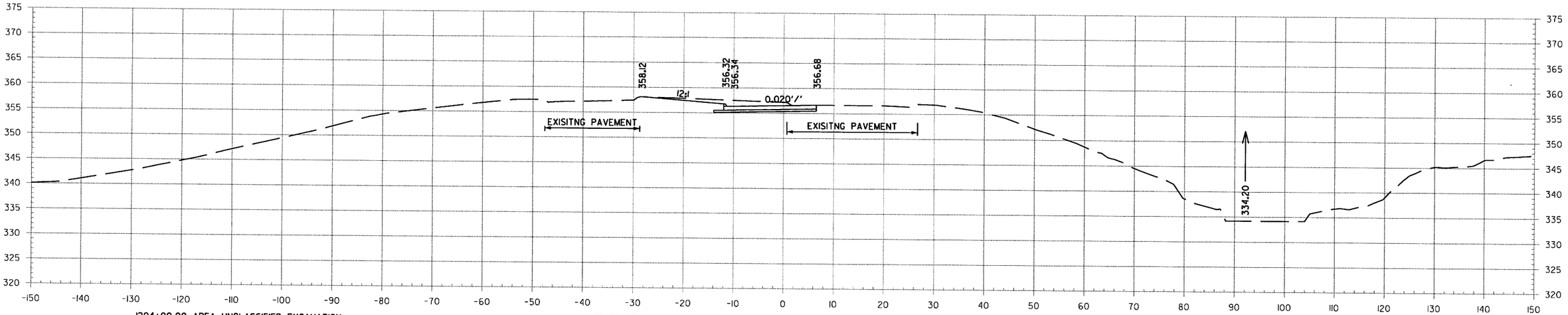
STA. 1203+45 TO STA. 1203+71

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01-17-18			

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X	ARK.			
JOB NO.		CA0608	879	889

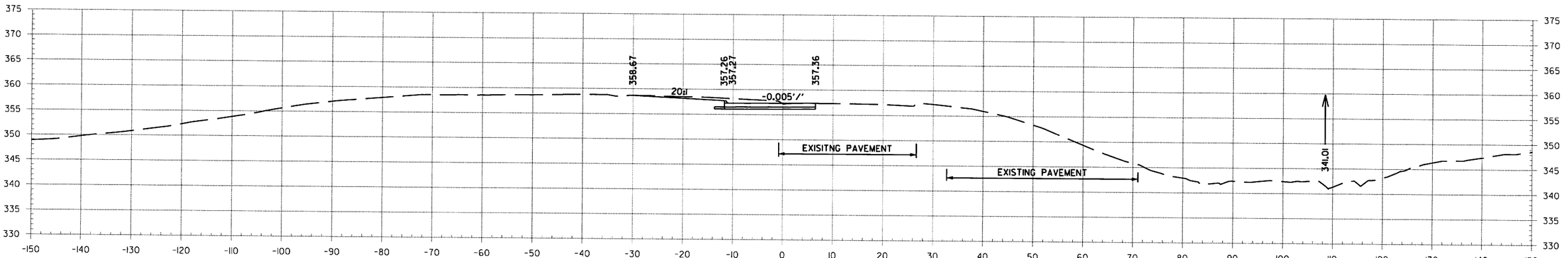
(2) CROSS SECTIONS UNIVERSITY RAMP I



1204+00.00 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
1204+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1204+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1204+00.00

VOLUME UNCLASSIFIED EXCAVATION: 25 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1203+79.92 AREA UNCLASSIFIED EXCAVATION: 30 SQ. FT.
1203+79.92 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1203+79.92 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1203+79.92

VOLUME UNCLASSIFIED EXCAVATION: 13 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 5 TONS

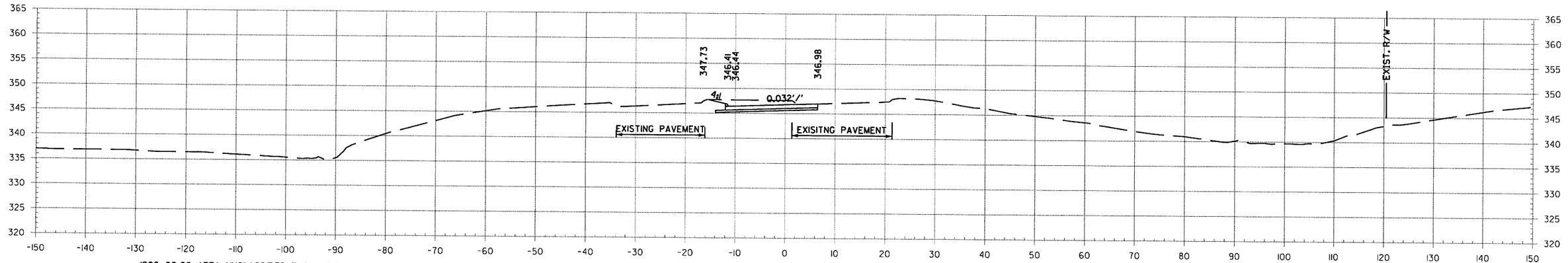
STA. 1203+80 TO STA. 1204+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
01-17-18				6	ARK.			
				JOB NO.		CA0608	880	889

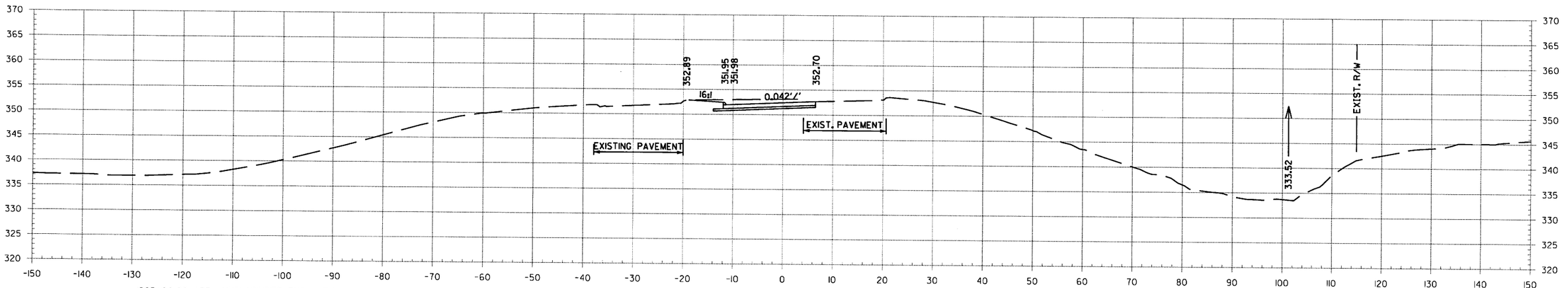
② CROSS SECTIONS UNIVERSITY RAMP I



1206+00.00 AREA UNCLASSIFIED EXCAVATION: 35 SQ. FT.
1206+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1206+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1206+00.00

VOLUME UNCLASSIFIED EXCAVATION: 132 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1205+00.00 AREA UNCLASSIFIED EXCAVATION: 36 SQ. FT.
1205+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1205+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1205+00.00

VOLUME UNCLASSIFIED EXCAVATION: 136 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1205+00 TO STA. 1206+00

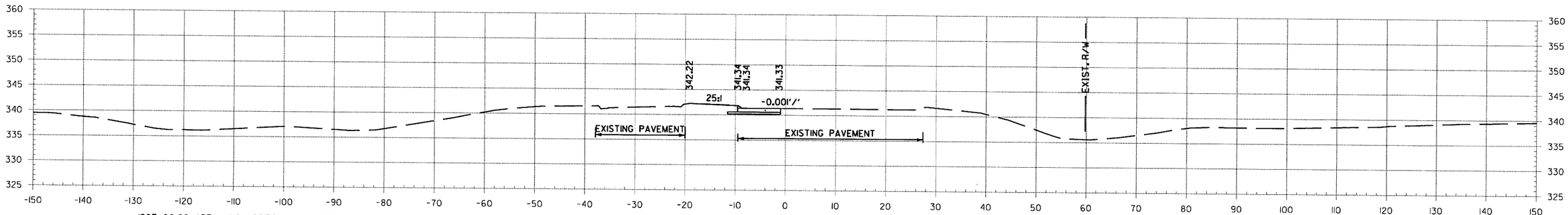
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6	ARK.			
JOB NO.		CA0608	881	889

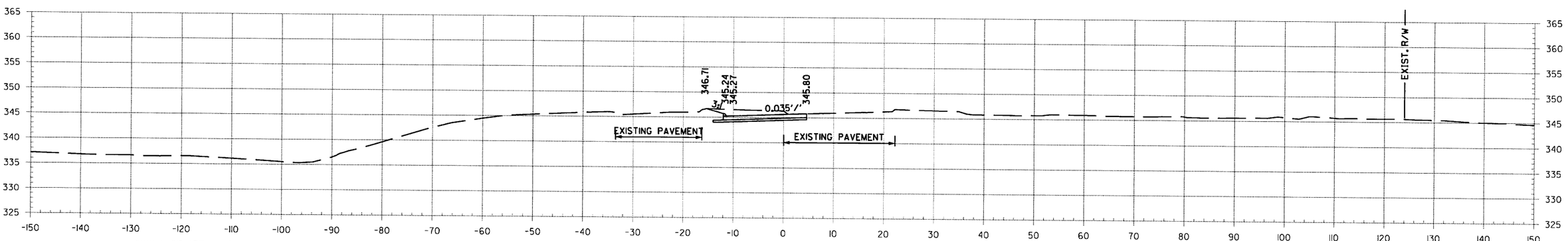
(2) CROSS SECTIONS UNIVERSITY RAMP 1



1207+00.00 AREA UNCLASSIFIED EXCAVATION: 6 SQ. FT.
1207+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1207+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1207+00.00

VOLUME UNCLASSIFIED EXCAVATION: 57 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



1206+17.97 AREA UNCLASSIFIED EXCAVATION: 31 SQ. FT.
1206+17.97 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1206+17.97 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

1206+17.97

VOLUME UNCLASSIFIED EXCAVATION: 22 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 1206+18 TO STA. 1207+00

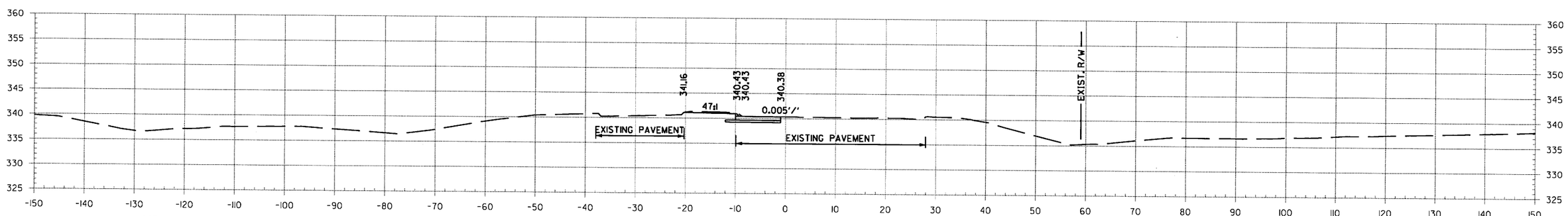
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	882	889

(2) CROSS SECTIONS UNIVERSITY RAMP 1



1207+21.17 AREA UNCLASSIFIED EXCAVATION: 9 SQ. FT.
1207+21.17 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
1207+21.17 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

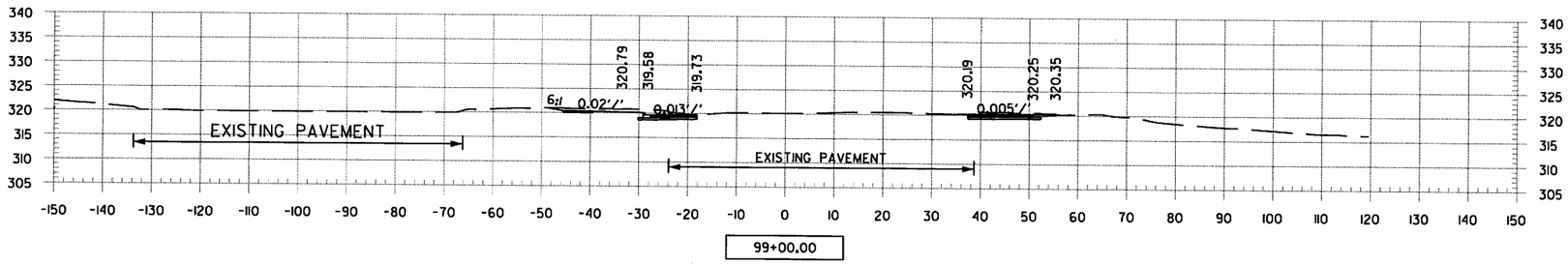
1207+21.17

VOLUME UNCLASSIFIED EXCAVATION: 6 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

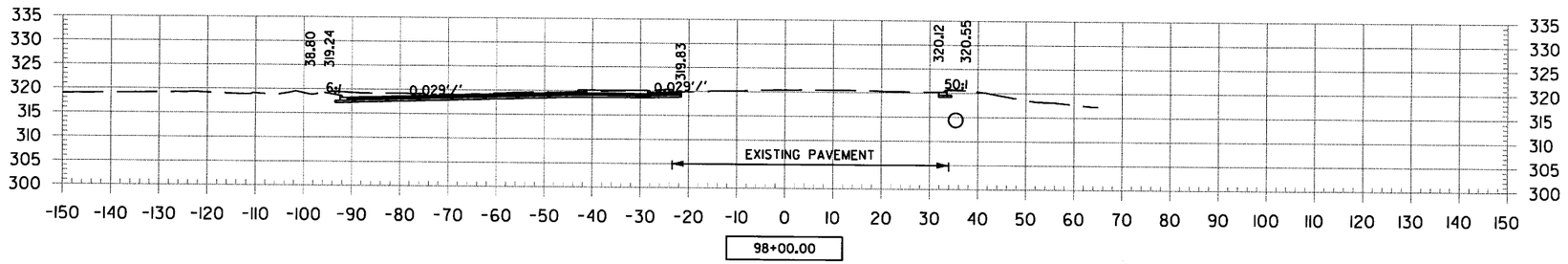
STA. 1207+21 TO STA. 1207+21

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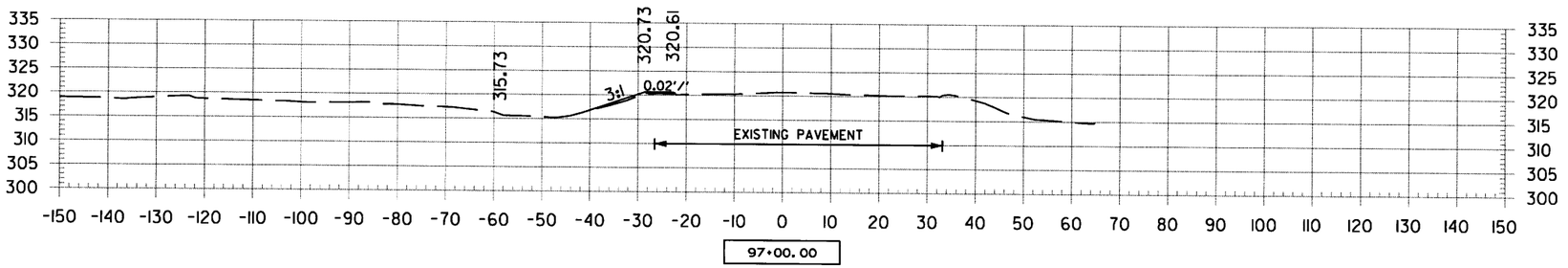
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99+00.00 AREA UNCLASSIFIED EXCAVATION:	50 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	282 CU. YD.
99+00.00 AREA COMPACTED EMBANKMENT:	0 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	0 CU. YD.
99+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS



98+00.00 AREA UNCLASSIFIED EXCAVATION:	102 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	191 CU. YD.
98+00.00 AREA COMPACTED EMBANKMENT:	0 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	12 CU. YD.
98+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS

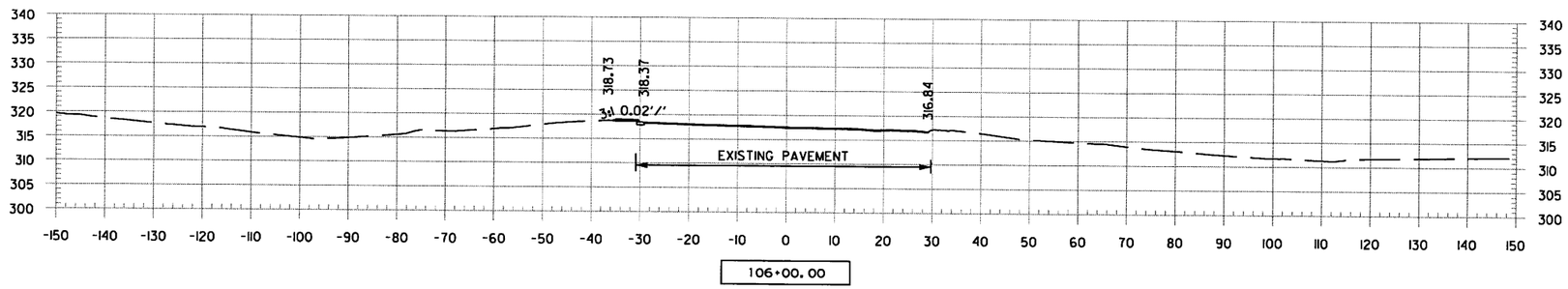


97+00.00 AREA UNCLASSIFIED EXCAVATION:	1 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	0 CU. YD.
97+00.00 AREA COMPACTED EMBANKMENT:	6 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	0 CU. YD.
97+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS

STA. 97+00.00 TO STA. 99+00.00

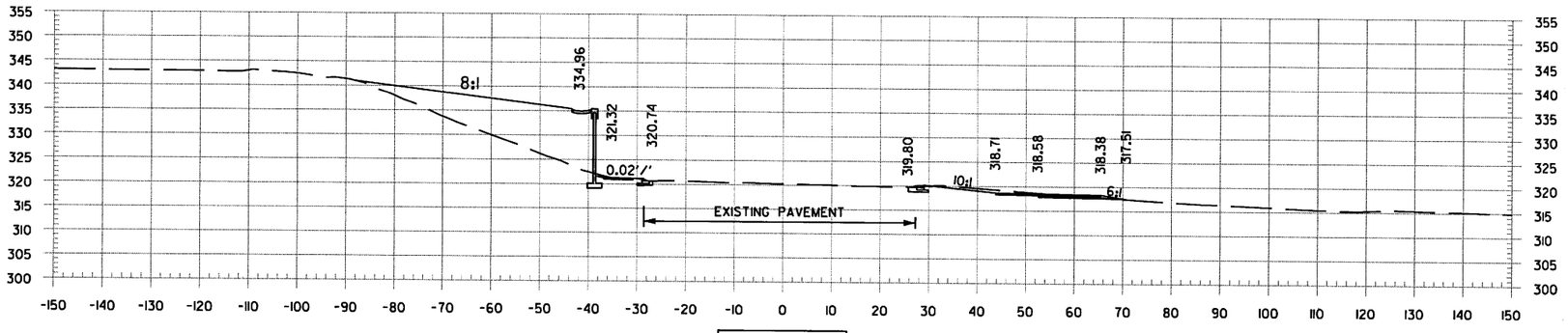
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				JOB NO.		CA0608	884	889
				(2) CROSS SECTIONS RODNEY PARHAM RD.				



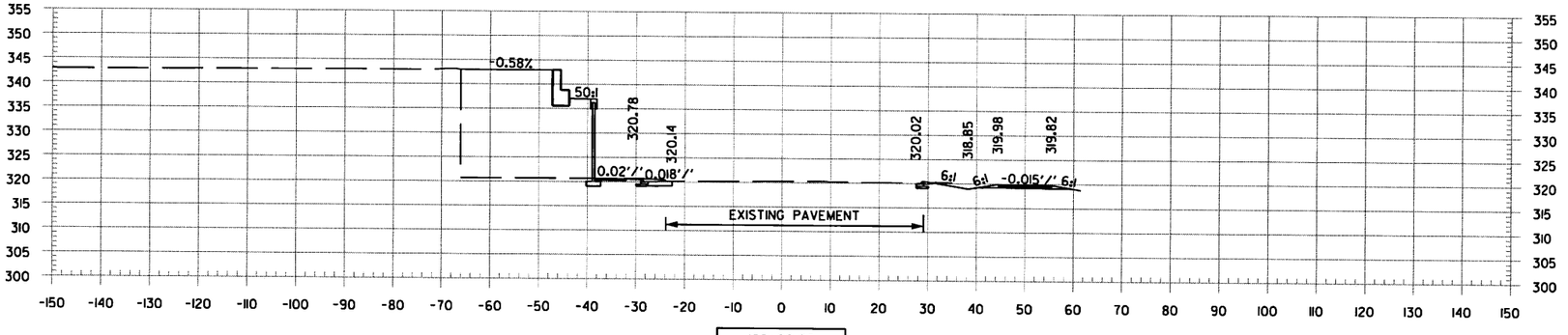
106+00.00

106+00.00 AREA UNCLASSIFIED EXCAVATION:	1 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	0 CU. YD.
106+00.00 AREA COMPACTED EMBANKMENT:	1 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	0 CU. YD.
106+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS



101+00.00

101+00.00 AREA UNCLASSIFIED EXCAVATION:	223 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	1774 CU. YD.
101+00.00 AREA COMPACTED EMBANKMENT:	197 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	995 CU. YD.
101+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	6 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	51 TONS



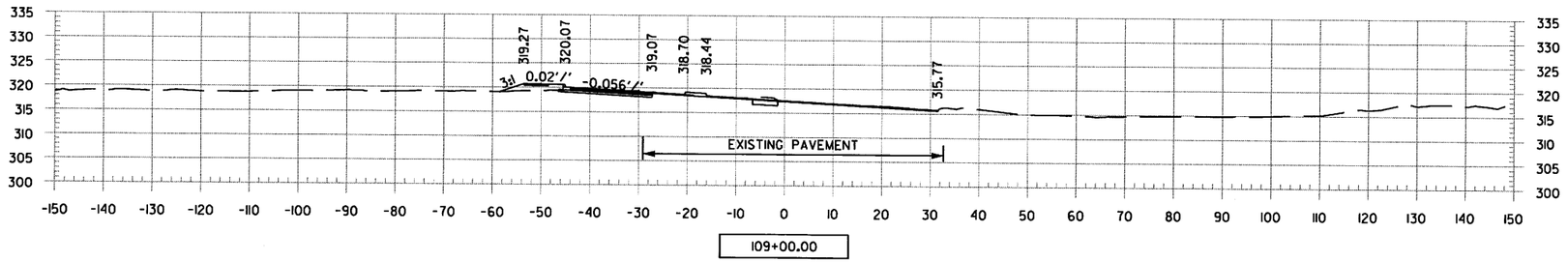
100+00.00

100+00.00 AREA UNCLASSIFIED EXCAVATION:	201 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	1232 CU. YD.
100+00.00 AREA COMPACTED EMBANKMENT:	340 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	403 CU. YD.
100+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	7 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	18 TONS

STA. 100+00.00 TO STA. 106+00.00

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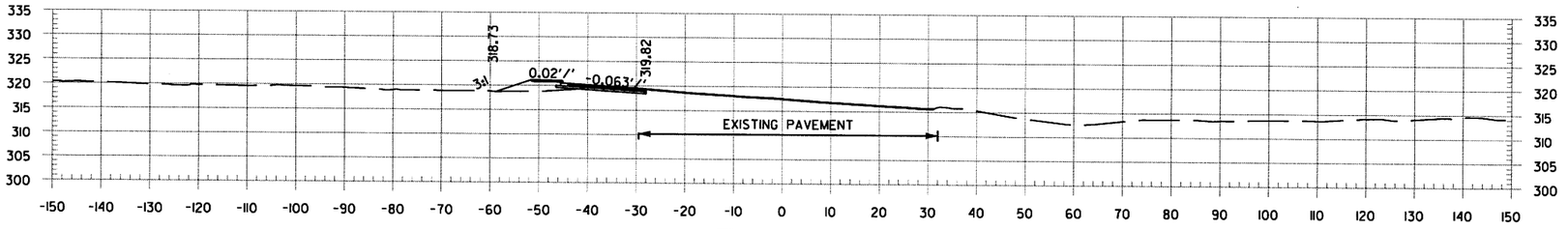
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01-17-18				6	ARK.			
				JOB NO.		CA0608	885	889
				② CROSS SECTIONS RODNEY PARHAM RD.				



109+00.00

109+00.00 AREA UNCLASSIFIED EXCAVATION: 23 SQ. FT.
109+00.00 AREA COMPACTED EMBANKMENT: 13 SQ. FT.
109+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

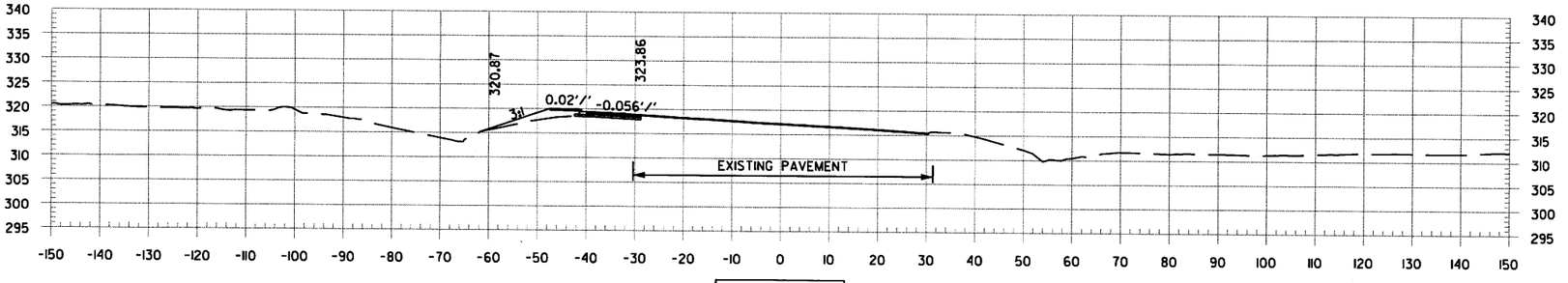
VOLUME UNCLASSIFIED EXCAVATION: 60 CU. YD.
VOLUME COMPACTED EMBANKMENT: 63 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



108+00.00

108+00.00 AREA UNCLASSIFIED EXCAVATION: 9 SQ. FT.
108+00.00 AREA COMPACTED EMBANKMENT: 21 SQ. FT.
108+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

VOLUME UNCLASSIFIED EXCAVATION: 36 CU. YD.
VOLUME COMPACTED EMBANKMENT: 78 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



107+00.00

107+00.00 AREA UNCLASSIFIED EXCAVATION: 10 SQ. FT.
107+00.00 AREA COMPACTED EMBANKMENT: 21 SQ. FT.
107+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

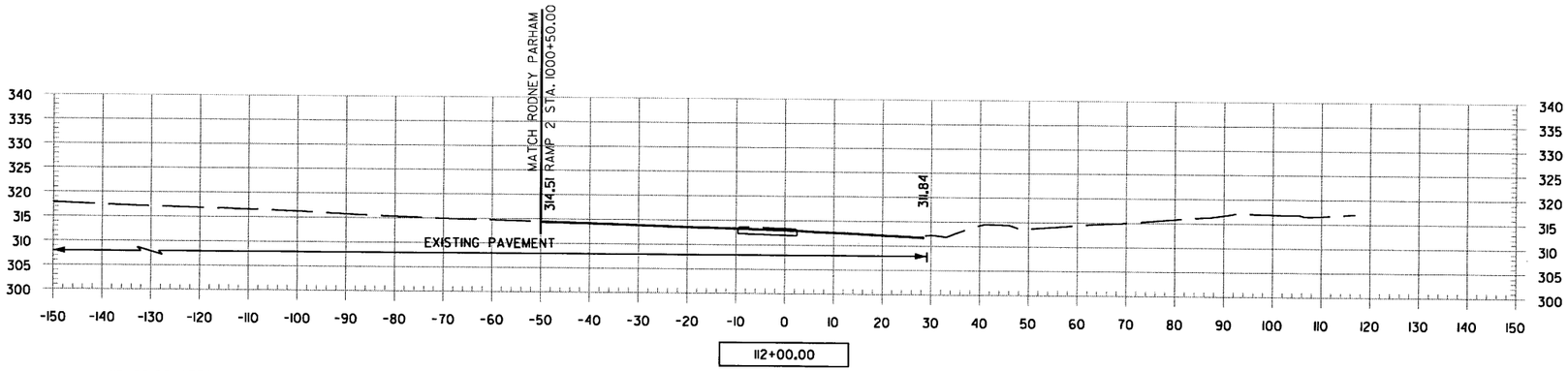
VOLUME UNCLASSIFIED EXCAVATION: 21 CU. YD.
VOLUME COMPACTED EMBANKMENT: 41 CU. YD.
VOLUME AREA AGGREGATE BASE COURSE (CLASS 7): 0 TONS

STA. 107+00.00 TO STA. 110+00.00

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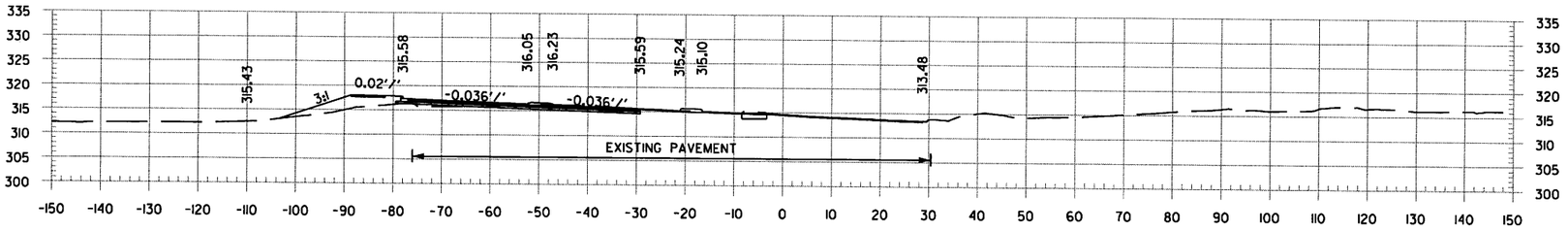
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01-17-18				6	ARK.			
				JOB NO.		CA0608	886	889

(2) CROSS SECTIONS RODNEY PARHAM RD.



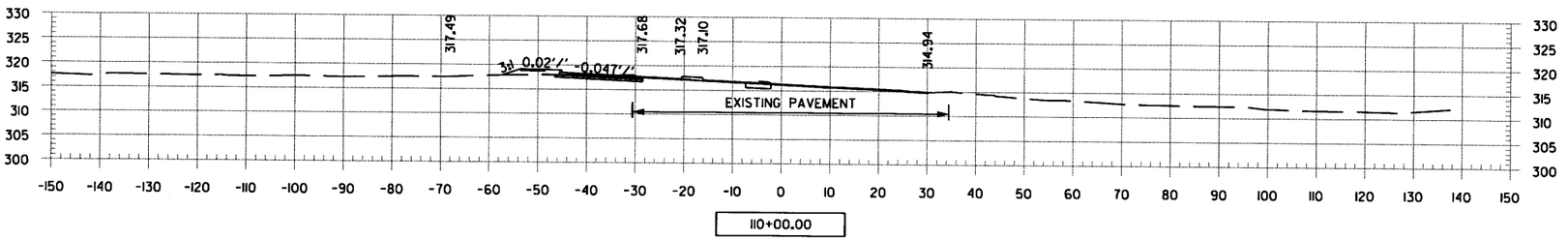
112+00.00

112+00.00 AREA UNCLASSIFIED EXCAVATION:	11 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	88 CU. YD.
112+00.00 AREA COMPACTED EMBANKMENT:	0 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	82 CU. YD.
112+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS



111+00.00

111+00.00 AREA UNCLASSIFIED EXCAVATION:	36 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	106 CU. YD.
111+00.00 AREA COMPACTED EMBANKMENT:	44 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	99 CU. YD.
111+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS



110+00.00

110+00.00 AREA UNCLASSIFIED EXCAVATION:	21 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	82 CU. YD.
110+00.00 AREA COMPACTED EMBANKMENT:	9 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	41 CU. YD.
110+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS

STA. 109+00.00 TO STA. 112+00.00

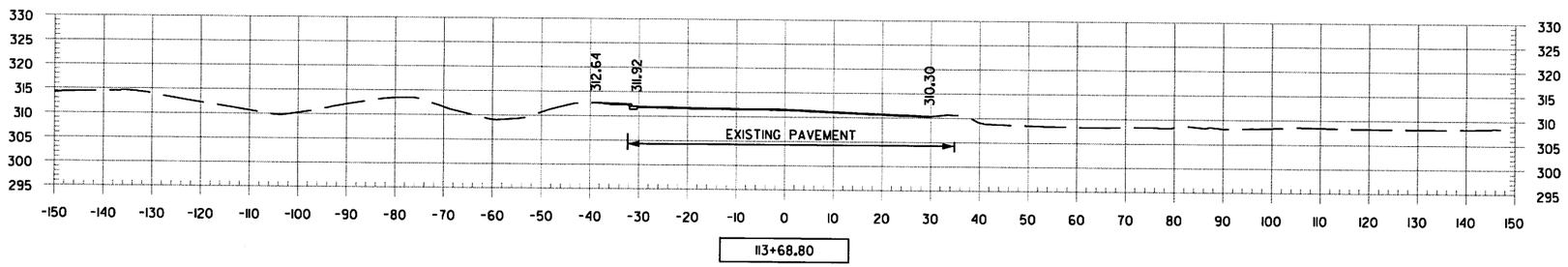
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1/12/2018 9:39:03 AM
dlexp

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
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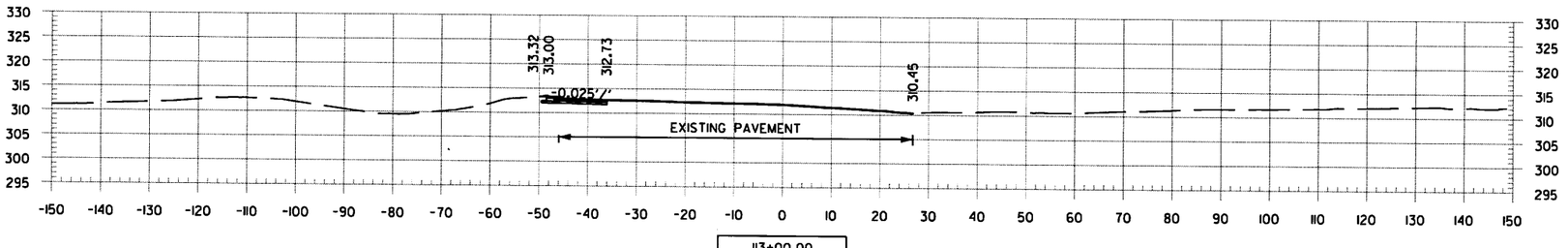
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0608	887	889

(2) CROSS SECTIONS RODNEY PARHAM RD.



113+68.80

113+68.80 AREA UNCLASSIFIED EXCAVATION:	1 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	20 CU. YD.
113+68.80 AREA COMPACTED EMBANKMENT:	2 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	4 CU. YD.
113+68.80 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS



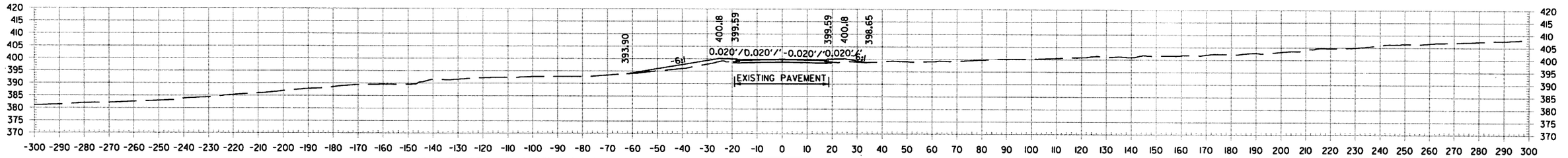
113+00.00

113+00.00 AREA UNCLASSIFIED EXCAVATION:	14 SQ. FT.	VOLUME UNCLASSIFIED EXCAVATION:	47 CU. YD.
113+00.00 AREA COMPACTED EMBANKMENT:	1 SQ. FT.	VOLUME COMPACTED EMBANKMENT:	2 CU. YD.
113+00.00 AREA AGGREGATE BASE COURSE (CLASS 7):	0 SQ. FT.	VOLUME AGGREGATE BASE COURSE (CLASS 7):	0 TONS

STA. 113+00.00 TO STA. 113+68.80

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0608	888	889

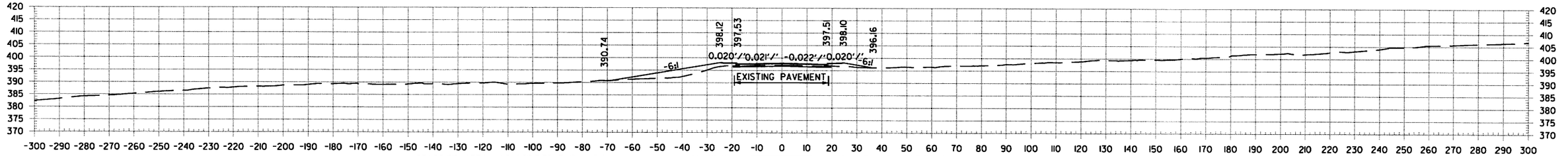
(2) CROSS SECTIONS HUGHES ST.



98+80.00 AREA UNCLASSIFIED EXCAVATION: 1 SQ. FT.
98+80.00 AREA COMPACTED EMBANKMENT: 61 SQ. FT.
98+80.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

98+80.00

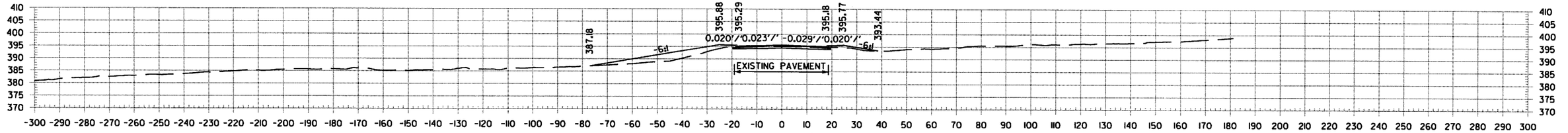
VOLUME UNCLASSIFIED EXCAVATION: 6 CU. YD.
VOLUME COMPACTED EMBANKMENT: 61 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



98+60.00 AREA UNCLASSIFIED EXCAVATION: 14 SQ. FT.
98+60.00 AREA COMPACTED EMBANKMENT: 103 SQ. FT.
98+60.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

98+60.00

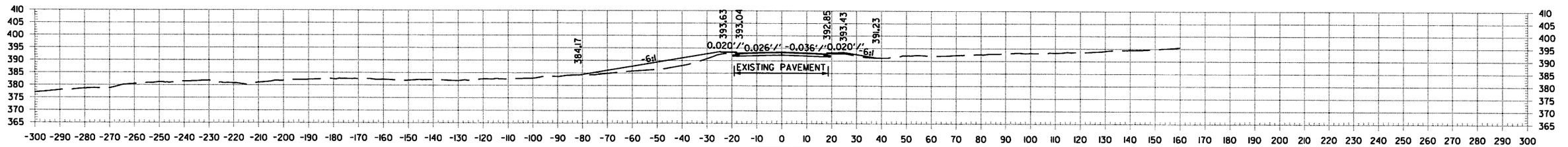
VOLUME UNCLASSIFIED EXCAVATION: 16 CU. YD.
VOLUME COMPACTED EMBANKMENT: 83 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



97+00.00 AREA UNCLASSIFIED EXCAVATION: 27 SQ. FT.
97+00.00 AREA COMPACTED EMBANKMENT: 121 SQ. FT.
97+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

98+40.00

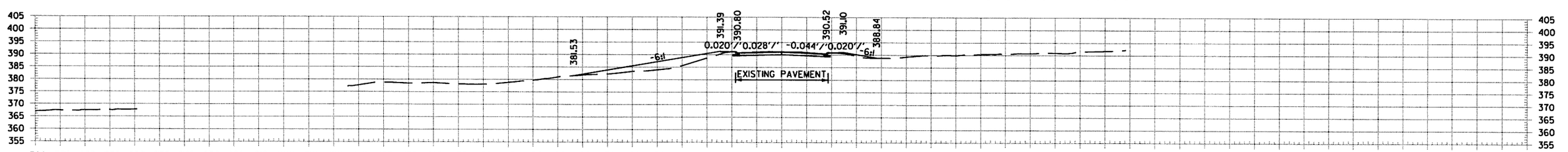
VOLUME UNCLASSIFIED EXCAVATION: 24 CU. YD.
VOLUME COMPACTED EMBANKMENT: 90 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



98+20.00 AREA UNCLASSIFIED EXCAVATION: 37 SQ. FT.
98+20.00 AREA COMPACTED EMBANKMENT: 121 SQ. FT.
98+20.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

98+20.00

VOLUME UNCLASSIFIED EXCAVATION: 32 CU. YD.
VOLUME COMPACTED EMBANKMENT: 94 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



98+00.00 AREA UNCLASSIFIED EXCAVATION: 48 SQ. FT.
98+00.00 AREA COMPACTED EMBANKMENT: 132 SQ. FT.
98+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

98+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

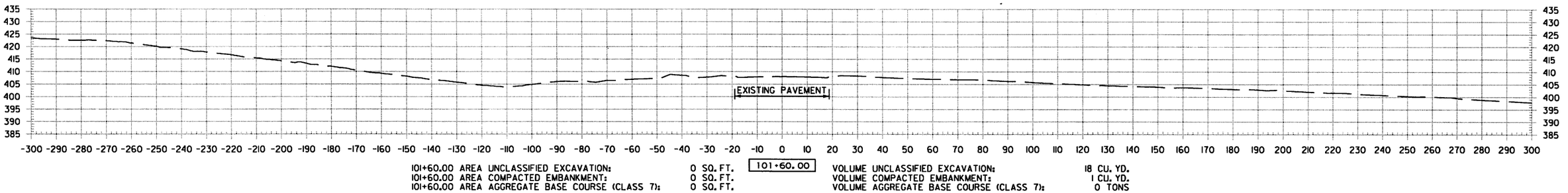
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7/7/2017 1:39:55 PM

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				JOB NO.		CA0608	889	889

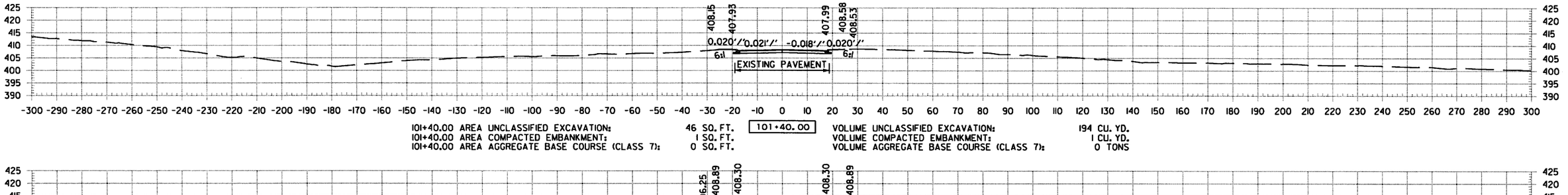
(2) CROSS SECTIONS HUGHES ST.



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101+60.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
101+60.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

101+60.00

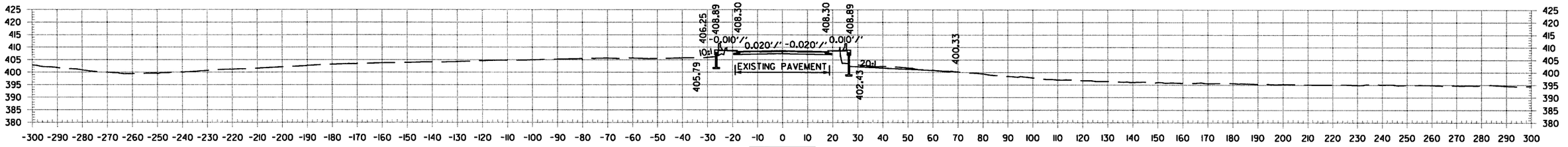
VOLUME UNCLASSIFIED EXCAVATION: 18 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



101+40.00 AREA UNCLASSIFIED EXCAVATION: 46 SQ. FT.
101+40.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
101+40.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

101+40.00

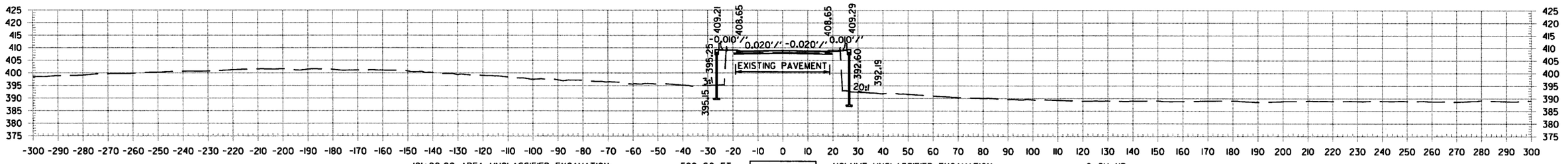
VOLUME UNCLASSIFIED EXCAVATION: 194 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



101+20.00 AREA UNCLASSIFIED EXCAVATION: 140 SQ. FT.
101+20.00 AREA COMPACTED EMBANKMENT: 1 SQ. FT.
101+20.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

101+20.00

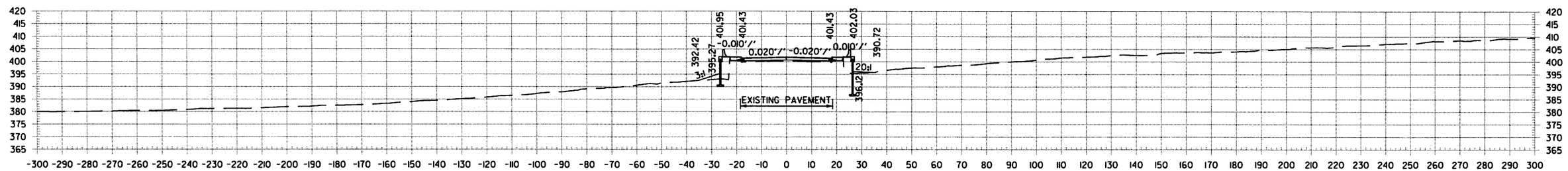
VOLUME UNCLASSIFIED EXCAVATION: 267 CU. YD.
VOLUME COMPACTED EMBANKMENT: 1 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



101+00.00 AREA UNCLASSIFIED EXCAVATION: 580 SQ. FT.
101+00.00 AREA COMPACTED EMBANKMENT: 0 SQ. FT.
101+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

101+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CU. YD.
VOLUME COMPACTED EMBANKMENT: 0 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS



99+00.00 AREA UNCLASSIFIED EXCAVATION: 208 SQ. FT.
99+00.00 AREA COMPACTED EMBANKMENT: 13 SQ. FT.
99+00.00 AREA AGGREGATE BASE COURSE (CLASS 7): 0 SQ. FT.

99+00.00

VOLUME UNCLASSIFIED EXCAVATION: 78 CU. YD.
VOLUME COMPACTED EMBANKMENT: 28 CU. YD.
VOLUME AGGREGATE BASE COURSE (CLASS 7): 0 TONS

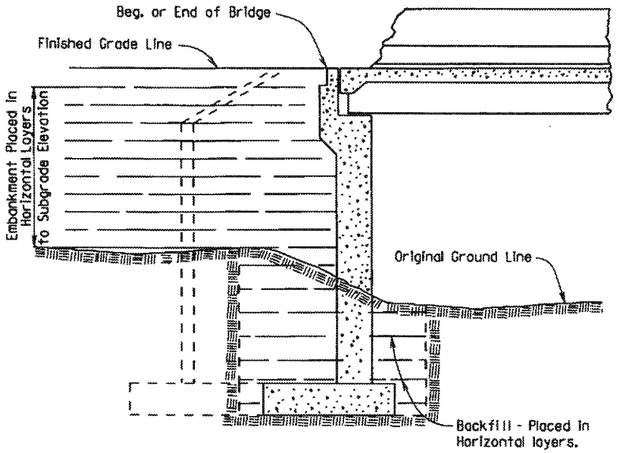
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7/7/2017 1:39:55 PM

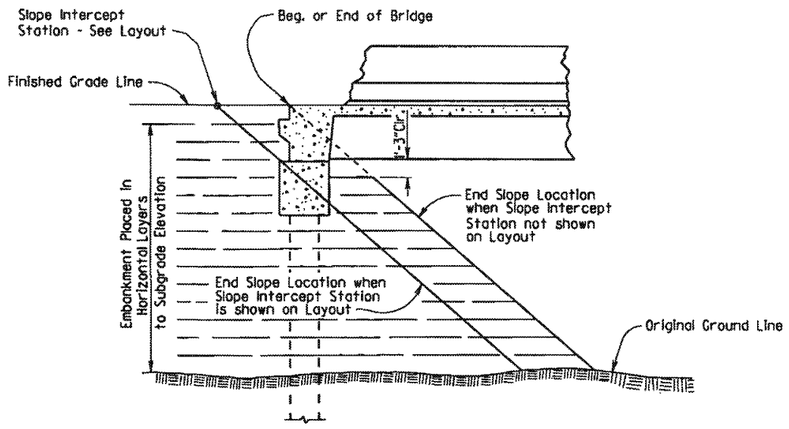
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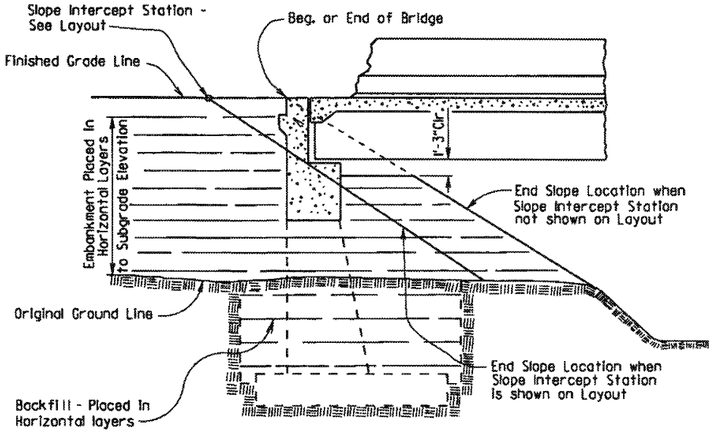
① EMBANKMENT & BACKFILL 55000



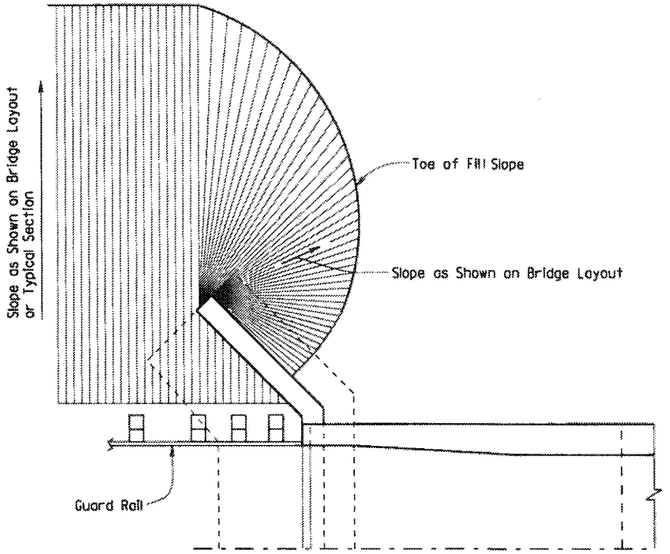
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



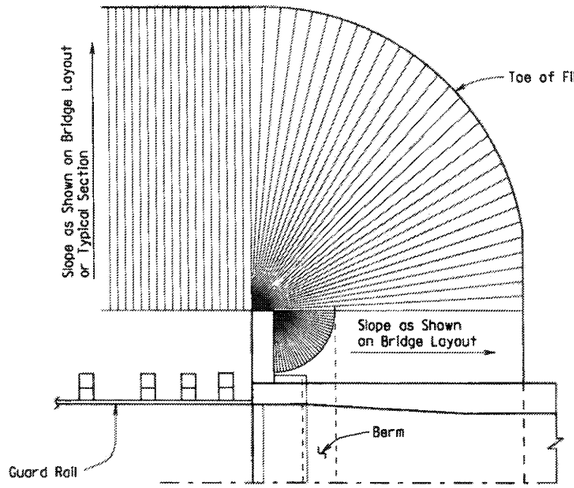
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



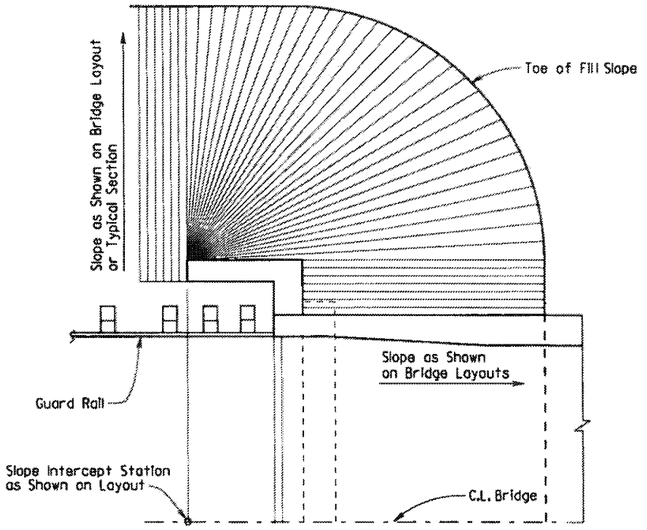
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



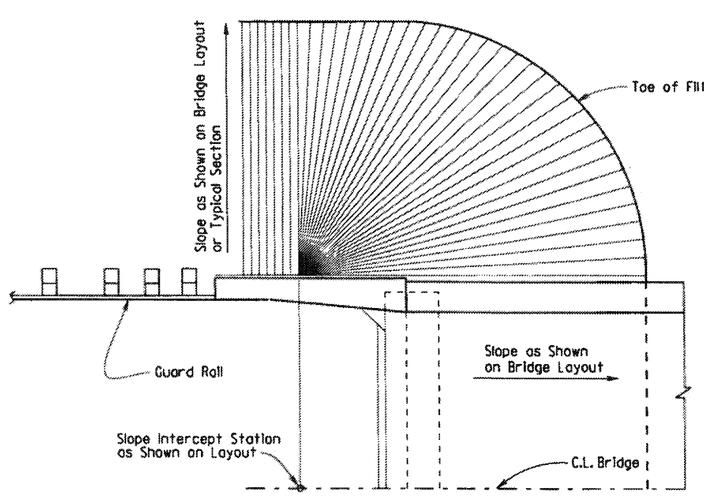
VERTICAL WALL ABUTMENTS



SPILL-THROUGH END BENTS WITH STUB WING



SPILL-THROUGH END BENTS WITH TURNBACK WING



SPILL-THROUGH END BENTS WITH TRANSITION WING

METHOD OF DETERMINING FILL SLOPE LOCATION AT BRIDGE ENDS

GENERAL NOTES

The Bridge End Embankment shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wingwalls. Embankment adjacent to structures shall be constructed in 6 inch horizontal layers (loose measure) and compacted by the use of mechanical equipment to the satisfaction of the Engineer. Refer to Subsections 210.09, 210.10 and 801.08 for construction requirements.

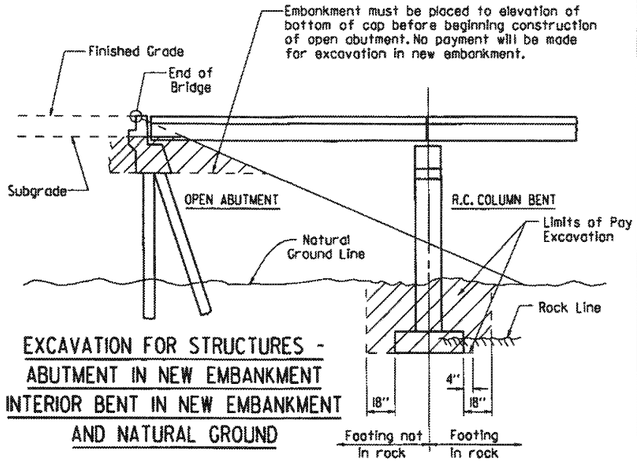
STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

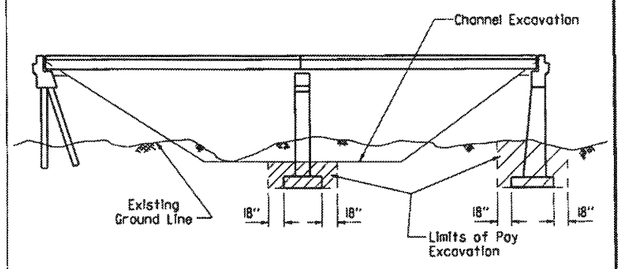
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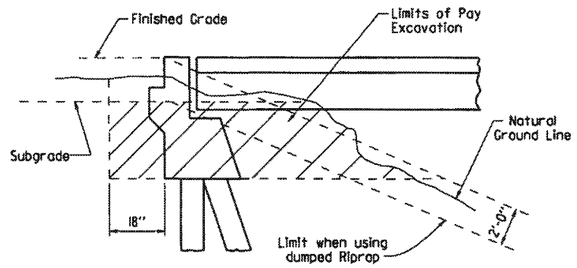
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				JOB NO.				
				1	RIPRAP & EXCAV. 55001			



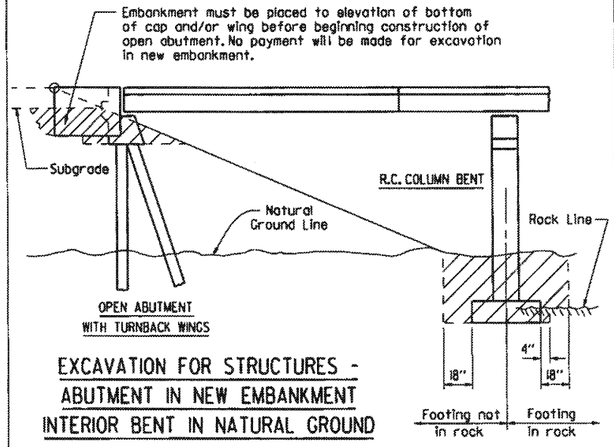
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



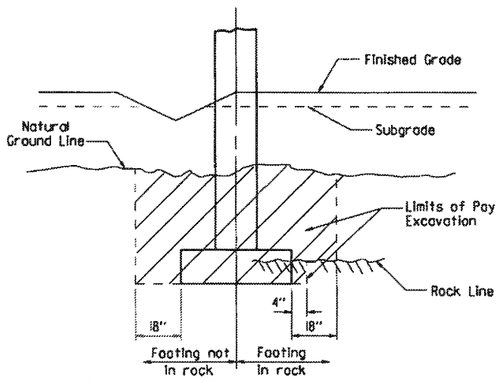
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



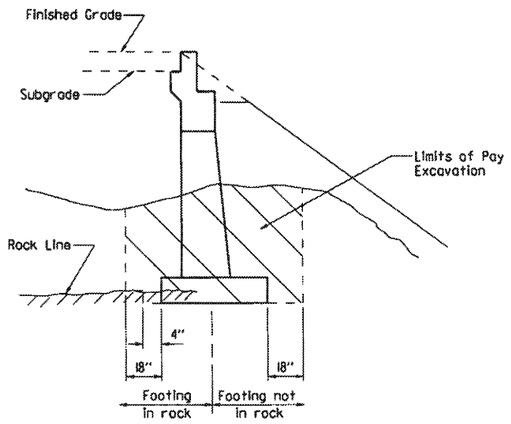
EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND



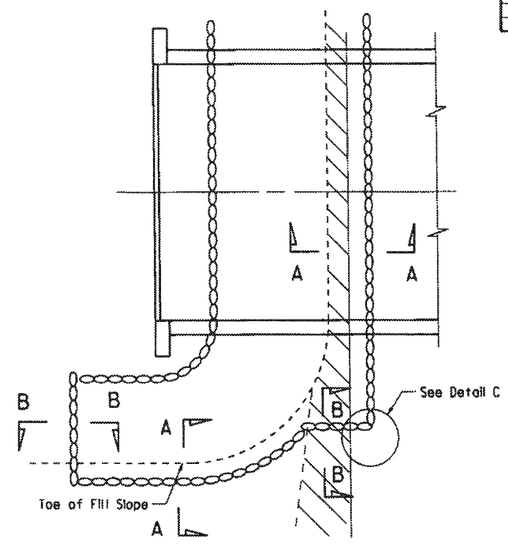
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND



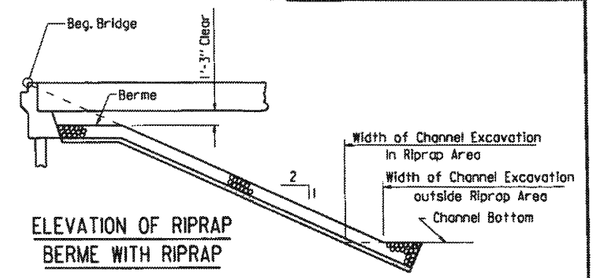
EXCAVATION FOR STRUCTURES - BENT IN ROADWAY FILL SECTION AND NATURAL GROUND



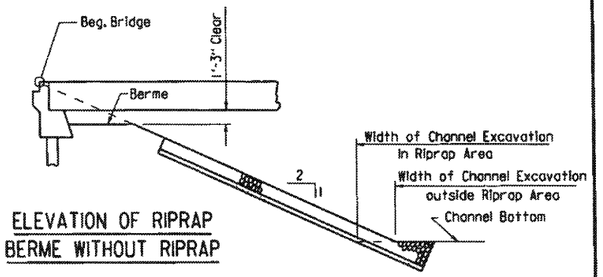
EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND AND NEW EMBANKMENT



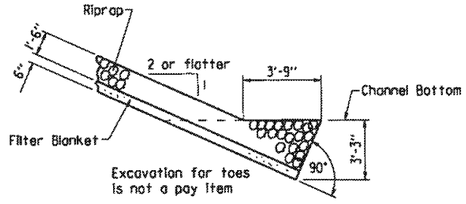
PLAN OF DUMPED RIPRAP



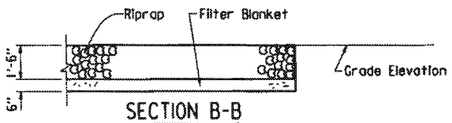
ELEVATION OF RIPRAP BERME WITH RIPRAP



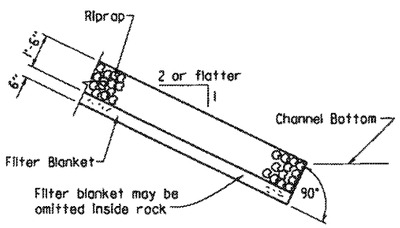
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



SECTION A-A
(Toe Excavation in Soil)



SECTION B-B

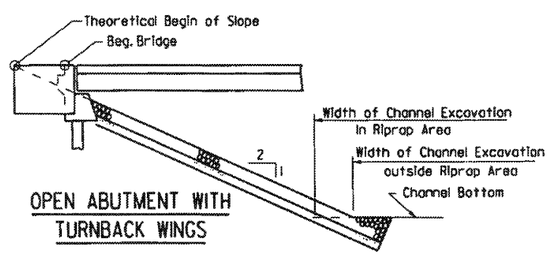


SECTION A-A
(Toe Excavation in Rock)

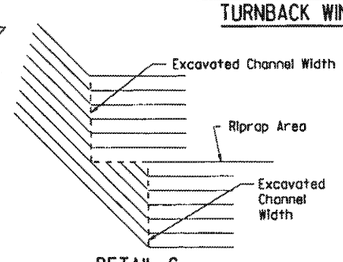
Note : Use this type of toe when rock is encountered which is in a stable condition.

Note : In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.

Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



OPEN ABUTMENT WITH TURNBACK WINGS



DETAIL C

STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

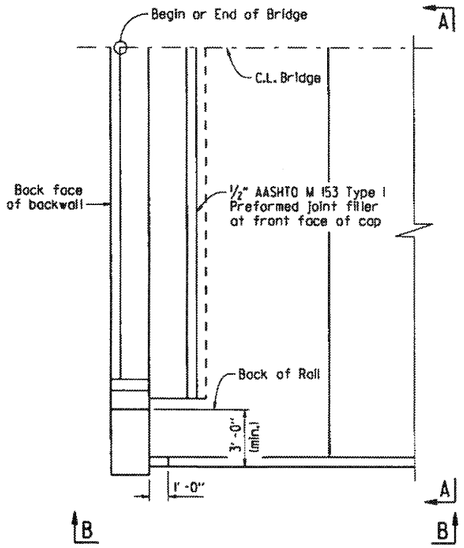
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DESIGNED BY: STD. DATE:

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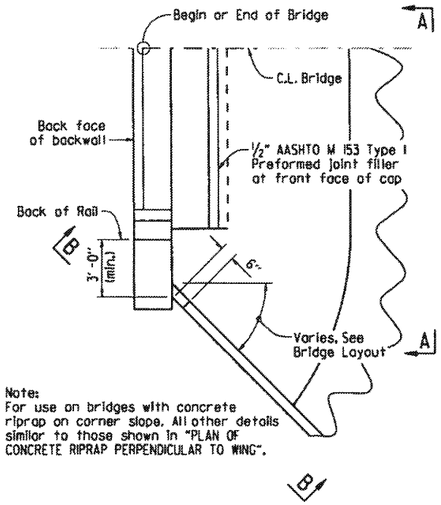
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① CONCRETE RIPRAP 55002

Note:
Sloped surfaces of concrete riprap to be marked off into blocks (construction joints optional) with an approved grooving tool, spacing the grooved lines about 5' apart.



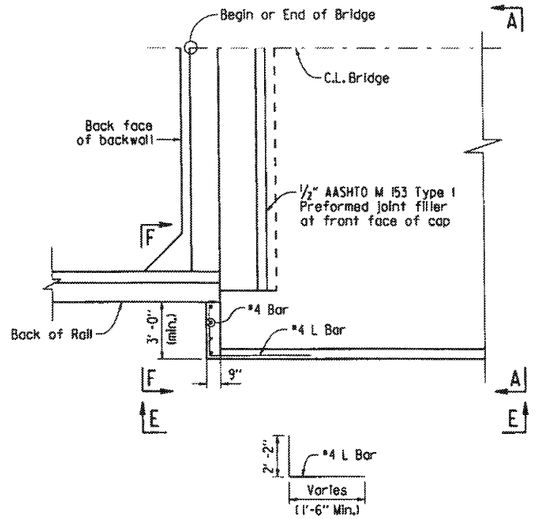
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO WING
¼" = 1'-0"



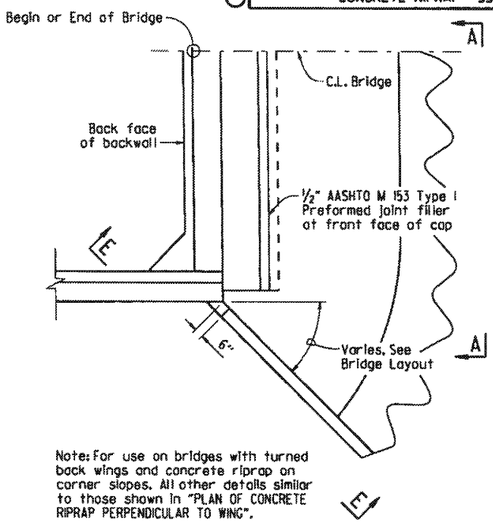
Note:
For use on bridges with concrete riprap on corner slope. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

PLAN OF CONCRETE RIPRAP
AT ANGLE TO WING
¼" = 1'-0"

Note:
For use on bridges with turned back wings. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".



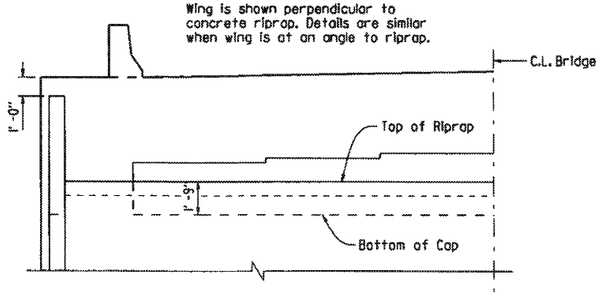
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO TURNED BACK WING
¼" = 1'-0"



Note: For use on bridges with turned back wings and concrete riprap on corner slopes. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

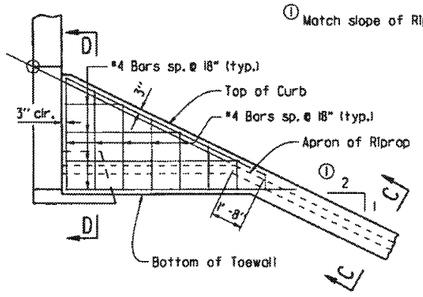
PLAN OF CONCRETE RIPRAP
AT ANGLE FROM TURNED BACK WING
¼" = 1'-0"

Note:
Wing is shown perpendicular to concrete riprap. Details are similar when wing is at an angle to riprap.

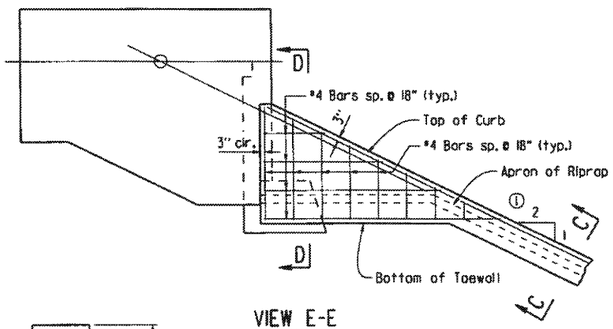


VIEW A-A
¼" = 1'-0"

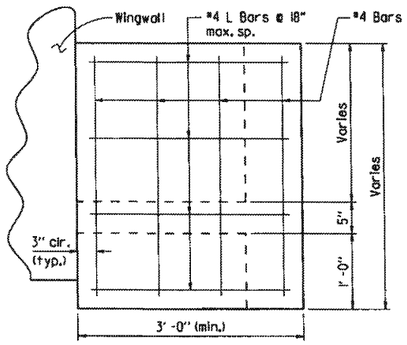
① Match slope of Riprap Apron.



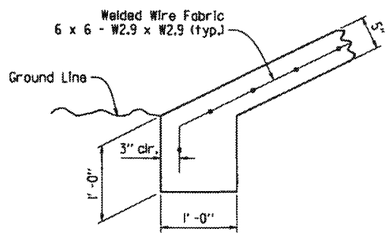
VIEW B-B
¼" = 1'-0"



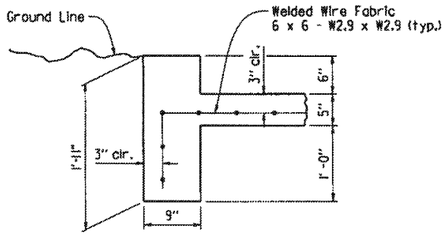
VIEW E-E
¼" = 1'-0"



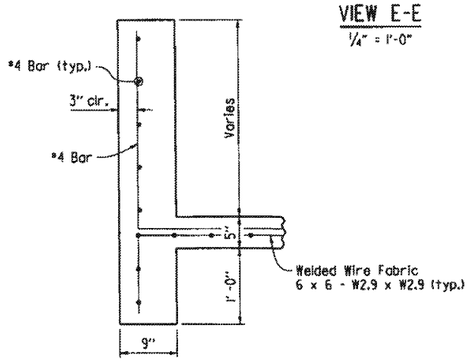
VIEW F-F
1" = 1'-0"



TOE OF CONCRETE RIPRAP
1" = 1'-0"



SECTION C-C
1" = 1'-0"



SECTION D-D
1" = 1'-0"

GENERAL NOTES

All concrete shall be Class A with a minimum compressive strength, f'c = 2,400 psi.

Welded wire fabric shall conform to AASHTO M55 or M221.

STANDARD DETAILS FOR CONCRETE RIPRAP

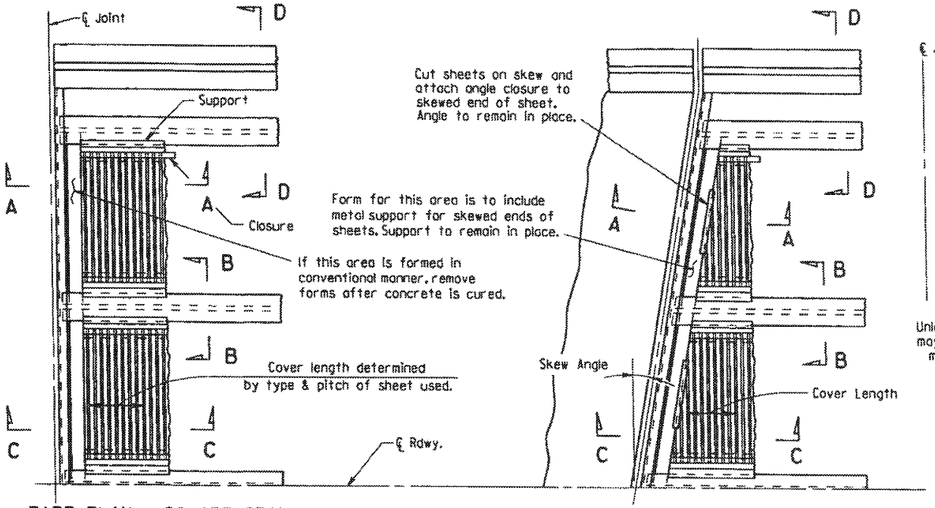
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 2/27/2014
CHECKED BY: BEF DATE: 2/27/2014
DESIGNED BY: Std. DATE: ---
FILENAME: b55002.dgn
SCALE: AS SHOWN

DRAWING NO. 55002

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				BRIDGE DECK FORMS		55005		

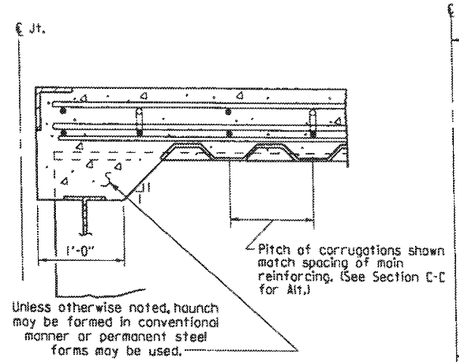


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

PART PLAN - SKEWED SPAN

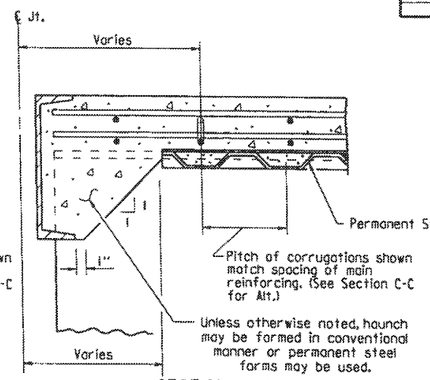
3/8" = 1'-0"



SECTION A-A

N.T.S.

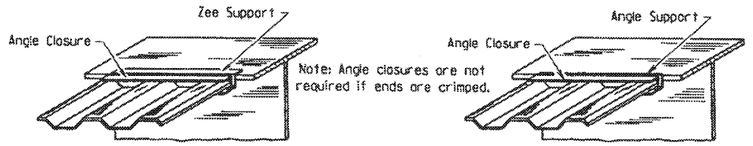
(Angle at end of span)



SECTION A-A

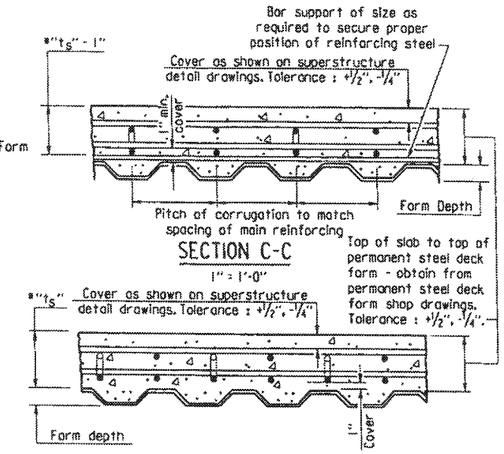
N.T.S.

(Channel at end of span)



SKETCH OF PERMISSIBLE SUPPORTS

N.T.S.



SECTION C-C

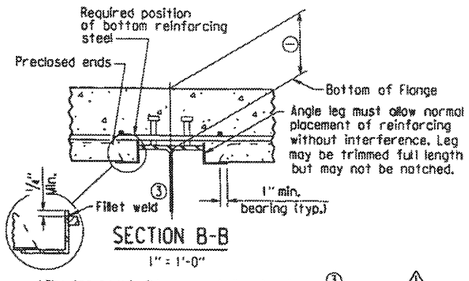
1" = 1'-0"

SECTION C-C - ALTERNATE

1" = 1'-0"

(Applicable when corrugations do not match spacing of main reinforcement)

*t_S = slab thickness as shown on superstructure detail drawings.

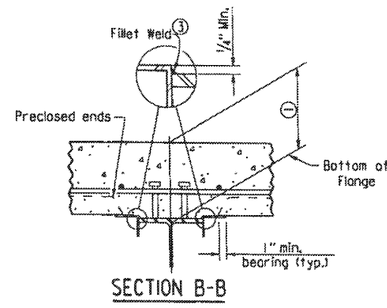


SECTION B-B

1" = 1'-0"

(Showing permissible support for tension flange where shear connectors are used, and for all compression flanges)

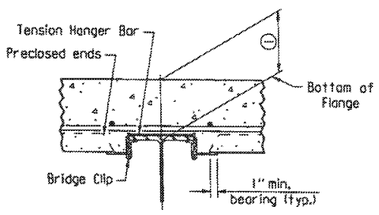
③ Minimum weld: 1/8" x 1" @ 18". More weld may be required; maximum length per weld = 1 1/2" (typ.)



SECTION B-B

1" = 1'-0"

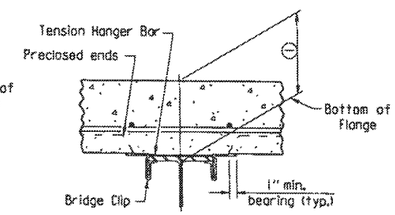
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



SECTION B-B

1" = 1'-0"

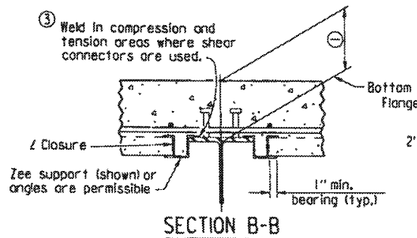
(Showing permissible support for tension flange where shear connectors are not used)



SECTION B-B

1" = 1'-0"

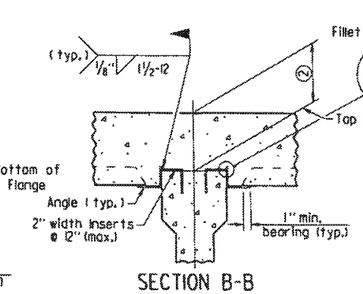
(Showing permissible support for tension flange where shear connectors are not used)



SECTION B-B

1" = 1'-0"

(Showing ∠ Closure)

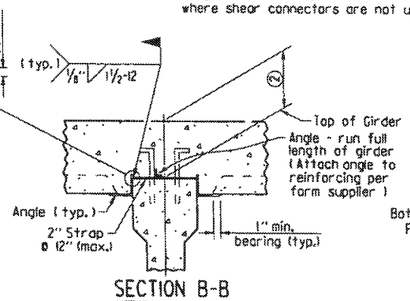


SECTION B-B

(FOR CONCRETE GIRDERS)

1" = 1'-0"

(Showing support by insert cast in girder)

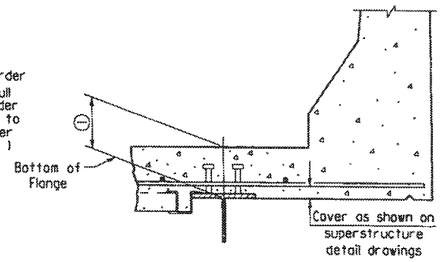


SECTION B-B

(FOR CONCRETE GIRDERS)

1" = 1'-0"

(Showing support by Strap)



SECTION D-D

1" = 1'-0"

Note: Only Bottom Reinforcing is shown.

① Distance from top of slab to bottom of top flange as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top flange or the support angle leg contacts the bottom reinforcing steel; Maximum = t_S + 1 3/4" + flange thickness. See Section C-C for slab thickness tolerance between adjacent girder flanges.

② Distance from top of slab to top of girder as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top of girder or the support angle leg contacts the bottom reinforcing steel; Maximum - value shown on the superstructure detail drawings when removable forms are used. See Section C-C for slab thickness tolerance between adjacent girder flanges.

⚠ Revised weld dimension by KWY, Ck'd. by BEF, 3/24/16.

GENERAL NOTES

Permanent steel deck forms may be used at the Contractor's option and shall be at no additional cost to the Department. Such use may result in changes to the dead load deflection of the girder. Any cost for adjustments due to a change in the dead load deflection will be borne by the Contractor. Payment for deck concrete and structural steel will not be increased due to use of permanent steel deck forms.

Permanent steel deck forms shall conform to Subsection 802.14(b). Detailed plans, including detailed calculations and manufacturer's technical brochure, shall be submitted to and approved by the Engineer before work of forming the bridge deck is started.

Welding of form supports to the tension flange of steel girders will be permitted only in areas where shear connectors are used. When welding is not allowed, the method of fastening Z or ∠ supports to the flange must be approved by the Engineer.

Form sheets shall be fastened to supporting members and to each other with galvanized metal screws sufficient in size and number to provide a secure attachment. Alternate methods of attachment must be approved by the Engineer.

When the pitch of form corrugations match the reinforcing spacing, transversely align form sheets across the bridge to maintain the correct orientation of continuous reinforcing bars in the corrugations.

Bar support rods, when used, shall be sized and spaced to adequately support the bottom reinforcing mat at the required position.

High chairs shall be sized to support the top mat of reinforcing at the proper position. High chairs shall be placed at locations shown on the detail drawings.

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition), with applicable Supplemental Specifications and Special Provisions.

STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55005.dgn

CHECKED BY: BEF DATE: 2-27-2014 SCALE: NONE

DESIGNED BY: STD. DATE: —

DRAWING NO. 55005

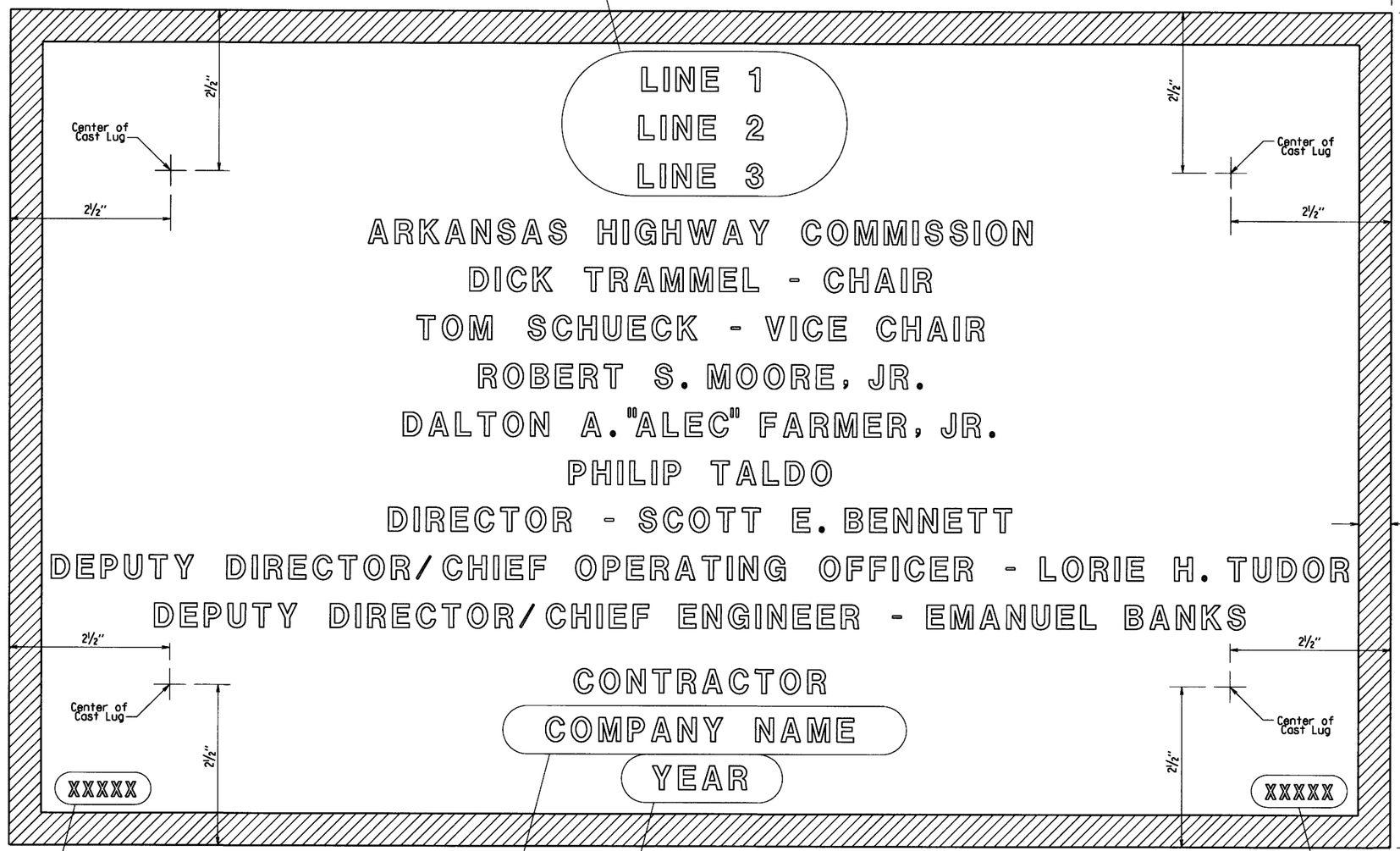
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-1-14			
1-14-15			
1-17-17			

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.				

(1) TYPE D NAME PLATE 55010

The name of the bridge as shown on the plans shall be placed on Lines 1 - 3 using 1/8" raised letters and numerals 3/8" high.

	Example 1	Example 2	Example 3	Example 4
Line 1	Red River	Southern	Saline	
Line 2	Relief	Railroad	River	Highway 5
Line 3		Overpass	Relief	



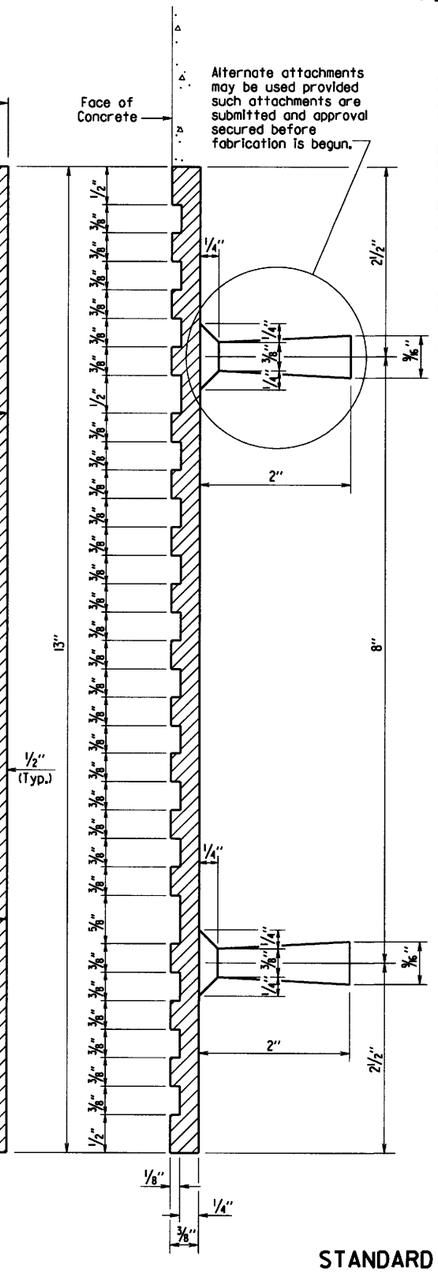
Place the design live loading here using 1/8" raised letters and numerals 1/4" high. Examples : HS 20
HL-93

Place the Year in which Contract was awarded here using 1/8" raised numerals 3/8" high. Example : 2001

Place the name of the company awarded the construction contract here using 1/8" raised letters and numerals 3/8" high. Example : ABCD CONSTRUCTION, INC.

Place the Bridge number here using 1/8" raised letters and numerals 1/4" high. Examples : A1234
05432

TYPICAL BRIDGE NAME PLATE



GENERAL NOTES

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition) with applicable Supplemental Specifications and Special Provisions.

Name plates shall be cast bronze and shall meet the material requirements as specified in Section 812.

Body of plate shall be 1/4" thick and shall include four tapering cone lugs 5/8" to 9/16"x 2" long. The border and all lettering shall be raised 1/8" above the face of plate and shall be polished.

All lettering shall be plain gothic, square cut and not tapered.

The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.

(3) Added New Commissioner
1-17-17 KDH Checked By: CRE

(2) Revised Chair and Vice Chair
Added New Commissioner
1-14-15 KDH Checked By: CRE

(1) Revised Deputy Director/ Chief Engineer
Added Deputy Director/ Chief Operating Officer
12-1-14 KDH Checked By: CRE

STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55010.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55010

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				STEEL H-PILES				55020

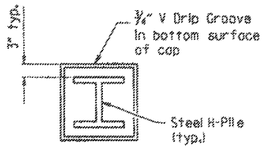
GENERAL NOTES FOR STEEL H-PILES:

Steel H-Piles shall conform to AASHTO M 270, Grade 36 or greater.

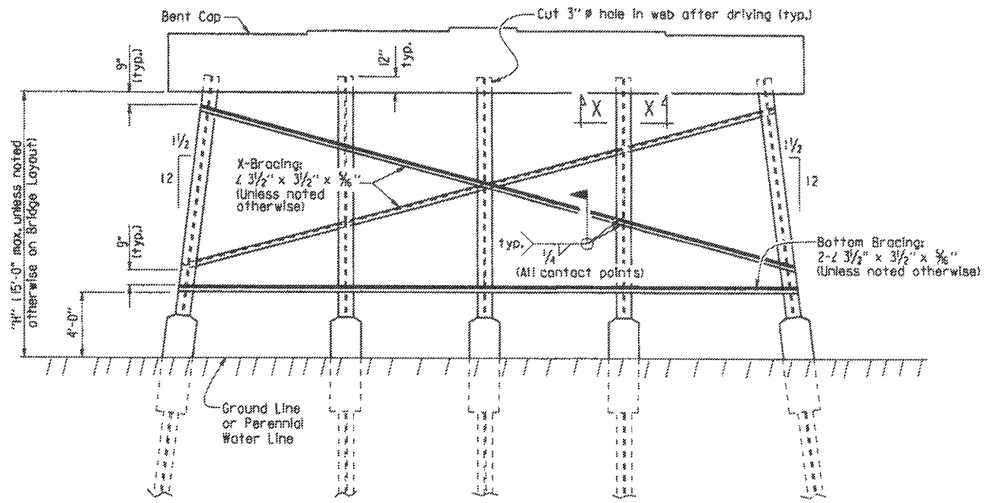
See Bridge Layout and Bent Details for pile size, estimated length, spacing, pile anchorage (if required) and for driving information.

Steel H-Piles that extend above the ground and are not protected by pile encasement shall be painted in accordance with Subsection 805.02.

Brackets, lugs, cap plates, pile tips, driving points, pile painting, splicing and welding shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



VIEW X-X



Notes:
All bracing shall be cut and welded in the field. Each brace shall be furnished in one piece. Payment shall be made under Item 807.

Unless noted otherwise, omit X-Bracing when "H" is less than 8 feet.

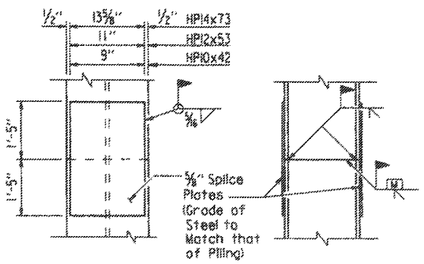
Omit X-Bracing and Bottom Bracing when "H" is 5 feet or less.

When required on the Bridge Layout sheet, pile encasements shall be constructed. See Notes and Details for H-Pile Encasements.

Omit all bracing (and V-groove in cap) when pile encasement is extended to bottom of bent cap.

TYPICAL DETAILS OF H-PILE TRESTLE INTERMEDIATE BENT

(Shown with Partial Height Encasement)



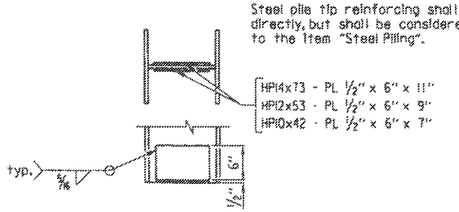
The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

TYPICAL SPLICE DETAILS

⚠ H-pile splicers manufactured by Associated Pile and Fitting Corporation, LB Foster Piling, Skyline Steel or equivalent may be used in lieu of the "Typical Splice Details" shown. H-pile splicers shall match the same grade of steel specified for the piling and shall be welded to the pile with a ⅝" fillet weld around the entire perimeter of the splice. Flanges shall be welded with a complete penetration groove weld complying with AASHTO/AWS Joint Designation B-U4a or B-U4b. All welding shall conform to Subsection 807.26 of the AHTD Standard Specifications for Highway Construction (2014 Edition).

Notes:
Steel pile tip reinforcing not required when approved H-Pile driving points are used.

Steel pile tip reinforcing shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



REINFORCING DETAIL FOR STEEL H-PILE TIP

GENERAL NOTES FOR H-PILE ENCASEMENTS:

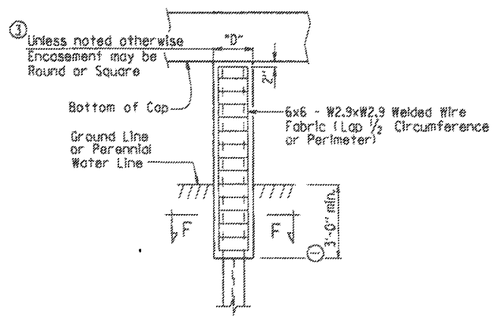
⚠ See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

All concrete shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

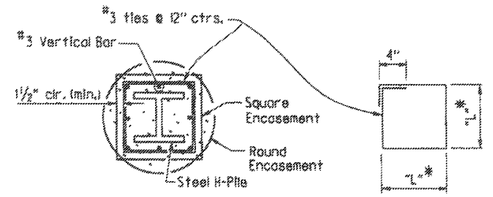
Welded Wire Fabric shall conform to AASHTO M 55 or M 221. Galvanized Corrugated Steel Pipe shall conform to AASHTO M 36 and M 218.

Concrete, welded wire fabric or reinforcing steel and galvanized pipe shall not be paid for directly, but shall be considered subsidiary to the item "Pile Encasement".



PILE ENCASEMENT DETAIL FOR STEEL H-PILES

④ (Shown with Encasement to Bottom of Cap)

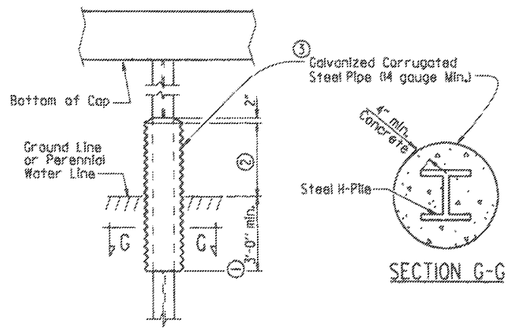


SECTION F-F

*Measured out-to-out of bar.

TABLE OF VARIABLES FOR PILE ENCASEMENT

Pile Size	"D" Square Encsmt.	"D" Round Encsmt.	"L"*
HP10x42	1'-7"	2'-0"	1'-4"
HP12x53	1'-8"	2'-2"	1'-5"
HP14x73	1'-11"	2'-6"	1'-8"



SECTION G-G

ALTERNATE PILE ENCASEMENT DETAIL FOR STEEL H-PILES

(Shown with Partial Height Encasement)

① Unless otherwise noted on Bridge Layout.

② 3'-0" minimum or as shown on Bridge Layout.

③ Encasement dimensions shall be sized to maintain a minimum concrete cover of 4" from the H-Pile. Reinforcement shall be sized to provide a minimum concrete cover of 1½" and a minimum clearance of 1¼" from the pile.

④ Alternate pile encasement, when not extended to bottom of cap, shall have 2" concrete taper for water runoff as shown in the Partial Height Encasement detail.

⚠ Added alternate method of splicing H-piles and revised pile encasement note.
3/24/2016 AMS

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on March 24, 2016. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

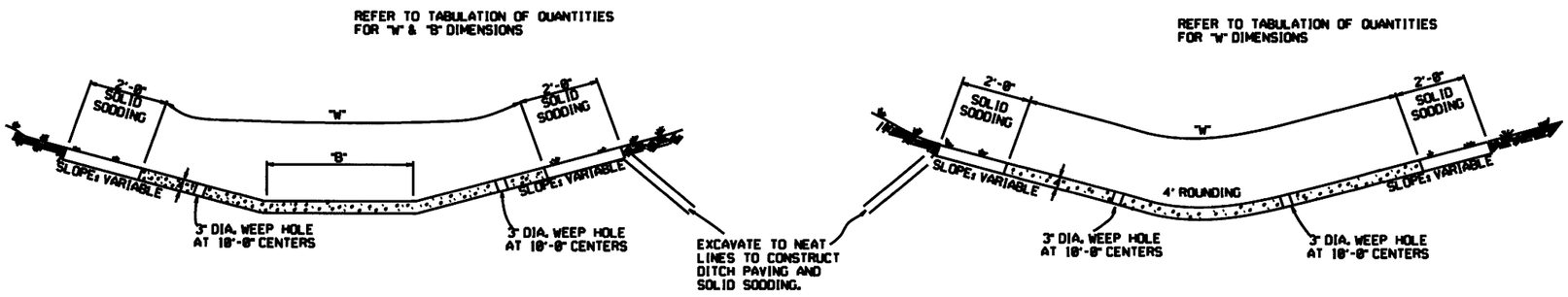
STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55020.dgn
CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

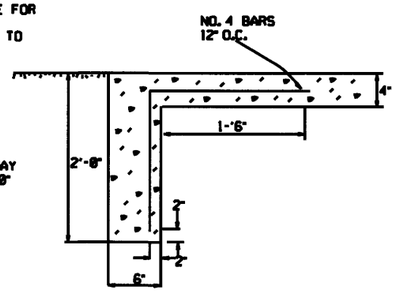
DRAWING NO. 55020



TYPE A

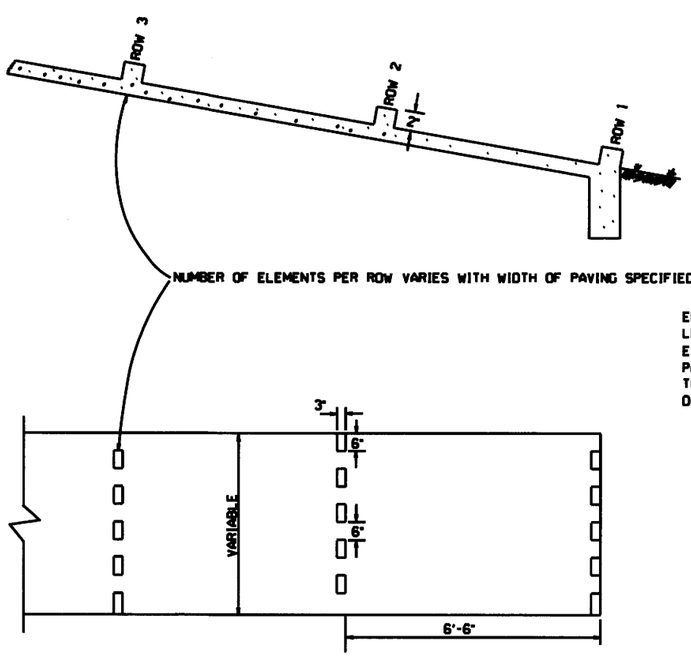
TYPE B

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



ENERGY DISSIPATORS
(NO SCALE)

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.

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.

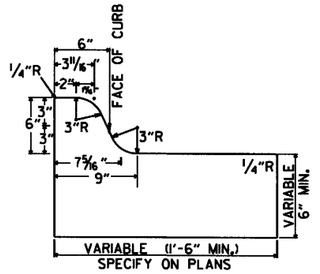
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

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	657-7-15-88
4-1-87	REVISED ENERGY DISSIPATOR	871-4-1-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	842-1-9-87
11-X-86	ADDED NOTE TO ENERGY DISS.	695-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPES A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

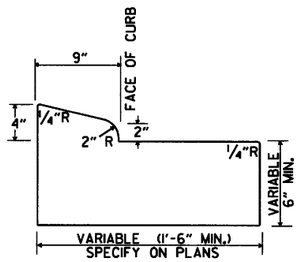
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

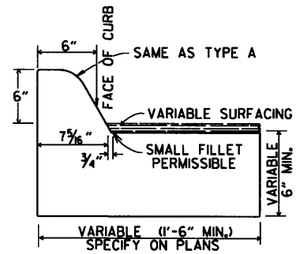
STANDARD DRAWING CDP-1



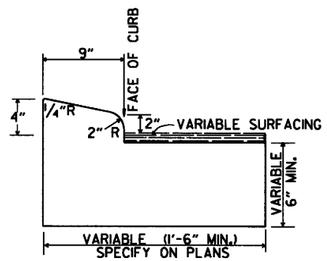
TYPE A



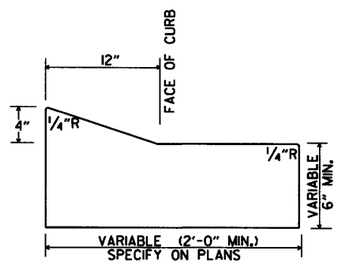
TYPE B-1



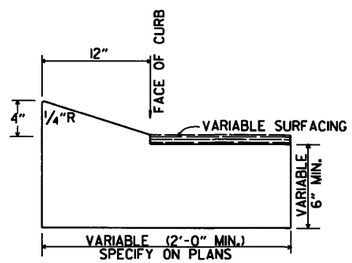
TYPE C



TYPE B-2

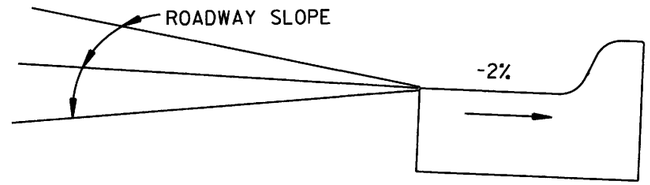


TYPE E-1



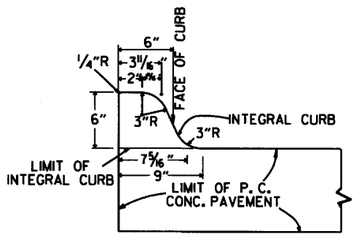
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

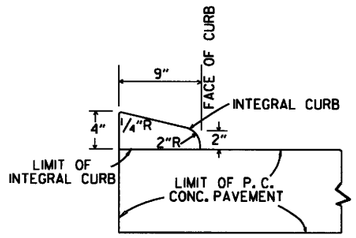


DETAIL OF GUTTER SLOPE

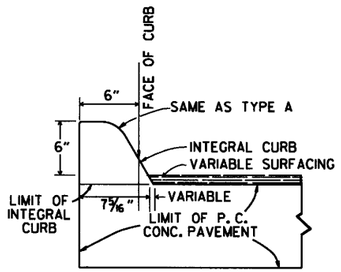
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

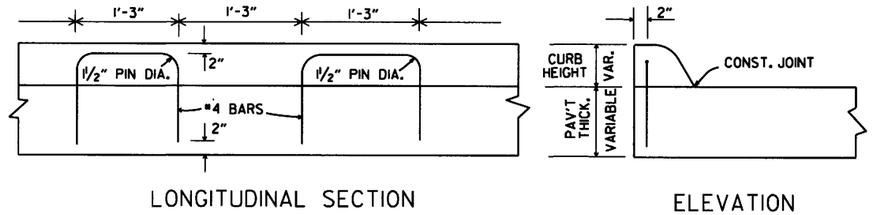


TYPE B



TYPE C

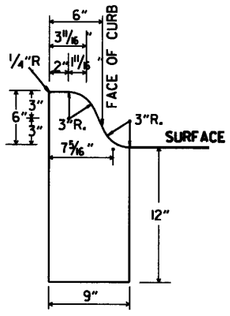
INTEGRAL CURB



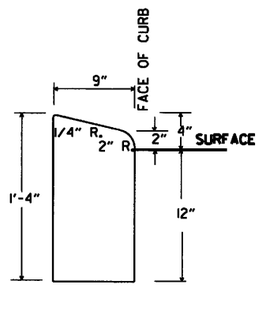
LONGITUDINAL SECTION

ELEVATION

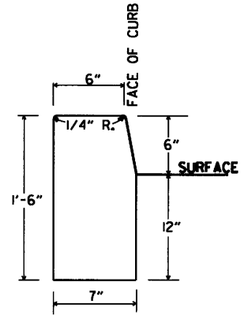
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



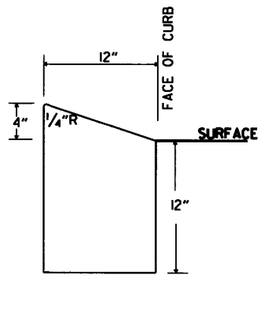
TYPE A



TYPE B

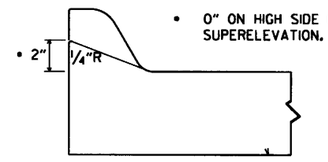


TYPE D



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.

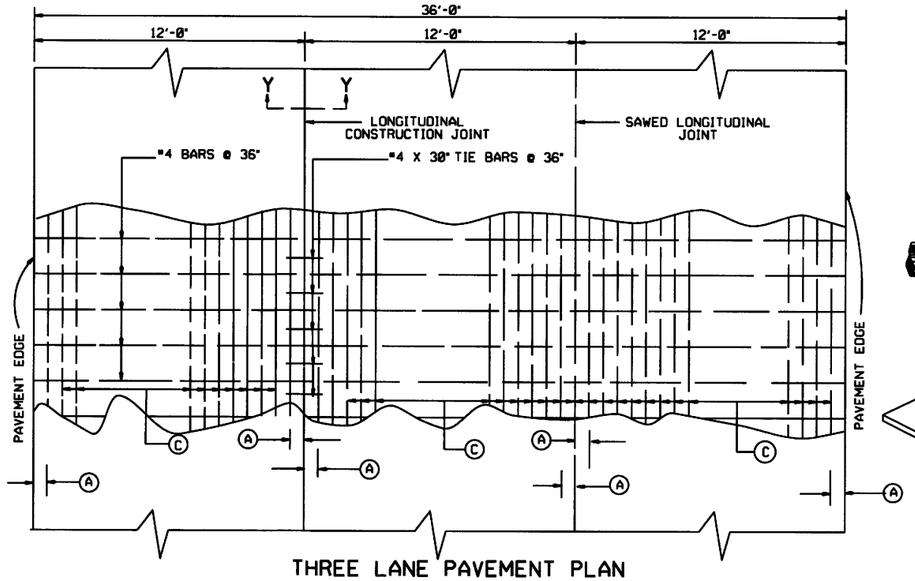
DETAILS OF MODIFIED CURB

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	VARIABLE DEPTH TYPE A & B 1	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

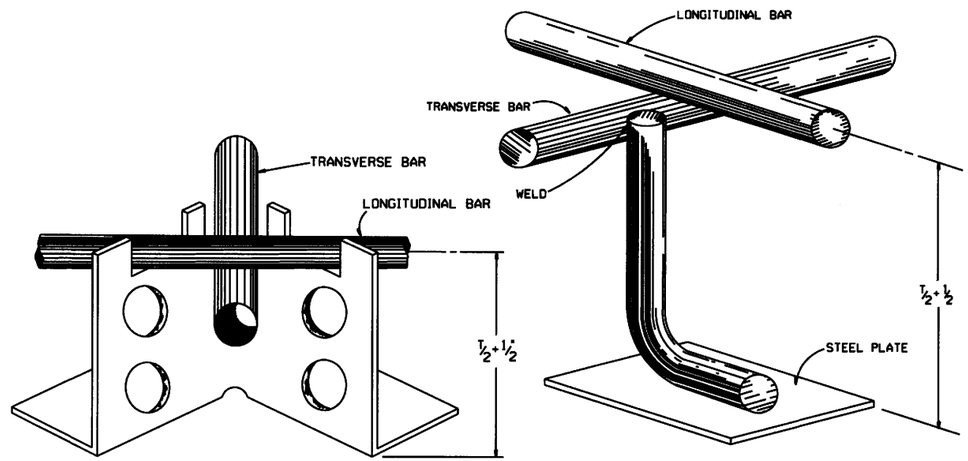
CURBING DETAILS

STANDARD DRAWING CG-1

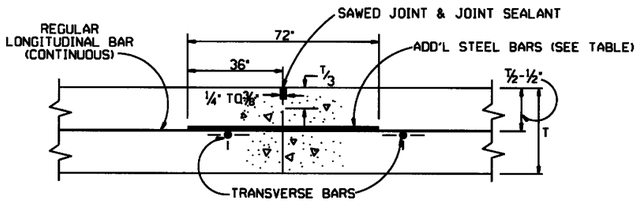


THREE LANE PAVEMENT PLAN

(12 FT. AND 24 FT. PLACEMENT) •

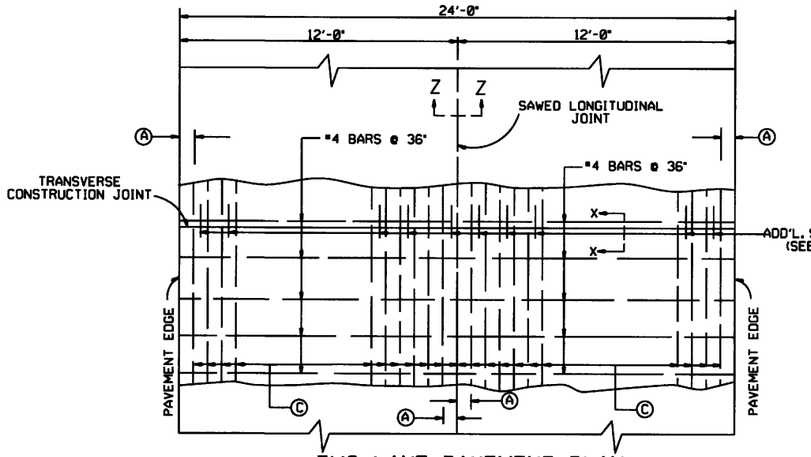


SUGGESTED CHAIR DETAILS



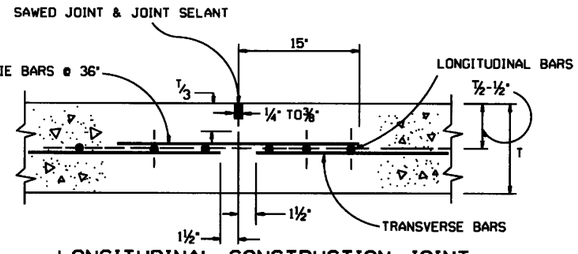
TRANSVERSE CONSTRUCTION JOINT

SECTION X-X



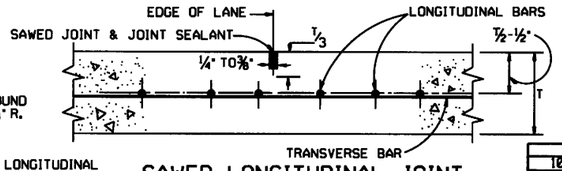
TWO LANE PAVEMENT PLAN

(24 FT. PLACEMENT) •



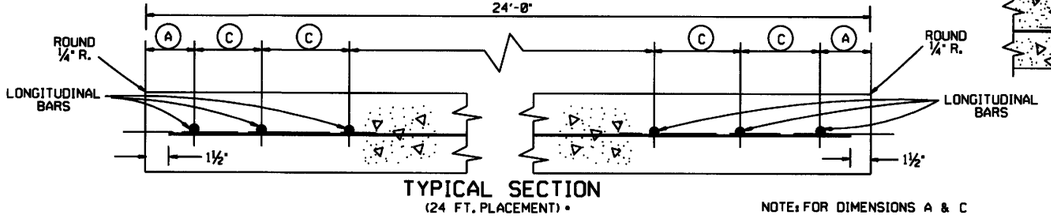
LONGITUDINAL CONSTRUCTION JOINT

SECTION Y-Y



SAWED LONGITUDINAL JOINT

SECTION Z-Z



TYPICAL SECTION

(24 FT. PLACEMENT) •

• LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS.

NOTE: FOR DIMENSIONS A & C SEE TABLE ON RT.

JOINT DETAILS

• GENERAL NOTES•

SAWED JOINT AND JOINT SEALANT FOR TRANSVERSE CONSTRUCTION JOINT, LONGITUDINAL CONSTRUCTION JOINT AND SAWED LONGITUDINAL JOINT SHALL CONFORM TO THE DETAILS SHOWN FOR SAWED LONGITUDINAL JOINT ON STANDARD DRAWING CPTJ-6A.

NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.

FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT."

FOR DETAILS OF PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE REFER TO TYPICAL SECTIONS.

WITHIN ANY AREA BOUNDED BY TWO FEET PAVEMENT LENGTH, MEASURED PARALLEL TO THE CENTERLINE; AND TWELVE FEET OF PAVEMENT WIDTH, MEASURED PERPENDICULAR TO THE PAVEMENT CENTERLINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.

MNINMUM SPLICE REQUIREMENT: 25 TIMES THE NOMINAL DIAMETER OF THE BAR OR 16 INCHES WHICHEVER IS LONGER.

AT TRANSVERSE CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL BARS SHALL EXTEND EITHER SIDE OF THE JOINT SUCH THAT THE BAR SPLICES FOR THE REGULAR LONGITUDINAL BARS SHALL BE A MINIMUM OF FOUR FEET FROM THE CONSTRUCTION JOINT. AT LONGITUDINAL CONSTRUCTION JOINT, IF THE CONTRACTOR ELECTS TO CONTINUE THE REGULAR TRANSVERSE STEEL THROUGH THE JOINTS, THE #4 TIE BARS SHOWN HEREON MAY BE DELETED.

CHAIR DETAILS SHOWN HEREON ARE EXAMPLES ONLY; OTHER APPROVED TYPES WHICH WILL SATISFY THE REQUIREMENTS NOTED HEREIN, WILL BE PERMITTED. CHAIR SPACINGS SHALL NOT BE GREATER THAN 36" C-C (LONGITUDINAL) AND 48" C-C (TRANSVERSE). ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET PLACEMENT REQUIREMENTS.

AT ALL LAP SPLICES OCCURRING WITHIN 8 FEET BEYOND THE CONSTRUCTION JOINTS, IN THE DIRECTION OF PAVING AND 4 FEET BACK OF THE CONSTRUCTION JOINTS, THE LENGTH OF LAP SHALL BE DOUBLE THAT NORMALLY SPECIFIED OR EACH SPLICE SHALL BE STRENGTHENED BY SPLICING IN, SYMMETRICALLY WITH THE LAP, A 6 FOOT LENGTH OF DEFORMED BAR OF THE SAME NOMINAL SIZE AS THE LONGITUDINAL REINFORCEMENT.

TABLE OF EQUIVALENT LONGITUDINAL REINFORCEMENT

PAVEM'T. THICKNESS	BAR SIZE	24'-0" PLACEMENT WIDTH				12'-0" PLACEMENT WIDTH				ADD'L STEEL@ TRANS. CONSTR. JOINT			
		SPACING (C-C)		BARS PER PLACE--MENT	STEEL ① LBS./ SQ. YD.	SPACING (C-C)		BARS PER PLACE--MENT	STEEL ① LBS./ SQ. YD.	SIZE	AVG. SPACING	② NO. PER LANE	WEIGHT LBS. PER FOOT
		A	C			A	C						
INCHES		INCHES				INCHES					INCHES		
6	#5	5½	7	40	18.28	5½	7	20	18.26	⅝" X 72"	14	10	5.22
8	#6	4½	7½	38	24.55	4½	7½	19	24.41	¾" X 72"	15	10	7.51
9	#6	3¾	6½	44	27.98	3¾	6½	22	27.95	¾" X 72"	13	11	8.26
10	#7	4	8½	34	29.53	4	8½	17	29.51	⅞" X 72"	17	8	8.18
11	#7	4½	7½	38	32.78	4½	7½	19	32.75	⅞" X 72"	15	10	10.22
12	#7	5½	7	40	34.39	5½	7	20	34.37	⅞" X 72"	14	10	10.22

NOTE: WHERE THE PROPOSED PLACEMENT WIDTHS VARY FROM THE BASIC DESIGN WIDTH SHOWN, THE SPACING "A" AND THE ADJACENT SPACING "C" SHALL BE ADJUSTED TO ACCOMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

① INCLUDES BOTH REGULAR LONGITUDINAL AND TRANSVERSE BARS. BASED UPON 1 FOOT PAVEMENT FOR THE WIDTH INDICATED. ALL TRANSVERSE STEEL IS #4 BARS AT 36" CENTERS. FOR ESTIMATING PURPOSES IT IS ASSUMED THAT LONGITUDINAL BARS ARE SPLICED AT 32' INTERVALS.

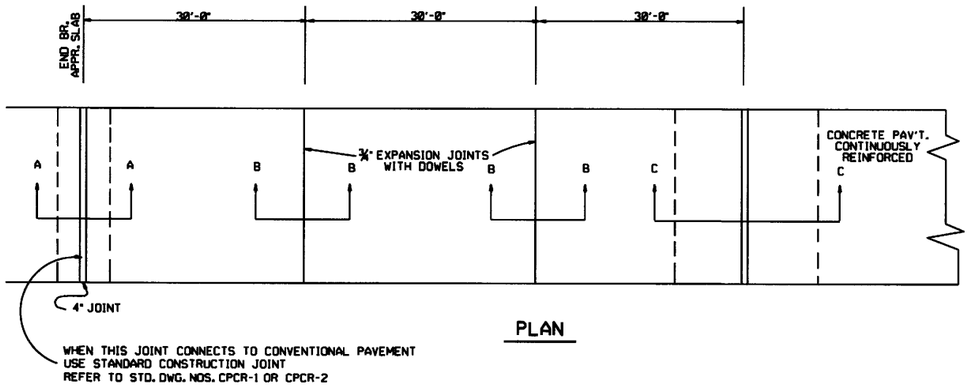
② THIS SHALL BE THE MINIMUM NUMBER OF ADDITIONAL STEEL BARS TO BE PLACED PER LANE. THE SPACING OF THE ADDITIONAL STEEL BARS SHALL BE VARIED AS DIRECTED IN ORDER TO PROVIDE A MINIMUM CLEARANCE OF 2½" FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

DATE	REVISION	DATE FILMED
10-18-96	CORRECTED SPELLING	
10-1-92	REVISED REINFORCING	
8-15-91	REV. A SPACING FOR 24' PAV'T.	
3-23-89	ALTERED SAWED JOINT & ADDED GEN. NOTES	
11-3-86	DIMEN'S. OF LONG. JTS.	
1-4-83	DEPTH OF SAWED TRANSVERSE CONST. JOINT	
9-15-78	53 TO 52 #4 BARS (24' PL.)	
10-2-72	REVISED AND REDRAWN	

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CONCRETE PAVEMENT DETAILS CONTINUOUSLY REINFORCED

STANDARD DRAWING CPCR-1



PLAN

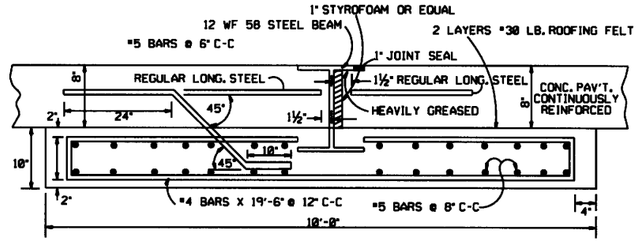
GENERAL NOTES

OTHER TYPES OF EXPANSION JOINTS MAY BE CONSTRUCTED AT THE OPTION OF THE CONTRACTOR AFTER APPROVAL BY THE ENGINEER.

LOAD TRANSMISSION UNITS AND DOWELS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE.

ALL EXPANSION JOINTS, INCLUDING ALL MATERIALS, DEVICES, AND WORK REQUIRED SHALL BE CONSIDERED AS SUBSIDIARY WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PORTLAND CEMENT CONCRETE PAVEMENT. NO DIRECT PAYMENT WILL BE MADE FOR ANY MATERIAL, BAR CHAIR, STEEL OR ANY OTHER DEVICE SHOWN NOR FOR ITS INSTALLATION.

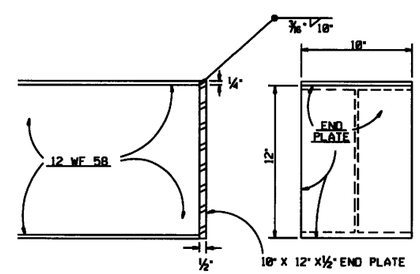
"T" DENOTES THICKNESS OF SLAB.



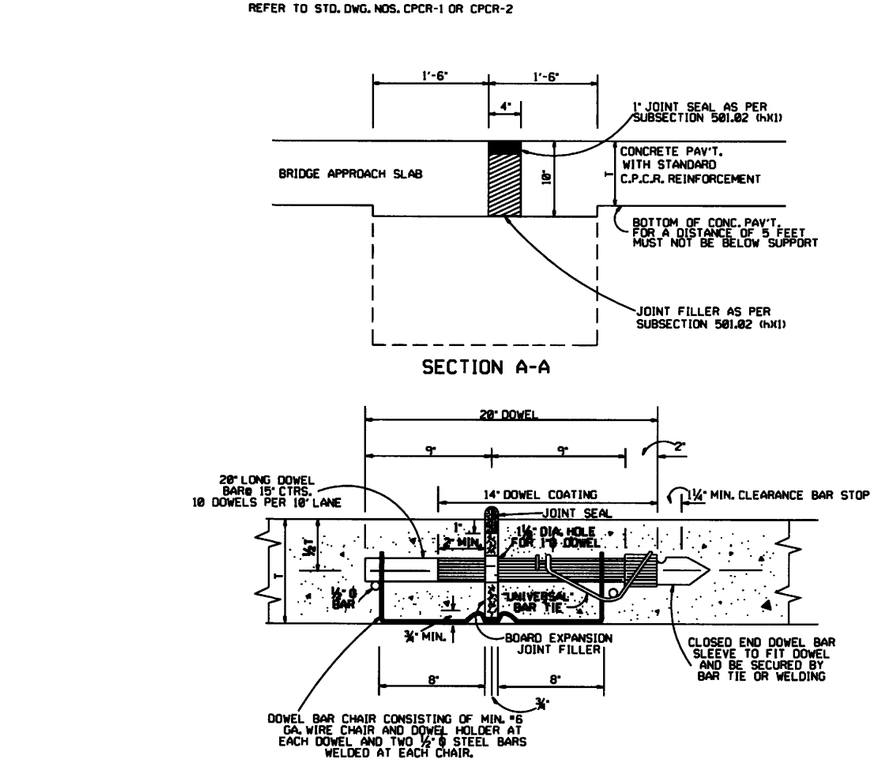
SECTION C-C

DETAIL OF WIDE FLANGE BEAM & JOINT SUPPORT

NOTE: WELD 12" X 10" X½" STEEL PLATE TO ENDS OF BEAM AFTER PLACEMENT OF CONCRETE PAVEMENT.



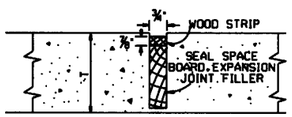
DETAIL OF END PLATE ATTACHMENT TO WIDE FLANGE BEAM



SECTION A-A

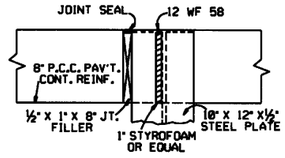
SECTION B-B
DETAIL OF EXPANSION JOINT

STRUCTURAL EXCAVATION	CLASS A CONCRETE	REINFORCING STEEL	STRUCTURAL STEEL
CU. YD.		LB.	
0.31	0.31	46.2	58.0

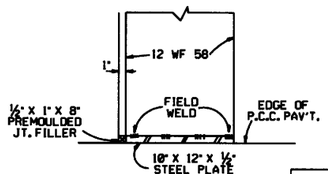


SEAL SPACE FOR EXPANSION JOINT

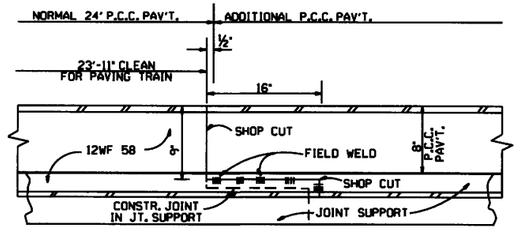
NOTE: BOARD JOINT FILLER OF SPECIFIED TYPE SHALL BE SECURED ON SUBGRADE IN EXACT POSITION AND LINE AS ILLUSTRATED OR BY OTHER APPROVED DEVICE.
JOINT ASSEMBLY SHALL BE SECURELY FASTENED INTO PLACE PRIOR TO PLACING CONCRETE.
AFTER SECOND PASSAGE OF FINISHING MACHINE REMOVE CONCRETE TO 1" BELOW TOP OF BOARD AND NAIL ¾" X ⅜" WOOD STRIP TO TOP OF BOARD FILLER TO FORM JOINT SEAL SPACE.
REPLACE CONCRETE AND FINISH WITH LONGITUDINAL FLOAT.
THE WOOD STRIP SHALL NOT BE REMOVED UNTIL IMMEDIATELY PRIOR TO POURING JOINT SEAL.



ELEVATION



PLAN



TRANSVERSE SECTION THROUGH WF BEAM AND JOINT SUPPORT

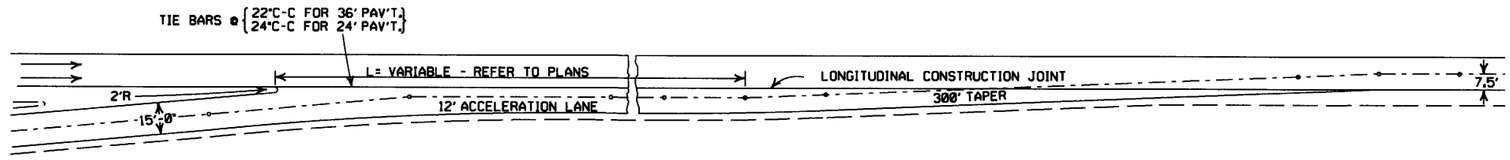
DATE	REVISION	DATE FILM'D
10-18-96	CORRECTED SUBSECTION AND SPELLING	
4-26-96	DELETE DOWEL BAR NOTE	
7-15-88	SUB-SECT. 501.03 (f)(1)TO 501.03 (h)(1)	
8-22-75	REVISED 4" EXP. JOINT MAT'L	
11-1-73	REVISED JOINT SEAL A-A	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF TERMINAL JOINTS FOR CONCRETE PAVEMENT

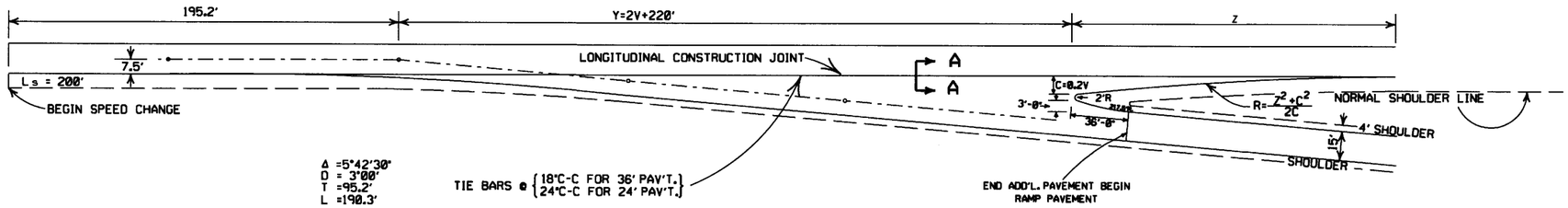
CONTINUOUSLY REINFORCED

STANDARD DRAWING CPCR-3



ENTRANCE RAMP

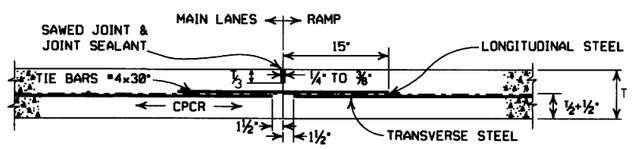
RETURN CURVES
A =2°17'30"
D = 3°00'
T =38.2'
L =76.4'



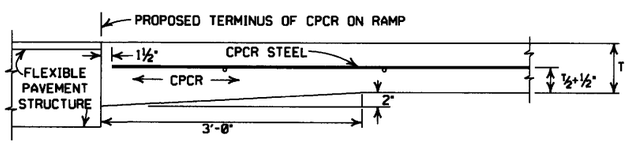
EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADD'L. 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

NOTE: ON GRADES IN EXCESS OF 4%, THE LENGTHS "Y" & "L" MAY BE VARIED TO FIT THE CASE IN THE RATION OF $\frac{1 \pm \%GRADE}{2}$ (LENGTH AS SHOWN).



LONGITUDINAL CONSTRUCTION JOINT
SECTION A - A



DETAIL FOR JUNCTION WITH FLEXIBLE TYPE PAVEMENT STRUCTURE

GENERAL NOTES

THE SEQUENCE OF OPERATION ON PLACING THE RAMP SHALL BE AS DIRECTED BY THE ENGINEER. THE LONGITUDINAL STEEL SHALL BE PLACED IN A DIRECTION APPROXIMATELY PARALLEL TO THE DIRECTION OF THE RAMP.

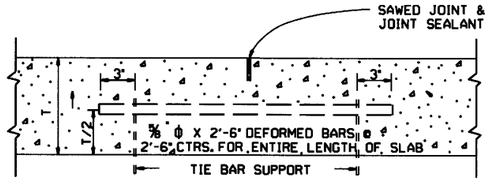
SAWED JOINT AND JOINT SEALANT FOR LONGITUDINAL CONSTRUCTION JOINT SHALL CONFORM TO THE DETAILS SHOWN FOR SAWED LONGITUDINAL JOINT ON STANDARD DRAWING CPTJ-6A.

DATE	REVISION	DATE FILMED
2-27-14	CORRECTED SPELLING	
3-23-89	ALTERED SAWED JOINT & ADDED NOTE	510-3-23-89
11-3-86	DIMEN'S. OF LONG. JTS.	652-11-1-86
10-2-72	REVISED AND REDRAWN	507-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

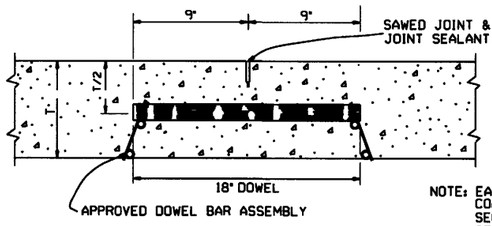
DETAILS OF ENTRANCE & EXIT RAMPS FOR CONCRETE PAVEMENT CONTINUOUSLY REINFORCED

STANDARD DRAWING CPCR-4



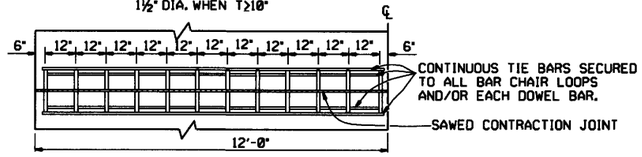
LONGITUDINAL JOINT

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.

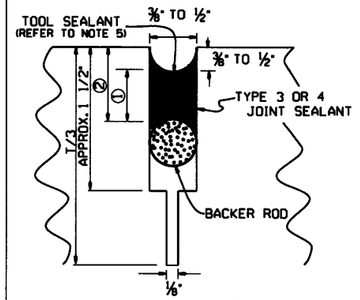
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



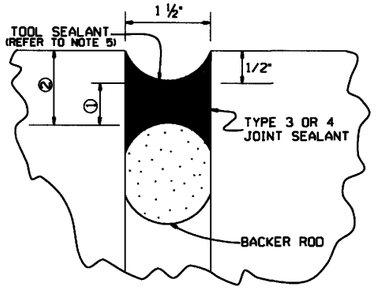
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

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



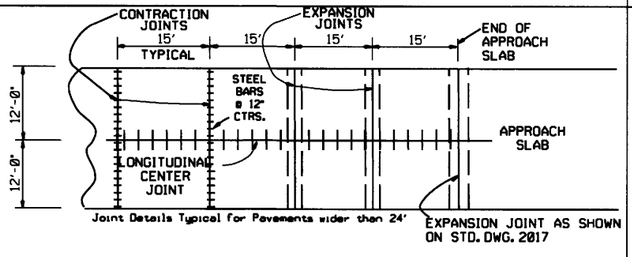
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

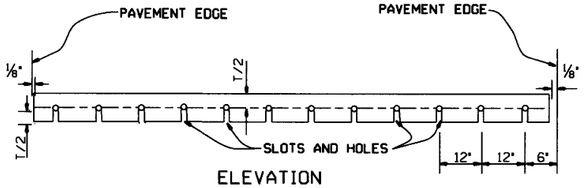
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	⅜	¾	¾
¾	⅜	⅞	⅞
1 ½	⅜	2	1 ¼

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	⅝	¾
⅜	½	½	1

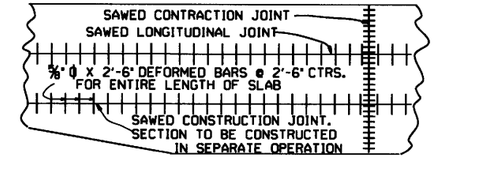


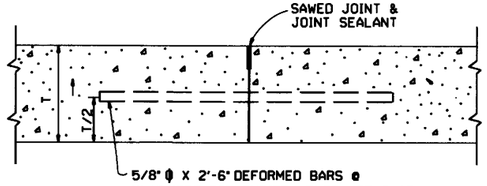
PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

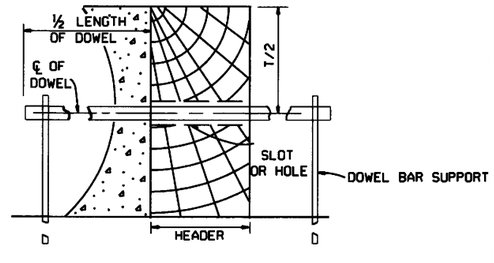
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.





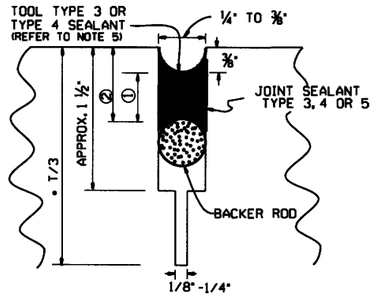
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

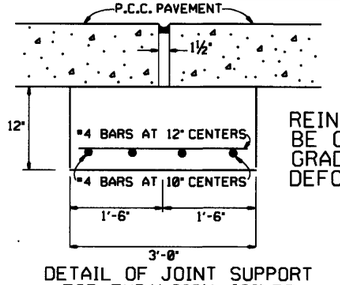
TRANSVERSE
CONSTRUCTION JOINT



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

DETAIL OF SAWED
LONGITUDINAL JOINT
AND LONGITUDINAL CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
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	532-07-15-88



REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

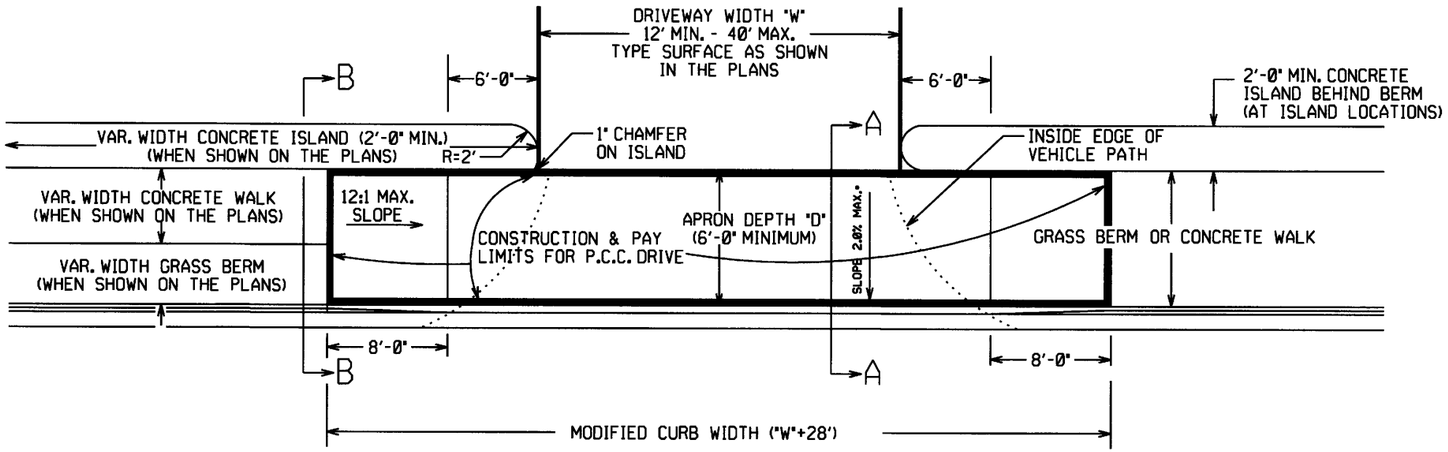
DETAIL OF JOINT SUPPORT
FOR EXPANSION JOINTS

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.

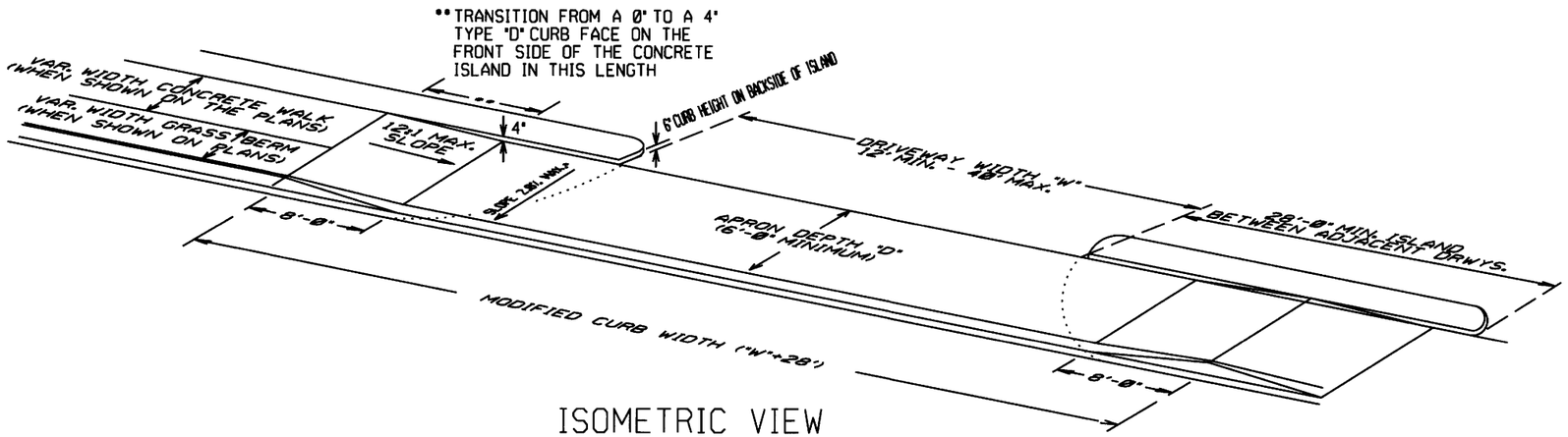
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS
FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A

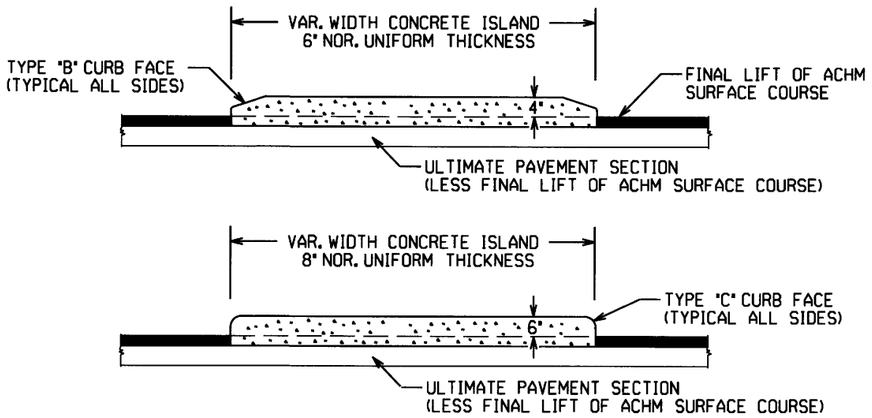


PLAN VIEW

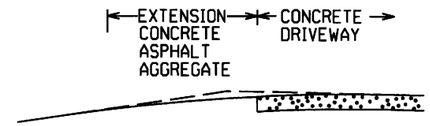


ISOMETRIC VIEW

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".



CURBED ISLANDS FOR CHANNELIZATION



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

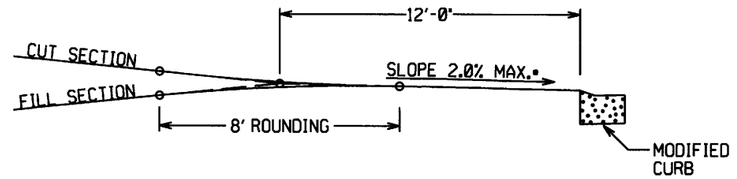
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE.(1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

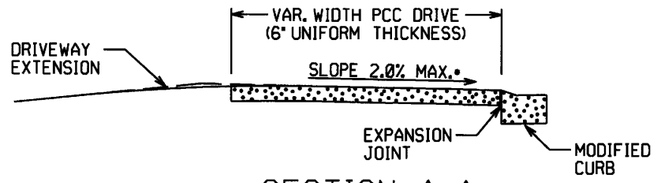
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

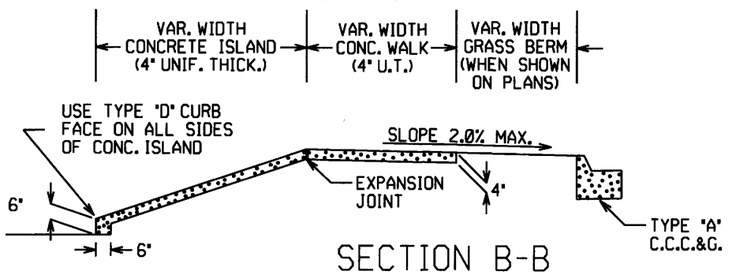


DRIVEWAY VERTICAL ALIGNMENT DETAILS

- NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A



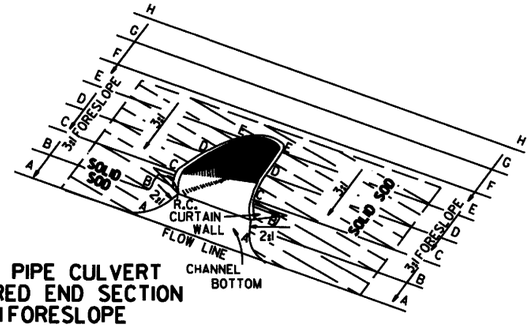
SECTION B-B
CURBED ISLAND BEHIND WALK

DATE REV	DATE FILMED	DESCRIPTION
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

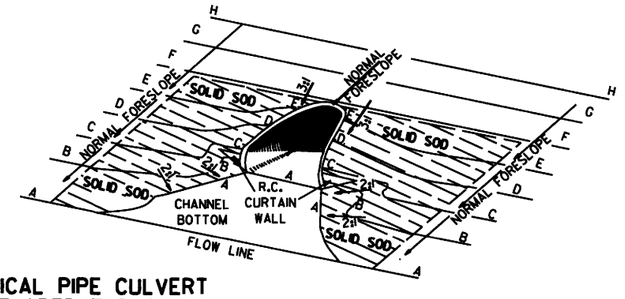
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

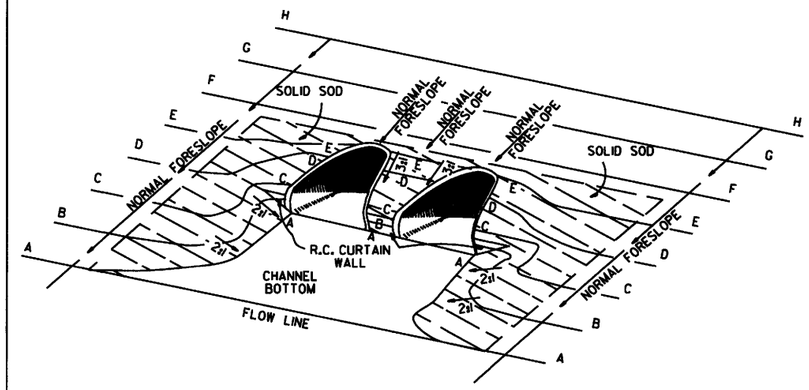
STANDARD DRAWING DR-1



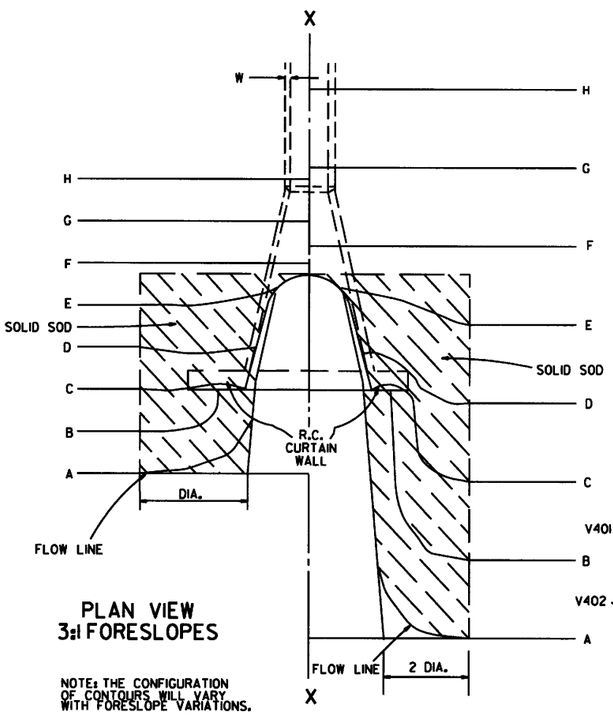
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



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

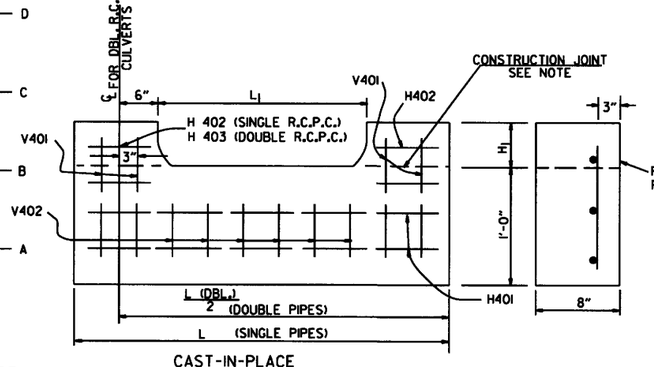
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL DIMENSIONS & QUANTITIES

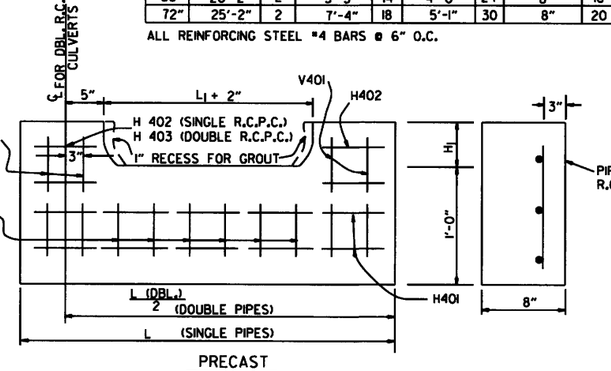
PIPE DIA.	H_1	L_1	L	L (DBL.)/2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	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.

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.

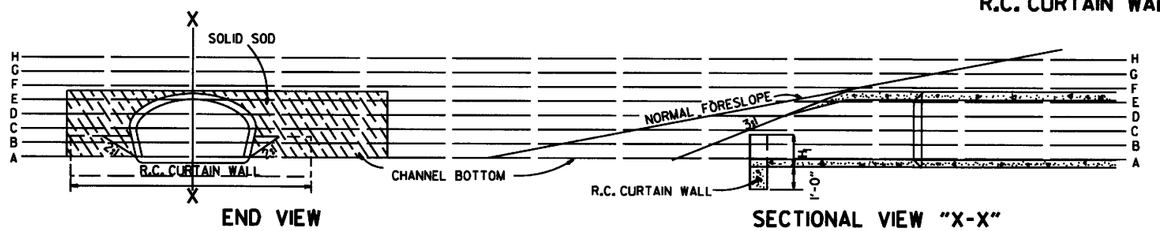
SOLID SODDING

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.



END VIEW

SECTIONAL VIEW "X-X"

R.C. CURTAIN WALL DETAILS

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

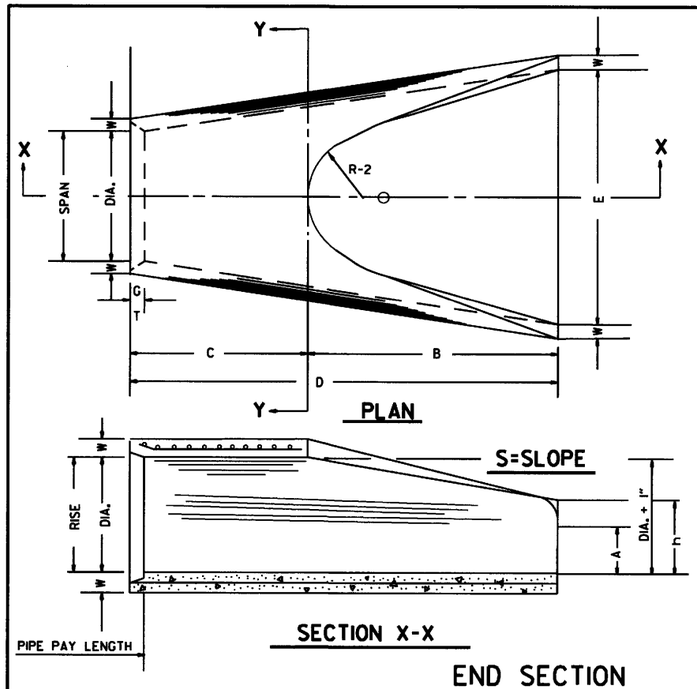


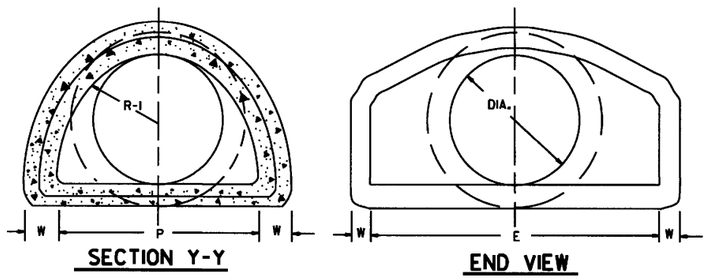
TABLE OF DIMENSIONS

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"	3sl	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3sl	25"	33⅜"	16⅝"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3sl	31"	37"	18½"	15"	3¼"	1940	1'-4⅝"
36"	4"	1'-3"	5'-3"	2'-10¼"	8'-1¾"	6'-0"	3sl	37"	47⅛"	24⅜"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3sl	43"	53⅛"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3sl	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3sl	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3sl	61"	72½"	36⅝"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3sl	73"	77⅝"	38⅝"	24"	5"	13250	4'-6"

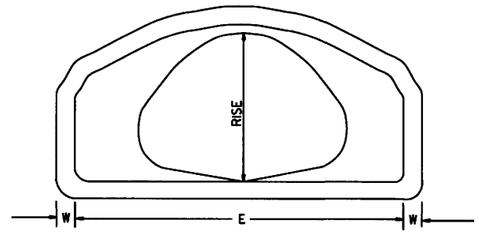
ARCH PIPE

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"	2½sl
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32½"	13"	2½"	2½sl
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½sl
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36⅝"	15"	2½"	2½sl
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47⅛"	20"	3"	2½sl
36	43¾	44	26⅝	27	4"	10½"	4'-0"	2'-1½"	6'-1½"	6'-6"	54⅝"	22"	3½"	2½sl
42	51⅛	51	31⅝	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½sl
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70⅝"	24"	4¼"	2½sl
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72⅛"	24"	4¾"	2½sl
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77⅛"	24"	5"	2½sl

• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

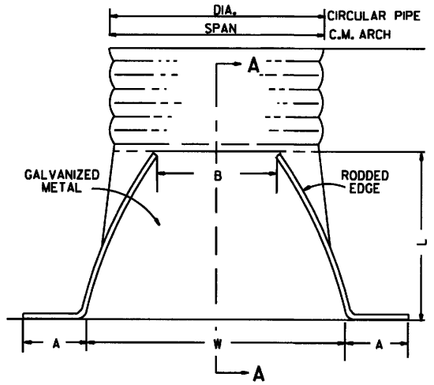


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

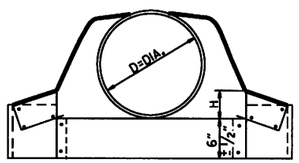


END VIEW
CONCRETE ARCH PIPE

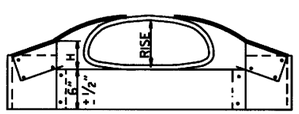
END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS



NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.



CIRCULAR PIPE



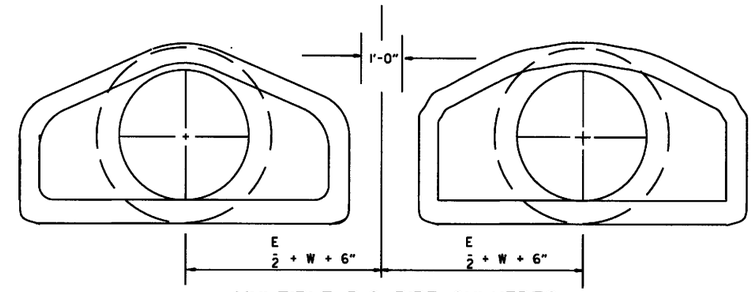
C.M. ARCH PIPE

CIRCULAR PIPE

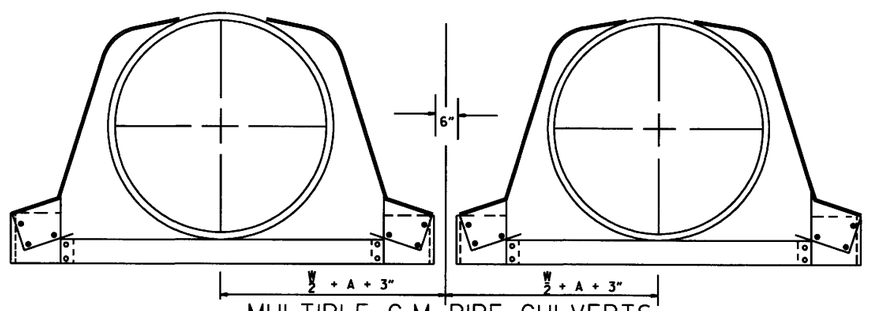
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½sl
15	16	7	8	6	26	30	2½sl
18	16	8	10	6	31	36	2½sl
21	16	9	12	6	36	42	2½sl
24	16	10	13	6	41	48	2½sl
30	14	12	16	8	51	60	2½sl
36	14	14	19	9	60	72	2½sl
42	12	16	22	11	69	84	2½sl
48	12	18	27	12	78	90	2½sl
54	12	18	30	12	84	102	2sl
60	12	18	33	12	87	114	1½sl
66	12	18	36	12	87	120	1½sl
72	12	18	39	12	87	126	1 1/3sl

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	2½sl	16
18"	21	15	7	10	6	23	36	2½sl	16
21"	24	18	8	12	6	28	42	2½sl	16
24"	28	20	9	14	6	32	48	2½sl	16
30"	35	24	10	16	6	39	60	2½sl	14
36"	42	29	12	18	8	46	75	2½sl	14
42"	49	33	13	21	9	53	85	2½sl	12
48"	57	38	18	26	12	63	90	2½sl	12
54"	64	43	18	30	12	70	102	2¼sl	12
60"	71	47	18	33	12	77	114	2¼sl	12



MULTIPLE R.C. PIPE CULVERTS



MULTIPLE C.M. PIPE CULVERTS

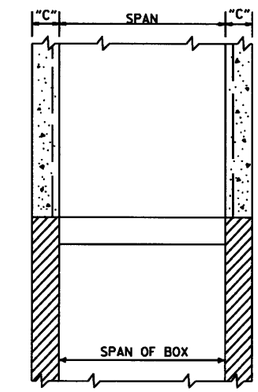
END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS

DATE	REVISION	BY MED
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

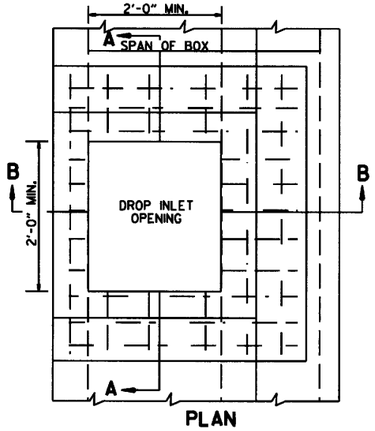
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

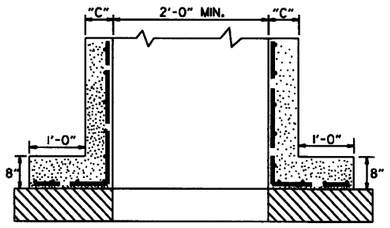
STANDARD DRAWING FES-2



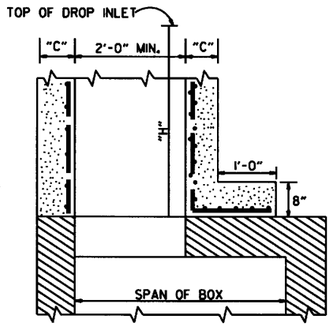
SECTION B-B



PLAN

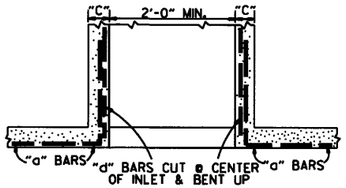


SECTION A-A

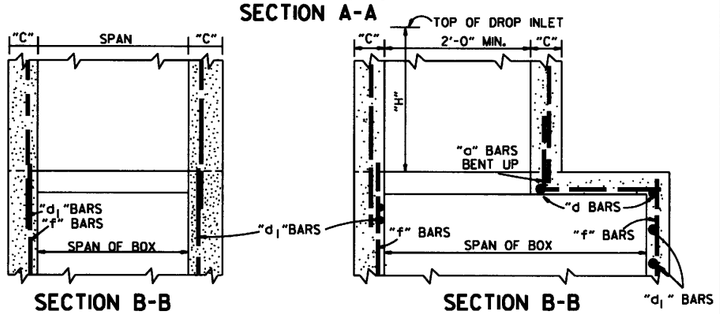


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



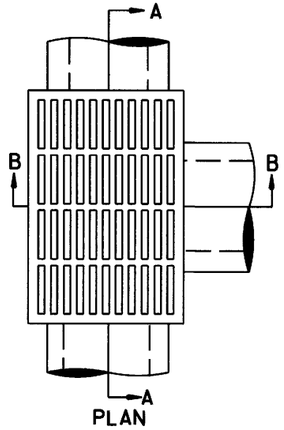
SECTION A-A



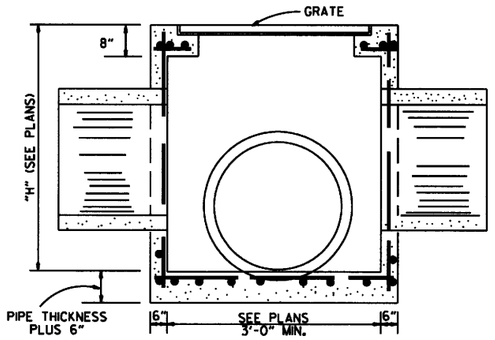
SECTION B-B SECTION B-B

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.

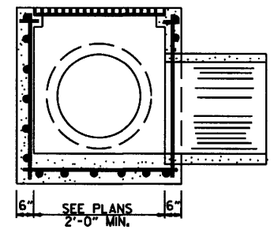


PLAN



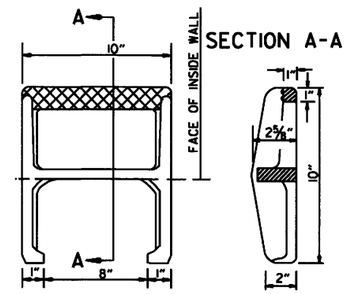
SECTION A-A

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)



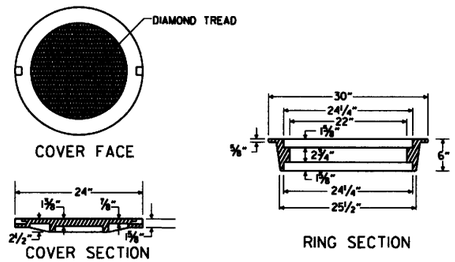
SECTION A-A

APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

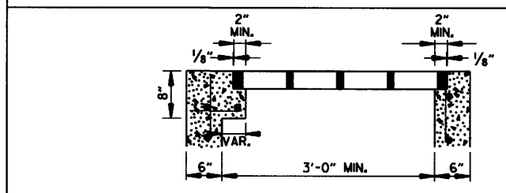
NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

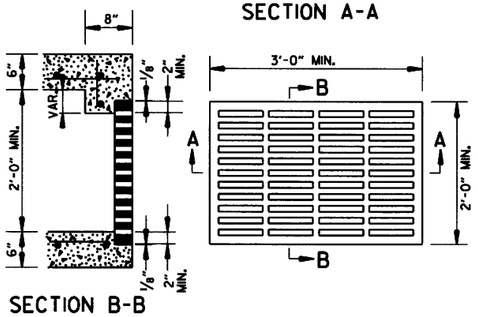


APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



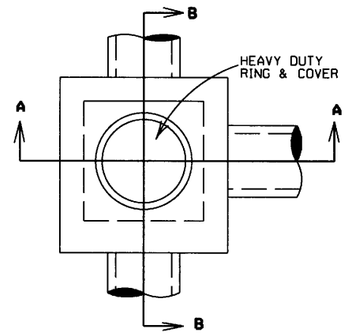
SECTION A-A



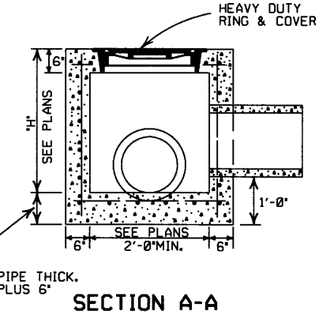
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

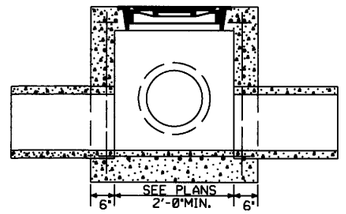


PLAN



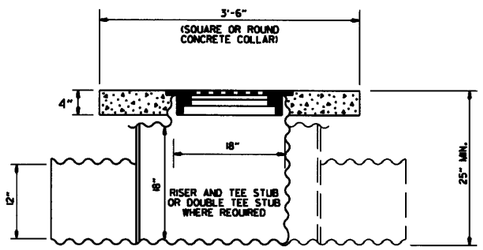
SECTION A-A

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.

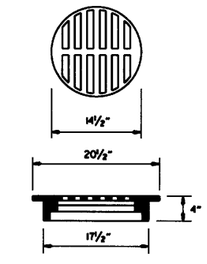


SECTION B-B

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:

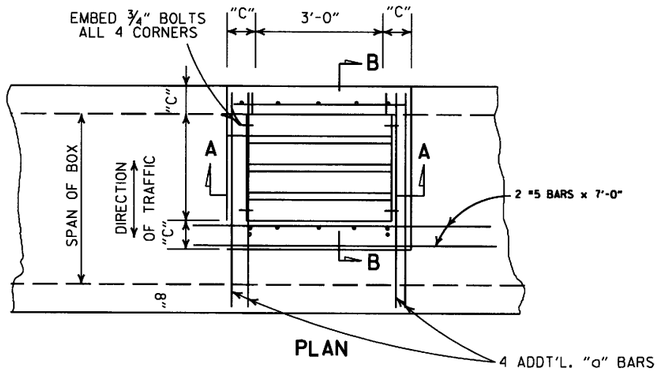
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS 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	

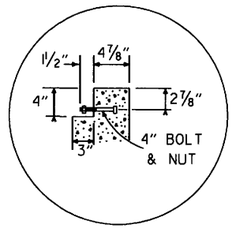
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

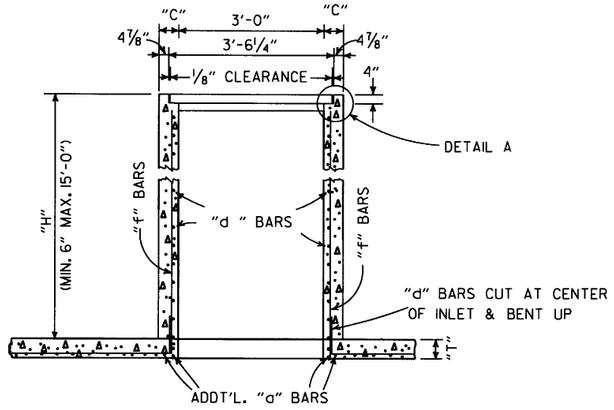
STANDARD DRAWING FPC-9



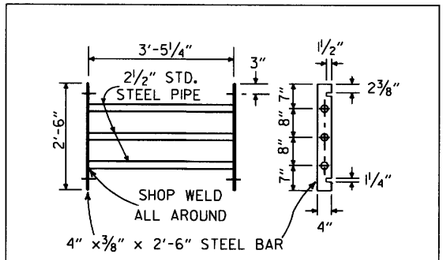
PLAN



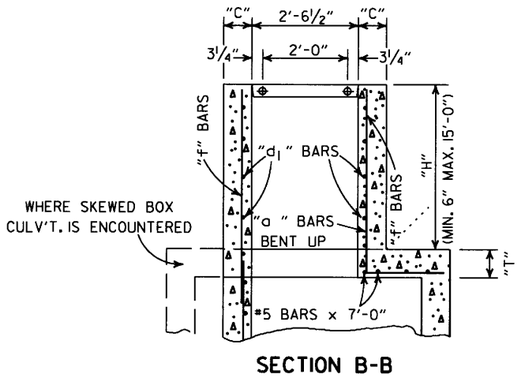
DETAIL A



SECTION A-A



GRATE DETAIL

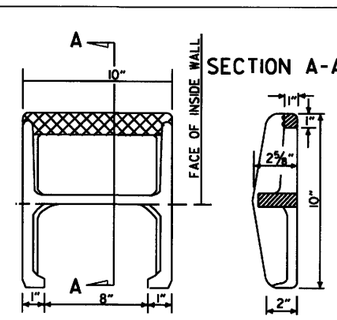


SECTION B-B

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



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

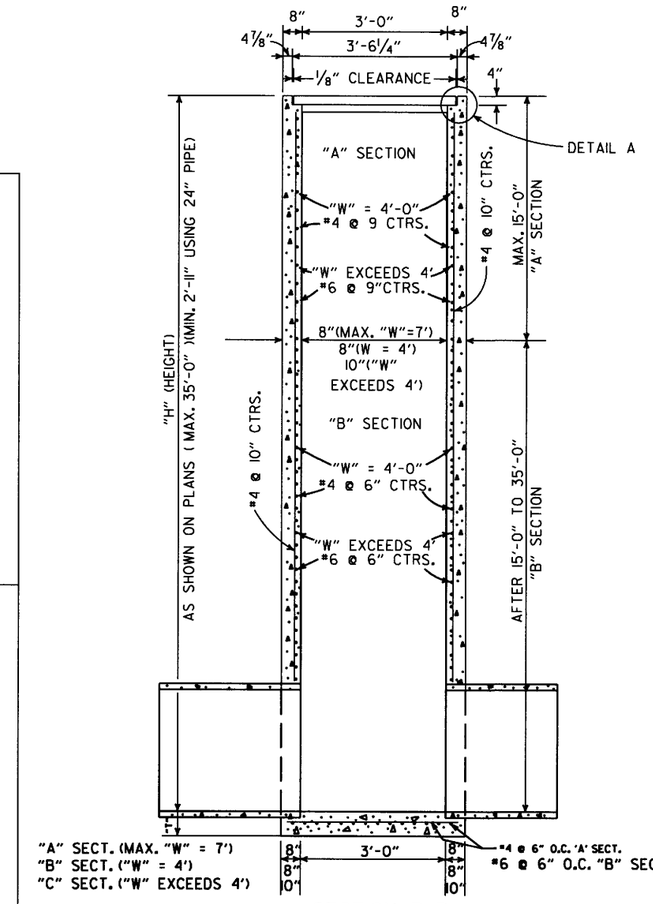
GENERAL NOTES:

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.

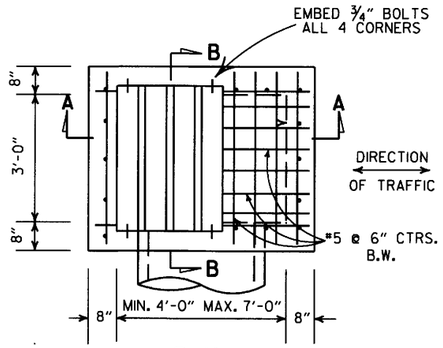
TABLE OF "W" DIMENSIONS

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"

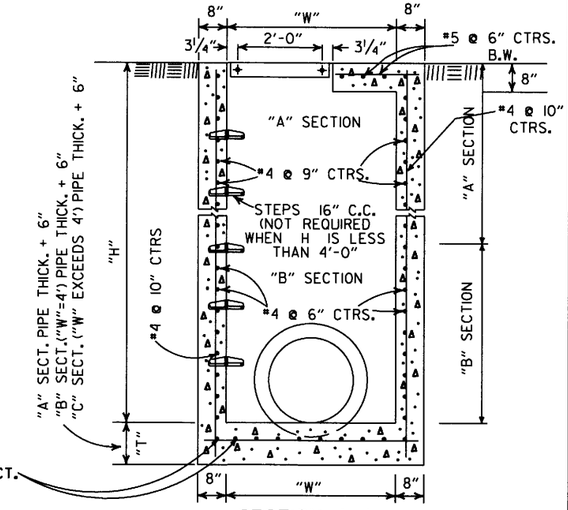
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

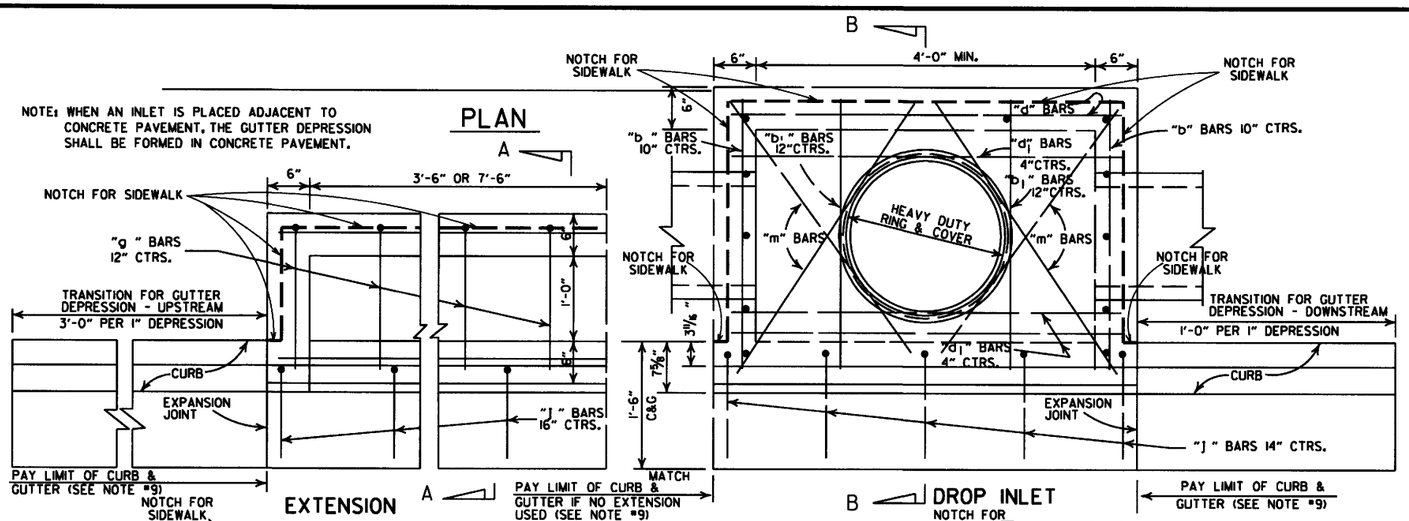
DROP INLET(TYPE RM)

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
REVISED		DATE FILMED

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. CU. YDS.	HEIGHT 5'-0" REINF. STEEL POUNDS	PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC. CU. YDS.	PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL 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. CU. YDS.	4'-0" REINF. STEEL POUNDS	8'-0" CLASS A CONC. CU. YDS.	8'-0" REINF. STEEL POUNDS
0.58	38	0.87	72

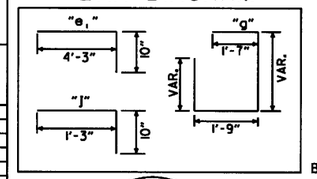
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.

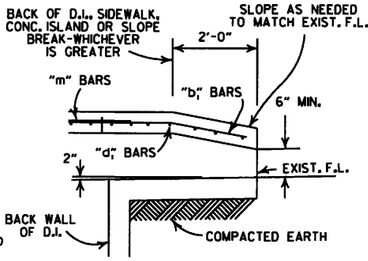
0.04	3		

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

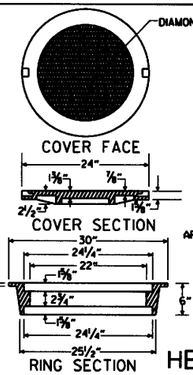
BAR DIAGRAM





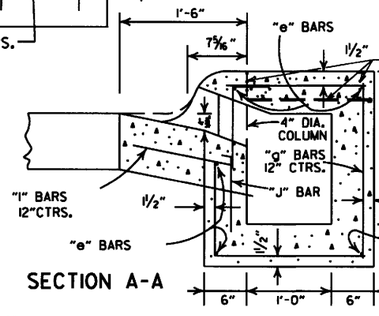
BACK OPENING

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).



APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



SECTION A-A

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 (F.P.C.-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"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.

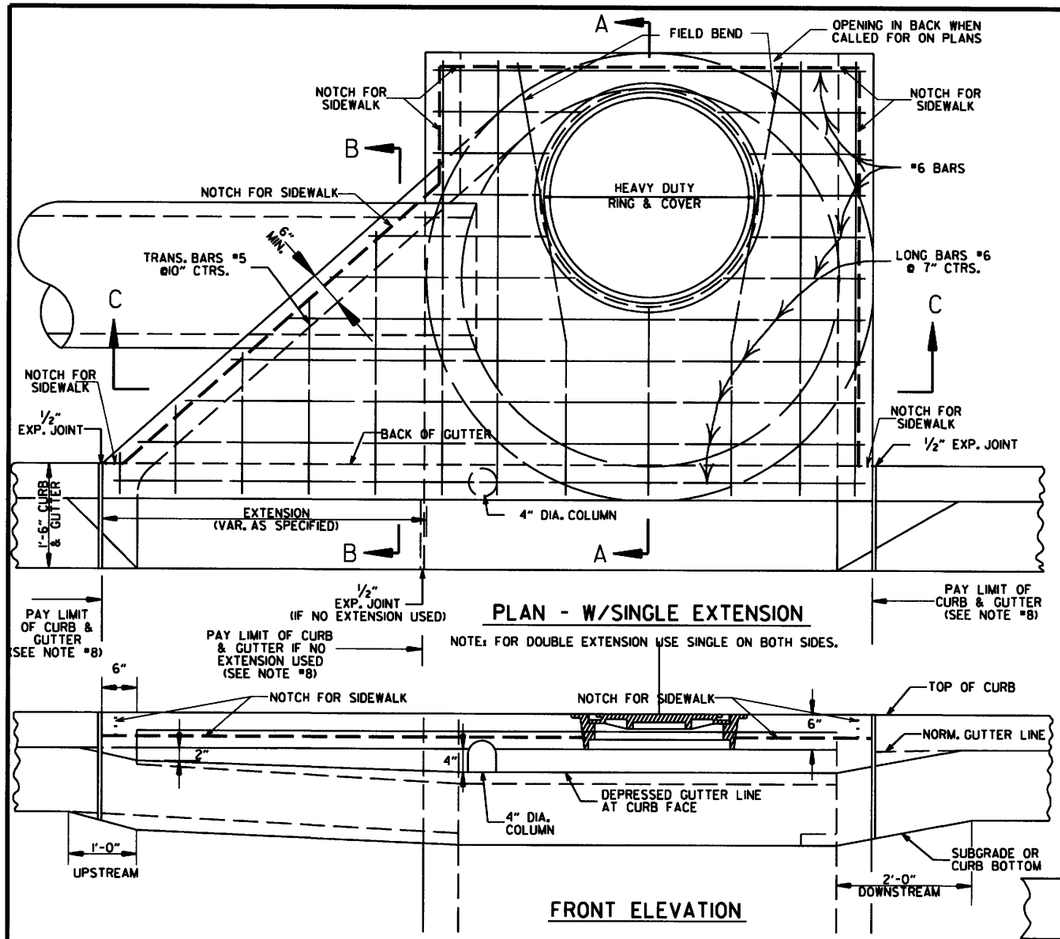
DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13, REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER 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)

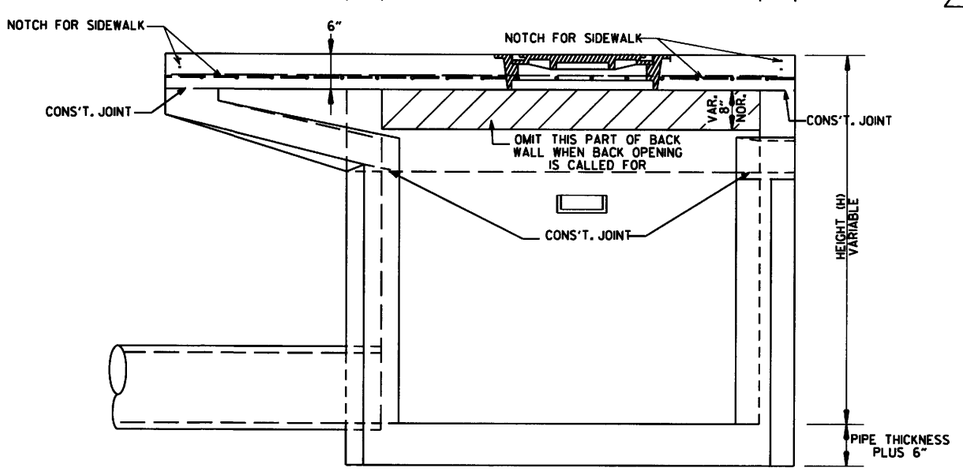
STANDARD DRAWING FPC-9E



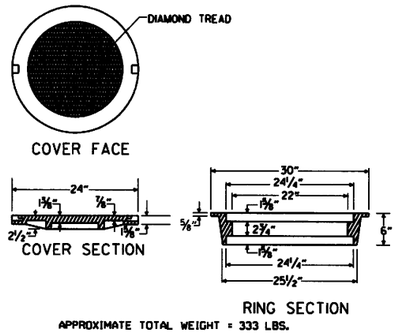
PLAN - W/SINGLE EXTENSION

NOTE: FOR DOUBLE EXTENSION USE SINGLE ON BOTH SIDES.

FRONT ELEVATION



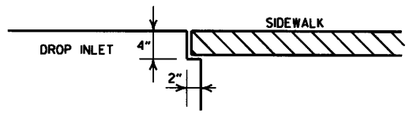
SECTION C-C



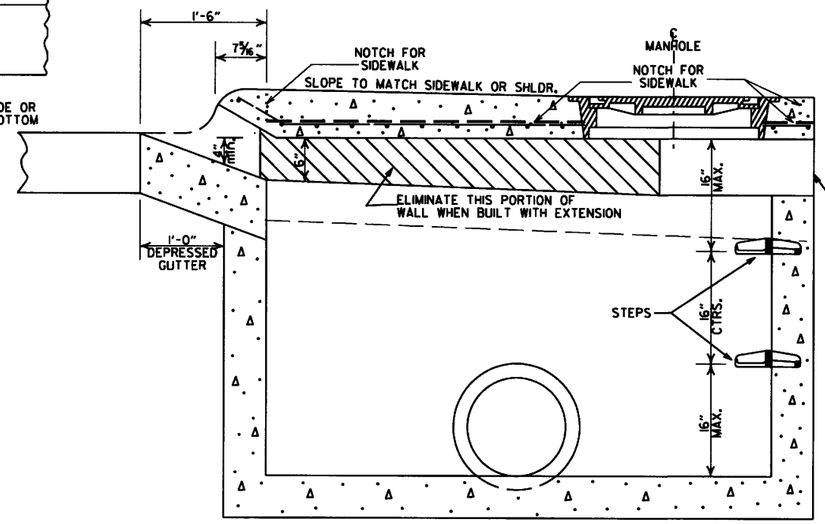
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

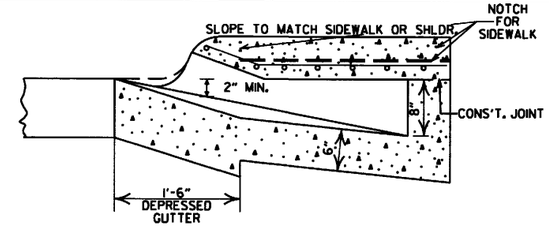
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO MI05 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



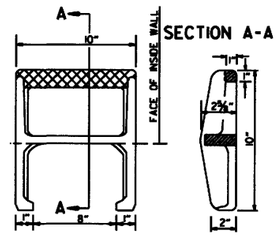
DETAIL OF NOTCH FOR SIDEWALKS



SECTION A-A



SECTION B-B

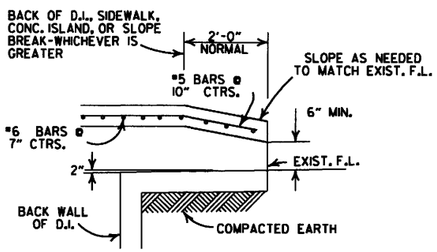


APPROX. WEIGHT = 8 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



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 3/4" 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. 1 1/2" 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.

LEAVE OPENING IN BACK WHEN CALLED FOR ON PLANS REFER TO BACK OPENING DETAIL

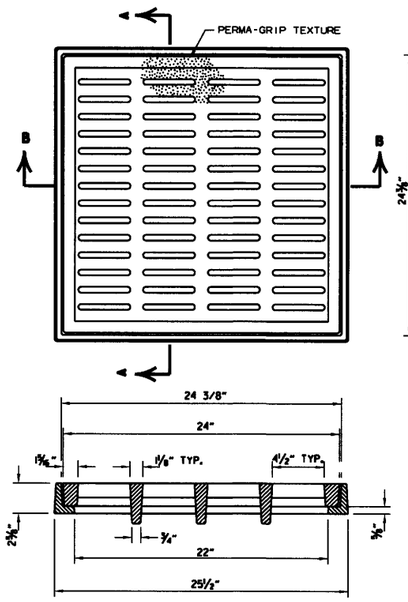
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
8-16-01	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 ALL OPENING DIMENSION	
10-12-95	CORRECTED "6 BAR SPACING	
11-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
2-2-95	TYPE C TO MO (OPEN BACK DETAIL)	
8-1-94	REVISED GENERAL NOTES	8-1-94
4-1-94	REV. BACK OPEN DETAIL & NOTE	4-1-94
8-15-89	REVISED NOTES NO2 & ADDED BACKOPEN DETAIL	8-15-89
8-30-89	ADDED NOTE NO.12	8-30-89
5-24-89	ADDED NOTE 8 & MINIMUM WALL THICKNESS	FILE-5-24-89
7-25-88	ADDED EXTEND NOTE TO SECTION A-A	FILE-7-25-88
1-1-87	MODIFIED WALL THICKNESS	FILE-1-1-87
6-12-87	ISSUED	FILE-12-87

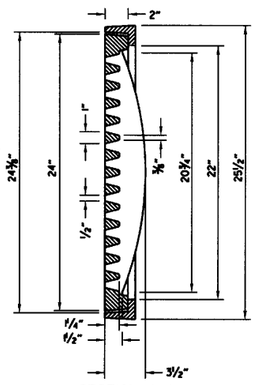
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



SECTION B-B

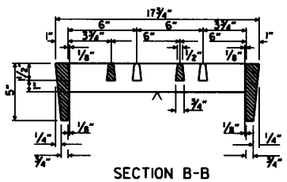


SECTION A-A

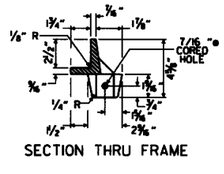
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

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 2# LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

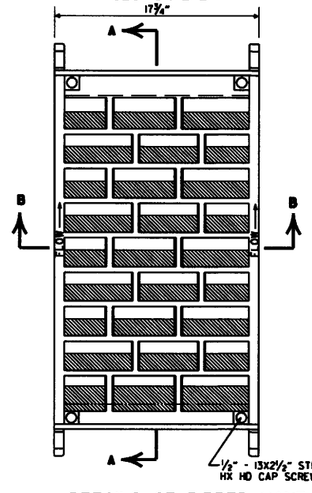
DETAILS OF PEDESTRIAN GRATE AND FRAME

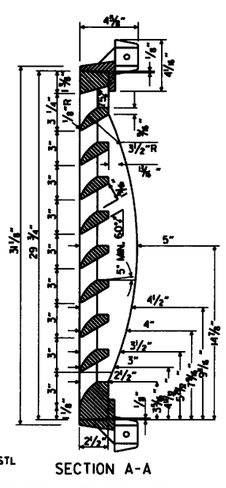


SECTION B-B



SECTION THRU FRAME



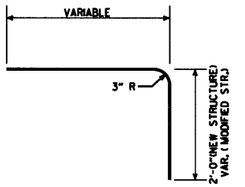


SECTION A-A

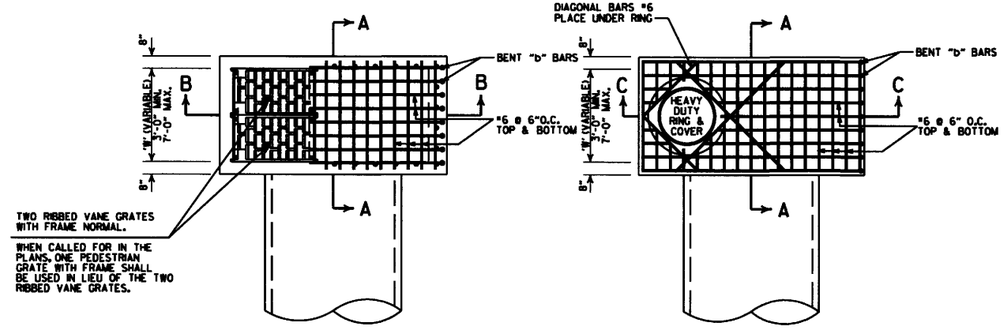
DETAILS OF RIBBED VANE GRATE AND FRAME

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.



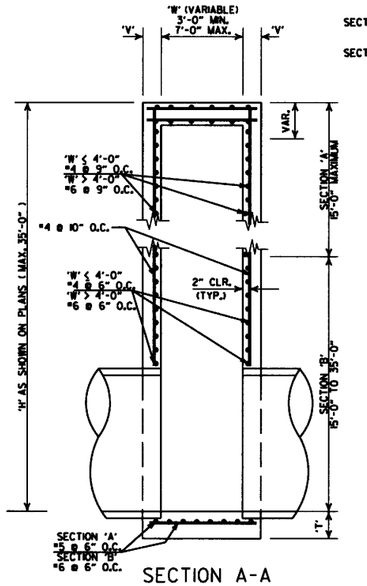
DETAIL OF BENT "b" BAR



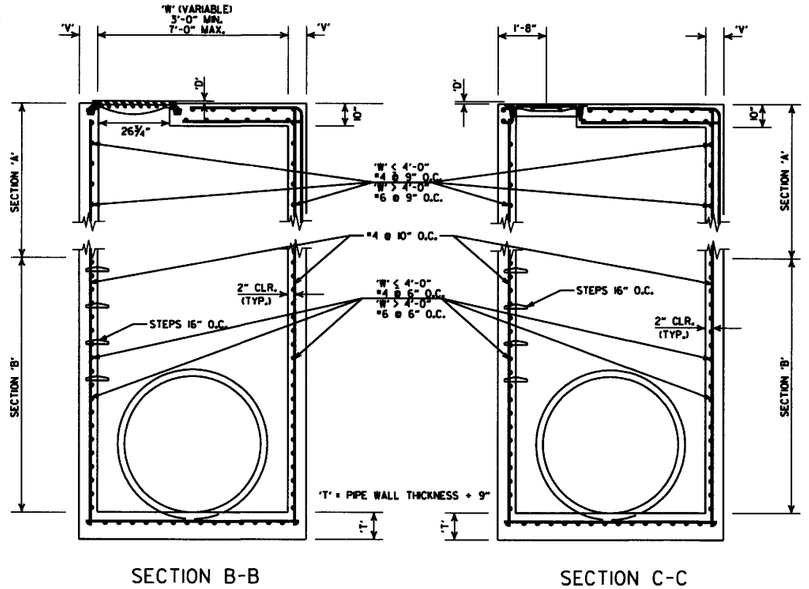
SECTION 'A'
'V' = 8"

SECTION 'B' (W≤4'-0")
'V' = 8"

SECTION 'B' (W>4'-0")
'V' = 10"



SECTION A-A

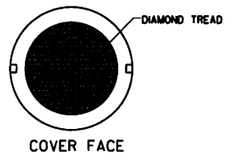


SECTION B-B

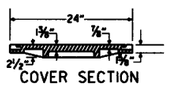
SECTION C-C

DETAILS OF DROP INLET (TYPE ST)

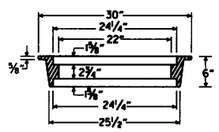
DETAILS OF JUNCTION BOX (TYPE ST)



COVER FACE



COVER SECTION



RING SECTION

HEAVY DUTY RING & COVER

APPROXIMATE TOTAL WEIGHT = 333 LBS.

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.

GENERAL NOTES (HEAVY DUTY RING & COVER):

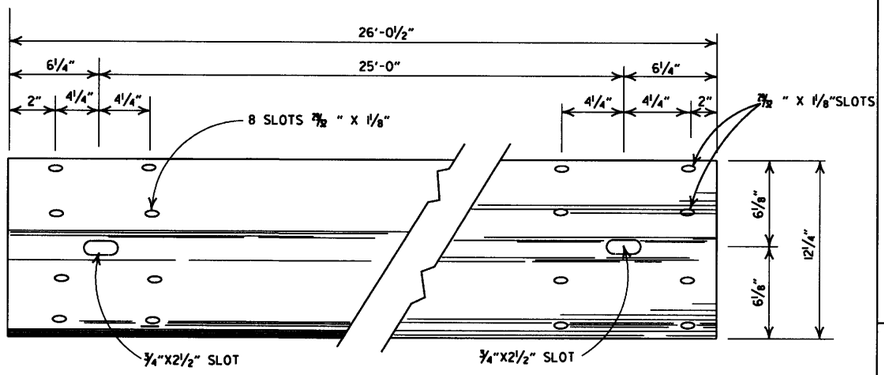
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE 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.

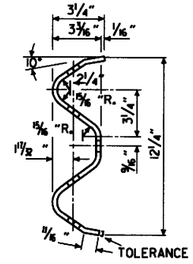
DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED 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

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DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

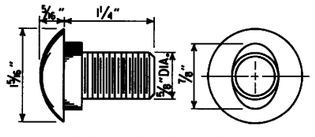
STANDARD DRAWING FPC-9S



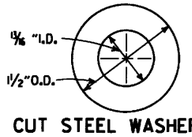


DETAILS OF W-BEAM GUARD RAIL

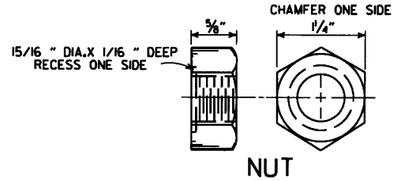
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



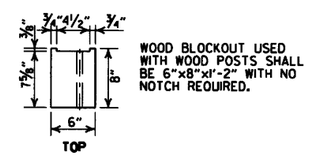
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

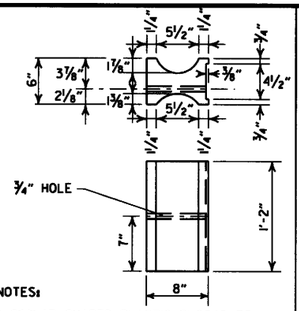


NUT



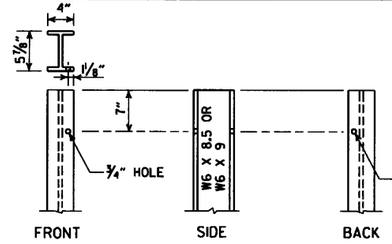
WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

WOOD BLOCKOUT (W-BEAM)

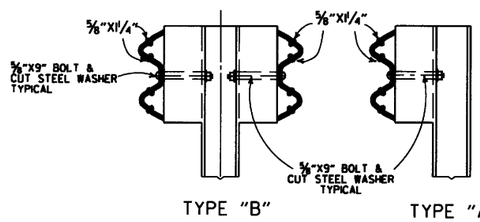


NOTES:
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

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 GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

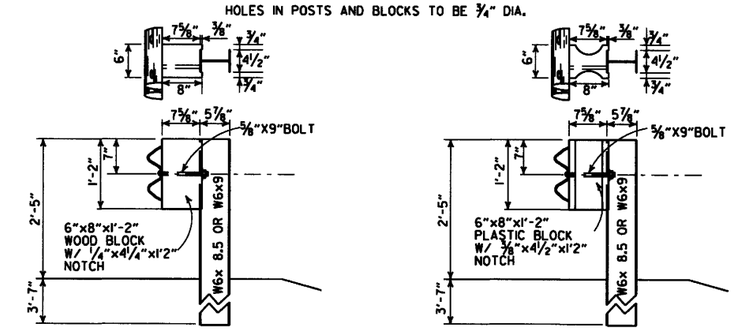
USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

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# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

HOLES IN POSTS AND BLOCKS TO BE ¾" DIA.



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE ¾" DIA.

POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

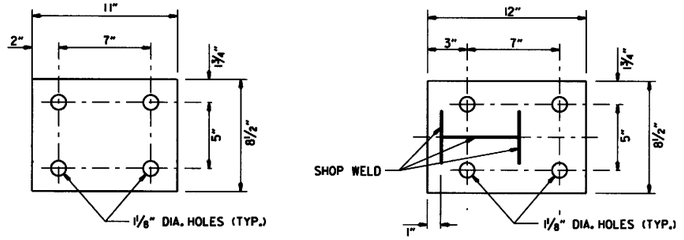
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
8-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL 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	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-5-91
8-2-90	REV. GEN. NOTE & DEPHT OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87

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GUARD RAIL DETAILS

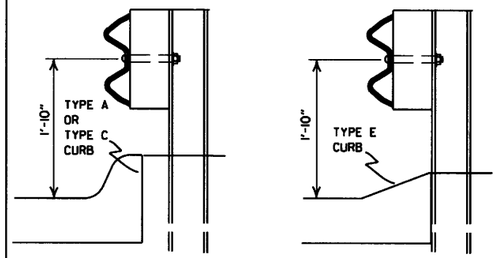
STANDARD DRAWING GR-8



WASHER PLATE

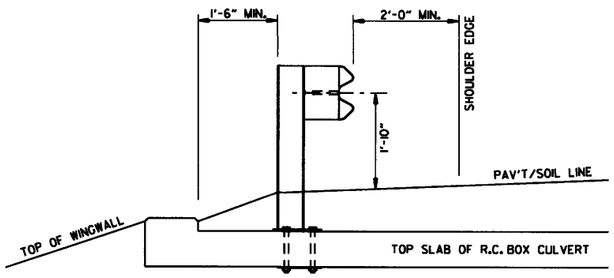
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

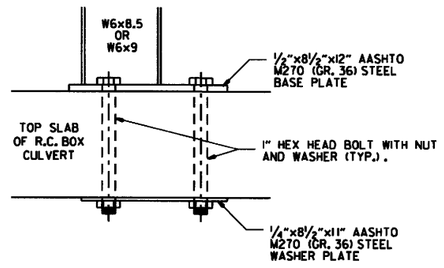


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

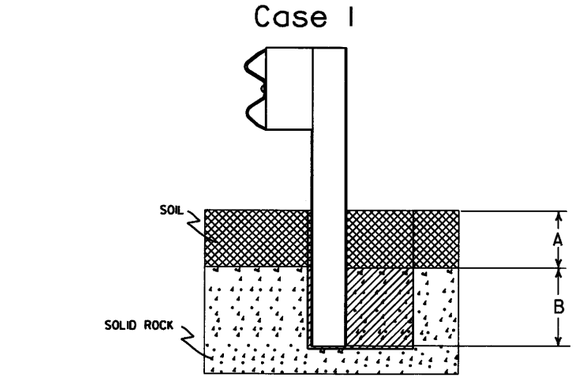
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

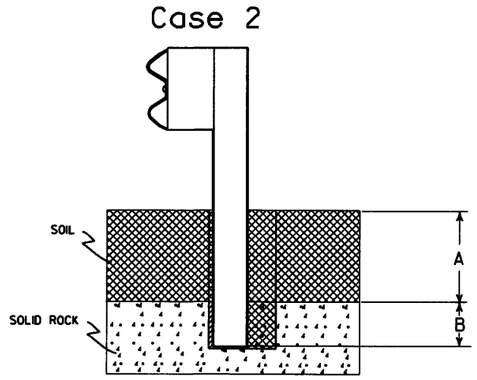


SECTION A-A

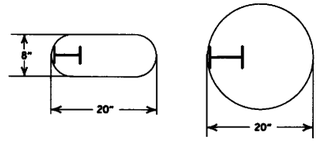


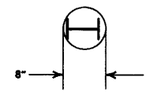
DETAIL OF CONNECTION



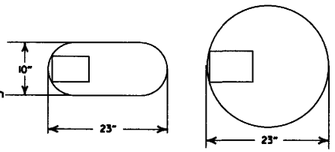


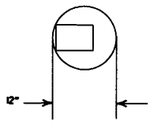
Plan View Steel Posts
Either hole configuration acceptable





Plan View Wood Posts
Either hole configuration acceptable





Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

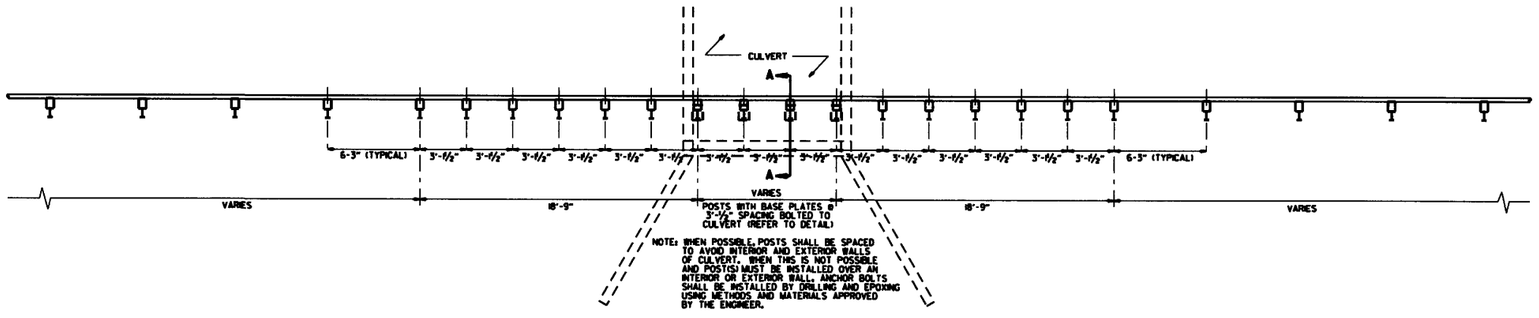
Zone A:
Backfill according to Section 617.03(a).

Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.

Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

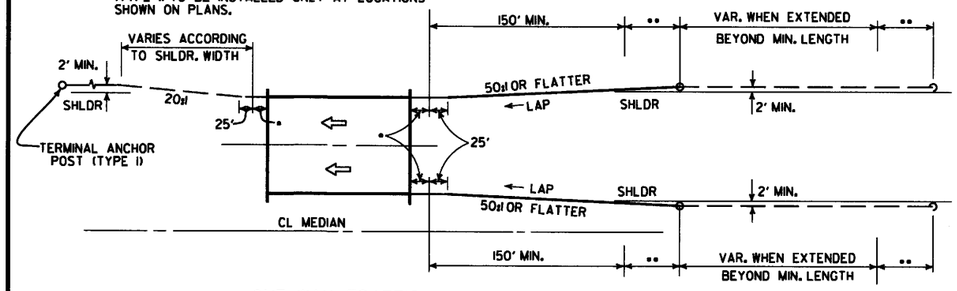
DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURBS; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T, DELETED DET. OF STEEL LINE POST CONN.& ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

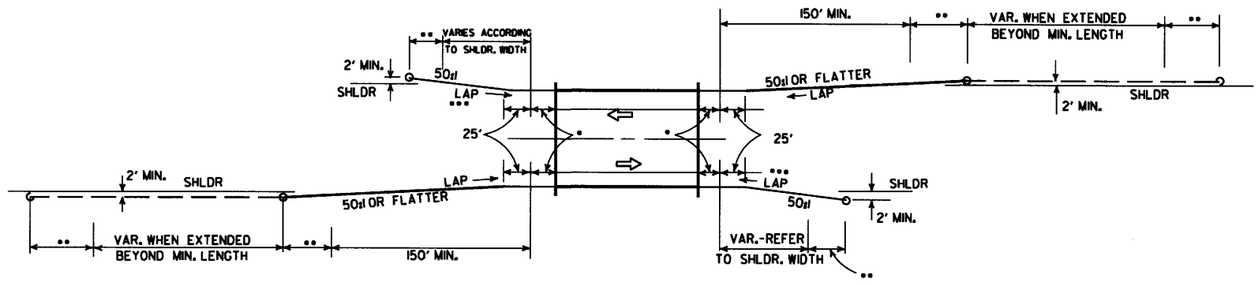
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

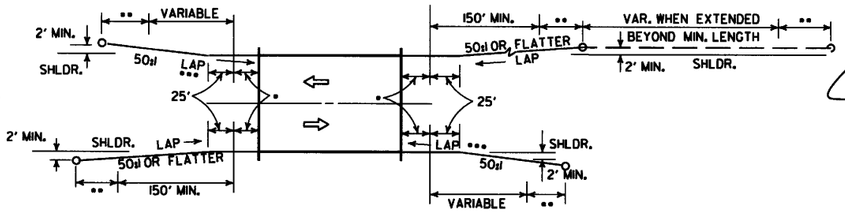
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

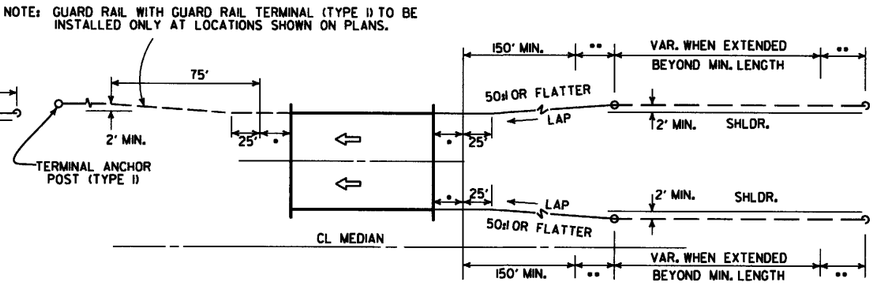
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

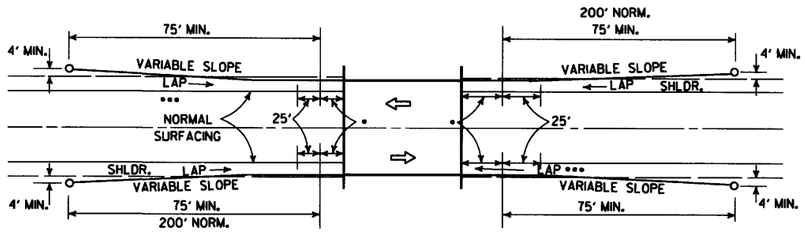
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

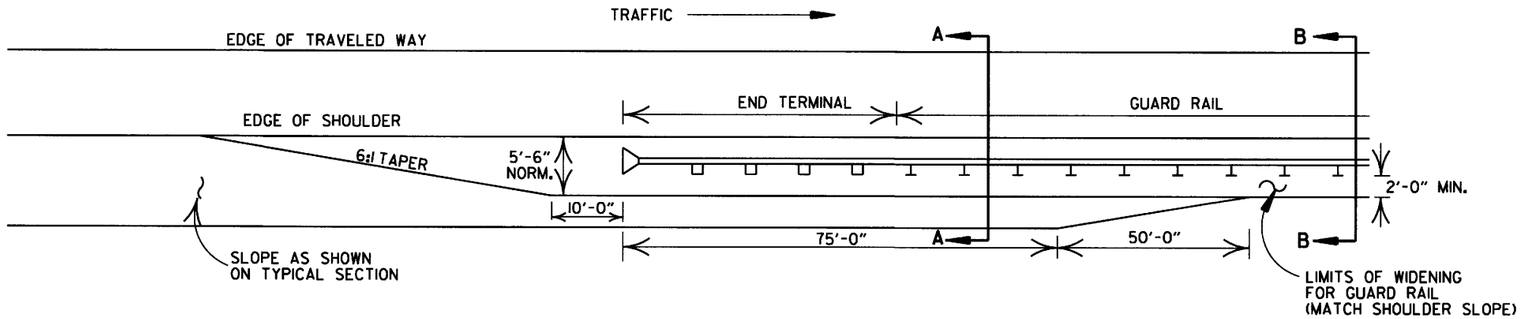
- • THRIE BEAM GUARD RAIL TERMINAL
- •• GUARD RAIL TERMINAL (TYPE 2)

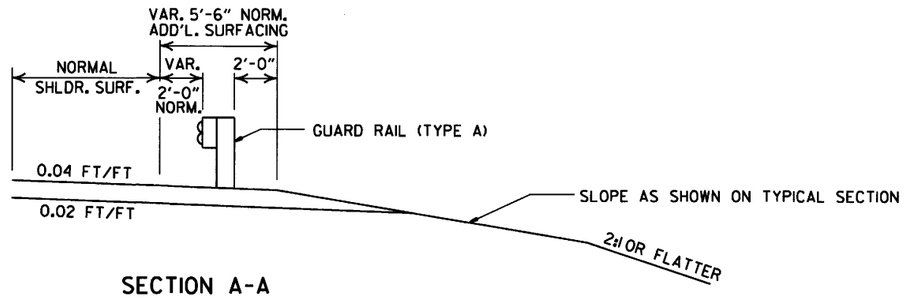
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

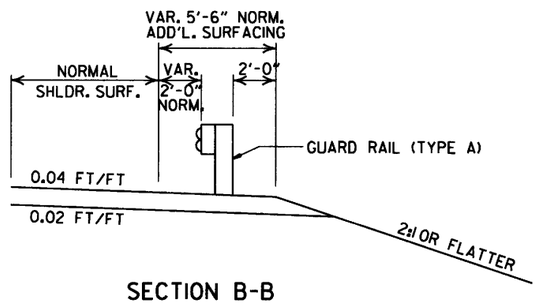
GUARD RAIL DETAILS

STANDARD DRAWING GR-9



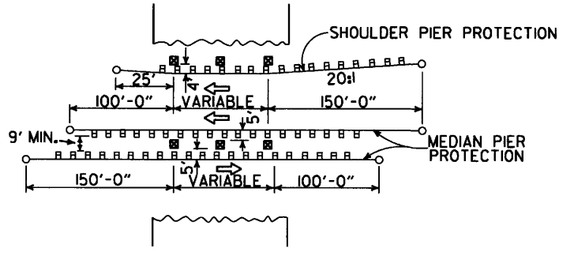


SECTION A-A



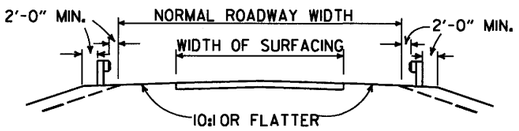
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

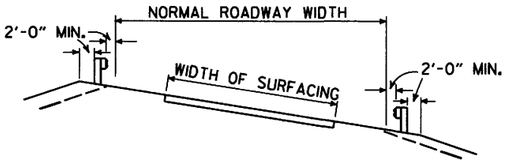


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.



SECTION ON TANGENT



SECTION ON CURVE

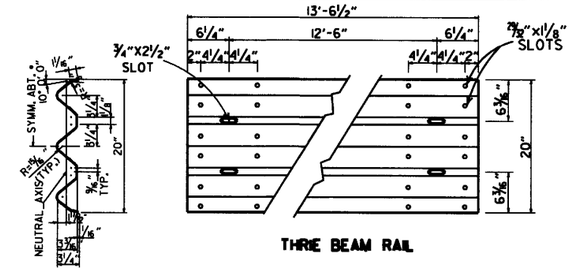
DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

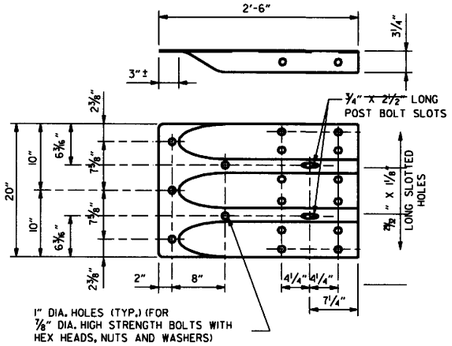
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A



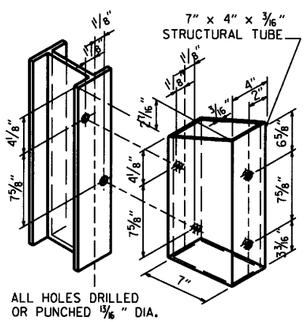
THRIE BEAM RAIL

SECTION THRU THRIE BEAM RAIL



1" DIA. HOLES (TYP.) (FOR ⅞" DIA. HIGH STRENGTH BOLTS WITH HEX HEADS, NUTS AND WASHERS)

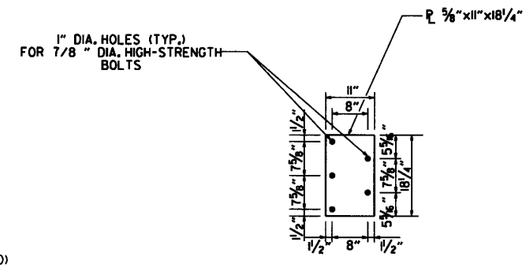
SPECIAL END SHOE



ALL HOLES DRILLED OR PUNCHED 13/16" DIA.

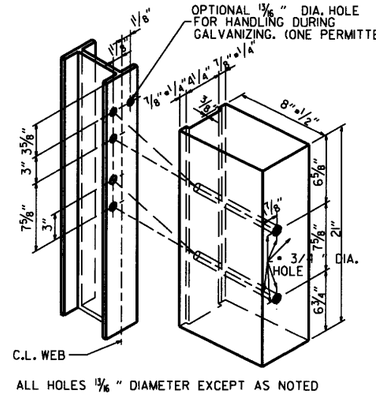
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL

ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.



CONNECTOR PLATE

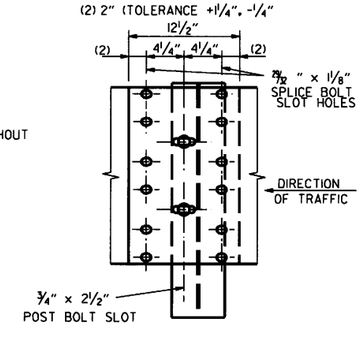
CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



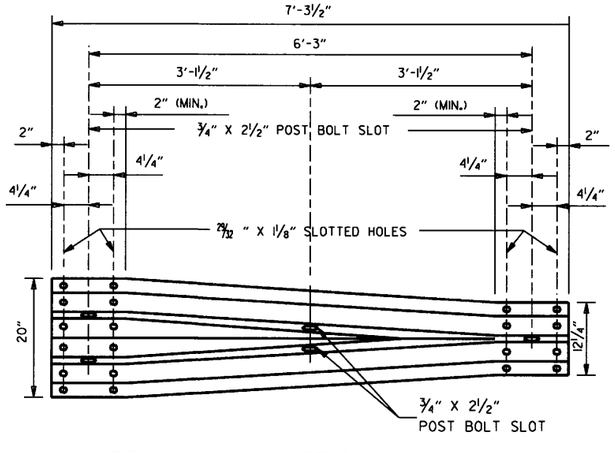
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

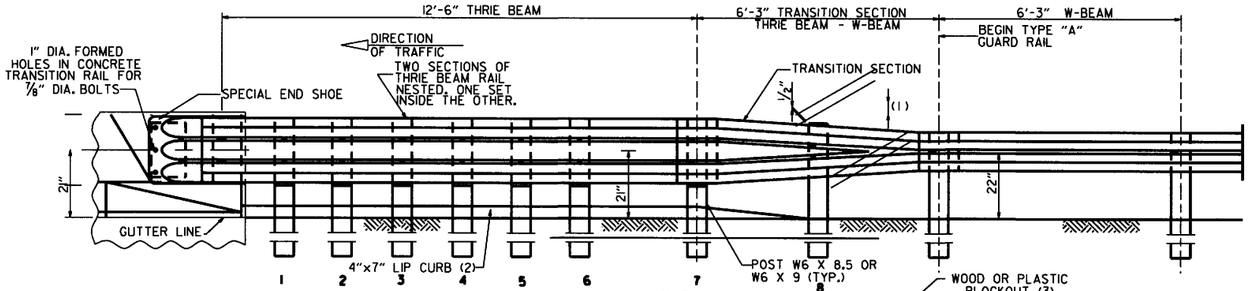
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



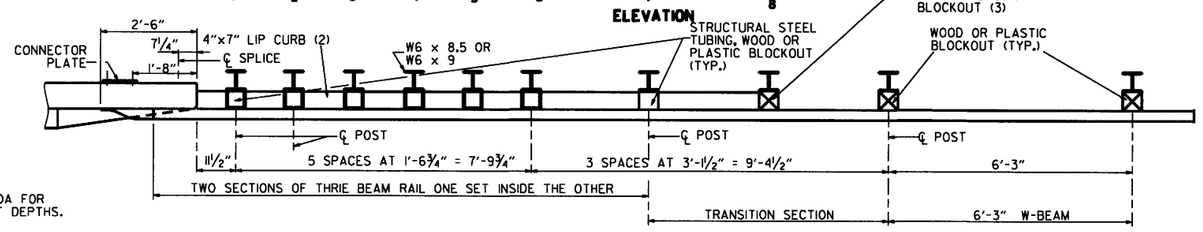
THRIE BEAM RAIL SPLICE AT POST



TRANSITION SECTION

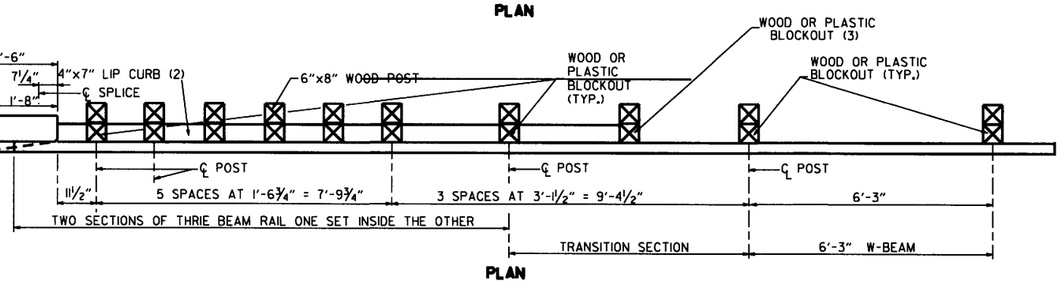


ELEVATION



PLAN

NOTE:
SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.



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 GUARD RAIL 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 ¾" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.

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.

REFER TO STD. DRWG. GR-10A FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

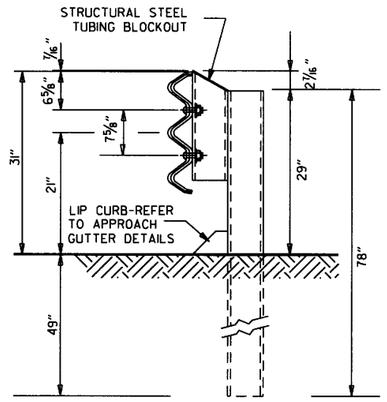
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

DATE	REVISION	DATE FILM
7-14-10	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	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED NOTE (2)	
6-29-00	MOVED DIMENSION LINES	
5-18-00	ADDED NOTE	
3-30-00	DRAWN & ISSUED	

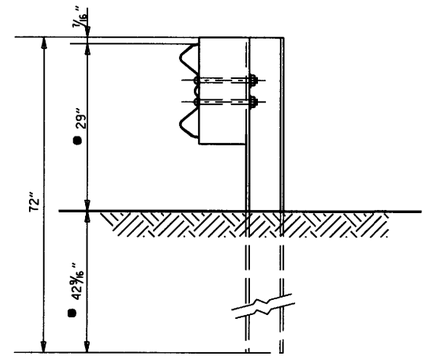
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

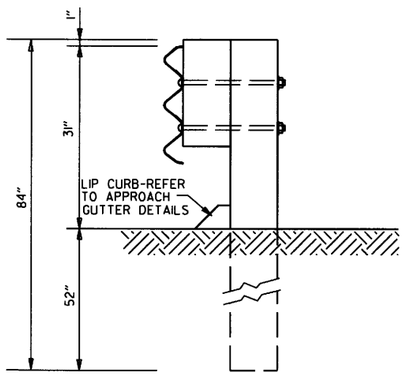


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

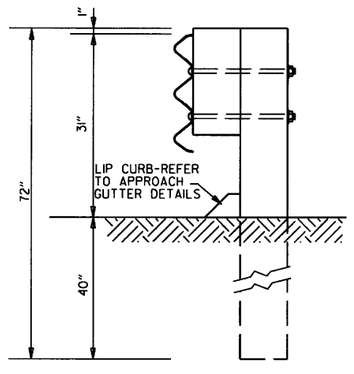


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

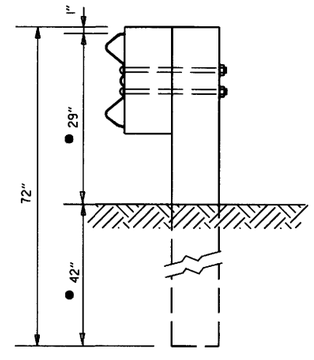
● NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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.

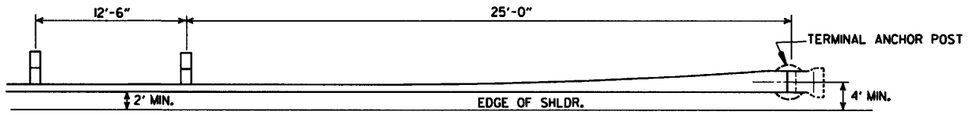
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
8-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

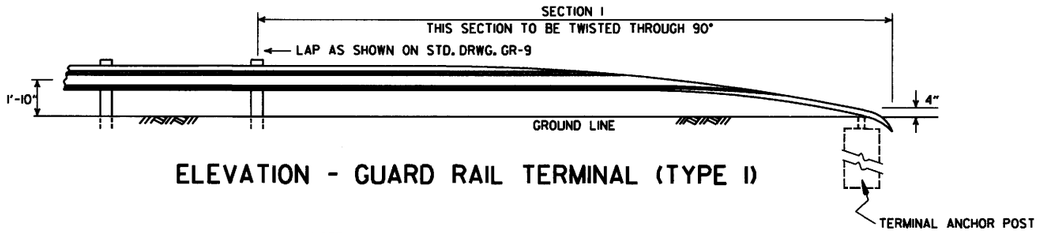
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

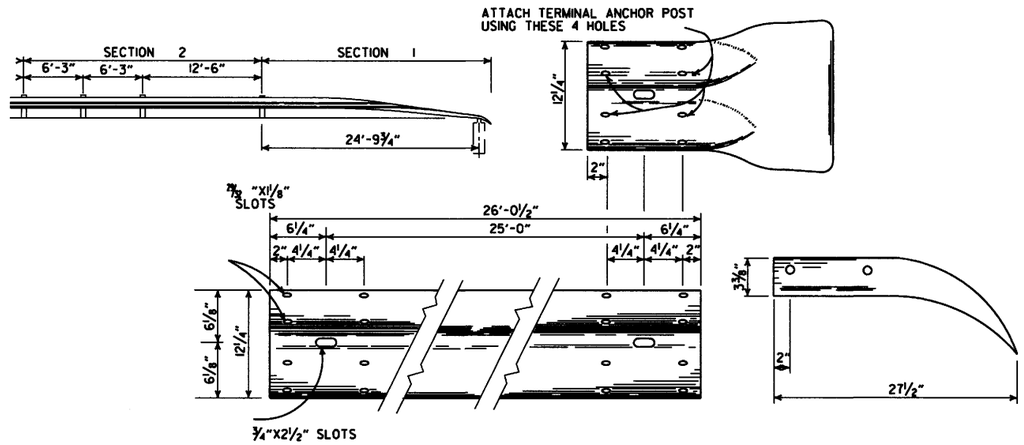


PLAN - GUARD RAIL TERMINAL (TYPE I)



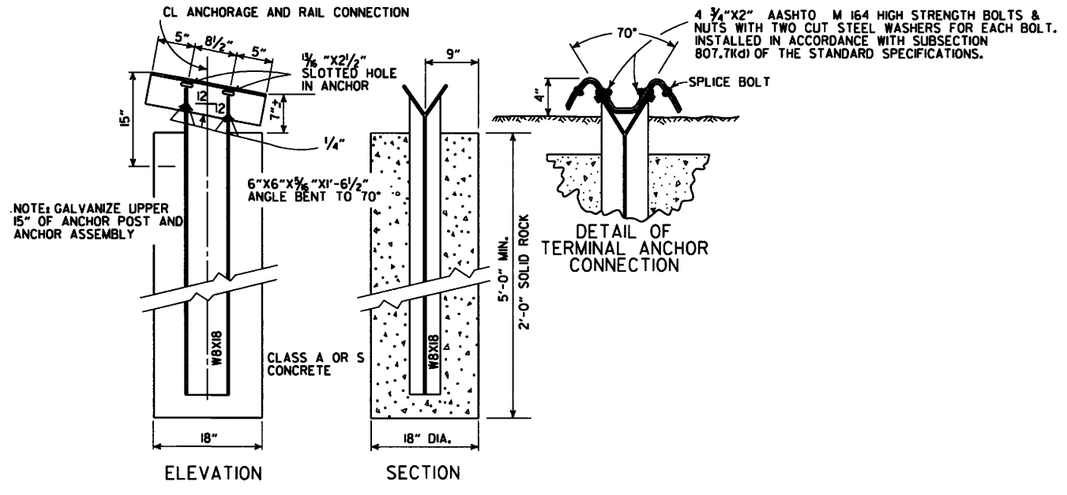
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS 1 AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION 1

TERMINAL SECTION



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	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
6-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-3-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-1-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GRT-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD 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	31⅝	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.

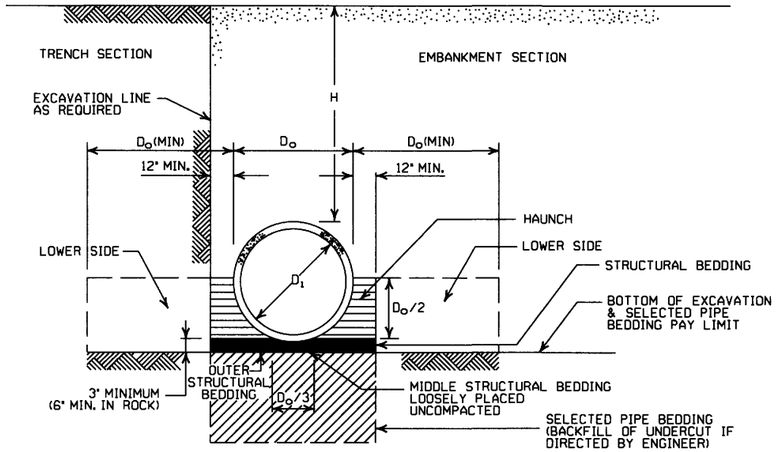
- LEGEND -

D_i = 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 STATE HIGHWAY AND TRANSPORTATION DEPARTMENT 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.

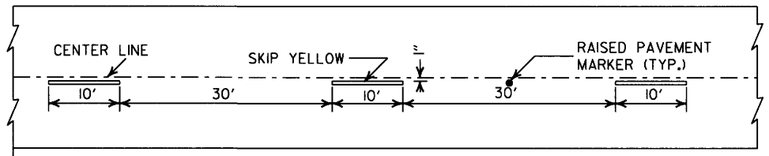
DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

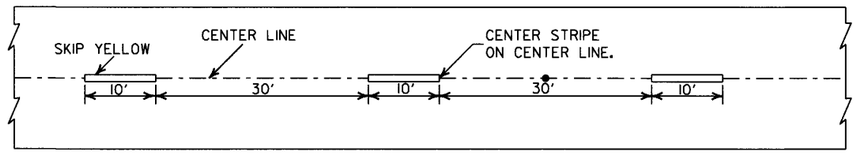
CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

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.

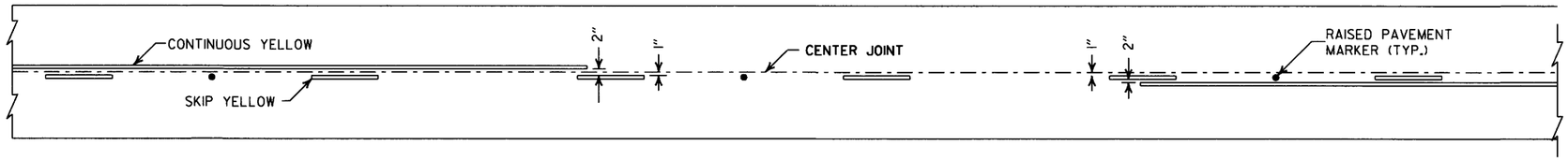


CONCRETE PAVEMENT

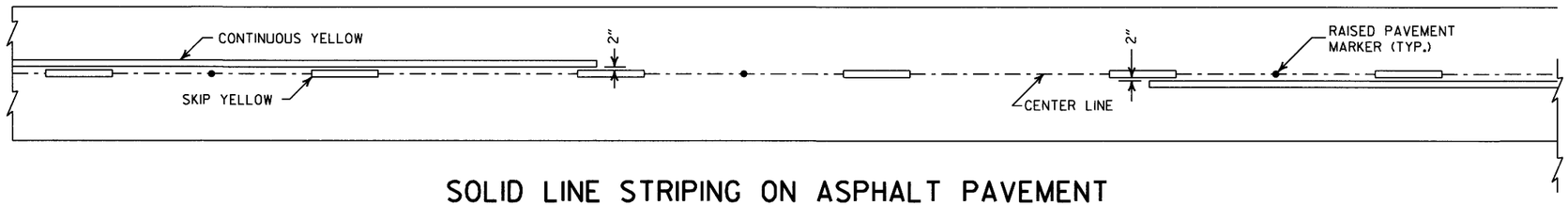


ASPHALT PAVEMENT

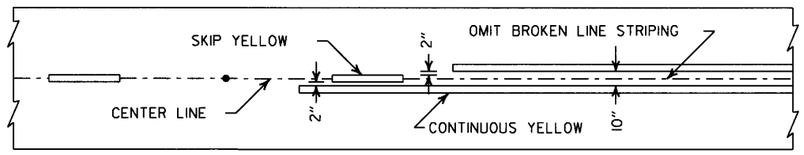
BROKEN LINE STRIPING



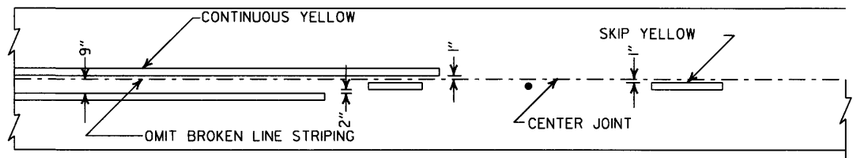
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

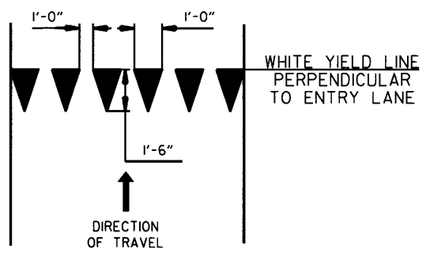


ASPHALT PAVEMENT

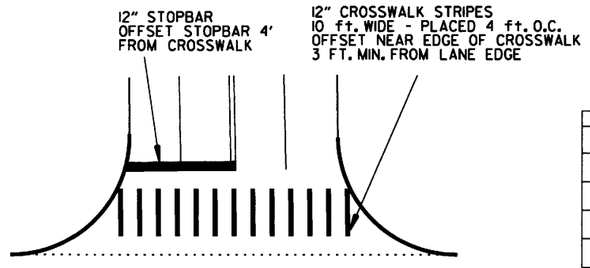


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

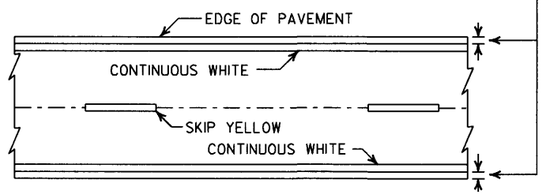


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

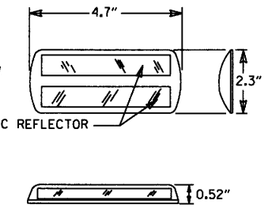
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



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 AHTD QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
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

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PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

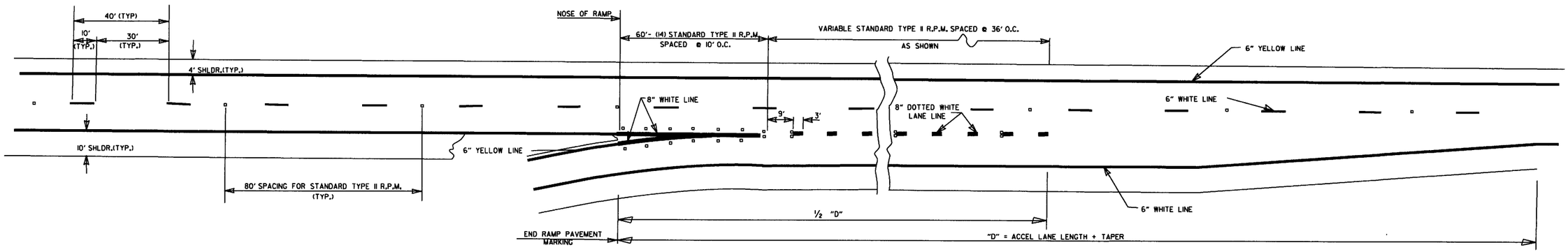
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

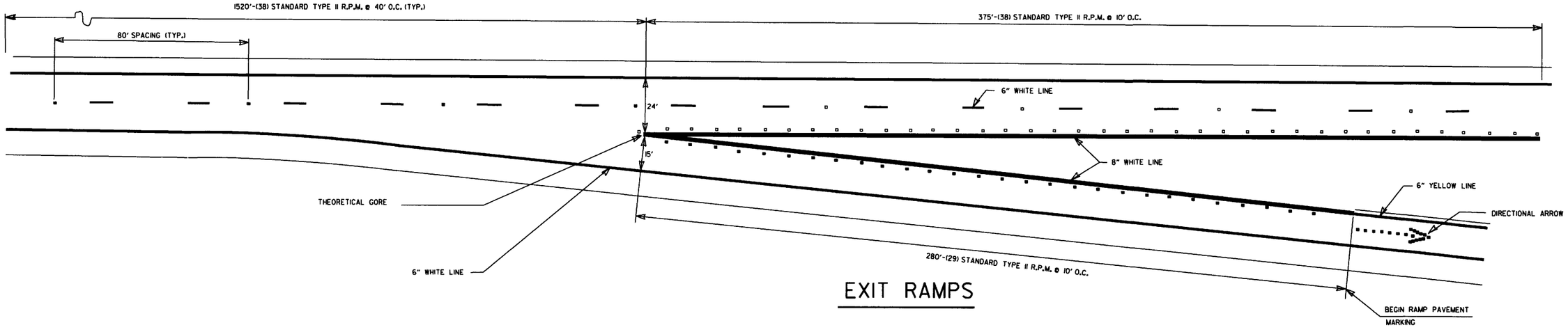
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

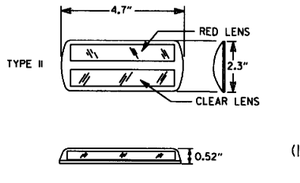
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

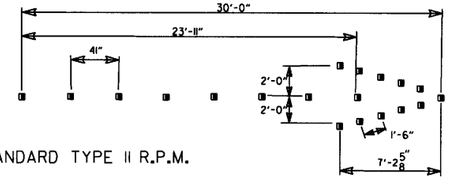


EXIT RAMPS



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 AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
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

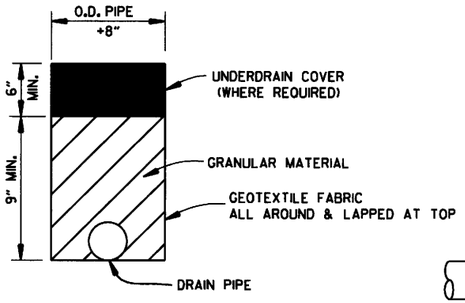
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

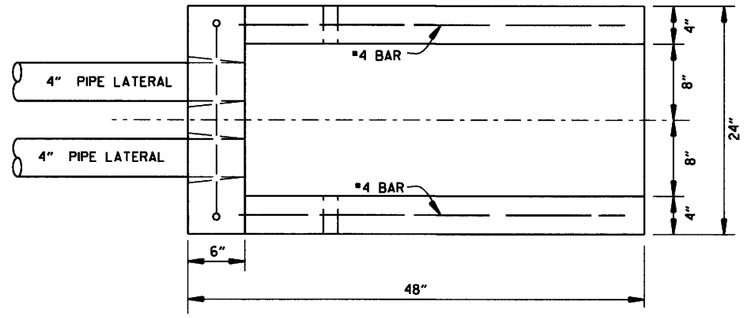
STANDARD DRAWING PM-2

NOTE:

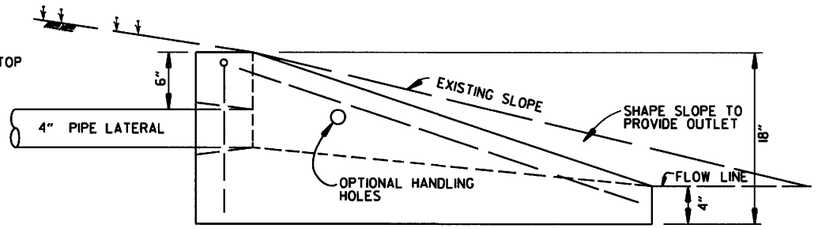
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

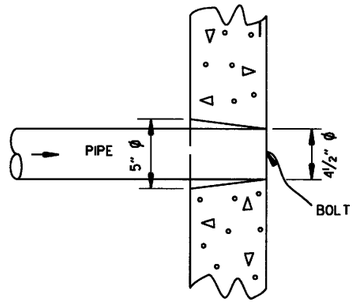




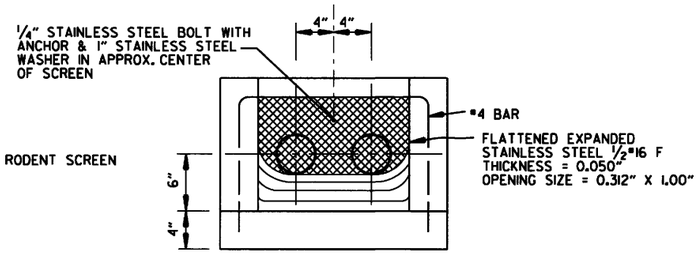
PLAN VIEW



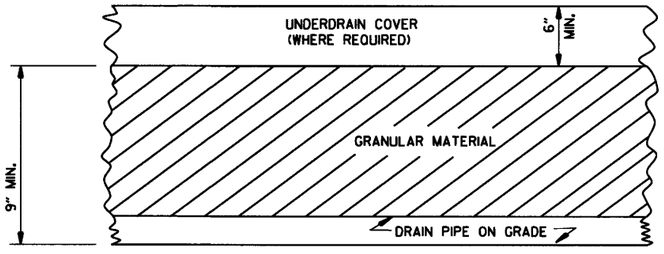
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE

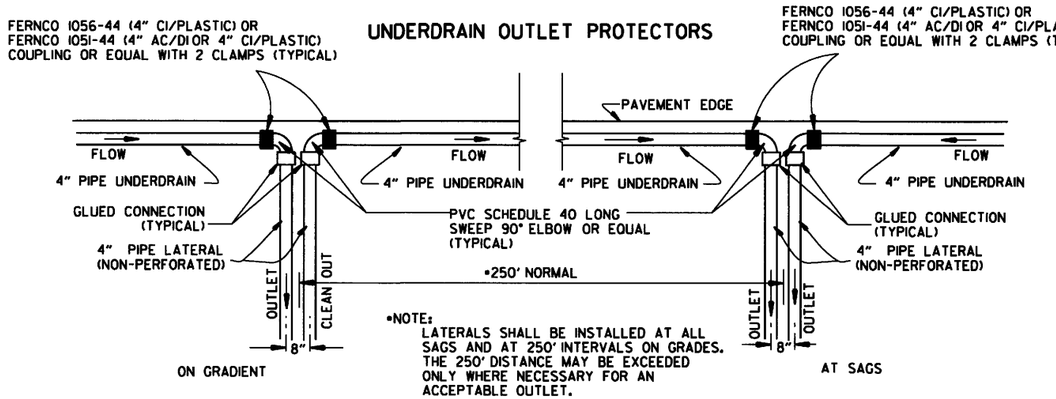


FRONT VIEW
(DETAIL OF RODENT SCREEN)



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 1. 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."

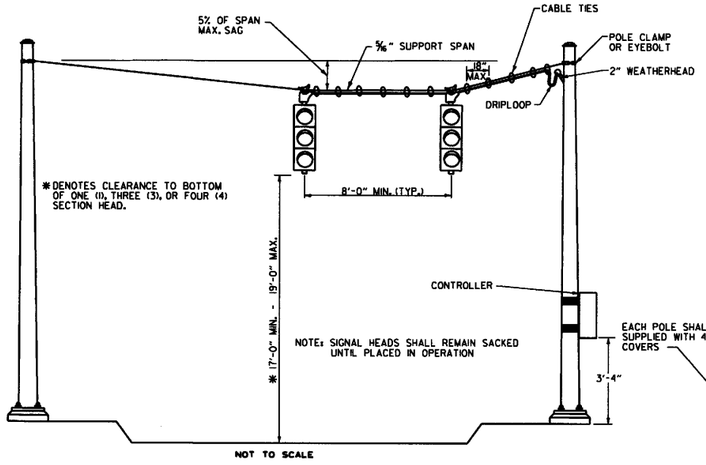
7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

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

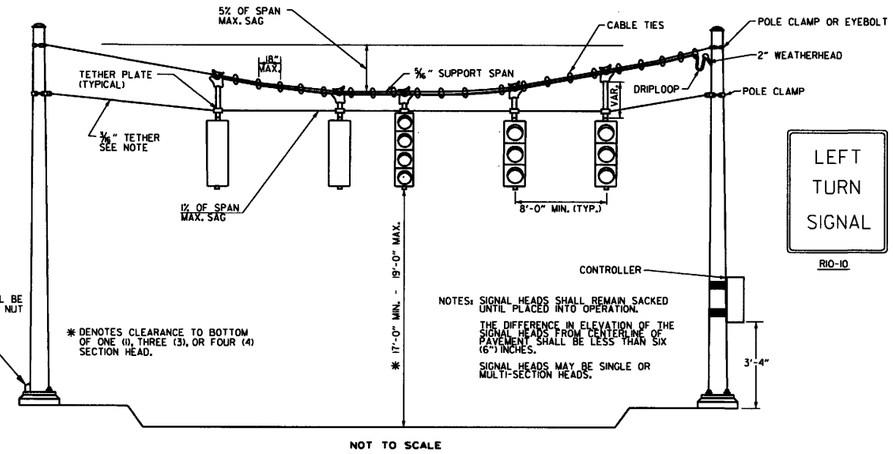
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1



TYPICAL SPAN WIRE ASSEMBLY



TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

NOTES: SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

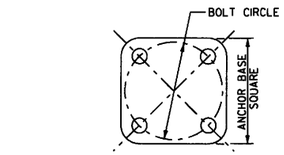
OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE IN STALLED IN LIEU OF ROUND POLES AND ARMS. ALL POLES AND ARMS IN A JOB MUST BE OF THE SAME SHAPE.

SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

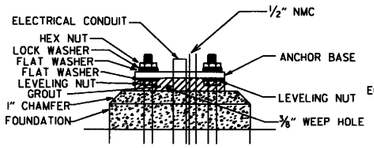
CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

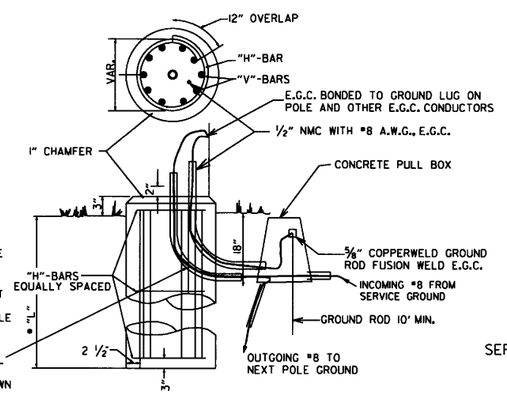
THE ANCHOR BOLTS AND SWEEPING "L" CONDUIT SHALL BE PLACED IN THE FOUNDATION IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE GROUND ROD SHALL EXTEND A MINIMUM OF 10' BELOW CABINET FOUNDATION.

THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X ⅝" COPPERWELD GROUND ROD.



ANCHOR BASE



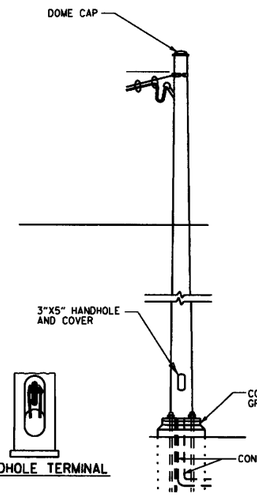


TYPICAL FOUNDATION DETAILS

GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 713 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND E.G.C. CONDUCTOR SHALL BE PAID FOR SEPARATELY.

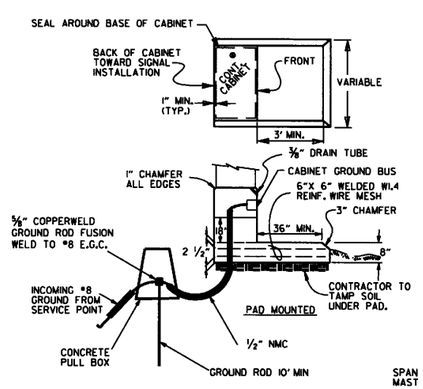
ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).



HANDHOLE TERMINAL

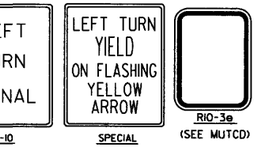
SPAN WIRE ASSEMBLY WITH SPAN WIRE SUPPORT POLE

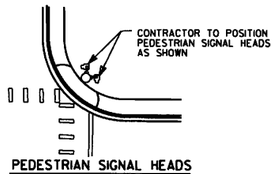


CONCRETE BASE MOUNTED CABINET DETAILS

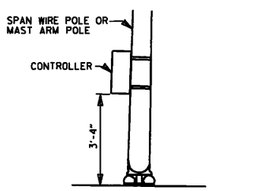
CABINET NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

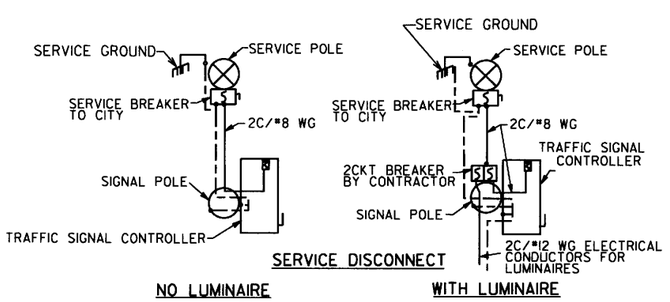




PEDESTRIAN SIGNAL HEADS



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED



NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)", TO BE USED AS A LEFT TURN INDICATION ONLY, SHALL INCLUDE A SIGN (RIO-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

ALL SIGN BLANK SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH A THICKNESS OF 0.100 INCH.

ALL SIGN FACE SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

TETHER STRAND SHALL BE EITHER 5*32" OR 3*16" HIGH FATIGUE STAINLESS STEEL AIRCRAFT CABLE IN 7/19 CONFIGURATION, MIL-W-83420 CERTIFIED, WITH A MINIMUM STRENGTH OF 2400 LB.

SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

FOUNDATION NOTES:

ALL REINFORCING STEEL SHALL BE GRADE 40 MINIMUM.

SPAN WIRE POLES WITH A 9" OR 10" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 9'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 102". HORIZONTAL REINFORCING STEEL SHALL BE 13-#4 @ 8.333" O.C.

SPAN WIRE POLES WITH AN 11", 12", OR 13" POLE BASE SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 12'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 138". HORIZONTAL REINFORCING STEEL SHALL BE 17-#4 @ 8.5" O.C.

ALL PED POLES SHALL USE FOUNDATIONS THAT ARE 30" IN DIAMETER AND 7'-0" IN DEPTH. VERTICAL REINFORCING STEEL SHALL BE 12-#7 @ 78". HORIZONTAL REINFORCING STEEL SHALL BE 10-#4 @ 8.44" O.C.

MINIMUM STRUCTURAL REQUIREMENTS:

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY II.
CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL AND HANDHOLE TERMINAL DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
05-21-09	REVISED GROUNDING	
09-10-08	REV. STEEL AIRCRAFT CABLE CONFIGURATION NOTE	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REVISED	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SPAN WIRE ASSEMBLY STEEL POLE

STANDARD DRAWING SD-3

LOOP DETECTOR INSTALLATION AND TESTING

NOTES:

1. LOOPS WITH A PERIMETER GREATER THAN 40' SHALL HAVE TWO TURNS. LOOPS WITH A PERIMETER LESS THAN OR EQUAL TO 40' SHALL HAVE THREE TURNS, UNLESS OTHERWISE NOTED ON THE PLANS. QUADRUPOLE LOOPS SHALL BE TWO TURNS IN A (2-4-2 CONFIGURATION), UNLESS OTHERWISE NOTED ON THE PLANS.
2. LOOP AND FEEDER WIRE SHALL BE CONTINUOUS WITHOUT SPLICES EXCEPT AT THE LOOP/FEEDER WIRE SPLICE AS SHOWN. SPLICES SHALL BE ROSIN SOLDERED AND WATERPROOFED WITH AN ACCEPTED SPLICE KIT. A DRIAN WIRE SHALL BE GROUNDED IN THE CABINET AND INSULATED AT THE LOOP TO FEEDER WIRE SPLICE.
3. THE LOOP TO FEEDER WIRE SPLICE, THE FEEDER WIRE JACKET AND LOOP WIRE JACKET IN DUCT SHALL BE COMPLETELY SEALED AND WATERPROOFED.
4. THE CONTRACTOR MAY MAKE CONNECTIONS TO THE SIGNAL CABLE AND LOOP TO FEEDER WIRE CONNECTION AT THE TERMINAL STRIPS MOUNTED TO POLE INSIDE THE HAND HOLD COVER AS SHOWN IN DETAIL. HANDHOLE TERMINALS MUST BE EASILY ACCESSIBLE, BUT PROTECTED AGAINST ACCIDENTAL CONTACT. THE CONNECTION OF POWER CARRYING CIRCUITS MUST BE SEPERATED FROM LOOP OR LOGIC CIRCUITS. ALL CONNECTIONS TO TERMINAL STRIPS SHALL UTILIZE SPADE LUGS OR AS APPROVED BY THE ENGINEER.
5. EACH LOOP SHALL HAVE A SEPERATE "FEEDER WIRE" UNLESS OTHERWISE NOTED ON THE PLANS. ALL FEEDER WIRES SHALL BE LABELED AS TO LOOP NUMBER AS DESIGNATED ON THE PLANS.
6. ALL LOOP WIRE ENTERING CONCRETE PULL BOXES SHALL BE ENCLOSED IN CONDUIT. EACH LOOP WIRE SHALL ENTER CONCRETE PULL BOX OR POLE BASE THROUGH A SEPARATE PIECE OF ONE (1") INCH CONDUIT.
7. LOOP WIRE FROM LOOP TO CONDUIT IS NOT TWISTED. LOOP WIRE IN THE CONDUIT MUST BE TWISTED TWO TO FIVE TURNS PER FOOT.
8. "30-DAY PERFORMANCE TEST SHALL NOT COMMENCE UNTIL ALL LOOPS ARE TESTED BY THE CONTRACTOR, THEN APPROVED AND ACCEPTED BY THE ENGINEER, AND THE TESTING RECORDS HAVE BEEN SUBMITTED TO THE ENGINEER. THE WARRENTY PERIOD FOR LOOPS SHALL NOT COMMENCE UNTIL TESTED BY THE CONTRACTOR AND ACCEPTED BY THE ENGINEER. THE CONTRACTOR SHALL PERFORM TEST AND PROVIDE A RECORD TO THE ENGINEER AS LISTED IN THE LOOP DETECTOR TESTING PROCEDURE.
9. UNLESS OTHERWISE APPROVED BY THE ENGINEER, BACKER ROD SHALL BE INSTALLED IN SHORT SECTIONS SPACED NO MORE THAN 18" APART AND WEDGED INTO THE SLOT TO THE CABLE IN PLACE. CABLE SHALL BE TOTALLY ENCAPSULATED IN SEALER.
10. "HOT POUR" SEALER SHALL NOT ALLOW WITH 705-LOOP WIRING IN DUCT.
11. WHERE UNDERGROUND SPLICES OF SIGNAL CABLE ARE REQUIRED. CONNECTIONS SHALL BE SOLDERED AND COMPLETELY WATERPROOFED TO THE SATISIFACTION OF THE ENGINEER. WATERPROOFING SHALL EXTEND A MININUM OF TWO (2") INCHES PAST THE SIGNAL CABLE JACKET AND SHALL COMPLETELY COVER ALL INDIVIDUAL CONDUCTORS OF THE SIGNAL CABLE. WATERPROOFING DOES NOT APPLY TO CONNECTIONS MADE IN POLE BASES.
12. THE CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE. ONLY ONE NEUTRAL IS REQUIRED FOR PEDESTRIAN SIGNALS. A SEPERATE 5C (TYPICAL) IS PROVIDED FOR PEDESTRIAN PUSH BUTTONS.
13. TRAFFIC CONTROLLER CABINET LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER TO REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER. THE CONTROLLER CABINET SHALL BE WIRED SUCH THAT THE POWER TO LOAD SWITCHES CANNOT BACKFEED TO THE LOAD SWITCH POWER BUSS DURING FLASH OPERATION.

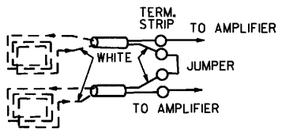
TYPICAL PROCEDURE FOR DETECTOR LOOP TESTING

1. DISCONNECT AND TEST CONTINUITY (< 10 OHMS) IF CONTINUITY IS BAD, GO TO TEST 3.
2. TEST INSULATION (@ 500 VOLT TEST > 10 MEG-OHM)

   IF TESTS 1& 2 ARE GOOD, NO FURTHER TESTING IS NECESSARY. RECORDED RESULTS CONSIST OF TESTS 1& 2 FROM CONTROL CABINET WITH FEEDER WIRE CONNECTED TO LOOP.
3. OPEN SPACE (DO NOT BREAK CONNECTION) REPEAT TEST 1& 2 IF TEST 3 IS BAD, GO TO TEST 4.
4. BREAK SPLICE, INSTALL JUMPER IN CABINET, REPEAT TESTS 1& 2 SEPARATELY FOR FEEDER AND FOR LOOP.

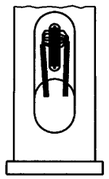
FAILURES TYPICALLY RESULT FROM BROKEN WIRE IN PAVEMENT, FAULTY INSULATION OF LOOP OR FEEDER WIRE, OR POORLY INSULATED SPLICE CONNECTION.

SERIES CONNECTED LOOPS

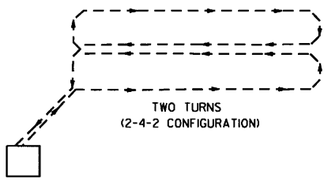


WIND LOOPS COUNTERCLOCKWISE; TAG WIRE EXITING SLOT AND TIE TO WHITE LEAD OF FEEDER WIRE; WHEN LOOPS ARE TIED TO SAME VEHICLE DETECTOR, SERIES CONNECT IN CABINET AS SHOWN.

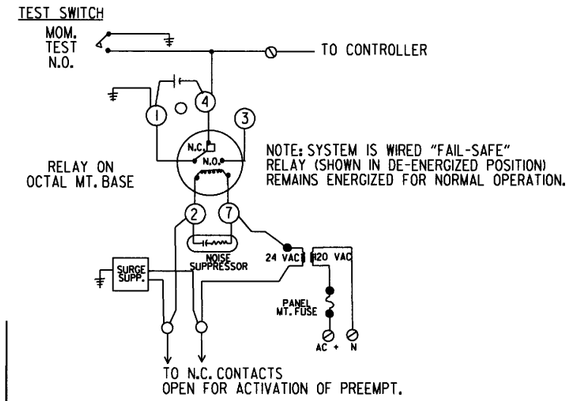
HANDHOLE TERMINAL

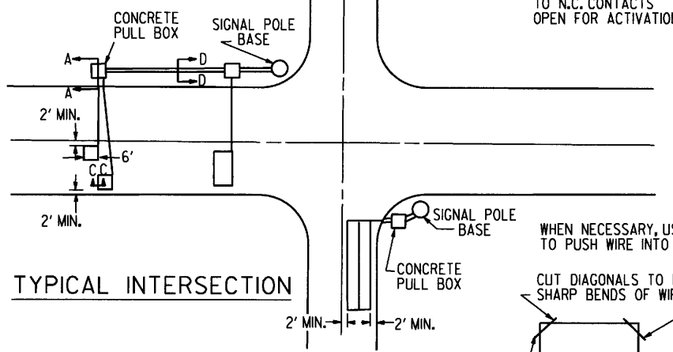


QUADRUPOLE LOOP



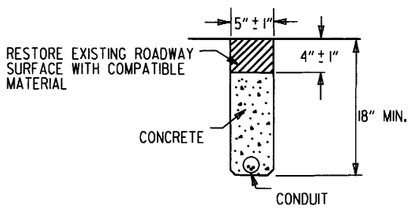
TRAFFIC SIGNAL PRE-EMPTION INTERFACE WIRING DIAGRAM

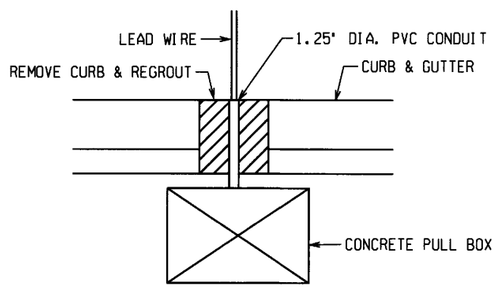


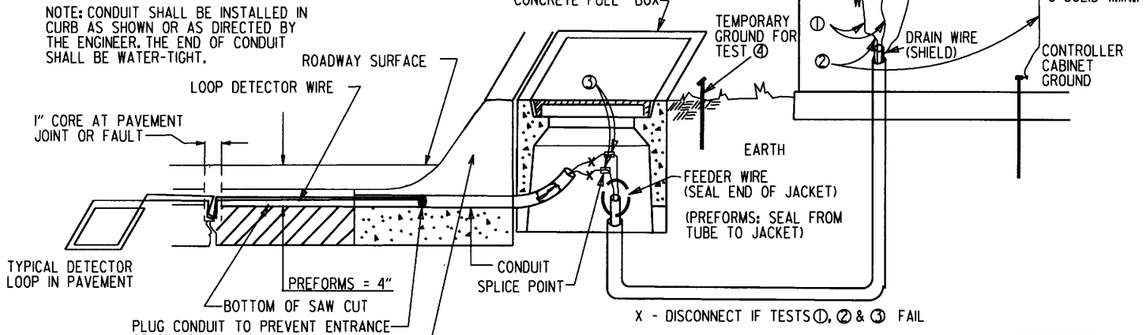


TYPICAL INTERSECTION

TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



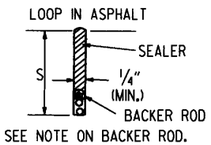




SECTION A-A
1'-6" CONCRETE COMBINATION CURB AND GUTTER

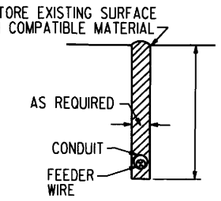
SPECIAL NOTE:
IF FEEDER WIRE JACKET IS LEFT UNSEALED AND WATER IS ALLOWED TO ENTER JACKET, CONTRACTOR WILL BE REQUIRED TO REPLACE FEEDER WIRE AT NO COST TO DEPARTMENT.

TYPICAL SECTIONS FOR PULSE AND PRESENCE LOOP DETECTORS



SEE NOTE ON BACKER ROD.

SECTION C-C
S=2 1/2" IN ASPHALT
S=1 1/2" IN CONCRETE



SECTION D-D

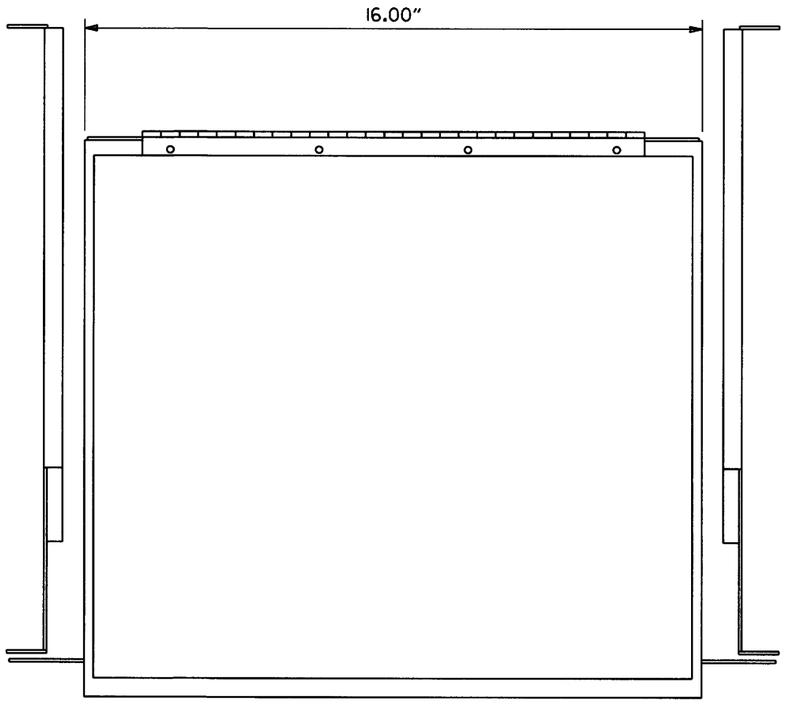
DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
05-17-01	REVISED	
04-11-01	REVISED	
02-04-00	REVISED PRE-EMPTION TEST SWITCH	
11-18-98	REVISED NOTES	
11-21-95	ISSUED	

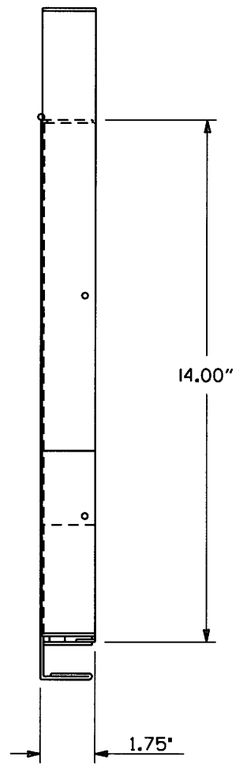
ARKANSAS STATE HIGHWAY COMMISSION

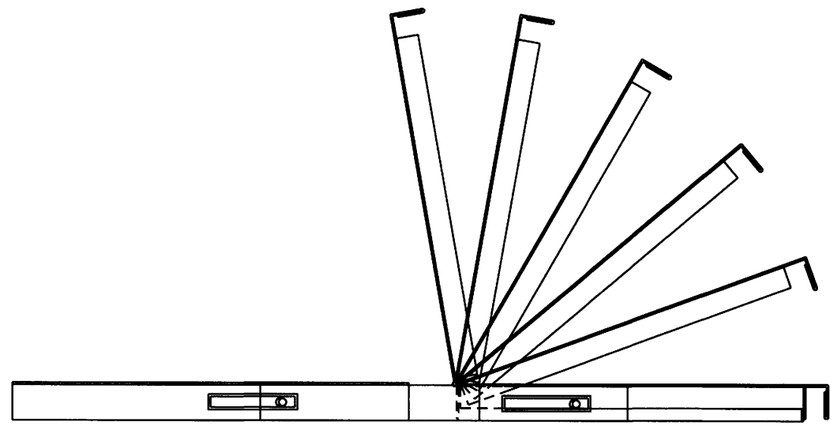
LOOP DETECTOR INSTALLATION

STANDARD DRAWING SD-4

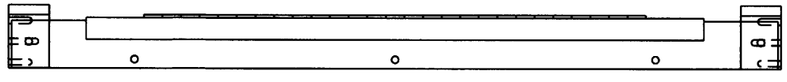
DRAWER PLAN VIEW



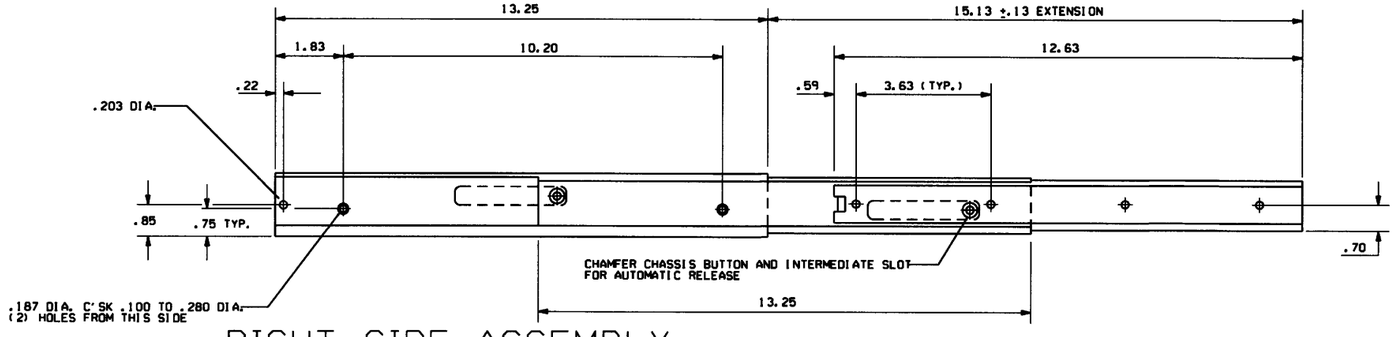




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

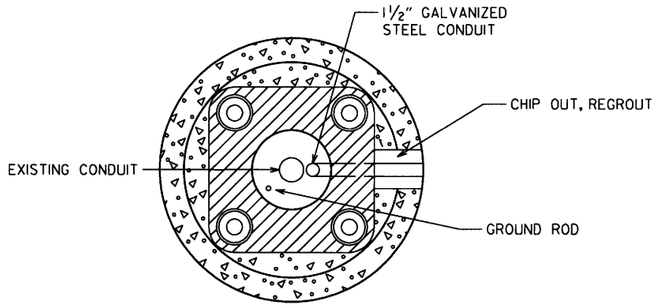
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

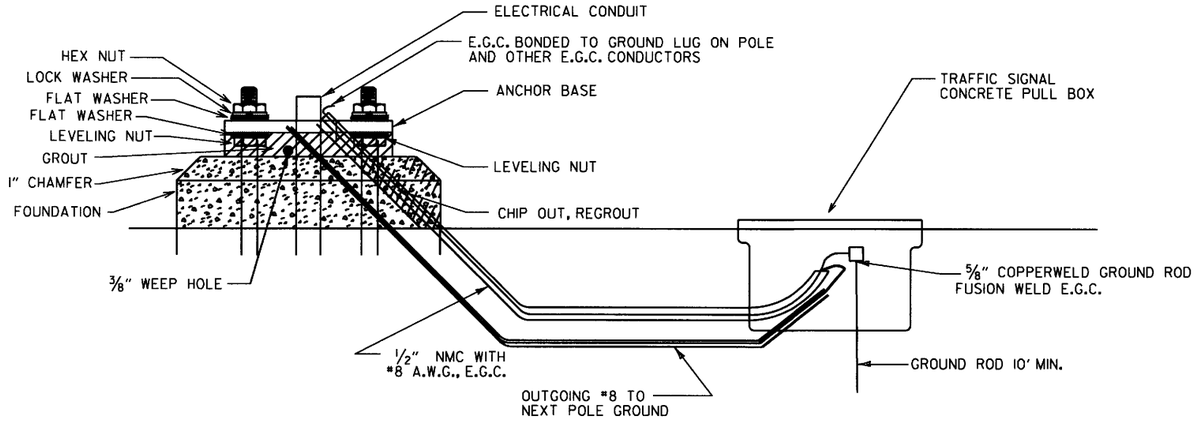
CONTROLLER CABINET UTILITY DRAWER

STANDARD DRAWING SD-5

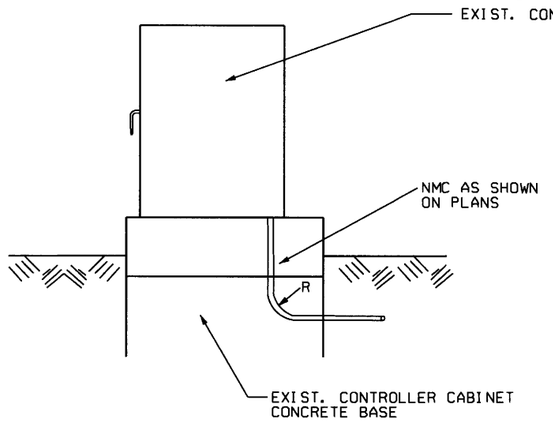
CONDUIT ENTRY TO EXISTING POLE BASE



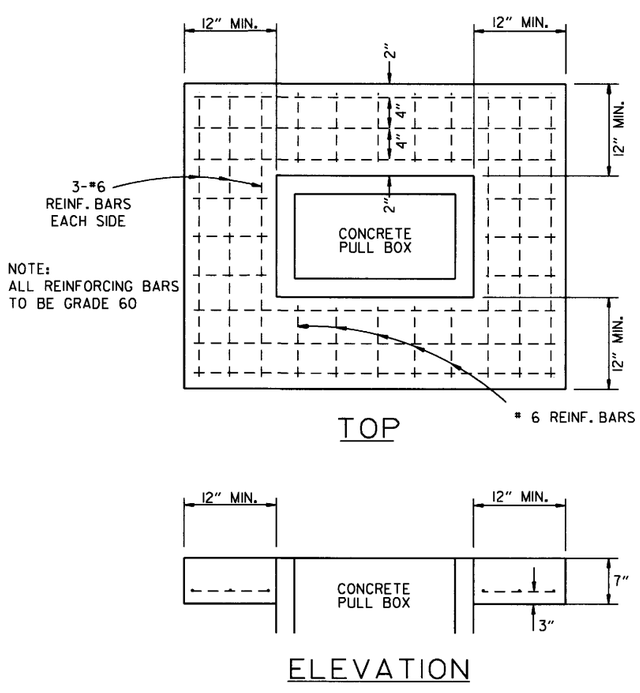
ANCHOR BASE



CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



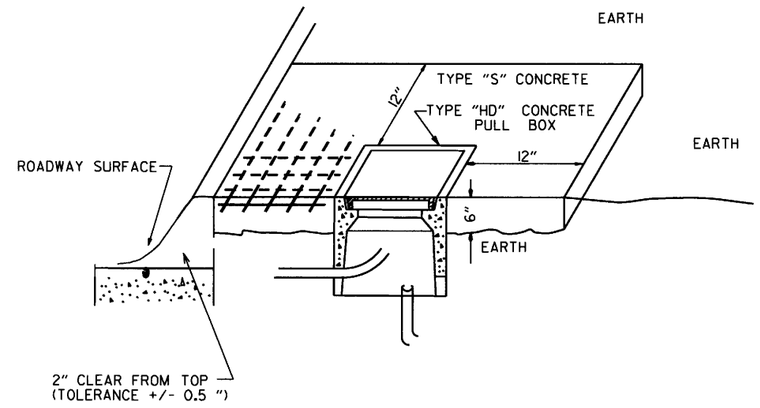
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



TOP

ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



NOTE:
ALL TYPE 1 AND TYPE 2 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 7" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE 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 CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

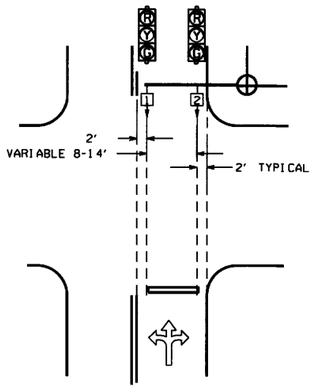
DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

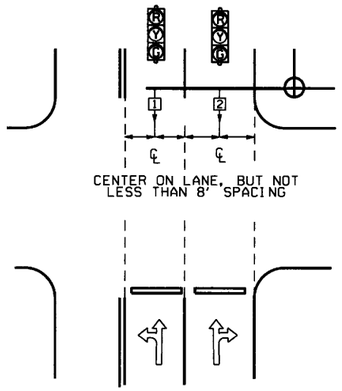
HEAVY DUTY PULL BOX

STANDARD DRAWING SD-6

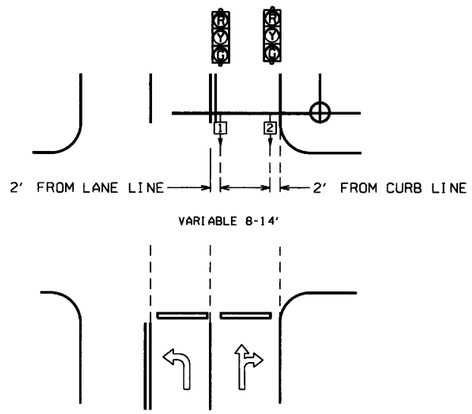
(A)



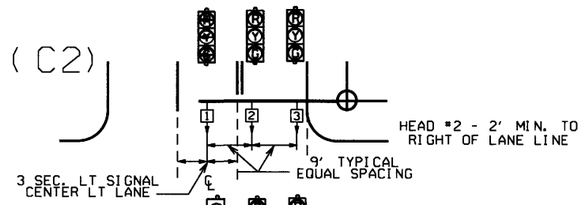
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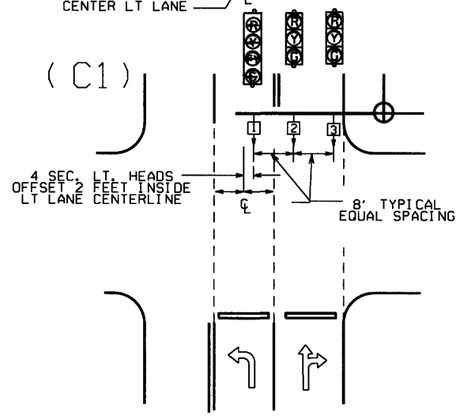
(C)



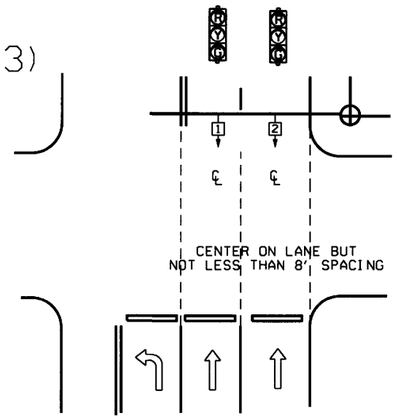
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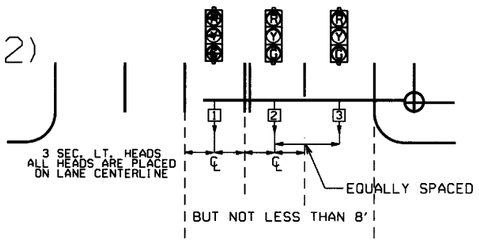
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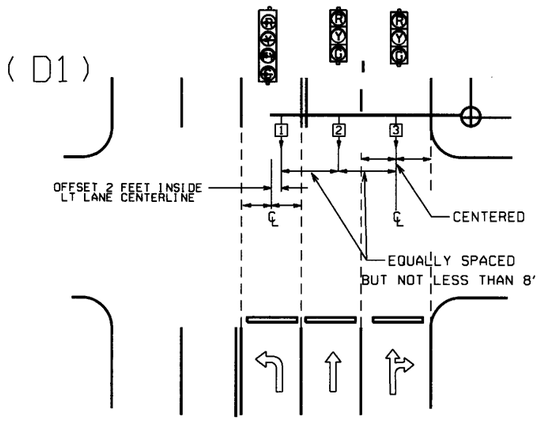
(C3)



(D2)

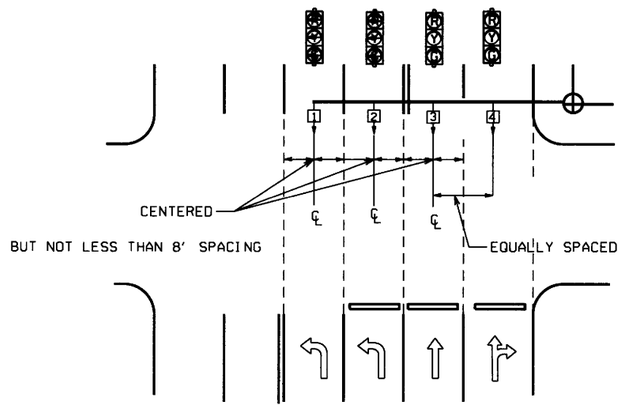


(D1)



NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.

(E)



℄ = CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

1. FOUR SECTION 'PROTECTED/PERMISSIVE' LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

2. THREE SECTION 'PROTECTED' LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.

5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.

12-8-16	REVISED NOTE 6	
9-12-13	ISSUED AS STANDARD DRAWING	
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM

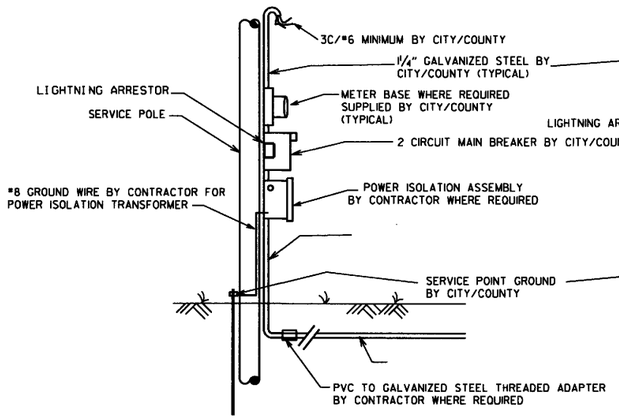
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

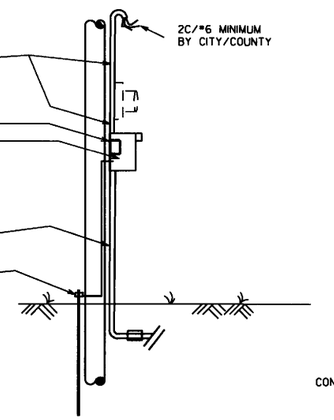
STANDARD DRAWING SD-8

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

WITH POWER ISOLATION ASSEMBLY



WITHOUT POWER ISOLATION ASSEMBLY



NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES:
MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

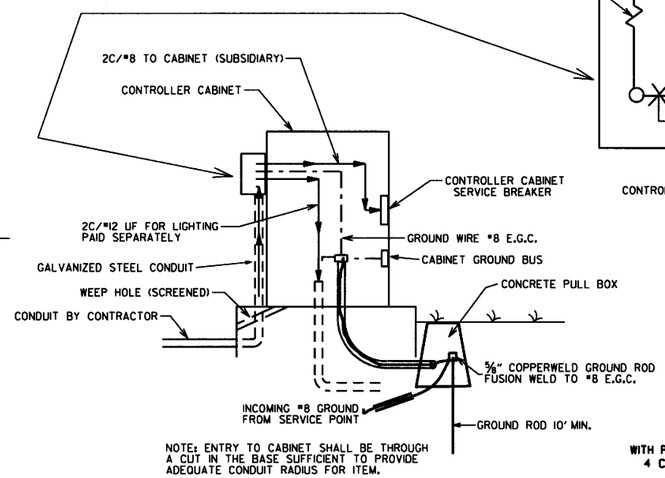
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

MAIN BREAKER NOT NEAR CONTROLLER CABINET:
THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT. WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

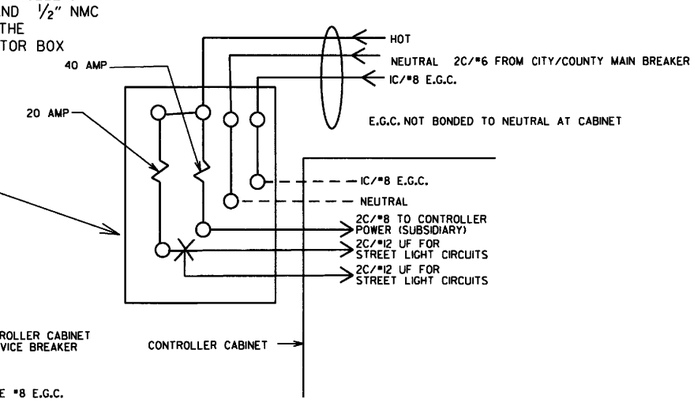
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

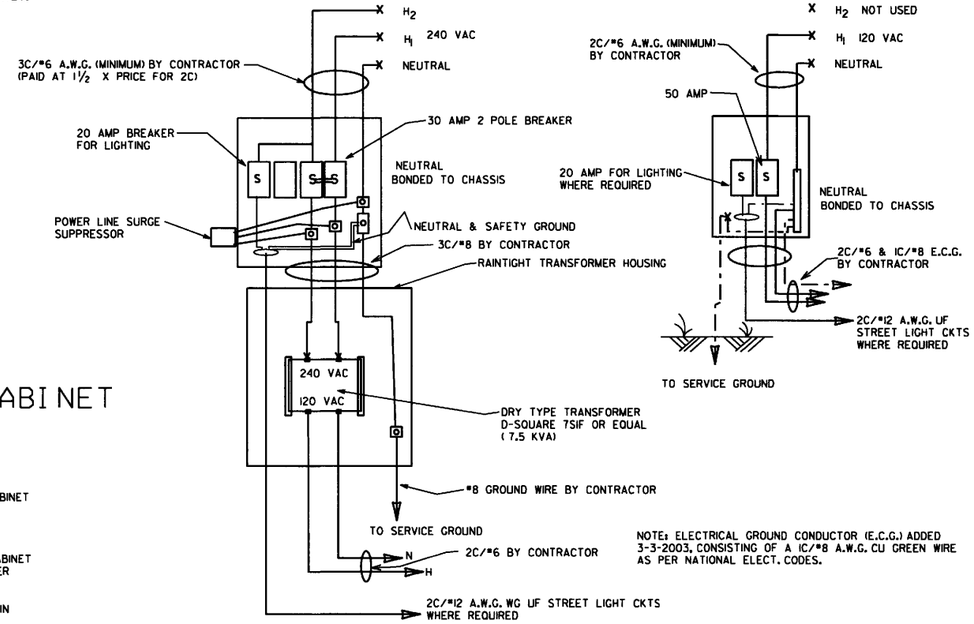


MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

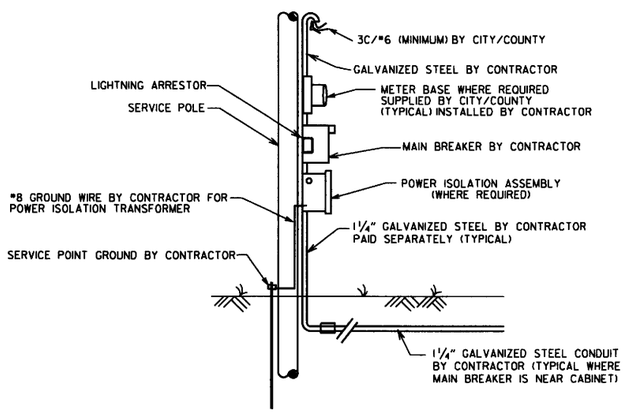
WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

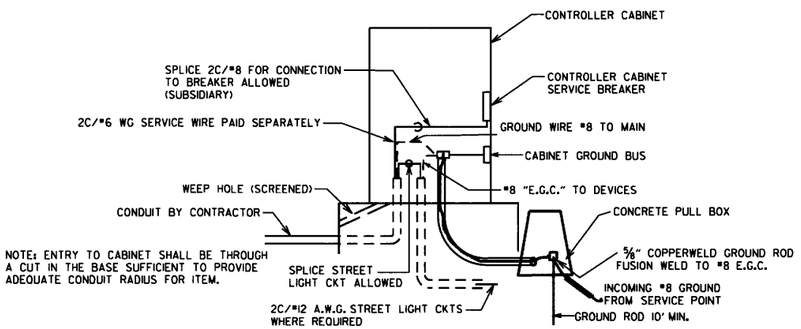
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



NOTE: ELECTRICAL GROUND CONDUCTOR (E.C.G.) ADDED 3-3-2003, CONSISTING OF A IC/#8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED





NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9

NOTES:
PEDESTRIAN AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)" TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

3. MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY II FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH MAST ARMS LESS THAN 60' AND ON ROUTES WHERE THE SPEED LIMITS OF 45 MPH AND LESS WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE THE SPEED LIMIT IS 45 MPH AND LESS AND MAST ARMS LESS THAN 60'.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, TWELVE (12") INCH AND HAVE FIVE (5") INCH BACK PLATES:

SIGNAL HEADS AT THE END OF MAST ARM - ONE 4 SEC., 85 LB., 14.5 SQ. FT., ONE SIGN MOUNTED 3 FEET FROM SIGNAL HEAD (2'-0" X 2'-6"; 20 LB.) REMAINING SIGNAL HEADS SPACED AT 8 FT. (3 SEC., 56 LB., 8.3 SQ. FT.):
DESIGN TO ACCOMMODATE:
2 SIGNAL HEADS FOR MAST ARMS 10 FT. TO 16 FT.
3 SIGNAL HEADS FOR MAST ARMS 18 FT. TO 24 FT.
4 SIGNAL HEADS FOR MAST ARMS OVER 26 FT.

STREET NAME SIGN - 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAT 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT.
ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) - VARIABLE ARM LENGTH (MAX. WT. 75 LB., 3.3 SQ. FT.)
PEDESTRIAN SIGNALS - TWO 1 SEC., 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

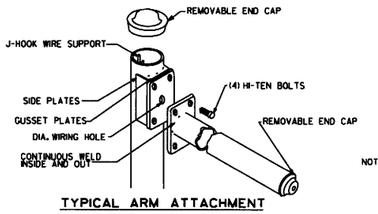
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE - HAND HOLES SHALL BE 4 IN. X 6 IN. FOR STANDARD, AND 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21 FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDED A HAND HOLE WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

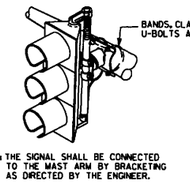
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE MAST ARM SHALL MAINTAIN A POSITIVE SLOPE AFTER IT IS PLACED UNDER LOAD.

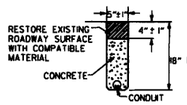
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



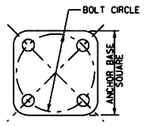
TYPICAL ARM ATTACHMENT



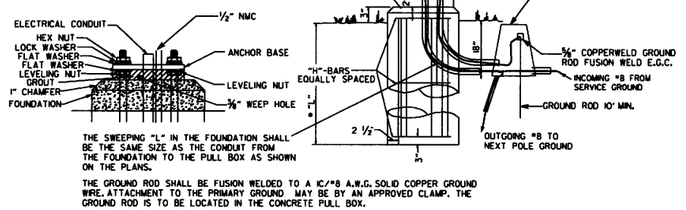
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.



TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE



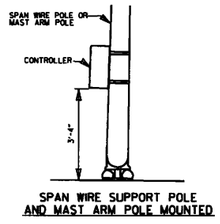
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX.

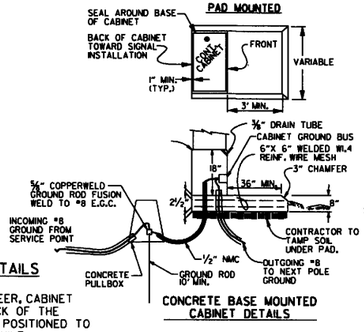
TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FOUNDATION DIAMETER	DEPTH "L"*	STEEL VERTICAL	STEEL HORIZONTAL	STEEL O.C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44"
2' TO 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42"
OVER 12' TO 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66"
OVER 20' TO 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88"
OVER 35' TO 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56"
OVER 50' TO 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74"
TWINS TO 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76"
TWINS OVER 20' TO 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76"
TWINS OVER 44' TO 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76"
TWINS OVER 50' TO 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64"



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED



CONCRETE BASE MOUNTED CABINET DETAILS

CONTROLLER CABINET MOUNTING DETAILS

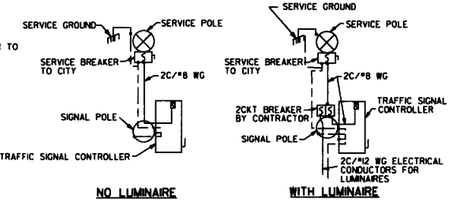
NOTE:
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

8. GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPERATELY.

9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A ¼" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.



NO LUMINAIRE — WITH LUMINAIRE

SERVICE DISCONNECT

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

* WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6", DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS.

** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANIFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60" X 16" X 0.125" SIGN BLANK MOUNTED NEAR THE END OF THE MAST ARM NOT TO EXCEED ONE QUARTER OF THE LENGTH OF THE MAST ARM FROM THE END OF THE MAST ARM WITH THE LONG AXIS OF THE PANEL COLINEAR WITH THE LONG AXIS OF THE MAST ARM. THE PANEL SHOULD BE MOUNTED AT SUCH THE HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OF SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.

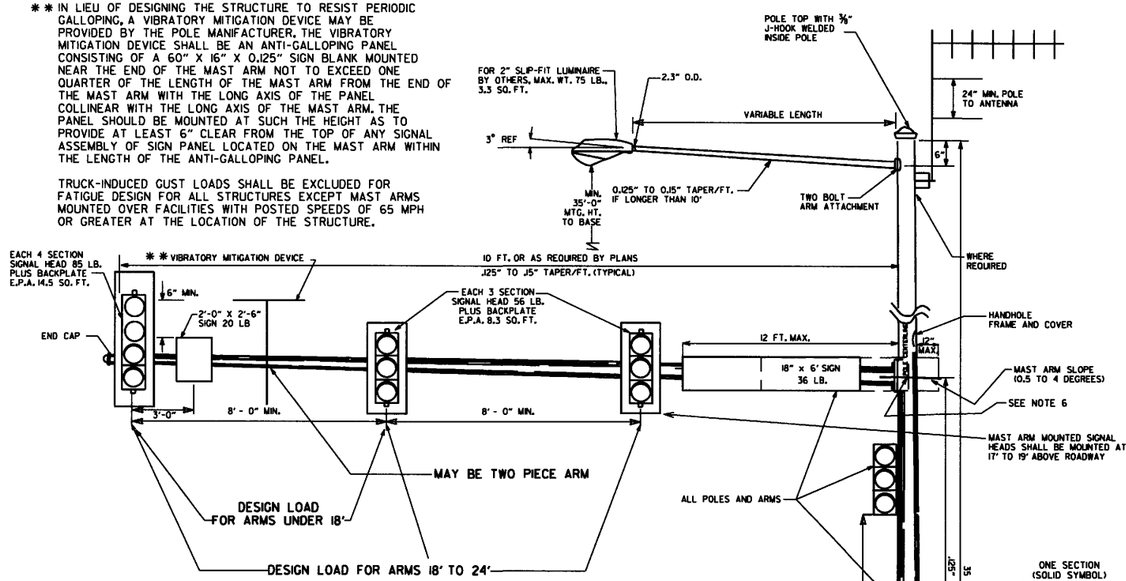
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.

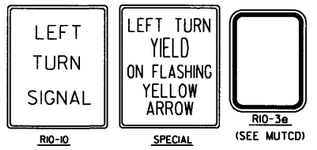
SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

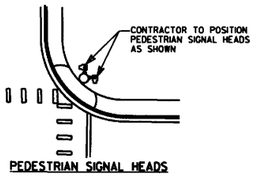
THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD, AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATION IN FLASH SEQUENCE.

SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.





R10-10 — SPECIAL



PEDESTRIAN SIGNAL HEADS

DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED PEDESTRIAN SIGNAL HEAD DETAIL, ADDED HANDHOLE TERMINAL DETAIL, ADDED TRENCHING DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
12-08-16	REVISED NOTES	
02-27-14	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED VMD, SIGNAL HEADS	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
06-23-04	REVISED	
05-11-04	REV. NOTE 3/AASHTO REQUIREMENTS	
06-11-01	REV. NOTES & POLE MAST ARM SLOPE	
04-11-01	REVISED POLE TAPERS	
04-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
11-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

STEEL POLE WITH MAST ARM

STANDARD DRAWING SD-11

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			40 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH		
	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
0° 15'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 30'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 45'	N.C.			N.C.			R.C.			0.022			0.023			0.025			0.028		
1° 00'	N.C.			N.C.			0.021			0.026			0.030			0.033			0.037		
1° 15'	N.C.			R.C.			0.026			0.032			0.037			0.041			0.046		
1° 30'	N.C.			0.021			0.031			0.037			0.043			0.048			0.054		
1° 45'	R.C.			0.025			0.036			0.043			0.049			0.055			0.062		
2° 00'	R.C.			0.028			0.040			0.048			0.055			0.062			0.070		
2° 15'	R.C.			0.031			0.045			0.053			0.061			0.069			0.078		
2° 30'	0.021			0.034			0.049			0.058			0.067			0.075			0.085		
2° 45'	0.023			0.037			0.053			0.063			0.072			0.081			0.091		
3° 00'	0.025			0.040			0.057			0.067			0.077			0.087			0.096		
3° 15'	0.027			0.043			0.061			0.072			0.082			0.090			0.098		
3° 30'	0.029			0.046			0.065			0.076			0.086			0.095			0.100		
3° 45'	0.031			0.049			0.069			0.080			0.090			0.097					
4° 00'	0.033			0.051			0.072			0.083			0.093			0.099					
4° 30'	0.037			0.056			0.078			0.087			0.096								
5° 00'	0.040			0.061			0.083			0.091			0.098								
5° 30'	0.043			0.066	185		0.088			0.094											
6° 00'	0.046			0.070	190		0.092			0.096											
6° 30'	0.050			0.074	200		0.095			0.100											
7° 00'	0.053			0.078	210		0.098														
7° 30'	0.056			0.081	215		0.099														
8° 00'	0.058			0.084	220																
8° 30'	0.061			0.087	225																
9° 00'	0.063			0.089	230																
10° 00'	0.068	160		0.094	235																
11° 00'	0.072	170		0.097	250																
12° 00'	0.076	175		0.099	250																
13° 00'	0.080	180		0.100	250																
14° 00'	0.083	190																			
15° 00'	0.086	195																			
16° 00'	0.089	200																			
17° 00'	0.091	200																			
18° 00'	0.093	205																			
19° 00'	0.095	210																			
20° 00'	0.097	215																			
21° 00'	0.098	215																			
22° 00'	0.099	215																			
23° 00'	0.099	215																			
24° 00'	0.100	220																			

	30 MPH	40 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH
Ls (FT) MINIMUM	150	175	200	225	250	250	275
Ls (FT) DESIRABLE	250	250	300	350	350	350	350
e						400	400
Ls (FT) MINIMUM						400	400
Ls (FT) DESIRABLE	300	300	350	400	400	400	450

D MAX = 24° 45' | D MAX = 13° 15' | D MAX = 8° 15' | D MAX = 6° 30' | D MAX = 5° 15' | D MAX = 4° 15' | D MAX = 3° 30'

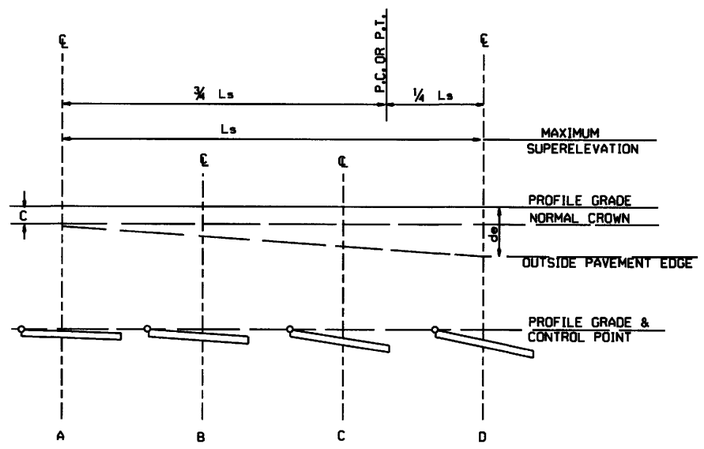
GENERAL NOTES

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%

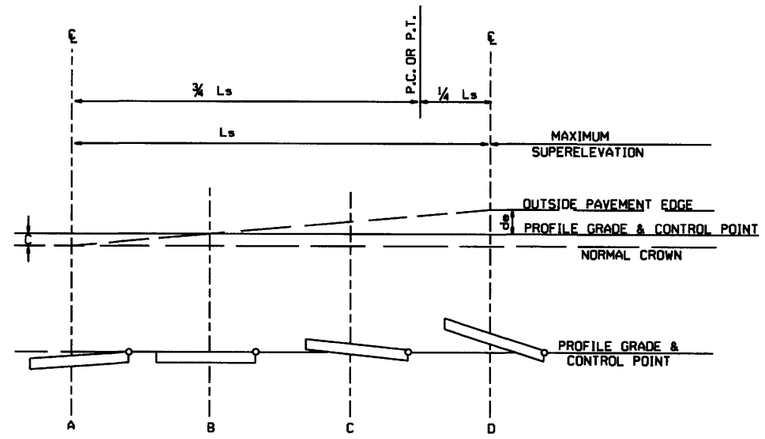
ABBREVIATIONS

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 FILMED
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

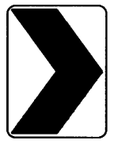
STANDARD DRAWING SE-1



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"

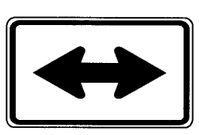


W3-2
36"X36"

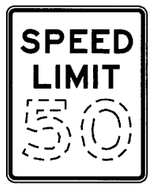


County
Route Marker
M1-6
24"X24"

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.)



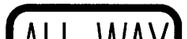
W2-2
30"X30"



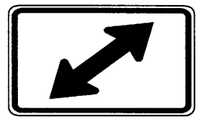
W5-2
36"X36"



W8-3
36"X36"



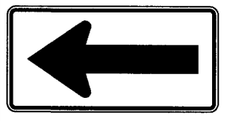
R1-3P
18"X6"



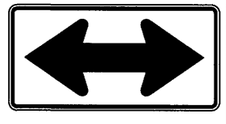
M6-5
21"X15"



W1-1
30"X30"
(LT. or RT.)



W1-6
48"X24"



W1-7
48"X24"



W1-2
30"X30"
(LT. or RT.)



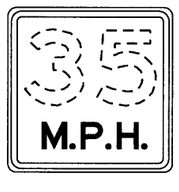
W2-3
30"X30"
(LT. or RT.)



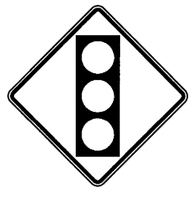
W2-4
30"X30"



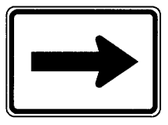
W10-1
36" DIAMETER



W13-1P
18"X18"



W3-3
36"X36"

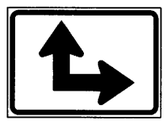


M6-1
21"X15"

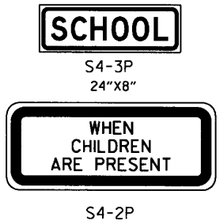
NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.



M6-2
21"X15"



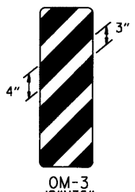
M6-6
21"X15"



S4-3P
24"X8"



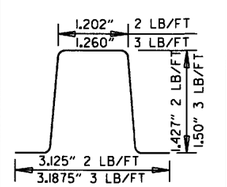
S4-2P
24"X10"



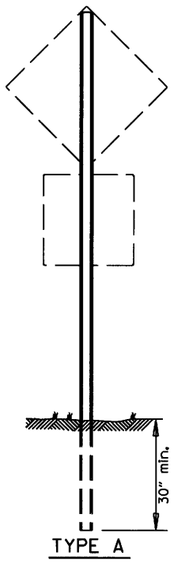
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION

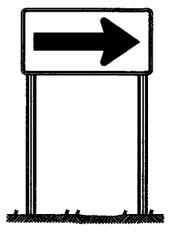


(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES

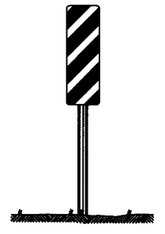


TYPE A

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

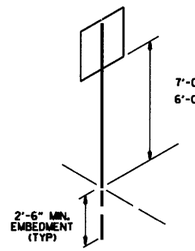
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED W14-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2#-3#; ADDED S4-2 & 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

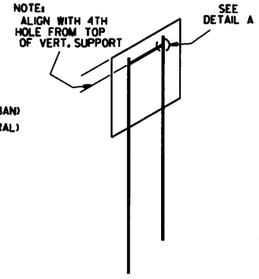
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS
AND SUPPORT ASSEMBLIES

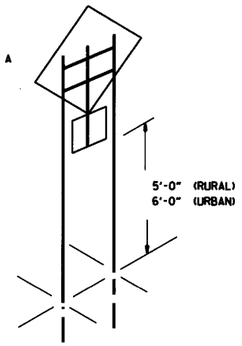
STANDARD DRAWING SHS-1



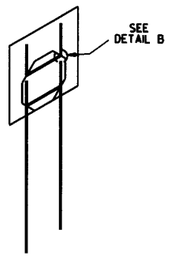
U-1



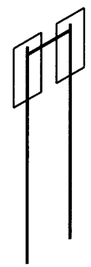
U-2



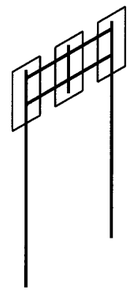
U-2 (A)



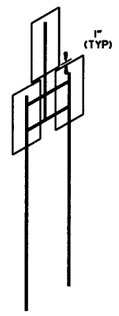
U-2 (B)



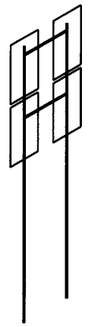
U-2 (1)



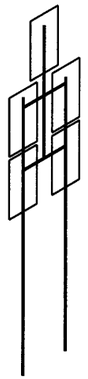
U-2 (2)



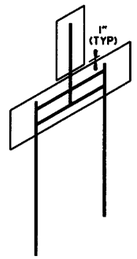
U-2 (3)



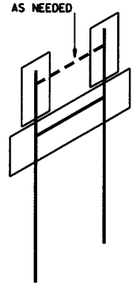
U-2 (4)



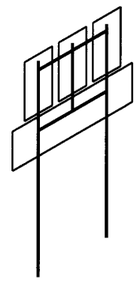
U-2 (5)



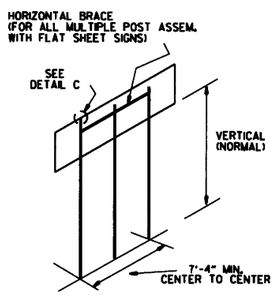
U-2 (6)



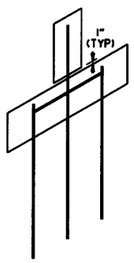
U-2 (7)



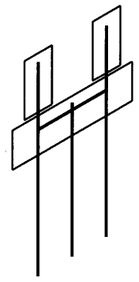
U-2 (8)



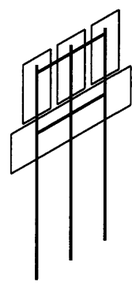
U-3



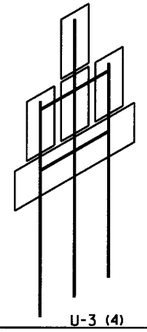
U-3 (1)



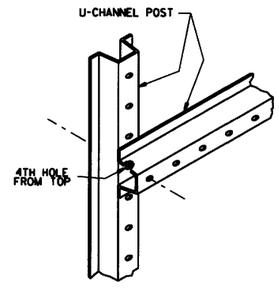
U-3 (2)



U-3 (3)

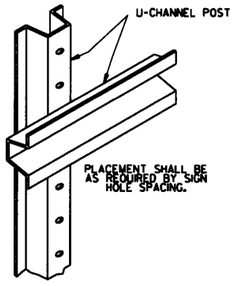


U-3 (4)



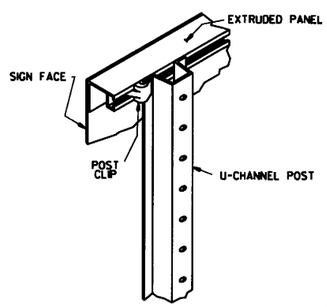
DETAIL A

SHOWING HORIZONTAL BRACE



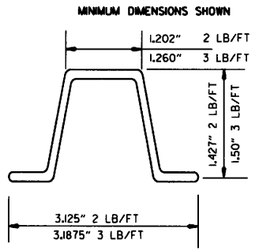
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



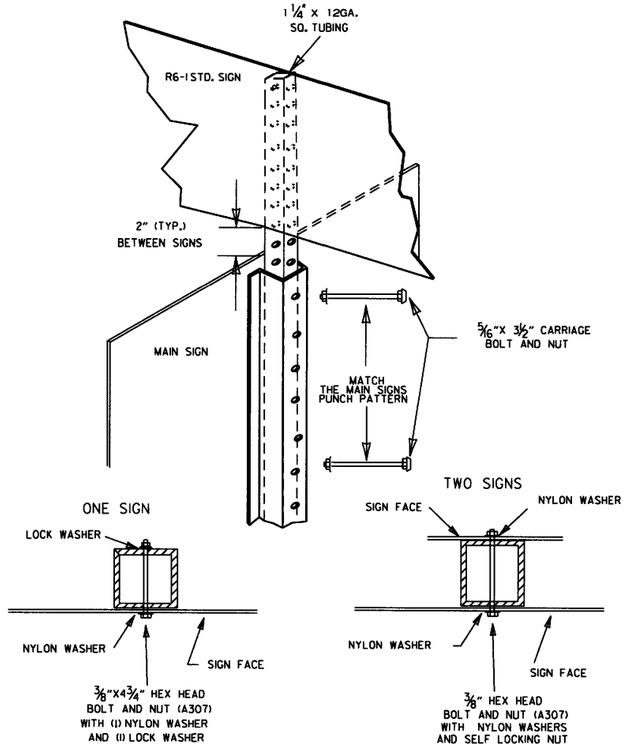
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



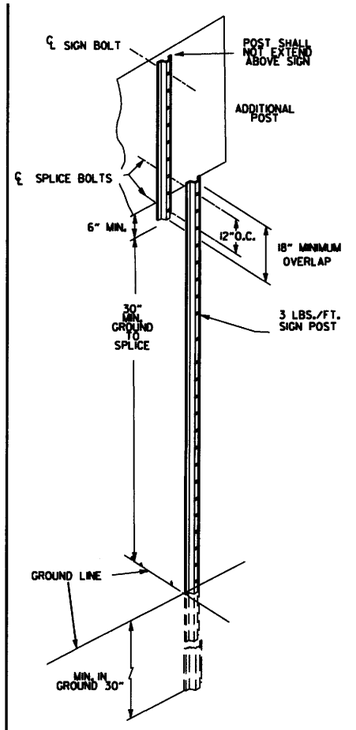
DETAIL D

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

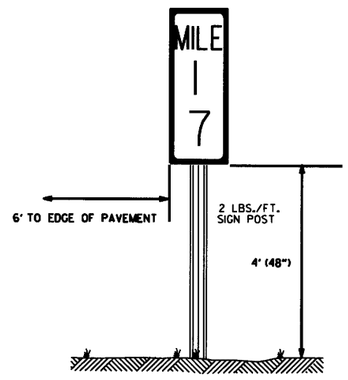
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

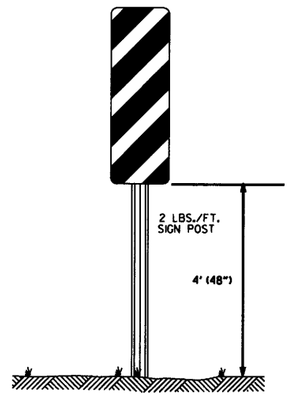
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

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

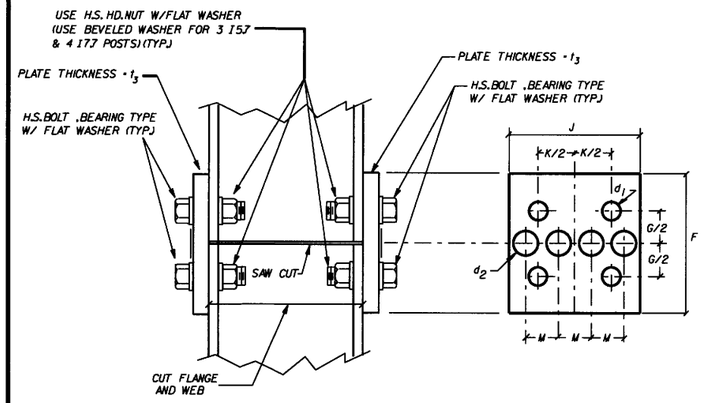
DATE	REVISION	FILMED
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

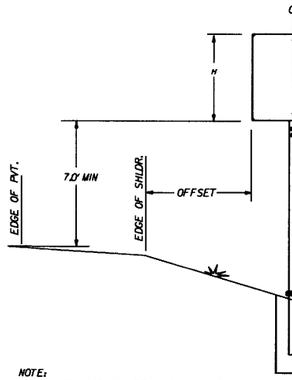
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

POST SIZE	BASE CONNECTION DATA										FUSE PLATE DATA										WT. OF EACH FUSE PLATE LBS.
	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	
W 6X9																						
W 6X12	5/8" x 2 3/4"	450"-690"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 8X18												5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 1/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	13/32"	6"	3"		5 3/4"	2 3/4"	1 3/8"	1 3/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 7/8"	1 3/16"	1 5/16"	1/2"	3/4" x 2 1/4"	4.47

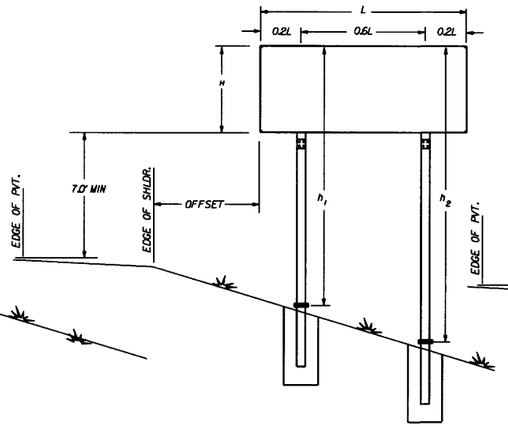


NOTE: USE H.S. HEX HEAD BOLTS, HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ. UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS, HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE 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 ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

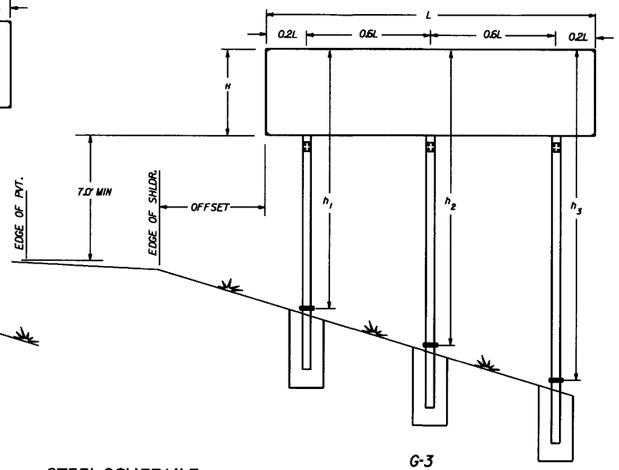


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

G-1

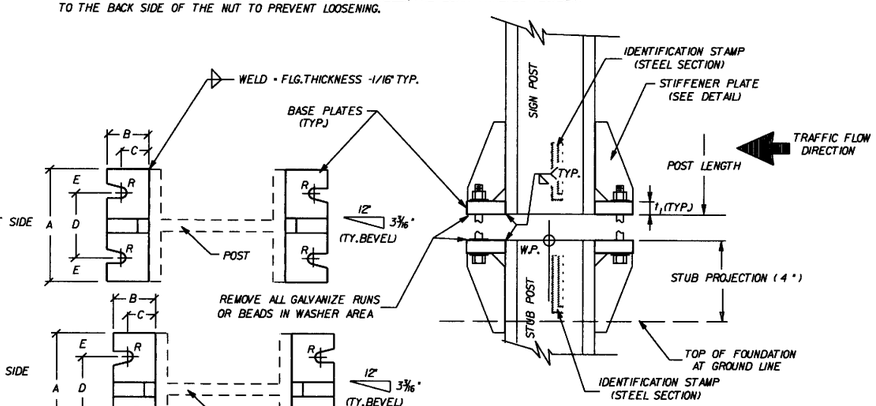


G-2

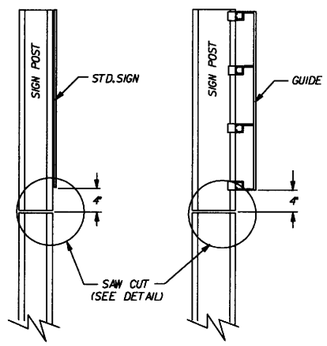


G-3

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.



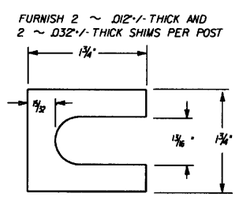
NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE WEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



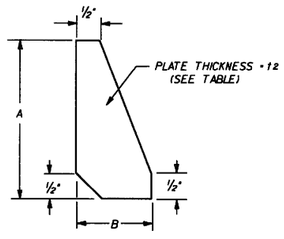
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED, AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED, WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-G-93 (STICK ONLY).

STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL

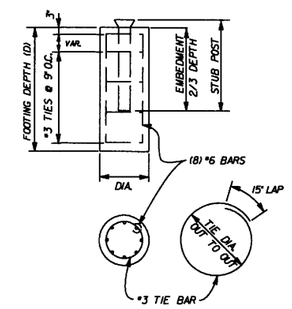


STIFFENER PLATE DETAIL

STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS DIAMETER	#3 TIE BARS BAR LENGTH	#3 TIE BARS 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

FOOTINIG DEPTH	#6 STRAIGHT BARS BAR LENGTH	#6 STRAIGHT BARS NUMBER REQ'D.	#6 STRAIGHT BARS 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

FOOTINIG DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER CLASS S CONCRETE	18" DIAMETER REINF STEEL	24" DIAMETER CLASS S CONCRETE	24" DIAMETER REINF STEEL	30" DIAMETER CLASS S CONCRETE	30" DIAMETER REINF STEEL	36" DIAMETER CLASS S CONCRETE	36" DIAMETER 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

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.

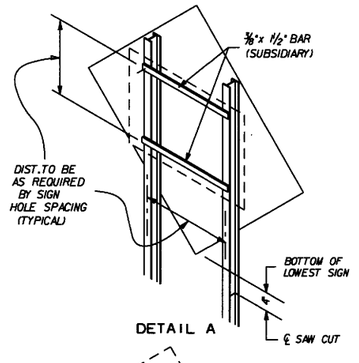
SIGN POST AND STUB POST

DATE	REVISION	FILMED
9-12-13	ISSUED	

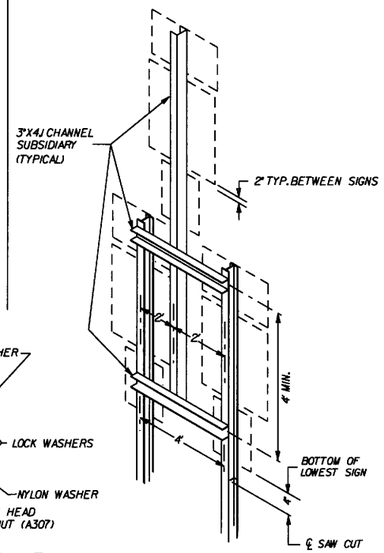
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

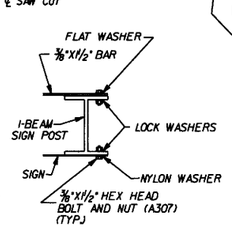
STANDARD DRAWING SHS-3



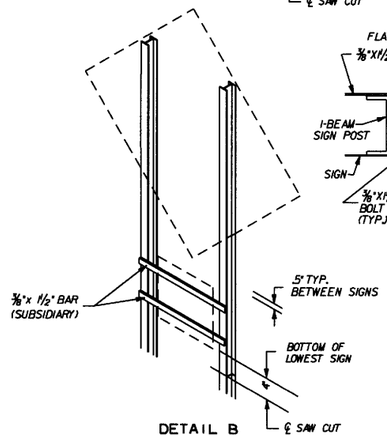
DETAIL A



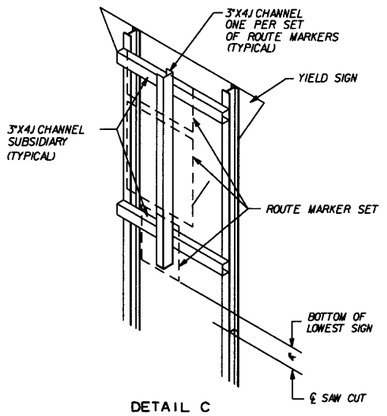
DETAIL D



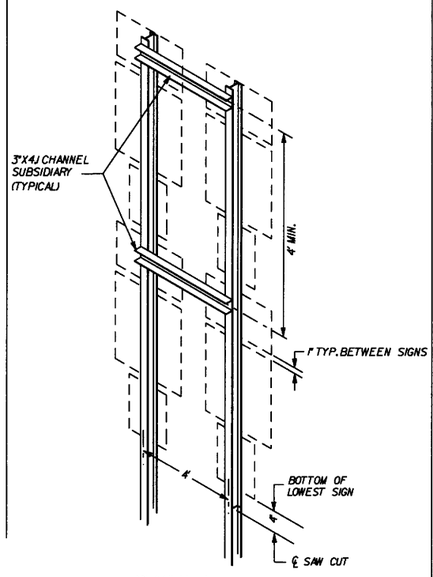
DETAIL F



DETAIL B



DETAIL C



DETAIL E

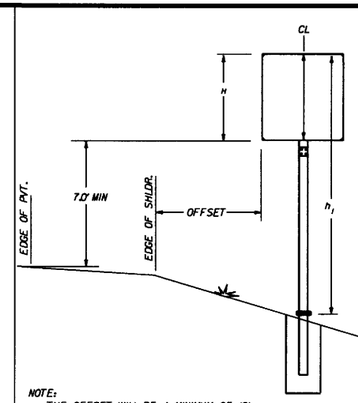
NOTE

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.

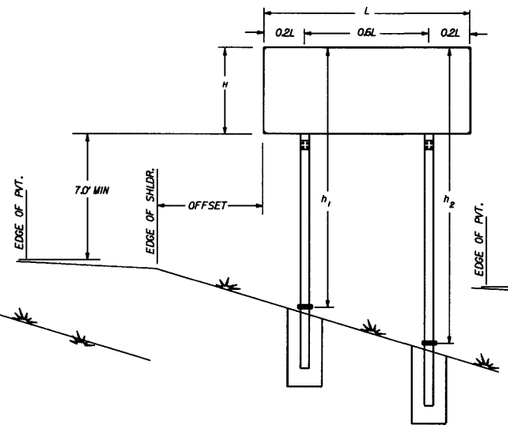
THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

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.

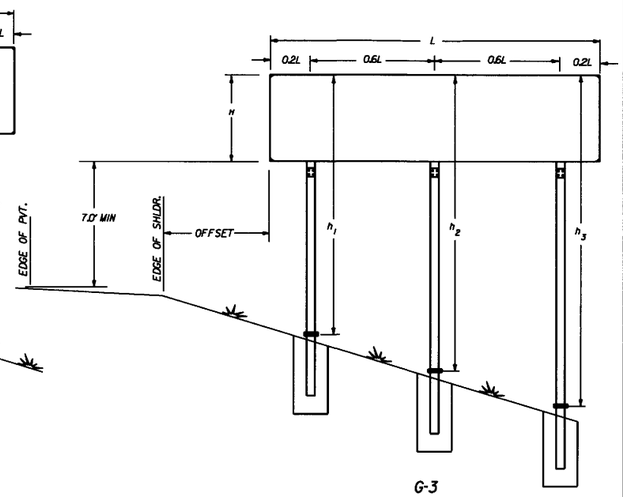
ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.



G-1

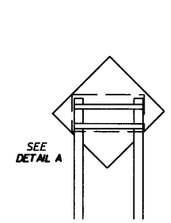


G-2

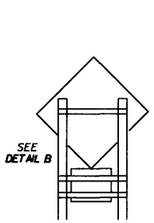


G-3

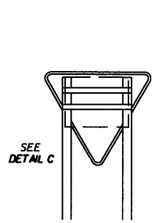
NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



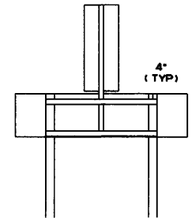
G2-1



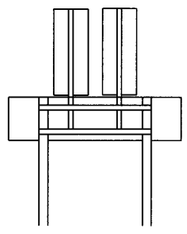
G2-2



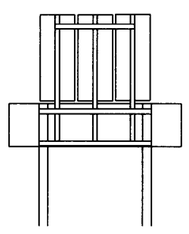
G2-3



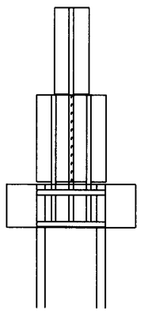
G2-4



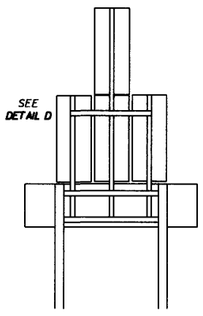
G2-5



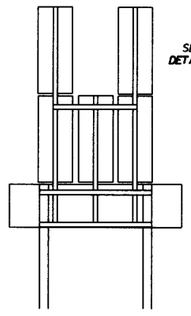
G2-6



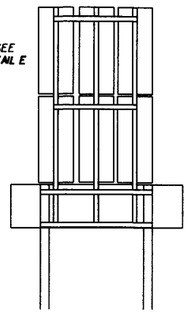
G2-7



G2-8

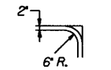


G2-9



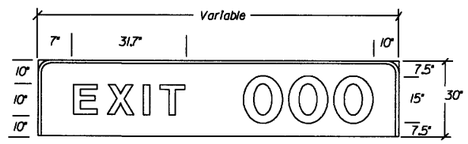
G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	



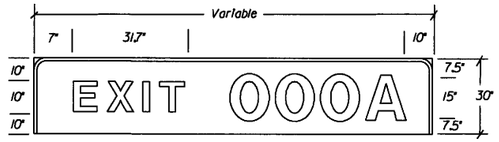
TYPICAL DETAIL

TYPE A



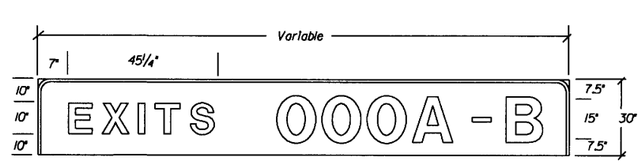
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



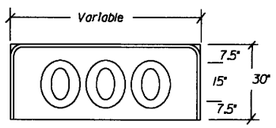
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



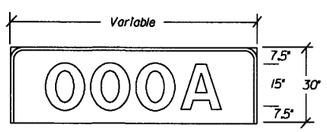
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30"=5.0 SF
2 DIGITS 42"X30"=8.75 SF
3 DIGITS 60"X30"=12.50 SF

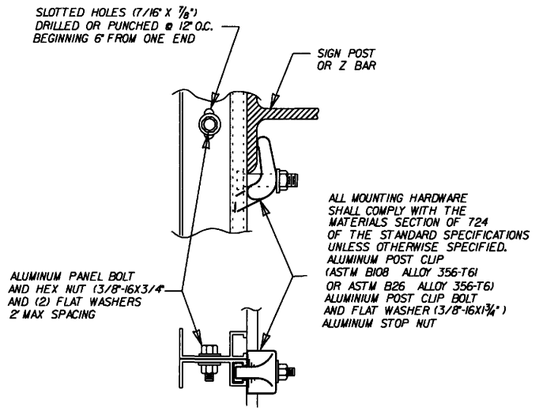
TYPE E

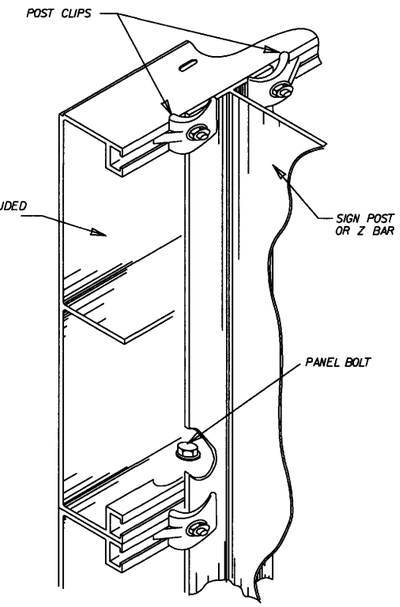


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

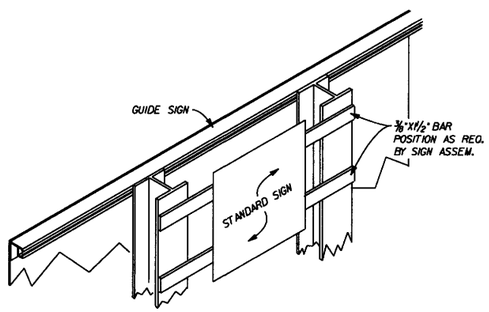
EXIT PANEL DETAILS

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".

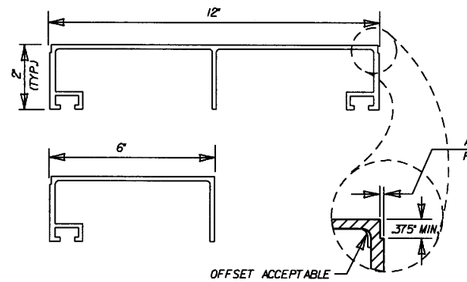




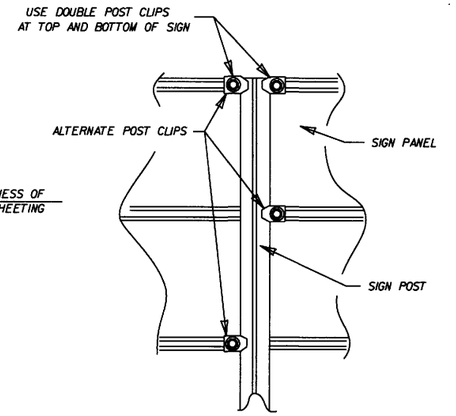
MOUNTING HARDWARE



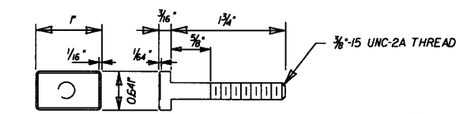
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



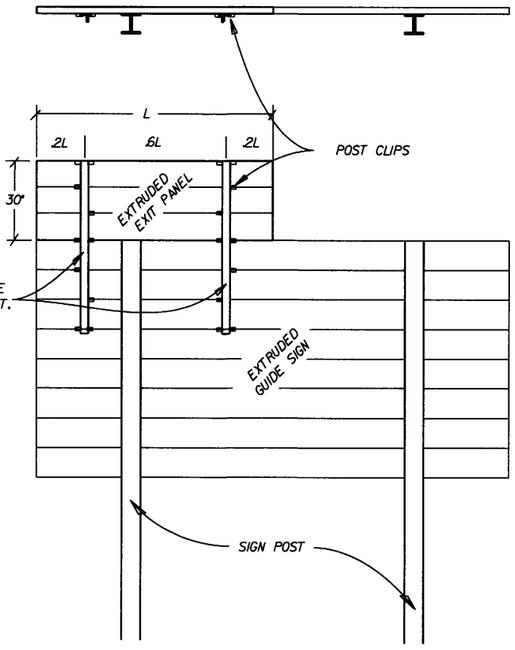
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



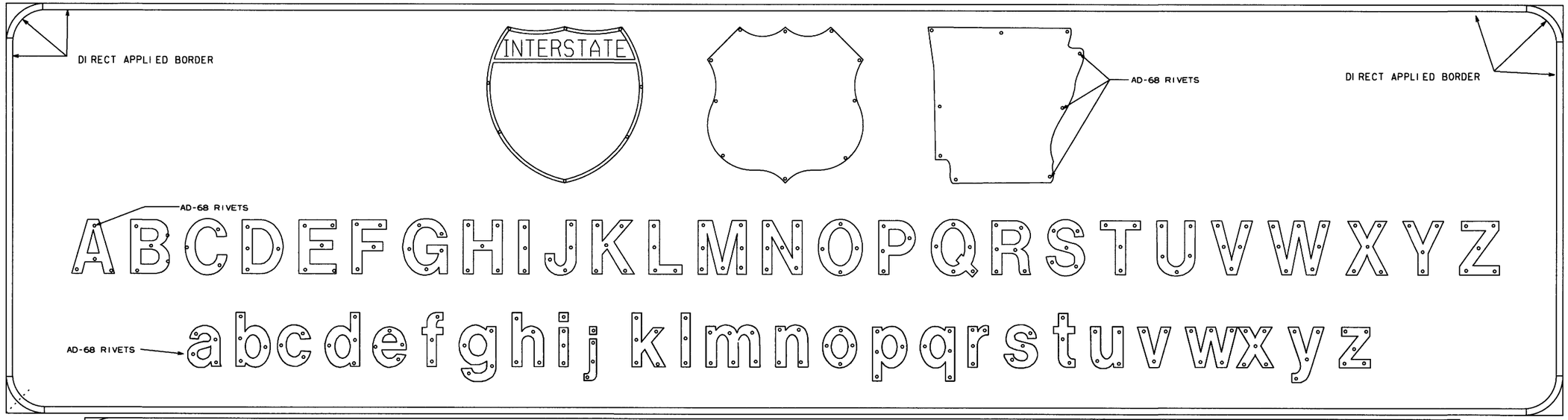
POST CLIP BOLT

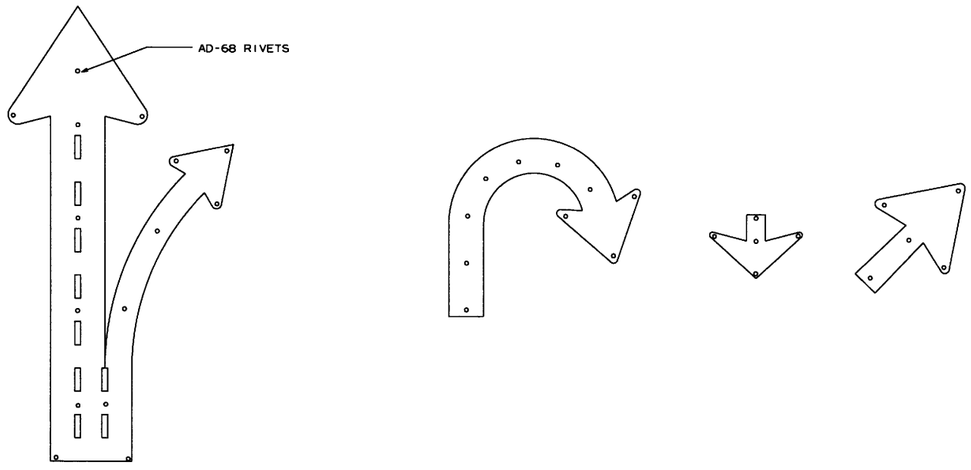


			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

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.

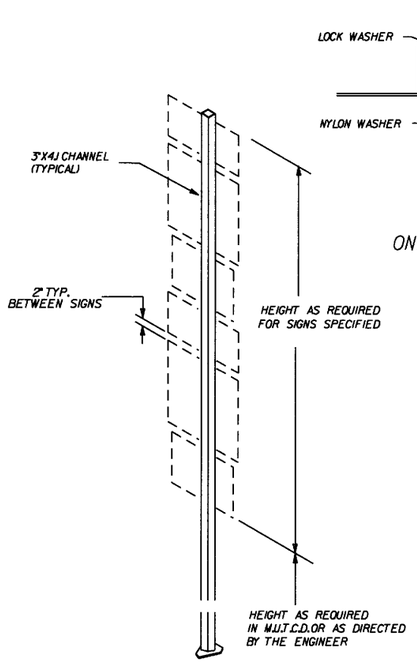
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

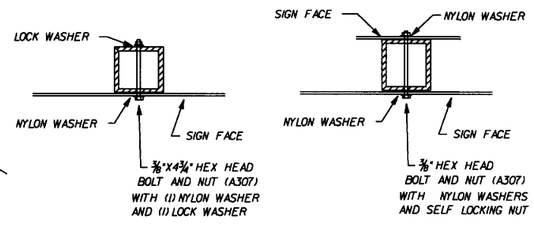
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

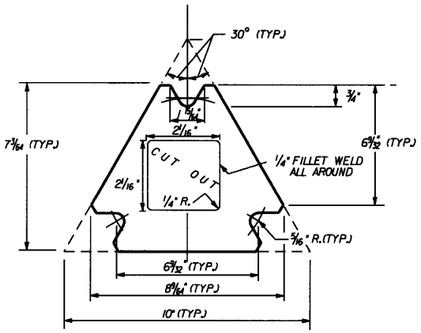
			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13 DATE	ISSUED REVISION	FILMED	STANDARD DRAWING SHS-6



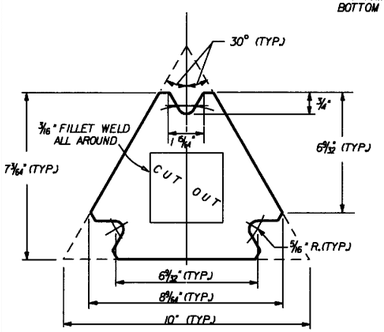


CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE



TOP PLATE



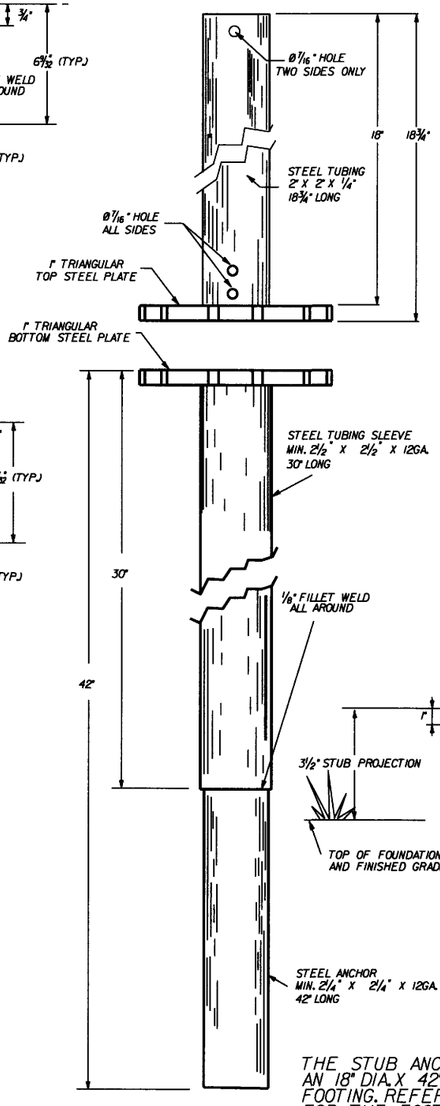
BOTTOM PLATE

GENERAL NOTES:

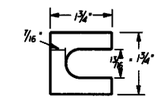
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

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 f-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.

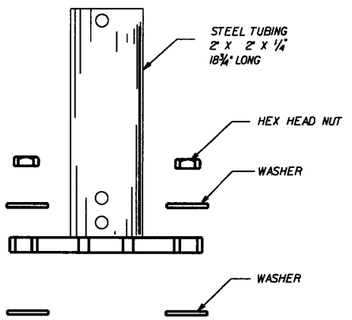


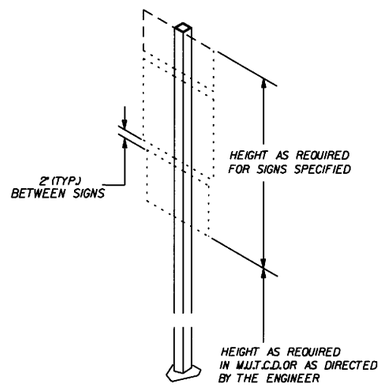
THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD.DRWG.SHS-3 FOR THE FOOTING DETAILS.



FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

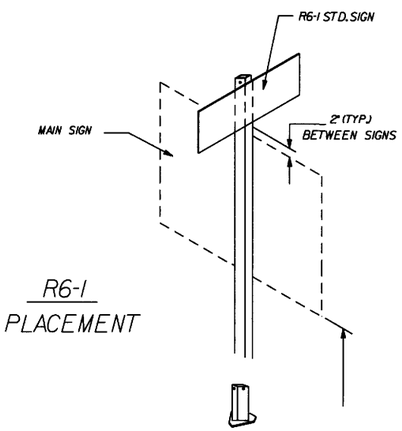
SHIM DETAIL





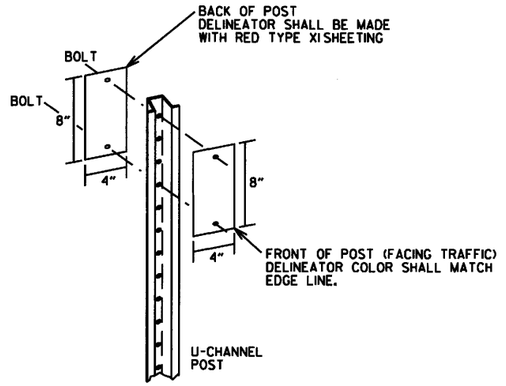
TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL

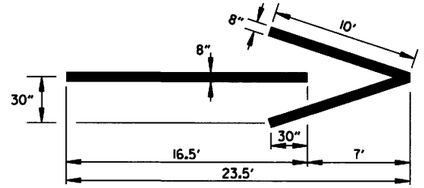


R6-1 PLACEMENT

			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



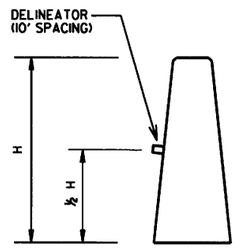
THERMOPLASTIC WRONG-WAY
PAVEMENT ARROWS

NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

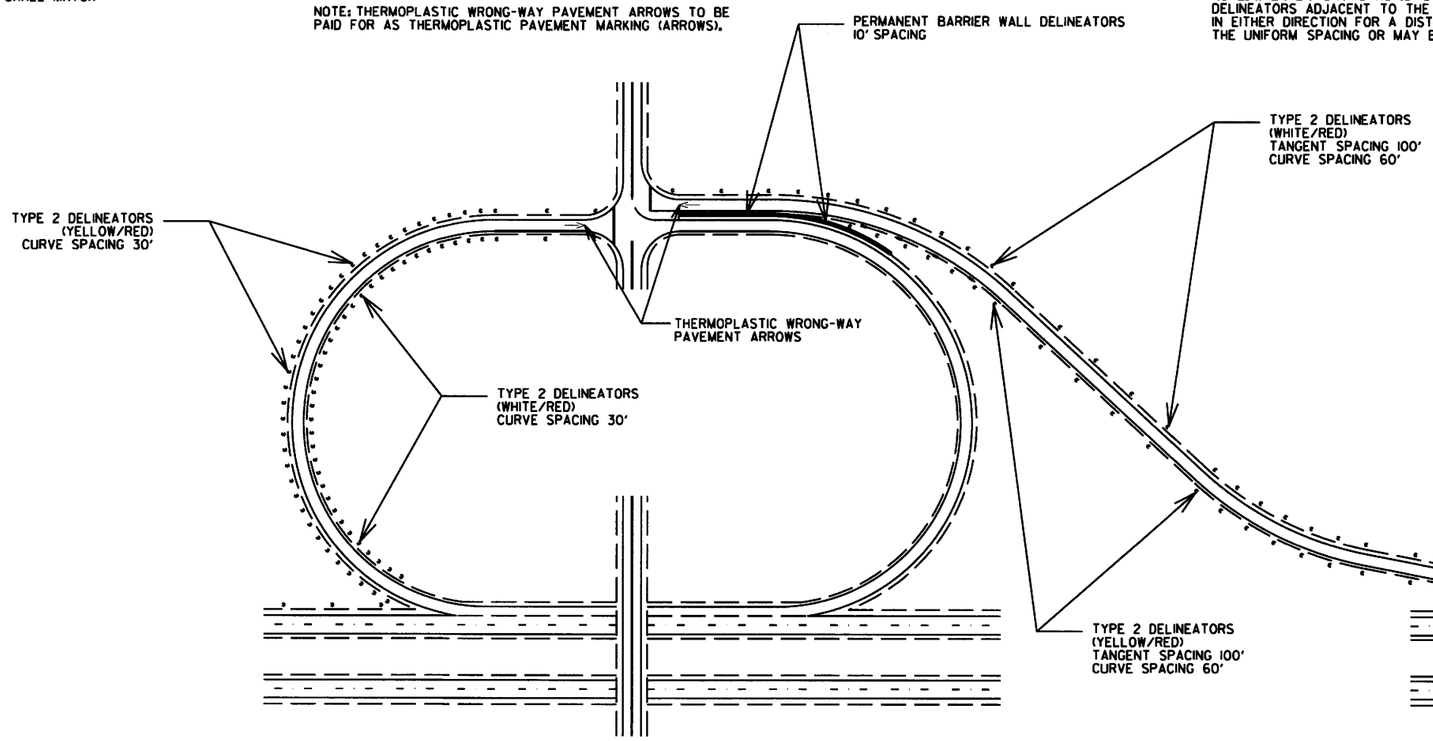
LEGEND

DELINEATOR

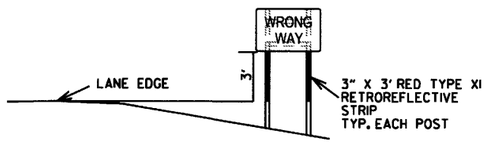
NOTE: WHEN UNIFORM SPACING IS INTERRUPTED BY ROADSIDE OBSTACLES, DELINEATORS ADJACENT TO THE ROADSIDE OBSTACLES MAY BE RELOCATED IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING OR MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER.



PERMANENT BARRIER WALL
DELINEATOR DETAIL

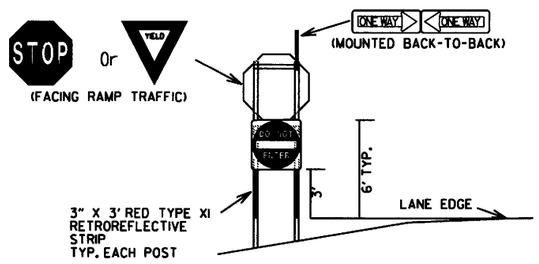


TYPICAL EXIT RAMP DELINEATOR PLACEMENT



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.

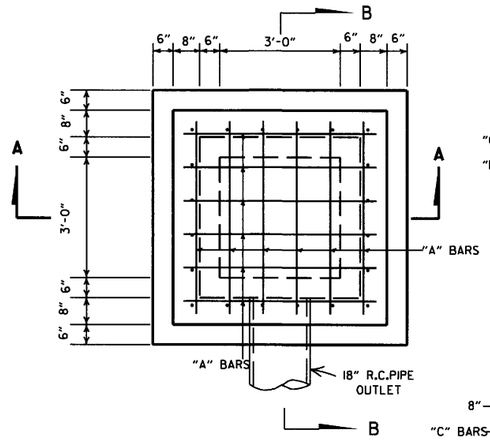
IF MULTIPLE LANES EXIST AT THE RAMP TERMINAL, THE THERMOPLASTIC WRONG-WAY ARROW SHALL BE PLACED AS CLOSE TO THE RAMP TERMINAL TURNOUT AS POSSIBLE.

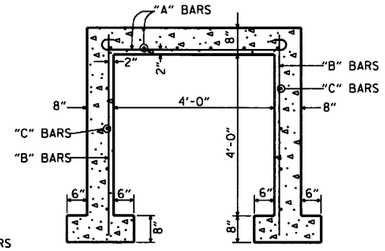
DATE	REVISION	FILMED
11-16-17	ADDED NOTES	
06-01-17	RE-DRAWN	
09-12-13	ISSUED AS STANDARD DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

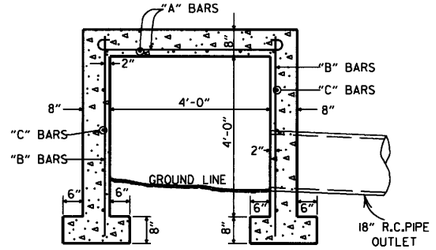
TYPICAL EXIT RAMP SIGN AND DELINEATOR DETAILS

STANDARD DRAWING SHS-8



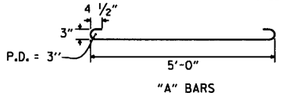


SEC A-A



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 1/2"
"C"	16	5'-0"	12"

ALL STEEL TO BE #4 BARS

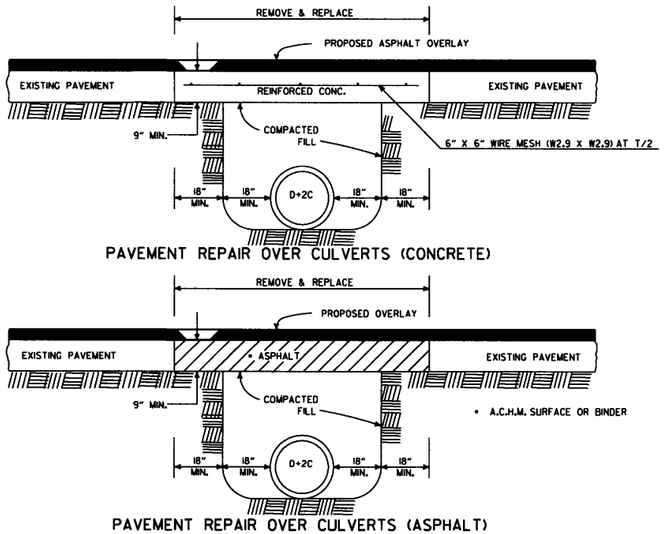
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITTIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX

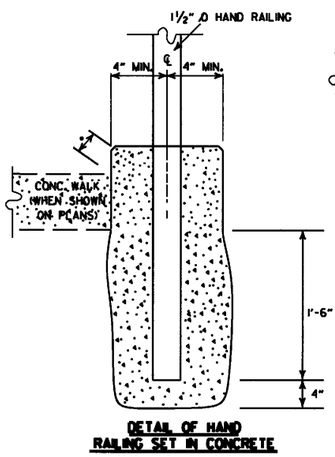


PAVEMENT REPAIR OVER CULVERTS (CONCRETE)

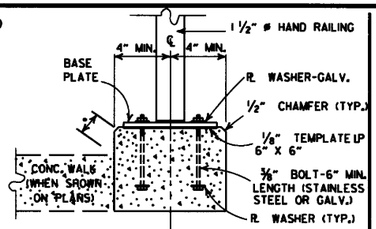
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

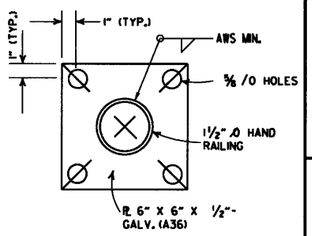
* A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

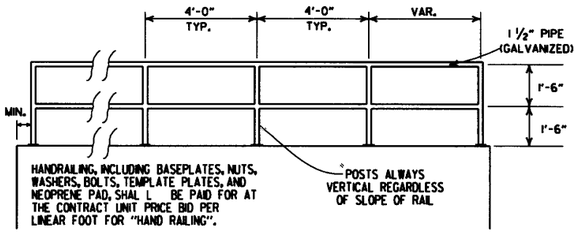


POST CONNECTION TO WALL

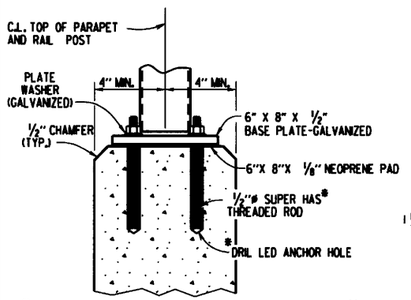


BASE PLATE

POST CONNECTION DETAILS



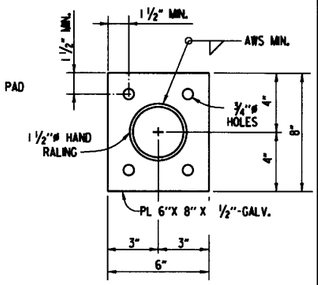
HAND RAILING SHALL CONFORM TO SECTION 633.



*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 1/2" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

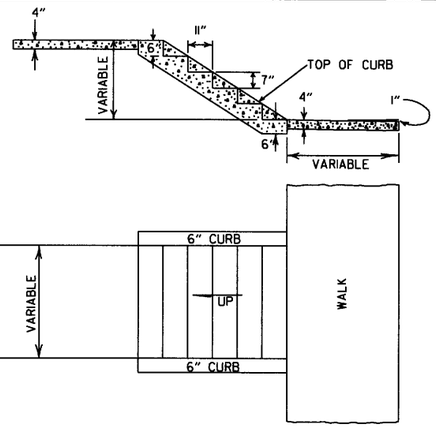
POST CONNECTION TO WALL



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.

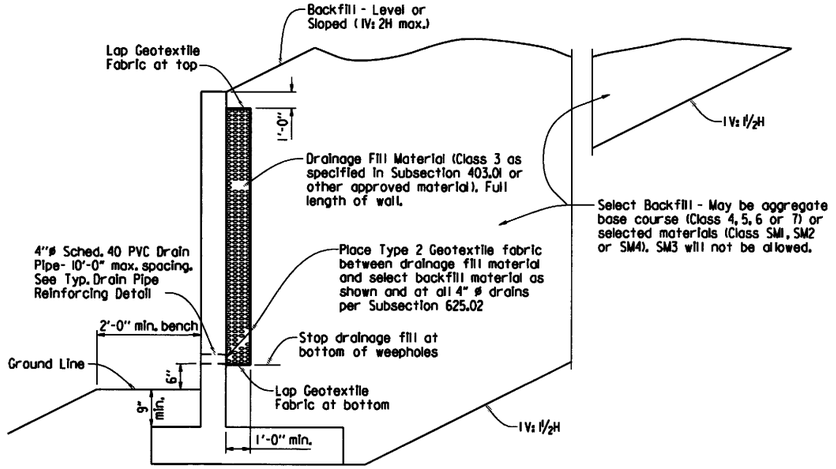
DETAILS OF CONCRETE STEPS & WALKS

DATE	REVISION	DATE FILMED
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	
4-26-96	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

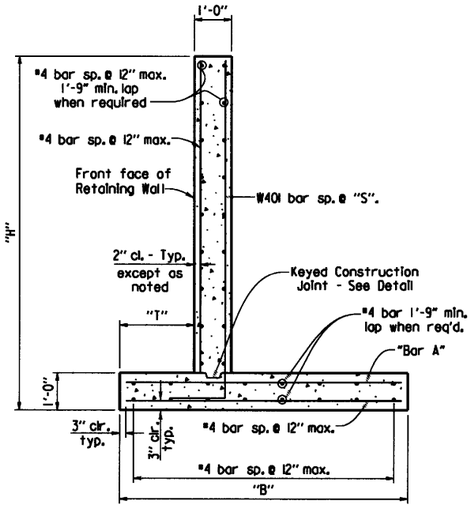
DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI-1



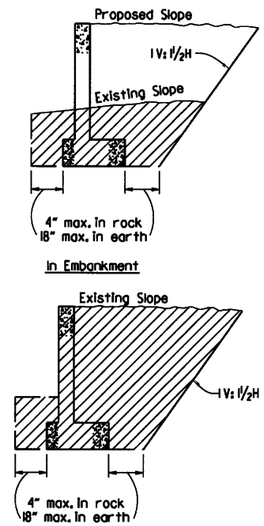
TYPICAL DRAINAGE & BACKFILL DETAILS

N.T.S



TYPICAL SECTION

N.T.S



NOTE: Hatched area denotes maximum limits of pay excavation.

DETAILS OF EXCAVATION

N.T.S

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas state Highway and Transportation Department 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.

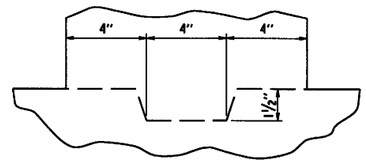
REINFORCING STEEL: All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60.

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, weep holes & geotextile fabric shall not be paid for directly, but shall be considered subsidiary to Class S Concrete.

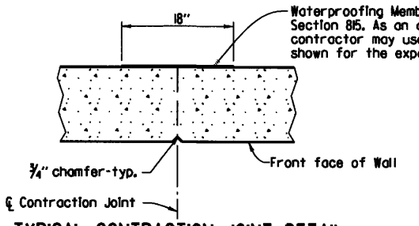
Drainage fill material (Class 3) and select backfill shall be measured and paid for as Compacted Embankment.

These details are not intended for use along streams or ditches without consideration for scour.



KEYED CONSTRUCTION JOINT DETAIL

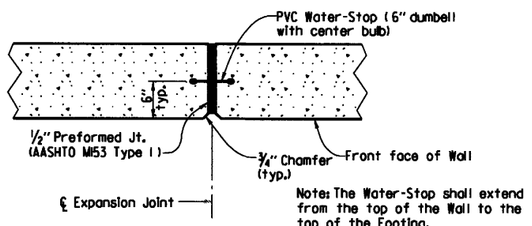
N.T.S



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

Note: 20'-0" Max. Spacing between Contraction Joints. Horizontal reinforcement shall be continuous through Contraction Joints.

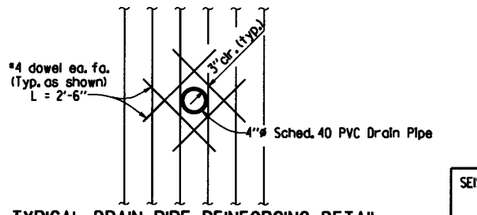


Note: The Water-Stop shall extend from the top of the Wall to the top of the Footing.

TYPICAL EXPANSION JOINT DETAIL

N.T.S.

Note: 60'-0" Max. Spacing between Expansion Joints. Horizontal reinforcing shall stop 2" from ℄ Expansion Joint.



TYPICAL DRAIN PIPE REINFORCING DETAIL

N.T.S

SEISMIC ZONE: These walls have been designed for the following site adjusted peak ground accelerations (A_S):
Level Backfill - $A_S \leq .40g$
Sloped Backfill (1V: 2H max.) - $A_S \leq .30g$

TABLE OF RETAINING WALL VARIABLES (LEVEL BACKFILL)

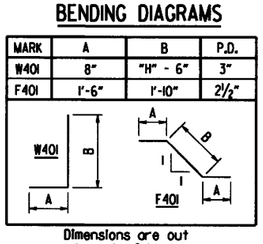
"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-0"	12"	#4 @ 12"
6'-0"	9"	4'-6"	12"	#4 @ 12"
7'-0"	9"	5'-6"	12"	#4 @ 10"
8'-0"	9"	6'-0"	12"	#5 @ 10"
9'-0"	1'-0"	7'-0"	12"	#5 @ 6½"

TABLE OF RETAINING WALL VARIABLES (SLOPED BACKFILL) (1V: 2H MAX.)

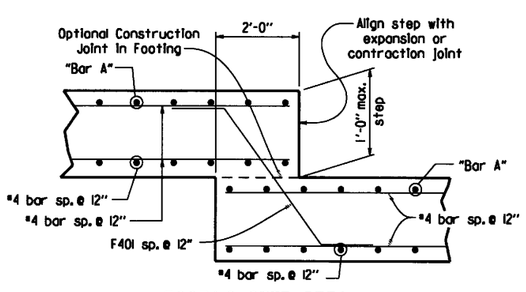
"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-6"	12"	#4 @ 12"
6'-0"	9"	5'-6"	12"	#4 @ 6"
7'-0"	9"	6'-6"	12"	#5 @ 6½"
8'-0"	1'-6"	8'-0"	7½"	#6 @ 6"
9'-0"	1'-11"	9'-6"	5"	#8 @ 6"

BENDING DIAGRAMS

MARK	A	B	P.D.
W40I	8"	"H" - 6"	3"
F40I	1'-6"	1'-10"	2½"



Dimensions are out to out of bars.



FOOTING STEP DETAIL

N.T.S.

DATE	REVISION	DATE FILMED
5-12-16	REVISED SLOPES FOR SELECT BACKFILL	
2-27-14	REVISED GENERAL NOTES	
7-26-12	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)

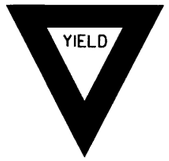
STANDARD DRAWING SI - 2

R1-1



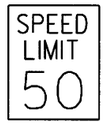
STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

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



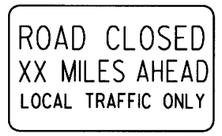
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



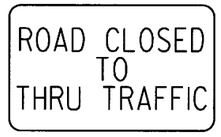
48"X30"

R11-3A



60"X30"

R11-4



60"X30"

W21-5a



STD. 36"X36"
FWY. 48"X48"

W1-1



STD. 36"X36"
FWY. 48"X48"

W1-2



STD. 36"X36"
FWY. 48"X48"

W1-3



STD. 48"X48"

W1-4



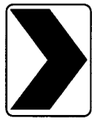
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



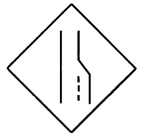
STD. 36"X36"
SPECIAL 48"X48"

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"

W13-1



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"

W1-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



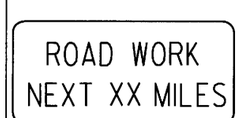
STD. 36"X36"
FWY. 48"X48"

W8-9



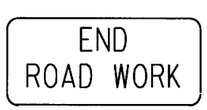
STD. 36"X36"
FWY. 48"X48"

G20-1



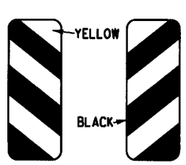
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

M4-9



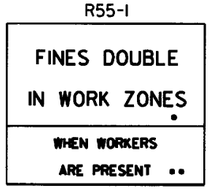
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

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.

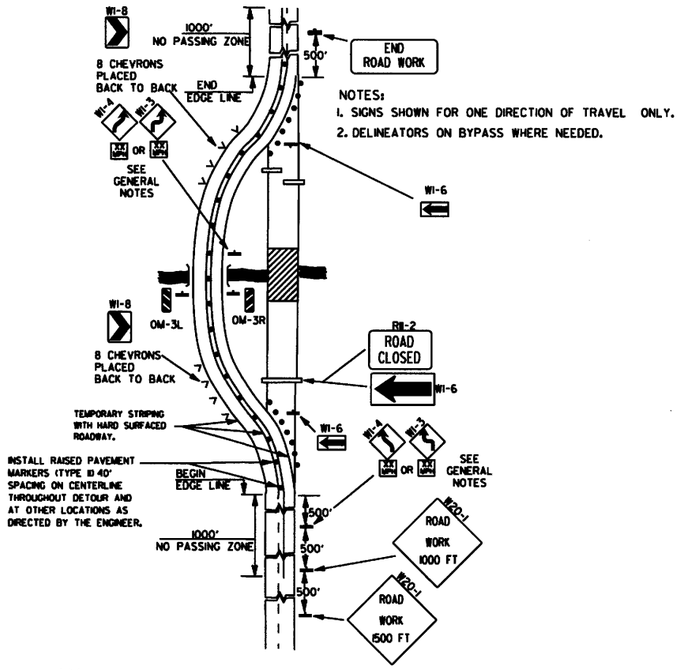
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
8-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
8-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
8-18-98	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

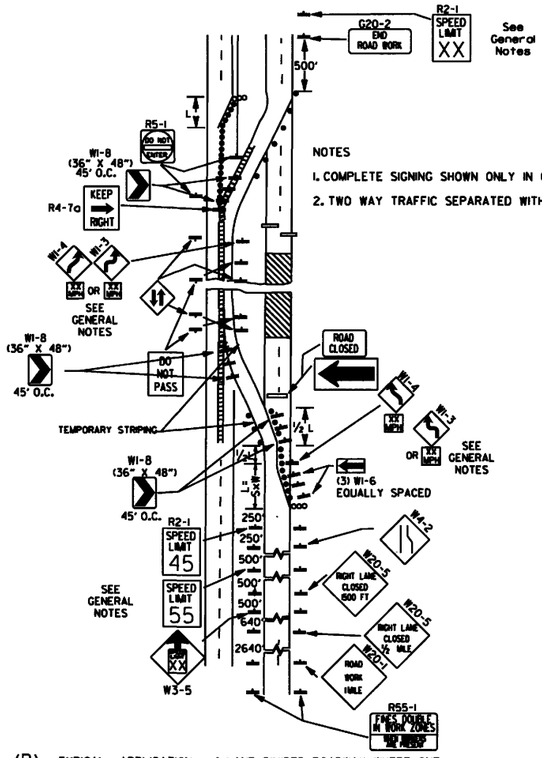
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



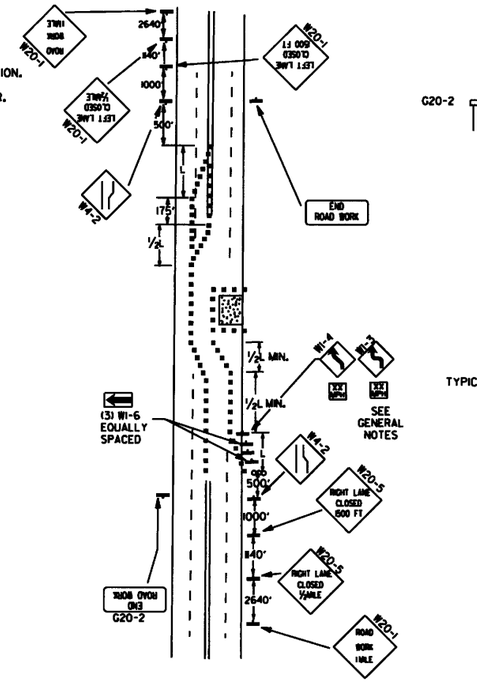
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

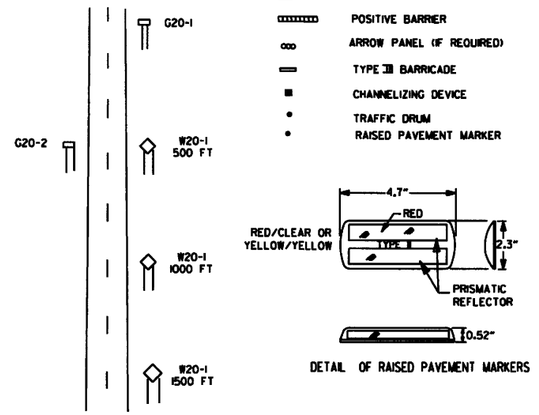


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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:

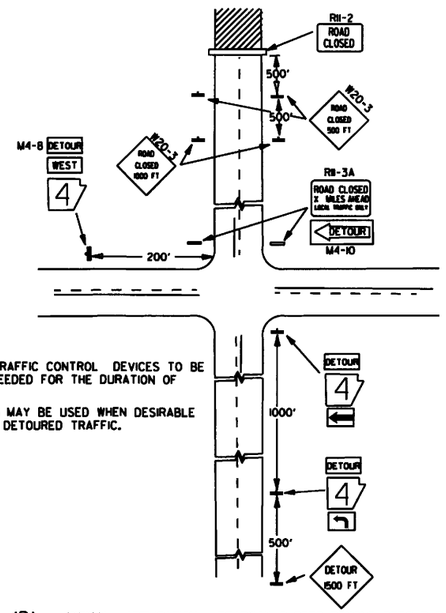
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W= WIDTH OF OFFSET.

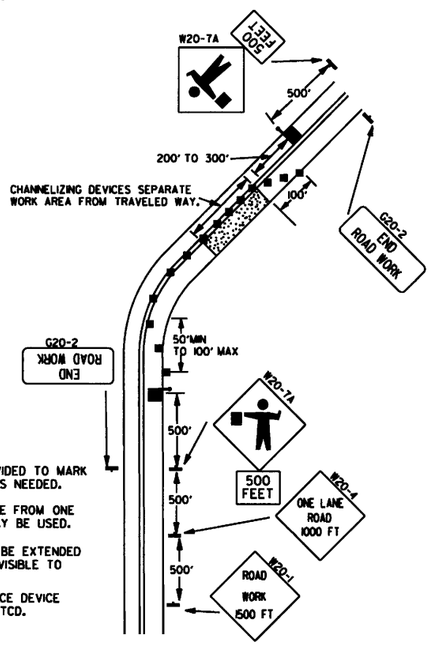
GENERAL NOTES:

1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. 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.
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 AHTD QUALIFIED PRODUCTS LIST.



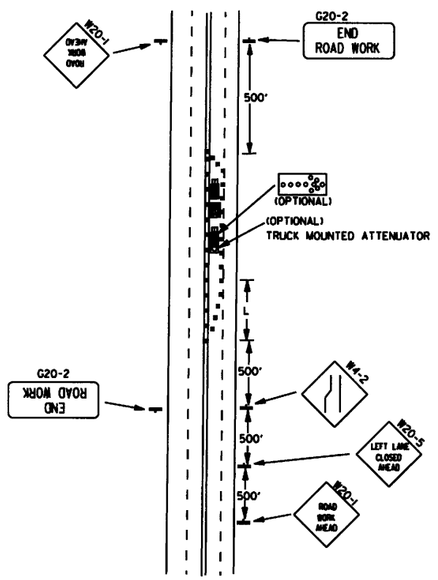
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(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.



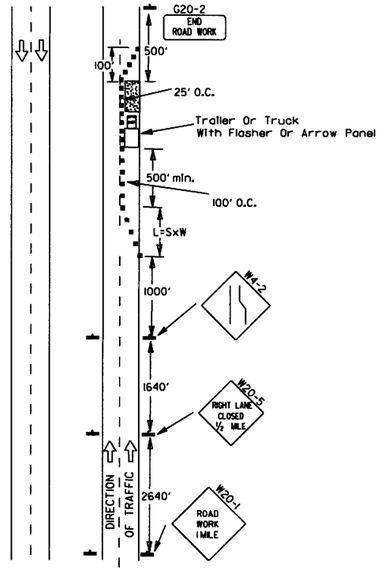
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
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	
3-8-10	ADDED (AFAD)	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	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	

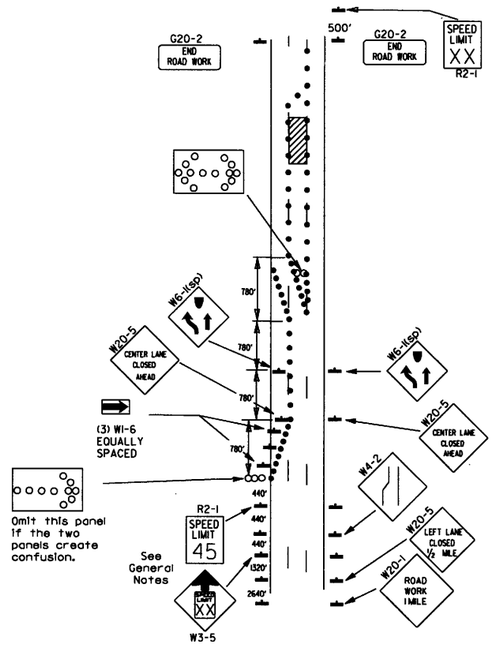
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

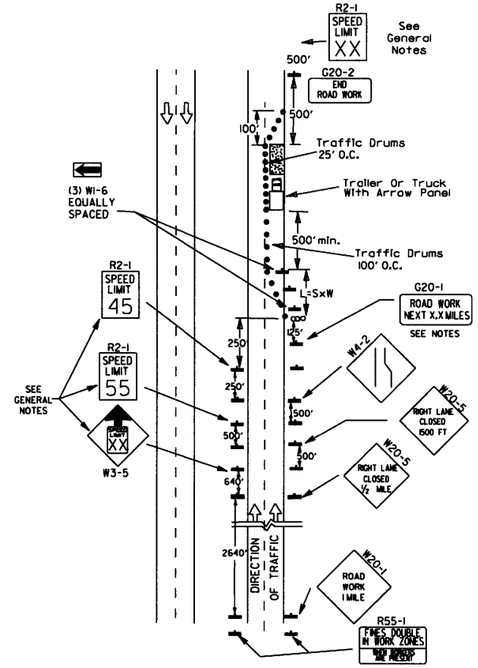
STANDARD DRAWING TC-2



(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.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

KEY:

ooo Arrow Panel (If Required)

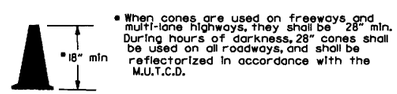
■ Channelizing Device

● Traffic drum

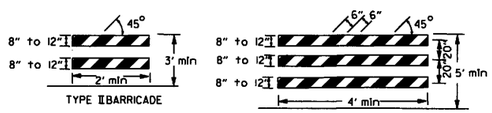
GENERAL NOTES:

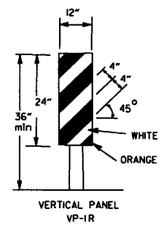
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional 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 NCHRP-350 or 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.

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.





NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.

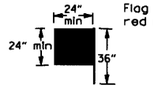
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

• When shown on the plans concrete barrier will be used.

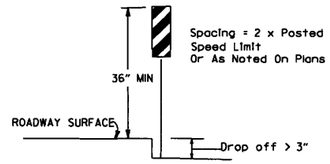
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG

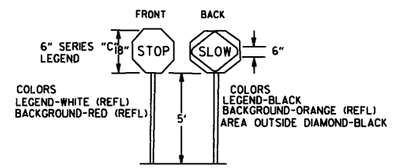


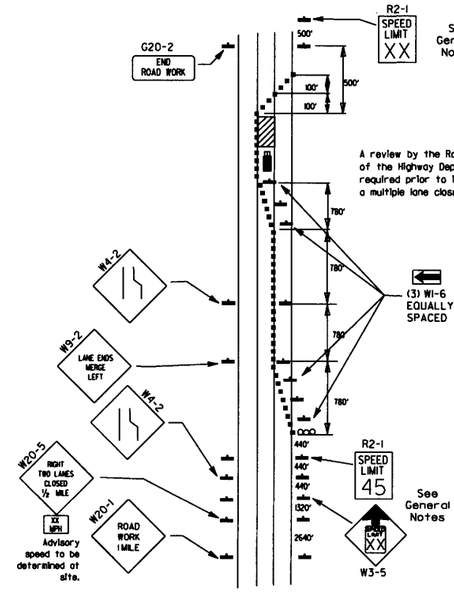
Flag shall be of good grade red material

VERTICAL PANEL PLACEMENT



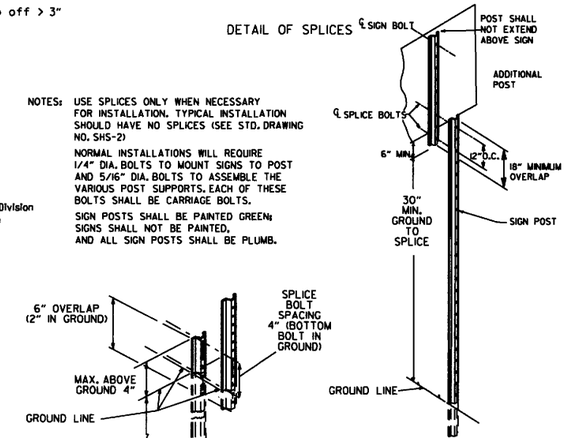
STOP SLOW PADDLE





(D) Typical application - closing multiple lanes of a multilane highway.

DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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.

DATE	REVISION	FILMED
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	

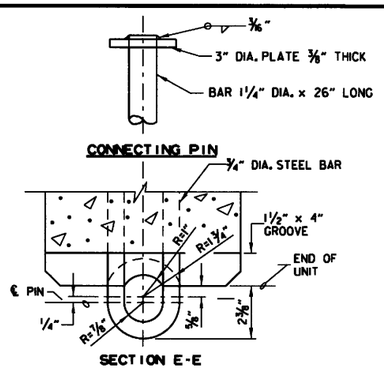
ARKANSAS STATE HIGHWAY COMMISSION

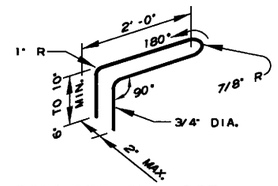
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

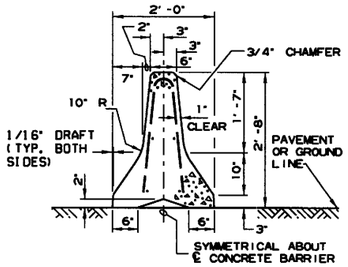
STANDARD DRAWING TC-3

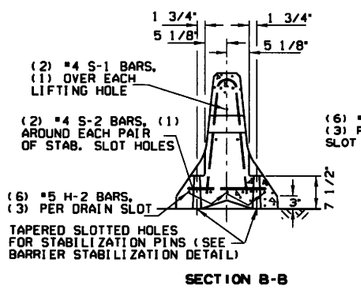
REINFORCING BAR TABLE PER BARRIER UNIT

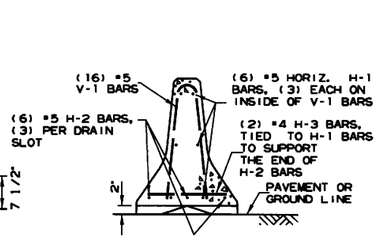
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-3", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1" MIN. CLEAR TO BAR, 1'-6", 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°, 9 1/2", 2'-1 3/8", 4 3/8"

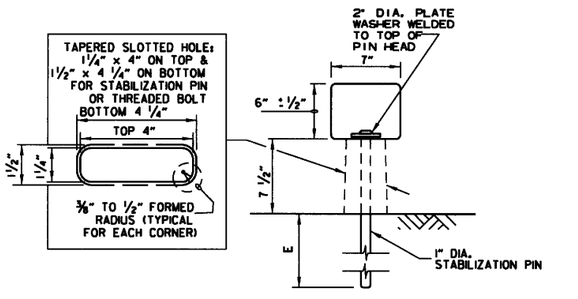




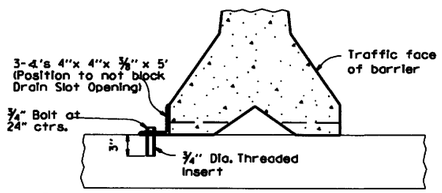






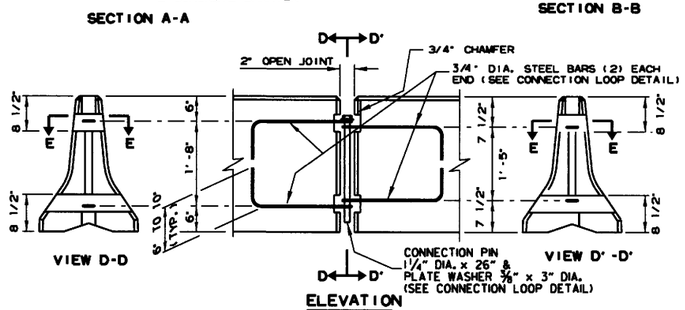


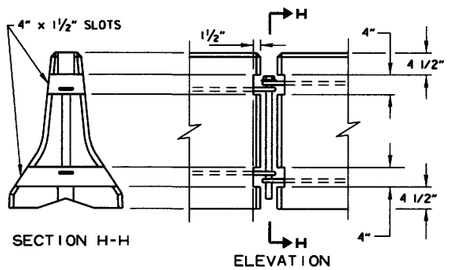
Ⓔ 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas

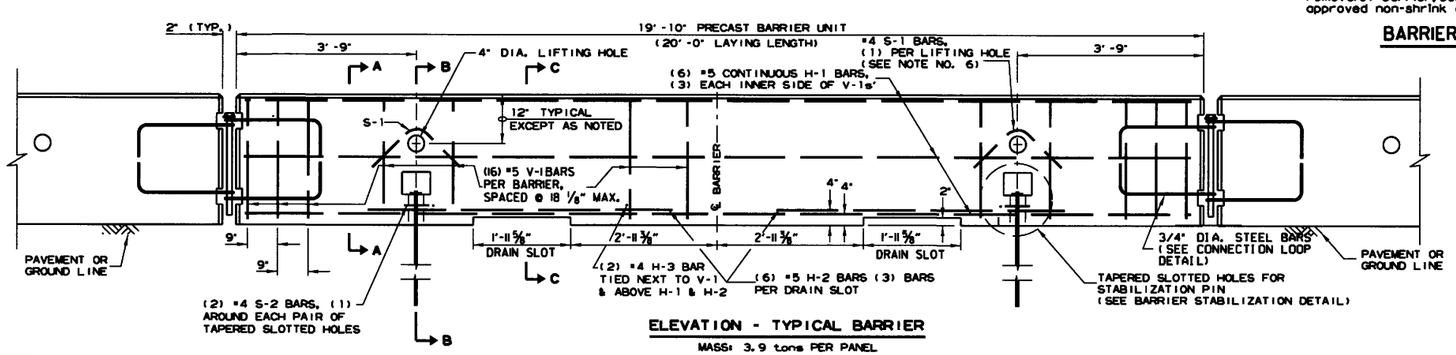


NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the Inserts shall be filled with approved non-shrink 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 walls 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 AHTD 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 NCHRP-350 test level 3 or 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 NCHRP Report 350 or 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 NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. 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.

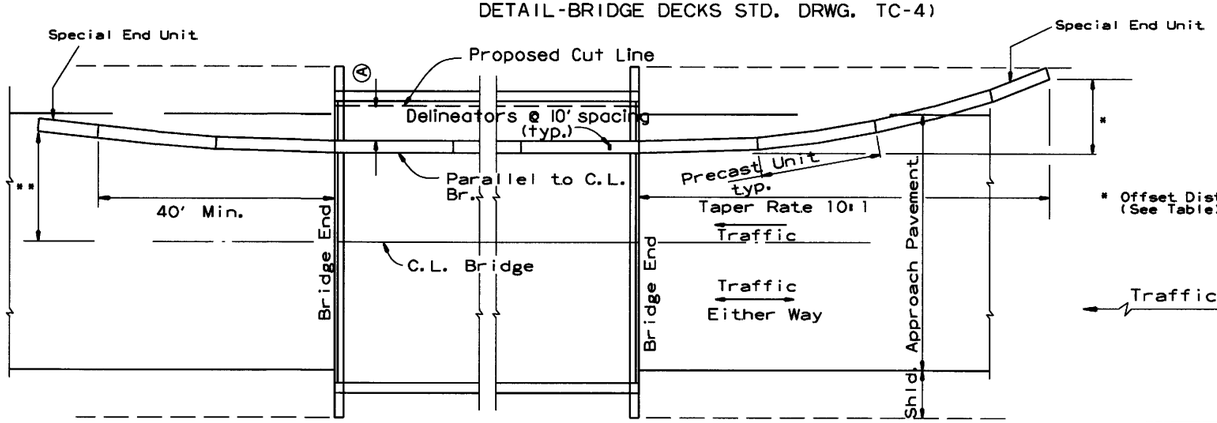
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-5-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED 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)

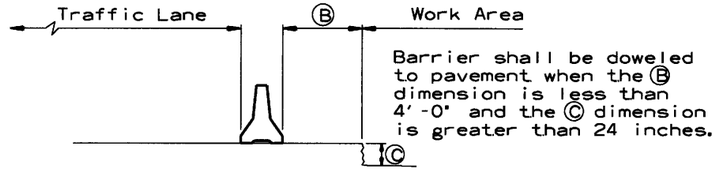


* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

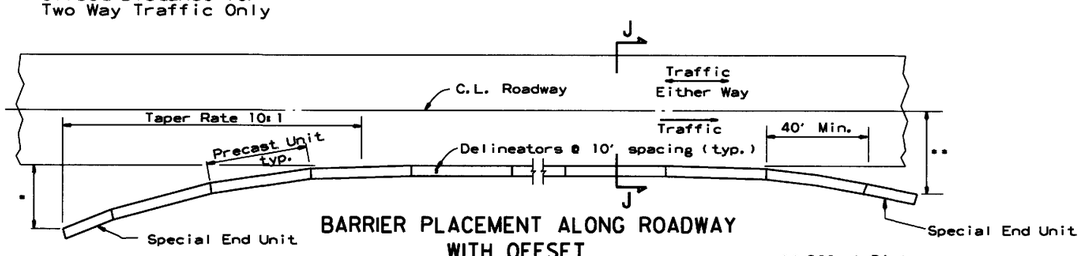
** Offset Distance for Two Way Traffic Only



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

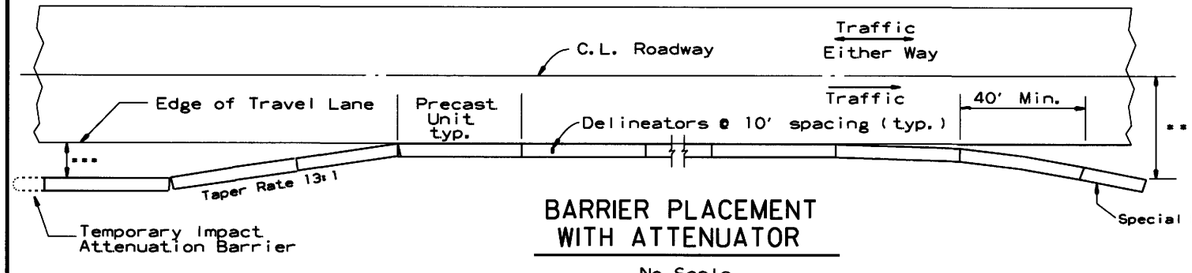
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

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

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or 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
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

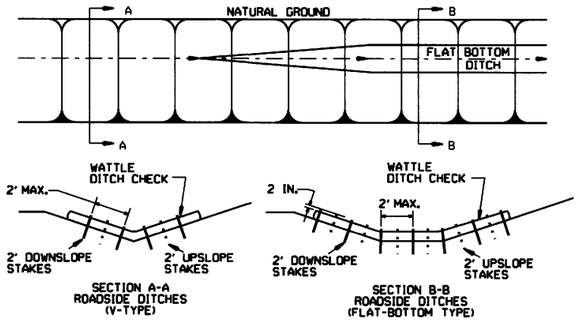
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

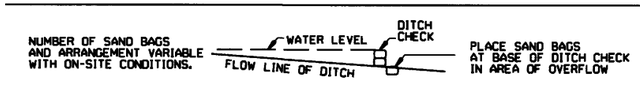
STANDARD DRAWING TC-5

GENERAL NOTES

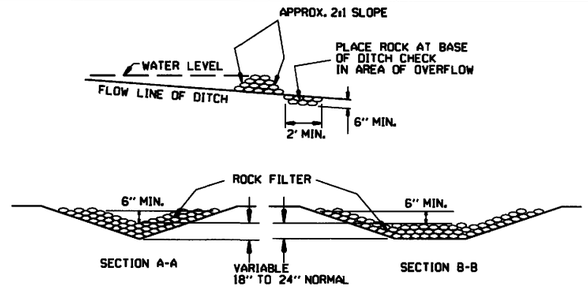
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

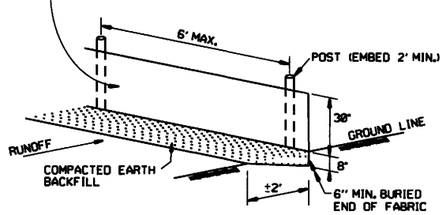


ROCK DITCH CHECK (E-6)

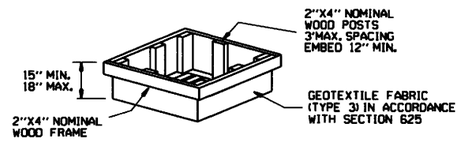
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

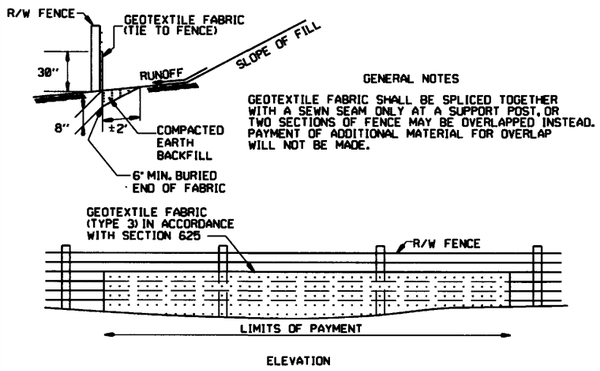
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



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.

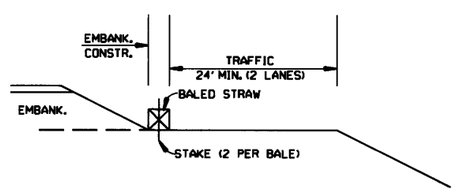
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

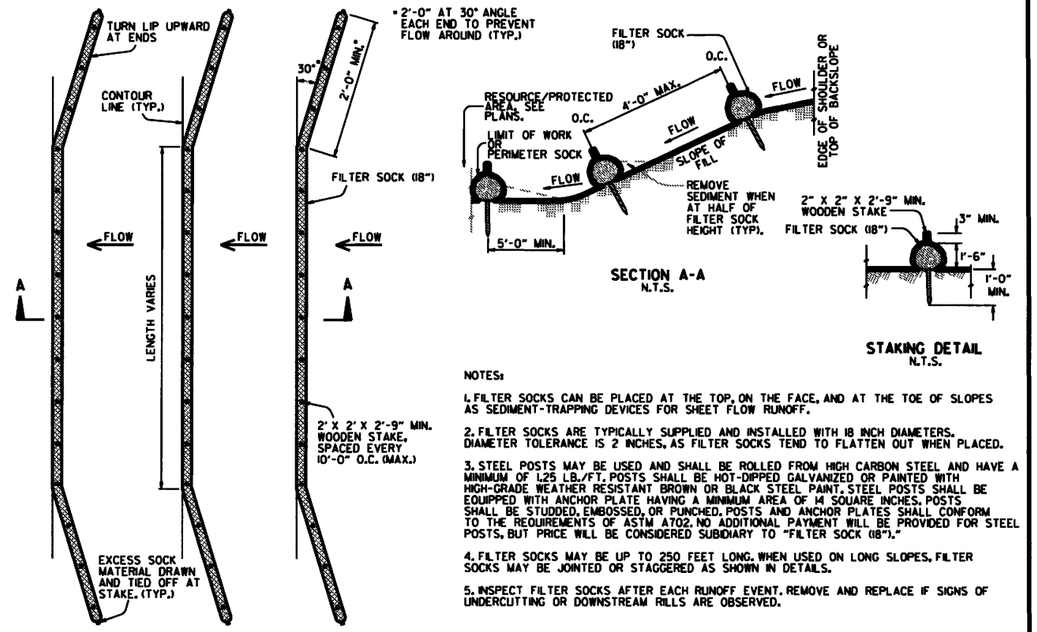
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

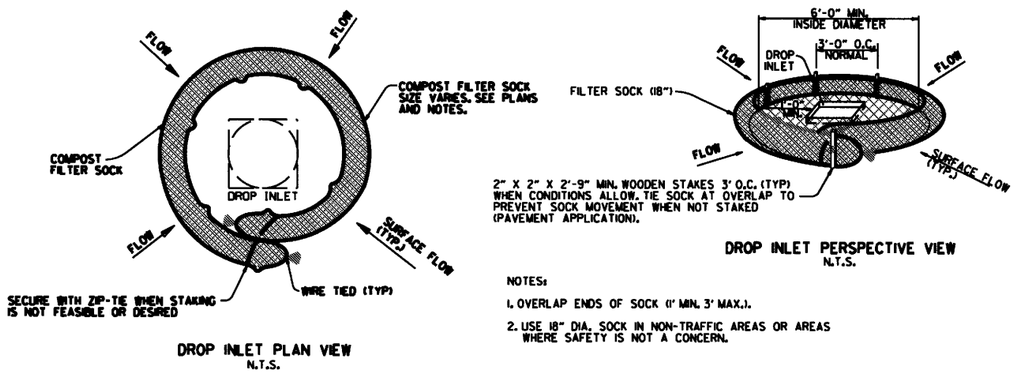
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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 SUBSIDIARY 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 & 8; 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

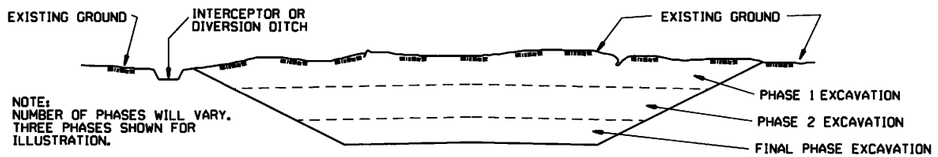
STANDARD DRAWING TEC-1

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



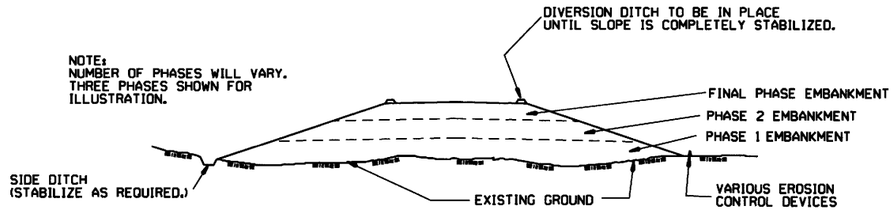
GENERAL NOTE

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

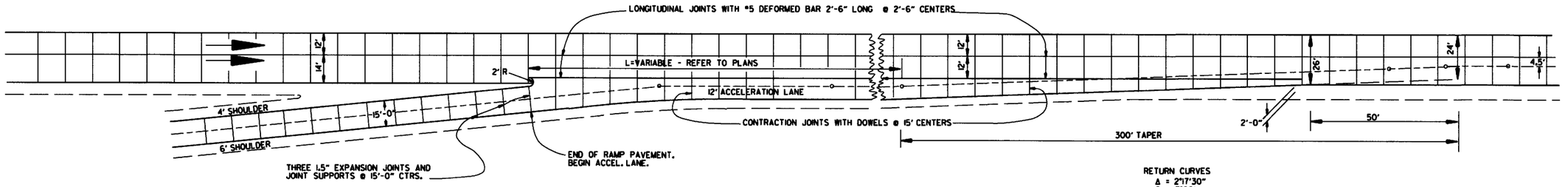
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD 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.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

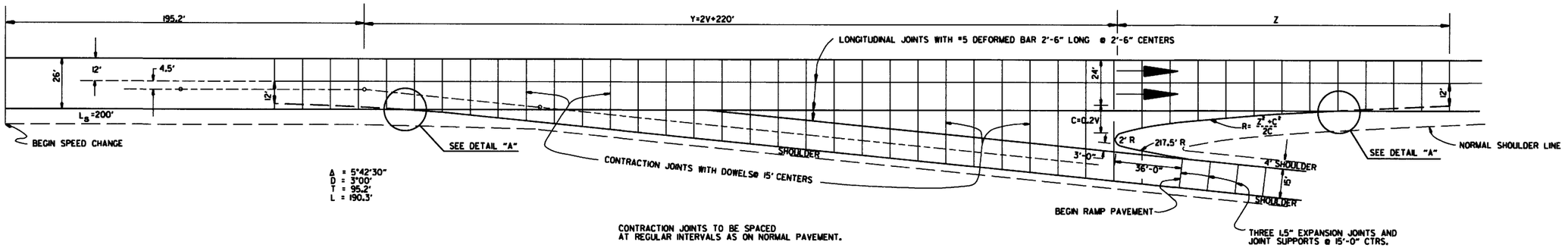
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3

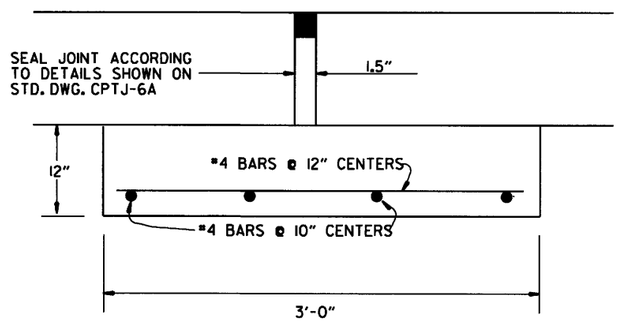


ENTRANCE RAMP

RETURN CURVES
Δ = 2°17'30"
D = 3°00'
T = 38.2'
L = 76.4'

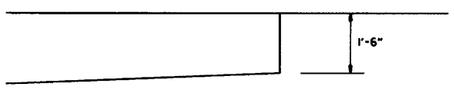


EXIT RAMP



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS).
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 SUBSIDIARY TO THE ABOVE ITEMS.



DETAIL "A"

EXIT RAMP

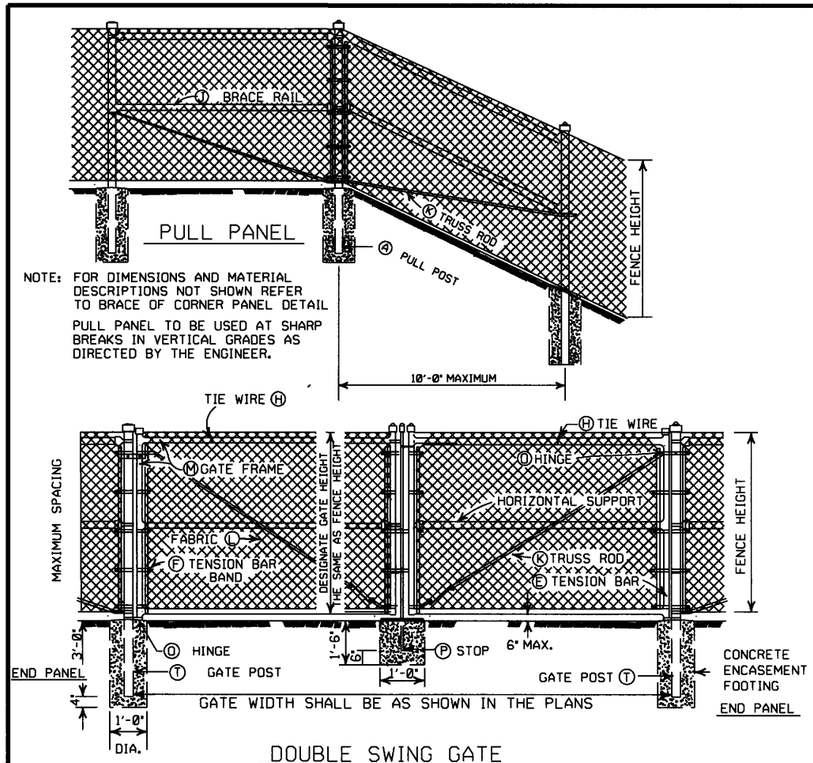
DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R
40	300.0	8.0	96.0	580.0
50	320.0	10.0	120.0	725.0
60	340.0	12.0	168.0	1182.0
70	360.0	14.0	210.0	1582.0

DATE	REVISION	DATE FILM'D
1-12-00	REDRAWN & REISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS

STANDARD DRAWING TR-1

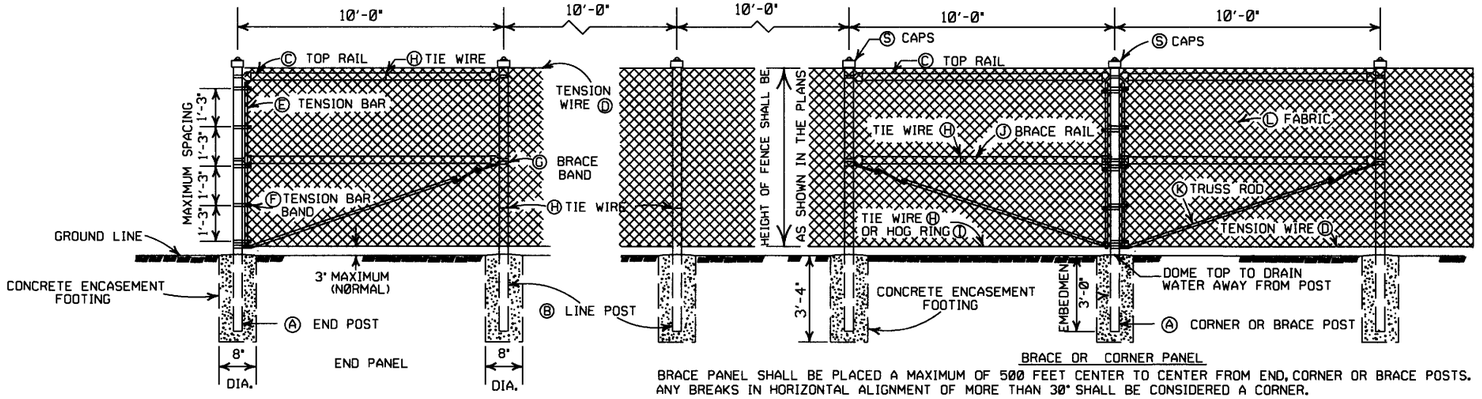


NOTE: FOR DIMENSIONS AND MATERIAL DESCRIPTIONS NOT SHOWN REFER TO BRACE OF CORNER PANEL DETAIL

PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES AS DIRECTED BY THE ENGINEER.

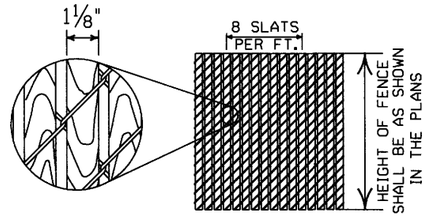
DOUBLE SWING GATE

POST SPACING DETAIL



BRACE OR CORNER PANEL

BRACE PANEL SHALL BE PLACED A MAXIMUM OF 500 FEET CENTER TO CENTER FROM END, CORNER OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30° SHALL BE CONSIDERED A CORNER.



1⅛" X ¼" REDWOOD SLATS(LENGTH TO MATCH HEIGHT OF FENCE)

DETAIL OF REDWOOD SLAT INSTALLATION

(WHERE APPLICABLE)

GENERAL NOTES:

(C) CHAIN LINK FENCE BEING PLACED ON PRIVATE PROPERTY SHALL INCLUDE A TOP RAIL. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LIN. FT. OF CHAIN LINK FENCE.

(D) TENSION WIRE: SHALL BE SECURED TO ALL TERMINAL, PULL, BRACE OR CORNER POSTS WITH TENSION BAR BANDS.

(J) BRACE RAIL: BRACE RAILS SHALL BE PROVIDED AT ALL TERMINAL, PULL, BRACE OR CORNER POSTS HALFWAY BETWEEN THE TOP RAIL AND GROUND LEVEL WHEN TOPRAIL IS SPECIFIED AND TWELVE INCHES (12") DOWN FROM TOP OF FABRIC WHEN TOP TENSION WIRE IS SPECIFIED. BRACE RAIL SHALL EXTEND FROM SUCH POST TO THE FIRST ADJACENT LINE POST.

(L) FABRIC: SHALL CONFORM TO THE SPECIFICATIONS.

(M) GATE FRAMES: SHALL BE CONSTRUCTED OF TUBULAR MEMBERS ASSEMBLED BY USE OF HEAVY PRESSED STEEL, MALLEABLE FITTINGS OR BY WELDING. ALL GATES SHALL HAVE ONE HORIZONTAL SUPPORT EXTENDING THE WIDTH OF THE GATE AT THE MIDPOINTS OF VERTICAL FRAME MEMBERS. THE COMPLETE FRAME SHALL BE RIGID AND HAVE AMPLE STRENGTH TO BE FREE FROM SAG AND TWIST.

(O) HINGES: SHALL BE OF HEAVY PATTERN, OF ADEQUATE STRENGTH FOR GATE, AND WITH LARGE BEARING SURFACES FOR CLAMPING IN POSITION. THE HINGE SHALL BE OF THE PROPER TYPE TO ALLOW FOR THE DESIGNATED DEGREE OF SWING. THE HINGE SHALL NOT TWIST OR TURN UNDER THE ACTION OF THE GATE. THE GATES SHALL BE CAPABLE OF BEING OPENED AND CLOSED EASILY BY ONE PERSON.

(P) LATCHES AND STOPS: SHALL BE PROVIDED FOR ALL GATES. GATES SHALL HAVE A DROP BAR LATCH. LATCHES SHALL BE ARRANGED FOR LOCKING. THE STOP FOR DROP BAR LATCHES SHALL BE SET IN CONCRETE AND ENGAGE THE PLUNGER OF THE BAR LATCH.

(S) CAPS: ALL POSTS, EXCEPT ROLL FORMED POSTS AND "T" POSTS SHALL BE CAPPED OVER THE EXTERIOR OF THE POST, AND SHALL CONFORM TO ASTM F626.

CONCRETE REQUIRED FOR THE EMBEDMENT OF ALL POSTS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR CHAIN LINK FENCE.

POSTS SHALL BE SPACED EQUIDISTANT ON A MAXIMUM OF 10' CENTERS.

EXCAVATION FOR POSTS: IN OTHER THAN ROCK SHALL BE OF THE DIMENSIONS INDICATED. IF ROCK IS ENCOUNTERED BEFORE REACHING THE REQUIRED DEPTH, THE EXCAVATION SHALL BE CONTINUED TO THE DEPTH INDICATED OR 1'-6" INTO THE ROCK, WHICHEVER IS LESS, AND SHALL BE A MINIMUM OF 8 INCHES IN DIAMETER.

HEIGHT OF FENCE FABRIC	(A) END, PULL CORNER OR BRACE POST	(B) LINE POSTS SIZE	(B) LINE POSTS TIE SPACING	(C) TOP RAIL SIZE	(C) TOP RAIL TIE SPACING	(C) TOP RAIL MIN. LENGTH	(D) TENSION WIRE SIZE	(D) TENSION WIRE TIE SPACING	(E) TENSION BAR SIZE	(E) TENSION BAR LENGTH
6' AND LESS	2½" O.D.	2" O.D.	1 TIE EVERY 1'-2" OF FABRIC HEIGHT	1⅝" O.D.	1 TIE EVERY 2'-0"	10'-0"	7 GAUGE COIL SPRING WIRE	1 TIE EVERY 1'-0"	MIN. OF ⅜" X ¾"	MIN. OF 2" LESS THAN FABRIC HEIGHT
OVER 6' TO 12' INCL.	3 " O.D.	2½" O.D.								

HEIGHT OF FENCE FABRIC	(F) TENSION BAR BAND SIZE	(F) TENSION BAR BAND BOLT SIZE	(F) TENSION BAR BAND SPACING	(G) BRACE BAND SIZE	(G) BRACE BAND BOLT SIZE
6' AND LESS	MIN. OF ¾" X 0.074	⅝" X 1¼"	1 BAND AT TOP AND BOTTOM 15" MAX. INTERVAL BETWEEN BANDS	MIN. OF ¾" X 0.105	⅝" X 1¼"
OVER 6' TO 12' INCL.					

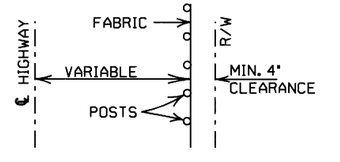
HEIGHT OF FENCE FABRIC	(H) TIE WIRE	(I) HOG RING	(J) BRACE RAIL SIZE	(J) BRACE RAIL TIE SPACING	(K) TRUSS ROD	(L) FABRIC SIZE	(L) FABRIC MESH	(L) FABRIC SELVAGE	(M) GATE FRAME SIZE	(M) GATE FRAME TIE SPACING
6' AND LESS	MIN. OF 12 GA. STEEL OR 9 GA. ALUM.	SAME GAUGE AS FABRIC	1⅝" O.D.	1 TIE EVERY 2'-0"	MIN. OF ⅝" ROUND WITH TIGHTNERS AND FITTINGS	9 GA.	2"	KNUCK -ING AND/OR TWIST -ING	2" O.D.	1 TIE EVERY 1'-0"
OVER 6' TO 12' INCL.										

HEIGHT OF FENCE FABRIC	(N) HORIZONTAL SUPPORT SIZE	(N) HORIZONTAL SUPPORT TIE SPACING	(O) HINGE TYP 180° SWING	(T) GATE POST GATE WIDTH 12' AND LESS	(T) GATE POST GATE WIDTH OVER 12' TO 24' INCL.
6' AND LESS	2" O.D.	1 TIE EVERY 1'-0"	OFFSET	3" O.D.	4" O.D.
OVER 6' TO 12' INCL.				4" O.D.	

NOTE: POST SIZES SHOWN ARE FOR STEEL. WHERE ALUMINUM IS PROVIDED, LINE POSTS SHALL HAVE AN OUT SIDE DIAMETER OF 2½" FOR FENCE HEIGHT OF 6' AND LESS, AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' TO 12', END, PULL, CORNER OR BRACE POSTS SHALL HAVE AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' AND LESS; AN OUTSIDE DIAMETER OF 3½" FOR FENCE HEIGHTS OF 6' TO 12'. GATE POSTS WHERE GATE WIDTH IS 12' AND LESS SHALL HAVE AN OUTSIDE DIAMETER OF 3½" FOR FENCE HEIGHT OF 6' AND LESS. ALUMINUM TENSION WIRE SHALL BE 0.192" IN DIAMETER, MINIMUM THICKNESS OF MATERIAL FROM WHICH EXPANSION SLEEVES SHALL BE MADE WILL BE 0.078". POSTS AND RAILS MAY HAVE ANY CROSS-SECTIONAL SHAPE THAT WILL MEET THE SPECIFICATIONS.

OTHER DETAILS APPLY TO BOTH STEEL AND ALUMINUM FENCE.

ALL MISCELLANEOUS FITTINGS AND HARDWARE SHALL MEET THE REQUIREMENTS AND PRODUCTION TOLERANCES AS SET FORTH IN THE SPECIFICATIONS. 9 GAUGE ALUMINUM WIRE SHALL BE ACCEPTABLE FOR TIEING FABRIC TO TUBULAR AND ROLL FORMED MEMBERS OF STEEL FENCE.



INSTALLATION MAY BE MODIFIED AS SHOWN IN THE PLANS

TYPICAL INSTALLATION DIAGRAM

POSTS AND RAILS

SIZE O.D.	GRADE 1 AND ALUMINUM ALLOY O.D. INCHES	WALL THICKNESS	LBS. PER LINEAR FT. STEEL	LBS. PER LINEAR FT. ALUMINUM	GRADE 2 O.D. INCHES	WALL THICKNESS	LBS. PER LINEAR FT.
1⅝	1.660	0.140	2.27	0.786	1.660	0.111	1.84
2	1.900	0.145	2.72	0.940	1.900	0.120	2.28
2½	2.375	0.154	3.65	1.264	2.375	0.130	3.11
3	2.875	0.203	5.79	2.004	2.875	0.160	4.64
3½	3.500	0.216	7.58	2.621	3.500	0.160	5.71
4	4.000	0.226	9.11	3.151	4.000	0.160	6.56

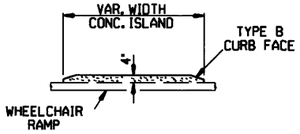
TOLERANCES ON DIMENSIONS AND WEIGHTS ACCORDING TO AASHTO M 181

DATE	REVISION	FILMED
11-17-10	REVISED TRUSS ROD	
12-10-09	REVISED POSTS & RAILS TABLE	
5-21-09	ADDED TABLE & GEN. NOTE (C)	
8-22-02	REVISED NOTES, REMOVED TABLE, & REMOVED FENCE ALTERNATE	
4-3-97	REVISED BRACE RAIL NOTE	
10-18-96	REVISED AASHTO & ASTM REF.	
11-3-94	REVISED NOTE (L)	
10-1-92	DELETED ALTERNATE POST	10-1-92
8-15-91	DELETED ROLL FORMED POST DETAIL & ADDED NOTE	8-15-91 8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
11-17-88	REVISED O.D. SIZES	668-11-17-88
10-30-87	GENERAL REVISIONS	548-10-30-87
4-20-79	REVISED TOP RAIL & TENSION WIRE	695-4-20-79
10-2-72	REVISED AND REDRAWN	530-10-2-72

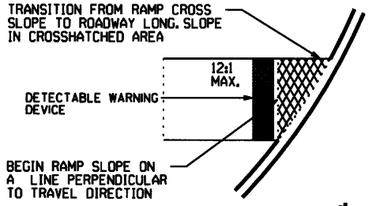
ARKANSAS STATE HIGHWAY COMMISSION

CHAIN LINK FENCE

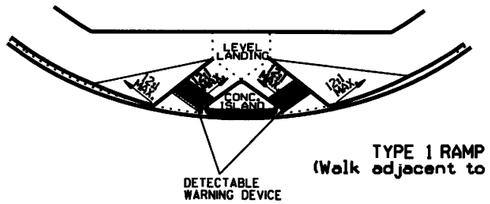
STANDARD DRAWING WF-3



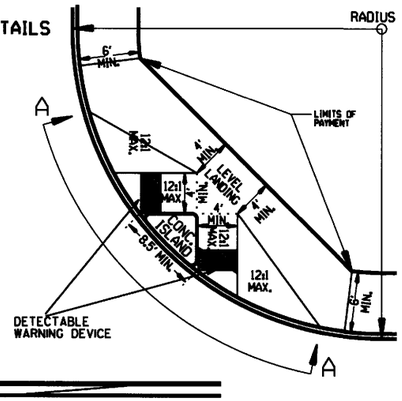
CONCRETE ISLAND DETAIL

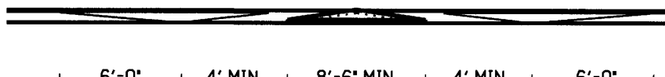


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

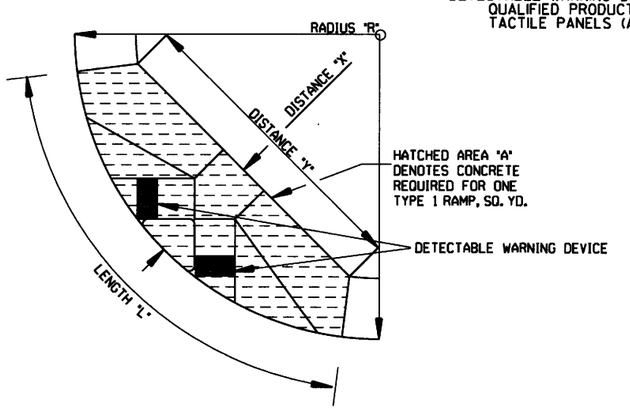




SECTION A-A

TYPE 1 RAMP DIMENSIONS AND QUANTITIES

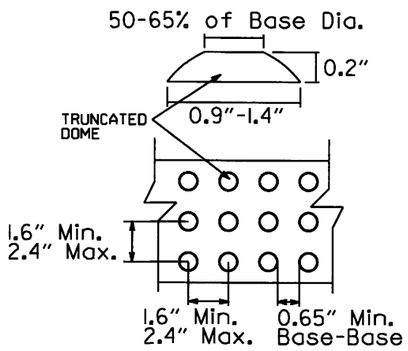
RADIUS "R" FEET	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



NOTE:
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGTITUDINAL GRADE.

GENERAL NOTES FOR DETECTABLE WARNING DEVICES

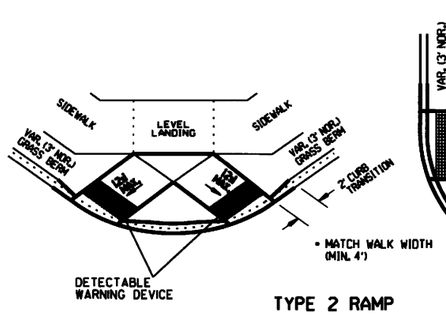
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT 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 AHTD QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



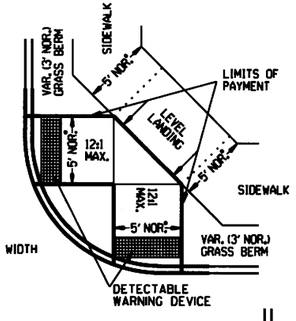
DETECTABLE WARNING DEVICE DETAIL

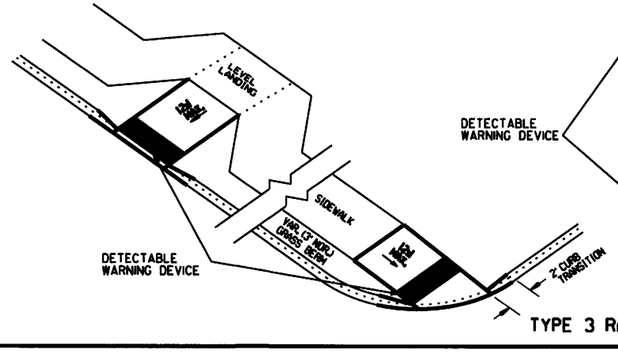
GENERAL NOTES:

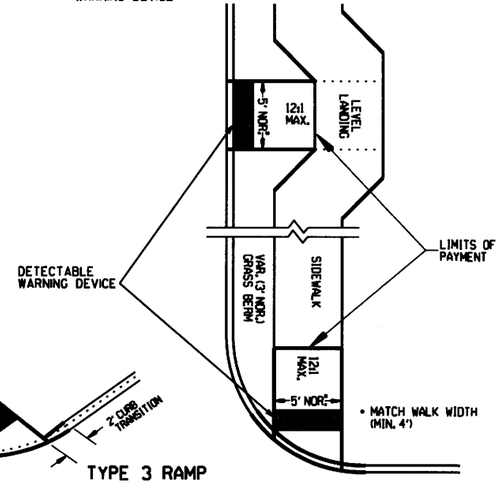
IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK 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.



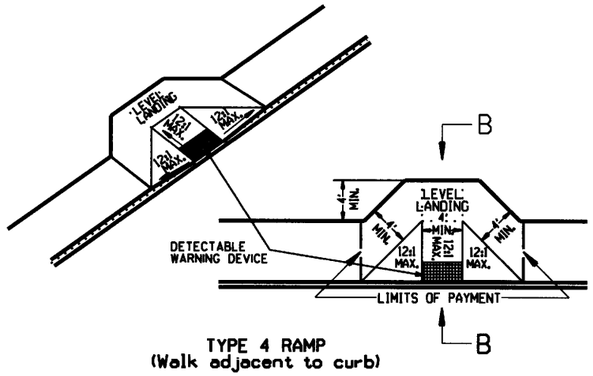
TYPE 2 RAMP



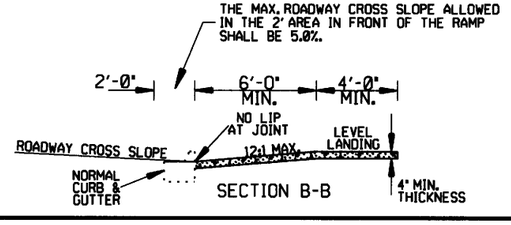




TYPE 3 RAMP



TYPE 4 RAMP
(Walk adjacent to curb)



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.

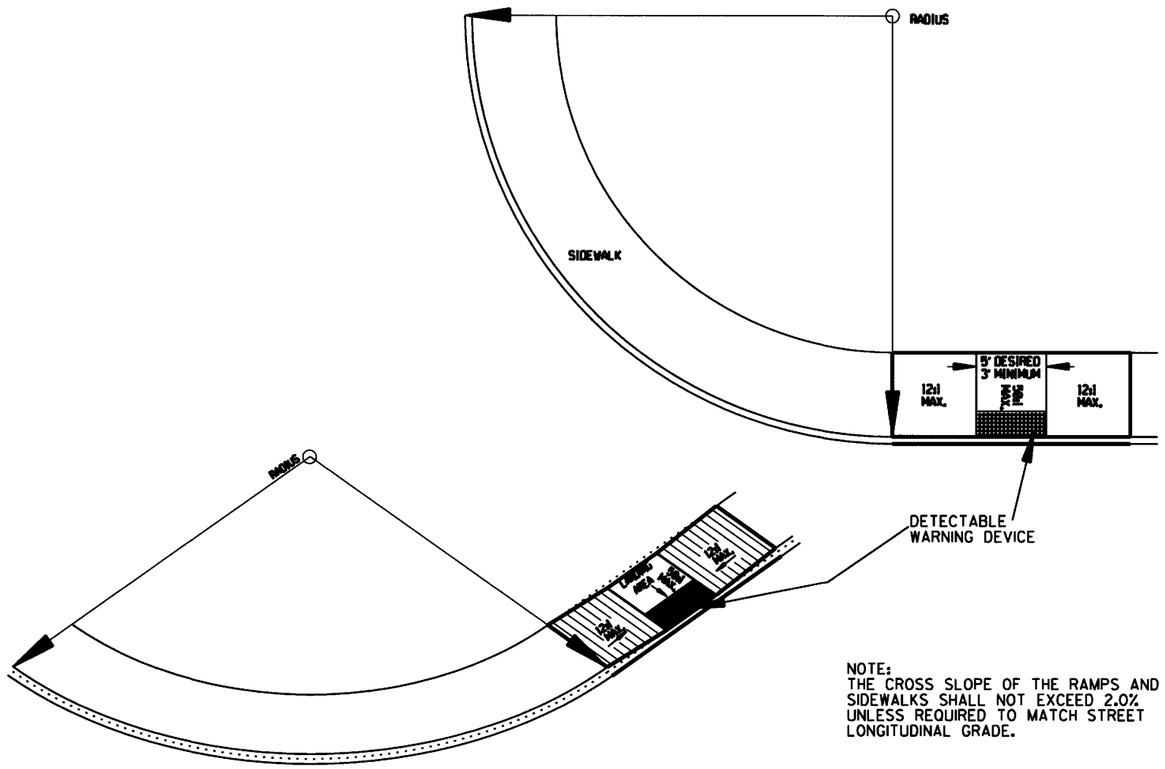
AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
2-10-05	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	
5-30-00	ADD SLOPE TRANS. & REV. ISL. DIMS.	
8-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM 8:1 TO 12:1 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.W.D.	299-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

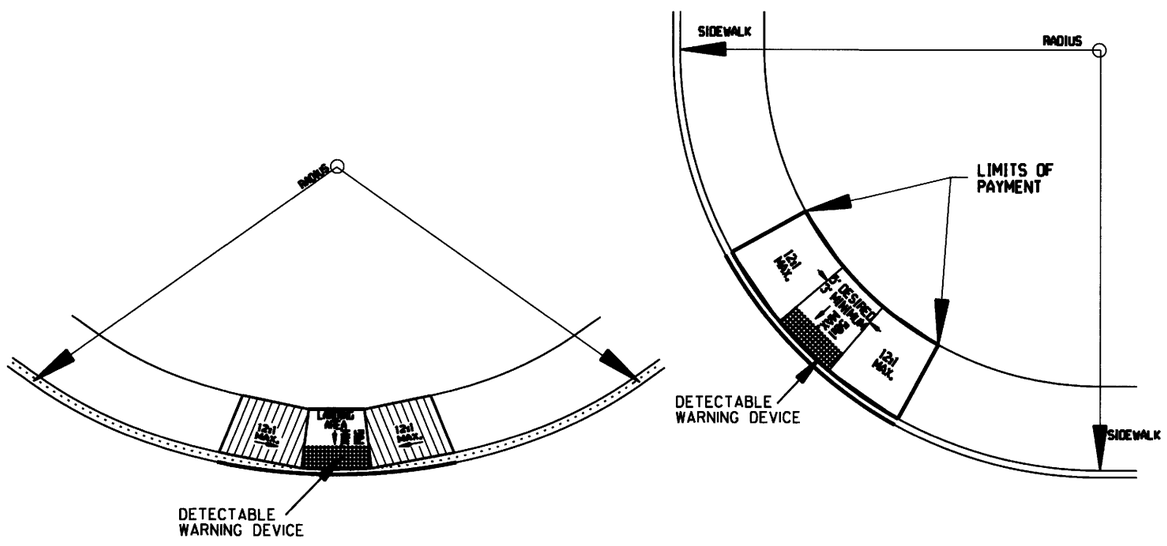
WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1



NOTE:
THE CROSS SLOPE OF THE RAMPS AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.

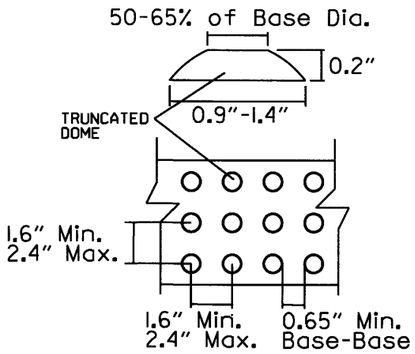
TYPE 5 RAMP



TYPE 6 RAMP

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 AHTD QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



DETECTABLE WARNING DEVICE DETAIL

GENERAL NOTES:

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 EXISTING WALK WIDTH OR 36", WHICHEVER IS GREATER.
MINOR MODIFICATIONS OF THESE DETAILS, AS APPPROVED BY THE ENGINEER, MAY BE MADE TO ADJUST TO LOCAL CONDITIONS.

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).
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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
10-9-03	REVISED GENERAL NOTES & ADDED NOTE.	
4-10-03	REVISED DETECTABLE WARNING DEVICE DETAIL	
8-22-02	ADDED DETECTABLE WARNING DEVICES DETAILS	
11-18-98	REV. FOURTH CHOICE NOTE	
8-12-98	REVISED TEXTURE	
7-02-98	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

WHEELCHAIR RAMPS ALTERATIONS ONLY

STANDARD DRAWING WR-2